

Eglinton West Planning and Streetscape Study - Final Report

Date: April 20, 2021

To: Etobicoke York Community Council

From: Acting Director, Community Planning, Etobicoke York District

Wards: Etobicoke Centre (Ward 2) and York South-West (Ward 5)

Planning Application Number: 20 212032 WET 02 TM

SUMMARY

This report presents the findings of the Eglinton West Planning and Streetscape Study that informs the future streetscape improvements and built form development and growth along Eglinton Avenue West, stretching from Mount Dennis to Renforth Station. This report recommends the majority of the findings be received for information as the Study was based on the 2010 approved Environmental Assessment of an at-grade LRT which differs from the current grade-separated LRT alignment under development.

The Eglinton West Planning and Streetscape Study follows the vision articulated by the 2014 Eglinton Connects Planning Study that established the initiative for the first phase of Crosstown LRT corridor. Through the Eglinton Connects Planning Study, Eglinton Avenue was identified as becoming "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 study formed part of a larger work program (Eglinton Crosstown and Proposed Extensions), led by the City of Toronto that included: a refinement and optimization of the surface LRT alignment; an in-depth examination of the Eglinton Avenue West/Martin Grove Road intersection; and an overarching Communications and Consultation Strategy. These projects were intended to articulate a clear direction for future implementation.

The Eglinton West Planning and Streetscape Study commenced in May 2018 and focused on the Eglinton Avenue West corridor having a boundary of 600 m wide and 9.2 km long (stretching from Mount Dennis to Renforth Station). The City retained the consulting firm of Perkins + Will to lead the Eglinton West Planning and Streetscape Study based on the approved Environmental Assessment of an at-grade LRT. The objective of this Study was to develop a streetscape and public realm plan (including a built form analysis), identify an appropriate built form and implementation strategy, including recommendations and opportunities for further studies and/or analysis if required.

The Study undertook a thorough analysis of the existing conditions along the corridor which included an overview of the building typologies and built form, development patterns, mobility networks, open spaces, demographic context and both natural and built heritage attributes. The deliverables from this analysis were supported by a series of segment profiles, a cultural and natural heritage analysis, an access and commuter parking study and consultation with key stakeholders.

Nearing the final stages of this Study, in March 2020, Metrolinx announced the commencement/timeline for a fully grade-separated LRT, now referred as the "Eglinton Crosstown West Extension" which differs from the at-grade LRT that formed the basis of the Eglinton West Planning and Streetscape Study. This new transit line is to be an extension of the Eglinton Crosstown LRT and would include alignments that would be primarily underground, with some sections elevated (Jane Street and Scarlett Road) and at-grade (Renforth Road/Commerce Boulevard). It would include seven stops (Jane Street, Scarlett Road, Royal York Road, Islington Avenue, Kipling Avenue, Martin Grove Road and Renforth/Commerce). The completion of this new transit infrastructure is targeted for 2030/31. Further studies are required to be completed as the streetscape improvements included in this Study were not designed to accommodate the underground LRT alignment. In addition, further analysis of the future LRT stations is required to better understand the feasibility of the concept plan as well as how the design direction from this Study can be executed.

While the transit vision for this segment of Eglinton Avenue has changed, many of the Study findings can still be applied to future work and analysis along this corridor, particularly in relation to potential Transit-Oriented Development (TOD) and the siting of station facilities and tunnels. The Study concluded that while *Mixed Use Areas* can accommodate more density, there is limited potential for significant growth and development or land use change in the corridor; existing mature woodlots should be retained and protected; and there is a need for streetscape improvements along this stretch of Eglinton Avenue West as well as enhancements to the street crossings. In addition, there are 5 potential cultural heritage landscapes and 19 buildings that have been identified as being significant mid-20th century modern buildings that are in need of further study.

It is recommended that City Council direct staff to use the Eglinton West Planning and Streetscape Study when undertaking Capital Projects and reviewing development applications within this study area.

This report also recommends that City Council amend the Official Plan to redesignate the existing woodlots at 4560 Eglinton Avenue West (including a portion of the abutting parcel of land to the south) and 4760 Eglinton Avenue West to *Parks and Open Space Areas - Natural Areas*. Staff note this land use designation permits public transit development.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands municipally known as 4530, 4560, 4600 and 4760 Eglinton Avenue West, substantially in accordance with the Draft Official Plan Amendment attached as Attachment 1 to this report.
2. City Council direct City staff to use the Eglinton West Planning and Streetscape Study (prepared by Perkins + Will and dated January, 2020), included as Attachment 2 to this report, when undertaking Capital Projects and reviewing development applications within the study area.

FINANCIAL IMPACT

The City Planning Division confirms there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

DECISION HISTORY

Decision pertaining to lands along Eglinton Avenue West Corridor

At its meeting of May 17, 2011, City Council adopted the recommendations outlined in the report titled Transfer of Properties to Build Toronto and Declaration of Surplus - Second Quarter 2011 (Item GM3.21) dated April 14, 2011. This report recommended three properties along the north side of Eglinton Avenue West from Richview Park to Wincott Drive for transfer to Build Toronto (currently CreateTo) for development purposes. They included: one property at the northwest corner of Eglinton Avenue West and Widdicombe Hill Boulevard; a second property north of Eglinton Avenue West, east of Widdicombe Hill Boulevard; and a third property north of Eglinton Avenue West, Kipling Avenue to Wincott Drive.

The proposed transfer excluded 4760 Eglinton Avenue West, an existing woodlot which would be retained in City ownership for preservation. The proposed transfer also excluded a 4.2 m strip of land along the north limit of Eglinton Avenue West required to achieve a 45 m right-of-way as identified in the Official Plan for this section of Eglinton Avenue.

The report can be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.GM3.21>

At its meeting of March 31, 2016, City Council adopted the recommendations outlined in the report titled Developing Toronto's Transit Network Plan: Phase 1 (Item EX13.3) dated March 3, 2016. City Council also directed the Chief Planner and Executive Director, City Planning to commence a comprehensive planning framework review for the Eglinton Avenue West corridor from Mount Dennis to the Etobicoke Creek to

articulate the future of this linear tract and catchment area, along with an integrated approach to the community's long term vision, such review will:

- Build upon and extend the work of Eglinton Connects and the Mount Dennis Nodal Study, and better inform land use, transportation and transit planning with an aim to define specific future growth potential;
- Include, but not be limited to, Official Plan designations, zoning bylaws, Avenue overlays where they exist, a market feasibility study, nodal opportunities, roads, infrastructure and public realm associated with transit and transportation infrastructure investments, and an enhanced public communication and consultation process; and
- Incorporate Eglinton Avenue West itself, and significant points of potential such as plazas, apartment lands infill sites, and under-utilized sites within 750 metres of transit along the avenue.

The report and Council decision can be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX13.3>

Eglinton Crosstown LRT Environmental Project Report (2010)

In 2010, an Environmental Assessment (EA) was completed by the City of Toronto and the Toronto Transit Commission (TTC) for the Eglinton Crosstown LRT on Eglinton Avenue from Kennedy Station in the east to Pearson Airport in the west. This study recommended that bus services along Eglinton Avenue be replaced by Light Rail Transit (LRT) with electrically-powered light rail vehicles operating in a designated right-of-way in the centre of the street, with a 10.5 km tunnelled section from Black Creek Drive to Brentcliffe Road. The project received funding from the Province of Ontario and Metrolinx assumed responsibility in 2012. Due to funding constraints, the project was split into two phases.

- Phase 1 stretches 19 kilometers from Kennedy Station to Weston Road and is currently under construction with expected completion by 2021.
- Phase 2 of the project, and the subject of the current study, was a surface LRT between Mount Dennis Station and Pearson Airport, with 14 stops along Eglinton Avenue, and another 3 additional stops in a segment that leads into the airport. The EA did not establish an alignment on the Pearson Airport property, deferring this to future work.

The report can be viewed here:

<http://thecrosstown.ca/theproject/reports/EglintonCrosstownLRTEnvironmentalProjectReport>

Eglinton Crosstown Light Rail Transit, Environmental Project Report Addendum (2013)

The Addendum focused only on changes to the 2010 EPR between Jane Street and Keele Park. This included: a revised LRT alignment between Jane Street and Keele Park as a completely grade-separated LRT alignment with an underground station at Mount Dennis; revised track alignment connecting the LRT mainline and the

proposed Black Creek Maintenance and Storage Facility; consolidation of the Weston Stop and the Black Creek Stop into a new underground Mount Dennis LRT Station; new passenger tunnel connection under the GO Transit Kitchener Rail and Canadian Pacific Railway (CPR) corridors; proposed Black Creek Maintenance and Storage Facility at Mount Dennis; and a proposed 15-bay bus terminal and Passenger Pick Up and Drop off at the Mount Dennis LRT station. The report can be viewed here: <http://www.toronto.ca/legdocs/mmis/2013/ex/bqrd/backgroundfile-57606.pdf>

Eglinton Connects Planning Study (2014) (Eglinton Connects)

The City of Toronto undertook the Eglinton Connects Planning Study (Eglinton Connects), a comprehensive study for the Eglinton Crosstown LRT corridor, to identify the challenges and opportunities presented by the transit project. The study included the 19 km portion of Eglinton Avenue from Jane Street to Kennedy Road. The study provided a vision and 21 comprehensive planning recommendations for the corridor and included a public realm and streetscape plan, a transportation study and coordinated review of the Crosstown Station plans. It also resulted in City Council approval of Site and Area Specific Policies (SASPs); as-of-right zoning for mid-rise buildings over many kilometres and hundreds of properties; urban design guidelines; and land use designation changes. The report can be viewed here: <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=0f8e86664ea71410VgnVCM10000071d60f89RCRD>

The established vision from Eglinton Connects has been applied to the Eglinton West Planning and Streetscape Study (based on the 2010 Environmental Assessment for the surface alignment). The study has evaluated, considered and incorporated, where appropriate, the principles, themes, vision and 21 recommendations of the Eglinton Connects study in order to achieve consistency in identity along this entire *Avenue*.

Eglinton West LRT Extension – Initial Business Case (July 2016)

Building on the outcomes of the Western Feasibility Study, Metrolinx, in coordination with the City of Toronto, developed an initial business case analysis to advance the SmartTrack concept, and to provide improved access for Toronto residents to rapid transit and help connect major employment nodes. The initial business case analysis for the Eglinton West LRT Extension concluded that an LRT with between 8 to 12 stops was preferred and recommended further work to the approved Environmental Assessment for the Eglinton West LRT Extension from Mount Dennis to the Mississauga Airport Corporate Centre (MACC) and Pearson Airport to optimize the LRT design. The report can be viewed here: <http://www.toronto.ca/legdocs/mmis/2016/ex/bqrd/backgroundfile-94621.pdf>

Eglinton Crosstown West Extension (2019/2020)

In April 2019, the province announced its new Subway Transit Plan for the GTA that included four priority transit projects: the new Ontario Line; a three-stop Scarborough Subway Extension; the Yonge North Subway Extension; and the Eglinton Crosstown West Extension (previously referred as the Eglinton West LRT Extension). The Eglinton Crosstown West Extension would extend the Eglinton Crosstown Light Rail Transit

project (future Line 5), currently under construction, by 9.2 km from Mount Dennis Station to Renforth Drive.

In February, 2020, Metrolinx issued an updated Initial Business Case for the Eglinton Crosstown Extension, which can be viewed here:

http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-02-28_ECWE_IBC.PDF

In March 2020, the province announced the Extension would include seven stops (Jane Street, Scarlett Road, Royal York Road, Islington Avenue, Kipling Avenue, Martin Grove Road and Renforth Road/Commerce Boulevard). Its alignment would be mainly underground (Martin Grove to Royal York Road), with both elevated (Jane Street and Scarlett Road) and at-grade sections (Renforth/Commerce).

On August 5, 2020, the province announced it had shortlisted teams to advance tunnelling work on the Eglinton Crosstown West Extension project with contracts to be awarded in mid-2021.

STUDY BACKGROUND

In May 2018, the City retained the consulting firm of Perkins + Will to lead the Eglinton West Planning and Streetscape Study. The study focused on the Eglinton Avenue West (Eglinton West) corridor having a boundary of 600 m wide and 9.2 km long (stretching from Mount Dennis to Renforth Station). The established vision from the Eglinton Connects Planning Study (Eglinton Connects) was applied to the Eglinton West Planning and Streetscape Study that assumed an at-grade LRT concept, consistent with the 2010 Environmental Assessment. The study evaluated, considered and incorporated, where appropriate, the principles, themes, vision and 21 recommendations of the Eglinton Connects Study to achieve consistency in identity along the entire Eglinton Avenue corridor.

STUDY OBJECTIVES

The objectives of the Eglinton West Planning and Streetscape Study were:

- To establish and visualize a detailed approach to the design of the corridor's streetscape and public realm, co-ordinated with a built form analysis and vision, consistent with the vision from Eglinton Connects while promoting opportunities to embrace each area's unique character; and
- To identify areas where change should be anticipated and encouraged, to begin planning for that change by demonstrating the potential and, when appropriate, recommending future study to produce policies and guidelines to direct and manage growth.

The Study findings and recommendations were to support a multi-modal transportation network that includes the LRT's extension along Eglinton Avenue West from Mount Dennis to the Renforth Station based on an at-grade LRT alignment.

The Study identified segments along the Eglinton West LRT Corridor and created profiles for each area based on their potential for development and/or enhancements to the public realm, and then prioritized each segment for further in-depth analysis. Consultation with landowners, area residents and stakeholders informed the vision for the segments developed through this Study.

Study Components

The Study was comprised of a number of components that were used to evaluate and analyze the existing conditions and potential opportunities/improvements along this corridor. These include:

- Area Context and History;
- Vision (themes based on Travelling, Greening and Building);
- Consultation Process;
- Existing Conditions (as it relates to the themes of Travelling, Greening and Building);
- Corridor Segments;
- Design Moves;
- Conceptual Streetscape Plan;
- Built Form Study;
- Cultural Heritage Resource Review;
- Natural Heritage Study;
- Multi-Modal Access Plan and Commuter Parking Study; and
- Martin Grove Lands Potential Development Valuation Report.

AREA CONTEXT AND HISTORY (refer to Study Volume 1 - pages 14 & 15)

- Geography: The area is characterized by various grade changes alongside natural features including the Humber River Valley system and Eglinton Flats or Rich "view" at the highlands next to the Humber River.
- 1850s: Eglinton Avenue was the fourth concession road located at the rural edge of the City that provided an east-west connection to a number of diverse neighbourhoods.
- 1870s: The Kodak Factory commenced production and residential communities emerged to house the workers. Early suburban expansion occurred on Scarlett Road, through the Scarlett Woods golf course and west along Eglinton Avenue, including key heritage resources such as the Mary Reid House.
- 1950s: Eglinton Avenue was to be a core link for regional vehicular travel (the Richview Expressway was to be an extension of Highway 403 from Mississauga) which caused changes in character, development activity and roadway width. While a section of Eglinton Avenue was widened, the expressway was never built.
- 1960s: The majority of the neighbourhoods north and south of Eglinton Avenue West were developed within a short period of time. These planned neighbourhoods

included detached dwellings and apartment buildings as well as parks, schools, institutional buildings, commercial plazas and places of worship.

- Present: The reurbanization of Eglinton Avenue continues, with new developments adding to the vibrancy of the Avenue. The proposed extension of the LRT is to provide greater connectivity and a direct link to Pearson International Airport.

VISION (refer to Study Volume 1 - pages 12 & 13)

The themes which emerged from Eglinton Connects were utilized to frame this Study. These themes include:

- Travelling: Eglinton Avenue has historically accommodated a diverse range of mobility. While automobile travel has occupied a large amount of space in the corridor, significant numbers of transit users, cyclists and pedestrians also use the corridor. The introduction of the LRT provides an opportunity to upgrade Eglinton Avenue West to provide safe, efficient and accessible multi-modal travel for all.
- Greening: Eglinton Avenue West is characterized by a generously wide green landscaped boulevard area which includes a mix of natural and man-made features. This green character will serve as the foundation for the identity of Eglinton Avenue West. Enhanced streetscapes, planting, woodlots and rain gardens will provide critical amenities to the surrounding neighbourhoods.
- Building: A critical analysis of the existing built form context will reveal not only the potential for new development, but where opportunities exist for redevelopment, adaptive reuse, infill, gaps in the built form resulting in new mid-block connections, and/or new public spaces. The transformation of the built environment will respond sensitively to the public realm and open space.

CONSULTATION PROCESS (refer to Study Volume 1 - pages 10 & 11)

An extensive consultation process was undertaken as part of the Study that included the creation of a Technical Advisory Committee and a Stakeholder Advisory Group, as well as conducting a visioning workshop, walking tour, bus tour and various meetings with the public, landowners and agencies and other engagement strategies.

On May 16, 2018, the Visioning Workshop provided an opportunity for the consultant team (Perkins + Will) and municipal staff (from various City Divisions) to engage and collaborate at the initial stages of the Study. The themes were organized around the structure and vision from the Eglinton Connects Planning Study. The focus of discussion was based on the preliminary analysis of the corridor which informed the boundaries of the six corridor segments. Participants identified strengths, weaknesses and potential opportunities for each of the segments.

On July 5, 2018, the Technical Advisory Committee (TAC), comprised of project team members and municipal staff and other agencies such as the Toronto Transit Commission (TTC) and the Toronto and Region Conservation Authority (TRCA), gathered to discuss four focus areas:

- Natural heritage and water management;
- Mobility and cycling network;
- Placemaking around transit stops; and
- Building opportunities and constraints.

The discussions ranged from site-specific opportunities and constraints to overall requirements for coordination and next steps. This TAC also convened on October 15, 2018 and January 24, 2019 as the study progressed into its final stages.

On July 18, 2018, the Stakeholder Advisory Group (SAG), including various residents associations, Councillors and Ward representatives and community working group members, met to provide input into the Study. There were two breakout workshop sessions which focused on issues and opportunities within each of the six segments to identify segment-specific character and emerging visions. The minutes from this meeting can be viewed in Volume IV of the Study on pages 364 to 383.

On August 1, 2018, a walking tour was hosted by Perkins + Will and City staff. This tour commenced in the Mount Dennis area and travelled westbound along the Eglinton Avenue West corridor. Participants were encouraged to ask questions, analyze and study the area using the three themes of Travelling, Greening and Building. This tour provided an opportunity for the general public to engage with the project team, City staff and staff from other agencies and also allowed the project team to consider better connections to the surrounding neighbourhoods.

On September 25, 2018, a bus tour was held to gather further input from the community related to the next phase of the study, the design phase. This tour commenced at the Renforth Gateway Station and travelled eastbound. There were four activities planned along the Eglinton Avenue West corridor which included:

- A walk under the highway interchange to discuss safety and comfort;
- An on-site workshop to visualize the potential reconstruction of the street and its impact on the public realm;
- A brainstorming session on how heritage assets like the Mary Reid house could contribute to the community; and
- A demonstration of how mixing zones and intersections could be redesigned for safety and efficiency.

The handouts that were provided at both tours can be viewed in Volume IV of the Study on pages 388 to 405.

On November 7, 2018, a meeting was held with the Toronto Transit Commission Advisory Committee on Accessible Transit (ACAT) to allow the consultants and City staff to gather input on mobility challenges and decisions affecting accessible transportation along the Eglinton Avenue West corridor. The discussion topics included:

- Accessibility of transit facilities;
- Navigation around transit stops;

- Platform design; and
- Designing for protected intersections.

The feedback from this meeting was used to inform the accessibility components of this Study. The minutes of this meeting can be viewed in Volume IV of the Study on pages 384 to 386.

On December 11, 2018, Planning staff, along with the consultant team, met with area landowners to discuss the study area and any development opportunities along this section of the Eglinton Avenue West corridor.

On February 25, 2019, a Public Meeting was held to engage, inform and receive feedback from the general public.

On April 12, 2019, the Eglinton West Planning and Streetscape Study, in draft form, was reviewed by the City's Design Review Panel. The minutes are available online and can be viewed here:

<https://www.toronto.ca/wp-content/uploads/2019/07/919c-UrbanDesign-DesignReviewPanel-MtgMinutes-12Apr2019v3.pdf>

The Panel noted the "rare and powerful opportunity to blend public transit and landscape", while understanding the challenges that are facing the City in implementing LRTs and surface transit more effectively than has been achieved to-date. The consultants considered and pursued the comments of the Panel as they advanced the Study to completion.

In addition to the events listed above, a series of creative consultation strategies were undertaken to obtain information from various groups that were unable to attend the public meetings. These strategies included:

- Bus stop handouts;
- On-line video;
- School visits;
- Library pop-ups; and
- Social Pinpoint Online Tool (feedback can be review in Volume IV of the Study on pages 334 to 363).

Further, it should be noted that City staff had weekly progress conference calls, as well as numerous in-person meetings with the consultants.

EXISTING CONDITIONS (refer to Study Volume 1 - pages 16 to 57)

Using the three themes of Travelling, Greening and Building from the Eglinton Connects Planning Study, an analysis of the existing conditions was undertaken to gain an understanding of the study area and characteristics. Within each theme, key opportunities, constraints and characteristics were identified.

Travelling

Commuting

- 66 percent of residents that reside along the Eglinton Avenue West corridor commute to work by car.
- 30 percent of residents that reside along the Eglinton Avenue West corridor commute to work by public transit.
- 25 percent of the commuters take over an hour to get to work.

Network

- The TTC provides frequent north-south service along Martin Grove Road, Kipling Avenue, Islington Avenue, Royal York Road, Scarlett Road and Jane Street.
- TTC route 32 Eglinton West provides service along Eglinton Avenue West, between Renforth Station and the Eglinton Subway Station (Line 1 Yonge-University).
- The rail corridor to the east parallel to Weston Road serves Weston Station, providing connections to the Union-Pearson Express line and the GO Transit Kitchener Line.

Walkability

- The Eglinton Avenue West corridor has few mid-block pedestrian connections/infrastructure as the corridor was planned to accommodate the Richview Expressway.
- This corridor lacks accessible sidewalks, adequate buffers between pedestrians and vehicles, and appropriate lighting and supportive streetscape elements (e.g. benches).
- Intersection crossings along this corridor occur frequently. However, given the wide profile of the Eglinton Avenue West right-of-way, it poses barriers (e.g. signal timing) for walkability for various users, especially seniors.

Active Transportation

- An existing multi-use path runs along the south side of Eglinton Avenue West providing an east-west cycling connection.
- Existing bike trails run along the Humber River, Mimico Creek (around Gladhurst Park) and a number of other green open spaces.
- On-street bike lanes only exist on Royal York Road, however, On-Street Bikeway Design guidelines are expected to upgrade intersection standards.

Street Widths

- The Official Plan identifies this portion of Eglinton Avenue West as having a right-of-way width (measured from property line to property line) of 45 m.
- The existing right-of-way width varies between segments that are 26 m wide and segments that are over 50 m wide.
- City-owned lands located adjacent to the right-of-way (on the north side of Eglinton) were previously earmarked for the Richview Expressway.
- New townhouse developments, woodlots and historic heritage properties currently exist along the Eglinton Avenue West frontage with generous setbacks.

Overall, regional connections were identified as a key need for the residents along this corridor. With enhanced local and regional transit, efficient roadways and better multi-modal connections, commuting times could be minimized. In addition, the number and frequency of stops would be reduced with the introduction of the LRT, providing for faster, more efficient service. Further, the 2016 Council-approved Cycling Plan has proposed a comprehensive bike network for this corridor that would ensure increased north-south connections for cyclists.

Greening Eglinton

- **Parks and Open Space:** The Eglinton Avenue West corridor has a high ratio of open space, well served by Eglinton Flats, Richview Park, West Deane Park and smaller parkettes such as Lloyd Manor Park and Warrender Park. In addition the green corridor of Mimico Creek runs through the area.
- **Woodlots:** The Eglinton Avenue West corridor contains heavily wooded areas, in addition to parks and open spaces and natural areas. These wooded areas add to the unique character of this corridor and should be protected. Currently, these areas are designated *Neighbourhoods* or *Apartment Neighbourhoods* in the Official Plan.
- **Natural Heritage:** A natural heritage investigation was conducted based on information obtained by the Ministry of Natural Resources and Forestry, the City of Toronto and the Toronto and Region Conservation Authority (TRCA). The City of Toronto Official Plan designates the lands located along the Mimico Creek, Humber River and Black Creek as *Natural Areas*. In addition, Mimico Creek, Silver Creek, Humber River and Black Creek are included as components of the City of Toronto Natural Heritage System. Further, the City of Toronto Ravine and Natural Feature Protection By-law applies to several natural areas located along Eglinton Avenue West including: Mimico Creek; Silver Creek; Lower Main Humber River/Eglinton Flats/Fergy Brown Park; and Black Creek. These areas are also regulated by TRCA under Ontario Regulation 166/06, Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses.
- **Street Tree Canopy:** The existing large mature trees are an important characteristic along the Eglinton Avenue West corridor.
- **Topography and Views:** The existing grade changes throughout the corridor offer opportunities for visual interest and views, however, they also create accessibility challenges. This section of the Eglinton Avenue West corridor contains natural features, including parks, open spaces, natural areas and woodlots which contribute significantly to the character of the area.
- **Utilities:** Services such as hydro, sanitary, storm and water exist within the corridor area. However, the need for upgraded/new services would be assessed and analyzed through the process of new development to better understand the impacts and potential implementation requirements.

Building Eglinton

Land Use and Urban Structure

- The majority of lands along this corridor are designated *Neighbourhoods*. However, there are a few parcels that are designated *Apartment Neighbourhoods* as well as *Mixed Use Areas*. This corridor also has sites designated *Parks and Open Space Areas* (Natural Areas and Parks). A Green Space System is also scattered along the corridor and located between long stretches of areas designated *Neighbourhoods*.
- The segment of Eglinton Avenue West from Martin Grove Road to Scarlett Road, and continuing eastward from Weston Road, is an *Avenue*.

Building Types and Heights

- Detached, semi-detached, townhouse and stacked townhouse dwellings (4-storeys or less) are located north and south of this corridor.
- Clusters of apartment buildings in the form of "towers in the park" are located fronting this segment of the *Avenue*. These towers have significant front yard setbacks which contribute to the green character of the area. There are also generous separation distances maintained between towers.
- New developments in the form of tall buildings, mid-rise buildings and townhouses, are proposed or recently constructed along the corridor. It should be noted that 67% of the total population live in detached dwellings, townhouses or apartments with less than 5-storeys, whereas 33% of the population live in apartment buildings typically taller than 12-storeys. In addition, 35% of the occupied dwellings have 3 or more bedrooms.
- Institutional buildings (schools and religious buildings) are evenly distributed throughout this corridor.

Neighbourhood Improvement Areas

- There are 12 Neighbourhood Improvement Areas within this corridor (West Humber-Clairville, Kingsview Village-The Westway, Willowridge-Martingrove-Richview, Humber Heights-Westmount, Edenbridge-Humber Valley, Princess-Rosethorn, Eringate-Centennial-West Deane, Brookhaven-Amesbury, Keelesdale-Eglinton West, Rockcliffe-Smythe, Beechborough-Greenbrook and Mount Dennis) of the City's 140 NIAs that were developed to assist government and community agencies with local planning.

Neighbourhood Destinations and Gateways

- Schools, places of worship, retail hubs and community gathering areas currently exist along this corridor.
- Existing entry points into the area include the travelling experience under the highway interchange past Mimico Creek as well as the area of Eglinton Flats.
- The Toronto District School Board (TDSB) has implemented its Traffic Safety Program (TSP) to support active, safe and sustainable transportation for students to and from schools which are important daily destinations for children and youths.

Listed Heritage

- There are 5 listed properties within this corridor, under Part IV of the *Ontario Heritage Act*. These include: the Richview Cemetery (opened in 1853 and designated in 2004); the La Rose House; the Mary Reid House (built in 1939 and

designated in 2006); Scotiabank (1151 Weston Road); and the residence/house at 30 Norgrove Crescent.

Modern Heritage

- There are 19 buildings that have been identified as being significant mid-20th century modern buildings and are in need of further study. These include (but are not limited to): St Matthias' Anglican Church; Richview Collegiate Institute; Royal York Medical Centre; Central Etobicoke High School; Richview Public Library; and Metro Royal York Plaza.

Etobicoke experienced a massive transformation in the years following the creation of Metro Toronto which corresponds to the rise of the Modern Movement. The Modern Movement was an artistic and architectural movement that occurred between the 1920s and the 1970s whereby architectural design emphasized the functional, technical and/or spatial properties rather than reliance on decoration.

Active and Proposed Developments

- This corridor has experienced a low intensity of growth and development over the past five years. Since 2013, approximately 15 new buildings have been built within an 800 m radius of this corridor which add approximately 4,000 additional residential units. New development (under construction or proposed) includes new affordable rental units, commercial space, and healthcare, retirement and childcare facilities.

Employment Hubs

- This corridor is abutted by two major employment hubs (the Greater Toronto Airports Authority to the west and the Weston Road retail shops to the east). Employees work in the following employment sectors:
 - Institutional (31%)
 - Office (25%)
 - Retail (16%)
 - Service (11%)
 - Manufacturing/Warehouse (10%)
 - Other (7%)

Based on the above conditions, as it relates to Travelling, Greening and Building, the Eglinton Avenue West corridor was divided into six segments as identified by their natural (e.g. large parklands, ravines, woodlots) and built form characteristics (e.g. mid-20th century modern, churches, schools, and commercial buildings), as well as their form and scale.

CORRIDOR SEGMENTS (refer to Study Volume I - pages 59 to 91)

Each segment was analyzed using the three themes (Travelling, Greening and Building) from the Eglinton Connects Planning Study. Each segment included an inventory and analysis of existing conditions and future opportunities based on population, density, employment and housing figures obtained from the 2016 Census Data and Toronto Employment Survey 2017. These six segments (along with some issues and opportunities) are listed in the table below:

	Description	Issues	Opportunities
Segment A	Renforth Station to Martin Grove Road	<ul style="list-style-type: none"> • High volumes of traffic from the roadways create an undesirable pedestrian and cyclist environment. • Threat of flooding at the channelized section of Mimico Creek. • Lack of continuous active frontage due to large setbacks and backlotted properties with detached dwellings as well as minimal streetscape elements. • Inconsistent and fragmented pedestrian experience. 	<ul style="list-style-type: none"> • The existing multi-use path (particularly under the highway overpasses) can benefit from furniture, lighting and signage to promote safety and create a sense of place. • Potential to explore options to renaturalize the flood plain within the creek channel. • Potential to urbanize and intensify existing underutilized lands framing this corridor as well as opportunities for public art and gateway features. • Enhanced boulevard treatments.
Segment B	Martin Grove Road to Wincott/Bemersyde Drive	<ul style="list-style-type: none"> • Recent developments on the north side of Eglinton Avenue West have little streetscaping. • Minimal street related developments. 	<ul style="list-style-type: none"> • Potential for new developments to provide connections to existing park space and natural woodlots. • Potential infill opportunities on surface parking lots or vacant lands.

	Description	Issues	Opportunities
Segment B Continued	Martin Grove Road to Wincott/Bemersyde Drive	<ul style="list-style-type: none"> Two woodlots (at the northwest corner of Eglinton Avenue/Islington Avenue and Eglinton Avenue/Kipling Avenue) should be protected and preserved. 	<ul style="list-style-type: none"> City-initiated Official Plan Amendment to redesignate woodlots to <i>Parks and Open Space Areas - Natural Areas</i>.
Segment C	Wincott/Bemersyde Drive to Royal York Road	<ul style="list-style-type: none"> Bike lanes along Royal York Road are interrupted before reaching the intersection of Eglinton Avenue West. Minimal public connections through the Silver Creek ravine, currently occupied by a golf course. Mid-20th century or pre-war buildings and landscapes with heritage significance are lacking recognition. 	<ul style="list-style-type: none"> Create a safe cycling intersection at Royal York Road, with cross-rides and turning boxes. Potential for strategic pedestrian connections to open spaces (e.g. passive trails or recreational spaces). Mid-20th century buildings and landscapes could be protected, integrated and adaptively reused as community destinations.
Segment D	Royal York Road to Scarlett Road	<ul style="list-style-type: none"> Surface parking lots fronting Eglinton Avenue West create unpleasant views and pedestrian connections. 	<ul style="list-style-type: none"> Appropriate infill development that would benefit from upgraded transit.

Segment D Continued	Royal York Road to Scarlett Road	<ul style="list-style-type: none"> • The existing topography (grade changes) creates difficulty connecting built form and the landscape. 	<ul style="list-style-type: none"> • Opportunity for visual and physical gateways for both recreational and natural spaces as well as upgrading the connection to Richview Road to visualize and highlight the historical alignment of Eglinton Avenue West.
Segment E	Scarlett Road to Weston Road	<ul style="list-style-type: none"> • Interrupted pedestrian network on the north side of Eglinton Avenue West. • Limited pedestrian connections to open spaces. 	<ul style="list-style-type: none"> • Enhanced boulevard treatments to create interest and sense of place and connect the pedestrian network. • Potential for additional neighbourhood linkages to natural areas so as to protect green spaces and provide a relationship between these open spaces to residential uses.
Segment F	Weston Road to Mount Dennis	<ul style="list-style-type: none"> • Challenge to balance main street character with potential new development. • Accessibility barriers at the Weston Road and Eglinton Avenue intersection. • Interruption in the multi-use path (only a sidewalk on the south side), east of Jane Street. 	<ul style="list-style-type: none"> • Increased pedestrian activity due to direct street frontage along Weston Road and nearby future developments. • Increase safety measures through streetscape interventions. • Potential to fill in the gaps as well as to enhance existing public realm with public art, landscaping and street furniture.

DESIGN MOVES (refer to Study Volume II - pages 98 to 138)

The Study combined the findings from the public consultations, background studies and corridor segment analysis to develop design moves to be implemented as part of a higher order transit system and new development. The Design Moves connect the vision, opportunities and constraints outlined above, under the headings "existing conditions" and "corridor segments".

The findings have been analyzed using the three study themes (Travelling, Greening and Building) from the Eglinton Connects Planning Study. Additional specific details regarding the Design Moves for each theme can be found in the Study Volume II.

Travelling: the LRT should be easily accessible to provide a more direct connection from Etobicoke to downtown Toronto. Safety is most important to balance the needs of drivers, pedestrians and cyclists by creating a distinction between these travel modes and providing the required associated infrastructure. The following Design Moves for Travelling include:

- Clear and Visible Access to Stops
- All Weather Travelling
- Comfortable Waiting at Stops
- Safe Intersections
- Streetscape Between Stops
- Toronto's Greatest Bikeway
- Sense of Arrival
- Parking Not at Grade/Access Via Back Streets

Greening: the unique character of natural features such as woodlots, ravines, parks and large open spaces are valued along Eglinton Avenue West. Mature street trees and changes in topology create a welcoming sense of place. The Design Moves for Greening include:

- Reinforce Greenness
- Protect Mature and Large Trees
- Counter Impervious Surfaces with Green
- Extend the Green Median
- Celebrate Green Infrastructure
- Develop a Cohesive, Corridor-Wide Public Art Strategy

Building: the existing buildings include seniors' apartments/retirement homes, apartment buildings, single unit dwellings (detached/semi-detached/townhouses), schools, libraries, religious institutions and retail plazas (including medical offices). Some buildings are either listed or have heritage potential. Further, the demographics include a range of ages and ethnicities. Many areas along this corridor lack walkability, accessibility and recreational facilities. The Design Moves for Building include:

- Transit-Oriented Development
- Permeability Through Blocks
- Protect and Enhance Heritage

- Ensure Thermal Comfort
- Reinforce Relationship Between Buildings and the Street

As part of the Design Moves analysis, the study also evaluated the public realm impacts of a grade-separated LRT alignment. The following two options were analyzed using the three study themes (Travelling, Greening and Building):

Elevated LRT Structure:

- Travelling: opportunity to create wider pedestrian and cycling pathways. However, this would introduce longer travelling distances to platforms for transit users, potentially impacting convenience and accessibility.
- Greening: minimal road widening would protect natural areas and mature trees. However, the elevated structure could create shadows on the roadway, on landscaped open spaces, natural areas and public realm areas.
- Building: an elevated rail would create less disruption to the properties along the roadway. However, the introduction of an elevated structure would create visual impacts along the corridor.

Below Grade LRT Structure:

- Travelling: station buildings would create a more comfortable indoor waiting area. However, they would also create negative impacts for the transit user in terms of convenience and accessibility, and introduce challenges with vertical circulation infrastructure (escalators, stairs and elevators).
- Greening: existing mature trees would be protected and public realm areas could be increased without the need for permeable surfaces. However, the trenching for the below-grade option could create flooding issues and increase the impact to natural features and parks.
- Building: future residential and employment development would not be impacted and the station buildings could create a new active frontage. However, having station buildings at the intersections would result in greater land requirements and could impact the surrounding area and adjacency to public parks.

CONCEPTUAL STREETSCAPE PLAN (refer to Study Volume III - pages 144 to 177)

Assuming an at-grade LRT alignment, a streetscape plan was prepared using the analysis of each of the six corridor segments (Segments A to F). The Plan identifies/includes the following information:

- Public space opportunities and improvements plan: the overall concept for the corridor, emphasizing site specific conditions as well as connections to adjacent neighbourhoods.
- Typical conditions: typical cross-section and block plan which identifies the design that would respond to local conditions.
- Connections to transit: recommends modifications to the design of the transit stops and surrounding area.
- Special conditions: summarizes distinctive circumstances and provides direction on how to further develop the design.

A typical cross-section in the streetscape plan includes: a minimum 7 m wide centre LRT platform to allow for enclosed shelters, a 2.1 m wide sidewalk, a 2 m wide landscape strip for tree plantings and a 4 m wide multi-use trail.

Key streetscape elements were also identified (green track, multi-use trail, healthy trees and stormwater management, wide sidewalks and improving the interface between cyclists/cars) which could be integrated as part of the new transit infrastructure.

BUILT FORM STUDY (refer to Study Volume III - pages 262 to 272)

A built form analysis was undertaken to determine appropriate development for different types of sites along the corridor. The analysis used "test sites" that were studied/evaluated to determine the appropriate built form based on the applicable policy framework (Avenues and Mid-Rise Buildings Study; Tall Building Design Guidelines; Townhouse and Low-Rise Apartment Guidelines; and the Toronto Pearson Master Plan, where applicable). These sites included:

- Large sites: Lloyd Manor Plaza and 900-940 The East Mall;
- Tall building site (apartment infill): 73 & 63 Widdicombe Hill Boulevard; and
- Shallow site: 4600 Eglinton Avenue West.

A demonstration plan for each of the different test sites was prepared illustrating the potential development and built form that would be in keeping with applicable policies and guidelines. Typical illustrations include a block plan showing new vehicular and pedestrian connections; built form; transitions to adjacent neighbourhoods and/or natural open spaces; and new parkland dedication.

CULTURAL HERITAGE RESOURCE REVIEW (refer to Study Volume III - pages 178 to 219)

The Study included a Cultural Heritage Resource Review. The review included historic, contextual and design overviews, individual property descriptions of existing and potential heritage resources (both built and landscapes) as well as recommendations for further heritage work.

- There are 5 existing heritage properties in the Eglinton Avenue West corridor: the Richview Cemetery; La Rose House; the Mary Reid House; Scotiabank; and the residence municipally known as 30 Norgrove Crescent.
- There are a number of potential heritage properties: Richview Collegiate Institute; Richview Public Library; Church of Christian Science; Residence (municipally known as 4400 Eglinton Avenue West); Hilltop Bible Chapel; Royal York Medical Centre; St. Mattias Anglican Church; Montessori Humbervale School; All Saints Catholic Church; Church of Saint Demetrius the Great Martyr; Residence (municipally known as 3566 Eglinton Avenue West); and Anglican Church of St. Mary and St. Martha.

- There are 5 potential cultural heritage landscapes: Richview Memorial Cemetery (listed); Stonehouse Burial Ground; St. George's Golf Club; Scarlett Woods Golf Course; and Eglinton Flats/Fergy Brown Park.

The following recommendations were made:

- Designated heritage properties (Richview Memorial Cemetery and Mary Reid House) should have Heritage Impact Assessments completed (HIA) and interpretative opportunities created which explain the heritage significance of the properties.
- Properties adjacent to Eglinton Avenue West and having potential heritage value could be indirectly impacted by the streetscape design and/or construction. These properties should be evaluated against O. Reg. 9/06 of the *Ontario Heritage Act*.
- Properties within the study area (but not adjacent to Eglinton Avenue West) will not be directly or indirectly impacted by the streetscape design. These properties should be evaluated by Heritage Planning staff. It should be noted that the review did not include archaeological resources.

NATURAL HERITAGE STUDY (refer to Study Volume III - pages 221 to 241)

A natural heritage investigation was undertaken in support of the Eglinton West Planning and Streetscape Study. This investigation included the collection and review of background information, the determination of the significance of natural heritage features, as well as identifying opportunities to integrate natural heritage features found along the corridor into streetscape design. Information was collected from the Ministry of Natural Resources and Forestry (MNRF), the City of Toronto and the Toronto and Region Conservation Authority (TRCA).

The area included in the investigation is located within the Mimico Creek and Lower Main Humber watersheds (both regulated by TRCA). Silver Creek (located west of Royal York Road) and Black Creek (located east of Black Creek Drive) are tributaries of the Lower Main Humber River. The Official Plan designates Mimico Creek, Humber River and Black Creek as *Natural Areas* on Land Use Map 12. The Natural Heritage overlay map identifies Mimico Creek, Silver Creek, Humber River and Black Creek as components of the City of Toronto Natural Heritage System. The Official Plan policies state these natural areas are to be maintained primarily in a natural state, while allowing for compatible uses and conservation projects. The natural heritage investigation evaluated existing conditions such as:

- Physiography and soils;
- Aquatic habitat;
- Species at risk;
- Terrestrial habitat;
- Vegetation and vegetation communities; and
- Wildlife and wildlife habitats.

Overall, the investigation confirmed the presence of Ecological Land Classification (ELC) vegetation communities, species at risk and disrupted wildlife habitat throughout the study area. These natural heritage features are located in several areas. Woodlots provide nesting and foraging habitats for wildlife as well as travel corridors. The investigation provides a list of recommendations to reduce alteration to fish and wildlife habitats and to minimize vegetation removal.

MULTI-MODAL ACCESS PLAN AND COMMUTER PARKING STUDY (refer to Study Volume III - pages 244 to 256)

This section of the Study analyzed opportunities to enhance connectivity such as:

- Increasing the number of pedestrian access routes to Eglinton Avenue West from adjacent neighbourhoods;
- Completing sidewalk coverage on both sides of Eglinton Avenue West east of Kipling Avenue;
- Enhancing the safety and comfort of pedestrian crosswalks (with medians as part of the future LRT track);
- Increasing the quality of bicycle lanes on roads that intersect Eglinton Avenue West; and
- Ensuring that crosswalks between transfer bus stops and LRT stops are short, highly visible and protected.

It also evaluated parking opportunities/constraints as well as advantages/disadvantages for each of the potential commuter parking sites (Convair Drive at Renforth Drive, Renforth Drive at Eglinton Avenue, Martin Grove Road at Eglinton Avenue, Wincott Drive at Eglinton Avenue, Islington Avenue at Eglinton Avenue, Richview Road Cul-De-Sac and Richview Road at Scarlett Road). The size of the lands, parking potential (surface parking vs. above/below grade parking garage) and parking construction costs were all considered. In addition, the analysis also reviewed commuter parking usage and operations such as parking users, potential impact of autonomous vehicles on parking demand, pricing rates, revenue and operational costs.

MARTIN GROVE LANDS POTENTIAL DEVELOPMENT VALUATION REPORT (refer to Study Volume IV - pages 278 to 285)

A high-level planning analysis was completed (background information, policy review and possible development potential) based on the proposed reconfiguration of the intersection of Highways 27, 401, 427 and Eglinton Avenue West. The surplus lands created by this reconfiguration would include three irregular parcels near Highways 401 and 427.

Perkins + Will retained Avis and Young to complete a valuation of the recommended potential land uses (refer to Volume IV of the Study - pages 286 to 333). Overall, employment uses are strongly preferred due to the surrounding land use character and site access constraints.

STUDY FINDINGS AND RECOMMENDATIONS (refer to Study Volume III - Corridor-Wide Recommendations (pages 257 to 261) and Implementation Strategy (page 273))

The Study concludes with a number of recommendations and next steps to implement the vision identified for the corridor (based on Travelling, Greening and Building). The recommendations relate to: Parks and Open Space Areas; Public Realm improvements; Sustainability; Community Facilities; Mobility; Natural Heritage; Cultural Heritage; and Parking and Access.

Although the Study was based on an at-grade LRT alignment, many of the Study findings are applicable to the current proposed grade-separated transit alignment. These recommendations include:

- While there are some properties designated *Mixed Use Areas* that can accommodate more density, there is limited potential for significant growth and development or land use change in the corridor.
- The protection of the existing woodlots (as identified in the Natural Heritage Study) through a City-initiated Official Plan Amendment that would redesignate these sites from *Neighbourhoods* and *Apartment Neighbourhoods* to *Parks and Open Space Areas - Natural Areas*.
- *Natural Areas* should be maintained primarily in a natural state, while allowing for compatible uses and conservation projects on sites abutting and/or in close proximity to these natural areas.
- Trees should be preserved and integrated with new developments as their ecological and cultural value are important to the corridor.
- Greater visibility and physical connectivity is required throughout the corridor. It is critical to create stronger connections between the natural areas and the built environment so that the open space network is usable, accessible and enhances the existing green character of the area.
- The integration of enhanced boulevard treatments to create safe and comfortable conditions for pedestrians and cyclists.
- Consideration of the built form analysis in the review of future development along the corridor.
- Schools, places of worship, retail hubs and community gathering areas currently exist along this corridor and could create a greater opportunity for community hubs to form, given their significance and iconic architecture.
- Promotion of employment uses for any surplus lands resulting from the reconfiguration of the intersection of Highways 27, 401, 427 and Eglinton Avenue West.
- Consideration of interesting gateway features into the Eglinton Avenue West corridor (such as the area of Eglinton Flats).
- Designated heritage properties (Richview Memorial Cemetery and Mary Reid House) should have Heritage Impact Assessments completed (HIA) and interpretative opportunities created which explain the heritage significance of the properties.
- Undertake future studies that would advance the development of the new transit infrastructure and implementation of the streetscape plan. These studies include:

- Major Transit Station Areas (MTSAs) Analysis to determine the alignment between the Eglinton Avenue West corridor with the planned targets (particularly whether the underground service concept affects density targets and potential changes to existing land use permissions to support density targets).
- Protected Intersection Pilot to advance the redesign of Royal York Road and Eglinton Avenue as a pilot testing site for protected intersections.
- There are five potential cultural heritage landscapes and 19 buildings that have been identified as being significant mid-20th century modern buildings and require further study.

Proposed Official Plan Amendment

A City-initiated Official Plan Amendment is required to redesignate two woodlots (one on the north side of Eglinton Avenue West, east of Wincott Drive, and the second at the northwest corner of the intersection of Eglinton Avenue/Kipling Avenue) municipally known as 4560 Eglinton Avenue West (including a portion of the abutting south parcel of land, municipally known as 4530 and 4600 Eglinton Avenue West) as well as 4760 Eglinton Avenue West. The lands that are municipally known as 4560 Eglinton Avenue West are currently designated *Neighbourhoods* whereas the lands that are municipally known as 4760 Eglinton Avenue West are currently designated *Apartment Neighbourhoods*. This report recommends that both these sites be redesignated to *Parks and Open Space Areas - Natural Areas*.

It should be noted that these woodlots are a unique character to this corridor and are an important natural feature which provides nesting and foraging habitats for wildlife as well as travel corridors that should be protected and preserved.

Parks and Open Space Areas are parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries. The Official Plan (under Policy 4.3.2) states that development is generally prohibited within *Parks and Open Space Areas* except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment. In addition, Policy 4.3.3 states that the areas shown as *Natural Areas* on Land Use Maps 13-23 will be maintained primarily in a natural state, while allowing for: (b) conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, that are designed to have only minimal adverse impacts on natural features and functions, and that restore and enhance existing vegetation and other natural heritage features.

Further, Policy 4.3.6 states that any development provided for in *Parks and Open Space Areas* will:

- a) Protect, enhance or restore trees, vegetation and other natural heritage features and maintain or improve connectivity between natural heritage features;
- b) Preserve or improve public visibility and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;
- c) Maintain, and where possible create linkages between parks and open spaces to create continuous recreational corridors;

- d) Maintain or expand the size and improve the usability of publicly owned *Parks and Open Space Areas* for public parks, recreational and cultural purposes;
- e) Respect the physical form, design, character and function of *Parks and Open Space Areas*; and
- f) Provide comfortable and safe pedestrian conditions.

Policy 4.3.8 states that the sale or disposal of publicly owned lands in *Parks and Open Space Areas* is discouraged and no City owned lands in *Parks and Open Space Areas* will be sold or disposed of. However, City owned land in *Parks and Open Space Areas* may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.

Through the recommended Official Plan Amendment, the woodlot lands would be added to Site and Area Specific Policy 265 whereby the provisions prohibiting the disposal of City owned land in the *Green Space System* or *Parks and Open Space Areas* do not apply. This is required as Metrolinx is reviewing and evaluating multiple design options for the Eglinton Crosstown West Extension, including the location of future buildings and structures that may occupy a portion of these lands. These structures could include a Kipling station building and a number of ancillary buildings such as emergency exit structures and Traction Power Sub stations (TPSS).

City staff and Metrolinx have discussed the significant constraints within the Eglinton Avenue West right-of-way, including a major gas main, which would only permit the Eglinton Crosstown West Extension tunnels to run under the north side of Eglinton Avenue West. Similarly, the station buildings and ancillary structures for the Eglinton Crosstown West Extension are proposed to be located on the north side of this street, with the Kipling station to be located at the northwest corner of the Kipling/Eglinton intersection and a TPSS to be located adjacent to the eastern woodlot. Recognizing the importance of the woodlots, City staff are making all efforts to minimize the potential impact of these facilities on the woodlot lands.

Metrolinx and the City will be required to deliver a Project Specific Output Specifications (PSOS) document for the construction of future transportation uses along the Eglinton corridor that would include the woodlot lands. This will provide specific direction for the design of station facilities to minimize their footprint within the woodlots by:

- Protecting as many existing trees as possible (including opportunity to expand the soil access to existing trees and to entrench the soil volumes needed (30 m³) to support large trees);
- Locating fare gates at the concourse level below grade;
- Locating back of house spaces below grade and/or out of the woodlot;
- Containing construction staging areas so as to avoid tree impacts;
- Minimizing interior spaces at grade;
- Achieving architectural elements (including bird friendly visual markers) in the buildings that would complement the woodlots;
- Minimizing exterior maintenance access spaces around station buildings;
- Using natural landscaping and glazing (40% to 60%) to maintain visual connection to the woodlots through the buildings and reinstating the natural area to wrap around the building; and

- Locating the station entrance building at an appropriate setback from the Eglinton Avenue West and Kipling Avenue property limits.

It is recommended that City Council amend the Official Plan for the lands municipally known as 4560 Eglinton Avenue West (including a portion of the abutting parcel of land to the south, municipally known as 4530 and 4600 Eglinton Avenue West) as well as 4760 Eglinton Avenue West, substantially in accordance with the Draft Official Plan Amendment attached to this report (see Attachment 1). Staff note that this land use designation permits public transit development.

Future Zoning By-law Amendment(s)

The project scope for the Eglinton Crosstown West Extension is currently being defined by Metrolinx in consultation with the City. Once determined, a zoning analysis will be undertaken to identify any potential compliance issues at the proposed project facility sites. City Planning will work with Metrolinx to prepare any required enabling amendments for City Council's consideration. Public consultation will be scheduled as part of the process at the time that the zoning assessment is initiated. It is anticipated that some facilities will be located on properties within the Eglinton West Streetscape Study area. A number of these properties (including the existing woodlots) currently have no zoning, therefore, a transportation use is not permitted. In turn, this would necessitate the need for City-initiated amendments to the applicable zoning by-laws to facilitate the construction of the station facilities.

CONCLUSION

The Eglinton West Planning and Streetscape Study presents a streetscape and public realm plan, identifies an appropriate built form and implementation strategy, including recommendations and opportunities for further studies and/or analysis if required. This was completed on the basis of an at-grade LRT alignment along the Eglinton Avenue West corridor (stretching from Mount Dennis to Renforth Station).

In March 2020, Metrolinx announced the commencement/timeline for a fully grade-separated LRT, now referred as the "Eglinton Crosstown West Extension". This LRT would include seven stops (Jane Street, Scarlett Road, Royal York Road, Islington Avenue, Kipling Avenue, Martin Grove Road and Renforth Road/Commerce Boulevard) and would be constructed with alignments underground, elevated and at-grade. The completion of this new transit infrastructure is targeted for 2030/31. Further studies are required to be completed as the streetscape improvements included in this Study were not designed to accommodate the underground LRT alignment. In addition, further analysis of the future LRT stations is required to better understand the feasibility of the concept plan as well as how the design direction from this Study can be executed.

it is recommended that City Council direct staff to use the Eglinton West Planning and Streetscape Study (prepared by Perkins + Will and dated January, 2020) when undertaking Capital Projects and reviewing development applications within this study area. There are many elements that are relevant from this Study (particularly related to

the potential for enhanced boulevard treatments, improved multi-use connections, and protection and preservation of natural areas) that can be incorporated within Capital Projects and new development in this corridor. Overall, the Eglinton Avenue West corridor could support some additional density that would remain context-sensitive, transit-supportive, offer a vibrant and high quality of life while protecting its unique identity and sense of place.

It is also recommended that City Council amend the Official Plan to redesignate the existing woodlots at 4560 Eglinton Avenue West (including a portion of the abutting parcel of land to the south) and 4760 Eglinton Avenue West to *Parks and Open Space Areas - Natural Areas*.

CONTACT

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SIGNATURE

Luisa Galli, MCIP, RPP
Acting Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Draft Official Plan Amendment
Attachment 2: Eglinton West Planning and Streetscape Study (Prepared by Perkins + Will and Dated January, 2020)

Attachment 1: Draft Official Plan Amendment

Authority: Etobicoke York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

Bill XXX

CITY OF TORONTO

BY-LAW XXX

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2020, as
4530, 4560, 4600 and 4760 Eglinton Avenue West**

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 515 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

ULLI S. WATKISS,
City Clerk

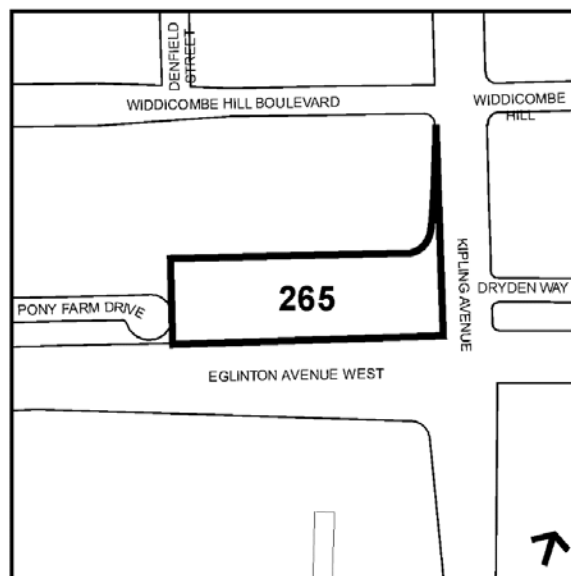
(Seal of the City)

AMENDMENT NO. 515 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2020 AS
4530, 4560, 4600 and 4760 Eglinton Avenue West

The Official Plan of the City of Toronto is amended as follows:

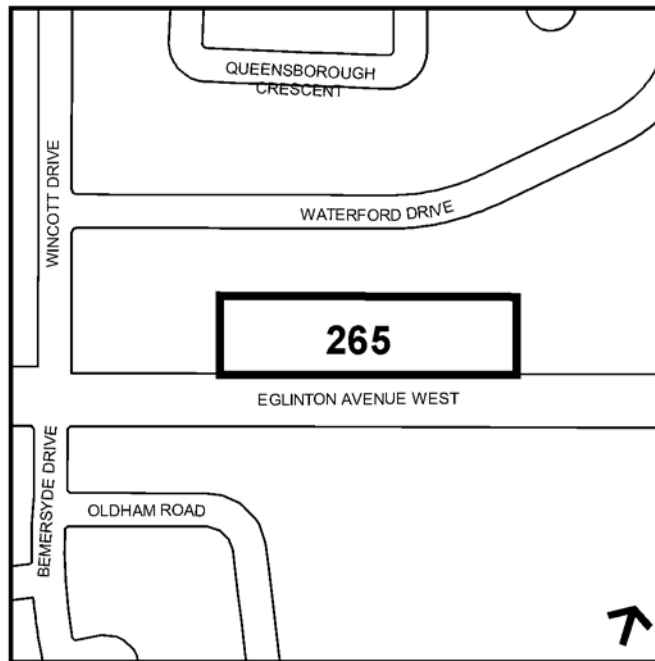
1. Map 14, Land Use Plan, is amended by re-designating the lands known municipally in 2020 as 4560 Eglinton Avenue West, and the abutting lands to the south that are portions of the lands municipally known in 2020 as 4530 and 4600 Eglinton Avenue West, from *Neighbourhoods* to *Parks and Open Space Areas – Natural Areas*, as shown on the attached Schedule 1.
2. Map 14, Land Use Plan, is amended by re-designating the lands known municipally in 2020 as 4760 Eglinton Avenue West from *Apartment Neighbourhoods* to *Parks and Open Space Areas – Natural Areas*, as shown on the attached Schedule 1.
3. Chapter 7, Site and Area Specific Policies, is amended by adding the following text and map respecting the lands municipally known in 2020 as 4760 Eglinton Avenue West to Site and Area Specific Policy No. 265:

Certain Lands at the Northwest Corner of Eglinton Avenue West and Kipling Avenue



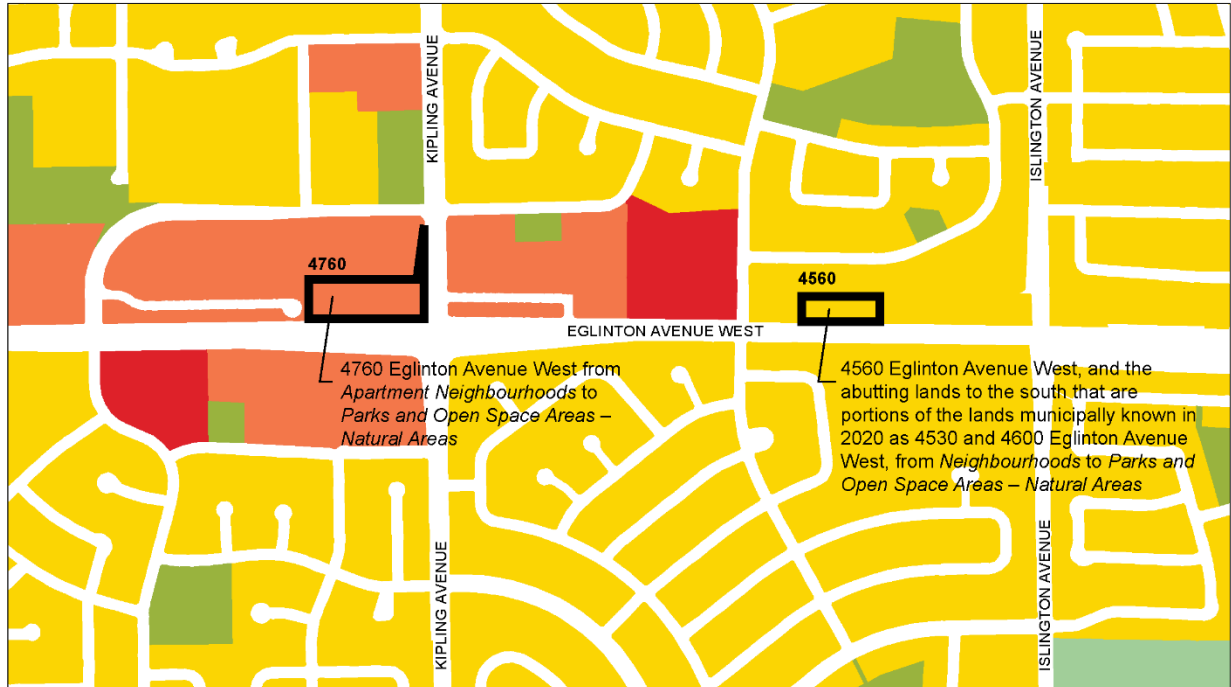
- Chapter 7, Site and Area Specific Policies, is amended by adding the following text and map respecting the lands municipally known in 2020 as 4560 Eglinton Avenue West, and the abutting lands to the south that are portions of the lands municipally known in 2021 as 4530 and 4600 Eglinton Avenue West, to Site and Area Specific Policy No. 265:

Certain Lands at the Northeast Intersection of Eglinton Avenue and Wincott Drive



- Map 25, Site and Area Specific Policies, is amended by adding the lands municipally known in 2020 as 4560 and 4760 Eglinton Avenue West, and parts of 4530 and 4600 Eglinton Avenue West, as shown on the maps in 3 and 4 above.









Schedule 1



4530, 4560, 4600 and 4760 Eglinton Avenue West

TORONTO
 Official Plan Land Use Map #14
 Amendment No. 515

File # 20 212032 WET 02 TM

- | | |
|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
|  Location of Application |  Parks & Open Space Areas |
|  Neighbourhoods |  Natural Areas |
|  Apartment Neighbourhoods |  Parks |
|  Mixed Use Areas |  Other Open Space Areas |

↑
 Not to Scale
 10/22/2020

Attachment 2: Eglinton West Planning and Streetscape Study (Prepared by Perkins + Will and Dated January, 2020)