

15.4.3 SHALLOW SITES

Shallow sites are the pieces of land that frame the north and south sides of the Eglinton Avenue corridor. This buffer of surplus land was originally designated for the old Richview expressway, but as the plans were cancelled, they are now currently occupied by open space. Due to the limited depth of these parcels and mature trees, they present challenges for transit-oriented development. They are not appropriate for transit-supportive densities and shall remain as green space.

However, one site is appropriate for future residential or mixed-use development. It is an exception that balances the objectives of transit-oriented development while respecting the adjacency to natural features and prioritizing the protection of the overall 'green corridor' character of Eglinton West:

Surplus land parcel 4600: Northeast corner of Wincott and Eglinton

South of a small single-storey retail strip plaza and parking lot, this site is vacant with the exception of a row of rocks framing the parcel boundary.

Most of these shallow sites are located adjacent to woodlots or other natural vegetation communities, but the boundaries are not clearly defined. The large trees that occupy these sites today have been surveyed, but an arborist report has not been undertaken yet. Therefore, there is insufficient information on what natural features are protected outside of the woodlots and vegetation communities. Another assumption is regarding the technical alignment of the roadway with the LRT: as the final LRT alignment is still being finalized, the setbacks both north and south may still be subject to minor adjustments.



Figure 417. Official Plan designated land use for 4530 and 4600 Eglinton Avenue West



16.0 IMPLEMENTATION STRATEGY

The Eglinton West Planning and Streetscape Study is one of the first steps of a longer, multi-disciplinary comprehensive process in anticipation of the Eglinton West LRT. As further design evolves, as funding becomes available, and as redevelopment occurs, the implementation of the Eglinton West Vision will take place over a long period of time. This will require coordination amongst City divisions and agencies to ensure all priorities are identified and the vision is carried out. Further analyses and studies will have to be undertaken to understand the feasibility of the concept plan, and how the design direction from this study can be executed. Coordination with outside stakeholders (such as property owners, school boards, and accessibility committees) and the public must be ongoing to identify any new or emerging plans or issues.

Despite the lengthy timeline, there are some actions such as short-term pilot projects that would be beneficial if they were undertaken sooner to get an early understanding of their feasibility. These short-term actions could also include amendments to the existing planning frameworks (Official Plan and applicable Zoning By-laws) so that they align with the recommendations of this study. Tools such as site and area specific policies, especially around the future LRT stations, would also be helpful in addressing the objectives from this study.

In April 2019 the Province unveiled plans for the line to be buried between Royal York Road and Martin Grove Road. While design decisions on the LRT technology will continue to evolve and will influence the development of the streetscape plan, the Eglinton West vision and design concepts advanced in this document will continue to guide future phases of the project.

16.1 IMPLEMENTATION TOOLS

Official Plan Amendments

- The protected woodlots along Eglinton as identified in the Natural Heritage Study should be redesignated as Parks and Open Space Areas.

Opportunities for Future Studies

The team has identified a series of studies that would advance the development of the project and coordination with its planning context:

Service Concept Study:

The purpose of this study would be to determine:

- Number of stops;
- Location of the stop and typology;
- Intersection design;
- Impacts to surface transit (such as the existing Eglinton West TTC bus route 32, adjacent north/south routes, and community shuttle routes); and
- Impacts to public realm and existing cycling infrastructure.

Station Design Review:

The purpose of this study would be to determine:

- Impact of entrances on public realm, existing cycle paths, intersections, and current land uses;
- Platform design (Centre platform vs. centre track);
- Accessibility issues, specifically regarding:
 - Mezzanine levels
 - Platform depths; and
- Potential integration of station into new built form and opportunities for transit-oriented development.

Major Transit Station Areas (MTSAs) Analysis:

As part of the overall City effort to comply with the Growth Plan for the Greater Golden Horseshoe, this analysis would diagnose the alignment of the Eglinton West Corridor with the planned targets, in particular:

- Whether the underground service concept affect density targets; and
- Potential changes to existing land use permissions to support density targets.

Protected Intersection Pilot:

- Study to advance the redesign of Royal York Road and Eglinton Avenue as a pilot testing site for protected intersections.

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