F

Proposed typical cross-section:

- LRT is underground from the portal to Mount Dennis station.
- This is a narrower cross section, due to the varying widths of the middle turning lane (around 4.2 metres wide). The pinch point conditions between Pearen Street and Weston Road are as follows:
  - The north side tapers due to the abutting building:
    - 2.1 metre wide sidewalk and varying vegetated buffer width between 0.5 to 2 metre, with trees where possible
    - 3.5 metre wide multi use trail, segregated from vehicular traffic with 0.5 metre wide jersey barrier for safety
  - The south side boulevard is 5.9 metres wide, including the private front yards of adjacent properties:
    - 2.1 metre wide sidewalk located at the edge of the front yards
    - 2.0 metre wide planted buffer
- No intervention to the block between Pearen Park and Pearen Street.

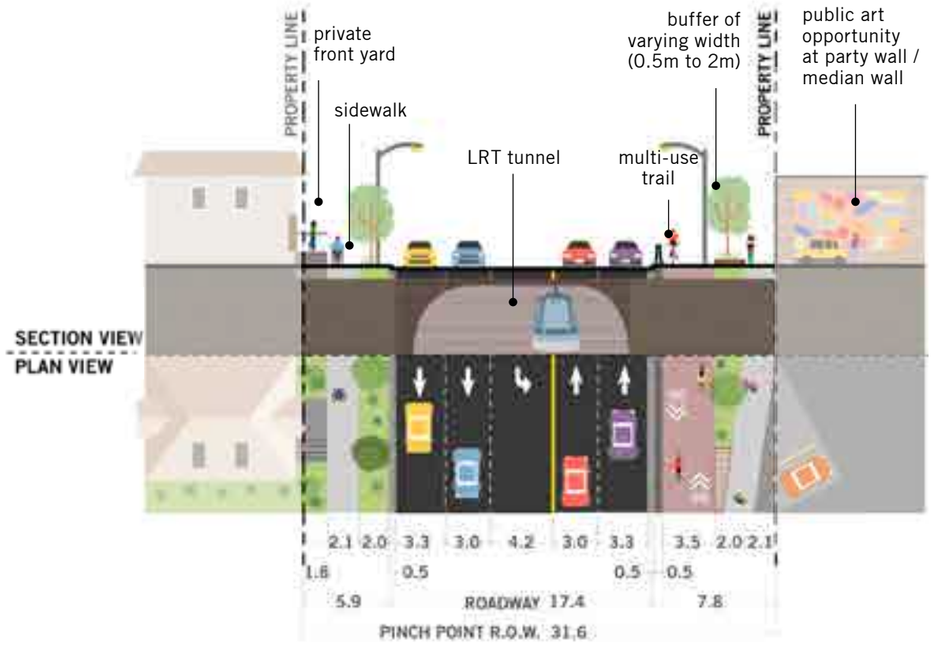

Figure 333. Typical cross-section for Segment F, looking westbound (1:400); dimensions align with section line

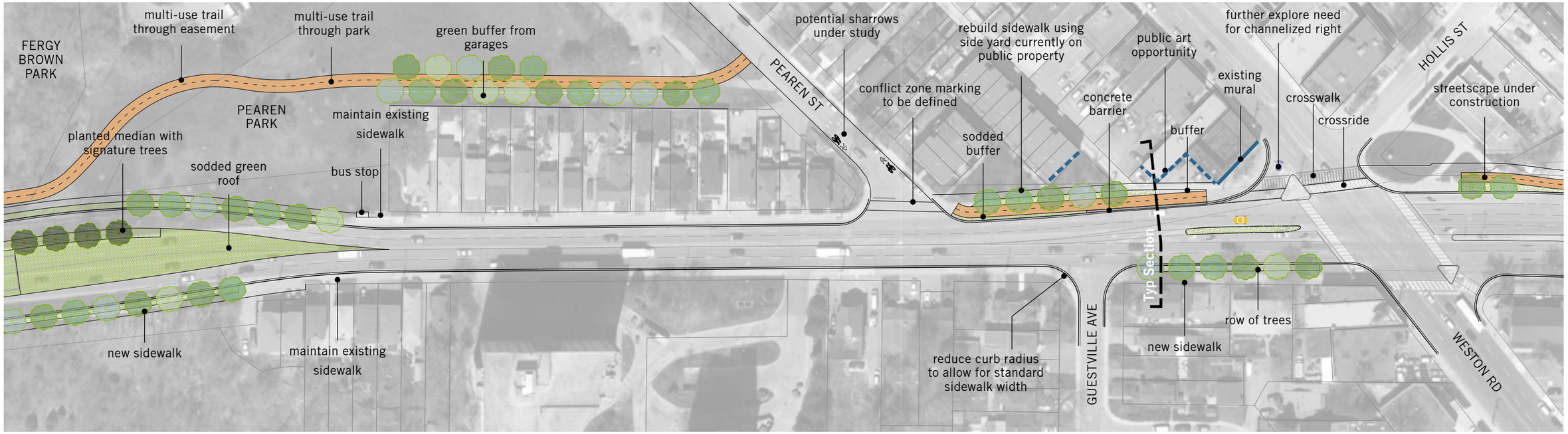

Figure 334. Typical plan for Segment F (1:1,250)

F

Special Condition: Pinchpoint between Pearen Street and Weston Road

As recommended in the vision statement of the Mount Dennis Mobility Hub Study, policy 3.2.2 states to “extend the Multi-Use Path at Jane Street to the new Community Centre”, with a diagram that indicates the multi-use trail on the north side of Eglinton to travel behind a row of houses, along the edge of Pearen Park, before rejoining Eglinton Avenue via Pearen Street. However, there is a pinch point as Eglinton Avenue reaches Weston Road, with as narrow as 6.6 metres of space for the cycling trail. This edge is not sufficient for both a sidewalk, bi-directional cycling path, and adequate buffer from vehicular traffic. An adequate buffer would be essential in this location given the bi-directional cycling path, thus causing east-bound cyclists to travel adjacent to vehicular traffic in the opposite direction. Design options must assess how additional property can be acquired to accommodate for a safe and generous travelling experience for pedestrians and cyclists. Further detail will result from this study to clarify the potential feasibility of these recommendations. The City is currently preparing a study to understand the feasibility of a redesigned intersection, and how boulevard widths can be widened.

Figure 335. Excerpt from Mount Dennis Mobility Hub Study

Figure 336. Existing condition at Pearen / Eglinton - fenced off property

Figure 337. Existing condition at Weston / Eglinton - important building indicating entrance to Mount Dennis area

Figure 338. Pinch point should be assessed to ensure adequate clearway for pedestrian and cyclist movements

Special Condition: Expand the mural

Mural art is already a key component of the area identity, and contributed to recent rejuvenation of its image. Local not-for-profit organization (UrbanArts and the Mount Dennis BIA), have in recent years supported the implementation of new murals, as a means of providing opportunities for diverse cultural expression to members of the community, as well as animating the historic commercial strip.

The northwest corner of the intersection of Eglinton Avenue and Weston Road is a tight area, with little space for streetscape improvements, with the future sidewalk located adjacent to the rear and sides of existing buildings. At least three buildings present blank walls that could host public art in future interventions.

Figure 339. Rear and side facades of retail buildings with potential for mural art

Figure 340. To the left, median wall of residential complex with potential for mural art

Figure 341. held by Urban Arts, lead artist Emanuel Ciobanik

Figure 342. ‘The Pollinators’ by Nick Sweetman

Figure 343. held by Urban Arts, lead artist Diliana Popova

10.7 FUTURE STREETSCAPE WORK

Given that this study falls was conducted during the early stages of the Eglinton West LRT project. The streetscape design recommendations are based on the information available at the time, and should be explored further to assess feasibility in the future phases of the design. Below is a list of the data and future work that should occur to clarify existing conditions and advance design:

- Tree survey and arborist report
- As-built utility mapping (above and underground), include SUE's, as required
- Property survey at pinch points to confirm availability of public land (eg. Bijou Walk, front yards of properties east of Widdicombe Hill Boulevard)
- As-built drawings of highway bridges and underpasses
- Structural evaluation of the Humber bridge capacity
- Traffic modelling to determine length of turning lanes along the corridor, and turning radii required for key intersections (eg. Weston Road)
- Ongoing coordination with active development applications (Eg. Richview Plaza, Plant World)
- Coordination with HONI to intervene in their property (eg. hydro corridor)
- Coordination with TRCA to intervene in regulated areas (eg. Eglinton Flats)
- Coordination with TDSB for potential forestry/agricultural stewardship programs
- Coordination with MTO regarding proposed integrated art along Highway 427 structures and sound walls
- Detailed geo-technical investigations to confirm water table at proposed rain gardens/bioswales
- Hydraulic modelling to quantify SWM loads resulting from the LRT implementation and define capacity for LID systems
- Coordination across City Divisions to develop guidelines for maintenance of bioswales and other green infrastructure solutions
- Coordination with Facilities Management and Heritage Division to explore restoration and programming of Mary Reid House

Additional strategies may be found in section **16.0 Implementation Strategy.**

11.0 CULTURAL HERITAGE RESOURCE REVIEW

The Cultural Heritage Resource Review builds upon the findings and recommendations of previous heritage reports particularly the approved Environmental Assessment (EA) of 2010 and the EA Amendment of 2013.[1] The Study Area, for this review, is the Eglinton Avenue West corridor from Mount Dennis and Weston Road to Commerce Boulevard, within City of Toronto limits. The Study Area includes an approximate 800 m buffer to the north and south and has been divided into six Segments, as identified in Volume I: Background.

The Cultural Heritage Resource Review pertains to existing and potential built heritage resources and cultural heritage landscapes within the Study Area. It does not include a review of archaeological resources. The review was conducted by Ellen Kowalchuk (M.A., CAHP) and David Deo (B.A., Dipl. Heritage Conservation) of Common Bond Collective between May 2018 and January 2019. It included in-person site review of properties within the Study Area (exterior review conducted from the public realm), research in the local history room of the Richview Public Library, review of aerial photographs (1947-1992) and the RAIC Journal (1957-1969).

This section includes historic, contextual and design overviews of the Study Area, individual property descriptions of existing and potential heritage resources (both built and landscape) as well as recommendations for further heritage work.[2] The recommendations fall in three categories:

1) 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.

2) Properties adjacent to Eglinton Avenue West and having potential heritage value could be indirectly impacted by the streetscape design and/or construction. They should be evaluated against O. Reg. 9/06 of the Ontario Heritage Act. If the property meets one or more criteria, a Heritage Impact Assessment (HIA) should be completed to ensure the streetscape design and/or construction does not negatively impact the heritage values/attributes of the property. This work should be completed as part of project early works and prior to construction.

3) Properties within the Study Area (but not adjacent to Eglinton Avenue West) will not be directly or indirectly impacted by the streetscape design. However, they should be evaluated by City of Toronto Heritage Preservation Services. The recommendations include an indication of whether the property is a low, moderate or high priority for evaluation.

1 Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010) and Unterman McPhail, Cultural Heritage Assessment Report: Eglinton Crosstown LRT Jane to Keele (May 2013).
2 This review adds to the recommendations made in the Cultural Heritage Resources Assessments rather than duplicating them. It assumes that those recommendations will be completed by authorities having jurisdiction.

11.1 HISTORIC OVERVIEW

11.1.1 FIRST NATIONS

The area of present-day Toronto is a meeting point of ancient land and water routes established and used by First Nations. Foot trails ran north of Lake Ontario while the Don and Humber rivers provided water routes linking the upper and lower Great Lakes. By the late-17th century, the Five Nations Iroquois were using the Toronto region for hunting and fishing with their main settlements near the mouths of the Humber and Rouge rivers (Figure 344). During the late-17th and early-18th centuries the Toronto region was territory of the Mississaugas - an Algonquin people whose economy was based on garden farming, hunting, fishing and gathering wild plants. However, the Mississaugas became increasingly confined as a result of land cessations created by European rivals Great Britain and France.

At the end of the Seven Years' War between Great Britain and France in 1763, France ceded Canada to Great Britain. King George issued the Royal Proclamation forbidding settlement by non-First Nations and mandating that land could only be transferred through negotiation and sale to the Crown. In 1784, the Mississaugas surrendered a large tract of land on the north shore of Lake Ontario known as the 'Carrying Place' - an ancient portage route between the Humber and Holland rivers. Conflicting and contradictory accounts of the 1787 negotiations resulted in another attempt to formalize the purchase in 1805, known as Treaty 13 (Figure 345).[3]

Figure 344. Detail of map showing location of Iroquois villages along Lake Ontario, 1698 (Louis Hennepin, A New Discovery of a Vast Country in America, Toronto Public Library).

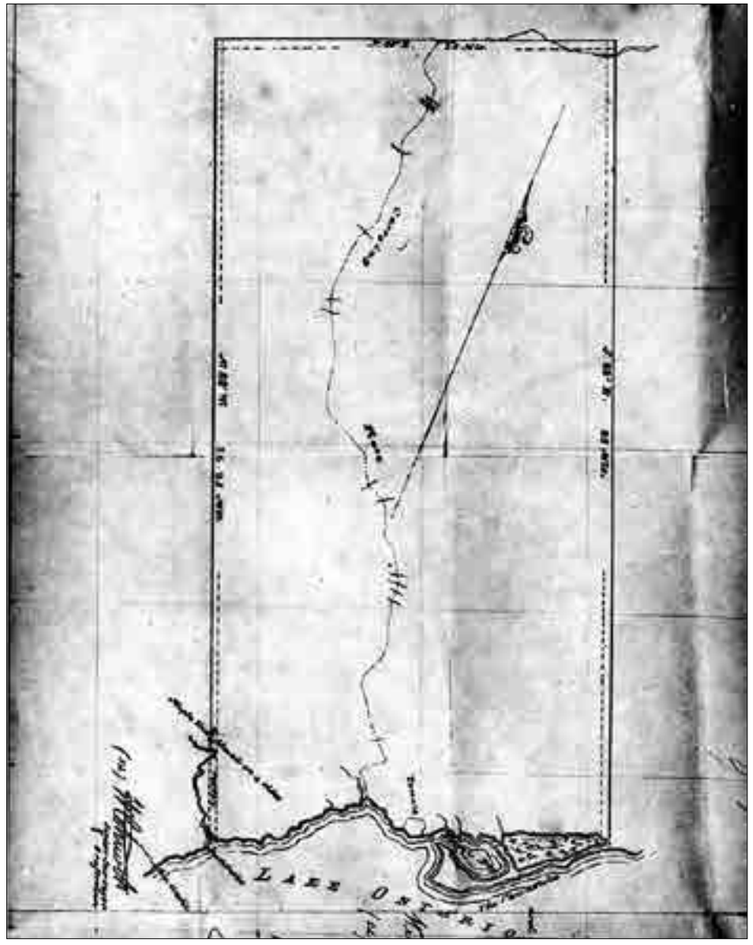

Figure 345. Map of the Toronto Purchase (1792) following negotiations between the British and Mississaugas in September 1787 (City of Toronto Archives: Fonds 1231, Item 174).

3 It was another two hundred years before a resolution was reached between the Mississaugas and the Government of Canada.

11.2 EUROPEAN SETTLEMENT

In 1791, the first road through Etobicoke was surveyed. Running west from York (Toronto) along the shore of Lake Ontario, it followed a First Nations trail and exists today as Lake Shore Boulevard. The first survey of Etobicoke Township was completed in 1795 by Abraham Iredell, who divided the 31,000 acres into 100 acre farm lots. Iredell's survey differed from those of other townships. He hoped to promote transportation by water rather than road and as a result, many of the lots faced the lake as well as the Humber and Etobicoke rivers.

Settlement in the study area dates to the late 1790s and early 1800s when a few settlers congregated around Brown's Line and Richview Side Road. By the 1850s, the area was settled and many of the families stayed for generations. It became known as Richview in 1852 after the post office opened. By the 1880s, the boundaries of Richview were Dixon Road (north), Renforth Drive (west), Rathburn Road (south) and Kipling Avenue (east). The area was primarily agricultural with farmers deriving their modest incomes from wheat, pork, potatoes, corn and pumpkin for which there was a reliable market in Toronto. Typical of many villages, Richview contained a variety of businesses including shoemaker, wagonmaker, carpenters, tailor, butcher, general store, hotel, school, two churches and two cemeteries.

These two cemeteries remain as evidence of Richview's early history (Figure 347). The Stonehouse Burial Ground is located on the east side of Martin Grove Road on land donated by Joseph Stonehouse. Joseph was the first to be burial there in 1835 and another 26 people are known to be interred there, almost all of them members of the Stonehouse family. Today, it is overgrown and surrounded by a locked chain-link fence although apparently still tended to.[1] The Richview Cemetery opened in 1853 and was expanded in 1886. It still remains, despite being surrounded by the Highway 427/401 interchange constructed in the 1960s. It is municipally designated under Part IV the Ontario Heritage Act.[2]

Although wartime industrial expansion saw dozens of plants constructed in Etobicoke, the Study Area remained agricultural with land being used for farms, orchards and market gardens. Two early houses remain - 322 La Rose Avenue and 30 Norgrove Crescent and are included on the City's Heritage Register. Many properties fronted Richview Sideroad, particularly between the Humber River and Royal York Road. Three of these properties remain today - those at 4200, 4400 and 4480 Eglinton Avenue West. The Mary Reid house at 4200 Eglinton Avenue West was built in 1939 and is municipality designated under Part IV of the Ontario Heritage Act.[3] 4400 Eglinton Avenue West (built c1950) and 4480 Eglinton Avenue West (built c1930) are not currently included on the City's Register (Figure 346).

Figure 347. Detail of 1860 map of Etobicoke Township showing Richview area overlaid with Study Area boundary and approximate locations of Richview Cemetery (l) and Stonehouse Burial Ground (r) (University of Toronto Map and Data Library)

Figure 346. Detail of 1956 aerial photograph Eglinton Avenue West between Islington Avenue and Royal York Road. Arrows correspond to historic dwellings at 4480 (left), 4400 (centre) and 4200 (right) Eglinton Avenue West. A portion of St. George's golf course can be seen at the south, and the route of the Richview Expressway is indicated in purple (City of Toronto Archives, Aerial Photographs, 1956, Sheet 111).

1 Conversation with local resident during Common Bond site visit, August 14, 2018.
2 Designation by-law 470-2004 is included as Appendix A.

3 Designation by-law 221-2016 is included as Appendix A.

11.2.1 POSTWAR DEVELOPMENT

Etobicoke started its postwar reconstruction planning in March 1944 and was one of the first municipalities in Ontario to establish a planning board under the 1946 Planning Act. Planning consultant E.G. Faludi was hired to develop a plan. Completed in July 1947 and approved as an Official Plan in August 1948, it never came to fruition as major infrastructure decisions had yet to be confirmed and the township was growing at a faster rate than anticipated.

In 1953, Etobicoke Township merged with 12 other municipalities to form the Municipality of Metropolitan Toronto. Created as a regional government by the Province of Ontario, Metro Toronto became responsible for water supply and purification, provision of major storm and sanitary sewers, basic education, public transportation and major road networks. While local municipalities were to maintain their individual identities, this new form of upper tier government was required to address the rapid suburban expansion that occurred after the Second World War.

Over the next ten years, the population of Etobicoke increased 135% from just over 70`,000 residents in 1953 to 165,000 in 1963. Correspondingly, almost 27,000 dwellings were built during those ten years with 75% of them being single family houses.[1] (Figure 348). The public school system also expanded rapidly. In 1954, Etobicoke had 21 elementary and 2 high schools and roughly 500 teachers. By 1963, those numbers jumped to 47 elementary, 8 intermediate and 9 high schools with over 1400 teachers.[2] Schools constructed within the Study Area are: Richview Collegiate Institute (built 1958); Martingrove Collegiate Institute (1967); and Central Etobicoke (built 1970).

1 Metropolitan Toronto Planning Board, Metropolitan Toronto 1953-1963: Ten Years of Progress (July 1963), 11.
2 Metropolitan Toronto 1953-1963: Ten Years of Progress, 34.

11.3 CONTEXTUAL OVERVIEW

11.3.1 STREET AND BLOCK PATTERNS

Street and block patterns in the Study Area reflect two distinct eras of development - those established prior to World War I and those that emerged following World War II. At a higher level, there are three primary factors which serve as high-level constraints on the street and block patterns. These are natural features (including waterways and topography); infrastructure (including railways, hydro-corridors and highways); and the original concession grid system. Natural features and infrastructure serve as regular or irregular boundaries, often dictating the forms and shapes of developable areas. The concession grid meanwhile serves as a pre-existing spatial and transportation framework for subsequent development to tie in to.

Traditional Subdivision

Street and block patterns of this type date to the mid-19th century, and are characterized as highly rectilinear and adhering to existing grids and axes. The often unimaginative simplicity of the patterns reflect their original economic purpose as land to be speculated upon and traded. Such tracts were frequently bought and sold merely as assets, often without real intentions for development. Larger parcels were slowly subdivided into smaller units for selling off, their simplistic patterns reflecting economic utility. Consequently these street and block patterns were created incidentally by many individual landowners, largely devoid of concerted planning efforts or high urban ideals.

This type of street and block pattern is well-defined within the historic Mount Dennis village (Figure 349). Mount Dennis developed along Weston Road rather than the concession line (Eglinton Avenue West), which at the time did not progress beyond the Humber River to the west. A conduit to the Village of Weston further northeast, Weston Road is a diagonal travelling between the Humber River valley and rail line. Street and block patterns in the vicinity are highly rectilinear, either perpendicular to Weston Road or in line with the concession grid's axis.

Figure 348. Housing development in Etobicoke, 1966 (City of Toronto Archives, Fonds 213, Series 1464, File 2, Item 7).

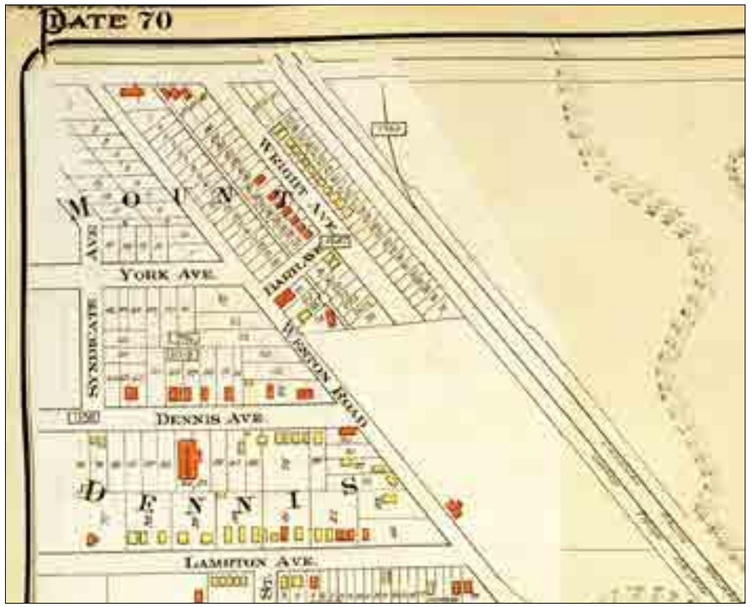

Figure 349. Detail of 1913 Fire Insurance Plan showing the rectilinear lot and block patterns typical of traditional subdivision at Mount Dennis, south of Eglinton Avenue West and Weston Road (University of Toronto Map and Data Library).

Postwar Development

When Metropolitan Toronto experienced a period of significant growth after World War II, new and emergent planning ideas were making their way into practice. Early planners such as Eugene Faludi were gaining respect with municipal government, and influence with large developers.[3] In suburban contexts large areas were developed and marketed by single entities, who had the opportunity to take comprehensive new approaches to neighbourhood design. The results are seen in the layouts of large suburban developments of the time, with Thorncrest Village (c.1945) and Humber Valley Village (c.1949) as two prominent examples.

The new new neighbourhoods were designed for the automobile, tended to modern housing models, and boasted lush generous lots. A preference for irregular streets, and a strong hierarchy of public thoroughfares helped to define the characteristic street and block patterns of postwar suburban neighbourhoods.[4] Contrasting earlier urban areas, many postwar neighbourhoods eschewed residential frontages on the major concession roads. Instead these roads served to delimit the extents of the neighbourhoods within. Secondary streets come off them providing access to the various winding roads and cul-de-sacs containing houses. Dwellings fronted onto the interior street network, with fenced rear yards often defining the major concessions. The degree to which these ideas had changed in several decades can be seen in the changes made to the Humber Valley Village subdivisions between the 1930s and the alterations designed by Faludi in 1949. In general, the existing street and block patterns from this period tend to be contained by rather than integrated with the major concession roads. The interior street networks employ varying degrees of curves and fluidity, with looping tertiary roads or cul-de-sacs fairly common. (Figure 350)

Developers were required to dedicate 5% of the area of every subdivision to the municipality for park purposes.[5] As a result, there are many parks dating to the mid-1960s including Silvercreek Park, Westmount Park, Green Meadows Park. Like the subdivision streets, many of the parks face interior street networks rather than existing thoroughfares.

Figure 350. Detail of 1961 aerial photograph showing Eglinton Ave. W., intersected from east to west by Kipling Ave., Islington Ave., and Royal York Road. The inward nature of postwar neighbourhood design is highly apparent (City of Toronto Archives: Series 12, File 1961, Item 110).

3 John Sewell, The Shape of the City: Toronto Struggles with Modern Planning (Toronto: University of Toronto Press, 1993), 54 & 66.
4 Sewell, 56.
5 Ester Heyes, Etobicoke: From Furrow to Borough (Etobicoke, 1974), 170.

11.3.2 CULTURAL LANDSCAPES

Cultural landscapes are defined geographical areas that have been created or modified by human activity and have been identified by a community as having cultural or heritage value. Cultural landscapes can include buildings, structures, open space, natural elements and/or archaeological sites that, taken together are valued for their interrelationships or meaning. Cultural landscapes can be parks, gardens, neighbourhoods, cemeteries or industrial areas.[6]

Humber River - Canadian Heritage River

From its headwaters in the Niagara Escarpment and Oak Ridges Moraine, the Humber River travels 126 km south to Lake Ontario. The river was an important travel and trade route for First Nations and later the French. First Nations made their way north by canoe primarily up the Humber River, across to the Holland River, into Lake Simcoe and then to Georgian Bay. As the Humber was often impeded by timber and beaver dams, a portage route knowing as the Carrying Place Trail or Toronto Passage developed - along the river valley. The Carrying Place was used by the Wendat (Huron), Onondawahgah (Seneca) and later by the Mississauga First Nations. The French developed trading posts along it starting in 1720 and the river played a part in the British decision to established the settlement of York in 1793. After construction of Yonge Street in 1796, however the Humber River declined as a major travel route. To honor its history and its cultural value, the Humber River was named a Canadian Heritage River in 1999.[7]

Eglinton Flats, Fergy Brown and Scarlett Woods Golf Course

On October 16, 1954, the week-long effect of Hurricane Hazel was felt by the residents of Etobicoke when the Humber River flooded. Fourteen houses on Raymore Drive were washed into the river killing 36 people, many from the same family. The homes were not rebuilt, rather the land turned into parkland, today known as Raymore Park (outside of Study Area). As a result of the flood, several low-lying areas on the Humber River Floodplain were taken over by the municipality for recreational purposes. These included the agricultural areas to the east of the Humber River at Jane Street.

At the time, Eglinton Avenue was being extended across the Humber. Scarlett Woods Golf Course was constructed c1974 and by the early 1980s the recreational amenities Eglinton Flats (tennis courts) and Fergy Brown parks (pavilion and playing fields) were in place. Eglinton Flats refers to three of the four corners at Eglinton Avenue West and Jane Street. The park on the northeast corner was subsequently named after the former Mayor of York, Fergy Brown.

St. George's Golf Club

When Metropolitan Toronto came into being in 1953, the Study Area was overwhelming agricultural with limited public green spaces. The notable exception being St. George's Golf and Country Club located on the south side of Eglinton Avenue West between Islington Avenue and Royal York Road.

The club was established in 1909 by Robert Home Smith. A lawyer by training, Smith became a major influence in the development of public space in 1920s Toronto and in particular with Humber River developments in Etobicoke including the Old Mill Restaurant, Riverside Drive, Baby Point and The Kingsway. To promote his developments, Smith conceived of a golf course and convinced his friend Edward Beatty to help construct it. Beatty was President of the Canadian Pacific Railway at the time, and overseeing construction of the Royal York Hotel in downtown Toronto. Smith convinced Beatty that his guests would need a place to relax and play golf outside the city. Designed by Canadian golfer Stanley Thompson (1893-1953), The Royal York Golf Club (as it was originally known) was one of 145 golf courses designed, remodeled or constructed by Thompson in Canada, the United States, Caribbean and South America. These included Highland Links in Nova Scotia, Banff and Jasper in Alberta and Capilano in Vancouver.

The Royal York Golf Club opened in 1929 with the clubhouse opening a year later. The clubhouse was an impressive French Chateau style with Tudor Revival details. Smith built his own home - a Tudor Revival mansion - at 28 Edenbridge Drive on a lot backing onto the golf course. A regular limousine ferried hotel guests back and forth to the golf club. By 1931, the street at the eastern edge of the golf course changed its name from Church Street to Royal York Road. The financial agreement between the hotel and the golf course expired in 1946 and the name changed to St. George's Golf Club. Members took ownership in 1962 and it is still run as a private members club.

6 Ministry of Municipal Affairs and Housing, Provincial Policy Statement (2014), 40.
7 The Canadian Heritage River program gives national recognition to Canada's outstanding rivers and encourages their long-term management to conserve their natural, cultural and recreational values.

11.4 BUILT FORM OVERVIEW

11.4.1 THE MODERN MOVEMENT

Etobicoke saw a massive transformation in the years following the creation of Metro Toronto which corresponded to the rise of the Modern Movement. The Modern Movement was an artistic and architectural movement that occurred between the 1920s and the 1970s. It espoused the philosophy that architects and artists should look forward rather than to historical precedent in their work and, moreover, that their work should improve the human condition. Architectural design emphasized the functional, technical and/or spatial properties rather than reliance on decoration.

The design, functional requirements and objectives of schools was top of mind for architects and provincial policy makers prior to, and following the Second World War. Writing on postwar planning for schools in the Royal Architectural Institute of Canada (RAIC) Journal, John B. Parkin advocated for a thoroughly modern approach to all school design from nursery to high schools and rural to vocational schools,

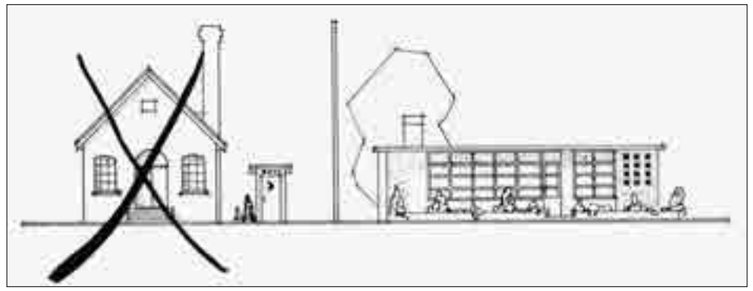

Figure 351. Drawing from Parkin's 1943 article on postwar school design (RAIC Journal 1943, Vol 20, No 7, p. 106).

The mysterious illusion that one should clothe all scholastic buildings in a pseudo-Gothic or near-Georgian garb has unnecessarily increased the problems of the school designer. It is indeed a picture which most of us try to ignore and yet which we know too well: super fire traps, huge halls, ugly and inadequate stairs, high-ceilinged classrooms, dull-stained woodwork, oily floors, mid-Victorian sanitary arrangements and play space sufficient to play nothing more strenuous than blind man's bluff.[8]

Parkin was not alone in his critique of historic styles (Figure 351). Eric Arthur, professor of architecture at the University of Toronto noted "The older schools that one sees especially in urban centres, are grim and ugly fortresses of brick and terra cotta."[9].

Among the design fundamentals for this new approach, Parkin identified spaciousness of site, north-south orientation of classrooms, large window areas to provide natural lighting and classrooms designed for activity rather than listening. Regarding the treatment of elevations, Parkin commented, "We quickly adjust ourselves to unfamiliar elevational treatment but we never get used to functional inconveniences.[10] He also praised the rise of the open plan in school design, noting that "Architects are learning that once they are no longer fettered by limitations of style that a more flexible and open plan is possible. … Suffice it to say that the open plan concerns itself more with utility and orientation than with symmetry."[11] On materials, Parkin advocated for reinforced concrete or steel frame construction using cantilevers which allow the "outer walls to be entirely free of supporting piers or columns leaving entire wall expanse for glass."[12] Much of Parkin's commentary was based on his design of the Sunnylea School (35 Glenroy Avenue; extant) which was completed in 1942.

Generally, the Modern Movement gained acceptance in Canada after the Second World War - relatively late compared to Europe and the United States. While postwar prosperity allowed the modern to gain a foothold in Toronto, it predominated in educational, commercial and religious buildings, never penetrating deeply into the field of low-rise housing. Eric Arthur noted that, "Probably the greatest victory for modern architecture in Canada has been in the field of school buildings."[13] Indeed, John B. Parkin Associates was awarded the Gold Medal for the North Oshawa High School at the inaugural Massey Medals competition in 1952.

The Modern Movement also had an impact on church design and this is evident in the study area given the large number of churches it contains. During the 1960s, the relationship between church building and architects was subject to joint conferences where challenges of working together were discussed. Participants commented on the exterior form, where there was criticism of weak expression and a reliance on the "Cross as a means of identification." The strongest criticism came from church groups themselves. At an address to the conference, J. R. Leng, Secretary of the Committee on Church Architecture of the United Church of Canada commented, "Church design is suffering from 'stereotype-ism'. Designs are running to pattern. The architect too often stresses space, or light, or structure, and achieves a 'picturesque eclecticism' with repetition of 'worn out ideas frequently transplanted from abroad'."[14]

Church design became a common subject in the RAIC journals. Notable architects such as Eberhard Zeidler discussed the relationship between church design and the evolution of modern architecture. Citing Le Corbusier's 1954 Ronchamp chapel as one of the first places where "symmetric geometric forms were replaced by shapes which could not be comprehended by classical aesthetic. Architecture began to flow freely, breaking loose from century-old ties."[15] Although no churches in the study area achieved this level of architectural expression, both architects and churches embraced the Modern Movement in their design.

8 John B. Parkin, "Tomorrow's Schools," RAIC Journal, Vol 20, No 7, July 1943, 99.
9 As quoted in RAIC 1943, 106.
10 John B. Parkin, "Post-War Planning of Schools," RAIC Journal, Vol 19, No 9, September 1942, 189.
11 RAIC Journal, 1943, 103.
12 RAIC Journal, 1943, 103.
13 Eric Arthur, as quoted in Christopher Armstrong, Making Toronto Modern: Architecture and Design 1895-1975 (Montreal : McGill-Queen's University Press, 2014), 157.
14 RAIC Journal 1960, 245.
15 Eberhard Zeidler, "The Design of West Ellesmere United Church," RAIC Journal 1960, Vol 37, No 10, 425

11.4.4 ARCHITECTS

Most major Toronto-based architects had commissions in Etobicoke during the postwar years. These were typically for school and industrial buildings. Among Canadian architects practicing in the postwar period, the firm of John B. Parkin Associates became the largest and most prolific. Established in 1947, it became one of the most successful architectural firms in the country in part because the practice determined never to take a commission that was "even in the remotest sense traditional."[1] In Etobicoke, in addition to the Sunnylea School (1946; extant), John B. Parkin Associates designed the Royal York Secondary School (Figure 352; 1954; extant) and the Simpson-Sears Warehouse (Figure 353; 1955; extant). None of these are within the Study Area.

Gordon S. Adamson was another prominent figure in the development of Modernism in Toronto. He formed Gordon S. Adamson Associates in 1946 and in Etobicoke the firm designed the Scotiabank at 1151 Weston Road (1952; extant) and Kipling Collegiate Institute (Figure 355; 1961; extant). The Scotiabank is within the Study Area.

Other notable firms practicing in Etobicoke include Shore & Moffat who designed the Ontario Food Terminal (Figure 354; 1953; extant), Mathers & Haldenby who designed the Christie Brown & Co. Factory (1951; demolished) and Page & Steele (West Glen Junior School; 1954; extant). None of these buildings are within the Study Area.

Figure 352. Royal York Secondary School, 1954 designed by John B. Parkin Associates. (Canadian Architectural Archives, Panda Collection, 541060-25).

Figure 353. Simpson Sears Warehouse, 1955 by John B. Parkin Associates. (Canadian Architectural Archives, Panda Collection, 55549-2)

Figure 354. Ontario Food Terminal, 1953 designed by Shore & Moffat (Canadian Architectural Archives, Panda Collection, 54428-122).

1 Linda Fraser, et. al. John C. Parkin, Archives and Photography: Reflections on the Practice and Presentation of Modern Architecture (Calgary: University of Calgary Press, 2013), 95.

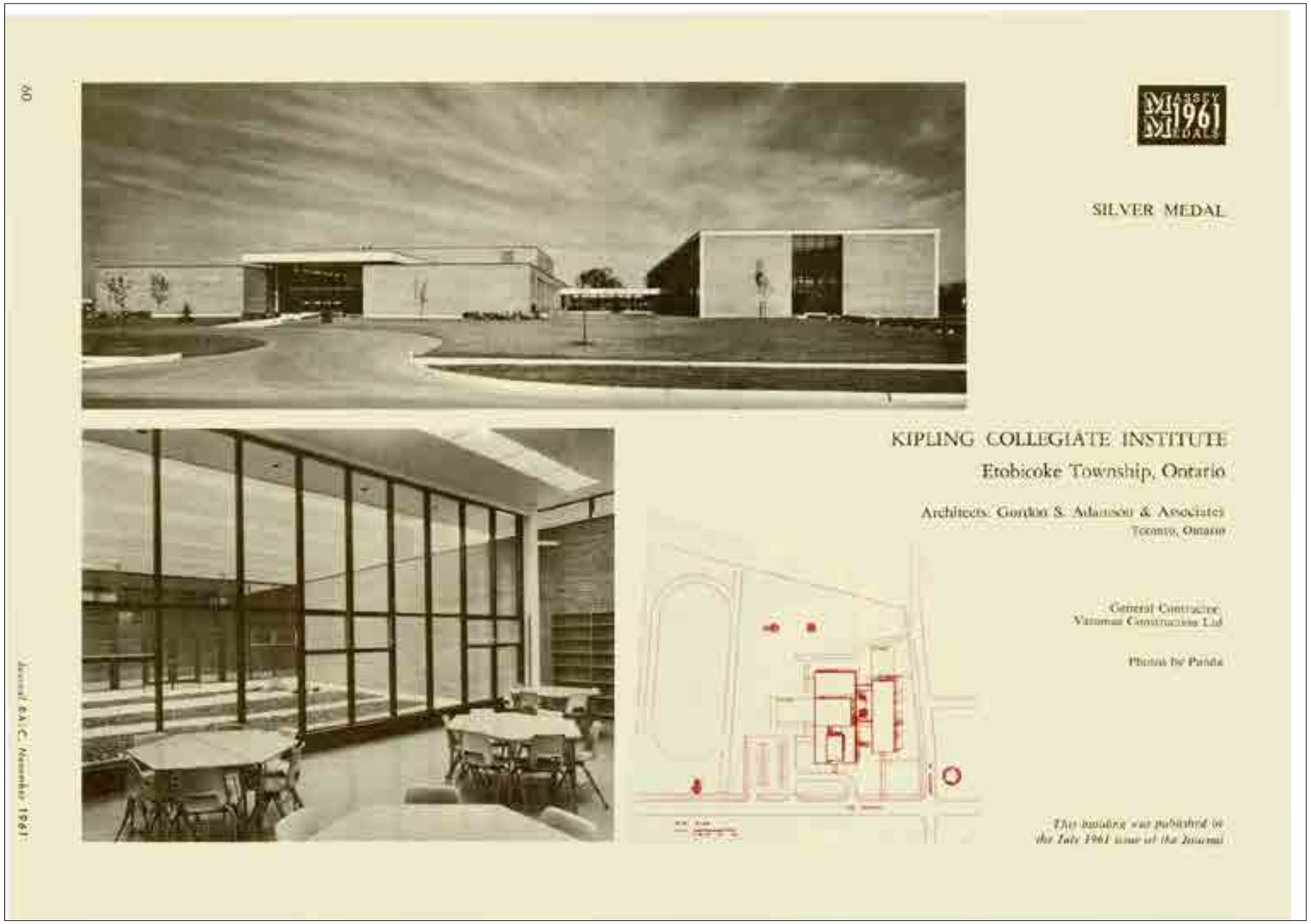

Figure 355. Kipling Collegiate designed by Adamson Architects, 1961. It was awarded a Silver Massey Medal in 1961 (RAIC Journal, 1961 Vol. 38, No XX).

11.4.2 STYLES AND INFLUENCES

Modernism

Modernism is a widely-used term to describe architecture in the post-war period (1945-1970) for a great variety of building types. In Toronto, buildings often combined Modernist details with familiar materials such as brick and smooth cast stone and classically formed compositions. Within the Modern Movement, there are some distinct streams including International Style, Neo-Expressionism, and Brutalism.

International Style

The International Style can be considered the most theoretically pure expression of modernist architectural ideals. Emerging in Europe in the early 20th century, the radical ideas were taken up slowly in Canada, coming to prominence between the 1940s and 1970s. The style embraced technological building advancements to create designs that were sleek and simple in form. International Style buildings are characterized by: strong horizontal rhythm; simple, voluminous massings and large sections of glazed curtain wall (Figure 356).

Neo-Expressionism

First established in the 1910s and 1920s, the style reemerged in the 1960s and 1970s. The sculptural forms created through this style are meant to contrast the common rectangularity of the modern movement. The style is overtly exhibibitionist and can be described as free form, asymmetrical and dynamic (Figure 357).

Brutalism

Emerging from Britain in the 1950s as 'New Brutalism', this style emphasized frankness of materials especially exposed concrete but also brick. It is characterized by articulation of structural and mechanical elements and large-scale elements with cubist massing (Figure 358).

Figure 356. Bank of Nova Scotia, Don Mills, 1956 by John B. Parkin Associates (Canadian Architectural Archives, Panda Collection, 561438-1).

Figure 357. Interior of Scarborough Civic Centre designed by Raymond Moriyama in 1973 (City of Toronto Archives, Fonds 200, Series 1465, File 97, Item 14).

Figure 358. Robarts Library designed in 1973 by Warner, Burns, Toan and Lunde and Mathers and Haldenby (City of Toronto Archives, Fonds 200, Series 146, File 212, Item 2).

11.4.3 MATERIALS

In the postwar era, industrial manufacturers turned their attention to new markets and uses for their materials. The aluminium, steel, wood, brick and concrete industries in particular promoted their products to the architecture field. Aluminium came to be used in schools for curtain walls, entrances and windows. Canada Brick introduced new colours - Dawn Grey, Ivory and Black Velvet to complement their existing range of colours (Figure 360). The wood and concrete industries turned their attention to expressive roofs and the shapes that could be achieved through new technologies. Ads for Fir Plywood Council promoted barrel vault shells and folded plate beams as roof shapes that brought character and distinctiveness to otherwise austere buildings (Figure 359). The concrete industry went further identifying the possibilities of their material for expressionist roofs. In addition to barrel shells and folded plate (in V, Z, and modified W-shapes), concrete could achieve domes and hyperbolic paraboloid shapes. According to the manufacturers, concrete's versatility offered architects and engineers a liberating freedom from conventional roof design.

Figure 359. Ad for plywood folded plate beams, 1960 (RAIC Journal, Vol. 37, No. 10, p 96).

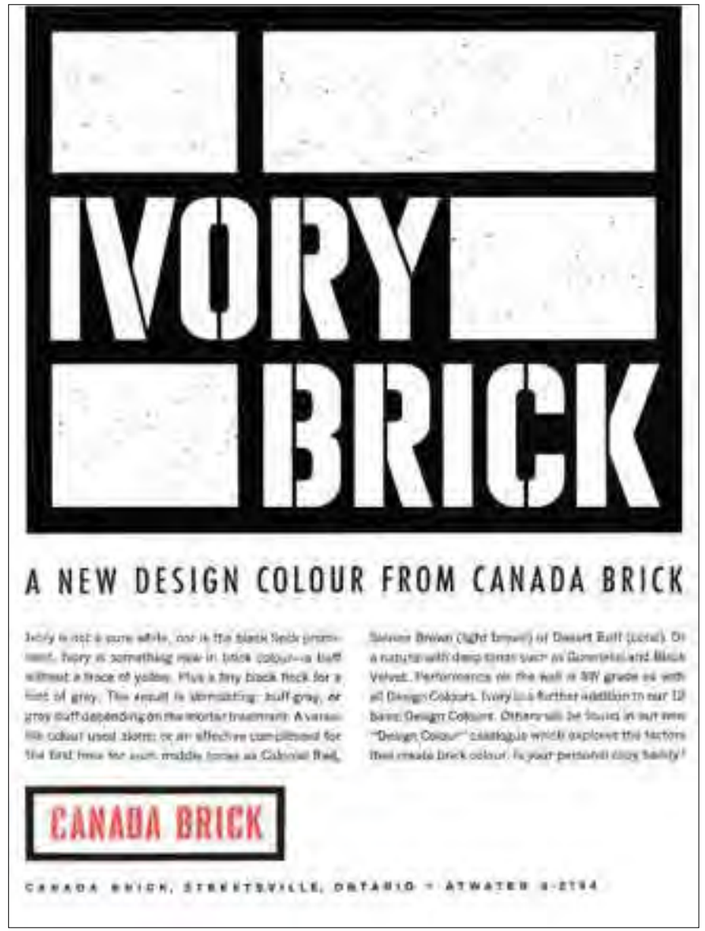

Figure 360. Canada Brick ad for new Ivory brick colour, 1960 (RAIC Journal, Vol. 37, No, 12, p. 27).

The modern buildings reviewed as part of this study were constructed between 1952 and 1970 during a period of tremendous growth in Etobicoke. The majority are public schools and places of worship with single instances of commercial, institutional and public works. Most of the buildings can be described as having modernist details and conventional materials and forms. Despite the new roof forms possible with concrete and wood, the majority of the buildings have flat roofs. Still, a few buildings have canopies or roof coverings that employ these new materials (Figure 361). Brick is the most common exterior material with stone used in a few instances. A variety of brick colours are used - red, red-brown, grey, buff, ivory and blue all being employed (Figure 362). Precast concrete panels with exposed aggregate finish (Figure 363) are also commonly used. Details are limited but can be seen on some brick facades (Figure 364).

Figure 361. Canopy at Richview Collegiate Institute and roof at Plast Huculak (Common Bond Collective, August 2018).

Figure 362. Richview Public Library and Hilltop Bible Chapel (Common Bond Collective, August 2018).

Figure 363. Richview Pumping Station and Central Etobicoke High School (Common Bond Collective, August 2018).

Figure 364. Richview Collegiate Institute and Hilltop Bible Chapel (Common Bond Collective, August 2018).

11.5 INDIVIDUAL PROPERTY DESCRIPTIONS

This section contains information tables, location maps and photographs for select properties identified as having potential cultural heritage interest. The tables list tombstone and other pertinent background information, along with recommendations. Sites are broadly categorized as existing heritage properties, potential heritage properties, and potential cultural heritage landscapes. Potential and existing heritage properties have been numbered from west to east, whereas potential cultural heritage landscapes are identified by letters. Richview Memorial Cemetery is an existing heritage property that is also considered a potential cultural heritage landscape, and is categorized as the latter.

11.5.1 EXISTING HERITAGE PROPERTIES IN THE STUDY AREA

Existing heritage properties are those already designated or listed by the City of Toronto. There are two designated and three listed properties within the Study Area. The designated properties are 4200 Eglinton Avenue West, Mary Reid House (14) and Richview Cemetery (A). Designation by-laws for each property are included in Appendix A. The listed properties are 1151 Weston Road (19), 30 Norgrove Crescent (11) and 322 La Rose Avenue (7).

11.5.2 POTENTIAL HERITAGE PROPERTIES IN THE STUDY AREA

These properties were identified through site visit and research as being potentially significant cultural heritage resources.

11.5.3 POTENTIAL CULTURAL HERITAGE LANDSCAPES IN THE STUDY AREA

These properties have been identified as potential cultural heritage landscapes (CHL). It is recommended they be evaluated under O. Reg. 9/06 and if they meet one or more criteria, be identified as a designed, evolved or associative cultural heritage landscape. This framework for identifying cultural heritage landscapes was created by the United Nations Educational, Scientific and Cultural Organization (UNESCO) and is used throughout Ontario[1]

1 Ontario Heritage Trust, "Cultural Heritage Landscapes - An Introduction." Accessed at: https://www.heritagetrust.on.ca/user_assets/documents/HIS-020-Cultural-heritage-landscapes-An-introduction-ENG.pdf

Figure 366. Map of the Study Area showing boundary (black dashed line), corridor Segments (dashed blue lines), built & existing heritage resources (numbered orange dots) and potential cultural heritage landscapes (lettered pink dots). (Perkins + Will / Common Bond Collective, 2019)

Name	Address	Date	Resource Type
Richview Pumping Station	551 Martin Grove Road	1964	Potential Heritage Property
Martingrove Collegiate Institute	50 Winterton Drive	1967	Potential Heritage Property
Central Etobicoke High School	10 Denfield Street	1970	Potential Heritage Property
Plast Huculak Centre	516 The Kingsway	1960	Potential Heritage Property
Richview Collegiate Institute	1738 Islington Avenue	1958	Potential Heritage Property
Richview Public Library	1806 Islington Avenue	1966	Potential Heritage Property
La Rose House	322 La Rose Avenue	1861	Existing Heritage Property
Church of Christ Science	4480 Eglinton Avenue W.	1934	Potential Heritage Property
Residence	4400 Eglinton Avenue W.	1950	Potential Heritage Property
Hilltop Bible Chapel	243 La Rose Avenue	1961	Potential Heritage Property
Residence	30 Norgrove Cres.	1920	Existing Heritage Property
Royal York Medical Centre	1436 Royal York Road	1969	Potential Heritage Property
St. Mattias Anglican Church	1428 Royal York Road	1957	Potential Heritage Property
Mary Reid House	4200 Eglinton Avenue W.	1939	Existing Heritage Property
Montessori Humbervale School	1447 Royal York Road	1964	Potential Heritage Property
All Saints Catholic Church	1415 Royal York Road	1967	Potential Heritage Property
Church of Saint Demetrius the Great Martyr	135 La Rose Avenue	1970	Potential Heritage Property
Residence	3566 Eglinton Avenue W.	1900	Potential Heritage Property
Scotiabank	1151 Weston Road	1952	Existing Heritage Property
Anglican Church of St. Mary and St. Martha	1149 Weston Road	1913	Potential Heritage Property
Richview Memorial Cemetery	n/a	1853	Potential CHL / Existing Heritage Property
Stonehouse Burial Ground	n/a	1835	Potential CHL
St. George's Golf Club	1668 Islington Avenue	1929	Potential CHL
Scarlett Woods Golf Course	1000 Jane Street	1974	Potential CHL
Eglinton Flats/Ferby Brown Park	101 Emmett Avenue / 3700 Eglinton Avenue W.	1980	Potential CHL

Figure 365. Table listing all properties described in greater detail below. ID's correspond to the coloured dots on plan located opposite.

No. 1 - Potential Heritage Property			
Name	Richview Pumping Station and Park	Style / Influence	Neo-Expressionist
Address	551 Martin Grove Road	Function/Typology	Public Work
Completion Date	c1964 (Aerial Photograph 1964)		
Building addition(s)	1970 (Aerial photograph 1970, Sheet 108) Rectangular portion fronting Martin Grove; bays have been infilled with brick (c2000); flat roof appears original; precast concrete		
Architect	Undetermined at this time		
Building description	Height: One storey. Plan & Massing: Circular and rectangular, rectilinear massing with abstract gestures. Roof Type & Materials: Flat; materials undetermined. Primary exterior materials: Precast concrete panels with exposed aggregate finish; concrete columns; masonry walls. Fenestration: N/A. Details and Notable Features: None identified.		
Site description	Location & Context: Located on the east side of Martin Grove Road in an area of high-rise apartments. Orientation & Setback: Oriented towards Martin Grove Road with an approximate setback of 25 m. Features: Substantial, grassed property; slopes up to the east.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate potential as a representative example of a Neo-Expressionist design. Historical/Associative: Moderate potential as a public work built by Metro Toronto. Contextual: High potential as a property that is functionally connected to its surroundings.		
Study Area Segment and Location	Study Area Segment: B - Hydro Corridor to Wincott/Bemersyde Location within Study Area: Adjacent to Eglinton Avenue West (approximately 120 m to the north) and location of proposed Martin Grove LRT stop.		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

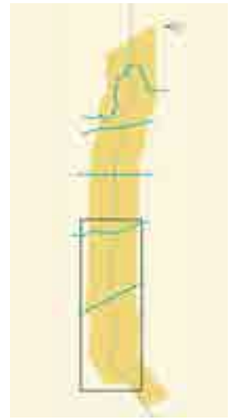

Figure 367. Plan of Study Area Segments A (left) & B (right) indicating location of 551 Martin Grove Road. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 2 - Potential Heritage Property			
Name	Martingrove Collegiate Institute	Style / Influence	Modernist
Address	50 Winterton Drive	Function/Typology	Educational: High School
Completion Date	c1966 (Aerial Photographs 1966 & 1967)		
Building addition(s)	None identified		
Architect	Undetermined at this time		
Building description	Height: One and two storeys. Plan & Massing: Slight cross plan with rectangular massing. Roof Type & Materials: Flat; materials undetermined. Primary Exterior Materials: Textured brown brick and concrete panels with pebble finish. Fenestration: Punched. Details and Notable Features: Brick texture.		
Site description	Location & Context: Located at the southeast corner of Martin Grove Road and Winderton Drive in an area adjacent to the Hydro corridor. Orientation & Setback: Although oriented towards Winterton Drive, the building has a prominent elevation along Eglinton Avenue West with an approximate setback of 70 m. Features: Large playing field to the east.		
Previous Reports	Identified as a Built Heritage Resource in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 35.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate as an example of modernist design as applied to an educational facility. Historical/Associative: Moderate potential to identify architect. Contextual: Moderate given prominent corner location but low profile and visibility.		
Study Area Segment and Location	Study Area Segment: B: Hydro Corridor to Wincott/Bemersyde Location within Study Area: Adjacent to Eglinton Avenue West and location of proposed Martin Grove LRT stop.		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

Figure 368. Plan of Study Area Segments A (left) & B (right) indicating location of 50 Winterton Dr. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 3 - Potential Heritage Property			
Name	Central Etobicoke High School	Style / Influence	Brutalist
Address	10 Denfield Street	Function/Typology	Educational: High School
Completion Date	1970 (Aerial photograph 1970)		
Building addition(s)	Greenhouse added; date undetermined.		
Architect	Undetermined at this time		
Building description	Height: One and two storeys. Plan & Massing: Irregular rectangular plan with an array of square and rectangular volumes. Roof Type & Materials: Flat; materials undetermined. Primary Exterior Materials: Red-brown brick and precast concrete panels with exposed aggregate finish. Fenestration: Punched and ribbon skylights. Details and Notable Features: Internal courtyard.		
Site description	Location & Context: Located at the northwest corner of Denfield Street and Widdicombe Boulevard in an low-rise and high-rise residential properties. Orientation & Setback: Oriented towards Denfield Street with an approximate setback of 20 m. Features: Large playing filed to the rear (south) of the property.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate potential as a representative example of the Brutalist style applied to an educational facility. Historical/Associative: Moderate potential to identify architect. Contextual: Low potential.		
Study Area Segment and Location	Study Area Segment: B - Hydro corridor to Wincott/Bemersyde Location within Study Area: Located approximately 300 m from Eglinton Avenue West.		
Recommendations	Moderate potential to meet criteria; moderate priority for Cultural Heritage Evaluation Report.		

Figure 369. Plan of Study Area Segments A (left) & B (right) indicating location of 10 Denfield St. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 4 - Potential Heritage Property			
Name	Plast Huculak Centre	Style / Influence	Modernist
Address	516 The Kingsway	Function/Typology	Place of Worship
Completion Date	c1960 (Date Stone and Aerial photograph 1961)		
Building addition(s)	Addition built c1967 (based on 1966 and 1968 aerials) to the east of the church building; generally rectangular and connected to the church with a Y-shaped building; exterior materials are buff brick and cast concrete panels.		
Architect	Undetermined at this time		
Building description	Height: One storey with double height interior spaces. Plan & Massing: Irregular rectangular plan; massing is rectilinear and defined by roofs. Roof Type & Materials: Pitched (low) with gable end and flat; materials undetermined. Primary Exterior Materials: Buff brick; precast concrete panels with exposed aggregate finish. Fenestration: Vertical strip and punched; stained glass. Details and Notable Features: Church roof features folded plate in a W-shape.		
Site description	Location & Context: Located at the southeast corner of The Kingsway and Kipling Ave., in an area of low-scale, residential properties. Orientation & Setback: Oriented towards The Kingsway with an approximate 35 m setback. Features: Semi-circular drive; generous grassed lawns.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Low potential. Historical/Associative: Moderate potential to identify architect. Contextual: Moderate potential due to corner location.		
Study Area Segment and Location	Study Area Segment: B - Hydro Corridor to Wincott/Bemersyde Location within Study Area: Located approximately 310 m south of Eglinton Ave. W.		
Recommendations	Moderate potential to meet criteria; moderate priority for Cultural Heritage Evaluation Report.		

Figure 370. Plan of Study Area Segments A (left) & B (right) indicating location of 516 The Kingsway. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 5 - Potential Heritage Property			
Name	Richview Collegiate Institute	Style / Influence	International Style
Address	1738 Islington Avenue	Function/Typology	Educational: High School
Completion Date	1958 (TPAP 2010, p. 35).		
Building addition(s)	Auditorium is an addition, c1961 (Aerial Photographs 1959 & 1961).		
Architect	Undetermined at this time		
Building description	Height: Two storeys Plan & Massing: Irregular rectangular plan around a courtyard, auditorium has a trapezoidal plan; highly sleek and rectilinear massing. Roof Type & Materials: Flat; materials undetermined. Primary Exterior Materials: Brown brick throughout with blue brick featured on east facades; field stone foundation; large proportion of glazing on certain elevations. Fenestration: very generous glazed sections between concrete bays plus curtain walls; primarily fixed aluminum frame (original) with some operational units. Details and Notable Features: Barrel vault canopy at main entrance; yellow brick on secondary facades; auditorium has protruding brick detail; interior courtyard.		
Site description	Location & Context: Located at the southwest corner of Islington Avenue and Eglinton Avenue West in a low-scale residential area. Property adjacent to bike path. Orientation & Setback: Oriented towards Islington Ave. with an approximate 40 m setback. Features: Islington and Eglinton frontages have park-like setting with large, grassed areas and trees; walkway at southwest corner of Islington and Eglinton; large playing field located at the rear (west) of the property.		
Previous Reports	Identified as a Built Heritage Resource in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 35.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as an example of International Style school design. Historical/Associative: Moderate potential as one of several schools built shortly after Etobicoke Township was merged into Metro Toronto. Contextual: High potential due to prominent corner location and visibility from both Islington Ave. and Eglinton Ave. W.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bermersyde to Royal York near proposed Islington stop. Location within Study Area: Adjacent to Eglinton Ave. W, approximately 40 m to the south.		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

Figure 371. Plan of Study Area Segments C (left) & D (right) indicating location of 1738 Islington Ave. (Perkins+Will & Common Bond Collective, 2019)




Photography Common Bond Collective 2018

No. 6 - Potential Heritage Property			
Name	Richview Public Library	Style / Influence	Modernist
Address	1806 Islington Avenue	Function/Typology	Institutional
Completion Date	1966 (Aerial photograph)		
Building addition(s)	None identified.		
Architect	Dunlop, Wardell, Matsui, Aitken (CAPI, Canadian Architect, 1967 vol 12 p. 52-4).		
Building description	Height: Two storeys. Plan & Massing: Irregular rectangular plan and massing. Roof Type & Materials: Flat, with raised-seam copper pent roofs. Primary Exterior Materials: Red-brown brick. Fenestration: Ribbon windows and large glazed areas. Details and Notable Features: Brick texture; massing and composition.		
Site description	Location & Context: Located on Islington Ave., in an area of low-scale residential and educational properties. Orientation & Setback: Oriented towards parking lot to the north. Approximate setback from Islington Ave. is 10m. Features: Mature trees along Islington Ave.		
Previous Reports	None identified; Awarded Massey Medal, 1967.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as an example of Scandinavian-influenced modernist design. Historical/Associative: High potential as the work of architects Dunlop, Wardell, Matsui, Aitken and as a recipient of a Massey Medal in 1967. Contextual: Moderate potential.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bermersyde to Royal York Location within Study Area: Located approximately 350m to the north.		
Recommendations	High potential to meet criteria; high priority for Cultural Heritage Evaluation Report.		

Figure 372. Plan of Study Area Segments C (left) & D (right) indicating location of 1806 Islington Ave. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 7 - Existing Heritage Property			
Name	La Rose House	Style / Influence	Vernacular farmhouse
Address	322 La Rose Avenue	Function/Typology	Residential
Completion Date	C.1861 (HPS Evaluation Report for Mary Reid House)		
Building addition(s)	One or more at east end of house, date undetermined.		
Architect	Undetermined at this time		
Building description	Height: Two storeys Plan & Massing: Rectangular plan with rear tail; symmetrical rectangular massing Roof Type & Materials: Side gabled with cross gable at rear tail; materials undetermined. Primary Exterior Materials: Red brick in flemish bond (west elevation); humberstone Fenestration: Symmetrically arranged rectangular openings (arches obscured), of six-over-six (west elevation) and two-over-two (tail addition) double hung sash type. Details and Notable Features: Regency-style porch on west elevation; historic orientation westward to Islington Ave.		
Site description	Location & Context: Located on the north side of La Rose Avenue, just east of Islington Avenue in an area of low-rise residential properties. Orientation & Setback: Two storey portion is oriented toward Islington Avenue, while rear tail is oriented to La Rose Avenue which now serves as the access point. Setback of approximately 15 m from La Rose Avenue and approximately 40 m from Islington Avenue. Features: Lush site has considerable vegetation in the form of trees and shrubs.		
Previous Reports	None identified.		
Municipal Heritage Status	Listed		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as a representative example of vernacular farmhouse. Historical/Associative: High potential for its association with the development of Etobicoke Township. Contextual: Low potential.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bemersyde to Royal York Location within Study Area: Located approximately 150 m north of Eglinton Avenue West		
Recommendations	High potential to meet criteria; high priority for Cultural Heritage Evaluation Report.		

Figure 373. Plan of Study Area Segments C (left) & D (right) indicating location of 322 La Rose Ave. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. 8 - Potential Heritage Property			
Name	Church of Christ Science (former Sidney Screaton House)	Style / Influence	Period Revival
Address	4480 Eglinton Avenue West	Function/Typology	Place of Worship (current); Residential (historic)
Completion Date	1934 (HPS Evaluation Report for Mary Reid House).		
Building addition(s)	Small addition at east end, date undetermined.		
Architect	Undetermined at this time		
Building description	Height: 2 storeys Plan & Massing: Rectangular plan; asymmetrical massing has horizontal and vertical articulations (gables rising above roofline and projecting gable walls at doorways) Roof Type & Materials: Side gable with numerous cross-gables varying in height and size. Primary Exterior Materials: Randomly coursed humberstone Fenestration: Rectangular wood casement windows in multiple sizes, with occasional Segmental arch. Details and Notable Features: Composition; windows; copper eaves, hoppers and downspouts.		
Site description	Location & Context: Located at the northeast corner of Islington Avenue and Eglinton Ave. W. Orientation & Setback: Oriented towards Eglinton Avenue West with an approximate setback of 40 m. Features: Original curved drive/entry from Eglinton Avenue West still evident and in use.		
Previous Reports	Identified as Built Heritage Resource in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 36.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as a representative example of the Period Revival style. Historical/Associative: Moderate potential for its association with the development of Etobicoke Township as a residence along Richview Sideroad. Contextual: High potential for its location on a corner lot.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bemersyde to Royal York Location within Study Area: Adjacent to Eglinton Avenue West		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

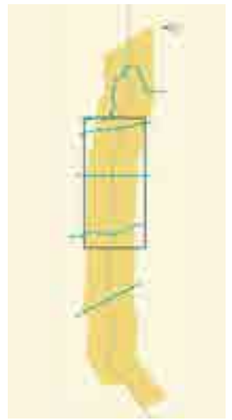

Figure 374. Plan of Study Area Segments C (left) & D (right) indicating location of 4480 Eglinton Avenue West (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. 9 - Potential Heritage Property			
Name	Residence	Style / Influence	Period Revival
Address	4400 Eglinton Avenue West	Function/Typology	Residential
Completion Date	c1950 (Aerial Photographs 1947 & 1956)		
Building addition(s)	None identified.		
Architect	Undetermined at this time		
Building description	Height: One and a half storeys. Plan & Massing: Rectangular plan; simple massing with dormer projecting through roof. Roof Type & Materials: Side gable punctuated by two dormers; asphalt shingles. Primary Exterior Materials: Masonry, with faux timber-framing above first storey. Fenestration: Rectangular openings with octagonal window at front door. Details and Notable Features: Masonry materials.		
Site description	Location & Context: Located on the north side of Eglinton Avenue West almost midway between Royal York Road (east) and Islington Avenue (west). Orientation & Setback: Oriented towards Eglinton Avenue West with an approximate setback of 25m. Features: Original drive from Eglinton. Ave W. still evident and in use.		
Previous Reports	Identified as Built Heritage Resource in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 36.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate potential as a representative example of the vernacular with Period Revival influences. Historical/Associative: Moderate potential for its association with the development of Etobicoke Township as a residence along Richview Sideroad. Contextual: Moderate potential (with properties at 4480 and 4200 Eglinton Ave. W.) for maintaining the historic setbacks.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bemersyde to Royal York Location within Study Area: Adjacent to Eglinton Ave. W.		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

Figure 375. Plan of Study Area Segments C (left) & D (right) indicating location of 4400 Eglinton Avenue West (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. 10 - Potential Heritage Property			
Name	Hilltop Bible Chapel	Style / Influence	Neo-Expressionist
Address	243 La Rose Avenue	Function/Typology	Place of Worship
Completion Date	1961 (Date Stone and Aerial Photograph 1963)		
Building addition(s)	None identified.		
Architect	Dr. Eugene Jannis & G.T. Quigley (CAPI, p. 15 A0299 / CB XV 12 (Dec 65), 33 35 text illustrations)		
Building description	Height: One and two storeys. Plan & Massing: Irregular comprised of semi-circular and oval volumes (Nautilus) Roof Type & Materials: Flat; materials undetermined. Primary Exterior Materials: Brown brick and white brick. Fenestration: Punched and ribbon with stained glass. Details and Notable Features: Brown brick section has protruding brick detail.		
Site description	Location & Context: Located on the south side of La Rose Avenue, in an area of low-scale residential properties. Orientation & Setback: Oriented towards La Rose Avenue with an approximate setback of 20m. Features: Semi-circular drive; substantial grassed area at the rear (south) of the property and paved parking area to the west.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as an example of Modernist/Neo-Expressionist design. Historical/Associative: High potential as the identified work of architects Dr. Eugene Jannis and G.T Quigley. Contextual: Moderate due to location on a residential street.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bermersyde to Royal York. Location within Study Area: Located approximately 150m north of Eglinton Avenue West		
Recommendations	High potential to meet criteria; high priority for Cultural Heritage Evaluation Report.		

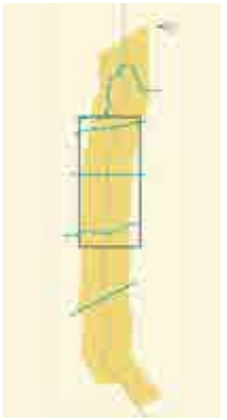

Figure 376. Plan of Study Area Segments C (left) & D (right) indicating location of 243 La Rose Ave. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 11 - Existing Heritage Property			
Name	Residence	Style / Influence	Period Revival
Address	30 Norgrove Crescent	Function/Typology	Residential
Completion Date	c.1920 (estimate based on style)		
Building addition(s)	Possible additions at rear of dwelling; date undetermined		
Architect	Undetermined at this time		
Building description	Height: Two and a half storeys Plan & Massing: Rectangular with rear additions; highly symmetrical massing is defined by gable form. Roof Type & Materials: Side gabled; asphalt shingles Primary Exterior Materials: Red brick Fenestration: Various window openings and sizes; replacement windows. Details and Notable Features: Scale and composition.		
Site description	Location & Context: Located on the west side of Norgrove Crescent in an area of low-scale residential properties. Orientation & Setback: Oriented towards Norgrove Crescent with an approximate setback of 10m. Features: Dense shrubs enclose front elevation.		
Previous Reports	None identified.		
Municipal Heritage Status	Listed.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as a representative example of the Period Revival style. Historical/Associative: High potential for its association with the development of Etobicoke Township. Contextual: Low potential.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bemersyde to Royal York Location within Study Area: Located at northern limit of study area, approximately 150m north of Eglinton Ave. W.		
Recommendations	High potential to meet criteria; high priority for Cultural Heritage Evaluation Report.		

Figure 377. Plan of Study Area Segments C (left) & D (right) indicating location of 30 Norgrove Cres. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. 12 - Potential Heritage Property			
Name	Royal York Medical Centre	Style / Influence	Neo-Expressionist
Address	1436 Royal York Road	Function/Typology	Commercial
Completion Date	c1969 (Aerial photography 1969)		
Building addition(s)	None identified.		
Architect	Undetermined		
Building description	Height: Two storeys. Plan & Massing: Circular plan rising to roof. Roof Type & Materials: Flat with penthouse; materials undetermined. Primary Exterior Materials: Brown brick and concrete; steel columns. Fenestration: Punched and ribbon. Details and Notable Features: Ornate aluminum screens.		
Site description	Location & Context: Located at the southwest corner of Royal York Road and Summitcrest Drive, in an area of Places of Worship and commercial properties. Orientation & Setback: Orientation is towards Royal York Road with an approximate setback of 15m. Features: Small grassed area at the corner of site with remainder being paved parking lot.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate/High potential as a representative example of Neo-Expressionist design. Historical/Associative: Low potential to identify architect. Contextual: Moderate potential as a landmark.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bemersyde to Royal York Location within Study Area: Located approximately 350m north of Eglinton Ave.		
Recommendations	Moderate potential to meet criteria; moderate priority for Cultural Heritage Evaluation Report.		

Figure 378. Plan of Study Area Segments C (left) & D (right) indicating location of 1436 Royal York Road. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 13 - Potential Heritage Property			
Name	St. Mattias Anglican Church	Style / Influence	Modernist
Address	1428 Royal York Road	Function/Typology	Place of Worship
Completion Date	1957 (Date Stone)		
Building addition(s)	None identified, although steeple appears later than original 1957 building.		
Architect	Undetermined at this time		
Building description	Height: One full height storey. Plan & Massing: Rectangular plan with rectilinear massing largely defined by gabled roof. Roof Type & Materials: Pitched (steep) with gable end; asphalt shingles. Primary Exterior Materials: Grey brick and concrete block. Fenestration: Punched and ribbon; stained glass. Details and Notable Features: Stylized steeple with Prairie influence.		
Site description	Location & Context: Located on west side of Royal York Road in an area of other Places of Worship and commercial buildings. Orientation & Setback: Oriented towards Royal York Road with an approximate 20m setback. Features: Grassed front lawn; paved parking lot to the south.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Low potential. Historical/Associative: Low potential. Contextual: Low potential.		
Study Area Segment and Location	Study area Segment: C - Wincott/Bermersyde to Royal York Location within study area: Approximately 225m north of Eglinton Ave. W.		
Recommendations	Low potential to meet criteria; low priority for Cultural Heritage Evaluation Report.		

Figure 379. Plan of Study Area Segments C (left) & D (right) indicating location of 1428 Royal York Road. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 14 - Existing Heritage Property			
Name	Mary Reid House	Style / Influence	Period Revival
Address	4200 Eglinton Avenue West	Function/Typology	Residential
Completion Date	1939 (Designation by-law 221-2016)		
Building addition(s)	None identified		
Architect	Undetermined at this time		
Building description	Height: Two and a half storeys. Plan & Massing: Rectangular plan with several projections; asymmetrical massing with numerous projecting elements on south facade. Roof Type & Materials: Side gabled with prominent offset cross-gable; asphalt shingles Primary Exterior Materials: Red brick laid in English Bond Fenestration: Variously sized rectangular banks of mullioned wooden casement windows. Details and Notable Features: Overall composition.		
Site description	Location & Context: Located on the north side of Eglinton Avenue West in an area of low-scale residential properties. Orientation & Setback: Oriented towards Eglinton Avenue West with an approximate setback of 40m. Features: Original semi-circular drive still evident and in use; dry stone wall.		
Previous Reports	Identified as Built Heritage Resource in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 36.		
Municipal Heritage Status	Designated Part IV, By-law 221-2016. Mary Reid House, 1939; adopted by City Council on Sept. 25, 26, 27, 2006 City Council stated its intention to designate April 1, 2015. Designation By-law 221-2016 enacted by Council March 10, 2016.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Identified in Designation by-law. Historical/Associative: Identified in Designation by-law. Contextual: Identified in Designation by-law.		
Study Area Segment and Location	Study Area Segment: C - Wincott/Bemersyde to Royal York Location within Study Area: Adjacent to Eglinton Avenue West		
Recommendations	1) Complete HIA to assess streetscape design on heritage values and/or attributes identified in designation by-law. 2) Create an interpretative opportunity at an appropriate location on the corridor such as the Royal York LRT stop which discusses the early history of Etobicoke, particularly along historic Richview Sideroad.		

Figure 380. Plan of Study Area Segments C (left) & D (right) indicating location of 4200 Eglinton Avenue West (Perkins+Will & Common Bond Collective, 2019)

No. 15 - Potential Heritage Property			
Name	Montessori Humbervale School (former Humbervale United Church)	Style / Influence	Modernist
Address	1447 Royal York Road	Function/Typology	Place of Worship
Completion Date	c1964 (Aerial Photograph 1964, Sheet 108)		
Building addition(s)	Three storey addition c1990.		
Architect	Undetermined		
Building description	Height: One storey with full height interior (church). Plan & Massing: Cruciform plan with rectilinear massing further defined by roof. Roof & Materials: Pitched (steep) with gable ends; metal shingles (copper based). Primary Exterior Materials: Stone. Fenestration: Ribbon and punched with stained glass. Details and Notable Features: Bronze spire; stained glass; collection of recessed window openings on east gable wall.		
Site description	Location & Context: Located on the east side of Royal York Road in an area of other Places of Worship. Orientation & Setback: Oriented towards Royal York Road with an approximate setback of 20m. Features: Site is characterized by paved parking lot; some tree plantings.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate potential as a representative example of modernist design; craftsmanship of stone and stained glass windows. Historical/Associative: Moderate potential to identify architect. Contextual: Low potential.		
Study Area Segment and Location	Study Area Segment: D - Royal York to Scarlett Location within Study Area: Located approximately 350m north of Eglinton Avenue West		
Recommendations	Moderate potential to meet criteria; moderate priority for Cultural Heritage Evaluation Report.		

Figure 381. Plan of Study Area Segments C (left) & D (right) indicating location of 1447 Royal York Road. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 16 - Potential Heritage Property			
Name	All Saints Catholic Church	Style / Influence	Modernist
Address	1415 Royal York Road	Function/Typology	Place of Worship
Completion Date	1967 (Exterior plaque)		
Building addition(s)	None identified.		
Architect	Undetermined at this time		
Building description	Height: One storey. Plan & Massing: Irregular comprised of square and semi-circular sections with rectilinear walls rising to roofs. Roof Type & Materials: Square volumes have flat roofs and semi-circular portion has a mansard style copper roof. Primary exterior materials: Red-brown brick. Fenestration: Punched and ribbon with stained glass. Details and Notable Features: none identified.		
Site description	Location & Context: Located on the northeast corner of Royal York Road and La Rose Avenue, in an area of other Places of Worship. Orientation & Setback: Oriented towards Royal York Road with an approximate setback of 20m. Features: Landscaped front (west) lawn.		
Previous Reports	None identified.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate potential as representative example of modernist design as applied to a Place of Worship. Historical/Associative: Moderate potential to identify architect. Contextual: Moderate potential due to its location.		
Study Area Segment and Location	Study Area Segment: D - Royal York to Scarlett. Location within Study Area: Located approximately 200m north of Eglinton Ave. W.		
Recommendations	Moderate potential to meet criteria; moderate priority for Cultural Heritage Evaluation Report.		

Figure 382. Plan of Study Area Segments C (left) & D (right) indicating location of 1415 Royal York Road. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 17 - Potential Heritage Property			
Name	Church of Saint Demetrius the Great Martyr	Style / Influence	Brutalist
Address	135 La Rose Avenue	Function/Typology	Place of Worship
Completion Date	c1971 (Aerial Photography 1971)		
Building addition(s)	None identified.		
Architect	Undetermined at this time		
Building description	Height: One and two storeys. Plan & Massing: Irregular rectangular plan containing circular and rectangular volumes. Roof Type & Materials: Flat; materials undetermined. Primary exterior materials: Cast concrete; stone; red brick. Fenestration: Punched; stained glass. Details and Notable Features: Wooden front doors.		
Site description	Location & Context: Located on the south side of La Rose Road, mid-block between Scarlett Road (east) and Royal York (west), in an area of mid- and high rise apartments, and low-scale commercial. Orientation & Setback: Oriented towards La Rose Road with an approximate setback of 20m. Features: Landscaped front (north) portion.		
Previous Reports	None identified		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as a representative example of Brutalist design applied to a Place of Worship. Historical/Associative: Moderate/high potential to identify architect. Contextual: Moderate potential.		
Study Area Segment and Location	Study Area Segment: D - Royal York to Scarlett Location within Study Area: Located approximately 150m north of Eglinton Ave. W.		
Recommendations	High potential to meet criteria; high priority for Cultural Heritage Evaluation Report.		

Figure 383. Plan of Study Area Segments C (left) & D (right) indicating location of 135 La Rose Ave. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 18 - Potential Heritage Property			
Name	Residence	Style / Influence	Modernist
Address	3566 Eglinton Avenue West	Function/Typology	Commercial
Completion Date	C.1900 (estimate based on style and type)		
Building addition(s)	Undetermined at this time		
Architect	Undetermined at this time		
Building description	Height: Two Storeys. Plan & Massing: Rectangular plan with rear tail; symmetrical massing. Roof Type & Materials: Side gable with prominent central cross-gable; asphalt shingles. Primary Exterior Materials: Red brick. Fenestration: Segmentally arched. Details and Notable Features: House has symmetrical duplex configuration with central entrances. Raised covered porch at first floor with historic details on west half.		
Site description	Location & Context: Located on the north side of Eglinton Avenue West in an area of low-scale and high-scale, residential properties. Orientation & Setback: Oriented towards Eglinton Avenue West with an approximate setback of 7.5m. Features: Parking pads in front of dwelling.		
Previous Reports	Identified as part of a Cultural Heritage Landscape in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 40.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate potential as a representative example of the Gothic Revival style. Historical/Associative: Moderate potential for its association with Mount Dennis. Contextual: Low potential		
Study Area Segment and Location	Study Area Segment: F - Eglinton Flats to Mount Dennis Location within Study Area: Adjacent to Eglinton Ave. W.		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

Figure 384. Plan of Study Area Segments E (left) & F (right) indicating location of 3566 Eglinton Avenue West (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. 19 - Existing Heritage Property			
Name	Scotiabank	Style / Influence	Modernist
Address	1151 Weston Road	Function/Typology	Commercial
Completion Date	c1952 (Panda Photographic Collection)		
Building addition(s)	One-storey addition on the east side; with a concrete finish; features a large, circular window.		
Architect	Gordon S. Adamson (Panda Photographic Collection)		
Building description	Height: One storey. Plan & Massing: Rectangular. Roof Type & Materials: Flat; materials undetermined. Primary Exterior Materials: Limestone cladding. Fenestration: Ribbon; fixed aluminum frame. Details and Notable Features: Three bas-reliefs in nautical motifs on the west facade.		
Site description	Location & Context: Located on northeast corner of Eglinton Avenue West and Weston Road in an area of low-scale commercial and residential buildings. Orientation & Setback: Oriented towards Weston Road with a setback of approximately 25m. Features: Grassed lawn and landscaping.		
Previous Reports	Identified as a part of a Cultural Heritage Landscape in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 43 and identified as a Built Heritage Resource in Unterman McPhail, Cultural Heritage Assessment Report: Eglinton Crosstown LRT Jane to Keele (May 2013), p. 19.		
Municipal Heritage Status	Listed - Mount Dennis Bank of Nova Scotia (1949, addition 1981-2) now known as Scotiabank, Weston Road and Eglinton Avenue.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: High potential as a representative example of Modernist design. Historical/Associative: High potential as an identified work of Adamson Architects. Contextual: High potential for its prominent location on a corner lot and high visibility from both Weston and Eglinton.		
Study Area Segment and Location	Study Area Segment: F - Eglinton Flats to Mount Dennis Location within Study Area: Adjacent to Eglinton Ave. W, approximately 10m to the north.		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

Figure 385. Plan of Study Area Segments E (left) & F (right) indicating location of 1151 Weston Road. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. 20 - Potential Heritage Property			
Name	Anglican Church of St. Mary and St. Martha	Style / Influence	Gothic Revival
Address	1149 Weston Road	Function/Typology	Place of Worship
Completion Date	c.1913 (1913 Goad's Atlas of the City of Toronto)		
Building addition(s)	South wing built c.1959 (Aerial Photograph 1959)		
Architect	Undetermined at this time		
Building description	Height: One full height storey with two-storey addition. Plan & Massing: Rectangular plan expressing additions. Rectangular massing is broken up by buttressing and vertical channeling, tower at northwest. Roof Type & Materials: Gabled roofs throughout, with conical roof on tower; all asphalt. Primary Exterior Materials: Red brick. Fenestration: Pointed windows with leaded glass on original structure; rectangular openings on original and addition. Details and Notable Features: Louvred pointed openings on tower; masonry buttressing; attractive brick corbelling on tower.		
Site description	Location & Context: Located at the southeast corner of Eglinton Avenue West and Weston Road, in an area of low-scale commercial properties. Orientation & Setback: Oriented towards the corner of the intersection of Eglinton and Weston with an approximate setback of 5m. Features: None identified.		
Previous Reports	Identified as part of a Cultural Heritage Landscape in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 44.		
Municipal Heritage Status	None to date.		
Heritage Potential (based on O.Reg 9/06)	Design/Physical: Moderate potential as a representative example of the Gothic Revival style. Historical/Associative: High potential to identify architect. Contextual: High potential for its prominent location on a corner lot and high visibility from both Weston and Eglinton.		
Study Area Segment and Location	Study Area Segment: F - Eglinton Flats to Mount Dennis Location within Study Area: Adjacent to Eglinton Ave. W.		
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.		

Figure 386. Plan of Study Area Segments E (left) & F (right) indicating location of 1149 Weston Road. (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. A - Potential Cultural Heritage Landscape	
Name	Richview Memorial Cemetery
Address	n/a
Completion Date	1853; extended 1886 (Designation by-law)
Architect/Builder	Undetermined
Function/Typology	Cemetery
Description	Pioneer cemetery measuring 37m x 63m containing white marble, limestone and granite monuments expressed in slab, block, obelisk and table forms.
Site description	Location & Context: Located on the south side of Eglinton Avenue West and bounded by Highway 427 to the west and east. Orientation & Setback: Access is from Eglinton Avenue West with an approximate setback of 15m. Features: Not visible from Eglinton Avenue West due to embankment.
Previous Reports	Identified as Cultural Heritage Landscape in Unterman McPhail, Cultural Heritage Resource Assessment Report TPAP Eglinton Crosstown Light Rail Martingrove to Kennedy (February 2010), p. 32.
Municipal Heritage Status	Designated Part IV, By-law 470-2004.
CHL Potential	High potential as a Designed or Evolved CHL.
Study Area Segment and Location	Study Area Segment: A - Renforth station area to the hydro corridor Location within Study Area: Adjacent to Eglinton Avenue West
Recommendations	1) Complete HIA to assess streetscape design on heritage values and/or attributes identified in designation by-law. 2) Create an interpretative opportunity at an appropriate location along corridor which discusses the early settlement of Etobicoke.

Figure 387. Plan of Study Area Segments A (left) & B (right) indicating location of Richview Cemetery (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. B - Potential Cultural Heritage Landscape	
Name	Stonehouse Burial Ground
Address	n/a
Completion Date	1835
Architect/Builder	Undetermined
Function/Typology	Cemetery
Description	Stonehouse family cemetery measuring approximately 20m x 20m. Bodies of Joseph Stonehouse as well as 26 other members of the family are buried here. Heavily treed. Perimeter surrounded by chain-link fence.
Site description	Location & Context: Located on the east side of Martin Grove Road in an area of low and high-rise, residential properties. Orientation & Setback: Oriented towards Royal York Road with an approximate setback of 1m. Features: Adjacent to Stonehouse Park.
Previous Reports	None identified
Municipal Heritage Status	None to date.
CHL Potential	High potential as a Designed or Evolved CHL.
Study Area Segment and Location	Study Area Segment: B - Hydro Corridor to Wincott/Bemersyde Location within Study Area: Located approximately 550m north of Eglinton Ave. W.
Recommendations	High potential to meet criteria; high priority for Cultural Heritage Evaluation Report.

Figure 388. Plan of Study Area Segments A (left) & B (right) indicating location of Stonehouse Burial Ground (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2018

No. C - Potential Cultural Heritage Landscape	
Name	St. George's Golf Club
Address	1668 Islington Avenue
Completion Date	1929
Architect/Builder	Stanley Thompson (designer)
Function/Typology	Recreational - Golf Course
Description	18-hole golf course and country club. Clubhouse (1930) is located on the west side of Islington Avenue.
Site description	Location & Context: Located on the south side of Eglinton Avenue West in an area of low-scale, residential properties mid-way between Royal York (east) and Islington (west). Orientation & Setback: Oriented toward Islington Avenue approximately 450m south of Eglinton Ave. W. Features: Clubhouse dating to the 1930s.
Previous Reports	None identified
Municipal Heritage Status	None at this time.
CHL Potential	High potential as a Designed CHL.
Study Area Segment and Location	Study Area Segment: C - Wincott/Bermersyde to Royal York Location within Study Area: Small portion of the golf course is adjacent to Eglinton Ave. W.
Recommendations	High potential to meet criteria; high priority for Cultural Heritage Evaluation Report.

Figure 389. Plan of Study Area Segments C (left) & D (right) indicating location of St. George's Golf Club (Perkins+Will & Common Bond Collective, 2019)




Photography Common Bond Collective 2019

No. D - Potential Cultural Heritage Landscape	
Name	Scarlett Woods Golf Course
Address	1000 Jane Street
Completion Date	c1974 (Aerial Photograph 1974)
Architect/Builder	Undetermined at this time.
Function/Typology	Recreational - Golf Course
Description	18-hole public golf course, including clubhouse and other amenities.
Site description	Location & Context: Located at the southwest corner of Eglinton Avenue West and Jane St. Orientation & Setback: Access is from Eglinton Avenue West with no discernable setback. Features: Adjacent to Humber River.
Previous Reports	None identified.
Municipal Heritage Status	None at this time.
CHL Potential	High potential as a Designed CHL.
Study Area Segment and Location	Study Area Segment: E - Scarlett to the extent of Eglinton Flats Location within Study Area: Adjacent to Eglinton Ave. W.
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Figure 390. Plan of Study Area Segments E (left) & F (right) indicating location of Scarlett Woods Golf Course (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

No. E - Potential Cultural Heritage Landscape	
Name	Eglinton Flats / Fergy Brown Park
Address	101 Emmett Avenue / 3700 Eglinton Avenue West
Completion Date	c1980
Architect/Builder	Undetermined at this time.
Function/Typology	Recreational - Park
Description	Large, irregular space approximately 600m x 300m on the north side and 300m x 300m on the south side of Eglinton Avenue West perimeter lined with trees and boundary reflects historic condition/property ownership. South side contains pond (not natural, human-made).
Site description	Location & Context: Located on the north and south side of Eglinton Avenue West in an area of low-scale, residential properties. Orientation & Setback: Oriented towards Eglinton Avenue West with no discernIble setback. Features: Adjacent to Scarlett Woods Golf Course.
Previous Reports	Identified as Cultural Heritage Landscape in Unterman McPhail, Cultural Heritage Resource Assessment Report Eglinton Crosstown LRT West Section Jane station to Keele Street (May 2013), p. 21 and 22.
Municipal Heritage Status	None at this time.
CHL Potential	High potential as a Designed or Associative CHL.
Study Area Segment and Location	Study Area Segment: E - Scarlett to the extent of Eglinton Flats Location within Study Area: Adjacent to Eglinton Ave. W.
Recommendations	1. Complete Cultural Heritage Evaluation Report (using O. Reg. 9/06). 2. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Figure 391. Plan of Study Area Segments E (left) & F (right) indicating location of Eglinton Flats/Fergy Brown Park (Perkins+Will & Common Bond Collective, 2019)

Photography Common Bond Collective 2019

11.6 RECOMMENDATIONS

This Cultural Heritage Resources Review adds to the recommendations in the 2010 and 2013 Cultural Heritage Resources Assessments completed as part of the TPAP. It does not duplicate the recommendations and assumes they will be completed by authorities having jurisdiction.

The Eglinton West LRT will be accommodated within the existing right-of-way and no direct impacts are anticipated to identified or potential heritage resources. However, there may be indirect impacts such as the introduction of elements not in keeping with the setting or disruption during construction. As a result, the recommendations in this review fall in three categories:

1) Designated heritage properties (Richview Cemetery and Mary Reid House) should have Heritage Impact Assessments completed (HIA) and interpretative opportunities created which explain the heritage significance of the property.
2) Properties adjacent to Eglinton Avenue West and having potential heritage value could be indirectly impacted by the streetscape design and/or construction. They should be evaluated against O. Reg. 9/06 of the *Ontario Heritage Act.* If the property meets one or more criteria, a Heritage Impact Assessment (HIA) should be completed to ensure the streetscape design and/or construction does not negatively impact the heritage values/attributes of the property. This work should be completed as part of project early works and prior to construction.

   These recommendations are categorized below as *Action Required for Eglinton West LRT Project.*
3) Properties within the Study Area (but not adjacent to Eglinton Avenue West) will not be directly or indirectly impacted by the streetscape design. However, they should be evaluated by City of Toronto Heritage Preservation Services. The recommendations include an indication of whether the property is a low, moderate or high priority for evaluation.

   These recommendations are categorized below as *Priorities for Cultural Heritage Evaluation Reports.*

11.6.1 SEGMENT A - RENFORTH STATION AREA TO THE HYDRO CORRIDOR

Action Required for Eglinton West LRT Project

Name: Richview Cemetery

Address: n/a

Municipal Heritage Status: Designated

Type: Cultural Heritage Landscape

Location with Study Area: Adjacent to Eglinton Ave. W.

Recommendations: 1) Complete HIA to assess streetscape design on heritage values and/or attributes identified in designation by-law. 2) Create an interpretative opportunity at an appropriate location along corridor which discusses the early settlement of Etobicoke.

11.6.2 SEGMENT B - HYDRO CORRIDOR TO WINCOTT/ BEMERSYDE

Action Required for Eglinton West LRT Project

Name: Richview Pumping Station and Park

Address: 551 Martin Grove

Municipal Heritage Status: None to date

Type: Cultural Heritage Landscape

Location with Study Area: Adjacent to Eglinton Avenue West (pumping station is approximately 120m to the north) in vicinity of Martin Grove LRT stop.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/ or attributes.

Name: Martingrove Collegiate Institute

Address: 50 Winterton Drive

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Avenue West and in vicinity of Martin Grove LRT stop.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/ or attributes.

Priorities for Cultural Heritage Evaluation Reports

High Priority

Name: Stonehouse Burying Ground

Address: n/a

Municipal Heritage Status: none to date.

Type: Cultural Heritage Landscape

Location with Study Area: Approximately 550m north of Eglinton Ave. W.

Recommendations: High priority for Cultural Heritage Evaluation Report.

Moderate Priority

Name: Plast Huculak Centre

Address: 516 The Kingsway

Municipal Heritage Status: None identified

Type: Built Heritage

Location with Study Area: Approximately 310m south of Eglinton Ave. W.

Recommendations: Moderate priority for Cultural Heritage Evaluation Report.

Name: Central Etobicoke High School

Address: 10 Denfield Street

Municipal Heritage Status: None identified

Type: Built Heritage

Location with Study Area: Approximately 300m north of Eglinton Ave. W.

Recommendations: Moderate priority for Cultural Heritage Evaluation Report.

11.6.3 SEGMENT C - WINCOTT/BERMERSYDE TO ROYAL YORK

Action Required for Eglinton West LRT Project

Name: Richview Collegiate Institute

Address: 1738 Islington Avenue

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Avenue West and in vicinity of Islington LRT stop.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Name: Church of Christ Scientist

Address: 4480 Eglinton Avenue West

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Avenue West and in vicinity of Islington LRT stop.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Name: Residence

Address: 4400 Eglinton Avenue West

Municipal Heritage Status: none to date

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Ave. W.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Name: Mary Reid House

Address: 4200 Eglinton Avenue West (north side)

Municipal Heritage Status: Designated Part IV

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Avenue West and in vicinity of Royal York LRT stop.

Recommendations: 1) Complete HIA to assess streetscape design on heritage values and/or attributes identified in designation by-law. 2) Create an interpretative opportunity at an appropriate location on the corridor such as the Royal York LRT stop which discusses the early history of Etobicoke, particularly along historic Richview Sideroad.

11.6.4 SEGMENT C - WINCOTT/BERMERSYDE TO ROYAL YORK

Priorities for Cultural Heritage Evaluation Reports

High Priority

Name: Richview Public Library

Address: 1806 Islington Avenue

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Approximately 350m north of Eglinton Ave. W.

Recommendations: High priority for Cultural Heritage Evaluation Report.

Name: Hilltop Bible Chapel

Address: 243 La Rose Avenue

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Approximately 150 m north of Eglinton Ave. W.

Recommendations: High priority for Cultural Heritage Evaluation Report.

Name: La Rose House

Address: 322 La Rose Avenue

Municipal Heritage Status: Listed

Type: Built Heritage

Location with Study Area: Approximately 150m north of Eglinton Ave. W.

Recommendations: High priority for Cultural Heritage Evaluation Report.

Name: Residence

Address: 30 Norgrove Crescent

Municipal Heritage Status: Listed

Type: Built Heritage

Location with Study Area: Approximately 750m north of Eglinton Ave. W.

Recommendations: High priority for Cultural Heritage Evaluation Report.

Name: St. George's Golf Course

Address: 1668 Islington Ave.

Municipal Heritage Status: none to date

Type: Cultural Heritage Landscape

Location with Study Area: Approximately 450m south of Eglinton Ave. W.

Recommendations: High priority for Cultural Heritage Evaluation Report.

Moderate Priority

Name: Royal York Medical Centre

Address: 1436 Royal York Road

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Approximately 350m north of Eglinton Ave. E.

Recommendations: Moderate priority for Cultural Heritage Evaluation Report.

Low Priority

Name: St. Mattias Church

Address: 1428 Royal York Road

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Approximately 225m north of Eglinton Ave. W.

Recommendations: Low priority for Cultural Heritage Evaluation Report.

11.6.5 SEGMENT D - ROYAL YORK TO SCARLETT

Priorities for Cultural Heritage Evaluation Reports

High Priority

Name: Church of Saint Demetrius the Great Martyr

Address: 135 La Rose Avenue

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Approximately 150m north of Eglinton Ave. W.

Recommendations: High priority for Cultural Heritage Evaluation Report.

Moderate Priority

Name: All Saints Catholic Church

Address: 1415 Royal York Road

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Approximately 200m north of Eglinton Ave. W.

Recommendations: Moderate priority for Cultural Heritage Evaluation Report.

Name: Montessori Humbervale School

Address: 1447 Royal York Road

Heritage Status: None to date.

Type: Cultural Heritage Landscape

Location with Study Area: Approximately 50m north of Eglinton Ave. W.

Recommendations: Moderate priority for Cultural Heritage Evaluation Report.

11.6.6 SEGMENT E - SCARLETT TO THE EXTENT OF EGLINTON FLATS

Action Required for Eglinton West LRT Project

Name: Eglinton Flats Park / Fergy Brown Park

Address: 101 Emmett Avenue / 3700 Eglinton Avenue West

Municipal Heritage Status: none to date

Type: Cultural Heritage Landscape

Location with Study Area: Adjacent to Eglinton Avenue West and in vicinity of Jane LRT stop.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Name: Scarlett Woods Golf Course

Address: 1000 Jane Street

Municipal Heritage Status: none to date

Type: Cultural Heritage Landscape

Location with Study Area: Adjacent to Eglinton Avenue West and in vicinity of Jane LRT stop.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

11.6.7 SEGMENT F - EGLINTON FLATS TO MOUNT DENNIS

Action Required for Eglinton West LRT Project

Name: Scotiabank

Address: 1151 Weston Road

Municipal Heritage Status: Listed

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Avenue West

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Name: Anglican Church of St. Mary and St. Martha

Address: 1149 Weston Road

Municipal Heritage Status: None to date

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Avenue West

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

Name: Residence

Address: 3566 Eglinton Avenue West

Municipal Heritage Status: None to date.

Type: Built Heritage

Location with Study Area: Adjacent to Eglinton Ave. W.

Recommendations: Complete Cultural Heritage Evaluation Report. Complete HIA if streetscape design has potential to impact identified heritage values and/or attributes.

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12.0 NATURAL HERITAGE STUDY

EGLINTON AVENUE WEST
PLANNING AND STREETSCAPE STUDY
CITY OF TORONTO

prepared by:

GRANT N. KAUFFMAN, M.E.S.
VICE PRESIDENT, ONTARIO REGION

prepared for:

PERKINS + WILL

TORONTO

prepared by:

LGL LIMITED

FEBRUARY 2020

1.0 INTRODUCTION

In 2014, the City of Toronto completed the Eglinton Connects plan for the central part of the Eglinton Avenue corridor, which established a clear vision for the corridor in support of the Crosstown Light Rail Transit (LRT) project currently under construction. The City is now conducting the Eglinton Avenue West Planning and Streetscape Study to adapt and implement this vision to the western end of Eglinton Avenue in anticipation of the Eglinton West LRT. The planning study will develop a framework, policies, strategic initiatives and an implementation plan to support future city-building in the corridor and encourage ridership on the LRT. It will provide a clear vision for the western corridor, and will contribute to any EA Addendum and project specifications as the project progresses.

LGL Limited was retained by Perkins + Will to conduct a natural heritage investigation in support of the Eglinton Avenue West Planning and Streetscape Study. The natural heritage investigation included collection and review of background information, determination of significance of natural heritage features and identified opportunities to integrate natural heritage features found along the corridor into streetscape design. The following report summarizes the results of the natural heritage investigation.

2.0 STUDY AREA

The study area for the Eglinton Avenue West Planning and Streetscape Study is the Eglinton Avenue West corridor including the areas approximately 800 m north and south of the corridor, from Mount Dennis Station at Weston Road to Commerce Boulevard at the City of Mississauga boundary. The study area is presented in Figure 1.

FIGURE 1. STUDY AREA

3.0 DATA COLLECTION

LGL Limited collected background information from the Ministry of Natural Resources and Forestry (MNRF), City of Toronto and Toronto and Region Conservation Authority (TRCA). Previous natural heritage investigations carried out in the Eglinton West corridor, including the Eglinton Crosstown LRT (Transit City Group 2010), were also reviewed. No field investigations were performed as part of this study.

4.0 EXISTING CONDITIONS

The following section provides a description of the natural heritage features located within the study area.

4.1 Physiography and Soils

The study area is located within the Peel Plain and Lake Iroquois Sand Plain physiographic regions (Chapman and Putnam 1984; TRCA 2009). The Peel Plain physiographic region is located west of approximately midway between Royal York Road and Scarlett Road, while the Lake Iroquois Sand Plain is located east of this point.

The Peel Plain is a slightly undulating to flat clay till plain covered by a veneer of lacustrine deposits from former glacial Lake Peel. These glaciolacustrine deposits are up to five metres thick in some locations.

The Lake Iroquois Sand Plain is the lowland just north of Lake Ontario that was inundated by a body of water (Lake Iroquois) after the glacier receded from the area. The Iroquois Plain extends from Niagara River in the west, to the Trent River in the east and corresponds approximately with the 135 m asl contour. This area contains sand, silt and clay deposits of the Glacial Lake Iroquois (Chapman and Putnam 1984; TRCA 2009).

The soils in the study area are highly disturbed given the urban development that has occurred in the City of Toronto.

4.2 Aquatic Habitat

The study area is located within the Mimico Creek and Lower Main Humber River watersheds, both of which are regulated by the Toronto and Region Conservation Authority (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 study area watercourses are presented in Figure 2.

LEGEND

- Study Area
- Ravine & Natural Feature Protection Area and Limit
- Toronto Natural Heritage System
- TRCA Property
- TRCA Regulation Limit
- Wetland Not evaluated per OWES
- Watercourse Flow Direction
- Watercourse

Vegetation Communities

- Vegetation Community Boundary
- CUM1-1 Dry-Moist Old Field Meadow Type
- CUW1 Cultural Thicket
- FOD3-1 Dry-Fresh Poplar Deciduous Forest Type
- MAS2-1 Cattail Mineral Shallow Marsh Type

Data Sources: LGL Limited field surveys, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, City of Toronto.

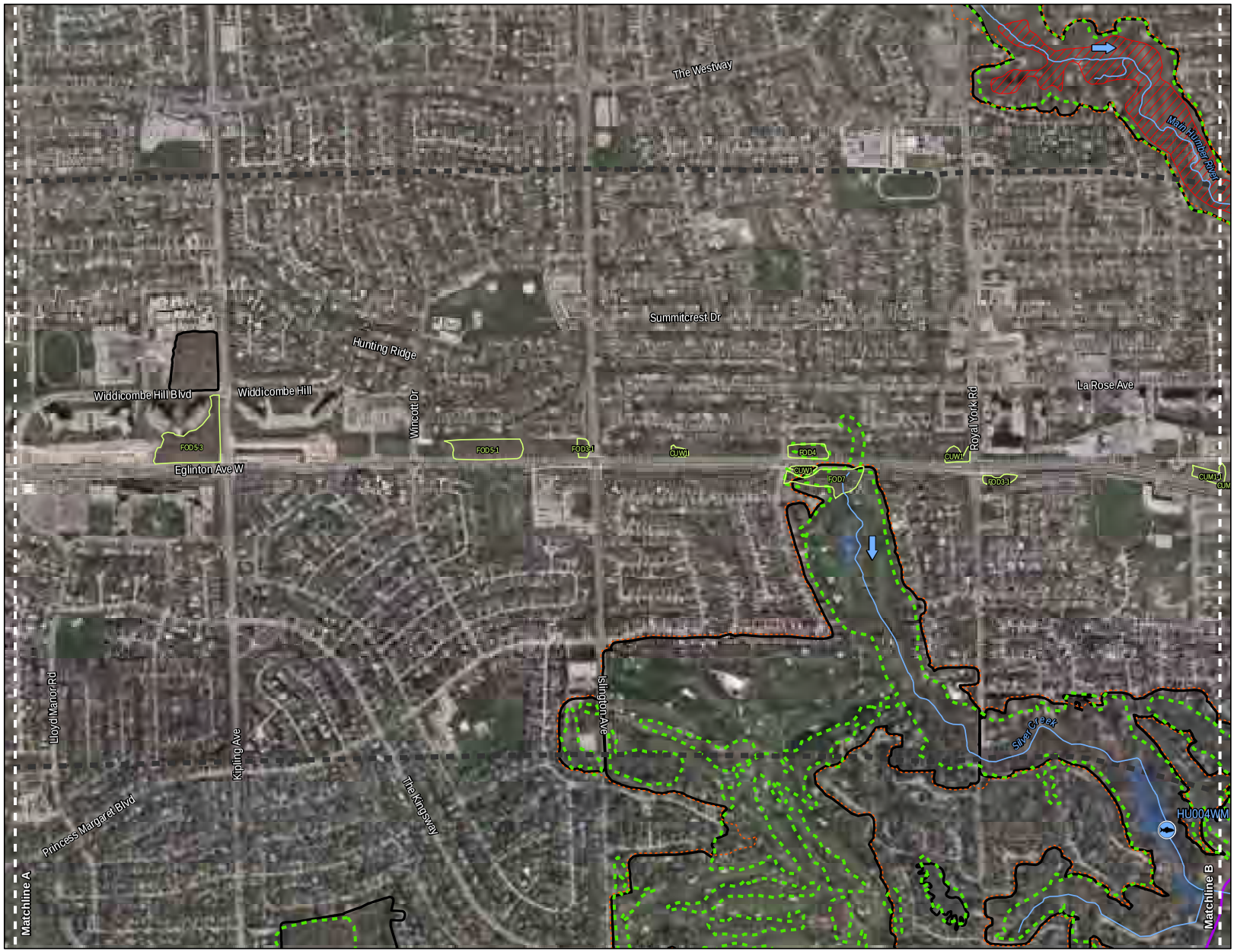
200 100 0 200 Metres

N

NATURAL HERITAGE

LGL LIMITED

Project: TA8835	**Figure:** 2a
Date: June, 2018	**Prepared By:** MWF
Scale: 1 : 10,000	**Checked By:** GNK



LEGEND

- Study Area
- Ravine & Natural Feature Protection Area and Limit
- Toronto Natural Heritage System
- Chapman Valley Environmentally Sensitive Area
- TRCA Special Policy Area
- TRCA Property
- TRCA Regulation Limit
- TRCA Fisheries Data
- Wetland Not evaluated per OWES
- Watercourse Flow Direction
- Watercourse

Vegetation Communities

- Vegetation Community Boundary
- CUM1-1 Dry-Moist Old Field Meadow Type
- CUW1 Mineral Cultural Woodland Ecosite
- FOD3-1 Dry-Fresh Poplar Deciduous Forest Type
- FOD4 Dry-Fresh Deciduous Forest Ecosite
- FOD5-1 Dry-Fresh Sugar Maple Deciduous Forest Type
- FOD5-3 Dry-Fresh Sugar Maple-Oak Deciduous Forest Type
- FOD7 Fresh-Moist Lowland Deciduous Forest Ecosite

Data Sources: LGL Limited field surveys, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, City of Toronto.

200 100 0 200 Metres

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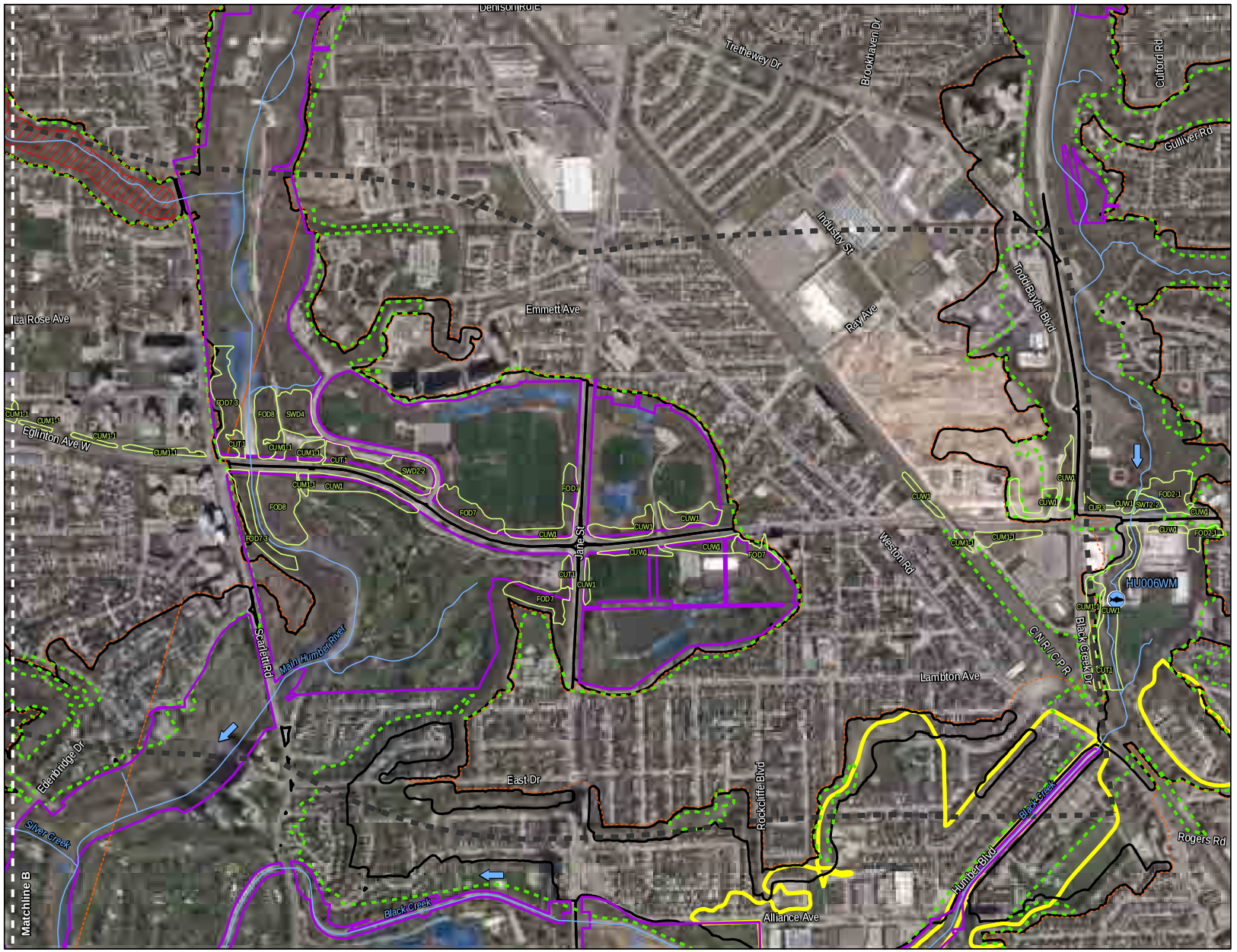
NATURAL HERITAGE

LGL LIMITED

Project: TA8835	**Figure:** 2b
Date: June, 2018	**Prepared By:** MWF
Scale: 1 : 10,000	**Checked By:** GNK



LEGEND

- Study Area
- Ravine & Natural Feature Protection Area and Limit
- Toronto Natural Heritage System
- Chapman Valley Environmentally Sensitive Area
- TRCA Special Policy Area
- TRCA Property
- TRCA Regulation Limit
- TRCA Fisheries Data
- Wetland Not evaluated per OWES
- Watercourse Flow Direction
- Watercourse

Vegetation Communities

- Vegetation Community Boundary
- CUM1-1 Dry-Moist Old Field Meadow Type
- CUP3 Coniferous Plantations
- CUT1 Mineral Cultural Thicket Ecosite
- CUW1 Mineral Cultural Woodland Ecosite
- FOD2-1 Dry-Fresh Oak-Red Maple Deciduous Forest Type
- FOD7 Fresh-Moist Lowland Deciduous Forest Ecosite
- FOD7-3 Fresh-Moist Willow Lowland Deciduous Forest Type
- FOD8 Fresh-Moist Poplar-Sassafras Deciduous Forest Ecosite
- SWD2-2 Green Ash Mineral Deciduous Swamp Type
- SWD4 Mineral Deciduous Swamp Ecosite
- SWT2-2 Willow Mineral Thicket Swamp Type

Data Sources: LGL Limited field surveys, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, City of Toronto.

200 100 0 200 Metres

N

NATURAL HERITAGE

LGL LIMITED

Project: TA8835	**Figure:** 2c
Date: June, 2018	**Prepared By:** MWF
Scale: 1 : 10,000	**Checked By:** GNK

4.2.1 Mimico Creek

Mimico Creek flows in a southerly direction across Eglinton Avenue approximately 200 m west of Highway 427. The watercourse crosses Eglinton Avenue in a concrete lined trapezoidal channel under a concrete bridge. Historic fisheries data provided by the TRCA indicate that three warmwater baitfish species have been captured from this watercourse at one station located downstream. The TRCA characterizes Mimico Creek as a warmwater tolerant fish community.

4.2.2 Silver Creek

Silver Creek, a tributary of the Lower Main Humber River, flows in a southerly direction across Eglinton Avenue approximately 330 m west of Royal York Road. The watercourse daylights on the south side of Eglinton Avenue from a 3.5 m culvert, likely the outflow of an upstream sewershed. There are no historic fisheries data available from the TRCA for Silver Creek. The TRCA characterizes Silver Creek as small riverine warmwater habitat and it is located in Management Zone 4 that targets darter species.

4.2.3 Lower Main Humber River

The Lower Main Humber River flows in a southerly direction across Eglinton Avenue approximately 80 m east of Scarlett Road. The watercourse crosses Eglinton Avenue under a concrete bridge. A large riffle is continuous from 100 m upstream to 60 m downstream of Eglinton Avenue. Historic fisheries data provided by the TRCA indicate that 14 warmwater baitfish species and two centrarchid species have been captured from this watercourse at two stations located upstream and downstream of Eglinton Avenue. The TRCA characterizes the Lower Main Humber River as large riverine habitat and it is located in Management Zone 9 that targets smallmouth bass and rainbow darter.

4.2.4 Black Creek

Black creek flows in a southerly direction across Eglinton Avenue approximately 130 m east of Black Creek Drive. Black Creek crosses Eglinton Avenue under a concrete bridge. Historic fisheries data provided by the TRCA indicate that six species have been captured from this watercourse at two stations located upstream (one) and downstream (one) of the Eglinton Avenue crossing. These include warmwater baitfish only. The TRCA characterizes Black Creek as intermediate riverine warmwater habitat and it is located in Management Zone 4 that targets darter species.

4.2.5 Species at Risk

According to the Natural Heritage Information Centre (NHIC) database, no aquatic species at risk have been found in the study area. All species recorded are considered to be either very common in Ontario (provincial rank of S5), common (provincial rank of S4) or non-native (provincial rank of SE). Redside dace (*Clinostomus elongates)*

resides in the Humber River and several of its tributaries; however, none of the historic records for redside dace occur in the vicinity of Eglinton Avenue.

4.3 Terrestrial Habitat

The study area lies within the Lake Erie - Lake Ontario ecoregion (Ecoregion 7E) of the Mixedwood Plains ecozone. The study area is heavily urbanized with occasional cultural vegetation communities (including cultural meadows and cultural woodlands), although several valleylands and isolated woodlands remain. The most significant terrestrial habitat feature is the Lower Main Humber River valleylands, with the Mimico Creek and Silver Creek valleylands and the Manby - Richview Hydro Corridor serving as secondary wildlife corridors. Woodlands are located at the Eglinton Avenue/Martin Grove Road intersection, Eglinton Avenue/Kipling Avenue intersection, on the north side of Eglinton Avenue east of Wincott Drive and throughout the Eglinton Flats/Fergy Brown Park between Scarlett Road and Weston Road. The Black Creek valleylands are located east of Black Creek Drive at the extreme east end of the study area. The wildlife assemblage is typical of an urban setting, with species that are tolerant of human activity remaining.

The vegetation communities located along Eglinton Avenue were identified during field investigations conducted by LGL Limited during the Eglinton Crosstown LRT TPAP in 2009. These vegetation communities were delineated in accordance with the *Ecological Land Classification for Southern Ontario* (Lee et. al) and are shown in Figure 2.

4.4 Vegetation and Vegetation Communities

Vegetation communities within the study area consist of a mixture of terrestrial, wetland and cultural communities. The study area is highly urbanized and as such, a high proportion of the vegetation communities identified within the study area are those that are disturbance tolerant which includes cultural communities. A total of four cultural vegetation communities were identified within the study area including: Dry-Moist Old Field Meadow (CUM1-1), Mineral Cultural Woodland (CUW1), Mineral Cultural Thicket (CUT1), and Coniferous Plantation (CUP3). In general, cultural vegetation communities typically persist in areas that are regularly disturbed, and as a result, generally contain a high proportion of invasive and non-native plant species that are disturbance tolerant.

The natural/semi-natural features within the study area are generally restricted to the valleylands and riparian associated with watercourses and are comprised of a mixture of wetland forest communities. A small portion of remnant forest habitat not associated with the watercourses is located throughout the study. A total of four ELC ecosites where identified within the study area including: deciduous forest (FOD), Shallow Marsh (MAS), deciduous swamp (SWD), and swamp thicket (SWT). It is anticipated these communities are generally of higher quality and support a higher diversity of native plant species.

4.4.1 Silver Creek

A total of three ELC vegetation community types are associated with the valleylands associated with Silver Creek including: Fresh-Moist Lowland Deciduous Forest (FOD7), Dry-Fresh Deciduous Forest (FOD4), and Mineral Cultural Woodland (CUW1).

4.4.2 Main Humber River

A total of five ELC vegetation community types are associated with the valleylands associated with Silver Creek including: Fresh-Moist Wilow Lowland Deciduous Forest (FOD7-3), Fresh-Moist Poplar Sassafras Decidous Forest (FOD8), Mineral Deciduous Swamp (SWD4), Mineral Cultural Thicket (CUT1), and Dry-Moist Old Field Meadow (CUM1-1).

4.4.3 Black Creek

A total of five ELC vegetation community types were identified within the vicinity of Black Creek including: Coniferous Plantation (CUP3), Mineral Cultural Woodland (CUW1), Willow Mineral Thicket Swamp (SWT2-2), and Dry-Fresh Oak-Red Maple Deciduous Forest (FOD2-1).

4.5 Wildlife and Wildlife Habitats

The field investigations along Eglinton Avenue were conducted by LGL Limited during the Eglinton Crosstown LRT TPAP in 2009. Direct observations, calls, tracks, scats, runways and scents were used to record the wildlife.

The study area is predominately urban and comprises of wildlife species that are generally urban-tolerant due to their adaptation to human activities and noise. The majority of the natural heritage features recorded along Eglinton Avenue were associated with the lower main Humber River, Black Creek and Mimico Creek. Natural heritage features were also identified in association with parkland, including Keelesdale North Park located east of Black Creek Drive and Fergy Brown Park, located east of Jane Street. Wildlife observations were made in the natural heritage areas generally found along the watercourses within the study area, which cross Eglinton Avenue. These areas provide wildlife movement corridors for birds, mammals, herpetofauna and nesting areas for migratory bird species. The natural heritage features associated with the main Humber River, Black Creek and Mimico Creek crossings exemplify these types of conditions.

4.5.1 Lower Main Humber River

Observations of Baltimore Oriole (*Icterus galbula*) and Juvenile American Robin (*Turdus migratorius*) indicate that the Humber River is a migratory bird breeding area. Many other bird species such as Grey Catbird (*Dumetella carolinensis*), American Goldfinch (*Spinus tristis*), Warbling Vireo (*Vireo gilvus*) and Eastern Kingbird *(Tyrannus tyrannus)* were previously observed within the study area and are likely nesting species. Numerous mammal tracks of raccoons (*Procyon lotor*), striped skunk (*Mephitis*

mephitis), mink (*Mustela vison*), eastern gray squirrel (*Sciurus carolinensis*) and white-tailed deer (*Odocoileus virginianus*) within the vicinity of the study area may indicate the significance of this natural feature as a mammal movement corridor.

4.5.2 Black Creek

Black Creek provides migratory bird and nesting areas around the Eglinton Avenue area. The Black Creek bridge was noted to host active Barn Swallow (*Hirundo rustica*) nests on three of the ceiling cross beams and a pair of nesting Northern Rough-Winged Swallow (*Stelgidopteryx serripennis*) in the bank along the creek approximately 50 meters northwest of the bridge. Other probable nesting species observed around the bridge were Belted Kingfisher (*Megaceryle alcyon*) and Spotted Sandpiper (*Actitis macularius*). Chimney Swift (*Chaetura pelagica*) were observed foraging above a portion of the study area. However, no nests were observed. Numerous mammal tracks found along the banks under the bridge from mink, striped skunk, raccoon, and virginia opossum (*Didelphis virginiana*) indicate that the banks of the river act as a mammal corridor.

Habitat types around the study area and secondary data sources indicate a potential for numerous species of herpetofauna to be within the study area. The Natural Heritage Information Center (NHIC) mapping database indicates that Snapping Turtle *(Chelydra serpentine)* have been documented within the study area. Other common herpetofauna species which are tolerant of human disturbances may also be found within the study area.

4.5.3 Mimico Creek

Bird nests from American Goldfinch, American Robin, Baltimore Oriole and Gray Catbird (*Dumetella carolinensis*) were observed within the vicinity of Mimico Creek. Tracks of several mammal species such as raccoon, muskrat (*Ondatra zibethicus*), mink, red fox (*Vulpes Vulpes*), and coyote (*Canis latrans*) were found along the banks of the creek, across the cultural meadows, cultural thickets, and under the bridge. Additionally, evidence of fecal deposits indicates that the riparian area along Mimico Creek may be a main travelling corridor for wildlife.

4.5.4 Species at Risk

The wildlife species regulated under the Canadian *Species at Risk Act* (SARA) and/or the Ontario *Endangered Species Act, 2007* (ESA) recorded within the study area include Barn Swallow and Chimney Swift. The wildlife species observed by secondary sources within the study area include Bank Swallow, Snapping Turtle *(Chelydra serpentine),* Little Brown Myotis (*Myotis lucifugus*), Northern Myotis (*Myotis septentrionalis*), Eastern Small-Footed Bat (*Myotis leibii*), and Tri-coloured Bat (*Perimyotis subflavus*).

Barn Swallow
Barn Swallow is regulated as 'Threatened' under the ESA and SARA. Barn Swallow generally builds mud nests on bridges, walls, ledges and barns. Barn Swallow typically forages in open areas such as agricultural lands, meadows or water. Three Barn Swallow nests were identified under the Black Creek Bridge structure during the field investigation for the Eglinton LRT Crosstown in 2009.

Chimney Swift
Chimney Swift is regulated as 'Threatened' under the ESA and SARA. The Chimney Swift nests in urban and rural areas, largely in chimneys but also in hollowed trees or caves, and forages mainly over open areas (over forests, ponds, and residential areas). Field investigations in early summer of 2009 identified a marginally suitable habitat for this species, including anthropogenic areas and open habitats that were identified across the study area. However, no Chimney Swift nests were identified during LGL's 2009 field investigations.

Bank Swallow
Bank Swallow is regulated as 'Threatened' under the ESA and SARA. The NHIC mapping database indicates that Bank Swallow has been previously recorded in the vicinity of the study area, specifically within the wooded areas associated with the Humber River at the Eglinton Avenue/ Scarlett Road intersection. However, Bank Swallow were not identified during LGL's 2009 field investigations.

Snapping Turtle
The Snapping Turtle is listed as 'Special Concern' under the ESA and SARA; however, this species is not regulated ('Endangered' or 'Threatened') under the ESA. The NHIC mapping database indicates that Snapping Turtle has the potential to be present around a variety of aquatic habitats within the study area, such as ponds and/or other slow-moving waters with a soft bottom. However, Snapping Turtle were not identified during LGL's 2009 field investigations.

Bats
Four bat species are regulated as 'Endangered' under the ESA including Little Brown Myotis (*Myotis lucifugus*), Northern Myotis (*Myotis septentrionalis*), Eastern Small-Footed Bat (*Myotis leibii*), and Tri-coloured Bat (*Perimyotis subflavus*). The NHIC mapping database indicates that deciduous and mixed forest communities within the study area have the potential to function as a suitable habitat for the species. Buildings within the vicinity of the study area may also provide habitat for this species. However, bats were not identified during LGL's 2009 field investigations.

4.6 Designated Natural Areas

Designated natural areas include areas identified for protection by the MNRF, TRCA and upper and lower tier municipalities. There are no Provincially Significant Wetlands (PSWs) or Areas of Natural and Scientific Interest (ANSIs) located in the study area. One Environmentally Significant/Sensitive Area (ESA), Chapman Valley ESA, is located

over 500 m north of Eglinton Avenue along Humber Creek, a tributary of the Lower Main Humber River.

The City of Toronto Official Plan Land Use Plan (Map 12) identifies “Natural Areas” located along Mimico Creek, Humber River and Black Creek. The Natural Heritage Overlay (Map 9) identifies Mimico Creek, Silver Creek, Humber River and Black Creek as components of the City of Toronto Natural Heritage System. The policy for these “natural areas” is to maintain them primarily in a natural state, while allowing for compatible uses and conservation projects.

The City of Toronto Ravine and Natural Feature Protection bylaw applies to several natural areas located along Eglinton Avenue including: Mimico Creek; Silver Creek; Lower Main Humber River/Eglinton Flats/Fergy Brown Park; and, Black Creek. These same areas are also regulated by TRCA under Ontario Regulation 166/06, Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses.

A Special Policy Area has been identified by TRCA in the southeast corner of the study area along Black Creek south of Weston Road.

The Humber River is designated as a Canadian Heritage River by the Canadian Heritage Rivers System for its significant cultural and recreational contribution to the development of Toronto and surrounding area. The Humber River is also designated as an Urban River Valley in the Greenbelt Plan.

5.0 CONCLUSION AND RECOMMENDATIONS

LGL Limited was retained by Perkins + Will to conduct a natural heritage investigation in support of the Eglinton Avenue West Planning and Streetscape Study. Former field investigations confirmed the presence of ELC vegetation communities, species at risk, and wildlife habitat distributed throughout the study area. The natural heritage features found within the study area are generally restricted to several areas, and it is expected that the woodlots within the study area provide nesting and foraging habitats for wildlife, as well as travel corridors. The following is a list of recommendations for natural heritage.

To reduce alteration to fish habitat:

- Delineate work areas with construction fencing to minimize the area of disturbance;
- Restrict the use of heavy equipment on watercourse banks;
- Prohibit the use of heavy equipment in all watercourses;
- Place silt fence along margins in areas of soil disturbance;
- Monitor and maintain erosion and sedimentation control measures during construction to ensure their effectiveness;

- Apply seed and mulch, tackifier and/or erosion control blanket in areas of soil disturbance to provide adequate slope protection and long-term slope stabilization;
- No clearing of matures trees providing a bank stabilization function;
- Minimize the amount of debris produced from entering the watercourse;
- All equipment maintenance and refueling will be controlled to prevent any discharge of petroleum products;
- Vehicular maintenance and refueling will be conducted at least 30 m distance from any surface drainage features to prevent the entry of petroleum, oil or lubricants (POL) to the watercourses;
- Construction material, excess material, construction debris, and empty containers will be stored at least 30 m distance from any surface drainage features to prevent their entry into the watercourse; and
- Implement good housekeeping practices related to materials storage/stockpiling, equipment fueling/maintenance, etc during construction.

To minimize vegetation removal:

- Reduce grading requirements to the minimum extent as possible;
- Implement local site-specific protection measures including guard rails, retaining walls, and ditches, where warranted to avoid vegetation removals;
- Identify and protect trees to be retained during construction using a temporary tree protection barrier in accordance with the City of Toronto's policies specifications;
- Prepare restoration and enhancement plans that will meet both TRCA and City of Toronto Urban Forestry standards that will offset vegetation losses and achieve a net gain in vegetation area, attributes and functions;
- Prepare edge management plans for areas where encroachments on vegetation communities will occur; and
- Prepare planting plans to include the use of native, non-native, and salt-tolerant vegetation species.

To reduce alteration to wildlife habitat:

- Nesting surveys should be untaken to identify nesting activities in any of the potentially affected habitats, including the underside of bridge structures;
- To meet the requirements of the MBCA, no vegetation removal should occur during bird nesting season (April 1st to July 31st);
- Existing wildlife corridors located within the study area at each of the watercourse crossings should be maintained; and
- Where vegetation has been damaged, vegetation should be restored.

6.0 REFERENCES

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APPENDICES

APPENDIX A

SPECIES RANK DEFINITIONS AND ACRONYMS

APPENDIX A
ACRONYMS AND DEFINITIONS USED IN SPECIES LISTS

Species Rank

GRANK	Global Rank
Global ranks are assigned by a consensus of the network of Conservation Data Centres, scientific experts, and The Nature Conservatory to designate a rarity rank based on the range-wide status of a species, subspecies or variety. The most important factors considered in assigning global ranks are the total number of known, extant sites world-wide, and the degree to which they are potentially or actively threatened with destruction. Other criteria include the number of known populations considered to be securely protected, the size of the various populations, and the ability of the taxon to persist at its known sites. The taxonomic distinctness of each taxon has also been considered. Hybrids, introduced species, and taxonomically dubious species, subspecies and varieties have not been included.	
Short Form	**Definition**
G1	**Extremely rare;** usually 5 or fewer occurrences in the overall range or very few remaining individuals; or because of some factor(s) making it especially vulnerable to extinction.
G2	**Very rare;** usually between 5 and 20 occurrences in the overall range or with many individuals in fewer occurrences; or because of some factor(s) making it vulnerable to extinction.
G3	**Rare to uncommon**; usually between 20 and 100 occurrences; may have fewer occurrences, but with a large number of individuals in some populations; may be susceptible to large-scale disturbances.
G4	**Common**; usually more than 100 occurrences; usually not susceptible to immediate threats.
G5	**Very common**; demonstrably secure under present conditions.
GH	Historic, no records in the past 20 years.
GU	Status uncertain, often because of low search effort or cryptic nature of the species; more data needed.
GX	Globally extinct. No recent records despite specific searches.
?	Denotes inexact numeric rank (i.e. G4?).
G	A "G" (or "T") followed by a blank space means that the NHIC has not yet obtained the Global Rank from The Nature Conservancy.
G?	Unranked**,** or, if following a ranking, rank tentatively assigned (e.g. G3?).
Q	Denotes that the taxonomic status of the species, subspecies, or variety is questionable.
T	Denotes that the rank applies to a subspecies or variety.

SRANK	Provincial Rank
Provincial (or Sub-national) ranks are used by the Ontario Ministry of Natural Resources Natural Heritage Information Centre (NHIC) to set protection priorities for rare species and natural communities. These ranks are not legal designations. Provincial ranks are assigned in a manner similar to that described for global ranks, but consider only those factors within the political boundaries of Ontario. By comparing the global and provincial ranks, the status, rarity, and the urgency of conservation needs can be ascertained. The NHIC evaluates provincial ranks on a continual basis and produces updated lists at least annually.	
Short Form	**Definition**
S1	**Critically Imperiled** in Ontario because of extreme rarity (often 5 or fewer occurrences) or because of some factor(s) such as very steep declines making it especially vulnerable to extirpation.

SRANK	Provincial Rank
Provincial (or Sub-national) ranks are used by the Ontario Ministry of Natural Resources Natural Heritage Information Centre (NHIC) to set protection priorities for rare species and natural communities. These ranks are not legal designations. Provincial ranks are assigned in a manner similar to that described for global ranks, but consider only those factors within the political boundaries of Ontario. By comparing the global and provincial ranks, the status, rarity, and the urgency of conservation needs can be ascertained. The NHIC evaluates provincial ranks on a continual basis and produces updated lists at least annually.	
Short Form	**Definition**
S2	**Imperiled** in Ontario because of rarity due to very restricted range, very few populations (often 20 or fewer occurrences) steep declines or other factors making it very vulnerable to extirpation.
S3	**Vulnerable** in Ontario due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation.
S4	**Apparently Secure**—Uncommon but not rare; some cause for long-term concern due to declines or other factors.
S5	**Secure**—Common, widespread, and abundant in Ontario.
SX	**Presumed Extirpated** – Species or community is believed to be extirpated from Ontario.
SH	**Possibly Extirpated** – Species or community occurred historically in Ontario and there is some possibility that it may be rediscovered.
SNR	**Unranked**—Conservation status in Ontario not yet assessed
SU	**Unrankable**—Currently unrankable due to lack of information or due to substantially conflicting information about status or trends.
SNA	**Not Applicable** —A conservation status rank is not applicable because the species is not a suitable target for conservation activities.
S#S#	**Range Rank** —A numeric range rank (e.g., S2S3) is used to indicate any range of uncertainty about the status of the species or community. Ranges cannot skip more than one rank (e.g., SU is used rather than S1S4).

COSEWIC	Committee on the Status of Endangered Wildlife in Canada
The Committee on the Status of Endangered Wildlife in Canada (COSEWIC) assesses the national status of wild species that are considered to be at risk in Canada.	
Status	**Definition**
Extinct (X)	A wildlife species that no longer exists.
Extirpated (XT)	A wildlife species no longer existing in the wild in Canada, but occurring elsewhere.
Endangered (E)	A wildlife species facing imminent extirpation or extinction.
Threatened (T)	A wildlife species likely to become endangered if limiting factors are not reversed.
Special Concern (SC)	A wildlife species that may become a threatened or an endangered species because of a combination of biological characteristics and identified threats.
Not at Risk (NAR)	A wildlife species that has been evaluated and found to be not at risk of extinction given the current circumstances.
Data Deficient (DD)	A category that applies when the available information is insufficient (a) to resolve a wildlife species' eligibility for assessment or (b) to permit an assessment of the wildlife species' risk of extinction.

COSSARO/OMNR	Committee on the Status of Species at Risk in Ontario/Ontario Ministry of Natural Resources
The Committee on the Status of Species at Risk in Ontario (COSSARO)/Ontario Ministry of Natural Resources (OMNR) assesses the provincial status of wild species that are considered to be at risk in Ontario.	
Status	**Definition**
Extinct (EXT)	A species that no longer exists anywhere.
Extirpated (EXP)	A species that no longer exists in the wild in Ontario but still occurs elsewhere.
Endangered (Regulated) (END–R)	A species facing imminent extinction or extirpation in Ontario which has be regulated under Ontario's *Endangered Species Act*.
Endangered (END)	A species facing imminent extinction or extirpation in Ontario which is a candidate for regulation under Ontario's *Endangered Species Act*.
Threatened (THR)	A species that is at risk of becoming endangered in Ontario if limiting factors are not reversed.
Special Concern (SC)	A species with characteristics that make it sensitive to human activities or natural events.
Not at Risk (NAR)	A species that has been evaluated and found to be not at risk.
Data Deficient (DD)	A species for which there is insufficient information for a provincial status recommendation.

Species Status under Federal Legislation

MBCA	Migratory Birds Convention Act
The Canada *Migratory Birds Convention Act* provides for the protection of migratory birds in Canada and the United States. The provisions of this Act are implemented through the Migratory Bird Regulations. Bird species that are regulated under the *Migratory Birds Convention Act* are noted in the applicable species lists.	

SARA	Species at Risk Act
The Canada *Species at Risk Act* provides a framework for actions across Canada to ensure the survival of wildlife species and the protection of our natural heritage. It sets out how to decide which species are a priority for action and what to do to protect a species. It identifies ways governments, organizations and individuals can work together, and it establishes penalties for a failure to obey the law. Regulated species are listed in Schedules 1, 2 and 3 of the Act.	
Schedule 1 SARA (1)	Species that are currently covered under the Act.
Schedule 2 SARA (2)	Species that are endangered or threatened that have not been re-assessed by COSEWIC for inclusion on Schedule 1.
Schedule 3 SARA (3)	Species that are of special concern that have not yet been re-assessed by COSEWIC for inclusion on Schedule 1.

Species Status under Provincial Legislation

ESA	**Endangered Species Act**	
The Ontario *Endangered Species Act* provides for the conservation, protection, restoration and propagation of species of fauna and flora of the Province of Ontario that are threatened with extinction. Regulated species are listed in Ontario Regulation 338.		
Schedule No.	**Short Form**	**Status**
Schedule 1 ESA (1)	EXT	The species of flora and fauna listed in Schedule 1 are declared to be threatened with extinction.
Schedule 2 ESA (2)	EXP	The species of flora and fauna listed in Schedule 2 are declared to be extirpated.
Schedule 3 ESA (3)	END	The species of flora and fauna listed in Schedule 3 are declared to be endangered.
Schedule 4 ESA (4)	THR	The species of flora and fauna listed in Schedule 4 are declared to be threatened.
Schedule 5 ESA (5)	SC	The species of flora and fauna listed in Schedule 5 are declared to be special concern.

FWCA	**Fish and Wildlife Conservation Act**	
The Ontario *Fish and Wildlife Conservation Act* outlines the restrictions for hunting, trapping and fishing; handling of live wildlife; sale, purchase and transport of wildlife; and, licences that can be secured under the Act. Under Schedules 1 to 11 of the Act, wildlife are grouped for the purpose of regulating these species. These schedules are further defined below. Note: where there is a conflict between this Act and the Ontario *Endangered Species Act*, the provision with the most protection will prevail (s. 2 of the *Fish and Wildlife Conservation Act*).		
Schedule No.	**Short Form**	**Status**
Schedule 1	Furbearing – M	The species of fauna listed in Schedule 1 are declared to be furbearing mammals.
Schedule 2	Game – M	The species of fauna listed in Schedule 2 are declared to be game mammals.
Schedule 3	Game – B	The species of fauna listed in Schedule 3 are declared to be game birds.
Schedule 4	Game – R	The species of fauna listed in Schedule 4 are declared to be game reptiles.
Schedule 5	Game – A	The species of fauna listed in Schedule 5 are declared to be game amphibians.
Schedule 6	Specially Protected – M	The species of fauna listed in Schedule 6 are declared to be specially protected mammals.
Schedule 7	Specially Protected – R	The species of fauna listed in Schedule 7 are declared to be specially protected birds (raptors).
Schedule 8	Specially Protected – B	The species of fauna listed in Schedule 8 are declared to be specially protected birds (other than raptors).
Schedule 9	Specially Protected – R	The species of fauna listed in Schedule 9 are declared to be specially protected reptiles.
Schedule 10	Specially Protected – A	The species of fauna listed in Schedule 10 are declared to be specially protected amphibians.

FWCA	Fish and Wildlife Conservation Act	
The Ontario *Fish and Wildlife Conservation Act* outlines the restrictions for hunting, trapping and fishing; handling of live wildlife; sale, purchase and transport of wildlife; and, licences that can be secured under the Act. Under Schedules 1 to 11 of the Act, wildlife are grouped for the purpose of regulating these species. These schedules are further defined below. Note: where there is a conflict between this Act and the Ontario *Endangered Species Act*, the provision with the most protection will prevail (s. 2 of the *Fish and Wildlife Conservation Act*).		
Schedule No.	**Short Form**	**Status**
Schedule 11	Specially Protected – I	The species of fauna listed in Schedule 11 are declared to be specially protected invertebrates.

Local Species Status

TRCA	Toronto and Region Conservation Authority
The TRCA assigns a level of conservation concern for flora and fauna (L1 to L5) in its watersheds (TRCA 2003). The L Rank is determined based on four factors: local occurrence, population trend, habitat dependence, and sensitivity to development.	
L-Rank	**Definition**
L5	Able to withstand high levels of disturbance; generally secure throughout the jurisdiction, including the urban matrix. May be of very localized concern in highly degraded areas.
L4	Able to withstand some disturbance; generally secure in rural matrix; of concern in urban matrix.
L3	Able to withstand minor disturbance; generally secure in natural matrix; considered to be of regional concern.
L2	Unable to withstand disturbance; some criteria are very limiting factors; generally occur in high-quality natural areas, in natural matrix; probably rare in the TRCA jurisdiction; of concern regionally.
L1	Unable to withstand disturbance; many criteria are limiting factors; generally occur in high-quality natural areas in natural matrix; almost certainly rare in the TRCA jurisdiction; of concern regionally.
LX	Extirpated from our region with remote chance of rediscovery. Presumably highly sensitive.
LH	Hybrid between two native species. Usually not scored unless highly stable and behaves like a species (e.g. *Equisetum x nelsonii*)
L+	Exotic. Not native to TRCA jurisdiction. Includes hybrids between a native species and an exotic
L+?	Origin uncertain or disputed, i.e. may or may not be native.

BSC	Bird Studies Canada
The Bird Studies Canada *Conservation Priorities for the Birds of Southern Ontario* (1999), based on work completed by Bird Studies Canada, the Canadian Wildlife Service and the MNR identifies bird species of high conservation priority. This list was prepared to assist municipalities in identifying significant natural heritage features, through using the information regarding the presence of birds of conservation priority in their municipality. Birds of conservation priority have been noted (BSC) in the appropriate species lists.	

Local
SWH (Significant Wildlife Habitat) Indicator species of woodland area-sensitive bird breeding habitat **INT (Interior Forest Species)** Indicator species of interior forest bird breeding habitat

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13.0 MULTI-MODAL ACCESS PLAN AND COMMUTER PARKING STUDY

13.1 INTRODUCTION

The Eglinton Avenue West corridor study area encompasses a 600 meter wide, 9.2 kilometer long stretch of Eglinton Avenue West from Weston Road to the Mississauga boundary just west of Renforth Drive ("Figure 393. Eglinton Avenue West Corridor Study Area"). The study area is centered on the future westward expansion of the Eglinton Crosstown LRT line, which will eventually extend from its current terminus at Mount Dennis along Eglinton Avenue West through to Mississauga. The study area contains a built environment comprised of a mixture of single-family housing, high-density apartment housing, and some low-density retail and commercial development. It includes four creeks and rivers, large areas of green space, and the large intersection of Highways 401 and 427.

Figure 393. Eglinton Avenue West Corridor Study Area

This memorandum assesses the advantages and disadvantages of commuter parking associated with the expansion of the LRT line along the Eglinton Avenue West corridor. It examines existing demographics, multimodal conditions, and planned development, multimodal opportunities and constraints, and parking opportunities and constraints. This memo ultimately provides an overview of key considerations relating to commuter parking, and evaluates the place of commuter parking within the City of Toronto's broader vision for the future.

13.2 BACKGROUND

13.2.1 EXISTING CONDITIONS

Demographics & Travel Patterns

Approximately 136,000 people, five percent of Toronto's population, live in the study area. 61 percent of these residents own their homes, while 39 percent rent. Roughly half of the corridor's population lives in higher density

apartment buildings, though these are not the dominant building typology, while the remainder live in single family homes[1]. This residential pattern is typical of many inner suburban areas around the Toronto region.

71 percent of employed study area residents work in the City of Toronto, while 29 percent work in other municipalities. Two thirds of these working residents commute by car and 30 percent commute by transit. By comparison, in the City of Toronto as a whole, 51 percent commute in a car, 37 percent by transit, nine percent by foot, and three percent by bicycle[2]. The rate of car commuting varies along the corridor, and is as high as 73 percent at the western end of the corridor and as low as 53 percent at the eastern end. 55 percent of these commuters travel between 15 and 45 minutes each way to work. 18 percent commute for one hour or more each way. The study area is itself home to approximately 16,700 jobs, of which 68 percent are full-time and 32 percent are part time[3].

Transit Service

Buses, primarily operated by the TTC, currently provide the only transit service in the study area. The TTC's Route 32, which travels on Eglinton Avenue West from Renforth Drive to Eglinton West Subway Station, is the primary east-west transit service along the corridor. Route 32 operates at eight to ten minute headways and is one of the busiest routes in the TTC Network, with approximately 50,000 daily riders. [4] [5] Additional north-south TTC bus service is provided by Routes 112, 111, 46, 45, 37, 73, 48, 79, 35, and 89 at relatively regular one kilometer intervals on the major north-south cross streets intersecting Eglinton Avenue West. Routes 45, 35, and 89, which run north-south on Kipling Avenue, Jane Street, and Weston Road respectively, operate as frequent services, with headways of ten minutes or less. Routes 405, 73B, 71B, and 32D provide limited circulatory service at points along the corridor, in some cases to serve senior housing in the area. TTC routes 900, 927, 945, 935, and 989 provide north-south express service through the study area. In addition to TTC bus service, 11 MiWay bus routes provide service to the Renforth stop at the western end of the corridor where the Mississauga Transitway terminates.

Pedestrian Environment

The pedestrian network within the study area allows people to access much of the corridor by walking, but has some gaps in pedestrian connectivity. There are sidewalks on at least one side of Eglinton Avenue West along its length in the study area, and there are pedestrian-signalized crosswalks at all major intersections. Currently, there are no sidewalks on the north side of Eglinton Avenue West from Renforth Drive to Rangoon Road (950 meters), the East Mall to Willowridge Road (700 meters), Kipling Avenue to Royal York Road (two kilometers), and from Jane St to Pearen Park (450 meters).

There is a sidewalk along most of the south side of Eglinton Avenue West, as well as a multi-use trail. The Segment between Renforth Drive and Highway 427, where both pedestrian and cycling traffic must share the trail, is an exception to this.

The pedestrian environment within the study area is heavily impacted by the dominant presence of automobiles. Along the entirety of Eglinton Avenue West, large traffic volumes moving at relatively high speeds create a loud and intimidating environment for pedestrians. While most sidewalks are set back from Eglinton Avenue West, at certain

1 Statistics Canada. "2016 Canadian Census (Data By Aggregate Dissemination Area)". 2016. https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/index-eng.cfm
2 Spurr, B & Cole. M. Toronto Star. "Share of Torontonians taking public transit is on the rise, while reliance on cars declines". Nov 29th 2017. https://www.thestar.com/news/gta/transportation/2017/11/29/share-of-torontonians-taking-public-transit-is-on-the-rise-while-reliance-on-cars-declines.html.
3 Statistics Canada. "2016 Canadian Census (Data By Aggregate Dissemination Area)". 2016. https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/index-eng.cfm
4 TTC. "Route 32 Eglinton West Schedule – Eastbound on Eglinton Avenue West At Royal York Road". January 20th, 2019. http://www.ttc.ca/Schedule/schedule.jsp?Route=32E&Stop=e.b._on_Eglinton_Ave_West_at_Royal_York_Road
5 ESRI. "TTC Ridership and Routes". January 20th, 2019. https://www.arcgis.com/home/webmap/viewer.html?webmap=81d48db59aec4e9d8d80eeb79b5b1df1

points, particularly east of Scarlett Road, sidewalks bring people walking in close proximity to vehicular traffic. A large number of parcels fronting Eglinton are back-lotted, meaning that there are few mid-block pedestrian destinations. This lack of commercial or residential frontage on Eglinton Avenue West makes for an sensation of isolation for people walking.

Bicycle Network

Multiple designated bicycle routes run along, and through, the study area. A multi-use trail runs on the south side of Eglinton Avenue West from Jane Street all the way to Mississauga, and provides safe and direct east-west bicycle connectivity along the corridor. There are very few driveways off Eglinton, which ensures a direct, mostly uninterrupted cycling route. There are points where the trail is substandard, either due to the lack of sufficient separation from vehicular traffic - from the western hydro corridor to Highway 427 - or from pedestrians - at the Humber Bridge. The City is currently extending the multi-use trail from Jane Street to Pearen Street, which is planned to be completed in 2019.

There are off-street multi-use trails running north-south along Mimico Creek, at the west end of the study area, and along the Humber River at the east end.

There is minimal on-street bicycle infrastructure within the study area. Royal York Road and Martin Grove Road have painted on-street bicycle lanes, though the bike lanes on Martin Grove Road only extend southward from Eglinton Avenue West, and the ones at Royal York Road are discontinued at the intersection with Eglinton. Lloyd Manor Road, Wincott Drive and Bemersyde Drive have been identified as quiet road streets in the City's cycling map, but no bicycle improvements have yet been implemented on these streets. The City is in the process of developing a proposal for a road diet for Scarlett Road south of Eglinton, which may result in some form of cycling infrastructure as well.

No other major north-south streets within the study area have on-street bicycle infrastructure, potentially limiting the ability of local residents to access Eglinton Avenue West by bicycle.

Street Geometry

Eglinton Avenue West is wide along its entire length in the study area. It is primarily comprised of two lanes per direction, with left-turn lanes and some right-turn lanes at intersecting cross streets and major driveways. The right of way (ROW), measured between property lines adjacent to Eglinton Avenue West, ranges from 26 meters to over 50 meters wide. For comparison, most major streets that intersect Eglinton Avenue West within the study area are between 15 and 20 meters wide while most local streets are ten meters wide. Eglinton Avenue West is widest between Highway 401 and Martin Grove Road and narrowest between Highway 401 and Matheson Boulevard East. Along most of its length in the study area, Eglinton Avenue West is approximately 20 meters wide between intersections, and 22 to 25 meters wide at intersections.

Planned Development

Ten new developments are proposed, approved, under construction, or going through Ontario Municipal Board Appeal along the corridor. These developments are predominately residential condominium towers and townhomes. Two of the developments are intended for older populations. A healthcare center, commercial space and childcare facilities (one paired with the retirement home) are also proposed. These will bring new residents, including many potentially transit dependent residents, to the study area and will add to the demand for mobility along the corridor. These developments are outlined below:

Table 1: Proposed Developments along the Eglinton Avenue West Corridor

Address	Use	Phase
7 Richgrove	16 story rental apartment	Proposed
4780 Eglinton Avenue	Townhouses	Under Construction
41-53 Warrender Avenue	Condos	Proposed
250 Wincott Drive	Condos	Proposed
4750 – 4650 Eglinton W	Mid-rise retirement home + daycare + townhouses	Under Construction
4000 Eglinton Ave	4 towers (21 – 25 stories)	OMB Appeal
45 La Rose Avenue	7 story Building	Approved
1 Richview Road	21 story Residential Building	Proposed
82 Buttonwood Avenue	West Park healthcare center and senior village	Proposed
2 Buttonwood Avenue	Senior apartment building	Proposed
1234 Weston Road	Childcare facility	Proposed
1391 Weston Road	Commercial	Proposed

Figure 394. Locations of Proposed Developments along Eglinton Avenue West

13.3 MULTI-MODAL OPPORTUNITIES & CONSTRAINTS

First-mile and last-mile transportation options in the study area affect travelers' ability to reach Eglinton Avenue West or destinations just off it, and may affect access to the planned LRT extension and any associated commuter parking.

Currently, non-drivers travelling between Eglinton Avenue West and points off it can reach their final destination by bus, bike, or on foot. Local TTC bus routes travel north and south from Eglinton Avenue West on Jane Street, Scarlett Road, Royal York Road, Islington Avenue, Kipling Avenue, Martin Grove Road, and Renforth/Wellsworth Drive, making frequent stops at local cross streets.

For people on bikes, first-mile and last-mile connectivity varies substantially along the corridor. The Eglinton Avenue multi-use trail provides good east-west connectivity along the south side of Eglinton Avenue West, the Humber River Recreational Trail provides north-south connectivity from the Scarlett Road intersection, unprotected on-street bike lanes extend northward and southward along Royal York Road and southward along Martin Grove Road, and the Mimico Creek Recreational Trail provides southward connectivity from the Highway 401 intersection. Wincott Drive/Bemersyde Drive, Lloyd Manor Road, and Renforth Drive are designated as Quiet Routes for cycling. However, on the majority of streets intersecting the corridor, including five of the seven major north-south streets, people on bikes must ride either in traffic or on sidewalks.

Pedestrian connectivity is somewhat limited because sidewalks mirror the road network, which is made up of widely spaced arterial roads. As such, there are only direct pedestrian access points to Eglinton Avenue West roughly one every half kilometer, limiting the ability of people walking to move permeably between surrounding neighbourhoods and across the corridor. This is in part because most residential properties abutting Eglinton Avenue West front away from it onto separate suburban-style local streets. Most cross-streets along the corridor have sidewalks on both sides but Eglinton Avenue West itself lacks a sidewalk on its north side between Pearen Park and Jane Street, between Royal York Road and Kipling Avenue, and west of Martin Grove Road due to the numerous ramps connecting to Highways 401 and 427. Crosswalks are signaled for pedestrians, but are long given the wide, suburban multi-lane nature of Eglinton Avenue West.

Opportunities to enhance first-mile and last-mile connectivity include:

- Increasing the number of pedestrian access routes to Eglinton Avenue West from adjacent neighbourhoods, thereby expanding pedestrian access throughout the study area. While midblock connections are not a necessity given the lack of midblock destinations, additional permeability would allow people walking to choose routes to and from the transit stops through quiet paths rather than busy main streets.
- Completing sidewalk coverage on both sides of Eglinton Avenue West east of Kipling, facilitating pedestrian movement along the entire corridor.
- Enhancing the safety and comfort of pedestrian crosswalks, with medians incorporated into future LRT track where possible, thereby improving north-south pedestrian connectivity.

These measures would enable people to access more of the corridor on foot and would thereby allow commuters to access planned LRT stops more easily. More broadly, opportunities to enhance connectivity for all road users include:

- Increasing the prevalence and quality of bicycle lanes on roads that intersect Eglinton Avenue West.
- Ensuring that crosswalks between transfer bus stops and LRT stops are short, highly visible and protected, where possible.

Providing more bike lanes along streets that intersect Eglinton Avenue West, particularly major streets such as

Scarlett Road, Islington Avenue, and Kipling Avenue, would enable more people to bike to and from residential areas off the corridor. All bike lanes should be adequately protected, either with delineators, buffers, or barriers, to reduce the danger posed by vehicular traffic and make riding more comfortable for people on bikes. These protections should be extended to and continued through intersections, with improvements such as turning boxes, potential conflict zone pavement markings through the intersection, or advanced stops. Similarly, improving the environment of transfer bus stops, particularly by providing short and safe crossings to LRT stops in the middle of Eglinton Avenue West, will minimize the difficulty in transferring between bus and LRT service.

Such improvements can improve first-mile and last-mile connectivity in the study area, for people today and in future. These improvements are particularly beneficial to vulnerable transit users, such as seniors, children or people with disabilities, who may otherwise not be able to have access to transit. In improving first-mile and last-mile connectivity, these measures will play an important role in reducing vehicular traffic and ensuring the utility of the LRT extension.

13.4 PARKING OPPORTUNITIES AND CONSTRAINTS

13.4.1 POTENTIAL COMMUTER PARKING SITES

Multiple locations in the study area could potentially accommodate commuter parking for the planned LRT extension. These sites are located on large empty parcels around Highway 401 and at smaller undeveloped parcels near Islington Avenue and Richview Road. Most are close to planned LRT stops and could accommodate parking lots or garages with good access to the LRT line. However, any parking infrastructure built on sites east of Highway 427 would occupy land that could be developed as high-quality transit oriented development or protected as public green space. Sites west of Highway 427 meanwhile, face issues of accessibility and scale. An overview of the size, potential, and cost of each site is provided in "Figure 396. Size, Parking Potential, and Cost of Potential Commuter Parking Sites".

The ongoing Martin Grove and Eglinton Study is examining the traffic issues in the area and may recommend a reconfiguration of this interchange. Any realignment of the Martin Grove and Eglinton interchange might result in surplus land. Given the timeline of the project, those potential lots are not yet identified and had not been included in this analysis.

Figure 395. Sites Suitable for Commuter Parking

Key Takeaways

Broadly, sites east of Martin Grove Road are better suited for residential or parkland development, however the proximity of many sites to nearby intersections could compromise access to parking and impact congestion. The Renforth Drive/Eglinton Avenue West site is likely too far from a future LRT stop. The Martin Grove Road/Eglinton Avenue West site could provide substantial parking in an area not as well suited to other forms of development, but with the risk of adverse congestion impacts. It should be noted that the Convair Drive/Renforth Drive site is not in the City of Toronto but may otherwise be available for commuter parking.

Figure 396. Size, Parking Potential, and Cost of Potential Commuter Parking Sites

Location	Area (Sq. M)	Potential Surface Parking Spaces	Surface Lot Cost	Potential Two Level Garage Parking Spaces	Above-Grade Garage Cost	Below-Grade Garage Cost
Convair Dr @ Renforth Dr	4,600	200	$3.4 Million	400	$16 Million	$22.8 Million
Renforth Dr @ Eglinton Ave	36,000	1,000	$17 Million	2,000	$80 Million	$114 Million
Martin Grove Rd @ Eglinton Ave (NW & SW)	26,000 (NW) 19,00 (SW)	1,000	$17 Million	2,000	$80 Million	$114 Million
Wincott Dr @ Eglinton Ave	3,600	150	$2.5 Million	300	$12 Million	$17.1 Million
Islington Ave @ Eglinton Ave	9,000	350	$5.9 Million	700	$28 Million	$39.9 Million
Richview Rd Cul-De-Sac	3,000	120	$2 Million	240	$9.6 Million	$13.7 Million
Richview Rd @ Scarlett Rd	4,200	175	$3 Million	350	$14 Million	$20 Million

Parking Construction Cost Estimation Methodology

Parking construction costs vary widely depending on whether surface, above-grade structured, or below grade structured parking is built. Site conditions also impact construction costs less predictably. For this memo, parking construction costs were calculated using 2014 Canadian Parking Association parking construction cost estimates

for the Greater Toronto Area[6], adjusted to reflect the inflation of construction costs from 2014 to 2018 ("Figure 397. Parking Construction Cost Estimation"). Using this methodology, it is estimated that in 2018 surface parking cost $17,000 per space, above-grade structured parking cost $40,000 per space, and below-grade structured parking cost $57,000 per space.

Figure 397. Parking Construction Cost Estimation

	Surface Parking	**Above-grade Structured Parking**	**Below-grade Structured Parking**
2014 Canadian Parking Association Per Space Cost Estimate [7]	$15,000	$35,000	$50,000
2018 Construction Cost Inflation Multiplier [8 9]	1.13	1.13	1.13
2018 Per Space Cost Estimate	$17,000	$40,000	$57,000

13.4.2ADVANTAGES & DISADVANTAGES OF POTENTIAL COMMUTER PARKING SITES

Convair Drive @ Renforth Drive

The lot at the northwest corner of the intersection is currently an undeveloped field accessible from both Convair Drive and Renforth Drive. It is located in Mississauga, and is thus outside the jurisdiction of the City of Toronto. Nevertheless, the site's proximity to Highway 401 and the airport could make it an optimal location for commuter parking, and the industrial character of the area would be minimally disturbed by the addition of parking infrastructure. However, limited roadway frontage (approximately 80 meters on Convair and Renforth Drive) could make the site difficult to access, likely limiting entry and exit to right-in/right-out due to the proximity of potential driveways to the intersection. It should be noted that this site is in proximity to the future Convair Stop, which is outside the scope of this study and might be object to implementation in a later timeline.

Renforth Drive @ Eglinton Avenue West

This site is comprised of a large area of undeveloped land east of the intersection, accessible from Renforth Drive and Eglinton Avenue West. The site has good connectivity to Highway 401 and Eglinton Avenue's westward extension into Mississauga. However, the site's distance from Renforth stop nearly 600 meters away, may make this undesirable for commuter parking purposes.

Martin Grove Road @ Eglinton Avenue West

This site is comprised of two separate parcels, which together offer the most potential space for commuter parking

6 Bond, Ralph. "The High Cost of Hospital Parking?". Canadian Parking Association. September 30th 2014. https://canadianparking.ca/the-high-cost-of-hospital-parking/

7 Ibid

8 Cudney, Gary. "Parking Structure Cost Outlook for 2014". Carl Walker. April 2014. http://cal.streetsblog.org/wp-content/uploads/sites/13/2015/07/April-Newsletter-2014.pdf

9 Cudney, Gary. "Parking Structure Cost Outlook for 2018". WGI. 2018. https://wginc.com/wp-content/uploads/2018/07/Parking-Construction-Cost-Article-17x11-8.5x11-Pages.pdf

along the corridor. To the northwest of the intersection, there is a partly-wooded undeveloped parcel beneath overhead power lines, accessible on four sides from Richgrove Drive, Willowridge Drive, Martin Grove Road, and Eglinton Avenue West. To the southwest of the intersection, there is an undeveloped parcel beneath the same overhead lines. It is accessible from Eglinton Avenue West and Martin Grove Road, though access via Eglinton Avenue West would interrupt the multi-use path on the south side of the road. These sites are well positioned relative to Highways 401 and 427 but parking infrastructure here could increase congestion at the Martin Grove Road/Eglinton Avenue West intersection that already accommodates 6,000 vehicles during peak hours under congested conditions.

Wincott Drive @ Eglinton Avenue West

This site is an undeveloped parcel on the northeastern corner of the intersection accessible from Wincott Drive and Eglinton Avenue West. The site is adjacent to the future Wincott/Bemersyde LRT stop but is small and ideal for transit-oriented development or public space creation that could integrate surrounding residential areas into the Eglinton corridor. Furthermore, potential driveways would be located close to the Wincott Drive/Eglinton Avenue West intersection, likely requiring access to be restricted to right-in/right-out. With the expected widening of Eglinton Avenue West, the site may become too small to provide significant commuter parking. Any development of the site would require commuter parking to be temporary or incorporated into potential future development.

Islington Avenue @ Eglinton Avenue West

This site is an undeveloped parcel situated at the northwest of the intersection, accessible from Islington Avenue and Eglinton Avenue West. It is adjacent to the future Islington LRT stop and large enough to accommodate commuter parking, but may ultimately be better suited to residential development or preservation as parkland, given that it includes pockets of protected natural heritage within its boundary and is adjacent to a heavily treed woodlot. Furthermore, with the expected widening of Eglinton Avenue West, the site may become too small to provide commuter parking and, as with the Wincott Drive site, its proximity to the Islington Avenue/Eglinton Avenue West intersection would likely require access to be restricted to right-in/right-out. Any development of the site would require commuter parking to be temporary or incorporated into potential future development.

Richview Road Cul-de-sac

This site is a small parcel of undeveloped land at the western end of Richview Road, via which it is accessible. The site could be made accessible from Eglinton Avenue West but a parking lot or structure would conflict with surrounding residences, schools, and future residential development of adjacent sites. As with the Wincott Drive and Islington Avenue sites, this site is likely to be a prime candidate for potential residential development or public space creation, which would require any commuter parking on the site to be temporary or incorporated into the future development. While no arborist report is yet available, the scale of the vegetation in the lot suggests that some of the trees may require protection.

Richview Road @ Scarlett Road

This site is a small parcel of undeveloped land west of the Richview Road/Scarlett Road intersection, between the Richview Villa and Anders Research Inc. buildings. It is only accessible from Richview Road. The site is not well suited for commuter parking due to limited accessibility, distance from the Scarlett Road stops (300 meters), and its location amongst residential buildings.

13.4.3COMMUTER PARKING USAGE & OPERATIONS

Commuter parking built in the study area would likely be operated in a manner consistent with other commuter parking facilities in Toronto, and used in a similar fashion to other commuter parking facilities in the region. Two main users groups, primarily people from outside the immediate study area, could be expected to use commuter parking.

Parking Users

People living in the study area may park at future LRT stops but are unlikely to be the primary users of commuter parking facilities, given their proximity to the line. For these residents, the relative ease of walking, biking, or taking transit to an LRT stop would likely dissuade them from paying to park at a commuter parking facility.

Current Greater Toronto Area commute patterns, and the proximity of the study area to the major regional highways mean that many users of commuter parking facilities would likely come from outside of the City of Toronto. For commuters travelling from Mississauga, Brampton, and other areas north and west of Toronto to destinations in central or eastern Toronto, the future LRT line may provide an attractive alternative to driving through the city during congested periods. Commuter parking would allow these commuters to reach the study area via Highways 401 and 427, park, and transfer to the LRT for onward travel. Because of their distance from the LRT and lack of alternative means of access, such commuters from outside the City of Toronto would be reliant on commuter parking in order to use LRT service.

People living just beyond the study area in Etobicoke are also likely to be one of the main groups of commuter parking users. Many of these residents currently lack east-west rapid transit, and even for those near Bloor-Danforth subway or future Finch LRT, all residents who need to travel along Eglinton Avenue West will benefit from enhanced connectivity. Residents of these areas will live beyond typical walking, or even bicycling, distances from LRT stops. For many, particularly Toronto's growing elderly population driving may be the most convenient means by which to access LRT service. [10]

Potential Impact of Autonomous Vehicles on Parking Demand

Nelson\Nygaard and Perkins+Will anticipate that autonomous vehicles (AVs) could reduce the demand for parking in a future where AVs are predominately shared.11 In this scenario, fewer parking spaces would be required because vehicles would drop passengers off and continue to operate, rather than parking and waiting for passengers to return. In a future where AVs are predominantly personal rather than shared, the space needed for parking would likely decline, albeit by less than the previous scenario, because vehicles would be able to park themselves efficiently in less space than human drivers.12

Pricing

The Toronto Parking Authority, commonly known as Green P, operates most public parking facilities in Toronto, including approximately 14,000 parking spaces at TTC stations. [13] The Authority would likely operate commuter

10 City of Toronto. "Backgrounder – 2016 Census: Age and Sex: Type of Dwelling". May 4th, 2017. https://www.toronto.ca/wp-content/uploads/2017/10/96d7-2016-Census-Backgrounder-Age-Sex-Dwelling-Type.pdf

11 Nelson\Nygaard & Parkwins+Will. "Autonomous Vehicles & the Future of Parking". Winter 2018. http://nelsonnygaard.com/wp-content/uploads/2017/04/Our_Views_on_Autonomous_Vehicles_and_The_Future_of_Parking.pdf

12 Meier-Burkert, Friedrike. "With self-parking cars and intelligent fleet management, real estate developers save time and money." Audi Urban Future Initiative blog. November 17, 2015. http://audi-urban-future-initiative.com/blog/urban-future-partnership-somerville-boston cited in http://nelsonnygaard.com/wp-content/uploads/2017/04/Our_Views_on_Autonomous_Vehicles_and_The_Future_of_Parking.pdf.

13 TTC. "Parking- Commuter Parking". 2019. http://www.ttc.ca/Riding_the_TTC/Parking/index.jsp

parking facilities along the Eglinton West LRT extension, and would likely price them in line with its standard pricing practices.

Currently, rates between $1 and $4 per half hour across the Authority's parking facilities, largely based on proximity to downtown Toronto. [14] Some facilities, including many existing commuter parking lots, charge a flat fee. Flat fee charges typically range between $5 and $7 for daytime parking, and are typically less than $2 for nighttime parking. [15] Some garages offer a limited number of monthly permits. Existing parking rates such as these are not likely to act as a disincentive to those that may park at commuter parking facilities along the LRT extension.

Revenue

For this memo, parking revenues were estimated with the following assumptions, drawn from TTC occupancy data and Toronto Parking Authority pricing information:

- Daytime parking occupancy is assumed to be 90 percent.[16]
- Evening parking occupancy is assumed to be 45 percent.
- Lots are assumed to operate with a $6 flat rate during daytime hours.
- Lots are assumed to operate with a $2 flat rate during evening hours.
- Lots are assumed to operate for free on weekends and holidays, leaving 251 days of revenue operation per year.

This methodology is intended only to provide a high level estimate of parking revenues from the potential Eglinton Avenue West parking facilities and accordingly, does not take into account turnover rates at parking facilities, demand elasticities, or seasonal changes in parking demand. Further research into such factors would be required to more accurately understand parking facility utilization patterns.

14 City of Toronto. "Parking Lots – Toronto Parking Authority – Green P – Rates – Maintenance". 2018. https://www.toronto.ca/311/knowledgebase/kb/docs/articles/special-purpose-bodies-and-external-organizations/agencies,-boards,-commissions-and-corporations-abccs/commercial-boards/toronto-parking-authority/parking-lots-toronto-parking-authority-green-p-rates-maintenance.html

15 Toronto Municipal Parking Authority. "Find Parking". 2019. https://parking.greenp.com/find-parking/

16 TTC. "Commuter Parking Update". December 20th 2016. https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2016/December_20/Reports/9_Commuter_Parking_Update.pdf

Figure 398. Estimated Revenue from Potential Commuter Parking Sites

Location	Potential Surface Parking Spaces	Estimated Annual Revenue	Potential Two Level Garage Parking Spaces	Estimated Annual Revenue
Convair Dr @ Renforth Dr	200	$316,260	400	$632,520
Renforth Dr @ Eglinton Ave	1,000	$1,581,300	2,000	$3,162,600
Martin Grove Rd @ Eglinton Ave (NW & SW)	1,000	$1,581,300	2,000	$3,162,600
Wincott Dr @ Eglinton Ave	150	$237,195	300	$474,390
Islington Ave @ Eglinton Ave	350	$553,455	700	$1,106,910
Richview Rd Cul-De-Sac	120	$189,756	240	$379,512
Richview Rd @ Scarlett Rd	175	$276,728	350	$553,455

Operational Costs

For this memo, parking operational costs were calculated using 2014 Canadian Parking Association parking operational cost estimates for the Greater Toronto Area[17], adjusted to reflect overall inflation from 2014 to 2018. Using this methodology, it is estimated that in 2018, a surface level parking space cost $250 per space per year to operate, while structured parking spaces cost $500 per space per year to operate.

Figure 399. Parking Operation Cost Estimation Methodology

	Surface Parking	Above-grade Structured Parking	Below-grade Structured Parking
2014 Canadian Parking Association Per Space Cost Estimate	$250	$500	$500
2018 Overall Inflation Multiplier [18]	1.07	1.07	1.07
2018 Per Space Cost Estimate	$268	$536	$536

Using this methodology, the potential commuter parking facilities outlined in this memo could incur operational costs as shown below.

17 Bond, Ralph. "The High Cost of Hospital Parking?". Canadian Parking Association. September 30th 2014. https://canadianparking.ca/the-high-cost-of-hospital-parking/

18 Bank of Canada. "Inflation Calculator. 2019. https://www.bankofcanada.ca/rates/related/inflation-calculator/

Figure 400. Parking Operational Cost Estimation

Location	Potential Surface Parking Spaces	Estimated Annual Operating Cost (2018)	Potential Two Level Garage Parking Spaces	Estimated Annual Operating Cost (2018)
Convair Dr @ Renforth Dr	200	$53,600	400	$214,400
Renforth Dr @ Eglinton Ave	1,000	$268,000	2,000	$1,072,000
Martin Grove Rd @ Eglinton Ave (NW & SW)	1,000	$268,000	2,000	$1,072,000
Wincott Dr @ Eglinton Ave	150	$40,200	300	$160,800
Islington Ave @ Eglinton Ave	350	$93,800	700	$375,200
Richview Rd Cul-De-Sac	120	$32,160	240	$128,640
Richview Rd @ Scarlett Rd	175	$46,900	350	$187,600

13.5 ALIGNMENT WITH CITY'S VISION

While commuter parking in the study area may be feasible, and indeed beneficial to some, it does not align with the City of Toronto's vision for the future of urban transportation. The City is working to reduce the number of vehicular trips by investing in transit and active transportation. Increasing the supply of parking is not encouraged by the City, and does not align with Toronto's Official Plan goal of "providing a broad range of sustainable transportation options"19 or provincial pursuit of a "density and mix of uses… that minimize the length and number of vehicle trips and support… transit and active transportation". The Eglinton West LRT extension is important part of realizing the City's vision for a less automobile-oriented future and generally, commuter parking would diminish the potentially transformative effects of this transportation investment.

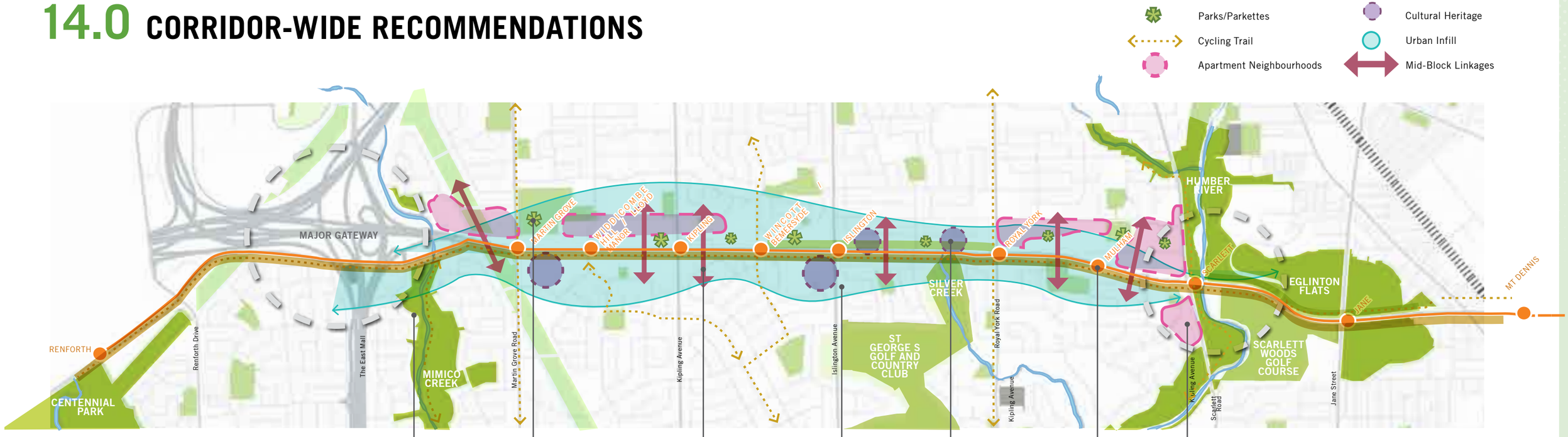
13.6 IMPACTS OF COMMUTER PARKING

The construction of commuter parking along the Eglinton West LRT extension would allow car-dependent local and regional commuters to make use of the service who might otherwise be less likely to do so. However, many of the potential commuter parking facilities described in this memo would occupy land better suited to transit-oriented development or natural preservation. Ultimately, the development of transit-oriented buildings and neighbourhoods is the City's priority. Other potential facilities, given their location and accessibility, could worsen local congestion, or may be too distant from planned LRT stops.

19 City of Toronto. "Official Plan-Chapter 2". 2014. https://www.toronto.ca/wp-content/uploads/2017/11/9048-cp-official-plan-chapter-2.pdf.

In addition to these local tradeoffs, there are wider impacts associated with commuter parking. The provision of parking in the study could lead to an increase in regional automobile trips if more commuters begin driving from outside the study area to park at commuter parking facilities. This could worsen congestion, particularly on approach routes to the study area such as Highways 401 and 427, which already experience significant congestion. By facilitating automobile use at any level, the provision of commuter parking would contribute to the continued emissions of regionally harmful pollutants and globally harmful greenhouse gasses, and to the continued negative safety and quality of life impacts of automobile usage.

14.0 CORRIDOR-WIDE RECOMMENDATIONS



RECOMMENDATIONS

1.0 Framing the Corridor → recommendation chapter reference

2.0 Vision

3.0 Parks, Open Space Areas and Public Realm

4.0 Sustainability

5.0 Community Services and Facilities

6.0 Mobility

7.0 Natural Heritage

8.0 Cultural Heritage

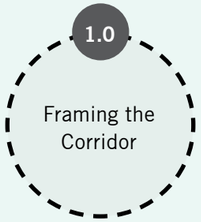
9.0 Parking and Access

10.0 Built Form

10.1 Large Sites

10.2 Tall Building Sites

10.3 Shallow Sites → from built form study, chapter 15.0



1 Framing the Corridor

1.1. The Eglinton West corridor ("Eglinton West") is quite unique compared to the balance of the 19-kilometre Eglinton Connects corridor already studied, having a distinctive mid-century suburban aesthetic characterized by backlotted single detached housing enclaves, period institutional architecture, tower-in-the-park apartment neighbourhoods, auto-oriented shopping plazas, and a green ribbon of walking and cycling paths within the street right-of-way.

1.2. In applying the same themes as used in the first phase of Eglinton Connects – travelling, greening and building - to understanding the current and emerging conditions of Eglinton West, a more holistic and inter-connected picture of the corridor emerges:

1.3. Travelling

1.3.1. Movement along Eglinton West has historically been driven by vehicular transportation, due to the long travelling distances in a suburban context. However, with the introduction of the LRT combined with ongoing demographic and market changes to which new development is already responding, a change in mode split will continue to occur encouraging more travelers along the corridor to prefer transit, walking, or cycling, creating an opportunity to transform Eglinton into a complete street. A complete street will promote efficient and accessible multi-modal travel with emphasis on transit, walking, and cycling.

1.3.2. The existing multi-use pathway along the south side of Eglinton is a vital link that provides connections to the greater community and the larger cycling network of Toronto. It stitches together the different neighbourhoods in the Eglinton West area and therefore will require enhancements and protection.

1.3.3. Accessible, comfortable and safe travel will be created through proximity and design. As the street will be recognized as a gathering place for communities, it must support the needs of all users.

1.3.4. Permeability throughout neighbourhoods will be maximized by new north south and appropriate east west connections on large or dense sites, through development. This will provide better and more equal access to the corridor, while relieving the pressure on the existing transportation network.

1.3.5. Eglinton must evolve as its surrounding communities are, to serve not only as travelling corridor, but a destination for people of all ages, incomes and abilities.

1.4. Greening

1.4.1. Eglinton is a distinctive green corridor, from the smaller green parcels that frame the street to the larger forested open spaces and ravine systems, which is integral to the community structure and identity. The relationship and proximity that the community has to this expansive green network is a valued asset and should be enhanced to become even more accessible and functional.

1.4.2. With the distinct changes in topography, landscapes and natural features along the corridor, an enhanced streetscape design will highlight these visual and physical connections.

1.4.3. Open spaces, whether formal recreational areas or green parks, offer diverse opportunities for residents and workers to engage with nature. They are critical community assets to be protected and enhanced.

1.5. Building

1.5.1. Seeking to leverage existing community attributes such as access to open space, the interventions for new or enhanced built form along Eglinton will use the landscape as a foundation, sensitively responding to the public realm and open space networks.

1.5.2. Placemaking and human-scaled development will be central goals of the built form.

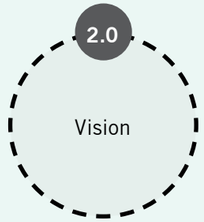
1.5.3. The corridor will evolve to encourage density where appropriate, through context-sensitive and transit-supportive built form and public realm improvements. This will result in a higher quality of life for all, while protecting the corridor's own unique identity and strong sense of place.

1.5.4. Eglinton West as a complete street will be framed by appropriately scaled developments or open spaces with new streetscape interventions in order to provide diverse opportunities to live, work, play and thrive.

1.5.5. In order to continue supporting inclusivity and diversity along the corridor, there will be a complete range of land uses, housing types, community services and facilities, building types, public spaces, and park spaces.

1.5.6. Buildings of community value will be preserved and continue to exist through either preservation, reconfiguration, or consolidation in denser forms that complement the existing built form fabric.

1.5.7. Existing apartment neighbourhoods are defined by mid-20th century apartment towers, typically in slab form. Infill development, where appropriate, will be sensitive, reinforcing the characteristic openness at grade and between buildings.



2 Vision

2.1. The vision from the 2014 Eglinton Connects Planning Study, which covers the 19 kilometre portion from Mount Dennis Station to Kennedy Road, will be applied to the Eglinton West corridor: "*Eglinton will become Toronto's central east west avenue – a green, beautiful linear space that supports residential living, employment, retail, and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the large city and the region".*

2.2. The recommended interventions for Eglinton West are consistent with the directions and objectives outlined in Toronto's existing policy framework, including the Official Plan. This study will provide further direction and clarity to existing guidelines and policies in order to guide change and compatible development that will respect the existing character of the corridor.

2.3. Eglinton West will become a street where the implementation of the new light rail transit (LRT) system will act as a catalyst for public realm improvements, connectivity and transit-oriented infill development, to support existing and new residents and workers through a greater diversity of community assets and access points. This includes enhancing cultural and built heritage, the maintenance and enhancement of green space systems, connected streets and a positive contribution to the broader City and Region – all supported by a foundation of gently rolling topography.

3 Parks, Open Space Areas and Public Realm

3.1. Recognize the green boulevard character of Eglinton as a linear, east west corridor, with gateways into the City and connecting to the Mount Dennis hub.

3.2. Develop more public, usable green spaces that directly interface with Eglinton, to expand the open space network. These spaces shall be high quality, green, well-connected and comfortable areas within the larger public realm network. Some areas include both active recreation spaces, whereas others may be protected natural heritage. Parks and open spaces should be designed to support water infiltration, plantings to encourage biodiversity and habitat enhancement, tree protection especially in unencumbered soil areas and the provision of adequate soil volumes for the growth of mature, healthy trees throughout the area.

3.3. Parks should maintain a minimum of 5 hours of sunlight on the equinoxes of March 21 and September 21, as per the Tall Building Design Guidelines.

3.4. Through streetscape, design for the retention and addition of street trees and planting to provide a more pleasant and green travelling experience along Eglinton. Views from the public realm to parks and open spaces will be maintained and enhanced.

3.5. To retain and enhance the community value that existing parks currently serve, provide opportunities for public art and heritage expression. Reinforce the culturally significant landscapes through engagement elements and features.

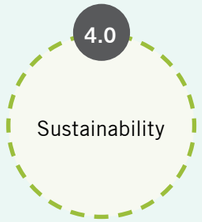
3.6. Further studies shall develop a public parkland acquisition and improvement strategy. The strategy will include recommendations on how to establish agreements for allowing public access to other types of open spaces, as it would encourage the creation of a more comprehensive open space network.

3.7. New or improved trails and paths for cyclists and sidewalks for pedestrians shall connect existing public parkland to adjacent areas, creating more direct linkages to open spaces.

3.8. Any trees affected by new development should be replaced at a 3:1 replacement ratio. Planting of new trees are to be guided by a planting strategy to ensure that trees are located in an appropriate and optimal area along the corridor. Coordination of reforestation shall aim to maximize the value of the street, locating new trees in either existing natural areas such as edges of existing woodlots, or within private properties to retain the overall amount of greenness in the corridor.

3.9. Street trees should be located in the most appropriate locations to provide canopy and shade to ensure a comfortable travelling experience along pedestrian routes, including platforms. Additionally, trees providing shade for paved areas will help mitigate the heat island effect. This is particularly true of darker pavement such as asphalt, thus there is an opportunity to plant trees along the roadway.

3.10. Sufficient soil volumes should be provided to ensure healthy and large trees can grow. Volume targets in the *Toronto Green Standard*should be followed.



4 Sustainability

4.1. New development will promote environmentally sustainable, energy-efficient and innovative design (e.g. green roofs), conforming with *Toronto Green Standards.*

4.2. Protect and preserve existing mature trees, wildlife habitat, and existing natural heritage features (e.g. meadows, woodlots, forest ecosites, etc.). Streetscape designs shall introduce more native tree and plant species and biodiverse landscapes.

4.3. Incorporate and implement Low Impact Development strategies across the corridor to mitigate potential impact on stable natural areas.

4.4. Stormwater strategies such as bioswales and rain gardens will be integrated into streetscape design to reduce runoff from existing large impervious surfaces such as parking lots.

4.5. Given the proximity to creeks and woodlots, City guidelines such as the Bird Friendly Guidelines should be followed.

5 Community Services and Facilities

5.1. The need for new community services and facilities will gradually increase as residential and employment density grows in the corridor. A detailed assessment of existing and future levels of community services and facilities should be undertaken to evaluate the need for new infrastructure.

5.2. Public facilities along the corridor include public schools, child care centres, community centres, libraries, and human services agency spaces (e.g. employment centres). These services and facilities should be preserved, enhanced, or sensitively integrated into new developments.

5.3. Further to community services and facilities, the existing function of retail along the corridor is also a strong community amenity, as the social infrastructure is necessary to support successful and liveable communities. To preserve the community value that existing plazas serve, the existing use and class of retail and amenity will be completely retained with potential redevelopment of the sites.

5.4. The frontage of retail and amenity should be maintained on major roads, to retain ease of access to existing and future community services and facilities.

5.5. Future review should be undertaken to identify gaps to ensure that sufficient community services and facilities are provided along the corridor, especially where significant growth is anticipated.

5.6. In order to support additional growth along the corridor, community services shall be provided in a timely manner to meet both long and short term objectives of the corridor.

6 Mobility

6.1. Through the transformation of Eglinton Avenue to support the LRT and more sustainable travel modes, the transportation system as a whole will function as a well-connected and integrated network that provides a variety of travel choices. Mobility and accessibility for all users and abilities will be enhanced. Efficiency will increase for emergency services and critical movement of goods.

6.2. As Eglinton West transforms into a complete street to support the LRT implementation, the City will promote the design of new built environment which encourages travel by walking, cycling and transit usage. The design of the street will be directed by the City's Complete Street guidelines.

6.3. Future detailed planning for Major Transit Station Areas (MTSAs) should acknowledge the unique context of Eglinton West by prioritizing:

- 6.3.1. Public realm improvements, including direct sidewalk connections, to ensure comfortable and safe access to and from stations by pedestrians and cyclists;
- 6.3.2. Interface between private development and stations by orienting people-servicing land uses and services at street level closest to station platforms, with supportive outdoor amenity space with seating, plantings, and lighting; and
- 6.3.3. Infill development, with a mix of land uses, on vacant or under-utilized sites with good exposure and access to stations.

6.4. More sustainable transportation initiatives are encouraged within or around new developments such as car-sharing, bike parking, change rooms and bike maintenance stations, to minimize the potential incremental impact of vehicular traffic.

6.5. Multi-modal travel choices should be strongly supported, especially through designing for last-mile trips to and from transit stops. The area around future LRT stops should allocate sufficient space to support such alternative travel choices as included in 1.6.4. Specific spatial requirements for those choices include cycling parking, bike share docks, electric bike charging stations, carshare facilities and designated curb drop off areas.

6.6. Adjacent buildings and spaces to new transit stops or stations should be designed to maximize safe and efficient access as well as to provide comfortable areas for inter-modal transfers.

6.7. Transit stops should be designed for safe access and comfortable waiting experiences. The width of the platforms should be designed to allow for enclosed shelters with temperature control.

6.8. As existing sidewalks are built to suburban standards, in all instances, they should be upgraded to at least the City minimum of 2.1 metres to promote walkability. Eglinton is designated as an *Avenue* in the Official Plan, a minimum boulevard width of 6 metres will be required along the corridor.

6.9. Streetscape initiatives will expand the public realm by creating stronger interface with built form and widening sidewalks. Landscaped or hardscaped buffers will be used strategically to reduce potential conflict between modes, or to reduce noise pollution.

6.10. Consistently a buffer between the sidewalk and vehicular traffic in the form of street trees, planting areas, street furniture, lighting, and/or low-impact development (LID) infrastructure should be provided. At a minimum, this buffer should be a 1 metre in width. However, this should be wider where possible for allocating the aforementioned uses.

6.11. The existing multi-use trail on the south side of Eglinton will be upgraded to become a high volume cycling route, as it provides an almost seamless east west linkage across Toronto, connecting to various other cycling trails and paths.While the multi-use trail should be maintained in its existing location where possible to reduce impacts to mature trees, in areas where the trail is being rebuilt, the width should be updated to 4 metres to comply with *Ontario Traffic Manual Book 18, section 2.3.2.1 – Active Transportation.*

6.12. A separate sidewalk should be provided in all scenarios along the corridor, with the exception of the pinch point under the highway underpass.

6.13. The existing lack of north south cycling infrastructure is a large barrier to connectivity. To complement the strong east west function of the multi-use trail, north south cycling and pedestrian connections shall better integrate with this corridor to create a more permeable network. It will be enhanced with new connections as per the new City-wide Council approved *Cycling Plan (2016),* which recommends upgrades to Martin Grove Road, Wincott Drive, Lloyd Manor Road, and Scarlett Road. Beyond these identified routes, additional upgrades that should be implemented include: closing the gap of the bike lane along Royal York; and extending the bike lane along Lloyd Manor, and along Widdicombe Hill as well as across Richview Park.

6.14. As some cycling routes have no identified specific infrastructure, it is recommended that the intersections that connect with Eglinton Avenue and the connections with the multi-use trail are strengthened with improvements including but not limited to: ingress lanes leading to the intersection; advanced stops; and egress lanes pavement markings across the intersection.

6.15. As the City is moving towards the implementation of protected intersections, it is recommended that the intersection of Royal York Road and Eglinton Avenue be advanced as one of the pilot testing sites to be developed in the short term. This project will allow for testing of the functionality and capacity of the intersection, to ultimately assess if these types of intersections should be generally applied along the Eglinton West corridor.

6.16. The impact of future autonomous vehicle technology should be further assessed in future phases of the project to understand its relation to the planning of the LRT stop areas.

7 Natural Heritage

7.1. To reduce alteration to fish habitat:

- 7.1.1. Delineate work areas with construction fencing to minimize the area of disturbance;
- 7.1.2. Restrict the use of heavy equipment on watercourse banks;
- 7.1.3. Prohibit the use of heavy equipment in all watercourses;
- 7.1.4. Place silt fence along margins in areas of soil disturbance;
- 7.1.5. Monitor and maintain erosion and sedimentation control measures during construction to ensure their effectiveness;
- 7.1.6. Apply seed and mulch, tackifier and/or erosion control blanket in areas of soil disturbance to provide adequate slope protection and long-term slope stabilization;

7.1.7. No clearing of matures trees providing a bank stabilization function;
7.1.8. Minimize the amount of debris produced from entering the watercourse;
7.1.9. All equipment maintenance and refueling will be controlled to prevent any discharge of petroleum products;
7.1.10. Vehicular maintenance and refueling will be conducted at least 30 m distance from any surface drainage features to prevent the entry of petroleum, oil or lubricants (POL) to the watercourses;
7.1.11. Construction material, excess material, construction debris, and empty containers will be stored at least 30 m distance from any surface drainage features to prevent their entry into the watercourse; and
7.1.12. Implement good housekeeping practices related to materials storage/stockpiling, equipment fueling/maintenance, etc during construction.

7.2. To minimize vegetation removal:
7.2.1. Reduce grading requirements to the minimum extent as possible;
7.2.2. Implement local site-specific protection measures including guard rails, retaining walls, and ditches, where warranted to avoid vegetation removals;
7.2.3. Identify and protect trees to be retained during construction using a temporary tree protection barrier in accordance with the City of Toronto's policies specifications;
7.2.4. Prepare restoration and enhancement plans that will meet both TRCA and City of Toronto Urban Forestry standards that will offset vegetation losses and achieve a net gain in vegetation area, attributes and functions;
7.2.5. Prepare edge management plans for areas where encroachments on vegetation communities will occur; and
7.2.6. Prepare planting plans to include the use of native, non-native, and salt-tolerant vegetation species.

7.3. To reduce alteration to wildlife habitat:
7.3.1. Nesting surveys should be untaken to identify nesting activities in any of the potentially affected habitats, including the underside of bridge structures;
7.3.2. To meet the requirements of the MBCA, no vegetation removal should occur during bird nesting season (April 1st to July 31st);
7.3.3. Existing wildlife corridors located within the study area at each of the watercourse crossings should be maintained; and
7.3.4. Where vegetation has been damaged, vegetation should be restored.

8.0 Cultural Heritage

8 Cultural Heritage

8.1. A formal Heritage Impact Assessment (HIA) should be completed to assess the degree of impact of the project and to provide recommendations for mitigation.
8.2. Properties identified in Section 11.0 should be evaluated under O. Reg 9/06; buildings or sites that meet the criteria should be identified as either a designated, evolved, or associative cultural heritage landscape.
8.3. Designated heritage properties (Richview Cemetery and Mary Reid House) should have Heritage Impact Assessments completed (HIA) and interpretative opportunities created which explain the heritage significance of the property.
8.4. Properties adjacent to Eglinton Avenue West and having potential heritage value could be indirectly impacted by the streetscape design and/or construction. They should be evaluated against O. Reg. 9/06 of the *Ontario Heritage Act*. If the property meets one or more criteria, a Heritage Impact Assessment (HIA) should be completed to ensure the streetscape design and/or construction does not negatively impact the heritage values/attributes of the property. This work should be completed as part of project early works and prior to construction.
8.5. Properties within the Study Area (but not adjacent to Eglinton Avenue West) will not be directly or indirectly impacted by the streetscape design. However, they should be evaluated by City of Toronto Heritage Preservation Services. The recommendations in Section 11.0 include an indication of whether the property is a low, moderate or high priority for evaluation.

9.0 Parking and Access

9 Parking and Access

9.1. Surface parking lots will be discouraged with new developments.
9.2. Provide secure and sheltered bicycle parking with new developments, to support the cycling activity along the corridor.
9.3. Loading and servicing accesses should be consolidated to avoid multiple curb cuts that could interrupt the public realm, cyclist or pedestrian activity.
9.4. Pedestrian connections to parking facilities will be well-lit, safe, and easy to access.
9.5. Existing surface lots, where appropriate and sensitive to existing context, will be redeveloped to support higher-order transit activity, or to serve as public open space.
9.6. Clear and visible signage should be provided to ensure accessible and functional site servicing.
9.7. Secure resident and visitor bicycle parking should be provided and integrated in all developments, designed and located to ensure that they are convenient, visible and accessible.
9.8. Existing hardscaped areas (e.g. surface parking lots, plazas, etc.) should be designed to allow programming for community events.
9.9. While commuter parking in the study may be feasible, it does not align with the City or study vision for reducing the number of vehicular trips. Alternatively, many of the potential commuter parking facilities described in Section 13.0 of this report would occupy land better suited to transit-oriented development or natural preservation.
9.10. Keeping with the City's goal to reduce reliance on automobile usage, parking standards should be updated to reflect reduced parking ratios for all uses, and assign parking priority for carpooling and car-sharing services.
9.10.1. However, in order to support existing and new commercial uses such as retail in mixed use buildings, adequate underground parking should be provided.

15.0 BUILT FORM STUDY

15.1 INTRO

The built form vision for Eglinton West is heavily based on its landscape, public realm, and open space networks. Placemaking and human scaled development are central goals of development along the corridor, while maintaining the critical levels of density required to support the future Eglinton LRT. This built form study will test the application of existing performance standards and policies to understand compatibility or best fit opportunities within Eglinton West. Although the built form opportunities are reduced along this stretch of Eglinton Avenue (in comparison to Eglinton Connects) due to the limitations of the predominant land use designation of *Neighbourhoods and Apartment Neighbourhoods*, there are some opportunities along the street edge and smaller sites of *Mixed Use Areas*. The limited opportunities for redevelopment, or 'soft sites' on the corridor are due to the existing conditions – the natural and built heritage, the lush greenway, stable neighbourhoods and important civic or cultural community assets. As outlined in Volume I (Background), some significant built form findings include:

- Despite the visual dominance of low-rise housing types, in the area, in contrast to clusters of 'Tower in the Park' style apartments, 51% of the population live in apartments (in comparison to 49% living in low rise dwellings such as detached houses or townhouses);
- Taller buildings exist in clusters, largely around Scarlett Road and towards the northwest corner of Eglinton Avenue and Kipling Avenue; and
- Current approved and proposed development applications are occurring along the corridor, within apartment neighbourhoods, and large site redevelopments (e.g. Plant World or Richview Plaza).

Proposed development should maintain and enhance the adjacent public realm in order to compliment the existing character along the Eglinton West corridor and the adjacent communities. This strategy will outline how appropriate intensification can be accommodated through demonstration plans, and recommend additional policies or built form criteria required to guide new development in the area. This chapter considers a variety of built form elements and parameters, outlined in, but not limited to, those in Figure 401.

15.2 METHODOLOGY

In coordination with the City of Toronto staff, test sites have been identified for the purpose of this study, to analyze the development potential along the corridor. These test sites were created with the intention to represent what and how intensification can occur on these and similar parcels in the long term, and the possibility of creating a new block structure to support transit-oriented development.

Preliminary internal real estate analysis of soft sites along the corridor, developed by the City in anticipation to this study was a starting point to understand the availability of soft sites. It forecasted not only residential intensification opportunities, but also the appeal and demand of non-residential uses such as additional retail or office space. The analysis identified that the LRT will mostly trigger market interest in the redevelopment of sites over the long term. With this in mind, coupled with the background analysis from Volume I and the objectives outlined in Volume II, four soft sites typologies have emerged: Large Sites, Tall Building Sites, Street Related Developments, and Lowrise Development.

These typologies follow a pattern of existing conditions, with multiple sites for each that are representative of local conditions and character. This study will demonstrate how they could be developed while following the City's vision, and what new policy recommendations are required for it to be executed appropriately. It is important to note that the soft site analysis component of this study are for demonstration purposes only, to visualize a direction for what the corridor as a whole could evolve into. Policy recommendations are included with each demonstration plan for each typology, and that will apply to all other sites under that typology.

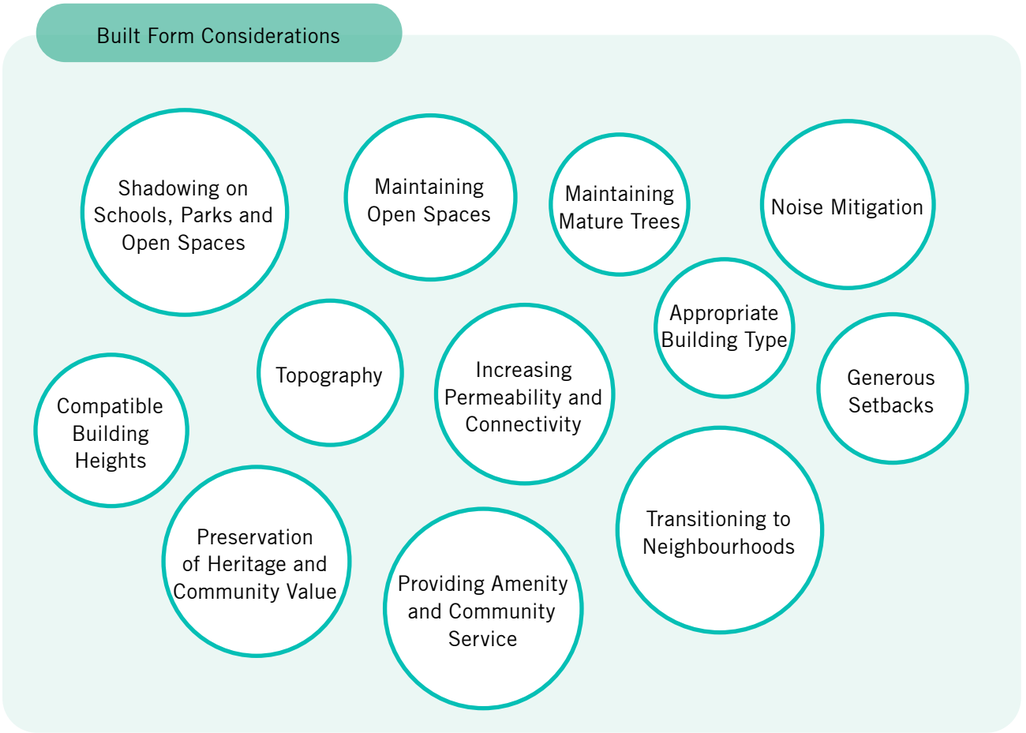


Figure 401. A summary of the integration of various built form elements and parameters used to shape the massing demonstration plans for the identified soft sites

15.3 APPLICABLE POLICY FRAMEWORK

All development is subject to existing City of Toronto policy direction in the Official Plan, as well as the following guidelines, which may change and be updated periodically. Depending on the typologies proposed for each site, the following direction may apply:

- Avenues and Mid-Rise Buildings Study;

  As per the Toronto Official Plan Map 2: Urban Structure, Eglinton Avenue is identified as an *Avenue*. The Avenues and Mid-Rise Buildings study policies are "intended to help the City direct growth to key main streets, and areas with existing infrastructure, including transit, retail, and community services, while protecting the character and stability of existing adjacent neighbourhoods".

- Townhouse and Low-Rise Apartment Guidelines;

  To achieve the appropriate design of low-rise buildings (including townhouses, stacked townhouses, back-to-back townhouses, low-rise apartment buildings, and low-rise hybrid buildings) that facilitate transition between different built form scales.

- Tall Building Design Guidelines; and

  Where appropriate, taller buildings can be accommodated along the Eglinton Avenue corridor, to accommodate transit-oriented development to ensure they reflect design excellence and promote "harmonious fit and compatibility with the existing and planned context, emphasizing relationships to lower-scale buildings, parks and open space".

- The Toronto Pearson Airport Master Plan, where applicable.

  The master plan includes direction to conform to current Canadian and international aerodrome and related certification standards. These include height restrictions for developments close to the airfield.

  "The outer surface provides for the protection of aircraft conducting a circling procedure or manoeuvering in the vicinity of the Airport. This surface, measured from the Airport's reference point, extends out to a horizontal distance of approximately four kilometers, resulting in a maximum development elevation of 219.46 meters above sea level." Taking into consideration the grade in the Eglinton area, this would result in maximum heights of between 61-74 metres.

The recommendations that are part of this chapter are in addition to the existing policy framework as outlined above, to provide further detailed direction related to specific growth site typologies. This is not an exhaustive list, as other municipal policies and guidelines, statutory documents must be further applied for the redevelopment of any site. Given the future proximity to higher-order transit, note that reduced parking ratios for both new and existing development are recommended. For infill development, new parking infrastructure should be provided with consideration of the utilization ratio of current parking on the site.

Corridor-Wide Policy Recommendations

10 Built Form – General

10.1. Prioritize mixed-use development in locations such as near future transit stations and under-utilized sites to encourage more complete communities, shorten travelling distances to access services and open spaces, and encourage walkability.

10.2. Through site design, provide direct visual or physical connections, such as mid-block connections to transit stops or stations. This will encourage intuitive wayfinding and a more comfortable and efficient travelling experience.

10.3. Eglinton West is largely characterized by low-scale residential neighbourhoods and single-storey commercial plazas. To balance the density of new development, particular attention should be given to appropriate transition from areas of different intensity through a variety of different relationships and design methods in combinations, to lower scale buildings, parks and open spaces, including angular planes, separation distances, stepping heights, appropriate location and orientation, setbacks, and stepbacks.

10.4. The height of development in the study area is also limited by its proximity to the airport, with no building west of Kipling Avenue to exceed a height of 219.46 metres above sea level, as directed by the Toronto Pearson Airport Master Plan (refer to the Toronto Pearson Construction Compliance & Permits Office website for additional air zone regulations that may apply). Coordination with the Toronto Pearson Airport is required.

10.5. As the existing character is defined by the openness of the landscape, buildings should provide adequate and generous setbacks and separation distances, in order to achieve landscaped areas, soft landscape, and limited impervious areas to achieve sustainable site design (Refer to Recommendation Section 4 Sustainability).

10.6. Heights of new buildings should fall within the existing range of heights in the neighbourhood. Within 800 m radius of a future planned LRT stop, provisions can be made to accomodate higher levels of density, provided that all performance standards are met and there are no negative impacts. Coordinate the location, design and programming of buildings to optimize thermal comfort (sun and shadow, wind). Massing of buildings should be designed to reduce and mitigate negative impacts on thermal conditions for parks, sidewalks, amenity spaces, school yards, neighbouring properties and to comply with targets as outlined in Recommendation Section 3 (Parks and Open Spaces and Public Realm) above, and other applicable municipal documents. Additional design elements such as canopies, location of vegetation, setbacks, and stepbacks can help mitigate wind impacts, consistent with direction from applicable guideliens such as the *Tall Building Design Guidelines and Avenues* and *Mid-Rise Buildings Study.*

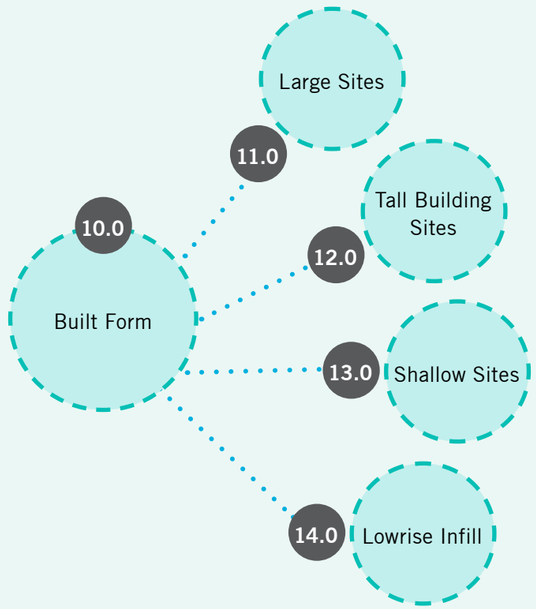
10.7. Tall buildings should incorporate step backs to reduce impacts on the pedestrian realm.

10.8. Provide appropriate building setbacks which are consistent with setbacks of adjacent buildings to maintain a consistent and continuous street wall edge with well-designed landscaping.

10.9. Maintain generous setbacks from street frontages to provide landscaping and openness.

10.10. New buildings shall frame the public realm with appropriate street wall conditions to create an active frontage to the streets.

10.11. Development should be planned to protect existing mature trees and allow for trees to grow to maturity and limit the footprint of the underground structured to allow for unencumbered areas suitable for tree planting.



15.4 SITE TYPOLOGIES

15.4.1 LARGE SITES

Large sites are characterized by their size and redevelopment opportunity. They are usually designated as Mixed Use Areas in the Official Plan land use map, which defines these sites in Chapter 4 of the Official Plan to "absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing". The Official Plan identifies large sites as generally greater than 5 hectares in size; nonetheless in the context of Eglinton West, sites over 1.7 ha may be considered *large sites* in multiple accounts. The wide range of permitted uses as well as the size of the sites open up many opportunities for complete communities, which should be maximized to accommodate the growth necessary to support the incoming high-order transit infrastructure.

The objectives for these kind of sites are to maintain existing uses of community value (such as commercial uses or schools), while enhancing its connection to supporting or ancillary uses. With the size of these sites, maximizing the amount of parkland and open space is crucial for maintaining the amount of green space on the corridor, while making them accessible and usable by existing and future residents. The adjacency of these large sites to low rise neighbourhoods emphasizes the need for adequate transition and setbacks. New mid-block connections are necessary to break the long block sizes and allow for increased permeability.

Two sites have been identified as exemplary demonstrations for this 'Large Site' typology:

Site #1: Lloyd Manor Plaza *(approximately 2.7 ha)*

The site is located on the southeast corner of Lloyd Manor Road and Eglinton Avenue. The site currently incorporates a single-storey commercial building and surface parking lot, with uses such as a Metro grocery store, LCBO, bank, pharmacy, and various salons. A gas station sits across Lloyd Manor Road, with direct access from Eglinton Avenue. To the east of the plaza, Warrender Park is located, and to the north of Warrender Park, a 16-storey apartment building is currently under construction on the existing surface parking lot. Low-rise neighbourhoods are located to the south.

Site #2: 900-940 The East Mall *(approximately 1.7 ha)*

This site is located in an irregular shaped parcel to the east of Highway 427, with direct access from The East Mall roadway. The current built form is low rise (3-storey) blocks with surface parking, with uses including small-scale private offices and a Catholic church on the northeast corner facing Eglinton. The entire site is bounded by roadways, Mimico Creek runs to the east of the site and single family houses are located south of The East Mall.

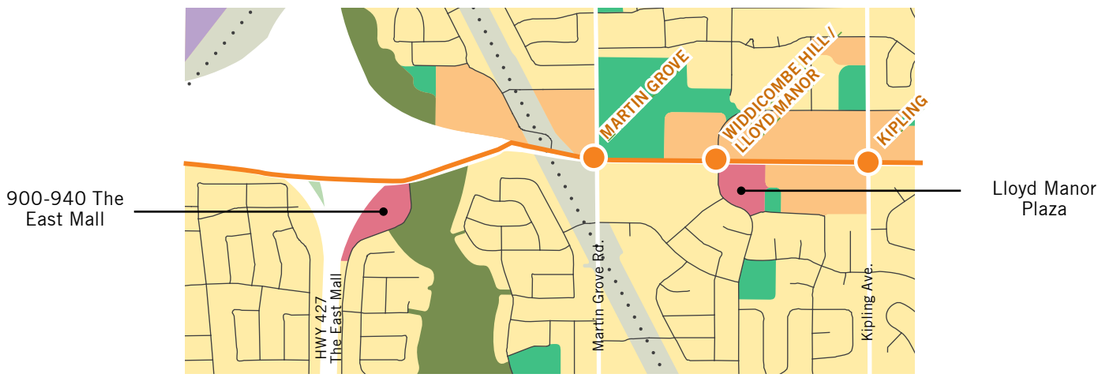


Figure 403. Bird's eye view of Lloyd Manor Plaza Site

Figure 402. Bird's eye view of 900-940 The East Mall Site

Large Test Site #1: Lloyd Manor Plaza

An illustrative plan (as seen on this page) is developed for the Lloyd Manor Plaza site, demonstrating the principles and recommendations on the following page. To reinforce the streetwall where possible along the Eglinton Avenue corridor, buildings with pedestrian-scale forms/podiums on the northern edge of the site can accommodate taller buildings such as mid-rise forms, facilitating transitions as lower-rise buildings are situated along the southern side, while still providing gentle densities. Note that the height of development in the site is limited by its proximity to the airport, with no building to be allowed to exceed 219.46 m above sea level.

A central park to serve existing and proposed residents is noted on site. This will provide a central amenity and open space, characteristic of the network of green spaces within the Eglinton West study area.

Mid-block pedestrian connections help break up the scale of the streetwall. New public roads are created to help access the site, relieving traffic from Lloyd Manor Road. Given the existing non-compliant uses, the gas station site (230 Lloyd Manor Road) to the west of Lloyd Manor Road should be redesignated from *Neighbourhoods* to *Mixed Use Areas* to accommodate future growth, consistent with the vision of the site and the corridor overall. The site shall include open space to the rear to transition to neighbouring dwellings. A consistent landscaped setback from Eglinton West allows for a generous skyview to be maintained from the street level.

The current land use designation (*Mixed Use Areas*) permits the range of uses and heights proposed for the site, with the exception of the gas station block; the zoning (Old City of Etobicoke By-law) would have to be amended for any development similar to these options to proceed.

Figure 404. Plan with principles for the redevelopment of the site

All development is subject to existing City of Toronto policy direction in the Official Plan, as well as the Avenues and Mid-Rise Buildings Study, Tall Building Design Guidelines, and Townhouse and Low-Rise Apartment Guidelines where applicable. However, the following recommendations provide additional detailed direction in regard to Large Sites:

11 Large Sites

11.1. Rationale

11.1.1. There is an increased need to assess the capacity of existing large sites to build additional or missing services and facilities. Large sites are classified as land parcels that are larger than 17,000 square metres (based on analysis of all large sites within the study area). When major redevelopment occurs on the site, there is potential for appropriate provisions for higher densities, while maintaining existing community uses, as well as providing additional parkland dedication, new public roads, and mid-block connections.

11.2. Open Space

11.2.1. A parkland dedication shall be provided on site on large sites. These public parks should:

a. Have direct access to the public realm and street frontage;
b. Interface with existing or new built form to increase activity, visibility and access;
c. Connect to and coordinate with schoolyards to maximize use;
d. Be located in areas with high access to sunlight and openness, with a minimum of 5 hours of direct sunlight.
e. Preserve mature and large trees and integrate landscaping that respects the natural heritage of Eglinton West; and
f. Contribute to a fine-grain pedestrian network through linking various elements and connections within the public realm.
g. Improve or develop through planning incentives and tools such as cash-in-lieu and Section 37 of the Planning Act.
h. Parks shall be complemented by POPS where possible.

11.3. Land Use

11.3.1. Large sites shall incorporate a mix of uses to serve the residents in the area, including but not limited to community uses, retail, employment uses, and healthcare services.

11.3.2. Priority should be given to community service facilities that foster flexibility and sharing of space, such as the inclusion of multipurpose spaces that a number of agencies and programs can benefit from.

11.3.3. Lot consolidation of smaller sites is encouraged with the intention of creating large sites that will have the capacity to provide the community benefits and amenities required by this section.

11.3.4. Large sites are required to adhere to higher Tiers of the Toronto Green Standard.

11.4. Massing, Location, and Orientation

11.4.1. Gentle densities should occur on the rear edges of large sites due to the capacity to provide appropriate transition; low-rise volumes should be designed to provide buffer and transition to adjacent areas and open spaces. Refer to recommendations under 11.6 Building Typologies below.

11.4.2. Maintain large setbacks along Eglinton Avenue, to protect the green and culturally significant landscapes.

11.4.3. Small-scale commercial uses or community facilities shall be located in the lower floors of buildings to create a direct interface with pedestrian spaces and parkland.

11.5. Access and Parking

11.5.1. Develop new public streets through large sites to encourage permeability in all directions (north south, east west). Mid-block pedestrian connections shall be implemented to break up large blocks.

11.5.2. All roadway design should be coordinated with adjacent lots, with consolidation of driveways when possible.

11.5.3. Limit the introduction of new intersections that would have conflict with the LRT.

11.5.4. Parking should be located underground where possible. On a case-by-case basis, if surface parking is necessary, pervious materials should be considered.

11.5.5. If new surface parking is to be developed, long term redevelopment of these spaces should be considered.

11.6. Building Typologies

11.6.1. If development is fronting onto Eglinton Avenue, it shall adhere to the direction outlined in the Avenues and Mid-Rise Buildings Guidelines to ensure that growth is directed to key main streets with transit connectivity.

11.6.2. To provide transition, lower-scale development shall follow the direction outlined in the Townhouse and Low-Rise Apartment Guidelines, in order to ensure gradual and gentle transition to adjacent *Neighbourhood* areas.

11.6.3. When demonstrated, taller buildings may be developed on Large Sites, ensuring that these developments adhere to the Tall Building Design Guidelines, in particular:

a. adequately limit any resulting shadowing and uncomfortable wind conditions;
b. provide generous tower separation to ensure skyview and privacy; and
c. transition in scale down to lower-scaled buildings, parks, and open spaces.

Large Test Site #2: 900-940 The East Mall

An illustrative plan (as seen on this page) is developed for the large test site at 900-940 The East Mall. This plan demonstrates the principles and recommendations on the previous page. This design retains the existing access points from The East Mall, preserving the general block pattern shapes. The primary frontage along Eglinton will be reinforced, as well as the edge of The East Mall, which is currently activated by the existing uses. Potential reduced parking ratios may apply to this site – combined with underground parking – which could free up land for development. This keeps with the City's goal to reduce reliance on automobile usage, with more parking priority on carpooling and car-sharing services. The height of development in the site is also limited by its proximity to the airport, with no building to be allowed to exceed 219.46 m above sea level.

For the full redevelopment of the site, four buildings (podiums with upper massings) will frame a central pedestrian and public realm spine, leading to a lush, public open space, which transitions to the neighbourhoods to the south. Replacement of commercial uses will occur along The East Mall.

As a *Mixed Use Area* land use and under the Commercial Residential zoning regulations, amendments of the Official Plan or Zoning By-Law may be required dependent on the massings of the built form (e.g. height and setback requirements).

15.4.2 TALL BUILDING SITES

Tall Building sites are defined as the existing neighbourhoods that are predominantly high-rise buildings, on lands formally designated as *Apartment Neighbourhoods* in the Official Plan. As per the Official Plan (Chapter 4.2), areas of *Apartment Neighbourhoods* can present opportunities for additional townhouses or apartments on underutilized sites.

Specific to Eglinton West, the vast vacant spaces such as surface parking lots within these neighbourhoods are not utilized to their full potential; there is opportunity to provide infill, activate underutilized spaces, and increase accessibility and permeability. The scale of these sites are large enough to allow for transit-oriented scaled development, which is necessary to support the incoming high-order transit infrastructure. These larger, denser sites have the capacity to intensify where appropriate while maintaining the characteristic open space. The pockets of apartment towers present opportunities for density that is otherwise not possible in other sites due to restraints (size, scale, and use).

Main goals of tower apartment infill include respecting the longstanding landscape legacy of generous tower separation, quality landscaped open space and wide skyviews (as shown in Figure 412 on the following page), limiting shadow and wind impacts, and locating infill buildings to frame the edge of streets and parks with good scale and proportion. Any existing uses that are impacted by new development should be replaced.

One test site has been identified for this 'Tall Building Sites' typology:

73 & 63 Widdicombe Hill Boulevard

As the site of two existing seniors residential apartment towers, 73 and 63 Widdicombe Hill Boulevard is located south of Central Etobicoke High School, east of two slab type apartment towers (Widdicombe Place), and north of an under construction row of townhouses. This row of townhomes have an internal new roadway, Pony Farm Drive.

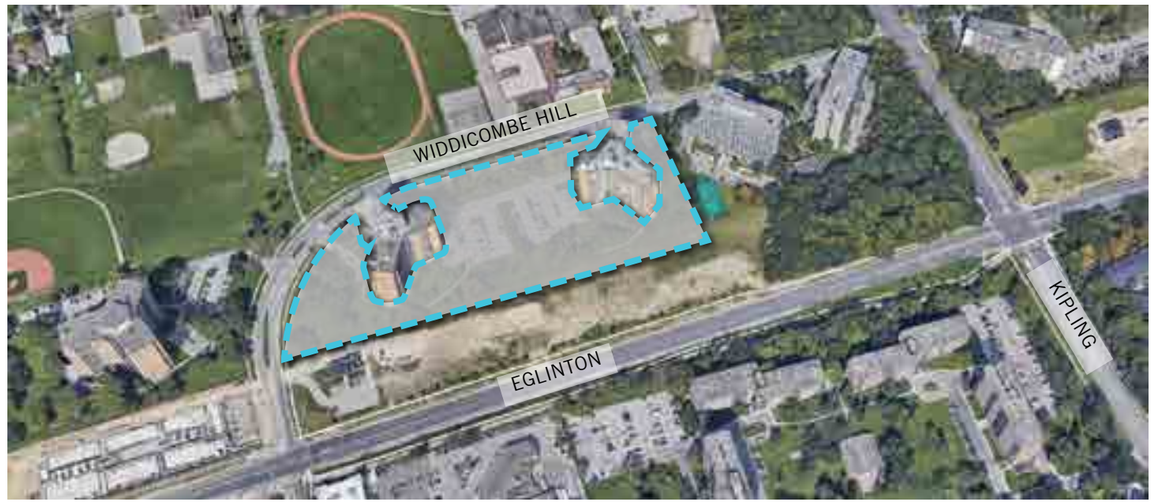


Figure 410. 73 and 63 Widdicombe Hill Boulevard

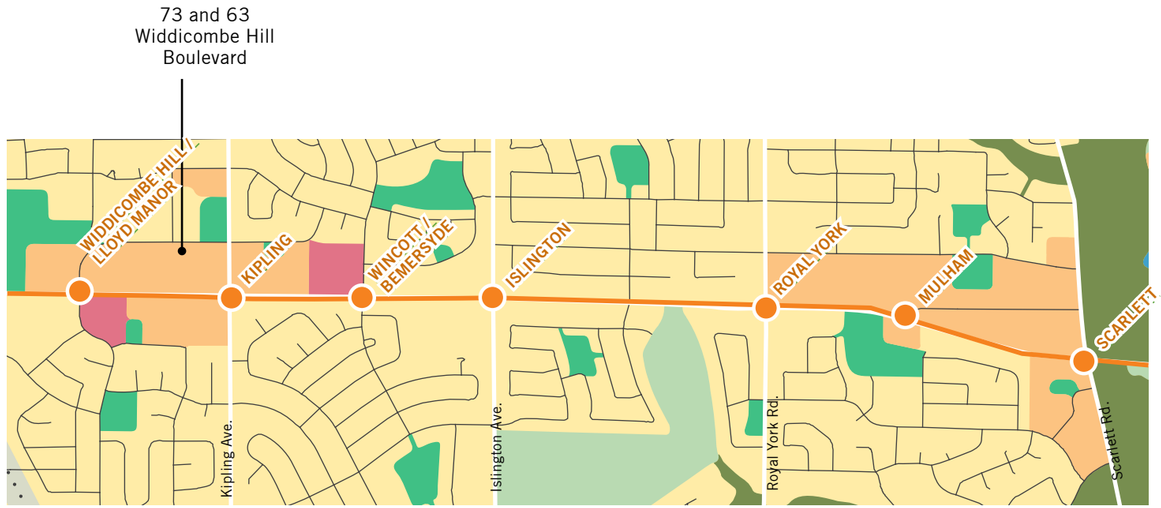


Figure 411. Official Plan designated land use for 73 and 63 Widdicombe Hill Boulevard

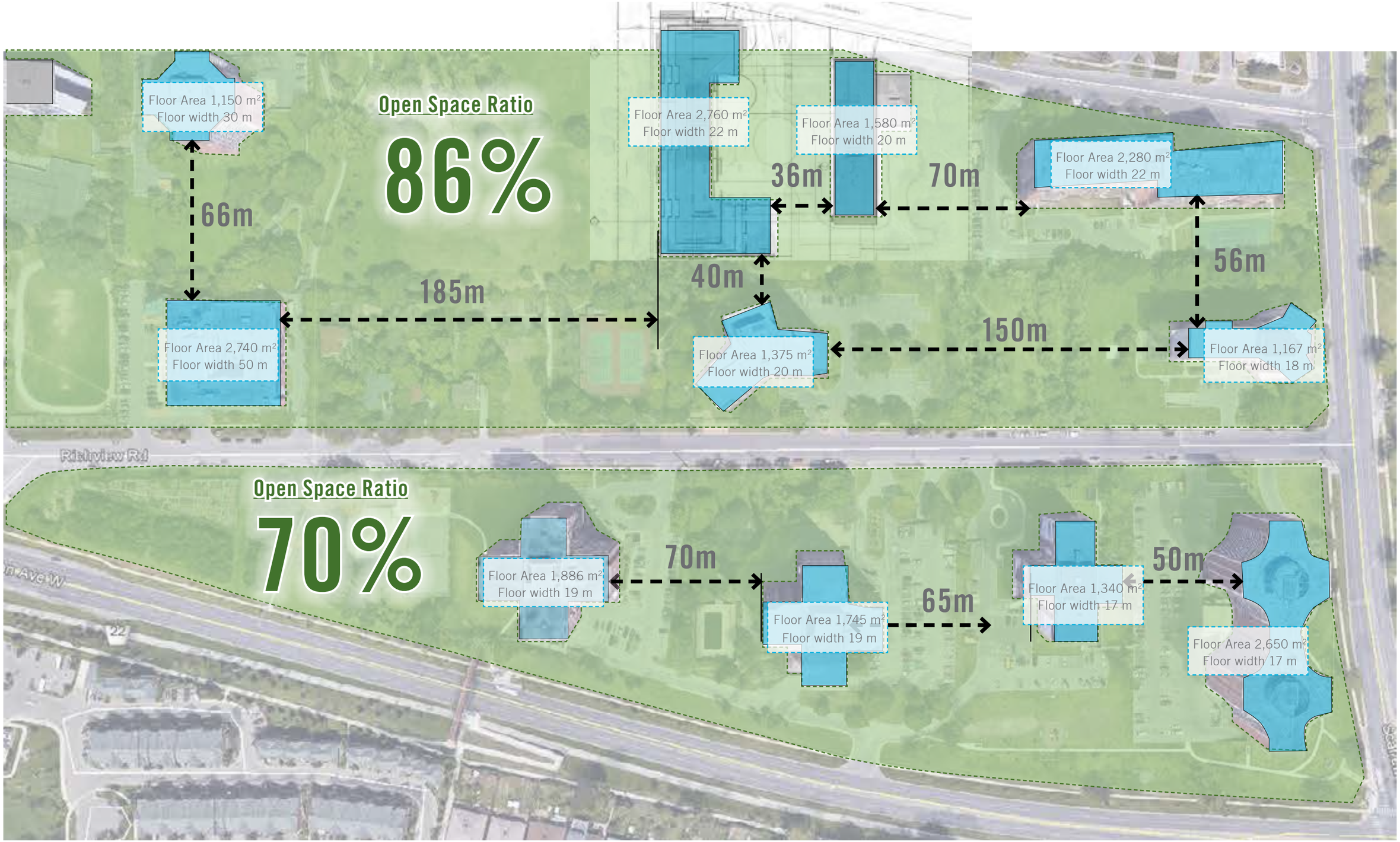
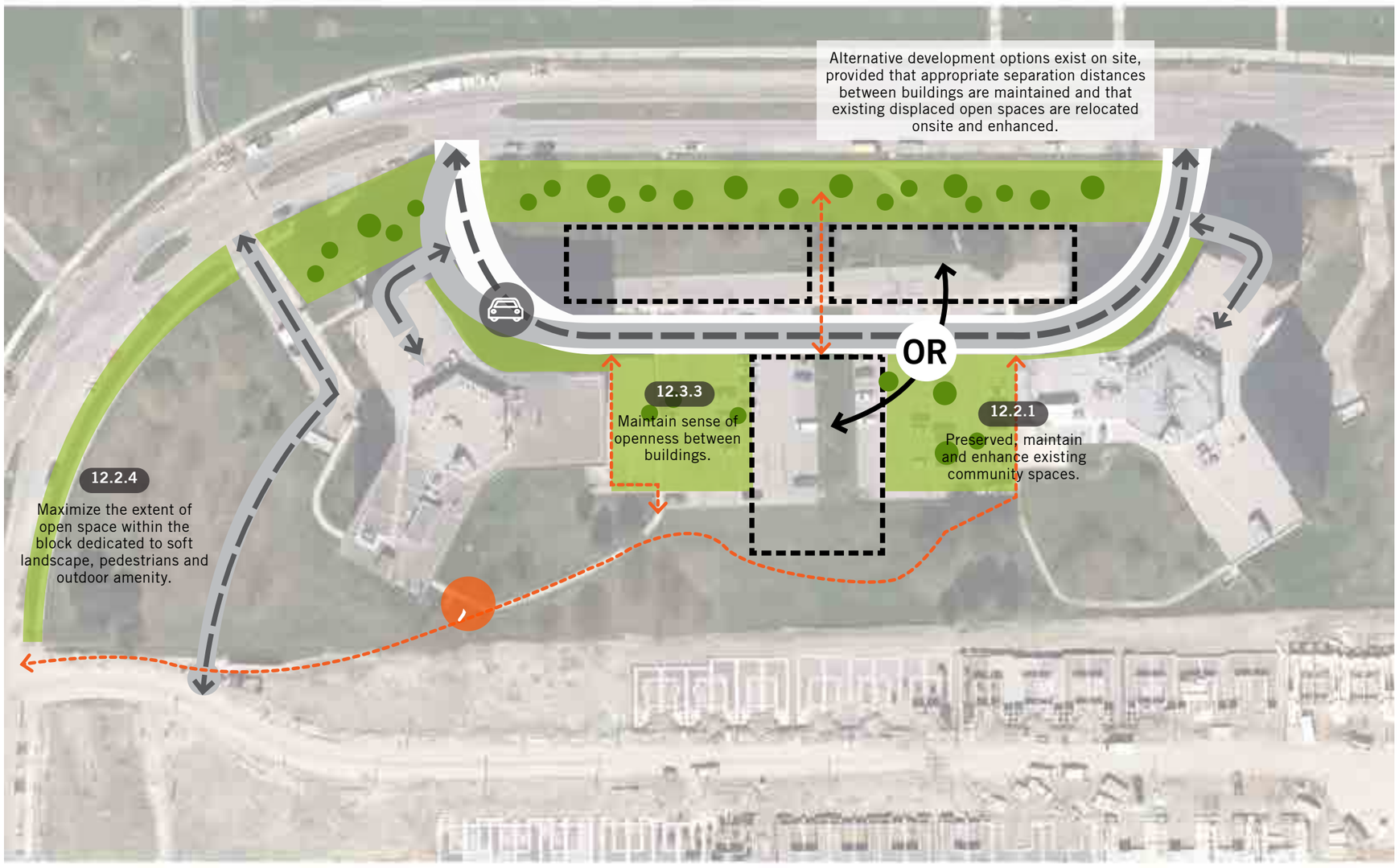


Figure 412. Analysis of the existing open space ratio and tower separation in segment D, used to determine the prevailing character of the area and inform some additional policy recommendations beyond the Tall Building Design Guidelines

Tall Building Site #1: 73 & 63 Widdicombe Hill Boulevard

An illustrative plan (as seen on this page) is developed for the large site at 73 & 63 Widdicombe Hill Boulevard. This plan demonstrates the principles and recommendations on the next page. This site is currently the location of two residential towers, which are situated symmetrically around two surface parking lots, divided by a small strip of open space. The two towers have their own outdoor courtyards and ramps for underground parking. This demonstration plan reinforces the street frontages along the west side and the north side, facing the high school across Widdicombe Hill Boulevard. An important principle with this scenario is to maintain access to the site, as it is part of a TTC community bus route and is critical for drop-offs, pick-ups, and access to both tenant and visitor parking. The height of development in the site is also limited by its proximity to the airport, with no building to be allowed to exceed 219.46 m above sea level.

A central open space is provided, as well as a new north-south greened pathway that provides more direct access to the street, and eventually closer to Eglinton Avenue. Stacked townhouses line the north and west edges of the site. The existing driveway remains in this option. Mature trees should be maintained where possible, limiting the footprint of the underground structure to allow for unencumbered soil volumes.



12 Tall Building Sites

12.1. Rationale

12.1.1. Areas of existing *Apartment Neighbourhoods* are identified as areas for potential future sensitive infill development. These areas contain buildings with a range of typologies, including tower-in-the-park and tower-podium apartment buildings, built largely in the mid to late 1900s and ranging in height. Infill development or redevelopment within these *apartment neighbourhoods* may be permitted in underutilized sites with surface parking lots with opportunities to frame the existing public realm and green spaces while preserving openness and skyview. It is critical that new buildings provide increased corridor-wide permeability through new north-south connections, while preserving generous building separation that is characteristic to the *apartment neighbourhoods*.

12.1.2. Opportunities to rezone the existing RA (Residential Apartment) lands to RAC (Residential Apartment Commercial) Zoning to introduce small-scale non-residential uses will provide a more walkable community and ultimately a more animated, safer and inviting place for residents and workers.

12.2. Open Space

12.2.1. Existing green open spaces play an important role in supporting the quality of life and health of residents in the tower apartment neighbourhoods. As important community spaces in the Eglinton West corridor, they will be preserved, maintained and enhanced. Redevelopment should not displace amenity spaces or significant open spaces.

12.2.2. Public outdoor amenities shall be provided with new developments to ensure the *apartment neighbourhood* areas have spaces that support year-round use and serve as the "backyard" for both new and existing residents in the area. Additional outdoor amenity should be provided to serve new density.

12.2.3. Design open spaces within the block with extensive tree planting and landscaping to maintain mature vegetation and the overall green character of Eglinton West.

12.2.4. Maximize the extent of open space within the block dedicated to soft landscape, pedestrians and outdoor amenity.

12.2.5. Developments must follow the sustainability measures required by the Toronto Green Standard tiers.

12.3. Massing, Location, and Orientation

12.3.1. The majority of apartment buildings within the tower apartment neighbourhoods are aligned perpendicular or parallel to major roadways, with adjacent surface parking lots. Taller buildings shall respect the existing spatial pattern of buildings and open space to maintain the area's character while minimizing direct facing conditions.

12.3.2. Uses within the lower floors of tower buildings shall have direct physical or visual connection to the public realm such as outdoor amenity spaces or the roadway to create a sense of natural surveillance.

12.3.3. Existing tower apartment separation distances range from 30 metres to over 185 metres. This generous level of openness is characteristic to the Eglinton West apartment neighbourhoods and shall be maintained. At least 30 to 40 metres of building separation shall be provided between new and existing towers, given the context of the corridor.

12.3.4. Two tall building typologies have co-existed in the apartment neighbourhoods:

a. slab form buildings up to a maximum of 11 storeys with an appropriate street-to-height proportion; and
b. tall buildings with a maximum 750m2 floorplate above the podium, consistent with tall building guidelines.

Both typologies are appropriate as long as it demonstrates good fit and aligns with the direction stated above.

13 Shallow Sites

13.1. Rationale

13.1.1. Generally, shallow lots along the corridor are not fit for appropriate redevelopment due to their limited parcel depth and existing mature trees. Nonetheless, some parcels may be able to accomodate new transit-oriented development, provided that they preserve mature trees, provide adequate transition to adjacent buildings and maintain the open space setback along the Eglinton West corridor.

13.1.2. Potential redevelopment of surface parking while maintaining mixed-use and non-residential uses.

13.2. Massing, Location and Orientation

13.2.1. Development should be oriented towards main roadways, to create an active frontage on Eglinton Avenue West where possible.

13.2.2. Transition towards low-rise residential neighbourhoods and open space should be created through built form tools such as setbacks, stepbacks, and angular planes.

13.2.3. Generous setbacks should be provided between the public realm and private realm, for soft landscaping and to reinforce the large green space setback along Eglinton Avenue.

13.3. Access and Parking

13.3.1. Internal vehicular access should be provided. If including public roads along Eglinton Avenue, they should be designed to be right-in, right-out to allow for adequate relief.

14 Low-Rise Infill

14.1. Rationale

14.1.1. For the lands designated 'Neighbourhoods' along the Eglinton corridor, it is important to ensure that new development or redevelopment should be compatible with the character of the surrounding area.

14.1.2. Transit-supportive housing developments should be encouraged by providing a range and variety of building types and unit sizes.

14.1.3. Infill development will need to balance the objectives of transit-oriented development while respecting the adjacency to natural features and the overall green space 'corridor' character of Eglinton West.

14.1.4. Infill development shall follow the objectives in the City of Toronto Townhouse and Low-Rise Apartment Guidelines.

14.2. Land Use

14.2.1. 'Neighbourhoods' would retain their residential land use, and be supported by commercial uses in adjacent 'Mixed Use Areas'.

14.2.2. Specific zoning regulations within 'Neighbourhoods' should be reviewed in a comprehensive fashion to identify the appropriate form of infill that could be permitted within proximity of proposed transit stations. This review would include considerations of appropriate parcel sizes (lot frontage and lot area), transition in height, and built form rhythm on the street and within the block.

14.3. Massing, Location and Orientation

14.3.1. New buildings should provide appropriate transition with the existing context as well as to provide public/private realm improvements where necessary.

14.3.2. Adequate setbacks should be provided to enable areas for soft landscaping.

14.3.3. Increase connectivity to streets and parks and/or open spaces.