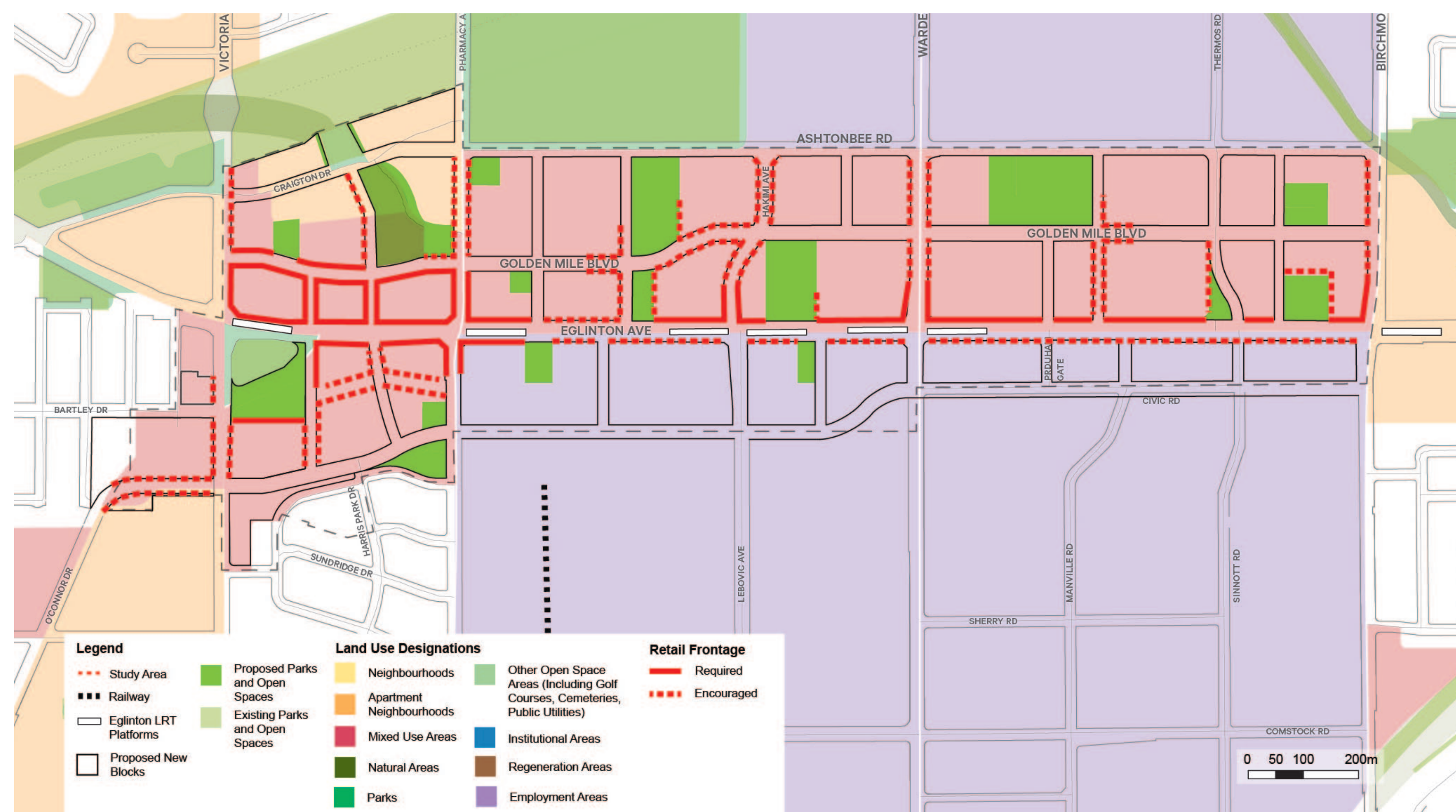


LAND USE



Mixed Use Areas:

- Retail at grade required along Eglinton Ave. E. and select side streets within Golden Mile Commercial Gateway Area.
- Retail at grade encouraged along NS streets leading to LRT stops, park edges adjacent to Eglinton Ave. E., and some locations along Golden Mile Blvd..

CULTURAL HERITAGE



Identified Areas of Archaeological Potential

Listed Heritage Building



1940 Eglinton Ave. E.
(The Volkswagen Building)

Heritage Potential Currently Under Review

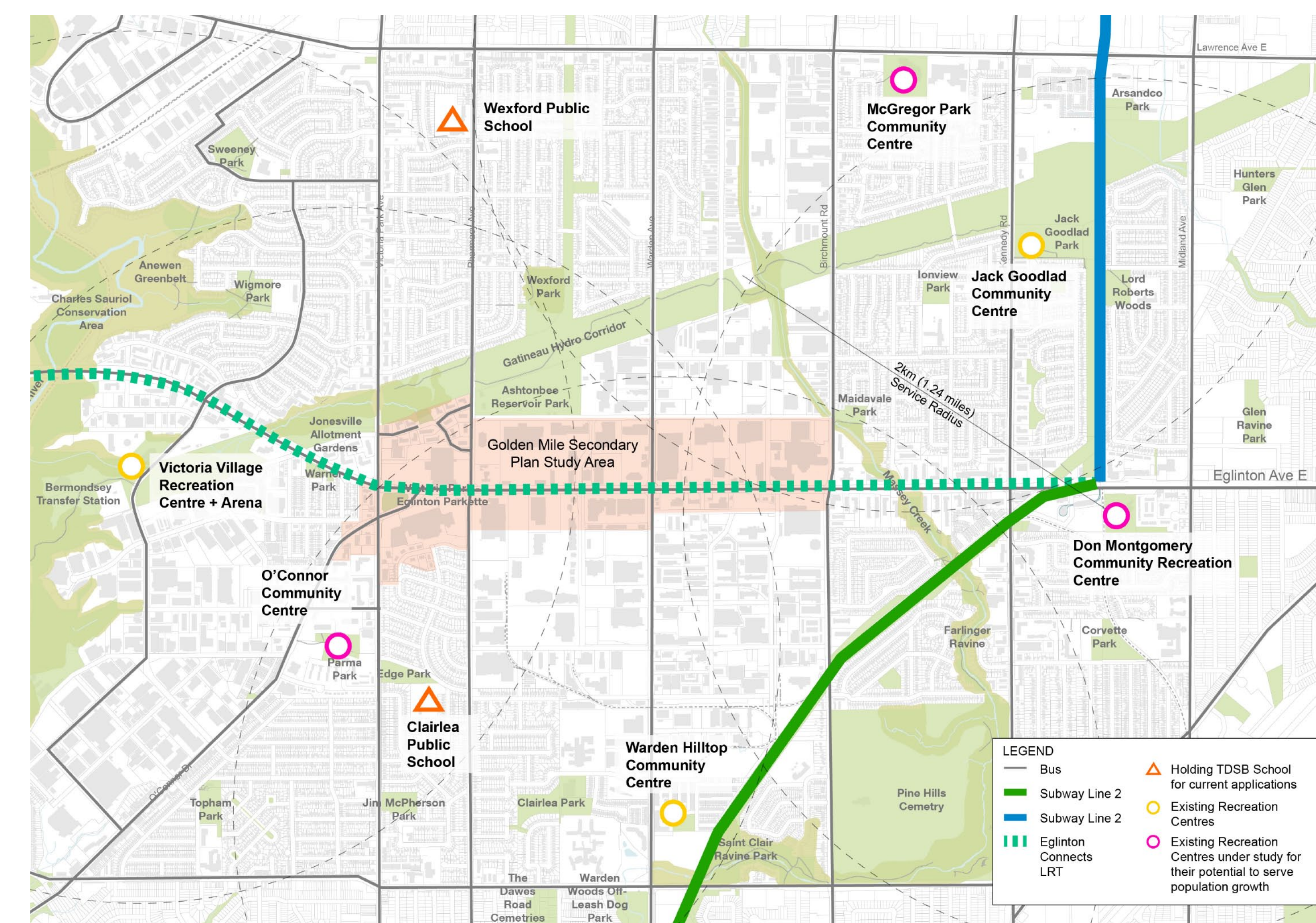


75 Thermos Rd.

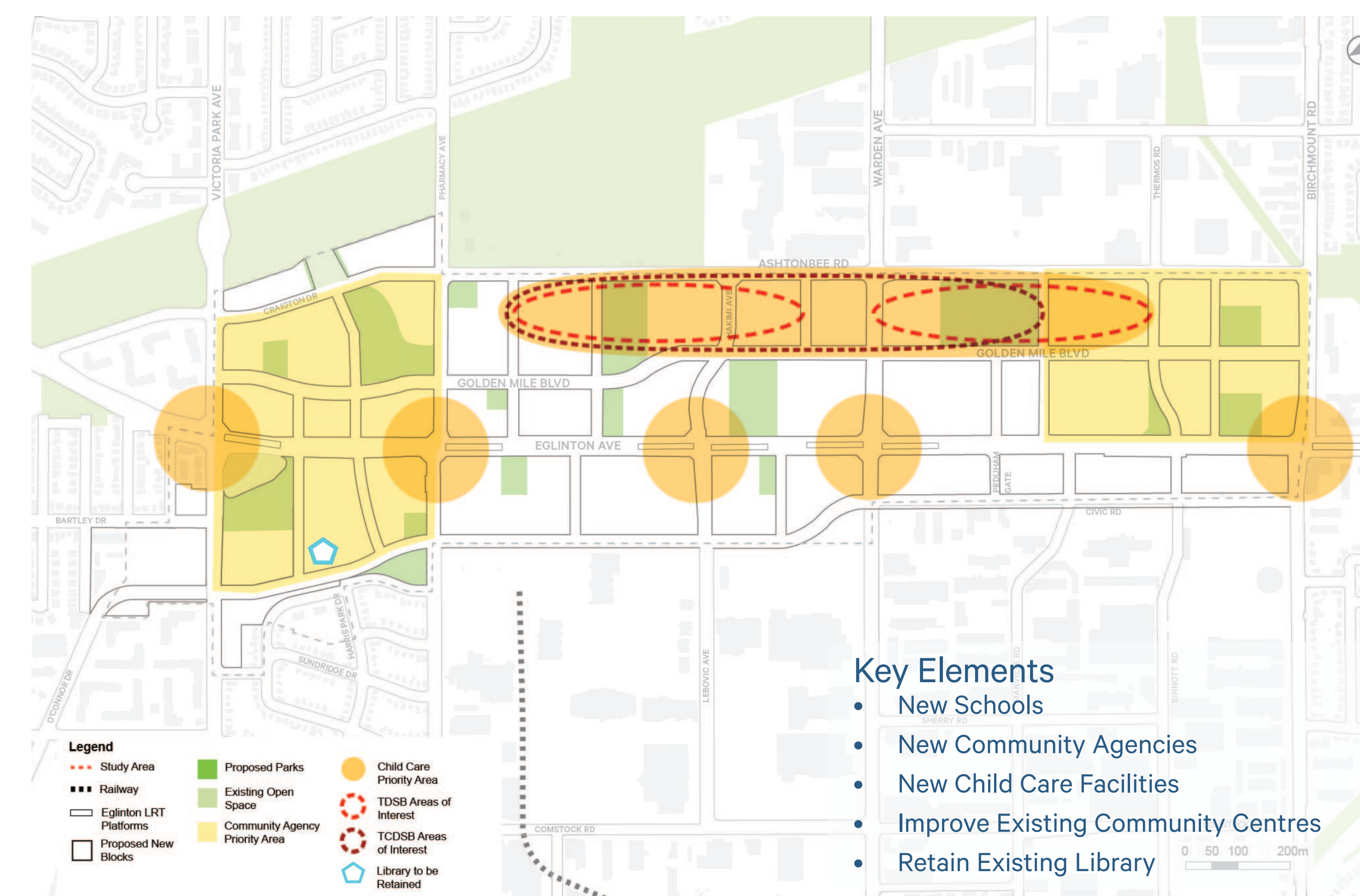
- The property 1940 Eglinton Ave. E., “The Volkswagen Building”, is listed on the City’s Heritage Register.
- The property 75 Thermos Road was nominated for further heritage research.

- As part of any future development in the area, a review of potential heritage resources should occur to determine whether any mitigation is warranted.
- Archaeological assessments are required prior to any development on lands identified as having archaeological potential in the City of Toronto’s Archaeological Management Plan.
- Along the themes of the industrial, agricultural and suburb eras, heritage influences in the public realm can be incorporated into the landscape, lighting, signage, interpretation and art.

COMMUNITY SERVICES AND FACILITIES



Community Services and Facilities in broader area around the Study Area



Community Services and Facilities in the Golden Mile Secondary Plan Study Area

Key Elements

- New Schools
- New Community Agencies
- New Child Care Facilities
- Improve Existing Community Centres
- Retain Existing Library

Planning for Community Facilities

Consultation with key City Divisions and agencies identified the following considerations and strategic directions for the delivery of community service facilities to serve future residents of the Golden Mile:

Child Care

New child care facilities will be required to serve future growth in the Golden Mile. Priority areas have been identified where provision of new child care will be considered based on available funding. Priority areas include LRT station areas and within future elementary schools. Both Ward 20 and 21 have an existing deficiency of licensed child care spaces.

Libraries

The newly expanded Eglinton Square library is expected to serve the Golden Mile for the next twenty years. Should the library be impacted by future redevelopment, replacement, expansion and/or collocation opportunities within the Golden Mile will be considered. Based on estimated growth and development timeline, Eglinton Square and Kennedy/Eglinton branch libraries have been identified as ‘hold and maintain’ branches in TPL’s 2019 Facilities Master Plan.

Community Recreation

Six City-run community recreation centres (CRCs) currently serve the Golden Mile area. Based on the City’s provision level standards, assessment of these facilities identified capacity and potential future capacity at several existing facilities to serve future growth in the Golden Mile.

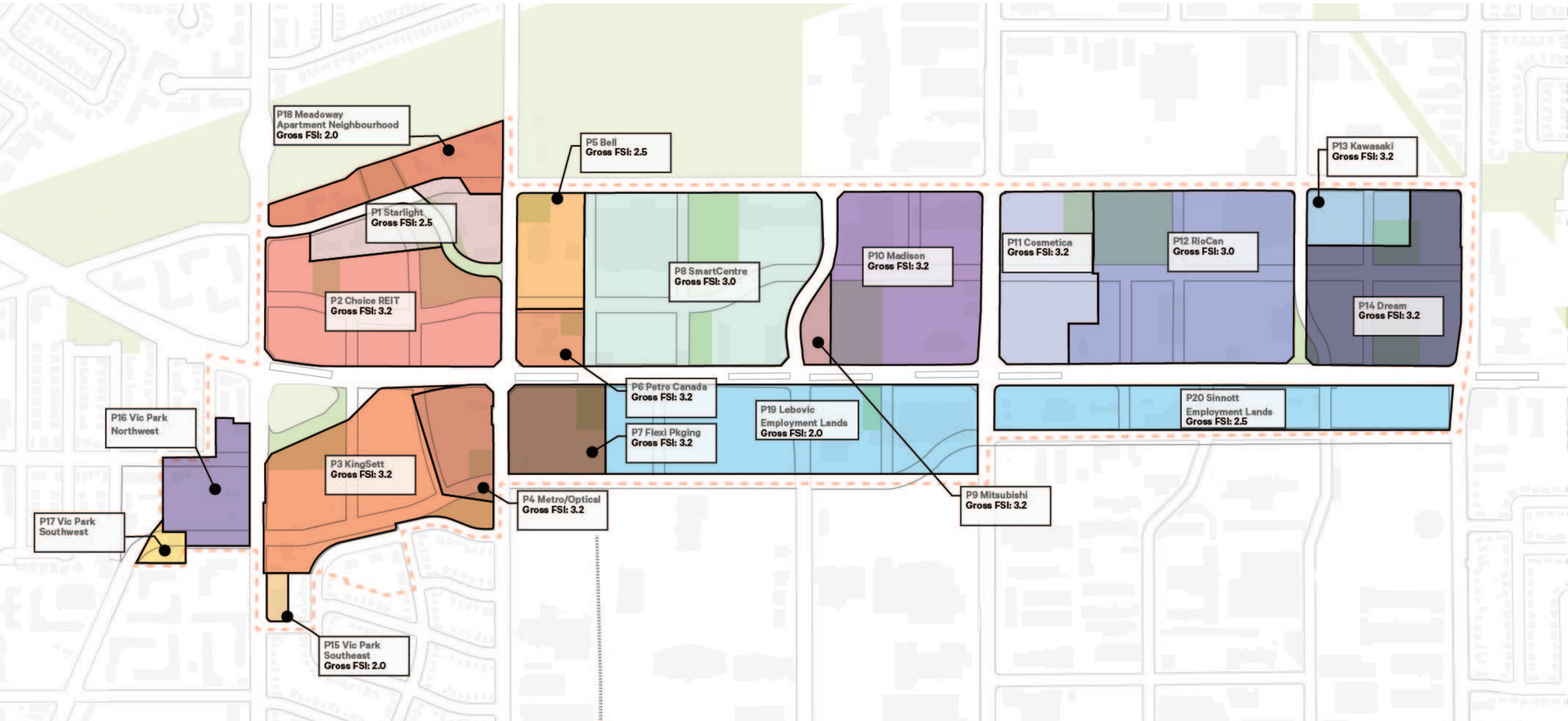
Human Services

Consultations with the Human Services sector identified the desire to replace and expand the Victoria Village Hub, and an increase in the amount community agency space available at affordable rates. Two areas have been identified for the provision of new or improved community agency spaces at the western and eastern gateways of the Golden Mile.

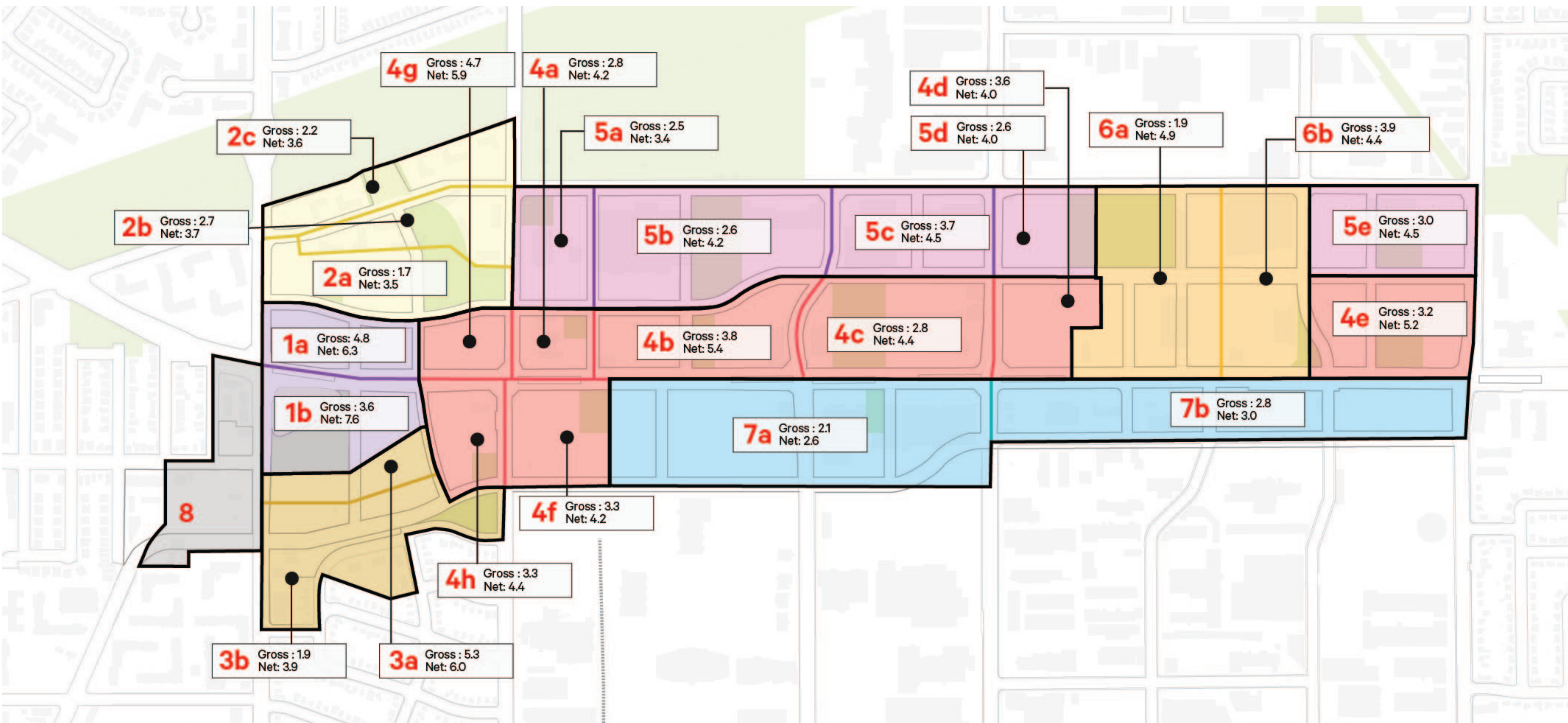
Schools

Based on estimated growth, both the TDSB and TCDSB will require new elementary schools over the long-term. Each board has identified areas of interest for the location of these schools. The costing and timing for the TDSB is tied to Ministry funding requirements and a number of schools within the surrounding area will accommodate new pupils over the near-term. The TCDSB is eligible to levy Education Development Charges to acquire land for a school in the area.

DENSITY STRATEGY - OWNERSHIP AREAS



DENSITY STRATEGY - CHARACTER AREAS

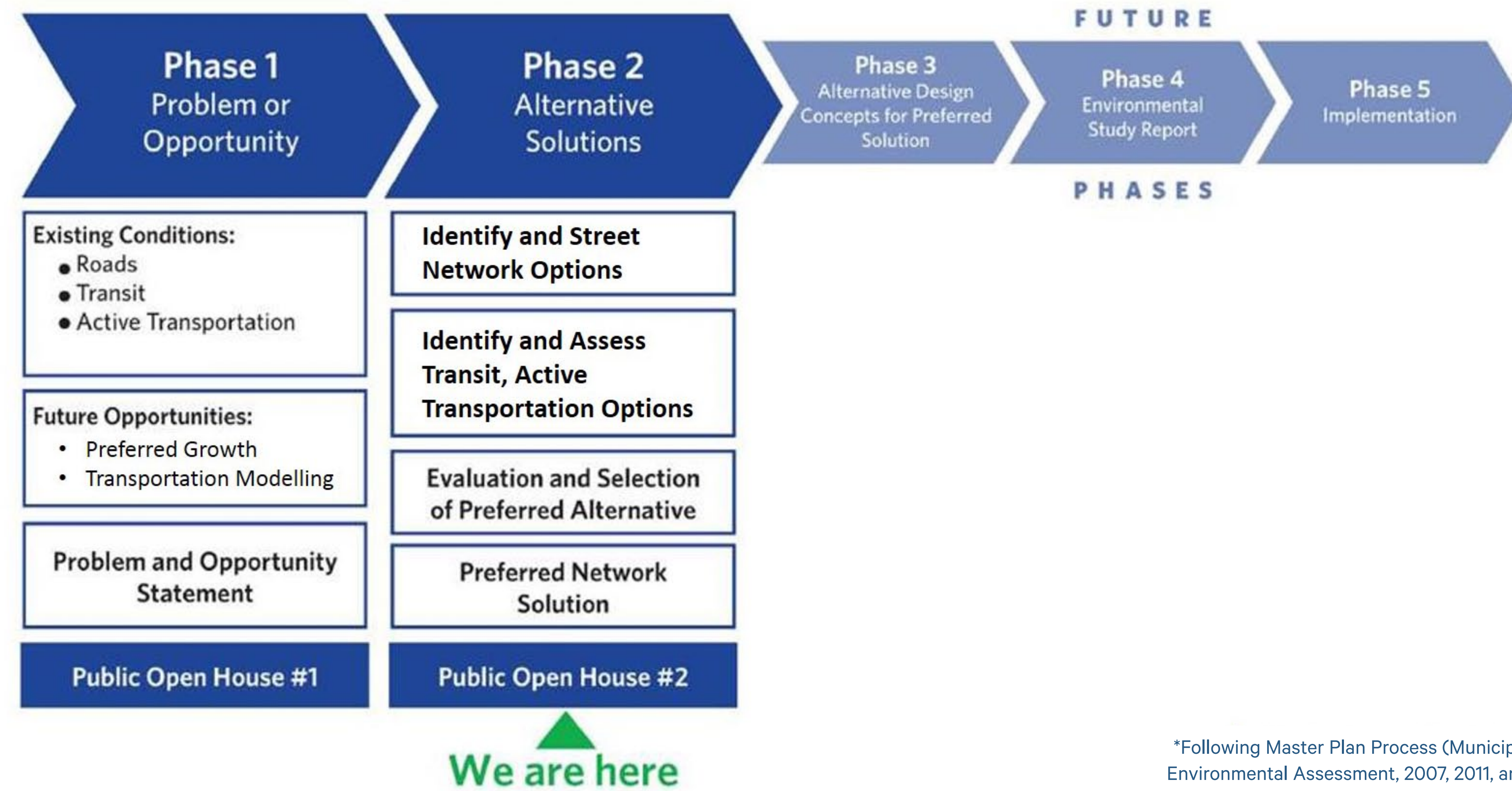


Total GFA: 2,600,000 m²
Total Residential Units: 24,000
Total Residential Population: 43,000
Total Jobs: 19,500

Built form to be refined to address angular plane provisions

TRANSPORTATION MASTER PLAN

All infrastructure recommendations follow Phases 1 and 2 of the Environmental Assessment Process*



WHAT WE HEARD

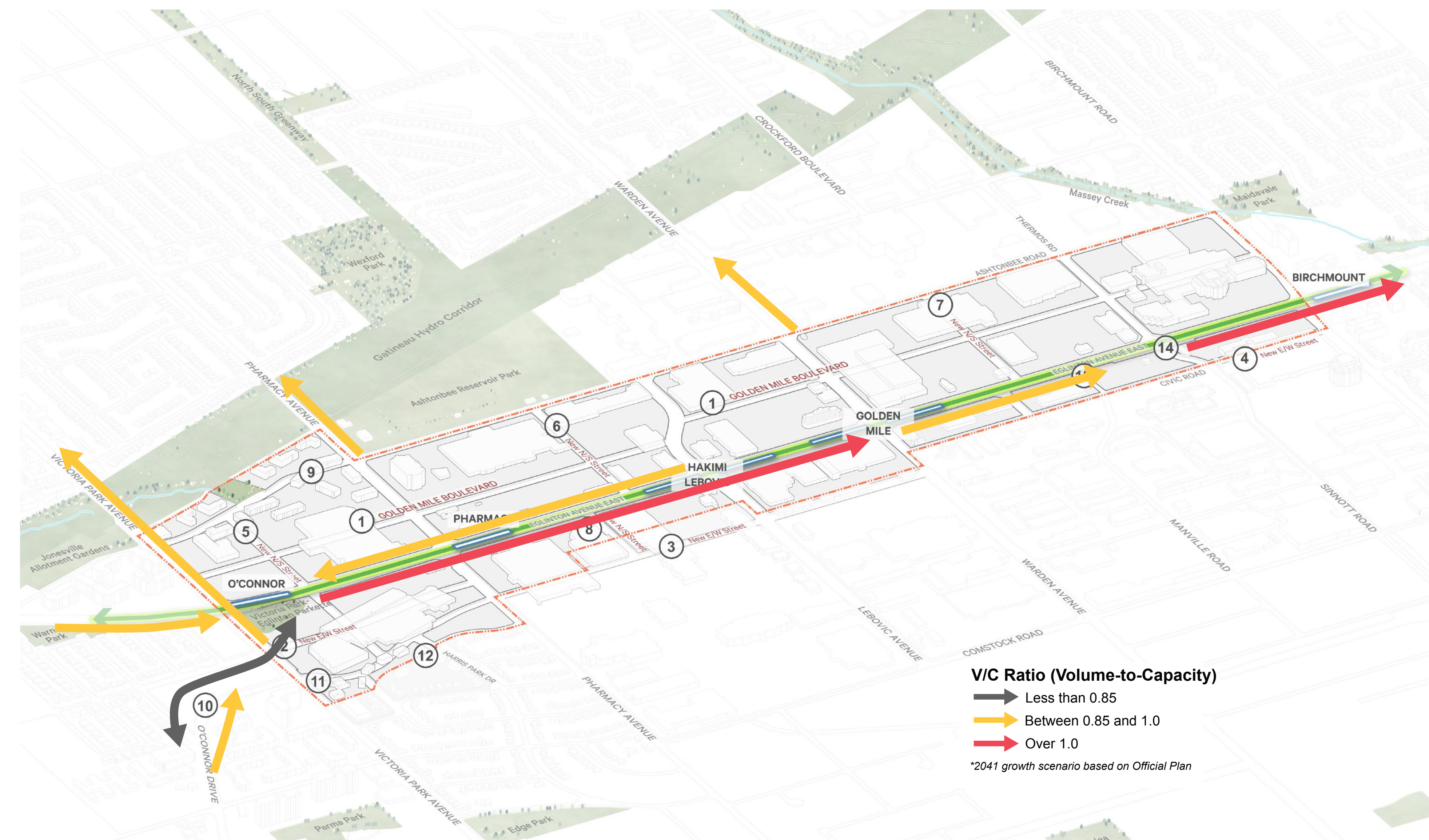
What's Working Well

- Because it is wide, Eglinton works (somewhat) well for moving traffic
- Lots of free surface parking in the area
- Victoria Park bus service, Pan Am bike path

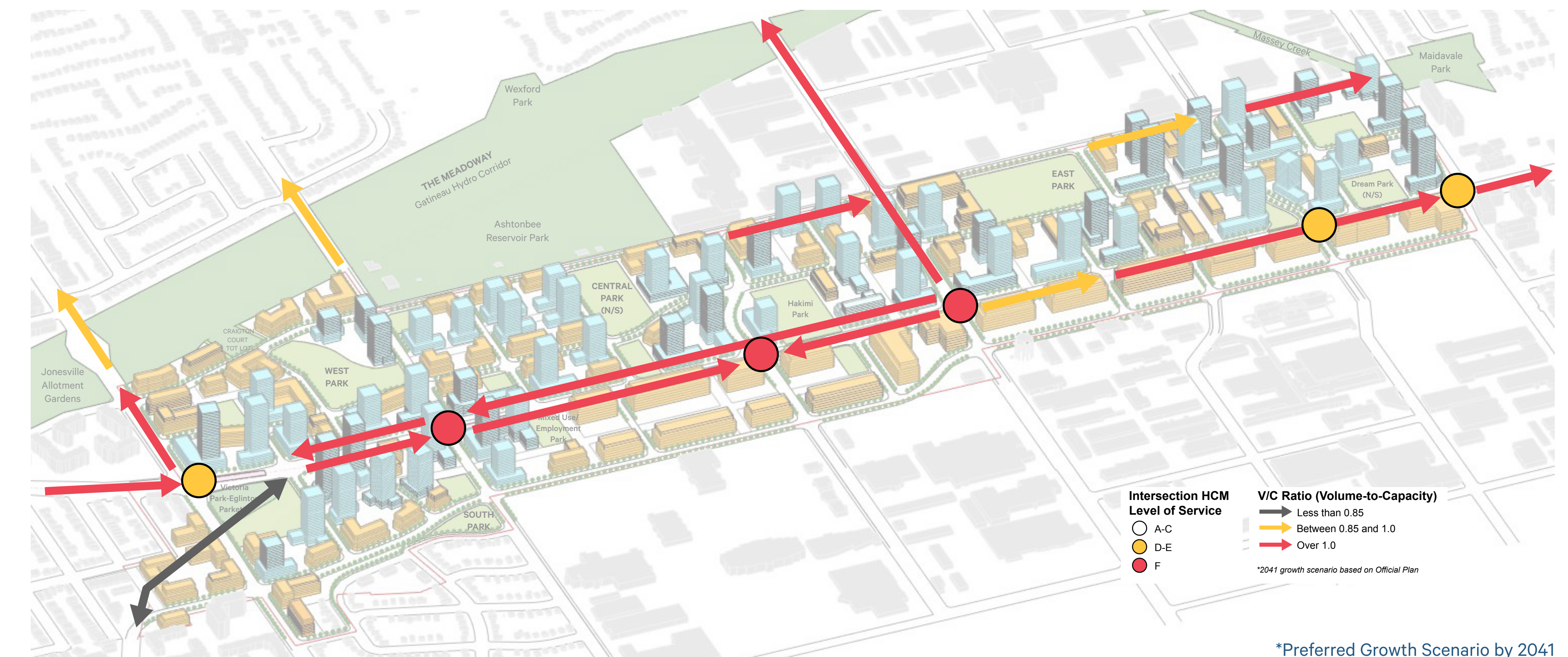
What Could Be Improved

- Congestion is a big issue during rush hours and peak shopping hours
- Safe cycling options
- Pedestrian safety and walkability
- Increase/improve transit service, particularly on major north-south streets
- Break up larger blocks into smaller parcels.
- A connected public realm network that provides spaces for the community to gather, sit and play outdoors

2041 PREFERRED* + ECLRT TRAFFIC CONDITIONS - PM PEAK HOUR



2041 OP* + ECLRT BASE CASE NETWORK - PM PEAK HOUR



PROBLEM AND OPPORTUNITY STATEMENT

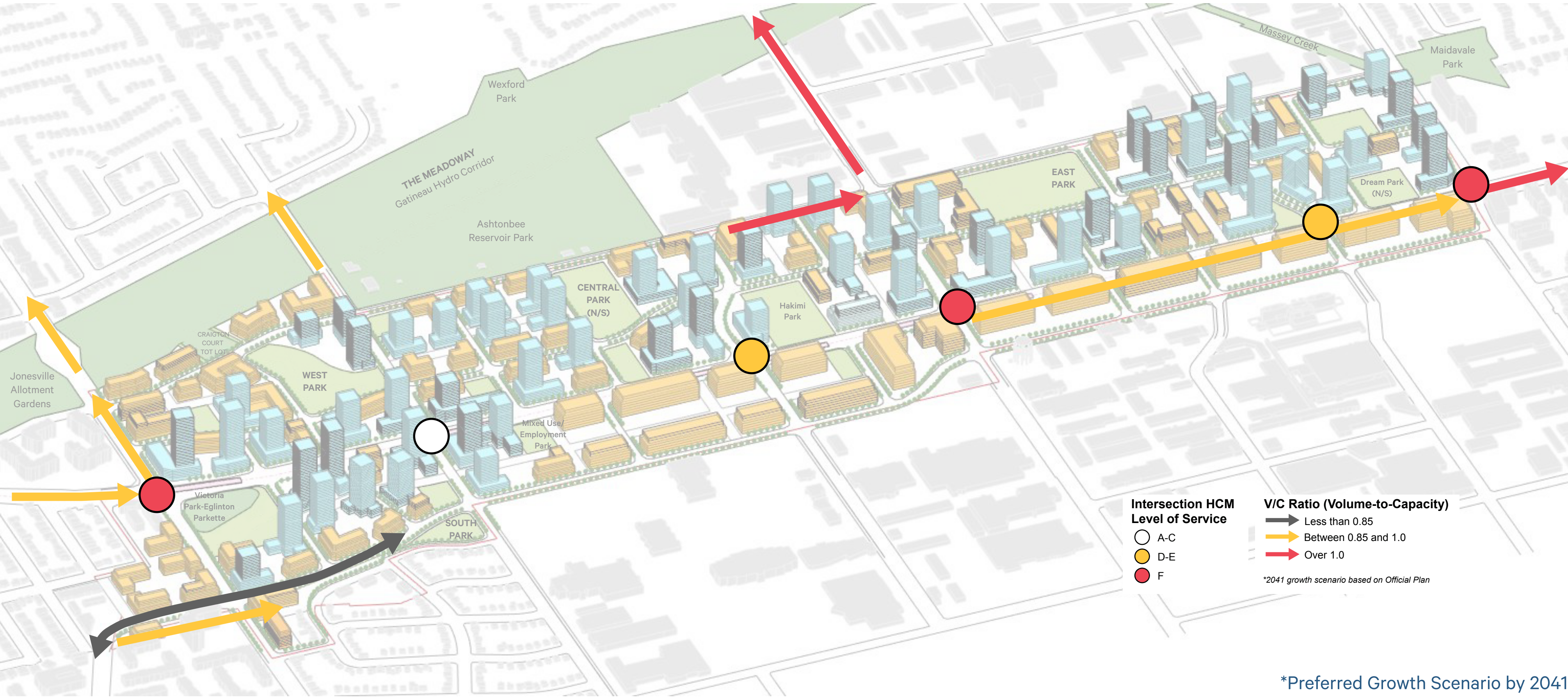
Based upon the review of transportation challenges, five major opportunities were identified:

- Creation of a grid street network
- A complete street network for all mobility users
- Improving connectivity to LRT stops
- Improving Eglinton Square Triangle
- Improving Transportation Demand Management measures

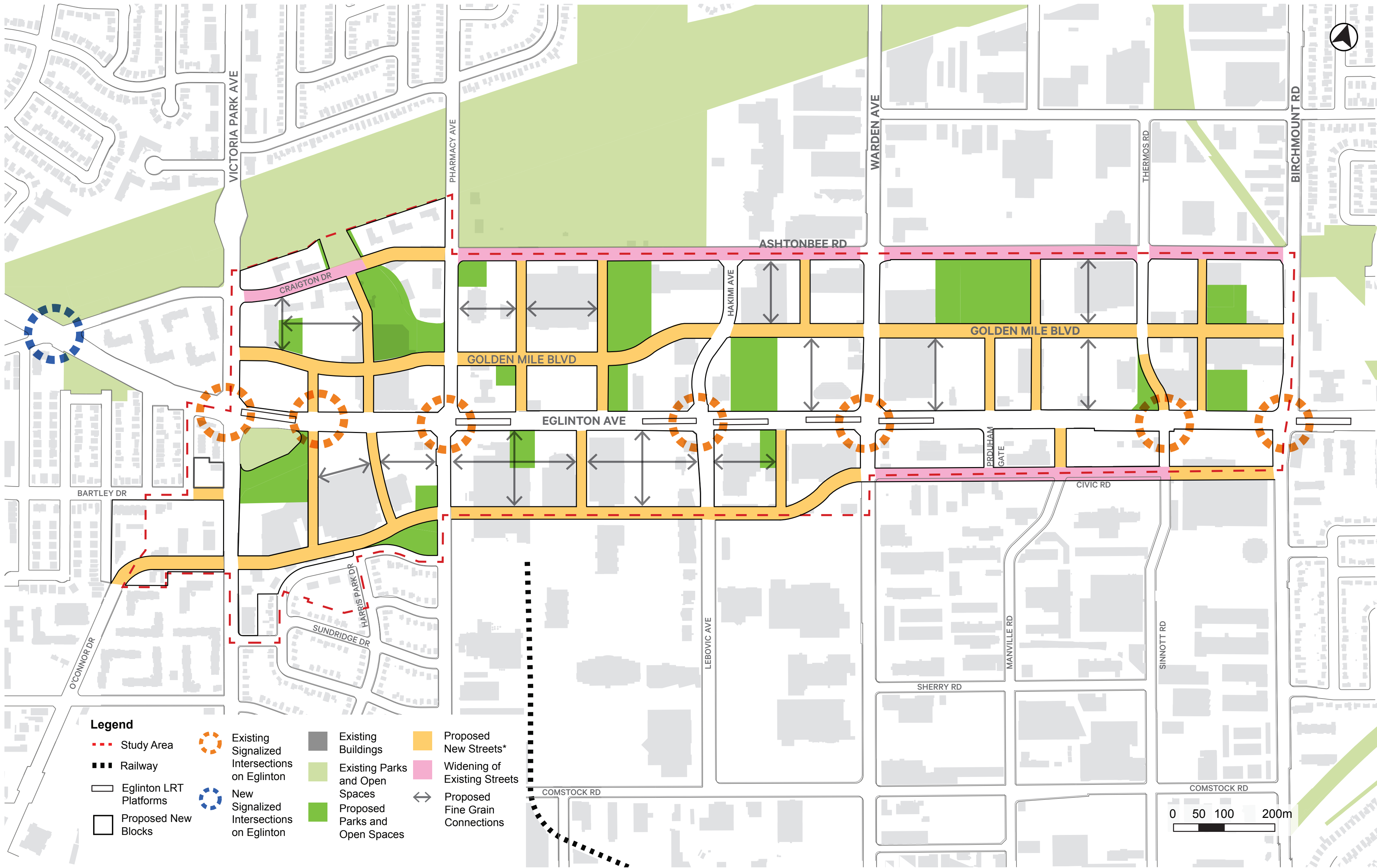
ALTERNATIVE SOLUTIONS:
TMP ALTERNATIVES - ASSUMPTIONS

ID #	Alternative Scenario	Built Form	Modal Share Assumptions	Key Improvements
Ex.	Existing Conditions		73% Vehicles 21% Transit 6% Active	Existing transportation network
1	Preferred Growth + ECLRT		60% Vehicles 31% Transit 9% Active	ECLRT
2	Build a Grid Network		51% Vehicles 37% Transit 12% Active	Grid street network (i.e. O'Connor Dr. extension)
3	Innovative Mobility Plan		48% Vehicles 40% Transit 12% Active	Innovative Mobility Plan (i.e. EcoMobility hubs to facilitate first/last mile to transit)

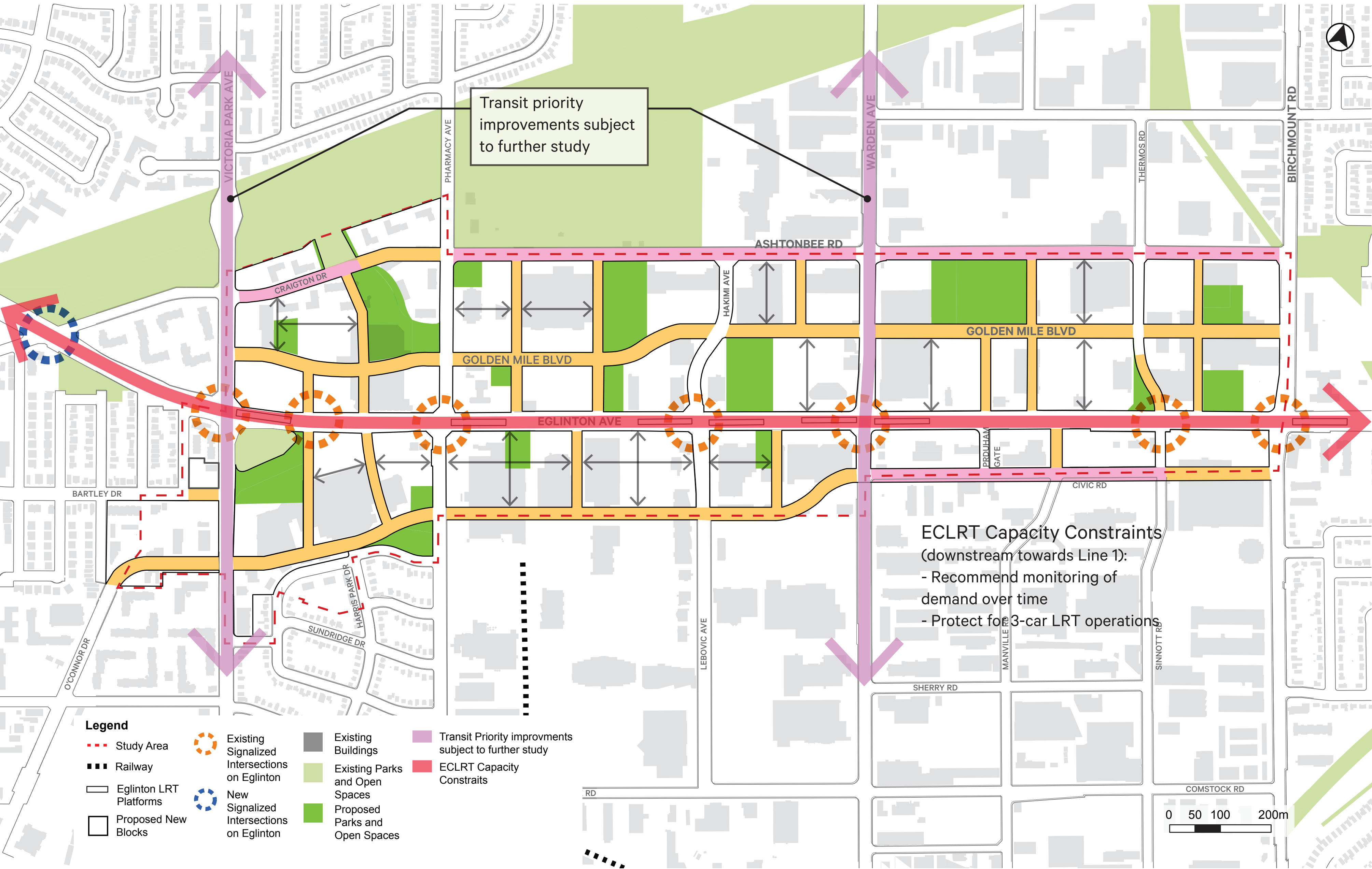
2041 INNOVATIVE MOBILITY PLAN*
(PREFERRED NETWORK) - PM PEAK HOUR



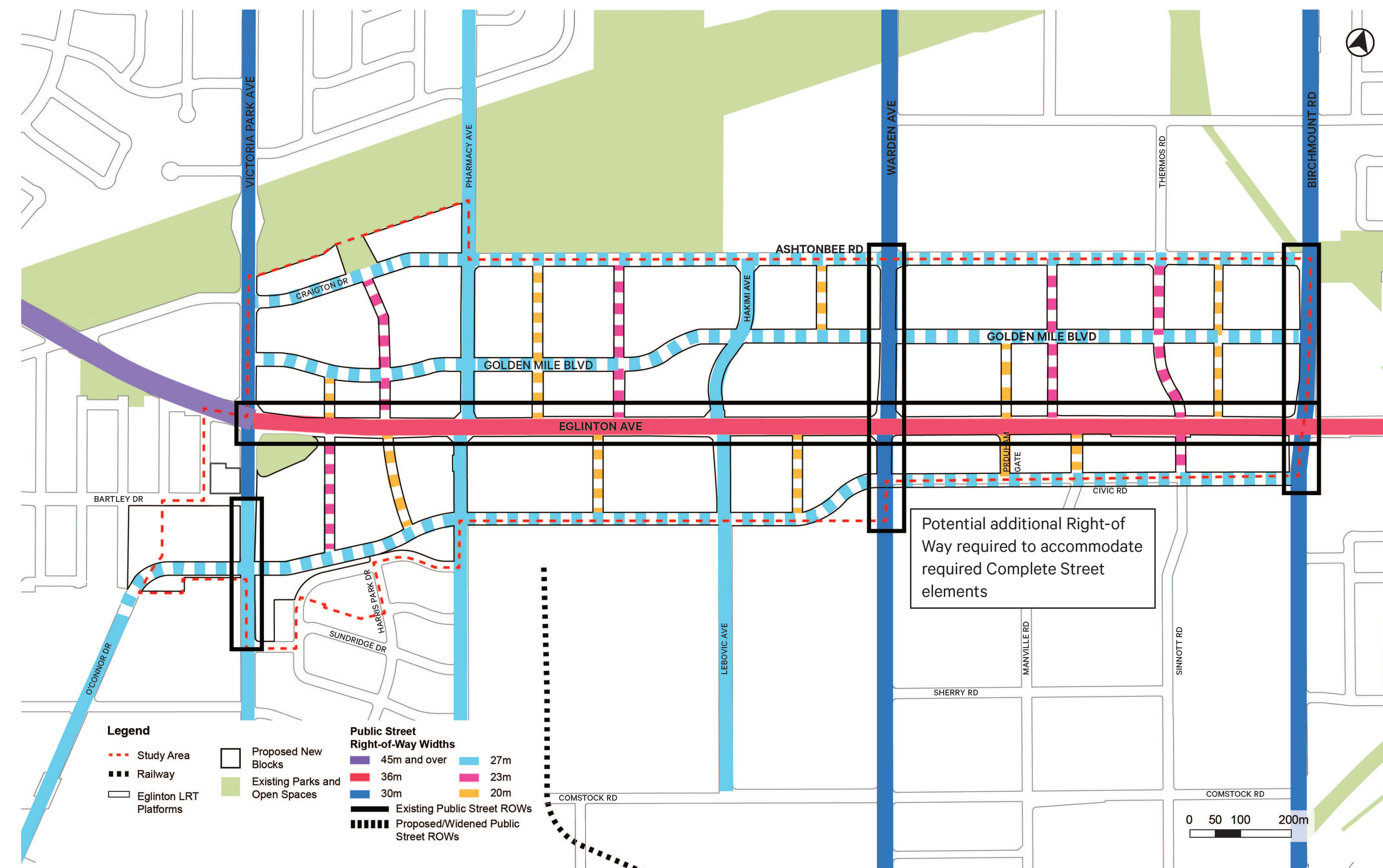
STREET AND BLOCK NETWORK



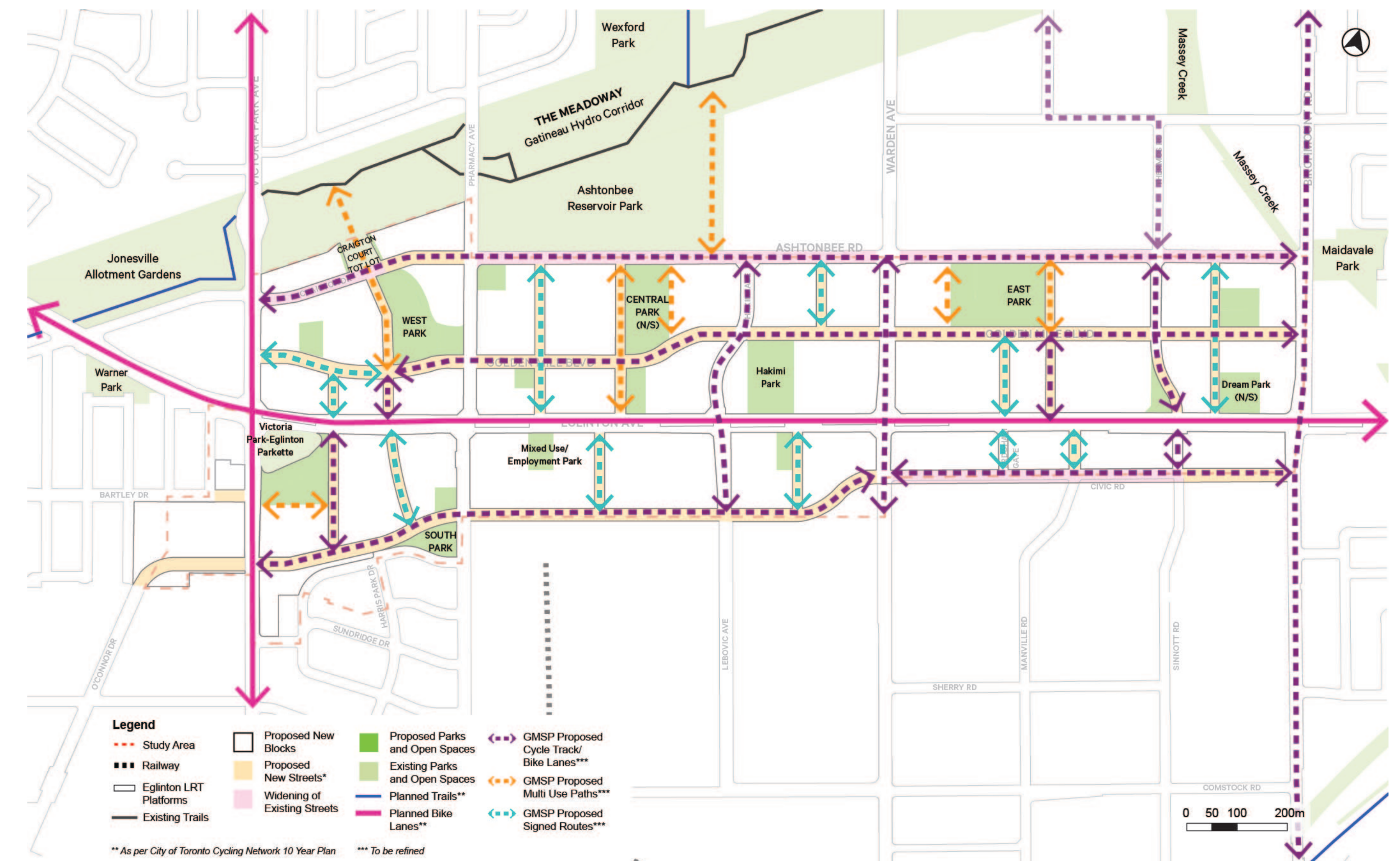
RECOMMENDED TRANSIT NETWORK IMPROVEMENTS



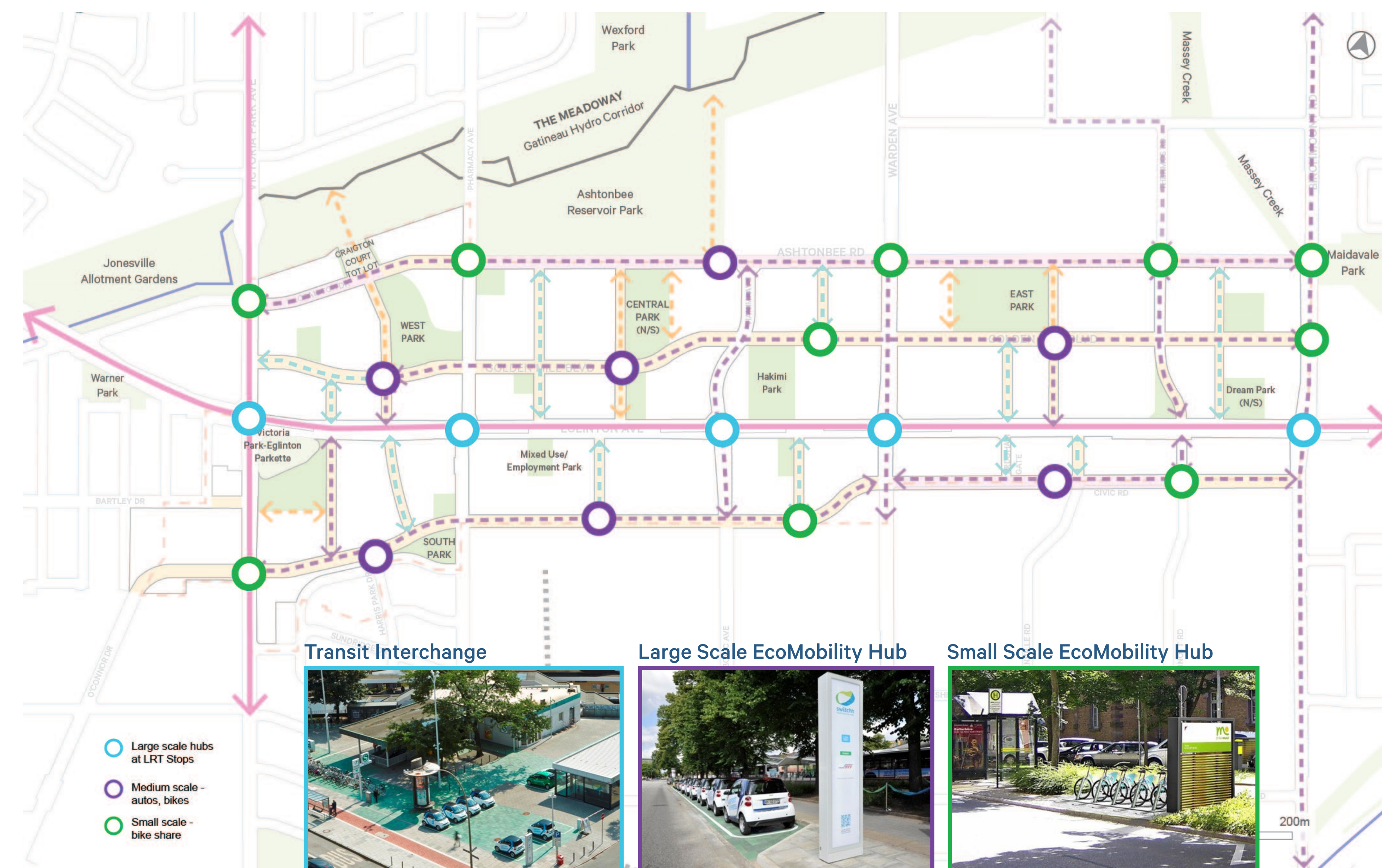
STREET NETWORK ROW WIDTHS



PROPOSED CYCLING NETWORK



ECOMOBILITY HUBS



TRAVEL DEMAND MANAGEMENT

Encourage & Support New Mobility Options

- Provide on-street parking spaces or short-term parking lay-bys to facilitate ride sharing or micro-transit
- Work with SmartCommute Scarborough and Toronto Parking Authority to implement EcoMobility Hubs (bike share, ride share, car share) at strategic locations:

- Adjacent to transit stops
- Public parks
- Community nodes
- Centennial College

Mobility Plan Checklist for Development Applications

- Support cycling
 - Require visible, secure and convenient bike parking
 - Bike share
- Shared vehicle systems:
 - On-site car-share system
 - Provide short-term parking for rideshare
 - E-scooters
- Programs
 - Support SmartCommute – provide visibility
 - Support local Transportation Management Association
- Goods Movement
 - Off-peak delivery
 - Accessible loading spaces

PARKING POLICIES & RECOMMENDATIONS

Reduce on-site parking standards:

- Amend Parking Zoning By-law for Golden Mile Secondary Plan Area to reflect City of Toronto Zone 4 at a minimum

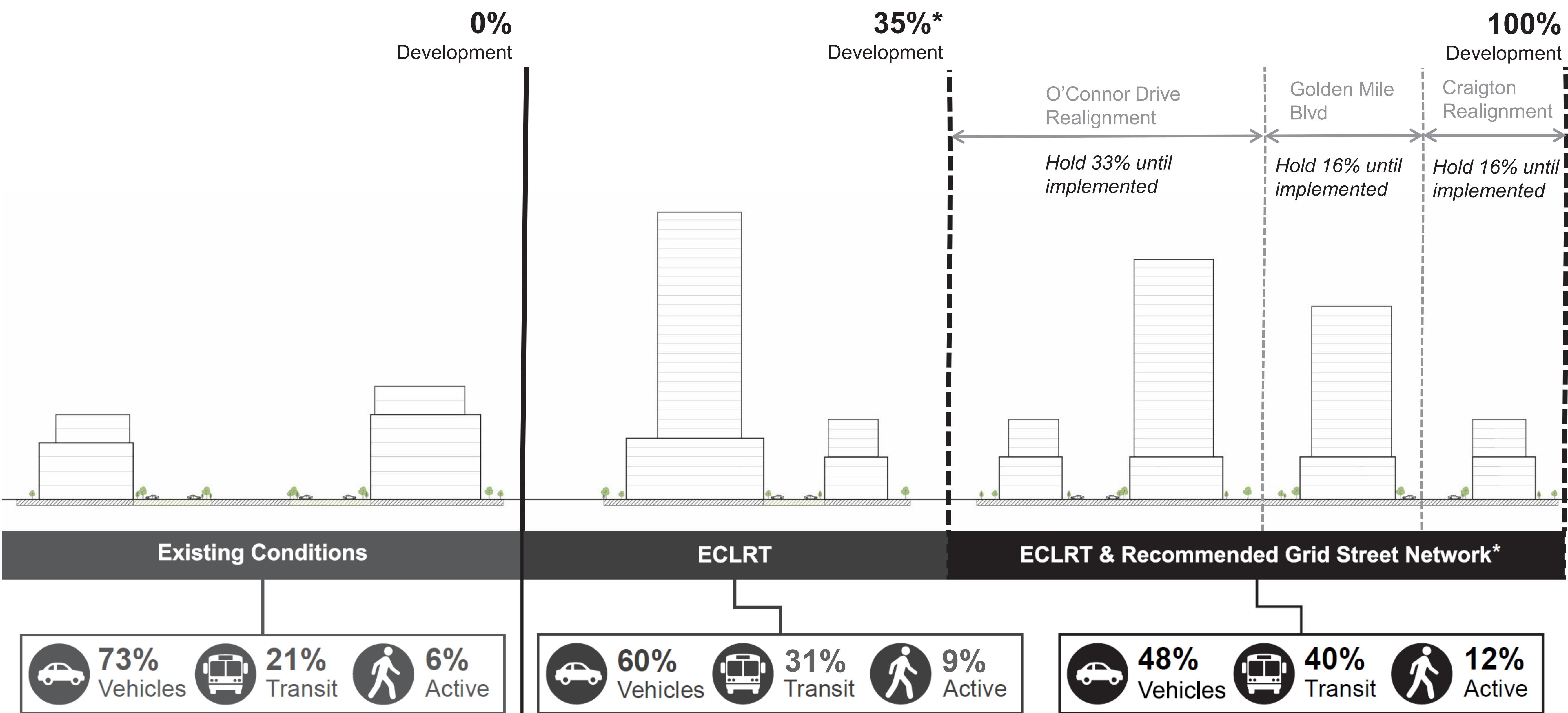
Provide on-street parking spaces or short-term parking lay-bys to facilitate ride sharing or micro-transit

Centralized parking facility to support reduced on-site parking

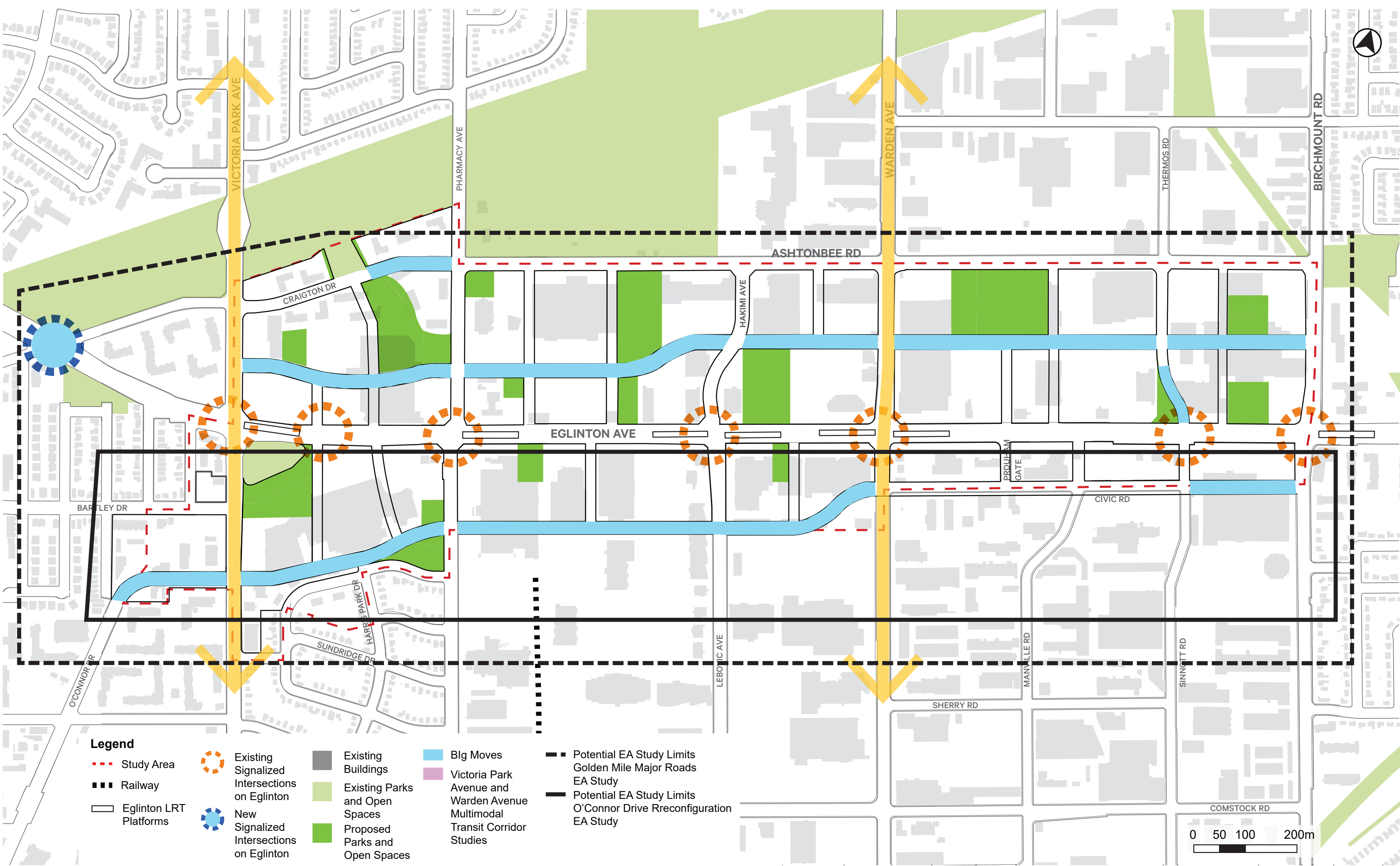
Work with Toronto Parking Authority to incorporate TDM measure including:

- Carshare parking
- Rideshare parking
- Bikeshare stations
- Real-time display information
- Dynamic pricing

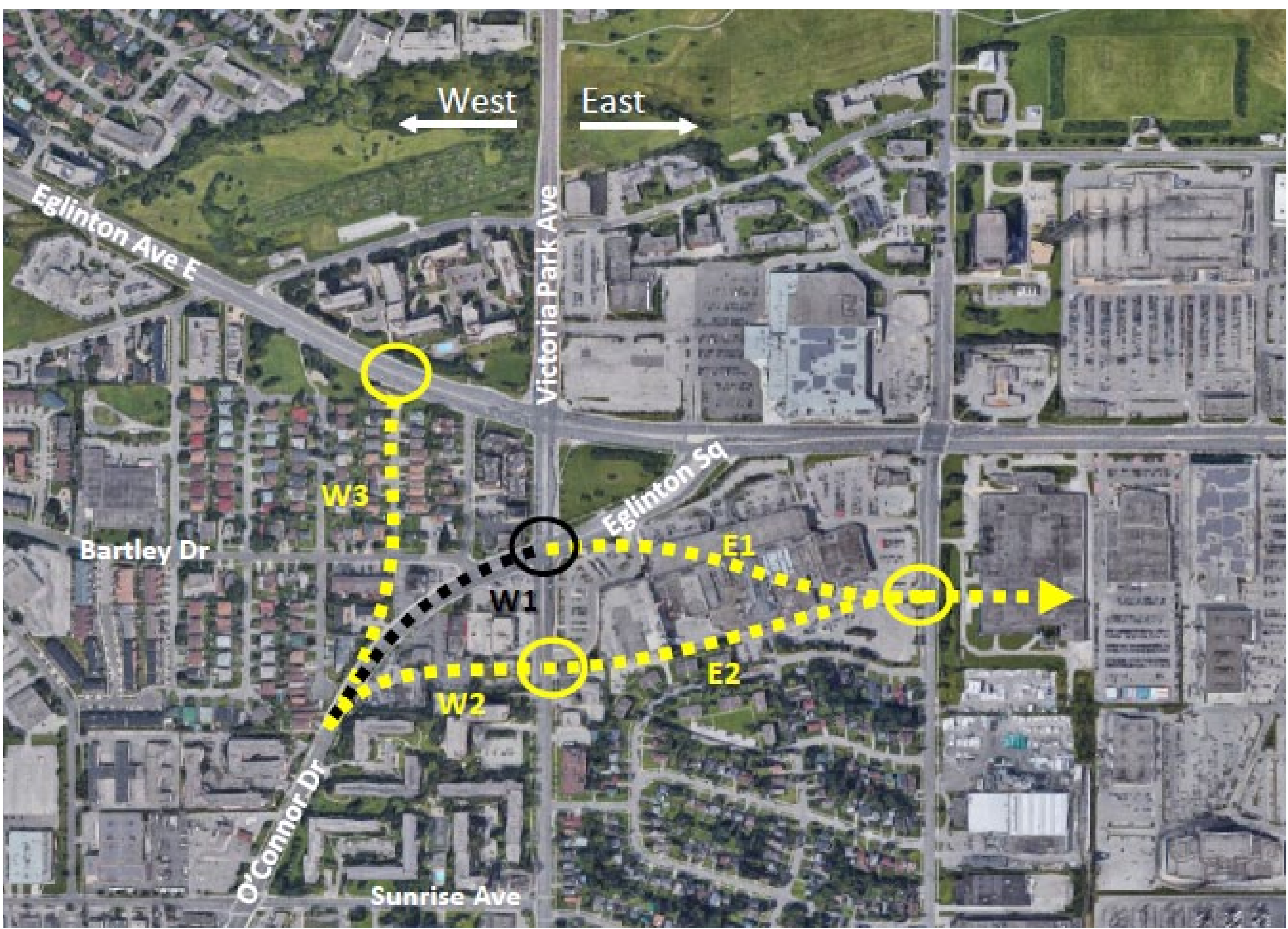
DEVELOPMENT PHASING



FUTURE EA STUDY OPTIONS



O'CONNOR DR. CONCEPTUAL ALIGNMENT OPTIONS



NEXT STEPS

- Initiate EA Study
 - Review potential alignment options
 - Preliminary Design
 - Detailed Design
 - Implementation/Construction
- Community / Stakeholder Consultation Meetings