



EGLINTONconnects >

City of Toronto Planning Study

Overview of the Plan

Recommendations and Implementation Strategies

April 10, 2014



EGLINTONconnects >

City of Toronto Planning Study

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Public Work
Public Workshop

Background

A Vision to Manage Incremental Change

October 2012: PGMC received a Report which outlined:

- Issue Background, Study Area, Principles, and Elements.

July 2013: City Council received a second Report which provided Direction and Status on:

- Public and Stakeholder Engagement; Directions for Travelling, Greening, and Building themes, as well as an update on the Station site Planning for the Crosstown LRT.

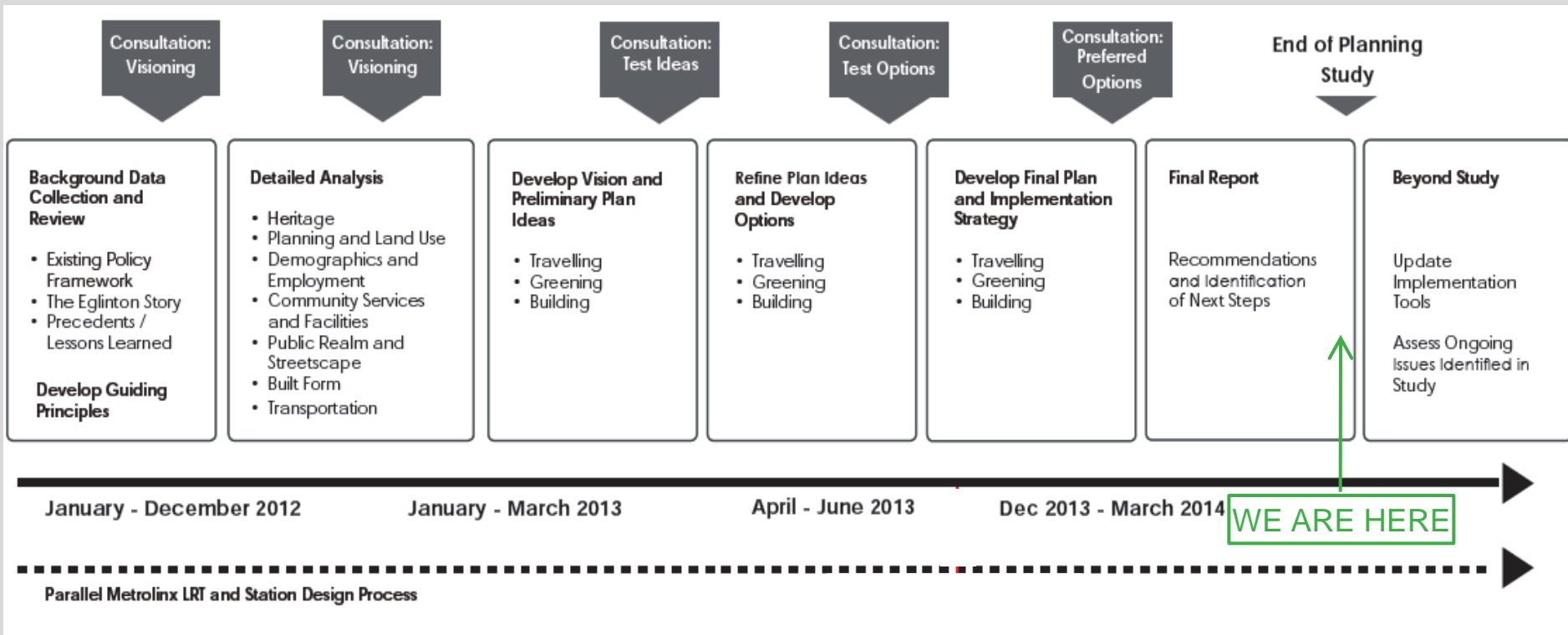
May 2013, November 2013: Design Review Panel Presentations

July 15, 2013 Draft Volume 1: Background and Analysis

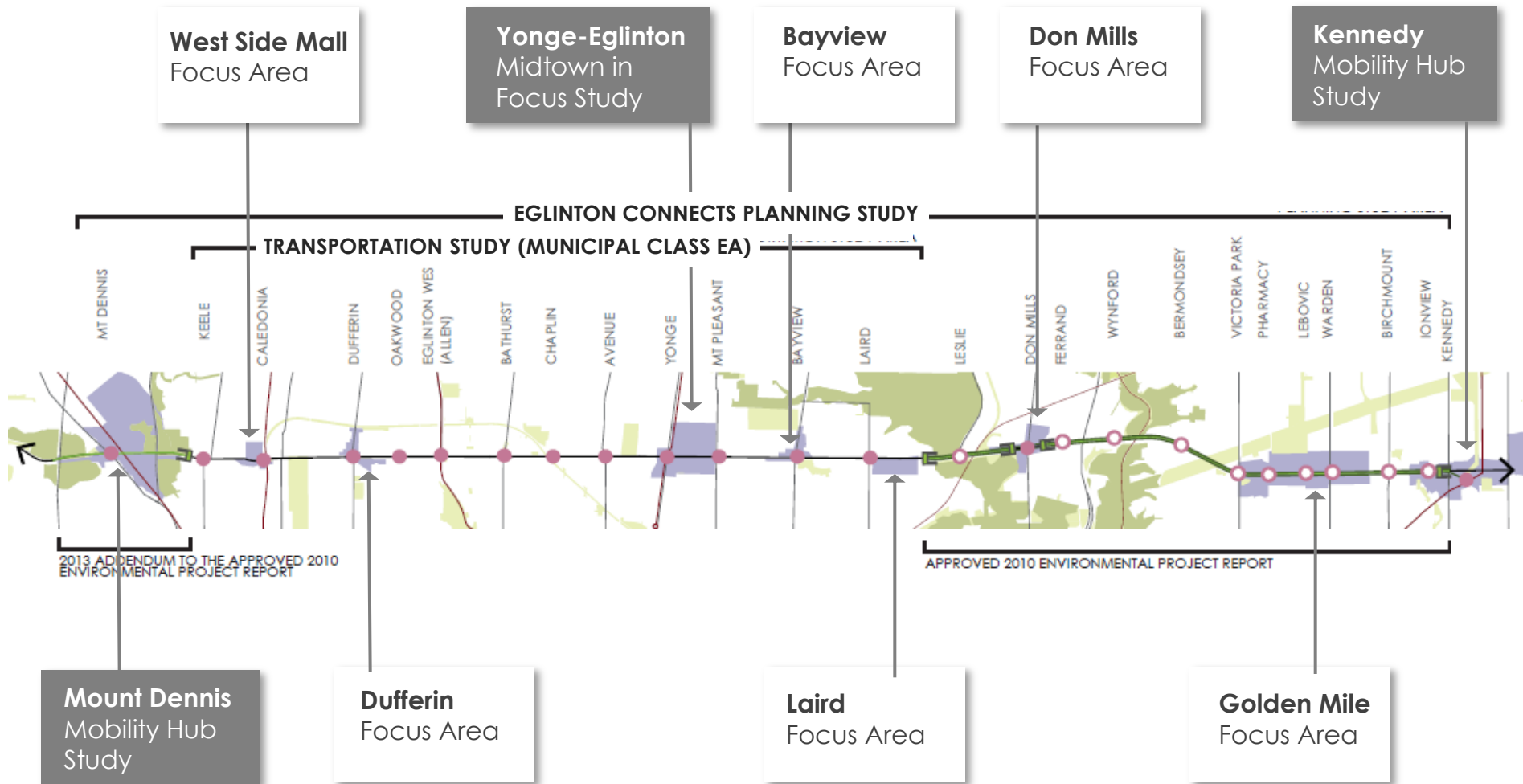
December 30 2013 Draft Volume 2 The Plan: Recommendations and Implementation Strategies

April 2 2014 Updated Volume 2 The Plan: Recommendations and Implementation Strategies

Study Schedule & Status



Study Area





Getting to Know Eglinton

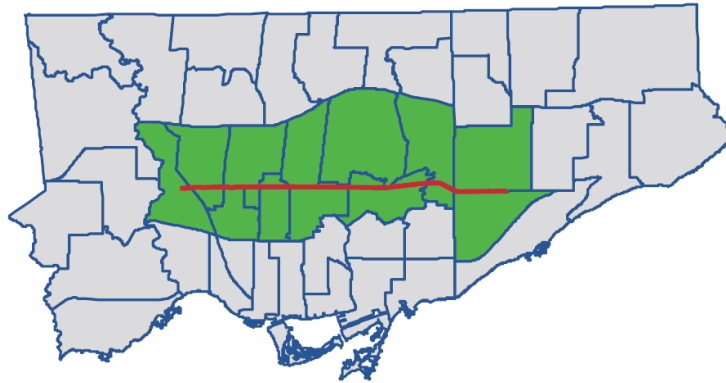


The corridor is **19 km** long &
crosses **12 Wards**



76% Mixed-Use

76% of Eglinton's
frontage is Mixed-
Use designated



19km long
over **12 wards**

Mt Dennis
Eglinton Hill
York-Eglinton
Upper Village
Fairbank Village
Eglinton Way
Mt Pleasant



7 BIAs

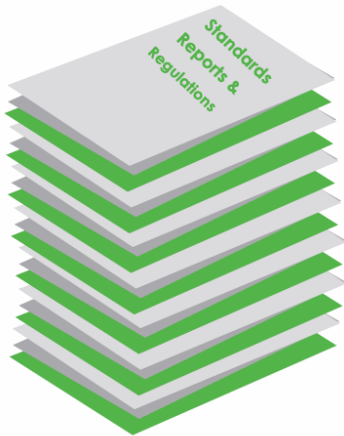
**7 Business
Improvement
Areas**



24 Months of Dialogue



Over **60 Consultations**
were held, including



7 Technical
Advisory Meetings



13 Open House &
Public Workshops



11 'Pop-up'
Consultations



24 Months of Dialogue



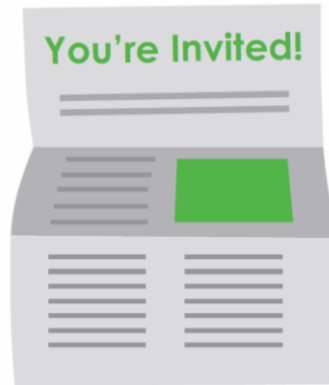
The Study was **promoted**
via **14 techniques**, including

10
Ads



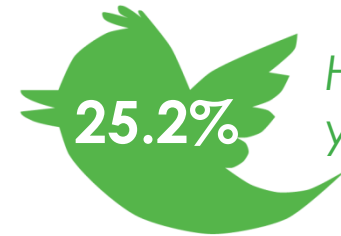
10 newspaper, radio,
and online ads

You're Invited!



238,000 flyers

238,000 notices
mailed directly



*How did
you hear?*

21.7%



46.9% heard via
social media or
e-updates



24 Months of Dialogue



Over **5,000 people**
participated in the Study

300

Participated
at a '**pop-up**'
consultation

1,600

Attended an
Open House
or **Workshop**

4,000

Completed
one of 5
surveys



Study Volumes 1 & 2

1: Background & Analysis

Outline

Executive Summary

I/ Introduction: The Story of Eglinton

II/ Existing Conditions: Heritage, Land Use,
Demographics & Community Services
& Facilities

III/ Analysis: Building, Greening, Travelling

IV/ Directions & Vision

Appendices:

A: Heritage Analysis

B: Current Development Applications

C: Community Services & Facilities Inventory

D: 'Cross Section' Workshop summary

E: Pedestrian & Cyclist Count Program

2 The Plan: Recommendations & Implementation Strategies

Outline

Executive Summary

I/ Introduction: Vision & Summary of Consultations

II/ Recommendations: Travelling, Greening, & Building

III/ Implementation: Strategies & Next Steps

Appendices:

A: Environmental Study Report

B: Consultation Process Report

C: Streetscape Plan

D: Avenues & Mid-Rise Buildings Travel Survey

E: Green Trackway Research

F: Focus Areas & Mobility Hubs

G: Focus Areas – Community Services &
Facilities Strategy

H: Comprehensive Map

Vision for Eglinton

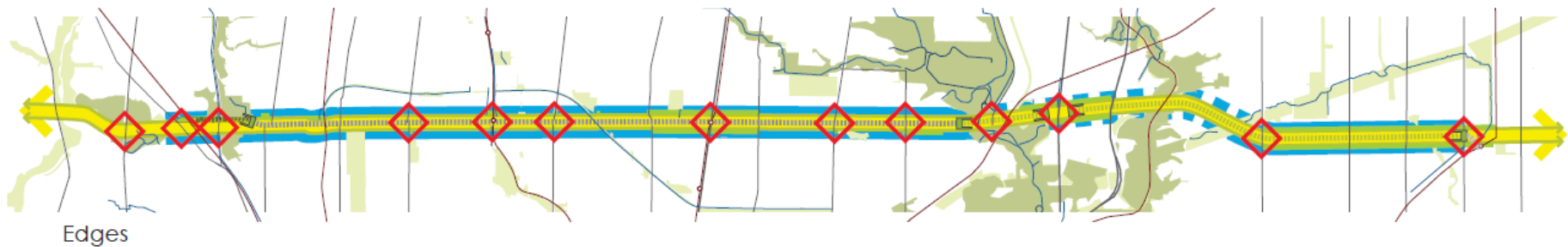
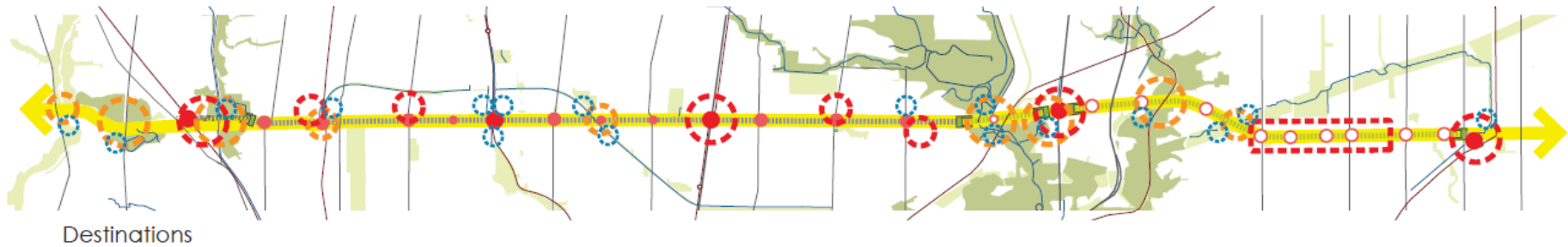
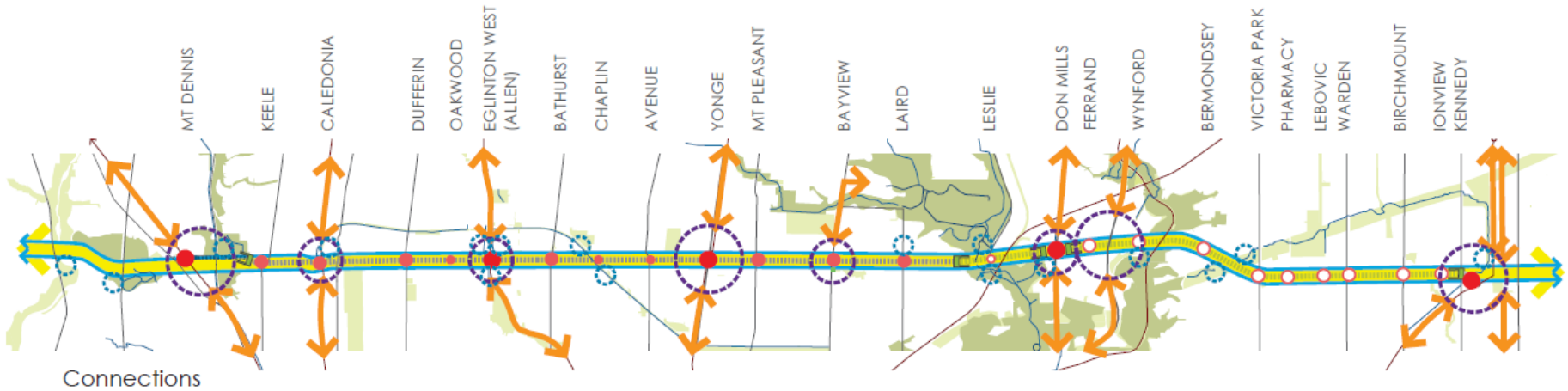
Eglinton will become Toronto's central east-west Avenue – a green, beautiful, linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy.

Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region.



Public Realm Concept Plan

Connections / Destinations / Edges



Vision → Implementation

**VISION
+
PUBLIC REALM
CONCEPT**

**21
RECOMMENDATIONS**

**Travelling Eglinton
Greening Eglinton
Building Eglinton**

**IMPLEMENTATION
& NEXT STEPS**



RECOMMENDATIONS: **Travelling Eglinton**

- #1** Create a Complete Street
- #2** Provide Wide Sidewalks
- #3** Build Protected Cycling Lanes
- #4** Reallocate Road Space to Meet Projected Needs and Mobility Mix
- #5** Maintain Parking Supply
- #6** Extend Network of Rear Lanes
- #7** Implement Streetscape Typologies

Travelling Eglinton

#1 Create a Complete Street

- Increasingly multi-modal, balancing space for pedestrians, cyclists, transit and vehicles
- Provide a safe, convenient and active mix of transportation options for all users
- Implementation over time

Travelling Eglinton

#2 Provide Wide Sidewalks

- Consolidate travel lanes and reallocate space on the street
- Minimum 4.8 metres or 6.0 metres wide, depending on width of ROW
- Create a vibrant and active pedestrian environment



Travelling Eglinton

#3 Build Protected Cycling Lanes

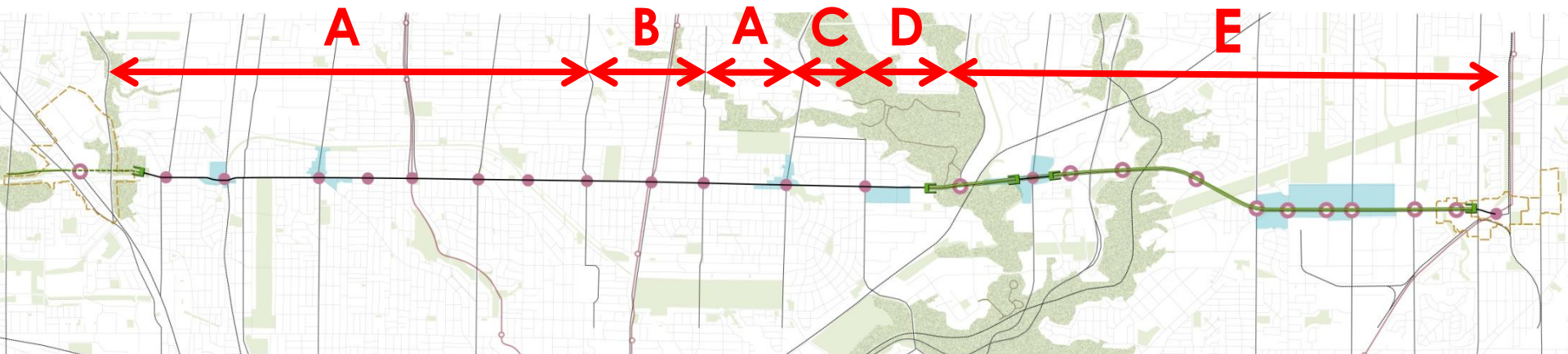
- Creates a safe, comfortable and direct route for cyclists of all ages and abilities
- Use raised lanes, barrier curbs and/or buffer strips
- Provide connections to transit stations, trails and convenient bike parking facilities, etc



Travelling Eglinton

#4 Reallocate Road Space to Meet Projected Needs and Mobility Mix

- Allocate adequate space to a mix of mobility options
- Responds to projected levels of vehicle movement and expected increase in pedestrian and cyclist movement
- Maintain functional level of service



Travelling Eglinton

#5 Maintain Parking Supply

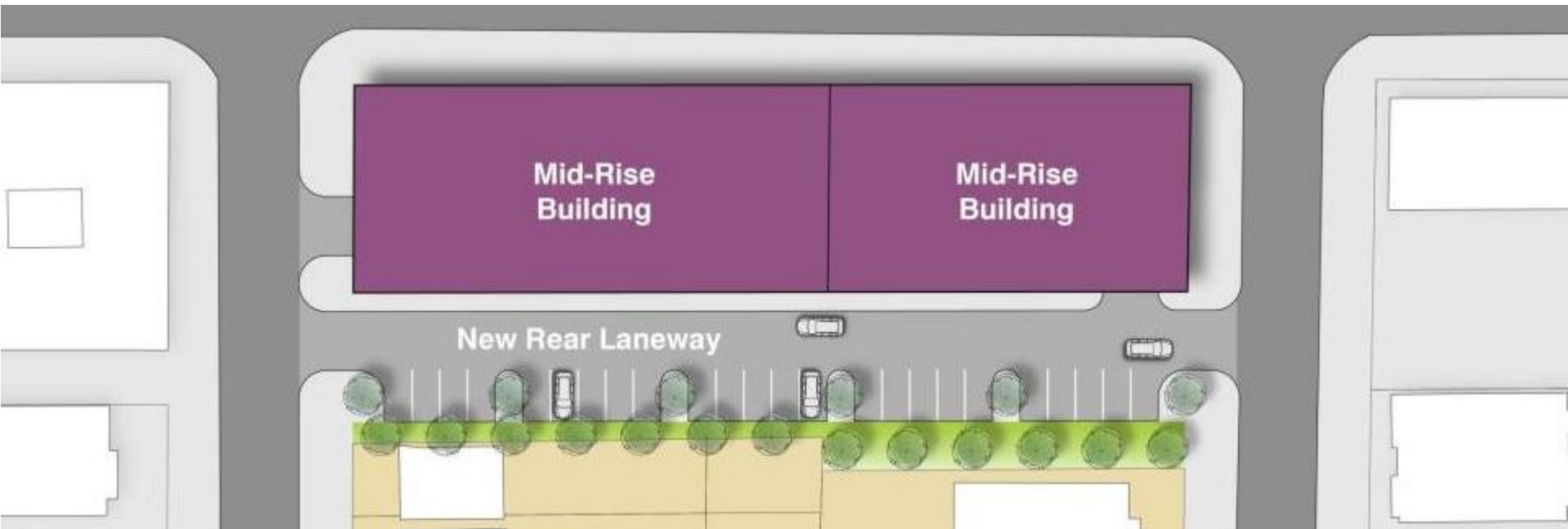
- Maintain existing on-street parking supply
- Serves local businesses/supports vibrant retail
- Integrate additional public parking into new buildings and in rear lanes



Travelling Eglinton

#6 Extend Network of Rear Laneways

- Provide laneways at the rear of all new buildings
- Access to below grade parking, servicing & loading
- Avoids conflicts on Eglinton
- May provide additional public parking to serve retail



Travelling Eglinton

#7 Implement Streetscape Typologies

- Seven distinct Streetscape Typologies
- Responds to local character, creates a distinct sense of place and supports adjacent uses



RECOMMENDATIONS: **Greening Eglinton**

- #8** Implement Three Primary Greening Typologies
- #9** Create a Network of Green & Open Spaces
- #10** Grow Great Trees
- #11** Relocate Hydro Below-Grade
- #12** Connect Eglinton Avenue to the Trails and Ravine System
- #13** Green Transit Infrastructure/Green Trackway
- #14** Plan a Public Art Program

Greening Eglinton

#8 Implement Three Primary Greening Typologies

- Organize streetscape design around three greening typologies, each with its own unique greening strategy
- Main street, valley and boulevard landscapes

← LRT Below-Grade → ← LRT Above-Grade →



Greening Eglinton

#9 Create a Network of Green and Open Spaces

- Network includes building setbacks, urban plazas, civic spaces, squares, parks and valleys
- Serves local, city and regional needs for open space and natural areas



Greening Eglinton

#10 Grow Great Trees

- Grow great trees along Eglinton
- In areas where additional soil volume and/or open planters can be provided
- In areas free of hydro and utility conflicts



Greening Eglinton

#11 Relocate Hydro Below-Grade

- Provides adequate and unobstructed space for mature tree growth
- Contributes to uncluttered sidewalks and boulevards



Greening Eglinton

#12 Connect Eglinton Avenue to the Trails and Ravine System

- Direct access and visual/physical connections to the valleys, ravines and trails
- Create new connections and enhanced street presence along Eglinton Avenue and at LRT stops



Greening Eglinton

#13 Green Transit Infrastructure/ Green Trackway

- Grass or sedum on the at-grade trackway
- Landscaping, planters and trees at LRT platforms
- Green each of the 5 Crosstown portals



Greening Eglinton

#14 Plan a Public Art Program

- Utilize a Public Art Master Plan process specific to the Eglinton corridor
- Guides priorities and opportunities through a well-defined process



RECOMMENDATIONS: **Building Eglinton**

- #15** Encourage Mid-Rise Buildings on Eglinton Avenue through As-of-Right Zoning Permissions
- #16** Maximize Opportunities for Mid-Rise Development on Shallow Lots
- #17** Integrate LRT Station Sites with New Development
- #18** Plan for Intensification in Focus Areas and Mobility Hubs
- #19** Expand Community Services and Facilities, Including Green and Open Spaces, in Tandem with Development
- #20** Encourage Street-Related Retail
- #21** Implement Additional Performance Standards to Support Local Character Areas and Heritage

Building Eglinton

#15 Mid-Rise Buildings on Eglinton Avenue through As-of-Right Zoning Permissions

- New buildings should be predominantly mid-rise in scale
- Especially on portions of Eglinton identified as an Avenue in the Official Plan
- Adopt as-of-right permission where appropriate



Building Eglinton

#16 Maximize Opportunities for Mid-rise Development on Shallow Lots

- Maximize opportunities on shallow lots to achieve all of the Performance Standards for Mid-Rise Buildings
- May be done through Neighbourhood Transition Areas, changing land use designation, etc



Building Eglinton

#17 Integrate LRT Stations Sites with New Development

- Station sites are ideal for new mixed-use development
- Siting and design of stations should set a precedent for connecting development to transit



Building Eglinton

#18 Plan for Intensification in Focus Areas and Mobility Hubs

- 6 Focus Areas and 2 Mobility Hubs
- Large sites where mixed-use intensification should occur over time
- Introduce mixed uses, range of building heights and sizes, new public streets, community services and facilities, green and open spaces, etc



Building Eglinton

#19 Expand Community Services and Facilities, including Green and Open Spaces, in Tandem with New Development

- Plan for new community services and facilities, parks, green and open spaces, etc
- In tandem with new development and the Crosstown



Building Eglinton

#20 Encourage Street-Related Retail

- Ground floor of new buildings should provide space for street-related retail uses



Building Eglinton

#21 Implement Additional Performance Standards to Support Local Character Areas and Heritage

- Performance Standards for new buildings in Character Areas and adjacent to heritage resources





Implementation Strategies

April 10, 2014

Implementation Highlights

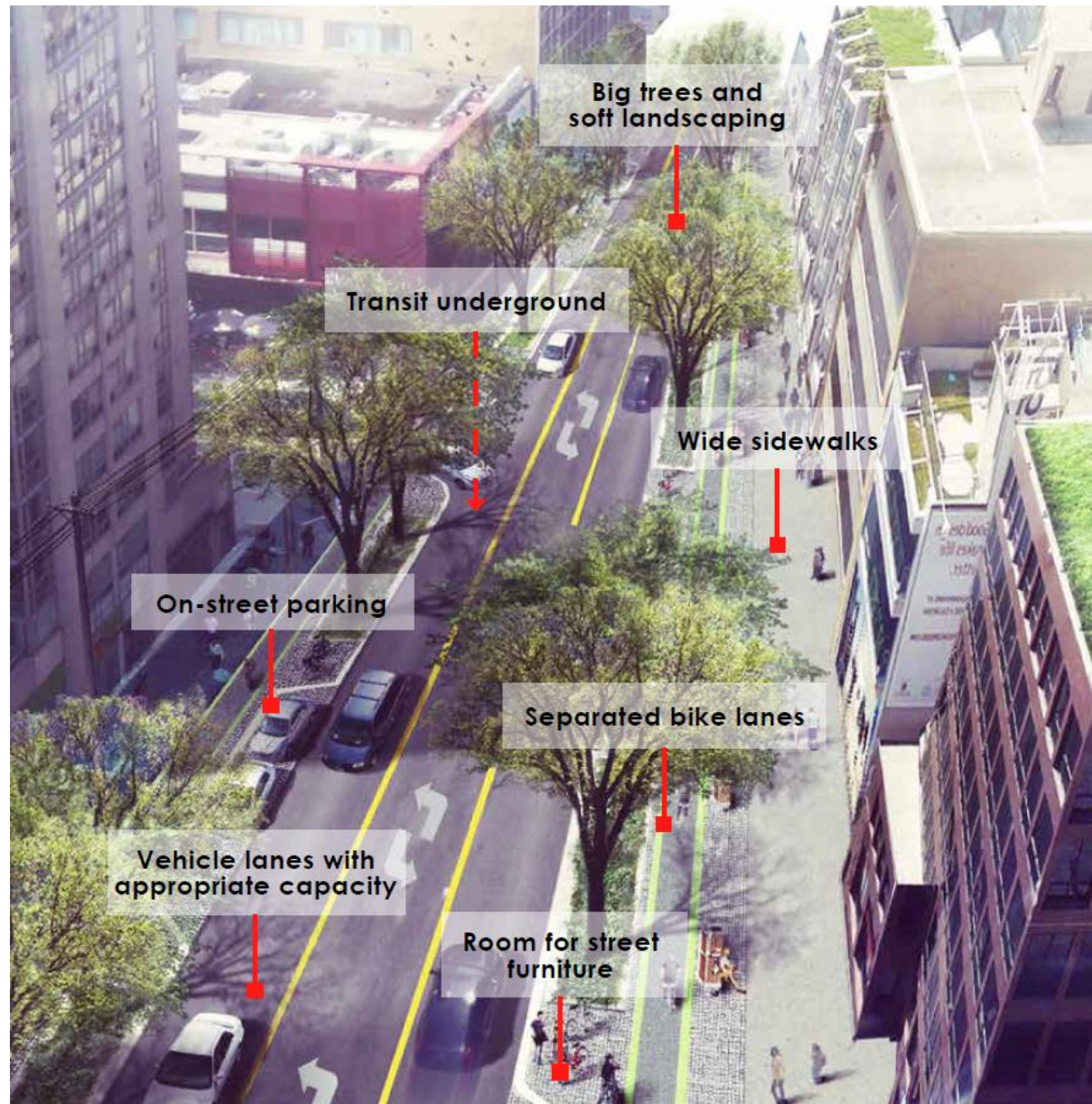
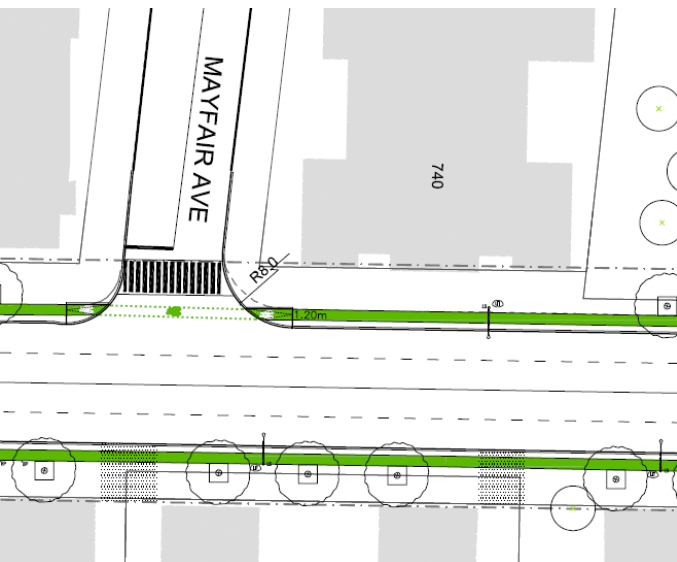
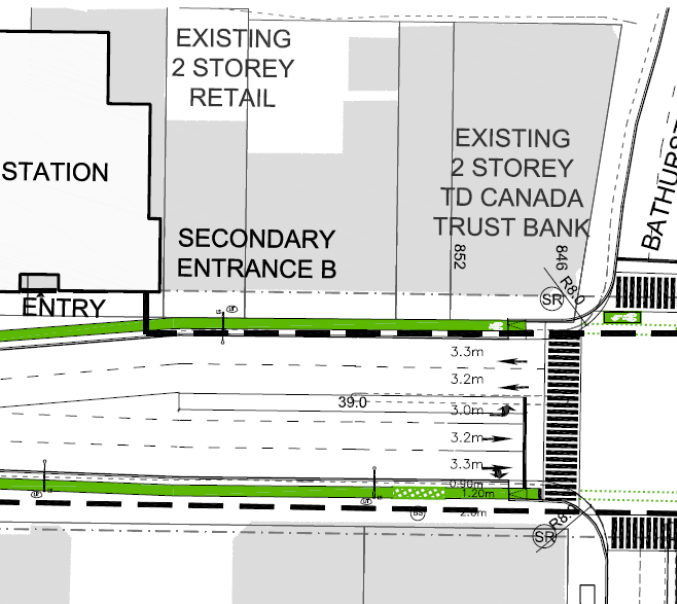
2014 – Four Reports

April 9, 2014 PWIC	2014 Environmental Assessment Report Environmental Study Report (ESR)
April 10, 2014 PGMC	Planning Study ‘Directions’ Report 21 Recommendations & Direction to Consult on Draft OPA and ZBL to Implement Phase 1
April 23, 2014 Executive Committee	Public Realm Amount Report Green Trackway, Protected Bike Lanes, or Ravine Connections
May 2014	<i>Final Consultations</i>
June 2014 PGMC	Final Report Final OPA and Stage 1 ZBL (subject to Council direction)

Implementation Tools

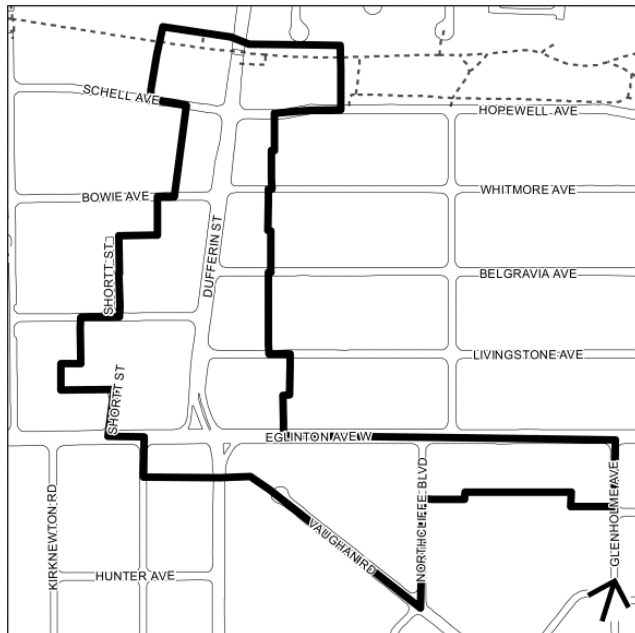
- Metrolinx 'Request for Proposals' (*RFP*)
- Public Realm Amount (*PRA*)
- Environmental Study Report (*ESR*)
- Official Plan Amendments
- Zoning Bylaw Amendments
- Development Permit System
- Site Plan Review
- Character Area Guidelines
- Capital Budget
- Strategic Partnerships
- Further Study

Streetscape Plan (Appendix C)



OPA: Focus Areas Recommendations

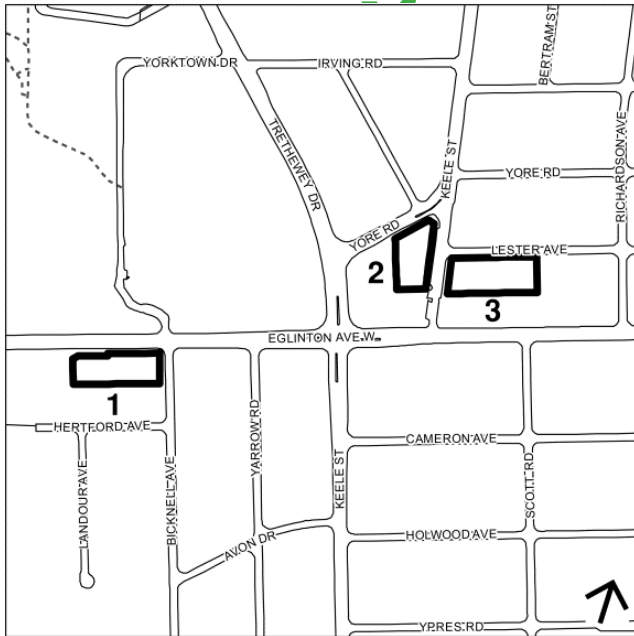
Dufferin, Westside Plaza, Bayview



3 Site and Area Specific Policy based on:

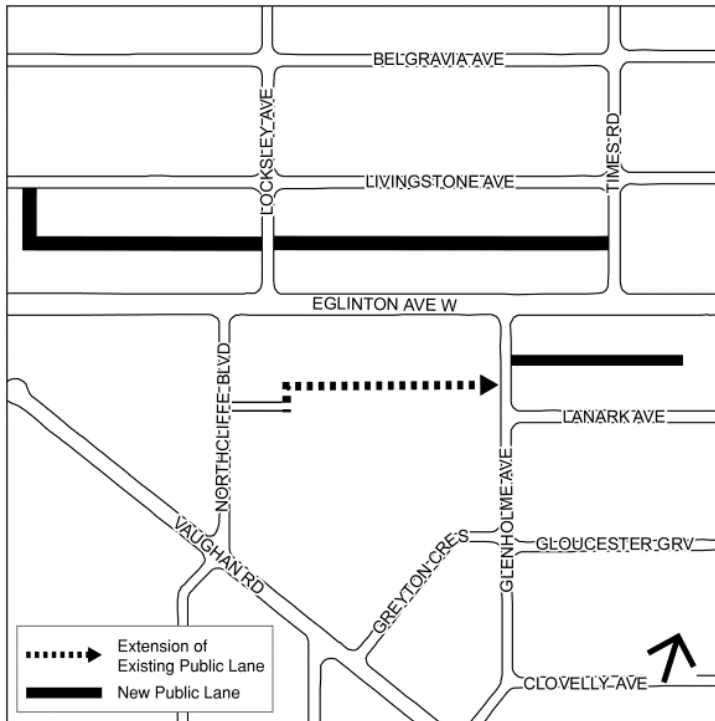
Travelling
Greening
Building

OPA: Land Use Designation Changes



Block No.	Existing Official Plan Land Use Designation	Proposed Official Plan Land Use Designation	Notes
1	<i>Neighbourhoods</i>	<i>Apartment Neighbourhoods</i>	Redesignate to recognize existing uses
2	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment; properties not integral to surrounding low-scale development
3	<i>Neighbourhoods</i>	<i>Mixed Use Areas</i>	Redesignate to encourage consolidation and redevelopment; properties not integral to surrounding low scale development

OPA: Policies and Mapping to Require Dedication of Land for Public Lanes



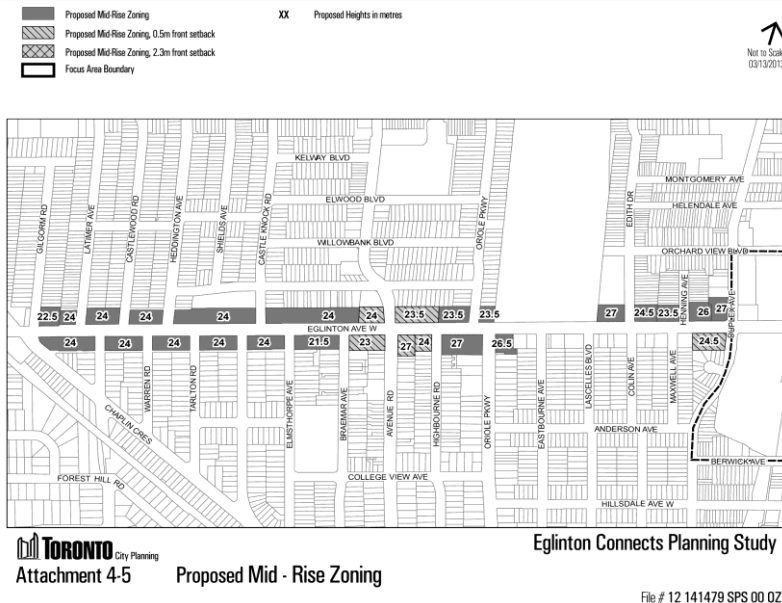
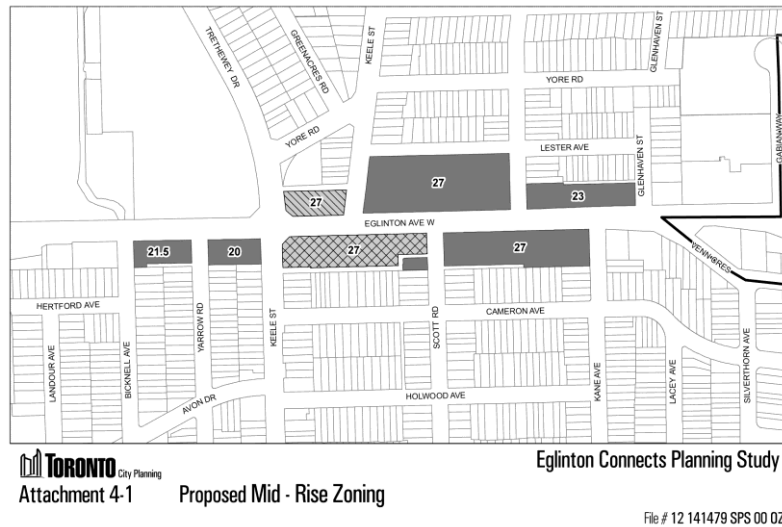
A Site and Area Specific Policy should be added to Chapter 7 of the Official Plan to acquire new lanes or extension and widening of existing lanes as redevelopment of properties fronting on Eglinton Avenue occurs.

Lanes are to be 6 m wide with the total dedication of land to be taken from the redevelopment site if the redevelopment site abuts land designated *Neighborhoods*.

By-law Amendments

Three amendments to the Zoning By-law are proposed for implantation at this time:

1. *As-of-right zoning for buildings conforming to the Avenues and Mid-Rise Performance Standards, including heights, densities, and setbacks plus minor additional height permissions under some circumstances, as illustrated on the following maps.*
2. *Application of reduced parking standards along Eglinton consistent with the standards applied to an Avenue served by higher-order transit.*
3. *Exemption from some requirements of the zoning by-law for Metrolinx LRT-related buildings.*



Implementation Highlights

Phase 1 Implementation Summary (subject to final consultations)

1. Council Resolution to Implement Streetscape Plan, including the EA component.
2. Proposed OPA's: 3 Site and Area Specific Policies; 16 minor site specific redesignations; policies and mapping to increase public lanes; 2 'Planned Right-of-Way' widenings; exemption to MX re: Parkland dedication
3. Proposed Zoning By-law Amendments: permit Mid-rise and achieve sidewalk widths for 73 of the 138 blocks between Keele and Laird; reduced parking standards; exemption for MX for some LRT-related purposes.

Implementation Highlights

Next Steps for Phase 2 Implementation:

2015 and beyond

1. Implement DPS where appropriate
2. Secondary Plans for Don Mills and Golden Mile
3. Further develop SASP for West side, Dufferin and Bayview
4. Test and adopt Character Area Urban Design Guidelines (as part of DPS)
5. Study 5 Special Station sites
6. Amend city's Cycling network
7. Investigate use of the 10 year Capital Budget
8. Review recommendations for additions to Heritage Inventory
9. Assess next steps for 3 Mobility Hubs
10. Develop strategy to target job creation along this corridor and others.

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Questions?

