

2.0 Emerging Networks

Phase 2 commenced with the preparation of Initial Alternatives that built on the Issues and Opportunities identified in Phase 1. These Initial Alternatives provided three different conceptual approaches to distributing density, new connections and open space throughout the GMSP Study Area. The Initial Alternatives were then used to provide direction on the development of three Street and Block Network Alternatives and three Parks and Open Space Network Alternatives. A high-level assessment process was undertaken to select an Emerging Preferred Street and Block Network and an Emerging Preferred Parks and Open Space Network.

Arriving at emerging preferred networks in the early stages of Phase 2 provided two benefits. First, it allowed for two foundational elements (streets and blocks, parks and open space) to be set prior to creating the comprehensive Development Alternatives. This provided a relatively fixed set of new routes of circulation, new frontages for future development, and a structure for the distribution of land uses, densities, and building heights. Second, it allowed for a two-step testing of transportation network performance that allowed for the isolation of two variables: (1) overall connectivity and (2) the distribution of land use and density.

In this two-step testing, the first step involved testing the different overall connectivity offered by the three Street and Block Network Alternatives to determine their effects on transportation network performance. This step led to the selection of the Emerging Preferred Street and Block Network that was used as a consistent base for the different distributions of land use and density in the three Development Alternatives. The second step then involved testing the effects of these different distributions of land use and density on transportation network performance. The results of this second step informed the preparation of the Preferred Alternative (for more detail, see Section 4.0 Evaluation of Alternatives, and Section 5.0 Preferred Alternative).

2.1 Initial Alternatives

The three Initial Alternatives provided conceptual connections, open spaces and distributions of density. All three of these alternatives featured a new east-west connection north of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road, a north-south open space connection between Eglinton Avenue East and Ashtonbee Reservoir Park, and locations for higher densities (although these locations varied across the three alternatives).

Alternative A focused on creating gateways of higher densities within the GMSP Study Area at its western edge at Eglinton Avenue East and Victoria Park Avenue, in the centre at Ashtonbee Road and Warden Avenue, and at the eastern edge at Eglinton Avenue East and Birchmount Road (Figure 6).

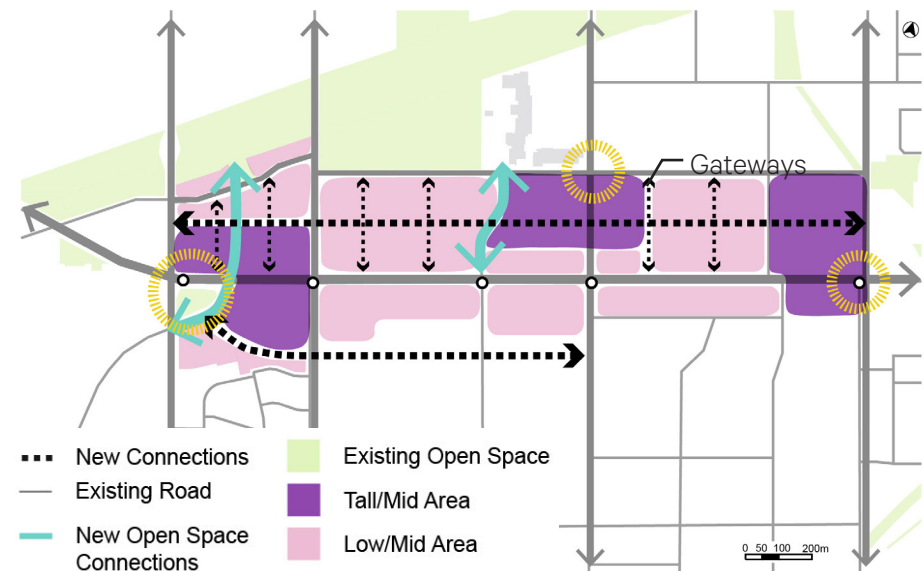


Figure 6 Initial Alternative A

Alternative A also featured the following conceptual connections and open spaces:

- A new east-west connection south of Eglinton Avenue East between Victoria Park Avenue and Warden Avenue.
- Two north-south open space connection between Eglinton Avenue East and Ashtonbee Reservoir Park/Gatineau Hydro Corridor.

Alternative B focused higher densities in a central hub from west of Hakimi Avenue to east of Warden Avenue (Figure 7). It also featured the following conceptual connections and open spaces:

- A new east-west connection south of Eglinton Avenue East between Victoria Park Avenue and Warden Avenue
- Three north-south open space connections between Eglinton Avenue East and the Craigton Court Tot Lot, Ashtonbee Reservoir Park, and Centennial College

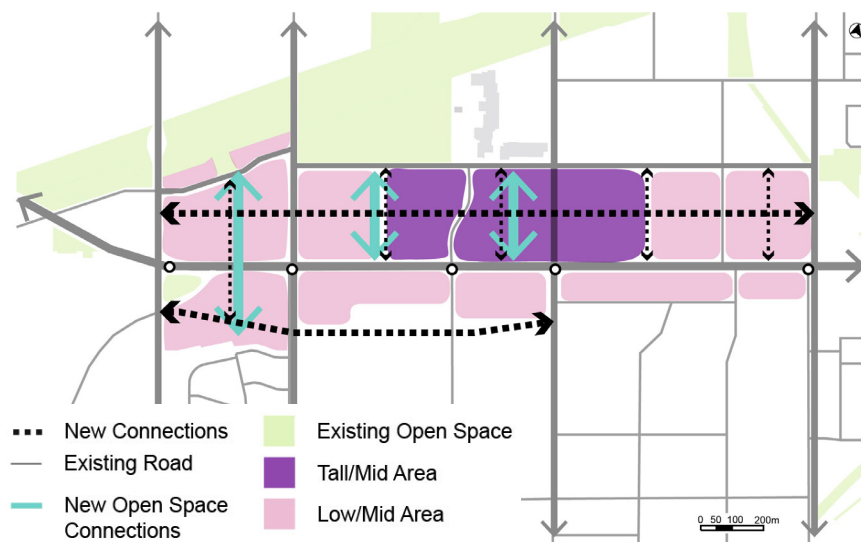


Figure 7 Initial Alternative B

Alternative C focused higher densities in three clusters throughout the GMSP Study Area at its western edge between Victoria Park Avenue and Pharmacy Avenue, immediately south of Ashtonbee Reservoir Park between Pharmacy Avenue and Hakimi Avenue, and just east of Warden Avenue (Figure 8). It also featured the following conceptual connections and open spaces:

- A series of new east-west connections south of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road
- A re-alignment of O'Connor Drive west and east of Victoria Park Avenue
- A re-alignment of Craigton Drive west of Pharmacy Avenue to align with Ashtonbee Road
- Three north-south open space connections between Eglinton Avenue East and the Craigton Court Tot Lot, Ashtonbee Reservoir Park, and Centennial College

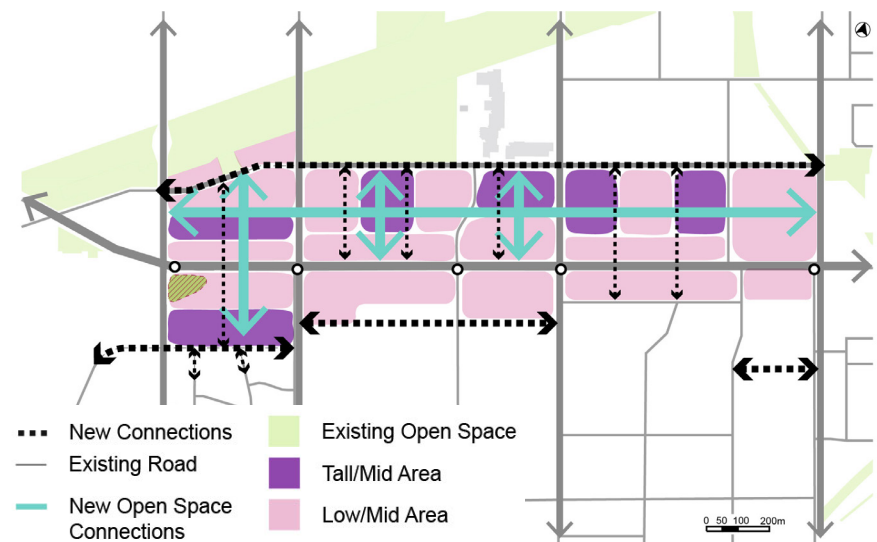


Figure 8 Initial Alternative C

- An east-west open space connection north of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road

2.2 Consultation Feedback

The three Initial Alternatives were shared with members of the City's GMSP Technical Advisory Committee (TAC), GMSP Local Advisory Committee (LAC), and Design Review Panel (DRP) in February 2018.

The TAC, composed of staff from various City Divisions and external government agencies, provided the following key points of feedback:

- Consider an east-west open space connection along Ashtonbee Road to link Ashtonbee Reservoir Park to Massey Creek in all three alternatives
- Consider an open space connection between the three gateways in Alternative A
- Consider a north-south open space connection between Eglinton Avenue East and Ashtonbee Road in all three alternatives

The LAC, composed of local area residents and landowners, provided the following key points of feedback:

- Alternative A provides a strong idea of entry and exit at either end of the Golden Mile along Eglinton Avenue East. Consider providing a sense of entry/exit from north/south streets as well (i.e. Victoria Park Avenue, O'Connor Drive, Birchmount Road).
- Alternative B doesn't seem to have enough density around all of the LRT stations. It also looks like the centre of activity will be too far away from existing residents surrounding the Golden Mile (who are primarily adjacent to the west and east ends of the Study Area).

- Alternative C should have the clusters of density located closer to Eglinton to make better use of the LRT stations.
- In all three Alternatives, consider ways to minimize traffic infiltration into existing adjacent residential communities while also promoting pedestrian connections to and through the Golden Mile.

The DRP provided the following key points of feedback:

- There is significant potential to reinvent the concept of a vibrant TOD mixed use community with this study, but to realize this possibility work is needed in the following areas:
 - Shift from tactical to strategic thinking, with a big-picture vision focus on:
 - > Establishing a high-level place-making story... "what will set the Golden Mile apart from other places?"
 - > Create weave of streets, blocks and open/green spaces as the urban stage for placemaking story.
 - > Incorporate the vision for Eglinton Avenue as a central idea in the place-making story.
 - > Confirm the right mix of uses to support the story; thinking outside the box and proactively considering emerging and future trends related to all uses (e.g.: workplace of future, right degree of civic/green amenity, net zero sustainability, etc.).
 - To help achieve the above re-set the study boundaries to encompass all the ingredients for future success; including strong higher education contribution.

The above key points of feedback were taken into account as the Initial Alternatives were refined into the Street and Block Network and Parks and Open Space Network Alternatives. These two sets of Network Alternatives were developed through a placemaking lens that provided a foundation for the future of the Golden Mile, with a further layering of this story through the land use and built form options contained within the three Development Alternatives.

2.3. Street and Block Network Alternatives

Using the Initial Alternatives as a starting point, three Street and Block Network Alternatives were developed. Three main factors were considered in the refining the Initial Alternatives into Street and Block Network Alternatives, including: (1) improving movement for all modes of travel throughout the Study Area including pedestrians, cyclists, and motor

vehicles; (2) providing flexible block sizes (Figure 9 / Figure 10); and (3) the location of existing property lines and buildings. Each of the three Alternatives, through their different configurations of streets and blocks, sought to improve movement throughout the GMSP Study Area by providing new east-west and north-south connections. These new connections would provide alternative routes for pedestrians and cyclists to move throughout the Study Area, providing the option to avoid higher-traffic arterial roads. They would also provide a web of connections from the future Eglinton Crosstown Light Rail Transit (ECLRT) stations to key current and future destinations within the Golden Mile, helping provide a more transit-supportive environment. The three Alternatives also sought to provide smaller block sizes than exist today in a range of different sizes (Figure 9). This would provide greater flexibility to accommodate a range of building types and uses, responding to shifting market demand over time while also recognizing and allowing for the continuation of existing uses (Figure 10). This block flexibility would also enhance the overall permeability and performance of blocks by setting a framework within which finer grain

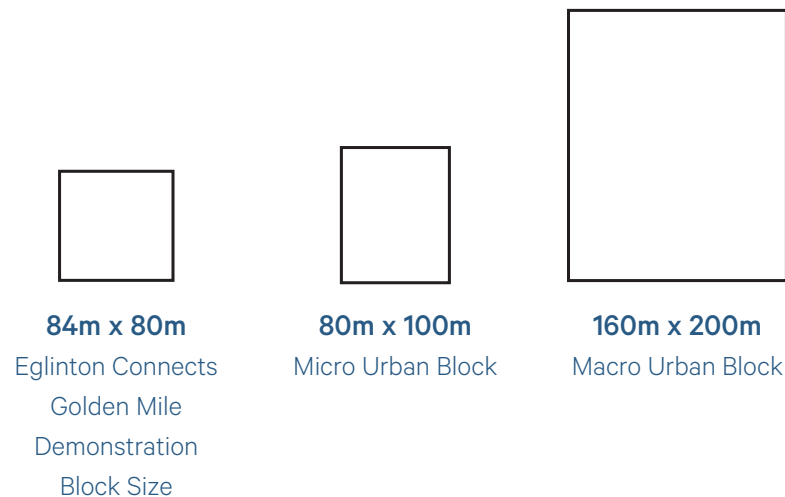


Figure 9 Urban Block Sizes

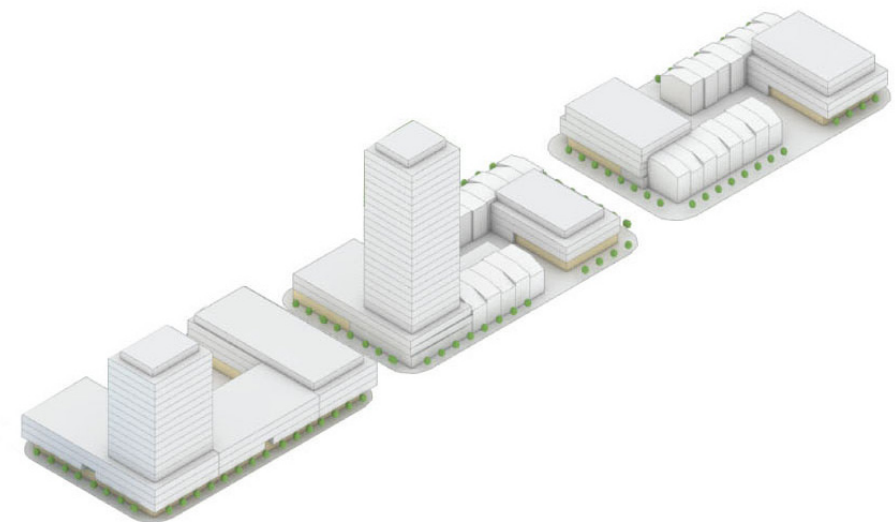


Figure 10 Demonstration Diagram of a Flexible Block

connections could be optimally located and aligned as redevelopment occurs over time.

Lastly, the location of existing property lines, land ownership patterns and existing buildings were taken into consideration to increase the feasibility of implementation of the full street and block network over time. By providing a street and block network that avoids existing lease constraints, infill and other transitional developments can occur, facilitating opportunities for a more immediate transition from a car-oriented single use commercial to a pedestrian-oriented mixed use community.

The three Street and Block Network Alternatives each featured varying degrees of change to existing conditions to respond to these three factors.

Street and Block Network Alternative 1 featured minimal changes to existing conditions (Figure 11), including:

- A continuous east-west connection north of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road

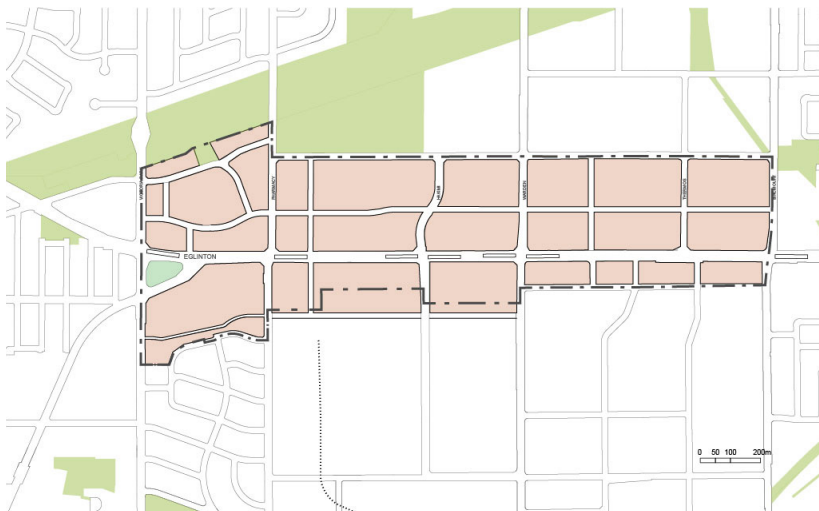


Figure 11 Street and Block Network Alternative 1

- An east-west connection south of Eglinton Avenue East between Pharmacy Avenue and Warden Avenue
- Two new north-south connections in the blocks between Pharmacy Avenue and Thermos Road, one of which crosses Eglinton Avenue East
- A street and block network reflective of those proposed in development applications for 1880-1890 Eglinton Avenue East (Golden Mile Shopping Centre) and 1 Eglinton Square (Eglinton Square Mall) in the blocks bounded by Victoria Park Avenue, Craigton Drive, Pharmacy Road, and Englehart Crescent / Alvinston Road

Street and Block Network Alternative 2 featured a moderate level of change to existing conditions (Figure 12), including:

- A continuous east-west connection north of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road
- An east-west connection south of Eglinton Avenue East that realigns and extends O'Connor Drive east of Victoria Park to Warden Avenue

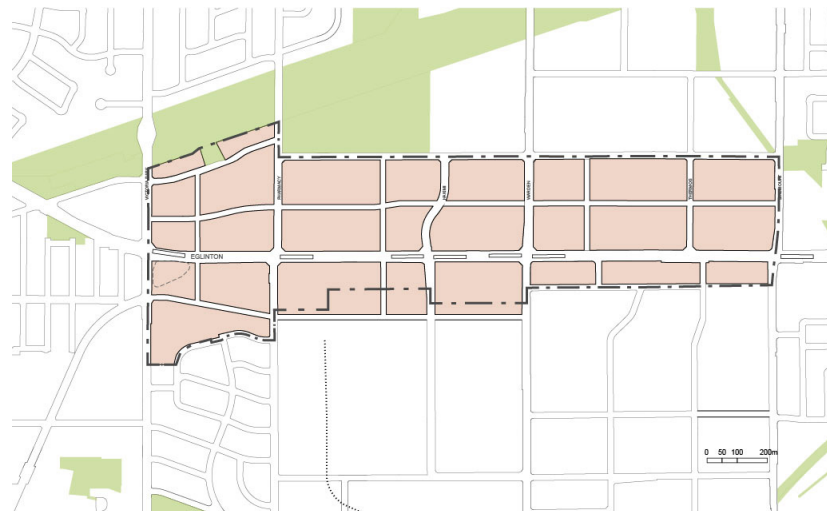


Figure 12 Street and Block Network Alternative 2

- An east-west extension of Sherry Road between Sinnott Road and Birchmount Road
- Three new north-south connections in the blocks between Victoria Park Avenue and Thermos Road, two of which cross Eglinton Avenue East

Street and Block Network Alternative 3 features a relatively substantial level of change to existing conditions (Figure 13), including:

- A continuous east-west connection north of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road (with a jog at Hakimi Avenue)
- A continuous east-west connection south of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road (with a jog at Warden Avenue)
- A realignment of O'Connor Drive and extension of Bartley Drive west of Victoria Park Avenue

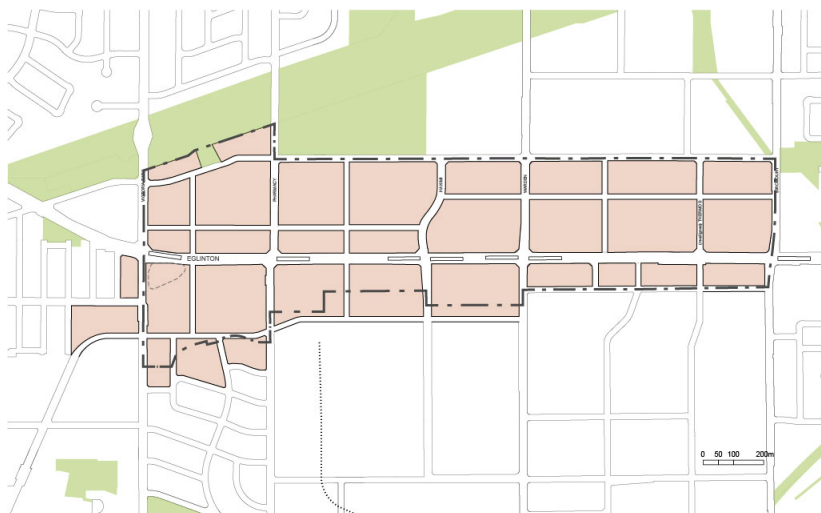


Figure 13 Street and Block Network Alternative 3

- An extension of Civic Road between Sinnott Road and Birchmount Road
- An extension of Manville Road between Civic Road and Eglinton Avenue East
- A realignment of Thermos Road between Ashtonbee Road and Eglinton Avenue East
- Three new north-south connections in the blocks between Victoria Park Avenue and Thermos Road, two of which cross Eglinton Avenue East

A preliminary transportation analysis of the three Street and Block Network Alternatives was undertaken to select an Emerging Preferred Street and Block Network (for more detail, see Appendix 1). This preliminary analysis assessed the performance of these three Alternatives relative to a series of criteria derived from the four Guiding Principles of Complete, Connected, Responsive and Prosperous.

These criteria included:

- Providing a multi-modal mobility choice to existing and future residents
- Providing well-designed, convenient, safe and accessible connections between the new ECLRT stations and key destinations within the Golden Mile
- Planning, phasing, and building infrastructure and facilities in alignment with community need, market readiness and municipal resources
- Ensuring compatible land use and balancing transportation needs with the existing industrial uses within and adjacent to the Golden Mile

The above four criteria were assigned quantitative performance measures which provided scores for the Alternatives, based on their performance, as follows:

- Most favourable Alternative score = 2
- Least favourable Alternative score = 0
- Middle ranking Alternative = assigned a score that is proportional to the lowest and highest scores

With an equal weighting for all of the objectives, the maximum score an alternative can achieve is eight (8) while the minimum score is zero (0). Based on the preliminary transportation analysis, Alternative 3 was assessed to be the highest performing Street and Block Network Alternative with a score of 6.8. Alternative 2 ranked second with a score of 4.2 while Alternative 1 performed very poorly with a score of 0.5.

These results were primarily driven by three key factors:

- The intersection realignment in Alternative 3 at Pharmacy Avenue, Craigton Drive and Ashtonbee Road can help off load internal traffic within the GMSP Study Area as well as on Eglinton Avenue.

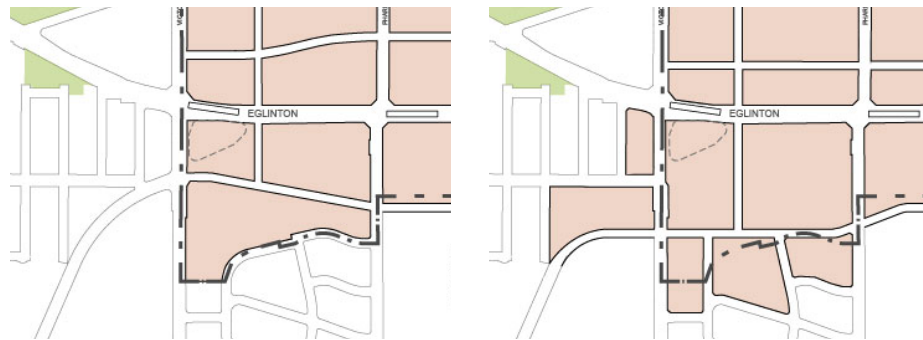


Figure 14 Realignment of O'Connor Drive of Alternative 2 (left) and Alternative 3 (right)

- The realignment of O'Connor Drive at Victoria Park Avenue and Eglinton Square Boulevard at Eglinton Avenue East in Alternatives 2 and 3 shifts congestion away from Eglinton Avenue East onto Victoria Park Avenue (Figure 14). With this realignment however, the new east-west road east of Victoria Park Avenue can be constructed with higher capacity (four lanes) to accommodate the demand and reduce the Victoria Park Avenue congestion.
- The increased distance between O'Connor Drive and Eglinton Avenue East in Alternative 3 is beneficial for the transportation network as it increases intersection spacing on Victoria Park Avenue.

Based on the preliminary transportation analysis, Alternative 1 was screened out and Alternatives 2 and 3 were carried forward for further consideration from a land use and built-form perspective. This assessment involved an examination of the two remaining Alternatives in terms of their ability to provide flexible blocks, minimize impacts with existing buildings, and take into account property lines to provide a relatively equitable distribution of new public streets between adjacent property owners. Through this additional layer of analysis, a modified version of Alternative 3 was carried forward as the Emerging Preferred Street and Block Network. This Alternative provided a greater number of total blocks, a wider variety of block sizes, minimized impacts on existing buildings, and provided a more equitable distribution of new public streets between adjacent property owners than Alternative 2.

The Emerging Preferred Street and Block Network featured slight modifications from Alternative 3 (Figure 15 / Figure 16). These modifications included the following:

- The realignment of the O'Connor Drive extension between Victoria Park Avenue and Pharmacy Avenue to avoid the existing Eglinton Square Mall

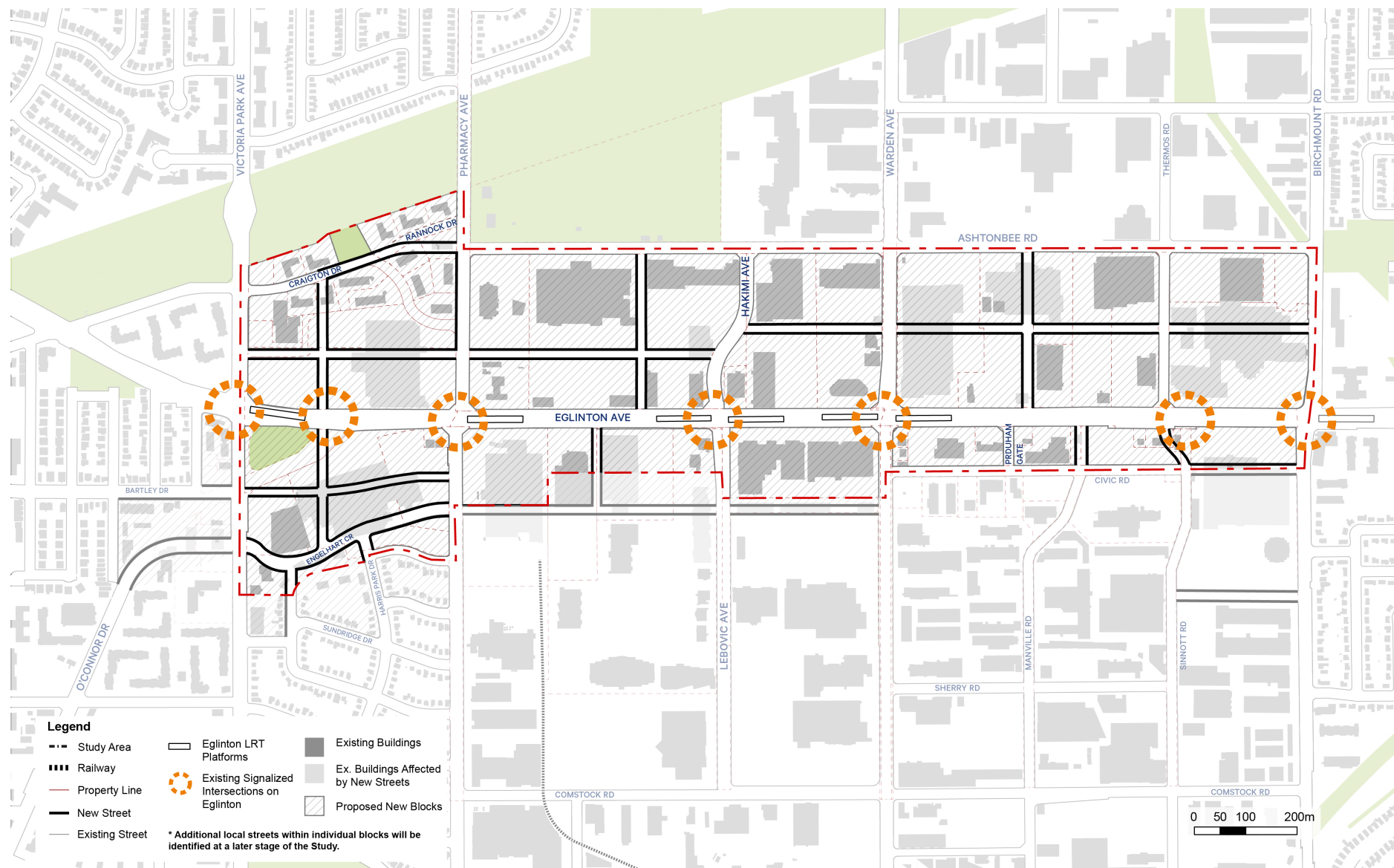


Figure 15 Emerging Preferred Street and Block Network

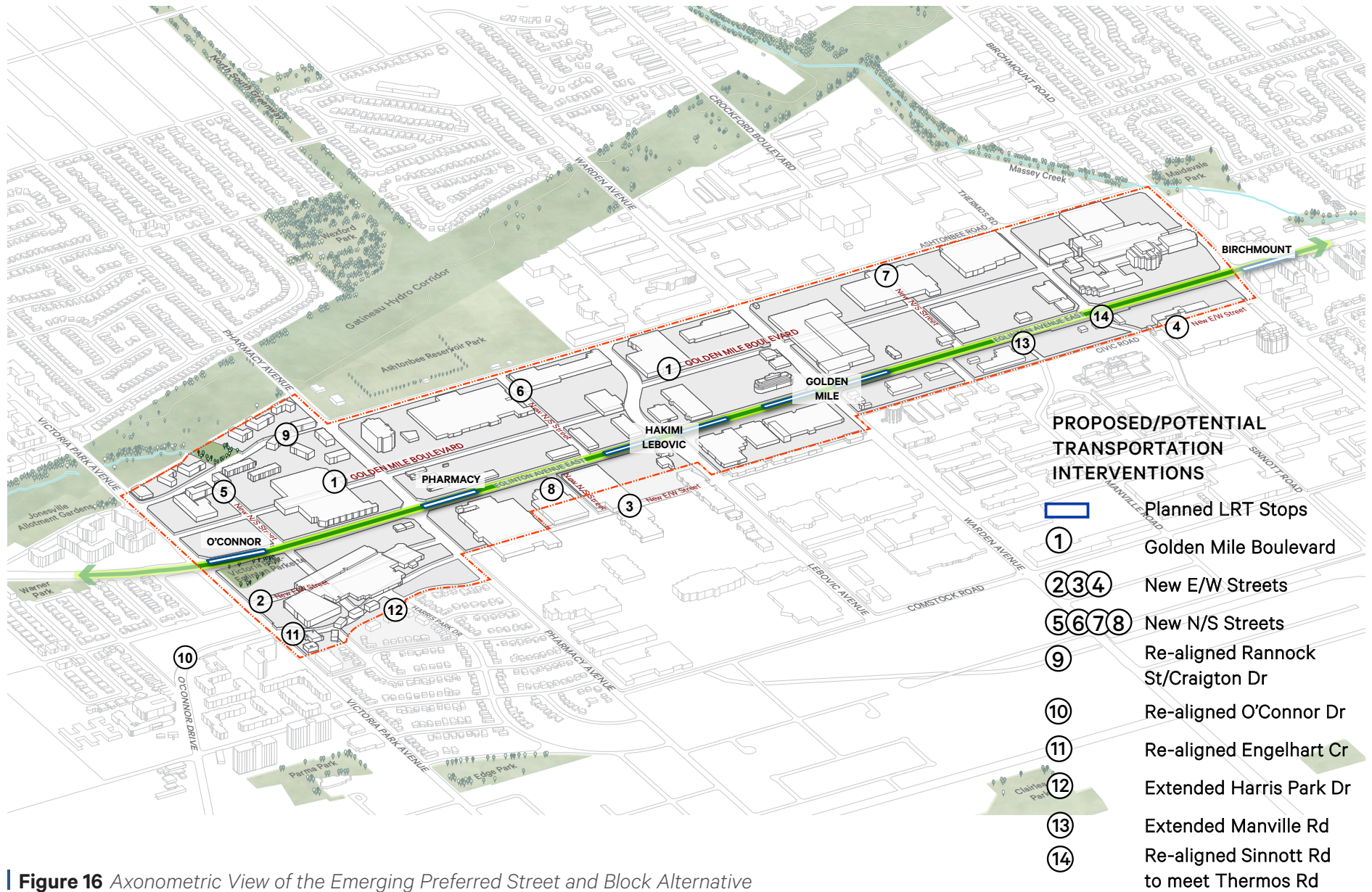


Figure 16 Axonometric View of the Emerging Preferred Street and Block Alternative

- An extension of Bartley Drive between Victoria Park Avenue and Pharmacy Avenue
- Maintaining Thermos Road in its current location and realigning Sinnott Road to align with Thermos Road
- A second east-west connection between Sinnott Road and Birchmount Road, south of the Civic Road extension

The Emerging Preferred Street and Block Network, in concert with the Emerging Preferred Parks and Open Space Network described in the section below, were then used as a consistent base for the three Development Alternatives.

2.4 Parks and Open Space Network Alternatives

As with the Street and Block Network Alternatives, the Initial Alternatives were used as a starting point for developing the three Parks and Open Space Network Alternatives. Four factors were considered in refining the Initial Alternatives into Parks and Open Space Network Alternatives, including:

1. Connections to and between existing and planned open space assets;
2. Parkland dedications rates;
3. Nine emerging principles for parks and open space in the Golden Mile; and
4. Fourteen potential big moves for parks and open space in the Golden Mile.

City of Toronto staff provided (3) and (4) following a parks and open space workshop attended by City Planning and Parks, Forestry and Recreation staff.

① Connections To And Between Existing And Planned Open Space Assets

The existing and planned open space assets that factored into the development of these Alternatives included the:

- Future green Eglinton Avenue East planned as a part of ECLRT streetscape plan
- Future Meadoway Park that will utilize the open space provided by the Gatineau Hydro Corridor
- Existing Ashtonbee Reservoir Park
- Existing Craigton Tot Lot Park
- Existing Eglinton Square-Victoria Park Parkette

② Parkland Dedications Rates

The City of Toronto's parkland dedication rates for Priority Acquisition Areas were used to determine the overall minimum area within the Golden Mile that should be dedicated to public parkland. These rates are as follows:

- Lands designated *Mixed Use Areas*:
 - 10% of lands that are less than 1 hectare in size
 - 15% of lands that are 1-5 hectares in size
 - 20% of lands that are more than 5 hectares in size
- 5% of lands designated as *Apartment Neighbourhoods*:
- 2% of lands designated as *Employment Areas*

③ Nine Emerging Principles For Parks And Open Space In the Golden Mile

The nine (9) emerging principles are as follows:

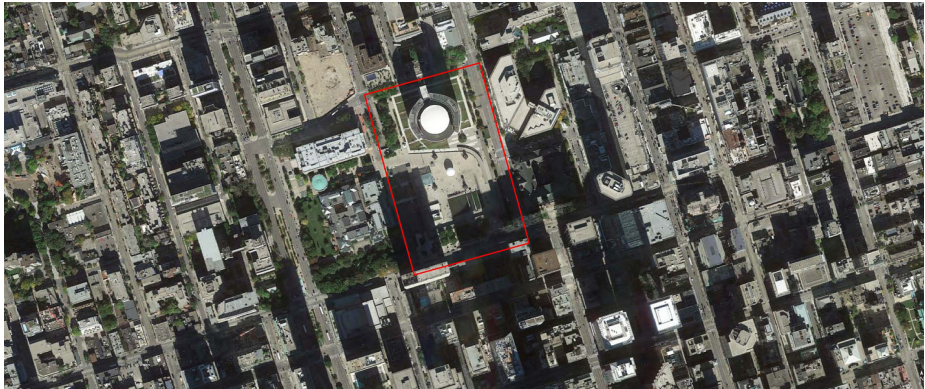
- **Dedication, Expansion, and Acquisition:** Acquire new parkland with City funds at the strategic location(s) within the GMSP Study Area, and/or through on-site parkland dedication; expand existing parks where appropriate.
- **Shared Open Spaces:** Encourage partnership opportunities for sharing parks and open spaces with other agencies and institutions, i.e., schools, libraries, etc.



HTO Park (2.3ha)



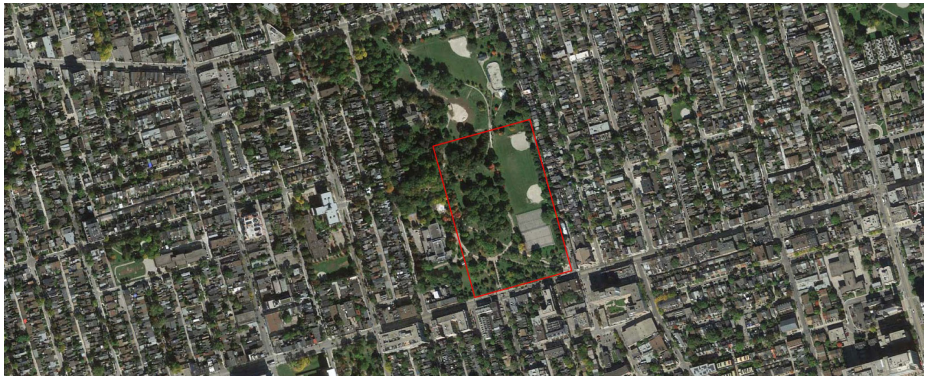
Grange Park (1.8ha)



Nathan Phillip Square (4.85ha)



Regent Park (2.5ha)



Trinity Bellwoods Park (14.6ha)

Figure 17 Park Scale Comparison within City of Toronto