GOLDEN MILE SECONDARY PLAN Study

FINAL REPORT

November 29, 2019

GOLDEN MILE SECONDARY PLAN STUDY
FINAL REPORT

Version Control

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

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EXECUTIVE SUMMARY

Executive Summary

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. 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. The Golden Mile Secondary Plan Study was initiated to set out a comprehensive vision and planning framework for the area. The study aims to guide the creation of a complete community through a new street and block pattern, connected system of parks and open spaces, enhanced mobility network, diverse and high quality built form, and generous community infrastructure to support current and future growth.

Study Context

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. The vision and comprehensive planning framework will form the foundation for a Secondary Plan, Urban Design Guidelines, and other planning tools which are to support existing and future employment, mixed use and residential uses.

The Study Area 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. The Golden Mile area is characterized by mostly auto-oriented retail uses, with large amounts of surface parking and a built environment which poses challenges for pedestrians and cyclists.

The GMSP Study was conducted over three phases, as follows:

- Phase 1: Background Analysis - the first phase involved commencing the study, introducing the project to the community through engagement activities, completing background research on existing conditions, performing opportunity and constraint analysis, and developing a vision for the Golden Mile.
- Phase 2: Design Analysis and Alternative Solutions - the second phased involved identifying, analyzing and testing various design alternatives, selecting a preferred alternative, and reaching out to the public to receive feedback.
- Phase 3: Final Design and Plan Development - the final phase involved refinement of the preferred alternative, presentation of the final design and completion of the Final Secondary Plan Report.

Extensive public consultation was included in each phase of study, with engagement tailored to collect feedback from local residents, business owners, landowners, public agencies, community agencies and other key stakeholders. This feedback helped guide the development of the GMSP Study at key decision points throughout the process.

Area Structure

To achieve the vision of a connected, accessible and diverse mixed-use community, a series of Structuring Elements are identified as key 'moves' guiding the future growth of the area. These 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*.

Further to the Structuring Elements, an organizing framework of four Districts and eight Character Areas is identified to respond to existing and future conditions and to help reinforce the distinct character and identity of these different areas. This includes the compact, retail-focused form associated with the West District, the civic and cultural focus of the Central District, the residential emphasis of the East District and the commercial office focus of the Employment District. These Districts are further implemented through eight Character Areas, which are envisioned to contain defining land use, built form and public realm characteristics.

Land Use

The land use strategy in the Golden Mile will support a diverse, mixed-use community with a balance of residential, commercial and employment uses that enable residents to live, work and play.

Mixed Use Areas are the predominant land use, located between Eglinton Avenue East and Ashtonbee Road throughout the length of the Golden Mile and at the Commercial Gateway. These areas are encouraged to include higher-density residential and non-residential uses, including but not limited to office, retail, restaurants, medical offices, and/or community facilities. Major office development is recommended in close proximity to planned ECLRT stops.

Employment Areas are located south of Eglinton Avenue East generally between Pharmacy Avenue and Birchmount Road. These areas are encouraged to support the redevelopment and modernization of existing office buildings and commercial uses.

A small portion of lands situated in the northwest portion of the Golden Mile are designated as *Apartment Neighbourhoods*, which will facilitate higher-density residential uses.

A two-tiered hierarchy of active commercial uses at-grade complements the land use framework by identifying areas of required and recommended commercial frontages in *Mixed Use Areas* and *Employment Areas*.

Public Realm

The public realm plan for the Golden Mile incorporates both publicly and privately-owned and accessible features into an interconnected network of open and inviting spaces that all users can enjoy. New major parks will be complemented by a series of privately owned publicly-accessible spaces (POPS), a robust pedestrian and cycling network, green boulevard treatments, and public art installations to create a vibrant and attractive public realm.

Ten key new parks, including the Central Park, West Park, and East Park, will be located and programmed to serve as focal points for new Districts. The planning, design and development of new parks will consider their ability to accommodate a diverse range of user groups year-round, connect to nearby streets and open spaces, and integrate valuable ecological functions.

Privately Owned Publicly-Accessible Spaces *(POPS)* will be designed to supplement the public park system while incorporating high quality design and animating key locations such as *Green Nodes* and LRT *Transit Nodes*. These can include green spaces, urban squares, courtyards, plazas, and pedestrian connections, and contain a mix of hardscapes and softscapes.

Active transportation is promoted through a network of fine-grain pedestrian and cyclist connections to increase comfort, accessibility and safety, encouraging the adoption of travel modes beyond the private automobile.

Recommended design strategies introduce generous streetscape enhancements for all existing and new streets, with dedicated street and furniture zones to improve visual aesthetics and provide a buffer between pedestrians and vehicles. Public art will be introduced at visually prominent locations to support local character and create an enhanced sense of place that reflects the heritage of the Golden Mile.

Built Form

The built form is envisioned to transform from the current low-density, auto-oriented environment to one which promotes high quality urban design accommodating transit-supportive densities and an active, pedestrian-scaled public realm. New buildings will reinforce a coherent, harmonious and responsive streetscape through active ground floor uses, setbacks, streetwalls, stepbacks and articulated facades.

A mix of building types, from low-rise to tall buildings, is encouraged to be achieved throughout the Golden Mile. Greater heights and densities will be concentrated at the Commercial Gateway (30-35 storeys), in close proximity to ECLRT stops at the Mixed Use Transit Nodes (20 to 30 storeys), and along major north-south streets (15-20 storeys), transitioning down in scale and intensity moving away from Eglinton Avenue E. Maximum building heights will vary based on location within Character Areas, along key streets, and in proximity to parks and open spaces. Existing Neighbourhoods and Parks and Open Space Areas will be protected through the application of 45 degree angular planes, with low and mid-rise forms providing a transition between neighbourhoods and tall buildings.

The built form strategy is structured around seven key principles:

- Contextually Appropriate and Transit Supportive Development;
- Supporting the Street and Block Network;
- Defining, Framing, and Supporting the Public Realm;
- Defining and Supporting the Character Areas;
- Variety and Variation;
- Transition in Scale; and
- Limiting Impact.

Cultural Heritage

A number of strategies are recommended to preserve the rich history of the Golden Mile, including public recognition of its distinct agricultural, industrial and commercial eras of development. Heritage resources should be studied and designated as appropriate, and their defining features should celebrated in the public realm through incorporation into landscape, lighting, signage, interpretation and art.

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.

Sustainability principles and practices are encouraged to be integrated into new development, as well as the wider public realm. This can be accomplished through a range of measures, including swales, rain

gardens, and other Low Impact Development measures for improved stormwater infiltration, native planting treatments and biodiverse green roofs for improved natural habitats, and public art, informational signage and interpretive features for increased environmental awareness. Development is also encouraged to improve energy efficiency and resilience through heat recovery from nearby infrastructure sources, shared connections to thermal energy networks, on-site energy generation, and near-zero emissions targets.

Mobility

The Golden Mile's mobility network will shift from one dominated by private vehicle travel to one which emphasizes a greater role for active modes including transit, walking and cycling. Consideration and design of the mobility network will be informed by a complete streets approach which recognizes and accommodates the needs of all users.

The planned street network provides a fine-grain network that efficiently facilitates pedestrian, cycling and vehicular circulation. The network implements a series of extensions, widenings and realignments to O'Connor Drive, Civic Road, Craigton Drive, and Thermos Road, as well as new streets including Golden Mile Boulevard and a series of new north-south links. In addition, Victoria Park Avenue and Warden Avenue are required to be widened to achieve 36 metre right of ways to accommodate transit priority measures or potential future higher-order transit along these corridors. The exact location, alignment and design of new and re-configured/widened/improved 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.

Transit Nodes along Eglinton Avenue East will provide integrated mobility infrastructure. Shared mobility will be encouraged through a series of "Ecomobility Hubs" located at LRT stops, which will establish one-stop multi-modal service points including bike-share, ride-share and car-share facilities. Additionally, smaller-scale hubs will located throughout the Golden Mile on key streets.

All development will be required to implement the required transportation infrastructure and Transportation Demand Management (TDM) measures identified in the Golden Mile Transportation Master Plan. The City with development partners will also be encouraged to develop and undertake a transportation monitoring program which will assess transportation needs and identify required infrastructure improvements on an ongoing basis.

Servicing Infrastructure

As the Golden Mile continues to develop and intensify, opportunities to improve servicing infrastructure will be assessed and undertaken. The municipal servicing strategy is based upon relevant City of Toronto mandated design standards and contains specific recommendations for sanitary, storm and water servicing. A Master Servicing Plan has been completed as a part of this study to assess infrastructure capacity in relation to population growth.

Generally, the existing sanitary sewer, storm sewer, and watermains contain adequate capacity, with the exception of the sanitary system in extreme wet weather events. Recommended upgrades include but are not limited to a new sanitary sewer on the proposed realignment of Craigton Drive, upsizing or the twinning ofexisting sewers on Ashtonbee Road and additional sewers to service new developments and new roadways such as Golden Mile Boulevard. New developments must undertake technical analysis having regard for future development levels anticipated by the Golden Mile Seconday

Plan when determining capacity. Where there is limited capacity, developments will be responsible for the cost and implementation of all new infrastructure and/or improvement to existing infrastructure. Phased and/or sequenced construction may be necessary to ensure sufficient servicing capacity.

Housing and Community Services and Facilities

New residential and employment growth will create significant additional demand for housing and community services, including schools, child care, libraries, recreation centres and social services. To address this need, residential development is recommended to provide a wide spectrum of housing options, including diversity in building type, unit size and tenure, and affordability. It is preferred that residential buildings include a minimum percentage of family-sized units (2 or 3-bedroom) and dedicated amenity spaces for the use of residents.

New community services and facilities (CS&F) should be established and existing services and facilities renovated, expanded and/or replaced to achieve the range of community services and facilities necessary to serve future growth within the Golden Mile. As part of this study, a CS&F assessment was undertaken to identify emerging priorities in the area. These priorities include: two new elementary schools, replacement of the Victoria Village Hub and provision of affordable community agency space, ten new licensed child care facilities, maintenance and expansion of the Eglinton Square and Kennedy/Eglinton branches of the Toronto Public Library, and revitalization of nearby community recreation centres. Community facilities and services should be delivered in a timely manner concurrent with growth. Facilities are encouraged to be co-located and integrated with other community uses, and delivered through partnership agreements with public, private and non-profit agencies.

Economic Development

The Golden Mile is envisioned to retain its historical status as a centre for economic activity. This will be facilitated through protecting existing employment and office uses and encouraging further development through numerous potential municipal incentives. This includes developing a Community Improvement Plan, implementing Tax Increment Equivalent Grants for targeted industries, and considering development approvals incentives such as fast-tracked applications.

Implementation

A number of identified measures will help guide the successful implementation of the recommendations of this study and the transformation of the Golden Mile.

Development shall be sequenced to ensure efficient infrastructure provision and transportation network expansion. The expansion of the street network into a finer grid of streets and blocks will occur incrementally, with the required right-of-way for streets secured during the first phase of development. Landowners will be held to financial contributions to support road infrastructure abutting and traversing their sites, as well as key street network improvements required through the Transportation Master Plan. To provide for the orderly sequencing of development and requisite provision of infrastructure and community services, the City may choose to enact a Zoning By-Law with a Holding (H) symbol with respect to residential uses on lands designated as *Mixed Use Areas*. To ensure the facilitation of development proposals in conformity to municipal policy, complete applications shall require a Context Plan, Transportation Demand Management Strategy and Heritage Impact Statement for properties with identified heritage value.

1.0 INTRODUCTION AND STUDY CONTEXT

1.1 Report Structure

This Report presents Phase 1 findings of the Golden Mile Secondary Plan (GMSP) Study. The Report includes the following sections:

Four separate sub-studies inform the findings of the Report and are included as Appendices:

A. Transportation Master Plan Existing Conditions Report

B. Master Servicing Plan Study Existing Conditions Assessment Technical Memo

C. Community Infrastructure Strategy Existing Conditions Report

D. Community Infrastructure Strategy Focus Group Summary

E. Market Analysis & Economic Strategy

F. Engagement Summaries

G. 2D and 3D Demonstration Plans and Development Statistics

Section 1: Provides an introduction to the Study, the Study Team, the Study Area and the Study Approach;

- Section 2: Provides an overview of what is driving change in the region and within the Golden Mile;
- Section 3: Describes opportunities and constraints within the Golden Mile and their importance to the future of Golden Mile;
- Section 4: Includes a summary review of different precedents that are experiencing similar drivers of change to the Golden Mile;
- Section 5: Provides an overview and summary of feedback from the engagement process to date;
- Section 6: Identifies the emerging Vision and Principles formulated through engagement and analysis to date;

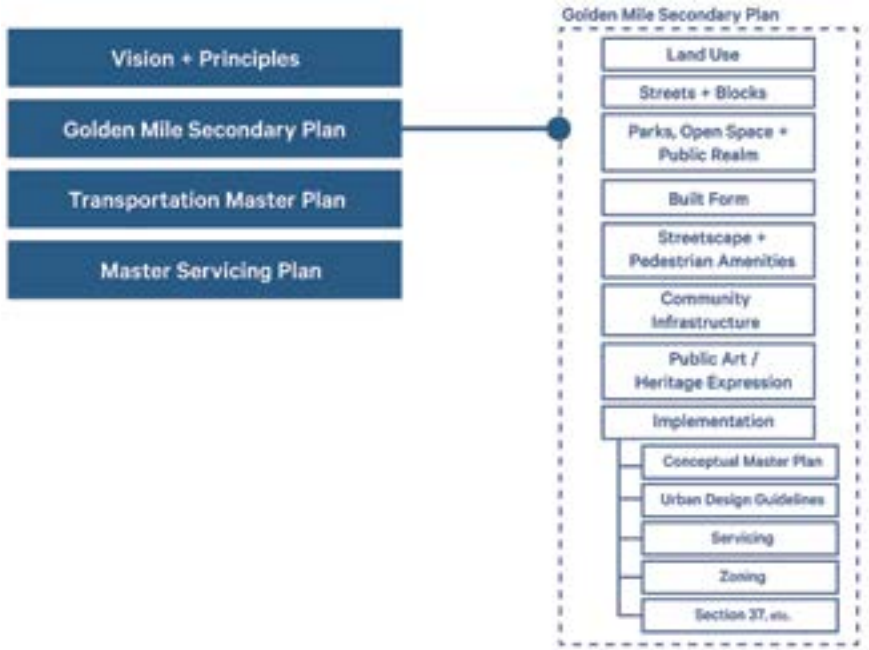


Figure 1 Study Framework

1.2 Introduction to the Study

SvN Architects + Planners was retained by City of Toronto City Planning, Community Planning (Scarborough District) to undertake the Golden Mile Secondary Plan Study (GMSP Study). The GMSP Study is to develop **a vision and planning framework** for a complete community for the Golden Mile area along Eglinton Avenue East between Victoria Park Avenue and Birchmount Road. The vision and comprehensive planning framework will form the foundation of and recommendations for a Golden Mile Secondary Plan, Urban Design Guidelines, Conceptual Master Plan, Community Infrastructure Strategy, Transportation Master Plan, Master Servicing Plan, Parks, Open Space and Public Realm Strategy and other strategies and planning tools.

The vision and planning framework will demonstrate how the area can be redeveloped to allow for the creation of a finer grain of public streets and blocks to support, improve and expand the public realm, and provide amenities including parks and open spaces for employees and residents within the Study Area. Furthermore the vision and planning framework will demonstrate opportunities for mixed use development and encourage new employment and office development as well as amenities within the Study Area to support the planned Eglinton Crosstown Light Rail Transit (ECLRT).

The Study will provide direction on appropriate built form and densities that respect and do not negatively impact adjacent *Neighbourhoods*, and *Apartment Neighbourhoods* and *Parks and Open Space* areas. The Study will review community infrastructure, servicing, transportation, built form and public realm relationships and synergies across all users and uses within the Study Area. Four distinct sub-studies will be incorporated in the development of the planning framework, including a Transportation Master Plan Study, Master Servicing Plan Study, Community Infrastructure Strategy, and Market Analysis & Economic Strategy. The planning framework will build upon the recently completed Market Analysis and Economic Strategy.

The consultant team is lead by SvN Architects + Planners along with HDR, Canadian Urban Institute, Cole Engineering, Workshop Architecture, and Swerhun Facilitation. The consultant team along with the City of Toronto Project Management Team reviews technical analysis and findings through the City of Toronto Technical Advisory Committee (TAC) and the community representative Local Advisory Committee (LAC) (see Figure 1).

The Study is to be conducted over three phases as follows:

Phase 1: Background Analysis, Consultation and Visioning which involves Study Commencement (including Municipal Environmental Assessment (EA) requirements), Public Outreach, Opportunity and Constraint Analysis, and Visioning;

Phase 2: Design Analysis and Alternative Solutions involves identification, analysis and testing of design alternatives, selection of a preferred alternative and public outreach of the same (including Municipal Class EA requirements); and

Phase 3: Final Design and Plan Development involving refinement of the preferred alternative, preparation of the final design and plan, and completion of the final Secondary Plan Study Report. Project team

1.3 Study Area

The GMSP Study Area comprises 102 hectares of land and is generally defined by Ashtonbee Road to the north, Birchmount Road to the east, Civic Road / Alvinston Road to the south, and Victoria Park Avenue to the east (see Figure 2).

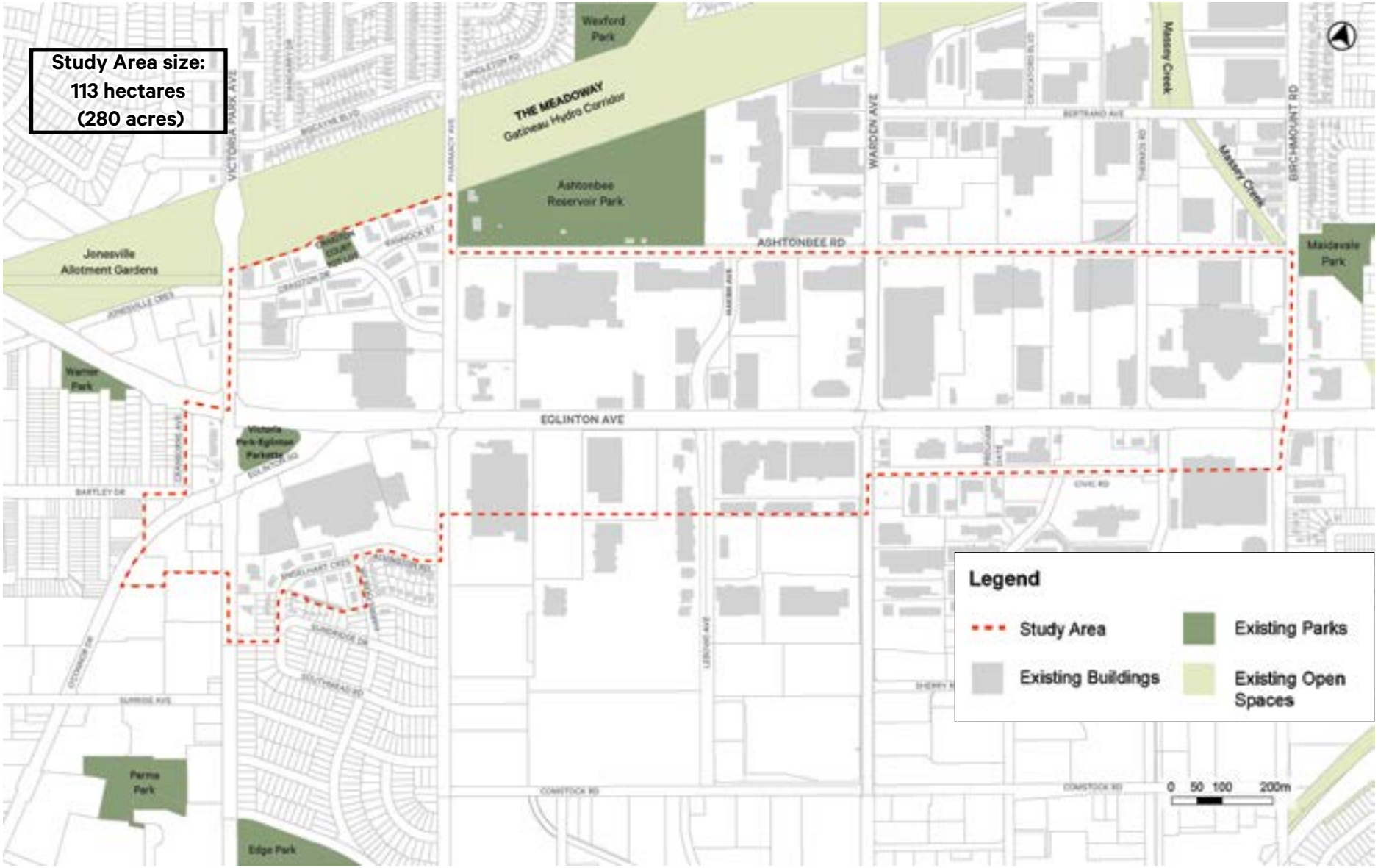


Figure 2 Study Area

The area of Transportation Master Plan (TMP) Study is 2,067 hectares, bounded by Lawrence Avenue East to the north, Midland Avenue / Eglinton Avenue East / the CNR corridor / Danforth Road to the east, St. Clair Avenue East to the south, and the East Don Valley to the west.

The area of Community Infrastructure Strategy (CIS) Study is 1,589 hectares, with its Boundary generally aligning with the TMP Boundary, with the exception of areas east of Kennedy Road and west of Victoria Park Avenue being removed.

Study boundariesThe three boundaries are shown in Figure 2, with the TMP Boundary and CIS Boundary being significantly broader than the GMSP Study Area.

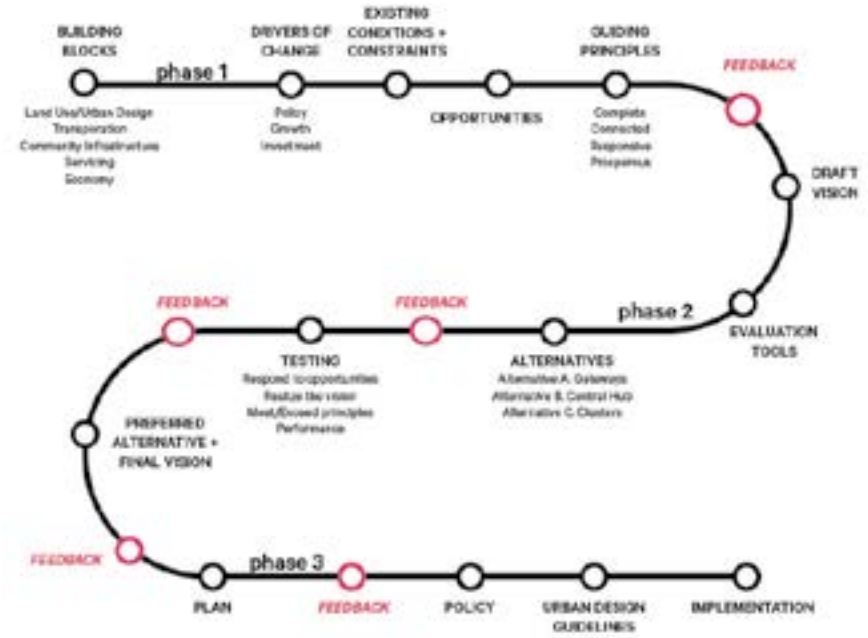


Figure 3 Study Process

1.4 Summary of Background Analysis (Phase 1)

This first phase of study sought to establish a detailed understanding of the Golden Mile and create a vision for its future development. Five building blocks were used as the basis of the study. These were: (1) Land Use / Urban Design; (2) Transportation; (3) Servicing; (4) Community Infrastructure; (5) Economy. Within each building block, existing conditions, opportunities and constraints were assessed to inform a comprehensive understanding of the Golden Mile area. The transportation and servicing building blocks follow the Municipal Class Environmental Assessment Process.

The background analysis identified the three main drivers of change within the Golden Mile. More information on this phase of study can be found in the Golden Mile Secondary Plan Study Background Report (January 2018), available on the City of Toronto Renew Golden Mile website (www.toronto.ca/renewgoldenmile). The three main drivers of change are as follows:

- Urban Growth and Transit Investment: Increasing population and employment growth has led to public sector investment in infrastructure, specifically the $5.3 billion Eglinton Crosstown LRT (ECLRT).

- Public Policy: Provincial and municipal policy have provided direction on growth and development within intensification areas. The Provincial Policy Statement, Growth Plan, Big Move, and City of Toronto Official Plan support change within the Golden Mile towards the development of transit-supportive, complete communities that feature an appropriate mix and range of employment, housing and community infrastructure and associated public sector infrastructure investment to support growth. The

Official Plan specifically directs intensification to corridors and Avenues. Area-specific policy directives for growth have also been supported by the Eglinton Connects EA and Planning Study.

- Private Sector Investment: A number of recent development applications reflect intense private sector investment interest in response to anticipated growth. These applications demonstrate anticipated demand for residential and office uses, in addition to the predominant residential uses.

A detailed planning and design analysis was completed to evaluate existing conditions and identify opportunities and constraints for the parks and open space system, street and block network, land use pattern, built form conditions, transportation network, infrastructure, community services and facilities, and economic outlook. This analysis established priorities including:

- Implementing a finer street and block framework to enable increased connectivity;
- Striking an effective and compatible balance between employment, residential, commercial, open space and community uses to accommodate future growth;
- Creating a coherent structuring of built form to ensure that buildings have a strong-street related presence and generous interface with the public realm;
- Enabling safe, accessible and comfortable travel for users of all modes;
- Improving the public realm to encourage and reflect the history and cultural identity of the Golden Mile;
- Supporting an interconnected network of green spaces which are well-located and easily-accessed; and
- Allowing affordable housing and enhanced job opportunities.

To support this work, a number of engagement events were held to invite resident input. These events included but were not limited to a formal Community Consultation Meeting and several summer pop-up events where participants were asked for their feedback on what was working well and what could be improved in the Golden Mile area.

Additionally, a soft site analysis was completed to investigate parcel-by-parcel redevelopment potential from a market, planning policy and urban design perspective This helped provide an informed prediction of priority sites and potential redevelopment phasing.

Finally, four precedent case studies were undertaken to examine planning processes similar to the Golden Mile. All four examples were located in areas with predominately low-rise and retail-focused employment uses along a future transit corridor.

The case studies examined focused on the following elements: supporting intensification through a new street and block network, green spaces and community infrastructure; utilizing new connections to provide new frontages and consolidate site access, phasing change to transition pre-existing auto-oriented uses to new transit supportive uses; and ensuring sustained access to land for employment uses.

Using results gathered from the existing opportunities and constraints analysis, case studies, and feedback from engagement, a Vision and list of Guiding Principles was developed to guide the GMSP Study and future development of the Golden Mile. The detailed process towards the Vision can be seen in Figure 4.

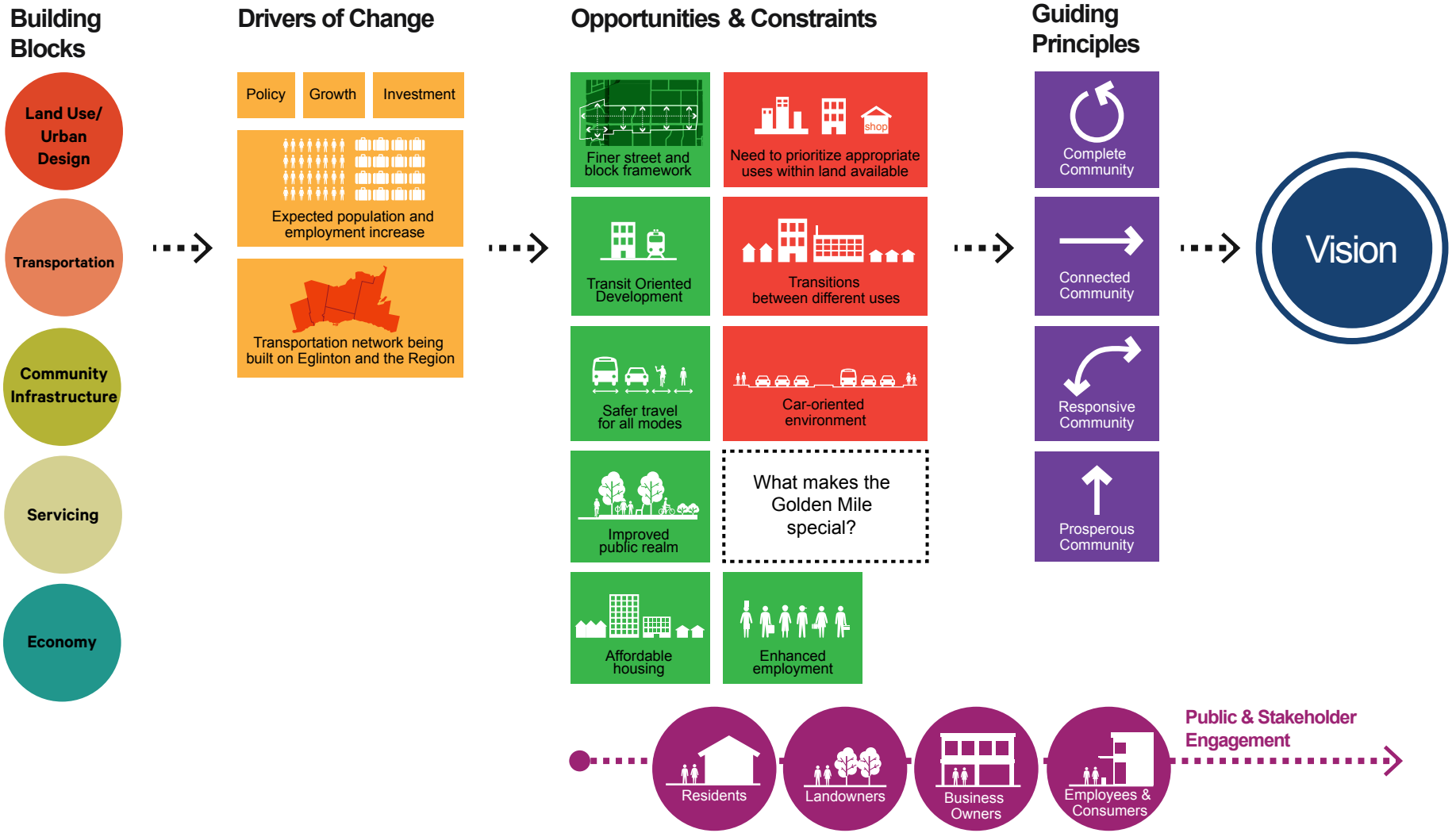


Figure 4 Process Towards the Vision

1.4.1 Vision and Guiding Principles

A key component of Phase 1 was the development of a Vision Statement and Guiding Principles for the GMSP Study Area. The Vision and Guiding Principles form the aspirational foundation behind the study approach, and inform the Development Alternatives, Preferred Alternative, and Final Design and Plan.

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 (Figure 5). 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.

Figure 5 Four Guiding Principles

1.5 Summary of Design Analysis and Alternative Solutions (Phase 2)

Building off the background analysis, Vision and Guiding Principles from Phase 1, the second phase of study focused on an iterative process of developing, testing and evaluating a series of development alternatives (Figure 6).

More information on this phase of study can be found in the Golden Mile Secondary Plan Study Alternatives Report (January 2019), available on the City of Toronto Renew Golden Mile website (www.toronto.ca/renewgoldenmile).

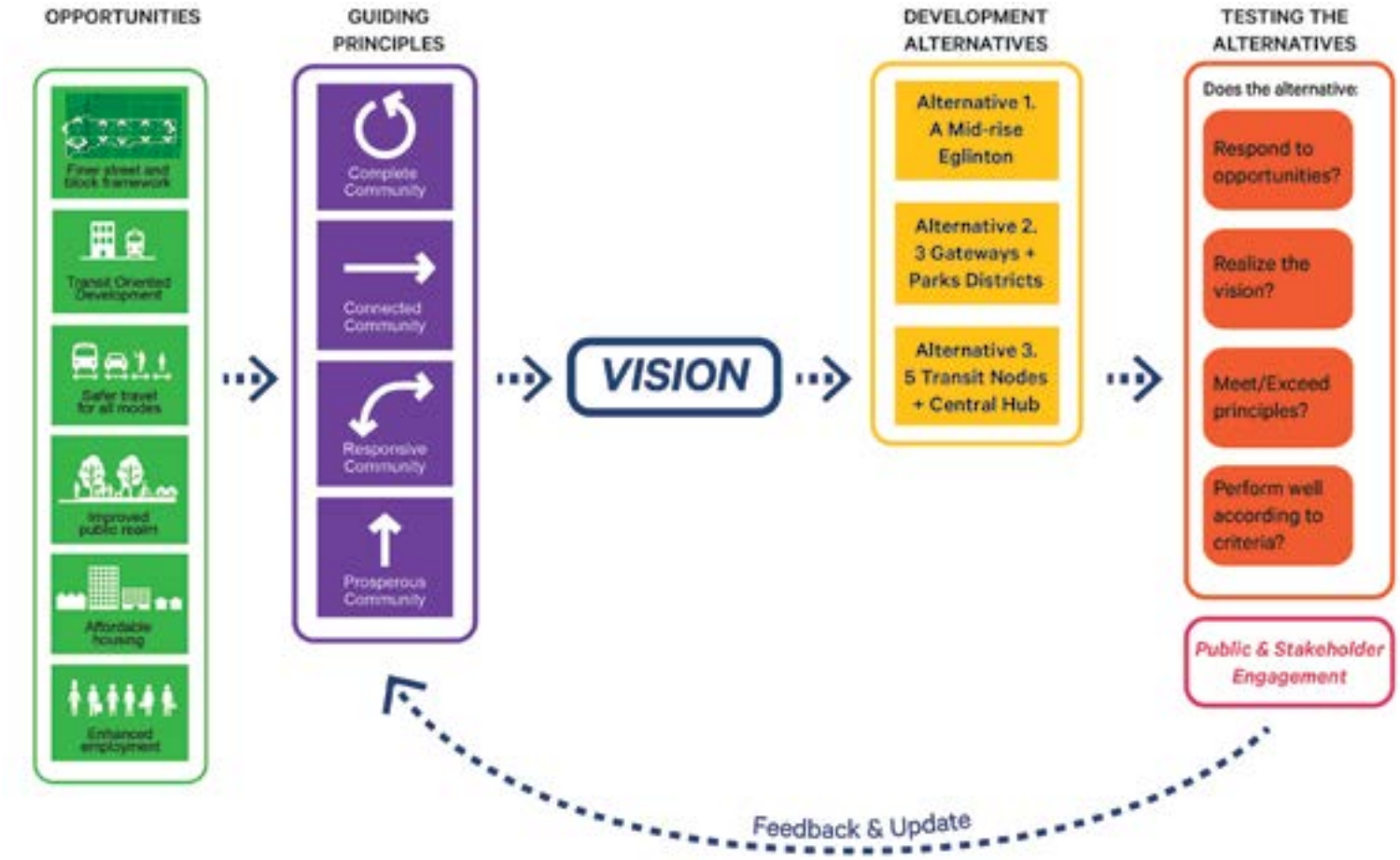


Figure 6 Process Towards the Alternatives

Initial Alternatives

Using the Vision and Guiding Principles as a basis, three Initial Alternatives were developed expressing different conceptual connections, open spaces and distributions of density (Figure 7). They reflected varying degrees of change to existing conditions and were used a starting point to begin engaging stakeholders on possible concentrations of density and high-level transportation options. The three Initial Alternatives were shared with members of the City's GMSP Technical Advisory Committee (TAC), GMSP Local Advisory Committee (LAC), and Design Review Panel (DRP). Their feedback on these Initial Alternatives were used to inform the development of Street and Block Network Alternatives and Open Space Network Alternatives.

Emerging Networks

Street and Block Network Alternatives and Open Space Network Alternatives were developed early on in an effort to solidify two of the foundational elements of the Plan.

Emerging Street and Block Networks

Three Street and Block Network Alternatives were developed with three main considerations:

1. Improving movement for all modes of travel including pedestrians, cyclists, and motor vehicles
2. Providing flexible block sizes; and
3. Recognizing the location of existing property lines and buildings.

Each of the three Alternatives, through their different configurations of streets and blocks, sought to improve movement throughout the GMSP Study Area by providing new east-west and north-south connections. These connections aimed to provide alternative routes for pedestrians

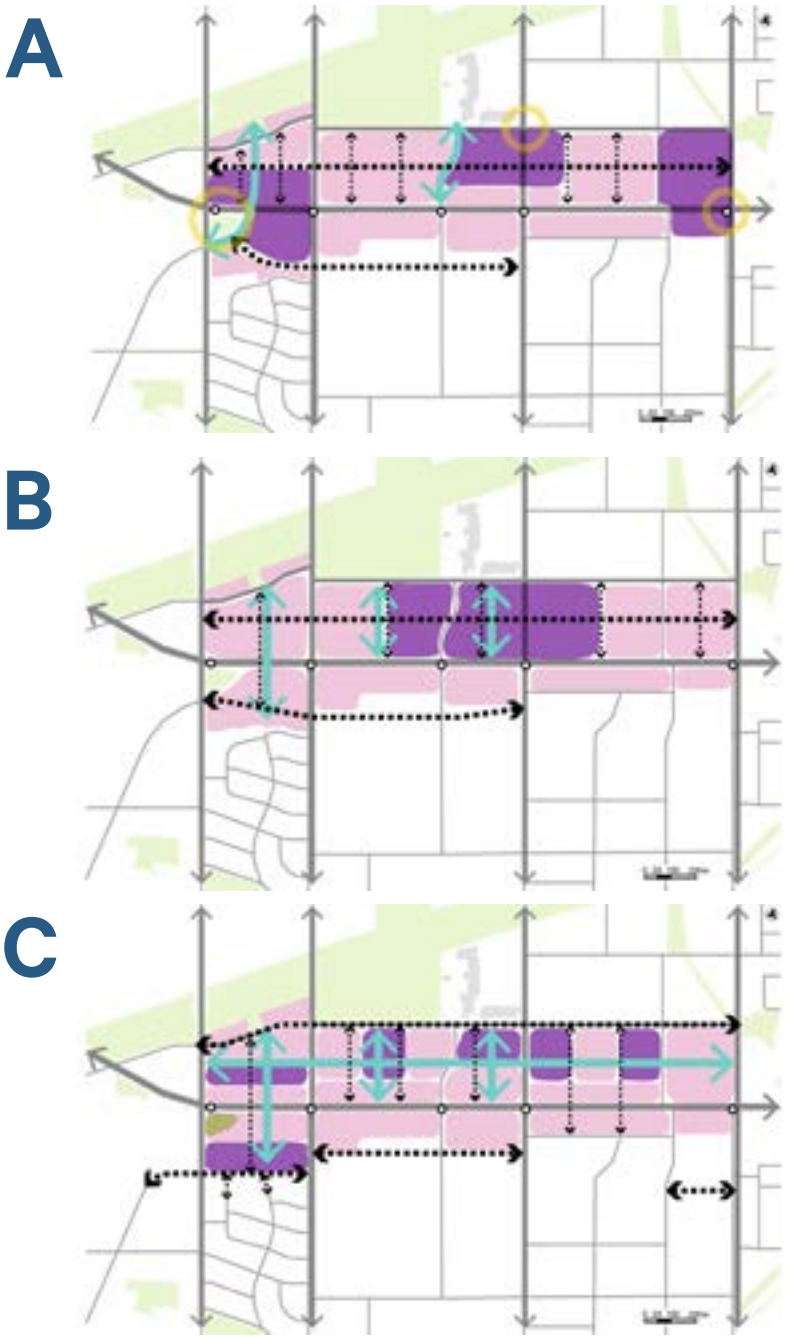


Figure 7 Three Initial Alternatives

and cyclists to move throughout the area, create smaller block sizes than exist today in a range of different sizes to accommodate a different building types and uses, and respect existing property boundaries to increase the feasibility of implementation over time. All were created with the aim of accommodating a range of building depths and desired built form and public realm outcomes.

Each Street and Block Network Alternative featured varying degrees of change to existing conditions. A technical analysis was undertaken to select an Emerging Preferred Street and Block Network, in which the three alternatives were evaluated against performance criteria informed by the Guiding Principles. These criteria included:

1. Providing a multi-modal mobility choice to existing and future residents
2. Providing well-designed, convenient, safe and accessible connections between the new ECLRT stations and key destinations within the Golden Mile
3. Planning, phasing, and building infrastructure and facilities in alignment with community need, market readiness and municipal resources
4. Ensuring compatible land use and balancing transportation needs with the existing industrial uses within and adjacent to the Golden Mile

The highest performing alternative, shown through quantitative models to best manage traffic, reduce congestion, accommodate expected travel demand, provide a wider variety of block sizes, minimize impacts on existing buildings and provide a more equitable distribution of new streets, was revised and finalized as the Emerging Preferred Street and Block Network (Figure 8).

Emerging Parks and Open Space Networks

Similarly, the Parks and Open Space Network Alternatives were developed with consideration of four primary factors: creating connections to and between existing and planned open space assets; parkland dedication rates; 9 emerging principles for parks and open space in the Golden Mile; and 14 potential big moves for parks and open space in the Golden Mile.

In accordance with Official Plan policy, the area of parkland was calculated based on a sliding scale of dedication rates depending on the site size, ranging from 10% of site area for smaller sites less than 1 hectare, to 15% for mid-sized sites between 1 and 5 hectares to 20% for large sites over 5 hectares. Employment Areas were calculated at a rate of 2%. Additional analysis was completed to understand dedication rates by district and ensure a generally equal distribution.

The nine emerging principles and 14 potential big moves were identified following a parks and open space workshop attended by City Planning and Parks, Forestry and Recreation Staff. The nine emerging principles were:

- Dedication, Expansion and Acquisition;
- Shared Open Spaces;
- Network of Connections;
- Variety;
- Parks for All;
- Parks Within Walking Distance
- Parks with Public Street Frontages;
- Programmable Parks; and
- Achieving Parks in Early Phases of Development.

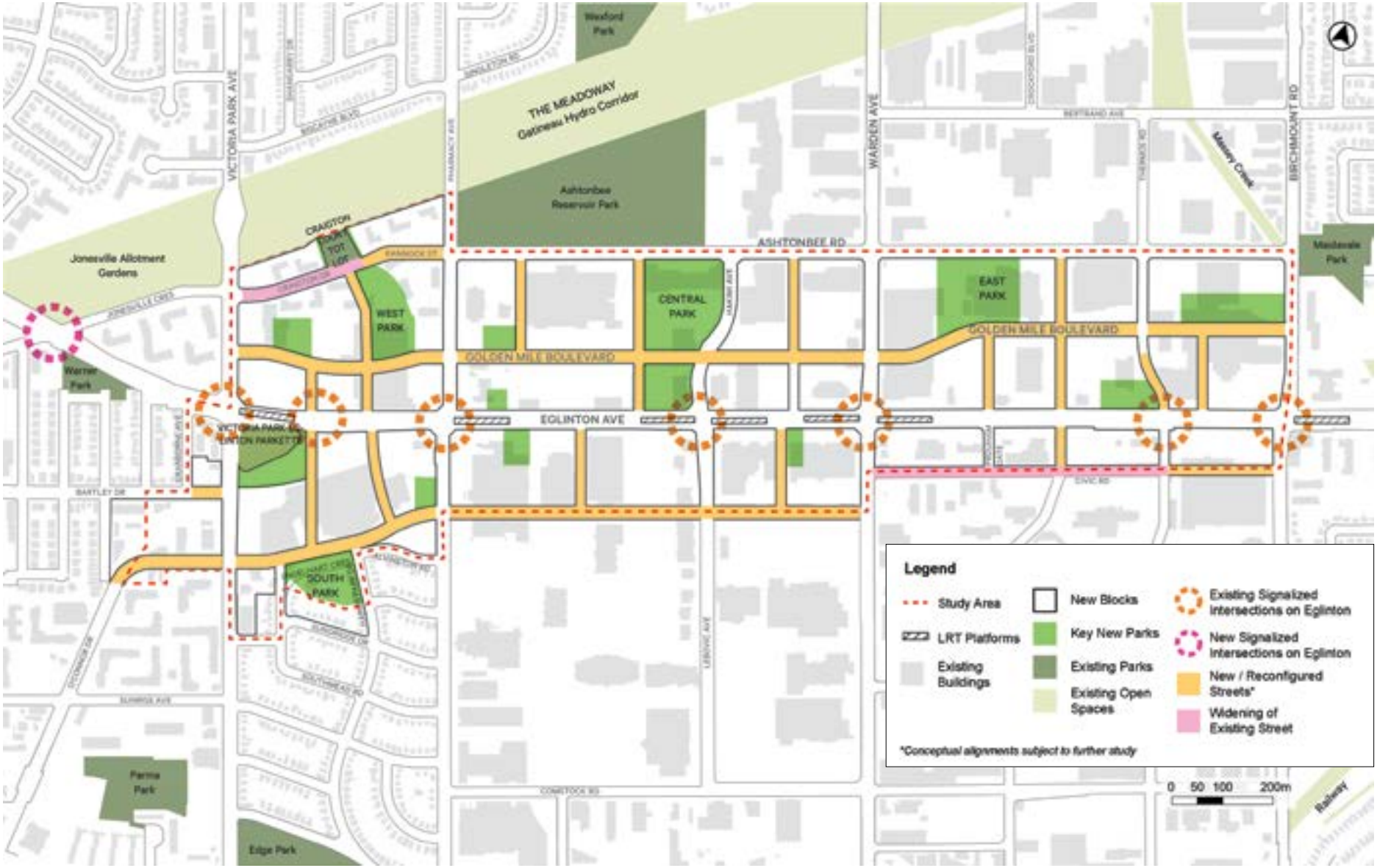


Figure 8 Emerging Preferred Street and Block Network

Figure 9 Emerging Preferred Parks and Open Space Network

The fourteen potential big moves for parks and open space in the Golden Mile were:

1. A Central Park
2. A Green Eglinton
3. The Meadoway by the Golden Mile: Hydro Corridor as a People
4. Eglinton Square Park as the Soul of the Community
5. A West Park Connecting the Avenue to the Meadoway
6. A South Park Connecting the New and Existing Communities
7. Employment Parks
8. An East Park
9. Birchmount Park Connecting the Avenue, Existing Employment Areas, and Massey Creek
10. A Golden Mile Community Centre
11. A Golden Mile School
12. Connections / Improvements to Massey Creek
13. An East-West "String of Pearls"
14. North-South Green Connections to the Meadoway

These led to the development of three Parks and Open Space Network Alternatives, with particular consideration given to large parks as community focal points for new residential districts and connectivity between parks and prominent streets. Based on their ability to best achieve the 9 emerging principles and 14 potential big moves, an Emerging Preferred Parks and Open Space Network (Figure 9) was chosen.

These results were then used as a consistent base for the creation of Development Alternatives.

Development Alternatives

Following the development of Emerging Networks, a series of three Development Alternatives were prepared. These explored different distributions of land use and built form, allowing the addition and visualization of different density scenarios. The design strategy for these Development Alternatives prioritized maintaining existing Official Plan designations and exploring the potential for a finer-grain mix of uses in *Mixed Use Areas*; it applied both existing municipal urban design policies and Golden Mile-specific built form parameters. The three Development Alternatives are shown in Figures 10 to 12 and described in Table 1 Comparison of Development Alternatives.

The three Development Alternatives were shared with members of the public at a Community Consultation Meeting. The public's feedback and suggested refinements were taken into account through the evaluation process for the Preferred Alternative.

Figure 10 Development Alternative 1

Figure 11 Development Alternative 2

Figure 12 Development Alternative 3

	Key Features	Gross FSI	Net FSI	People and Jobs (/ha)
Alternative 1	Activity is concentrated along a mid-rise Eglinton Avenue East, with height shifted away from proposed parks and a new green east-west connection via Golden Mile Boulevard.	2.2	4.0	400-500
Alternative 2	Three gateways are created at the eastern, western and central portions of the Golden Mile, with a mix of tall and mid-rise buildings and three major parks throughout.	2.3	4.3	450-500
Alternative 3	Organized around five *Transit Nodes* along Eglinton Avenue East, the greatest concentrations of activity are located at *Transit Nodes* and a large Central Hub bridging Centennial College and Eglinton Avenue East.	2.0	3.5	400-450

Table 1 Comparison of Development Alternatives

Evaluation of Development Alternatives

The Development Alternatives were assessed using a robust, multi-objective evaluation framework in the process to identify a Preferred Alternative (Figure 13). 15 key Objectives were identified which reflected the GMSP Study's Vision Statement and Four Guiding Principles of 'Complete', 'Connected', 'Responsive' and 'Prosperous'. Each objective was matched with a corresponding qualitative or quantitative indicator identifying the level to which the Development Alternative achieves the objective.

Following this, each Alternative was assessed and scored based on the list of 15 objectives. The scores for each objective were summed by Guiding Principle, and then across all four principles to produce a total score.

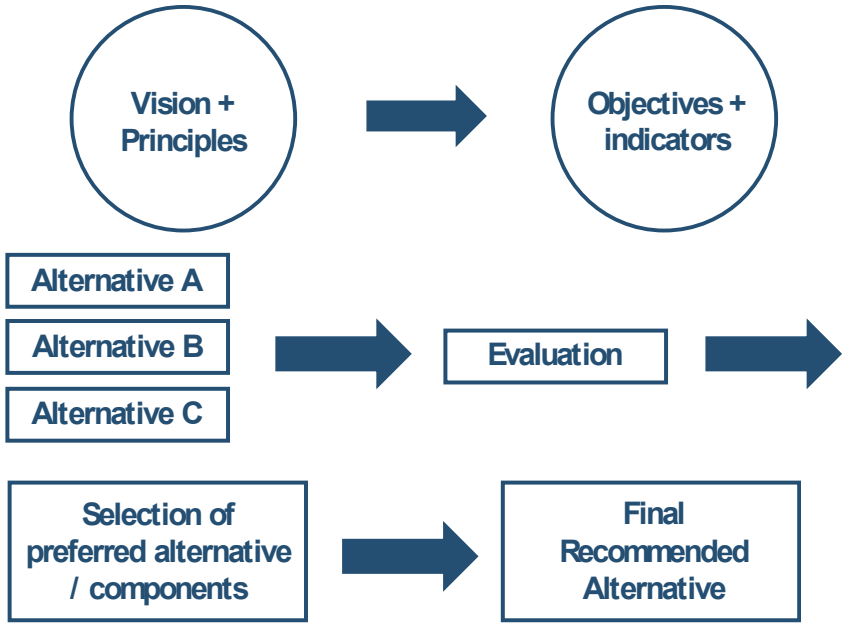


Figure 13 Evaluation Framework

Based on the aggregate score, Alternative 3 received the highest total and was brought forward as the Emerging Preferred Alternative near the conclusion of Phase 2.

The Development Alternatives were presented during engagement sessions with the Technical Advisory Committee (TAC) and Local Advisory Committee (LAC). Based on key points of feedback, a combination of Alternatives 2 and 3 were used as the basis for developing a Preferred Alternative. Specific revisions to the Development Alternatives undertaken after these engagement activities included:

- Adjusting the street and block network to better reflect proposed redevelopments at the Golden Mile Plaza and Eglinton Square Mall;
- Considering the scale and location of parks relative to land holdings to ensure equitable distribution of park space by landowner;
- Ensuring existing and proposed parks are well-connected through direct open space linkages and/or an enhanced green streetscape;
- Providing opportunities for large-format retail in mixed use developments; and
- Ensuring appropriate transitions between building forms and land uses (including to Employment Areas) and minimizing adverse impacts on significant parks and streets and existing residential areas.

Preferred Alternative

At the conclusion of Phase 2, a Preferred Alternative was chosen and further refined. A Preferred Structure Plan was created, identifying a number of key structuring elements that help define the Character Areas and organize land use and built form within the Study Area. A continuation of the Emerging Street and Block Network, the Preferred Street and Block Network identified new east-west connections north and south of Eglinton Avenue East and new north-south connections throughout. It also introduced minor modifications to the orientation of O'Connor Drive, Thermos Road and Golden Mile Boulevard and identified right-of-way widths for prominent new and re-aligned streets. Similarly, the Preferred Parks and Open Space Network continued the general arrangement of green spaces identified in the Emerging Parks and Open Space Network. Further work was done to perform a detailed parkland dedication study to understand dedication rates by district; major parks were relocated and re-sized as a result of this study.

The Preferred Alternative identified four distinct districts, including the West, Central, East and Employment District, each with unique land use, built form and public realm characteristics. The Preferred Land Use Strategy was developed to include locations of primary and secondary active frontages to establish a hierarchy of street-related activity, and the Preferred Built Form Strategy was updated to include modified building heights and introduce downward transitions towards parks and adjacent neighbourhoods. Measured over the entirety of the GMSP Study Area, the Preferred Alternative would result in a gross FSI of 2.4 and a net FSI of 3.2. It would also result in approximately 450-500 people and jobs combined per hectare.

At this stage, the final Preferred Alternative was brought forward into the final phase of study.

1.6 Summary of Final Design and Plan Development (Phase 3)

The third phase of study focused on further development and refinement of the Preferred Alternative to produce the Final Design and Plan. This included the Street and Block Plan, Parks and Open Space Plan, Land Use Strategy, Public Realm Plan, and Built Form Cross Sections and Streetscape Cross Sections. In addition, 2D and 3D Demonstration Plans were developed for the GMSP Study Area (Figures 14 and 15) and each Character Area to illustrate how the area could develop over the long term.

There were a number of final revisions made to arrive at the final design and plan, including refinements to the overall level and distribution of density, location of tall buildings, location and alignment of proposed streets, and the location and hierarchy of proposed parks.

Most notably, further analysis of the public realm plan and built form strategy supported an overall increase in density. Increased density was implemented to better accommodate a range of housing types in stand-alone and mixed-use format (e.g. accommodating mid-rise along Eglinton Avenue East while increasing opportunities for tall buildings off of Eglinton Avenue East); it also helped frame the emerging public realm through variation in height and form according to the identity and character of various Districts and Character Areas (e.g. increasing building heights in the Commercial Gateway to accentuate density).

During the early stages of Phase 3, additional consultation and testing of the Preferred Alternative was carried out, including additional testing of the public realm and built form strategies against increased FSI and alternative locations of higher densities. The preferred scenario resulted in better alignment of density and public realm components, including

enhanced streets and public parks. It was identified that a higher-density built form could support a vibrant and diverse public realm through measures such as variation in building height, type, stepbacks and setbacks. This included increased density concentrated near or adjacent to ECLRT *Transit Nodes,* with respect to open space and corridor requirements. Additionally, the overall amount of residential, office and retail gross floor area was increased to better reflect market conditions.

This report presents the Final Design and Plan and outlines recommendations that should form the basis for a new planning framework and Secondary Plan for the Golden Mile Study Area. For a detailed breakdown of the density for the Final Design and Plan, see Appendix G 2D and 3D Demonstration Plans and Development Statistics.

Figure 14 2D Demonstration Plan

Following these revisions, a draft of the Final Design and Plan was presented to members of the public at a Community Consultation Meeting. The presentation outlined the process undertaken so far, summarized the results and rationale behind each element of the framework, and invited final input from the public. A draft was also shared with the Local Advisory Committee for comment. This feedback was adopted in the production of the Final Design and Plan.

Total GFA (sqm)	Gross FSI	Net FSI	People and Jobs (per ha)
2,603,700	2.9	4.0	525-575

Table 2 Density Information for Final Design and Plan

Figure 15 3D Demonstration Plan

1.7 Summary of Population and Job Growth

Within the Study Area, the Final Report recommends accommodating a gross FSI of 2.9 and net FSI of 4.0 - or a target density of 525 to 575 people and jobs per hectare. Table 2 provides a breakdown of GFA, development and density in the GMSP Study Area.

1.8 Summary of Consultation Process

Overview

To support the development of the GMSP Study, the City of Toronto and consultant team conducted a robust consultation process. The purpose of the consultation was to share information and seek feedback from a range of audiences, including City staff, external stakeholders, and members of the general public, to help inform the analysis undertaken throughout the Study process and ultimately, the final GMSP Study recommendations contained within this report.

The GMSP Study consultation followed a three-phased process. Phase 1 – Building Understanding & Testing Ideas focused on introducing the project and presenting and seeking feedback on existing conditions, issues and opportunities and guiding principles. Phase 2 – Refining Ideas focused on presenting and seeking feedback on design alternatives. Phase 3 – Final Design & Plan Development focused on presenting and seeking feedback on the preferred design and emerging directions to implement the preferred design.

Consultation Activities

All three phases of the consultation process included a variety of activities including: community consultation meetings; pop-up events; a moving conversation; meetings with a Local Advisory Committee (LAC) made of up local stakeholders including landowners; meetings with a Technical Advisory Committee (TAC) composed of divisions and agencies that have an interest in the Golden Mile; and, presentations to the City of Toronto Design Review Panel.

Table 3 Summary of Consultation Activities identifies specific consultation events undertaken in each phase of the Study. In addition, some transportation-specific consultation activities were undertaken as part of the Transportation Master Plan process; for a summary of these activities, see the TMP document in Appendix E.

The Final Design and Plan were developed through the schedule of consultation activities listed in Table 3, with varying levels of input from stakeholders and the consultant team at different stages of the process. The consultant team led Local Advisory Committee Meetings and Community Consultation Meetings, while the City led meetings with the Technical Advisory Committee, landowner groups and divisional partners independently.

Consultation Feedback Highlights

The following section includes highlights from the feedback received through the consultation process that helped guide the development of the GMSP Study.

These highlights should be read in concert with the detailed community consultation meeting summaries available on the project website (www.toronto.ca/renewgoldenmile) under the Meeting & Events tab.

Feedback about land use and built form

- Provide transition to existing low-rise residential neighbourhood areas
- Allow for a range of retail types, including larger format retail

- Density of new development should respect existing neighbourhoods while supporting new transit
- Locate height and density near transit; range of opinions about how high new development should be (including preference for low to mid-rise and some support for taller buildings)

Feedback about transportation

- Ensure that traffic infiltration into existing adjacent neighbourhoods is minimized
- Ensure that there are many green and walkable north-south and east-west connections to make it easy, safe and pleasant to walk to and within the Golden Mile
- Ensure that all streets (new and existing) provide safe and comfortable space for pedestrians and cyclists; some concern about introducing cycling infrastructure
- Improve transit service in the area

Feedback about community services & facilities and public realm

- Ensure that community facilities and services are provided to accommodate growth in the Golden Mile, including maintaining existing facilities and services
- Desire to see a "funding formula" that identifies how community services and facilities will be secured
- Desire to see Eglinton Square Mall retained; it serves as an important social and gathering space
- Create a positive and unique identity for the Golden Mile

Other feedback

- Mitigate construction impacts, including impacts from the development of the new LRT
- Ensure infrastructure keeps pace with growth
- Keep the Golden Mile affordable for all, including providing a range of housing options
- Desire for broader distribution of public meeting notices

Date	Activity
Phase 1 – Build Understanding & Test Ideas	
May 16, 2017	Technical Advisory Committee Meeting #1
June 26, 2017	Community Consultation Meeting #1
June 28 – August 31, 2017	Online Feedback Survey
September 2017	Pop-up Events
September 26, 2017	Meeting Conversations – Walking Tour
September 28, 2017	Local Advisory Committee Meeting #1
November 7, 2017	Technical Advisory Committee Meeting #2
October 16, 2017	Community Open House – Meeting #2/Design Workshop
Phase 2 – Refine Ideas	
November 7, 2017	Local Advisory Committee Meeting #2
November 27, 2017	Design Review Panel Presentation #1
June 26, 2018	Community Consultation Meeting #3
August 16, 2018	Technical Advisory Committee Meeting #3
September 19, 2018	Local Advisory Committee Meeting #3
October 4, 2018	Design Review Panel Presentation #2
October 29, 2018	Technical Advisory Committee Meeting #4
Phase 3 – Final Design & Plan Development	
May 30, 2019	Technical Advisory Committee #5
June 2019	Local Advisory Committee Meeting #4
June 26, 2019	Community Open House – Meeting #4

Table 3 Summary of Consultation Activities

2.0 AREA STRUCTURE

To achieve the vision of a connected, accessible and diverse mixed-use community, the Final Report is guided by a Structure Plan identifying ten Structuring Elements that will define the future growth of the area. These include key streets, nodes, and connections that will be established, enhanced or maintained to improve the area's look, feel and function. The Structure Plan provides a framework that balances numerous objectives to ensure a comprehensive approach to future redevelopment.

Furthermore, the Golden Mile is organized through Districts and Character Areas, which define the identity of different areas through the articulation of specific land use, density, built form and public realm standards. This breakdown responds to existing local conditions and characteristics to help guide the development of each area. Taken together, the Structure Plan and organization of Districts and Character Areas aim to ensure that the Golden Mile will develop in manner consistent with the established Vision and Guiding Principles.

2.1 Structuring Elements

The Structure Plan (Figure 16) identifies the key moves that will underpin the transformation of the Golden Mile. The Structure Plan comprises a series of structuring elements, including key streets, transit stops, a gateway, parks and open spaces, and green nodes, that will serve as the foundation for the planning framework. Development will be organized according to the following key Structuring Elements:

1. Re-configured/widened/improved existing streets

Key existing streets include Eglinton Avenue West, O'Connor Drive, and Ashtonbee Road/Craigton Drive:

- Eglinton Avenue East will be developed as a central transit-supportive mixed-use corridor, supported by improvements to the public realm which will 'green' the corridor and cement its role as a 'people place';
- O'Connor Drive will be re-aligned and extended, helping to disperse traffic off Eglinton Avenue East and facilitate efficient movement of goods and services while minimizing traffic infiltration into existing neighbourhoods; and
- Craigton Drive will be re-configured to align with Ashtonbee Road, supporting more efficient movement throughout the Golden Mile as a key east-west link, while providing for an enhanced public realm.

2. New streets

A series of new north-south and east-west streets will improve connectivity and facilitate greater pedestrian and cycling movement throughout the area. A key addition will be Golden Mile Boulevard, which will be established as a multi-modal street with a public realm and built form that demarcates and reflects changes and transitions in character between different areas of the Golden Mile.

3. Eglinton/Victoria Park Gateway

Envisioned as a vibrant and dynamic entrance into the Golden Mile, the Eglinton/Victoria Park Gateway will support a high level of pedestrian activity, encourage increased uptake of transit and active transportation, and continue the historic gateway function of the intersection of Eglinton Avenue East and Victoria Park Avenue.

4. *Transit Nodes*/ECLRT stops

Five *Transit Nodes* will support the ECLRT stops by facilitating a pedestrian-friendly environment that encourages a high level of pedestrian activity, promotes transit ridership, and introduces a secondary scale of entry points into the Golden Mile along the central axis of Eglinton Avenue East. This will be accomplished through a transit-supportive densities, heights and mix of uses.

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.

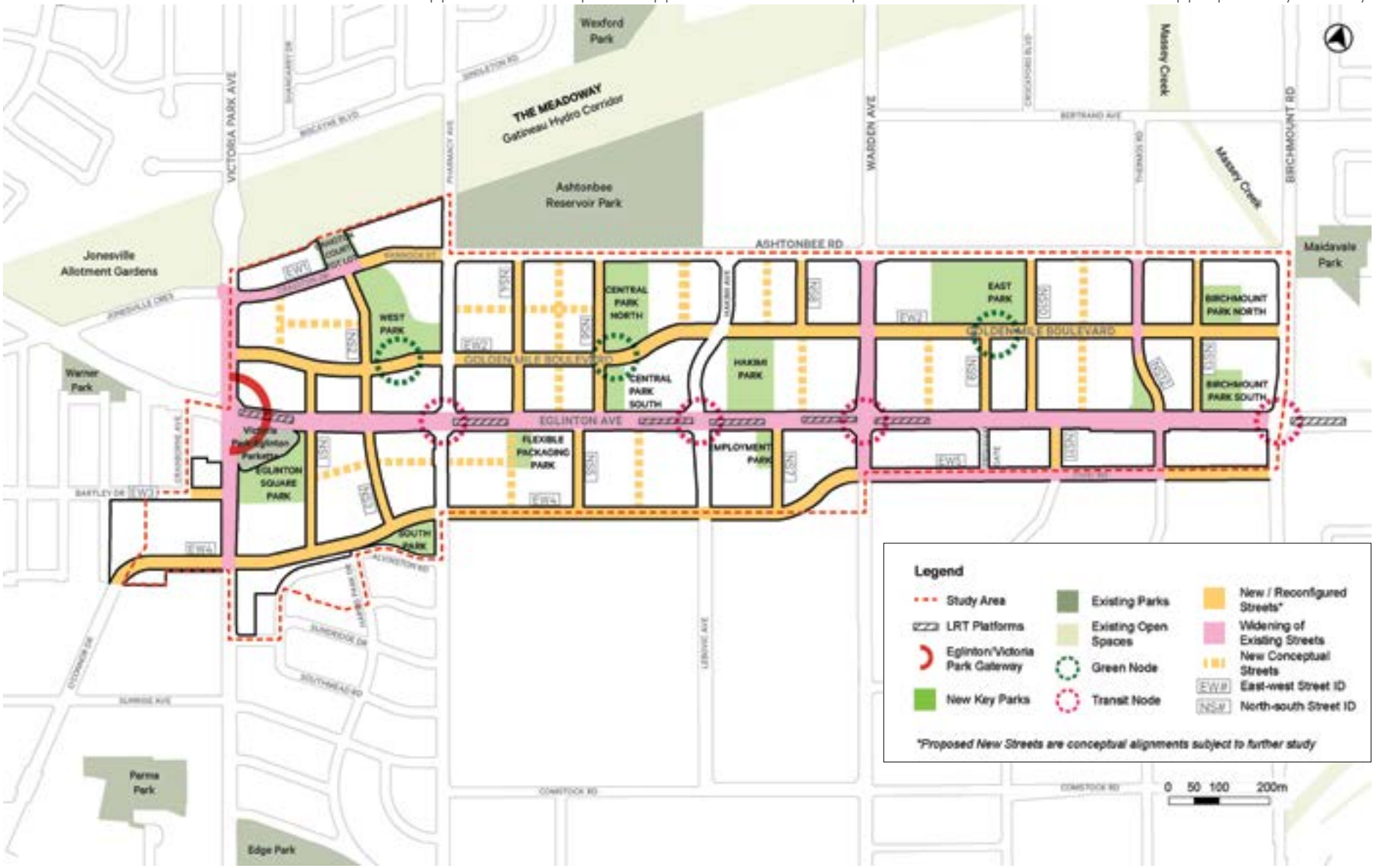


Figure 16 Structure Plan

5. Existing parks and open spaces

The existing parks and open spaces within the Study Area will continue to serve as valuable public spaces within the Golden Mile and will be enhanced to increase their programmatic and recreational function. In addition, existing parks will be connected to new parks through improvements to the overall network.

6. Ten key new parks

A series of ten key new parks will be provided throughout the Golden Mile, connected through enhanced streetscapes on existing and new streets to the broader open space network. These will act as focal points for community gathering, be designed to accommodate diverse user needs, and contribute to place-making within the Districts.

7. *Green Nodes*

A network of *Green Nodes* will be provided along Golden Mile Boulevard that front onto major parks. They will serve as centres of community and cultural activity and incorporate enhanced setbacks, POPS and public art in both public and private open spaces.

2.2 Districts

Four distinct Districts (Figure 17) are identified in the Golden Mile, each with its own unique function as achieved through the application of land use, built form and public realm standards. They transition from the compact retail-focused urban form associated with 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. Future development will maintain and enhance the distinguishing elements of each district.

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

2.2.2. The Central District will function as the institutional, social and cultural hub of the Golden Mile, accommodating a variety of uses and building forms. Development will support existing and future activity to complement the Centennial College Ashtonbee Campus, Ashtonbee Reservoir Park, and the Meadoway. Commercial uses at grade will be accommodated along Eglinton Avenue East.

2.2.3. The East District will be predominantly residential in character, while providing for a fine-grain mix of transit-supportive uses. This includes commercial uses at grade along Eglinton Avenue East, as well as employment uses, institutional uses and potential future community services and facilities.

2.2.4. The Employment District will preserve existing uses and intensify over time to accommodate a mix of commercial office and retail uses. Transit-supportive employment uses will be accommodated in buildings with active commercial uses at grade along Eglinton Avenue East.

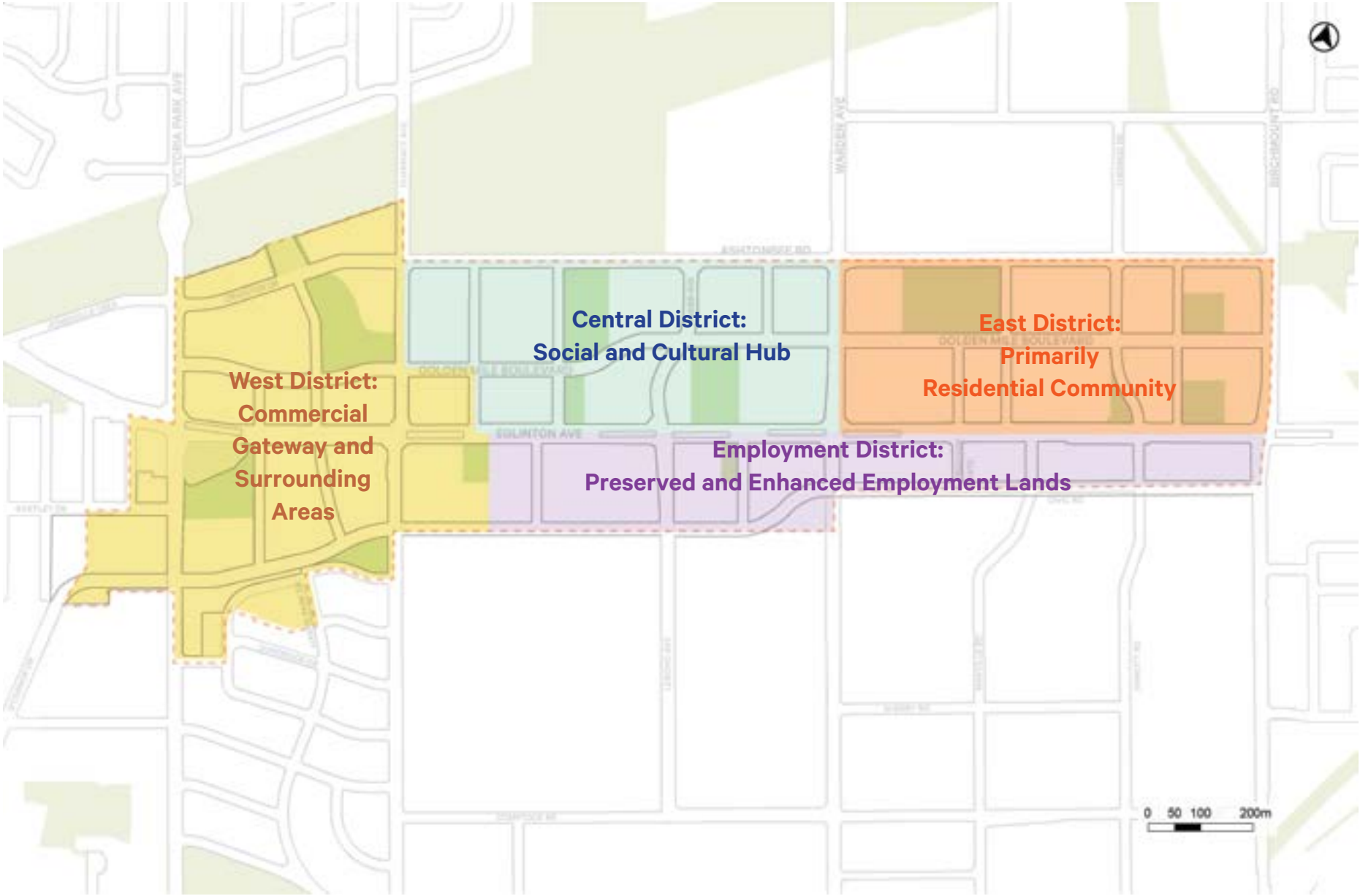


Figure 17 Districts

2.3 Character Areas

The future communities within the Golden Mile represented by the four Districts will be implemented through eight Character Areas (Figure 18). The following are the Character Areas along with general direction regarding defining traits and identity for each:

2.3.1. Commercial Gateway

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

b. The public realm in the Commercial Gateway will accommodate the movement of significant numbers of pedestrians and cyclists, with commercial and other active uses at grade and appropriately scaled landscape setbacks to accommodate marketing zones and enliven the pedestrian experience.

c. A new Eglinton Square Park incorporating the existing Victoria Park-Eglinton Parkette and/or a significantly sized POPS will be created at the south-east corner of Victoria Park Avenue and Eglinton Avenue East. Access will be of a highly visible nature through the provision of public art installations and landscaped open space.

d. A POPS with a high-quality public art installation will be created at the north-east corner of Victoria Park Avenue and Eglinton Avenue East intersection, supported by appropriate building setbacks. This installation will be of a scale that is secondary to the POPS/public art identified in 2.3.1.c.

e. A new North-South Street #1 with generous setbacks, dedicated cycling facilities and enhanced streetscape and landscape will be created as a key pedestrian and cycling connection from Eglinton Avenue East to the existing *Neighbourhoods* area to the south.

f. A new North-South Street #2, with generous setbacks, dedicated cycling facilities and enhanced streetscape and landscape will be created as part of a key pedestrian and cycling corridor from Eglinton Avenue East to the West Park, Craigton Court Tot Lot and the Meadoway to the north.

g. The Commercial Gateway is to be the primary location for intensification and where the greatest building heights are to be located. Tall buildings will be located on Eglinton Avenue at Victoria Park Avenue and Pharmacy Avenue.

h. The built form will consist of primarily tall buildings, with some mid-rise buildings at strategic locations, to provide built form variety and support key public realm elements. Within the area north of Eglinton Avenue East, development is to demonstrate appropriate transition in scale from tall buildings on Eglinton Avenue East to mid-rise on the south side of Golden Mile Boulevard.

i. The public realm and built form in the Commercial Gateway will be designed featuring architecture and landscape of exceptional quality, with particular emphasis on the area surrounding the Eglinton Avenue East and Victoria Park Avenue intersection, the historic gateway to the Golden Mile and Scarborough.

2.3.2. Mixed Use *Transit Nodes*

a. Development in Mixed Use *Transit Nodes* will accommodate a wide range of commercial, residential, institutional, and community uses to the benefit of high concentrations of residents and transit users in the Golden Mile.

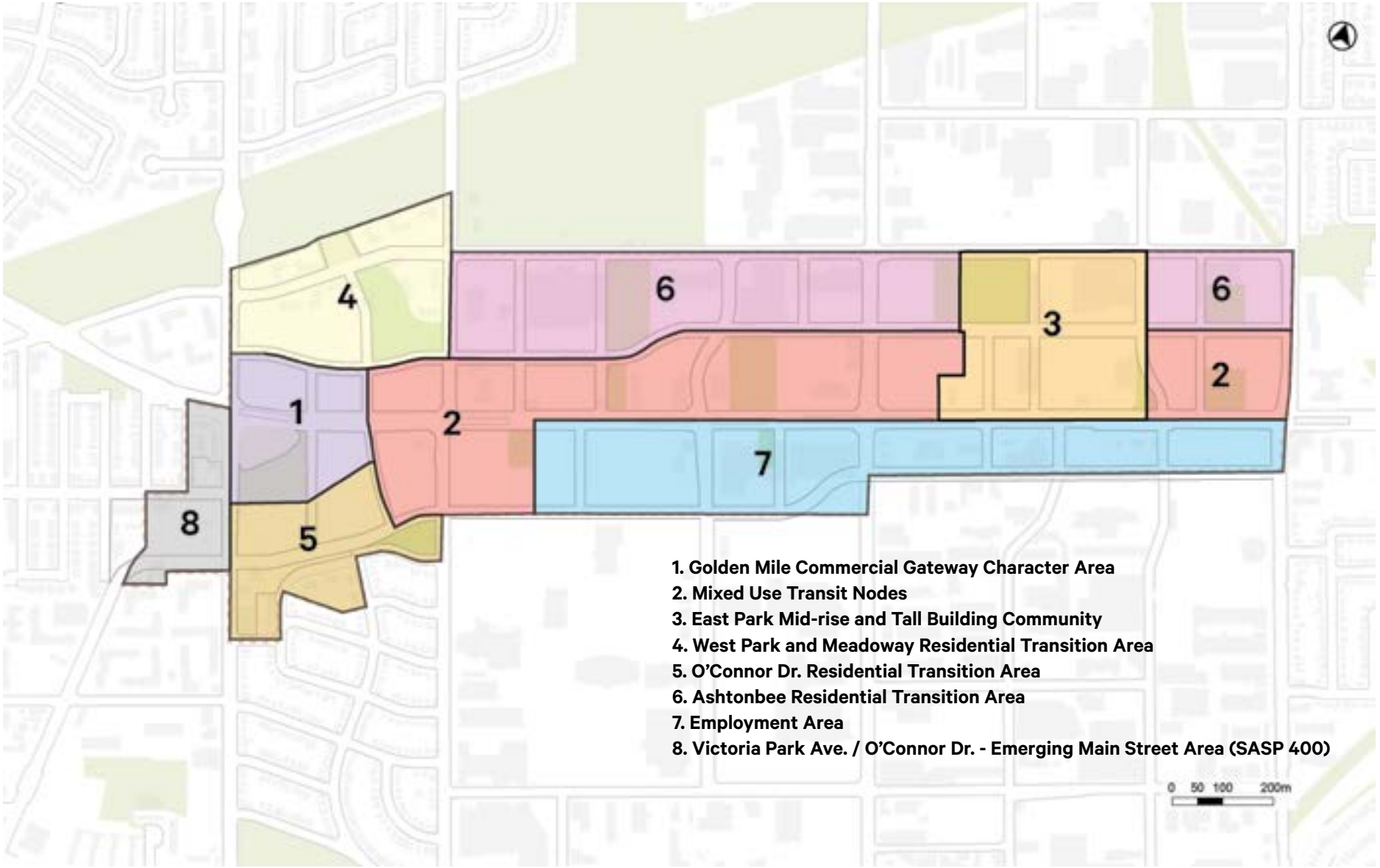


Figure 18 Character Areas

b. The public realm in Mixed Use Transit Nodes will feature commercial uses at grade along a vibrant and lively Eglinton Avenue East, a collection of parks and open spaces of various shapes, sizes and characters including Central Park South, Hakimi Park, Birchmount Park South, South Park, and Flexible Packaging Park, and a series of public art installations at prominent locations.

c. Along Eglinton Avenue East, the ECLRT stops and surrounding public realm elements will be designed to an exceptional architectural standard. High-quality landscaping will support generous POPS and public art installations which accentuates the significance of these as focal points within the Golden Mile.

d. Mixed Use Transit Nodes will accommodate tall buildings, with the tallest buildings located near the ECLRT stops and an appropriate transition in scale of development and height of buildings from Eglinton Avenue East to Golden Mile Boulevard.

e. Built form along the frontage of Golden Mile Boulevard will be primarily mid-rise buildings and base buildings of tall buildings with large tower step-backs.

2.3.3. East Park Mid-Rise and Tall Building Community

a. Development in the East Park Mid-Rise and Tall Building Community will accommodate a wide range of commercial, residential, institutional, and community uses to the benefit of high concentrations of residents and transit users in the Golden Mile.

b. An East Park will be created as a focal point for the community and the surrounding areas.

c. A new North-South Street #9, with generous setbacks, dedicated cycling facilities and enhanced streetscape and landscape will be created as part of a key pedestrian and cycling corridor from Eglinton Avenue East to the East Park.

d. Development in this Character Area will include mid-rise buildings and some tall buildings.

e. Development surrounding the East Park will consist of primarily mid-rise buildings and base buildings of tall buildings with large tower step-backs.

f. Tall buildings are to be accommodated in locations that minimize shadow impact onto the East Park and Golden Mile Boulevard, with tall buildings generally located along Eglinton Avenue East and Thermos Road.

g. Opportunities for a full block of mid-rise buildings should be considered along Eglinton Avenue East to create a break in massing between the Golden Mile and Birchmount ECLRT stops.

2.3.4. West Park and Meadoway Transition Area

a. Development in the West Park and Meadoway Transition Area will accommodate a range of residential, commercial, and community uses.

b. An East Park will be created as a focal point for the community and the surrounding areas, and will connect Eglinton Avenue East through an open green space to Craigton Court Tot Lot and the Meadoway.

c. A new North-South Street #2, with generous setbacks, dedicated cycling facilities and enhanced streetscape and landscape will be created as part of a key pedestrian and cycling corridor from Eglinton Avenue East to the West Park.

d. Built form along Golden Mile Boulevard will have a strong mid-rise character and will be framed and supported by primarily mid-rise buildings and base buildings of tall buildings with significant tower step-backs/set-backs, and lower scale tall buildings located away from the West Park.

e. Built form along Craigton Drive will have a predominantly mid-rise character, and will be framed and supported by mid-rise buildings in most locations along the street.

f. Tall buildings are to be contained in locations that minimize shadow impact onto the West Park and Golden Mile Boulevard, with tall buildings located off of Pharmacy Avenue and on the north side of Golden Mile Boulevard.

g. Development will provide an appropriate transition in height and scale to existing and new parks and open spaces, including the Meadoway and West Park, as well as lower-scale development in surrounding areas.

2.3.5. O'Connor Drive Residential Transition Area

a. Development in the O'Connor Drive Residential Transition Area will accommodate a range of residential, commercial, and community uses.

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

c. Built form along the reconfigured O'Connor Drive will have a predominantly mid-rise character and will be framed and supported by mid-rise buildings, base buildings of tall buildings with significant tower step-backs/set-backs, and/or low-rise buildings in most locations along the street.

d. Development will provide for appropriate transition in scale of development from tall buildings in *Mixed Use Areas* to predominately mid-rise along O'Connor Drive to existing low-rise buildings in adjacent *Neighbourhoods*

2.3.6. Ashtonbee Residential Transition Area

a. Development in the Ashtonbee Residential Transition Area will accommodate a range of residential, commercial, institutional, and community uses, complementing the existing institutional uses at the existing Centennial College.

b. Central Park North will be designed to accommodate a variety of social, institutional and recreational events and programming for local residents..

c. Birchmount Park North will be created and will be designed as a focal point for the development in the surrounding areas, as well as the *Employment Areas* to the north.

d. Development will contribute to the creation of the East Park, a larger park that will accommodate a variety of programming opportunities and serve as an anchor facility in the public realm network.

e. Built form along Ashtonbee Road will generally have a mid-rise character along the south side of the street, providing a transition in scale to the existing Ashtonbee Reservoir Park and lower scale *Employment Areas* to the north.

f. Tall buildings will be located strategically to provide transition in scale to and limit their impact on Golden Mile Boulevard, Ashtonbee Road, new parks, and existing parks in the surrounding area.

2.3.7. Employment Area

a. Development in the Employment Area will accommodate transit-supportive employment uses in mid-rise buildings with active commercial uses at grade to support a vibrant streetscape.

b. Public realm improvements will be provided, including POPS at ECLRT stations, employment-serving amenities, a new Employment Park.

c. Buildings will be sited and oriented to feature a strong relationship with Eglinton Avenue East, providing primary facades, entrances and active uses at grade onto Eglinton Avenue East.

d. Amenities for workers will be provided within this Character Area through public and private open space and other amenities to promote walkability and an active commercial area.

2.3.8. Victoria Park Avenue – O'Connor Drive Main Street Area

a. Development in the Victoria Park Avenue – O'Connor Drive Main Street Area will be comprised of mid-rise buildings with variation in height and step-backs and active uses at grade.

b. Development will be integrated with existing surroundings along the realigned O'Connor Drive.

c. Development west of Victoria Park Avenue will be in accordance with SASP 400 and the O'Connor Drive Urban Design Guidelines.

2.4 Context-Sensitive and Transit-Supportive Density

The level of density envisioned for the Golden Mile will help achieve a transit-supportive environment, increasing transit ridership and optimizing the significant public investment in the ECLRT, a higher order transit line on a Priority Transit Corridor. The entirety of the Golden Mile falls within 800 metre radii of the five ECLRT stops, and therefore should be planned to achieve the minimum density target for Major Transit Station Areas on Priority Transit Corridors.

In order to ensure that the density envisioned for the Golden Mile aids in providing for a complete community, it must be demonstrated that there is adequate capacity within the transportation, servicing and community infrastructure systems. The envisioned density should be distributed in a hierarchical manner across the Golden Mile to accommodate a higher intensity of uses around ECLRT stops, while achieving other key public realm and built form objectives such as a mix of building types, limiting shadow impact on streets and parks, etc.

2.4.1. Overall, the Golden Mile will be planned to achieve a minimum density of 160 people and jobs per hectare, measured across the entirety of the Golden Mile Secondary Plan Study Area and inclusive of streets and parks. Minimum densities must meet standards as required under the Protected Major Transit Station Area (PMTSA) Official Plan policies and corresponding implementing zoning by-law provisions.

2.4.2. The Density Strategy (see Figure 19) expresses maximum densities for development in terms of gross Floor Space Index (i.e. measured across the entirety of a development site, exclusive of existing streets and parks).

2.4.3 Density distribution on larger sites will support the public realm, built form, and Character Area objectives for the GMSP Study Area.

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.

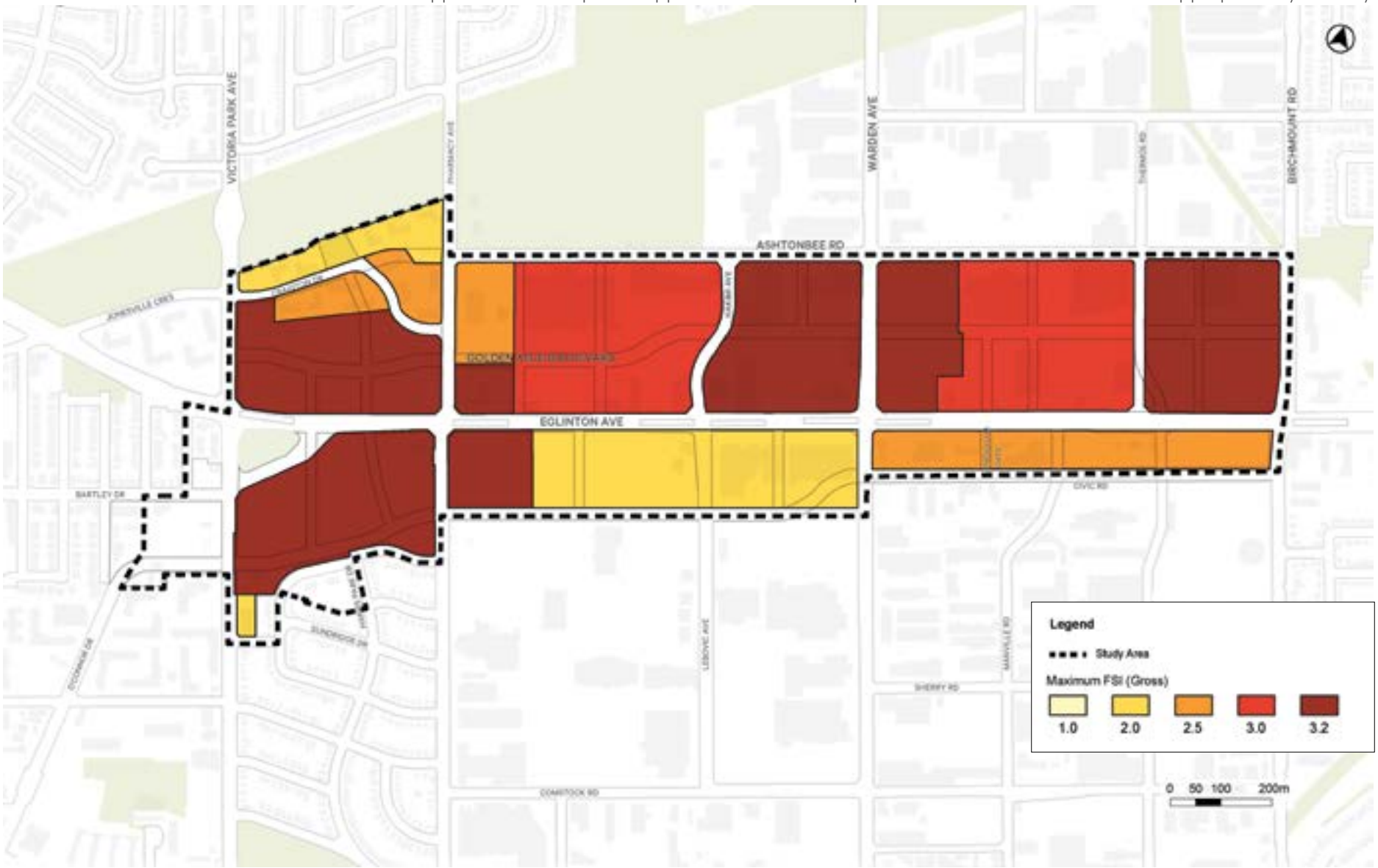


Figure 19 Density

3.0 LAND USE

The land uses identified through the Land Use Strategy (Figure 20) support a diverse, mixed-use community with a balance of residential, commercial and employment uses, anchored by community services and facilities, and connected through a network of streets, parks and open spaces. It provides for a full range of uses that are accessible to and serve the daily needs of residents in all stages of life.

Mixed Use Areas are the predominant land use throughout the Golden Mile. *Mixed Use Areas* are located between Eglinton Avenue East and Ashtonbee Road throughout the length of the Golden Mile area, and concentrated within the Commercial Gateway Character Area. *General Employment Areas* are located south of Eglinton Avenue East between Pharmacy Avenue and Birchmount Road. A small pocket of land towards the northwest corner is designated as *Apartment Neighbourhoods*, and *Parks* and *Open Space Areas* are evenly dispersed throughout the area.

Required commercial frontages in *Mixed Use Areas* are identified in the Building Edges and Active Commercial Uses at Grade Plan (Figure 21). This establishes a two-tiered hierarchy of activity at grade. Commercial uses are required at grade along Eglinton Avenue East and select side streets within the Commercial Gateway Character Area. It is encouraged along north-south streets leading to LRT stops, park edges adjacent to Eglinton Avenue East and select locations along Golden Mile Boulevard.

3.1 General Recommendations

3.1.1. Development will be consistent with the land use designations in Figure 20. Unless otherwise specified, the provisions of Chapter 4 of the Official Plan as they relate to land use will apply in accordance with interpretation of Policy 5.6.1 of the Official Plan.

3.2 Mixed-Use Areas

3.2.1. Land uses within *Mixed Use Areas* will be compatible with nearby existing *Neighbourhoods* and *Apartment Neighbourhoods*.

3.2.2. Non-residential uses, including but not limited to office, commercial, retail and/or community services and facilities, within *Mixed Use Areas* will support and uphold the vision and principles of the Golden Mile Secondary Plan Study, including the planned character of each District and Character Area.

3.2.3. All developments within *Mixed Use Areas* are encouraged to provide non-residential uses. Developments within *Mixed Use Areas* that feature a Required Commercial Frontage (as per 3.2.7 a) are required to include non-residential uses on the ground floor.

3.2.4. Major office development is encouraged in *Mixed Use Areas*, with the majority of office space located in proximity to existing and planned transit infrastructure.

3.2.5. Existing office and other higher density employment uses within *Mixed Use Areas* are encouraged to be retained through redevelopment. This retention can occur through the integration of such uses into mixed use buildings or on mixed use sites, or through relocation of these uses off-site and within 500 to 800 metres of ECLRT stops.

3.2.6. *Mixed Use Areas* will accommodate for large-format commercial uses that exist today, albeit in a more urban form, integrated into mixed use buildings or on mixed use sites and in accordance with the public realm and built for recommendations in this report, and the Golden Mile Secondary Plan Urban Design Guidelines.

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 20 Land Use Strategy

3.2.7. Required and recommended active commercial uses at grade as shown in Figure 21 present a two-tiered hierarchy of activity at-grade.

a. Required active commercial uses at grade in *Mixed Use Areas* must predominantly contain street-related active retail or other commercial uses at grade, with primary entrances oriented towards the street. Other street-related active uses may be permitted within a small proportion of these frontages.

b. Encouraged active commercial uses at grade in *Mixed Use Areas* should predominantly contain street-related retail or other commercial uses at grade, with primary entrances oriented towards the street. Other street-related active uses are encouraged where retail or other commercial uses are not provided.

3.3 Apartment Neighbourhoods

3.3.1. Redevelopment of the existing *Apartment Neighbourhoods* within the Golden Mile will be encouraged to introduce higher density residential uses.

3.3.2. In accordance with Official Plan Healthy Neighbourhoods Policy 2.3.1.10, small retail stores and services will be encouraged to locate on the ground floor within residential buildings to provide amenity to residents. These uses should be located within buildings fronting onto arterial and collector streets such as Victoria Park Avenue, Pharmacy Avenue and Craigton Drive.

3.4 Parks and Open Spaces

3.4.1. The existing lands designated as *Parks* and *Open Space Areas* will be supplemented over time by the addition of new public parks that will be provided for through the redevelopment of lands within each of the Districts within the Golden Mile.

3.5 General Employment Areas

3.5.1. The City will encourage the redevelopment of existing buildings in the *General Employment Areas*, including modernization of existing Class B and Class C office space and the addition of Class A office space. The City will encourage this renewal through its support of office incentives such as the Imagination Manufacturing Innovation and Technology Incentive Program.

3.5.2. Restaurants, small and medium retail stores and services are complimentary uses that will add amenity and vibrancy to the office-oriented development proposed for the *General Employment Areas* on Eglinton Avenue East.

a. Complimentary uses should be established on the ground floor or lower floors of new office buildings within *General Employment Areas*.

b. Complementary land uses within *General Employment Areas* should be co-located with public and/or privately owned publicly-accessible spaces to support the public realm.

3.5.3. New uses within the *General Employment Areas* will be compatible with nearby existing *Neighbourhoods* east of Birchmount Avenue, *Core Employment Areas* to the south, and development within *Mixed Use Areas* north and south of Eglinton Avenue East.

3.5.4. Above grade parking structures may be permitted at the City's discretion to meet parking needs during the interim development of large sites. Above grade parking structures may not be located in the front yard of existing or proposed buildings and will be designed to support and define 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 21 Building Edges and Required Active Commercial Uses at Grade

4.0 PUBLIC REALM

A successful public realm establishes and strengthens the connections between people and the places they share.

The public realm strategy incorporates both publicly and privately-owned and accessible features into an interconnected network of open and inviting spaces that all users can enjoy. These improvements include a system of public parks and open spaces, Privately-Owned Publicly Accessible Spaces (*POPS*), street tree and green boulevard treatments, and public art features, providing the opportunity for a more vibrant and dynamic public realm.

The public realm strategy will be achieved through policies within the Secondary Plan, with further articulation and specification provided through the Urban Design Guidelines. The Urban Design Guidelines will be reflective of the intent of the policies, and will demonstrate the best means of achieving them and implementing the overall public realm strategy.

4.1 Parks and Open Space Network

Development will contribute to a network of high quality, well-connected parks and open spaces in the Golden Mile area. The Public Realm Plan (Figure 22) identifies conceptual locations for a series of new parks of varying sizes and characters, helping direct and locate these spaces to where they are most beneficial to the area as a whole. Park locations are based on achieving an even distribution across the Golden Mile and the ability to make connections to the wider open space network. Links to nearby parks like the Meadoway and Ashtonbee Reservoir Park are established through direct open space linkages and/or enhanced green streetscapes, contributing to an improved public realm.

Parks of different sizes will serve different functions, with small parkettes more likely to offer passive uses while larger parks offer more active uses. Larger parks such as East Park, Central Park and West Park are act as the anchor of each district; they have the ability to accommodate greater leisure, recreation, social and environmental amenities, as well as a wide array of programming opportunities for the community. Additional parks are located at prominent locations in the Districts and Character Areas and front onto major streets, such as Eglinton Avenue East and Golden Mile Boulevard. The interface between community-purpose parks and streets is significant, as they act as important nodes integrating focal points, main entrances, and public activity spaces.

Redevelopment of large parcels within *Mixed Use Areas* present the best opportunities to achieve significant new public park space. Where possible, parks should be provided on-site and located for maximum accessibility and visibility from the public right-of-way. However, in cases where this would not be possible or preferable, cash-in-lieu contributions should be accepted in their place.

4.1.1. The proposed park and open space system is illustrated in Figure 22, comprised of a hierarchy of park types, sizes and functions.

4.1.2. Public parks and open spaces should be considered as a network, linked to surrounding neighbourhoods and contributing to connectivity of city-wide open spaces, including the Meadoway and Birchmount Park.

4.1.3. Proposed major parkland will be located and programmed to serve as focal points for new Districts:

a. Accommodations will be made for a Central Park within the Central District, a West Park in the West District and an East Park in the East District.

b. West Park will be designed as an urban park with hardscaped

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 22 Public Realm Plan

character at areas adjacent to the Commercial Gateway, connecting Eglinton Avenue East to the Meadoway.

c. Central Park will provide a focus for the cultural and institutional character of the district while providing ample green open space.

d. East Park will have a primarily recreational character, programmed appropriately to serve the residential community of the East District.

4.1.4. South Park will be planned and designed to serve as a local park, supporting a transition to existing neighbourhoods south of the Golden Mile area.

4.1.5 Hakimi Park will be planned and designed to serve as a local park, providing recreational uses for residents and complimenting the urban streetscapes along Eglinton Avenue East and Golden Mile Boulevard.

4.1.6 Birchmount Park South and Birchmount Park North will be planned and designed to serve as local parks, providing recreational uses for residents, complimenting the urban streetscapes along Eglinton Avenue East and Golden Mile Boulevard and reinforcing a positive interface with the existing nearby employment building on Golden Mile Boulevard.

4.1.7. Eglinton Square Park (including the existing Victoria Park Eglinton Parkette) will function as a signature park though expansion or relocation within the same development block. Opportunities to attain a larger contiguous park, a more accessible park and to reduce shadow impacts should all be assessed in considering a potential relocation and expansion.

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

a. Support a community-based planning and design process for creating engaging and safe parks that accommodate people of all ages and abilities year-round;

b. Connect and extend to streets, natural areas and open spaces in and around the Golden Mile Secondary Plan Study Area through the use of walkways, trails, bikeway and landscaping;

c. Incorporate high quality landscaping and landscape design that differentiates parks and contributes to place-making within each of the Districts;

d. Provide appropriate space and layout to provide a range of active recreational and programming needs that supports the character of each District;

e. Utilize elements which enhance the ecological function of the public realm, including natural areas that support habitat expansion and promote biodiversity;

f. Animate and activate parks and *Green Nodes* through public treatments, including landscaping, signage, wayfinding and public art; and

g. Be informed by the cultural heritage in the area and its history.

4.1.9 Developments adjacent to a park will:

a. Be setback a minimum of 6 metres;

b. Provide an appropriate interface between public and private lands;

c. Be oriented to maximize public access and views and positively define the shape and function of the park;

d. Define and activate frontages where adjacent to parks;

e. Have an attractive façade with animated uses at grade;

f. Provide for casual overlook, increasing the passive surveillance and safety of the park; and

g. Avoid locating loading and servicing areas adjacent to the

park.

4.1.10 Parkland dedication will achieve parks that are programmable and have appropriate and functional size, shape and appropriate street frontage as determined by the City.

4.1.11. On small parcels where the size or configuration of the required parkland dedication would prove unusable or undesirable, developments will be required to provide off-site dedication. Where this is unfeasible or undesirable, development will be required to provide cash-in-lieu funds, as directed by Toronto Municipal Code – Development of Land, Chapter 415, Article IV, to contribute toward the development of parks in the Study Area.

4.1.12. The locations of planned parks are conceptually identified. The exact size and configuration of each park will be determined through the City's approval of development applications and City acquisitions.

4.1.13. City owned lands will be utilized where appropriate to realize opportunities to create or expand parks and open spaces.

4.2. 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.

The Public Realm Plan (Figure 22) prioritizes *POPS* at *Transit Nodes* and *Green Nodes*. These nodes will be focal points for significant public realm investment and *POPS* within these nodes should incorporate public seating, signage, wayfinding aids, and water features. Taking advantage of existing and proposed connections, they will help create a more pedestrian-friendly environment.

4.2.1. *POPS* will be designed as a welcoming environment with a range of uses and amenities to support their enjoyment by all users.

4.2.2. *POPS* can take a range of forms, including open green spaces, urban squares, plazas, courtyards and pedestrian connections. Their design and condition will depend on context. Soft landscaped surfaces like parks are more appropriate in areas that anticipate lower pedestrian volumes and require opportunities for outdoor recreation. Hardscaped environments like urban squares are more appropriate in areas that anticipate higher volume pedestrian activity and offer additional interface to street-related retail.

4.2.3. *Transit Nodes* and *Green Nodes* are priority locations for *POPS*. The dimension and design of *POPS* within these locations will reflect the intent of the Golden Mile Secondary Plan Urban Design Guidelines. All *POPS* will be subject to the City of Toronto's Urban Design Guidelines for Privately-Owned Publicly Accessible Spaces.

4.2.4. *POPS* will be designed and coordinated with other active ground-level uses to add to the public realm network. Where feasible, these they will be designed in relation to local servicing uses such as retail, cafes and agency spaces.

4.2.5. When locating *POPS*, consideration should be given to microclimate conditions resulting from the surrounding buildings, such as wind and shadow impacts, to minimize unfavourable pedestrian conditions as much as possible.

4.2.6. Where multiple *POPS* are planned in close proximity to each other, an opportunity to coordinate their design to develop a coordinated landscape treatment should be explored to incorporate branding and wayfinding features.

4.2.7. The provision of *POPS* will not be in lieu of required parkland dedication.

4.3 Pedestrian and Cycling Infrastructure

New pedestrian and cycling infrastructure will be introduced on all existing and proposed streets to create a network of active transportation to facilitate movement throughout the Golden Mile. This infrastructure will be fully integrated with the public realm and will feature a high quality design that promotes safety, comfort and sustainability. Pedestrian movement will be further provided for through a network of mid-block pedestrian connections, to support greater porosity and connectivity on individual development blocks.

4.3.1. Improvements to streetscapes will create inviting spaces for pedestrians and encourage walking and cycling as desirable choices to move to and through the Study Area consistent with the following principles:

a. Planning, design, development and construction of existing and new streets and other components of the public realm in the Study Area will be consistent with the Pedestrian Network (Figure 23) and Cycling Network (Figure 24).
b. Priority Pedestrian Locations, shown on Figure 23, are areas where pedestrians are anticipated to cross streets or areas with high volumes of existing and/or anticipated pedestrian traffic and an enhanced pedestrian network is required. At these locations, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner extensions at intersections, street furniture and other pedestrian amenities.
c. Redevelopment will introduce safe, generously-scaled and comfortable mid-block pedestrian connections to extend the pedestrian network, as identified on Figure 23.
d. Bicycle infrastructure and facilities will be planned and provided through site development with public bicycle parking along cycling routes, cycling interchanges and bikeshare facilities as identified on Figure 24.

4.4 Street Trees and Green Boulevards

Public realm features are supplemented by proposed streetscape enhancements, as illustrated through the Public Boulevards Plan (Figure 25). Varying boulevard treatments are encouraged for all existing and new streets in the Golden Mile, with adequate space for street trees through varying planter and tree zones to support the anticipated characters and functions of the streets.

4.4.1. The boulevard treatments indicated on the Public Boulevards Plan (Figure 25) will be provided for through the construction of new streets or reconstruction of existing streets.

4.4.2. All streets will feature at least a single row of trees on each side of the street within a dedicated street tree / furniture zone. These street tree / furniture zones will be designed in accordance with the Golden Mile Secondary Plan Urban Design Guidelines.

4.4.3. Street tree / furniture zones should be designed to minimize conflicts with above and below-grade utilities to ensure proper tree growth and reduce visual clutter. Street tree / furniture zones should be located between the roadway and the sidewalk to provide a buffer between pedestrians and motor vehicles.

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.

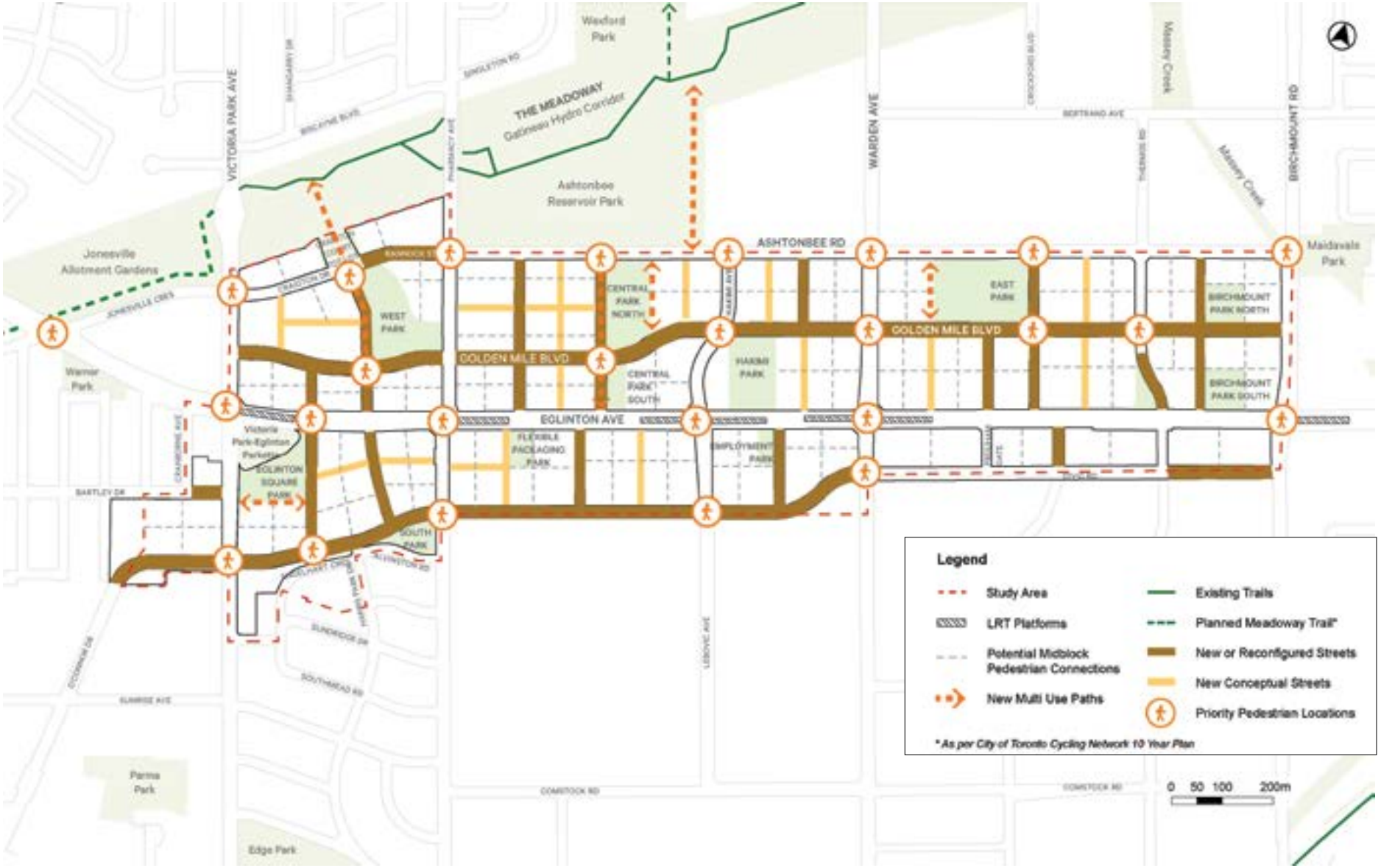


Figure 23 Pedestrian Network

Note to Figure 24 and 25: 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.

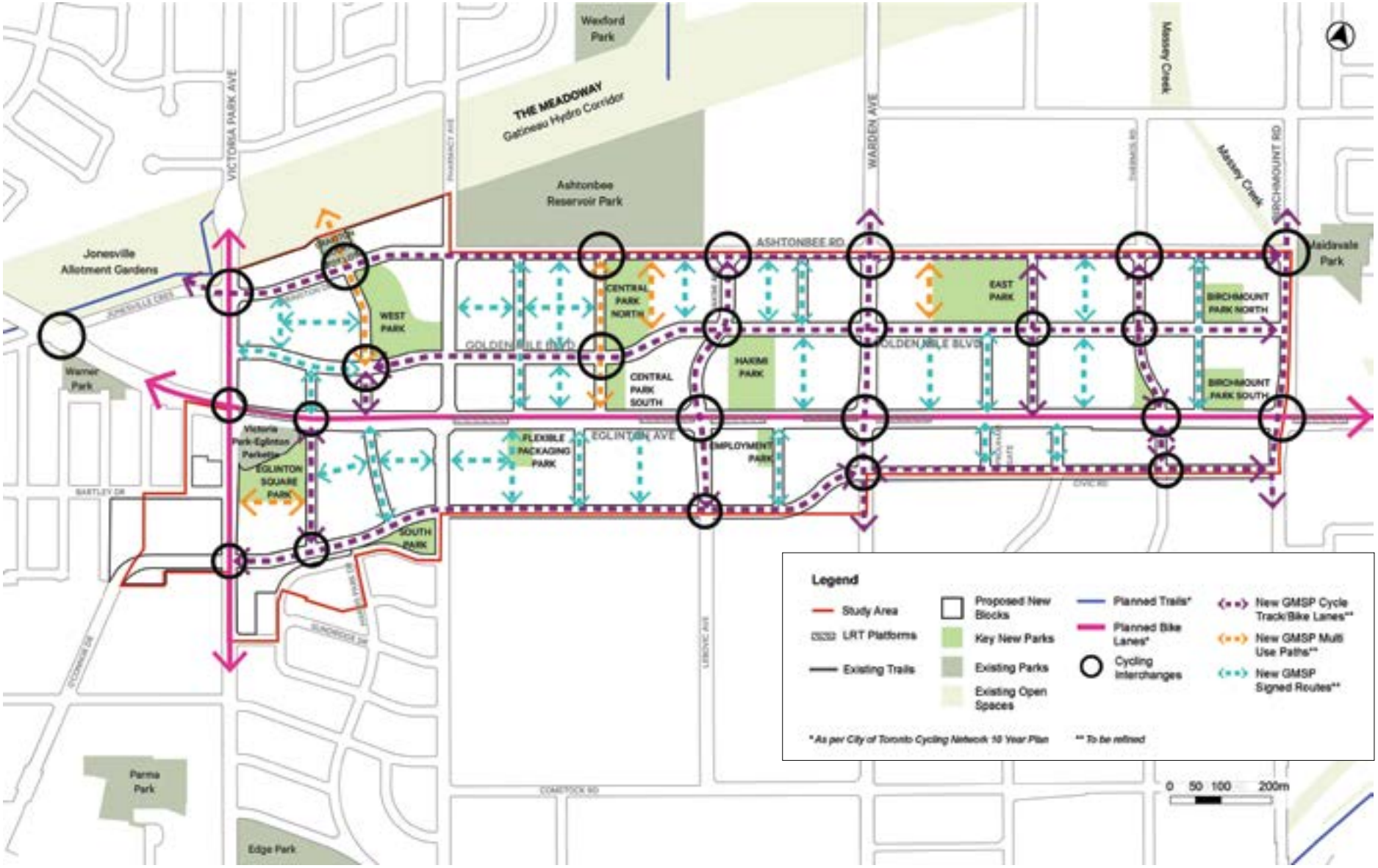


Figure 24 Cycling Network

- **Eglinton Ave East (6.3 metre public boulevard):** generous sidewalk and street trees in 450mm seat wall planters
- **Golden Mile Boulevard (9.0 metre boulevard):** generous sidewalk and street trees in 200mm curb planters with generous width
- **Existing North-South Arterial Streets (5.5-5.8 metre boulevard):** sidewalk and street trees in 200mm curb planters
- **Parkside Streets with MUPs (6.2 metre public boulevard on building side, 7.8 metre public boulevard on park side):** sidewalk, MUP (on one side of the street) and street trees in 150mm curb planters
- **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

Figure 25 Public Boulevards Plan

4.5 Public Art and Heritage

Public art helps celebrate local character, preserve collective history, and build community identity through creative expression. The Public Realm Plan (Figure 22) strategically locates public art installations within public spaces and other prominent locations in the public realm to create local landmarks and an enhanced sense of place. These art installations should draw reference to the area's prominence as Scarbourgh's Golden Mile of Industry during the 1950s and the three distinct historical eras in its history: farming, industry and commerce. It should also highlight local historical figures, such as the famous Bomb Girls of the General Engineering Company who operated a munitions plant in the area during the Second World War.

New development is also encouraged to incorporate public art features. Where possible, heritage influences relating to the agricultural, industrial and commercial eras of the Golden Mile should be incorporated into public art (see Section 7 for recommendations on cultural heritage).

4.5.1. Public art is encouraged to be placed in parks, POPS, tall building entrances and termini of view corridors. The following areas are priority locations for public art:

a. Green Nodes (major public parks);

b. Transit Nodes (within the urban plazas at LRT stops); and

c. The Commercial Gateway.

4.5.2. Public art is encouraged to be integrated into all major parks and open spaces. Prominent locations to display public art within parks include:

a. Within the centre of parks to act as a focal point for activity and programming; and

b. Along park edges to create long views and continuous promenades that support engagement and visual interest.

4.5.3. The provision of public art will be carried out in compliance with the City of Toronto Percent for Public Art Program Guidelines. Implementation and placement finding should be coordinated through a Public Art Plan for the redevelopment block.

4.5.4. Where large public art projects (such as within a major park) are desired, public art contributions are encouraged to be pooled across multiple development projects to deliver a significant, high-quality installation in a central location.

4.5.5. Where public art is integrated within development sites (and not within a public park or street-related POPS) it should be placed in locations that are highly visible from the public realm, particularly from streets.

4.5.6. Public art should reflect temporal considerations and include short-term or medium-term projects that can be re-located and expanded as the Golden Mile develops over time. Opportunities for temporary projects include:

a. Using unconventional materials and mediums, such as art on hoardings, billboards, digital screens, road surfaces, signal boxes and building walls; and

b. Partnerships with local arts organizations which have experience with pop-ups.

4.5.7. The design of the public realm and built form will be informed by the heritage attributes and character of important community, cultural and institutional resources identified by:

a. Ensuring good visibility, access, and civic prominence from streets, parks and mid-block connections and major pedestrian routes.

b. Encouraging new development to respond to the built form of individual heritage resources as well as to contextual characteristics, including how the heritage building relates to adjacent structures, landscape and streetscape.

c. Providing street furniture, landscaping, lighting, paving, public art and other features within the public realm designed to reflect the scale, materials, textures and other attributes of adjacent cultural heritage resources and landscapes.

4.5.8. The design of parks and public open spaces will appropriately conserve and be informed by cultural heritage resources and their associated values and attributes, including any features identified by the City as forming part of a potential cultural heritage landscape.

4.5.9. Potential archaeological resources will be acknowledged and celebrated through naming, wayfinding, interpretive features and partnerships.

5.0 BUILT FORM

The proposed built form promotes high-quality urban design that accommodates transit-supportive densities while positively contributing to the creation of distinct Districts and Character Areas. A wide variety and integration of land uses is encouraged through a range of tall, mid-rise and low-rise forms. The built form contributes to an active, pedestrian-scaled streetscape by articulating a clear relationship and interface between building components and streets. New buildings will reinforce a coherent, harmonious and well-designed streetscape through active ground floor uses, setbacks, streetwalls, stepbacks and articulated facades. This will enhance the experience of users in terms of visibility, animation, comfort, safety, and accessibility.

Greater heights will be concentrated at the Commercial Gateway, in close proximity to ECLRT stops at the Mixed Use *Transit Nodes*, and along major north-south streets, transitioning down in scale and intensity as one moves away from Eglinton Avenue East. This built form strategy will help concentrate pedestrian activity along Eglinton Avenue East as the key people place and at ECLRT stops. It will also contribute to defining a series of north-south axes that will enable pedestrian movement between adjacent neighbourhoods, new residential areas and commercial clusters, new community services and facilities, and existing and new parks and open spaces.

This Built Form Strategy is structured around several key principles, which including supporting the public realm and Character Areas, promoting variety and variation, implementing appropriate transitions, and minimizing negative impact. These principles will be achieved through policies within the Secondary Plan, with further articulation and specification provided through the Urban Design Guidelines. The Urban Design Guidelines will be reflective of the intent of the policies, and will demonstrate the best means achieving them and implementing the overall built form strategy.

5.1 Supporting the Public Realm and Character Areas

Appropriate building types, heights, scale, massing and design help define individual Character Areas and contribute to the wider public realm. Increased setbacks along key streets and from public parks will help enhance the pedestrian experience and buffer ground level uses from the street. Maximum floor plates and minimum separation distances diminish the overall scale of the building mass and help maintain access to sunlight and sky views.

The look and feel of Character Areas are maintained through varying building height specifications, ranging from taller forms in Commercial Gateway and *Transit Node* areas to low and mid-rise forms in transition zones, while retail streets animate the public realm through features such as fine-grained façade treatment. Stepbacks and setbacks help highlight view corridors and visual points of interest identified in Views and Vistas (Figure 26).

5.1.1. Commercial Gateway

a. The Commercial Gateway will be the primary location for the greatest building heights, with tall buildings concentrated at the Eglinton Avenue East and Victoria Park Avenue intersection.

b. North of Eglinton Avenue East, development will demonstrate an appropriate transition in scale from tall buildings on Eglinton Avenue East to mid-rise on the south side of Golden Mile Boulevard.

c. Tower separation distance will be set at 30 meters to emphasize the urban nature of the Commercial Gateway.

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.

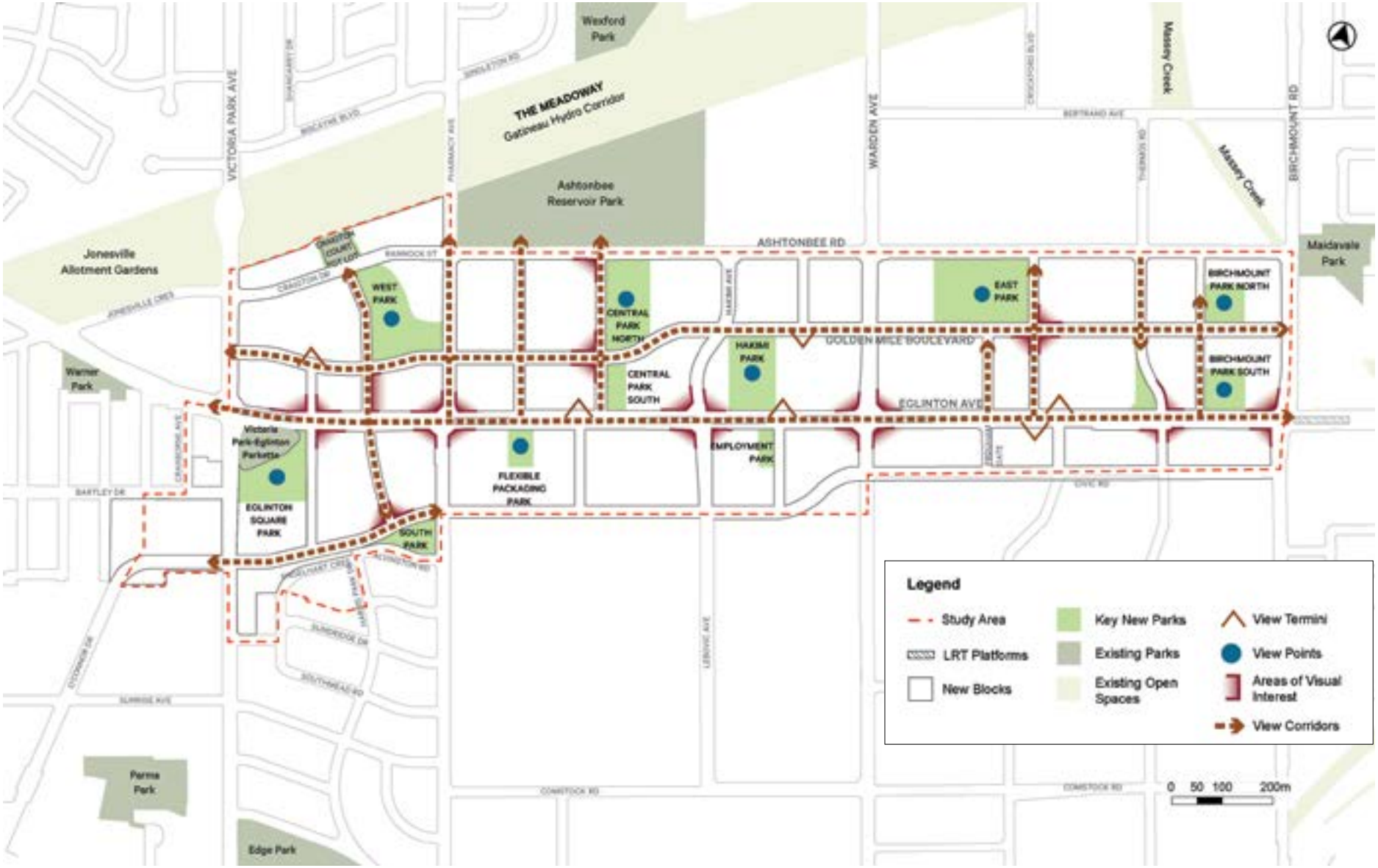


Figure 26 Views and Vistas

5.1.2. Mixed Use *Transit Nodes*

a. Mixed Use *Transit Nodes* will accommodate the second tallest building heights in the Golden Mile after the Commercial Gateway and will facilitate and complement access to transit.

b. A variety of building types, variation in building height and variation in step-backs will be encouraged on through development on Eglinton Avenue East.

c. Greatest height will be located at the LRT stops and transitioning down towards the surrounding areas.

d. An appropriate transition in the scale and height of buildings will be introduced in developments in Mixed Use *Transit Nodes* from Eglinton Avenue East to Golden Mile Boulevard.

5.1.3. East Park Mid-Rise and Tall Building Community

a. Development in the East Park Mid-Rise and Tall Building Community will accommodate the third highest building heights in the Golden Mile after the Commercial Gateway and Mixed Use *Transit Nodes*.

b. Development in this Character Area will provide for a sensitive transition in scale of development and height of buildings from Eglinton Avenue East to Golden Mile Boulevard and towards the East Park.

c. Tall buildings will be designed and strategically located to minimize shadow impact onto the East Park and Golden Mile Boulevard, with tall buildings generally located along Eglinton Avenue East and Thermos Road.

d. Within this area, a full block of mid-rise buildings should be provided through redevelopment to introduce a break in massing along Eglinton Avenue East via a mid-rise block with direct frontage.

5.1.4. West Park and Meadoway Transition Area

e. Development in the West Park and Meadoway Transition Area will provide for appropriate transition in scale of development from tall buildings in *Mixed Use Areas* to predominantly mid-rise buildings in *Apartment Neighbourhoods*.

f. Shadow impact onto the West Park and Golden Mile Boulevard will be minimized through the location of tall buildings off of Pharmacy Avenue and on the north side of Golden Mile Boulevard.

5.1.5. O'Connor Drive Residential Transition Area

a. Tall buildings in *Mixed Use Areas* will implement a downward transition in scale to the predominately mid-rise buildings along O'Connor Drive to existing low-rise buildings in adjacent *Neighbourhoods*.

b. Existing *Neighbourhoods* will be protected through the application of angular planes from the property lines of low-rise residential properties.

5.1.6. Ashtonbee Residential Transition Area

a. Development in the Ashtonbee Residential Transition Area will provide for appropriate transition in scale of development:

i. Through the application of an angular plane from the south side of Ashtonbee Reservoir Park.

ii. Through the application of an angular plane from the west side of Maidavale Park.

iii. By locating tall buildings mid-block north-south between Golden Mile Boulevard and Ashtonbee Road where sufficient block size allows and adjacent to arterial streets.

5.1.7. Employment Area

a. Development in the Employment Area will be comprised of exclusively mid-rise buildings that will support office and other commercial uses in a transit-supportive form and density.

b. Buildings will be sited and oriented to create a strong relationship with Eglinton Avenue East, including the provision of primary facades, entrances and active uses at grade.

5.1.8. Victoria Park Avenue – O'Connor Drive Main Street Area

a. The Victoria Park Avenue – O'Connor Drive Main Street Area will take the form of mid-rise buildings. A 1:1 height to right-of-way ratio with adjacent streets will be maintained through mid-rise forms.

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

c.

5.2 Variety and Variation

Variety and variation in both building and site design is encouraged to create visually interesting streetscapes and diverse experiences throughout the Study Area. A mix of building types, including tall buildings, mid-rise buildings and low-rise building forms, is proposed. Throughout the Golden Mile and on individual development sites, bar-shaped, L-shaped, and U-shaped building footprints allow for variation within block configurations. A range of different block layouts supports different configurations of pedestrian connections, and helps open up space for *POPS*. This improves permeability on individual development blocks and increases overall connectivity throughout the area. Variations in stepbacks are encouraged, especially along Eglinton Avenue and Golden Mile Boulevard, to create attractive streetscapes and views.

5.2..1. A mix of building types, from low-rise to tall buildings, should be achieved throughout the Golden Mile (Figure 27). Larger sites should provide a mix of building types, including tall buildings where appropriate.

5.2.2. Mid-rise buildings are required and/or encouraged in the Study Area, especially at the following locations:

a. In the Employment Area along the south side of Eglinton Avenue, for optimal sunlight condition on the north side of the street;

b. In areas outside the 250 metre radius from the ECLRT Stops;

c. Around Parks and Open Spaces, to promote variety of built forms and enhanced visual interests and porosity around parks;

d. Along Eglinton Avenue East, to promote a balanced built form condition on the north and south sides;

e. Along Golden Mile Boulevard, to enhance the character of the street as a great neighbourhood street, around and near parks;

f. Along Craigton Drive to provide a transition to the Meadoway; and

g. Between ECLRT Golden Mile stop and Birchmount stop, with a full mid-rise block as a break in massing along Eglinton Avenue East.

5.2.3. Low- and mid-rise buildings will provide a transition between the tall buildings within the Study Area and existing residential *Neighbourhoods* adjacent to the Study Area, existing and new parks and open spaces and lower scale *Employment Areas* within and adjacent to the Study Area.

5.2.4. Tall buildings are appropriate in select locations within the Study Area, including:

a. On development blocks with frontage on to Eglinton Avenue East and an ECLRT stop;

b. Along the existing north south streets such as Victoria Park Avenue, Pharmacy Road, Hakimi Avenue / Thermos Road, Warden Avenue, or Birchmount Road; and

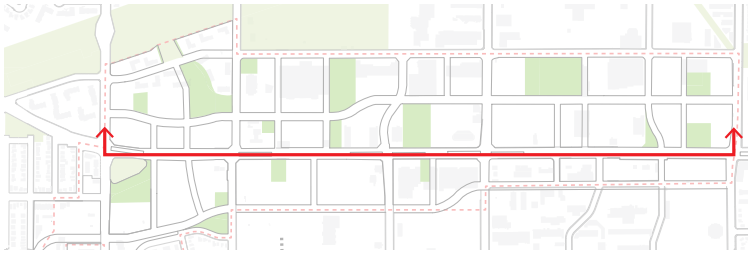
6s Mid-rise Building

8s Mid-rise Building

11s Mid-rise Building

20s+ Tall Building

30-35s Tall Building



Key Map - Section

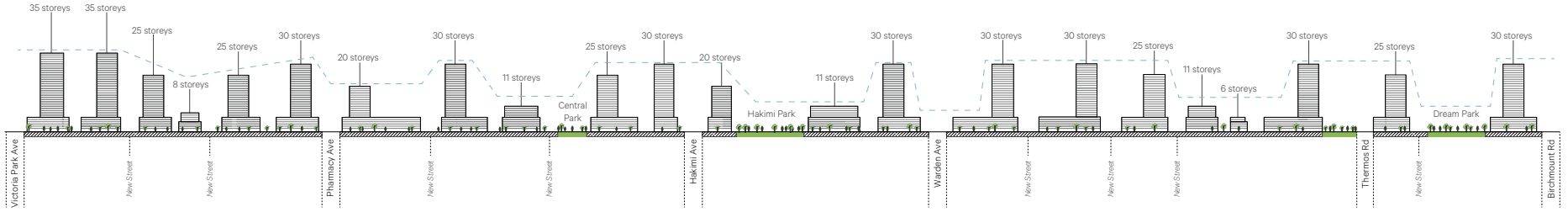


Figure 27 Section Diagram – Built Form Variation

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.

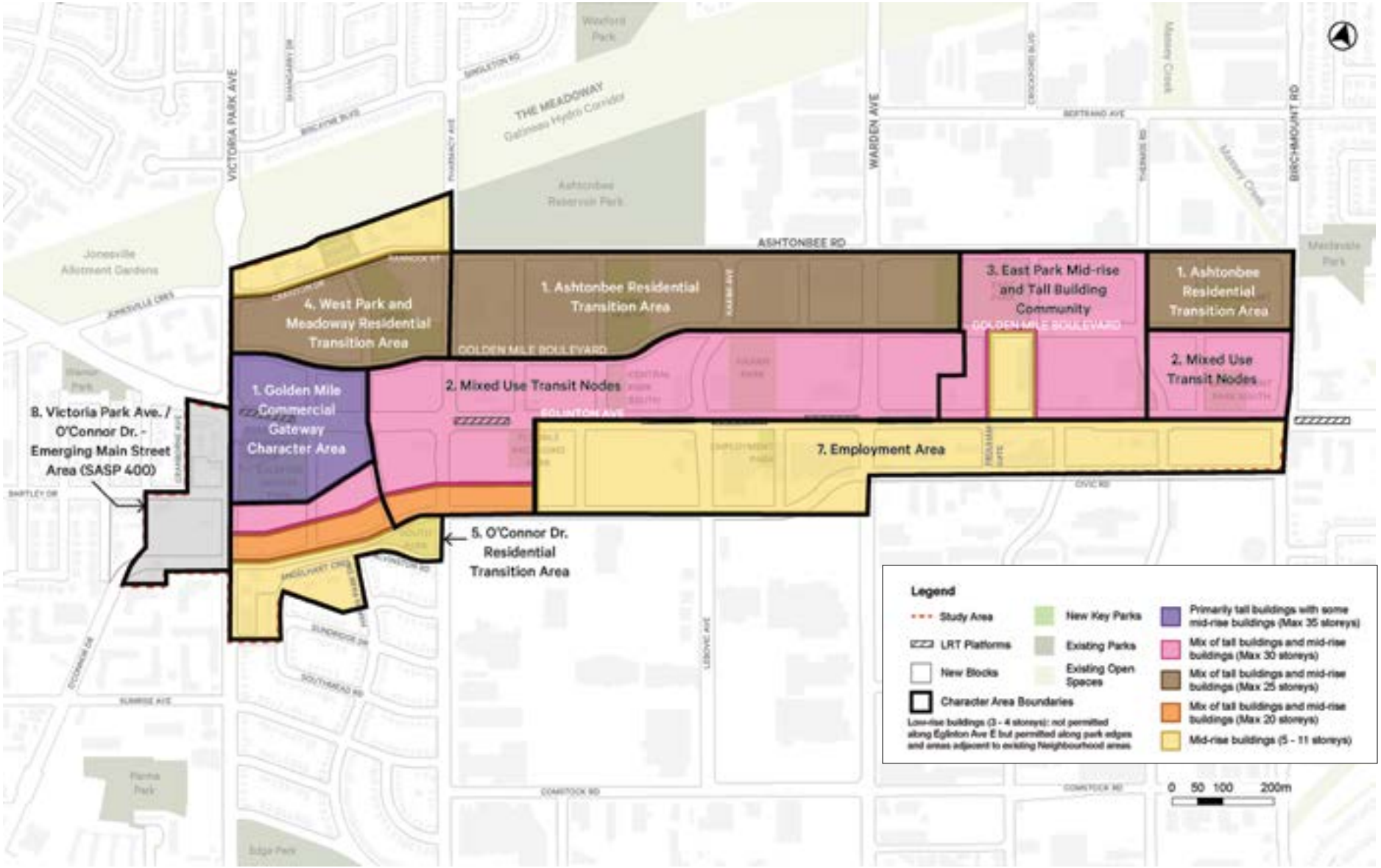


Figure 28 Building Types and Heights in Character Areas

c. On select development blocks without frontage on the streets identified in a) and b), where adherence to the Golden Mile Secondary Plan policies and Urban Design Guidelines can be demonstrated.

5.2.5. The maximum height of tall buildings will vary by Character Area as follows and as shown in Building Types and Heights in Character Areas (Figure 28):

a. A maximum tall building height of approximately 30 to 35 storeys within the Commercial Gateway Character Area;
b. A maximum tall building height of approximately 20 to 30 storeys within the Mixed Use *Transit Nodes*, O'Connor Drive Residential Transition Area, and the East Park Mid-Rise and Tall Building Community Character Areas; and
c. A maximum tall building height of approximately 15 to 25 storeys within the West Park and Meadoway Residential Transition Area and the Ashtonbee Residential Transition Area Character Areas.

5.2.6. The height and scale of buildings will vary by based on their location along key streets as follows and as shown in Building Types and Heights along Streets (Figure 29):

a. Eglinton Avenue East will be lined with a mix of tall and mid-rise buildings.
b. Golden Mile Boulevard will have a strong mid-rise character.
c. Re-configured and Extended O'Connor Drive will have a predominantly mid-rise and low-rise character.
d. Re-configured Craigton Drive will have a predominantly mid-rise and low-rise character.
e. Ashtonbee Road will generally have a mid-rise character along the south side of the street.
f. Victoria Park Avenue will have a predominantly mid-rise character.
g. Pharmacy Avenue, Hakimi Avenue, Warden Avenue, Thermos Road and Birchmount Road will be lined with tall buildings and some mid-rise buildings.

5.2.7. Tall buildings should be located strategically to support the characters of streets and limit shadow impacts on the public realm by centralizing, alternating, shifting, and distancing tall buildings where appropriate (Figure 30).

5.2.8. Where tall buildings are permitted, tall buildings should transition down in height within a Character Area toward lower scaled Character Areas and towards *Neighbourhoods* and existing and proposed parks and open spaces.

5.2.10. Tower separation distance will be a minimum of 30 metres.

5.2.11. Tower floor plate size will be a maximum of 750m^2.

5.2.12. The design of tall buildings, mid-rise and low-rise buildings will meet and exceed the City's respective guidelines.

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.

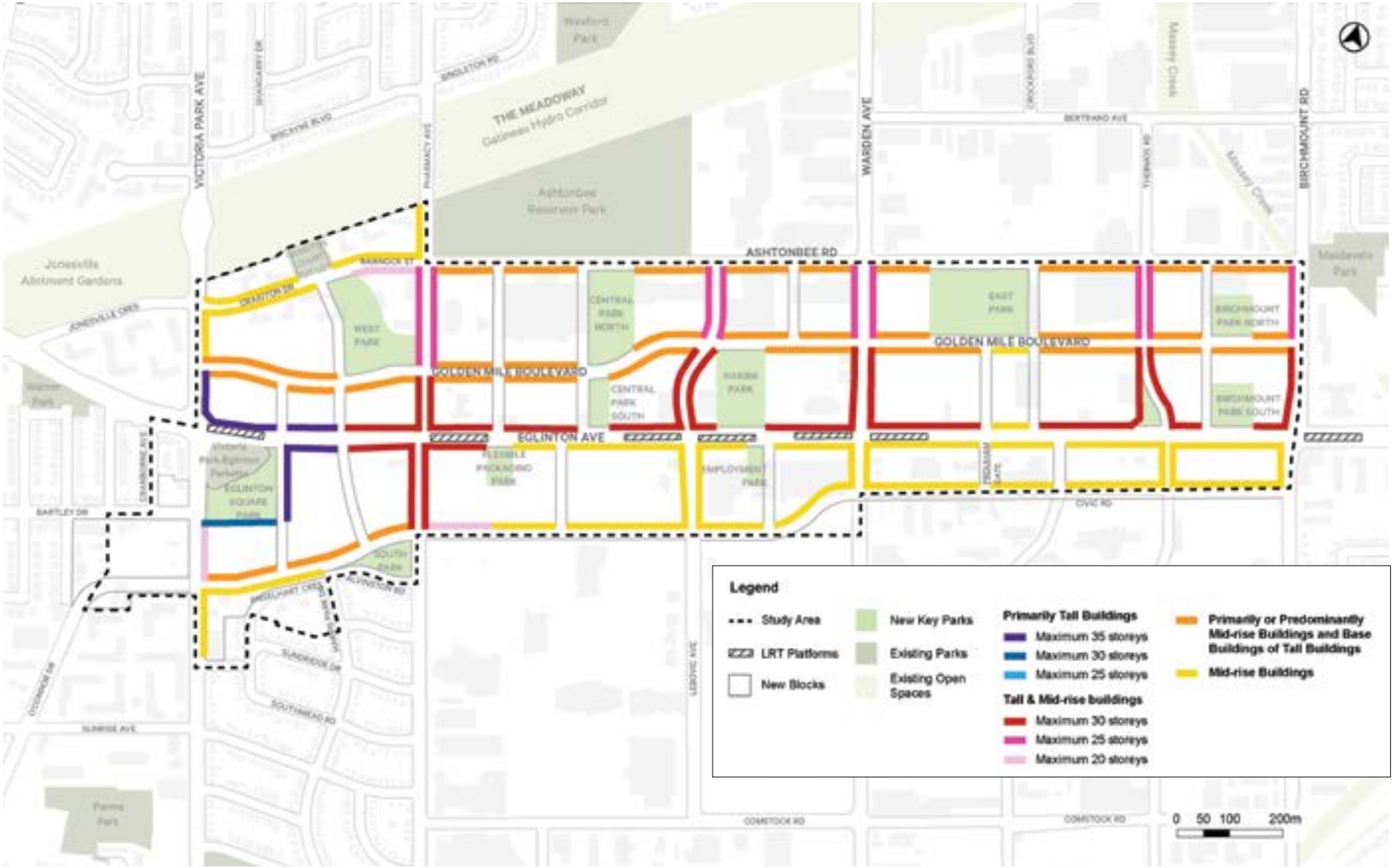


Figure 29 Building Types and Heights along Streets

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 30 Locating Tall Buildings

5.3 Transitions

Appropriate transitions ensure that development creates a human-scaled environment within the perceptive environment at grade, helps appropriately frame the public realm, respects existing scale and character, and responds to local context. Transitions are provided to new and existing parks and open spaces, as well as lower scale development, through measures such as 45 degree angular planes, tall building height and base building height zones, mid-rise building zones, and building setbacks and step-backs (Figure 31).

Beyond transitions in scale, appropriate transitions between the public and private realm address visual and physical access, overlook and privacy.

5.3.1. Human-scaled ground level environments will be provided for through maximum streetwall/base building heights that correspond to the right-of-way width and public realm hierarchy of the streets onto which they front, as shown on the Base Building Height Plan (Figure 32).

5.3.2. New buildings will be setback from streets and parks & open spaces to provide appropriate entry forecourts, marketing zones, trees and understory planting to compliment the at-grade experience and provide transition from public to private development. Required setbacks will be as shown on the Building Setback Plan (Figure 33).

Key Map - Section

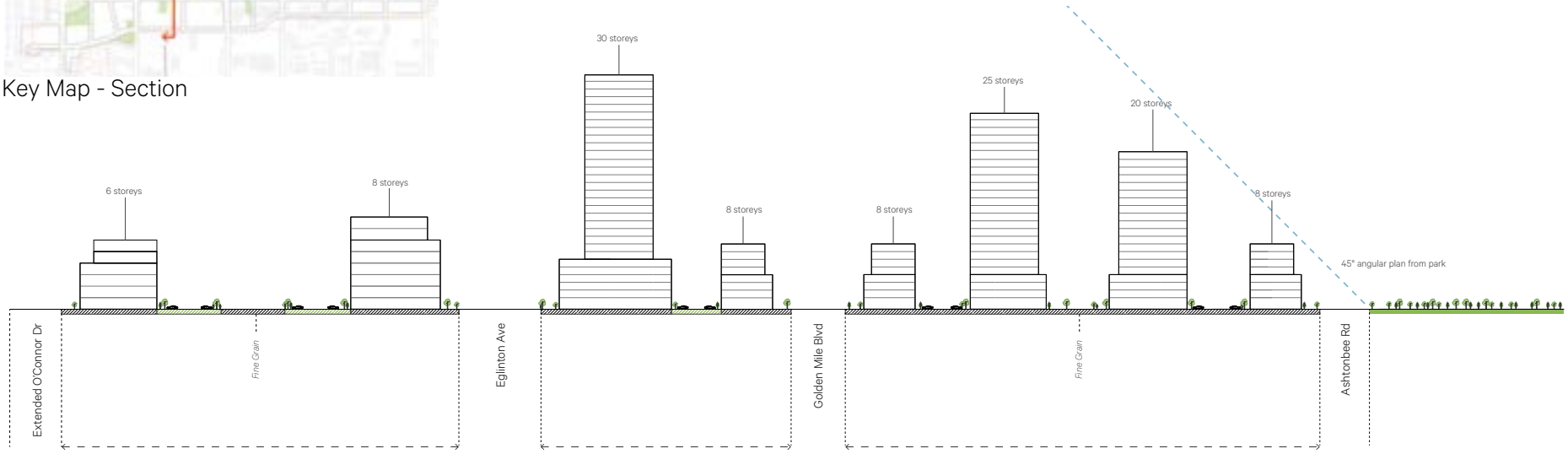


Figure 31 Section Diagram - Transition in Height

5.3.3. Front angular planes should be applied on all streets to Mid-rise buildings, extending at a 45-degree angle from the front property line, beginning at a height equal to 80 percent of the width of the adjacent right-of-way.

5.3.4. The minimum step-back for mid-rise buildings above the base building is 3 metres.

5.3.5. The minimum step-back from tall building towers from the base building is 5 metres.

5.3.6. Variation of tall building tower step-backs will be provided. This will be achieved through:

a. 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; and

b. Varying the tower step-backs on development blocks with more than one tall building.

5.3.7. 45 degree angular planes are to be applied projecting from the angular plane line indicated on the Angular Plane Plan (Figure 34). No component of a building on a development site may penetrate this angular plane. Where the 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.

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.

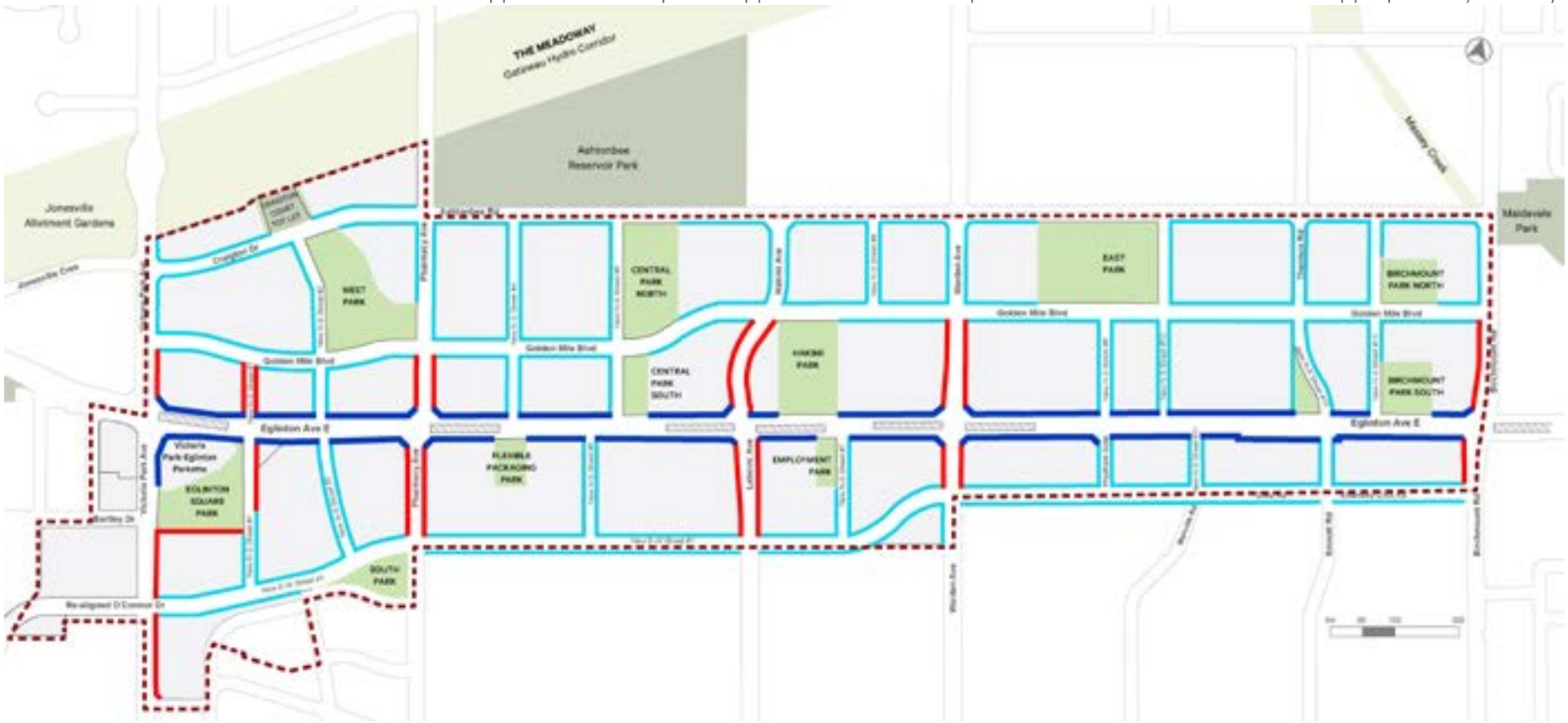


Figure 32 Base Building Heights Plan

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.

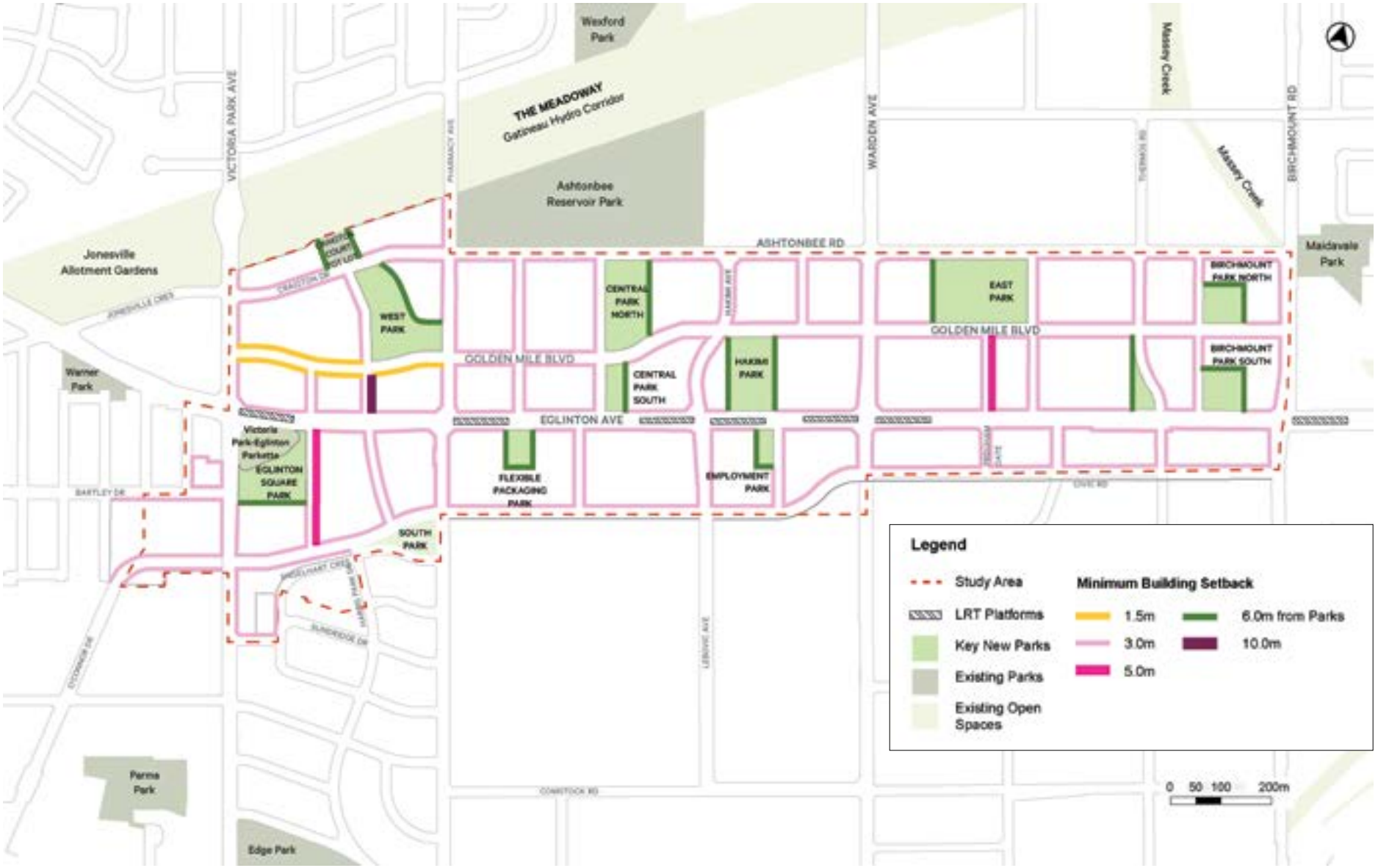


Figure 33 Building Setback Plan

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 34 Angular Plane Plan

5.4 Minimizing Impact

Appropriate forms, heights and separation distances help minimize shadow impacts on existing and new streets, parks and open space. Architectural features such as canopies and awnings provide weather protection at grade and provide for comfortable micro-climate conditions for pedestrians.

5.4.1. All new buildings should limit shadow and overlook on neighbouring properties, and limit shadow and loss of sky view on adjacent streets and public spaces as much as possible.

5.4.2. 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.

5.4.3 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.

5.4.4. 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.

5.4.5. 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.

5.4.6. 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.

5.4.7. All new buildings should be located and massed to limit wind impacts on the pedestrian realm, including on existing and new streets, parks and open spaces, and *POPS*.

6.0 CULTURAL HERITAGE

The Golden Mile has a rich history based around distinct periods of agricultural, industrial and commercial development. Surrounded by farmland until the 1940s, Eglinton Avenue from Pharmacy 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. This history was previously recognized through a series of signage features at major gateway locations and local landmarks, but these visual markers have since largely disappeared.

It is recommended that any heritage resources (Figure 35) and archaeological features in the area be protected to ensure that they do not become negatively impacted by future development. Further, development in the area should seek to incorporate and celebrate local history by drawing on its tradition of iconic signage and introducing public art installations which tell the stories of the people who lived and worked there.

6.1.1. The two identified heritage properties within the Golden Mile – 1940 Eglinton Avenue East, known as "The Volkswagen Building" and 75 Thermos Road – should be studied for heritage merit and potential designation or listing as appropriate.

6.1.2. As part of any future development in the area, a review of potential heritage resources should occur to determine whether any mitigation is warranted.

6.1.3. In addition to the policies of the Official Plan, a Heritage Impact Statement is required to be submitted for all properties identified on Figure 35.

6.1.4. The three distinct eras in the history of the Golden Mile (agricultural, industrial, and commercial) should be celebrated through public realm treatments on lands with specific ties to those activities, and incorporated into the landscape, lighting, signage, interpretation and art.

Golden Mile marquee


The Volkswagen Building

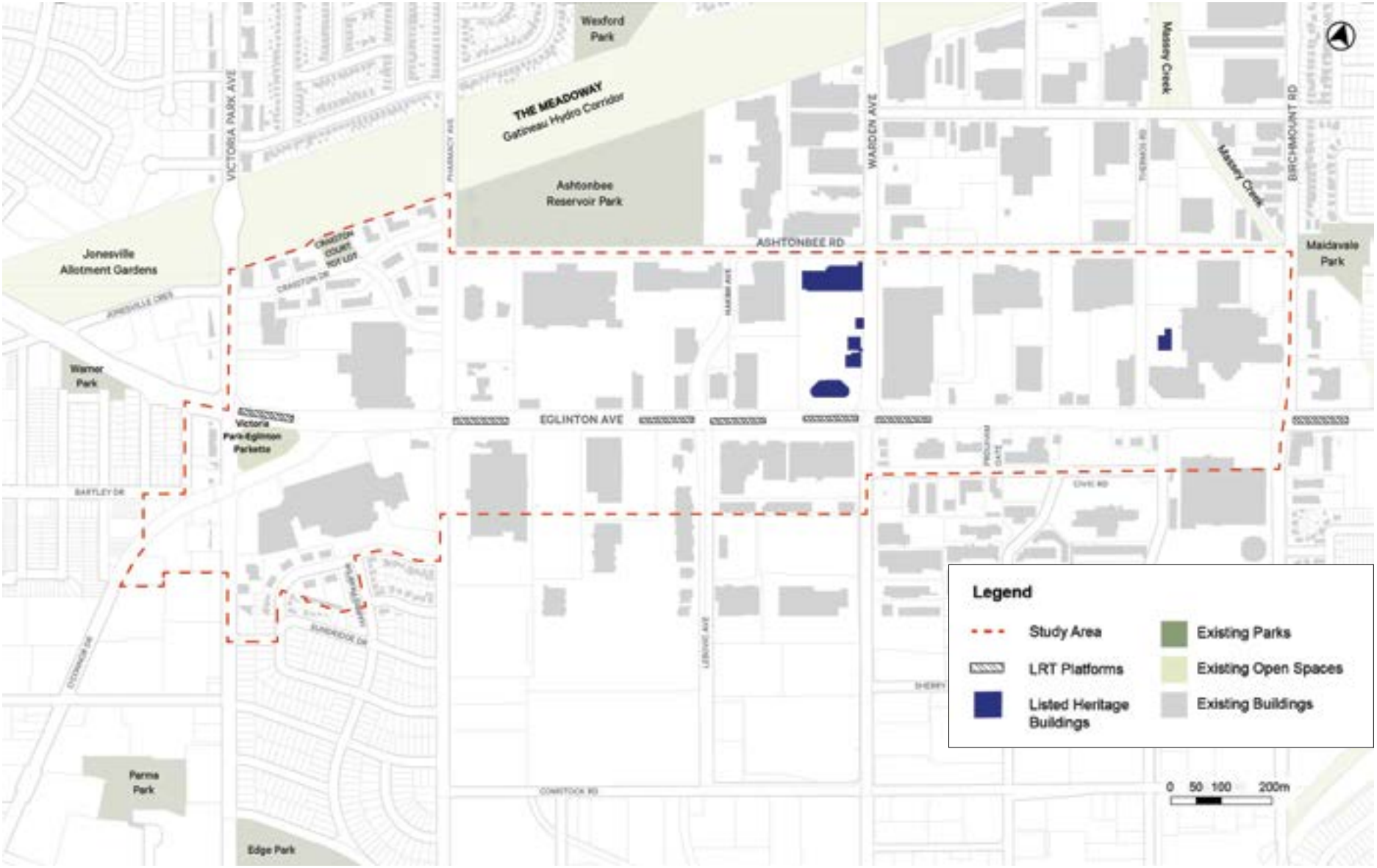


Figure 35 Heritage Resources

7.0 DESIGN EXCELLENCE AND SUSTAINABILITY

All development within the Golden Mile should incorporate sustainability principles while demonstrating the highest levels of design excellence.

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, should be adopted to in the pursuit of design excellence. Good building, site and landscape design increases the overall architectural quality of local areas, contributes to an enhanced 'sense of place', and catalyzes future growth and development. This includes incorporating appropriate building materials, enhanced facade articulations, and high-quality landscaping to express innovative thinking while complimenting the existing form.

At the broadest level, the creation of a transit-supportive, mixed use community with substantial new parks and open space and a well-connected public realm will provide an environment that encourages pedestrian and cyclist movement for local trips, and transit ridership for longer distance trips, reducing the need for private vehicle ownership and trips. Sustainability can be further integrated into the design of new buildings, surface parking, parks and open spaces through the implementation of Low Impact Development measures to ensure high surface porosity and aid in the infiltration of storm water. Further, it can help enhance the environmental quality and ecological function of an area by creating diverse natural habitats through native planting treatments. Building and site design can also contribute to increased energy efficiency and energy resiliency.

7.1 Design Excellence in the Built Form

7.1.1. Building and site materials should be high-quality, aesthetically pleasing, and durable to support the expression of design excellence. The use of stucco/exterior insulation finishing system (EIFS) is discouraged.

7.1.2. 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.

7.1.3. 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.

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

7.2 Design Excellence in Landscaping and Public Realm

7.2.1. 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.

7.2.2. 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.

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

7.3 General Sustainability Recommendations

7.3.1. New development, infrastructure and public realm improvements will seek to optimize opportunities for water conservation, on-site infiltration and stormwater control through low impact development 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.

7.3.2. Natural environment and sustainability educational and wayfinding opportunities shall be explored in new streetscape design or public art procurement.

7.3.3. Development will also provide strategies to reduce the urban heat island effect through design, including the configuration of surface parking areas and use of green roofs on buildings.

7.4 Sustainability in New Developments

7.4.1. Development will incorporate a high level of ecological sustainability and resiliency. Development will integrate natural systems into private development through design of the buildings and landscape by:

a. Creating natural habitats through planting treatments of private landscaped areas and amenity spaces;

b. Planting a diverse variety of native tree, shrub, flower and grass species, including those that are pollinator habitats;

c. Installing biodiverse green roofs with diversity in plant species, appropriate planting patterns and adequate soil depth;

d. Integrating storm water management techniques to absorb run-off as close to the source as possible;

7.4.2. Development will be encouraged to meet the highest levels of the Toronto Green Standards.

7.5 Sustainability in the Public Realm

7.5.1. Parks and open spaces will play a key role in enhancing the environmental quality and ecological function of the area through green infrastructure initiatives including rain gardens and bioswales for stormwater management, as well as groupings of naturalized tree and understory plantings for habitat expansion.

7.5.2. 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.

7.6 Energy and Resilience

7.6.1. New development will be encouraged to:

a. Incorporate heat recovery of low-carbon energy from infrastructure sources such as sewers, community facilities, industry and transit power stations to reduce emissions;

b. Develop or incorporate a connection to any existing or planned thermal energy networks, informed by guidelines as may be developed and adopted by City Council;

c. Reduce energy demands through on-site electricity generation and use of renewable thermal energy;

d. Integrate on-site renewable energy production; and

e. Target near-zero emissions for new buildings.

7.6.2. Development will be encouraged to provide additional back-up power in order to improve resilience to extreme weather events and area-wide power outages, informed by guidelines as may be developed and adopted by City Council.

7.6.3. Alternative energy technologies will be encouraged to power street lighting, traffic signals and other lighting in the public realm.

8.0 MOBILITY

8.1 General Recommendations

8.1.1. The transportation network will focus on the efficient movement of people within and around the Study Area with an emphasis on the use of transit, walking and cycling, which will be supported by:

a. Ensuring land use patterns and a mix of uses that enable live-work opportunities and access to daily needs within the community reducing the need for longer trips.

b. Implementing a fine grain street network to expand the number of routes to and through the community, establishing important connections to surrounding neighbourhoods.

c. Encouraging the integration of pedestrian and cycling transportation infrastructure with improvements to the public realm, particularly around transit stations and intersections.

d. Applying transit oriented principles to the design of new development and civic infrastructure to ensure seamless mobility across all modes of transportation.

e. Prioritizing pedestrians, cyclists and public transit users in the design of new streets as informed by a complete streets approach.

f. Managing trip demand and behaviour through the implementation of Travel Demand Management (TDM) programs with new development.

g. Expanding, enhancing, and introducing new surface transit priority measures in and around the Study Area to support the Eglinton Crosstown LRT and planned higher order transit.

8.1.2. The Golden Mile Transportation Master Plan is the foundation identifying the transportation infrastructure improvements required to service the growth provided for through this study. The work undertaken for the Transportation Master Plan followed Phases 1 and 2 of the Municipal Class Environmental Assessment process. The requirements from the GMSP Final Report will be refined, protected and implemented through the development approvals process and identified capital expenditures.

8.1.3. Development will be required to demonstrate that sufficient transportation capacity is available to service the proposed land uses and density.

8.1.4. Development will be required to implement the required transportation infrastructure and TDM measures identified the Golden Mile Transportation Master Plan. Applications will be reviewed for an acceptable strategy to implement these requirements. At a minimum, each development proposal will include:

a. An assessment of existing conditions including development levels and transportation improvements or TDM measures already in place;

b. Determining the potential impact of the proposed development on the area transportation network;

c. An inventory of the components of the pedestrian and cycling network that will be implemented with the development proposal; and

d. A plan for phasing the required transportation improvements and/or TDM measures as development proceeds.

8.1.5. The transportation and travel characteristics of the Study Area will be monitored for consistency with the Golden Mile Transportation Master Plan to determine the impact of new development the transportation system.

8.1.6. Holding By-laws may be enacted to require certain transportation improvements, including new streets and proposed reconfigurations, are in place prior to new mixed-use development being permitted at the densities shown on Figure 19.

8.1.6. Development of mixed uses may be controlled through the use of a Holding (H) symbol and permitted following the fulfillment of criteria to allow removal of the Holding (H) symbol as it relates to the provision of new streets, infrastructure construction, implementation of higher order transit, provision of non-residential floor area and/or dedication of parkland.

8.1.7. Transportation options will be provided through redevelopment and infrastructure improvements delivering a network of streets to help people get to and move through the Study Area and its surroundings. The improvement of connections for pedestrians, cyclists and transit riders will be prioritized.

8.2 Street Network

8.2.1. The planned street network shown on Figure 36 will provide a fine grain of streets and a high level of permeability for pedestrian, cycling, and vehicular circulation, improving access to and from the Golden Mile while creating new blocks that will be appropriately scaled for redevelopment. Figure 37 shows the right-of-way widths of streets.

8.2.2. The exact location, alignment and design of each new street will be refined through subsequent Environmental Assessment study, and the review and approval of development applications or other implementation mechanisms identified at the discretion of the City.

8.2.3. Further study is required to determine the exact alignment and design associated with street widening, reconfiguration and/or modifications to existing roads such as Victoria Park Avenue, Warden Avenue, Birchmount Road, Hakimi Avenue and Thermos Road.

8.2.4. Traffic Control Signals should be secured as per Figure 36. Additional signalized crossings should be considered where appropriate to facilitate the active transportation network.

8.2.5. Existing and new streets will include facilities for pedestrians, cyclists, transit users and shared mobility users within the right-of-way as well as landscaping as guided by the policies of this Final Report.

8.2.6. The City's Complete Streets Guidelines will be applied to the design and construction of new streets or reconstruction of existing streets to ensure safety and comfort for users of all ages and abilities.

8.2.7. New Conceptual Streets will be public or publicly-accessible streets and provide connections with the public realm.

8.2.8. The recommended new street network for the Golden Mile is illustrated in Table 4 Schedule of Proposed Streets. Each new street is assigned a proposed classification, recommended right-of-way width and estimated roadway length.

LOCATION FLEXIBILITY	STREET NAME	PROPOSED CLASSIFICATION	BASIC RIGHT-OF-WAY (m)	APPROXIMATE LENGTH (m)
Fixed: subject to EA Study	Craigton Drive Widening and Realignment	Collector	23	440
Fixed: subject to EA Study	Golden Mile Boulevard	Collector	27	2100
Fixed: subject to EA Study	Bartley Drive Extension	Local	20	100
Fixed: subject to EA Study	O'Connor Drive Reconfiguration and Extension	Collector	27	1500
Fixed: subject to EA Study	Civic Road Widening and Extension	Collector	27	810
Fixed	North-south Street 1 (Eglinton Square)	Local	23	370
Flexible	North-south Street 2	Local	23	300
Flexible	North-south Street 3	Local	20	210
Flexible	North-south Street 4	Local	20	330
Flexible	North-south Street 5	Local	20	180
Flexible	North-south Street 6	Local	23	330
Flexible	North-south Street 7	Local	20	180
Flexible	North-south Street 8	Local	20	150
Flexible	North-south Street 9	Local	20	180
Flexible	North-south Street 10	Local	23	330
Flexible	North-south Street 11	Local	20	100
Fixed	Thermos Road Realignment	Local	23	130
Flexible	North-south Street 13	Local	20	330

Table 4 Schedule of Proposed Streets

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.

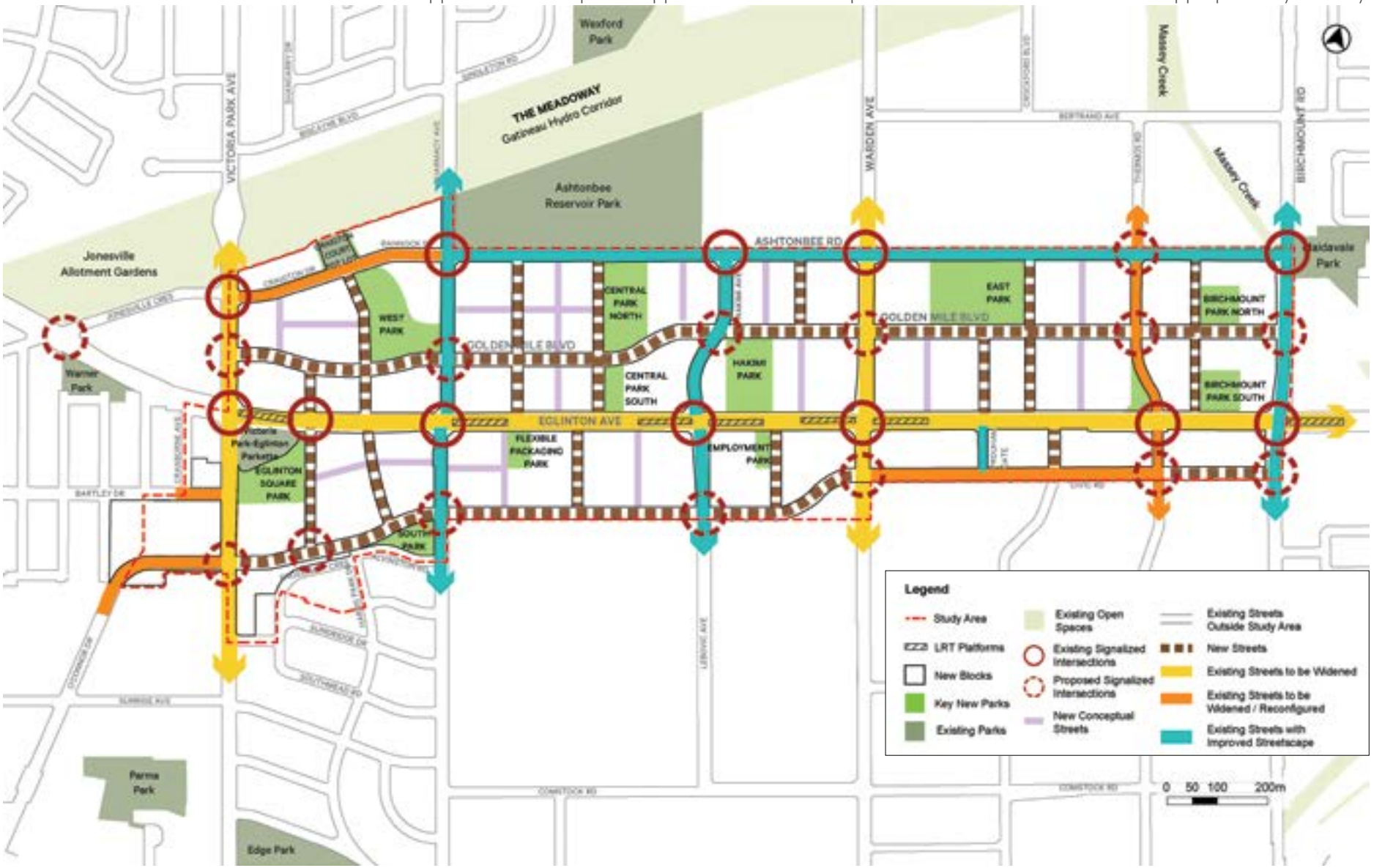


Figure 36 Street Network

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.

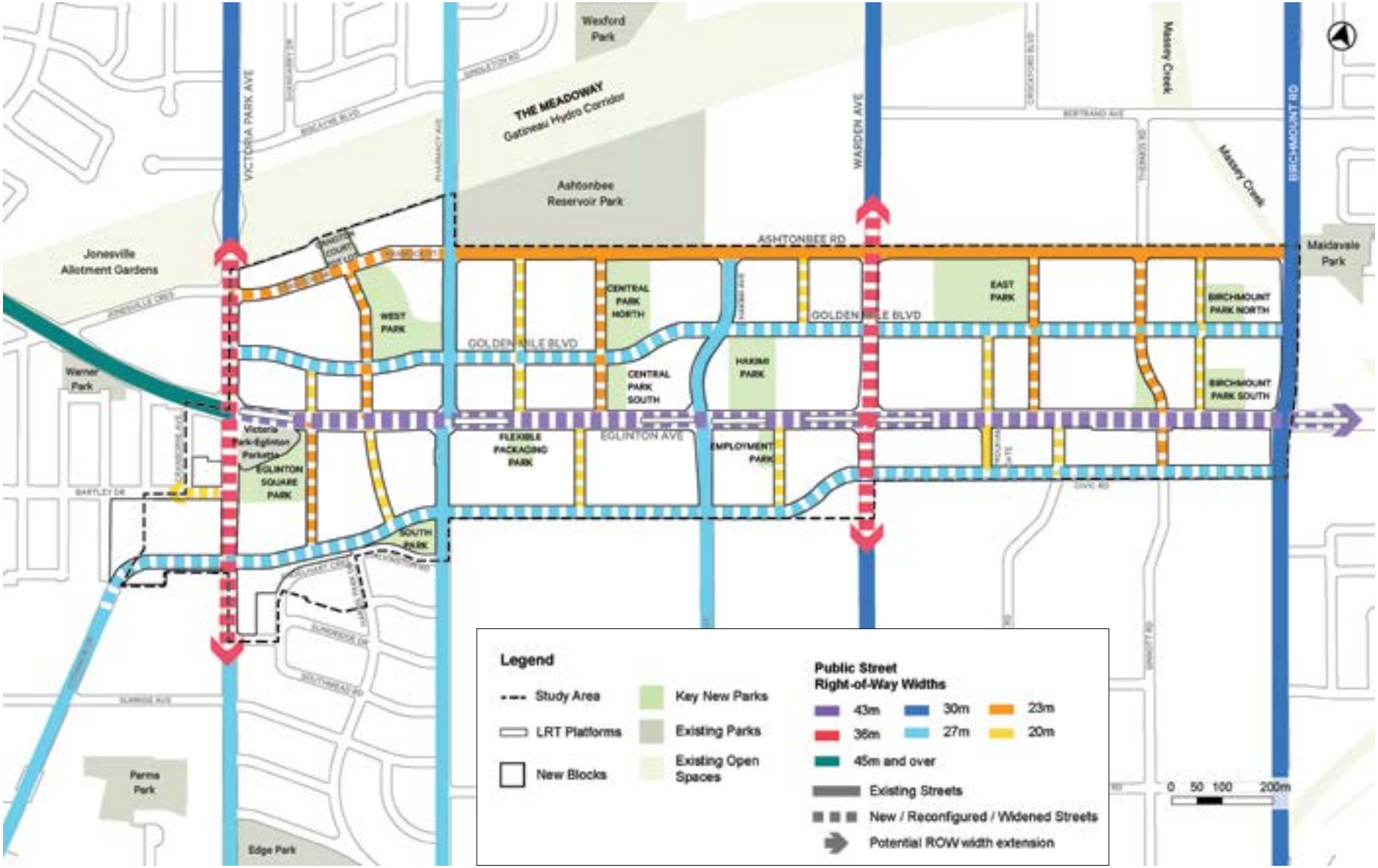


Figure 37 Street ROW Widths

8.2.9. To implement the proposed new streets, the following amendments are required to the City of Toronto's Official Plan:

a. New public streets with a ROW width greater than 20 metres will be added to Schedule 1.

b. New planned but unbuilt roads will be added to Schedule 2.

c. Expanded ROW widths on Victoria Park Avenue, Warden Avenue and Eglinton Avenue will be updated on Map 3.

d. Subject to further study, 23 metre ROW streets for Jonesville-Craigton-Ashtonbee, Golden Mile Boulevard, and the O'Connor Drive Reconfiguration and Extension to Warden Avenue, and widening of Civic Road to 23 metres will be added to Map 3.

e. Warden Avenue will be identified as a Surface Transit Priority Corridor will be identified on Map 5.

8.3 Transit Network

8.3.1. Higher Order Transit: Eglinton Avenue East

a. Development in proximity to existing and/or planned higher order transit stops in the Mixed Use *Transit Nodes* will improve active transportation connections to and from transit stops and provide amenity including open space, seating areas and weather protection.

b. The areas around existing and/or planned transit stops are encouraged to provide mobility options for transit riders boarding or departing a vehicle including the potential for bike share, car share and other shared mobility infrastructure to facilitate last mile travel options consistent with the Transportation Master Plan.

8.3.2. Regional and Local Transit

a. A right-of-way of 36 metres is required for Victoria Park Avenue and Warden Avenue within the Golden Mile Secondary Plan Study Area to accommodate the transit priority measures or potential future higher order transit along these corridors.

b. Transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture and security features, will be incorporated into the design of such infrastructure with new development and infrastructure projects, where possible, to support existing and growing transit ridership

8.4 Shared Mobility, Parking and Travel Demand Management

8.4.1. Development will be required to provide a Travel Demand Management (TDM) Plan. The Plan will include a multi-modal assessment of transportation conditions and outline the site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking.

8.4.2. To promote shared mobility and alternative modes of travel to reduce single-occupant automobile trips, "EcoMobility Hubs" will establish one-stop service points for multimodal systems including bike-share, ride-share, and car-share facilities at locations identified on Figure 38 and as defined by the Transportation Master Plan.

8.4.3. New development will remove and not retain large surface parking areas. Parking is encouraged to be provided below grade or in structured solutions as an ancillary use to maximize landscaping provision and optimize development sites. Shared vehicle parking facilities will be encouraged with new development.

8.4.4. Short-term on-street parking will be implemented at appropriate locations to accommodate car-share vehicles and service retail and other ground floor uses.

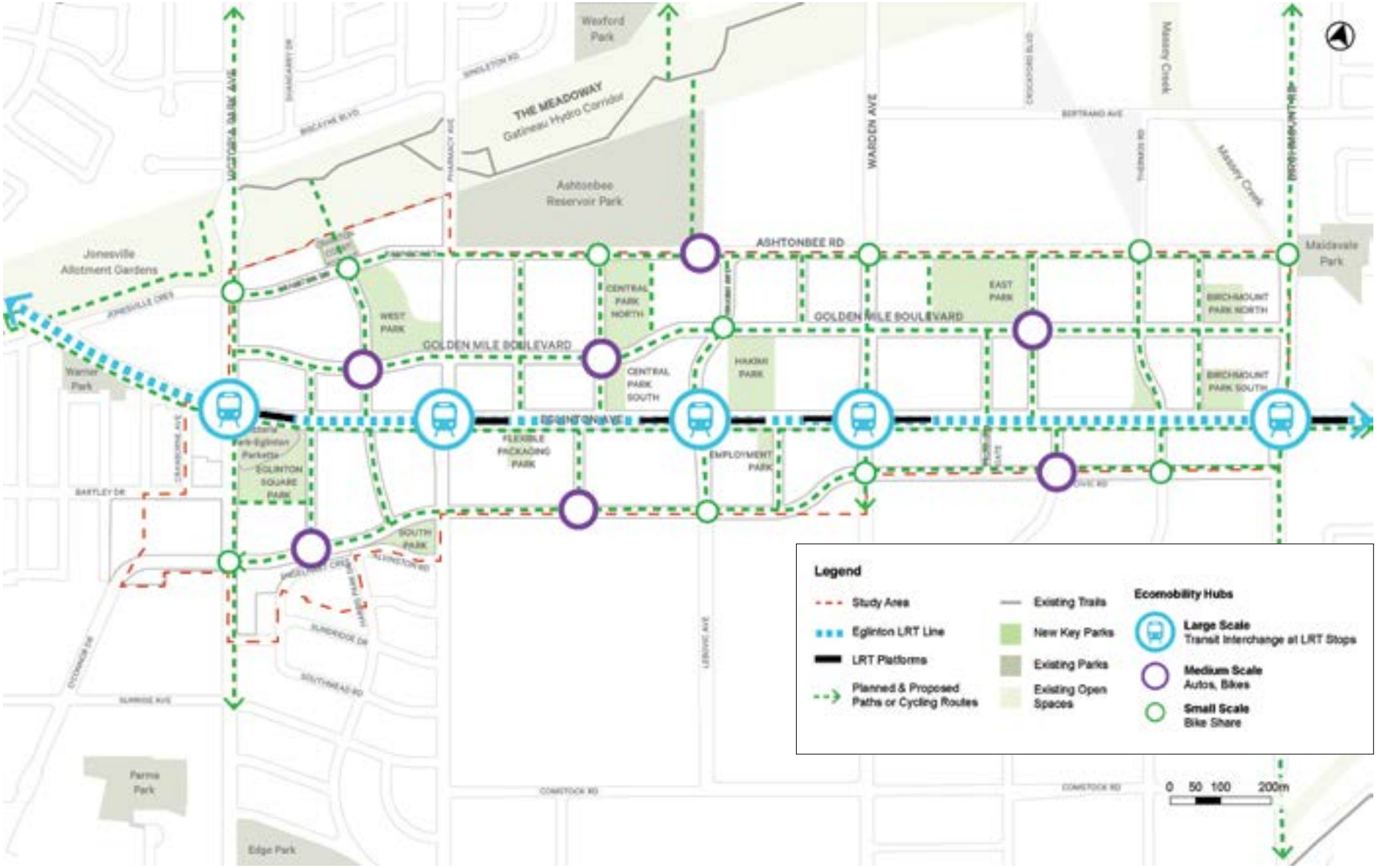


Figure 38 Transit and Transportation Management Plan

8.4.5. Parking requirements may be reduced at the City's discretion. Reductions to the parking rate will be considered on a site-by-site basis after a review of how parking space reductions may contribute to the implementation of TDM measures identified in the Transportation Master Plan.

8.4.6. As part of a complete application, development proponents in Mixed Use Areas will be required to submit a comprehensive Travel Demand Management Strategy to the satisfaction of the City.

8.4.7. Quantitative multimodal transportation assessments and site-related mitigation measures with functional designs shall be prepared for all development applications a within the area that demonstrates sufficient and safe transportation infrastructure to service the proposed development consistent with the Transportation Master Plan.

8.4.8. Monitoring and reporting of Travel Demand Management strategies will occur within the Study Area, including at each phase of sequentially phased developments.

8.5 Transportation Monitoring

8.5.1. Redevelopment of the Golden Mile area is expected to occur incrementally over 20-30 years, and the timing and phasing of necessary infrastructure improvements will depend on a number of factors including the nature and rate of development, demographic shifts, changes in travel behavior and future transit implementation. The impact of development on all roads infrastructure will be monitored to ensure the capacity of these infrastructures keeps pace with development and to ensure that levels of service in adjacent areas are not reduced.

8.5.2. Landowners will develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate alternative modes of travel such as transit, walking and cycling.

8.5.3. A transportation monitoring program will be developed and undertaken with landowners to monitor development levels and travel patterns as the transportation network and associated improvements are implemented with redevelopment. At appropriate times, a monitoring program will be conducted by the City to inform Transportation Impact Studies submitted with development applications, and will include:

a. The travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
b. An evaluation of trip volumes from a multi-modal perspective on streets and at key intersections, and the future capacity of all transportation modes against development levels and network improvements provided for by this Secondary Plan;
c. An evaluation of transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network;
d. An evaluation of existing, planned and proposed development;
e. An evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.
f. The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transit infrastructure and/or improvements to transit service as well as any future reviews of this Secondary Plan. The findings may also be considered in the review of individual development applications and the implementation or refinement of required TDM programs.

9.0 SERVICING INFRASTRUCTURE

Servicing infrastructure including sanitary, storm and water is a critical aspect to allow for the future increased population in the Golden Mile Study Area. A Master Servicing Plan has been completed as part of the study to assess infrastructure capacity for population growth and provide recommendations for improvements.

As intensification occurs in the Golden Mile Study Area, opportunities to improve infrastructure can be assessed. The municipal servicing strategy is structured to provide key principles including adherence to relevant design standards and specific recommendations for sanitary, storm and water servicing.

9.1 General Recommendations

9.1.1. Developments must adhere to the standards and guidelines from City of Toronto, MECP and TRCA, including but not limited to the Toronto Green Standard, Wet Weather Flow Management Guidelines and MECP Procedure F-5-5. Water servicing must meet fire flow requirements.

9.1.2. New developments must perform a capacity analysis to assess connection opportunities for all servicing infrastructure. Existing infrastructure should be utilized where capacity is available. Where there is limited capacity, new infrastructure will require coordination with the City.

9.1.3. Construction, including installation of any new infrastructure or connections, should be minimized on Eglinton Avenue East.

9.1.4. Upgrades and improvements to underground servicing should be completed at the time of new or expanded road construction to reduce any disruption to services.

9.2 Sanitary Servicing

The existing area is serviced by sanitary sewers (ranging from 250mm to 900mm) and combined sewers (200mm to 1650 mm) that discharge to the Victoria Park, Birchmount and St. Clair Avenue East Sanitary Trunk Sewers and the Victoria Park and St. Clair Avenue East Combined Trunk Sewers.

The sanitary system has adequate capacity in dry weather conditions, however is under capacity in extreme (wet weather) events. The combined system has sufficient capacity in dry weather and during a 2-year storm event, however Combined Sewer Overflows (CSOs) are active and any additional flow to the combined sewers will further increase activity. Improvements to the system are required in order to service the future population growth.

Figure 39 shows the proposed sanitary infrastructure upgrades. Recommended upgrades include a new sanitary sewer on the proposed realignment of Craigton Drive, upsizing existing sewers on Ashtonbee Road and new sewers to service Golden Mile Boulevard (see MSP for detailed discussion on proposed sanitary infrastructure upgrades). The Golden Mile Secondary Plan Master Servicing Plan (“MSP”) provides a planning level assessment only of servicing infrastructure to support assumptions for growth and development in the Golden Mile. The MSP will serve as a strategic document to support this Final Report and will be utilized as a technical resource for the review of development proposals in the GMSP Study Area.

Each development application will be required to include a detailed Functional Servicing Report and Stormwater Management Report to analyze, assess and identify servicing infrastructure needs to reflect most up-to-date conditions at the time of submission and align with

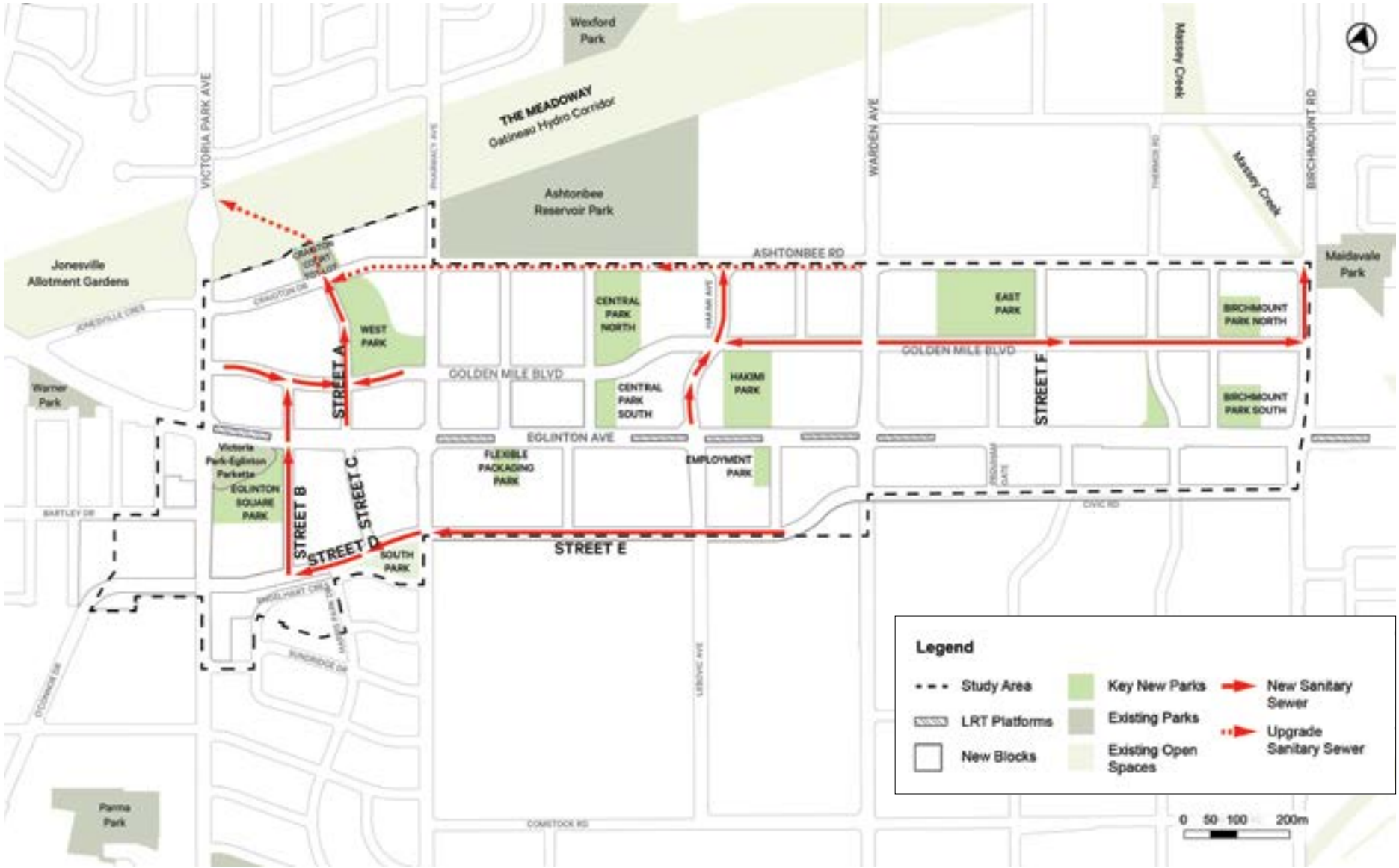


Figure 39 Sanitary Infrastructure Upgrades

recommendations (or modifications thereof) of the MSP, having regard for future development levels anticipated by the Golden Mile Secondary Plan when determining capacity.

9.2.1. The existing sanitary system capacity should be utilized wherever possible. A capacity assessment should be performed for each new development to assess opportunities for sanitary servicing. The analysis will include the existing and future population within the sewer contributing catchment areas/ sewershed and cumulatively at each outfall to trunk and or nearest CSO points. There should be no increase to CSOs to be in compliance with MECP F5-5.

9.2.2. New and upgraded sanitary sewers are proposed to service new developments. The recommendations from the City's Basement Flooding Protection Program EA Studies for area 34 and 47 will be incorporated into the proposed upgrades and servicing.

a. New and reconfigured roadways, including Golden Mile Boulevard and Craigton Drive will require sanitary servicing. The majority of new developments will be serviced by the proposed new sewers. Providing additional capacity on new roadways will reduce the amount of upgrades required for sewers located under existing roadways.

b. Where connections to new sewers is not feasible, upgrades are required to existing sewers to convey flow without surcharging. Upgrades to existing sewers include but are not limited to Ashtonbee Road and the upsizing or twinning of the existing sanitary sewer at the Hydro Corridor discharging to the Victoria Park Sanitary Trunk. Timing of sewer upgrades will be coordinated to ensure that disruption to existing servicing is minimized.

c. Developments will be responsible for the cost and implementation of all new infrastructure and/or improvements to existing local infrastructure (including streets, watermains, sanitary and storm sewers, and stormwater management facilities) required to service proposed new developments. Where applicable, coordination of any potential cost-sharing opportunities and implementation timing of required infrastructure works may be determined between and by land-owners/developers. New and upgraded sanitary sewers are to be designed to operate in free flow conditions with no surcharging with future population growth.

9.2.3. Additional flow contribution to combined sewers should be minimized wherever possible.

a. The existing combined sewers in the area have available capacity, however any additional flow will increase activity at downstream Combined Sewer Overflows (CSOs), which is non-compliant with MECP Procedure F-5-5.

b. Opportunities to reduce flow to combined sewers may be explored in collaboration with the City if new connections are required.

c. The recommendations from the City's Basement Flooding Protection Program EA Studies for area 34 and 47 will be incorporated into the proposed upgrades and servicing.

9.2.4. The recommendations and assessment performed for the Master Servicing Plan should be superseded by the Environmental Assessment prepared for Basement Flooding Protection Area 34 and 47, which will provide a much higher level of detail. Groundwater discharge strategies will be investigated to further confirm if the existing or proposed municipal sewer system has the capacity to accommodate the groundwater discharge flows.

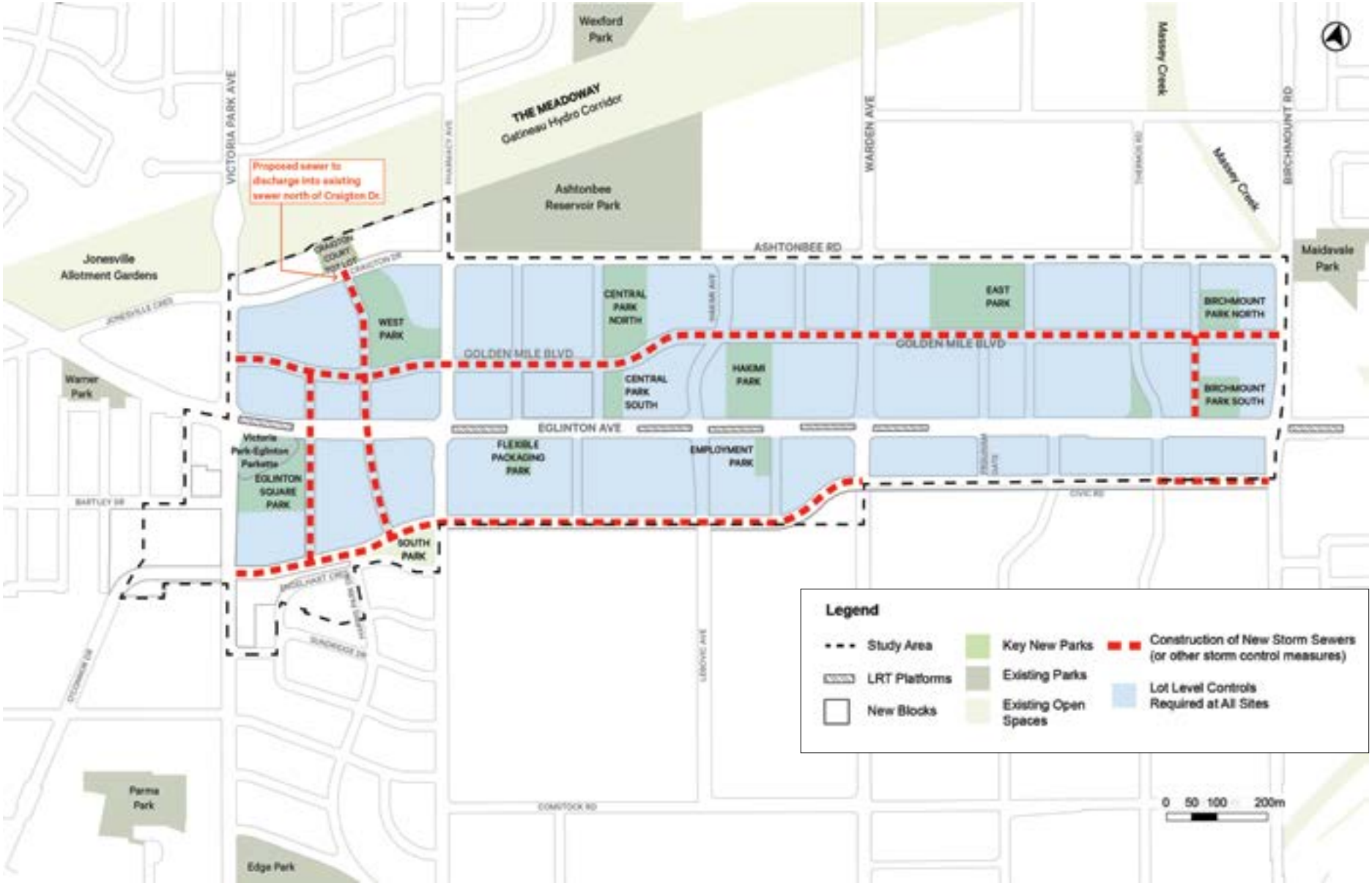


Figure 40 Stormwater Infrastructure Upgrades

9.3 Storm Servicing

The existing area is serviced by storm sewers (ranging from 250mm to 1900mm) that discharge to the Victoria Park Storm Trunk Sewer, Massey Creek and the Don River. There is adequate capacity in existing conditions.

Future developments will be required to control runoff to limit any impact to storm sewers. The storm system will therefore be improved with the staging of development. Figure 40 shows an overview of the storm servicing improvements.

Sustainability is a critical aspect for stormwater infrastructure. Developments are encouraged to use Low Impact Development (LID) measures to minimize stormwater runoff and reduce groundwater. Recommended LID measures include Silva Cells and bio-swales.

9.3.1. Development will adhere to Toronto Green Standard and Wet Weather Flow Management Guidelines.

a. Development will be required to implement at-source, on-site stormwater management control measures prior to discharge of stormwater runoff to the City's storm sewers, in accordance with the City's "Wet Weather Flow Management Guidelines" (2006).

b. The feasibility assessment and implementation of Green Infrastructure will be considered for stormwater management of drainage from the public right-of-way. Alternatively, developments will make provisions for adequate setback and lands required for stormwater management facilities and features within the public ROW, or over-control at the site level to meet overall SWM requirements.

c. The storm system performance will be improved with future developments.

9.3.2. Development will be encouraged to use Low Impact Development (LID) measures intended to minimize stormwater runoff and recharge groundwater systems such as Silva Cells and bio-swales.

9.3.3. Conveyance controls, such as new storm sewers and infiltration systems shall be implemented where new or reconfigured roads are build.

a. Development may also be required to over control to account for any additional runoff associated with future roadways where sewers cannot be implemented.

9.4 Water Servicing

The existing area is serviced by watermains (ranging from 150mm 600mm) supplied primarily from the Eglington PD3E Pumping Station and the Warden Elevation Tank that provides storage and maintains system pressure. The existing system is expected to have additional capacity to service future development. The Master Servicing Plan provides additional detail and discussion on existing capacity and potential future requirements. Figure 41 provides an overview of proposed water servicing improvements.

9.4.1. Development sites must adhere to the City's Design Criteria for Sewers and Watermains, Ontario Building Code and the Fire Underwriters Survey, conducting watermain hydraulic modeling analysis to explore issues and potential solutions for improving existing low pressures where they exist.

9.4.2. The construction of new watermains are proposed to provide servicing to development sites along new roadways, including Golden Mile Boulevard. Construction must be sequenced so that developments have a sufficient and reliable water supply.

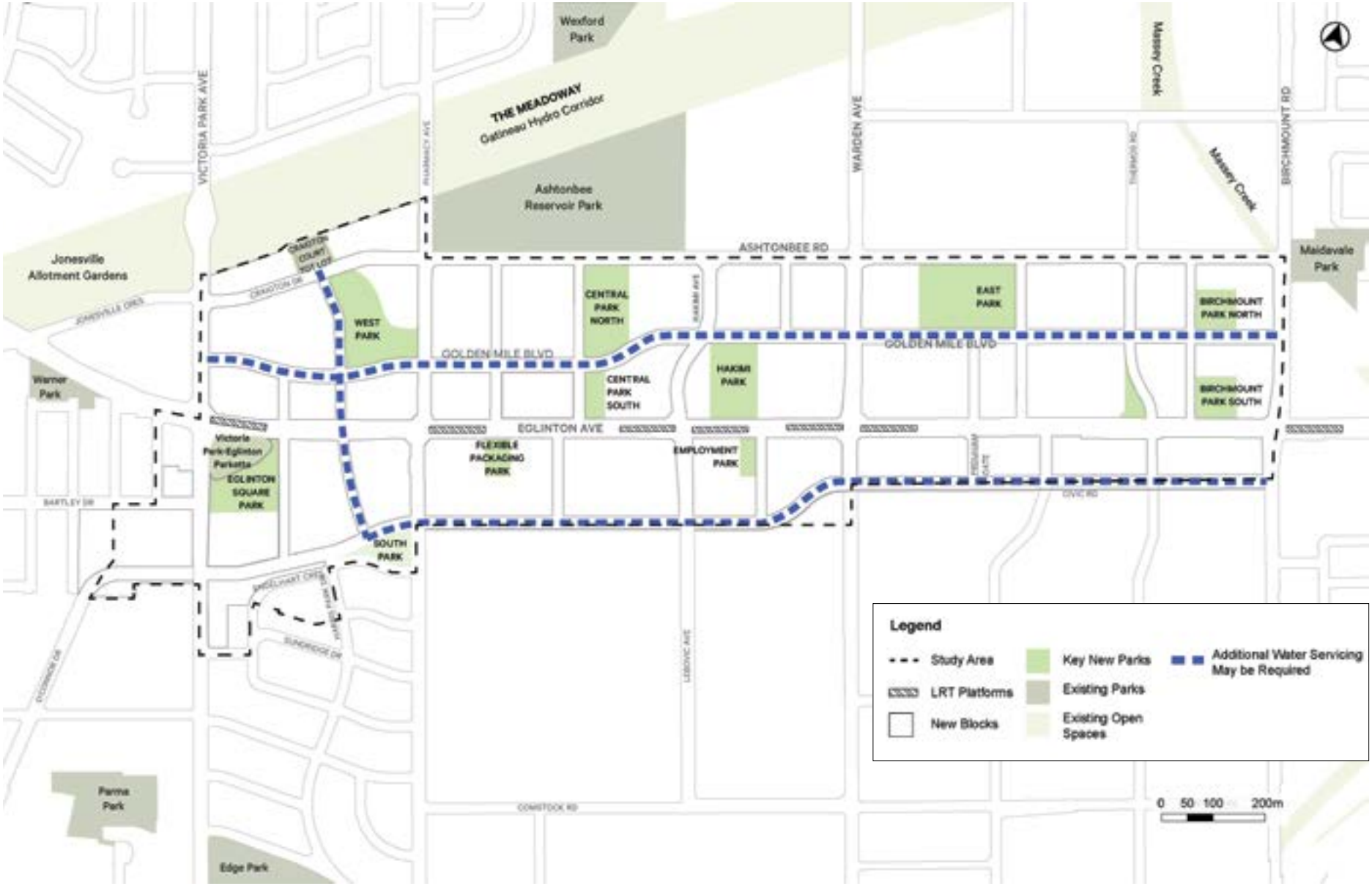


Figure 41 Water Infrastructure Upgrades

10.0 HOUSING AND COMMUNITY FACILITIES & SERVICES

Housing and community services play a critical role in creating complete communities by enabling a high quality of life, contributing to resident health and vitality, and strengthening social networks. They will support the Golden Mile's growing residential and employment populations by providing places to live, work, and play, and are foundational elements of balanced and inclusive communities. Residential development should provide a wide spectrum of housing options, including diversity in building type, unit size and tenure, and affordability. Schools, child care centres, libraries, community recreation centres and community agencies should be accessible to and meet the programming needs of a diverse group of users.

Housing and community services needs are dynamic, rather than static, and will change over time as growth occurs in the Golden Mile. To account for changes in local context, demographic shifts, use patterns and market conditions, community needs should be constantly re-evaluated to ensure adequate provision for both current and future residents.

10.1 Housing

10.1.1. A balanced mix of housing in terms of unit size, tenure and affordability will be provided, with a particular focus on purpose-built rental and family-sized housing in anticipation of future growth and to accommodate a wide variety of households.

10.1.2. Development containing more than 80 residential units will include:

a. A minimum of 25% of the total number of units as 2-bedroom units; and

b. A minimum of 10% of the total number of units as 3-bedroom units.

10.1.3. The minimum larger-unit requirement specified in 10.1.2 may be reduced with approval from the City where development provides social housing or other publicly-funded housing, or specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.

10.1.4. New buildings which include residential uses will include dedicated indoor and outdoor amenity spaces for the use of residents, including amenity areas suitable for families and pet owners.

10.1.5. Residential units should include storage space, operable windows and balconies or terraces to support larger households.

10.2 Community Services and Facilities

10.2.1. New community services and facilities will be established and existing services and facilities renovated, expanded and/or replaced to achieve the amount and range of community services and facilities necessary to serve the future growth anticipated within the Golden Mile.

10.2.2. The location of new community service facilities will be guided by the priority locations identified on the Conceptual Community Services & Facilities Plan (Figure 42), and relevant City policies and guidelines.

10.2.3. Development will be required to delivery community services and facilities through:

a. The construction of new, expanded or retrofitted space for a specific community-service or facility on-site; and/or

b. A contribution toward the construction of a new, expanded or retrofitted space off-site within an appropriate geographic proximity as determined by the City; and/or

c. A contribution towards a specific community service or facility that meets local needs as identified through the development approvals process.

10.2.4. The priorities for community services and facilities in the Golden Mile include:

a. Development of two elementary schools with priority areas between Ashtonbee Road and Golden Mile Boulevard;

b. Replacement and/or expansion of the Victoria Village Hub and an increase in the amount of community agency space available at affordable rates (including under the City's Community Space Tenancy Policy), with priority areas identified at the western and eastern gateways of the Golden Mile;

c. Development of approximately ten licensed child care facilities, with priority areas at LRT station areas along Eglinton Avenue East and within future elementary schools;

d. Maintenance and future expansion of the Eglinton Square and Kennedy/Eglinton branches of the Toronto Public Library; and

e. Revitalization of existing community recreation centres serving the Golden Mile area to enhance their current service capacity and meet needs of future growth.

10.2.5. New community services and facilities required in the Golden Mile will be:

a. Geographically well-distributed to provide broad access to new and existing residents and workers in the area;

b. Supported by a well-designed public realm and located in highly visible and accessible locations with strong pedestrian, cycling and transit connections;

c. Delivered in a timely manner to support and be concurrent with growth;

d. Designed to provide flexible, multi-purpose space that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs;

e. Incorporated within mixed-use buildings containing other uses, co-located with community hubs, and integrated with other community programming and institutional uses; and

f. Encouraged to leverage partnership opportunities from the public, private and non-profit sectors for coordinated service provision.

10.2.6. To ensure timely provision of on-site community services during multi-phase developments, community facilities should be delivered as part of the first phase of development.

10.2.7. To ensure no-net loss of community space, any development that would have the effect of removing any gross floor area of existing non-profit community services and facilities will not be approved unless an equal amount of gross floor area for non-profit community services and facilities is provided. Additionally, the development will:

a. Locate, design and construct the replacement community facility to a high standard with no additional cost to the City; and

b. Provide the replacement community facility at a rent similar to that in effect at the time of the development application for a period of at least ten years.

c.

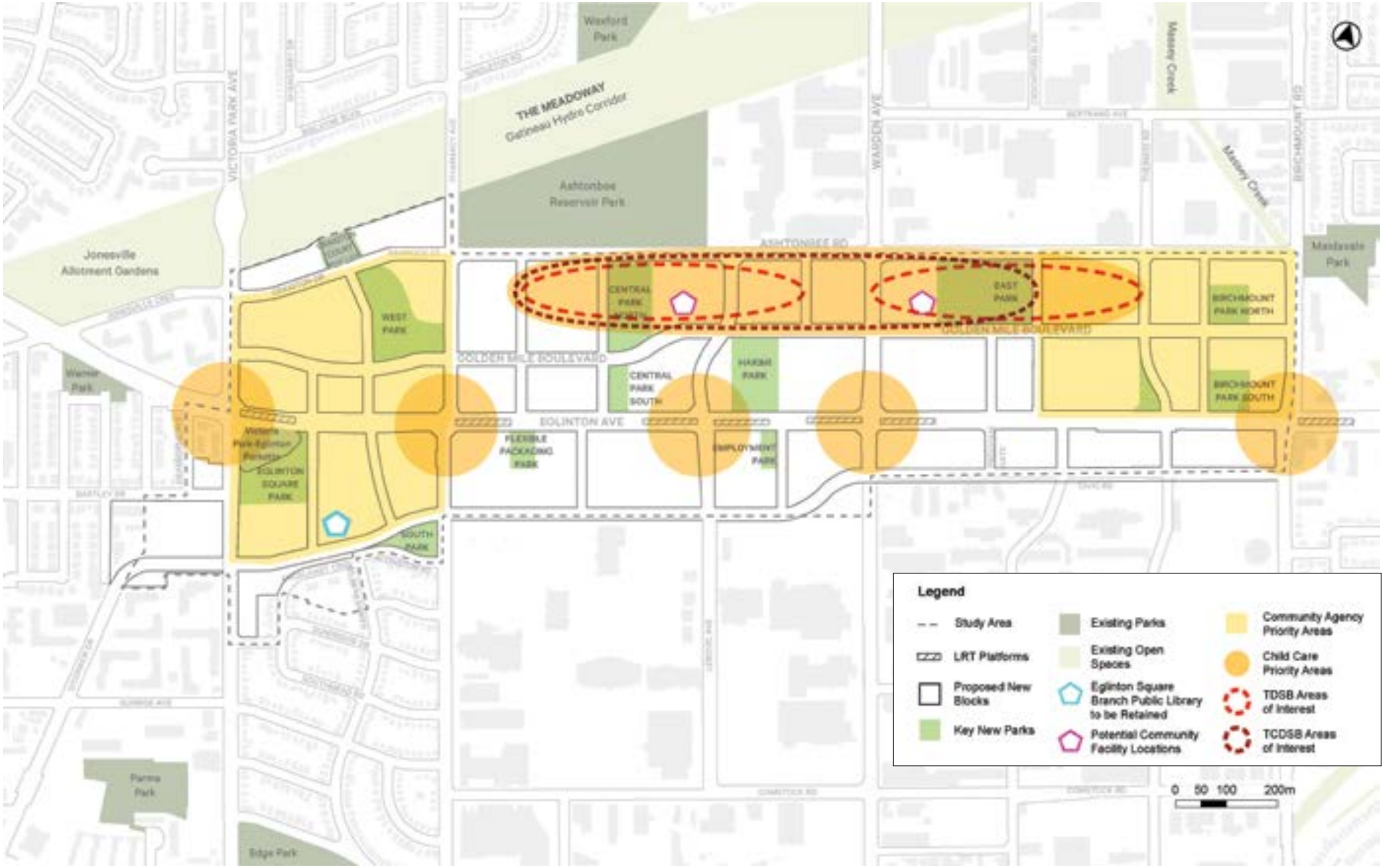


Figure 42 Conceptual Community Services and Facilities Plan

11.0 ECONOMIC DEVELOPMENT

For nearly its entire history, the Golden Mile has been a place of economic activity, first as the "Golden Mile of Industry" in the 1950s to 1980s, and then as a Golden Mile of retail starting in the 1980s and 1990s. With the significant public investment in higher-order transit along Eglinton Avenue East and the five ECLRT stops that are located within the Study Area, there is an opportunity to maintain the Golden Mile as a place of economic activity as it intensifies to a transit-supportive density and mix of uses.

Protecting existing and encouraging new employment and office uses, as appropriate within the land use designations within the Golden Mile Study Area, will contribute to the creation of a complete and prosperous community. This can be accomplished through the adoption or modification of several existing incentive and programmatic tools within the Golden Mile.

11.1.1. A Golden Mile Community Improvement Plan should be developed to promote the intensification of employment generating uses throughout the Golden Mile.

11.1.2. Tax Increment Equivalent Grants reflective of the Imagination, Manufacturing, Innovation and Technology (IMIT) Program should be included in the CIP, offering a 70% increment rate to all development that includes Targeted Sectors (as identified in the IMIT Program), and potentially increasing to an 80% increment rate within *Employment Areas*.

11.1.3. Other incentives for employment and office uses should be considered, including fast tracking of review of development approvals and reduced or waived application fees and development or community benefit charges.

12.0 IMPLEMENTATION

12.1 Density

12.1.1. Floor Space Index (FSI) calculations will exclude the gross floor area of City-owned and non-profit community facilities. FSI calculations will be calculated based on the gross site area before any new streets, road widening, parkland dedications are provided. Where land is to be conveyed as a public street or park is shared between development blocks, the land area will be considered to be proportionately divided between the adjoining blocks for the purpose of calculating FSI.

12.1.2. The density of any given development will not contribute to exceeding the maximum FSI identified on Figure 19. For large sites, a Context Plan is required that is to demonstrate the proposed development meets all applicable policies set out by this Secondary Plan and the Official Plan.

12.2 Development Phasing and Infrastructure Provision

12.2.1. Development shall be sequenced to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development.

12.2.2. The expansion of the street network into a finer grid will occur incrementally with development as follows:

a. If a required public street is fully within a development site or land assembly, the full required right of way will be secured with the approval and construction of the first phase of development..

b. Where a required public street forms the boundary between development sites, full conveyance of the right of way may be achieved in two stages provided interim measures to provide access are put in place with the first site to redevelop.

c. If required transportation infrastructure does not form part of a development site or land assembly, financial contributions towards the acquisition of land and construction of transportation infrastructure off site may be secured through the development approvals process.

d. All developments must perform their own assessment of the impact that the increased flow from proposed connections will have on the existing or proposed servicing infrastructure to the satisfaction of development engineering.

e. Where municipal infrastructure is proposed on new right of ways and streets, construction will be sequenced to ensure provision of functional street segments that effectively service new developments.

12.3 Development Phasing and Transportation Network Expansion

12.3.1. The expansion of the transportation network will gradually increase capacity in the Golden Mile, but certain street network improvements will be required for development to proceed. Figure 43 to 45 and Tables 5 and 6 illustrate recommended street network improvements, transit and active transportation projects, development blocks for implementation, new street project implementaion, and transit and active transporation implementation as identified in the Golden Mile Transportation Master Plan (Appendix E).

12.3.2. The phasing of development in the Golden Mile is dependent on the implementation of the grid street and block network to facilitate active transportation, improved access to the ECLRT

stops, and to provide more mobility choice and capacity for vehicular trips.

12.3.3. A plan for the block-by-block implementation of transportation network improvements and expansion is identified in Section 11.3 of the Golden Mile Transportation Master Plan (Appendix E) and Figure 45 of this report. Tables 5 and 6 illustrate implementation for new street, transit, and active transporation projects, also as identified in the Golden Mile Transportation Master Plan.

12.3.4. The expansion of the street network into a finer grid will occur incrementally with development as follows:

a. If a required street is fully within a development site or land assembly, the full required right of way will be secured with the approval and construction of the first phase of development.

b. Where a required street forms the boundary between development sites, the full conveyance of the right of way may be achieved in two stages provided interim measures to facilitate access and travel are put in place with the first site to redevelop.

c. If required transportation infrastructure does not form part of a development site or land assembly, financial contributions towards the acquisition of land and construction of transportation infrastructure off site may be secured through the development approvals process.

12.3.5. Landowners will pay for the roads infrastructure abutting and traversing their sites, apportioned by development block, at the time of redevelopment. Where appropriate and necessitated by timing considerations, financial front-end loading agreements may be negotiated to expedite infrastructure delivery.

12.3.6. Landowner contributions, apportioned by development block, will be required for the key street network improvements identified in the Transportation Master Plan Study that is required for the area's intensification.

12.3.7. Transportation improvements identified and required through the Golden Mile Transportation Master Plan Study will be secured through appropriate agreements.

12.3.8. Landowners in the Golden Mile area are encouraged to enter into landowner agreements with each other, and potentially the City, addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing, front ending and/or phasing of roads infrastructure required to support development of the Golden Mile.

12.4 Context Plans

12.4.1. 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.

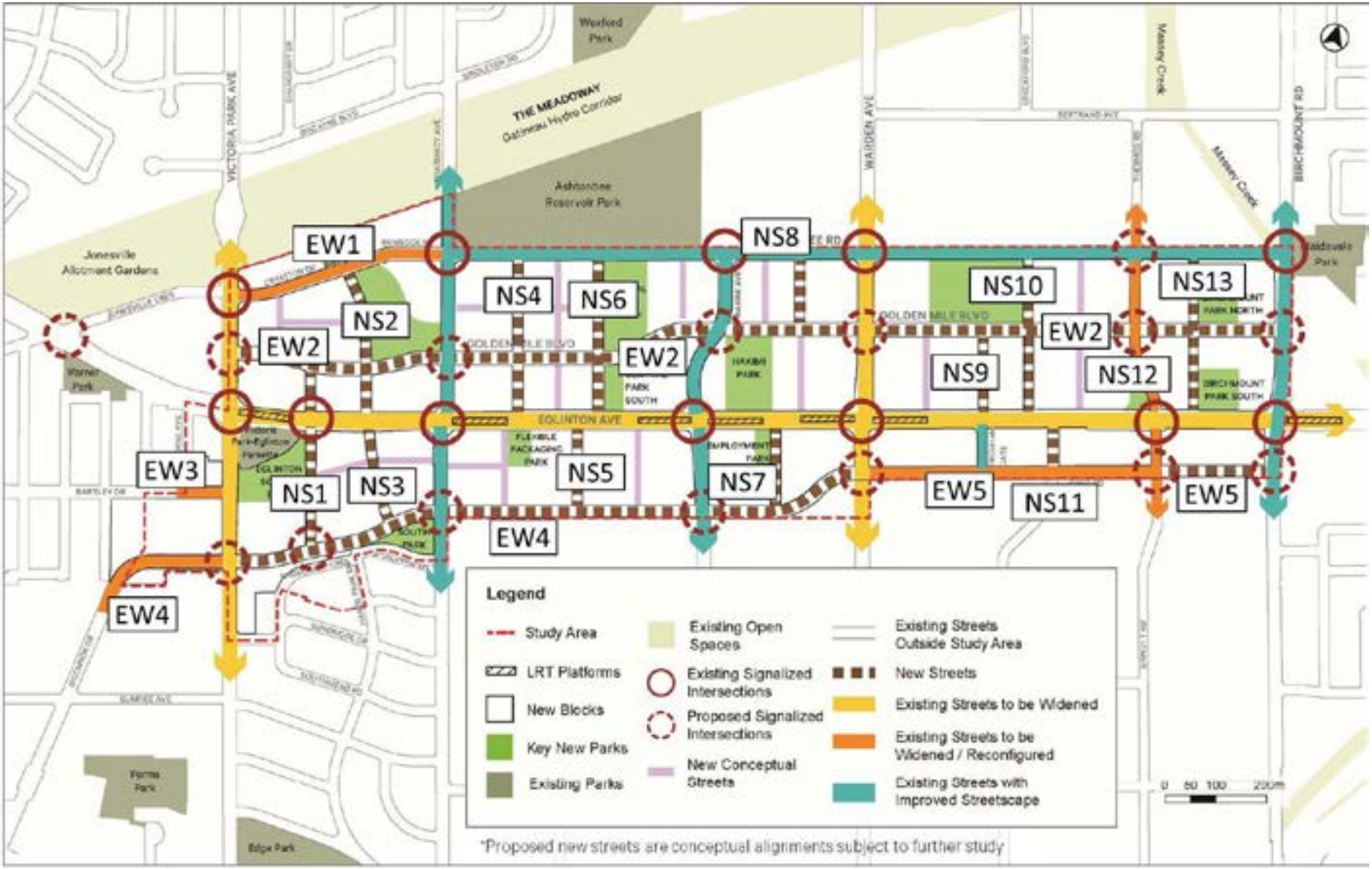


Figure 43 Recommended Street Network and Signalized Intersections (source: TMP)

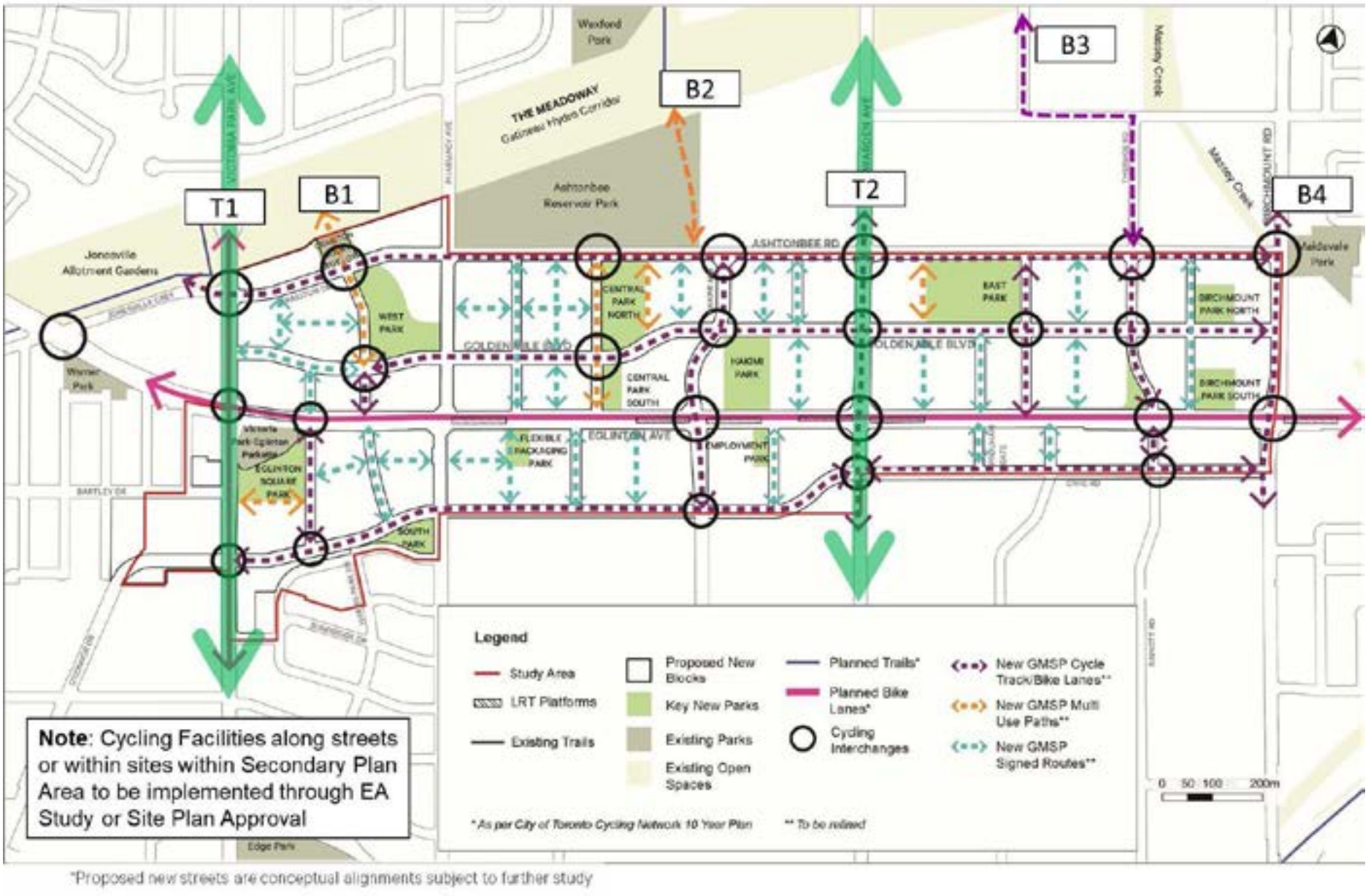


Figure 44 Transit and Active Transporation Projects (source: TMP)

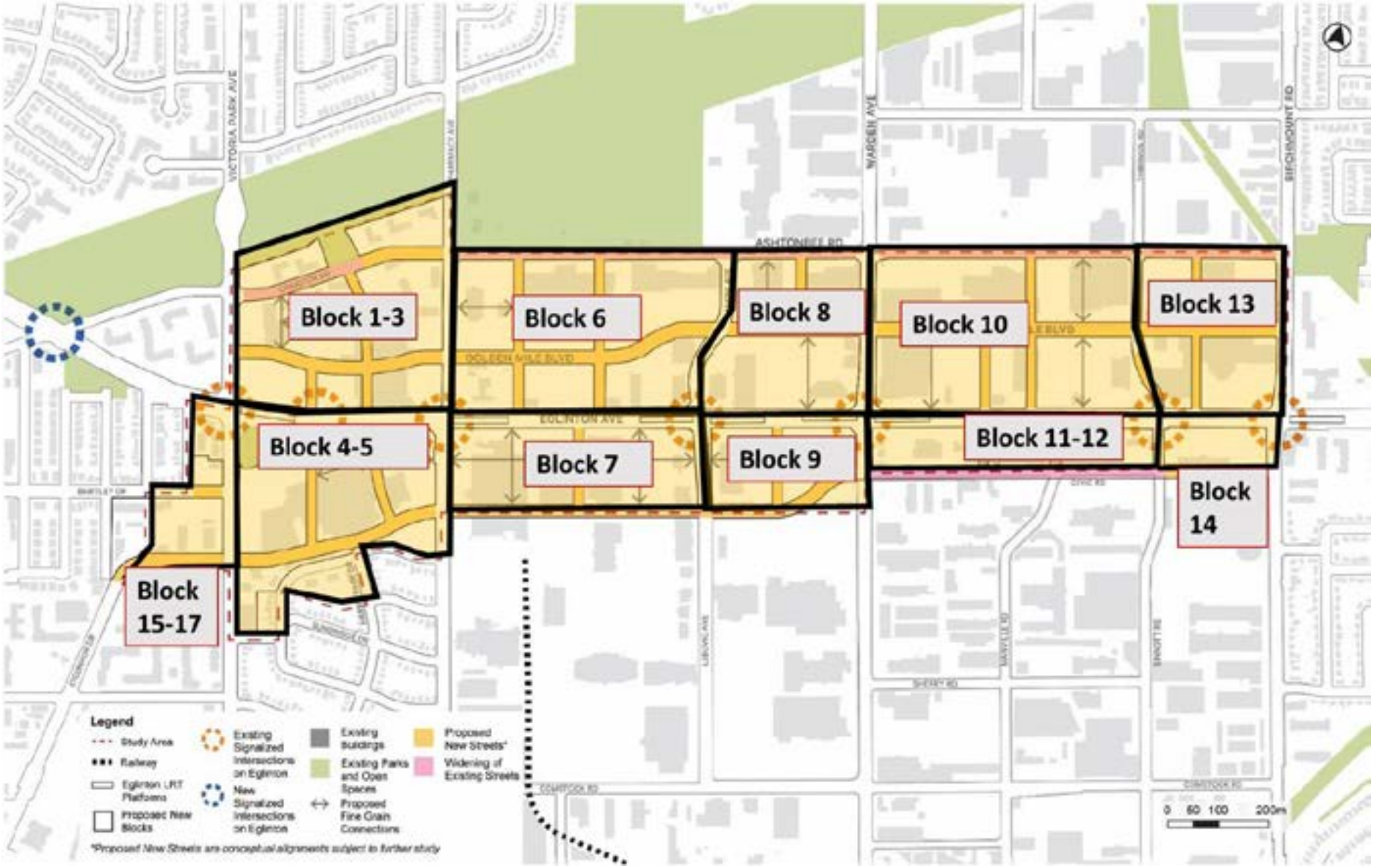


Figure 45 Development Blocks for Implementation (source: TMP)

Street ID	Street Name	Next Steps	Development Block Required Contribution
EW1	Craigton Drive Reconfiguration	EA Study	All
EW2	Golden Mile Boulevard	EA Study	All
EW3	Bartley Drive Extension	Implement through Planning Act	15-17
EW4	O'Connor Drive Reconfiguration and Extension	EA Study	All
EW5	Civic Road Extension	EA Study	All
NS1	North-south Street 1	Implement through Planning Act	1-3, 4-5
NS2	North-south Street 2	Implement through Planning Act	1-3
NS3	North-south Street 3	Implement through Planning Act	4-5
NS4, NS6	North-south Street 4 and 6	Implement through Planning Act	6
NS5	North-south Street 5	Implement through Planning Act	7
NS7	North-south Street 7	Implement through Planning Act	9
NS8	North-south Street 8	Implement through Planning Act	8
NS9, NS 10	North-south Street 9 and 10	Implement through Planning Act	10
NS11	North-south Street 11	Implement through Planning Act	11-12
NS12	Thermos Road Realignment	Implement through Planning Act	10-13
NS13	North-south Street 13	Implement through Planning Act	13

*Note: New Streets to incorporate recommended cycling facilities

Table 5 New Street Project Implementation (source: TMP)

Project ID	Project Name	Next Steps	Development Block Required Contribution
T1	Victoria Park Avenue Multimodal Transit Priority Corridor	EA / Transit Study	All
T2	Warden Avenue Multimodal Transit Priority Corridor	EA / Transit Study	All
B1	Meadoway Connection from Craigton Drive	Design and Implementation	1-3
B2	Meadoway Connection at Hakimi Avenue	Design and Implementation	6,8
B3	Thermos Road to Crockford Boulevard Cycling Facility	Design and Implementation	10,13
B4	Birchmount Road Cycling Facility	EA Study to determine property impacts	13,14

Table 6 Transit and Active Transportation Project Implementation (source: TMP)

12.4.2. Context Plans will demonstrate how the proposal conforms with the policies of the Secondary Plan, 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, locations and design for sidewalks, trees, lighting and other street furniture, as well as existing and relocated above grade and below grade utilities;
d. The location of existing and required parks;
e. The location of existing and proposed open spaces including *POPS* and other accessible open spaces;
f. The pedestrian circulation network including public 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, community services and facilities and retail streets;
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 public lanes, shared driveways, ramps and loading areas;
m. Building massing, including base building heights, stepbacks and tall building elements if appropriate;
n. Development density;
o. Shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block;
p. Available capacity of existing municipal servicing including sanitary, storm and water networks;
q. Phasing of development and strategies to achieve appropriate infrastructure at each phase of development.

12.4.3. When sites subject to an application for redevelopment 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.

12.4.4. 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.

12.5 Holding By-laws

12.5.1. To provide for the orderly sequencing of development and the required provision of infrastructure and services, City Council

may enact a Zoning By-Law pursuant to Section 34 or 36 of the Planning Act with a Holding (H) symbol with respect to residential uses on lands designated Mixed Use Areas.

12.5.2. When a Zoning Bylaw has been enacted that incorporates the Holding (H) symbol, it will specify both the use of the lands and any buildings that are permitted on the lands upon removal of the holding provisions and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.

12.5.3. Any Zoning By-law that incorporates the Holding (H) symbol will define and incorporate the conditions that must be met or secured to the satisfaction of City Council prior to the removal of the Holding (H) symbol, such conditions may include:

a. The provision of adequate higher order transit capacity, transit priority measures and any temporary interim busing;

b. The location, design and provision of existing and planned transportation networks, both on and off-site, secured to the satisfaction of the City to be provided to the City at nominal cost;

c. Satisfactory reporting on ongoing monitoring of transportation and traffic management measures as outlined in Section 9.5 (Transportation Monitoring);

d. The provision of a Transportation Impact Study that demonstrates to the satisfaction of City Council that appropriate transportation infrastructure and network improvements, including all transit network improvements, is in place to provide sufficient transportation capacity to accommodate site-generated trips for all modes, or that appropriate measures can be undertaken to address network constraints in accordance with the Transportation policies of this Plan;

e. The construction of or securing of required emergency service facilities;

f. The construction of or securing of required water, sewer and/or stormwater infrastructure;

g. The endorsement of an appropriate Context Plan in accordance with the policies of this Secondary Plan;

h. The construction or securing of required community services and facilities;

i. The construction or securing of required parks and open space facilities;

j. The construction of non-residential gross floor area as required by this Secondary Plan;

k. The registration of a Plan of Subdivision;

l. The completion of Environmental Assessments or other implementation Plans.

12.6 Complete Application Requirements

12.6.1. In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan required to assess large-scale redevelopment applications, the following will be required for the submission of a complete application within the Study Area:

a. A Transportation Demand Management Strategy;

b. A Context Plan as described in recommendation 12.4.2 of this report;

c. A Heritage Impact Statement for properties identified on Figure 35.