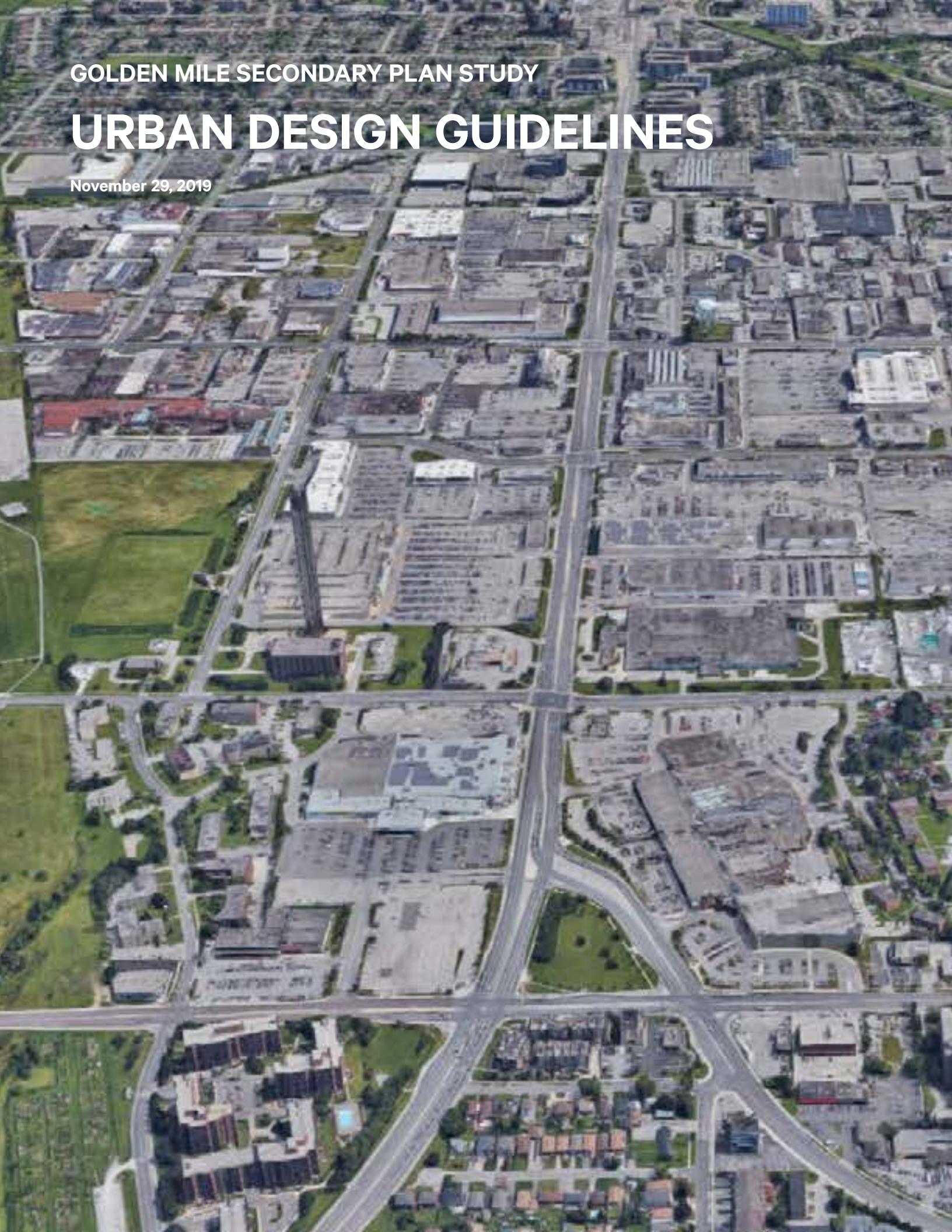
GOLDEN MILE SECONDARY PLAN STUDY

URBAN DESIGN GUIDELINES

November 29, 2019



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URBAN DESIGN GUIDELINES

Version Control

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Cover photo:

3D Aerial View of Golden Mile Secondary Plan Study Area (Google)

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1.0 Introduction

1.1 Introduction to This Report

SvN was retained by the City of Toronto, Community Planning (Scarborough District) to conduct the Golden Mile Secondary Plan Study (GMSP Study). The objective of the GMSP Study is to develop a comprehensive vision and comprehensive planning framework for the historic Golden Mile in Scarborough to support existing and future employment, mixed use and residential uses within a vibrant, transit supportive community. The study findings and recommendations are presented in the Golden Mile Secondary Plan (GMSP) Final Report.

The Urban Design Guidelines ("Guidelines") contained in this document support the GMSP Final Report by providing greater articulation and specificity to the recommended directions contained in the Final Report. These Guidelines are an integral tool in achieving the new vision for the Golden Mile and will be used to evaluate all development applications within the Golden Mile. The Guidelines are expected to undergo periodic updates, in concert with and in response to the ongoing evolution and development of the Golden Mile.

The Guidelines cover the areas of public realm, site planning, and built form. Detailed Guidelines on the Character Areas are included, as are other figures that provide a conceptual illustration of how some of the recommended strategies can be implemented. The Guidelines should be read in conjunction with the Final Report, as well as the City of Toronto Official Plan and associated guidelines.

Recommended Guidelines are indicated within each section of this report and should be interpreted as directions on future policy. Italicized terms indicate unique elements identified in the Structure Plan or land use designations.

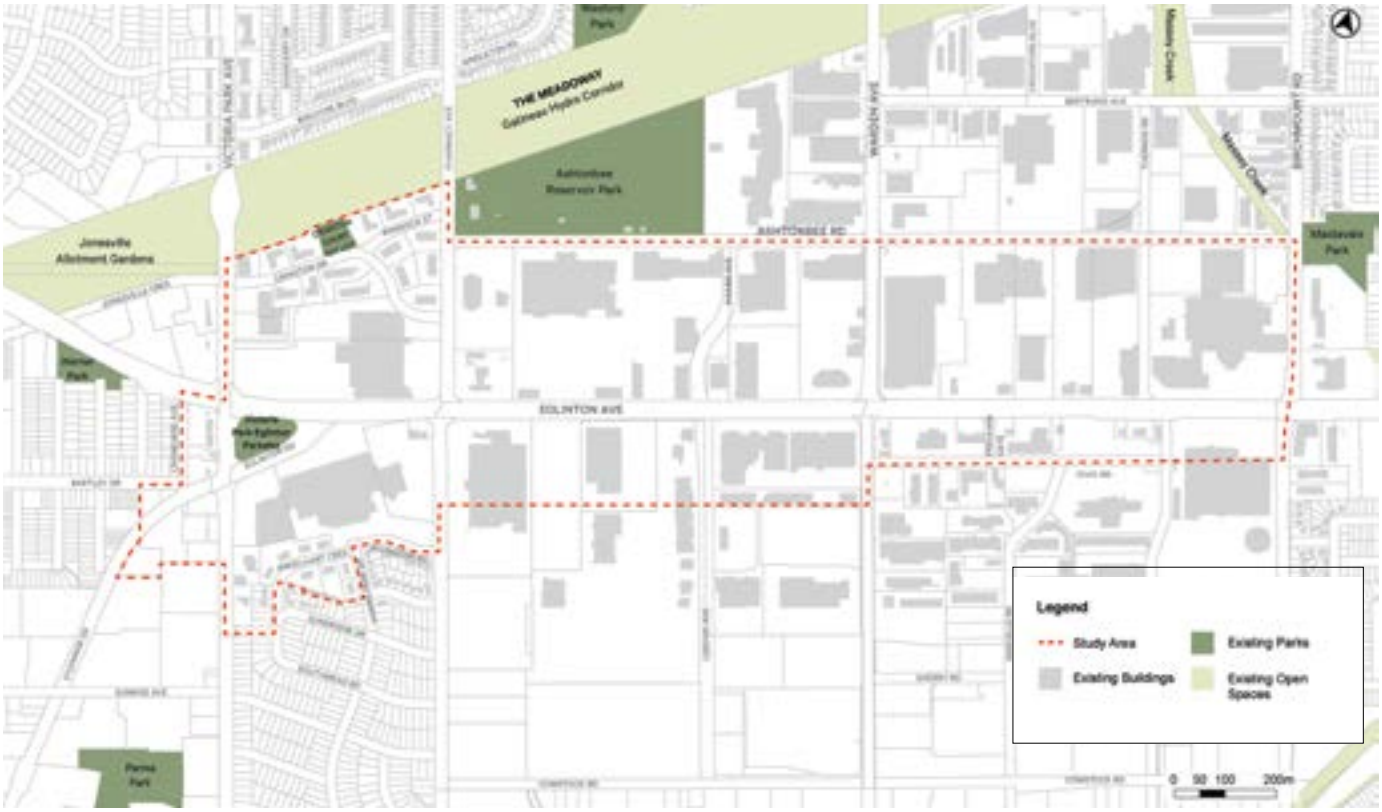


Figure 1 Study Area

1.2 Area Context

Located in Toronto's Scarborough District, the GMSP Study Area ("Study Area") is approximately 113 hectares (280 acres) in size and encompasses lands generally bounded by Victoria Park Avenue/Cranborne Avenue to the west, Ashtonbee Road/Hydro Corridor to the north, Birchmount Road to the east, and an irregular boundary to the south (Figure 1 Study Area).

The Golden Mile today is characterized by auto-oriented retail uses, with existing retail formats that include big box stores, strip malls and standalone stores (Figure 2 Typical Streetscape in Study Area). There are also a handful of light industrial and office uses, although some of these have recently or will soon be relocating outside of the Study Area. A majority of the Golden Mile is designated as *Mixed Use Areas*, which generally permits a broad range of commercial, residential and institutional uses, with a smaller portion of lands designated as *Apartment Neighbourhoods*, *Employment Areas* and *Parks* and *Open Space Areas*.

Ashtonbee Road and Warden Avenue, looking south

Eglinton Avenue East and Warden Avenue, looking west

Figure 2 Typical Streetscape in Study Area

Figure 3 Aerial View of GMSP Study Area

Strip mall condition (Merchant's Flea Market building) at Eglinton Avenue East and Warden Avenue

At the northern end of No Frills parking lot, looking south towards Eglinton Avenue East

Figure 4 Typical Existing Conditions

The existing block structure is characterized by significant frontages and depths along Eglinton Avenue East. The parcel fabric is dominated by relatively large lots, with most ranging from 1.0 to 5.0 hectares; additionally, there are five sites that are greater than 5 hectares in size. Figure 3 Aerial View of GMSP Study Area and Figure 4 Typical Existing Conditions illustrate the current streetscape and built form.

The Golden Mile is expected to undergo significant change and redevelopment in the coming years. The construction of the Eglinton Crosstown Light Rail Transit (ECLRT) will trigger the next phase of city-building in the area. Five new higher-order transit stops will spark the transformation of Golden Mile's current landscape of auto-oriented retail and industrial uses into a higher-density mixed-use, transit-supportive community.

As one of six Eglinton Connects Focus Areas on the Eglinton Corridor, the Golden Mile will accommodate a reasonable portion of the area's expected growth. A number of recent development applications have been submitted and are under review, reflecting growing private sector interest and potential investment opportunities in the area.

1.3 Golden Mile Secondary Plan

To provide a framework to manage anticipated growth and guide redevelopment, the City of Toronto commissioned the Golden Mile Secondary Plan Study. As part of the GMSP Study, a Vision was developed for the area. Informed by the review of existing conditions, analysis of opportunities and constraints, and stakeholder and public consultation activities, the Vision for the Golden Mile is as follows:

The Vision for the Golden Mile is for a connected, accessible and diverse mixed-use community that is a place of economic and social activity throughout the day. A balance of residential, commercial and employment uses is anchored by community services and an improved network of parks and open spaces that invites residents, workers and visitors to explore and interact within its neighbourhoods. Immediately identifiable as a distinct place, the Golden Mile is both a community and a destination, providing for the daily needs of all its residents while also attracting business where people can work and shop, maintaining its role as an important economic driver within the east end of Toronto.

This Vision is supported by four Guiding Principles, which envision the area as a complete, connected, responsive and prosperous community. These are:

1. Towards a Complete Community: The Golden Mile will be a liveable, vibrant neighbourhood with a balance of development and open spaces, diverse mix of housing types, different scales of retail, and a range of employment uses while retaining its historical identity as a commercial retail centre in the region.

2. Towards a Connected Community: The Golden Mile will offer improved connections for all modes of travel, providing enhanced travelling experience as well as safety for all users of the road. It will be an accessible, green and pedestrian-friendly area for residents, businesses, and visitors.

3. Towards a Responsive Community: The Golden Mile will be flexible, responsive, and resilient to the changing needs of the community. It will have the basis to provide wide range of facilities, services, and programs that suits the diverse neighbourhood while anticipating and accommodating change over time.

4. Towards a Prosperous Community: The Golden Mile

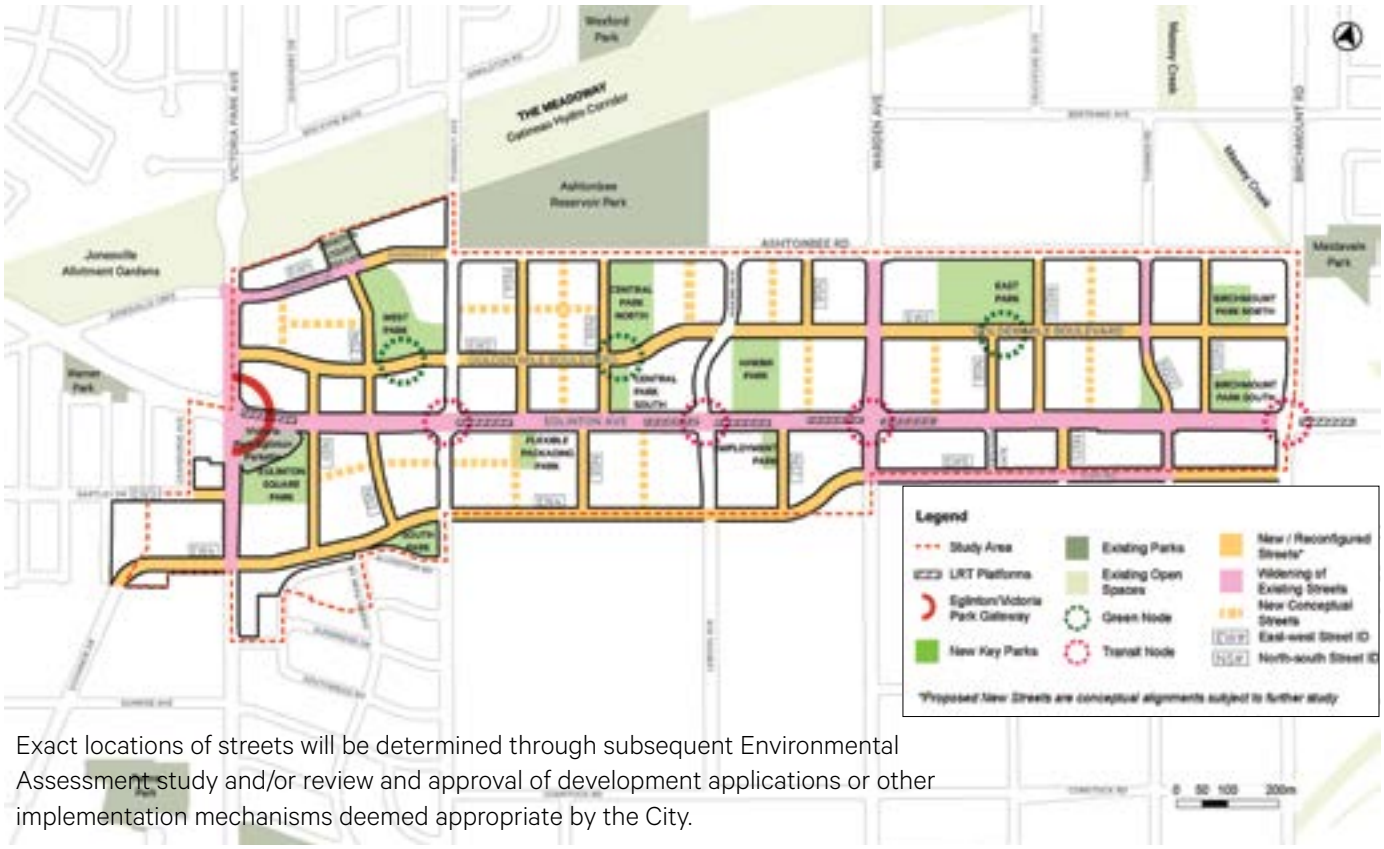
will provide an opportunity for prosperity for all. It will have enhanced competitiveness of the existing employment, while providing opportunity for new types of businesses to grow and flourish.

Integral to the Vision is the creation of a comfortable and attractive public realm, framed and supported by a variety of building forms with high quality architecture and appropriate transition to the adjacent areas. These buildings will contain appropriate uses that will combine with community facilities and services to provide amenity and enliven the area. An emphasis on multi-modal transportation, anchored by the ECLRT, will be part of the area's new identity. New connections and improved mobility will benefit the new mixed-use neighbourhood and the existing employment areas and residential neighbourhoods. A comprehensive parks and open space network will connect with the broader open space system in the surrounding area, including the Meadoway, a 16-km planned urban linear park from the Don River Ravine to the Rouge National Urban Park.

1.4 Structure Plan

To achieve the vision of a connected, accessible and diverse mixed-use community, Figure 5 Structure Plan identifies a series of structuring elements that serve as the foundation for the planning framework for the GMSP Final Report and include:

- Re-configured/widened/improved existing streets;
- New streets;
- Eglinton/Victoria Park Gateway;
- *Transit Nodes*/LRT stops;
- Existing parks and open spaces;
- Ten key new parks; and
- *Green Nodes*.



Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 5 Structure Plan

1.5 Districts and Character Areas

Four distinct Districts (Figure 6 Districts) are identified in the Golden Mile, each with its own unique land use, built form and public realm characteristics. They transition from the compact retail-focused urban form associated with the gateway area in the West District, to the civic and cultural focus of the Central District, to the residential emphasis of the East District and the commercial office focus of the Employment District.

West District

The West District will accommodate a variety of uses and building forms, anchored by a retail- focused Commercial Gateway Character Area that celebrates the history and commercial nature of the gateway to the Golden Mile and Scarborough.

Central District

The Central District is envisioned as the social and cultural hub of the Golden Mile, with a mix of uses that complement the existing Centennial College Ashtonbee Campus ("Centennial College"), Ashtonbee Reservoir Park, and the Meadoway.

East District

The Central District will accommodate primarily residential development, while still providing for a mix of uses that are transit supportive, including commercial uses at grade along Eglinton Avenue East, employment uses, and potential future community services and facilities.

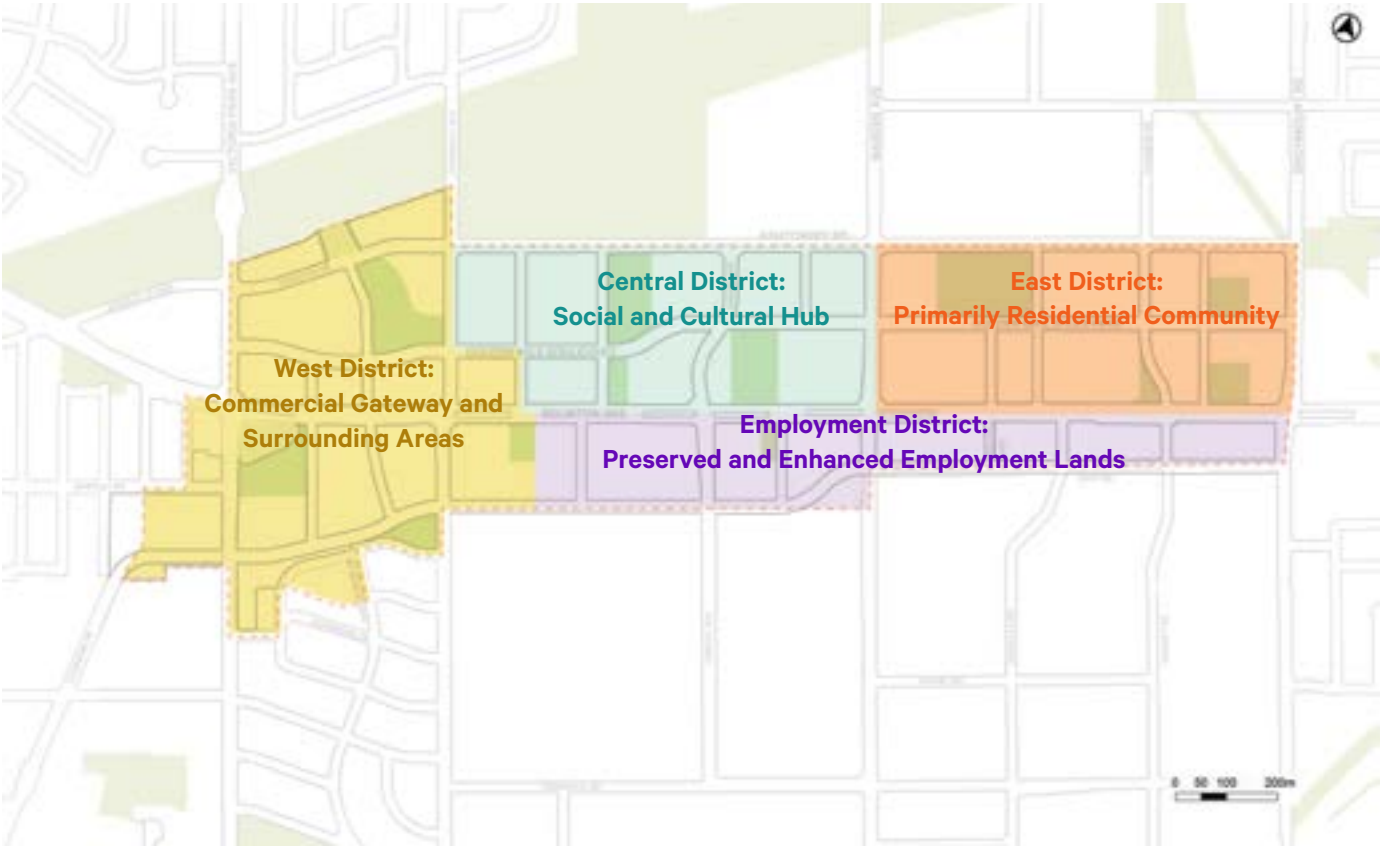


Figure 6 Districts

Employment District

The existing uses in the Employment District will be preserved and will intensify with additional development over time. Transit-supportive employment uses will be accommodated in mid-rise buildings with active commercial uses at grade.

Character Areas

The future communities within the Golden Mile represented by the four Districts will be implemented through eight Character Areas (Figure 7 Character Areas). Each Character Area will consist of particular land uses, public realm, and built form objectives. The combination of these elements will provide character-defining traits that support the overall vision for each Character Area, Districts, and the Study Area as a whole.

Detailed guidelines are provided in Section 5 of this document to articulate the characteristics of each Area and provide specific guidance on the design of the public initiatives and private development.

Commercial Gateway

The Golden Mile Commercial Gateway Character Area will be a primary location for intensification with tall buildings and some mid-rise buildings. The public and private development in this area will celebrate the historic gateway location and commercial nature of the area with an enhanced urban public realm, supported by continuous commercial uses at grade along most of the streets in the area.

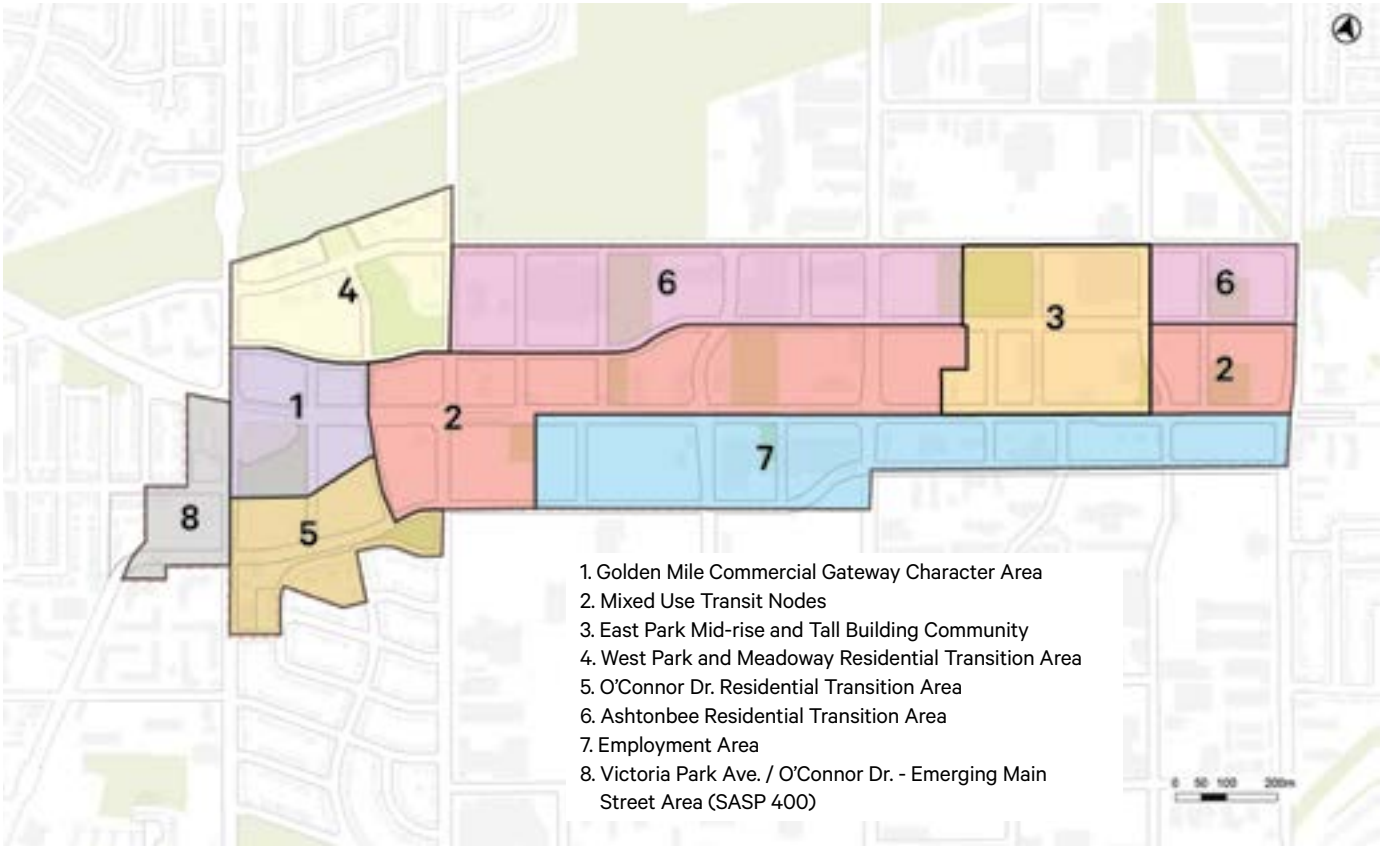


Figure 7 Character Areas

Mixed Use Transit Nodes

The Mixed Use Transit Nodes will be developed as the centres of activity for the Secondary Plan Study Area with a mix of tall and mid-rise buildings to animate and support Eglinton Avenue East as a transit corridor and a vibrant urban place with enhanced streetscape.

East Park Mid-Rise and Tall Building Community

Located between the Warden and Birchmount LRT stops and anchored by the East Park, the East Park Mid-rise and Tall Building Community will have an enhanced mid-rise character along the middle section of Eglinton Avenue East frontage between the LRT stops. The Character Area will accommodate primarily residential uses, as well as employment, community, institutional, and other uses, including active retail/ commercial uses at grade along Eglinton Avenue East.

West Park and Meadoway Residential Transition Area

Anchored by the West Park, the West Park and Meadoway Residential Transition Area will be primarily a residential area consisted of a mix of mid-rise and lower tall buildings, with commercial uses at grade along the new Golden Mile Boulevard.

O'Connor Residential Transition Area

With a South Park along the re-configured and extended O'Connor Drive, the O'Connor Residential Transition Area will be developed as a mostly residential area consisted of tall buildings, mid-rise buildings and/ or low rise buildings, with appropriate transition to the existing *Neighbourhoods* to the south.

Ashtonbee Residential Transition Area

Anchored by the Central Park and East Park, the Ashtonbee Residential Transition Area will be developed as a mostly residential area with a mix of mid-rise buildings and lower scale tall buildings, with appropriate transition to the new and existing parks and open spaces, as well as the existing lower scale *Employment Areas* to the north.

Employment Area

Consistent with the boundaries of the Employment District, the existing uses in the Employment Area will be preserved and the lands will also accommodate new employment uses and development over time.

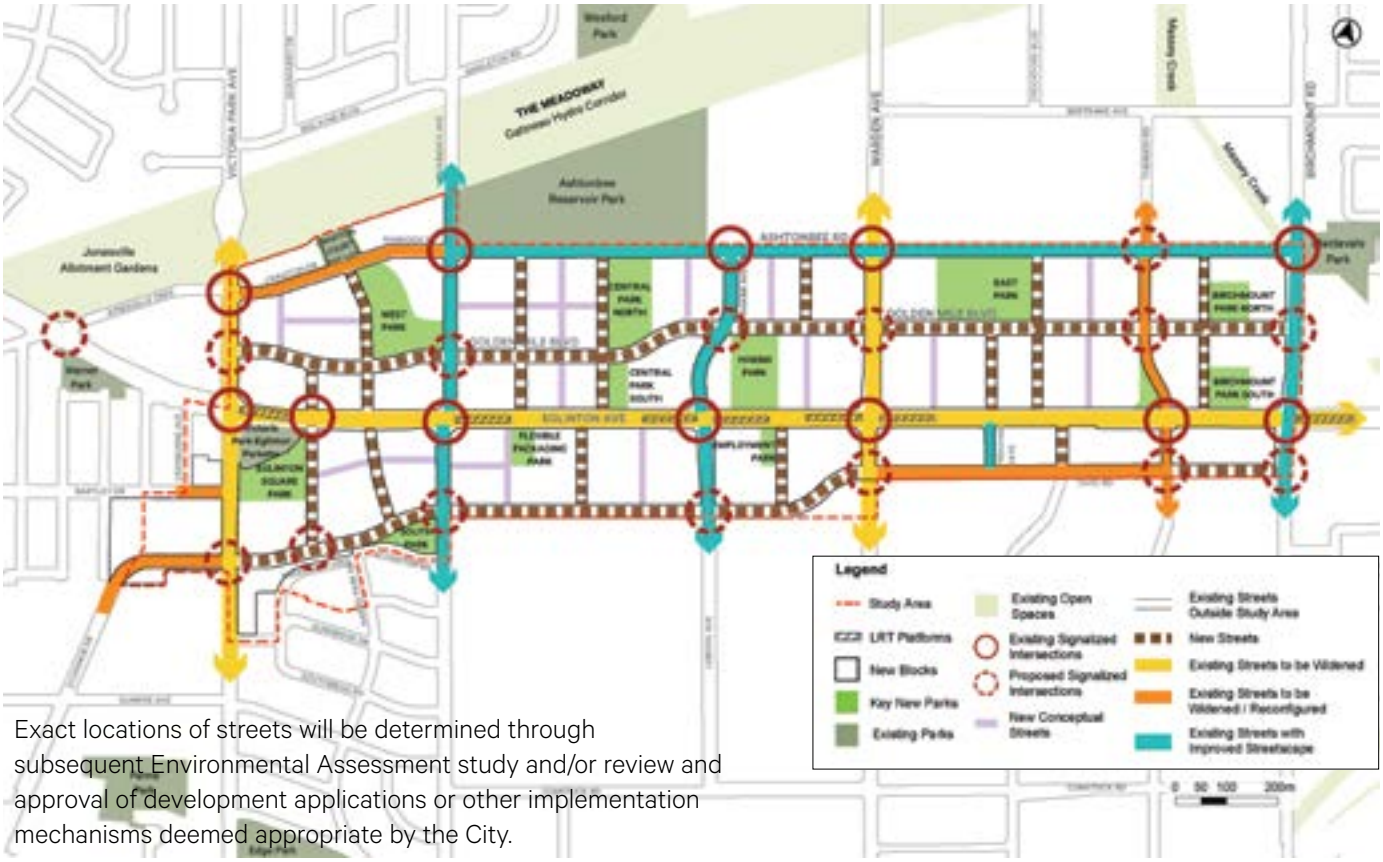
Victoria Park-O'Connor Drive Main Street Area

Located west of Victoria Park Avenue, and surrounded by existing mid-rise and low-rise buildings, the Victoria Park Avenue/O'Connor Drive Intersection Area will be developed as a mid-rise community integrated with existing surroundings. New development will be in accordance with SASP 400 and the O'Connor Drive Urban Design Guidelines.

1.6 Streets and Blocks

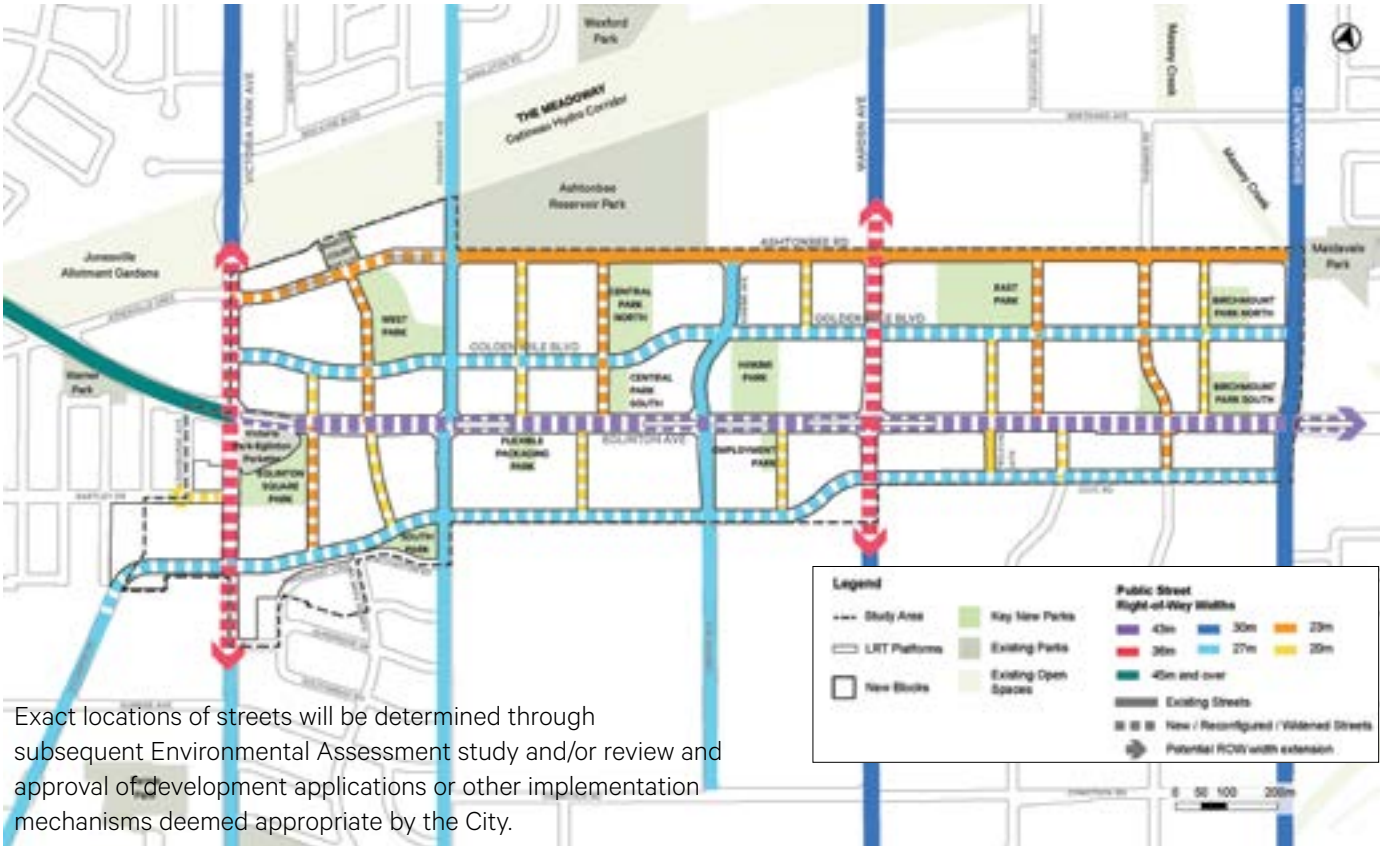
A series of new streets and re-configured/widened/ improved streets, as identified in Figure 8 Street Network and Figure 9 Street ROW Widths, will make moving around the Golden Mile safer and more comfortable for all users. These streets will provide enhanced north-south and east-west connectivity, particularly for pedestrians and cyclists, enabling and encouraging active transportation trips between existing residential uses, existing parks and open space, and the many new residential, commercial and civic uses planned for the Golden Mile.

These new streets will also help break up the very large blocks that predominate the Golden Mile today. They will support smaller development blocks that reflect the pattern of traditionally sized city blocks, provide public address and access to building frontages, encourage a high level of permeability for public circulation, while



Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 8 Street Network



Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 9 Street ROW Widths

creating new blocks that will be appropriately scaled for redevelopment. The streets and blocks network forms the basis of the broader public realm framework, and connects and integrates all components of the public realm.

Recommended Guidelines:

1.6.1 Block lengths should generally range between 80 and 120 metres to promote permeability within the streetscape, support walkability and increase the ease of pedestrian and cyclist movement.

1.7 Demonstration Plan

The 2D Demonstration Plan (Figure 10) and 3D Demonstration Plan (Figure 11) are conceptual illustrations of the overall vision, goals and objectives of the GMSP Study. They were developed in conformity with directions in the GMSP Final Report and reflect the recommendations outlined in these Urban Design Guidelines.

Section 5 of the Urban Design Guidelines provides design guidance for the Character Areas and includes 2D and 3D Demonstration diagrams for each.

These Demonstration Plans are illustrative in nature, and reflect one of many possible outcomes that may be considered. These demonstrations shall not be interpreted as the only feasible option, as the Urban Design Guidelines allow for flexibility, creativity and adaptability in response to the site-specific context.

Numbers on top of towers indicate maximum height.l

Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 10 Demonstration Plan - 2D

1.8 Context Plan

Recommended Guidelines:

1.8.1 Context Plans will be required as part of a complete application to demonstrate the implementation of specific policies which require Context Plans, as indicated by the policies of the GMSP Final Report. Context Plans will be required for all sites with the exception of:

a. Lands north of Craigton Drive and the existing Rannock Street;

b. Lands at the northeast corner of Pharmacy Avenue and Eglinton Avenue East;

c. Lands at the northeast corner of Hakimi Avenue and Eglinton Avenue East; and

d. Lands at the southeast corner of Pharmacy Avenue and Ashtonbee Road.

1.8.2 Context Plans will demonstrate how the proposal conforms with the policies of the Official Plan and the applicable Urban Design Guidelines, and how it contributes to good planning and urban design. Items to be addressed in the Context Plan include:

a. Existing topography and a conceptual grading plan;

b. Location of natural features, including mature trees and vegetation and strategies to protect them;

c. The layout and design of existing and proposed streets in plan and sections including dimensions for sidewalks, trees and other street furniture;

d. The location of existing and required parks;

e. The location of existing and proposed open spaces including POPS and other accessible open spaces;

Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 11 Demonstration Plan - 3D

f. The pedestrian circulation network including sidewalks and other walkways through existing and planned parks, accessible open spaces including mid-block connections and other forms of POPS;

g. The location of existing and future public destinations including parks, transit, and community services and facilities;

h. Existing and proposed cycling routes, on public and private land;

i. Existing and potential locations for public art;

j. The pattern of existing and proposed building types;

k. The layout of development parcels including building setbacks, ground floor uses, and building entrances;

l. The location and layout of the proposed service areas including lanes, shared driveways, ramps and loading areas;

m. Building massing, including base building heights, stepbacks and tall building elements if appropriate;

n. Development density; and

o. Shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block.

1.8.3 When sites subject to a development application are required to deliver street network improvements, non-residential gross floor area, community services and facilities or public parks as required by this Secondary Plan, Context Plans will also indicate the phasing of development as it relates to these requirements.

1.8.4 An acceptable Context Plan will be endorsed by City Council concurrent with the adoption of an implementing Zoning By-law for the development application. The endorsed Context Plan will guide future development applications on adjacent lands, or inform applications for Site Plan Approval for buildings that form part of the Context Plan.

2.0 PUBLIC REALM

2.0 Public Realm

2.1 Public Realm Plan

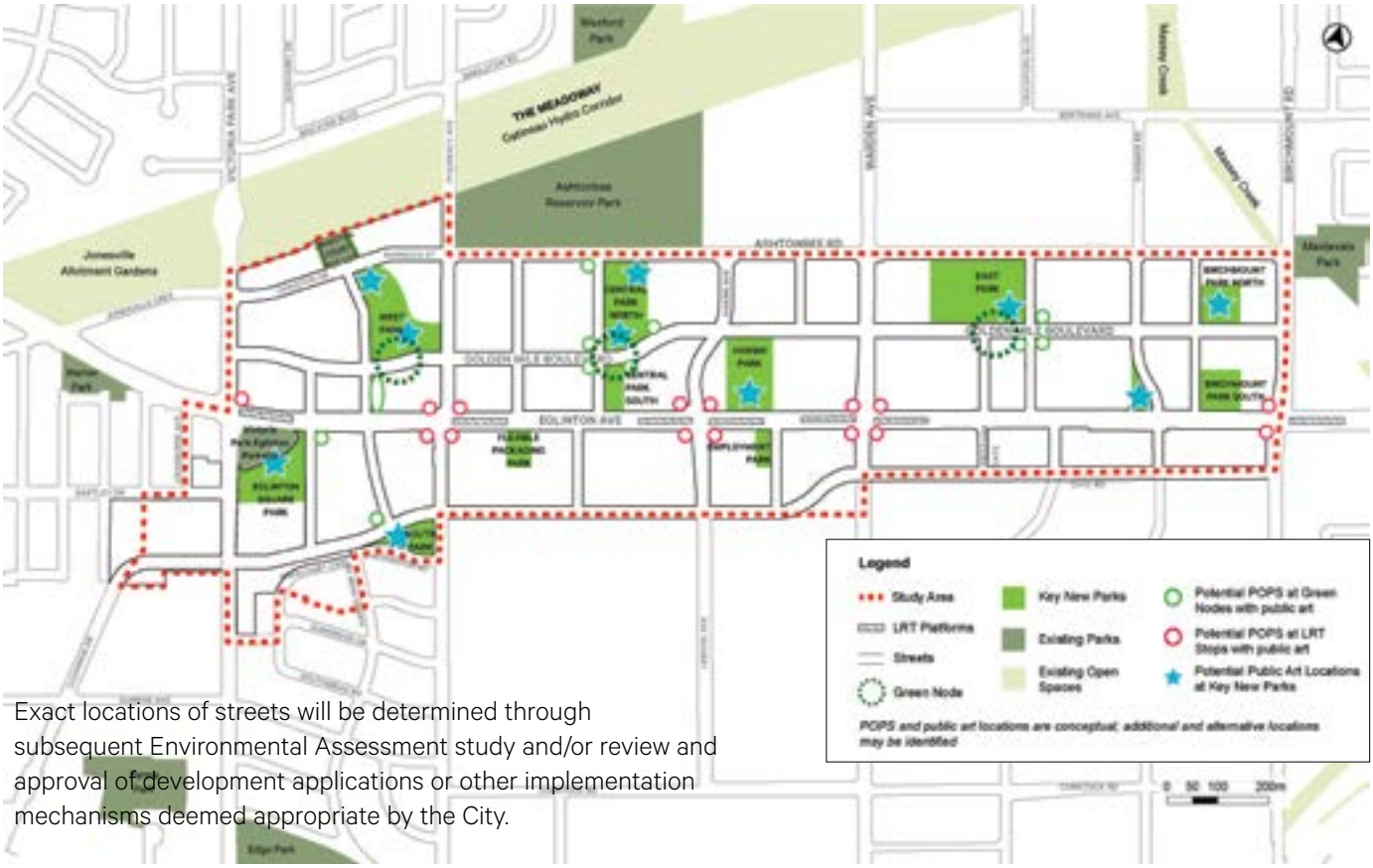
The public realm includes all public and private spaces to which the public has access. It includes, but is not limited to, streets, sidewalks and pedestrian connections, public parks, open spaces, Privately Owned Publicly-accessible Spaces (POPS), the public portions of civic buildings and other publicly owned and publicly accessible lands.

The public realm strategy for the Golden Mile, as articulated through Figure 12 Public Realm Plan, aims to establish a framework for future developments; strengthen the connections between people and the places they share; and contribute to the community's distinctive identity.

As the Golden Mile evolves over time, development will provide detailed public realm design on individual sites to support this vision.

Recommended Guidelines:

2.1.1 Individual development will provide detailed public realm plans, strategies, and designs to support the overall vision of the public realm.



Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 12 Public Realm Plan

2.2 Streets and Streetscape – General

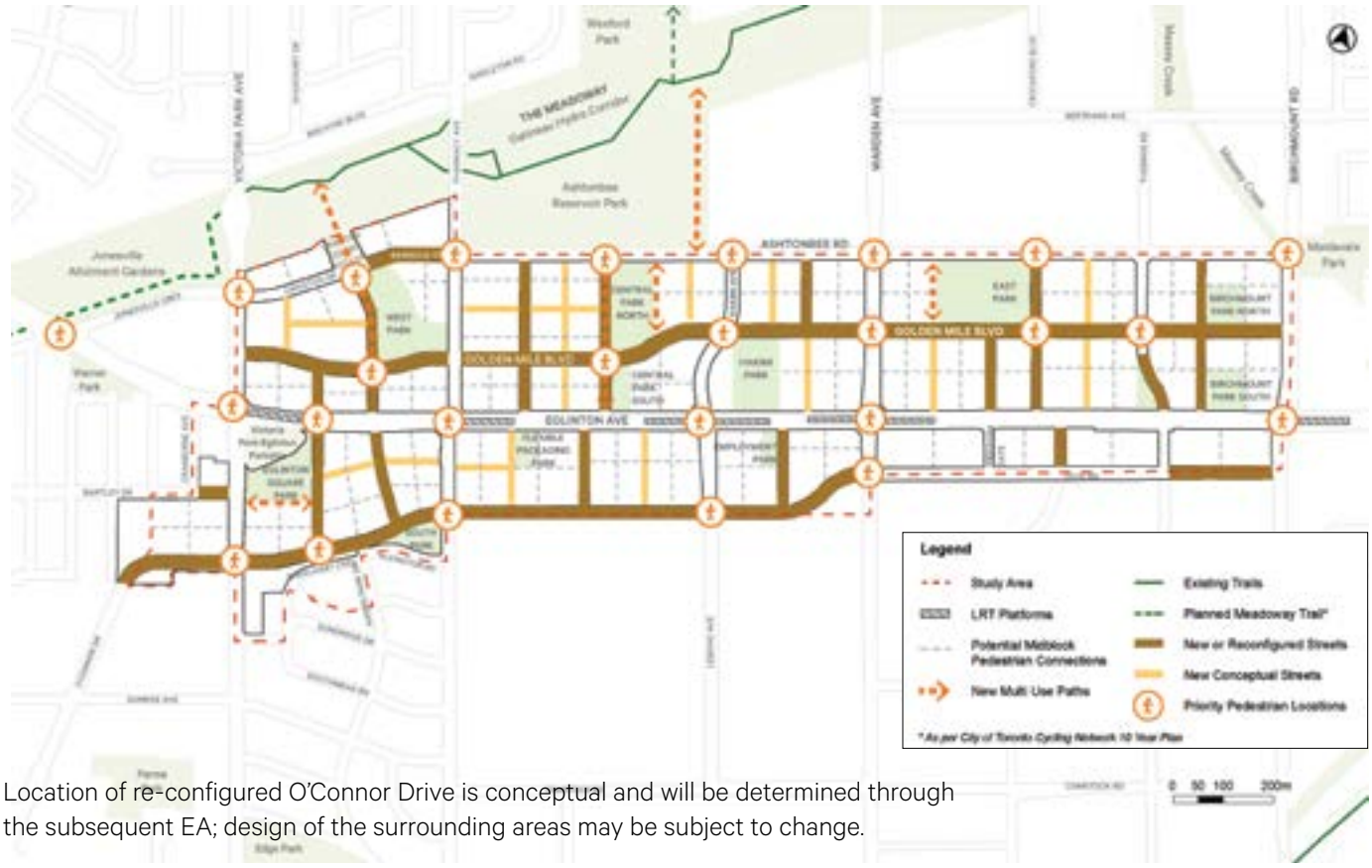
The streets in the Golden Mile are important structuring elements of the public realm. They are significant public spaces where pedestrians walk, sit, interact with neighbours, and enjoy outdoor café and shopping activities. A significant amount of new streets are anticipated in the Golden Mile. Several existing streets will be re-configured and/or widened, while others will be improved with enhanced streetscape. High quality design must be achieved to support the roles and functions of these streets, as they will have a significant impact on the overall quality of the public realm and the look and feel of the Golden Mile.

Recommended Guidelines:

2.2.1 The City of Toronto's Complete Streets Guidelines should be used to inform the design of these streets.

2.2.2 Further study of streetscape design associated with re-configured/widened/improved streets such as Victoria Park Avenue, Warden Avenue, Birchmount Road and Thermos Road should be undertaken to ensure appropriate design to accommodate all required streetscape elements and to address below and above grade utility conflicts.

2.2.3 At Priority Pedestrian Locations as identified in Figure 13 Pedestrian Network, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner



Location of re-configured O'Connor Drive is conceptual and will be determined through the subsequent EA; design of the surrounding areas may be subject to change.

Figure 13 Pedestrian Network

extensions at intersections, street furniture and other pedestrian amenities.

2.2.4 Public boulevards between the road curb and the street line will be designed to define and support the different roles, functions, and characters of the streets. There are generally six typical designs as identified in Figure 14 Public Boulevards.

2.2.5 Street trees and street furniture will be provided on both sides of all existing and new streets.

2.2.6 Minimum building setbacks from the street are required to contribute to the streetscape, as outlined in Section 2.3 and 2.4 and Figure 39 Building Setbacks.

Eglinton Avenue East - 6.3 metre public boulevard

generous sidewalk and street trees in 450mm seat wall planters

Golden Mile Boulevard - 9.0 metre public boulevard

generous sidewalk and street trees in 200mm curb planters with generous width

Existing North-South Arterial Streets - 5.5-5.8 metre public boulevard

sidewalk and street trees in 200mm curb planters

Parkside Streets with MUPs - 6.2 metre public boulevard on building side, 7.8m public boulevard on park side

sidewalk, MUP (on one side of the street) and street trees in 150mm curb planters

Collector/Local Streets with Higher Pedestrian Volume - 4.3-5.9 metre public boulevard

sidewalk and street trees in 150mm curb planters

Typical Boulevards - 4.3-5.5 metre public boulevard

sidewalk and street trees in sod or 150mm curb planters where appropriate

Exact locations of streets will be determined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 14 Public Boulevards

2.2.7 Additional building setbacks and/or road widening may be required if the combined width of the public boulevard and the minimum setback is not sufficient to support healthy trees and minimum 2.1 metre pedestrian clearways along the street. This may occur at:

a. Major intersections, where the public boulevards may be narrower, or

b. Along existing streets, where street tree planting may be impacted by above grade and/or below grade utilities.

2.2.8 All setback areas will be landscaped to compliment and coordinate with the corresponding streetscape, enhance pedestrian amenity, and provide an appropriate setting for commercial and residential ground floor uses.

a. In areas adjacent to commercial uses at grade, allow for hardscaped areas for marketing zones;

b. In areas adjacent to residential uses at grade, provide more soft landscaping as a transition between the sidewalk and private development.

2.2.9 Street trees will be planted with open planter details (street planting solutions in hard surfaced boulevards (2013) Detail T-3) or in accordance with more up-to-date tree planting guidelines by the City. Where the size of the open planter is insufficient to allow for minimum soil volume with appropriate tree spacing, soil cells will be provided below the sidewalk to extend the rooting zone.

2.2.10 Street trees should be planted and spaced approximately 7.0 metres on-centre from one another.

2.2..11 Where appropriate and possible, a second row of street trees is encouraged.

2.2..12 The location of above and below grade utilities will be coordinated to ensure the growth of full canopied and healthy trees and reduce visual clutter. Along new streets, utilities should be consolidated below grade and located in a manner that reduces conflict with tree root systems and canopies.

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2.3 Re-configured/Widened/ Improved Existing Streets

2.3.1. Widened Eglinton Avenue East (43 metre right-of-way)

The existing streetscape of Eglinton Avenue East is devoid of street trees and landscaping and adequate sidewalk widths at many locations (Figure 15 Existing Streetscape of Eglinton Avenue East).

The existing 36 metre right-of-way will be widened to 43 metres to allow for an enhanced streetscape to achieve the public realm vision for Eglinton Avenue East established through the EglintonConnects Planning Study and the subsequent EA study for the Eglinton Crosstown LRT. The sidewalk zone (from curb to building face) will be designed as a vibrant urban place to support street trees in the public right-of-way, greater pedestrian activities, and marketing zones in front of the commercial uses at grade. The street trees in public boulevards will reinforce the image of Eglinton Avenue East as a green street with the planted LRT median serving as a green seam throughout the Golden Mile.

Recommended Guidelines:

The streetscape character, as illustrated in Figure 16 Streetscape Section for Widened Eglinton Avenue East (43m ROW), will be defined by:

a. A right-of-way width of 43 metres, with 3.0 metre road widening on both sides of the street;

b. Two-way vehicular traffic with two lanes and LRT tracks;

c. On both sides of the street, a 3.0 metre minimum planting and furnishing zone, with street trees and understory planting in 450mm planters, with sufficient soil volume and underground utility clearance;

d. On both sides of the street, generous and continuous sidewalk(s), with a 2.5 metre minimum unobstructed pedestrian clearway located within the public right-of-way;

e. On both sides of the street, a 3.0 metre minimum building setback;

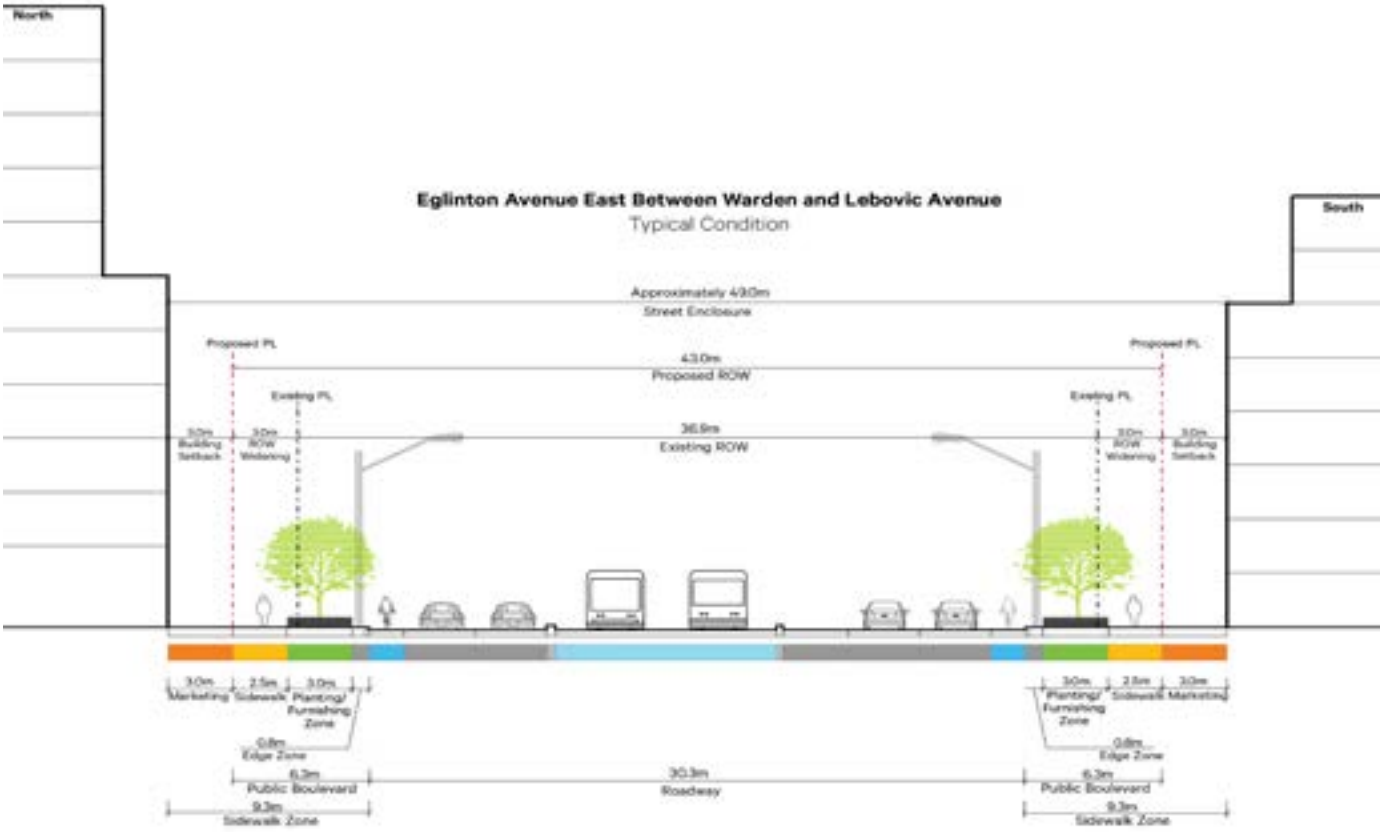
f. On both sides of the street, a 5.5 metre minimum distance between the building and the planting and furnishing zone, to accommodate a generous sidewalk and a marketing zone.

Key Map for Cross-section

Eglinton Avenue East and Victoria Park, looking north

Eglinton Avenue East and Warden Avenue, looking west

Figure 15 Existing Streetscape of Eglinton Avenue East



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 16 Streetscape Section for Widened Eglinton Avenue East (43m ROW)

2.3.2. Widened Victoria Park Avenue and Warden Avenue

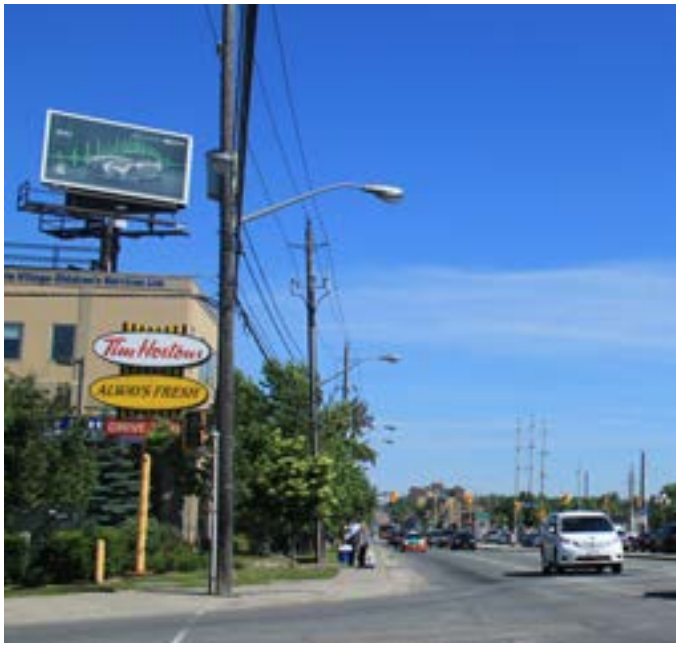
The existing streetscape of Victoria Park Avenue and Warden Avenue is shown in Figure 17. As two continuous major arterial streets in the GMSP Study Area, Victoria Park Avenue (27 – 30 metre existing right-of-way) and Warden Avenue (30 metre existing right-of-way) will be widened to promote complete streets that provide a greater balance between all modes of travel.

Recommended Guidelines:

The streetscape character, as illustrated in Figure 18 Streetscape Section for Widened Victoria Park Avenue and Warden Avenue (36m ROW), will be defined by:

a. A right-of-way width of 36 metres;
b. Two-way vehicular traffic with 6 travel lanes;
c. Dedicated cycling facilities on both sides of the street;
d. Planting and furnishing zone with street trees in 200mm curb planters between the sidewalk and the curb, with sufficient soil volume to support tree growth;
e. A 2.1 metre minimum pedestrian clearway without obstruction;
f. A 3.0 metre minimum setback on both sides of the street.

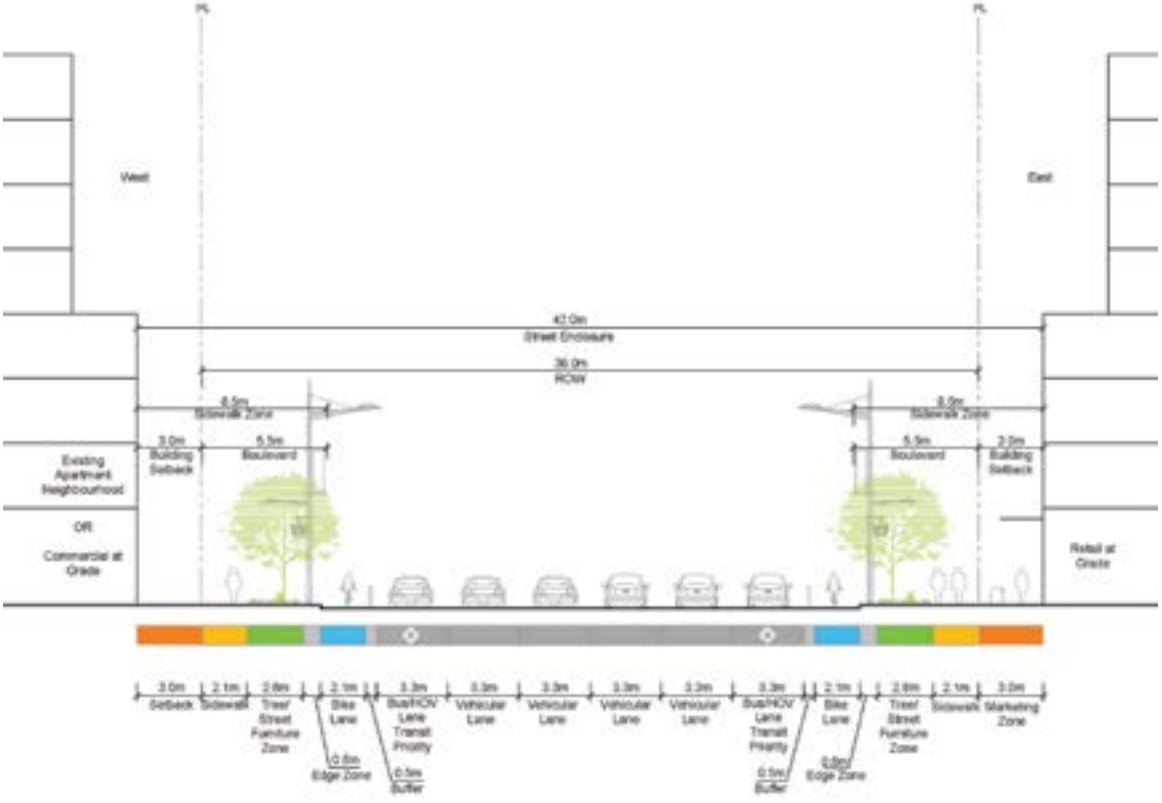
Key Map for Cross-section



Victoria Park Avenue and O'Connor Drive

Eglinton Avenue East and Warden Avenue, looking south

Figure 17 Existing Streetscape of Victoria Park Avenue (left) and Warden Avenue (right)



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 18 Streetscape Section for Widened Victoria Park Avenue and Warden Avenue (36m ROW)

2.3.3 Existing Birchmount Road with Improved Streetscape (30 metre right-of-way)

The existing streetscape of Birchmount Road is shown in Figure 19. As a major/minor arterial street, the existing 30 metre right-of-way width along Birchmount Road will be maintained and streetscape improvements will be provided to support increased pedestrian and cycling activities.

Recommended Guidelines:

The streetscape character, as illustrated in Figure 20 Streetscape Section for Birchmount Road (30m ROW), will be defined by:

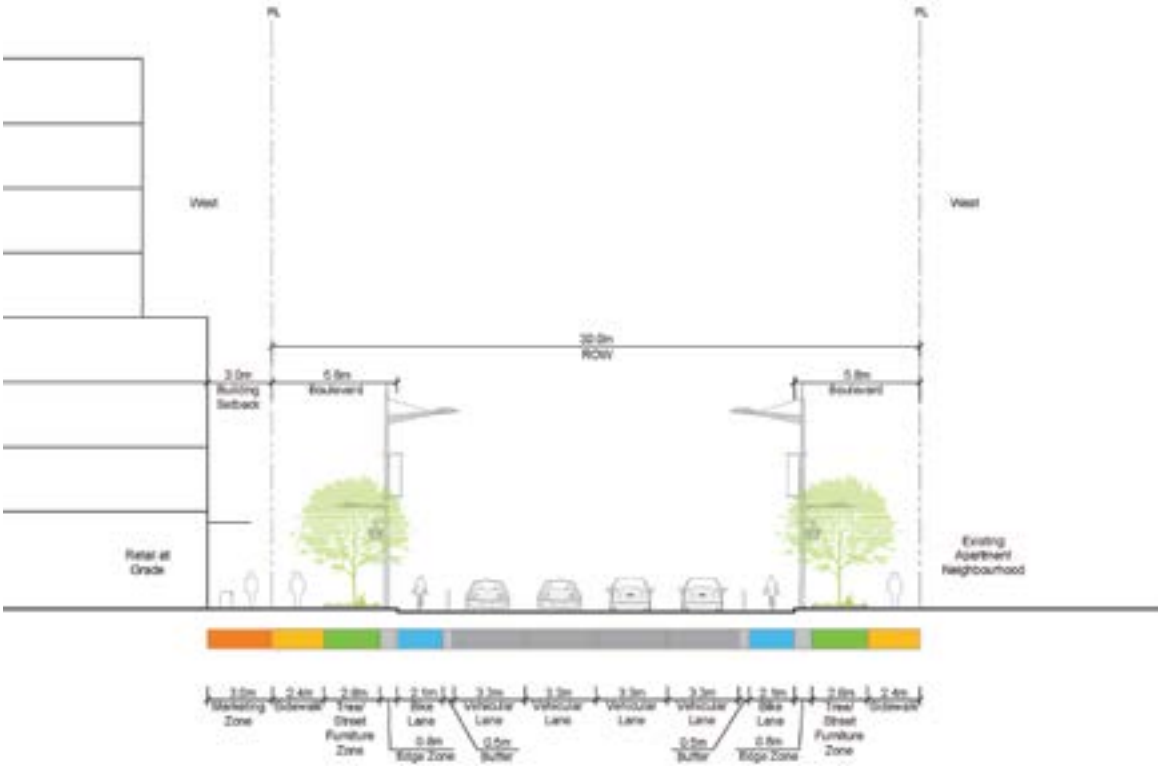
a. Two-way vehicular traffic with 4 travel lanes;
b. Dedicated cycling facilities on both sides of the street;
c. Planting and furnishing zone with street trees in 200mm curb planters between the sidewalk and the curb, with sufficient soil volume to support tree growth;
d. A 2.1 metre minimum pedestrian clearway without obstruction;
e. 3.0 metre minimum building setback; additional setback may be required to address utility constraints and to accommodate all streetscape elements.

Key Map for Cross-section

Eglinton Avenue East and Birchmount Road, looking south

Eglinton Avenue East and Birchmount Road, looking north

Figure 19 Existing Streetscape of Birchmount Road



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 20 Streetscape Section for Birchmount Road (30m ROW)

2.3.4 Existing Pharmacy Avenue with Improved Streetscape (27 metre right-of-way)

The existing streetscape of Pharmacy Avenue is shown in Figure 21. Maintaining its existing 27 metre right-of-way width, Pharmacy Avenue streetscape will be designed to support the character of the street as a pedestrian friendly minor arterial street connecting existing and new parks and open spaces and neighbourhoods in the area.

Recommended Guidelines:

The streetscape character will be defined by:

a. Two-way vehicular traffic with 4 travel lanes;
b. Planting and furnishing zone with street trees in 200mm planters between the sidewalk and the curb, with sufficient soil volume to support tree growth;
c. A 2.1 metre minimum pedestrian clearway without obstruction
d. A 3.0 metre minimum building setback; additional setback may be required to address utility constraints and to accommodate all streetscape elements.
e. Primarily soft landscaping in the setback area to support the role of the street as a mostly residential street.

2.3.5 Existing Hakimi Avenue with Improved Streetscape (27 metre right-of-way)

The existing streetscape of Hakimi Avenue is shown in Figure 22. Maintaining its existing 27 metre right-of-way width, the streetscape along Hakimi Avenue will be improved to support its role as a key north south spine with enhanced streetscape and pedestrian amenities, connecting the *Employment Area* south of Eglinton Avenue East, the new Mixed Use development north of the street in the Central District, potential new schools, community services, and the existing Centernnial College to the north.

Recommended Guidelines:

The streetscape character will be defined by:

a. Two-way vehicular traffic with 4 travel lanes;
b. Dedicated cycling facilities on both sides of the street ;
c. Planting and furnishing zone with street trees in 200mm planters between the sidewalk and the curb, with sufficient soil volume to support tree growth;
d. A 2.1 metre minimum pedestrian clearway without obstruction;
e. A 3.0 metre minimum building setback; additional setbacks where appropriate, to allow for forecourts, plazas, and additional landscaping, to support a variety of commercial, institutional, and community uses at grade along the street;
f. A mix of soft and hard landscaping in the setback area to support the role of the street;
g. Design features to support potential temporary road closure for community events will be considered.

Eglinton Avenue and Pharmacy Avenue, looking north

Eglinton Avenue and Pharmacy Avenue, looking south

Figure 21 Existing Streetscape of Pharmacy Avenue

Eglinton Avenue and Hakimi Avenue, looking north

Eglinton Avenue and Lebovic Avenue, looking south

Figure 22 Existing Streetscape of Hakimi Avenue (left) and Lebovic Avenue (right)

2.3.6 Re-configured O'Connor Drive (27 metre right-of-way)

The existing streetscape of O'Connor Drive is shown in Figure 23. O'Connor Drive will be reconfigured to provide for enhanced connectivity and transportation capacity throughout the Golden Mile community while providing green and active transportation corridors with safe, comfortable and tree-lined spaces for pedestrians and cyclists.

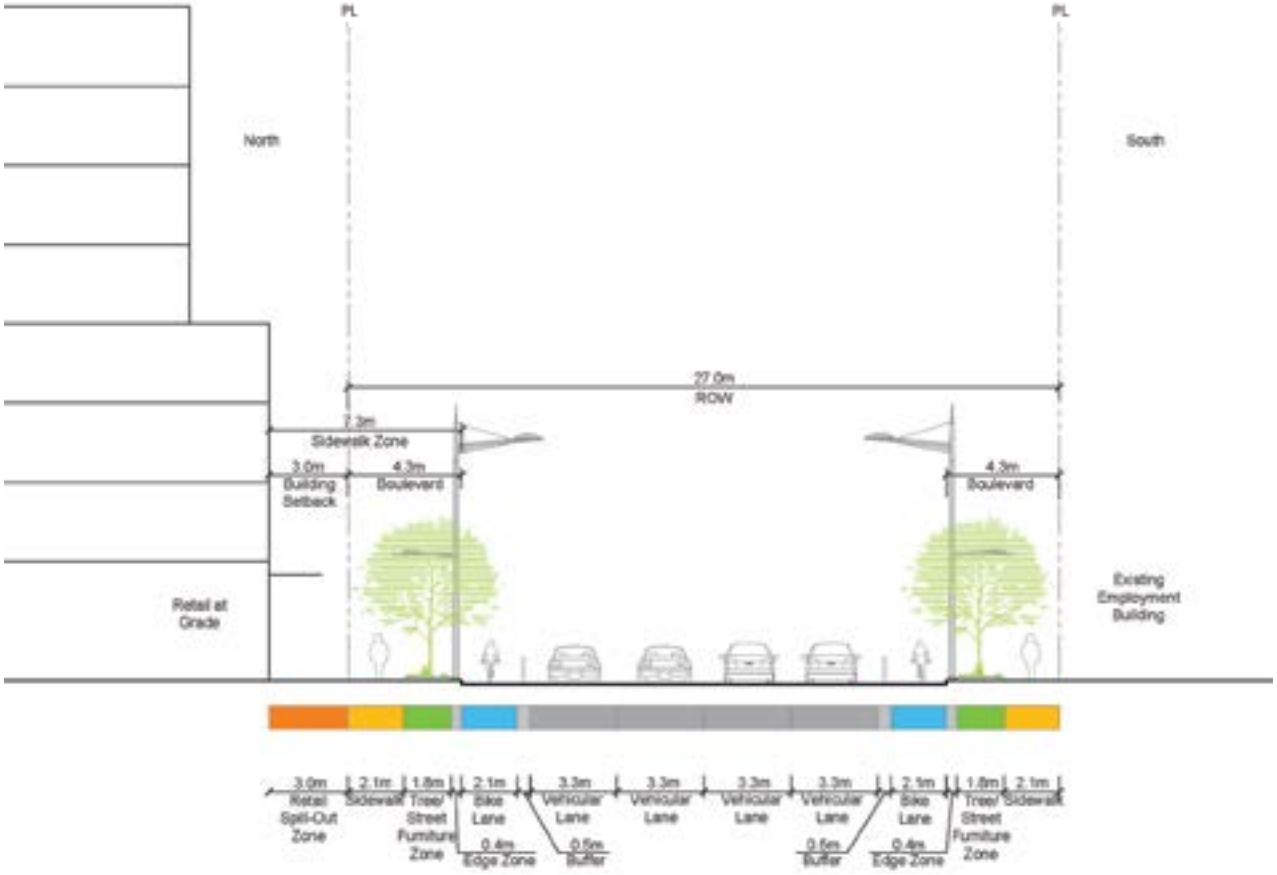
Recommended Guidelines:

The streetscape character as illustrated in Figure 24 Streetscape Section for Re-configured O'Connor Drive, will be defined by:

a. A right-of-way width of 27 metres;
b. Two-way vehicular traffic with four travel lanes;
c. Dedicated cycling facilities on both sides of the street;
d. A 1.8 metre minimum planting and furnishing zone with street trees in 200mm planters between the sidewalk and the curb, with sufficient soil volume to support tree growth;
e. A 2.1 metre minimum pedestrian clearway without obstruction;
f. 3.0 metre minimum building setback;
g. A 3.0 metre minimum building setback; additional setback may be required to address utility constraints and to accommodate all streetscape elements.

Key Map for Cross-section

Figure 23 Existing Streetscape of O'Connor Drive, looking towards Victoria Park Avenue



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 24 Streetscape Section for Re-configured O'Connor Drive

2.3.7 Re-configured Craigton Drive and Existing Ashtonbee Road with Streetscape Improvements (23 metre right-of-way)

The existing streetscape of Craigton Drive and Ashtonbee Road is shown in Figure 25. Craigton Drive will be reconfigured to align with Ashtonbee Road and widened from a 20 to 23 metre right-of-way. Ashtonbee Road will maintain its existing 23 metre right-of-way width and be enhanced with streetscape improvements.

Recommended Guidelines:

The streetscape character will be defined by:

a. A right-of-way width of 23 metres;
b. Two-way vehicular traffic with 2 travel lanes;
c. Dedicated cycling facilities on both sides of the street;
d. Planting and furnishing zone with street trees in sod or 150mm curb planters (where appropriate) between the sidewalk and the curb, with sufficient soil volume to support tree growth;
e. A 2.1 metre minimum pedestrian clearway without obstruction;
f. A 3.0 metre minimum building setback.

2.3.8 Re-configured and Widened Thermos Road (23m ROW)

The existing streetscape of Thermos Road is shown in Figure 26. Thermos Road will be reconfigured to align with Sinnott Road on the south side of Eglinton Avenue East and widened from 20 metres right-of-way to 23 metres, for enhanced connectivity and improved public realm.

Recommended Guidelines:

The streetscape character will be defined by:

a. A right-of-way width of 23 metres;
b. Two-way vehicular traffic with 2 travel lanes;
c. Dedicated cycling facilities on both sides of the street;
d. Generous planting and furnishing zone with street trees in sod or 150mm curb planters (where appropriate) between the sidewalk and the curb, with sufficient soil volume to support tree growth;
e. A 2.1 metre minimum pedestrian clearway without obstruction;
f. A 3.0 metre minimum building setback;
g. The remnant portion of the existing Thermos Road right-of-way at the north west corner of Eglinton Avenue East and the re-aligned Thermos Road should be re-purposed as a public or publicly accessible space with a potential public art installation.

Craigton Drive, looking east

Ashtonbee Road, looking east

Figure 25 Existing Streetscape of Craigton Drive (left) and Ashtonbee Road (right)

Ashtonbee Road and Thermos Road, looking south

Ashtonbee Road and Thermos Road, looking west

Figure 26 Existing Streetscape of Thermos Road

2.4 New Streets

2.4.1 Golden Mile Boulevard (27 metre right- of-way)

Golden Mile Boulevard will be a new east-west neighbourhood street with varying characters as it crosses the districts and character areas with their differing commercial, residential and park and open space frontages. It will function as the connective tissue, moving people throughout the Study Area. The design of the street will prioritize the pedestrian and cycling experience with double rows of street trees on both sides of the street through the entire length of the street from Victoria Park Avenue to Birchmount Avenue.

Key Map for Cross-section

Recommended Guidelines:

The streetscape character, as illustrated in Figure 27 Streetscape Section for Golden Mile Boulevard from Victoria Park Avenue to West Park (27m ROW) and Figure 28 Streetscape Section for Golden Mile Boulevard from West Park to Birchmount Road (27m ROW), will be defined by:

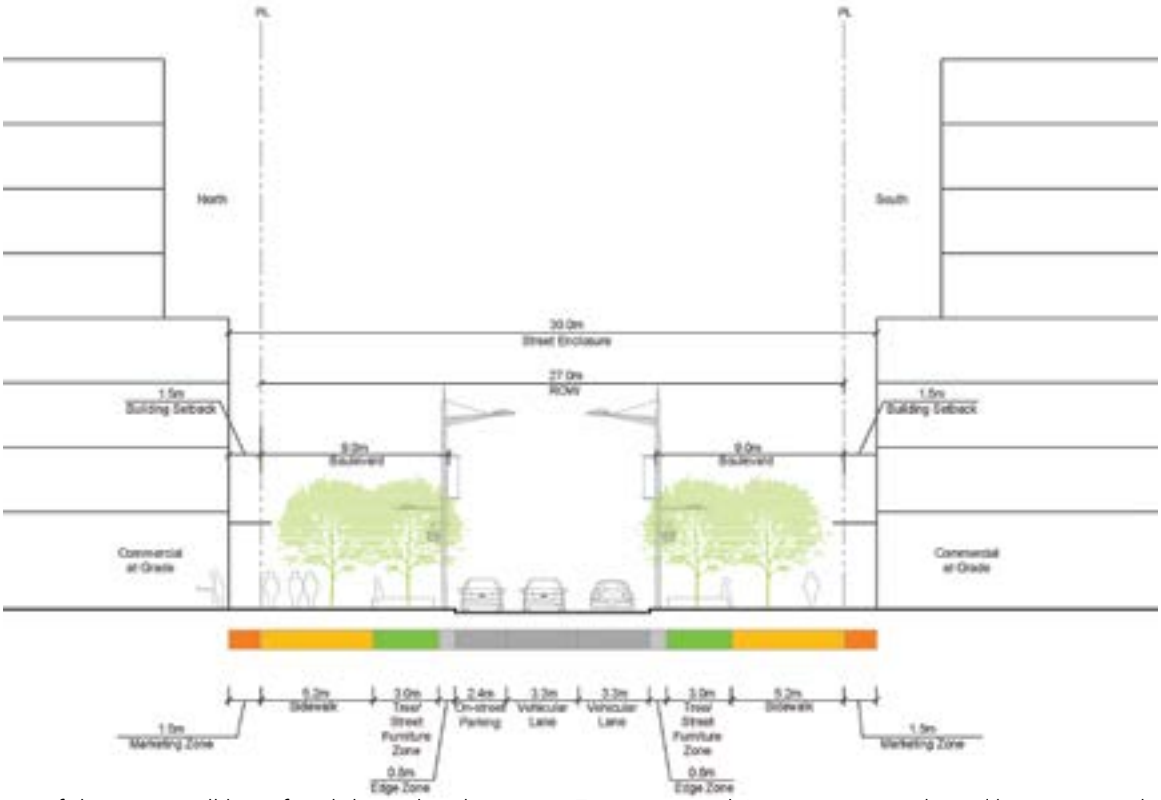
a. A right-of-way width of 27 metres;
b. Two-way vehicular traffic with two travel lanes and a parking lane;
c. Dedicated cycling facilities on both sides of the street from West Park to Birchmount Road;
d. A 3.0 metre planting and furnishing zone to accommodate 200mm curb planters with street trees and understory planting, street furniture such as benches, waste bins, etc.;
e. A generous, consistent and continuous pedestrian clearway without obstruction;
f. A marketing zone where there are commercial uses at grade along the street frontage.

Additionally, between Victoria Park Avenue and West Park (Figure 26), the streetscape will be defined by:

g. Commercial uses at grade required on both sides of the street;
h. A 1.5 metre minimum building setback;
i. Double rows of street trees;
j. More hardscaping adjacent to commercial uses at grade.

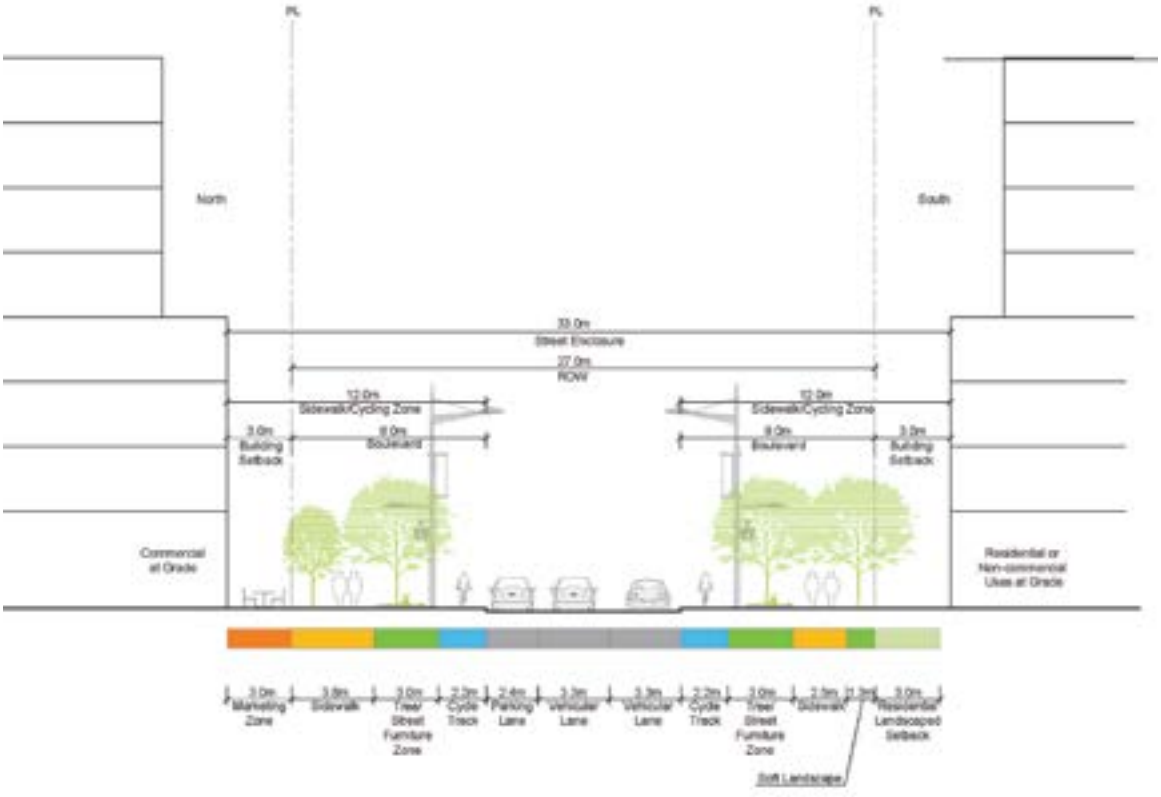
Additionally, between West Park and Birchmount Road (Figure 27), the streetscape will be defined by:

k. Commercial uses at grade encouraged;
l. A 3.0 metre minimum building setback;
m. Double rows of street trees;
n. More hardscaping adjacent to commercial uses at grade;
o. More softscaping adjacent to residential and other non-commercial uses at grade.



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 27 Streetscape Section for Golden Mile Boulevard from Victoria Park Avenue to West Park (27m ROW)



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 28 Streetscape Section for Golden Mile Boulevard from West Park to Birchmount Road (27m ROW)

2.4.2 New Streets with MUPs (23 metre right-of-way)

New streets with 23 metre right-of-way and dedicated multi-use paths open to both pedestrians and cyclists will be provided along West Park, Central Park, and East Park.

Example images of multi-use paths are shown in Figure 29.

Recommended Guidelines:

The streetscape character, as illustrated in Figure 30 Streetscape Section for New Streets with MUPs (23m ROW), will be defined by:

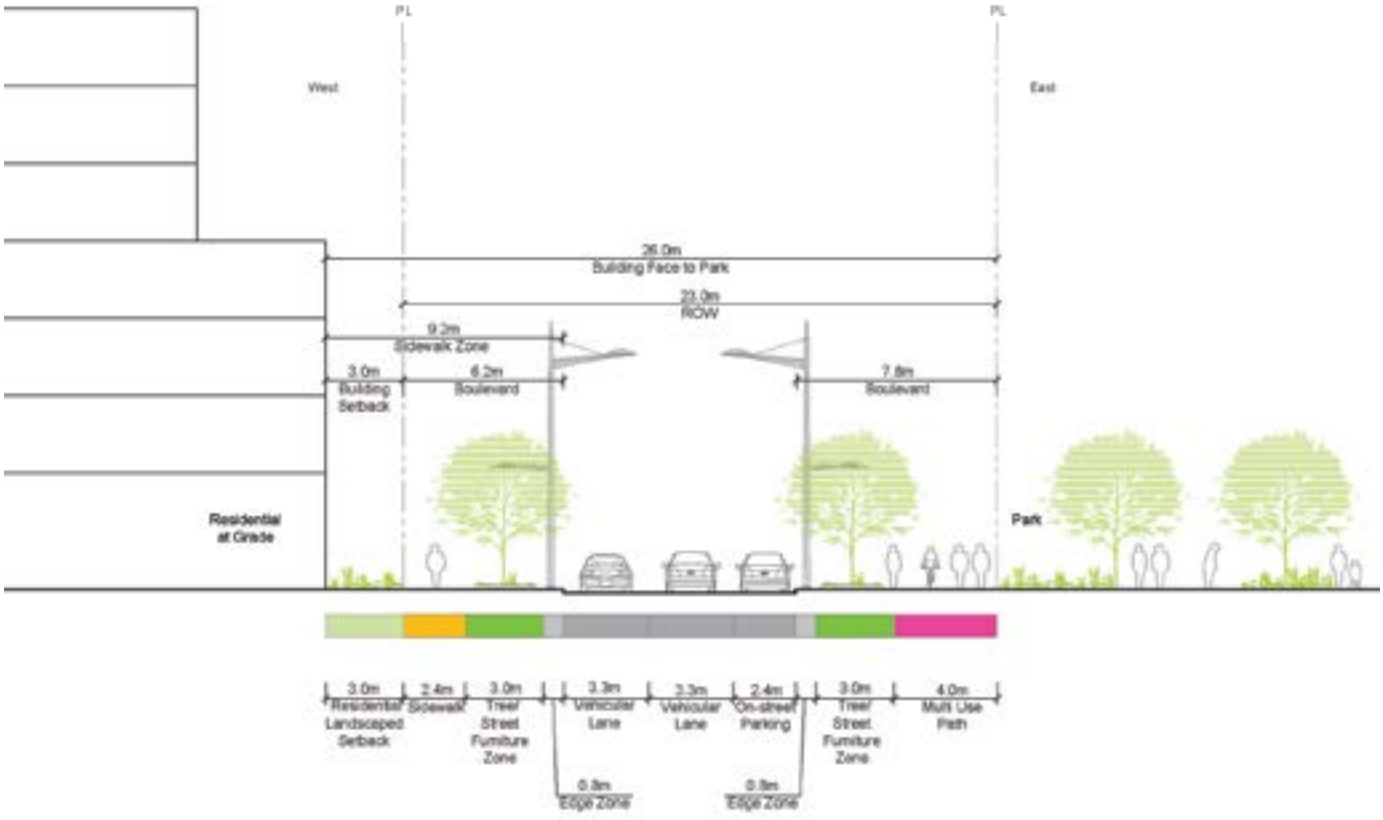
a. A right-of-way width of 23 metres;
b. Two-way vehicular traffic with 2 travel lanes;
c. A 4.0 metre multi-use path within the public boulevard along the park;
d. Planting and furnishing zone with street trees in 150mm planters between the sidewalk and the curb, with sufficient soil volume to support tree growth;
e. A 2.1 metre minimum pedestrian clearway without obstruction;
f. A 3.0 metre minimum building setback.

Key Map for Cross-section

Indianapolis Cultural Trail

Multi-Use Path in Los Angeles, California

Figure 29 Examples of Multi-Use Paths



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 30 Streetscape Section for New Streets with MUPs (23m ROW)

2.4.3 New Streets with Cycle Tracks/Bike Lanes (23 metre right-of-way)

New streets with 23 metre right-of-way and dedicated cycling facilities will be provided leading to the West Park, Central Park, East Park, and along Eglinton Square park.

Example images of cycle tracks are shown in Figure 31.

Recommended Guidelines:

The streetscape character, as illustrated in Figure 32 Streetscape Section for Typical Streets with Cycle Tracks / Bike Lanes (23m ROW), will be defined by:

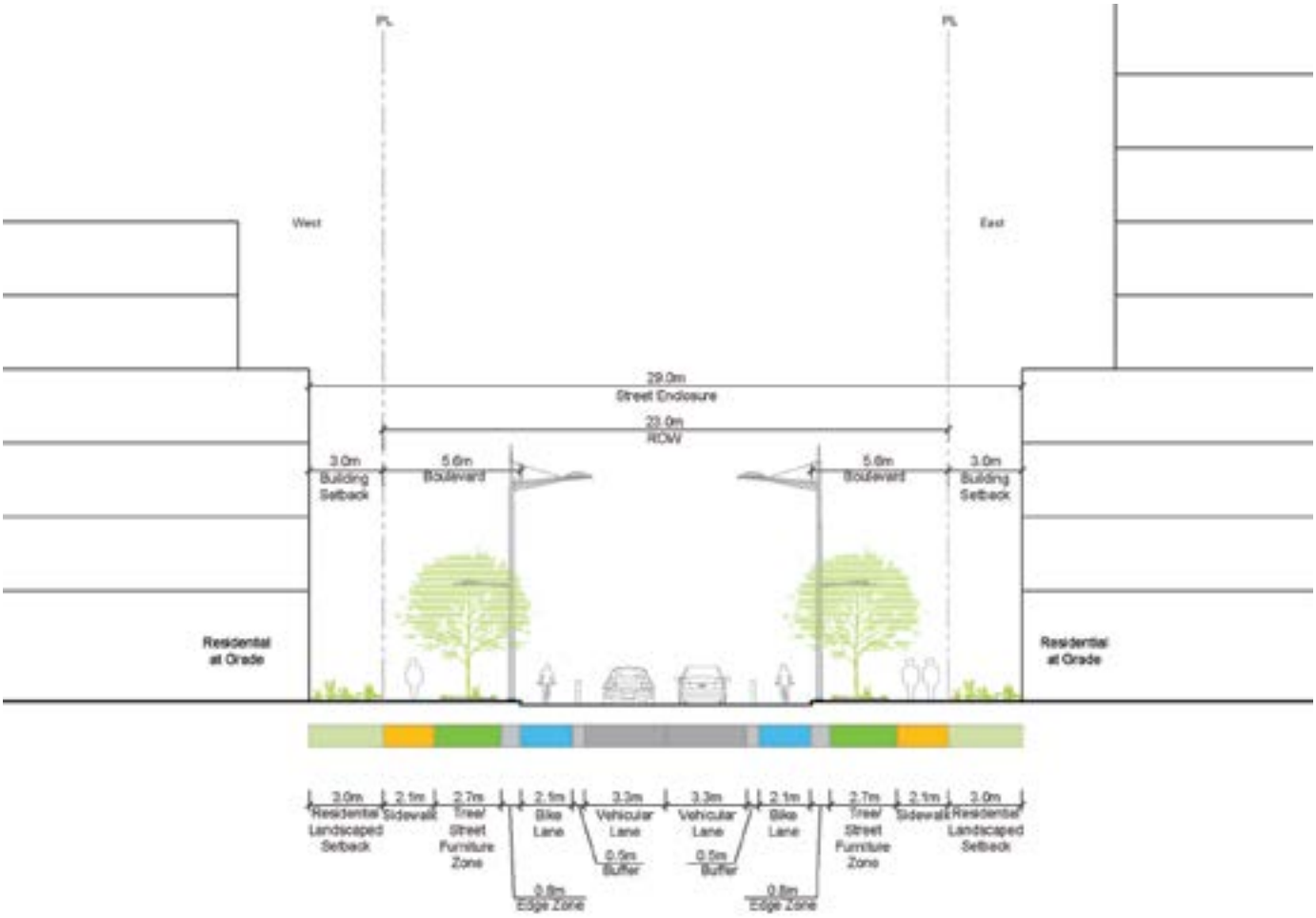
a. A right-of-way width of 23 metres;
b. Two-way vehicular traffic with 2 travel lanes;
c. Cycle Tracks/Bike Lanes on both sides of the street;
d. Generous planting and furnishing zone with street trees in 150mm planters between the sidewalk and the curb, with sufficient soil volume to support tree growth;
e. A 2.1 metre minimum pedestrian clearway without obstruction;
f. A 3.0 metre minimum building setback.

Key Map for Cross-section

Lyon, France

Indianapolis, USA

Figure 31 Examples of Cycle Tracks



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 32 Streetscape Section for Typical Streets with Cycle Tracks / Bike Lanes (23m ROW)

2.4.4 New Streets (20 metre right-of-way)

New local streets with 20 metre right-of-way will provide an additional layer of quieter connections within the Golden Mile. These streets are anticipated to feature a low level of vehicular traffic and will prioritize the safe and comfortable movement of pedestrians and cyclists.

Example images of streets with exemplary boulevard treatments are shown in Figure 33.

Recommended Guidelines:

The streetscape character, as illustrated in Figure 34, will be defined by:

a. A right-of-way width of 20 metres;
b. Two-way vehicular traffic with 2 travel lanes and a parking lane;
c. Curb bump outs at intersections and on alternating sides of the street between intersections (in place of the parking lane) to further reduce vehicular speeds and create a safer environment for pedestrians and cyclists;
d. Planting and furnishing zone with street trees in sod or 150mm curb planters (where appropriate) between the sidewalk and the curb, with sufficient soil volume to support tree growth; detailed designed will be determined on an individual basis based on the location of the street and at-grade uses of the adjacent development;
e. A 2.1 metre minimum pedestrian clearway without obstruction;
f. A 3.0 metre minimum building setback.

2.4.5 New Conceptual Streets

Recommended Guidelines:

The New Conceptual Streets as shown in Figure 8 should be public streets. Alternatively, where private streets are provided, the design should achieve the minimum requirements for 20m New Streets outlined in Guideline 2.4.4, including:

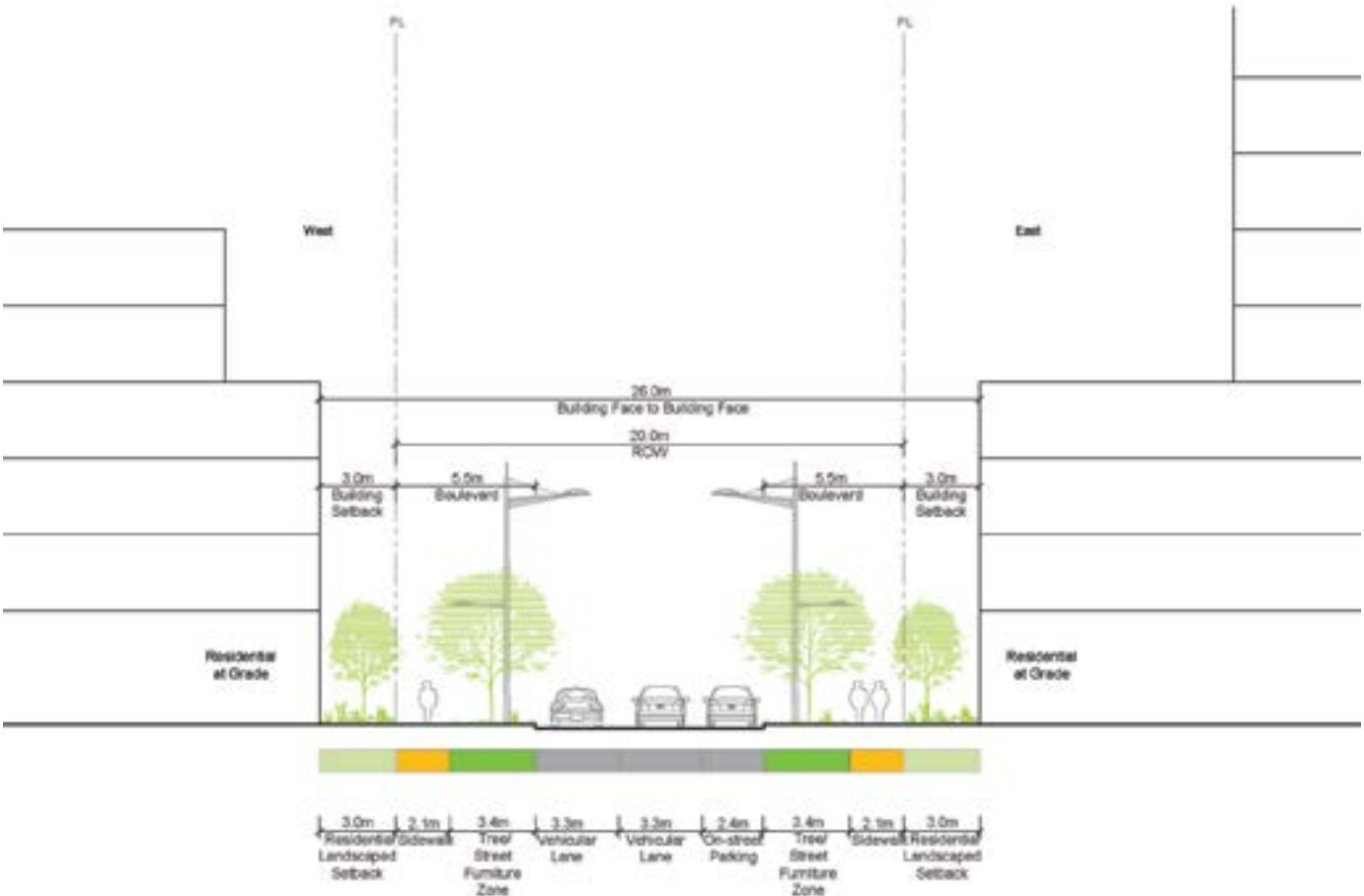
a. A 26 metre minimum building enclosure (building to building distance); and
b. An 8.5 metre minimum sidewalk zone between the curb and the building face.

Key Map for Cross-section

Seattle, Washington, USA

Fort York Boulevard, Toronto

Figure 33 Boulevard Treatments for New Streets



Exact design of the street will be refined through subsequent Environmental Assessment study and/or review and approval of development applications or other implementation mechanisms deemed appropriate by the City.

Figure 34 New Streets (20m ROW)

2.5 Parks and Open Spaces

Creating a network of high quality, well-connected parks and open spaces is one of the key objectives of the GMSP Study. The Public Realm Plan (Figure 12) identifies conceptual locations for nine new parks and directs and sites these spaces to where they are most beneficial to the area as a whole.

Parks are strategically located to achieve an even distribution across the Golden Mile area, providing local parks within a 5 minute walk for future residents. They will be seamlessly integrated with the overall public realm network with generous street frontages to maximize visibility and accessibility.

Where streets terminate or intersect at parks, green nodes can be created to allow for focal points, park entries, public art, and public activity spaces. Links to nearby parks and open spaces such as the Meadoway and Ashtonbee Reservoir Park are established through direct open space linkages and/or enhanced green streetscapes.

Parks will have varying sizes and characters and will serve different functions, as shown in Figure 35 Examples of Parks and Open Spaces. Small parks and parkettes will more likely to have urban characters as open space breaks along streets, while larger parks are envisioned to be the focal points of the Districts and Character Areas offering opportunities for more diverse recreational and social activities.

Figure 35 Examples of Parks and Open Spaces

One larger park (>1.5 hectares) will be provided in each of the three mixed use districts (West, Central and East) to serve both the local and broader community. These larger parks will be complemented by local-serving parks (0.5-1.5 ha) and parkettes (<0.5 ha). Recommended Guidelines:

2.5.1 The planning, design and development of new parks will be guided by the following:

a. Support a community-based planning and design process for creating interesting and engaging parks and POPS that are safe, accessible, comfortable, and accommodate people of all ages and abilities year-round;
b. Connect and extend to streets, open spaces and natural areas in and surrounding the Study Area, with emphasis on a strong connection to the Meadoway, through the use of walkways, trails, bikeway and landscaping;
c. Be located with generous street frontage(s) to provide the greatest possible benefit, safety and visibility for those accessing the park or POPS, and be seamlessly integrated and connected to the broader public realm in the Golden Mile;
d. Be programmable and have a functional size, shape, configuration, and topography as determined by the City;
e. Encourage public life through site-specific place-making and pedestrian amenities that foster social interaction, including seating, landscaping, active uses at grade, wayfinding, Public Art and programming;
f. Provide opportunities for Public Art, heritage interpretation and cultural expression, including celebrating Indigenous histories, as well as recreational opportunities;
g. Include elements that enhance the ecological function of the public realm and support habitat expansion and promote biodiversity;
h. Be designed and built with durable materials that support the intensity of use by residents, workers and visitors;
i. Provide amenities such as public washrooms and drinking water stations, where feasible;
j. Be free of encumbrances, unless approved by Council; and
k. Provide opportunities for expansion when adjacent properties redevelop.

2.5.2 Development adjacent to Parks will:

a. Be set back 6.0 metres minimum to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
b. Provide an appropriate interface between public and private lands;
c. Achieve Ontario Building Code setbacks related to fire separation on the development site;
d. Be oriented to maximize public access and views to the park;
e. Be designed to have an attractive façade with animated uses at grade;
f. Provide for casual overlook, increasing passive surveillance and safety of the park; and
g. Avoid locating loading and servicing areas adjacent to the park.

2.5.3 The parks system will be comprised of a hierarchy of park types, sizes and functions. Key new parks include:

a. West Park within the West District will:
    i. Be a larger park (1.5 - 3.0 hectares) located along a new north-south street

that extends from Eglinton Avenue East to Craigton Court Tot Lot to the north;

ii. Be designed to serve both the local community within the West District, as well as the broader community;

iii. Provide the opportunity to site recreation facilities and a diverse mix of active and passive programming; and

iv. Include pedestrian and cycling connections within the park to facilitate connectivity to the Meadoway.

b. Eglinton Square Park (including the existing Victoria Park Eglinton Parkette) within the West District will:

i. Be a signature park and focal point that will function as a vibrant urban place located southeast of the Victoria Park Avenue and Eglinton Avenue East intersection;

ii. Be designed to acknowledge its location as a historic commercial gateway to the Golden Mile and Scarborough;

iii. Promote social gathering and support the pedestrian activities from the surrounding non-residential uses at grade; and

iv. Include a significant Public Art installation or multiple installations to commemorate and celebrate the history of the Golden Mile within the park.

v. Notwithstanding the above, the potential reconfiguration of O'Connor Drive may result in the relocation/reconfiguration of the Eglinton Square Park through a land exchange between the landowner and the City. In that case, a significantly sized POPS will be provided at the southeast corner of Victoria Park Avenue and Eglinton Avenue East to achieve the objectives outlined above. The relocated park will be a local park (0.5 - 1.5 hectares) along Victoria Park Avenue and the re-configured O'Connor Drive, and will be designed to serve the existing community to the south and the new residents of the development in the surrounding area.

c. South Park within the West District will:

i. Be a local park (0.5 - 1.5 hectares) located west of Pharmacy Avenue and on the south side of the reconfigured O'Connor Drive; and

ii. Be designed to serve the existing community to the south and the new residents of the development in the surrounding area.

d. Central Park within the Central District will:

i. Be a larger park (1.5 - 3.0 hectares) that is a key component of the social and cultural hub of the Golden Mile, extending from Eglinton Avenue East, across Golden Mile Boulevard to Ashtonbee Reservoir Park and the Meadoway, creating a direct and generous open space corridor;

ii. Be designed to support and complement existing and future social, cultural and institutional programs and services, serving both the local community within the Central District as well as the broader community; and

iii. Provide recreation facilities and a mix of active and passive programming.

e. Hakimi Park within the Central District will:

i. Be a local park (0.5 - 1.5 hectares) located along Eglinton Avenue East and extending to Golden Mile Boulevard that provides recreation uses for local residents; and

ii. Be designed to complement the urban streetscapes along Eglinton Avenue East and Golden Mile Boulevard.

f. East Park within the East District will:

i. Be a larger park (1.5 - 3.0 hectares) that will include generous frontages along Golden Mile Boulevard and Ashtonbee Road to serve both the local community within East District, the employees in the existing *Employment Areas* to the north, as well as the broader; and

ii. Provide the opportunity to site larger recreation facilities and a diverse mix of active and passive programming.

g. Birchmount Park South within the East District will:

i. Be a local park (0.5 - 1.5 hectares) located along Eglinton Avenue East that provides recreation uses for local residents; and

ii. Be designed to complement the urban streetscapes along Eglinton Avenue East and Golden Mile Boulevard, and to have a positive interface with the existing employment building to the north.

h. Birchmount Park North within the East District will:

i. Be a local park (0.5 - 1.5 hectares) located along Golden Mile Boulevard that provides recreation uses for local residents; and

ii. Be designed to have a positive interface with the existing employment building to the south.

i. Flexible Packaging Park

i. Be a parkette (<0.5 hectares) located on the south side of Eglinton Avenue East;

ii. Serve as an open space linking the *Mixed Use Areas* to the west and *Employment Areas* to the east, meeting the needs of both residents and workers; and

iii. Be designed to complement the urban streetscapes along Eglinton Avenue East.

j. Employment Park within the Employment District will:

i. Be a parkette (<0.5 hectares) located on the south side of Eglinton Avenue East to serve the surrounding *Employment Areas*;

ii. Be designed to support direct connections from Eglinton Avenue East to the reconfigured and extended O'Connor Drive; and

iii. Be designed to complement the urban streetscapes along Eglinton Avenue East.

2.6 Privately Owned Publicly-accessible Spaces (POPS)

A network of Privately-Owned Publicly-accessible Spaces (POPS) will complement the public parks and open space system, creating new spaces for social gathering and outdoor activity. Maintained and operated by private landowners, POPS will be openly accessible to all members of the community. POPS can take on a range of shapes, sizes and functions, as shown in Figure 36 Examples of POPS.

Recommended Guidelines:

2.6.1 Types of POPS

POPS should be provided for throughout development sites, and may take the form of following:

a. Transit Node POPS – located in close proximity to ECLRT stops, where the greatest concentrations of pedestrian and active retail activity are expected to occur;

b. Green Node POPS – located around major parks along the Golden Mile Boulevard, supporting major community and cultural events;

c. Urban Plazas – having a predominantly hardscape character, generally located at key locations with more intensive pedestrian and

retail activity;

d. Courtyards – framed by the built edges of development but openly visible and accessible to the public;

e. Mid-block Pedestrian Connections – allowing passage between or through buildings that is spacious, well-lit and safe, to further reduce walking distances to streets; and

f. Parkside POPS – additional open space adjacent to public parks, with complimentary function, character, and design.

2.6.2 Design of POPS

POPS provided through development will:

a. Be publicly accessible for as long as possible throughout each day of the year,

b. Be sited in highly visible locations with street frontage, and be seamlessly integrated and connected into the broader public realm;

c. Include the City's POPS signage, identifying the space as being publicly-accessible;

d. Be coordinated with active at-grade uses in adjacent buildings such as retail, commercial and community spaces to provide seating and gathering spaces within the public realm, and avoid locating loading and servicing areas adjacent to POPS;

e. Include new trees, seating, shade, street furniture, public art, signage, landscaping

Figure 36 Examples of POPS

and integration of storm water capture where possible;

f. Be designed for a variety of ages and abilities;

g. Where multiple POPS are planned in close proximity to each other, explore an opportunity to coordinate their design to develop a coordinated treatment and to incorporate branding and wayfinding features.

h. Be designed in accordance with the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces.

2.6.3 POPS at Transit Nodes will be designed as urban plazas:

a. With a dimension that shall be no less than 10 metres in depth (as measured from the Eglinton Avenue East right-of-way) and 20 metres in frontage (as measured from the relevant north-south street right-of-way);

b. To accommodate relatively higher levels of pedestrian foot traffic;

c. With a greater amount of hardscaping relative to softscaping;

d. With areas for amenities, seating, shade, and uses and amenities associated with EcoMobility Hubs, amongst a variety of uses and attributes.

2.6.4 POPS at Green Nodes will be designed to reflect the function and character of adjacent or proximate parks:

a. With a dimension that provides adequate space for the planned uses and amenities within these POPS, including:

   i. Uses and amenities associated with EcoMobility Hubs;

   ii. Uses and amenities that are complementary of adjacent and proximate parks;

   iii. Uses and amenities that provide for an appropriate interface between public and private lands;

b. To accommodate relatively higher levels of pedestrian foot traffic;

c. With a greater amount of soft landscaping relative to hardscaping; and

d. With areas for amenities, seating, shade, and uses and amenities associated with

EcoMobility Hubs, amongst a variety of uses and attributes.

2.7 Pedestrian and Cycling Connections

A fined grained pedestrian and cycling connections network will be developed through the creation of new streets with sidewalks and cycling routes, improvements to the existing streets, and incorporation of additional mid-block pedestrian connections on individual blocks. These are illustrated in Figure 13 Pedestrian Network and Figure 37 Cycling Network.

Mid-block pedestrian connections are pedestrian connections with or without vehicular accesses on an individual block, after a larger site is broken up by New Streets and New Conceptual Streets into smaller blocks.

They could include:

- pedestrian connections only (without vehicular access); and
- pedestrian connections with driveways or laneways.

Recommended Guidelines:

2.7.1 Safe, generously scaled and comfortable mid-block pedestrian connections will be secured through the redevelopment of individual blocks to extend the pedestrian network. Potential mid-block pedestrian connections are identified in Figure 13 Pedestrian Network.

2.7.2 Cycling connections, infrastructure and facilities will be planned and provided through

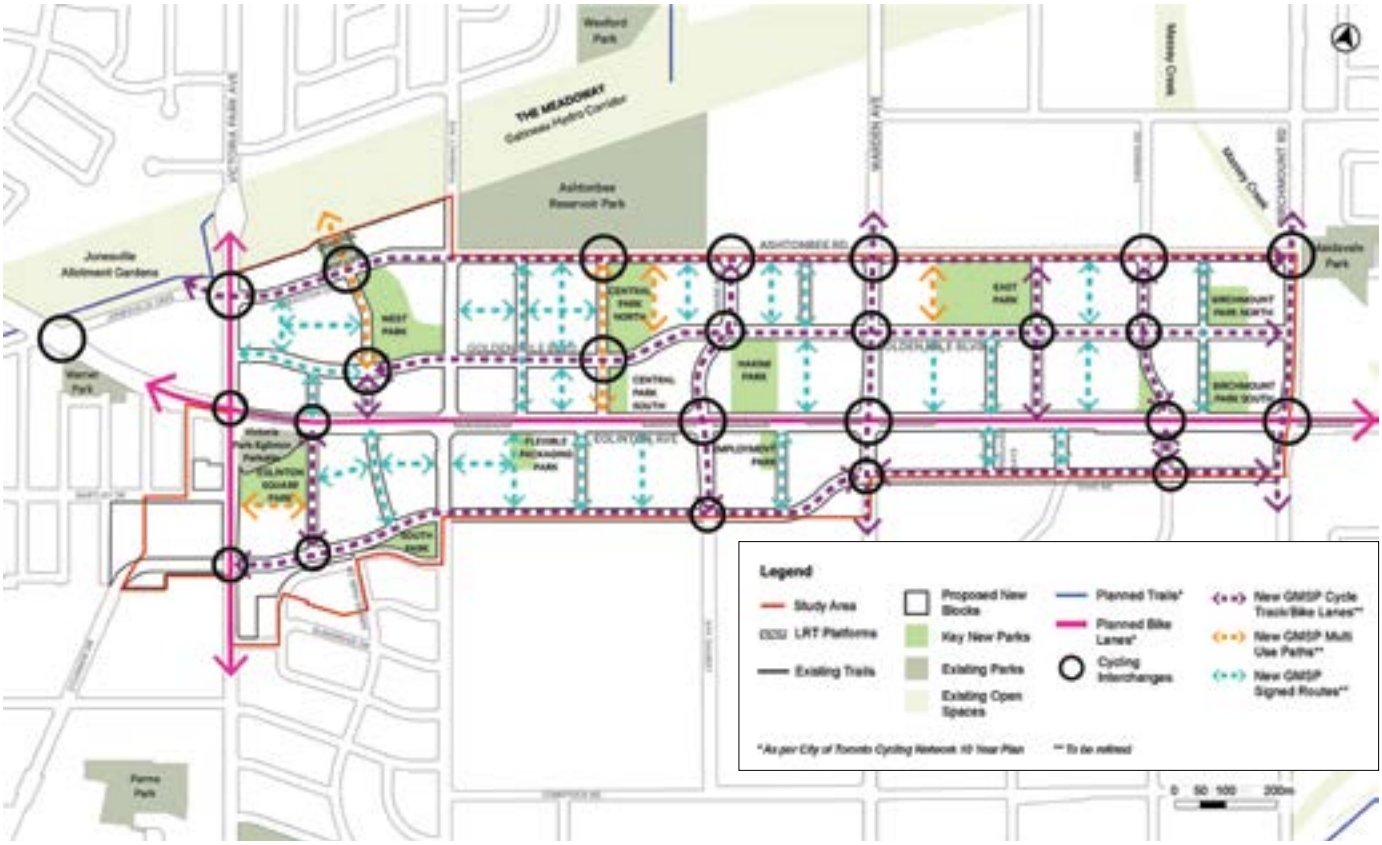


Figure 37 Cycling Network

site development with public bicycle parking along cycling routes and bike share facilities as identified in Figure 37.

2.8 Public Art and Heritage Expression

Surrounded by farmland until the 1940s, Eglinton Avenue from Victoria Park Avenue to Birchmount Road became famous in the 1950s as Scarborough's Golden Mile of Industry" – a hub of large-scale manufacturing and a symbol of post-war prosperity. The three distinct eras in the history of the Golden Mile: farming, industry and commerce, could be used to reinforce distinctions in the Golden Mile Character Areas and the design of their corresponding major open spaces. In addition, local historical figures with special connections should also be highlighted. One such example is the famous Bomb Girls, a group of local female workers employed by the General Engineering Company who operated a top-secret munitions plant during the Second World War. The plant produced more than 256 million munitions for the Allied Forces, thanks to more than 21,000 workers who worked under immense pressure in the fight against Nazi Germany.

Furthermore, given the history of landmark roadside signs and iconic symbols that once were present along this car-centric strip, there is an opportunity for the history of the Golden Mile to be expressed visually through public art that can be seen from a moving car or LRT, but that also relates to a pedestrian scale and speed. When the Victoria Park/Eglinton Parkette open space is extended and redesigned, this location would be a key site for an artwork to mark the gateway into the Golden Mile to become a new symbol for the area.

Recommended Guidelines:

2.8.1. Along the themes of the agricultural, industrial, and suburban commercial eras of the Golden Mile, heritage influences will be incorporated into the design of the public realm through landscaping, lighting, signage, interpretation plaques, public art, and other appropriate forms.

2.8.2 Priority locations for public art installations include:

a. Green Nodes in major public parks;
b. Transit Nodes at the LRT stops;
c. The Eglinton/Victoria Park Gateway, and in the Eglinton Square Park.
d. Publicly accessible areas of development sites, such as building entrances; and
e. The terminus of important views and vistas identified in Figure 33.

2.8.3 The Golden Mile should be a priority location for StreetARToronto initiatives and local organizations and businesses should be encouraged to partner on art projects. These initiatives could include artwork on construction hoardings, billboards, digital screens, road surfaces (crosswalks and parking lots), signal boxes, and murals on existing buildings.

2.8.4 Public art will be provided in accordance with the City of Toronto's Percent for Public Art Program as coordinated through a Public Art Plan secured through development approvals.

2.9 Views and Vistas

The creation of significant views help highlight local landmarks, scenic vistas, public art and open spaces. The identification of these views can help orient users within the area, create points of reference, and assist in wayfinding. Supported by other place-making features that encourage slow, pedestrian-oriented movement, they play a key role in defining the visual and aesthetic character of the area.

Recommended Guidelines:

2.9.1 Visually-significant locations are depicted in Figure 38, and include:

a. View corridors (i.e. Eglinton, Golden Mile, parkside streets, etc.);
b. View termini (i.e. buildings at T-intersections);
c. Areas of visual interest (i.e. public art, buildings along curvilinear streets); and
d. View points (i.e. in parks).

2.9.2 Built form and design strategies will be employed to create, frame and support the following significant views:

a. From the LRT, towards Eglinton Avenue East streetscape, public art, parks and open spaces, and development with varying types and heights;
b. From the LRT, towards the Eglinton/Victoria Park gateway with signature public art;
c. Along Golden Mile Boulevard;
d. Along O'Connor Drive between Victoria Park and Pharmacy;
e. From NS streets, towards POPS at LRT stops with public art and development;
f. Towards buildings as view termini or along curvilinear street edges;
g. From parks towards surrounding development; and
h. Along north south parkside streets or streets leading to parks and open spaces.

Figure 38 Views and Vistas

3.0 BUILT FORM

3.0 Built Form

The built form strategy for the Secondary Plan promotes high-quality urban design and redevelopment that accommodate increased transit-supportive density while positively contributing to the creation of distinct characters within the Districts and Character Areas. A variety of tall, mid-rise and low-rise forms will be encouraged with appropriate transition to the lower scale developments and parks and open spaces in the adjacent areas within the Study Area and beyond. The built form will define and support the public realm through appropriate setbacks, active ground floor uses, streetwalls, step-backs and articulated facades. Working together, these design strategies will promote visibility, animation, comfort, safety, and accessibility throughout the Golden Mile and enhance the experience of the existing and future residents, workers, and visitors.

The built form strategy is structured around seven key principles as follows:

1. ***Contextually Appropriate and Transit Supportive Development***

The scale and form of development will be contextually appropriate through its relationship with its surroundings including adjacent sites within the Study Area as well as the existing designated Neighborhoods and *General Employment Areas*, its access to the Eglinton East LRT in the context of the Study Area, and the Area's overall role as a strategic growth area within the City.

2. ***Supporting the Street and Block Network***

Larger sites will be divided into smaller blocks by new streets to form a fine-grained street and block network as the base fabric for the development of the Golden Mile, and to create setting, address, circulation, and access for new development. Development will support this network with appropriate scale, orientation, and design.

3. ***Defining, Framing, and Supporting the Public Realm***

Development will define, frame, and support pubic realm elements such as streets, parks, open spaces and mid-block connections with appropriate setbacks, at-grade active uses, and streetwalls and base buildings with good proportion.

4. ***Defining and Supporting the Character Areas***

Development will define, support, and contribute to the public realm and built form vision and principles for the Character Areas.

5. ***Variety and Variation***

Development will provide variety and variation in building types, heights, and site organization and variation in building heights across the Study Area and on individual sites that can accommodate multiple blocks or buildings.

6. ***Transition in Scale***

Development will provide appropriate transition to lower scale buildings and parks and open spaces on site and in the adjacent areas.

7. ***Limiting Impact***

Development will create comfortable conditions for pedestrians and limit impact on the public realm, buildings, and spaces on site and in the adjacent areas.

3.1 Setbacks

Setbacks from streets and parks are required within all areas of the Golden Mile. These setbacks provide additional space for landscaping, help encourage active transportation with walkways, allow for active at-grade commercial uses such as outdoor marketing and patios, and provide additional space to support privacy for street related residential uses adjacent to the public realm.

Recommended Guidelines:

3.1.1 Development will be required to set back from streets and parks and open spaces to ensure a generous public realm at grade. Required minimum setbacks are shown in the street cross-sections in Section 2 Public Realm and are indicated in Figure 34.

3.1.2 Weather protection for pedestrians should generally be provided within the vertical space above the setback zone through awnings and canopies.

3.1.3 Encroachments and projections into the minimum required setbacks will be generally limited through the Zoning By-law to elements that provide enhancements to the public realm.

a. Where appropriate, 2.0 – 2.5 meter projections of canopies and awnings are permitted and encouraged to provide weather protection in the setback areas along active at-grade commercial uses;

b. Where appropriate, maximum 1.5 metre projections of residential porches and/or canopies over the entrances are permitted and encouraged, to provide weather

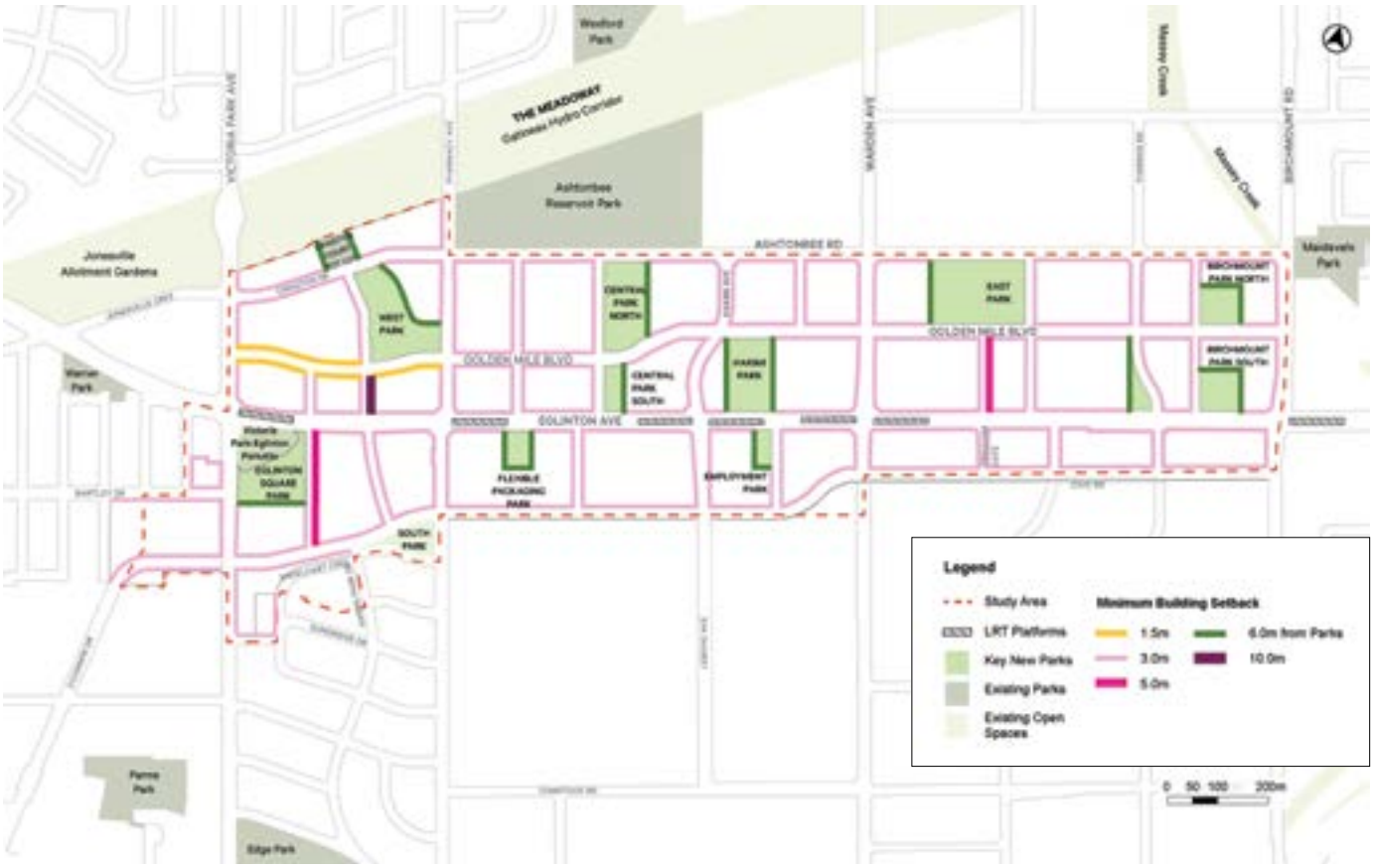


Figure 39 Building Setbacks

protection and enhanced façade articulation;

c. Maximum 0.6 metre projections of architectural features such as pilaster, decorative column, cornice, sill, belt course or other similar architectural feature are permitted and encouraged;

d. Exterior stairs leading to residential entrances at grade will be no wider than 2.0 metres and no closer to the street line than 0.6 metres;

e. Balcony projections will be avoided from the base buildings of mid-rise and tall buildings; they should be recessed into the base building to shelter them from the traffic along the streets, to limit conflict with street trees, and to limit the negative impact on the public realm caused by potentially unsightly items stored on the balconies;

f. Cantilevered building mass containing commercial or residential units projecting into the setback areas are not permitted, in order to support a more prominent commercial or residential ground floor, a pedestrian friendly sidewalk zone with appropriate street enclosure, access to sky view, day light and sun light, healthy tree growth, and an appropriate transition between the sidewalk and the private residential units above the ground floor;

g. Notwithstanding the guidelines above, to promote greater façade articulation, building setback reduction and/or cantilevered building mass projection up to 0.6 metres at some locations are permitted along a street frontage of a development block, provided that increased setbacks are provided at other locations along the same frontage and the average setback meets the minimum setback requirement.

3.2 At-grade Open Space and Outdoor Amenity Areas

All mixed-use and residential development blocks will provide at-grade open spaces and outdoor amenity areas. Outdoor amenity areas will include shared amenity space, and where appropriate, private outdoor amenity space. They may take the form of a forecourt, walkway, urban garden, plaza or courtyard.

Recommended Guidelines:

3.2.1 At-grade open space within the development blocks will be designed to be:

a. Generously scaled to support the intended uses;

b. Visible and accessible from surrounding streets, parks, and other public spaces;

c. Visible from and overlooked by many surrounding residences and units;

d. Accessible and complementary to indoor amenity areas; and

e. Supportive of a range of activities and programming opportunities.

3.2.2 Additional common amenity area on rooftop terraces is encouraged to augment and/or complement at-grade open space and amenity areas.

3.2.3 Outdoor amenity areas will include generously scaled areas of soft landscaping capable of supporting shade trees.

3.2.4 Landscape courtyards may be either partially open to streets or parks, or surrounded by buildings on all sides. Courtyards will be designed to extend and enhance the public realm of streets, parks, and open spaces.

3.2.5 Landscape courtyards within a block will be scaled and proportioned to be wider than the height of

the surrounding mid-rise buildings and/or taller building base buildings to allow for sunlight and comfort within the open space to promote their use. Courtyards will generally be scaled with a minimum 1:1.5 height to width ratio of building height to open space width within a block.

3.2.6 Courtyards should be designed primarily to provide landscaped amenity space and to create a landscaped setting for buildings. The courtyard character will be green and well-treed with outdoor uses that promote pedestrian circulation as well as recreational, gathering and other social uses.

3.2.7 Vehicular access and servicing areas will generally be discouraged from being located within a courtyard. Where appropriate, service areas and/or vehicular access will be limited in scale, and designed and located to integrate with the design and amenity uses of the courtyard. Hard surface areas for vehicular use will be minimized.

3.2.8 Small scale pedestrian drop-off areas and limited short-term parking may, in exceptional cases as determined during the development planning process, be incorporated into a courtyard. They will be integrated into a landscaped courtyard using high quality paving materials, intensive landscaping and creative design strategies.

3.2.9 A variety of building footprints/building types to frame courtyards and other at grade open spaces in order to promote permeability and create a sense of enclosure and a diverse spatial experience for pedestrians. These may include bar-shaped, L-shaped, and U-shaped building footprints in a variety of spatial configurations.

3.3 Mid-block Pedestrian/Cycling Connections

As outlined in Section 2.7 Pedestrian and Cycling Connections, mid-block pedestrian connections are pedestrian connections with or without vehicular accesses on an individual block, after a larger site is broken up by New Streets and New Conceptual Streets. Potential locations for mid-block pedestrian connections are identified in Figure 13 Pedestrian Network.

Recommended Guidelines:

3.3.1 Buildings will be designed to support mid-block pedestrian connections on individual blocks with appropriate scale and separation distances to accommodate generous walkways, trees and landscaping, and pedestrian amenities between the walkways and building edges.

3.3.2 Mid-block pedestrian connections adjacent to one or two end walls of buildings without vehicular access will have a 15.0 metre minimum width between the buildings, to accommodate a 2.1 metre minimum walkway and a 6.0 metre minimum landscaped space on each side with trees, lighting, and pedestrian amenities.

3.3.3 Mid-block pedestrian connections adjacent to one or two end walls of buildings with vehicular access and will have a 20 metre minimum width between the buildings to accommodate a 6 metre driveway, a 2.1 metre minimum sidewalk and approximately 5.0 metre landscape space on each side of the connection, with trees, lighting, and pedestrian amenities.

3.3.4 Buildings adjacent to mid-block pedestrian connections will step-back a minimum of 1.5 metres above the 3rd or 4th floor to provide a

pedestrian friendly scale along the connections.

3.3.5 On narrower blocks along Eglinton Avenue East, mid-block pedestrian connections can be connections through buildings, to support continuous commercial frontages and strong building edges while promoting porosity and connectivity on the blocks. This is illustrated in Figure 40 Demonstration Block Plan. The openings in the buildings should be 12 metres minimum in width and 2 storeys minimum in height.

3.3.6 Along streets other than Eglinton Avenue East, particularly on residential blocks, mid-block pedestrian connections will be open space connections located between buildings without building mass above the connections, to maximize

Figure 40 Demonstration Block Plan

access to light and sun light, to maximize sky view, to accommodate trees, landscaping and pedestrian amenities, and to promote a greater sense of public access.

3.3.7 Mid-block pedestrian/cycling connections will be designed as POPS wherever possible.

3.4 Vehicular Access, Parking and Servicing Areas

Recommended Guidelines:

3.4.1 Driveways and laneways will be located strategically to limit their impact on the public realm.

a. Wherever possible, they will be located on less prominent new north south streets with 20 metre right-of-ways or new conceptual streets.

b. Whenever possible, they will not be located on the following streets:

i. Eglinton Avenue East;

ii. Golden Mile Boulevard;

iii. The four new park streets with dedicated cycling facilities and other parkside streets;

iv. Existing north south arterial streets including Victoria Park Avenue, Pharmacy Avenue, Warden Avenue, and Birchmount Road;

v. Re-configured O'Connor Drive; and

vi. Ashtonbee Road and re-configured/ widened Craigton Drive;

c. Where possible, they will be avoided on the following streets:

i. Hakimi Avenue; and

ii. Thermos Road.

3.4.2. Parking will be located underground for new developments. Below grade structures may encroach into required landscaped setbacks provided a sufficient soil depth (1.2 metre minimum) is achieved to ensure adequate soil volume for successful tree planting and ventilation features are not present within the required setback zone.

3.4.3 Loading areas will be located in the interior of the development block and integrated into the buildings form, and be located behind active at-grade uses along the street and park frontages.

3.5 Active At-grade Uses

Active at-grade uses help support human-scaled and pedestrian-oriented built form by encouraging pedestrian activity on the street, providing visual interest and animation at the ground floor, and providing eyes on the street. Active at-grade uses may include commercial uses, residential uses, and community and institutional uses, supporting the different roles, functions, and characters of the streets in the Golden Mile.

Recommended Guidelines:

Active At-Grade Commercial Uses

3.5.1 Active at-grade commercial uses include but are not limited to retail and service uses, restaurants and entrances to office buildings. The locations where at-grade commercial uses are required are shown in Figure 41.

a. Active at-grade commercial uses are required along Eglinton Avenue East and select side streets within the Golden Mile Commercial Gateway Area.

b. Where active commercial ground floor uses are required, sufficient ground floor height (minimum 4.5 metres) will be provided with continuous weather protection to ensure pedestrian comfort.

c. Individual entrances to commercial uses will be at the same level as the adjacent sidewalk.

d. Street related commercial uses will be designed to ensure that they can flexibly accommodate multiple internal formats / layouts while preserving the transparency of windows out to the public street(s).

e. Commercial uses at grade are encouraged along north-south streets leading to LRT stops, along park edges adjacent to Eglinton Avenue East, and at appropriate locations along Golden Mile Boulevard.

3.5.2 Larger retail units located in the bases of new buildings should achieve the objective of fine grained retail frontage by:

a. Locating larger retail units on the second level, with appropriately scaled and visible lobby areas;

b. Wrapping larger retail units with smaller retail units along the building frontages;

c. Designing retail units to include multiple entrances; and

d. Providing appropriate glazing on storefronts, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail unit open and clear.

Active At-Grade Residential Uses

3.5.3 Active residential ground floor uses include entrances to grade related units and lobbies, porches, stoops and private entrances to give character and scale to residential buildings.

a. Active at-grade residential uses are encouraged in areas further away from Eglinton Avenue East and the LRT stops, especially on residential streets along or leading to parks and open spaces.

b. Main residential entrances for mid-rise and tall buildings will front directly onto streets with prominent entrance features such

Figure 41 Building Edges and Required Active Commercial Uses at Grade

as canopies, entry plazas, and enhanced landscaping.

c. Individual residential entrances for grade-related units in low-rise buildings or base buildings of mid-rise or tall buildings will front directly onto streets, parks, POPS, pedestrian mews, or common outdoor amenity spaces, with the entrances clearly visible and directly accessible from the public sidewalk.

d. Residential entrances should generally be 0.6 – 1.0 metre above the grade of the public sidewalk directly at the front of the entrance. Below grade entrances and sunken patios/ amenity spaces in the front yard are not permitted along streets.

Active At-Grade Community and Institutional Uses

3.5.4 Active at-grade community and institutional uses, include but are not limited to main entrances of community centres and buildings with community services on the ground floor, activity rooms and offices with clear windows, and other uses that allow for views into and from the public realm.

a. Active at-grade community uses are encouraged in areas close to the LRT stops, along the north south streets and park frontages;

b. Active institutional uses are encouraged in areas near the Centennial College, around the parks and along Ashtonbee Road.

c. Ground floor areas containing gyms, swimming pools, or other uses or activities that do not allow for direct views into and from the public realm should be located away from streets and parks.

All Active At-Grade Uses

3.5.5 Development adjacent to existing or new parks and open spaces, and / or POPS will front onto these spaces with active commercial/residential/ community/institutional uses at grade.

3.5.6 Wherever active commercial, residential, community, or institutional at-grade uses are

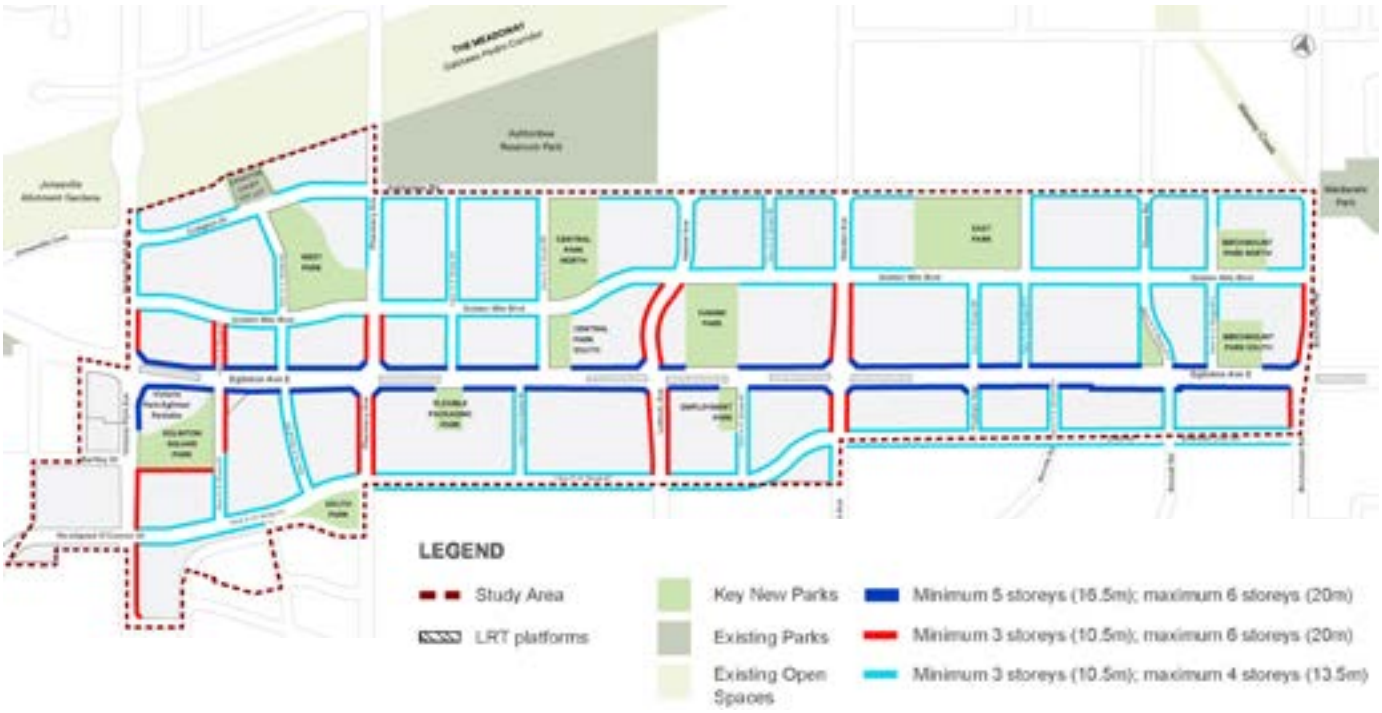


Figure 42 Base Building Height Plan

present, a fine grain pattern of street related uses can be achieved through:

a. The use of distinct building materials to provide vertical delineation in the ground floor façade;

b. The provision of clearly demarcated or pronounced entrances to each street related use; and

c. The provision of clearly demarcated or pronounced signage and lighting fixtures on the ground floor façade.

Legend

A 5-6 storeys along Eglinton Ave E

B 3-6 storeys along north/south streets between Eglinton Avenue East and Golden Mile Boulevard

C 3-4 storeys along all other streets

Figure 43 Typical Base Building & Streetwall Conditions

3.6 Street Walls/Base Buildings

The height and design of the base buildings of mid-rise and tall buildings along a street or around a park play an important role in defining a human-scaled environment at grade. Well-designed base buildings will frame the edges of streets, parks, and mid-block pedestrian connections with good proportion, limit shadow impact and uncomfortable wind conditions, and provide for good light and sunlight access, skyview, and streetwall scales that are appropriate to the character of the adjacent public realm.

To support a significant amount of transit-oriented and contextually sensitive development in the Golden Mile, the Built Form Strategy (see Section 5.0 of GMSP Final Report) recommends three typical streetwall/base building heights in the lower to modest range, as shown in Figure 42 Base Building Height Plan and Figure 43 Typical Base Building & Streetwall Conditions.

The Built Form Strategy will define and support the varying roles, functions, and characteristics of the streets and the Character Areas, and will accentuate and promote an overall pedestrian friendly scale across the Golden Mile. Together with other measures such as setbacks, sidewalk zones, step-backs, and variety of building types and variation of building heights, these minimum and maximum streetwall/base building heights will help create comfortable and varied pedestrian experiences along different streets and in each Character Area.

Recommended Guidelines:

3.6.1. A consistent and cohesive streetwall condition will be achieved through:

a. Along Eglinton Avenue East frontage and within the Golden Mile Commercial Gateway Character Area, a 5 to 6 storey streetwall/base building condition will be established;

b. Along the existing north south streets, between Eglinton Avenue East and Golden Mile Boulevard, and south of Eglinton Avenue

East, a 3 – 6 storey streetwall/base building conditions will be established, with greater streetwall/base building heights located at the intersections, transitioning down towards the north and the south;

c. Along all other streets, a 3 – 4 storey streetwall/base building condition will be established.

3.7 Variety, Variation, and Transition in Scale

A mix of building types and heights, including tall buildings with greater heights, tall buildings with lower heights, mid-rise buildings and low-rise building forms will help provide for variety and variation in built form throughout the Golden Mile. This variety and variation will enhance the sense of place and contribute to the vision for the Character Areas and streets.

Within and between Character Areas, transition in scale will be accomplished primarily through variation in building form and the stepping down of tall building heights and base building heights. In addition, a series of 45 degree angular planes are applied to ensure appropriate transition from existing *Neighbourhoods* and *Parks* and *Open Space Areas* in and around the Golden Mile. These angular planes will help minimize impacts from the new development and create an appropriate fit between the new Golden Mile community and its existing lower scale surroundings, which are not expected to change significantly

Recommended Guidelines:

3.7.1 Building Types and Heights in Character Areas

The building types and maximum heights are identified in Figure 44 and are outlined as follows:

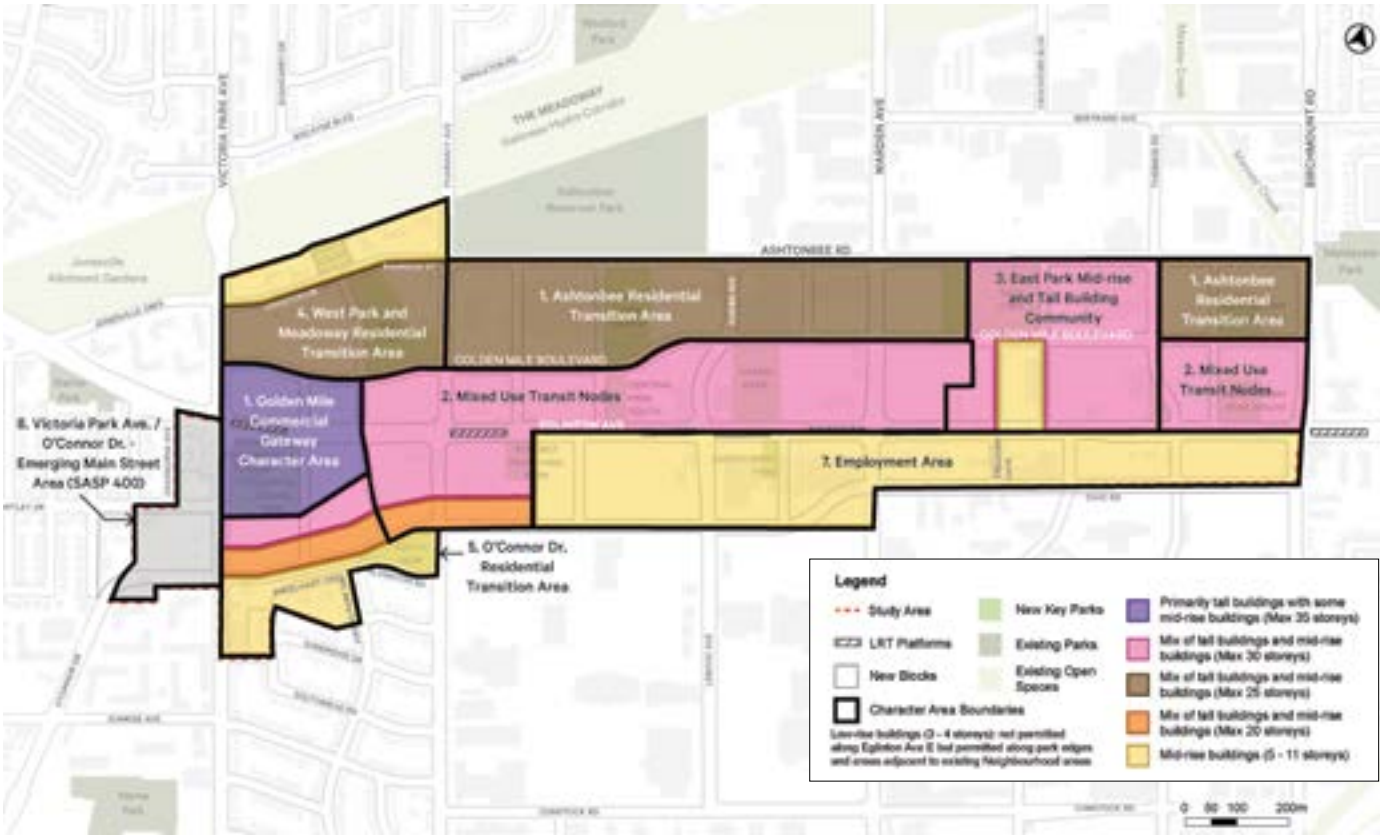


Figure 44 Building Types and Heights in Character Areas

a. Commercial Gateway Character Area: Primarily tall buildings with some mid-rise buildings, with a maximum tall building height of 35 storeys;

b. Mixed Use Transit Nodes, East Park Mid-Rise and Tall Building Community, and the northern portion of O'Connor Drive Residential Transition Area: A mix of tall buildings and mid-rise buildings, with a maximum tall building height of 30 storeys;

c. Ashtonbee Residential Transition Area and a portion of West Park and Meadoway Residential Transition Area: A mix of tall buildings and mid-rise buildings, with a maximum tall building height of 25 storeys;

d. Middle portion of the O'Connor Drive Residential Transition Area along the north side of O'Connor Drive: Predominantly mid-rise and/or low-rise buildings, or base buildings of tall buildings with 30m minimum tower step-backs.

e. Exclusively midrise buildings at the following locations:

   i. Victoria Park Avenue/O'Connor Drive Main Street Area Character Area;

   ii. Employment Area;

   iii. A block composed entirely of mid-rise buildings, contained within the East Park Mid-rise and Tall Building Community Character Area;

   iv. The area north of the reconfigured Craigton Drive/Rannock Street, as well as the south side of the western portion of Craigton Drive

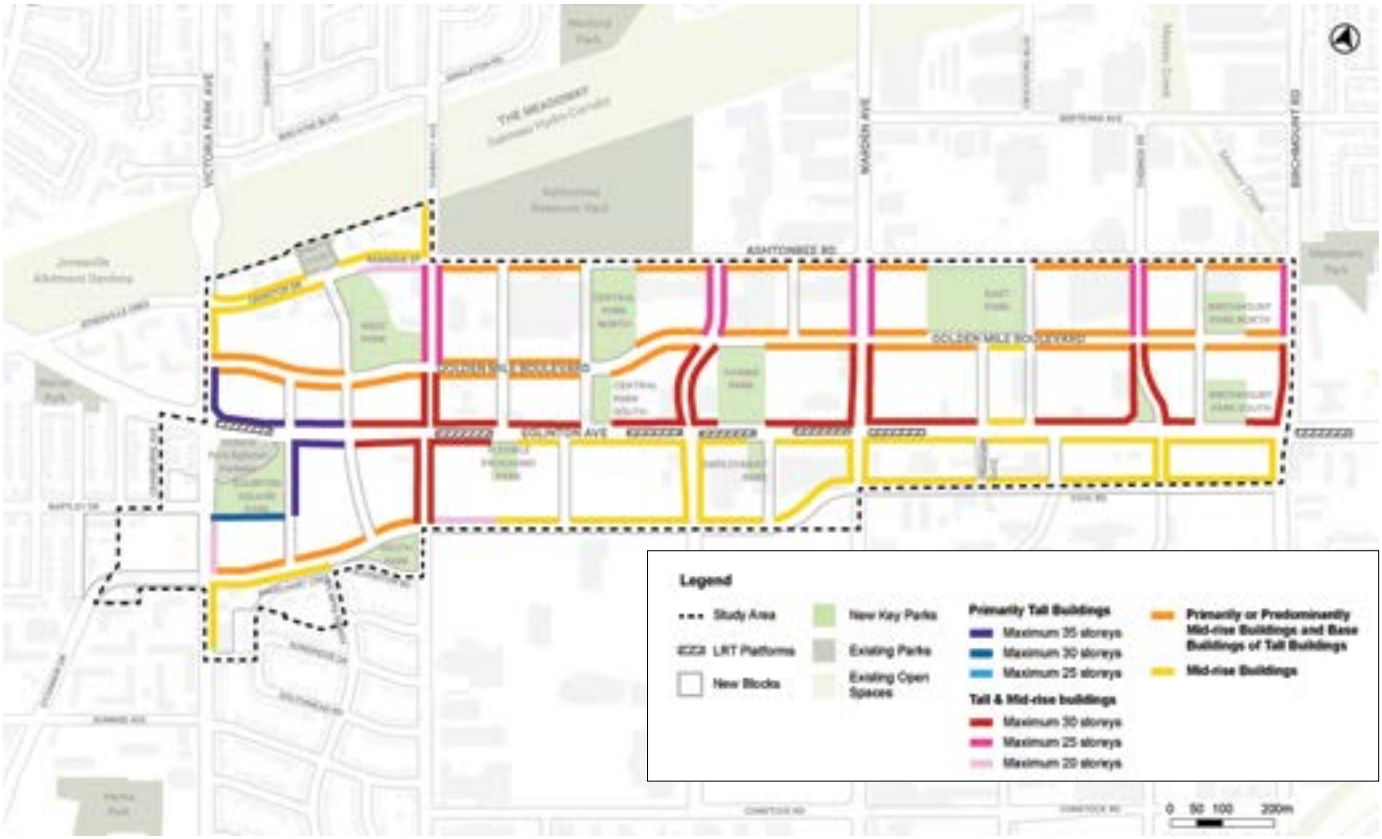


Figure 45 Building Types and Heights along Streets

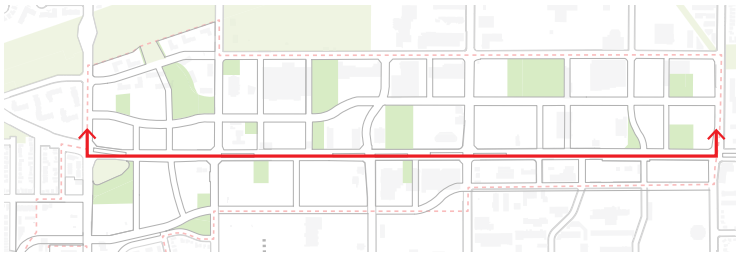
6s Mid-rise

8s Mid-rise

11s Mid-rise

20s+ Tall Buildings

30-35s Tall Building



Key Map - Section

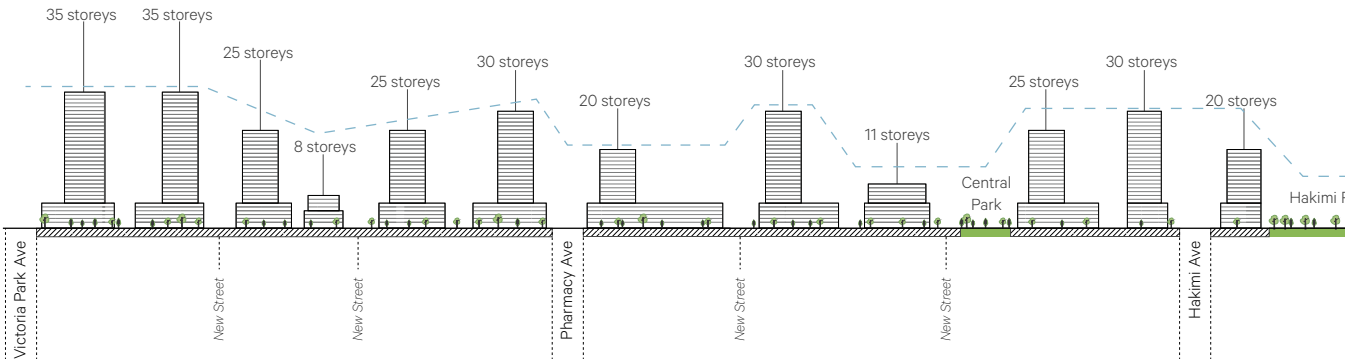


Figure 46 Section Diagram – Built Form Variation

v. The area south of the reconfigured O'Connor Drive.

f. At least one mid-rise building will be provided on each development block in the three transition areas, including the West Park and Meadoway Residential Transition Area, O'Connor Drive Residential Transition Area, and Ashtonbee Residential Transition Area.

3.7.2 Building Types and Heights along Street Frontages

Buildings of different types and varying heights will be strategically located to define and support the characters of the streets as identified in Figure 45 Building Types and Heights along Streets, and as follows:

a. Eglinton Avenue East will be lined with a mix of tall and mid-rise buildings, as illustrated in Figure 46 Section Diagram - Built Form Variation, including:

i. Primarily tall buildings between Victoria Park and Pharmacy Avenue, including some mid-rise buildings;

ii. Mix of tall buildings and mid-rise buildings east of Pharmacy Avenue;

iii. Full mid-rise block between Warden and Birchmount LRT stops on the north side of the street;

iv. Exclusively mid-rise buildings in the Employment Area on the south side of the street; and

v. At least one mid-rise building along Eglinton Avenue East, on sites 5 hectares and above with frontage on Eglinton Avenue East.

b. Golden Mile Boulevard will have a strong mid-rise character.

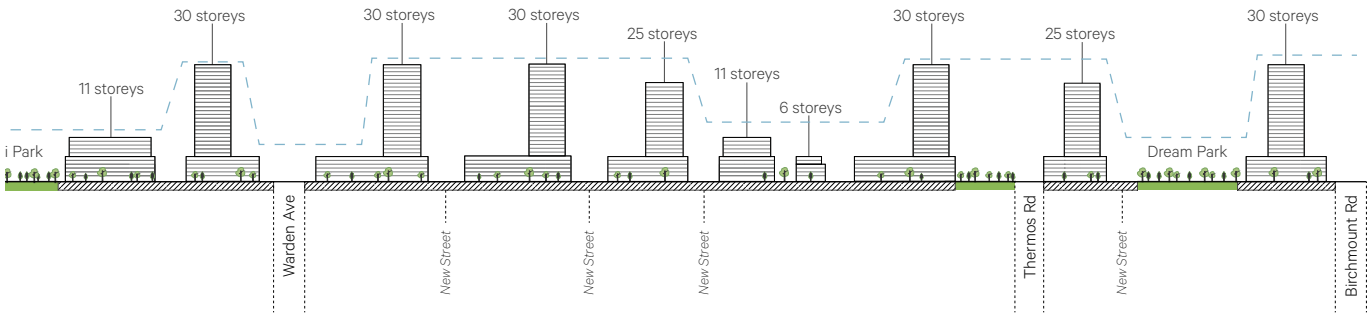
i. The street will be lined with primarily mid-rise buildings and base buildings of tall buildings.

ii. Tall building towers will be setback a minimum of 30 metres from Golden Mile Boulevard

iii. Notwithstanding the above, lower scale tall buildings up to 25 storeys with less tower setbacks can be located at appropriate locations, generally at the intersections with the existing streets.

c. Re-configured and extended O'Connor Drive will have a predominantly midrise and low-rise character, and will be lined by:

i. Exclusively mid-rise office/employment buildings in the Employment Character Area;



ii. Exclusively mid-rise and/or low-rise buildings west of Victoria Park Avenue;

iii. Mid-rise and/or low-rise buildings, or base buildings of tall buildings in the *Mixed Use Area* east of Victoria Park;

iv. Tall building towers will be setback a minimum of 30 metres from the re-configured O'Connor Drive stree tline on the north side.

v. Notwithstanding the above, lower scale tall buildings up to 20 storeys with smaller tower setbacks can be located at the north east corner of the O'Connor Drive/ Victoria Park Avenue intersection and the north east corner of the O'Connor Drive/ Pharmacy Avenue intersection.

d. Re-configured Craigton Drive will have a predominantly midrise and low-rise character, and will be lined with midrise buildings on both sides of the streets, except at the south west corner of the Pharmacy intersection, where lower tall buildings up to 25 storeys can be accommodated.

e. Ashtonbee Road will generally have a mid-rise character along the south side of the street, providing a transition in scale to the existing parks and open spaces and lower scale *Employment Areas* and integrating the Study Area seamlessly with its surroundings.

i. The street will be lined with primarily mid-rise buildings and base buildings of tall buildings;

ii. Tall building towers will be setback a minimum of 30 metres from Ashtonbee Road and will be located under the 45 degree angular plane from Ashtonbee Reservoir Park.

iii. Lower tall buildings up to 25 storeys with smaller tower setbacks can be located at appropriate locations, generally in the eastern area near Birchmount Road, and away from the existing and new parks and open spaces.

f. Victoria Park Avenue will have a predominantly mid-rise character, lined with:

i. Primarily mid-rise buildings along the street;

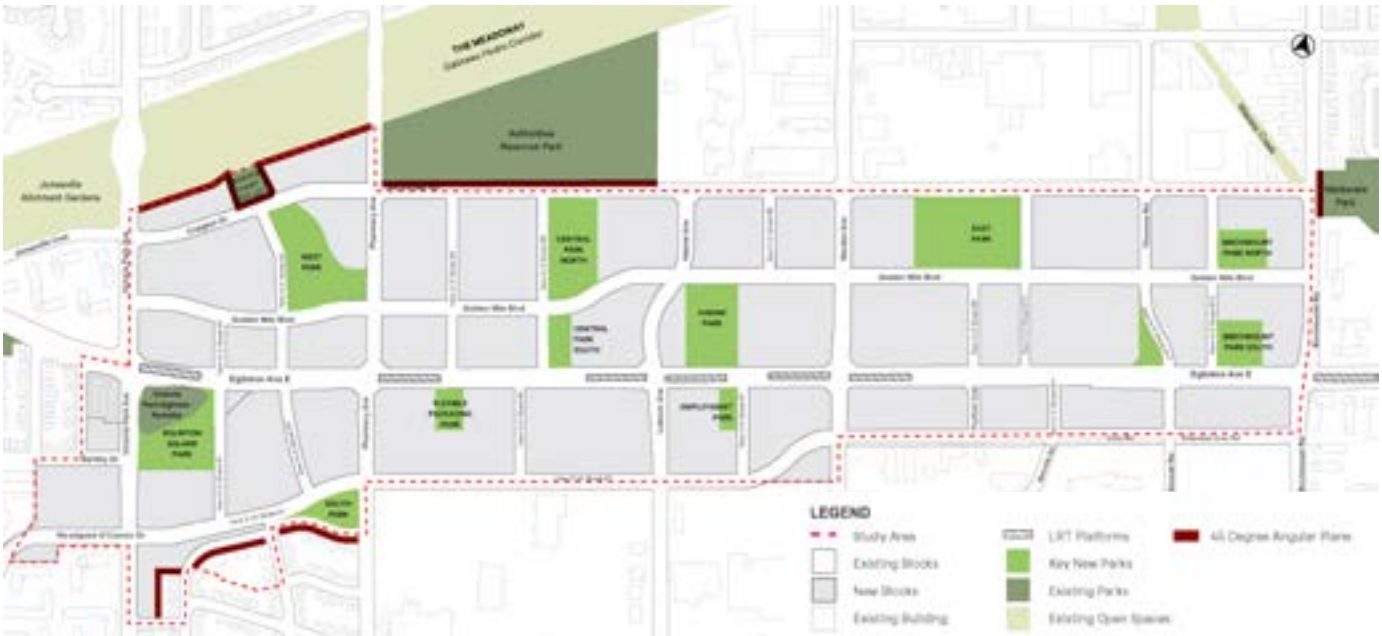


Figure 47 Angular Plane Locations

ii. The tallest buildings in the Study Area with heights up to 35 storeys at the Eglinton Avenue intersection;

iii. A lower tall building up to 20 storeys at the Re-configured O'Connor Drive intersection.

g. Pharmacy Avenue, Hakimi Avenue, Warden Avenue, Thermos Road and Birchmount Road will be lined with tall buildings and some mid-rise buildings at key locations. Taller buildings will generally be located in areas closer to the LRT stops, supporting a significant amount of transit supportive development with direct connections to the LRT stops, and limiting shadow impact on the new parks typically located in the areas between the LRT stops.

3.7.3 45 Degree Angular Planes

All new development will fall underneath the 45 degree angular planes from the existing low-rise residential *Neighbourhood* areas and the existing parks and open spaces as identified in Figure 47 Angular Plane Locations, illustrated in Section 48 Section Diagram - Transition in Height, and as follows:

a. The front property line of properties fronting onto the south side of Engelhart Crescent and Alviston Road, between Sunridge Drive and Pharmacy Avenue;

b. The south property line of the Meadoway / Gatineau Hydro Corridor between Victoria Park Avenue and the Craigton Court Tot Lot, and the Craigton Court Tot Lot and Pharmacy Avenue;

c. The east and west property lines of the Craigton Court Tot Lot;

d. The south property line of the Ashtonbee Reservoir Park; and

e. The west property line of the Maidvale Park.

f. The rear property lines of the Neighbourhood properties along Engelhart Crescent backing onto the Mixed Use Area.

g. The angular planes from the rear property lines of the *Neighbourhood* properties along Engelhart Crescent backing onto the *Mixed Use Area* will be applied in accordance to the rear angular plane performance standards as defined in the Mid-Rise Building Performance Standards, and will be subject to the following:

Key Map - Section

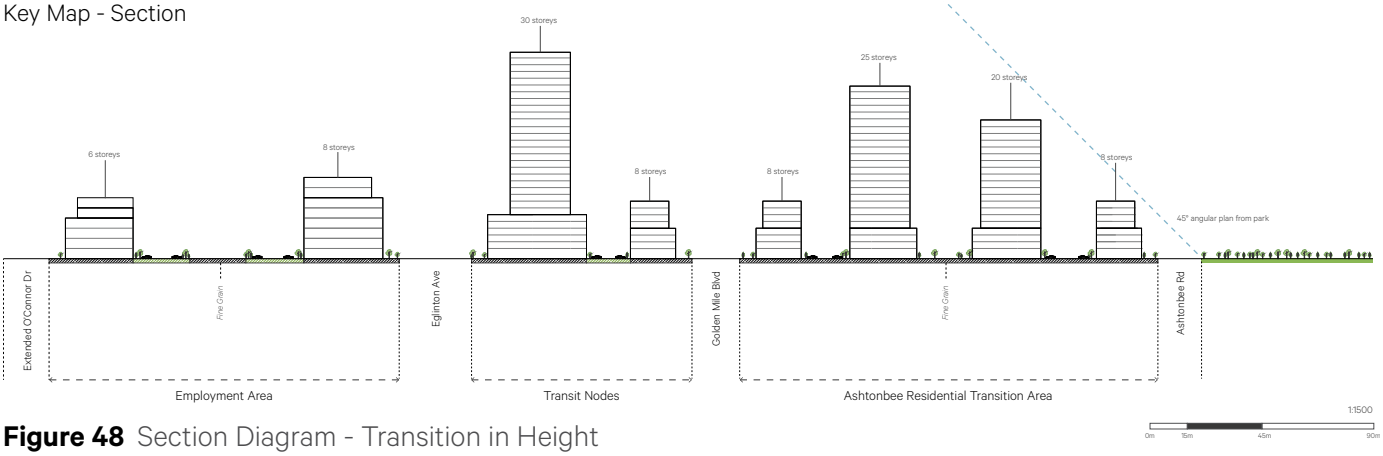


Figure 48 Section Diagram - Transition in Height

i. Angular planes for deep properties backing onto *Neighbourhoods* will extend at a 45 degree angle from the rear property line. A 7.5 metre rear setback from the residential zone is also required.

ii. Angular planes for shallow properties backing onto *Neighbourhoods* will extend at a 45 degree angle, beginning 10.5 metres above the ground, 7.5 metres from the rear property line.

iii. Where an angular plane line features a reflex angle (i.e. greater than 180 degrees), a conical angular plane will be applied over the portion of lands that would otherwise not fall within the angular planes projected from the two line segments that intersect to form the reflex angle.

3.8 Tall Buildings

Tall buildings will be strategically located in areas away from key public realm elements to limit their impact. Tall building design will provide variation in tower height, base building height, and tower step-back to create visual interest and distinct characters for key streets and various Character Areas. Detailed tall building design parameters will meet or exceed the minimum requirements in the Tall Building Design Guidelines, in order to achieve the vision and objectives of the GMSP Final Report.

Recommended Guidelines:

3.8.1 In accordance with Guideline 3.7.1 and 3.7.2, tall buildings can generally be located in the following areas:

a. Along Eglinton Avenue East and the existing north-south streets, closer to the five LRT stops;

b. Away from parks and open spaces, especially the existing parks and the ten key new parks;

c. Away from Golden Mile Boulevard, the re-configured O'Connor Drive, the re- configured Craigton Drive, and Ashtonbee Road.

Figure 49 Locating Tall Buildings

3.8.2 Tall buildings will be strategically located to support streetscape character and limit shadow impact on the public realm.

3.8.3 Tall buildings will be strategically located on a development block in response to the depth and configuration of the block, to support the anticipated characters of the adjacent public realm and achieve appropriate transition. They will be placed as identified in Figure 49 Locating Tall Buildings and as follows:

a. When the block is located between Golden Mile Boulevard and Ashtonbee Road, locate the towers to limit the impact on both streets by:
   i. "Centralizing" the tower zone mid-way north south through the block, when the block is deeper;
   ii. "Alternating" the tower locations along the street frontages, when the block is shallower, to create a more balanced condition along the two streets;
b. When the block is located between Eglinton Avenue East and Golden Mile Boulevard, promote a mid-rise and lower scale character along Golden Mile Boulevard by "Shifting" the tower zone away from Golden Mile Boulevard towards Eglinton Avenue East, while maintaining large and varied tower step-backs along Eglinton Avenue East.
c. When the block is located adjacent to a key new park, create a lower scale around the park and limit shadow impact by "Distancing" the tower zone from all sides of the park, and locating mid-rise buildings and tall building base buildings around the park.

3.8.4 Generally no more than two towers will be located on a development block.

3.8.5 Variation in tall building tower step-backs will be achieved through:

a. Providing a 5.0 metre minimum tower step-back from the base building;
b. Varying the tower step-backs along streets, especially along Eglinton Avenue East, Golden Mile Boulevard, existing north south streets, and the new north south streets along or leading to the parks.
c. Varying the tower step-backs on development blocks with more than one tall building.

3.8.6 Tower floor plate size will not exceed 750m^2;

3.8.7 Tower separation distance will not be less than 30 metres.

3.9 Mid-rise Buildings

Mid-rise buildings will be encouraged throughout the Golden Mile. They will support transit oriented development with a pedestrian friendly scale and less negative impact on the public realm. They will be required in areas adjacent to some of the structuring elements of the Secondary Plan to define and support the characters of these spaces and contribute to the vision for the Character Areas. Mid-rise buildings will be designed to meet or exceed the minimum requirements of the Mid-rise Performance Standards to support the built form vision and objectives of this Secondary Plan.

Recommended Guidelines:

3.9.1 The maximum height of mid-rise buildings will vary, and be based on a 1:1 ratio with the right-of-way width of the adjacent street, with a maximum height of 36 metres. The maximum heights are as follows:

a. 36.0 metres for buildings fronting onto Eglinton Avenue East;
b. 36.0 metres for buildings fronting onto Warden Avenue;
c. 36.0 metres for buildings fronting onto

Victoria Park Avenue;

d. 27.0 metres for buildings fronting onto Golden Mile Boulevard, O'Connor Drive, Pharmacy Avenue, Hakimi Avenue / Lebovic Avenue;

e. 23.0 metres for buildings fronting onto Ashtonbee Road, reconfigured and widened Craigton Drive and Thermos Road, and the new north – south 23 metre ROW streets with dedicated cycling facilities;

f. 20.0 metres for buildings fronting onto the new north-south streets or new conceptual streets.

3.10 Low-rise Buildings

While mid-rise buildings are encouraged in the Golden Mile, low-rise buildings are permitted at appropriate locations. Low-rise building design will meet and exceed the minimum standards in the Townhouse and Low-rise Apartment Design Guidelines to support the built form vision and objectives of the GMSP Final Report.

Recommended Guidelines:

3.10.1 Low-rise buildings are not permitted along Eglinton Avenue East frontage or in the Commercial Gateway Area.

3.10.2 Low-rise buildings are not encouraged in the Transit Nodes Character Area, but can be considered in areas away from the Eglinton Avenue, provided that other objectives of the Secondary Plan are achieved.

3.10.3 Low-rise buildings can be considered in areas around park edges, and near lower scale existing *Neighbourhoods* and *Employment Areas*, provided that other objectives of the Secondary Plan are achieved.

3.11 Pedestrian Comfort

3.11.1 Development will be located and designed to minimize shadows in order to preserve the utility of sidewalks, parks, open spaces, natural areas, child care centres, playgrounds, institutional open spaces, private open spaces, outdoor amenity spaces and POPS.

3.11.2 Achieve approximately a minimum of 5 to 7 consecutive hours of sunlight between spring and fall equinoxes for:

a. New development should strive to achieve a minimum 7 hours of continuous sunlight on 100% of existing *Parks* and *Open Space Areas* from March 21st to September 21st: Meadoway, Ashtonbee Reservoir Park, Maidavale Park, and Craigton Tot Lot. This does not apply to the Victoria Park-Eglinton Parkette, which will be reconfigured and expanded into a new park.

b. New development should strive to achieve a minimum 5 hours of sunlight on 75% of park area for all new *Parks* from March 21st to September 21st.

c. New development in the *Mixed Use Areas* on the south side of Eglinton Avenue East should strive to achieve a minimum 7 hours of sunlight on 50% of the north side street frontage on Eglinton Avenue East.

d. New development in the *Employment Areas* on the south side of Eglinton Avenue should achieve a minimum 7 hours of sunlight on 100% of the north side street frontage on Eglinton Avenue East.

e. New development should strive to achieve a minimum of 5 to 7 hours of sunlight on a minimum of 50% of the north side street frontage on Golden Mile Boulevard from March 21st to September 21st.

3.11.3 Buildings will be located and massed to limit and/or mitigate wind impacts on the public realm, including streets and sidewalks, parks and open spaces, as well as privately owned publicly accessible spaces and private amenity spaces. Wind conditions should be suitable for walking and standing, with higher standards applied to spaces designed for sitting, play tructures and sports activities.

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4.0 DESIGN EXCELLENCE AND SUSTAINABILITY

4.0 Design Excellence and Sustainability

Development in the Golden Mile will demonstrate the highest levels of design excellence in building, site and landscape design, including a high level of sustainable design. A high standard of consideration and attention to the relationship between the public and private realms, as well as the relationship between the built and natural environment, is necessary to support the creation of an integrated and liveable environment.

4.1 Design Excellence

Recommended Guidelines:

4.1.1 Building and site materials should be high-quality, aesthetically pleasing, and durable to support the expression of design excellence. The use of stucco/EIFS is discouraged.

4.1.2 High-quality materials are especially encouraged in the base building, as these are closest to street-level. The lower floors of a building should exhibit the greatest amount of articulation with a special attention toward framing a vibrant pedestrian realm.

4.1.3 Facade articulation, including projections, recessions, design treatments and architectural details (i.e. decorative mouldings, fenestration, masonry banding) are encouraged to create enhanced visual interest and a human-scaled environment that avoids repetitive or monotonous streetscapes. The design and articulation of each façade should respond to unique site conditions.

4.1.4 Building materials for higher floors may differ from base materials, but compatibility, transition and building proportions should be considered (Fig. 38). Higher buildings should have a lighter appearance in general to reduce perceived height, weight and bulk.

4.1.5 Landscape shall be an integral piece of the site design and be developed to unify and enhance the overall project. High-quality, durable and diverse landscape elements shall be encouraged.

4.1.6 Within sites, landscaping shall define pedestrian routes and a consistent and attractive street edge. The selection and spacing of plantings shall respond to adjacent land uses and site conditions and enhance visual imagery of the site.

4.1.7 Design competitions for public realm features, such as parks and open spaces, are encouraged to promote innovative and pioneering design in public projects.

4.2 Sustainability

Recommended Guidelines:

4.2.1 New development, infrastructure and public realm improvements are encouraged to optimize opportunities for water conservation, on-site infiltration and stormwater control through sustainable and low impact development (LID) approaches including: green roofs, rain gardens, greywater reuse in buildings and for on-site irrigation, swales, soak-ways, underground retention/ infiltration, infiltration trenches, urban bioswales, permeable paving and native landscaping.

4.2.2 Every effort should be made to retain existing trees and other mature vegetation during redevelopment. Where possible, these should be integrated into the site layout and landscape design for new developments.

4.2.3 Development is encouraged to create natural habitats through planting treatments of private landscaped areas and amenity spaces.

4.2.4 Development should prioritize plantings of native species that support ecological functions, are drought-tolerant, require minimal maintenance and increase biodiversity in the landscape.

4.2.5 The installation of biodiverse green roofs with diversity in plant species, appropriate planting patterns and adequate soil depth is encouraged on the flat roofs of all buildings, including residential, commercial and mixed-use buildings. Softscape features can include trees, grass, shrubs, flowers, and soil. These green roofs are encouraged to act as public amenity spaces.

4.2.6 Development is encouraged to seek current Leadership in Energy and Environmental Design (LEED) building design certification, or equivalent.

4.2.7 Development will be encouraged to meet the highest levels of the Toronto Green Standards and target near-zero emissions for new buildings.

4.2.8 The incorporation of alternative or renewable energy resources (i.e. solar panels) in building design is encouraged. The design and orientation of buildings should seek the maximization of solar gain.

4.2.9 Bird-friendly glazing on mid-rise and tall buildings will be provided in accordance with the Toronto Green Standard.

4.2.10 Public art, green infrastructure initiatives, wayfinding and other interpretive features will be explored in private development and public realm improvements as opportunities to engage and educate the public on the environmental sensitivity and natural heritage found in and around the Study Area.

4.2.11 Development is encouraged to incorporate energy efficiency technologies, passive design measures, renewable energy sources and other low carbon building strategies.

5.0 CHARACTER AREAS GUIDELINES

5.0 Character Areas Guidelines

Building on the general guidelines, and together with the Demonstration Plan (Figures 10 and 11), the Character Areas Guidelines in this section provide detailed guidance on how the distinct characteristics of each area can be achieved through combined application of land use, public realm, and built form strategies and measures. Plan and axonometric views of each Character Area are provided in accompanying diagrams.

5.1 Character Area 1 - Commercial Gateway

The Golden Mile Commercial Gateway will be a primary location for intensification with tall buildings and some mid-rise buildings (Figures 50 and 51). The public and private development in this area will celebrate the historic gateway location and commercial nature of the area with an enhanced urban public realm, supported by continuous commercial uses at grade along most of the streets in the area.

Recommended Guidelines:

Land Use

5.1.1 Active at-grade commercial uses are required along Eglinton Avenue East, Golden Mile Boulevard, and select side streets.

5.1.2 Active at-grade uses (retail/commercial/residential/community/institutional) are encouraged in all other areas to promote pedestrian activity an vibrant public realm.

Public Realm

5.1.3 The public realm in the Commercial Gateway will be of a vibrant urban character and accommodate the movement of significant numbers of pedestrians and cyclists.

5.1.4 A signature park (the Expanded Eglinton Square Park) of exceptional quality will be created at the south east quadrant of the Eglinton Avenue East and Victoria Park Avenue intersection.

5.1.5 Notwithstanding Guideline 5.1.4 above, the Eglinton Square Park may be relocated to the north east quadrant of the re-configured O'Connor Drive and Victoria Park Avenue intersection, through a land swap/exchange between the landowner and the City. In that case, a significantly sized POPS will be provided at the south east corner of Eglinton Avenue East and Victoria Park Avenue intersection.

5.1.6 A POPS of exceptional quality will be created at the north east corner of the Eglinton Avenue and Victoria Park Avenue intersection, supported by appropriate building setbacks.

5.1.7 As the entryway to the Meadoway, a north south street with dedicated cycling facilities leading to the West Park will be created on the north side of Eglinton Avenue East to connect the Avenue to the existing Craigton Court Tot Lot and the Meadoway.

a. Provide a 10 metre minimum setback on the east side of the street to allow for a POPS to accommodate enhanced landscape elements such as an additional row of trees, street furniture, a wider marketing zone, and a generous sidewalk;

b. Vehicular accesses and garage ramps are not permitted on this street.

5.1.8 On the south side of Eglinton Avenue East, a north-south parkside street with dedicated cycling facilities along Eglinton Square Park will be created to connect Eglinton Avenue East to the existing *Neighbourhood*s to the south.

a. Provide upgraded paving materials and traffic calming features for the road surface to integrate the park, the street, and the setback areas with marketing zones into an integrated

vibrant urban space.

b. Provide a 5 metre minimum setback to accommodate enhanced landscape elements such as an additional row of trees, street furniture, a wider marketing zone, and a generous sidewalk;

c. Vehicular accesses and garage ramps are not permitted on this street.

5.1.9 Three potential public art installations, in the order of prominence and scale, are identified as follows:

a. In the Eglinton Square Park, provide a public art installation of a highly visible nature to the pedestrians, cyclists, and LRT riders entering the area, celebrating and commemorating the history of the Golden Mile, and marking the gateway into the Golden Mile. The artwork should be visible from a distance from multiple transportation modes and be engaging for visitors to the park. The artwork could respond to the area's rich mid-century heritage or take the form of an art fountain to echo the former central fountain in Eglinton Square Mall.

b. At the north east corner of Eglinton Avenue East and Victoria Park Avenue, provide a public art installation to mark the gateway location, with a scale that's secondary to the POPS/public art on the south east corner.

c. At the south east corner of the intersection of Eglinton Avenue East and the parkside street along Eglinton Square Park, provide a public art installation with a scale that's less prominent than the other three public art installations.

5.1.10 The public realm and streetscape treatment will be informed by the Eglinton Streetscape Concept Plan (Appendix G).

Built Form

5.1.11 The greatest building heights (up to 35 storeys) and densities in the Secondary Plan Study Area will be accommodated in this Character Area, with the tallest buildings located closer to the Eglinton Avenue East and Victoria Park Avenue intersection and transitioning down to the surrounding areas.

5.1.12 The built form will consist of primarily tall buildings, with some mid-rise buildings at strategic locations on both sides of Eglinton Avenue East to provide built form variety, and to support key public realm elements such as Eglinton Square Park and the entryway to the Meadoway.

a. A mid-rise building will be provided on the north side of Eglinton Avenue East, at the north south street connecting Eglinton Avenue East to the Meadoway; the building mass fronting onto Eglinton Avenue East will not exceed 36 metre, and the building massing fronting onto the north-south street will not exceed the right-of- way width of the street.

b. A mid-rise building up to 36 metres will be provided on the south side of Eglinton Avenue East, along the street frontage or one of the Eglinton Square Park frontages.

c. The south side of Golden Mile Boulevard will be primarily mid-rise buildings and base buildings of tall buildings with 30 metre minimum setbacks.

5.1.13 Tall building and mid-rise buildings will have minimum 5 storey and maximum 6 storey base buildings along Eglinton Avenue East, and minimum 3 storey and maximum 6 storey base buildings along other streets.

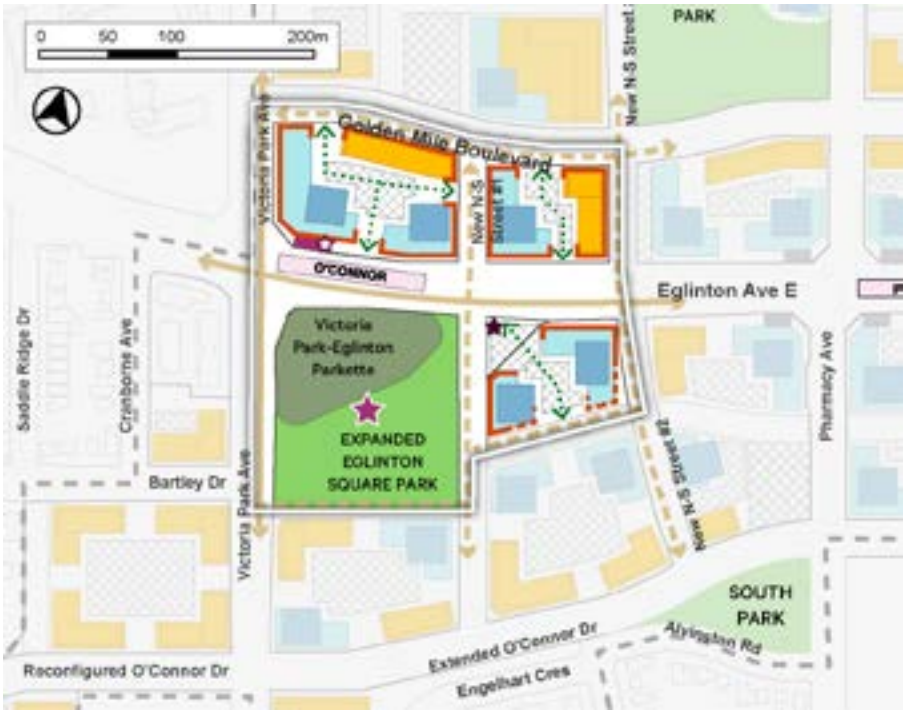


Figure 50 Plan Diagram of Commercial Gateway

Figure 51 Axonometric Diagram of Commercial Gateway

LEGEND

- Character Area Boundary
- Study Area
- Existing Buildings
- Privately Owned Publicly Accessible Space (POPS) or Outdoor Amenity Space
- POPS at LRT platforms
- Potential Public Art at Key New Parks
- Potential Public Art at LRT Stop Intersections
- Potential Public Art at Other Locations
- Mid-block Pedestrian Connections
- Planned Bike Lanes
- New Cycling Facilities
- Required Active Commercial Uses at Grade
- Encouraged Active Commercial Uses at Grade
- Key New Parks
- Existing Parks
- Existing Open Spaces
- Mid-rise Buildings
- Tall Buildings - Base
- Tall Buildings - Tower

Min Building Setback

- 1.5m
- 3.0m
- 5.0m
- 6.0m

NOTES

- # on top of building indicates maximum number of storeys

5.2 Character Area 2 - Mixed Use Transit Nodes

The Mixed-Use Transit Nodes will be developed as the centres of activity for the Study Area with a mix of tall and mid-rise buildings to animate and support Eglinton Avenue East as a transit corridor and a vibrant urban place with enhanced streetscape (Figures 52 and 53).

Recommended Guidelines:

Land Use

5.2.1 Development will accommodate a wide range of commercial, residential, institutional, community, employment uses to the benefit of high concentrations of residents and transit users in the Golden Mile.

5.2.2 Active at-grade commercial uses are required at the following locations:

a. Along both sides of Eglinton Avenue East; and

b. Along the first 20 metres of the street frontages along the existing north south streets north of Eglinton Avenue East.

5.2.3 Active at-grade commercial uses are encouraged at the following locations:

a. Along the existing north south streets north of Eglinton Avenue East, beyond the first 20 metres of the street frontages from the Eglinton Avenue East intersections;

b. Along park edges adjacent to Eglinton Avenue East;

c. In areas near the Central Park and East Park, along Golden Mile Boulevard, parkside streets or streets leading to the parks.

5.2.4 Active at-grade uses (commercial/residential/community/institutional) are required at the following locations:

a. Along Golden Mile Boulevard;

b. Along all park frontages.

Public Realm

5.2.5 Public initiatives and private development will support Eglinton Avenue East as a vibrant urban place with enhanced streetscape treatment;

5.2.6 Parks of varied sizes and characters, including Central Park (South), Hakimi Park, Birchmount Park (South), and Flexible Packaging Park, will provide open space breaks along Eglinton Avenue East, Golden Mile Boulevard, and will have generous frontages along these streets.

5.2.7 The remaining piece of the existing Thermos Road after the re-configuration will be transformed into a public space with pedestrian amenities and a potential public art installation;

5.2.8 High quality and generous POPS be provided at the LRT stops, in accordance with the guidelines in Section 2 Public Realm.

5.2.9 Public art installations will be provided in the POPS at the LRT stops, in the parks, and at other highly visible locations on development sites.

5.2.10 The public realm and streetscape treatment will be informed by the Eglinton Streetscape Concept Plan (Appendix G).

Built Form

5.2.11 A maximum building height of 30 storeys will be accommodated at LRT stops, transitioning down to the surrounding areas, including the parks along the street, Golden Mile Boulevard, and the re-configured O'Connor Drive.

5.2.12 Built form along Eglinton Avenue East frontage will accommodate a variety of building types, provide variation in tall building heights and tower step-backs.

a. Tall buildings will be located strategically in response to the varying block depths between Eglinton Avenue East and Golden Mile Boulevard, and support the anticipated

built form characters of the two streets, through strategies such as “centralizing” and “alternating”.

b. A minimum of one mid-rise building up to 11 storeys or 36 metres will be provided along Eglinton Avenue East frontage on existing properties with a size greater than 5 hectares.

5.2.13 Built form along Golden Mile Boulevard frontage will be primarily mid-rise buildings and base buildings of tall buildings; tall building towers will be setback a minimum of 30 metres from the street lines.

5.2.14 Tall buildings and mid-rise buildings will have 5 storey minimum and 6 storey maximum base buildings along Eglinton Avenue East and existing north south streets, and 3 storey minimum and 4 storey maximum base buildings along other streets.

5.2.15 Low-rise buildings are not encouraged in this area but are permitted along park frontages away from Eglinton Avenue East.

Figure 52 Plan Diagram of Mixed Use Transit Nodes

Min Building Setback

1.5m 3.0m 5.0m 6.0m 10.0m

NOTES

- # on top of building indicates maximum number of storeys.
- Base buildings have a maximum of 4 storeys on Golden Mile Blvd, 6 storeys on Eglinton Ave and 4 storeys on all other streets.

Figure 53 Axonometric Diagram of Mixed Use Transit Nodes

5.3 Character Area 3 - East Park Mid-rise and Tall Building Community

Located between the Warden and Birchmount LRT stops and anchored by the East Park, the East Park Mid-rise and Tall Building Community will have an enhanced mid-rise character along the middle section of Eglinton Avenue East frontage between the Golden Mile and Birchmount ECLRT stops (Figures 54 and 55). This Character Area will accommodate primarily residential uses, as well as employment, community, institutional, and other uses, including active commercial uses at grade along Eglinton Avenue East.

Recommended Guidelines:

Land Use

5.3.1 Active at-grade commercial uses are required along Eglinton Avenue East frontage.

5.3.2 Active at-grade commercial uses are encouraged at the following locations:

a. Along the north south streets leading to the East Park;

b. Along Thermos Road between Eglinton Avenue East and Golden Mile Boulevard.

5.3.3 Active at-grade uses (commercial/residential/community/institutional) are required at the following locations:

a. Along Golden Mile Boulevard;

b. Along Ashtonbee Road;

c. Along the north south streets leading to and along the East Park.

Public Realm

5.3.4 A East Park will be created as the focal point with a variety of recreational opportunities for the community and the surrounding areas.

5.3.5 A park street with dedicated cycling facilities and enhanced streetscape leading to the East Park will be created, with a 5 metre minimum setback on at least one side of the street to accommodate a generous sidewalk with double rows of trees.

5.3.6 The public realm and streetscape treatment will be informed by the Eglinton Streetscape Concept Plan (Appendix G).

Built Form

5.3.7 Development will accommodate the third highest density in the Golden Mile after the Commercial Gateway and Mixed Use Transit Nodes, commensurate with its relatively removed position from ECLRT stops.

5.3.8 The Character Area will have an enhanced mid-rise character.

a. A full block of mid-rise buildings will be provided to create a break in massing along Eglinton Avenue East between the Warden and Birchmount LRT stops; the block will extend from Eglinton Avenue East to East Park, bounded by Eglinton Avenue East, Golden Mile Boulevard, and two north-south streets connecting Eglinton Avenue East to the East Park;

b. The East Park will be surrounded by primarily mid-rise buildings and base buildings of tall buildings; tall building towers will be setback a minimum of 30 metres from the park property lines and the street lines of the adjacent streets abutting the development block;

c. A minimum of one mid-rise building will be provided along each parkside street or park frontage;

d. Tall building towers will generally be located along Eglinton Avenue East and Thermos Road, away from the Park;

e. Tall buildings will be located strategically in response to the block depths between

Eglinton Avenue East and Golden Mile Boulevard, and between Golden Mile Boulevard and Ashtonbee Road, to support the anticipated built form characters of the three streets, through strategies such as “centralizing”, “alternating”, “shifting”, and “distancing”.

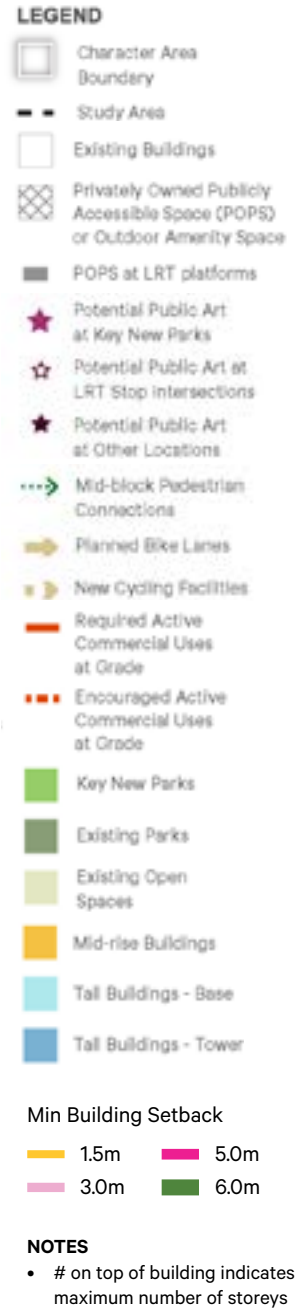
5.3.9 Tall buildings and mid-rise buildings will have:

a. 5 storey minimum and 6 storey maximum base buildings along Eglinton Avenue East; and Thermos Road between Eglinton Avenue East and Golden Mile Boulevard; and

b. 3 storey minimum and 4 storey maximum base buildings along other streets.

Figure 54 Plan Diagram of East Park Mid-rise and Tall Building Community

Figure 55 Axonometric Diagram of East Park Mid-rise and Tall Building Community



NOTES

- # on top of building indicates maximum number of storeys

5.4 Character Area 4 - West Park and Meadoway Residential Transition Area

Anchored by the West Park, the West Park and Meadoway Residential Transition Area will be primarily a residential area consisting of a mix of mid-rise and lower tall buildings, with commercial uses along Golden Mile Boulevard (Figure 56 and 57).

Recommended Guidelines:

Land Use

5.4.1 The westerly portion of Golden Mile Boulevard will be developed as an intimate and pedestrian friendly retail street with a grocery store, with active at-grade commercial uses required along Golden Mile Boulevard;

5.4.2 Active at-grade uses (commercial/residential/community/institutional) are required along the parkside street.

Public Realm

5.4.3 The West Park will be designed as the focal point for the community and surrounding areas, and as one of the key components of the open space link from Eglinton Avenue East to the Meadoway, with walkways, bike routes, multi-use trails, public art installations, and a variety of programming opportunities.

5.4.4 A parkside street with dedicated cycling facilities with enhanced streetscape will be provided along the West Park.

5.4.5 Craigton Tot Lot will be expanded and improved.

5.4.6 Road widening and streetscape improvements along Victoria Park Avenue will be provided to meet complete street requirements including dedicated cycling facilities.

Built Form

5.4.7 Golden Mile Boulevard will have a strong mid-rise character and will be supported by primarily mid-rise buildings and base building of tall buildings.

5.4.8 Tall building towers will be setback a minimum of 30 metres from the Golden Mile Boulevard street lines.

5.4.9 Lower scale tall buildings up to 25 storeys can be located appropriate locations away from the West Park.

5.4.10 The re-configured Craigton Drive will have a predominantly mid-rise character, and will be framed and supported by mid-rise buildings except at the south west corner of the re-configured Craigton Drive and Pharmacy Avenue, where lower tall buildings up to 25 storeys may be located.

5.4.11 The parkside street will be framed by mid-rise buildings.

5.4.12 Victoria Park Avenue will be framed by mid-rise buildings.

Figure 56 Plan Diagram of West Park and Meadoway Residential Transition Area

Figure 57 Axonometric Diagram of West Park and Meadoway Residential Transition Area

LEGEND

- Character Area Boundary
- Study Area
- Existing Buildings
- Privately Owned Publicly Accessible Space (POPS) or Outdoor Amenity Space
- POPS at LRT platforms
- Potential Public Art at Key New Parks
- Potential Public Art at LRT Stop intersections
- Potential Public Art at Other Locations
- Mid-block Pedestrian Connections
- Planned Bike Lanes
- New Cycling Facilities
- Required Active Commercial Uses at Grade
- Encouraged Active Commercial Uses at Grade
- Key New Parks
- Existing Parks
- Existing Open Spaces
- Mid-rise Buildings
- Tall Buildings - Base
- Tall Buildings - Tower

Min Building Setback

- 3.0m
- 5.0m
- 6.0m

NOTES

- # on top of building indicates maximum number of storeys

5.5 Character Area 5 - O'Connor Residential Transition Area

With the South Park along the re-configured and extended O'Connor Drive, the O'Connor Residential Transition Area will be developed as a mostly residential area consisting of tall buildings, mid-rise buildings and/or low rise buildings, with appropriate transition to the existing Neighbourhood Areas to the south (Figures 58 and 59).

Recommended Guidelines:

Land Use

5.5.1 Active at-grade commercial uses are required along Eglinton Square Park frontage.

5.5.2 Active at-grade commercial uses are encouraged along Victoria Park Avenue.

5.5.3 Active uses (commercial/residential/community/institutional) are required along the reconfigured O'Connor Drive.

Public Realm

5.5.4 The South Park and a linear green space will be located along the south side of the reconfigured O'Connor Drive to provide recreational opportunities with enhanced landscape and pedestrian amenities to both new and existing residents.

5.5.5 New streets including a park side street with dedicated cycling facilities with enhanced streetscape will connect O'Connor Drive to Eglinton Avenue East.

5.5.6 Mid-block north south and east west pedestrian/cycling connections will be provided to enhance block porosity and access to Eglinton Square Park.

Built Form

5.5.7 The re-configured O'Connor Drive will have a predominantly mid-rise character and will be framed by mid-rise or low rise buildings, or base buildings of tall buildings, except at the north east corner of O'Connor Drive and Victoria Park Avenue, where a low scale tall building up to 20 storeys may be located.

5.5.8 Tall buildings up to 30 storeys can be located along the northern edge of the Character Area, transitioning down towards the existing low-rise residential *Neighbourhoods* to the south.

5.5.9 Tall buildings will be located with a 30 metre minimum setback from the street line of the re-configured O'Connor Drive on the north side of the street.

5.5.10 All development will fall beneath 45 degree angular planes from the property lines of the adjacent low rise residential *Neighbourhoods* to the south.

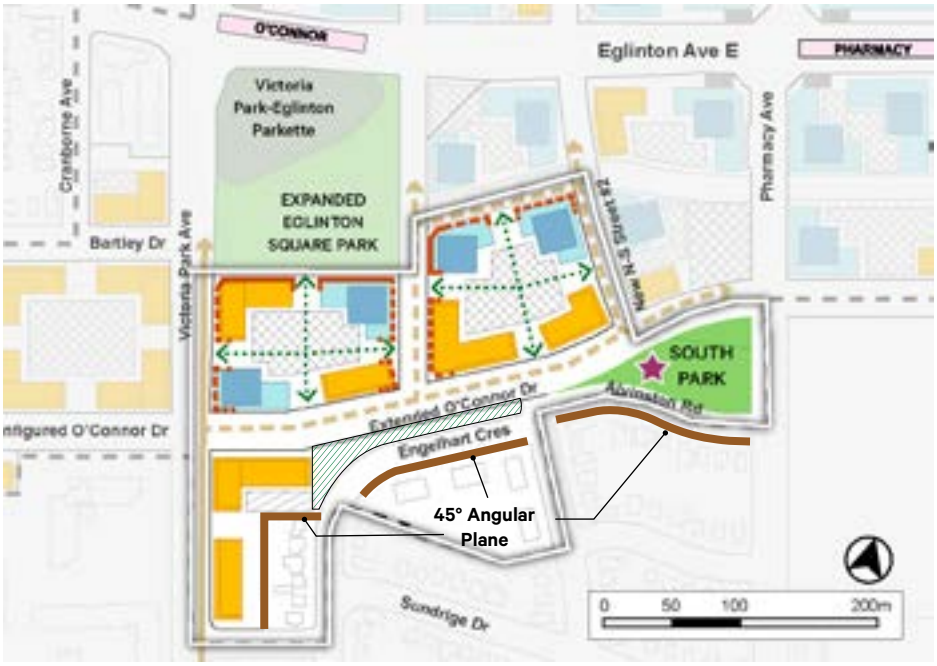


Figure 58 Plan Diagram of O'Connor Residential Transition Area

Figure 59 Axonometric Diagram of O'Connor Residential Transition Area

LEGEND

- Character Area Boundary
- Study Area
- Existing Buildings
- Privately Owned Publicly Accessible Space (POPS) or Outdoor Amenity Space
- POPS at LRT platforms
- Potential Public Art at Key New Parks
- Potential Public Art at LRT Stop intersections
- Potential Public Art at Other Locations
- Mid-block Pedestrian Connections
- Planned Bike Lanes
- New Cycling Facilities
- Required Active Commercial Uses at Grade
- Encouraged Active Commercial Uses at Grade
- Key New Parks
- Existing Parks
- Existing Open Spaces
- Mid-rise Buildings
- Tall Buildings - Base
- Tall Buildings - Tower
- Linear green amenity

Min Building Setback

- 3.0m
- 5.0m
- 6.0m

NOTES

- # on top of building indicates maximum number of storeys

5.6 Character Area 6 - Ashtonbee Residential Transition Area

Anchored by the Central Park and East Park, the Ashtonbee Residential Transition Area will be developed as a mostly residential area with a mix of mid-rise buildings and lower scale tall buildings, with appropriate transition to the new and existing parks and open spaces, as well as the existing lower scale *Employment Areas* to the north (Figures 60 and 61).

Recommended Guidelines:

Land Use

5.6.1 Primarily residential uses and some employment, community services, and potential institutional uses will be accommodated;

5.6.2 Active at-grade uses (commercial/residential/community/institutional) are required at the following locations:

a. Along Golden Mile Boulevard;
b. Along Ashtonbee Road; and
c. Along parkside streets and park frontages.

Public Realm

5.6.3 The northern portion of the Central Park will be designed to accommodate a variety of social and recreational opportunities for the area and the broader community.

5.6.4 The Hakimi Park will be created as a larger urban park connection between Eglinton Avenue East and Golden Mile Boulevard, providing a significant open space break along Eglinton.

5.6.5 Birchmount Park North will be a small focal point for the local residents.

Built Form

5.6.6 45 degree angular planes will be applied to provide transition from the existing *Parks* and *Open Space Areas*:

a. From the south side of Ashtonbee Reservoir Park;
b. From the west side of Maidavale Park.

5.6.7 Golden Mile Boulevard will have a strong mid-rise character with primarily mid-rise buildings and base buildings of tall buildings.

5.6.8 Lower scale tall buildings up to 25 storeys can be located closer to the Golden Mile street lines at appropriate locations, generally at the intersections with the existing streets.

5.6.9 Ashtonbee Road will generally have a mid-rise character along the south side of the street, with primarily mid-rise buildings and base buildings of tall buildings.

5.6.10 Lower scale tall buildings up to 25 storeys can be located closer to the Ashtonbee Road street line at appropriate locations, generally in the eastern area near Birchmount Road, and away from the existing and new parks and open spaces.

5.6.11 Tall buildings will be located strategically in response to the varying block depths between Golden Mile Boulevard and Ashtonbee Road, and support the anticipated built form characters of the two streets, through strategies and measures such as “centralizing” and “alternating” as outlined in Section 3 Built Form.

Figure 60 Plan Diagram of Ashtonbee Residential Transition Area

Figure 61 Axonometric Diagram of Ashtonbee Residential Transition Area

5.7 Character Area 7 - Employment Area

Consistent with the boundaries of the Employment District, the existing uses in the *Employment Area* will be preserved and the lands will also accommodate new employment uses and development over time (Figure 62 and 63).

Recommended Guidelines:

Land Use

5.7.1 Transit-supportive employment uses will be accommodated in mid-rise buildings with active commercial uses at grade.

5.7.2 Active at-grade commercial uses are required along Eglinton Avenue East frontage.

Public Realm

5.7.3 An enhanced public realm will be provided including streetscape improvements, POPS at the LRT stops, employment-serving amenities, and a potential new park along Eglinton Avenue East.

5.7.4 In the interim, improved streetscape and on-site landscaping and amenities will be provided.

Built Form

5.7.5 Mid-rise employment buildings up to 8 storeys or 36 metres with commercial uses at grade will be located along Eglinton Avenue East with appropriate transition to the *Core Employment Areas* to the south.

5.7.6 Mid-rise employment buildings up to 6 storeys or 27 metres will be located along the reconfigured O'Connor Drive.

5.7.7 Buildings will be sited and oriented to feature a strong relationship with Eglinton Avenue East, providing primary facades and entrances along the street.

5.7.8 Amenities for workers will be provided through public and private open spaces.

5.7.9 POPS with potential public art will be provided at the LRT stops.

Figure 62 Plan Diagram of Employment Area

Min Building Setback

3.0m 6.0m

NOTES

- # on top of building indicates maximum number of storeys
- Base building height has a maximum of 6 storeys along Eglinton Ave E and 4 storeys on all other streets within Character Area

Figure 63 Axonometric Diagram of Employment Area

5.8 Character Area 8 - Victoria Park Avenue/O'Connor Drive Intersection Area

Located west of Victoria Park Avenue, and surrounded by existing mid-rise and low-rise buildings, the Victoria Park Avenue/O'Connor Drive Intersection Area will be developed as a mid-rise community integrated with existing surroundings (Figure 64 and 65). New development will be in accordance with SASP 400 and the O'Connor Drive Urban Design Guidelines.

Recommended Guidelines:

Land Use

5.8.1 Development on O'Connor Drive will provide active at-grade uses in support of a dynamic, interesting and safe street life.

Public Realm

5.8.2 The existing O'Connor Drive will be reconfigured and be designed as a 27 metre street.

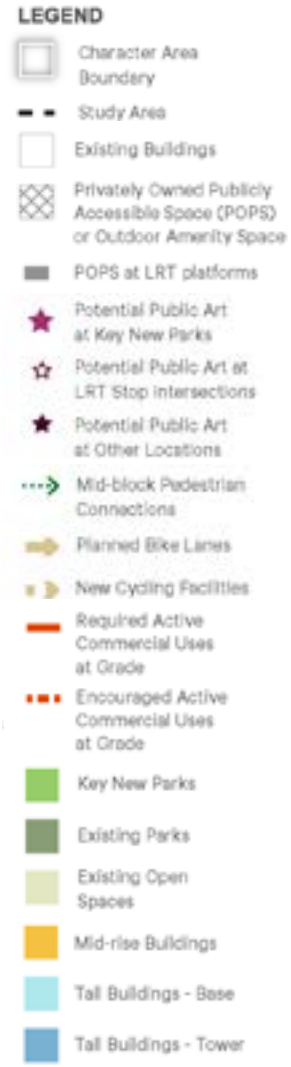
Built Form

5.8.3 Development will take the form of mid-rise buildings that do not exceed the 1:1 height/ROW ratio with adjacent streets;

5.8.4 New development will be in accordance with SASP 400 and the O'Connor Drive Urban Design Guidelines as adopted by Council.

Figure 64 Plan Diagram of Victoria Park Ave/ O'Connor Dr Intersection Area

Figure 65 Axonometric Diagram of Victoria Park Ave/O'Connor Dr Intersection Area



Min Building Setback

3.0m

NOTES

- # on top of building indicates maximum number of storeys