



GOLDEN MILE SECONDARY PLAN

Community Consultation Meeting #3

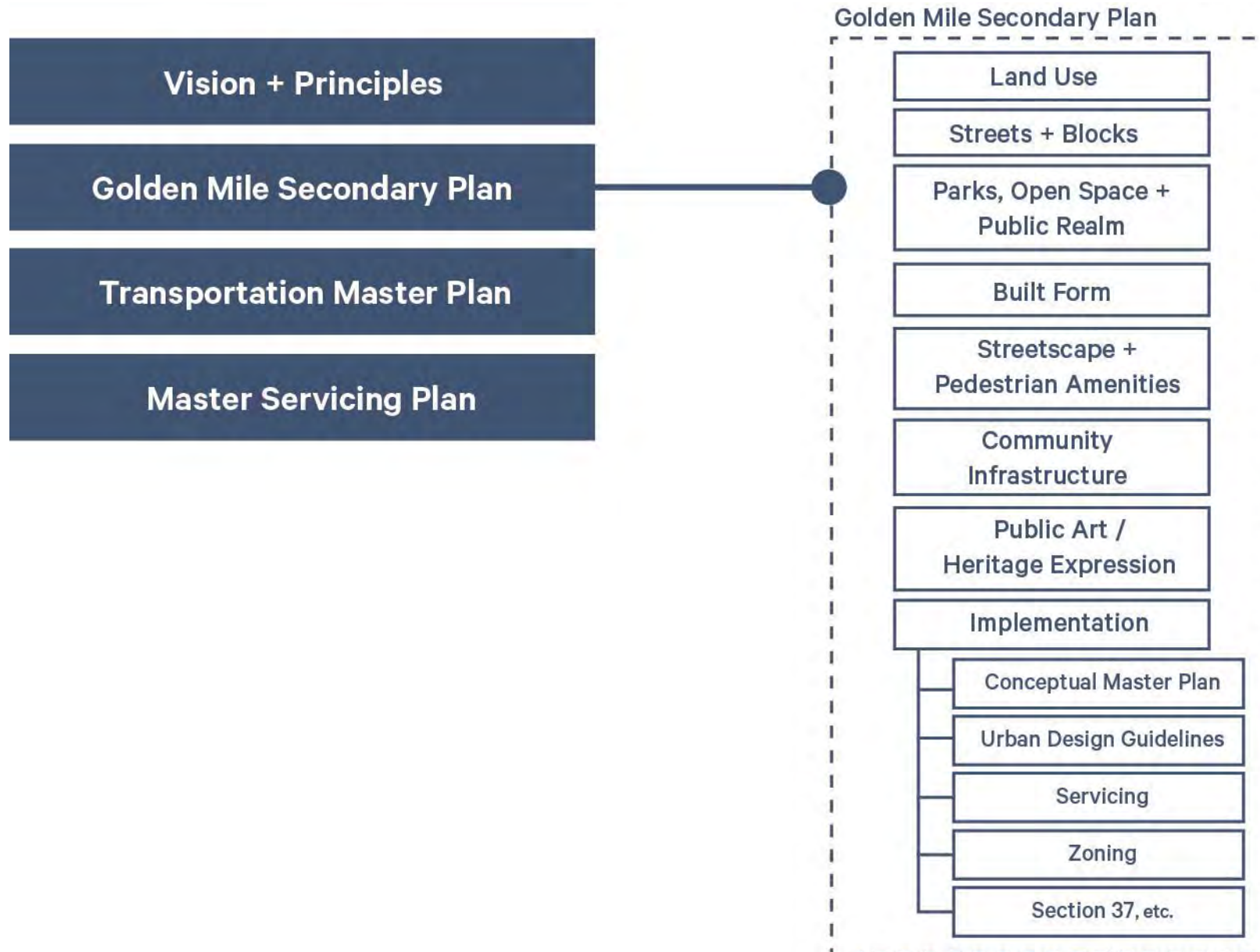
June 26, 2018

Meeting Overview

1. Introduction
2. Principles + Vision
3. Street + Block Alternatives
4. Parks + Open Space Alternatives
5. Land Use + Built Form Alternatives
6. Evaluation Framework
7. Next Steps

INTRODUCTION

Study Purpose

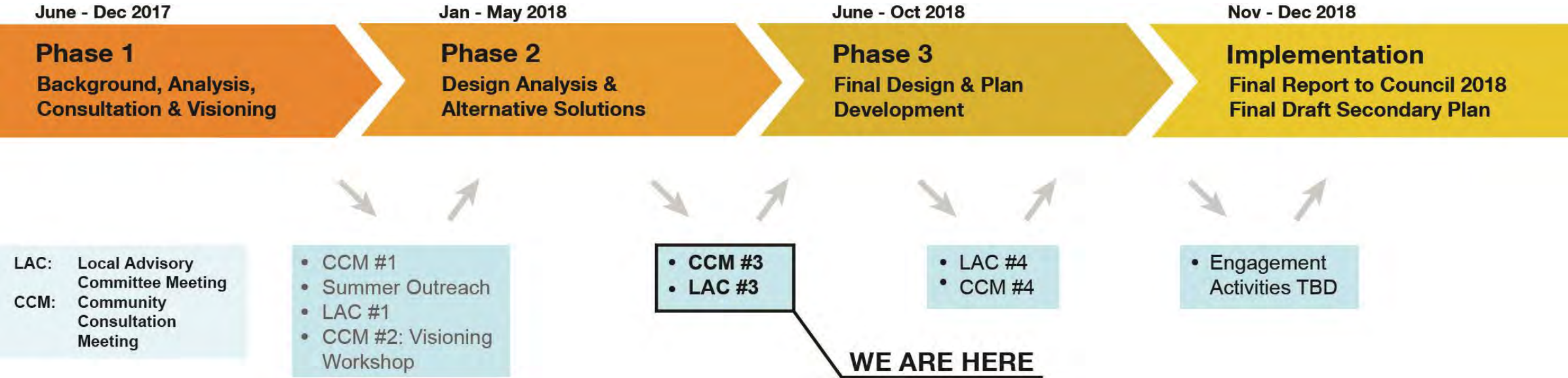


GMSP Study Area



Eglinton Avenue: Looking east towards Birchmount Road

Study Purpose



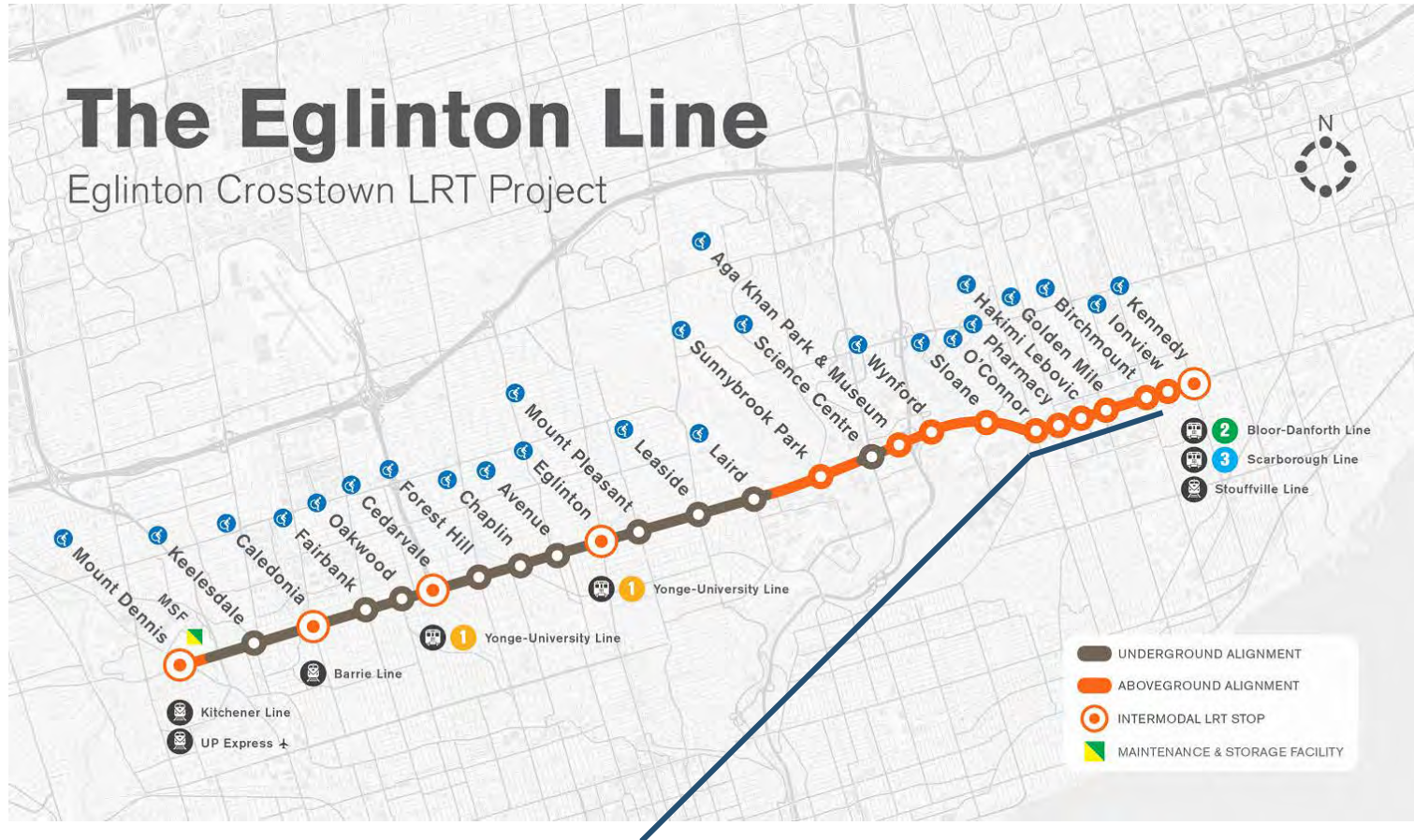
Study Process



Building Blocks of the Study

VISION + PRINCIPLES

Drivers of Change – Eglinton Crosstown LRT



Five Eglinton Crosstown LRT Stops
within GMSP Study Area



Eglinton Connects Planning Study Vision

The Vision for Eglinton

Eglinton will become Toronto's central east-west Avenue – a beautiful, green, linear public place that supports residential, employment, retail and public land-uses in a setting of community vibrancy.

Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems with the larger City and Region.



Eglinton Connects Planning Study 3 Themes and 21 Recommendations

Travelling Eglinton

1. **Create a Complete Street**
2. **Provide Wide Sidewalks**
3. **Build Protected Cycling Lanes**
4. Reallocate Road Space to Meet Future Needs and Mobility Mix
5. Maintain Parking Supply
6. Extend Network of Rear Lands
7. **Implement Distinct Streetscape Typologies**

Building Eglinton

1. Encourage Mid-Rise Buildings on Eglinton through As-of-Right Permissions
2. Maximize Opportunities for Mid-Rise Development on Shallow Lots
3. Integrate Crosstown Station Sites with New Development
4. **Plan for Intensification in Focus Areas and Mobility Hubs**
5. **Expand Community Services and Facilities, including Green and Open Spaces, in Tandem with Development**
6. **Encourage Street-Related Retail**
7. Implement Additional Performance Standards to Support Local Character Areas and Heritage

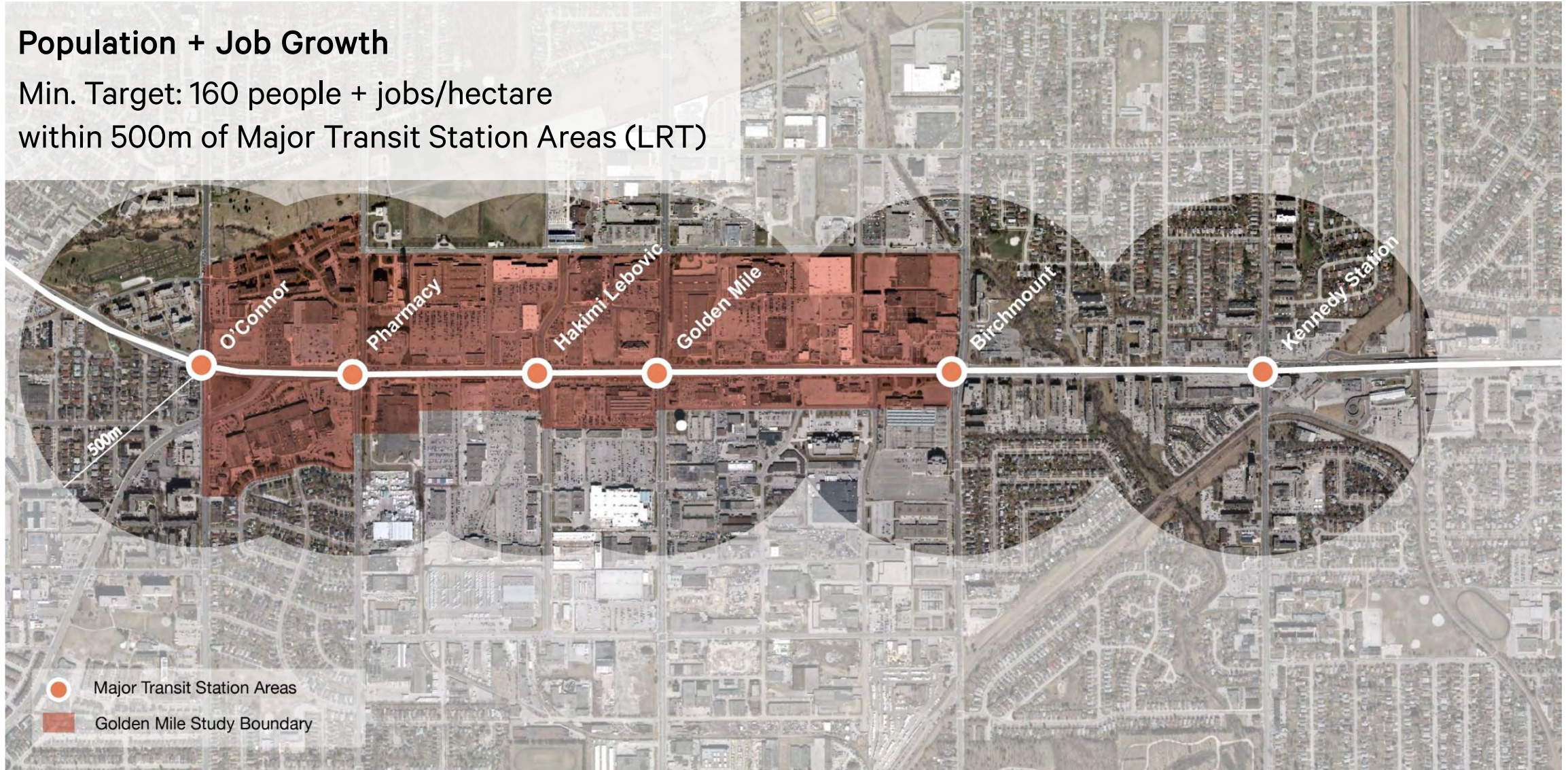
Greening Eglinton

1. Implement Three Primary Greening Typologies
2. **Create a Network of Green and Open Spaces**
3. Grow Great Trees
4. Relocate Hydro Below-Grade
5. **Connect Eglinton to Trails and Ravine System**
6. Green Transit Infrastructure
7. Plan a Public Art Program

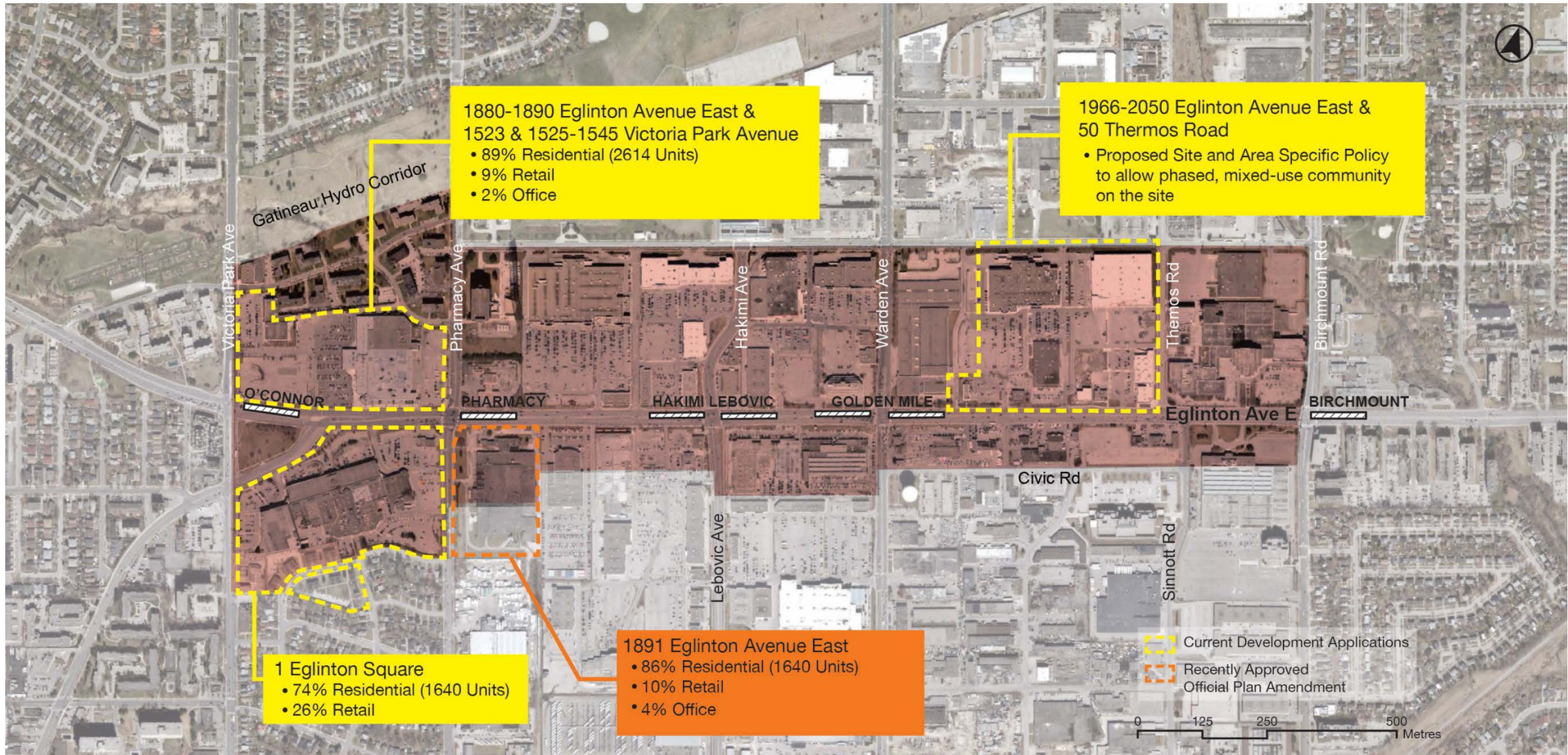
Drivers of Change – Major Transit Station Areas

Population + Job Growth

Min. Target: 160 people + jobs/hectare
within 500m of Major Transit Station Areas (LRT)



Drivers of Change – Development Applications



Leveraging Investment in Transit + Public Realm on Eglinton Avenue



EXISTING CONDITIONS WITH
PLANNED LRT STOPS

 Planned LRT Stops

Principles + Vision



Complete
Community

Towards a
COMPLETE
Community



Responsive
Community

Towards a
RESPONSIVE
Community



Connected
Community

Towards a
CONNECTED
Community



Prosperous
Community

Towards a
PROSPEROUS
Community

Vision for the Golden Mile

- A connected, accessible and diverse mixed-use community
- A balance of residential, commercial and employment uses anchored by community services
- Improved network of streets, parks and open spaces
- A distinct place that is both a community and a destination

Feedback from Visioning Workshop



Connections

- Break up large blocks into smaller parcels
- Help cyclists and pedestrians safely access transit and other community facilities
- Congestion and traffic infiltration is a big issue in the Golden Mile that needs to be addressed

Parks and Open Space

- A connected public realm network that provides spaces for the community to gather, sit, play and outdoors
- Different opinions on how to best plan for green spaces including:
 - Many small parks throughout the area
 - A “green necklace” of connected small and large parks
 - Locate parks near LRT stops

Feedback from Visioning Workshop

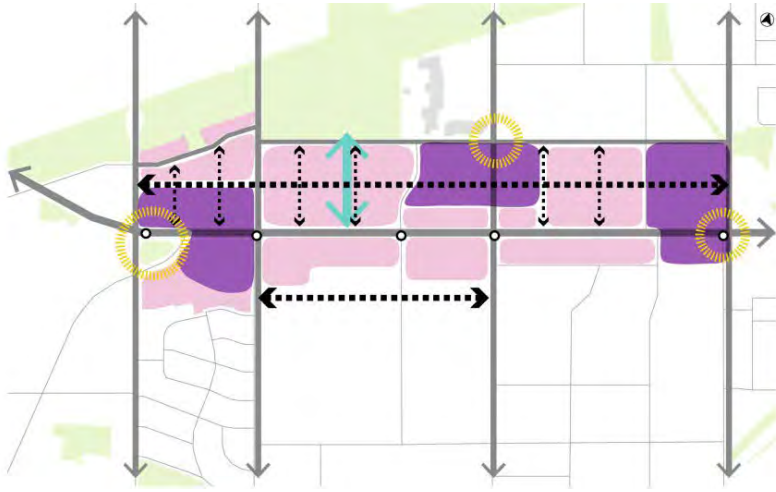


Built Form

- Range of opinions about building height:
 - Taller buildings close to transit stations or in centre of the Study Area
 - Mid-rise at east and west ends of study area
 - Heights up to 20 stories acceptable if employment uses are included within area
 - Some wanted only mid-rise
- Low-rise buildings near existing residential areas
- Mid-rise buildings around important gateway and park spaces

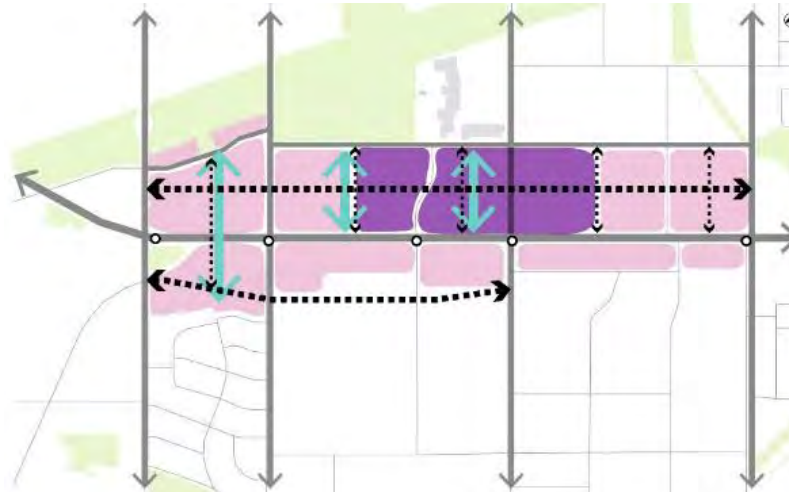
Initial Alternatives

Alternative 1



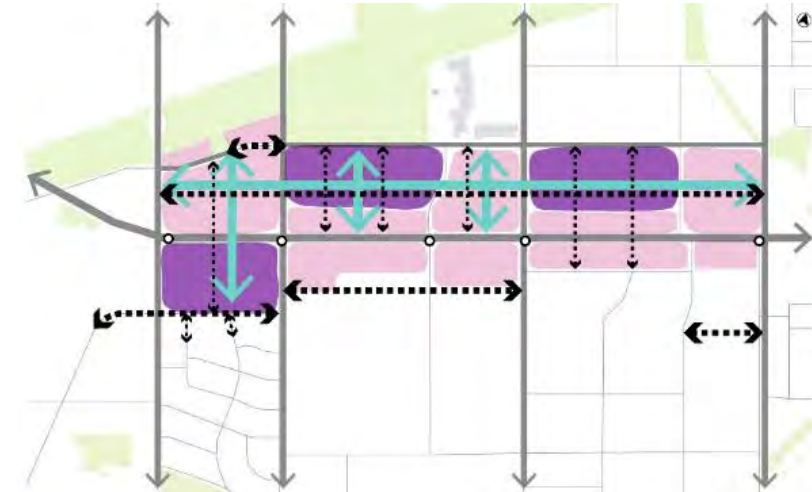
- New E/W connections north and south of Eglinton
- **Retains existing road configuration** west of Pharmacy
- Tall/Mid Areas around Gateway points
- **Single N/S** open space connection

Alternative 2



- New E/W connections north and south of Eglinton
- **Moderate changes** to existing road configuration west of Pharmacy
- Tall/Mid Areas in the centre of Study Area
- **Multiple N/S** open space connections

Alternative 3

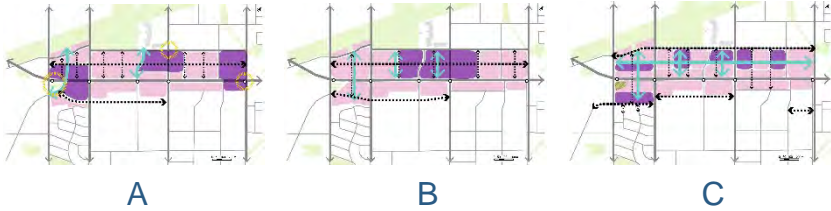


- New E/W connections north and south of Eglinton
- **Extensive changes** to existing road configuration west of Pharmacy
- Tall/Mid Areas in clusters
- **Single E/W** open space connection

Developing Alternative Scenarios

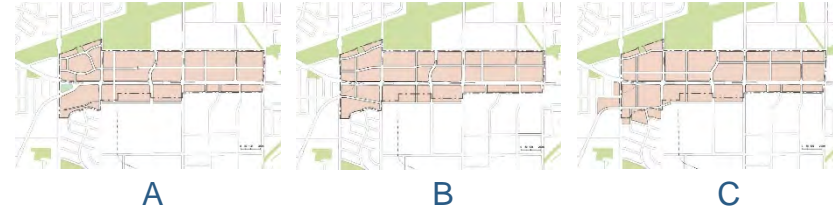
1

Initial Alternatives
(based on density)



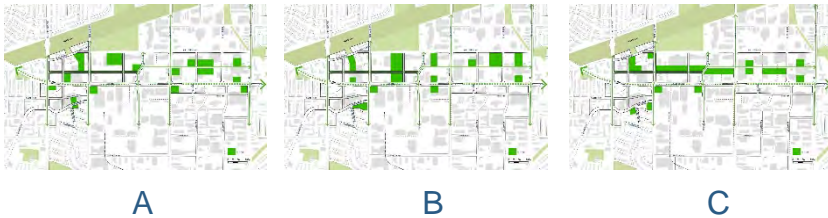
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Street & Block Network



3

Parks + Open Space Network



4

Land Use & Built Form



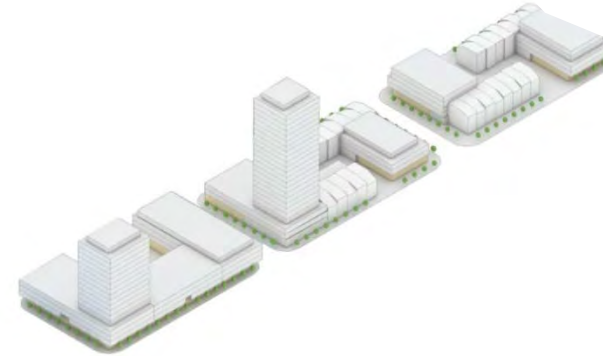
EMERGING STREET + BLOCK ALTERNATIVES

Emerging Street + Block Alternatives

Guiding Principles + Key Considerations



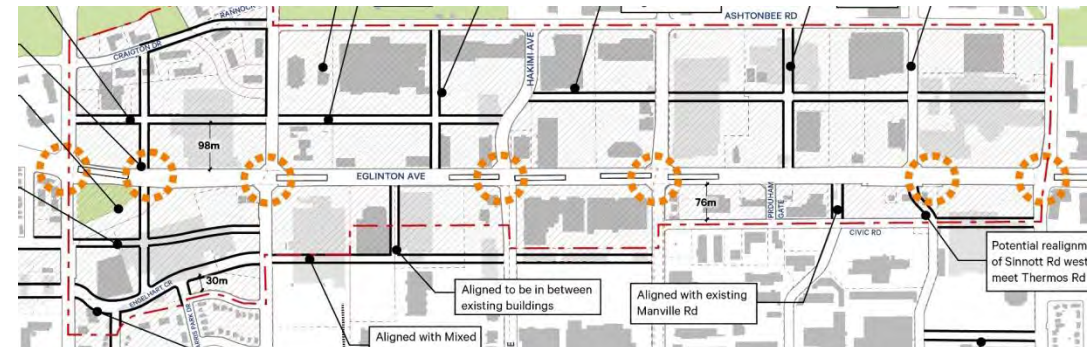
Flexible block sizes to accommodate a range of building types and uses



East – west connections north + south of Eglinton

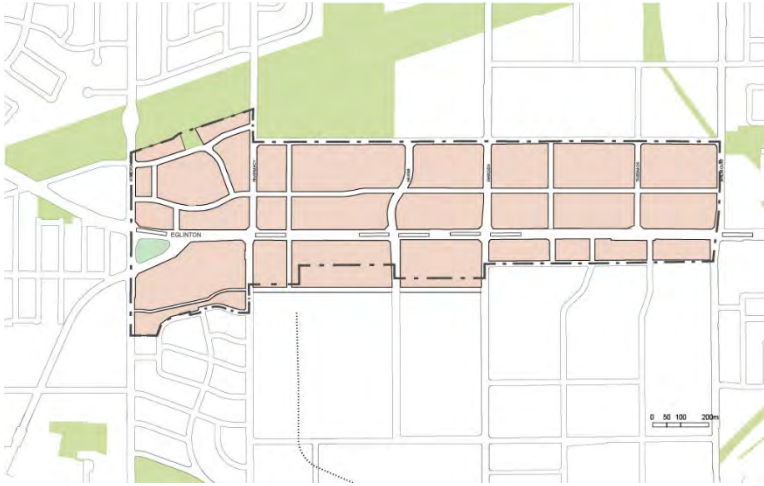


Acknowledge existing property lines, buildings, constraints



Emerging Street + Block Alternatives

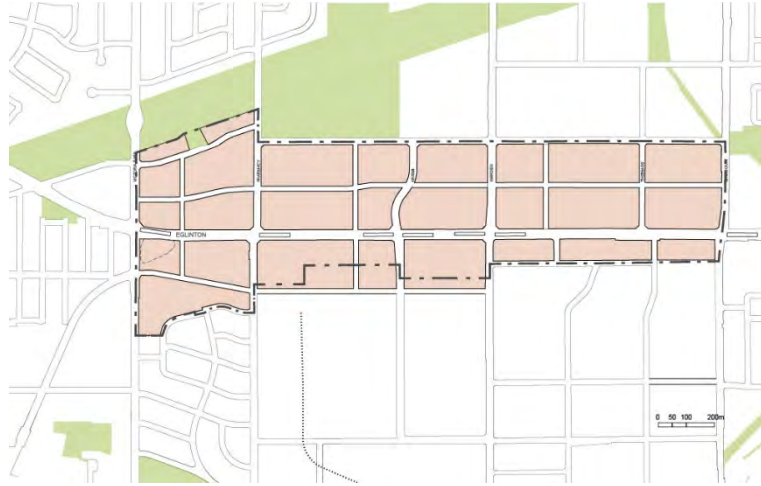
Alternative 1



Minimal change to existing conditions

- Reflects active development applications
- 1 new continuous E/W connection north of Eglinton
- New E/W connection south of Eglinton

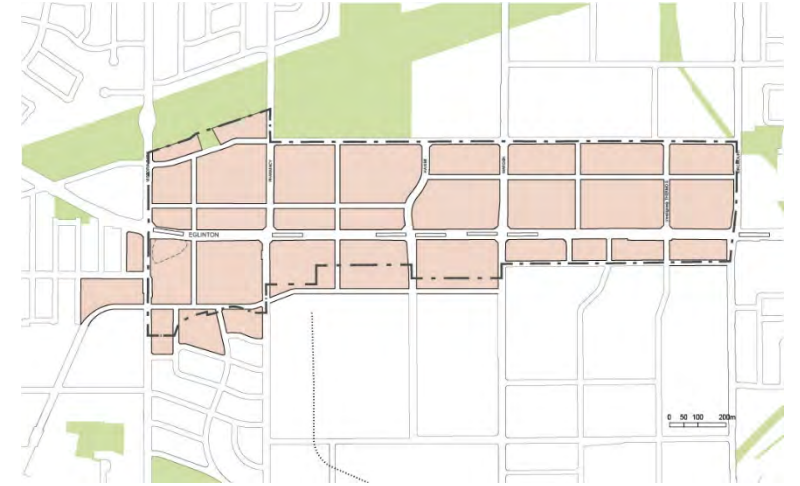
Alternative 2



Moderate change to existing conditions

- Does not reflect active development applications
- 1 new continuous E/W connection north of Eglinton
- New E/W connection south of Eglinton connects directly to O'Connor

Alternative 3



Substantial change to existing conditions

- Does not reflect active development applications
- New E/W connection north of Eglinton and Craigton and Ashtonbee aligned
- New E/W connection south of Eglinton connects directly to re-aligned O'Connor

Emerging Street + Block Network



PROPOSED/POTENTIAL TRANSPORTATION INTERVENTIONS

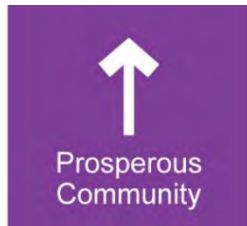
- Planned LRT Stops
- ① Golden Mile Boulevard
- ②③④ New E/W Streets
- ⑤⑥⑦⑧ New N/S Streets
- ⑨ Re-aligned Rannock St/Craigton Dr
- ⑩ Re-aligned O'Connor Dr
- ⑪ Re-aligned Engelhart Cr
- ⑫ Extended Harris Park Dr
- ⑬ Extended Manville Rd
- ⑭ Re-aligned Sinnott Rd to meet Thermos Rd

*Additional local streets to further break blocks down

PARKS + OPEN SPACE ALTERNATIVES

Developing Parks + Open Space Alternatives

Guiding Principles + Key Considerations



Existing and Planned Open Space Assets

- Green Eglinton
- The Meadoway
- Ashtonbee Reservoir Park
- Eglinton Square Park
- Other Parks and Open Spaces in the surrounding area

Parks and Open Spaces to be realized with Development and/or Acquisition

- Central Park
- West Park
- South Park
- East Park

Supplemented by a series of local parks, plazas and streetscapes

Community Services and Facilities

- Golden Mile Community Centre (TBD)
- Golden Mile School (TBD)
- Other Services (TBD)



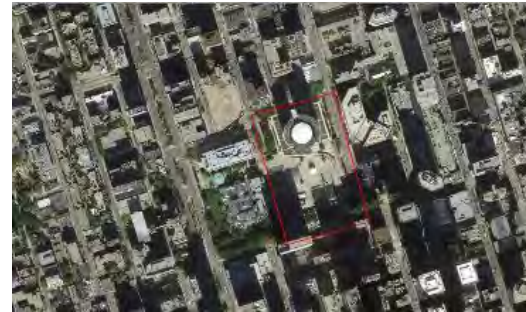
Developing Parks + Open Space Alternatives

City of Toronto Park Classifications

- Parkette = less than 0.5 ha
- Local Park = 0.5 – 3.0 ha
- Community Park = 3.0 – 5.0 ha
- District Park = 5.0 – 15.0 ha
- City Park = greater than 15.0 ha



Grange Park = 1.8ha



Nathan Phillip Square = 4.85 ha



Metro Gate Park = 0.7ha



Albert Campbell Park Extension = 0.4ha



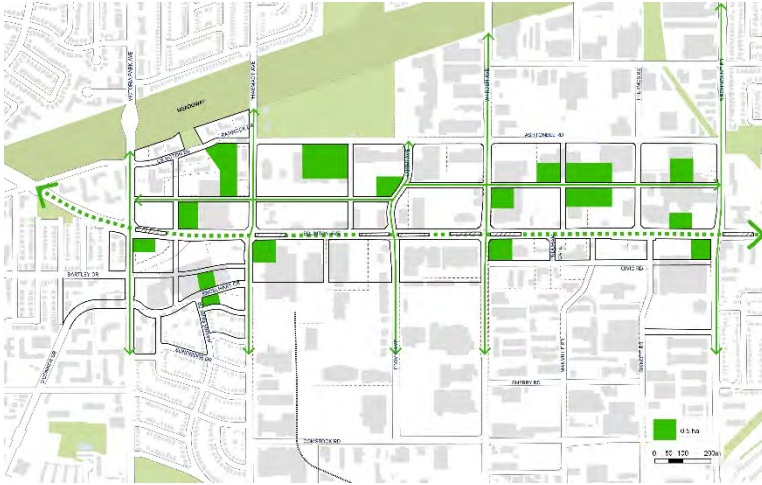
Trinity Bellwoods Park = 14.6 ha



Regent Park = 2.5 ha

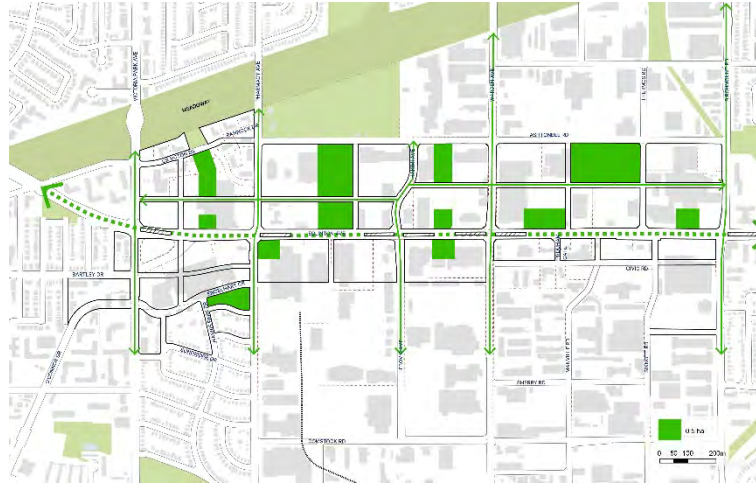
Parks + Open Space Alternatives: 10-13 ha. Of Total New Parkland

Alternative A



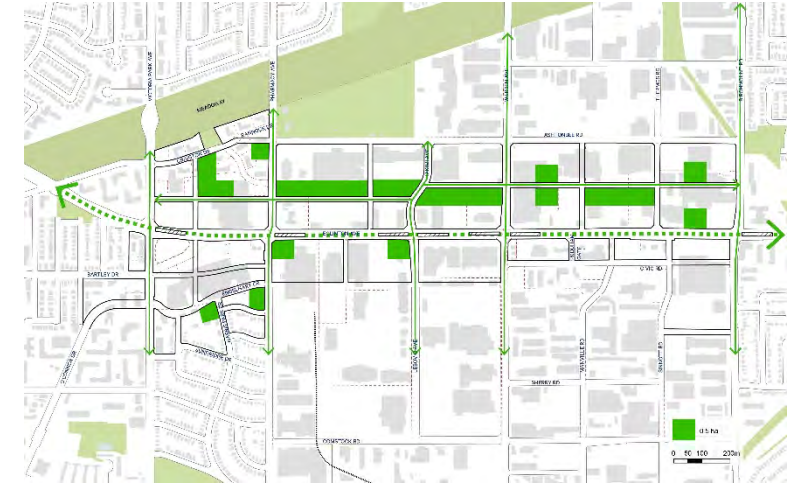
- Dispersed smaller Neighbourhood Parks and Parkettes

Alternative B



- Two Community Parks/Large Neighbourhood Parks (Central Park and East Park) supported by smaller Neighbourhood Parks and Parkettes

Alternative C















- Linear Community Park supported by smaller Neighbourhood Parks and Parkettes

Emerging Parks + Public Realm - Defining Elements of the Golden Mile

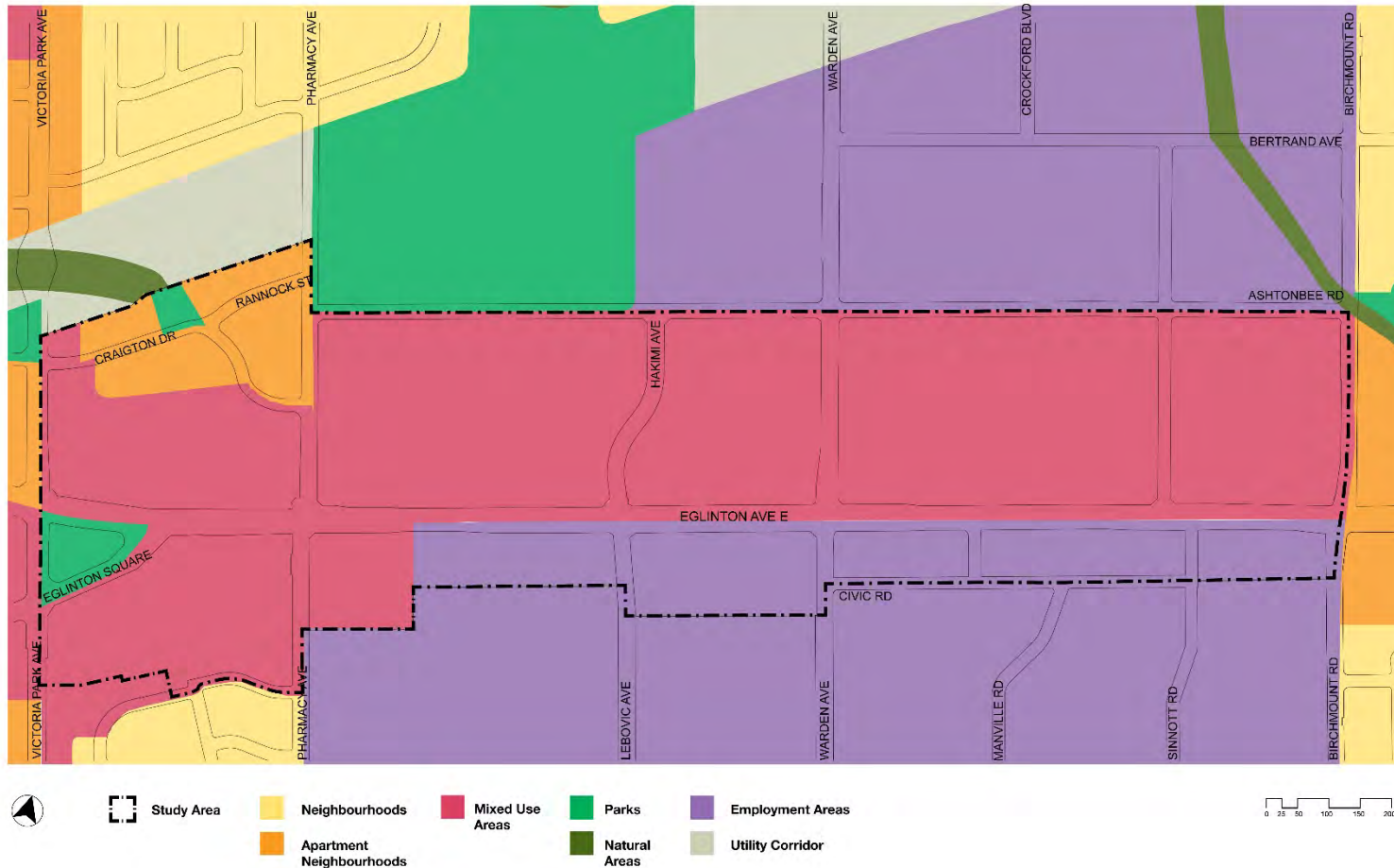


KEY ELEMENTS

-  Planned LRT Stops
-  The Meadowway (Planned)
-  Eglinton Connects LRT Stops (Planned)
-  Green Eglinton (Planned)
-  Golden Mile Boulevard (Proposed)
-  Central Park (Proposed)
-  West Park (Proposed)
-  East Park (Proposed)
-  South Park (Proposed)
-  Eglinton Parks/Parkettes (Proposed)
-  Employment Parks (Proposed)
-  N/S Parkway Streets

LAND USE + BUILT FORM ALTERNATIVES

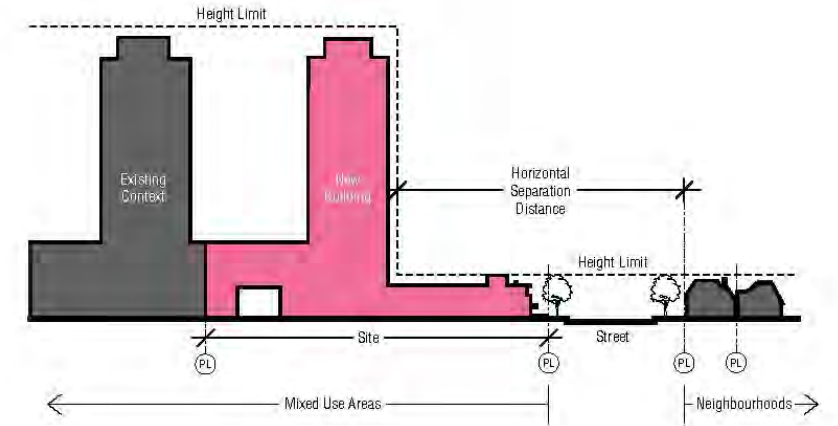
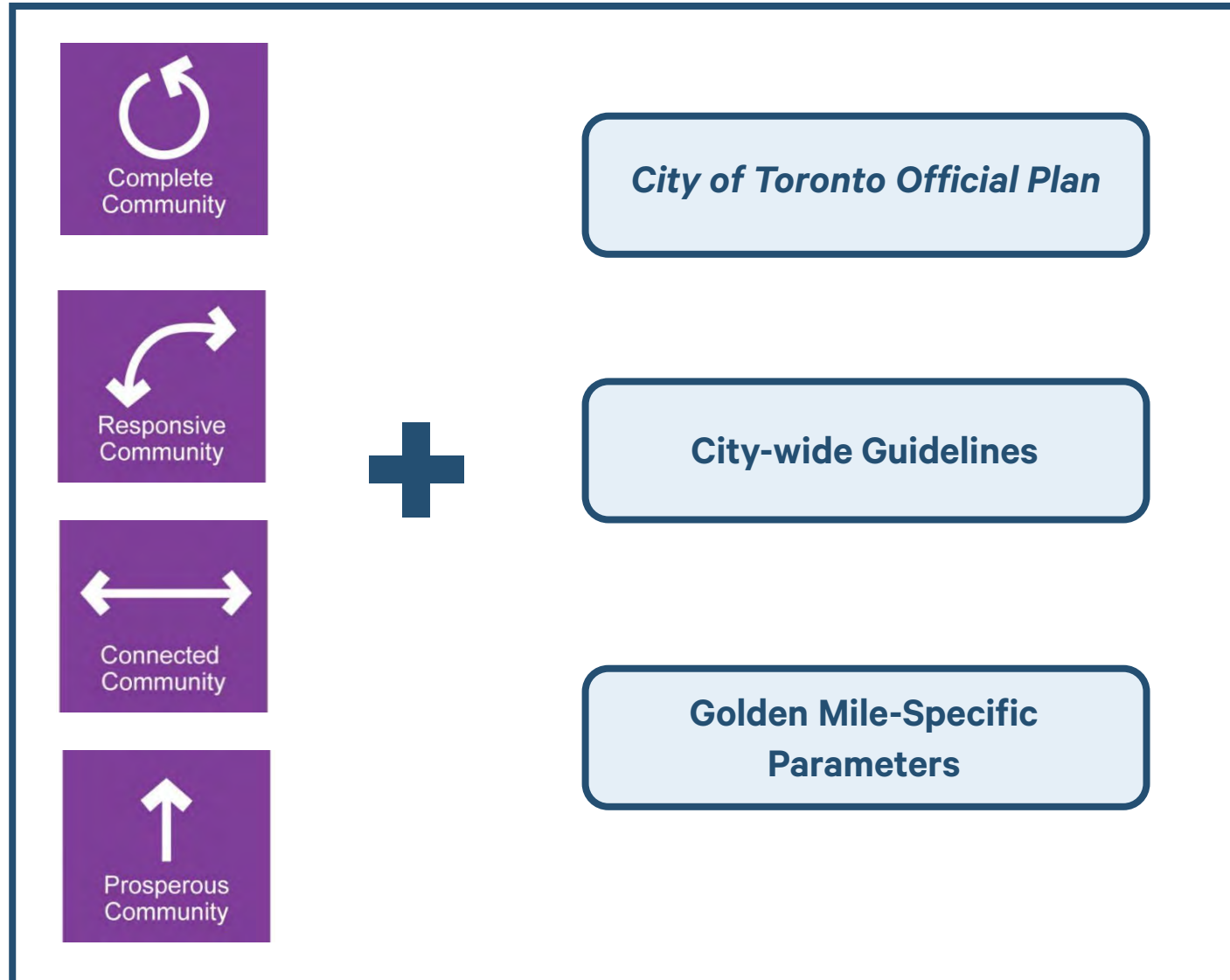
Land Use Strategy



- 1) Existing Land Use Designations will be maintained**
 - Mixed Use Areas
 - Employment Areas
 - Apartment Neighbourhoods
 - Neighbourhoods
 - Parks and Open Space
- 2) Employment uses in Employment Areas will be protected**
 - Employment Areas will continue to serve their economic function
 - Opportunities to intensify employment uses incorporated into all Alternatives
- 3) Exploring Potential for Finer Grain Mix of Uses**
 - Mixed Use Retail-Focus with retail uses at grade fronting major streets and residential uses above
 - Mixed Use Residential-Focus with residential uses at grade and above

Developing Land Use + Built Form Alternatives

Guiding Principles + Key Considerations

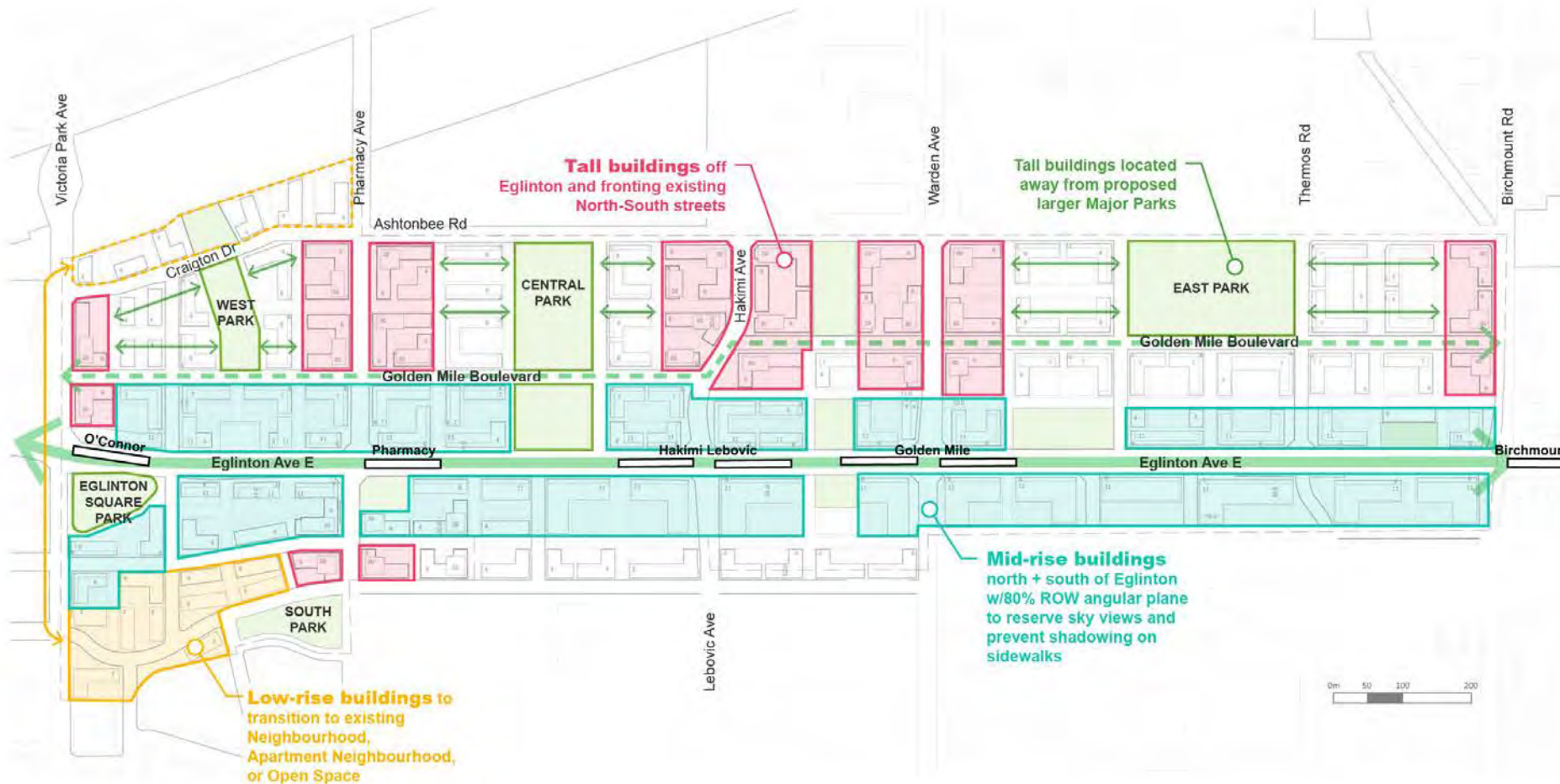


Sample from Tall Building Design Guidelines



Diagram illustrating key components of the Performance Standards.

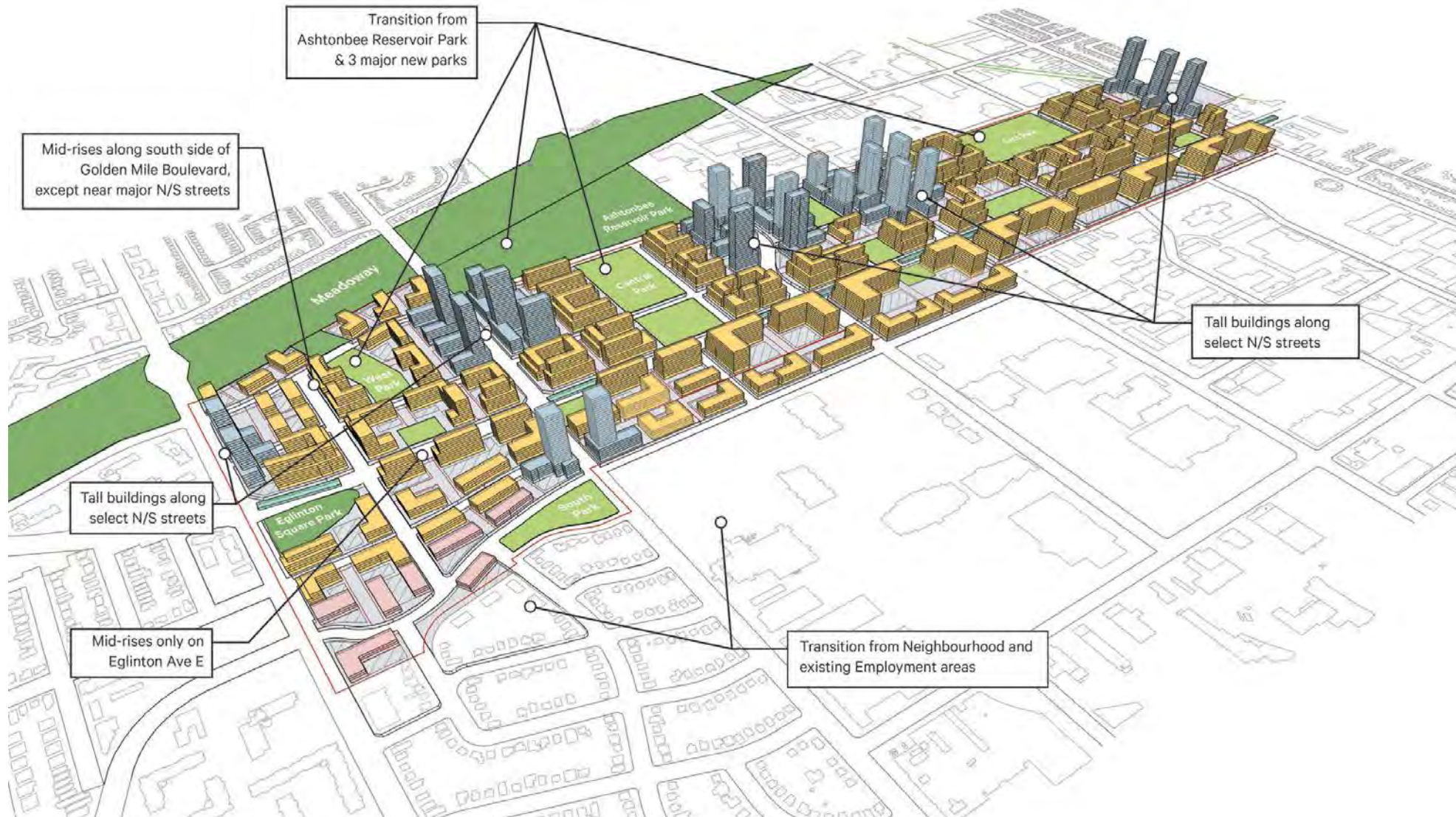
Alternative 1: A Mid-Rise Eglinton



Annotated Built Form Plan

- KEY ATTRIBUTES:**
- Mid-rise along Eglinton Ave
 - Golden Mile Boulevard
 - Tall building primarily to north of Golden Mile Boulevard, on north south streets
 - Tall buildings away from major parks
 - Built form transition to neighbourhoods

Alternative 1: A Mid-Rise Eglinton



Gross FSI: 2.2

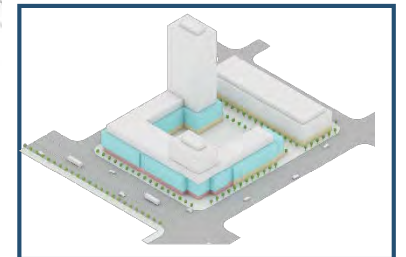
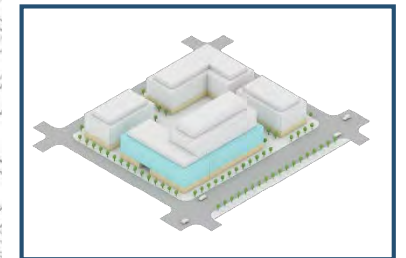
Net FSI: 4.0

People + Jobs:

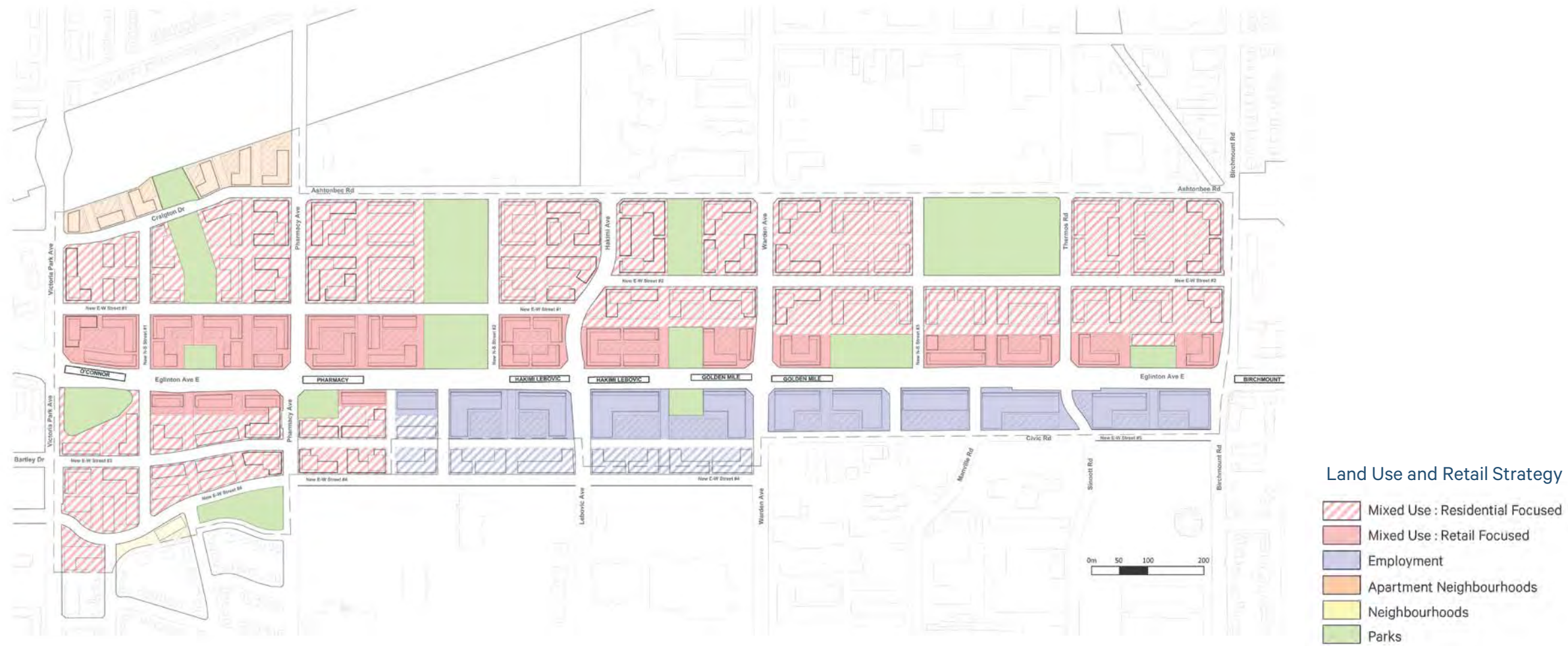
450-500/ha

*Preliminary estimates only; to be further reviewed in the next stage of the Study

Block Precedents

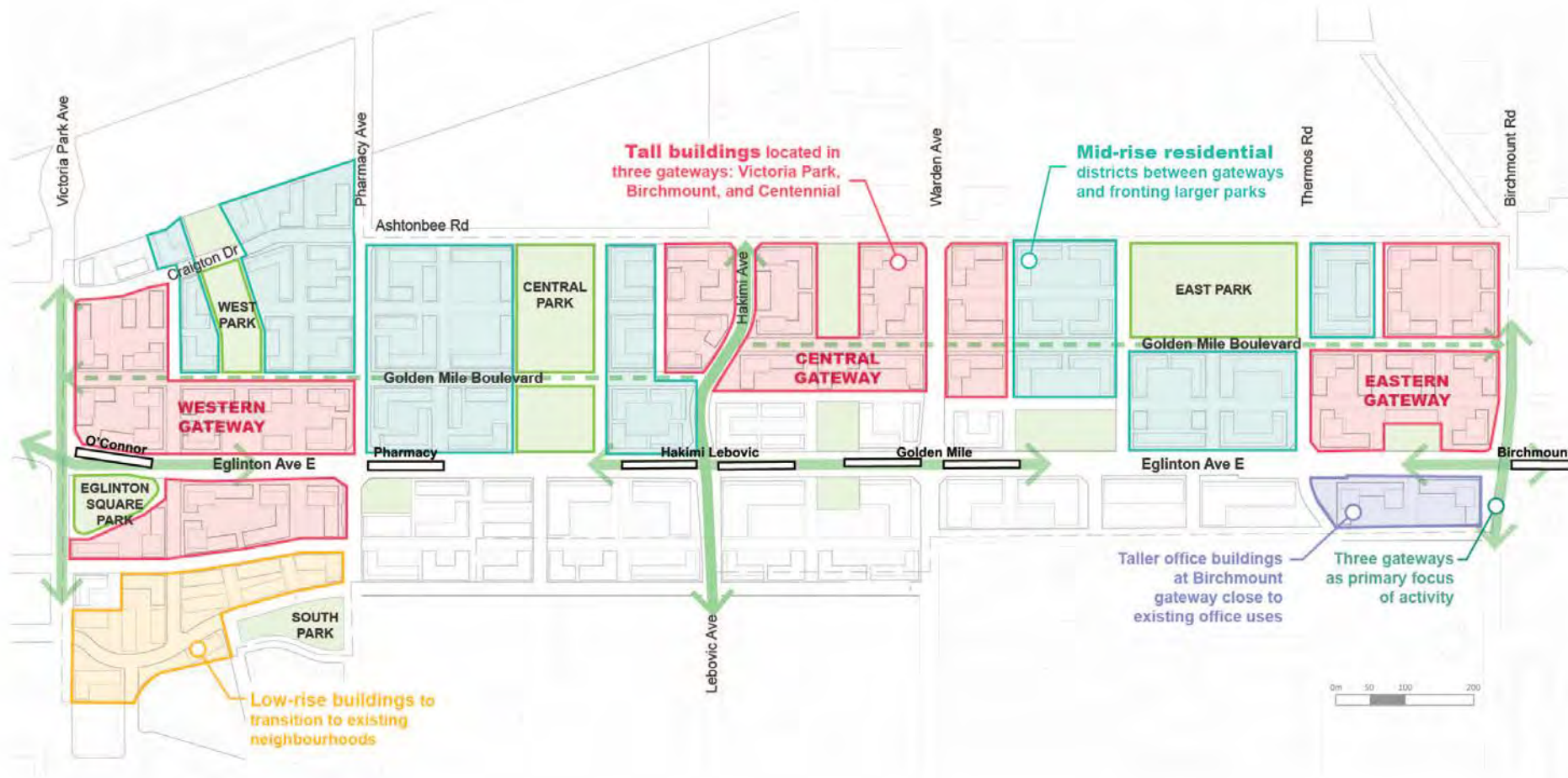


Alternative 1: A Mid-Rise Eglinton



Land Use Strategy Plan

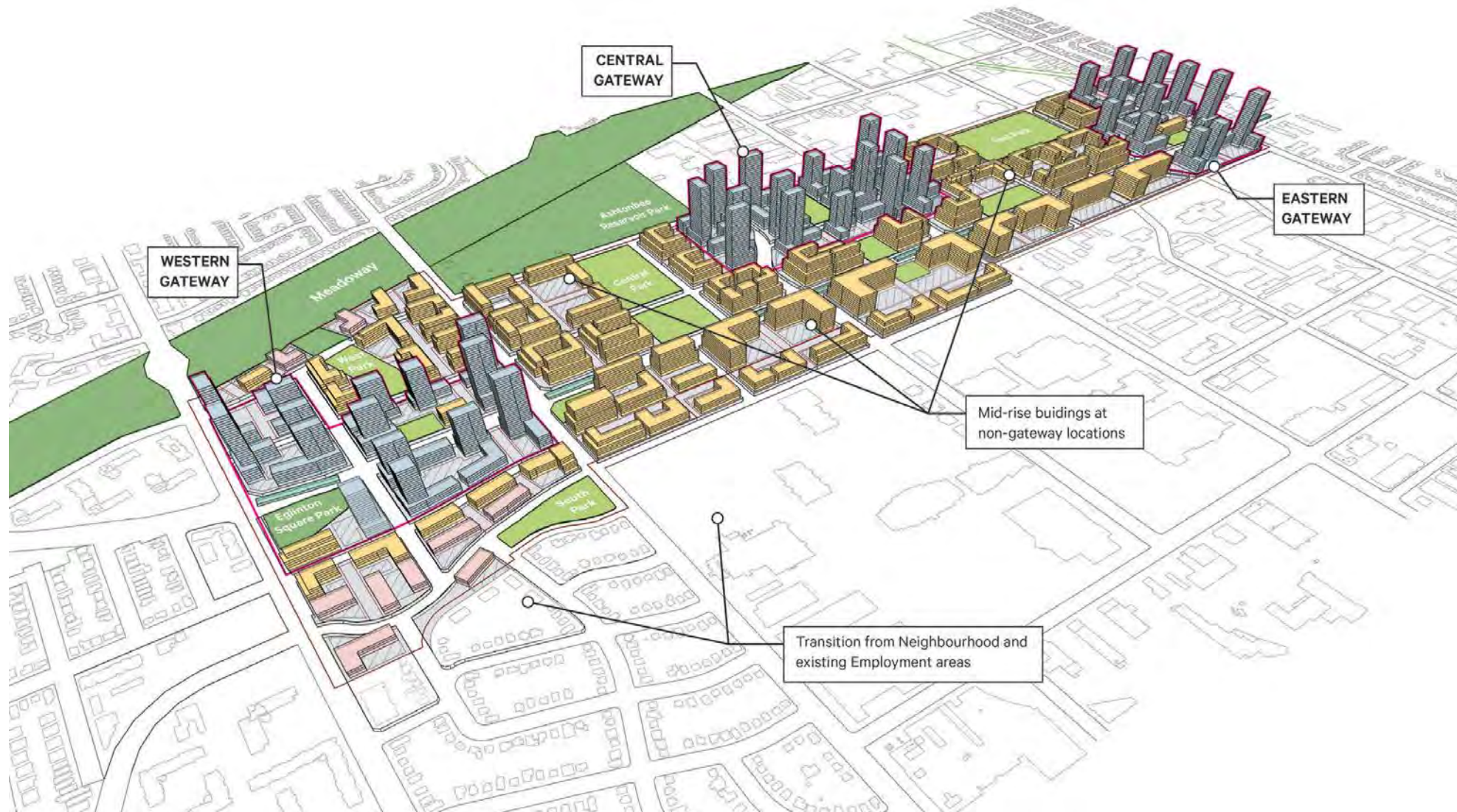
Alternative 2: Three Gateways and Parks Districts



Annotated Built Form Plan

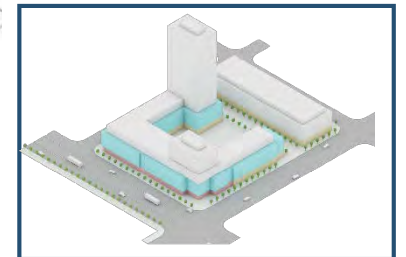
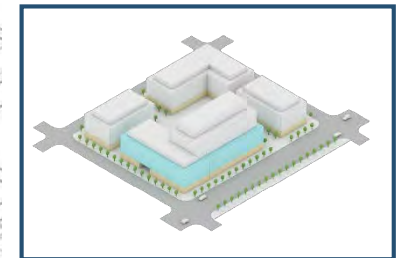
- KEY ATTRIBUTES:**
- Three tall building gateways
 - Mid-rise buildings districts around 4 major parks
 - Built form transition to neighbourhoods

Alternative 2: Three Gateways and Parks Districts



Gross FSI: 2.3
Net FSI: 4.2
People + Jobs:
450-500/ha
*Preliminary estimates only; to be further reviewed in the next stage of the Study

Block Precedents

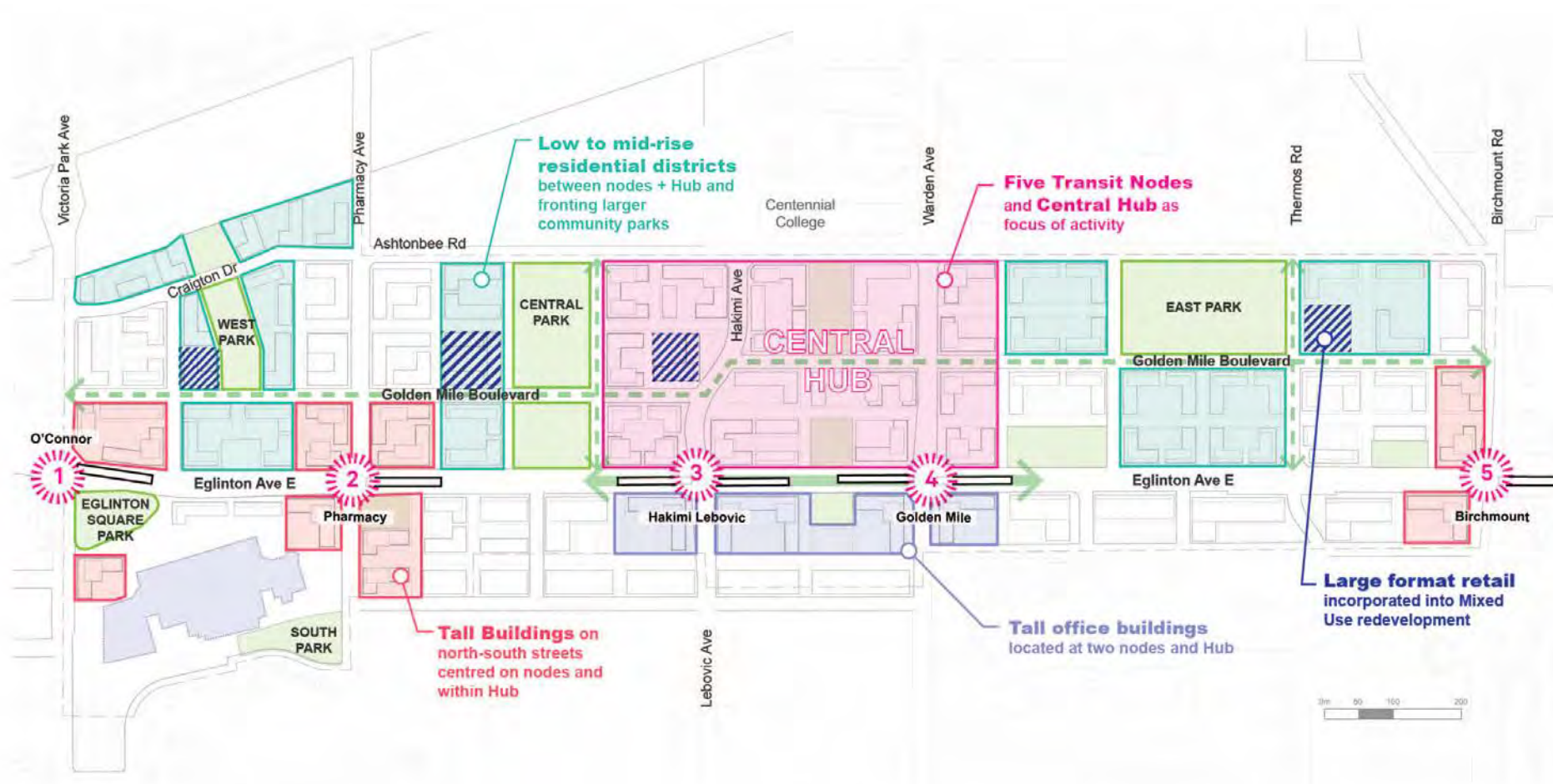


Alternative 2: Three Gateways and Parks Districts



Land Use Strategy Plan

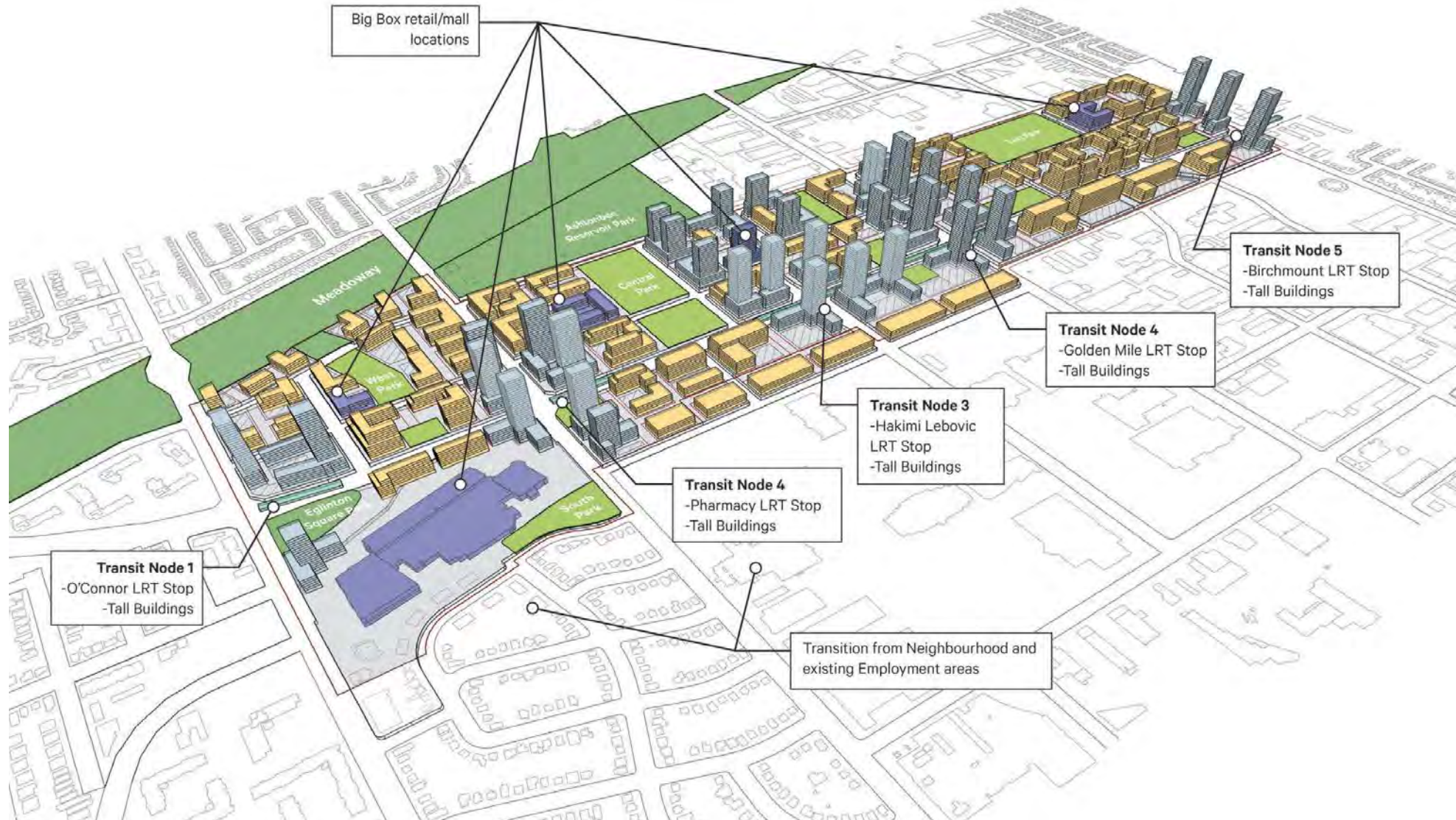
Alternative 3: Five Transit Nodes and a Central Hub



Annotated Built Form Plan

- KEY ATTRIBUTES:**
- Tall buildings around Transit Nodes
 - Tall building concentration within a Central Hub bridging Centennial College and Eglinton Ave
 - Low/Mid-rise adjacent to Parks between Tall Building Nodes
 - Special N/S Parkway streets adjacent to main community parks
 - Incorporation of Large Format/Mall Retail

Alternative 3: Five Transit Nodes and a Central Hub



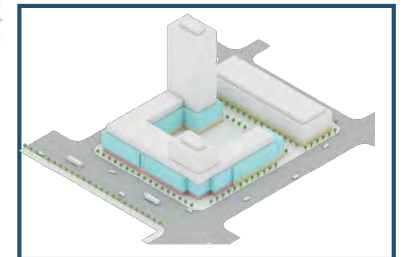
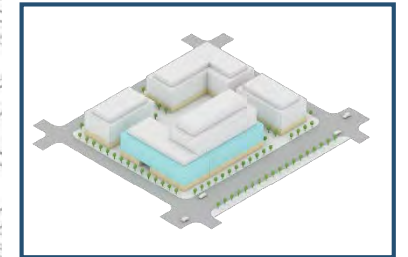
Gross FSI: 2.0

Net FSI: 3.5

**People + Jobs:
400-450/ha**

*Preliminary estimates only; to be further reviewed in the next stage of the Study

Block Precedents



Alternative 3: Five Transit Nodes and a Central Hub



Land Use Strategy Plan

Land Use and Retail Strategy

- Mixed Use : Residential Focused
- Mixed Use : Retail Focused
- Mixed Use with Big Box/Mall Retail
- Employment
- Apartment Neighbourhoods
- Parks

Built Form Testing: Mid-rise and Tall Building Alternatives



Mid-rise Across the Golden Mile Alternative

Heights: 4 to 11 storeys
Gross Density: 1.6 FSI
Net Density: 2.8 FSI

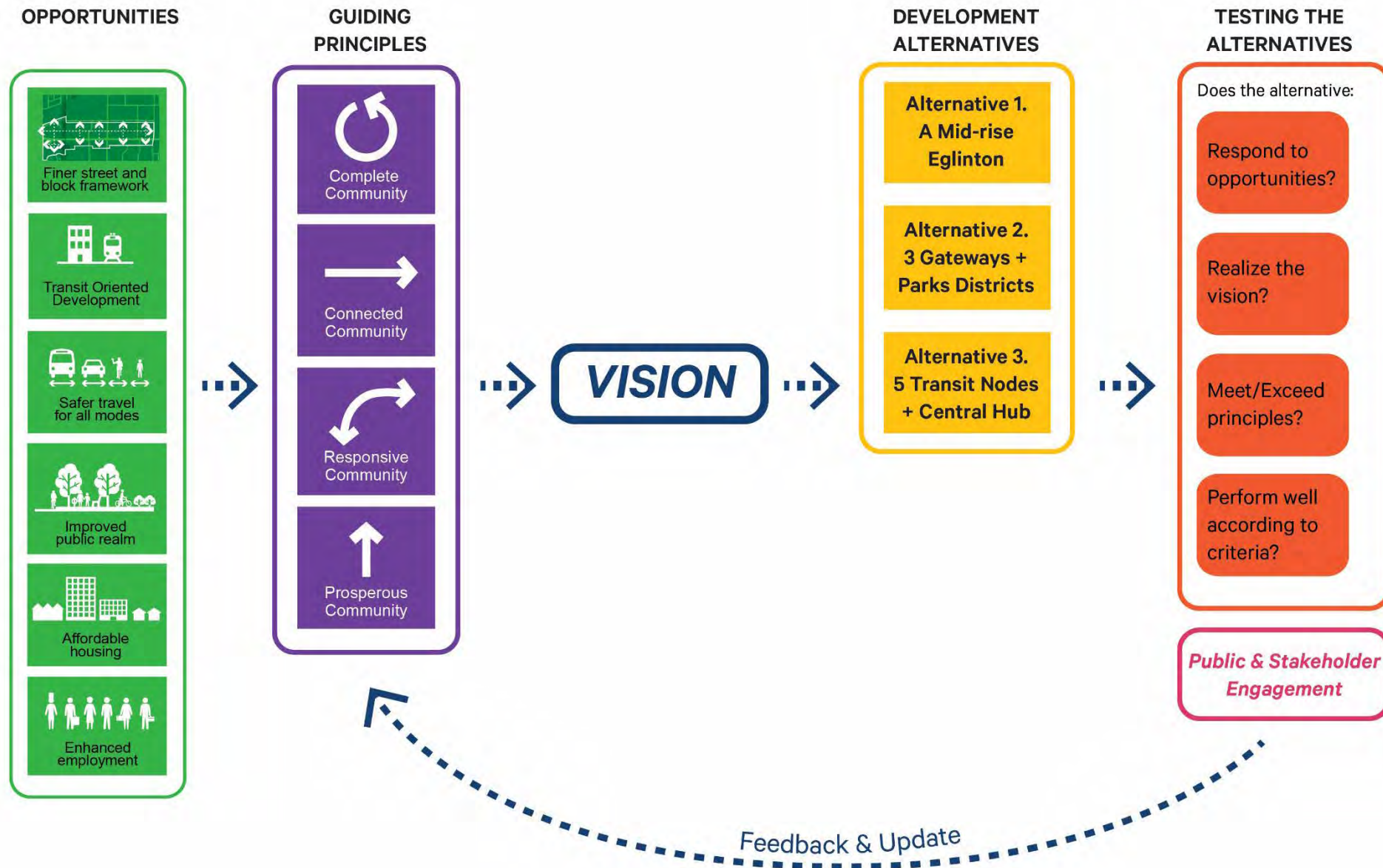


Tall Buildings Across Golden Mile Alternative

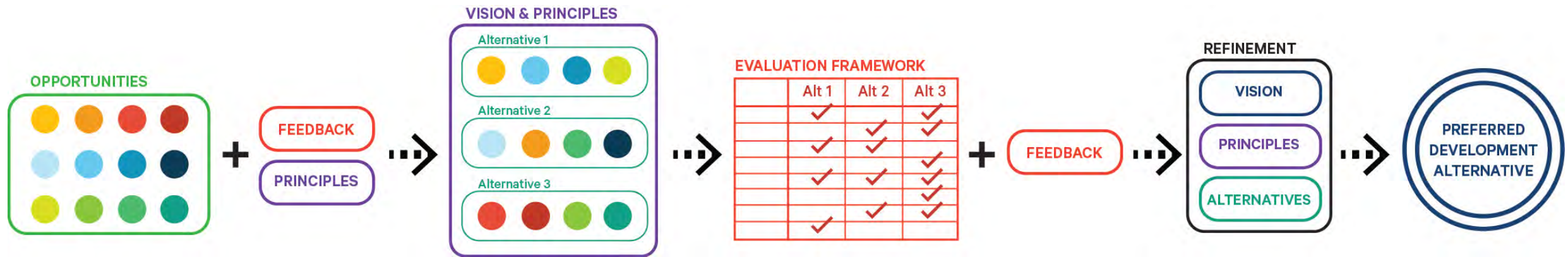
Heights: 4 to 40 storeys
Gross Density: 3.3 FSI
Net Density: 5.7 FSI

EVALUATION FRAMEWORK

Process: from Phase 1 to Phase 2



How Phase 2 Works



Evaluation Framework

Assesses development alternatives according to Vision, Principles and Key Objectives

EVALUATION FRAMEWORK

	Alt 1	Alt 2	Alt 3
	✓		✓
		✓	✓
	✓	✓	
	✓	✓	✓
		✓	✓
	✓		✓
		✓	✓



Vision	Principle	Objective	Indicator
	Complete	Objective #1	Indicator #1
		Objective #2	Indicator #2
	Connected	Objective #3	Indicator #3
		Objective #4	Indicator #4
	Responsive	Objective #5	Indicator #5
		Objective #6	Indicator #6
	Prosperous	Objective #7	Indicator #7
		Objective #8	Indicator #8

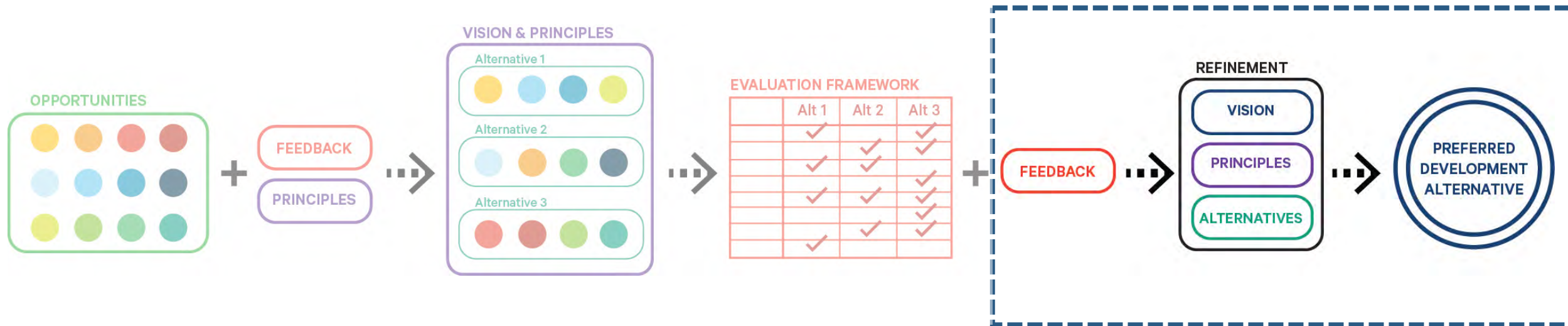
Draft Evaluation Framework

Vision	Draft Principle	#	Objective
<p>A connected, accessible and diverse mixed-use community that is a place of economic and social activity throughout the day.</p> <p>A balance of residential, commercial and employment uses is anchored by community services and an improved network of parks and open spaces that invites residents, workers and visitors to explore and interact within its neighbourhoods.</p> <p>Distinct identity as a community and a destination, providing for the daily needs of all its residents while also attracting business where people can work and shop.</p> <p>Maintain its role as an important economic driver within the east end of Toronto.</p>		1.1	Pair growth with public investment in transit, the public realm and in services
		1.2	Create distinct and identifiable districts within Golden Mile
	Complete	1.3	Within districts, balance new development with new streets, community facilities and open space
		1.4	Encourage a mix of housing forms and ensure future housing is accessible
		1.5	Encourage a mix of residential and employment uses within a range of building height and massing that respects existing residents and businesses
		1.6	Ensure that existing employment uses are supported and promote new employment uses as the area transitions over time
	Connected	2.1	Provide multi-modal mobility choice to existing and future residents
		2.2	Provide well-designed, convenient, safe and accessible connections between the new ECLRT stations and key destinations within the Golden Mile
		2.3	Ensure safe, green, convenient, comfortable and well-designed pedestrian connections
	Responsive	3.1	Ensure community services and facilities keep pace with growth and changing demographic demands over time
		3.2	Plan, phase and build infrastructure and facilities in alignment with community need, market readiness and municipal resources
		3.3	Provide community services, programs and housing initiatives that support a diverse and inclusive neighbourhood
		3.4	Ensure transition in built form down to Neighbourhoods, Parks and Open Spaces and streets to minimize shadowing and overlook impacts
		4.1	Leverage investment in public realm, infrastructure and transit in building the competitiveness, brand and reputation of Golden Mile as a place of opportunity, commerce and innovation in Scarborough

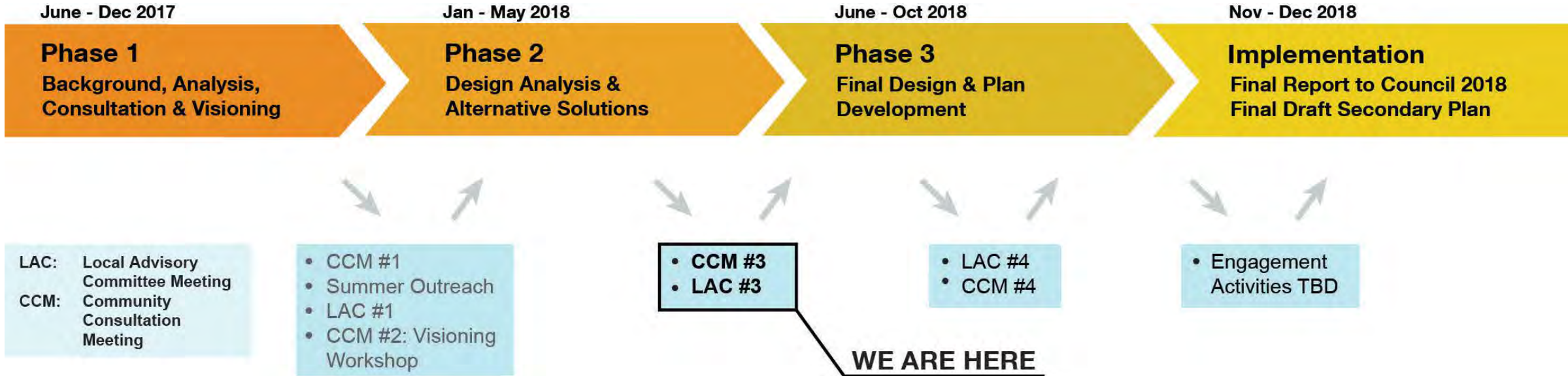
Vision	Draft Principle	Objective	Indicator
	Complete	Pair growth with public investment in transit, the public realm and in services	Meet or exceeds Major Transit Station Area density target 160 people + job/ha
		Create distinct and identifiable districts within Golden Mile	Number of districts with distinct identity Relative impact of public art locations
		Within districts, balance new development with new streets, community facilities and open space	Ratio of developable lands to non-developable lands
			Ratio of population to community infrastructure
			Ratio of population to open space
		Encourage a mix of housing forms and ensure future housing is accessible	Range of housing forms (e.g. low, mid and high rise)

NEXT STEPS

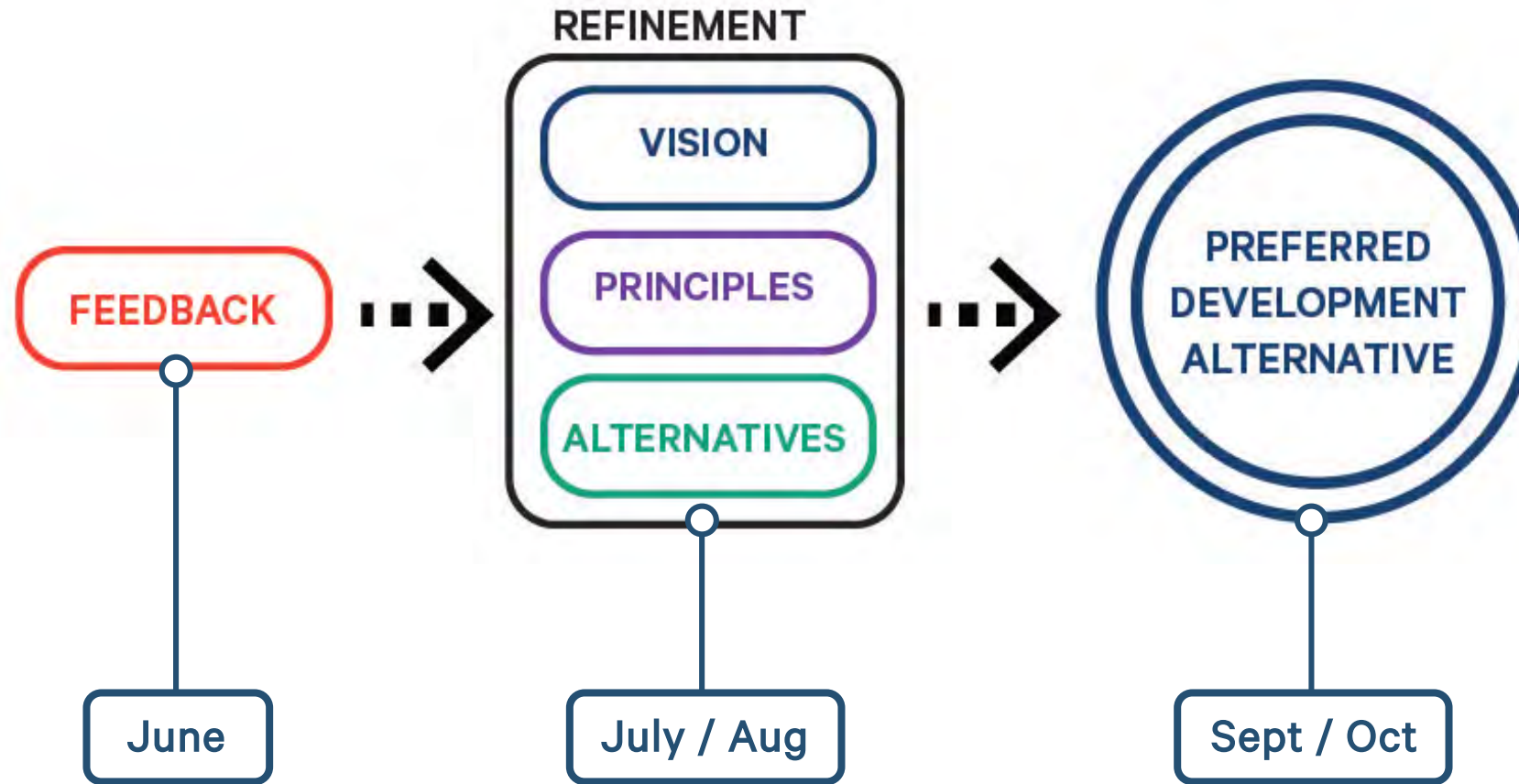
Next Steps



Next Steps



Next Steps



THANK YOU!

For more info, visit our website:
www.toronto.ca/renewgoldenmile

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