

3.2 Alternative 2 – Three Gateways and Parks Districts

Intent

Development Alternative 2 focuses on creating gateways of activity and density at significant entry points into the GMSP Study Area in the west, east and north ends. It most closely reflects the gateways density concept expressed in Initial Alternative A.

Development Overview

This Alternative concentrates the Mixed Use – Retail Focus on blocks with frontage on Eglinton Avenue East at Victoria Park Avenue, Warden Avenue and Birchmount Road, and on blocks with frontage on to Hakimi Avenue. The remainder of lands currently designated as *Mixed Use Areas* (as well as some lands currently designated *Apartment Neighbourhoods*) feature a Mixed Use – Residential Focus. Concentrating Mixed Use – Retail Focus at the gateways would help encourage a greater level of activity in these areas and contribute to the sense of arrival at the two ends and within the heart of the Golden Mile (Figure 33 / Figure 34).

Relationship to Eglinton

This Alternative also concentrates tall buildings within the three gateways. In the western gateway, tall buildings are generally featured on those blocks that front Victoria Park Avenue, Eglinton Avenue East, and Pharmacy Avenue. In the central gateway, tall buildings are generally featured on those blocks that front Hakimi Avenue, Warden Avenue, and Golden Mile Boulevard. In the west gateway, they are generally featured on blocks with frontage on Eglinton Avenue East and Birchmount Road (including some tall buildings within lands designated as *Employment Areas*). This distribution of tall buildings still provides a predominantly mid-rise character along Eglinton

Avenue East and provides separation from the larger parks (east, central, west and south). The Alternative also incorporated low-rise buildings in the southwest end of the GMSP Study Area to accomplish a transition in height towards the adjacent lands designated *Neighbourhoods* and *Parks and Open Space Areas - Parks* (Figure 35 / Figure 36).

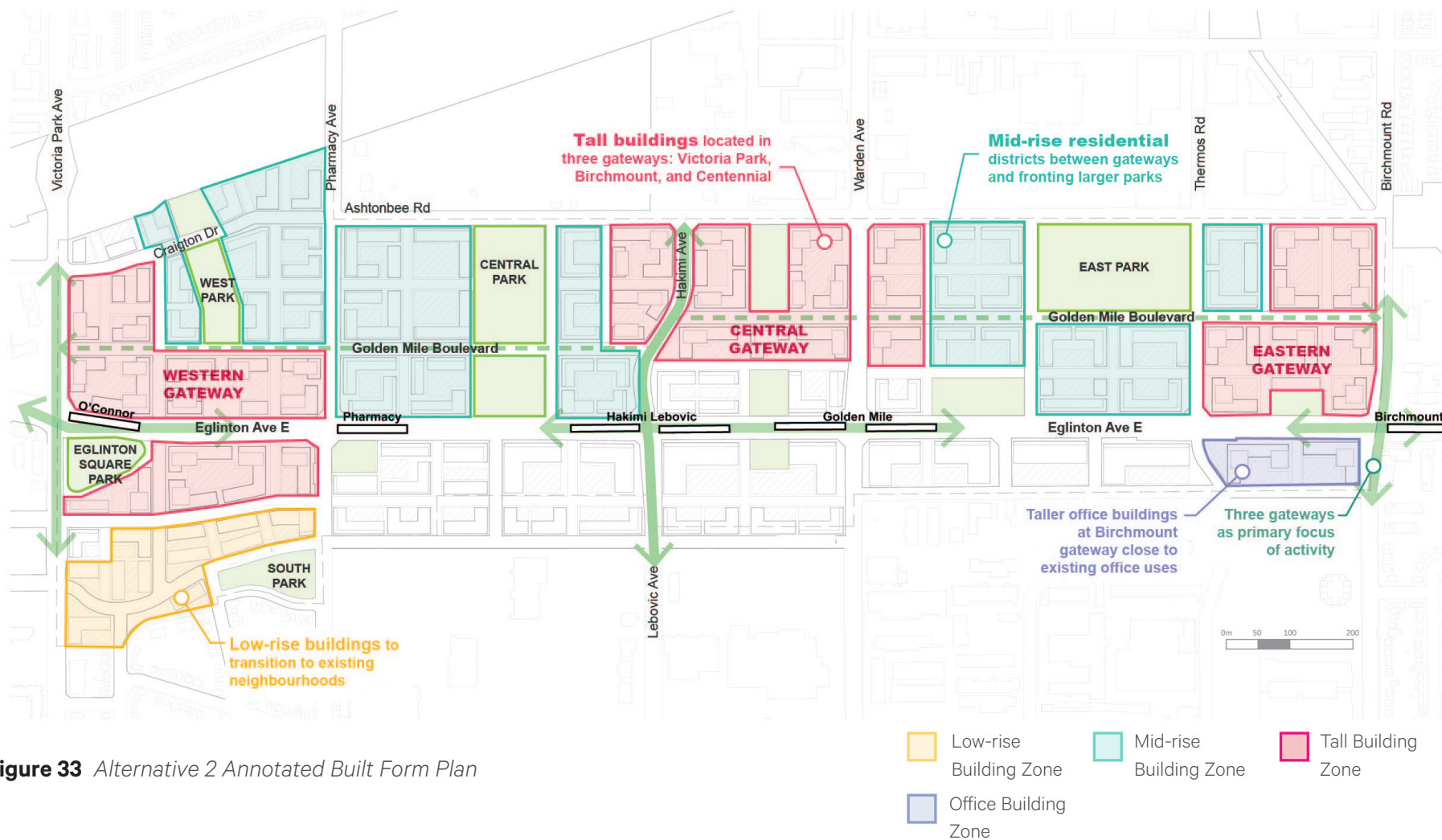
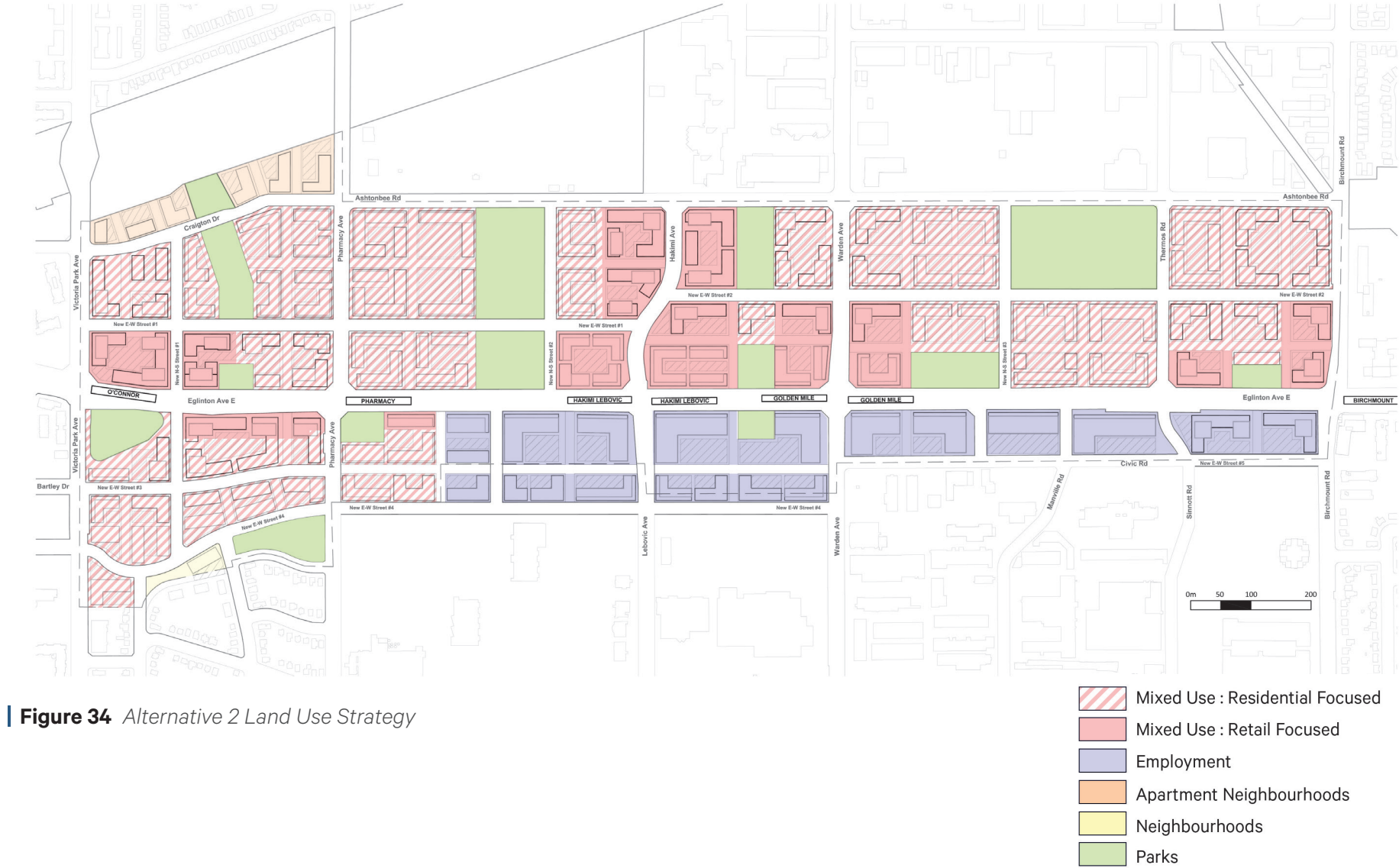


Figure 33 Alternative 2 Annotated Built Form Plan



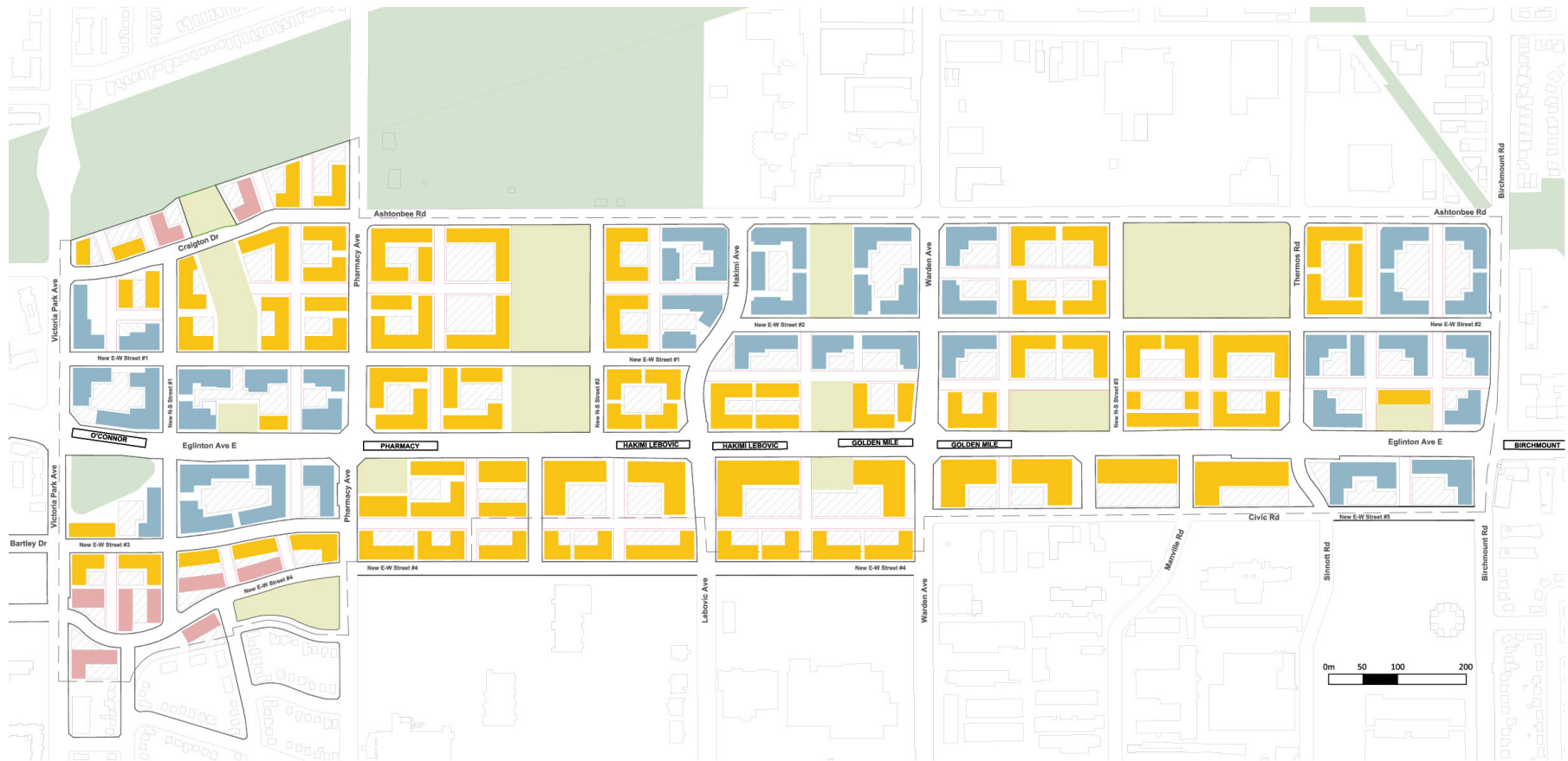
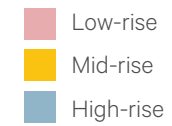


Figure 35 *Alternative 2 Built Form Plan*



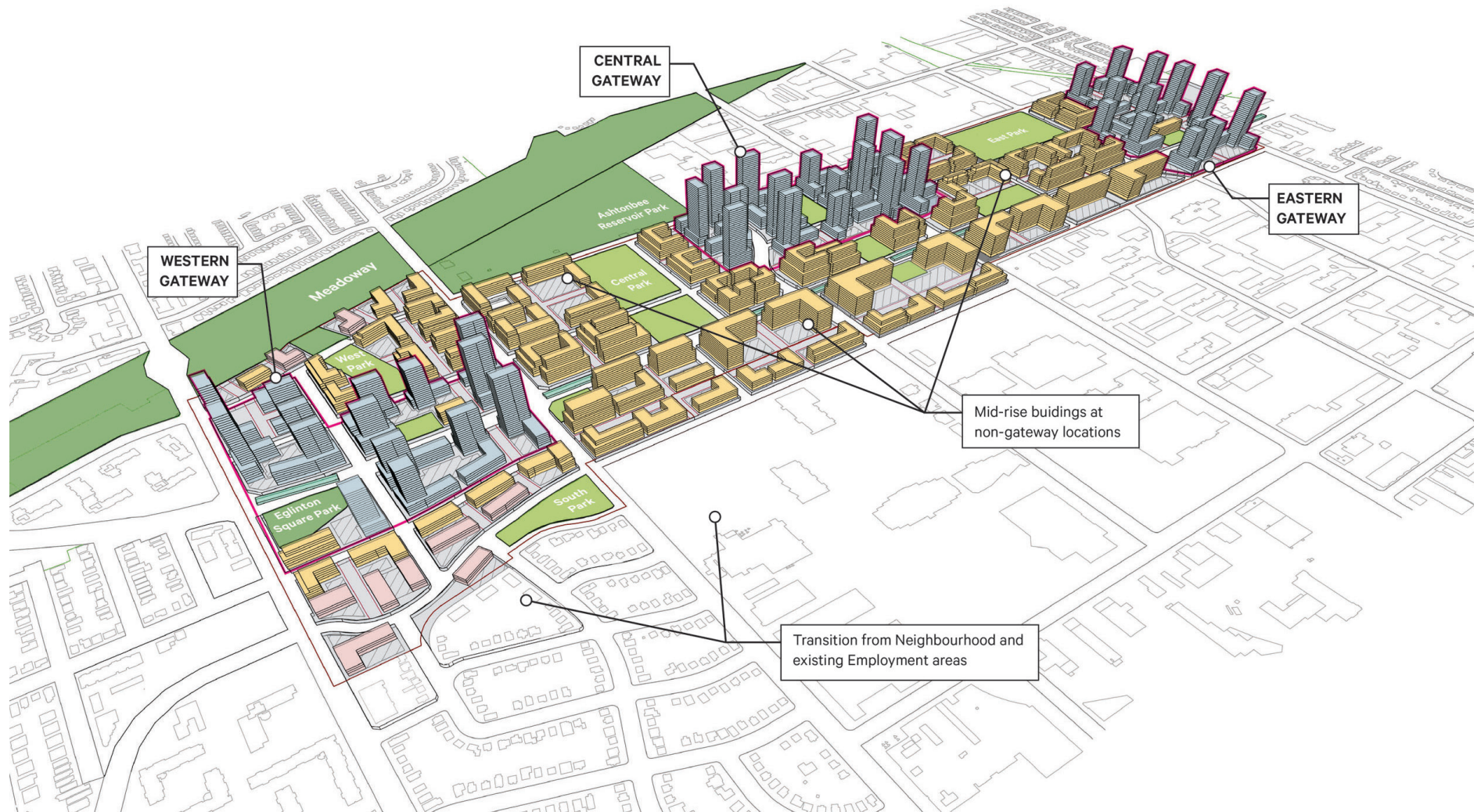


Figure 36 Alternative 2 Built Form (3D View)

Measured over the entirety of the GMSP Study Area, this Development Alternative would result in a gross FSI of 2.3 and a net FSI of 4.2. It would also result in approximately 450-500 people and jobs combined per hectare.

3.3 Alternative 3 – Five Transit Nodes and a Central Hub

Intent

Development Alternative 3 uses five transit nodes and a central hub as its organizing elements and locations of greater activity and density. In this way, it most closely reflects the central hub density concept expressed in Initial Alternative B.

Development Overview

Mixed Use – Retail Focus areas are primarily found on the portions of those blocks with direct frontage on to one of the five future ECLRT stations on Eglinton Avenue East to provide a concentration of activity in the immediate vicinity of these transit hubs. The area centred on Hakimi Avenue and Warden Avenue is also a significant location for the Mixed Use – Retail Focus, to create a spine of activity from the two future ECLRT stations located in close proximity to one another and up to Centennial College, a major trip generator immediately north of the GMSP Study Area. Unlike the other two Development Alternatives, while the majority of the remaining lands currently designated as *Mixed Use Areas* (as well as some lands currently designated *Apartment Neighbourhoods*) feature a Mixed Use – Residential Focus, this Alternative also incorporates a third category of finer-grain mixed use. Four portions of blocks to the north of Eglinton Avenue East and the existing Eglinton Square Mall feature a Mixed Use With Big Box / Mall Retail category. This category includes an even greater proportion of retail uses than the Mixed Use – Retail Focus category, acknowledging the potential for large format retail to remain within the GMSP Study Area over

the long term, albeit being integrated into mixed use developments (Figure 37 / Figure 38).

Relationship to Eglinton

In this Development Alternative, tall buildings are generally concentrated in the same locations with a Mixed Use – Retail Focus, i.e. on portions of sites with direct frontage on to the future LRT stations and within the central hub centred on Hakimi Avenue and Warden Avenue. This Alternative features an even greater number of tall buildings within the lands designated as *Employment Areas*, with several in the blocks fronting the south side of Eglinton Avenue East, south of the central hub. The remainder of the lands feature buildings that are mid-rise in scale, helping achieve separation of tall buildings from the larger parks. There are no low-rise buildings in this Development Alternative, which is primarily a result of the Eglinton Square Mall potentially remaining in the long term (Figure 39 / Figure 40).

Measured over the entirety of the GMSP Study Area, this Development Alternative would result in a gross FSI of 2.0 and a net FSI of 3.5. It would also result in approximately 400-450 people and jobs combined per hectare.

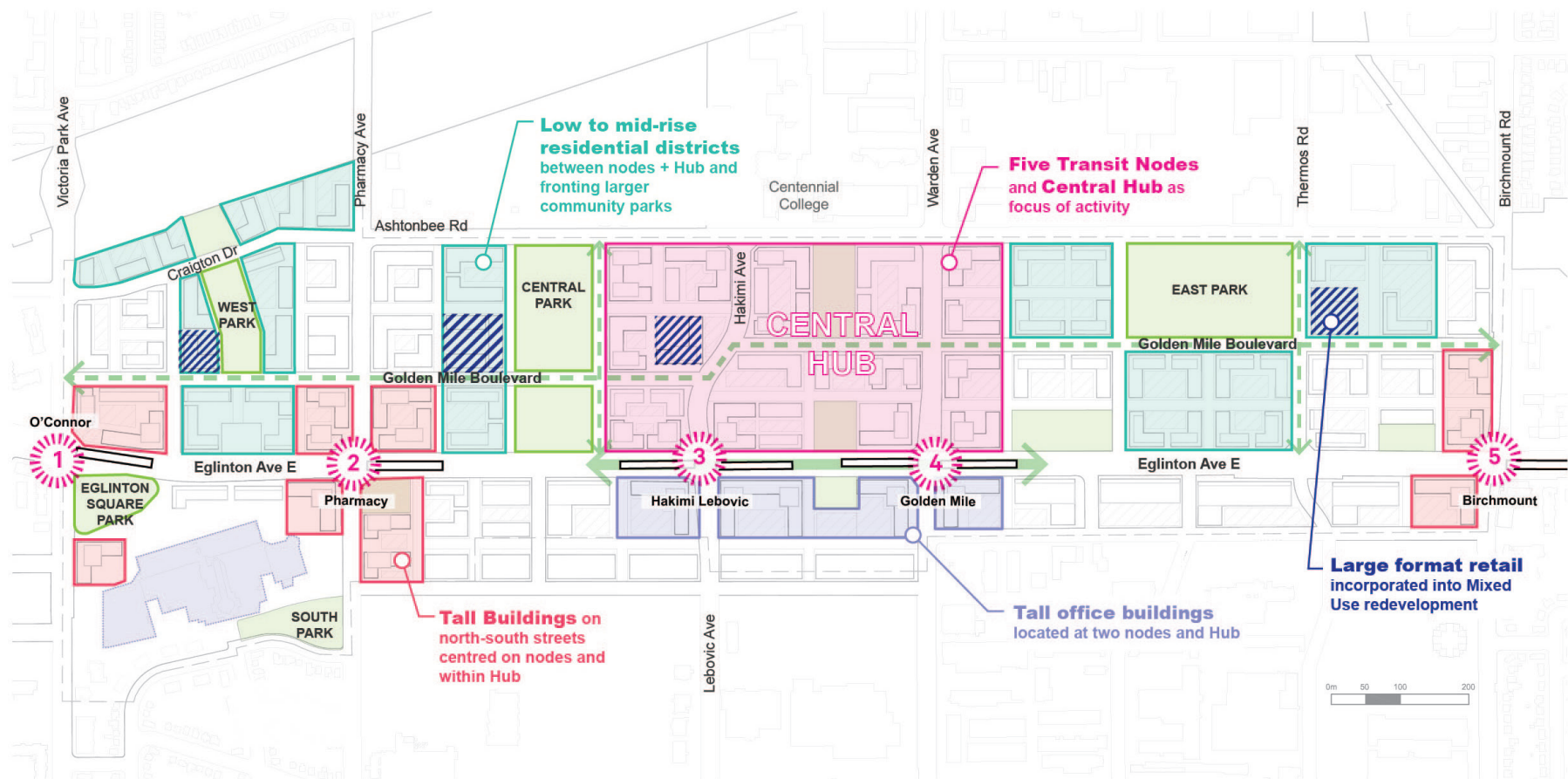
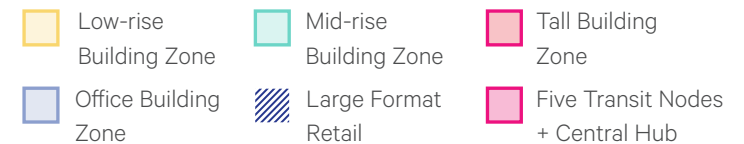


Figure 37 Alternative 3 Annotated Built Form Plan



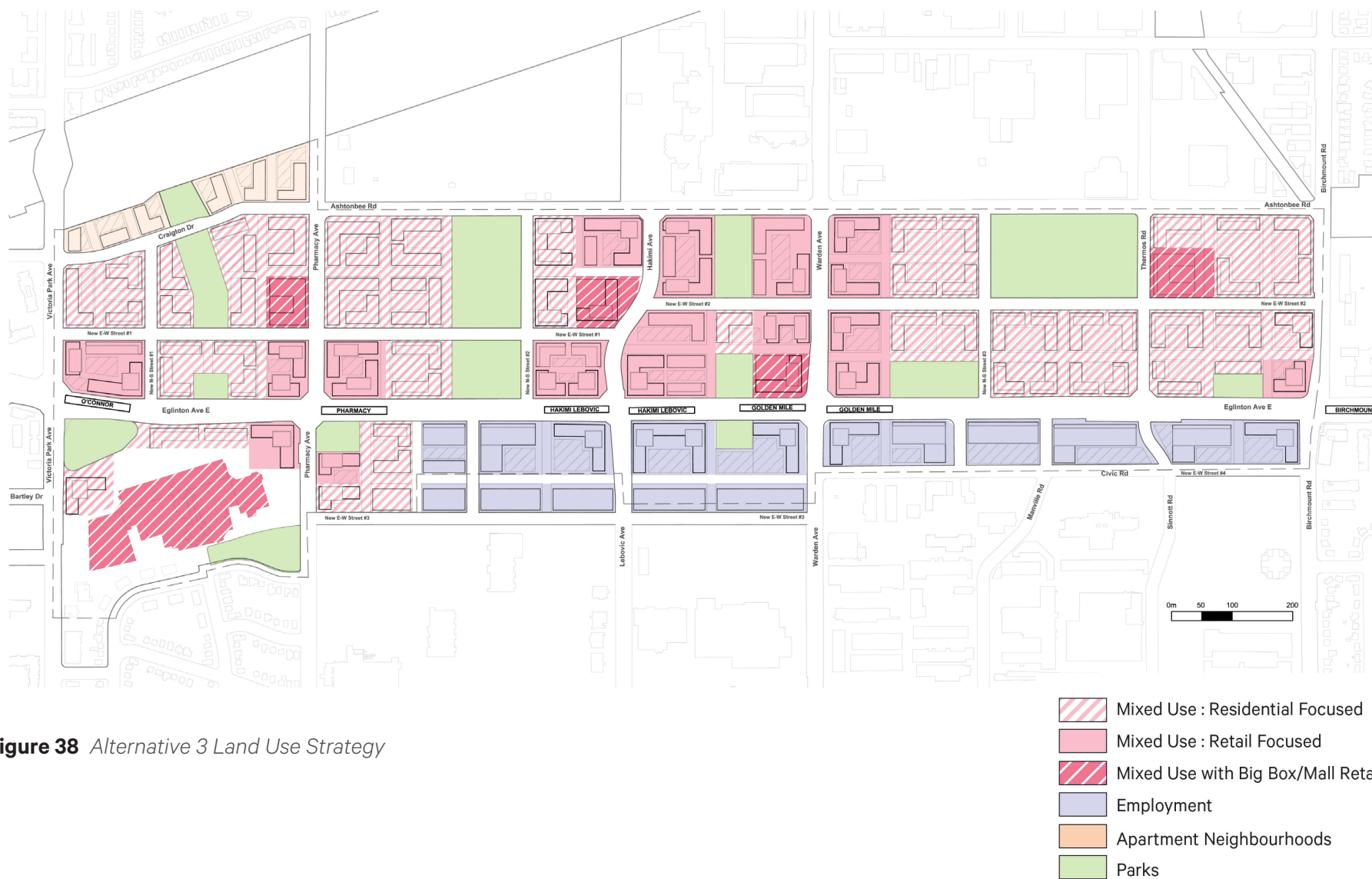


Figure 38 *Alternative 3 Land Use Strategy*

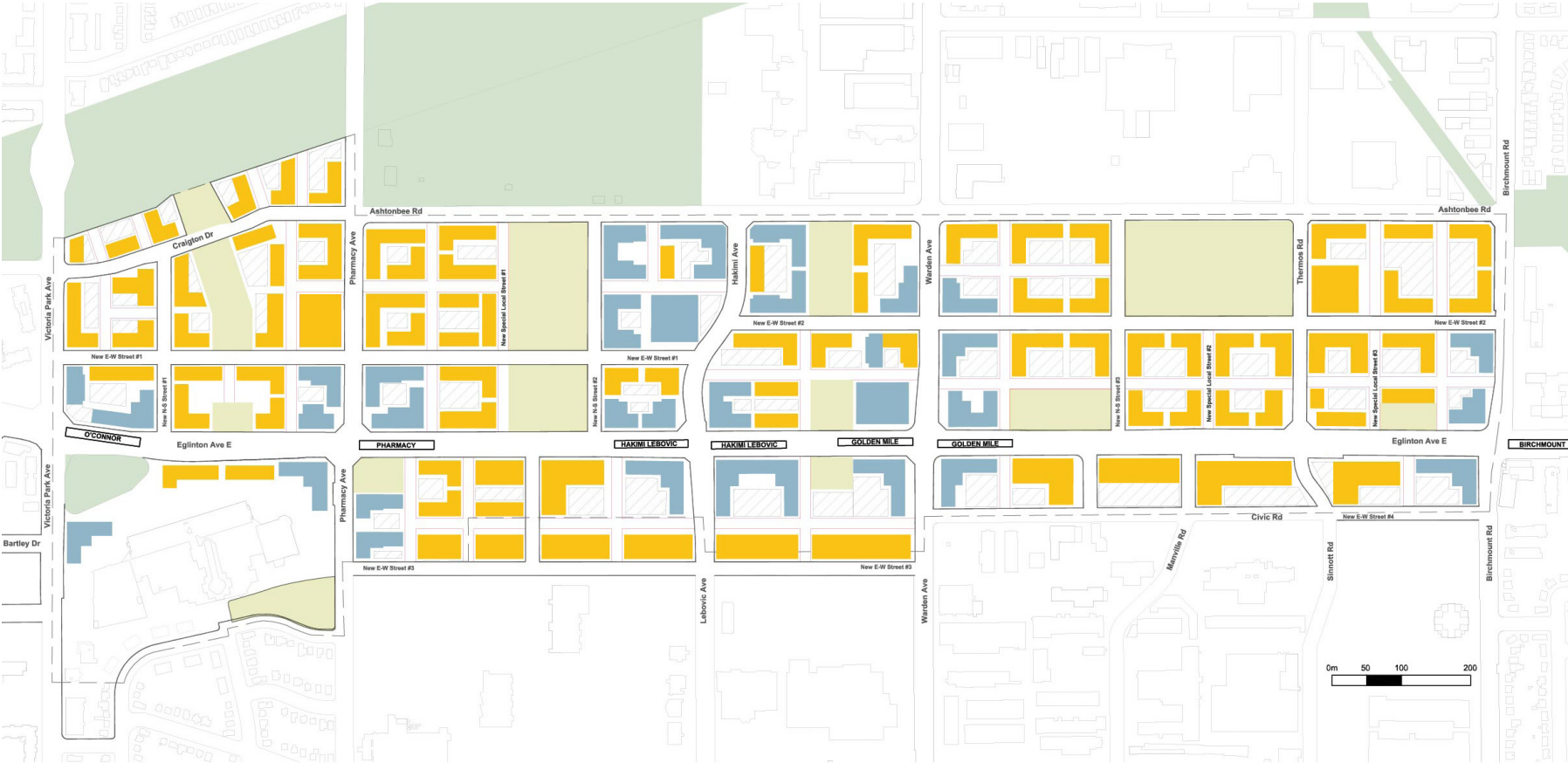


Figure 39 Alternative 3 Built Form Plan

Mid-rise
High-rise

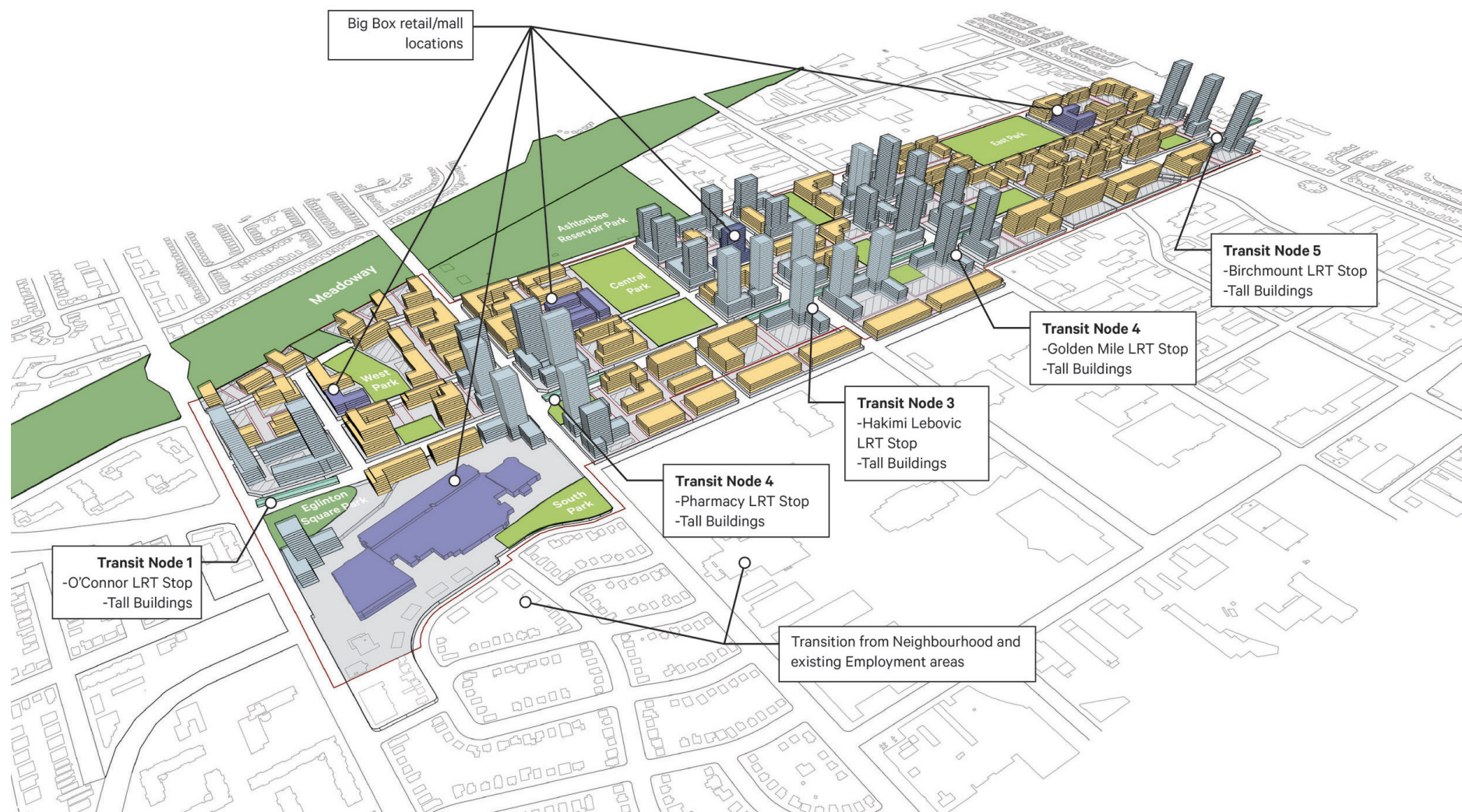


Figure 40 Alternative 3 Built Form (3D View)

3.5 Consultation Feedback

The three Development Alternatives were shared with members of the public at a Community Consultation Meeting (Figure 41) held in June 2018. Participants in this meeting provided the following key overall points of feedback:

- **Traffic congestion and pedestrian safety are big concerns.** Many participants liked that the alternatives included new roads, saying these roads could be helpful in better distributing traffic. Some were concerned that these new roads could lead to more traffic infiltration into residential areas. Several were concerned about pedestrian and cyclist safety and wanted to see more measures to make the area safer.
- **The Golden Mile needs more community services and parks.** Participants wanted to see the plan identify locations for community services like schools, community centres, recreation centres, and facilities for seniors and others in the area.
- **Eglinton Square Mall is an important social and gathering space.** Many said that Eglinton Square Mall is very important, providing indoor gathering space, acting as a community hub, and providing seniors with a place to walk. Many advocated for retaining the mall as part of the future of the area; others said they would be willing to accept redevelopment of the mall if its important social and gathering functions were retained or scaled up as part of new development. Several said it would be important for there to be indoor retail space in the area.
- **Height and density near transit.** Several liked the idea of directing growth to areas near the future LRT on Eglinton Avenue East (and further from existing neighbourhoods). A few wanted to see density distributed evenly through the area, while others didn't want to see many tall buildings at all.

In addition to the above broad points, participants shared specific suggested refinements to the three Development Alternatives.

Suggested Refinements to Alternative 1

- **Building heights.** Participants shared a range of suggested refinements about building heights. While some said they were not concerned about tall buildings, others said tall buildings should be as low possible, with one suggesting a maximum height of 25 storeys. Others said there should be higher buildings on Eglinton to take advantage of the future LRT on Eglinton and to create a better transition to the high- and low-rise neighbourhoods to the north and south.
- **Avoid creating dead spaces.** Several participants cautioned the team not to replicate retail areas like the Shops at Don Mills, saying that it's usually "dead." Jason Petrunia from SvN said one of the challenges Don Mills faces is that there is no residential component in the retail



Figure 41 Image of Community Consultation Meeting #2

portion of development. All the alternatives for the Golden Mile include residential mixed with commercial, which should help keep the area active and retail healthy.

- **Consider strengthening the connection between O'Connor and Eglinton.** While participants generally liked the extension of O'Connor to the east, a few suggested the team consider extending it north to connect with Eglinton (west of Victoria Park).
- **Suggested refinements to new north-south streets.** Some said it was important that any new streets — especially new north-south streets — are publicly accessible so that people have options on how to move within and through the Golden Mile. Others said they would like to see the team identify these new north-south streets as comfortable, mid-block side streets. There was a suggestion to consider making these north-south streets only accessible from the south (i.e. O'Connor) to prevent traffic on Eglinton from being slowed down by cars turning on to and off of them. Terminating these streets in cul de sacs (such as at the top of Harris Park Drive) could help achieve this goal.
- **Other approaches to green space.** Most participants really liked the addition of green space to the area and shared ideas on other ways to add or configure it, including: adding green space on the roofs of new buildings; identifying more and smaller parks (instead of a few larger parks); adding parking near parks (since it's really tough to park at parks when there are events like soccer tournaments); and having new schools use the new parks for their outdoor spaces. There was also a suggestion for the team to ensure that the parks were not too big given the recent investment in the Meadoway to the north.
- **Potential renovations / redevelopments of Eglinton Square mall.** There was a suggestion to consider adding recreation or a seniors' residential component to the top of Eglinton Square mall if the mall is going to be renovated or redeveloped. This renovation or

redevelopment could be a “hybrid” option that enables redevelopment, keeps the indoor function available for residents, and provides others with opportunities to take advantage of the mall.

- **Consider exploring alternative transportation technologies.** There were suggestions for the team to consider an internal transportation system (such as golf cart-like vehicles and boardwalks) and ways to accommodate autonomous vehicles.

Suggested Refinements to Alternative 2

- **Consider building above Eglinton Square mall or replicating it elsewhere.** Since Eglinton Square is an important community focal point, the team could consider building above the mall in a way that includes recreational space for seniors. Some said that if the mall must be redeveloped, something similar (like an indoor shopping mall or community hub) should be built in the area.
- **Include a community hub in the area.** Several said they wanted to see a community centre or community hub in the area, potentially on the Eglinton Square lands if the mall is to be redeveloped. The team understands from its Community Services and Facilities assessment that the area will likely need at least one school and a community centre. At the next stage of work, the team will identify where these facilities could go.
- **Add policies that support beautification and environmentally-friendly activities and choices,** such as solar panels, electric cars, and others.
- **Refinements to the approach to density, including:** Move the Central Gateway south, closer to Eglinton Avenue to better connect to activity along Eglinton. Moving this gateway to Eglinton could create more of a downtown by putting taller buildings closer to transit. Expand the Western Gateway eastward to allow for taller buildings further east.

Concentrate more density around the transit stations. Create a more defined street edge along Eglinton with podium and tower buildings. Consider adding more density on the Starlight Lands beside Pharmacy Avenue.

- **Some participants suggested including policies around affordability for the area.** In response to this suggestion, others said that it is difficult to create affordable housing in mid-rise buildings because they tend to be more “boutique buildings” and said taller buildings could help create more affordable housing options.

The above key points of feedback were taken into account as the Development Alternatives were evaluated and as the Emerging Preferred Alternative resulting from that evaluation process was refined into the Preferred Alternative.

Suggested Refinements to Alternative 3

- **Extend density north and south of the nodes.** While they liked the intensification close to transit nodes, some suggested density should extend further north and south of each node. They were concerned that, with all the density in one central hub would only benefit a small number of landowners. They said they preferred the idea of “five fingers” instead of five nodes.
- **Consider widening Craigton** since it is the main road for cars coming from the south to get to the Don Valley Parkway.
- **Add beautiful connections,** such as beautifying Pharmacy so it’s nice to walk from Eglinton Square all the way up to the Meadoway; adding a walkway from the LRT stop at Victoria Park connecting Eglinton Square (since it has historic value and a commemorative plaque), and; “bisecting” Eglinton Square mall to create a please north-south walkway to the South Park.
- **Other suggestions,** including developing a PATH system, creating a better transition between Eglinton Square mall and residential areas, and incorporating solar panels and geothermal heating/cooling for new buildings.