



GOLDEN MILE SECONDARY PLAN

Community Consultation Meeting #4

June 25, 2019

Meeting Agenda

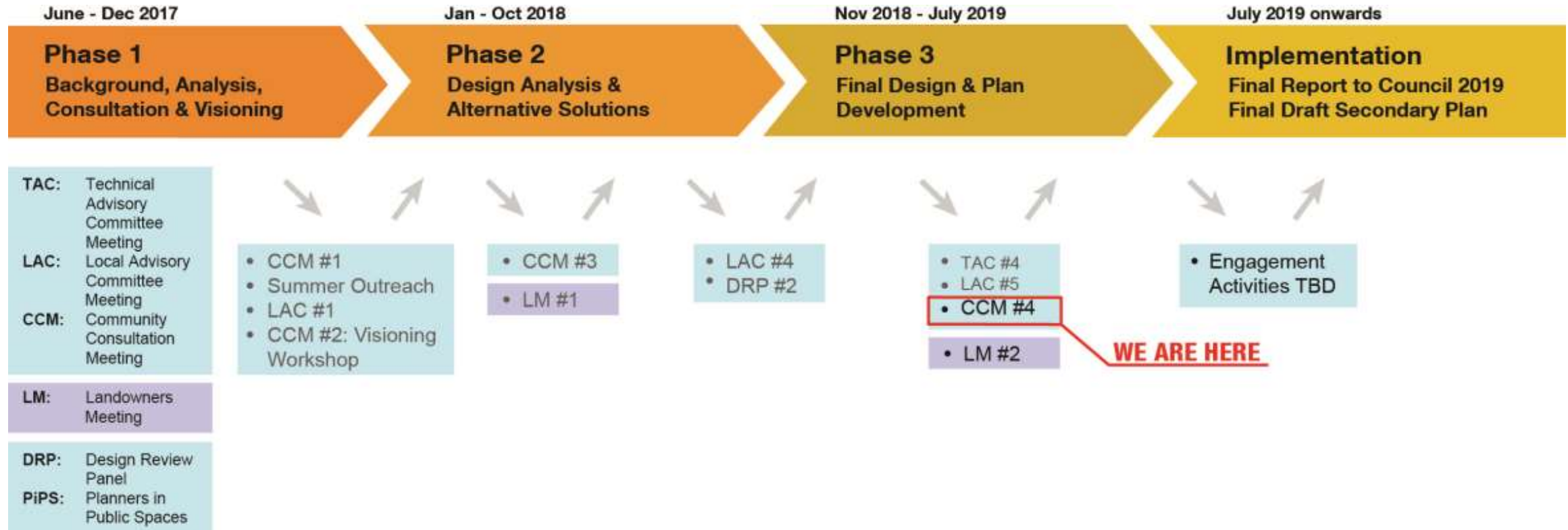
5:30pm	Open House
7:00pm	Welcome, Introductions, Agenda Review Overview Presentation
7:50pm	Open House and Discussion <ol style="list-style-type: none">1) What do you like about draft final design?2) Do you have any suggested refinements?3) Do you have any other advice for the Study Team?
9:00pm	Adjourn

Presentation Overview

1. Study Process
2. Big Moves
3. Demonstration Concept
4. Transportation and Implementation
5. Next Steps

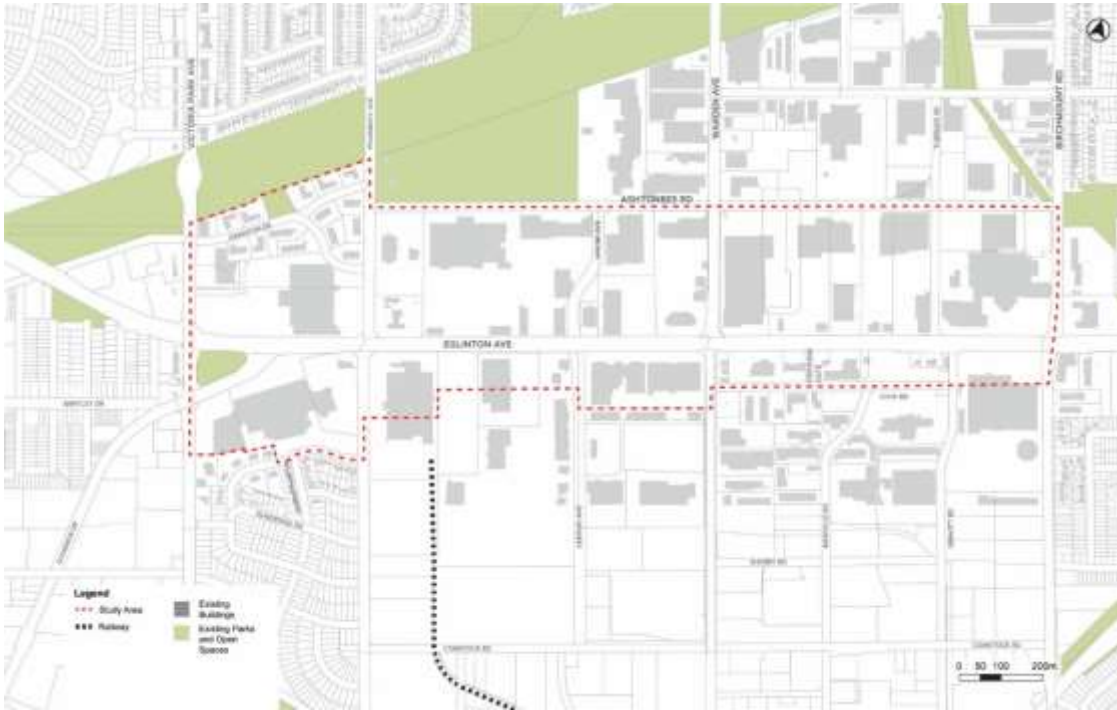
STUDY PROCESS

Study Process

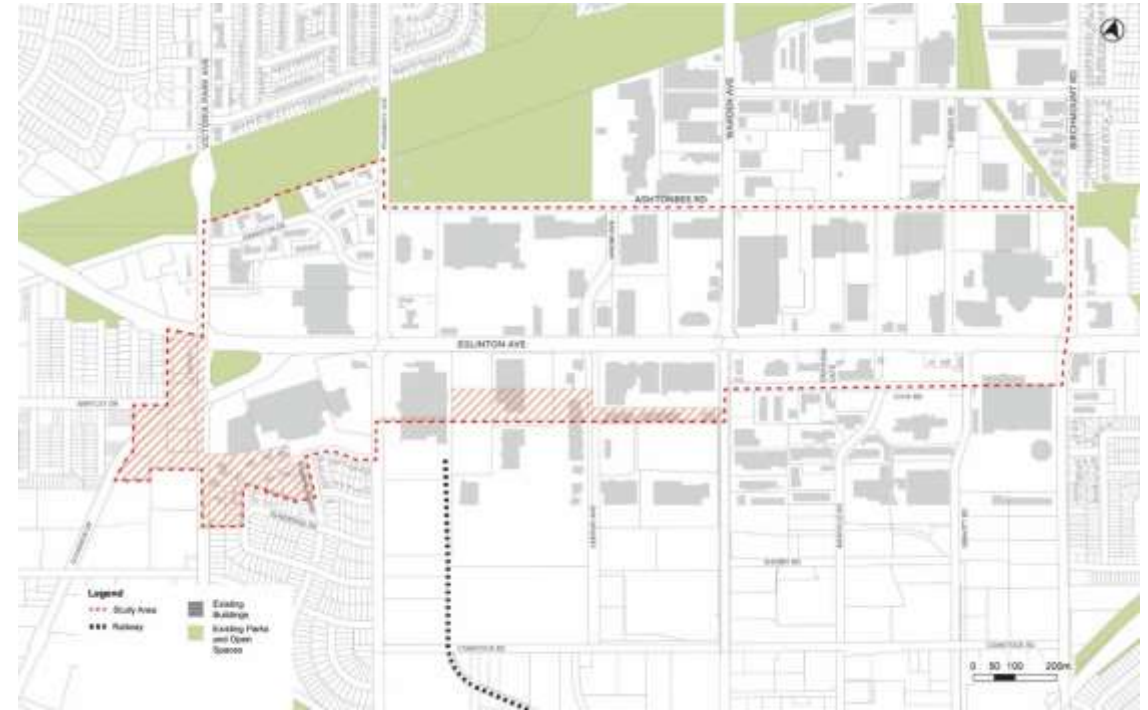


Study Area Boundary

Original Study Area Boundary



Expanded Study Area Boundary



Drivers of Change

Places to Grow



Eglinton Crosstown LRT



Major Transit Station Area (MTSA)

Population + Job Growth

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



Development Applications



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

What We Heard

Land Use / Density / Built Form

- Height and density should be located close to transit
- Provide transition to existing low-rise residential neighbourhood areas
- Allow for a range of retail types, including larger format retail

Public Realm / Community Infrastructure

- Ensure that there are many green and walkable north-south and east-west connections to make it easy, safe and pleasant to walk to and within the Golden Mile
- Ensure that community facilities and services are provided to accommodate growth in the Golden Mile, including maintaining existing facilities and services

What We Heard

Transit / Mobility

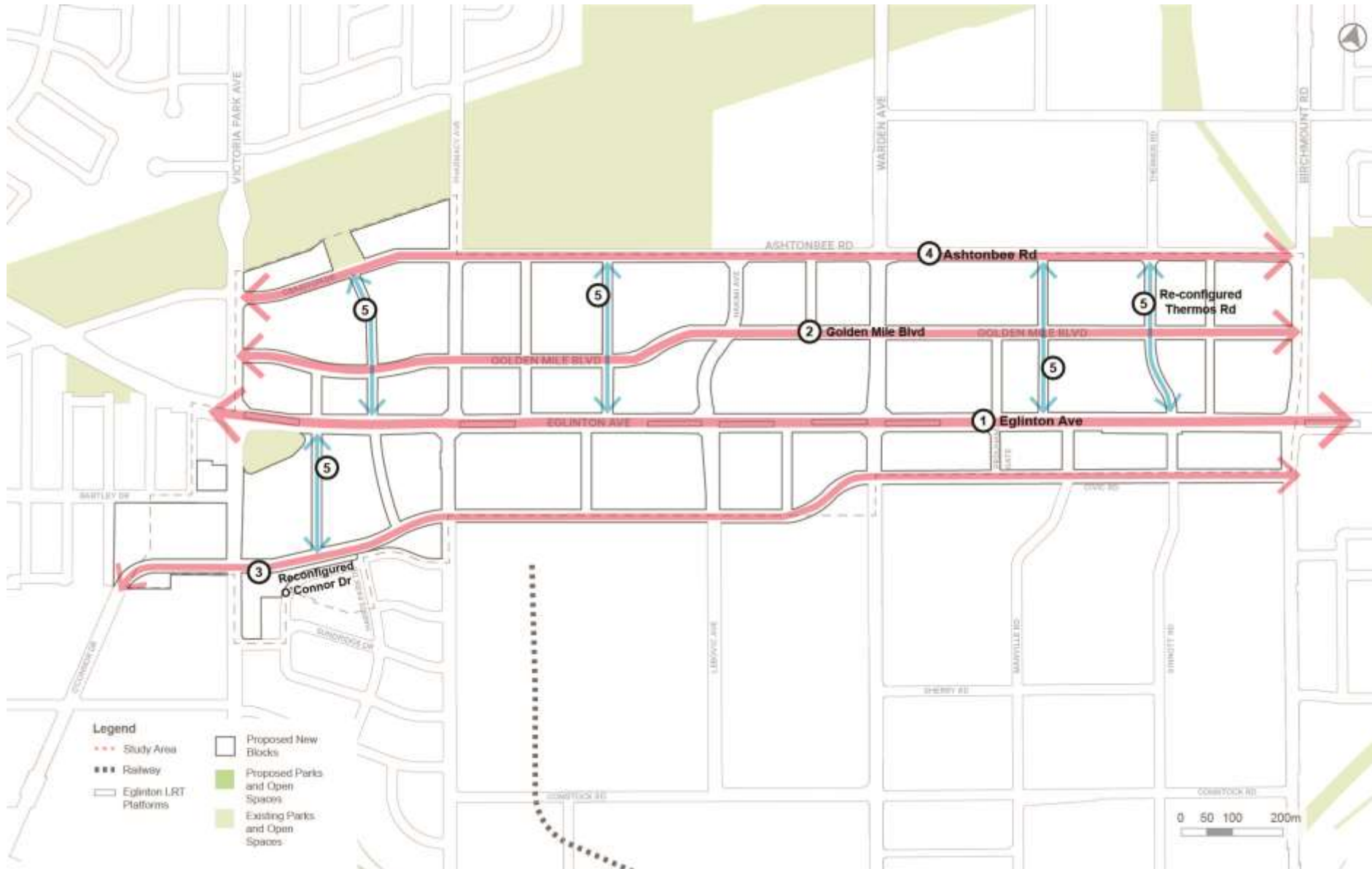
- Ensure that traffic infiltration into existing adjacent neighbourhoods is minimized
- Ensure that all streets (new/existing) provide safe and comfortable space for pedestrians and cyclists

Landowners/Developers

- Provide for a balance between context-appropriate and transit supportive density

BIG MOVES

Structure Plan – Streets

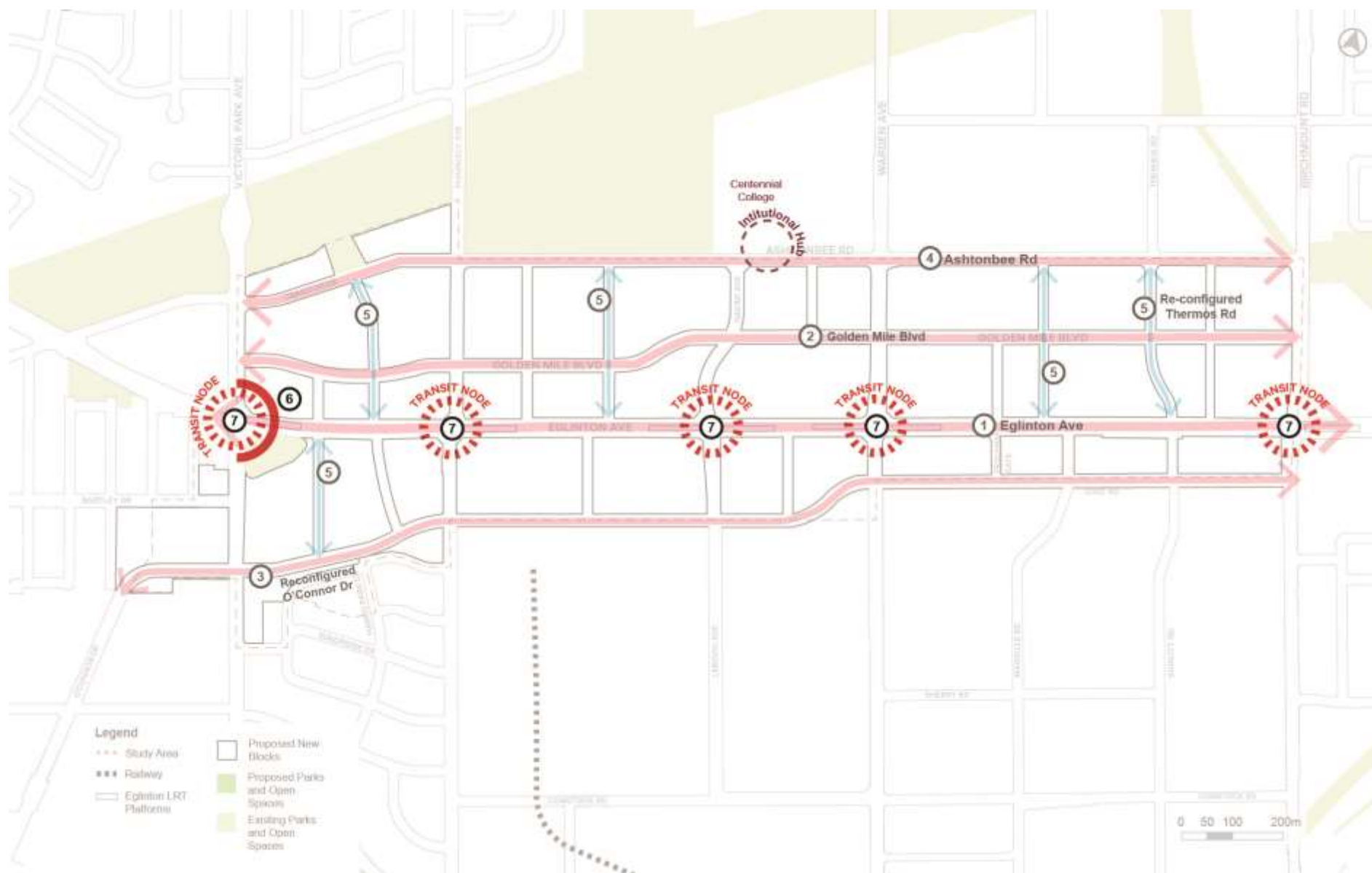


10 Structuring Elements:

Streets

- ① Eglinton as multi-modal transit corridor and a people place including enhanced streetscapes
- ② Golden Mile Blvd as multi-modal neighbourhood street
- ③ O'Connor Dr. reconfigured and extended
- ④ Ashtonbee Rd./Craigton Dr. reconfigured and including enhanced streetscapes
- ⑤ Key new and re-configured north-south streets

Structure Plan – Gateway and Transit Nodes



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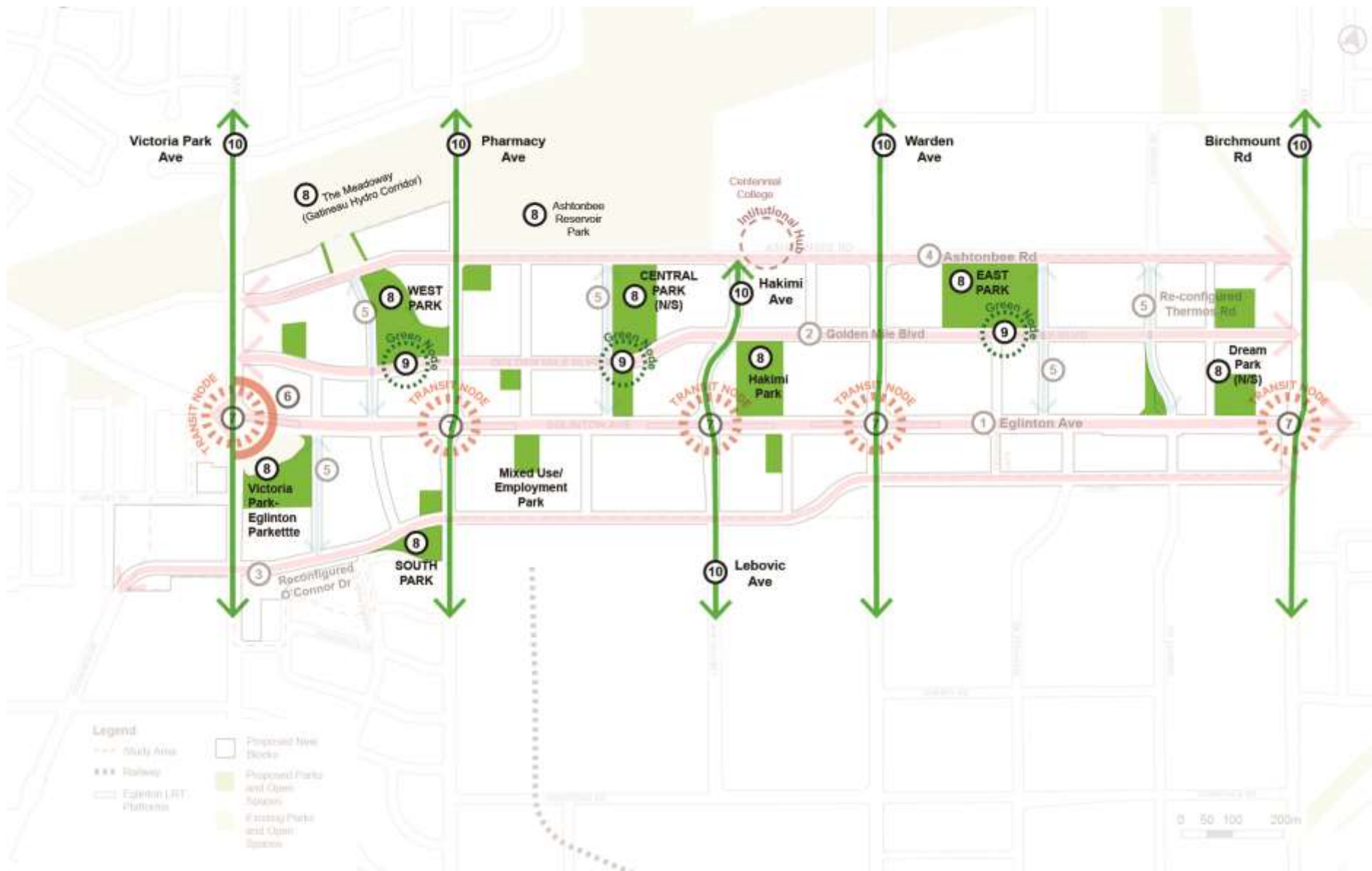
Gateway

- ⑥ Golden Mile Commercial Gateway

Transit

- ⑦ Mixed Use Transit Nodes as centres of activity

Structure Plan – Parks, Green Nodes and Streetscapes



10 Structuring Elements:

Streets

- 1 Eglinton as multi-modal transit corridor and a people place including enhanced streetscapes
- 2 Golden Mile Blvd as multi-modal neighbourhood street
- 3 O'Connor Dr. reconfigured and extended
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- 5 Key new and re-configured north-south streets

Gateway

- ⑥ Golden Mile Commercial Gateway

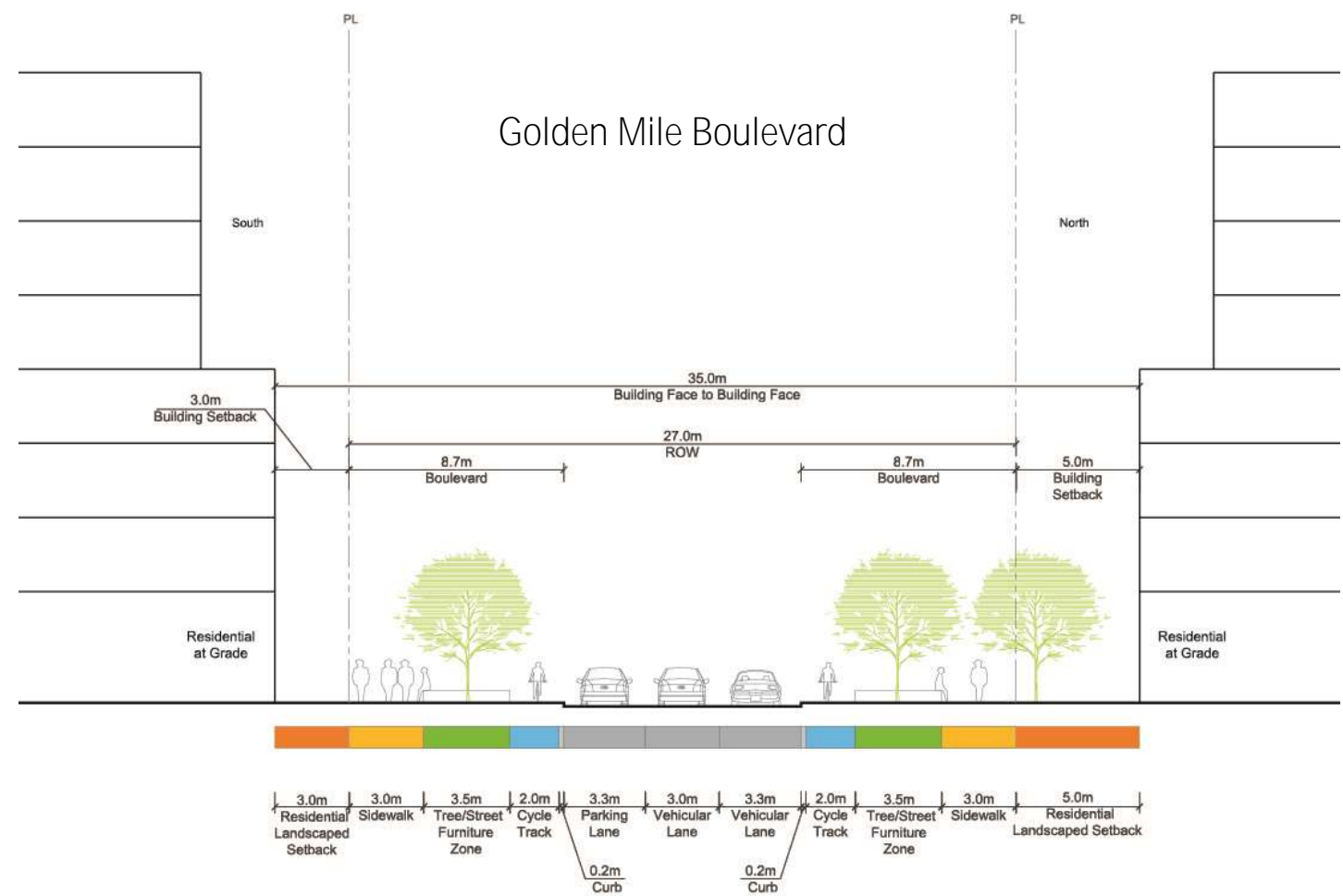
Transit

- ⑦ Mixed Use Transit Nodes as centres of activity

Parks

- 8 Major/Key Parks and Open Spaces as focal points, connected to broader open space network including the Meadoway
- 9 Green Nodes at new parks for enhanced public realm investments
- 10 Enhanced streetscapes on existing north-south streets

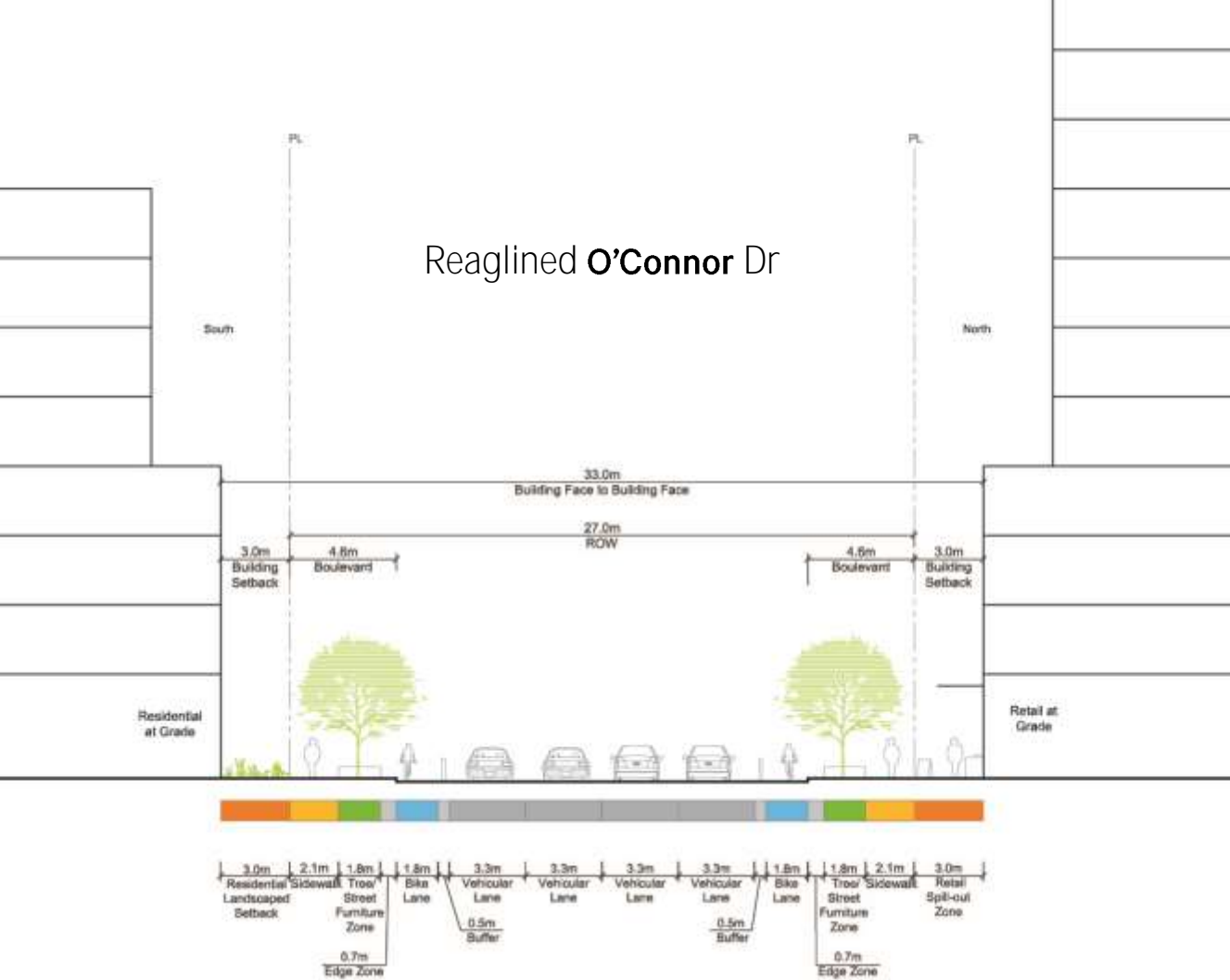
Public Realm – Streetscapes



Detailed cross-section design to be further reviewed



Public Realm – Streetscapes

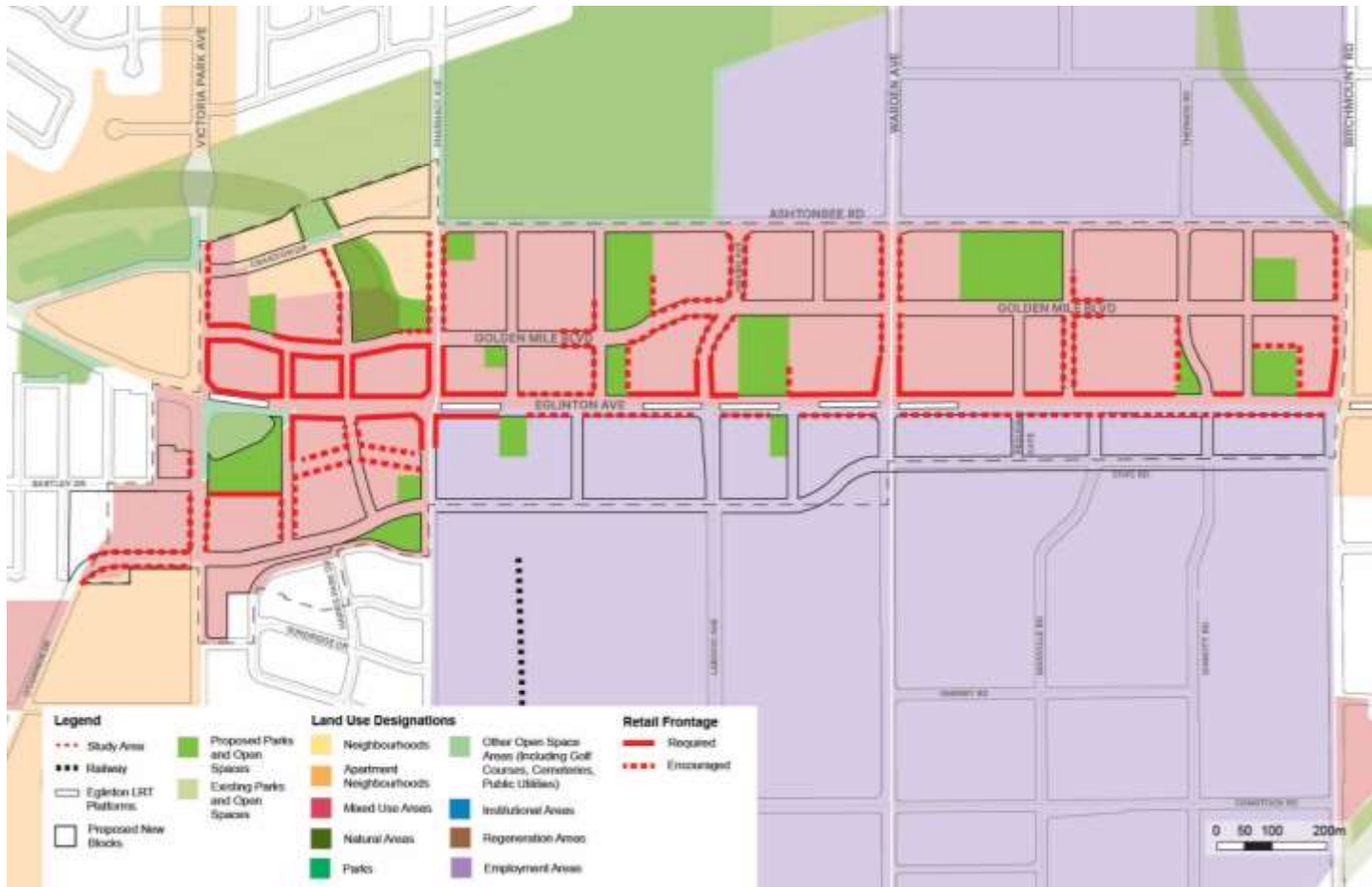


Detailed cross-section design to be further reviewed



Land Use

Proposed Retail Frontage Map



City of Toronto Official Plan Land Use Map



Land Use Designations

- | | |
|---|--------------------------|
| Neighbourhoods | Institutional Areas |
| Apartment Neighbourhoods | General Employment Areas |
| Mixed Use Areas | Core Employment Areas |
| Natural Areas | Utility Corridors |
| Parks | |
| Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities) | |

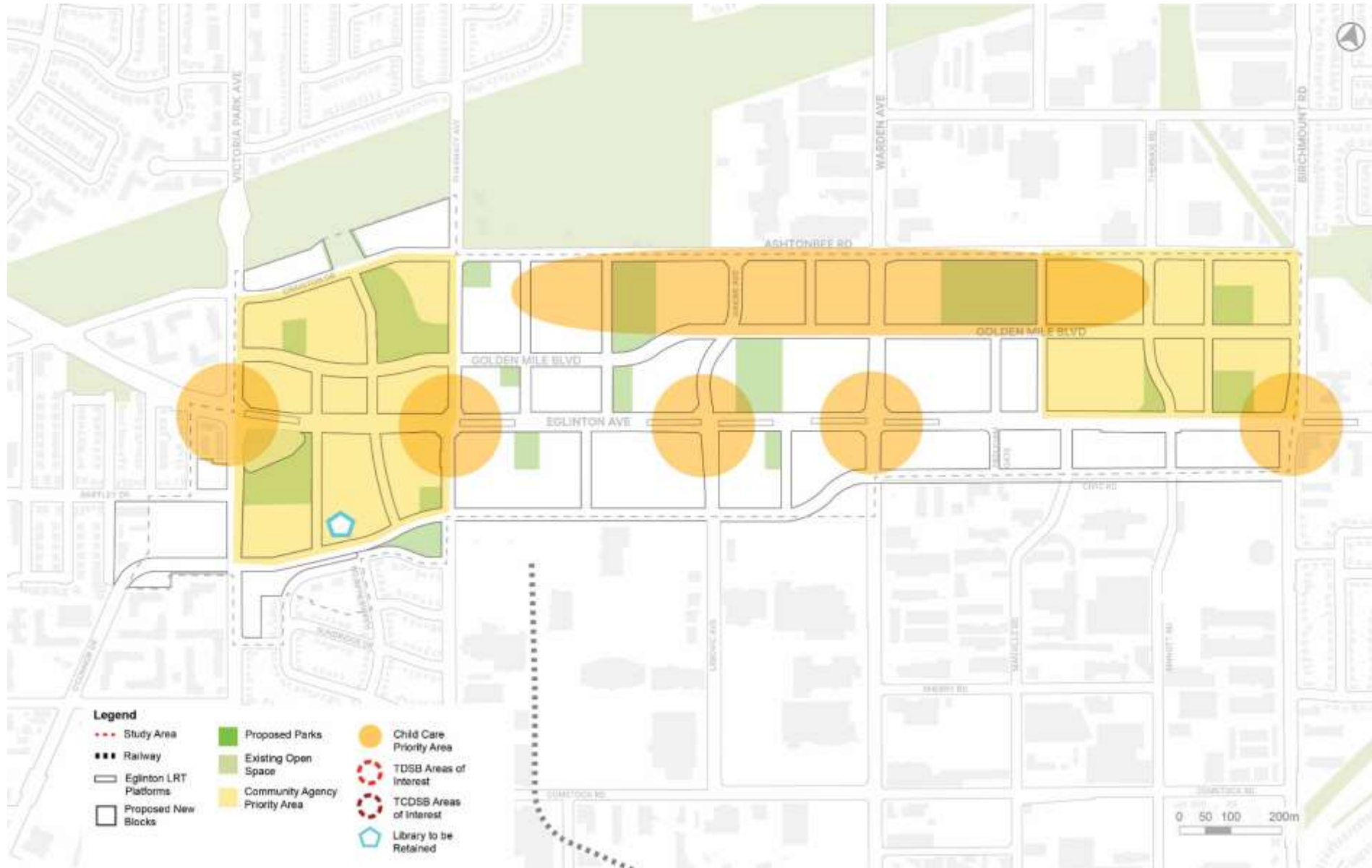
Community Services and Facilities – Community Agencies



HUMAN SERVICES

- Human Services sector has identified desire to **replace and expand the Victoria Village Hub**.
- An increase in amount of **community agency space available at affordable rates also needed**.
- Two areas have been identified for the provision of new or improved community agency spaces – one in the east, one in the west.

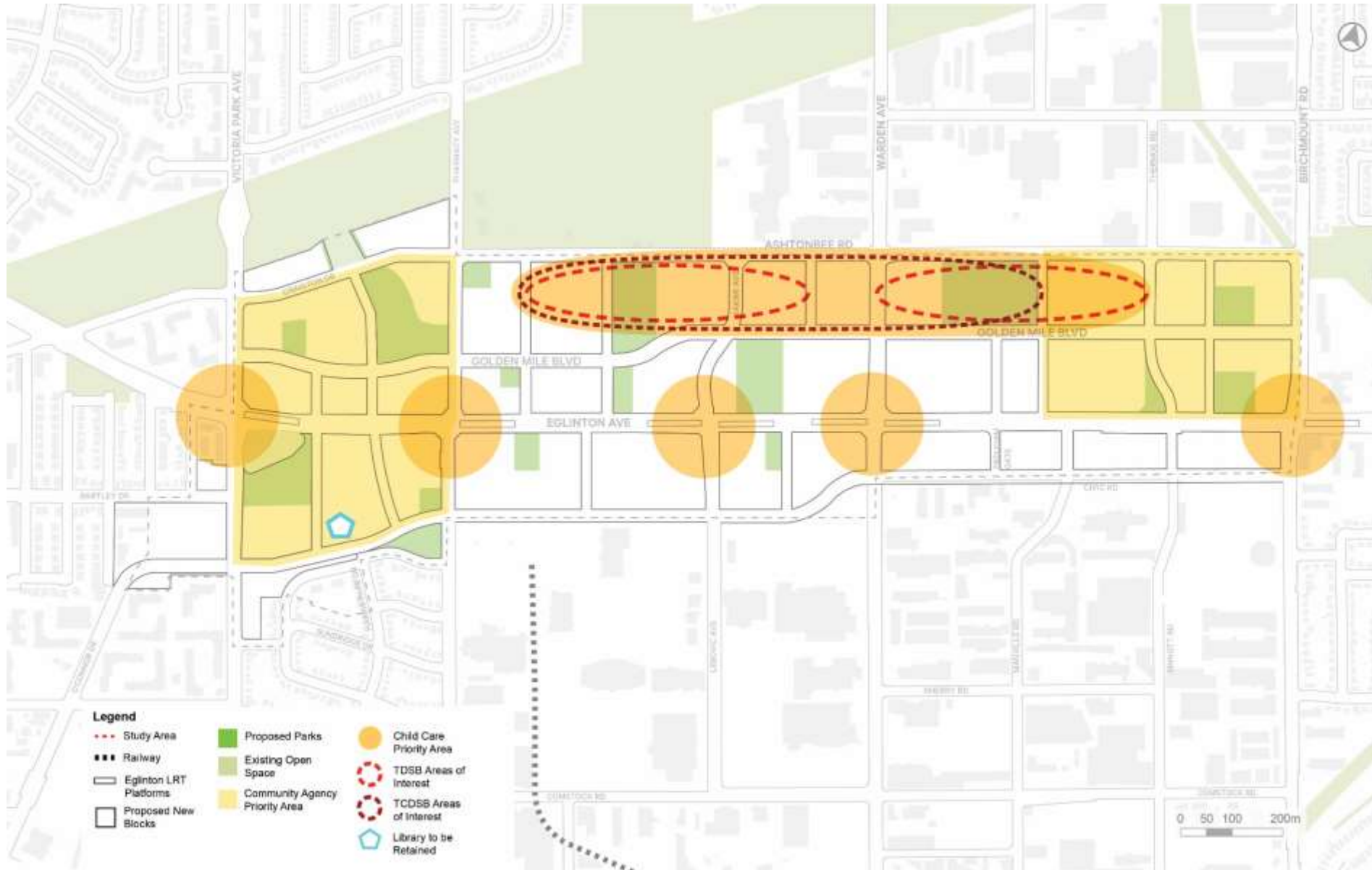
Community Services and Facilities – Child Care



CHILD CARE

- **New child care facilities** will be required to serve future growth in the Golden Mile.
- **Priority areas** have been identified, including LRT station areas and within future elementary schools.
- Both Ward 20 and 21 have an **existing deficiency of licensed child care spaces**.

Community Services and Facilities – School Boards



SCHOOLS

- Based on estimated growth, both the TDSB and TCDSB will require **new elementary schools** over the long-term.

Community Services and Facilities – Upgrading Existing Facilities



LIBRARIES

- **Newly expanded Eglinton Square library** to serve the Golden Mile for the next twenty years
- 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.

Cultural Heritage

Identified Areas of Archaeological Potential



- 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.

Listed Heritage Building



1940 Eglinton Ave. E.
(The Volkswagen Building)

Heritage Potential Currently Under Review



75 Thermos Rd.

Built Form – Supporting the Public Realm and Character Areas

Create diverse built form to define, support, and contribute to the public realm and character areas with appropriate building types, heights, scale, massing, and design.

- Variation in setbacks and stepbacks that respond to streetscape characters
- Variation in building heights that respond to area context and adjacencies
- Variation in building types that respond to community characters
- Variation in ground floor treatments that promote active and safe streets



Built Form – Variety and Variation

Promote built form variety and variation throughout the Study Area and on individual sites.

- Building Types: mix of building types including tall buildings, mid-rise buildings, and low-rise building forms and promotion of mid-rise buildings across the Study Area and on individual sites at appropriate locations.

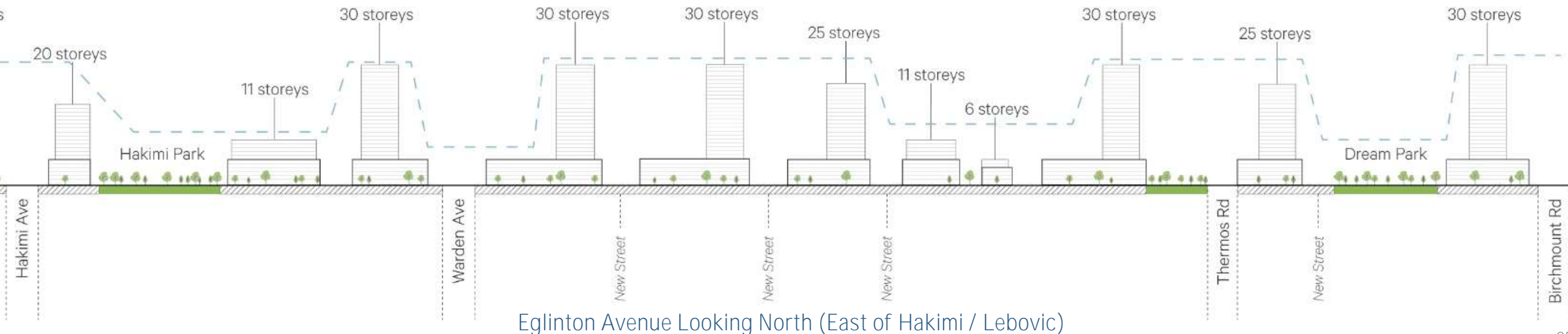


Eglinton Avenue Looking North (West of Hakimi / Lebovic)

Built Form – Variety and Variation

Promote built form variety and variation throughout the Study Area and on individual sites.

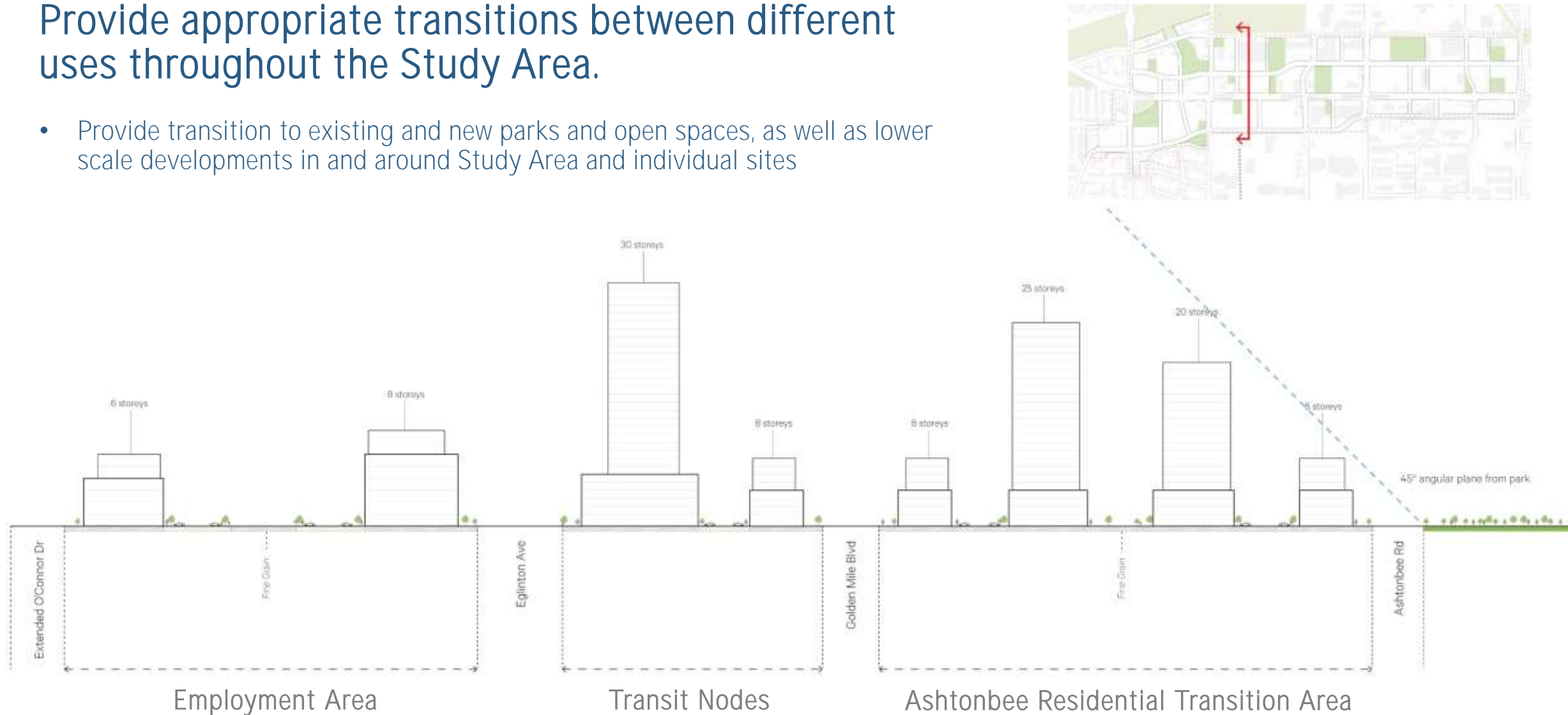
- Figure Ground / Building Footprints: bar building footprints, L-shaped building footprints, U-shaped building footprints
- Block Layout: Permeability through all blocks through different configurations of buildings and pedestrian connections
- Tower Heights (on development sites and individual blocks) along Streets especially along Eglinton Ave and Golden Mile Blvd



Built Form - Transition

Provide appropriate transitions between different uses throughout the Study Area.

- Provide transition to existing and new parks and open spaces, as well as lower scale developments in and around Study Area and individual sites



Built Form – Minimizing Impact

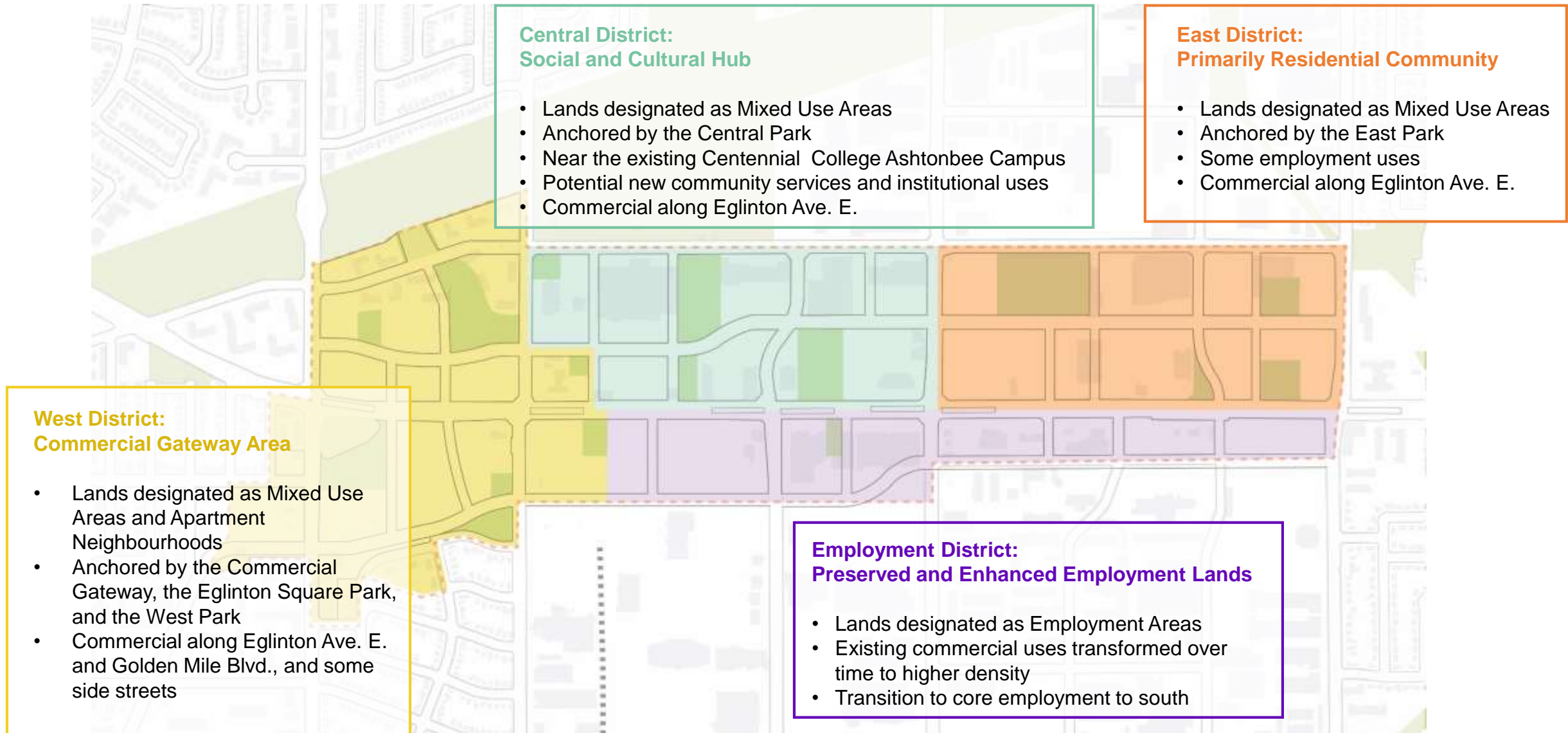
Minimize impacts and promote livability within a new higher density mixed use community

- Minimize shadow impacts on existing and new streets, parks and open spaces. Achieve a minimum of 5-7 consecutive hours of sunlight between spring and fall equinoxes for:
 - 100% of existing parks and open spaces
 - 75% of major/key new parks and open spaces
 - 50% of sidewalks on north side of key east-west streets, such as Eglinton Ave. E. and Golden Mile Blvd.
- Minimize wind impacts through building setbacks and façade articulation
- Provide weather protection at grade within the setback zone through awnings, canopies and colonnades

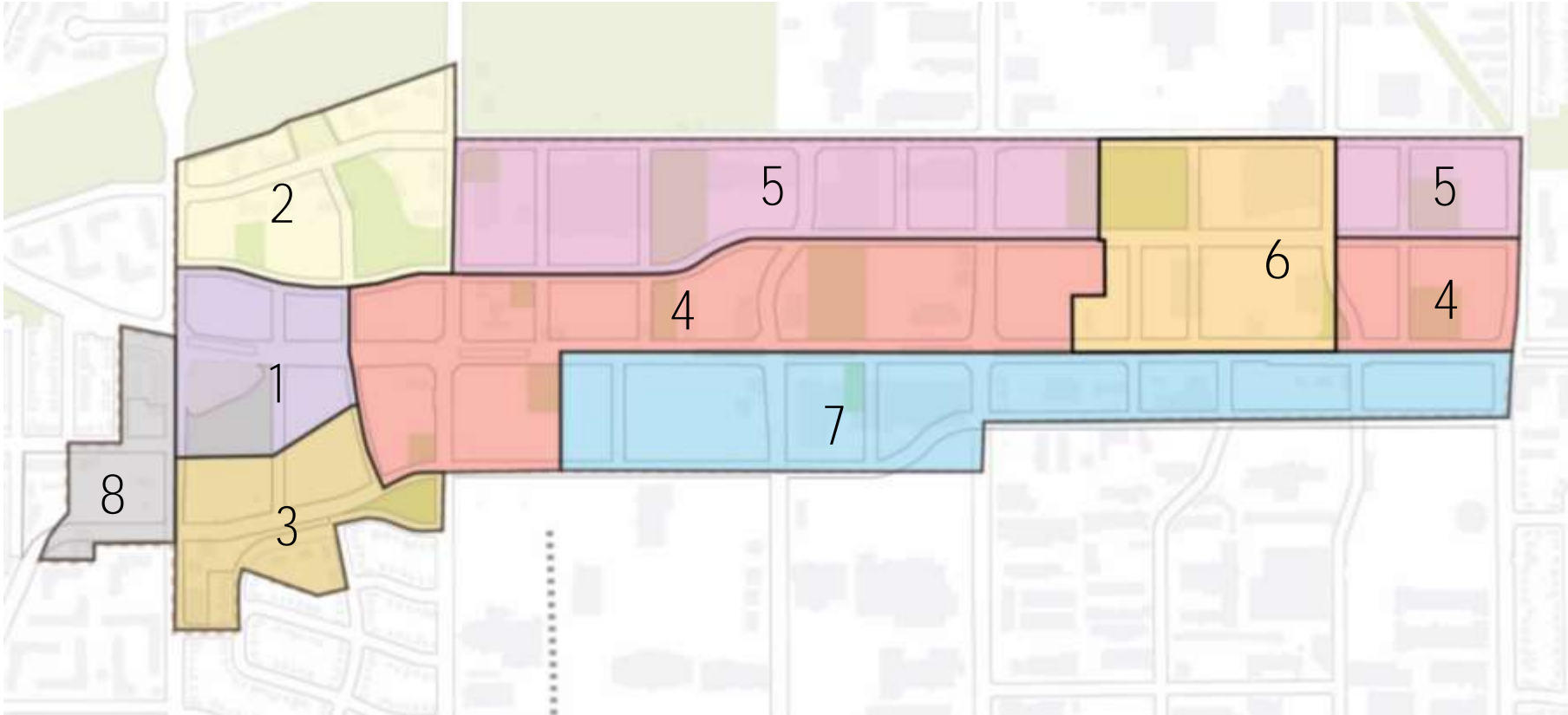


DEMONSTRATION CONCEPT

4 Districts



8 Character Areas



8 Character Areas:

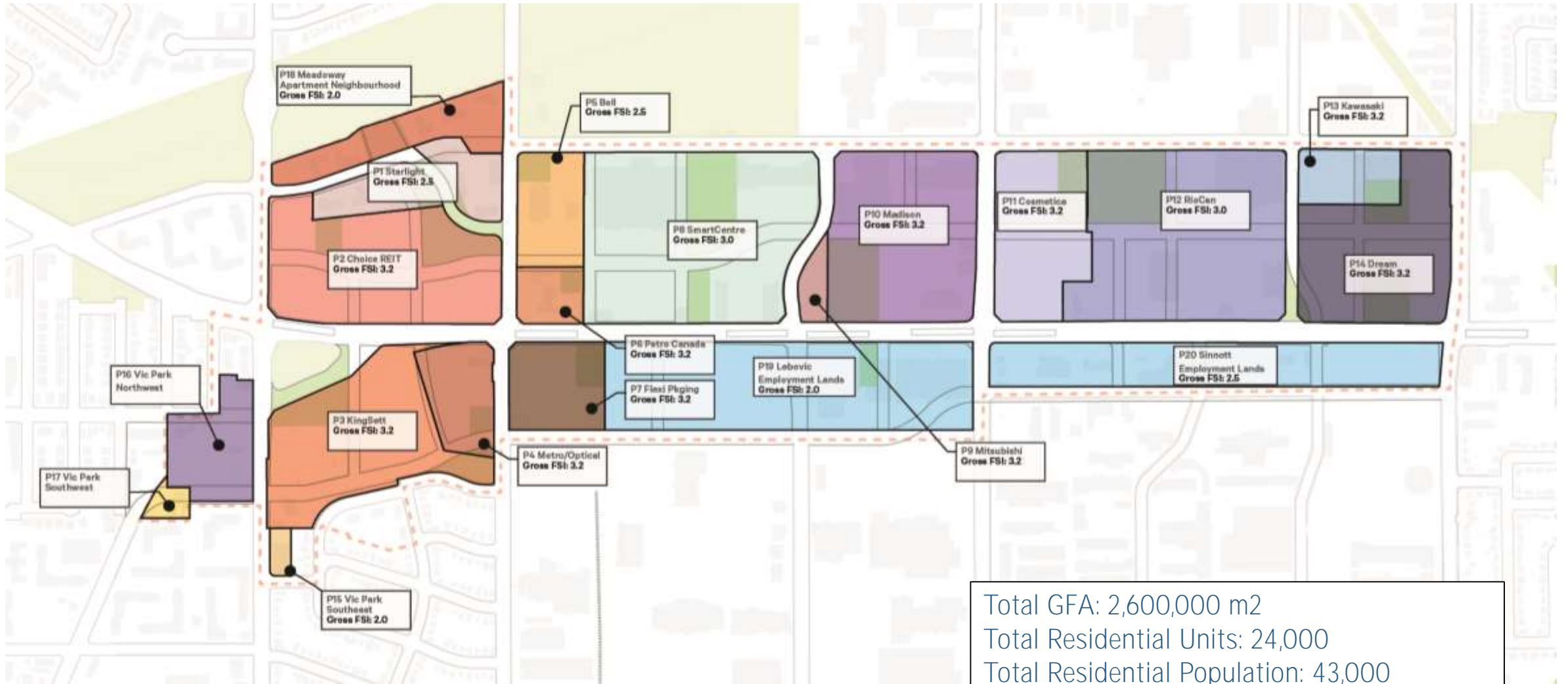
1. Commercial Gateway
2. West Park and Meadoway Residential Transition Area
3. O'Connor Dr. Residential Transition Area
4. Mixed Use Transit Nodes
5. Ashtonbee Residential Transition Area
6. East Park Mid-rise & Tall Building Community
7. Employment Area
8. Victoria Park Ave. / O'Connor Dr. – Emerging Main Street Area (SASP 400)

Demonstration Concept – 2D



Built form to be refined to address angular plane provisions

Density Strategy



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

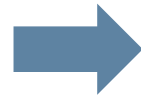
Demonstration Concept – 3D



Demonstration Concept – Phased Development Example

ChoiceREIT Site

Existing



Phase 1



Phase 2



Phase 3

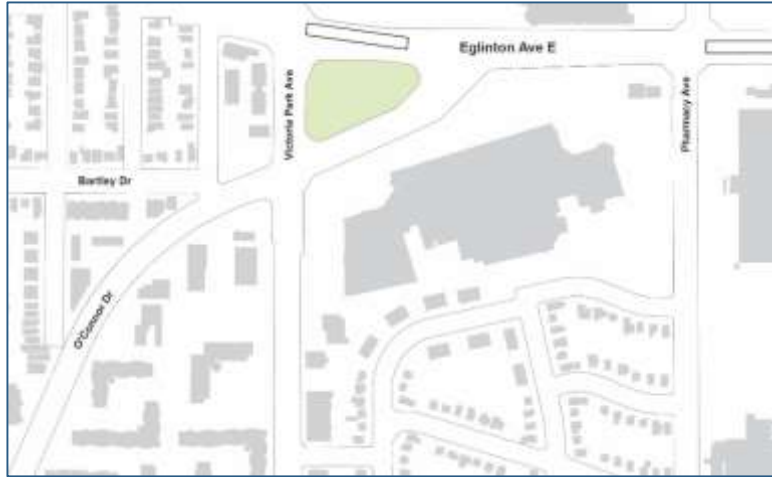


- Phasing example is conceptual and for demonstration purposes only.

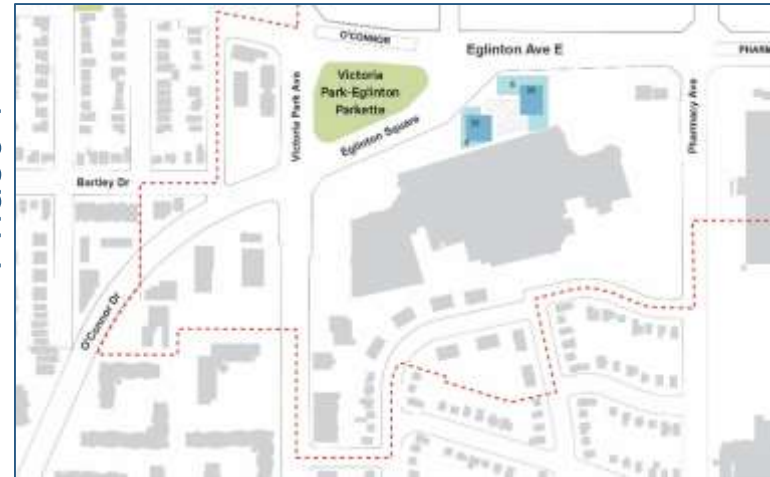
Demonstration Concept – Phased Development Example

KingSett Site

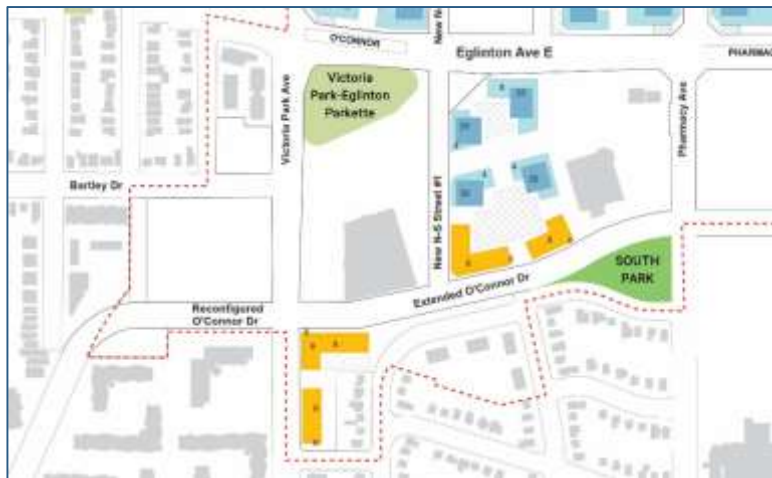
Existing



Phase 1



Phase 2



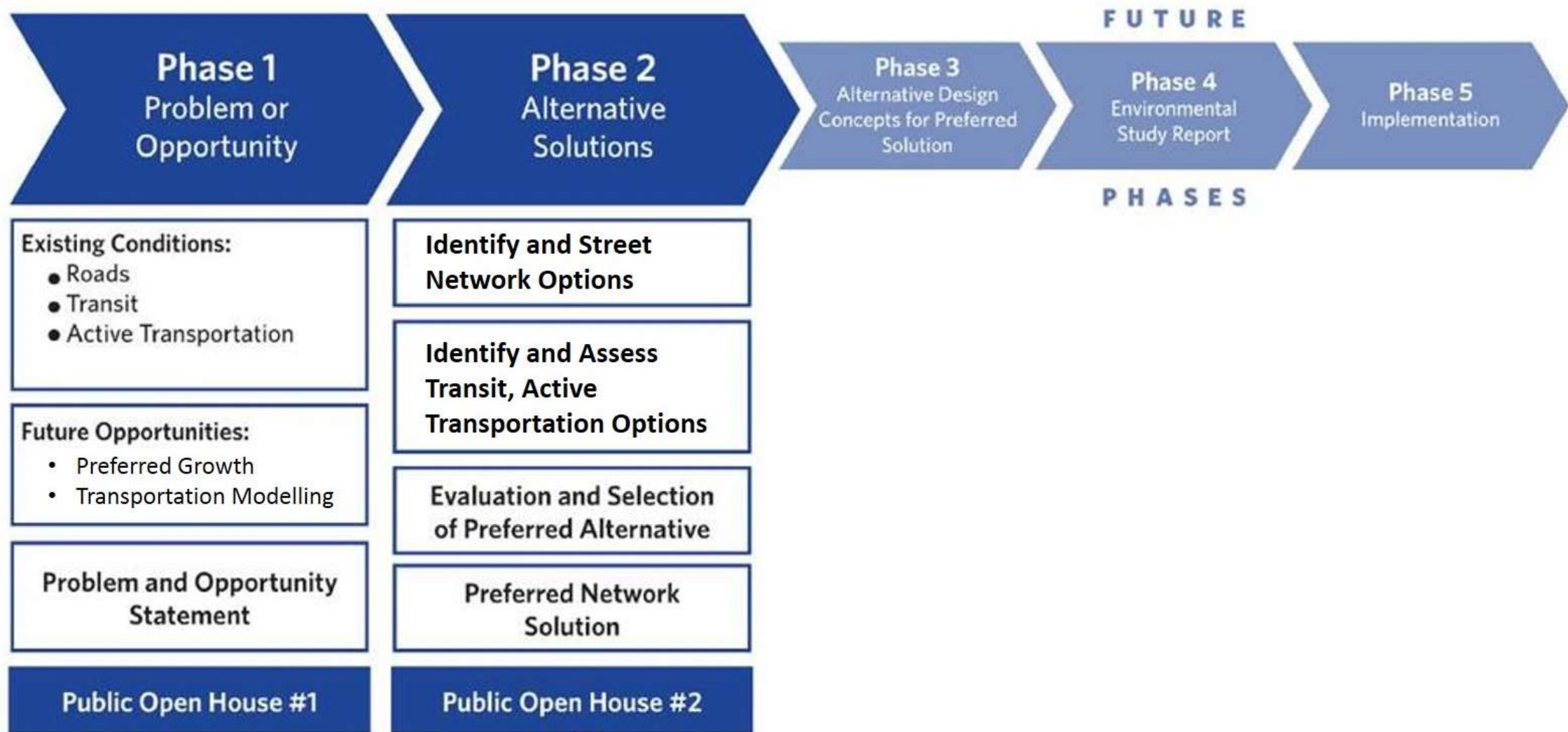
Phase 3



- Phasing example is conceptual and for demonstration purposes only.
- Proposed O'Connor Dr. reconfiguration is conceptual alignment subject to further EA study.

TRANSPORTATION AND IMPLEMENTATION

Transportation Master Plan



* Following Master Plan Process
(Municipal Class Environmental Assessment, 2007, 2011, and 2015)

What We Heard

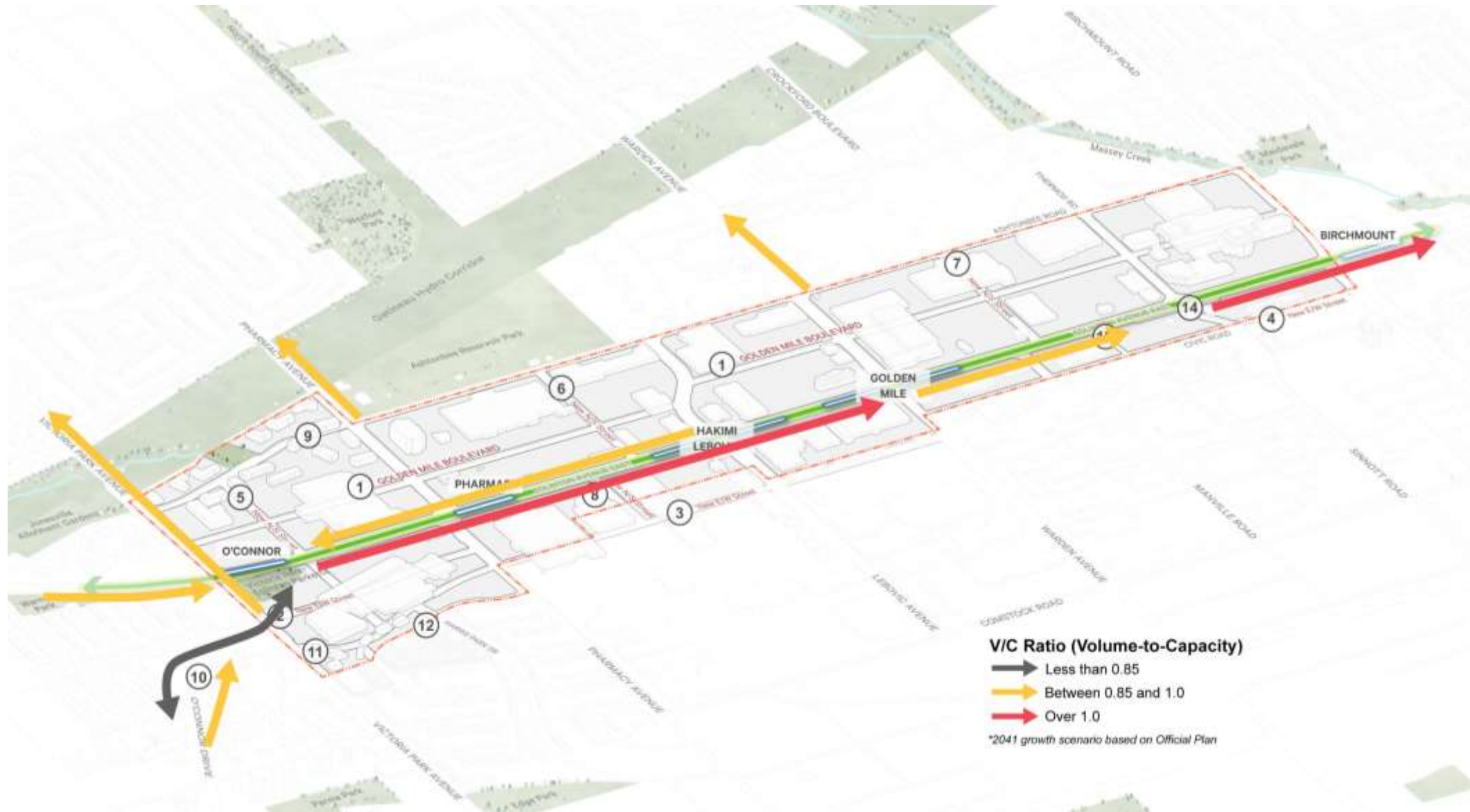
What's Working Well

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

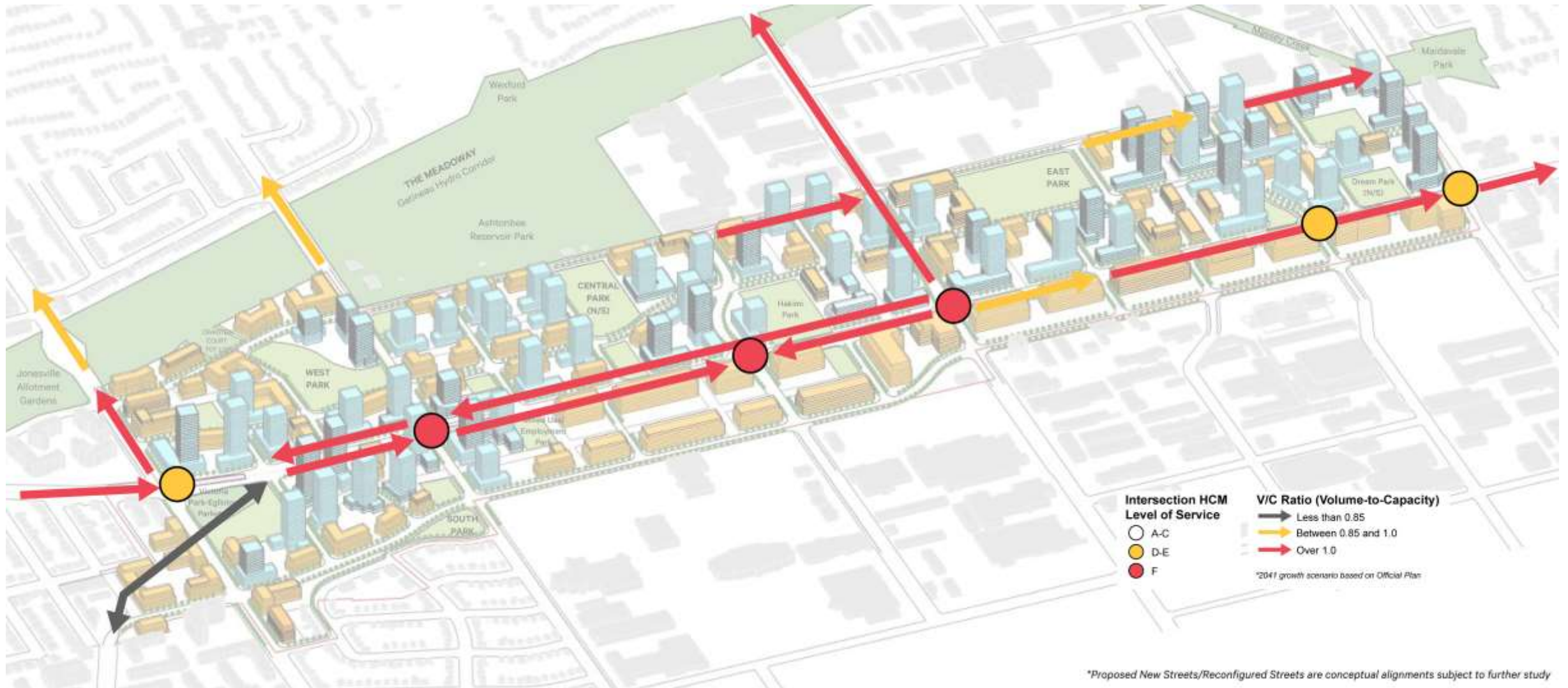
What Could Be Improved

- 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 OP* + ECLRT Traffic Conditions – PM Peak Hour



2041 Preferred*+ECLRT - Base Case Network - PM Peak Hour

















Problem and Opportunity Statement

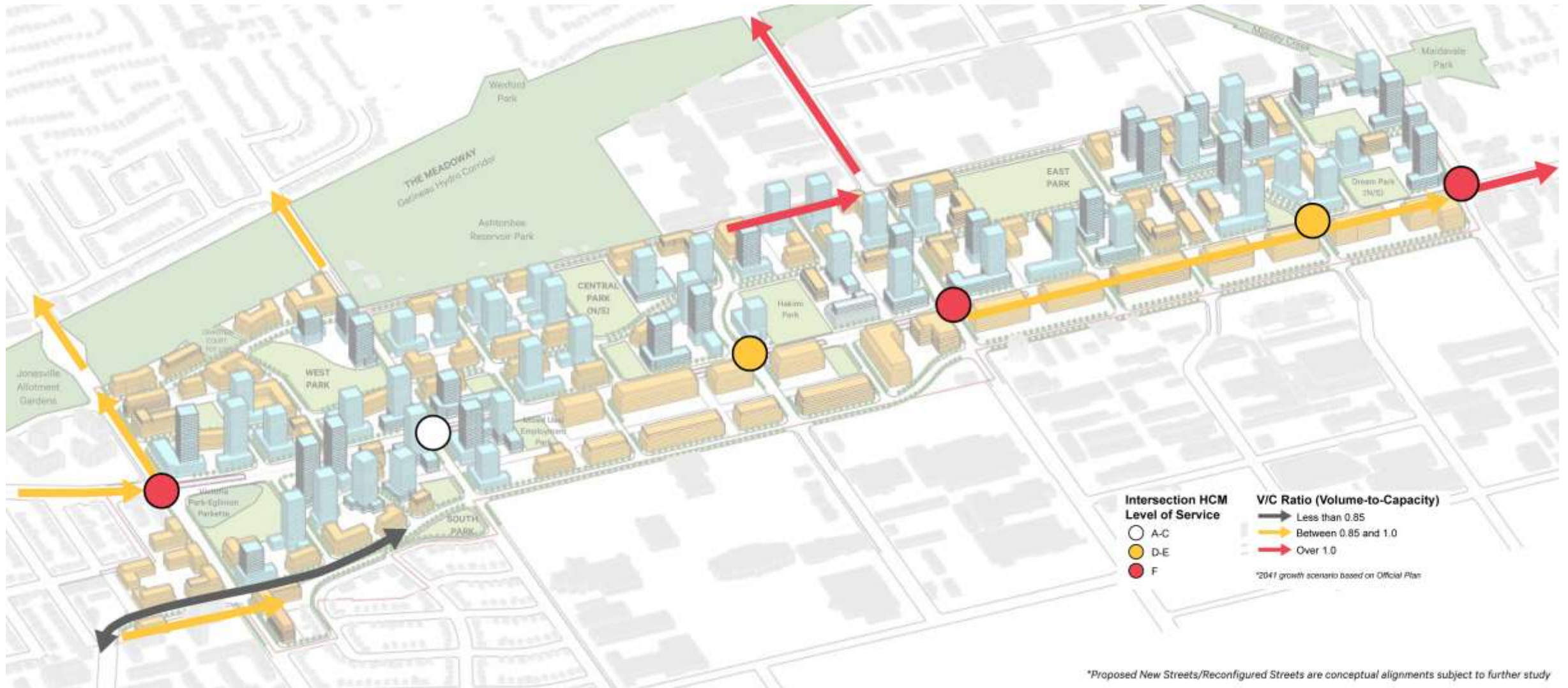
Based upon the review of transportation challenge, five major opportunities were identified:

- 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

Transportation Master Plan 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)

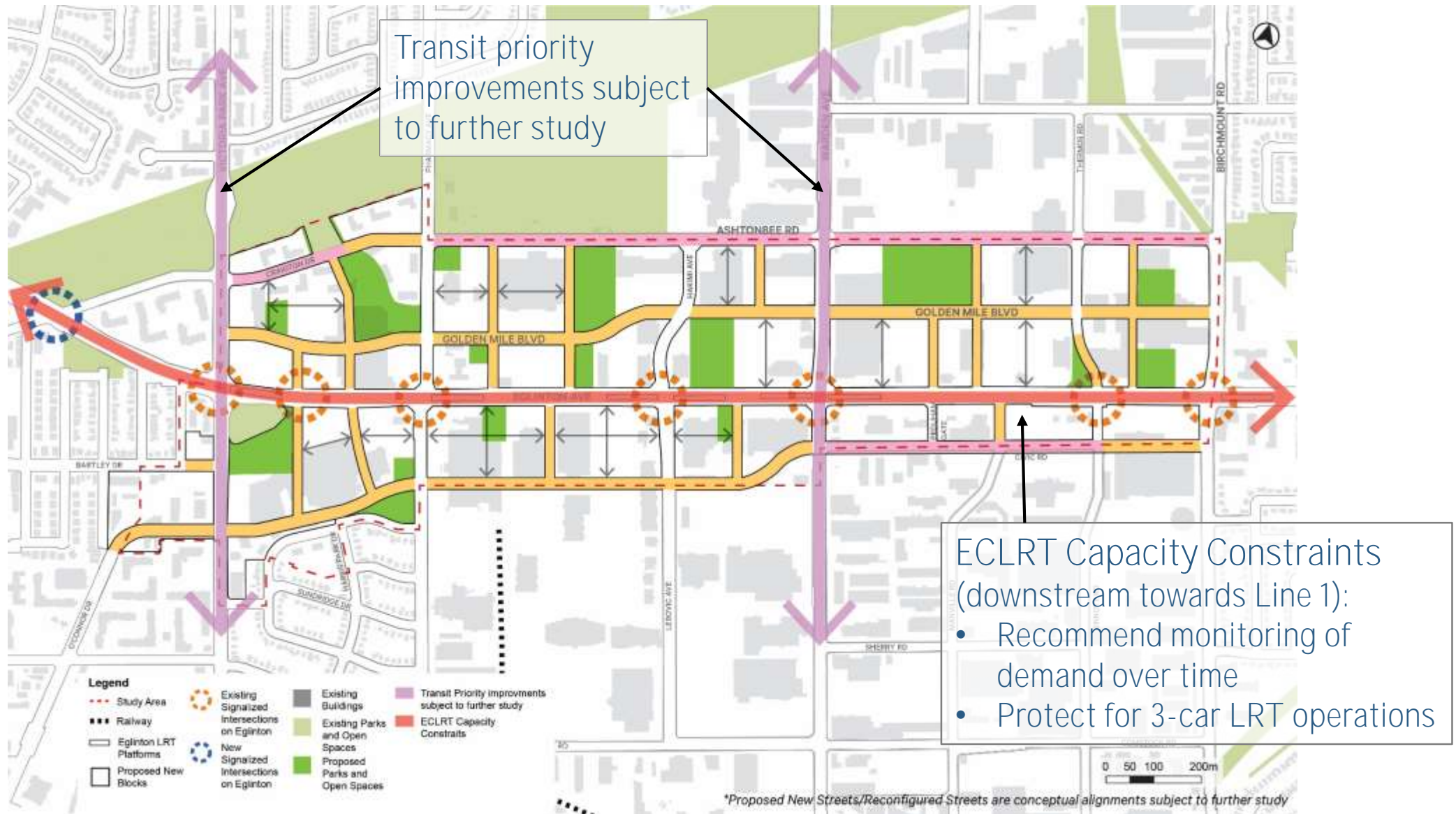
2041 Innovative Mobility Plan* (Preferred Network**) - PM Peak Hour



Street and Block Network

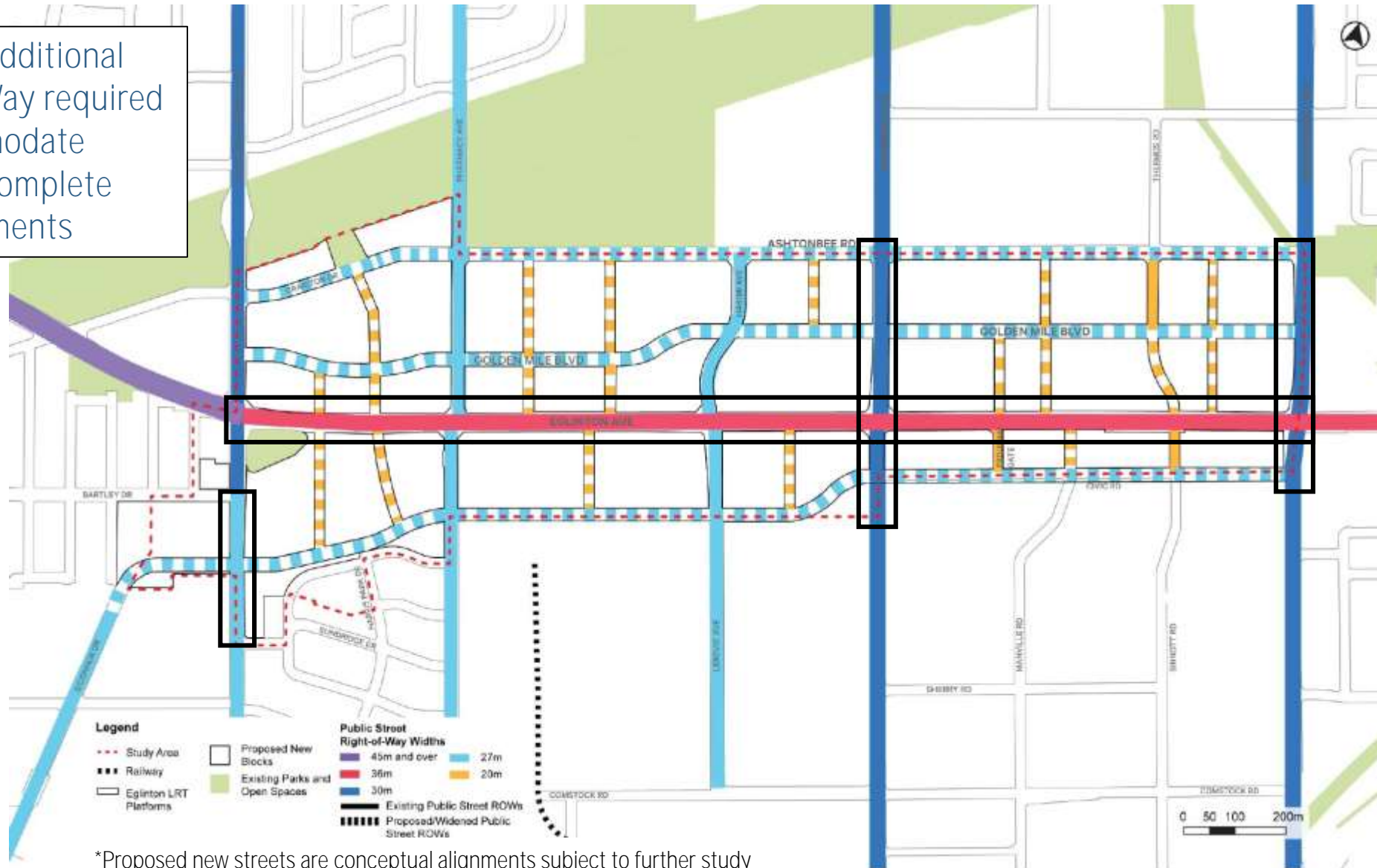


Recommended Transit Network Improvements



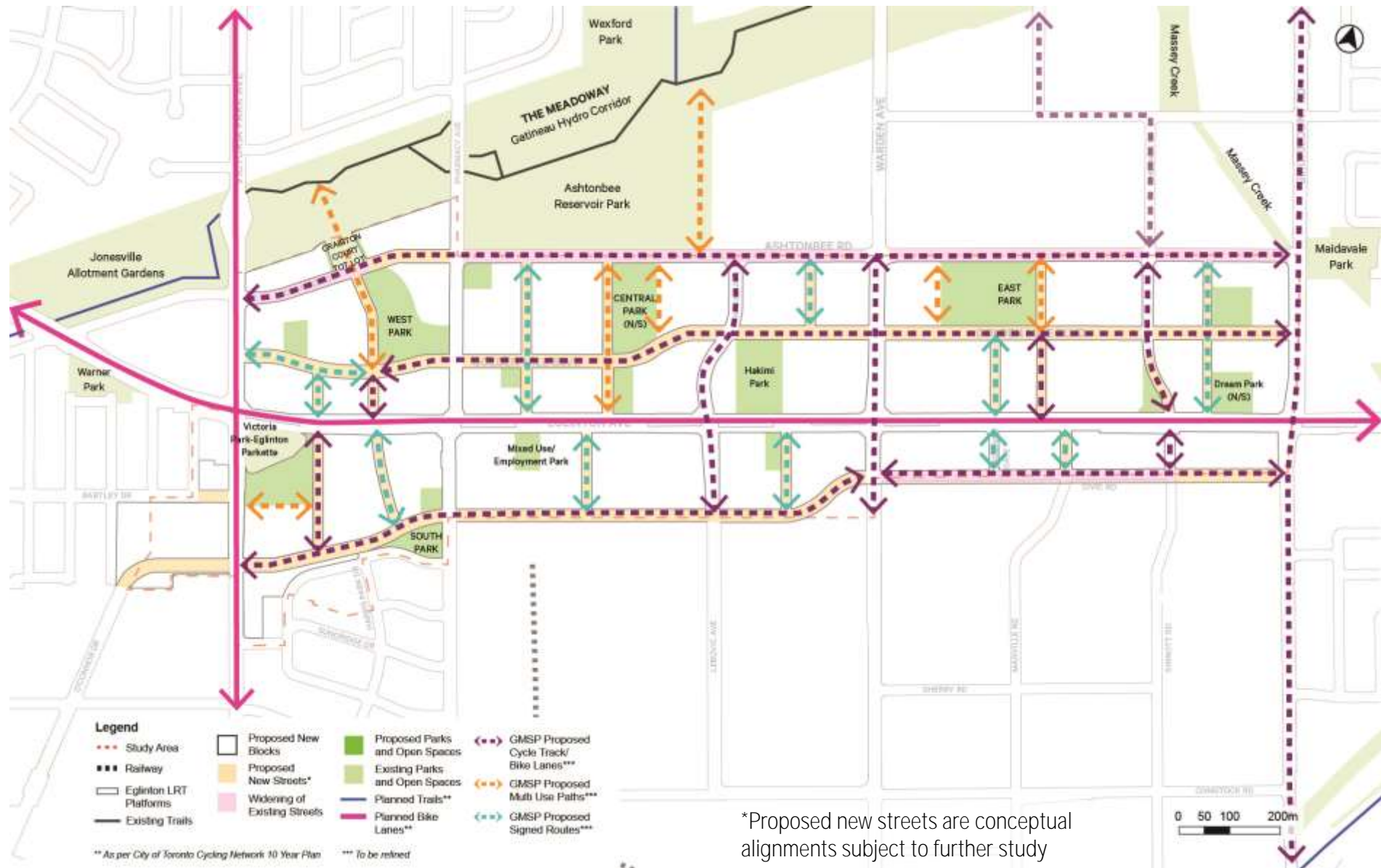
Street Network ROW Widths

Potential additional Right-of-Way required to accommodate required Complete Street elements



*Proposed new streets are conceptual alignments subject to further study

Proposed Cycling Network



EcoMobility Hubs



Travel Demand Management (TDM)

- Encourage & Support New Mobility Options (EcoMobility Hubs)
- Mobility Plan Checklist for Development Applications
- Reduce on-site parking standards
- Provide on-street parking spaces
- Centralized parking facility
- Work with Toronto Parking Authority to incorporate Travel Demand Management measures



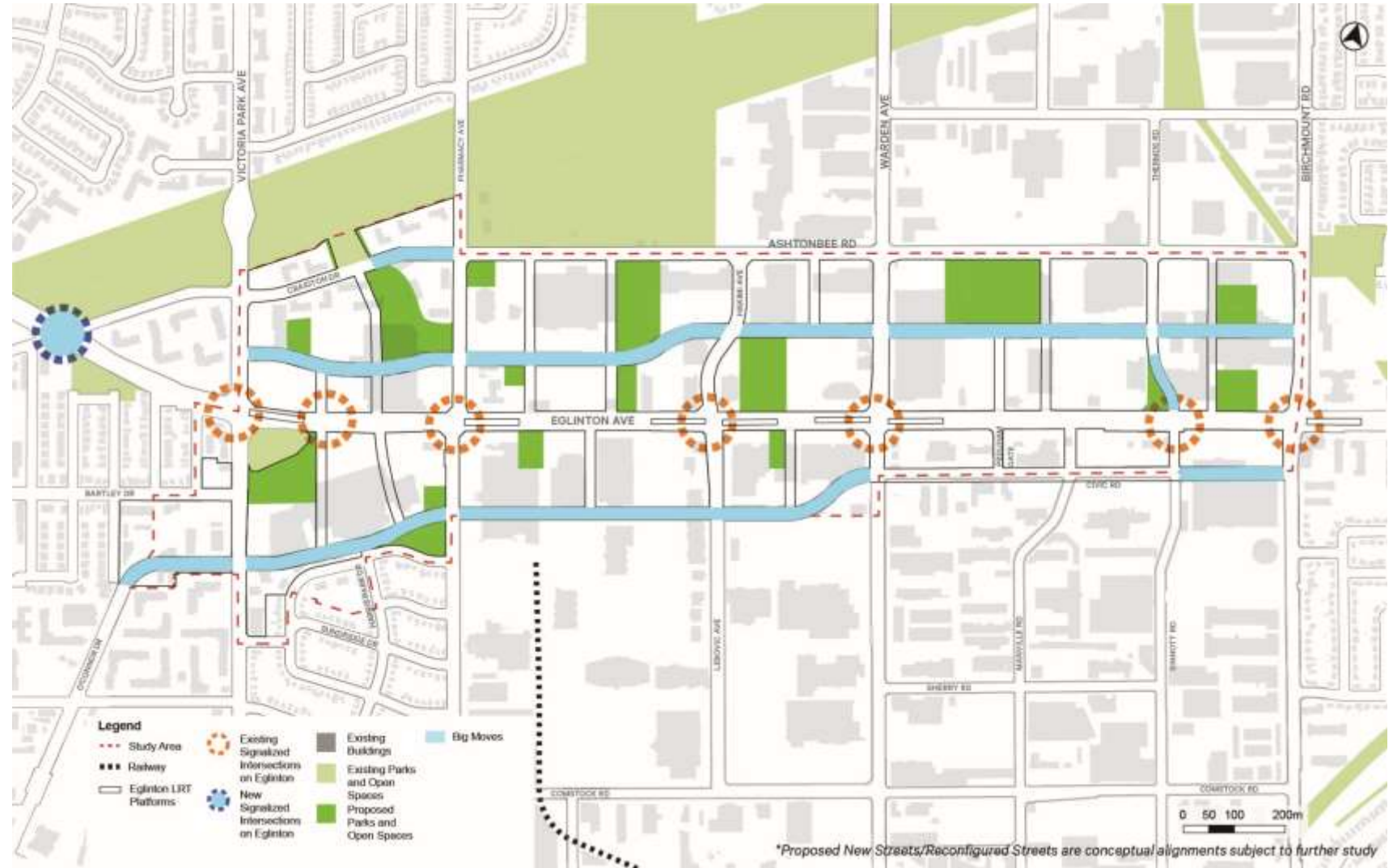
Big Moves (May 2019)

Emerging Street and Blocks Strategy

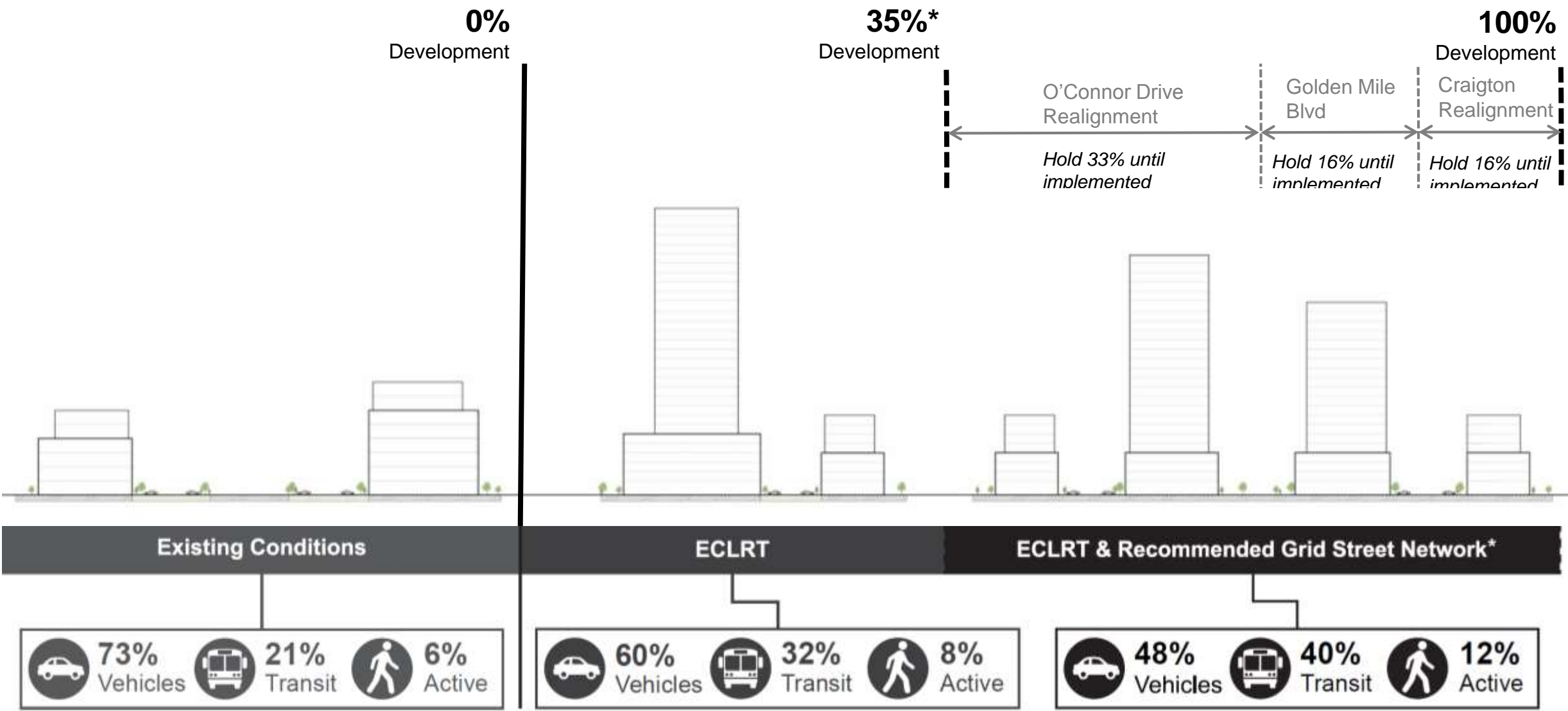
- Enhanced street and block network
- Coarse street network to finer street network
- New north/south and east/west connections
- Reconfigure existing streets/intersections
- A range of appropriately sized development blocks

Implementation

- Subsequent EA Study
- TIS (i.e. rezoning)
- TDM
- Monitoring
- Phasing

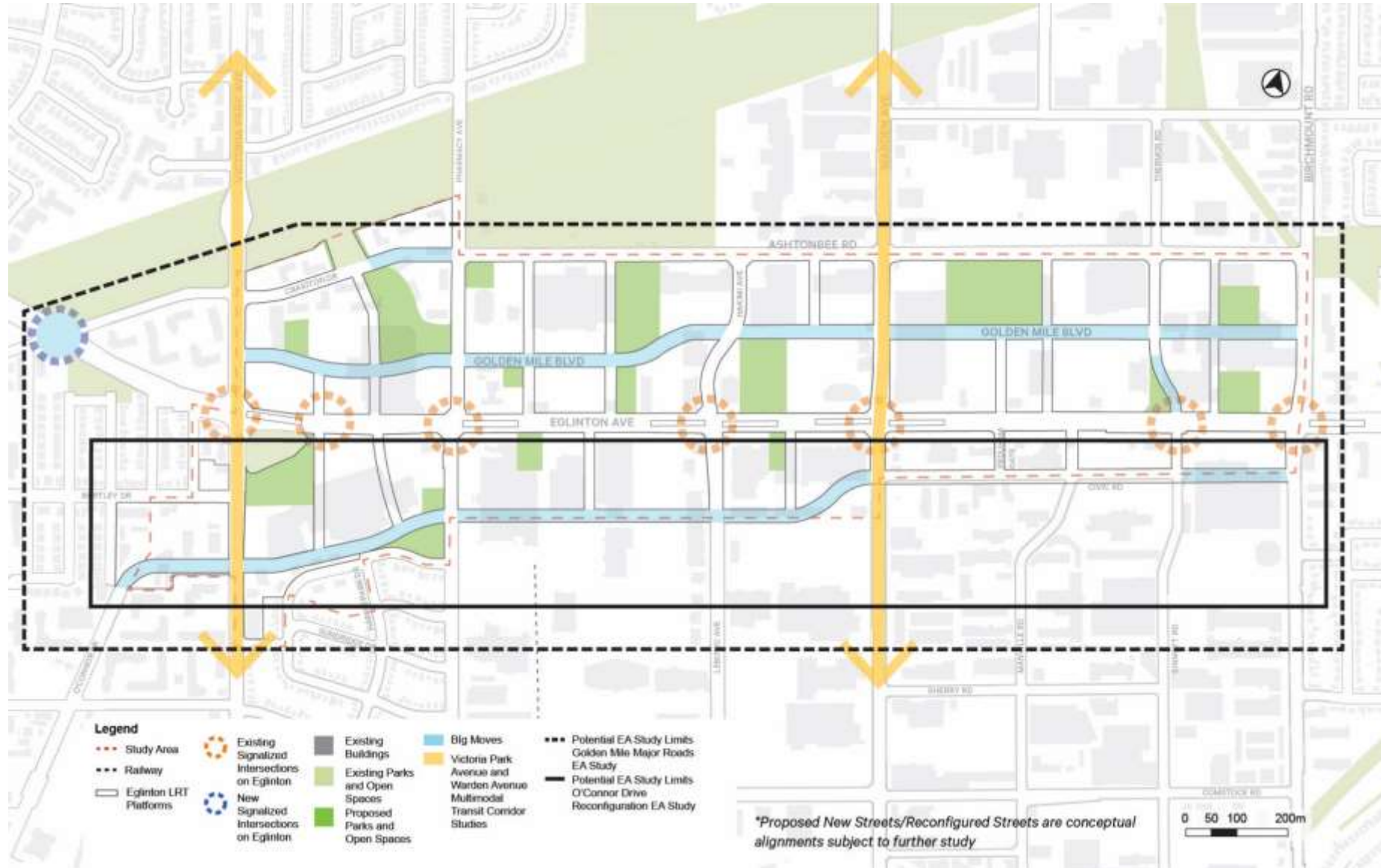


Development Phasing

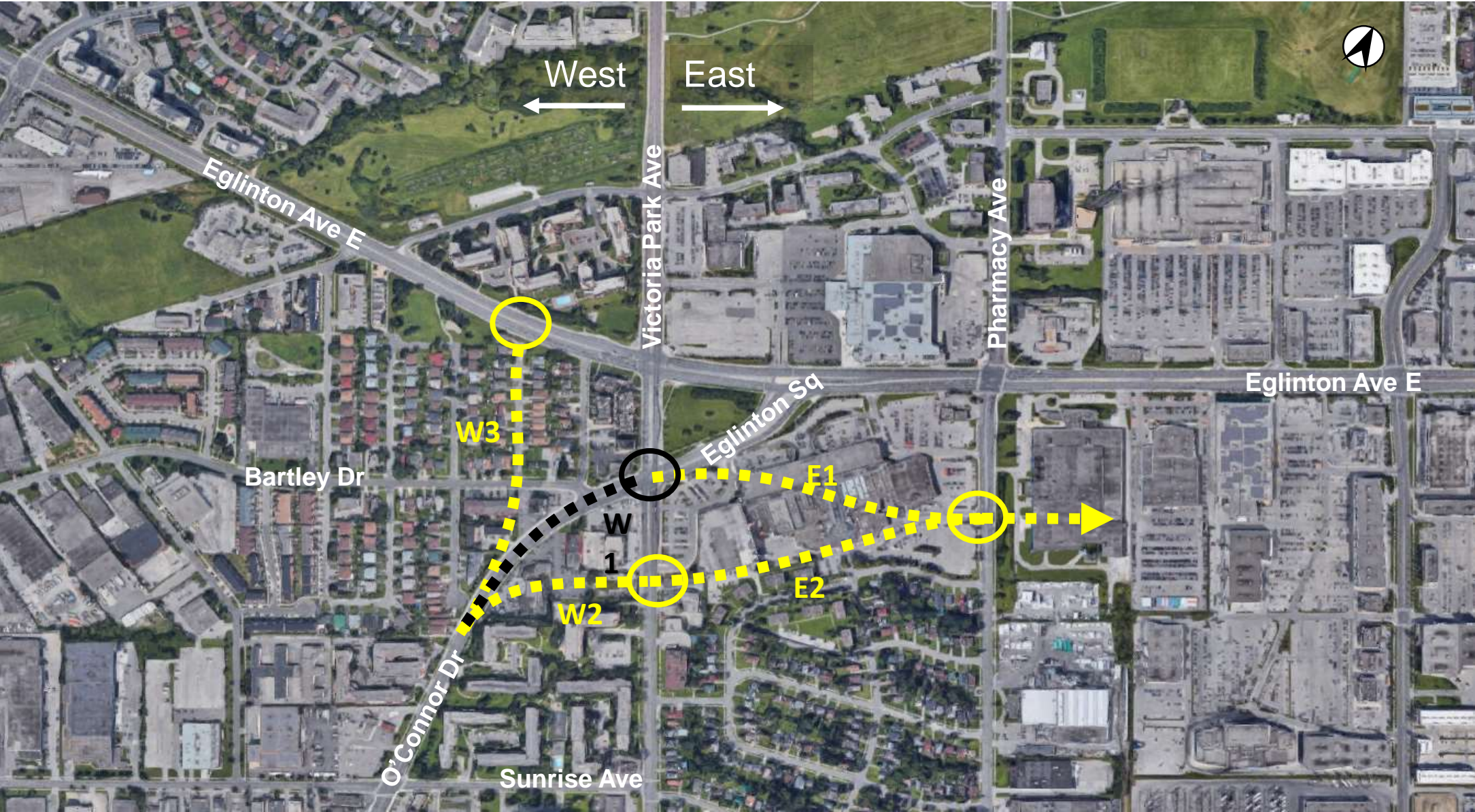


*Subject to further review

Future Environment Assessment (EA) Study Options

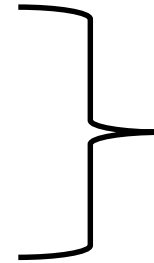


O'Connor Dr



Future Environmental Assessment (EA) Study Next Steps

- Initiate Environmental Assessment Study
- Review potential alignment options
- Preliminary Design
- Detailed Design
- Implementation / Construction



Community / Stakeholder
Consultation Meetings

NEXT STEPS

Schedule



Next Steps

Q3 2019

Final Consultant Report

Q3/Q4 2019

Final Report to Council

(including Draft Secondary Plan Policies, Transportation Master Plan,
Urban Design Guidelines)

THANK YOU!

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

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