

Authority: Planning and Growth Management Committee Item 23.1,  
adopted as amended, by City of Toronto Council on February 23, 24 and 25, 2009  
Enacted by Council: February 25, 2009

**CITY OF TORONTO**

**BY-LAW No. 235-2009**

**To adopt Amendment No. 63 to the Official Plan for the City of Toronto with respect to 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 February 23, 24 and 25, 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 Schedule "A", being 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 25th day of February, A.D. 2009.

SANDRA BUSSIN,  
Speaker

ULLI S. WATKISS  
City Clerk

(Corporate Seal)

**SCHEDULE “A”**

**AMENDMENT NO. 63 TO THE OFFICIAL PLAN  
FOR 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 (i) 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 will 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 will 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) will 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, will 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 will 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 will 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 will 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 will be encouraged and investigated.
- 5.15 New development will 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'* will be pursued in partnership with all stakeholders.
- 5.17 The Yonge-Eglinton destination and area identity will 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 will 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 will 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 will 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) will 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.) will 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 will 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 will be provided in new developments.
- 5.29 The provision of loading dock management plans to maximize the efficiency of planned infrastructure will be required where necessary.
- 5.30 Construction Management Plans will 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 will not preclude the implementation of a new public road and will 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 will 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 will 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 will apply:

- (a) new development will 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.

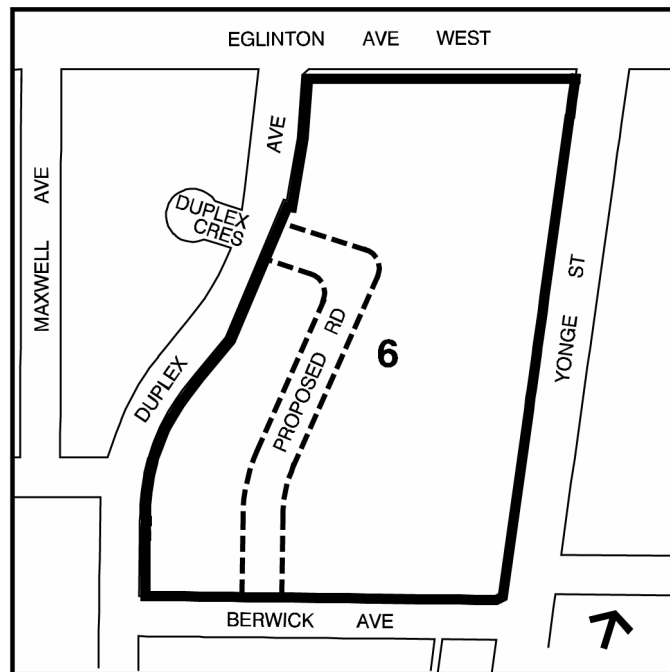
2. Map 17, Land Use Plan of the Official Plan is amended, as shown on the attached Schedule 3, by adjusting the boundary of the Mixed Use Area in the southwest quadrant of the Yonge-Eglinton intersection.

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

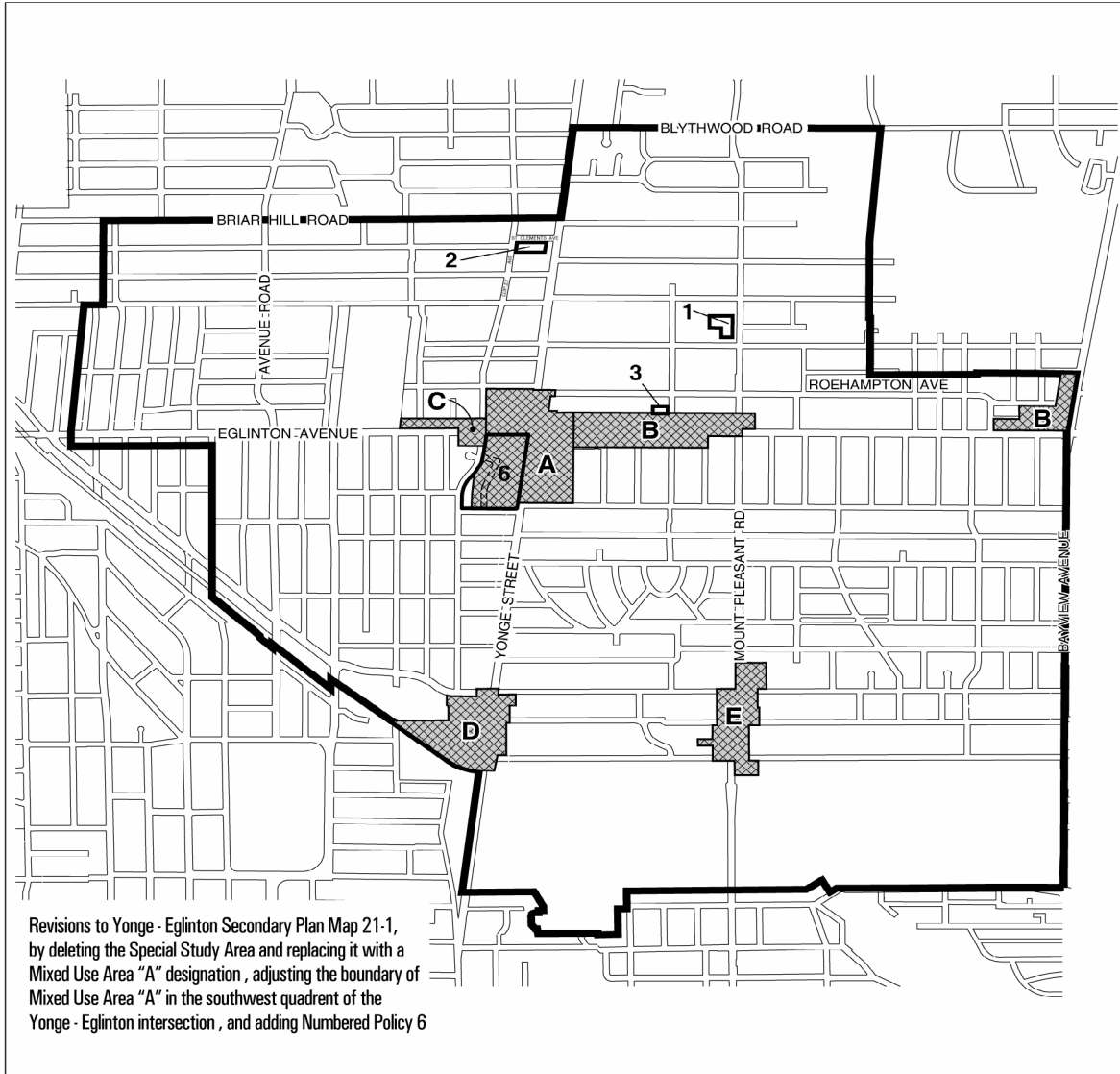
**FROM:** Opposite Duplex Crescent **TO:** Berwick Avenue, east of Duplex Avenue

**SCHEDULE 1**





SCHEDULE 2



Revisions to Yonge - Eglinton Secondary Plan Map 21-1, by deleting the Special Study Area and replacing it with a Mixed Use Area "A" designation, adjusting the boundary of Mixed Use Area "A" in the southwest quadrant of the Yonge - Eglinton intersection, and adding Numbered Policy 6



Yonge - Eglinton Centre

Official Plan Amendment # 63

File # 04\_142873

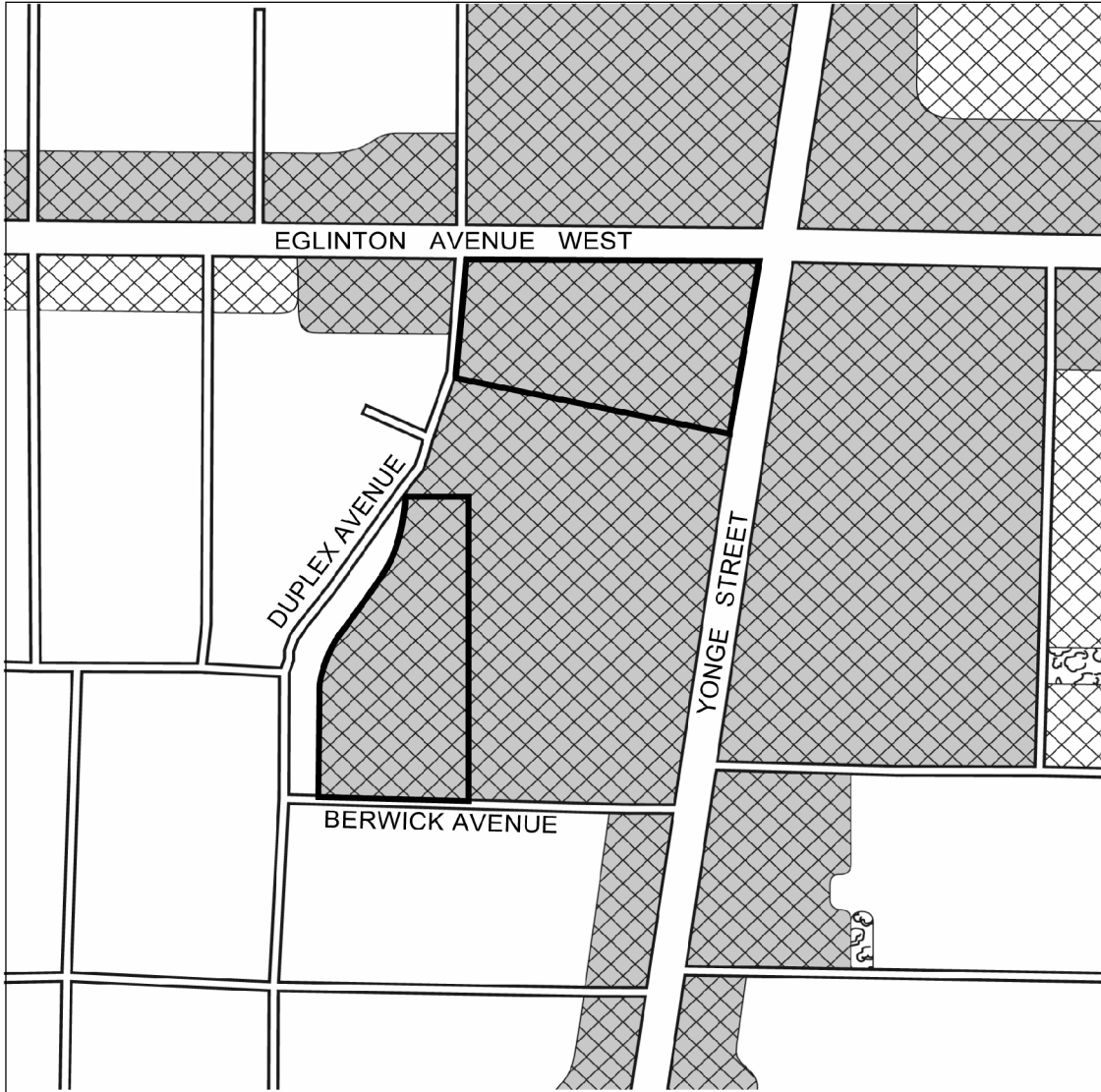
— Secondary Plan Boundary

▨ Mixed Use Areas

1 Site and Area Specific Policies

↑  
Not to Scale  
12/16/08

**SCHEDULE 3**

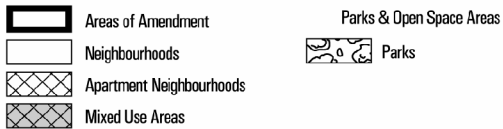


Part of Yonge - Eglinton Centre

**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



↑  
Not to Scale  
11/21/08