

Authority: Planning and Growth Management Committee Item 34.1,
adopted as amended, by City of Toronto Council on July 8, 9, 10 and 11, 2014

CITY OF TORONTO

BY-LAW No. 728-2014

To adopt Amendment No. 253 to the Official Plan for the City of Toronto with respect to certain lands abutting Eglinton Avenue between Jane Street and Kennedy Road.

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 information to the public and held a public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 253 to the Official Plan of the City of Toronto is hereby adopted.

Enacted and passed on July 11, 2014.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

AMENDMENT NO. 253 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO
CERTAIN LANDS ABUTTING EGLINTON AVENUE BETWEEN JANE STREET AND
KENNEDY ROAD

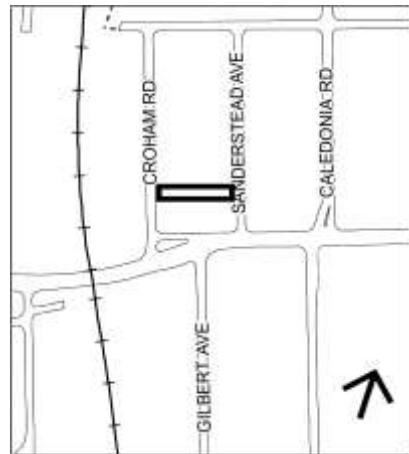
The Official Plan of the City of Toronto is amended as follows:

1. Map 17, Land Use Plan, is amended by re-designating the lands as shown on Schedules 1, 2, 3, 4 and 5 attached to and forming part of this Amendment No. 253.
2. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 474 as follows:

"474. Certain Lands on the north side of Eglinton Avenue West between Croham Road and Sanderstead Avenue

- (a) The subject lands shall remain designated *Neighbourhoods*. Where a lot is located partly within the *Neighbourhoods* designation and the *Mixed Use Areas* designation, the *Neighbourhoods* component of the lot may then, notwithstanding Chapter 4.1 of the Official Plan, be used only for the following uses:

- (i) new or widened public lanes;
- (ii) soft-landscaping ancillary to the *Mixed Use Areas* designation component of the lot; and
- (iii) parking ancillary to the *Mixed Use Areas* designation component of the lot.



- (b) If any part of the lands is consolidated with the lands designated *Mixed Use Areas* to the south, the part of the lot designated *Neighbourhoods* shall not be severed from the part of the lot designated as *Mixed Use Areas* once development has occurred pursuant to (a) above.
 - (c) Subsection (b) does not apply to any part of the lands that have been conveyed or leased to City or its agencies."
3. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 475 as follows:

"475. Certain Lands on the south side of Eglinton Avenue East west of Hanna Road

- (a) Notwithstanding Chapter 4.1 of the Official Plan of the City of Toronto, townhouses are a permitted building type.

(b) Future development on the lands shall:

- (i) not exceed 4 storeys in height;
- (ii) for properties fronting on to Eglinton Avenue East, servicing, loading, and vehicle access will be taken from Hanna Road by means of a public laneway at the rear;
- (iii) for dwellings fronting on Eglinton Avenue East generally maintain front setbacks in keeping with the front setbacks of dwellings on Eglinton Avenue East between Hanna Road and Sutherland Drive or, for dwellings fronting on Hanna Road generally maintain front setbacks in keeping with the front setbacks of dwellings on Hanna Road south of Eglinton Avenue East; and
- (iv) generally implement the Infill Townhouse Guidelines."



4. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 476 as follows:

"476. Certain Lands on the north and south side of Eglinton Avenue

A system of continuous and connected public laneways 6 metres in width will be developed on the rear portions of properties fronting Eglinton Avenue to provide access to parking, loading and servicing to the rear of new development, as follows:

- (a) New public laneways and extensions of existing public laneways will be required in conjunction with new development where they are not already in place and in the locations identified on the following Plans 1, 2, 3, 4, 5, 6, 7 and 8.



Plan 1

---▶ Extension of Existing Public Lane
 ——— New Public Lane



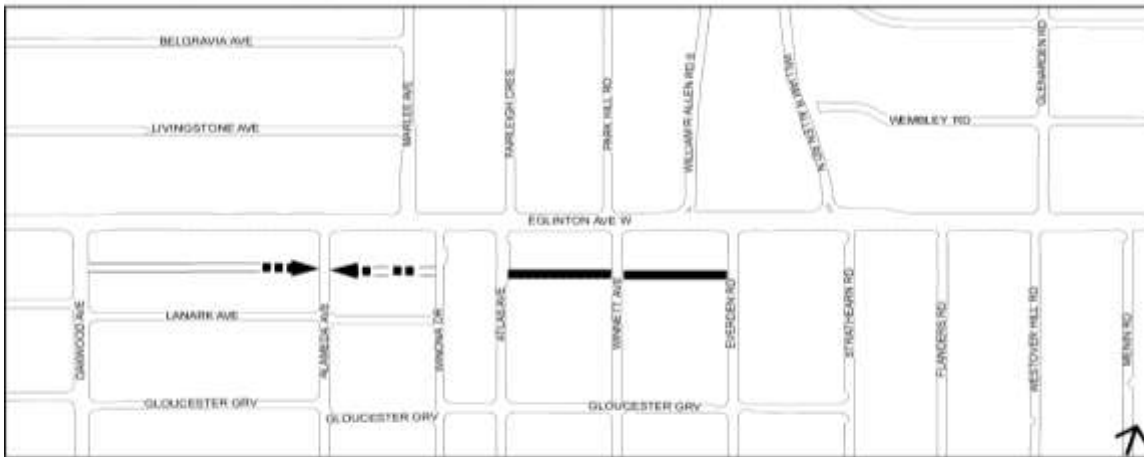
Plan 2

- ▶ Extension of Existing Public Lane
- New Public Lane



Plan 3

- ▶ Extension of Existing Public Lane
- New Public Lane



Plan 4

- ▶ Extension of Existing Public Lane
- New Public Lane



Plan 5

---▶ Extension of Existing Public Lane
— New Public Lane



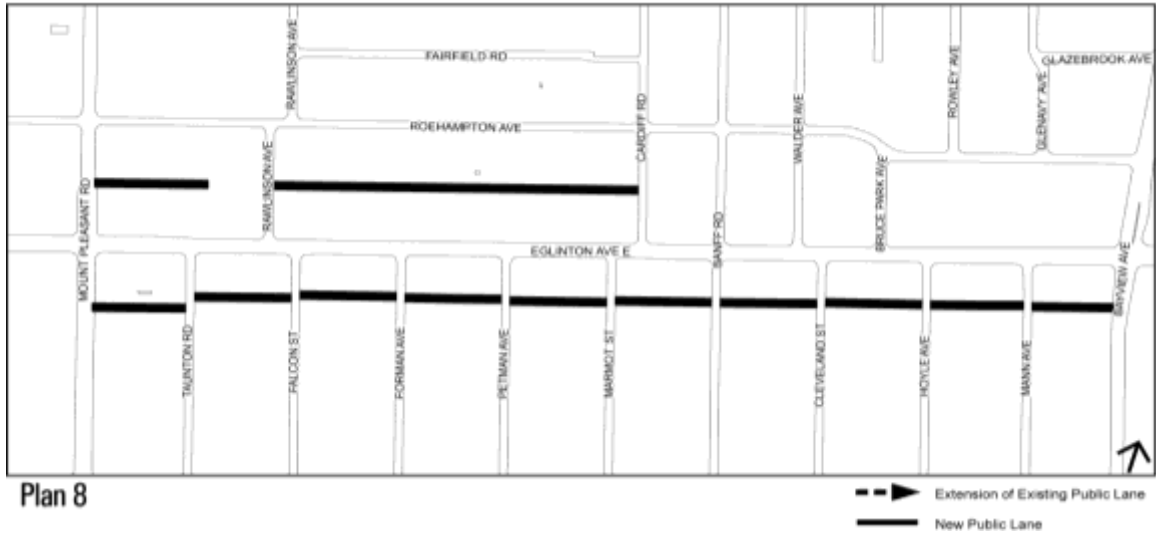
Plan 6

---▶ Extension of Existing Public Lane
— New Public Lane



Plan 7

---▶ Extension of Existing Public Lane
— New Public Lane



- (b) New public laneways and extensions of existing public laneways will be designed and constructed in a manner that can connect to future further extensions of the laneway and in consideration of the parcel fabric.
- (c) Where the existing public laneways are less than the standard width, conveyance of land to the City, at nominal cost, to widen the lane to the standard width will be required to implement Chapter 2.2, Policy 3c), of the Official Plan of the City of Toronto.
- (d) Access to vehicular parking, loading areas and servicing areas for new development must be from a rear public laneway, except for properties as described in (e) below.
- (e) Where development occurs on a property where a rear laneway cannot connect to an existing public laneway, flanking street or other right-of-way with vehicular access, land must be conveyed to the City, at nominal cost, for the future construction of the laneway, along with a letter of credit in an amount satisfactory to the General Manager of Transportation Services to secure the construction cost of the laneway being borne by the development.
- (f) For development on properties as described in (e) above, interim vehicular access from Eglinton Avenue may be permitted, provided that:
 - (i) if vehicular access from the laneway becomes available, vehicular access shall be taken exclusively from the laneway, the street access shall be eliminated, and the sidewalk and boulevard shall be restored to a standard mid-block condition;
 - (ii) the associated Site Plan Agreement anticipates the future relocation of access from the street to the laneway, and a letter of credit is provided in an amount satisfactory to the General Manager of Transportation Services to secure the cost of obligations in (i) above being borne by the development; and

- (iii) the design of the vehicular access generally implements the Performance Standards for Mid-Rise Buildings.
 - (g) Property owners will be responsible for the construction of new, extended, and widened public laneways in conjunction with development on their lands, and responsible for the conveyance of laneways to the City, at nominal cost, following development.
 - (h) All new public laneways, extensions to existing public laneways, and widenings to existing public laneways shall be constructed to their planned width entirely on the parcel subject to the new development.
 - (i) If a property is currently served by a rear private laneway, any such private laneway will be constructed to municipal standards and with the characteristics of a public laneway, with the exception of ownership, and the owner of the private laneway will convey an easement to the City, at nominal cost, for public access to the private laneway at all times.
 - (j) Any extension to an existing private laneway will be public and to that end will be conveyed to the City for nominal consideration.
 - (k) The conveyance of land to the City for new and/or extended public laneways or provision of an easement for public access over an existing private laneway, will be required for nominal consideration from property owners as a condition of subdivision, severance, rezoning, minor variance, condominium or site plan approvals."
5. Chapter 7, Map 28 Site and Area Specific Policy No. 31, is replaced as follows:

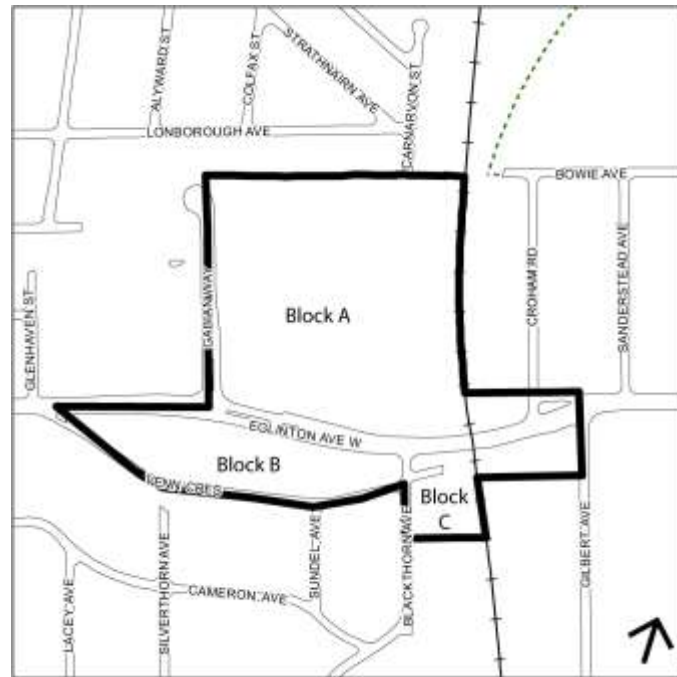
"31. Certain Lands in the vicinity of Eglinton Avenue West and Gabian Way

- (a) Development on the lands will be supported by the following transportation infrastructure:
 - (i) a new network of public streets on Block A;
 - (ii) new pedestrian and cycling connections between the existing high-rise neighbourhood to the west of Block A and the future Crosstown LRT station entrance;
 - (iii) new direct pedestrian connections between existing neighbourhoods, future development and the future Crosstown LRT and GO stations;
 - (iv) a new cycling connection between future development, the Beltline Trail and future Crosstown LRT and GO stations via an extension of the Beltline Trail alongside the railway tracks or a new bi-directional bicycle on Croham Road;

- (v) closure and consolidation of the stub portion of Venn Crescent, east of Blackthorn Avenue when redevelopment of Block C occurs; and
 - (vi) a mid-block pedestrian connection from Eglinton Avenue West south to Venn Crescent when redevelopment of Block B occurs.
- (b) Development on the lands will be encouraged to provide structured parking.

- (c) Development on the lands will be supported by the creation of publicly owned and publicly accessible green open space.

- (d) Development on the lands identified as Block A will include a new large publicly owned open space along the Eglinton frontage that will be integrated with the Crosstown LRT Station plaza.



- (e) If development on the lands identified as Block A occurs in a phased manner, the publicly owned and publicly accessible open space shall be secured, at nominal cost to the City, during the initial phase of development.
- (f) To support a balanced mix of uses, development on the lands identified on Block A and B will:
- (i) maintain the amount of existing non-residential gross floor area on the lands;
 - (ii) include a range of retail establishment sizes; and
 - (iii) maintain a grocery store use on Block A as redevelopment occurs.
- (g) Development on the lands identified as Block A will:
- (i) include a range of building scales and types including low-rise, mid-rise and tall buildings in each phase of development;
 - (ii) include a range of residential building types, unit sizes and tenures; and

- (iii) locate lower scale buildings at the north end to provide transition in scale to existing low-rise residential dwellings to the north.
 - (h) Development on the lands identified as Block B and C will:
 - (i) locate mid-rise buildings along the Eglinton Avenue West frontage; and
 - (ii) locate lower scale buildings on Block B along Venn Crescent and Blackthorn Avenue to provide transition in scale to existing *Neighbourhoods* to the south.
 - (i) Development on the lands will provide enhanced community services and facilities such as new, non-profit licensed child care facilities, new parks and open space, a new or consolidated public library facility and community agency space. Such services and facilities will be secured through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication polices."
6. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 477 as follows:

"477. Certain Lands in the vicinity of Eglinton Avenue West and Dufferin Street

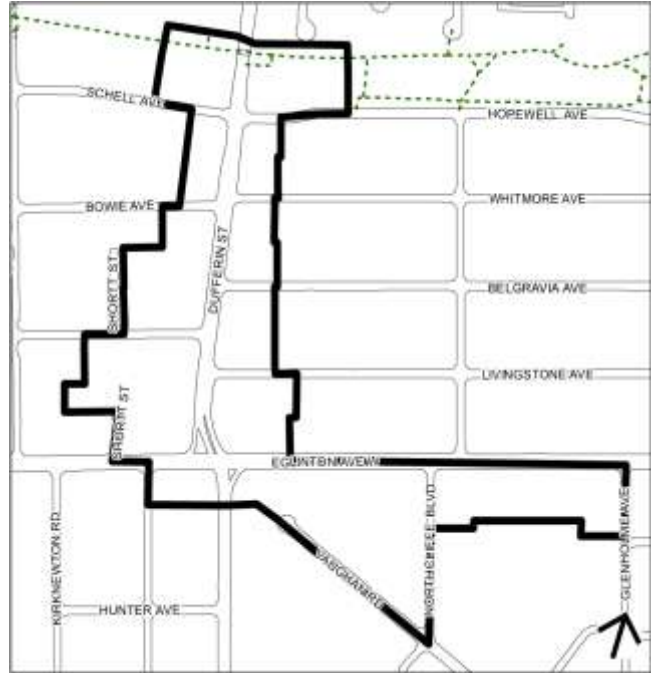
- (a) Development on the lands will be supported by transportation infrastructure as follows:
 - (i) new and improved pedestrian connections to the future Crosstown LRT station entrances;
 - (ii) improved pedestrian connections to St. Thomas Aquinas School, Fairbank Middle School and Fairbank Memorial Park;
 - (iii) greater setbacks along the east side of Dufferin Street from Eglinton Avenue to the Beltline trail to provide wider sidewalks and improve the public realm; and
 - (iv) cycling connections to the Beltline Trail including a two-way cycling connection along Locksley Avenue and Northcliffe Road connecting the Beltline with Vaughan Road.
- (b) The enactment of any amendment to the zoning by-law to permit residential units is conditional upon the prior or concurrent adoption by Council of Transportation Study that:
 - (i) considers the extension of Shortt Street between Eglinton Avenue West and Ramsden Road; and

- (ii) considers eliminating the jog between Locksley Avenue and Northcliffe Boulevard and redesigning the intersection to improve pedestrian and cycling connections.
- (c) To support a balanced mix of uses, new development on the lands will:

- (i) maintain the amount of existing non-residential gross floor area on the lands; and
- (ii) include a range of retail establishment sizes.

- (d) Development on the lands will enhance the public realm as follows:

- (i) create a high quality civic plaza at the main entrance to the Crosstown LRT station; and
- (ii) enlarge and redesign St. Hilda's parkette so that it is integrated with the Crosstown LRT station entrance and improves the pedestrian connection to Vaughan Road.



- (e) Development on the lands will:
 - (i) maintain the main street character of Dufferin Street and Eglinton Avenue West including retail uses on the ground floor;
 - (ii) provide appropriate transition in scale between new development and existing nearby *Neighbourhoods*;
 - (iii) be predominately mid-rise, accented with tall buildings at the intersection of Eglinton Avenue West and Dufferin Street that generally implement Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings;
 - (iv) consider the view terminus at the northeast and southwest quadrants of the Dufferin Street and Eglinton Avenue West intersection caused by the jog along Dufferin Street when travelling north and south along Dufferin Street;

- (v) increase pedestrian space by providing greater setbacks at each of the four corners of Dufferin Street and Eglinton Avenue and particularly on the north west corner; and
 - (vi) incorporate the City-owned parking lot in the redevelopment of the northwest quadrant of the Dufferin Street and Eglinton Avenue intersection subject to suitable arrangements being made for replacement of this public parking.
- (f) Development on the lands will provide enhanced community services and facilities such as new, non-profit licensed child care facilities, new parks and open space, improvements to Fairbank Memorial Park and community agency space. Such services and facilities will be secured through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication polices."
7. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 478 as follows:
- "478. Certain Lands in the vicinity of Eglinton Avenue West and Bayview Avenue**
- (a) Development on the lands will be supported by the following transportation infrastructure:
 - (i) a new north-south public street in the northwest quadrant to create a pedestrian-oriented block structure with linkages to the Crosstown LRT station; and
 - (ii) new pedestrian linkages through any new development on the northwest corner of Bayview Avenue and Eglinton Avenue East to the LRT station entrance in addition to (i), above.
 - (b) To support a balanced mix of uses, new development on the lands will:
 - (i) maintain the amount of existing non-residential gross floor area;
 - (ii) include a range of retail establishment sizes; and
 - (iii) maintain a grocery store use as redevelopment occurs.
 - (c) Development on the lands will be encouraged to provide structured parking.
 - (d) Development on the lands will enhance the public realm as follows:
 - (i) protect and enhance access to Howard Talbot Park;

- (ii) create additional parks and open space including urban squares and plazas in conjunction with Crosstown LRT station entrances, particularly on the lands located at the northwest corner of Eglinton Avenue East and Bayview Avenue intersection; and
 - (iii) provide setbacks on the lands at each of the four corners of the Eglinton Avenue East and Bayview Avenue intersection to provide increased pedestrian space.
- (e) Development on the lands will:
- (i) be predominantly mid-rise in height and form;
 - (ii) incorporate setbacks to maintain a consistent street wall with existing apartment buildings along Eglinton Avenue East west of Bayview Avenue; and
 - (iii) provide transition in scale between new development and existing nearby *Neighbourhoods*.

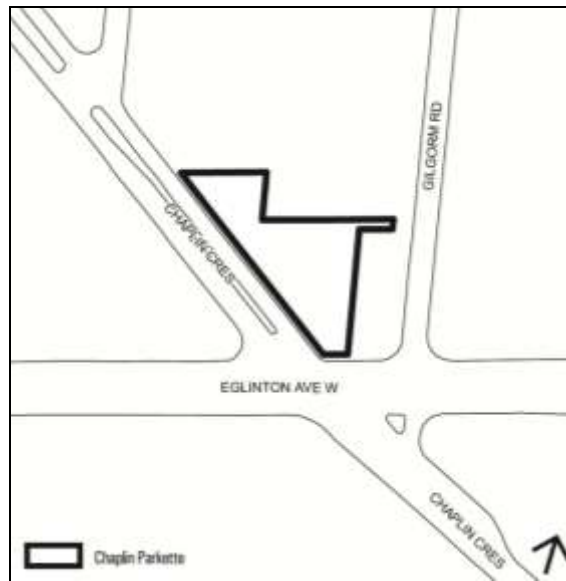


8. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 479 as follows:

"479. 310 Chaplin Crescent (Chaplin Parkette) and Certain Lands on the North and South side of Eglinton Avenue

- (a) Notwithstanding Chapter 2.3.2, Policy 4, of the Official Plan of the City of Toronto, the City of Toronto may accept appropriate compensation, other than a

land exchange, for the sale or disposal of parks property required for construction of the Metrolinx Rapid Transit Projects."





Eglinton Connects Planning Study



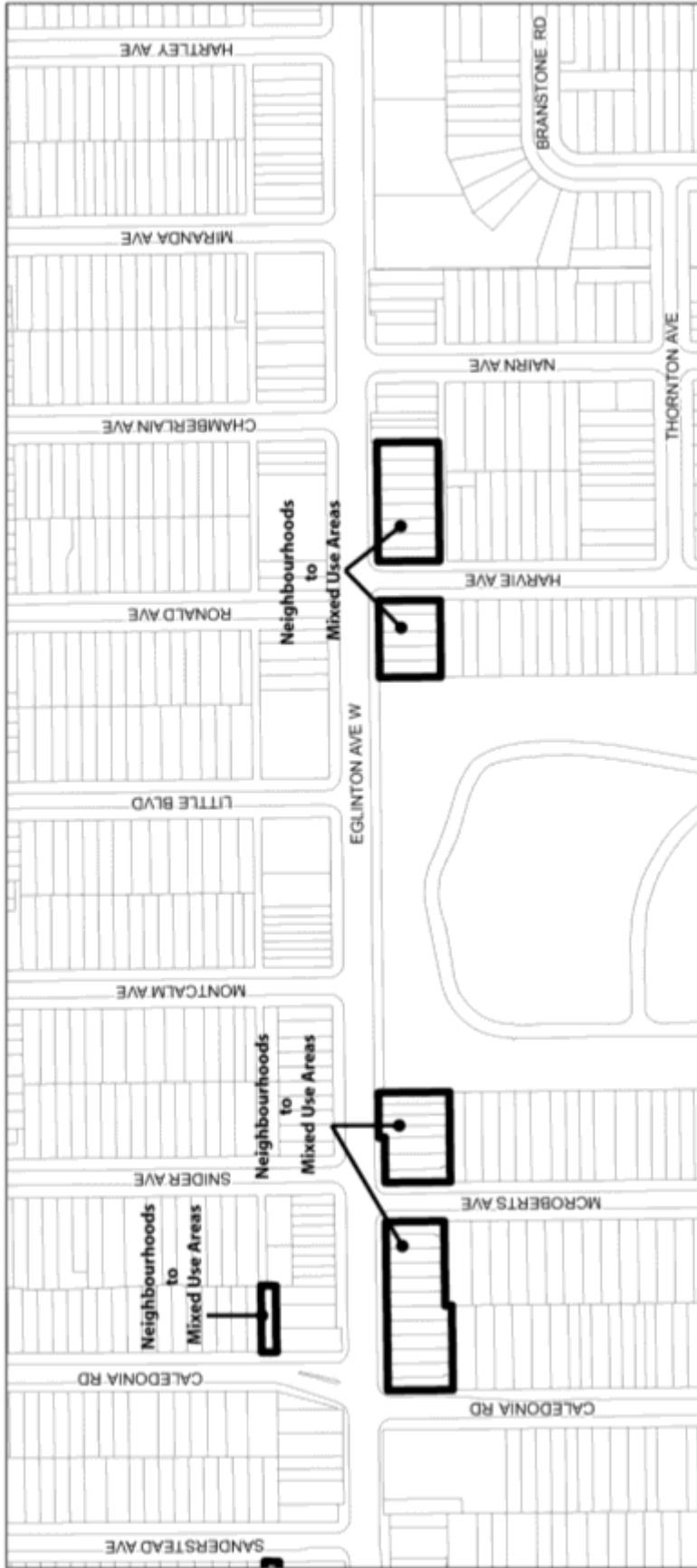
Schedule 1

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Eglinton Connects Planning Study





Neighbourhoods
to
Mixed Use Areas



Eglinton Connects Planning Study



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