

3.0 PLANNING AND DESIGN ANALYSIS

3.1 Introduction

This Section presents the technical analysis of the GMSP Study Area, TMP Boundary and CIS Boundary, including key findings of existing conditions, opportunities and constraints, and soft site analysis (see section 3.11 Soft Site Analysis for more information). Each sub-section includes images and interpretation of existing conditions. Where practical, graphics depicting opportunities are presented to provide a summary of the key opportunities according to the broad planning and urban design concepts of connectivity, build form and land use..

3.2 Parks and Open Spaces

EXISTING OPEN SPACE SYSTEM

There are two significant landscape open space corridors and natural areas within the broader TMP / CIS Boundary. Both the Massey Creek and Gattineau Hydro Corridor connect to the city's broader open space system, particularly through the Don Valley (see Figure 12). There are also a number of smaller neighbourhood-focused parks within the broader TMP / CIS boundaries, some of which are connected to the above open space system, including Wexford Park and Wigmore Park.

EXISTING PARKS AND OPEN SPACES

There are only two parks within the GMSP Study Area: Victoria Park - Eglinton Parkette and Craigton Court Tot Lot. These parks have a combined area of approximately 1 hectare and comprise 1% of the total Study Area (see Figure 13). The Ashtonbee Reservoir Park, Gattineau Hydro Corridor and Wexford Park, all interconnected and located immediately north of the GMSP Study Area, represent significant park and open space assets. According to the City of Toronto's Local

Parkland Provision map (Map 8B of the Official Plan), the GMSP Study Area intersects four Local Park Planning Boundaries. Two of these four Local Park Planning Boundaries (those generally bounded by Warden Avenue in the east, Ellesmere Road in the north, Birchmount Road in the west and St. Clair Avenue East in the south) are identified as being parkland deficient. Within the broader CIS Boundary, there are an additional three areas that are identified as parkland deficient.

There is a lack of trees consistently throughout the Study Area, with some properties have treed perimeters or treed areas around buildings, while others feature an almost complete lack of trees. Construction of the Eglinton Crosstown Light Rail Transit (ECLRT) line will introduce a significant number of new street trees on both sides of Eglinton Avenue East.

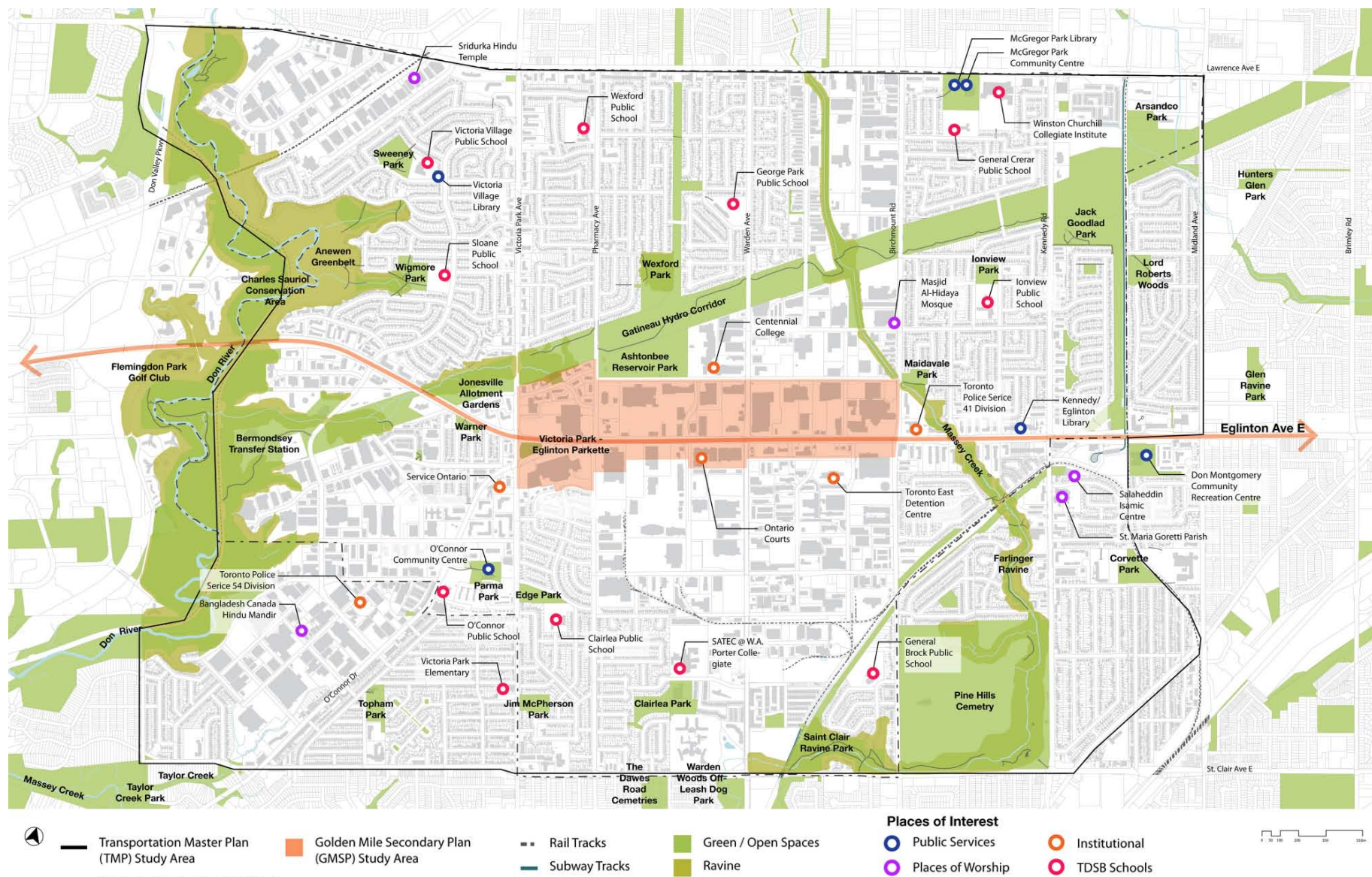


Figure 12 Open Spaces in the TMP Boundary

There is a lack of open space in the GMSP Study Area itself, however it is immediately adjacent to and in relatively close proximity to open spaces of various scales. Furthermore, there are a number of schools and community services near or around the TMP Boundary that could be integrated into the network of open spaces.

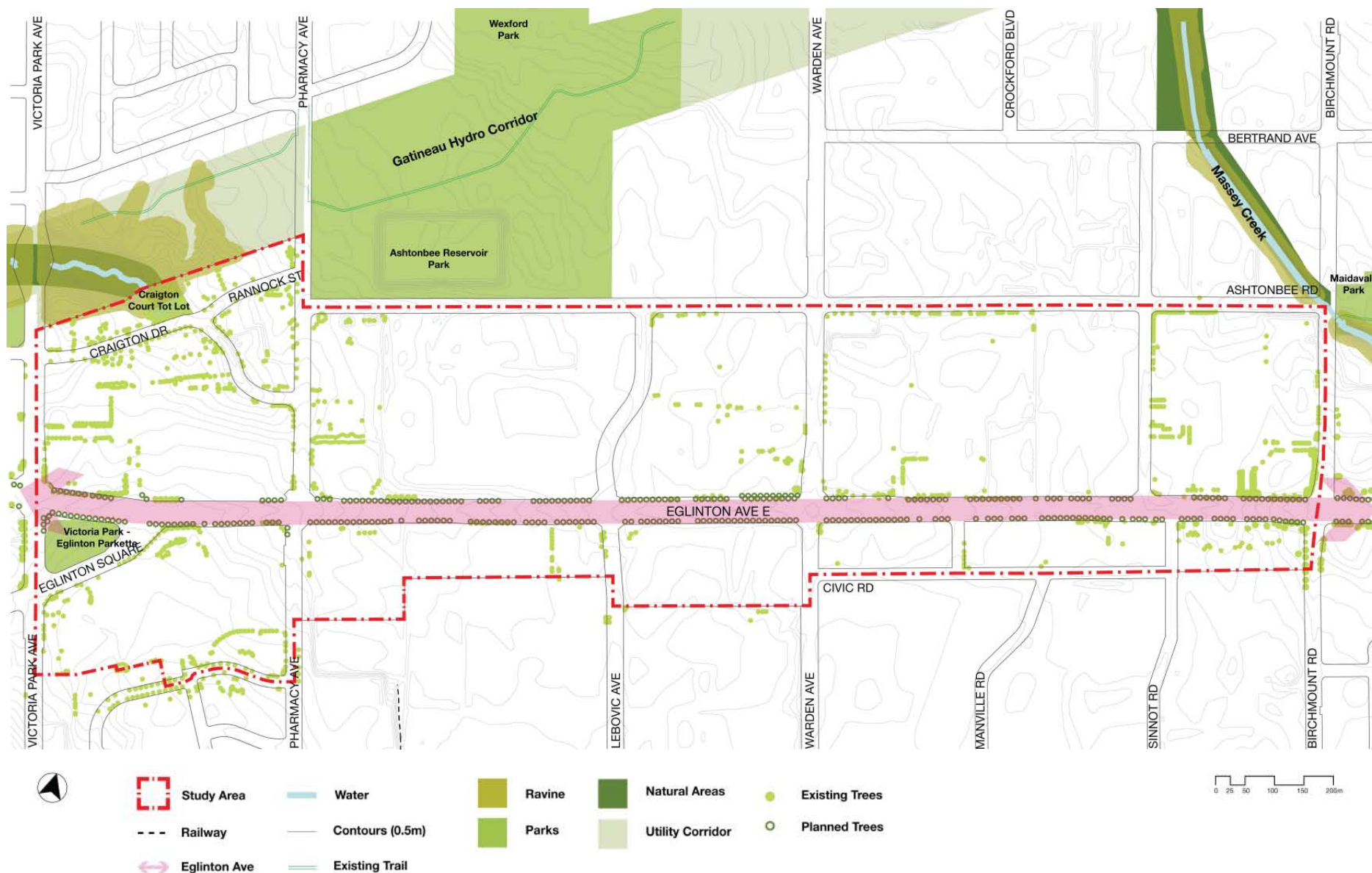


Figure 13 Open spaces in the GMSP Study Area

There is a lack of open spaces and street trees in the GMSP Study Area. There are large open spaces, such as the Gatineau Hydro Corridor, in very close proximity to the Study Area, but with poor conditions for pedestrian and cycling connections. However, Eglinton Avenue East is planned to bring continuous tree canopy on the street with rows of new street trees on both sides.

EXISTING & PLANNED CYCLING FACILITIES

There are very limited cycling facilities within all three of the boundaries (see Figure 14), with the exception of the Quiet Street Routes on Elvaston Drive and on Northline Road and a trail that runs through the Gatineau Hydro Corridor from Victoria Park Avenue to west of Birchmount Road.

There are a number of planned cycling facilities, including bike lanes on Eglinton Avenue East (to be provided through the construction of the ECLRT - see Image 3), Victoria Park Avenue, St. Clair Avenue East and Sloane Avenue / Bermondsey Road. There are also planned trails for the hydro corridor that runs north of the Gatineau Hydro Corridor and along the corridor under which Subway Line 2 (Bloor Danforth) runs from Warden Station to Kennedy Station. These latter facilities are planned as part of the City of Toronto Cycling Network Ten Year Plan.

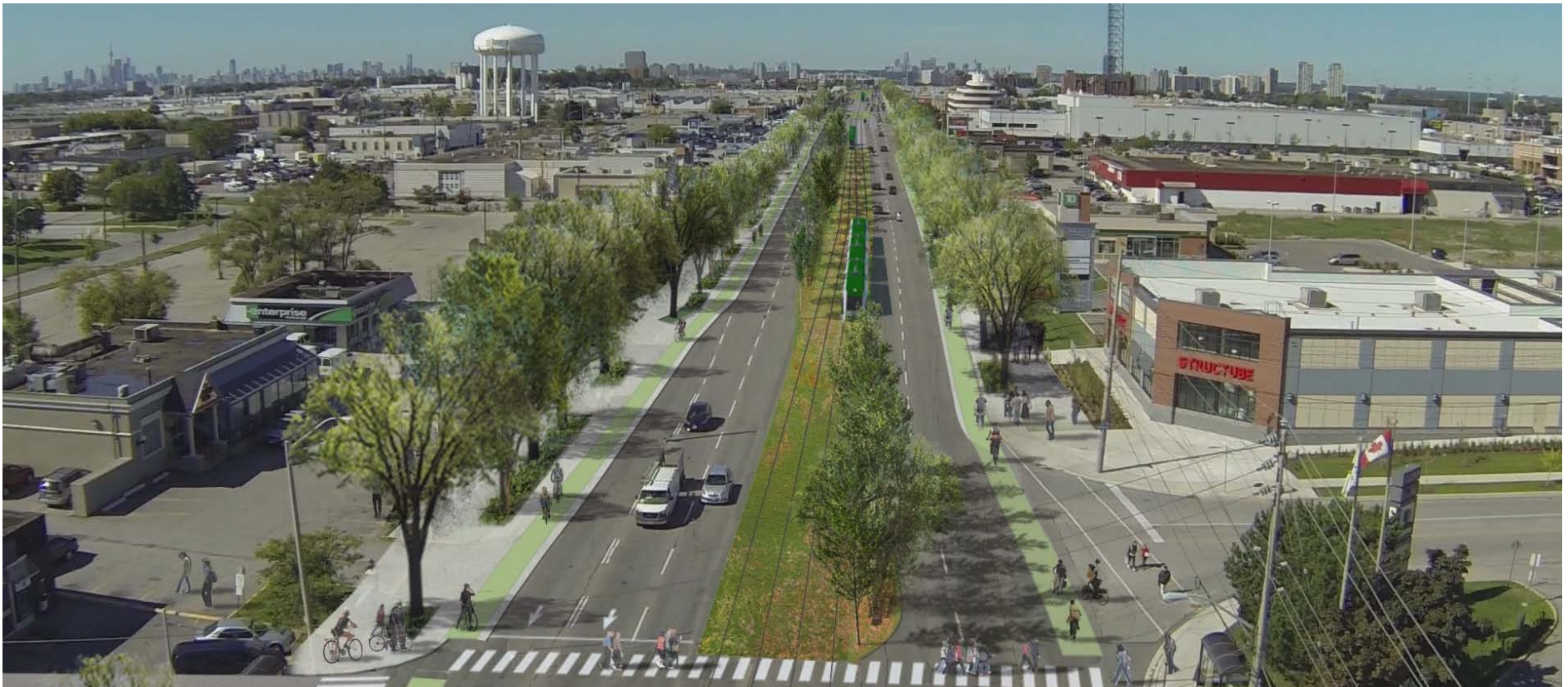


Image 3 Future Eglinton Avenue East envisioned in Eglinton Connects Planning Study

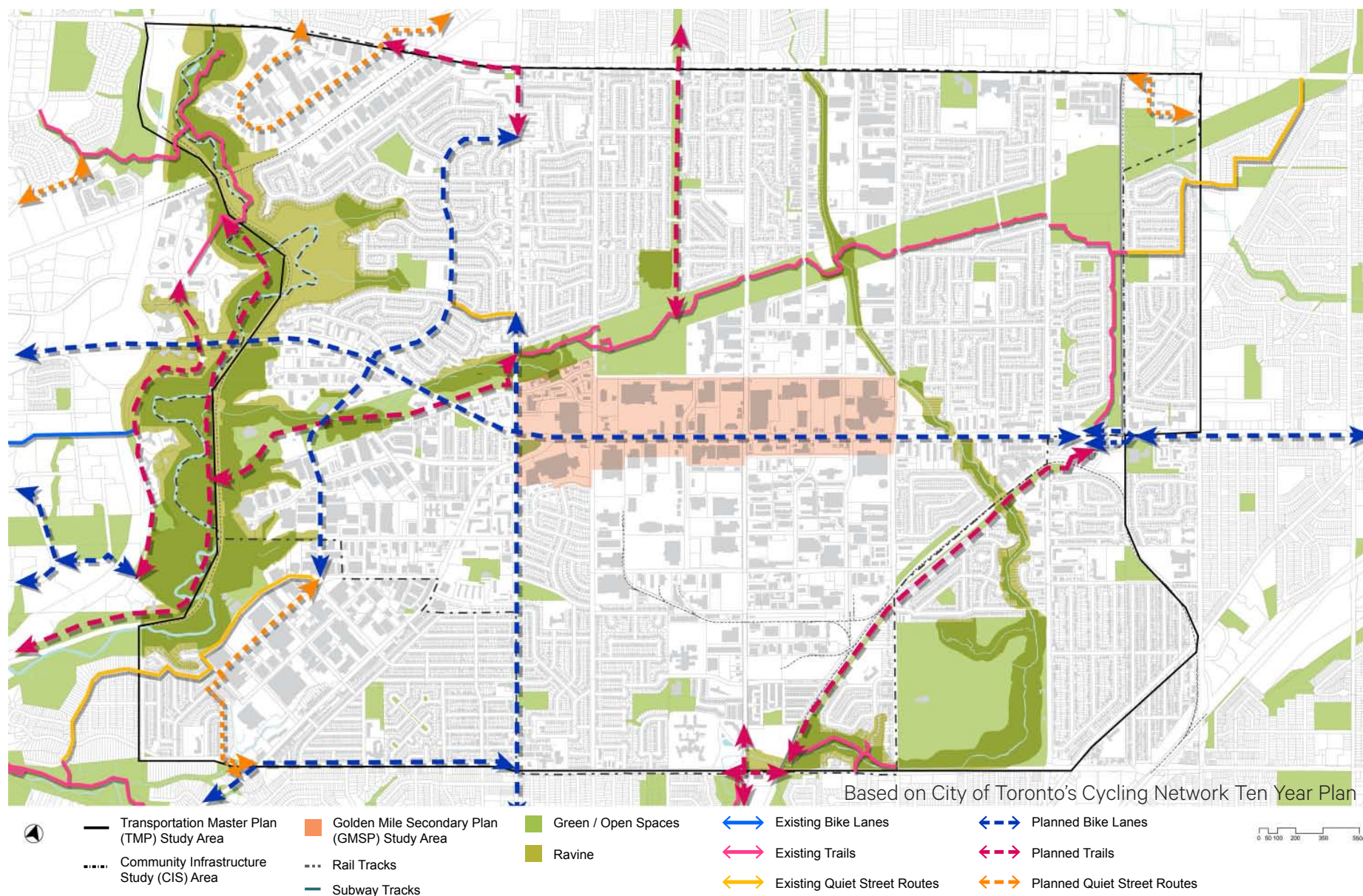


Figure 14 Existing and planned cycling facilities

Currently, there are no existing dedicated cycling facilities in the Study Area. However, there is a trail in the Gataneau Hydro Corridor which is adjacent to the GMSP Study Area. In addition, the new streetscape on Eglinton Avenue East that will be implemented with the ECLRT features a dedicated bike lane. A planned bike lane on Victoria Park Avenue will also help expand the cycling network and increase connections.

EXISTING PEDESTRIAN CONNECTIVITY

Existing pedestrian connectivity is largely composed of sidewalks running along public streets (see Images 4-6 and Figure 15). In some places, a sidewalk is present on only one side of the street (portions of Ashtonbee Road and Craigton Road), while other streets do not include sidewalks (Civic Road and Sinnott Road).

While there are numerous private pedestrian paths internal to the blocks within the Study Area, these paths often do not provide complete connectivity through the block, nor do they provide a well delineated or comfortable pedestrian space. These paths mainly serve the purpose of providing a walking route between parking spaces and building entrances and play a very limited role as permanent and comfortable, pleasant pedestrian connections.

OPPORTUNITIES FOR LANDSCAPED OPEN SPACE FRAMEWORK

At the regional scale, there are opportunities to provide new connections between existing open spaces and green connections (see Figure 16).

In addition to the existing green connections along the landscaped open space corridors and natural areas like the Gatineau Hydro Corridor, construction of the ECLRT and planned active transportation improvements along Victoria Park Avenue will provide better connections between existing green spaces.

Similarly, there is the opportunity to enhance the public realm along Pharmacy Avenue, Hakimi Avenue, Warden Avenue and Ashtonbee Road to link the renewed public realm along Eglinton Avenue East, the Gatineau Hydro Corridor, Massey Creek and the string of parks located to the south of the Study Area (including Topham Park in the west and Saint Clair Ravine Park in the east).



Image 4 Existing conditions of sidewalk at Eglinton Parkette



Image 5 Existing conditions of sidewalk on Civic Road

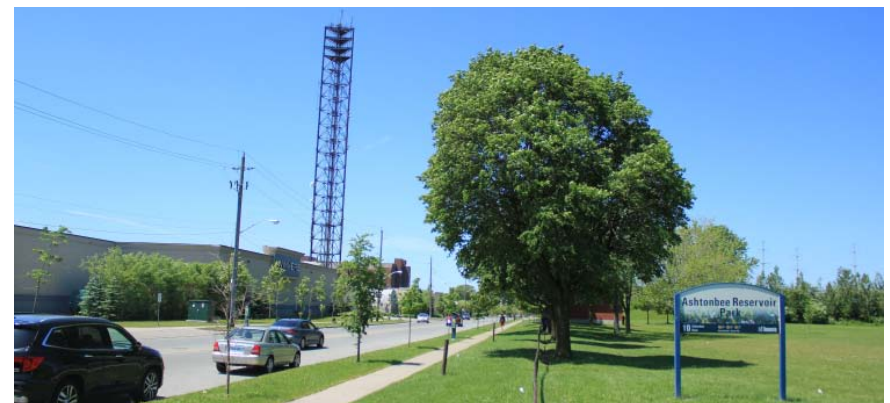


Image 6 Existing conditions at Ashtonbee Reservoir Park

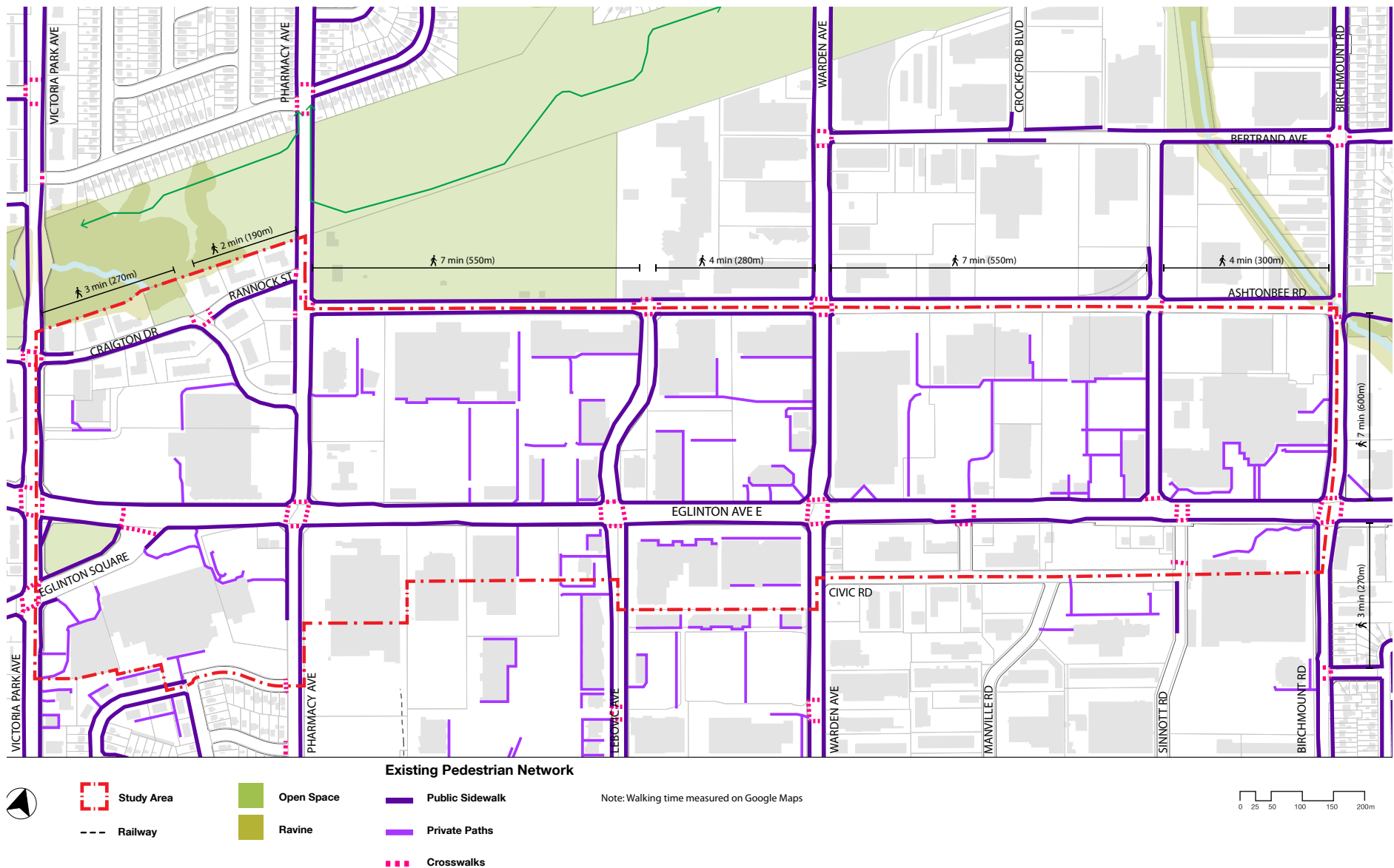


Figure 15 Existing pedestrian connectivity

Due to large block sizes, the public sidewalks do not provide sufficient pedestrian access within the blocks. Pedestrians have to rely on paths on private lands, which are often fragmented and designed only to connect to building entrances. There is a lack of direct and safe pedestrian access through the blocks.

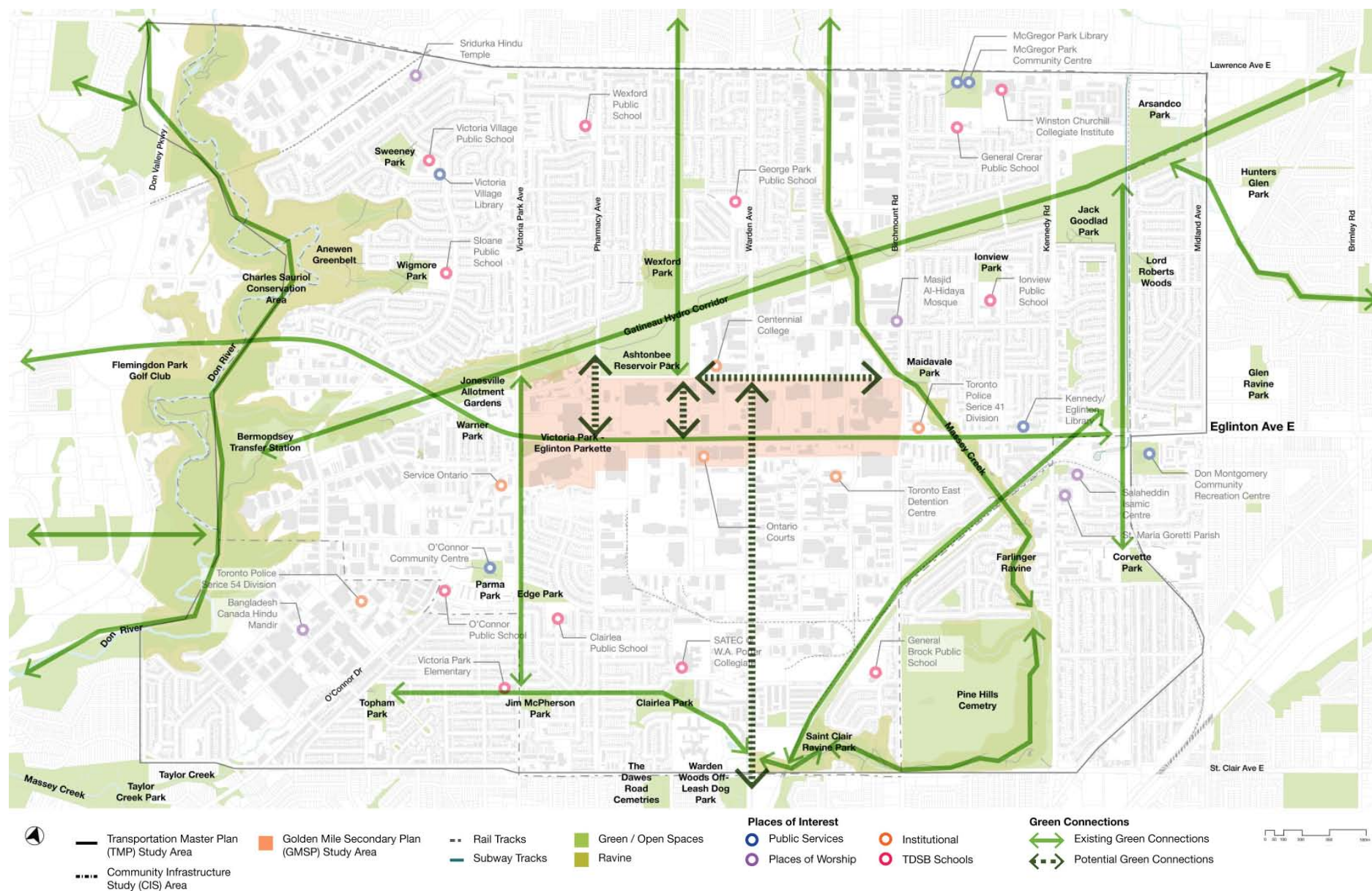


Figure 16 Opportunities for regional green framework

There is ample open space in proximity to the GMSP Study Area with great potential to connect them all to create an open space network with diverse range of spaces.

PARKS AND OPEN SPACE KEY FINDINGS

WHAT IS WORKING WELL

Currently, there are good regional open space connections at Ashtonbee Reservoir Park, Gatineau Corridor, Wexford Park and Kennedy Station. In addition, Eglinton Square Parkette is on a prominent location at the intersection of Victoria Park Avenue and Eglinton Avenue East (see Figure 16). There is the potential for this green space to be enhanced to serve a greater public realm / gateway function.

The implementation of the ECLRT will bring improved bike and pedestrian connections east-west on Eglinton Avenue East and the City's approved Cycling Network 10 Year Plan anticipates new north-south cycling facilities on Victoria Park Avenue and Sloan Avenue, better connecting networks of green space and active transportation that are currently fragmented.

WHAT COULD BE IMPROVED

Despite the existing connections to the regional open space network, the GMSP Study Area lacks open spaces at the local level. Additional open spaces are needed to break up the large blocks of asphalt and concrete and insert intentionally designed public and publicly-accessible spaces into the built environment. This could include north-south and east-west open space and public realm connections through the Study Area that facilitate both active transportation as well as serving as places to gather and linger (see Figure 16).

In addition to the potential for new open spaces and connections, there is also a need to improve and add to the existing tree canopy, to improve local air quality and enhance the visual quality of the area. An extensive tree canopy would not only provide a buffer between high volumes of vehicular traffic and pedestrians, but also much needed shade and a reduced heat island effect in the summer.

Sites adjacent to existing green space such as the properties on the south side of Ashtonbee and sites adjacent to future potential green space connections, including connections to the ECLRT stops, are prime locations for activity generating uses to increase public interaction and awareness of open space and improve overall use and maintenance of these public or publicly accessible spaces.

WHAT DOES THIS MEAN FOR THE GOLDEN MILE?

The existing regional open space connections and planned cycling infrastructure improvements suggest an emerging framework of green connections that the GMSP Study can build upon. Discrete opportunities to introduce additional green connections to these existing / planned assets should be assessed and incorporated into the ultimate plan to produce a complete network of green connections to and through the Study Area.

In the western portion of the CIS Boundary there are currently too few parks to support the existing residential (and employment) population as per the City's parkland provision standards (albeit the residential population in this portion of the CIS Boundary exists entirely outside of the GMSP Study Area proper). Furthermore, the parks and open space that do exist in the CIS Boundary are not always well-located, easily accessed, nor designed to provide a full range of passive and active recreation opportunities. As the area changes over time and the residential and employment population grows, there will be a need to introduce new parks and open space to accommodate growth. These spaces need to be placed in locations that provide connections to the broader green network, enhance place-making, are accessible to a broad range of users (i.e. residents, employees, and visitors), and are designed to provide a full range of passive and active recreation opportunities.

3.3 Streets and Blocks

STREET NETWORK

There are three major arterials (Victoria Park Avenue, Warden Avenue and Birchmount Road) that intersect with Eglinton Avenue East, each with a planned right-of-way (ROW) width of 30 metres (see Figure 16). Eglinton Avenue East is also crossed by a minor arterial and several collector / local streets, including Pharmacy Road (27 metre ROW), Hakimi Avenue / Lebovic Avenue (27 metre ROW), Thermos Road / Sinnott Road (23 metre ROW). Craigton Drive, Rannock Street, Civic Road and Ashtonbee Road all run parallel to Eglinton Avenue East, and all except Ashtonbee Road feature a ROW width of 20 metres. Ashtonbee has a ROW width of 23 metres (see Figure 17).

There are numerous private internal access roads within most of the large blocks north of Eglinton Avenue East and east of Pharmacy Road.

Additional information on the capacity and function of these streets can be found in the Transportation Section and in the Appendix A: Transportation Master Plan - Existing Conditions Report.

EXISTING STREETScape

The current streetscape within the Study Area does not incorporate various modes of travel, from pedestrian to bicycle, to provide choice of travel mode. It also lacks continuity in the pedestrian network, especially through the large blocks for north/south connections from Eglinton Avenue East (see Figure 18). This observation is the same for public and private streets, with the majority of internal access roads within blocks disconnected to adjacent blocks and without sufficient pedestrian infrastructure (e.g., sidewalks, crossing signals, signage, etc.). Combined with the large block sizes, relatively few signalized crossings and parking-dominated street frontages, conditions are generally not favourable to easy and comfortable pedestrian navigation through the GMSP Study Area.

There is a need for buffer zones between sidewalks and streets to increase the safety and quality of the pedestrian environment. Well connected pedestrian walkways within parking lots are needed to promote safety and security.

Elements of Ashtonbee Road provide a working example of a street with a treed boulevard and sidewalk. However, in most cases in the Study Area, there are very few street trees and, overall, there is a limited tree canopy, which is an important environmental design component that serves to improve air quality and local environment.

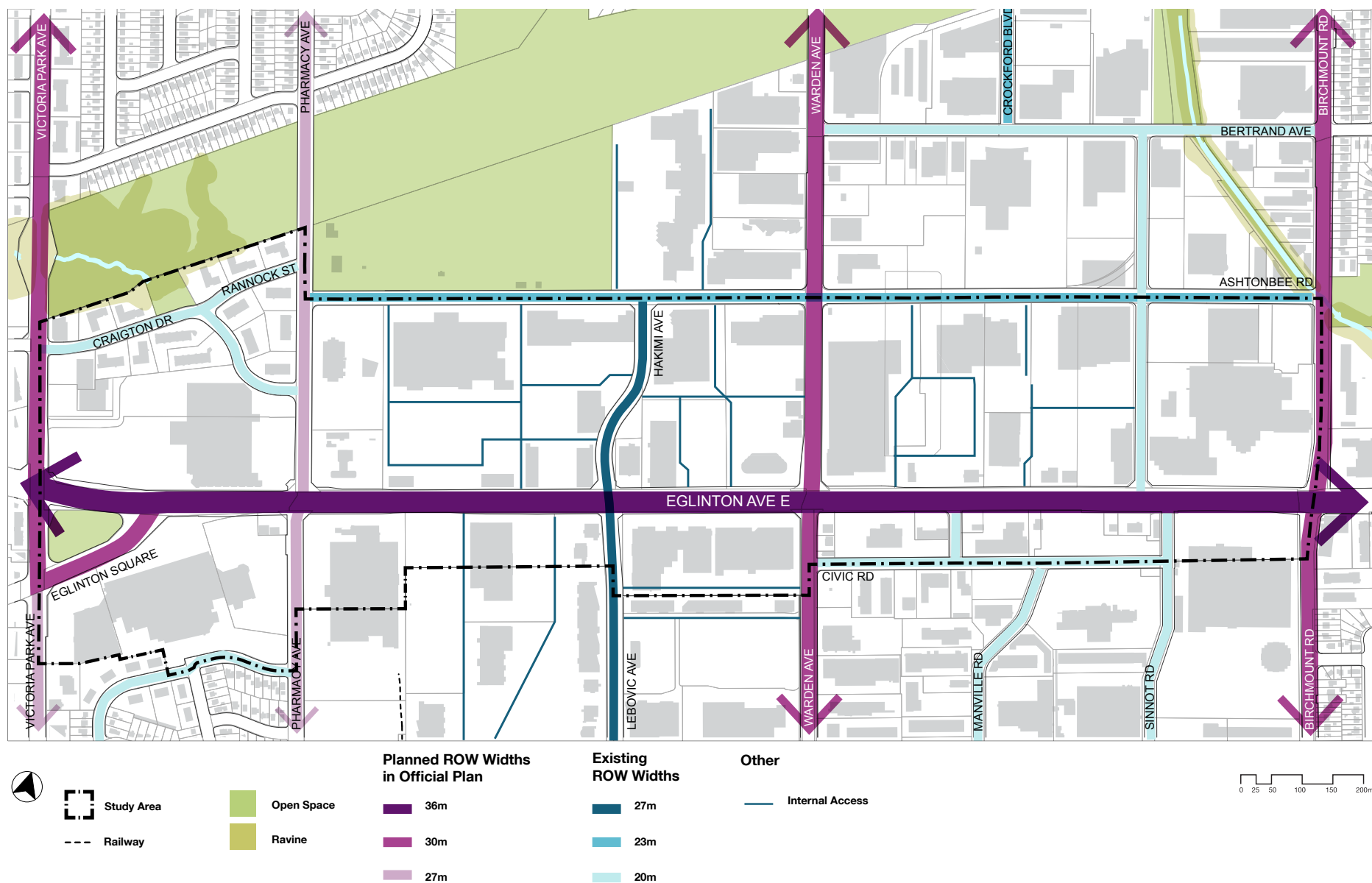


Figure 17 Existing street network

The Eglinton Connects Planning Study envisions Eglinton Avenue East to have a 36m Right-of-Way (ROW) width. Victoria Park Avenue, Warden Avenue, and Birchmount Road are to have 30m ROWs with Pharmacy Avenue ROW at 27m. Other streets will keep existing ROW widths, ranging from 20m to 27m. Figure 17 also illustrates the internal access roads within the privately owned parcels, suggesting at possible locations of new connections.



Figure 18 Existing streetscape

The existing streetscape in the GMSP Study Area is not optimal for pedestrians. There is often no buffer between the large volume of fast moving traffic and pedestrians, as well as an insufficient amount of trees and greenery. Ashtonbee Road provides elements of a better streetscape, but still lacks continuous sidewalks.

EXISTING BLOCKS

The blocks within the GMSP Study Area are generally characterized by significantly large frontages (250 - 400 metres) and depths (150 - 300 metres) along Eglinton Avenue East. These frontages and depths produce very large block sizes, generally ranging from 4 - 15 hectares (see Figure 19). These large block sizes are a result of the direct conversion of lands from farming uses to industrial uses without these lands first undergoing subdivision (see Table 6 for breakdown - for more detail on the historical development of the Golden Mile, see sections 1.4 and 3.10).

There are a few blocks south of Eglinton Avenue East and east of Warden Avenue that have relatively small depths and areas, primarily as a result of the relatively minor displacement of Civic Road from Eglinton Avenue East. Nevertheless, these blocks are still almost 75 metres deep and range in area from 1.5 - 2.5 hectares.

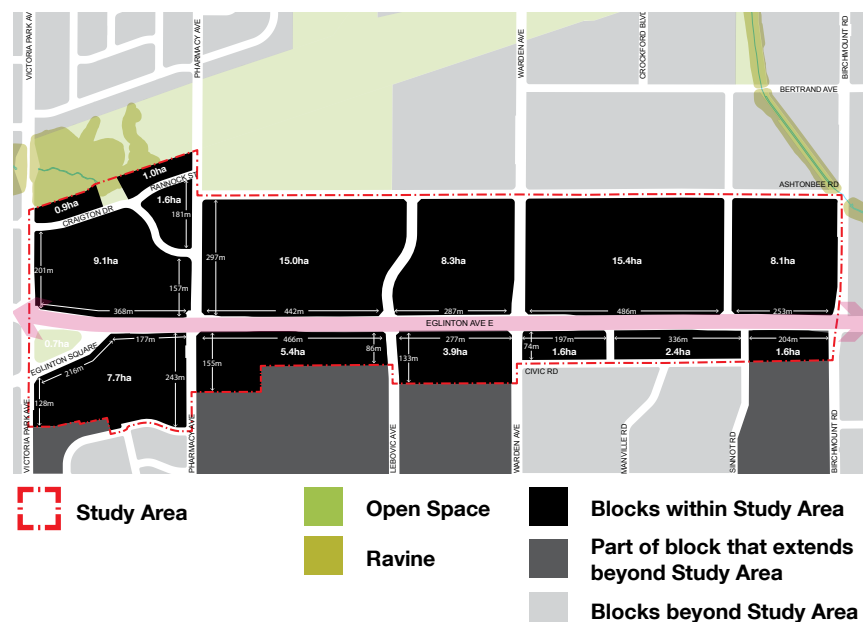


Figure 19 Existing blocks

Existing blocks are mostly large, half of them being larger than 5.0 hectares with the largest block at 15.4 hectares. This results in fewer connections, less frontage, and encourages large-scale uses. Breaking up these blocks into a smaller, pedestrian-friendly scale would improve access and allow for more small-scale uses.

EXISTING PARCEL FABRIC

In keeping with the large block sizes, the Study Area parcel fabric is predominated by relatively large parcel sizes. The majority of parcels are between 1 and 5 hectares, with a few parcels between 5 and 10 hectares, and 2 parcels exceeding 10 hectares in size (although only a small portion of one of these two falls within the Study Area).

There are several smaller parcels that are less than 1 hectare, although these are almost entirely clustered in the northwest of the Study Area and occupied by walk up apartment buildings (see Figure 20).

Total Study Area 102 ha	
Elements	Percentage (%)
Blocks	81.6
Streets	17.3
Green Space	1.1
Built Area	26.5
Surface Parking	45.5

Table 6 Element breakdown in GMSP Study Area

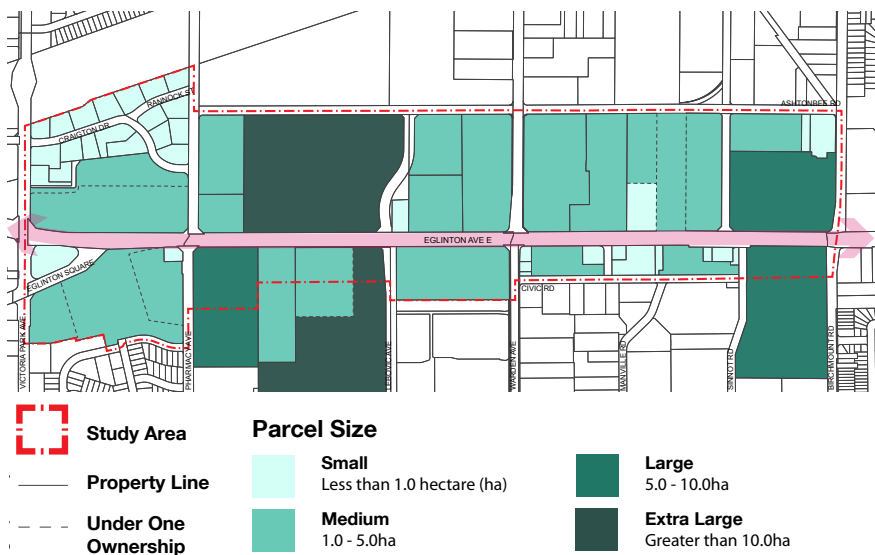


Figure 20 Existing parcels

Existing parcels are mostly quite large, many ranging from 1.0 to 5.0 hectares with a several over 5.0 hectares.

OPPORTUNITIES FOR STREETS AND BLOCKS

The presence of large block sizes and few connecting public streets presents an opportunity to provide new connections throughout the Study Area (see Figure 21). A finer-grain pattern of new connections would typically result in average block sizes of 100 metres by 100 metres, producing a block size of 1 hectare. This block size is more typical of the residential blocks found in the northwest portion of the GMSP Study Area. The implementation of a finer-grain pattern of streets would create more options for travel routes through the site, opportunities for place-making, and public access and addresses for new development.

These new connections could be organized to serve a range of key origins and destinations within and adjacent to the Study Area,

including the future ECLRT stations, existing open spaces, and existing employment and institutional uses.

There is also the potential for new east-west connections to the north and south of Eglinton Avenue East, providing alternate routes for a range of different types of movement. New north-south connections would enhance access across the Study Area for people living in the residential areas to the north and south.

These new connections would both provide new routes to move throughout the Study Area as well as providing new frontages for street-related and servicing components of new development.

The large blocks also present the following opportunities for redevelopment:

- Blocks generally have over 50% of area dedicated to surface parking which allows for a phased and incremental approach to redevelopment of the blocks through a combination of infill and redevelopment;
- Gradual infill of development allows for market flexibility and security for commercial landowners and tenants dependent on existing leases and lease conditions such as parking requirements, visibility, signage, etc.;
- A wide range of surface, structured and underground parking options are available within larger blocks which allows for parking to be accommodated in various forms over time as blocks redevelop and use and density evolve;
- Open space allocation and lands dedicated for community facilities can be more easily aggregated between multiple landowners which allows for the opportunity to have larger more centralized open space and community facilities.

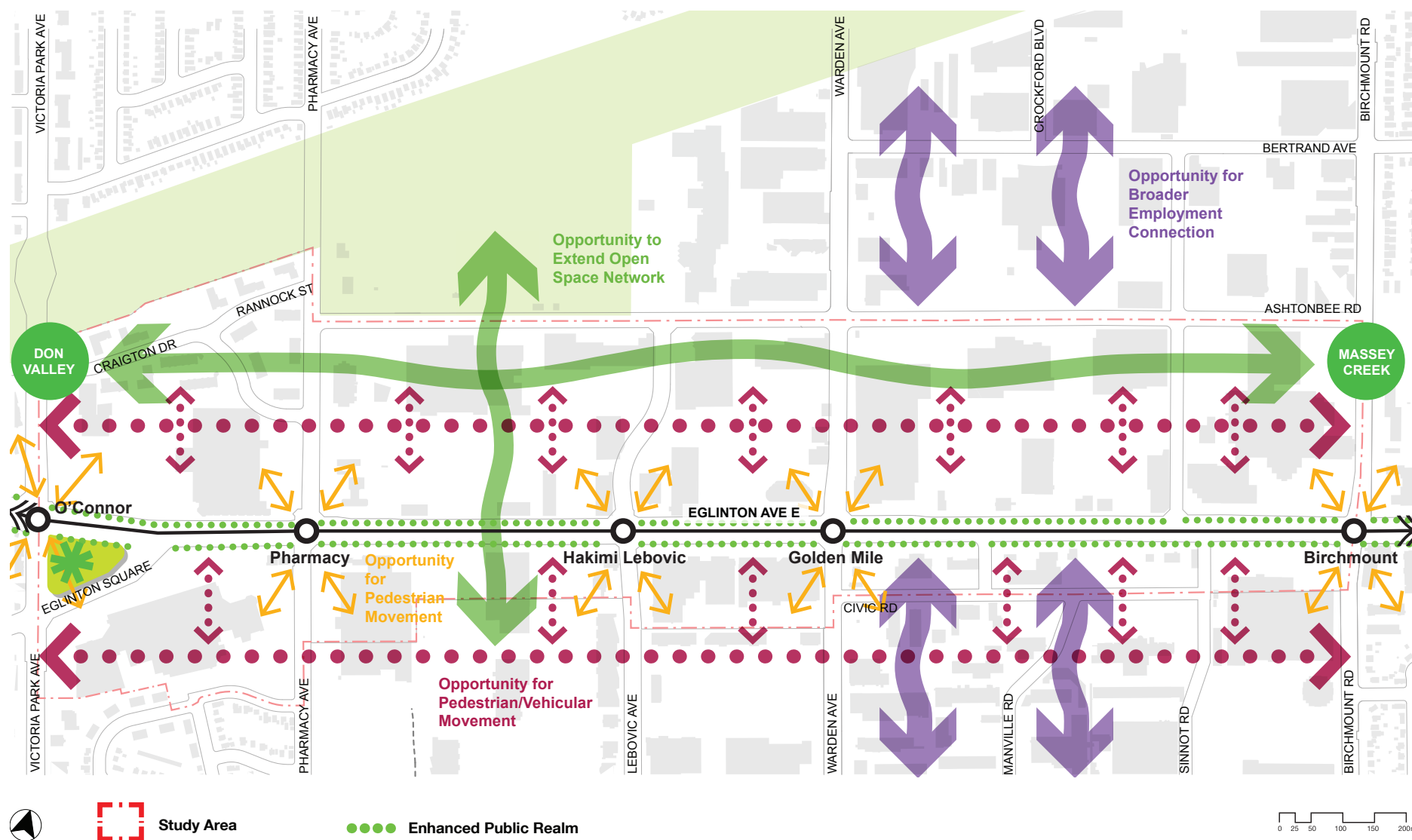


Figure 21 Opportunities for connections

There is an opportunity to create open space connections north of Eglinton from the Don Valley in the west to Massey Creek in the east, as well as a better north/south connection to the Ashtonbee Reservoir Park and Gatineau Hydro Corridor from the Study Area. Similar east/west pedestrian/vehicular connections can be created both north and south of Eglinton, with additional north/south connections throughout the Study Area. Broader employment connections can extend north/south from existing Employment lands to other surrounding Employment lands. There is also an opportunity to create better pedestrian environments from the ECLRT Stops to destinations within the Study Area.

STREETS AND BLOCKS KEY FINDINGS

WHAT IS WORKING WELL

The blocks within the GMSP Study Area are reasonably accessible by automobile, with each featuring multiple access points off of all adjacent streets. Future streets and connections can be more easily placed within the grid than would be the case in an irregular street pattern. Furthermore, future redevelopment can be more easily accommodated within a grid network than in irregular street patterns.

The average block size is large, allowing for phased and incremental redevelopment over time. In turn, where necessary, existing uses such as anchor commercial tenants can be maintained in existing locations while accommodating future uses. These large block sizes should also help facilitate the integration of a generous public realm into future developments. Lastly, the blocks feature generous frontages on Eglinton Avenue East, providing space to re-orient buildings towards what will be one of Toronto's most significant multi-modal corridors.

WHAT COULD BE IMPROVED

There is a need for more formalized pedestrian access points into the blocks to provide a more comfortable and safe environment that encourages active transportation within the Study Area. The lack of internal pedestrian circulation routes within the blocks also negatively impacts pedestrian travel times.

There is a need to improve pedestrian access between blocks with different uses - for example between the existing residential uses in the northwest and to the southwest of the Study Area and the *Mixed Use Areas* designated immediately adjacent.

Notwithstanding the accessibility of blocks by automobile through multiple access points, there is a need for a more functional internal

circulation network between and within blocks. This would include increased access between different parcels within the blocks and improved traffic management at the intersections of driveways and public streets.

Significant opportunity is available to sites adjacent to major ECLRT stops. Priority sites include those adjacent to future potential gateways at Victoria Park Avenue and Eglinton Avenue East and at Birchmount Road and Eglinton due to infrastructure investment and prominence / visibility of the location.

WHAT DOES THIS MEAN FOR THE GOLDEN MILE?

The existing street and block network was planned and designed for an era of auto oriented use and mobility that will begin to change with the introduction of the ECLRT and mixed-use, transit-supportive redevelopment. The ultimate plan for the Golden Mile must contain an achievable pattern of new streets and connections through the large blocks that predominate the Study Area. This will provide both an increasing number of routes for all modes, and also new opportunities for place-making, development frontages and servicing.

This finer grain network of streets and connections should be planned to prioritize the movements of pedestrians and cyclists while still allowing for the movement of private and service vehicles to existing retail, employment uses and new mixed-use developments. This prioritization of the pedestrian and public realm should be carried over to existing streets, employing a complete streets approach that ensures safe and comfortable spaces that make people want to walk and linger. It is likely that a hierarchy of streets and connections will need to be identified based on their adjacent planned uses and commensurate level of service needs. However, safety and comfort for pedestrians must be the base condition throughout this hierarchy.

3.4 Land Use

OFFICIAL PLAN LAND USE DESIGNATIONS

A large portion of the GMSP Study Area is designated as *Mixed Use Areas* which generally permits a broad range of commercial, residential and institutional uses (see Figure 22).

A portion of the northwest of the Study Area is designated as *Apartment Neighbourhoods* which generally permits apartment buildings, local institutions and small-scale commercial uses that serve the needs of area residents.

East of Pharmacy Road and south of Eglinton Avenue East is designated as *Employment Areas*. While not yet fully in effect, the updated *Employment Areas* policies contained in OPA 231 identify these lands as *General Employment Areas*, permitting retail and service uses in addition to manufacturing, warehousing, office and other employment uses.

Two small areas are designated as *Parks* in the west end of the Study Area (see also 3.2 Parks and Open Space).

In total, land use in the GMSP Study Area is comprised of 78% *Mixed Use Areas*, 15% *Employment Areas*, 6% *Apartment Neighbourhoods* and 1% *Parks*.

OFFICIAL PLAN AMENDMENT NO. 231 (UNDER APPEAL)

In 2013, Toronto City Council adopted Official Plan Amendment No. 231 (OPA 231). This OPA was the result of a review of employment lands as part of the City's Official Plan Review and Municipal Comprehensive Review process. OPA 231 contains new economic policies and policies and designations for *Employment Areas*. Key directions of the new

policies are to:

- Promote office space on rapid transit
- Preserve the City's *Employment Areas* for business and economic activities
- Accommodate the growth of the retail and institutional sectors to serve the growing population of the City and the Region.

One of the more significant policy shifts in OPA 231 involves the re-classification of lands designated *Employment Areas* to either *Core Employment Areas* or *General Employment Areas*. *Core Employment Areas* are where primary employment uses (e.g. manufacturing, warehousing) are permitted, and, for the most part, are located within the interior of *Employment Areas*. *General Employment Areas* allow for all of the uses permitted in *Core Employment Areas*, in addition to permitting restaurants and all types of retail and service uses. *General Employment Areas* are generally located on the peripheries of *Employment Areas* and on major streets where the additionally permitted uses can serve both workers and the broader public.

In December of 2016, the OMB issued an Order that brought portions of OPA 231's policies and mapping into effect. Among other matters, the Order brought into effect both the *Core* and *General Employment Areas* land use designations, which are now in force within the Study Area.

All lands currently designated *Employment Areas* within the GMSP Study Area are designated as *General Employment Areas* under OPA 231. Furthermore, there are lands to the south and north of the GMSP Study Area that are now designated as *Core Employment Areas* (generally between Warden Avenue and Birchmount Road).

A second significant policy shift in OPA 231 is the enhanced emphasis on the promotion of office growth within 500 metres of existing or

approved and funded transit stations. These policies include:

- Where a property is located within 500 metres of a transit station, in a Mixed Use Area or Regeneration Area, the current use includes at least 1,000 square metres of non-residential gross floor area, and development is proposed that includes residential uses, the development must also include an increase in the non-residential gross floor area used for office purposes.
- Where the above is not achievable due to site constraints, the replacement office space may be constructed on a second site within 500 metres of the same transit station, prior to or concurrent with the initial development.
- Major freestanding office buildings with 10,000 square metres or more of gross floor area, or the capacity for 500 jobs or more, should be located within 500 metres of transit stations.

OPA 231 is currently under appeal at the Ontario Municipal Board (OMB) and is not fully in-force, including the policies associated with *General Employment Areas* or *Core Employment Areas*.

SITE AND AREA SPECIFIC POLICIES NO. 129, 109 & 110, 435

There are four Official Plan SASP that cover lands within the GMSP Study Area. SASP No. 129 covers lands south and north of Eglinton Avenue East between Pharmacy Avenue and Birchmount Road. Under this SASP, retail and service uses, including stand-alone retail stores and/or “power centres” are permitted, subject to amendments to the zoning by-laws. The implementation of this policy can require the provision of additional streets or other transportation improvements through a Transportation System Improvement charge.

SASP 109 & 110 apply to the area bounded by Victoria Park Avenue, Eglinton Avenue East, Craigton Drive and Pharmacy Avenue. They include policies relating to the intensification of the lands for a mix of commercial and residential uses and place a high emphasis on quality urban design. Non-residential uses are not to exceed 0.6 times the site area, except within the lands shown as policy area 110 (a portion of the 109 lands within the interior of the site), which permits non-residential uses at 1.0 times the site area.

SASP 435 applies to 1891 Eglinton Avenue East, a site located at the southeast corner of Eglinton Avenue East and Pharmacy Avenue (the Flexible Packing Corporation site). Development of lands for residential uses on the Mixed Use Areas-designated portion of the site will include employment uses including office space having a minimum gross floor area of 6,000 square metres or 5 per cent of the total gross floor area of residential uses, whichever is smaller. Employment uses on the portion of the site designated General Employment Areas, shown as “Parcel A”, will be compatible with adjacent residential uses.

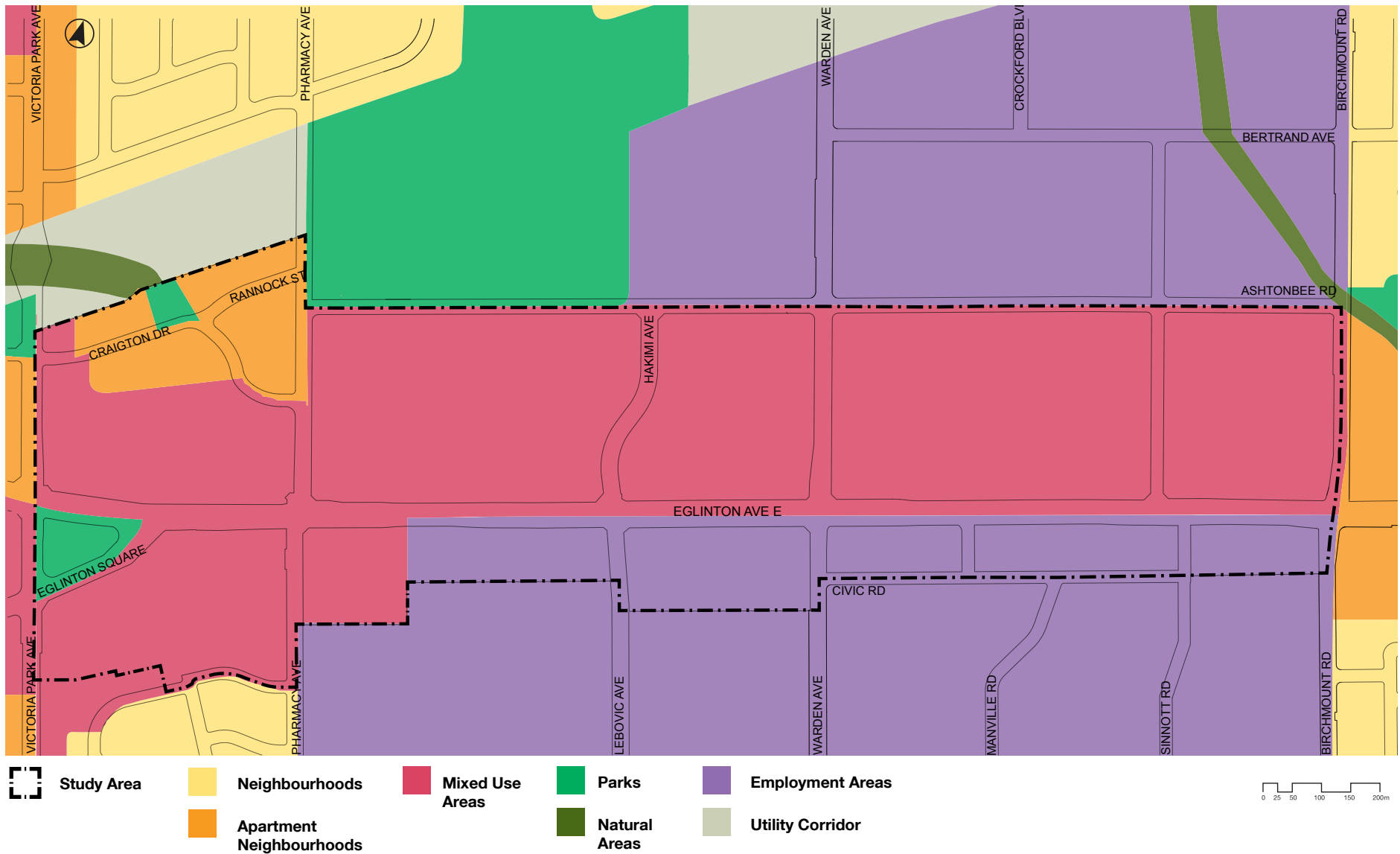


Figure 22 Official Plan land use designations

EXISTING USES

Existing uses in the Study Area are primarily retail-related with several retail formats present north and south of Eglinton Avenue East, including the Eglinton Square Mall, power centres / big box stores, strip malls and standalone retail stores. There are also a handful of industrial and office uses, although some of these have recently or will soon be relocating outside of the Study Area. There are industrial uses to the north and south of the Study Area, east of Warden Avenue. Centennial College represents a significant institutional use just north of the Study Area, west of Warden Avenue (see Figure 23).

In addition, there is a cluster of apartment buildings in the northwest corner of the Study Area, centred on Craigton Drive.

EXISTING AND PROPOSED DENSITIES

Existing densities in the Study Area are relatively low. The overall average density (Floor Space Index - FSI) in the Study Area is 0.61 FSI, with a minimum parcel density of 0.02 FSI and a maximum parcel density of 1.51 FSI.

On a block-by-block basis, average densities range from 0.26 to 0.85 FSI. The average densities (FSI) of each block are as follows:

- Block 1 - 0.84
- Block 2 - 0.89
- Block 3 - 0.84
- Block 4 - 0.0
- Block 5 - 0.47
- Block 6 - 0.43
- Block 7 - 0.80

- Block 8 - 0.40
- Block 9 - 0.78
- Block 10 - 0.52
- Block 11 - 0.28
- Block 12 - 0.26
- Block 13 - 0.85
- Block 14 - 0.84

The following are the proposed densities (FSI) for the three active planning applications currently under review by the City within the Study Area (as of November 2017):

- 1 Eglinton Square - 2.51
- 1880-1890 Eglinton Avenue East - 3.54
- 1966-2050 Eglinton Avenue East - 2.8

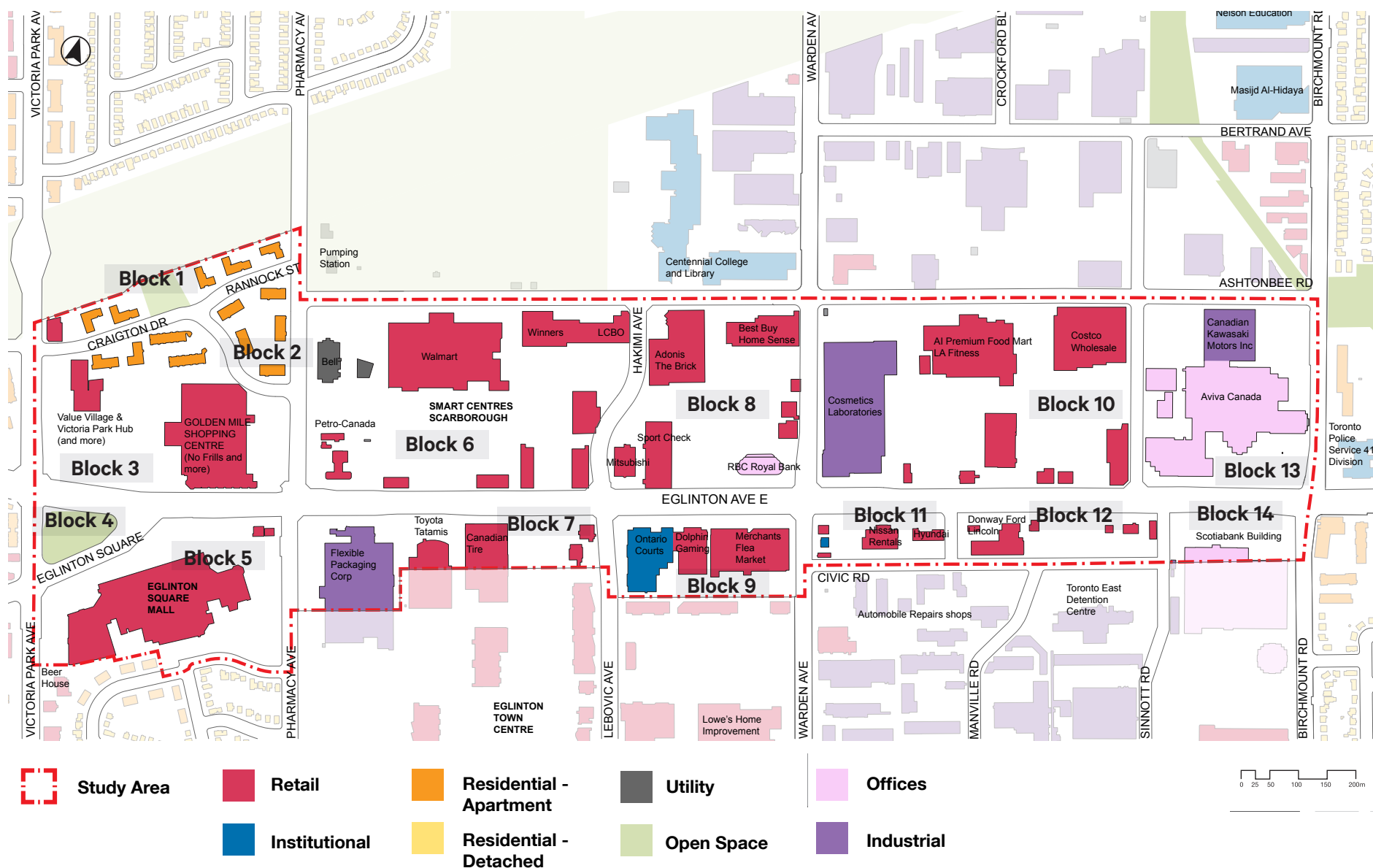


Figure 23 Existing Uses

The majority of the existing uses in the Study Area are retail. There are a few other uses, such as institutional, residential, offices and industrial. However, there are a lot of industrial uses between Warden Avenue and Thermos Road / Sinott Road immediately adjacent to the Study Area. A notable adjacency is detached residential south of Eglinton Square Mall.

PERMITTED USES: ZONING BY-LAW 569-2013 (UNDER APPEAL)

The majority of the Study Area is zoned for employment uses under Zoning By-Law 569-2013, including Employment Industrial (E), Employment Light Industrial (EL), and Employment Industrial Office (EO) (see Figure 24).

Between Victoria Park Avenue and Pharmacy Road, the Study Area is predominantly zoned Commercial Residential (CR).

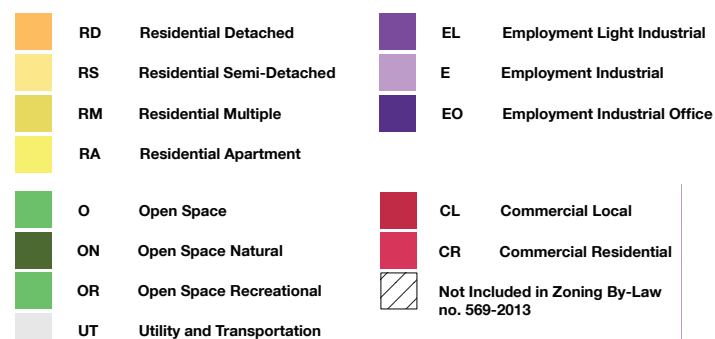
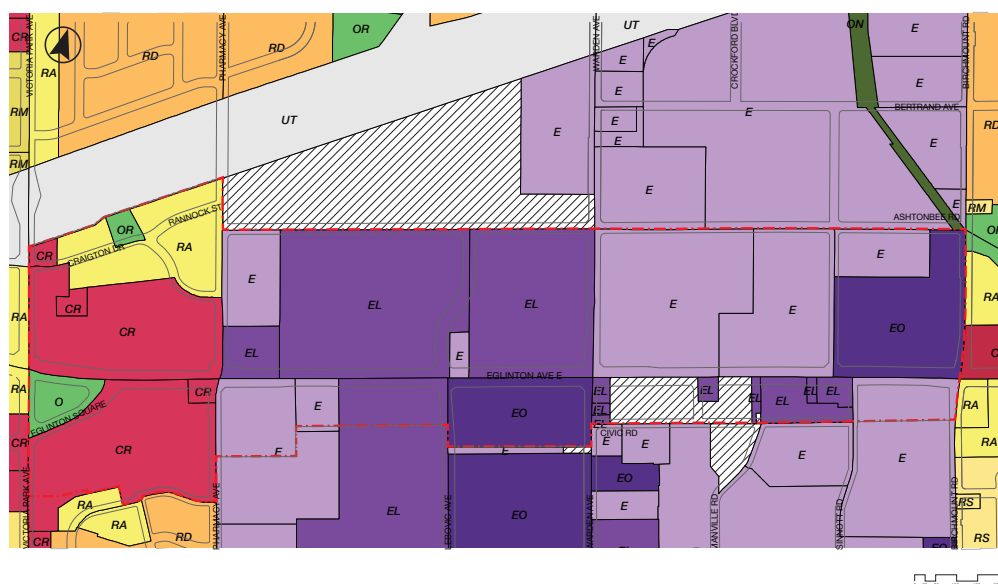
There is also a Residential Apartment (RA) zone centred on Craigton Drive and lands zoned Open Space (O) and Open Space Recreational (OR) at the intersection of Victoria Park Avenue, O'Connor Drive and Eglinton Avenue East, and north of Craigton Drive, respectively.

PERMITTED USES: FORMER SCARBOROUGH ZONING BY-LAWS

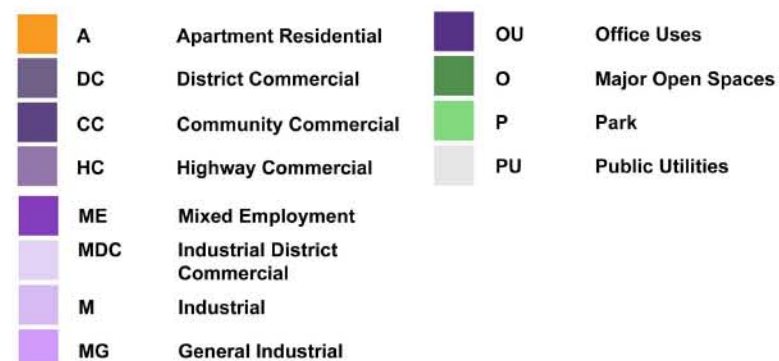
Under the former Scarborough Zoning By-Laws applicable in the Study Area (Clairlea Community Zoning By-Law 8978 and the Golden Mile Employment District Zoning By-Law 24982), an even greater amount of land is zoned for employment and commercial uses. These zones include Highway Commercial (HC), Community Commercial (CC) and District Commercial (DC) on the lands between Victoria Park Avenue and Pharmacy Road (see Figure 25).

To the east of Pharmacy Road, lands are primarily zoned Mixed Employment (ME), with some Industrial District Commercial (MDC), Industrial (M), and Office Uses (OU).

The lands north and south of Craigton Drive are zoned Apartment Residential (A), with a parcel zoned Park (P). There is a parcel zoned Major Open Space (O) at the intersection of Victoria Park Avenue, O'Connor Drive and Eglinton Avenue East.



Under Zoning By-Law 569-2013, the majority of the Study Area is zoned for employment uses. The exceptions to this condition are the Commercial Residential and Residential Apartment zones east of Pharmacy Road.



Under the former Scarborough Zoning By-Laws applicable in the Study Area, an even greater amount of land is zoned for employment uses. The only lands where residential uses are permitted are those zoned Apartment Residential, in the northwest quadrant of the Study Area.

OPPORTUNITIES FOR LAND USE

With a substantial portion of the Study Area designated *Mixed Use Areas*, there is an opportunity to achieve the Official Plan objectives for re-urbanizing and intensifying the portion of the Study Area that is identified as an Avenue (see Figure 26). However, the *Mixed Use Areas* blocks are substantially deeper than typically found in other Avenue conditions, and therefore additional opportunities may exist to explore tailored land uses that establish a thoughtful relationship between the *Mixed Use Areas* designated lands and the *Apartment Neighbourhood* and *Employment Areas* designated lands that are adjacent.

This relationship between different designated uses will perhaps be most significant where Eglinton Avenue East is a 'single-loaded' *Avenue / Mixed Use* designated corridor (i.e. features an *Avenue / Mixed Use Areas* designation on only one side of the street), a condition that pertains for the majority of the Study Area (i.e. Pharmacy Avenue and Birchmount Road).

LAND USE KEY FINDINGS

WHAT IS WORKING WELL

Lands designated as *Mixed Use Areas* comprise a substantial portion of the Study Area (78%). *Mixed Use Areas* allow a broad range of commercial, residential and institutional uses, in single or mixed use buildings, as well as parks and open spaces. *Employment Areas* within the Study Area currently accommodate a range of jobs and have the potential to be intensified with employment over time. Lands designated as Apartment Neighbourhoods are the only existing residential uses in the Study Area.

There are a range of commercial uses, from large format to strip retail, which together draw visitors to the Golden Mile both locally and from more broadly across the city. Centennial College also serves as a regional destination with current programmatic offerings that tie into the light industrial and manufacturing uses in its immediate vicinity. The established office presence provides a baseline of use and space for sought after office employment. These employment uses are supplemented by a range of industrial uses within the *Employment Areas* south and north of the Study Area.

WHAT COULD BE IMPROVED

The existing development form is auto-oriented, characterized by single-use retail, parking lots and hard surfaces. The balance between employment, residential and open space uses could be shifted to better accommodate growth at a sufficient intensity and scale to optimize the use of the new transit corridor along Eglinton Avenue East.

Land use can be structured to take advantage of existing destinations such as Centennial College, future investment in transit along Eglinton

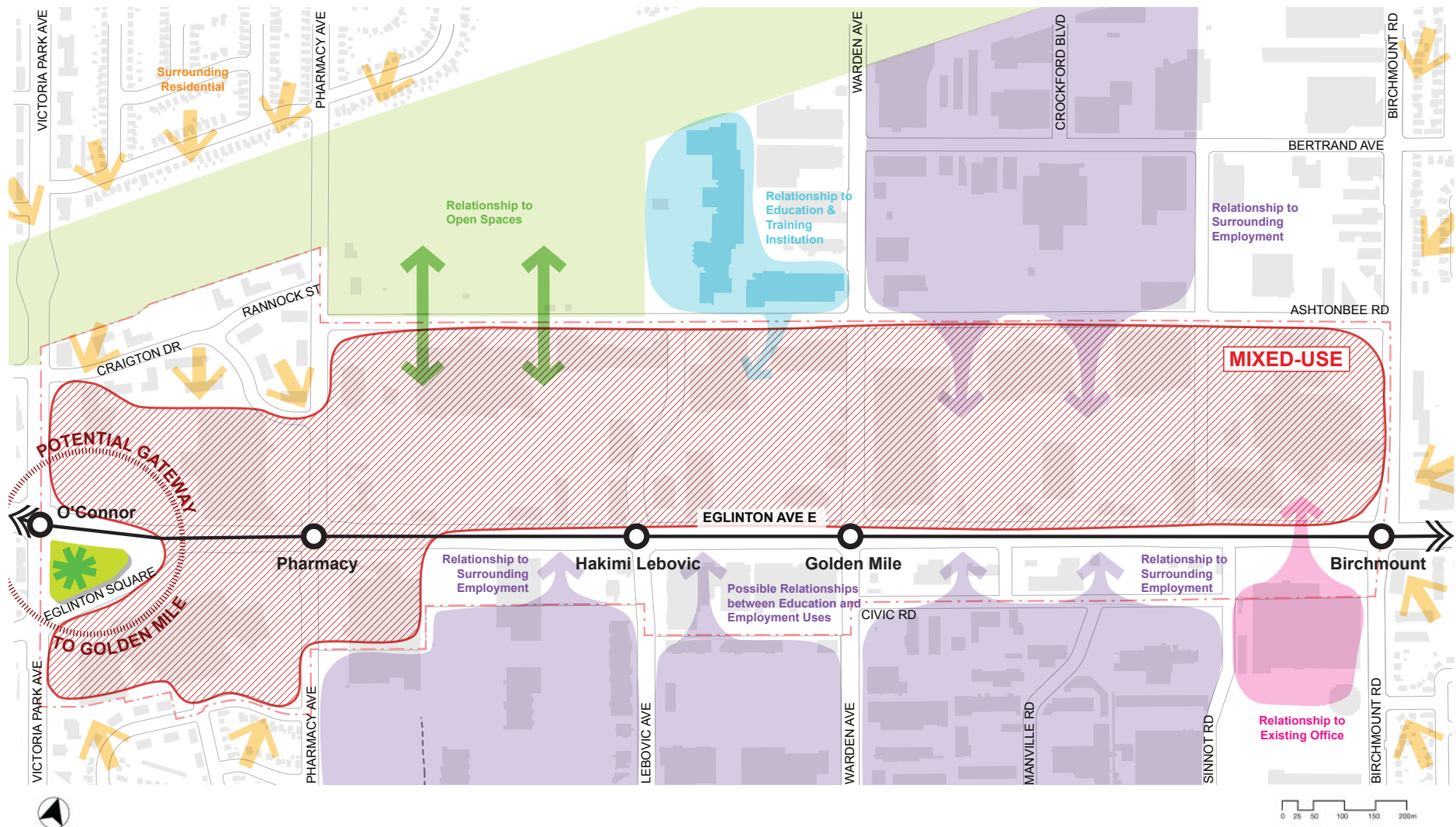


Figure 26 Opportunities for land use

The majority of the GMSP Study Area is designated as *Mixed Use Areas*, meaning it can accommodate diverse range of uses and adapt quickly to changing demands of the market and the region. It also contains and is adjacent to *Employment Areas*, which provides opportunity to build relationship to help foster jobs in the area. There is also an opportunity to establish a gateway to the Golden Mile at Victoria Park Avenue and Eglinton Avenue East, where the Victoria Park-Eglinton Parkette is currently located.

Avenue East, and existing and future transitions between uses. In concert, the Zoning By-Laws could be updated to align permitted uses with those found in the Official Plan land use designations present in the GMSP Study Area.

There is a need to prioritize the retention of employment related uses to ensure existing employment uses are not lost as the area redevelops. The current ability of the area to attract new office uses may be compromised by a lack of employee-attracting amenities, making it difficult to attain office rents equivalent to other areas within the region.

Sites within the *Mixed Use Areas* designation are currently underdeveloped and generally share in the potential opportunity for redevelopment. Sites within the *Employment Areas* south of Eglinton Avenue East are typically smaller with established retail uses. These sites will likely take longer than sites within *Mixed Use Areas* to redevelop.

WHAT DOES THIS MEAN FOR THE GOLDEN MILE?

Existing retail uses are likely to largely remain in the Golden Mile in the short term as a result of existing policies that do not restrict these uses and market conditions that are favourable to these uses. In the medium to longer term, recent and emerging policies as well as shifting market conditions may lead to a shift away from the dominance of retail uses in the Golden Mile.

From a policy perspective, the direction for mixed-use, transit-supportive complete communities has been enhanced by the recently updated Growth Plan. Furthermore, the City's Official Plan Urban Structure and Land Use Designations envision this type of change in significant portions of the Study Area. From a market perspective, the active development applications signal that market interest in mixed-use development within the Golden Mile is emerging as well.

Notwithstanding these drivers, the employment character of portions within and adjacent to the Study Area will remain unchanged from a policy perspective and the ultimate plan will therefore need to contemplate how these areas can be revitalized over time with intensified employment uses and / or controls on adjacent *Mixed Use Areas* to limit the impacts of sensitive uses on core employment functions.

3.5 Built Form

EXISTING SETBACKS

Most buildings are significantly setback from Eglinton Avenue East and the north-south streets that cross it (see Figure 27 and Figure 28). On the north side of Eglinton Avenue East, buildings are generally setback more than 50 metres from the street, with several buildings setback more than 100 metres. On the south side of Eglinton Avenue East, the setbacks are somewhat less deep with the general condition of more than 20 metres. However, setback depth is still far greater than is typical in a more urban condition. The setbacks on north-south cross streets are generally less than those on Eglinton Avenue East, although there are still some buildings with very deep setbacks up to more than 100 metres. Overall, these setbacks are often the result of accommodating large surface parking lots within blocks, particularly between the street and the building frontage.

EXISTING RETAIL PRIMARY FRONTAGES

A significant amount of the primary retail entrances within the Study Area do not front a public street and instead front an area internal to the block (see Figure 29). Those that are street oriented are primarily found along the south side of Eglinton Avenue East between Lebovic Avenue and Sinnott Road.

Of those that are internally oriented, several are sited amongst other retail buildings such that their internal orientation features a defined edge where several primary retail entrances face one another. Other internally oriented primary frontages do not have such a defined edge. For example, the siting and orientation of other retail buildings on the same block is such that primary retail entrances face in different directions, each facing a building side wall or open edge.

EXISTING SURFACE PARKING

A significant portion of the Study Area is occupied by surface parking lots, although it generally makes up a larger portion of the blocks on the north side of Eglinton Avenue East than those blocks on the south side (see Figure 30).

The area of surface parking on a block-by-block basis ranges from slightly less than 1 hectare to over 8 hectares. In total, there is slightly more than 46 hectares of surface parking within the Study Area, comprising just under half (45%) of the total Study Area.

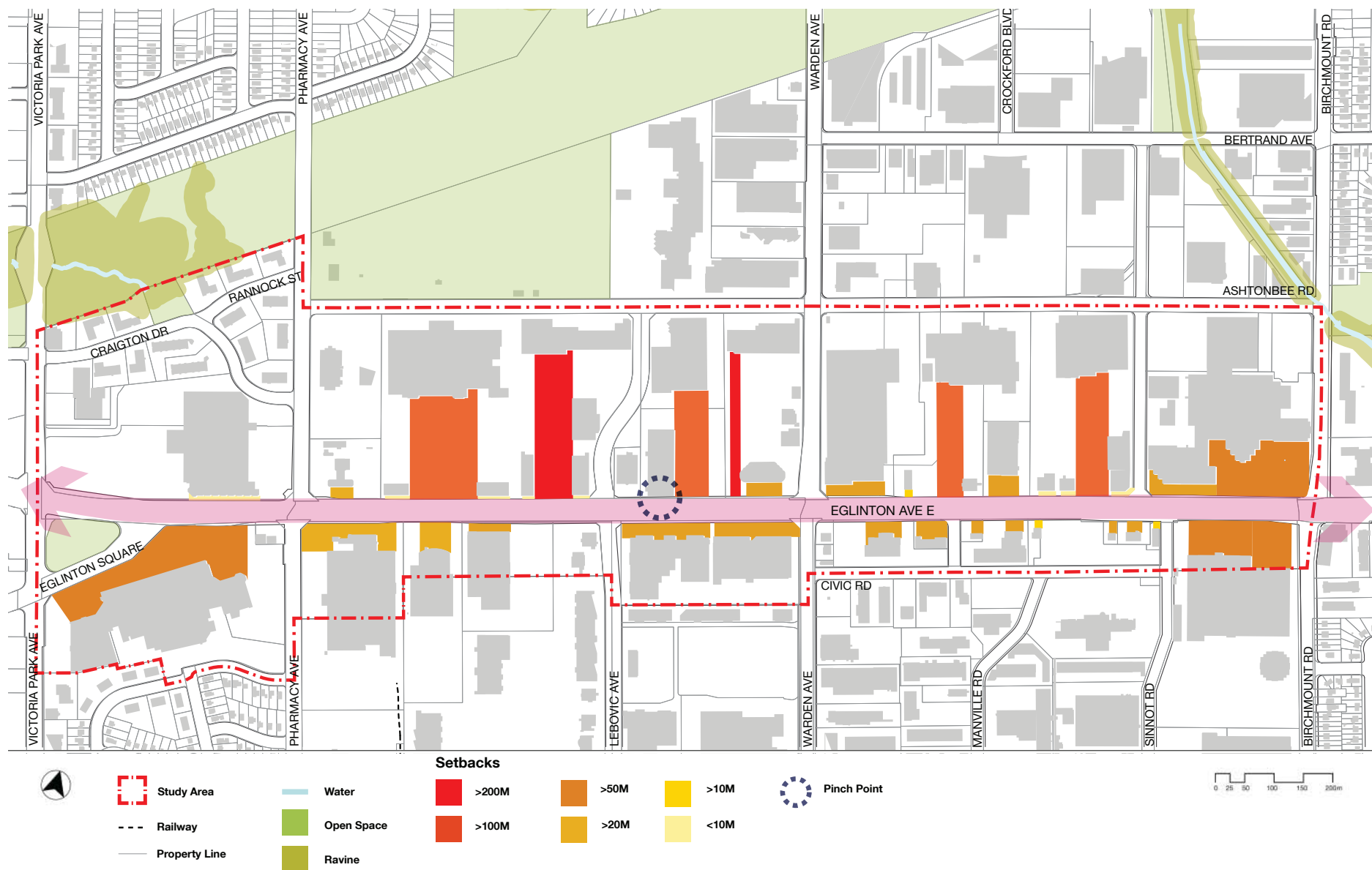


Figure 27 Existing setbacks on Eglinton Avenue East

Along the north side of Eglinton Avenue East, many buildings are set back more than 50m from the street. Along the south side of Eglinton, the buildings are set back between 20 to 50m. However, the setbacks are much deeper along the north side of Eglinton, almost reaching 200m in some instances. Deep setbacks make it difficult to cultivate a vibrant street life as all the activities (i.e. displays, patios, etc) happen so far away from the street. There is also one pinch point along Eglinton in regards to setbacks, where the building is very close to the property line and may impact the new streetscape.

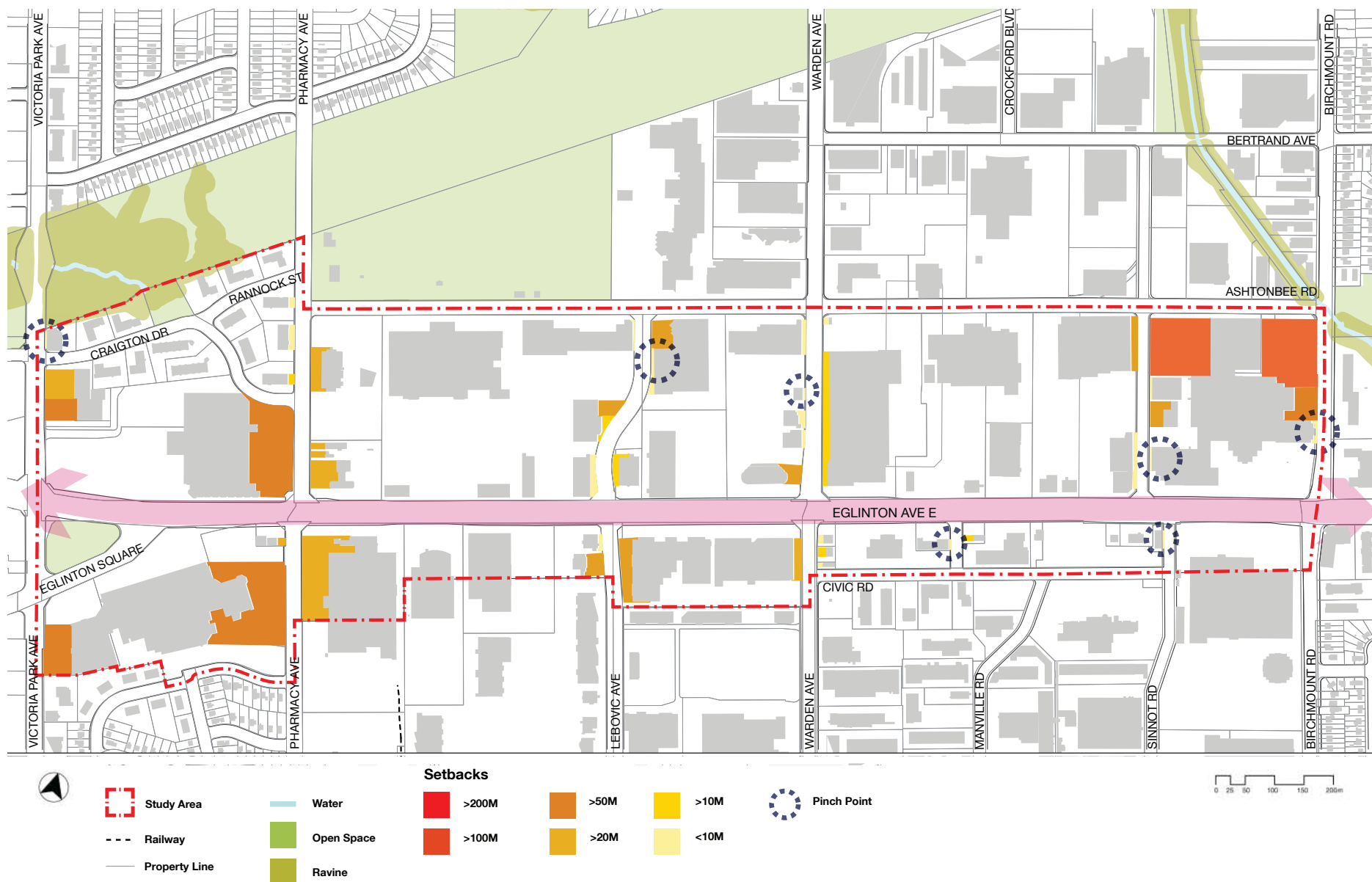


Figure 28 Existing setbacks on cross streets

Existing setbacks on streets that cross Eglinton Avenue East are much less than those along Eglinton Avenue, mostly ranging between less than 10m to 50m. There are multiple pinch points along cross streets all throughout the Study Area.



Figure 29 Existing retail primary frontages

In the Study Area, many small buildings front onto Eglinton Avenue East (“frontage”), but many large retail buildings face internally toward central parking lots and each other. These internally oriented buildings can be divided into two types - with a defined edge and without. Those with defined edges form a sort of courtyard-like condition, giving a sense of boundary and space. Those without defined edges feel wide and open, and may feel overwhelmingly large especially for pedestrians.

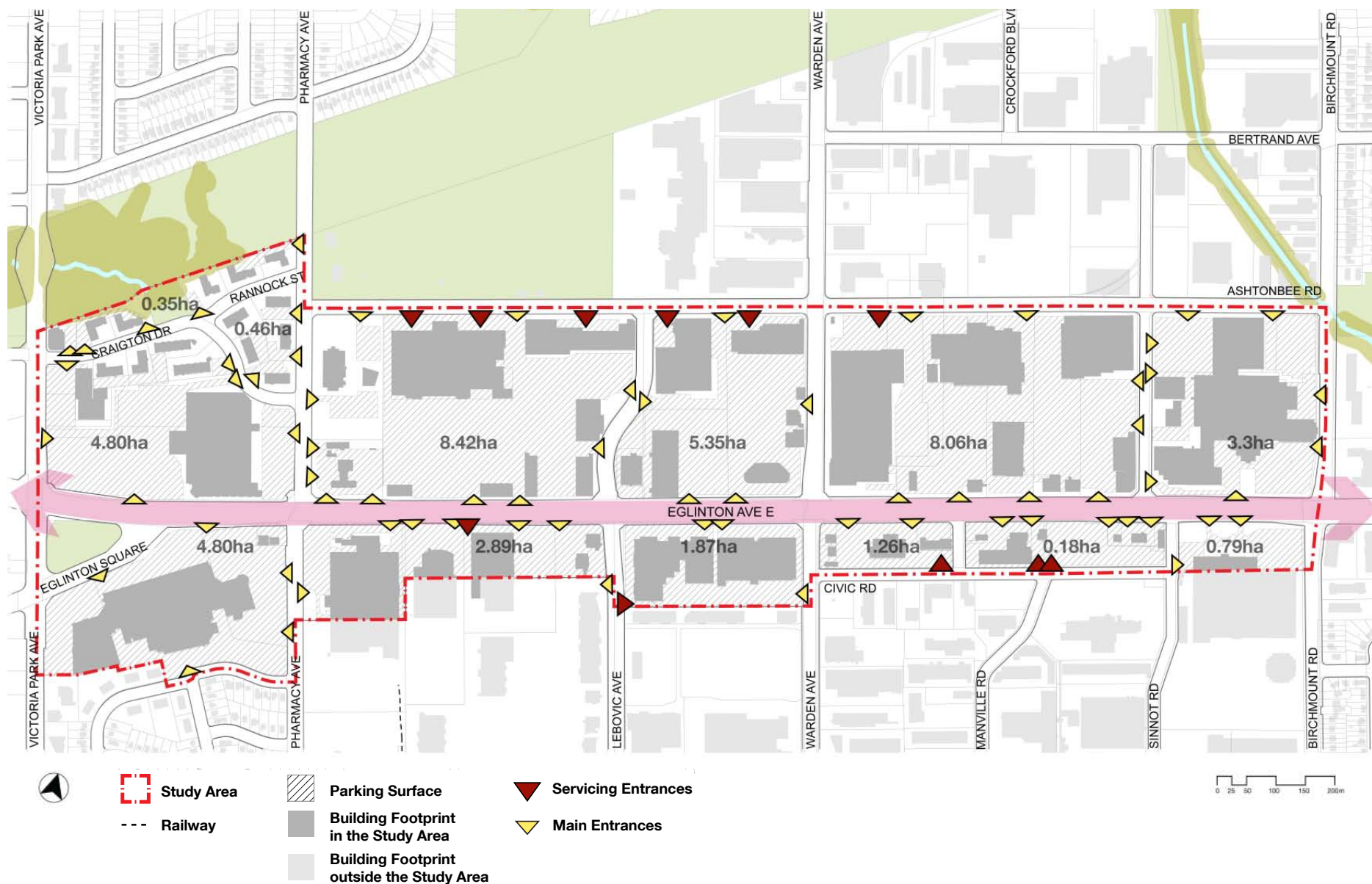


Figure 30 Existing surface parking

There is a great amount of surface parking in the Study Area, sometimes accounting for 50% of the entire parcel area. Surface parking also means multiple driveways for vehicular access. There is a concentration of driveways on Eglinton Avenue East, as well as on some adjacent streets north of Eglinton. An excessive number of driveways not only leads to increased turning vehicles and lanes, which may contribute to congestion, but also affects continuity of sidewalks and pedestrian/cyclist safety.