



STAFF REPORT ACTION REQUIRED

Eglinton Connects Planning Study – Final Directions Report

Date:	March 19, 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\PG14026 (12 141479 SPS 00 OZ)

SUMMARY

Eglinton Avenue is Toronto’s east-west “metropolitan” street. It exhibits every type of built form and streetscape to be found in our City. The fact that most of Eglinton Avenue is identified as an Avenue and designated *Mixed Use Areas* or *Employment Areas* in the Official Plan makes it a prime candidate for reurbanization and rejuvenation. The diversity of Eglinton Avenue makes it a fascinating and challenging part of the City.

The Eglinton Crosstown LRT is scheduled to open for business from Weston Road to Kennedy Road in 2020. This investment by Metrolinx of more than \$5 billion has created an impetus to study Eglinton Avenue and develop a long-range plan for its intensification and beautification.

The Eglinton Connects Planning Study is the comprehensive planning review of Eglinton Avenue which responds to the opportunity presented by the LRT. It proposes a Plan for Eglinton Avenue that is based on a long-term Vision, a Vision of a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy. The Vision is to be realized through 21 recommendations, organized into three themes: Travelling, Greening and Building. The Vision and its implementation plan were developed through extensive public and stakeholder consultations. Full details are contained in the consultants' report, found at www.toronto.ca/eglinton.

The Travelling and Greening recommendations form a Streetscape Plan that will make Eglinton Avenue a beautiful, comfortable and complete street. The Building (Built Form) recommendations propose mid-rise and mixed use for most, but not all, of Eglinton Avenue. There are places in the Study Area where greater heights and densities

may be supported. There are also parts of Eglinton Avenue that should see little or no change.

One thing is certain, Eglinton Avenue as a whole will see significant growth and change over the coming years, quickly in some areas and more slowly in others. The Study forecasts the growth and discusses how new and current residents and workers can live in neighbourhoods that are not only beautiful and functional but provided with the community services and facilities needed to promote a good quality of life.

This report proposes implementation measures and recommends one more round of consultation on the 21 Study Recommendations, leading to a Final Report in June. The June report will contain the planning instruments needed to implement the recommendations that are ready to be put into action now. Identification of the next steps for the additional work required to finish the Study and make final recommendations to complete the Vision will also be part of that report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council approve the 21 Study Recommendations of the Eglinton Connects Plan, as listed in Attachment 3.
2. City Council direct the Chief Planner and Executive Director, City Planning to prepare the necessary Official Plan Amendments, Zoning By-law Amendments and other planning instruments and measures listed in Attachment 4 that are recommended for implementation at this time (Phase 1).
3. City Council direct the Chief Planner and Executive Director, City Planning to consult with the public, stakeholders and interested parties on the Official Plan Amendments, Zoning By-law Amendments and other planning instruments and measures listed in Attachment 4 (Phases 1 and 2).
4. City Council direct the Chief Planner and Executive Director, City Planning, to report to the June 19, 2014 meeting of the Planning and Growth Management Committee regarding:
 - (a) the results of the consultation;
 - (b) recommended amendments, if any, to the Study Recommendations listed in Attachment 3;
 - (c) recommended amendments, if any, to the Official Plan Amendments, Zoning By-law Amendments and other planning instruments and measures listed in Attachment 4 (Phases 1 and 2);

- (d) the planning instruments listed in Recommendation 2 in a form suitable for adoption by City Council (Attachment 4 - Phase 1); and
 - (e) next steps for the further study and implementation of the elements of the Study Recommendations that are not recommended for implementation at this time (Attachment 4 – Phase 2).
5. City Council direct the City Clerk to give notice of a Statutory Public Meeting to be held by the Planning and Growth Management Committee on June 19, 2014 to consider the Official Plan Amendments, Zoning By-law Amendments and other planning instruments and measures referred to in Recommendation 2 (Attachment 4 - Phase 1).

Implementation Points

The Eglinton Connects project is the subject of four reports to City Council in 2014. Three have been submitted to various Committees for consideration by City Council in May as follows:

1. This report, entitled “Eglinton Connects Planning Study – Final Directions Report”, which provides the results and recommendations of the Study. It will be considered by Planning and Growth Management Committee on April 10, 2014.
2. "Eglinton Connects – Environmental Assessment Study” which provides more details on the road reconfiguration Environmental Assessment component of the Eglinton Connects Study, and makes recommendations regarding implementation. This report will be considered by the Public Works and Infrastructure Committee on April 9, 2014.
<http://app.toronto.ca/tmmis/decisionBodyProfile.do?function=doPrepare&decisionBodyId=370#Meeting-2014.PW30>.
3. “Metrolinx Rapid Transit Program – Allocation of the Public Realm Amount”. This report makes recommendations on the use of a fund provided by Metrolinx for discretionary improvements to the Eglinton Avenue streetscape. Staff are recommending that City Council advise Metrolinx to use the fund to achieve some of the objectives of the Eglinton Connects Streetscape Plan. This report will be considered by Executive Committee on April 23, 2014.
<http://app.toronto.ca/tmmis/decisionBodyProfile.do?function=doPrepare&decisionBodyId=262#Meeting-2014.EX41>.

The fourth report will be submitted to Planning and Growth Management Committee in June and will recommend adoption of the Official Plan Amendments, Zoning By-law Amendments and other planning instruments and measures necessary to implement some of the recommendations of this report. It will also outline the next steps necessary for completion of the Study and full implementation of the Plan. Recommendations for the use of a Development Permit System will be part of that report.

Yonge-Eglinton Centre Not Included in Built-Form Component of Study

The Eglinton LRT is scheduled to open for business in 2020. (Attachment 1) Although change along Eglinton Avenue will occur gradually it may be expected that, especially in the early days, development activity will be most intense close to the middle section of the line (Dufferin Street to Brentcliffe Road).

However, this report makes no built form (Zoning By-law Amendment or Urban Design Guideline) recommendations for the portion of Eglinton Avenue in the Eglinton Centre (Duplex Avenue to Mount Pleasant Road) as this area is already under a set of planning controls tailored specifically to the Centre. In addition, the City Planning Division is currently engaged in a process to develop a new public realm and streetscape plan for the Yonge-Eglinton Centre, called “Midtown in Focus”. The public realm plan developed as part of the Eglinton Connects project will be integrated with the result of this Centre-specific study.

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 proposed LRT along Eglinton Avenue from Pearson Airport to Kennedy Road.

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

As part of the Metrolinx decision to fund and build the portion of this line from Weston Road to Kennedy Subway Station, Metrolinx also agreed to fund, in part, a planning study of Eglinton Avenue with a view to intensification of development along the line.

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 July 16-19, 2013 meeting 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>

ISSUE BACKGROUND

The Province of Ontario, through its agency Metrolinx, is spending over \$5 billion on a 19 kilometre Light Rail Transit line (LRT) along Eglinton Avenue between Weston Road and Kennedy Subway Station on the Bloor-Danforth subway line. This creates a rare

opportunity to study the area and develop a long-range plan for the land use, built form, streetscape and public realm of Eglinton Avenue, with a view to encouraging and managing the growth that will inevitably come to Eglinton Avenue. It presents a once-in-a-lifetime chance to leverage both public and private investment to create a beautiful, functional and green “complete street”.

The scale of the investment must also move the City, stakeholders and the development community to achieve appropriate intensification along the line, both to fulfill the City’s own policies as enunciated in the Official Plan and to capitalize on the resources invested in the transit infrastructure.

City of Toronto Official Plan

Most of Eglinton Avenue (Weston Road to Mount Pleasant Road and Victoria Park Avenue to Kennedy Station) is identified as an Avenue in the Official Plan. The Avenues are areas where reurbanization resulting in new housing and employment is anticipated and encouraged. Upgraded streetscapes are to be an essential part of the redevelopment of the Avenues.

In addition, most of the Avenue portion of Eglinton Avenue is designated *Mixed Use Areas*. Eglinton Avenue also passes through the Yonge-Eglinton Centre. (Attachment 2) The Centres and *Mixed Use Areas* are intended to accommodate significant amounts of development, while improving local streetscapes, infrastructure and amenities.

The portion of Eglinton Avenue that is not identified as an Avenue (Mount Pleasant Road to Victoria Park Avenue) is designated *Apartment Neighbourhoods, Neighbourhoods or Employment Areas*.

Eglinton Avenue runs past five areas designated for Employment. The City Planning Division is currently engaged in a Municipal Comprehensive Review of the *Employment Areas* policies in the Official Plan, including considering requests for redesignation from landowners. As this process is on-going, this report makes no recommendations regarding land-use changes or conversions in *Employment Areas*.

The Official Plan clearly supports the recommendations of the Eglinton Connects Study for intensification where appropriate, greening and the creation of a complete street.

Metrolinx

Metrolinx released a Regional Transportation Plan (RTP) in 2008 entitled "The Big Move". This report identifies "intensification corridors" – areas that will have upgraded transit services – as places to accommodate growth and development. The RTP affords direction to municipalities encouraging the assessment of these corridors for their potential for higher density mixed use development in a transit supportive urban form. Eglinton Avenue is identified as an intensification corridor in the RTP.

“Mobility Hubs”, as identified in "The Big Move," are locations where more than one higher-order transit facility intersect. Metrolinx has identified a number of Mobility Hubs along the Eglinton LRT and has initiated studies of two of them: Mount Dennis at Weston Road and Kennedy at the Kennedy Subway Station. Mobility Hub studies are intended to, among other things, develop concept plans for intensification within 800 metres of the transit hub.

COMMENTS

Eglinton Connects

The Study and the Plan

The Eglinton Connects Study is a comprehensive planning review of Eglinton Avenue from Jane Street to Kennedy Road, including an Environmental Assessment (EA) of the section between Black Creek Drive and Brentcliffe Road. The Study was prompted by and conducted in association with the continuing site planning of the Eglinton LRT, currently under construction by Metrolinx.

The Environmental Assessment is required to determine the future allocation of space within the right-of-way, including the preferred road layout, arrangement of pedestrian and cycling infrastructure, and public realm elements. It was prompted by the fact that the reserved bus lanes will no longer be required when the LRT opens.

Eglinton Avenue is Toronto’s east-west “metropolitan” street. It exhibits every type of built form and streetscape to be found in our City:

- high-rise office and apartment towers concentrated at Yonge Street and interspersed elsewhere;
- animated Main Street strips, with two to three storey pre-World War 2 buildings from Avenue Road to Keele Street;
- spread-out post-World War 2 planned, mixed-use communities at Don Mills Road;
- employment areas at Bermondsey Road, Laird Drive and the Golden Mile;
- detached houses fronting Eglinton Avenue in Leaside;
- apartment communities east of Bathurst Street and east of Birchmount Road;
- expansive parking lots and big box stores in the Golden Mile, West Side Mall and elsewhere;
- everything from a 23 to a 45+ metre right-of-way, often with bus lanes but almost never with bike lanes;
- major parks and stretches with no trees; and
- significant natural features at the two branches of the Don River and Black Creek.

Its historical, built form, cultural, natural and economic diversity and complexity made the Study exciting. The challenge was how to achieve intensification and create an

outstanding, beautiful and functional street while respecting and building upon the heritage, context and vitality that exist along Eglinton Avenue in all their many and varied forms.

The Vision, Public Realm Concept Plan, Recommendations and Implementation Strategies that have emerged through the Study are intended to guide the evolution of this important artery and together form the Eglinton Connects Plan.

The Plan is based on a Vision for Eglinton Avenue

The Vision is:

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 is Realized through the Public Realm Concept Plan

The Vision finds physical translation in the Public Realm Concept Plan included in Volume 2 of the consultants' report. It identifies three major public realm components that shape and determine the quality of the environment that people will experience on Eglinton Avenue. It illustrates priority areas for public and private investment. It guided the development of the 21 Study Recommendations that will ensure Eglinton Avenue achieves the Vision as it develops over time.

The three public realm components that together create the Eglinton Avenue environment are:

1. *Connections* - the streets, lanes, cycling routes, walkways and passageways that people use to get from one place to another. The experience that people have of a particular connection is determined by the nature of the connection itself, its edges and the destinations it connects. This Public Realm element is addressed in Study Recommendations Nos. 3, 7, 9 and 12.
2. *Destinations* - public gathering places and places of interest. These include institutional buildings, heritage buildings, parks and plazas, shopping streets and transportation hubs that attract people and inform their experience and image of Eglinton Avenue. This Public Realm element is addressed in Study Recommendations Nos. 9, 14, 17, 18, 19 and 21.
3. *Edges* – these can be both buildings and open space edges that contain the public realm. They are not necessarily hard edges. Rather, they are porous and are opportunities for interaction between activities inside the buildings and the public realm outside. This Public Realm element is addressed in Study Recommendations Nos. 2, 4, 8, 10, 13, 15 and 20.

Built Form - Mid-Rise and Mixed Use for Most, but Not All, of Eglinton Avenue

In keeping with Eglinton Avenue's status as an Avenue for much of its length, the Study recommends that the mid-rise building form be permitted as-of-right along most of the Avenues sections of Eglinton Avenue, as well as some additional areas. The Mid-Rise Building Performance Standards can be reviewed at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=7238036318061410VgnVCM10000071d60f89RCRD>

This would result in buildings generally up to 9 stories depending on the width of the right-of-way and depth of lot. These types of buildings will respect the human scale that makes Eglinton Avenue a good place to live and work while assisting with the intensification of the LRT route.

However, there are eight locations in the Study Area (6 Focus Areas and 2 Mobility Hubs) where lot sizes and patterns, and/or the intersection of more than one higher-order transit route (TTC subway, LRT, GO train) creates a condition where greater heights and/or densities may be supported.

The Focus Areas are:

- the West Side Mall and vicinity (just west of Caledonia Road);
- the four quadrants surrounding each of the intersections of
 - Dufferin Street and Eglinton Avenue and Dufferin Street north to the Belt Line Park;
 - Bayview Avenue and Eglinton Avenue;
 - Don Mills Road and Eglinton Avenue;
- four large sites on the south side of Eglinton Avenue, east of Laird Drive; and
- the Golden Mile area (east of Victoria Park Avenue).

The Mobility Hubs are:

- Mount Dennis, centred on Weston Road and Eglinton Avenue and
- Kennedy, centred on Kennedy Road and Eglinton Avenue. (Attachment 1)

There are also parts of Eglinton Avenue that should see little or no change, especially sections that will remain in the *Neighbourhoods* or *Apartment Neighbourhoods* designations, and character areas, such as the apartment corridor between Bathurst Street and Chaplin Crescent. The traditional Main Street, mixed use development expected in the parts of Eglinton Avenue identified as an Avenue may not be suitable or practical in these areas but moderate growth, integrated into the existing context, is encouraged. This report does not recommend identifying these areas as Avenues but does make some recommendations regarding appropriate growth.

Recommendations 15 to 21 below lay out the built-form aspirations for Eglinton Avenue.

Comprehensive Map and 3D Model

A detailed and comprehensive map (the "Mega Map" used in the October 2013 round of public consultations, now called the "Comprehensive Map") has been prepared which illustrates all of the Study Recommendations and shows how they reinforce and support each other.

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=0f8e86664ea71410VgnVCM10000071d60f89RCRD>

In addition, a computer generated 3D model was prepared which gave an idea of what Eglinton Avenue would look like with the addition of mid-rise buildings along much of its length. It also illustrated the conceptual development recommended for the Focus Areas. Both tools assisted staff in visualizing how the Study Recommendations would work when implemented.

Study Process

The Study Area

The Study Area included all of the properties fronting onto Eglinton Avenue between Jane Street and Midland Avenue and the six Focus Areas.

The Study also examined a broader area for demographic, population and employment growth, and transportation impacts analyses. This area is approximately the rectangle bounded by Lawrence Avenue, Jane Street, St. Clair Avenue and Brimley Road.

In addition, the two Mobility Hubs studies that are being conducted by Metrolinx will be reviewed as part of the Phase 2 work. (Attachment 1)

Phases of the Study

The Study commenced in early 2012 and is ongoing. It includes six phases:

1. develop an overall vision and set of principles (2012)
2. determine emerging ideas (early 2013)
3. identify recommended solutions (April–June 2013)
4. finalize draft recommendations (last part of 2013)
5. present final versions of the planning instruments to be considered by City Council for implementation (2014)
6. further work required to complete the Study and refine certain recommendations (future)

In July 2013, Volume 1 (Background and Analysis) of the consultants' report was released. This was a compilation of the work accomplished to that time and contains, among many other things, an excellent historical analysis of Eglinton Avenue. The first

Status Report to Planning and Growth Management Committee also provides a good summary of the first phase of the work.

The second Status Report to City Council included a summary of the second and third phases. Additionally, a draft of Volume 2 (Recommendations and Implementation) of the consultants' report was posted to the website in December 2013. The final version is now posted. It provides details on the strategies that are proposed in this report.

The two volumes of the consultants' reports and their many Appendices should be reviewed in conjunction with this report. They contain significantly more information regarding the Study process and how the Study Recommendations were derived. The information is also presented in an attractive, highly illustrated fashion. An Executive Summary of the consultants' report is attached to this report as Attachment 5.

The Status Report links are given above in the Decision History section. Both volumes of the consultants' report and appendices can be found at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=44ae86664ea71410VgnVCM10000071d60f89RCRD&vgnextfmt=default>

CONSULTATION PROGRAM

Significant Public Outreach Program

Approximately 5,000 people participated in the public participation program over the two-year period. Fourteen promotional methods were employed, including both traditional and electronic media, which helped to achieve this number. Highlights include 238,000 flyers mailed to addresses along the corridor, regular updates by email to 1,700 subscribers, 6 full page newspaper ads and 2 radio ads. Use of social media (especially Twitter) proved most effective, with 25% of respondents to surveys indicating they discovered the Study via social media.

Over 60 events were held, the subjects of which were organized around the first five stages of the Study, as listed above. The Study received significant attention from the local media, including current affairs coverage on radio and in newspapers.

In each stage, a public open house or workshop was held in the west, central and east parts of the Study Area. To achieve broad engagement, additional consultation methods were employed, including presentations to interest groups, workshops, facilitated discussions, 'pop-up' consultations, school visits, hard-copy and online surveys, and the feedback from a dedicated email address and telephone comment hotline. At least one event was held in each Ward in the Study Area. In addition, the polling firm Ipsos-Reid was commissioned to conduct a survey of a representative sample of the population in the Eglinton corridor as a check on the results of the consultation surveys.

Prior to each significant round of consultations a Councillors' briefing was held. Councillors were instrumental in informing their constituents of upcoming consultation activities.

Special efforts were made to reach stakeholders such as resident groups, youth, drivers, cyclists and Business Improvement Areas (BIAs). Meetings were held at all times of day, including mornings, afternoons and evenings. 'Pop-Up' consultations at street festivals were held on weekends.

Extensive materials were made available on the Eglinton Connects website, and the first volume of the consultants' report (Background and Analysis) was distributed to libraries across the Study corridor.

Extensive Division and Agency Consultation

The road layout and Streetscape Plan developed through the EA were reviewed by a Technical Advisory Committee (TAC) made up of representatives from all City divisions involved in the functional elements within the right-of-way including City Planning, Emergency Medical Services, Engineering and Construction Services, Parks Forestry and Recreation, Toronto Fire Services, Toronto Police Services, Toronto Water, Toronto Parking Authority and Transportation Services. External participation included members from Toronto Hydro and Toronto Region Conservation Authority. This group met 7 times.

A Planning Reference Group consisting of staff from relevant City Planning Districts and sections was established to seek direction and provide input. The group met on 14 occasions throughout the Study.

The Toronto Parking Authority was consulted on recommendations related to parking, particularly on increasing the off-street public parking supply by engaging in partnerships with developers.

Design Review Panel

The City's Design Review Panel (DRP) reviewed the Study in May 2013 (the Vision) and November 2013 (the Recommendations).

The DRP was highly enthusiastic about the direction of the Study and the recommendations of the Plan. The members emphasized the need to ensure that the development process give priority to design excellence at all times. They also endorsed the concept of as-of-right mid-rise development for most of Eglinton Avenue, with tall buildings in some locations. Integration of the LRT station entrances into on-site development was also considered a worthwhile objective.

Metrolinx

Metrolinx's main interaction with the City at the staff level is through various topic-based Working Groups. The two most relevant to the Eglinton Connects Study and EA are the Planning Working Group and the Transportation Working Group. These groups met frequently, often weekly, throughout 2013 and 2014. Elements of the Study and the EA that would be of interest to Metrolinx were discussed and issues resolved.

Eglinton Connects Web Page

From the beginning, the project has had a dedicated web page on the City's website: www.toronto.ca/eglinton. All reports, consultant studies and any other materials produced for or related to the Study are available there, as well as news and information on how to get involved. Three electronic surveys linked to the site were conducted and an additional survey was undertaken by Ipsos Reid as a check on the results of the in-house surveys. Since its inception the site has had over 28,000 page views.

THE PLAN – STUDY RECOMMENDATIONS AND IMPLEMENTATION

The Study's Recommendations are organized in three themes:

Travelling (Study Recommendations 1 through 7) – achieving safe, convenient and comfortable travel for all travellers and providing a public realm that accommodates all the uses this public space should support. These recommendations include the results of the Eglinton EA conducted as part of the Study.

Greening (Study Recommendations 8 through 14) – enhancing the network of green and open spaces and providing large trees.

Travelling and Greening have been grouped together as they comprise the bulk of the Study Recommendations relating to the Streetscape Plan.

Building (Study Recommendations 15 through 21) – creating the appropriate land uses and built form along Eglinton Avenue.

Before each group of Study Recommendations a summary of the results of the consultation program relating to these elements is given. After each group, implementation measures are recommended (Attachment 4). These fall into three categories:

1. work which is already underway (Ongoing)
2. actions which City Council may go forward with now (Phase 1)
3. items that require further study or development (Phase 2)

Following the direction City Council provides and the results of the final consultation in May 2014, staff will report to the June meeting of the Planning and Growth Management

Committee on the Official Plan Amendments, Zoning By-law Amendments and other planning instruments necessary to implement the Phase 1 actions.

That report will also contain recommendations regarding next steps for the work to be undertaken leading to implementation of the Phase 2 proposals.

Travelling Eglinton – What We Heard

The ability to move about efficiently was a topic of interest. Concern about vehicular traffic and delays and a desire that this situation not be made worse in the future were expressed. Regardless of travel mode, participants were interested in safe and efficient movement along Eglinton Avenue. This idea was validated through the results of the second survey, where over 90% of respondents agreed or strongly agreed with achieving a mobility mix that safely accommodates all users of Eglinton Avenue.

The introduction of bicycle lanes along the entire length of Eglinton Avenue was strongly supported in the surveys, discussions with stakeholders and public consultations. The Ipsos-Reid survey confirmed general support for bike lanes, with 65% of respondents supporting or neutral.

An exercise entitled `build a perfect street` was carried out in the February 2013 consultation, where participants could design their ideal right-of-way, using scaled versions of sidewalks, trees and street furniture, vehicle lanes, bike lanes, and so forth. Over 90% of participants included a bike lane, and about 70% of participants included on-street parking. Local business representatives were particularly interested in maintaining on-street parking.

In the October 2013 consultation, the creation of a `complete street` along Eglinton Avenue was popular, and clearly supported by participants. However, concern was expressed about the appropriateness of the three-lane cross section near the central portion of the corridor. Some participants were concerned that three travelling lanes would result in significant traffic congestion.

Travelling Eglinton – Study Recommendations

***Study Recommendation 1 – Create a Complete Street:** Eglinton Avenue should provide a safe, convenient and active mix of transportation options for all users. Although implementation may take place over time, Eglinton Avenue should ultimately become increasingly multimodal, balancing space for pedestrians, cyclists, transit and vehicles.*

Today, Eglinton Avenue is designed primarily to move vehicular traffic and transit vehicles, with less regard to the needs of pedestrians and cyclists. Complete streets facilitate active transportation, and are designed to be experienced at a human-scale, recognizing streets as both thoroughfares and public spaces. The Plan supports the Complete Streets initiative adopted by Council in May 2013.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW22.10>

Study Recommendation 2 – Provide Wide Sidewalks: *Wide sidewalks (minimum 4.8 m or 6.0 metres, depending on right-of-way width) provide generous and safe space for pedestrians, big trees, snow/garbage storage, street furniture and patios, and retail zones. This should be achieved through consolidation of travel lanes and reallocation of space on the street to ensure that Eglinton Avenue has a vibrant and active pedestrian environment.*

Pedestrian activity along Eglinton Avenue will increase as intensification occurs, particularly at major intersections where transit riders will transfer from surface vehicles to the LRT. In addition to contributing to a healthy and active lifestyle, wide sidewalks can support the social and economic health of businesses and communities by providing a public realm with sufficient space for pedestrian amenities and special community events.

Study Recommendation 3 – Build Protected Cycling Lanes: *Protected cycling lanes across the full length of Eglinton Avenue should be constructed to create a safe, comfortable and direct route for cyclists of all ages and abilities. Bike lanes should be protected from traffic through such measures as raised lanes, barrier curbs and/or buffer strips. Connections to transit stations, trails and convenient bike parking facilities should be part of the comprehensive cycling network.*

While cycling volumes along Eglinton Avenue are small today, cycling activity is anticipated to increase in the future as the network of cycling infrastructure is expanded and cycling becomes more popular.

Where the LRT is underground, the Plan proposes bicycle lanes at the sidewalk level. Where the LRT runs at-grade in the median street-level bicycle lanes with a buffer strip between the bicycle and traffic lanes are proposed. This will provide emergency vehicles with at least 8.2 m of passable space between curbs.

Study Recommendation 4 – Reallocate Road Space To Meet Projected Needs and Mobility Mix: *The design of the Eglinton Avenue right-of-way should reflect the objectives of a complete street by allocating adequate space to a mix of mobility options. Reallocation of space from vehicular travel lanes responds to projected levels of vehicle movement, as well as an expected increase in pedestrian and cyclist movement. This approach maintains a functional level of service for moving vehicles, access for emergency services and goods movement.*

The construction of the Eglinton LRT provides an opportunity to rethink mobility along Eglinton Avenue. The design of Eglinton Avenue should encourage the shift toward more sustainable forms of transportation.

The opportunity to reallocate space from vehicle travel lanes arises from lower traffic volumes in some segments, and the removal of reserved bus lanes which will no longer be needed in most sections of the corridor.

The Plan also recommends other improvements to Eglinton Avenue. Intersection normalizations to replace ramped intersections with right-angled intersections controlled by traffic signals (some of which were proposed in the 2010 EA to improve safety for pedestrians and cyclists) are shown. Queue-jump lanes are proposed on some major intersecting streets to assist surface transit operations. Bus lay-bys are proposed at some LRT stations to maintain acceptable traffic operations at nearby intersections.

Study Recommendation 5 – Maintain Parking Supply: *Eglinton Avenue should be designed to maintain existing on-street parking supply, in order to serve retail and local businesses. Additional public parking should be integrated into new buildings and provided in rear lanes.*

Adequate parking supports retail businesses on and near Eglinton Avenue and reduces traffic congestion and illegal parking. It provides a buffer between cyclists on separated bike lanes or pedestrians on the sidewalk from moving traffic on the street. This increases safety and the perception of safety. It also acts to calm traffic on the street, creating a more comfortable pedestrian experience. This has the added benefit of increasing the visibility, for drivers, of shops lining the street.

The Plan generally maintains existing curbside off-peak parking along the corridor and provides 24-hour parking in lay-bys between Avenue Road and Mount Pleasant Road. As redevelopment occurs, additional off-street public parking in underground garages may be achieved through partnerships between the Toronto Parking Authority and private developers.

Study Recommendation 6 – Extend Network of Rear Lanes: *Laneways should be provided at the rear of all new buildings, if appropriate, to access below grade parking, servicing and loading in order to avoid conflicts on Eglinton Avenue, and for additional public parking to serve local commercial uses.*

Public laneways provide access and servicing to buildings from the rear, reducing conflicts between vehicles, pedestrians and cyclists on the street and sidewalk. In particular, they provide rear access to mid-block sites. Moving access and service functions to the rear also provides aesthetic improvements to the streetscape.

Rear frontage laneways are a typical element through much of the Eglinton Study Area today. The Plan identifies where new public laneways should be dedicated or existing public lanes extended to complete the laneway system, where appropriate. An exemption to this requirement may be appropriate in cases where no mid-block rear access would be required in any future scenario and the lack of a lane would not interrupt the continuous nature of the laneway system.

Public laneways should be a minimum of 6 metres in width and dedication of all of the required land for new or substandard existing lanes would be provided from the development site.

The review of the Transportation and Avenues policies of the Official Plan, which is currently underway, is examining the issue of laneways along the Avenues on a City-wide basis.

Study Recommendation 7 – Implement Streetscape Typologies: *Seven distinct streetscape typologies have been identified and should be implemented to respond to local character, create a distinct sense of place through the public realm and support adjacent uses.*

These typologies respond to constraints within the right-of-way, the needs of all types of travellers and existing streetscape character to establish a diverse sense of place along the corridor.

The seven distinct streetscapes are as follows:

1. Jane Street to Black Creek Drive – four-lane cross-section plus two-way multi-purpose path (for bicycles) on the north side, sidewalks, bus and passenger pick up and drop off facilities in lay-bys.
2. Black Creek Drive to Avenue Road, and Mount Pleasant Road to Bayview Avenue – four-lane cross-section, sidewalks with sidewalk-level bike lanes, on-street, off-peak parking.
3. Avenue Road to Mount Pleasant Road – three-lane cross-section including centre turn lane, lay-by parking, sidewalk-level bike lanes, wider sidewalks.
4. Bayview Avenue to Laird Drive – four-lane cross-section for residential area with sidewalk-level bike lanes, on-street, off-peak parking and narrower sidewalks than in mixed use areas, due to lower expected pedestrian traffic.
5. Laird Drive to Brentcliffe Road – five-lane cross-section including centre turn lane, lay-by parking, bike lanes, wider sidewalks.
6. Brentcliffe Road to Victoria Park Avenue (45m ROW) - four-lane cross-section with median-running surface LRT, on-street bike lanes, no on-street parking, narrower sidewalks due to lower expected lower pedestrian volumes.
7. Victoria Park Avenue to Kennedy Road (36m ROW) - four-lane cross-section with median-running surface LRT, on-street bike lanes, no on-street parking, wider sidewalks.

The Eglinton EA includes streetscapes 1 through 5. Streetscapes 6 and 7 are identified in the original 2010 transit EA for the Eglinton LRT. More details and illustrations are contained in those documents (see links under Implementation Points and Decision History).

Changes to the planned right-of-way width in the Official Plan are required at two locations to accommodate the proposed streetscapes. (Attachment 4) The additional right-of-way will be acquired from adjacent property owners over time as a condition of development.

Greening Eglinton – What We Heard

For the most part, consultation participants were interested in an improved public realm, more and better parks, and better connections to existing green resources, such as the valleys and trails. A large majority of respondents to the surveys indicated that wider sidewalks and more landscaping were desirable. Similarly, 80% of respondents to the Ipsos-Reid survey indicated they would like to see more greening along Eglinton Avenue. Inclusion of more street furniture was also considered important.

In terms of the big moves for greening Eglinton, 84% of the survey respondents indicated that a 'green trackway' is important or somewhat important. Consultation participants echoed this, and suggested a green trackway would soften a large street into smaller, less intimidating spaces. Similarly, large trees were important to many respondents, though this conflicts somewhat with findings in the Ipsos-Reid survey where more, but smaller trees were preferred over fewer, but larger trees.

Greening Eglinton – Study Recommendations

Study Recommendation 8 – Implement Three Primary Greening Typologies: *As the character of the urban landscape changes significantly across Eglinton Avenue, the streetscape design should be organized around three greening typologies – main street, boulevard and valley landscapes – each with its own unique greening strategy.*

Main Street Landscape – includes large trees planted in soil trenches under the sidewalk and is located where the LRT runs underground, roughly between Black Creek Drive and Brentcliffe Road; mainly a 27 metre ROW.

Boulevard Landscape – includes a formal treed boulevard to define the street edge, shade trees within open planters and a planted LRT trackway – located between Victoria Park Avenue and Kennedy Road, with a particular emphasis on the 'Golden Mile' (Victoria Park Avenue to Birchmount Road) with its 36 metre ROW.

Valley Landscape – includes informal tree massing, native species and a planted LRT trackway – located around the Humber and Don Valleys.

Study Recommendation 9 – Create a Network of Green and Open Spaces: *Eglinton Avenue should connect a range of green and open spaces, from building setbacks, urban plazas, civic spaces and squares, to parks and valleys. The elements of this network should serve local, city and even regional needs for open space and natural areas.*

As Eglinton Avenue evolves and attracts development, there will be a need and an opportunity to strengthen the network of green and open spaces in the area. This network must consider existing open spaces, parks, connections and access points to ravines and trails at a broader scale, to ensure that gaps are filled, connections are completed and access is strengthened, particularly from the LRT and for active transportation modes.

This network must also recognize the different needs for open space that exist, offering large and small sizes, naturalized and urban characters and opportunities for passive and active recreation. Significant view corridors are also part of this network, as they can inform the siting of open space and built form. The installation of public art at station areas, view termini and major development sites can also be an integral part of the system, providing foci and interest.

The Comprehensive Map identifies opportunities for new connections to parks and ravines, pedestrian amenity setbacks, urban plazas and squares, and streetscape elements.

Study Recommendation 10 – Grow Great Trees: *There should be large trees growing along Eglinton Avenue to establish a new identity for this corridor as a green and beautiful street with a full tree canopy. Mature tree growth requires additional soil volume and/or open planters, as well as the burying of overhead wiring to eliminate conflicts.*

The many benefits of large trees include reduction of the urban heat island effect, provision of shade and facilitation of a comfortable environment for walking, cycling, enjoying amenities on the street, including experiencing the street on benches and patios.

Growing great trees along Eglinton Avenue is in keeping with the City’s Official Plan policy that city-building and changes to the built environment should be environmentally friendly, including “increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees”.

Study Recommendation 11 – Relocate Hydro Below-Grade: *Overhead hydro lines should be buried to provide adequate and unobstructed space for mature tree growth, and contribute to uncluttered sidewalks and boulevards.*

Burying of overhead wiring is not included in the Eglinton LRT construction plans. Relocation of overhead hydro lines to rear lanes could be explored as an interim or alternative solution.

Study Recommendation 12 – Connect Eglinton Avenue to the Trails and Ravine System: *Eglinton Avenue provides a direct visual and physical connection to the iconic valleys of the Humber and Don Rivers, and their tributaries, including Black Creek. The Eglinton LRT will provide an enhanced linkage between these natural systems. New connections and an enhanced street presence should be created along Eglinton Avenue to the major valleys, multi-use trails and the ravine system.*

Enhancing connections to the trails and ravine system will facilitate active transportation, including walking and cycling, with numerous public health benefits. New trailheads, enhancement of existing access points and new connections to the existing trail system are recommended in a number of locations identified in the Plan.

Study Recommendation 13 – Green Transit Infrastructure/Green Trackway: *The at-grade segment of the LRT, between Brentcliffe Road and Kennedy Station, should be designed with grass or sedum on the trackway and landscaping, planters and trees at LRT platforms. Each of the LRT portals should also contribute to creating a green corridor.*

Planting a green LRT median is one of the most dramatic public realm improvement opportunities in the at-grade section of the Eglinton LRT. A green trackway would complement the valley landscapes around the Don River ravines and provide an attractive setting for development in the Golden Mile Focus Area.

The Eglinton LRT RFP does not include trees on the platforms of the at-grade stops, however, significant landscaping of these features is included.

Emergency vehicles will require access to some parts of the LRT trackway to circumvent potential traffic congestion. The trackway will not be planted in these locations, which have been identified in collaboration with Metrolinx, Toronto Fire Services and Emergency Medical Services.

Green walls (i.e. with vegetation planted at the base or climbing the wall) may also be used for retaining walls or elevated structures where practical.

Study Recommendation 14 – Plan a Public Art Program: *Public art along Eglinton Avenue should be coordinated through a Public Art Program that is developed through a Public Art Master Plan process specific to the Eglinton Avenue corridor. This will ensure that priorities for public art opportunities are guided through a well-defined process.*

Public art is a key component in communicating the Eglinton Connects Vision and Public Realm Concept Plan. It supports the definition of a common identity for the corridor while allowing individual expression of the character of the communities it connects. Public art has the potential to provide visual anchors to highlight civic destinations along Eglinton Avenue, for both local residents and the entire City.

The goal of a Public Art Program would be to provide a clear and direct process for public investment in public art on public lands, balanced with private sector and potentially Metrolinx partnerships.

A Public Art Master Plan should be prepared to provide direction for the Public Art Program. This master plan should identify priority sites, suggest a range of opportunities, devise a strategy for timing and funding, and propose a variety of art selection processes.

Travelling and Greening Eglinton - Implementation

The 14 Travelling and Greening Eglinton Study Recommendations form the basis of the Streetscape Plan. The Recommendations are summarized and illustrated on the Comprehensive Map and also shown in detail in the drawings appended to the ESR (Eglinton EA) report.

The implementation measures for these Study Recommendations are summarized below and listed in detail in Attachment 4. These fall into three categories:

1. work which is already underway (Ongoing)
2. actions which City Council may implement now (Phase 1 Measures)
3. items that require further study or development (Phase 2 Measures)

Ongoing

Some of the Study Recommendations will be implemented through Metrolinx's RFP for the Eglinton LRT:

1. Once Metrolinx has constructed the LRT on the at-grade (east of Brentcliffe Road) and above-grade (west of Black Creek Drive) sections of the line, the approved 2010 transit EA design of two traffic lanes and one bike lane in each direction and sidewalks) will be in place, at no cost to the City.
2. The underground station buildings and other LRT infrastructure on Metrolinx property will be built with appropriate setbacks, open spaces, landscaping and design features, as secured through the modified Site Plan Approval process.

The Transportation and Avenues component of the 5-year review of the Official Plan is reviewing policies in a City-wide context, including policies relating to the preservation and extension of public lanes on the Avenues.

Phase 1 Measures

There are a number of measures which City Council may direct be undertaken now to implement significant elements of the Plan (see Attachment 4 for details of each recommendation):

1. Streetscape and Bicycle Lane Implementation through the Environmental Assessment Study before Public Works and Infrastructure Committee on April 9, 2014.

If City Council approves the recommendations of the EA report, it will be endorsing the proposed Streetscape Plan and advising Metrolinx to implement it by constructing the approved road, bicycle lane and sidewalk designs to City standard at the underground station areas only, at no cost to the City. Metrolinx

has agreed to do this, provided there are no significant utility relocation constraints, and will also provide a suitable transition to the existing, unreconstructed right-of-way between each reconstructed station area.

City Council may also direct City staff to pursue the implementation of the approved Streetscape Plan at every opportunity, including those presented through the City's capital works program and the development approval process.

Private and public redevelopment would be required, through the Site Plan Approval process, to provide the approved Streetscape Plan features in the boulevard in front of the redevelopment site, lanes in the rear, land dedications for planned widening of the right-of-way and publicly-accessible setbacks, as shown in the Plan. Implementation through private development will occur gradually.

This will implement Study Recommendations (SR) 1, 2, 3, 4, 5, 7, 8 and 10.

2. Improvements through the Metrolinx Rapid Transit Program - Allocation of the Public Realm Amount Report before Executive Committee on April 23, 2014.

Some elements of the Streetscape Plan may be implemented at no cost to the City through decisions on the allocation of the Public Realm Amount (PRA). These include:

- as a priority, any portion of the approved streetscape plan to be installed at the underground stations by Metrolinx that is agreed by the City and Metrolinx to be above City standard;
- provision of protection for bike lanes in the at-grade section (SR 3);
- connections to ravines, trails and parks (SR 12);
- a green trackway (SR 13);
- public art and a public art plan (SR 14); and
- installation of an extended section of the approved streetscape between Avenue Road and Yonge Street, which is not part of station reconstruction.

The amount of green trackway constructed under the PRA will most likely be the full extent achieved due to the difficulty of installing it once the LRT is operational. Similarly, provision of separations between bike lanes and traffic lanes in the at-grade sections will be a long-term proposition for those sections which are not constructed initially.

3. Official Plan Amendments (OPAs).

A number of OPAs are recommended to implement aspects of the Plan. These include:

1. Policies and mapping to require dedication of land for public lanes in blocks where they do not exist or should be extended or widened. (SR 6)

2. To achieve the minimum 4.8 m sidewalk widths (SR 2), changes to Map 3 of the Official Plan - Right-of-Way Widths Associated with Existing Major Streets are recommended for two short stretches of Eglinton Avenue East:
 - Bayview Avenue to Bessborough Drive - from 23 to 27 metres
 - Sutherland Drive to Laird Drive - from 23 to 27 metres.
3. An exemption from the Official Plan requirement that public parkland may only be disposed of through a land exchange. Metrolinx requires a portion of the Chaplin Parkette for a station building and is attempting to find a suitable parcel of land to exchange for it. Should this not be achieved Metrolinx will compensate the City in cash which can be used for parks purposes elsewhere along the line. (SR 9 and 11)
4. Zoning By-law Amendments (ZBAs) and Section 37 Agreements.
 1. Require front and/or side yard setbacks to be applied to the whole building (as opposed to only the first floor) and secured through Section 37 Agreements as publicly accessible, privately owned space to achieve minimum sidewalk widths (SR 2) where they cannot be achieved through widened right-of-way requirements. This condition exists only at major intersections in the underground section where left-turn lanes create substandard widths on the sidewalk.

Phase 2 Measures

To complete the Study, some measures should be considered for inclusion in the City Planning Division work program or undertaken by other Divisions in the future, as appropriate. They include:

- Amend City bicycle network plans to show and name the new bicycle route on Eglinton Avenue and to provide connections to nearby bike routes, especially the Belt Line.
- Once the facilities that will be built through the Public Realm Amount are known, investigate the use of the 10 year Capital Budget for:
 - Planning, design and construction of new open space gateways, trailheads, and enhanced trail connections (various locations);
 - Planning, design and construction for burying / relocating hydro lines, in coordination with Toronto Hydro; and
 - Other streetscape, bicycle lane and public realm improvements as detailed in the Streetscape Plan.
- Implement a Development Permit System (DPS) (see the Building Eglinton – Implementation section below) that could ensure that the Vision will be achieved

by allowing development flexibility, where appropriate, on condition that certain facilities be provided. (SR 2, 5, 11 and 14)

- Development of Site and Area Specific Policies and Secondary Plans (see the Building Eglinton – Implementation section below) for the Focus Areas and Mobility Hubs that will include provision for new parks and open space to be created through land dedications from development parcels. (SR 9)

Building Eglinton – What We Heard

Generally, support was expressed for intensification along Eglinton Avenue but the nature of that intensification should be sensitive to existing character and context. From the surveys, over 80% of respondents indicated they support increasing density along Eglinton Avenue, with a similar proportion supporting mid-rise buildings along Eglinton Avenue between stations. The Ipsos-Reid survey also found a majority of respondents in support of mid-rise buildings along Eglinton Avenue.

Similarly, a majority of survey respondents indicated they are supportive of a mix of mid-rise and tall buildings in Focus Areas, provided there is appropriate transition to lower scale neighbourhoods. The only exception to this was the Bayview Focus Area, where mid-rise buildings were preferred over tall buildings. Strong support was expressed for mixing uses within buildings and for supporting employment uses along the corridor.

To achieve intensification, the Eglinton Connects team is developing as-of-right zoning for mid-rise buildings. While participants in the consultation process were supportive of this, some were concerned about the potential loss of Section 37 benefits.

To achieve mid-rise on constrained sites, participants were asked about the potential for Neighbourhood Transition Areas (NTAs). A majority of participants indicated support. However, concern was expressed about potential pressure to sell property and the impacts to *Neighbourhoods* designated properties adjacent to NTAs. In the October survey, support was slightly softer for NTAs (61%) than for mid-rise buildings in general (73%).

Neighbourhood character and heritage were identified by participants as being important, indicating that height, size, context, special buildings and other features of certain areas contribute to the ambiance of those areas. Collectively, participants expressed interest in seeing this Eglinton 'DNA' worked into guidelines for future development.

Building Eglinton – Study Recommendations

Study Recommendation 15 – Encourage Mid-Rise Buildings on Eglinton Avenue through As-of-Right Zoning Permissions: *New buildings should be predominantly mid-rise in scale for the portions of Eglinton Avenue that are identified as an Avenue in the Official Plan. As-of-right zoning permissions should be adopted to encourage mid-rise development for these locations.*

Mid-rise buildings are no taller than the width of the right-of-way and incorporate setbacks and stepbacks to maintain adequate sunlight and sky views that benefit both neighbouring residences as well as users of the street. Much of Eglinton Avenue is planned to be 27 metres wide, which results in mid-rise buildings no taller than 8 or 9 storeys. These requirements are contained in the Mid-Rise Performance Standards adopted by City Council in 2010.

Street related retail and other commercial uses and community services and facilities will continue to be provided on the ground floor, where appropriate, but there will be a greater number of storeys above for residential and/or employment uses. As-of-right permissions should be implemented to encourage landowners and developers to assemble properties and invest in mid-rise buildings.

This increased density will support transit ridership on the Eglinton LRT but also provides a range of benefits to the local community, including:

- A range of housing choices which offers seniors and young people the potential to continue to live in their neighbourhoods in buildings that are more affordable and suitable to their life-style;
- New space for businesses;
- A larger customer base to support local shops, restaurants and services; and
- An increased local tax base which will support improvements to community services and amenities.

Of the 138 blocks along Eglinton Avenue between Keele Street and Laird Drive, 73 are recommended to be rezoned at this time. (Attachment 4) The rest, and most of Eglinton Avenue east of Laird Drive, are in Focus Areas and Mobility Hubs, contain parks or other uses that preclude redevelopment or are in land use designations or Character Areas that are not suitable for mid-rise zoning (*Neighbourhoods, Apartment Neighbourhoods*). Further study, as outlined in the Phase 2 work below and recommended in Attachment 4, will result in zoning and/or a Development Permit System recommendations for additional blocks.

Parking Requirements

Staff examined the reduction of parking standards for redevelopment along Eglinton Avenue because of the proposed higher-order transit (the LRT). To investigate this, vehicle ownership rates for residential units in mid-rise buildings along the Avenues in Toronto were studied in the Avenues & Mid-Rise Buildings Travel Survey, conducted in conjunction with this Study.

In many cases, City-wide Zoning By-law 569-2013, enacted last year, incorporated lower parking requirements in comparison to the Zoning By-laws of the former municipalities. The results of the Travel Survey do not support a further reduction in parking requirements for development along Avenues with higher-order transit at this time.

Given that higher-order transit (the LRT) is coming to Eglinton Avenue, however, parking requirements for development along Eglinton Avenue should be considered under Policy Area 3 in By-law 569-2013 (rather than Policy Area 4). Policy Area 3 is generally applied to lots fronting an Avenue with a higher-order transit route.

Study Recommendation 16 – Maximize Opportunities for Mid-Rise Development on Shallow Lots: *Opportunities on shallow lots should be maximized to allow development to achieve all of the Performance Standards for Mid-Rise Buildings, including a maximum height equivalent to the planned width of the right-of-way, transition to lower scale neighbourhoods and laneways.*

Under certain conditions, one or two adjacent properties to the rear could be purchased by a developer from a willing seller and consolidated with a parcel fronting Eglinton Avenue to create a larger development site. These acquired lots are identified as Neighbourhood Transition Areas (NTAs). Uses for the acquired lots would be limited to provision of a new rear lane, parking and/or a green buffer/landscaping. The increased lot depth these additional properties provide would allow the rear angular plane to be taken from a new rear property line, thus allowing for the greater mid-rise height (but still not exceeding the planned right-of-way width of Eglinton Avenue).

NTAs should be considered in areas where all of the following apply:

- there is no existing lane;
- the residential lots behind the lots fronting on Eglinton Avenue front on streets that intersect with Eglinton Avenue; and
- a mid-rise building cannot achieve a height of at least 24 metres under the Mid-Rise Performance Standards due to existing lot depth and /or a front setback required by the Zoning By-law.

Study Recommendation 17 – Integrate LRT Station Sites with New Development: *From a city-building perspective, LRT station sites are ideal locations for new mixed use development, combining retail, residential and employment uses. The siting and design of the stations should set a precedent and establish a new context for connecting development to transit.*

Official Plan Amendment No. 231 provides that "subway and underground light rapid transit stations will be integrated into multi-storey developments wherever it is technically feasible".

There is a synergy created by integrating LRT stations with development but the development of buildings directly connected to the below-grade stations can involve technically complex construction methods and challenging below-grade access and use issues.

Five station sites which have a potential for integrated development require special consideration due to their irregular site configurations, land use designations and context.

These station sites merit accelerated attention to ensure mechanisms are in place to permit development together with the construction of the stations. These Special Station Sites are:

- Keele Station - Main entrance on the northeast corner at Keele Street
- Dufferin Station - Main entrance on the southeast corner at Dufferin Street
- Bathurst Station - Main entrance at the northeast corner at Bathurst Street
- Oakwood Stn. - Secondary entrance on the southwest corner at Oakwood
- Mount Dennis Station - Main entrance at the northeast corner at Weston Road

While mid-rise buildings would not be inappropriate at any of these locations, the results of the Eglinton Connects Study recognize opportunities for responses to their unique context. Special policies should be developed that would ensure the integration of entrances into future development and suitable land assembly.

At these locations, consolidation of sites beyond the Metrolinx-owned parcels is anticipated and encouraged. Staff recommend that as-of-right zoning permissions for mid-rise buildings be put in place while consideration of special provisions is given and the appropriate implementation tools are developed.

In addition to the above, “knock-out panels” have been included in the specifications for six LRT station boxes. These can provide access to new developments on lands adjacent to the stations where no entrances are contemplated in the current construction plans.

Study Recommendation 18 – Plan for Intensification in Focus Areas and Mobility

Hubs: *The six Focus Areas and two Mobility Hubs include large sites where mixed use intensification should occur over time, including some sites that should be integrated with the LRT stations. These areas provide opportunities for incorporating a mix of residential and employment uses in a range of building heights and sizes, combined with new public streets, community services and facilities, and high quality green and open spaces.*

Six Focus Areas were identified for more detailed study as part of the Study based on their capacity to accommodate future residential, mixed use and/or employment growth. The Focus Areas were selected based on factors such as the presence of large and/or underdeveloped sites. Some of the Focus Areas contain designated *Employment Areas*.

Concurrent with the Eglinton Connects Study, Metrolinx conducted studies for two of the Mobility Hubs along Eglinton Avenue: Mount Dennis and Kennedy. These were undertaken to respond to the complexity of the transportation infrastructure and the need to coordinate planning with GO Transit.

Increasing the opportunities for employment within the Focus Areas and Mobility Hubs is an important goal that supports a sustainable live-work balance along the Eglinton corridor and capitalizes the investment in the transit infrastructure.

Each of these eight areas has unique characteristics and/or policy objectives that will need a closer examination of the growth potential, type, amount and height of new development, connectivity and transition to the surrounding communities, and infrastructure and servicing needs, in order to support their becoming complete, healthy, and transit-supportive communities over time.

Study Recommendation 19 – Expand Community Services and Facilities, Including Green and Open Spaces, in Tandem with Development: *The role of Eglinton Avenue will change in the coming years, along with the intensity of activity and land uses. As more people and jobs move to the corridor, new community services and facilities, including green and open spaces, such as parks, should be planned in conjunction with new development and the LRT.*

There will be an increased need for community services, facilities and public spaces to ensure a high quality of life.

New developments should be designed to provide green open spaces for building occupants and, where possible, to provide publicly accessible open spaces through forecourts, plazas or setbacks to expand sidewalks.

Study Recommendation 20 – Encourage Street-Related Retail: *In segments of Eglinton Avenue where retail is required or encouraged, the ground floor of new buildings should provide space for street-related retail uses.*

The vibrancy we associate with many main street sections of Eglinton Avenue is directly related to the extent of active ground floor uses that line the street edge. Street related shops, restaurants, cafes and community facilities provide services that are essential to local neighbourhoods and encourage a pedestrian culture and social engagement that are the hallmarks of high-quality urban life.

Street-related retail should be provided in new developments from Brentcliffe Road to Kennedy Station, where identified in the Plan, as a means of creating a safe and enjoyable pedestrian experience and a local culture. Currently such facilities are spotty along this stretch of Eglinton Avenue.

Established Main Streets and Emerging Main Streets have also been identified, as the character of retail spaces will differ in these areas.

Established Main Streets have a fine grain commercial character. Businesses in these areas should be supported, while new development should reflect the retail characteristics that make these areas successful and interesting, such as narrow frontages.

In *Emerging Main Streets*, the floor to floor height of the ground floor of new buildings should be a minimum of 4.5 metres to accommodate viable retail uses. In those segments where retail is not required at the base of buildings fronting onto Eglinton Avenue and

the ground floor is instead used for residential purposes, the building should be set back a minimum of 3 metres from the sidewalk to allow for sufficient privacy and landscaping.

Study Recommendation 21 – Implement Additional Performance Standards to Support Local Character Areas and Heritage: *Performance Standards for new buildings in Character Areas and adjacent to heritage resources should guide a complementary built form that reflects the diversity found along Eglinton Avenue.*

The story of Eglinton Avenue can be told in part through the range of neighbourhood and building types and styles found along its length. Research on the evolution and development of Eglinton Avenue has led to the identification of a number of properties and areas where unique groups of buildings create a special public realm experience and are a physical expression of the history of this important street.

The special character of these areas should be reflected in new development and new buildings should be designed to fit into their surrounding context. Character Areas have been grouped within two types – *Main Street Areas* and *Apartment Corridor Areas*. The Plan includes general Character Area Performance Standards to address building elements, building scale, treatments, and retail format that should be applied during the development approval process.

Designated or listed heritage buildings should be protected and neighbouring development should respect these important resources. Potential heritage resources identified through the Study should be further investigated and considered for listing or designation by Heritage Preservation Services staff of the City Planning Division.

Building Eglinton - Implementation

The seven Building Eglinton Study Recommendations are summarized and illustrated on the Comprehensive Map.

The implementation measures for these Study Recommendations are summarized below and listed in detail in Attachment 4. These fall into three categories:

1. work which is already underway, (Ongoing);
2. actions which City Council may implement now, (Phase 1 Measures); and
3. items that require further study or development, (Phase 2 Measures).

Ongoing

1. Two City agencies (Build Toronto and TCHC) are actively working with Metrolinx on proposals to incorporate four station entrances into multi-storey buildings. In addition, Metrolinx and Infrastructure Ontario are currently preparing a “Development RFP” that will invite the development community to make proposals to Metrolinx for development of station sites. (SR 17)

2. The Laird Focus Area will be the subject of a planning study beginning in 2014. It is being undertaken in conjunction with a significant application for redesignation and zoning amendments in the Focus Area and will build upon the planning work accomplished as part of this Study.

Phase 1 Measures

There are a number of measures City Council may direct be undertaken now to implement significant elements of the Plan (see Attachment 4 for details of each recommendation):

1. Official Plan Amendments (OPAs).
 1. Site and Area Specific Policies (SASP) containing the following high-level conceptual planning objectives for the West Side Mall, Dufferin and Bayview Focus Areas:
 - a. general development concepts;
 - b. introduction of new streets;
 - c. provision for new open space and parks;
 - d. a balanced mix of uses including maintenance of or an increase in the amount of floor space devoted to commercial facilities;
 - e. maintenance of the existing jobs to people ratio;
 - f. Community Services and Facilities requirements;
 - g. pedestrian and cycling connections; and
 - h. transition to neighbouring communities.
 2. Land use designation changes in relatively small areas to redesignate *Neighbourhoods* to *Mixed-Use Areas*, *Apartment Neighbourhoods* or *Neighbourhoods* with special policies. These are recommended in areas where the designation does not reflect the existing use or where the *Neighbourhoods* designated properties are not an integral part of the surrounding *Neighbourhoods* and/or redesignation will facilitate appropriate intensification. Appropriate policies will be included, where necessary, to protect the stability of the abutting residential areas.
 3. Policies to permit one block (2270-2280 Eglinton Avenue West) to implement a Neighbourhood Transition Area, as a demonstration project.
2. Zoning By-law Amendments (ZBAs).
 1. Amendments to the Zoning By-law for 73 of the 138 blocks of Eglinton Avenue between Keele Street and Laird Drive to permit buildings that are constructed in conformity with the Mid-Rise Performance Standards. Such amendments will also include provisions relating to:

- i. requirements for street-related non-residential uses on the ground floor, where appropriate;
 - ii. required front/side setbacks, setbacks and heights;
 - iii. minor additional height permissions, in keeping with the character of the mid-rise built form, where height limits result in a building that is lower than the limit but the limits do not allow an additional full storey; and
 - iv. minor additional height permissions, in keeping with the character of the mid-rise built form, where front or side setbacks are required to secure minimum sidewalk widths under the Streetscape Plan, and a Section 37 Agreement is entered into by the property owner guaranteeing public access to the privately-owned setback area.
2. Apply Parking Requirement Policy Area 3 to properties fronting onto Eglinton Avenue, where Eglinton is identified as an Avenue.
 3. Provide relief from use, minimum height and other requirements in existing Zoning By-laws for buildings used solely for LRT purposes, provided it is not technically feasible for such buildings to be integrated into multi-storey development at this time.

Phase 2 Measures

To complete the Study, some measures should be considered for inclusion in the City Planning Division or other City divisional work programs in the future, as appropriate. They include:

1. Further develop the conceptual Site and Area Specific Policies for the three Focus Areas approved in Phase 1 (West Side Mall, Dufferin and Bayview).
2. Undertake development of Secondary Plans for the Don Mills and Golden Mile Focus Areas, including a series of supporting studies and plans:
 - Employment and Economic Development Strategy;
 - Transportation Master Plan;
 - Parking, Loading and Access Management Strategy;
 - Public Realm Study;
 - Built Form and Urban Design Study; and
 - Community Services and Facilities Study.
3. Develop a strategy to target job creation in strategic locations in the Study Area. Staff in City Planning, Build Toronto and Economic Development should collaborate on a City-wide review and approach for encouraging an appropriate balance of jobs and people in intensification corridors. (SR 18).
4. Implement a Development Permit System (DPS). For portions of Eglinton Avenue not given as-of-right mid-rise zoning in Phase 1, and those that were

given as-of-right mid-rise zoning but are eligible for a Neighbourhood Transition Area (NTA), a DPS by-law may be implemented that will include conditions regarding NTAs, minimum requirements for commercial space and community benefits. The flexibility offered by the DPS will be useful in achieving appropriate development in parts of Eglinton Avenue where current zoning is not sufficiently responsive to local conditions.

5. Test the Performance Standards identified in SR21 and develop from them Area Specific Urban Design Guidelines for new buildings in Character Areas and adjacent to heritage resources that will guide a built-form reflecting the diversity found along Eglinton Avenue. Urban Design Guidelines can help these Character Areas continue to express their unique identities.
6. Put forward recommendations for properties with sufficient heritage attributes to be added to the Inventory of Heritage Properties.
7. Undertake an assessment and implementation process, along with appropriate public and stakeholder consultation, to respond to the long-term vision and recommendations from the Mount Dennis and emerging Kennedy Mobility Hub Studies. As part of this process, identify the most appropriate planning implementation mechanisms (such as Site and Area Specific Policies, Zoning By-law Amendments and/or the Development Permit System, and Site Plan Approval).
8. Develop policies and propose appropriate building heights, densities and other planning controls for the five Special Station Sites discussed in SR 17 to ensure these station sites can be integrated into multi-storey developments.

Section 37

Providing additional as-of-right zoning permissions for mid-rise buildings in advance of development applications, removes the potential to later authorize increases in height and density for mid-rise buildings on a site specific basis in return for the provision of such facilities, services or matters as might have been set out in individual site specific by-law under Section 37 of the *Planning Act*. However, if Council wished, it could provide that the additional heights and densities recommended by Staff only be granted in exchange for specified Section 37 benefits. Staff are not recommending that as the existing height and density limits on the blocks that are recommended for rezoning in this report are generally close to that proposed. Very little in the way of Section 37 public benefits would be realized from rezoning applications under the existing permissions to allow buildings that will be permitted under the recommended by-laws.

However, it is recommended that Section 37 Agreements be used to secure public access to privately-owned setbacks required to maintain minimum sidewalk widths. For Eglinton Avenue, staff recommend that the Zoning By-law contain a provision which may provide additional height and/or density where setbacks are required in exchange for

a Section 37 Agreement securing the required public access. Implementation of this tool to achieve public access to the private setback space would have to ensure that the character of the mid-rise built form is retained and would envision only minor additional height and/or density.

Significant public benefits should be obtained through the more intense development envisioned in the Focus Areas, which are not proposed for rezoning at this time. The expected benefits will be determined either through a traditional Section 37 analysis or through a Development Permit System By-law with defined public benefits. Recommendations relating to this are proposed to be part of the Phase 2 work.

GROWTH THAT SUPPORTS EFFICIENT USE OF PUBLIC INVESTMENT

The Need for Jobs/Residents Balance

Metrolinx has committed to investing more than \$5 billion in the Eglinton LRT. An additional City investment over time in the order of \$150 million will be needed to realize the streetscape recommendations contained in the Eglinton Connects Plan. It is estimated that these public investments have the potential to attract \$10 billion in private sector spending for the construction of new buildings fronting on Eglinton Avenue and in the Focus Areas.

Employment uses generate more intensive use of transit than residential uses. The most efficient use of the transit and public realm investment will be made if the redevelopment of Eglinton produces a healthy mix of employment and residential uses.

During the Eglinton Connects Study process, participants expressed a strong desire to maintain and increase job opportunities along the Eglinton corridor. Some participants had concerns about the potential `condo-ization` of Eglinton Avenue. Study participants also spoke of their desire to maintain retail experiences along Eglinton Avenue. Independently-owned and operated stores were particularly popular, with many participants advocating for their protection, as well as some who supported the big box format in some locations along the corridor.

Existing and Proposed Conditions

Current available data indicates that within an approximately 500 metre radius from Eglinton Avenue there are 64,000 jobs and 112,000 residents for an existing ratio of about 0.6 : 1 jobs-to-residents. For the Study Area (properties fronting on Eglinton Avenue and the Focus Areas), the existing observed ratio is closer to a ratio of 1 : 1 jobs-to-residents. Confirmation of this observation is pending from Statistics Canada.

The Study identifies potential capacity for jobs and residents for the Study Area, (Table 1 below) based on the long-term, full build-out of the built form as proposed in the Plan for the Eglinton Study Area. It assumes current market trends, with non-residential uses on

the ground floors only of the buildings in the *Mixed Use Areas* (Main Street and Focus Areas), residential only in the *Neighbourhoods* and *Apartment Neighbourhoods* and jobs only in the *Employment Areas*.

Table 1 - Capacity of the Study Area - Current Market Conditions	Jobs	Residents	Jobs and Residents Total	Ratio Jobs:Residents
Mid-rise area	8,000	29,000	37,000	0.3:1
Focus Areas	23,000	47,000	70,000	0.5:1
Total	31,000	76,000	107,000	0.4:1

One of the goals of the Eglinton Connects Plan is to maintain the existing situation where the number of jobs is close the number of residents, yet the potential capacity built into the Eglinton Connects Plan does not achieve that goal. This results as most of the new mid-rise development envisioned along much of Eglinton Avenue from Keele Street to Laird Drive is likely to contain predominately residential uses, even in the Focus Areas.

A scenario where the existing jobs-to-residents balance is maintained is illustrated below (Table 2). The Main Street, mid-rise buildings with non-residential on the ground floor, *Apartment Neighbourhoods*, *Neighbourhoods* and *Employment Area* projection remains the same. However, mixed use redevelopment in the Focus Areas contains a much greater employment component. The jobs plus residents total in this scenario is 23,000 higher than in the first scenario, as employees occupy less floor space than residents.

Table 2 - Capacity of the Study Area - Maintain Current Ratios	Jobs	Residents	Jobs and Residents Total	Ratio Jobs:Residents
Mid-rise area	8,000	29,000	37,000	0.3:1
Focus Areas	57,000	36,000	93,000	1.6:1
Total	65,000	65,000	130,000	1.0:1

Such a rate of growth in jobs in the Focus Areas is likely not realistic in the current market, although the presence of the LRT will make the Study Area more attractive for businesses as it will be easier for employees to get to jobs along Eglinton Avenue.

How Do We Get There

City Council has already recognized the need to do more to maintain existing employment and create opportunities for job growth. Official Plan Amendment No. 231, which was approved by City Council as part of the 5 Year Official Plan Review, includes new policies that focus on the preservation of employment lands, continuing efforts to attract new businesses and jobs, and maintaining the diversity of the City's economic base.

<http://www.toronto.ca/legdocs/bylaws/2013/law1714.pdf>

For example, OPA 231 promotes the retention and growth of office uses in Centres and within 500 metres (walking distance) of rapid transit stations, which would apply to most of the Eglinton LRT corridor. It also preserves most of the *Employment Areas* designated land along the line.

The City provides incentives for certain types of office development through a Community Improvement Plan administered by the Economic Development, Culture and Tourism Division (Toronto's Imagination, Manufacturing, Innovation and Technology Program).

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=bc2c4b5073cfa310VgnVCM10000071d60f89RCRD&vgnextchannel=6e4032d0b6d1e310VgnVCM10000071d60f89RCRD&vgnextfmt=default>

The growth that will come as a result of the Eglinton Avenue LRT presents an opportunity to strengthen the City's urban structure and stimulate employment. The Site and Area Specific Policies and Secondary Plans that result from this Study will address this issue. The Development Permit System recommended for implementation in the Focus Areas in Phase 2 may also be useful in addressing this by offering incentives if employment uses are included or augmented.

To effectively address the issue, however, a comprehensive package of implementation tools and/or incentives, including a city-wide regulatory system and monitoring program, should be established that would require new development to deliver truly mixed use buildings and balanced communities.

COMMUNITY SERVICES AND FACILITIES

Community services and facilities (CS&F) are a vital part of neighbourhoods in the City, contributing to the quality of life for residents and creating liveable communities. CS&F include non-profit child care centres, libraries, community recreation centres, pools, arenas, parks, and public schools (TDSB and TCDSB), as well as non-profit agencies that provide services and programs related to health, employment and training, food banks, counselling services, housing immigrant and settlement services, and others.

Social infrastructure plays as valuable a role in supporting growth and change as physical infrastructure such as water, roads and transit. Investments in CS&F are the building blocks of vibrant, strong and complete communities since they provide residents with the common spaces and services in which human interaction and community networks are cultivated.

Ensuring that there are adequate CS&F to meet both existing and future community needs in areas where growth is anticipated is a fundamental consideration in planning for population growth. To facilitate the CS&F assessment, the Study Area was divided into 12 segments. A map of the segments can be found in Appendix C of Volume 1 of the consultants' study. A CS&F assessment was undertaken for the segments that contain Focus Areas and the Mount Dennis Mobility Hub Study Area (8 of the 12 segments).

Relevant City Divisions and agencies were involved in preparing the assessment which included:

- a demographic profile and inventory of all existing CS&F;
- an evaluation of existing local priorities, capacity and service gaps; and
- an identification of CS&F priorities needed to respond to future population growth.

The details of the CS&F assessment are contained in Appendix G of Volume 2.

For Focus Areas where a Site and Area Specific Policy (SASP) will be prepared, the policies should ensure the timely provision of the required Community Services and Facilities priorities identified in the assessment.

For Focus Areas where a Secondary Plan process is recommended (Don Mills and the Golden Mile) more detailed CS&F policies and priorities should be developed at the time the Secondary Plan is prepared. An implementation strategy should also be identified to ensure that community services are provided in tandem with development.

MEASURING FOR SUCCESS

Monitoring is an important part of the planning process. Monitoring allows an understanding of how effective the decisions taken by City Council are in achieving the vision, goals and objectives of the Plan.

Some of the indicators that could be used to monitor the success of the Plan include:

Travelling Eglinton

- Area dedicated to sidewalk space on Eglinton Avenue (square metres)
- Length of bicycle lanes constructed along Eglinton Avenue (linear metres)
- Number of bicycle parking spaces installed in right-of-way and station sites
- Mode share for trips with origins and destinations along Eglinton Avenue
- Travel times for selected origin-destination pairs
- Counts of vehicle, transit rider, cyclist and pedestrian volumes
- Number of injuries and fatalities along Eglinton Avenue (all road users)

Greening Eglinton

- Land area dedicated to open space in the Study Area (square metres)
- Number of trees planted in the right-of-way
- Area of green trackway installed (square metres)
- Number of new public art installations in the Study Area

Building Eglinton

- Number, density and ratio of population and jobs within 500 metres of LRT stations
- Gross floor area of new residential and commercial development

- Number of new mid-rise buildings and tall buildings and units
- Number of designated and listed heritage properties
- Number of community facilities in the Study Area

Where possible, indicators have been selected to use data already being collected (such as census data). Some baseline information is contained in the Avenues & Mid-rise Travel Survey, which should be repeated once the LRT has opened. Certain indicators (such as pedestrian counts) will require data collection at regular intervals. The monitoring program would require some staff resources to implement.

CONCLUSION

The recommendations and implementation measures contained in the Eglinton Connects Study and this report are the result of over two years of work by City and agency staff and consultants. They also represent thousands of hours of consultations with Councillors, stakeholders, residents, business people and many other engaged and interested people and groups.

It will take additional study, more recommendations and many more years before the Vision is realized through construction of the LRT and its surface facilities, mid-rise and more intense redevelopment, streetscape improvements, new open space and parks, better access to existing parkland, bike lanes and connections, growth of the many trees and landscaped areas and all the other directions provided in the Plan.

The physical result will be a beautiful, functional, pleasant environment for working, living and enjoying. The more effective result, for city building, will be the strengthening and invigorating of the many, diverse neighbourhoods along Eglinton Avenue and the pride that its residents and users will have in the street that they have created.

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City Planning Division

ATTACHMENTS

Attachment 1: The Study Area, including Focus Areas and Mobility Hubs

Attachment 2: Land Use Designations in the Study Area

Attachment 3: Study Recommendations

Attachment 4: Official Plan Amendments, Zoning By-law Amendments and other Planning Instruments and Measures that are Recommended for Implementation or Further Study

Attachment 5: Eglinton Connects Consultants' Report – Executive Summary (for the complete report, please visit www.toronto.ca/eglinton)

APPENDIX

NOTE: The Appendix is found on the Study Web Page: www.toronto.ca/eglinton.

Appendix 1: Volumes 1 (Background and Analysis) and 2 (Recommendations and Implementation) of the Consultants' Report, including an Executive Summary and the following appendices:

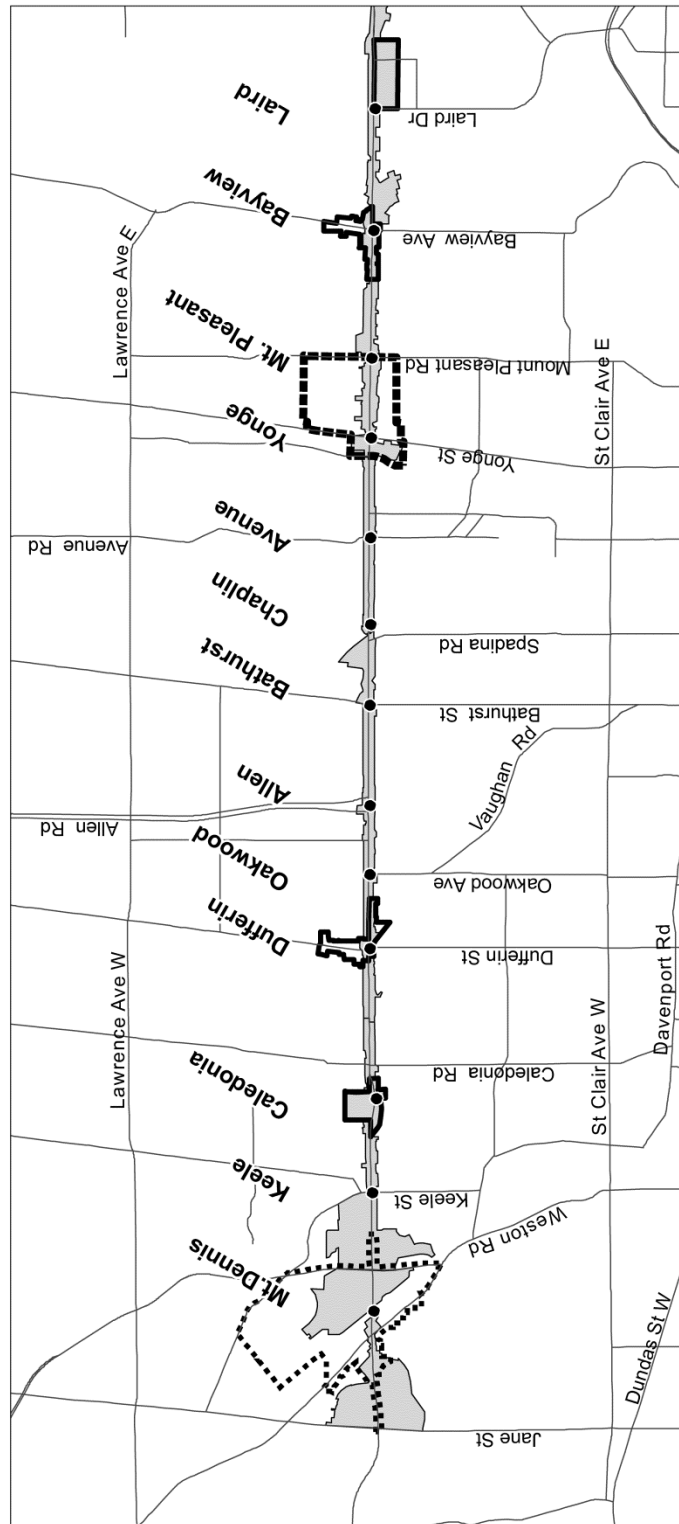
Volume 1 Appendices:

- A. Heritage Analysis
- B. Current Development Applications
- C. Community Services and Facilities Inventory
- D. Cross Section Workshop Summary
- E. Pedestrian and Cyclists Count Program

Volume 2 Appendices:

- A. Environmental Study Report
- B. Consultation Process Report and Summary of Consultation Activities
- C. Streetscape Plan
- D. Avenues & Mid-Rise Buildings Travel Survey
- E. Green Trackway Research
- F. Focus Areas and Mobility Hubs
- G. Focus Areas - Community Services and Facilities Strategy
- H. Comprehensive Map

Attachment 1-1: The Study Area, including Focus Areas and Mobility Hubs



Eglinton Connects Planning Study

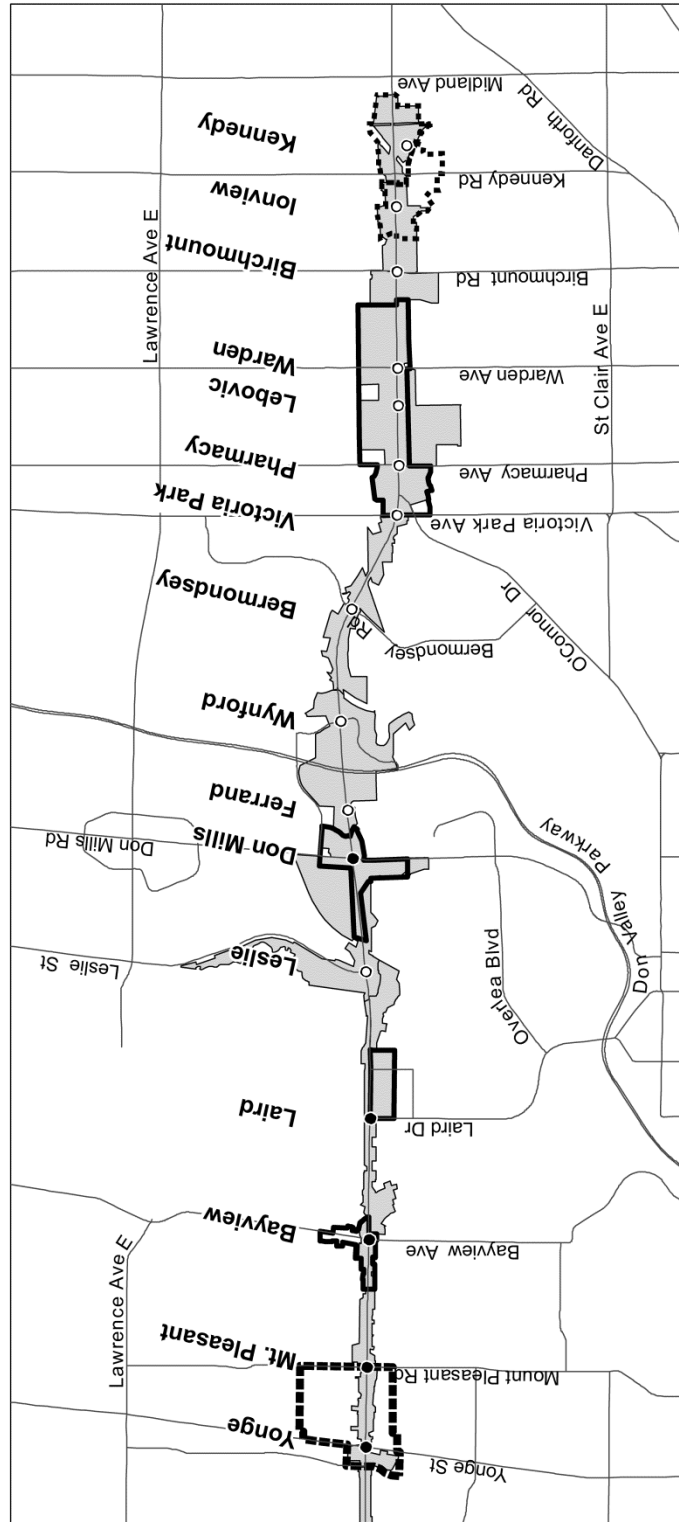
TORONTO City Planning
Attachment 1-1 Study Area

File # 12 141479 SPS 00 0Z

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

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 Not to Scale
 03/13/2013

Attachment 1-2: The Study Area, including Focus Areas and Mobility Hubs



Eglinton Connects Planning Study

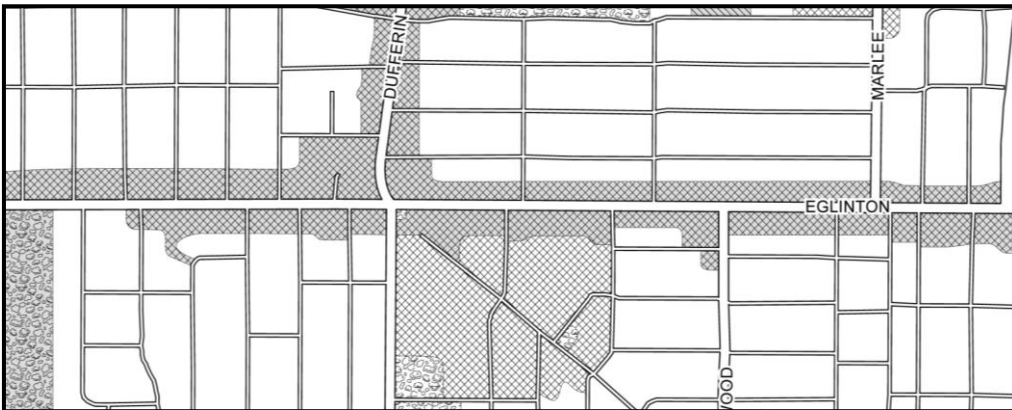
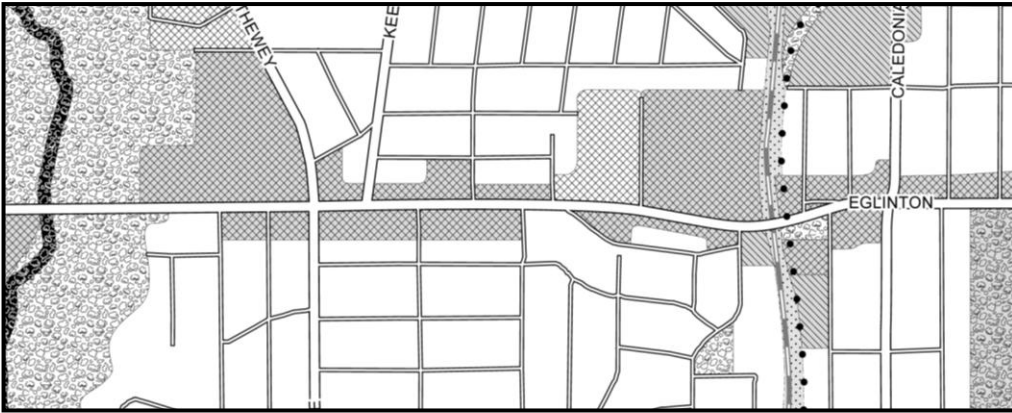
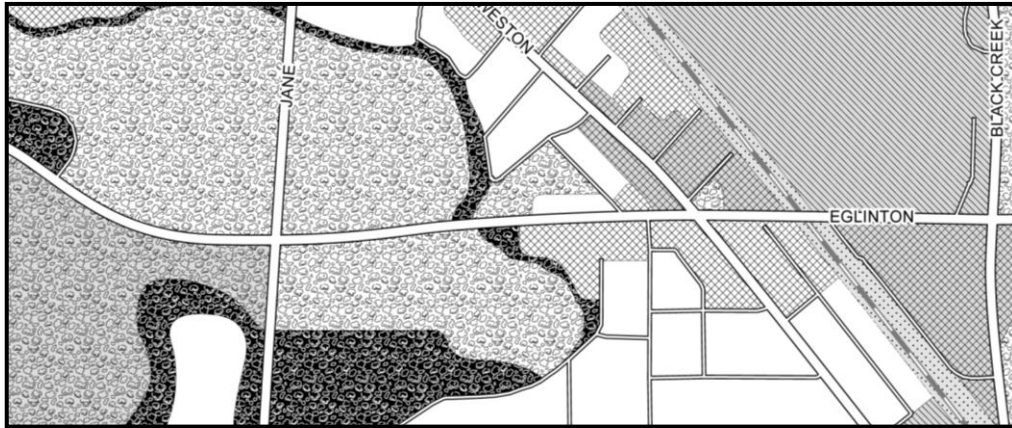
TORONTO City Planning
Attachment 1-2 Study Area

File # 12 141479 SPS 00 0Z

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

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 Not to Scale
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Attachment 2-1: Land Use Designations in the Study Area



TORONTO City Planning
Attachment 2-1

Extract from Official Plan

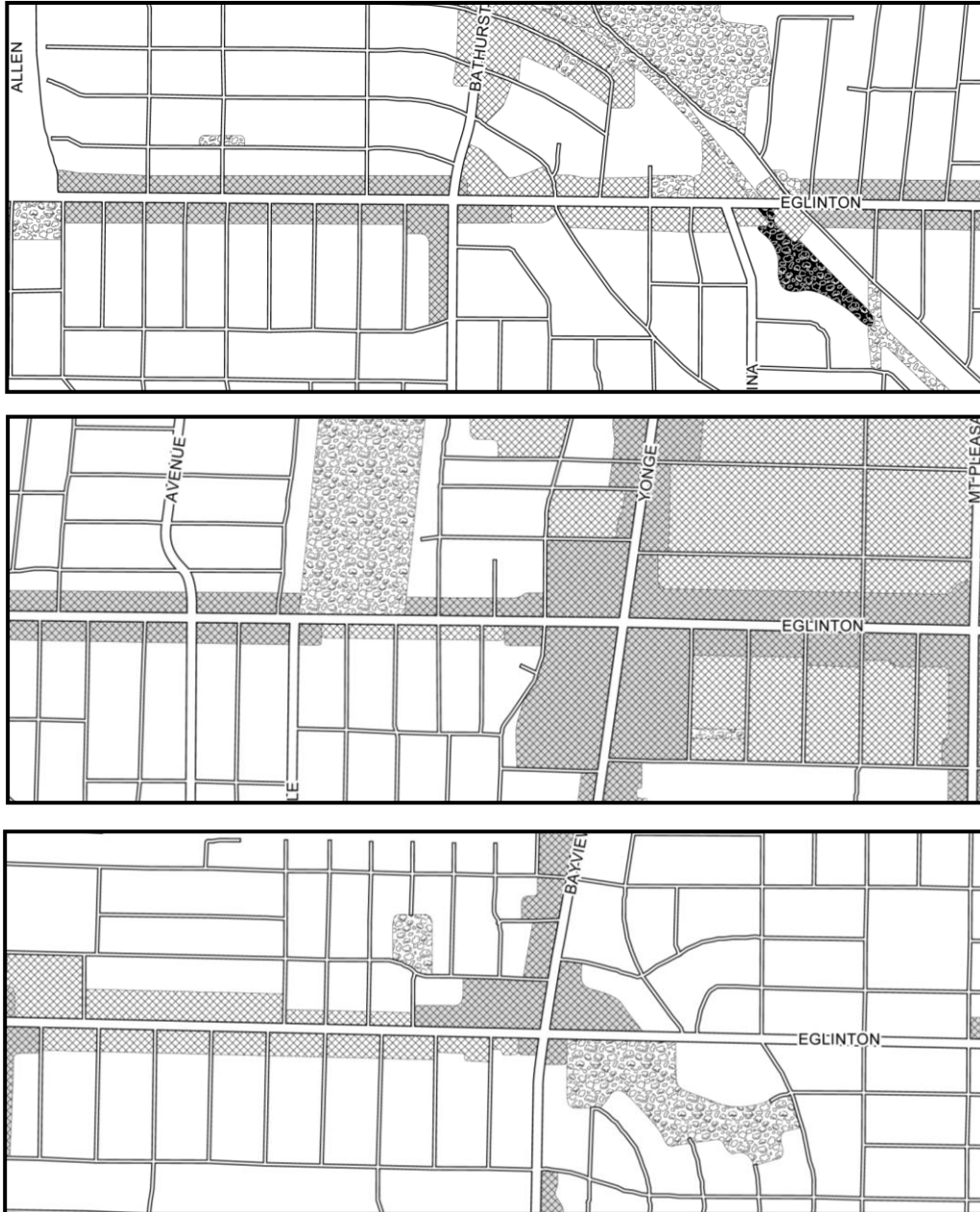
Eglinton Connects Planning Study

File # 12 141479 SPS 00 02



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03/13/2013

Attachment 2-2: Land Use Designations in the Study Area



TORONTO City Planning
Attachment 2-2

Extract from Official Plan

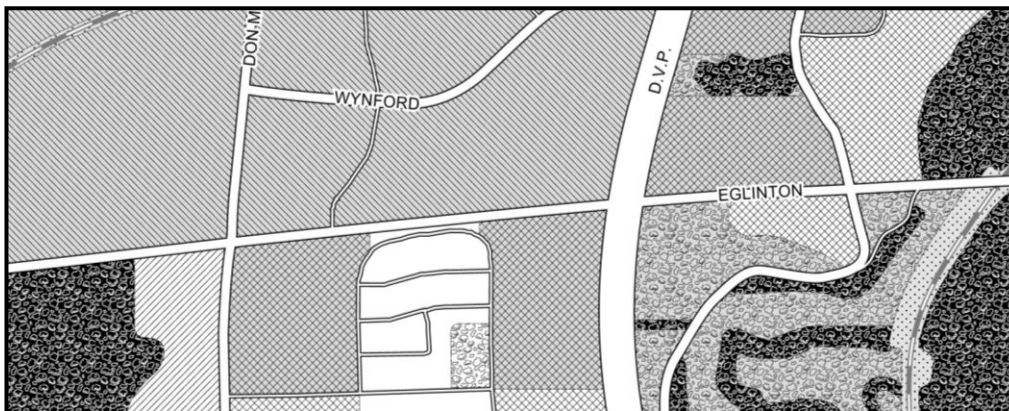
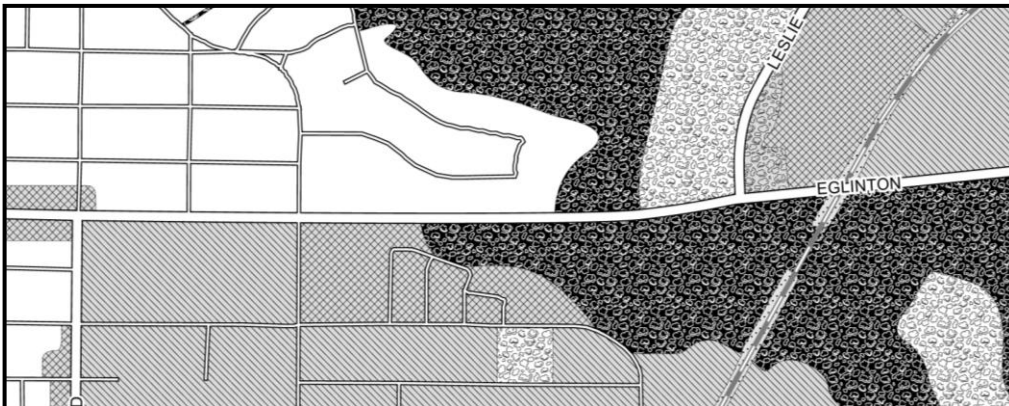
Eglinton Connects Planning Study

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Attachment 2-3: Land Use Designations in the Study Area



TORONTO City Planning
Attachment 2-3

Extract from Official Plan

Eglinton Connects Planning Study

File # 12 141479 SPS 00 02

Site Location	Parks & Open Space Areas	Institutional Areas	Utility Corridors
Neighbourhoods	Natural Areas	Regeneration Areas	
Apartment Neighbourhoods	Parks	Employment Areas	
Mixed Use Areas	Other Open Space Areas		

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03/13/2013

Attachment 2-4: Land Use Designations in the Study Area



TORONTO City Planning
Attachment 2-4

Extract from Official Plan

Eglinton Connects Planning Study

File # 12 141479 SPS 00 0Z



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Attachment 3: Study Recommendations

Travelling Eglinton

Study Recommendation 1 – Create a Complete Street: Eglinton Avenue should provide a safe, convenient and active mix of transportation options for all users. Though implementation may take place over time, Eglinton Avenue should ultimately become increasingly multimodal, balancing space for pedestrians, cyclists, transit and vehicles.

Study Recommendation 2 – Provide Wide Sidewalks: Wide sidewalks (minimum 4.8 m or 6.0 m, depending on right-of-way width) provide generous and safe space for pedestrians, big trees, snow/garbage storage, street furniture and patios, and retail zones. This should be achieved through consolidation of travel lanes and reallocation of space on the street to ensure that Eglinton Avenue has a vibrant and active pedestrian environment.

Study Recommendation 3 – Build Protected Cycling Lanes: Protected cycling lanes across the full length of Eglinton Avenue should be constructed to create a safe, comfortable and direct route for cyclists of all ages and abilities. Bike lanes should be protected from traffic through such measures as raised lanes, barrier curbs and/or buffer strips. Connections to transit stations, trails and convenient bike parking facilities should be part of the comprehensive cycling network.

Study Recommendation 4 – Reallocate Road Space to Meet Projected Needs and Mobility Mix: The design of the Eglinton Avenue right-of-way should reflect the objectives of a complete street by allocating adequate space to a mix of mobility options. Re-allocation of space from vehicular travel lanes responds to projected levels of vehicle movement, as well as an expected increase in pedestrian and cyclist movement. This approach maintains a functional level of service for moving vehicles, access for emergency services and goods movement.

Study Recommendation 5 – Maintain Parking Supply: Eglinton Avenue should be designed to maintain existing on-street parking supply, in order to serve retail and local businesses. Additional public parking should be integrated into new buildings and provided in rear lanes.

Study Recommendation 6 – Extend Network of Rear Lanes: Laneways should be provided at the rear of all new buildings, if appropriate, to access below grade parking, servicing and loading in order to avoid conflicts on Eglinton Avenue, and for additional public parking to serve local retail.

Study Recommendation 7 – Implement Streetscape Typologies: Seven distinct streetscape typologies have been identified and should be implemented to respond to local character, create a distinct sense of place through the public realm and support adjacent uses.

The seven distinct streetscape typologies are as follows:

1. *Jane Street to Black Creek Drive* – four-lane cross-section plus two-way cycle track and multi-purpose path on the north side, bus and passenger pick up and drop off facilities in lay-bys.
2. *Black Creek Drive to Avenue Road, and Mount Pleasant Road to Bayview Avenue* –four-lane cross-section with sidewalk level bike lanes, on-street, off-peak parking.
3. *Avenue Road to Mount Pleasant Road* – three-lane cross-section including centre turn lane, lay-by parking, sidewalk level bike lanes, wider sidewalks.
4. *Bayview Avenue to Laird Drive* – four-lane cross-section for residential area with sidewalk-level bike lanes, on-street, off-peak parking and narrower sidewalks than in mixed use areas, due to lower expected pedestrian traffic.
5. *Laird Drive to Brentcliffe Road* – five-lane cross-section including centre turn lane, lay-by parking, bike lanes, wider sidewalks.
6. *Brentcliffe Road to Victoria Park Avenue (45m ROW)* - four-lane cross-section with median-running surface LRT, on-street bike lanes, no parking, narrower sidewalks due to lower expected lower pedestrian volumes.
7. *Victoria Park Avenue to Kennedy Road (36m ROW)* - four-lane cross-section with median-running surface LRT, on-street bike lanes, no parking, wider sidewalks.

Greening Eglinton

Study Recommendation 8 – Implement Three Primary Greening Typologies: As the character of the urban landscape changes significantly across Eglinton Avenue, the streetscape design should be organized around three greening typologies – main street, boulevard and valley landscapes – each with its own unique greening strategy.

Main Street Landscape – includes large trees planted in trenches under the sidewalk and is located where the LRT runs underground, roughly between Black Creek Drive and Brentcliffe Road; mainly a 27 metre ROW.

Boulevard Landscape – includes a formal treed boulevard to define the street edge, shade trees within open planters and a planted LRT trackway – located between Victoria Park Avenue and Kennedy Road, with a particular emphasis on the ‘Golden Mile’ (Victoria Park Avenue to Birchmount Road) with its 36 metre ROW.

Valley Landscape – includes informal tree massing, native species and a planted LRT trackway – located around the Humber and Don Valleys.

Study Recommendation 9 – Create a Network of Green and Open Spaces: Eglinton Avenue should connect a range of green and open spaces, from building setbacks, urban plazas, civic spaces and squares, to parks and valleys. The elements of this network should serve local, city and even regional needs for open space and natural areas.

Study Recommendation 10 – Grow Great Trees: There should be large trees growing along Eglinton Avenue to establish a new identity for this corridor as a green and beautiful street with a full tree canopy. Mature tree growth requires additional soil volume and/or open planters, as well as the burying of overhead wiring to eliminate conflicts.

Study Recommendation 11 – Relocate Hydro Below-Grade: Overhead hydro lines should be buried to provide adequate and unobstructed space for mature tree growth, and contribute to uncluttered sidewalks and boulevards.

Study Recommendation 12 – Connect Eglinton Avenue to the Trails and Ravine System: Eglinton Avenue provides a direct visual and physical connection to the iconic valleys of the Humber and Don Rivers, and their tributaries, including Black Creek. The Eglinton LRT will provide an enhanced linkage between these natural systems. New connections and an enhanced street presence should be created along Eglinton Avenue to the major valleys, multi-use trails and the ravine system.

Study Recommendation 13 – Green Transit Infrastructure/Green Trackway: The at-grade segment of the Eglinton LRT, between Brentcliffe Road and Kennedy Station, should be designed with grass or sedum on the trackway and landscaping, planters and trees at LRT platforms. Each of the LRT portals should also contribute to creating a green corridor.

Study Recommendation 14 – Plan a Public Art Program: Public art along Eglinton Avenue should be coordinated through a Public Art Program that is developed through a Public Art Master Plan process specific to the Eglinton Avenue corridor. This will ensure that priorities for public art opportunities are guided through a well-defined process.

Building Eglinton

Study Recommendation 15 – Encourage Mid-Rise Buildings on Eglinton Avenue through As-of-Right Zoning Permissions: New buildings should be predominantly mid-rise in scale for the portions of Eglinton Avenue that are identified as an Avenue in the Official Plan. As-of-right zoning permissions should be adopted to encourage mid-rise development for these locations.

Study Recommendation 16 – Maximize Opportunities for Mid-Rise Development on Shallow Lots: Opportunities on shallow lots should be maximized to allow development to achieve all of the Performance Standards for Mid-Rise Buildings, including a maximum height equivalent to the planned width of the right-of-way, transition to lower scale neighbourhoods and laneways.

Study Recommendation 17 – Integrate LRT Station Sites with New Development: From a city-building perspective, LRT station sites are ideal locations for new mixed use development, combining retail, residential and employment uses. The siting and design of

the stations should set a precedent and establish a new context for connecting development to transit.

Study Recommendation 18 – Plan For Intensification In Focus Areas and Mobility Hubs: The six Focus Areas and two Mobility Hubs include large sites where mixed use intensification should occur over time, including some sites that should be integrated with Eglinton LRT stations. These areas provide opportunities for incorporating a mix of residential and employment uses in a range of building heights and sizes, combined with new public streets, community services and facilities, and high quality green and open spaces.

Study Recommendation 19 – Expand Community Services and Facilities, Including Green and Open Spaces, in Tandem with Development: The role of Eglinton Avenue will change in the coming years, along with the intensity of activity and land uses. As more people and jobs move to the corridor, new community services and facilities, including green and open spaces, such as parks, should be planned in conjunction with new development and the LRT.

Study Recommendation 20 – Encourage Street-Related Retail: In segments of Eglinton Avenue where retail is required or encouraged, the ground floor of new buildings should provide space for street-related retail uses.

Study Recommendation 21 – Implement Additional Performance Standards to Support Local Character Areas and Heritage: Performance Standards for new buildings in Character Areas and adjacent to heritage resources should guide a complementary built form that reflects the diversity found along Eglinton Avenue.

Attachment 4: Official Plan Amendments, Zoning By-law Amendments and other Planning Instruments and Measures that are Recommended for Implementation or Further Study

TWO PHASE IMPLEMENTATION

Phase 1 - These are the measures Council may take now to implement significant elements of the Plan. They are composed of a Council resolution, five groups of Official Plan Amendments (OPAs) and three amendments to the Zoning By-law along sections of Eglinton Avenue.

Phase 2 – After the Phase 1 section below, there is a list of 10 measures that would be required to complete the 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 would result in a further set of OPAs, Zoning By-law Amendments and other measures. The June report will provide more information on the steps required to accomplish this work.

Each proposed measure in both phases is detailed below. Should Council approve the recommendations of this report, staff will conduct a consultation program on these specific measures in early May. A final report would be made to Planning and Growth Management Committee in June on the results of the consultation, any resulting proposed changes to the 21 Study Recommendations and the actual Official Plan Amendments and Zoning By-law Amendments and other measures necessary to implement these measures.

PHASE 1

Council Resolution

Private and public redevelopment should be required, through the Site Plan Approval process, to provide the approved Streetscape Plan features in the boulevard in front of the development property, lanes in the rear, dedications for widening of the right-of-way and publicly-accessible setbacks, as shown in the Plan.

To formalize this process, Council should direct City 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.

Official Plan Amendments (OPAs)

A number of OPAs are recommended to implement aspects of the plan at this time.

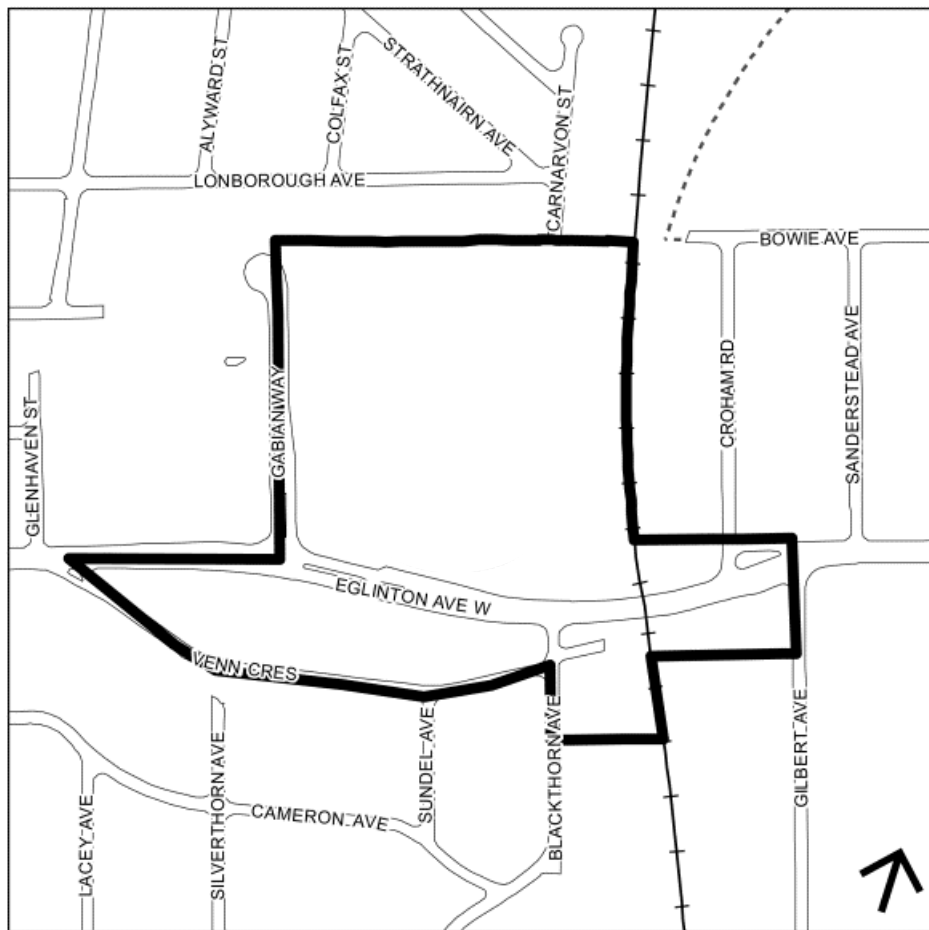
1. Site and Area Specific Policies for three Focus Areas (West Side Mall, Dufferin and Bayview),

2. land-use designation changes or addition of special policies to recognize existing uses and/or facilitate intensification
3. policies and mapping to require dedication of land for public lanes
4. changes to Map 3 of the Official Plan - Right-of-Way Widths to achieve minimum sidewalk widths, and
5. an exemption from the requirement that parkland may only be disposed of through a land exchange.

1. *Site and Area Specific Policies for three Focus Areas:*

West Side Mall (west of Caledonia Road)

The following policies are proposed as the basis for the Site and Area Specific Policy for the West Side Focus Area:



Travelling

- Introduce a new public street network on the West Side Mall site
- Create pedestrian and cycling connections between the existing high-rise neighbourhood to the northwest of the Focus Area and the Caledonia LRT station entrance
- Close and consolidate the stub portion of Venn Crescent, east of Blackthorn Avenue when redevelopment of properties abutting this stub occurs.
- Create direct pedestrian connections from surrounding neighbourhoods, future development and Caledonia LRT Station to the future GO station
- Extend the Beltline Trail alongside the railway tracks to the future bridge crossing to West Side Mall or introduce a bi-directional bike lane on Croham Road connecting to the Beltline Trail
- Establish mid-block pedestrian connections from Eglinton Avenue West south to Venn Crescent

Greening

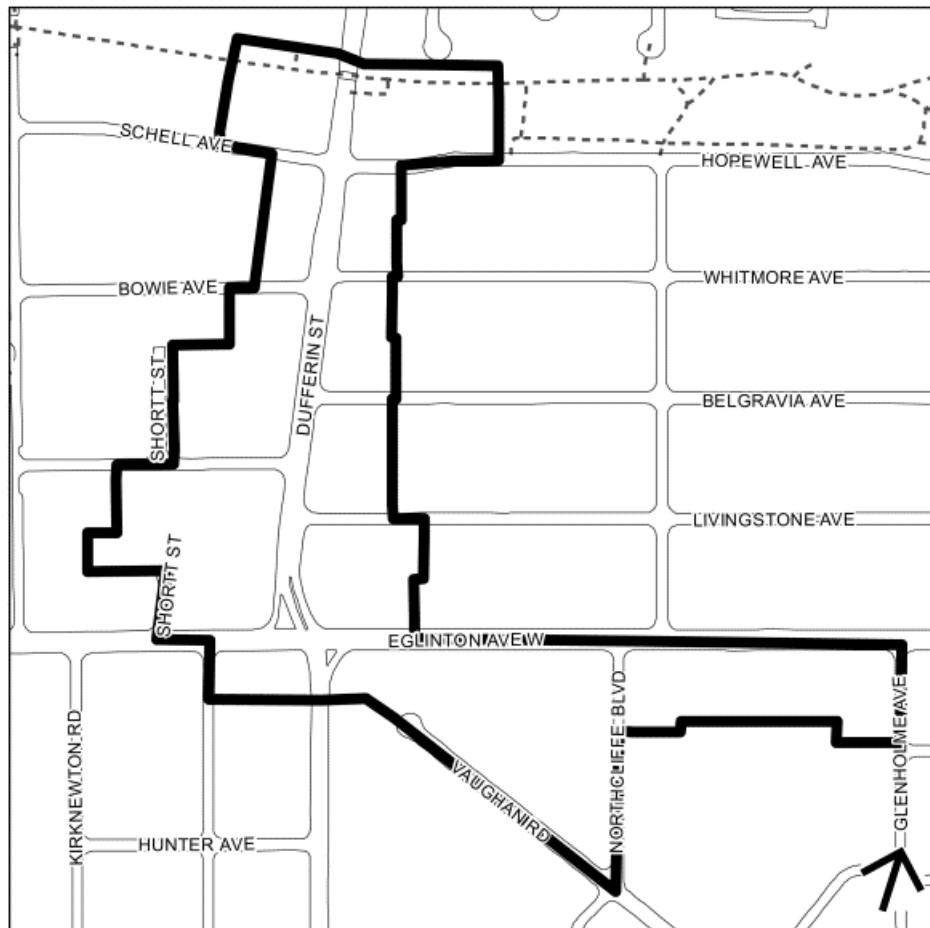
- Create additional publicly owned and publicly accessible green open space, including securing a new large publicly owned open space along the Eglinton frontage which should be integrated with the Caledonia Station plaza as redevelopment of the West Side Mall site occurs
- If redevelopment of the West Side Mall site occurs in a phased manner, secure the publicly owned and publicly accessible open space during the early stages of redevelopment

Building

- Redevelopment should include a range of building types, unit sizes and tenures, including tall buildings
- Encourage a balanced mix of uses to support an increase in the overall amount of commercial floor space within the area
- Maintain the existing jobs-to-residents ratio within the area or increase the number of jobs
- Retain and encourage a mix of commercial space sizes
- Retain the existing grocery store use
- Locate lower scale buildings at the north end of the West Side Mall site to provide transition to existing low rise residential
- In the lands framed by Venn Crescent, Blackthorn Avenue and the rail corridor mid-rise buildings should be located fronting Eglinton Avenue West with lower scale buildings fronting Venn Crescent and Blackthorn to transition to existing low-scale development to the south
- Future community services and facilities needs include new, non-profit licensed child care facilities, relocated and/or consolidated public library, new green, publicly accessible open space (including parkland) and community agency/human services space

Dufferin

The following policies are proposed as the basis for the Site and Area Specific Policy for the **Dufferin** Focus Area:



Travelling

- Enhance pedestrian connections to Dufferin LRT station entrances
- Improve pedestrian connections to St. Thomas Aquinas School, Fairbank Middle School and Fairbank Memorial Park
- Conduct a Transportation Study, including consideration of extending Shortt Street between Eglinton Avenue and Ramsden Road
- Require increased setbacks along the east side of Dufferin Street from Eglinton Avenue to the Beltline Trail to achieve wider sidewalks, large trees and a cycling connection to the Trail
- Create cycling connections to the Beltline Trail including a two-way cycling connection along Locksley Avenue and Northcliffe Road connecting the Beltline with Vaughan Road

- Consider eliminating the jog between Locksley and Northcliffe and redesigning the intersection to improve pedestrian and cycling connections

Greening

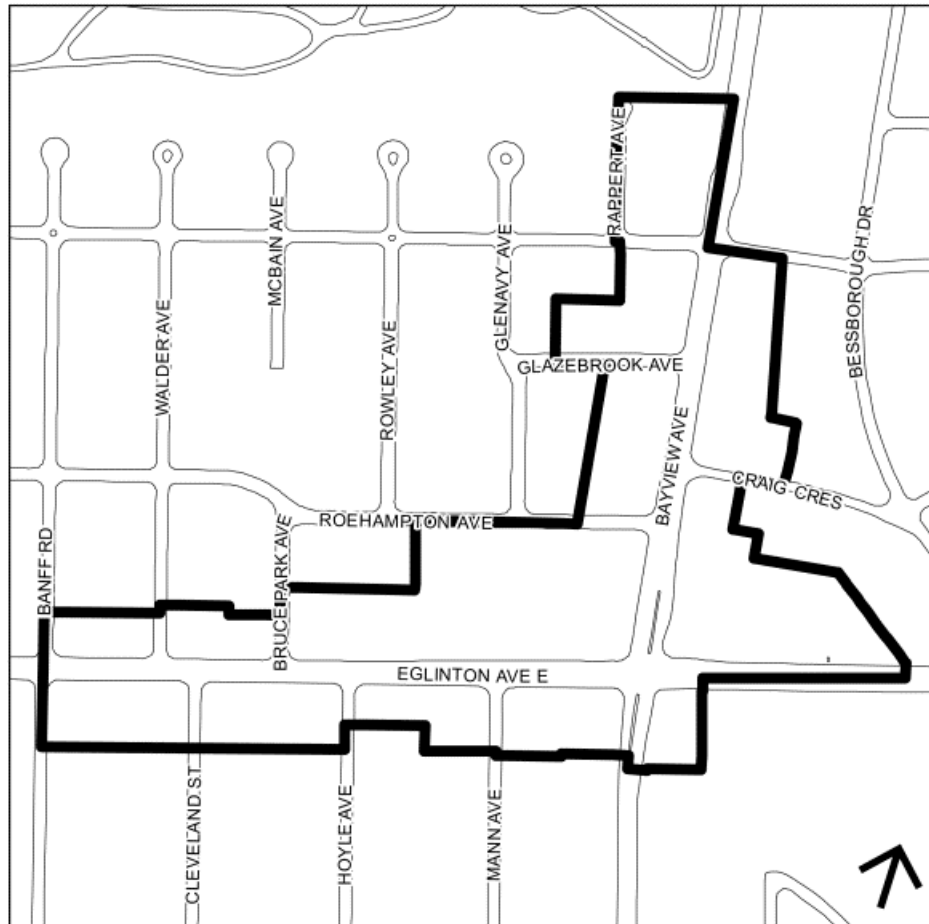
- Create a high quality civic plaza at the main entrance to the Dufferin LRT station
- Enlarge and redesign St. Hilda's parkette so that it is integrated with the Dufferin LRT station entrance and plaza and improves the pedestrian connection to Vaughan Road
- Since most development sites within the Focus Area are too small to generate an adequate on-site parkland dedication, explore opportunities for creating new open space, as well as making improvements to Fairbank Memorial Park
- Set back development at each of the four corners of the Dufferin Street and Eglinton Avenue intersection to provide increased pedestrian space, with additional public space to be provided on the northwest corner to accommodate the Eglinton LRT entrance and TTC passengers waiting for the southbound bus.

Building

- Maintain the main street character of Dufferin Street and Eglinton Avenue West
- Create appropriate transitions between new development and the existing community
- Built form should be predominately mid-rise, accented with tall buildings at all corners of the Dufferin/Eglinton intersection that comply with the Tall Building Guidelines
- The placement of tall buildings should consider the view terminus when travelling south along Dufferin Street
- Incorporate City-owned parking lot with redevelopment of the northwest quadrant of the Dufferin Street and Eglinton Avenue intersection
- Buildings should support an increase in the overall amount of commercial floor space within the area
- Maintain the existing jobs-to-residents ratio within the area or increase the number of jobs
- Future community services and facilities needs include new, non-profit licensed child care facilities, new green and open space (including parkland), additional community recreation facilities, and community agency/human services space

Bayview

The following policies are proposed as the basis for the Site and Area Specific Policy for the **Bayview** Focus Area:



Travelling

- Introduce a new north-south public street in the northwest quadrant to create a pedestrian-oriented block structure and provide for multimodal linkages to the Bayview LRT station
- Provide pedestrian linkages through the redevelopment of the northwest corner to the LRT station entrance

Greening

- Protect and enhance views and access to Howard Talbot Park
- Create additional green and open space, as well as urban squares and plazas, with redevelopment especially within the northwest quadrant and in conjunction with station entrances

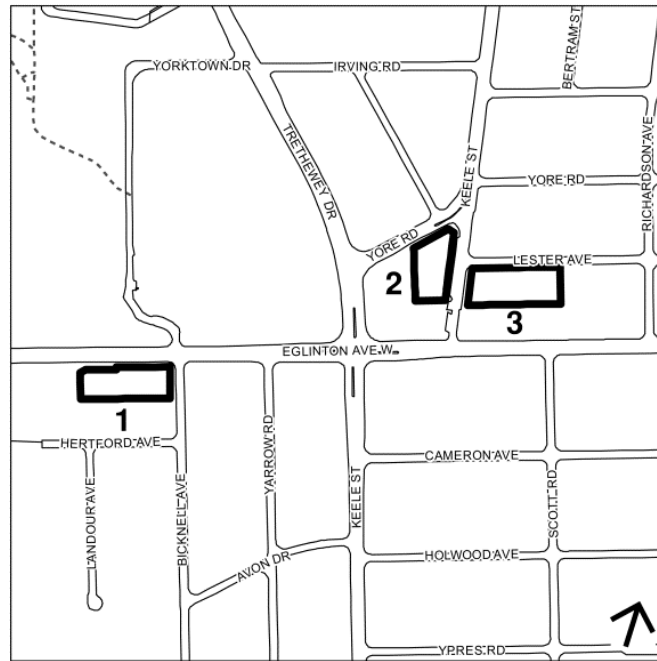
- Set back development at each of the four corners of the Bayview and Eglinton Avenue intersection to provide increased pedestrian space

Building

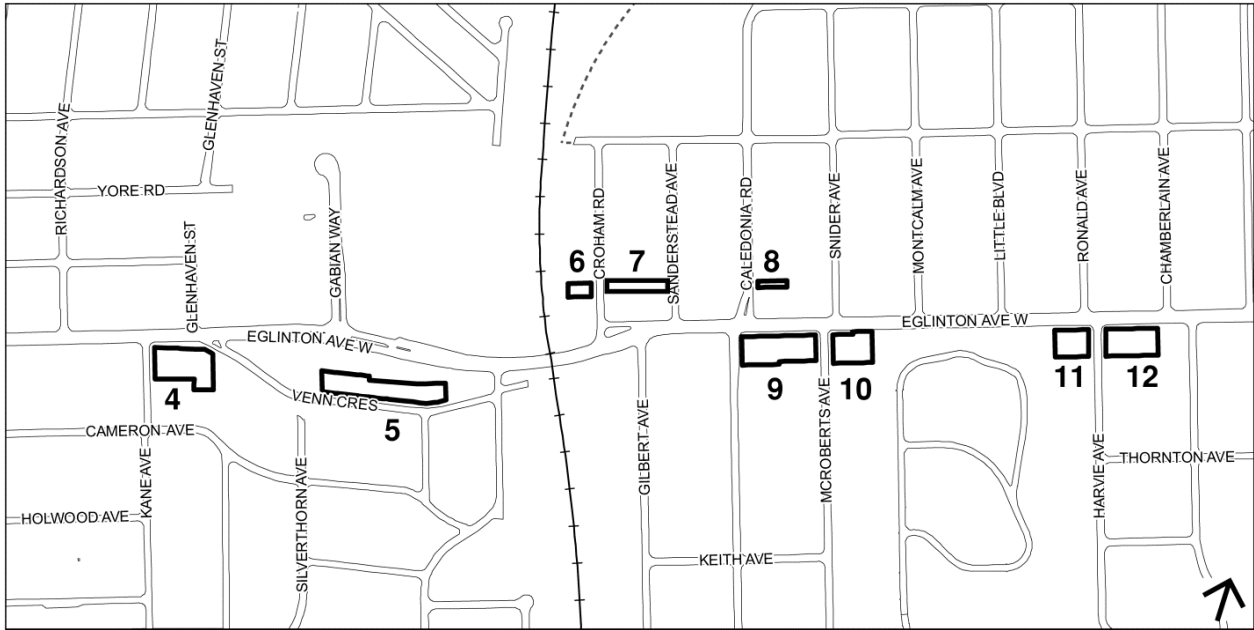
- Future development should be predominantly mid-rise in height and form and work with the grade changes along Bayview to provide accessible retail
- Redevelopment along Eglinton Avenue west of Bayview Avenue should incorporate a setback to maintain a consistent street wall with the existing apartment buildings and provide appropriate scale sidewalks
- Create appropriate transitions between new development and the existing community
- Retain the existing grocery store use within the Focus Area
- Maintain retail as an important land use at the intersection of Bayview and Eglinton Avenues and support an increase in the overall amount of commercial floor space within the area, as well as a variety of commercial space sizes
- Maintain the existing jobs-to-residents ratio within the area or increase the number of jobs
- Future community services and facilities needs include new, non-profit licensed child care facilities, improved/additional public library space, new green and open space (including parkland) additional community recreation facilities, a strategy for dealing with secondary school capacity, and community agency/human services space

2. Land-use designation changes or addition of special policies to recognize existing uses and/or facilitate intensification.

These OPAs are recommended to recognize existing land-uses or to encourage redevelopment and consolidation where the properties designated *Neighbourhoods* are not an integral part of the surrounding low-rise development and/or redesignation will facilitate appropriate intensification.

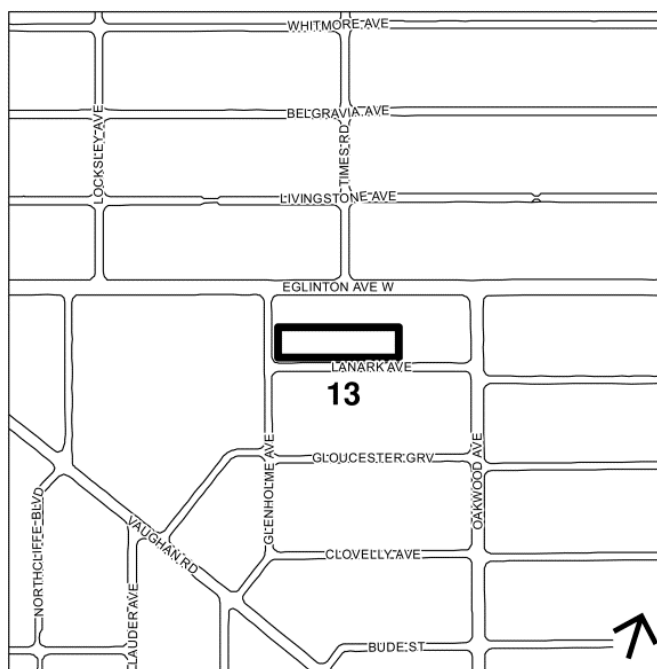


Block Number	Existing Official Plan Land Use Designation	Proposed Official Plan Land Use Designation	Notes
1	<i>Neighbourhoods</i>	<i>Apartment Neighbourhoods</i>	Redesignate to recognize existing uses
2	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment; properties not integral to surrounding low-scale development
3	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment; properties not integral to surrounding low scale

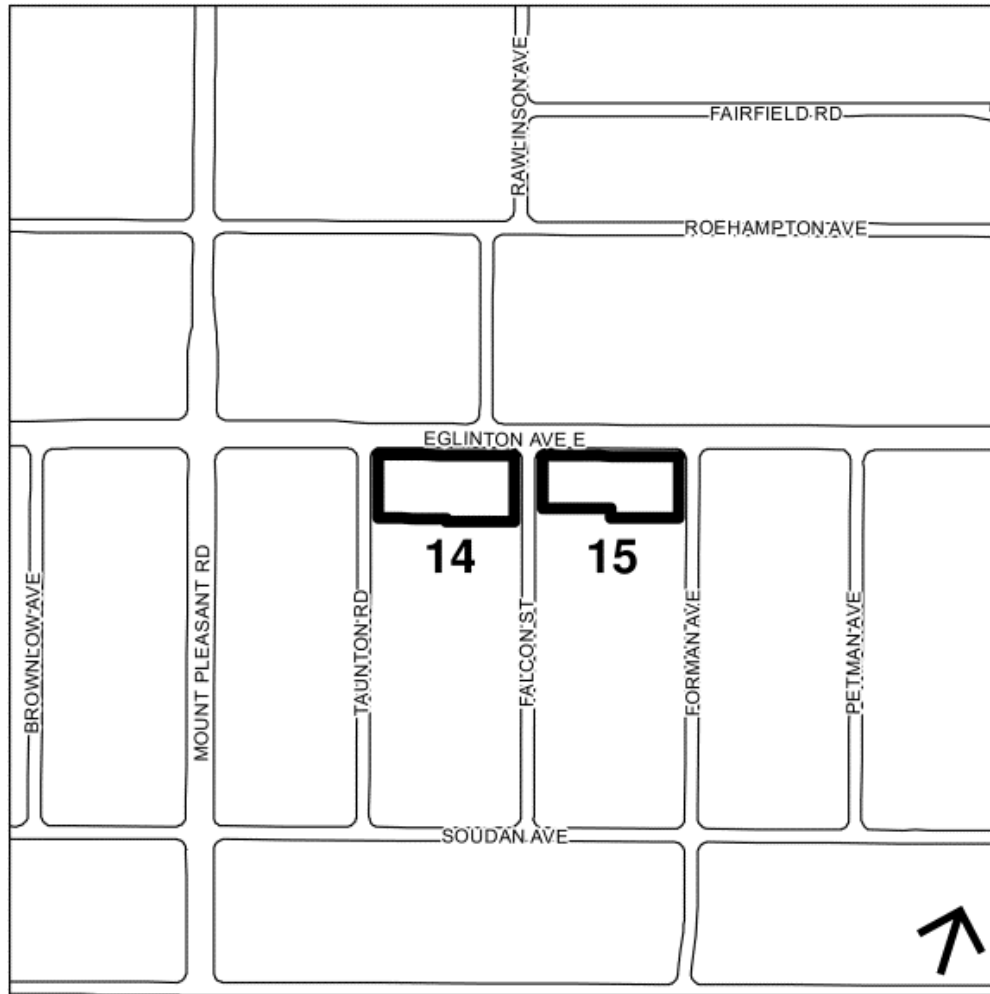


Block Number	Existing Official Plan Land Use Designation	Proposed Official Plan Land Use Designation	Notes
4	<i>Neighbourhoods</i>	<i>Apartment Neighbourhoods</i>	Redesignate to recognize existing uses
5	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment of Eglinton Avenue fronting properties
6	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment of Croham Road fronting properties
7	<i>Neighbourhoods</i>	<i>Neighbourhoods with special policies (Pilot project for one block within the Study Area.)</i>	Include policies in the Official Plan to allow properties to be used as Neighbourhood Transition Areas (NTAs). NTAs shall only be used for new public lanes, soft landscaping and/or commercial parking. NTAs shall not be severed from ownership of the lands with frontage on Eglinton Avenue and shall be maintained by the owner of the lands with frontage on Eglinton Avenue. NTAs can be used for

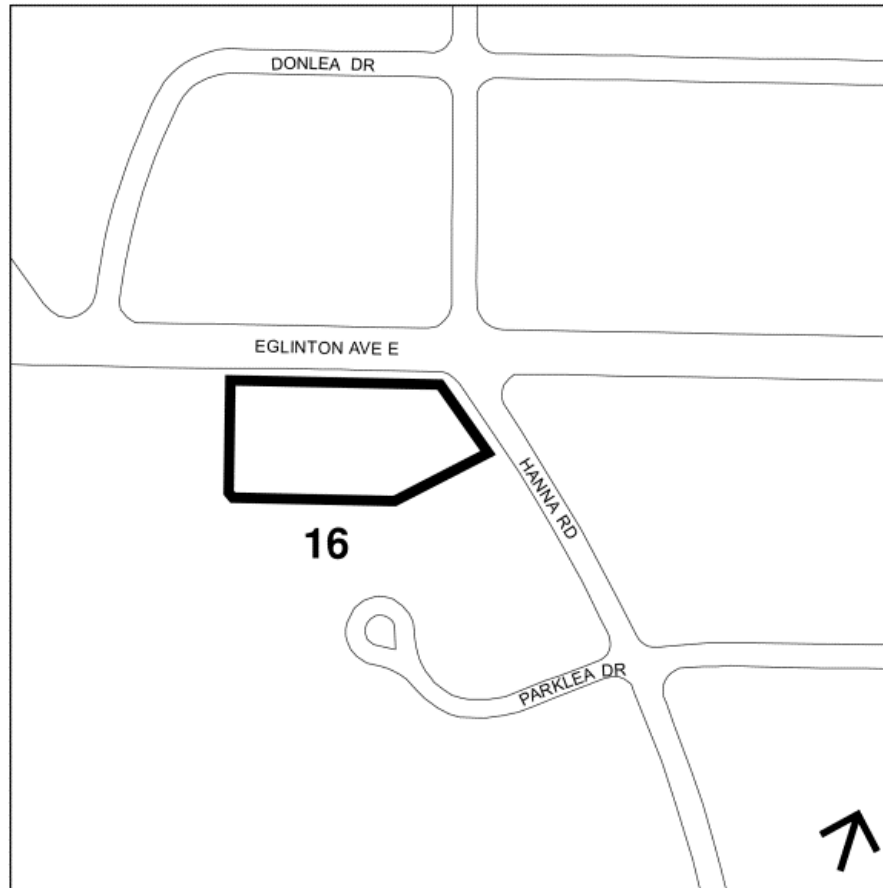
			purposes of calculating the rear angular plane.
8	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment of Eglinton Avenue West fronting properties with a consistent public laneway
9, 10, 11, 12	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment, properties not integral to surrounding low scale development



Block Number	Existing Official Plan Land Use Designation	Proposed Official Plan Land Use Designation	Notes
13	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment, properties not integral to surrounding low scale development



Block Number	Existing Official Plan Land Use Designation	Proposed Official Plan Land Use Designation	Notes
14	<i>Apartment Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to recognize existing uses
15	<i>Apartment Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to recognize existing uses

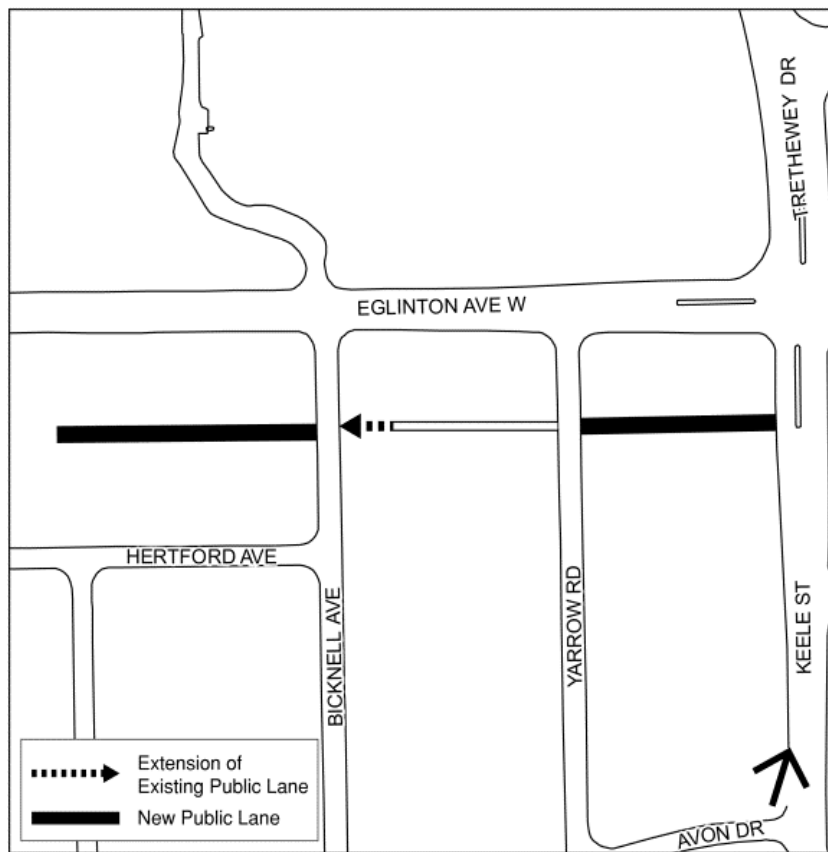


Block Number	Existing Official Plan Land Use Designation	Proposed Official Plan Land Use Designation	Notes
16	<i>Neighbourhoods</i>	<i>Neighbourhoods with special policies</i>	Include policies in the Official Plan to permit townhomes in the <i>Neighbourhoods</i> designation. Policies shall require vehicular access be provided from Hanna Road via a public laneway, front setbacks in keeping with the existing setbacks east of Hanna Road along Eglinton Avenue East and limit any redevelopment to a maximum of four storeys.

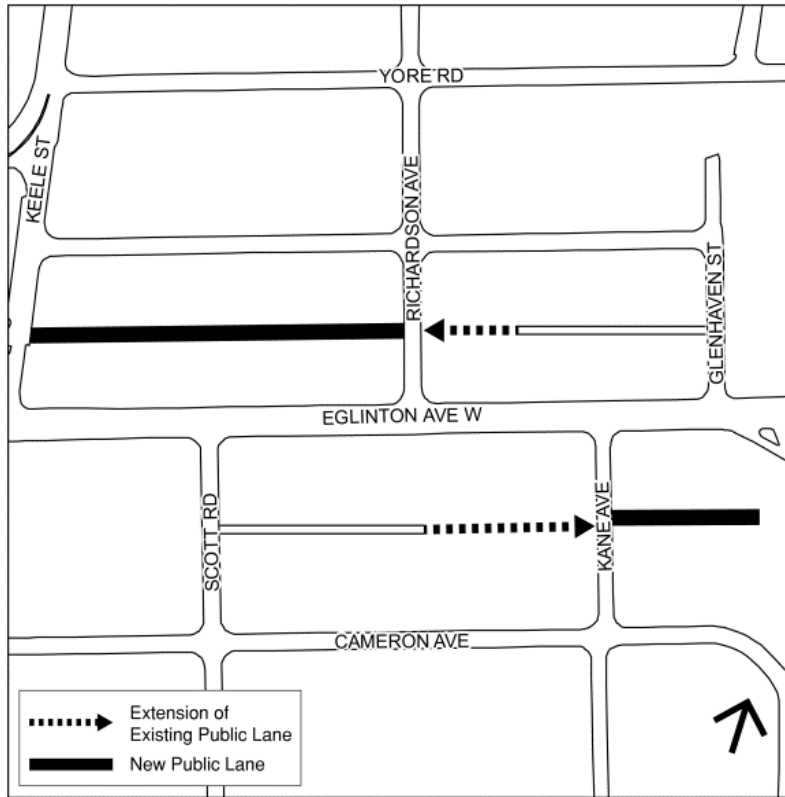
3. Policies and mapping to require dedication of land for public lanes

A Site and Area Specific Policy should be added to Chapter 7 of the Official Plan to acquire new lanes or extension and widening of existing lanes as redevelopment of properties fronting on Eglinton Avenue occurs. Lanes are to be 6 m wide with the total dedication of land to be taken from the redevelopment site if the redevelopment site abuts land designated *Neighborhoods*.

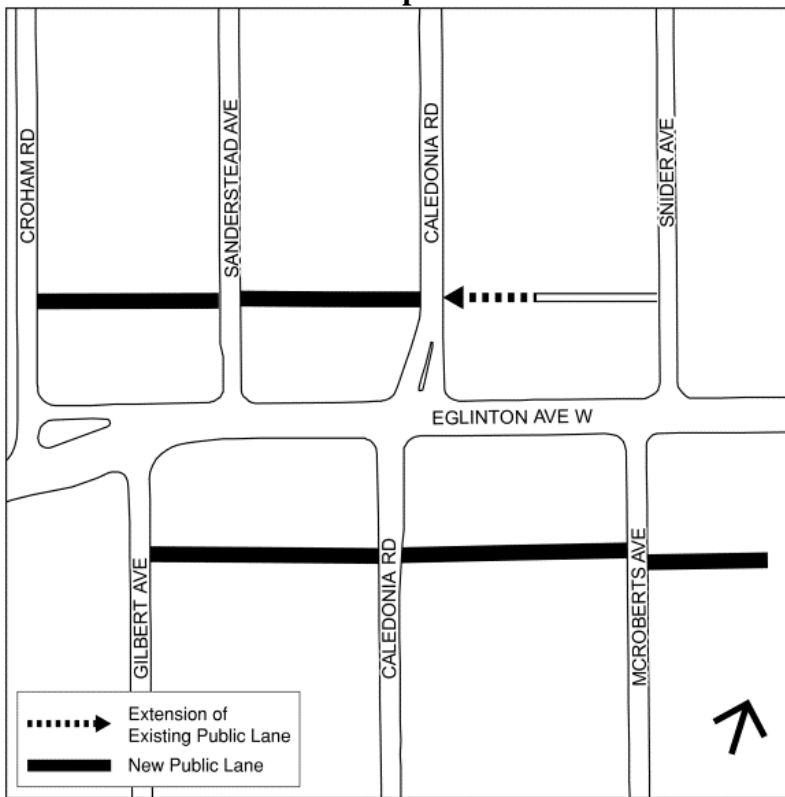
These maps are schematic and may not follow existing property lines. No lane requirements have been shown in the Yonge-Eglinton Centre.



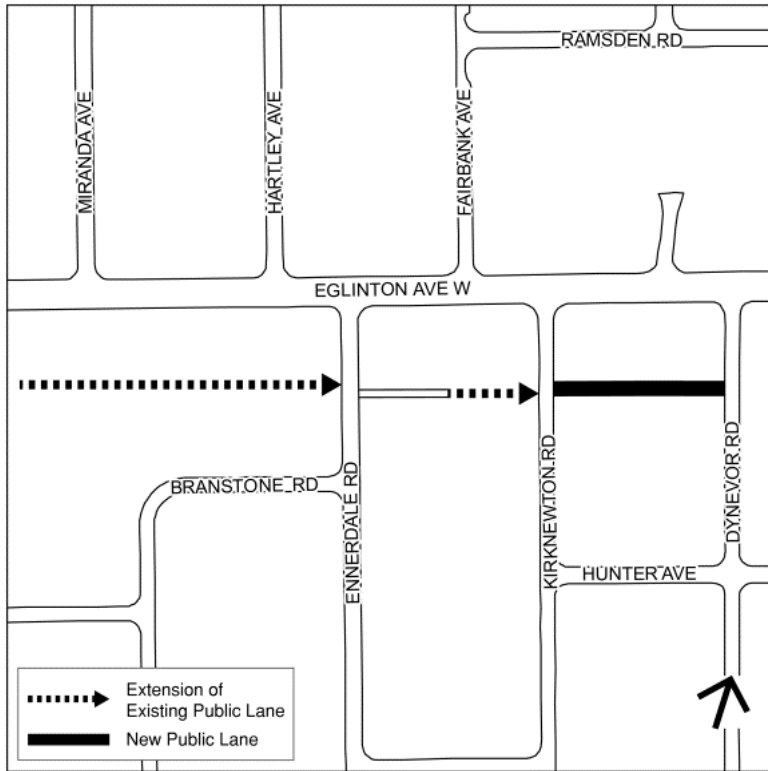
Map 1



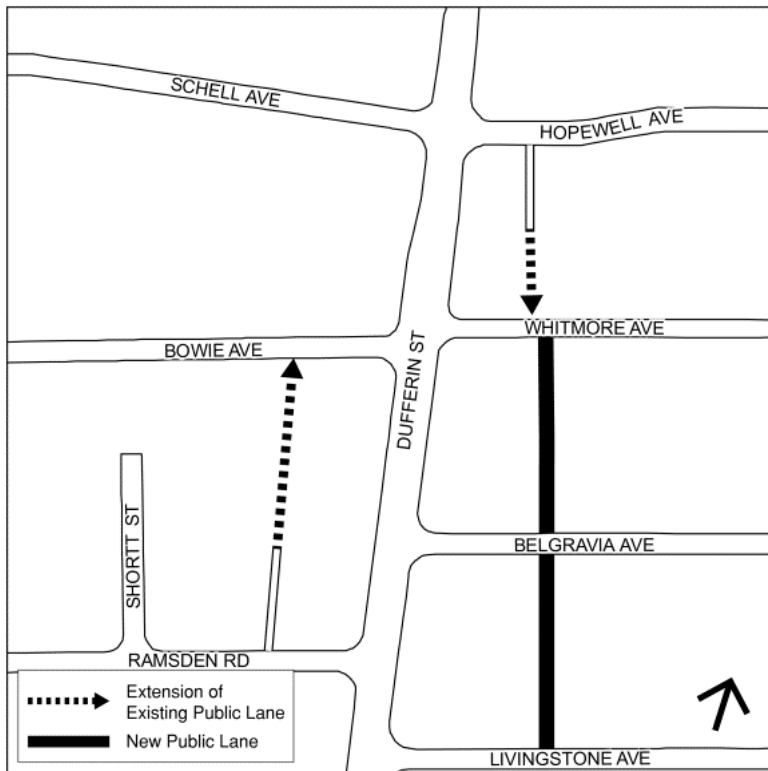
Map 2



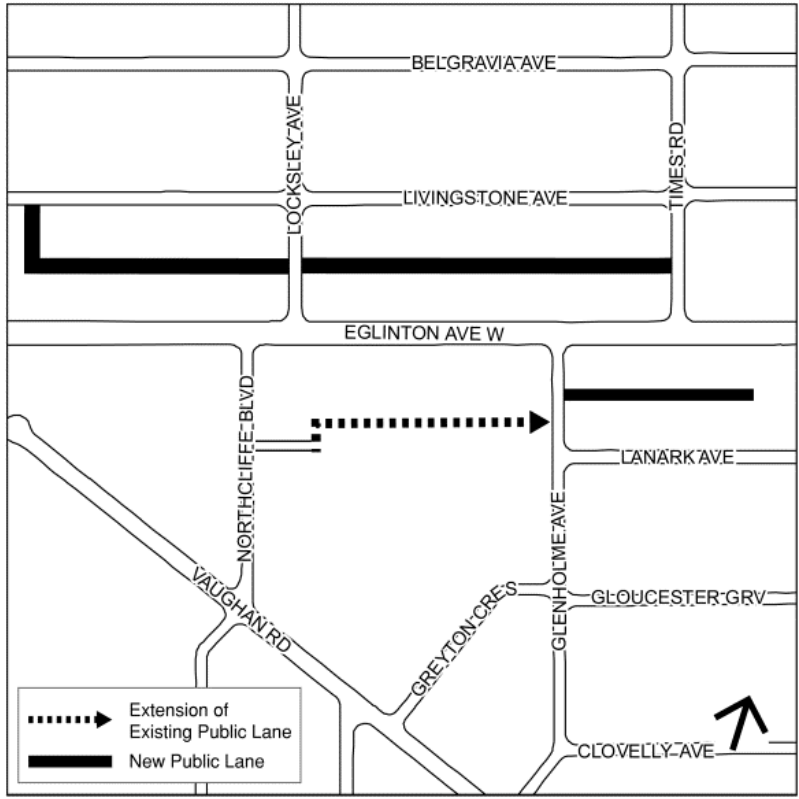
Map 3



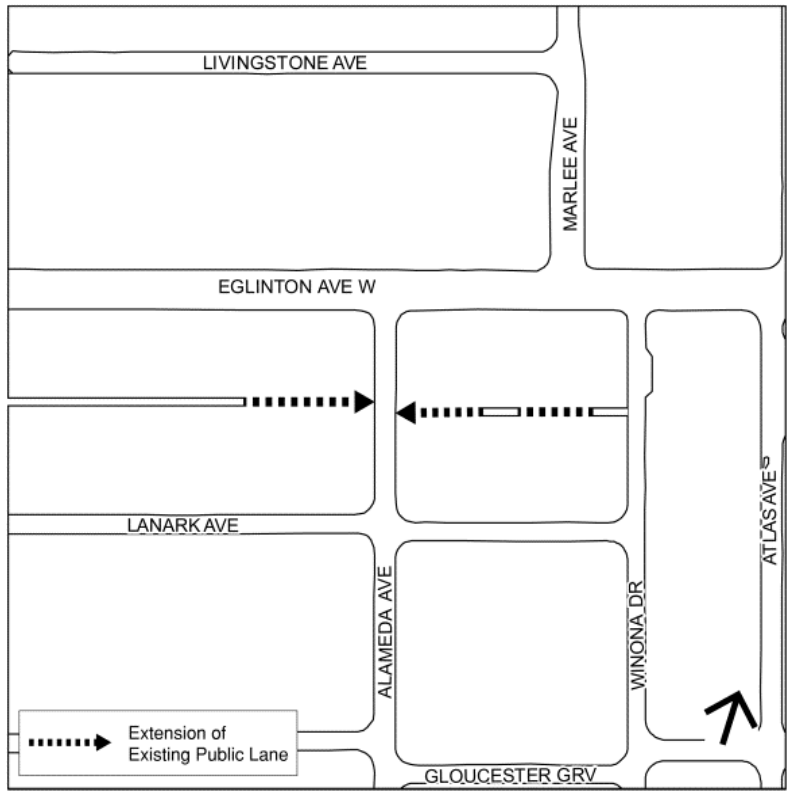
Map 4



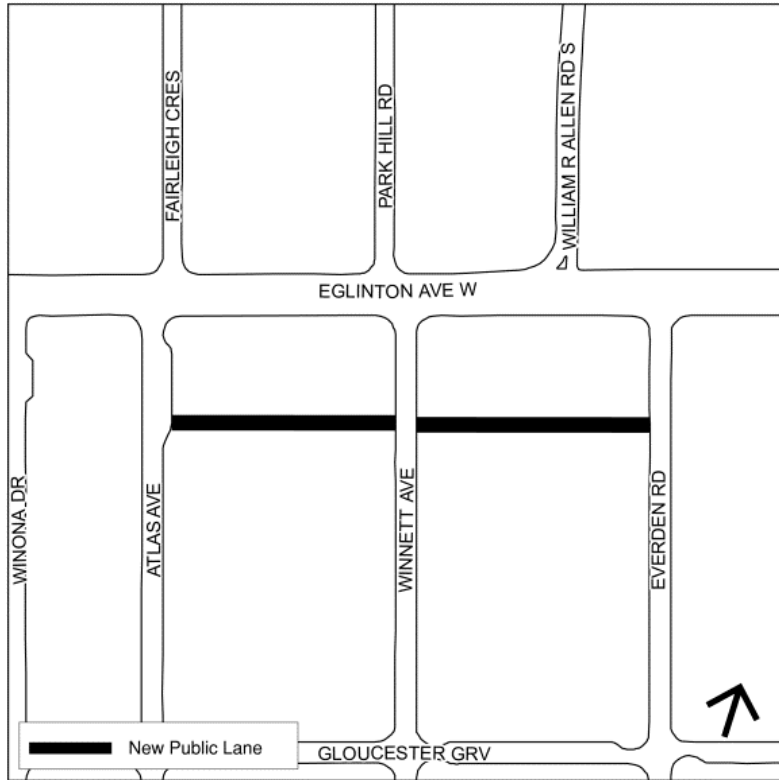
Map 5



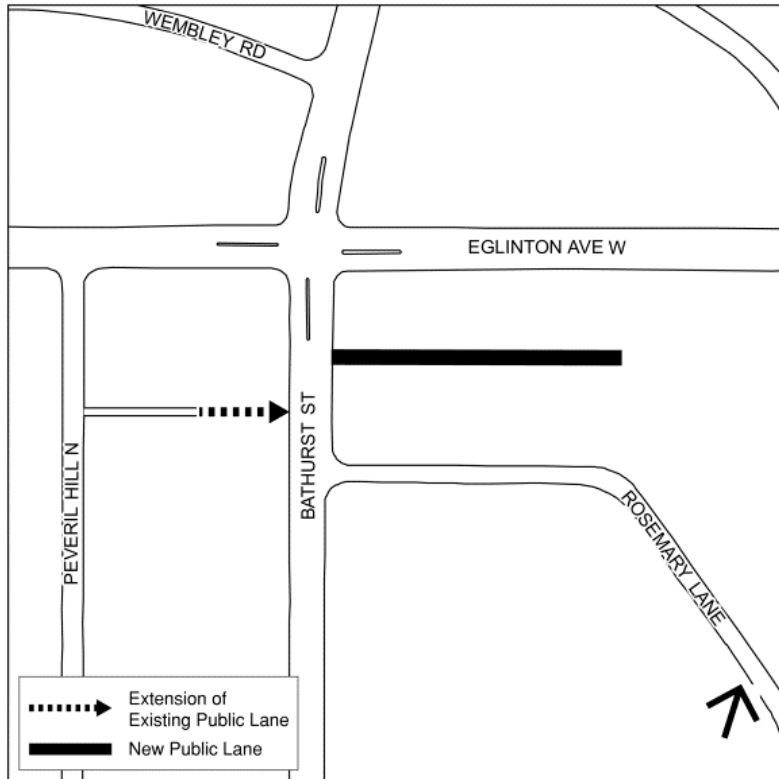
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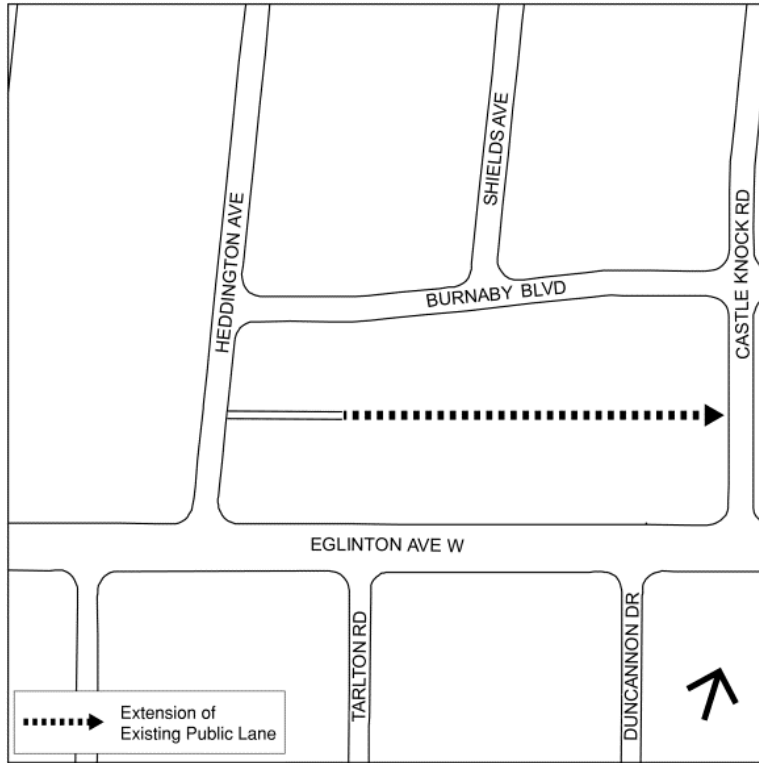
Map 7



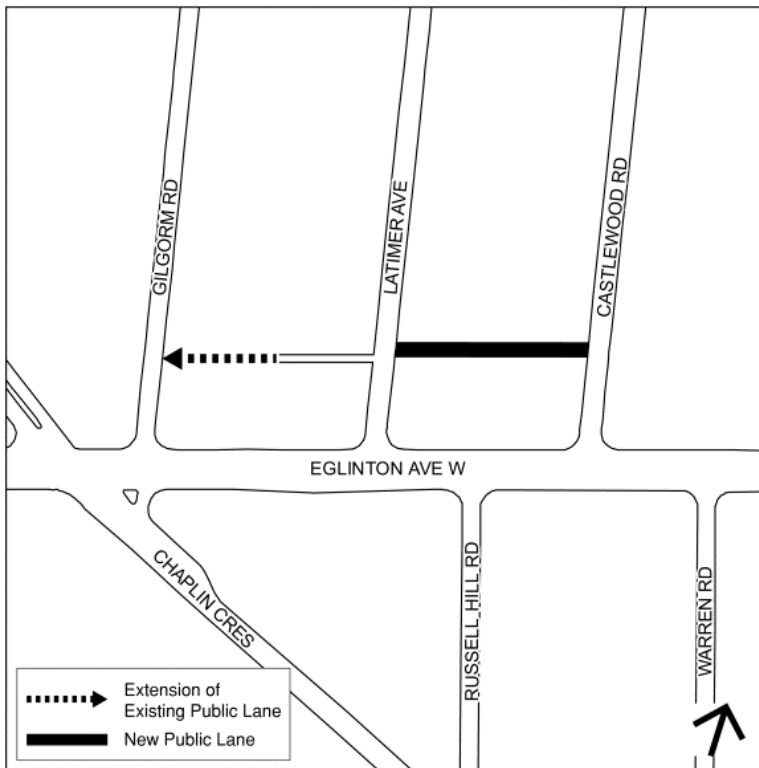
Map 8



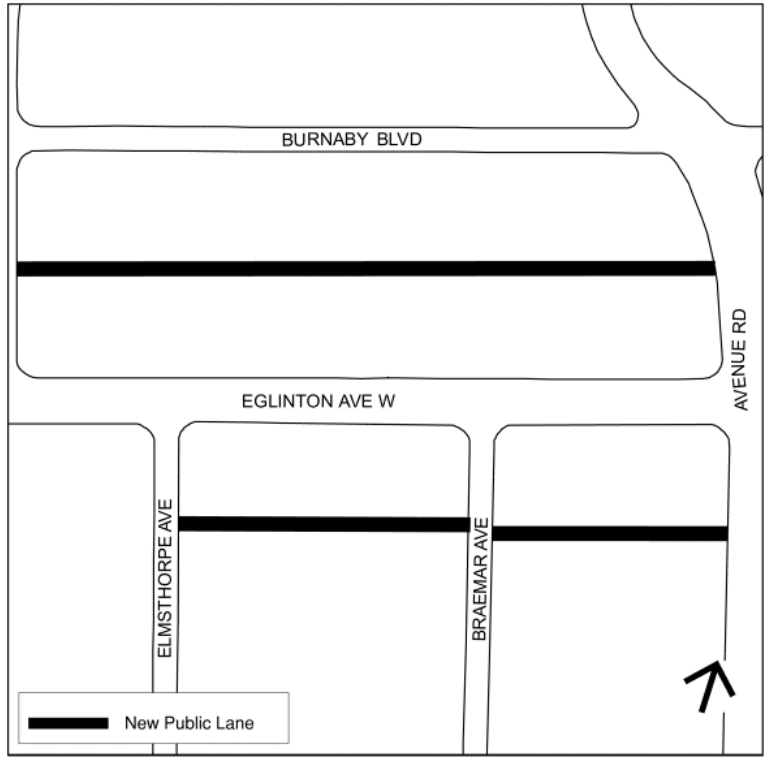
Map 9



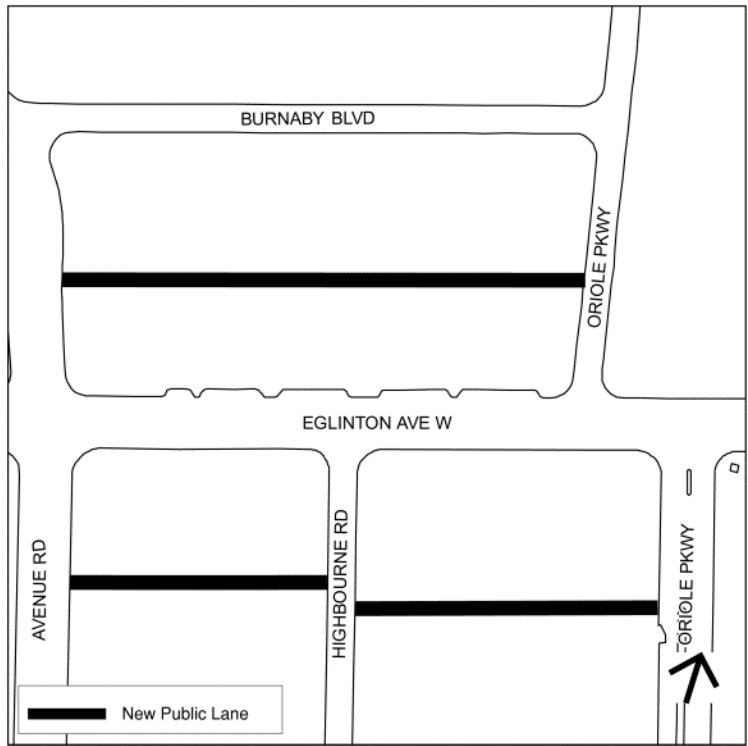
Map 10



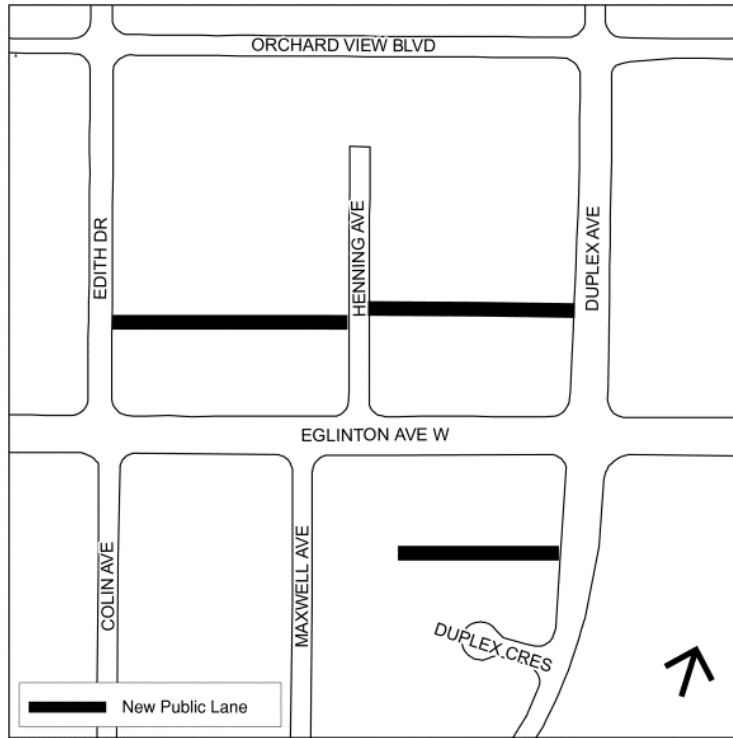
Map 11



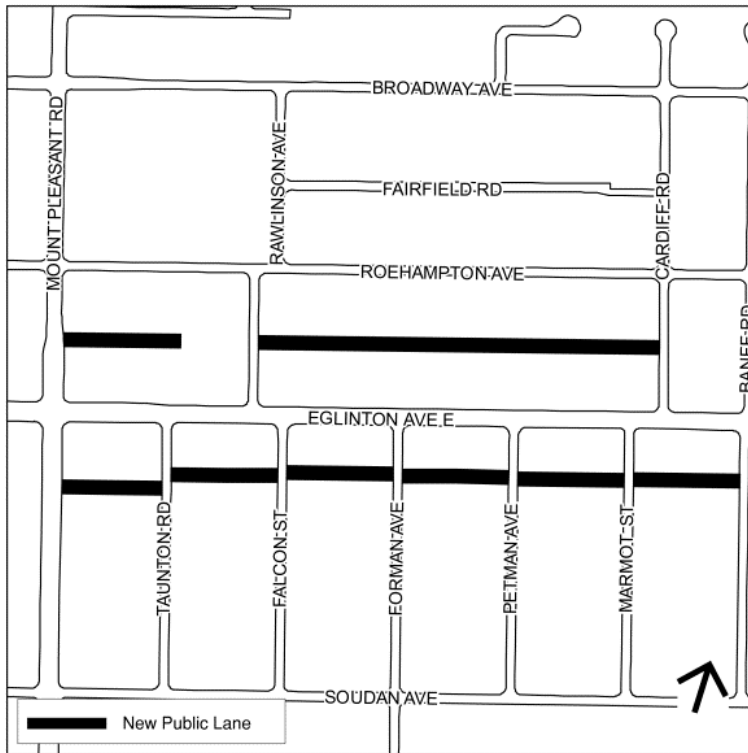
Map 12



Map 13



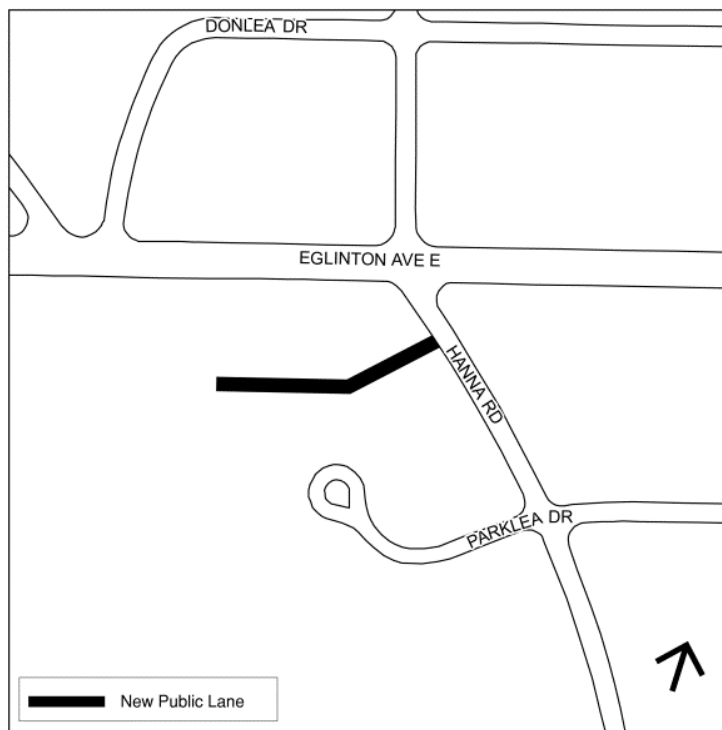
Map 14



Map 15



Map 16



Map 17

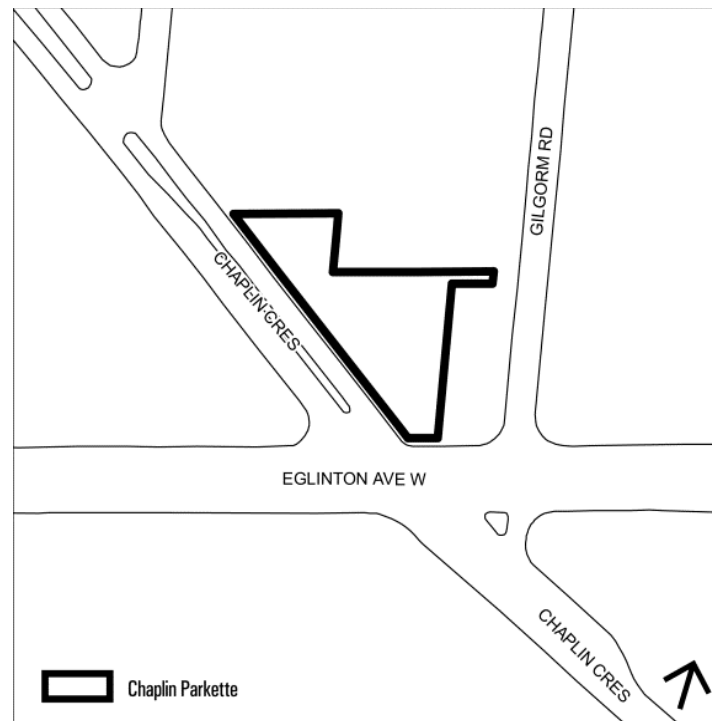
4. Amendments to Map 3 of the Official Plan – Planned Right-of-Way Widths

To achieve minimum 4.8 m sidewalk widths, Map 3 of the Official Plan - Right-of-Way Widths Associated with Existing Major Streets should be amended for two stretches of Eglinton Avenue East to change the planned right-of-way width from 23 to 27 metres, as follows: Bayview Avenue to Bessborough Drive and Sutherland Drive to Laird Drive.

5. Exemption, for Metrolinx Eglinton LRT facilities, from the requirement that land in the Green Space System (parkland) may only be disposed of through a land exchange.

Metrolinx requires a portion of the Chaplin Parkette for a station building and is attempting to find a parcel of land suitable to the City that can be provided to the City in exchange for it, as required by the Official Plan Policy 2.3.2 (4).

Should this not be achieved Metrolinx will compensate the City in cash which can be used for parks purposes elsewhere. An exemption from the requirement that City-owned land in the Green Space System may only be disposed of through a land exchange is proposed in the case of the Chaplin Parkette and any other City-owned Green Space System property interest required by Metrolinx for the construction of the Eglinton LRT.



Zoning By-law Amendments (ZBAs)

Three amendments to the Zoning By-law are proposed for implantation at this time.

1. *As-of-right zoning for buildings conforming to the Avenues and Mid-Rise Performance Standards, including heights, densities, and setbacks plus minor additional height permissions under some circumstances, as illustrated on the following maps.*

Amendments to the Zoning By-law for 73 of the 138 blocks of Eglinton Avenue between Keele Street and Laird Drive to permit buildings that can be constructed in conformity with the Mid-Rise Performance Standards. Such amendments will also include provisions relating to height limits and requirements for front and/or side yard setbacks to be applied to all floors of the building (as opposed to only the first floor) to achieve minimum sidewalk widths where they cannot be achieved through widened right-of-way requirements. This condition exists only at major intersections in the underground section where left-turn lanes create substandard widths on the sidewalk.

Minor conditional height permissions of an extra 3 m (one storey), could be made available where front or side setbacks are required to secure minimum sidewalk widths under the Streetscape Plan.

To obtain this additional height, a property owner would be required to enter into a Section 37 Agreement guaranteeing public access to the privately-owned setback area. All other aspects of the Mid-Rise Performance Standards and the zoning by-law would still be applicable to the development.

For example, if a development in an area identified for a 1.4 m front setback to achieve minimum sidewalk widths is permitted a height of 25 m., the height limit would be increased by 3 m. to 28 m. provided the owner entered into a Section 37 Agreement guaranteeing public access to the privately owned setback space.

The by-law will also be amended to provide minor additional height permissions, to a maximum of 2.5 m and in keeping with the character of the mid-rise built form, where height limits result in a building that is lower than the limit but the limits do not allow an additional full storey.

For example, if the height limit on a property is 24 metres and the Mid-Rise Performance Standards would result in a seven story building of 22 metres, the height permission would be increased to allow one additional full storey, as long as all other aspects of the Mid-Rise Performance Standards and the zoning by-law were met. The maximum additional height allowed would be 2.5 metres.

A developer would be able to use both of these provisions. In the first example above, if the developer enters into the Section 37 Agreement which would result in a height limit of 28 m. but his building design resulted in a eight storey building with a height of 27

metres, the height limit would be increased up to a maximum of 2.5 metres to allow a ninth storey, provided the other Performance Standards in the Mid-Rise Guidelines are met.

2. *Application of reduced parking standards along Eglinton consistent with the standards applied to an Avenue served by higher-order transit.*

The zoning by-law will be amended to apply Parking Requirement Policy Area 3 to properties fronting onto the portion of Eglinton Avenue identified as an Avenue, instead of Policy Area 4, which currently applies to most of this area. Policy Area 3 provides reduced parking requirements for development along Avenues served by higher-order transit.

3. *Exemption from some requirements of the zoning by-law for Metrolinx LRT-related buildings.*

Provide relief from use prohibitions, minimum height and other requirements in existing zoning by-laws for buildings used solely for Eglinton LRT purposes.



TORONTO City Planning
Attachment 4-1 Proposed Mid - Rise Zoning

Eglinton Connects Planning Study

Attachment 4-1 Proposed Mid - Rise Zoning

File # 12 141479 SPS 00 02

-  Proposed Mid-Rise Zoning
-  Proposed Mid-Rise Zoning, 0.5m front setback
-  Proposed Mid-Rise Zoning, 2.3m front setback
-  Focus Area Boundary

XX Proposed Heights in metres






Not to Scale
 03/13/2013



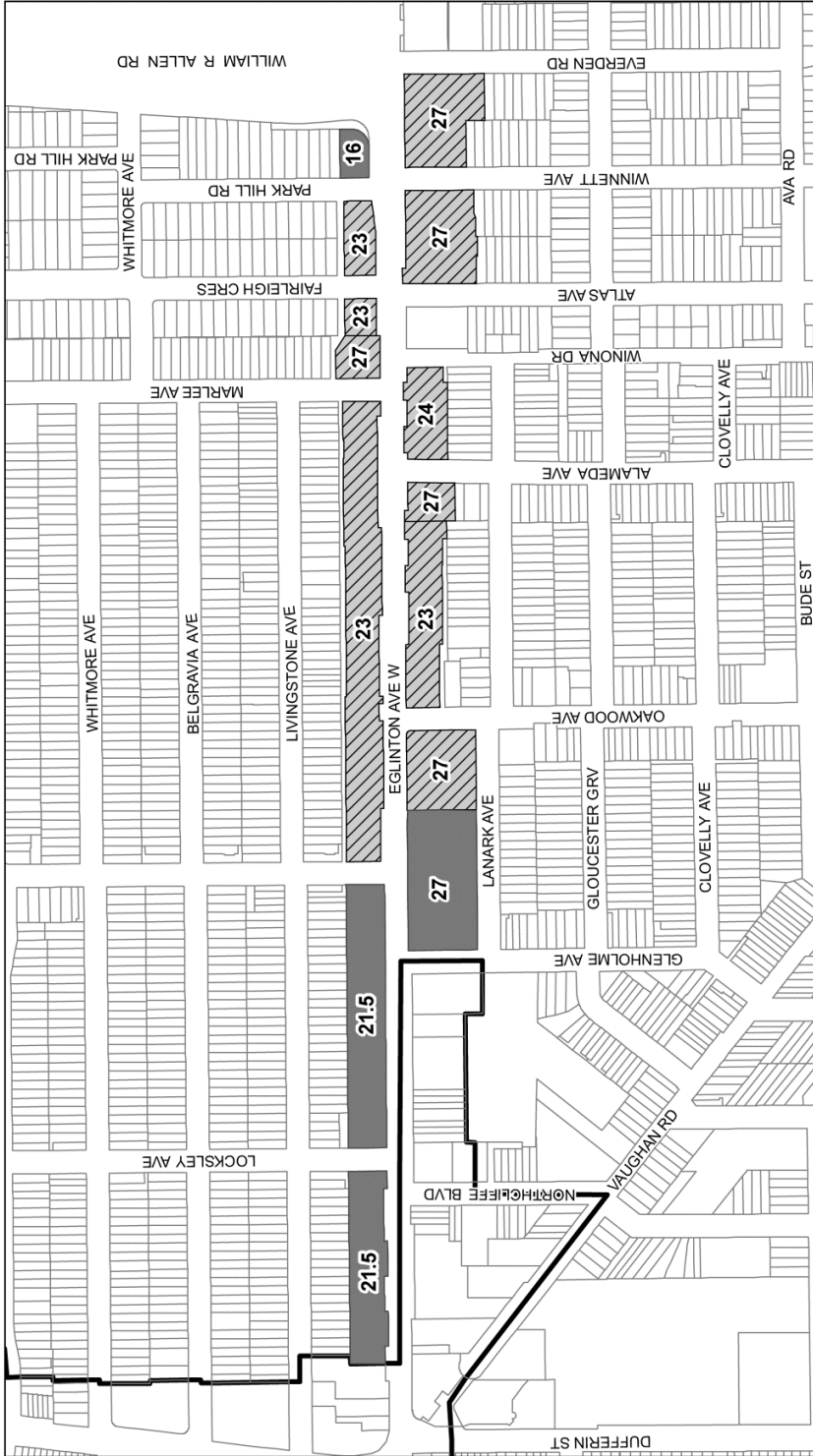
Eglinton Connects Planning Study

Toronto City Planning
Attachment 4-2 Proposed Mid - Rise Zoning

File # 12 141479 SPS 00 0Z

-  Proposed Mid-Rise Zoning
 -  Proposed Mid-Rise Zoning, 1.4m front setback
 -  Proposed Mid-Rise Zoning, 1.55m front setback
 -  Focus Area Boundary
- XX Proposed Heights in metres

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 Not to Scale
 03/13/2013



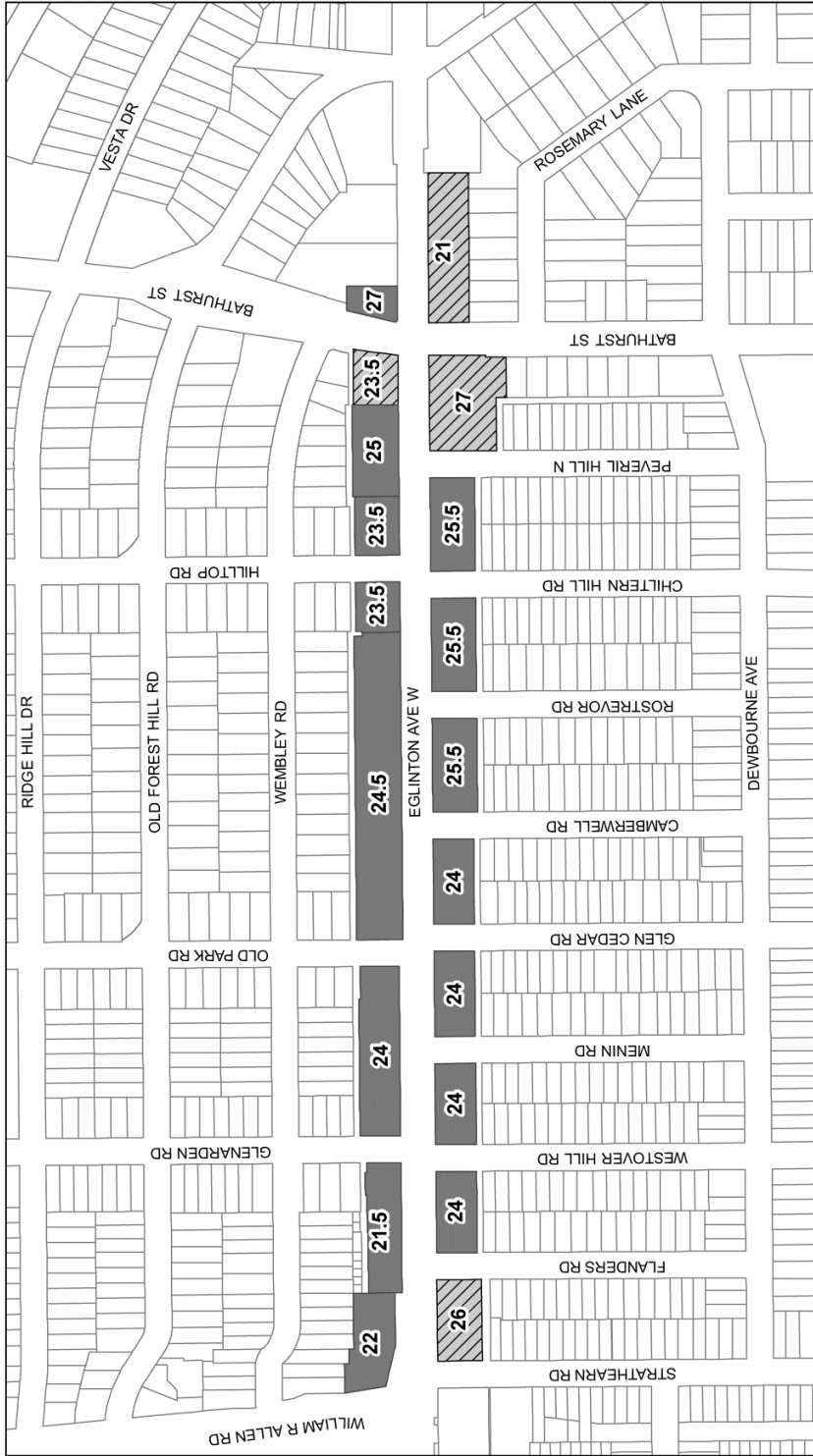
Eglinton Connects Planning Study

Attachment 4-3 Proposed Mid - Rise Zoning

File # 12 141479 SPS 00 0Z

-  Proposed Mid-Rise Zoning
-  Proposed Mid-Rise Zoning, 1.4m front setback
-  Focus Area Boundary
-  Proposed Heights in metres

↑
Not to Scale
03/13/2013



TORONTO City Planning
Eglinton Connects Planning Study

Attachment 4-4 Proposed Mid - Rise Zoning

File # 12 141479 SPS 00 0Z

- Proposed Mid-Rise Zoning
- Proposed Mid-Rise Zoning, 1.4m front setback
- XX** Proposed Heights in metres





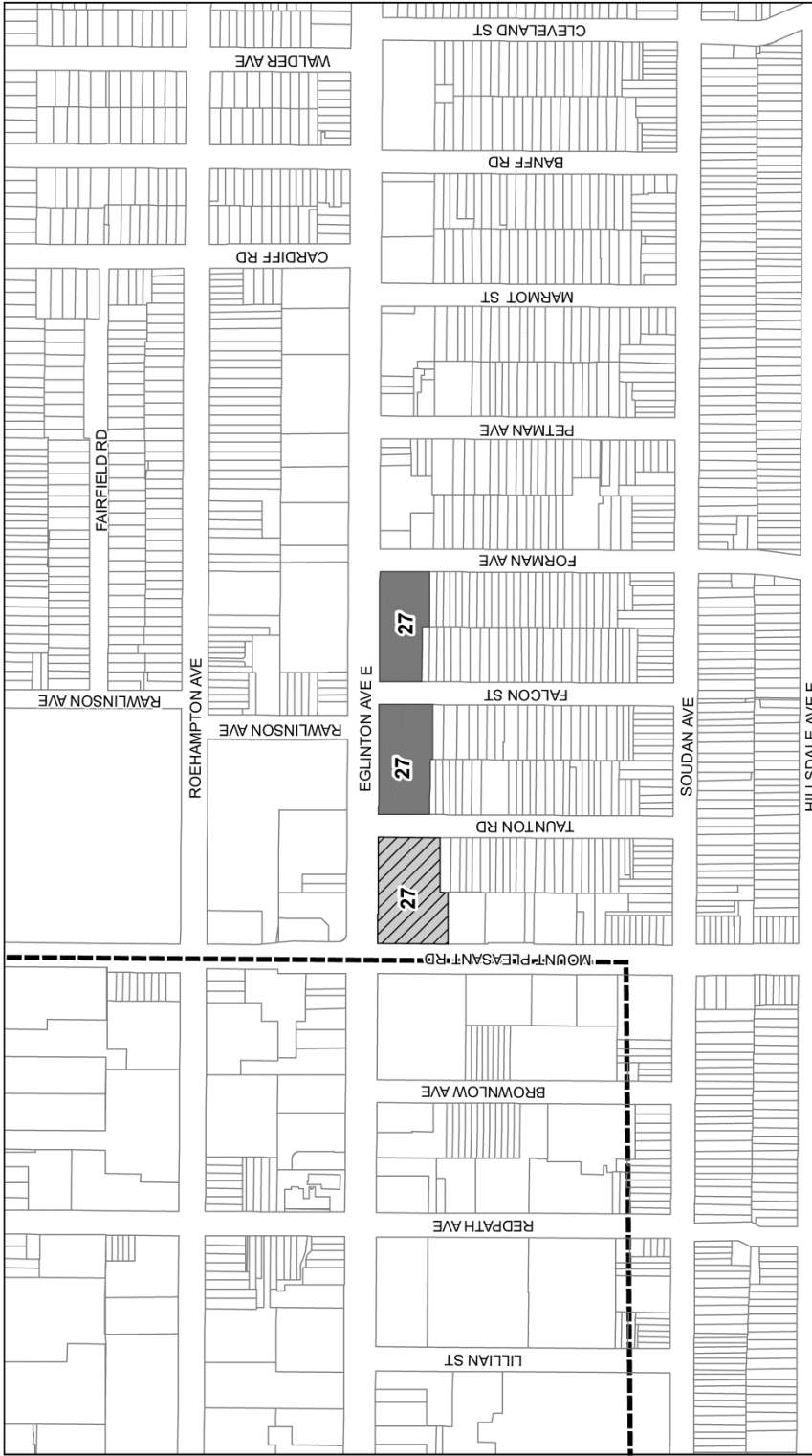
TORONTO City Planning
Eglington Connects Planning Study

Attachment 4-5 Proposed Mid - Rise Zoning

File # 12 141479 SPS 00 02

- Proposed Mid-Rise Zoning
- ▨ Proposed Mid-Rise Zoning, 1.4m front setback
- - - Yonge - Eglington Centre Boundary
- XX Proposed Heights in metres





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Eglinton Connects Planning Study

TORONTO City Planning
Attachment 4-6 Proposed Mid - Rise Zoning

File # 12 141479 SPS 00 0Z

-  Proposed Mid-Rise Zoning
-  Proposed Mid-Rise Zoning, 1.4m front setback
-  Yonge - Eglinton Centre Boundary
-  Proposed Heights in metres





↑
 Not to Scale
 03/13/2013



Attachment 4-7 Proposed Mid - Rise Zoning

Eglinton Connects Planning Study

File # 12 141479 SPS 00 0Z

-  Proposed Mid-Rise Zoning
-  Proposed Mid-Rise Zoning, 2.8m front setback
-  Focus Area Boundary
-  XX
Proposed Heights in metres



Not to Scale
03/13/2013


PHASE 2

Ten elements of additional study are required to finish the project and make final implementation recommendations, as outlined below. The final report in June will identify the next steps to accomplish this work.

1. Implement a Development Permit System (DPS) to help ensure that the Vision will be achieved by allowing development flexibility, where appropriate, on condition that certain facilities be provided. For the Focus Areas, Mobility Hubs and portions of Eglinton Avenue not given as-of-right mid-rise zoning in Phase 1 or those that were given as-of-right mid-rise zoning but are eligible for a Neighbourhood Transition Area (NTA), a DPS by-law may be implemented that will include conditions regarding NTAs, minimum requirement for commercial space and community benefits. The flexibility offered by the DPS will be useful in achieving appropriate development in parts of Eglinton Avenue where standard zoning is not sufficiently responsive to local conditions.
2. Undertake development of Secondary Plans for the Don Mills and Golden Mile Focus Areas, including a series of supporting studies and plans:
 - a. Employment and Economic Development Strategy
 - b. Transportation Master Plan
 - c. Parking, Loading and Access Management Strategy
 - d. Public Realm Study
 - e. Built Form and Urban Design Study
 - f. Community Services and Facilities Study
3. Further develop the conceptual Site and Area Specific Policies for the three Focus Areas approved in Phase 1 (West Side Mall, Dufferin and Bayview).
4. Test the Character Area Performance Standards and adopt as Urban Design Guidelines or DPS criteria for new buildings that will guide a built-form reflecting the diversity found along Eglinton Avenue and particularly in and adjacent to heritage resources.
5. Develop policies and propose appropriate heights, densities and other planning provisions for the five Special Station Sites to ensure these station sites can be integrated into multi-storey developments. The Special Station Sites are:
 - a. Keele Station - Main entrance on the northeast corner at Keele Street
 - b. Dufferin Station - Main entrance on the southeast corner at Dufferin Street
 - c. Bathurst Station - Main entrance at the northeast corner at Bathurst Street
 - d. Oakwood Stn. - Secondary entrance on the southwest corner at Oakwood
 - e. Mount Dennis Station - Main entrance at the northeast corner at Weston Road

6. Amend City bicycle network plans to show and name the new bicycle route on Eglinton Avenue and to provide connections to nearby bike routes, especially the Belt Line.
7. Investigate the use of the 10 year Capital Budget for:
 - a. Planning, design and construction of new open space gateways, trailheads, and enhanced trail connections (various locations)
 - b. Planning, design and construction for burying / relocating hydro lines, in coordination with Toronto Hydro
 - c. Other streetscape, bicycle lane and public realm improvements as detailed in the Streetscape Plan.
8. Put forward recommendations for properties with sufficient heritage attributes to be added to the Inventory of Heritage Properties
9. Undertake an assessment and implementation process, along with appropriate public and stakeholder consultation, to respond to the long-term vision and recommendations from the Mount Dennis and emerging Kennedy Mobility Hub Studies. As part of this process, identify the most appropriate planning implementation program (such as Site and Area Specific Policies, Zoning By-law Amendments and/or a Development Permit System, and Site Plan Approval).
10. Development of a strategy to target job creation in strategic locations along the Study Area. Staff in the Strategic Initiatives, Policy and Analysis section of City Planning, Build Toronto and Economic Development should collaborate on this issue in the context of a City-wide review and approach for encouraging an appropriate balance of jobs and people in Intensification Corridors.

Attachment 5: Eglinton Connects Consultants' Report – Executive Summary
(for the complete report please visit www.toronto.ca/eglinton)



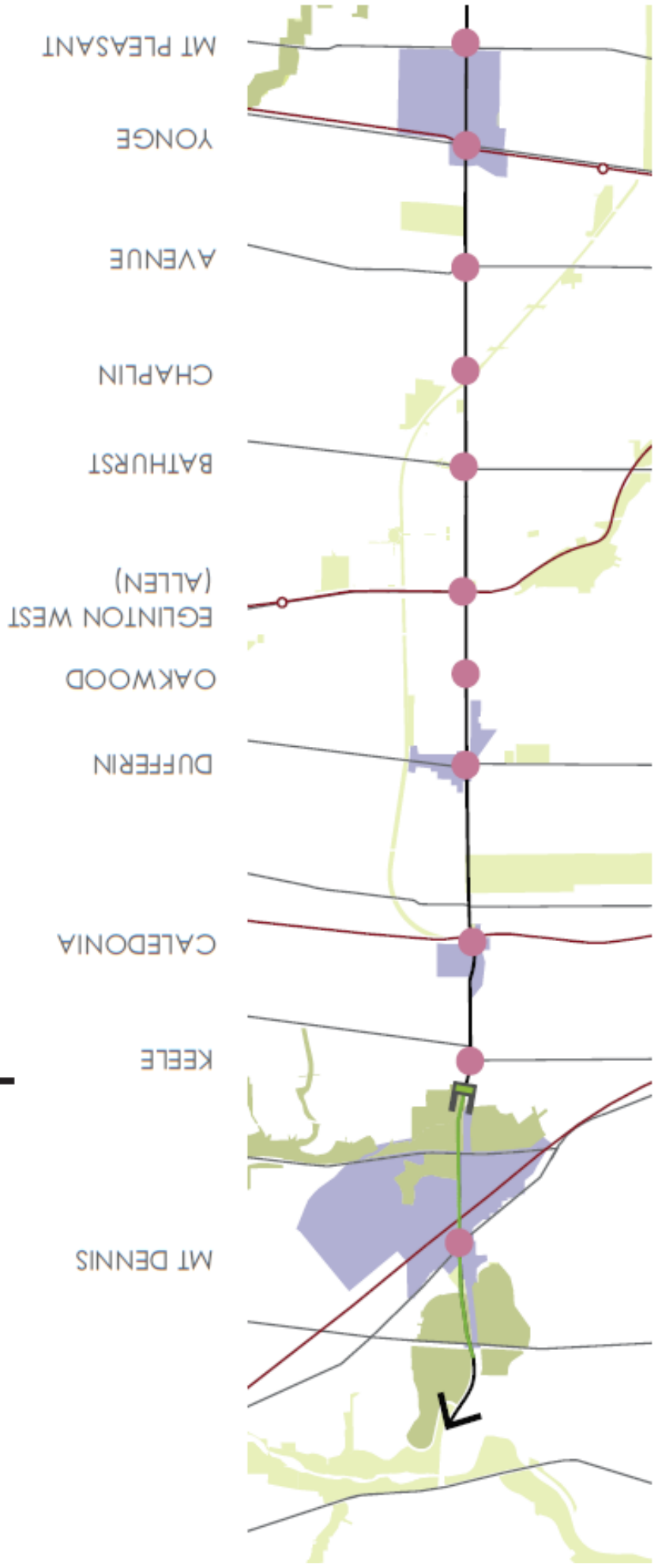
Toronto

EGLINTONconnects >

City of Toronto Planning Study

Executive Summary
March 2014

TRANSPORTATION STUDY AREA



2013 ADDENDUM TO
THE APPROVED 2010
ENVIRONMENTAL PROJECT
REPORT

PLANNING STUDY AREA

BAYVIEW
LAIRD
LESLIE
DON MILLS
FERRAND
WYNFORD
BERMONDSEY
VICTORIA PARK
PHARMACY
LEBOVIC
WARDEN
BIRCHMOUNT
IONVIEW
KENNEDY



APPROVED 2010 ENVIRONMENTAL PROJECT REPORT



Introduction

As one of the city's traditional main streets, Eglinton provides a focus for local neighbourhoods, employment, and shopping, and it links some of the City's major ravines.

With the investment in the Crosstown Light Rail Transit (LRT), its role in the evolution of the city will shift. In the future, more people will live, work, shop, play, and enjoy nature along Eglinton.

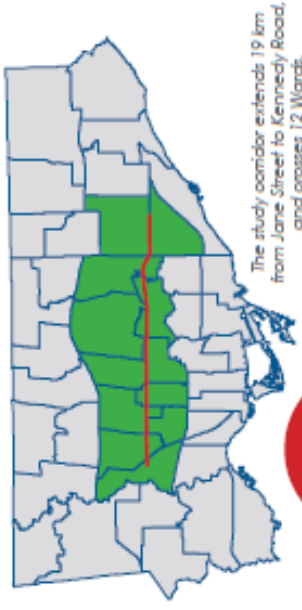
EGLINTONconnects is the City of Toronto's comprehensive planning study for developing a vision and **planning** recommendations for **the future of Eglinton** from Jane Street to Kennedy Road.

The Plan included a Municipal Class Environmental Assessment (EA) to guide reconfiguration of the Eglinton right-of-way where the Crosstown LRT will run underground.

The Process

The EGLINTONconnects Plan is the result of a two-year process involving more than **60 public and stakeholder consultation events** and four surveys.

Approximately 5,000 people participated in the study.



The study corridor extends 19 km from Jane Street to Kennedy Road, and crosses 12 Wards.

19 km

12 Wards

The Crosstown LRT is a **\$5 Billion Investment** in city-building infrastructure

2 years & 60 consultations



The Study took place over 2 years, and included over 60 public and stakeholder consultations.

Issues and Opportunities

Travelling

- The Crosstown LRT, along with the removal of most of the bus service along Eglinton, provides the opportunity to rebalance the space within the Eglinton right-of-way, to achieve a mobility mix that accommodates all users – pedestrians, cyclists, transit users, and motorists.

Greening

- Eglinton Avenue can become a green public realm that connects seamlessly into the Humber and Don River valleys, including greater tree canopy, enhanced open spaces and green transit infrastructure.

Building

- Mid-rise buildings (4 – 11 storeys) are appropriate along the portions of Eglinton that are identified as an Avenue in the Official Plan. Along these portions of Eglinton, most properties are deep enough that there is room for a mid-rise building to be constructed.
- Six Focus Areas (Westside, Dufferin, Bayview, Laird, Don Mills and Golden Mile) and two Mobility Hub Areas have significant capacity to accommodate future residential, mixed-use or employment growth and may be appropriate for taller buildings.
- Crosstown LRT station areas provide the potential for integrated development with public open spaces and amenities for transit riders and the community.



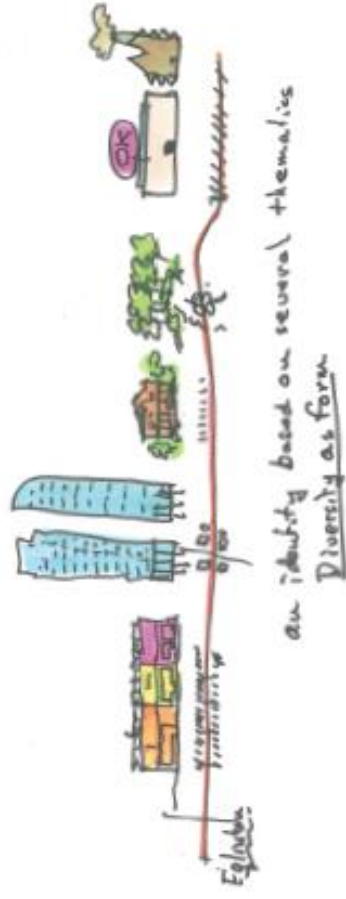
Research > Consultation > Vision > Recommendations > Implementation > Monitoring





The Vision

Eglinton Avenue 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, retail and public uses in all forms of mobility and connect **neighbourhoods** and natural valley systems to the larger city and the region.



Summary

The new Crosstown LRT line will span 19 kilometres with 25 stations providing a dramatic increase in Eglinton's transportation capacity. Travel capacity will not only expand, but will also diversify as the space within the right-of-way is incrementally rebuilt to combine protected cycling lanes with wide tree-lined sidewalks on both sides of the roadway.

A healthy and vibrant public realm is the most important element of this Vision for Eglinton. The Travelling, Greening and Building recommendations will work in concert to encourage and sustain the incremental transformation of Eglinton's public realm and streetscape.

The public realm refers to the space that physically or visually connects buildings, regardless of who owns them. Components of the public realm include: streets, sidewalks, parks, public open spaces, station plazas, the front yard setbacks of buildings, building entrances and the ground floor of public buildings, entrances to parks and linkages to trails, ravines and walkways.

Streetscape refers to how the street looks and functions, and includes: trees, sidewalks or boulevards, travel lanes for transportation, parking, and elements such lighting, plantings, benches, waste receptacles, public art and paving materials.

The EGLINTONconnects vision for green infrastructure extends to green transit. Where the LRT rises to the surface between Brentcliffe and Kennedy Station, a green trackway planted with grass or sedum, combined with landscaped station platforms, will

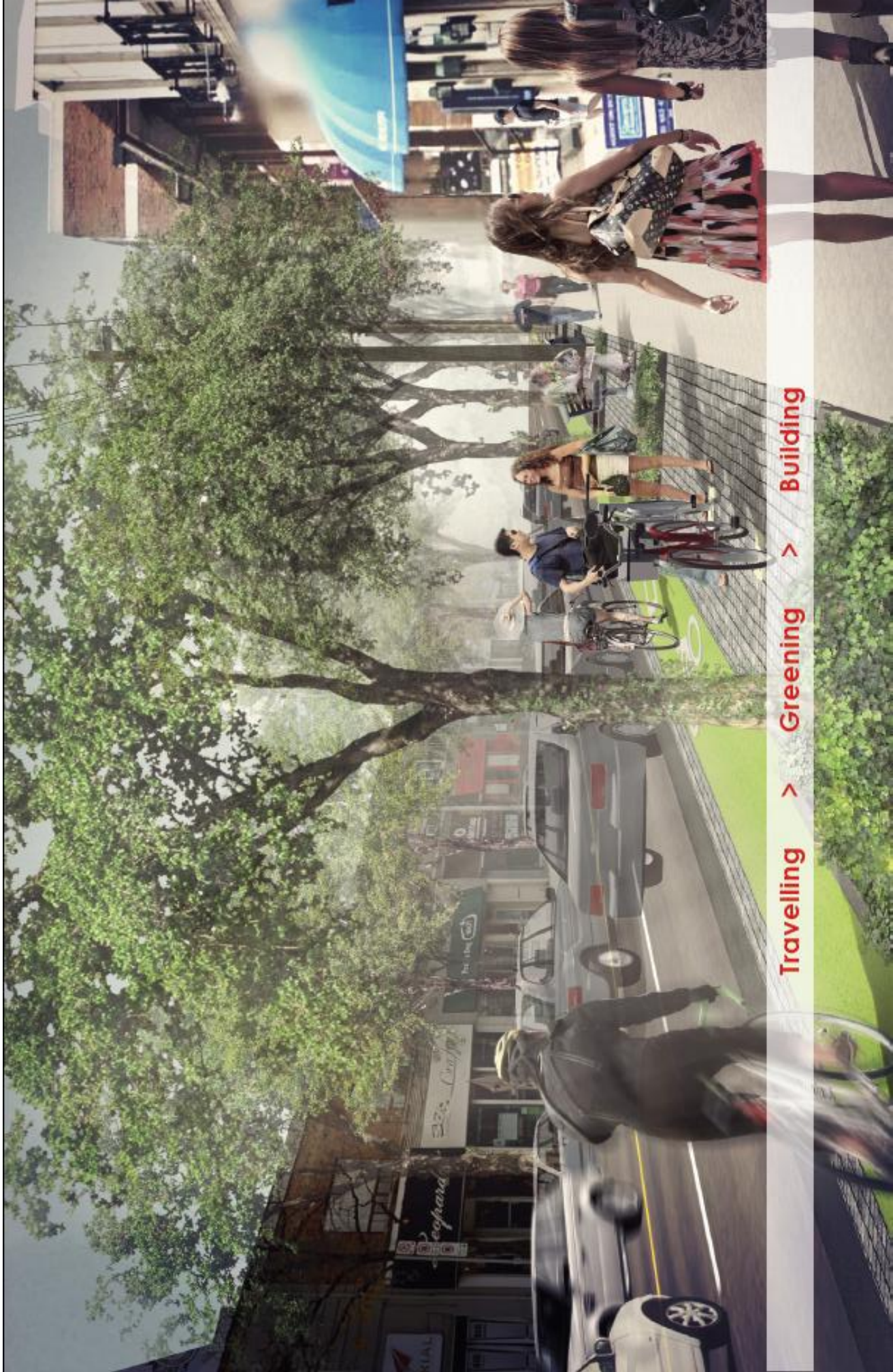
demonstrate the transformative role of transit in creating a green, sustainable city.

The greening of Eglinton reaches out further, with new connections to the City's parks, valley systems and neighbourhoods. The unique heritage and character of Eglinton's vibrant communities will be strengthened with a streetscape design that adapts to reflect this diversity. LRT station areas will be constructed first, designed as neighbourhood nodes, integrating mixed-use buildings with pedestrian plazas and the new streetscape. Over time, the segments between the stations will be rebuilt as part of the City's infrastructure renewal capital program.

A green Eglinton that welcomes people to travel safely by foot, bike, transit or car will reinvigorate adjacent neighbourhoods and attract a new population looking for a high quality of life that is contemporary in its urban vision. The investment in transit, combined with the rebuilding of Eglinton's streetscape, sets the stage for the long-term intensification of Eglinton to ultimately accommodate more than 100,000 new people and jobs.

This EGLINTONconnects Vision makes sense from a city-building perspective, and also reflects a wise public sector investment. The provincial government's transit investment of \$5 billion, combined with a potential city investment of \$100 million in the new streetscape over time, can yield a potential private sector investment of \$10 billion through the construction of new buildings along the Eglinton corridor.





Travelling > Greening > Building



Recommendations - Travelling

#1 Create a Complete Street

Eglinton Avenue should provide a safe, convenient and active mix of transportation options for all users. Though implementation may take place over time, Eglinton should ultimately become increasingly multimodal, balancing space for pedestrians, cyclists, transit and vehicles.

#2 Provide Wide Sidewalks

Wide sidewalks (minimum 4.8 m or 6.0 metres, depending on width of right-of-way) provide generous and safe space for pedestrians, big trees, snow/garbage storage, street furniture and patios, and retail zones. This should be achieved through consolidation of travel lanes and reallocation of space on the street to ensure that Eglinton has a vibrant and active pedestrian environment.

#3 Build Protected Cycling Lanes

Protected cycling lanes across the full length of Eglinton Avenue should be constructed to create a safe, comfortable and direct route for cyclists of all ages and abilities. Bike lanes should be protected from traffic through such measures as raised lanes, barrier curbs and/or buffer strips. Connections to transit stations, trails and convenient bike parking facilities should be part of the comprehensive cycling network.

Create a complete street



#4 Reallocate Road Space to Meet Projected Needs and Mobility Mix

The design of the Eglinton right-of-way should reflect the objectives of a complete street by allocating adequate space to a mix of mobility options.

Re-allocation of space from vehicular travel lanes responds to projected levels of vehicle movement, as well as an expected increase in pedestrian and cyclist movement. This approach maintains a functional level of service for moving vehicles, access for emergency services and goods movement.

#5 Maintain Parking Supply

The street should be designed to maintain existing on-street parking supply, in order to serve retail and local businesses. Additional public parking should be integrated into new buildings and provided in rear lanes.

#6 Extend Network of Rear Lanes

Laneways should be provided at the rear of all new buildings to access below grade parking, servicing and loading in order to avoid conflicts on Eglinton, and for additional public parking to serve local retail.

#7 Implement Streetscape Typologies

Seven distinct Streetscape Typologies should be implemented to respond to local character, create a distinct sense of place through the public realm, and support adjacent uses.

Recommendations - Greening

#8 Implement Three Primary Greening Typologies

Because the character of the urban landscape changes significantly across Eglinton, the streetscape design should be organized around three greening typologies – main street, boulevard and valley landscapes – each with its own unique greening strategy.

#9 Create a Network of Green and Open Spaces

Eglinton Avenue should connect a range of green and open spaces, from building setbacks, urban plazas, civic spaces and squares, to parks and valleys. The elements of this network should serve local, city and even regional needs for open space and natural areas.

#10 Grow Great Trees

There should be great trees growing along Eglinton Avenue to establish a new identity for this corridor as a green and beautiful street with a full tree canopy. Mature tree growth requires additional soil volume and/or open planters, as well as the burying of hydro to eliminate conflicts.

#11 Relocate Hydro Below-Grade

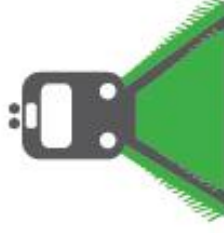
Above-grade hydro lines should be buried to provide adequate and unobstructed space for mature tree growth, and contribute to uncluttered sidewalks and boulevards.



Grow Great Trees

#12 Connect Eglinton to Trails and Ravine System

Eglinton provides a direct visual and physical connection to the iconic valleys of the Humber and Don Rivers, and their tributaries, including Black Creek. The Crosstown will provide an enhanced linkage between these natural systems. New connections and an enhanced street presence should be created along Eglinton Avenue to the major valleys, multi-use trails, and the ravine system.



#13 Green Transit Infrastructure

The at-grade segment of the Crosstown LRT, between Brentcliffe Road and Kennedy Station, should be designed with grass or sedum on the trackway and landscaping, planters and trees at LRT platforms. Each of the Crosstown portals should also contribute to creating a green corridor.

Green the LRT

#14 Plan a Public Art Program

Public art along Eglinton should be coordinated through a Public Art Program that is developed through a Public Art Master Plan process specific to the Eglinton corridor. This will ensure that priorities for public art opportunities are guided through a well-defined process.





Recommendations - Building

#15 Encourage Mid-Rise Buildings on Eglinton through As-of-Right Permissions

New buildings should be predominantly mid-rise in scale for the portions of Eglinton Avenue that are identified as an Avenue in the Official Plan. As-of-right permissions should be adopted to encourage mid-rise development for these locations.



Low-rise less than 4 stories



Mid-rise 4-11 stories



High-rise 12 stories and over

Encourage Mid-rise Buildings

occur over time, including some sites that should be integrated with Crosstown stations. These areas provide opportunities for incorporating a mix of residential and employment uses in a range of building heights and sizes, combined with new public streets, community services and facilities, and high quality green and open spaces.

#19 Expand Community Services and Facilities, Including Green and Open Spaces, in Tandem with Development

The role of Eglinton will change in the coming years, along with the intensity of activity and land uses. As more people and jobs move to the corridor, new community services and facilities, including green and open spaces, such as parks, should be planned in tandem with new development and the Crosstown.

#20 Encourage Street-Related Retail

In segments of Eglinton where retail is required or encouraged, the ground floor of new buildings should provide space for street-related retail uses.



Encourage Street-related Retail

#21 Implement Additional Performance Standards to Support Local Character Areas and Heritage

Performance Standards for new buildings in Character Areas and adjacent to heritage resources should guide a complementary built form that reflects the diversity found along Eglinton.

#16 Maximize Opportunities for Mid-Rise Development on Shallow Lots

Opportunities for development of mid-rise buildings should be maximized on lots that do not have an ideal lot depth.

#17 Integrate Crosstown Station Sites with New Development

From a city-building perspective, Crosstown station sites are ideal locations for new mixed-use development, combining retail, residential and employment uses. The siting and design of the stations should set a precedent and establish a new context for connecting development to transit.

#18 Plan For Intensification In Focus Areas and Mobility Hubs

Six Focus Areas and two Mobility Hubs include large sites where mixed-use intensification should



Implementation

The EGLINTONconnects Plan recognizes that the implementation of a planning Vision occurs in increments over a long period of time. Some of the Plan recommendations, such as zoning for mid-rise buildings and station area construction will effect change in the short term, while other recommendations, such as the development of Focus Areas and full transformation of the streetscape, will require further study, design and investment before being fully realized. Regardless of whether the changes brought about by the Plan recommendations happen quickly or take 50 years, they will all be guided by the same overall Vision.

The EGLINTONconnects Plan is supported by a detailed Implementation Plan that sets out a framework for achieving recommendations. Implementation will take place through a combination of public and private investment over a long period of time.

In the near term, reconstruction of the roadway and streetscape will occur around the Crosstown LRT stations in conjunction with the LRT construction.

Reconstruction between stations will take place incrementally over time, as road work takes place or redevelopment occurs. Redevelopment and capital projects will depend on the private market, capital budget planning and collaboration with developers, property owners, BIAs and other stakeholders.

Achieving some priorities, such as burying hydro, development of parks and provision of other community services and facilities, will require coordination amongst divisions and departments within the City.

Monitoring

The implementation of the EGLINTONconnects Plan will be monitored to review its success.

A series of indicators will be measured for transportation modal split, new development take-up, green indices, demographics and other factors to enable the City to link capital investment and policy decisions to key success factors.

More Information

For more information on the EGLINTONconnects Plan, including a full version of the final report, frequently asked questions, materials, maps, and consultation summaries, please visit the Study website at www.toronto.ca/eglinton.

For information on the Crosstown LRT, please visit the Metrolinx website at www.thecrosstown.ca.

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