

Yonge Eglinton Centre



Urban Design Guidelines



YONGE EGLINTON CENTRE URBAN DESIGN GUIDELINES

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YONGE EGLINTON CENTRE URBAN DESIGN GUIDELINES

INTRODUCTION

This document forms a set of Urban Design Guidelines, endorsed by City Council, which build on approved policies of the Official Plan and applicable zoning by-laws that set out land use, angular planes, set backs, step backs and height.

The goal of these urban design guidelines is to outline how the area may develop over time in a manner which is compatible with the adjacent established residential areas, while improving the quality of the environment in the Yonge Eglinton Centre. An additional goal is to ensure that those elements, which contribute to the special character of the diverse parts of the area, are retained and enhanced when new development occurs.

The Urban Design goals for the Yonge Eglinton Centre are to create a beautiful, comfortable and amenable area of the city. These guidelines are a framework, which can be used to shape the form and layout of new development in the area. The goals are as follows:

- To ensure new development “fits” within the existing neighbourhood context.
- To further define the character of the Yonge Eglinton Centre as a whole, including its streets and buildings.
- To provide open space and pedestrian linkages to encourage movement in and around Yonge Eglinton Centre.
- To establish the relationship of built form to adjacent streets and open spaces.
- To provide direction for the public realm and clarify streetscape elements, views and vistas and public art.

GENERAL SITE PLAN OBJECTIVES

The Urban Design Guidelines are intended to be read in conjunction with the Urban Design Concept Plans. The Concept Plans illustrate how the guidelines will shape development and show how the guidelines work as a unified whole.

These guidelines refer to terms such as **street wall**, **podium**, **point tower**, **setback** and **step back**. The street wall or podium is the portion of a building which frames the street, typically six floors or less. The distance which the street wall is located away from the street or property line is known as a setback. A point tower is the term given to the portion of a building which sits on top of and rises above the podium or street wall. The distance from which a point tower is located beyond the facade of the street wall is referred to as a step back. These guidelines also frequently mention the term **grade related**. This term refers to any portion of a building (dwelling units, shops, lobbies, etc.) that is located at street or ground level and is directly accessible from the sidewalk.

In general, these Guidelines encourage street related development with buildings (“street walls”) typically sited parallel to the public streets and along the edges of open spaces and parks. Grade related dwellings and other appropriate uses are encouraged on these “public” building faces to provide safe and animated streets and open spaces. It is this fundamental relationship between well designed buildings and their adjacent public spaces which forms the basis for good urban design.

For the most part, these Guidelines are area-wide, applying to the entire Yonge Eglinton Centre. Some guidelines are site specific and the area within which they apply is clearly indicated.

URBAN DESIGN GUIDELINES

BUILDING ORIENTATION

Guideline: Buildings should be oriented in a way that appropriately defines the street.

The built form that is being proposed through these guidelines responds to the character of the existing context. To the south and west is a low density single family residential neighbourhood. To the north and east there are higher density office and residential towers with commercial uses at the ground level. The massing of new development should be street-related to properly define the street.

Buildings which are oriented parallel to the street allow for greater animation of the street related public realm, whether it be by grade related retail or by townhouse units which provide for enhanced visibility and “eyes on the street”.

In the Focused Review area of the Yonge Eglinton Centre, the following street typologies are suggested:

- Along Duplex Avenue, south of Duplex Crescent, the scale and mix of the development should relate to the surroundings by providing a low scale built form of up to 3 floors in height. The units should have their front doors along the street and be set back a minimum of 3 metres from the property line in order to provide a terraced landscaped edge to the street.
- The new north-south street may also be residential in character. Buildings street wall heights should be no higher than 6 storeys. Point towers located on this street should step back above the street wall a minimum of 3 metres.
- At the ground level of the new north-south street the buildings should have grade related activities such as two-level townhouses or live/work units. Some retail may be considered as part of the live/work mix.

- The mid-block park or open space should also be framed by buildings which are oriented parallel to the edge of the park. Residential uses should front onto the park in order to provide a greater sense of security and visibility of the open space.

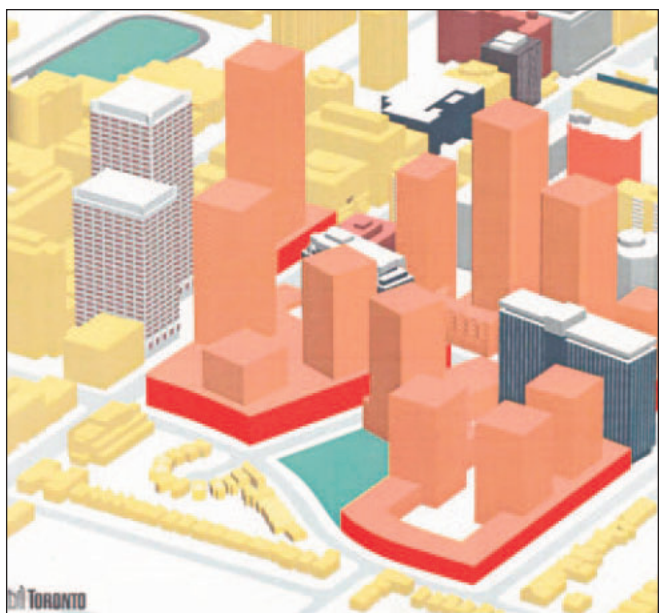
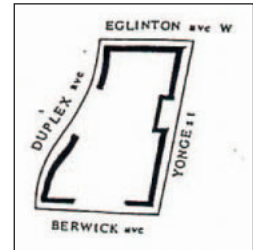


Diagram shows street walls to be parallel to all streets and public open spaces

- Buildings along Berwick Avenue should also reference the house form buildings on the south side of the street with a step back above the third floor. Buildings along this street should have entrances to residential uses, where possible, directly on the street.
- Buildings along Yonge Street should continue the existing street wall characteristics. These include matching the set backs on neighbouring building sites and maintaining retail at ground level. On the east side of Yonge Street south of Eglinton Avenue new buildings should match the proposed set backs of the Minto Development. On the west side of Yonge Street, south of Eglinton Avenue, opportunities for increased retail frontages should be introduced to further animate the streetscape. Taller building elements should also be stepped back a minimum of 3 metres from the face of the street wall.

SIZE AND SCALE

Guideline: Size, scale and use should reflect the context of the neighbourhood and recognize the differences around the site.

The existing urban structure of the focused study area contains taller buildings along the main streets and at the intersection of Yonge and Eglinton. The areas to the southwest, southeast, and northwest are stable neighbourhoods of low-rise residences. It is important that new developments in the study area respect these existing conditions and form a transition from the higher height areas to the lower height residential areas.

Uses may also vary in the study area to relate better to the surroundings. While retail and other commercial uses are expected along Eglinton Avenue and Yonge Street, residential uses and a smaller rhythm of buildings are expected along the residential streets of Duplex and Berwick Avenues.

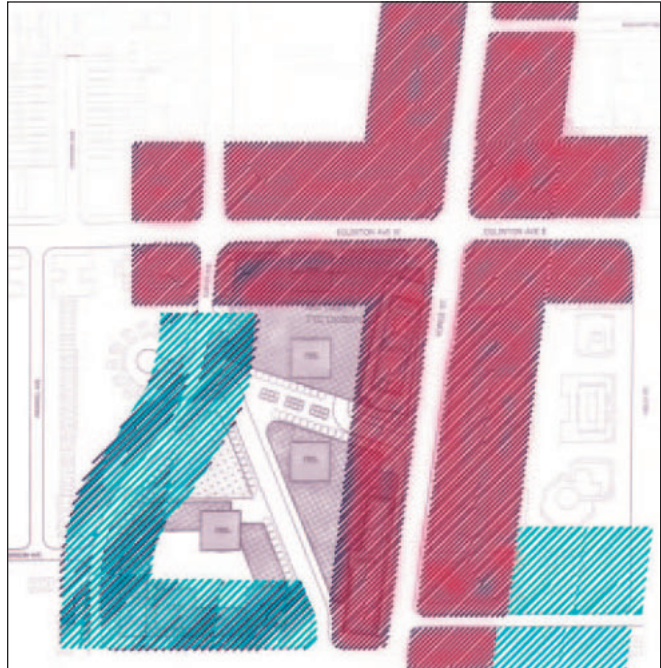
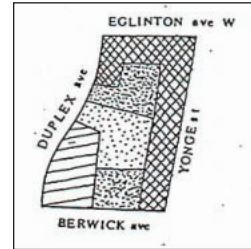


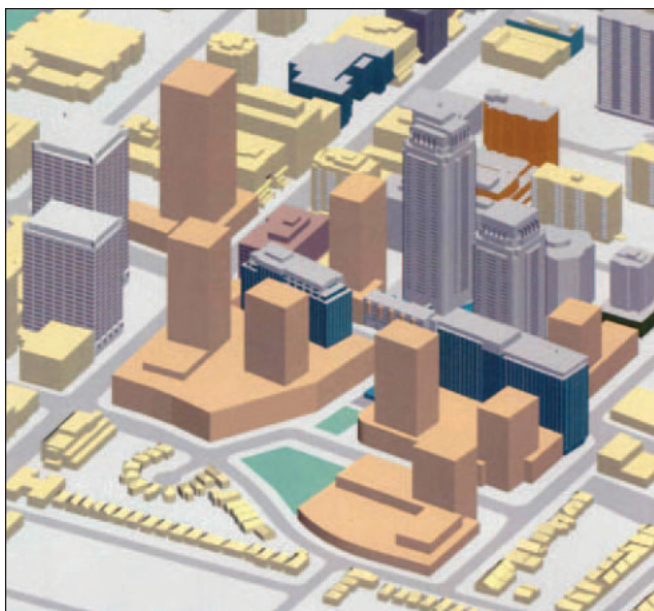
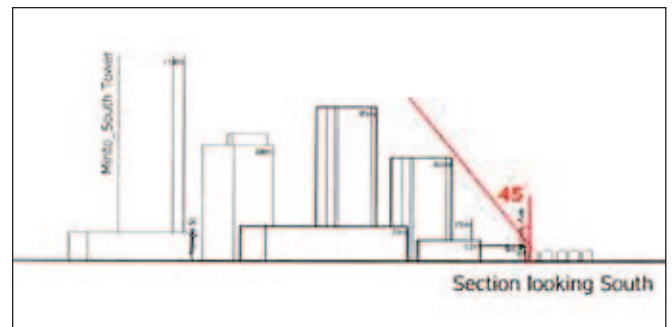
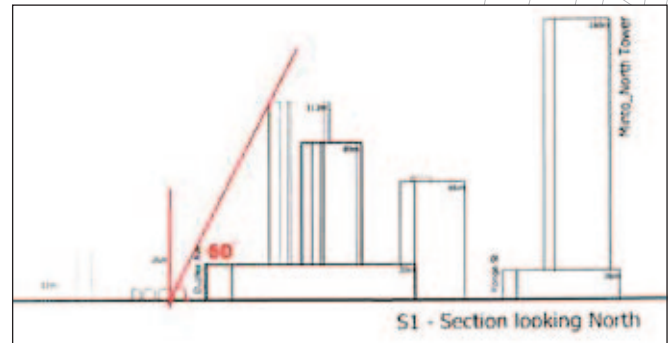
Diagram indicating diverse scales and uses in the Yonge Eglinton Centre area. The blue refers to residential uses and/or house form buildings. The red refers to commercial functions with higher scale development.

MASSING AND ANGULAR PLANES

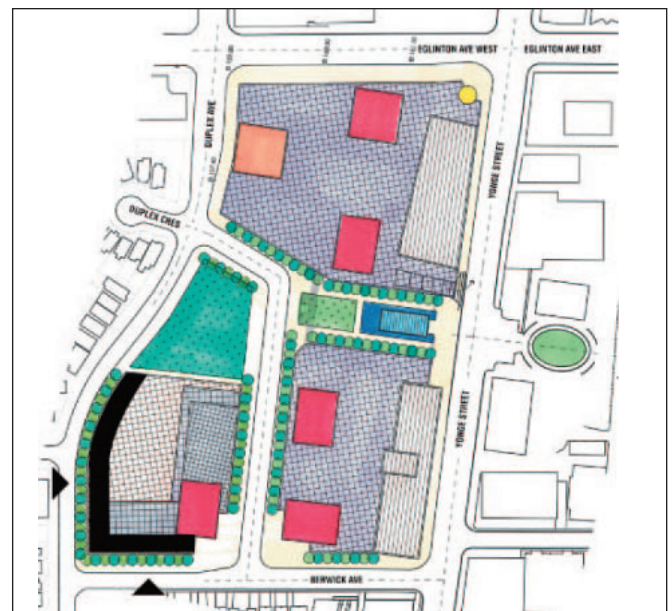
Guideline: Taller buildings should be located closer to Yonge Street and Eglinton Avenue and new development should comply with the existing angular planes for Duplex Avenue.

The highest buildings in the study area should be located closest to the Yonge/Eglinton intersection and along Yonge Street. Numerous shadow studies have been prepared of the proposed built form in order to monitor the shadow impacts of higher buildings on the adjacent neighbourhoods. The current built form studies are designed to limit the backyard shadows of the homes on Duplex during the shoulder seasons of March 21st – September 21st.

The existing angular plane is 60 degrees north of Duplex Crescent and 45 degrees south of Duplex Crescent. The angular planes in the zoning bylaw on Duplex Avenue exist to limit the height, location and massing of buildings which are in close proximity to the residential neighbourhoods. The closer the buildings get to Duplex, the lower they must be.



Massing model looking east showing contemplated proposed tower heights as they relate to the existing context and approved buildings



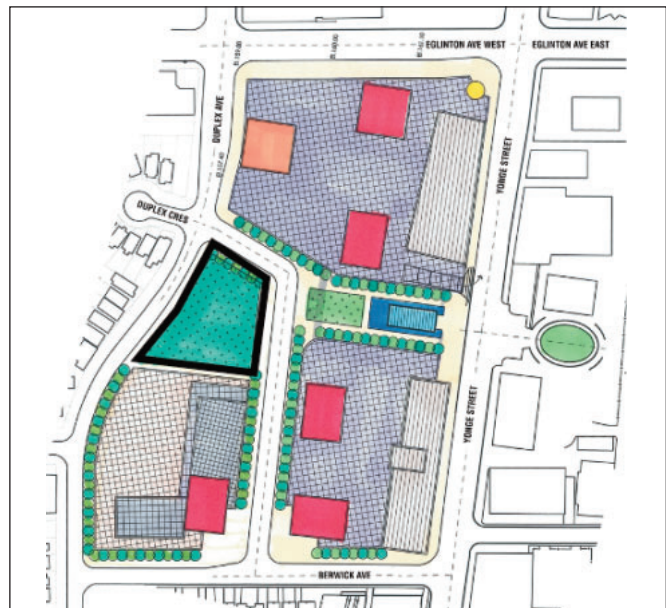
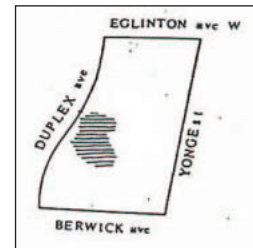
Street wall setbacks and heights on residential streets should respect the neighbourhood and angular planes

LANDSCAPED OPEN SPACE

Guideline: Provide landscaped open space (such as parks), which are designed within a City/Community process.

Open space has been identified on the concept master plan central to the block on the southwest quadrant of the Yonge/Eglinton intersection. The concept plan contemplates a park along Duplex Avenue which helps to create a community focal point and a transition from the low density residence areas to the commercial areas.

It would also be desirable to allow for a future pedestrian connection to Yonge Street. Such a pedestrian promenade would also have an organizing function of breaking up the large block into two smaller more manageable blocks. This would also help connect the neighbourhood with Yonge Street and create more frontages for retail and cafes, which would have a desirable urban character.



Perspective of concept plan from the intersection of Duplex Cres. and Duplex Avenue looking southeast

ACCESS AND SERVICES

Guideline: Locate vehicular access and service entrances to new development without negative impact on the existing residential fabric and streetscape of Yonge Street and Eglinton Avenue.

It is desirable to minimize the traffic impact of any new development on the existing residential neighbourhood. The concept master plan discourages new vehicular entrances to parking/drop-off, loading, and the bus terminal, south of Duplex Crescent. Internal traffic should be accessed via the new north-south road. Access points will be limited on Yonge Street and Eglinton Avenue to ensure a continuous streetscape.

The northeast quadrant of the intersection should utilize the rear lane off Rochampton Avenue and the southeast quadrant should utilize the north-south lane between Yonge Street and Holly Street.

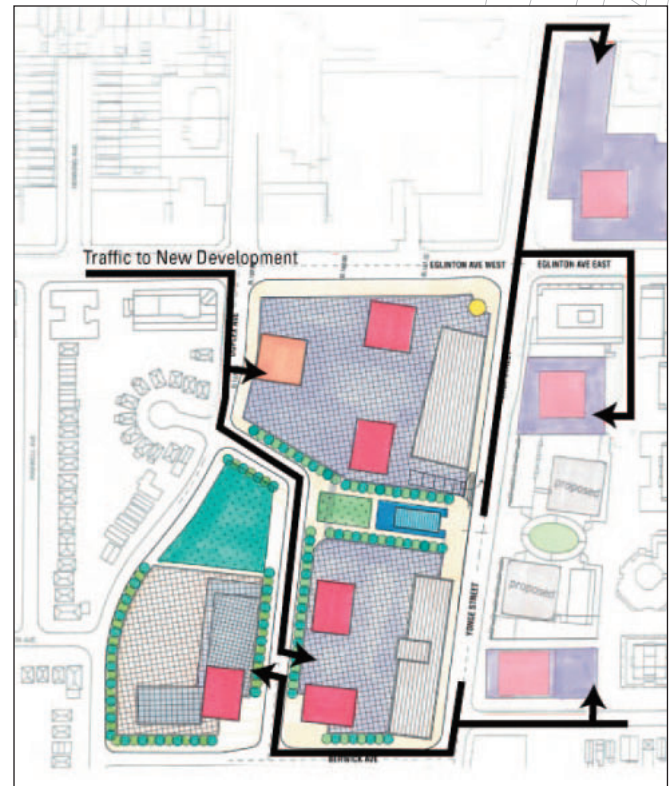
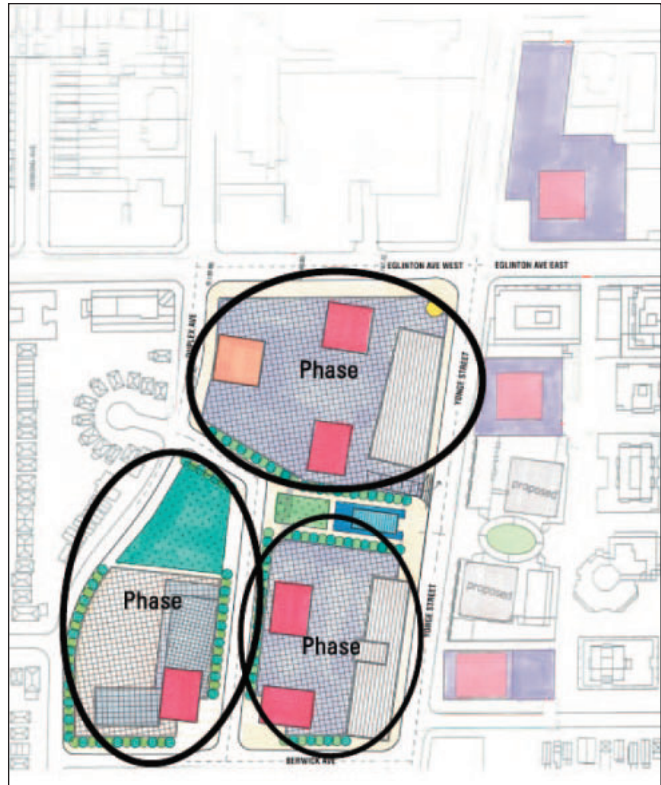


Diagram demonstrating how traffic access to new development may occur without infiltrating into existing neighbourhoods

PHASING

Guideline: The configuration of the site should allow for phased development.

The overall build out of the development on the southwest block may take many years to complete. Phasing of the development should occur in such a way as to be mindful of the impact of each phase on the overall plan. Essential elements of the concept plan should be protected such as the new north-south road and the proposed public park.

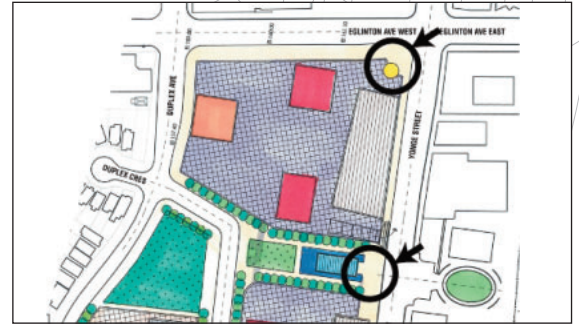


Configuration of the site should allow phasing of the development. Each phase should be thought of as part of a comprehensive overall plan for the block.

DEFINITION OF ENTRANCES

Guideline: Architecturally define entrances to transit and shopping.

It would be desirable to articulate architecturally, all major entrances to transit and major entrances to shops and commercial spaces. The southwest corner of Yonge and Eglinton is an important entrance to the Eglinton transit station. It would be desirable to celebrate this entrance with a larger, more dynamic architectural pavilion, which is transparent and inviting.



Examples: entrances to public transit



Diagram indicating possible new entrance to retail/transit station at the southwest corner of Yonge and Eglinton



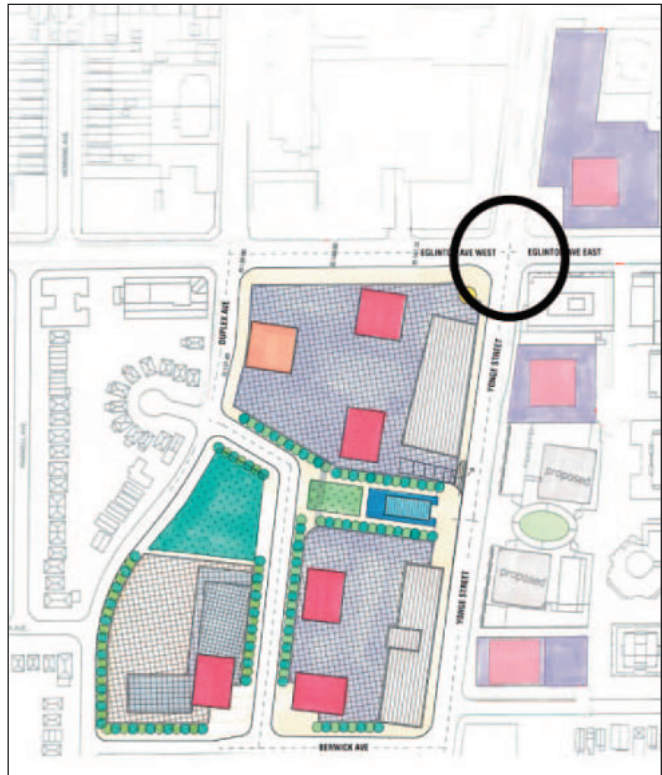
Precedent images: entrances to retail



PUBLIC AMENITY SPACE

Guideline: Provide publicly accessible amenity space such as an urban plaza at the intersection of Yonge and Eglinton.

The intersection of Yonge Street and Eglinton Avenue is very busy, both from a vehicular as well as pedestrian point of view. As the area continues to grow it is important that pedestrian activity at the intersection remains safe and comfortable. This includes having adequate sidewalk widths on the main streets and having sufficient open space at the intersections. A plaza exists on the northwest corner of Yonge and Eglinton where open space is desirable and upgrading should be encouraged. It would also be desirable to have some open space at the northeast corner if and when that corner is comprehensively redeveloped.



Existing plaza at the northwest corner of Yonge and Eglinton



Possible plaza at the northeast corner of Yonge and Eglinton

STREET ANIMATION

Guideline: Create storefronts and pronounce building entrances on major streets.

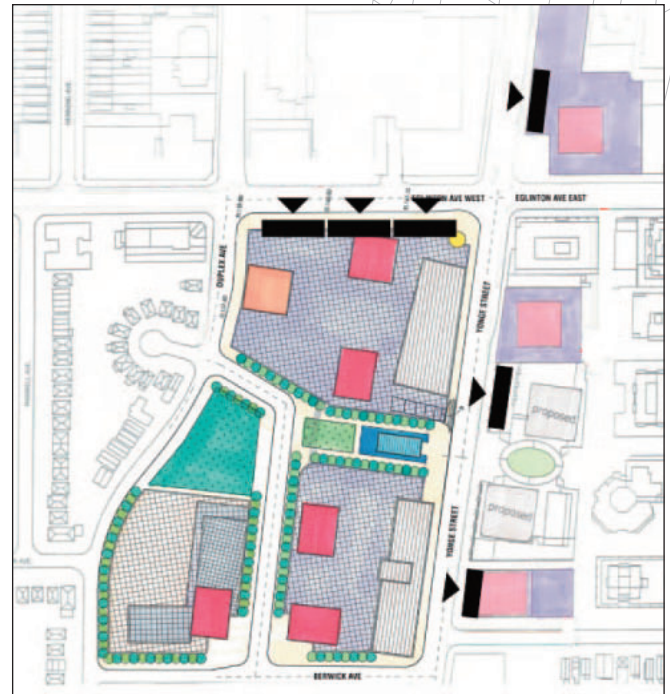
Development on the old bus terminal site will improve the urban condition along the south side of Eglinton Avenue between Duplex Avenue and Yonge Street by filling in the gap in the street wall that currently exists. The new development will have multiple pedestrian entrances to shops and lobbies, which will add to the pedestrian experience. On major streets it is desirable to maintain and continue retail at the ground floor, punctuated by well-defined residential and commercial building entrances (lobbies).



Precedent image: to show how Eglinton Avenue may develop. The photo shows a brick-clad street wall with multiple entrances to retail, wide sidewalks with healthy trees.



Existing condition along Eglinton Avenue



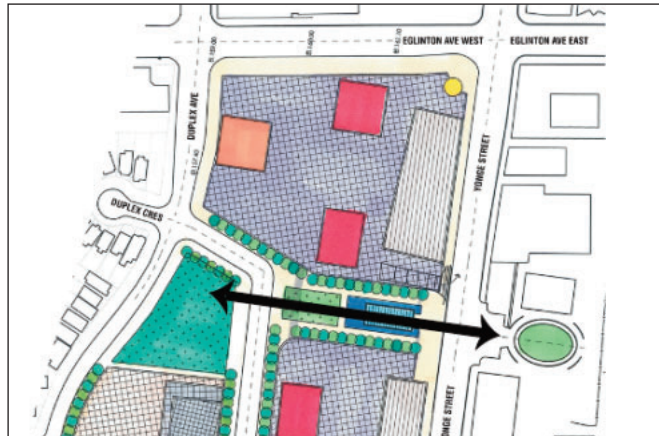
View of concept plan along Eglinton Avenue looking east

LINKAGE TO LANDSCAPED OPEN SPACE

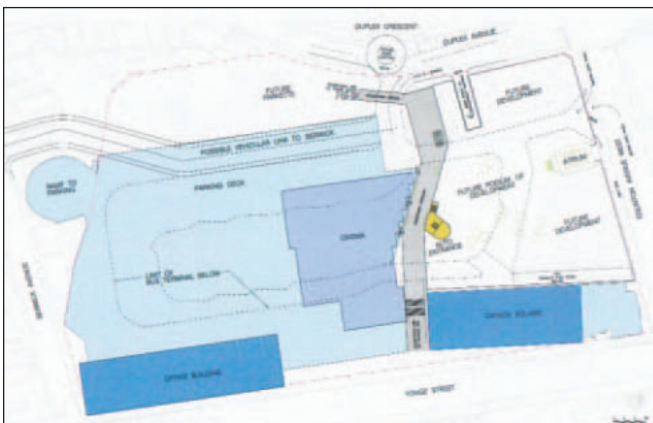
Guideline: Acknowledge the Courtyard and the Minto Midtown development with a view corridor, road or pedestrian plaza.

The Minto Midtown development on the east side of Yonge Street, south of Eglinton Avenue is now complete. The development includes two residential towers and between them, a publicly accessible landscaped open space. The Minto open space is located directly on Yonge Street and is of high design quality. It would be desirable to have a balance of landscaped open spaces on the other side of the street by creating a landscaped amenity on the west side of Yonge Street directly opposite the Minto open space.

In the interim, the existing plaza, which contains a TTC entrance, may be enhanced with further landscape and seating. There is also the opportunity to create a direct interior pedestrian connection upon the completion of redevelopment on the bus terminal lands. This pedestrian connection will link Yonge Street with the new park. In the long term, there is an opportunity to open up the existing street wall and have a second level pedestrian promenade which begins at Yonge Street and extends west. The pedestrian promenade would have gardens, shops and outdoor cafes and bring a high sense of urbanity to the Yonge Eglinton neighbourhood.



Courtyard at the Minto Midtown Development



Bus terminal site plan showing potential for an east-west pedestrian connection



Precedent image: similar pedestrian precinct in Montreal



Aerial view looking west across Yonge Street towards the southwest quadrant of the intersection



View along Yonge Street looking west to possible new raised pedestrian promenade above bus terminal with glass pavillion/TTC entrance

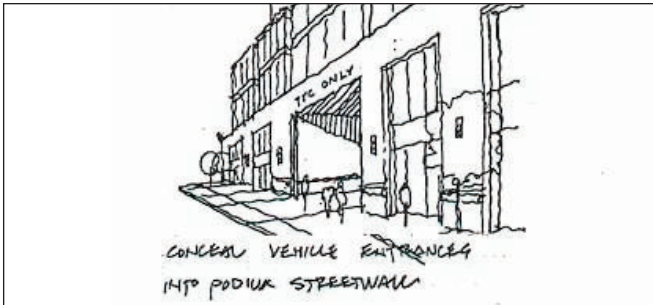


View along Yonge Street looking west to possible new raised pedestrian promenade above bus terminal with glass pavillion/TTC entrance

VEHICULAR ENTRANCES

Guideline: Vehicular entrances should blend with the proposed new street wall and minimize disruption to pedestrian traffic.

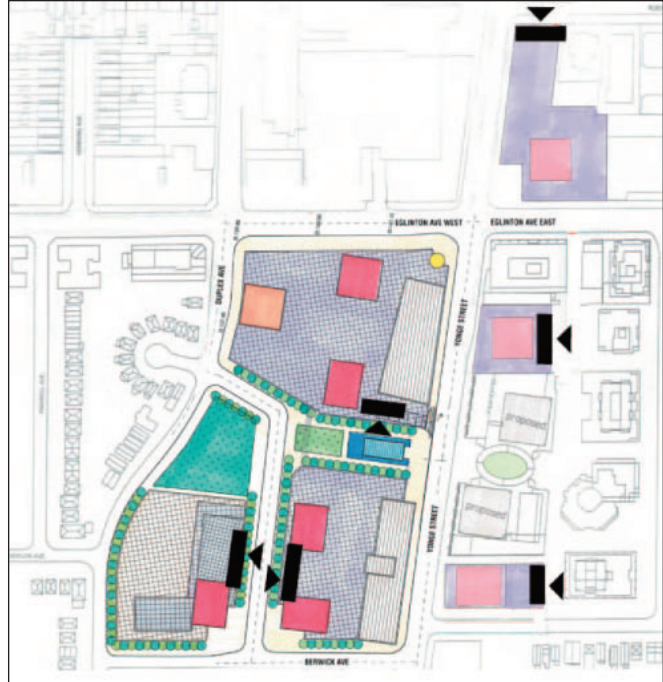
Vehicular access to new development on the southwest block at Yonge and Eglinton will occur from a new north-south street and from existing main streets. These openings should be integrated with the design of the building and blend in so as not to create any visual breaks in the street. They should also be designed in a manner to be safe to pedestrians and avoid hidden intersections.



Precedent image: demonstrates success



Proposed new north-south street in concept plan looking north



Entrance to parking will be visually integrated into the architectural design of the building

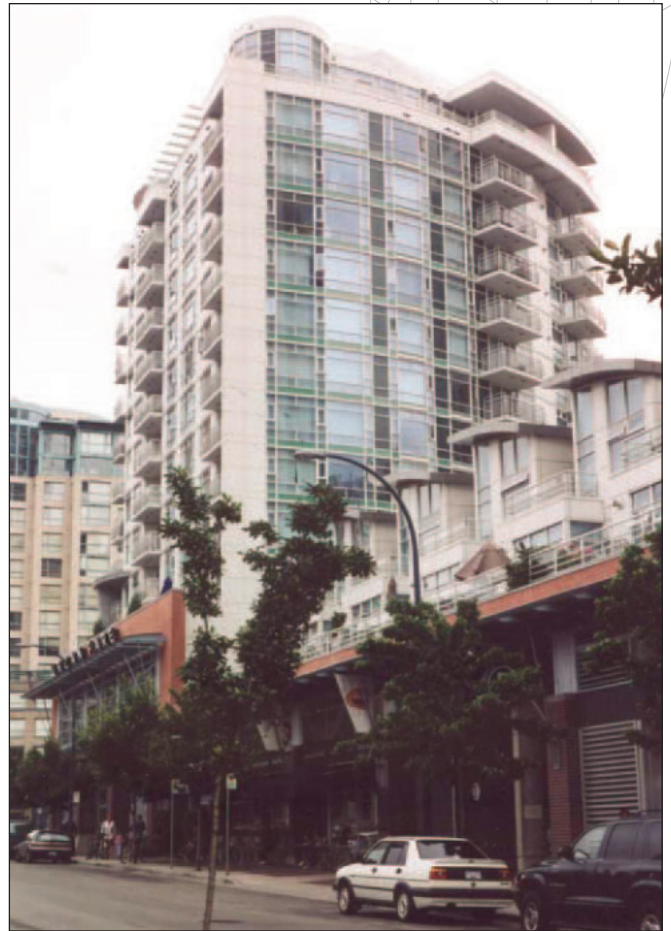
BUILDING MATERIALS AND RHYTHM

Guideline: Building materials and rhythm should be compatible with neighbouring buildings.

The rhythm of buildings along a street is a measure of the typical width of buildings or lot sizes. On main streets the width of buildings is typically larger than those on residential streets. As an example, along the east side of Yonge Street, north of Eglinton Avenue, the rhythm of buildings consist of multiple storefronts. As we try to encourage new development to fit in with its existing context, it is important that the existing rhythm of buildings be maintained.

New buildings along Duplex and Berwick Avenues are to be designed in such a way as to reflect the residential scale of the buildings across the street. Brick cladding for the new buildings is encouraged to relate better to the existing houses.

New buildings on Yonge Street or Eglinton Avenue should be articulated to maintain the existing rhythm of commercial and retail buildings on the street. Materials should be of a high quality such as limestone, granite or other natural materials. Large picture windows are desirable for the retail areas at the ground floor.



View looking north along Duplex Avenue in concept plan with proposed townhouses (background) and existing houses (foreground)



Precedent image: shows use of compatible materials, such as brick



Precedent image: shows low scale townhouses in front of higher point towers

PEDESTRIAN PUBLIC REALM

Guideline: Create a new and safe pedestrian public realm (during the day or night).

Several urban design guidelines, which are part of this document, have been created to jointly create a safe and useable public realm. The built form policies, for example, will ensure that buildings front onto the new public spaces and streets. Streets with greater visibility, that are well lit, are by and large safer.

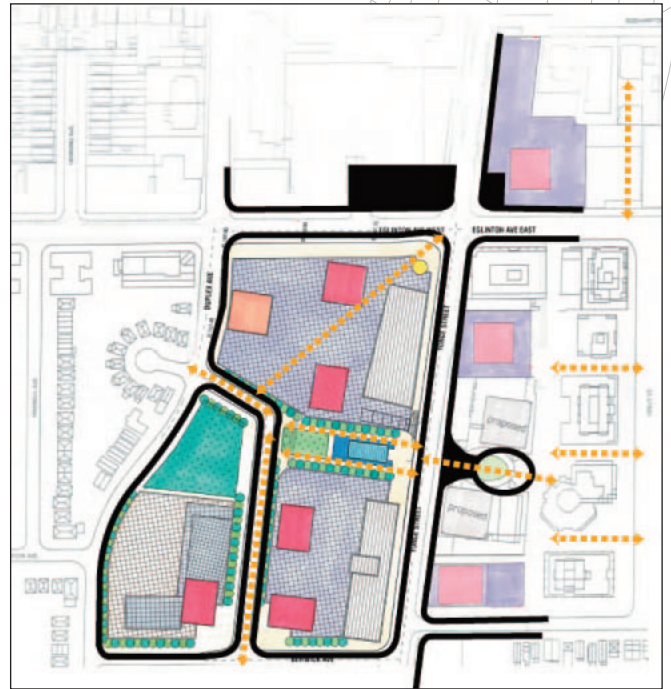


Diagram showing sidewalks/public realm (in black) and possible pedestrian connections (orange lines)

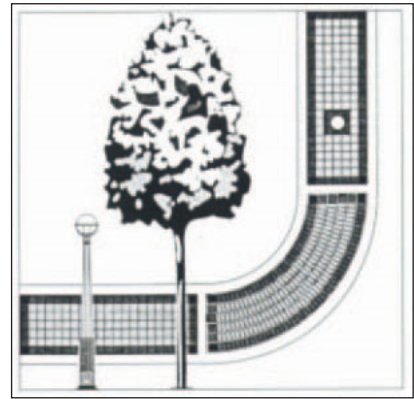
STREETSCAPE

Guideline: Streetscapes are to be designed according to the City of Toronto Streetscape Manual.

Streets are the most vital part of the public open space system and have a distinct position, identity and role within the fabric of the city. They comprise the majority of the city's public spaces and much of the quality of the physical public realms comes from their character. The City of Toronto Streetscape Manual outlines different street classifications based on their size and arterial characteristics. Different areas and neighbourhoods are also outlined as having unique design criteria.

The streetscape manual will be used in the Yonge Eglinton Centre area for the designs of sidewalks, streetscape design, street lighting, tree details and other street furniture such as benches.

Based on the character of the streets, sidewalks and streetscape will vary. In its entirety, the area will start to exhibit its own character through the use of coordinated design treatments and streetscapes. Granite accent paving will be required for all major streets, while the residential streets will have a different character with more greenery and grass boulevards.



Precedent image: showing public realm

PUBLIC ART

Guideline: Create opportunities for public art.

Public art will play an important role in enhancing the aesthetic quality of the Yonge Eglinton Centre area.

Opportunities for public art range from the integration of art ideas into streetscape open space and built form designs to the creation of independent sculptures. Gateways and visual corridor terminations could become prominent public art sites. It is anticipated that the City of Toronto's Private Developer Percent For Public Art Program will be a major contributor to the improvement of publicly accessible areas, both on private and public lands. Public art policies are guidelines referenced in the City's Urban Design Handbook.



Precedent image: public art integrated into streetscape



Precedent image: public art with park-like settings



Precedent image: public art

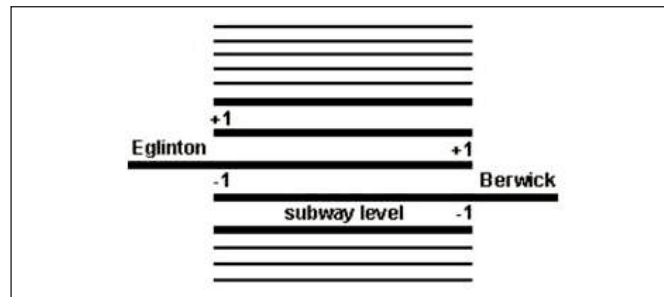


CEILING HEIGHTS AND PEDESTRIAN CONNECTIONS

Guideline: Create higher floor-to-floor heights on the ground, second and underground concourse levels and strengthen below grade and internal pedestrian connections where possible.

New development at Yonge and Eglinton should extend the underground shopping concourse where possible. Opportunities exist on both the northeast and southwest corners to link to and continue the underground shopping concourse. Transit improvements and links to the new bus terminal should continue to have improved connections to shops and retail.

New development at Yonge and Eglinton should be able to adapt to changing uses over time. To best accommodate this change, floor-to-floor heights on those floors above and below ground floor should be high enough to accommodate a range of uses from residential to retail to community functions. We anticipate as an example, that street related buildings along the new north-south street may have live/work units at the ground floor. These live/work units may be entirely residential at first but may adapt over time to a mix of uses including service-oriented shops, such as dry cleaners, etc.



Cross-section showing grade difference between Eglinton Avenue and Berwick Avenue



View of proposed north-south street in concept plan with grade related townhouses or live/work units

TALL BUILDINGS

Guideline: Utilize City of Toronto Design Criteria for Review of Tall Building Proposals.

The Yonge Eglinton concept plan has envisioned various locations for point towers. The point tower would be the preferred form of high rise development. The merits of the point tower is that the buildings are slender, their shadows move quickly and they allow sun light to penetrate through them onto the streets and into the residential units.

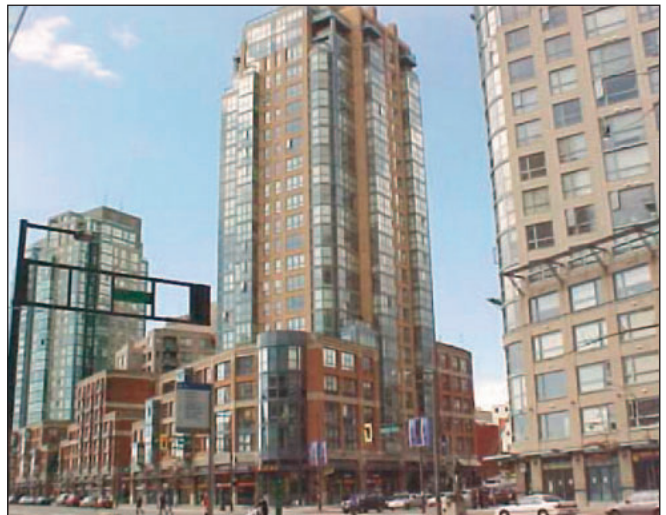
For point towers to achieve these attributes it is important to apply certain criteria that would ensure that the form and frequency of these buildings maintain the intent of the concept plan. This will be achieved by:

- Ensuring that the design and spacing of tall buildings create residential units that have adequate access to light and privacy.
- Ensure that the design and spacing of tall buildings permits adequate access to natural light and skyview to the surrounding streets and public realm, and does not unduly create excessive shadowing of the surrounding context.

To achieve these objectives the point towers which have been incorporated into the concept plan all have floor plates which are less than 750 square metres and are spaced apart from each other a distance which is at least equal the width of the buildings themselves.

Point towers should also be stepped back above the podium so they are less visible from the street and do not create a 'canyon effect'. It would also be desirable for the tower tops to be 'sculpted' by reducing the tower floor plates on the upper floors. This would improve the skyview and allow more light to penetrate onto the street.

Other issues such as street wall cladding materials, shadows, weather protection, wind impacts and micro-climate should all be considered in the design and placement of point towers in accordance with the City of Toronto Design Criteria for Review of Tall Building Proposals.



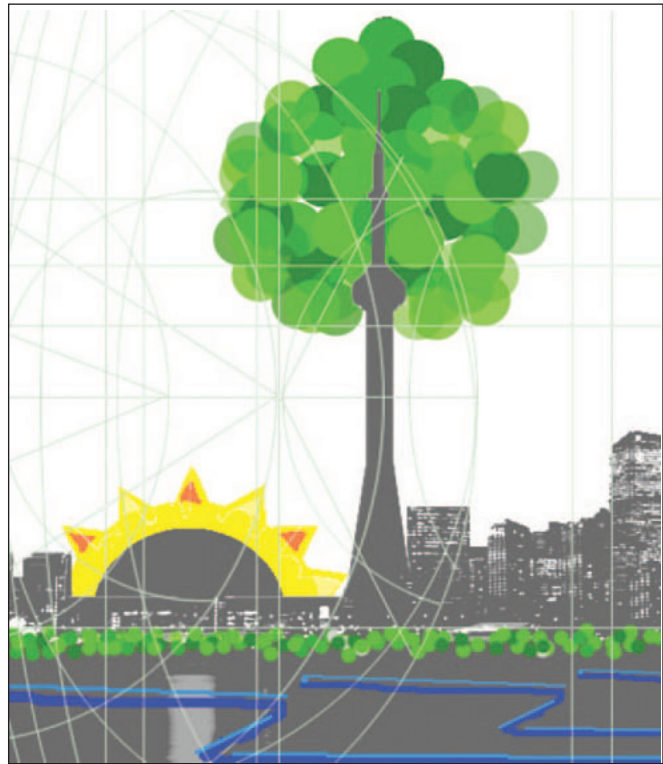
THE TORONTO GREEN DEVELOPMENT STANDARD

Guideline: Utilize the Toronto Green Development Standard Checklist.

Toronto like all built up areas, experiences the environmental impacts of urbanization including the deterioration of air and water quality. Toronto's various environmental pressures and the recognition that Toronto's buildings and sites play an important role in determining the quality of environment in which we live have given rise to the desire for Toronto to have a green development standard. Toronto needs a green development standard to improve the following:

- Air quality and climate change
- Energy use
- Water quality and efficiency
- Solid waste
- Urban forest health, quality of life habitat, light pollution
- Economic and social health

The Toronto Green Development Standard contains performance targets and guidelines that relate to site and building design to promote better environmental sustainability of development. The Standard is a “made-in-Toronto” approach that integrates existing City guidelines and targets with standards from private rating systems such as Leadership in Energy and Environmental Design (LEED) and Green Globes. The Toronto Standard is intended not to compete with rating systems like LEED, but to ensure that when there is a desire to “build green” in Toronto, local environmental objectives are met.



The Standard will:

- Apply to new city-owned and affiliated projects
- Encourage green development amongst the private sector
- Be voluntary during the initial year of implementation while further study and consultation is conducted

Applications for new developments in the Yonge Eglinton Centre will be reviewed in accordance with the Toronto Green Development Standard.

URBAN DESIGN CONCEPT PLANNING

Urban Design Concept Plans

The following concept planning studies are meant to illustrate how the Urban Design Guidelines may be implemented. The studies represent how future roads, parks and buildings could be arranged in the creation of a new neighbourhood on the southwest corner of Yonge and Eglinton.

The plan calls for a new north-south street which would begin at Duplex and run east and then southward to Berwick Avenue. Street related buildings ranging from 3-6 storeys would frame the new street. Selected locations for higher point towers would ensure that they have a minimum negative impact on the residential neighbourhood and on each other.

Three-dimensional massing studies were conducted to illustrate where higher buildings may be positioned so that they do not cast new shadows onto the existing context. Early in the working group process a shadow model was prepared to show what the extent of shadowing the existing zoning permissions would create. New shadows would be considered those which exceed those which are created by the existing zoning permissions.

Buildings and heights of towers which create 'new' shadows onto the low density residential neighbourhoods were avoided in the concept plan and are discouraged.



Possible new road configurations and building locations show parks and open space (in green), street wall buildings (in purple) and possible point tower locations (in red).



Shadow study – June 21, 10 a.m.



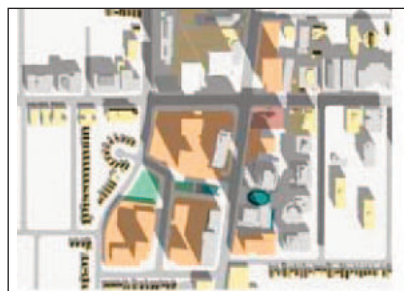
Shadow study – September 21, 10 a.m.



Possible new road configurations and building locations show parks and open space (in green), street wall buildings (in purple) and possible point tower locations (in red).



Shadow study – June 21, 12 p.m.



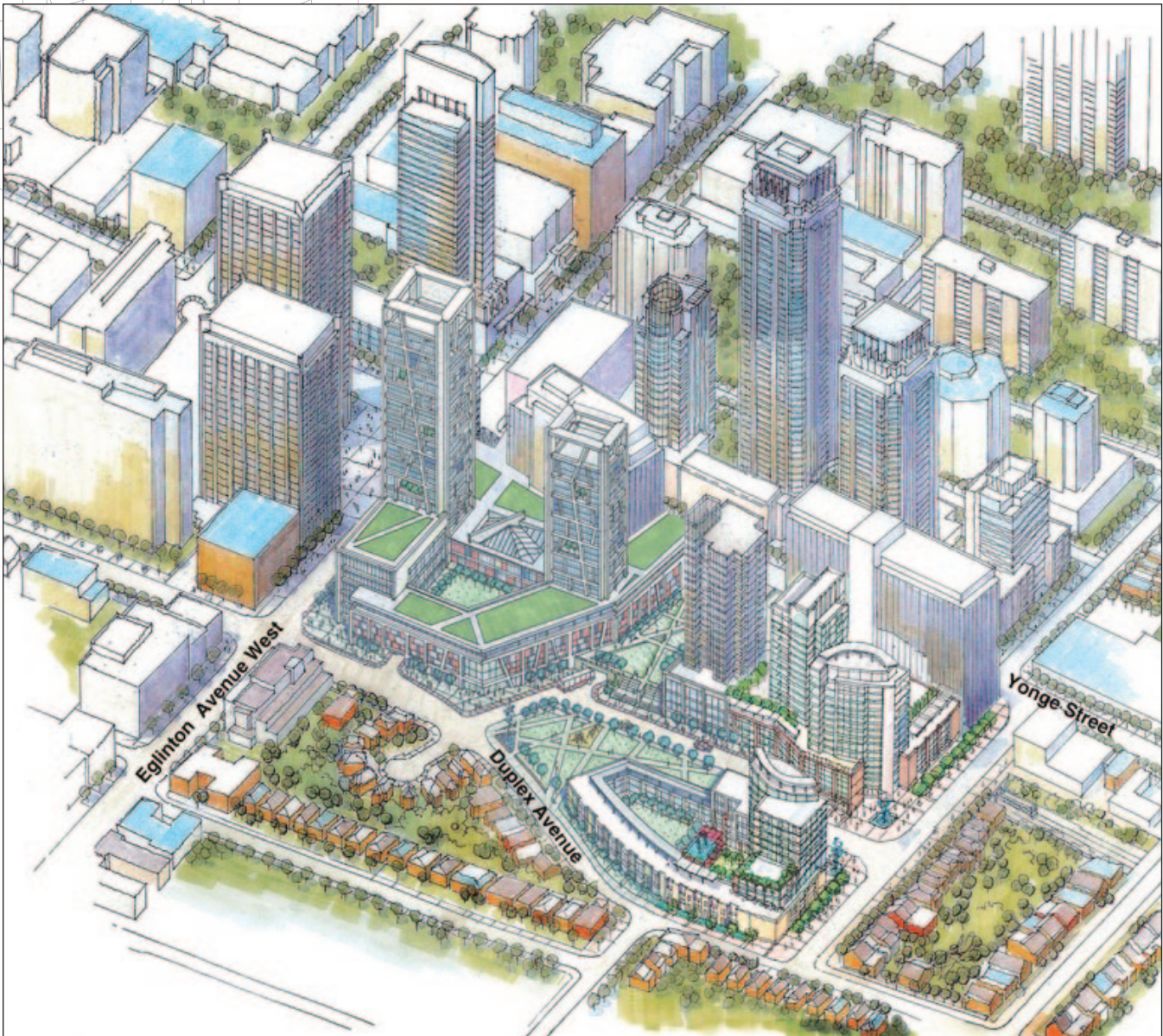
Shadow study – September 21, 12 p.m.



Existing conditions model



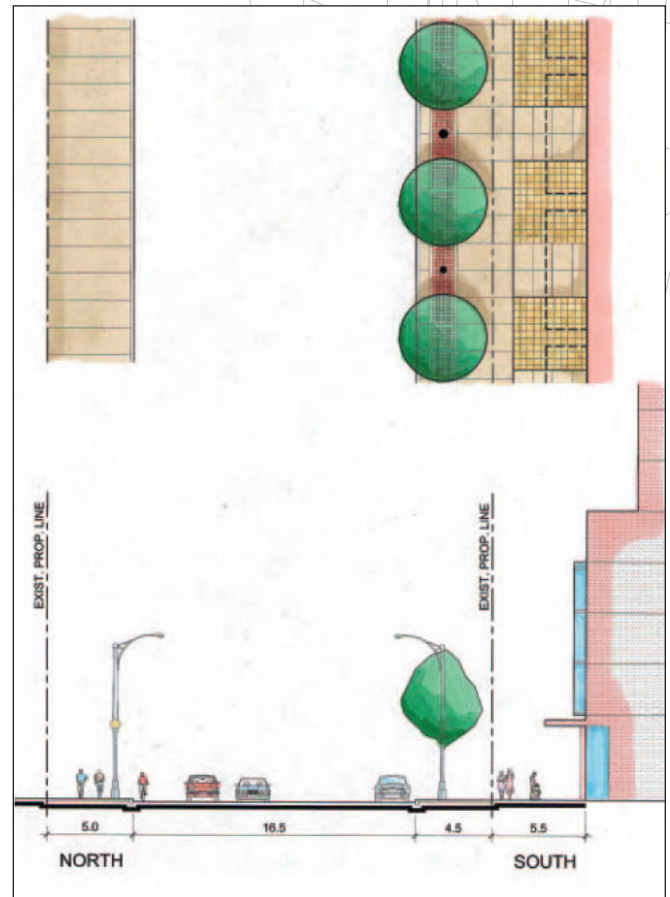
Long term build out "massing" model



This drawing transforms the built form studies into an aerial perspective, which is more illustrative of the architectural character of the newer buildings in the Yonge Eglinton precinct. The drawing also communicates how the scale of development would change from three-storey townhouses along Duplex Avenue to higher point towers located closer to Yonge Street.

To better understand the concept plan, the following 'walking tour' was presented to help illustrate, through drawings and graphics, what the experience may be like if one were to walk through the area at some time in the future after the area has been developed. Starting along Eglinton Avenue the tour would continue to Yonge Street and head south. One would experience the Minto landscaped open space and its related new public open space on the west side of Yonge Street. The tour would continue west to Berwick Avenue and then northward on the new north-south street and into the proposed new park, concluding at the residential street along Duplex Avenue.

Along Eglinton Avenue the existing bus barns will be replaced by street related buildings six storeys in height. The sidewalk in this area will be 8-10 metres wide with an allée of trees planted in the boulevard. Retail shop fronts would line the street punctuated by entrances (lobbies) to residential or commercial buildings. A single vehicular entrance to the bus terminal may be proposed along Eglinton Avenue and would replace the multiple curb cuts, which currently exist. Close to Yonge Street a higher building up to 120 metres may be proposed. This tower should be stepped back from the podium to be less visible from the sidewalk.



Eglinton Avenue plan and proposed street section



Existing view looking east along Eglinton Avenue



View of concept plan looking east along Eglinton Avenue



View looking east along Eglinton Avenue, present day



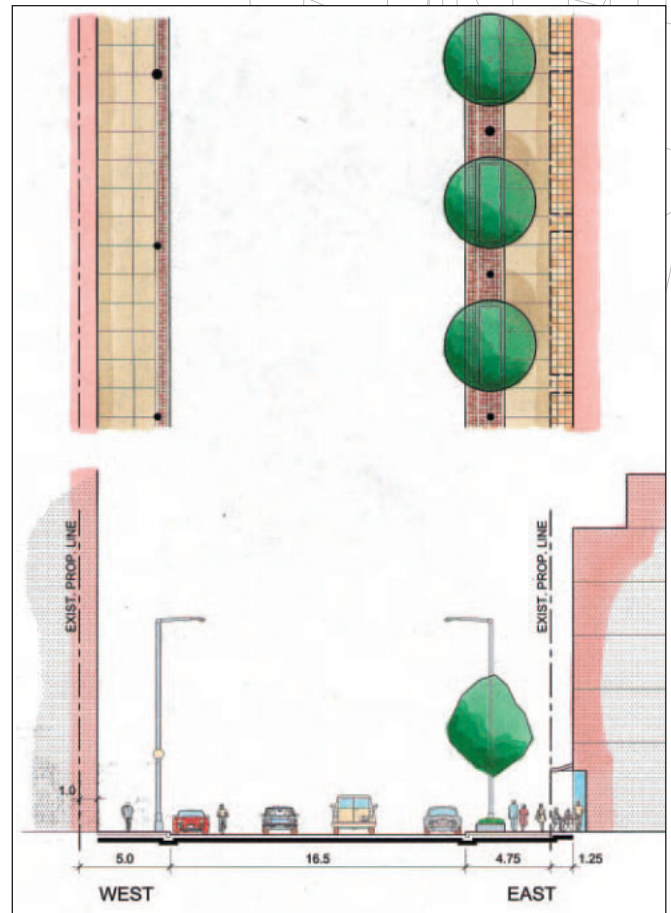
View looking east along Eglinton Avenue, after initial development



View looking east along Eglinton Avenue after long-term development is complete

The corner of Yonge and Eglinton will remain an important intersection and crossroads for the city. Increased pedestrian activity will be accommodated by wider sidewalks and open space (interior and exterior) on all four corners. It would be desirable to mark the southwest corner with a larger interior atrium. The atrium would function as an entrance to both the transit station as well as to related shops and other commercial functions.

Open space is also contemplated/desired on the northeast corner of Yonge and Eglinton.



Yonge Street plan and street section



Proposed new buildings on the east side of Yonge Street

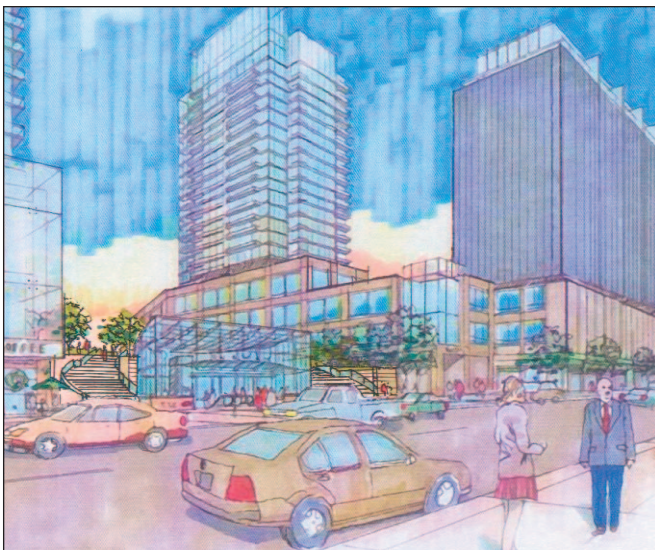
New buildings built along Yonge Street should maintain the existing set backs where appropriate and be set back further in other instances to allow for wider sidewalks. Retail activity should be continued at grade. Trees will also be planted in the boulevard. High quality building materials are encouraged, such as limestone or granite. Concrete is discouraged as a cladding material.

New landscaped open space (the Courtyard at the Minto Midtown development) is located along Yonge Street as part of the proposed Minto development. The landscaped open space will provide for a mid-block pedestrian connection eastward. It would be desirable to balance this open space with a plaza, view corridor or a road running westward from Yonge Street. The following illustrations depict a pedestrian connection linking Yonge Street with the proposed new park on Duplex Avenue. Long term planning for this block must take into consideration such urban design opportunities which will bring a new urban amenity to the community. The pedestrian connection as proposed would incorporate outdoor cafes, shops and pavilions which would serve as the south entrance to the subway and transit.

A new north-south road is proposed for the block. The road is designed to absorb traffic which would be generated by the new development of the block. The



View of the Minto street wall along Yonge Street with proposed landscaped open space



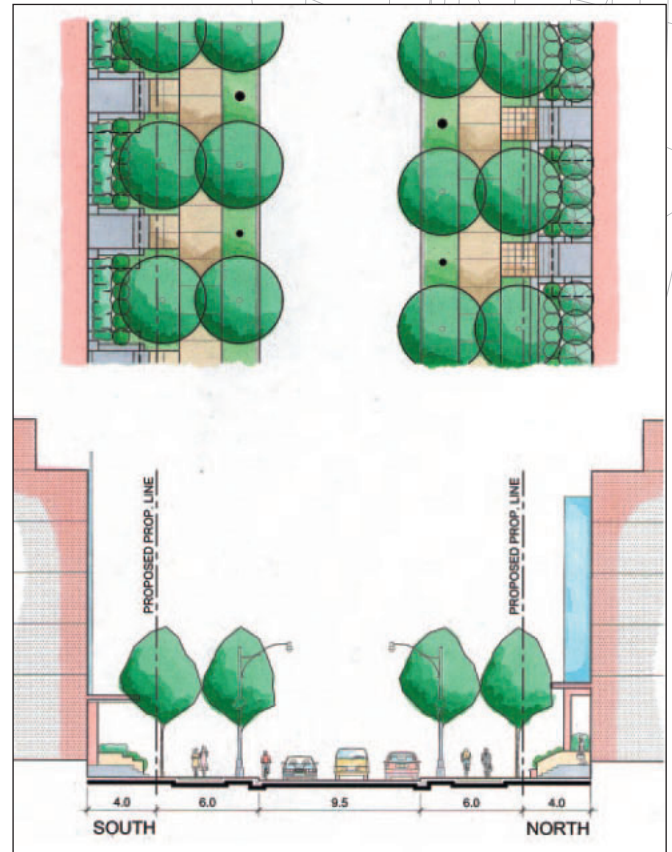
View along Yonge Street looking west to possible new pedestrian promenade with glass pavillion/TTC entrance



View of possible new pedestrian promenade looking east towards Yonge Street and the Minto landscaped open space

road may also provide some of the access to the bus terminal. The design of the road and streetscape is meant to reflect an urban street. The street will be framed by buildings which are 6 storeys in height creating a street wall. Higher buildings ranging from 60 metres to 85 metres should step back from the street wall and be positioned apart from each other as demonstrated on the concept plan.

The streetscape will be designed with green boulevards to provide a residential feel. Stone and brick cladding are preferred for the street wall and the use of concrete as a cladding material is discouraged. Townhouse or live/work units will be encouraged to occupy the lower floors providing a greater sense of community. Vehicular entrances to parking and loading should be incorporated into the design of the street wall in order to create a continuous streetscape.



Proposed plan and street section of new north-south street

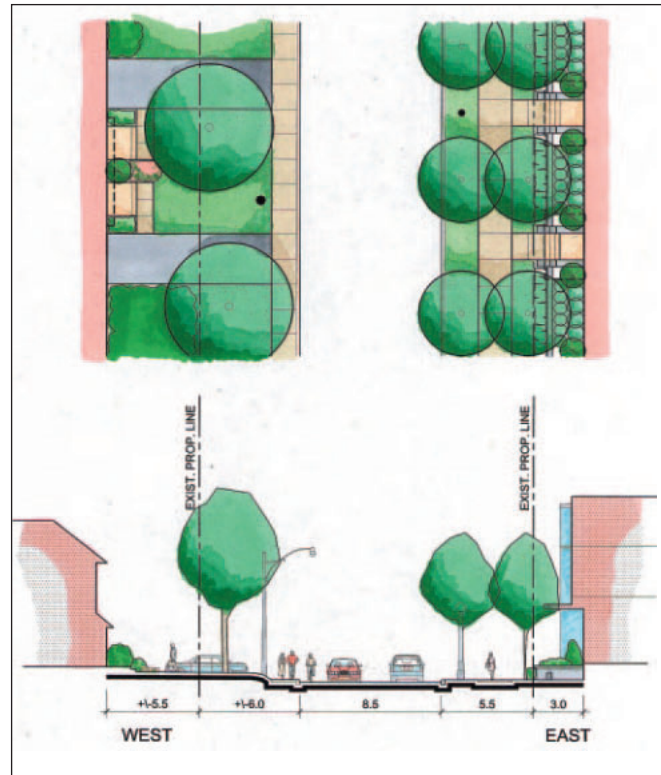


View of proposed north-south street in concept plan with grade related townhouses or live/work units

A new neighbourhood park will be created as part of the redevelopment of the southwest block. The park will be designed and programmed through a separate community process. On the concept plan the park has been located along Duplex Avenue to best create a transition between the neighbourhood and the buildings which are located close to Yonge Street. The park should be framed by grade related units to enhance the visibility and safety of the park.

Buildings which front onto Duplex Avenue should be residential in scale. The concept plan envisions three-storey townhouses with buildings which are set back 2 to 3 metres from the street. The 2 to 3 metre setback would allow for private front yards and may also protect a majority of the mature trees which currently exist along Duplex Avenue. Buildings along Duplex Avenue are encouraged to be brick clad to blend with the existing character of the houses on the street.

Additional “main street” development consisting of buildings up to six storeys in height with at-grade retail and office or residential on subsequent floors may be located along Duplex Avenue at Eglinton Avenue.



Proposed plan and street section looking north along Duplex Avenue



View looking west towards Duplex Avenue in the concept plan. The new community park will be framed with residential buildings to enhance visibility and safety of the park.



The new community park



View of the concept plan looking south towards Duplex Avenue



View of the concept plan looking south towards Duplex Avenue



View from Duplex Avenue looking northeast towards future park and developments

