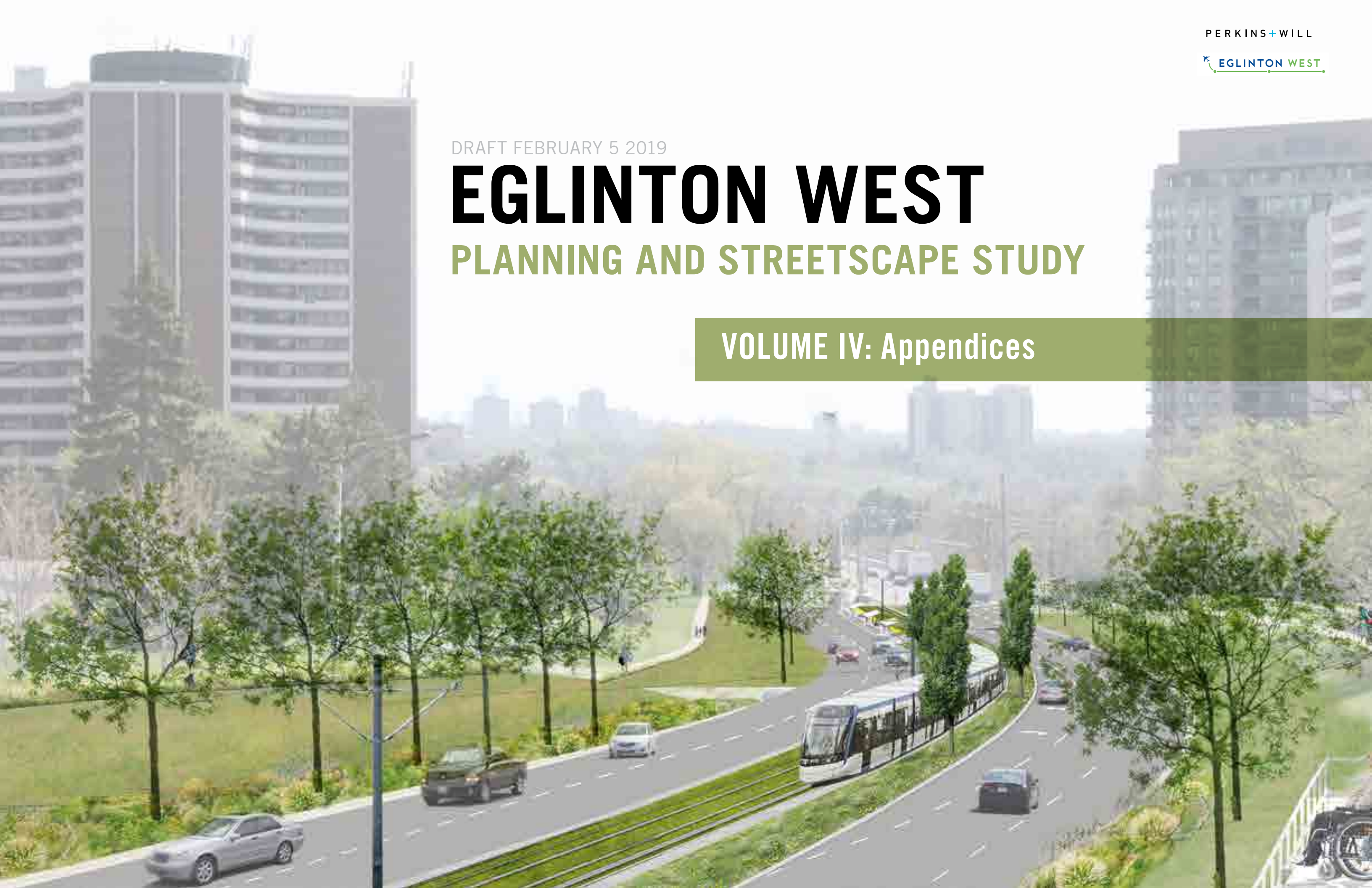


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EGLINTON WEST

PLANNING AND STREETScape STUDY

VOLUME IV: Appendices



ACKNOWLEDGEMENTS

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18.0 MARTIN GROVE LANDS POTENTIAL DEVELOPMENT VALUATION REPORT

18.1 SCOPE AND PURPOSE

This report has been prepared in fulfillment of the deliverables requirements outlined in Martin Grove Land Use Memo – Additional Scope Proposal (delivered via email January 7, 2019) for the preparation of a potential development valuation report. This report contains background information, policy review, and a preliminary analysis of the development potential of the subject lands. From this analysis and weighting of varied factors, recommended potential land uses for such parcels have been identified for valuation by our property consultants; Avis and Young. A recommended approach to potential development, a development valuation and recommendations on a strategic policy direction and future uses for the potential surplus lands is contained within.

This memo provides a high-level planning analysis of possible development potential arising from the proposed reconfiguration of the intersection of Hwy 27, 401, 427 and Eglinton Ave W. The introduction of a surface LRT in the Eglinton Avenue West Corridor, extending west of Jane Street to Pearson International Airport, presents a timely opportunity to re-visit and re-urbanize the current intersection design and functionality which are legacies of the cancelled Richview Expressway. This process will not only rationalize the space demands of a more urban cross-section including active transportation and surface rapid transit, but also create some potential for development commensurate with the urban evolution of the corridor.

18.2 CONTEXT

Background

As per the traffic discussion developed by AECOM with date of September 27, 2017, “the intersection of Eglinton Avenue and Martin Grove Road is a reminder of the legacy of Toronto’s long-ago-rejected transportation plan, whereby the Richview Expressway (along the Eglinton Avenue corridor) was to link Highway 401 West and Highway 427 with the Crosstown Expressway (now partially Black Creek Drive). The space reserved for the Richview (aka Hamilton) Expressway does make it feasible to implement the Eglinton West LRT, but that does not solve the road configuration problem, which is that when the Highway 427 / 401 interchange was built in the late 1960s, the connection to the Richview / Eglinton corridor was designed for an expressway, not a city arterial. The subsequent cancellation of the expressway didn’t undo the interchange design, and for nearly half a century the intersection of Martin Grove Road and Eglinton Avenue has taken the brunt of an expressway’s worth of traffic applied to geometry that transitions from freeway standards to a four-lane arterial. Exacerbating the situation further is the fact that the Richview Expressway was intended to provide the east-west traffic capacity that would avoid the need for the Highway 401 collector lanes to extend from Highway 427 to Highway 400; subsequently, with no expressway and no collectors, that segment of 401 has been one of the GTA’s worst chronic bottlenecks and spurred some motorists to use Eglinton Avenue, Martin Grove Road, and Dixon Road as an alternate. Just as the Martin Grove / Eglinton challenge is a consequence - or symptom - of decisions made long ago regarding provincial interchange design, the solution(s) are likely to be found at source - the 427/401 interchange - moreso than at the intersection itself. If not for the interchange, after all, Martin Grove would be little different from the LRT crossings at Islington, Kipling, or other intersections along the Eglinton corridor. Traffic movement could be managed in the same way as it is on Finch West, Eglinton East, Hurontario, and other current arterial median LRT projects.”



Figure 420. Preferred Alternative for the realignment of the intersection, and identification of resulting surplus lands

The abovementioned memo compared four alternative reconfigurations of the intersection, and proceeded to recommend a preferred intersection design as shown in Figure 420.

Location

Specific to this analysis are three irregular blocks of land near the junction of Highways 401 and 427 resulting from the reconfiguration which, at least on the surface, may exhibit new development opportunities to support transit-supportive re-urbanization in the Eglinton West corridor.

Existing Planning Framework

There is little in the way of current planning permissions applicable to, and in the immediate vicinity of, Blocks A, B, and C. Keeping with past protections for the Richview Expressway, and the current influence of Highways 401 and 427, the in-force Official Plan and Zoning permit only infrastructure-related uses on the site.

The City of Toronto Official Plan (2006, July 2015 Office Consolidation) on Map 14, Land Use Plan, shows no land use designations for the subject blocks of land (Figure 421). Applicable land use permissions, therefore, would be subject to the City's in-force comprehensive Zoning By-law 569-2013. This by-law shows the subject blocks as being zoned UT – Utility and Transportation. Permitted uses for this zone, which are subject to conditions, are limited to infrastructure-related uses including but not limited to:

- Renewable energy or a cogeneration energy facility
- Parking spaces
- Public uses such as a police station and fire hall
- Transportation uses
- Recreation uses



Figure 421. Land Use Plan: City of Toronto Official Plan

The Pearson Airport Master Plan (Master Plan) is a comprehensive study of the Airport that describes long-term development strategies of the airport and subsequent synergies pertaining to development in the immediate surrounding area. The Master Plan endeavours to ensure that land adjacent to or in the vicinity of the Airport is not used or developed that is incompatible with the safe operations of the Airport. As a result, the study site is identified under the Airport Zoning Regulations – Obstacle Limitation Surfaces as Outer Surface boundaries (Figure 422). The outer surface provides for the protection of aircraft conducting a circling procedure or manoeuvring in the vicinity of the Airport. This surface, measured from the Airport's reference point, extends out to a horizontal distance of approximately 4 kilometres, resulting in a maximum development elevation of 219.46 metres.



Figure 422. Airport Zoning Regulations

The placement of buildings, structures, fences and the development of lands adjacent to Provincial Highways are controlled under the authority of The Public Transportation and Highway Improvement Act. The Building and Land Use Policy (2009) of the Corridor Management and Property Section of MTO, encourages buildings to be located in areas that reduce creating highway maintenance problems, and away from sources of noise and vibrations of traffic. The minimum setback for all buildings and structures adjacent to a Class 1 or 2 highway or a 400 series highway is 14m. The setback distance between a Ministry property limit and the edge of pavement of an abutting municipal street or private road shall not be less than 8m.

Physical Site Conditions

The site is currently a grass field with light vegetation and shrubs. There is a significant grade change along the northern portion of the site with a hill condition that reduces visibility between the north and south side of the site. Future potential development should consider the significant topography of the site for feasibility. Portions of the site are also identified as Regulated Areas by the Toronto Regional Conservation Authority (TRCA) and are

subject to development restriction policies of the TRCA.

Proximity to the highway corridors should also be considered in regards to potential significant noise and light pollution. Disturbance from ongoing noise adjacent to the site property should be a consideration for future development.

Access to the site is limited as infrastructure is currently not in place to support direct access to the site. Future potential access would connect along Eglinton Avenue West, however the existing ramps may restrict the safety and experience for pedestrian and cycling connections.

Proposed Transit

The alignment of the Eglinton Connects is adjacent to the site along Eglinton Avenue, which extends from Mount Dennis to Renforth Station. The original 2010 Environmental Assessment (EA) for the LRT had planned for an East Mall stop (Figure 423), and a second stop at Rangoon west of the site. However, recent analysis of future ridership determined that there was not sufficient volumes at these locations and as a result, had East Mall and Rangoon stops removed from the plan. Nonetheless, the at-grade LRT alignment technology allows for future additional stops along the alignments and future consideration should be given towards the of the LRT stop as future land use justifies it.

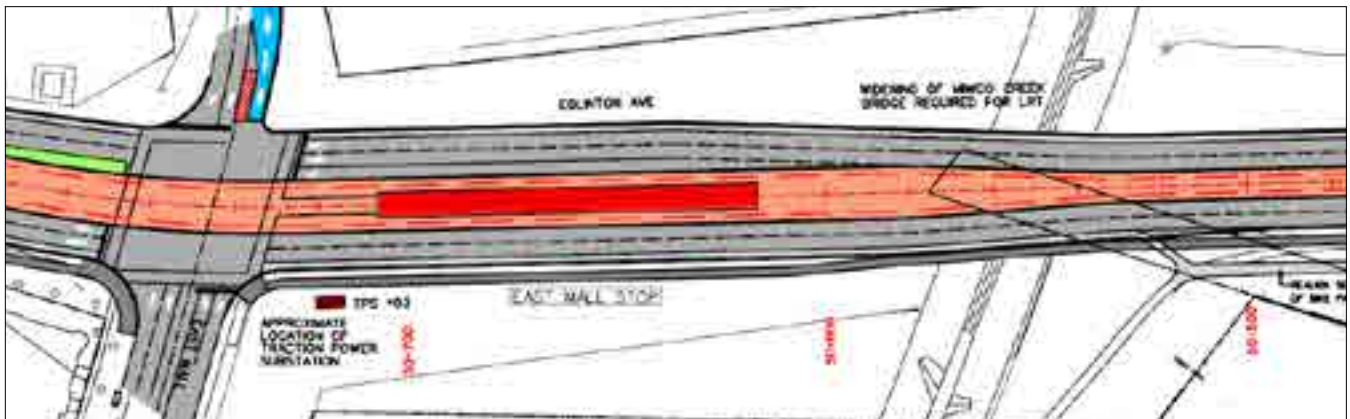


Figure 423. Alignment for the East Mall Stop for the 2010 Environmental Assessment

18.3 SITE ANALYSIS

Constraints

At a glance it would appear that the preferred intersection design creates obvious opportunities for development potential. However, upon a closer examination including an analysis of planning permissions, it is likely that future urban development potential would be limited to Block C and possibly Block B:

1. Block A – Northwest quadrant, 1.7 ha., is constrained by highway ramp(s) and flood plain, and without frontage onto a non-highway arterial road. There is currently no pedestrian access to the site, and any future upgrade may require a series of underpasses to cross vehicular traffic.
2. Block B – Southwest quadrant, 1.8 ha., is less constrained by highway access and potential flooding than Block A, but has minimal frontage on Eglinton Avenue which could present access issues. There is currently no plan to implement sidewalks for this stretch of the Eglinton in the north side, and any future implementation will require widening of the underpass at Hwy 427.
3. Block C – Southeast quadrant, 2.8 ha., is majorly outside of the flood plain and has significant frontage onto Eglinton Avenue which presents opportunities for good active transportation and vehicular access to and from the site, including the potential for an LRT station.

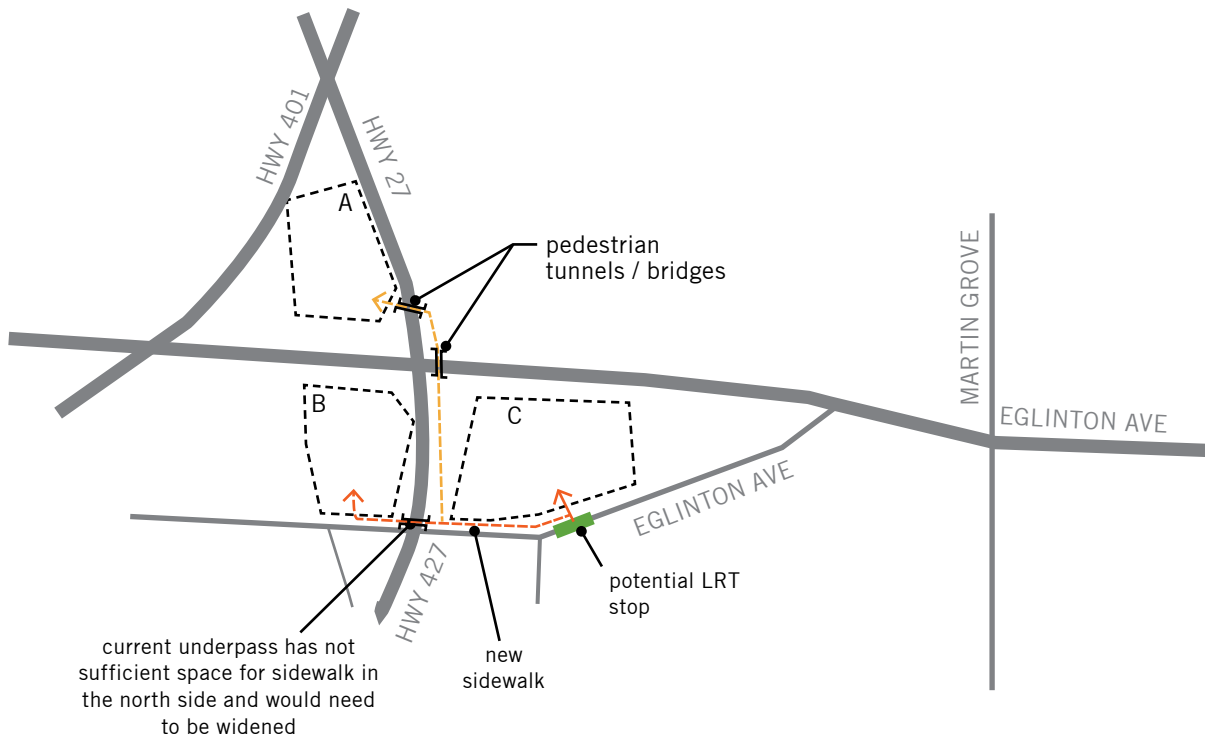


Figure 424. Pedestrian access diagram

Opportunities

Eglinton West is meant to become a street where the implementation of the new light rail transit (LRT) system will act as 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. In order to meet this objective, it is recommended to prioritize mixed-use development in ideal locations such as near future transit stations and under-utilized sites to encourage more complete communities. However, the corridor is generally lacking locations where this could occur in the mid term.

Parcel size and the need to provide transition to adjacent low-rise residential neighbourhoods are two of the key factors impeding the intensification of the area. These parcels present a unique opportunity in that their size and sole-proprietor ownership would allow for a master-planned community with the right mix of uses, integration of community uses and generous open space. Additionally, their separation from other uses will limit the need for transitions, permitting more diversity in regards to built form.

18.4 RECOMMENDED DEVELOPMENT POTENTIAL

With consideration of a combination of physical and planning constraints, the existing and emerging urban context of the surrounding area, as well as the findings from the Appraisal Report (Section 19.0), mixed-use development comprising of both residential and employment uses are recommended. As residential uses provide the highest and best use as per the Appraisal Report, employment uses are also preferred in this area due to the surrounding character and identified site access issues. A concept plan is provided (Figure 425). It is recommended that:

1. Mixed-use development permissions, with a strong ground-floor presence of retail and service uses, be considered for Block C.
2. Similar to Block C, mixed-used development permissions be considered for Block B but with less intensity owing in-part to limited access to, and frontage on, Eglinton Avenue.
3. In consultation with the Ontario Ministry of Transportation (MTO), the potential for infrastructure-related uses such a small-scale power generation, and operations and maintenance facilities, be considered as required for Block A.

Amendments to both the Official Plan and Zoning By-law would be required to permit urban development other than infrastructure-related uses. Provincial approvals would also be required since the lands are within the jurisdiction of the MTO.

Regardless of the type and magnitude of proposed development, it is important that land use permissions and the design of the public and private realms contribute to the urban evolution of the surrounding area, and assign priority to the safety and comfort of pedestrians and cyclists. This should include, but not be limited to, pedestrian- and cyclist-only pathways.