Kennedy Station Public Realm Master Plan

Spring
2025

TORONTO

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Acknowledgements

Land Acknowledgement

The City of Toronto acknowledges that we are on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. The City also acknowledges that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

African Ancestral Acknowledgement

The City of Toronto acknowledges all Treaty peoples – including those who came here as settlers – as migrants either in this generation or in generations past – and those of us who came here involuntarily, particularly those brought to these lands as a result of the Trans-Atlantic Slave Trade and Slavery. We pay tribute to those ancestors of African origin and descent.

City of Toronto, City Planning – Kennedy Station Public Realm Master Plan

Developed in collaboration with:

City of Toronto

- Corporate Real Estate Management
- Development Review
- Environment, Climate and Forestry
- Engineering & Construction Services
- Fire Services
- Parks & Recreation
- Toronto Paramedic Services
- Toronto Water
- Transit Expansion
- Transportation Services

Bike Share Toronto

CreateTO

Hydro One

Metrolinx

Toronto Parking Authority

Toronto Transit Commission

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Executive Summary

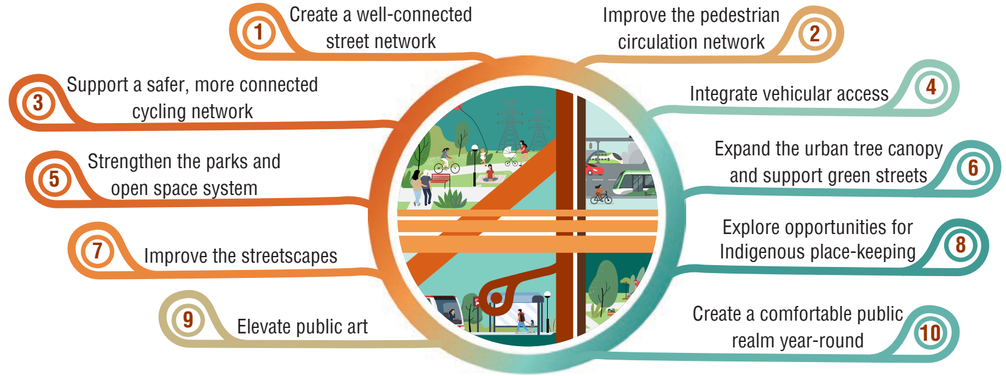
The Kennedy Station area in Scarborough is a key transit hub, serving a high volume of residents, visitors, and workers through multiple transit lines and routes. With ongoing development and transit investment, the area will continue to experience growth and change.

The Kennedy Station Public Realm Master Plan presents a thirty-year vision to guide the transformation of the area's public realm. It outlines opportunities to improve mobility and connectivity, ensure safety and comfort, promote placemaking, and support sustainability and resilience.

The Master Plan is informed by an analysis of existing conditions, future plans and proposals, and has been developed to support the coordination of development and transit investments, particularly as it relates to the associated public realm. It provides a strategic framework to inform decision-making, investment, and public realm improvements.

The Kennedy Station area currently faces several challenges related to navigation and wayfinding, active mobility options, and the quality of spaces in the public realm. As the area continues to evolve alongside transit investment, it is essential to improve multi-modal mobility networks and parks and open space systems, as well as create a more comfortable and vibrant public realm that supports everyday life and strengthens the area's identity.

The Kennedy Station Public Realm Master Plan will help respond to and mitigate existing constraints and sets out ten strategic goals:



These ten goals collectively guide the public realm improvements that comprise the Master Plan:

1 Create a well-connected street network

Figure ES1.1 Proposed Street Network (Full map on Page 27)

2 Improve the pedestrian circulation network

Figure ES1.2 Proposed Pedestrian Circulation Network (Full map on Page 30)

3 Support a safer, more connected cycling network

Figure ES1.3 Proposed Cycling Network (Full map on Page 33)

4 Integrate vehicular access

Figure ES1.4 Proposed Vehicular Network (Full map on Page 35)

5 Strengthen the parks and open space system

Figure ES1.5 Prosed Parks and Open Spaces Network (Full map on Page 39)

6 Expand the urban tree canopy and support green streets

Figure ES1.6 Proposed Green Canopy and Green Streets (Full map on Page 42)

7 Improve the streetscapes

Figure ES1.7 Proposed Streetscape Improvements (Full map on Page 47)

8 Explore opportunities for Indigenous place-keeping

Figure ES1.8 Indigenous Place-Keeping, Toronto, ON (Credit: Seneca College)

9 Elevate public art

Figure ES1.9 "Water Guardians" Public Art, Toronto, ON (Credit: Susan Drysdale)

10 Create a comfortable public realm year-round

Figure ES1.10 Open Space with Shading and Weather Protection, Toronto ON (Credit: MBTW)

Figure ES1.11 Proposed Master Plan

More area-specific design guidance is provided through design demonstrations of the five Core Areas:

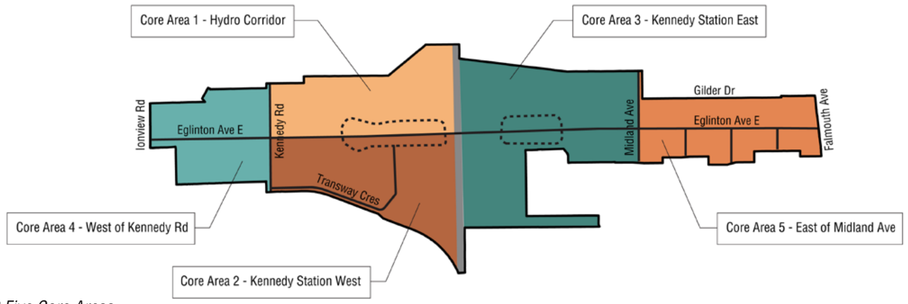


Figure ES1.12 Five Core Areas

To achieve the goals of the Master Plan, improvements are planned across the following phases: Phase 1: near-term (approximately zero to seven years), Phase 2: medium-term (approximately seven to fifteen years), Phase 3: long-term (approximately fifteen to thirty years), and Future Phase (thirty plus years). Where feasible, improvements identified in later phases may be advanced to an earlier phase.

The Master Plan was developed with input from the community and in collaboration with City Planning, Corporate Real Estate Management, Development Review, Environment, Climate and Forestry, Fire Services, Parks & Recreation, Toronto Paramedic Services, Engineering & Construction Services, Toronto Water, Transit Expansion, and Transportation Services Divisions. The Master Plan was also shaped by input from Bike Share Toronto, CreateTO, Hydro One, Metrolinx, Toronto Parking Authority, Toronto Transit Commission, residents and other stakeholders. Implementation will require continued coordination across City divisions, agencies, and external partners, along with ongoing community engagement.

Public realm improvements and conceptual design demonstrations included in this Master Plan are intended to guide future design decisions and will be subject to a feasibility analysis, available funding, public consultation, detailed evaluation, and Council approval. Standards and best practices current at the time of implementation should be applied. Further studies will also be required to align densities and built form with Protected Major Transit Station Areas (“PMTSAs”) and Transit-Oriented Development (“TOD”) policies.

Chapter 1: Introduction

Chapter 1: Introduction

This chapter provides a general overview and purpose of the document, as well as how to use the Master Plan. It introduces the five area-specific Core Areas within the Master Plan area and identifies existing constraints as they relate to the pedestrian, cycling and vehicle networks, streetscape and public realm, intersections, servicing, and utilities.

1.1 Overview

In Spring 2024, the City initiated the Kennedy Station Public Realm Study (the "Study") to inform the Kennedy Station Public Realm Master Plan (the "Master Plan"). The Kennedy Station Study Area (the "Study Area") is a significant transit hub that is experiencing growth and investment as well as new transit infrastructure opportunities and improvements. The Study Area is approximately 35.92 hectares (88.76 acres) in size and is generally bounded by Ionview Rd to the west, Falmouth Ave to the east, and the *Mixed-Use Areas* to the north and south along Eglinton Ave E.

The Council-adopted Official Plan Amendment 570 and Site and Area Specific Policy 647 delineate Kennedy Station as a Protected Major Transit Station Area with a minimum population and employment target of 200 residents and jobs combined per hectare.

The Study Area includes multiple existing transit infrastructure lines, stops and routes, including:

- Toronto Transit Commission ("TTC") Line 2 Bloor-Danforth with Kennedy Station as an eastern terminus
- A stop along the GO Transit Stouffville Rail Line
- South-western terminus of the decommissioned Scarborough Rapid Transit ("SRT") line

Additional transit infrastructure is planned and/or under construction for the Study Area, including:

- The Scarborough Busway which will operate on the former Line 3 ("SRT") corridor
- The Scarborough Subway Extension ("SSE"), extending Line 2 Bloor-Danforth from Kennedy Station to Sheppard via Scarborough Centre
- A western terminus of the Eglinton East Light Rail Transit ("EELRT") line
- An eastern terminus of the Eglinton Crosstown Light Rail Transit ("ECLRT") line

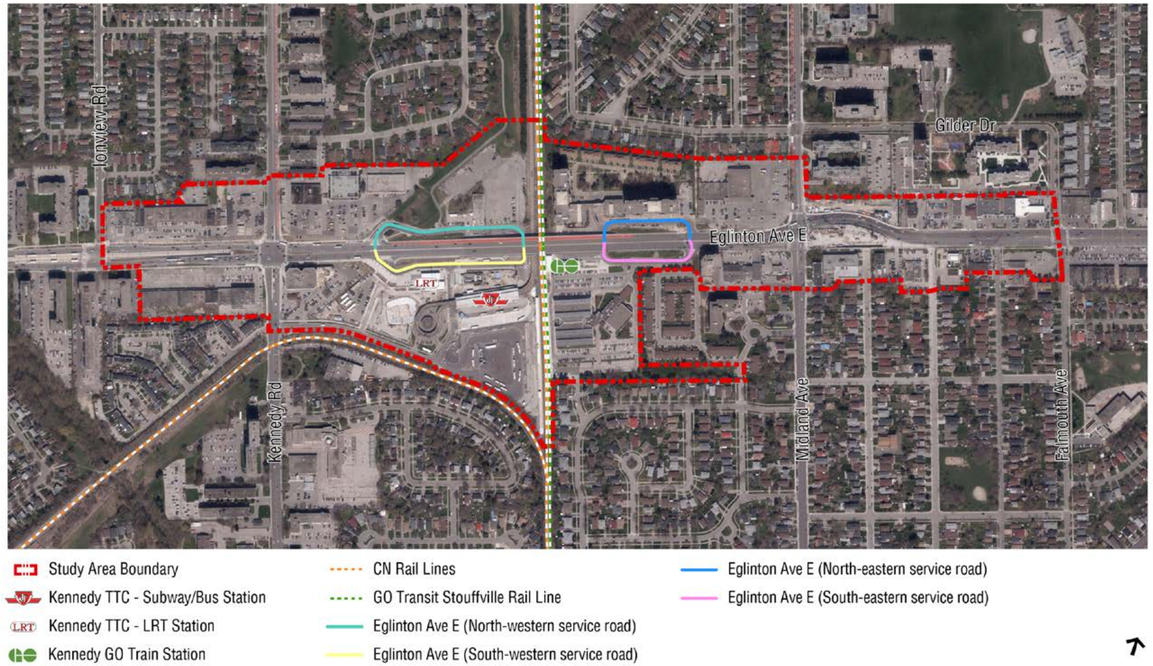


Figure 1.1 Study Area Boundary

Figure 1.2 Proposed Public Realm Elements in Recent Initiatives

1.2 Purpose of the Kennedy Station Public Realm Study and Master Plan

The Master Plan sets out a long-term thirty-year vision to guide the transformation of the public realm in the Study Area as it experiences growth, redevelopment, and transit investment. Its purpose is to inform future decision-making and ensure public realm improvements are coordinated across development and transit infrastructure projects. The Master Plan will foster a cohesive, well-connected network of public spaces for everyone—residents, visitors, workers, and commuters—while improving mobility and connectivity, ensuring safety and comfort, promoting placemaking, and supporting sustainability and resilience.

This Master Plan:

- Informs future decision-making and provides guidance for the public realm within the Study Area's boundaries to professionals, developers, agencies and City staff
- Describes and illustrates recommended improvements for the Master Plan area, as well as area-specific improvements for the five Core Areas
- Outlines the conceptual phasing of Master Plan improvements and considerations for future implementation

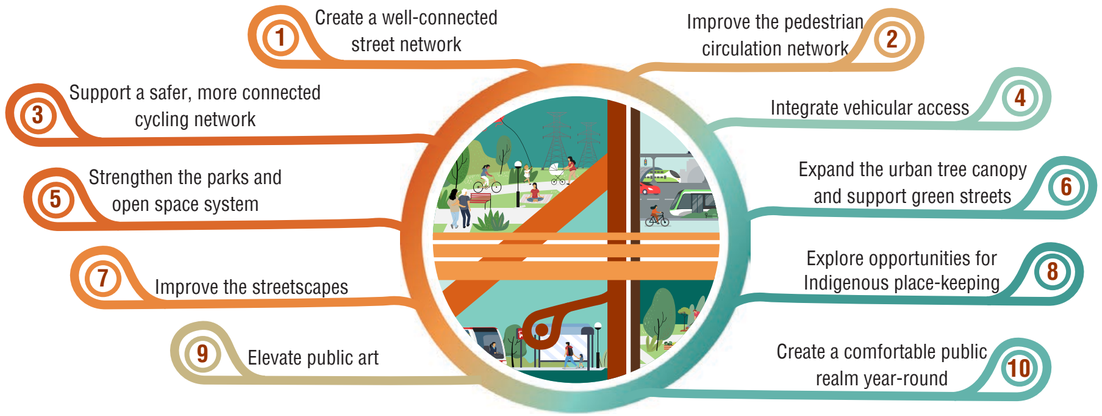
The Kennedy Station Public Realm Master Plan builds on Metrolinx's 2014 Kennedy Station Mobility Hub Study, which included a Master Plan. The same boundaries are applied herein.

Urban design guidelines for building typologies and heights, built form setbacks and stepbacks, transportation studies including parking and servicing studies, are not within the scope of this Master Plan. This Master Plan provides preliminary concepts that are intended to inform future work and studies and are subject to further review. Ongoing coordination is necessary between planned and on-going transit infrastructure improvements and development.

A **transit hub** is an interchange station connecting various modes of transit. It typically serves multiple transit lines and/or agencies, often with aboveground and underground connections between different lines. Transit lines that connect to a transit hub can include buses, subways, commuter rail, and light rail.

As per the Official Plan, the **public realm** is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into.

The Kennedy Station Public Realm Master Plan identifies ten goals to guide the public realm improvements:



The public realm improvements identified in this Master Plan will be coordinated and implemented through collaboration among various public and private stakeholders.

1.3 How to Read this Document

The Master Plan provides a framework to guide the design and coordination of public realm improvements within the Study Area. It is intended to inform projects and decision-making involving applicants, City divisions and agencies, and external stakeholders. It also supports the coordination and prioritization of public realm improvements and investments that advance the Master Plan's long-term vision. This Master Plan is to be read in conjunction with the forthcoming implementation strategy, which will provide further direction on phasing, funding, and completion. All background documentation included herein provides base information and guides recommendations and is current to January 31, 2025.

The document is structured as follows:

Chapter 1: Introduction
Provides a general overview and purpose of the document, as well as how to use the Master Plan. It introduces the five area-specific Core Areas within the Master Plan area and identifies existing constraints as they relate to the pedestrian, cycling and vehicle networks, streetscape and public realm, intersections, servicing, and utilities. This chapter also details the constraints for Core Areas 1, 2, and 3.

Chapter 2: Vision and Goals
Presents the vision and ten goals to guide the public realm improvements.

Chapter 3: Master Plan
Outlines and illustrates the public realm improvements.

Chapter 4: Design Demonstrations
Provides detailed area-specific design guidance for the five Core Areas of the Master Plan. It includes a series of cross-section and plan drawings.

Chapter 5: Preliminary Implementation Strategy
Outlines conceptual phasing to implement the public realm improvements and includes Phase 1: near-term (approximately 0 to 7 years), Phase 2: medium-term (approximately 7 to 15 years), and Phase 3: long-term (approximately 15 to 30 years). Additional opportunities for 30+ years are outlined in the Future Phase. This chapter provides preliminary considerations and goals for effective implementation and identifies future studies to be undertaken to further inform public realm improvements.

APPENDICES

Appendix A1: Background
Summarizes the municipal policy framework for the Study Area as well as relevant major initiatives and studies.

Appendix A2: Information Gathering and Analysis
Provides a general overview of the Study Area's demographics and existing conditions for the overall Study Area, including more specific conditions for the five Core Areas. This appendix also includes a summary of public engagement completed for the Study.

Appendix A3: List of Figures
A list of figures and associated titles found throughout the document.

1.4 Introduction to the Core Areas

Five Core Areas have been established to analyze the Study Area's existing constraints (see Section 1.5: Constraints). More detailed area-specific design guidance is also provided for the five Core Areas of the Public Realm Master Plan (see Chapter 5: Design Demonstrations). The general boundaries of the Core Areas are described below.

Core Area 1 – Hydro Corridor: Kennedy Rd to the west, the rear of the retail plaza to the north along Eglinton Ave E, Stouffville GO Rail Line to the east, and the Eglinton Ave E overpass to the south. This area is approximately 8 ha in size.

Core Area 2 – Kennedy Station West: Kennedy Rd to the west, Eglinton Ave E to the north, the Stouffville GO Rail Line to the east, and the southern-most segment of Transway Cres and CN Railway to the south. This area is approximately 8 ha in size.

Core Area 3 – Kennedy Station East: Stouffville GO Rail Line to the west, Rainbow Village complex to the north, Midland Ave to the east, and Don Montgomery Community Recreation Centre to the south. This area is approximately 11 ha in size with ongoing Metrolinx construction projects and improvements to the GO Station.

Core Area 4 – West of Kennedy Rd: Eglinton Ave E from Ionview Rd to the west, Kennedy Rd to the east, and the rear of the retail plazas to the north and south along Eglinton Ave E. This area is approximately 5 ha in size.

Core Area 5 – East of Midland Ave: Eglinton Ave E from Midland Ave to the west, Gilder Dr to the north, Gilder Dr/Falmouth Ave to the east, and the rear of the retail plazas south along Eglinton Ave E. This area is approximately 5 ha in size.

Existing constraints for the five Core Areas and broader Study Area are identified in Section 1.5: Constraints. See Appendix A1: Background for existing conditions of the five Core Areas.

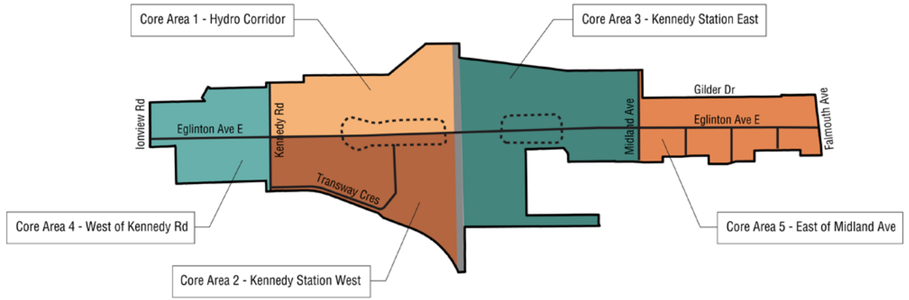


Figure 1.3 Five Core Areas

1.5 Constraints

A background analysis was undertaken to identify general constraints related to physical elements within the Study Area's public realm. Constraints are factors that could pose challenges for users and public realm improvement.

The purpose of this analysis is to:

- Establish a baseline understanding of the area's characteristics and functions to identify constraints relevant to achieving the Master Plan's vision for the area
- Provide a balanced assessment of constraints to assist with identifying public realm improvements and considerations for future coordination, decision-making, and implementation

Recommended public realm improvements that help to resolve and/or mitigate the identified constraints, as well as more detailed area-specific design guidance specific to the five Core Areas can be found in Chapter 3: Master Plan and Chapter 4: Design Demonstrations, respectively.

The following sub-sections in this chapter describe the general constraints for the Study Area as well as area-specific constraints for Core Areas 1, 2, and 3. Constraints for Core Areas 4 and 5 are captured within Section 1.5.1: General Constraints for Study Area.

All locations and dimensions illustrated are approximate and to be used as reference only. Limited information was available for existing underground utilities.

1.5.1 General Constraints for Study Area

Pedestrian, Cycling, and Vehicle Network

Figure 1.4 General Pedestrian, Cycling and Vehicular Network Constraints

1. Existing barrier for pedestrians and cyclists moving east-west who want to travel across the GO Rail line
2. Lack of dedicated inter-connected cycling and pedestrian routes within the Study Area and to the adjacent neighbourhoods
3. The Study Area does not currently include additional bikeways beyond the Gatineau Corridor Trail and the stretch on Eglinton Ave E, west of Kennedy Rd
4. Numerous curb cuts along north and south sides of Eglinton Ave E create unsafe conditions for pedestrians and cyclists
5. Existing bikeways on Eglinton Ave E are unprotected
6. No existing north-south pedestrian crossing over Eglinton Ave E
7. No future access currently identified over the future EELRT tracks for pedestrians, cyclists, and vehicles
8. Lack of cohesive wayfinding in and out of the station to Eglinton Ave E

Streetscape and Public Realm

1. Limited street trees and street furniture
2. Lack of public art and identity for the transit hub
3. Lack of open space
4. Lack of sufficient lighting
5. Substandard and narrow sidewalks in some areas

Figure 1.5 Existing Streetscape in the Study Area

Figure 1.6 Demolished Public Art "A Sense of Place" at Kennedy Station

Figure 1.7 Intersections Lack Public Open Space and Amenity

Figure 1.8 Lack of Lighting in the Underpass

Figure 1.9 Existing Sidewalks along Eglinton Ave E Overpass

Intersections

6 Major intersections are unprotected for pedestrians and cyclists

7 Lack of crosswalks in some areas

Servicing and Utilities

8 Numerous hydro poles, streetlights, above and underground utility infrastructure within the public ROW

Figure 1.10 Minimal Protection at Intersections for Pedestrians and Cyclists

Figure 1.11 Lack of Safe Pedestrian Crossing along Eglinton Ave E

Figure 1.12 Existing Utilities in the Public ROW

1.5.2 Constraints for Core Area 1 – Hydro Corridor & Core Area 2 – Kennedy Station West

Pedestrian, Cycling, and Vehicle Network

1 Limited pedestrian connection from the Gatineau Corridor Trail to the adjacent neighbourhood. An informal pedestrian path has been created between the strip plaza parking lot to the west, though it is not Accessibility for Ontarians with Disabilities Act (AODA) compliant

2 There is currently only one underground east-west connection between Kennedy TTC and Kennedy GO Stations, and is not AODA compliant

3 Lack of cycling infrastructure east of Kennedy Rd presents challenges for cyclists wanting to continue further east of Kennedy, particularly to safely access Kennedy TTC and GO Stations

4 Continuous bus circulation in and out of Kennedy TTC Station creates numerous interface points with cyclists and pedestrians and can impact real and perceived sense of safety for pedestrians and cyclists to access the station

5 The Eglinton Ave E overpass poses challenges for direct access between the transit plaza and the north side of Eglinton Ave E

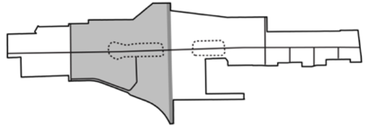


Figure 1.14 Key Map Core Area 1 - Hydro Corridor & Core Area 2 Kennedy Station West

Figure 1.15 Existing Underground Connection

Figure 1.13 Existing Desire Lines Along the Gatineau Corridor Trail

Figure 1.16 Lack of Cycling Infrastructure Along Eglinton Ave E

Streetscape and Public Realm

6 There is currently no overhead lighting along the length of the Gatineau Corridor Trail

7 Substandard and narrow sidewalks along Transway Cres, Eglinton Ave E overpass, and Eglinton Ave E (north-western service road)

Intersections

8 There is no pedestrian and cycling crossing at the intersection of Transway Cres and Kennedy Rd to connect to the western adjacent neighbourhoods

9 There is no pedestrian and cycling crossing between the north side of Eglinton Ave E and the transit plaza

Transit Infrastructure

10 Remaining decommissioned Line 3 SRT aboveground infrastructure is not utilized

11 The existing Line 2 TTC Subway tunnel is shallow and limits construction in this area

Figure 1.17 Existing Lighting Condition Along the Gatineau Corridor Trail

Figure 1.18 Lack of Crossing at Kennedy Rd and Transway Cres

Figure 1.19 Lack of Crossing Across Eglinton Ave E to the ECLRT Transit Plaza

Figure 1.20 Existing Line 3 SRT Infrastructure

1.5.3 Constraints for Core Area 3 – Kennedy Station East

Pedestrian, Cycling, and Vehicle Network

1 There is no direct cycling connection for westbound travel along Eglinton Ave E departing from the Kennedy GO Station transit plaza

2 Lack of dedicated and standard infrastructure for cyclists and pedestrians on the west side of the Don Montgomery Community Recreation Centre to access GO Station platforms and bicycle parking

Streetscape and Public Realm

3 Lack of gathering space in the transit plaza

4 Substandard and narrow sidewalks around the Don Montgomery Community Recreation Centre, Eglinton Ave E overpass, and Eglinton Ave E (north-eastern service road)

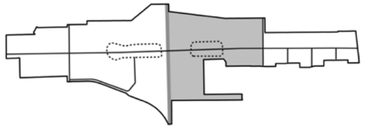


Figure 1.22 Key Map Core Area 3 - Kennedy Station East

Transit Infrastructure

5 Future EELRT tracks and supporting aboveground infrastructure will significantly reduce the surface parking at Don Montgomery Community Recreation Centre's north parking lot. The south parking lot will remain unaffected

More detailed recommendations specific to the Core Areas can be found within Chapter 3: Master Plan.

Figure 1.23 Future Removed North-South Connections due to EELRT Tracks

Figure 1.21 Narrow Sidewalks Around the Community Centre

Figure 1.24 Existing Parking at the Don Montgomery Community Centre

Reservoir Station, Australia (Credit: Peter Clarke)

Chapter 2: Vision and Goals

Chapter 2: Vision and Goals

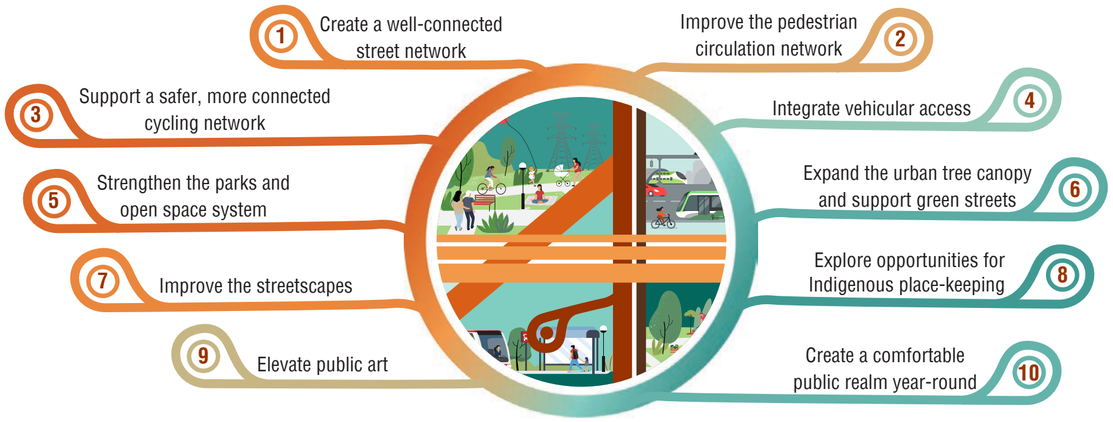
The vision and goals for the Master Plan are informed by the existing constraints, major initiatives, studies and reports as well as input received through stakeholder and public engagement (see Appendix A1: Background and Appendix A2: Information Gathering and Analysis).

2.1 Vision

The Kennedy Station Public Realm Master Plan was developed to guide decision-making and coordinate public realm improvements across development and transit projects over the next thirty years. The Master Plan will facilitate a cohesive, well-connected network of public spaces for everyone—residents, visitors, workers, and commuters—while improving mobility and connectivity, ensuring safety and comfort, promoting placemaking, and supporting sustainability and resilience.

2.2 Goals

The Master Plan contains ten goals to guide the public realm improvements:



Create a well-connected street network

An enhanced street network will support a multi-modal transportation network with a "Complete Streets" approach designed for all users of the street (pedestrians and people who cycle, take transit, or drive). A fine-grained circulation network will improve access and connectivity throughout the Study Area and maximize permeability, especially around the transit station area. Large sites will be broken into pedestrian-scaled blocks to support active mobility, including walkability.

Figure 2.1 Street Network, New York City, NY (Credit: NACTO)

Improve the pedestrian circulation network

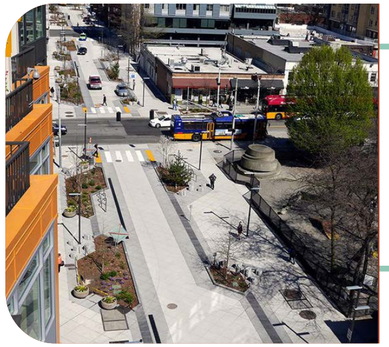
A granular pedestrian circulation network will improve overall mobility through the area by emphasizing connectivity, inclusivity, and people-centered details. As a key component of the public realm, accessibility and safety considerations will be incorporated in the design of sidewalks and other pedestrian-oriented public spaces. Navigation in and around the transit stations should account for both above- and below-ground connections, as well as fare-free transfer options.

Figure 2.2 Pedestrian Circulation, Montreal, QC (Credit: Raphael Thibodeau)

Support a safer, more connected cycling network

Supporting cycling as a transportation option will be prioritized in the Study Area. All streets in the Study Area will consider cycling facilities with various forms of cyclist protection depending on the street design. The expansion of the existing multi-use trail network within the Study Area will improve connections to the broader City-wide network as well as key destinations and recreational opportunities. Cycling amenities, such as Bike Share stations, should be considered around the transit stations and at key locations.

Figure 2.3 Cycling Network, Vancouver, BC (Credit: Paul Krueger)



Integrate vehicular access

Modifications to the vehicle network will assist in supporting multi-modal transportation, prioritizing access, connectivity, and safety for all street users. Vehicular parking and passenger pick-up and drop-off areas will be integrated into built form and/or transit plazas to minimize conflicts with active mobility users. Vehicular uses will remain secondary to public uses, with placemaking opportunities explored at transit station plazas, transit stops, future developments, and existing surface parking lots.

Figure 2.4 Vehicular Network, Bell Street Park, Seattle, WA (Credit: MIG/SvR)

Strengthen the parks and open space system

Placemaking opportunities will be enhanced by strengthening connections to parks, nature, and open spaces, creating new gathering spaces within future developments, transit areas, gateway and corner plazas, green setbacks, and identified Parkland Priority Areas. An enhanced parks and open space system will support year-round programming, social interaction, and both passive and active recreation.

Figure 2.5 Parks and Open Spaces, Barcelona (Credit: Adria Goula)

Expand the urban tree canopy and support green streets

A greener, resilient public realm will contribute to overall beautification and achieving the City's climate and environmental goals. Urban tree canopy will be expanded through street tree plantings as well as tree plantings in natural areas, development sites, parks and open spaces. Green infrastructure elements will be incorporated on all new and existing streets and may be integrated with public realm infrastructure to help with stormwater management and mitigating the impacts of climate change. By expanding the urban tree canopy and supporting green streets, the public realm becomes a more comfortable environment for humans and advances biodiversity.

Figure 2.6 Tree Canopy, Hillsboro, OR (Credit: Steve Szigethy)

Improve the streetscapes

A safe and accessible streetscape will enhance user experiences. It can be a place where people can comfortably move, rest, or socialize. This can be achieved through the addition of street furniture, protected intersections, raised crosswalks and intersections, curb extensions, and shared streets. The Kennedy Station area and surrounding streets and plazas will have a cohesive public realm through the incorporation of street furniture, continuous paving and streetlighting, wayfinding signage, and landscaped setbacks.

Figure 2.7 Streetscapes, Austin, TX (Credit: Adam Barbe)

Explore opportunities for Indigenous place-keeping

Respecting and honouring Indigenous practices and worldviews should be thoughtfully considered throughout the design and delivery of public realm improvements. In addition to fostering specific place-keeping opportunities, acknowledging Indigenous presence (past, present, and future) can be achieved in a variety of ways such as through the integration of Indigenous plantings and natural features, public art, educational signage, and other materiality. Opportunities for Indigenous place-keeping and stewardship should be identified in collaboration with Indigenous communities.

Figure 2.8 Indigenous Place-Keeping, Toronto Spirit Garden, Toronto, ON (Credit: Tom Arban)

Elevate public art

Public art supports the animation of the public realm and can celebrate and strengthen a community's sense of character, place, and identity. Opportunities for the incorporation of public art in the Study Area should be considered within the transit station areas, plazas, streetscapes, parks and open spaces, as well as within future developments.

Figure 2.9 Public Art, Ethennonnhawahstihnen Park, Toronto ON (Credit: DTAH)

Create a comfortable public realm year-round

It is important to incorporate elements within the public realm that allow for people to comfortably use and move through public spaces throughout all seasons. Destination areas such as the transit station areas, gathering space and plazas, parks and open spaces will be prioritized for thermal comfort mitigation. Improvements through strategic tree planting and landscaping will contribute to a comfortable public realm and support year-round use and activity. Further mitigation strategies should be achieved through built form and development.

Figure 2.10 Corktown Commons Splash Pad, Toronto, ON (Credit: Waterfront Toronto)

Chapter 3: Master Plan

Chapter 3: Master Plan

This chapter includes the overall Public Realm Master Plan for the area and identifies public realm improvements.

The Master Plan takes into consideration the planned, proposed, and recently completed developments and transit projects.

3.1 Kennedy Station Public Realm Master Plan

The Master Plan's vision and goals for the area can be achieved in three phases over thirty years as follows: Phase 1: near-term (approximately zero to seven years), Phase 2: medium-term (approximately seven to fifteen years), and Phase 3: long-term (approximately fifteen to thirty years). This Master Plan also includes a Future Phase with additional opportunities for thirty plus years.

Figure 3.1 Proposed Master Plan

The vision and ten goals of the Master Plan have been established to guide the public realm improvements. Figure 3.2 illustrates how these goals collectively inform the improvements outlined in the Master Plan. More details on how these goals can be achieved can be found within the following sub-sections of this chapter.

The public realm improvements and associated conceptual design demonstrations included in this Master Plan are intended to guide future design and are subject to feasibility analysis, available funding, public consultation, detailed evaluation, and Council approval, using standards and best practices current at the time of implementation. Additional studies will be required to update the densities and built form for the area based on current Protected Major Transit Station Areas ("PMTSAs") and Transit-Oriented Development ("TOD") policies.

More detailed area-specific design guidance for the five Core Areas within the Master Plan can be found within Chapter 4: Design Demonstrations. More details on the phasing approach can be found in Chapter 5: Preliminary Implementation Strategy.

This Master Plan should be read in conjunction with the City's Transit Design Guide. Relevant design recommendations should be implemented as part of this Master Plan.

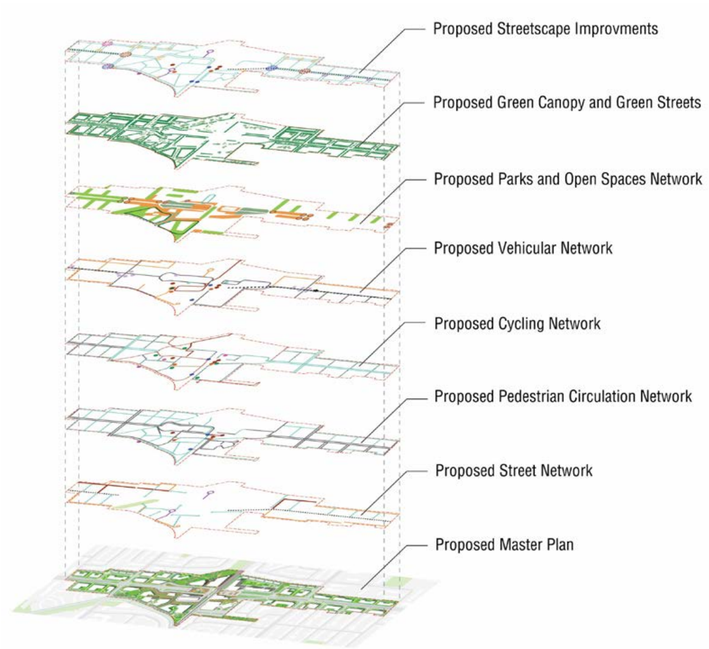


Figure 3.2 Exploded Axonometric Diagram of the Proposed Master Plan

3.2 Create a Well-Connected Street Network

3.2.1 Potential Street Network

The potential street network included in this Master Plan is based on Metrolinx's 2014 Kennedy Station Mobility Hub Study and has been updated to include recently completed and proposed developments and transit projects.

The incorporation of new streets, laneways, and mid-block connections will improve the existing circulation network by providing more direct connections for active mobility users to the transit hub, community amenities, multi-use trails, parks, and open spaces. More direct connections will improve accessibility and overall safety, as well as reduce active mobility users interfacing with vehicles.

Active mobility network refers to the combined street, cycling, pedestrian, and transit infrastructure and facilities within the Study Area and supports the development of a complete and connected community that seamlessly integrates with the surrounding area. Active mobility or active modes refers to human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids.

3.2.2 Block Structure and Mid-Block Connections

As blocks redevelop in the Study Area, block structures should support greater inter-connectivity and human scale. Through redevelopment, new streets and active mobility linkages should further strengthen the circulation network and connections to transit stations and other destinations.

Mid-block connections provide alternative routes for pedestrians and cyclists, typically as a shortcut connection within large parcels or blocks of land. Mid-block connections can be formally designed with the characteristics of a public street or can have an informal, tactical approach such as a simple path connecting a neighborhood to a public street network. The design of mid-block connections ensures safety, accessibility, connectivity, and an overall enhanced public realm.

Publicly accessible and safe bi-directional mid-block connections should be considered for large parcels. These connections should be designed to consider desire lines and destinations within the broader area to enhance network connectivity and create lively active mobility corridors.

When designing mid-block connections, consider building setbacks, lighting, street furniture, wayfinding, landscaping, tree planting, and additional placemaking features and public amenities.

Refer to Chapter 5: Preliminary Implementation Strategy for additional studies required to test proposed public realm improvements.

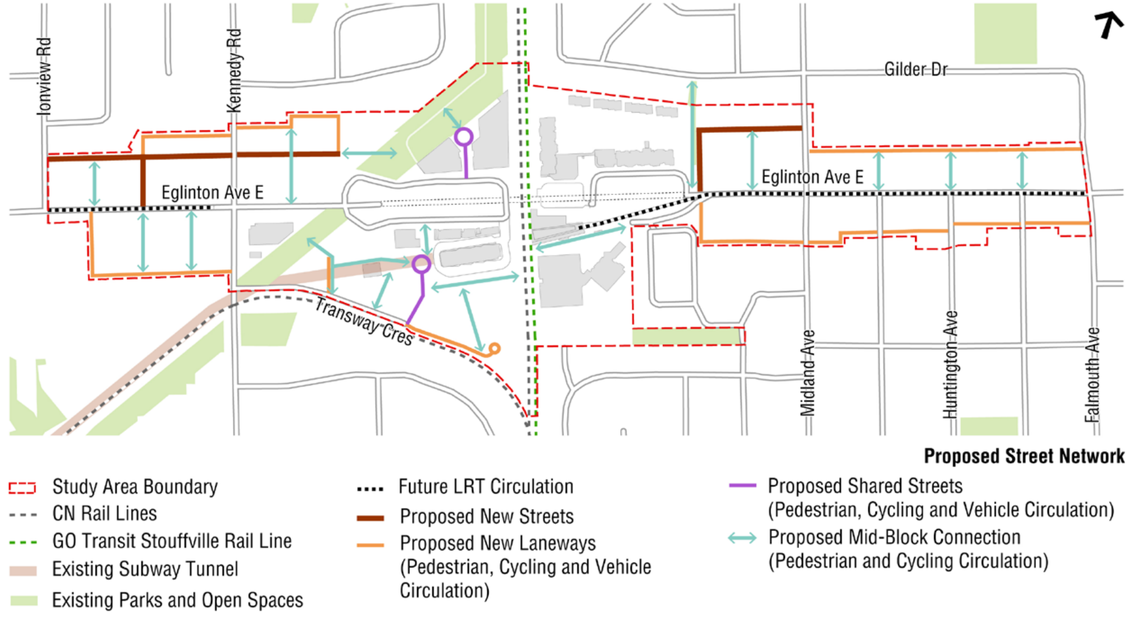


Figure 3.3 Proposed Street Network

3.3 Improve the Pedestrian Circulation Network

3.3.1 Pedestrian Clearways and Sidewalk Zone

Creating a universally accessible, direct pedestrian circulation network will provide more options to access the Study Area's transit hub and amenities safely and efficiently. Within the transit hub, the pedestrian circulation network should provide direct connections to all transit access points, overpasses, and underpasses.

Pedestrian clearways for all existing sidewalks and walkways should increase to a minimum width of 2.1 m or 2.5 m, depending on location and anticipated volume of pedestrian traffic. All existing pedestrian clearways should be widened through the course of new development and future City capital project improvements.

The width of pedestrian clearways should be further widened in more prominent areas to accommodate larger volumes of pedestrians, such as near transit plazas and street intersections along Eglinton Ave E.

Pedestrian clearways are the area of sidewalk that is free and clear of any obstacles so that people of all ages and abilities can travel in a direct, continuous path.

Where there is a marketing zone, consider including amenities that enhance the pedestrian experience and support placemaking, gathering, and seating.

Refer to the standards outlined in the Complete Streets Guidelines for more information.

The **sidewalk zones** include frontage and marketing zone, pedestrian clearway zone, furnishing and planting zone and edge zone. Refer to Chapter 4 of the *Complete Streets Guidelines* for more details.

3.3.2 Sidewalk Transitions

Where existing and proposed sidewalks do not align, a sidewalk transition zone should be included to create a continuous pedestrian experience. Any deflection in a sidewalk must not exceed 20 degrees.

Sidewalks are installed and maintained by the City and are typically located within the public boulevard. The City's standards for pedestrian clearways and sidewalks provide a higher level of accessibility than the minimum design standards under the Accessibility for Ontarians with Disabilities Act ("AODA") and 2012 Provincial AODA.

Figure 3.4 Sidewalk Transition at Stewart Street, Toronto, ON

Figure 3.5 Pedestrian Clearway at Lower Ossington Ave, Toronto, ON

3.3.3 Underground and Aboveground Connections

Underground connections, such as tunnels, should be provided to improve access and connectivity between the east and west sides of the GO Rail Line. Walking distances should be minimized, and sight lines maximized, to ensure connections feel safe for users.

Existing and future underground connections should be maintained and upgraded as they are vital components of the area's active mobility network and safely connect users to different transit stations.

Where underground connections are not possible or preferred, aboveground connections such as pedestrian bridges or enclosed elevated tunnels should be considered to connect over the GO Rail Line and CN Rail Line to improve pedestrian and cycling connectivity.

Underground connections provide pedestrians, cyclists, and transit users with alternative underground connections to different uses, such as commercial and transit. Underground connections are often necessary where at grade connections are limited and/or not permitted. Commercial storefronts can also be incorporated where permitted to contribute to economic vitality.

Weather protection, safety, wayfinding, natural and artificial lighting, and accessibility should be considered in the design of both aboveground and underground connections.

To support the cycling network and safety, bicycle troughs should be provided to access underground and aboveground connections.

The incorporation of public art and other measures should also be considered within underground and aboveground connections to enhance the user experience.

Aboveground connections provide circulation routes for pedestrians, cyclists, and transit users and can improve circulation in high traffic and transit areas. Aboveground connections are often necessary where at grade connections are limited and/or not permitted.

3.3.4 Non-Fare-Paid-Zone Connections

The future EELRT station should include non-fare-paid-zone connections underground and aboveground for active mobility users. This includes east-west connections of the GO Rail Line, over the future EELRT tracks to the Rainbow Village complex, as well as to the Don Montgomery Community Recreation Centre and neighbourhoods to the south.

Figure 3.6 Eglinton GO Underground Connection, Toronto, ON

Figure 3.7 An Aboveground Connection at West Toronto Railpath, Toronto, ON

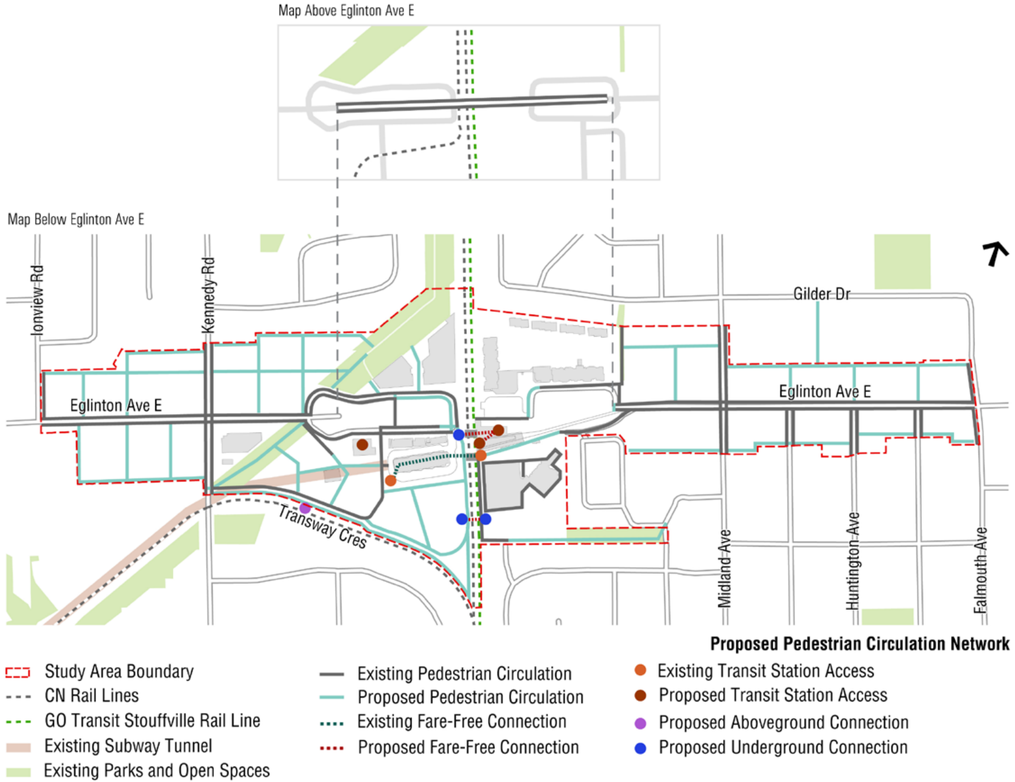


Figure 3.8 Proposed Pedestrian Circulation Network

3.4 Support a Safer and Well-Connected Cycling Network

3.4.1 Cycling Infrastructure

Cycling infrastructure is required to contribute to the creation of a safe, well-connected cycling network. The prioritization of the cycling network can also contribute to reducing modal conflicts, creating calmer and safer streets and transit plazas.

The Study Area should include on- and off-street cycling infrastructure as well as other cycling infrastructure components, such as wayfinding.

Cycling Infrastructure includes on and off-street cycle tracks, bicycle lanes, multi-use trails, shared roadways and bicycle parking infrastructure.

3.4.2 Cycling Network and Connections

A well-connected cycling network is required to support an efficient active mobility network and enhance last-mile options between transit facilities and final destinations.

Bikeways shall be provided on all arterial streets in the Study Area, including Eglinton Ave E, Midland Ave, and Kennedy Rd. All new streets within the area are to be designed in accordance with the On-Street Bikeway Design Guide and appropriate City standards, with potential shared access on low-speed, low-volume streets and dedicated bikeways on busier streets, and consider best practice designs for safety such as protected intersections. Bikeways should be designed for all ages and abilities along the entire length of a cycling trip, from parking at origin to parking at destination, and shall not require dismounting en route. Where bikeways are constructed immediately adjacent to sidewalks, buffers such as beveled curbs should be provided.

To enhance user experience, cycling amenities should be provided immediately adjacent to the bikeways. These may include bicycle parking and repair stations, emergency stations, waste receptacles, water fountains, lighting, benches and other seating.

To improve the Study Area's cycling network, underpass and/or overpass connections shall be provided, including those that provide connections east-west of the GO Rail Line and through the future Kennedy GO and EELRT station building.

Where it is not possible to incorporate bicycle ramps to support underpass and/or overpass connections for cyclists, bicycle troughs along stairs within the Study Area's existing and future pathway connections should be provided.

Figure 3.9 Bikeways Along Bloor Street, Toronto, ON

The **On-Street Bikeway Design Guide** provides guidance for the design of high-comfort bikeways for people of all ages and abilities. Bikeways can be physically separated from the roadway (cycle tracks or multi-use trails), a designated lane on the roadway (conventional or buffered bicycle lanes), or shared with motor vehicles (neighbourhood greenways). The appropriate bikeway type is dependent on multiple suitability and feasibility factors, such as motor vehicle speed and volume.

3.4.3 Multi-Use Trails

Where applicable, the incorporation of multi-use trails ("MUTs") shall be considered to efficiently move active mobility users and strengthen connectivity throughout the transit hub and between areas of high activity, key destinations, and existing trails such as the Gatineau Corridor Trail. The design of MUTs should consider capacity, a range in users, year-round use, sight lines, continuous movement, and safety, as well as meet universal design and accessibility standards.

Upgrades are recommended to existing MUTs within the Study Area. This includes but is not limited to incorporating street furniture (e.g. benches, bicycle parking, lighting, waste receptacles, etc.), additional connections to sidewalks and other cycling paths, and widening paths to accommodate increased user volume.

Multi-use trails are hard-surfaced, off-road routes that form a network of active transportation options across the City, with on-road bikeways, sidewalks and park paths. They also provide a significant recreation asset.

Bike Share Toronto is a bike-sharing system operated by the Toronto Parking Authority (TPA) and includes bike stations across the City for users to pick up and dock bikes.

Where MUTs intersect sidewalks or dedicated bikeways, the design should seek to minimize conflicts and must incorporate accessibility elements so all users can understand how to navigate through the space. Wayfinding signage, pavement markings, surface materials/colours, tactile indicators, and other elements should be used in accordance with City standards and guidelines, such as the Multi-Use Trail Design Guidelines.

To support active and passive recreation, MUTs may include public amenities immediately adjacent. These may consist of amenities such as bicycle parking and repair stations, emergency stations, waste receptacles, water fountains, shelters, lighting, benches and other seating.

6.4.4 Bike Share Stations

The integration of five new Bike Share stations within the public realm design will assist with creating more equitable opportunities for cyclists and increase convenience for commuters, residents, and visitors to access bicycles across the City's cycling network.

Where suitable, Bike Share stations should be strategically located and integrated in the overall streetscape design, as well as highly visible, and easily accessible to support active modes of transportation and last-mile connections. When located within the public boulevard, stations should not obstruct the minimum pedestrian clearway. The Bike Share stations should not replace trees and planted areas.

All five new Bike Share stations should have electrification capabilities by Phase 3 of this Master Plan. Coordination with TPA is required to confirm the number of stations within the Study Area, location and design of stations.

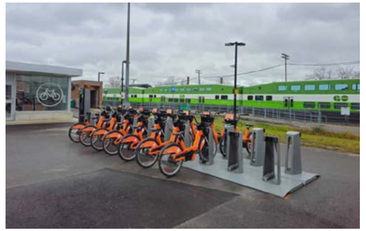


Figure 3.10 Bike Share Station at Scarborough GO Station, Toronto, ON (Credit: Bike Share Toronto)

Figure 3.11 Multi-Use Trail at West Toronto Railpath, Toronto, ON

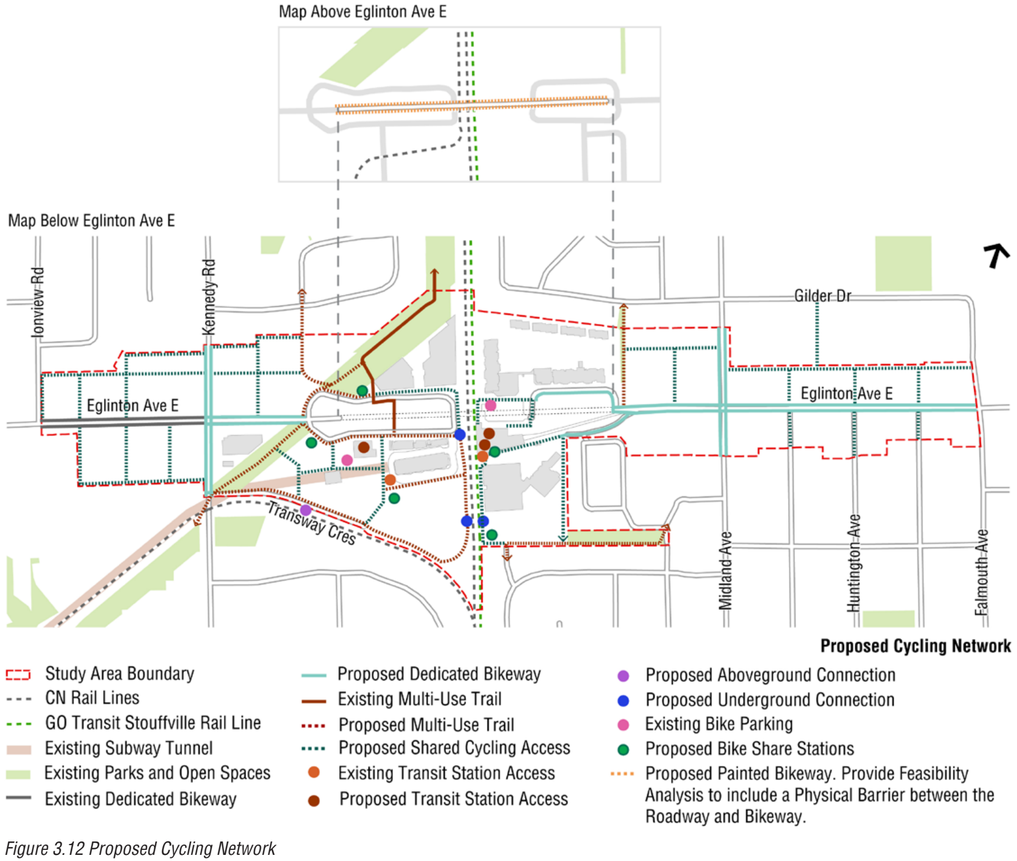


Figure 3.12 Proposed Cycling Network

3.5 Integrate Vehicular Access

3.5.1 Vehicular Network

The existing vehicular network will be maintained west of the GO Rail Line to allow for continued bus circulation on the Eglinton Ave E north-western and south-western service roads.

During Phase 1: near-term and Phase 2: medium-term, the existing PPUDO facility for the Kennedy EELRT Station and TTC Station will continue to be accessed via Transway Cres and Eglinton Ave E south-western service road. Streetscape elements should be integrated to minimize conflict between vehicles and active mobility users. Through the long-term phase, part of Transway Cres will be converted to a transit plaza.

The existing PPUDO facility for the GO Station will continue to be accessed via the Eglinton Ave E (north-eastern service road). Through the long-term phase, a new local road will be explored as a part of future development.

3.5.2 Transit Stops and Shelters

Transit stops and shelters should be adequately sized based on the volume of transit users as well as provide adequate weather protection and waiting areas. Transit stops and shelters should not obstruct pedestrian clearways and should be located to minimize conflicts between pedestrians, cyclists, and transit users.

3.5.3 Parking Lots

Through the long-term phase, the number of parking spaces for the existing northern parking lot at the Don Montgomery Community Recreation Centre will be reduced to accommodate the proposed EELRT station building as well as its associated transit plaza, PPUDO facilities if required, and above grade infrastructure including the SSE building(s). In the medium-term, parking facilities for the Don Montgomery Community Centre will be relocated south of the building. The southern parking lot will remain accessible via the Eglinton Ave E (south-east service road) and Thrush Rd.

Surface parking lots associated with strip plazas can contribute to common urban design and environmental challenges, such as those related to efficient use of land and responding to climate resilience goals due to excessive paved areas that impede ground water infiltration. Where possible, underutilized parking spaces associated with the existing strip plaza parking lots in the Study Area should be re-purposed and reimagined into vibrant, publicly accessible gathering spaces that accommodate opportunities which enhance the public realm and support the businesses within the strip plaza. Opportunities include establishing temporary pop-ups and art installations, outdoor fairs and markets, extended patio spaces, incorporating new landscaping and tree planting, as well as permanent green spaces that support biodiversity and climate resilience. For temporary pop-up installations, consider referring to the not-for-profit organization plazaPOPs or other similar initiatives.

Where surface parking lots continue to exist, the lot should be upgraded to reflect the City's Design Guidelines for *'Greening' Surface Parking Lots.*

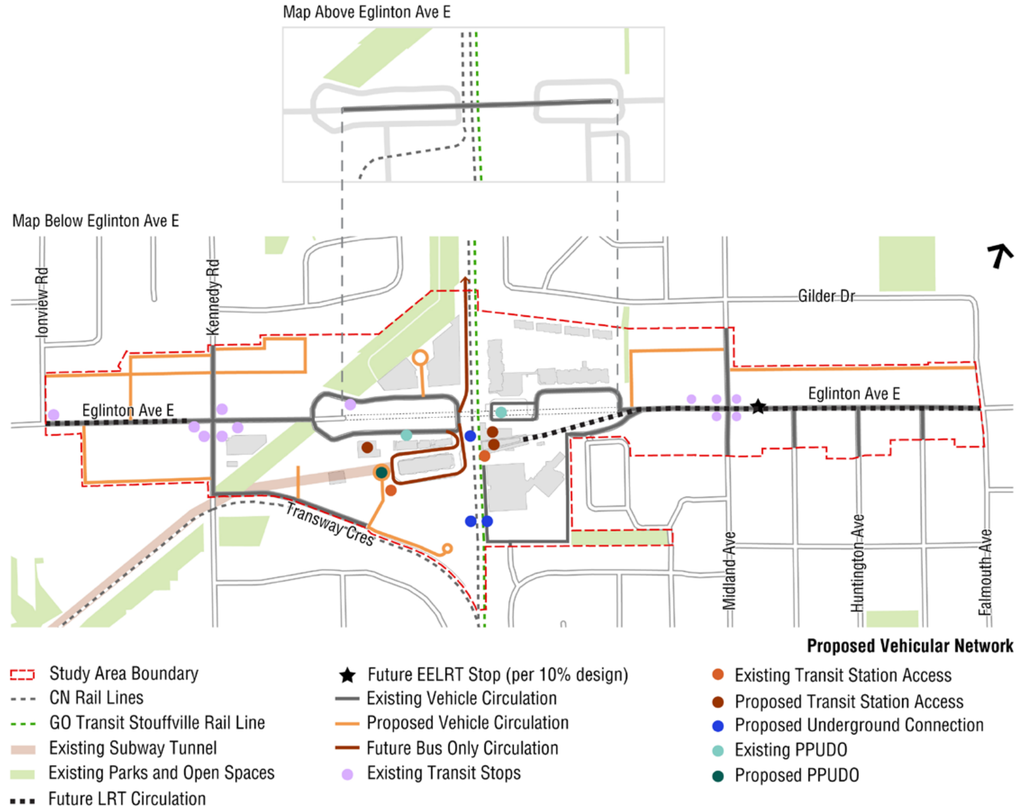


Figure 3.13 Proposed Vehicular Network

3.6 Strengthen the Parks and Open Space System

3.6.1. Parks and Open Spaces

With limited existing parks and open spaces in the Study Area, a variety of new and/or enhanced public parks and open spaces are needed to support the well-being of residents, visitors, and commuters. As the area continues to redevelop, there is opportunity to expand, enhance, and better connect the parks and open space system to foster more opportunities for year-round programming, placemaking, social cohesion, and active and passive recreation. Expansion of the public parks system is essential to support growth and address low parkland provision in the area.

The Study Area's parks and open space system is also important to help achieve the City's goal to reduce greenhouse gas emissions by 80% by 2050. Improving the parks and open space system can advance resilience, help manage air quality, enhance biodiversity and habitat health, minimize stormwater run-off and reduce flooding, provide shade in the hotter months, protect for sunlight in the colder months, and create comfortable thermal conditions for all users.

Toronto's parks and recreation facilities offer communities spaces to play, connect, learn, exercise, and celebrate. The *Parks and Recreation Facilities Plan* (formerly the Parks and Recreation Facilities Master Plan) is a 20-year plan that guides the growth and investment in park facilities across the city. The Plan is currently being reviewed and updated to ensure it continues to reflect the changing needs and priorities of residents. A multi-phase, city-wide community engagement process is currently underway and will inform the updates. Updates to these plans and strategies will be presented to City Council in the Fall of 2025.

Figure 3.14 Grange Park, Toronto, ON

Figure 3.15 McCowan District Park, Toronto, ON

Figure 3.16 Landscaped Open Space, University of Toronto - Scarborough Campus, Toronto, ON

3.6.2 Parkland Priority Areas

Parkland Priority Areas highlight notable opportunities to create significant new parkland. They are to be located and designed through the redevelopment process as accessible and prominent features of the public realm. To maximize their utility and ensure high-quality parks, the parks planning process will be guided by the relevant policies in the Official Plan, and the vision and framework provided by the Parkland Strategy. Additional parks will be provided on sites outside the Parkland Priority Areas, where appropriate.

The Don Montgomery Community Recreation Centre falls into one of the Parkland Priority Areas and is a key recreational facility that includes one of 50 indoor arenas owned by the City. The outcomes of the *Parks and Recreation Facilities Plan*, *Ice Facilities Strategy*, and *Parkland Strategy* review may present medium- and long-term opportunities and recommendations for facilities and parkland within the Study Area, as well as the Don Montgomery Community Recreation Centre.

3.6.3 Hydro Corridor

Within the Study Area boundaries, the Gatineau Corridor Trail within the hydro corridor should be maintained as a publicly accessible open space and multi-use trail that runs north and south of Eglinton Ave E.

To support the City's climate resilience goals, which include reducing heat exposure and impervious surfaces, consideration should be given to converting the existing parking lot within the hydro corridor (south of Eglinton Ave E) into publicly accessible open space that supports biodiversity and provides a range of passive and active recreational opportunities.

Design interventions may include community gardens, walking trails, flexible spaces, clear signage, and wayfinding, as well as large planting areas to support biodiversity. Overhead lighting should be incorporated where feasible to improve user safety, particularly during dark conditions.

3.6.4 Gateways, Corner Plazas, and Transit Plazas

New gateways, corner plazas, and transit plazas should be incorporated throughout the area's public realm. Large building setbacks should be provided along Eglinton Ave E to accommodate plaza extensions and streetscape elements. See Section 3.8.3 for more details on setbacks.

Figure 3.17 Ethennonnhawahstihnen Park, Toronto ON

Figure 3.18 Victoria Park Transit Plaza, Toronto, ON (Credit: Brown + Storey Architects)

Plazas are generally open, largely hard-surfaced gathering spaces that can have flexible programming, foster placemaking opportunities, and serve as connections and linkages people can move through, visit, and relax. They can also include public art, helping to further shape the identity and character of a place.

Larger outdoor transit plazas associated with the transit stations are to be provided to accommodate crowds and greater volumes of pedestrians, cyclists, and transit users in a safe and efficient manner. The transit plazas should be designed as landmarks and focal points that act as an extension of both the outer and inner station areas. Defined path(s) of travel should be established where MUTs and/or bikeways travel through or near transit plazas to differentiate pedestrian and cycling zones. These paths should be differentiated from pedestrian areas using different surface materials, separation, and accessibility elements such as tactile indicators, in accordance with City standards and guidelines.

Transit plazas should be well-connected to the transit stations and broader active mobility networks through continuous pathways as well as incorporate wayfinding signage and lighting features, street furniture (i.e. seating, bicycle parking), hard and soft landscaping including tree planting. The design of transit plazas should provide opportunities for gathering, maximize safety and security, offer year-round thermal comfort for users, and provide weather protection areas.

A **transit plaza** makes up the public open space within and around a transit hub. The outdoor space can serve as a gathering and waiting area and gateway for transit. Transit plazas use can different materials that signal the proximity to transit hub.

PPUDOs may be adjacent and seamlessly connected to transit plazas if required and should be located to avoid conflicts with transit and active transportation users.

Establishing corner plazas at the intersections of Eglinton Ave E at Ionview Rd and Gilder Drive/Falmouth Ave is recommended to support active mobility users and provide a place of rest during travel.

The two existing intersections along Eglinton Ave E at Kennedy Rd and Midland Ave shall be designed as distinct gateways to signal a major transit destination, while maintaining a legibility similar to the design of transit hub plazas. The two gateway intersections are intended to provide waiting areas for transit stops, wayfinding elements, weather protection and shade elements, tree planting, and street furniture such as seating and garbage receptacles.

Where gateways and corner plazas exist or are proposed, new buildings should be set back generously from the property line.

Gateways and **corner plazas** are located at intersections and provide large waiting areas for pedestrians to wait and cross. Corner plazas often include transit stops with seating, trees planting shade elements, wayfinding and signage and opportunities for public art.

Figure 3.19 Corner Plaza, Toronto, ON

Figure 3.20 Corner Plaza, Toronto, ON

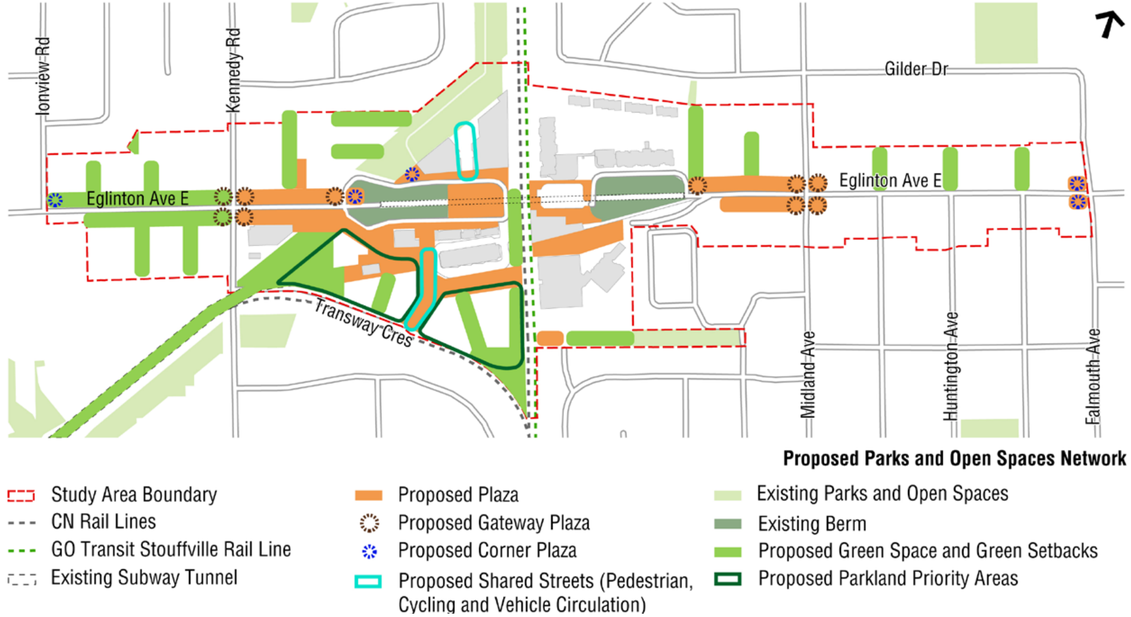


Figure 3.21 Proposed Parks and Open Spaces Network

3.7 Expand the Urban Tree Canopy and Support Green Streets

3.7.1 Urban Tree Canopy

To achieve the City's goal of increasing its tree canopy cover to 40% by 2050, all parks, open spaces and streets should include tree plantings with sufficient soil volumes (minimum 30 cubic metres per tree) to allow tree growth and enhance canopy coverage. Tree plantings should comply with the latest design standards established by the City's Urban Forestry and Transportation Services divisions.

The interface between trees and utilities and provision of adequate soil volume will be coordinated early in the process to create a suitable environment for tree growth. In the event where existing utilities create a conflict for tree planting, green street solutions should be incorporated to enhance user experience, stormwater management, biodiversity, and habitat health.

Large shade casting trees should be planted along all streets. On redevelopment sites, higher targets of tree preservation are recommended, and existing street trees will be protected by the City's tree protection by-laws.

3.7.2 Green Streets

As per the Toronto Green Standard, all new streets are to be designed as green streets that include elements such as bioretention cells and planters, rain gardens, bioswales, enhanced grass swales, green gutters, permeable pavement. Street trees with sufficient soil volumes shall be incorporated within the public boulevards to expand the urban forest and support human and environmental health.

Where possible, existing streets should incorporate green street elements that support resilience and sustainability, including but not limited to green infrastructure features and enhanced plantings. Green infrastructure which achieves the most co-benefits should be prioritized.

Using appropriate design elements, green infrastructure functions can also be integrated with cycling infrastructure, where possible.

Open planting environments that support green infrastructure, such as bioswales, open planters, and curb extensions (see Section 3.8.6) should be prioritized to enable ease of maintenance. This design approach will also support the long-term health and growth of plantings and create a safe and pleasant pedestrian experience.

Utility conflicts should be identified and mitigated early to enable unencumbered boulevard space for green infrastructure and tree planting. Strategies such as joint utility trenches should be considered.

Figure 3.22 Tree Planting Within Curb Planters, Toronto, ON

Figure 3.23 Tree Planter with Curb Openings to Allow for Rainwater Collection, Toronto, ON

Street trees provide shade, improve air quality, reduce the urban heat island effect, reduce storm water runoff, and overall enhances the urban landscape. Street trees located in the public boulevard are encouraged to be planted in open trench areas.

Green streets include natural or human-made elements such as trees, horticulture, permeable surfaces, or stormwater management systems that provide ecological and hydrological functions. For the latest standards and specifications, refer to the City's *Design Criteria for Green Infrastructure in the Right-of-Way (Sept 2021)* as well as the Green Streets Technical *Guidelines and Toronto Green Standard*.

Green infrastructure refers to the natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure elements may include but is not limited to bioswales, bioretention open planters, berms, and landscape medians.

Figure 3.24 Streetscape with a Double Row of Tree Planting, Toronto, ON

Figure 3.25 Green Gutter and Bikeway, Toronto, ON

Figure 3.26 Tree Planting with Understorey Planting, Toronto, ON

Figure 3.27 Terraced Planters at Hamilton GO Station, Hamilton, ON

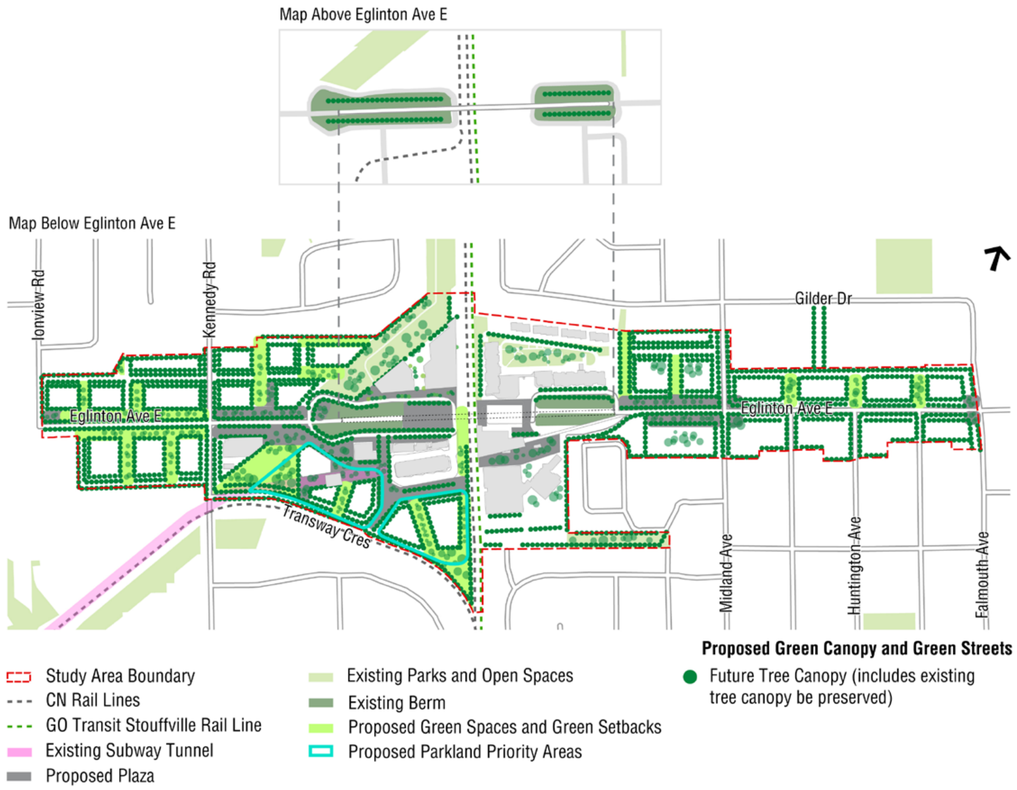


Figure 3.28 Proposed Green Canopy and Green Streets

3.8 Improve the Streetscapes

3.8.1 Streetscapes

Improvements to the Study Area's streetscapes are necessary to improve the overall public realm experience and support active mobility users and connectivity year-round. This sub-section identifies additional streetscape elements that can improve the public realm.

A **streetscape** includes paving and sidewalks, lighting, trees and other plantings, as well as street furniture, and is generally framed by buildings and open spaces.

3.8.2 Street Furniture

The incorporation of street furniture will create a more comfortable, safe, clean, and vibrant public realm that supports the active and passive needs of all users, including opportunities for placemaking.

Street furniture provides free and publicly accessible amenities for pedestrians and cyclists. Street furniture elements include but are not limited to benches, transit shelters, waste receptacles, publication box corrals and kiosks, postering structures, and information pillars. Refer to standards in the *City of Toronto Streetscape Manual User Guide*.

Street furniture such as seating (e.g. benches, planter wall seating), waste receptacles, water fountains, bicycle parking, wayfinding elements and information pillars should be incorporated into the public realm, including between open planted areas and boulevards, and is recommended in Privately Owned Publicly Accessible Spaces (POPS).

Street furniture should be appealing, well-designed, well-maintained, and barrier-free for all users.

Where possible, covered cycling parking facilities shall be provided, and new developments should include indoor bicycle parking facilities with public access to support cyclists and encourage commuting via bicycle.

3.8.3 Setbacks

Opportunities to expand the public realm and include larger setbacks should be considered as the area continues to redevelop. All new developments should have large setbacks to accommodate tree planting and further setbacks should be provided when abutting parks, open spaces, and plazas. Large setbacks along Eglinton Ave E should be explored to establish urban plazas that could serve as extended gateway plazas.

Figure 3.29 Street Furniture, Sterling Way, Toronto, ON

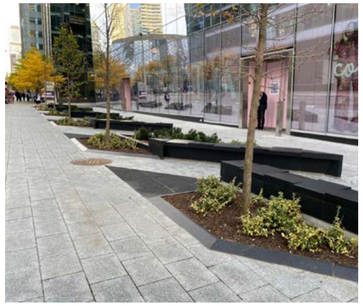


Figure 3.30 Street Furniture, Simcoe St, Toronto, ON

Setbacks should generally include lush plantings, trees, custom paving, lighting elements, seating, and other street furniture. Public art and/or other architectural or landscape features can be incorporated into the setbacks.

Setbacks are the distance between a building and a property line. Setbacks should be landscaped areas that act as an extension of the public sidewalk and are generally publicly accessible.

3.8.4 Protected Intersections

Upgrades from the existing condition to protected intersections are recommended at key intersections where feasible. Design elements such as separated cycling and pedestrian crossings, curb extensions, signage, and those which improve pedestrian visibility should be considered. Tactile surfaces as well as visual and audio signals can be incorporated to support people with disabilities.

For areas with heavy bus traffic, consider protected intersections and bus stop integration with the intersection. Locations with a higher volume of turning buses and trucks warrant greater consideration for protected right and/or left turn signal phasing.

3.8.5 Raised Crosswalks and Intersections

Raised crosswalks and intersections should be incorporated at stop-controlled intersections where local streets and mid-block connections are proposed. Raised crosswalks should be considered on existing streets that lead to transit station entrances. Raised crosswalks and intersections provide a safe pedestrian experience and act as a traffic calming element. Raised crosswalks along TTC routes as well as at signalized or uncontrolled intersections should be evaluated through further study.

For the latest standards, refer to the Road Engineering Design Guidelines and Engineering & Construction Services detail *T-310.030-12* and *T-310.030-13*.

Protected intersections improve the safety and visibility for all road users at intersections. Protected intersections can include elements such as corner islands, curbs, and road markings to separate bikeways and sidewalks from vehicle traffic. At protected intersections, the full visibility of pedestrians and cyclists crossing are to be prioritized and vehicles making right turns should be set back from the curb. The design often separates pedestrian, cyclist, and vehicle traffic signals, with vehicle traffic having a longer wait time. For the latest standards on protected intersections, refer to the *Ontario Traffic Council - Protected Intersection Guide*.

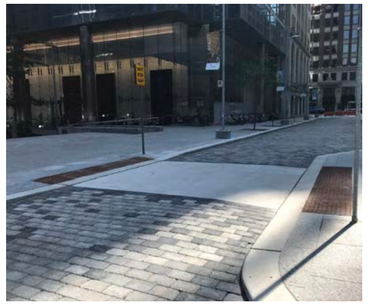


Figure 3.31 Raised Crosswalk, Temperance St, Toronto, ON

Figure 3.32 Protected Intersection at St. George St. and Bloor St, Toronto, ON

3.8.6 Curb Extensions

Curb extensions can improve the safety and comfort of active mobility users as they contribute to reducing vehicle speeds at intersections and crosswalks. Curb extensions should be provided at the intersections of existing local streets where vehicular lane width reduction is not possible.

Where possible, curb extensions should be designed as rain gardens or butterfly gardens. For the latest standards on rain garden design, refer to the Green Streets Guidelines.

Where possible, new and existing streets should incorporate curb extensions that could be designed as rain gardens or large, planted areas that also provide separation between the sidewalk and vehicular traffic. This design approach will also support the long-term health and growth of plantings as well as create a safe and pleasant pedestrian experience.

Curb extensions, also known as **sidewalk bump-outs** are sections where the road is narrowed, and pavement width is reduced to extend a curb into the roadway to enhance safety and visibility of pedestrians waiting at intersections.

3.8.7 Shared Streets

Redevelopment of existing sites and streets should consider opportunities to introduce a Shared Street, where active transportation is prioritized. Shared Streets include street design elements that minimize motor vehicle volumes and slow the flow of remaining vehicles. Shared Streets are most likely to reinforce pedestrian and cycling priority where pedestrian and cycling volume exceeds motor vehicle volume.

Shared Streets are streets that blend and blur the spaces and zones of the street – sometimes designed without curbs. Different modes share the space together, but pedestrians typically have the highest priority. Shared streets can also support a variety of uses and all modes of travel are expected to travel no faster than walking speed. Refer to the Complete Street Guidelines for more information.

3.8.8 Aboveground and Underground Utilities

Existing aboveground utilities located immediately adjacent to or within the existing sidewalks, such as hydro poles, fire hydrants, and vaults, may impede active mobility and connections proposed through this Master Plan and/or new development projects. Where possible, aboveground utilities should be relocated away from pedestrian and cycling

Figure 3.33 Sidewalk Bump-out, Montreal, QC

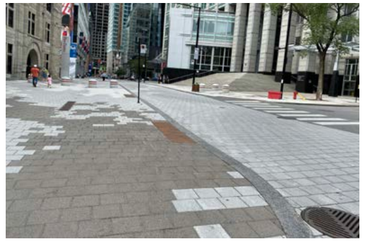


Figure 3.34 Shared Street, Montreal, QC

Aboveground utilities can include hydro poles, fire hydrants, gas meters, electrical boxes, intake/exhaust vents, transformers, air conditioners, and vaults. Utility locations can be found on both the public boulevard and within private properties.

circulation to maximize sidewalk width and accommodate street furniture, including active mobility and public amenities.

Private developments should locate utilities such as gas meters, electrical boxes, intake/exhaust vents, transformers, and air conditioners away from the public realm and preferably on secondary facades.

Daylighting of the existing utilities should be completed early in the design process to identify and mitigate conflicts. Where possible, existing underground utilities should be relocated to maximize available soil volume for street tree planting.

Where possible, aboveground hydro transmission wires should be relocated underground to achieve the final public realm condition. For any aboveground utilities remaining in the public realm, consider integrating public art opportunities through the City's StreetART Toronto program.

New utilities should be located to maximize green infrastructure and tree planting. This could include strategies such as joint utility trenches to create an unencumbered boulevard space.

Underground utilities generally include water and sewer pipes, gas lines, communication lines, etc. These utilities can be located in the roadway or in the public realm, away from the planting zone.

3.8.9 Wayfinding

An outdoor wayfinding strategy should be developed as part of the implementation of this Master Plan. The wayfinding strategy should enhance the user experience and safely orient all vehicles, active mobility and transit users to various locations and connections. Wayfinding elements may include physical features such as painted directional elements, paving, materiality, and easily visible signage. Passive wayfinding opportunities should also be considered through the application of intuitive site design and physical features.

Wayfinding should be improved for vehicles and transit users navigating the Transit Plaza. Interim wayfinding signage should be established in the near-term and implemented over the three phases of this Master Plan, to highlight interim circulation options during construction.

Refer to the City's *TO360 Wayfinding project* for more information.

3.8.10 Lighting

Adding lighting to streets, underground connections, plazas and open spaces can support a sense of safety, pedestrian activity and placemaking. Adequate lighting can encourage greater use of public space by providing increased visibility and improving transition from day to evening use. Street and pedestrian scale lighting should be included where feasible.

Figure 3.35 Decorative Screening for Utilities, Toronto, ON

Figure 3.36 Ventilation Shaft, Germany (Credit: German Design Award/Miti ska-Wager Architects)

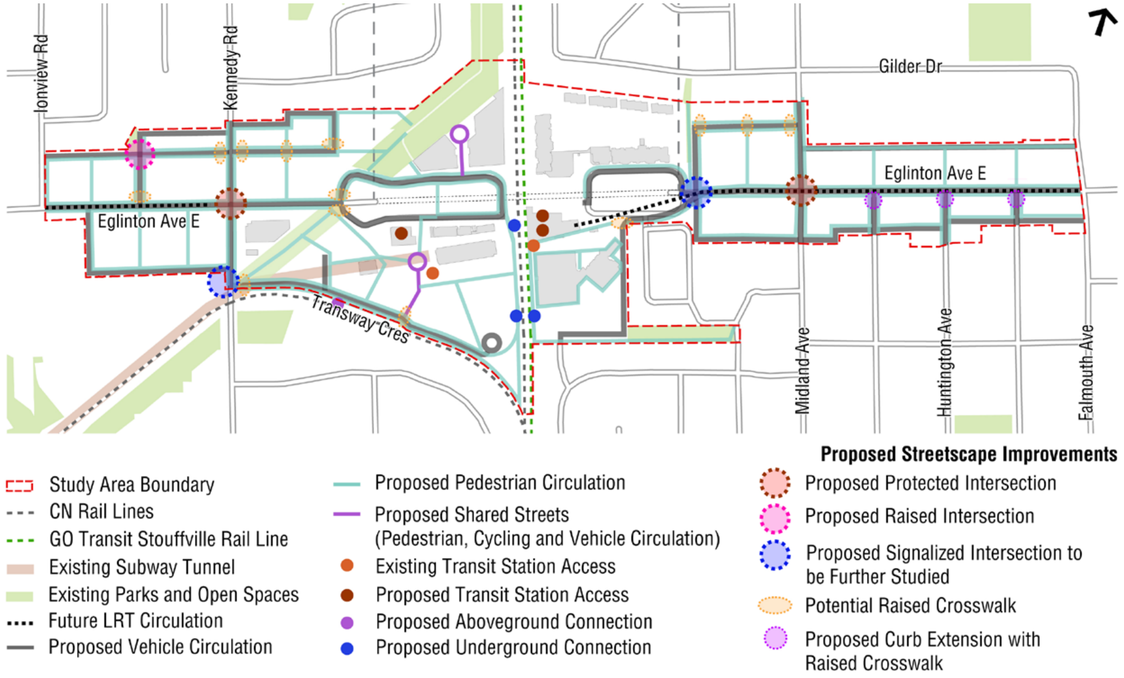


Figure 3.37 Proposed Streetscape Improvements

3.9 Explore Opportunities for Indigenous Place-Keeping

Indigenous place-keeping and stewardship should be considered in addition to other place-keeping opportunities within the public realm. Where possible, the public realm design may acknowledge Indigenous presence (past, present, and future) through a range of elements, such as through the integration of Indigenous plantings and natural features, public art, educational signage, and other materiality.

Future developments are encouraged to undertake research to learn more about local Indigenous histories. Public realm improvements that honour Indigenous place-keeping should be identified through collaboration with Indigenous communities.

Figure 3.38 Trillium Park, Toronto, ON

Figure 3.39 The Heart Garden, Toronto, ON

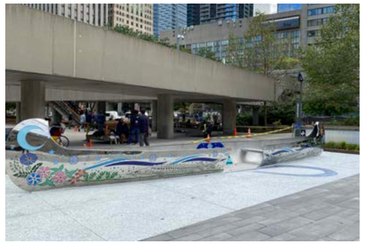


Figure 3.40 Toronto Peace Garden, Toronto, ON

Figure 3.41 Assinaboine Park, Winnipeg, MB

Indigenous place-keeping is increasingly being incorporated into urban design. It includes honoring and respecting the Indigenous practice and worldview of recognizing the rights of landscape as a living being and considering our collective responsibilities to a place both now and in the future. Indigenous place-keeping thinks beyond our immediate benefits and defines a relationship of reciprocity to all living things and systems and how they work together.

3.10 Elevate Public Art

Public art can take many forms and play a role in animating the public realm as well as help celebrate and strengthen a community's character, sense of place and identity.

Various public art projects have existed within the Study Area, particularly near the Kennedy TTC Station, ranging from dioramas, murals on the walls of the TTC Station, community recreation centre and traffic signal boxes, as well as temporary installments for festivals. Some public art has since been removed due to construction.

The incorporation of public art within the transit stations and plazas, intersection gateways, and corner plazas would help to establish Kennedy Station as a vibrant transit hub where people gather and move through, whether it be at the beginning, middle, or end of their daily journeys.

Other opportunities for public art include but are not limited to areas within street furniture zones, the Gatineau Corridor Trail, Transit plazas and gateways, underground and aboveground connections, parks and open spaces, streetscapes, and other public realm elements.

Developments of significant scale and/or in prominent locations should integrate public art in the public realm, or in publicly visible and accessible locations on site, in accordance with the City's *Percent for Public Art Program.*

New development and transit investments should support the implementation of the Toronto Public Art Strategy.

Further study is required to identify previous public art displays within the Study Area, including those that were removed due to transit and/or development-related construction. A dedicated Public Art Master Plan for the Study Area should be explored to incorporate public art where possible within and immediately adjacent to the public realm.

Figure 3.42 Public Art at Kennedy Station, Toronto, ON (currently removed) (Credit: Station Fixation)

Figure 3.43 Scarborough Proud Public Art, Toronto, ON (Credit: Amir Akbari)

Figure 3.44 Scarborough Public Art Sign, Toronto, ON (Credit: Scarborough Arts)

3.11 Create a Comfortable Public Realm Year-Round

A thermal comfort study was completed for the Study Area as part of a broader City initiative focused on establishing City-wide *Thermal Comfort Guidelines.*

The thermal comfort study for the Kennedy Station area analyzed existing, short-term, and long-term thermal comfort scenarios based on Master Plan recommendations and projected development for the Study Area. The study reviewed several key areas around Kennedy Station in more detail, including the Eglinton Ave E overpass, Eglinton Ave E transit plaza under the overpass, and the Kennedy GO and EELRT station plaza.

This analysis determined that the Study Area generally achieves the City's thermal comfort targets and is generally comfortable based on the City's thermal comfort metrics. The analysis revealed how the area may be impacted by the introduction of public realm improvements, such as additional tree canopy, as well as new developments and transit infrastructure. Potential mitigation measures were identified to improve overall public realm comfort over the thirty year Master Plan horizon.

As public realm improvements are implemented through the Master Plan phases, the percentage of time considered comfortable across the Study Area increases by an average of 12% by the long-term scenario. This improvement is primarily the result of reduced wind speed across the area from the incorporation of trees, increased building density and associated streetscaping.

During the summer months, conditions across the area for all scenarios in the key areas exceed the '65% of time comfortable' threshold, reaching an average of approximately 90%.

Where percentage of time considered comfortable was identified to decrease, particularly in the winter and shoulder seasons in the Study Area, mitigation measures recommended in the thermal comfort study and Master Plan should be incorporated where possible. This includes but is not limited to dense vegetation, porous structures, and glass wind screens for the length of Eglinton Ave E overpass.

Human thermal comfort is influenced by external conditions including air temperature, wind speed, humidity and radiant temperature, as well as personal characteristics such as an individual's level of activity or choice of clothing.

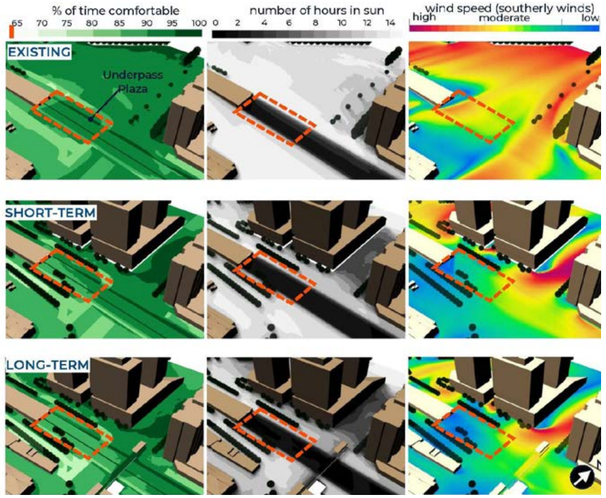


Figure 3.45 Thermal Comfort Analysis for Existing, Short-Term, and Long-Term Conditions during Summer at Eglinton Ave E Overpass

Chapter 4: Design Demonstrations

Chapter 4: Design Demonstrations

This chapter provides detailed area-specific design guidance for the five Core Areas of the Master Plan. It includes a series of cross-section and plan drawings.

The area-specific design demonstrations in this chapter should be read in conjunction with Chapter 3: Master Plan and Section 5.1: Conceptual Phasing. References to phasing may also be included in this chapter.

The conceptual cross-section and plan drawings in this chapter are intended to guide future design and assist with integrating several recommendations in a coordinated way, and are subject to feasibility analysis, available funding, public consultation, detailed evaluation, and Council approval, using standards and best practices current at the time of implementation.

Refer to the City's *Transit Design Guide* for additional design guidance related to transit stations.

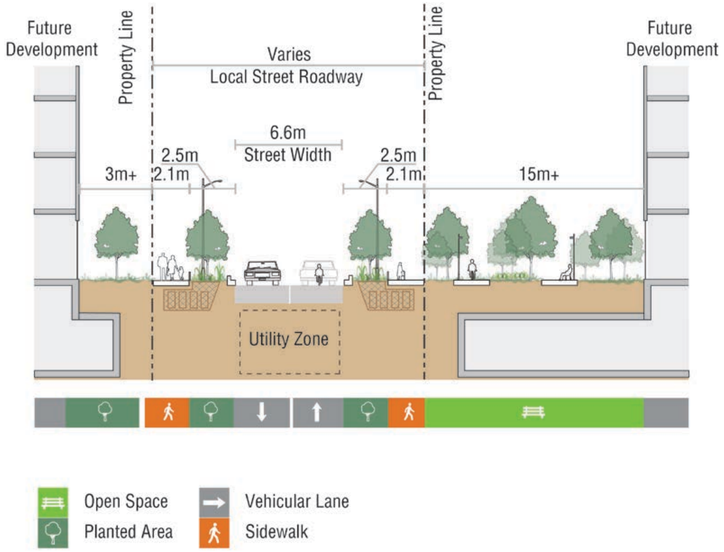


Figure 4.1 General New Street Design

4.1 General Design Recommendations for Study Area

All new streets within the Study Area should:

- Be designed as per the latest standards, including but not limited to the City of Toronto's Development Infrastructure Policy & Standards
- Include a minimum of 3.0 m to 5.0 m building setback
- Include a minimum of 15.0 m building setback where open spaces, and/or corner plazas are proposed
- Provide underground garage setback to allow for natural soil in the setback area to support large growing healthy trees, promote water infiltration, and accommodate landscape screening along any exposed garage structures due to grade changes
- Where possible, align underground garage setback with building setback
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures within the building setback
- Provide a 6.6 m wide vehicular roadway width
- Include the following on both sides of the street:
  - 2.5 m wide furnishing and planting zone with tree planting in flush, open trench planters to include rain gardens/ bioswales, as well as street furniture and lighting elements
  - 2.1 m to 2.5 m minimum pedestrian clearway width
- Where a mid-block crossing is recommended, consider designing it as a raised crosswalk (refer to the Road Engineering Design Guidelines)
- Locate all new utilities in the roadway to minimize conflict with new street tree plantings and other green infrastructure elements

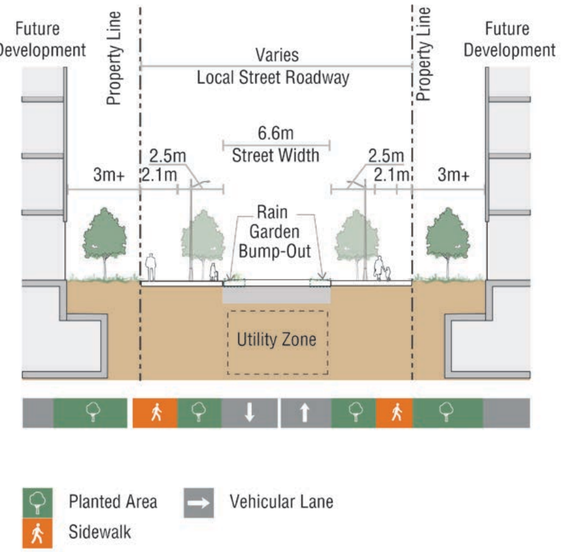


Figure 4.2 General New Street Design with Raised Pedestrian Crossing at Mid-Block

The conceptual design of Eglinton Ave E should:

- Reduce the vehicular roadway width from 24.2 m to 20.4 m
- Provide a painted 1.9 m wide bikeway on both sides of the overpass for near-term and medium-term conditions
- Maintain existing sidewalk widths on both sides of the overpass
- Provide feasibility analysis for cantilevering the overpass to widen the bikeways and sidewalks for long-term condition. Include a physical barrier between the roadway and the bikeway

To provide pedestrian comfort on the Eglinton Ave E overpass in the winter months and mitigate wind, consider installing glass wind screens that are approximately 1.5 m to 2 m in height along both sides of its length, and in particular, where people are expected to spend extended periods of time.

Figure 4.3 Painted Bikeways on Dundas St E. Overpass, Toronto, ON

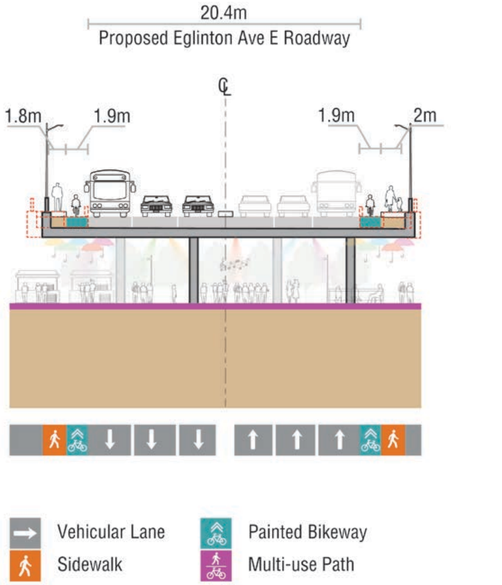


Figure 4.4 General Eglinton Ave E Overpass Design Recommendations

4.2 Design Demonstrations for Core Area 1 – Hydro Corridor

4.2.1 General Design Recommendations

- Provide bikeways along Eglinton Ave E
- Convert existing open space at the intersection of Eglinton Ave E, and Eglinton Ave E (north-western service road) to a corner plaza. Provide pedestrian amenities such as seating, planters, garbage receptacles, decorative unit pavers
- Incorporate a transition zone/ plaza, which includes:
  - Different paving type between the MUT and the plaza area to signal convergence between cyclists and pedestrians
  - Street furniture including seating, bicycle parking, and bicycle repair facilities
- Gatineau Corridor Trail (part of the Meadoway):
  - Extend the existing MUT further south to connect to the future development at 2444 Eglinton Ave E, as well as across Eglinton Ave E (north-western service road) to connect to Eglinton Ave E
  - Provide pedestrian connections to the future redevelopment to the west
  - Include public realm improvements to the Gatineau Corridor Trail such as allotment gardens, meadow restoration, seating, tables, public art, and bicycle parking. Programming is not permitted within a 15 m radius of a transmission tower
  - Include lighting along the trail and any active mobility routes
  - Incorporate tree planting where possible

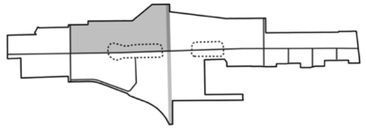


Figure 4.5 Key Map Core Area 1 – Hydro Corridor

Figure 4.6 Public Realm, Scarborough Civic Centre, Toronto, ON (Credit: FORREC)

Figure 4.7 Multi-Use Trail, Waterloo, ON (Credit: Global News)

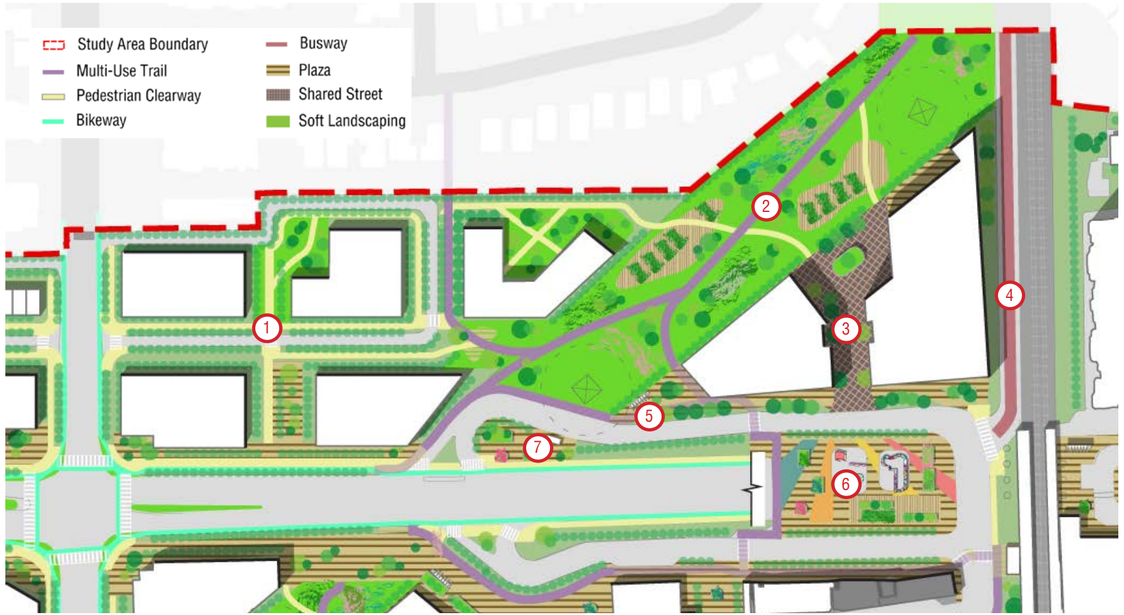


Figure 4.8 Core Area 1 – Hydro Corridor Map

1. New development with new streets, mid-block connections, POPS and green open spaces
2. Hydro corridor
3. 2444 Eglinton Ave Co-op site and development
4. Scarborough busway
5. Transition zone/ plaza
6. Underpass transit plaza
7. Corner plaza

Figure 4.9 Bi-directional Bikeway, Montreal, QC

Figure 4.10 Pedestrian Trail at University of Toronto-Scarborough Campus, Toronto, ON

Figure 4.11 Plaza, Providence, RI

Figure 4.12 Plaza, Montreal, QC

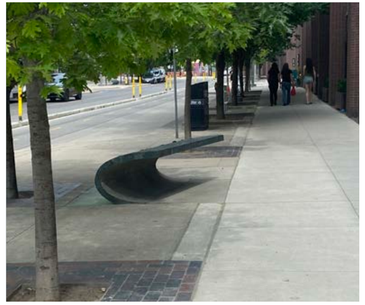


Figure 4.13 Streetscape with Public Art, Toronto, ON

Figure 4.14 Plaza with Mid-block Connection, Toronto, ON

4.2.2 Core Area 1 – Section 1

Design recommendations along Eglinton Ave E, east of Kennedy Rd:

- Maintain 36.5 m existing ROW
- Reduce the vehicular roadway width from 25.5 m to 24 m
- Remove dedicated priority bus lanes (additional study required per RapidTO: Surface Transit Network Plan)
- Provide a 5.0 m wide or greater building setback on both sides of the street to create an extensive public realm and to accommodate tree soil volumes and avoid below grade utilities conflict
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures within the building setback
- On the north side of the street, include:
  - 2.5 m wide furnishing and planting zone to include:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence surrounding the planting areas
    - Existing lighting and hydro poles
  - 2.1 m wide bikeway plus buffer. Explore feasibility analysis for wider bikeways through ROW widening
  - 3.0 m minimum pedestrian clearway (2.3 m on public property, 0.7 m on private property within 5.0 m setback)
- On the south side of the street, include:
  - 2.5 m furnishing and planting zone to with:
    - Tree planting in flush, open trench planters to include rain gardens/bioswales
    - Existing lighting and hydro poles
    - 400 mm tall fence surrounding the planting areas
  - 2.1 m bikeway. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m planted buffer
  - 3.5 m pedestrian clearway on private property within a 5.0 m setback

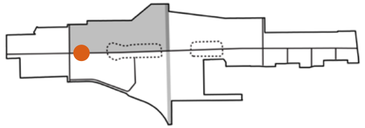


Figure 4.15 Key Map Core Area 1 – Hydro Corridor

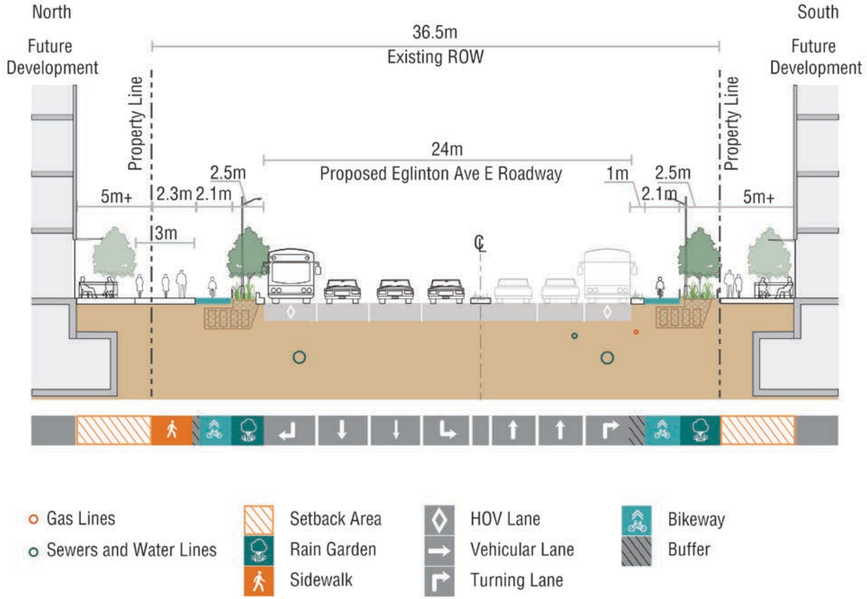


Figure 4.16 Core Area 1 - Section 1

4.2.3 Core Area 1 – Section 2

Design recommendations along Eglinton Ave E (north-western service road):

- Maintain 8.0 m existing vehicular roadway width
- On the north side of the street, include:
  - 3.0 m minimum furnishing and planting zone to include:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence surrounding the planting areas
    - Existing lighting and hydro poles
  - 5.0 m wide pedestrian clearway on private property

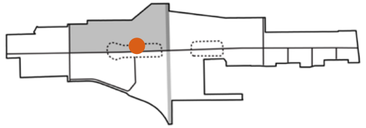


Figure 4.17 Key Map Core Area 1 – Hydro Corridor

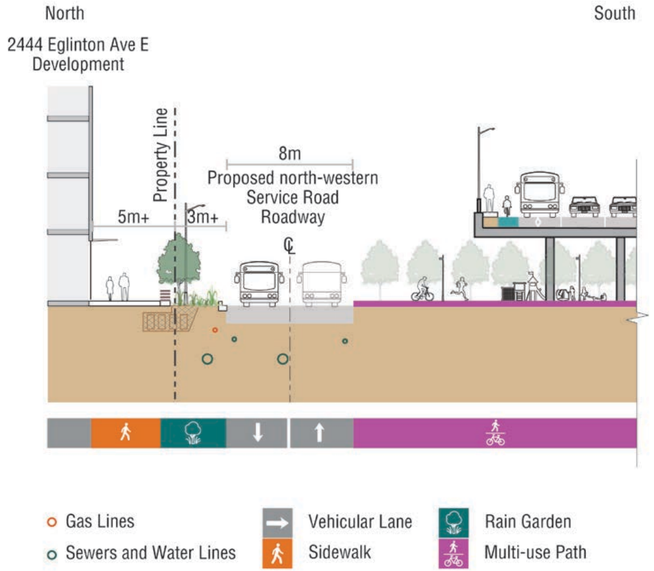


Figure 4.18 Core Area 1 - Section 2

4.3 Design Demonstrations for Core Area 2 – Kennedy Station West

4.3.1 General Design Recommendations

- Provide bikeways along Eglinton Ave E
- All transit plazas in Core Area 2 should be designed as one seamless, continuous space with consistent paving, furniture, and lighting
- Provide additional bicycle parking (including covered bicycle parking) near transit station entrances and the future east-west underground connections
- Any development immediately adjacent to the transit hub should be seamlessly integrated with similar paving, furniture, and lighting elements. Underground pedestrian and cycling connections to the station should also be explored
- Add a pedestrian and cycling crossing at the intersection of Kennedy Rd and Transway Cres to provide a safe connection between the neighbourhoods to the south and west, and to futureproof for any open space improvements and linear connections along the rail corridor (e.g. West Scarborough Rail Trail). Include a transition zone/ plaza at the north-east corner with wayfinding elements
- Provide areas for tree planting where possible
- Incorporate a MUT on the west side of the transit plaza below the Eglinton Ave E overpass
- Provide feasibility analysis for new north-south above grade connection for cyclists and pedestrians
- Consider incorporating a Shared Street into the transit plaza, incorporating continuous unit paving throughout and tree plantings along both sides to enhance tree canopy and provide shaded areas to maximize comfort. Where possible, provide flush, open-air planters with native species that can support green infrastructure elements and stormwater runoff
- If required, include a PPUDO facility at the end of the Shared Street, nearest to the to the transit station entrance. Design the PPUDO area to provide flexible and multi-use programming strategies during off-peak hours
- If possible, integrate the SSE ventilation structure with the new development to minimize presence and provide a coordinated architectural expression for built form (any integration of SSE at-surface assets with future development are subject to discussion with Metrolinx)
- Design the transit plaza below the Eglinton Ave E overpass space to allow for various programming elements, including opportunities for play, public art, community gatherings and farmers markets. Consider the use of similar paving, lighting, and street furniture materials to resemble transit plaza character

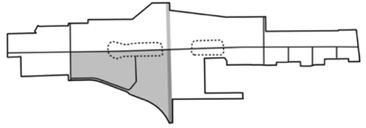


Figure 4.19 Key Map Core Area 2 – Kennedy Station West

To provide pedestrian comfort and mitigate wind in the winter months, include dense planting or porous structures such as public art

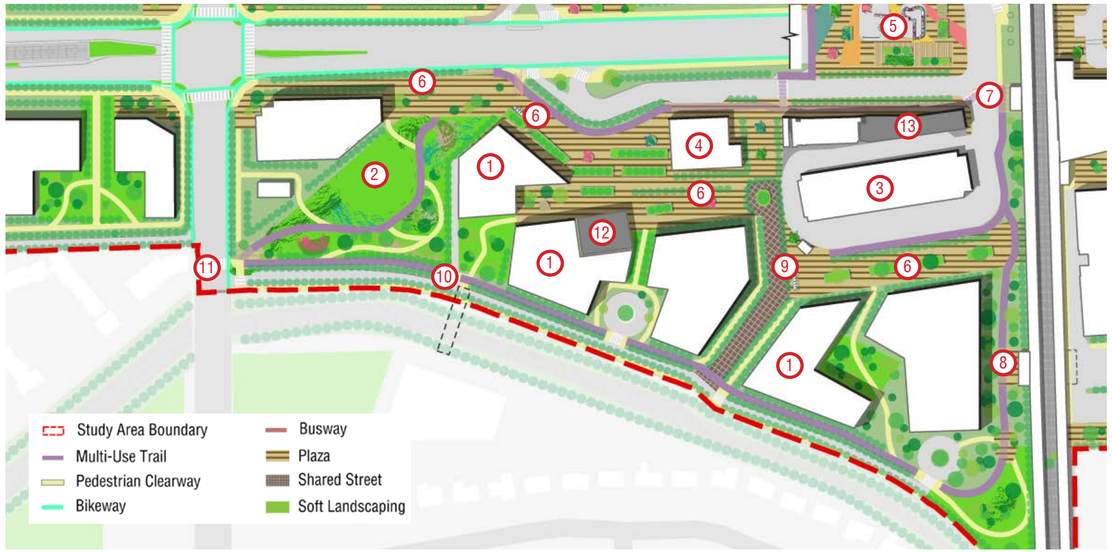


Figure 4.20 Core Area 2 – Kennedy Station West Map

1. New development with mid-block connections, green open spaces, priority park areas
2. Hydro corridor, open green space, priority park areas
3. Existing TTC Kennedy Station and bus terminal
4. ECLRT station building
5. Underpass transit plaza
6. Transit plaza
7. New underground connection
8. Exiting underground connection (to be upgraded)
9. Shared Street and PPUDO
10. Overpass connection
11. East-west pedestrian and cycling crossing (additional study required)
12. SSE ventilation structure
13. SSE structure

Figure 4.21 Shared Street, Toronto, ON

Figure 4.22 Underpass Park, Toronto, ON (Credit: Waterfront Toronto)

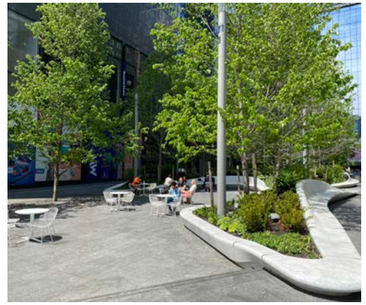


Figure 4.23 Plaza, New York City, NY

Figure 4.24 West Toronto Railpath, Toronto, ON

Figure 4.25 Lansdowne Live Shared Street, Ottawa, ON (Credit: Trinity Group)

Figure 4.26 Plaza, Washington, DC

4.3.2 Core Area 2 – Section 3

Design recommendations along Eglinton Ave E (south-western service road):

- Reduce vehicular roadway width from 10.0 m to 8.0 m
- North side of the street to be designed as an extension of the transit plaza below the Eglinton Ave E overpass with similar paving and furniture elements, including:
  - 2.5 m furnishing and planting zone to include:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence around the planting areas
  - 3.0 m pedestrian clearway
- On the south side of the street, include:
  - 2.5 m furnishing and planting zone with:
    - Tree planting in flush, open trench planters to include rain gardens/bioswales
    - Existing lighting and hydro poles
    - 400 mm tall fence surrounding the planting areas
  - MUT with a width of 4.0 m with consideration for physical separation between pedestrian and cycling where feasible
  - Planting open area with a minimum width of 3.5 m

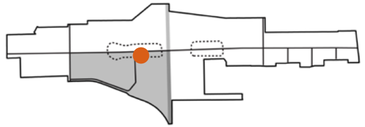


Figure 4.27 Key Map Core Area 2 – Kennedy Station West

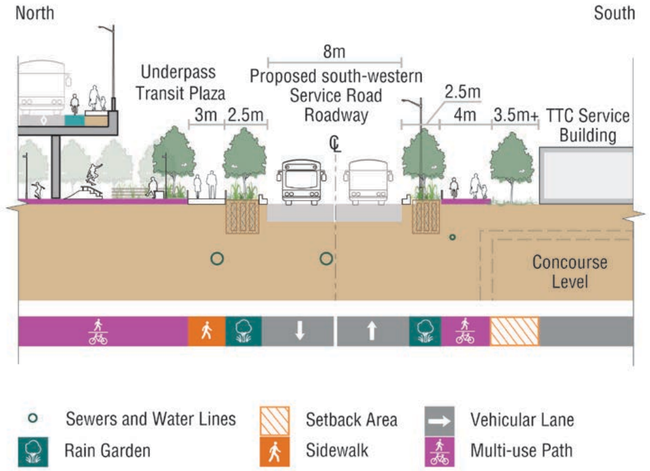


Figure 4.28 Core Area 2 - Section 3

4.3.4 Core Area 2 – Section 4

Design recommendations along Transway Cres:

- Reduce vehicular roadway width from 9.2 m to 8.0 m
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures within the building setback
- On the north side of the road, include:
  - 3.0 m wide or greater building setback to create an extensive public realm and to accommodate tree soil volumes and avoid below grade utilities conflict
  - 2.5 m furnishing and planting zone with:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence surrounding the planting areas
  - MUT with a width of 4.0 m with consideration for physical separation between pedestrian and cycling where feasible
- On the south side of the road, include:
  - 2.5 m furnishing and planting zone with:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence surrounding the planting areas
  - 2.5 m width pedestrian clearway

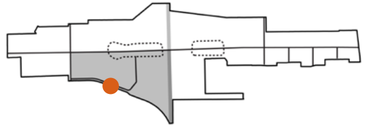


Figure 4.29 Key Map Core Area 2 – Kennedy Station West

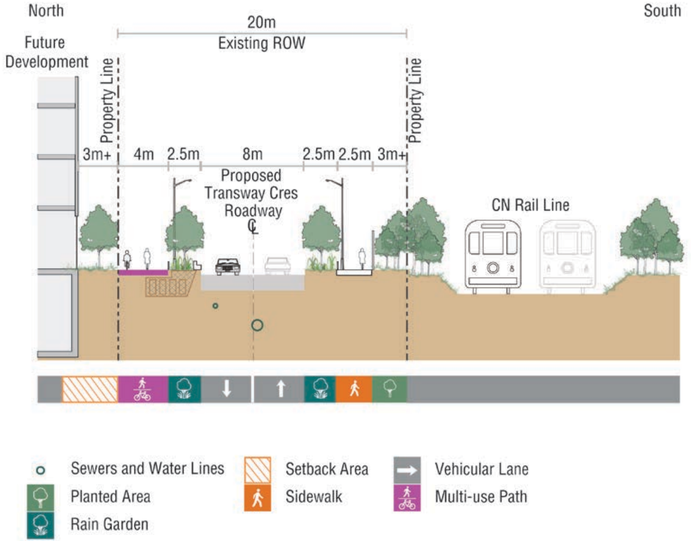


Figure 4.30 Core Area 2 - Section 4

4.3.3 Core Area 2 – Section 5

Design recommendations through the Kennedy TTC Station transit plaza:

Eglinton Ave E (south-western service road)

- Reduce the vehicular roadway width from 9.0 m to 7.0 m
- Reduce the existing PPUDO facility to 2.5 m wide in front of the transit station to be flush with the transit plaza
- Incorporate a MUT with a width of 4.0 m, with consideration for physical separation between pedestrian and cycling where feasible
- Provide a 2.5 m wide transition zone/ plaza with unit paving that differentiates the space, as well as seating and other street furniture

Transit Plaza

- Provide pedestrian clearways with a minimum width of 4.0 m throughout the transit plaza
- Provide enhanced wayfinding and signage to maximize legibility for the transit hub as well as other community landmarks
- Provide tree planting throughout the transit plaza. Where possible, provide flush, open-air planters with native species that can support storm water runoff
- Include public realm improvements such as special unit paving, seating, tables, public art, bicycle parking, decorative planters, as well as space that can be programmed for events or markets

Future Development

- Provide a 3.0 m wide or greater building setback for any proposed development abutting transit plazas to create an extensive public realm and to accommodate tree soil volumes and avoid below grade utilities conflict
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures within the building setback

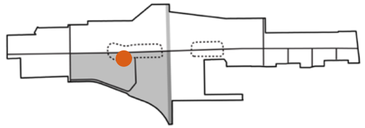


Figure 4.31 Key Map Core Area 2 – Kennedy Station West

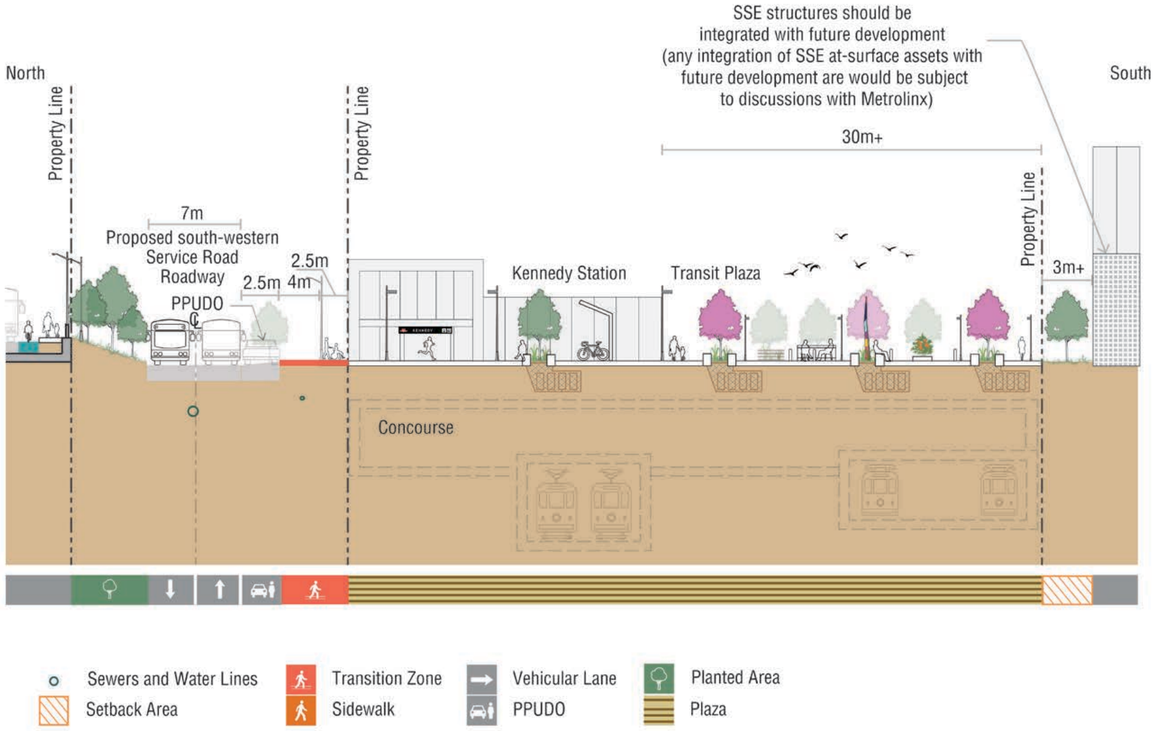


Figure 4.32 Core Area 2 - Section 5

4.3.5 Core Area 2 – Section 6

Design recommendations west of the GO Transit Stouffville Rail Line:

- Within the appropriate rail setback provide:
  - MUT with a width of 4.0 m with consideration for physical separation between pedestrian and cycling where feasible
  - Provide tree planting throughout the setback area. Where possible, provide flush, open-air planters with native species that can support stormwater runoff, including rain gardens/ bioswales
  - Include public realm improvements such as street furniture, pedestrian scaled lighting, seating public art, bicycle parking, and garbage receptacles
- Provide an underground connection for access to Kennedy GO Station. The connection should be designed as an extension of the transit plaza. Include wayfinding elements, weather protection, and a transition mixing zone between pedestrians and cyclists using the MUT

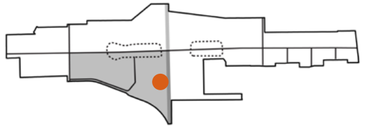


Figure 4.33 Key Map Core Area 2 – Kennedy Station West

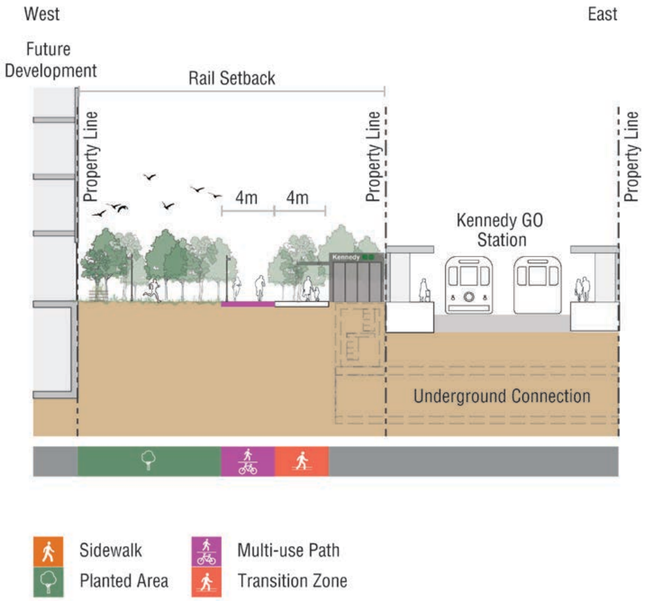


Figure 4.34 Core Area 2 - Section 6

4.4 Design Demonstrations for Core Area 3 – Kennedy Station East

4.4.1 General Design Recommendations

- Provide bikeways along Eglinton Ave E and Midland Ave
- All transit plazas in Core Area 3 should be designed as one seamless, continuous space with consistent paving, street furniture, and lighting
- Provide cycling facilities to access the community centre and the GO station, including additional bicycle parking (including covered bicycle parking) near transit station entrances and the future east-west underground connections
- Provide Bike Share stations with electrification capabilities
- Include enhanced wayfinding and signage for all areas that include transit station entrances
- Futureproof for a secondary entrance to the Kennedy GO and EELRT station building as well as a non-fare paid connection to the Kennedy GO Station PPUDO facility and Rainbow Village complex
- Any development immediately adjacent to the transit hub should be seamlessly integrated with similar paving, street furniture, and lighting elements. Underground pedestrian and cycling connections should also be explored
- Maintain the existing Don Montgomery Community Recreation Centre at 2467 Eglinton Ave E. Provide the following improvements to the public realm:
  - Reduce at grade parking spaces on the north side of the building to accommodate the new EELRT station building, SSE structures and transit plaza
  - Where possible screen SSE structures with plantings, seating, public art and other landscape elements
  - Provide space for outdoor recreational programming and/or new pedestrian and cycling infrastructure in the open space south of the Don Montgomery Community Recreation Centre
  - Maintain existing 6.0 m wide laneway
  - Where possible, tree planting should be added within the existing parking lot to adhere to Toronto Green Standard requirements (1 tree planted per 5 parking spaces)
- If the 2467 Eglinton Ave E site redevelops in the future, the following public realm elements should be studied as part of the master plan:
  - Appropriate setback from the Rail Line to the future residential development
  - A minimum 5.0 m building setback for any proposed development abutting a transit plaza
  - Expanded transit plaza
  - North-south vehicular and cycling connections to Thrush Rd
  - Park location as this block is identified as a Parkland Priority Area
  - Potential underground connection to the existing pedestrian tunnel
  - Additional underground connections to the main Kennedy Station from the development site
  - East-west underground fare-free connections below the rail corridor
  - Bicycle parking and Bike Share station(s)
  - POPS
  - Barrier-free PPUDO facility, if required

Figure 4.36 Transit Plaza in Front of University of Washington Station, SEA (Credit: LMN Architects)

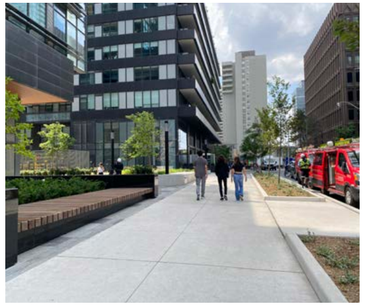


Figure 4.37 Building Setback, Toronto, ON

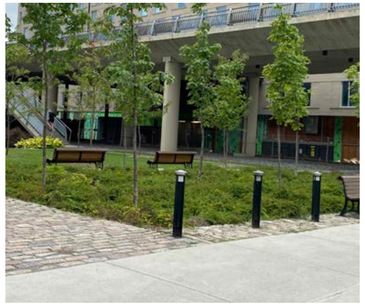


Figure 4.38 Open Space/Courtyard, Montreal, QC

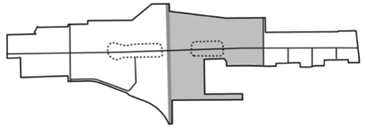


Figure 4.35 Key Map Core Area 3 – Kennedy Station East

Figure 4.39 Cycling Crossing, Toronto, ON

Figure 4.40 Bikeway with Landscaped Buffer, Toronto, ON

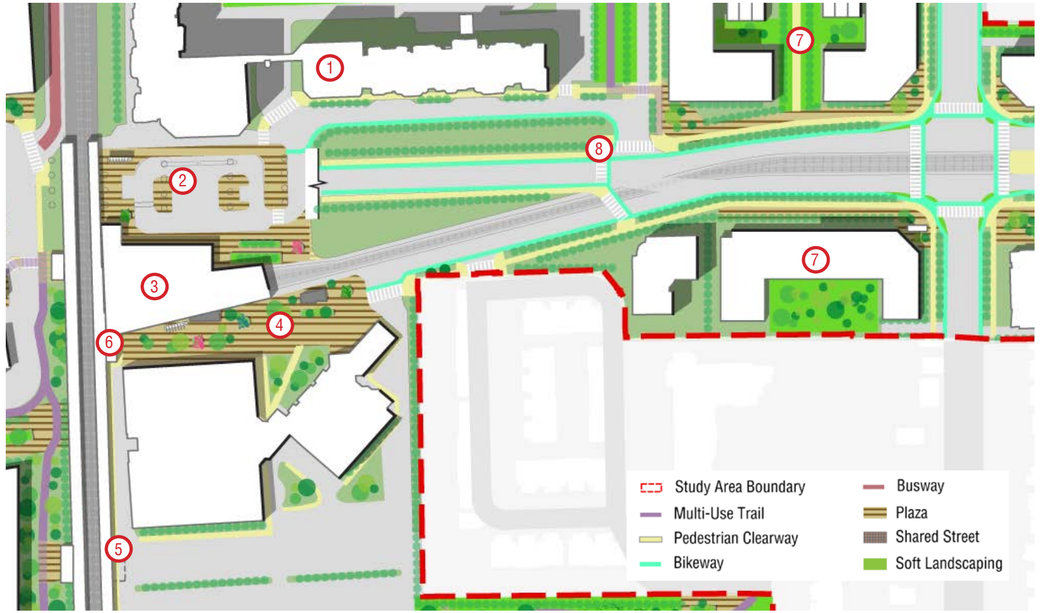


Figure 4.41 Core Area 3 – Kennedy Station East Map

1. Existing Rainbow Village community residences
2. Existing PPUDO in the underpass
3. EELRT and Kennedy GO building
4. Transit plaza
5. New underground connection
6. Exiting underground connection (to be upgraded)
7. New development with new streets, mid-block connections, POPS and green open spaces
8. North-south pedestrian and cycling crossing (additional study required)

4.4.2 Core Area 3 – Section 7

Design recommendations along through the Kennedy GO Station transit plaza:

- Provide a minimum 4.0 m pedestrian clearways throughout the plaza area
- Provide tree planting throughout the transit plaza area. Where possible, provide flush, open-air planters with native species that can support stormwater runoff
- Include public realm improvements such as special unit paving, seating, tables, public art, bicycle parking, decorative planters, as well as space that can be programmed for events or markets

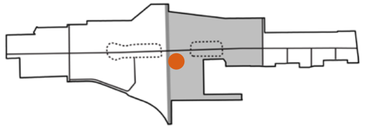


Figure 4.42 Key Map Core Area 3 – Kennedy Station East

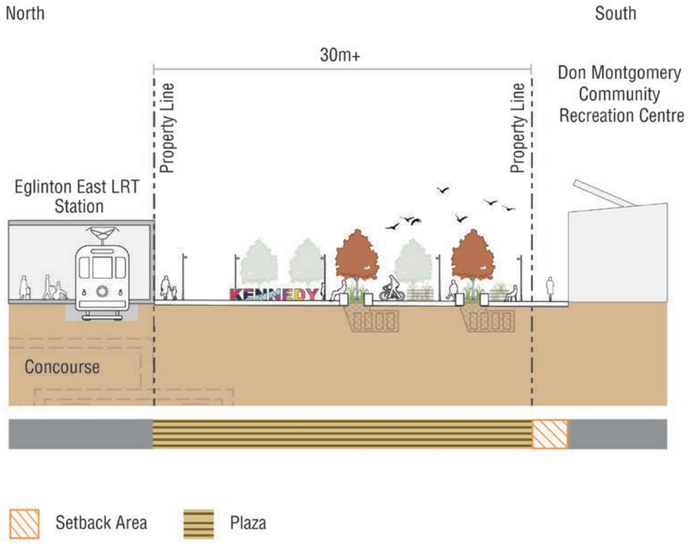


Figure 4.43 Core Area 3 - Section 7

4.4.3 Core Area 3 – Section 8

Design recommendations along Eglinton Ave E (north-eastern service road):

- Streetscape improvements within the underpass, such as a public art mural incorporated into the existing overpass infrastructure
- Reduce vehicular roadway width from 10 m to 9.1 m (including 2.5 m parking lane)
- Relocate the existing on-street parking from the south of the road to the north side
- On the north side of the road, provide:
  - 2.5 m furnishing and planting zone to include:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence surrounding the planting areas
  - On-street parking lane to be staggered with tree planting
  - 2.1 m pedestrian clearway
- On the south side of the road provide
  - 2.6 m bi-directional bikeway
  - 1.0 m planted buffer

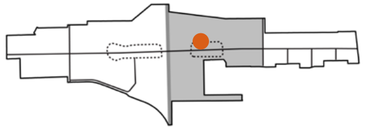


Figure 4.44 Key Map Core Area 3 – Kennedy Station East

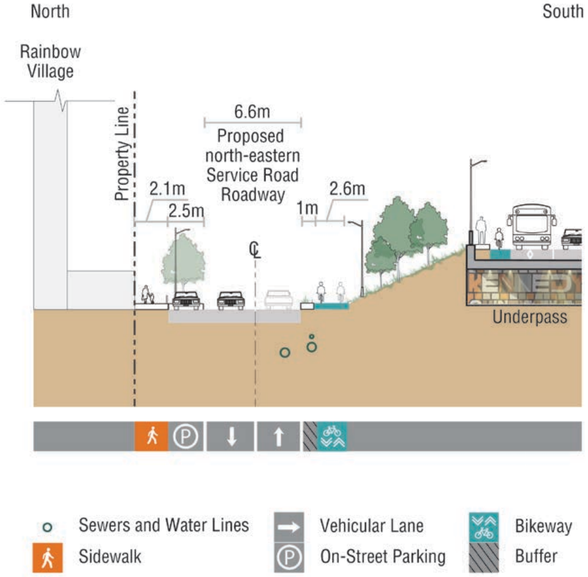


Figure 4.45 Core Area 3 - Section 8

4.5 Design Demonstrations for Core Area 4 – West of Kennedy Rd

4.5.1 General Design Recommendations

- Provide protected bikeways along Eglinton Ave E
- Widen the Eglinton Ave E ROW with setbacks to allow for an extensive public realm that provides shade trees, transit waiting areas, community spaces, retail and cafe storefront spill out space, and comfortable areas for walking, cycling, sitting, gathering

Figure 4.47 Plaza, Toronto, ON

Figure 4.48 East Market Street, NYC, New York (Credit: Groundswell Design Group/ Kate Raines)

Figure 4.46 Raised Crosswalk, Montreal, QC

Figure 4.49 Protected Intersection, Vancouver, BC (Credit: BikePortland/Madi Carlson)

Figure 4.50 Corner Plaza, Albert Campbell Square, Toronto ON (Credit: MBTW)

1. New development with new streets, mid-block connections, POPS and green open spaces
2. Line 5 Eglinton Crosstown LRT
3. Protected intersection

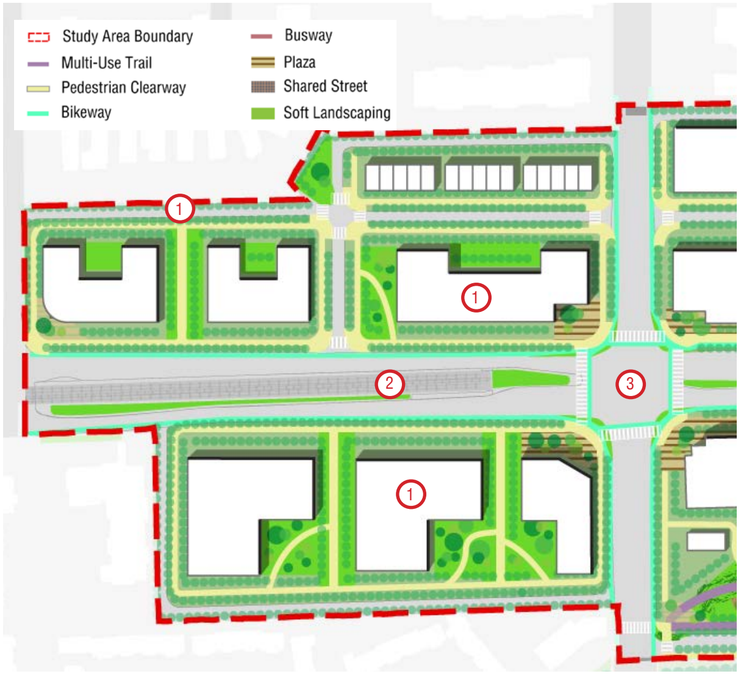


Figure 4.52 Core Area 4 – West of Kennedy Rd Map

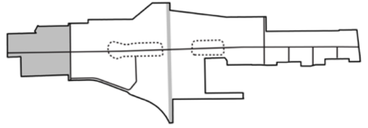


Figure 4.51 Key Map Core Area 4 – West of Kennedy Rd

4.5.2 Core Area 4 – Section 9

Design recommendations Eglinton Ave E west of Kennedy Rd:

- Maintain 44.0 m existing ROW
- Reduce vehicular roadway width from 30.0 m to 26.8 m
- Provide a 5.0 m wide or greater building setback on both sides of the street to create an extensive public realm and accommodate tree soil volumes and avoid below grade utilities conflict
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures in the setback
- On the north side of the road, provide:
  - 2.5 m furnishing and planting zone which includes:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales.
    - 400 mm tall fence surrounding the planting areas
  - 2.1 m bikeway. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m planted buffer
  - 3.0 m pedestrian clearway
- On the south side of the road, provide:
  - 2.5 m furnishing and planting zone which includes:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence surrounding the planting areas
  - 2.1 m bikeway. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m planted buffer
  - 3.0 m pedestrian clearway

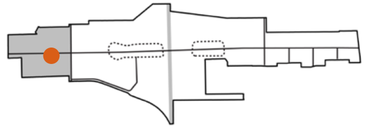


Figure 4.53 Key Map Core Area 4 – West of Kennedy Rd

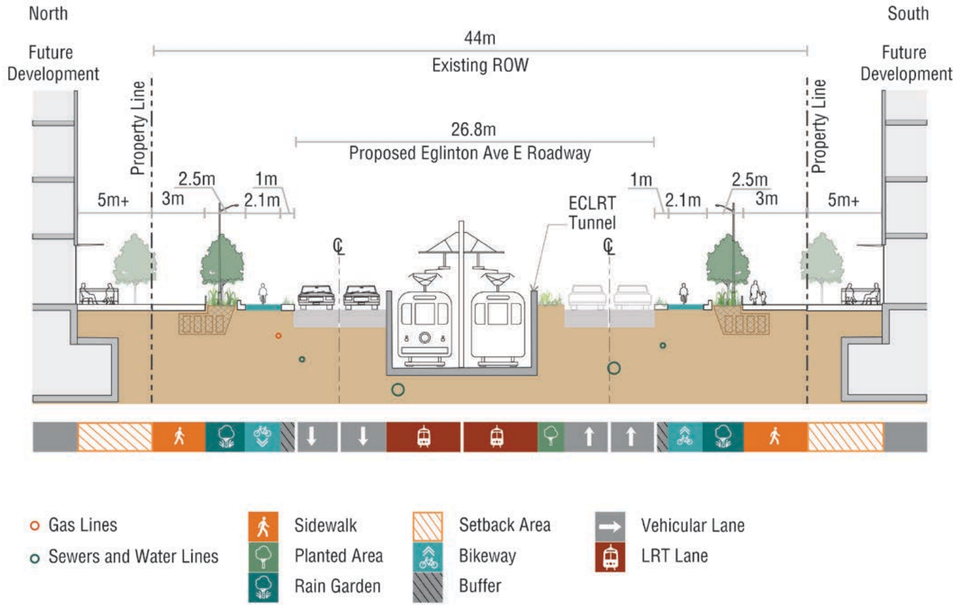


Figure 4.54 Core Area 4 - Section 9

4.5.3 Core Area 4 – Section 10

Design recommendations along Kennedy Rd:

- Maintain 30.5 m existing ROW
- Reduce vehicular roadway width from 17.5 m to 15.6 m
- Add dedicated priority bus lanes (additional study required per RapidTO: Surface Transit Network Plan)
- Provide a 5.0 m wide or greater building setback on both sides of the street to create an extensive public realm and accommodate tree soil volumes and avoid below grade utilities conflict
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures in the setback
- On the west side of the road, provide:
  - 2.0 m furnishing and planting zone which includes:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence around the planting areas
  - 2.1 m bikeway. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m planted buffer
  - 2.5 m pedestrian clearway (2.2 m on public property, 0.3 m on private property within 5.0 m setback)
- On the east side of the road, provide:
  - 2.0 m furnishing and planting zone, which includes:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence surrounding the planting areas
  - 2.1 m wide bikeway plus buffer. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m planted buffer
  - 2.5 m pedestrian clearway
- Corner plazas to include public realm improvements such as tree planting, special unit paving, seating, public art, bicycle parking, decorative planters, and retail storefront spill out space

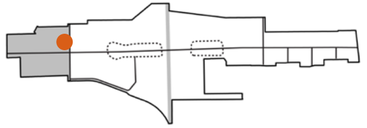


Figure 4.55 Key Map Core Area 4 – West of Kennedy Rd

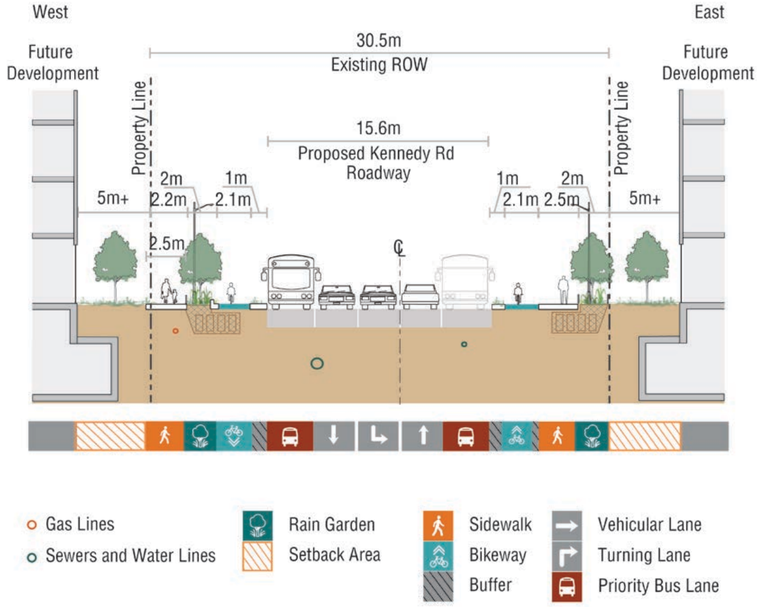


Figure 4.56 Core Area 4 - Section 10

4.6 Design Demonstrations for Core Area 5 – East of Midland Ave

4.6.1 General Design Recommendations

- Provide protected bikeways along Eglinton Ave E and Midland Ave
- Provide pedestrian crossings to the EELRT transit stop at Midland Ave
- Widen the Eglinton Ave E ROW with setbacks to allow for an extensive public realm that provides shade trees, transit waiting areas, community spaces, retail and cafe storefront spill out space, and comfortable areas for strolling, cycling, sitting, gathering
- Divide the block north of Eglinton Ave E, between Midland Ave and Guilder Dr into smaller parcels. Locations of mid-block connections to be reviewed during development review process

1. New development with new streets, POPS and green open spaces
2. Eglinton East LRT stop
3. Protected intersection

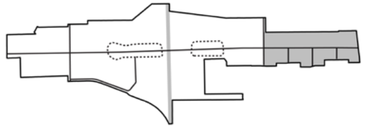


Figure 4.59 Key Map Core Area 5 – East of Midland Ave

Figure 4.57 Landscaped Setbacks for Low Scale Buildings, Toronto, ON

Figure 4.58 Protected Intersection. Davis, CA (Credit: Alta Planning + Design/Concrete Construction)

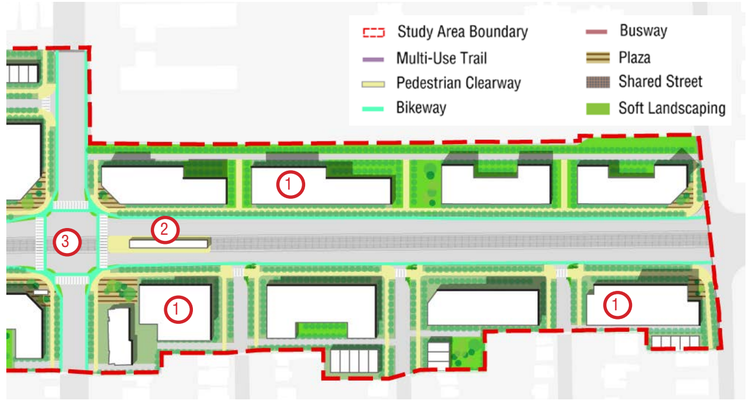


Figure 4.60 Core Area 5 – East of Midland Ave Map

4.6.2 Core Area 5 – Section 11

Design recommendations at the intersections with existing local streets

- Maintain 20 m existing ROW
- Maintain 8.6 m existing vehicular roadway width
- Provide a 3.0 m wide or greater building setback on both sides of the street to create an extensive public and accommodate tree soil volumes and avoid below grade utilities conflict
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures in the setback
- Provide shared vehicle and cyclist roadway. Include painted road markings
- Provide curb extensions with rain gardens at the intersection with Eglinton Ave E
- On the west side of the road, provide:
  - 2.0 m minimum furnishing and planting zone to include:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence around the planting areas
  - 2.1 m pedestrian clearway
- On the east side of the road, provide:
  - 2.0 m furnishing and planting zone to include:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence around the planting areas
  - 2.1 m pedestrian clearway

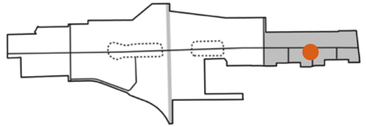


Figure 4.61 Key Map Core Area 5 – East of Midland Ave

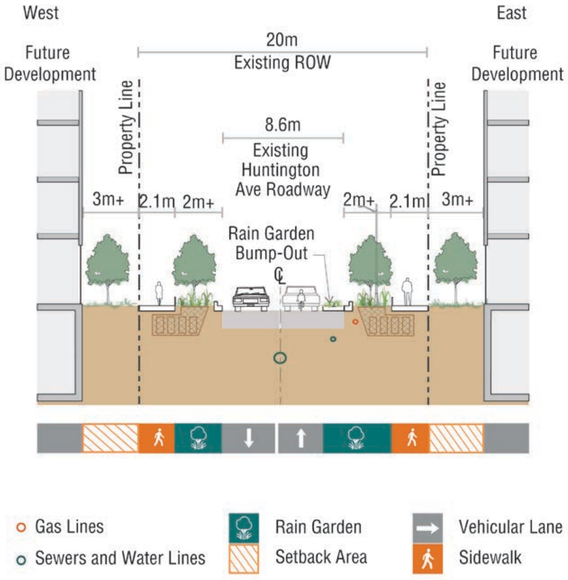


Figure 4.62 Core Area 5 - Section 11

4.6.3 Core Area 5 – Section 12

Design recommendations along Midland Ave:

- Maintain 26.3 m existing ROW width
- Reduce vehicular roadway width from 18.9 m to 15.6 m
- Remove dedicated priority bus lanes (additional study required per RapidTO: Surface Transit Network Plan)
- Provide a 5.0 m wide or greater building setback on both sides of the street to create an extensive public and accommodate tree soil volumes and avoid below grade utilities conflict
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures in the setback
- Corner plazas to include public realm improvements such as tree planting, special unit paving, seating, public art, bicycle parking, decorative planters, and retail store front spill out space
- Relocate existing hydro poles into 1.0m wide planted buffer zones on both sides of the street
- On the west side of the road provide:
  - 2.1 m bikeway plus buffer. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m planted buffer
  - 2.5 m pedestrian clearway (2.25 m on public property, 0.25 m on private property within 5.0 m setback)
- On the east side of the road provide:
  - 2.1 m bikeway plus buffer. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m planted buffer
  - 2.5 m pedestrian clearway (2.25 m on public property, 0.25 m on private property within 5.0 m setback)

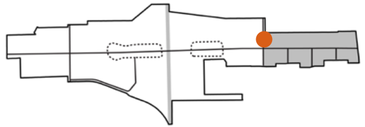


Figure 4.63 Key Map Core Area 5 – East of Midland Ave

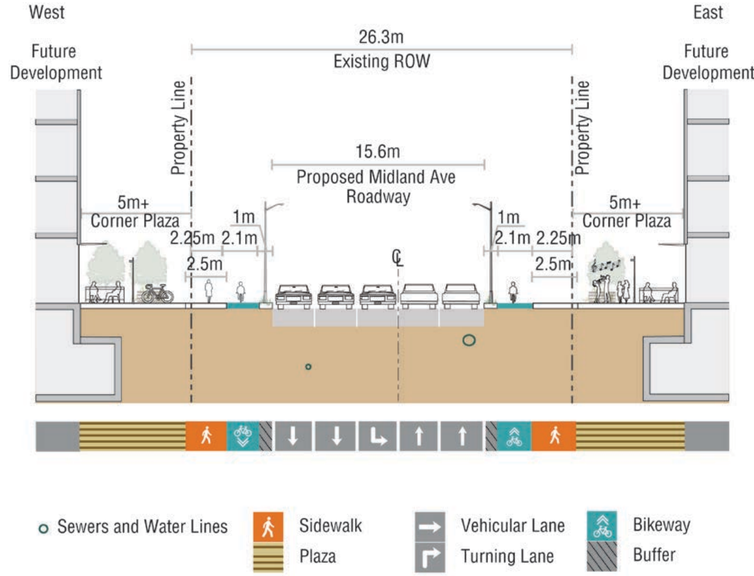


Figure 4.64 Core Area 5 - Section 12

4.6.4 Core Area 5 – Section 13

Design recommendations along Eglinton Ave E east of Midland Ave:

- Increase ROW from 36 m to 44 m (per EELRT 10% design)
- Increase vehicular roadway width from 25.2 m to 28 m (per EELRT 10% design)
- Provide a 5.0 m wide or greater building setback on both sides of the street to create an extensive public and accommodate tree soil volumes and avoid below grade utilities conflict
- Provide a minimum 1.5 m depth of planting soil on top of any underground structures in the setback
- On the south side of the road, provide:
  - 2.5 m furnishing and planting zone which includes:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence around the planting areas
  - 2.1 m bikeway. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m enhanced buffer with planting
  - 3.0 m pedestrian clearway (2.9 m on public property, 0.1 m on private property within 5.0 m setback)
- On the north side of the road, provide:
  - 2.5 m furnishing and planting zone to include:
    - Tree planting in flush, open trench planters to include rain gardens/ bioswales
    - 400 mm tall fence around the planting areas
  - 2.1 m bikeway. Explore feasibility analysis for wider bikeways through ROW widening
  - 1.0 m enhanced buffer with planting
  - 3.0 m pedestrian clearway (2.9 m on public property, 0.1 m on private property within 5.0 m setback)

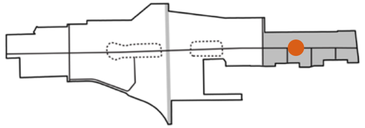


Figure 4.65 Key Map Core Area 5 – East of Midland Ave

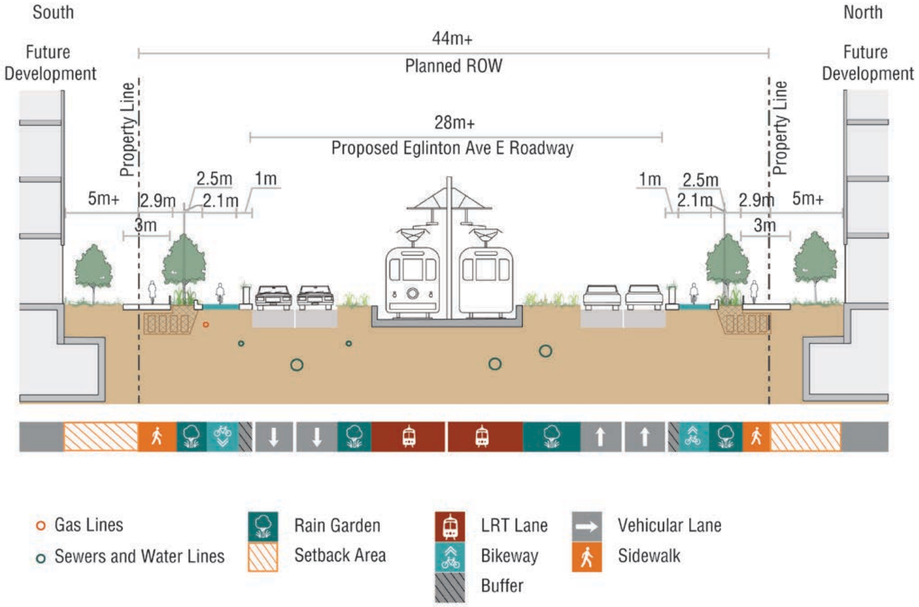


Figure 4.66 Core Area 5 - Section 13

Toronto Construction (Credit: bruno135_406/Adobe Stock)

Chapter 5: Preliminary Implementation Strategy

Chapter 5: Preliminary Implementation Strategy

5.1 Conceptual Phasing

The Master Plan's vision and goals will be achieved over the next 30 years, following Council adoption. Improvements to the area's public realm will be completed in a coordinated manner and through three phases: Phase 1: near-term (approximately 0 to 7 years), Phase 2: medium-term (approximately 7 to 15 years), and Phase 3: long-term (approximately 15 to 30 years). Additional opportunities for 30+ years are outlined in the Future Phase, which is the ultimate condition for the area's public realm.

This section outlines a conceptual phasing approach to implement the Master Plan and should be read in conjunction with Chapters 3 and 4. The timing of conceptual phasing will be further refined in the future during the implementation stage. Where possible and applicable, public realm improvements identified in Phase 1, Phase 2, and the Future Phase should be advanced to earlier phases.

The conceptual phasing and associated diagrams shown in this section are intended to guide future implementation strategy and assist with integrating several recommendations in a coordinated way, and are subject to feasibility analysis, available funding, public consultation, detailed evaluation, and Council approval, using standards and best practices current at the time of implementation.

5.1.1 Phase 1: Near-Term

Approximately the next seven years

Phase 1 comprises the public realm improvements to be initiated in the near-term within approximately the next seven years.

Phase 1 focuses on improving safety and physical connections for active mobility users, including pedestrians and cyclists.

Recommended improvements identified within Phase 1 include (see Figure 5.1):

1. Scarborough Busway is operational*
2. ECLRT is operational*
3. 2444 Eglinton Ave E development is under construction*
4. Provide interim updates within the Gatineau Corridor Trail, including additional lighting and an accessible connection to the adjacent property to the west
5. Provide a new MUT and upgraded pedestrian connections along Transway Cres and Eglinton Ave E (south-western service road)
6. Update the public realm on the north side of Eglinton Ave E (north-western service road) (refer to design demonstrations for details), including a mid-block MUT and corner plaza
7. Provide Bike Share stations with solar-power capabilities. All Bike Share stations should offer electrification capabilities by Phase 3
8. Update the public realm and include a bikeway at Eglinton Ave E at the Rainbow Village complex (refer to design demonstrations for details)
9. Provide an interim north-south MUT connection east of the Rainbow Village complex
10. Servicing buildings constructed for SSE operations*
11. Connect the Kennedy GO and ECLRT station building with an east-west non-fare-paid-zone underground connection for pedestrians and cyclists
12. Explore updating the waiting area with vegetation and shelters for comfort

*Note: Included for reference only. Will be completed by others and is out of scope for this Master Plan.

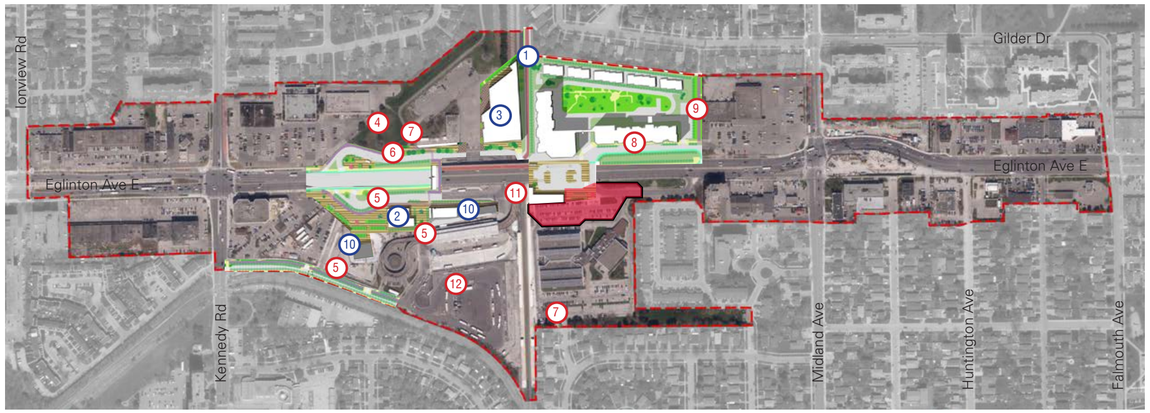


Figure 5.1 Phase 1: Near-Term Plan

General area-wide improvements include:

A. Provide and implement an interim and final wayfinding strategy to direct pedestrians, cyclists and vehicles to and from the transit hub

B. Design all intersections to be accessible and accommodate cyclists, pedestrians and buses

5.1.2 Phase 2: Medium-Term

Approximately seven to fifteen years

Phase 2 comprises the public realm improvements to be initiated in the medium-term within approximately seven to fifteen years.

Phase 2 focuses on placemaking, continuing to improve access to key locations, adding new active mobility connections, and completion of some transit projects (e.g. SSE).

Recommended improvements identified within Phase 2 include (see Figure 5.2):

1. Provide new protected bikeways along Kennedy Rd, Eglinton Ave E, and Midland Ave
2. Future signalized intersection with a pedestrian and cycling crossing to be further studied to futureproof for the potential development of the Scarborough West Rail Trail
3. Establish a transit hub gateway plaza near the TTC Station
4. Construction of 2444 Eglinton Ave E development is complete*
5. Animate the Gatineau Corridor Trail with community uses and passive recreation areas, as well as improve active mobility connections along the trail to existing and future neighbourhood amenities
6. Complete the streetscape along Eglinton Ave E (north-western service road) as part of the 2444 Eglinton E development
7. Redesign the north commuter parking lot as a public underpass plaza space
8. Add an MUT segment south of the existing TTC bus terminal
9. Conduct feasibility study to repurpose the decommissioned SRT Line 3 loop as a public amenity if it is not redeveloped or removed
10. Explore repurposing the closed structure over the TTC terminal for community and/ or public use
11. Opportunity for an interim parking lot if this site is not redeveloped
12. Provide Bike Share stations with solar-power capabilities. All Bike Share stations should offer electrification capabilities by Phase 3
13. Consider cantilevering and improving the vehicular overpass on both north and south sides if expansion of sidewalks is not possible
14. Provide a new transit plaza in front of new EELRT station building
15. Connect the new Kennedy GO and EELRT Station buildings with a north-south non-fare-paid-zone. Explore including an at-grade pedestrian and cycling connection over the proposed EELRT tracks (feasibility study is required)
16. Provide space for outdoor recreational programming and/or new pedestrian and cycling infrastructure
17. Update the intersection to become a protected intersection
18. Provide protected bikeways and include green street elements as part of the EELRT improvements to enhance the streetscape along Eglinton Ave E
19. Incorporate bikeways on Eglinton Ave E, including the overpass
20. Future signalized intersection with a pedestrian and cycling crossing to be further studied

*Note: Included for reference only. Will be completed by others and is out of scope for this Master Plan

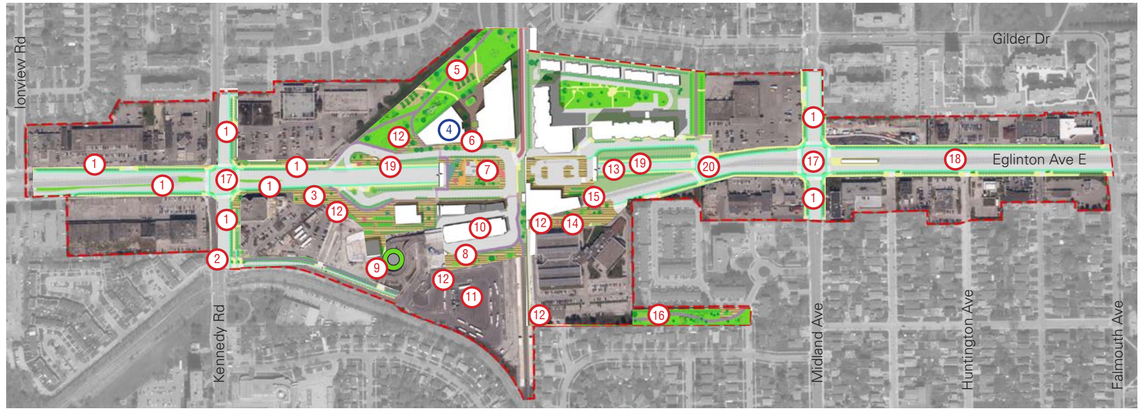


Figure 5.2 Phase 2: Medium-Term Plan

General area-wide improvements include:

A. Design all intersections to be accessible and accommodate cyclists, pedestrians and buses

5.1.3 Phase 3: Long-Term

Approximately fifteen to thirty years

Phase 3 comprises the public realm improvements to be initiated and completed in the long-term within approximately fifteen to thirty years.

Phase 3 focuses on full build-out of the area, comprehensively bringing together all aspects of the Master Plan and achieving a well-connected, complete community. The Master Plan's long-term vision assumes the building footprints for the mixed-use areas along Eglinton Ave E as proposed through Metrolinx's 2014 Kennedy Station Mobility Hub Study.

Recommended improvements identified within Phase 3 include (see Figure 5.3):

1. Design new streets, laneways, mid-block connections as green streets
2. Maximize planted open areas within the setbacks
3. Establish a gateway plaza or corner plaza at the intersections
4. Include mid-block connections
5. Provide large linear plaza spaces
6. Extend the Gatineau Corridor Trail south of Eglinton Ave E to create a new MUT connection and open space
7. Include a MUT to provide a new connection to Treverton Park
8. Explore future new north-south above grade connection for cyclists and pedestrians to directly connect to the community to the south
9. Convert the northern portion of Transway Cres into a transit plaza
10. Consider adding a Shared Street with a PPUDO facility. The PPUDO facility should not be given priority
11. Provide a MUT connection to provide active mobility connections between future development to transit stations and underground connections
12. Integrate ventilation structure with adjacent development, if possible (integration of SSE at-surface assets with future development would be subject to discussions with Metrolinx)
13. Upgrade existing streets with green street and complete street objectives

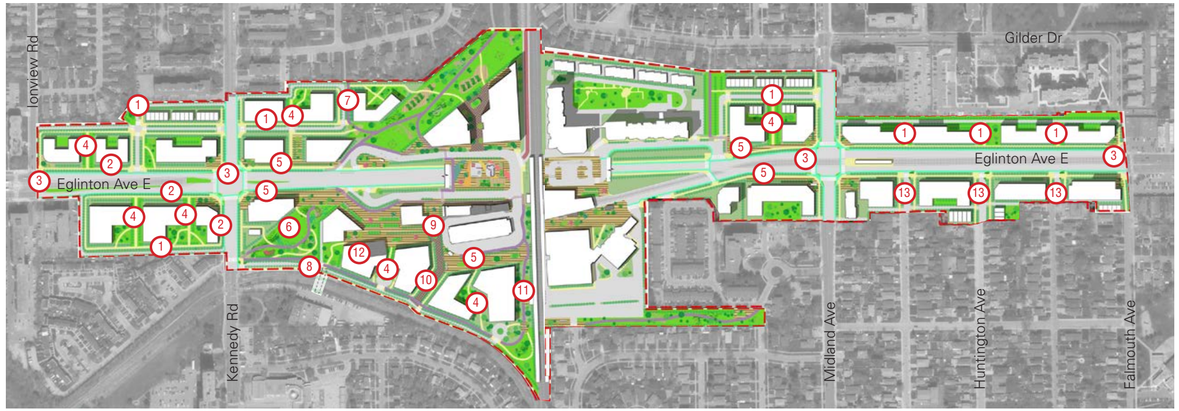


Figure 5.3 Phase 3: Long-Term Plan

General area-wide improvements include:

A. As part of the final public realm condition, encourage and support the improvement of existing strip plaza parking lots and re-purposing of underutilized parking spaces for publicly accessible use

B. Design all intersections to be accessible and accommodate cyclists, pedestrians and buses

5.1.4 Future Phase

Approximately thirty plus years

As the Study Area continues to develop and evolve over time, additional public realm improvements should be considered and studied to enhance the safety, efficiency, and overall user experience of the transit hub and broader area. The improvements in this phase, along with those of Phases 1 to 3, represent the ultimate condition for the area's public realm.

Additional opportunities for improvements include but are not limited to (see Figure 5.4):

1. Further study of future pedestrian and cycling north-south crossing(s) over Eglinton Ave E to provide direct connections to the transit hub
2. Further study of east-west overpass access for cyclists and pedestrians, if additional connections are required
3. Explore redirecting buses to Transway Cres through the rail corridor setback
4. Convert Eglinton Ave E (south-western service road) to a linear plaza to accommodate cycling and pedestrian access only
5. Explore narrowing the Eglinton Ave E (north-western service road) roadway to incorporate a new sidewalk on the south side and further enhancing the MUT on the north side of the road. Vehicular access should only be provided to the site at 2444 Eglinton Ave E
6. Extend the public transit plaza under the Eglinton Ave E overpass to connect to the 2444 Eglinton Ave E site and remove vehicular circulation
7. For any future potential redevelopment by any private developer, explore the feasibility of locating the bus terminal below grade, and explore the feasibility of providing a direct underground connection to Kennedy Station with the potential future redevelopment of 2467 Eglinton Ave E

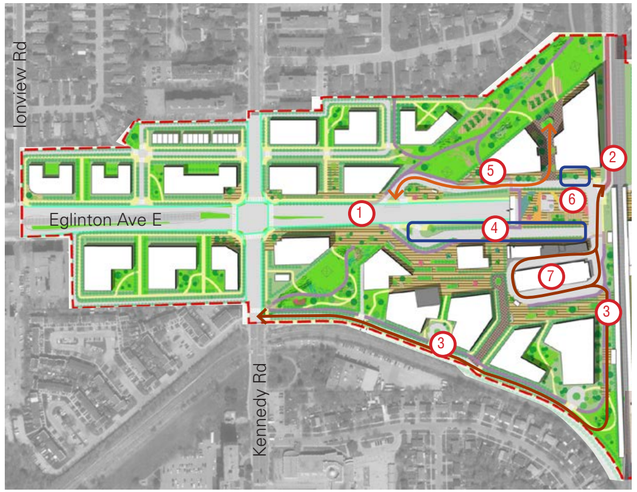


Figure 5.4 Future Phase Plan

5.2 Key Considerations

Given the variety of stakeholders involved in projects within the Study Area, a collaborative, effective, and integrative implementation strategy should be established to guide the execution of the improvements outlined in this Master Plan.

Key considerations/goals for the future implementation strategy include but are not limited to :

1. **Develop a Governance Structure**

   The City and its partner agencies, as well as Metrolinx and other stakeholders should leverage partnerships and work collaboratively to coordinate and deliver the recommended improvements identified in this Master Plan. A deliberate governance structure will support alignments with, and leveraging of, major civic investments and private development, as well as ensure a phased approach that supports coordination and efficiency.

2. **Engage with Indigenous communities prior to any future work**

   Any future work and detailed design should be informed by engagement with Indigenous communities.

3. **Conduct additional public engagement**

   Engage with the public and other stakeholders to share information and obtain feedback on detailed designs.

4. **Assess current conditions and changes within the Study Area and identify emerging opportunities**

   Any future work should consider current conditions and assess changes within the Study Area, including but not limited to demographics, travel patterns, existing, planned and future development, transit infrastructure that support a vibrant transit-oriented community, and updated City-wide plans and strategies.

5. **Complete required studies**

   Undertake the required studies, including those identified in Section 5.3 to inform planning, design, funding, and decision-making matters.

6. **Identify funding and partnerships to coordinate infrastructure investments**

   The funding and partnerships required to support the implementation of this Master Plan will be identified through the future implementation strategy as well as specific planning and design processes associated with transit investments and development.

   This Master Plan should be reviewed and updated by City staff periodically in collaboration with technical stakeholders to adequately respond to current conditions and potential future needs as well as monitor implementation over the thirty-year vision. The review should consider any planned, new, and under-construction development and transit/transportation projects.

5.3 Future Studies

This section highlights future studies to be undertaken to implement and further refine this Master Plan. Future studies will help assess considerations for public realm improvements and implementation requirements.

1. **Public Utilities Investigation**

   A public utilities investigation is recommended to obtain sufficient utility data to identify and mitigate conflicts between utilities and the recommendations in this Master Plan. Locating and exploring opportunities to co-locate utilities can support the coordinated design of the built form and public realm. This includes but is not limited to tree planting areas, providing the existing/ proposed location of utilities in and under the boulevards, as well as proposed lateral connections and infrastructure for the proposed design elements within the right-of-way and on development sites.

2. **Traffic and Community Infrastructure Studies**

   Detailed traffic and community infrastructure studies will be required to test proposed scenarios for the street and active mobility networks and to identify further requirements to support new densities.

3. **Built Form Study**

   Additional studies will be required to update the densities and built form for the Study Area based on current Major Protected Station Areas ("PMTSAs") and Transit-Oriented Development ("TOD") policies.

4. **Decommissioned TTC Line 3 Structure and Loop Feasibility Study**

   This study is recommended to explore the feasibility of repurposing the enclosed structure over the existing TTC terminal for community and/ or public use. Additionally, if the existing decommissioned Line 3 loop remains until the site is redeveloped, feasibility of repurposing it as a public amenity that supports the City's goals should be included in the study.

5. **Public Art Master Plan**

   As recommended in the Toronto Public Art Strategy 2020-2030, a comprehensive Public Art Master Plan for the Study Area should be initiated to co-ordinate and create a shared vision and strategy for public art implementation in this particular district.

   The Public Art Master Plan should consider and explore the history of the Study Area and apply these findings as inspiration for public art.

6. **Right-Of-Way Widening Feasibility Analysis**

   Due to current constraints of some of the existing streets within the Study Area, a feasibility analysis for right-of-way redesign is recommended to rebalance the existing rights-of-way for some arterials to comfortably and safely accommodate active transportation and green infrastructure. The Master Plan recommends that public assets meet the requirements outlined in City-wide guidelines, such as On-Street Bikeway Design Guidelines.

APPENDIX A1: BACKGROUND

Appendix A1: Background

The background information found in this appendix is intended to provide base information available as of January 31, 2025, and guide recommendations herein.

A1.1 Policy Framework

A1.1.1 Official Plan

The Kennedy Station Study Area is designated Mixed Use Areas. Surrounding the Study Area, and immediately adjacent, are Neighbourhoods and Apartment Neighbourhoods as per Map 20: Land Use Plan.

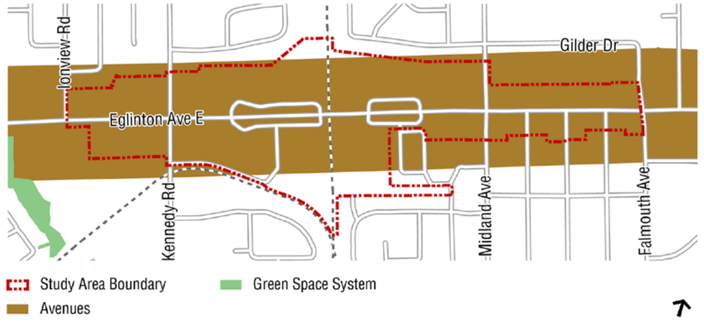


Figure A1.1 Official Plan Map 2: Urban Structure

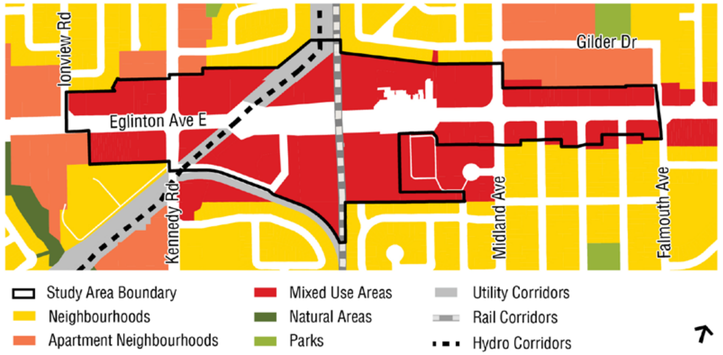


Figure A1.2 Official Plan Map 20: Land Use Plan

Eglinton Ave is identified as an Avenue in Map 2: Urban Structure of the Official Plan and has a Right-of-Way width of 36 metres as per Map 3: Right-of-Way widths. Kennedy Rd and Midland Ave have Right-of-Way widths of 30 metres and 27 metres, respectively. The Kennedy Station Study Area includes the existing Stouffville GO Rail Line and Kennedy TTC Station and is identified as a Transit Priority Segment as per Map 5: Surface Transit Priority Network.

The Study Area contains the Council-adopted Ionview Protected Major Transit Station Area ("PMTSA") and Kennedy PMTSA, as per Official Plan Amendment 570 ("OPA 570") includes SASP 664 and SASP 647 which identify the Ionview PMTSA and Kennedy PMTSA, respectively.

Site and Area Specific Policy 302 ("SASP 302") applies to the lands at 807 Midland Ave, located southeast of Midland Ave and Eglinton Ave.

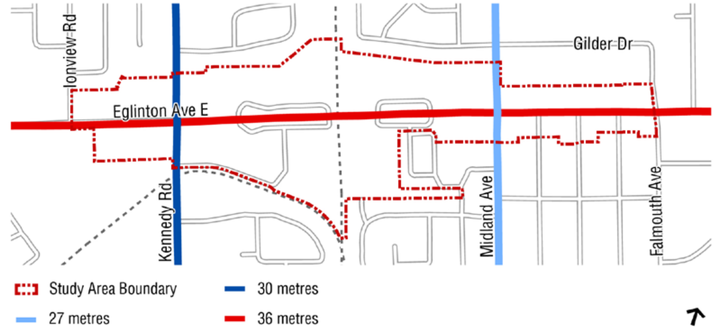


Figure A1.3 Official Plan Map 3: Right-Of-Way Widths

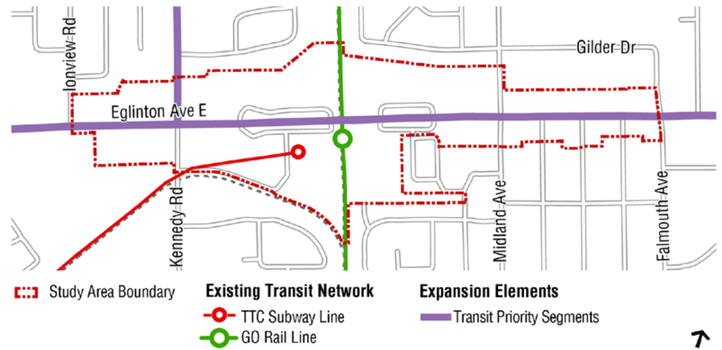


Figure A1.4 Official Plan Map 5: Enhanced Surface Transit Network

A1.1.2 Official Plan Amendment 570 and Site and Area Specific Policies 647 & 664

On July 22, 2022, Official Plan Amendment ("OPA") 570 was adopted by the City to implement 57 Protected Major Transit Station Areas. Through OPA 570 and Site and Area Specific Policy 647 ("SASP 647"), the area surrounding and including the existing Kennedy Subway/LRT/GO Interchange Station is identified as a Projected Major Transit Station Area ("PMTSA"). The Kennedy PMTSA is planned for a minimum population and employment target of 200 residents and jobs combined per hectare.

Through OPA 570 and SASP 664, the area surrounding and including the planned Ionview LRT Station is identified as a PMTSA with a minimum population and employment target of 160 residents and jobs combined per hectare.

OPA 570 is under the review of the Ministry of Municipal Affairs and Housing and is awaiting Ministerial decision.

A1.1.3 Zoning By-Law 569-2013

The Study Area is primarily zoned as Commercial Residential along Eglinton Ave, and also includes lands zoned Residential, Residential Apartment, Institutional, and Open Space.

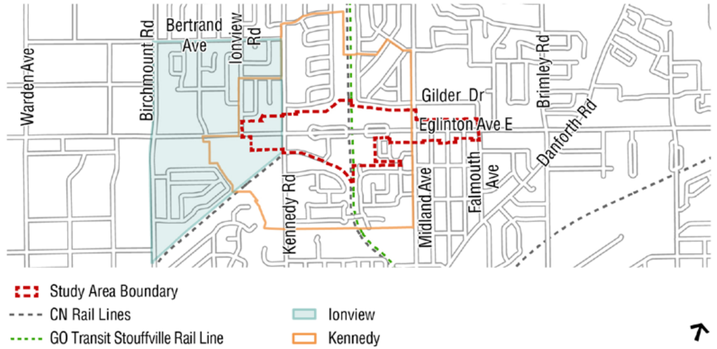


Figure A1.5 Protected Major Transit Station Areas

Figure A1.6 Zoning-By-law 569-2013 Map

A1.2 Major Initiatives and Studies

There are various City-wide and area-based studies, plans, strategies, guidelines, and policy documents that have been considered to help inform the Kennedy Station Public Realm Master Plan and contribute to shaping the future of the Kennedy Station Study Area. The following is a non-exhaustive list.

Provincial:

A1.2.12041 Regional Transportation Plan

Metrolinx's *2041 Regional Transportation Plan* for the Greater Toronto and Hamilton Area establishes the vision for the future and guides the planning and delivery of the regional transportation system. It is an updated plan that expands on *The Big Move* report released by Metrolinx in 2008, which served as the GTHA's first regional transportation plan.

A1.2.2 GO Rail Station Access

Metrolinx's 2023 *GO Rail Station Access* document provides an update to the 2016 GO Rail Station Access Plan and is guided by the Regional Transportation Plan. This document provides a vision and policy guidance for the planning, design, and delivery of future multi-modal station access facilities.

A1.2.3 GO Expansion Program

Metrolinx's GO Expansion Program is a transportation infrastructure initiative with multiple projects and stages of work that will enhance service on the GO rail network. Included in the program is improvements to the Stouffville Line which will support the line's increased capacity for 2-way, all day, and 15-minute or better service.

A1.2.4 Kennedy Station Mobility Hub Policy Review

Metrolinx's *Kennedy Station Mobility Hub Policy Review* was prepared in 2018 to assess the key themes and challenges surrounding existing mobility hubs across the GTHA.

A1.2.5 Kennedy Station Mobility Hub Study

The Kennedy Station Mobility Hub Study was undertaken by Metrolinx and completed in 2014. It includes a Master Plan and provides guiding principles, directions and general design guidelines related to the public realm, site design and built form within an 800-meter radius of Kennedy Station. Following the Kennedy Mobility Hub Study, Metrolinx has continued to evolve their vision for Kennedy Station as a mobility hub.

Municipal:

A1.2.6 Eglinton Connects Planning Study

In 2014, City Council approved the *Eglinton Connects Planning Study*, which had a Study Area that included all of the properties fronting onto Eglinton Ave between Jane St and Midland Ave and the six Focus Areas within it. The Eglinton Connects Planning Study was initiated following the announcement of the ECLRT and sets out a comprehensive plan which envisions a complete street with enhanced opportunities for traveling, greening, and building Eglinton Ave.

A1.2.7 Kennedy Park-Ionview Local Parkland Study

The City's *Kennedy Park-Ionview Local Parkland Study* is currently ongoing and assesses parkland and open space within the Kennedy and Ionview neighbourhoods. The existing conditions report reveals that the Kennedy Station Study Area has areas with deficient access to and presence of park space. Community consultation feedback from the study related to open space, and connections indicate a desire for more lighting, better maintenance of the hydro corridor and bicycle lane connections along Transway Cres to Kennedy Station.

A1.2.8 Avenues Policy Review

To help implement the City's *HousingTO 2020-2030 Action Plan* and the *Housing Action Plan 2023-2026 Work Plan*, the City undertook an Avenues Policy Review to identify opportunities that facilitate the development of more housing along *Avenues* and update the City's *Avenues* policy framework. Avenues will increasingly play an important role in the city's Urban Structure and growth as the ability to accommodate growth and development within the *Centres, Downtown*, and *Central Waterfront* is maximized. Updates to Section 2.2.3 (*Avenues: Reurbanizing Arterial Corridors*) of the Official Plan were proposed through the Avenues Study.

A1.2.9 Thermal Comfort Study

A *thermal comfort study* is being undertaken by the City to update guidance related to thermal comfort in the public realm, through City guidelines, standards and policies. The Study will include a review of the City's sun and shadow policies to ensure they achieve adequate opportunities for access to sunlight in the public realm.

The thermal comfort study applies the Kennedy Station Public Realm Master Plan as a case study, analyzing various parameters collectively, such as wind. For findings, refer to Section 6.9.3 of this Master Plan.

A1.2.10 Neighbouring Area Studies

1. Golden Mile Secondary Plan

   The *Golden Mile Secondary Plan* area is approximately 113 hectares (280 acres) in size and is located west of the Study Area. The *Golden Mile Secondary Plan Study* was initiated as per the recommendation of the Eglinton Connects Planning Study. The Ontario Land Tribunal brought into effect the Golden Mile Secondary Plan, as modified, effective December 13, 2024.

2. Kennedy Crossing Regeneration Area Study

   The *Kennedy Crossing Regeneration Area Study* will set out a renewed vision for the study area as it evolves from employment uses to a new mixed-use community. The Study will look at a range of components, including land use, parks and open spaces, housing, infrastructure, streets, community services and facilities and built form. This work will provide an updated policy framework to guide new development on the subject lands.

3. Eglinton GO Urban Design Guidelines

   In 2024, the City-adopted the *Eglinton GO Urban Design Guidelines*. The vision for the guidelines is to assist in the creation of well-connected and sustainable community anchored by the Eglinton GO Station and the Eglinton East Light Rail Transit ("EELRT"). The Guidelines make recommendations on a diversity of built forms, enhanced public realm and open spaces, and retail, commercial, community and non-residential opportunities.

Figure A1.7 Neighbouring Area Studies

A1.2.11 Streetscape Manual

The City's *Streetscape Manual* provides guidance for the design, construction and maintenance of sidewalk and boulevard improvements on Toronto's road network. Eglinton Ave, Kennedy Rd, and Midland Ave are identified as *Emerging Main Type* streets, which are considered transitional in nature and require flexible streetscape design. They also present opportunities to improve the pedestrian environment due to their wider road widths.

A1.2.12 Complete Streets Guidelines

The *Complete Streets Guidelines* build on many of the City's existing policies, guidelines and recent successful street design and construction projects. It outlines processes to design the City's streets and includes considerations to meet the needs of pedestrians, cyclists, transit, green infrastructure, as well as roadway and intersection requirements.

A1.2.13 Plaza Point of View (POV): Strip Plaza Study

Plaza Point of View (POV): Strip Plaza Study is an ongoing study of commercial strip plazas (or "strip malls") across Toronto, as well as more commonly in suburban contexts, to understand to understand how they serve local communities and contribute to the city's economy. Emerging directions released through the study identify potential next steps the City can take to support Toronto's strip plazas and businesses as they evolve, including how their associated surface parking lots can be enhanced to contribute to a vibrant public realm.

A1.2.14 Toronto Strong Neighbourhoods Strategy 2020 and Social Development

In March 2014, the City of Toronto designated 31 neighbourhoods as Neighbourhood Improvement Areas ("NIAs") under the *Toronto Strong Neighbourhoods Strategy 2020* ("*TSNS 2020*").

The TSNS 2020 is an action plan that helps build partnerships across NIAs and focuses on activating people, resources, and neighbourhood friendly policies to help foster social and economic investment. The Study Area spans three NIAs which includes Kennedy Park (#124), Ionview (#125), and Eglinton East (#138).

A1.2.15 On-Street Bikeway Design Guidelines

The City's *On-Street Bikeway Design Guidelines* are intended to provide technical guidance for the development of a cycling network with well-designed on-street bikeways for all ages and abilities. Physically separated bikeways (cycle tracks) are considered an appropriate facility type along the major city-wide cycling routes, which can include Eglinton Ave E and Midland Ave.

The City's PlazaPOV Study identifies a **strip plaza** or "**strip mall**" as a series of connected commercial spaces and can be found across Toronto as well as more commonly in suburban contexts. Strip plazas are typically linear in nature with individual rows of one- to two-storey commercial units. The strip plazas are set back from the main street with parking lots in the front. In the study area, large chain business exists alongside local businesses, restaurants, food stores, services and amenities that reflect the area's diversity.

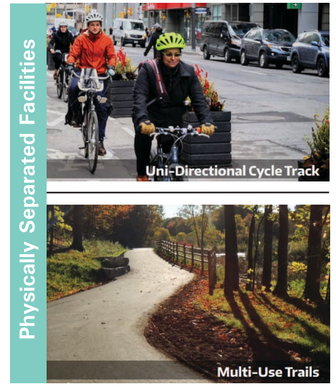


Figure A1.8 Physically Separated Facilities diagram from The City's On-Street Bikeway Design Guide

A1.2.16 Transit Design Guide

The City's *Transit Design Guide* is intended to inform transit improvements and contribute to the city's public realm and surrounding context. Phase 3 of the guide is currently underway and will inform recommendations in the Kennedy Station Public Realm Master Plan to transit infrastructure and the adjacent public realm.

A1.2.17 Bike Share Toronto's Four-Year Growth Plan

Bike Share Toronto's *Four-Year Growth Plan* (2022-2025) aims to add more Bike Share stations at and near transit stations to provide increased connectivity to higher-order transit for residents and visitors. As part of the expansion and as identified in the *implementation schedule*, the growth plan suggests adding two new stations within the Kennedy Station Area in the near-term.

A1.2.18 RapidTO: Surface Transit Network Plan

The RapidTO: Surface Transit Network Plan is guiding the study, evaluation, and delivery of bus and streetcar improvement projects in Toronto. The Plan identifies priority roadways for study or future consideration. As part of RapidTO, 8.5 km of priority bus lanes were added along Eglinton Ave East.

A1.2.19 Cycling Network Plan

The *Cycling Network Plan* ("CNP") serves as a comprehensive roadmap and work plan, outlining the City's planned investments in the near-term and intentions for the long-term. The CNP has three main components: the Long-Term Cycling Network Vision, Major City-Wide Cycling Routes, and a rolling three-year Near-Term Implementation Program. The CNP identifies planned cycling infrastructure investments that improve connectivity and quality of the existing cycling network, as well as grow the network across the City. To extend the existing bicycle lanes on Eglinton Ave E west of Kennedy Rd, the Cycling Network Plan 2025-2027 Near-Term Implementation Program includes a study or design for a bikeway on Eglinton Ave E from Kennedy Rd and continuing east of the Study Area to McCowan Rd.

As part of the framework's equity lens, the Neighbourhood Cycling and Equity Index Map illustrates areas of the city underserved by safe cycling infrastructure and communities facing disproportionately negative impacts. The greater the concentration of low income, visible minority (non-Black), visible minority – Black, Indigenous peoples, seniors 65+, recent immigrants, lone parent families, children, unsuitable housing, unaffordable housing, and manufacturing employment populations, the higher the score and priority for the equity index. The cycling index is based on the proportion of street kilometres in the neighbourhood (excluding highways) that have cycling routes. The fewer cycling routes exist, the higher the score and priority. On the map, the deepest shades of purple and blue demonstrate the highest joint priorities.

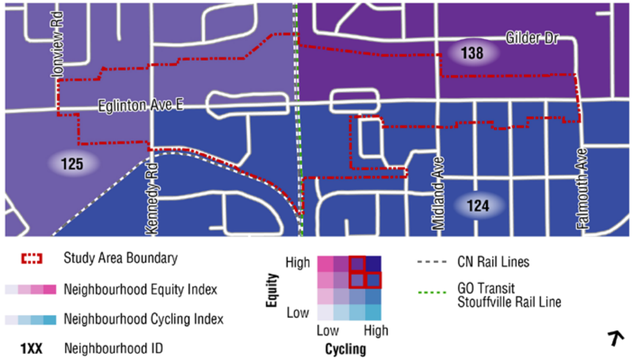


Figure A1.9 Neighborhood Cycling and Equity Index Map

A1.2.20 Road Engineering Design Guidelines – Lane Width Guidelines

The Lane Widths Guidelines developed by Transportation Services provides guidance on appropriately sized lane widths on roads with delineated lanes. These guidelines were designed to provide appropriate motor vehicle accommodation while improving cyclist and pedestrian safety, improving cyclist accommodation, and making effective use of the limited right-of-way and pavement width.

A1.2.21 Bikeway Trails Implementation Plan

In June 2012, City Council adopted the Bikeway Trails Implementation Plan, a planning document which is the basis for moving forward with new multi-use trail development within the city and calls for 77 kilometres of new trails to be built within a ten-year time frame.

A1.2.22 Vision Zero Road Safety Plan

The Vision Zero Road Safety Plan ("Vision Zero") establishes an action plan that aims to reduce serious injuries and fatalities that are traffic related. In Vision Zero 2.0, a Scarborough District Safety Action Plan was developed to address road safety in the District. In analyzing data from 2014 to 2018, Scarborough has the highest rate of fatal collisions (3.04 fatalities per 100,000 residents compared to an average of 2.18 in the other three Districts) and the highest ratio of pedestrian collisions resulting in fatalities (31% compared to 20% in the other Districts). Some key findings from the Scarborough District Safety Action Plan, which is within the Vision Zero Road Safety Plan, include:

- Approximately 68% of Scarborough's traffic fatalities involve pedestrians, compared to 56% in other districts of the city
- In Scarborough, 44% of pedestrian serious injuries or fatalities occur from pedestrians crossing mid-block, compared to 35% in the remainder of the City; 22% of pedestrian serious injuries or fatalities occur from pedestrians being hit by right-turning or left-turning vehicles at signalized intersections; and 55% of fatal collisions occur during dark conditions compared to 40% in other Districts
- In Scarborough, 90% of fatalities occur on arterial roadways, compared to 83% in other Districts; and 80% of serious injury or fatal collisions among school-aged children occur on arterial roadways

The Scarborough District Safety Action Plan identified some key countermeasures, including additional pedestrian crossing signals, road design improvements, targeted speed limit reductions, and expansion of the red-light camera program. Vision Zero was considered through the creation of this Master Plan to ensure the improved safety of pedestrians and cyclists, particularly within the transit hub and surrounding area.

Appendix A1: Background

A1.2.23 Strategic Forest Management Plan

The City's *Strategic Forest Management Plan* was developed to identify the efforts required to achieve a healthy, sustainable urban forest and canopy expansion areas that contribute to the City's goal of 40% tree canopy cover. The Study Area has low tree canopy coverage, particularly as it relates to street trees. The Study Area is located within neighbourhood areas that contain less than 10% and 10 to 30% tree canopy cover, which are the two lowest coverage categories for the city.

A1.2.24 The Meadoway

The Kennedy Station Study Area is within the Toronto and Region Conservation Authority's (TRCA) Regional Study Area for *The Meadoway*, a multi-agency project led by TRCA and the Toronto and Region Conservation Foundation in partnership with the City of Toronto and Hydro One. The project seeks to transform the existing hydro-corridor into a 16-kilometre long accessible, ecologically diverse linear green space with an active multi-use trail network, connecting downtown Toronto and the Rouge National Urban Park. The Gatineau Corridor Trail is within the Local Study Area for The Meadoway.

A1.2.25 Parks and Recreation Facilities Plan and Ice Facilities Strategy

The *Parks and Recreation Facilities Plan* (formerly the Parks and Recreation Facilities Master Plan) is a 20-year plan that guides the growth and investment in park facilities across the city.

The Plan is currently being reviewed and updated to ensure it continues to reflect the changing needs and priorities of residents. A multi-phase, city-wide community engagement process is currently underway and will inform the updates. Updates to these plans and strategies will be presented to City Council in the Fall of 2025.

In parallel with the Parks and Recreation Facilities Plan update, the City is developing an *Ice Facilities Strategy*, which is a long-term plan to maximize use and guide future investment in both indoor and outdoor ice facilities where residents skate, play hockey, curl, and more. The strategy will identify how ice facilities are used year-round, how access to them can be improved, how the user experience can be enhanced, and what the current and future demand for them are.

A1.3 Planned Transit Improvements

There are several transit projects which are currently planned or under construction and will include shared station facilities, provide increased access to daily needs, and connections to existing GO lines, TTC bus routes and stations. Planned transit improvements include:

		Ownership	Operation	Status
Eglinton Crosstown Light Rail Transit (ECLRT)	Extends 19 km between Kennedy Station and Mount Dennis Station and includes 25 stops, connecting to over 50 bus routes, three existing subway stations and various GO Transit lines.	Matrolinx	TTC	Under construction
Scarborough Subway Extension (SSE)	Extends 7.8 km from Kennedy Station and incudes three stops, terminating at Sheppard Ave and McCowan Rd. The Scarborough Subway Extension will extend the Bloor-Danforth Subway northward, linking Scarborough and downtown Toronto and replacing the Line 3 Scarborough Rapid Transit.	Matrolinx	TTC	Under construction
Scarborough Busway	Extends along a 4 km length of right-of-way for the decommissioned Line 3 Scarborough Rapid Transit (SRT) system. The busway begins at Kennedy Station and follows the same general route as the former train service.	TTC	TTC	Under construction
Eglinton East Light Rail Transit (EELRT)	Extends 18.6 km from Kennedy Station to Malvern Town Centre via the University of Toronto Scarborough Campus (UTSC), with a connection to the future Line 2 terminus at Sheppard-McCowan Station. It includes 27 stops with 5 rapid transit interchanges. • In 2024 the City completed the functional 10% design for the EELRT and are undertaking the Transit and Rail Project Assessment Process (TRPAP) as required by Ontario Regulation 231/08	City of Toronto	TTC	Planned

Figure A1.10 Planned Transit Improvements

A1.4 Development Activity

At the time of study, active applications within the Study Area include:

	Status
2567 Eglinton Ave East: Proposes an 11-storey mixed use building with retail/commercial spaces on the ground floor and 118 dwelling units.	Under Review
2444 Eglinton Ave East: Proposes three mixed-use tall buildings (41, 31, 19 storeys), commercial and retail uses at grade and 919 residential units, including 612 market co-operative and affordable co-operative units. The proposed development is considered to become Ontario's largest co-operative development.	Zoning approved, Site Plan under review
2567 Eglinton Ave East: Proposes an 11-storey mixed use building with retail/commercial spaces on the ground floor and 118 dwelling units.	Zoning approved, Site Plan under review

Figure A1.11 Development Activity

Kennedy TTC Station (Credit: Nathan NG/Station Fixation)

APPENDIX A2: Information Gathering and Analysis

Appendix A2: Information Gathering and Analysis

This appendix provides an overview of the Study Area's existing context, including demographics and existing conditions. This appendix also includes a summary of public engagement undertaken by the City as part of this Study.

A2.1 Existing Context

A2.1.1 Study Area Demographics

A broader Demographic Study Area was defined based on a best fit of the Census Dissemination Areas to the Study Area. Dissemination Areas are the smallest Census geography available to analyze demographics for the Study Area and its surroundings. The Demographic Study Area generally extends further north to Jack Goodlad Park and south to Corvette Park (see Figure A2.1).

As of 2021, 11,540 people live within the Demographic Study Area. Current residents live within a range of building types, including apartment buildings (less/more than five storeys), row houses, apartment/detached duplexes, single and semi-detached residential dwellings.

- Approximately 73% of private households have families with children and 58% of residents identify as immigrants
- Approximately 47.5% speak English as their first language at home, followed by 10.1% Tamil, 8.2% Tagalog (Pilipino, Filipino), 4.5% Bengali, and 2.7% Yue (Cantonese)
- Travel by car, truck or van is the predominant mode of commuting for the employed labour force that is 15 years of age and older (58%), compared to 37% public transit use, 2% walking, 0.3% biking, and 2.5% use of other modes

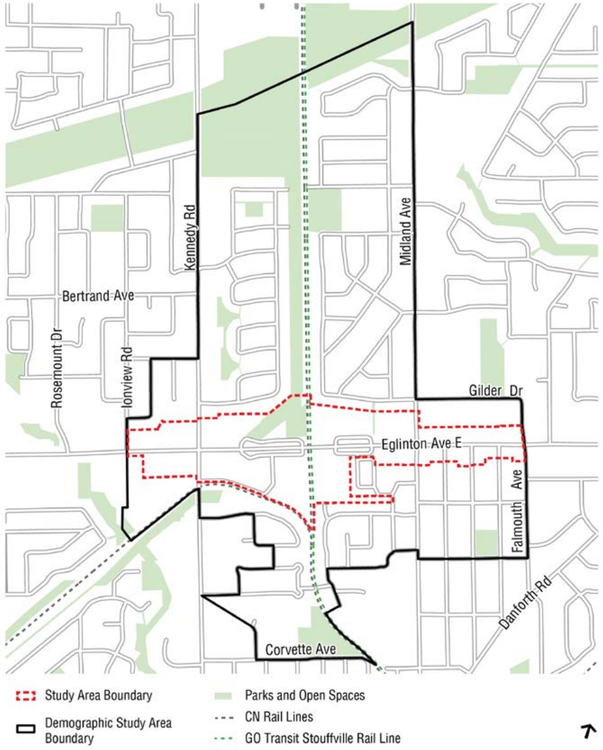


Figure A2.1 Demographic Study Area

A2.1.2 Cycling Network and Bike Share Stations

The Study Area includes a multi-use trail along the Gatineau Corridor Trail, with access at Eglinton Ave E. The Gatineau Corridor Trail is part of the Meadoway and continues north along the hydro corridor, connecting to other multi-use trails, sharrows, and signed routes. It provides connections to Mooregate Ave, Mooregate Bridge, Jack Goodlad Park and Jack Goodlad Community Centre which are north of the Study Area. The Gatineau Corridor Trail continues further west and terminates at Eglinton Ave E, west of Victoria Park Ave.

There are dedicated bikeways immediately adjacent to the Study Area along the western portion of Eglinton Ave E, which terminate at Kennedy Rd.

There are currently no Bike Share stations located within the Study Area. The nearest Bike Share station is located approximately 500 metres east of the Study Area along Eglinton Ave E and Brimley Rd. Additional nearby stations are located approximately 700-800 metres north at Jack Goodlad Park along Kennedy Rd, and south on Gordonridge Place near Toronto Canadiana Court.

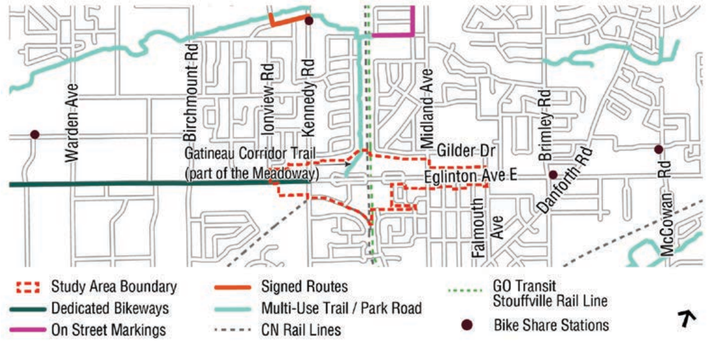


Figure A2.2 Existing Cycling Network

A2.1.3 Parks and Open Spaces

Per the Official Plan, there are currently no designated parks or open spaces within the Study Area. However, there are green spaces within the Gatineau Corridor Trail. The nearest parks are Treverton Park, Eglinton Ravine Park, and Glen Ravine Park, which are approximately 150 metres from the Study Area boundary. Glen Ravine Park offers a sports field and outdoor fitness equipment and Treverton Park offers a ball diamond and playground. The Study Area is considered to have low tree canopy coverage, particularly as it relates to city street trees.

The Gatineau Corridor Trail within the Study Area is a hydro corridor designated Utility Corridors and is part of The Meadoway. The Gatineau Corridor Trail includes a paved multi-use trail along its length and provides access to open space and surrounding parks. The trail can be accessed immediately north of Eglinton Ave E, east of the retail plaza.

A2.1.4 Community Centre and Library

The Study Area includes the Don Montgomery Community Recreation Centre, which is located on Eglinton Ave E, east of the GO Rail Line, and the Toronto Public Library – Kennedy/Eglinton Branch on Eglinton Ave E, east of Ionview Rd (see Figure A2.3).

Figure A2.3 Parks, Green Spaces, and Community Facilities

Figure A2.4 Don Montgomery Community Recreation Centre

Figure A2.5 Toronto Public Library - Kennedy/ Eglinton Branch

A2.1.5 TTC and Metrolinx Transit Routes and Stops

Kennedy GO Station (Metrolinx)

Kennedy GO Station is centrally located in the Study Area, immediately south of Eglinton Ave E and east of the GO Rail Line. The GO Station provides access to the Stouffville GO Line, which includes stops in Markham and Stouffville. The GO Station can be accessed through the underground concourse level via a passageway followed by stairs.

Kennedy Station (TTC)

Kennedy TTC Station provides Line 2 Bloor-Danforth subway access, with Kennedy being the eastern terminus station. Over 25 TTC bus routes terminate at Kennedy Station, and it is currently the terminus for the Scarborough Busway Line 3 bus replacement routes. There are approximately 125 buses per hour traveling on the Eglinton Ave E service roads during AM and PM peak periods.

Figure A2.6 Existing Transit Routes

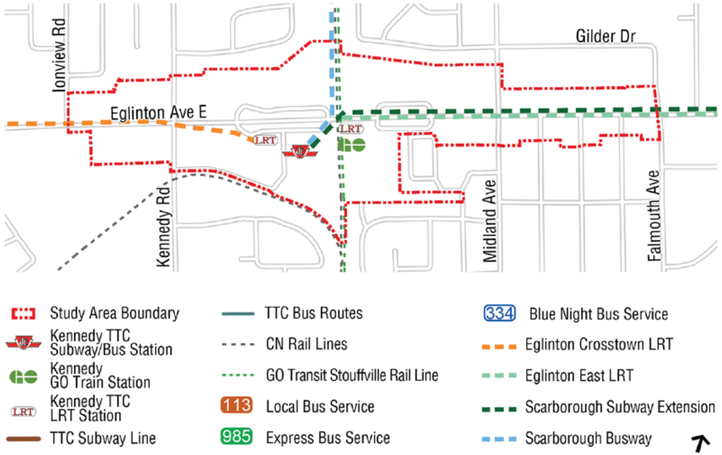


Figure A2.7 Planned Transit Improvements

A2.1.6 Existing Pedestrian Clearway Widths

Figure A2.8 shows the range of existing pedestrian clearway widths in the Study Area. Many sidewalks in the area are substandard with a width of 1.6 m to 2.0 m. This substandard condition is found on Transway Cres and most of Eglinton Ave E, Kennedy Rd, and Midland Ave.

Newly constructed areas near the station have wider clearways, with a minimum width of 2.6 m. At the major intersections, the clearways are generally wider with a minimum width of 3 m to accommodate bus stops and pedestrian circulation.

There are no existing sidewalks on the south side of Transway Cres and within some areas directly beneath the Eglinton Ave E overpass.

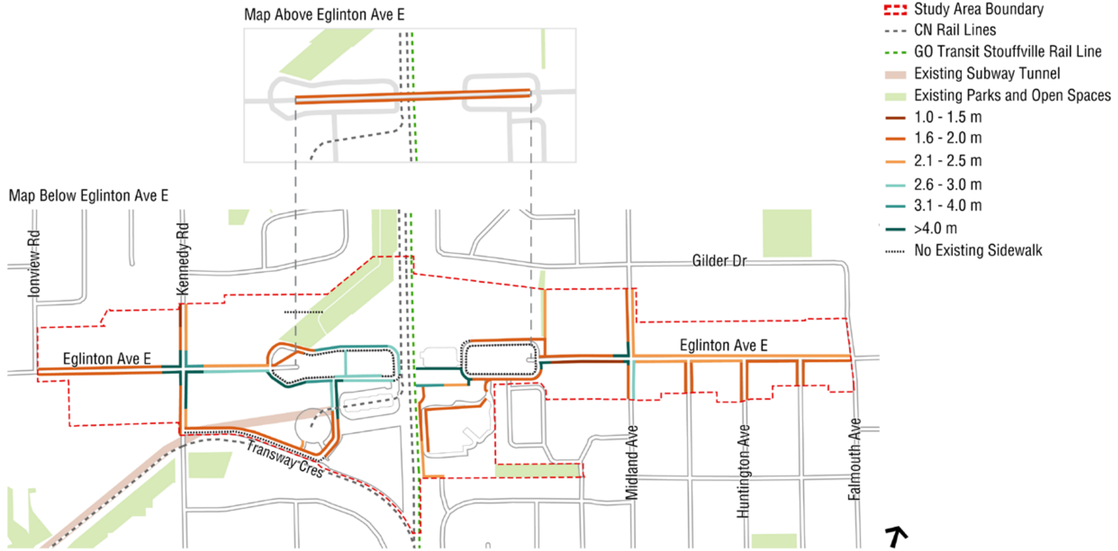


Figure A2.8 Existing Pedestrian Clearways Widths

Figure A2.9 Existing Sidewalk Along the North Side of Transway Cres

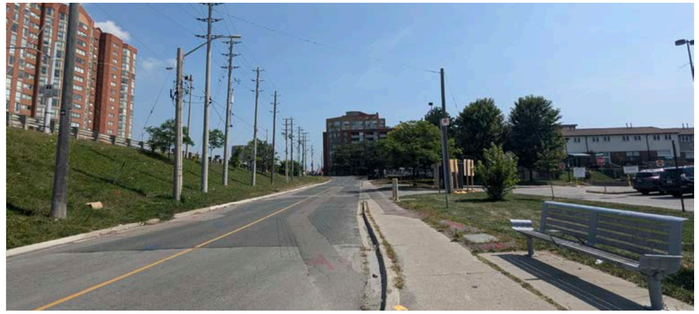


Figure A2.10 Existing Sidewalks Along Eglinton Ave E (South-Western service road)

Figure A2.11 Existing Lack of Sidewalk and Desire Line Along the South Side of Transway Cres

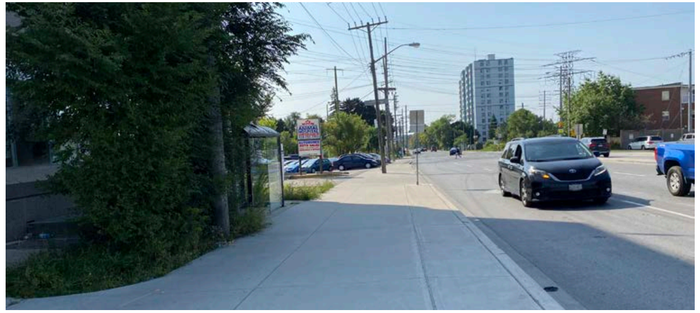


Figure A2.12 Existing Sidewalk at the SE Corner of Kennedy Rd and Eglinton Ave E

A2.1.7 Existing Roadway Widths

Figure A2.13 shows the range of existing roadway widths in the Study Area. The widest roadway in the area is Eglinton Ave E, with a width of 20 m to over 30 m. Kennedy Rd and Midland Ave have roadway widths between 12 m to 20 m.

All secondary streets in the area, such as the Eglinton Ave E service roads and residential streets, have roadway widths between 6 m to 9 m. Transway Cres has a wider roadway width, ranging between 9 m to 12 m.

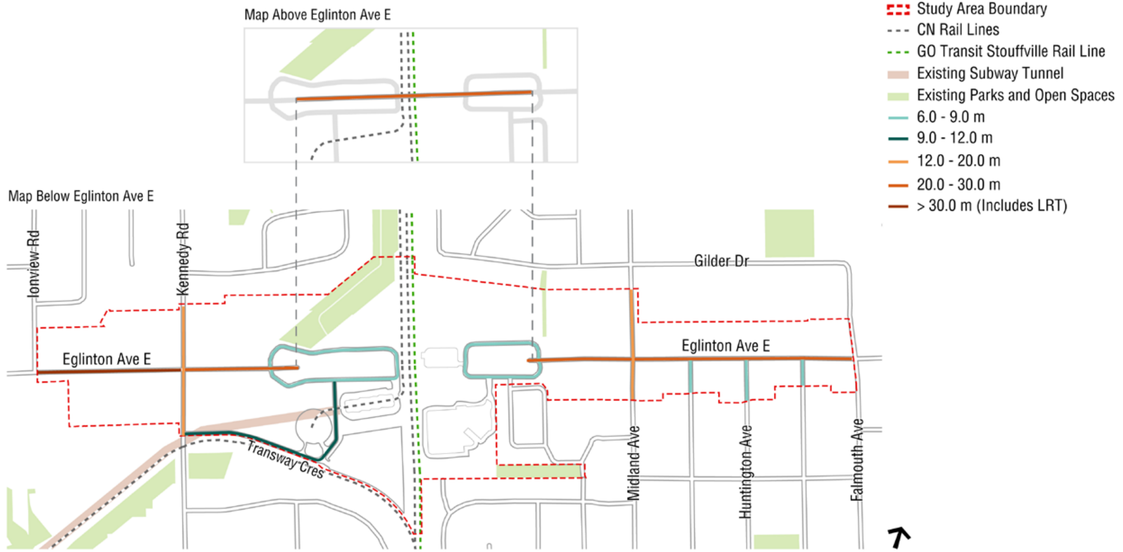


Figure A2.13 Existing Roadway Widths

Figure A2.14 Existing Roadway Width Along Eglinton Ave E at Ionview Rd

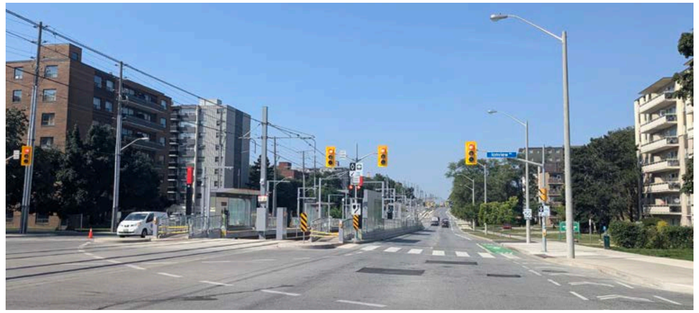


Figure A2.15 Existing Roadway Along Eglinton Ave E (North-Western Service Road)

Figure A2.16 Existing Roadway Width along Eglinton Ave E, West of Midland Ave

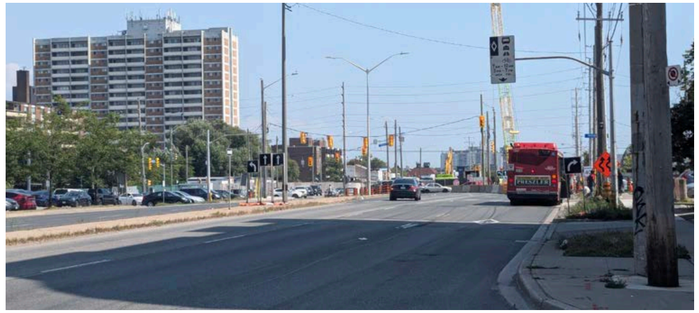


Figure A2.17 Existing Roadway Along Eglinton Ave E (North-Eastern Service Road)

A2.1.8 Existing Parking and Passenger Pick-Up and Drop-Off Areas

Figure A2.18 identifies the general locations of existing parking and passenger pick-up and drop-off ("PPUDO") facilities in the Study Area. PPUDO facilities include taxi stands.

There are currently no permit parking zones within the Study Area, and on-street parking is limited as it is mainly permitted within residential streets, such as Huntington Ave and Eglinton Ave E (north-eastern service road) at the Rainbow Village complex, which includes residential, retail, and a childcare facility.

There are five public parking lots in the Study Area, including one active parking lot on the south side of the Don Montgomery Community Recreation Centre and four others that have been temporarily closed and are being used to support transit construction and service. The plazas along Eglinton Ave E currently include free private parking lots for customers. Don Montgomery Community Recreation Centre has two existing parking lots. Currently, the north parking lot is temporarily used as a staging area for construction of the Scarborough Subway Extension.

There is one PPUDO facility for Kennedy TTC Station, located off Transway Cres, one PPUDO facility in front of the ECLRT station building, one taxi stand along the south-western service road, and one PPUDO facility located in front of the Kennedy GO Station entrance.

Figure A2.18 Existing Parking and Passenger Pick-Up and Drop-Off Areas

Figure A2.19 Existing PPUDO at Kennedy TTC Station

Figure A2.20 Existing PPUDO at Kennedy TTC Station

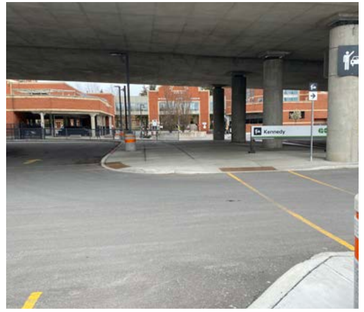


Figure A2.21 Existing Commercial Parking in the Study Area

Figure A2.22 Existing PPUDO at Kennedy GO Station Transit Plaza

A2.2 Existing Conditions for the Core Areas

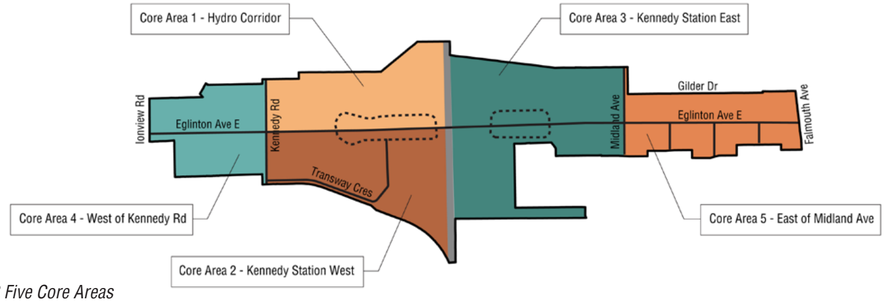


Figure A2.23 Five Core Areas

A2.2.1 Introduction to the Core Areas

Five Core Areas have been identified to analyze the Study Area's existing constraints and provide recommendations within the Public Realm Master Plan specific to each Core Area. The general boundaries of the Core Areas are described below.

Core Area 1 – Hydro Corridor: Kennedy Rd to the west, the rear of the retail plaza to the north along Eglinton Ave E, Stouffville GO Rail Line to the east, and the Eglinton Ave E overpass to the south. This area is approximately 8 ha in size.

Core Area 2 – Kennedy Station West: Kennedy Rd to the west, Eglinton Ave E to the north, the Stouffville GO Rail Line to the east, and the southern-most segment of Transway Cres and CN Railway to the south. This area is approximately 8 ha in size.

Core Area 3 – Kennedy Station East: Stouffville GO Rail Line to the west, Rainbow Village complex to the north, Midland Ave to the east, and Don Montgomery Community Recreation Centre to the south. This area is approximately 11 ha in size with ongoing Metrolinx construction projects and improvements to the GO Station.

Core Area 4 – West of Kennedy Rd: Eglinton Ave E from Ionview Rd to the west, Kennedy Rd to the east, and the rear of the retail plazas to the north and south along Eglinton Ave E. This area is approximately 5 ha in size.

Core Area 5 – East of Midland Ave: Eglinton Ave E from Midland Ave to the west, Gilder Dr to the north, Gilder Dr/Falmouth Ave to the east, and the rear of the retail plazas south along Eglinton Ave E. This area is approximately 5 ha in size.

The following sub-sections generally describe and illustrate the existing street designs and public realm elements located within each Core Area, including sidewalk, vehicle, and bicycle lane widths, above and underground utility information, as well as tree planting and soft landscaping locations. Existing constraints for the Study Area and specific Core Areas are identified through the analysis of these drawings (see Section 1.5: Constraints).

All locations and dimensions illustrated are approximate and to be used as reference only. Limited information was available for existing underground utilities.

A2.2.2 Existing Conditions: Core Area 1 – Hydro Corridor

Core Area 1 includes the Gatineau Corridor Trail, Eglinton Ave E overpass and north-western service road, as well as one commuter parking lot located beneath the overpass (currently used for staging). Eglinton Ave E is an at-grade street which becomes an overpass over the GO Rail Line and decommissioned SRT Line, with its elevated portion generally beginning at the Gatineau Corridor and ending west of the Rainbow Village complex. A development is proposed for the lands at 2444 Eglinton Ave E.

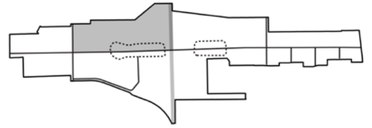


Figure A2.24 Key Map Core Area 1 - Hydro Corridor

Figure A2.25 Existing Condition Along Kennedy Rd North of Eglinton Ave E

Figure A2.26 Existing Condition Priority Bus Lane and Bikeway Terminus Along Eglinton Ave E

Figure A2.27 Existing Condition Along Eglinton Ave E (North-Western Service Road)

Figure A2.28 Existing Condition Along the Stouffville GO Rail Line

The public realm mainly consists of limited street trees, sidewalks directly adjacent to the curbs, and hydro poles and streetlights on all streets. Immediately north-east of the intersection of Eglinton Ave E and Kennedy Rd is a strip plaza which includes a parking lot.

Eglinton Ave E (north-western service road) is frequented by TTC buses. The north side of the street includes an entrance to the Gatineau Corridor Trail, which includes a multi-use path and public art serving as bicycle parking. There is a bus stop on the south side of the street for the station bound buses.

Kennedy Rd includes a dedicated northbound bus lane. There is a bus stop at the northeast corner of Kennedy Rd and Eglinton Ave E.

Figure A2.29 Existing Condition Along Eglinton Ave E at Kennedy Rd

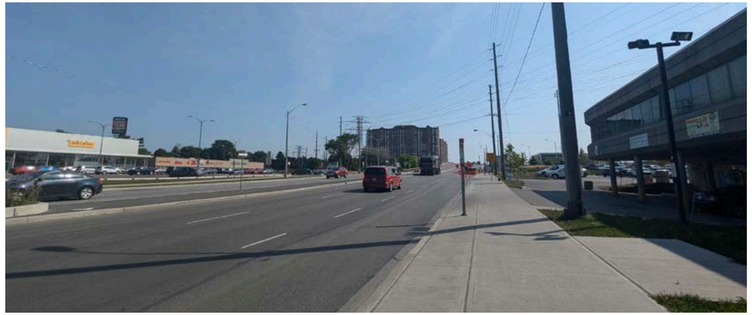


Figure A2.30 Existing Condition Along Eglinton Ave E, East of Kennedy Rd

Core Area 1 - Section 1: Existing Condition along Eglinton Ave E, east of Kennedy Rd

Eglinton Ave E:

- 36.5 m right-of-way ("ROW") width includes 25.5 m vehicular roadway width with seven vehicle travel lanes (three eastbound and four westbound separated by median)
- Northern sidewalk has a landscape buffer adjacent to the curb and southern sidewalk is immediately adjacent to the curb
- Strip plazas with parking and large building setbacks on the either side of Eglinton Ave E
- Sewer and water lines are located beneath the roadway. A gas line is located beneath the southern sidewalk

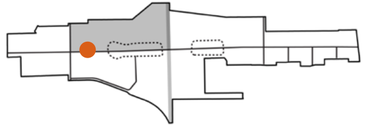


Figure A2.31 Key Map Core Area 1 - Hydro Corridor

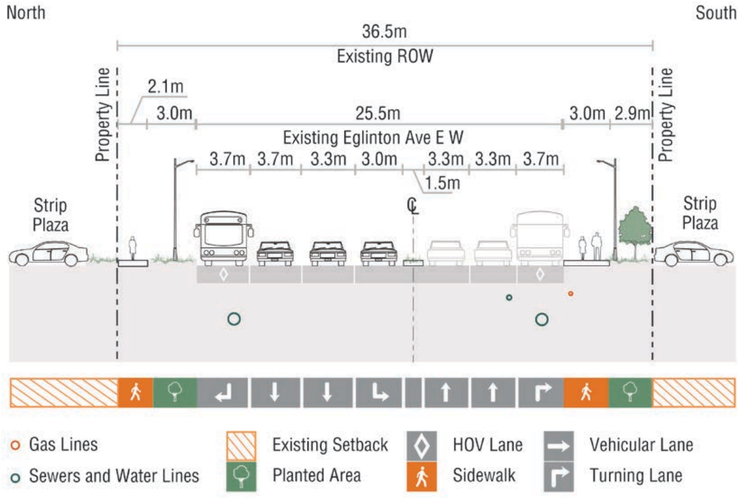


Figure A2.32 Core Area 1 - Section 1: Existing Condition Along Eglinton Ave E, east of Kennedy Rd

Core Area 1 - Section 2: Existing Condition along Kennedy Rd at intersection with Eglinton Ave E

Kennedy Rd:

- 30.5 m ROW width includes 19.4 m vehicular roadway width with five vehicle travel lanes (two northbound, two southbound, and one southbound turning lane)
- Substandard sidewalk on the west side of the street with a landscape buffer adjacent to the curb. Eastern sidewalk is immediately adjacent to the curb.
- North-south and east-west pedestrian crosswalks at the intersection of Kennedy Rd and Eglinton Ave E
- Strip plazas with parking lots and large building setbacks on the east and west sides of Kennedy Rd
- Sewer and water lines are located beneath the roadway. A gas line is located beneath the western sidewalk

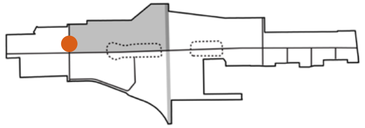


Figure A2.33 Key Map Core Area 1 - Hydro Corridor

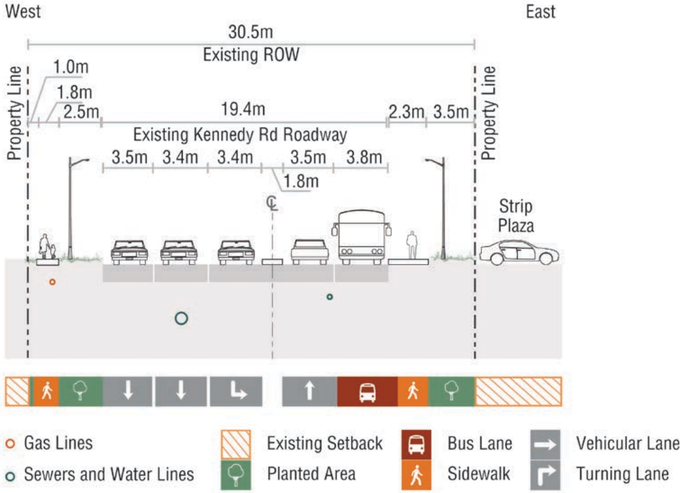


Figure A2.34 Core Area 1 - Section 2: Existing Condition Along Kennedy Rd at Intersection with Eglinton Ave E

Core Area 1 - Section 3: Existing Condition along Kennedy Rd

Kennedy Rd:

- 30.5 m ROW width includes 17.5 m vehicular roadway width with four vehicle travel lanes (two southbound, two northbound)
- Substandard sidewalk on the west side of the street with a landscape buffer adjacent to the curb. The eastern sidewalk is immediately adjacent to the curb
- Strip plazas with parking lots and large building setbacks on east and west side of Kennedy Rd
- Sewer and water lines are located beneath the roadway. A gas line is located beneath the western sidewalk

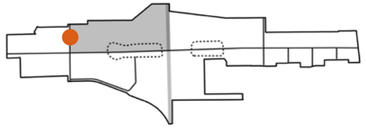


Figure A2.35 Key Map Core Area 1 - Hydro Corridor

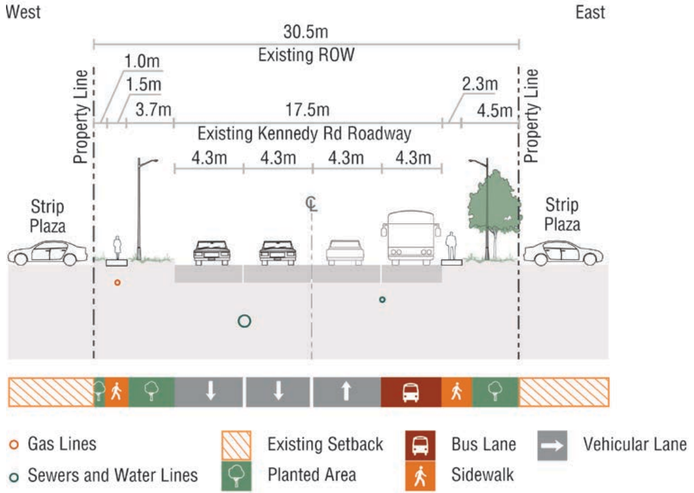


Figure A2.36 Core Area 1 - Section 3: Existing Condition Along Kennedy Rd

Core Area 1 - Section 4: Existing Condition through Eglinton Ave E and Kennedy Station ECLRT Transit Plaza and PPUDO

- Eglinton Ave E circulates in a loop as a series of service roads beneath the Eglinton Ave E overpass. Bermed condition on both sides of the Eglinton Ave E overpass

Eglinton Ave E:

- 28 m ROW width includes 24.2 m vehicular roadway width with six vehicle travel lanes (three eastbound, three westbound). This includes one westbound HOV lane
- Substandard sidewalks on both sides of the street and sidewalks are immediately adjacent to the curbs

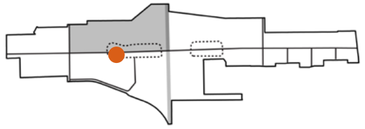


Figure A2.37 Key Map Core Area 1 - Hydro Corridor

Eglinton Avenue E (north-western service road):

- 8.0 m vehicular roadway width includes two vehicle travel lanes (one eastbound, one westbound)
- Substandard sidewalk on the north side of the street and no sidewalk on the south side of the street. Sidewalks are immediately adjacent to the curbs
- Sewer and water lines located beneath the roadway. Both gas lines and water lines located beneath the northern sidewalk

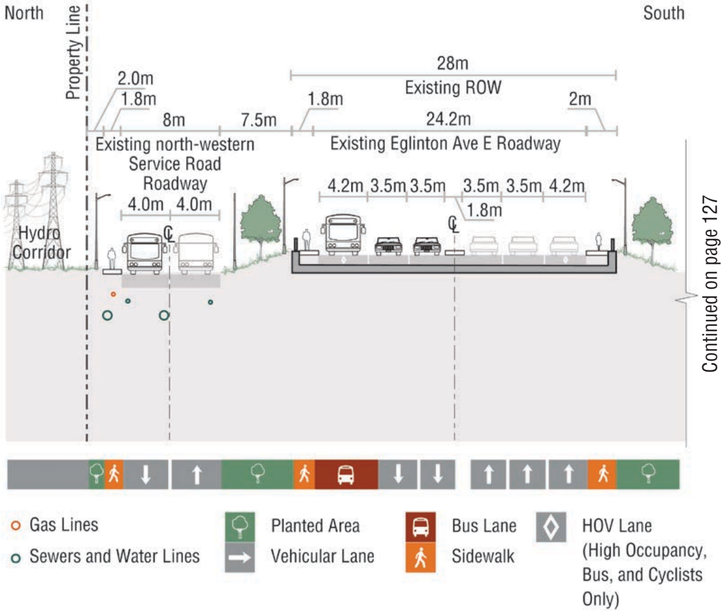


Figure A2.38 Core Area 1- Section 4: Existing Condition Through Eglinton Ave E and Kennedy Station ECLRT Transit Plaza

Eglinton Avenue E (south-western service road):

- 9.0 m vehicular roadway width includes two vehicle travel lanes (one eastbound, one westbound) with on-street PPUDO facility
- Sewer and water lines are located beneath the roadway

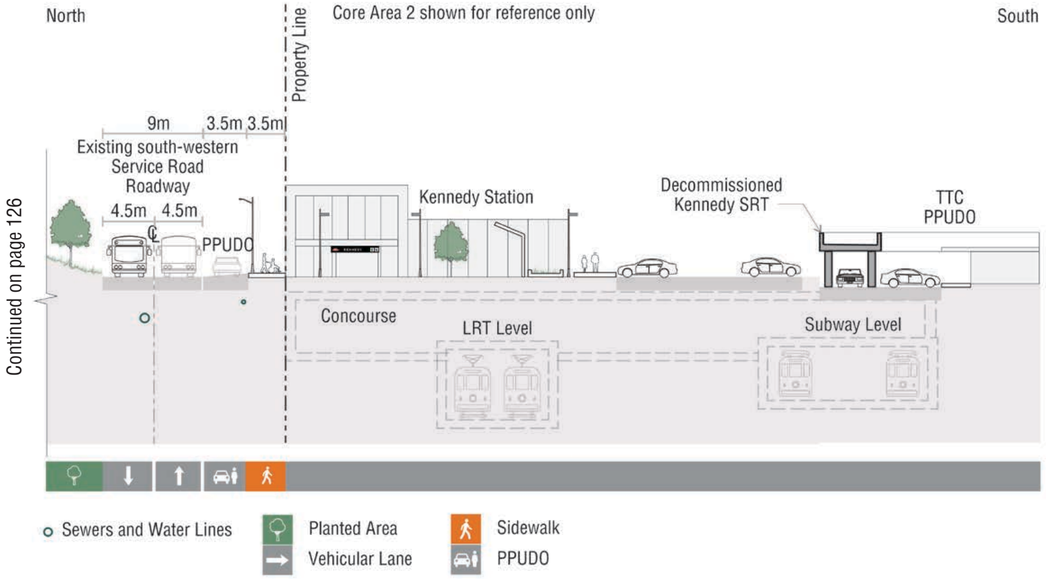


Figure A2.39 Core Area 1- Section 4: Existing Condition Through Eglinton Ave E and Kennedy Station ECLRT Transit Plaza

A2.2.3 Existing Conditions: Core Area 2 – Kennedy Station West

Core Area 2 includes the Kennedy TTC Station and bus terminal, decommissioned SRT Line 3 elevated track, new ECLRT/GO Station building and plaza, covered bicycle parking, PPUDO facility, and commuter and staff parking lots. The commuter parking lot south of the Kennedy Station TTC bus terminal is currently used as a bus bay facility. 2425 Eglinton Ave E is a proposed development site.

The public realm consists of limited street trees, sidewalks directly adjacent to the curbs, and hydro poles and streetlights on all streets.

Eglinton Ave E (south-western service road) is frequented by TTC buses. The north-south interim multi-use path is located under the Eglinton Ave E overpass and connects the Eglinton Ave E north-western and south-western service roads.

Transway Cres is frequented by TTC buses and provides access to a PPUDO facility for the TTC Station.

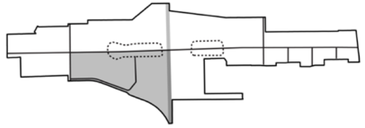


Figure A2.40 Key Map Core Area 2 - Kennedy Station West

Figure A2.41 Existing Condition Along Eglinton Ave E (South-Western Service Road)

Figure A2.42 Existing Condition Along Transway Cres

Figure A2.43 Existing Condition at Kennedy TTC Station PPUDO

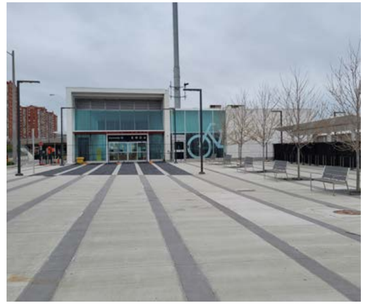


Figure A2.44 Existing Condition at Kennedy TTC Station Plaza

Figure A2.45 Existing Condition at Kennedy TTC Station Entrance

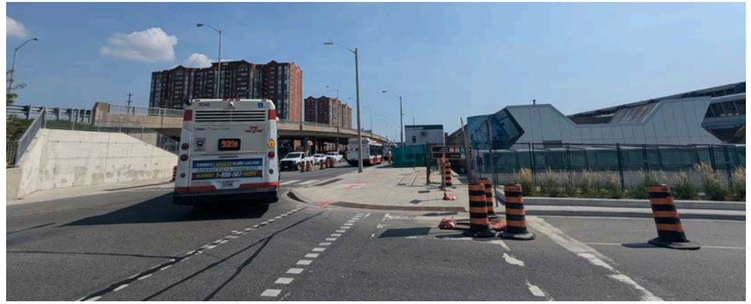


Figure A2.46 Existing Condition Along Eglinton Ave E (South-Western Service Road), East of Transway Cres

Core Area 2 - Section 5: Existing Condition through Kennedy TTC Station and Bus Loop

- Eglinton Ave E south-western service road circulates in a loop beneath the overpass
- Existing commuter parking lot beneath the Eglinton Ave E overpass currently used as a construction staging area
- Interim multi-use path connecting Eglinton Ave E north-western and south-western service roads

Eglinton Ave E (overpass):

- Refer to Core Area 1

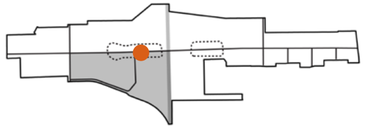


Figure A2.47 Key Map Core Area 2 - Kennedy Station West

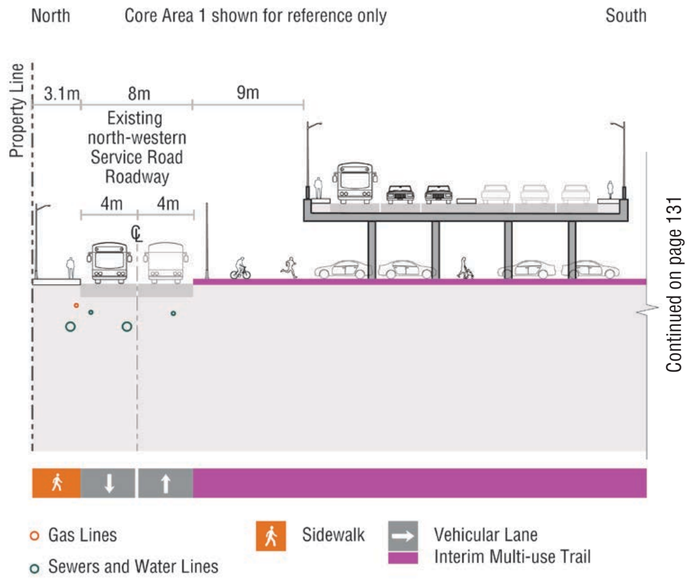


Figure A2.48 Core Area 2 - Section 5: Existing Condition Through Kennedy TTC Station and Bus Loop

Eglinton Ave E (south-western service road):

- 10.0 m vehicular roadway width includes two vehicle travel lanes (one eastbound, one westbound) with an on-street taxi stand
- Sidewalks are immediately adjacent to curbs
- Sewer and water lines are located beneath the roadway. A water line is located beneath the southern sidewalk

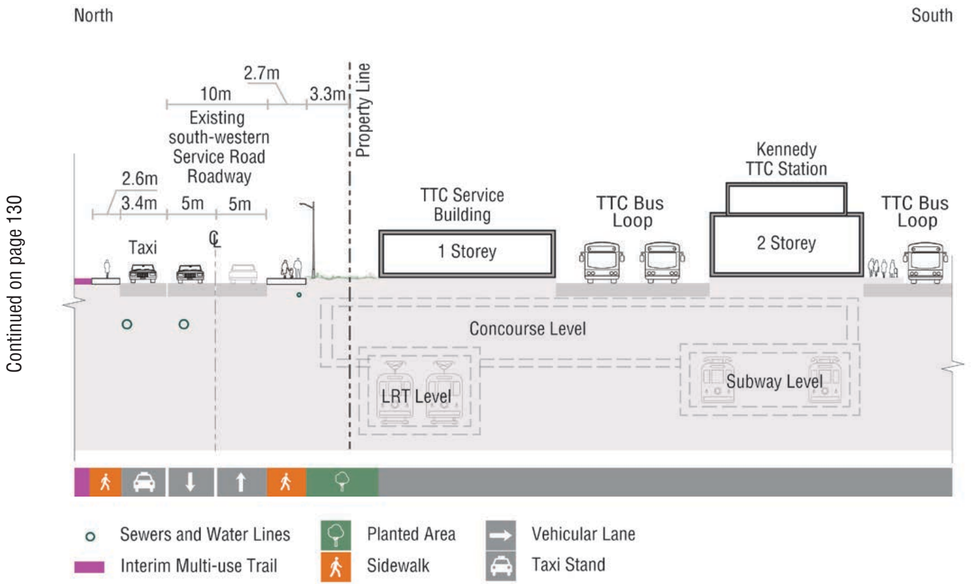


Figure A2.49 Core Area 2 - Section 5: Existing Condition Through Kennedy TTC Station and Bus Loop

Appendix A2 : Information Gathering and Analysis

Core Area 2 - Section 6: Existing Condition along Transway Cres

Transway Cres:

- 20.0 m ROW width includes 9.2 m vehicular roadway width with two vehicle travel lanes (one eastbound, one westbound)
- Substandard sidewalk on the north side of the street, with a landscape buffer adjacent to the curb and no sidewalk on the south side of the street
- A portion of the bioswale around the adjacent parking lot is located north of the sidewalk
- Sewer and water lines are located beneath the roadway

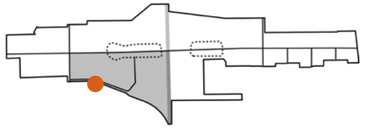


Figure A2.50 Key Map Core Area 2 - Kennedy Station West

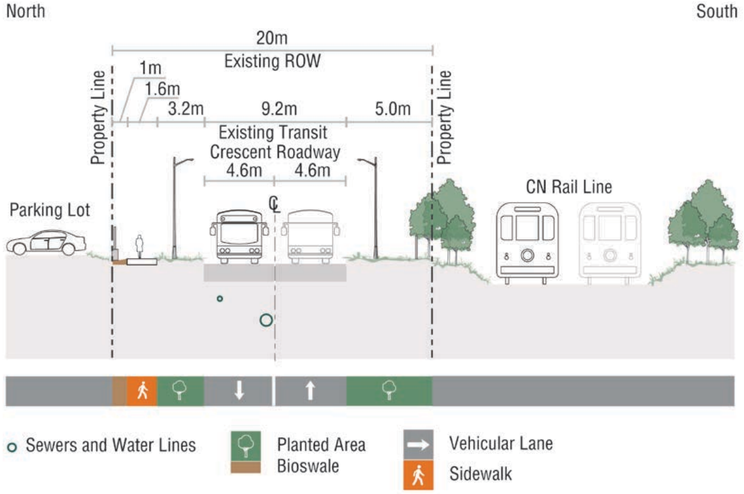


Figure A2.51 Core Area 2 - Section 6: Existing Condition Along Transway Cres

Core Area 2 - Section 7: Existing Condition along Transway Cres and through Kennedy TTC Station

Transway Cres:

- 20.0 m ROW width includes 10.0 m vehicular roadway width with two vehicle travel lanes (one southbound, one northbound)
- Substandard sidewalk on the west side of the street, with sidewalk immediately adjacent to the curb
- East-west pedestrian crosswalk from the PPUDO facility to Kennedy Station
- Decommissioned elevated Kennedy SRT rail infrastructure, with a PPUDO facility for TTC passengers located at-grade beneath the elevated structure
- A sewer line is located beneath the roadway

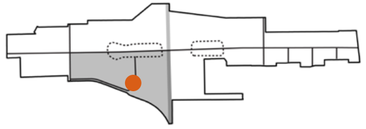


Figure A2.52 Key Map Core Area 2 - Kennedy Station West

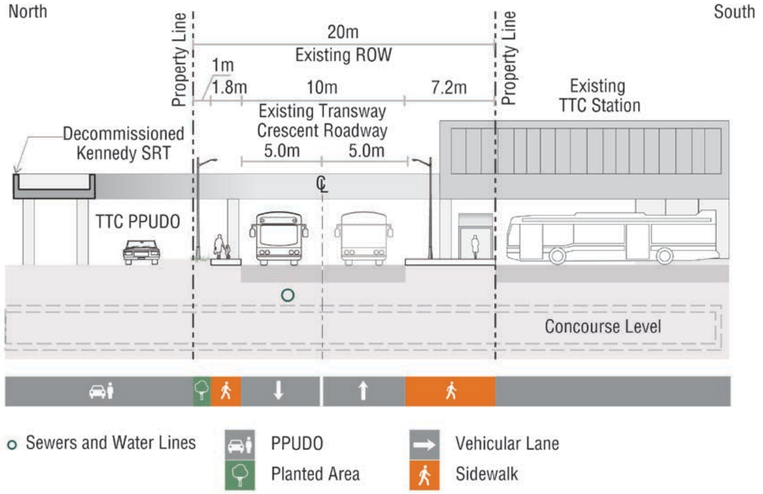


Figure A2.53 Core Area 2 - Section 7: Existing Condition Along Transway Cres and through Kennedy TTC Station

A2.2.4 Existing Conditions: Core Area 3 – Kennedy Station East

Core Area 3 includes Kennedy GO Station and train platforms, as well as the transit plaza which includes a PPUDO facility and taxi stand on Eglinton Ave E (south-western service road). There are existing residential communities to the north of the Kennedy GO Station PPUDO facility as well as east and south of Don Montgomery Community Recreation Centre.

The public realm consists of limited street trees, substandard sidewalks, and hydro poles and streetlights on all streets.

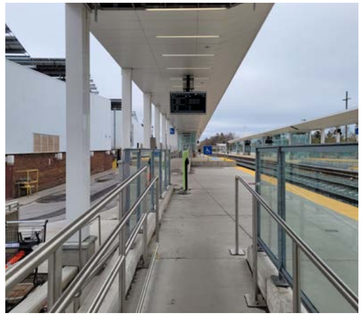


Figure A2.55 Existing Condition at Kennedy GO Station

Figure A2.56 Existing Condition at Kennedy GO Station Plaza

Figure A2.57 Existing Condition at Kennedy GO Station PPUDO

Figure A2.58 Existing Condition at Kennedy GO Station Northbound Platform

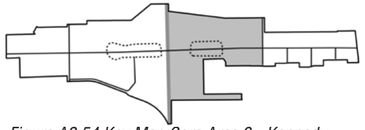


Figure A2.54 Key Map Core Area 3 - Kennedy Station East

Figure A2.59 Existing Condition at Kennedy GO Station Northbound Platform

Figure A2.60 Existing Condition Along Eglinton Ave E (South-Eastern Service Road)

Figure A2.61 Existing Condition at Rainbow Village

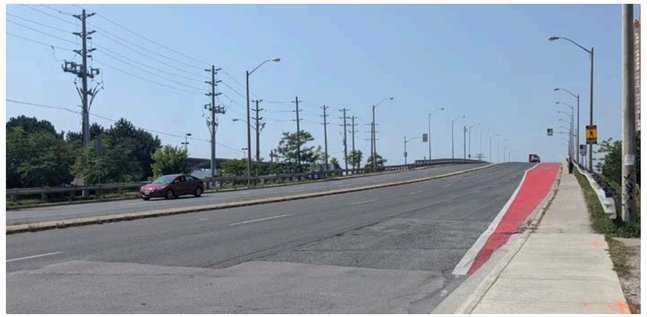


Figure A2.62 Existing Condition Along Eglinton Ave E, East of GO Stouffville Rail Line

Core Area 3 - Section 8: Existing Condition through Kennedy GO Station and Transit Plaza

- Don Montgomery Community Recreation includes north and south parking lots with green space (undesignated) east of the southern parking lot
- Pedestrian sidewalks around the GO Station and community centre are immediately adjacent to the curbs

Eglinton Ave E (overpass):

- Refer to Core Area 1

Eglinton Ave E (south-eastern service road):

- Transit plaza for Kennedy GO Station and associated passenger entrance
- PPUDO facility and taxi stand at-grade, beneath the Eglinton Ave E overpass
- Sewer line located beneath the sidewalk and a water line is located within the private setback area

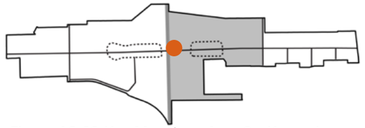


Figure A2.63 Key Map Core Area 3 - Kennedy Station East

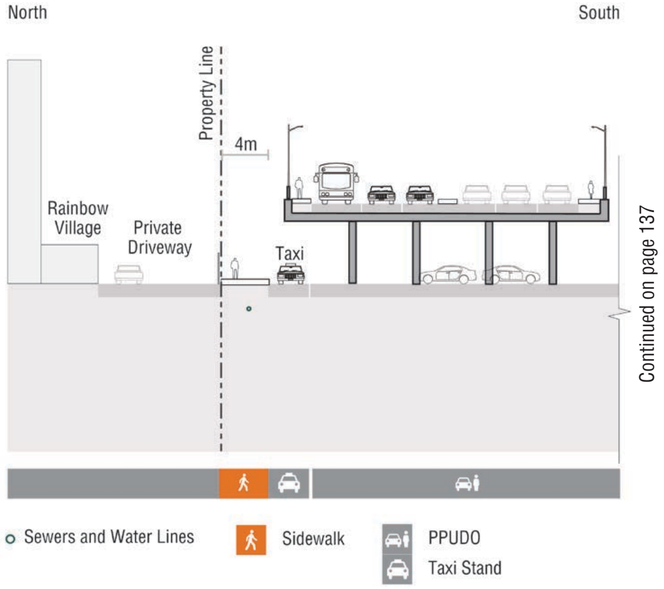


Figure A2.64 Core Area 3 - Section 8: Existing Condition Through Kennedy GO Station and Transit Plaza

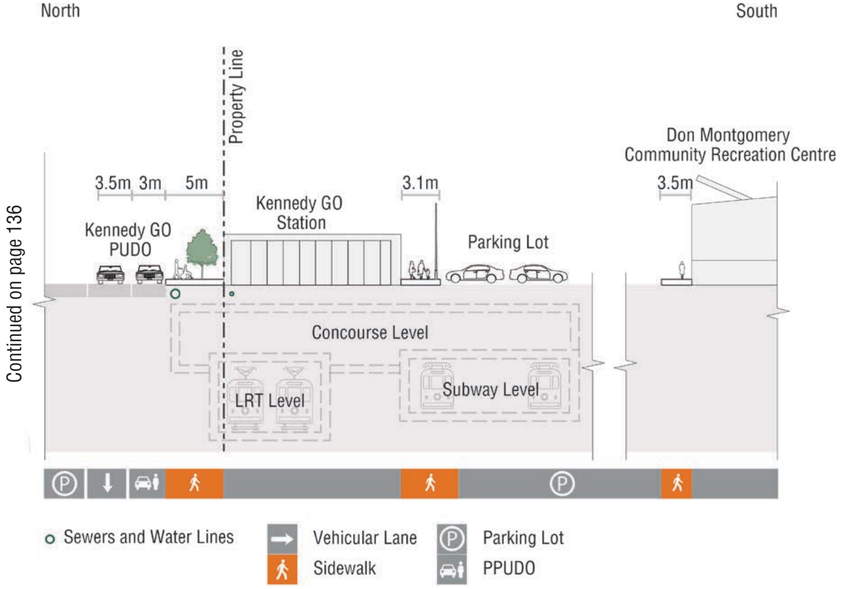


Figure A2.65 Core Area 3 - Section 8: Existing Condition Through Kennedy GO Station and Transit Plaza

Eglinton Ave E (north-eastern service road):

- Sidewalk is immediately adjacent to the curb
- A water line is located beneath the sidewalk

Appendix A2 : Information Gathering and Analysis

Core Area 3 - Section 9: Existing Condition through Don Montgomery Community Recreation Centre

- Eglinton Ave E south-eastern service road circulates in a loop beneath the overpass. Bermed conditions on both sides of the Eglinton Ave E overpass

Eglinton Ave E (overpass):

- Refer to Core Area 1

Figure A2.66 Key Map Core Area 3 - Kennedy Station East

Eglinton Ave E (north-eastern service road):

- 10.0 m vehicular roadway width with two vehicle travel lanes (one eastbound, one westbound)
- Limited on-street parking available adjacent to the Rainbow Village complex, along the south side of the street
- Substandard sidewalk on the north side of the street with a landscape buffer adjacent to the curb and no sidewalk on the south side of the street
- Existing retail units at the ground level of the Rainbow Village complex
- Existing tree planting along the curb of the northern sidewalk
- Sewer and water lines are located beneath the roadway

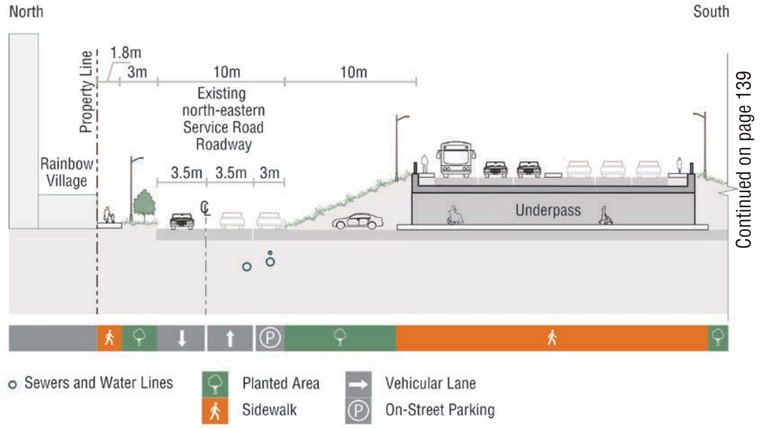


Figure A2.67 Core Area 3 - Section 9: Existing Condition Through Don Montgomery Community Recreation Centre

Eglinton Ave E (south-eastern service road):

- 8.0 m vehicular roadway width with two vehicle travel lanes (one eastbound, one westbound)
- Substandard sidewalk on the south side of the street and no sidewalk on the north side of the street. Sidewalk is immediately adjacent to the curb
- Sewer and water lines are located beneath the roadway

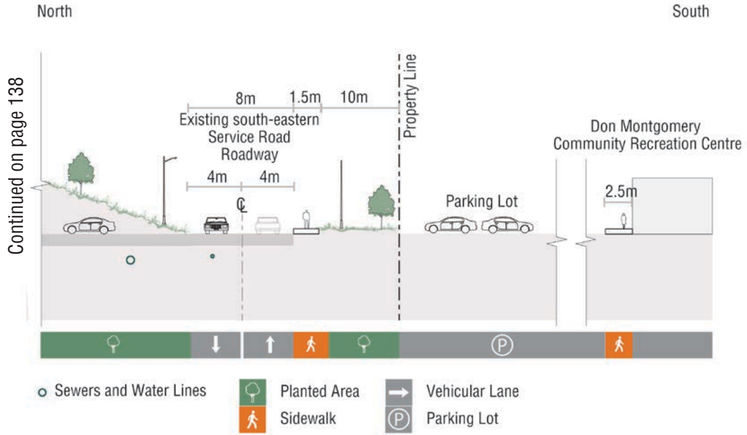


Figure A2.68 Core Area 3 - Section 9: Existing Condition Through Don Montgomery Community Recreation Centre

Core Area 3 - Section 10: Existing Condition through Kennedy GO Station Platform

- Existing laneway includes 6.0 m vehicular roadway width with two vehicle travel lanes (one southbound, one northbound)
- Substandard sidewalks on both side of the private laneway servicing the community centre. Sidewalks are immediately adjacent to the curbs
- Pedestrian connection between the Kennedy TTC Station and Kennedy GO Station via the underground concourse level

Figure A2.69 Key Map Core Area 3 - Kennedy Station East

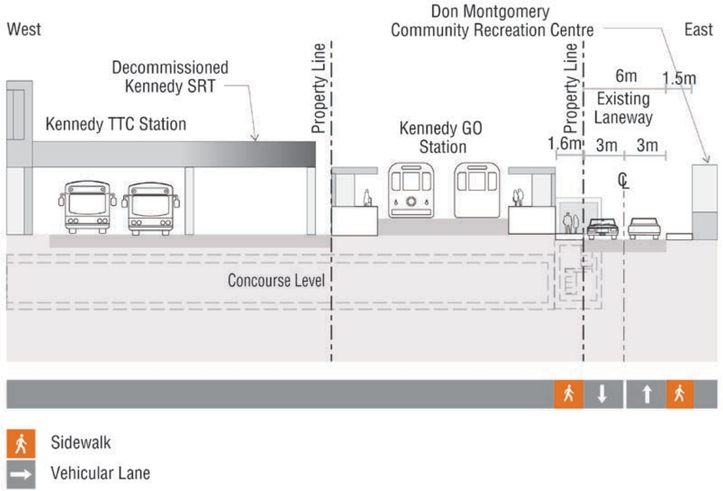


Figure A2.70 Core Area 3 - Section 10: Existing Condition Through Kennedy GO Station Platform

A2.2.5 Existing Conditions: Core Area 4 – West of Kennedy Rd

Core Area 4 includes the newly built ECLRT and station building, which travels through this area and descends underground at Kennedy Rd. There are bus stops along Eglinton Ave E at the intersections of Ionview Rd and Kennedy Rd. There are existing strip plazas with street-facing parking lots backing onto residential neighborhoods.

The public realm consists of some street trees, sidewalks setback from the curbs with a landscape buffer, and hydro poles and streetlights on all streets.

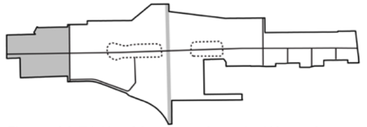


Figure A2.71 Key Map Core Area 4 - West of Kennedy Rd

Figure A2.72 Existing Condition Along Eglinton Ave E, West of Kennedy Rd

Figure A2.73 Existing Condition Along Kennedy Rd, South of Eglinton Ave E

Figure A2.74 Existing Condition Along Kennedy Rd North of Transway Cres

Figure A2.75 Existing Condition Along Eglinton Ave E, east of Ionview Rd

Figure A2.76 Existing Condition Along Eglinton Ave E, West of Kennedy Rd

Figure A2.77 Existing Condition Along Eglinton Crosstown LRT Tracks

Figure A2.78 Existing Condition Along Eglinton Ave E, East of Ionview Rd

Figure A2.79 Existing Condition Along Kennedy Rd Intersection at Transway Cres

Core Area 4 - Section 11: Existing Condition along Eglinton Ave E, west of Kennedy Rd

Eglinton Ave E:

- 44.0 m ROW width includes 30.0 m vehicular roadway width with four vehicle travel lanes (two westbound, two eastbound)
- Substandard sidewalks on both sides of the street with landscape buffers adjacent to the curb
- North-south and east-west pedestrian crosswalks at the intersections of Eglinton Ave E at Ionview Rd and Kennedy Rd
- Unprotected dedicated bikeways (one westbound, one eastbound)
- Strip plazas with parking lots and large building setbacks on either side of Eglinton Ave E
- Sewer and water lines are located beneath the roadway
- A gas line is located beneath the westbound bikeway

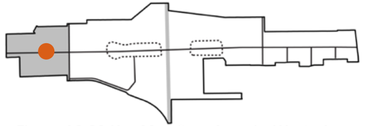


Figure A2.80 Key Map Core Area 4 - West of Kennedy Rd

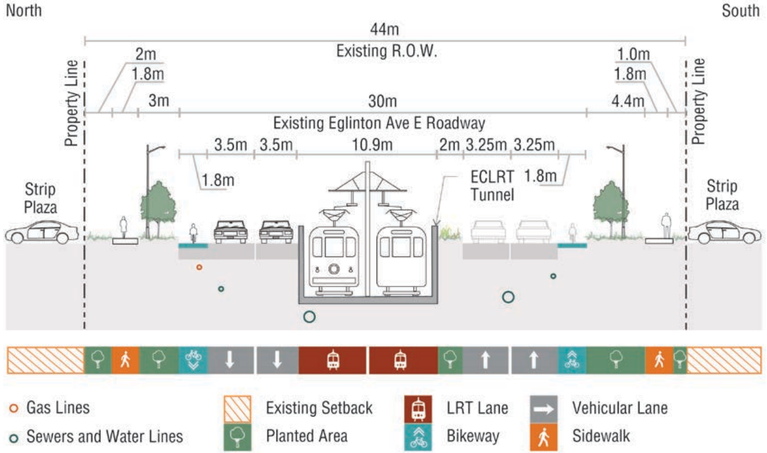


Figure A2.81 Core Area 4 - Section 11: Existing Condition Along Eglinton Ave E, West of Kennedy Rd

A2.2.6 Existing Conditions: Core Area 5 – East of Midland Ave

Core Area 5 includes existing strip plazas with street-facing parking lots backing onto residential neighborhoods. Other local streets including Commonwealth Ave, Huntington Ave, Winter Ave, Falmouth Ave, and Gilder Dr run north-south and have limited on-street parking.

The public realm consists of limited street trees, a mixture of sidewalks directly adjacent to the curbs or setback with a landscape buffer, and hydro poles and streetlights on all streets. Midland Ave includes a dedicated southbound bus lane.

This area is currently undergoing construction for the Scarborough Subway Extension at the intersection of Eglinton Ave E and Midland Ave.

Figure A2.83 Existing Bus Stop Along Midland Ave North of Eglinton Ave E

Figure A2.84 Existing Utility Box Along Midland Ave North of Eglinton Ave E

Figure A2.85 Existing Condition Along Midland Ave North of Eglinton Ave E

Figure A2.86 Existing Condition at the Intersection of Midland Ave and Eglinton Ave E

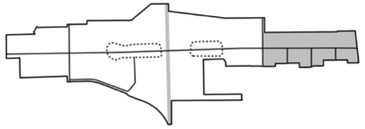


Figure A2.82 Key Map Core Area 5 - East of Midland Ave

Core Area 5 - Section 12: Existing Condition along Eglinton Ave E, east of Midland Ave

Eglinton Ave E:

- 36.6 m ROW width includes 25.2m vehicular roadway width with seven vehicle travel lanes (three eastbound, three westbound, and one turning lane). This includes one eastbound and one westbound HOV lane
- Substandard sidewalks on the south side of the street with landscape buffer adjacent to the curb. Sidewalks on the north side are immediately adjacent to the curb
- Strip plaza with parking lot and large building setbacks on the north side of Eglinton Ave E
- Toronto Fire Station (#221) on the south side of Eglinton Ave E, immediately east of Huntington Ave
- Sewer and water lines are located beneath the roadway. A gas lines is located beneath the planted area on the south side of the street

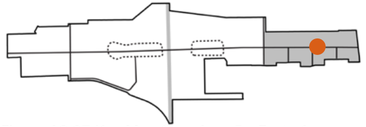


Figure A2.87 Key Map Core Area 5 - East of Midland Ave

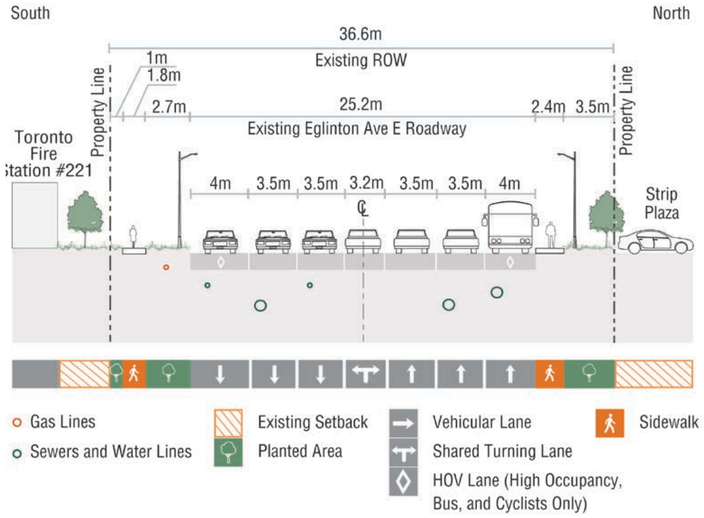


Figure A2.88 Core Area 5 - Section 12: Existing Condition Along Eglinton Ave E, East of Midland Ave

Core Area 5 - Section 13: Existing Condition along Midland Ave at Intersection with Eglinton Ave E

Midland Ave:

- 26.3 m ROW width includes 18.9 m vehicular roadway width with five vehicle travel lanes (three southbound, two northbound). This includes one southbound turning lane and one dedicated southbound bus lane
- North-south and east-west pedestrian crosswalks at the intersection
- Sidewalks are immediately adjacent to curbs
- Strip plazas with parking lots and large building setbacks on either side of Midland Ave
- Sewer and water lines are located beneath the roadway. Existing transformer box at the north-western intersection is located within the planted area

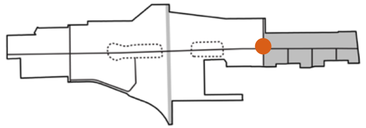


Figure A2.89 Key Map Core Area 5 - East of Midland Ave

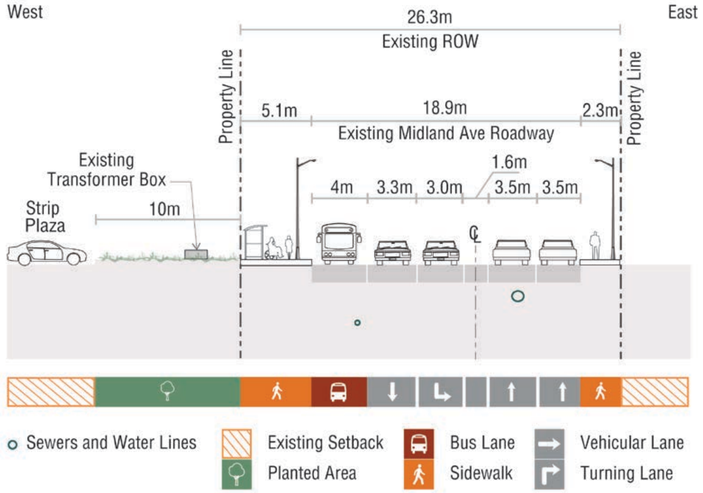


Figure A2.90 Core Area 5 - Section 13: Existing Condition Along Midland Ave at Intersection with Eglinton Ave E

Core Area 5 - Section 14: Existing Condition along Midland Ave

Midland Ave:

- 26.2 m ROW includes 18.2 m vehicular roadway width with five vehicle travel lanes (three northbound, two southbound). This includes one northbound turning lane and one dedicated southbound bus lane
- Western sidewalk has a landscape buffer adjacent to the curb. The eastern sidewalk is immediately adjacent to the curb
- Strip plazas with parking lots and large building setbacks on the west side of Midland Ave
- Sewer and water lines are located beneath the roadway

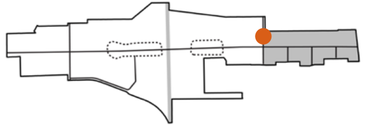


Figure A2.91 Key Map Core Area 5 - East of Midland Ave

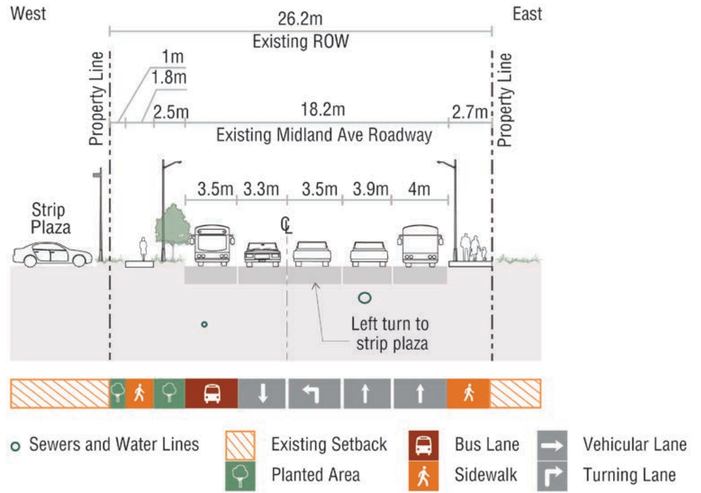


Figure A2.92 Core Area 5 - Section 14: Existing Condition Along Midland Ave

Core Area 5 - Section 15: Existing Condition along Huntington Ave, south of Eglinton Ave E

Huntington Ave:

- 20.0 m ROW width includes 8.6 m vehicular roadway width with two vehicle travel lanes (one northbound, one southbound)
- Substandard sidewalks on both sides of the street. Eastern sidewalk has a landscape buffer adjacent to the curb and western sidewalk is immediately adjacent to the curb
- East-west pedestrian crosswalks at the intersection
- Strip plazas with parking lots and large building setbacks located west of Huntington Ave, along Eglinton Ave East
- Toronto Fire Station (#221) on the east side of Huntington Ave. The northwest corner of the site (southeast corner of intersection) features a public plaza with tree planting and benches
- Sewer and water lines are located beneath the roadway. A gas line is located beneath the planted area on the east side of the street

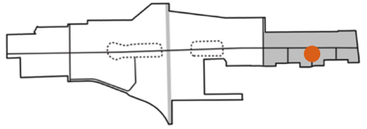


Figure Key Map Core Area 5 - East of Midland Ave

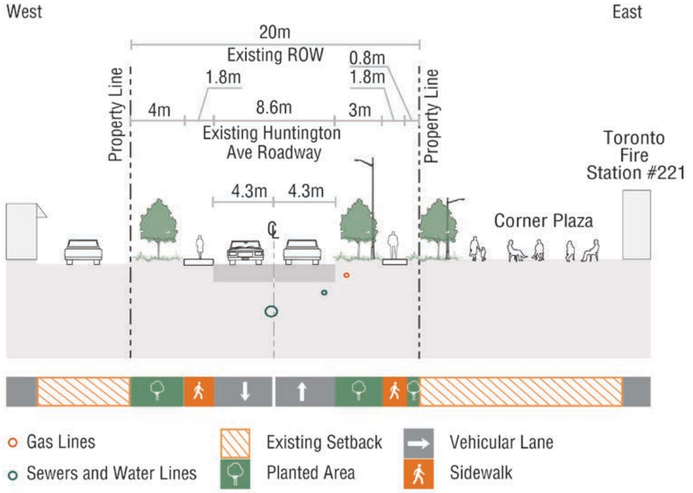


Figure A2.94 Core Area 5 - Section 15: Existing Condition Along Huntington Ave, South of Eglinton Ave E

A2.3 Public Engagement

Public engagement for the Kennedy Station Public Realm Study and Master Plan began in the Fall of 2024 and was completed in Spring 2025. Working with City divisions and agencies, the engagement led by the City Planning division included a series of in-person and online engagement activities to provide information and seek feedback on the Master Plan.

Public engagement in Fall 2024 addressed streetscapes and open spaces within the Study Area and focused on gathering information regarding challenges and desired improvements. Engagement in Spring 2025 focused on sharing information and obtaining feedback on the draft Master Plan. Figure A2.95 outlines the engagement activities undertaken.

Online	Engaged (approx.)
Interactive map (Social Pinpoint)	658 reached, 131 comments recieved
Online survey	362 respondents, 91 completed, 615 comments received
In Person	**Engaged (approx.)**
Pop-up at Kennedy Eglinton Library	19
Open House (hosted by Parks and Recreation division) at Mid-Scarborough Hub	45
Pop-up at Kennedy TTC Station	81
Youth Workshops/Information Sessions	206
Senior's Drop-In at Don Montgomery Community Recreation Centre	23
Open House at Don Montgomery Community Recreation Centre	75

Figure A2.95 Public Engagement Summary

Figure A2.96 Youth Engagement Workshop

Figure A2.97 Open House at Don Montgomery Community Recreation Centre

The feedback received through public engagement helped inform and shape the development of the Master Plan. The goals of the Master Plan address some of the key challenges and desires expressed through the engagement process. Feedback includes but is not limited to:

Create a well-connected street network

- The existing network and route options to key destinations are hard to navigate, and are inconvenient with long distances between crossings, signals, and accessible routes.

Improve the pedestrian circulation network

- The pedestrian circulation network has limited connections over existing barriers and lacks accessibility. The street network should be designed to prioritize pedestrian accessibility and new connections east-west over the rail corridor and north-south over Eglinton Ave E.

Support a safer more connected cycling network

- There is competition between vehicles, cyclists and pedestrians within the streetscape and limited dedicated cycling infrastructure. The area should have reasonable separation and dedicated options for cycling.

Integrate vehicular access

- The area is car-centric. Support people centric infrastructure but retain vehicle access to key destinations, transit and community facilities.

Figure A2.98 Pop-up Engagement at Kennedy TTC Station

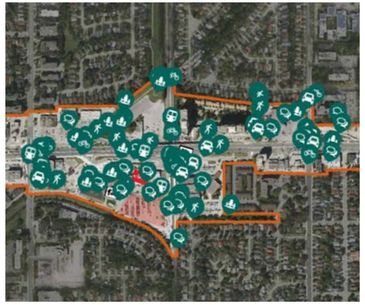


Figure A2.99 Social Pinpoint

Expand the urban tree canopy and support green streets

- The area is predominantly hardscaped and concrete with few green spaces or greenery. Trees, flowers, shrubs and landscaping should be incorporated throughout, and green spaces should be expanded.

Improve the streetscapes

- The area is confusing, lacks sufficient lighting, and feels hostile to pedestrians and cyclists. The user experience should be improved with additional amenities, traffic safety measures and wayfinding.

Explore opportunities for Indigenous place-keeping

- Create space for Indigenous circles, gatherings, and scared fires and include indigenous plantings.

Elevate public art

- The area would be better served with more art and features that create a sense of vibrancy. The area should include space for murals and art installations that support local art/artists, reflect the area's diversity, strengthen sense of character and identity, and encourage community building and local tourism.

Create a comfortable public realm year-round

- The area can feel uncomfortable due to a lack of shade and weather protection. Improvements should be made that allow people to travel and use spaces in all seasons and under any weather conditions.

Full engagement summaries are available upon request.

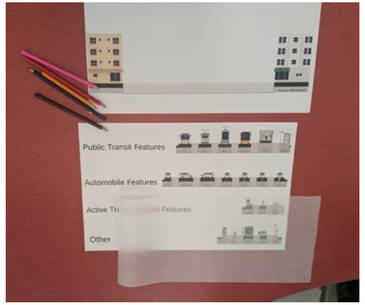


Figure A2.100 Youth Engagement Workshop

Figure A2.101 Pop-up Engagement at Mid-Scarborough Hub

Scarborough RT (Decommissioned) (Credit: Chandra/Adobe Stock)

Appendix A3: List of Figures

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TORONTO