

# Yonge-Eglinton Focused Review

## Proposed Urban Design Guidelines & Planning Policies

### Five Key Initiatives for the Yonge-Eglinton Centre

- **Compatible built form and exceptional urban design**
- **Public parkland and community benefits**
- **Improvements to public transit**
- **Nurturing the Yonge-Eglinton destination**
- **Monitoring and continued community involvement**



### Urban Design Guidelines

- Buildings should be oriented in a way that appropriately defines the street.
- Size, scale and use should reflect the context of the neighbourhood and recognize the differences around the site.
- Taller buildings to be located closer to Yonge Street and Eglinton Avenue. Heights of buildings to decrease to three storeys when adjacent to existing residential house-form buildings.
- Create new roads, pedestrian connections, and view corridors by breaking up the large block on the southwest quadrant of the Yonge-Eglinton intersection.
- Provide landscaped open space (such as parks), which are designed within a City/Community process.
- Locate access and service entrances to new development without negative impact on the existing residential fabric.
- The configuration of the site should allow for phased development.
- Architecturally define entrances to transit and shopping.
- Provide amenity space such as an urban plaza at the intersection of Yonge and Eglinton.
- Create storefronts and pronounce building entrances on major streets.
- Acknowledge the Minto landscaped open space with a view corridor, road or plaza.
- Vehicular entrances should blend with the proposed new streetwall and minimize disruption to pedestrian traffic.
- Streetwall setbacks and heights should respect the neighbourhood and angular planes.
- Building materials and rhythm should be compatible with neighbouring buildings.
- Create a new and safe pedestrian public realm (during the day or night).
- Streetscape to be designed according to the City of Toronto Streetscape Manual.
- Create opportunities for public art.
- Create higher floor-to-floor heights on the ground, second and underground concourse levels and strengthen below grade connections where possible.
- Utilize City of Toronto tall building design criteria, such as slender floor plates, spatial separation, and street relationships



## Planning Objectives & Principles

- Mixed Use is the appropriate designation for Yonge-Eglinton Centre.
- Neighbourhoods is the appropriate designation for the northeast corner of Duplex Avenue and Berwick Avenue.
- Built form and Urban Design Guidelines will guide new development in addition to the new Toronto Official Plan.
- Strategies to encourage and support the business and office focus of the Yonge-Eglinton area shall be pursued in partnership with all stakeholders.

- New development that is environmentally friendly and innovative will be encouraged.
- Improvements to the public realm throughout the area will be encouraged.
- Comprehensive redevelopment of the northeast quadrant of the intersection that incorporates publicly accessible open space on the corner will be encouraged.
- Street-related retail along Yonge Street north of Eglinton will be retained and encouraged.
- The introduction of street-related retail along Yonge Street on the southwest quadrant of the intersection will be encouraged to connect this area with the established retailing area to the south.



## Parks

- Realize opportunities arising from development applications to secure and develop new public parkland and to improve existing public parkland through the use of planning tools such as land dedications, cash-in-lieu, and Section 37 of the Planning Act.
- Provide connections between public parkland and open spaces in the Yonge-Eglinton area, through the use of bikeways, pedestrian-friendly sidewalks and streetscapes, and trails.
- Encourage a community-based planning and design process for parkland and open spaces.
- Create parks and open spaces that are safe, comfortable and accommodate people of all ages and abilities year-round.
- Develop a detailed strategy for the acquisition and improvement of public parkland and park improvements.
- Work with other public agencies and private property owners to establish partnerships and agreements to allow public access to other types of



open space resources to supplement the supply of city-owned parkland.

- Develop attractive parks as focal points in the community which provide opportunities for public art, heritage interpretation and cultural expression.
- Secure public parkland within the southwest quadrant of the Yonge-Eglinton intersection through the comprehensive redevelopment of the block in a manner which does not preclude the development of public parkland and allows its delivery in a timely manner to best serve the existing and new population in the area.

## Community Services

- Community Services will be delivered in a timely manner in order to provide the social infrastructure required to support additional growth in the Yonge-Eglinton area.
- 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.
- 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.
- Facilities will be secured through the use of planning tools, such as Section 37 of the Planning Act.
- Facilities will be considered for incorporation within all large scale developments within the area.
- Community Services 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. Changes in the demographic profile of the area will be a component of the monitoring process, in order to ensure that new facilities address the needs of local residents over time.
- Consultations with existing service providers and the local community shall be undertaken during



the review of all large scale developments proposed in Yonge-Eglinton Centre to provide an accurate needs assessment for the area.

## Transportation

### PEDESTRIAN

- Pedestrian amenities (links, connections, sidewalks) shall be designed to ensure a high quality pedestrian realm and provide for ease of pedestrian movement, with particular regard for travel to and from transit facilities.
- Improvements to existing pedestrian conditions shall be encouraged and investigated to address local pedestrian needs and opportunities.



### BICYCLE

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

### TRANSIT

- Improvements to public transit facilities will be encouraged such as upgrading the bus terminal to improve this vibrant transit-supportive mixed use Centre.
- Measures to improve TTC bus operations in the Yonge-Eglinton area, with particular regard to ingress/egress from the Eglinton Subway Station Bus Terminal shall be encouraged and investigated.
- Transit vehicle access to the new TTC bus terminal shall be encouraged from existing intersections or new well-defined entrances in order to improve streetscaping elements on Eglinton Avenue West.

Transit vehicle access to the bus terminal will be designed to minimize pedestrian/transit vehicle conflicts and to be as visually unobtrusive as possible.

- The design of the new TTC bus terminal and redevelopment of TTC lands in this area shall not

preclude the construction of a future rapid transit facility along Eglinton Avenue West, as identified in the City's new Official Plan.

#### PARKING/LOADING

- 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.
- Adequate, safe and well-designed pedestrian connections to parking facilities shall be provided in new developments.
- The provision of loading dock management plans to maximize the efficiency of planned infrastructure shall be required where necessary.

#### TRANSPORTATION AND MONITORING

- Major development proposals will be subject to the City of Toronto's Transportation Impact Study requirements, as well as Traffic Demand Management Study requirements. Consistent with the new Official Plan, the city will promote the design of new development which encourages travel by walking, cycling, and transit.
- New developments shall be encouraged to consider implementation of sustainable transportation initiatives, (e.g., providing facilities for car-sharing, enhanced facilities for bicycle users, etc.) to minimize the potential incremental impact of vehicular activity in the area.
- Traffic management and "quick fix" initiatives which could be implemented to address local concerns as development proceeds in Yonge-Eglinton Centre shall be encouraged and investigated.
- A monitoring framework for transportation activity in the Yonge-Eglinton area shall be investigated, with the intent of working pro-actively with local communities to ensure stable areas located adjacent to Yonge-Eglinton Centre are adequately protected.
- Development within the southwest quadrant of the Yonge-Eglinton intersection shall not preclude the implementation of an adequate public road network within these lands.
- Planning tools such as subdivision plans shall be used to secure new public roads and infrastructure.

#### Implementation and Monitoring

- Built form and urban design guidelines shall be adopted by City Council.

- Amendments to the Zoning By-law shall be undertaken to ensure restrictions such as height, angular planes and building setbacks are in place to guide future development.
- Planning tools such as Section 37, subdivision plans and holding provisions will be used to secure community benefits.
- Community Benefits may include:
  - **public parkland and park improvements**
  - **public realm and streetscape improvements**
  - **community facilities including non-profit licensed day care and flexible multi-purpose community space**
  - **public art**
- The key initiatives shall be monitored to measure the progress towards the realization of these goals.
- Continued consultations with all stakeholders through various means of communication such as the Working Group format will be encouraged.
- Accessibility and exchange of information through the use of technologies such as community-based internet web sites, and the City's web site will be encouraged.

#### Next Steps

- Proposed policies and Urban Design Guidelines will be posted on the City's website (starting June 26) and the Yonge-Eglinton Development website, through which further feedback from the community can be received.
- Refinement of proposed policies and Urban Design Guidelines to incorporate public input.
- Report to Planning and Transportation Committee in September 2004.

#### Contact Information

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City of Toronto Website:  
[http://w3.toronto.ca/planning/yonge\\_eglin.htm](http://w3.toronto.ca/planning/yonge_eglin.htm)  
Community-based Website:  
[www.ye-development.com](http://www.ye-development.com)