EGLINTONconnects Why?
City of Toronto Planning Study
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.

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Eglinton Connects Study Area

Eglinton Connects Study Area

Focus Areas and Mobility Hub Study Areas
- Below grade LRT station
- At grade LRT station

2018 Addendum to the Approved 2010 Environmental Project Report

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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**
- **7 BIAs**
- **7 Business Improvement Areas**

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

EGLINTONconnects
City of Toronto Planning Study

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2 Years of Dialogue

Over 70 Consultations:

- 7 Technical Advisory Meetings
- 16 Open House & Public Workshops
- 11 ‘Pop-up’ Consultations
- 7 Youth Consultations
- 28 Meetings with Resident, BIA, and Stakeholder Groups
- 3 Design Review Panel Groups

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### Over 70 Consultations:

- **7** Technical Advisory Meetings
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More than 6000 people participated

2 Years of Dialogue

2012 - 2014

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Study Schedule & Status

- Background Data Collection and Review
  - Existing Policy Framework
  - The Eglinton Story
  - Precedents / Lessons Learned
- Develop Guiding Principles

- Detailed Analysis
  - Heritage
  - Planning and Land Use
  - Demographics and Employment
  - Community Services and Facilities
  - Public Realm and Streetscape
  - Built Form
  - Transportation

- Consultation: Visioning

- Consultation: Visioning

- Consultation: Test Ideas

- Consultation: Test Options

- Consultation: Preferred Options

- Consultation: Phase 1 Implementation

- Develop Vision and Preliminary Plan Ideas
  - Building
  - Greening
  - Travelling

- Refined Plan Ideas and Develop Options
  - Building
  - Greening
  - Travelling

- Develop Final Plan and Implementation Strategy
  - Building
  - Greening
  - Travelling

- Final Report and Implementation
  - Recommendations
  - Phase 1 Implementation

- Beyond Study
  - Phase 2 Implementation
  - Monitoring

- Parallel Metrolinx LRT and Station Design Process

January - December 2012
January - March 2013
April - June 2013
July - November 2013
Dec 2013 - March 2014

WE ARE HERE
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.)
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.
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
Without laneways
Without laneways

- Driveway instead of trees or a patio
- Conflict point between pedestrians and vehicles (safety concern)
- Limited Street Vibrancy
With Laneways

Street trees and patios

Safe pedestrian walkways

On-street parking, with remainder off laneway
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…

West of Bathurst

West from Birchmount

East from Chaplin

West from Bermondsey

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...Require Context-specific Responses

- 26% (5.0km) As-of-right zoning for mid-rise buildings
- 25% (4.6km) Further Study (Focus Areas & Mobility Hubs)
- 45% (8.6km) No Zoning changes
- 4% (0.8km) Yonge-Eglinton Centre

19.0km Study Area
Key Performance Standards For Mid-Rise Buildings (2010)

Diagram reflects how the Standards would apply to a 27m Right-of-Way, such as much of Eglinton Avenue.
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
The Standards Guide Height 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

Lot depths along Eglinton are often between 30 & 35m deep, which limits the resulting mid-rise building heights.

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)

Increase

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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)

Building Height Permissions are proposed to increase by a maximum of One to Three Storeys

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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

*Required Step-back above 4th storey*

Existing datum line

Recommended datum line
Ground Floors and Sidewalks

Requiring Ground Floor Retail

Minimum 4.8m Sidewalk Zone

To protect & promote street vibrancy

Setbacks may be required to achieve 4.8m

Eglinton near Avenue Rd, 1930

4.8m minimum
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.
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.