

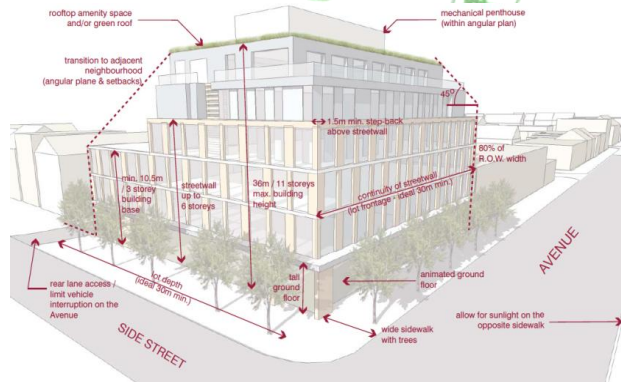
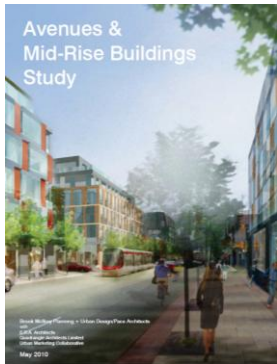
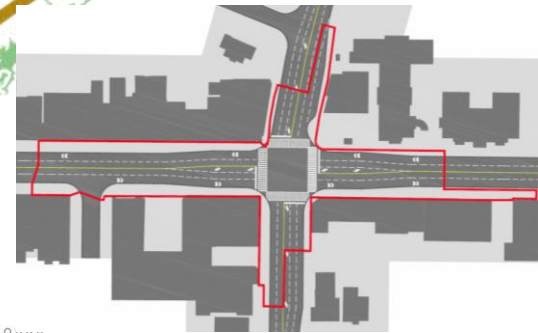
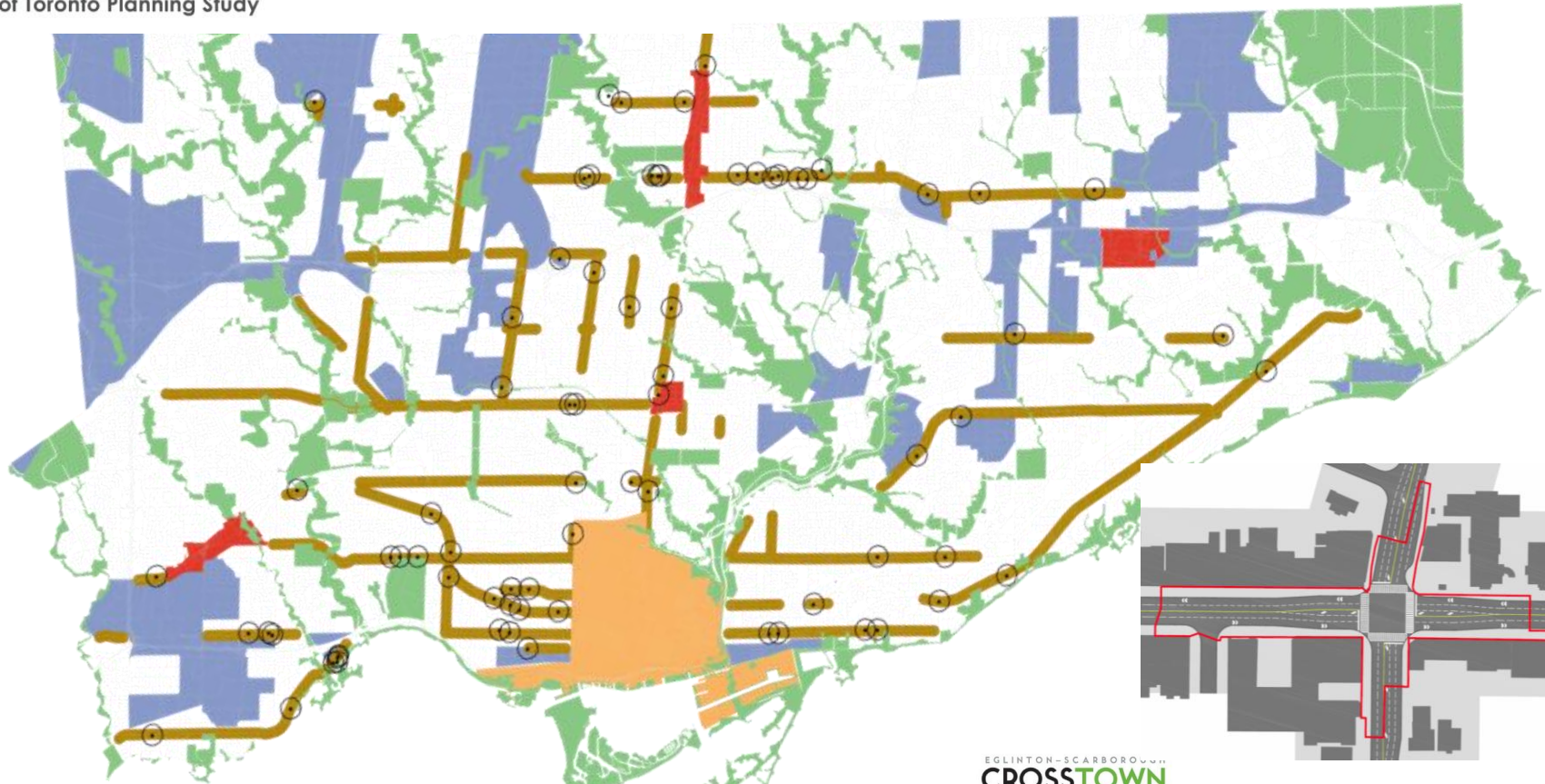
Planning and Growth Management Committee June 20, 2013



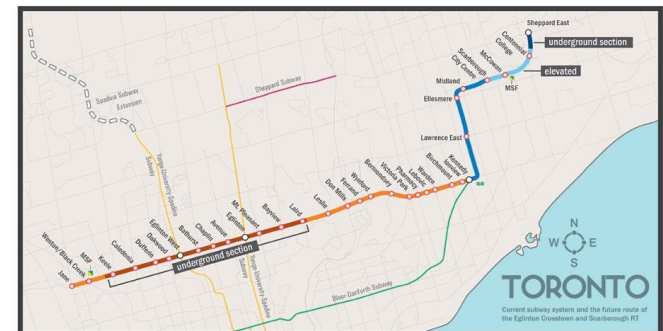
EGLINTON connects >
City of Toronto Planning Study

EGLINTON connects > Why?

City of Toronto Planning Study



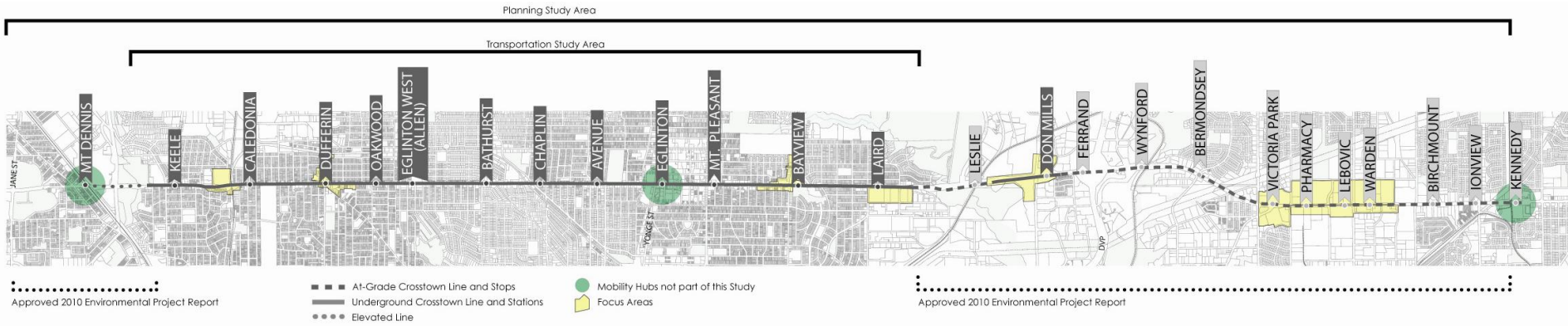
EGLINTON-SCARBOROUGH CROSTOWN



Final station locations pending Provincial Review

EGLINTON connects > Study Area

City of Toronto Planning Study



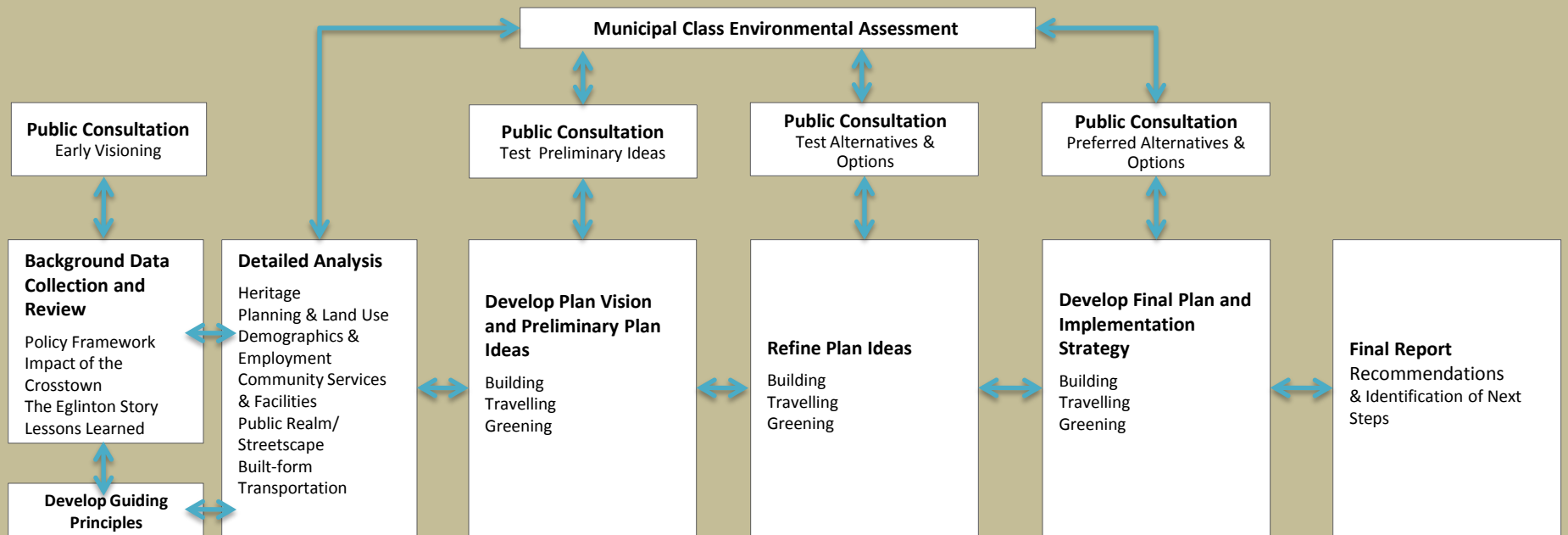
EGLINTON connects >

City of Toronto Planning Study



Vision Is About People

Research and Analysis > Vision and Principles > Develop Plan and Implementation Strategy > Prepare Report



Report to PGM

January – December 2012

January – March 2013

April – June 2013

July - November 2013

Dec 2013 – March 2014

WE ARE HERE

WHAT WE HEARD: Consultation 2 (February 2013)

- BIA's
- Cycling Community
- Street Festivals
- Public Schools
- Ontario Association of Architects
- Design Review Panel
- BILD
- Taxi Industry

TRAVELLING EGLINTON

- Strong support for EA Objective
- Strong support for bike lanes on Eglinton and space for on-street parking

GREENING EGLINTON

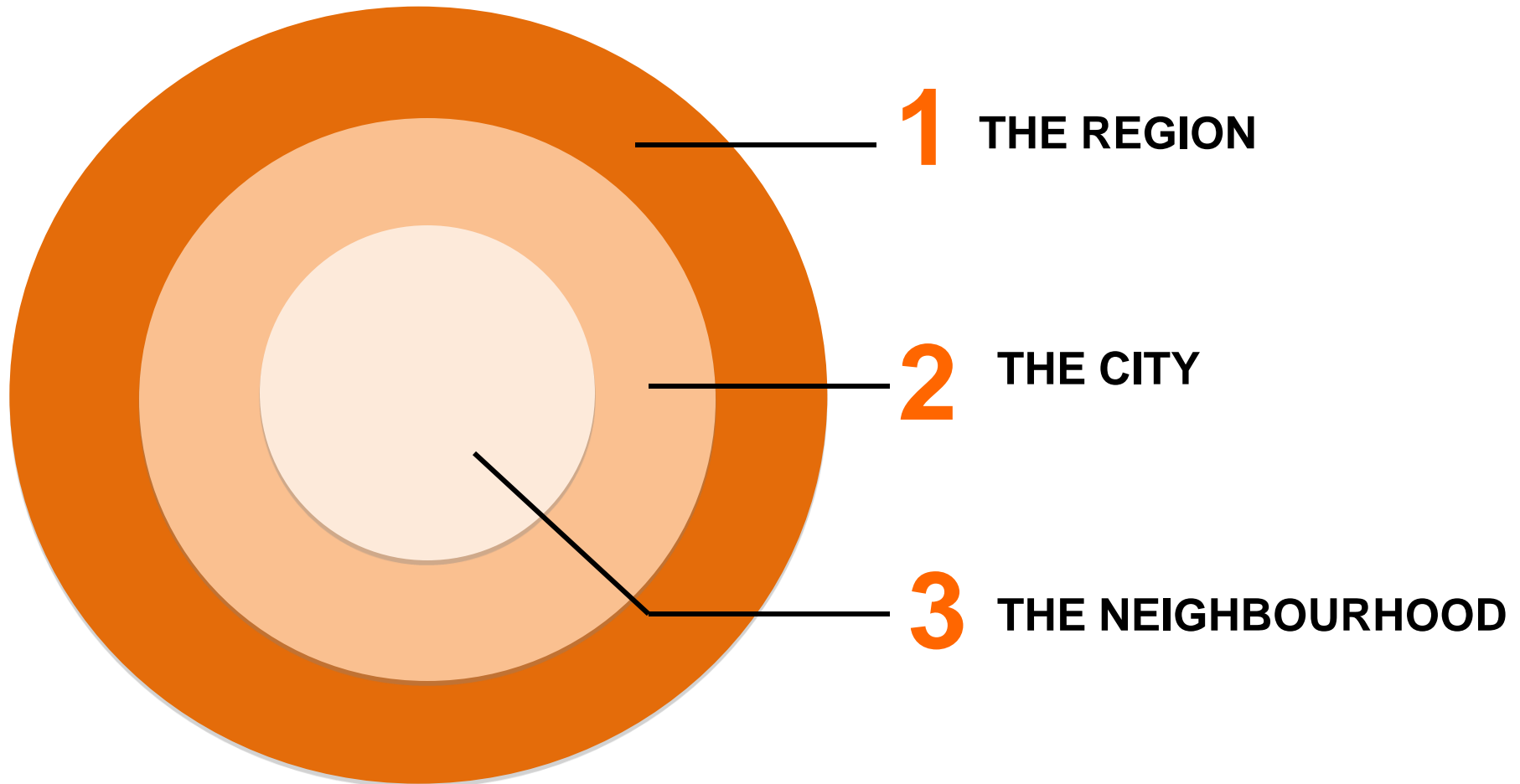
- Strong support for big trees rather than more numerous but smaller trees
- Strong support for constructing the at-grade LRT trackway with a green surface

BUILDING EGLINTON

- Support for mix of mid-rise and tall buildings in all Focus Areas
- Desire to maintain a mix of uses, including light industrial employment uses, grocery stores and large format retail

The Eglinton Story:

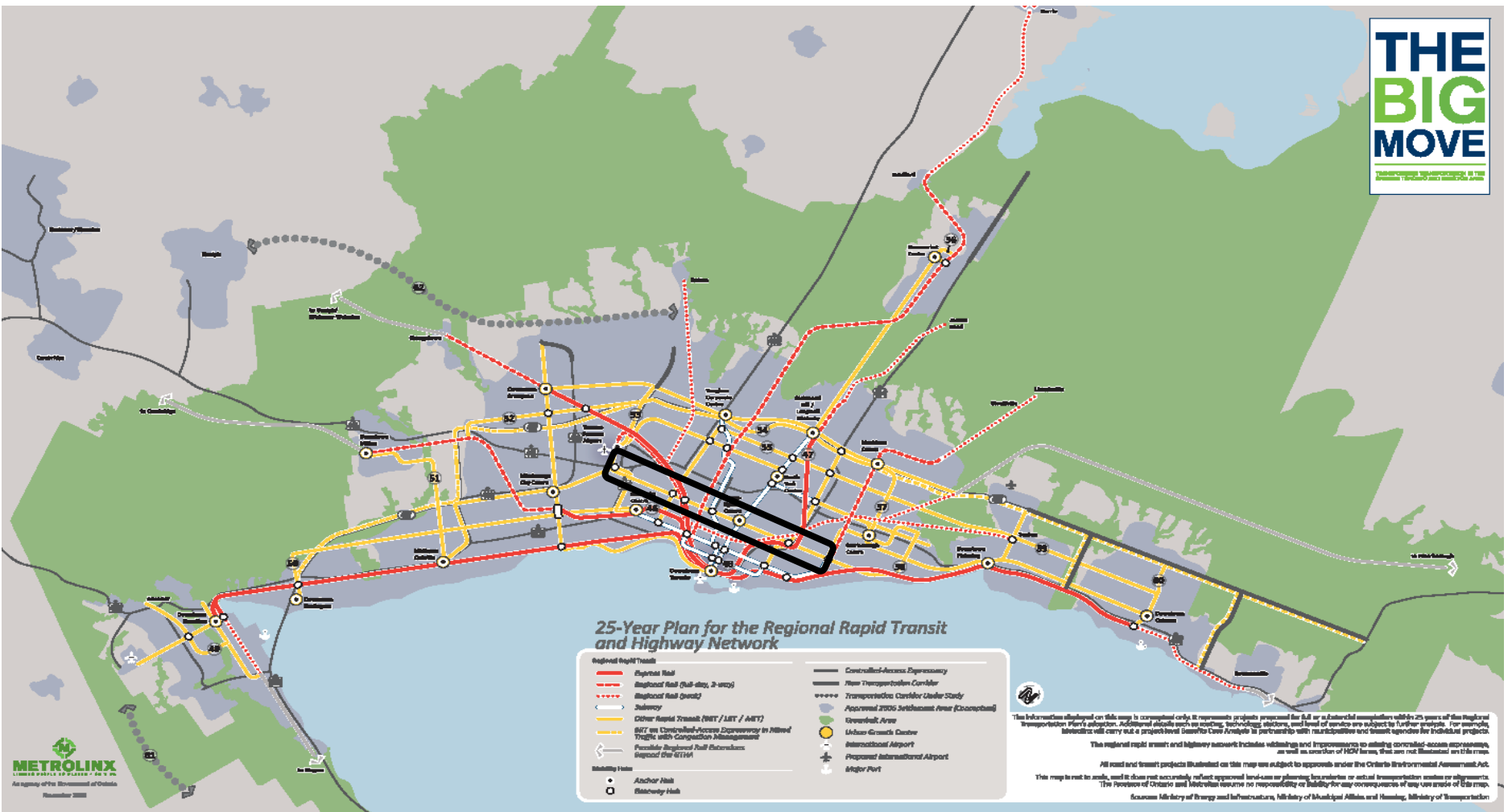
Eglinton Connects Us at Three Scales



The Eglinton Story:

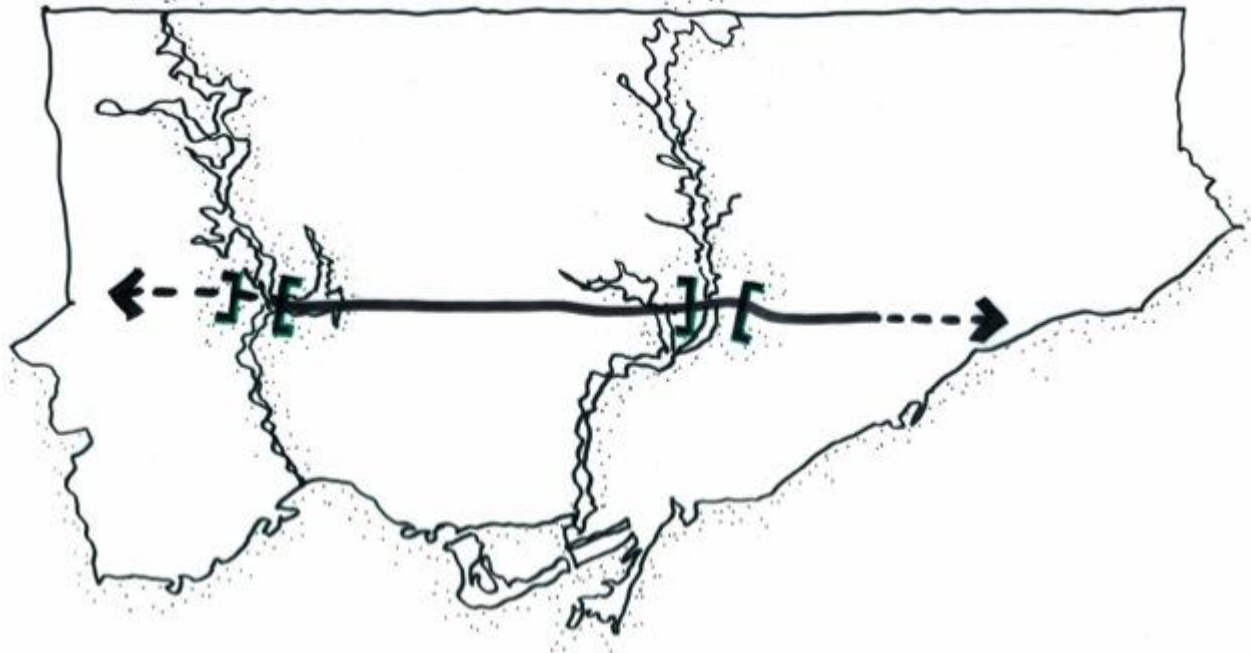
Eglinton Connects Us to the Region

25 YEAR PLAN FOR THE REGIONAL RAPID TRANSIT AND HIGHWAY NETWORK



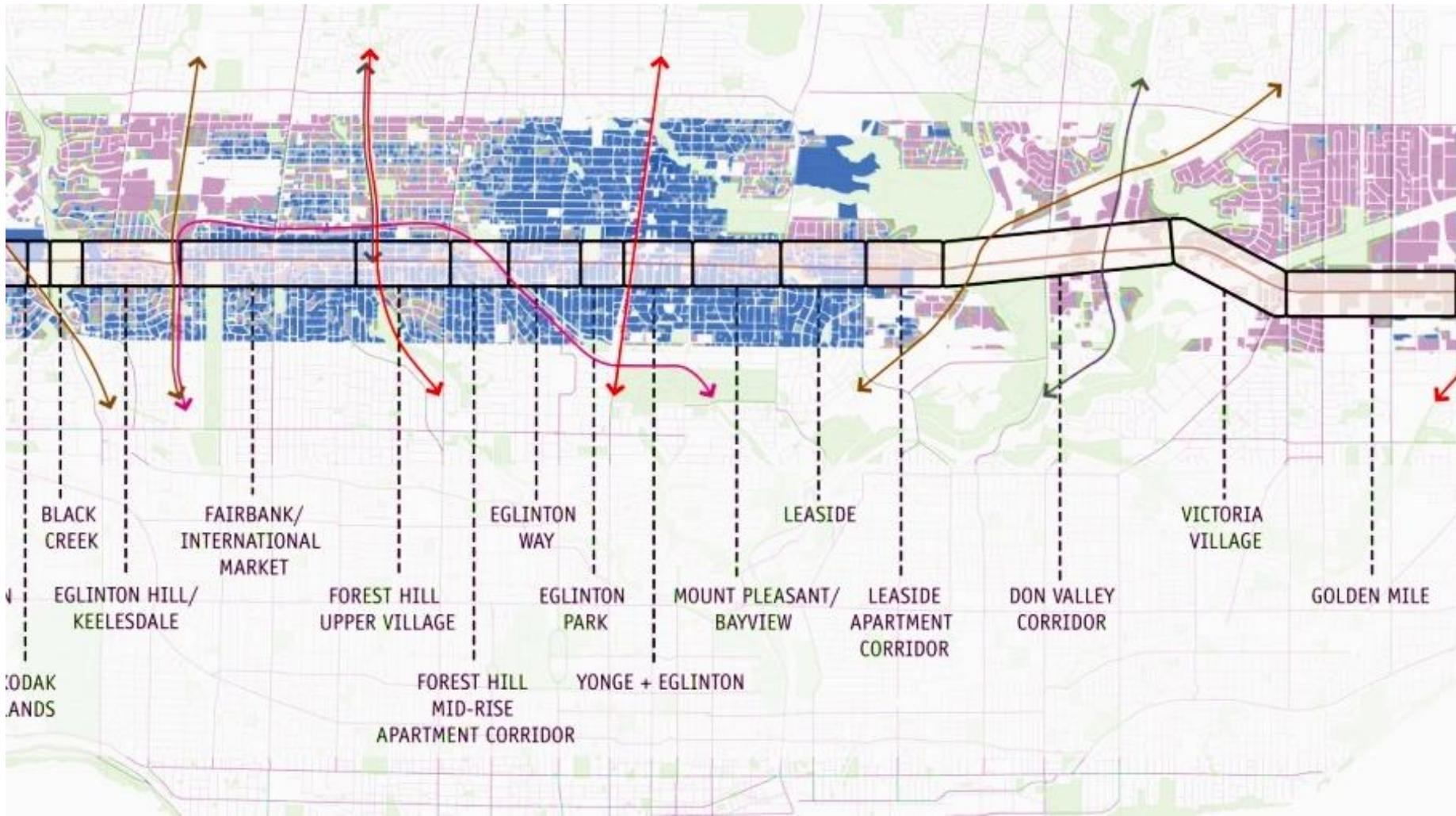
The Eglinton Story

- Eglinton plays a key role at the neighbourhood, city and regional scale
- Serves as main street for the many neighbourhoods
- Links broader region geographically and economically.



The Eglinton Story:

Eglinton Connects Us to Neighbourhoods



The Eglinton Story

- Only street spanning the City from east to west
- Sits halfway between City's northern and southern edges
- Links the Humber and Don River Valleys
- Grown from a disconnected dirt road at the edge of the City to one of its most important thoroughfares



Development patterns: 1931 - 1945



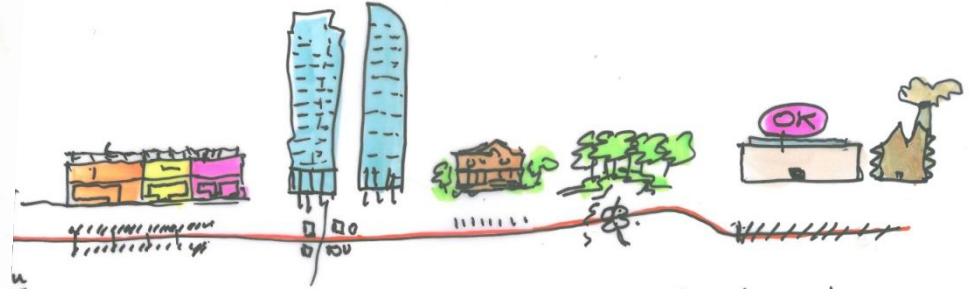
Development patterns: 1976 - present

The Vision for Eglinton



- in the center of the city
- a new metropolitan avenue
- between two ravines

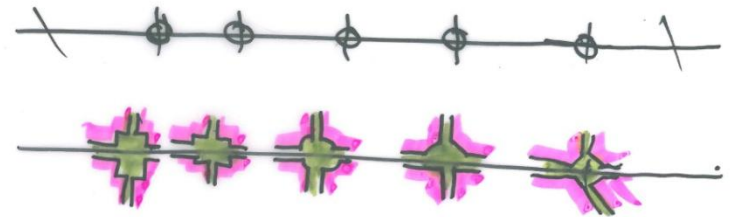
Eglinton
a new centrality



an identity based on several thematic
Diversity as form

“Eglinton will become Toronto’s central east-west Avenue – a beautiful, green, linear public place that supports residential, employment, retail and public land-uses in a setting of community vibrancy.

Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems with the larger City and Region”



each stops
generate
a public space
and a service-station
of daily life

EGLINTONconnects> the opportunity

Eglinton connects people to...



**NEW
HOUSING,
JOBS,
SHOPS &
OPPORTUNITY**

**BUILDING
EGLINTON**



**A GREEN
AVENUE LINKING
THE CITY'S
RAVINES**

**GREENING
EGLINTON**



**A NEW
BALANCED
MOBILITY
MIX**

**TRAVELLING
EGLINTON**

Building Eglinton

- 1. Zoning for Mid-Rise in Mixed-Use Areas**
- 2. Neighbourhood Transition Zones**
- 3. Development at Station Areas**
- 4. Focus Areas: Concept Plans**
- 5. Review of Other Areas: Apartment Neighbourhoods, Employment Lands, Neighbourhoods**

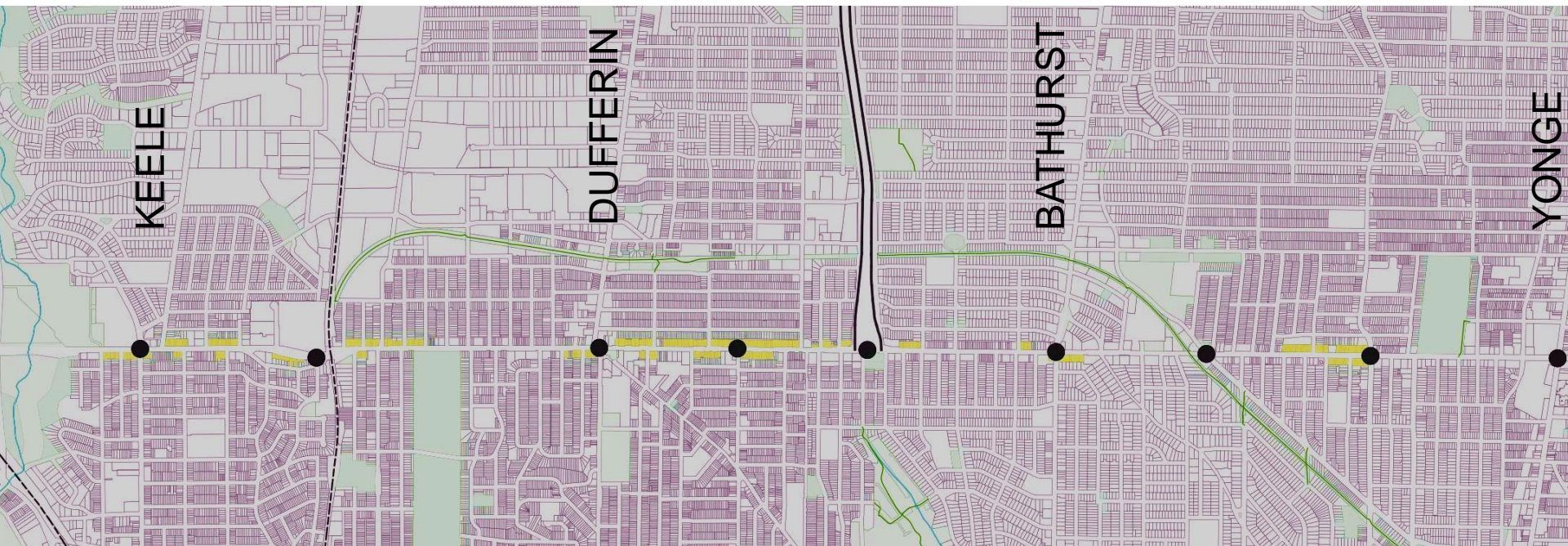
Building Eglinton: Mid-Rise

Mid-rise buildings are generally the recommended built form on the *Avenue* portion of Eglinton Avenue, particularly in *Mixed-Use Areas*.

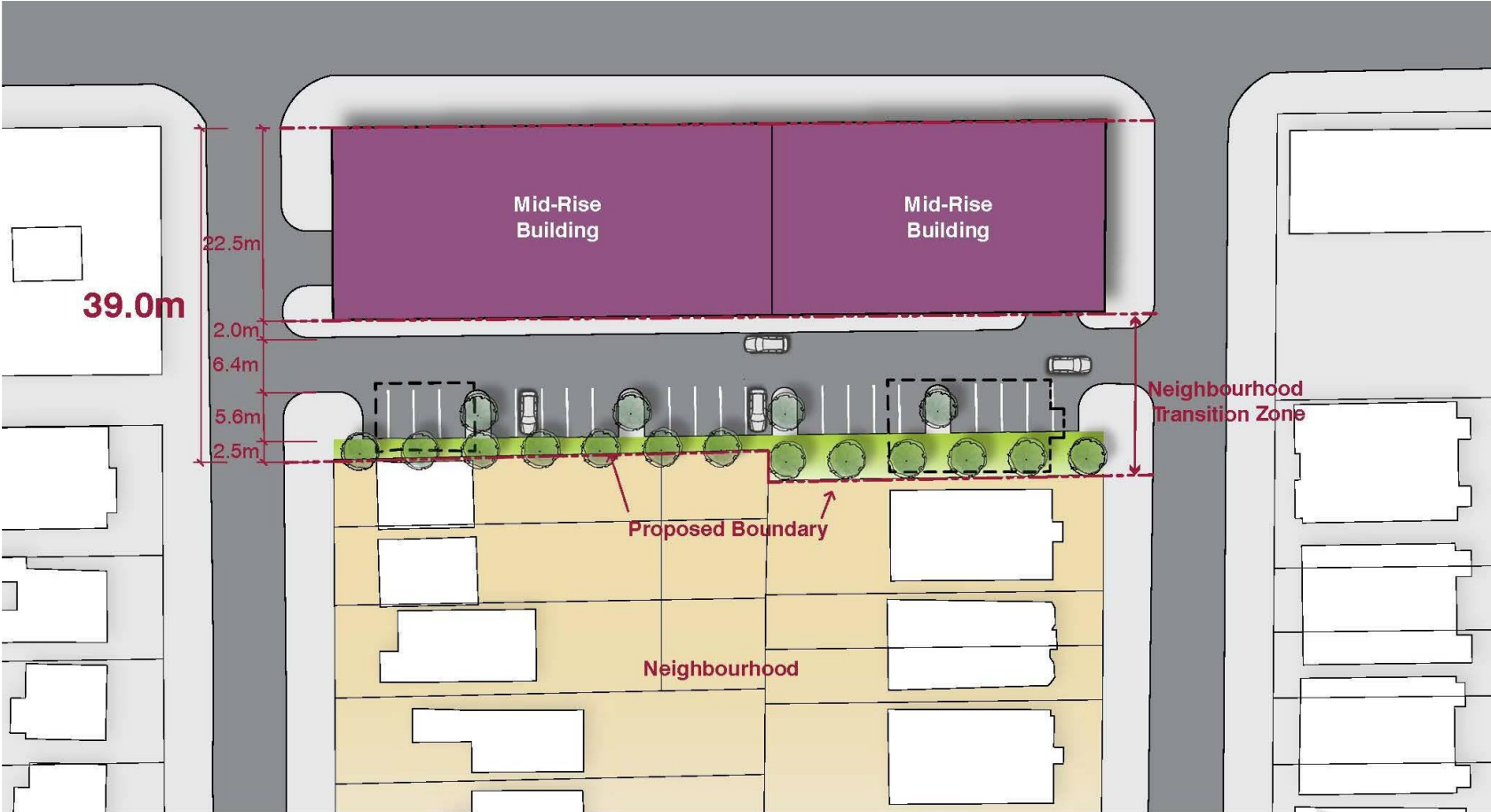


Building Eglinton: Constrained Sites

- 26% of Mid-Rise frontage is constrained by shallow lot depths
- All west of Yonge Street



Building Eglinton: Neighbourhood Transition Zone



Building Eglinton: Low-Rise Buildings

Limited Heights along Eglinton Avenue:

- **Neighbourhoods** – 4 storey maximum
- **Shallow Lot Depths** – cannot achieve mid-rise height
- **Character Areas** - may require special building massing



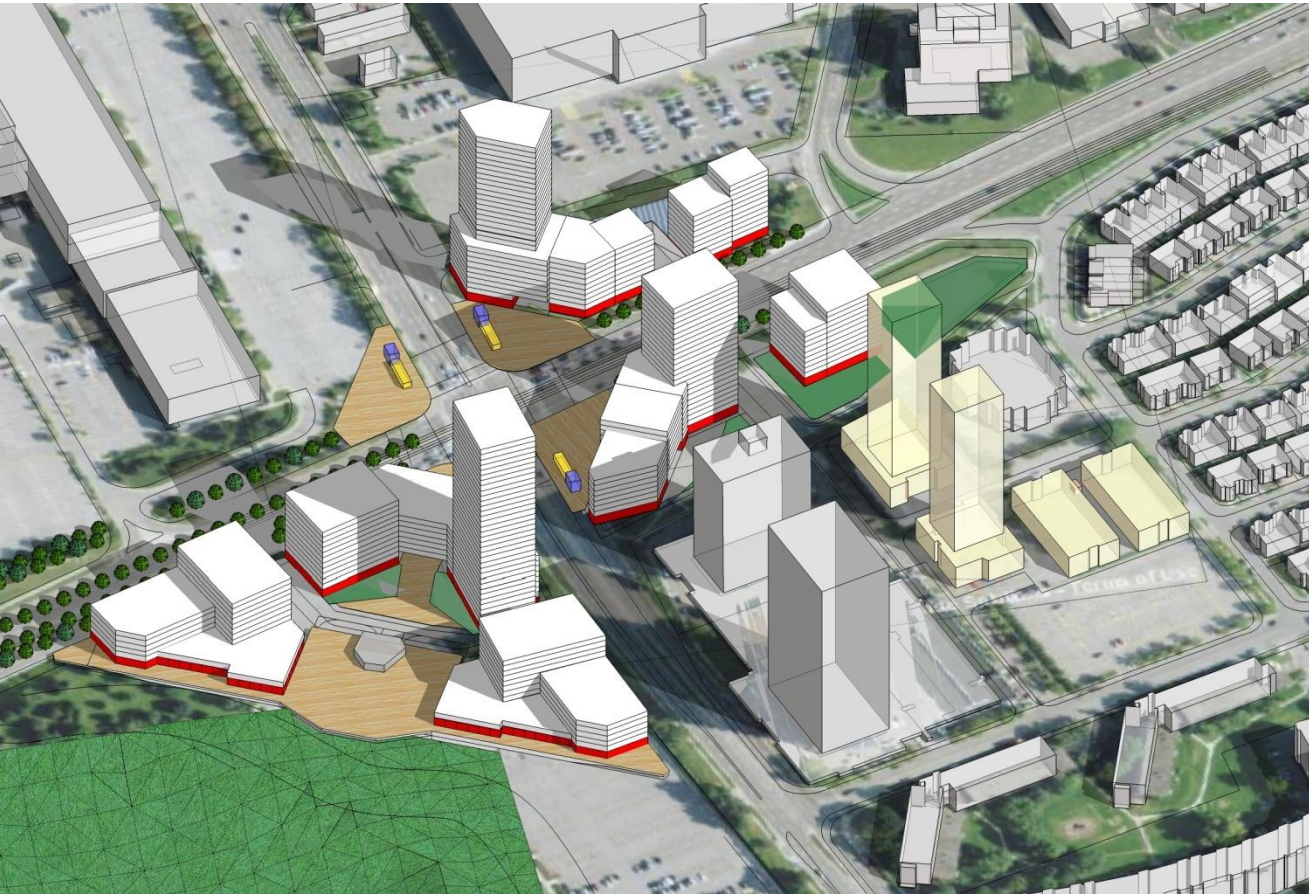
Building Eglinton: Station Areas



BATHURST STATION: INTEGRATED DEVELOPMENT

Building Eglinton: Focus Areas

Six Focus Areas have been chosen for further study – these areas have a significant capacity to accommodate growth & new open spaces



6 Focus Areas

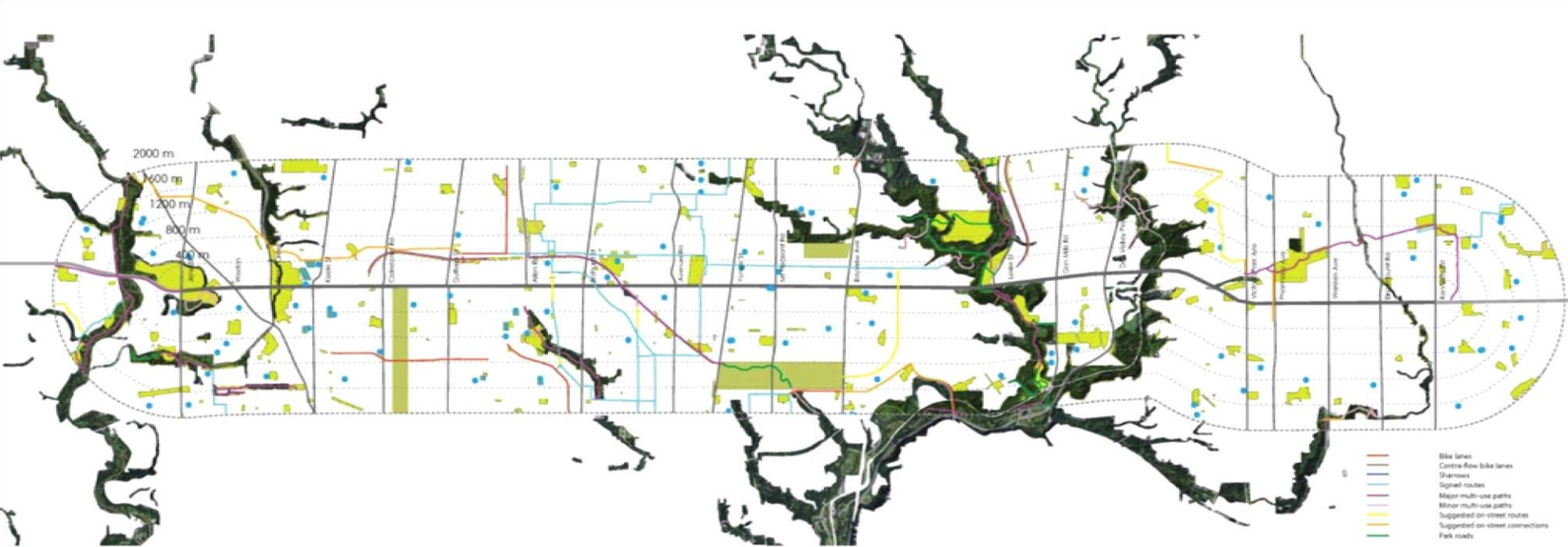
- Caledonia
- Dufferin
- Bayview
- Laird
- Don Mills
- Golden Mile

Greening Eglinton

- 1. Ravines**
- 2. Main street**
- 3. Boulevards**
- 4. Future Development**

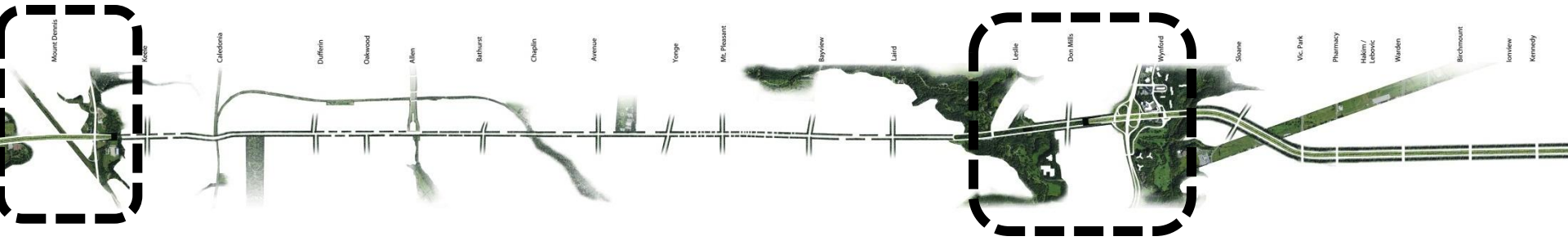
Incorporating meaningful greening initiatives is integral to the design of the street and future development.

Greening Eglinton

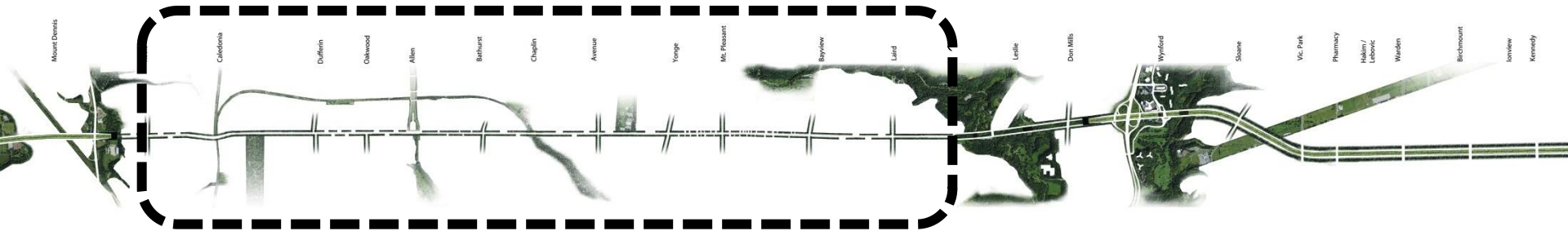


Eglinton Avenue links to a greater natural system. It should be a green avenue that delivers present and future city dwellers to the river valleys, ravines, trails and parks.

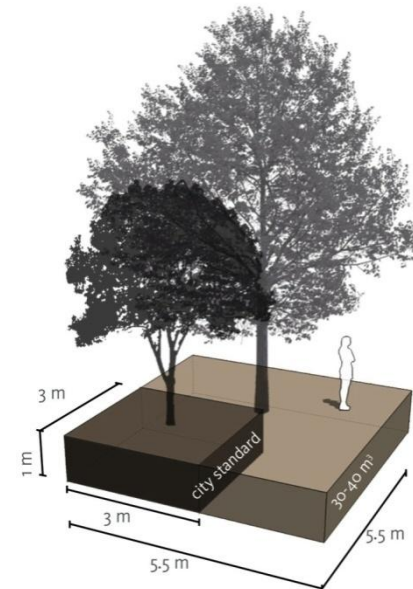
Greening Eglinton: Ravines



Greening Eglinton: Main Street



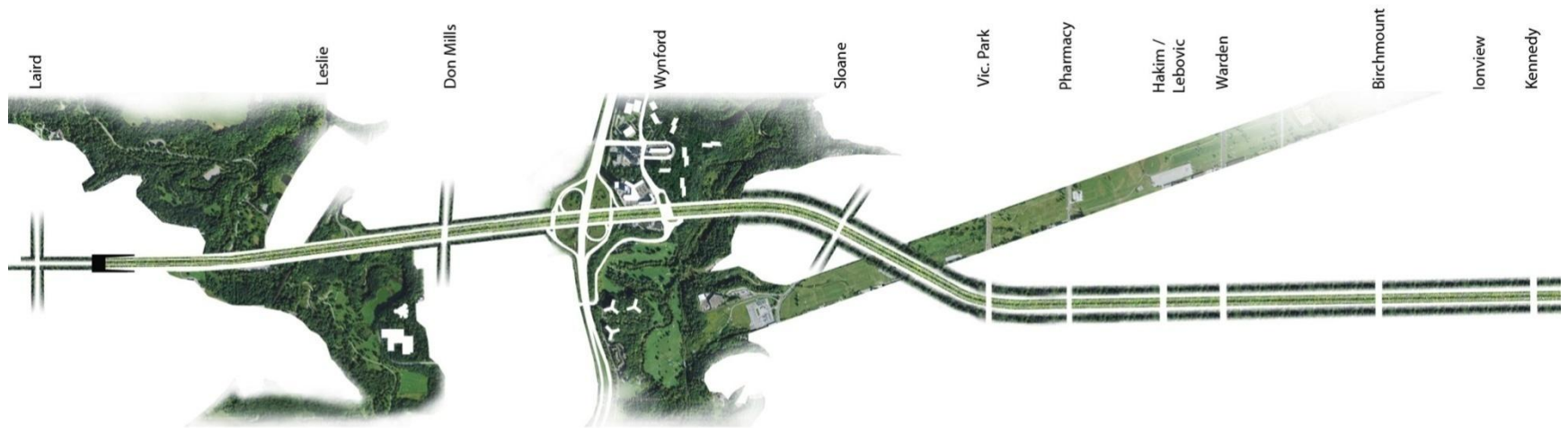
Focus on big trees, new setbacks, plazas and parkettes



Comparison of the tree height attainable from the soil volume of the current City standard tree detail (covered trench T3-A) to the tree height attainable with recommended target of 30-40 m³ soil volume.

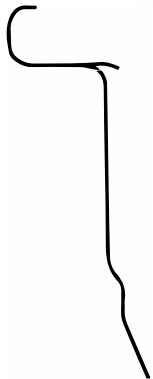
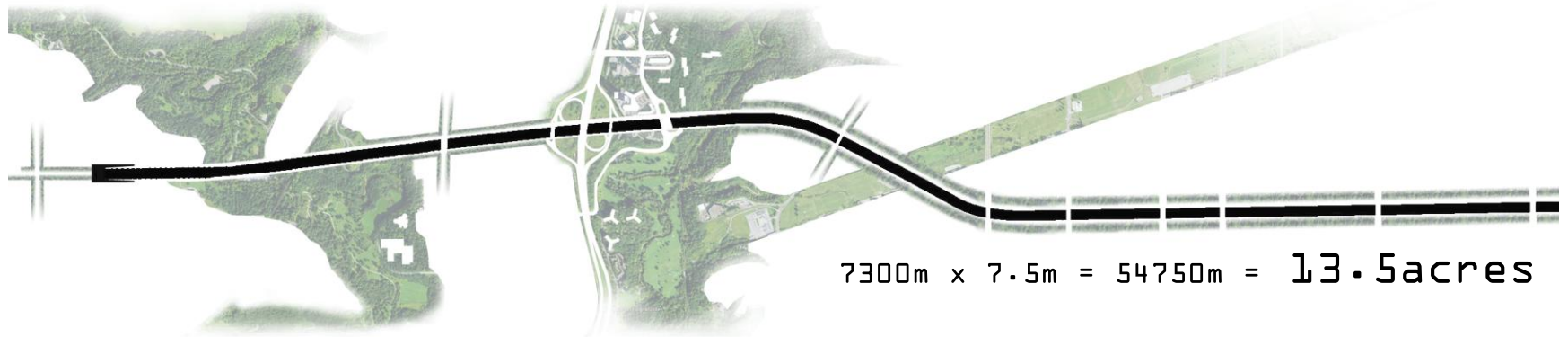
(BEST PRACTICES MANUAL, DTAH)

Greening Eglinton: Green Trackway

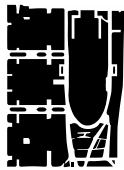


- New image for street, for the neighbourhood and businesses
- Reduces stormwater run-off
- Reduces heat island effect
- Reduces ambient noise of the street
- Same width of street (curb to curb) – 8m less asphalt or concrete

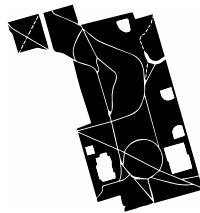
Greening Eglinton: Green Trackway



High Line
32 acres



Millennium Park
24.5 acres



Trinity Bellwoods
Park 37 acres



Withrow Park
21 acres



Half Queen's
Park 12 acres



Old Fort York
11 acres



Hto Park
5.7 acres

Greening Eglinton: Boulevards Green Trackway



Greening Eglinton: Boulevards Green Trackway

In good company...



Dresden - Germany



Norbrand - Germany



Basle - Switzerland



Bordeaux - France



Tenerife - Spain



Le Mans - France



Barcelona - Spain



Baltimore - U.S.A.



Paris - France



Bilbao - Spain



Cleveland - U.S.A.



Lyon - France



Zaragoza - Spain



Florence - Italy



New Orleans - U.S.A.

Greening Eglinton: Boulevards Green Trackway



France



Wien



Zürich



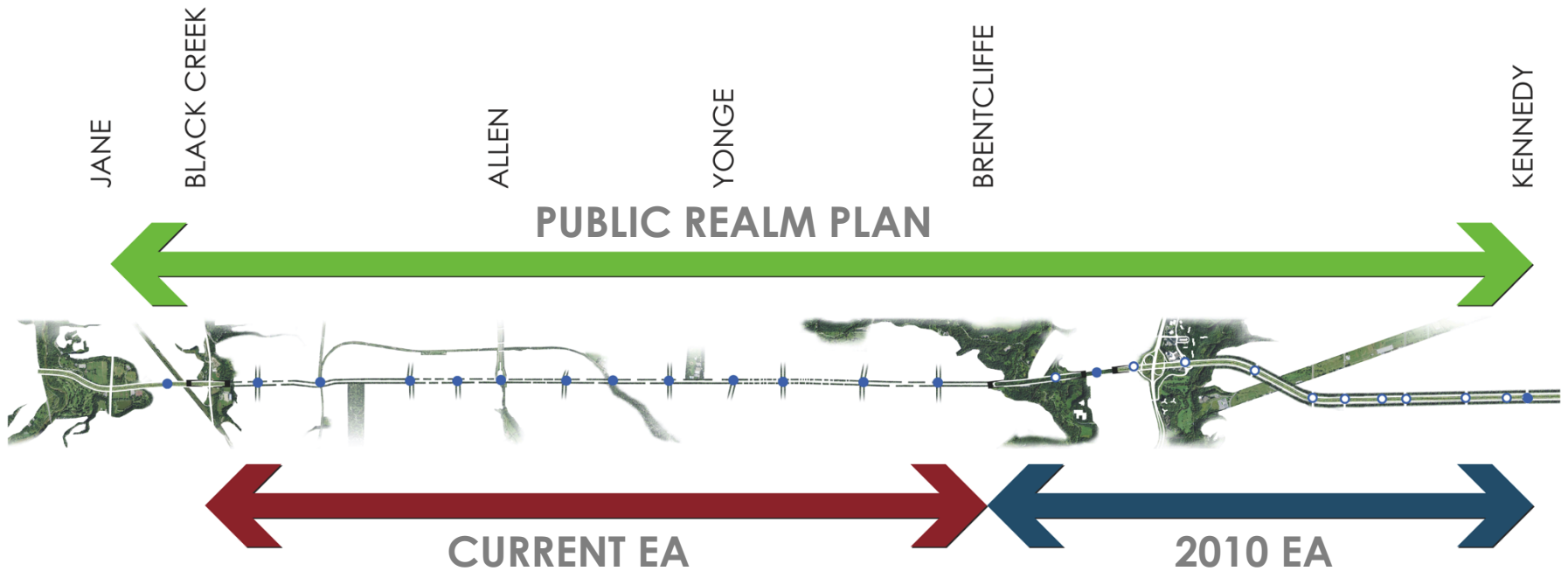
In winter

In summer

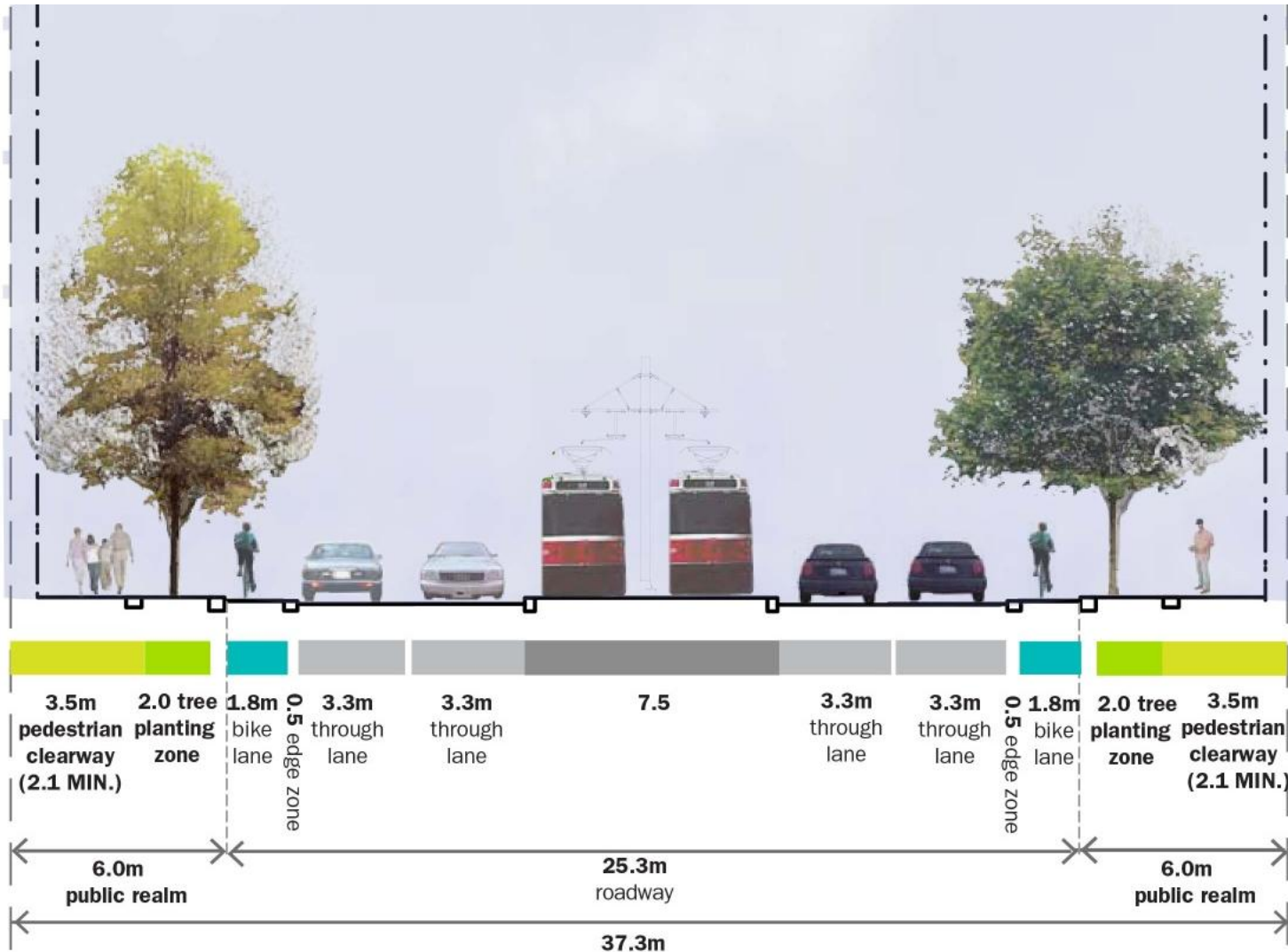
Greening Eglinton: Boulevards Green Platforms



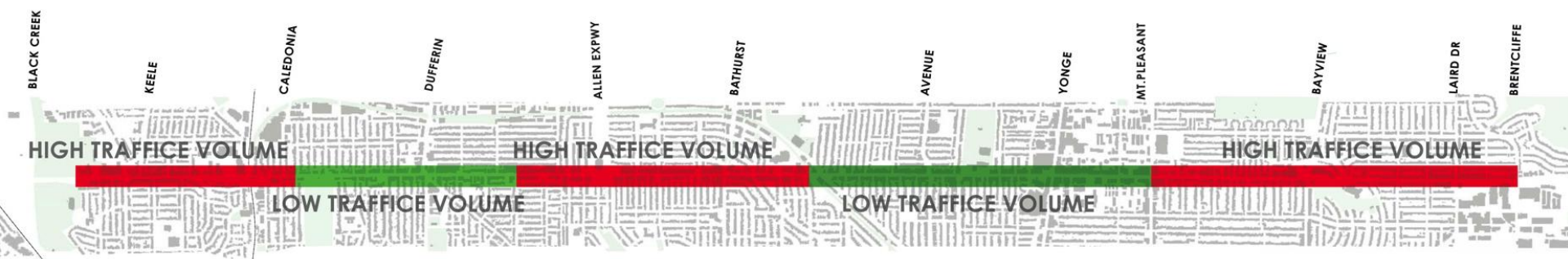
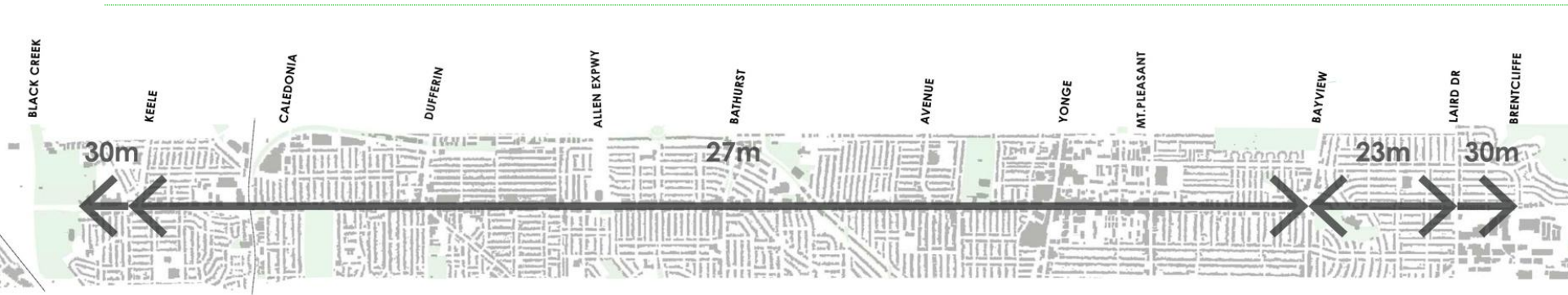
Travelling Eglinton: Public Realm Plan and EA



Travelling Eglinton: 2010 EA



Travelling Eglinton: ROW Width + Traffic Volume = Segments



Travelling Eglinton

Segment A + C + E

Emerging Solutions



THANK-YOU.

toronto.ca/eglinton

Travelling Eglinton: Public Realm Objectives



Walking will become a viable and healthy way to travel along Eglinton Avenue. The high quality public realm will have direct, convenient connections, frequent crossings, and accessible pathways which will connect the street to both the ravines and new stations.



A safe and high quality facility should be provided for cyclists, with safe and convenient routes and sufficient bicycle parking/sharing facilities. Cycling infrastructure will also have positive effects on health and well-being.



The street needs to perform at an acceptable level of service for vehicular mobility, sufficiently accommodate goods movement at necessary locations, and provide unobstructed routes that are acceptable for emergency access.



The street will be designed to encourage access from rear laneways and/or provide curb space for on-street loading and deliveries where appropriate. Locations for both on-street and off-street public parking will be carefully identified and strategically provided to service business.



Supporting the social and economic health of the businesses and communities by providing a quality, durable public realm with sufficient space for patios and retail display and accessible, wide sidewalks and pedestrian amenity.



Implementing the green track and growing the City's tree canopy will not only provide great street and neighbourhood amenity but also mitigate heat island effect and protect pedestrians from UV radiation and heat.

Building Eglinton: Station Areas



Keele St Station

Looking Northeast

KEELE STATION: INTEGRATED DEVELOPMENT

- Mid Rise Building Envelope
- Retail
- Main Entrance
- Secondary Entrance
- Secondary Optional Entrance
- Ventilation Shafts
- Sub Station

