



**STAFF REPORT
ACTION REQUIRED**

**Eglinton Connects Planning Study – Phase 1 (Part 1)
Implementation Report**

Date:	May 22, 2014
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Wards 11, 12, 15, 16, 17, 21, 22, 25, 26, 34, 35, 37
Reference Number:	P:\2014\Cluster B\PLN\PGMC\PG14071 (12 141479 SPS 00 OZ)

SUMMARY

Over the last two years, the Eglinton Connects Planning Study examined the future land uses, built form, public realm and road layout on Eglinton Avenue, in anticipation of the opening of the Eglinton Crosstown LRT in 2020. Together with various stakeholders and the community, a vision for the intensification of Eglinton Avenue was developed. The study resulted in a Plan with 21 recommendations, which were adopted by City Council in May 2014, along with direction to consult further on initial implementation measures.

The purpose of this report is to recommend the adoption of some initial implementation measures for the 21 study recommendations endorsed by Council, and to report back on the results of three community meetings held in May 2014. This report proposes that the Phase 1 implementation measures would be adopted in two parts: Part 1 includes Official Plan Amendments (OPAs) and two Council Resolutions, while Part 2 will include amendments to the Zoning By-law and other implementation measures.

This report recommends implementation of OPAs to facilitate the intensification of the corridor in accordance with the Plan. Changes to land use designations are recommended in certain areas to encourage lot consolidation and redevelopment or to recognize existing uses. A pilot project to demonstrate the implementation of a Neighbourhood Transition Area is proposed on one block. In Leaside, an OPA to permit townhouses on one block is proposed. Site and Area Specific Policies are proposed to secure the dedication of rear laneways as new development occurs. Site and Area Specific Policies are also proposed to guide the development of the Bayview, Dufferin and West Side Mall Focus Areas with respect to building massing, transportation connections, open space, and community facilities. Finally, two Resolutions are recommended to implement the Streetscape Plan and to adopt a *Special Study Areas* designation in part of the Mount Dennis area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt the Official Plan Amendments as listed in Attachment 2;
2. City Council direct that private and public redevelopment along Eglinton Avenue be required to provide the approved Streetscape Plan features in the boulevard in front of the development property, public lanes in the rear, dedications for widening of the right-of-way and publicly-accessible setbacks, as shown in the Plan, and that such features be secured through appropriate agreements or permits;
3. City Council direct the Chief Planner and Executive Director, City Planning and City Solicitor to request the Minister of Municipal Affairs and Housing or the Ontario Municipal Board, through a modification of Official Plan Amendment 231, to implement an amendment to the Official Plan for the southern 100 metres of the lands at 3500 Eglinton Avenue West (former Kodak lands) as follows: redesignate on Map 17 (Land Use Plan) of the Official Plan the area shown on Attachment 4 from *Employment Areas* to *Special Study Areas*;
4. Planning & Growth Management Committee direct the Chief Planner and Executive Director, City Planning, to report back to the August 7, 2014, meeting of PGMCM with the Phase 1 Zoning By-law Amendments and any further Official Plan Amendments; and,
5. City Council direct the City Clerk to give notice of a Statutory Public Meeting to be held by the Planning & Growth Management Committee on August 7, 2014 to consider the Official Plan Amendments, Zoning By-law Amendments and other planning instruments and measures referred to in Recommendation 4.

Implementation Points

City Planning staff are recommending that the Eglinton Connects Plan be implemented in two phases (involving multiple parts), following the process detailed below.

Phase 1 – These are the measures City Council may take now to implement significant elements of the Plan. They are composed of Council resolutions, Official Plan Amendments (OPAs) and amendments to the Zoning By-law.

Because of the scope and complexity of the implementation measures, it is envisioned that Phase 1 would be implemented in two parts. Part 1 includes the Official Plan Amendments and Council Resolutions contained in this report. Part 2 will include amendments to Zoning By-law 569-2013, as well as amendments to the various zoning by-laws of the former municipalities, which are still in effect. Part 2 implementation measures will be submitted to the Planning & Growth Management Committee meeting on August 7, 2014.

Phase 2 – Further to the Phase 1 implementation measures identified in this report, there are additional measures that would be required to complete the Eglinton Connects Planning Study and implement the Plan in its entirety. Most involve further work by staff in the City Planning Division and/or other Divisions, additional public and internal consultation, and may result in further Official Plan Amendments, Zoning By-law Amendments and other measures over time. More information on the steps required to accomplish this work will be provided in the August 2014 Part 2 report.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In November 2009, City Council approved a Transit Project Assessment Study (similar to an Environmental Assessment) for the Eglinton Crosstown LRT along Eglinton Avenue from Pearson Airport to Kennedy Subway Station.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.CC42.7>

Metrolinx received approval and funding to build the portion of the Eglinton Crosstown LRT between Weston Road and Kennedy Subway Station. In coordination with the development of the LRT, Metrolinx also agreed to provide funding for a comprehensive planning study of Eglinton Avenue, including a review of land use, built form, and public realm elements. This study has been undertaken by City Planning since January 2012, and became known as the Eglinton Connects Planning Study.

On October 12, 2012, Planning and Growth Management Committee received, for information, the first Status Report on the Eglinton Connects Planning Study. That staff report contains previous Decision History.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG18.3>

At its meeting of July 16-19, 2013, City Council received a second Status Report and provided direction on a number of issues. The report and Council's direction are here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG25.2>

At its meeting of May 6-8, 2014, City Council considered the Final Directions Report for the Eglinton Connects Planning Study. City Council adopted 21 recommendations under the themes of Travelling, Greening and Building Eglinton, directed staff to undertake further consultation on implementation measures, and report back to the Planning and Growth Management Committee in June. The report and Council's direction are here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

The Final Directions Report on the Planning Study was considered together with reports on the "Eglinton Connects – Environmental Assessment Study" and the "Metrolinx Rapid

Transit Program – Allocation of the Public Realm Amount". Both of these reports were also adopted by City Council. These reports and Council's direction are here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW30.7>
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EX41.2>

ISSUE BACKGROUND

City Planning staff began working on the Eglinton Connects Planning Study in January 2012. This comprehensive planning study examined the land use planning framework, built form, public realm and road configuration on Eglinton Avenue.

The study area included about 19 kilometres of Eglinton Avenue between Weston Road and Kennedy Subway Station, roughly corresponding to the extent of the Eglinton Crosstown LRT. Contained in this study was an 11-kilometre study area for an Environmental Assessment study which determined a new functional road layout and right-of-way configuration for Eglinton Avenue where the LRT will run underground. Also within the study area were six Focus Areas and two Mobility Hubs that could potentially support additional height and density, for which conceptual demonstration plans were prepared as part of the study. A map of the study area can be found in Attachment 1.

A vision for the intensification of Eglinton Avenue was developed in consultation with the community. The vision states that Eglinton will become Toronto's central east-west avenue – a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger City and the region. The vision resulted in the development of a public realm concept, which considered the treatment of connections, destinations and edges along the corridor.

The planning study concluded in April 2014 with a Final Directions Report to Planning & Growth Management Committee. The study resulted in a Plan with 21 recommendations, grouped under the themes of Travelling, Greening and Building Eglinton. The study also identified implementation mechanisms for each recommendation.

CONSULTATION

May 2014 Public Meetings

Three community meetings were held to consult residents, stakeholders and other interested parties on the Phase 1 implementation measures. The meetings included an open house, presentation by staff, and a question-and-answer session. The consultations allowed the public to review the proposed implementation measures, ask questions of staff, and provide comments for consideration.

The first meeting was held on May 12, 2014, at the Ontario Science Centre in the east end of the study area. The second meeting was held on May 15, 2014, at Beth Sholom

Synagogue in the west end of the study area. Each meeting was attended by approximately 150 people. A third meeting on May 22, 2014, was organized by Ward councillors at the west end of the study area.

Analysis of Public Comments

The majority of comments received from the public related to the 21 recommendations from the planning study previously adopted by City Council in May 6, 2014. The public was generally supportive of the recommendations, but there was some concern about the three-lane cross-section approved between Avenue Road and Mount Pleasant Road. General support was heard on the inclusion of protected bike lanes across the corridor.

No objections were received to the proposed Official Plan Amendments, including the proposed changes to land use designations. Support was expressed for tall buildings in the Dufferin Focus Area, and for including townhomes along Eglinton Avenue in the Leaside area. Some residents questioned how quickly new development could occur, even with the new land use permissions in place.

Concerns were expressed regarding the impact of new development on overall quality of life, especially traffic and community services. Overcrowding of some existing schools was a particular concern. Some people were concerned that not enough parking was being provided, either on the street or as a requirement of new development. Some participants felt that more study was required in this respect.

Several residents had concerns that Neighbourhood Transition Areas would result in the encroachment of mid-rise buildings into surrounding low-rise neighbourhoods. Others felt that the criteria under which NTAs could be considered needed to be more clearly stated. There was also some confusion about how NTAs would be developed.

As a result of the consultation, a minor change has been made to the boundary of the Bayview Focus Area, removing the block on the north side of Glazebrook Avenue from the study area.

COMMENTS

Changes to Official Plan Land Use Designations

The land use changes recommended in this report generally fall into two categories. First, to encourage and facilitate lot consolidation and redevelopment in certain areas, a change in land use designation from *Neighbourhoods* or *Apartment Neighbourhoods* to *Mixed Use Areas* is proposed. The existing buildings in these areas are generally not integral to the stable residential neighbourhoods located immediately behind Eglinton Avenue. The changes in designation to these limited number of properties are not anticipated to have a destabilizing effect on the neighbourhoods.

Second, there are other areas of the corridor where the current land use designation does not reflect the existing use. In these areas, a "housekeeping" change in land use designation from *Neighbourhoods* to *Mixed Use Areas* or from *Neighbourhoods* to *Apartment Neighbourhoods* is proposed.

The draft Official Plan Amendment, including maps showing properties affected by the proposed land use changes, can be found in Schedule 1 of Attachment 2.

Neighbourhood Transition Area – Pilot Project

The study recommended maximizing opportunities for mid-rise development on shallow lots, using an implementation tool called a Neighbourhood Transition Area (NTA).

Many properties along Eglinton Avenue are not deep enough to allow mid-rise buildings to reach their maximum height, which is equivalent to the width of the right-of-way (27 metres on Eglinton Avenue). Under certain conditions, identifying lands as NTAs would allow the residential properties immediately behind lots fronting onto Eglinton Avenue to be purchased by a developer and consolidated into a larger development site. The increased lot depth would allow the rear angular plane to be taken from the new rear property line. These lands would continue to have a *Neighbourhoods* land use designation.

The conditions under which NTAs could be identified are:

- the properties fronting Eglinton Avenue must have a *Mixed Use Areas* land use designation in the Official Plan;
- no lot can be included in an NTA unless it would allow the maximum height of development on the lot designated *Mixed Use Area*, when such development is constructed in accordance with the Avenues and Mid-rise Buildings Guidelines,
- the residential properties to the rear must be parallel in orientation to Eglinton Avenue; and
- the residential properties to the rear must not be separated from the Eglinton fronting parcels by an existing laneway.

In addition, NTA properties must be purchased by willing buyers from willing sellers.

This report proposes to create a pilot project by designating two lots between Croham Road and Sanderstead Avenue, immediately north of the lots fronting Eglinton Avenue, as NTAs. This designation would appear in a Site and Area Specific Policy of the Official Plan, together with permitted uses for the NTA lots. This pilot project will allow City Planning to assess any impacts to the neighbourhood.

This report recommends limiting the application of NTAs to one block at this time. There are eight other blocks in the corridor that have similar lot characteristics where lot consolidation could occur if NTA policies were in place. Before considering further NTA policies on other blocks, City Planning will monitor the impact to the surrounding neighbourhood. Further NTAs could be implemented through a Development Permit

System (provided City Council adopts an appropriate by-law to implement a DPS) as part of the Phase 2 implementation recommendations, subject to further consultation.

Permission to Build Townhouses in Leaside

The properties fronting onto Eglinton Avenue in the Leaside area between Bayview Avenue and Sutherland Drive are currently designated *Neighbourhoods*. The existing built form context in this area limits any redevelopment to single-detached homes. This report recommends a Site and Area Specific Policy be implemented on the south side of Eglinton Avenue, for the one block of houses west of Hanna Road, to permit townhouses with access and servicing from a rear laneway to be constructed. The land use designation would remain *Neighbourhoods*.

This block of houses does not form an integral part of the neighbourhood, and moving multiple curb cuts and driveway access from Eglinton Avenue to a rear laneway would improve the pedestrian environment on the sidewalk. The impact of any redevelopment occurring here is limited by the fact that the properties abut a school site at the rear.

New Laneways and Extensions to Existing Laneways

Many blocks fronting Eglinton Avenue already have laneways, although their width may be substandard. At the same time, many blocks do not currently have existing laneways.

The Official Plan contains policies on the widening of existing laneways as development occurs, but there are currently no policies requiring new laneways or extensions to existing laneways.

The study recommended that laneways should be provided at the rear of all new buildings fronting onto Eglinton Avenue. Laneways would provide access to below grade parking, servicing and loading areas, eliminating the need for driveways from Eglinton Avenue, making the pedestrian and cycling environment on the frontage safer.

This report proposes a Site and Area Specific Policy requiring the dedication of laneways when development occurs on blocks that do not currently have them. A series of maps in Attachment 2 shows where dedication of laneways would be required, with the goal of creating a connected and continuous system of rear laneways behind mid-rise buildings.

Changes to Planned Right-of-Way Widths

The study recommended that the planned right-of-way width for two short segments of Eglinton Avenue in the Leaside area should be increased from 23 metres to 27 metres in order to accommodate wider sidewalks on public property.

Map 3 of the Official Plan shows the planned right-of-way width for all major streets in Toronto. The section of Eglinton Avenue between Bayview Avenue and Laird Drive is currently shown to have a planned right-of-way width of 23 metres.

Two blocks in this section have existing or planned commercial development fronting onto Eglinton Avenue. These blocks currently have a narrow sidewalk (the block from Bayview Avenue to Bessborough Drive), or a significant portion of the sidewalk is currently located on private property (the block from Sutherland Drive to Laird Drive).

In order to implement the streetscape plan developed by Eglinton Connects and achieve wider sidewalks, the Plan recommends widening the right-of-way in these two blocks to 27 metres (see the map in Attachment 3). The widenings may not be symmetrical from the centreline. A land dedication would only be taken as a condition of redevelopment.

An Official Plan Amendment is required to change the planned right-of-way width. This will be implemented along with other planned right-of-way recommendations as part of an upcoming report by the Chief Planner on the Feeling Congested study.

Site and Area Specific Policies to Guide the Development of Focus Areas

The study identified six Focus Areas with lot characteristics that could have a greater capacity to accommodate future population and employment growth. Conceptual demonstration plans showing the potential arrangement of streets and blocks, building massing, and open spaces were created for each Focus Area. Policies were proposed that would guide the development of these Focus Areas, grouped under the themes of Travelling, Greening and Building (similar to the study as a whole).

The vision and principles for three Focus Areas (Bayview, Dufferin, and West Side Mall) were advanced to a stage where a clear understanding of the appropriate planning directions had emerged. Substantial community consensus that the concept plans for these Focus Areas represented good planning was also achieved.

This report proposes Site and Area Specific Policies for these three Focus Areas. These policies will guide the future development of these Focus Areas by providing direction on appropriate building heights and massing, transportation connections, arrangement of open spaces, and the community services and facilities required to support development.

Amendments to the Zoning By-law will not be proposed for the Focus Areas. Developers will be expected to apply for zoning changes on a site-specific basis, or the Focus Areas may be included in a Development Permit System as part of Phase 2 implementation.

Sale of Parkland to Metrolinx

Official Plan Policy 2.3.2(4) currently prohibits the sale of parkland. Parkland can only be disposed of through a land exchange. Metrolinx requires the use of a portion of Chaplin Parkette to build the main entrance to Chaplin Station, and may require minor parkland takings elsewhere. Metrolinx will endeavour to replace the area they require with other suitable land.

Should Metrolinx be unable to find a suitable parcel, however, an amendment to the Official Plan is required to allow Metrolinx to provide the City with cash-in-lieu to be used to acquire or enhance other parks.

Council Resolution – Streetscape Plan Implementation

The Eglinton Connects Planning Study includes a Streetscape Plan. Metrolinx will use the Streetscape Plan to design the reconstruction of Eglinton Avenue where the right-of-way is disturbed at the station areas. The remainder of the Streetscape Plan is envisioned to be built incrementally thereafter, in conjunction with development or capital projects.

To formalize this process, City Council should direct staff to pursue the implementation of the approved Streetscape Plan and other requirements at every opportunity, including those presented through the City's Capital Works program and the development approval process. It is recommended that City Council adopt Recommendation 2 of this report for this purpose.

Updates to the Final Directions Report

a. Mount Dennis Land Use Designation Change

At its meeting on May 7-10, 2013, City Council requested that Metrolinx participate in two community working group processes. The first meeting focussed on areas of the Eglinton Maintenance and Storage Facility (MSF) lands that could potentially accommodate future development, beyond the transit requirements. The second meeting focussed on the merits of retaining the Scotiabank building at Eglinton Avenue West and Weston Road. The working groups reached a consensus on nine principles that would help guide the development of Metrolinx's future MSF site and related facilities.

To implement the working group principles, a land use designation change to *Special Study Areas* would allow the City to conduct a study that considers appropriate uses and forms of mixed-use development that could co-exist on the site with the MSF. All *Employment Areas* uses would be permitted on the lands and any additional uses would only be permitted after the required planning study is completed to City Council's satisfaction.

City Planning staff have worked closely with Metrolinx and the local councillor's office on this issue as part of the Eglinton Connects study. To expedite this process, Recommendation 3 in this report recommends that City Council adopt a resolution to request that the Minister of Municipal Affairs and Housing or the Ontario Municipal Board modify Official Plan Amendment 231, by changing the land use designation on the southern 100 metres of the MSF site from *Employment Lands* to *Special Study Areas* (Attachment 4).

b. Population and Employment in the Study Area

The Final Directions Report of April 2014 estimated a current jobs-to-residents ratio of 1:1 in the study area, which is comprised of the lots fronting Eglinton Avenue between Weston Road and Midland Avenue, plus the six Focus Areas and two Mobility Hubs.

Statistics Canada has since confirmed that there are currently 32,000 residents in the study area, while the Toronto Employment Survey indicates that there are about 40,000 jobs in the study area. The current jobs-to-residents ratio is therefore actually 1.25:1.

The Eglinton Connects Planning Study projected that the majority of new development within the corridor would occur as mixed-use buildings, with retail or other commercial uses at grade and residential on the upper storeys. The Focus Areas would have buildings with a greater proportion of commercial floor area. This intent has been captured in the Site and Area Specific Policies attached. The actual number of jobs will grow substantially as a result of the redevelopment of the corridor.

CONCLUSION

The Eglinton Connects Planning Study developed a vision for the intensification of Eglinton Avenue. The study resulted in a plan with 21 recommendations, which were endorsed by City Council in May 2014. The implementation of these recommendations requires the use of several planning tools, including Official Plan Amendments, Zoning By-law Amendments, Urban Design Guidelines, a City Council resolution to implement the Streetscape Plan incrementally, and working closely with Metrolinx on the design and development of the Eglinton Crosstown LRT.

A follow-up report with proposed amendments to the Zoning By-law is expected to be submitted to Planning & Growth Management Committee in August 2014.

CONTACT

Lorna Day

Manager, Eglinton Connects Planning Study

Tel. No. 416-392-2691

Fax No. 416-392-3821

E-mail: lday@toronto.ca

SIGNATURE

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Study Area Map

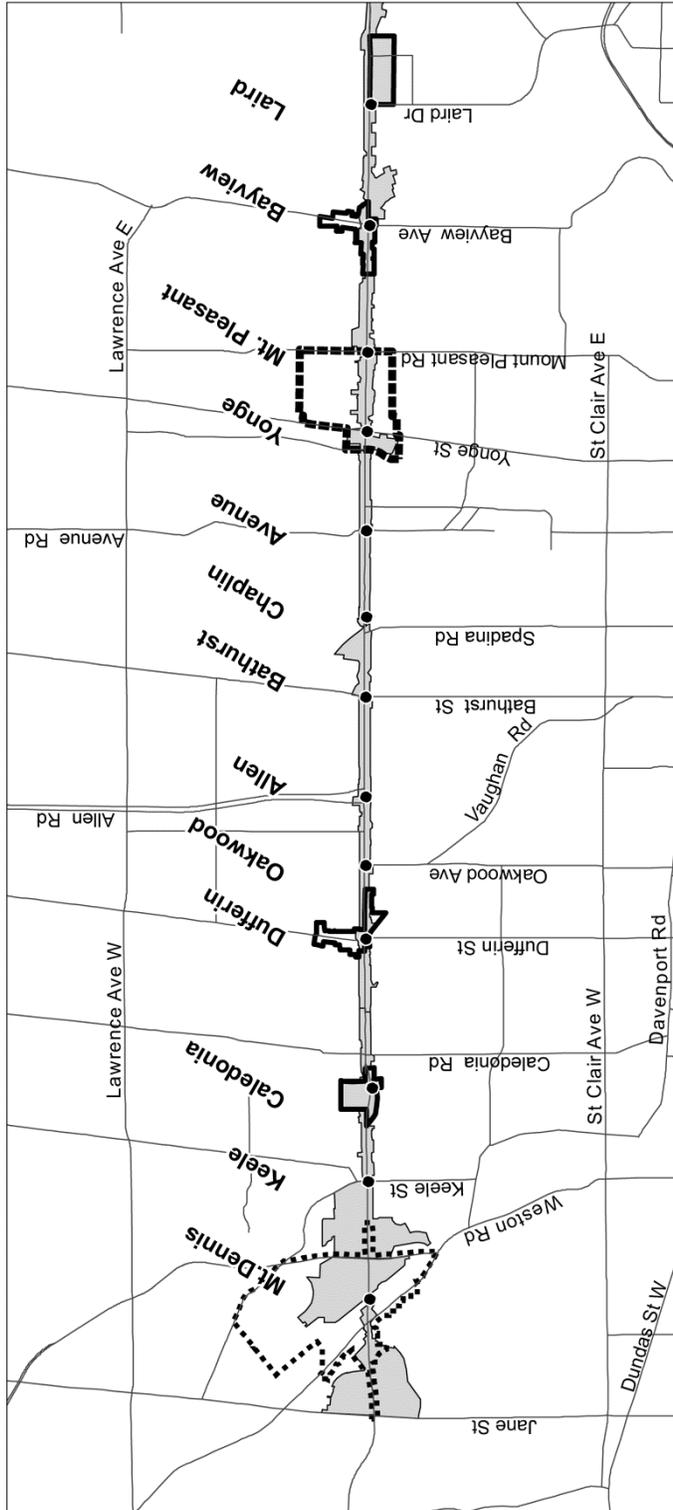
Attachment 2: Draft Amendment No. 253 to the Official Plan of the City of Toronto with respect to certain lands abutting Eglinton Avenue between Jane Street and Kennedy Road

1. Changes to land use designations to recognize and maintain existing land uses and/or facilitate lot consolidation and redevelopment
2. Site and Area Specific Policy to facilitate a pilot project for a Neighbourhood Transition Area (NTA) on one block between Croham Road and Sanderstead Avenue
3. Site and Area Specific Policy to permit the construction of townhouses on one block of Eglinton Avenue with a *Neighbourhoods* land use designation
4. Site and Area Specific Policy and associated mapping to require dedication of land for new public laneways or extensions to existing public laneways
5. Site and Area Specific Policies to guide the development of three Focus Areas (Bayview, Dufferin and West Side Mall)
6. Exemption from the requirement that parkland may only be disposed of through a land exchange for Chaplin Parkette.

Attachment 3: Proposed Changes to Map 3 of the Official Plan (Right-of-Way Widths Associated with Existing Major Streets)

Attachment 4: Proposed Land Use Designation Change from *Employment Areas* to *Special Study Areas* for the certain portions of the Eglinton Maintenance and Storage Facility lands

Attachment 1: Study Area Map



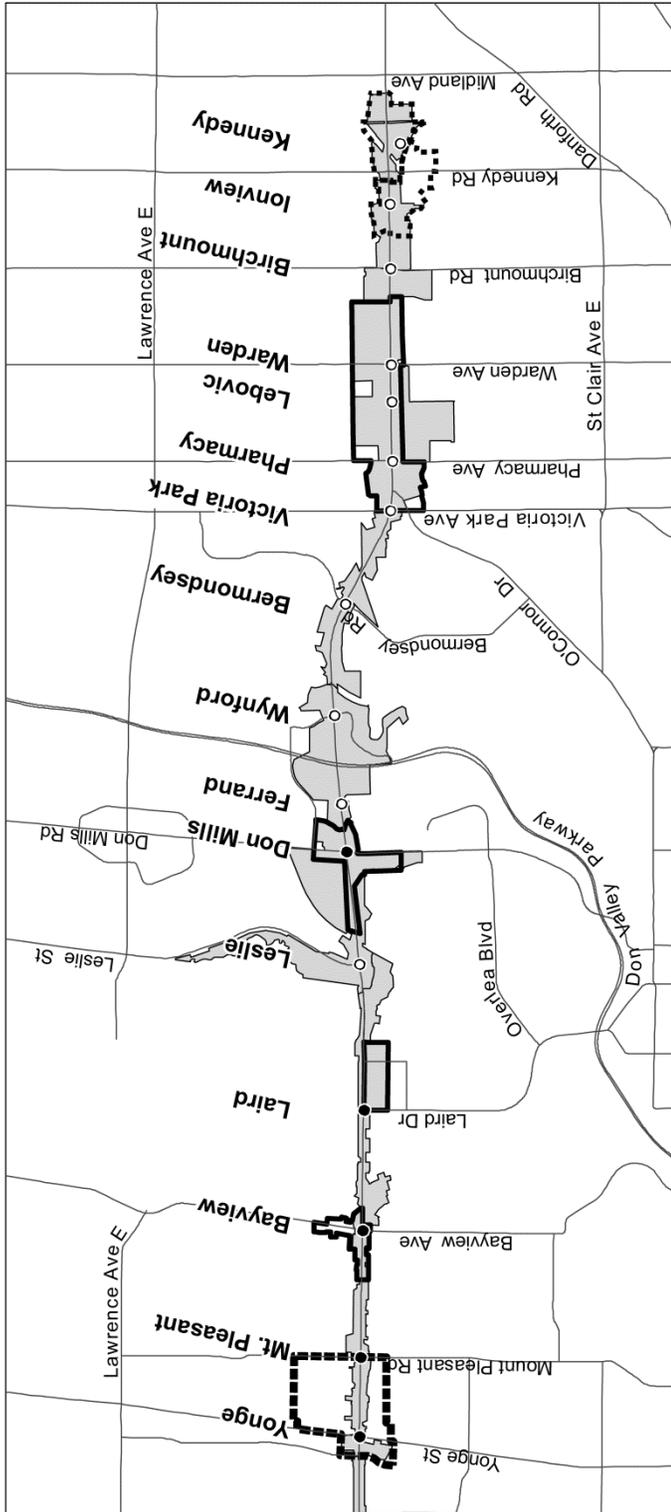
Toronto City Planning
Attachment 1-1 Study Area

Eglinton Connects Planning Study

File # 12 141479 SPS 00 0Z

- Underground Stations
- At Grade Stops
- Focus Area
- Mobility Hub Study Area
- Yonge - Eglinton Centre Boundary
- Parcels fronting Eglinton

↑
 Not to Scale
 03/13/2013



- Underground Stations
- At Grade Stops
- Focus Area
- Mobility Hub Study Area
- Yonge - Eglinton Centre Boundary
- Parcels fronting Eglinton



Not to Scale
03/13/2013

Attachment 2: Draft Amendment No. 253 to the Official Plan of the City of Toronto with respect to certain lands abutting Eglinton Avenue between Jane Street and Kennedy Road

Authority: Planning and Growth Management Committee Item ~ as adopted by City of Toronto Council on ~, 2014

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ -2014

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

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

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

The Council of the City of Toronto enacts:

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

Enacted and passed on ~ ~, 2014.

ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Seal of the City)

**AMENDMENT NO. 253 TO THE OFFICIAL PLAN OF THE CITY OF
TORONTO**

Certain lands abutting Eglinton Avenue between Jane Street and Kennedy Road

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

1. Map 17, Land Use Plan, is amended by redesignating the lands as shown on the attached Schedule 1.
2. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 474 as follows:

**474. Certain Lands on the North Side of Eglinton Avenue West
between Croham Road and Sanderstead Avenue**

- a) The subject lands shall remain designated *Neighbourhoods*. Where a lot is located partly within the *Neighbourhoods* designation and the *Mixed Use Areas* designation, the *Neighbourhoods* component of the lot may then, notwithstanding Chapter 4.1 of the Official Plan, be used only for the following uses:
 - i. new or widened public lanes;
 - ii. soft-landscaping ancillary to the mixed use component of the lot; and
 - iii. parking ancillary to the mixed use component of the lot..
 - b) If any part of the lands is consolidated with the lands designated *Mixed Use Areas* to the south, the part of the lot designated *Neighbourhoods* shall not be severed from the part of the lot designated as *Mixed Use Areas* once development has occurred pursuant to (a) above;
 - c) Subsection (b) does not apply to any part of the lands that have been conveyed or leased to City or its agencies
3. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 475 as follows:

**475. Certain Lands on the South Side of Eglinton Avenue East west
of Hanna Road.**

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

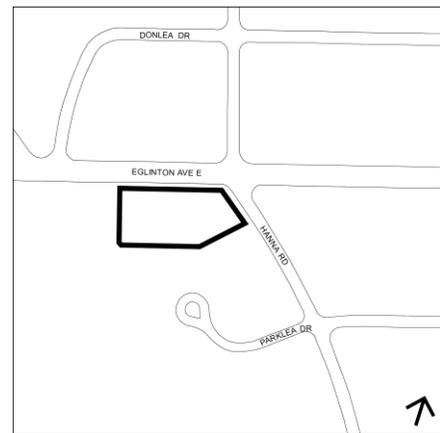
b) Future development on the lands shall

i. not exceed 4 storeys in height;

ii. for properties fronting on to Eglinton Avenue East, servicing, loading, and vehicle access will be taken from Hanna Road by means of a public laneway at the rear;

iii. for dwellings fronting on Eglinton Avenue East generally maintain front setbacks in keeping with the front setbacks of dwellings on Eglinton Avenue East between Hanna Road and Sutherland Drive or, for dwellings fronting on Hanna Road generally maintain front setbacks in keeping with the front setbacks of dwellings on Hanna Road south of Eglinton Avenue East; and

iv. generally implement the Infill Townhouse Guidelines.



4. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 476 as follows and as shown on Schedule 2:

476. Certain Lands on the North and South side of Eglinton Avenue.

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

a) New public laneways and extensions of existing public laneways will be required in conjunction with new development where they are not already in place and in the locations identified on Schedule 2.

b) New public laneways and extensions of existing public laneways will be designed and constructed in a manner that can connect to future further extensions of the laneway and in consideration of the parcel fabric.

- c) Where the existing public laneways are less than the standard width, conveyance of land to widen the lane to the standard width will be required to implement Chapter 2.2, Policy 3c) of the Official Plan of the City of Toronto.
- d) Access to vehicular parking, loading areas and servicing areas for new development must be from a rear public laneway, except for properties as described in (e) below.
- e) Where development occurs on a property where a rear laneway cannot connect to an existing public laneway, flanking street or other right-of-way with vehicular access, land must be dedicated to the City for the future construction of the laneway, along with a letter of credit in an amount satisfactory to the General Manager of Transportation Services to secure the construction cost of the laneway.
- f) For development on properties as described in (e) above, interim vehicular access from Eglinton Avenue may be permitted, provided that:
 - i. if vehicular access from the laneway becomes available, vehicular access shall be taken exclusively from the laneway, the street access shall be eliminated, and the sidewalk and boulevard shall be restored to a standard mid-block condition;
 - ii. the Site Plan Agreement anticipates the future relocation of access from the street to the laneway, and a letter of credit is provided in an amount satisfactory to the General Manager of Transportation Services to secure the obligations in i) above; and
 - iii. the design of the vehicular access generally implements the Performance Standards for Mid-Rise Buildings.
- g) Property owners will be responsible for the construction of new, extended, and widened public laneways in conjunction with development on their lands, and responsible for the conveyance of laneways to the City following development.
- h) All new public laneways, extensions to existing public laneways, and widenings to existing public laneways shall be constructed to their planned width entirely on the parcel subject to the new development.
- i) If a property is currently served by a rear private laneway, any such private laneway will be constructed to municipal standards and with the characteristics of a public laneway, with the exception of

ownership, and the owner of the private laneway will convey an easement to the City for public access to the private laneway at all times.

- j) Any extension to an existing private laneway will be public (i.e. it will be conveyed to the City).
- k) The conveyance of land for new and/or extended public laneways or provision of an easement for public access over an existing private laneway, will be required for nominal consideration from property owners as a condition of subdivision, severance, rezoning, minor variance, condominium or site plan approvals.

5. Chapter 7, Map 28 Site and Area Specific Policy No. 30, is replaced as follows:

**30 . Certain Lands in the vicinity of Eglinton Avenue West and
 Galian Way**

- a) Development on the lands will be supported by the following transportation infrastructure:
 - i. a new network of public streets on Block A;
 - ii. new pedestrian and cycling connections between the existing high-rise neighbourhood to the west of Block A and the future Crosstown LRT station entrance;
 - iii. new direct pedestrian connections between existing neighbourhoods, future development and the future Crosstown LRT and GO stations;
 - iv. a new cycling connection between future development, the Beltline Trail and future Crosstown LRT and GO stations via an extension of the Beltline Trail alongside the railway tracks or a new bi-directional bicycle on Croham Road;
 - v. closure and consolidation of the stub portion of Venn Crescent, east of Blackthorn Avenue when redevelopment of Block C occurs;
 - vi. a mid-block pedestrian connection from Eglinton Avenue West south to Venn Crescent when redevelopment of Block B occurs.
- b) Development on the lands will be encouraged to provide structured parking.

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

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

e) If development on the lands identified as Block A occurs in a phased manner, the publicly owned and publicly accessible open space shall be secured during the initial phase of development.

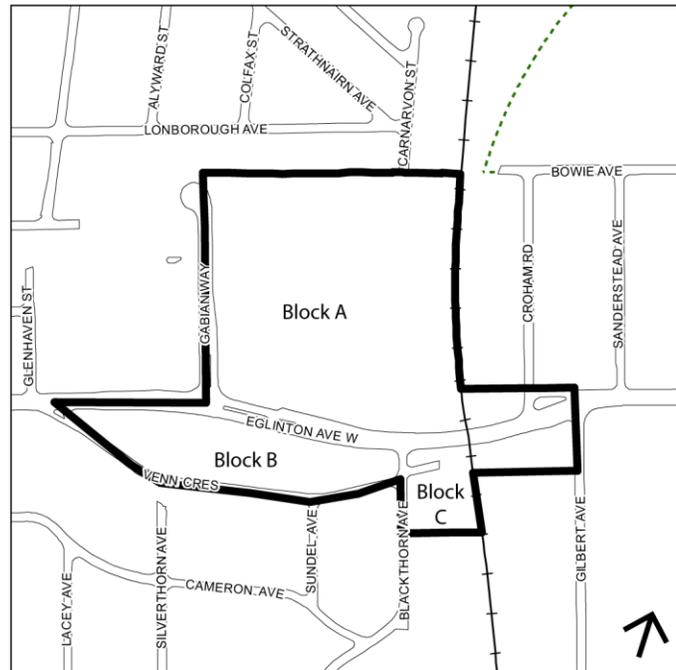
f) To support a balanced mix of uses, development on the lands identified on Block A and B will:

- i. maintain the amount of existing non-residential gross floor area on the lands;
- ii. include a range of retail establishment sizes; and
- iii. maintain a grocery store use on Block A as redevelopment occurs.

g) Development on the lands identified as Block A will:

- i. include a range of building scales and types including low-rise, mid-rise and tall buildings in each phase of development;
- ii. include a range of residential building types, unit sizes and tenures; and
- iii. locate lower scale buildings at the north end to provide transition in scale to existing low-rise residential dwellings to the north.

h) Development on the lands identified as Block B and C will:



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

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

- a) Development on the lands will be supported by transportation infrastructure as follows:
- i. new and improved pedestrian connections to the future Crosstown LRT station entrances;
 - ii. improved pedestrian connections to St. Thomas Aquinas School, Fairbank Middle School and Fairbank Memorial Park;
 - iii. greater setbacks along the east side of Dufferin Street from Eglinton Avenue to the Beltline trail to provide wider sidewalks and improve the public realm;
 - iv. cycling connections to the Beltline Trail including a two-way cycling connection along Locksley Avenue and Northcliffe Road connecting the Beltline with Vaughan Road;

- b) The enactment of any amendment to the zoning by-law to permit residential units is conditional upon the prior or concurrent adoption by Council of a Transportation Study that:
 - i. considers the extension of Shortt Street between Eglinton Avenue West and Ramsden Road;
 - ii. considers eliminating the jog between Locksley Avenue and Northcliffe Boulevard and redesigning the intersection to improve pedestrian and cycling connections;
- c) To support a balanced mix of uses, new development on the lands will:

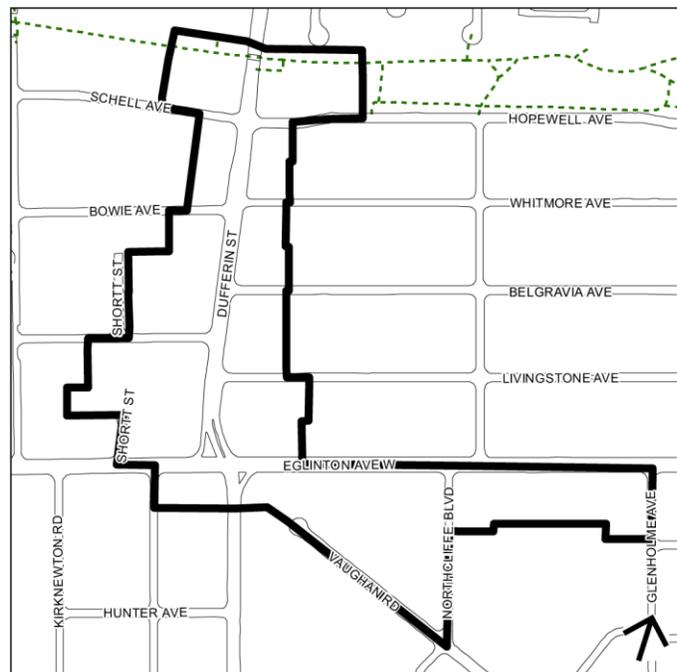
- i. maintain the amount of existing non-residential gross floor area on the lands;
- ii. include a range of retail establishment sizes;

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

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

- e) Development on the lands will:

- i. maintain the main street character of Dufferin Street and Eglinton Avenue West including retail uses on the ground floor;
- ii. provide appropriate transition in scale between new development and existing nearby *Neighbourhoods*;
- iii. be predominately mid-rise, accented with tall buildings at the intersection of Eglinton Avenue West and Dufferin Street that



generally implement Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings;

- iv. consider the view terminus at the northeast and southwest quadrants of the Dufferin Street and Eglinton Avenue West intersection caused by the jog along Dufferin Street when travelling north and south along Dufferin Street;
- v. increase pedestrian space by providing greater setbacks at each of the four corners of Dufferin Street and Eglinton Avenue and particularly on the north west corner;
- vi. incorporate the City-owned parking lot in the redevelopment of the northwest quadrant of the Dufferin Street and Eglinton Avenue intersection subject to suitable arrangements being made for replacement of this public parking.

f) Development on the lands will provide enhanced community services and facilities such as new, non-profit licensed child care facilities, new parks and open space, improvements to Fairbank Memorial Park and community agency space. Such services and facilities will be secured through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication polices.

7. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 478 as follows:

478. Certain Lands in the vicinity of Eglinton Avenue West and Bayview Avenue

- a) Development on the lands will be supported by the following transportation infrastructure:
 - i. a new north-south public street in the northwest quadrant to create a pedestrian-oriented block structure with linkages to the Crosstown LRT station; and
 - ii. new pedestrian linkages through any new development on the northwest corner of Bayview Avenue and Eglinton Avenue East to the LRT station entrance in addition to i) above.
- b) To support a balanced mix of uses, new development on the lands will:
 - i. maintain the amount of existing non-residential gross floor area;

- ii. include a range of retail establishment sizes; and
- iii. maintain a grocery store use as redevelopment occurs.

c) Development on the lands will be encouraged to provide structured parking.

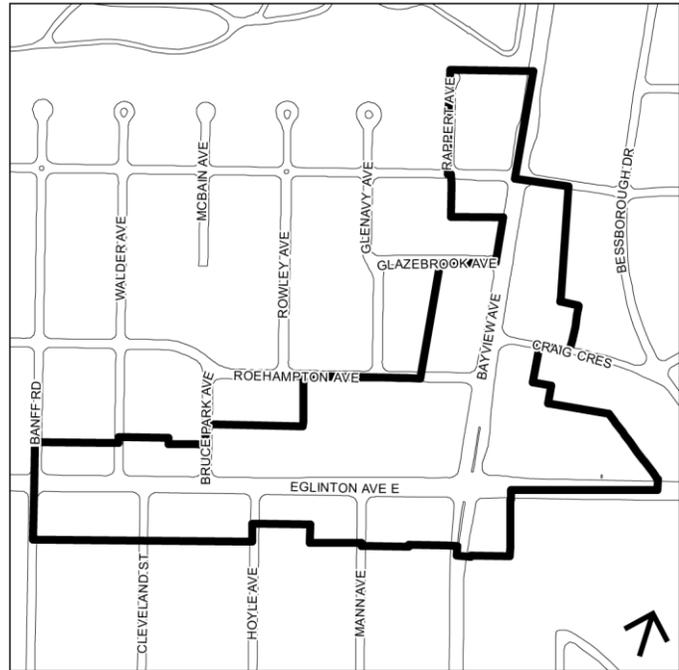
d) Development on the lands will enhance the public realm as follows:

- i. protect and enhance access to Howard Talbot Park;
- ii. create additional parks and open space including urban squares and plazas in conjunction with Crosstown LRT station entrances, particularly on the lands located at the northwest corner of Eglinton Avenue East and Bayview Avenue intersection;
- iii. provide setbacks on the lands at each of the four corners of the Eglinton Avenue East and Bayview Avenue intersection to provide increased pedestrian space

e) Development on the lands will:

- i. be predominantly mid-rise in height and form
- ii. incorporate setbacks to maintain a consistent street wall with existing apartment buildings along Eglinton Avenue East west of Bayview Avenue;
- iii. provide transition in scale between new development and existing nearby *Neighbourhoods*.

f) Development on the lands will provide enhanced community services and facilities such new, non-profit licensed child care facilities, new green and open space (including parkland), improvements to Howard Talbot Park and community agency space. Such services and facilities will be secured

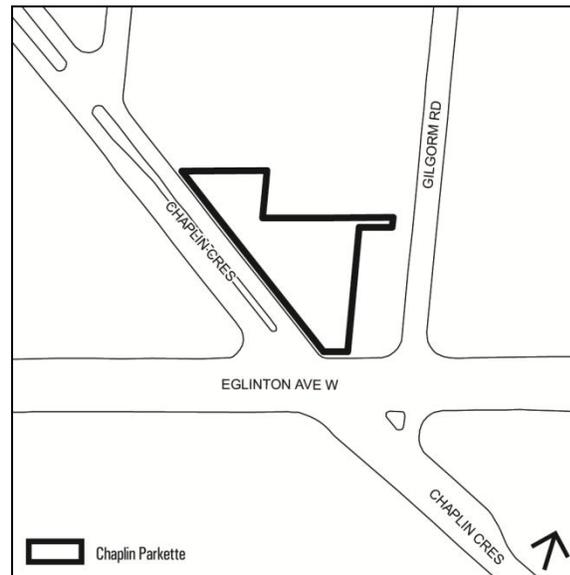


through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication polices.

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

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

- a) Notwithstanding Policy 2.3.2 (4) of the Official Plan, the City of Toronto may accept appropriate compensation, other than a land exchange, for parks property required for construction of the Metrolinx Rapid Transit Projects.





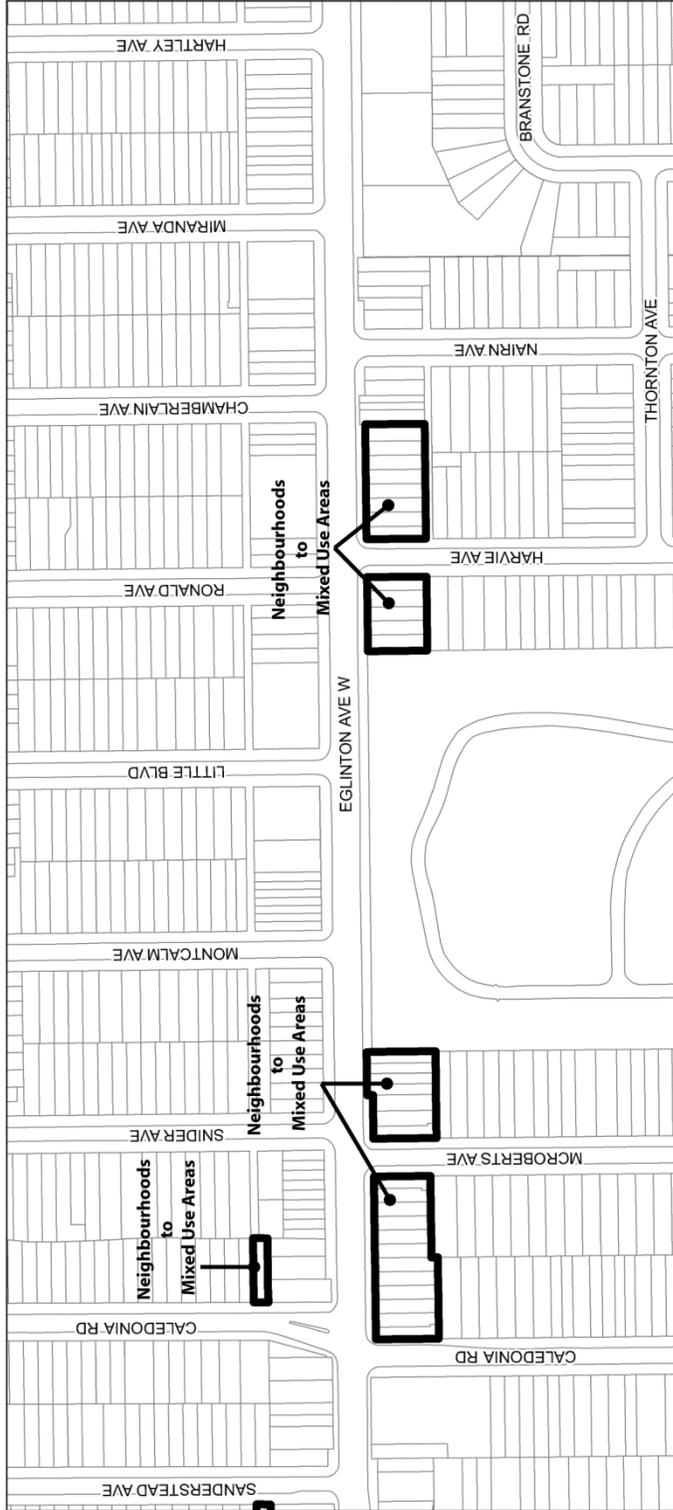
Eglinton Connects Planning Study



File # 12 141479 SPS 00 02



Not to Scale
05/16/2014





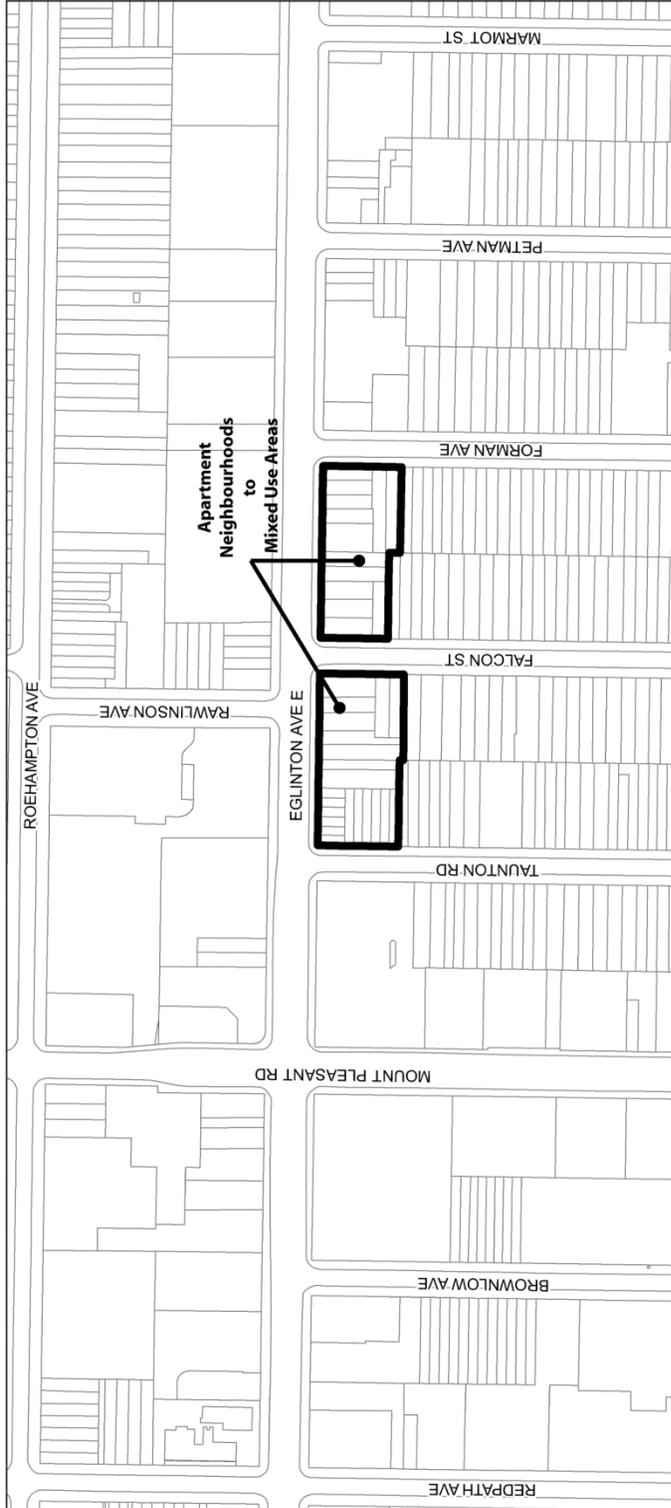
Eglinton Connects Planning Study

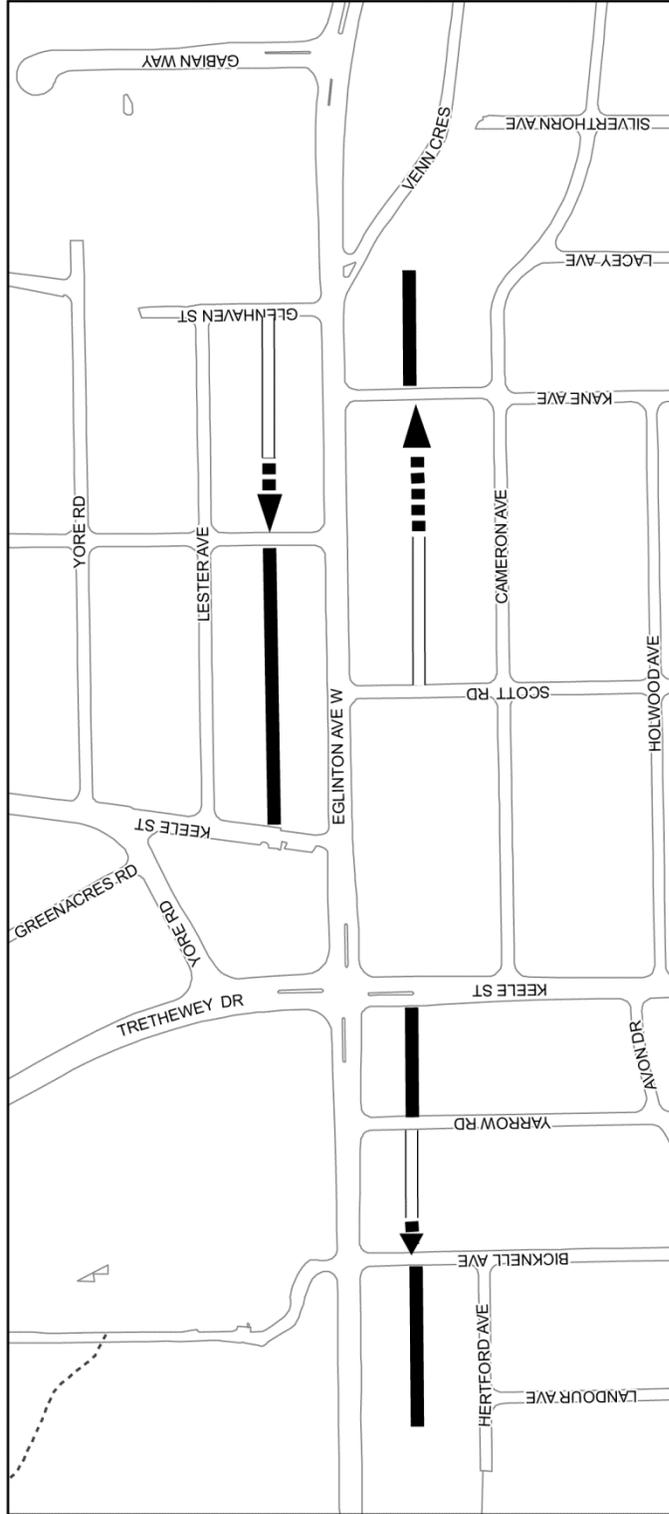


File # 12 141479 SPS 00 02



Not to Scale
05/16/2014





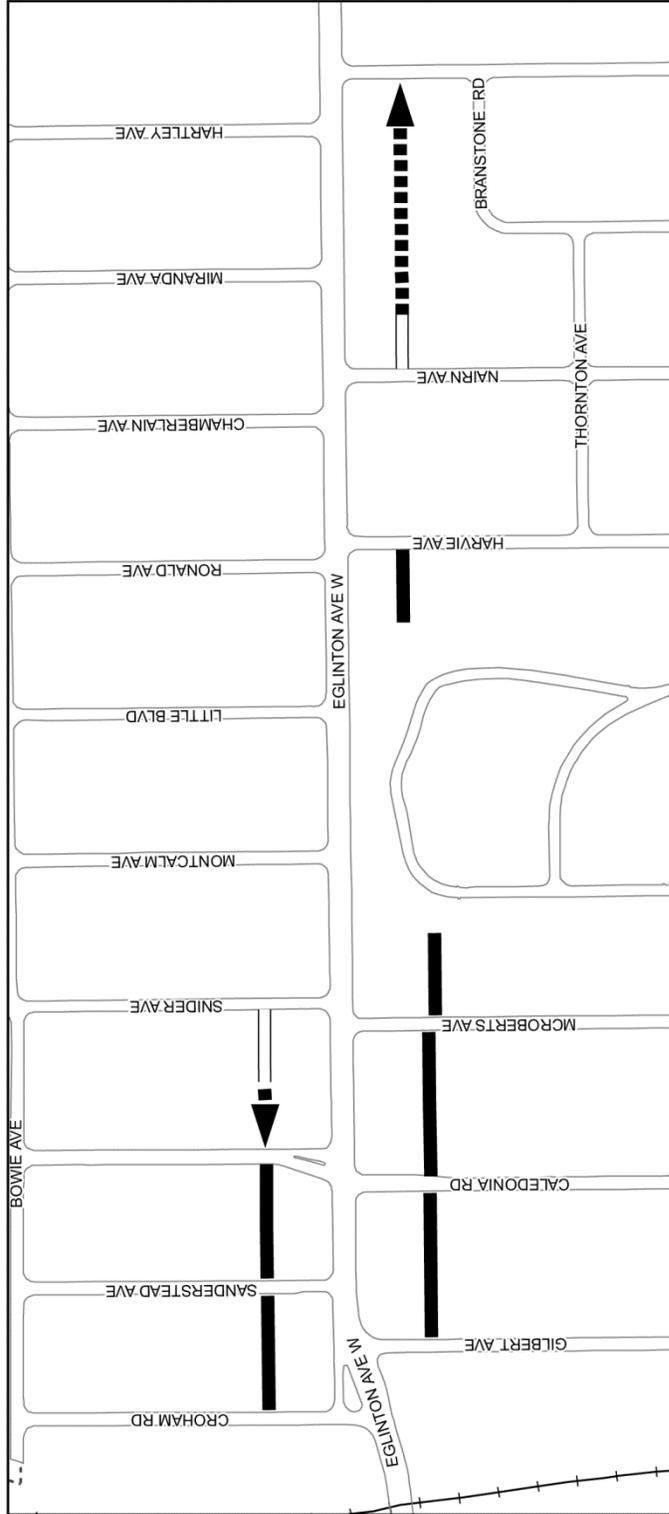
Eglinton Connects Planning Study



File # 12 141479 SPS 00 0Z

- Extension of Existing Public Lane
- New Public Lane

Not to Scale
05/16/2014



Eglinton Connects Planning Study

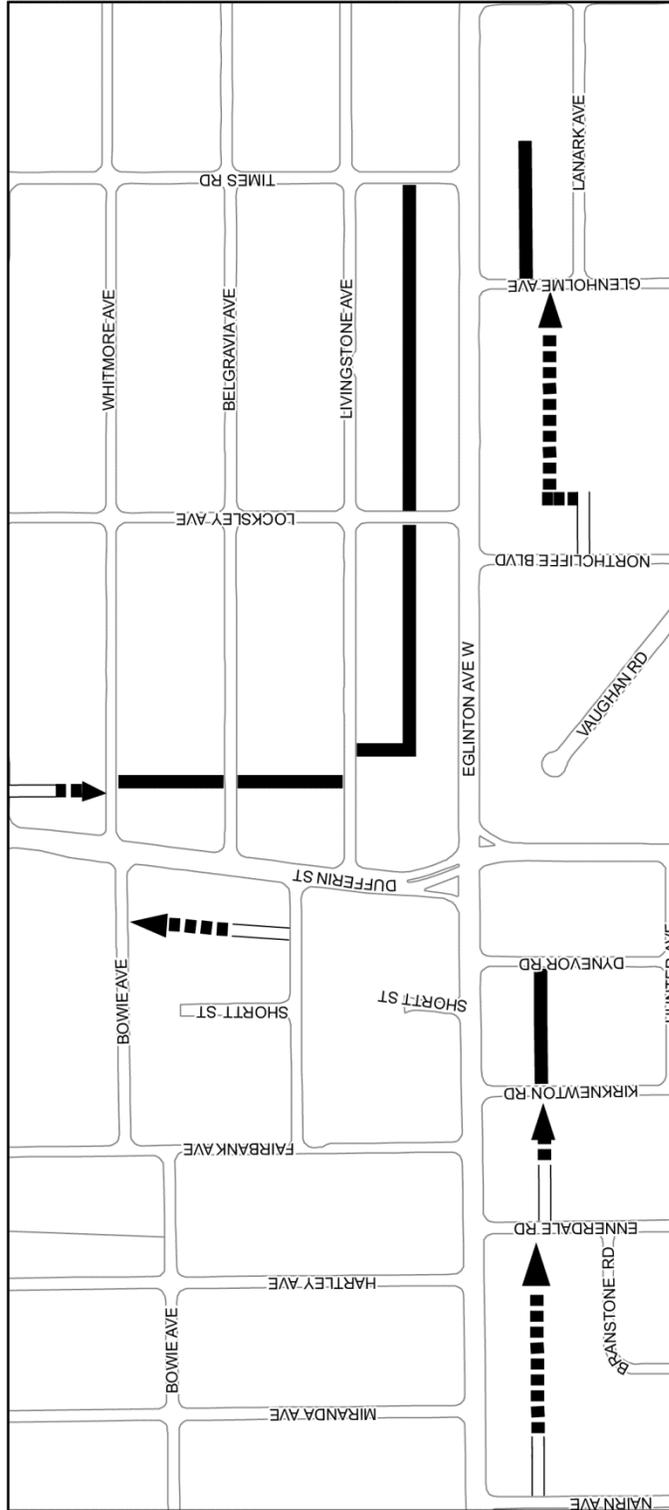


File # 12 141479 SPS 00 0Z

-  Extension of Existing Public Lane
-  New Public Lane



Not to Scale
05/16/2014



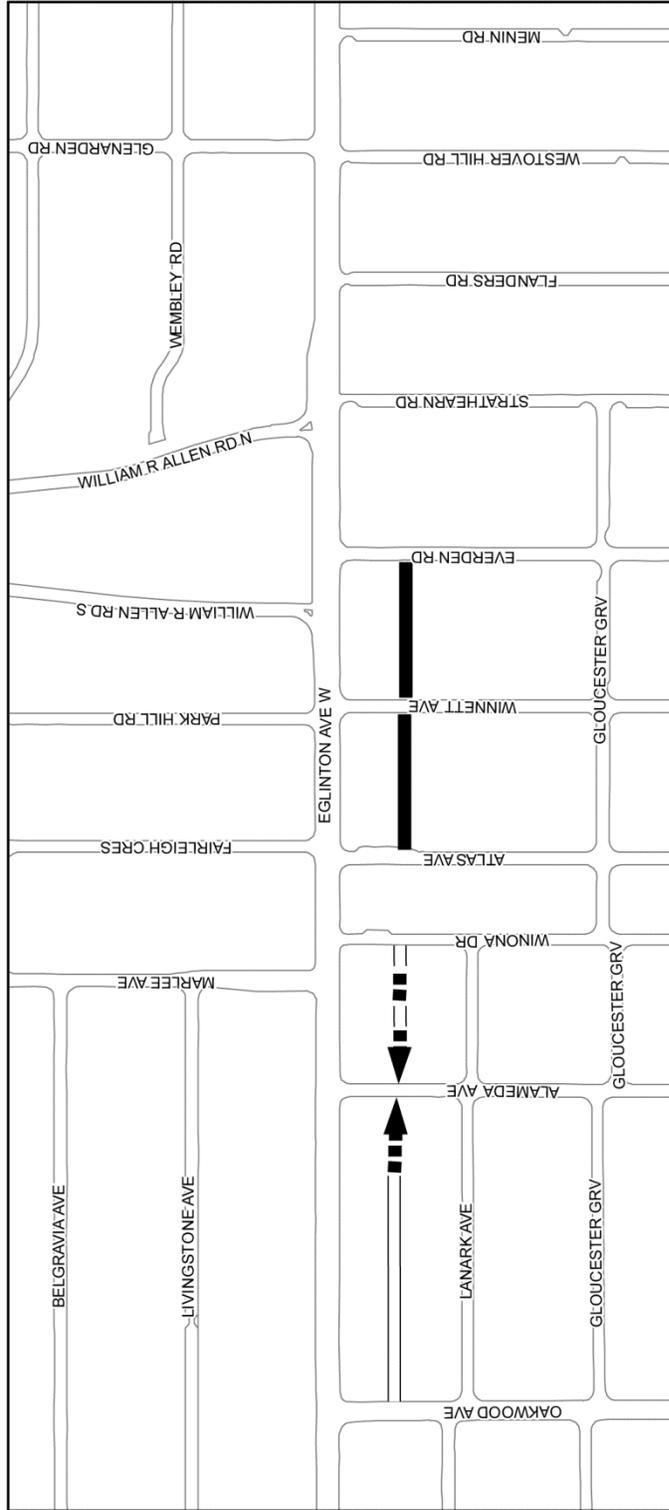
Eglinton Connects Planning Study



File # 12 141479 SPS 00 0Z

-  Extension of Existing Public Lane
-  New Public Lane

 Not to Scale
05/16/2014



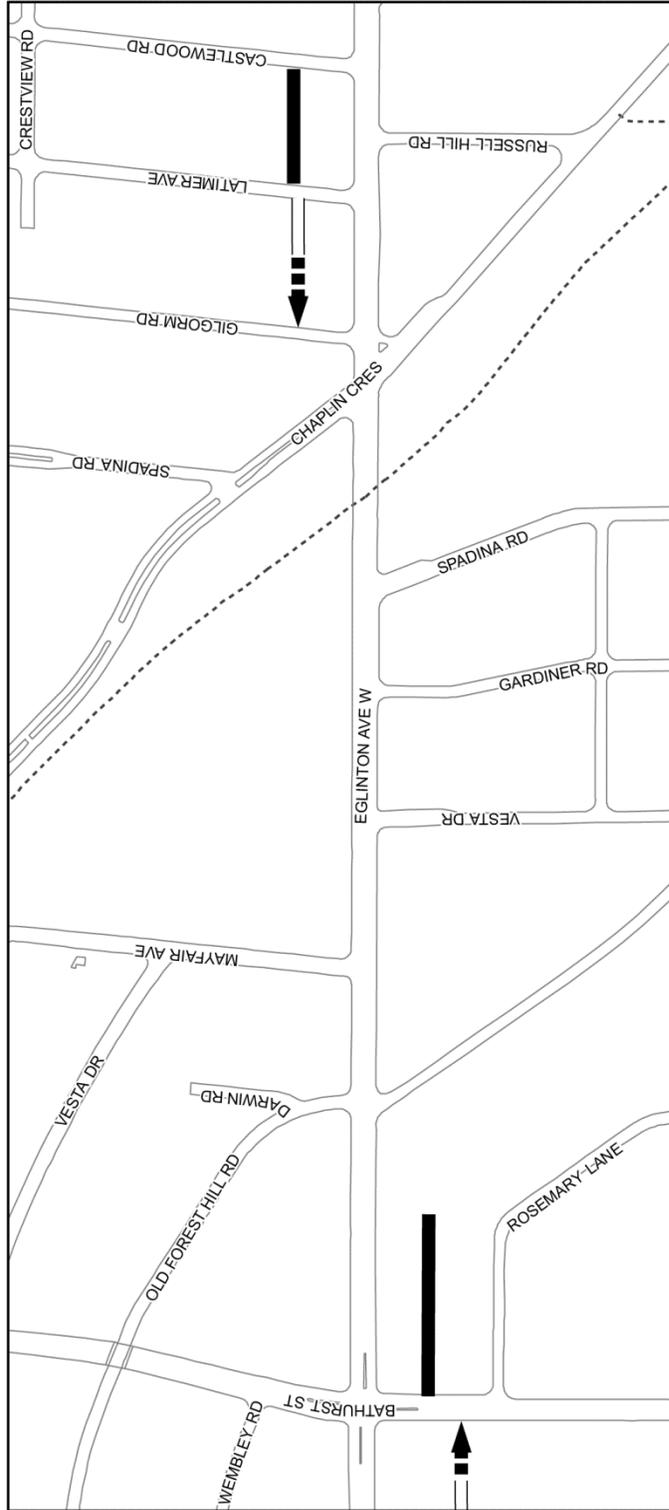
Eglinton Connects Planning Study



File # 12 141479 SPS 00 0Z

-  Extension of Existing Public Lane
-  New Public Lane

 Not to Scale
05/16/2014



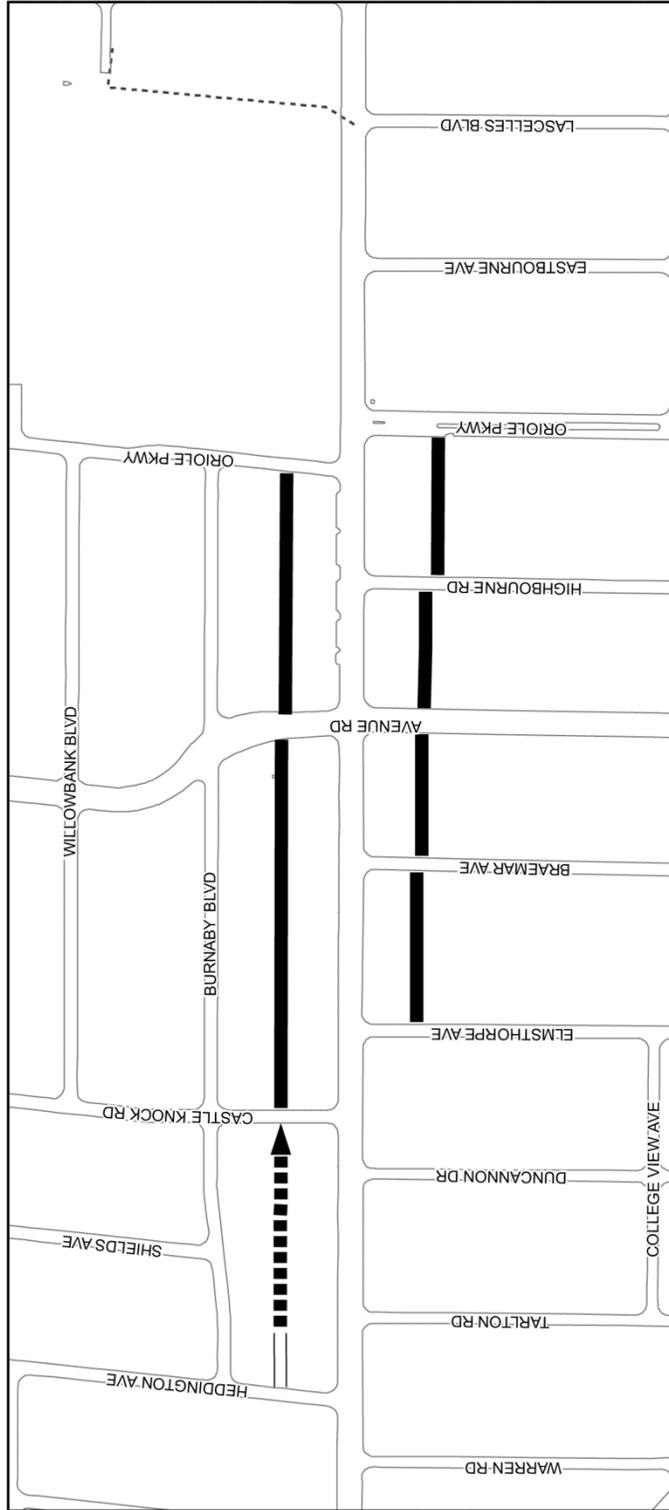
Eglinton Connects Planning Study



File # 12 141479 SPS 00 0Z

Not to Scale
05/16/2014

- ▲ Extension of Existing Public Lane
- ▲ New Public Lane



Eglinton Connects Planning Study



File # 12 141479 SPS 00 0Z

-  Extension of Existing Public Lane
-  New Public Lane

 Not to Scale
05/16/2014



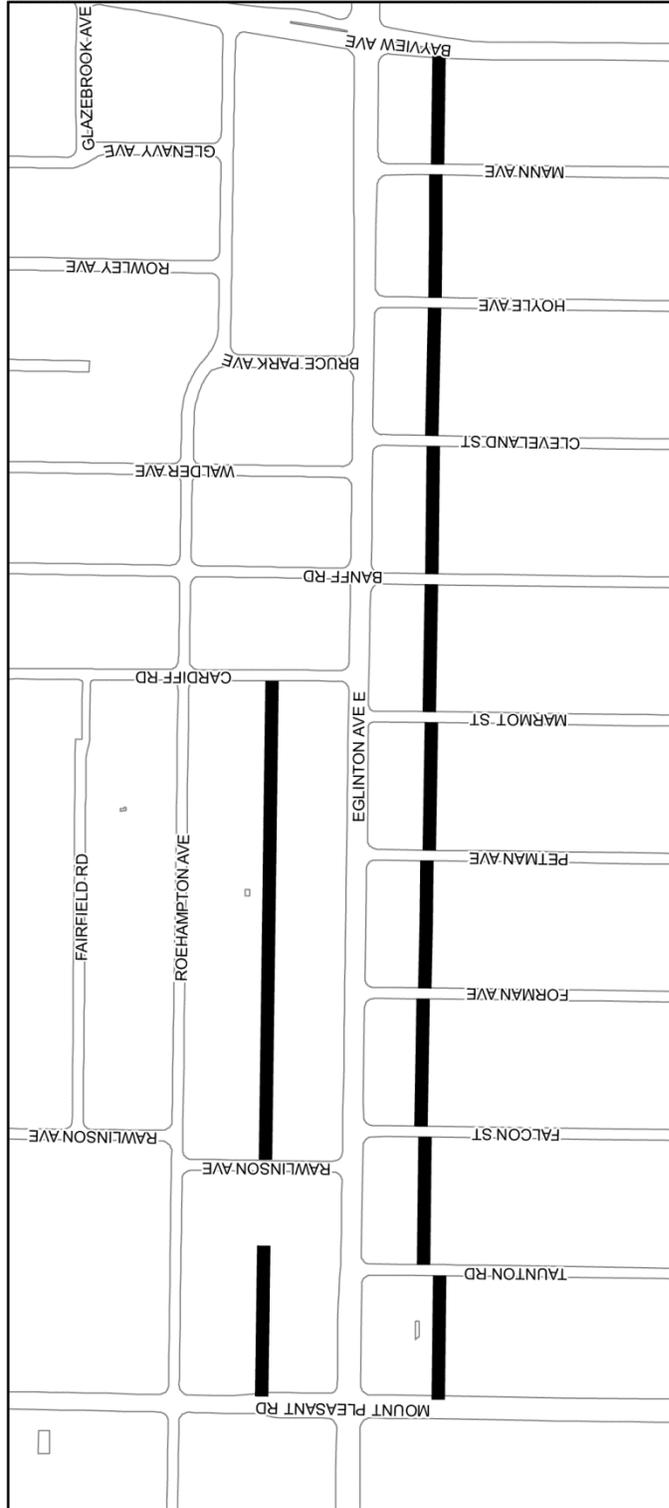
Eglinton Connects Planning Study



File # 12 141479 SPS 00 02

-  Extension of Existing Public Lane
-  New Public Lane

 Not to Scale
05/16/2014



Eglinton Connects Planning Study

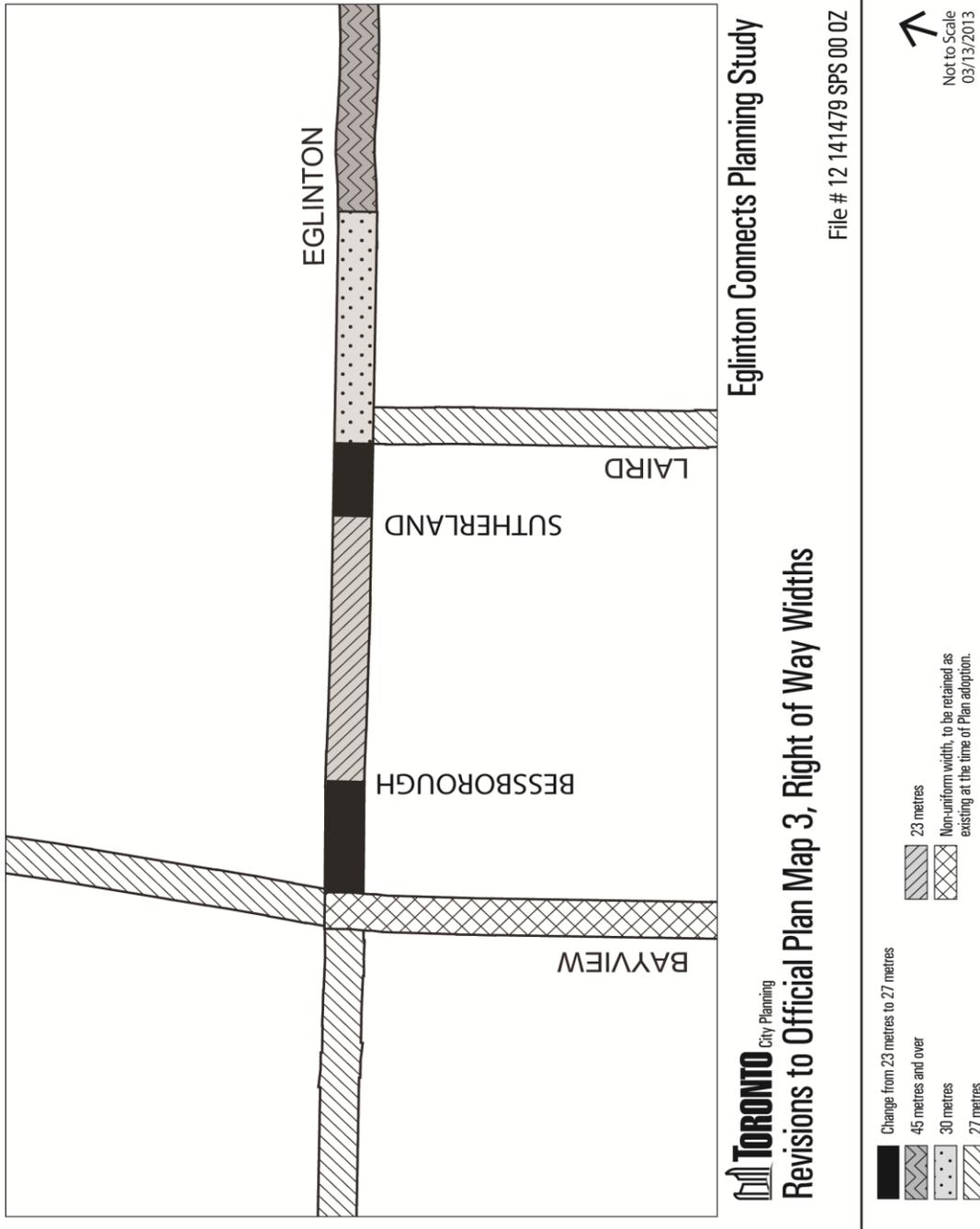


File # 12 141479 SPS 00 0Z

Not to Scale
05/16/2014

- Extension of Existing Public Lane
- New Public Lane

**Attachment 3: Proposed Changes to Map 3 of the Official Plan
(Right-of-Way Widths Associated with Existing Major Streets)**



Attachment 4: Proposed Land Use Designation Change from *Employment Areas* to *Special Study Areas* for the certain portions of the Eglinton Maintenance and Storage Facility lands



Eglinton Connects Planning Study

Toronto City Planning
Eglinton Maintenance and Storage Facility
Proposed Special Study Areas Designation

File # 12 141479 SPS 00 0Z

↖
 Not to Scale
 05/27/2014