

Authority: Planning and Growth Management Committee Item 37.2,  
as adopted by City of Toronto Council on May 11 and 12, 2010  
Enacted by Council: June 9, 2010

**CITY OF TORONTO**

**BY-LAW No. 623-2010**

**To adopt Amendment No. 116 to the Official Plan for the City of Toronto respecting the  
Yonge-Eglinton Centre.**

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

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

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

1. The attached Amendment No. 116 to the Official Plan is hereby adopted pursuant to the  
*Planning Act*, as amended.

ENACTED AND PASSED this 9th day of June, A.D. 2010.

SANDRA BUSSIN,  
Speaker

ULLI S. WATKISS  
City Clerk

(Corporate Seal)

**AMENDMENT NO. 116 TO THE OFFICIAL PLAN**

**Lands within the Yonge-Eglinton Secondary Plan Area**

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

1. Map 2, Urban Structure, is amended by deleting the configuration of the Yonge-Eglinton *Centre* as shown therein and inserting the revised Yonge-Eglinton *Centre* as shown on the attached Schedule 'A'.
2. Chapter 2, Section 2.2.2 *Centres*: Vital Mixed Use Communities is amended by deleting the eighth paragraph of unshaded text that begins with the words 'Yonge-Eglinton Centre' and replacing it with the following paragraph:

'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 future Eglinton Avenue Light Rapid Transit line, both of which bisect the City. This strategic location, and its short subway connections to both *Downtown* and the North York Centre, ensure that this *Centre* continues to develop as both an office centre and a desirable living area. Employment within the *Centre* is focussed at the intersection of Yonge Street and Eglinton Avenue and along Eglinton Avenue East. This *Centre* is still an important area of employment, highly accessible by transit to a large segment of Toronto's labour force. The residential population is found in older and more recent infill buildings throughout the *Apartment Neighbourhoods* east of Yonge Street, and newer condominium residences near the intersection of Yonge Street and Eglinton Avenue and along Eglinton Avenue East.

The Yonge-Eglinton Centre has potential for new development through: the infill and redevelopment of key sites near the Yonge-Eglinton intersection and along Eglinton Avenue East, mid-rise development on both Mount Pleasant Road south of Eglinton Avenue and Yonge Street north of Roehampton Avenue, and sensitive infill development within the *Apartment Neighbourhoods* designation. Through the development process, improvements will be made to the quality of the pedestrian realm, and new parks and open spaces will be created.

3. Chapter 6, Section 21, Yonge-Eglinton Secondary Plan is amended as follows:
  - (i) Section 2.8 be deleted and replaced with the following:

'Transportation

- 2.8 Major development proposals will be subject to the City of Toronto's Transportation Impact Study requirements and, where appropriate, Transportation Demand Management Study requirements. The city will promote the design of new development which encourages travel by walking, cycling and transit.

- 2.9 New developments shall be encouraged to consider implementation of sustainable transportation initiatives, such as: providing facilities for car-sharing; enhanced facilities for bicycle users; entrance connections to transit facilities; and bulk purchase of transit passes to minimize the potential incremental impact of vehicular traffic in the area.
- 2.10 New development will be required to provide an adequate supply of parking and loading to meet site requirements while balancing the City's goal to reduce reliance on automobile use. Parking requirements may be reduced for the development in '*Mixed Use Areas*' and '*Apartment Neighbourhoods*' which are in close proximity to subway and light rapid transit access provided the proponents can demonstrate how projected travel can be accommodated by other modes. The purpose of such relief is to: reduce reliance on automobiles; reduce conflicts between vehicular traffic and on-street servicing; and maximize the utilization of existing parking facilities.
- 2.11 The provision of loading dock management plans to maximize the efficiency of planned infrastructure shall be required where necessary.
- 2.12 New developments shall provide adequate, safe and well-designed pedestrian connections to parking facilities.
- 2.13 Bicycle linkages (routes, trails and lanes) shall be encouraged and investigated to connect the Yonge-Eglinton Centre to the City's Bicycle Master Plan bicycle network.
- 2.14 Enhanced bicycle facilities such as bike lockers and change rooms will be encouraged in all new significant developments.

#### Urban Form and Public Realm

- 2.15 New development shall promote architectural excellence and environmentally sustainable and innovative design.
- 2.16 Improvements to the public realm throughout the area will be encouraged including enhancements to streetscapes, existing open spaces and wider sidewalks. When a new development is proposed on a major street, the possibility of a building setback to provide a wider sidewalk will be considered. When the Eglinton Avenue or Yonge Street right-of-way is reconstructed wider sidewalks will be considered as part of the reconstructed right-of-way.
- 2.17 Where large blocks exist, particularly between Yonge Street and Mt. Pleasant Rd., mid-block pedestrian connections will be encouraged in new developments.

### Community Services

- 2.18 Community service facilities shall be delivered in a timely manner in order to provide the social infrastructure required to support additional growth in the Yonge Eglinton Secondary Plan area.
- 2.19 Community service facilities shall be designed in a way that promotes the development of flexible, multi-purpose facilities that may be shared by a number of agencies providing programs and services to the residential and working populations of the area.
- 2.20 Community service facilities shall be designed with input from local service providers, residents and appropriate City staff to ensure that the location, size and configuration is sufficient to meet the community service needs of the area, both in the long and short term.'
- (ii) Current Sections 2.9 as amended and 2.10 be renumbered as Sections 2.21 and 2.22 respectively and that the new Section 2.21 be preceded by the words, in italics: '*Parks and Open Space Areas*'.
- (iii) The following policies be added following the new Section 2.22:

### 'Construction Management

- 2.23 Construction Management Plans will be required for new developments in *Mixed Use Areas* and *Apartment Neighbourhoods* to ensure minimal disruptions to the surrounding area and good communications with neighbours of the development site during the construction period.

### Monitoring

- 2.24 A monitoring framework for transportation activity in the Yonge-Eglinton area will be implemented in co-operation with local communities to minimize the transportation impact and traffic infiltration resulting from significant new developments.
- 2.25 Community Service facilities serving the Yonge Eglinton Secondary Plan area shall be monitored on an ongoing basis to ensure that the social infrastructure is developed in tandem with the phased development of new development, in order to assess the need for new facilities over time.'
- (iv) Section 4 be amended by:
- (1) deleting the first paragraph of Section 4 and Policy 4.1 and adding the following as a new policy 4.1;
- '4.1 The City will enact regulations, review plans and drawings and make requirements so as to ensure a compatible relationship of

uses in *Mixed Use Areas* and residential uses in adjacent residential areas. It is a further objective to encourage that access points, the relationship of development to the sidewalk and the location of walls, fences and trees enhance the quality of the streetscape. A number of *Mixed Use Areas* have specific policies which are applicable. Subject to policies 4.2 to 4.6 inclusive, *Mixed Use Areas* will be regarded as a predominantly street related retail and service use area within which residential uses will be encouraged and commercial and institutional uses permitted.'

- (2) Adding the new policy 4.2 and renumbering the existing policies 4.2 to 4.5 respectively as 4.3 to 4.6:

'4.2 *Mixed Use Area 'A'* (Yonge-Eglinton Focused Area)

- (a) *Mixed Use Area 'A'* as identified on Map 21-1 will be regarded as a significant commercial area which is intended to contain a major concentration of office and retail employment, and within which, components of residential, institutional and other commercial uses are to be accommodated. Within this area, the height, density and scale of development will be greater than elsewhere in the Secondary Plan area, recognizing its role as the transportation and commercial focal point of the local community. In considering new development proposals, particular regard will be had in avoiding adverse impacts resulting from height, scale and density, on abutting *Neighbourhoods* and on other *Mixed Use Areas*.
- (b) In addition to the policies of the Official Plan, Urban Design Guidelines which promote compatible built form and exceptional urban design will guide new development in *Mixed Use Area 'A'*.

The Pedestrian Realm, Open Space

- (c) Improvements to existing pedestrian conditions, including underground connections to the Subway and Light Rapid Transit, shall be encouraged and investigated to address local pedestrian needs and opportunities.
- (d) Comprehensive redevelopment of the northeast quadrant of the Yonge-Eglinton intersection that incorporates publicly accessible open space on the corner will be encouraged.
- (e) Street-related retail along Yonge Street will be retained and encouraged.
- (f) The introduction and improvement of street-related retail along Yonge Street on the south west quadrant of the intersection will be

encouraged to better connect this area with the established retailing area to the south.

- (g) To strengthen the community focus a public park and community facilities should be established in the southwest quadrant of the Yonge-Eglinton intersection. in a timely fashion.

#### Transportation

- (h) Transit-oriented developments which enhance accessibility to nearby TTC facilities and services, including, direct connections will be a priority in *Mixed Use Area 'A'*.
- (i) A new TTC bus terminal on the southwest quadrant of the intersection, linked to the Eglinton station on the Yonge subway line and the new Yonge-Eglinton Light Rapid transit station, will improve public transit accessibility for the area.
- (j) Transit vehicle access to the new Eglinton bus terminal will be designed to minimize pedestrian/transit vehicle conflicts while maintaining acceptable bus operations.
- (k) The design of the new TTC bus terminal and redevelopment of the TTC lands shall not preclude the construction of a future higher-order transit facility along Eglinton Avenue West, as identified in the City's Official Plan.
- (l) Measures to improve TTC bus operations in the Yonge-Eglinton area, with particular regard to ingress/egress from the Eglinton Bus Terminal shall be encouraged and investigated.
- (m) New development shall accommodate the transit functions in *Mixed Use Area 'A'*, including a new permanent bus terminal in the southwest quadrant of the Yonge-Eglinton intersection.
- (n) A new public road extending east and south from Duplex Avenue to Berwick Avenue will be implemented through new development to facilitate comprehensive development and improved pedestrian and vehicular accessibility within the southwest quadrant of the Yonge-Eglinton intersection. New development shall not prelude the implementation of a new public road and shall provide land dedications where necessary to implement the public road.
- (o) Strategies to encourage and support the business and office focus of *Mixed Use Area 'A'* shall be pursued in partnership with all stakeholders.

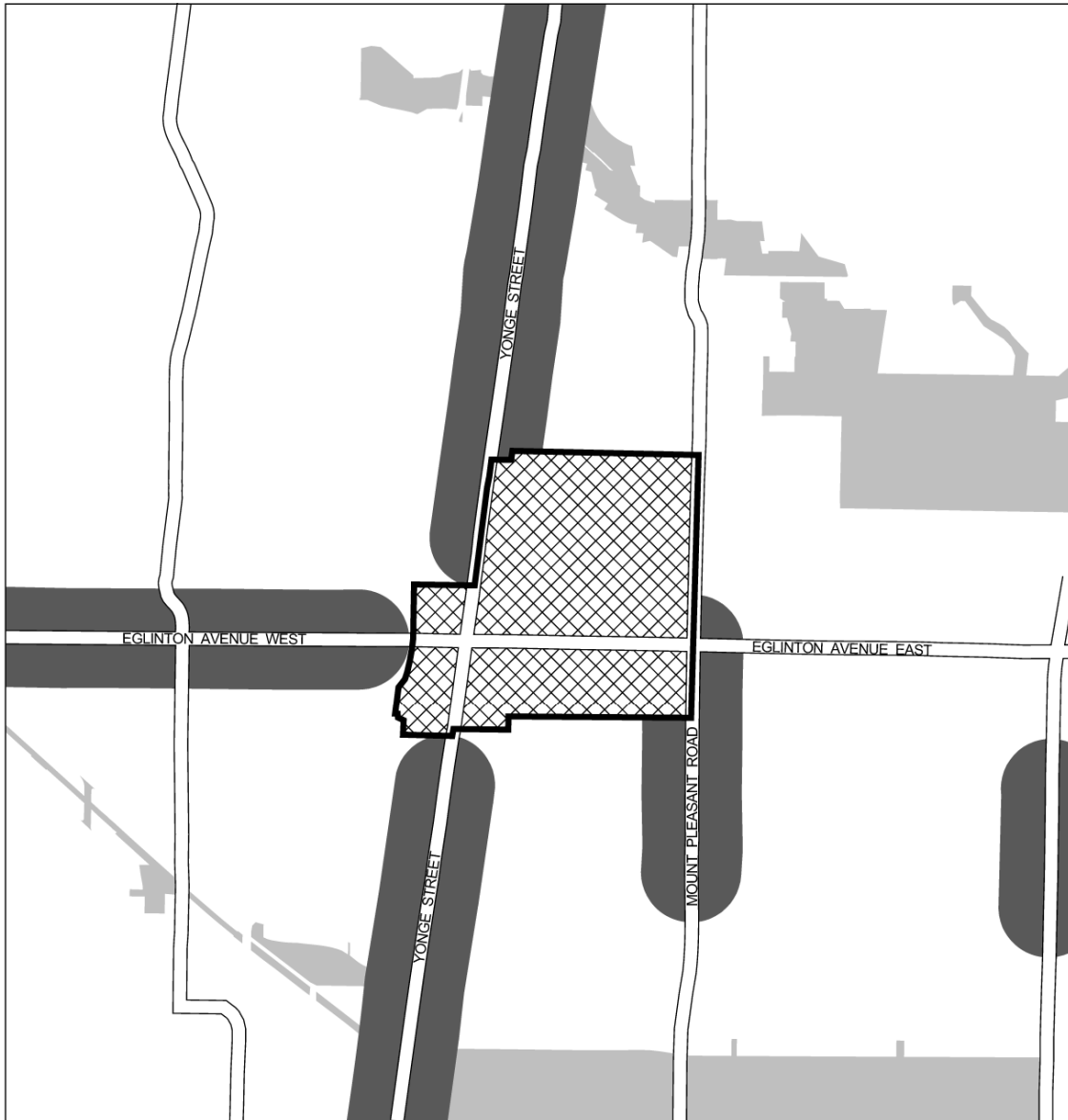
Community Facilities and Benefits

- (p) Priorities for Community Benefits to be secured under Section 37 of the Planning Act include:
- Community facilities including non-profit licensed daycare and flexible multi-purpose community space.
  - Public parkland and park improvements in excess of required parkland dedications under Section 42 of the *Planning Act*.
  - Public realm, pedestrian connections, and streetscape improvements.
  - Public Art.
- (q) To promote the implementation of the public transit and social infrastructure necessary to accommodate additional development, public transit facilities and public community and recreation facilities shall be excluded from the calculation of density from projects within *Mixed Use Area 'A'*.
- (v) Section 5 Yonge-Eglinton Focussed Area (as amended by OPA 63) be deleted and replaced by the following:
- '5. YONGE- EGLINTON CENTRE**
- 5.1 It is the intent of this Plan that the Yonge-Eglinton Centre, shown on Map 21-1, shall satisfy the requirements of an 'Urban Growth Centre' within the meaning of the Growth Plan for the Greater Golden Horseshoe.
- 5.2 Within the Yonge-Eglinton Centre the highest heights, densities and scale of development will be within *Mixed Use Area 'A'* on the blocks at the four quadrants of the intersection of Yonge Street and Eglinton Avenue.
- 5.3 The heights, densities and scale of development will decrease along Eglinton Avenue East with increasing distance from the Yonge-Eglinton intersection within the Yonge Eglinton Centre.
- 5.4 The *Apartment Neighbourhoods* within the Yonge Eglinton Centre are largely built-up and considered to be physically stable areas. Development in these *Apartment Neighbourhoods* will comply with the policies of the Official Plan, particularly the policies in Sections 2.3.1 and 4.2.
- 5.5 Development on the lands on the east side of Yonge Street north of Roehampton Avenue and the west side of Mount Pleasant Road south of Eglinton Avenue East within the Yonge-Eglinton Centre will be mid-rise

buildings with a scale in the range of 8 to 12 storeys with retail uses at-grade.

- 5.6 Where only a portion of a lot is located within the Yonge-Eglinton Centre, the intensification policies of the Official Plan applicable to Centres and the intensification policies of the Growth Plan for the Greater Golden Horseshoe applicable to Urban Growth Centres are to be applied only to the portion of the lot located within the Yonge-Eglinton Centre.
  - 5.7 New development in the Yonge Eglinton Centre will be compatible with maintaining the character of surrounding *Neighbourhoods*.'
  - 5.8 New development in the Yonge Eglinton Centre will maintain a high quality of life and residential amenity for existing and new residents and will implement the Built Environment policies of the Official Plan.
  - 5.9 Investment in public transit infrastructure improvements shall be a priority for Yonge-Eglinton Centre, with all levels of government encouraged to improve the public transit-supportive focus of the Yonge-Eglinton Centre.
- (vi) Section 6 'Policies Applicable to *Mixed Use Area*' be deleted.
  - (vii) Section 7 Site and Area Specific Policies be renumbered as Section 6 and policies 7.1 to 7.6 inclusive be renumbered as policies 6.1 to 6.6 inclusive.
- 4. Map 21-1 of the Yonge-Eglinton Secondary Plan Land Use Plan be amended by adding the indication identifying the Yonge-Eglinton Centre, adding the phrase "Yonge Eglinton Centre" to the key of Map 21-1, and changing the name of Map 21-1 to 'Yonge-Eglinton Secondary Plan' all as shown on Schedule 'B' to this amendment.





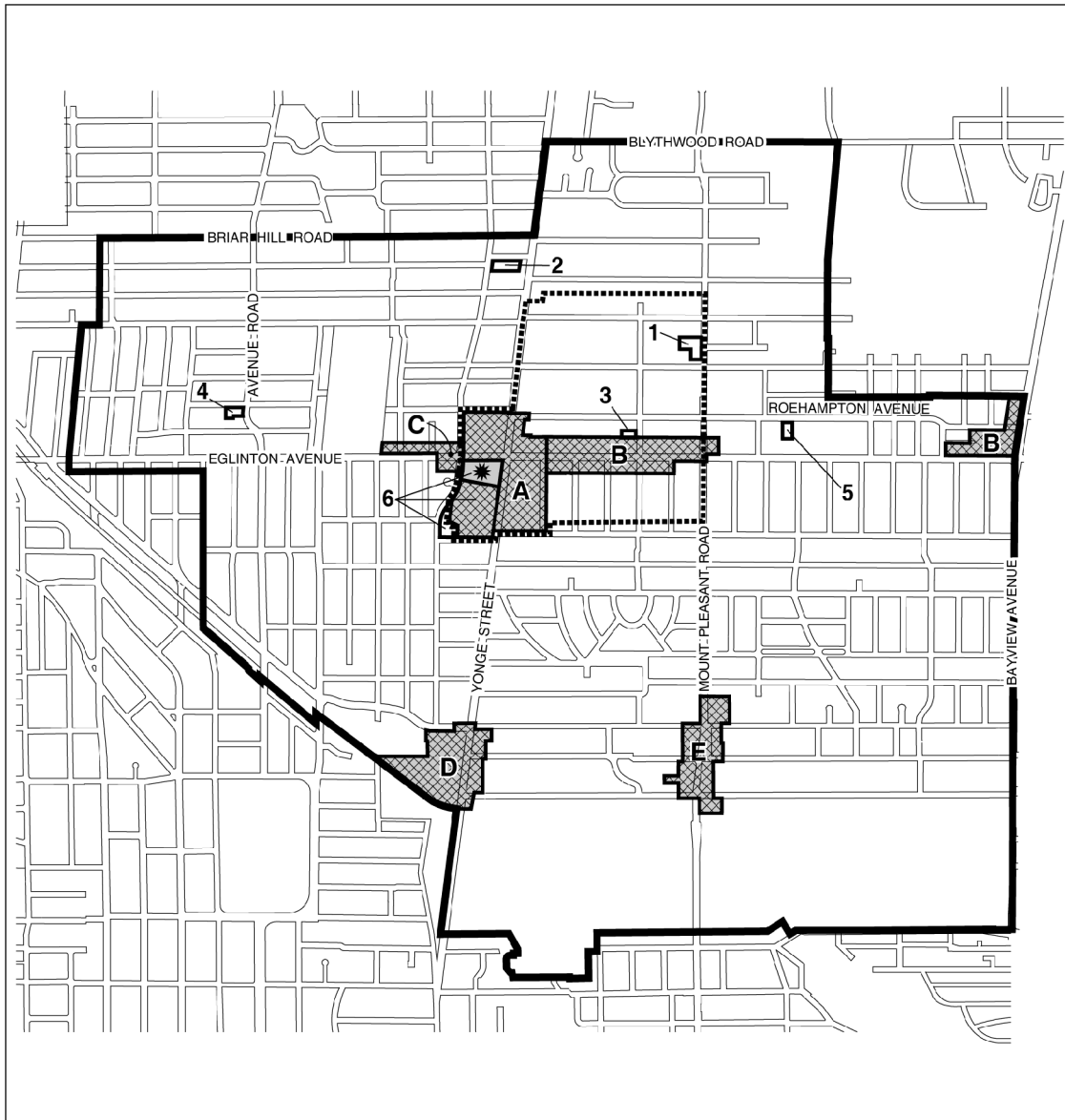
## Official Plan Amendment #116: Schedule A

Revisions to Yonge-Eglinton Centre on Map 2 Urban Structure

Yonge-Eglinton Centre



Not to Scale  
March 2010



## Official Plan Amendment #116: Schedule B

## Yonge-Eglinton Secondary Plan

Map 21-1, Land Use Plan, of Chapter 6, Section 21, Yonge-Eglinton Secondary Plan is amended by revisions to the boundary of Yonge-Eglinton Centre

- |                         |                                 |
|-------------------------|---------------------------------|
| Secondary Plan Boundary | Special Study Area              |
| Mixed Use Areas         | Site and Area Specific Policies |
| Yonge-Eglinton Centre   |                                 |

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Not to Scale  
March 2010