

Draft Official Plan Amendment

BY-LAW No. -2015

To adopt Amendment No. 289 to the Official Plan of the City of Toronto with respect to Chapter 6, Section 21, 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; and

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

The Council of the City of Toronto enacts:

1. The attached Amendment No. 289 to the Official Plan of the City of Toronto is hereby adopted.

Enacted and passed on , 2015

FRANCES NUNZIATA
Speaker

ULLI S. WATKISS
City Clerk

AMENDMENT NO. 289 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

The Official Plan of Toronto is amended as follows.

1. Delete Policy 1.1 and substitute the following:
 - 1.1 The lands affected by the Yonge-Eglinton Secondary Plan are shown on Map 21-1. The boundaries of the Midtown Character Area are shown on Map 21-2 and are approximate.
2. In Policy 2.3, delete the term "the subway station" and replace it with the term "the Yonge-Eglinton subway and light rail station".
3. Delete Policy 2.12 and substitute the following:
 - 2.12 New developments will provide safe and well-designed on-site pedestrian connections to transit and parking facilities.
4. In Policy 2.13, delete the term "Bicycle Master Plan bicycle network" and replace it with the term "cycling network".
5. Delete Policies 2.15, 2.16 and 2.17 and substitute the following:
 - 2.15 Any alterations to existing public streets contemplated by this Secondary Plan will be subject to further review, analysis and design with applicable divisions and agencies either through the development approval process or municipal capital planning process.

Urban Form and Public Realm

- 2.16 Improvements to the public realm will be required on public and private lands as part of development and City-initiated projects. These improvements may include, but are not limited to:
 - (a) enhancements to streetscapes;
 - (b) provision of wider sidewalks and the establishment of multi-purpose promenades;
 - (c) provision of mid-block pedestrian connections;
 - (d) transit access points; and
 - (e) the integration, extension and enhancement of existing and proposed landscaped open spaces.
- 2.17 Mid-block pedestrian connections will be secured as part of the development of sites located in Yonge-Eglinton Centre and within larger city blocks. Conceptual locations for mid-block connections include, but are not limited to, opportunities shown on Map 21-5.
- 2.18 Development within the Secondary Plan area will reduce the impact of vehicular, loading and servicing activities on the public realm. This will be accomplished by:

- (a) reducing, consolidating and eliminating existing vehicular curb cuts, limiting the introduction of new curb cuts and designing adjacent buildings, structures and open spaces to promote visibility at driveways and laneway intersections;
- (b) reducing and removing existing front yard drop-off areas and restricting new front yard drop-off areas;
- (c) reducing and prohibiting surface parking lots and commercial boulevard permit parking and locating parking in below-grade parking structures;
- (d) restricting above-grade parking structures only to sites where it has been satisfactorily demonstrated that below-grade parking alternatives are not technically feasible and where above-grade structures are faced with active uses adjacent to streets, parks, open spaces and mid-block connections;
- (e) coordinating and sharing access and servicing areas between properties;
- (f) ensuring clear, straight, wide, unobstructed pedestrian clearways; and
- (g) where technically feasible, providing separate pedestrian clearways and adequate lighting where laneways can also serve as mid-block pedestrian connections.

2.19 As part of the development review and approvals process, a Context Plan may be required to be submitted to identify opportunities for coordinating development to achieve public realm enhancements. The Context Plan will show the development in relation to relevant adjacent conditions in the area surrounding the site, including:

- (a) coordinated pedestrian, cycling and vehicular accesses;
- (b) coordinated and consolidated site circulation, loading and servicing;
- (c) tree preservation and planting opportunities; and
- (d) opportunities for enhancing and integrating parks and open spaces.

2.20 All development will be located and designed to protect access to sunlight on Eglinton Park, the largest and most significant park in the area, and the existing and proposed expansion of Redpath Avenue Parkette identified on Map 21-4. All development proposals will demonstrate that no net new shadow is cast on these existing and proposed parks. "Net new shadow" means shadow cast by a proposed development in excess of the shadow already cast by existing and approved buildings and structures as well as buildings and structures permitted by the existing in-force Zoning By-law.

2.21 New development will promote architectural excellence and environmentally sustainable and innovative design.

2.22 Temporary enhancements to the public realm will be encouraged and facilitated to demonstrate and assess local benefits, impacts and use patterns of proposed improvements to the public realm.

2.23 City of Toronto Urban Design Guidelines will be used to inform the review and evaluation development proposals submitted in the Yonge-Eglinton Secondary Plan area, including, but not limited to, guidelines addressing mid-rise and tall buildings. Guidelines to be used will be contextually specific to the development site and type of development proposed and in accordance with the policies of the Official Plan and this Secondary Plan.

6. Renumber Policies 2.18 to 2.20 as Policies 2.24 to 2.26.

7. Delete Policy 2.21 and 2.22 and substitute with the following:

2.27 In order to satisfy the need for parks and open space and to improve the quantity, quality, form and distribution of parks and publicly-accessible open spaces within the Yonge-Eglinton Secondary Plan area, the City will:

- (a) secure land for new public parklands in all areas of the Secondary Plan area ;
- (b) pursue opportunities arising from development to secure land for new parkland and improve existing parkland, including the parkland priority improvements identified in policy 2.28 and on Map 21-4;
- (c) preserve schoolyards and, in partnership with local school boards, pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities and as part of development;
- (d) work with public agencies and private property owners to establish partnerships and agreements to supplement the supply of City-owned parkland by securing public access to other types of open spaces, including the Church of the Transfiguration site and privately owned publicly-accessible spaces that support and are integrated with the public realm priorities outlined in policies 6.3 to 6.8; and
- (e) encourage the consolidation, acquisition and dedication of sites in the Soudan Avenue Priority Park Area identified on Map 21-4 with the objective of creating larger, contiguous park spaces.

2.28 The planning, design and development of expanded and new parks and open spaces will be guided by the following objectives:

- (a) support 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;
- (b) create attractive, landscaped linear open spaces on setbacks adjacent to public streets, enhanced through the provision of wide sidewalks, trees, benches, planters and other appropriate street furniture;
- (c) provide connections between public parkland and open spaces in the Yonge-Eglinton Secondary Plan area and in adjacent areas, through the use of streets, trails, bikeways, pedestrian-friendly streetscape environments and walkways; and

- (d) develop attractive parks as focal points in the community which also provide opportunities for public art, heritage interpretation and cultural expression as well as recreational opportunities;
- 2.29 Where, as part of a development, an on-site parkland dedication is determined to be not technically feasible or desirable by the City, an offsite parkland dedication that is in proximity to the development site or a site identified on Map 21-4 may be substituted for an on-site dedication prior to the consideration of cash in lieu of land.
- 2.30 Parkland priority improvements for the Yonge-Eglinton Secondary Plan area include but are not limited to dedications and acquisitions that:
- (a) expand and enhance the function, visibility and accessibility of existing parks;
 - (b) create new parks, including proposed parks identified on Map 21-4;
 - (c) are located on prominent sites including sites on corners and locations which terminate street views;
 - (d) contribute to mid-block pedestrian connections, provided parkland programming and functions are not diminished;
 - (e) complement and are integrated with adjacent privately owned publicly-accessible spaces; and
 - (f) support the implementation of the five place-making moves for the Midtown Character Area outlined in Section 6.
- 2.31 The City will seek to secure agreement for public access through Mount Pleasant Cemetery to complete a circular walking trail through the Vale of Avoca Park Ravine and Moore Park Ravine.

8. Renumber Policy 2.23 as Policy 2.32.

9. Delete Policy 2.24 and 2.25 and substitute with the following:

- 2.33 A monitoring framework for transportation activity in the Secondary Plan area will be implemented in co-operation with local communities to minimize the transportation impact and traffic infiltration resulting from significant new developments.
- 2.34 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. Community Services and Facilities Studies may be required as part of the review of development proposals to assist in the identification of necessary improvements to area community services and facilities

Community Benefits

- 2.35 In determining community benefits to be secured for increases in height and/or density, the following are priorities for the Secondary Plan area:

- (a) Community facilities including non-profit licensed child care and flexible, multi-purpose community recreation and/or human services space;
 - (b) Public parkland and contributions towards park improvements in excess of required parkland dedications under Section 42 of the *Planning Act*;
 - (c) Public realm and streetscape improvements within City rights-of-way not abutting the site, including contributions towards the public realm improvements identified in policies 6.4 to 6.8; and
 - (d) Public Art.
- 2.36 Additional community improvements, services and facilities that are not outlined above may be identified through the development review process. The City may use Community Services and Facilities Studies to assist in determining potential community benefits.
10. In Policy 4.2 (h), delete the term "TTC facilities" and replace it with the term "transit facilities".
11. In Policy 4.2 (i), delete the term "Light Rapid transit station" and replace it with the term " Light Rapid Transit station".
12. Delete Policy 4.2 (k) and renumber the subsequent sub-policies (k) to (n) accordingly.
13. Delete Policies 4.2 (p) and (q).
14. Add the following as a new policy 6:

6. MIDTOWN CHARACTER AREA

- 6.1 The public realm in the Midtown Character Area supports a vibrant mixed use community with an open and green landscaped character. A primary objective of this Secondary Plan is to maintain and enhance the open, green, landscaped character of the area, improve and expand the network of parks, open spaces and streetscapes and create a high-quality public realm to ensure the continued vitality and quality of life in the area.
- 6.2 All civic improvements and development in the Midtown Character Area will advance the implementation of the five place-making moves, parks and open space network and pedestrian network identified on Maps 21-3, 21-4 and 21-5. The five place-making moves, detailed in policies 6.4 to 6.8, include:
- (a) The Eglinton Green Line;
 - (b) Yonge Street and its Squares;
 - (c) The Park Street Loop;
 - (d) The Midtown Greenways; and

(e) Redpath Revisited.

6.3 City-initiated civic improvements and development applications will demonstrate that the following objectives, where applicable, will be achieved:

- (a) Improve and expand on existing public parks and create new parks and open spaces;
- (b) Respect, reinforce and extend the landscaped open space setbacks of buildings from streets that are prevalent in the Midtown Character Area and contribute to the open space system;
- (c) Create safe, animated and attractive mid-block pedestrian connections with active uses at grade in adjacent buildings, pedestrian-scaled lighting, public art and landscaping including green walls;
- (d) Provide sufficient space within public street rights-of-way for pedestrian and cycling infrastructure;
- (e) Encourage community activities in the public realm through programming, activation and the provision of safe, accessible and inviting spaces;
- (f) Develop and use a cohesive and coordinated landscape architectural design strategy for related open spaces, regardless of being publicly or privately owned; and
- (g) Ensure clear pedestrian and cycling connections to the City-wide network of ravines.

6.4 Eglinton Green Line

- (a) The Eglinton Green Line will be a major linear, publicly-accessible green open space on Eglinton Avenue, extending from Eglinton Park to Mount Pleasant Road.
- (b) All buildings on the north side of Eglinton Avenue between Yonge Street and Mount Pleasant Road will be set back a minimum of 12 metres at grade and above established grade from the property line adjacent to Eglinton Avenue. The setback will be provided to establish a high-quality pedestrian and landscaped publicly-accessible open spaces, plazas and forecourts. Space for community gatherings, patios and public art will be encouraged within the Eglinton Green Line.
- (c) The location and design of underground parking facilities on properties abutting the north side of Eglinton Avenue between Yonge Street and Mount Pleasant Road will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.
- (d) On Eglinton Avenue between Yonge Street and Eglinton Park, continuous landscaping that includes high-branching trees and plantings will be provided in the right-of-way and in the setbacks.

6.5 Yonge Street and its Squares

- (a) Yonge Street bisects the Midtown Character Area. Along Yonge Street, the pedestrian environment will be enhanced and a series of distinctive landscaped, publicly-accessible squares will be secured.
- (b) Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will be set back a minimum of 1.5 metres at grade from the property line adjacent to Yonge Street. The setback requirement will be increased in order to realize the Yonge Street Squares. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage storefronts with little or no setbacks, the 1.5 metre setback requirement may be modified to ensure a continuous streetwall without amendment to this Secondary Plan.
- (c) The landscaped squares, conceptually shown on Map 21-3, will be secured as part of development and City-initiated civic improvements.
- (d) The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares.
- (e) Streetscapes, parks and open spaces in the blocks between Montgomery Avenue, Yonge Street, Orchard View Boulevard and Duplex Avenue, known as Montgomery Square, will be developed to create a coordinated and cohesively designed precinct of public and publicly-accessible spaces and community facilities.
- (f) At the Yonge and Eglinton Crossroads, a prominent site with city-wide significance, a large-scale publicly-accessible square will be created by providing squares on each of the four corners of the intersection and the connecting streetscapes on Yonge Street and Eglinton Avenue. The design of these open spaces will be coordinated in their design, configuration and layout to complement each other and together create a significant civic focal point. Each square will provide space for gathering and direct and comfortable access to transit. The southwest corner of Yonge Street and Eglinton Avenue will accommodate the largest of the four squares and will provide space for both community gathering and comfortable pedestrian movement, related to its function as the main entrance to the Yonge-Eglinton transit station.
- (g) Three sets of squares will be created by realigning offset east-west streets that connect to Yonge Street, as indicated on Map 21-5. Realignment of the streets will be pursued as opportunities arise, including through the development process, to improve pedestrian movement and enable the creation of consolidated, cohesive open spaces and squares.
- (h) A square will be created mid-block between Eglinton Avenue and Berwick Avenue on the west side of Yonge Street to provide an attractive publicly-accessible open space and a mid-block pedestrian connection.

6.6 Park Street Loop

- (a) The Park Street Loop will be designed as a publicly-accessible, multi-purpose green promenade with wide pedestrian clearways, cycling facilities and landscaping that provides green linkages

connecting Eglinton Park to community amenities and open spaces in neighbourhoods to the east.

- (b) On Broadway Avenue and Roehampton Avenue between Yonge Street and Rawlinson Avenue and on Orchard View Avenue between Duplex Avenue and Yonge Street, all buildings will be set back a minimum of 7.5 metres at grade and above established grade from the property line.
- (c) The location and design of underground parking facilities on properties abutting the Park Street Loop will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.

6.7 Midtown Greenways

- (a) The Midtown Greenway streets will provide improved pedestrian amenity and support the continuation and expansion of the landscaped setbacks characteristic of the Midtown Character Area.
- (b) A minimum 5 metre setback at grade and above established grade will be provided on Greenway streets except on both sides of Erskine Avenue, where all buildings will be set back a minimum of 7.5 metres at grade and above established grade from the property line.
- (c) The landscaped open space setbacks will provide a range of publicly accessible open spaces such as entry forecourts, gardens, and other forms of landscaped open space. The landscaped setbacks will be planted with high-branching deciduous trees and understory plantings.
- (d) The location and design of underground parking facilities on properties abutting the Midtown Greenways will provide sufficient space and soil depth to maintain a permanent, high-branching tree canopy.

6.8 Redpath Revisited

- (a) Redpath Avenue is an important north-south neighbourhood street that connects to Redpath Avenue Parkette to the north and the Church of the Transfiguration site to the south.
- (b) On the block between Eglinton Avenue and Roehampton Avenue, opportunities will be explored to reduce vehicular speed, improve pedestrian and cycling safety and include shared street use elements. This block of Redpath Avenue will:
 - (i) accommodate outdoor commercial uses, public art and opportunities for community activities; and
 - (ii) incorporate a fine grain of active retail uses and universally-accessible building entrances at grade that promote a safe and animated pedestrian environment.

15. Renumber Policy 6 as Policy 7 and renumber all subsequent sub-policies.

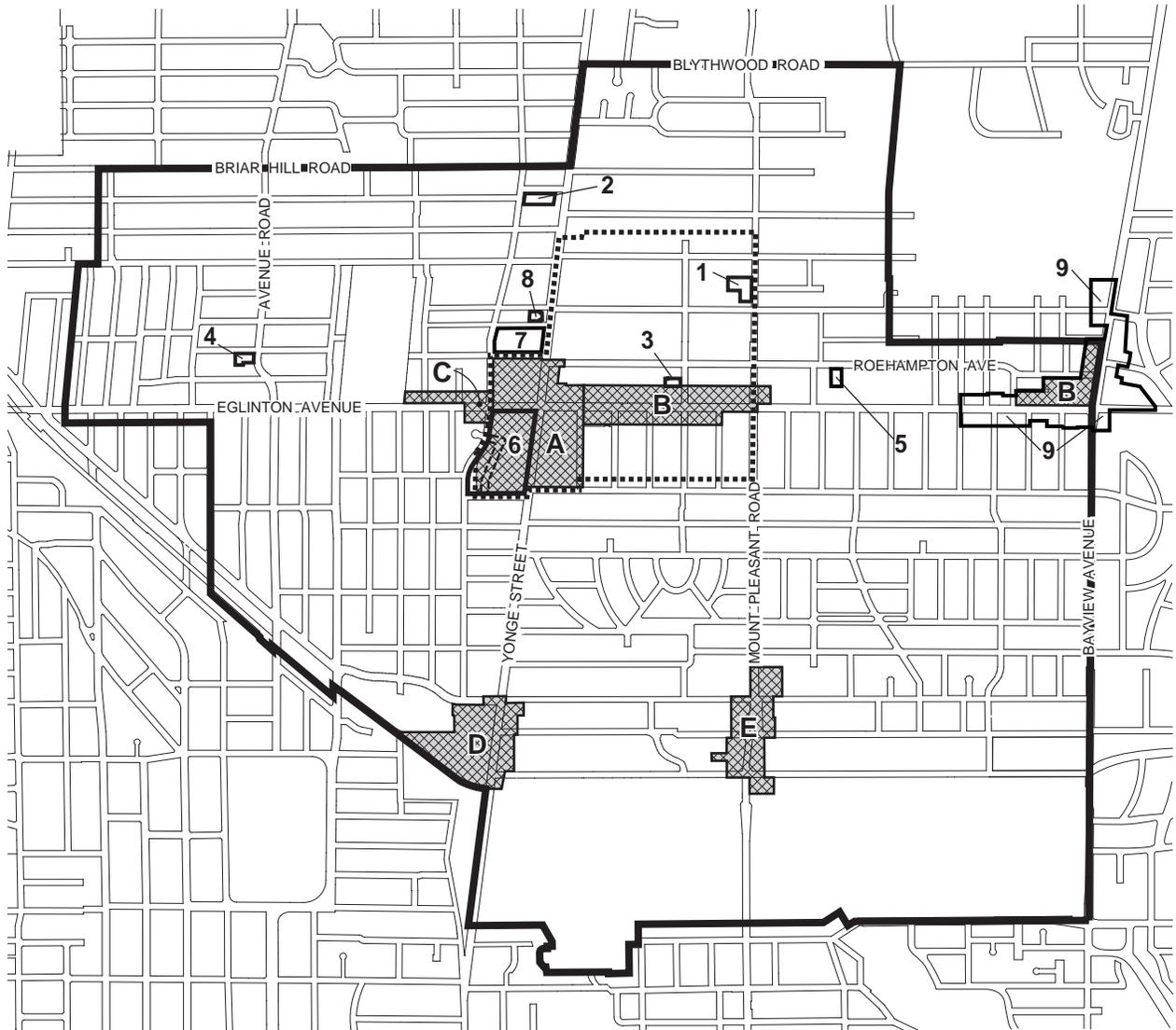
16. Under the List of Maps, add the following:

Map 21-2 Midtown Character Area

Map 21-3 Five Place-Making Moves for the Midtown Character Area

Map 21-4 Parks and Open Space Network Plan for the Midtown Character Area

Map 21-5 Pedestrian Network Plan for the Midtown Character Area



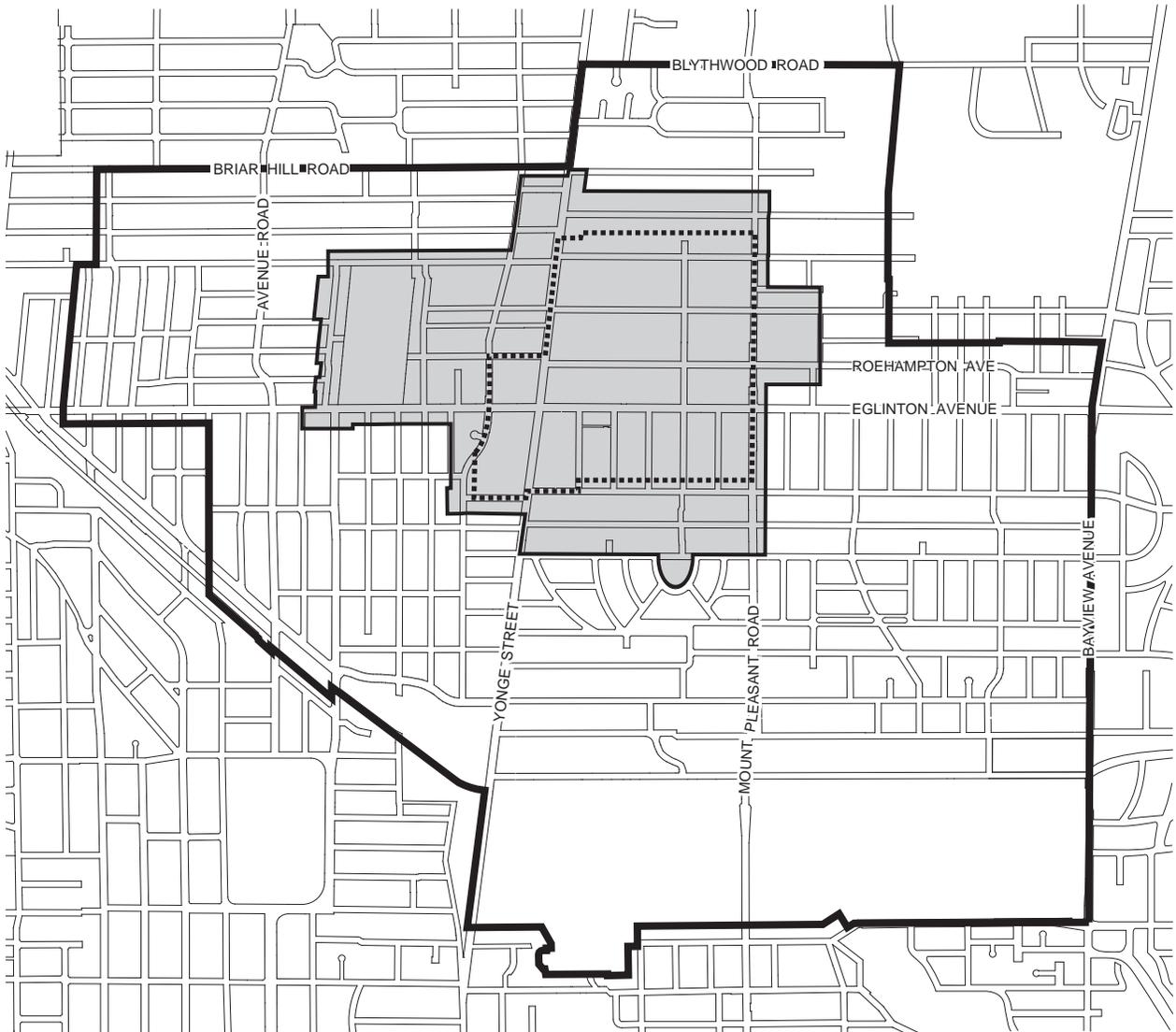
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Yonge-Eglinton Secondary Plan

MAP 21-1 Land Use Plan

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



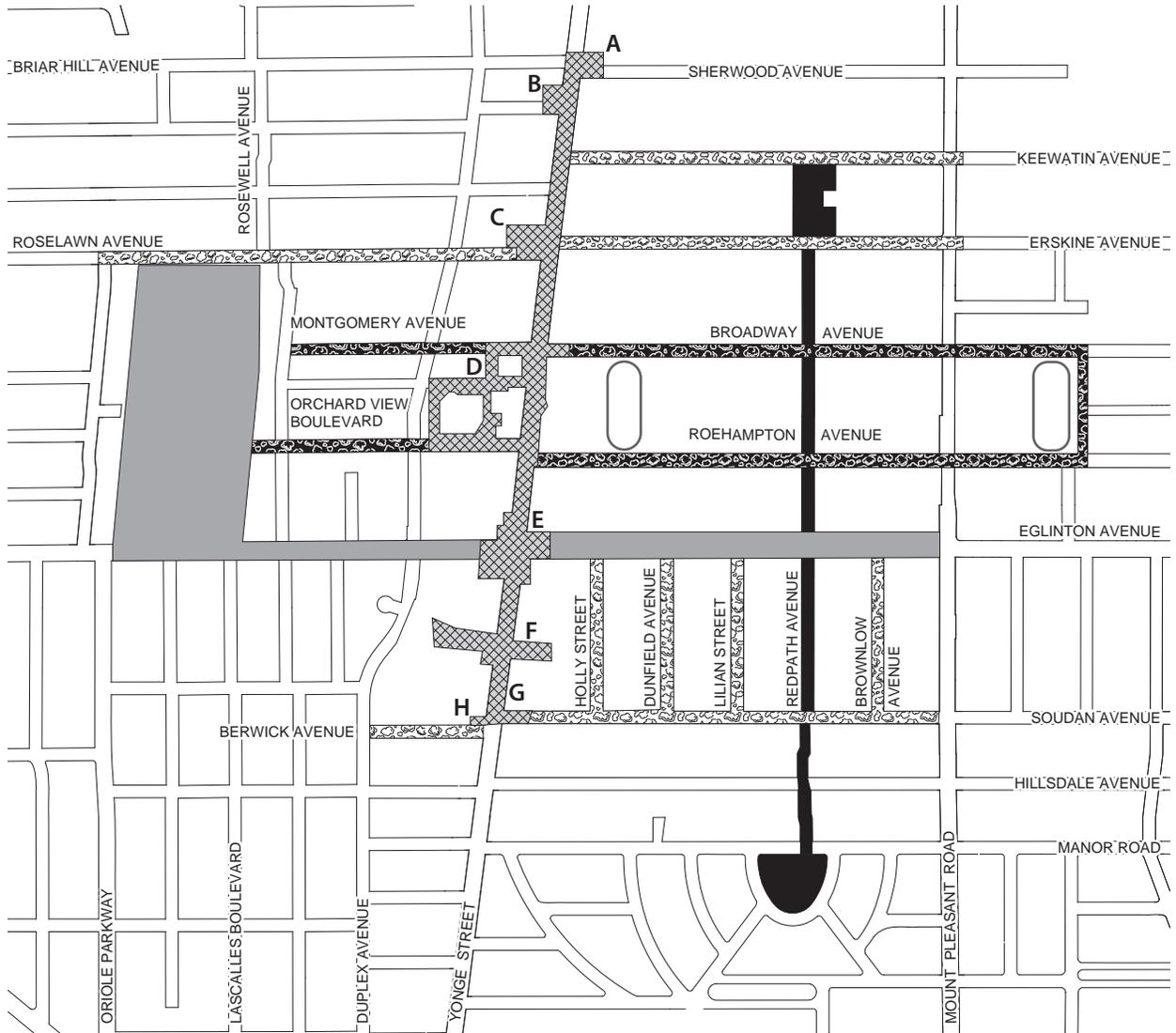
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Yonge-Eglinton Secondary Plan

MAP 21-2 Midtown Character Area

-  Secondary Plan Boundary
-  Yonge-Eglinton Centre
-  Midtown Character Area



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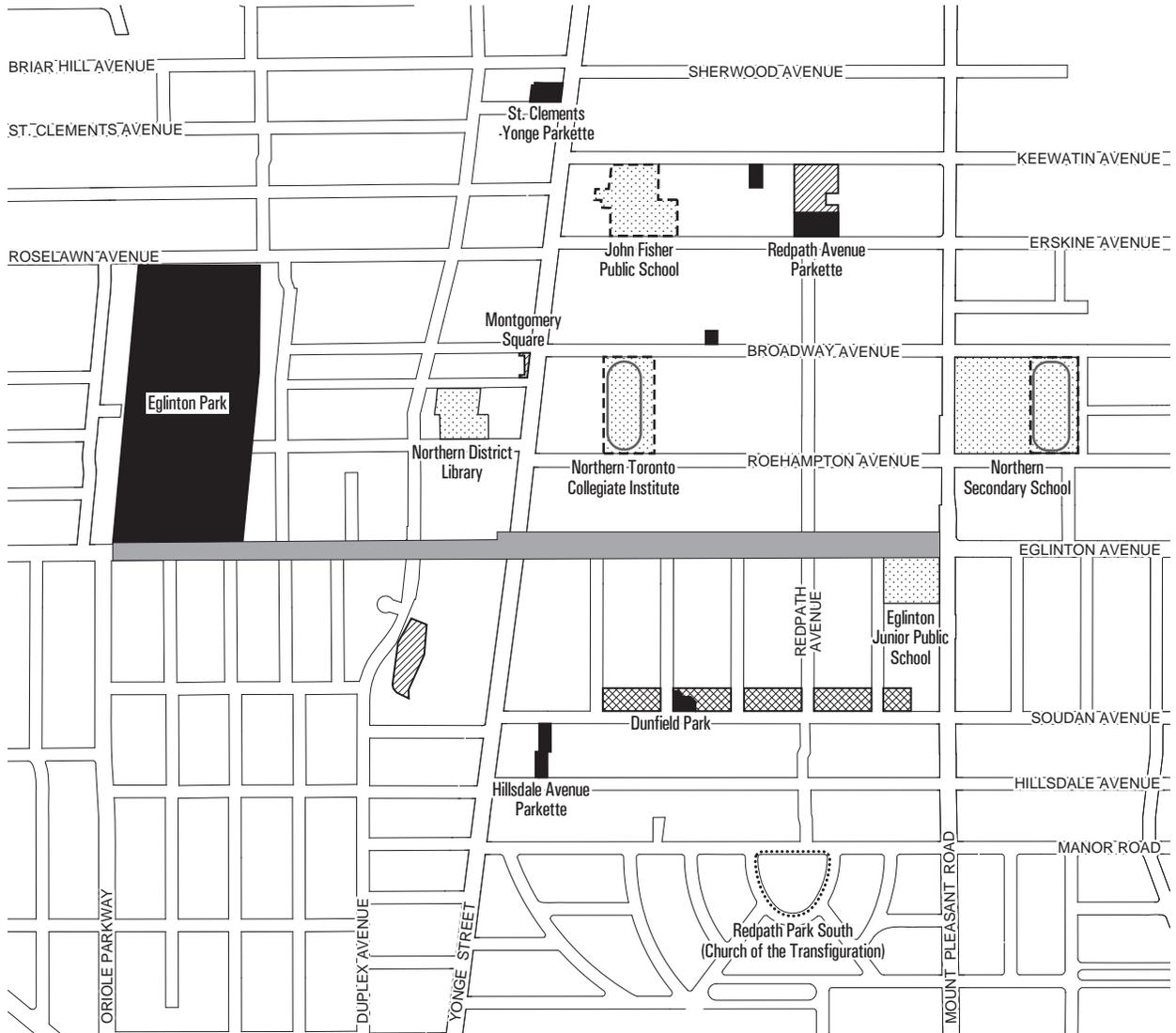
Yonge-Eglinton Secondary Plan

MAP 21-3 Five Place-Making Moves for the Midtown Character Area

-  Eglinton Green Line
-  Yonge Street Squares
-  Park Street Loop
-  Greenways
-  Redpath Revisited

Yonge Street Squares

- | | |
|----------------------|-----------------------------|
| A Sherwood Square | E Yonge-Eglinton Crossroads |
| B St. Clemens Square | F Quantum Square |
| C Erskine Square | G Soudan Square |
| D Montgomery Square | H Berczy Square |

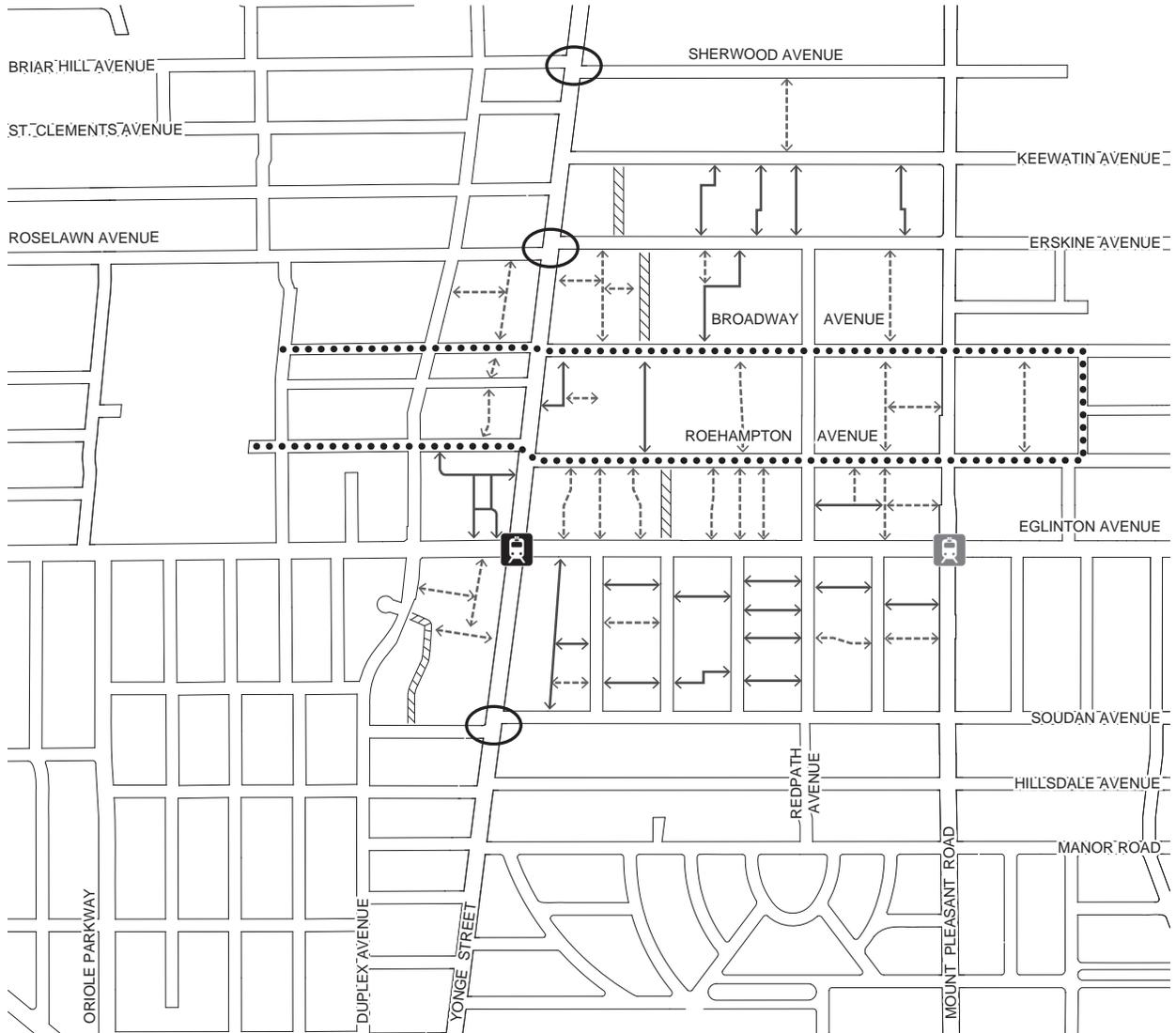


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Yonge-Eglinton Secondary Plan

MAP 21-4 Parks & Open Space Network Plan for the Midtown Character Area

- | | | | |
|---|----------------------------------|---|---|
|  | Existing Parks |  | Publicly Accessible Open Space
- School Yards and Library Site |
|  | Proposed Parks |  | Potential Partnerships - Park Leases |
|  | Soudan Avenue Priority Park Area |  | Potential Partnerships - Sports
Programming to Be Studied |
|  | Eglinton Green Line | | |



Not to Scale 

Yonge-Eglinton Secondary Plan

MAP 21-5 Pedestrian Network Plan for the Midtown Character Area

- Park Street Loop
-  Proposed Street Realignment
-  Existing Mid Block Connections
-  Conceptual Future Mid Block Connections
-  Conceptual New Street
-  Existing Subway & Future Eglinton Crosstown Station
-  Future Eglinton Crosstown Station
-  Existing Street