



EGLINTONconnects >

City of Toronto Planning Study

Implementation Part 1 (Phase 2)
August 2014

www.toronto.ca/eglinton

EGLINTONconnects Why?

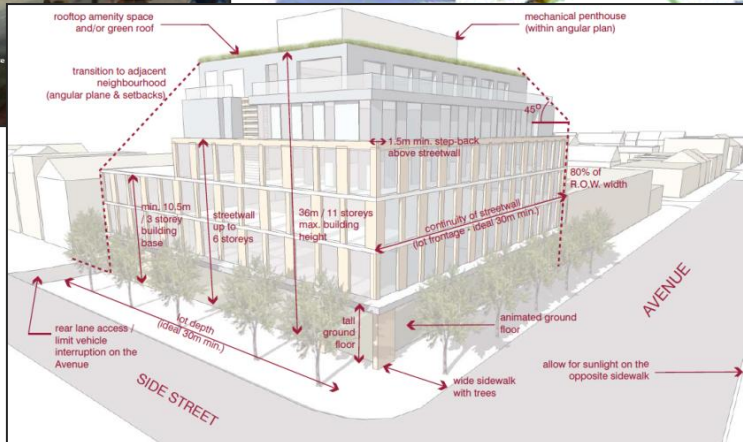
City of Toronto Planning Study



Avenues & Mid-Rise Buildings Study

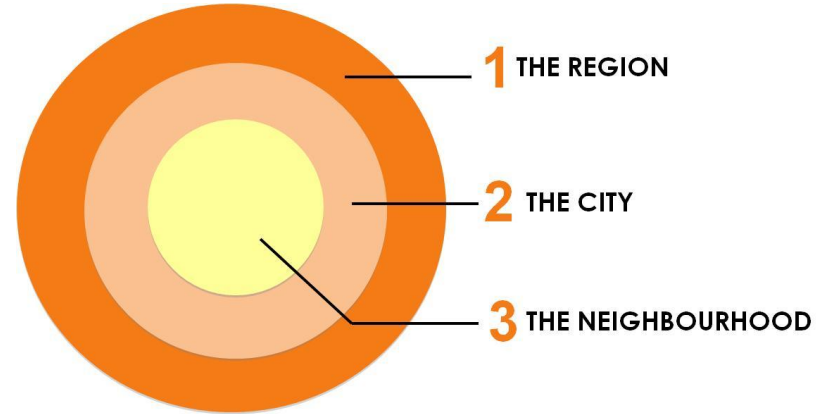


Brook McIlroy Planning + Urban Design/Pace
with
EJP Architects
Crosswange Architects Limited
Urban Marketing Collaborator
May 2010

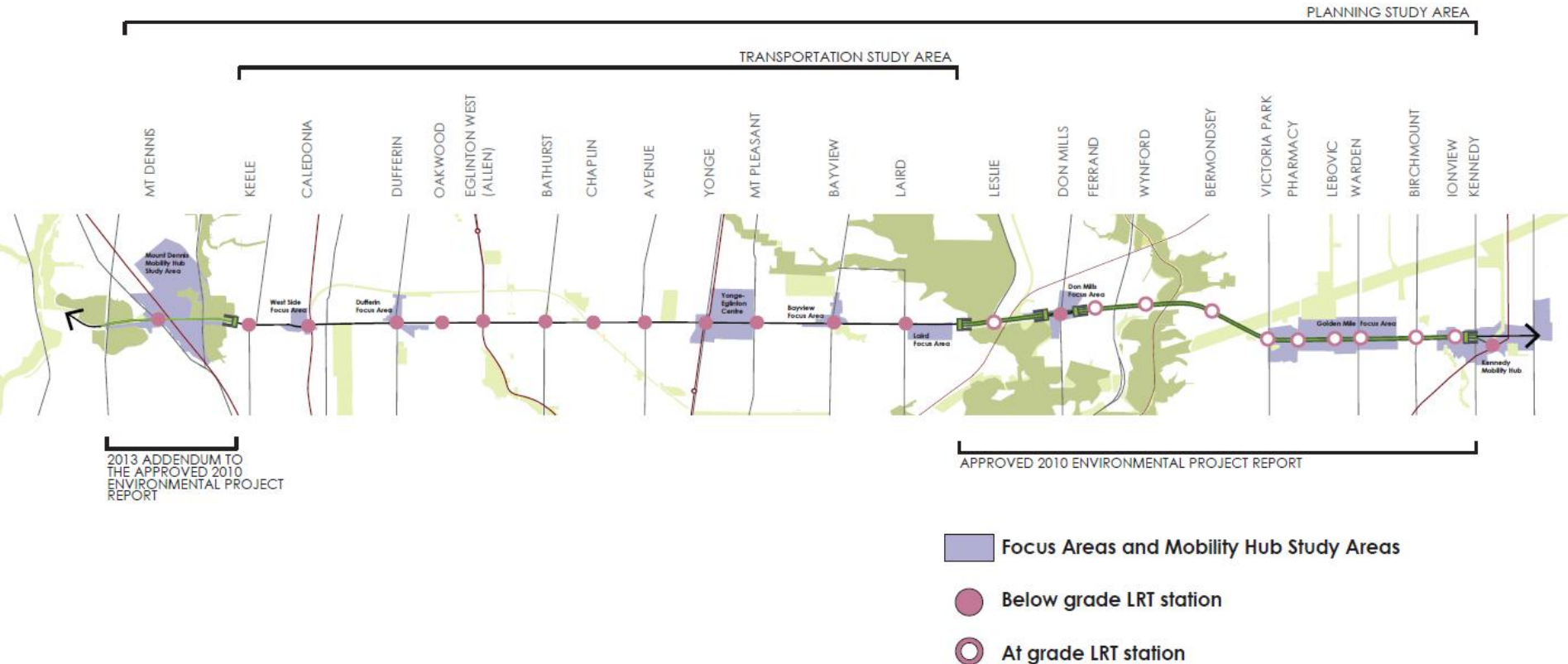


The Eglinton Story

- 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.



Eglinton Connects Study Area



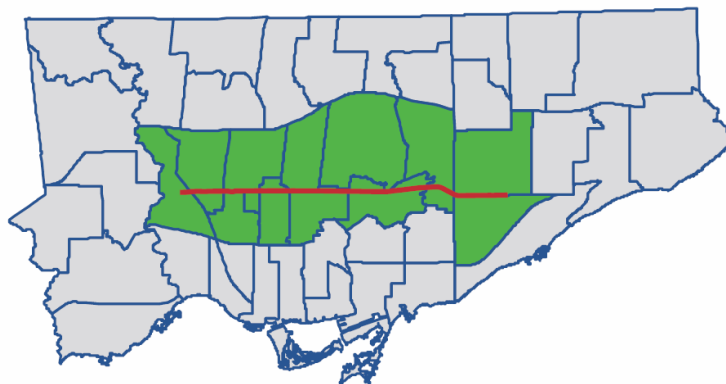
Getting to Know Eglinton

Study 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

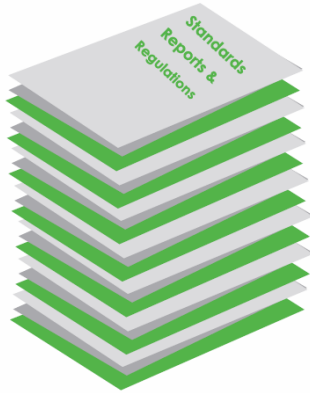
**7 Business
Improvement
Areas**



2 Years of Dialogue



Over 70 Consultations:



7 Technical
Advisory Meetings

7 Youth
Consultations



16 Open House &
Public Workshops

28 Meetings with
Resident, BIA, and
Stakeholder Groups



11 'Pop-up'
Consultations

3 Design Review
Panel Groups

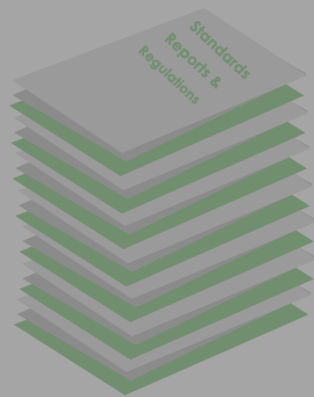


2 Years of Dialogue



Over 70 Consultations:

More than
6000 people
participated



7 Technical
Advisory Meetings

Public Workshops

7 Youth
Consultations

28 Meetings with
Resident, BIA, and
Stakeholder Groups

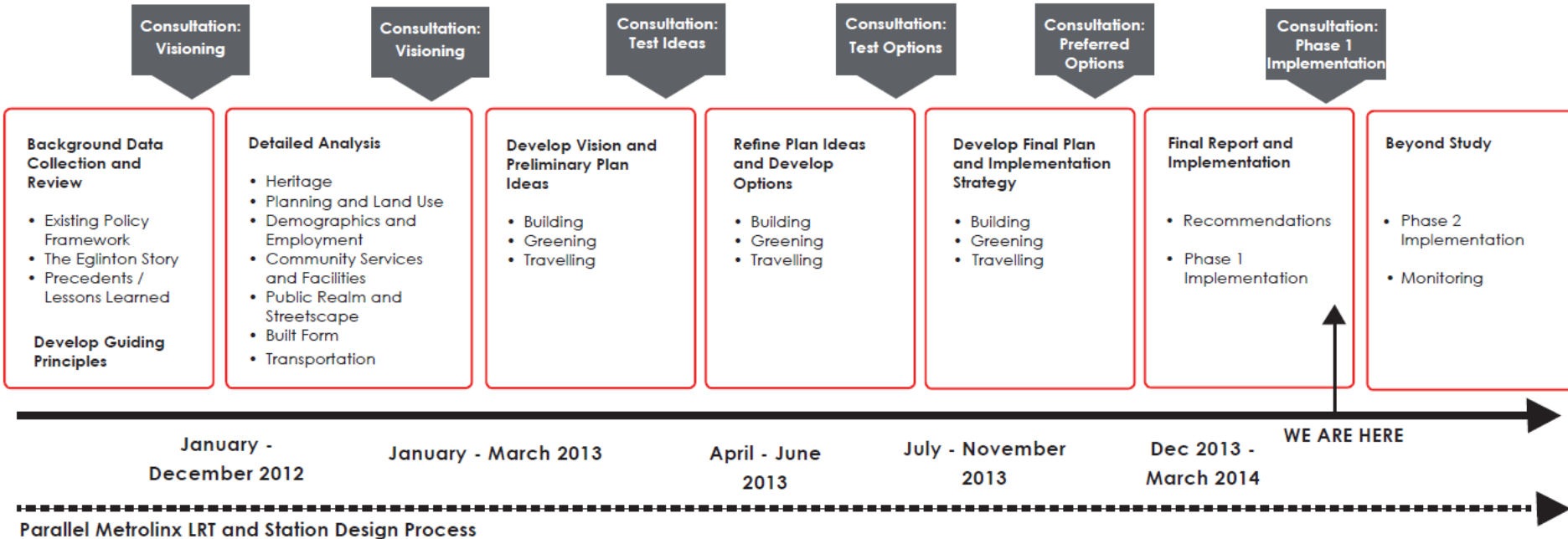


11 'Pop-up'
Consultations

3 Design Review
Panel Groups

Study Schedule & Status

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



City Council Adopted



Metrolinx Rapid Transit Program – Allocation of the Public Realm Amount

**STAFF REPORT
ACTION REQUIRED**

Date:	April 4, 2014
To:	Executive Committee
From:	Deputy City Manager, Cluster B
Reference Number:	P:\2014\Executive Committee\EX14038



Eglinton Connects Planning Study – Final Directions Report

**STAFF REPORT
ACTION REQUIRED**

Date:	March 19, 2014
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Wards 11, 12, 15, 16, 17, 21, 22, 25
Reference Number:	P:\2014\



Eglinton Connects – Environmental Assessment Study

**STAFF REPORT
ACTION REQUIRED**

Date:	March 25, 2014
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward 11 (York South-Weston) Ward 12 (York South-Weston) Ward 15 (Eglinton-Lawrence) Ward 16 (Eglinton-Lawrence) Ward 17 (Davenport) Ward 21 (St. Paul's) Ward 22 (St. Paul's)



Eglinton Connects Planning Study – Phase 1 (Part 1) Implementation Report

**STAFF REPORT
ACTION REQUIRED**

Date:	May 22, 2014
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Wards 11, 12, 15, 16, 17, 21, 22, 25, 26, 34, 35, 37
Reference Number:	P:\2014\Cluster B\PLN\PGMC\PG14071 (12 141479 SPS 00 OZ)

SUMMARY

City Council Next Steps

The Report before you today is Phase 1
(Part 2) Implementation:

August 7: Phase 1 Zoning By-law Amendments

Future: Phase 2 To Be Determined (includes
Secondary Plans, Site and Area Specific Policies,
Development Permit System, etc.)

Ward 16 (Eglinton-Lawrence)
Ward 17 (Davenport)
Ward 21 (St. Paul's)
Ward 22 (St. Patrick's)

Number: P-2014/Cluster B/PLN/PGMC/PG140/1 (12 1414/9 SPS 00 02)

SUMMARY

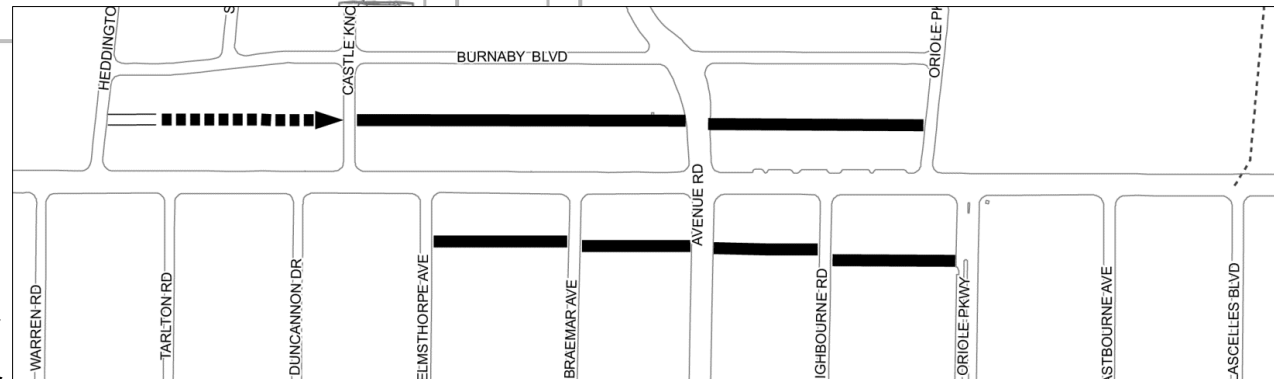
This report does NOT address:

- ~~Road configuration~~
- ~~Rear laneways~~
- ~~Neighbourhood Transition Areas~~
- ~~Cycling Infrastructure~~
- ~~Tall Buildings~~
- ~~Policies for Focus Areas~~

Laneways, a reminder



Performance Standard #16 Vehicular Access – vehicular access should be provided from local streets and rear lanes



OPA 253
Site & Area Specific Policy
No. 476 Requires rear
public laneways in
conjunction with new
development

TORONTO City Planning
Schedule 2

Eglinton Connects Planning Study

File # 12 141479 SPS 00 02

---> Extension of Existing Public Lane
— New Public Lane

↑
Not to Scale
05/16/2014

Laneways, a reminder

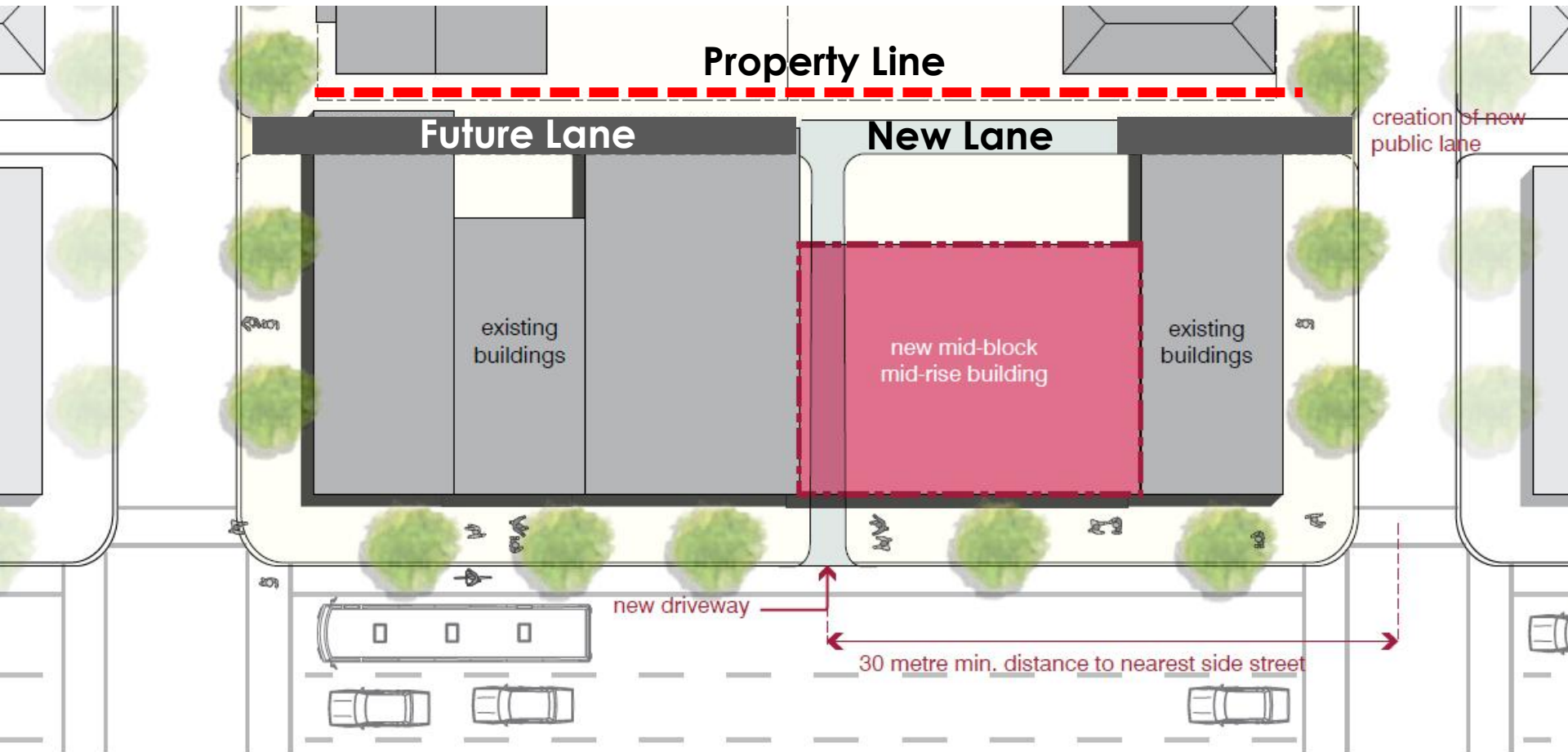


Image from 2010 Mid-rise Building Performance Standards

Laneways, a reminder

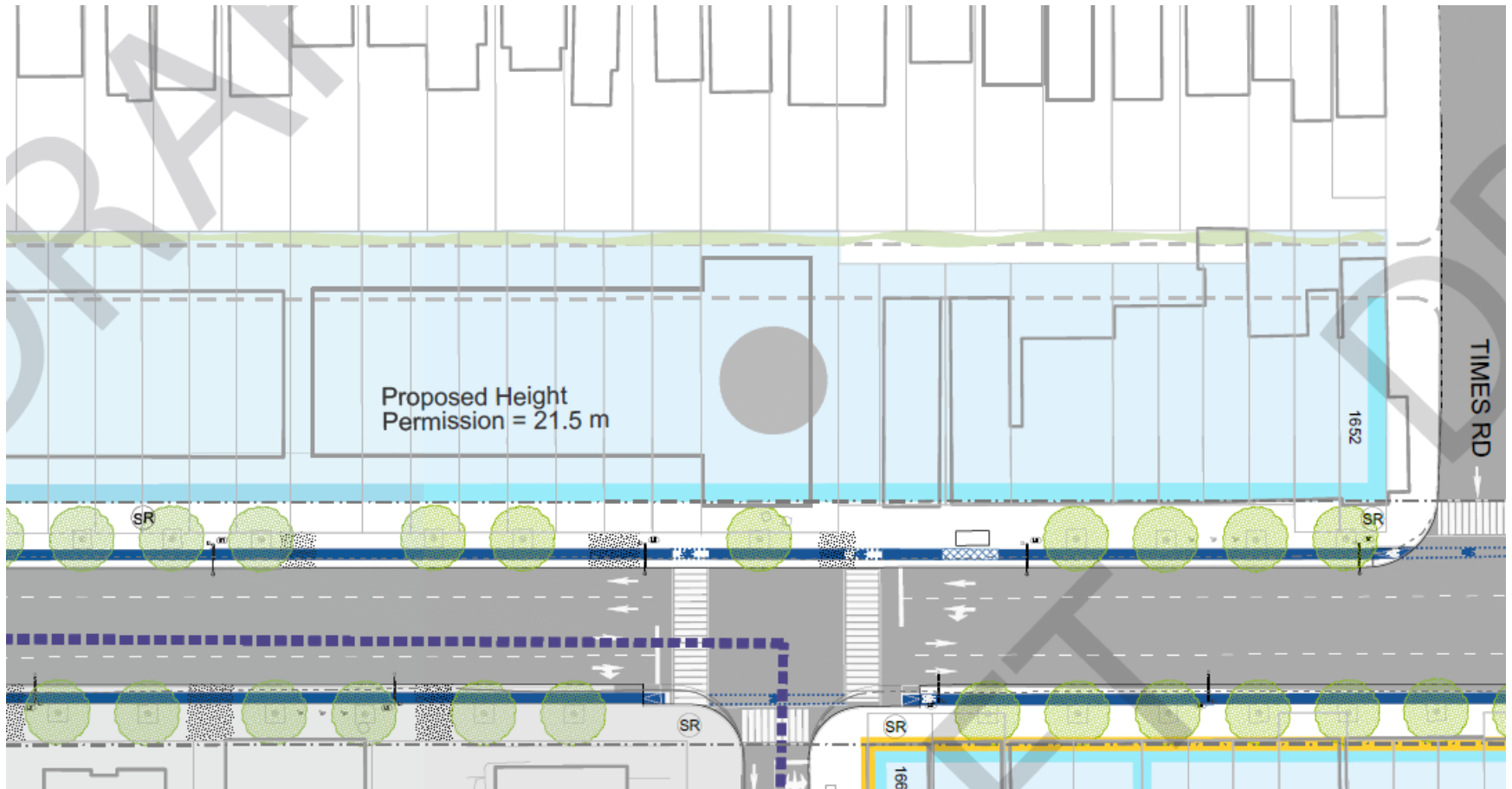


Image from the 'Comprehensive Map' which informed the Planning Study

Laneways, a reminder

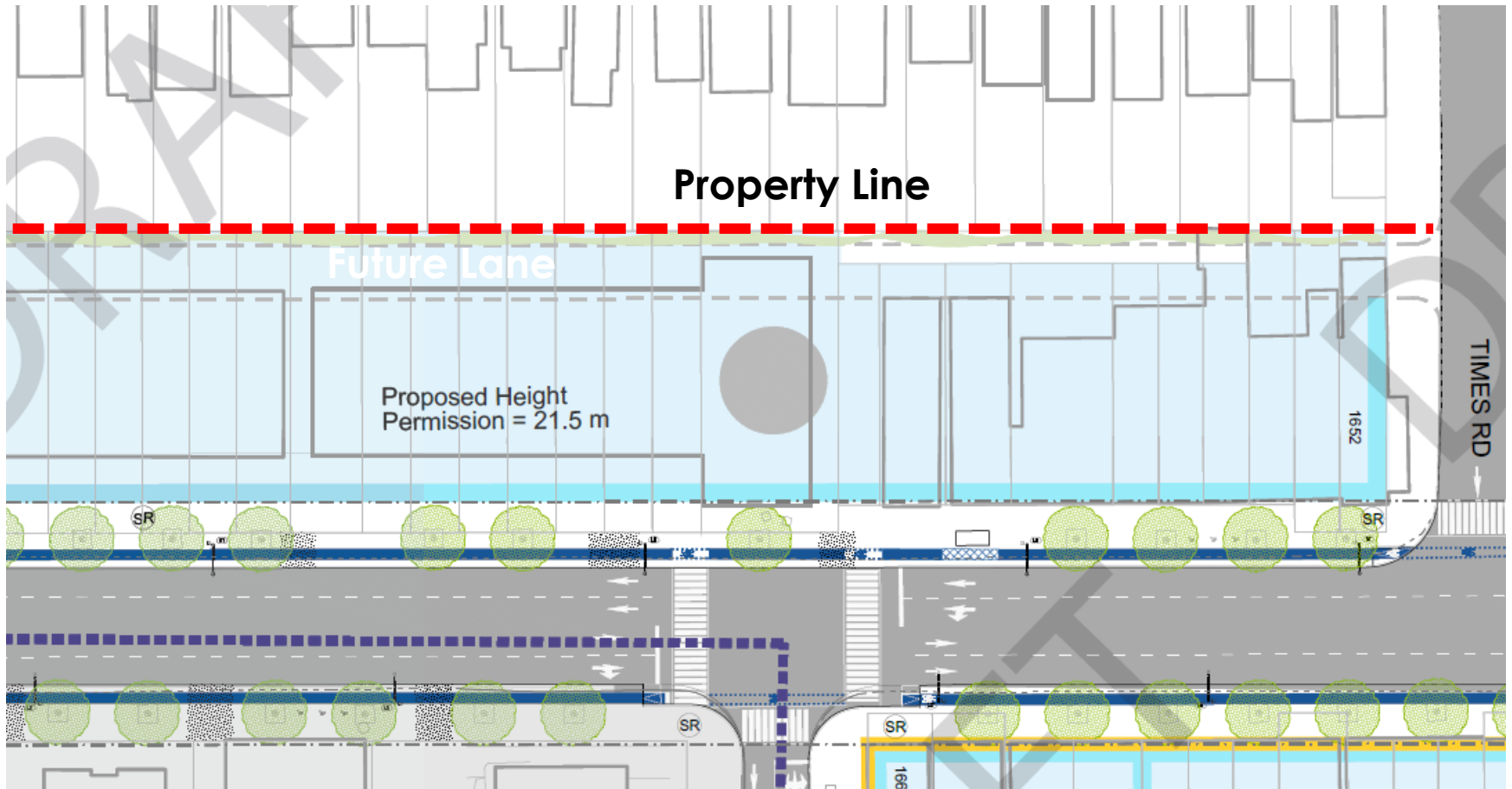


Image from the 'Comprehensive Map' which informed the Planning Study

Laneways, a reminder

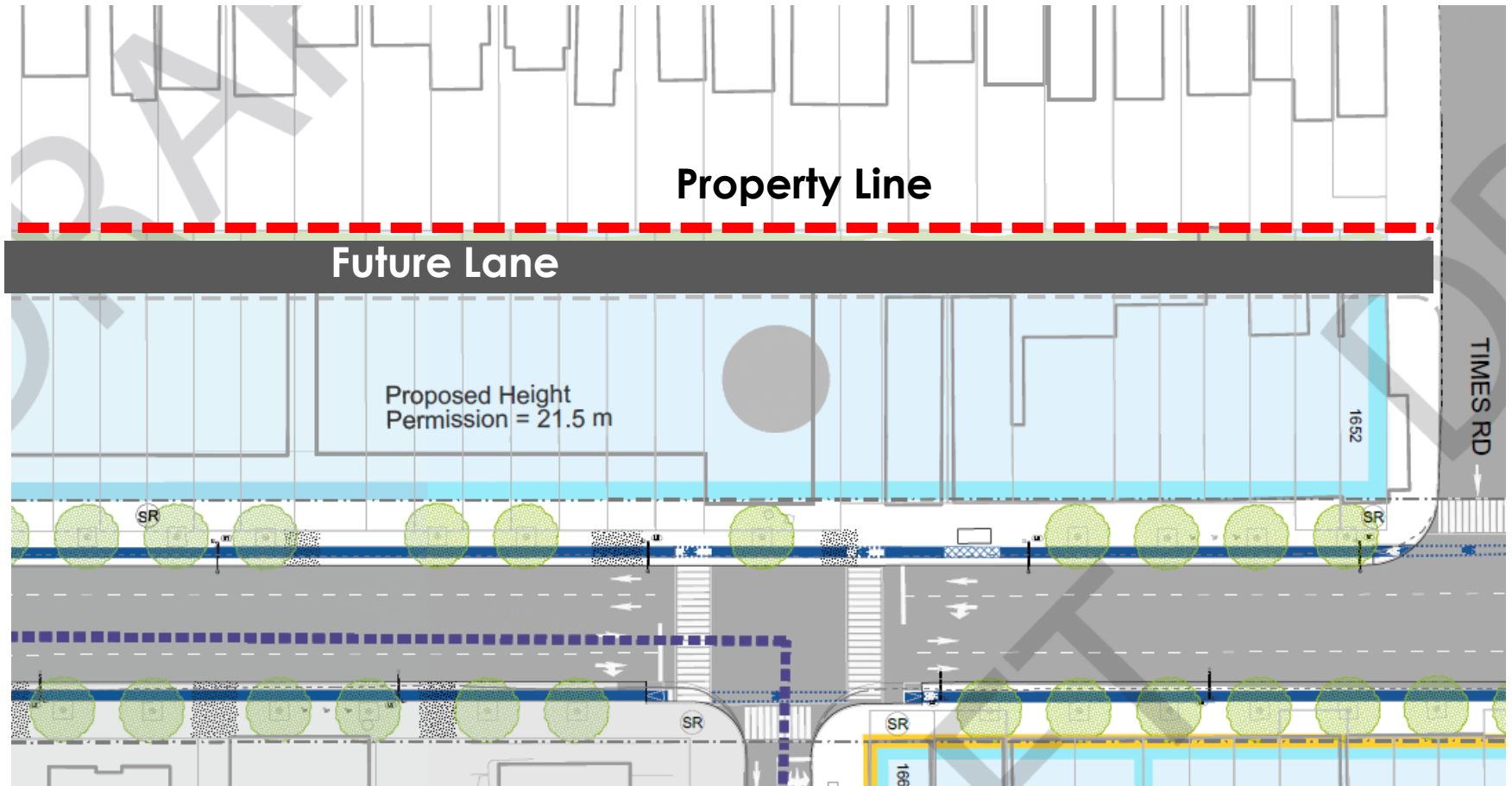


Image from the 'Comprehensive Map' which informed the Planning Study

1962 Yonge St
Toronto, ON M4S 1Z6 – approximate address
Yonge St

Street View - May 2013

Without laneways



1962 Yonge St
Toronto, ON M4S 1Z6 – approximate address
Yonge St

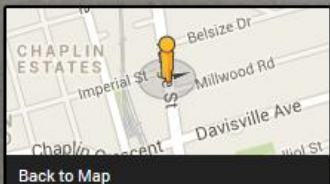
Street View - May 2013

Without laneways

Limited Street Vibrancy

Driveway instead of trees or a patio

Conflict point between pedestrians and vehicles (safety concern)



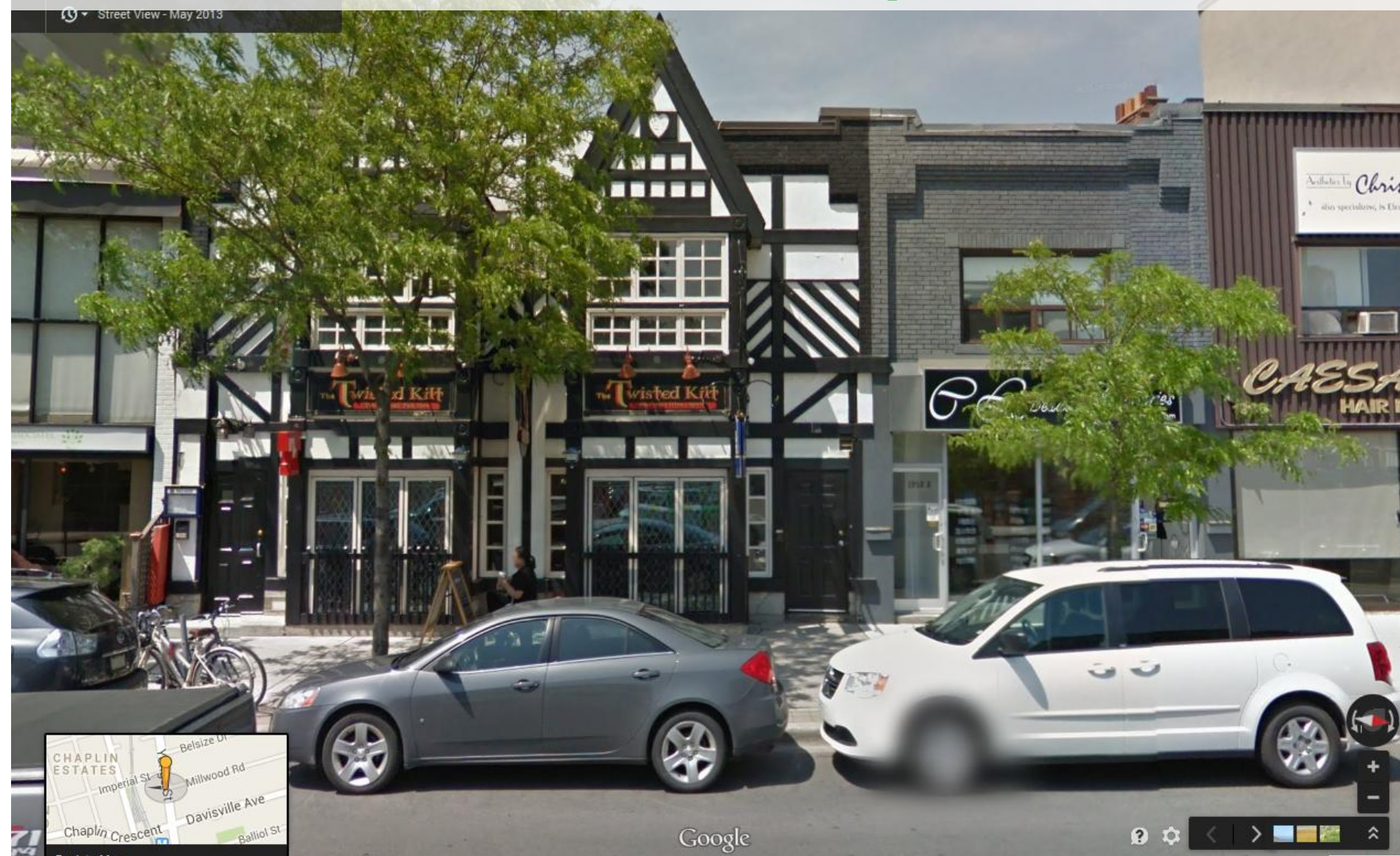
Google

1951 Yonge St

Toronto, ON M4S – approximate address
Yonge St

Street View - May 2013

With Laneways



1951 Yonge St

Toronto, ON M4S – approximate address

Yonge St

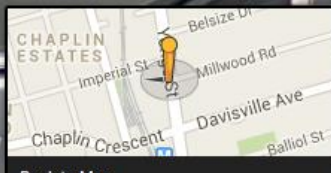
Street View - May 2013

With Laneways

Street trees and patios

Safe pedestrian
walkways

On-street parking, with
remainder off laneway

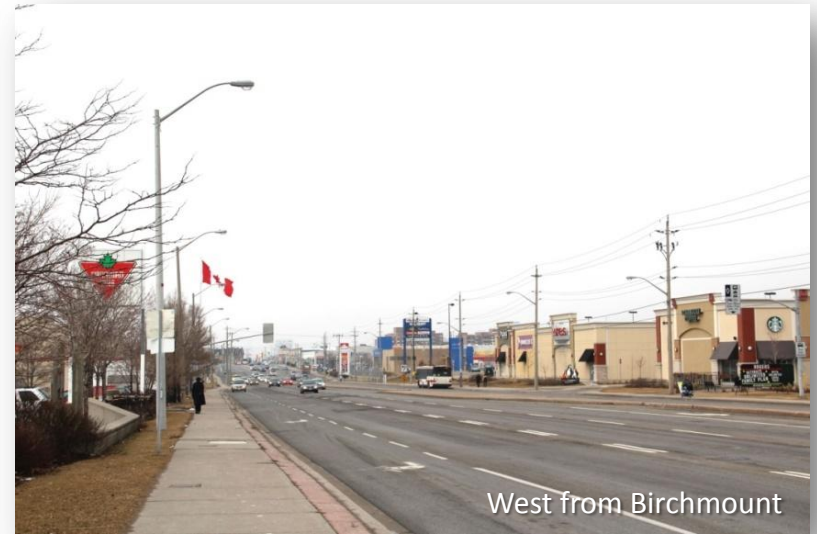


Google

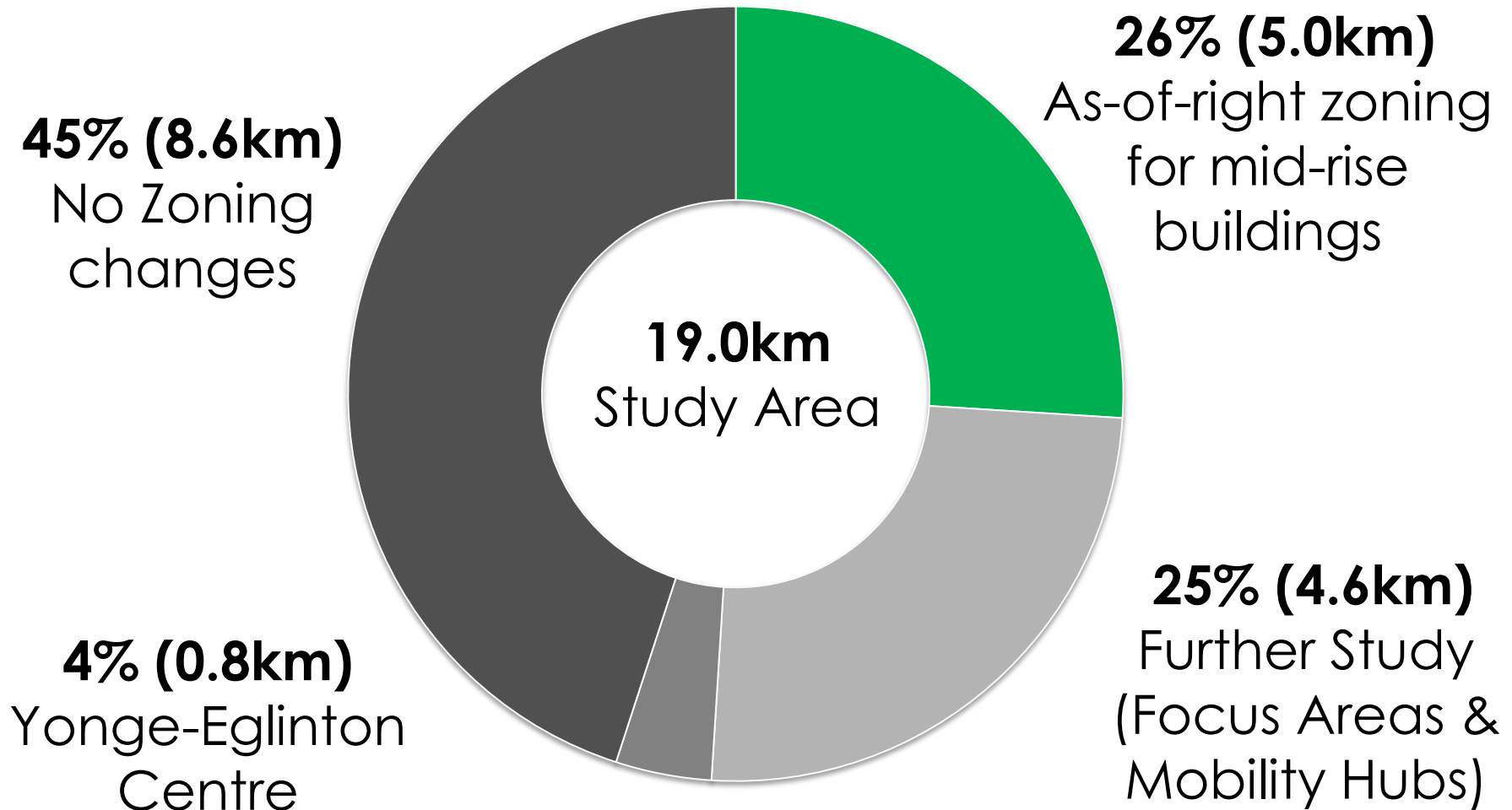
This report DOES address:

- As-of-right zoning for mid-rise buildings
- Reductions in parking requirements to reflect LRT
- Supporting the development of LRT stations

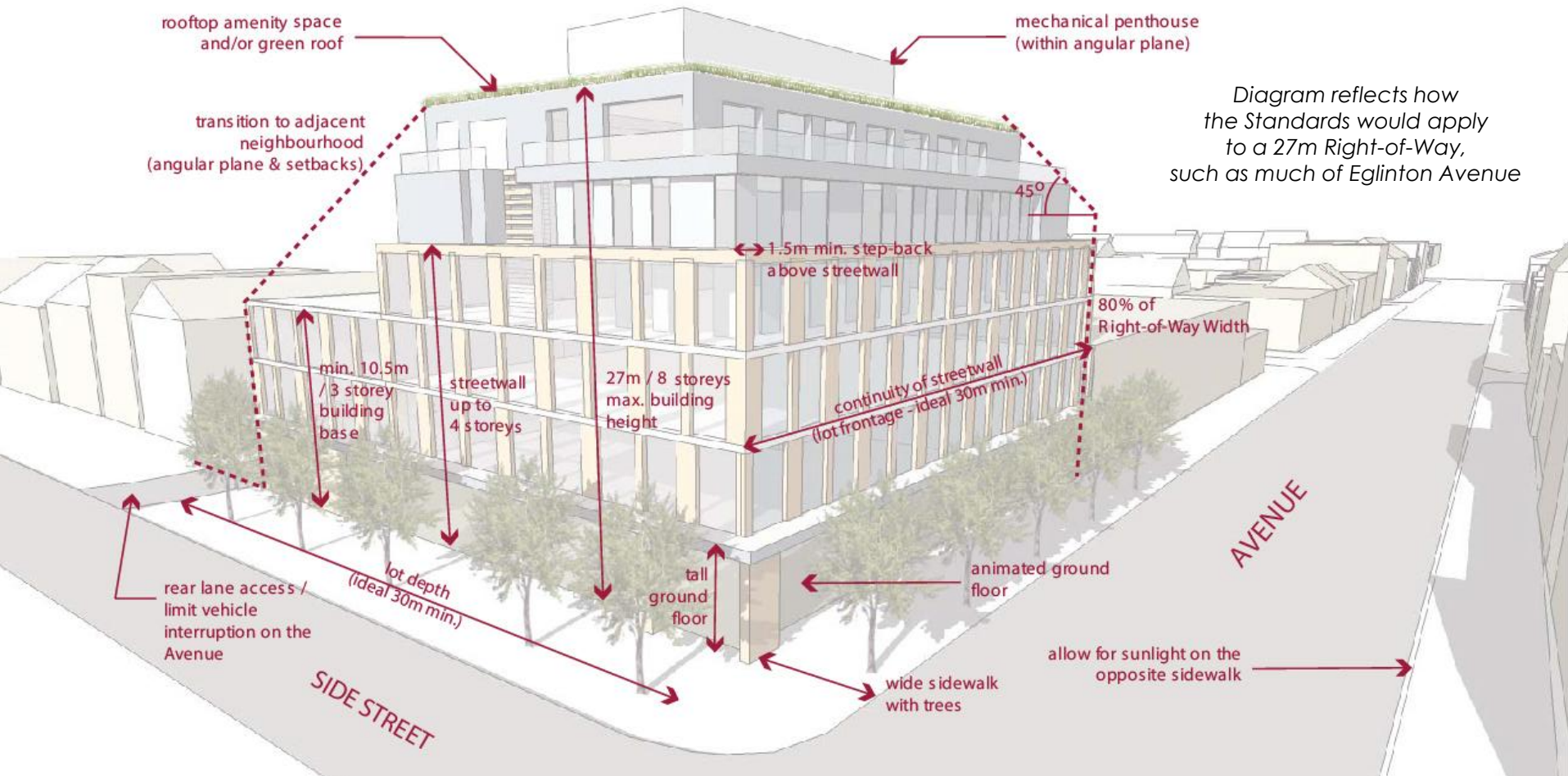
The Many Faces of Eglinton Avenue...



...Require Context-specific Responses



Key Performance Standards For Mid-Rise Buildings (2010)

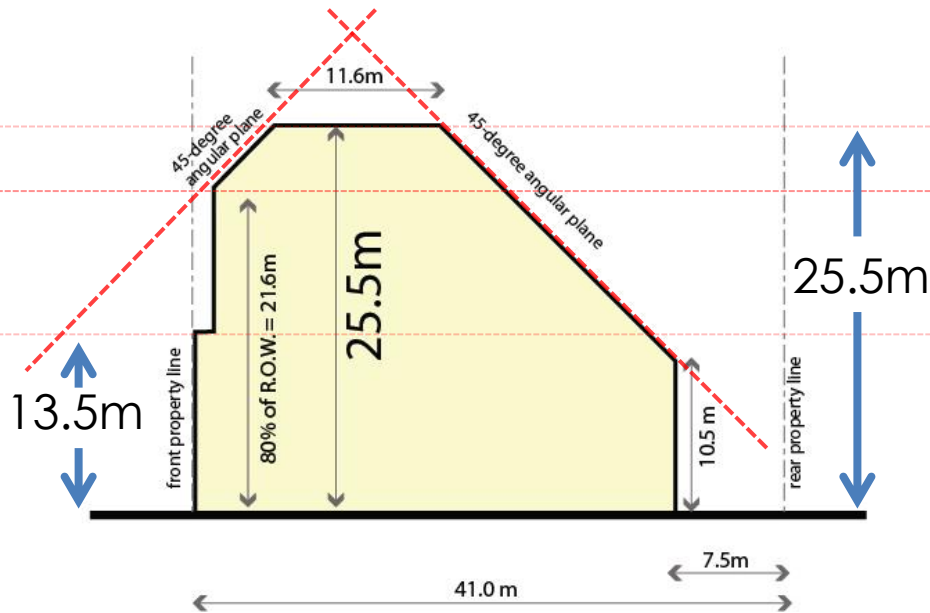


Recommended Zoning is Based on 2010 Mid-Rise Performance Standards

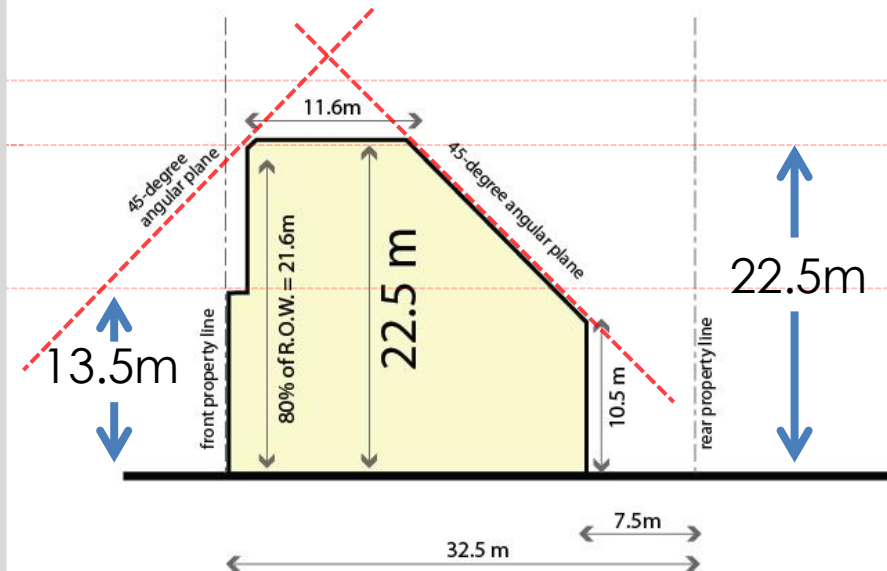
Elements of the 2010 Standards are already in the Zoning By-law No. 569-2013 , such as

- Minimum heights
- Rear Angular Planes to transition to neighbourhoods
- Front Angular Planes

Through Angular Planes and Lot Depth



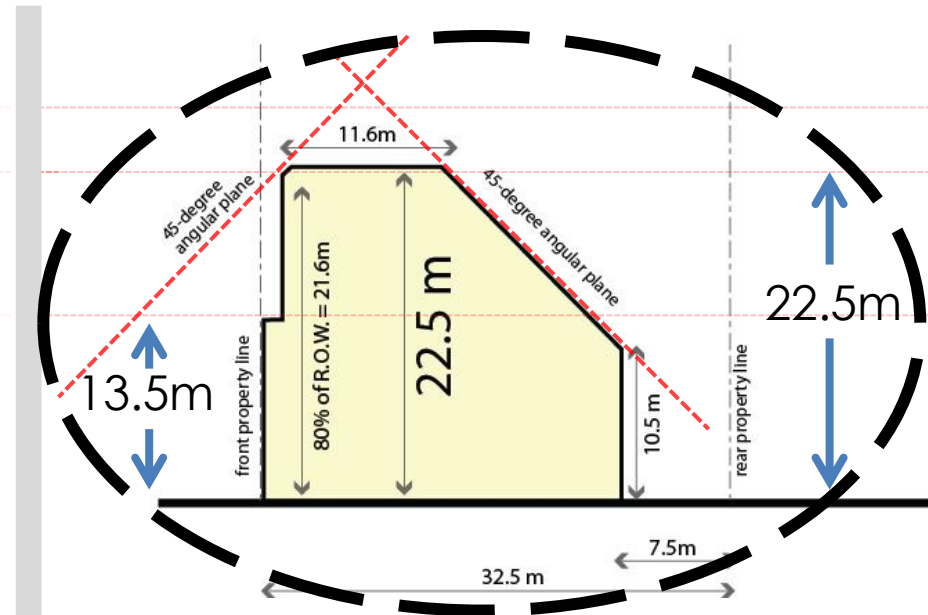
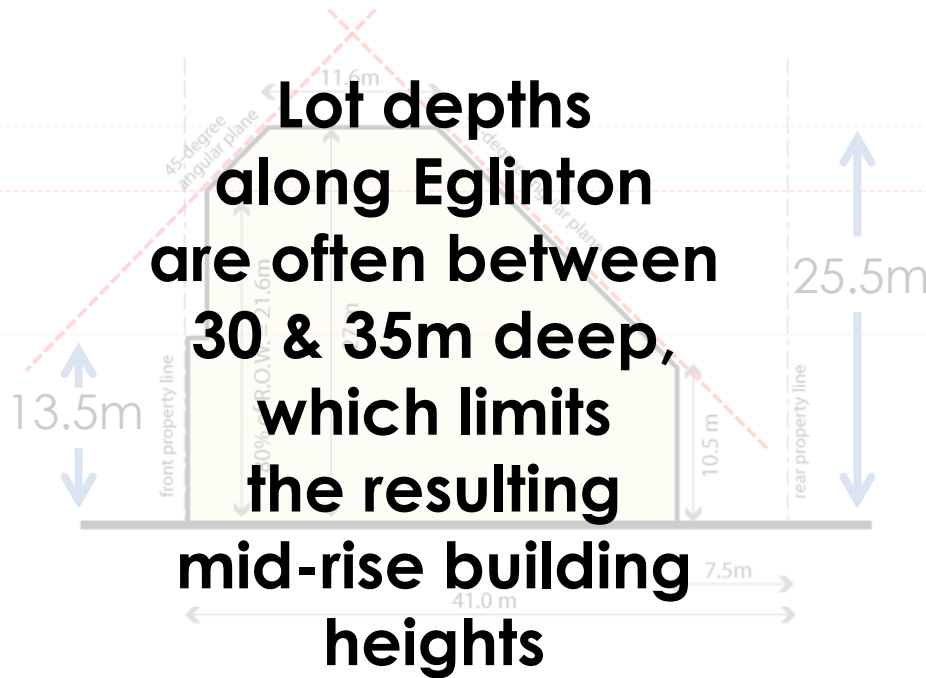
41.0m Lot Depth
Results in Max
Height of 25.5m



32.5m Lot Depth
Results in Max
Height of 22.5m

Both examples assume a double-loaded top floor at a minimum 11.6m width

The Standards Guide Height Through Angular Planes and Lot Depth



32.5m Lot Depth
Results in Max
Height of 22.5m

Both examples assume a double-loaded top floor at a minimum 11.6m width

Existing vs Recommended

Existing Permitted Building Heights

11m (~3 storeys) to
24m (~8 storeys)

Recommended Permitted Building Heights

13.5m (~4 storeys) to
25.5m (~8 storeys)



Existing vs Recommended

Existing Permitted Building Heights

11m (~3 storeys) to
24m (~8 storeys)

Recommended Permitted Building Heights

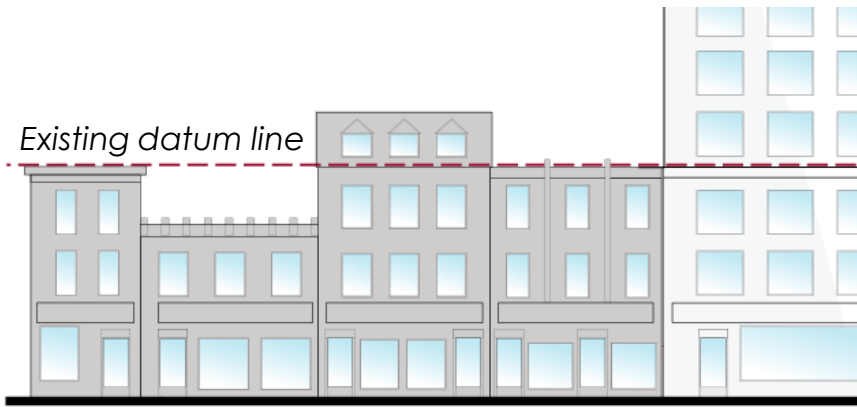
13.5m (~4 storeys) to
25.5m (~8 storeys)



Existing vs Recommended

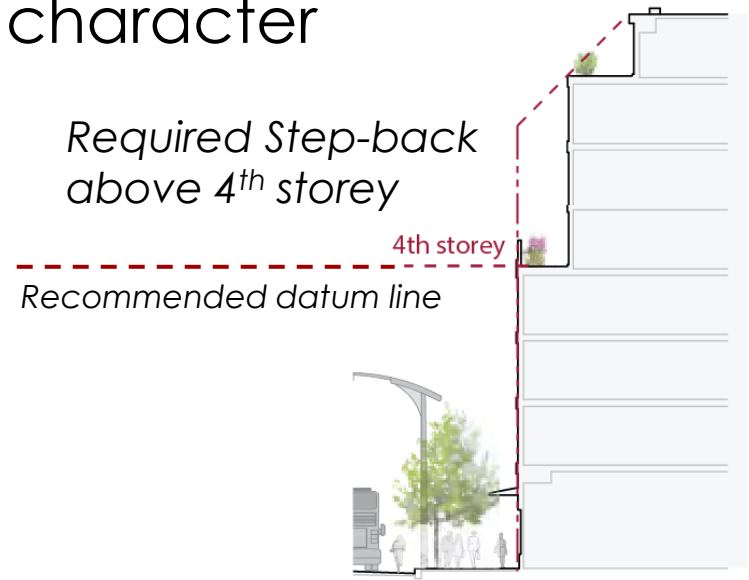
Two to Three Storey Datum Line

Existing lines
established 80+ years ago



Four Storey Datum Line

Slight increase to allow for
growth & to respect
character



Ground Floors and Sidewalks

Requiring Ground Floor Retail

To protect & promote
street vibrancy

Minimum 4.8m Sidewalk Zone

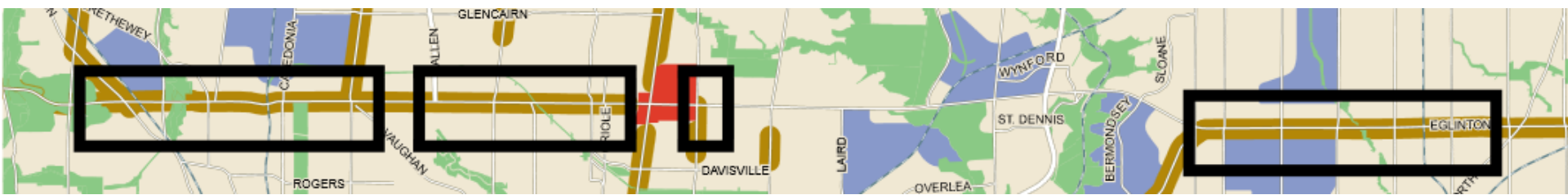
Setbacks may be
required to achieve 4.8m



Ground
Floor Retail

Eglinton
near
Avenue
Rd,
1930

Recommended Small Reduction in Parking Requirements



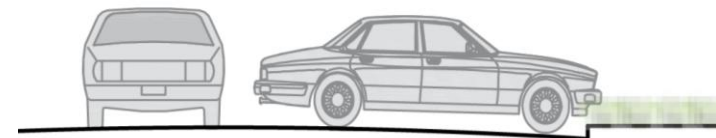
Examples:

Residential uses: **decrease 0.1 car spaces/unit**

Office, Retail, and Restaurant uses: **no change**

Educational uses: **decrease 0.5 spaces/100 sq m**

This will be achieved by changing many properties
from Policy Area 4 to Policy Area 3



Support Development of LRT Stations

Remove minimum height, setback,
and certain other requirements of existing zoning,
for LRT stations only



Urban Design Guidelines

Supporting design excellence through encouraging respect for character, retail size guidelines, transition to Neighbourhoods, and other guidelines



City Policies Remain Applicable

Site Plan Approval,
Urban Design Guidelines,
existing approval processes,
and other City policies
remain in effect

*Image from May 2014
consultations on
zoning changes*



Implementing the Vision for Eglinton Avenue

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.

