

Attachment 1: Draft Official Plan Amendment - Yonge Street North Secondary Plan

Authority: North York Community Council ~ as adopted by City of Toronto City Council on ~, 2022

Enacted by Council: ~, 2022

**CITY OF TORONTO**

Bill No: ~

**By-law No. ~-20~**

**To adopt Amendment ### to the Official Plan for the City of Toronto respecting the lands generally between Steeles Avenue to the north, Cummer and Drewry Avenues to the south, Willowdale Avenue to the east, and Lariviere Road to the west.**

WHEREAS authority is given to Council of the City of Toronto under the Planning Act, R.S.O. 1990, c. P.13, as amended, to approve this by-law;

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. **XX** to the Official Plan is hereby adopted pursuant to the Planning Act, as amended

ENACTED AND PASSED this ~ day of ~, 2022

JOHN TORY  
Mayor

JOHN ELVIDGE  
City Clerk

(Corporate Seal)

**AMENDMENT NO. XX TO THE OFFICIAL PLAN  
OF THE CITY OF TORONTO**

**LANDS GENERALLY BOUNDED BY STEELES AVENUE TO THE NORTH,  
CUMMER AND DREWRY AVENUES TO THE SOUTH, WILLOWDALE AVENUE TO  
THE EAST AND LARIVIERE ROAD TO THE WEST**

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The Official Plan of the City of Toronto is amended as follows:

1. Map 16, Land Use Map, is amended by re-designating the lands from *Neighbourhoods* and *Mixed Use Areas* to *Mixed Use Areas* and *Parks* in the manner shown on the attached Schedule 1.
2. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by designating the planned right-of-way of Steeles Avenue, between Willowdale Avenue and Hilda Avenue, to '45 metres and over'.
3. Map 35, Secondary Plan Key Map, is amended by adding a new Secondary Plan ##, Yonge Street North, in accordance with the Yonge Street North Secondary Plan boundary shown on the attached Schedule 2.
4. Schedule 1, Existing Minor Streets with Rights-of-way Greater than 20 metres, is amended by adding the following:

<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>Planned Right-of-way Width</b>
Dumont Street	Steeles Avenue East	Centre Avenue	23
Lariviere Road	Moore Park Avenue	40m south of Connaught Avenue	23
Drewry Avenue	Yonge Street	Hilda Avenue	23
Cummer Avenue	Yonge Street	Willowdale Avenue	23

The planned right-of-way width for Lariviere Road is 23 metres. The entire widening required to achieve this right-of-way width will be acquired from lands on the east side of Lariviere Road.

The planned right-of-way width for Dumont Street is 23 metres. The entire widening required to achieve this right-of-way width will be acquired from lands on the west side of Dumont Street.

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

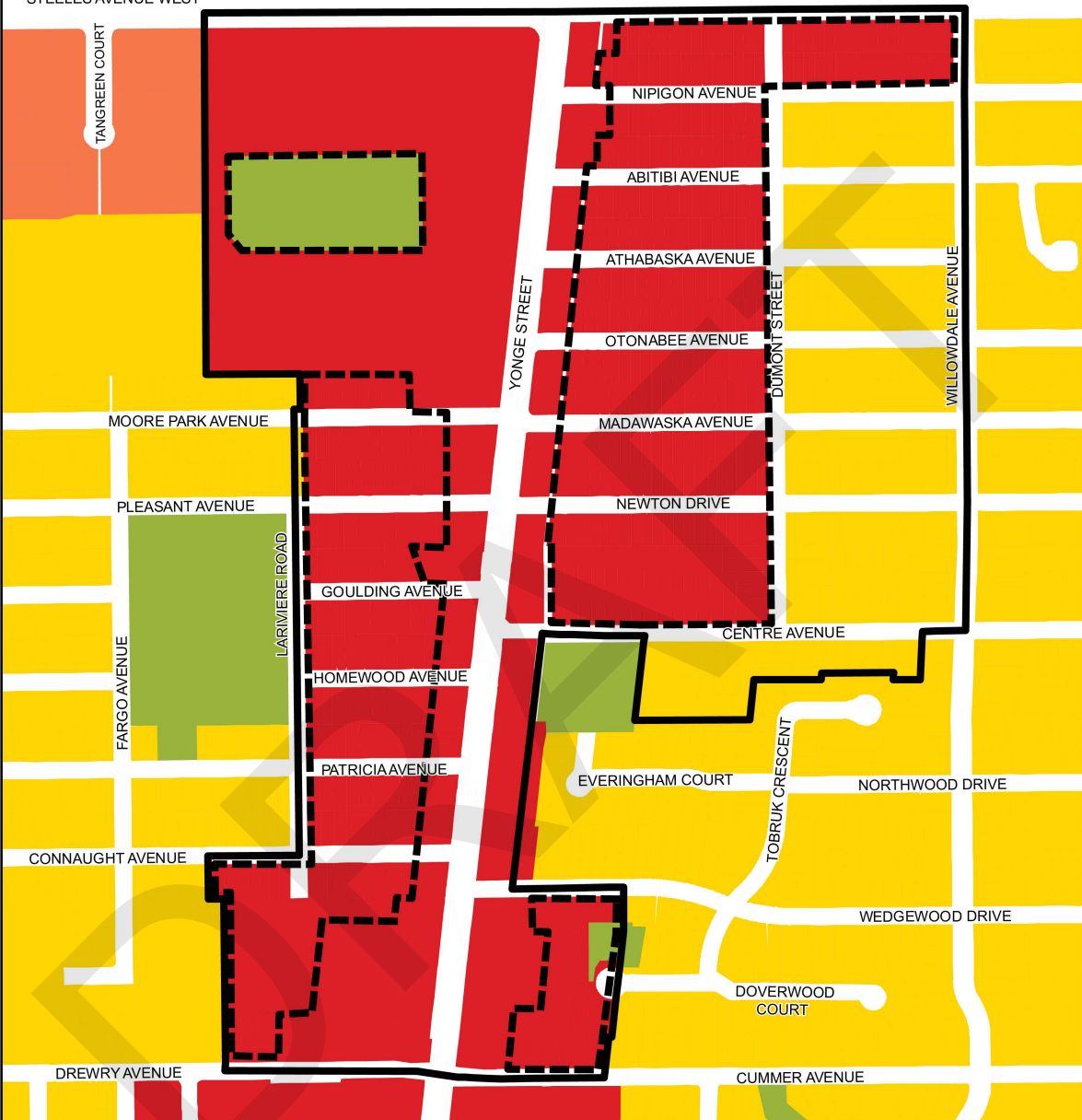
<b>Street Name</b>	<b>From</b>	<b>To</b>
Lariviere Road Extension	Drewry Avenue	Connaught Road

New Link A	Steeles Avenue West, running south, then east	Yonge Street, at Athabaska Avenue
New Link B	New Link A, running east	Yonge Street
New Link C	Steeles Avenue West, running south	New Link B
New Link D	Steeles Avenue West, running south	New Link A
New Link E	New Link A, running south	Pleasant Avenue
New Link F	Hilda Avenue, running east	New Link B
New Link G	Tangreen Court, running south	New Link F
New Link H	Wedgewood Drive, running south	Cummer Avenue

6. Chapter 6, Secondary Plans, is amended by adding a new Secondary Plan No. ##, as shown on the attached Schedule 2.
7. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policies 60, 70 and 71.

Schedule 1 to OPA ##

DRAFT



**TORONTO**  
 Official Plan Land Use Map #16

**Yonge Street North Secondary Plan**



Schedule 2 to OPA ##

DRAFT

## Yonge Street North Secondary Plan

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### 1. VISION

- 1.1 The extension of the TTC's Line 1 into York Region provides an opportunity to redevelop and intensify Yonge Street North and the surrounding area. The extension, including a subway station and associated bus infrastructure at Yonge Street and Steeles Avenue, will attract new residents to the area, where growth and the provision of hard and soft public infrastructure and services will need to be balanced to create a complete community that is supportive of higher order transit.
- 1.2 In order to support the mix of uses, building types, and heights contemplated in this Plan, development will be required to contribute to the advancement of the recommendations of the Yonge Street North Transportation Master Plan.
- 1.3 As a transit-supportive Secondary Plan, the Plan will:
  - a) Connect people to, and from, higher order transit through a network of complete streets and parks and open spaces that supports and encourages modes of active transportation; and
  - b) Maximize the number of potential transit users that are within walking distance of the existing and planned transit stations.
- 1.4 Development in the Yonge Street North area will support the creation of a complete community by:
  - a) Prioritizing the creation of an integrated, enhanced, expanded, and vibrant public realm network through new and improved streets, lanes, mid-block connections and parks and open spaces focused on the Yonge Street Promenade;
  - b) Encouraging a diverse mix of land uses, including commercial and employment uses, and the convenient access to local stores and services;
  - c) Supporting higher order transit and prioritizing direct and safe active transportation and connections to existing and planned transit facilities, cycling infrastructure, and pedestrian connections;

- d) Supporting the provision of community service facilities to contribute to the social, economic, and cultural development of the area;
  - e) Supporting an improved overall quality of life, including human health, for people of all ages, abilities and incomes;
  - f) Providing 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;
  - g) Having a high-quality and compact built form that enhances liveability with development that is contextually appropriate;
  - h) Having an attractive and vibrant public realm, including public parks and Privately Owned, Publicly accessible Spaces (POPS);
  - i) Designing for climate adaptation and resilience to extreme weather by creating new buildings, landscapes, the public realm, and parks and open spaces that reduces heat exposure, impervious surfaces and flooding, including through the provision of Green Infrastructure and expanding the tree canopy; and creating and enhancing biodiversity; and
  - j) Responding to climate change by applying an innovative approach to sustainable design that reduces greenhouse gas emissions in building operations and materials by integrating zero emissions for buildings and low carbon energy sources and reducing the embodied emissions from materials.
- 1.5 The stability of *Neighbourhoods* will generally be maintained while introducing opportunities for compatible intensification to contribute to a range of building and housing types. Development within lands designated *Neighbourhoods* outside the Secondary Plan area will be in accordance with the Official Plan's development criteria for *Neighbourhoods*.

## 2. AREA STRUCTURE

The Yonge Street North Area is made up of five character areas as shown on Character Areas Map X-2. Development in each of these character areas will respond to its location and its distance from higher order transit stations. While each has its own unique set of policies to guide growth in that character area, together they will support and contribute to a complete community within the Secondary Plan area.

### Steeles Transit Station Area

- 2.1 The Steeles Transit Station Area is the primary area for intensification and will have the greatest heights and most intense built form within the Secondary Plan area in order to support the higher order transit station and create an urban node.
- 2.2 The Steeles Transit Station Area will have the highest concentration of non-residential uses within the Secondary Plan Area. Tall buildings and large redevelopment sites capable of accommodating multiple buildings will provide 100 percent replacement of any existing office gross floor area located on the site. Additional office and institutional uses are encouraged within this area to



provide for employment opportunities near the subway station as well as community services and facilities to support the surrounding community.

- 2.3 Within the Steeles Transit Station Area, development will be supported, where appropriate, by:
- a) Planning for a diverse mix of uses to support existing and planned transit;
  - b) Fostering collaboration between the public and private sectors; and
  - c) Prohibiting land uses and built form such as stand-alone large format retail, surface and structured parking lots and self-storage facilities that would adversely affect the achievement of transit supportive densities.
- 2.4 Existing and new development in the Steeles Transit Station Area will collectively achieve, or exceed, a minimum population and employment target of 300 residents and jobs combined per hectare. The minimum density target for the Steeles Transit Station Area will be achieved, and exceeded, through the permissions established by this Plan and is not to be achieved through individual development applications.
- 2.5 The lands to the north of Steeles Avenue are guided by the policies of York Region and the Cities of Vaughan and Markham. This Secondary Plan is coordinated with the policy frameworks of the Cities of Vaughan and Markham to ensure a unified approach to transit-supportive development and the provision of transportation infrastructure at, and beyond, the intersection of Yonge Street and Steeles Avenue.
- 2.6 The Steeles Transit Station Area will redevelop with tall, mid-rise and low-rise buildings, with the greatest heights and densities at the intersection of Yonge Street and Steeles Avenue. Heights and densities will generally step down as development moves further away from the intersection and transition in scale both to the south, east and west to areas of different heights and intensity in the Plan area. Heights and densities along the furthest edges of the Plan area will be compatible with the heights outside the Plan area.
- 2.7 Within the Steeles Transit Station Area, the redevelopment of Centerpoint Mall will deliver the Plan's largest proportion of non-residential uses, including office and large-format retail uses within the base of tall buildings or within mid-rise buildings. A street network will support connectivity and the creation of smaller sized development blocks. To further support connectivity and the creation of a vibrant public realm, opportunities for Privately Owned Public Spaces, mid-block and below-grade connections to the subway will be secured. Development will be appropriately designed and massed to frame a large centralized public park and minimize shadow and wind impacts on the park and public realm.

#### Yonge Drewry/Cummer Node

- 2.8 The area surrounding the Yonge Street and Drewry/Cummer Avenues intersection is located at the southern limit of the Plan area and abuts the

northern boundary of the North York Centre Secondary Plan. Development is to be integrated and coordinated with the existing and planned context, particularly to that south of Drewry/Cummer Avenues to ensure development is located and massed to provide a seamless transition in scale and fit of built form and the public realm.

- 2.9 Yonge Drewry/Cummer Node will redevelop with tall, mid-rise and low-rise buildings, with the greatest heights and densities at the Yonge and Drewry/Cummer intersection. Heights and densities will generally step down as development moves further away from the intersection and transition in scale to areas of different heights and intensity in the Plan area and to the boundaries of the Plan.

#### Yonge Main Street

- 2.10 Yonge Street, south of the Steeles Transit Station Area and north of the Yonge Drewry/Cummer Node, will function as the primary mid-rise, mixed-use main street framing the Yonge Street Promenade of the Secondary Plan area. Development will have a mid-rise built form.
- 2.11 Enhanced connections, including Privately Owned Public Space, will connect Yonge Street with Goulding and Centre Parks.

#### Mid-Rise East and West

- 2.12 To the east and west of the Yonge Main Street the built form and level of intensification will provide a transition in height and built form between the more intense areas within the Secondary Plan Area and lands designated *Neighbourhoods*, both within and outside of the Secondary Plan Area.
- 2.13 Lot consolidation is encouraged in order to create development blocks that are capable of supporting contextually appropriate mid-rise and low-rise development that is coincident with the adjacent right-of-way width and below-grade parking.

#### Neighbourhoods

- 2.14 The lands designated *Neighbourhoods* will retain their existing low-rise character and will provide for a variety of low-rise building types as identified in Policy 2.15
- 2.15 For the purposes of this Secondary Plan, duplex, triplex and other multi-unit buildings, are part of the prevailing building type.

### **3. PUBLIC REALM**

The public realm includes all public and private spaces to which the public has access. It includes, but is not limited to, streets, sidewalks and pedestrian connections, public parks, open spaces, Privately Owned Public Spaces (POPS), the public portions of civic buildings and lanes.

The public realm will be designed as a connected network of spaces providing places for residents, workers and visitors to gather, interact and enjoy active and passive recreational opportunities, but also improving mobility and access to and from the surrounding neighbourhoods.

### Public Realm Network

The Public Realm identified on Public Realm Map X-3 identifies the expansion and enhancement of the public realm to ensure a coherent and integrated network of new and existing streets, parks, POPS, mid-block connections, enhanced pedestrian routes and lanes throughout the Yonge Street North area and adjacent *Neighbourhoods*.

Civic improvements and private development will advance these public realm features as follows:

- 3.1 Yonge Street is the most important civic space within the Yonge Street North area and is the primary focus with the creation of the Yonge Street Promenade.
- 3.2 A network of parks, POPS, mid-block connections and enhanced setbacks will be provided throughout the Secondary Plan area that will serve as community focal points and connect to the larger park system outside the Secondary Plan as shown conceptually on Public Realm Map X-3.
- 3.3 New parks and POPS should have direct pedestrian connections to, and front onto, public streets.
- 3.4 POPS should be located on Yonge Street to create direct, accessible, and visible pedestrian entrances to higher order transit stations, at major intersections and also provide direct pedestrian connections between the Yonge Street Promenade and the existing and new parks located to the east and west of Yonge Street.
- 3.5 The key to the development of a vibrant Yonge Street North area is the provision of an attractive, convenient and comfortable pedestrian and cycling environment. All streets in Yonge Street North are regarded as pedestrian areas. Development within the Yonge Street North area will:
  - a) Provide new public streets, connections to create smaller development blocks, provide access and address for new buildings, and provide street frontage for new and existing public parks, POPS, and other open spaces;
  - b) Provide safe, comfortable and direct pedestrian and cycling mid-block connections to adjacent developments and the public realm, including but not limited to the Steeles Transit Station Area, Mid-Rise East and West and planned and existing pedestrian and cycling infrastructure; and
  - c) Provide lanes, private shared driveways, and consolidate vehicular access points between multiple developments to limit curb cuts and vehicular conflicts with existing and planned pedestrian and cycling networks.

- 3.6 Building facades and entrances should complement, support and activate the public realm. The setback area from a street, park, or open space are to form open spaces directly associated with the pedestrian environment and are to be publicly accessible to pedestrians, and visible from the public realm.
- 3.7 Buildings will provide 4 to 6 metre setbacks to achieve a 10 metre boulevard space between the road curb to the building façade on Yonge Street, Steeles Avenue and local streets where the enhanced pedestrian routes to parks are shown in the Public Realm Map X-3 to accommodate an enhanced streetscape and pedestrian realm. No cantilevering of buildings will be permitted within the setback area.
- 3.8 Development and City-led initiatives will contribute to climate resilience and a comfortable pedestrian experience through an increase in the urban tree canopy by:
  - a) Providing trees throughout development sites;
  - b) Submitting a soil volume plan, as part of a complete application for development, that demonstrates how the development will accommodate healthy, mature tree growth throughout the development site;
  - c) Providing access to a minimum of 30 cubic metres of soil for every street tree to support large growing shade trees in the public realm; and
  - d) Relocating utilities, where necessary, to ensure required soil volumes for street trees.
- 3.9 All streets in the Yonge Street North Secondary Plan area are to be planted with street trees and have sidewalks on both sides. New and reconstructed streets will take a Green Streets approach. All publicly accessible open space and mid-block connections are encouraged to be designed with trees and soft landscaping. Overhead wiring and utilities are to be removed and relocated below grade.
- 3.10 Lanes, a minimum of 6 metres wide, should be designed with consideration for safe, accessible, and comfortable pedestrian and cyclist movement, and take a Green Streets approach for new or reconstructed lanes. A minimum 2.1 metre wide walkway will generally be provided adjacent to the east side of the lane for a continuous pedestrian walkway adjacent to the lane.
- 3.11 Private shared driveways located towards the rear of the building on the west side of Yonge Street should be connected and shared within the block. It should be designed like public lanes and consider how to accommodate pedestrian and cyclist movement.
- 3.12 Public art is to be provided at a value of one percent of the capital budget of major municipal buildings and structures and is to be located on City-owned lands, such as parks and streets. Public art is also encouraged on privately owned lands as part of redevelopment with an associated 1% of gross construction cost to be allocated to Public Art. Potential locations for public art

are conceptually identified on Public Realm Map X-3. Development of a Public Art Plan or a District Public Art Plan will need to be informed by the potential public art locations shown on the map.

- 3.13 Surface parking will not be permitted between the façade of a building and the street or sidewalk. Surface parking and above-ground parking is to be limited in the entire Yonge Street North area.
- 3.14 Entrances and exits to vehicle parking, loading and servicing will not be located on Yonge Street, Steeles or Drewry/Cummer Avenues. Vehicular access to parking, loading, and servicing should be from side streets, lanes or private shared driveways located towards the rear of buildings.
- 3.15 Sustainability and climate resilience will be integrated into the design of the public realm to minimize environment impact, reduce greenhouse gas emissions from materials, manage stormwater and reduce impact of heat exposure. Development and streetscape improvements will:
  - a) Integrate absorption and retention of stormwater;
  - b) Incorporate biodiversity;
  - c) Incorporate sufficient soil volume to ensure growth of large, healthy shade trees, and, where appropriate, other plantings, informed by design guidelines developed by the City; and
  - d) Integrate municipal servicing and utilities in a manner that is compatible with existing and planned trees within the City Right-of-Way.
- 3.16 Development, infrastructure and public realm improvements will seek to optimize opportunities for water conservation, on-site infiltration and stormwater control through low impact development approaches including: green roofs, rain gardens, greywater reuse in buildings and for on-site irrigation, swales, soakways, underground retention/ infiltration, infiltration trenches, urban bioswales, permeable paving and use of native plant material.

#### Yonge Street Promenade

- 3.17 An enhanced streetscape is to be located along the entirety of Yonge Street within the Yonge Street North area to create the Yonge Street Promenade, which is conceptually an extension of REimagining Yonge for the North York Centre Yonge Street Promenade. The Yonge Street streetscape is a publicly accessible pedestrian walkway that consists of both the public sidewalk and the privately-owned and publicly accessible boulevard of 10 metres in width from the curb of the road, excluding any cycling facilities, to the building face.
- 3.18 The setback may be increased in order to accommodate publicly accessible open space, forecourts, gardens and pedestrian plazas.

- 3.19 At regular intervals along the streetscape of the Yonge Street Promenade, a paving pattern or banding extending from the curb or tree planters to the building facade and/or landscaped open space will be provided.

Steeles Avenue, Cummer Avenue and Drewry Avenue

- 3.20 All buildings will be set back a minimum of 3 metres from the property line adjacent to Cummer Avenue and Drewry Avenue after any required right-of-way widening. No cantilevering of buildings will be permitted with the setback area.
- 3.21 The boulevard space between the street curb and building face along Steeles Avenue, Cummer Avenue and Drewry Avenue will be designed to accommodate tree planting and furniture zone and edge zone along the curb and facilitate pedestrians and cyclist movement. This will be an enhanced streetscape condition as identified on Public Realm Map X-3.

Prime Pedestrian Area and Retail Use

- 3.22 All buildings within the Prime Pedestrian Area along Yonge Street as shown on Retail Activity Map X-6 will incorporate street-related retail uses at grade. Street-related retail will front at least 75 percent of the building's street frontage.
- 3.23 On Yonge Street, Steeles Avenue, Cummer Avenues and Drewry Avenue all buildings are encouraged to have retail and other active uses on the ground floor with entrances at grade and windows allowing for views of and from the street. The ground floor of buildings will have uses such as retail stores that will further support and enhance the pedestrian environment with doors, windows and canopies connected directly onto the enhanced and tree-lined streetscape.
- 3.24 Fine grain retail and multi-storey format retail spaces are encouraged. Pedestrian entrances to street related retail uses should be provided for each retail store fronting on the Prime Pedestrian Area, with main entrances provided from the public sidewalk. Large floor plate retail uses with a single entrance are encouraged to locate above and below grade, in particular in the Steeles Transit Station Area and in the Yonge and Drewry/Cummer Node, to encourage fine grain retail along at the public sidewalk level.
- 3.25 Retail or service commercial uses are encouraged to wrap around onto side streets and maintain their grade related orientation.
- 3.26 On sites in the Prime Pedestrian Area priority will be given to uses which add animation and activity to the sidewalks:
- a) less active uses such as cannabis retail, banks, offices and health care uses are discouraged; and
  - b) ground floor ceiling heights should be a minimum of 4.5 metres so that ground floor units can be occupied by retail commercial uses.

### Local and Secondary Streets

- 3.27 All new buildings will be set back a minimum of 3 metres from the adjacent streets. No cantilevering of buildings will be permitted within the setback area.
- 3.28 All new buildings in the *Neighbourhoods* will respect and reinforce the prevailing patterns of rear and side yard setbacks and landscaped open space.
- 3.29 The 10 metre wide Enhanced Pedestrian Routes to Parks shown in the Public Realm Map X-3 should be designed with a generous pedestrian sidewalk and a double row of trees planted on both sides of the sidewalk.
- 3.30 Entrances to loading, service, garbage pickup areas, parking and other similar uses should be consolidated, minimized and carefully integrated within the building massing and screened with landscaping and hidden to the greatest degree possible from the view of the street.
- 3.31 Secondary Streets east and west of Yonge Street in the Yonge Drewry/Cummer Node shown in the Public Realm Map X-3 should be designed with tree planting and retail activities on both sides of the street and link Yonge Street with the future parks east and west of the Yonge Drewry/Cummer node.

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

- 3.32 POPS including but not limited to open spaces, urban plazas, midblock connections and forecourt will be strategically located as conceptually identified on Public Realm Map X-3 and designed for a wide range of potential uses and amenity for the enjoyment of all users.
- 3.33 The size and utility of POPS are encouraged to be maximized, to the extent feasible.
- 3.34 POPS should be coordinated with active ground level uses in adjacent buildings such as residential entrances and/or amenity spaces, retail, restaurant and community spaces to provide seating and gathering spaces within the public realm.
- 3.35 POPS on Yonge Street should co-ordinate their design with Yonge Street Streetscape to develop a coherent landscape open space along Yonge Street.
- 3.36 Mid-block connections should be clear to the sky and secured as POPS. These will generally include a minimum 5 metres wide landscape space on both sides of the multi-use trails or walkways to accommodate tree planting and garden space. Ground floor units with direct pedestrian accesses to the multi-use trails and walkways are encouraged.

- 3.37 The mid-block connection between Yonge-Steeles subway station to the future park on the Centerpoint Mall lands should be generally 10 metres wide and provide direct pedestrian connection between the subway station or the corner of Yonge Street and Steeles Avenue West and the future park.

#### Public Art

- 3.38 Public Art will facilitate expression of cultural and natural heritage, community identity and other themes that contribute to a sense of place.
- 3.39 Potential locations for Public Art are identified on Public Realm Map X-3. The potential for public art to support and enhance the Yonge Street corridor character is a significant opportunity to encourage the provision of public art and enhance the public's experience of the public realm. The locations of Public Art will be determined through a District Public Art Plan and/or the Public Art Plans for individual development sites.
- 3.40 Public Art will be designed to enhance the quality of the public spaces and other spaces that are publicly accessible and visible.
- 3.41 New developments of significant scale or in prominent locations are encouraged to provide on-site public art in publicly visible and accessible locations in accordance with the City's guidelines.

#### **4. PARKS AND OPEN SPACES**

- 4.1 Parkland within, and abutting, the Secondary Plan area will be secured concurrent with growth and development in order to create a complete community and to serve residents, workers, and visitors in the Secondary Plan area.
- 4.2 Parkland priorities within the Secondary Plan Area include, but are not limited to:
- a) Creating new parks;
  - b) Expanding and enhancing the size, function, visibility, and accessibility of existing parks;
  - c) Contributing to new and improved pedestrian connections to and between parks; and
  - d) Complementing and integrating parkland with adjacent POPS and other open spaces.
- 4.3 Potential locations for new and expanded public parks, within and abutting, the Secondary Plan Area are shown on the Proposed Long-Term Parks Plan Map X-7 and are generally as follows:
- a) The southerly expansion of Goulding Park in order to create an expanded park frontage along Patricia Avenue;



- b) A new park located within the Centrepont Mall site;
- c) A new park near the northeast corner of the Yonge Street and Cummer Avenue intersection;
- d) A new park located near the northwest corner of Yonge Street and Drewry Avenue; and
- e) A new park in the area bounded by Yonge Street, Steeles Avenue East, Willowdale Avenue, and Centre Avenue.

The precise size, location and configuration of new public parks and open spaces, including additional parks not described above, will be determined through the development review process and as other opportunities arise.

- 4.4 Development is required to prioritize the dedication of land to the City in order to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:

- a) On-site parkland dedication;
- b) Off-site parkland dedication;
- c) Cash-in-lieu of parkland.

- 4.5 Consolidation of parkland dedications from more than one development, assembled to create a larger park, is encouraged.

- 4.6 Development adjacent to parks will:

- a) Achieve setbacks related to fire separation in order to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
- b) Provide an appropriate interface between public and private lands;
- c) Be oriented to maximize public access and views to parks;
- d) Be designed to have an attractive façade with animated uses at grade;
- e) Provide for casual overlook, increasing the passive surveillance and safety of parks;
- f) Be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
- g) Be located and designed to maximize sunlight and minimize shadowing on parks; and
- h) Avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks.

## **5. TRANSPORTATION AND MOBILITY**

The Mobility policies in this Secondary Plan were informed by the Yonge Street North Transportation Master Plan ("TMP"), and its focus on zero and low emissions modes of travel to support sustainable growth in the Secondary Plan area. Infrastructure to support walking, cycling, and public transit usage are emphasized to reduce reliance on driving and to leverage transit investments including the Yonge North Subway

Extension. The impact of vehicular traffic is to be managed through street designs incorporating traffic calming and safety improvements protecting vulnerable users. The TMP forms the basis for the transportation infrastructure required to support the growth provided for by this Plan and should be read in conjunction with the policies of this Plan.

### Mobility Principles

- 5.1 The Yonge Street North Transportation Master Plan identifies the transportation infrastructure improvements required to support the growth provided for in the Secondary Plan. Additional or alternative improvements may also be identified by the City and landowners.
- 5.2 The transportation system will focus on travel of people within and around the Secondary Plan area in a sustainable manner, with emphasis on walking, cycling, and transit. This will be achieved by:
  - a) Land use patterns and a mix of uses that enable access to daily needs within the community, reducing the need for longer trips
  - b) Infrastructure that increases the proportion of trips made by active transportation and transit.
  - c) A fine grained public street network to support transit-oriented growth and enhanced connectivity.
  - d) Streets designed with a complete street approach, and local streets that incorporate traffic calming design measures to limit vehicular traffic infiltration and discourage speeding.
  - e) Enhanced traffic safety by implementing traffic safety measures and design interventions to reduce the severity and frequency of collisions.
  - f) Vehicle trip generation and mode share of future developments managed by expanding shared mobility facilities and securing transportation demand management measures.
  - g) Appropriate parking supply for developments as a key component to meet goals of mode shift, traffic management, and support of walking, cycling, and transit in the Secondary Plan area.

### Pedestrian and Cycling Network

- 5.3 Pedestrian and cycling network will be enhanced in the Secondary Plan area to provide an environment that supports an increase in walking and cycling mode shares.
- 5.4 The design of public streets identified on Map X-4 Street Network will provide for accessible sidewalks of generous widths and will be fully integrated with the Map X-3 Public Realm.
- 5.5 At Priority Pedestrian Locations identified in Map X-8 Pedestrian Connections, higher pedestrian volumes and the need for pedestrian crossings are anticipated. At these locations, safer pedestrian crossings will be achieved with design

measures such as reduced crossing distances, curb extensions, and traffic controlled pedestrian crossings.

- 5.6 Sidewalks will be provided on both sides of streets.
- 5.7 Cycling facilities identified on Map X-9 Cycling Connections are to be incorporated into the design of new and modified streets. At the intersection of dedicated cycling facilities, Protected Intersection designs such as corner islands are required to mitigate vehicle and pedestrian/cyclist turning conflicts.
- 5.8 Multi-use trails identified on Map X-9 Cycling Connections provide local connectivity and access for people walking and biking. Trails should be landscaped on both sides to provide landscaped buffering from adjacent properties.
- 5.9 Accessible mid-block connections are to be secured as identified in the public realm network plan in Map X-3 Public Realm through future developments. Mid-block connections will be of generous width to support movement by all forms of active travel, including walking and biking.

#### Street Network

- 5.10 The planned Public Street network in Map X-4 Street Network will provide a fine-grain network of streets that improves walkability, enhances connectivity for active transportation modes, establishes a block structure to support transit-supportive growth, and provides vehicular access to development.
- 5.11 Secondary Streets in Map X-4 Street Network provide additional connectivity to the street network and support development access, loading, and servicing functions. They will be public, where appropriate, or be publicly accessible and connected to the street network.
- 5.12 Lands required for the widening of road rights-of-way in Map X-4 Street Network provide multi-modal transportation for capacity for the development of Yonge Street North. These lands will be protected and conveyed through development and relevant approval processes.
- 5.13 Yonge Street, as the preeminent north-south corridor in the Secondary Plan area, will provide an improved public streetscape, separated cycling facilities, and generous pedestrian sidewalks.
- 5.14 Local streets will be designed to discourage vehicular traffic infiltration and speeding, through the use of traffic calming measures such as speed humps, raised intersections, curb extensions, and reduced speed limits.
- 5.15 Lariviere Road and Dumont Street, identified in Map X-8 Pedestrian Connections as 'Traffic Calming Priority' streets, will have one vehicle travel lane in each direction, provide dedicated cycling facilities, tree planting, and prioritise the

safety and comfort of pedestrians and cyclists with extensive traffic calming measures. The planned right-of-way widening for these streets will be taken exclusively from the side of the street that is designated as Steeles Transit Station Area or Mid-Rise East and West Areas, in Map X-2 Character Areas.

- 5.16 Proposed Signalized Intersections will be secured and implemented as identified on Map X-4 Street Network. Additional signalized crossings should be considered where appropriate to facilitate the cycling network and pedestrian connections.
- 5.17 New/Modified Lanes identified in Map X-4 Street Network will be public, at a minimum of 6 metres wide. Through the development application review process, new lanes will be secured on blocks where they do not yet exist, and where they do exist, they will be modified to achieve the minimum required width.
- 5.18 Vehicular access, including loading, garbage pickup, and parking access for any site adjacent to a New/Modified Lane to parking should only be provided from the lane.
- 5.19 The public street network in the Steeles Transit Station Area is to be further supported by pedestrian connections from Yonge Street, Steeles Avenue, and the future subway station and bus terminal.

#### Transit Infrastructure

- 5.20 Transit station infrastructure, including bus stations, secondary entrances, and mechanical elements, will be integrated with private developments and the public realm in the Secondary Plan Area rather than in standalone buildings, to support transit-oriented development within the appropriate block sizes formed by the street network identified in Map X-4 Street Network.
- 5.21 Private development and public realm improvements in the vicinity of a planned or potential subway station as identified in Map X-10 Transit and Transportation Demand Management will be designed to provide direct accessible connections to the station, above and below ground, as appropriate.
- 5.22 New development and public infrastructure projects adjacent to Transit Priority Corridors identified in Map X-10 Transit and Transportation Demand Management will recognize and protect for future transit system infrastructure.
- 5.23 Transit priority measures are to be provided on Steeles Avenue to improve transit experience and reliability. Additional right-of-way on Steeles Avenue should be protected as required for transit priority measures such as transit-only lanes and platform integration with the planned Steeles subway station. The street design and right-of-way requirement will be refined through a Municipal Class Environmental Assessment or other implementation mechanisms at the discretion of the City.

- 5.24 Surface transit vehicle access to transit terminal facilities should be provided from the Public Street network identified in Map X-4 Street Network. Transit only accesses directly to/from arterial roads such as Steeles Avenue and Yonge Street are strongly discouraged.
- 5.25 Transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture, bike parking, will be incorporated into the design of such infrastructure with new development and infrastructure projects, to support existing and growing transit ridership.

#### Transportation Demand Management and Shared Mobility

- 5.26 Developments will be managed within the multi-modal capacity of the existing and planned transportation system identified in this Secondary Plan.
- 5.27 As part of a complete application, development applications will provide a Transportation Demand Management ("TDM") strategy. At a minimum, the strategy will include:
- a) An assessment of existing conditions including development levels and transportation improvements or TDM measures already in place;
  - b) Determining the potential multi-modal impact of the proposed development on the area transportation network;
  - c) An inventory of the components of the pedestrian and cycling network that will be implemented with the development proposal;
  - d) A plan for phasing the required transportation improvements and site-specific TDM measures as development proceeds; and
  - e) Monitoring and reporting of site-specific TDM measures.
- 5.28 Parking rates proposed by developments must be justified using the policies in this Secondary Plan, in consideration of the targeted auto mode share identified in the Transportation Master Plan. Proposed parking rates will be considered on a site-by-site basis, including a review of how they are supported by transportation demand management measures.
- 5.29 At Shared Mobility Hubs generally identified in Map X-10 Transit and Transportation Demand Management, development will incorporate a variety of shared mobility facilities, that may include bike share stations, publicly accessible carshare spaces, public electric vehicle charging stations, and micromobility stations. The exact locations and mix of these facilities will be determined and secured through the development review process.
- 5.30 The expansion of the public bikeshare network should be prioritized as a transportation demand management measure that will incentivize mode shift.
- 5.31 On-street parking provided on new public streets should be constructed with electrical conduit to enable installation of public electric vehicle/bicycle charging equipment.

- 5.32 Surface or above-grade parking is discouraged in developments or as a standalone use. If required, it should be limited generally to publicly accessible carshare spaces or short-term visitor parking for residential uses, with other parking provided underground. Any surface parking should be provided to the rear or side of a building and be screened from views from the street, park or public realm.

#### Transportation Monitoring

- 5.33 Transportation monitoring should be undertaken at planned intervals with stakeholders within the Secondary Plan area, to monitor development levels and travel patterns in relation to transportation capacity. The monitoring should include, but not be limited to:
- a) The travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
  - b) An evaluation of trip volumes from a multi-modal perspective on public streets and at key intersections;
  - c) The future capacity of all transportation modes against development levels and network improvements provided for in this Secondary Plan; and
  - d) Tracking the implementation and usage of transportation demand management measures, and parking supply and demand, against the goals of trip reduction and mode shift identified in this plan.

### **6. HOUSING**

- 6.1 To achieve a balanced mix of residential unit types and sizes, for developments that contain more than 80 new residential units, a minimum of 40 percent of the total number of new units will be a combination of two- and three-bedrooms units, including:
- a) A minimum of 15 percent of the total number of units as two-bedroom units;
  - b) A minimum of 10 percent of the total number of units as three-bedroom units; and
  - c) an additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units.
- 6.2 Use all available Official Plan policies and municipal programs and tools to maximize the provision of affordable rental housing on large sites as they are redeveloped.
- 6.3 Residential developments will include a range of tenures, unit types, sizes and affordability levels to accommodate a variety of households and achieve a balanced mix of housing.

## 7. COMMUNITY SERVICES AND FACILITIES

Community services and facilities contribute to the social, economic and cultural well-being of the city and are vital in supporting livable communities. Community service facilities are the buildings and public spaces that accommodate a range of non-profit programs and services that build communities, contribute to quality of life and act as neighbourhood focal points where people can gather, learn, and access services.

The Yonge Street North area is served by a number of existing community service facilities that will continue to serve the Secondary Plan area. Improvements to these existing facilities will be needed to support the development permissions set out in this Plan, and new facilities, such as childcare and recreation facilities will be needed to keep pace with a growing residential and employment population.

- 7.1 Development may be required to contribute to the delivery of community service facility needs through either Development Charges or in-kind contributions as identified through the City's review by providing:
  - a) new, expanded or retrofitted space for one or more community facilities on-site;
  - b) new, expanded or retrofitted space off-site within an appropriate distance; and/or
  - c) a contribution towards a specific community service facility that meets identified needs.
- 7.2 New and/or expanded community services and facilities are to be provided in a timely manner to support and be commensurate with growth. The following community service facilities will be prioritized:
  - a) new non-profit childcare facilities;
  - b) new and enhanced park-based amenities, such as a splashpad, sports courts and sports fields;
  - c) enhancements to existing public library branches;
  - d) Newtonbrook Community Recreation Centre; and
  - e) space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy.
- 7.3 New community facilities, expansion and/or retrofits of existing facilities will be designed to meet the requirements of the City and/or public agencies, boards, and commissions and will:
  - a) be located in highly visible locations with strong pedestrian, cycling and transit connections;
  - b) be co-located within mixed-use buildings where possible; and
  - c) provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.

- 7.4 Development on parcels with existing on-site community service facilities should replace the total gross floor area of the community service facility on-site.
- 7.5 Notwithstanding Policy 7.4, the replacement of any existing community service facilities may be provided off-site at the City's discretion provided the following matters are secured:
- a) A receiving site has been secured to the City's satisfaction and financial security equivalent to the City's cost of replacing the existing community service facility is provided to ensure its timely replacement; or
  - b) An amount of funding equivalent to the City's cost of replacing the existing community service facility within the vicinity of the development is provided in lieu of the owner replacing the facility off-site.
- 7.6 Provision of new, expanded, retrofitted and/or replacement community service facilities as part of any development will be secured in accordance with the applicable legislative framework for the provision of community benefits.
- 7.7 Schools should be planned to keep pace with changing needs by maximizing existing infrastructure and co-locating services, in community hubs where possible; and depending on the amount and pace of growth, there may be the need to evaluate options to meet the needs of elementary students. This evaluation could include consideration of alternative delivery models such as satellite schools.
- 7.8 The School Boards will monitor growth and evaluate their ability to accommodate future enrolment growth based on enrolment projections and utilization rates. Where possible, the school boards should consider potential partnership opportunities, as they arise, should there be a need to address future accommodation concerns.
- 7.9 The City will work with School Boards to identify opportunities to include childcare facilities in schools.



## 8. BUILT FORM

Growth and intensification will be accommodated in a variety of building types and scales which are appropriate to the existing and planned context of the character areas while enhancing the liveability of the surroundings and the spaces within the development.

### Shaping Built Form

To achieve this, all development within the Secondary Plan area will generally reflect the following built form principles, as applicable:

- 8.1 Tall buildings having the greatest height, scale, and intensity and mid-rise buildings are to be located in blocks fronting Yonge Street and Steeles Avenue West, within the Steeles Transit Station. Tall buildings will provide a visible transition down in height of approximately 5 storeys between tall buildings away from the Yonge and Steeles intersection.
- 8.2 Tall buildings having heights, scale, and intensity below that of the Steeles Transit Station Area as well as mid-rise buildings are to be located in blocks fronting Yonge Street and Drewry/Cummer Avenue, within the Yonge Drewry/Cummer Node. Tall buildings will provide visible transition down in height of approximately 5 storeys between tall buildings away from the Yonge Street and Drewry/Cummer Avenue intersection.
- 8.3 Contextually appropriate mid-rise buildings are to be provided for the Yonge Main Street, Mid-rise East and West and in parts of the Steeles Transit Station Area and Yonge Drewry/Cummer Node.
- 8.4 Small scale, multiplex residential built forms are permitted in *Neighbourhoods* within the Secondary Plan area.
- 8.5 The form and scale of development in Yonge Street North is to create a defined boundary and facilitate a transition in scale from Yonge Street North to the surrounding residential *Neighbourhoods*. The height of a building shall fit under a 45 degree angular plane measured from the boundary of this Secondary Plan, where the designation is *Neighbourhoods* at the boundary.

### General Built Form

- 8.6 Buildings will be located, massed and orientated to provide comfortable outdoor public realm spaces, including streets and sidewalks, parks and open spaces, for users of all ages and abilities.
- 8.7 The base building heights of all tall buildings and mid-rise buildings will not exceed the 80 percent of the adjacent right-of-way width. On corner sites, the base building heights will ensure an appropriate transition in scale down to 80 percent of the adjacent local street right-of-way width.

- 8.8 Where any new tall building is proposed, or where multiple buildings including new tall buildings are proposed in a single or phased development, a Block Context Plan is required to illustrate that the location of tall buildings will take into account the location of existing or potentially additional buildings and be aligned, overlapped or staggered in a manner to minimize the cumulative impacts of shadow, wind and open views of the sky from the public realm, in particular on existing or future planned parkland, public streets and POPS. Tall buildings with large, elongated floor plates casting long shadows and blocking the open view of the sky from the public realm are discouraged.
- 8.9 Tall building separation distances including between residential and office buildings shall be a minimum of 25 metres, measured from the exterior wall of the buildings, excluding balconies. Residential tower floor plate size shall be 750 square metres or less per floor, including all built area within the building, but excluding balconies.
- 8.10 All mid-rise buildings will fit within a 45-degree angular plane taken from a height equivalent to 80% of the abutting right-of-way at the property line to allow for a minimum of 5-hours of midday sunlight onto public boulevards in the spring and autumn equinoxes.
- 8.11 Above the base building height, taller portions of a mid-rise building fronting onto streets and parks will be set back approximately 3 metres from the base building façades to respect and reinforce pedestrian scale.
- 8.12 Active at-grade uses will be encouraged on the ground floor in *Mixed Use Areas*. Individual entrances to retail and commercial uses will be at the same level as the adjacent sidewalk.
- 8.13 Development will generally relate directly to the grade of the adjacent public realm. The building's main entrances and individual residential entrances should generally be no more than 0.9 meters above the grade of the public sidewalk directly at the front of the entrance. Below grade entrances and sunken patios in the front yard are not permitted when fronting on a public street or public park.
- 8.14 Parking is encouraged to be located underground or behind the building, and not between the building and the street to ensure appropriate hard and soft landscaping is provided in the front yard setback. Below grade structures may encroach into required landscaped setbacks provided adequate soil volume is provided for successful tree planting.
- 8.15 Sustainability and climate resilience should be integrated into the design of new buildings. Development will:
- a) Be designed to minimize energy demand and pursue zero emissions and carbon positive development, including impacts from embodied emissions from materials;

- b) Provide an efficient building shape, scale and massing, location and orientation to both reduce incidences of heat loss and energy demand that minimizes shadowing on other buildings and ensure excellent sunlight conditions in the public realm and daylighting within interior spaces;
- c) Incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;
- d) Develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- e) Integrate on-site renewable energy and electricity production to reduce electricity demand;
- f) Provide backup power for resilience to area-wide power informed by guidelines developed by the City; and
- g) Be more resilient to climate change through measures including integrating green infrastructure, increasing the tree canopy, promoting landscapes with native species and pollinators, and protecting and enhancing open space features that increase biodiversity.

#### Built Form by Character Area

The Yonge Street North Area is made up of five character areas, shown on Character Areas Map X-2. Development will provide a mix of building types, variation of building heights, and transition in scale in each of the character areas and to the boundary of this secondary plan.

#### Steeles Transit Station Area

- 8.16 Development will provide a mix of building types, a variation of building heights, and provide a transition in scale in the Steeles Transit Station Area as shown on Building Types and Heights Map X-5 to areas of different heights and intensity in the Plan area and to the boundaries of the Plan.
- 8.17 The tallest building within the Steeles Transit Station Area will be 50 storeys, located at the intersection. Tall buildings will step down in height by an approximate 5 storey difference away from the intersection to provide a visible distinction in height.
- 8.18 Notwithstanding the general built form policies, the base building of all buildings that front onto the abutting right-of-way will be no higher than 80% of the adjacent right-of-way width and between 3 storeys and 7 storeys in height in order to achieve a pedestrian-scale streetwall condition along Yonge Street and Steeles Avenue.
- 8.19 Along Yonge Street, the tower portion of a building which is taller than the base building will be set back a minimum of 10 metres from the base building façade.

The tower portion of a building will be set back a minimum of 5 metres from the base building façade along Steeles Avenue.

- 8.20 Built form on the Centerpoint Mall will consist of mid-rise and low-rise buildings located at the south and west sides of the future parkland to maximize sunlight opportunities onto the park. Tall buildings to the east side of the future parkland will use heights, building setbacks and stepbacks, tower shape, orientation and floor plate size to minimize the shadow impact on the new park.
- 8.21 The form of development in the Steeles Transit Station Area will create a well-defined edge and facilitate a gradual transition from this high intensification node to the adjacent *Apartment Neighborhoods* and *Neighbourhoods* outside of the Secondary Plan area.

#### Yonge Drewry/Cummer Node

- 8.22 Development will provide a mix of building types, a variation of building heights, and provide a transition in scale in the Yonge Drewry/Cummer Node as shown on Building Types and Heights Map X-5 to areas of different heights and intensity in the Plan area and to the boundaries of the Plan.
- 8.23 The tallest building within the Yonge Drewry/Cummer Node will be 45 storeys, located at the intersection. Tall buildings will step down in height by an approximate 5 storey difference away from the intersection to provide a visible distinction in height.
- 8.24 Notwithstanding the general built form policies, the base buildings of all buildings will front onto the abutting right-of-way and be no higher than 80 percent of the adjacent right-of-way width and between 3 storeys and 7 storeys in height in order to achieve a pedestrian-scale street wall condition along Yonge Street.
- 8.25 The tower portion of the building which is taller than 80% of the adjacent right-of-way will be set back minimum 5 metres from the Yonge Street building façade at Yonge and Drewry/Cummer intersection with staggered tower placement.
- 8.26 Tall buildings are to be located on Yonge Street within the Yonge Drewry/Cummer Node. If a higher order transit station is planned or located within the Yonge Drewry/Cummer Node, tall buildings may be located behind tall buildings which front onto Yonge Street. Tall buildings will provide a visible difference in height as they transition away from the Yonge and Drewry/Cummer Avenue intersection.
- 8.27 Mid-rise buildings and low-rise, grade related buildings are to be located between the Secondary Plan boundary and the new north-south public streets shown on Building Types and Heights Map X-5. Mid-rise and low-rise forms should provide a transition in scale to the low-rise residential neighbourhood outside the Secondary Plan area.

### Yonge Main Street

- 8.28 New development within the Yonge Main Street shall be mid-rise buildings which have heights generally no greater than the width of the adjacent right-of-way.
- 8.29 All mid-rise buildings will generally provide a minimum of five hours of continuous sunlight between 10:30am and 3:30pm from March 21<sup>st</sup> to September 21<sup>st</sup> on public boulevards.
- 8.30 In order to achieve a pedestrian-scale street wall condition, the street wall portion of the buildings are to front onto the abutting right-of-way and be no higher than 80 percent of the adjacent right-of-way width, be between 3 storeys and 7 storeys in height and fit into the area context.
- 8.31 Buildings will be located and massed to ensure that not less than 75% of the Centre Park area as identified on the Public Realm Map X-3 is in direct sunlight between 9:18am and 4:18pm from March 21<sup>st</sup> to September 21<sup>st</sup>.

### Mid-rise East and West

- 8.32 Existing lots may be consolidated into larger blocks to allow the blocks to be redeveloped by mid-rise and low-rise buildings which have heights generally no greater than the width of the right-of-way that it fronts onto.
- 8.33 Buildings will not cast net-new shadows as measured from March 21<sup>st</sup> to September 21<sup>st</sup> from 10:18 a.m. to 5:18 p.m. on Goulding Park as identified on Public Realm Map X-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.

### Neighbourhoods

- 8.34 Low-rise, multiplex residential buildings may be located in *Neighbourhoods* within the Secondary Plan to provide a range of housing options.
- 8.35 In *Neighbourhoods*, existing lots shall not be consolidated into larger blocks of land for development. In addition to the Townhouse and Low-rise Apartment Guidelines that help prepare and evaluate development proposals in this area, a Zoning By-law should be developed to ensure the new development will fit into the existing character of the neighbourhoods, maintaining and enhancing the landscaped character of these low-scale and low-density areas.

## Amenity Space

8.36 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.

8.37 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.

8.38 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.

8.39 Development that includes residential units will be encouraged to include pet amenity areas that include facilities for the disposal of pet waste.

## **9. IMPLEMENTATION**

9.1 This Secondary Plan should be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making.

9.2 The policies of the Official Plan apply to the Yonge Street North Secondary Plan Area, except in the event of a conflict where the policies of the Secondary Plan will prevail.

9.3 As part of a complete application, a block context plan may be required. The block context plan will provide a conceptual and comprehensive demonstration of the potential future development of properties surrounding a site on the block and a framework to evaluate proposed development which should include the layout and design of streets, pedestrian and cycling connections, parks and open spaces and built form.

9.4 Where lands have been identified as required for the construction of streets and lane in the Secondary Plan area, and where such lands form part of a development site, the City will acquire or secure the acquisition of such lands before the redevelopment of the site.

- 9.5 The required transportation network improvements will be refined, protected, and implemented through the development review and approvals process, and identified capital projects.
- 9.6 The expansion of the street network according to Map X-4 Street Network will occur incrementally with development through the direct construction and conveyance of new streets. Map X-11 Transportation Implementation Plan outlines the required improvements to support the planned growth in the Secondary Plan Area.
- 9.7 The exact location, alignment, and design of required improvements identified in Map X-11 Transportation Implementation Plan will be refined through the development application review process (including the Plan of Subdivision process, a Municipal Class Environmental Assessment as required, or other implementation mechanisms at the discretion of the City, without need for amendment to this Secondary Plan).
- 9.8 In the case of a public street identified in Map X-11 Transportation Implementation Plan being implemented in phases, development must demonstrate that each phase of the street network will be fully functional as part of the overall road network, prior to implementation of subsequent phases.
- 9.9 In the Plan Area, the expansion of the transportation network will occur incrementally with development as follows:
- a) Required streets, lanes, and multi-use trails identified on Map X-11 Transportation Implementation Plan that form part of the site under application for redevelopment, and traffic signals adjacent to the site, will be secured and/or constructed prior to development proceeding;
  - b) For required improvements in Map X-11 within the Development Area but not part of a site under application for redevelopment, the application proponent will make best efforts to coordinate the required improvements with other landowners in the Plan Area; and
  - c) If the off-site required improvements within the Development Area are not in place or constructed, development proponents must demonstrate to the satisfaction of City Council that the transportation network will function appropriately with adequate capacity until the required improvements have been implemented.
- 9.10 Landowners in the Plan Area are encouraged to enter into landowner agreements with each other, and potentially the City, to address respective responsibilities regarding coordination, provision, financing, cost-sharing, front ending and/or phasing of infrastructure including streets, servicing, and parks required to support development of the Plan Area.
- 9.11 Holding by-laws may be enacted to require transportation improvements identified in Map X-11 Transportation Implementation Plan prior to new residential development being permitted.

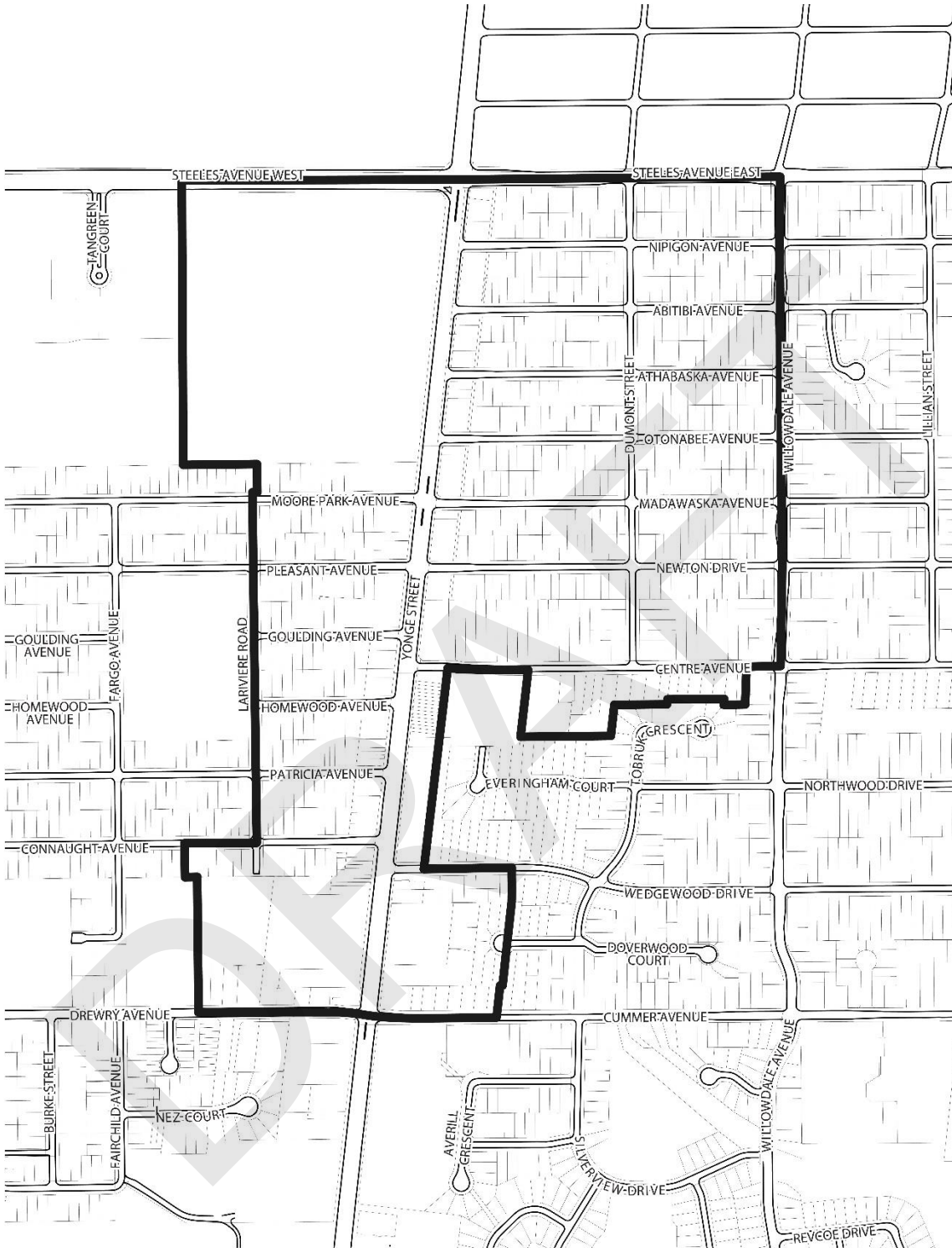
## Urban Design Guidelines

- 9.12 Urban design guidelines should be developed to ensure that further guidance is provided regarding the public realm features including mid-block connections as well as area specific built form guidelines to support the creation of a variety of built forms and pedestrian-supportive streetscapes are achieved, particularly in the Mid-rise East and West character areas.

### List of Maps:

- X-1 Secondary Plan Area
- X-2 Character Areas
- X-3 Public Realm
- X-4 Street Network
- X-5 Building Types and Heights
- X-6 Retail Activity
- X-7 Proposed Long Term Parks
- X-8 Pedestrian Connections
- X-9 Cycling Connections
- X-10 Transit and Transportation Demand Management
- X-11 Transportation Implementation Plan





**Yonge Street North Secondary Plan**  
MAP X-1 Secondary Plan Area

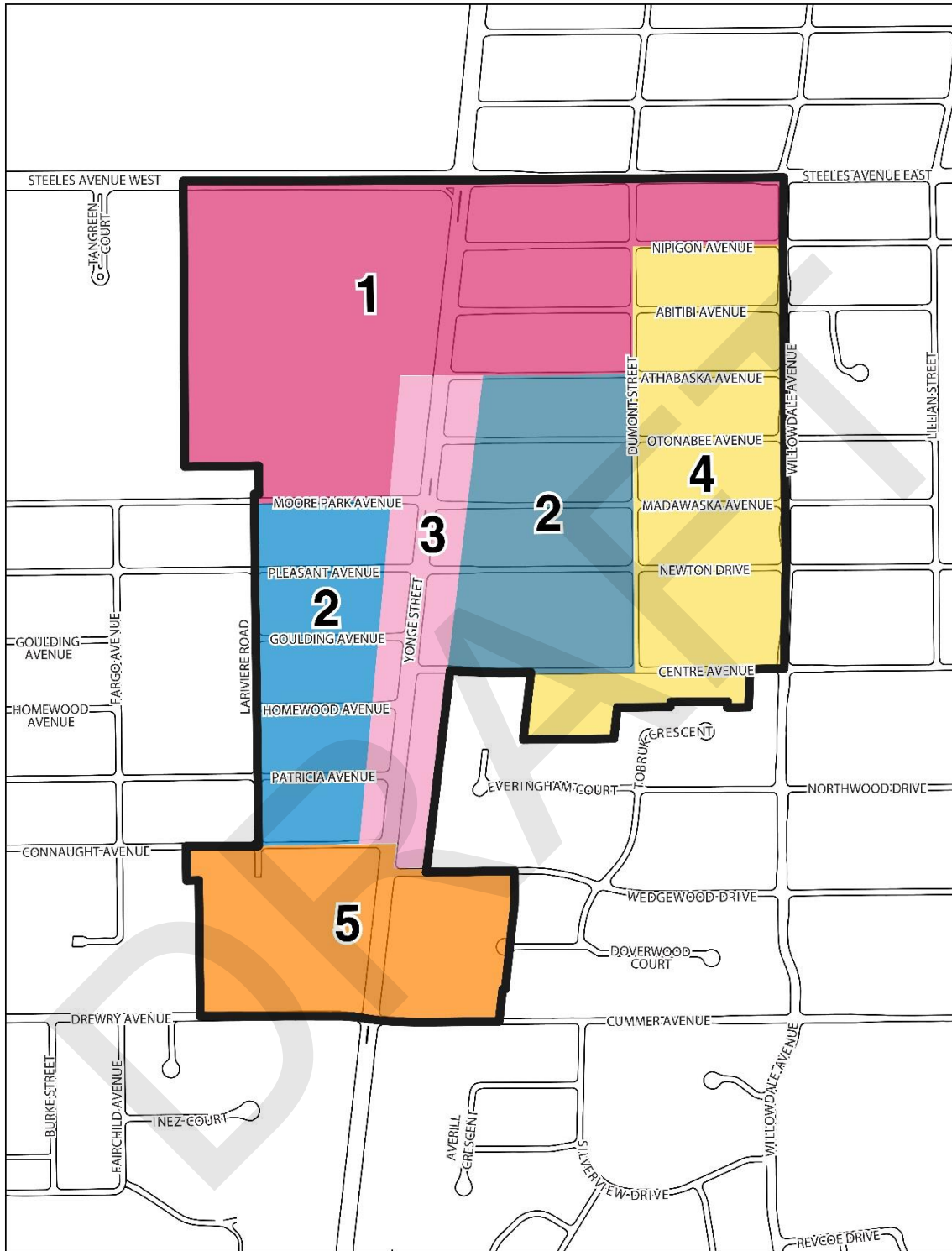
— Yonge Street North Secondary Plan

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June 2022



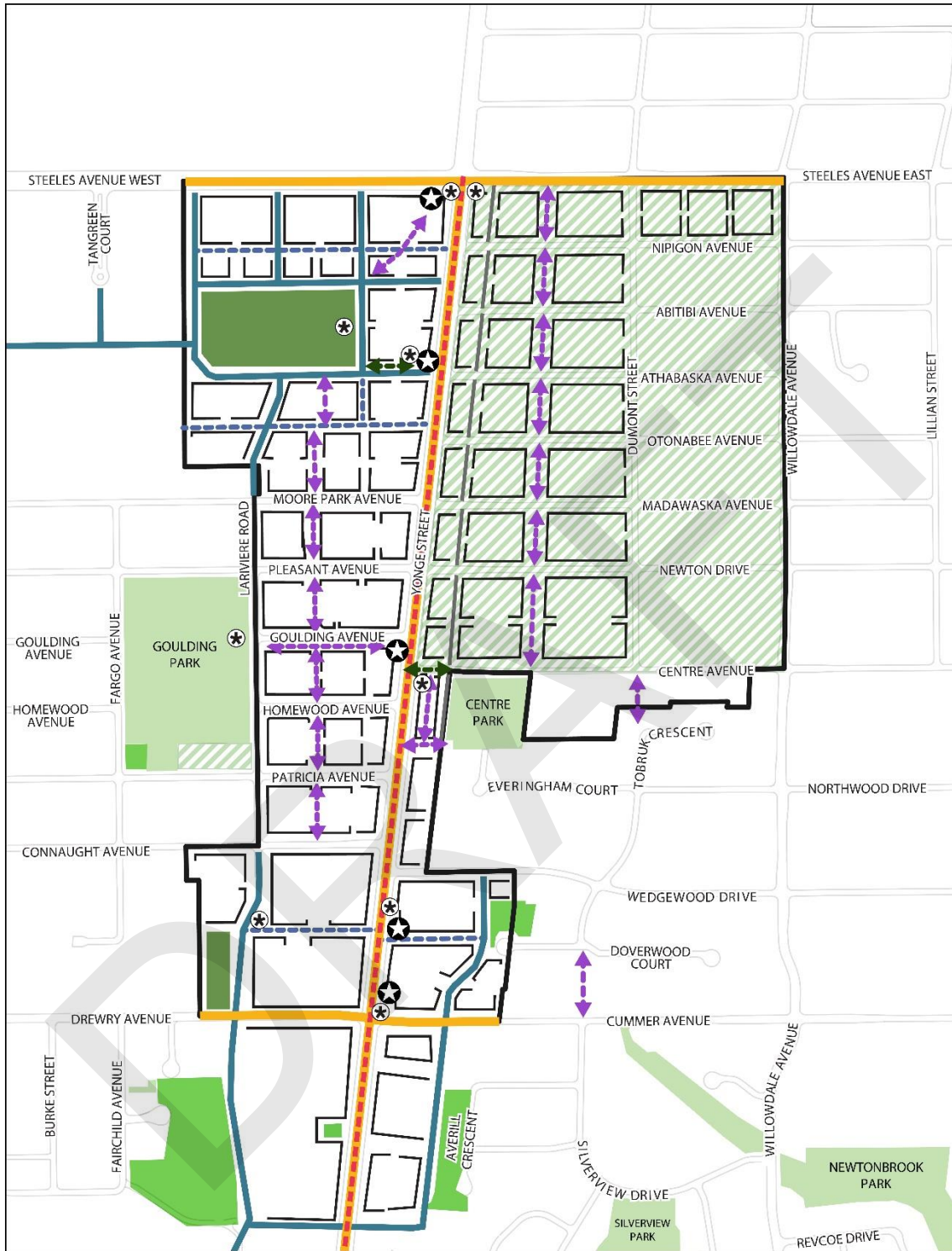
## Yonge Street North Secondary Plan MAP X-2 Character Areas

- Yonge Street North Secondary Plan
- 1 Steeles Transit Station Area
- 2 Mid-Rise East
- 2 Mid-Rise West
- 3 Yonge Main Street
- 4 Neighbourhoods
- 5 Yonge Cumber/Drewry Node

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June 2022



## Yonge Street North Secondary Plan

### MAP X-3 Public Realm

- Yonge Street North Secondary Plan
- Yonge Street Promenade, Center Median & Public Art Opportunities
- Enhanced Streetscape & Public Art Opportunities
- New Public Streets

- New Secondary Streets
- Lanes
- Existing Parks
- Potential Future Parks (Conceptual Size and Location)
- Approved Parks

- Priority Parkland Expansion Area (park location to be determined through future opportunities)
- Proposed Mid-block Connections
- Conceptual Locations for POPS
- Potential Locations for Public Art
- Enhanced Pedestrian Routes to Parks

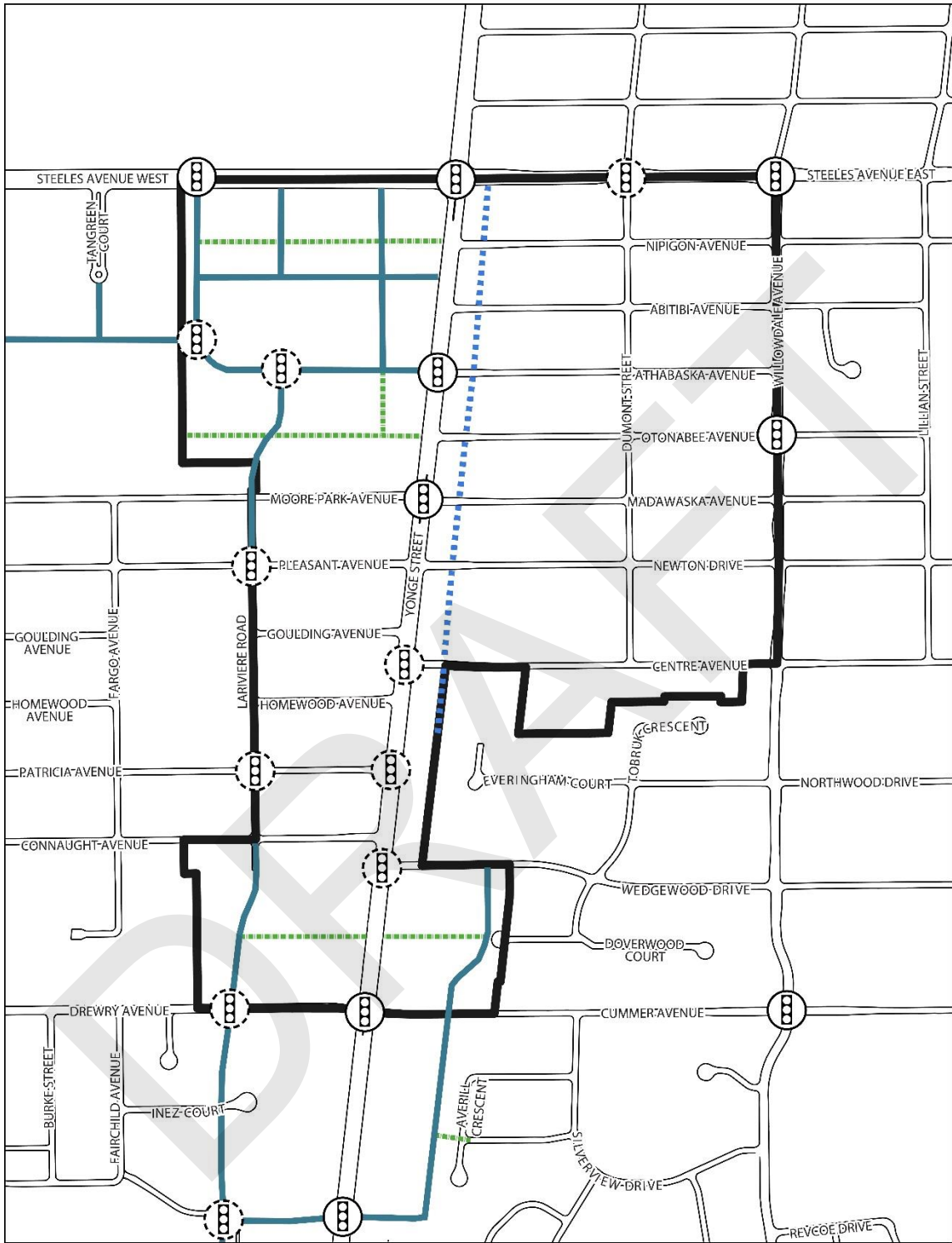
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## Yonge Street North Secondary Plan

### MAP X-4 Street Network

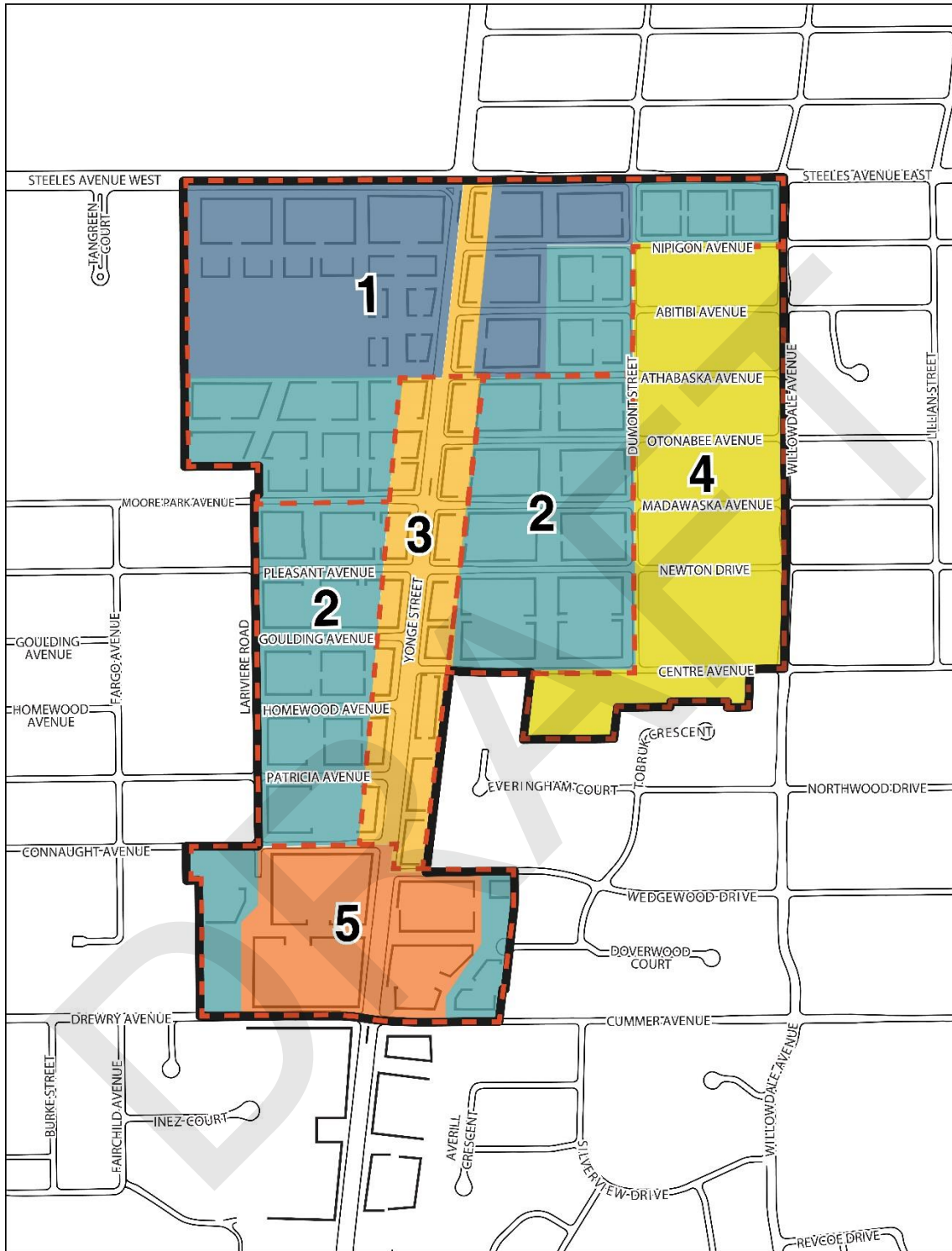
- Yonge Street North Secondary Plan
- Existing Signalized Intersections
- Proposed Signalized Intersections
- Proposed Public Street
- New/Modified Lane
- Proposed Secondary Street

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June 2022



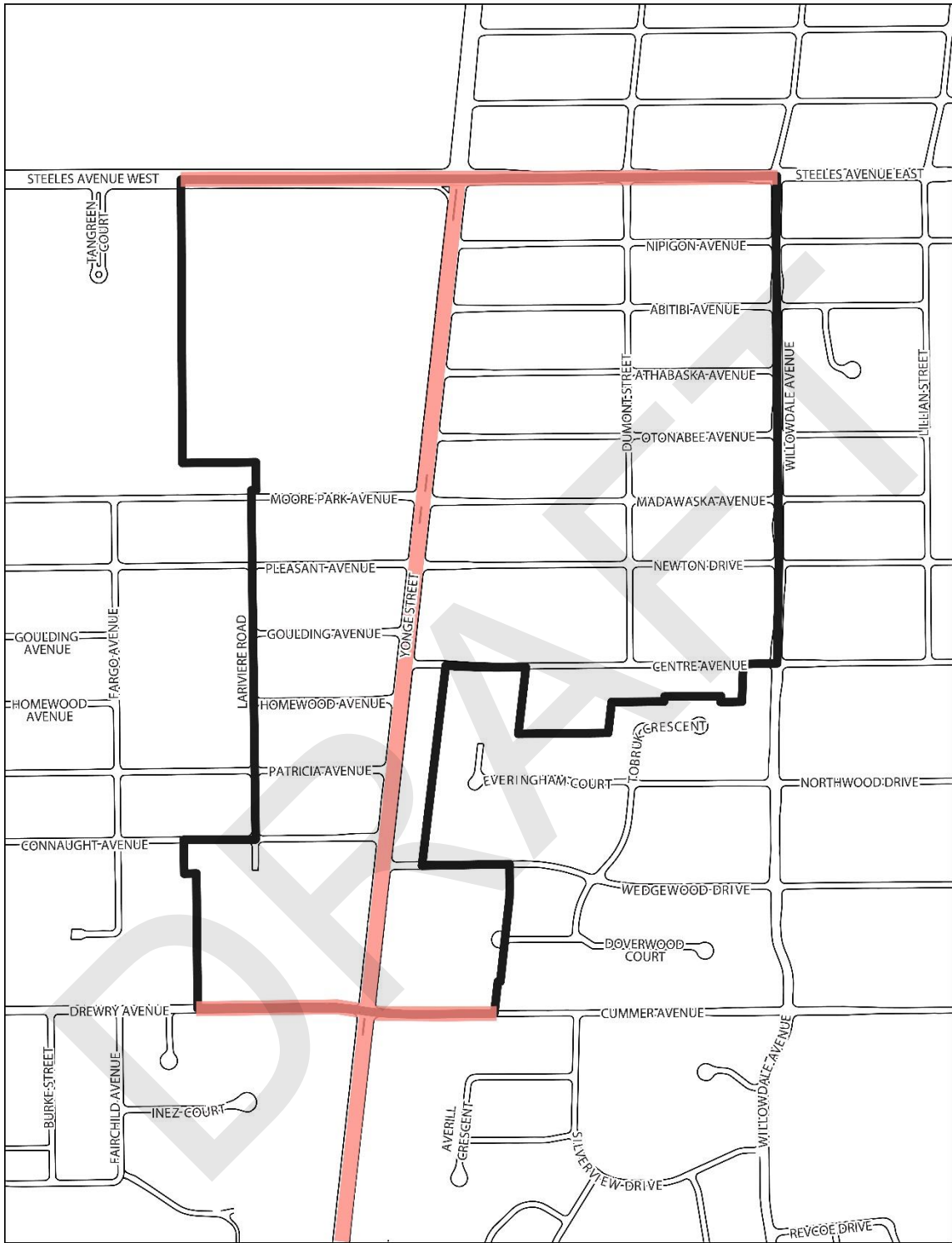
## Yonge Street North Secondary Plan

### MAP X-5 Building Types and Heights

- Yonge Street North Secondary Plan
- 1 Mix of tall buildings and mid-rise buildings at Steeles Transit Station Area (max 50-stories)
- 2 Mix of mid-rise buildings and low-rise buildings
- 3 Mid-rise buildings on Yonge

- 4 Low-rise buildings in the neighbourhoods (max 4-stories)
- 5 Mix of tall buildings and mid-rise buildings at Yonge Drewry/Cummer Node (if subway station is at Yonge Drewry/Cummer) (max 45-stories)
- Character Area Boundaries

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June 2022



## Yonge Street North Secondary Plan

### MAP X-6 Retail Activity

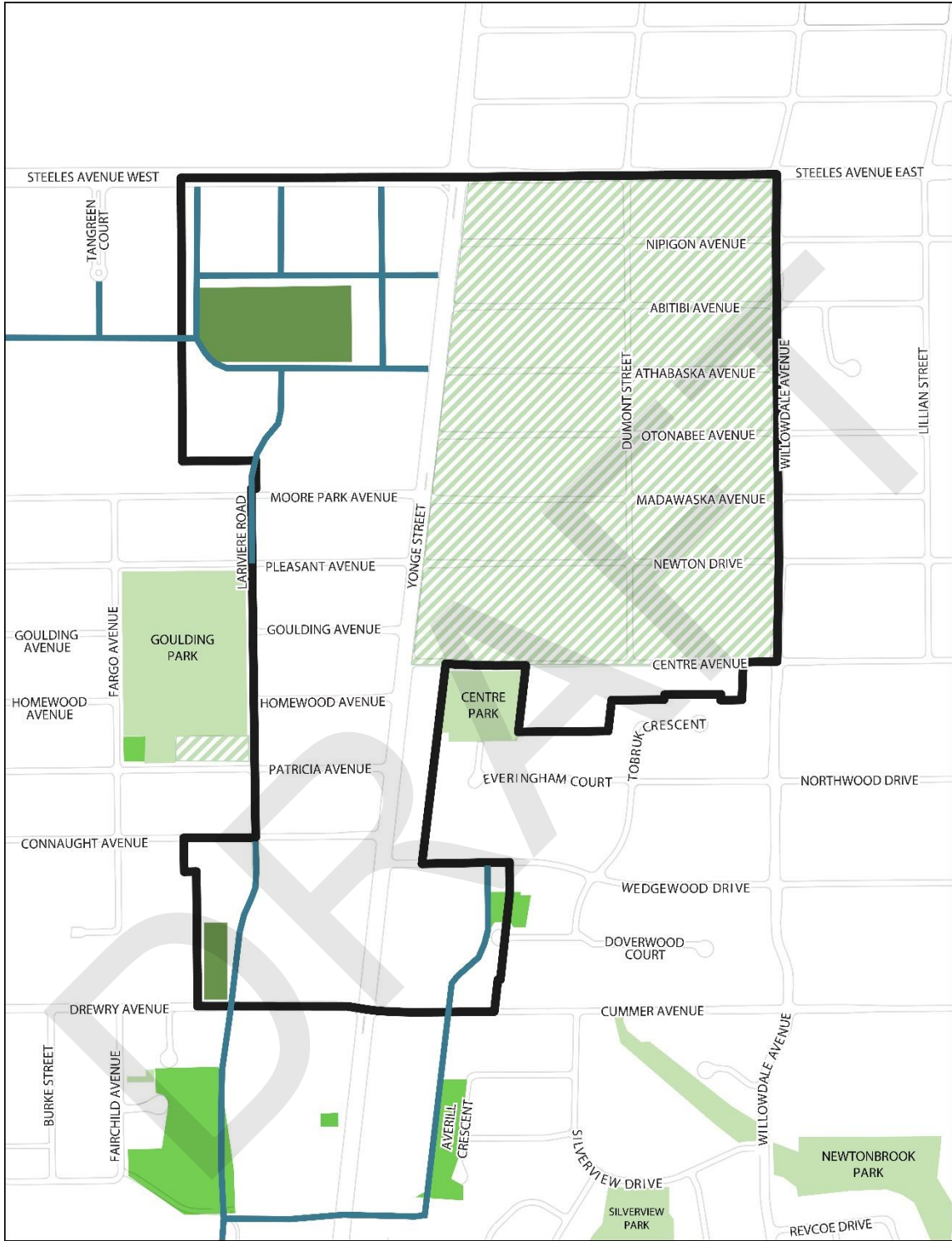
- Yonge Street North Secondary Plan
- Minimum 75% of Street Frontage for Retail Activity

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June 2022



# Yonge Street North Secondary Plan

## MAP X-7 Proposed Long-Term Parks Plan

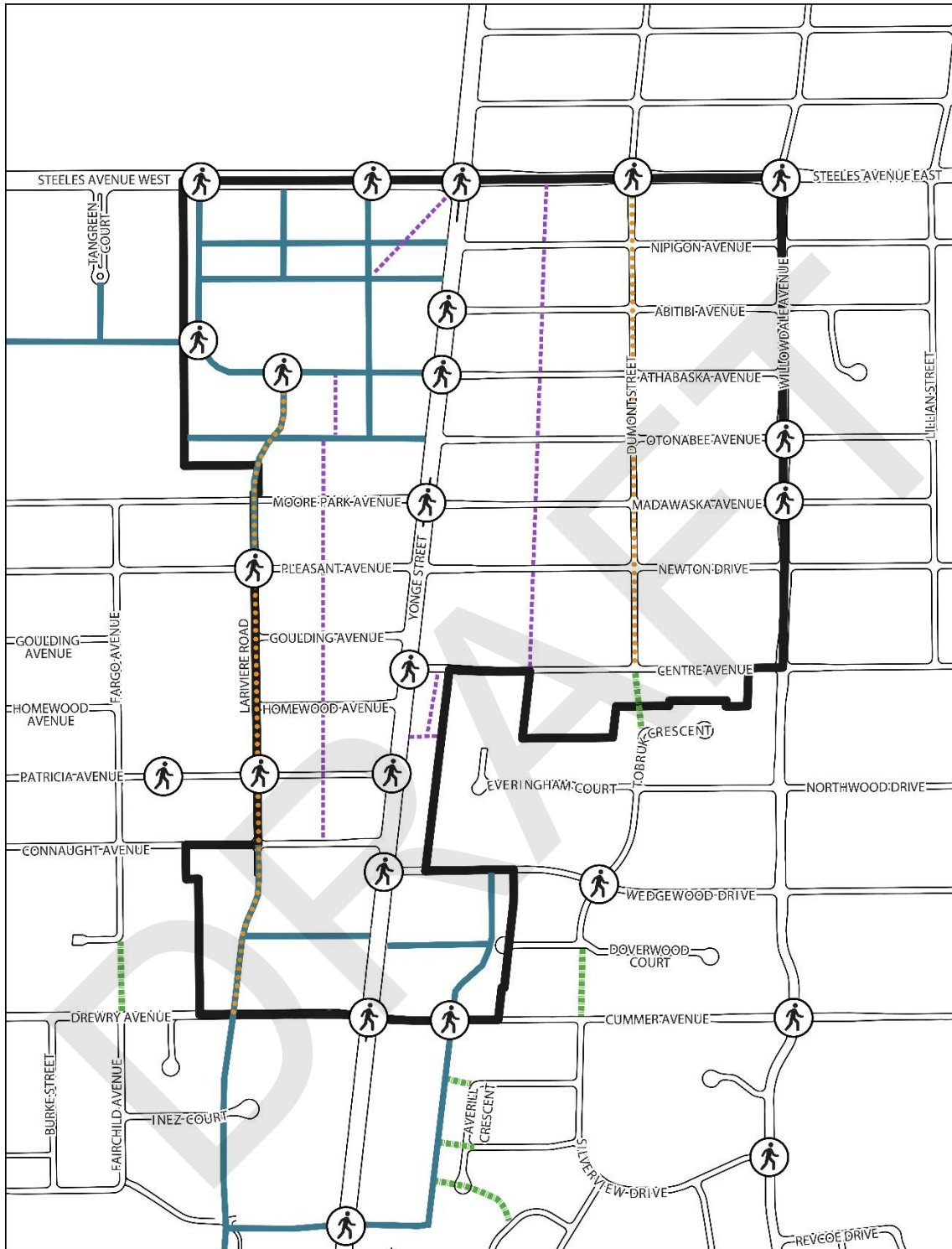
- Yonge Street North Secondary Plan
- Existing Parks
- Potential Future Parks (conceptual size and location)
- Approved Parks
- Priority Parkland Expansion Area (park location to be determined through future opportunities)
- Proposed Public Street

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June 2022





## Yonge Street North Secondary Plan

### MAP X-8 Pedestrian Connections

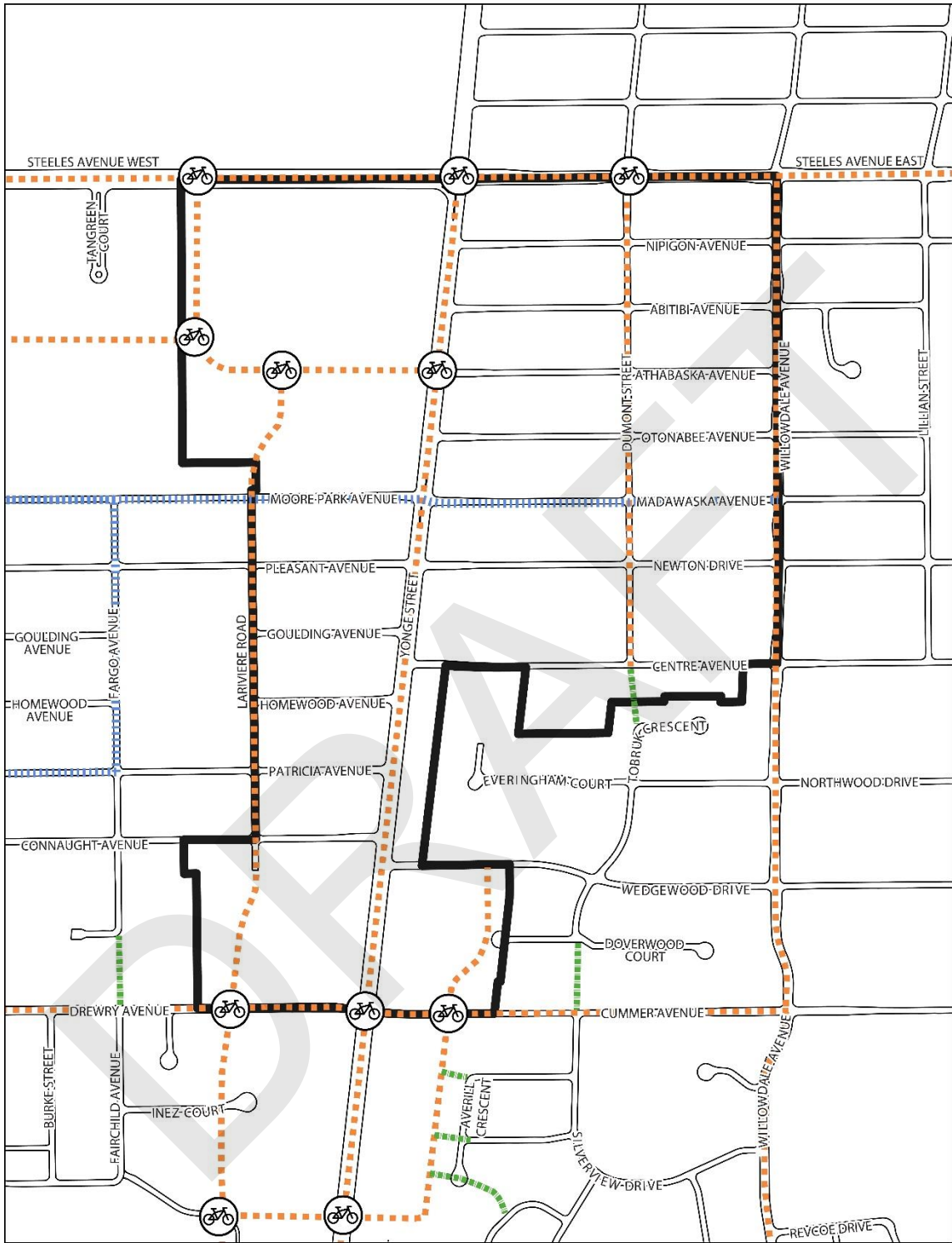
- Yonge Street North Secondary Plan
- Proposed Street
- Priority Pedestrian Locations
- Proposed Mid-block Connections
- Proposed Multi-Use Trails
- Traffic Calming Priority

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June 2022





# Yonge Street North Secondary Plan

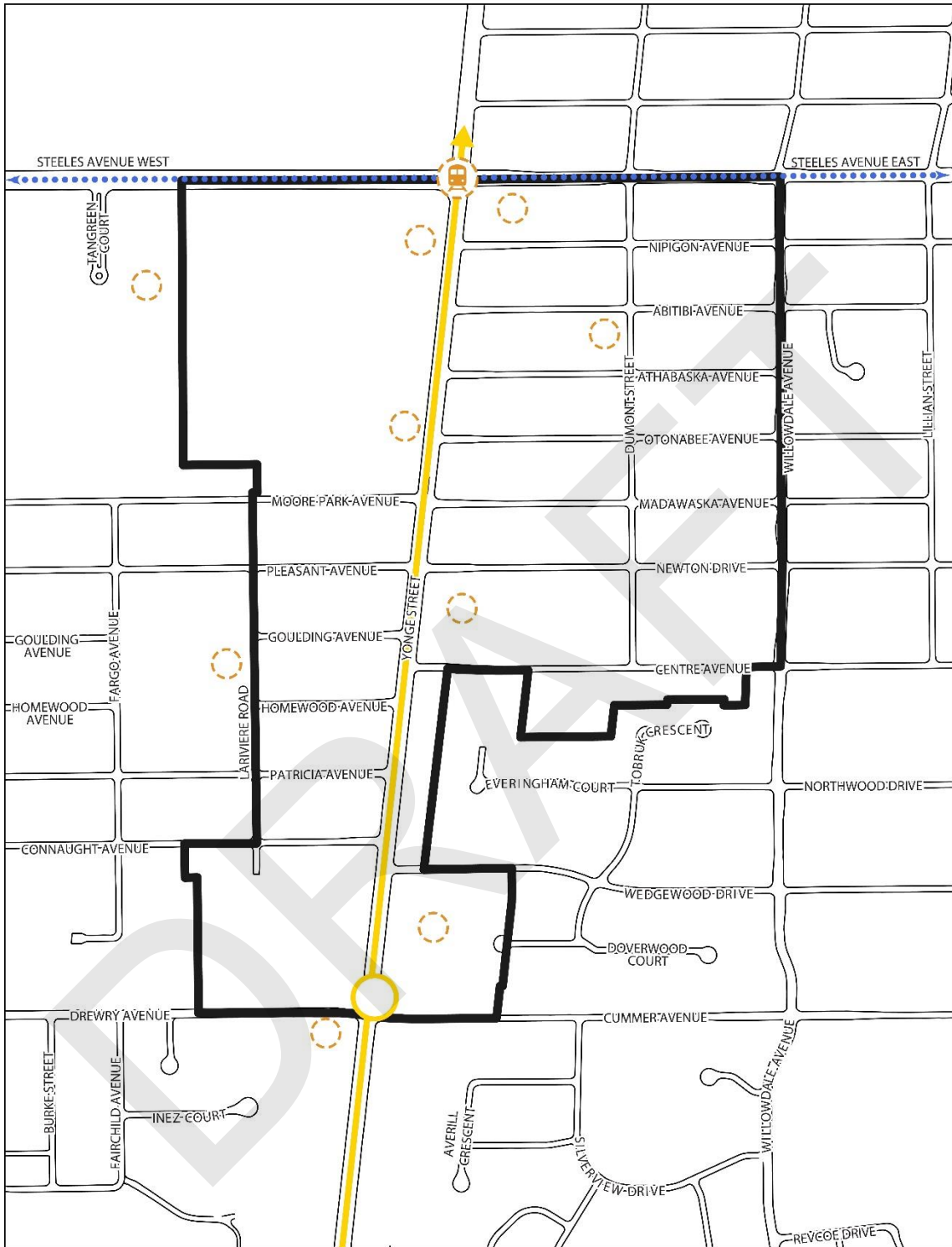
## MAP X-9 Cycling Connections

- Yonge Street North Secondary Plan
- Protected Intersection
- Proposed Dedicated Cycling Facilities
- Proposed On-Street Cycling Facilities
- Proposed Multi-Use Trails

Draft map

Not to Scale

June 2022



# Yonge Street North Secondary Plan

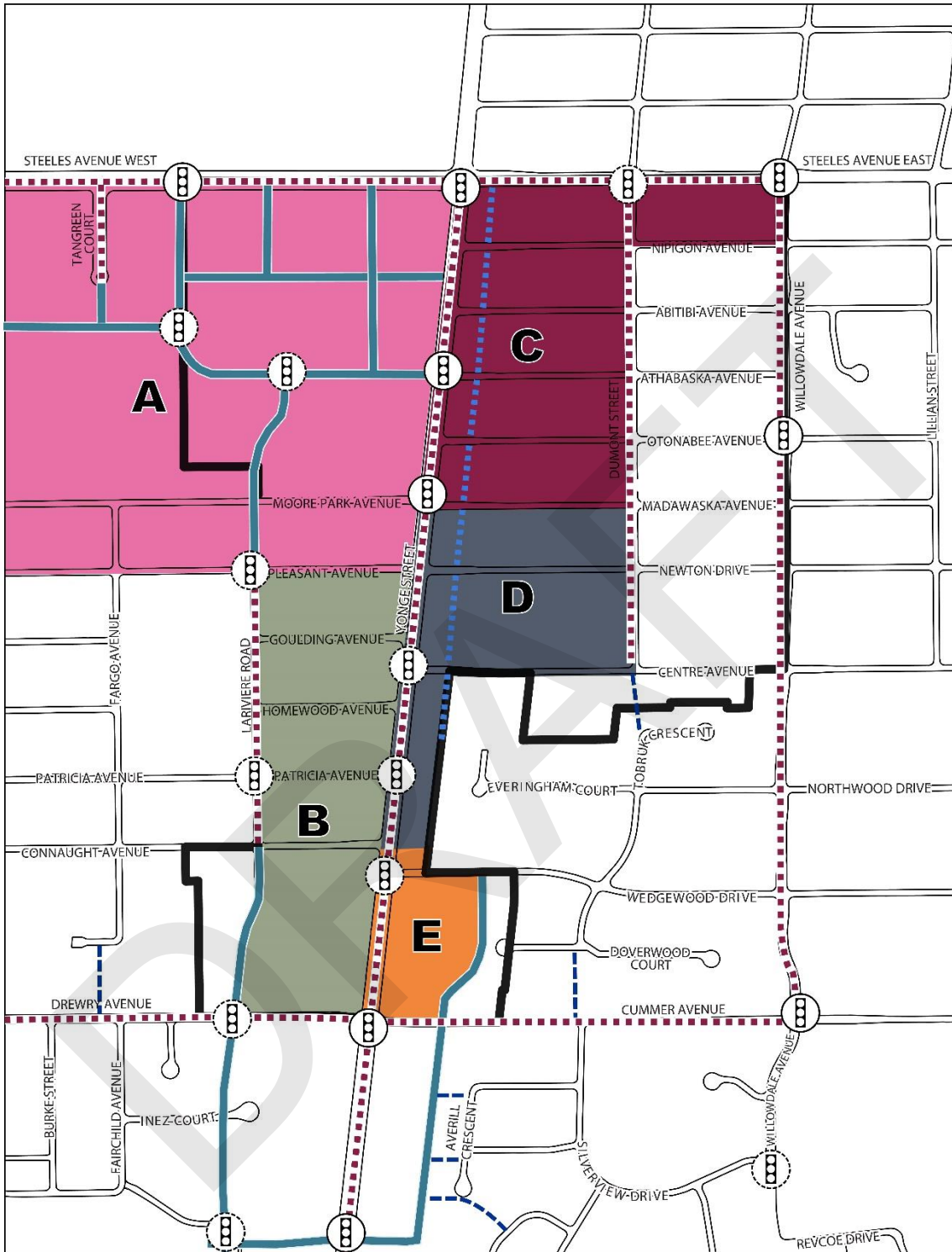
## MAP X-10 Transit and Transportation Demand Management

- Yonge Street North Secondary Plan
- Planned Subway Extension
- Planned Subway Station
- Transit Priority Corridor
- Potential Subway Station
- Potential Shared Mobility Hubs

Draft map

Not to Scale

June 2022



## Yonge Street North Secondary Plan MAP X-11 Transportation Implementation Plan

- Yonge Street North Secondary Plan
- Existing Signalized Intersections
- Proposed Signalized Intersections
- New Public Street
- New Multi-Use Trail
- Modified Street
- New/Modified Lane

Development Area ID	Improvements Required
A	<ul style="list-style-type: none"><li>L shaped road (Yonge Street to Steeles Avenue)</li><li>North-south roads between Yonge Street and Secondary Plan western boundary</li><li>East-west road (Yonge Street to "scraped road")</li><li>North-south road (L shaped road to Pleasant Avenue)</li><li>East-west road (L shaped road to Hilda Avenue)</li><li>Tangreen Court Improvements</li></ul>
B	<ul style="list-style-type: none"><li>Lariviere Road Improvements</li><li>Lariviere Road extension (Connaught Avenue to Drewry Avenue)</li></ul>
C	<ul style="list-style-type: none"><li>Public Laneway (Steeles Avenue to Centre Park south end)</li><li>Dumont Street Improvements</li></ul>

Development Area ID	Improvements Required
D	<ul style="list-style-type: none"><li>Dumont Street Improvements</li><li>Multi-use Trail Connection (Dumont Street to Tobruk Crescent)</li></ul>
E	<ul style="list-style-type: none"><li>North-south road (Wedgewood Drive to Cummer Avenue)</li></ul>
ALL	<ul style="list-style-type: none"><li>Yonge Street Improvements</li><li>Steeles Avenue Widening and Improvements</li></ul>

Draft map

Not to Scale



June 2022