

## EGLINTON-MIDTOWN PLAN

<http://midtownplan.ca>

# Yonge Eglinton Town Centre DEVELOPMENTS

## IN BRIEF

The **next meeting** will be held after the TTC's Station Design RFP is released. It will be expanded to Councillors, Planning and Urban Design staff and community reps.

The **YE Transit Station Design Talking Points** (download at <http://midtownplan.ca/G8>) has been prepared to inform the YE Station's design from a community perspective, and likewise surrounding property development interests will find them useful considerations.

## WHAT'S GOING ON TODAY?

A '*Perfect Storm*' condition is looming over the Yonge Eglinton Town Centre comprised of the Eglinton LRT and condos developments outpacing planning. Construction will soon emerge – like a baseball runner sliding into home plate.

Significant decisions remain outstanding, upon which hinge beneficial results for all interests.

Meanwhile, ongoing activities continue to crystallize the area's future configuration...

- the *LRT big dig* has commenced in the west, *selected stations* in the west are in design and overall *engineering* is pathfinding further ahead
- *Premium's proposal* (NE corner of Duplex-Eglinton) is approaching the OMB, and *Bazis-RioCan's proposal* (NE corner of Yonge-Eglinton) is in the assessment stream, and
- the *YE Station's configuration* will consolidate shortly.

## TTC UPDATE

The *LRT Transit Station and Void Works* are the key area change-makers. These facility will have a direct knock-on effect upon the surrounding property interests and strategies.

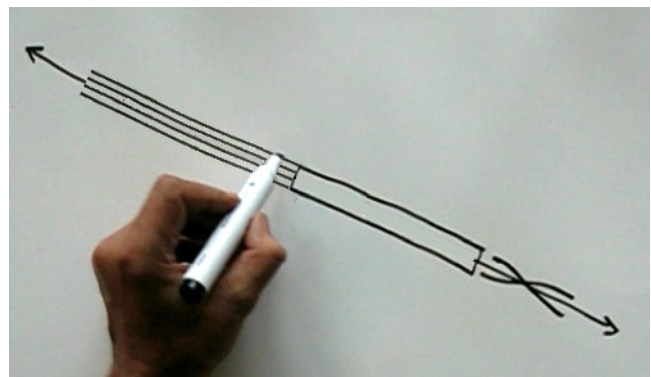
The following is a summary of communications with the TTC last week:

- no schedule of pending station designs and construction is available, citing decisions
- the Yonge Eglinton Station design is held back pending resolution of the Scarborough issue due to differing passenger volumes affecting the Station's overall configuration
- there is no intention to develop the *Void*, citing undefined below grade services and auxiliary transit space requirements
- as to the east-west placement of the LRT platform relative to the Yonge Eglinton intersection, no information was offered
- the earlier Environmental Assessment drawings are the current reference drawings

On the basis of the above...

It remains presumed that the *YE trench* is 450m long, 23m deep, and 20m wide more-or-less AND the LRT facility is comprised of three segments:

1. *off-service trains stable*
2. *LRT platform, and*
3. *switch-over segment*



## THE VOID: IS IT WORTHLESS or STRATEGIC REAL ESTATE?

Construction of the LRT requires excavating 23m deep to install the track level. The plan is to backfill the remainder. The magnitude of backfill would fill a 4-storey parking garage with 800 spaces.

Is this worthless space? or is it strategically situated real estate immediately adjacent to a major public transit hub in the midst of the Yonge Eglinton Town Centre's retail structure?

If TTC considers this volume surplus to its interests, then perhaps *Build Toronto's* reality arm should be given the responsibility of monetizing the *Void*? to preserve its asset value and find a joint venture partner?

## A UNIQUE PROPERTY

### ***MUST BE SEEN***

#### ***Joint Venture Opportunity:***

- *Raw shell: 20m x 300m with 12m height*
- *Base floor plate: 6,000 sm*
- *Direct access to Young Eglinton Station*
- *Suitable for:*
  - *Mini-major stores with 400+ car park on two levels*
  - *Pedestrian retail mall with 400+ car park on two levels*
  - *800+ car park on four levels*
  - *back of house facilities: loading dock(s) etc.*

#### ***Some Limitations Apply:***

- *Presume structural base and perimeter walls*
- *Lettable on completion of LRT*
- *Must be joined to adjacent premises*
- *Subject to changing Transit Station design*
- *Excellent ventilation potential*
- *Opportunity window: 90 days*
- 

The *Void's* characteristics are unique, different than normal real estate.

It comes with a pre-built structural floor and perimeter walls, and has a 12m clear height requiring interstitial floors and fitments. Using the *Void* rather than losing it... will require a structural roof similar to the University Ave. under street car park, and access to the *Void* will flow through the adjacent property or properties. Ventilation may be twinned off the TTC's extensive plant and stacks with suitable separating provisions.

Subway engineering enterprises give *using the Void* a favourable thumbs-up evaluation.

The excavation's perimeter walls have permanent stability and are not reliant on backfill. This type of work has been done in other subway networks. It only requires a redirection of the scope of work. And I was informed that time is of the essence as the engineering work is advancing. (see: [http://arris.ca/~arris2/LRT\\_Trench](http://arris.ca/~arris2/LRT_Trench) )

## **VOID PERSPECTIVES**

The *Void* presents a diversity of options and alternatives, specific to each of the adjacent properties interests, some of which are outlined here in brief:

### **Premium (northeast corner Duplex-Eglinton)**

- Improve development proposal, accommodating LRT requirements
- Acquire all-weather link to LRT platform
- Expand/relocate parking
- Free up ground floor space by relocating loading dock to under Eglinton

### **RioCan (northwest corner YE)**

- Develop transit-concourse level as prime connection
- Expand/improve on site lower level retail offering
- Expand retail offering into space under Eglinton
- Develop seamless link to future Build Toronto retail complex
- Expand/relocate parking to upgrade retail offering
- Develop loading dock under Eglinton

### **Bazis/RioCan (northeast corner YE)**

- Improve development proposal, accommodating LRT requirements
- Create prime connection to new transit-concourse
- Expand below-grade retail offering within property
- Expand retail offering into space under Eglinton
- Expand/relocate parking
- Acquire access to a loading dock facility under Eglinton

### **Build Toronto (south side of Eglinton, abandoned Bus Lanes Site)**

- Expand below-grade retail on site offering
- Expand retail offering into space under Eglinton
- Develop seamless link to RioCan's retail complex
- Expand/relocate parking
- Access to loading dock under Eglinton

### **Canada Square (southwest corner YE)**

- Potential to relocate hundreds of existing parking spaces
- Restructures retail/office offering interlaced with Bus Lanes Site

### **CIBC (southeast corner YE)**

- Expand/improve existing lower level retail offering
- Create prime connection to new transit-concourse
- Create circulation route through to future tower to south
- Expand/relocate parking to upgrade the retail offering
- Acquire access to a loading dock facility under Eglinton

### **Other Properties East of Yonge (Madison etc)**

- Expand/improve on premises lower level retail offering
- Expand retail offering into space under Eglinton
- Expand/relocate parking to upgrade the retail offering
- Acquire access to a loading dock facility under Eglinton

### **AND: THIRD PARTY INTERESTS**

- Joint venture with City of Toronto (Build Toronto)
- Broker space usage with adjoining properties
- Develop a systematic fit out

## **YE TRANSIT STATION TALKING POINTS...** (see: <http://midtownplan.ca/G8> )

The *Talking Points* have been prepared to inform the Yonge Eglinton Station design process, and likewise inform the adjacent property interests, planning and governance in general, and the community. These *Points* has been assembled in consultation with the YE community, discussions with property owners, the development industry and governing authorities.

There are **80 Points** raised in a brief and pictorial fashion, divided into segments:

### ***Overview***

- *Planning*
- *Area Context*
- *The Growth Centre*
- *Yonge Eglinton Town Centre*
- *Transit Network*

### **Opportunities**

- ***'Marketecture' or retail structure***
- ***Public Realm***
- ***A Significant Place***
- ***Consolidation***
- ***Transit Gateway Monetizing the Void-Space***

### ***Block Highlights***

To put this information into perspective, print off a copy and mark it up. Highlighting *Points of Interests* and strike out those of little and no concern.

These *Talking Points* have been prepared following the same approach as the *TTC Block Strategy* – a community originated exercise that in 2003 overcame a 40 year planning impasse encumbering the southwest corner of the YE crossroads. It also resulted in the production of the *Urban Design Guidelines* adopted throughout the Yonge Eglinton Centre. The *TTC Block Strategy* sought an *Equitable Solution* – a *Made in Toronto* rather than an *OMB* ordered outcome. Today's construction at Duplex and Berwick is a direct outcome of that *TTC Block Strategy*.

## CONCLUSION

The *Yonge Eglinton Station's design* is critical to the Yonge Eglinton Town Centre's future. It not only involves the internal configuration of the transit facility, it also establishes the foundations of the Yonge Eglinton crossroads in its entirety affecting all the adjacent lands and interests.

Of interest, all the adjoining properties surrounding the LRT Station represent an aggregated site area equivalent to Toronto *City Hall*, or *Dundas Square*.



### Left

The Yonge-Eglinton Centre's 300m of complete redevelopment along Eglinton.

### Bottom Left

Toronto City Hall comparative area.

### Bottom Right

Dundas Square comparative area.



Any comments or questions...

I can be contacted at 647 330 9061

- **Terry Mills**