

**Amendment 405 to the Official Plan of the City of Toronto**

Amendment 405 to the Official Plan of the City of Toronto is as follows:

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

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

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

2. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended as shown on Schedule "I" by changing the right-of-way widths for:
  - a. Davisville Avenue between Yonge Street and Mount Pleasant Road from 20 metres to 23 metres;
  - b. Mount Pleasant Road between Eglinton Avenue East and Broadway Avenue from 20 metres to 23 metres; and
  - c. Mount Pleasant Road between Balliol Street and Merton Street from a non-uniform width to 23 metres and by adding a note referring to the Yonge-Eglinton Secondary Plan.

3. Map 17, Land Use Plan, is amended by re-designating lands in the Yonge-Eglinton Secondary Plan area shown on Schedule "II" as follows:
  - a. *Neighbourhoods to Parks and Open Space Areas – Parks;*
  - b. *Neighbourhoods to Mixed Use Areas;*
  - c. *Neighbourhoods to Apartment Neighbourhoods;*
  - d. *Mixed Use Areas to Parks and Open Space Areas – Parks;*
  - e. *Mixed Use Areas to Apartment Neighbourhoods;*
  - f. *Apartment Neighbourhoods to Parks and Open Space Areas – Parks; and*
  - g. *Apartment Neighbourhoods to Mixed Use Areas.*
4. Chapter 6, Section 21, the Yonge-Eglinton Secondary Plan, is amended by deleting the Secondary Plan in its entirety and replacing it with the Yonge-Eglinton Secondary Plan included in Schedule "III".
5. Chapter 7, Site and Area Specific Policies, is amended by:
  - a. deleting the following Site and Area Specific Policies in their entirety:
    - i. Site and Area Specific Policy 269;
    - ii. Site and Area Specific Policy 280;
    - iii. Site and Area Specific Policy 478; and
    - iv. Site and Area Specific Policy 479;
  - b. amending Site and Area Specific Policy 176 to apply to lands on Yonge Street between Alexandra Boulevard and Donwoods Drive;
  - c. amending Map 28, Site and Area Specific Policies, in accordance with 6 (b); and adding a new Site and Area Specific Policy as follows:

**17-19 Henning Avenue**

    - i. Underground parking that is associated with development on the lands at 90 Eglinton Avenue West is permitted;
    - ii. Only a publicly accessible lane that includes landscaping, pedestrian access, and vehicular access, that is associated with the development on the lands at 90 Eglinton Avenue West is permitted above grade; and

- ii. An opaque barrier plus a landscaping strip deep enough to include trees will be provided at the northern perimeter.

Schedule "I" to Amendment 405



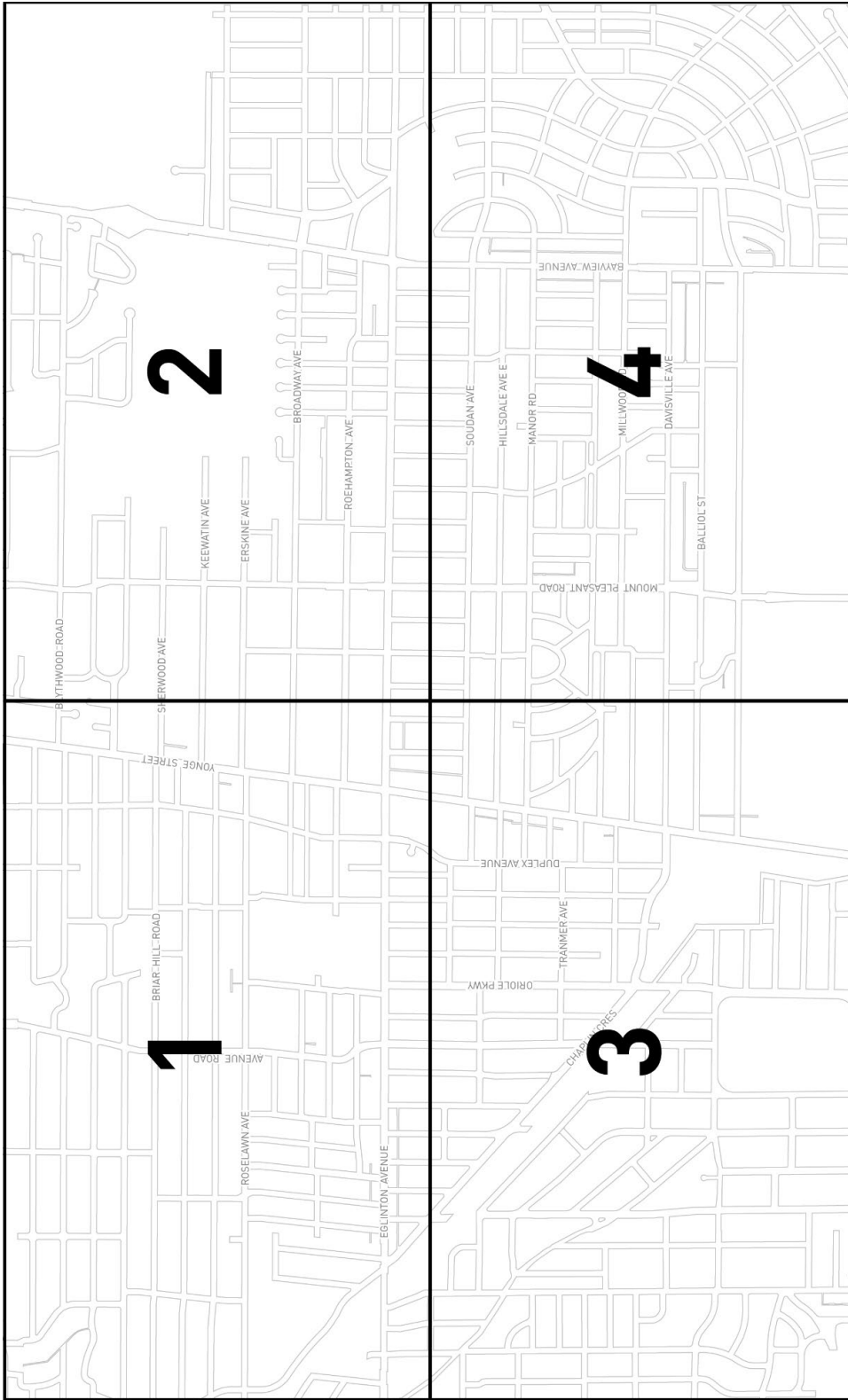
**Schedule "I" to Official Plan Amendment No. 405**

- 45 metres and over
- 36 metres
- 33 metres
- 30 metres
- 27 metres
- 23 metres
- 20 metres
- Non-uniform width, to be retained as existing at the time of Plan adoption

Not to Scale ↗

April 06, 2018

Schedule "II" to Amendment 405



Not to Scale ↗

April 30, 2018



- Apartment Neighbourhoods
- Mixed Use Areas

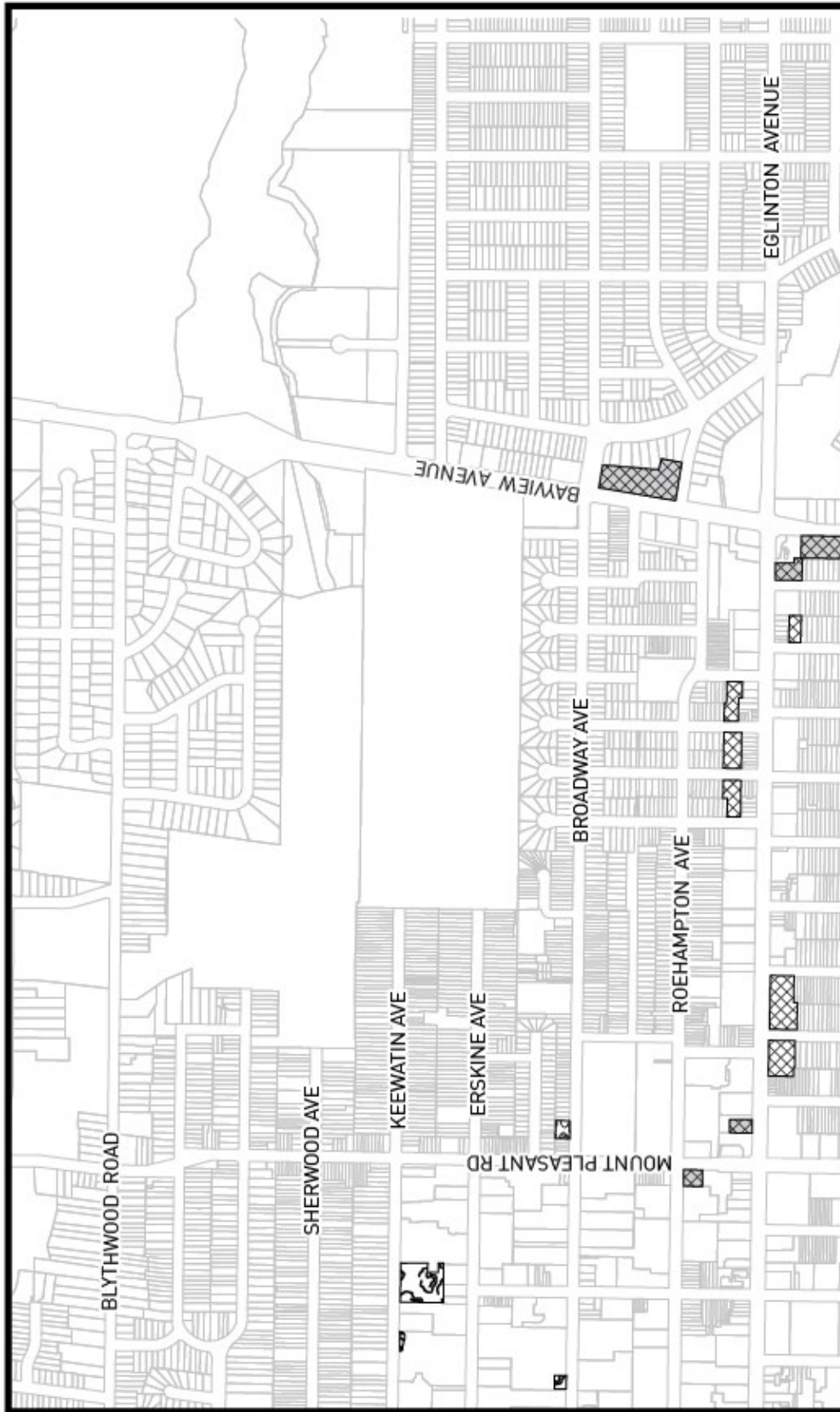
- Parks and Open Space Areas
- Parks

### Schedule II

Map 1

Not to Scale

April 30, 2018



- Apartment Neighbourhoods
- Mixed Use Areas

- Parks and Open Space Areas
- Parks

**Schedule II**  
Map 2

Not to Scale

July 13, 2018



- Apartment Neighbourhoods
- Mixed Use Areas

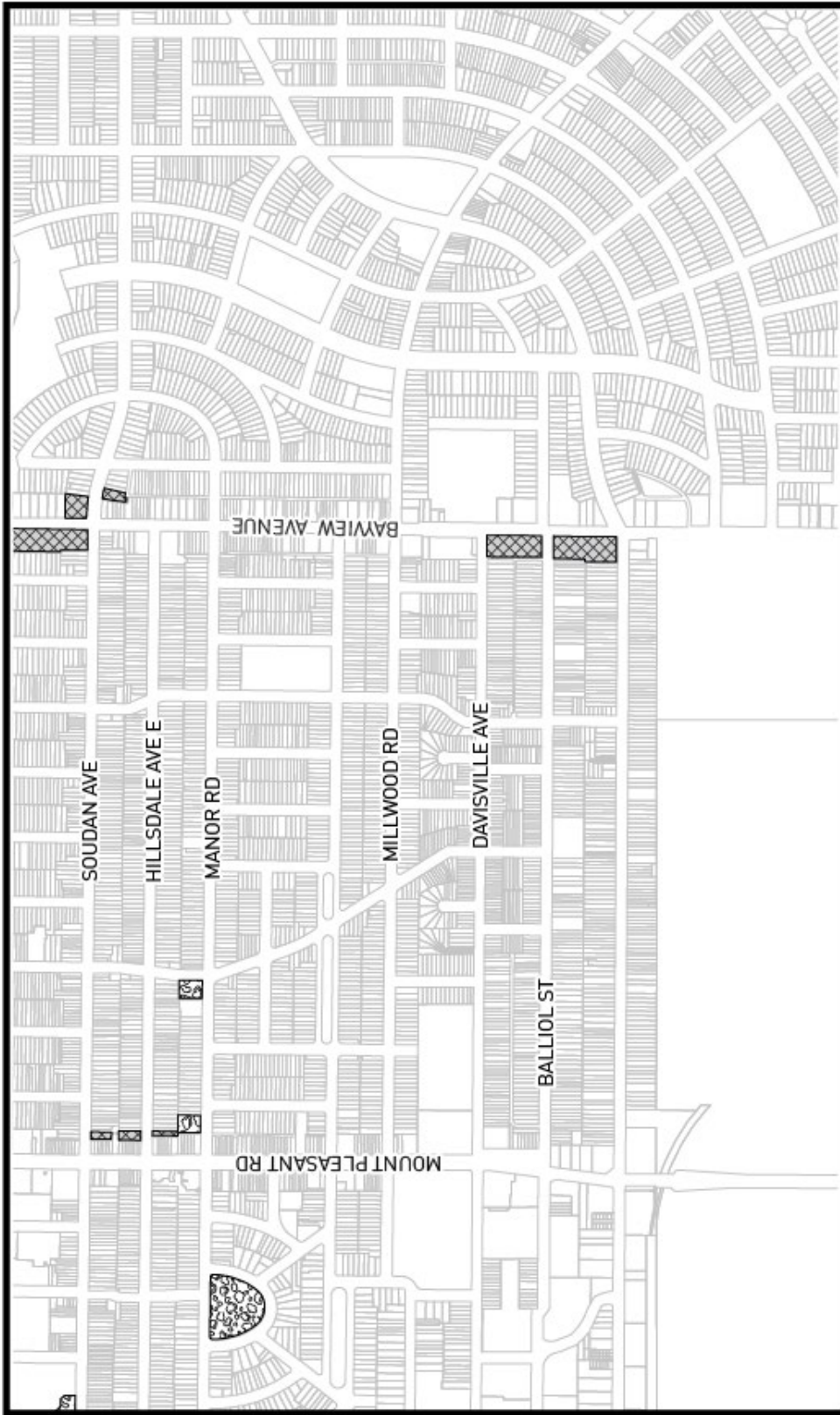
- Parks and Open Space Areas
- Parks

**Schedule II**  
Map 3

Not to Scale

April 30, 2018





**Schedule II**  
Map 4



-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks and Open Space Areas
-  Parks

Not to Scale 

July 13, 2018

**Schedule “III” to Amendment No. 405**

**21**

**YONGE-EGLINTON SECONDARY PLAN**

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# 1. VISION

## 1.1. VISION STATEMENT

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

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

As Midtown continues to grow and evolve, the elements of a liveable and *complete community* will be provided in parallel with growth. Residents and workers will be served by new, improved and expanded *community service facilities* and resilient *physical and green infrastructure*. An enhanced, safe and connected public realm will be created that complements Midtown's green, landscaped setting. Streets will provide the setting for community life to unfold. They will be multi-purpose public spaces that provide people with options for moving in and through the area with an emphasis on walking, cycling and taking transit.

## 1.2. GOALS

- 1.2.1. The following goals will guide public works and development in the Secondary Plan area:
- a. **Complete Community:** Midtown will continue to be an inclusive and liveable community that supports the daily needs of people of all ages, incomes and abilities. There will be a complete range of community services, housing options, building types, public spaces, shopping and economic opportunities, and parks and natural areas;
  - b. **Green and Resilient:** Midtown will be defined by its green, landscaped setting, expanded network of parks and well-designed communities that support energy and water conservation, which together will reduce vulnerability to a changing climate. New buildings, parks, open spaces and green infrastructure projects will contribute to improving air and water quality, supporting biodiversity, minimizing the urban heat island effect and fostering resilient infrastructure and communities;
  - c. **Connected:** Midtown will have a connected mobility network, which will improve mobility and accessibility for people of all ages and abilities. Access to transit stations that connect residents, workers, students and visitors with the broader city will be improved. Midtown will be a transit-supportive place with a mix of land uses that prioritizes walking, cycling and taking transit and reduces auto-dependency. Streets will be designed to move people more efficiently, with more space allocated to pedestrian, cycling and transit infrastructure. There will also be a well-connected network of safe and comfortable walking and cycling routes between local community destinations and with the surrounding city; and
  - d. **Prosperous:** Midtown's offices, health and social services and institutions clustered close to the area's transit stations are conveniently accessed by a large segment of Torontonians.

Midtown will continue to prosper by maintaining and expanding major offices, retail and *community service facilities*. Fostering a mix of office spaces and creating new, adaptable incubator and community spaces will be essential to supporting a prosperous local economy, fostering innovation and broadening opportunities for stable employment.

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

### 1.3. CHARACTER AREAS

- 1.3.1. Development in the Secondary Plan area's growth areas will be based on achieving the desired character associated with identified Character Areas. The growth areas have been organized based on five Character Area groupings, each with common attributes and development objectives. The Character Areas and groupings are shown on Map 21-2.

#### Midtown Villages

- 1.3.2. The Midtown Villages are historic main streets that will continue to be vital retail and service destinations for residents, workers and visitors. These areas will accommodate a mix of uses in well-proportioned buildings that appropriately conserve heritage resources. Buildings will reinforce the local character of these main streets by providing narrow retail frontages, frequent entrances and active uses at grade. Their design will complement planned public realm improvements, resulting in comfortable, attractive and accessible public spaces that support civic and community life. Distinguishing features of each Village consist of:
  - a. the renewed Eglinton Avenue right-of-way in the Eglinton Way Character Area;
  - b. widened sidewalks and a series of public squares in the Yonge Street North and Yonge Street South Character Areas;
  - c. the potential decking of the subway trench as a future linear, signature public park adjacent to the Yonge Street South Character Area;
  - d. the historic village streetscape of the Mount Pleasant South Character Area; and
  - e. the generously-scaled setbacks of the Bayview-Leaside Character Area with its wide sidewalks and patios extending along the street.

#### Midtown Apartment Neighbourhoods

- 1.3.3. The Midtown Apartment Neighbourhoods are defined by a variety of building types including mid-century apartment towers, walk-up apartment buildings and townhouses, all set in a generously-scaled landscaped setting. Infill development and redevelopment will be designed and located to complement the existing built form fabric and to provide for adequate sunlight on streets, parks and open spaces. Anticipated building heights within the Midtown Apartment Neighbourhoods will vary recognizing the different character of each area:
  - a. the Erskine and Keewatin Character Area is and will continue to be a stable residential area. Low- and mid-rise incremental infill development with interspersed tall buildings will be the predominant form of development in the area to renew the rental stock and improve amenities

for area residents. Landscaped spaces will be encouraged for use by residents and visitors;

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

### **Apartment High Streets**

- 1.3.4. The Midtown Apartment High Streets are distinct residential areas oriented along major streets between the Midtown Villages and Cores. Incremental infill development and redevelopment will contribute to a diversity of building types, and housing forms and tenures in Midtown. New buildings will reinforce distinguishing features and bolster the setting of each High Street. The character of each Apartment High Street will be as follows:
  - a. the Eglinton Park Character Area's early 20th century, lowrise walk-up apartment buildings frame Eglinton Avenue. New development comprised generally of low-rise walk-up apartment buildings will fill in missing links, with mid-rise buildings marking either end of the High Street;
  - b. the Mount Pleasant Gateway Character Area will be incrementally intensified with new mid-rise buildings that frame an enhanced and greened public realm along Mount Pleasant Road to mark this significant entry point to Midtown and amplify the qualities of the historic and picturesque Mount Pleasant Cemetery;
  - c. the Eglinton East Character Area is characterized by distinct, mid-century mid-rise pavilion buildings and apartment towers, generously set back from streets and other buildings and surrounded by open space. New buildings and infill development, sympathetic in form and setting with improved transition to surrounding low-rise areas, will contribute to enhancing the character of the area as a green spine linking two transit stations; and
  - d. the Mount Pleasant North Character Area connects with the Mount Pleasant Station Character Area and the low-rise residential communities to the north and east. The area will gradually transform into a local destination and focal point with new low- and mid-rise main street buildings and an enhanced streetscape.

### **Midtown Cores**

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

Focus Area than exists, and is planned, at the Yonge-Eglinton Crossroads. The edges of the Cores will be designed to ensure connectivity and transition in scale and intensity to surrounding areas. The character of each Core will be as follows:

- a. the Yonge-Eglinton Crossroads Character Area is the centre of activity in Midtown with office, retail and high-rise residential development. A cluster of landmark tall buildings that are distinctive in form and detail when viewed close-up and from a distance will mark this prominent Toronto intersection. Destination retail and major office buildings will continue to shape the character of the area, while signature public squares at each corner will frame and enable activity around the Yonge-Eglinton intersection. Building heights will peak at the Crossroads with a gradual transition down in building heights in all directions;
- b. the Davisville Station Character Area is a retail and office node centred around the Davisville subway station. The area will transform into a vibrant mixed use, transit-oriented node with new and improved squares and plazas as part of the sequence of squares along Yonge Street. New tall buildings will frame the Yonge Street and Davisville Avenue intersection. The Davisville Yard has enormous potential to grow Midtown's employment offering and enable a new signature, destination park at the terminus of Duplex Avenue and linking with the potential new linear park to the north;
- c. the Mount Pleasant Station Character Area will emerge as a new focal point in Midtown. The area will be enlivened by the new transit station and the foot traffic this will generate. The area will transform into a pleasant and attractive living and working environment. There will be new mid-rise buildings and tall buildings that contribute to a well-established mix of housing. Mount Pleasant Road will be improved and have a unified streetscape with the improvements contemplated further south; and
- d. the Bayview Focus Character Area is Midtown's eastern-most Core and will be predominantly characterized by mid-rise buildings punctuated with tall buildings in proximity to the new transit station, which will also support the expansion of office, residential and retail development in the area, creating a mixed-use, transit-oriented node.

### **Midtown Special Places**

- 1.3.6. The Midtown Special Places are important office, institutional or civic destinations in Midtown. They are unique places in Midtown where the form and scale of development vary dramatically from other Character Areas. The character of each Midtown Special Place will be as follows:
  - a. the Eglinton Green Line Character Area will be a vibrant and dense 21st century live-work business district anchored by the iconic Green Line open space. Existing office buildings and underutilized sites will be transformed by new and modernized office and mixed-use buildings. The new buildings will create a dynamic and interesting architectural form for the area, but also contribute to a prosperous local economy for Midtown. Historic landmarks will be integrated with the Green Line open space, adding to the area's architectural diversity and creating contrast with the new, well-designed tall buildings;
  - b. the Montgomery Square Character Area is, and will continue to be, the civic heart of Midtown with its concentration of historic buildings, *community service facilities* and shops that line Yonge Street. The heights of tall buildings will scale down in height away from the Yonge-Eglinton intersection. Tall building elements will ensure that the area's rich heritage fabric is accentuated and enable sunlight to reach the street at key points during the day. New public parks and other spaces connecting with the Square's civic buildings will create a unique destination for civic events;
  - c. the Henning Character Area has an important cluster of office and institutional buildings located close to the transit station at Yonge Street and Eglinton Avenue, as well as a cluster



of lowrise residential buildings. New office and institutional buildings along Eglinton Avenue west of Henning Avenue, coupled with new mixed-use tall buildings east of Henning Avenue will reinvigorate this section of Eglinton Avenue, and contribute to a renewed Eglinton Avenue streetscape and employment offerings in Midtown;

- d. the Davisville Community Street Character Area is the local heart of the Yonge-Davisville area, linking parks, schools and a future community hub. Low-rise residential intensification will contribute to the open space character of the area and support the creation of an intimate, cohesive residential and community meeting point. Wide sidewalks, cycling lanes and space to grow great trees will reinforce the role of a transformed Davisville Avenue as a vibrant and convivial place where community life spills out into a vastly improved public realm; and
- e. the Merton Street Character Area is home to an eclectic mix of early point tower buildings distinct to this area, offices, community agency spaces, stores and restaurants. New midrise and tall buildings will be compatible with the scale and character of existing buildings and the post-war institutional and office buildings located on the north side of the street. New buildings on the south side of the street will be sited and designed to frame and support the Beltline Trail, while preserving views to the Mount Pleasant Cemetery. Merton Street will have a wide, tree-lined pedestrian promenade that will be achieved over time to support pedestrian activity and reinforce the Pailton Crescent commercial cluster as a lively, local destination.

## 2. AREA STRUCTURE

### 2.1. GENERAL

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

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

2.1.2. Not applicable.

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

2.1.4. Not applicable.

## **2.2. THE PROVISION OF INFRASTRUCTURE TO ENSURE A COMPLETE COMMUNITY**

- 2.2.1. Intensification will require investment in infrastructure to support growth and ensure a *complete community*. Infrastructure includes:
- a. *physical infrastructure* which includes water, sewage and stormwater management systems; thermal energy networks; electrical and communications systems; waste management systems; streets, transit and other mobility corridors, including pedestrian and cycling facilities;
  - b. *community service facilities* which are buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. *Community service facilities* include recreation, community centres, libraries, child care, and spaces for the provision of public health services, human services, cultural services and employment services;
  - c. *green infrastructure* which consists of natural and human-made elements that provide ecological and hydrological functions and processes and associated benefits to people. *Green infrastructure* includes natural heritage features and systems, public parks, stormwater management systems, the urban forest inclusive of street trees, natural channels, permeable surfaces and green roofs; and
  - d. public parks.
- 2.2.2. Planning for infrastructure will occur in an integrated manner and should involve leveraging infrastructure investment to direct growth and development. Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in major transit station areas.
- 2.2.3. Development will proceed in tandem with the provision of infrastructure by the City.

## **2.3. URBAN GROWTH CENTRE**

- 2.3.1. Map 21-1 delineates the boundaries of the Yonge-Eglinton Centre (Urban Growth Centre). The Centre will function as a:
- a. major centre of economic activity with a concentration of existing and new office uses and other value-added employment sectors along Yonge Street and Eglinton Avenue;
  - b. civic and cultural hub with a concentration of existing and new *community service facilities*, and entertainment uses;
  - c. focal area for retail and service uses that meet the day-to-day needs of residents and workers in Midtown and draw visitors from across the city; and
  - d. a residential area, with a collection of residential and mixed-use neighbourhoods with varied characters and scales as set out in this Plan that support a diverse population.

## **2.4. MIDTOWN TRANSIT STATION AREAS**

- 2.4.1. Map 21-3 identifies Midtown's transit station areas and their respective boundaries. The boundaries of the Midtown Transit Station Areas, will include areas within 250-500m radii of stations and maximize the size of the area and the number of potential transit users within walking distance of each station. These areas will be planned to accommodate higher density

development to optimize return on investment and increase the efficiency and viability of existing and planned transit service levels.

- 2.4.1.1. All Midtown Transit Station Areas will be planned and designed to be transit-supportive and to achieve multi-modal access to stations and connections to major trip generators.
- 2.4.1.2. Within all Midtown Transit Station Areas, development will be supported, where appropriate, by:
  - a. planning for a diverse mix of uses to support existing and planned transit service levels
  - b. fostering collaboration between public and private sectors
  - c. providing alternative development standards
  - d. prohibiting land uses and built form that would , adversely affect the achievement of transit-supportive densities
- 2.4.1.3. The highest density of development shall be located in close proximity to existing or proposed higher order transit stations. Where possible, development that is integrated into the transit station will be encouraged in order to optimize investments in transit infrastructure.
- 2.4.2. Three types of Midtown Transit Station Areas are identified:
  - a. Transit Nodes are defined geographies with clusters of uses and varying levels of development intensity. Transit Nodes include:
    - i. a Station Area Core zone, which includes the transit station(s), residential intensification, a concentration of office uses and collectively greater intensity than in the Secondary Zones; and
    - ii. a Secondary Zone that supports transit-supportive development in a compact urban form and a mix of uses in Midtown. The intensity of development will generally be less than the Station Area Core. Development will generally transition down in height and scale to surrounding Built-up Zones; and
    - iii. Areas within 250-500m radii of the transit station which will include transit-supportive development.
  - b. Transit Corridors are oriented along major transit routes. The corridors will consist of buildings that are designed to be compatible with the character of the respective Character Areas and transition to surrounding areas.
- 2.4.3. Each Midtown Transit Station Area includes a Built-up Zone. Built-up Zones are areas where incremental infill development and redevelopment at low or modest intensity will be permitted where reasonable.
- 2.4.4. Existing and new development in each Midtown Transit Station Area will collectively achieve or exceed the minimum density targets as identified below:
  - a. 600 residents and jobs per hectare for the Yonge-Eglinton Transit Station Area;
  - b. 350 residents and jobs per hectare for the Davisville and Mount Pleasant Transit Station Areas; and
  - c. 200 residents and jobs per hectare for the Leaside, Chaplin and Avenue Transit Station Areas.

Individual development within a Midtown Transit Station Area is not required to meet the minimum density target. The minimum density target for the entire Midtown Transit Station Area

will be achieved and ultimately exceeded based on all existing uses and new development over the long-term horizon of this Plan.

## 2.5. LAND USE

- 2.5.1. A wide variety of commercial, residential and institutional land uses, and parks and open spaces are permitted in the Secondary Plan area. The diverse mix of permitted uses in different areas will:
- a. meet people's needs for daily living and working;
  - b. enable live-work proximities such that people can walk and cycle to their destinations reducing the need for longer trips; and
  - c. support a prosperous economy and transit investments and provide for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.
- 2.5.2. Map 21-4 identifies the land use designations in the Secondary Plan area. Land use designations for all other areas will generally be in accordance with the Official Plan. The land uses in the policies below have the following meanings:
- a. institutional land uses include *community service facilities*, clubs, places of worship, educational uses, hospitals and courts of law;
  - b. cultural land uses include galleries, museums, artist and performing art studios, production studios, custom workshops and entertainment places of assembly;
  - c. entertainment land uses include arcades, cabarets, small nightclubs and other places of assembly; and
  - d. vehicle-related land uses include drive through facilities, dealerships, gas stations, service shops and car washes.

### *Mixed Use Areas "A"*

- 2.5.3. *Mixed Use Areas 'A'* are Midtown's premier locations for intensification, including residential, major office and other employment uses. A broad mix of residential, retail and service, office, institutional, entertainment and cultural uses are desired and permitted. Parks and open spaces are also permitted. Single-use residential buildings, stand-alone retail stores and vehicle-related uses will not be permitted.
- 2.5.4. Tall buildings and large redevelopment sites capable of accommodating multiple buildings will provide 100 per cent replacement of any existing office gross floor area located on the site.
- 2.5.5. All or a portion of the office gross floor area required in Policy 2.5.4 may be transferred to a receiving site within the Midtown Secondary Plan area. Where a transfer to a receiving site is proposed, the gross floor area may only be transferred where:
- a. development of the required office floor area on the site would result in a built form that would not meet the policies of this Plan;
  - b. the built form on the receiving site meets the policies of this Plan; and
  - c. the non-residential gross floor area on the receiving site is secured prior to, or concurrent with, any residential gross floor area on the donor site.

### *Mixed Use Areas “B”*

- 2.5.6. *Mixed Use Areas “B”* consist of residential, office and civic clusters around transit stations and along Yonge Street, Eglinton Avenue West and Merton Street. A mix of residential, retail and service, office, institutional, entertainment and cultural uses will be permitted, except that residential uses will not be permitted on the north side of Eglinton Avenue West between Edith Drive and Henning Avenue. Parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses will not be permitted.
- 2.5.7. Tall buildings and large redevelopment sites capable of accommodating multiple buildings will provide 100 per cent replacement of any existing office gross floor area located on the site.
- 2.5.8. All or a portion of the office gross floor area required in Policy 2.5.7 may be transferred to a receiving site within the Midtown Secondary Plan area. Where a transfer to a receiving site is proposed, the gross floor area may only be transferred where:
- a. development of the required office gross floor area on the site would result in a built form that would not meet the policies of this Plan;
  - b. the built form on the receiving site meets the policies of this Plan; and
  - c. the non-residential gross floor area on the receiving site is secured prior to, or concurrent with, any residential gross floor area on the donor site.

### *Mixed Use Areas “C”*

- 2.5.9. *Mixed Use Areas “C”* include commercial main streets characterized by continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above. A mix of residential, retail and service, office, institutional, entertainment and cultural uses will be permitted. Parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses will not be permitted.

### *Apartment Neighbourhoods*

- 2.5.10. The *Apartment Neighbourhoods* consist of predominantly residential communities oriented along major streets or areas with clusters of rental and condominium apartment buildings. Residential uses and local institutional and cultural uses are permitted. Small-scale retail and service uses that primarily serve area residents are permitted on the first floor of buildings, and will be encouraged to be provided in areas identified as Secondary Retail Streets.
- 2.5.11. Where residential uses are provided at grade, development will minimize the width of lobbies and line base buildings with grade-related residential units or *community service facilities*.

### *Neighbourhoods “A”*

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

### *Neighbourhoods “B”*

- 2.5.13. *Neighbourhoods “B”* are low-rise residential areas fronting major streets with an established small-scale retail component. Residential uses, local institutional uses, and small-scale retail, service and office uses are also permitted.

## 2.6. RETAIL STREETS

2.6.1. Development on Priority Retail Streets identified on Map 21-5 will:

- a. include a continuous frontage of at-grade, pedestrian-oriented retail and service uses and/or *community service facilities*. At-grade residential uses will generally not be permitted except for residential lobbies on mid-block sites;
- b. design for retail stores and service uses with frequent entrances and architectural detailing. Store frontages should generally appear to be five to ten metres in width to reflect historic main street lot and building fabric or to achieve the fine-grain rhythm in other areas;
- c. be required to have retail stores at grade with a minimum depth of generally 15 metres along the frontage of a building;
- d. generally provide a minimum floor-to-ceiling height of 4.5 metres except where the historic character of a block includes a lesser prevailing floor-to-ceiling height;
- e. only include retail above or below grade when a retail store(s) is provided on the ground floor;
- f. provide prominent entrances with direct access from public sidewalks;
- g. limit the width of residential lobbies. Residential lobbies will be encouraged to be located adjacent to side streets where possible; and
- h. provide a high degree of visibility to allow for a two-way visual exchange. Ground-level facades should have windows for up to 70 per cent of the frontage, except where this would disrupt the existing character and rhythm of a particular area.

2.6.2. Development on Secondary Retail Streets identified on Map 21-5 will:

- a. be encouraged to include retail and service uses and *community service facilities* at grade; and
- b. include ground floors designed to protect for future retail and service uses by providing:
  - i. generally a minimum floor-to-ceiling height of 4.5 metres except where the historic character of a block includes a lesser prevailing floor-to-ceiling height;
  - ii. entrances accessible from sidewalks and generally flush with existing grade;
  - iii. transparent building materials for the majority of the frontage to enable a strong retail presence at grade. Facades should be 70 per cent transparent to permit a clear view inward from the street;
  - iv. a suitable layout with regularized column spacing or ability to subdivide a first floor;
  - v. a suitable depth to accommodate retail and service uses; and
  - vi. convenient access to loading and storage.

2.6.3. Retail stores exceeding 3,500 m<sup>2</sup> of gross floor area will not be permitted in the Secondary Plan area.

### **3. PARKS AND PUBLIC REALM**

#### **3.1. AREA-WIDE PUBLIC REALM POLICIES**

- 3.1.1. The public realm in Midtown supports a vibrant mixed-use community with a green landscaped character. Primary public realm objectives of this Plan are to maintain and enhance the green, landscaped character of the area, improve and expand the network of parks, open spaces and create a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area.
- 3.1.2. The public realm comprises public and private spaces to which the public has physical and visual access, including streets, parks, open spaces, laneways, walkways, publicly-accessible pedestrian connections and adjacent setbacks.
- 3.1.3. Improvements to the public realm may be provided on public and private lands as part of development, in accordance with the applicable legislative framework for the provision of community benefits, and City-initiated projects. These improvements may include, but are not limited to:
  - a. enhancements to streetscapes;
  - b. provision of wider sidewalks and the establishment of multi-purpose promenades;
  - c. provision of mid-block pedestrian connections;
  - d. transit access points; and
  - e. the integration, extension and enhancement of existing and proposed landscaped open spaces.
- 3.1.4. Pedestrian and public realm improvements will be prioritized to support the Priority and Secondary Retail Streets identified on Map 21-5 and Public Realm Moves identified on Map 21-6. In addition, the following will be prioritized, in accordance with the applicable legislative framework for the provision of community benefits:
  - a. the extension and enhancement of existing and proposed parks;
  - b. the creation of privately-owned publicly-accessible spaces (POPs), including but not limited to forecourts, gardens, plazas and landscaped courtyards;
  - c. the provision of additional street trees, understory plantings and street furniture within streets and adjacent setbacks;
  - d. re-allocating space within public streets to prioritize pedestrians, cyclists and public transit; and
  - e. the provision of public art.
- 3.1.5. Pedestrian and public realm improvements, where provided in accordance with the applicable legislative framework for the provision of community benefits, will:
  - a. improve pedestrian safety, comfort and accessibility for users of all ages and abilities;
  - b. improve pedestrian movement, connectivity and circulation by providing more generous pedestrian clearways and new or improved pedestrian linkages, such as mid-block connections, walkways, paths and access points, and shortening pedestrian street crossings;
  - c. create seamless and integrated pedestrian connections to transit stops and other climate-

- controlled walkways;
  - d. improve pedestrian wayfinding;
  - e. create vibrant public spaces that encourage public life; and
  - f. support and reinforce existing historic places and local character.
- 3.1.6. Temporary enhancements to the public realm will be encouraged and facilitated to demonstrate and assess local benefits, impacts and patterns of proposed improvements to the public realm.
- 3.1.7. Development will reduce the impact of vehicular, loading and servicing activities on the public realm. This will be accomplished by:
- a. reducing, consolidating and eliminating existing vehicular curb cuts, limiting the introduction of new curb cuts and designing adjacent buildings, structures and open spaces to promote visibility at driveways and laneway intersections;
  - b. reducing and removing existing front yard drop-off areas and restricting new front yard drop-off areas;
  - c. reducing and prohibiting surface parking lots and commercial boulevard permit parking and locating parking in below-grade parking structures;
  - d. restricting above-grade parking structures only to sites where it has been satisfactorily demonstrated that below-grade parking alternatives are not technically feasible and where above-grade structures are faced with active uses adjacent to streets, parks, open spaces and mid-block connections;
  - e. co-ordinating and sharing access and servicing areas between properties, where possible;
  - f. ensuring clear, straight, wide, unobstructed pedestrian clearways; and
  - g. where technically feasible, providing separate pedestrian clearways and adequate lighting where laneways can also serve as mid-block pedestrian connections.
- 3.1.8. Building setbacks adjacent to public streets are intended to be landscaped spaces or, where appropriate, extensions of the public sidewalk that contribute to the character of a particular area. The setbacks will be predominantly publicly-accessible and include amenities for public and private users.
- 3.1.9. The location and design of underground facilities, such as parking, on properties where landscaped setbacks are required will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy without the use of raised planters.
- 3.1.10. City-initiated civic improvements will consider the following objectives, where applicable:
- a. improve and expand on existing public parks and create new parks and open spaces;
  - b. respect, reinforce and extend the landscaped open space setbacks of buildings from streets that are prevalent in the Secondary Plan area and contribute to the open space system;
  - c. be compatible with the landscaped setbacks of buildings from streets in the Secondary Plan area;
  - d. provide sufficient space within public street right-of-way for pedestrian and cycling infrastructure;



- e. encourage community activities in the public realm through programming, activation and the provision of safe, accessible and inviting spaces;
  - f. develop and use a cohesive and coordinated landscape architectural design strategy for related open spaces, regardless of being publicly- or privately-owned; and
  - g. ensure clear pedestrian and cycling connections to the City-wide network of ravines.
- 3.1.11. The matters listed in Policy 3.1.10 may also be considered as potential community benefits, in accordance with the applicable legislative framework, as part of development applications.

## **3.2. PUBLIC REALM MOVES**

- 3.2.1. All civic improvements and development, where provided in accordance with the applicable legislative framework for community benefits, will advance the implementation of the Public Realm Moves shown on Map 21-6. The Public Realm Moves, detailed in Policies 3.2.2 to 3.2.12, include:
- a. The Eglinton Green Line;
  - b. Yonge Street Squares;
  - c. Yonge Street Squares Extension;
  - d. The Park Street Loop;
  - e. The Midtown Greenways;
  - f. Redpath Revisited;
  - g. Davisville Community Street;
  - h. Mount Pleasant Road Arboretum.
  - i. Merton Street Promenade;
  - j. Balliol Green Street; and
  - k. Pailton Crescent Connector.
- 3.2.2. Eglinton Green Line
- a. The Eglinton Green Line will be a major linear, publicly-accessible green open space on Eglinton Avenue, extending from Eglinton Park to Mount Pleasant Road.
  - b. All buildings on the north side of Eglinton Avenue between Yonge Street and Mount Pleasant Road will be reasonably set back at grade and above established grade from the property line adjacent to Eglinton Avenue. The setback will be provided to establish high-quality pedestrian and landscaped publicly-accessible open spaces, plazas and forecourts. Space for community gatherings, patios and public art will be encouraged within the Eglinton Green Line.
  - c. The location and design of underground facilities, such as parking, on properties abutting the north side of Eglinton Avenue East between Yonge Street and Mount Pleasant Road will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.
  - d. On Eglinton Avenue West between Yonge Street and Eglinton Park, continuous landscaping that includes high-branching trees and plantings will be provided in the right-of-way and in the setbacks.

### 3.2.3. Yonge Street Squares

- a. Yonge Street bisects the Secondary Plan area. Along Yonge Street, the pedestrian environment will be enhanced and a series of distinctive landscaped, publicly-accessible squares will be secured.
- b. Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will be reasonably set back at grade from the property line adjacent to Yonge Street. The setback requirement will be increased in order to realize the Yonge Street Squares. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the setback should ensure a continuous streetwall without amendment to this Plan.
- c. The landscaped squares, conceptually shown on Map 21-6, will be secured as part of development and City-initiated civic improvements.
- d. The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares.
- e. Streetscapes, parks and open spaces in the blocks between Montgomery Avenue, Yonge Street, Orchard View Boulevard and Duplex Avenue, known as Montgomery Square, will be developed to create a coordinated and cohesively designed precinct of public and publicly-accessible spaces and community facilities.
- f. At the Yonge and Eglinton Crossroads, a prominent site with city-wide significance, a large-scale publicly-accessible square will be created by providing squares on each of the four corners of the intersection and the connecting streetscapes on Yonge Street and Eglinton Avenue. The design of these open spaces will be coordinated in their design, configuration and layout to complement each other and together create a significant civic focal point. Each square will provide space for gathering and direct and comfortable access to transit. The southwest corner of Yonge Street and Eglinton Avenue will accommodate the largest of the four squares and will provide space for both community gathering and comfortable pedestrian movement, related to its function as the main entrance to the Yonge-Eglinton transit station.
- g. Three sets of squares will be created by realigning offset east-west streets that connect to Yonge Street, as indicated on Map 21-9. Realignment of the streets will be pursued as opportunities arise, including through the development process, to improve pedestrian movement and enable the creation of consolidated, cohesive open spaces and squares.
- h. A square will be created mid-block between Eglinton Avenue and Berwick Avenue on the west side of Yonge Street to provide an attractive publicly-accessible open space and a mid-block pedestrian connection.

### 3.2.4. Yonge Street Squares Extension

- a. Yonge Street will be enhanced north and south of the Yonge Street Squares Public Realm Move with a series of distinctive landscaped, publicly-accessible squares.
- b. Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will have a reasonable setback at grade and above grade from the property line adjacent to Yonge Street. Setbacks will be increased in order to realize a square. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the setback should ensure a continuous streetwall without amendment to this Plan.
- c. Landscaped squares, conceptually shown on Map 21-6, will be secured as part of development and City-initiated civic improvements.

- d. The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares.
- e. The design of the streetscape and squares south of Soudan Avenue and north of Briar Hill Road will also be consistent with Yonge Street Squares Public Realm Move.
- f. Glebe Road West and Manor Road west of Yonge Street will be designed as landscaped streets, plazas, parks and/or open spaces and may be expanded as part of development and City-initiated civic improvements.

### 3.2.5. Park Street Loop

- a. The Park Street Loop will be designed as a publicly-accessible, multi-purpose green promenade with wide pedestrian clearways, cycling facilities and landscaping that provides green linkages connecting Eglinton Park to community amenities and open spaces in neighbourhoods to the east.
- b. On Broadway Avenue and Roehampton Avenue between Yonge Street and Rawlinson Avenue and on Orchard View Avenue between Duplex Avenue and Yonge Street, all buildings will be reasonably set back at grade and above established grade from the property line.
- c. The location and design of underground facilities, such as parking, on properties abutting the Park Street Loop will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.

### 3.2.6. Midtown Greenways

- a. The Midtown Greenway streets will provide improved pedestrian amenity and support the continuation and expansion of the landscaped setbacks characteristic of the Secondary Plan area.
- b. A reasonable setback at grade and above established grade will be provided on all Greenway street frontages in *Mixed Use Areas* and *Apartment Neighbourhoods*.
- c. A reasonable setback at grade and above established grade from the property line will be provided on both sides of Erskine Avenue between Yonge Street and Mount Pleasant Road.
- d. The landscaped setbacks will provide a range of publicly-accessible spaces such as entry forecourts, gardens, and other forms of landscaped space. The landscaped setbacks will be planted with high-branching deciduous trees and understory plantings.
- e. The location and design of underground facilities, such as parking, on properties abutting the Midtown Greenways will provide sufficient space and soil depth to maintain a permanent, high-branching tree canopy.

### 3.2.7. Redpath Revisited

- a. Redpath Avenue is an important north-south neighbourhood street that connects to Redpath Avenue Parkette to the north and the Church of the Transfiguration site to the south.
- b. On the block between Eglinton Avenue and Roehampton Avenue, opportunities will be explored to reduce vehicular speed, improve pedestrian and cycling safety and include shared street elements. This block of Redpath Avenue will:
  - i. accommodate outdoor commercial uses, public art and opportunities for community activities; and

- ii. incorporate a fine grain of active retail uses and universally-accessible building entrances at grade that promote a safe and animated pedestrian environment.

#### 3.2.8. Davisville Community Street

- a. Davisville Avenue, together with Chaplin Crescent, is an important local neighbourhood civic street connecting parks, schools, transit stations and a future community hub.
- b. Davisville Avenue will be transformed into a vibrant, complete street. Improvements will include reducing vehicle travel lanes and widths and creating a multi-modal street that prioritizes walking and cycling with space to grow trees, supports continued bus service and accommodates other landscaping features.
- c. Setbacks at and above grade from the expanded Davisville Avenue right-of-way will be in accordance with the following:
  - i. a reasonable setback on the north side of Davisville Avenue between Yonge Street and Mount Pleasant Road; and
  - ii. a reasonable setback on the south side of Davisville Avenue between Yonge Street and Mount Pleasant Road.
- d. Primary entrances to new buildings will be located on Davisville Avenue and provide appropriately-scaled forecourts, plazas and gardens along the street edge.
- e. Vehicular access to new residential developments will be from new streets or existing laneways. Interruptions to the Davisville Avenue streetscape will be minimized by consolidating and coordinating accesses for development and limiting curb cuts and surface parking.

#### 3.2.9. Mount Pleasant Road Arboretum

- a. Mount Pleasant Road is a significant north-south street linking Midtown to the downtown core and providing access to parks, ravines and significant open spaces. Pedestrian and cycling improvements and additional street tree plantings will be undertaken to:
  - i. accommodate wide sidewalks and the potential for dedicated cycling infrastructure;
  - ii. create a variegated streetscape with a variety of native tree species and other landscape treatments along its length; and
  - iii. create a continuous green corridor linking the Mount Pleasant Cemetery to the Mount Pleasant Station Character Area.
- b. The planned right-of-way width for Mount Pleasant Road between Balliol Avenue and Merton Street is 23 metres. The entire widening required to achieve this right-of-way width will be acquired from lands on the east side of Mount Pleasant Road.

#### 3.2.10. Merton Street Promenade

- a. The Merton Street Promenade will consist of wide sidewalks and landscaped boulevards to support pedestrian activity, the eclectic mix of uses along the street and the local commercial hub at Pailton Crescent.
- b. Development will provide a reasonable setback at grade and above grade on both sides of the street. Additional setback depth will be provided on large sites and publicly-owned sites.
- c. Development will provide and improve connections to the Kay Gardner Beltline Trail.

### 3.2.11. Balliol Green Street

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

### 3.2.12. Pailton Crescent Connector

- a. Pailton Crescent is one of the few north-south streets in the Davisville area. It will continue to support a lively local commercial hub at Merton Street. Sidewalks will be widened and extended on both sides of the street. Landscaping along the street and the reclamation of excess pavement width at Balliol Street to create a plaza or square will be undertaken as part of development to enhance the street and the local commercial hub.

## 3.3. PARKS AND OPEN SPACES

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

- a. provide a diversity of parks distributed throughout the Secondary Plan area that meet the local needs of residents and workers in Midtown while also continuing to contribute to Toronto's broader system of parks and open spaces;
- b. provide an interconnected network of parks, open spaces, trails and other recreational facilities;
- c. provide neighbourhood hubs and civic spaces that allow for social interaction, healthy lifestyles and a range of activities;
- d. contribute to beautifying areas and enhancing the environment to support a diverse ecosystem and biodiversity; and
- e. support continued growth and evolution in Midtown.

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

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

- 3.3.3. The planning, design and development of expanded and new parks and open spaces will be guided by the following objectives:
- a. support a community-based planning and design process for creating interesting and engaging parks and open spaces that are safe, comfortable and accommodate people of all ages and abilities year-round;
  - b. create attractive, landscaped linear open spaces on setbacks adjacent to public streets, enhanced through the provision of wide sidewalks, trees, benches, planters and other appropriate street furniture;
  - c. provide connections between public parkland and open spaces in the Yonge-Eglinton Secondary Plan area and in adjacent areas, through the use of streets, trails, bikeways, pedestrian-friendly streetscape environments and walkways; and
  - d. develop attractive parks as focal points in the community which also provide opportunities for public art, heritage interpretation and cultural expression as well as recreational opportunities.
- 3.3.4. Parkland priority improvements for the Secondary Plan area include but are not limited to dedications and acquisitions that:
- a. expand and enhance the function, visibility and accessibility of existing parks;
  - b. create new parks, including Priority Park Areas identified on Map 21-8;
  - c. are located on prominent sites including sites on corners and locations which terminate street views;
  - d. contribute to mid-block pedestrian connections, provided parkland programming and functions are not diminished;
  - e. complement and are integrated with adjacent privately-owned publicly-accessible spaces; and
  - f. support the implementation of the Public Realm Moves.
- 3.3.5. Map 21-8 shows the Parks and Open Space Network Plan and its linkages to adjacent areas. It is comprised of the following components:
- a. existing public parks which will be expanded and improved over time by:
    - i. acquiring lands adjacent to public streets and existing parks, identified as Park Expansion Areas, to maximize the perimeter street frontage of the parks, increase their prominence and accessibility and enable enhanced utility and programming; and
    - ii. leveraging adjacent public streets as part of improvements to existing parks by extending the landscape design of park edges into the streets to create a seamless relationship between streets and parks and expand the perception of the park.
  - b. Priority Park Areas that are under consideration by the City for parks acquisition or leases and that are near-term priority park improvements;
  - c. City-owned Opportunity Sites that provide opportunities to create new functional parks and open spaces;
  - d. Proposed Public Parks that will be acquired and/or secured by the City over time. Parks have been strategically identified and conceptually located to:
    - i. support and complement the Public Realm Moves;

- ii. provide park space of a suitable size and configuration to offer a wide range of locally-oriented active and passive parks programming within or in proximity to high-growth areas and existing neighbourhoods; and
    - iii. recognize development-related opportunity sites.
  - e. School Properties where the City and local School Boards, working in partnership, will ensure the provision of recreational and landscaped open space on existing, reconfigured or redeveloped School Properties including, but not limited to, those identified on Map 21-8 and pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities; and
  - f. Other Major Open Spaces that are publicly-accessible and provide important benefits for people living and working in Midtown, such as the cemeteries adjacent to the Secondary Plan area, which offer passive recreational opportunities.
- 3.3.6. The Proposed Public Parks and Park Expansion Areas shown on Map 21-8 are conceptual in nature. The objective of the Plan is to ensure that persons living and working in the Secondary Plan area have access to public parks and a range of passive and active recreational opportunities and experiences. The Proposed Public Parks and Park Expansion Areas have been located in a manner to:
- a. form a connected network of parks and open spaces in association with the Public Realm Moves; and
  - b. balance demand within different areas of the Secondary Plan area.
- 3.3.7. Proposed Public Parks shown on Map 21-8 that are adjacent to existing School Properties provide opportunities to optimize the utility of both the park and school property for public use and educational needs. As lands are acquired by the City for the Proposed Public Parks, the City and School Boards will collaborate on the site design of the properties.
- 3.3.8. Not applicable.
- 3.3.9. The potential for a new public park over a decked subway trench west of Yonge Street between Berwick Avenue and Chaplin Crescent will be further studied in consultation with the Toronto Transit Commission.
- 3.3.10. As part of any Special Study associated with decking of the Davisville Yard, a multi-functional signature public park will be accommodated as a priority that provides active and passive recreation activities, natural areas, and civic and cultural spaces.
- 3.3.11. The parks and open space system will be further enhanced through the introduction of a new, medium-sized local park (1.5 to 3.0 hectares) in the southeast quadrant of the Secondary Plan area. The park will:
- a. provide opportunities for a wide range of parks programming;
  - b. create a neighbourhood hub with the potential for co-located *community service facilities*; and
  - c. will be located to provide convenient access for all areas in the southeast quadrant.
- 3.3.12. The City will pursue opportunities to introduce new connections to the Mount Pleasant Cemetery east of Mount Pleasant Road.
- 3.3.13. The City will seek to secure agreement for public access through the Mount Pleasant Cemetery to complete a circular walking trail through the Vale of Avoca Park Ravine and Moore Park Ravine.

- 3.3.14. The City will examine opportunities to enhance Midtown's existing medium and large parks over 1.5 hectares in area and that have not benefited from recent improvements and any existing parks that are expanded to improve their utility and locally-oriented programming through the development of comprehensive master planning for the parks. The master plans will be implemented over time as funding is available. Improvements could include, but are not limited to:
- a. developing or creating walking loops and pathways;
  - b. providing additional seating;
  - c. installing new and renewed recreation facilities;
  - d. enhancing the landscape character, including providing additional opportunities for patches of native plantings to support biodiversity;
  - e. providing additional facilities, such as public washrooms and drinking water stations; and
  - f. accommodating community events.
- 3.3.15. Consultation, partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and development of new, expanded or improved parks. This may include the celebration and recognition of Indigenous culture and history, along with cultural and natural heritage, through placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.
- 3.3.16. New, expanded or improved parks will limit the amount of surface parking at street level within the parks. Adjacent on-street parking will be used where feasible.
- 3.3.17. New public parkland and lands to expand existing parks will be secured using a variety of tools, including, but not limited to:
- a. the applicable legislative framework under the *Planning Act*;
  - b. land exchanges;
  - c. land purchases;
  - d. jurisdictional land transfers;
  - e. partnerships and/or leases; and
  - f. conservancies, sponsorships and philanthropic donations.
- 3.3.18. Not applicable.
- 3.3.19. Not applicable.
- 3.3.20. Not applicable.
- 3.3.21. Not applicable.
- 3.3.22. Any parkland conveyed to and/or secured by the City will:
- a. be free of encumbrances unless approved by Council;
  - b. be highly visible with prominent public street frontage;
  - c. result in public parks capable of accommodating effective parks programming with a suitable



shape, size and topography; and

d. result in public parks with good sunlight access.

3.3.23. Not applicable.

3.3.24. Where new development is proposed adjacent to a public park, or lands designated *Parks and Open Space Areas - Parks*, development will:

a. be set back from the park to allow the building and any exterior features/amenities (e.g. entrance landings, patios, walkways) to be provided and maintained without encroachment on the public park;

b. provide an appropriate interface between public and private land with a seamless landscape design incorporated on the development site;

c. not applicable;

d. be oriented to maximize public access and views to public parks;

e. be designed to have an attractive façade with animated uses at grade;

f. provide for casual overlook increasing the passive surveillance and safety of the park; and

g. avoid locating loading and servicing areas adjacent to public parks, where possible.

3.3.25. Other open spaces, such as privately-owned publicly-accessible spaces (POPS), where provided in accordance with the applicable legislative framework regarding community benefits, will complement Midtown's public parks and contribute to the overall parks and open space network, by providing additional opportunities for passive recreation, incorporating temporary commercial uses that animate the space, and supporting a healthy natural environment.

3.3.26. POPS within developments, where provided in accordance with the applicable legislative framework regarding community benefits, will generally:

a. be located at grade;

b. be designed for users of all ages and abilities;

c. be sited in visible locations;

d. be sited and designed to be seamlessly integrated and connected into the broader public realm;

e. consider opportunities for temporary commercial uses that animate the space;

f. include new trees, public art, seating, landscaping and signage; and

g. provide child-specific elements, where reasonable, if located within an *Apartment Neighbourhood* Character Area and the development is required to provide the minimum amount of large units.

## **4. MOBILITY**

4.1. The Midtown Mobility Network shown on Map 21-9 is intended to be a well-connected and integrated network of streets, laneways, mid-block connections and multi-use trails that will provide a variety of safe and sustainable travel choices to:

- a. improve mobility and accessibility for people of all ages and abilities;
- b. enable the continued movement of goods and services;
- c. accommodate a range of activities, including transit service, goods delivery, service vehicles and first responder vehicles; and
- d. balance the essential role of streets as movement corridors with their equally important role as civic spaces that provide a setting for community life.

## Streets

- 4.2. A complete streets approach will be used to inform the design, refurbishment or reconstruction of streets to:
  - a. ensure the safety of all street users;
  - b. ensure universal accessibility and access for people with disabilities; and
  - c. support pedestrians, cyclists and transit, in addition to private automobiles.
- 4.3. Major Streets identified on Map 21-9 are important main streets that provide direct and continuous transportation routes within and across the Secondary Plan area and that connect with the surrounding city. Major Streets will:
  - a. be prioritized for specialized urban design treatment that enhances identity and reflects their prominence as important public spaces with the highest quality pedestrian amenity;
  - b. provide direct and continuous walking and cycling routes to destinations and transit stations with wide, generous sidewalks and unobstructed clearways to accommodate the highest intensity of pedestrian and cycling movement and activity;
  - c. support surface transit routes and stops;
  - d. support Midtown's retail streets and active building frontages;
  - e. provide safe and protected crossing locations for pedestrians and cyclists; and
  - f. be designed to include space to grow street trees.
- 4.4. Primary Streets identified on Map 21-9 are intermediate streets that serve a local focus and provide connectivity and access to and between Midtown's employment nodes and other destinations, such as schools, major parks and open spaces, *community service facilities* and surface transit stops. These streets will:
  - a. be designed as vibrant streets in association with the Public Realm Moves and other public realm objectives; provide integrated, legible and dedicated walking and cycling connections to Major Streets and other destinations; and
  - b. contribute to recreational amenity.
- 4.5. Priority Local Streets on Map 21-9 are residential connector streets that will be prioritized for improvements over time such as, but not limited to, wider sidewalks and cycling facilities. These streets will:
  - a. provide additional, fine-grain walking and cycling routes between community focal points, such as schools, parks and open spaces and *community service facilities*;

- b. provide local pedestrian and cycling connectivity to Major and Primary Streets;
  - c. provide alternative walking and cycling routes to transit stations; and
  - d. contribute to recreational amenity.
- 4.6. New local public streets are conceptually shown on Map 21-9 and will be considered as part of the infill or redevelopment of sites where reasonable to do so and in accordance with the applicable legislative framework for the provision of community benefits to break up large blocks, promote pedestrian movement and accommodate through connections. The final location, alignment and design of new local public streets will be determined through the development review process.
- 4.7. Locations of additional proposed street realignments for off-set east-west streets connecting to Yonge Street are shown on Map 21-9. The realignments will contribute to creating new open spaces and promoting more direct and convenient pedestrian connections across Yonge Street. Realignment of the streets will be pursued as opportunities arise, including through the development process in accordance with the applicable legislative framework for the provision of community benefits, to improve pedestrian movement and enable the creation of consolidated, cohesive open spaces and squares.

### **Laneways**

- 4.8. Map 21-9 identifies the locations of existing and potential new laneways which could provide important access to properties primarily located adjacent to Midtown's Major Streets, and that could also contribute to additional pedestrian and cyclist connectivity.
- 4.9. Development will locate vehicle entry points on side streets and connect with existing laneways where technically possible.
- 4.10. Where a laneway is not feasible as a public laneway and/or does not connect to other laneways or public roads, surface public easements will be secured over private lands to secure public access to the laneway, where reasonable.
- 4.11. Laneways will primarily support vehicular and servicing access to buildings to reduce the need for direct driveway accesses from Major Streets and to reduce conflicts with pedestrians and cyclists on the street and sidewalk.
- 4.12. New and improved laneways will be designed to:
- a. slow auto vehicle speeds;
  - b. discourage cut-through motor vehicle traffic;
  - c. prioritize safety of pedestrians and cyclists by ensuring the laneways are well-lit with good sight lines; and
  - d. be attractive and contribute to sustainability.

### **Mid-block Connections**

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

- 4.14. Mid-block connections provide direct, legible public access through blocks and where provided will:
  - a. be located at grade with high-quality design and materials and clear sight lines for public safety;
  - b. be publicly-accessible and secured with easements where necessary; and
  - c. be universally-accessible, signed and well-lit.
- 4.15. Where reasonable, exterior mid-block connections will be landscaped with walkways that are at least 3 metres wide to allow for easy two-way pedestrian passage.
- 4.16. Mid-block connections located within buildings will:
  - a. generally have a width of six metres and a height no less than the full height of the ground floor of the building; and
  - b. include windows and active uses along its height and length to maximize transparency and animate the connection.
- 4.17. Existing mid-block connections to the Kay Gardner Beltline Trail and existing mid-block connections on public land, infill sites and development sites will be enhanced with additional lighting, signage and landscaping.

## **Cycling**

- 4.18. Midtown will have a well-connected network of safe and comfortable cycling routes between local neighbourhood destinations — especially Midtown Transit Station Areas, office priority areas, retail streets, schools, and parks — and with the surrounding city.
- 4.19. Dedicated cycling facilities will be accommodated on Major Streets, where possible, and the Park Street Loop. Dedicated cycling facilities will also be prioritized on Duplex Avenue, Berwick Avenue and Castlefield Avenue between Duplex Avenue and Yonge Street. Further detailed study is required to determine the exact type and design of cycling facilities that will be provided and the timing of its implementation.
- 4.20. Development, where possible, and in accordance with the applicable legislative framework for the provision of community benefits, and street reconstruction will provide additional links to the cycling network and additional bicycle parking.
- 4.21. Additional cycling connectivity will be achieved over time on the Priority Local Streets shown on Map 21-9, and could include, but is not limited to, on-street cycling lanes or sharrows. Additional opportunities could also emerge on other local streets for cycling infrastructure.
- 4.22. Additional bicycle parking and end-of-trip bicycle amenities will be encouraged at important destinations, including Midtown's transit stations, civic buildings and *community service facilities*, parks, open spaces and major employment destinations.
- 4.23. Priority will be placed on providing additional publicly-accessible bike share stations in areas of future growth near transit stations and other important neighbourhood destinations, civic buildings, parks, open spaces and along retail streets.

## **Transit**

- 4.24. Connections between surface transit and new transit stations will be designed to be direct, seamless and user-friendly to improve connectivity for transit users.
- 4.25. Development in proximity to a transit station will provide improved at-grade access to the station where possible and in accordance with the applicable legislative framework for community benefits.
- 4.26. Where possible, entrances to transit stations will be encouraged to be integrated into buildings and new development, ensuring that all points of access are clearly marked, visible and accessible from the street and maintain hours of access to match transit operations.
- 4.27. Additional multi-modal infrastructure and services will be provided by the City in proximity to transit stations, including car-share, bike-share stations, enhanced bicycle parking, and/or passenger pick-up/drop-off areas, as appropriate.
- 4.28. Interim or permanent surface transit priority routes on key north-south streets between Midtown and Downtown will be explored.

## **Travel Demand Management**

- 4.29. A Travel Demand Management (TDM) strategy will be required as part of a complete application that outlines:
  - a. a range of TDM infrastructure improvements, strategies and programs to increase walking, cycling and transit use and reduce single occupancy vehicle use;
  - b. quantitative multi-modal transportation assessments and site-related traffic mitigation measures to demonstrate sufficient and safe transportation infrastructure to service the proposed development;
  - c. a range of parking management strategies that minimize auto parking supply for new developments and that prioritize facilities and programs for car-share, carpool, bike-share, on-street bicycle parking, shared parking and low-emissions vehicles; and
  - d. reductions in parking requirements for developments at the discretion of the City, considered on the basis of contribution to the implementation of TDM measures and other sustainable mobility options and facilities.

## **Parking**

- 4.30. The redevelopment of existing off-street surface parking lots will be encouraged with new or replacement parking spaces located below grade.
- 4.31. On-street parking will continue to be provided in appropriate locations to:
  - a. support at-grade retail and services;
  - b. contribute to a more pedestrian-friendly environment by providing a buffer between pedestrians and vehicular traffic;
  - c. secure space for shared mobility services, such as bike share stations and reserved spaces for car share vehicles; and
  - d. improve accessibility and mobility for people of all ages and abilities.

- 4.32. Appropriate minimum and maximum parking standards will be established for development which will be determined based on proposed land uses, proximity to transit stations, shared parking principles and the use of Travel Demand Management measures.
- 4.33. New Toronto Parking Authority public parking facilities will:
  - a. be integrated below-grade within new and existing developments;
  - b. incorporate design features that facilitate conversion to other transportation uses should parking demand decrease; and
  - c. encourage a variety of multi-modal transportation infrastructure including car-share facilities, bike-share facilities, electric vehicle-charging spaces and bicycle parking.
- 4.34. Pick-up and drop-off areas, loading and parking activity will be discouraged on Major Streets, wherever reasonable and practical, while considering accessibility and mobility for people of all ages and abilities, to better utilize available space in the street right-of-way.

## **5. BUILT FORM**

### **5.1. BUILT FORM PRINCIPLES**

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

#### **Area Structure**

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

#### **Public Realm, Open Space and Walkability**

- d. contribute to Midtown's green, landscaped character by ensuring high-quality landscaping at grade, providing appropriate spacing and separation between tall buildings where these are permitted, and ensuring mid-rise buildings and the base of tall buildings have a scale that is compatible with the existing and planned character of the area;
- e. promote active street life and "eyes on the street" by ensuring buildings frame and animate streets, parks and open spaces, with active uses at grade, windows to allow for a two-way visual exchange, ensuring clearly defined and visible entrances from the public realm, and

encouraging the highest quality of architecture and landscape architecture;

- f. strengthen connections throughout Midtown by ensuring fine-grained pedestrian circulation along street edges and between and through sites and blocks through the placement and orientation of buildings;
- g. provide public art, in accordance with the applicable legislative framework for the provision of community benefits, in visible and accessible locations to express the history of Midtown, its natural environment and its evolving cultural diversity;

### **Liveable and Comfortable Spaces**

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

### **Heritage and Civic Landmarks**

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

## **5.2. HERITAGE CONSERVATION**

- 5.2.1. Development will conserve heritage attributes of properties designated under the *Ontario Heritage Act*.
- 5.2.2. Development may be required to provide additional setbacks, stepbacks and stepping down of building height over and above the minimum site and urban design standards identified in this Plan in order to complement the scale and character of a cultural heritage resource on the City's Heritage Register.
- 5.2.3. The site and urban design standards of this Plan may be altered without amendment to this Plan where a cultural heritage resource, and its three-dimensional integrity, are conserved in situ to the satisfaction of the City. For added clarity, only the site and urban design standards that would not be able to be achieved as a result of retaining a building or structure in situ, such as a landscaped setback, will be altered.
- 5.2.4. Not applicable.

### **5.3. PERMITTED BUILDING TYPES AND URBAN DESIGN STANDARDS**

5.3.1. Development will consist of a variety of building types, inclusive of infill development and redevelopment, as defined in this Plan. The variety in permitted building types, and associated urban design standards, will contribute to:

- a. a compact, transit-supportive built form;
- b. a diversity of building types and housing forms;
- c. the skyline of Midtown;
- d. the desired character of particular areas; and
- e. a comfortable public realm.

5.3.2. Not applicable.

5.3.3. Not applicable.

#### **General**

5.3.4. Setbacks will be compatible with the building line of other adjacent properties and on both sides of the street where applicable.

5.3.5. The urban design standards set out in this Plan address a diversity of building types and forms. Development will harmonize with neighbouring development to create a compatible pattern and rhythm along a street and/or contribute to the open space setting and character of an area:

- a. development fronting a major street in the Midtown Villages, Midtown Cores and the Eglinton Greenline, Henning and Montgomery Square will contribute to creating a consistent and continuous streetwall in the respective Character Area; and
- b. development located in the Midtown Apartment Neighbourhoods, Midtown Apartment High Streets and balance of the Midtown Special Places where existing buildings are, or will be, set in a landscaped setting will provide appropriate setbacks on all sides of a building, inclusive of side yard setbacks.

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

#### **Midtown Low-rise**

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

5.3.8. Low-rise buildings will:

- a. support achieving the overall vision for the respective Character Area and the Public Realm Moves;
- b. encourage and enable modest intensification while contributing to a diversity of housing types



in the Secondary Plan area; and

- c. respond and relate to existing low-rise neighbourhoods immediately abutting a site.
- 5.3.9. The permitted building types on Midtown Low-rise sites consist of:
- a. detached, semi-detached, duplexes, triplexes, townhouses, stacked townhouses and low-rise apartment buildings and local institutional buildings in the Montgomery Square, Davisville Community Street and Bayview Focus Area Character Areas;
  - b. low-rise apartment buildings and institutional buildings in the Eglinton Park Character Area; and
  - c. low-rise apartment buildings, mixed-use main street buildings with a retail presence and institutional buildings in the Mount Pleasant North Character Area.
- 5.3.10. Low-rise buildings will:
- a. relate directly to the existing or 'natural' grade of a site by generally maintaining the existing grade at property lines; and
  - b. have well-designed entrances and transitions from the public to private realm which will include reasonable setbacks at grade and architectural and landscape cues.
- 5.3.11. For sites fronting onto a Public Realm Move identified in Section 3.2 and Map 21-6, setbacks will primarily consist of soft landscaping to enhance the overall green and open space qualities of Midtown and to provide a transition from private to public space. Hardscaping will be limited.
- 5.3.12. Entrances to individual units and/or primary entrances of apartment buildings will generally be directly accessible from a public street or laneway, or publicly-accessible mid-block connection to ensure high-quality streetscapes and public safety. Backlotting buildings and/or units along public streets, in front of parks, within larger sites and adjacent to existing buildings is discouraged.
- 5.3.13. Direct driveway accesses to individual units from public streets and integral front garage entrances are not permitted.
- 5.3.14. Where multiple buildings and/or units are located on a site, they will be sited to achieve front to front and back to back relationships to other buildings. Appropriate facing distances between units will also be provided to allow for adequate access to sunlight, daylighting within the interior of units, sky view and privacy.
- 5.3.15. Generally, sites located in the Mount Pleasant North and Davisville Community Street Character Areas adjacent to Neighbourhood designated lands will provide an appropriate setback at the rear of the property, inclusive of any existing laneways. Where possible, a sufficient setback should be provided that can accommodate a laneway and landscaped buffer.
- 5.3.16. Generally, low-rise buildings will be massed to complement the historic character of an area and/or to enable a vibrant main street character. Buildings in the Mount Pleasant North Character Area will be required to stepback above the second storey.
- 5.3.17. Generally, buildings greater than three storeys in height will provide a stepback above the third storey adjacent to Neighbourhood designated lands to provide a transition in height and ensure privacy and sky view.

## Midtown Mid-rise

- 5.3.18. Midtown Mid-rise buildings are buildings with a range of permitted building heights of generally between five to twelve storeys depending on the Character Area and in consideration of public realm objectives, the space between buildings and street proportion, sunlight conditions on the public realm, transition to low-rise areas, and fit with the desired character for the respective Character Area.
- 5.3.19. Mid-rise buildings will generally provide a setback along all street frontages to be compatible with existing character. Setbacks will generally be required:
- above the second storey in the Midtown Villages, and the Davisville Station (properties located north of Davisville Avenue), Montgomery Square, Mount Pleasant North and Mount Pleasant Station Character Areas; and
  - above the fourth storey on *Mixed Use Areas* designated lands in the Eglinton Park Character Area.
- 5.3.20. Building setbacks along all street frontages will be utilized to achieve a continuous and consistent streetwall or rhythm of buildings and open spaces along the street edge, provide good proportion between buildings and provide for adequate sunlight on sidewalks. Setbacks will generally be required:
- above the sixth storey in the Mount Pleasant Station, Bayview-Leaside, Mount Pleasant South, Mount Pleasant Gateway and Eglinton Green Line Character Areas, as well as in the Bayview Focus Character Area except along Roehampton Avenue where buildings will step back above the fourth storey;
  - above the fourth commercial storey in the Henning Character Area; and
  - above the seventh storey in the Yonge Street North, Yonge Street South, Yonge-Eglinton Crossroads, Eglinton Way and Davisville Station Character Areas.
- 5.3.21. Mid-rise buildings in the Apartment Neighbourhood Character Areas will generally provide setbacks as follows:
- above the fourth storey in the Redpath Park Street Loop and Erskine and Keewatin Character Areas; and
  - above the sixth storey in all Apartment Neighbourhood Character Areas.
- 5.3.22. Mid-rise buildings in the Eglinton East Character Area will generally provide a step back above the seventh storey.
- 5.3.23. Mid-rise buildings may be required to be set back along side streets to provide transition to the front yard setback of adjacent residential properties and/or to complement the landscaped character or historic conditions of respective Character Areas.
- 5.3.24. Mid-rise buildings may be required to step back the mass of buildings for sites with side street frontage to allow for adequate sunlight on the sidewalk(s) of side streets. The massing and setbacks will ensure good proportion between mid-rise buildings on either side of the side street.
- 5.3.25. Not applicable.
- 5.3.26. Mid-rise buildings will provide for a stepping down of heights to the rear setback line for

properties that abut lands designated *Neighbourhoods*, inclusive of any existing public laneways, except in the Henning Character Area where mid-rise office and commercial buildings exist and are permitted.

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

### **Midtown Tall Buildings**

- 5.3.28. In Midtown, there are three variants of tall buildings:

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

- 5.3.29. Not applicable.

- 5.3.30. Not applicable.

- 5.3.31. The siting and placement of tall buildings, and particularly the tower (middle) portion of the tall building, on a site will:

- a. take into account other adjacent sites;
- b. provided adequate access to sunlight and sky view from the public realm; and
- c. take into account the comfort of sidewalks, parks and open spaces and outdoor areas associated with *community service facilities* and schools.

- 5.3.32. Not applicable.

- 5.3.33. Base buildings of tall buildings will be designed to generally achieve the following principles:

- a. be compatible with the scale and proportion of adjacent streets;
- b. fit harmoniously within the existing and planned context of neighbouring streetwall heights;
- c. be compatible with the height, scale and built form character of the existing and planned context of both streets when located on a corner lot;
- d. animate and promote the use of adjacent streets, parks and open spaces by providing active uses at grade and multiple entrances;
- e. incorporate windows at grade adjacent to streets, parks and publicly-accessible open space;
- f. be compatible with neighbouring buildings through design, articulation and use of the ground floor; and
- g. provide a transition in scale for the base building height down to adjacent lower-scale planned contexts.

- 5.3.34. Base buildings of tall buildings will generally not exceed a maximum height of:

- a. four storeys in the Apartment Neighbourhood Character Areas;

- b. five storeys in the Merton Street Character Area;
  - c. six storeys in the Mount Pleasant Station, Montgomery Square and Henning Character Areas;
  - d. eight storeys in the Yonge-Eglinton Crossroads, Davisville Station and Eglinton Green Line Character Areas; and
  - e. eight storeys in the Bayview Focus Area.
- 5.3.35. Base buildings of tall buildings will generally stepback along street frontages at certain heights to:
- a. achieve compatibility with existing and/or planned character, such as maintaining or establishing cornice lines;
  - b. ensure a consistent and/or compatible streetwall within the Character Area and to adjacent Character Areas on the same street;
  - c. provide good proportion between buildings; and
  - d. provide adequate sunlight on sidewalks.
- 5.3.36. Base buildings of tall buildings will generally stepback along street frontages as follows:
- a. above the second storey in the Davisville Station (properties north of Davisville Avenue), Montgomery Square and Mount Pleasant Station Character Areas;
  - b. above the fifth storey in the Henning and Mount Pleasant Station Character Areas;
  - c. above the sixth storey in the Eglinton Green Line and Bayview Focus Character Areas; and
  - d. above the seventh storey in the Yonge-Eglinton Crossroads and Davisville Station Character Areas.
- 5.3.37. Additional stepbacks and/or terracing of building mass will be encouraged in the Eglinton Green Line Character Area to complement the Eglinton Green Line open space.
- 5.3.38. Additional storeys may be permitted for the base buildings of tall buildings, without an amendment to this Plan, provided:
- a. additional storeys step back from all sides of the base building. The middle (tower) of the tall building may, likewise, be required to be further stepped back; and
  - b. the applicant demonstrates that there will be no unacceptable shadow impacts created on the public realm.
- 5.3.39. The middle (tower) portion of a tall building, inclusive of balconies, will step back from the face of the base building along all street, park and open space frontages.
- 5.3.40. Not applicable.
- 5.3.41. The middle (tower) floor plate of residential tall buildings and the residential portion of mixed-use tall buildings will generally have slender proportions and not exceed 750 m<sup>2</sup>. Increases to the floor plate size may be considered without amendment to this Plan when it is demonstrated that the impacts of the larger floor plate, including but not necessarily limited to pedestrian comfort, shadow, transition, sky view and wind, can be appropriately addressed.

- 5.3.42. Balconies on tall buildings will be designed and arranged to limit their physical and visual impacts.
- 5.3.43. The floor plate for a non-residential tall building may be permitted to exceed 750 m<sup>2</sup> in recognition of their significant economic benefits, their contribution towards ensuring a mix of uses in Midtown and to enable a viable interior layout.
- 5.3.44. The middle (tower) portion of a tall building should generally be oriented in a north-south orientation and massed to minimize shadow impacts on the public realm.
- 5.3.45. In order to achieve good sky view and sunlight, as well as to contribute to the desired character of an area, the minimum tower separation distances between residential tall buildings will be specified in an implementing zoning by-law.
- 5.3.46. Not applicable.
- 5.3.47. Not applicable.

**Midtown Infill Development**

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

*Infill Development in Midtown Apartment Neighbourhoods*

- 5.3.51. Infill development in Midtown Apartment Neighbourhoods may consist of one or more of the following:

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

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

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

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

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

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

5.3.54. Not applicable.

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

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

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

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

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

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

*Infill Development in Midtown Apartment High Streets*

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

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

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

**5.4. BUILDING HEIGHTS**

5.4.1. All buildings will be a minimum of four storeys in height, except as follows:

- a. lands designated *Neighbourhoods "A"* and *Neighbourhoods "B"*, where buildings will have a minimum height of two storeys; and

- b. the Midtown Villages and Eglinton Park Character Area, where buildings will have a minimum height of three storeys.
- 5.4.2. Infill development or development consisting of only institutional and/or cultural uses on sites designated *Apartment Neighbourhoods* are not required to meet the minimum height of four storeys in Policy 5.4.1. Institutional and cultural uses will be required to have a compact urban form and be at least two storeys in height.
- 5.4.3. Anticipated height ranges for each Character Area are set out below in order to provide guidance regarding the intended built form character for each Character Area. The heights of buildings for sites and/or areas will be specifically determined through rezoning applications or a City-initiated zoning by-law amendment. An Official Plan Amendment will not be required in order to achieve a greater or lesser height.

#### **Apartment High Streets**

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

#### **Apartment Neighbourhoods**

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

#### **Villages**

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



## Cores

- n. Yonge-Eglinton Crossroads: 35 to 65 storeys with the peak at the Crossroads and a gradual transition down in building heights in all directions
- o. Davisville Station: 30 to 45 storeys
- p. Mount Pleasant Station: 20 to 35 storeys
- q. Bayview Focus Area: 20 to 35 storeys

## Special Places

- r. Eglinton Green Line: 40 to 55 storeys west of Redpath Avenue and 30 to 40 storeys east of Redpath Avenue
  - s. Montgomery Square: 20 to 30 storeys, with heights generally decreasing from south to north and from east to west
  - t. Henning: 15 to 35 storeys, with heights stepping down towards Edith Avenue and Orchard View Boulevard
  - u. Merton Street: 14 to 40 storeys, with heights generally decreasing from north to south and from west to east with increase distance from the Davisville subway station
- 5.4.4. Not applicable.
- 5.4.5. Not applicable.
- 5.4.6. Not applicable.
- 5.4.7. Not applicable.
- 5.4.8. Not applicable.
- 5.4.9. Not applicable.
- 5.4.10. On Midtown Mid-rise sites, additional storeys may be considered without an amendment to this Plan, provided the applicant demonstrates to the City's satisfaction that:
- a. there will be adequately limited shadow impacts on any public street;
  - b. the additional storeys fit within any required angular plane and will be progressively stepped back from adjacent areas designated *Neighbourhoods, Parks and Open Space Areas* and any side streets; and
  - c. the additional storeys will be stepped back from the street to minimize its appearance from the street.
- 5.4.11. Not applicable.
- 5.4.12. Additional height may be considered where new direct, underground pedestrian connections are provided into a transit station subject to:
- a. meeting the policies of the respective building type;
  - b. providing additional setbacks for the additional height on all sides of the building to minimize

the appearance of the additional building mass and limit shadow impacts on the public realm;  
and

c. meeting the standards of the transit operator for direct connections.

5.4.13. Not applicable.

## **5.5. SPECIAL STUDY AREAS**

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

5.5.2. The redevelopment of any school properties and the introduction of additional uses will be determined through a comprehensive study of the site and/or area. The objective for these sites will be to ensure the sites continue to act as civic hubs of community activity with landscaped and recreational open spaces accessible to the public.

5.5.3. Development in the southwest quadrant of the Yonge-Eglinton Crossroads Character Area will address the following development criteria:

- a. a comprehensive study will be undertaken prior to considering any amendments or variances to the Zoning By-law. Any resulting Zoning By-law amendment or variances will meet all applicable policies of this Plan;
- b. a new public street extending east and south from Duplex Avenue to Berwick Avenue will not be precluded. Land conveyances will be required from privately-owned sites to implement the new public street;
- c. strata plans, as appropriate, may be utilized to limit height on City-owned lands to implement the objectives of this Plan;
- d. a sensitive transition in height, density and scale will be provided through the use of building setbacks and setbacks in addition to any height limitations to adjacent lands designated *Neighbourhoods*; and
- e. a compatible height gradation will be provided by stepping down buildings heights from the southeast corner of Yonge Street and Eglinton Avenue (highest) to the northwest corner of Berwick Avenue and Duplex Avenue (lowest).

5.5.4. A comprehensive study will be required for any decking and redevelopment of the Davisville Yard. The comprehensive study will:

- a. evaluate the feasibility, opportunities, constraints, risks to transit operations, mitigation measures and cost of redevelopment; and
- b. prioritize office space on site, new and improved mid-block connections and the creation of a multi-functional signature public park that is at least one hectare in area.

## **5.6. SUNLIGHT AND COMFORT**

5.6.1. Development will be located and designed to maintain adequate access to sunlight on Eglinton Park, the largest and most significant park in the area, and the existing and proposed

expansion of Redpath Avenue Parkette identified on Map 21-8. All development proposals will be encouraged to minimize net new shadows on these existing and proposed parks.

- 5.6.2. Development will also be located and designed to provide adequate access to sunlight on the following additional parks and open spaces:
  - a. June Rowlands Park;
  - b. Oriole Park;
  - c. Charlotte Maher Park; and
  - d. the existing Northern Secondary School playfield.
- 5.6.3. "Net new shadow" means shadow cast by a proposed development in excess of the shadow already cast by existing and approved buildings and structures as well as buildings and structures permitted as-of-right in the Zoning By-law.
- 5.6.4. For added clarity, applicants will be required to demonstrate the shadow impacts of proposed developments on the parks and open spaces in Policies 5.6.1 and 5.6.2 as measured on March 21st and September 21st between 10:18 a.m. to 4:18 p.m.
- 5.6.5. Development will be located and designed to provide adequate sunlight on parks and open spaces have regarding to the varied nature of these areas. The height ranges and other policy directions established in this Plan result in acceptable shadow impacts. Additional attention to the massing and setbacks of buildings may be required to ensure an adequate amount of sunlight on parks and open spaces
- 5.6.6. Buildings will be sited, massed and designed to adequately limit wind impacts on the public realm. Adjustments to building design may be required to mitigate wind impact. Adjustments may relate to the form, setbacks or setbacks of building mass. Protective screens, facade design and articulation, canopies, overhangs and other incidental add-ons or landscaping within public spaces may be utilized.
- 5.6.7. Development will provide weather protection in a variety of forms including overhangs and canopies. Continuous weather protection will be required along Priority and Secondary Retail Streets and adjacent to transit stops.

## **5.7. AMENITY SPACE**

- 5.7.1. Indoor amenity space will be encouraged to be:
  - a. located at or above grade;
  - b. located in visible and accessible locations for the building's inhabitants;
  - c. designed and built with high-quality and durable materials; and
  - d. designed to provide elements and programming that respond to a variety of users of all ages and abilities, including but not limited to seniors and children.
- 5.7.2. Development will ensure that outdoor amenity spaces will be sited and designed to address the following:
  - a. provide for adequate sky views and sunlight in the space;

- b. generally ensure wind conditions that are suitable for the proposed use of the outdoor amenity space;
  - c. include trees and/or other landscaping, where possible; and
  - d. promote use in all seasons, where possible.
- 5.7.3. Indoor amenity space will be provided in appropriately scaled rooms, one of which will be encouraged to be directly adjacent and connected to the outdoor amenity space.
- 5.7.4. Not applicable.
- 5.7.5. Development that includes residential units will be encouraged to include pet amenity areas that include facilities for the disposal of pet waste.
- 5.7.6. Not applicable.

## **6. COMMUNITY SERVICES AND FACILITIES**

- 6.1. The provision of *community service facilities* in Midtown will be guided and informed by the Midtown Community Services and Facilities Strategy.
- 6.2. Not applicable.
- 6.3. Additional height in a development may be permitted equivalent to the total gross floor area of any replacement community service facilities, provided the following matters are provided by the owner in accordance with the applicable legislative framework for the provision of community benefits and secured to the City's satisfaction:
- a. locate, design, construct, finish and furnish the replacement *community service facility* at no cost to the City; and
  - b. provision of the space for a period no less than ten years at a rent similar to that in effect at the time of application, with annual rent increases not to exceed the rate of inflation.
- 6.4. Not applicable.
- 6.5. Development may be requested to contribute to the delivery of *community service facilities* in accordance with the applicable legislative framework for the provision of community benefits:
- a. new, expanded or retrofitted space for one or more community facilities on-site, and particularly priority facilities such as, but not limited to, child care centres and/or multi-purpose community space;
  - b. new, expanded or retrofitted community service facilities off-site within an appropriate distance; and/or
  - c. a contribution towards the delivery of a specific community service facility that meets identified needs.
- 6.6. Where provided, any new *community service facilities* should be geographically distributed to ensure an appropriate range of community services and facilities that address service gaps and

suitable catchment areas.

- 6.7. Not applicable.
- 6.8. Development that is phased generally should include required on-site facilities as part of the first phase of development, where reasonable.
- 6.9. Development will be encouraged to provide space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy in accordance with the applicable legislative framework for the provision of community benefits.
- 6.10. Development may be designed to accommodate temporary *community service facilities* until such a time as the permanent *community service facilities* are constructed and outfitted, all in accordance with the applicable legislative framework for the provision of community benefits.
- 6.11. Partnerships between private landowners and public agencies, boards and commissions to support the improvement, provision and expansion of *community service facilities* will be encouraged.
- 6.12. To address their respective requirements and to promote cost-effectiveness and coordination, community service providers will be encouraged to:
  - a. support the creation of community hubs;
  - b. explore satellite and alternative delivery models;
  - c. co-locate facilities and share resources;
  - d. address distribution gaps; and
  - e. integrate and coordinate programs.
- 6.13. The Midtown Community Services and Facilities Strategy will be reviewed on a regular basis by the City, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards and commissions, to:
  - a. update the inventory of existing and planned facilities;
  - b. determine the need for new *community service facilities* based on existing and estimated population and employment growth; and
  - c. prioritize *community service facilities* in support of projected growth and changing needs.

## **7. HOUSING**

- 7.1. To achieve a balanced mix of unit types and sizes, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:
  - a. a minimum of 15 per cent of the total number of units as 2-bedroom units;
  - b. a minimum of 10 per cent of the total number of units as 3-bedroom units;
  - c. an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2-bedroom and 3-bedroom units through the use of adaptable design measures.

- 7.2. The City may reduce the minimum requirements identified in Policy 7.1 where development is providing:
  - a. social housing or other publicly-funded housing; or
  - b. specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.
- 7.3. Residential units will include, where appropriate: storage space; operable windows; bedrooms that contain closets; and the provision of balconies or terraces shall be encouraged.
- 7.4. To provide for an appropriate range and mix of housing, housing that is affordable for low and moderate income households will be encouraged in accordance with the applicable legislative framework.

## **8. ENERGY AND RESILIENCE**

### **8.1. GENERAL**

- 8.1.1. Development and streetscape improvements will integrate stormwater capture, trees and other plantings, where appropriate and as informed by guidelines adopted by City Council.
- 8.1.2. To improve resilience to area-wide power outages, development will be encouraged to provide back-up power.
- 8.1.3. Development will be encouraged to contribute to biodiversity, where appropriate, by considering the following:
  - a. creating habitats;
  - b. planting varieties of species that are pollinator-friendly; and
  - c. designing green roofs to be biodiverse, such as, but not limited to, ensuring variation in depth and composition of growing media and providing vegetation diversity.
- 8.1.4. Development will promote architectural excellence and environmentally sustainable and innovative design.

### **8.2. ENERGY**

- 8.2.1. Development will be encouraged to:
  - a. incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;
  - b. develop, incorporate or protect for a connection to an existing or planned thermal energy network;
  - c. integrate on-site electricity production to reduce electricity demand;
  - d. not applicable;
  - e. not applicable; and

- f. target near-zero emissions. A near-zero emissions building is one where all measures have been taken to significantly decrease energy loads by applying passive-design principles and approaches, improving the efficiency of mechanical systems and connecting to low-carbon fuel energy sources. It is considered near-zero emissions because generation of electricity may continue to be required resulting in some greenhouse gas emissions.

### **8.3. WATER**

- 8.3.1. The City will ensure water, wastewater and stormwater management infrastructure will be maintained and developed by keeping infrastructure in a state of good repair and providing required new infrastructure concurrent with growth.
- 8.3.2. In some circumstances, new development will offer an opportunity to assist in reducing the negative impacts of inflow and infiltration on the capacity of the sanitary and combined sewer systems.

## **9. MAKING IT HAPPEN (IMPLEMENTATION)**

### **9.1. CITY-OWNED LANDS**

- 9.1.1. Any redevelopment of City-owned lands will advance and/or include public priorities, including, but not limited to, parkland, affordable housing, *community service facilities* and first responder stations, over and above any minimum requirements or as determined by Council.

### **9.2. INFRASTRUCTURE IMPLEMENTATION STRATEGIES**

- 9.2.1. Infrastructure implementation strategies will be prepared by the City to address the provision of infrastructure and to advance the vision, goals and policies of this Plan.
- 9.2.2. The City will endeavor to implement infrastructure upgrades and provide new infrastructure to support growth in a timely manner, subject to budgeting and program availability.
- 9.2.3. The provision of infrastructure in the Secondary Plan area will be monitored and reported to Council every five years to ensure that the infrastructure requirements and priorities contained within them reflect the changing conditions within the Secondary Plan area over time.

### **9.3. CONTEXT PLANS**

- 9.3.1. As part of the development review and approvals process, a Context Plan may be required to be submitted to identify opportunities for coordinating development on multiple sites within an area in order to:
  - a. identify potential public realm enhancements in accordance with the applicable legislative framework for the provision of community benefits;
  - b. coordinate building placement, separation distances and building heights;
  - c. demonstrate how the pattern of development and built form will implement the policies of this Plan, including but not limited to, the relevant policies applicable to a Character Area; and
  - d. demonstrate the orderly development of the context area.

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

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

**9.4. NOT APPLICABLE.**

**9.5. NOT APPLICABLE.**

**9.6. SECURING PUBLIC ACCESS**

- 9.6.1. The City may, in accordance with the applicable legislative framework for the provision of community benefits, request an easement on private land to secure public access to the public realm enhancements identified in this Plan, including, but not limited to, the Public Realm Moves, and mid-block pedestrian connections and POPS secured through the development process.

**9.7. CONSTRUCTION MANAGEMENT**

- 9.7.1. In order to ensure minimal disruptions to the surrounding area and good communications with neighbours of the development site during the construction period, Construction Management Plans will be required as part of the site plan control process for development in *Mixed Use Areas* and *Apartment Neighbourhoods*. The Construction Management Plans will describe, at a minimum:
- a. the scope, activities and hours of construction work;
  - b. site containment, security and public safety measures;
  - c. dust, mud and noise controls;



- d. travel lane, access and street segment closures;
- e. truck routes and frequency;
- f. staging and parking areas; and
- g. travel impacts on the local area, including vehicular, surface transit and pedestrian impacts.

## **9.8. NOT APPLICABLE.**

- 9.8.1. Developments will submit a transportation certification report, prepared by a qualified professional, as part of a complete application that demonstrates:
  - a. the auto traffic and potential transit riders resulting from the occupancy of the development prior to major capital works to upgrade the City's transit system and public streets will not significantly contribute to reducing the level of service on streets and within the transit system;
  - b. the project can be accommodated by the existing transportation infrastructure, taking into account all existing developments and approved but not yet constructed or fully occupied developments; and
  - c. the project provides enough parking so that the building's occupants and visitors will be unlikely to disrupt off-site streets and unaffiliated parking areas, but does not provide so much parking so as to discourage active transportation and transit objectives of this Plan.

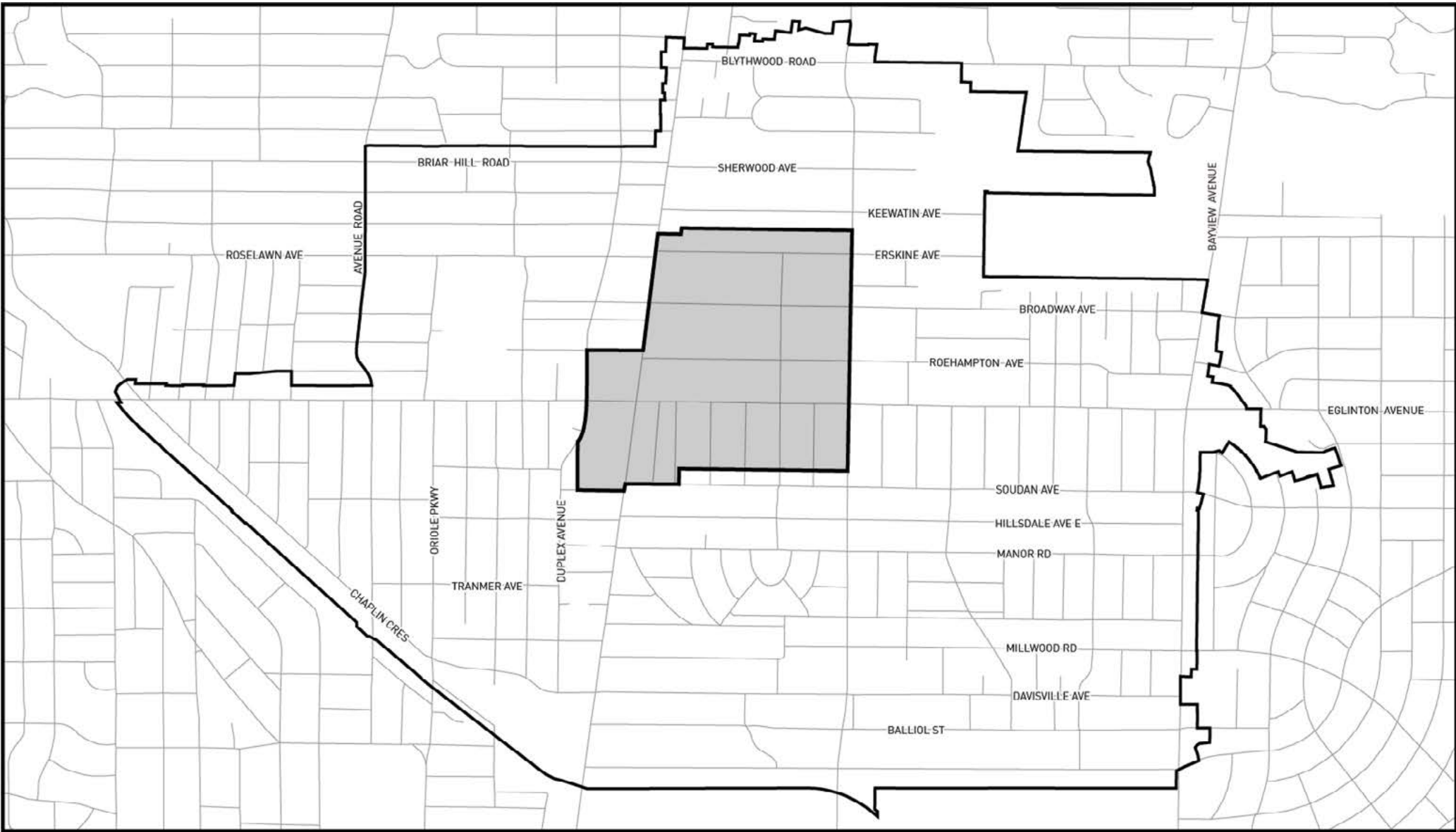
## **10. INTERPRETATION**

- 10.1. The policies of this Plan apply to the area shown on Map 21-1. Policies related to the Midtown Transit Station Areas apply to the boundaries of the Transit Station Areas as shown on Map 21-3.
- 10.2. The Midtown Transit Station Areas in this Plan will be reviewed as part of a future municipal comprehensive review process which will confirm major transit station area delineations and density targets.
- 10.3. The policies of this Plan must be read together as a whole and the relevant policies are to be applied to each situation as applicable. While some policies refer to other policies for ease of use, these cross-references do not take away from the need to read the Plan as a whole to properly understand a specific policy. There is no implied priority in the order in which the policies appear.
- 10.4. In the case of conflict, a Site and Area Specific Policy located within or partially within the Secondary Plan area will take precedence over the policies of this Plan.
- 10.5. Not applicable.
- 10.6. City of Toronto Urban Design Guidelines adopted by City Council will continue to be used to supplement the review and evaluation of development proposals submitted in the Secondary Plan area but are not policy. Guidelines to be used will be contextually specific to the development site and type of development proposed.

- 10.7. A complete community:
- a. features a diverse mix of land uses, including residential and employment uses, and convenient access to local stores and services;
  - b. supports an improved overall quality of life, including human health, for people of all ages, abilities and incomes;
  - c. provides a diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
  - d. provides convenient access to:
    - i. a range of mobility options, including safe, comfortable and convenient active transportation opportunities, such as walking and cycling;
    - ii. *community service facilities*, co-located and integrated in community hubs where possible; and
    - iii. an appropriate supply of publicly-accessible open spaces, parks, trails and other recreational facilities;
  - e. has a high-quality, compact built form that enhances liveability with development that is contextually appropriate;
  - f. has an attractive and vibrant public realm, including POPs; and
  - g. responds to a changing climate by building resiliently, reducing greenhouse gas emissions, incorporating *green infrastructure* throughout the area and ensuring a low-carbon community.
- 10.8. The policies in this Plan that address the provision of community benefits are to be read with in the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the *Planning Act* and any associated legislation.
- 10.9. This Plan does not apply to applications for official plan amendment, zoning by-law amendment, draft plan of subdivision or condominium approval, site plan approval, consent, or minor variance which were complete prior to the approval of this Plan and which are not withdrawn. In-force site-specific official plan and/or zoning by-law amendments shall be deemed to conform with this Plan.

## MAPS

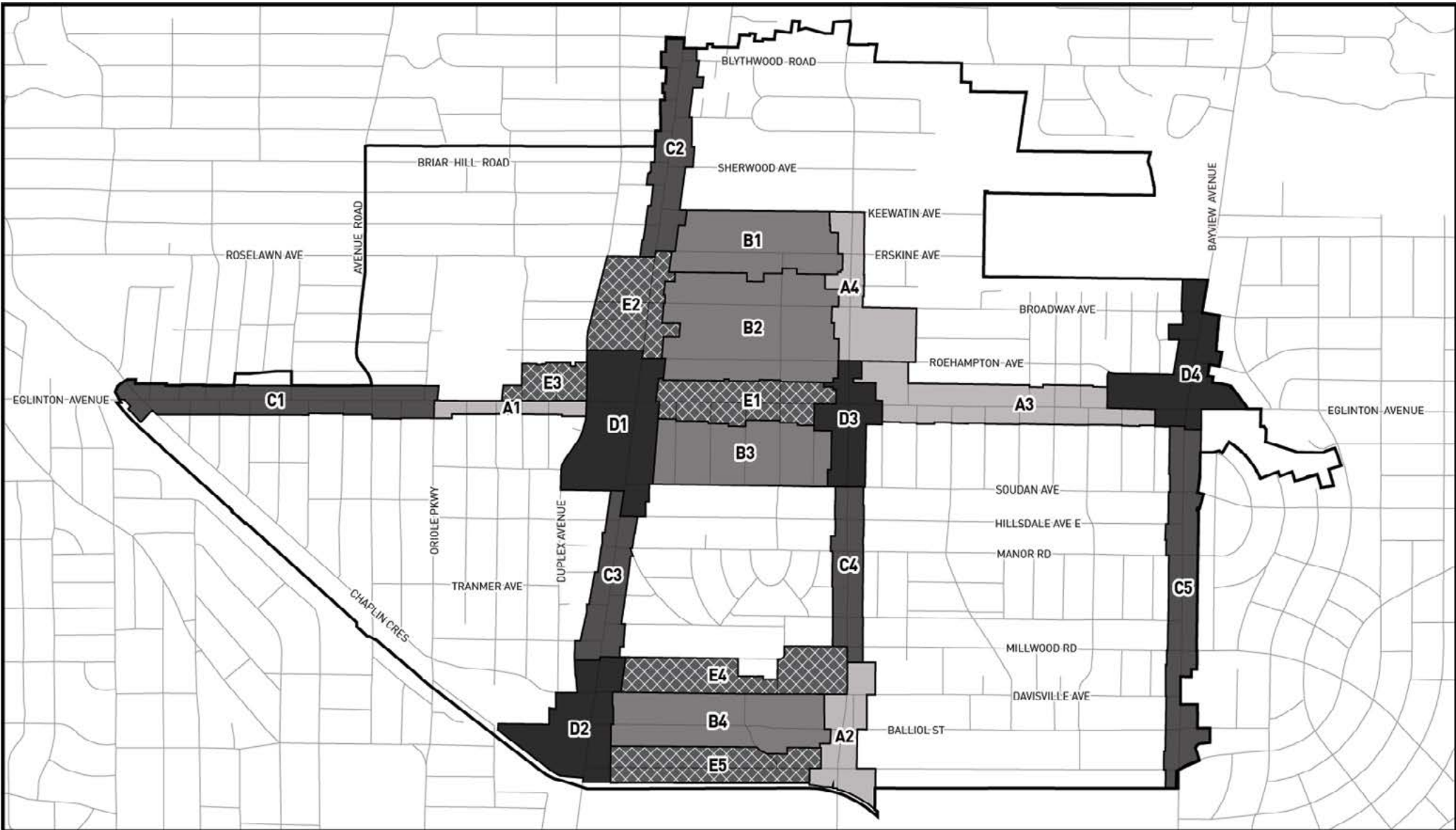
- Map 21-1 Secondary Plan Boundary
- Map 21-2 Midtown Character Areas
- Map 21-3 Midtown Transit Station Areas
- Map 21-4 Land Use Plan
- Map 21-5 Retail Streets
- Map 21-6 Public Realm Moves
- Not applicable
- Map 21-8 Parks and Open Space Network Plan
- Map 21-9 Midtown Mobility Network
- Map 21-10 Properties with Potential Cultural Heritage Value
- Not applicable



**Yonge-Eglinton Secondary Plan**  
 MAP 21-1 Secondary Plan Boundary

- Secondary Plan Boundary
- Yonge Eglinton Centre

Not to Scale

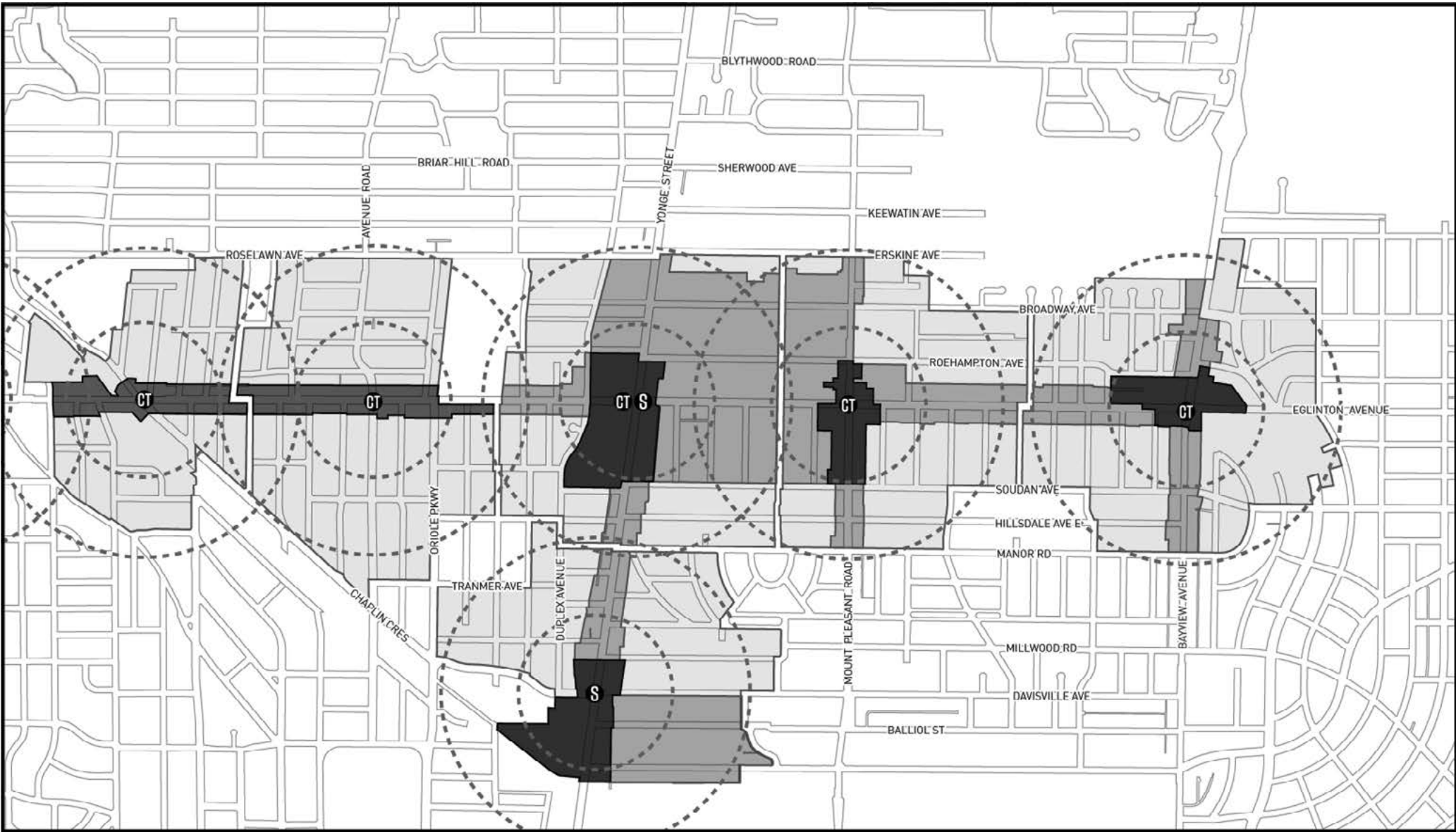


## Yonge-Eglinton Secondary Plan

MAP 21-2 Midtown Character Areas

<p>— Secondary Plan Boundary</p> <p><b>Apartment High Streets</b></p> <p>A1 Eglinton Park</p> <p>A2 Mount Pleasant Gateway</p> <p>A3 Eglinton East</p> <p>A4 Mount Pleasant North</p>	<p><b>Apartment Neighbourhoods</b></p> <p>B1 Erskine and Keewatin</p> <p>B2 Redpath Park Street Loop</p> <p>B3 Soudan</p> <p>B4 Davisville</p>	<p><b>Villages</b></p> <p>C1 Eglinton Way</p> <p>C2 Yonge Street North</p> <p>C3 Yonge Street South</p> <p>C4 Mount Pleasant South</p> <p>C5 Bayview-Leaside</p>	<p><b>Cores</b></p> <p>D1 Yonge-Eglinton Crossroads</p> <p>D2 Davisville Station</p> <p>D3 Mount Pleasant Station</p> <p>D4 Bayview Focus Area</p>	<p><b>Special Places</b></p> <p>E1 Eglinton Green Line</p> <p>E2 Montgomery Square</p> <p>E3 Henning</p> <p>E4 Davisville Community Street</p> <p>E5 Merton Street</p>	<p>Not to Scale ↗</p>
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March 29, 2018



# Yonge-Eglinton Secondary Plan

MAP 21-3 Midtown Transit Station Areas

- |                      |                          |                            |
|----------------------|--------------------------|----------------------------|
| <b>Transit Nodes</b> | <b>Transit Corridors</b> |                            |
| Station Area Core    | Corridor                 | 250m and 500m Radii        |
| Secondary Zone       | Built-up Zone            | Subway Station             |
| Built-up Zone        |                          | Eglinton Crosstown Station |

Not to Scale

March 29, 2018

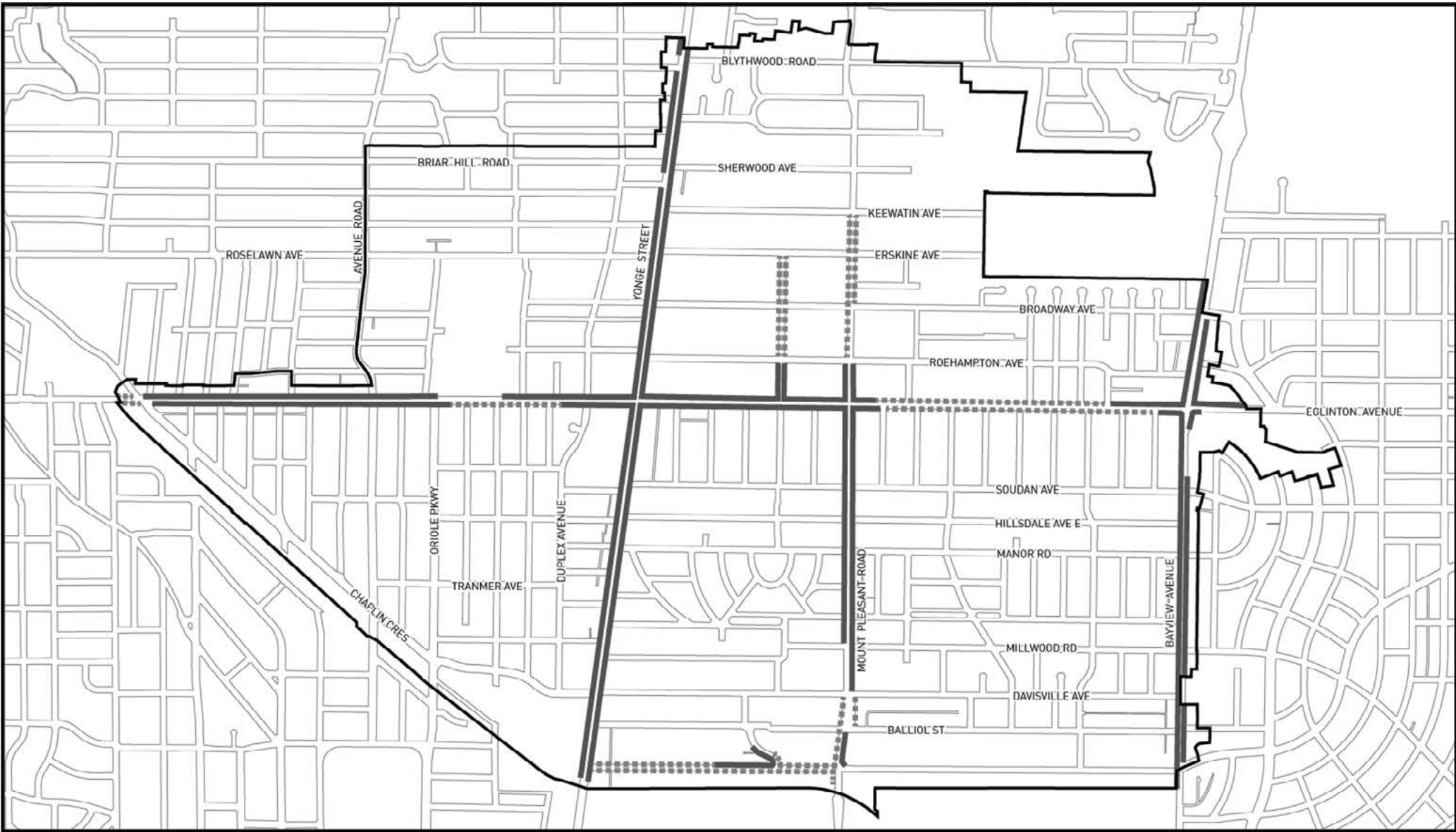


**Yonge-Eglinton Secondary Plan**  
 MAP 21-4 Land Use Plan

- Secondary Plan Boundary
- ▨ Mixed Use Areas "A"
- ▧ Mixed Use Areas "B"
- ▩ Mixed Use Areas "C"
- Apartment Neighbourhoods
- Neighbourhoods "A"
- Neighbourhoods "B"
- 🌳 Parks and Open Space Areas - Parks
- Land Use Designations per the Official Plan

Not to Scale ↗

July 20, 2018

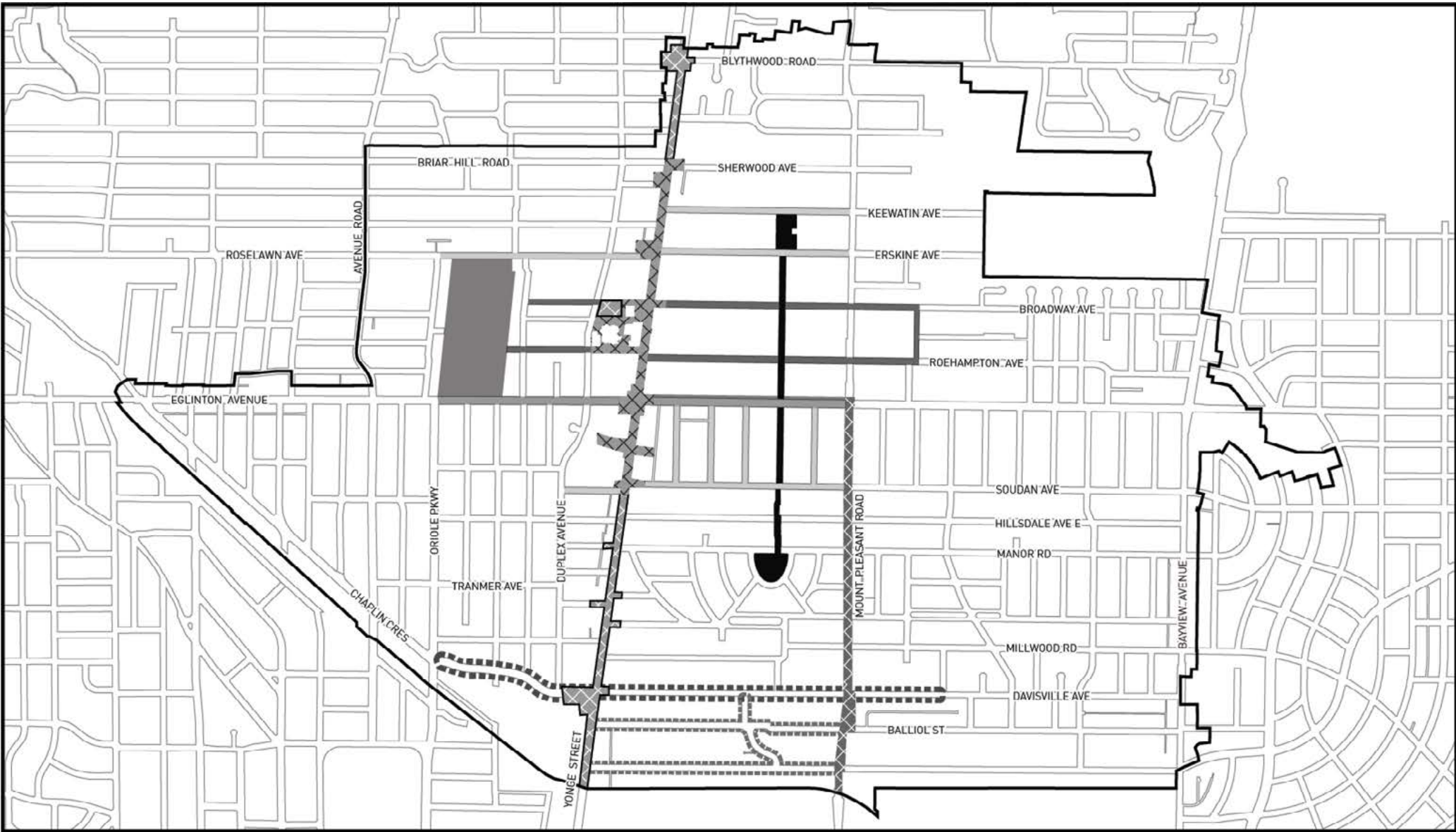


**Yonge-Eglinton Secondary Plan**  
 MAP 21-5 Retail Streets

- Secondary Plan Boundary
- == Priority Retail Streets
- - - - Secondary Retail Streets

Not to Scale ↗

March 29, 2018



# Yonge-Eglinton Secondary Plan

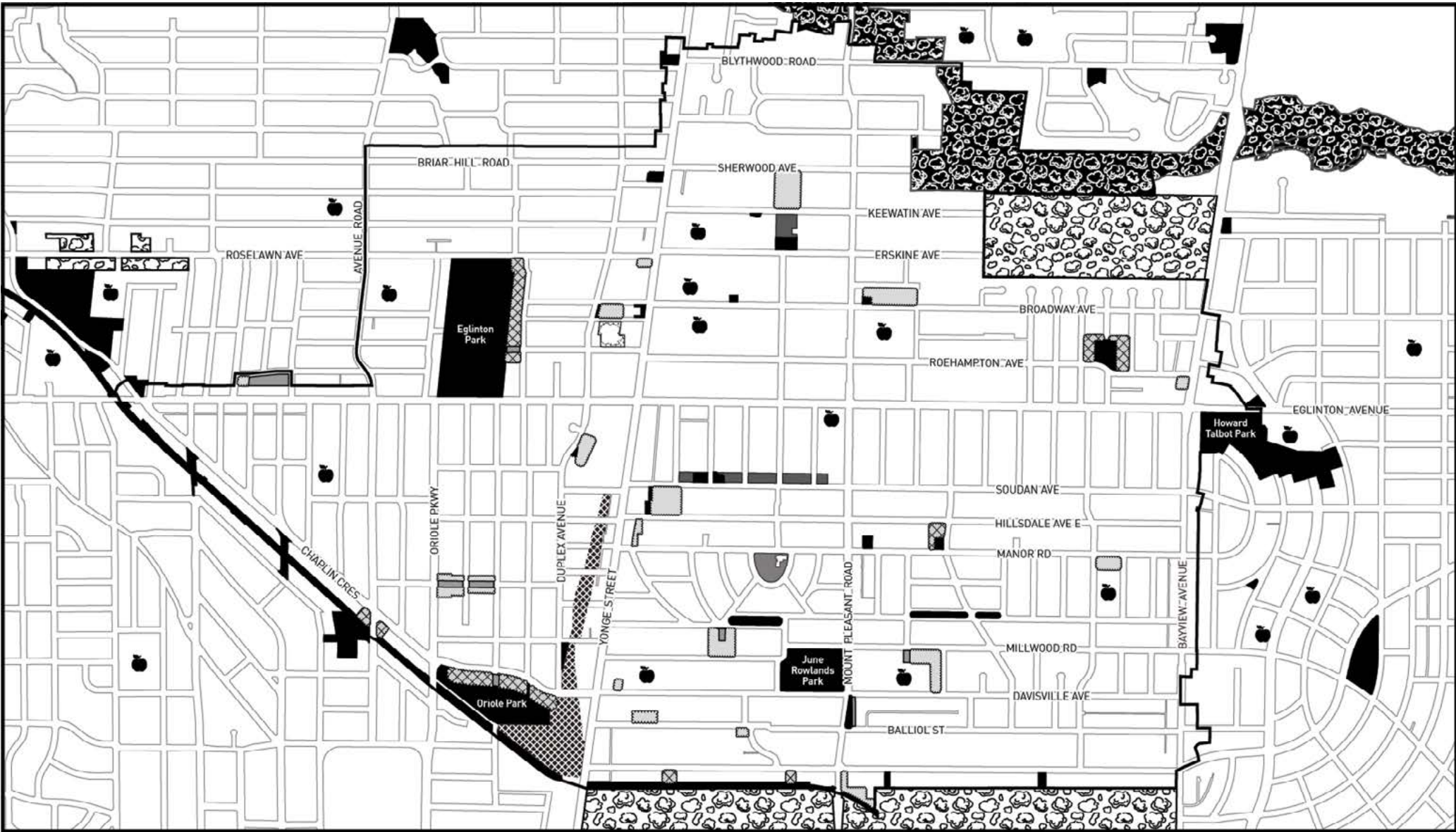
MAP 21-6 Public Realm Moves

- Secondary Plan Boundary
- Redpath Revisited
- Eglinton Green Line
- Yonge Street Squares
- Yonge Street Squares Extension
- Park Street Loop
- Midtown Greenways
- Davisville Community Street
- Balliol Green Street, Pailton Connector and Merton Promenade
- Mount Pleasant Road Arboretum

Not to Scale ↗

April 06, 2018





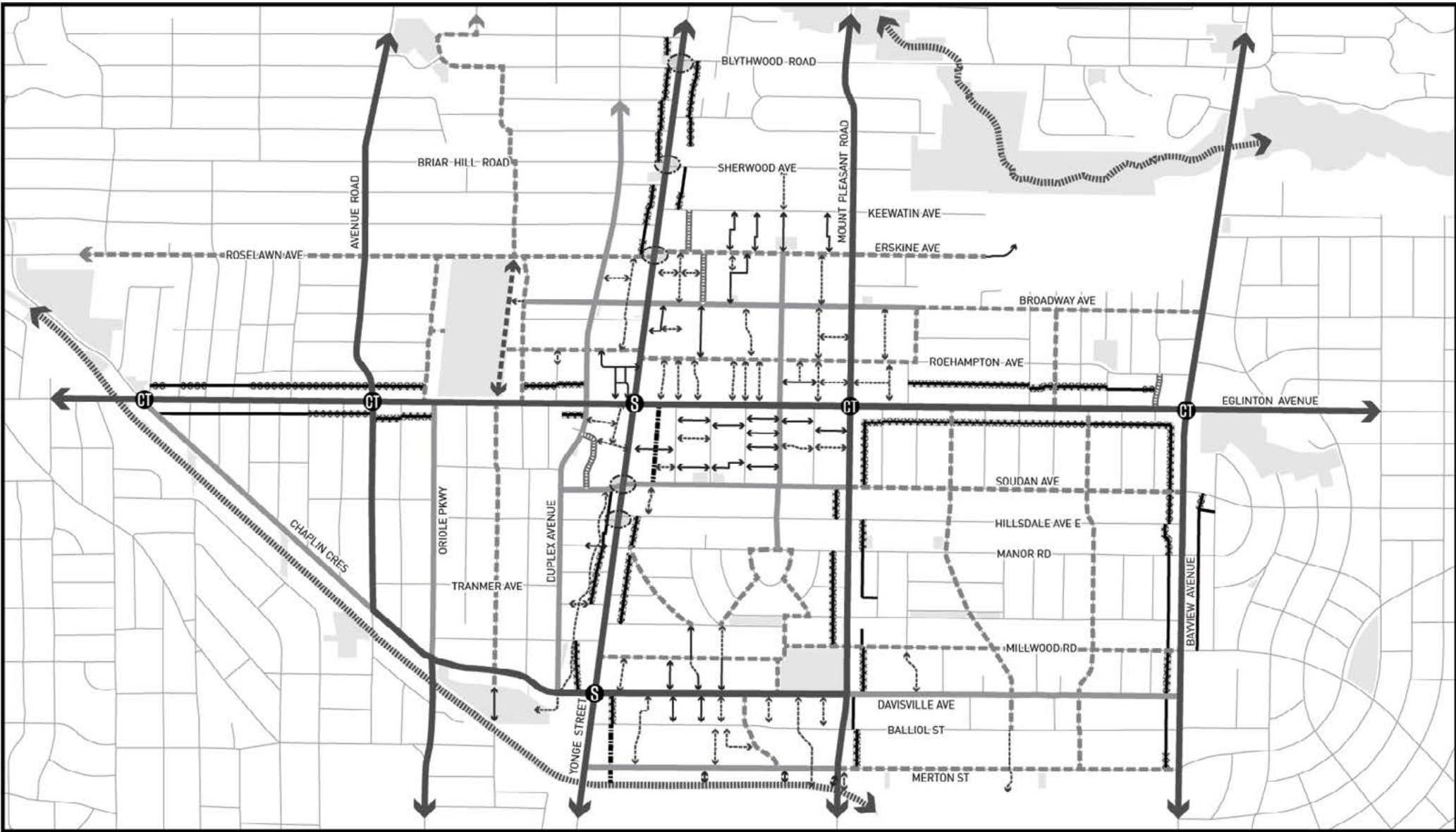
# Yonge-Eglinton Secondary Plan

MAP 21-8 Parks and Open Space Network Plan

- Secondary Plan Boundary
- Existing/Approved Public Parks
- Priority Park Area
- City-Owned Opportunity Sites
- Proposed Public Parks
- Park Expansion Areas
- Decking - Further Study Required
- School Properties
- Library Open Space
- Other Major Open Space

Not to Scale ↗

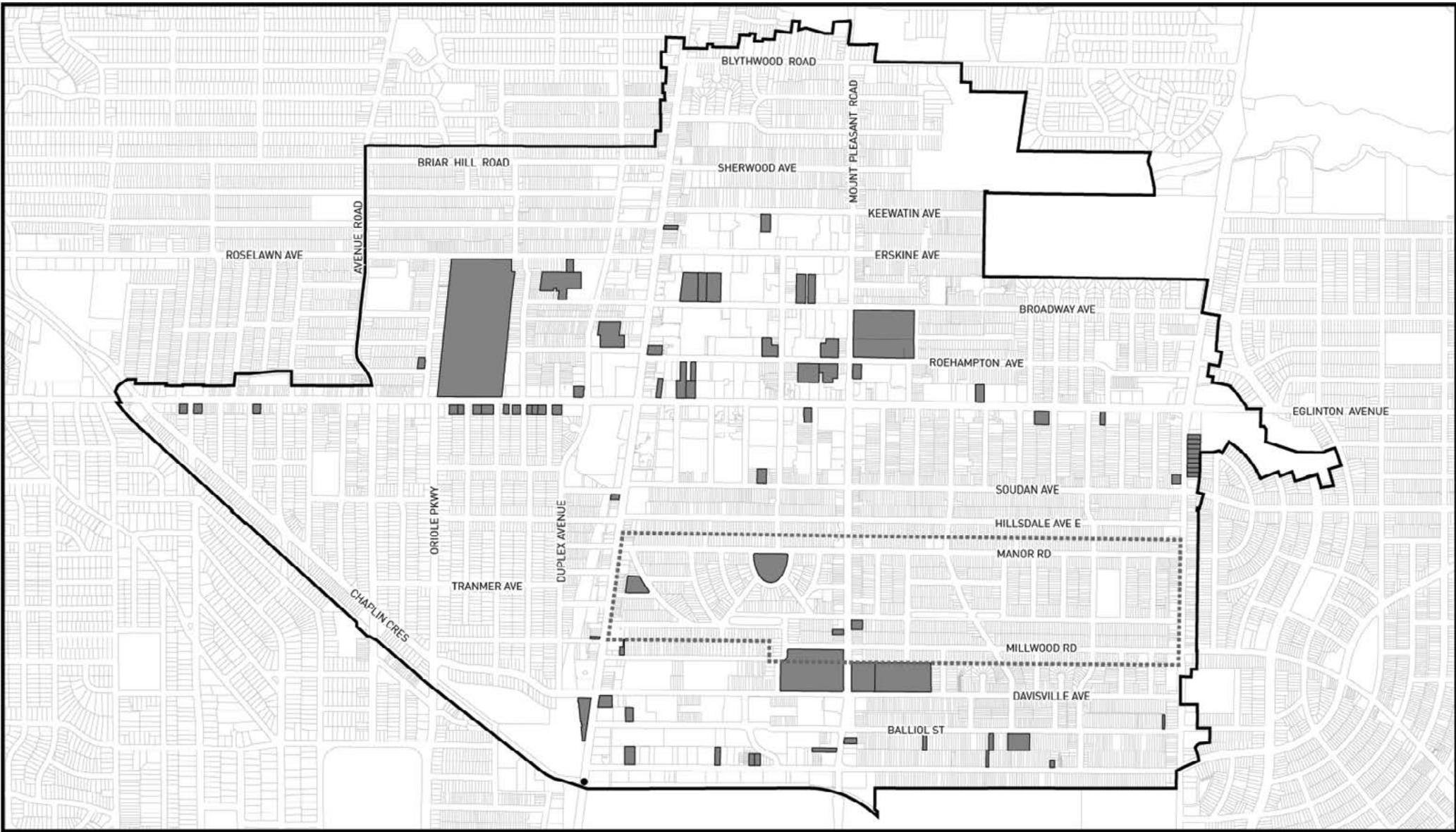
July 20, 2018



## Yonge-Eglinton Secondary Plan

MAP 21-9 Midtown Mobility Network

- |  |   |  |  |                      |
|--|---|--|--|----------------------|
| <ul style="list-style-type: none"> <li> Major Street</li> <li> Primary Street</li> <li> Priority Local Street</li> <li> New Local Public Street</li> </ul> | <ul style="list-style-type: none"> <li> Existing Laneway</li> <li> Laneway Requiring Improvement</li> <li> New Laneway</li> </ul> | <ul style="list-style-type: none"> <li> Existing Midblock Connection</li> <li> New Midblock Connection (Conceptual)</li> <li> Existing Multi-Use Trails</li> <li> New/Reconfigured Multi-Use Trails</li> </ul> | <ul style="list-style-type: none"> <li> Proposed Street Realignment</li> <li> Subway Station</li> <li> Eglinton Crosstown Station</li> </ul> | <p>Not to Scale </p> |
|--|---|--|--|----------------------|



## Yonge-Eglinton Secondary Plan

MAP 21-10 Properties with Potential Cultural Heritage Value

- Secondary Plan Boundary
- Properties with Potential Cultural Heritage Value
- ⋯ Proposed Glebe Manor Estates HCD Study Area
- Kay Gardner Beltline Bridge

Not to Scale ↗

May 07, 2018