

**YONGE- EGLINTON SECONDARY PLAN**

# 21. YONGE- EGLINTON SECONDARY PLAN

## 1. INTERPRETATION

- 1.1 The lands affected by the Yonge-Eglinton Secondary Plan are shown on Map 21-1.
- 1.2 The boundaries of the *Mixed Use Areas* are as shown on Map 21-1 and are approximate. The boundaries of the *Neighbourhoods* and *Apartment Neighbourhoods* are as shown on Map 17 of the Official Plan and are approximate. Where the general intent of this Plan, including this Secondary Plan, is maintained, minor adjustments to such boundaries will not require amendment to this Plan.

## 2. MAJOR OBJECTIVES FOR THE RAILWAY LANDS WEST

- 2.1 The Yonge-Eglinton Secondary Plan area consists of a wide variety of residential and commercial areas generally focused on Yonge Street, Eglinton Avenue, Mount Pleasant Road and Bayview Avenue.
- 2.2 The residential areas contain a full range of housing forms and tenure suitable for family and other households. A primary objective of this Secondary Plan is to maintain and encourage a full range of housing forms and tenure suitable for family and other households in a manner that is contextually appropriate and compatible with existing residential uses and residential built form.
- 2.3 The *Mixed Use Areas* contain a mix of retail, service commercial, office and residential 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. A secondary concentration of commercial activity will be centred at the Yonge/Davisville subway station, developed at a lesser physical scale than the Yonge-Eglinton node, and in a form compatible with adjacent areas.
- 2.4 It is a primary objective to maintain and reinforce the stability of *Neighbourhoods* and to minimize conflicts among uses in *Mixed Use Areas*, *Neighbourhoods*, *Apartment Neighbourhoods* and *Parks and Open Space Areas* in terms of land use, scale and vehicular movement.
- 2.5 The development of mixed use buildings in *Mixed Use Areas* will be encouraged to increase active pedestrian circulation at street level, and to increase housing opportunities for family and other households.
- 2.6 In accordance with Section 2.3 of this Secondary Plan, commercial development will be strengthened within existing commercial areas by encouraging pedestrian oriented street-related retail and service uses to locate within established shopping areas. In particular, the following will be supported:
  - a) street-related retail and service uses in the *Mixed Use Areas* except Area 'E';
  - b) office commercial uses in the *Mixed Use Areas* 'A', 'B', 'C' and 'D'; and
  - c) restricted retail uses in *Mixed Use Area* 'E'.
- 2.7 In order to ensure that the form of buildings promotes a compatible physical and land use relationship between development within the various land use designations and between sites in abutting land use designations, and that all new buildings within Yonge-Eglinton Secondary Plan area form a positive visual relationship to the street, it is an objective of this Secondary Plan to:
  - a) maintain the existing scale of developments within stable *Neighbourhoods* and protect such areas from overshadowing from buildings located in abutting *Mixed Use Areas* and *Apartment Neighbourhoods*;

- b) secure a transition in height and scale from developments in *Mixed Use Areas* and *Apartment Neighbourhoods* to *Neighbourhoods* and, in particular, to those sites which abut a Neighbourhood;
- c) require that development on those portions of land which project into adjacent *Neighbourhoods* will be designed in a manner so as to be of a height and scale consistent with the abutting residential uses;
- d) ensure that development of the greatest height, density and scale are situated within *Mixed Use Area 'A'*, and that developments of a lesser scale that are contextually appropriate and compatible with adjacent areas will occur in *Mixed Use Areas' B', 'C' and 'D'*; and
- e) direct higher density residential development proposals within the *Apartment Neighbourhoods* to sites with nearby subway station access.

### **Transportation**

- 2.8 Major development proposals will be subject to the City of Toronto's Transportation Impact Study requirements and, where appropriate, Transportation Demand Management Study requirements. The City will promote the design of new development which encourages travel by walking, cycling and transit.
- 2.9 New developments 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 traffic in the area.
- 2.10 New development will be required to provide an adequate supply of parking and loading to meet site requirements while balancing the City's goal to reduce reliance on automobile use. Parking requirements may be reduced for the development in *Mixed Use Areas* and *Apartment Neighbourhoods* which are in close proximity to subway and light rapid transit access provided the proponents can demonstrate how projected travel can be accommodated by other modes. The purpose of such relief is to: reduce reliance on automobiles; reduce conflicts between vehicular traffic and on-street servicing; and maximize the utilization of existing parking facilities.
- 2.11 The provision of loading dock management plans to maximize the efficiency of planned infrastructure will be required where necessary.
- 2.12 New developments will provide adequate, safe and well-designed pedestrian connections to parking facilities.
- 2.13 Bicycle linkages (routes, trails and lanes) will be encouraged and investigated to connect the Yonge-Eglinton Centre to the City's Bicycle Master Plan bicycle network.
- 2.14 Enhanced bicycle facilities such as bike lockers and change rooms will be encouraged in all new significant developments.

### **Urban Form and Public Realm**

- 2.15 New development will promote architectural excellence and environmentally sustainable and innovative design.
- 2.16 Improvements to the public realm throughout the area will be encouraged including enhancements to streetscapes, existing open spaces and wider sidewalks. When a new development is proposed on a major street, the possibility of a building setback to provide a

wider sidewalk will be considered. When the Eglinton Avenue or Yonge Street right-of-way is reconstructed wider sidewalks will be considered as part of the reconstructed right-of-way.

- 2.17 Where large blocks exist, particularly between Yonge Street and Mt. Pleasant Road, mid-block pedestrian connections will be encouraged in new developments.

### **Community Services**

- 2.18 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 Secondary Plan area.
- 2.19 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.
- 2.20 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.

### ***Parks and Open Space Areas***

- 2.21 In order to satisfy the need for open space and to improve the distribution and supply of parks within the Yonge-Eglinton Secondary Plan area, it is the policy to:
- a) secure land for new local parks in areas with a low rate of local parkland provision as shown on Map 8(B);
  - b) encourage the development of street parks through the provision of trees, benches, planters and other appropriate street furniture;
  - c) encourage greater utilization of schoolyards for community access through the development of shared use recreation facilities;
  - 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.
- 2.22 The City will seek to secure agreement for public access through Mount Pleasant Cemetery to complete the circular walking trail through the Vale of Avoca Park Ravine and Moore Park Ravine.

## **Construction Management**

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

## **Monitoring**

- 2.24 A monitoring framework for transportation activity in the Yonge-Eglinton area will be implemented in co-operation with local communities to minimize the transportation impact and traffic infiltration resulting from significant new developments.
- 2.25 Community Service facilities serving the Yonge-Eglinton Secondary Plan area will be monitored on an ongoing basis to ensure that the social infrastructure is developed in tandem with the phased development of new development, in order to assess the need for new facilities over time.

## **3. NEIGHBOURHOODS**

- 3.1 In addition to the general policies set out in this Plan, *Neighbourhoods* will consist of a variety of unit sizes, and larger units suitable for families with children will be encouraged.

## **4. MIXED USE AREAS**

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

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

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

## **The Pedestrian Realm, Open Space**

- c) Improvements to existing pedestrian conditions, including underground connections to the Subway and Light Rapid Transit, will be encouraged and investigated to address local pedestrian needs and opportunities.
- d) Comprehensive redevelopment of the northeast quadrant of the Yonge-Eglinton intersection that incorporates publicly accessible open space on the corner will be encouraged.

- e) Street-related retail along Yonge Street will be retained and encouraged.
- f) The introduction and improvement of street-related retail along Yonge Street on the south west quadrant of the intersection will be encouraged to better connect this area with the established retailing area to the south.
- g) To strengthen the community focus a public park and community facilities should be established in the southwest quadrant of the Yonge-Eglinton intersection in a timely fashion.

### **Transportation**

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

### **Offices**

- o) Strategies to encourage and support the business and office focus of *Mixed Use Area 'A'* will be pursued in partnership with all stakeholders.

### **Community Facilities and Benefits**

- p) Priorities for Community Benefits to be secured under Section 37 of the *Planning Act* include:
  - Community facilities including non-profit licensed daycare and flexible multi-purpose community space.
  - Public parkland and park improvements in excess of required parkland dedications under Section 42 of the *Planning Act*.
  - Public realm, pedestrian connections, and streetscape improvements.
  - Public Art.
- q) To promote the implementation of the public transit and social infrastructure necessary to accommodate additional development, public transit facilities and public community and recreation facilities will be excluded from the calculation of density from projects within *Mixed Use Area 'A'*.

#### 4.3 **Mixed Use Area 'B'**

*Mixed Use Area 'B'* as identified on Map 21-1 will be regarded as an area suitable primarily for commercial uses within which institutional uses will be permitted and residential accommodation for a variety of household types that meets the criteria of Section 2.7 of this Secondary Plan will be encouraged.

#### 4.4 **Mixed Use Area 'C'**

*Mixed Use Area 'C'* as identified on Map 21-1 will be regarded as an area suitable for commercial uses and within which, residential will be encouraged at a scale that is physically compatible with adjacent *Neighbourhoods*.

#### 4.5 **Mixed Use Area 'D'**

*Mixed Use Area 'D'* as identified on Map 21-1 will be regarded as a commercial focal point for the southern portion of the Yonge-Eglinton Secondary Plan area centered on the Yonge-Davisville subway station. It is intended to develop as a primarily commercial area, within which residential and institutional uses will be permitted. Prior to large-scale redevelopment on the TTC open rail corridor and yards site, development criteria and guidelines will be developed in consultation with the local community to provide a framework for the redevelopment.

#### 4.6 **Mixed Use Area 'E'**

*Mixed Use Area 'E'* as identified on Map 21-1 will be regarded as an area within which residential uses will be encouraged and where commercial and institutional uses will be permitted. Retail uses will be restricted.

### 5. **YONGE- EGLINTON CENTRE**

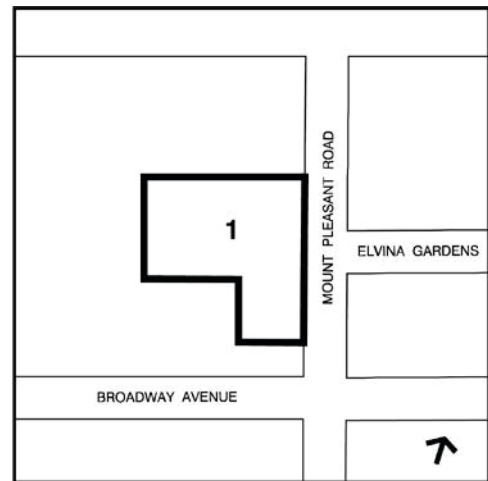
- 5.1 It is the intent of this Plan that the Yonge-Eglinton Centre, shown on Map 21-1, will satisfy the requirements of an 'Urban Growth Centre' within the meaning of the Growth Plan for the Greater Golden Horseshoe.
- 5.2 Within the Yonge-Eglinton Centre the highest heights, densities and scale of development will be within *Mixed Use Area 'A'* on the blocks at the four quadrants of the intersection of Yonge Street and Eglinton Avenue.
- 5.3 The heights, densities and scale of development will decrease along Eglinton Avenue East with increasing distance from the Yonge-Eglinton intersection within the Yonge-Eglinton Centre.
- 5.4 The *Apartment Neighbourhoods* within the Yonge-Eglinton Centre are largely built-up and considered to be physically stable areas. Development in these *Apartment Neighbourhoods* will comply with the policies of the Official Plan, particularly the policies in Sections 2.3.1 and 4.2.
- 5.5 Development on the lands on the east side of Yonge Street north of Roehampton Avenue and the west side of Mount Pleasant Road south of Eglinton Avenue East within the Yonge-Eglinton Centre will be mid-rise buildings with a scale in the range of 8 to 12 storeys with retail uses at-grade.
- 5.6 Where only a portion of a lot is located within the Yonge-Eglinton Centre, the intensification policies of the Official Plan applicable to Centres and the intensification policies of the Growth Plan for the Greater Golden Horseshoe applicable to Urban Growth Centres are to be applied only to the portion of the lot located within the Yonge-Eglinton Centre.

- 5.7 New development in the Yonge-Eglinton Centre will be compatible with maintaining the character of surrounding *Neighbourhoods*.
- 5.8 New development in the Yonge-Eglinton Centre will maintain a high quality of life and residential amenity for existing and new residents and will implement the Built Environment policies of the Official Plan.
- 5.9 Investment in public transit infrastructure improvements will be a priority for Yonge-Eglinton Centre, with all levels of government encouraged to improve the public transit-supportive focus of the Yonge-Eglinton Centre.

**6. SITE AND AREA SPECIFIC POLICIES**

**1. 912 Mount Pleasant Road**

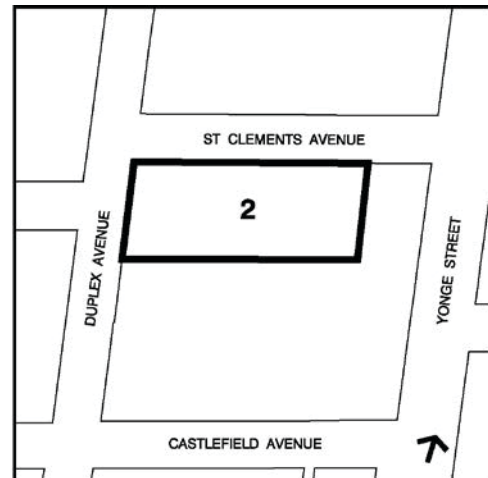
On the lands shown as 1 on Map 21-1 a car sales showroom with related facilities is permitted.



**2. 21 - 45 St. Clements Avenue and 575-583 Duplex Avenue**

On the lands shown as 2 on Map 21-1 a private school is permitted, provided that:

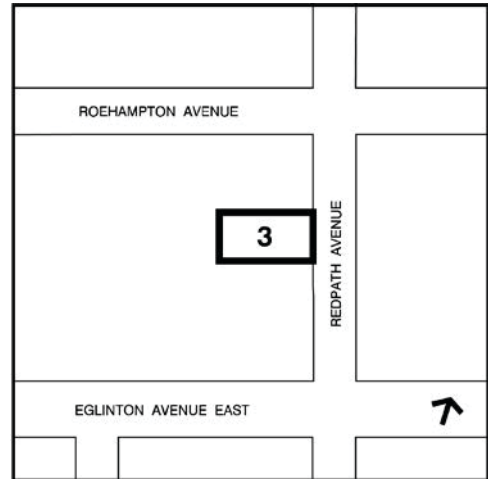
- a) it is located in the building existing in 2003 and an addition to that building;
- b) the gross floor area of the existing building does not exceed 2,910 square metres;
- c) the height of the existing building does not exceed 16.2 metres above grade and does not exceed four storeys inclusive of the basement;
- d) the gross floor area of the addition does not exceed 3,545 square metres;
- e) the height of the addition does not exceed 15 metres above grade and does not exceed four storeys inclusive of the basement; and
- f) the owner enters into an agreement, pursuant to Section 37 of the *Planning Act*, to secure a tenant assistance plan consisting of the following:
  - i. compensation in the amount equal to 3 months rent, and at minimum, a moving allowance equal to \$1,500, for those tenants whose leases do not contain any notice that the school expansion will require the termination of their tenancy; and
  - ii. compensation in the amount equal to 3 months rent for all other current tenants.





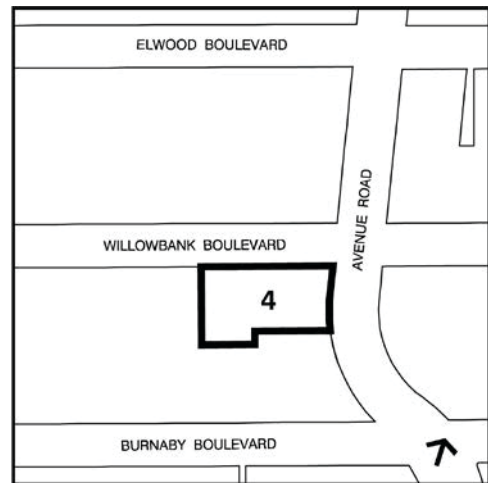
3. **140, 142 and 144 Redpath Avenue**

On the lands shown as 3 on Map 21-1 a temporary commercial parking lot is permitted.



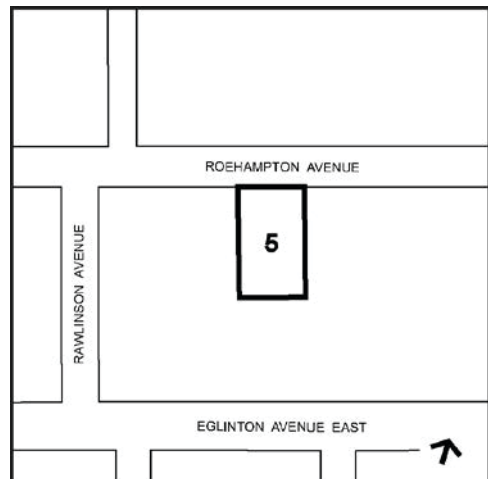
4. **1066 Avenue Road**

On the lands shown as 4 on Map 21-1, a retirement residence having a maximum height of 7 storeys and 20 metres is permitted.



5. **359-377 Roehampton Avenue**

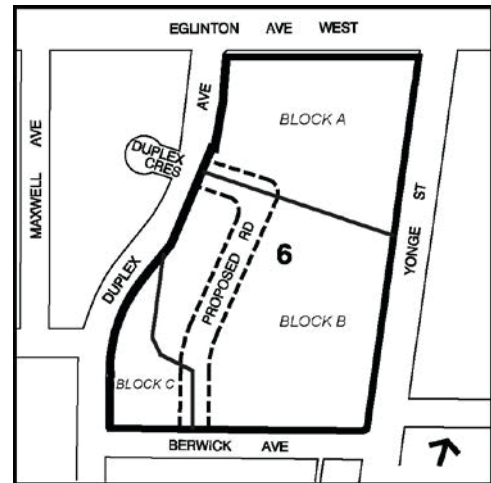
The demolition of 8 rental dwelling units without replacement is permitted.



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

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

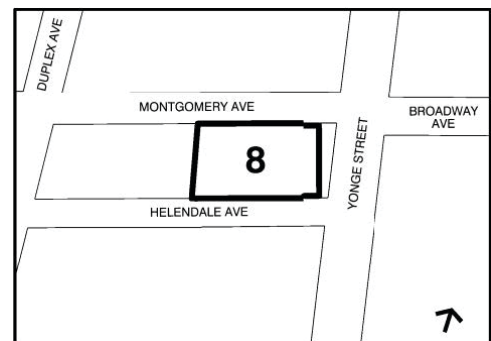
- a) new development will not preclude the implementation of a new public road extending east and south from Duplex Avenue to Berwick Avenue. Land dedications will be required where necessary to implement the new public road;
- b) strata plans to limit height may be utilized on city-owned lands to implement the objectives of this Plan; and
- c) in addition to the policies and development criteria of the Official Plan and this Secondary Plan, new development:
  - i. will provide a sensitive transition in height, density and scale through the use of at least building setbacks and stepbacks from the zoned height limit to the zoned height of the adjacent lands in designated neighbourhoods; and
  - ii. will provide, in addition to the matters described in policy 6(c)(i), a compatible height gradation stepping down from Block A (highest) to Block C (lowest) as shown on the map to this site and area specific policy.



8. **2384 and 2388 Yonge Street and 31 Montgomery Avenue**

On lands shown as 8 on Map 21-1 the following additional policies will apply:

- a) The maximum gross floor area permitted shall not exceed 20,600 square metres, and the maximum building height permitted shall not exceed 27 storeys and 84.2 metres (inclusive of all mechanical penthouse and architectural elements);
- b) Any new development above grade shall have a minimum building setback of 9 metres from the west boundary of the lands, and 14.6 metres from the most easterly boundary of the lands;
- c) On the portion of the lands known municipally as 31 Montgomery Avenue above grade uses shall be limited to landscaping and access and service related uses for the proposed development on the lands; and
- d) In addition, the following policies shall apply to the existing heritage structure that is limited to the easterly portion of the building located on the lands as defined in the Zoning By-law (the "heritage structure"):
  - i. The *heritage structure* located on the lands is retained *in situ* in any new development in accordance with an agreement, or an amending agreement registered on the lands and entered into by the *owner* of such lands with the City, to the City's satisfaction, pursuant to Section 37 of the *Ontario Heritage Act* (the "*heritage easement agreement*");
  - ii. New buildings and additions to buildings on all or any portion of the lands will be designed to integrate with the *heritage structure*;

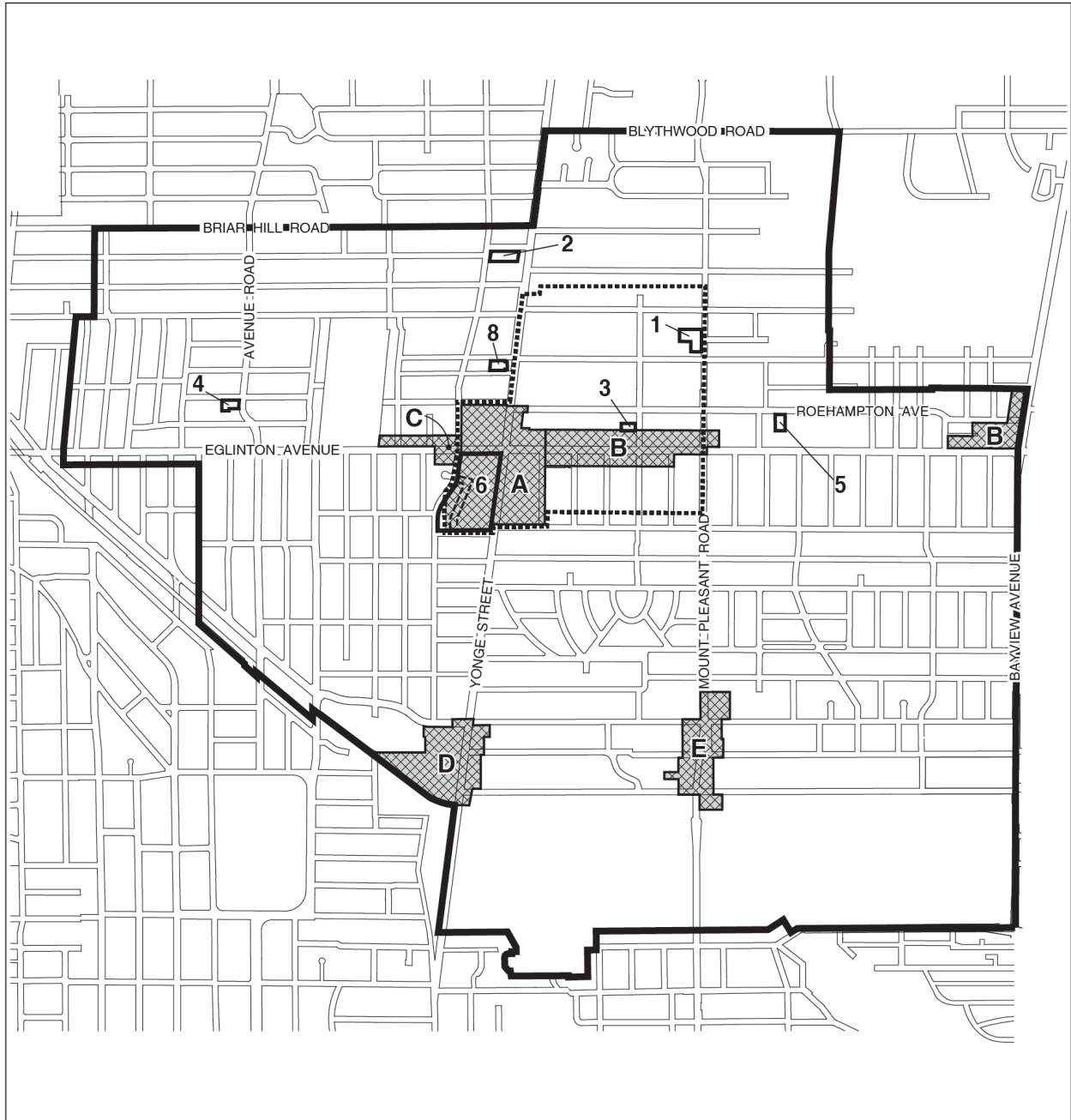


- iii. An agreement pursuant to Section 37 of the *Planning Act*, to the satisfaction of the City shall be entered into and registered on title to the lands which shall include those details described in the Zoning By-law;
- iv. The *heritage structure* shall be conserved in keeping with the provisions of the *heritage easement agreement* registered on title and in accordance with a Conservation Plan and an Interpretation Plan satisfactory to the City;
- v. A building substantially in accordance with the related site specific zoning by-law amendment enacted on the date of enactment of this official plan amendment, and permitted by the City pursuant to the *heritage easement agreement* may be permitted provided clauses (a), (b), (c) and (d)(i) to (iv) and (vi) herein are complied with and provided a permit is issued by the City pursuant to Section 33 of the *Ontario Heritage Act*, if required; and
- vi. Prior to the issuance of any permit including pursuant to the *Ontario Heritage Act* or the *Building Code Act, 1992*, but excluding permits for the removal of the one storey addition to the rear of the heritage buildings, a rental/sales centre, repairs, maintenance and usual and minor works and conservation work, for all or any portion of the lands, excluding the portion of the lands municipally known in 2014 as 31 Montgomery Avenue, the owner of the lands shall:
  - i. Submit final building permit plans and drawings for the alterations and new construction, to the satisfaction of the City's Manager, Heritage Preservation Services, subject to and provided for in the Heritage Easement Agreement; and
  - ii. Obtain final approval for any necessary zoning by-law amendments required such that they are in full force and effect.

## List of Maps

For the electronic version, please note some of these files may take some time to download.

Map 21-1 Land Use Plan



-  Secondary Plan Boundary
-  Yonge-Eglinton Centre
-  Mixed Use Areas
-  Site and Area Specific Policies
-  Proposed Road

↑  
Not to Scale  
07/09/2014