

City-Initiated Official Plan and Zoning By-law Amendments, Yonge-Eglinton Centre Focused Review – Final Report

Date:	January 5, 2009
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning
Wards:	Ward Nos. 22 , 16 and 25
Reference Number:	File No. 04 142873

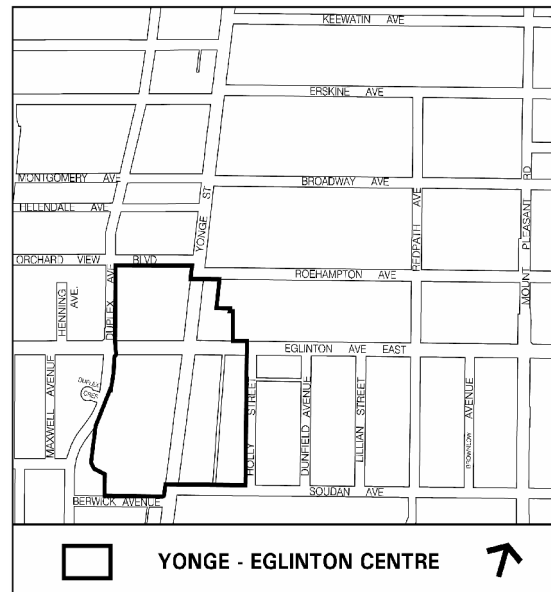
SUMMARY

These City-initiated official plan and zoning by-law amendments are subject to the new provisions of the *Planning Act* and the *City of Toronto Act*, 2006.

This report recommends approval of amendments to the Official Plan, Yonge-Eglinton Secondary Plan, and By-law No. 438-86 to implement the results of the Yonge-Eglinton Centre Focused Review as shown in Attachments 1 and 2. The report also recommends adoption of Urban Design Guidelines and outlines implementation strategies to achieve, over time the revitalization of Yonge-Eglinton Centre with a particular emphasis on *Mixed Use Area 'A'* focused on the intersection of Yonge and Eglinton.

The recommendations contained in this report are the result of several years of consultation and collaboration with the local community, TTC, landowners, and other stakeholders.

As one of the City's four Centres, Yonge-Eglinton is a place with excellent transit accessibility where jobs, housing and services are concentrated in a dynamic mixed use setting. The Vision contained in this report sets out local goals and a development



framework and recommends policies to promote a vibrant transit-based mixed use Centre which is compatible with surrounding established residential neighbourhoods.

This report recommends Schedule 1 of the City-Wide Community Improvement Plan be amended to include the Yonge-Eglinton Centre as an area eligible for financial incentives for major office buildings.

This report also recommends that planning staff be directed to undertake consultations with the local community with regards to the Yonge-Eglinton Urban Growth Centre (UGC) in the Provincial *Growth Plan for the Greater Golden Horseshoe, 2006*, and report back on the results of the consultations and any amendments necessary to bring the Official Plan in conformity with the provincial Growth Plan which stipulates in Policy 2.2.4.3 that “Municipalities will delineate the boundaries of urban growth centres in their official plans.”

The proposed initiatives contained within this report support Council’s focus on investment in quality of life, the desire to link public initiatives with private investment in order to stimulate employment and high quality development, and the need to strategically create opportunities that will act as catalysts to achieving the desired objectives for this transit-supportive area.

The implementation of the recommendations contained in this report set the stage for City building and economic revitalization at Yonge-Eglinton, including opportunities for investment in public transit infrastructure, major office space and employment, promoting sustainable green development on the under-utilized Eglinton TTC bus terminal lands, and improving the public realm and local amenities.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan and the Yonge-Eglinton Secondary Plan substantially in accordance with the draft official plan amendment attached to this report as Attachment 1.
2. City Council amend By-law No. 438-86 for the southwest quadrant of the Yonge and Eglinton intersection substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 2.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft zoning by-law amendments as may be required.
4. City Council adopt the Yonge-Eglinton Centre Urban Design Guidelines shown in Attachment 3.

5. City Council adopt a By-law to amend Schedule 1 of the City-wide Community Improvement Plan for Brownfield Remediation and Development of Prescribed Employment Uses (By-law 516-2008) by including the Yonge-Eglinton Centre as an area eligible for financial incentives for major office buildings, as shown in Attachment 4.
6. City Council direct the General Manager of Parks, Forestry and Recreation in consultation with TTC, Facilities and Real Estate, City Planning staff, and the local councillors for Wards 22, 16 and 25, to report back to City Council in the third quarter of 2009 with an implementation strategy and possible funding sources for the proposed public park within the southwest quadrant of the Yonge-Eglinton intersection.
7. City Council direct the Chief Planner and Executive Director in consultation with the General Managers of Transportation Services and Economic Development, Culture and Tourism, Urban Forestry and TTC staff to prepare a Streetscape Plan focused on the Yonge-Eglinton intersection, in consultation with the local councillors for Wards 22, 16 and 25, and report back to City Council with a strategy to implement the Streetscape Plan together with estimated costs and possible funding sources, including partnerships with the private sector.
8. City Council direct Transportation Services, the Co-ordinated Street Furniture Program to consider Yonge-Eglinton as a priority area for the placement of street furniture in Wards 22, 16, and 25, in coordination with recommendation 7.
9. City Council direct planning staff to undertake consultations with the local community, in consultation with Councillors for Wards 22, 16, and 25, with regards to the Yonge-Eglinton Urban Growth Centre (UGC) in the Provincial *Growth Plan for the Greater Golden Horseshoe, 2006*, and report back on the results of the consultations and any amendments necessary to bring the Official Plan in conformity to the provincial Growth Plan.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

The City's Official Plan identifies four key locations on the rapid transit system, shown as Centres on Map 2, where transit-supportive development plays an important role in how we manage growth. The Yonge-Eglinton, Scarborough, North York, and Etobicoke Centres are places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity. The Yonge-Eglinton Centre and adjacent mixed use areas and apartment neighbourhoods are a mature urban area with an existing concentration of jobs and residents. This area is already achieving a high level of intensification to support public transit.

Yonge-Eglinton Centre is situated at the crossroads of two key Avenues, with a central location in Toronto's transit network. The Yonge-Eglinton Centre has potential for new development through infill and redevelopment of key sites (i.e. TTC Eglinton Bus Terminal lands) and lower scale development on the Avenues that radiate out from the Centre. The subway station needs major upgrading to improve bus facilities and access to the subway platforms, and the streetscape is in need of upgrading.

The Yonge-Eglinton Centre Focused Review has been a process of reviewing the policy framework governing development in the area in order to establish new policies for managing change and creating a more vibrant transit-based mixed use Centre tailored to local circumstances. The new plan for Yonge-Eglinton sets out a growth strategy which will result in a high quality public realm with improved public transit and local amenities which will create a positive climate for economic growth.

Section 2.2.2 of the Official Plan establishes the policy objectives of Centre studies. Among these policy objectives the Plan directs that the Secondary Plan for each Centre will tailor an intense mix of urban activities to the individual circumstances of each location; outline a growth strategy and show how transportation and other local amenities can be improved; create a positive climate for economic growth and commercial office development; establish a high quality public realm featuring public squares, parks and public art; and protect adjacent *Neighbourhoods* from encroachment of larger scale development.

Focused Area Characteristics

The boundaries of Yonge-Eglinton Centre during the review have been focused on the Yonge-Eglinton intersection. Although small in terms of relative land area compared to other Centres in the City, the Yonge-Eglinton Centre serves as the business, entertainment, and pedestrian focus for midtown Toronto.

The northwest quadrant of the Centre is generally built out with office and commercial uses along Yonge Street and Eglinton Avenue West and high density residential beyond. The 'Yonge Eglinton Centre', a mixed commercial/residential complex built in the early 1970's has been a major contributor to the success of the area. With its concentration of office and retail uses, this quadrant serves as a major employment, shopping, and entertainment destination. Further reinvestment in the 'Yonge-Eglinton Centre', including upgrades to the open space pedestrian square will ensure the continued success of this vital component of the area. The property on the northeast corner of Duplex Avenue and Eglinton Avenue West contains an older office building which could be redeveloped with a new larger building under current zoning permissions.

The northeast quadrant consists of a number of small commercial properties with frontages on either Yonge Street or Eglinton Avenue. The properties on Yonge Street are generally 2-storey, street-related retail buildings which gives this part of the Centre a 'main streets' character. The northeast quadrant would benefit from a land assembly which would enable a larger building to be setback from the street, affording the

opportunity to create an open space pedestrian square on the corner. Coupled with the retention and encouragement of street-related retail along Yonge Street and Eglinton Avenue, this quadrant will continue to exhibit a vibrant pedestrian character.

The southeast quadrant has been transformed with the construction of the 'Minto Midtown' project. The project consists of two residential towers with street-related retail uses along Yonge Street. There is an open space plaza between the two towers with public access from a wide sidewalk along Yonge Street. This has improved the public realm along this stretch of Yonge Street.

There are a collection of commercial buildings along Yonge Street, some of which are sited close to the traveled portion of Yonge Street. In addition to the Minto site, two other sites on Yonge Street exhibit further development potential for this quadrant. Streetscape improvements such as a wider sidewalk on Yonge Street should be one of the objectives of further redevelopment.

A public lane which serves the southeast quadrant runs north-south from Eglinton Avenue to Soudan Street behind Yonge Street. There are several residential apartment buildings on Holly Street, as well as a mixed commercial-residential building. A pedestrian connection between the public lane and Yonge Street will be provided by the Minto Midtown project. Opportunities for further mid-block pedestrian connections between the public lane and Holly Street should be pursued.

The southwest quadrant currently contains a mix of office, retail, service and entertainment uses as well as a major subway station and bus terminal. The former TTC bus terminal lands form the largest development potential within the Yonge-Eglinton Centre. To the immediate south and west of this quadrant lies an established residential neighbourhood, including low-rise residential uses along Duplex Avenue and Berwick Avenue.

The southwest quadrant of the intersection amounts to a land area of 4.32 hectares. There is an opportunity for City building at this location which can meet a number of City goals and objectives including public realm improvements, employment, public transit infrastructure, and new park space.

Diversity of Neighbourhoods

Beyond the boundaries of the Yonge-Eglinton Centre lies a diversity of stable neighbourhoods. Established low rise residential neighbourhoods are located to the northwest, southeast, and southwest of Yonge Eglinton Centre. These areas shall remain stable, and their designation as *Neighbourhoods* in the Official Plan is intended to protect their character. To the east and northeast of the Yonge-Eglinton Centre are *Apartment Neighbourhoods* comprised mainly of apartment buildings. Compatible redevelopment and renewal in these areas will continue. Most notable is the redevelopment of the North Toronto Collegiate Institute which consists of new residential development and re-construction of the school.

The common threads which tie these neighbourhoods together are Yonge Street and Eglinton Avenue, both of which contain a mix of uses at varying levels of massing and heights. Recognized as *Avenues* in the Official Plan, new development will continue to occur along these two arterials. Yonge-Eglinton Centre is where these two important streets intersect at a concentration of employment, residences, and public transit infrastructure.

Recent Redevelopment Approvals and Proposals

As an older Centre, largely developed during earlier growth periods, the job concentration in Yonge-Eglinton Centre is highly focused. More recently, the completion of the Minto Midtown project has introduced a new supply of housing in the Centre. While the commercial function has declined somewhat through the replacement of office stock with residential development in the Centre and adjacent to it, Yonge-Eglinton is still an important area of employment, highly accessible by transit to a large segment of Toronto's labour force. The adjacent *Mixed Use Areas* along Eglinton Avenue and Yonge Street, and the *Apartment Neighbourhoods* north and south of Eglinton Avenue east of Yonge Street have experienced residential intensification in recent years, taking advantage of the area's good transit accessibility and allowing residents to live close to where they work. The surrounding established *Neighbourhoods* have remained stable areas protected from encroachment of larger scale development by firm boundaries in the Official Plan and appropriate transition in scale and intensity of activity from within the Centre to surrounding *Neighbourhoods*.

Within the Focused area, there is only one formal development application. In the southwest quadrant of the Centre a development application at 54-74 Berwick Avenue & 191-211 Duplex Avenue has been submitted proposing twenty, 3-storey townhouses fronting onto Duplex Avenue and 215 condominium apartment units in a 17-storey building that fronts onto Berwick Avenue. The proposal represents the first phase of the comprehensive master plan for the southwest quadrant of Yonge and Eglinton which is consistent with the vision in the Urban Design Guidelines for Yonge-Eglinton Centre. This vision was previously presented to the community at a community meeting in June 2006 and is available on the City's website at:

http://www.toronto.ca/planning/yonge_eg_pres_29june06.htm

Currently, there is a preliminary proposal by the Owner of 'Yonge Eglinton Centre' to partially enclose the existing open space pedestrian square with a 3-storey, 4287square metre commercial addition. The pedestrian square is publicly accessible but privately owned and represents a significant open space asset for the Centre and the communities that surround it. There is a desire by the community to retain and enhance this existing open space.

Beyond the Focused area of Yonge-Eglinton there are several development applications, mainly for residential intensification.

Study Process and Community Consultation

In November 2002 the City of Toronto approved a new Official Plan. The Plan provides a strategy for managing growth and development in the City over the next 30 years. The Yonge-Eglinton Centre, along with a number of other areas, has been identified as a location where the City would like to encourage major investment and accommodate some of the growth the City anticipates. A new Plan for the Yonge-Eglinton area will provide guidance for future development while ensuring a high quality living environment.

With current and anticipated development pressures in the Yonge-Eglinton area as a backdrop, City Council directed staff to review the Yonge-Eglinton Part II Plan, with a focus on *Mixed Use Area 'A'* at Yonge-Eglinton. *Mixed Use Area 'A'* corresponds to the Yonge-Eglinton Centre and is the area bordered by Duplex Avenue to the west, Berwick Avenue to the south, Holly Street to the east and Orchard View Boulevard and Roehampton Avenue to the north.

The Study Area encompasses the area north of Eglinton Avenue to Castlefield Avenue and Keewatin Avenue, south to Hillside Avenue, west to Avenue Road, and east to Mount Pleasant Road (see attachment 5)

A Working Group comprised of area residents, business, and municipal representatives was established to provide input, comments, and feedback to staff. The working group met on several occasions with city staff and local Councillors to help develop the vision that is being presented in this report. In addition, a number of community meetings were held with the public to advise them of the study, to garner feedback on the study's direction and to advise them of the study's conclusions.

As part of the study, a web page(http://www.toronto.ca/planning/yonge_eglin.htm) was created to enable interested parties to obtain information and learn about the study and its progress. The web site provided links to the various presentation materials prepared by city staff as well as the draft final report and urban design guidelines. The proposed study directions including the design concept plan for the Yonge-Eglinton Centre focused area have been generally well received by the Working Group, those attending the community meetings and City divisions and agencies.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

Conformity to Provincial Growth Plan

Yonge-Eglinton is one of the 25 urban growth centres (UGC) identified in the *Growth Plan for the Greater Golden Horseshoe, 2006* (GPGGH). Section 2.24 of the GPGGH provides that ‘Urban Growth Centres’ will be focal areas for investment; accommodate and support major transit infrastructure; serve as high density employment centres; and accommodate a significant share of population and employment growth.

The recognition of the Yonge-Eglinton area as an UGC provides an opportunity for City building in this area with the support of senior levels of government. In particular, investment in major transit infrastructure in the form of the Eglinton Crosstown LRT.

The Ministry of Energy and Infrastructure recently released the report *Size and Location of Urban Growth Centres in the Greater Golden Horseshoe* which depicts the size and location of each Urban Growth Centre (UGC) for use in implementing the *Growth Plan for the Greater Golden Horseshoe, 2006*. This report can be found at www.placestogrow.ca

The Yonge-Eglinton Centre boundaries in the Official Plan are focused on the four quadrants of the Yonge and Eglinton intersection. The Yonge-Eglinton UGC encompasses a larger area than that currently illustrated in the City’s Official Plan Map 2, Urban Structure, and generally includes the *Mixed Use Areas* along Eglinton Avenue east of Yonge Street, and the *Apartment Neighbourhoods* north and south of Eglinton Avenue to Mt. Pleasant Road.

The Growth Plan, in Policy 2.2.4.5 stipulates that “Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum gross density target of 400 residents and jobs combined per hectare for each of the urban growth centres in the City of Toronto.” The Yonge-Eglinton UGC is a mature urban area with existing population and employment levels that exceed the 400 persons per ha provincial density target. The application of the UGC policies to this area recognizes this reality.

Policy 2.2.4.3 of the Growth Plan states that “Municipalities will delineate the boundaries of the urban growth centres in their official plans.” The Growth Plan requires that this conformity exercise be undertaken by municipalities by June 2009.

The Urban Structure Map 2 conceptually illustrates the City’s four Centres. The Province’s above noted report stipulates that “It is expected that in delineating the precise boundaries of the urban growth centres in their official plans, municipalities will adhere

to and will make only minor necessary adjustments to the size and location in this report.”

City Council’s planning decisions are required by the *Planning Act* to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Planning staff are of the opinion that the proposed Official Plan Amendment attached to this report does not conflict with the Provincial Growth Plan. However, further review of the Official Plan in consultation with the local community and Province will be required to set boundaries of the Yonge-Eglinton Urban Growth Centre that implement the Provincial Growth Plan.

I am recommending planning staff be directed to undertake consultations with the local community with regards to the Yonge-Eglinton Urban Growth Centre (UGC) in the *Provincial Growth Plan for the Greater Golden Horseshoe, 2006*, and report back on the results of the consultations and any amendments necessary to bring the Official Plan in conformity with the provincial Growth Plan.

Official Plan

The Yonge-Eglinton Centre is illustrated on Map 2, Urban Structure of the Official Plan. Centres are places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity. Centres are focal points for surface transit routes drawing people from across the City and from outlying suburbs to either jobs within the Centres or to a rapid transit connection. The Official Plan encourages creating concentrations of workers and residents at these locations, resulting in significant centres of economic activity accessible by transit.

The Official Plan designates lands at Yonge-Eglinton as a *Mixed Use Area* (see Attachment 6). Mixed Use Areas achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. These areas are intended to absorb, over time, a portion of Toronto’s expected growth. The proportion of commercial and residential uses will vary widely among *Mixed Use Areas* and not all *Mixed Use Areas* will experience the same scale or intensity of development. The *Centres* will develop at differing scales and densities, set out in their respective Secondary Plans and zoning by-laws, reflecting the context of their surroundings and transportation infrastructure.

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces. Development in *Mixed Use Areas* will create a balance of uses that reduces automobile dependency and meets the needs of the local community; provide for new jobs and homes on underutilized lands in *Centres*; locate and mass buildings to frame streets and parks, minimize shadow impacts and provide transition between areas of different development intensity and scale, particularly toward lower scale *Neighbourhoods*; provide an

attractive, comfortable and safe pedestrian environment; and take advantage of nearby transit services.

Section 2.2 of the Official Plan promotes the integration of land use with transportation and stipulates that growth will be directed to the *Centres, Avenues, Employment Districts* and *Downtown* in order to use municipal land, infrastructure and services efficiently; concentrate jobs and people in areas well served by transit; promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling; and protect neighbourhoods from the effects of nearby development.

The City's transportation network will be maintained and developed by assigning first priority for investment in transit to maintaining the existing system in a state of good repair to provide continued safe and comfortable service.

Eglinton Avenue is shown as a Higher Order Transit Corridor on Map 4 of the Official Plan. The implementation of transit services in an exclusive right-of-way along Eglinton Avenue is currently under review as part of the Transit City initiative and an environmental assessment for the Eglinton Crosstown LRT has commenced.

Eglinton Avenue is also shown as part of the City's *Surface Transit Priority Network* (Map 5) of the Official Plan, where transit priority at signalized intersections and other priority measures on selected bus and streetcar routes will be pursued.

The Yonge-Eglinton Secondary Plan stipulates that the *Mixed Uses Areas* will contain a mix of uses with the highest commercial concentration to be focused on the intersection of Yonge Street and Eglinton Avenue with its proximity to the subway station. It is the objective of the Secondary Plan to protect *Neighbourhoods* from overshadowing and secure a transition in height and scale from developments in *Mixed Use Areas*.

The Yonge-Eglinton Centre is indicated as *Mixed Use Area 'A'* in the Secondary Plan and is 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 stable *Neighbourhoods* and other *Mixed Use Areas*.

The Eglinton TTC bus terminal lands are indicated as a Special Study Area where more specific Official Plan policies will be developed as a result of further study.

Zoning

Lands at Yonge-Eglinton are zoned CR T5.0 C4.0 R3.0 H61, except for the southwest quadrant of the Yonge and Eglinton intersection which is zoned CR T4.0 C3.0 R3.0 H61.

This zoning permits a wide range of commercial and residential uses including apartments (see Attachment 7)

In order to implement the vision and concept plan for *Mixed Use Area 'A'*, amendments to By-law 438-86 will be required for the southwest quadrant of the intersection. The draft zoning by-law amendment is appended as Attachment 2.

AGENCY CIRCULATION

The recommendations presented in this report have been developed in consultation with the affected departments.

COMMENTS

A Centre of Opportunities

Drawing upon its strategic location at a crossroads of our City, the Yonge-Eglinton area has enjoyed a long history of settlement and commerce dating back from the foundations of our country. The Yonge-Eglinton area is one of the most desirable locations to live, work, and be entertained. The area enjoys a vibrant mix of uses including a concentration of office space, a demographically diverse population, and street-related retail. Over fifty years after the official opening of the Yonge Subway line, Yonge-Eglinton is still in motion at the beginning of the 21st Century. It is important to seize the opportunities which have recently arisen and look towards the next fifty years.

A vibrant public transit hub, Yonge-Eglinton contains a recently constructed temporary TTC bus terminal which is to be replaced with a state of the art permanent bus terminal in the southwest quadrant of the intersection.

A major transit infrastructure project proposed through the Transit City initiative, the Eglinton Crosstown LRT line along Eglinton Avenue will result in improved public transit for the area.

An Official Plan for the City Toronto, with an emphasis on people and the public realm, provides the framework for creating a vision for Yonge-Eglinton.

A new way of looking at growth in Southern Ontario, with a focus on sustainability, has resulted in the identification of Yonge-Eglinton as an “Urban Growth Centre” by the Provincial Government’s *Growth Plan for the Greater Golden Horseshoe*.

A shift in attitude towards Cities at both senior levels of government, has resulted in a re-evaluation of local governance issues and the implementation of the *City of Toronto Act, 2006*.

An underutilized City property, in the form of the Eglinton bus terminal lands, provides an opportunity for City building which will improve the public realm, demonstrates sustainable development, and provides space for new housing and jobs.

These are some of the opportunities that have arisen, creating an opportune time for us to re-evaluate and re-energize Yonge-Eglinton so that it will remain a vibrant and successful area of our City.

Yonge-Eglinton has historically been a service provider, focus and gathering place to its surrounding residents. Yonge-Eglinton contains a lively mix of uses, a diversity of neighbourhoods, a concentration of public transit infrastructure, and a thriving business and entertainment destination. Building upon these successes and others will secure Yonge-Eglinton for future generations. But along with growth and change come challenges and lessons learned. The foundation of our City is our neighbourhoods, a diverse collection of people and places. The nurturing and protection of these neighbourhoods is an important goal. A balance must be achieved between ensuring our neighbourhoods remain stable, while accommodating growth and realizing the goals for Yonge-Eglinton and its role within the greater city. What's needed here is an imaginative approach to intensification. An integral part of the new Plan for Yonge-Eglinton Centre will be the introduction of urban design guidelines. The goal of the design guidelines is to improve the quality of the public realm of Yonge-Eglinton and guide growth in a manner which is compatible with adjacent established residential areas.

The results of the Yonge-Eglinton Centre Focused Review are recommended Official Plan policies to guide new development and ensure compatibility with surrounding neighbourhoods, design guidelines to ensure high quality architecture and streetscapes, and zoning provisions for the southwest quadrant of Yonge-Eglinton to implement the vision. In addition, critical to the success of the vision are improvements to open spaces and other public amenities in the area.

The Focused Review identified five key initiatives that will guide future development and implement the vision for Yonge-Eglinton Centre. These initiatives formulated with community input are as follows:

1. Compatible built form and exceptional urban design.
2. Improvements to Public Transit.
3. Public parkland and community benefits.
4. Nurturing the Yonge-Eglinton Destination.
5. Monitoring and continued community involvement.

Urban Design Guidelines, Transportation, Parks, Community Services, and Implementation and Monitoring policies and strategies have been formulated to assist in achieving the vision for Yonge-Eglinton and are outlined in the remainder of this report.

1. Compatible built form and exceptional urban design

From the onset of the Yonge-Eglinton Focused Review the emphasis has been on ensuring future development recognizes the importance of the Yonge-Eglinton Centre within the context of the greater Toronto area while respecting the surrounding

established residential neighbourhoods. Yonge-Eglinton Centre's locational attributes and existing public transit infrastructure provides the opportunity for intensification. However, intensification must be sensitive to the existing surrounding context which includes low density residence areas. The Official Plan and Yonge-Eglinton Secondary Plan contain several policies which reinforce the stability of *Neighbourhoods*. They also contain policies which aim to ensure compatibility between the *Mixed Use Areas* of the Yonge-Eglinton Centre and the adjacent *Neighbourhoods*.

A Design-Oriented Approach

It was recognized early on that focusing on density and height limits alone would not achieve compatible built form and exceptional urban design. Given the close proximity of the Yonge-Eglinton Focused area to established neighbourhoods, a design-oriented approach was necessary. To complement the Official Plan policies and achieve a balance between intensification and neighbourhood protection, Urban Design Guidelines were formulated for Yonge-Eglinton Centre. The Urban Design Guidelines will guide new development in *Mixed Use Area 'A'* in addition to the policies of the Official Plan and the Secondary Plan.

The Urban Design Guidelines contained in Attachment 3 of this report were formulated in consultation with the Yonge-Eglinton Working Group and were presented to the wider community at a community meeting in June 2006. Guidelines that deal with building orientation, massing, and the public realm will help to shape the character of Yonge-Eglinton and ensure new development 'fits' within the existing neighbourhood context.

The urban design and architecture of all new development should be of exceptional quality and innovation. Elements such as improved streetscapes, pedestrian connections, upgraded transit stations, street animation and architectural design will improve the public realm in the area and ensure that Yonge-Eglinton remains a community with a vibrant mix of active commercial spaces and stable residential neighbourhoods.

Many of the urban design guidelines apply to the southwest quadrant of Yonge and Eglinton. Others are applicable to the entire Yonge-Eglinton Focused Area. As comprehensive redevelopment opportunities arise, such as the consolidation of properties on the northeast corner of Yonge and Eglinton, further urban design guidelines will be formulated and added following consultations with the local community.

Urban Design Concept Plan

In association with the planning review and transportation analysis that was undertaken for the Yonge Eglinton area, alternative massing models were prepared for the Yonge-Eglinton Focused Area. Through the review of these alternatives, a preferred massing model and resulting level of development was determined for the area focused on the Yonge- Eglinton intersection.

The preferred massing model contains building heights that peak at the Yonge & Eglinton intersection and transition down to lower heights adjacent to the established low rise neighbourhoods. Building heights range from 3 storeys (9 metres) up to 40 storeys (120 metres). The preferred massing model respects the existing angular planes for Duplex Avenue. Angular planes are a zoning tool that regulate the massing of buildings to protect the adjacent neighbourhoods from adverse shadowing and overlook conditions.

It is proposed that the zoning for the southwest quadrant of the intersection be amended to implement the heights, density, and building setbacks resulting from the preferred massing model. The proposed amendments to By-law No. 438-86 are contained in Attachment 2 in this report. Other properties in the Focused area which have development potential can be rezoned when development proceeds on those lands consistent with the Yonge-Eglinton Plan.

Densities would vary from property to property as a result of the preferred massing model and existing as-of-right zoning permissions. For example, the southwest quadrant at full build out would have a density of approximately 7 times the area of the entire block. However, the density would be concentrated on the north portion of the quadrant which would contain a density of approximately 9 times the area of the north block, thereby allowing the southwest portion of the quadrant to contain less density. This approach to density allocation is essential to the design-oriented approach undertaken for the Yonge Eglinton Plan. New development shall be consistent with the urban design guidelines established for the area and compatible with the surrounding built form.

The preferred massing model was transformed into an urban design concept plan for *Mixed Use Area 'A'* which is illustrated and explained in the Urban Design Guidelines shown in Attachment 3.

The urban design concept plan for Yonge-Eglinton was prepared to illustrate the emerging vision for the area and to demonstrate the type of built form and public spaces which may be achieved at Yonge-Eglinton in the years to come.

Ultimately, detailed development plans would be based on future development concepts but would be guided by the Official Plan Policies, the Urban Design Guidelines, and Zoning controls adopted by City Council.

Duplex/Berwick development proposal

The development proposal for townhouses and an apartment building on lands located at Duplex Avenue and Berwick Avenue is generally consistent with the comprehensive concept plan prepared for the southwest quadrant of Yonge and Eglinton. The proposal represents the first phase of the concept plan illustrated in the attached Urban Design Guidelines. The proposal incorporates the major elements necessary to implement the overall Vision for this area including appropriate building forms and heights, a land dedication towards the future Yonge-Eglinton park, and vehicular access proposed from Berwick Avenue at the southern terminus of the future north-south public road.

The proposed OPA attached to this report includes a refinement to the boundary between the *Mixed Uses Area* and *Neighbourhoods* designations in the southwest quadrant of the Yonge-Eglinton intersection on the lands subject to the development application. This is to implement the Comprehensive Urban Design Concept Plan for the southwest quadrant which illustrates an apartment building on the eastern portion of the Duplex/Berwick lands. A *Neighbourhoods* designation is being retained along the Duplex Avenue frontage and a portion of the Berwick Avenue frontage of the lands to ensure the low-rise town house form of development is implemented consistent with the Urban Design Concept Plan.

The proposed Zoning By-law attached to this report also implements the Urban Design Concept Plan as previously discussed. Further design refinements with regards to overall height and building setbacks to the Duplex/Berwick proposal would be necessary in order to become compliant with the proposed Zoning By-law attached to this report. Also, the use of Holding provisions in the proposed Zoning By-law will ensure all necessary infrastructure improvements are secured prior to any development proceeding on the subject lands.

2. Improvements to public transit

The Eglinton subway station and bus terminal together form a key component of the City's overall transit system, and help to promote sustainable transportation. The public transit system is in need of renewal and expansion. City Council's investment in the TTC's *Ridership Growth Strategy* recognizes the importance of supporting and improving public transit to help foster positive growth. The more recent Transit City plan for a new LRT along Eglinton Avenue will result in further sustainable transit options for the area and help meet the needs of existing and future transit demand.

A new TTC bus terminal

There have been a lot of changes in TTC's transit operations over the last 50 years. What hasn't changed is the continued importance of Yonge-Eglinton as a public transit node. Streetcars used to service the transit needs of Yonge-Eglinton until the early 1950's when the subway was constructed and some of the streetcars were replaced with buses. Today, another public transit renewal is underway at Yonge-Eglinton.

Today's bus terminal design and service standards have changed and a new bus terminal for Yonge-Eglinton which has superior accessibility, visibility, efficiency, and security attributes would improve public transit service for the area. The original TTC bus terminal on Eglinton Avenue had structurally deteriorated and has been replaced with an interim bus terminal south of Eglinton Avenue pending redevelopment.

The TTC prepared several preliminary concepts for the new bus terminal to demonstrate what may be achieved on the TTC lands in conjunction with new development. Various configurations were considered including single-level and two-level bus terminal

configurations, and the re-configuration of the existing temporary bus terminal into a permanent bus terminal. Following further detailed design work by the TTC, a preferred bus terminal configuration has been established which consists of a single level bus terminal. This preferred bus terminal design will evolve as the EA for the Eglinton Crosstown LRT unfolds to ensure the new bus terminal is fully integrated with the new Eglinton LRT station. A new permanent TTC bus terminal will improve service delivery to transit users and provide more convenient connections to the underground subway platforms and the bus platforms. The new bus terminal will also accommodate the anticipated future ridership growth for Yonge-Eglinton Centre.

Following the delineation of the lands required for the new bus terminal and LRT, the City and TTC will determine which lands are available for redevelopment and/or conveyance as surplus to the needs of TTC at Yonge-Eglinton. The TTC has agreed to include the Urban Design Guidelines and planning policies resulting from the Yonge-Eglinton Focused Review into any Request for Proposals (RFP) that is undertaken for surplus lands at Yonge-Eglinton.

Eglinton Crosstown LRT

An Environmental Assessment is now underway for the Eglinton Crosstown LRT. This major transit infrastructure project will further reduce dependence on automobile travel and help to improve the modal split in favour of public transit in the area. The LRT, under one option, will be underground along this segment of Eglinton Avenue and include an LRT station at Eglinton and Yonge Street, below street level. The LRT station will be directly linked to the Eglinton subway station and the new TTC bus terminal creating a major transit hub for this area. Further community consultations on the preliminary alignment of the LRT will be held by TTC as part of the Environmental Assessment.

Transportation

Yonge-Eglinton Centre has historically been a strategic crossroads within the City of Toronto, as it is located in the geographic centre. Over time it has become a popular destination for employment, retail, entertainment, and residential intensification. As a result, travel demand to, from and through the area has grown over time and is likely to continue to grow into the future.

Centres have the potential for new growth by taking advantage of the transportation facilities found in these areas and a vibrant mix of uses.. However, surrounding stable residential neighbourhoods must be protected by ensuring that new development and associated traffic is knit into the existing fabric in a relatively unobtrusive manner.

Exploring the consequences of potential future development has been one of the priorities of the Yonge-Eglinton Focused review. A Transportation Assessment Study was undertaken to determine the transportation impacts of future development on the transportation network in the Yonge-Eglinton area. The findings of this work concluded:

- There are limited opportunities to physically increase road capacity, and there is a need to protect adjacent stable communities from excessive traffic infiltration.
- Existing peak hour conditions on the roads are busy, with some intersection movements approaching or at capacity.
- The subway has residual capacity throughout the day, including peak periods, except during brief peak occurrences or if a service disruption occurs.

Better use of existing infrastructure is the key to managing growth in travel demand in the Yonge-Eglinton area. Specific directions/next steps to take in order to accomplish this include:

- Identifying transportation network improvements, including local infrastructure needs.
- Identifying potential “quick fix” initiatives for transit and traffic operations.
- Developing a monitoring framework to track and respond to transportation activity in the Yonge-Eglinton Area.
- Encouraging increased use of non-automobile travel (public transit, walking, biking) as part of new development applications in order to meet future travel demand needs.

Taking advantage of existing and improved public transit in the area is key to reducing reliance on the automobile. New developments will be required to demonstrate, through the submission of Transportation Impact Studies, and where appropriate, Transportation Demand Management (TDM) Studies, how a proposal will be transit-supportive and minimize vehicle trip generation through various strategies such as car-sharing, improved pedestrian and cycling amenities, and public transit promotion. Developments may pursue the provision of reduced parking requirements where it can be demonstrated that a decrease on automobile reliance and an increase in public transit utilization can be achieved.

Improving pedestrian connections in the area, including indoor connections, should be encouraged. The Minto Midtown project, for example, will contain a publicly accessible walkway from the rear public lane to Yonge Street. There are indoor pedestrian connections from existing office buildings and shopping areas along Yonge Street which lead directly into the Eglinton Subway station and the bus terminal. There are also underground pedestrian connections to the Subway at the four corners that would benefit from enhancements. The construction of the Eglinton LRT and associated station will provide a great opportunity to improve and enhance these connections which will encourage more walking and use of public transit.

Comprehensive redevelopment of the southwest quadrant

The southwest quadrant of the intersection requires a comprehensive approach to its redevelopment. Due to the large size of the block, its proximity to an established residential area, and the level of anticipated new development, the introduction of a public road to service the block is highly desired. A public road would break up the

block and provide new building frontage, and provide vehicular and servicing access to new development from the interior of the block, thereby lessening the burden on the existing road network. The permanent TTC bus terminal could also utilize the new public road for bus access.

A number of alternative road configurations were explored. In all cases it was apparent that a new north-south road connecting Duplex Avenue to Berwick Avenue through the block would be beneficial from a transportation and urban design perspective.

There are a number of real constraints which may limit the opportunity to construct a public road network in the short term. Firstly, the existing Canada Square Development public parking garage and its sole entrance/exit ramp on Berwick Avenue limits the possibility of introducing a north/south public road connection from Duplex Avenue to Berwick Avenue. The existing Cinemas and small office building, Canada Square's central heating and cooling plant, and conceptual location of the permanent bus terminal situated in the middle of the block further restrict the options available to introduce a public road. However, development on this block is anticipated to occur in phases and the vision for Yonge Eglinton Centre is a long term plan. Therefore, it is important that any new development on the block not preclude the implementation of an adequate public road network within the southwest quadrant of the intersection. Landowners wanting to redevelop will be required to demonstrate to the City how a public road network can be accommodated and secured on the block, including provisions for infrastructure cost sharing.

The development application at Duplex and Berwick has been designed to facilitate the future implementation of the proposed north-south public road. Sufficient lands for a portion of the future right-of-way should be secured through this development application at no cost to the City. Official Plan policies in this regard have been included in the draft Official Plan amendment attached to this report.

Travel Surveys

The City conducts travel surveys to obtain information about travel habits of residents and employees in support of different planning initiatives. The travel surveys provide a snapshot of the travel patterns and characteristics for a particular area of the City. As part of the transportation demand analysis for the review of the Yonge-Eglinton Secondary Plan, a travel survey was conducted to collect comprehensive information regarding travel characteristics of residents and employees in the area, centred on the intersection of Yonge Street and Eglinton Avenue.

The survey yielded demographic and travel-related information for residents living and employees working within the study area. The responses provide valuable insight into the travel characteristics of residents and employees within the Yonge-Eglinton Secondary Plan area. The survey results have been analyzed and two summary reports of the travel survey data have been prepared by Transportation Planning staff.

Employee Travel Survey

The employee survey results indicate that office and retail job types dominate the employment profile within the Yonge-Eglinton Secondary Plan area. The vast majority of employees (76%) generally work regular full-time hours, arriving at work during the morning and leaving during the afternoon. Approximately 50% of all employees working within the Yonge-Eglinton Secondary Plan area usually use local transit as their primary mode of travel to work. One-third (33%) of Yonge-Eglinton employees usually drive their own automobiles to work. Walking accounts for 8% of typical work trips, while cycling represents less than 1%. The most significant factors influencing employees decision to drive to work were that driving is more convenient than public transit, driving is faster than public transit, or their vehicle is required for business reasons.

Residential Travel Survey

The resident survey results indicate that automobile ownership rates within the Yonge-Eglinton Secondary Plan area are relatively low. A significant percentage of households (43%) do not regularly have access to any automobiles, while another 47% of households have access to one car. The majority of households (57%) are single-occupant households, and a significant proportion (31%) are two-person households. The survey provided information on residents' trips including trip purpose, mode of travel, and number of trips made between 6:00 am and 10:00 am on the weekday morning that they received the survey. The survey focused on the morning peak period because it is generally the busiest time of the day for weekday travel.

The majority of trips made during the morning peak period are trips originating from home and ending at work. The majority of work trips (85%) made by Yonge-Eglinton residents are destined to somewhere within the City of Toronto, with 45% of all work trips being destined to the Central Area of Toronto. The majority of work trips (54%) made by residents are made by local transit, primarily using TTC subway trains and buses. The vast majority of work trips (80%) destined to the Central Area of Toronto are made by local transit. Work trips destined to the rest of Toronto are more evenly split between automobile driving (38%) and taking local transit (37%), while a significant percentage are made by walking (19%), mostly within the Yonge-Eglinton neighbourhood itself.

The majority of non-work trips (72%) destined to the Central area of Toronto are made by local transit, while only 18% are made by automobile driving. Non-work trips made to other areas of Toronto show greater automobile use with 37% of such trips made by automobile driving, and only 21% by local transit.

Taking all trips in consideration, almost half (47%) are made by local transit, and one-third by automobile.

The results of the surveys can be used to inform future transportation planning and infrastructure decision-making. For example, improved bicycle lanes and other facilities in the Yonge-Eglinton area may encourage increased bicycle trips. The implementation of the Eglinton Crosstown LRT will increase the percentage of public transit trips to other parts of the City where today automobile use is more frequent. Such improvements will result in more public transit and cycling trips and less dependence on the automobile.

It is proposed that the travel survey form part of a monitoring framework for transportation activity in the Yonge-Eglinton area. The intent of the monitoring framework is to work pro-actively with local communities and other stakeholders to encourage improvements to public transit infrastructure and to ensure stable areas located adjacent to Yonge-Eglinton are adequately protected.

3. Public parkland and community benefits

One of the key elements of the proposed Yonge-Eglinton Plan is a new public park in the southwest quadrant of the Yonge-Eglinton intersection. In an urbanized environment there are few opportunities available to secure public parkland. Given the community has a lower provision of parkland than other areas of the City, the Working Group felt that the creation of a new public park should be a high priority. The southwest quadrant of the Yonge and Eglinton intersection provides an opportunity to secure and develop new parkland for the community.

As new development occurs in and around Yonge-Eglinton, there will be opportunities to secure community benefits through the use of planning tools such as Section 37 of the Planning Act. Community benefits may include public realm and streetscape improvements, community facilities including non-profit licensed daycare and flexible multi-purpose community space, and public art. Redevelopment of the southwest quadrant provides an opportunity to locate a community facility integrated within an accessible development site.

Parks

Parks and open spaces are an important component of a healthy community and a diverse and complex green space system. The green space system is an integral part of the urban fabric and contributes to quality of life and social well being. Parks provide residents, workers and visitors to the area with opportunities for recreation, relaxation and interaction with nature.

The *Parkland Acquisition Strategic Directions Report* identified Yonge-Eglinton as a priority area with a low level of parkland relative to the rest of the city. As a result, the Alternative Parkland Dedication By-law applies. Local Parkland Provision, Map 8B of the Official Plan indicates that the Yonge-Eglinton area is in need of further parkland. As this area continues to grow and change, it will be important to not only maintain the existing parks in the area and upgrade them where possible, but create new parkland to better serve the surrounding community and anticipated new residents.

A public park, 2000 to 2500 square metres in size, within the southwest quadrant of the intersection would provide a community focus for the Centre and opportunities for expressing the area's rich heritage and culture. The preferred location for a public park would be along Duplex Avenue where it would be easily accessible to the residential neighbourhood to the southwest as well as the new development anticipated within *Mixed Use Area 'A'*. A public park at this location would also serve as an appropriate transition between the high density uses to be developed on the southwest quadrant and the established low density residential neighbourhood to the southwest.

Redevelopment on the southwest quadrant of the intersection should not preclude the development of public parkland in a timely manner to serve the existing and new population in the area. Landowners will be required to demonstrate to the City how a public park of sufficient size can be accommodated and secured on the block.

In urbanized parts of the City such as the Yonge-Eglinton area, where existing parkland cannot be easily expanded and significant new parkland cannot be easily secured, the supply of city-owned parkland can be supplemented through the use of publicly accessible resources such as schoolyards, plazas, cemeteries and streetscape environments. Opportunities to improve these resources should be pursued in partnership with other public agencies and the private sector. There will be opportunities to improve these resources as further development occurs in the Yonge-Eglinton area.

Further detailed study of this area's parkland and open space provision will help to better understand future needs for different types of parkland. This will then help to determine how existing parks and open spaces can be improved and how new parkland can be secured and developed to best provide for the needs of the area.

There is currently no public parkland within the Yonge-Eglinton Centre boundaries. Outside the Centre boundaries, the nearby North Toronto Memorial Community Centre and Eglinton Park serves as a community focus for the area.

As a result of Section 37 agreements resulting from recent development approvals in the Yonge-Eglinton area, significant funds have been secured for the acquisition and development of the proposed Yonge-Eglinton public park on Duplex Avenue. These funds will form a portion of the overall funds required to achieve the new public park. Further funds will be directed to the proposed park as a result of the cash-in-lieu payments resulting from the Alternative Parkland Dedication By-law requirements for development approvals in the area. The southern portion of the proposed park may be realized through a land dedication from the Duplex/Berwick development application currently under review.

Parks policies are proposed in the draft OPA attached to this report which state the City's intention to establish a public park in the southwest quadrant of the Yonge-Eglinton intersection. To realize the park, I am recommending the General Manager of Parks,

Forestry and Recreation report back to City Council with an implementation strategy and possible funding sources for the proposed park.

Community Service Facilities

Community service facilities include things such as schools, libraries, day nurseries and community/recreation centres, and are recognized as an important component of successful communities. Just as the City plans for “hard” infrastructure, the City must also plan for the social infrastructure needed to support new residential and commercial growth.

The Yonge-Eglinton area is a mature urban neighbourhood with a number of established community service providers, which have contributed significantly to the area’s quality of life. New development will provide challenges and opportunities for these service providers, as they adapt and grow to meet additional demand for new and existing services.

The most recent assessment of existing social infrastructure identified the need for more licensed daycare spaces, multi-purpose space designed to accommodate a range of services and programs, and additional public parkland.

Yonge-Eglinton is the only Centre in the City which does not contain a public community space. There are nearby community spaces outside the boundaries of the Centre such as the North Toronto Library and the North Toronto Memorial Community Centre. New developments represent an opportunity to contribute to the social infrastructure of the area by providing opportunities for more licensed daycare spaces and multi-purpose space designed to accommodate a range of services and programs.

There are a number of planning tools such as Section 37 of the Planning Act which can be used to secure new community facilities and enhancements to existing community facilities in the area. Public-Private partnerships are another method which may help to realize new community facilities for the area.

Youth Centre

Through discussions with local councillors, the Working Group, City and TTC staff, an opportunity has arisen regarding the possibility of implementing a ‘Youth Centre’ on the TTC bus terminal lands. The nearby North Toronto Memorial Community Centre is well utilized by all age groups. The introduction of a ‘satellite’ facility on the TTC bus terminal lands oriented to Youth recreation would relieve programming and space demands on the existing community centre and provide a community focus at Yonge-Eglinton. There are five publicly funded secondary schools, as well as some private school facilities, within the vicinity of Yonge-Eglinton Centre which are accessible by TTC bus routes originating from the Eglinton Subway Station. This concentration of educational facilities, and the convergence of transportation routes used by youth

participating in these programs, makes the Yonge-Eglinton Centre a good candidate for a youth-oriented facility.

Current demographics for the Yonge-Eglinton area suggest that the establishment of new community facilities space focussing on the needs of youth and young families would be appropriate for the Yonge-Eglinton area. The facility should be multi-purpose in order to ensure broad accessibility in the short term, and the ability to respond to demographic change in the long term. The focus on Youth programming may evolve over time as demographics change. It is therefore important that any space secured be designed as flexible space which can evolve over time to accommodate different programming needs.

Staff from City Planning and Parks, Forestry & Recreation are exploring ways to include some form of a Youth Centre facility within the redevelopment of the TTC bus terminal lands. A non-profit community service facility, with a focus on programming for youth could be incorporated into the podium of any future redevelopment on the TTC bus terminal lands. The facility entrance should be easily accessible from Yonge Street and Eglinton Avenue, as well as the public transit facilities. The Youth facility could, for example, include a multi-purpose gymnasium to accommodate an indoor skateboard facility and meeting room space.

Discussions with Parks, Forestry and Recreation planning staff have indicated that the Yonge-Eglinton area is not among the 14 community centre priority areas identified in the September 2004 Recreation Facilities Report endorsed by City Council. Therefore, City funding to implement such a capital facility may not be readily available because other parts of the City have a higher priority for capital funding. Other funding sources such as Section 37 of the Planning Act for capital improvements or public/private partnerships will be considered. With Yonge-Eglinton now designated an Urban Growth Centre, senior levels of government could also play a role in funding new infrastructure to improve local amenities and support growth. The Youth facility space could possibly be programmed by the City and/or local non-profit community service providers.

Further discussions with the local community, the City and TTC staff should be pursued to determine the form of a community facility that is most desired. Through the RFP process for the TTC bus terminal lands, the expected form and size of the community facility can be established in order to determine the development industry's interest in providing such a facility to the City in exchange for an increase in the height and density of development on the TTC bus terminal lands pursuant to Section 37 of the Planning Act.

Affordable Housing

The Yonge-Eglinton area contains a diversity of housing opportunities ranging from high density rental apartments to low density privately owned residences. Providing affordable housing is an objective of the City, as stipulated in the Official Plan and other Council policies. The Yonge-Eglinton Centre is well-situated to provide some new affordable housing in our City. The Centre contains a concentration of employment uses

on a subway line with excellent accessibility to other parts of the City. Affordable housing, combined with market housing and non-residential uses, will contribute to the diversity and vitality of the area.

A portion of the surplus TTC transit lands in the Centre may be utilized to address the need for more affordable housing in our City. Under the City's Housing First policy, affordable housing shall have first priority on lands surplus to City needs in the absence of other overriding municipal needs.

The inclusion of affordable housing on the City lands at this location may take the form of an affordable rental housing project. By allowing proponents to purchase a portion of the site and lease a portion of the site, both residential condominiums owned by the proponent and an air rights lease on which rental apartments could be constructed would be possible. Other options may be received through the RFP process with the objective of providing a diversity of housing opportunities on the site, including affordable housing. The RFP should advise proponents of the City's objective to provide affordable housing under the Housing First Policy.

4. Nurturing the Yonge-Eglinton destination

People come to Yonge-Eglinton for many different reasons: to shop, work, conduct business, entertain, learn, access community services and facilities, and enjoy the vibrant urban atmosphere. The area contains a concentration of office, commercial, institutional, and service uses. The area's economic vitality attracts business. Business in turn supports the area's quality of life. The success of the area largely depends on the continued health, safety and nurturing of the entire community. Investing in the business and community environments go hand in hand.

Strengthening employment uses

The redevelopment of the TTC lands will provide opportunities for further investment in the commercial sector. It is anticipated that retail commercial uses will be established along Eglinton Avenue and within the podium of new development on these lands. The 'Minto Midtown' project contains street-related commercial uses along the east side of Yonge Street which animates this portion of the street. There may be opportunities to introduce further street-related retail uses along the west side of Yonge Street, south of Eglinton Avenue in the Canada Square project to connect this area with the established retailing area to the south.

With the competitive business environment in the Greater Toronto Area (GTA) and beyond, encouraging further major office development at Yonge-Eglinton will be a challenge. Yonge-Eglinton's existing public transit infrastructure, established neighbourhoods, and community services make it an ideal location for office employment. Maintaining the existing concentration of office employment and promoting new office employment will be encouraged. The City has a number of strategies in place to retain and promote business in the City. The mix of commercial and

residential zoning on properties within mixed use areas is appropriate to maintain and promote employment in the area. Strategies to encourage and support the business and office focus of the Yonge Eglinton area will be pursued in partnership with all stakeholders. This will involve efforts in many areas such as improving the business environment, improving the public realm, and attracting further growth in the office and retail sectors.

Financial Incentives for Office Development

At its May 2008 meeting, City Council approved the introduction of a Financial Incentives Program (FI Program) in order to stimulate investment in the industrial and commercial sectors in Toronto. A City-wide Community Improvement Plan (CIP) was adopted by By-law 516-2008 in May 2008. The Community Improvement Plan also enables the City to provide Tax Increment Equivalent Grants (TIEG's) to support major office development in the Etobicoke, North York and Scarborough Centres and facilitate redevelopment and physical growth on lands that are currently vacant or underutilized.

The CIP defines Major Office Development as:

- an Office Building with greater than 15,000 square metres GFA; or
- an Office Building with greater than 10,000 square metres GFA, and which is one phase in a proposed multi-phase office development; or
- more than 20,000 square metres of office space in a mixed use building, in which case the Development Grants will only be available for the office portion of the building.

It is proposed that major office development in Yonge-Eglinton Centre also be eligible for TIEGs. A draft by-law amending the CIP to this effect is appended as Attachment 4.

Although Yonge-Eglinton has excellent locational attributes and is recognized as an office location, it remains a challenge to build new office buildings in Toronto. The development of residential and retail uses will often provide a land owner a larger financial benefit than the development of land for office uses. Furthermore, office development may be at a financial disadvantage compared to developments in surrounding municipalities. Financial incentives will make office development in Yonge-Eglinton Centre more competitive. In particular, it may facilitate the development of the currently vacant Eglinton TTC bus terminal lands as a location for offices.

The FI program is being administered by Economic Development Culture and Tourism, with the Division's General Manager being responsible for the review and approval or rejection of applications for assistance and ensuring that recipients comply with the requirements of the program.

The staff report which details the FI Program, including financial impacts, can be found at the following link:

<http://www.toronto.ca/legdocs/mmis/2008/pg/bgrd/backgroundfile-12573.pdf>

As noted in the report, this is a bold initiative for the City of Toronto which will have positive benefits for the municipality and aligns with the Agenda for Prosperity. It will allow the City to compete more effectively in the global marketplace and put Toronto on equal footing with many jurisdictions which have been utilizing financial incentives for many years to their advantage.

Business Associations

Currently there is no organized business association in Yonge-Eglinton. The nearby 'Uptown Yonge' Business Improvement Area (BIA) along Yonge Street, north of Roehampton Avenue is a main street retail area consisting, for the most part, of traditional 2-storey mixed retail/residential buildings. In contrast, the Yonge-Eglinton Centre contains a diverse collection of employers from small main street retail businesses to large corporations employing hundreds of people. Establishing another BIA here may not be desired or as effective.

The Uptown Yonge BIA will benefit from the City's Commercial Façade Improvement Program. A commercial façade improvement program is a cost-effective way to create a more positive visual and economic environment, helping to retain local businesses, attract new businesses, and attract shoppers. Streetscape improvements to Yonge Street will also be undertaken in association with the planned reconstruction of Yonge Street which will improve the public realm.

The main street retail area south of Eglinton Avenue could benefit from similar initiatives. Further dialogue with businesses in this area should be pursued. A forum for businesses in the Yonge Eglinton area could be established, either formally or informally, to encourage dialogue between area employers, small businesses, the City, and the local community on strategies to improve the visual and economic environment of the area and to ensure quality of life issues are addressed.

Streetscape Plan

Yonge-Eglinton's public realm has suffered from neglect and a lack of coordination. Although the City and some landowners have invested in the public realm, there is no unified plan and identity for the Centre. The Urban Design Guidelines spell out a vision for the public realm. The Streetscape Manual and Vibrant Streets documents provide direction to the layout and quality of city streets. The next step is to prepare a detailed streetscape plan for Yonge-Eglinton in consultation with all stakeholders to guide future investment in the area by the public and private sectors. The streetscape plan will bring together streetscape design, pedestrian and bicycle connections, street furniture, and landscaping elements into one overall coordinated plan for the area. The streetscape plan could identify local initiatives to beautify the area such as the implementation of public art and the planting of trees in the public boulevards.

The Coordinated Street Furniture Program is one of several projects developed through the City's Clean and Beautiful City Initiative, aimed at improving the quality of the

City's public spaces through better coordination and design excellence. Installation of the new street furniture on Toronto's streets has commenced and will continue over several years. The streetscape plan for Yonge-Eglinton should be coordinated together with planned streetscape enhancements and the installation of new street furniture in this area.

Exceptional Architecture

The City is promoting exceptional architecture in our City. Design Review Panels are used successfully by many cities in Canada and internationally to improve the design quality of buildings and public spaces. Design Review Panels provide professional, objective advice on matters of design that affect the public realm in order to help achieve and uphold standards of design excellence. The City's Design Review Panel Project is testing the feasibility of a city-wide Design Review Panel for Toronto by implementing a panel for a trial period to review development proposals in selected areas of the City where publicly approved criteria for review exist.

A Design Review Panel for Yonge Eglinton is being considered as a method of promoting exceptional architectural design in this area. Further consultations with various stakeholders will be pursued in this regard consistent with the City's on-going Design Review Panel Project.

Environmental Sustainability

New development in Yonge Eglinton should be innovative and environmentally sustainable. Various City initiatives promote environmentally friendly development throughout the City. The Toronto Green Standard (TGS) for new development promotes better energy efficiency, reduced greenhouse emissions, better air quality, improved water quality and efficiency, less solid waste, and a healthy environment. New development in the Yonge-Eglinton area will be evaluated against the TGS to promote environmental sustainability. Other initiatives which promote environmental sustainability such as Green Roofs and Car Sharing will be promoted in the Yonge-Eglinton area.

Investment in new public transit infrastructure in the area in the form of the new Eglinton bus terminal and Eglinton Crosstown LRT will improve public transit and further reduce the reliance on the automobile in this area. The City has an opportunity to showcase environmental sustainability in the design and development of public transit infrastructure in this area. A living green wall, for example, incorporated into the future bus terminal design could improve air quality in the vicinity of the bus terminal. Similar green features are planned for the San Francisco bus terminal.

5. Monitoring and continued community involvement

Effective monitoring and continued community involvement in the planning and implementation process is essential in order to measure the progress towards the goals for

the Yonge-Eglinton Centre. Monitoring transportation issues and community service facilities will require continued dialogue with various stakeholders in the community.

The key initiatives will be monitored to measure the progress towards the realization of these goals. Continued community involvement should be facilitated through various means of communication such as the Working Group format and the use of the City's website and community based internet websites.

Effective communication and transparency at City Hall are important goals for the local community. The Working Group has been an effective vehicle to exchange ideas and information with various stakeholders including area resident and business representatives. Maintaining a Working Group for Yonge-Eglinton Centre would provide a venue for continued dialogue with the community.

Implementation and Next Steps

The proposed Official Plan policies and urban design guidelines are attached to this report for City Council's consideration and adoption. An amendment to the Yonge-Eglinton Secondary Plan will incorporate new policies for Mixed Use Area 'A'. Amendments to the Zoning By-law attached to this report for the southwest quadrant of the Yonge-Eglinton intersection have been formulated to ensure restrictions such as height, angular planes and building setbacks are in place to guide future development, consistent with the Urban Design Guidelines.

Planning tools such as Section 37 of the Planning Act, subdivision plans and holding provisions will be used to secure community benefits and ensure adequate public infrastructure coincides with new development. The priorities for community benefits shall be public parkland and park improvements, public realm and streetscape improvements, community facilities including non-profit licensed daycare and flexible multi-purpose community space, and public art.

A detailed implementation strategy for the proposed public park within the southwest quadrant of the intersection will be presented to City Council for consideration at a later date. The implementation strategy will identify potential funding sources for these area infrastructure improvements.

Implementing the vision for Yonge-Eglinton will involve efforts from all levels of government, local residents and businesses, as well as public-private partnerships. Efforts from senior levels of government will largely revolve around funding improved public infrastructure for the City to support intensification, particularly improved public transit.

The implementation and financing of public infrastructure to support intensification in this and other areas of the City where growth is anticipated should continue to be pursued by the City at the provincial and federal levels.

Public-Private partnerships should be explored in implementing sustainable, transit-supportive development and the required supporting infrastructure.

Strata Plans

A Strata Plan can be an effective tool to limit heights on city-owned lands to ensure the objectives of the City are implemented when the lands are sold to the private sector. A strata plan can be used to divide lands horizontally above and below a fixed height above grade enabling the City to sell lands to a certain height but retain ownership of the air rights above that fixed height. The City has utilized this tool when disposing of City lands in the past.

There is a community desire to utilize a strata plan on the TTC bus terminal lands to ensure the maximum height reflected in the proposed zoning by-law (120 metres) is implemented if the lands are sold to the private sector. Site and Area Specific Policy 6(b) of the draft Official Plan Amendment attached to this report stipulates that a Strata plan to limit height may be utilized on city-owned lands located in the southwest quadrant of the Yonge-Eglinton intersection to implement the objectives of the Secondary Plan.

City Real Estate staff have communicated their concern to any inclusion of policies related to strata plans in the Official Plan and advise that Council can and has used the disposition of a strata interest to limit height on other properties without any planning acknowledgement being required. The policy will only apply to the southwest quadrant of the intersection and is an acknowledgement that such a tool may be used by City Council at its discretion during its deliberations on the Eglinton TTC bus terminal lands. This acknowledgment is desired by the local community as a result of several years of deliberations on the appropriate heights to be established for these lands through the zoning by-law.

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Gary Wright, Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

- Attachment 1: Draft Official Plan Amendment
- Attachment 2: Draft Zoning By-law Amendment
- Attachment 3: Yonge-Eglinton Centre Urban Design Guidelines
- Attachment 4: Draft CIP amending By-law
- Attachment 5: Context Plan
- Attachment 6: Official Plan
- Attachment 7: Zoning

ATTACHMENT 1: DRAFT OFFICIAL PLAN AMENDMENT

Authority: Planning and Growth Management Committee Item ? [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 2009

Enacted by Council: ~, 2009

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt Amendment No. 63 of the Official Plan respecting the Yonge-Eglinton Secondary Plan

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

WHEREAS the Council for the City of Toronto, at its meeting of ~ 2009, determined to amend the Official Plan for the City of Toronto adopted by By-law No. 1082-2002; 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. 63 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 2009.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 63 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

Lands within the Yonge-Eglinton Secondary Plan Area

The following Text and Maps constitutes Amendment No. 63 to the City of Toronto Official Plan.

OFFICIAL PLAN AMENDMENT:

The Official Plan is amended as follows:

1. Chapter 6, Section 21, Yonge-Eglinton Secondary Plan is amended as follows:

1.1 Section 2.9 is amended by adding policies (d) to (j) as follows:

- (d) pursue opportunities arising from development applications to secure and develop new parkland and to improve existing parkland through the use of planning tools such as land dedications, cash-in-lieu, and Section 37 of the *Planning Act*;
- (e) encourage a community-based planning and design process for creating interesting and engaging parks and open spaces that are safe, comfortable and accommodate people of all ages and abilities year-round;
- (f) provide connections between public parkland and open spaces in the Yonge Eglinton area, and to similar resources in adjacent areas, through the use of trails, bikeways, pedestrian-friendly streetscape environments, walkways and greenbelts;
- (g) develop attractive parks as focal points in the community which provide opportunities for public art, heritage interpretation and cultural expression;
- (h) develop a strategy for the acquisition and improvement of public parkland and park improvements; and
- (i) work with public agencies and private property owners to establish partnerships and agreements to supplement the supply of city-owned parkland by allowing public access to other types of open spaces.

1.2 Section 4.1, *Mixed Use Area 'A'* is amended by adding the following sentence:

“New development shall be compatible with maintaining the stable character of surrounding *Neighbourhoods*.”

- 1.3 Section 5, **SPECIAL STUDY AREA** is amended by deleting Section 5 in its entirety and replacing it with the following:

“YONGE- EGLINTON FOCUSED AREA

In addition to the policies set out in the Official Plan and this Secondary Plan, *Mixed Use Area ‘A’* delineated on Map 21-1 is subject to the following policies:

Urban Form and Public Realm

- 5.1 Urban Design Guidelines which promote compatible built form and exceptional urban design will guide new development in *Mixed Use Area ‘A’* in addition to the policies in the Official Plan.
- 5.2 New development shall promote architectural excellence and environmentally sustainable and innovative design.
- 5.3 Improvements to the public realm throughout the area will be encouraged, including enhancements to streetscapes, existing open spaces and wider sidewalks.
- 5.4 Pedestrian amenities (links, connections, sidewalks) shall be designed to ensure a high quality pedestrian realm and provide for ease of pedestrian movement, with particular regard for travel to and from transit facilities.
- 5.5 Improvements to existing pedestrian conditions, including underground connections to the Subway, shall be encouraged and investigated to address local pedestrian needs and opportunities.
- 5.6 Comprehensive redevelopment of the northeast quadrant of the Yonge-Eglinton intersection that incorporates publicly accessible open space on the corner will be encouraged.
- 5.7 Street-related retail along Yonge Street north of Eglinton Avenue will be retained and encouraged.
- 5.8 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.

Public Transit

- 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 *Yonge-Eglinton Centre*.
- 5.10 Transit-oriented developments which enhance accessibility to nearby TTC facilities and services, including direct connections, will be a priority.
- 5.11 A new TTC bus terminal, linked to the Eglinton Subway station and a future Eglinton Rapid Transit station on the southwest quadrant of the intersection shall improve public transit accessibility for the area.
- 5.12 Transit vehicle access to the new Eglinton bus terminal will be designed to minimize pedestrian/transit vehicle conflicts while maintaining acceptable bus operations.
- 5.13 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 (Map 4).
- 5.14 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.
- 5.15 New development shall accommodate the transit functions in the *Yonge-Eglinton Centre*, including a new permanent bus terminal in the south west quadrant of the Yonge-Eglinton intersection.

Community Focus

- 5.16 Strategies to encourage and support the business and office focus of the *Mixed Use Area 'A'* shall be pursued in partnership with all stakeholders.
- 5.17 The Yonge-Eglinton destination and area identity shall be encouraged by reinforcing the area's quality of life and by promoting its continued health.
- 5.18 To strengthen the Community Focus of *Yonge-Eglinton Centre*, a public park and community facilities should be realized for the southwest quadrant of the Yonge-Eglinton intersection in a timely fashion.

- 5.19 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 area.
- 5.20 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.
- 5.21 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.

Bicycle

- 5.22 Bicycle linkages (route, trail, lanes) shall be encouraged and investigated, to connect the *Yonge Eglinton Centre* to the City's Bicycle Master Plan bicycle network.
- 5.23 Enhanced bicycle facilities (bike lockers, change rooms etc.) shall be encouraged in all new development.

Transportation

- 5.24 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.
- 5.25 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 activity in the area.
- 5.26 Traffic management and other initiatives will be encouraged and implemented to address local concerns, and efforts to discourage traffic infiltration into adjacent neighbourhoods will be pursued in consultation with the local community.
- 5.27 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. Relief from

minimum parking requirements will be considered if proposed development can demonstrate how projected travel can be accommodated by other modes.

- 5.28 Adequate, safe and well-designed pedestrian connections to parking facilities shall be provided in new developments.
- 5.29 The provision of loading dock management plans to maximize the efficiency of planned infrastructure shall be required where necessary.
- 5.30 Construction Management Plans shall be required for new developments to ensure minimal disruptions to the surrounding area as a result of construction activities.

Implementation and Monitoring

- 5.31 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 preclude the implementation of a new public road and shall provide land dedications where necessary to implement the public road.
- 5.32 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.
 - Public realm, pedestrian connections, and streetscape improvements
 - Public art
- 5.33 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 for projects within *Mixed Use Area 'A'*.
- 5.34 A monitoring framework for transportation activity in the Yonge-Eglinton area will be implemented in cooperation with local communities to ensure stable areas located adjacent to Yonge-Eglinton Centre are adequately protected from the effect of transportation activity and traffic infiltration.

5.35 Community service facilities serving the Yonge-Eglinton area shall be monitored on an on-going 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.”

1.4 Section 7, **SITE AND AREA SPECIFIC POLICIES** is amended by adding the following Site and Area Specific Policy 6, together with the key map as shown on the attached Schedule 1, as follows:

6. **Southwest quadrant of Yonge and Eglinton**

On the lands shown as 6 on Map 21-1 the following additional policies shall apply:

- (a) new development shall not preclude the implementation of a new public road extending east and south from Duplex Avenue to Berwick Avenue. Land dedications will be required where necessary to implement the new public road.
- (b) strata plans to limit height may be utilized on city-owned lands to implement the objectives of this Plan.

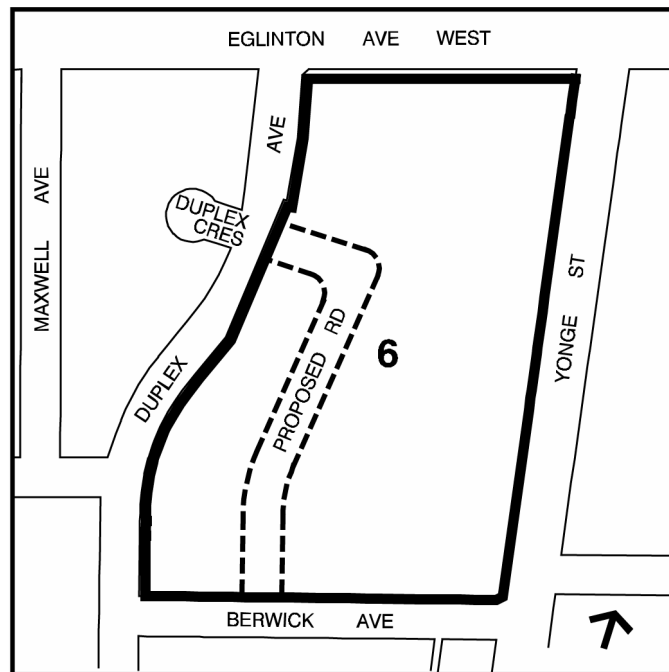
1.5 Map 21-1, Land Use Plan is amended, as shown on the attached Schedule 2, by deleting the Special Study Area and replacing it with a *Mixed Use Area* ‘A’ designation, and adjusting the boundary of the *Mixed Use Area* ‘A’ in the southwest quadrant of the Yonge-Eglinton intersection.

- 2. Map 17, Land Use Plan is amended, as shown on the attached Schedule 3, by adjusting the boundary of the Mixed Use Area in the southwest quadrant of the Yonge-Eglinton intersection.
- 3. THE DESIGNATION OF PLANNED BUT UNBUILT ROADS, Schedule 2 of the Official Plan is amended by adding the following text:

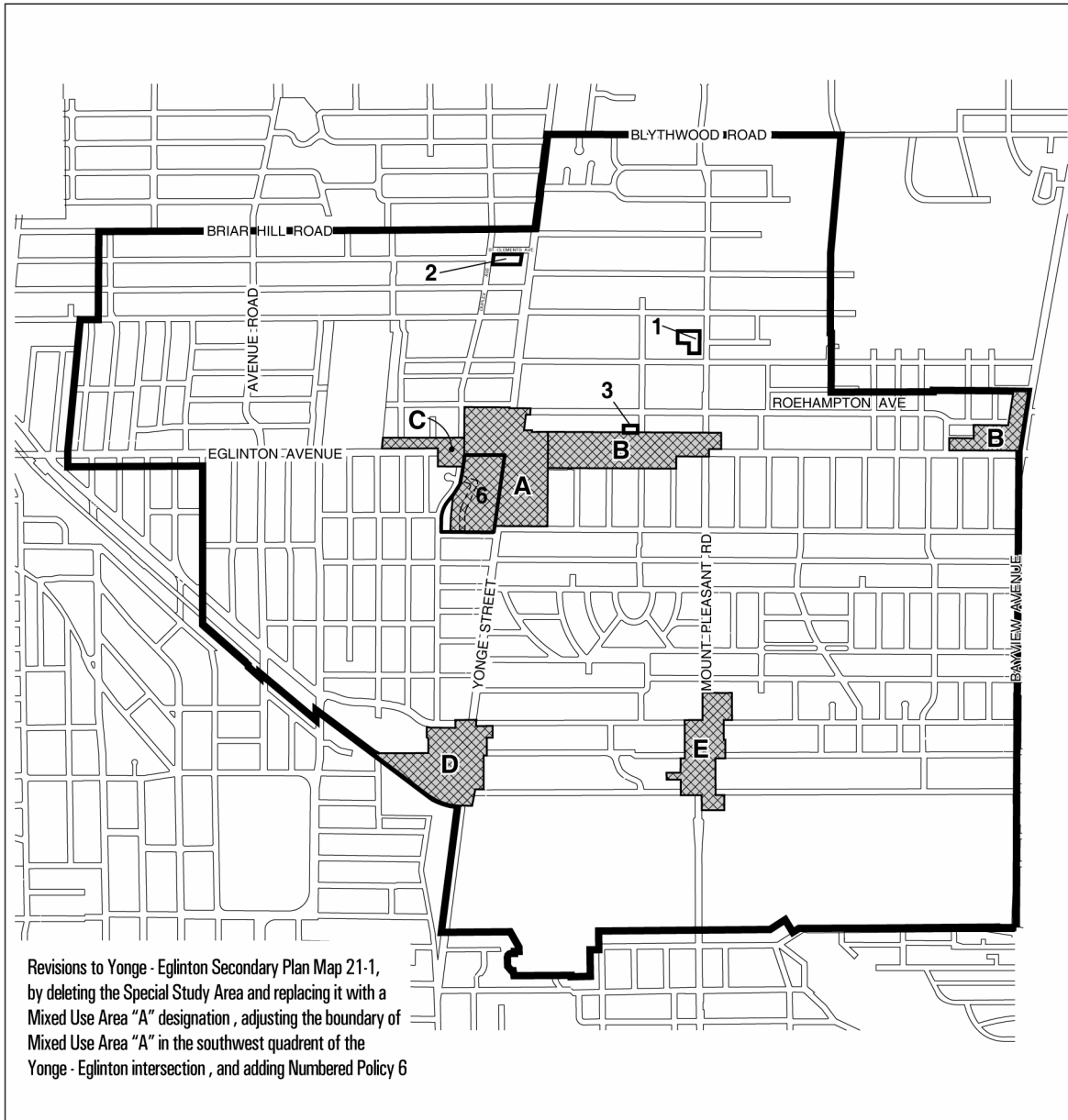
STREET NAME: New Link

FROM: Opposite Duplex Crescent **TO:** Berwick Avenue, east of Duplex Avenue

Schedule 1



Schedule 2



Official Plan Amendment # 63

Yonge - Eglinton Centre

File # 04_142873

— Secondary Plan Boundary

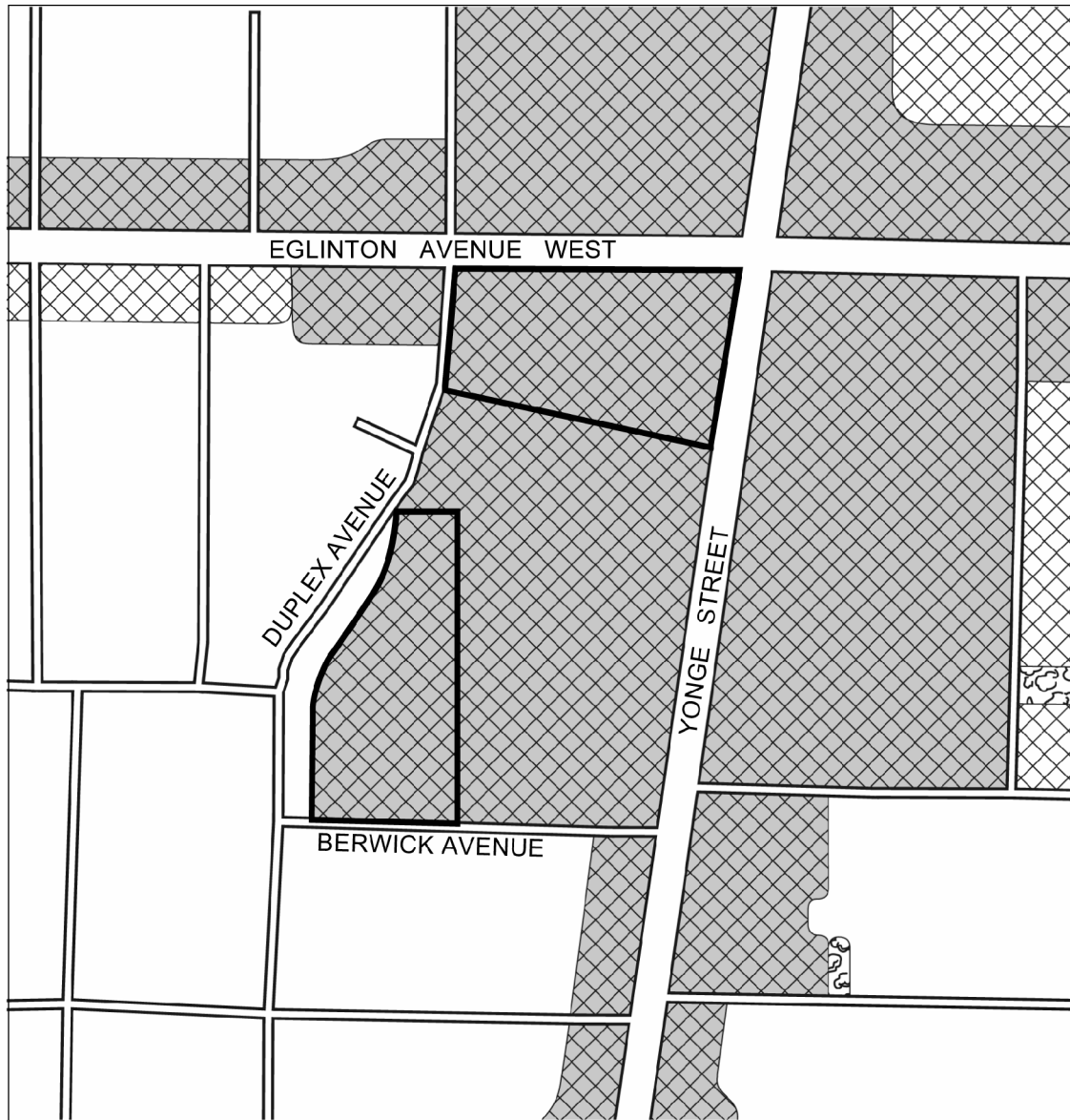
▨ Mixed Use Areas

1 Site and Area Specific Policies



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Schedule 3

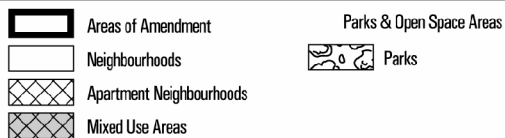


TORONTO City Planning

Official Plan Amendment #63

Revisions to Land Use Plan, Map 17 to Redesignate lands from Neighbourhoods to Mixed Use Areas and to remove Special Study Area

File # 04_142837



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ATTACHMENT 2: DRAFT ZONING BY-LAW AMENDMENT

CITY OF TORONTO

BY-LAW No. ____-2009

To amend the General Zoning By-law No. 438-86 of the former City of Toronto, as amended, with respect to the lands bounded by Eglinton Avenue to the north, Berwick Avenue to the south, Yonge Street to the east, and Duplex Avenue to the west.

WHEREAS this by-law is passed in implementation of the Yonge-Eglinton Secondary Plan, as amended (OPA No.) , for the lands bounded by Eglinton Avenue to the north, Berwick Avenue to the south, Yonge Street to the east, and Duplex Avenue to the west; and

WHEREAS authority is given to Council by Section 34 and 36 of 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*;

WHEREAS pursuant to Section 37 of the *Planning Act*, the Council of a municipality may in a By-law under Section 34 of the *Planning Act*, authorize increases in the height or density of development beyond those otherwise permitted by the by-law in return for the provision of such facilities, services or matters as are set out in the by-law;

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

1. District Map No. 50K-323 contained in Appendix “A” of By-law No. 438-86, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto,” as amended, is further amended by:

(1) redesignating to “CR T7.0 C5.5 R5.5 (H)” the lands identified as “CR T7.0 C5.5 R5.5 (H)” and as outlined by heavy lines on Map 1 attached to and forming part of this By-law;

(2) redesignating to “R2 Z4.0 (H)” the lands identified as “R2 Z4.0 (H)” and as outlined by heavy lines on Map 1 attached to and forming part of this By-law;

2. None of the provisions of Section 2(1) with respect to the definition of the words *grade* and *height* and none of the provisions of Section 4(2), 4(4)(b), 4(11), 4(16), 8(3), 12(2) 118, and 12(2) 119 of By-law No. 438.86, as amended, shall apply to prevent the uses or the erection or use of any buildings or structures for any purpose permitted in

Section 8(1) of By-law No. 438-86, as amended, on *Blocks A and B*, shown on Map 3 attached hereto, as well as for any purpose permitted in Section 6(1) of By-law No. 438-86, as amended, on *Block C*, also shown on Map 3 attached hereto, provided that:

- (1) The *lands* consist of lands delineated by heavy lines on the attached Map 1 attached to and forming part of this By-law;
- (2) The total combined *non-residential gross floor area* and *residential gross floor area* on *Block A* shall not exceed 136,900 square metres of which the *residential gross floor area* on *Block A* shall not exceed 74,000 square metres and the *non-residential gross floor area* on *Block A* shall not exceed 107,000 square metres,
- (3) The total combined *non-residential gross floor area* and *residential gross floor area* on *Block B* shall not exceed 112,800 square metres of which the *residential gross floor area* on *Block B* shall not exceed 52,000 square metres and the *non-residential gross floor area* on *Block B* shall not exceed 88,000 square metres.
- (4) The total *residential gross floor area* on *Block C* shall not exceed 19,000 square metres.
- (5) no part of any building or structure erected or used above finished ground level within any *Block* is located otherwise than wholly within the areas delineated by the heavy lines on Map 2;
- (6) except where a heavy line shown on Map 2 is contiguous with the boundary of a *lot*, nothing in Section 2(5) hereof shall prevent the following elements from projecting beyond the heavy lines shown on Map 2 respecting buildings on *Blocks A, B and C*, provided the restrictions set out are complied with:
 - (i) eaves, cornices, lighting fixtures, fences and safety railings, trellises, balustrades, chimneys, vents, wheelchair ramps, retaining walls, landscape features, ornamental structures, walkways, stairs, covered stairs and or stair enclosures associated with an entrance or exit from an underground parking garage, stair landings, decks, planters, and public art features;
 - (ii) balconies to a maximum horizontal projection of not more than 1.5 metres;
 - (iii) canopies to a maximum horizontal projection of not more than 2.5 metres;
 - (iv) bay windows to a maximum horizontal projection of not more than 0.75 metres.
- (7) no part of any building or structure to be erected on the *lands* shall exceed the *height* limits in metres specified by the numbers following the symbol “H” as shown on Map 2;

(8) nothing in Section 2(6) of this By-law shall prevent the erection or use of the building elements or structures identified in Section 4(2)(a)(i) of By-law No. 438-86, as amended, subject to the limitations contained therein.

(9) the minimum required number of *parking spaces* shall be provided and maintained on the lot in accordance with the following:

CONDOMINIUMS

Bachelor dwelling unit-0.3 spaces per unit;

One bedroom *dwelling unit*-0.5 spaces per unit;

Two bedroom *dwelling unit*-0.80 spaces per unit;

Three bedroom *dwelling unit*-1.0 spaces per unit;

Visitor Parking (minimum and maximum)-0.10 spaces per unit;

RENTAL

Bachelor dwelling unit-0.2 spaces per unit;

One bedroom *dwelling unit*-0.4 spaces per unit;

Two bedroom *dwelling unit*-0.60 spaces per unit;

Three bedroom *dwelling unit*-0.8 spaces per unit;

Visitor Parking (minimum and maximum)-0.10 spaces per unit;

Non-residential uses- 1.0 spaces per 300 square metres.

(10) No person shall erect or use a building or structure on the *lands*, where a portion of the building or structure:

A. projects beyond a 45 degree angular plane constructed over the *lands* from a line 10 metres from the *lot* line facing Duplex Avenue commencing at the intersection of Duplex Avenue with the projection of the centre line of Duplex Crescent, and continuing southerly to the intersection of Duplex Avenue with the north street line of Berwick Avenue;

B. projects beyond a 60 degree angular plane constructed over the *lands* from a line 10 metres from the *lot* line facing Duplex Avenue and commencing at the intersection of Duplex Avenue with the projection of the centre line of Duplex Crescent with the south street line of Eglinton Avenue West;

(11) Minimum first storey floor-to-ceiling height at the first floor at or above *grade* shall be 4.5 metres facing Eglinton Avenue and Duplex Avenue for *Block A*.

3. None of the provisions of By-law No. 438-86, as amended, or this By-law shall apply to prohibit the erection or use of a building or structure on the *lands* having a greater *non-residential gross floor area* than that permitted by those regulations in a *non-residential building* or in a *mixed-use building* in the zone in which the *lands* are located provided the additional *non-residential gross floor area* is used for the purposes of:

(1) one or more pedestrian walkways that:

- i) provide direct access between *streets*, parks, public buildings, and/or public spaces or between such space and a similar walkway in an adjacent building, a *common outdoor space* or a Toronto Transit Commission Public Transit Facility;
- ii) are no narrower than three metres at any point;
- iii) are not used for commercial purposes, including *hotel* lobbies, retail areas, commercial display areas or other rentable space; and/or

(2) one or more washrooms or sitting areas that have access to those walkways; and/or

(3) Public Transit Facilities, including uses ancillary thereto; and/or

(4) Public Community and Recreation Centres.

4. None of the provisions of By-law No. 438-86, as amended, or this By-law shall apply to prevent:

(1) erection and use of a temporary sales office for the sale of residential *dwelling units* contemplated by this By-law on each of *Block A*, *Block B* or *Block C*, without parking or building setback restrictions for the purpose of selling residential units on the *Blocks*;

5. While the “(H)” holding symbol is in place, no person shall, within any part of the *lands* zoned “CR T7.0 C5.5.0 R5.5.0 (H)” and “R2 Z4.0 (H)”, on Map 1 attached hereto, use any lot or erect, alter or use any building or structure erected prior to passage of this By-law for any purpose except as permitted under the following zoning:

<i>Blocks A and B:</i>	CR T4.0 C3.0 R3.0 H61.0
<i>Block C:</i>	R2 Z0.6 H9.0

Upon removal of the “(H)” holding symbol, pursuant to Section 36 of the *Planning Act*, permitted uses shall be as set out pursuant to By-law No. 438-86, as amended, and this By-law.

6. *Blocks* zoned with the “(H)” symbol shall not be used for any purpose permitted by this By-law, other than as provided for in Section 5, until the “(H)” symbol has been removed in whole or in part by amending by-law upon submission of a Site Plan Control application to the satisfaction of the City, in accordance with the Yonge-Eglinton Secondary Plan policies and the Yonge-Eglinton Centre Urban Design Guidelines, and when Council is satisfied as to:

(i) the availability or provision of all transportation improvements, infrastructure and servicing, including public transit, stormwater management, the provision of community

facilities and accommodations for pedestrians and cyclists, necessary to accommodate and support any proposed development;

ii) all appropriate requirements or clearances for the proposed development pertaining to site environmental conditions;

(iii) the provision of appropriate public benefits to the City in accordance with Section 6(iv) below and execution and registration of a Section 37 agreement satisfactory to the Chief Planner and Executive Director pursuant to section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended;

(iv) pursuant to Section 37 of the *Planning Act*, the heights and density of development contemplated herein are permitted subject to the provision by the Owner of the land, at its expense, the following facilities, services and matters to the City and in accordance with and subject to the agreement(s) referred to in Section 6(iii) above:

- a) community facilities including non-profit licensed day care and flexible multi-purpose community space; and/or
- b) public parkland and park improvements; and/or
- c) off-site public realm, pedestrian connections, and streetscape improvements; and/or
- d) public art.

(v) arrangements and/or necessary agreements satisfactory to the Chief Planner and Executive Director and the General Manager of Parks, Recreation and Forestry in consultation with the Chief Corporate Officer, are made respecting land dedications and/or funding for the future *Yonge-Eglinton public park*, or portion thereof; and

(vi) arrangements and/or necessary agreements satisfactory to the Chief Planner and Executive Director and the Director of Technical Services in consultation with the Chief Corporate Officer, are made respecting land dedications and/or funding for the future *north/south public road*, or portion thereof.

7. For the purposes of this by-law:

(1) “*Block*” means any one of the *Blocks* as defined;

(2) “*Blocks*” means any or all of the *Blocks* defined in Section 7(3) below, as the case may be;

(3) “*Block A*”, “*Block B*”, and “*Block C*” means those lands respectively delineated and identified as *Block A*, *Block B*, *Block C* on Map 3 attached to and forming part of this by-law;

(4) “*grade*” shall mean the following for each of the following *Blocks*:

(i) *Block A* – 160 metres Canadian Geodetic Datum;

(ii) *Block B* – 156 metres Canadian Geodetic Datum;

(iii) *Block C* - 155 metres Canadian Geodetic Datum.

(5) “*height*” means the vertical distance between *grade* and;

(i) in the case of a pitched roof building, the mean height level between the eaves and the ridge of the roof;

(ii) in the case of another kind of roof, the highest point of the roof; and

(iii) where there is no roof, the highest point of the structure.

(6) “*lands*” shall mean those lands outlined by heavy lines on Map 1 attached hereto and forming part of this By-law being those lands bounded by Eglinton Avenue, Berwick Avenue, Yonge Street, and Duplex Avenue;

(7) “*Yonge-Eglinton public park*” shall mean a *public park* along Duplex Avenue with an approximate land area of 2500 square metres.

(8) “*north-south public road*” shall mean a public right-of-way designed to result in an ultimate right-of-way width of at least 18 metres extending from Duplex Avenue to Berwick Avenue.

(9) each other word or expression which is italicized in this By-law shall have the same meaning as each word or expression as defined in By-law No. 438-86, as amended.

8. Despite any existing or future severance, partition, or division of any *Block*, the provisions of this By-law shall apply to the whole of each of the *Blocks* as if no severance, partition or division occurred.

ENACTED AND PASSED this day of , A.D. 2009.

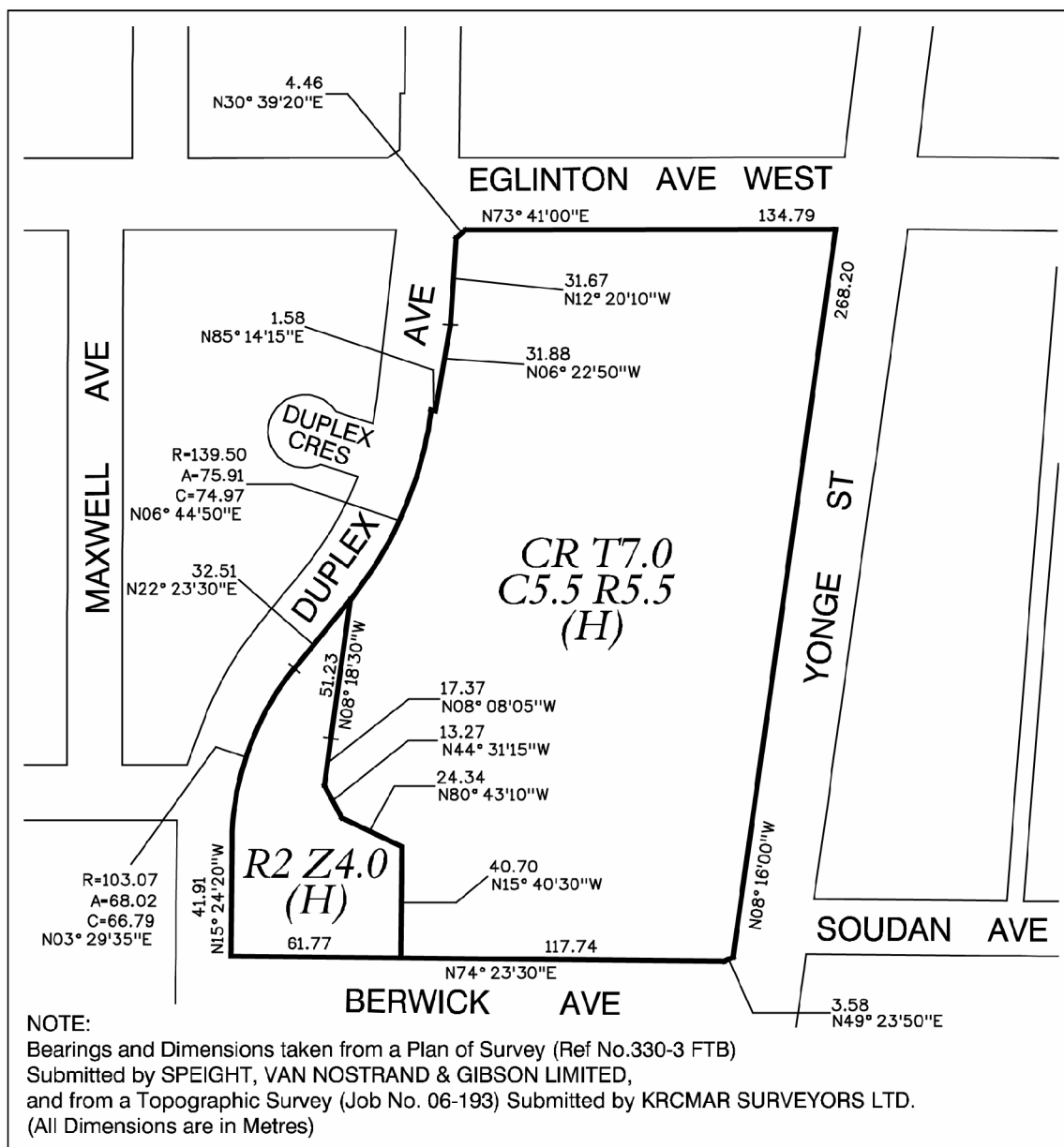
DAVID R. MILLER,

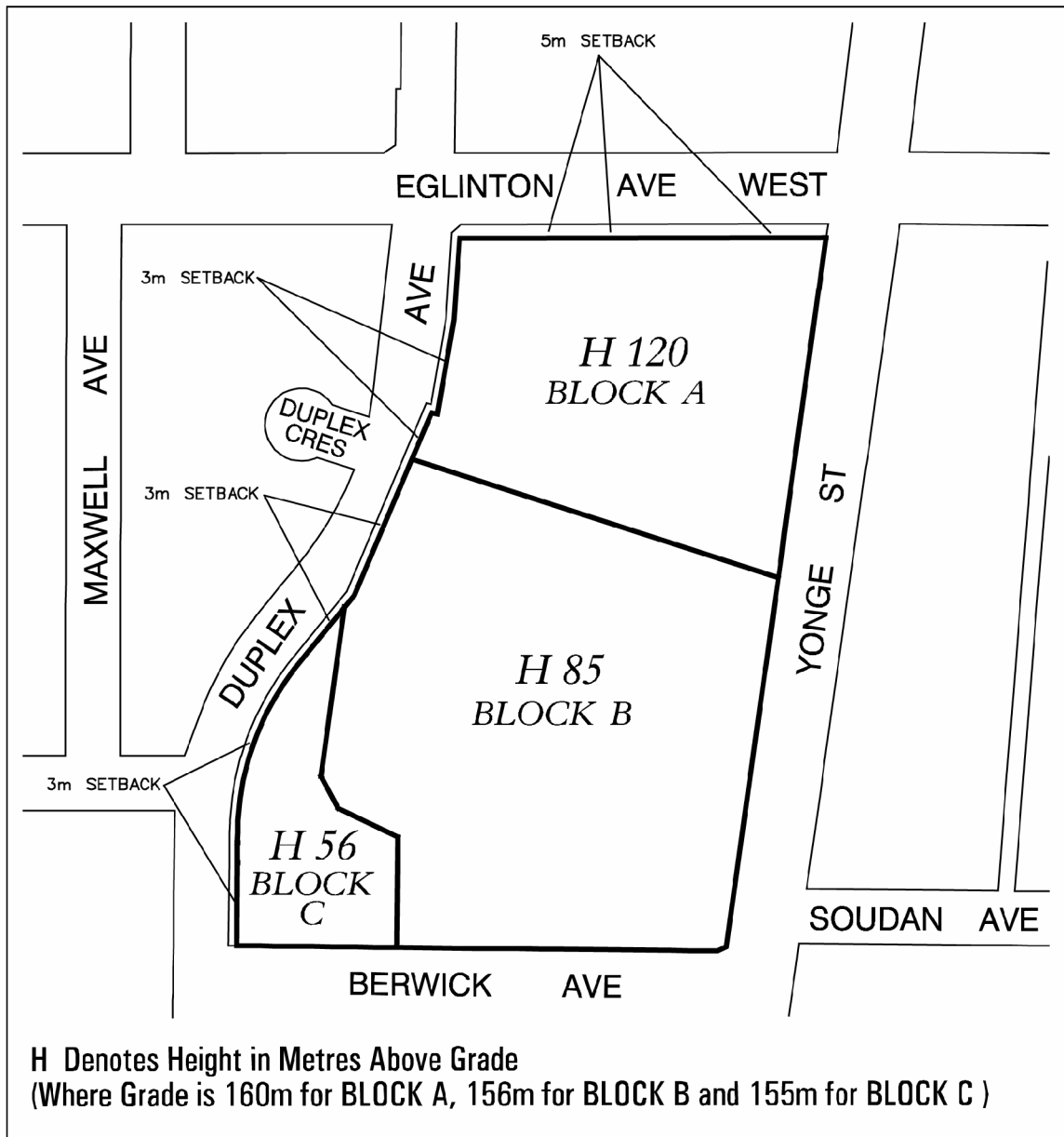
Mayor

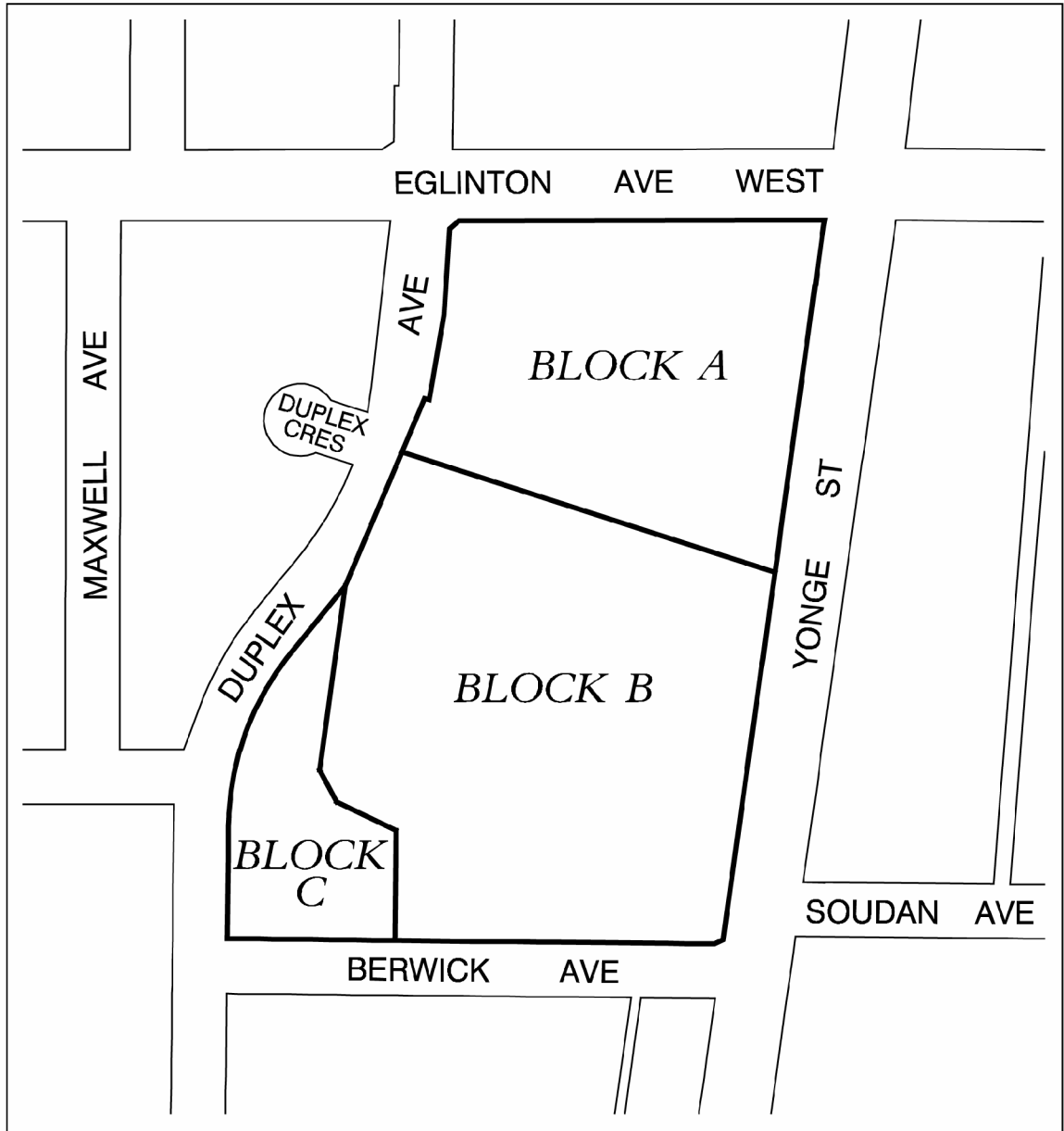
(Corporate Seal)

ULLI S. WATKISS

City Clerk







ATTACHMENT 4: DRAFT CIP AMENDING BY-LAW

Authority: Planning & Growth Management Committee Item No. PG____ as adopted by City of Toronto Council at its meeting of *****, 2009.

Enacted by Council:

CITY OF TORONTO

BY-LAW No. ____-2009

To amend Schedule 1 of the City-Wide Community Improvement Plan by identifying Yonge-Eglinton Centre as one of the Centre Focus Areas

WHEREAS Subsection 28(2) of the *Planning Act* provides that the council of a municipality which has an Official Plan containing provisions relating to community improvement, may by by-law designate the whole or any part of an area covered by such an official plan as a community improvement project area; and

WHEREAS the City of Toronto Official Plan contains the provisions necessary to designate the City of Toronto as a community improvement project area; and

WHEREAS on May 27, 2008 City Council enacted By-law No. 516-2008 to designate the City of Toronto as a Community Improvement Project Area and to adopt a Community Improvement Plan; and

WHEREAS Section 28(4) of the *Planning Act* provides that the council of a municipality may adopt a community improvement plan for a community improvement project area; and

WHEREAS a public meeting has been held in accordance with the *Planning Act*;

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

1. The City-Wide Community Improvement Plan for Brownfield Remediation and Development of Prescribed Employment Uses is amended by:
 - a) adding Map S-5, the Yonge-Eglinton Centre Focus Area, as outlined by heavy lines on Schedule “1”, attached to and forming part of this by-law, to SCHEDULE 1: THE CENTRES.
 - b) deleting the first sentence in Section 1 of SCHEDULE 1: THE CENTRES, and replacing it with the following:

‘The policies contained in this Schedule shall apply to the Etobicoke Centre Focus Area, the North York Centre Focus Area, the Scarborough Centre Focus Area, and the Yonge-Eglinton Centre Focus Area as shown

on Maps S-1, S-2, S-3, and S-5, attached hereto (collectively, the “Centres Focus Areas”).’

- c) deleting the words ‘3 of’ in the second sentence in Section 1 of SCHEDULE 1: THE CENTRES, so the amended sentence reads as follows:

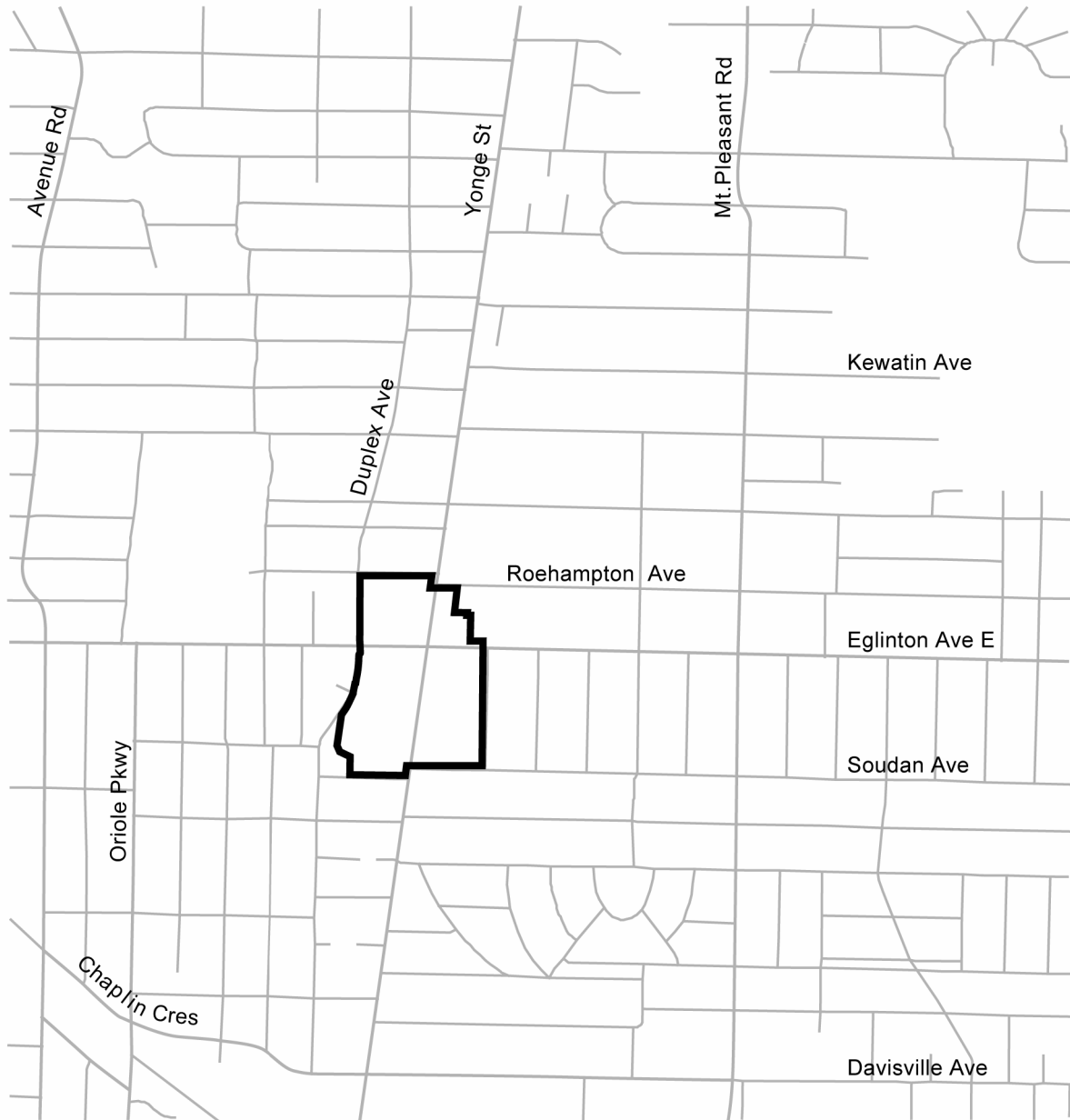
‘The Centres Focus Areas correspond to the 4 Centres identified on Map 2 of Toronto’s Official Plan.’

ENACTED AND PASSED this _____, 2009.

DAVID R. MILLER,
Mayor
(Corporate Seal)

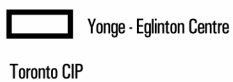
ULLI S. WATKISS,
City Clerk

Schedule 1

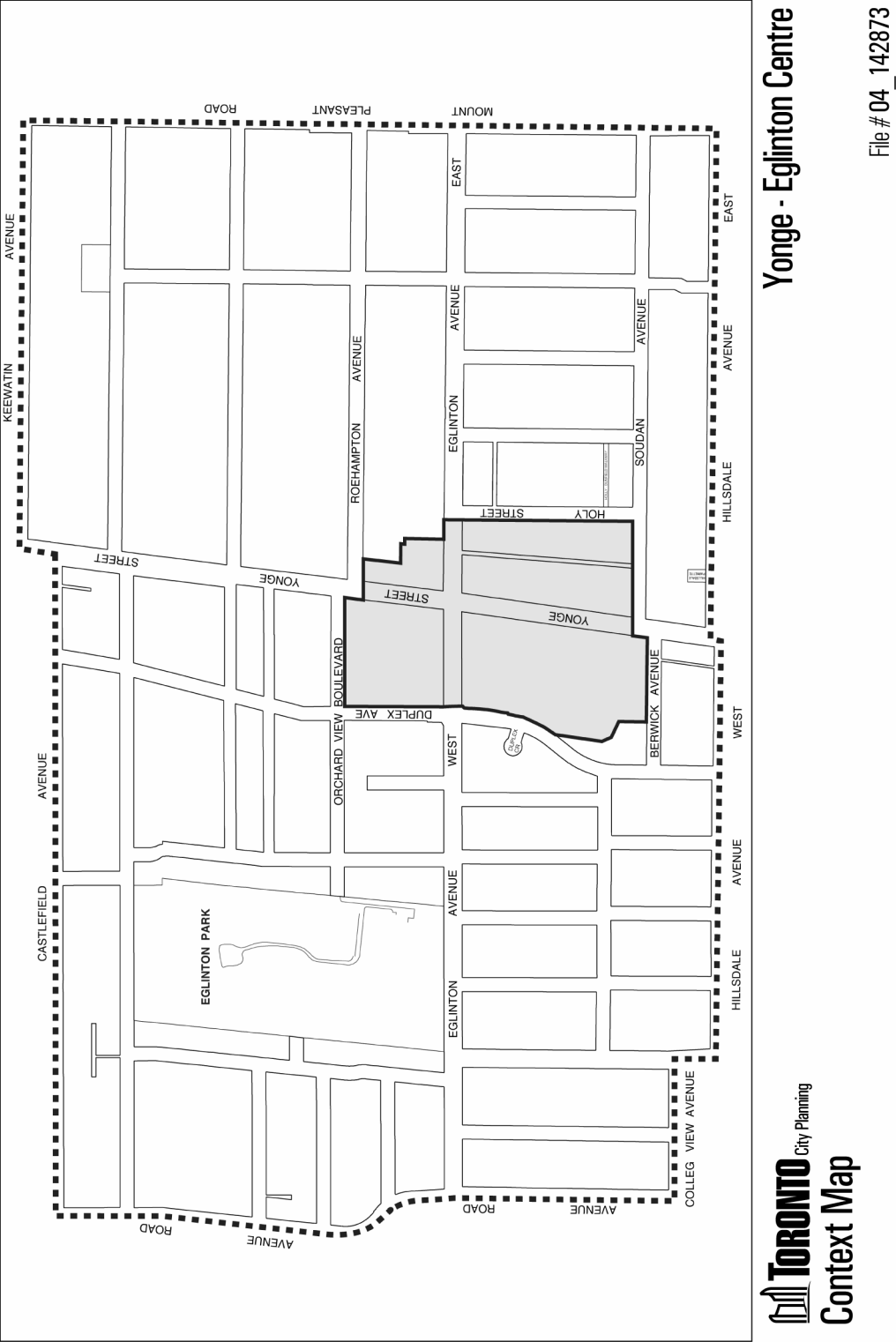


Toronto Community Improvement Plan

Map S-5: Yonge - Eglinton Centre



ATTACHMENT 5: CONTEXT PLAN



↑
Note to Scale
12/16/08

ATTACHMENT 6: OFFICIAL PLAN



Toronto City Planning
Official Plan

Yonge - Eglinton Centre

File # 04_142873



Not to Scale
12/17/08

The map displays a city block with various zoning districts. The districts are labeled as follows:

- R1S Z0.6**: Located in the top left and top right sections.
- R2 Z0.6**: Located in the middle left and middle right sections.
- R2 Z2.0**: Located in the bottom left and bottom right sections.
- CR T5.0 C3.0 R3.0**: Located in the center of the block.
- CR T4.0 C3.0 R3.0**: Located in the bottom left section.
- CR T5.0 C4.0 R3.0**: Located in the bottom center section.
- R4 Z2.0**: Located in the bottom right section.
- R4 Z1.0**: Located in the top right section.
- R4A Z1.0**: Located in the top left section.
- R4A Z2.0**: Located in the bottom right section.
- R4A Z1.0**: Located in the bottom right section.

The map also shows several streets and boundaries:

- MCR T3.0 C2.0 R2.5**: A street running vertically through the center.
- CR T5.0 C4.0 R3.0**: A street running vertically through the bottom.
- CR T3.0 C3.0 R2.0**: A street running horizontally through the middle.
- CR T5.0 C3.0 R3.0**: A street running horizontally through the bottom.
- CR T3.0 C2.0 R2.5**: A street running horizontally through the top.

The map is oriented with North at the top.