

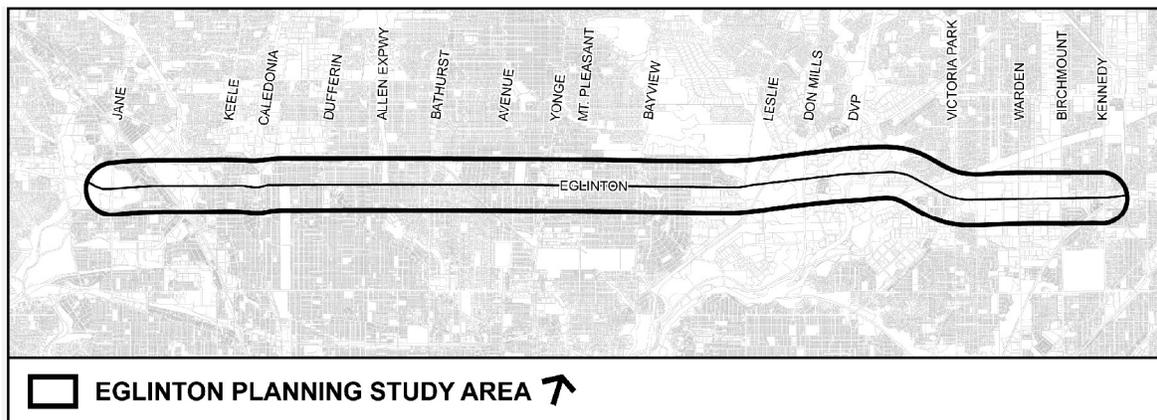
**Eglinton Planning Study – Status Report**

<b>Date:</b>	August 23, 2012	
<b>To:</b>	Planning and Growth Management Committee	
<b>From:</b>	Acting Chief Planner and Executive Director, City Planning Division	
<b>Wards:</b>	Wards 11, 12, 15, 16, 17, 21, 22, 25, 26, 34, 35, 37	
<b>Reference Number:</b>	p:\2012\Cluster B\PLN\pg12058	File No. 2012 141479 SPS 00 OZ

**SUMMARY**

This report is intended to provide an update on the progress of the Eglinton Planning Study and to brief City Council on the anticipated deliverables and timing.

Metrolinx is building the Eglinton-Scarborough Crosstown Light Rail Transit (LRT) project, which will run from Black Creek Drive/Weston Road and Eglinton Avenue to Sheppard Avenue and Markham Road. This investment in LRT provides a rare opportunity to create a truly transit-supportive, urbanized Avenue stretching across the centre of the City.



The Planning Study will deal primarily with Eglinton Avenue from Jane Street to Kennedy Road. A vision for the future of this part of Eglinton Avenue is being

developed by a dedicated Study Team. The Team has begun an extensive process involving public consultation, research, and interdivisional collaboration.

The Team will generate a fresh urban design and land use plan for Eglinton Avenue which respects and provides for all users: pedestrians, cars, shoppers, bikes, trucks, businesses, visitors and residents.

The Study will point the way to a safe and comfortable environment served by well-planned LRT stations for citizens at all stages of life. It will guide future decisions about public and private development and investment. It will lay out the steps required to achieve this vision while remaining sensitive to the diversity of Eglinton's history, character, culture, geography and businesses.

A Final Report with recommendations for implementation will be presented to City Council in the first quarter of 2014.

## **RECOMMENDATIONS**

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**The City Planning Division recommends that:**

1. This report be received for information.

### **Financial Impact**

There are no financial implications.

### **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>

[http://www.toronto.ca/involved/projects/eglington\\_crosstown\\_lrt/epr.htm](http://www.toronto.ca/involved/projects/eglington_crosstown_lrt/epr.htm)

City Council adopted the Avenues and Mid-Rise Buildings Study and Action Plan in July, 2010. At that time Council requested staff to use the "Mid-Rise Building Performance Standards" contained in the report entitled "Avenues & Mid-Rise Buildings Study (May 2010)" in the evaluation of all new and current mid-rise development proposals on the Avenues and in the implementation of future Avenue studies so that the Avenues "vision" can be realized more quickly and effectively".

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PG39.9>

In May 2011, Planning and Growth Management Committee (P&GM) directed that the scope of work for the Five Year Review of the Official Plan and Municipal Comprehensive Review include intensification along Higher Order Public Transit Routes, including Eglinton Avenue East and West.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PG5.2>

On November 8, 2011 P&GM adopted recommendations calling for the route of the LRT between Jane Street and Eglinton Avenue West and McCowan Road and Ellesmere Road to be endorsed for an Avenue Study, to be completed by the first quarter of 2014. P&GM also recommended that the Budget Committee make available the approved 2011-2012 City Planning Division Avenue Study capital funds for this purpose.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PG9.4>

On May 17, 2012, P&GM received a letter from Councillor Adam Vaughan advising the Committee that development potential and community services and facilities should be mapped in the areas of new transit lines, including the LRT. This would assist in ensuring adequate facilities are available to serve the denser development expected along these lines. P&GM referred the letter to staff for a report.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG14.12>

## **ISSUE BACKGROUND**

Metrolinx released a report entitled "The Big Move" in 2008 which included a Regional Transportation Plan (RTP). This report identifies "intensification corridors" – areas that will have upgraded transit services – as places to accommodate growth and development. The RTP directs municipalities to assess 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. It is also predominantly designated as an *Avenue* in the City of Toronto Official Plan. (Attachment 1)

Metrolinx has committed funding for the project and construction has started on the LRT, which will run along Eglinton Avenue from the vicinity of Black Creek Drive to the existing Kennedy Station on the Bloor-Danforth subway. As part of this project, the Scarborough Rapid Transit (SRT) line will also be converted to LRT and extended to Sheppard Avenue East and Markham Road. (Attachment 2)

In conjunction with the LRT project, the City Planning Division has assembled a dedicated staff group in the Transportation Planning section (the Team). The Team will undertake what is essentially an Avenue Study for Eglinton Avenue. Metrolinx has agreed to contribute \$1,332,000 over a two-year period to cover staff costs. The Team's is also leading the reviews of the Site Plans that have been or will be submitted for the underground stations on the line. The Team started work at the beginning of 2012 and has approximately two years to complete the project in the first quarter of 2014.

A portion of the City Planning Division's Avenue Studies Capital Budget for 2011 and 2012 is being used to retain consultants to assist with the Eglinton Planning Study. The Transportation Services Division will contribute to the cost of these consultants as Environmental Assessment work (see below) is integrated into the overall Planning Study.

## **COMMENTS**

## **Principles**

A number of issues relating to the Study were identified through public consultation. The Team has taken the ideas expressed by the public and incorporated relevant Official Plan and city-building policies to arrive at a number of principles that will guide its work over the next two years. The principles relate to the main components of the study as follows:

### **The Big Picture:**

Eglinton Avenue will become a street where:

- neighbourhoods are connected, and this accessibility will allow these neighbourhoods to enhance and share their character with each other and the broader city;
- local involvement in the day-to-day life of the street continues and grows stronger;
- area residents and businesses benefit from the LRT and the development it will bring; and
- sustainability guides the way the street develops.

### **Buildings and Land Use:**

The planning tools recommended by the Study will:

- creatively facilitate the transit-supportive intensification of residential and employment uses along Eglinton Avenue;
- respect the built-form of the existing neighbourhoods bordering Eglinton Avenue;
- recommend the co-ordination and timely delivery of the services, facilities and infrastructure necessary to support existing and new residents, businesses and workers;
- encourage a mix of uses and building types;
- recognize that Eglinton Avenue will change gradually;
- create an animated and high quality edge to the public space of the street; and
- protect and enhance heritage resources.

### **Streets and Sidewalks:**

The Environmental Assessment and Public Realm Concept Plan recommended by the Study will:

- reflect a complete street that supports and balances the needs of all users, of all ages and capabilities, year round;
- support safe and healthy use of all parts of the right-of-way;
- recognize that the street is a gathering place for communities; and
- provide a pleasant, green and comfortable environment for local residents, transit users and businesses.

### **LRT Station Design:**

The site planning of the at-grade portions of the underground LRT stations will:

- ensure that the plans and conditions reflect Official Plan and relevant City policies and these principles;

- follow established, effective processes; and
- contribute positively to the street and sidewalk environment.

### **Conducting the Study:**

The Team will:

- design and implement a consultation process that includes both traditional and web-based methods of outreach; and
- ensure that the study process, development and findings are accessible, clearly communicated and understandable by all.

## **Study Elements**

### **A Vision for Eglinton Avenue**

The Team is developing a Vision for Eglinton Avenue that will knit together the various elements and themes of the Study. Public input, City policies and experiences from around the world will inform the Vision. The Vision will become part of the on-going Story of Eglinton Avenue and will be expressed in the materials and recommendations produced during and at the end of the Study.

### ***Study Elements - Study Area***

The Team has looked closely at the Official Plan policies, neighbourhoods, built form, urban structure and right-of-way along the length of the LRT, including the Scarborough RT conversion and extension. This included walking, driving and biking Eglinton Avenue, in all cases from Weston Road to Kennedy Road.

The "Introduction to Eglinton" was a first step in understanding the context within which the future LRT line will run. With this context in mind and considering the resources available, the Team will be studying the section of Eglinton Avenue between Jane Street and Kennedy Station. Although the neighbourhoods adjacent to Eglinton Avenue will be considered during the Study, the Team will, for the most part, make recommendations only for the properties fronting on Eglinton Avenue and their immediate neighbours. However, the Focus Areas, Mobility Hubs and Enhancement Zones (see below) include properties that do not front on Eglinton Avenue and these will also be the subject of recommendations to Council. (Attachment 3)

The Team's work in the Yonge-Eglinton Centre (Eglinton Avenue between Duplex Avenue and Mount Pleasant Road) will be related to the street and sidewalks EA only, including the public realm plan. The City Planning Division will be reviewing development issues in this area in another process.

The Provincial Regional Transportation Plan identifies six "Mobility Hubs" along the line. Two of these (Mt. Dennis (Kodak lands) area and Kennedy Station area – see below) will not be part of the Study as they are subject to a complementary planning process led by Metrolinx and City Planning staff. (Attachment 3)

To facilitate analysis and study, the Study Area has been divided into various segments. For example, twelve areas have been defined for the purposes of the Community Facilities and Services study, whereas the Study Area has been divided into five sections for the purposes of public consultation.

Within the Study Area the Team's work is organized around three themes:

- Land Use / Built Form;
- Streets and Sidewalks / Environmental Assessment; and
- Station Area Site Planning

Each of these themes incorporates consultation and co-ordination with the public, interested parties, City Divisions and other governmental agencies.

The work accomplished to date and proposed to bring the Study to a conclusion in each of these areas of endeavour is presented below.

### ***Study Elements - Land use***

Most of the property fronting on Eglinton Avenue in the Study Area is designated Mixed Use Areas in the Official Plan. There are also areas with Apartment Neighbourhood, Neighbourhood and Employment Area designations. (Attachment 4)

Eglinton Avenue is also designated as a Higher Order Transit Corridor (Map 4 of the Official Plan) and is part of the Surface Transit Priority Network (Map 5 of the Official Plan).

Initial review has indicated that the existing Mixed Use, Neighbourhood and Apartment Neighbourhood designations are generally in line with the purposes of the Study, in that they can accommodate appropriate intensification.

The Team is reviewing two short sections of Eglinton Avenue that are currently designated Neighbourhoods (near Mount Hope Cemetery) or Apartment Neighbourhoods (near Bayview Avenue) to determine whether the goals of the Study would be advanced by redesignation to Mixed Use Area.

### ***Study Elements - Employment Areas***

There are four Employment Areas in the Official Plan that front on Eglinton Avenue in the Study Area. Not included in these four are the former Kodak lands at Black Creek Drive, which are part of the Mount Dennis Mobility Hub and will be the site of the Metrolinx Maintenance, Storage and Repair (MSR) facilities. (Attachment 6)

The four are:

- Leaside Industrial Park (south-east corner of Laird Drive and Eglinton Avenue)
- Don Mills (north side at Don Mills Road)
- Leaside Office Park (south side at Bermondsey Road)
- Golden Mile (south side between Pharmacy Avenue and Birchmount Road)

One of the principles guiding the Study is the need to preserve and enhance businesses and job opportunities along the line. The Team will give priority to exploring policies and mechanisms that maintain and increase employment activity in these areas.

Under the Provincial Growth Plan, employment lands may only be converted to non-employment uses as part of a Municipal Comprehensive Review (MCR), which is conducted every five years. In conjunction with the Five Year Official Plan Review the City is also undertaking a Municipal Comprehensive Review. City Planning will be reporting out separately on any proposed policy amendments to the Official Plan with respect to the employment land policies including the designations and conversion requests. In addition, the Reviews will address policy amendments to potentially permit consideration of conversion requests for City-initiated 'intensification corridor studies', even if such a study does not coincide with a MCR.

Determination of whether conversion may be appropriate requires considerable staff time to investigate the potential impact of residential development on existing employment uses. The Team conducted a preliminary review of the Employment Areas along the line. The Don Mills and Leaside Office Park (Bermondsey) areas appear to be functioning well and contain uses that may not be compatible with residential development. The part of the Leaside Industrial Park (Laird) close to Eglinton Avenue is still under preliminary review.

### ***Study Elements - Employment Areas – The 'Golden Mile'***

The Employment Area on the south side of Eglinton Avenue between Pharmacy Avenue and Birchmount Road is known as the 'Golden Mile'. The properties fronting on both sides of Eglinton Avenue East along this stretch are occupied, for the most part, by 'big box' and 'power centre' retail operations and automobile dealerships.

An application has been received from the owner of the property at the southeast corner of Eglinton and Pharmacy Avenues (1891 Eglinton Avenue East) to convert the lands, which are designated Employment Area, for residential purposes. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG13.6>. This application is the only request to convert employment lands to non-employment uses that has been received to date in Employment Areas along Eglinton Avenue. Conversion requests are still coming forward and may continue to be received until the Statutory Public Meeting to consider Official Plan Amendments for Employment Lands is held in 2013. At that meeting a recommendation will be made, as part of the OP Review report, on the request to change the designation of 1891 Eglinton Avenue East.

## **Study Elements - Built Form**

The Avenues and Mid-Rise Buildings Action Plan considered by Council in 2010 was expected to provide a basis for redevelopment along Eglinton Avenue. Since that time, the Team has done considerable preliminary work assessing the development potential of the Study Area, including modelling existing development. The Study Area has also been evaluated using criteria, including OP land use designations, lot depths, fragmentation of ownership, context and existing land use with respect to how mid-rise buildings might work along Eglinton Avenue.

The preliminary results are interesting and instructive. In the most general terms, the review found that:

- some parts of the Study Area have potential for limited or less intense redevelopment (e.g. Chaplin Crescent to Bathurst Street; Allen Road to Dufferin Street; Bayview Avenue to Don Mills Road; Don Valley Parkway to Victoria Park Avenue);
- sections of the corridor could support mid-rise redevelopment that reaches its full potential as defined in the Mid-Rise Performance Standards, (e.g. Caledonia Road to Keele Street, Mount Pleasant Avenue to Bayview Avenue, Victoria Park Avenue to Birchmount Road);
- inclusion of residential properties abutting the rear of lots fronting on Eglinton Avenue may be beneficial in permitting intensification in some areas with shallow lot depths (i.e. Dufferin Street to Caledonia Road; Chaplin Crescent to Duplex Avenue);
- some areas may support development that is somewhat more intense than that contemplated by the Mid-Rise Performance Standards (see Mobility Hubs and Focus Areas below); and
- the remaining sections could support mid-rise development in some places but not others

This preliminary analysis reinforces the fact that, in terms of both land use and built form, redevelopment and intensification along Eglinton Avenue will not be uniform but will occur in a variety of forms. It will also be gradual and incremental, as the market generates demand and land is assembled and becomes available.

The Team has also started investigating the impact of intensification on Community Services and Facilities (CS&F) and hard services (water, sewer, utilities).

## **Study Elements - Focus Areas**

As a result of the Team's preliminary review, six areas have been selected for further review to determine if they would be appropriate for height higher than typical mid-rise heights. These locations are termed Focus Areas. (Attachment 7) They are:

- the No-Frills supermarket site at the south-west corner of Black Creek Drive (this site may be part of the Mt. Dennis Mobility Hub and subject to a planning process conducted by Metrolinx and Etobicoke York District Planning staff)
- the West Side Mall site at Gabian Way
- the intersection of Dufferin Street
- the intersection of Bayview Avenue
- the intersection of Don Mills Road (except the north-west corner)
- the north side of the Golden Mile (Victoria Park Avenue to Birchmount Road)

### ***Study Elements - Mobility Hubs***

The development potential of the two of the Mobility Hubs (Mt. Dennis and Kennedy Station) along the LRT is under study by Metrolinx, with participation by District Planning staff and the Team (Attachment 7). While intensification in a Mobility Hub may be accommodated by Mid-Rise development, Metrolinx may also assess any potential to accommodate heights above typical mid-rise buildings. Development recommendations and land-use tools needed to permit appropriate development will be incorporated into the recommendations of the Eglinton study, if the results of those processes are sufficiently advanced when the Team makes their report.

### ***Study Elements - Streets and Sidewalks / Environmental Assessment***

The Study does not focus solely on the built form and intensity of development along Eglinton. It also will have recommendations for changes to the travelled portion of the road and sidewalk in the form of a Public Realm Plan (street furniture, trees, boulevard treatments), which is the second part of the Team's work. This will be developed for the whole Study Area, including Yonge-Eglinton and the Mobility Hubs (except as noted below).

Part of this work will be achieved through the completion of a Class Environmental Assessment Study for the segment of Eglinton Avenue where the LRT is underground. The EA will evaluate and identify alternative solutions to the removal of reserved bus/taxi and High-Occupancy Vehicle (HOV) lanes to determine the optimum configuration of the road (including number of traffic lanes, bicycle facilities, parking arrangements, width of sidewalks, etc.). This element of the work was not considered as part of the original Transit Project Assessment Study for the underground portion of the LRT.

It should be noted that the right-of-way cross-sections for the at-grade sections of the LRT were part of the original Assessment Study and will not be reconsidered in this EA. Having said that, as part of the public realm plan the Study may recommend minor changes that would not trigger a new or revised EA for the at-grade sections, such as separated bike lanes.

The purpose of the EA component is to prepare an Environmental Study Report (ESR). Approval of the ESR will enable construction of the reconfigured roadway and public realm as redevelopment and reconstruction of the right-of-way proceeds.

A Street Cross Section Working Group made up of representatives from all interested City Divisions has considered input received from the public and formulated principles that are reflective of the Study principles (see above) and specific to this element of the work. The guiding principles are:

- **Transformation** – recognize that enhanced transit service along Eglinton Avenue will encourage a modal shift from automobile to public transit.
- **Context Sensitivity** - recognize the differences in demand for transportation options along the corridor by applying innovative measures such as separated bike lanes, parking bays, etc.
- **Adaptation** - develop a cross-section that works with both existing and planned right-of-way widths.
- **Pedestrian Environment** – create a pedestrian-friendly environment, which is a necessary element in supporting transit.
- **Cycling Infrastructure** – provide improved accommodation for cyclists through the design of roads to recognize cycling as a viable mode of transport.
- **Automobile Capacity** - maintain a functional level of vehicular capacity to ensure that the street can continue its role as a viable transportation corridor, but do not increase vehicle capacity.
- **Automobile Parking** - provide parking to support retail activity recognizing that flexibility may be required to balance other objectives in the right-of-way.

### ***Study Elements - Station Area Site Planning***

The third element in the Team's mandate is LRT station area site planning.

Until recently the TTC has been acting as Metrolinx's agent for the design and construction of the LRT, including the tunnels, stations on the underground portion and stops on the at-grade portion. The Team has worked closely with TTC staff and their consultants on pre-application site planning for the six stations that have been designed so far (Keele, Caledonia, Dufferin, Eglinton West/Allen, Bathurst and Chaplin). For one station, Bathurst, the TTC has submitted a formal Site Plan Approval application on behalf of Metrolinx, which is in circulation.

The TTC has developed an Architectural Design Philosophy for the stations that is generally acceptable to City Planning staff. All of the designs submitted so far have shown stand-alone station buildings in plaza or landscaped settings. In some case this is appropriate, especially on small, constrained sites or where the open space presents an opportunity to improve local conditions. In others, the Team is cognizant of the need to build the entrances such that they can be incorporated into larger developments as intensification proceeds along the LRT line.

The submission of Site Plans for the stations presents an opportunity to make changes to the Eglinton Avenue right-of-way in the vicinity of the stations, as the street will be excavated for the whole area of the station. The construction area can extend for 100 metres or more. It is planned to reconfigure the streets and sidewalks to the City's specifications when they are reconstructed.

The Team has developed a protocol with City Planning District staff and staff of all the commenting Divisions and agencies. It provides for the review of these stations to be co-ordinated by the Team. The stations located within Mobility Hubs (Kennedy and Black Creek/Weston, see below) will be reviewed by District Planning staff for the area they are located . Public Open Houses for each of the six stations designed so far as well as their construction management plans have occurred. All of the stations have also been taken before the Design Review Panel and will be presented to that body again once revisions are made.

Out of the review process, some significant LRT-wide issues have been identified that are under discussion among City Planning staff and Metrolinx. Among these are:

- provision of sufficient bicycle parking,
- inclusion of escalators at busy secondary entrances, (all the stations have escalators and elevators at their main entrance)
- compensation for use of City parkland at certain stations
- proposals for "queue jump" lanes and bus lay-bys
- taxi stands and Passenger Pick-up and Drop-off (PPUDO) facilities
- inclusion of retail opportunities inside stations and along the street edge of station sites
- maintenance of landscaping and specialized paving at stations

### ***Study Elements - Co-ordination***

In a project of this scope, co-ordination is essential among all the participants and interested parties. The Team is in frequent contact with TTC and Metrolinx staff and their consultants. In addition, a Planning Reference Group has been set up which meets on a monthly basis. The members are drawn from all relevant sections of the City Planning Division. A Technical Advisory Committee (TAC) will be established soon.

The Team has also been actively involved with Major Capital Infrastructure Co-ordination (MCIC) staff who are working with all City Divisions and agencies involved with Metrolinx projects.

Interdivisional groups and working relationships, such as the Street Cross Section Working Group, work with Transportation Services on the EA and with Parks on the compensation issue, are undertaken as required.

Finally, two briefing sessions were held early in 2012 for Councillors whose ward boundaries include a portion of the line.

## ***Study Elements - Consultation***

Since the inception of the Study, the Team has maintained a web page on the City's website: [www.toronto.ca/eglinton](http://www.toronto.ca/eglinton). Relevant documents and links are posted and an email address is provided for input by interested people.

In May 2012, the Team held three Community Consultation Meetings along Eglinton Avenue, one at the Fairbank Community Centre on Dufferin Street, one at the Northern District Library at Yonge Street and one at the Hub at Victoria Park Avenue. The purpose of the meetings was to introduce the Study to the public and solicit input on the principles which should guide the Study.

These meetings included an array of boards explaining the project and soliciting comment using post-it notes, a presentation and a question and answer and comment period. The meetings were well attended by members of the public and Councillors. Considerable well-informed and constructive comment was received. The presentation can be viewed at

[http://www.toronto.ca/planning/eglinton/pdf/crosstown\\_ccm\\_may12.pdf](http://www.toronto.ca/planning/eglinton/pdf/crosstown_ccm_may12.pdf).

The majority of the community response centred on the street cross-section issue. A view heard repeatedly was that Eglinton Avenue should have bicycle lanes, separated from traffic if possible, along its whole length. Another common comment was that parking should be moved to convenient off-street locations (e.g. TPA lots, under buildings). With regard to built form and land use, participants generally welcomed intensification along Eglinton Avenue, including high-density development where appropriate. Often mentioned was the need to maintain and enhance employment in the Study Area so that Eglinton Avenue does not become a residential-only corridor.

In general, the public saw the LRT as a positive event and an opportunity to improve their communities and neighbourhoods. A summary of the input received to date is posted on the website at

<http://www.toronto.ca/planning/eglinton/eglintonplanningstudy.htm>.

To increase the reach of this first stage of the public participation program, Team members have also participated in most TTC Station Information Open Houses and Metrolinx events with a series of boards introducing the Study and inviting comment. Similarly, TTC and Metrolinx staff were present with information at the Team's community meetings.

## ***Study Elements - Request for Proposals***

As noted above, the City Planning Division's 2011-2012 capital budget for Avenue Studies has been allocated to engaging the services of a group of consultants to assist the Team with various aspects of the work. Funding from Transportation Services is also being provided for the EA element of the Study.

A Request for Proposals (RFP) was issued and three consortia provided bids. The successful bidder for this project was a group of consultants named Crosstown

Collaborative led by Brook McIlroy, planningAlliance and Antoine Grumbach & Associates. They started work with the Team in August.

The primary task of the consultant group will be to articulate the urban design and public realm vision, to identify the heritage resources of the Study Area and to assist with identifying implementation tools and heritage protection mechanisms. The public realm portions of the work will include a general concept plan, detailed streetscape plans for portions of the corridor, and fulfillment of the requirements of the EA. In support of the vision, the consultant team will also participate in the public consultation process, develop interactive web-based resources and provide overall project management.

## **The Way Forward**

### ***The Way Forward - Land use***

The Team will continue reviewing the land use designations in the Study Area in conjunction with other City Planning staff.

Heritage resources in the Study Area will be studied by the consultants, with involvement by staff of Heritage Preservation Services. The research may identify additional heritage properties and will recommend appropriate measures to protect and enhance these properties as redevelopment occurs along Eglinton Avenue, including additions to the Inventory of Heritage Properties.

### ***The Way Forward - Built Form***

The Team will continue to investigate the development potential of the properties fronting Eglinton Avenue and in the Focus Areas, with the assistance of the consultants.

A modelling exercise, to be undertaken by the consultants using the Mid-Rise Performance Standards, will assist in visualizing how intensification can be integrated into existing communities. It will also make it easier for residents, business people and all interested parties to understand how Eglinton Avenue might look as it redevelops.

A review of existing zoning in the Study Area will be undertaken, leading to proposals for zoning amendments to permit mid-rise development, where appropriate.

For the Focus Areas, the consultants may develop concept plans showing how the sites could support contextually appropriate development, which may be other than that contemplated by the Mid-Rise Performance Standards. For the Focus Areas with large properties (West Side Mall, Golden Mile) the consultants will also undertake a master planning exercise to come up with potential streets and blocks, which could include new parks and open spaces. Revised zoning for the Focus Areas will not be part of the recommendations of the Study.

The Team will continue to investigate the present and possible future demographics of the Study Area and particularly the Focus Areas. This work will inform the ongoing Community Services and Facilities study being undertaken by Planning staff and the need

for infrastructure improvements to support intensification. Consultation with the Major Capital Infrastructure Co-ordination group will help shape the capital works program of Toronto Water and other utility providers. Such planning will be particularly useful in implementing the streetscaping and public realm plans for the parts of Eglinton Avenue that are not reconstructed as part of LRT station construction.

### ***The Way Forward - Streets and Sidewalks/Environmental Assessment***

The Team and consultants will carry on work with a Technical Advisory Committee of City staff to refine the alternatives for allocating space for all the users of the Eglinton Avenue right-of-way. This group will also develop appropriate designs and street furniture for the public realm. This will involve applying the principles identified through the Working Group process; input from the public and interested parties; consideration of City policies, principles and objectives; and analysis performed as part of the EA process to come up with preferred street cross section alternatives for the underground section of the LRT plus a public realm plan for the whole Study Area.

The Team will also review whether the Planned Right-of-Way map in the Official Plan should be amended. The only area under consideration thus far is a short commercial stretch of Eglinton Avenue west of Laird Drive.

### ***The Way Forward - Station Area Site Planning***

Site Planning for the six underground stations already under consideration will continue, leading to finalized Site Plans. There are six more underground stations to come (Oakwood, Avenue Road, Mount Pleasant, Bayview, Laird and Don Mills).

Review of additional stations, in the Mobility Hubs (Black Creek/Weston Road and Kennedy), will be led by District staff as part of the Mobility Hub planning. Site planning requirements for the remaining Yonge-Eglinton station may be minimal as the existing subway entrances may also provide access to the LRT. The Team has yet to see up-to-date proposals for this station.

In addition, there are ten stops on the at-grade portion of the LRT. These stops are not subject to the standard site planning process and their functional design has been approved in the Transit Project Assessment Study (EA). The Team hopes to work with the stop designers to achieve an architecturally pleasing as well as function design for these facilities as part of the streets and sidewalks / public realm plan.

Recently, the Province of Ontario indicated that it intends to change the project delivery from TTC program management to a model using Alternative Finance and Procurement (AFP) Design Build Finance and Maintain (DBFM). The result of this decision is that Metrolinx will now have primary responsibility for managing station planning and construction for the LRT. The Team and senior City staff are working with Metrolinx to ensure an orderly transition and that an appropriate Site Planning process will be followed.

This change in responsibilities for the station designs may alter the application and review process. As the new schedule is implemented the Team will assess its ability to complete the Site Planning process for the underground stations by the end of its mandate in early 2014.

### ***The Way Forward - Consultation***

An expanded and integrated consultation process will start in late 2012. This program will be carried out with the assistance of the consultants. All aspects of the Study (Land Use, Built Form, Streets/Sidewalks and EA) will be addressed at each event, unless a need or desire is demonstrated to focus on one aspect of the Study. In particular, the Team will ensure that all points of contact and public notices required to fulfill the consultation requirements of the Municipal Class EA are completed.

Components of the consultation program as envisioned at this time include:

- At least three public meetings in each of five segments along the LRT, the segments designed to reflect communities of interest. These meetings will be organized so that every ward in the Study Area will have at least one meeting. The sessions will be facilitated by the consultant.
- Meetings with stakeholder and special interest groups, such as BIAs, resident, community and ratepayer associations, students, cultural associations, etc. These meetings will be the responsibility of the Team.
- Sessions involving owners of large redevelopment sites, and the development industry, such as BILD.
- A web –based element using the City's web site. An interactive approach is being investigated that will allow interested members of the public to provide their input and share ideas with each other.
- Participation in any TTC or Metrolinx sponsored meetings or other appropriate events.
- Links to the Study website on the TTC, Metrolinx and other relevant websites.
- Speaking engagements at the invitation of local groups.
- Email updates to our list of interested parties.
- A posted calendar of events.

More specialized consultation may be needed with individual property owners and community groups regarding findings and potential recommendations for conversion of an Employment Area to a designation permitting residential uses, should this aspect of the work go forward. Similarly, consultation will be required with the owners of properties identified as being of heritage interest.

All meetings and events will be publicized through the local Councillors' offices, community newspapers, local libraries and schools, on the City's web site, relevant public-interest web sites and to our growing list of interested parties. Mailings or mail drops are not anticipated at this time due to the size of the Study Area, except for notice of the Statutory Public Meeting which will consider any recommended Official Plan or Zoning By-law amendments.

## ***The Way Forward - Consultant / Scheduling***

The chosen consultant consortium started work in August. By the end of 2012 the consultants are expected to have completed their contribution to the Mid-Rise urban design vision and implementation strategy and the heritage component of the Study.

In 2013 the consultants will work on the EA, including the public realm plan, and Focus Area master planning. The consultant will also be working on consultation, presentation design and ongoing project management.

## ***The Way Forward - Deliverables***

A Final Report and Environmental Assessment Report will be presented to P&GM in the first quarter of 2014. The product will be highly graphic. It will highlight the Vision for the future of Eglinton and contain a summary and review of the Study and its findings.

The Report and EA will also contain recommendations on:

- draft Official Plan Amendments, if any.
- a draft Zoning By-law and potentially Performance Standards for the Study Area (including Mobility Hubs if possible) to implement increased development densities where appropriate and including "H" Holding provisions where necessary.
- a Streetscape / Public Realm Plan with a public art component.
- right-of-way cross-sections for Eglinton Avenue above the underground section of the LRT.
- additions to the Inventory of Heritage Properties and measures to protect and enhance the heritage resources of the Study Area.
- a Community Services and Facilities Review and Strategy, including parks and open space.
- a Section 37 Strategy that may assist in resolving existing or projected gaps in community services and facilities.
- other relevant issues that may arise during the Study

A Project Report will also be prepared for general distribution to the public and media. The Team intends to produce this material in an electronic media and web-friendly, highly illustrated graphic form. It is hoped that this type of presentation will spark interest among the media, public and development industry for this important initiative.

## ***The Way Forward - Future Phases***

The Team will not be able to make recommendations on some issues that have been identified to date in time for inclusion in the Final Report. These are:

- The usefulness of a Community Improvement Plan (CIP) for the Study Area in attracting new development.
- Zoning in the Focus Areas. Due to the size of these areas and the need for extensive public consultation, the Study will develop conceptual master plans for

- these areas at this time and a recommended process for the formulation of implementing Zoning By-laws in the future
- Built form and streetscaping for the parts of Eglinton Avenue west of Jane and east of Kennedy Station and for Avenues that intersect the Scarborough RT. This work will be undertaken in the future.

## **CONTACT**

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## **SIGNATURE**

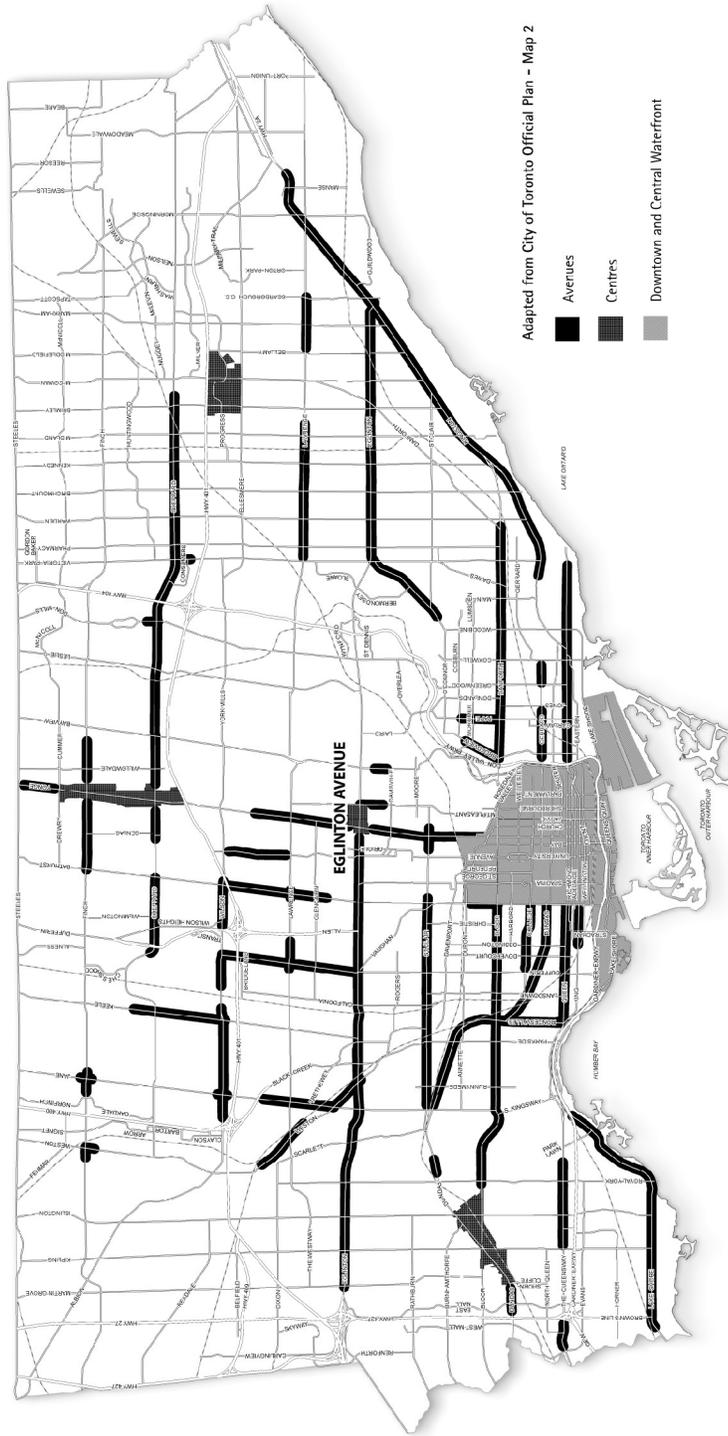
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Gregg Lintern, RPP, MCIP  
Acting Chief Planner and Executive Director  
City Planning Division

## **ATTACHMENTS**

Attachment 1: Urban Structure  
Attachment 2: Eglinton-Scarborough Crosstown LRT  
Attachment 3: Study Area and Exclusions  
Attachment 4: Official Plan Land Use Designations  
Attachment 5: Golden Mile Aerial Photograph  
Attachment 6: Employment Areas  
Attachment 7: Focus Areas and Mobility Hubs

# Attachment 1: Urban Structure



## Eglinton Planning Study

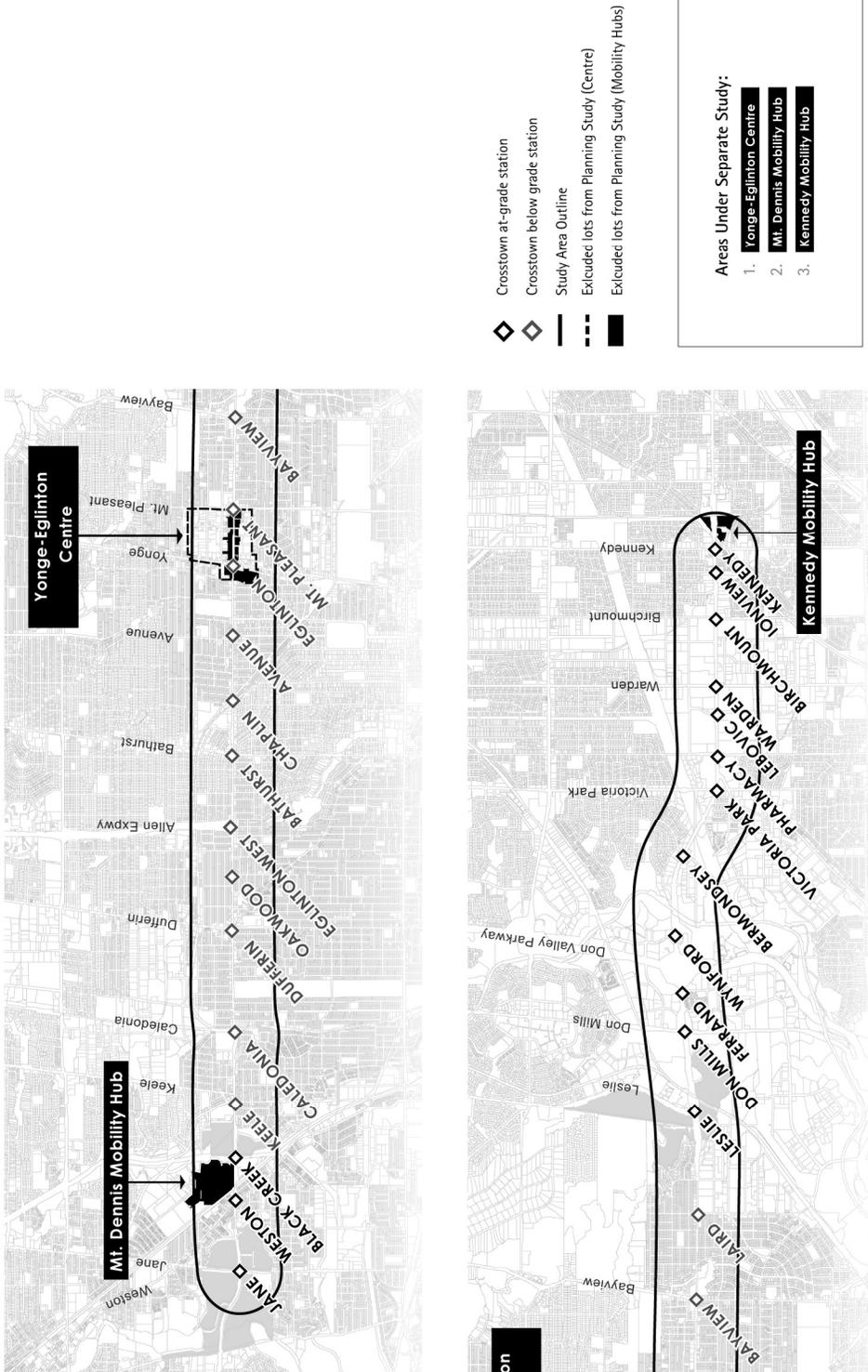
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## Urban Structure Attachment 1

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### Attachment 3: Study Area and Exclusions

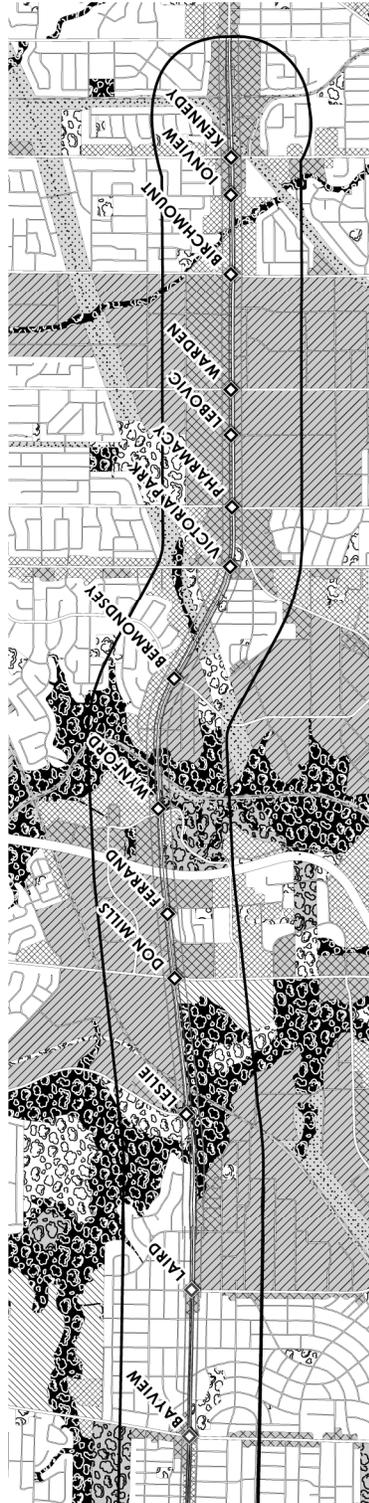


### Eglinton Planning Study

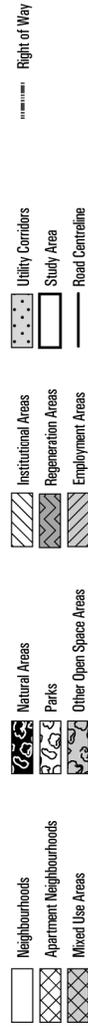
### Study Area and Exclusions Attachment 3

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# Attachment 4: Official Plan Land Use Designations



Adapted from City of Toronto Official Plan - Maps 14, 17 and 20



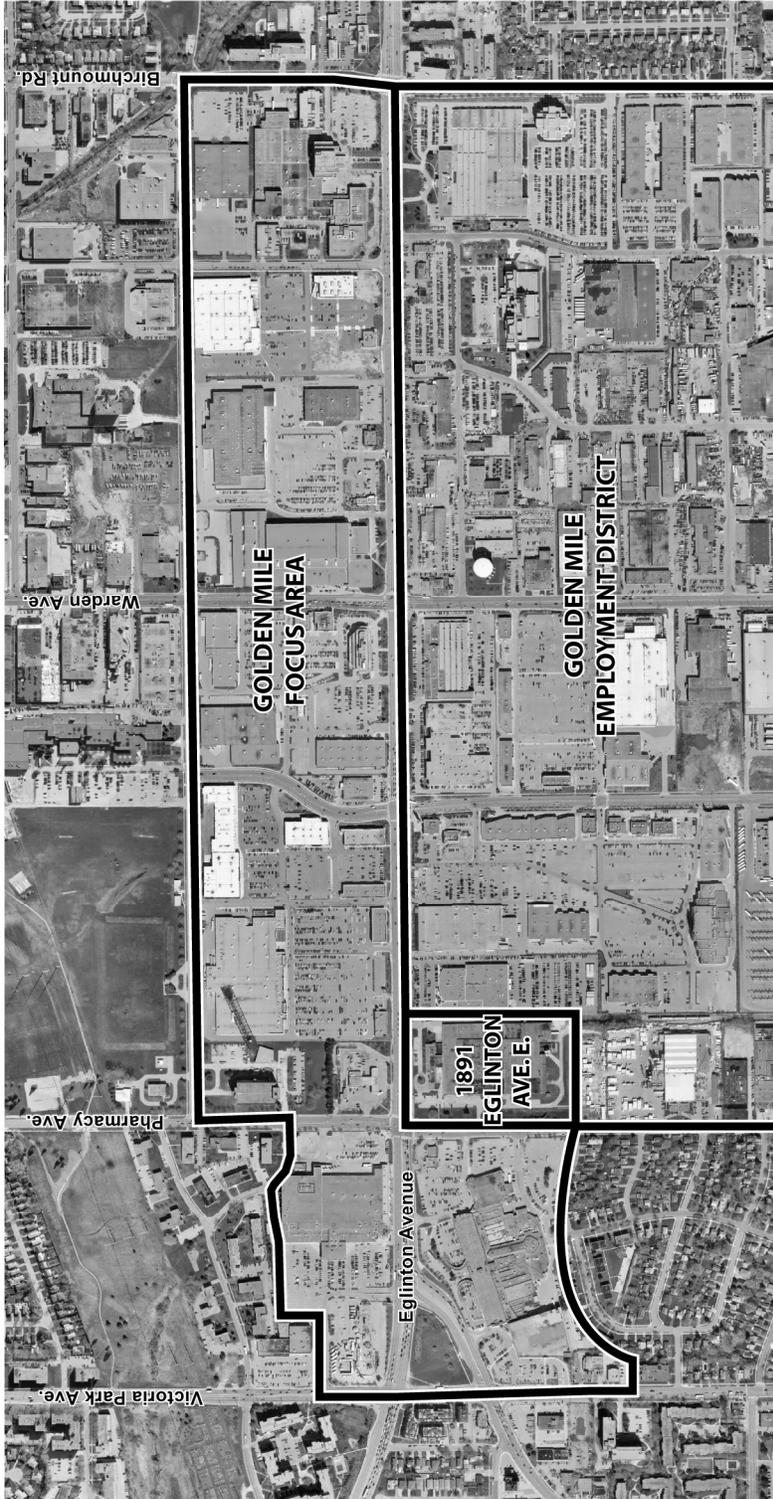
## Official Plan Land Use Designations Attachment 4

## Eglinton Planning Study

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# Attachment 5: Golden Mile Aerial Photograph



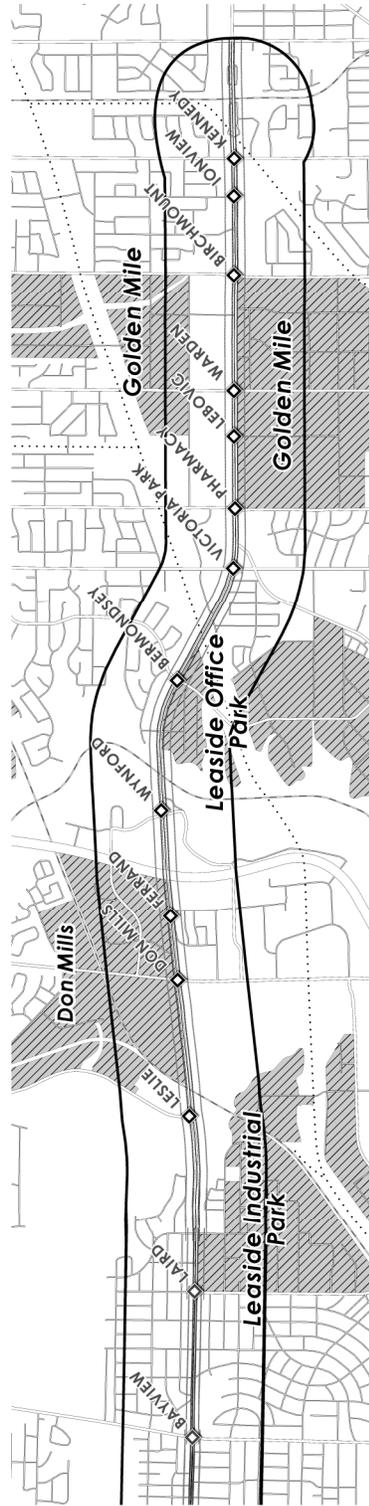
## Golden Mile Aerial Photograph Attachment 5

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## Eglinton Planning Study

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## Attachment 6: Employment Areas



Adapted from City of Toronto Official Plan - Maps 14, 17 and 20

-  Study Area
-  Road Centreline
-  Right of Way
-  Employment Areas

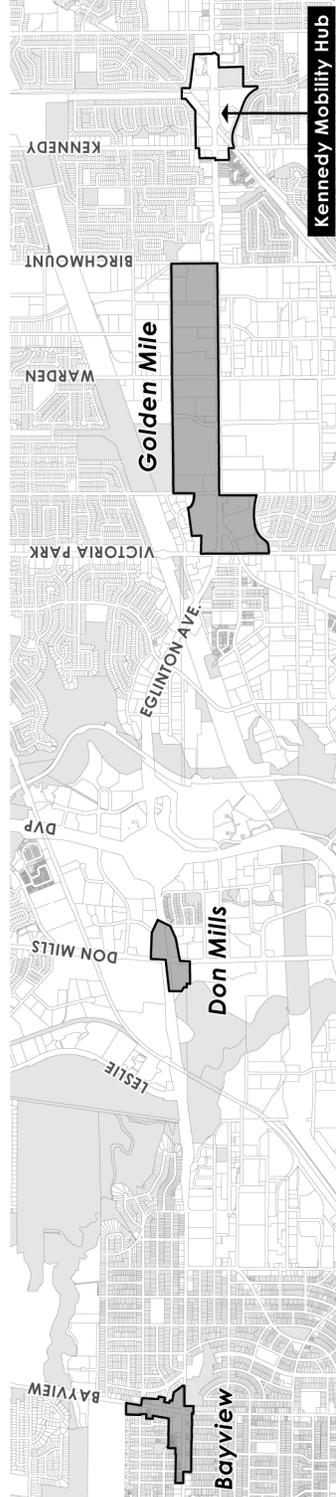
### Employment Areas Attachment 6

### Eglinton Planning Study

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**Attachment 7: Focus Areas and Mobility Hubs**



**Eglinton Planning Study**

**Focus Areas and Mobility Hubs  
Attachment 7**

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