

5.2 Districts

There is the opportunity to create several distinctive areas within its boundaries to better inform land use, built form and public realm within the Preferred Alternative and ultimately within the final design and plan. This is achieved through the identification of four districts, each with its own distinct character (Figure 57):

- **West District:** a commercial gateway with two major parks
- **Central District:** the social and cultural hub of the Golden Mile
- **East District:** a new residential community
- **Employment District:** preserved and enhanced employment lands

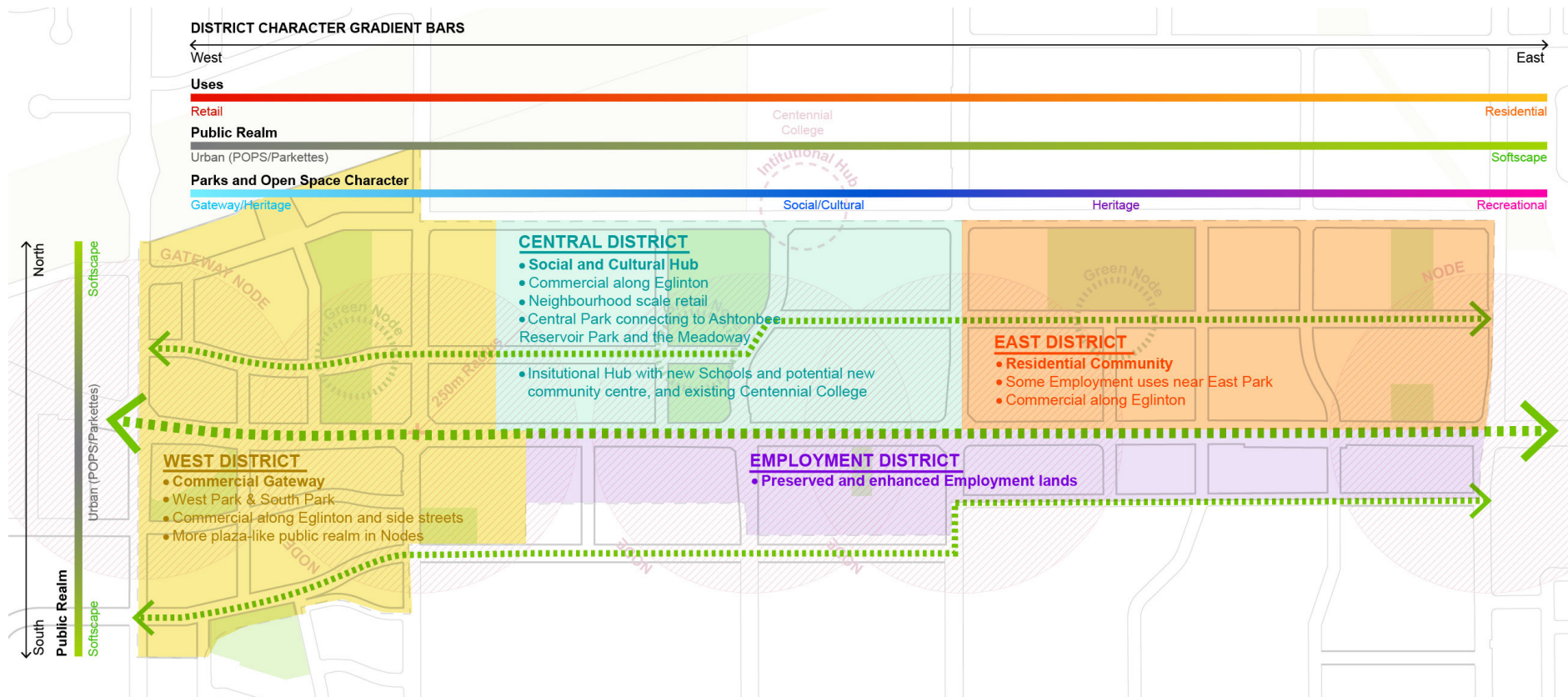


Figure 57 District Character and Character Gradients

From west to east, various elements of district character change: primary land use gradually shifts from retail to residential; public realm changes from urban to soft landscape; and parks and open space transforms from more urban and gateway features to recreational.

Descriptions of the boundaries, defining features and characters of these four districts are provided in the sub-sections that follow.

5.2.1 West District

The West District is bounded by Victoria Park Avenue in the west and the depth of the blocks fronting Pharmacy Avenue to the east (Figure 58). Its northern boundary is defined by the future Meadoway Park, and its southern boundary runs adjacent to the lands designated as *Neighbourhoods* to the south. It is a commercial gateway with two ECLRT stations, and three major parks and open spaces. These major parks and open spaces include the:

- Victoria Park-Eglinton Parkette, which can be enhanced to include an urban plaza with heritage markers and/or gateway features;
- The West Park as a neighbourhood park that will connect Eglinton Avenue East to the future Meadoway Park via the Craigton Court Tot Lot. The future West Park will have a more urban and hardscaped character at the south end of the park, transitioning to a more softscape character as one moves to the north; and,
- The South Park will be another neighbourhood park that serves more recreational purposes as a transition between the lands designated *Mixed Use Areas* and those designated *Neighbourhoods* to the south of the GMSP Study Area.

The West District currently serves as a commercial gateway to the Golden Mile with a retail plaza and a covered in-door mall on the north and south side of Eglinton Avenue East, respectively. The role of these significant commercial spaces is anticipated to remain within the medium term, with

current development applications contemplating a mix of uses with a strong commercial presence maintained. There is an opportunity within this district for land use, built form and the public realm to fully integrate a broad range of commercial uses over the long term.

As a commercial gateway district, there are three major Retail Streets: Victoria Park Avenue, Golden Mile Boulevard, and Eglinton Avenue East. These Retail Streets will feature wider sidewalks, trees and soft landscaping in planters along with other pedestrian amenities. Eglinton Avenue East will also feature cycling facilities as per the ECLRT Streetscape Plan. There will be two north-south green streets which will feature enhanced green boulevards (e.g. a double row of trees), providing a continuous green connection between South Park and the Meadoway via the Craigton Tot Lot.

Built form in the West District is primarily tall buildings near Eglinton Avenue East with capacity to house various sizes and types of retail. There will also be fine grain retail frontages along the aforementioned Retail Streets, with accommodation for larger format retail off of Eglinton Avenue East within the depth of the District. Mid and low-rise residential buildings will be located near the existing neighbourhood to the south, as well as adjacent to the West Park, South Park, and Craigton Court Tot Lot.

5.2.2 Central District

The Central District is bounded by the east boundary of the West District in the west, Ashtonbee Road in the north, Warden Avenue in the east, and Eglinton Avenue East in the south (Figure 59). It includes two future ECLRT stations at its south end and contains a major park in the form of Central Park. The Central District borders Centennial College, the Ashtonbee Reservoir Park, and two ECLRT stations. With this central cluster of community and public uses on its edges, and key entry points through the LRT, this district offers an opportunity to become a social, cultural and institutional hub with potential new community facilities and related commercial and residential uses.

The Central Park will provide a focus for the cultural and institutional character of the district while providing ample green open space. West of the park will be a Green Street with enhanced green boulevards (e.g. a double rows of trees) and east of the park is Hakimi Avenue, which is to serve as the “spine” of the district. The east side of Hakimi Avenue will accommodate fine grain retail, making Hakimi Avenue a vibrant, mixed

use retail street with the potential to host various events via temporary road closures (e.g. street festivals) with the potential for spillover into the adjacent Central Park. Golden Mile Boulevard west of Central Park will be a residential street, with taller buildings on the south side stepping down to a predominantly mid-rise form on the north side.

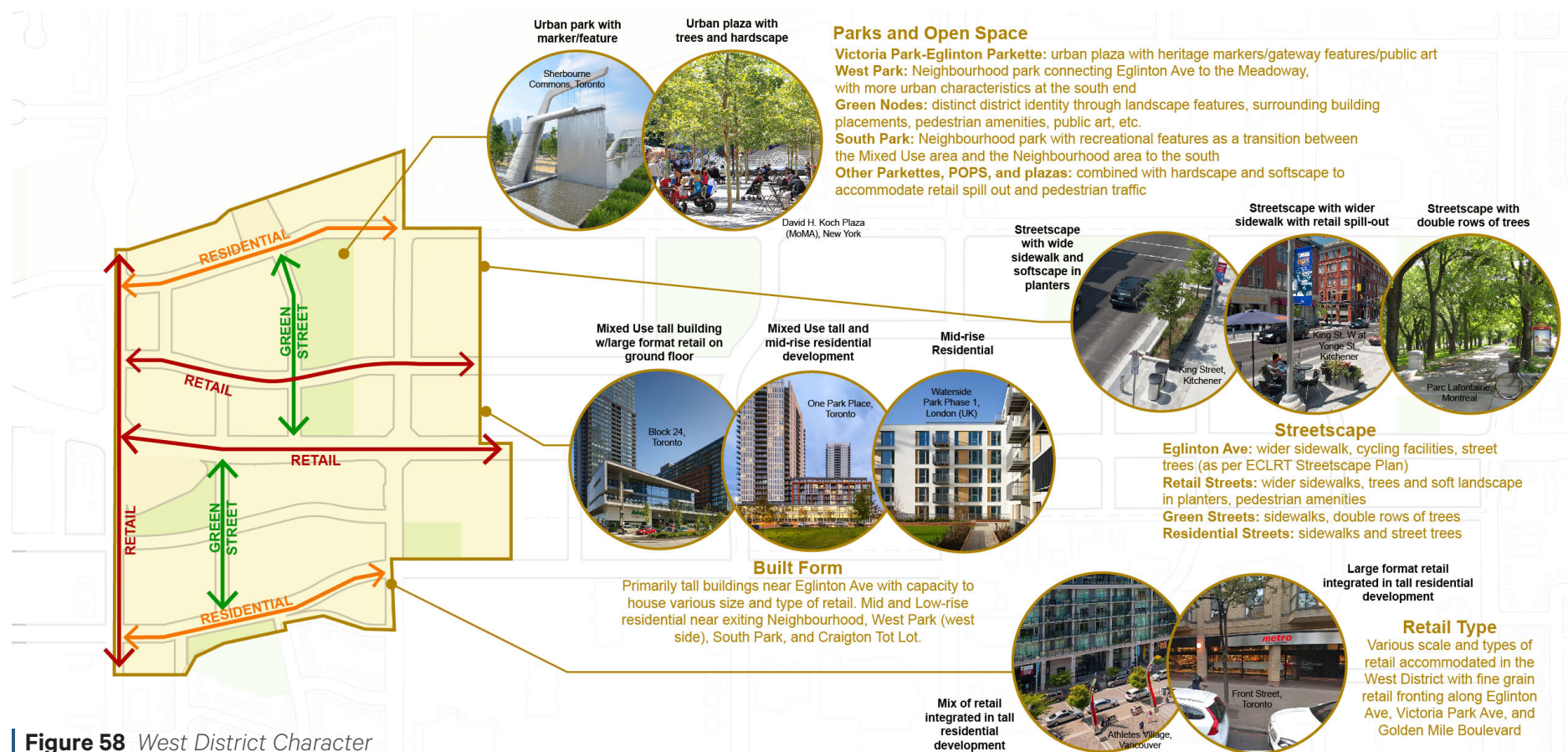


Figure 58 West District Character

5.2.3 East District

The East District is bounded by Warden Avenue in the west, Ashtonbee Road in the north, Birchmount Road in the east, and Eglinton Avenue East in the south (Figure 60). It includes two future ECLRT stations at Warden Avenue and Birchmount Road and one major park (the East Park) and two smaller parks within the blocks between Thermos Road and Birchmount

Road. There is an opportunity for this district to take on a more residential character, as a continuation of the residential areas to the east and to provide housing for workers in the *Employment Areas* to the north and south.

As the character of this District will be predominantly residential, its major park should have a primarily recreational character and be programmed appropriately to serve the residential community surrounding the park.

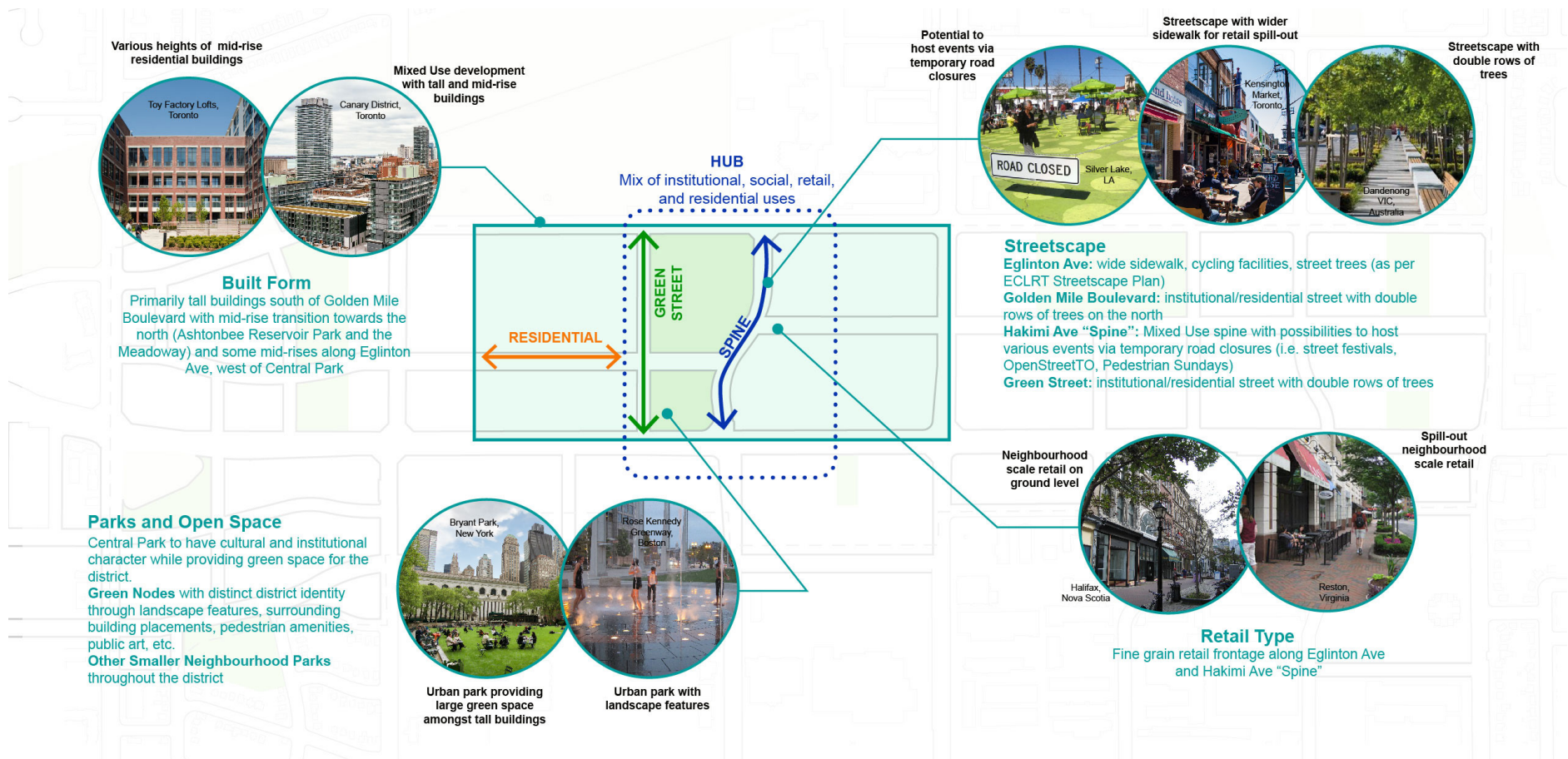


Figure 59 Central District Character

Golden Mile Boulevard will be a residential street for the entirety of its length within this District and function as a quiet street with a double row of trees on the north side providing a green link between two of the three future parks. This green connection and the parks will be linked to Eglinton Avenue East through a Green Street to the east of East Park. Eglinton

Avenue East will continue to function as a Retail Street, with a streetscape and retail frontages consistent with that of the West and Central Districts. The built form in this area will be primarily mid-rise residential with tall buildings located at Transit Nodes and fronting on to Golden Mile Boulevard at Warden Avenue, Thermos Road and Birchmount Road.

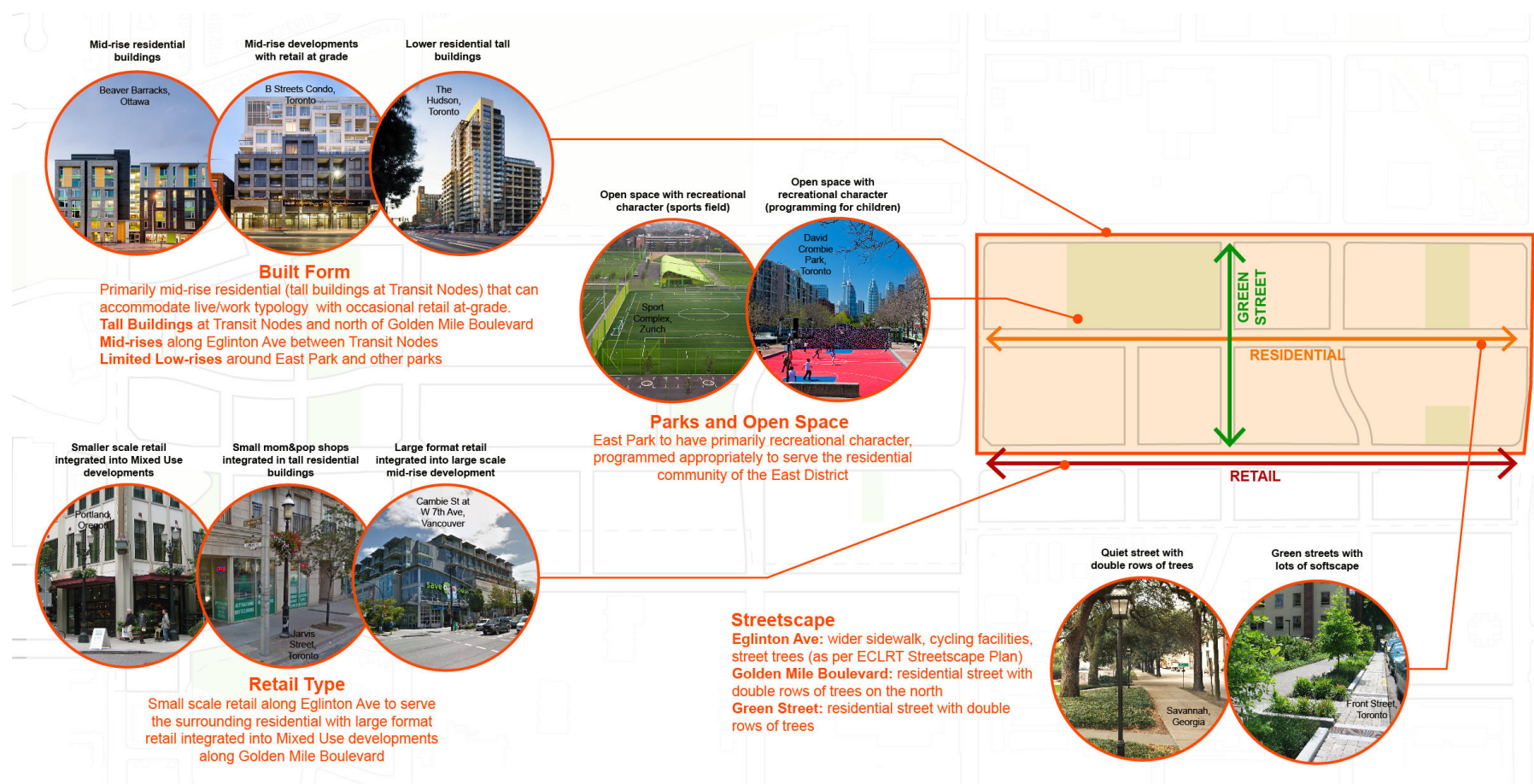


Figure 60 East District Character

5.2.4 Employment District

The Employment District is located south of Eglinton Avenue East, spanning from east of Pharmacy Avenue to Birchmount Road (Figure 61). It is served by three LRT stations: Hakimi Lebovic, Golden Mile, and Birchmount. There is one small parkette proposed within this District, which will have an urban character with plenty of seating and shade.

The Employment District will maintain the existing employment character reflected both in existing uses and in the Official Plan land use designation for this area. In the future, this District will be a place of employment with an intensified built form and an improved public realm to provide better conditions for pedestrians moving between transit and these destination employment uses.

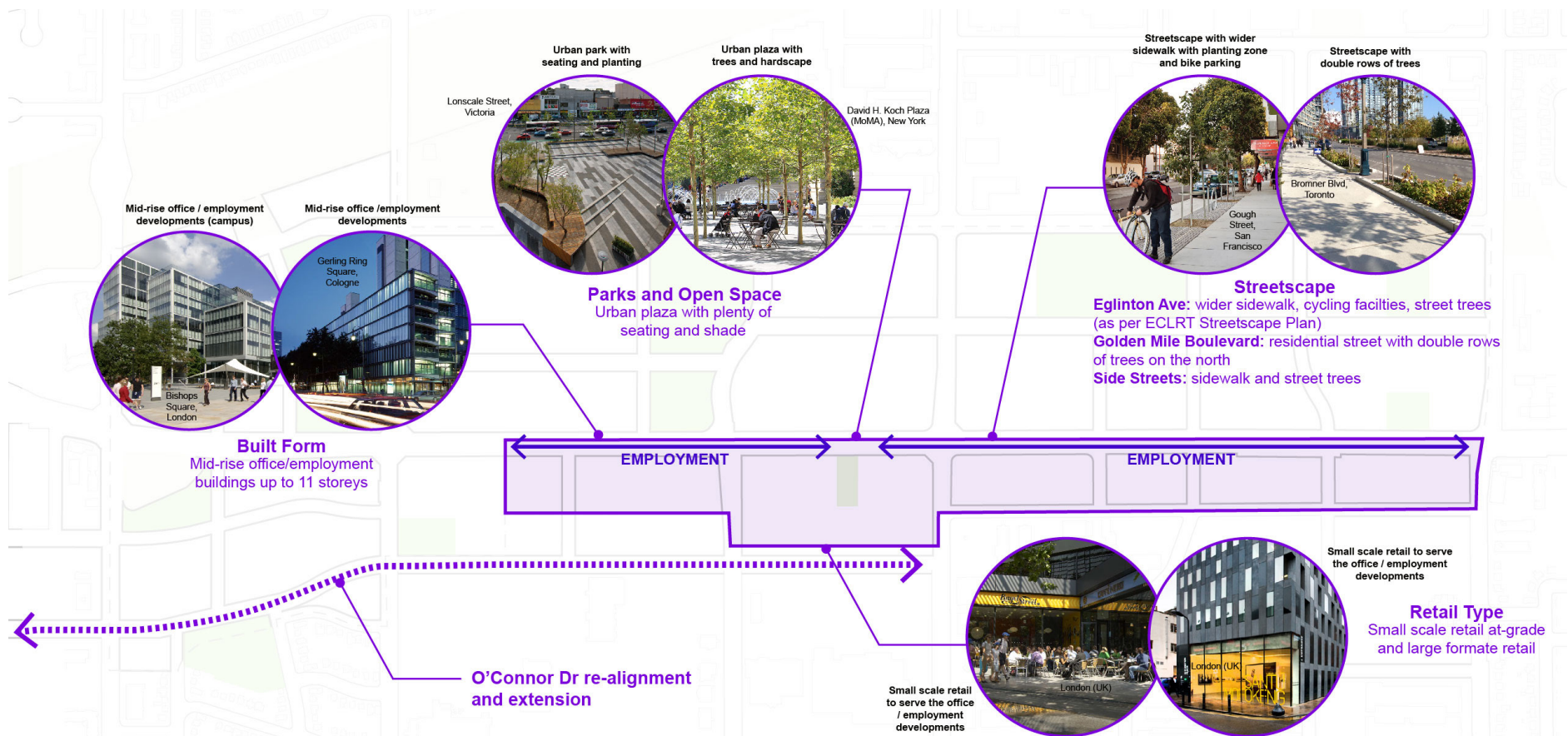


Figure 61 Employment District Character

Built form in the Employment District will be mid-rise with the flexibility to accommodate office and other types of higher density employment. This District will accommodate both small scale retail that serves the local residential and employment population, as well as large format retail that serves the entire GMSP Study Area and beyond.

5.3 Land Use Strategy

As was the three Development Alternatives, the existing Official Plan land use designations have been maintained, with consideration for a finer-grain mix of uses in *Mixed Use Areas* through two mixed use categories: Mixed Use – Retail Focus and Mixed Use – Residential Focus. These two categories both permit residential, office and retail uses, and differ based on the proportion of retail that each contains, with Mixed Use – Retail Focus containing a slightly greater proportion of at grade retail than Mixed Use – Residential Focus.

The general land use strategy in the Preferred Alternative is to concentrate Mixed Use – Retail Focus along Eglinton Avenue East, portions of major north-south streets, and portions of Golden Mile Boulevard. Proposed blocks without direct frontage onto these streets would have a Mixed Use – Residential Focus (Figure 62). The Preferred Alternative also provides a third finer-grain mixed use category with the Mixed Use – Retail / Cultural / Social Focus. This category, applied to the east side of Hakimi Avenue, would encourage cultural and institutional uses in addition to retail, office and residential to help drive the character of the Central District and reflect the use provided by Centennial College to the north.

Primary and secondary active frontages are also identified in the Preferred Alternative Land Use Strategy (Figure 62). These active frontage categories establish a hierarchy of activity at grade, with primary active frontages containing a greater consistency and greater number of fine grain active uses at grade and secondary active frontages containing a less consistent and lower number of active uses at grade.

For example, a Primary Active Frontage could consist of a continuous string of publicly-accessible spaces such as retail units at grade with primary entrances and glazing oriented to the street. A Secondary Active Frontage could consist of a less continuous presence of publicly-accessible spaces, or a more private spaces that still have a strong street-related presence, such as townhouse units integrated into the first several floors of a larger multi-storey building.

Primary Active Frontages are generally aligned with lands that are Mixed Use – Retail Focus with frontages along Eglinton Avenue East and major north-south streets while Secondary Active Frontages are associated with both Mixed Use – Retail Focus and Mixed Use – Residential Focus lands on the north and south side of Golden Mile Boulevard and on the east and west side of existing north-south arterials.

Collectively, this distribution of finer-grain mixed use categories and hierarchy of active frontages will concentrate activity and density along and within certain key structuring elements such as Eglinton Avenue East, Golden Mile Boulevard and the Five Transit Nodes, while offering breaks and variation through residential use and changes in density in particular in transitions to major parks and green nodes.

5.4 Built Form Strategy

The Preferred Alternative achieves a mix of building types across the Study Area (Figure 63 / Figure 64). Tall buildings are mainly located within the Transit Nodes as these areas have excellent access to the ECLRT stations. In some cases, tall buildings are located outside of these Transit Nodes where there is a need to redeploy density (e.g. where a significant amount of park space is located within a Transit Node).

Mid-rise buildings are present throughout the Study Area and especially as follows:

- within the Employment District on the south side of Eglinton Avenue East to provide for optimal sunlight conditions on the north side of the street.
- in areas outside of the Transit Nodes.
- Around existing and future parks to promote variety of built forms and enhanced visual interests and porosity around the parks.
- Along portions of the north side of Eglinton Avenue East to promote a balanced built form condition, avoiding all tall buildings on the north side and all mid-rises on the south side.
- Along portions of Golden Mile Boulevard, to enhance the character of the street as a multi-modal, consistently green street that connects all of the large parks.
- Along Craigton Drive / Rannock Street to provide a transition to the future Meadoway.

Low-rise buildings are located in areas directly adjacent to existing *Neighbourhoods* to provide for a transition in scale and minimize overlook.

Across the Study Area, the tallest building heights are reserved for the portions of those blocks that are directly adjacent to the ECLRT stations, and generally transition down in scale towards existing and proposed parks and adjacent *Neighbourhoods*. This leads to height ranges across the Study Area generally as follows:

- Inside Victoria Park Gateway Nodes – 30 to 35 storeys
- Inside other Transit Nodes - 25 to 30 storeys
- Along portions of larger parks – 15 to 20 storeys

- Employment lands – up to 11 storeys
- Outside Transit Nodes – 6 to 8 storeys
- Adjacent to existing *Neighbourhoods* – 4 to 8 storeys

The following built form parameters that were applied to all three Development Alternatives have been maintained within the Preferred Alternative. These parameters included:

- 5 metre setback from Eglinton Avenue East
- 5 metre setback on the north side of the new east-west street that falls between Eglinton Avenue East and Craigton Drive / Ashtonbee Road (from this point forward, termed “Golden Mile Boulevard”)
- 3 metre setbacks on all other streets
- Tower floor plate of 750 square metres
- 10 metre tower stepback from the base building for buildings along Eglinton Avenue East
- 5 metre tower stepback from the base building for buildings along all other streets
- Tower separation distance of 30 metres
- Street wall height of 6 storeys along Eglinton Avenue East, Victoria Park Avenue, Pharmacy Avenue, Warden Avenue and Birchmount Road
- Base building height of 4 storeys for tall buildings along all other streets

- 45 degree angular plane applied from lands designated as *Neighbourhoods*

In addition to the above built form parameters, the built form in the Preferred Alternative is further shaped by a 45 Degree angular plane which has been applied to the south side of major parks (West, Central and East Park), as well as on the north side of South Park to limit shadow impact.

Measured over the entirety of the GMSP Study Area, the Preferred Alternative would result in a gross FSI of 2.4 and a net FSI of 3.2. It would also result in approximately 450-500 people and jobs combined per hectare.



Figure 63 Preferred Alternative Built Form Plan

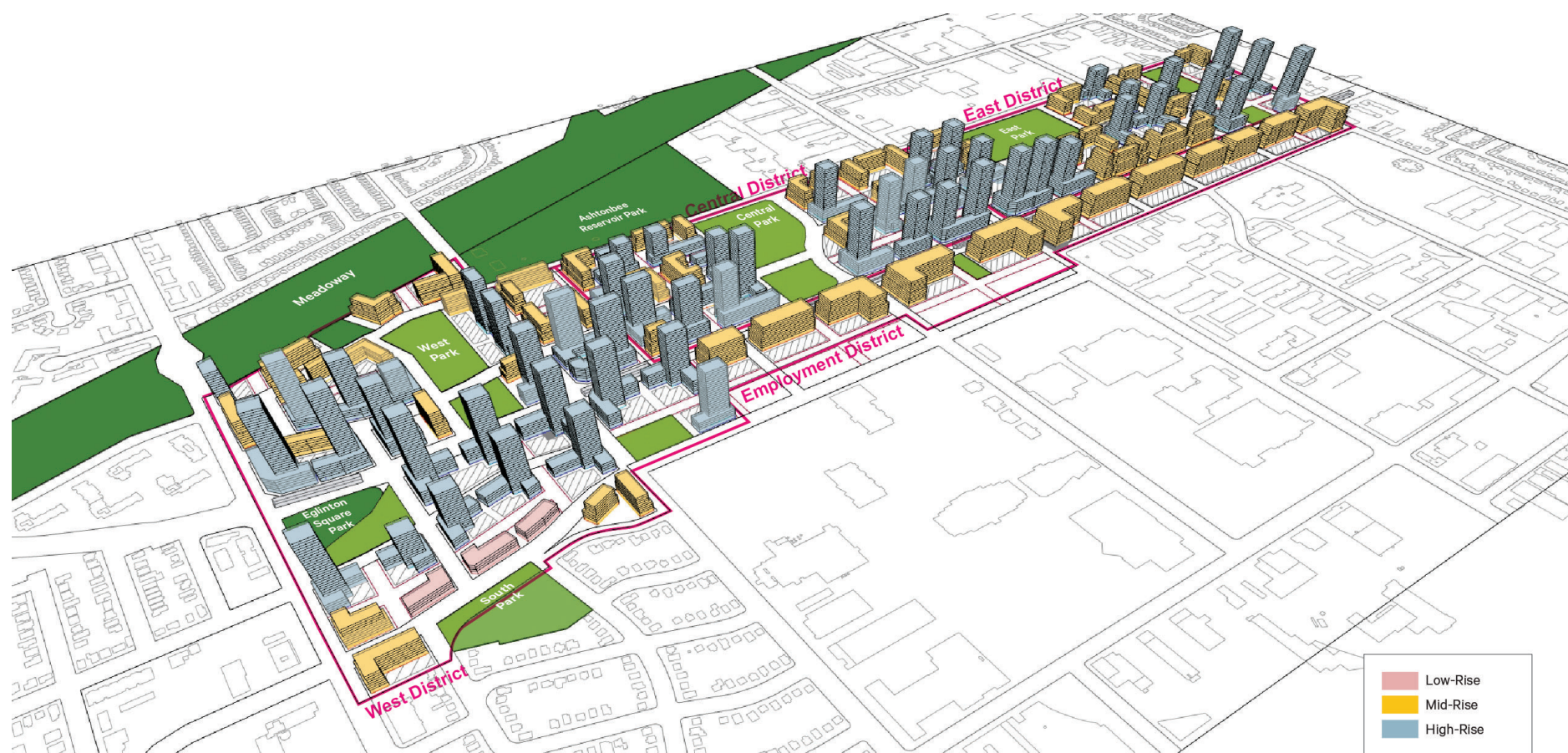


Figure 64 Preferred Alternative 3D Built Form

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6.0 Next Steps

The Preferred Alternative described in Section 5 of this report will continue to be refined during the final Phase of the GMSP Study (Figure 65). This final Phase will involve the development of a final design and plan and completion of the completion of a Final Secondary Plan Report. The final design and plan will contain all of the components of the Preferred Alternative, with potential refinements to the following elements:

- Overall level of density
- Distribution of density
- Location of tall buildings
- Location and alignment of proposed public streets
- Size and location of proposed parks

These refinements will be informed by the conclusion of several technical studies, including the Transportation Master Plan (TMP), Municipal Servicing Plan (MSP), and Community Infrastructure Strategy (CIS). The TMP in particular will identify the transportation infrastructure required to support the Preferred Alternative and will satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process.

The final design and plan will also be supported by a final report with that will contain:

- Land use recommendations;
- A streets and blocks strategy;
- A parks, open space and public realm strategy;
- A built form strategy and urban design guidelines;
- A streetscape and pedestrian amenity strategy;
- Summaries of the TMP, MSP and CIS;
- A public art/heritage expression strategy; and,
- An implementation/phasing plan.

A draft of the final design and plan and the supporting recommendations will be shared with the Local Advisory Committee and members of the public through a final Community Consultation Meeting for further suggested refinements prior to being brought forward to Council for endorsement.

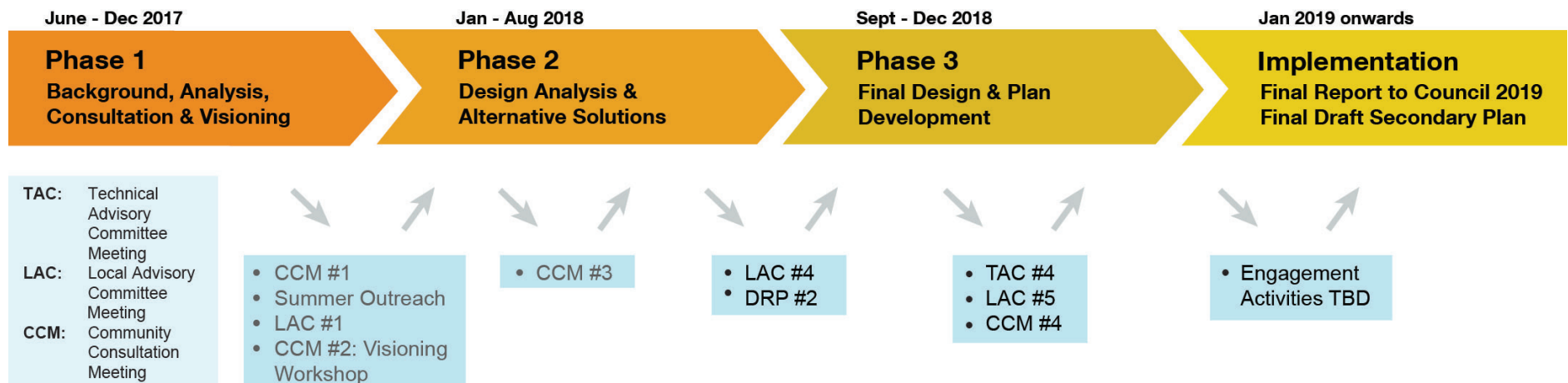


Figure 65 Next Steps

Appendices

APPENDIX 1:

Golden Mile Transportation Master
Plan - Streets and Block Analysis

APPENDIX 2:

Golden Mile Transportation Master
Plan - Analysis of Development
Alternatives