

Authority: Planning and Housing Committee ~ as adopted by City of Toronto City Council on ~, 20~

**CITY OF TORONTO**

**Bill:**

**BY-LAW ~ - 2019**

**To adopt an amendment to the Official Plan for the City of Toronto respecting the Don Mills Crossing Secondary Plan generally in the vicinity of the intersection of Don Mills Road and Eglinton Avenue East, bound by the CP Rail Corridor, Don Mills Road, Wynford Drive, Gervais Drive, Ferrand Drive, Rochefort Drive and a portion of the west branch of the Don River Valley; and**

Whereas authority is given the Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*:

The Council of the City of Toronto enacts:

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment No. 404.

Enacted and passed on ( ), 2019.

Frances Nunziata,  
Speaker

Ulli S. Watkiss,  
City Clerk

(Seal of the City)

**Amendment No. 404  
To the Official Plan of the City of Toronto**

City of Toronto By-law No. ~~-20~

For lands generally in the vicinity of the intersection of Don Mills Road and Eglinton Avenue East, bound by the CP Rail Corridor, Don Mills Road, Wynford Drive, Gervais Drive, Ferrand Drive, Rochefort Drive and a portion of the west branch of the Don River Valley.

Amendment No. 404 to the Official Plan of the City of Toronto is as follows:

1. Chapter 6, Secondary Plans, is amended by adding Secondary Plan No. 40, attached as Schedule I for lands generally in the vicinity of the intersection of Don Mills Road and Eglinton Avenue East, bound by the CP Rail Corridor, Don Mills Road, Wynford Drive, Gervais Drive, Ferrand Drive, Rochefort Drive and a portion of the west branch of the Don River Valley, identified in Map 40-1.
2. Map 3 of the Official Plan is amended by designating the planned right-of-way of Wynford Drive from Don Mills Road to the southbound off-ramp of the Don Valley Parkway to 30 metres, and Gervais Drive from Eglinton Avenue East to Wynford Drive to 27 metres.
3. Schedule 1, Existing Minor Streets with Right-of-Way Widths Greater Than 20 Metres, is amended by removing Gervais Drive – All, and replacing it with the following:

| Street Name   | From          | To        | Planned Right-of-Way Width |
|---------------|---------------|-----------|----------------------------|
| Gervais Drive | Wynford Drive | North End | 23 metres                  |

4. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding new planned but unbuilt roads and links as follows:

| Street Name             | From   | To                      |
|-------------------------|--|-------------------------|
| Wynford Drive Extension | The intersection of Don Mills Road and Wynford Drive, running west, then southwest | Eglinton Avenue East    |
| New Link A              | Don Mills Road, running southwest, then south                                      | Eglinton Avenue East    |
| New Link C              | Don Mills Road, running west   | Wynford Drive Extension |
| New Link D              | New Link A, running west   | New Link F              |
| New Link E              | New Link A, running west   | New Link F              |
| New Link F              | New Link D, running north  | Wynford Drive Extension |

| <b>Street Name</b> | <b>From</b>   | <b>To</b>       |
|--------------------|---|-----------------|
| New Link G         | Eglinton Avenue East,<br>running south from New<br>Link A | Don Mills Road  |
| New Link H         | New Link G  | Don Mills Road  |
| New Link I         | Don Mills Road  | Ferrand Drive   |
| New Link J         | Don Mills Road  | Gervais Drive   |
| New Link K         | Sonic Way   | Rochefort Drive |

## 40 – Don Mills Crossing Secondary Plan

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### 1. Vision and Guiding Principles

1.1. The lands subject to the policies of this Secondary Plan are identified on Map 40-1 Secondary Plan Area.

#### Vision

1.2. Development within the Don Mills Crossing Secondary Plan Area will advance the following vision:

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

1.2.2. 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.

#### Guiding Principles

1.3. The following Guiding Principles will inform the Vision:

##### 1.3.1. Create a Vibrant Mixed-Use Community:

- a) A complete community with varied levels of planned intensification will accommodate a range of land uses, concentrating employment, commercial and community uses in close proximity to transit.
- b) High quality buildings with a range of built forms, massing and setbacks will frame the public realm with good proportion ensuring a comfortable and positive pedestrian experience.
- c) Civic and community life will be supported by a high quality public realm framed by buildings with active, at-grade uses, appropriate glazing on the lower levels and direct entrances from the public sidewalk.
- d) New development and public spaces will reinforce the historical character of the Secondary Plan Area through the conservation of heritage structures and designed landscapes.

### **1.3.2. Connect with Nature and Build Resiliency:**

- a) The Don River Valley system is integral to the Secondary Plan Area's identity. The policies of this Plan provide opportunities for people to both actively engage with and passively enjoy the ravine and its natural heritage.
- b) New trail connections and views into the valley will integrate the ravine with the community and provide for the protection and enhancement of the natural areas.
- c) Natural systems will inform and be integrated with landscape treatments in both the public realm and private development sites to build resiliency by capturing and treating stormwater, increasing biodiversity, creating new habitat or being a source for low-carbon energy.
- d) Development will be designed to support the goal of reduced energy consumption. Opportunities for implementing district energy systems will be explored.

### **1.3.3. Enhance Mobility Choice, Comfort and Connectivity:**

- a) New and existing streets and trails will be designed as a network that promotes a full range of travel options and function as efficient links that are experienced as safe and beautiful places.
- b) Walking and cycling facilities will be integrated into the design of the public realm to provide options for getting to and from transit stations.
- c) Local and area wide mobility options including improved transit services will be provided to increase the modal share of alternatives to automobile transportation for residential, employment, retail, institutional and other uses.

### **1.3.4. Support Inclusive City Building:**

- a) Community services and facilities will be provided as intensification occurs to support a growing community.
- b) A range of housing types, tenure, and affordability will be provided including units sized for larger households.
- c) Improved connections, facilities and services delivered by new development will be designed for users of all ages and abilities.

## 2. Secondary Plan Structure

- 2.1. The Secondary Plan Area will develop in a transit-supportive manner in accordance with this Plan's policies.
- 2.2. Development will be structured by three Character Areas identified on Map 40-2 Character Areas. Each Character Area will have its own identity outlined in the public realm and built form policies which direct growth and public investment as follows:

### 2.2.1. Core Area:

- a) The Core Area is the primary area for intensification where the greatest building heights and densities are located.
- b) Development density will include employment uses to reflect the underlying *General Employment Areas* land use designation east and west of Don Mills Road.
- c) Tall buildings in *Mixed Use Areas* within the Core Area will be directed to the intersection of Don Mills Road and Eglinton Avenue East and will provide transition in scale to lower-scaled development within the Secondary Plan Area and *Neighbourhoods* outside the Secondary Plan Area.
- d) The public realm in the Core Area will be designed to accommodate the movement of significant numbers of pedestrians and cyclists, with active uses at grade and appropriately scaled landscape setbacks to animate and enliven the pedestrian experience.

### 2.2.2. Ravine Valley Edge:

- a) Development will be set back from the top-of-bank with buildings arranged to respect the natural setting.
- b) Building heights and densities will be lower than those found within the Core Area.
- c) The relationship with the adjacent ravine will be emphasized through building design and landscape treatments that expand and enhance natural systems within the public realm and on private development sites.
- d) Direct pedestrian and cycling connections into the Don River Valley system will expand the public realm within this Character Area into the adjacent natural area.

### 2.2.3. Wynford Neighbourhood:

- a) Development will consist of mid-rise and low-rise buildings containing residential uses on a walkable street network of appropriately scaled blocks.
  - b) Mid-rise buildings will front along the extension of Wynford Drive from Don Mills Road to Eglinton Avenue East. Grade-related units are permitted.
  - c) A district park and community facility will form part of the Wynford Neighbourhood as a recreation and leisure focal point for the Secondary Plan Area as well as the surrounding communities.
- 2.3. The Character Areas will be connected by a public realm network as identified on Map 40-3b Public Realm Structure Plan, with existing and new streets, trails, parks and open spaces defining the physical structure of the Secondary Plan.
  - 2.4. Connectivity and mobility improvements are also identified for the surrounding communities and employment areas to ensure the public realm and community services and facilities improvements provided for within the Secondary Plan benefit, and are accessible, to these areas.
  - 2.5. Expansion of the public street network identified on Map 40-4 Street Network will divide large blocks into development parcels and be designed as public spaces with a civic role in addition to being important links in the mobility network for cycling, walking, transit and vehicles.
  - 2.6. Not all areas will experience the same levels of intensification or mix of uses. The land use designations identified on Map 40-5 Land Use Designations, and development densities identified on Map 40-6 Development Densities and maximum building heights identified on Map 40-7 Potential Tall Building Locations and Heights ensure that the level of intensification centred around Don Mills Road and Eglinton Avenue East does not exceed the capacity of local community services and facilities and the transportation capacity available through the expansion of the street network and public transit service along with the implementation of travel demand management strategies.

## 3. Land Use

- 3.1. Land use designations are shown on Map 40-5 Land Use Designations.
- 3.2. The land use policies and development criteria for land use designations found in Chapter 4 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.

- 3.3. Non-residential development will be concentrated within the Core Area in proximity to transit areas on lands designated *General Employment Areas* as well as on the lower levels of buildings containing residential uses in *Mixed Use Areas*.
- 3.4. Within the lands bounded by Don Mills Road, Eglinton Avenue East and the Canadian Pacific Rail Corridor, a minimum of 70,000 square metres of non-residential gross floor area will accommodate uses permitted in *General Employment Areas*. The majority of required non-residential gross floor area is to be office space.

### **General Employment Areas**

- 3.5. Development on lands designated *General Employment Areas* shall support the economic function of lands designated *Employment Areas* to the northeast of the Secondary Plan Area and strengthen this key cluster of economic activity. These lands will generally develop with office uses, and uses which support the creation of a competitive, attractive and functional employment area.
- 3.6. On lands designated *General Employment Areas 'A'*:
  - 3.6.1. New major retail developments with 6,000 square metres or more of retail floor area are not permitted;
  - 3.6.2. Restaurants, workplace child cares, recreation and entertainment facilities, and small and medium retail stores and services are permitted only when located on the lower level floors of multi-storey buildings that include Core Employment Area uses, particularly office uses;
  - 3.6.3. Small-scale stand-alone infill retail development of less than 1,000 square metres of gross floor area, or additions of less than 1,000 square metres of gross floor area to existing stand-alone retail uses, may be permitted subject to submission and City Council approval of an appropriate Context Plan.
- 3.7. On lands designated *General Employment Areas 'B'*:
  - 3.7.1. Retail and service uses, restaurants, workplace child care centres and fitness centres may be established; and
  - 3.7.2. Stand-alone retail stores and stand-alone restaurants greater than 1,000 square metres of gross floor area are not permitted.
- 3.8. New development on lands designated *General Employment Areas* will contribute to the development of a pedestrian-friendly and transit-supportive environment within the Core Area by limiting surface parking, and locating and screening surface areas, ramps and garbage storage to minimize view from and impacts on the adjacent public realm.



- 3.9. New development in the *General Employment Areas* along Don Mills Road will contain active uses on the ground floor to support the adjacent pedestrian environment. This may include the provision of retail, service and office uses including lobbies that offer access through buildings to publicly accessible open spaces on the interior of development sites.

### **Mixed Use Areas**

- 3.10. Significant residential intensification combined with non-residential development will occur within the lands designated *Mixed Use Areas*.
- 3.11. Development on lands designated *Mixed Use Areas "A"* that front Don Mills Road and/or Eglinton Avenue East will contain a minimum of 1.0 FSI of non-residential uses within the base of mixed use developments including but not limited to office, retail, restaurants, medical offices and/or community services and facilities. At grade, the required non-residential uses will generally include design features to animate the public realm through multiple entrances and built form articulation.
- 3.12. Tall buildings in *Mixed Use Areas 'A'* will provide transition in scale to *Neighbourhoods* adjacent to the Secondary Plan Area.
- 3.13. Development in *Mixed Use Areas 'B'* are encouraged to provide loading and parking facilities that can be shared with development in *General Employment Areas 'B'* to consolidate access points and minimize impact on publicly accessible open spaces and pedestrian routes in the public realm.

### **Apartment Neighbourhoods**

- 3.14. *Apartment Neighbourhoods 'A'* will contain residential uses, parks, local institutions, cultural and recreation uses. Retail, service and office uses that primarily serve area residents are permitted along the Wynford Drive extension, the Core Connector and Eglinton Avenue East.
- 3.15. *Apartment Neighbourhoods 'B'* will contain residential uses in low-rise and mid-rise buildings, the height of which will generally not exceed the width of the portion of the Wynford Drive Extension onto which the building fronts. Small scale retail, service and office uses that primarily serve area residents are permitted along the Wynford Drive Extension.
- 3.16. *Apartment Neighbourhoods 'C'* will contain residential uses in low-rise buildings no greater than four storeys in height, parks, low scale institutions, cultural and recreational facilities. Small scale retail, service and office uses that primarily serve area residents are permitted along the Wynford Drive Extension.

### **Natural Areas**

- 3.17. Lands shown as *Natural Areas* on Map 40-5 Land Use Designations will be restored and maintained in a natural state. These lands may include, where

feasible, pedestrian and cycling trail connections from development areas into the ravine and will be designed to minimize impacts on natural features and functions, in consultation with the TRCA.

### ***Institutional Areas***

- 3.18. *Institutional Areas* on Map 40-5 Land Use Designations will provide an opportunity for future expansion or the development of other educational (including elementary schools), medical and/or government uses.

## **4. Public Realm**

- 4.1. The public realm includes all public and private spaces to which the public has access. It includes, but is not limited to, streets, sidewalks and pedestrian connections, public parks, open spaces and natural areas, Privately Owned Publicly-accessible Spaces (POPS), the public portions of civic buildings and other publicly owned and publicly accessible lands.
- 4.2. The public realm will be designed as a connected network of spaces providing places for residents, workers and visitors to gather, interact and enjoy active and passive recreational opportunities, but also improving mobility and access to and from the surrounding neighbourhoods.

### **Public Realm Network**

- 4.3. The Public Realm Network identified on Map 40-3a Public Realm Network includes new and existing public streets, parks, open spaces and pedestrian connections delivered through redevelopment and civic improvements.
- 4.4. The key components of the Public Realm Network are illustrated on Map 40-3a Public Realm Network. Its landscape character will vary as informed by the adjacent land use context, topography and natural setting. Civic improvements and private development will advance these public realm features as follows:

#### **4.4.1. Eglinton Crossing**

- a) The Eglinton Crossing is a series of streetscape treatments and public realm enhancements along Eglinton Avenue East extending from the CP Rail Corridor to the Don Valley Parkway that will be experienced as a linear open space to emphasize its role as the most important east-west street in the area.
- b) The landscaped character and function of the Eglinton Crossing will change based on the surrounding land use context and topography transforming from a manicured urban tree planting treatment in the Core Area to a natural park-like streetscape in the Ravine Valley Edge.

- c) The design of the Eglinton Crossing will ensure pedestrian comfort and safety through the provision of generous landscaped boulevards, wide sidewalks, multi-use trails and dedicated cycling facilities.
- d) From the CP Rail Corridor to the intersection of Eglinton Avenue East and Street "A", boulevards will include continuous landscaping consisting of native high-branching deciduous trees and understory plantings, the design of which will be informed by the adjacent natural setting and blend in with the existing topography.
- e) Within the Core Area, the Eglinton Crossing will include an appropriate mix of hard and soft landscape treatments within boulevards, plazas and building setbacks that will accommodate the pedestrian and cyclist movements to and around the transit station.
- f) The Don Mills Crossing landscaped plazas conceptually identified on Map 40-3b Public Realm Structure Plan at the intersection of Don Mills Road and Eglinton Avenue East will be designed to have consistency in lighting, paving and street furniture to ensure an integrated approach to the public realm around the future transit station entrances.
- g) From the intersection of Eglinton Avenue East and Ferrand Drive/Gervais Drive to the Don Valley Parkway, the treatment of boulevards and required building setbacks will be informed by the landscaped character found on the grounds of the Aga Khan Park and Museum.
- h) New buildings along Eglinton Avenue East within the Core Area will be set back a minimum of 3 metres providing space for pedestrians, landscape and amenity including high quality pedestrian walkways, weather protection, trees with understory planting, patios and seating to support non-residential uses on the ground floor.

#### **4.4.2. Don Mills Crossing**

- a) The Don Mills Crossing extends along Don Mills Road from the CP Rail Corridor to St. Dennis Drive. Streetscape treatment will emphasize Don Mills Road as the most important north-south street in the area through improved pedestrian circulation patterns, well-landscaped setbacks and strategically placed open spaces to enhance its identity and character through the Core Area.
- b) A consistent streetscape treatment will be provided along Don Mills Road to create a safe and attractive pedestrian environment. Landscape buffers for pedestrian areas will be provided in the boulevard and include high-branching deciduous trees and understory plantings. Widened sidewalks will be coordinated with the design of landscaped setbacks to provide additional pedestrian amenity.

- c) New buildings on Don Mills Road will be set back a minimum of 5 metres providing space to animate the Don Mills Crossing with high quality pedestrian walkways, weather protection, trees with understory planting, patios and seating to support non-residential uses on the ground floor.
- d) A minimum 5 metre wide pedestrian clearway will be provided by new buildings south of Eglinton Avenue East on the west side of Don Mills Road to ensure a strong pedestrian link from the LRT station entrance on the southwest corner of the intersection to the Ontario Science Centre lands through the provision of clear signage, distinct pavement treatment and/or public art.

#### **4.4.3. Core Connector**

- a) The Core Connector is a loop of public streets that form the boundary of the Core Area. Each street of the Core Connector will be designed to improve mobility while providing opportunities to cross Eglinton Avenue East and Don Mills Road.
- b) Public streets that form the Core Connector will be designed to have consistent streetscape treatment including lighting, paving and street furniture that is integrated with the design of adjacent setbacks, adjacent parks and natural spaces to reinforce the interconnected character of the public realm. This streetscape treatment will include high branching deciduous trees planted in a landscaped boulevard.
- c) New buildings along the Core Connector containing residential units at grade will be set back a minimum 3 metres, residential amenity space, residential lobbies and buildings with non-residential uses at grade will be set back a minimum 2 metres.
- d) Additional setbacks for development along the Core Connector on lands designated *Employment Areas "A"* may be required to reflect the existing landscaped character of the employment uses along Wynford Drive northeast of the Secondary Plan Area.
- e) The Core Connector will include signalized intersections when it crosses Don Mills Road and Eglinton Avenue East designed to facilitate safe, comfortable crossings of these arterial roads for pedestrians and cyclists as well as vehicles.

#### **4.4.4. Wynford Drive Extension**

- a) 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. This new street facilitates local and district level mobility, linking important existing cultural facilities along Wynford Drive with new community services and facilities in the

Secondary Plan Area as well as the Don River Valley ravine system.

- b) The Wynford Drive Extension will be designed to include an off-street multi-use trail which will connect to the existing Don Mills Cycling Trail north of the CP Rail corridor and the cycling trails in the Ravine Portal.
- c) The Wynford Drive Extension will be extensively landscaped with trees, integrated stormwater management and other pedestrian amenity within the public right-of-way. The details and cross section will be secured through new development.
- d) New buildings will be set back a minimum of 3 metres from the Wynford Drive Extension, west of the Core Connector, and will be designed to complement and extend the streetscape. Additional trees and understory plantings will be provided and the setbacks will blend in with the topography of the area to minimize the use of retaining features through the provision of terraced landscaping, increased setbacks and decorative features.
- e) The existing ramps at Eglinton Avenue East will be reconfigured with redundant ramps removed to provide space for pedestrians and cyclists while facilitating safe movements of vehicles to and from the Wynford Drive Extension.

#### **4.4.5. Ravine Portal**

- a) 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 Ravine Valley Edge. The Ravine Portal is intended to create better visual and physical connections with the adjacent natural features.
- b) The design of the Ravine Portal will link the North and South Ravine Lookout Parks to the Wynford Drive Extension to improve access to the ravine for pedestrians and cyclists.
- c) Views into the valley and other ways of engaging with the natural features may be achieved through signage, viewpoints, interpretation elements, public art or other appropriate means.
- d) The trail access to the ravine will provide appropriate separation from environmentally sensitive areas, and minimal impact to other natural features determined through consultation with the Toronto and Region Conservation Authority.
- e) The grade of the trail access in the ravine area will generally blend with the existing topography with retaining features minimized or undertaken in an environmentally appropriate manner to the satisfaction of the Toronto

and Region Conservation Authority.

#### **4.4.6. District Connector**

- a) The District Connector consists of public streets and publicly accessible walkways connecting important routes, buildings and public spaces in the surrounding communities to new development within the Secondary Plan.
  - b) These routes along the District Connector will be considered for streetscape enhancement and other public realm improvements through contributions secured through the approval of development within the Secondary Plan Area.
  - c) The design of the streetscape along public streets that form the District Connector will be informed by the adjacent land use context, particularly properties that contain identified cultural heritage resources.
  - d) Improvements to pedestrian and cycling facilities along the District Connector will provide a safer environment for these users, including but not limited to: the removal of channelized turning lanes; the addition of cycling lanes; the widening of sidewalks; the provision of public art; and consistency in lighting, paving and street furniture.
  - e) The District Connector will provide an opportunity to cross Eglinton Avenue East at the Aga Khan Park and Museum LRT stop, where opportunities for establishing a transportation hub could be integrated with the public realm to support pedestrian movement and provides access to bike share and other cycling-related amenities.
- 4.5. New public and private streets identified on Map 40-4 Street Network will be designed and implemented with appropriate streetscape treatments and street furniture.
- 4.6. Street trees will be provided on both sides of all Local Streets identified on Map 40-4 Street Network to reinforce and enhance the existing landscaped character of the area as follows:
- 4.6.1. Within the Core Area, trees will be in planters with permeable pavers and similar features used to provide stormwater management.
  - 4.6.2. Within the Ravine Valley Edge Area, the planting of street trees will be integrated with understory plantings, native vegetation and provide opportunity for habitat expansion to enhance biodiversity.
  - 4.6.3. Within the Wynford Neighbourhood, trees will be planted in turf and integrated with landscape bump outs to increase permeability, provide stormwater management and traffic calming near pedestrian crossings.

- 4.6.4. Street A north of Wynford Drive will be designed to accommodate a cycling trail, a public sidewalk, and tree planting where appropriate.

## **Parks**

- 4.7. The locations of planned parks are conceptually identified on Map 40-3b Public Realm Structure Plan. The exact size and configuration of each park will be determined through the City's approval of development and City acquisitions.
- 4.8. The parks system will be comprised of a hierarchy of park types, sizes and function as follows:

### **4.8.1. Signature Park – Don Mills Arena Park**

- a) A minimum 2 hectare park will be provided to accommodate the relocation of the Don Mills Arena with an opportunity to expand the facility to accommodate a Community Centre and other community uses.
- b) The Signature Park will be designed to serve the local area as well as the broader community.

### **4.8.2. Local Park: Ravine Lookout North**

- a) A local public park will be established along the north side of Eglinton Avenue East above the top of bank to be a community focal point for the Ravine Valley Edge Character Area.
- b) In addition to providing recreation uses for local residents, the park will provide a viewpoint over the ravine lands south of Eglinton Avenue East and the multi-use trails that form part of the Ravine Portal identified in the Public Realm Network (Map 40-3a).
- c) The Ravine Lookout North design will incorporate opportunities to further celebrate the natural and cultural heritage of the area through public art, wayfinding or design of play structures and equipment.

### **4.8.3. Local Park: Ravine Lookout South**

- a) A local public park will be established along the south side of Eglinton Avenue East to celebrate and respect the natural areas to the south through passive views, interpretation features and appropriate recreation uses.
- b) The park design will take into consideration the adjacent environmentally sensitive area at the base of the valley wall, including providing an appropriate buffer from the identified limits for a long-term stable slope.
- c) As part of the Ravine Portal, pedestrian and cycling trails will be located within the park area to facilitate connectivity to the Ontario Science Centre

and to the trail accessing the ravine lands at the base of the Wynford Drive Extension.

#### **4.8.4. Local Park: Core Area**

- a) A local public park will be established within the southeast quadrant of the Core Area to provide an amenity for lands within the Core Area and recreation opportunities for residents, workers and visitors.
- b) The park design of the Core Area Park will provide the opportunity for local programming and wayfinding elements that reflect the park's location within the Core Area and its proximity to important destinations in and around the Secondary Plan Area.

4.9. The planning, design and development of new parks will also be guided by the following objectives:

- a) Connect and extend to streets, natural areas and open spaces in the Don Mills Road and Eglinton Avenue East Area through the use of walkways, trails, bikeway and landscaping.
- b) Provide appropriate space and layout to support a range of recreational needs.
- c) Include elements which enhance the ecological function of the public realm, including natural areas that support habitat expansion and promote biodiversity.
- d) Be informed by the cultural heritage in the area and its history as a centre for innovation.

4.10. Conveyed parkland will be located with generous public street frontage(s) to provide safety and visibility for those accessing the park.

4.11. City-owned lands will be utilized where appropriate to realize opportunities to create or expand parks and open spaces.

4.12. Parkland dedication will achieve parks that can accommodate a range of programs and have a functional size, shape and appropriate street frontage as determined by the City.

4.13. Development adjacent to a park will:

- a) Be set back a minimum of 5 metres to allow the building and any of its exterior amenities to be provided and maintained on the development site.
- b) Provide an appropriate interface between public and private lands.



- c) Be oriented to maximize public access and views to the park.
  - d) Be designed to have an attractive façade with animated uses at grade.
  - e) Provide for casual overlook, increasing the passive surveillance and safety of the park.
  - f) Avoid locating loading and servicing areas adjacent to the park.
- 4.14. Development on sites not large enough to yield a park of an appropriate functional size, shape and public street frontage is encouraged to satisfy the parkland dedication requirement through an off-site parkland dedication that will expand an existing or future public park in the area.
- 4.15. If the required parkland is occupied by other uses or structures and cannot be conveyed and/or developed as a park until those uses are terminated or the structures removed, then the parkland dedication requirements associated with a development application can be met if the owner of the lands to be conveyed as parkland enters into an agreement with the City to secure conveyance of the parkland, to the City's satisfaction.

### **Privately Owned, Publicly-Accessible Spaces (POPS)**

- 4.16. POPS will be strategically located as conceptually identified on Map 40-3b Public Realm Structure Plan and designed for a wide range of potential uses and amenity for the enjoyment of all users.
- 4.17. Where multiple POPS are planned in close proximity to each other, opportunities to co-ordinate their design to develop a coordinated landscape treatment should be explored to incorporate branding and wayfinding features.
- 4.18. POPS should be coordinated with active ground level uses in adjacent buildings such as residential entrances and/or amenity spaces, active office uses, retail, restaurant and community spaces to provide seating and gathering spaces within the public realm.
- 4.19. POPS should be set back from adjacent ground floor uses to allow for appropriate transition at grade to maintain the public accessibility integral to the success of the open space.
- 4.20. The provision of POPS will not be in lieu of required parkland dedication.

### **Public Art**

- 4.21. Public Art will contribute to the character of the Secondary Plan Area by enhancing the quality of the public spaces and other spaces that are publicly accessible and visible.

- 4.22. Public Art will facilitate expression of cultural and natural heritage, community identity and other themes that contribute to a sense of place.
- 4.23. Potential locations for Public Art are conceptually identified on Map 40-3b Public Realm Structure Plan. The locations of Public Art will be determined through a District Public Art Plan and/or the Public Art Plans for individual development sites.

## **5. Built Form**

### **Shaping Built Form**

- 5.1. The scale and form of development within *Mixed Use Areas* and *Apartment Neighbourhoods* will be contextually appropriate through its relationship with adjacent sites, on lands designated *Neighbourhoods* and *General Employment Areas*.
- 5.2. Through comprehensive redevelopment, large blocks will be divided into smaller parcels by establishing new local public streets, parks and/or mid-block connections to provide a range of options for circulation and a setting for a development scaled to the size of the new parcels.
- 5.3. Development will frame streets, parks, open space and mid-block connections with good proportion.
- 5.4. Development will provide active and animated uses at the ground level with direct access to the public realm while creating comfortable conditions for pedestrians by ensuring access to sunlight and mitigating wind impact.
- 5.5. Development is encouraged to consolidate service areas within the block, and minimize the width of driveways and curb cuts across public sidewalks.

### **Defining the Public Realm: Streetwall and Step Backs**

- 5.6. Consistent building setbacks and built edges will create a regular alignment for the streetwall to define the public realm and contribute to improving the civic and pedestrian experience in the Secondary Plan Area. Minimum setbacks will be provided as required by this Secondary Plan.
- 5.7. Encroachments and projections into the minimum required setbacks will be generally limited through the Zoning By-law to minimize impact on the public realm.
- 5.8. On lands designated *Mixed Use Areas* and *Apartment Neighbourhood "A"*, a streetwall of up to six storeys (25 metres) for new development along Eglinton Avenue East, Don Mills Road, the Wynford Drive Extension and Gervais Drive will be established as follows:

- 5.8.1. On sites containing tall buildings, the maximum height of the base building will be six storeys. Above the height of the base building, a minimum step back of 5 metres is required to the tower component of the building.
- 5.8.2. On sites containing mid-rise buildings, a streetwall of up to six storeys will be established by providing a minimum step back of 3 metres for the portions of the building above the streetwall height.
- 5.8.3. Notwithstanding the above policies, the appropriate height of any base buildings and mid-rise buildings are further subject to the sun/shadow policies of this Secondary Plan.

## **Supporting and Animating the Public Realm**

- 5.9. Active at-grade uses will be encouraged on the ground floor of mid-rise buildings and the base of tall buildings as identified on Map 40-8 Active Uses and Building Edges.
  - 5.9.1. Active commercial uses, where required, include but are not limited to retail and service uses, restaurants, entrances, and common areas in office buildings that include spaces for employee amenity.
  - 5.9.2. Active residential ground floor uses include entrances to grade-related units and lobbies, porches, stoops and private entrances to give character and scale to residential buildings.
  - 5.9.3. Where active retail and commercial ground floor uses are required, sufficient ground floor height (minimum 4.5 metres) will be provided for these uses along public streets, with weather protection to ensure pedestrian comfort.
- 5.10. Individual entrances to retail and commercial uses will be at the same level as the adjacent sidewalk.
- 5.11. Development will generally relate directly to the grade of the adjacent public realm. The building's residential entrances should generally be no more than one metre above the grade of the public sidewalk directly at the front of the entrance. Below grade entrances and sunken patios in the front yard are not permitted when fronting on a public street or public park.
- 5.12. Parking is encouraged to be located underground or behind buildings to ensure appropriate landscaping in the front yard. Below grade structures may encroach into required landscaped setbacks provided ventilation features are not present within the required setback zone and a sufficient depth is achieved to ensure adequate soil volume for successful tree planting.
- 5.13. Built form strategies, including building setbacks, stepbacks and articulation, and high quality landscape treatments should be used to provide identifiable features at the terminus of existing and potential views and points of interest as identified on Map 40-9 Views and Vistas.

## **Sun, Shadow and Wind Conditions in the Public Realm**

- 5.14. The height of the base buildings, all mid-rise buildings, and the mass, location and height of the tall buildings in development around public parks will be designed to maximize access to sunlight in the parks throughout the day and minimize shadow impact.
- 5.15. 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.
- 5.16. Notwithstanding Policy 5.14, the base portion of tall buildings and all mid-rise buildings on the south side of Eglinton Avenue East will provide a minimum of seven hours of continuous sunlight between 10:18am and 5:18pm from March 21<sup>st</sup> to September 21<sup>st</sup> on public sidewalks located on the north side of the street.
- 5.17. The tower components of tall buildings located on development sites fronting the south side of Eglinton Avenue East will be located and massed to ensure portions of the sidewalk on the north side equivalent to 50% or more of the development site's frontage are in direct sunlight generally between 10:18am to 5:18pm from March 21<sup>st</sup> to September 21<sup>st</sup>.
- 5.18. Buildings will be located and massed to ensure that not less than 75% of the Don Mills Arena Park area as identified in Map 40-3B is in direct sunlight between 9:18am and 5:18pm from March 21st to September 21st.
- 5.19. Buildings will be located and massed to limit and/or mitigate wind impacts on the public realm, including streets and sidewalks, parks and open spaces, as well as privately owned publicly accessible spaces and private amenity spaces. Wind conditions should be suitable for walking and standing, with higher standards applied to spaces designed for sitting, play structures and sports activities.

## **General Built Form**

- 5.20. The maximum densities for development shown on Map 40-6 Development Density are subject to meeting the built form policies set out in this Secondary Plan as well as those set out in the Official Plan.
- 5.21. Tall buildings are provided for in parts of the Core Area and Ravine Valley Edge on lands within the shaded areas on Map 40-7 Tall Building Potential Locations and Heights, with the greatest height in the Core Area and lesser height in the Ravine Valley Edge. Tall buildings are not permitted in the Wynford Neighbourhood.
- 5.22. On sites where tall buildings are permitted on Map 40-7 Tall Building Potential Heights and Locations that can accommodate multiple towers, one tower is permitted to achieve the maximum height with other towers on site at noticeably

lower heights to create articulation and variability in the skyline.

- 5.23. Any new development will be set back a minimum of 30 metres from the property line of the Canadian Pacific Rail corridor and will include appropriate crash protection features as identified by a qualified rail safety consultant. Alternative rail safety measures may be proposed where the 30 metres cannot be met subject to the policies of this Secondary Plan.
- 5.24. Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the face of noise walls and other structures which are visible from the public realm.

### **Built Form by Character Area**

- 5.25. Development in the Core Area will provide opportunities for residential, retail and employment uses at the greatest heights and densities found in the Secondary Plan Area in buildings that will achieve the following standards:
  - 5.25.1. Development along the Don Mills Crossing and Eglinton Crossing will be massed and articulated to support adjacent public streets and open spaces:
    - a) Base buildings for mixed use development containing towers will have a minimum height of 2 storeys and a maximum height of 6 storeys.
    - b) To create an appropriate rhythm and scale of building frontages containing retail and service commercial uses, units on the ground floor will generally have a width of up to 12 metres with larger retail units encouraged to locate on the second floor.
    - c) Development of employment uses fronting Gervais Drive and Wynford Drive will respect and reinforce the designed landscapes of the broader employment area while providing direct access to main entrances from the public sidewalk with appropriate weather protection.
  - 5.25.2. Where residential uses are permitted along the Core Connector:
    - a) The ground floor of residential development, entrances to lobbies and individual units will generally provide direct access to the public sidewalk.
    - b) The maximum heights of base buildings will not exceed six storeys or otherwise must be articulated with setbacks and stepbacks and comply with the sun-shadow policies in this plan to minimize their impact on the pedestrian realm.
  - 5.25.3. In the southeast quadrant, development will be within a 45-degree angular plane measured from grade at the property line of any property designated *Neighbourhoods* east of Ferrand Drive.

- 5.26. Development in the Ravine Valley Edge will emphasize the relationship with the natural areas to the south in the Don River Valley and achieve the following standards:
- 5.26.1. Development is encouraged to provide areas for planting of native species to extend the natural landscape of the valley into the community, support habitat and increase biodiversity.
  - 5.26.2. The retained portions of the John Parkin Building (1150 Eglinton Avenue East) will be incorporated into the design of the base buildings above the top of bank. The shape, setback and architecture of the tower components above the retained heritage structure will be designed to emphasize and celebrate the cultural heritage attributes of the building and its relationship to the surrounding landscape.
  - 5.26.3. Mid-rise development on Eglinton Avenue East is permitted to a maximum of 10 storeys with a pedestrian perception step back of 3 metres provided at the 6<sup>th</sup> storey to establish a streetwall condition and appropriately frame the adjacent parkland.
  - 5.26.4. Development with frontage on local streets will provide base buildings that are oriented towards the adjacent public right-of-way and massed at an appropriate scale based on the width of the local streets.
- 5.27. Development in the Wynford Neighbourhood will provide a range of residential units in mid-rise and low-rise building types within a walkable street network. Ground floor units of mid-rise buildings along the Wynford Drive Extension are encouraged to have direct access from the public sidewalk in addition to the main entrance to the lobby of the apartment buildings.

## **6. Cultural Heritage**

- 6.1. In addition to the policies of the Official Plan, the policies in Chapter 6 of this Secondary Plan are applicable.
- 6.2. As part of a complete application, a Heritage Impact Assessment is required to be submitted for all properties identified on Map 40-9 Views and Vistas.
- 6.3. On lands along the District Connector, the design of the public realm and built form will be informed by the heritage attributes, values and character of important community, cultural and institutional resources by:
- 6.3.1. Ensuring good visibility, access, and civic prominence from streets, parks and mid-block connections and major pedestrian routes.

- 6.3.2. Encouraging new development to respond to the built form of individual heritage resources as well as to contextual characteristics, including how the heritage building relates to adjacent structures, landscape and streetscape.
  - 6.3.3. Providing street furniture, landscaping, lighting, paving, public art and other features within the public realm designed to reflect the scale, materials, textures and other attributes of adjacent cultural heritage resources and landscapes.
- 6.4. Potential archaeological resources will be acknowledged and celebrated through naming, wayfinding and interpretive features.
- 6.5. Views and vistas identified on Map 40-9 Views and Vistas that connect the public realm to significant natural and cultural heritage resources, cultural institutions, community destinations and landmarks will generally be conserved and accentuated through the siting, massing and articulation of new development as well as the design of landscaped open spaces. Specific guidance to the preservation of views and vistas is provided as follows:
- 6.5.1. The view to and from the John Parkin Building will be enhanced by:
    - a) Landscaping elements designed to frame and emphasize the view of the John Parkin Building at the pedestrian and cyclist level on the north and south sides of Eglinton Avenue East.
    - b) Unobstructed sight lines from the podium level of the John Parkin Building will be conserved to the Don River Valley, the Ravine Lookout Park and the Ravine Portal Park.
  - 6.5.2. The view to the Don River Valley from the Ravine Lookout North Park and the Ravine Lookout South Park will be enhanced by landscaped elements within the two parks that allow for an unobstructed view to the ravine while facilitating wayfinding and passive enjoyment of the natural spaces.
  - 6.5.3. The view to the Ontario Science Centre from Don Mills Road will be enhanced by:
    - a) Providing direct views from the intersection of Don Mills Road and St. Dennis Road to the main entrance of the Ontario Science Centre.
    - b) Encouraging clear routes to the Ontario Science Centre and/or visual cues to promote wayfinding between the main entrance of the Ontario Science Centre and the primary entrance to the Science Centre Station of the Eglinton Crosstown.
    - c) Encouraging clear routes to the Ontario Science Centre and/or visual cues to promote wayfinding along the route from the Ravine Lookout South Park at Eglinton Avenue East to the main entrance to the Ontario Science

Centre.

6.5.4. The view to the Foresters Headquarters at 777 Don Mills Road will be enhanced by:

- a) Providing views of the tower portion of the Foresters Headquarters from the south-east corner of St. Dennis Drive and Don Mills Road.
- b) Providing views to the upper floors of the Foresters Headquarters from Eglinton Avenue East near the CPR Rail Corridor bridge.

6.5.5. Along Wynford Drive east of Don Mills Road, a vista will generally be preserved of identified heritage properties fronting Wynford Drive and the designed landscapes in the front yards.

6.6. Natural and built features that helped shape the development of the lands between the branches of the Don River Valleys will be identified by the City and evaluated as a potential cultural heritage landscape.

6.7. The design of parks and public open spaces will appropriately conserve and be informed by cultural heritage resources and their associated values and attributes, including any features identified by the City as forming part of a potential cultural heritage landscape.

## **7. Natural Environment and Sustainability**

7.1. In addition to Policy 3.4 of the Official Plan, policies in Chapter 7 of this Plan are applicable:

7.2. The relationship between the new community and the adjacent ravine system will be more than a passive engagement as natural systems are fully integrated with the design of the public realm and future development to extend the experience of the ravine into the community while protecting nearby environmentally sensitive areas.

7.3. Development is encouraged to explore, advance and as appropriate, implement City Council's strategies or initiatives related to the use and preservation of the City's ravine system.

7.4. Sustainable performance measures will be actively pursued to build resilience against extreme weather through innovative and resilient approaches to buildings and energy systems that advance opportunities for the creation of a near zero community.



## **Extending Natural Systems into the Public Realm and Private Development**

- 7.5. New development and public realm improvements will incorporate a high level of ecological function and resiliency:
- 7.5.1. Development will be encouraged to incorporate biodiversity in the design of the buildings and landscape of the site by:
    - a) Creating habitats through planting treatments of private landscaped areas and amenity spaces.
    - b) Planting varieties of species that are pollinator-friendly.
    - c) Designing biodiverse green roofs with diversity in species, planting patterns and soil depth as informed by City design guidelines.
  - 7.5.2. Development and streetscape improvements will integrate stormwater capture, trees and landscaping, and be informed by City design guidelines in a way that is tailored to each Character Area:
    - a) Landscaping in the Core Area will focus on providing trees with suitable soil volumes, permeable pavers, and water features for stormwater management.
    - b) A more naturalized strategy for the Ravine Valley Edge will reflect its proximity to the natural heritage system of the Don River Ravine, including groupings of trees with understory plantings and native vegetation.
    - c) The residential qualities of the Wynford Neighbourhood will be reflected in flexible green spaces designed for a variety of activities.
  - 7.5.3. Development is encouraged to meet the highest levels of the Toronto Green Standards.
  - 7.5.4. New development in the Ravine Valley Edge is encouraged to meet Toronto Green Standard (Tier 2) related to stormwater management, glazing and lighting to protect the ecological functions of the adjacent ravine.
  - 7.5.5. Parks and open spaces provide an opportunity to enhance the environmental quality and ecological function of the area by integrating green infrastructure initiatives such as rain gardens and bioswales for stormwater management, as well as groupings of naturalized tree and understory plantings for habitat expansion.
- 7.6. Public art, green infrastructure initiatives, wayfinding and other interpretive features will be explored in private development and public realm improvements as opportunities emerge to engage and educate the public on the environmental

sensitivity and natural heritage found in and around the Secondary Plan Area in the Don River Valley system.

### **Protecting the Don River Valley and Providing Access**

- 7.7. New servicing infrastructure is to be located outside the natural heritage system and required incursions kept within or adjacent to the Eglinton Avenue East or other street rights-of-way to the greatest extent possible.
- 7.8. Through the implementation of low impact development standards and stormwater management practices, all storm flows should be directed away from the ravine features to maintain the hydrology of the natural system.
- 7.9. The planting of non-native invasive species will be discouraged for private development sites and public realm improvements with an emphasis on planting native species found in the Don River Valley system.
- 7.10. The formalization of trail access into the ravine will provide an opportunity to remove informal points of access in environmentally significant areas. Parameters for connections in proximity to environmentally sensitive areas will include appropriate buffer widths and buffer functions as determined in consultation with the Toronto and Region Conservation Authority.

### **Energy and Resilience**

- 7.11. Development will be encouraged to provide additional back-up power in order to improve resilience in the event of area-wide power outages.
- 7.12. Alternative energy technologies will be encouraged to power street lighting, traffic signals and other lighting in the public realm.
- 7.13. New development will be encouraged to submit an Energy Strategy to:
  - a) Incorporate recovery of low-carbon energy from infrastructure sources such as sewers, community facilities and transit power stations to reduce emissions.
  - b) Develop or incorporate a connection to any existing or planned thermal energy networks as informed by guidelines as may be developed and adopted by City Council.
  - c) Integrate on-site renewable energy production to reduce electricity demand.
  - d) Target near-zero energy use and emissions.

## 8. Mobility

- 8.1. The transportation network will focus on the efficient movement of people within and around the Secondary Plan Area with an emphasis on the use of transit, walking and cycling, which will be supported by:
- a) Ensuring land use patterns and a mix of uses that enable live-work opportunities and access to daily needs within the community, reducing the need for longer trips.
  - b) Implementing a fine-grain public street network to expand the number of routes to and through the community, establishing important connections to surrounding neighbourhoods.
  - c) Encouraging the integration of pedestrian and cycling transportation infrastructure with improvements to the public realm, particularly around transit stations and intersections.
  - d) Applying transit-oriented principles to the design of new development and civic infrastructure to ensure seamless mobility across all modes of transportation.
  - e) Prioritizing pedestrians, cyclists and public transit users in the design of new streets as informed by a complete streets approach.
  - f) Managing trip demand and behaviour through the implementation of Travel Demand Management (TDM) programs with new development.
  - g) Expanding and enhancing surface transit routes in and around the Secondary Plan Area to support the Eglinton Crosstown LRT.
- 8.2. Development will be required to demonstrate that sufficient transportation capacity is available to service the proposed land uses and density.
- 8.3. Development will be required to implement the required transportation infrastructure and TDM measures identified by the Don Mills Crossing Mobility Planning Study. The requirements of the Mobility Planning Study will be refined, protected and implemented through the development review process and City-initiated transportation network improvements. Applications will be reviewed for an acceptable strategy to implement these requirements. At a minimum, the implementation strategy will include:
- a) An assessment of existing conditions including development levels and transportation improvements or TDM measures already in place.
  - b) Determining the potential impact of the proposed development on the area transportation network.

- c) An inventory of the components of the pedestrian and cycling network that will be implemented with the development proposal.
- d) A plan for phasing the required transportation improvements and/or TDM measures as development proceeds.

## **Public Streets**

- 8.4. The planned public street network shown on Map 40-4 Street Network will provide a fine grain of public streets and a high level of permeability for pedestrian, cycling and vehicular circulation, improving access to and from the Secondary Plan Area while creating new blocks that will be appropriately scaled for redevelopment.
- 8.5. While the layout and pattern of new local public streets is illustrated on Map 40-4 Street Network, the exact location, alignment, access and design of each new street will be refined through the development approval process or other implementation mechanisms identified in this Secondary Plan.
- 8.6. New segments of the public street network will be implemented to ensure the functional integrity of the transportation system is maintained and enhanced at all times to the City's satisfaction.
- 8.7. Existing and new streets will include facilities for pedestrians, cyclists, transit users and shared mobility users within the public right-of-way as well as landscaping as guided by the policies of this Secondary Plan.
- 8.8. A complete streets approach will be applied to the design and construction of new public streets or reconstruction of existing streets to ensure safety and comfort for users of all ages and abilities.
- 8.9. Private streets and laneways, where appropriate, will be publicly accessible, and will be designed to function as public streets and provide connections with the public realm.

## **Transit Infrastructure and Improvements**

- 8.10. Transit infrastructure will be integrated with the public realm and private development throughout the Secondary Plan Area to provide a range of options for transit users and connectivity between modes of travel.
- 8.11. The Science Centre LRT Station and bus terminal will provide higher order public transit service to the area. Private development and public realm improvements in the vicinity of the transit station will be designed to:
  - a) Provide direct accessible connections to the LRT stop and bus terminal above and below grade as appropriate.

- b) Ensure direct pedestrian and cycling connections at street level and below-grade.
  - c) Provide opportunities to enhance the Science Centre LRT Station and bus terminal to include access to car-share and bike-share stations, enhanced bicycle parking and/or passenger pick-up/drop-off areas, as appropriate.
- 8.12. The location and design of streets, buildings and the public realm will give consideration to the operation of surface transit vehicles, and the ability for pedestrians and cyclists to have safe, convenient access to surface transit stops and designated waiting areas.
- 8.13. The expansion of the bike share network to areas around transit stations and public facilities will be prioritized to facilitate connectivity to and from these locations.
- 8.14. Pick-up and drop-off locations in the vicinity of transit stations for taxi and rideshare services will generally be consolidated in off-street locations to ensure minimal impact on the pedestrian environment and/or the operations of public streets.
- 8.15. Development in the area should protect for the future extension of higher order transit along the Don Mills Road Corridor and future interchanges between the LRT and potential higher order transit extensions, including, where feasible, connection to fare-free zones and provision of amenities for pedestrians and cyclists.
- 8.16. Prior to the implementation of higher order transit along the Don Mills Road corridor, incremental improvements to surface transit will be pursued including potential enhanced express service, bus-only lanes or other surface transit priority measures.
- 8.17. The design of any physical infrastructure necessary to provide improvements in surface transit will minimize impacts on the pedestrian environment in the public realm.
- 8.18. Regional transit may be introduced into the Secondary Plan Area, including the potential for regional rail service within the CP Rail Corridor. Development in the Secondary Plan Area should protect for the long term implementation of these improvements to support efficient and easy transfer between travel modes and transit services.
- 8.19. The bus terminal constructed as part of the Eglinton Crosstown LRT will support and provide access to opportunities for active transportation and will contribute to a vibrant public realm.

- 8.20. Any future development on the location of the bus terminal will incorporate its operational requirements and associated underground connections to developments in the northeast quadrant with consideration of underground encumbrances related to transit infrastructure.
- 8.21. If there are changes to the requirements for the bus terminal due to the extension of higher-order transit along the Don Mills Road Corridor, any future bus terminal operations should be integrated with new transit-oriented development permitted in *General Employment Areas*.

## **Pedestrian and Cycling Infrastructure**

- 8.22. Pedestrian and cycling infrastructure will be improved in the Secondary Plan Area to facilitate access to transit and support the use of these active transportation modes for short trips necessary to meet daily needs within the community.
- 8.23. Improved pedestrian and cycling infrastructure will be fully integrated with the public realm along routes and connections indicated on Map 40-10 Pedestrian Connections and Map 40-11 Cycling Interchanges.
- 8.24. Along key pedestrian routes and pedestrian priority locations identified on Map 40-10 Pedestrian Connections, the design of public streets will secure amenities for pedestrians such as wide sidewalks, protected crossings, pavement markings, seating areas, curb extensions and bump-outs. Where pedestrian priority locations are identified along streets that include centre medians, these medians should be extended into the marked pedestrian crossing refuge spaces, where possible.
- 8.25. Bicycle infrastructure and facilities will be appropriately planned and provided as identified on Map 40-11 Cycling Interchanges. At the identified intersection of cycling routes and near transit stations, bike share facilities and bicycle parking spaces are encouraged to be integrated into the design of the public realm.
- 8.26. The following new connections or physical improvements within the pedestrian and cycling network will be implemented in the Secondary Plan Area:
  - 8.26.1. A grade-separated pedestrian and cycling connection will be implemented to connect the Wynford Drive Extension to the Don Mills Trail and other pedestrian and cycling network improvements between Leslie Street and the Canadian Pacific Rail Corridor. The connection will be designed in consideration of the appropriate rail safety measures, minimized view obstruction through the connection and provision for pedestrian and cyclist safety, comfort and amenity.
  - 8.26.2. A trail connection from the base of the Wynford Drive Extension will be implemented to connect existing trails within E.T. Seton Park with new multi-use trails along the Wynford Drive Extension, that form part of the Ravine Portal. This trail connection will be designed for the safe and

accessible movement of pedestrian and cyclists while minimizing environmental impacts on the ravine lands.

- 8.26.3. The reconfiguration of the existing ramps where the Wynford Drive Extension meets Eglinton Avenue East will include multi-use trails designed to minimize impact on the adjacent ravine lands and incorporating appropriate pedestrian refuge areas. As important components of the Ravine Portal, these multi-use trails will be extended north and south of Eglinton Avenue East to access both Ravine Lookout Parks.
- 8.26.4. Through the rehabilitation and renovation of the CP Rail bridge at Don Mills Road, wider sidewalks and other improvements will be secured for pedestrian and cycling infrastructure.

### **Travel Demand Management, Parking and Servicing**

- 8.27. Development will be required to provide a Travel Demand Management (TDM) Plan. The Plan will include a multi-modal assessment of transportation conditions and outline the site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking.
- 8.28. At locations conceptually identified on Map 40-12 development will incorporate multi-modal hubs that include a mix of elements such as bike-share stations, car share spaces, high-occupancy vehicle parking and ride share hailing points. The exact locations, appropriate concentration and mix of multi-modal elements will be determined and secured through the development review process.
- 8.29. Appropriate minimum and maximum parking standards for development will be established in a Zoning By-law for the Secondary Plan Area or site specific Zoning By-law Amendments. These standards will be determined based on a range of factors, including proposed land uses, proximity to transit service, number of units, unit types and phasing. The Zoning By-law may also include standards for the sharing of parking between office, retail, residential and community uses that are located on the same development block or where a direct below grade connection is provided between development blocks.
- 8.30. Parking requirements may be reduced at the City's discretion. These reductions will be considered on a site-by-site basis including a review of how reductions in parking requirements could contribute to advancing TDM measures identified in TDM plans.
- 8.31. New parking facilities, provided below-grade as part of new development, will be organized to reflect TDM Plan measures and sustainable transportation goals such as providing designated priority spaces for car share vehicles, car pool vehicles or bike share stations.
- 8.32. Where on-street parking is permitted, curbside management strategies will be pursued, where appropriate, to reserve space for bike sharing stations and/or on-

street parking of car sharing.

- 8.33. Within the Core Area, clearly defined and publicly accessible pedestrian routes connecting through below grade parking structures are strongly encouraged to facilitate underground pedestrian connectivity to the Eglinton Crosstown Science Centre LRT Station.

## **Transportation Monitoring**

- 8.34. A transportation monitoring program will be developed and undertaken with area stakeholders to monitor development levels and travel patterns as the transportation network and associated improvements are implemented with redevelopment. At appropriate times, a monitoring program will be co-ordinated by the City to inform Transportation Impact Studies submitted with development applications, and will include:
- a) The travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel.
  - b) An evaluation of trip volumes from a multi-modal perspective on public streets and at key intersections, and the future capacity of all transportation modes against development levels and network improvements provided for by this Secondary Plan.
  - c) An evaluation of transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network.
  - d) An evaluation of existing, planned and proposed development.
  - e) An evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.
- 8.35. The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transit infrastructure and/or improvements to transit service as well as any future reviews of this Secondary Plan. The findings may also be considered in the review of individual development applications and the implementation or refinement of required TDM programs.

## **9. Housing & Community Services and Facilities**

### **Housing**

- 9.1. A full range of housing in terms of tenure and affordability will be provided.
- 9.2. Development containing residential units will include:



- a) A minimum of 15% of the total number of units as 2-bedroom units of at least 87 square metres of gross floor area; and
  - b) A minimum of 10% of the total number of units as 3-bedroom, or units with more than 3-bedrooms, of at least 100 square metres of gross floor area.
- 9.3. Developments containing residential units will generally provide at least an additional 15% of the total number of residential units as 2-bedroom, 3-bedroom and units with more than 3-bedrooms to achieve a balanced mix of unit types and sizes.
- 9.4. New buildings which have residential uses, excluding freehold townhouse developments, will include dedicated indoor and outdoor amenity spaces for the use of residents, of which some space will be required to be suitable for families and pet owners.

### **Community Services and Facilities**

- 9.5. New community facilities will be established within the Secondary Plan Area and existing facilities renovated, expanded and/or replaced in the surrounding areas to achieve the amount and range of community services and facilities necessary to serve the future growth provided for by this Secondary Plan.
- 9.6. Development will be required to deliver community services and facilities, through:
- a) The construction of new, expanded or retrofitted space for a specific community service or facility on-site; and/or
  - b) A contribution towards the construction of a new, expanded or retrofitted space off-site within an appropriate geographic relationship as determined by the City; and/or
  - c) A contribution towards a specific community service or facility that meets needs identified through the development approvals process.
- 9.7. Community services and facilities priorities include:
- a) Relocation of the Don Mills Civitan Arena into a new facility within the Secondary Plan Area, co-located with the Signature Park, with the potential to expand this facility with additional recreational and/or community services and facilities;
  - b) A minimum of four new non-profit child care facilities with one located in each quadrant of the Core Area, a minimum of one of which is to be delivered in the North West Quadrant during the initial phase of development;

- c) Flexible, multi-purpose non-profit community agency space to provide a range of programs for people of all ages and abilities; and
- d) Renewal or revitalization of the Dennis R. Timbrell Resource Centre including but not limited to improvements to the existing child care, public library, recreational uses and community space.

9.8. New community services and facilities will be:

- a) Geographically distributed to provide broad access to new and existing residents and workers in the area;
- b) Supported by a well-designed public realm and located in highly visible and accessible locations with strong pedestrian, cycling and transit connections;
- c) Delivered in a timely manner to support and be concurrent with growth;
- d) Designed to provide flexible, multi-purpose space that can be used throughout the year and can adapt over time to meet varied needs; and
- e) Incorporated within buildings containing other uses or co-located with other community and institutional uses.

9.9. When an off-site contribution is secured towards community services and facilities through a development approval, a contribution towards public realm improvements will be secured at the City's discretion to implement improvements along the component of the Public Realm Plan which best connects the development site with the community facility.

9.10. Development that would have the effect of removing any gross floor area of any existing non-profit community services and facilities will not be approved unless an equal amount of gross floor area for non-profit community services and facilities is provided to the City's satisfaction to ensure no-net-loss of community space.

## **10. Implementation and Interpretation**

10.1. The policies of this Secondary Plan are to be read together in conjunction with the policies of the Official Plan to understand its comprehensive and integrative intent. The order of the policies does not indicate the priority of one policy over another.

10.2. The policies of the Official Plan apply to the Don Mills Crossing Secondary Plan Area, except in the event of a conflict where the policies of the Secondary Plan shall prevail.

- 10.3. Where the policies of this Secondary Plan limit the Floor Space Index (FSI) of development, FSI calculations will exclude the gross floor area of City-owned and non-profit community facilities. FSI calculations will be calculated based on the gross site area before any new public streets, road widening, or parkland dedications are provided. Where land to be conveyed as a local public street or park is shared between development blocks, the land area will be considered to be proportionately divided between the adjoining blocks for the purpose of calculating FSI.
- 10.4. The density of development in each of the Character Areas will not exceed the maximum FSI identified on Map 40-6. Development on individual development blocks or land parcels may exceed the FSI shown provided that a Context Plan is prepared in accordance with the policies of this Plan. The Context Plan will also demonstrate that the built form of the proposed development meets all applicable policies set out by this Secondary Plan and the Official Plan.
- 10.5. New development will protect for the long term vision and implementation of the Secondary Plan.
- 10.6. The City may, at its discretion, require an easement on private land to secure public access to the public realm enhancements identified in this Secondary Plan, including, but not limited to, components of the Public Realm Network, and mid-block pedestrian connections and POPS secured through the development approval process. The public realm enhancements will be constructed and maintained by the owner.

### **Development Phasing and Infrastructure Provision**

- 10.7. Development shall be sequenced to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development.
- 10.8. The expansion of the street network into a finer grid of streets and connections will occur incrementally with development as follows:
  - a) If a required public street is fully within a development site or land assembly, the full required right of way will be secured with the approval and construction of the first phase of development.
  - b) Where a required public street forms the boundary between development sites, the full conveyance of the right of way may be achieved in two stages provided interim measures to facilitate access and travel are put in place with the first site to redevelop.
  - c) If required transportation infrastructure does not form part of a development site or land assembly, financial contributions towards the acquisition of land and construction of transportation infrastructure off site may be secured through the development approvals process.

- 10.9. Notwithstanding Policy 10.8, small scale, infill development or additions to existing buildings on lands designated *General Employment Areas 'A'* on Map 40-5 Land Use Designations will be permitted up to 2.0 FSI without the requirement of conveying lands for the purposes of new public streets. Development must demonstrate through a Context Plan that the conveyance of these future rights-of-way to the City is not encumbered by the presence of below grade parking, private servicing or other encumbrances. When comprehensive redevelopment for these lands is contemplated, the public streets conceptually illustrated on Map 40-4 Street Network will be required to be conveyed, with their precise location to be determined through the development review process.
- 10.10. New development on lands designated *Institutional Areas* on Map 40-5 Land Use Designations associated with the Ontario Science Centre will be required to convey the public street connections illustrated on Map 40-4 Street Network. These streets may also be secured through alternative public undertakings provided that the parking on these lands required to serve the Ontario Science Centre maintains a direct and safe pedestrian connection to the main entrance of this facility. In advance of the conveyance of the public street, additional public access to the main entrance of the Ontario Science Centre will be provided via improvements to existing pedestrian and cycling routes.

### **Rail Safety Setback Alternative**

- 10.11. An alternative to the required 30 metre rail safety setback may be proposed through a Zoning By-law Amendment application subject to the following conditions:
- a) The alternative will provide at least the same level of rail safety as the required 30 metre setback and "best practices" for providing rail safety as identified by the City, the Federation of Canadian Municipalities, the appropriate railway operator(s) and other relevant agencies.
  - b) A Development Viability Report bearing the stamp of a fully insured, qualified professional structural or civil engineer, in addition to the noise, air quality and vibration reports, is to be submitted to the City, with a letter extending reliance to the City, showing how the same level of rail safety is to be achieved.
  - c) The Development Viability Report as well as any reports on specific mitigation measures recommended by the Development Viability Report, along with reliance letters, must be peer reviewed and accepted by a rail safety expert retained by and reporting to the City, at the expense of the applicant.
  - d) The report must be reviewed and accepted by the appropriate railway operator(s).

- e) Appropriate uses on the site will be determined through the development review process for the Zoning By-law Amendment application, and will implement the policies for the Official Plan land use designation.
- f) If the development viability assessment is accepted by the City and appropriate railway operators, and the proposal is approved:
  - i. The alternative mitigation measures will be implemented through the development approval process;
  - ii. Construction and ongoing maintenance of the alternative mitigation measure(s) will be secured through an agreement between the City, the landowner and the railway operator(s), and will be the responsibility of the landowner;
  - iii. The alternative mitigation measures will comply with Policy 5.24 of this Secondary Plan;
  - iv. Warning clauses in all relevant documents should be registered on title to provide notice for future purchasers; and
  - v. The landowner will enter into an agreement with the City to be registered on title, whereby the landowner and the qualified professional engineer whose stamp appears on the drawings for the alternative rail safety mitigation measures assume responsibility for, and indemnify the City from, damages to the property resulting from a derailment or any other incident on the rail corridor.

## **Context Plans**

10.12. Context Plans will be required as part of a complete application for any development application for the sites identified on Map 40-13 and/or to demonstrate the implementation of specific policies which require Context Plans, as indicated by the policies of this Secondary Plan.

10.13. Context Plans will demonstrate how the proposal conforms with the policies of this Secondary Plan, the Official Plan and the applicable Urban Design Guidelines, and how it contributes to good planning and urban design. Items to be addressed in the Context Plan include:

- a) Existing topography and a conceptual grading plan;
- b) Location of natural features, including mature trees and vegetation and strategies to protect them;
- c) The layout and design of existing and proposed streets in plan and sections including dimensions for sidewalks, trees and other street

furniture;

- d) The location of existing and required parks;
- e) The location of existing and proposed open spaces including POPS and other accessible open spaces;
- f) The pedestrian circulation network including public sidewalks and other walkways through existing and planned parks, accessible open spaces including midblock connections and other forms of POPS;
- g) The location of existing and future public destinations including parks, transit, community services and facilities and retail streets;
- h) Existing and proposed cycling routes, on public and private land;
- i) Existing and potential locations for public art;
- j) The pattern of existing and proposed building types;
- k) The layout of development parcels including building setbacks, ground floor uses, and building entrances;
- l) The location and layout of the proposed service areas including public lanes, shared driveways, ramps and loading areas;
- m) Building massing, including base building heights, stepbacks and tall building elements if appropriate;
- n) Development density;
- o) Capacity of the transportation network as outlined in policies 8.2 and 8.3 of this plan;
- p) Shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block; and
- q) Phasing of development and strategies to achieve appropriate infrastructure at each phase of development.

10.14. When sites subject to an application for redevelopment are required to deliver street network improvements, non-residential gross floor area, community services and facilities or public parks as required by this Secondary Plan, Context Plans will also indicate the phasing of development as it relates to these requirements.

10.15. An acceptable Context Plan will be endorsed by City Council concurrent with the adoption of an implementing Zoning By-law for the development application. The

endorsed Context Plan will guide future development applications on adjacent lands, or inform applications for Site Plan Approval for buildings that form part of the Context Plan.

## **Holding (H) By-law Policies**

10.16. In addition to Policy 5.1.2 of the Official Plan, 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*

- 10.16.1. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and any buildings that are permitted on the lands upon removal of the Holding (H) symbol and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.
- 10.16.2. Any Zoning By-law that incorporates a Holding (H) symbol will define and incorporate the conditions that must be met or secured to the satisfaction of City Council prior to the removal of the Holding (H) symbol. Conditions may include:
  - a) The implementation or the provision of an appropriate financial security to implement the street network and/or related transportation infrastructure improvements;
  - b) The construction of or securing of required water, sewer and/or stormwater infrastructure;
  - c) The approval of an appropriate Context Plan in accordance with the policies of this Secondary Plan;
  - d) The approval of a rail safety setback alternative;
  - e) The construction or securing of required community services and facilities;
  - f) The construction or securing of affordable housing;
  - g) The construction of non-residential gross floor area as required by this Secondary Plan;
  - h) The registration of a Plan of Subdivision; or

- i) The completion of Environmental Assessments or other implementation plans.

10.17. The City may remove the Holding (H) symbol from all or some of the lands it is subject to when the associated conditions have been satisfied and matters are appropriately secured through an agreement or agreements pursuant to the *Planning Act* including Sections 37, 41, 45 and 52 of the *Planning Act* and Section 114 of the *City of Toronto Act, 2006*.

### **Section 37**

10.18. In addition to the Official Plan policies, the following policies apply.

10.19. Prior to the enactment of an implementing Zoning By-law or the removal of a Holding (H) symbol, Section 37 of the *Planning Act* will be used to secure the following community benefits priorities:

- a) Relocation of the Don Mills Civitan Arena into a new facility within the Secondary Plan Area, co-located with the Signature Park, with the potential to expand this facility with additional recreational and/or community services and facilities;
- b) At least four new non-profit child care facilities with one located in each quadrant of the Core Area delivered in the initial phase of development;
- c) New affordable housing;
- d) Flexible, multi-purpose non-profit community agency space to provide a range of programs for people of all ages and abilities;
- e) Renewal or revitalization of the Dennis R. Timbrell Resource Centre including but not limited to improvements to the existing child care, public library, recreational uses and community space;
- f) Public realm and streetscape improvements along the District Connector;  
and
- g) Above base park improvements.

### **Complete Application Requirements**

10.20. In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan required to assess large-scale redevelopment applications, the following will be required for the submission of a complete application within the Secondary Plan Area:

- a) A Transportation Demand Management Strategy;



- b) A Context Plan as described in Policy 10.14 of this Secondary Plan;
- c) A Heritage Impact Statement for properties identified on Map 40-9; and
- d) A Development Viability Report if the application is seeking an alternative to the required 30 metre rail safety setback.

## **MAPS**

40-1 – Secondary Plan Area

40-2 – Character Areas

40-3a – Public Realm Network

40-3b – Public Realm Structure Plan

40-4 – Street Network

40-5 – Land Use Designations

40-6 – Development Density

40-7 – Potential Tall Building Locations and Heights

40-8 – Active Uses and Building Edges

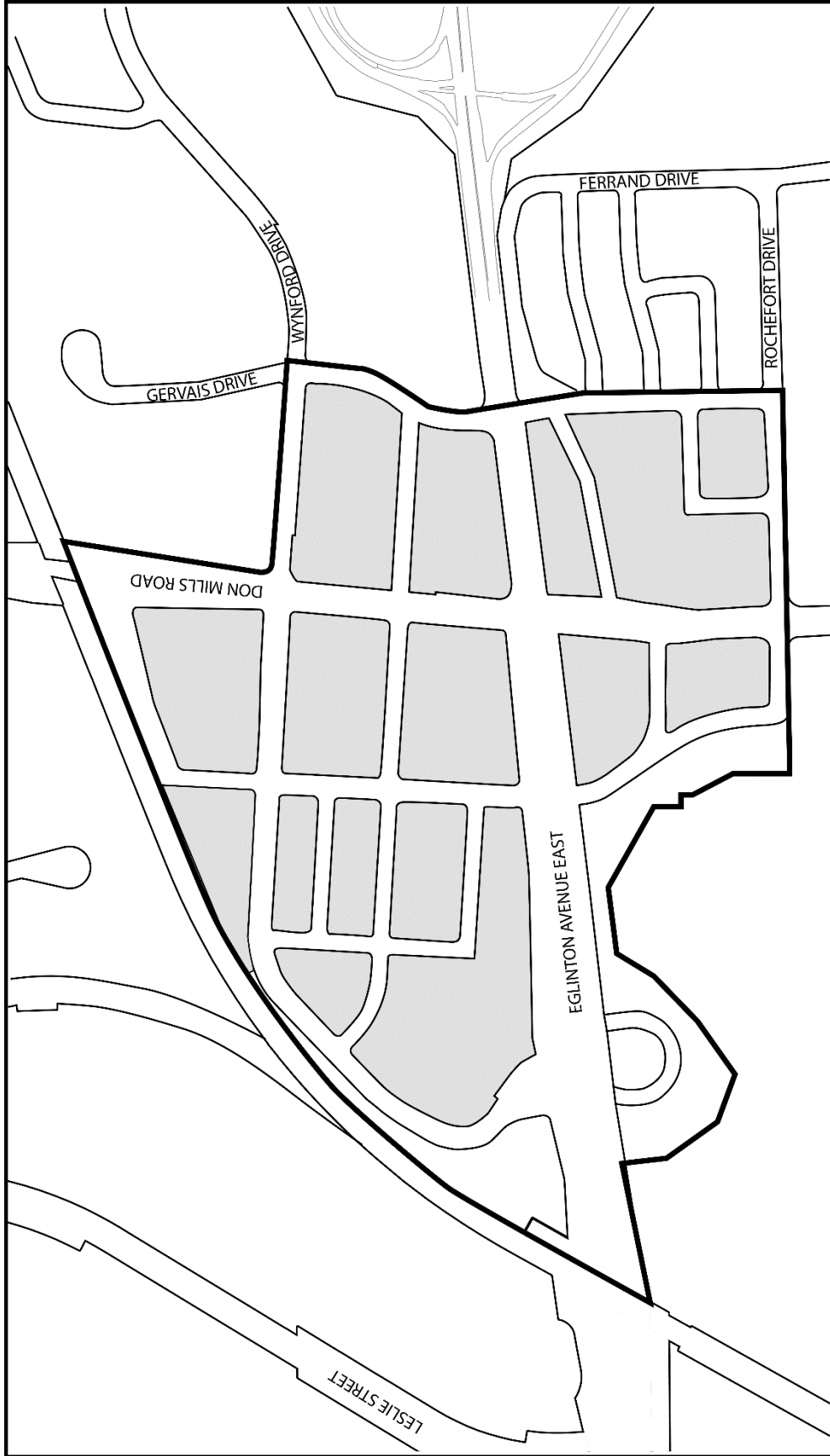
40-9 – Views and Vistas

40-10 – Pedestrian Connections

40-11 – Cycling Interchanges


40-12 – Transit and Travel Demand Management Plan

40-13 – Sites Requiring Context Plans







**Don Mills Crossing Secondary Plan**  
 MAP 40-1 Secondary Plan Area


— Secondary Plan Boundary

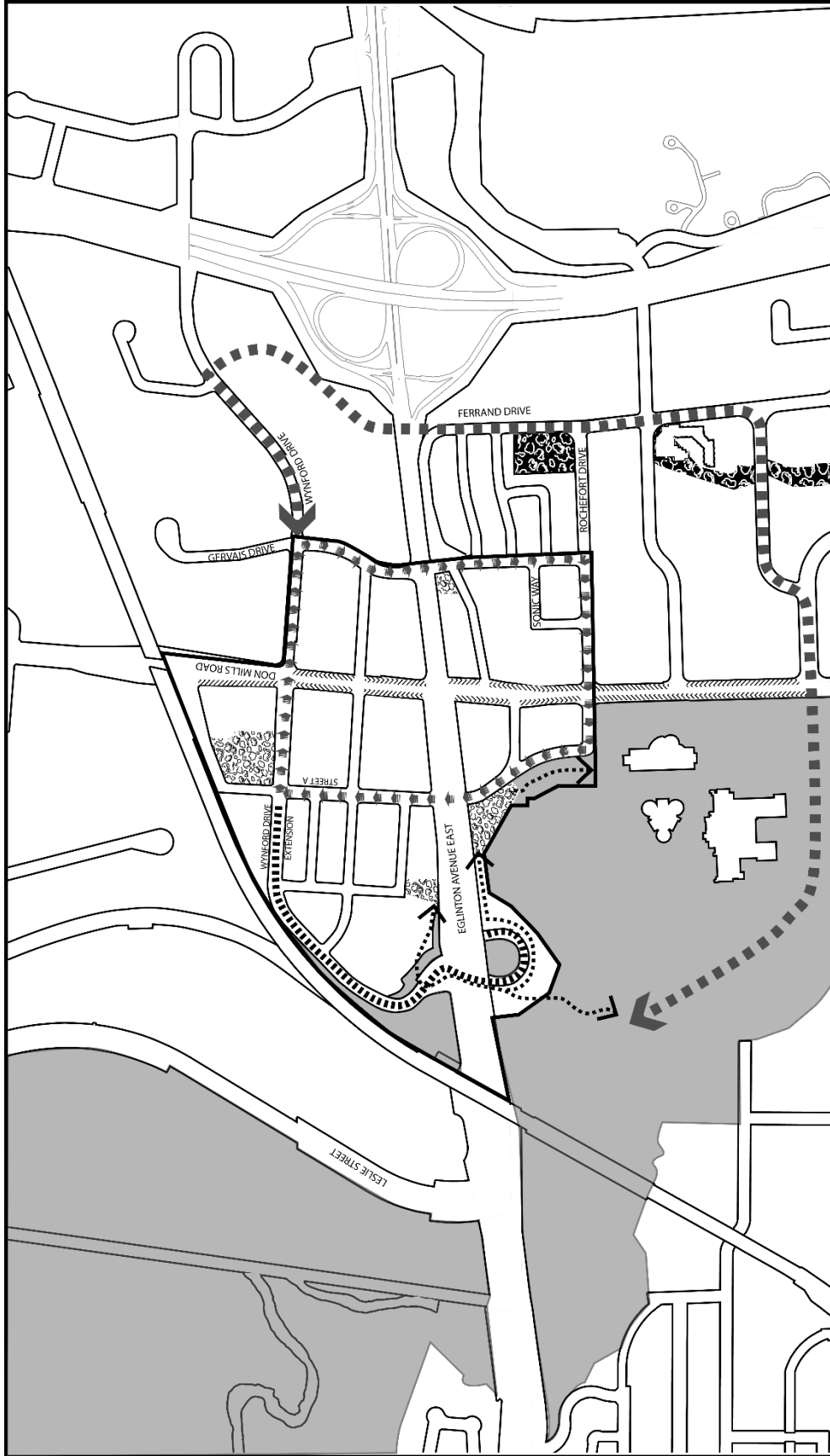
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 March 15, 2019



**Don Mills Crossing Secondary Plan**  
 MAP 40-2 Character Areas

-  Secondary Plan Boundary
-  Core Area
-  Ravine Edge Area
-  Wynford Neighbourhood

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 March 15, 2019

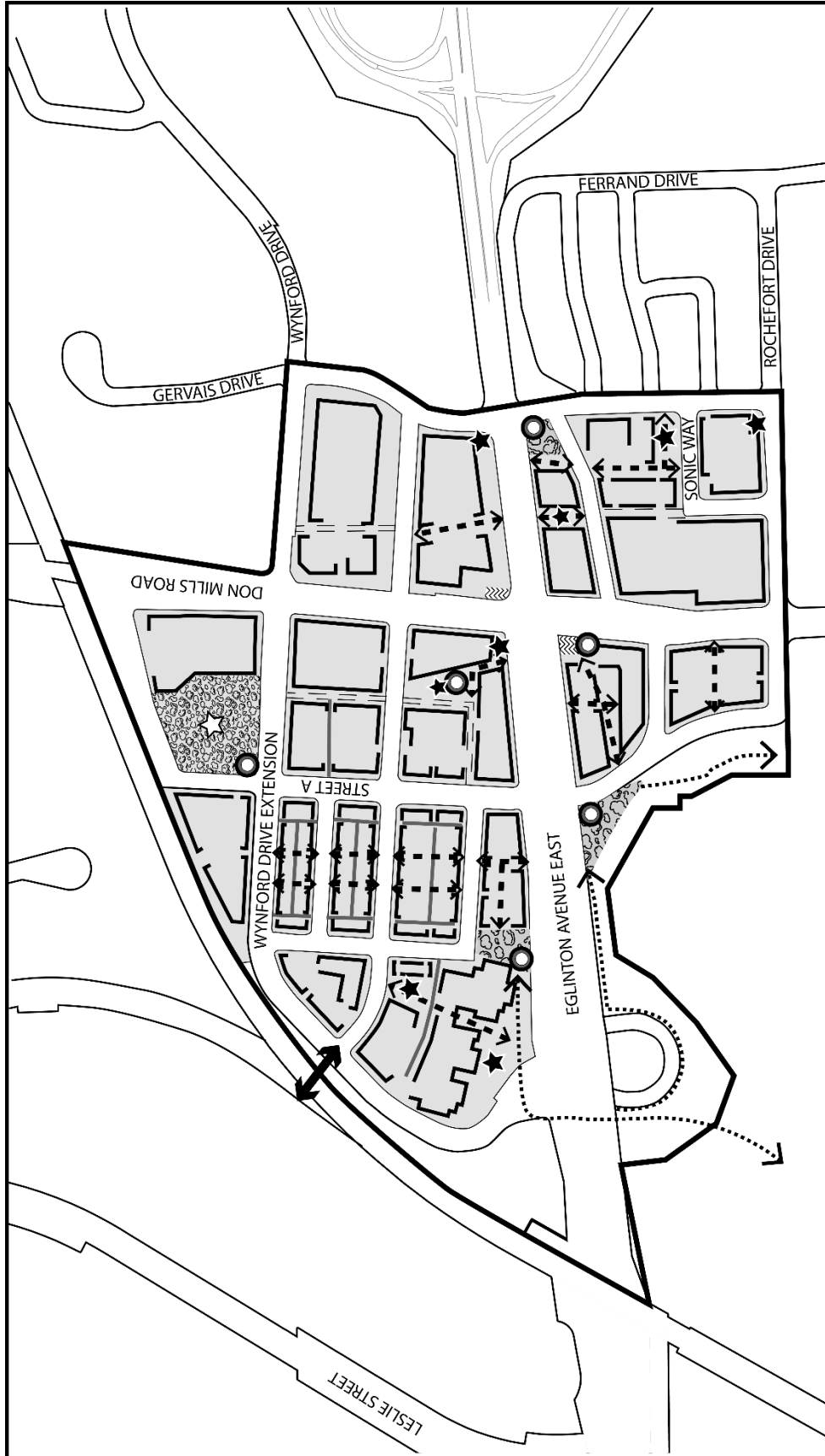


# Don Mills Crossing Secondary Plan

MAP 40-3a Public Realm Network

- Secondary Plan Boundary
- District Connector
- Core Connector
- Ravine Portal
- Existing/Approved Public Parks
- Ravines/Natural Areas
- Future Parks
- Don Mills Crossing
- Eglinton Crossing
- Wynford Drive Extension

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 March 15, 2019



# Don Mills Crossing Secondary Plan

MAP 40-3b Public Realm Structure Plan

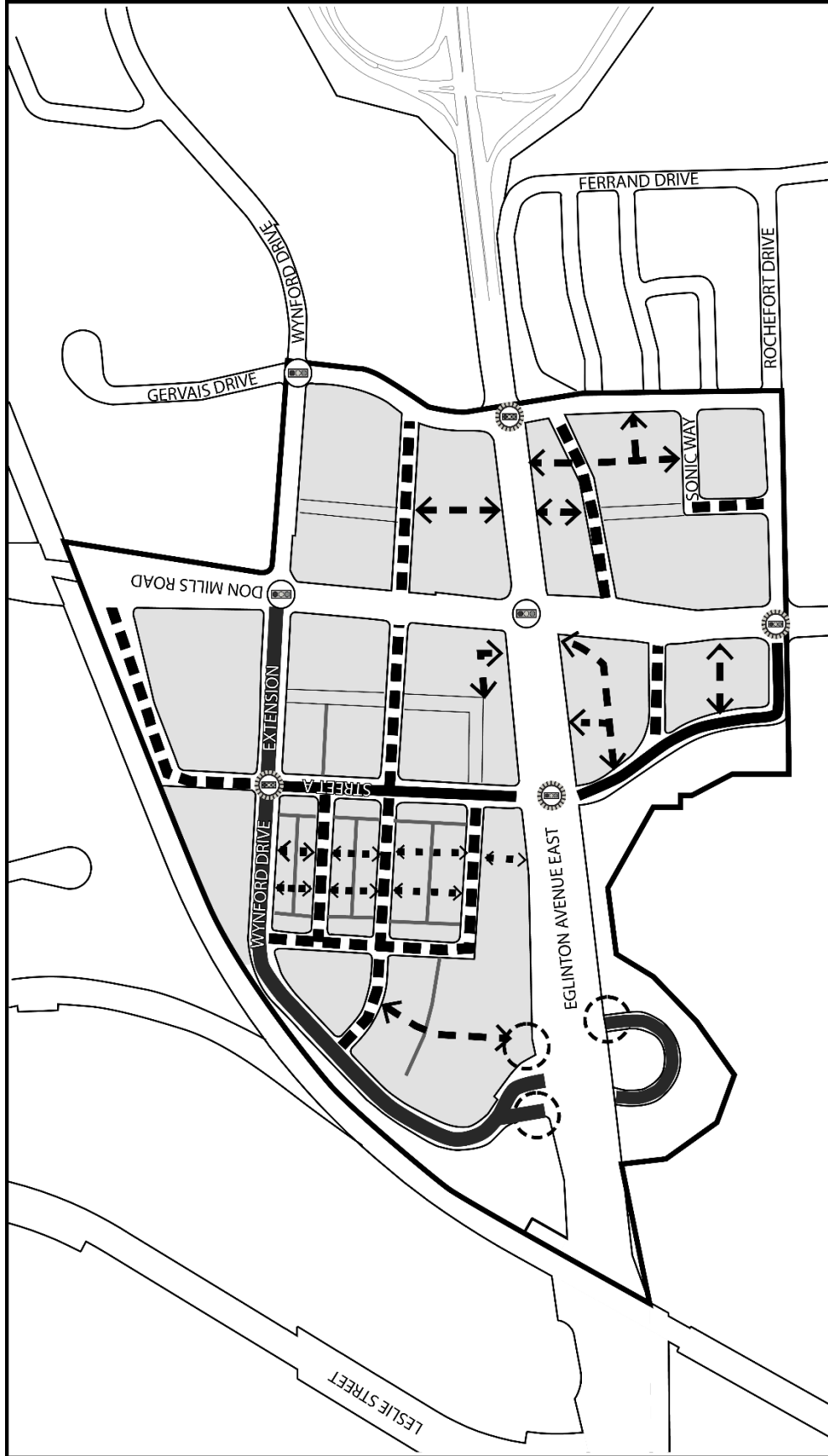
- Secondary Plan Boundary
- Possible Building Edge
- Ravine Portal
- Future Active Connection

- Potential Public Streets
- Private Streets
- Laneways
- Don Mills Arena Park

- Future Parks
- Conceptual location for POPS
- Potential Midblock Pedestrian Connections
- Potential Public Art Locations

- Don Mills Crossing Landscaped Plazas

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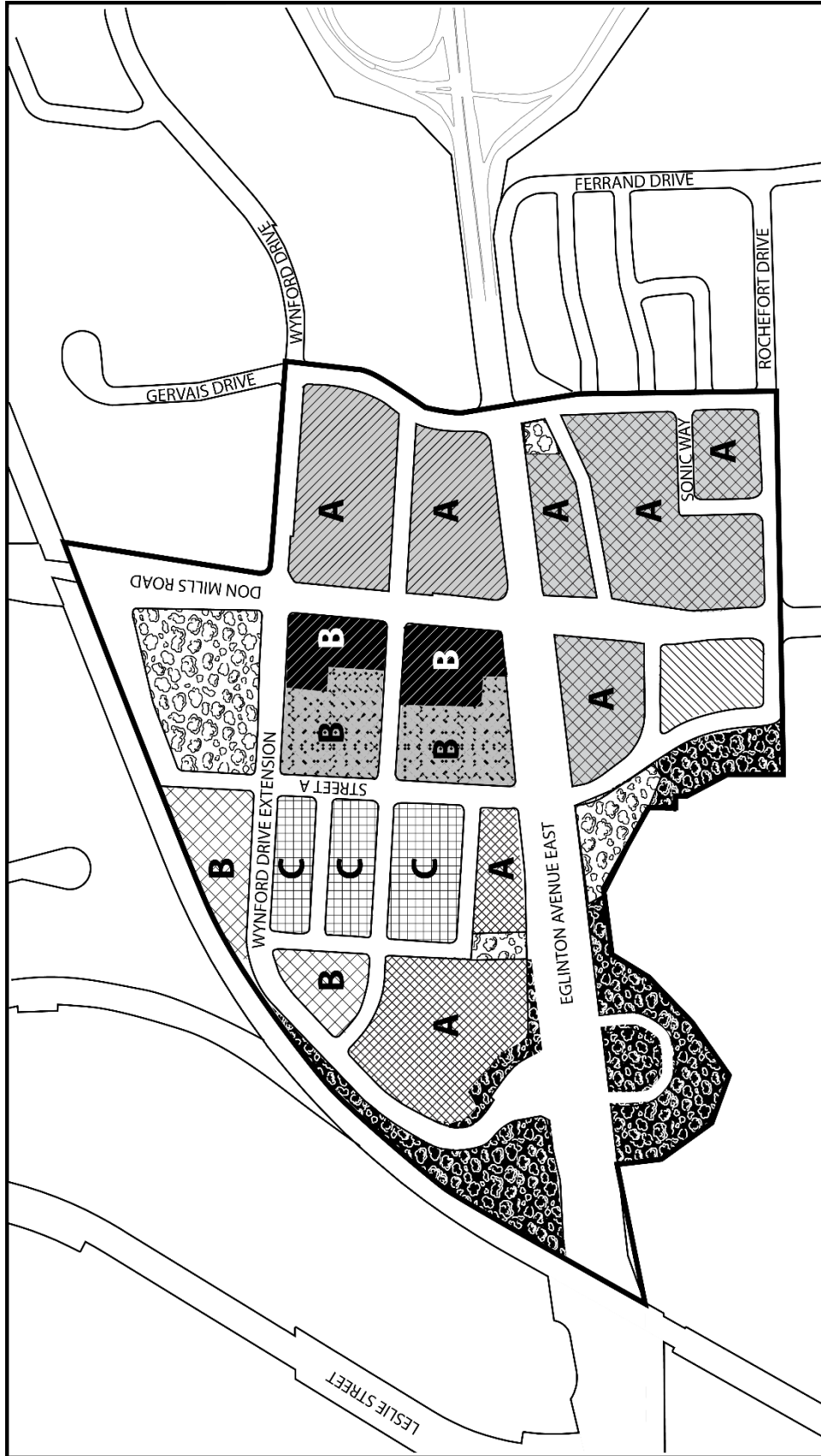


# Don Mills Crossing Secondary Plan

MAP 40-4 Street Network












- Secondary Plan Boundary
- New Public Streets: Arterial/ Collector
- New Public Streets: Local Streets
- Potential Midblock Pedestrian Connections
- Laneways
- Potential Private Streets
- Ramp Reconfiguration
- Existing Signalized Intersections
- New Signalized Intersections

Not to Scale  
 March 15, 2019

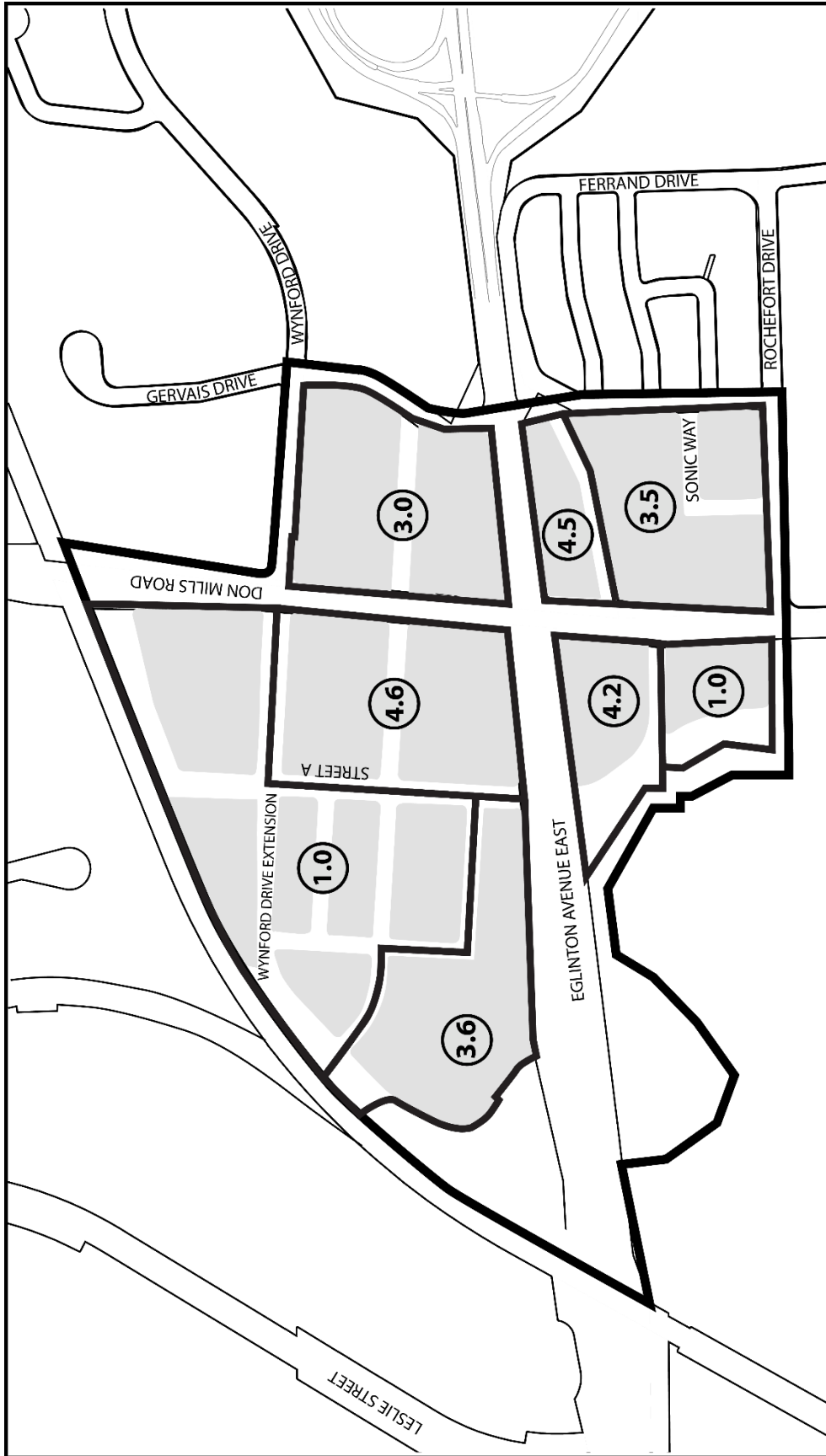


# Don Mills Crossing Secondary Plan

MAP 40-5 Land Use Designations

-  Secondary Plan Boundary
-  Apartment Neighbourhoods A
-  Apartment Neighbourhoods B
-  Apartment Neighbourhoods C
-  Mixed Use Areas A
-  Mixed Use Areas B
-  General Employment Areas A
-  General Employment Areas B
-  Institutional Areas
-  Parks
-  Natural Areas

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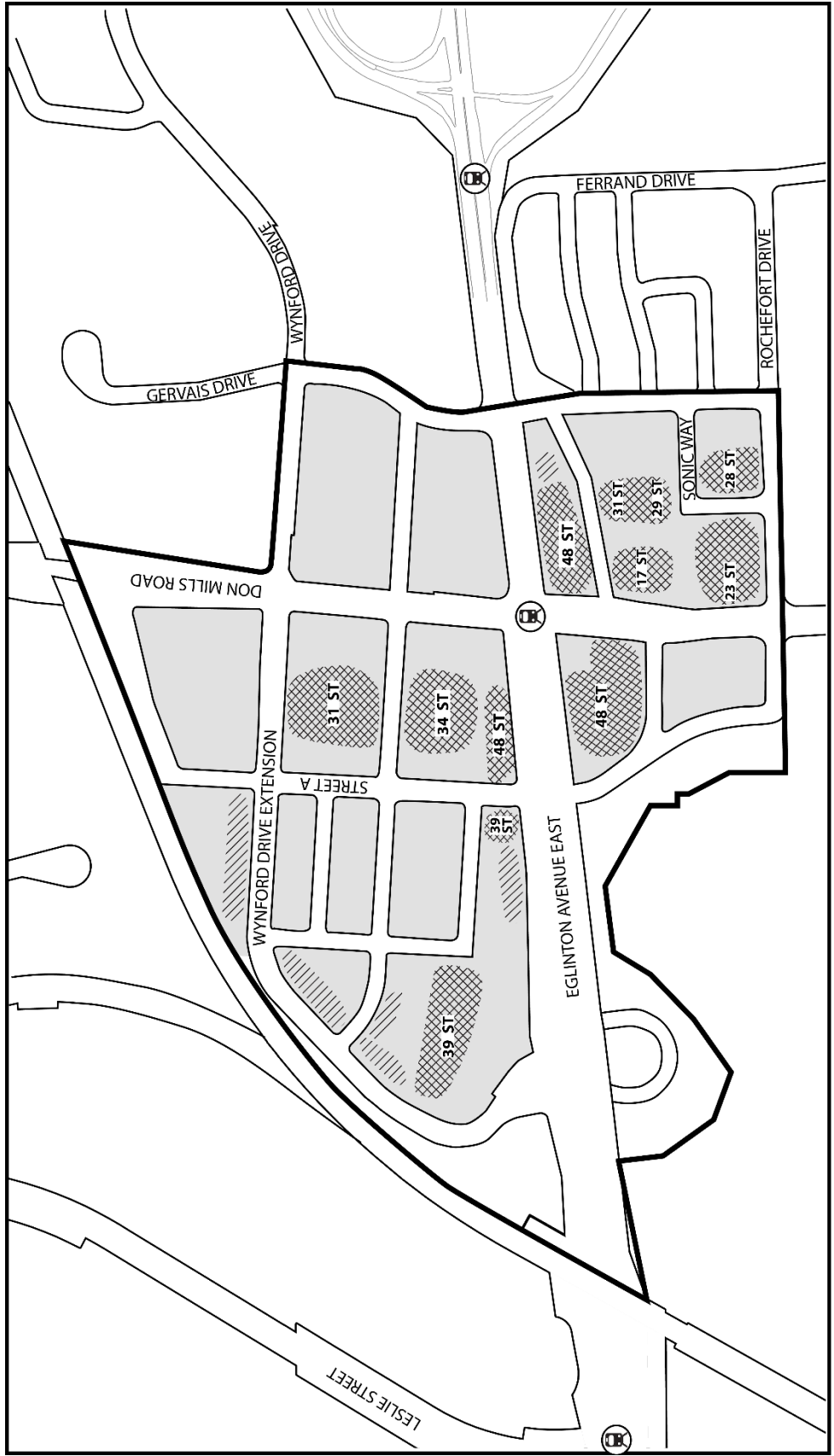
— Secondary Plan Boundary



Maximum Permitted FSI  
(Land area below top of bank not included in FSI calculations.  
Calculations are gross, prior to any road conveyance)

**Don Mills Crossing Secondary Plan**  
MAP 40-6 Development Density



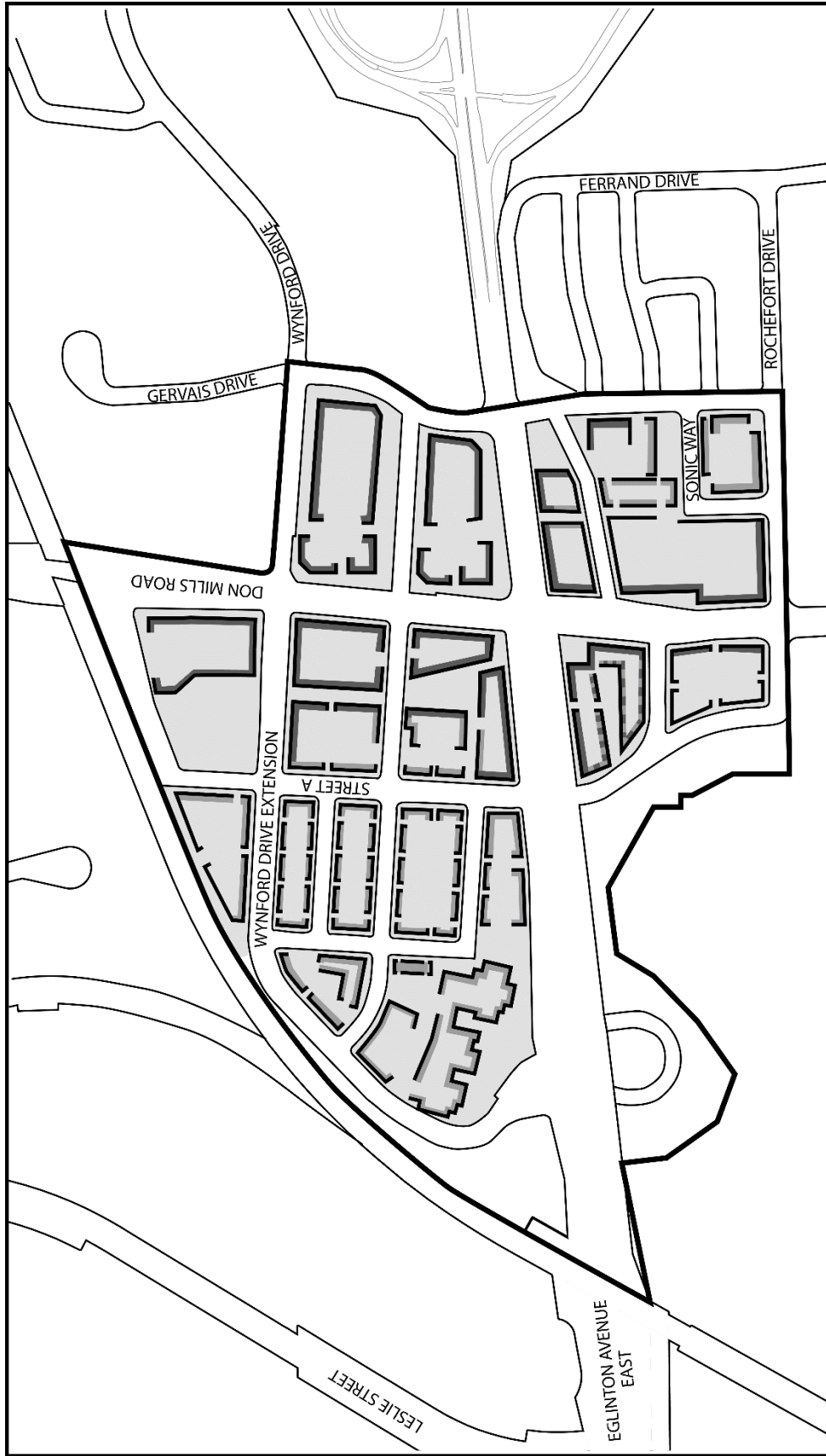


# Don Mills Crossing Secondary Plan

MAP 40-7 Potential Tall Building Locations and Heights Map in Mixed Use Areas and Apartment Neighbourhoods

- Secondary Plan Boundary
- ▨ Mid-Rise Building Locations
- ▩ Tall Building Locations
- Ⓜ LRT Stations


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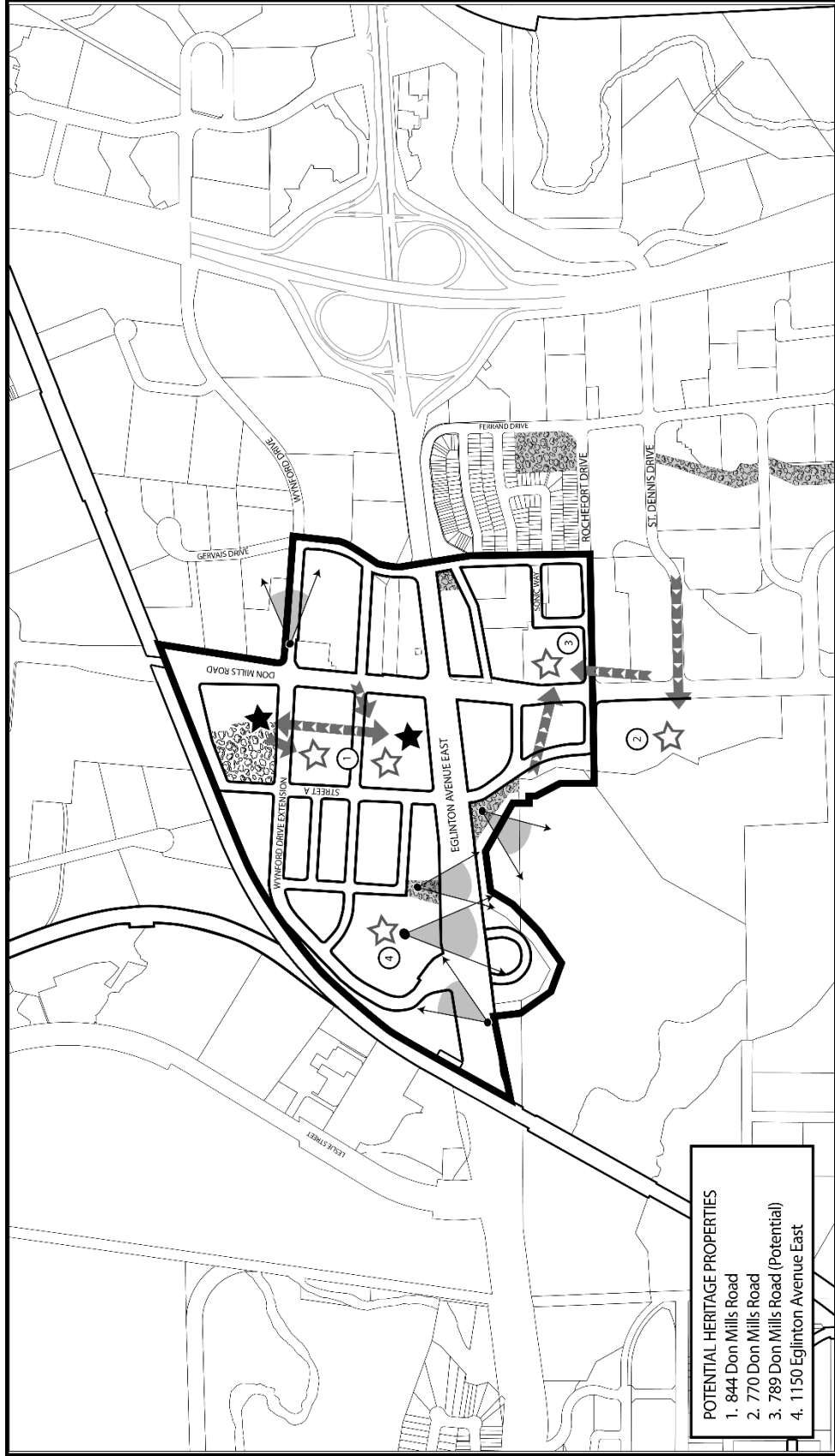


# Don Mills Crossing Secondary Plan

MAP 40-8 Active Uses and Building Edges

-  Secondary Plan Boundary
-  Possible Building Edge
-  Active Retail, Commercial, Community Services and Residential Lobby at Grade
-  Active Residential Ground Floor Uses

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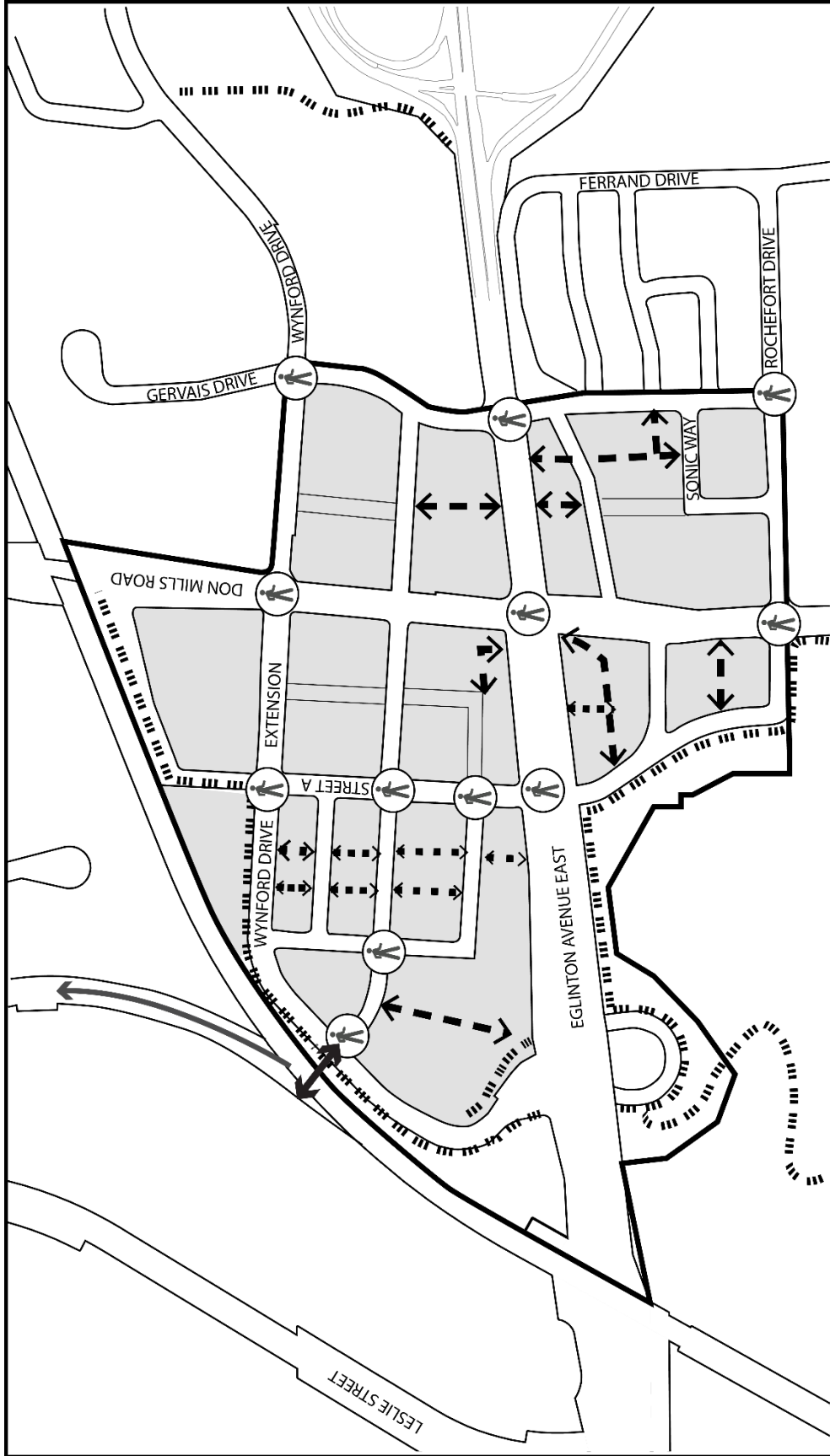
- POTENTIAL HERITAGE PROPERTIES**
1. 844 Don Mills Road
  2. 770 Don Mills Road
  3. 789 Don Mills Road (Potential)
  4. 1150 Eglinton Avenue East



**Don Mills Crossing Secondary Plan**  
 MAP 40-9 Views and Vistas

- Secondary Plan Boundary
- ☆ Visual Point of Interest - Existing
- ★ Visual Point of Interest - Potential
- ▨ Public Parks and Open Spaces (Existing and Future)
- ⇄ View Corridor
- ☆ Visual Point of Interest - Vista

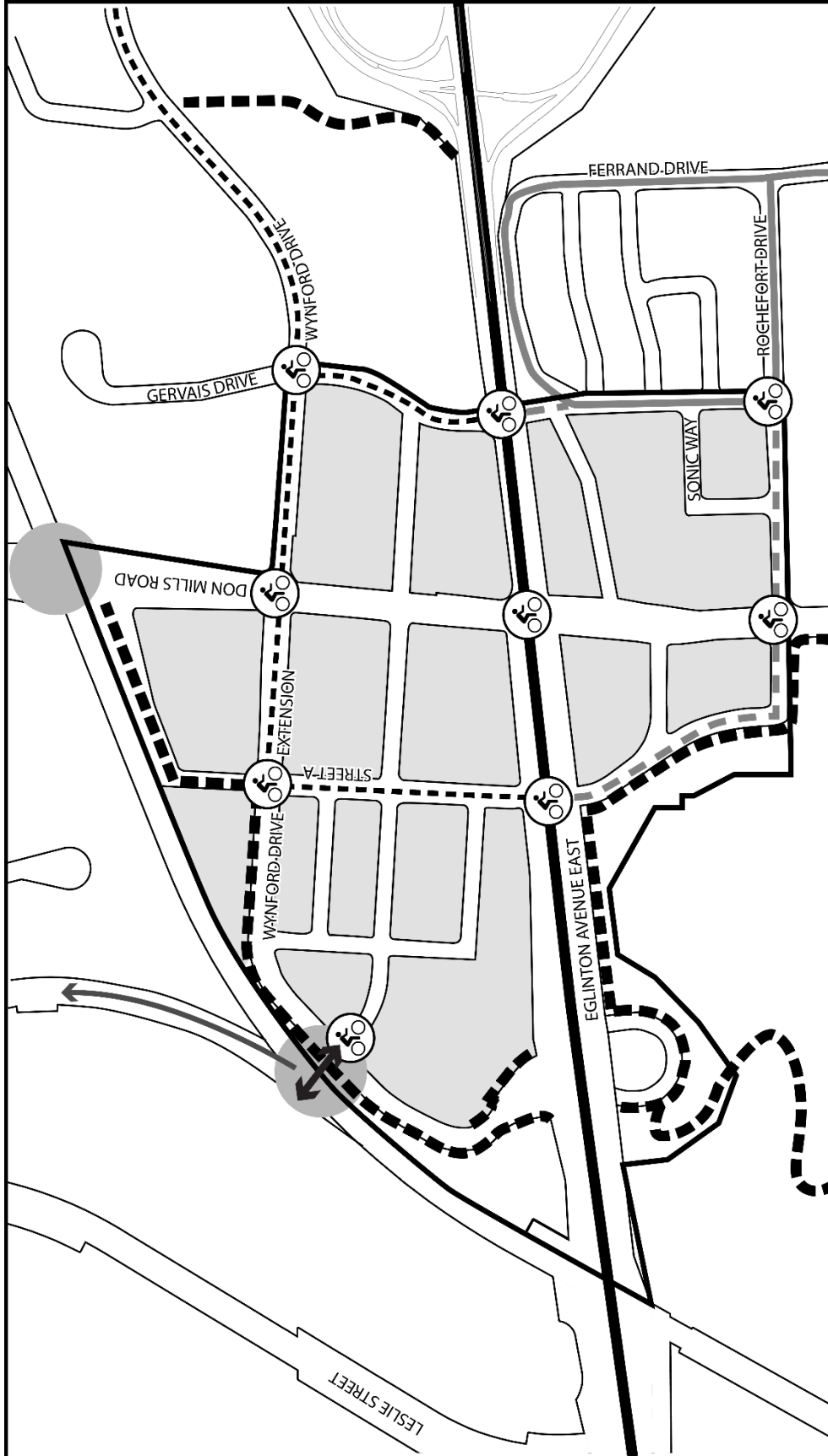
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**Don Mills Crossing Secondary Plan**  
MAP 40-10 Pedestrian Connections

- Secondary Plan Boundary
- - - Potential Pedestrian Midblock Connections
- ⋯ New Multi-use Trail
- Potential Private Streets
- ⊙ Priority Pedestrian Locations
- Existing Multi-use Trail
- ↔ Future Active Connection

Not to Scale  
March 15, 2019



# Don Mills Crossing Secondary Plan

MAP 40-11 Cycling Interchanges

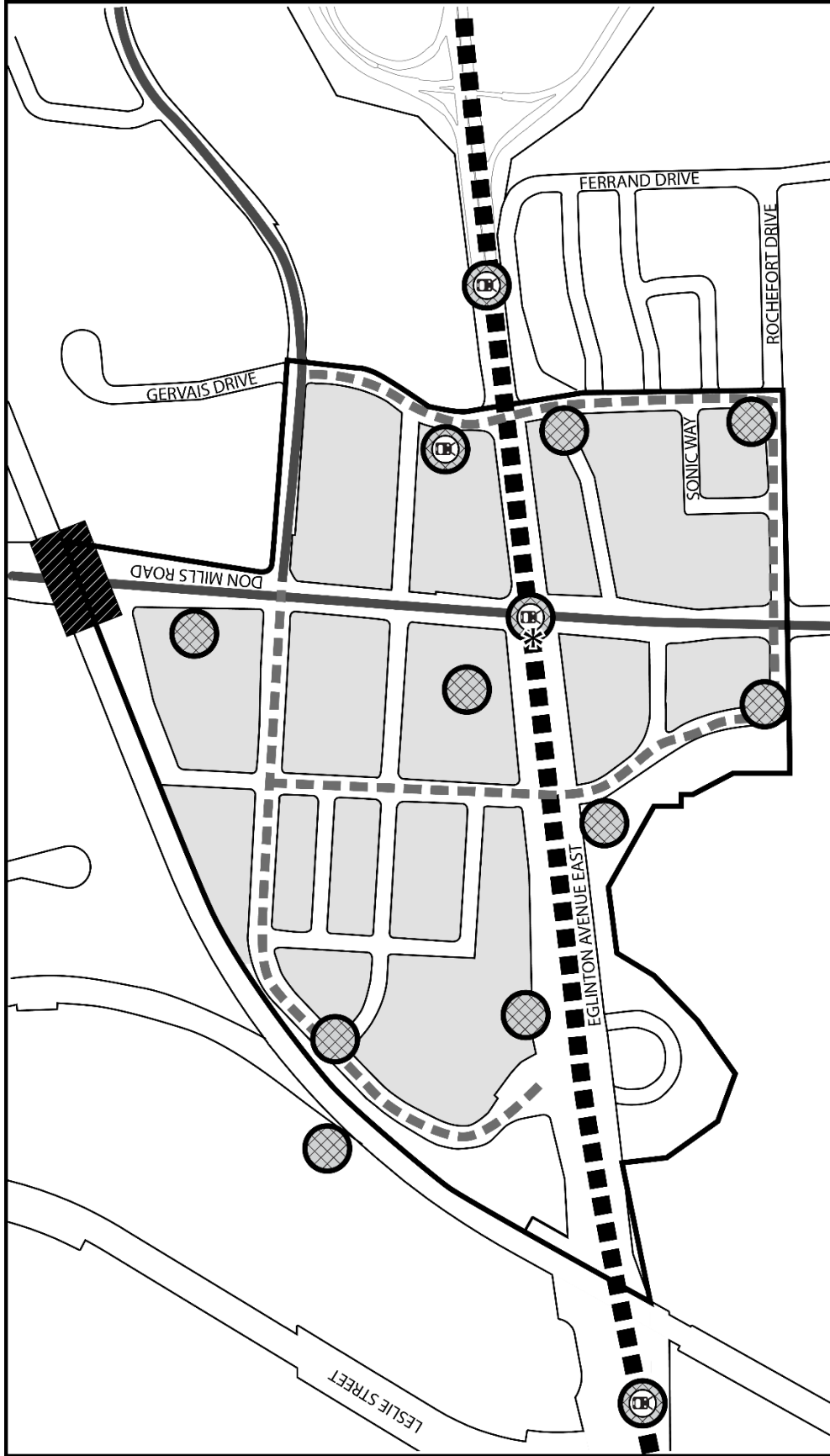
- Secondary Plan Boundary
- Planned Cycle Track\*
- New Cycle Track
- Planned On-Street Bike Lane\*

- New On-Street Bike Lanes
- Existing Multi-Use Trail
- New Multi-Use Trail
- Conceptual Locations for New Amenities (Bike Parking, Bike-Share)

- Proposed CPR Improvements
- Future Active Connection









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March 15, 2019


\*City of Toronto 10 Year Cycling Network Plan

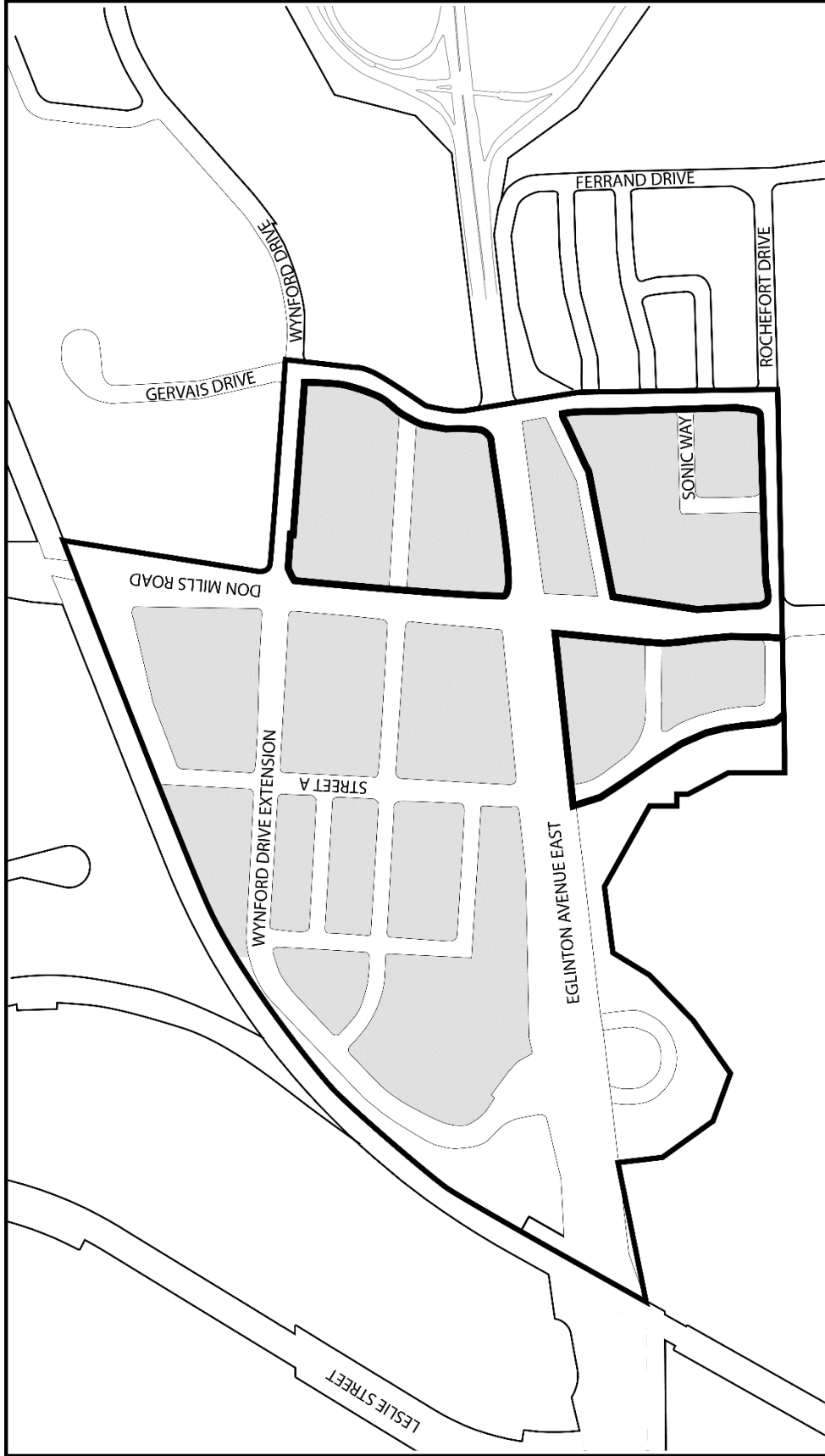


# Don Mills Crossing Secondary Plan



MAP 40-12 Transit and Travel Demand Management Plan


-  Secondary Plan Boundary
-  Rapid Transit (Underway)
-  Existing Transit Priority Segment
-  New Transit Priority Segment
-  Potential Future Regional Transit Facility
-  Conceptual Locations for New Multimodal Hubs
-  Transit Station/Stop
-  Future Potential Higher Order Transit Interchange

Not to Scale   
 March 15, 2019



**Don Mills Crossing Secondary Plan**  
 MAP 40-13 Sites Requiring Context Plans

-  Secondary Plan Boundary
-  Context plans required

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