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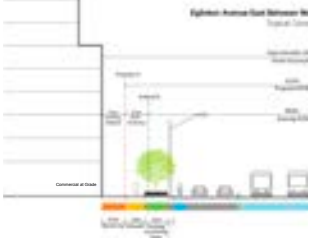

GOLDEN MILE URBAN DESIGN GUIDELINES

URBAN DESIGN GUIDELINES

2020

City of Toronto
Golden Mile Urban Design Guidelines

https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/golden-mile-secondary-plan-study/

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Golden Mile Marquee, 1954: Doug Taylor

Table of Contents

List of Figures

1.0 Introduction

1.1 GOLDEN MILE URBAN DESIGN GUIDELINES

The Golden Mile Urban Design Guidelines ("Guidelines") is an implementation tool for the Golden Mile Secondary Plan ("Plan"), which establishes a comprehensive vision and planning framework for a connected, accessible, diverse, complete and livable community in the historic Golden Mile in Toronto's Scarborough District. The Guidelines support the Plan by providing greater guidance on the implementation of the policy directions.

The Guidelines cover the areas of public realm, site planning, and built form, with 2D and 3D demonstration plans and other figures that provide a conceptual illustration of how some of the recommended design strategies, policies and measures can be implemented.

The Guidelines will be used to evaluate all development applications within the Golden Mile Secondary Plan Area ("Plan Area"). They should be read in conjunction with the Plan, including the maps attached to the Plan ("GMSP Maps"), the City of Toronto Official Plan, and other applicable City guidelines and standards.

The Guidelines are expected to undergo periodic updates in response to the ongoing evolution and development of the Plan Area. The Plan Area include a number of Sites (as defined by the Plan) that can accommodate multiple Blocks (as defined by the Plan) or buildings. Additional guidelines may be required to address site specific issues related to public realm, built form, and phasing.

Aerial view of the Golden Mile 1973 (Source: Scarborough Historic Society)

Aerial view of the Golden Mile 1949 (Source: Scarborough Historic Society)

Aerial view of the Golden Mile 2019 (Google) with Plan Area boundary

Figure 1 Aerial Views of the Broader Golden Mile Area

Guideline

1.1.1. Supplementary Guidelines

In accordance with Policy 13.13 of the Plan regarding Context Plans, supplementary guidelines may be required for development on Sites that can accommodate multiple Blocks or buildings through the development review process to address site specific design issues such as detailed streetscape and landscape themes and design, as well as building massing, design, façade articulation, and materiality, as outlined in Section 2.0 and 4.0.

1.2 AREA CONTEXT

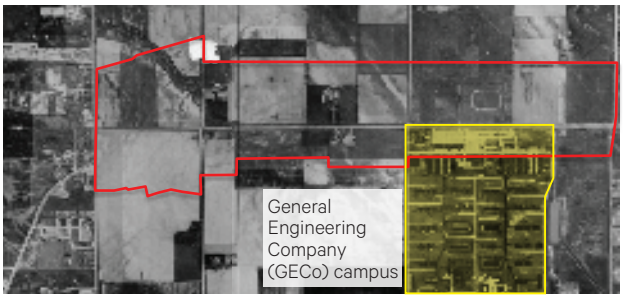
Located in Toronto's Scarborough District, the Plan Area is approximately 113 hectares in size. It encompasses lands generally bounded by Victoria Park Avenue/Cranborne Avenue to the west, Ashtonbee Road/Hydro Corridor (The Meadoway) to the north, Birchmount Road to the east, and an irregular boundary to the south (See GMSP Map 1 Secondary Plan Area Boundary).

As a western gateway to the former City of Scarborough, the broader Golden Mile area has undergone several periods of growth.

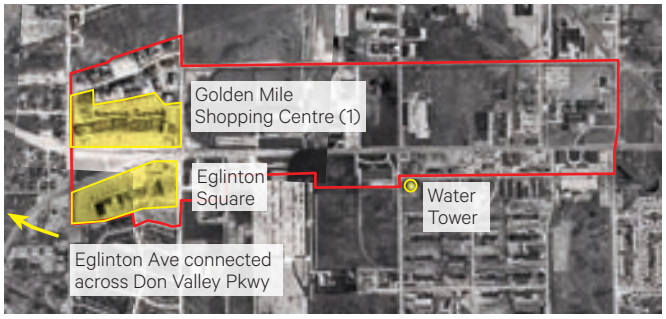
Surrounded by farmland until the 1940s, its transition to industry occurred when under Federal control the General Engineering Company of Ontario (GECo) built a munitions plant in 1941 to support the war effort. In the post war era, the Township of Scarborough purchased the plant and surrounding lands. Some of the buildings become municipal offices, a Council Chamber and a public library branch while others were leased or sold to small businesses.

It was not until the 1950's that the Golden Mile of industry era was officially ushered in with when Svenska Kullagerfabriken (SKF) purchased the land to make a ball bearing factory. Other industry soon joined establishing manufacturing plants including Frigidaire, Thermos (hence "Thermos" Road), John Ingliss (Whirlpool) and Warner Lambert, ending in the establishment of a General Motors Van assembly plant in 1974.

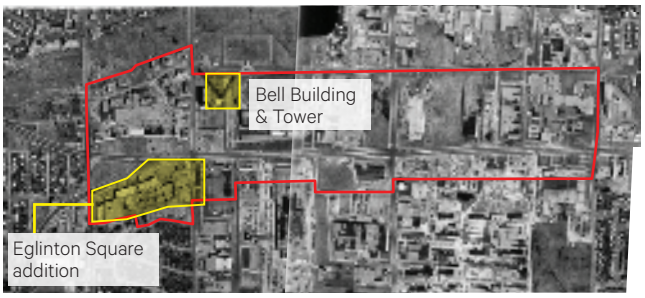
Retail uses soon heralded in the Golden Mile era of commerce followed with the introduction of the first auto-oriented iteration of the Golden Mile Shopping Centre and Eglinton Square Mall. Strip commercial developed off Eglinton further east to service the needs of the industrial workforce employed within the Golden Mile and who, in many cases, lived within or near their places of work. The walk-up apartment buildings north of the Golden Mile Shopping Centre were introduced for this purpose. Eglinton Square eventually became an enclosed mall and office uses were introduced into the eastern end of the Plan Area.



Aerial view of the Golden Mile 1947



Aerial view of the Golden Mile 1957



Aerial view of the Golden Mile 1975

Aerial view of the Golden Mile 1992

Figure 2 Historic Aerial Maps of the Plan Area 1947 - 1992

The Plan Area today is characterized by auto-oriented retail uses, with existing big box stores, strip malls and standalone stores. There are also a handful of sites with light industrial and office uses, although some of these have recently relocated or may soon be relocating outside of the area. The Ashtonbee Campus of Centennial College is located just north of the Plan Area, between Warden Avenue and Hakimi Avenue.

The majority of the lands in the Plan Area are designated as *Mixed Use Areas* and *General Employment Areas*. *Mixed Use Areas* generally permits a broad range of commercial, residential and institutional uses. *General Employment Areas* generally permits a range of employment uses, including industrial and office uses, as well as ancillary retail and service uses that support the adjacent employment uses. The remaining lands are designated as *Apartment Neighbourhoods*, Neighbourhoods, and *Parks and Open Space Areas*.

The Eglinton Crosstown Light Rail Transit ("ECLRT") will introduce five surface transit stops to the Plan Area. It will be a catalyst to aid in transforming the current landscape of auto-oriented retail and industrial uses into a mixed-use, transit-oriented community, while maintaining and enhancing the existing employment uses. The Plan Area is expected to undergo significant change in the coming years to accommodate the planned growth along the corridor, optimizing the significant public investment in transit. A number of development applications have been submitted and are currently under review.

Warden Avenue and Ashtonbee Road, looking south

Eglinton Avenue East and Warden Avenue, looking west

No Frills parking lot, looking towards Eglinton Avenue Eas

Strip mall at Eglinton Avenue East and Warden Avenue

Figure 3 Typical Existing Conditions

1.3 GOLDEN MILE SECONDARY PLAN

In 2014, the City completed the Eglinton Connects Planning Study, a comprehensive planning review of Eglinton Avenue corridor, responding to the opportunity presented by the ECLRT and establishing a long-term vision for the corridor. As part of the recommendations of the Study, the Golden Mile was identified as one of the six Focus Areas for a more detailed study based on its capacity to accommodate future mixed use, residential, and employment growth on large and/or underdeveloped sites

From 2017 to 2020, the City commissioned the Golden Mile Secondary Plan Study. The Plan establishes a vision for the Plan Area as a connected, accessible, diverse, complete and livable mixed-use community and identifies:

- Distinct Districts and Character Areas within the Plan Area (See GMSP Map 2 Districts and Map 3 Character Areas), accommodating a balance of residential, commercial, and employment uses, as well as community services;
- A comfortable and attractive public realm including streets, parks and open spaces, pedestrian and cycling connections, as well as public art, designed to reflect the history and heritage of the broader Golden Mile area;
- A variety of built form with high quality architecture that will respond to the local context, and define, support, and contribute to the public realm and the Character Areas;
- A multi-modal transportation network, anchored by the ECLRT, with new streets and improved mobility;
- Densities that will promote a transit-supportive environment, increasing transit ridership and optimizing the significant public investment in the ECLRT, while achieving other objectives of the Plan; and
- Strategies to promote sustainability and climate resilience

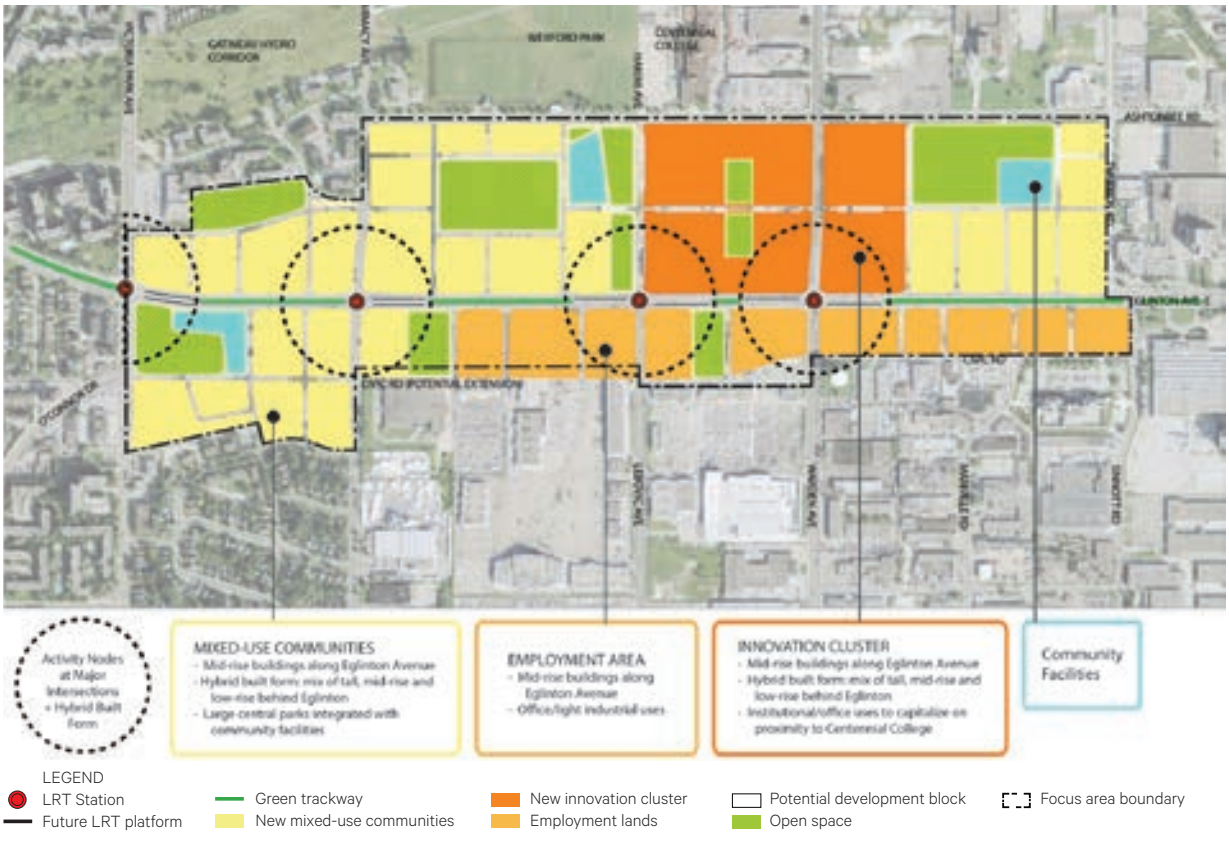


Figure 4 Eglinton Connects Planning Study identified the Golden Mile as a Focus Area for Further Study

GMSP Map 4 Structure Plan identifies the key elements that will define the structure of the Plan Area and serve as the foundation for the comprehensive planning framework of the Plan, including:

- Existing streets and reconfigured and/or widened existing public streets;
- New streets;
- Eglinton/Victoria Park Gateway, including the Eglinton Avenue East and Victoria Park Avenue intersection and the surrounding public realm;
- Five Transit Nodes, including the ECLRT stops and the surrounding public realm;
- Existing parks and open spaces;
- Nine new parks; and
- Green Nodes at the new parks along the East-West Street north of Eglinton Avenue East ("Golden Mile Boulevard" , as shown in Figure 5 Public Realm Plan on Page 10).

2.0 Public Realm

2.1 PUBLIC REALM PLAN

Development in the Plan Area will be organized by a public realm network made up of elements such as streets, parks and open spaces, pedestrian and cycling connections (Figure 5 Public Realm Plan, based on GMSP Map 6 Public Realm Plan).

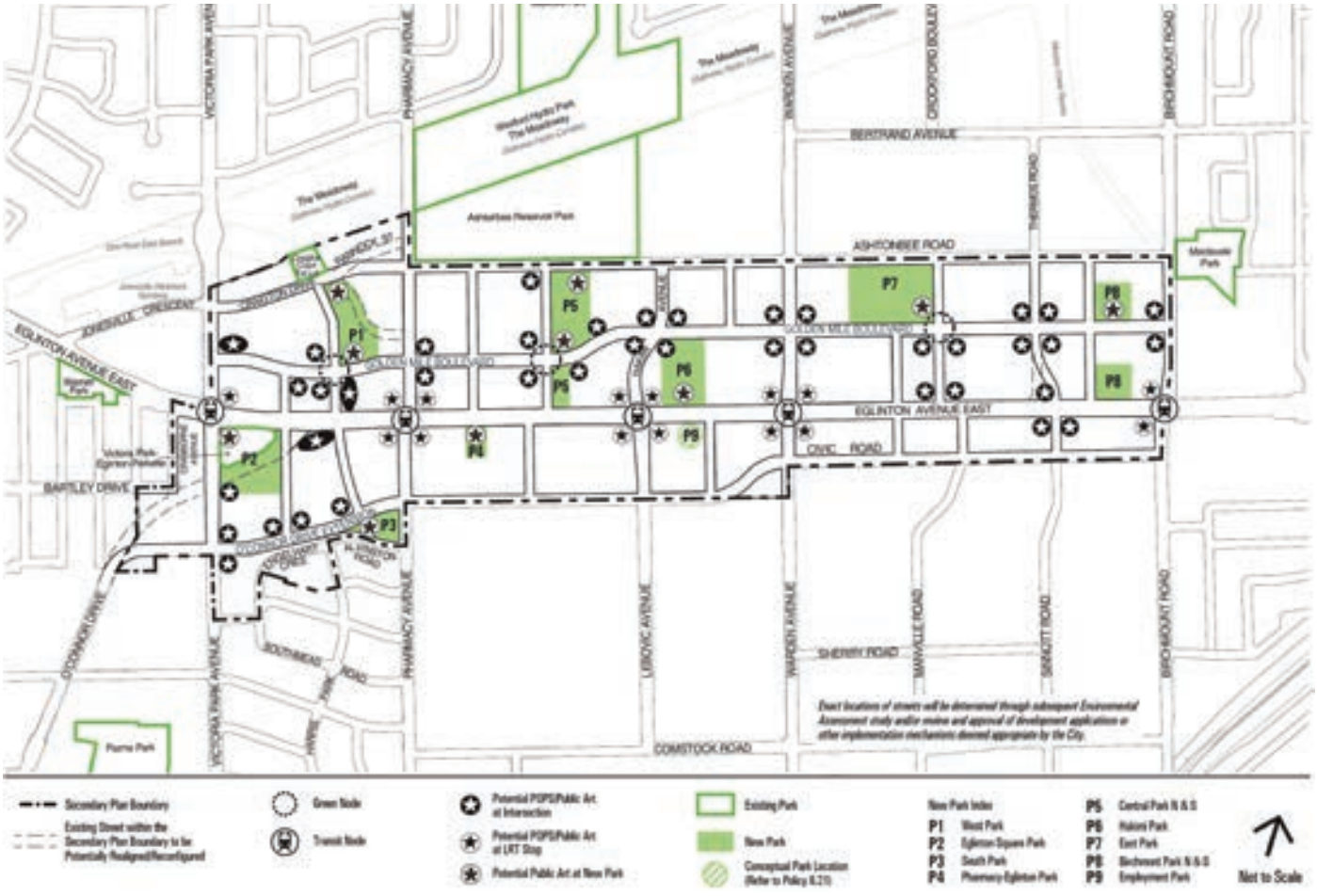
These elements provide structure for development and contribute to a connected, accessible, diverse, complete and livable community with distinctive identity and value. The Public Realm Plan provides directions on establishing a variety of spaces for active and passive activities and strengthens the connections between people and the places they share, such as transit stops, stores and shops, schools, offices, and community services.

As the Plan Area evolves over time, development will provide detailed public realm plans, strategies and designs on individual sites to support this vision.

Guideline:

2.2.1. Public Realm Plans, Strategies, and Designs

Individual development should provide detailed public realm plans, strategies, and designs to support the overall vision for the public realm.



Note : "The street name of "Golden Mile Boulevard" is for illustration purpose only and will be determined in the future."

Figure 5 Public Realm Plan (Based on GMSP Map 6 Public Realm Plan)

2.2 STREETS AND STREETSCAPE – GENERAL

General and specific guidelines for typical streets shown on GMSP Map 7 Street Network are provided in this section, including conceptual street cross-sections.

In accordance with Policy 11.8 of the Plan, the exact location, alignment and design of streets and potential mid-block pedestrian connections will be refined, at the discretion of the City, through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment ("EA"), as required, or other implementation mechanisms.

Guidelines:

2.2.1. Complete Streets Guidelines

The City of Toronto's Complete Streets Guidelines will be used to inform the design of the streets in the Plan Area.

2.2.2. Streetscape Master Plans

Development on Sites (as defined in the Plan) that can accommodate multiple Blocks or buildings may be required to provide streetscape master plans as part of the Context Plan, with additional guidelines on the detailed streetscape design which may be incorporated into this document as supplementary guidelines.

2.2.3. Sidewalk Zones

Sidewalk zones between road curbs and buildings should be designed to define and support the different roles, functions, and characters of the streets, as described in the guidelines for individual streets in Section 2.3 and 2.4.

2.2.4. Street Trees and Furniture

Street trees and street furniture should be provided on both sides of existing and new streets.

2.2.5. Street Tree Spacing

Street trees should be spaced approximately 7.7 metres on-centre from one another.

2.2.6. Existing Above and Below Grade Utilities

Existing above and below grade utilities will be relocated, as required, to allow for sufficient space for sidewalks, ensure the growth of full canopied and healthy trees, and reduce visual clutter. Along new streets, utilities will be consolidated, as required, below grade and located in a manner that reduces conflict with tree root systems and canopies

2.2.7. Detailed Streetscape Design

Detailed design and selection of elements such as paving patterns, materials and colours, lighting, and street furniture will be determined in consultation with the City and in coordination with adjacent development.

2.2.8. Additional Building Setbacks

Additional building setbacks beyond those specified in the Plan may be required if the combined width of the public boulevard and the minimum setback is not sufficient to support healthy trees and a minimum 2.1-metre sidewalk along the street.

2.2.9. Design of Setback Areas

Setback areas will be landscaped to compliment and coordinate with the streetscape in the public boulevards, enhance pedestrian amenity, and provide appropriate settings for the adjacent ground floor uses, in particular:

a. In areas adjacent to commercial uses at grade, allow for a combination of hardscaped areas for marketing zones and soft landscaping such as planter boxes and/or trees in flush-to-grade grates; and

b. In areas adjacent to residential uses at grade, provide primarily soft landscaping as a transition between the public and private realm.

2.3 EXISTING STREETS

2.3.1. Widened Eglinton Avenue East (43-Metre Right-of-Way Width)

The Plan requires that the existing 36-metre right-of-way width of Eglinton Avenue East be widened to 43 metres. The widened right-of-way width allows for an enhanced streetscape to achieve the public realm vision for the ECLRT corridor established through the EglintonConnects Planning Study and the Plan.

The sidewalk zone (from curb to building face) along Eglinton Avenue East will be a minimum of 9.3 metres wide. The sidewalk zone will be designed as a vibrant urban place to support the street's role as a commercial main street, with generous sidewalks and street trees in seat wall planters in the public boulevard (from curb to street line), and marketing zones in front of the commercial uses at grade. The boulevards with street trees will serve as a green seam throughout the Plan Area, and reinforce the image of Eglinton Avenue East as a green street.

Building on the streetscape currently being implemented through the construction of the ECLRT, including dedicated bike lanes, sidewalks, and street trees in some locations, early implementation of the enhanced streetscape in the public boulevard is of vital importance to the realization of the public realm vision for the Plan Area. The Plan requires the implementation of the enhanced streetscape be prioritized and be coordinated between adjacent sites. Wherever possible, development on Sites that have frontage on Eglinton Avenue East will implement the streetscape design in the public boulevard across the full Eglinton street frontage in the first phase of the development.

Eglinton Avenue East and Warden Avenue, looking west

Figure 6 Existing Eglinton Avenue East

Guidelines:

a. With a planned right-of-way width of 43 metres, the streetscape character for the widened Eglinton Avenue East at a typical mid-block cross-section, as illustrated in Figure 8 Conceptual Cross-section of Widened Eglinton Avenue East, should be defined by:

   i. Two vehicular travel lanes in each direction, and LRT tracks;

   ii. Dedicated bike lanes on both sides of the street;

   iii. On both sides of the street, a 9.3-metre minimum sidewalk zone (from curb to building face), consisting of:

   - A 0.8-metre edge zone with decorative pavers and lighting standards;
   - A 3-metre planting and furnishing zone, with 450mm seat wall planters with street trees and understory planting, decorative paving, bicycle parking, benches, and other site furniture;

Sidewalk zone along a commercial main street accomodates street trees, a generous sidewalk, and a marketing zone (Yonge Street south of Sheppard Avenue, Toronto)

Dedicated bike lanes will be part of the Eglinton Avenue East streetscape; street trees will be in the public right-of-way (Potential view along Eglinton Avenue East, Don Mills Crossing Secondary Plan Study, Toronto)

Figure 7 Streetscape Examples for Widened Eglinton Avenue East

Key Map for Cross-section

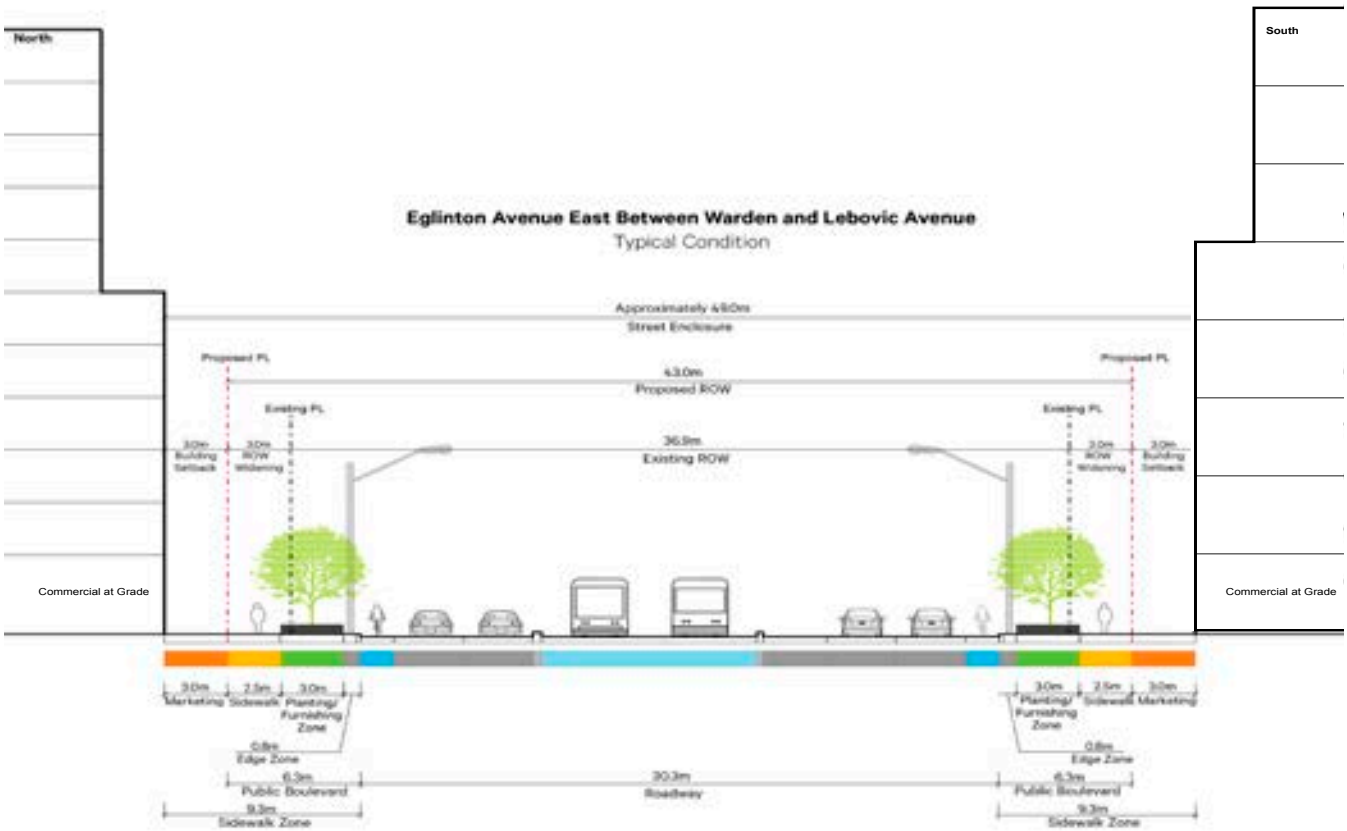


Figure 8 Conceptual Cross-section of Widened Eglinton Avenue East (43m ROW)

- A 2.5-metre minimum sidewalk located within the public right-of-way, between the street line and the planter;

iv. A 3-metre minimum building setback as the marketing zone with decorative paving, soft landscaping in planters or planter boxes, and removable furniture; and

v. Relocation of below and above grade utilities, where required, to implement the streetscape vision.

b. Refer to Section 6 Eglinton Avenue East Streetscape Concept Plan for additional guidance on the streetscape design for the Eglinton Avenue East Streetscape.

c. Detailed design and selection of streetscape elements will be determined in consultation with the City through the development review process and may be incorporated into this document as supplementary guidelines.

2.3.2. Widened Victoria Park Avenue and Warden Avenue (36-Metre Right-of-Way Width)

To promote complete streets that provide a greater balance between all modes of travel, Victoria Park Avenue and Warden Avenue will be widened to 36 metres.

Guidelines:

a. With a planned right-of-way width of 36 metres, the streetscape character for the widened Victoria Park Avenue and Warden Avenue, as illustrated in Figure 10 Conceptual Cross-section of Widened Victoria Park Avenue and Warden Avenue, should be defined by:

i. Two vehicular travel lanes and one dedicated transit priority lane in each direction;

ii. Dedicated cycling facilities on both sides of the street;

iii. On both sides of the street, an 8.5-metre minimum sidewalk zone (from curb to building face), consisting of:

- A 0.8-metre edge zone with decorative paving and lighting standards;
- A 2.6-metre planting and furnishing zone, with 200mm curb planters with street trees and understory planting, bicycle parking, benches, and other street furniture;
- A 2.1-metre minimum sidewalk located within the public right-of-way; and
- A 3-metre minimum building setback with hard and/or soft landscaping to support the adjacent ground floor uses; additional setback may be required to address utility constraints and accommodate all streetscape elements.

Victoria Park Avenue and O'Connor Drive, looking north

Warden Avenue and Eglinton Avenue East, looking south

Figure 9 Existing Victoria Park Avenue and Warden Avenue

Figure 10 Conceptual Cross-section of Widened Victoria Park Avenue and Warden Avenue (36m ROW)

2.3.3. Existing Birchmount Road with Improved Streetscape (30-Metre Right-of-Way Width)

As an arterial street, the existing 30 metres right-of-way width of Birchmount Road will be maintained. Streetscape improvements will be provided to support increased pedestrian and cycling activities.

Guidelines:

a. With the existing right-of-way width of 30 metres, the streetscape character for Birchmount Road with improved streetscape, as illustrated in Figure 10, should be defined by:

   i. Two vehicular travel lanes in each direction;

   ii. Dedicated cycling facilities on both sides of the street;

   iii. On both sides of the street, an 8.8-metre minimum sidewalk zone (from curb to building face), consisting of:

   - A 0.8-metre edge zone with decorative paving and lighting standards;
   - A 2.6-metre planting and furnishing zone, with 200mm curb planters with street trees and understory planting, bicycle parking, benches, and other street furniture;
   - A 2.4-metre minimum sidewalk located within the public right-of-way; and
   - A 3-metre minimum building setback with hard and/or soft landscaping to support adjacent ground floor uses; additional setback may be required to address utility constraints and accommodate all streetscape elements.

Birchmount Road and Eglinton Avenue East, looking south

Birchmount Road and Eglinton Avenue East, looking north

Figure 11 Existing Birchmount Road

Figure 12 Conceptual Cross-section of Birchmount Road with Improved Streetscape (30m ROW)

2.3.4. Existing Pharmacy Avenue with Improved Streetscape (27-Metre Right-of-Way Width)

Maintaining its existing 27 metres right-of-way width, the Pharmacy Avenue streetscape will be designed as a pedestrian friendly street, connecting the existing and new parks and open spaces in the area, as well as the surrounding neighbourhoods.

Guidelines:

a. With the existing right-of-way width of 27 metres, the streetscape character for Pharmacy Avenue with improved streetscape should be defined by:

   i. Two vehicular travel lanes in each direction;

   ii. In areas closer to the LRT stop (generally within a block), on both sides of the street, a sidewalk zone (from curb to building face), consisting of:

   - A 0.8-metre edge zone with decorative paving and lighting standards;
   - A planting and furnishing zone, with 200mm curb planters with street trees and understory planting, bicycle parking, benches, and other street furniture;
   - A 2.1-metre minimum sidewalk located within the public right-of-way; and
   - A 3-metre minimum setback with hard and/or soft landscaping to support the adjacent ground floor uses; additional setback may be required to address utility constraints and accommodate all streetscape elements; and

   iii. In areas further away from the LRT stop, on both sides of the street, a sidewalk zone consisting of:

   i. A 0.2-metre road curb;

   ii. A planting zone with street trees in sod between the road curb and the sidewalk;

   iii. A 2.1-metre minimum sidewalk located within the public right-of-way; and

   iv. A 3-metre minimum building setback with primarily soft landscaping to support the role of the street as a mostly residential street; additional setback may be required to address utility constraints and accommodate all streetscape elements.

Pharmacy Avenue and Eglinton Avenue, looking north

Pharmacy Avenue and Eglinton Avenue, looking south

Figure 13 Existing Pharmacy Avenue

2.3.5. Existing Hakimi Avenue with Improved Streetscape (27-Metre Right-of-Way Width)

Maintaining its existing 27-metre right-of-way width, the streetscape along Hakimi Avenue will be improved to support its role as a key north south spine with enhanced streetscape and pedestrian amenities. It will connect the General Employment Areas south of Eglinton Avenue East to the new mixed use community in the Central District including potential new schools and community services, and further north to the existing Centennial College just outside the Plan Area.

The street cross-section will be similar to the O'Connor Drive Extension as shown in Figure 21 Conceptual Cross-section of O'Connor Drive Extension, however, the character of Hakimi Avenue will be different due to the adjacent uses and landscape treatment in the setback areas.

Guidelines:

a. With the existing right-of-way width of 27 metres, the streetscape character for Hakimi Avenue with improved streetscape should be defined by:

   i. Two vehicular travel lanes in each direction;

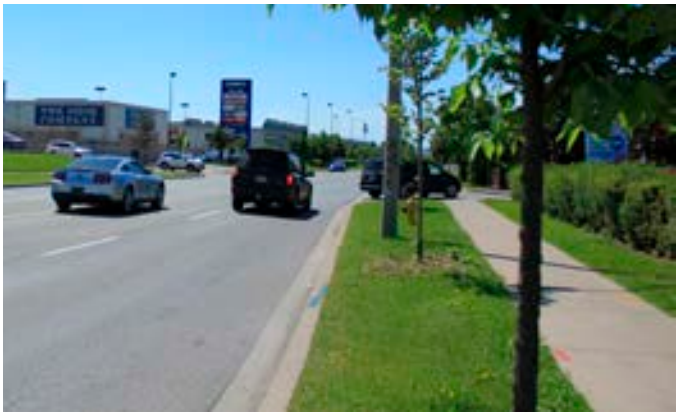
   ii. Dedicated cycling facilities on both sides of the street;

   iii. On both sides of the street, a 7.4-metre minimum sidewalk zone (from curb to building face), consisting of:

   - A 0.4-metre edge zone with lighting standards;
   - A 1.8-metre planting and furnishing zone, with 150mm planters with street trees and understory planting with sufficient soil volume, bicycle parking, benches, and other street furniture;
   - A 2.1-metre minimum sidewalk located within the public right-of-way; and
   - A 3-metre minimum building setback with hard and/or soft landscaping to support the adjacent ground floor uses; additional setback may be required to allow for forecourts, plazas, and additional landscaping, to support a variety of commercial, institutional, and community uses at grade; and

b. Design features to support potential temporary road closure for community events should be considered.

Hakimi Avenue and Eglinton Avenue, looking north



Lebovic Avenue and Eglinton Avenue, looking south

Figure 14 Existing Hakimi Avenue and Lebovic Avenue

2.3.6. Craigton Drive Reconfiguration and Widening, and Existing Ashtonbee Road with Streetscape Improvements (23-Metre Right-of-Way Width)

Craigton Drive reconfiguration will align with Ashtonbee Road and the right-of-way will be widened from 20 metres to 23-metre.

Ashtonbee Road will maintain its existing 23 metres right-of-way width and will be enhanced with streetscape improvements.

Generally located along the northern boundary of the Plan Area and within close proximity to The Meadoway, the reconfigured Craigton Drive and improved Ashtonbee Road will be a pedestrian and cycling friendly street with an open and green character, connecting a variety of existing and new institutional, employment, and residential uses, as well as several parks such as Craigton Tot Lot, Ashtonbee Reservoir Park, West Park, Central Park, and East Park.

Guidelines:

a. With a planned right-of-way of 23 metres, the streetscape character of the reconfigured Craigton Drive and the existing Ashtonbee Road should be defined by:

   i. One vehicular travel lane in each direction;

   ii. Dedicated cycling facilities on both sides of the street;

   iii. On both sides of the street, an 8.6-metre minimum sidewalk zone (from curb to building face), consisting of:

   - A 0.2-metre road curb;
   - A 3.3-metre planting zone with street trees in sod;
   - A 2.1-metre minimum sidewalk located within the public right-of-way; and
   - A 3-metre minimum building setback with primarily soft landscaping to support the adjacent ground floor uses.

Craigton Drive, looking east

Ashtonbee Road, looking east

Figure 15 Existing Craigton Drive and Ashtonbee Road

2.3.7. Thermos Road Reconfiguration and Widening (23-Metre Right-of-Way Width)

Thermos Road reconfiguration will align with Sinnott Road on the south side of Eglinton Avenue East. The right-of-way of Thermos Road will be widened from 20 metres to 23 metres.

Guidelines:

a. With a planned right-of-way width of 23 metres, the reconfigured and widened Thermos Road should be defined by:

   i. A cross-section and character similar to the new streets with cycle tracks/bike lanes (23-metre right-of-way) as shown in Figure 25 Conceptual Cross-section of New Streets with Bike Lanes. Refer to Guideline 2.4.4.

   ii. The remnant portion of the existing Thermos Road right-of-way at the north west corner of Eglinton Avenue East and the reconfigured Thermos Road should be re-purposed and transformed into a public space with pedestrian amenities and a potential public art installation.

Thermos Road and Ashtonbee Road, looking south

Figure 16 Existing Thermos Road

2.4 NEW STREETS

2.4.1. Golden Mile Boulevard (27-Metre Right-of-Way Width)

Golden Mile Boulevard as shown on Figure 5 Public Realm Plan will be a new east-west neighbourhood street with varying characters as it crosses the Districts and Character Areas with their differing commercial, residential and park and open space frontages. The street will have double rows of trees where possible and dedicated cycling facilities.

Guidelines:

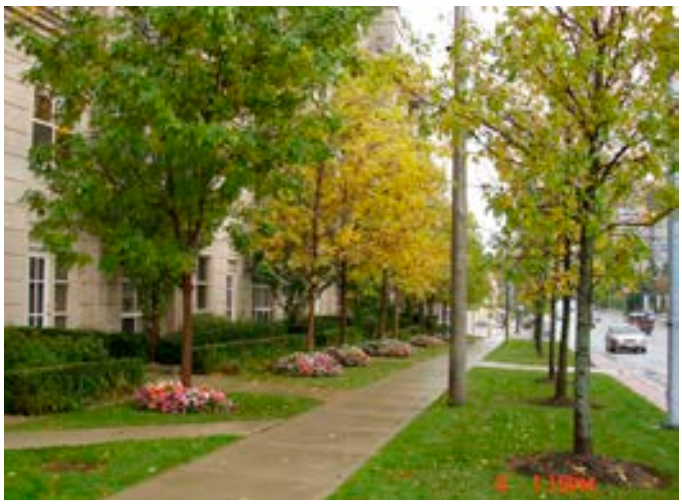
a. With a planned right-of-way width of 27 metres, the streetscape character for Golden Mile Boulevard, as illustrated in Figure 19 Conceptual Cross-section of Golden Mile Boulevard, should be defined by:

i. One vehicular travel lane in each direction and a on-street parking lane where appropriate;

ii. On both sides of the street, a 10.5-metre – 12-metre minimum sidewalk zone (curb to building face), consisting of:

- A 2-metre cycle track along the road curb;
- A 3-metre planting and furnishing zone, with 150mm curb planters with street trees and understory planting, decorative paving, lighting, bicycle parking, benches, and other street furniture;
- A 3.8-metre minimum sidewalk with decorative paving and trees in flush-to-grade grates or soft landscaping located within the public right-of-way;
- A 1.5-metre minimum building setback (west of Pharmacy Avenue), and 3-metre minimum building setback (east of Pharmacy Avenue) with hard and/or soft landscaping to support adjacent ground floor uses;

Generous sidewalk zone with commercial frontage (Vancouver)



A generous boulevard with double rows of trees adjacent to a mid-rise residential building (Bloor Street West east of Islington Avenue, Toronto)

Figure 17 Examples of Generous Sidewalk Zones with Double Rows of Trees

A generous boulevard with a cycle track with soft landscaping and trees on both sides (Lyon, France)

Key Map for Cross-section

Figure 18 Example of Generous Sidewalk Zone with Cycle Track

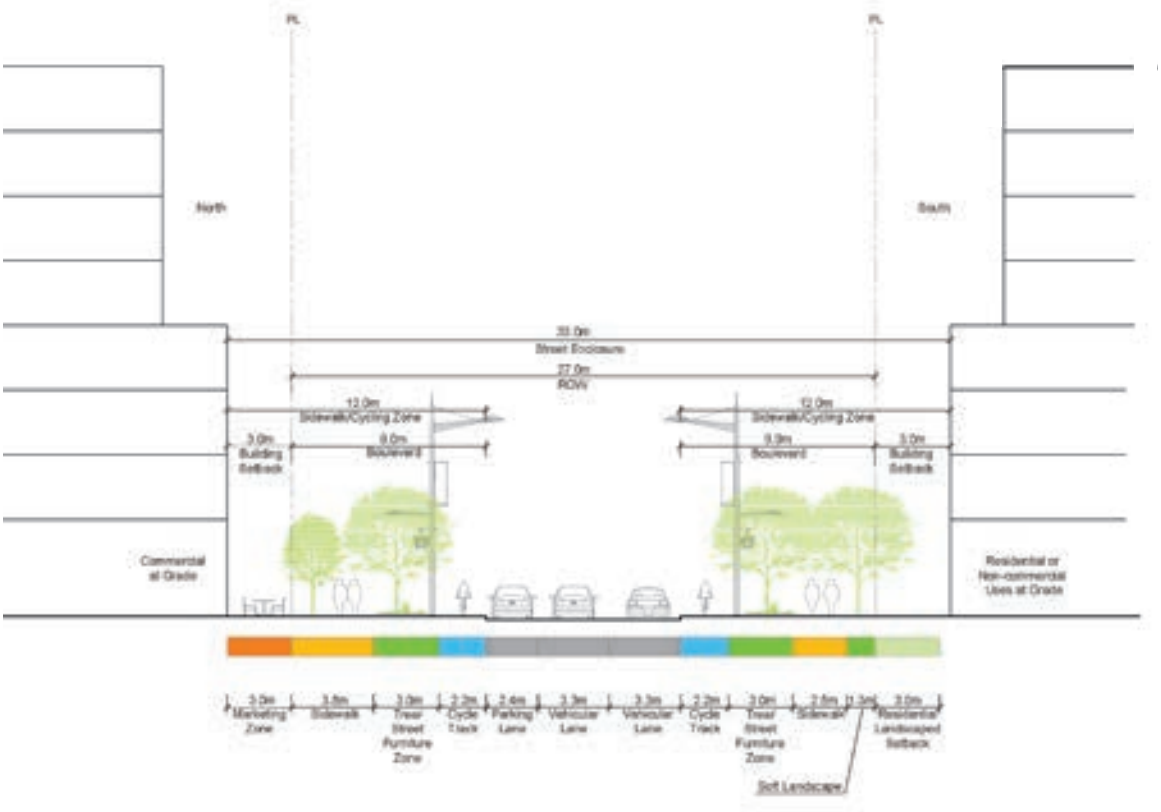


Figure 19 Conceptual Cross-section of Golden Mile Boulevard (27m ROW) – East of Pharmacy Avenue

2.4.2. O'Connor Drive Extension

The potential reconfiguration and extension of O'Connor Drive (See Figure 5 Public Realm Plan) will enhance connectivity and accomodate all modes of transportation with safe, comfortable and tree lined spaces for pedestrians and cyclists.

Guidelines:

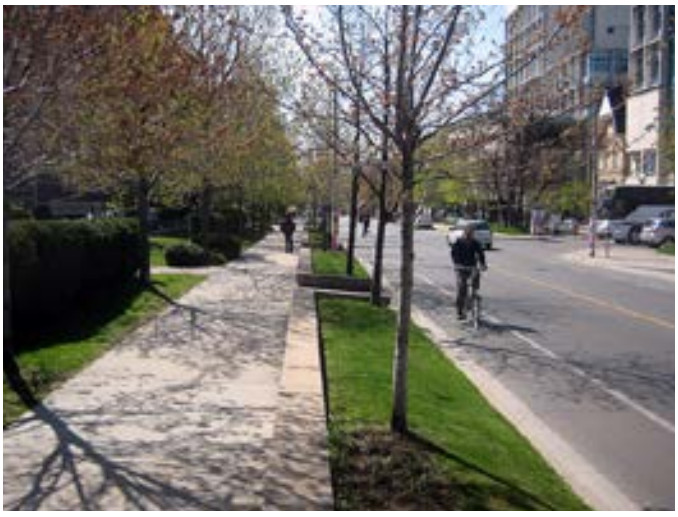
a. With a planned right-of-way width of 27 metres, the streetscape character of O'Connor Drive extension, as illustrated in Figure 21 Conceptual Cross-section of O'Connor Drive Extension, should be defined by:

   i. Two vehicular travel lanes in each direction;

   ii. Dedicated cycling facilities on both sides of the street;

   iii. On both sides of the street, a 7.3-metre minimum sidewalk zone (from curb to building face), consisting of:

- A 0.4-metre edge zone with lighting standards;
- A 1.8-metre planting and furnishing zone, with 150mm planters with street trees and understory planting with sufficient soil volume;
- A 2.1-metre minimum sidewalk located within the public right-of-way; and
- A 3-metre minimum building setback with hard and/or soft landscaping to support adjacent ground floor uses; additional setback may be required to address utility constraints and to accommodate all streetscape elements.



South side of O'Connor Drive Extension will be partially lined by open spaces and a new park; raised cycle track can be considered (St. George Street, Toronto)

North side of O'Connor Drive Extension will be lined by primarily mid-rise buildings with active uses at grade

Figure 20 Examples of Built Form and Streetscapes for O'Connor Drive Extension

Key Map for Cross-section

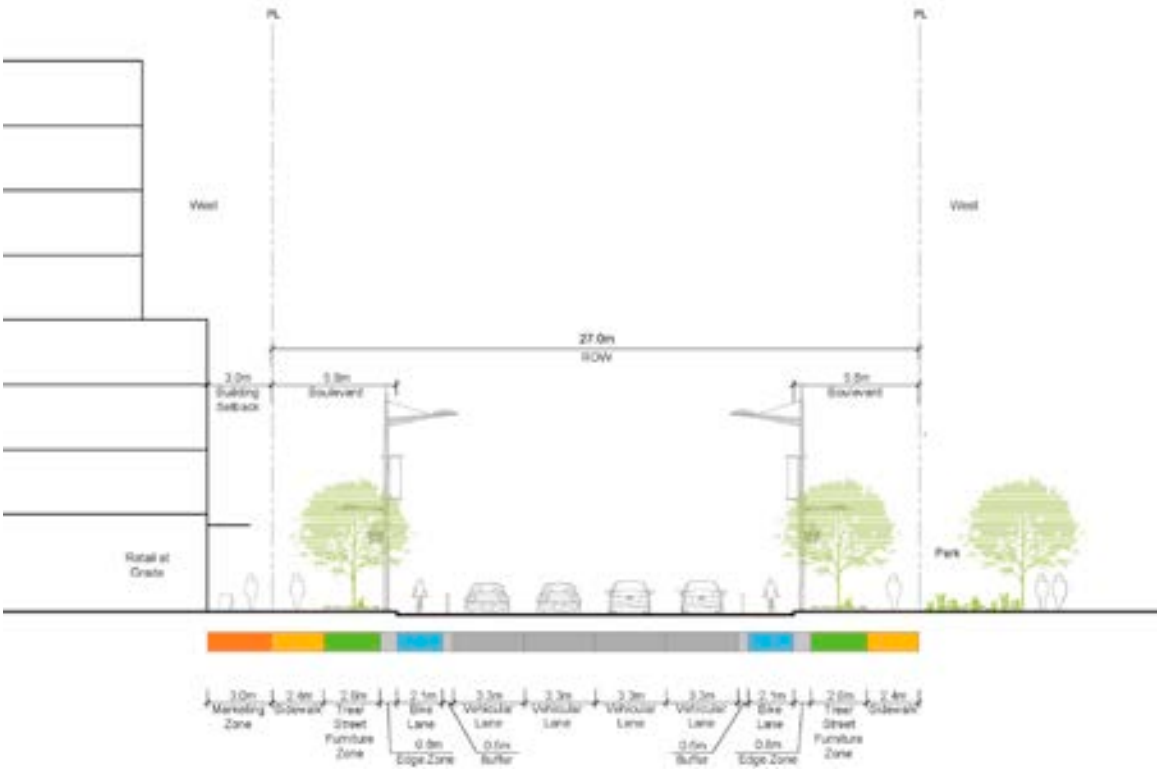


Figure 21 Conceptual Cross-section of O'Connor Drive Extension

2.4.3. New Streets with MUPs (23-Metre Right-ofWay Width)

New streets with 23-metre right-of-way and dedicated multi-use paths open to both pedestrians and cyclists will be provided along West Park, Central Park, and East Park, to promote direct pedestrian and cycling access and activities along the parks.

Guidelines:

a. With a planned right-of-way width of 23 metres, the streetscape character for new streets with MUPs, as illustrated in Figure 23 Conceptual Cross-section of New Street with MUP, should be defined by:

i. One vehicular travel lane in each direction, and an on-street parking lane where appropriate;

ii. A 9.2-metre minimum sidewalk zone (from curb to building face) along the street frontage lined with buildings, consisting of:

- A 0.8-metre edge zone with decorative paving and lighting standards;
- A 3-metre planting and furnishing zone, with 150mm curb planters with street trees and understory planting, bicycle parking, benches, and other street furniture;
- A 2.4-metre minimum sidewalk, located within the public right-of-way; and
- A 3-metre minimum building setback with primarily soft landscaping to support the adjacent active residential uses at grade.

iii. A 7.8-metre minimum MUP zone along the street frontage abutting the park, consisting of:

- A 0.8-metre edge zone with decorative paving and lighting standards;
- A 3-metre planting and furnishing zone, with 150mm curb planters with street trees and understory planting, bicycle parking, benches, and other street furniture;
- A 4-metre multi-use path located within the public right-of-way along the park.

Indianapolis Cultural Trail, Indianapolis, Indiana, USA

Multi-Use Path in Los Angeles, California, USA

Figure 22 Examples of Multi-Use Paths

Key Map for Cross-section

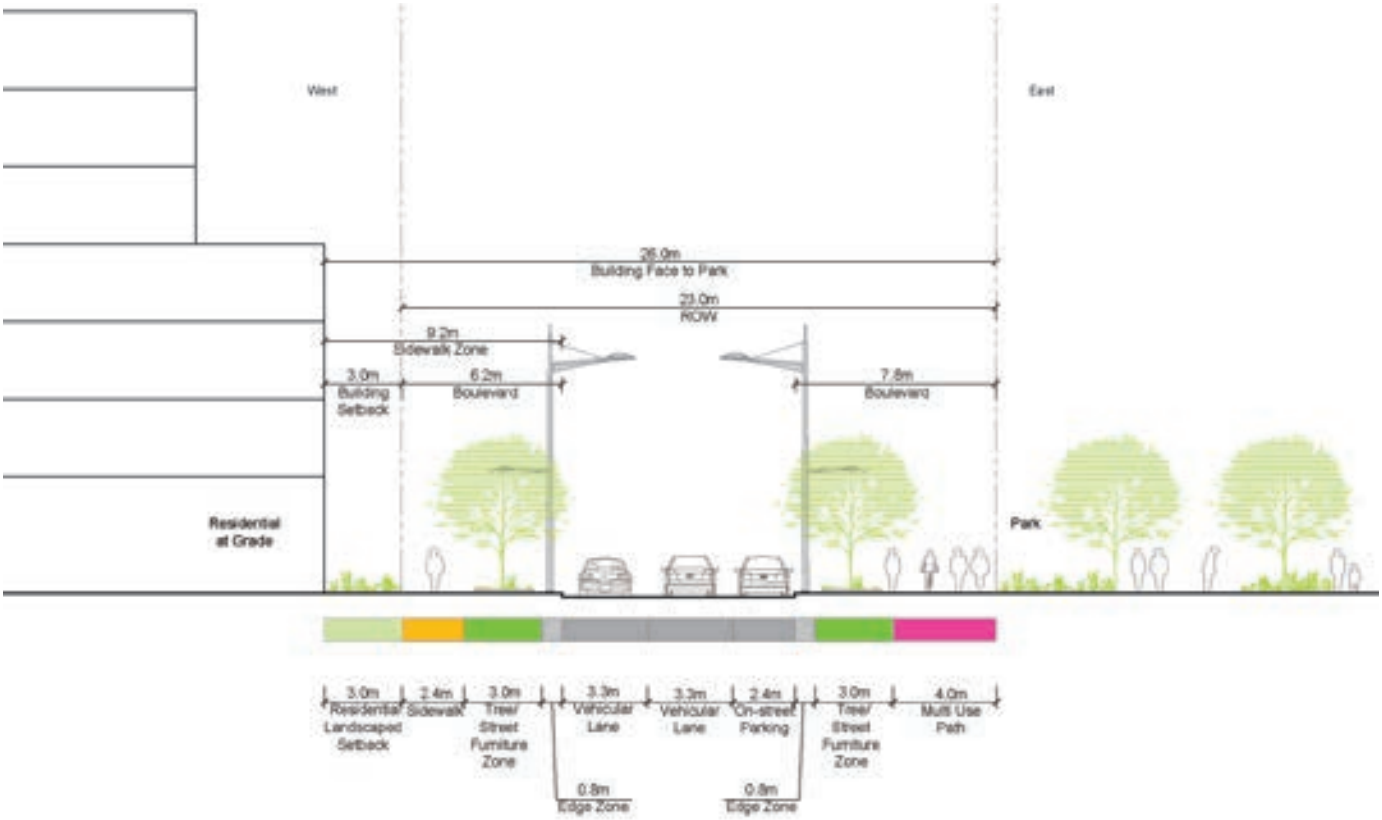


Figure 23 Conceptual Cross-section of New Streets with MUP's (23m ROW)

2.4.4. New Streets with Cycle Tracks/Bike Lanes (23-Metre Right-of-Way Width)

New streets with 23-metre right-of-way width and dedicated cycling facilities will be provided, leading to the West Park, Central Park, East Park, and along Eglinton Square Park.

Guidelines:

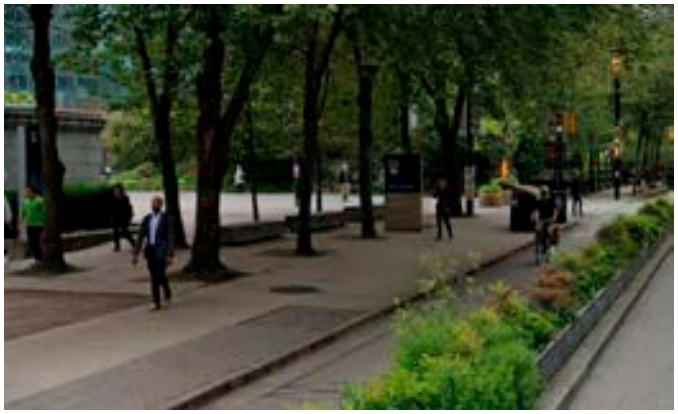
a. With a planned right-of-way width of 23 metres, the streetscape character for new streets with bike lanes, as illustrated in Figure 25 Conceptual Cross-section of New Streets with Bike Lanes, should be defined by:

i. One vehicular travel lane in each direction;

ii. Dedicated cycling facilities on both sides of the street;

iii. On both sides of the street, an 8.6-metre minimum sidewalk zone (from curb to building face), consisting of:

- A 0.8-metre edge zone with decorative paving and street lights;
- A 2.7-metre planting and furnishing zone, with 150mm planter with street trees, bicycle parking, benches, and other street furniture;
- 2.1-metre minimum sidewalk, located within the public right-of-way; and
- A 3-metre minimum building setback with hard and/or soft landscaping supporting the adjacent uses at grade.



A safe and comfortable bike lane defined by planters and a boulevard with double rows of trees (Vancouver)

A cycle track integrated with street trees in the sidewalk zone (curb to building face) and on-street parking, adjacent to a mixed use development with commercial use at grade (Cambridge, Massachusetts, USA)

Figure 24 Examples of Bike Lanes and Cycle Tracks

Key Map for Cross-section

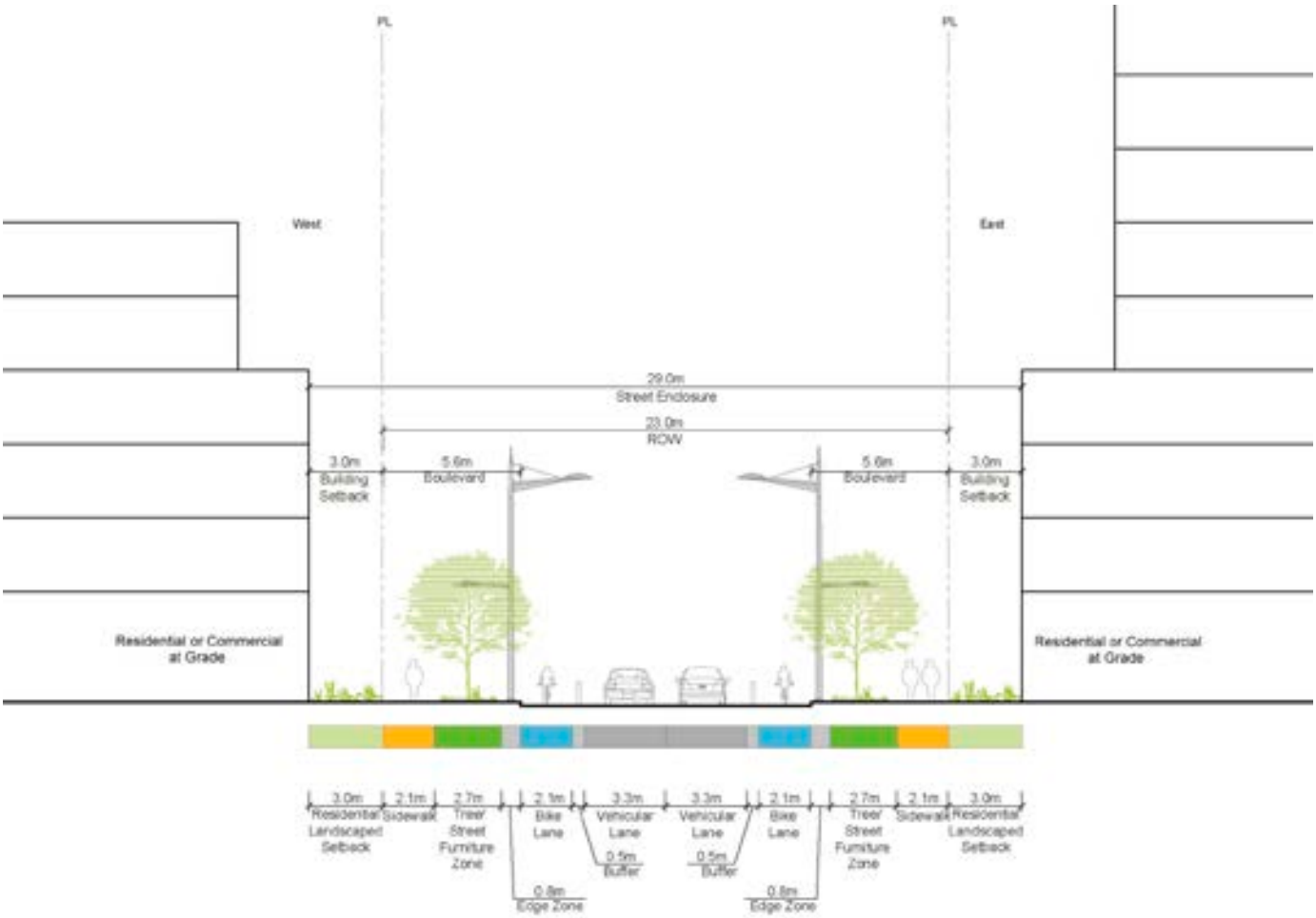


Figure 25 Conceptual Cross-section of New Streets with Bike Lanes (23m ROW)

2.4.5. New Streets (20-Metre Right-of-Way)

New local streets with 20-metre right-of-way width will provide an additional layer of quieter connections within the Plan Area. These streets are anticipated to feature a low level of vehicular traffic and will prioritize the safe and comfortable movement of pedestrians and cyclists.

Guidelines:

a. The streetscape character for new streets with 20-metre right-of-way width, as illustrated in Figure 27 Conceptual Cross-section of New Streets (20m ROW), should be defined by:

   i. One vehicular travel lane in each direction with an on-street parking lane, where appropriate;

   ii. On both sides of the street, an 8.5-metre minimum sidewalk zone (from curb to building face), consisting of:

      - A 0.2-metre road curb;
      - A 3.2-metre planting zone, with street trees in sod/soft landscaping or in 150mm planters where appropriate;
      - 2.1-metre minimum sidewalk, located within the public right-of-way; and
      - A 3-metre minimum building setback with primarily soft landscaping supporting the adjacent residential uses at grade.

2.4.6. New Conceptual Streets

Guidelines:

a. The streetscape character of new Conceptual Streets as identified in the Plan, should be defined by:

   i. A 26-metre minimum street enclosure (building to building distance); and

   ii. A design similar to the new streets with 20-metre right-of-way width, as shown in Figure 27, to accommodate all required streetscape elements.

Boulevard treatment for a narrower and quieter residential street with street trees in soft landscaping (Seattle, Washington, USA)

Boulevard treatment for a wider and busier street with street trees in 150mm curb planters (Fort York Boulevard, Toronto)

Figure 26 Examples of Boulevard Treatments for New Streets

Key Map for Cross-section

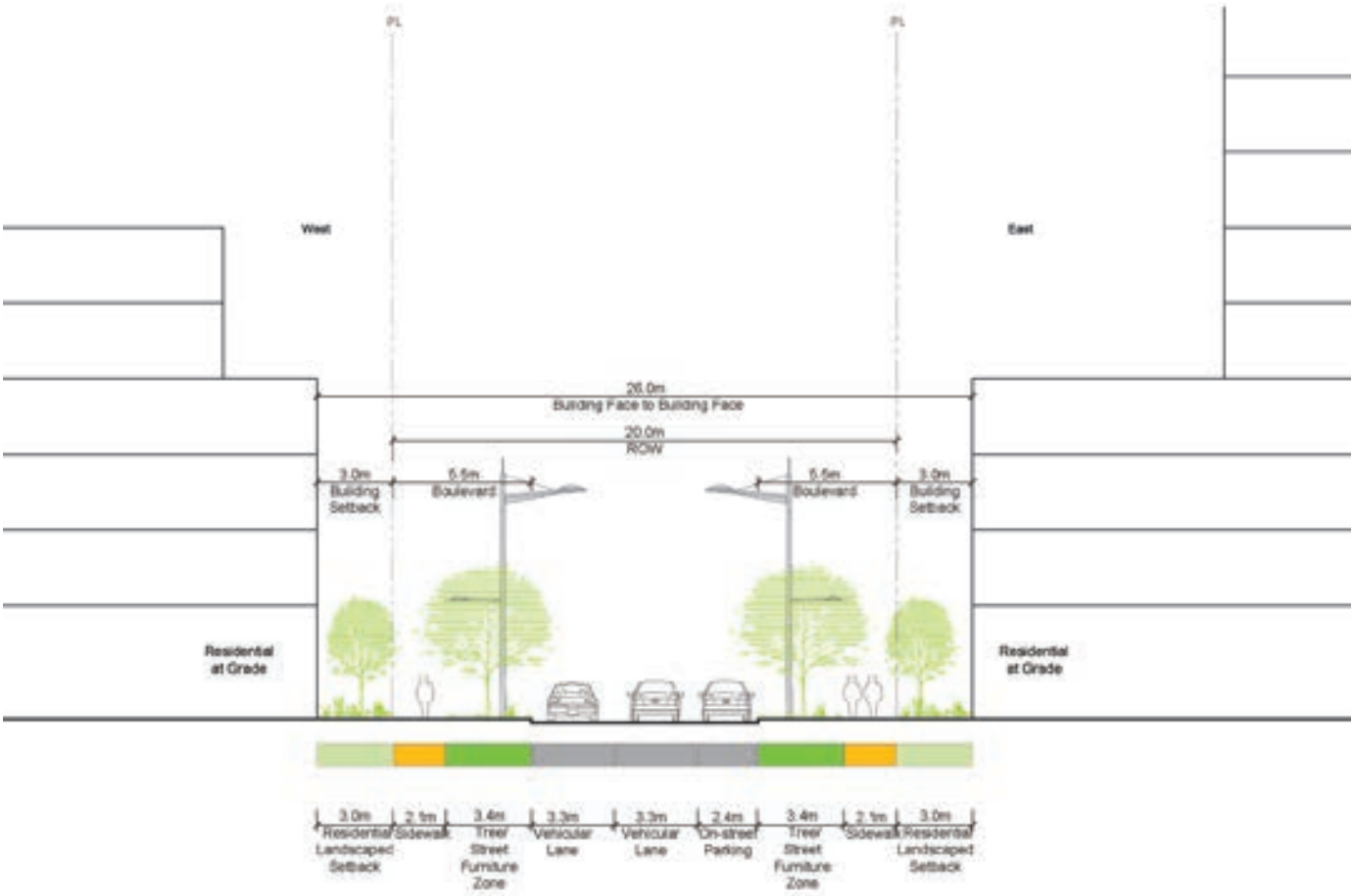


Figure 27 Conceptual Cross-section of New Streets (20m ROW)

2.5 PARKS AND OPEN SPACES

Creating a network of high quality, well-connected parks and open spaces is one of the key objectives of the Plan. GMSP Map 6 Public Realm Plan (Figure 5 Public Realm Plan) identifies nine new parks with varying sizes and functions, to support the planned growth for the Plan Area, while also offering recreational opportunities for the residents, workers and visitors to the area.

New and existing parks will be fully integrated as part of the overall public realm network, with generous street frontages to maximize visibility and accessibility. Connections to nearby parks and open spaces such as The Meadoway and Ashtonbee Reservoir Park will be established through direct open space linkages and/or enhanced streetscapes.

A small Parkaette along a commercial main street with a more urban character, North York Rose Garden, Toronto

A Parkette as a focal point for a local community, Albert Landings Parkette, Toronto

A Park with a pedestrian bridge, Metrogate Park, Toronto (Photo: Terraplan Landscape Architects)

Larger Parks can accomodate more diverse recreational and social activities, Trinity Bellwoods Park, Toronto

Figure 28 Examples of Parks of Various Sizes and Functions

Guidelines:

2.5.1. Integrating Parks with Public Realm

Promote seamless integration of parks and open spaces with the surrounding public realm by:

a. Providing generous street frontages along the park;

b. Providing upgraded streetscape treatment along parkside streets;

c. Integrating the park and the adjacent streetscape with elements such as planters, benches, and soft landscaping, with multiple entry points along the park frontage;

d. Locating buildings to create generous pedestrian connections, courtyards, view corridors leading to or connected with the park;

e. Providing public art installations, where appropriate, to accentuate park entrances, create place-making opportunities, and provide additional visual interest; and

f. Creating a group of POPS or other green spaces through enhanced landscaping and pedestrian amenities with increased building setbacks where a street terminates or intersects with a park, forming a "Green Node".

Streetscape with double rows of trees and a generous sidewalk compliments an adjacent park (The Esplanade along David Crombie Park, Toronto)

A park with two street frontages with enhanced visibility and accessibility (Massey Harrison Park along King Street West, Toronto)

A low planter with soft landscaping demarcates the boundary between a park and a street (North York Rose Garden along Yonge Street, Toronto)

Figure 29 Examples of Parks with Street Frontages

2.5.2. Active At-grade Uses along Park

Wherever possible, development should provide active uses at grade fronting onto parks and open spaces with entrances, clear glazing, walkways, and landscaping, to enhance the accessibility and visibility of the park, and promote pedestrian safety and comfort around the park.

2.5.3. Design within Setbacks from Parks

A 6-metre minimum building setback is required from all parks and open spaces. The setback area should be designed as follows:

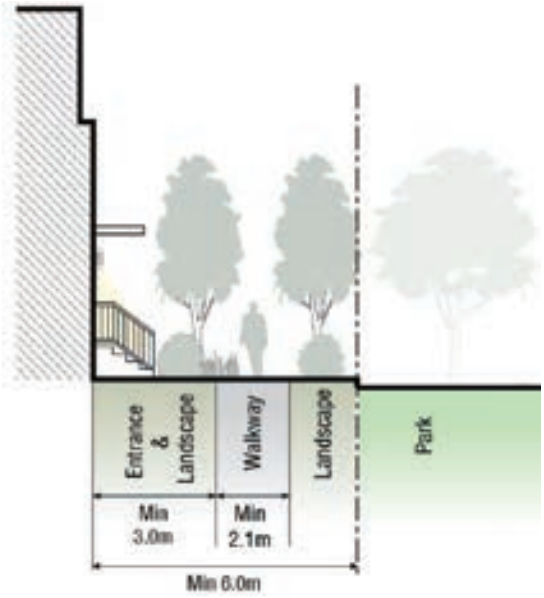


Figure 30 Cross-section of 6.0m Required Setback Area

a. Where a residential use is located along a park, promote eyes on the park, transition in scale, and addtional landscaping by providing:

   i. A 2.1-metre minimum walkway;

   ii. A 3-metre minimum distance between the building and the walkway to accommodate soft landscaping and projecting elements such as front porches and canopies; and

   iii. A 0.5 - 0.9-metre landscape buffer between the walk way and the park.

b. Where a commercial use is provided along a park, provide the following elements:

   i. A 3-metre minimum marketing zone;

   ii. A 2.1 - 2.5-metre pedestrian clearway;

   iii. A 0.5 - 0.9-metre combined hard and soft landscaping; and

   iv. Removable site furnishing such as tables, chairs, and planter boxes.

Treatment within the setback area of a residential development along a park; additional landscaping and/or wider walkway are desirable (Avonshire Park, Toronto)

Treatment within the setback area of a commercial ground floor along a park; wider pedestrian clearway and additional landscaping are desirable e (North York Rose Garden, Toronto)

Figure 31 Examples of Setback Areas along Parks

2.6 PRIVATELY OWNED PUBLICLY- ACCESSIBLE SPACES (POPS)

A network of Privately Owned Publicly-accessible Spaces (POPS) will complement the public parks and open space system, creating new spaces for social gathering and outdoor activity. Maintained and operated by private landowners, POPS will be openly accessible to all members of the community.

POPS provided through development will be designed in accordance with the City's Urban Design Guidelines for Privately Owned Publicly-accessible Spaces.

Guidelines:

2.6.1. Types of POPS

POPS should be provided throughout development sites, and may take the form of the following:

a. Transit Node POPS – located in close proximity to ECLRT stops, where the greatest concentrations of pedestrian and active retail activity are expected to occur;

b. Green Node POPS – located around major parks along the Golden Mile Boulevard, supporting major community and cultural events;

c. Urban Plazas – having a combined hard and soft landscape character with more intensive pedestrian activity, located at key locations other than Transit Nodes and Green Nodes;

d. Courtyards – framed by the built edges of development but openly visible and accessible to the public;

e. Mid-block Pedestrian Connections – allowing passage between or through buildings that is spacious, well-lit and safe, to further reduce walking distances to streets; and

f. Parkside POPS – additional open space adjacent to public parks, with complimentary function, character, and design.

2.6.2. Transit Node POPS

POPS at Transit Nodes will be designed:

a. With a minimum dimensions of 20-metre along Eglinton Avenue East (as measured from the relevant north-south street right-of-way) and 10-metre in depth (as measured from the Eglinton Avenue East right-of-way);

b. To accommodate relatively higher levels of pedestrian traffic; and

c. With areas for amenities, seating, shade, and uses and amenities associated with shared mobility hubs.

2.6.3. Green Node POPS

POPS at Green Nodes will be designed:

a. To reflect the function and character of adjacent or proximate parks;

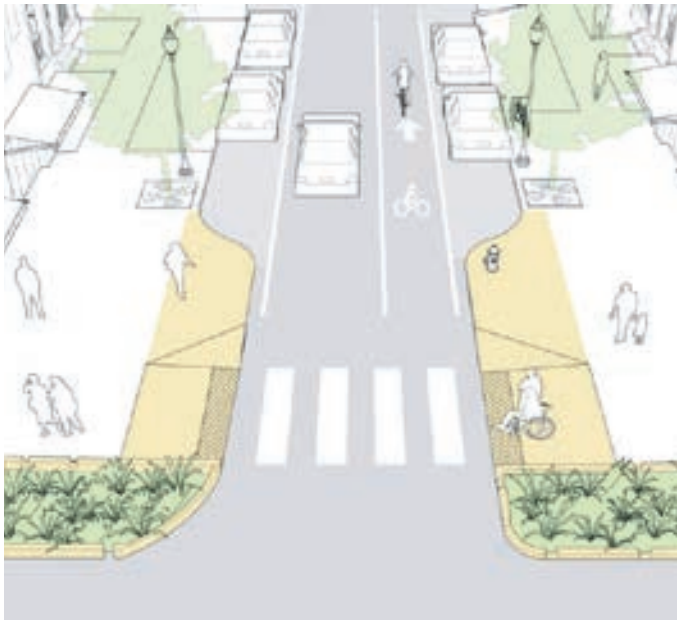
b. With a dimension that provides adequate space for the planned uses and amenities within these POPS, including uses and amenities associated with shared mobility hubs;

c. To accommodate relatively higher levels of pedestrian traffic;

d. With a greater amount of soft landscaping relative to hardscaping; and

2.7 PEDESTRIAN AND CYCLING NETWORKS

As shown on GMSP Map 9 Pedestrian Network and Map 10 Cycling Network, fine grained pedestrian and cycling networks will be developed through the creation of new streets, sidewalks, mid-block pedestrian connections, and dedicated cycling routes. Existing streets will be enhanced and priority pedestrian locations and cycling interchanges are introduced in the Plan.



Corner extensions at intersections shorten pedestrian crossings and promote pedestrian safety (Source: Urban Street Design Guide; NACTO.org)

An example of corner extensions on a local street (Montreal, Quebec)

Guidelines:

2.7.1. Integration with Surrounding Public Realm

Where appropriate, pedestrian and cycling infrastructure, and shared mobility hubs should be integrated with the surrounding public realm elements such as boulevards, POPS and Green Nodes, through coordinated streetscape and landscape treatments including decorative paving, pedestrian scale lighting, soft landscaping, trees, benches, and other amenities.

A safe cycling environment with a cycle track located at the same level as the sidewalk and separated from vehicular traffic (Seattle, Oregon, USA; Photo: theurbanist.org)

A shared mobility hub integrated with soft landscaping

Figure 32 Examples of Pedestrian/Cycling Infrastructure and Shared Mobility Hub

2.8 PUBLIC ART AND HERITAGE EXPRESSION

Surrounded by farmland until the 1940s, Eglinton Avenue from Victoria Park Avenue to Birchmount Road became famous in the 1950s as Scarborough's Golden Mile of Industry" – a hub of large-scale manufacturing and a symbol of post-war prosperity. The three distinct eras in the history of the Golden Mile: farming, industry and commerce, should be reflected in the design of the public realm elements.

In addition, local historical figures with special connections should also be highlighted. One such example is the famous Bomb Girls, a group of local female workers employed by the General Engineering Company who operated a top-secret munitions plant during the Second World War. The plant produced more than 256 million munitions for the Allied Forces, thanks to more than 21,000 workers who worked under immense pressure in the fight against Nazi Germany.

Furthermore, given the history of landmark roadside signs and iconic symbols that once were present along this car-centric strip, there is an opportunity for the history of the Golden Mile to be expressed visually through public art that can be seen from a moving car or LRT, but that also relates to a pedestrian scale and speed. When the existing Victoria Park/Eglinton Parkette is expanded and redesigned as envisioned by the Plan, this location would be a key site for an artwork to mark the gateway into the Golden Mile, and to become a new symbol for the area.

Public art will be provided in accordance with the City of Toronto's Percent for Public Art Program as coordinated through a Public Art Plan secured through development approvals.

Bomb Girls (TheStar.com)

Scarborough's Golden Mile Plaques at Eglinton Avenue East and Hakimi Avenue (Heritage Toronto, 2009)

Scarborough's Golden Mile Plaques at Eglinton Avenue East and Hakimi Avenue (Heritage Toronto, 2009)

Golden Mile Marquee, 1954 (Goug Taylor)

Figure 33 Examples of Golden Mile's Cultural Heritage

Guidelines:

2.8.1. Heritage Expression

Along the themes of the agricultural, industrial, and suburban commercial eras of the Golden Mile, heritage influences should be incorporated into the design of the public realm through landscaping, lighting, signage, interpretation plaques, public art, and other appropriate forms.

2.8.2. Potential Public Art Locations

Potential locations for public art installations are shown on Figure 5 Public Realm Plan. Priority locations include

a. Eglinton/Victoria Park Gateway, and in the Eglinton Square Park;
b. Other parks;
c. Transit Nodes POPS;
d. Green Nodes POPS;
e. Urban Plazas;
f. Publicly accessible areas of development sites, such as building entrances; and
g. The terminus of important views and vistas identified in Figure 35.

2.8.3. Public Art at Eglinton/Victoria Park Gateway

At the Eglinton/Victoria Park Gateway, provide three potential public art installations, in the order of prominence and scale, as follows:

a. In the Eglinton Square Park, provide a public art installation of a highly visible nature to the pedestrians, cyclists, and LRT riders entering the area, celebrating and commemorating the history of the Golden Mile, and marking the gateway into the broader Golden Mile area. The artwork should be visible from a distance from multiple transportation modes and be engaging for visitors to the park. The artwork could respond to the area's rich mid-century heritage or take the form of an art fountain to echo the former central fountain in Eglinton Square Mall.

b. At the north east corner of Eglinton Avenue East and Victoria Park Avenue, provide a public art installation to mark the gateway location, with a scale that's secondary to the POPS/ public art on the south east corner described in Guideline 2.8.3.a.

c. At the south east corner of the intersection of Eglinton Avenue East and the parkside street along Eglinton Square Park, provide a public art installation of a scale that's less prominent than the other two public art installations described in Guideline 2.8.3.a and 2.8.3.b.

2.8.4. StreetARToronto Initiatives

The Plan Area should be a priority location for StreetARToronto initiatives.

The Ravine walls at the Trillium Park celebrate First Nations' heritage and culture with the moccasin identifer engraved into the stone, a visual reminder to recognize and honour the past (Toronto)

A sculpture of a 5.7m high water-carrying vessel in Taddle Creek Park is made from 4 kilometers of stainless steel rod that measures the approximate length of Taddle Creek (Toronto)

Figure 34 Examples of Public Art Installations

2.9 VIEWS AND VISTAS

The creation of significant views help highlight local landmarks, scenic vistas, public art and open spaces. The identification of these views can help orient users within the area, create points of reference, and assist in wayfinding.

Visually-significant locations are depicted in Figure 35 Views and Vistas, and include:

- View corridors (e.g. Eglinton, Golden Mile Boulevard, parkside streets, etc.);
- View termini (e.g. buildings, landscape and public art at T-intersections);
- Areas of visual interest (e.g. public art, buildings along curvilinear streets); and
- View points (e.g. in parks).

2.9.1. Views and Vistas

Development will define, frame, support, and contribute to views and vistas, with particular attention to the views and vistas:

a. From the LRT, towards Eglinton Avenue East streetscape, public art, parks and open spaces, and development with varying types and heights;

b. From the LRT, towards the Eglinton/Victoria Park gateway with signature public art;

c. Along Golden Mile Boulevard;

d. Along O'Connor Drive between Victoria Park Avenue and Pharmacy Avenue;

e. From north south streets, towards POPS at LRT stops with public art and development;

f. Towards buildings as view termini or along curvilinear street edges;

g. From parks towards surrounding development; and

h. Along north south parkside streets or streets leading to parks and open spaces.

Figure 35 Views and Vistas

3.0 Built Form

The Plan promotes contextually appropriate and transit supportive development that will define and contribute to the public realm and Character Areas, implement appropriate transitions, and support a spacious, cohesive, diverse, and comfortable pedestrian and cycling environment and experience.

The Plan envisions high quality design throughout the Plan Area, with the greatest emphasis on the areas surrounding the key structuring elements such as the Eglinton/Victoria Park Gateway, the Transit Nodes at the ECLRT stops, the new parks, and the existing and new streets.

The Guidelines in this section provide more detailed guidance on how to achieve these objectives through appropriate setbacks and stepbacks, active ground floor uses, variation in building types, heights, and base building heights, articulated facades and design excellence in general. Working together, these strategies will establish distinct characters along streets and in Character Areas, promote visibility, animation, comfort, safety, and accessibility, and enhance the experience of the existing and future residents, workers, and visitors.

3.1 SETBACKS

As shown on GMSP Map 11 Building Setbacks, minimum setbacks from streets and parks are required by the Plan. These setbacks provide additional space for landscaping, help encourage active transportation with walkways, allow for active at-grade commercial uses such as outdoor marketing and patios, and provide additional space to support privacy for street related residential uses adjacent to the public realm.

Guidelines:

3.1.1. Encroachments and Projections

Encroachments and projections into the minimum required building setbacks will be generally limited to elements that provide enhancements to the public realm and may include the following:

a. Weather protection for pedestrians should generally be provided within the setback area through awnings and canopies; where appropriate, 2.0 – 2.5-metre projections are permitted and encouraged along active at grade commercial uses, and 1 - 2-metre projections are permitted and encouraged along active residential uses.

b. Maximum 0.6-metre projections of architectural features such as pilaster, decorative column, cornice, sill, belt course or other similar architectural feature are permitted and encouraged.

c. Exterior stairs leading to residential entrances at grade should be no wider than 2-metre and no closer to the street line than 0.6 metre.

d. Balcony projections should be avoided from the base buildings of mid-rise and tall buildings. They should be recessed into the base building to shelter them from the traffic along the streets, to limit conflict with street trees, and to limit the negative impact on the public realm caused by potentially unsightly items stored on the balconies.

e. Cantilevered building mass projecting into the minimum setback areas are not permitted, in order to support:

   i. A more prominent presence of the ground floor uses; and

   ii. A pedestrian friendly sidewalk zone with appropriate enclosure, access to sky view, day light and sun light, and healthy tree growth.

f. To promote greater façade articulation, notwithstanding Guideline 3.1.1.e, building setback reduction and/or cantilevered building mass projection of up to 0.6 metre at some locations are permitted along a street frontage of a development Block (as defined by the Plan), provided that increased setbacks are provided at other locations along the same frontage.

3.2 ACTIVE AT-GRADE USES

The Plan strongly promotes active at-grade uses, with required at-grade commercial uses identified on GMSP Map 15 Building Edges and Active Commercial Uses at Grade. The following guidelines provide additional guidance on building and landscape design associated with active at-grade commercial, residential, community, and institutional uses.

Guidelines:

3.2.1. Fine-grained Façade and Streetscape Treatments

Where active commercial, residential, community, or institutional at-grade uses are present, buildings will provide fine-grained façade and streetscape treatments such as:

a. Distinct building elements and materials to provide vertical delineation in the ground floor façade;

b. Prominent entrances, and multiple entrances where appropriate, at the same level of the sidewalk for commercial uses and a few steps (0.6 - 1.2 metres) above the sidewalk level for residential uses;

c. Clearly demarcated signage and lighting fixtures on the ground floor façade; and

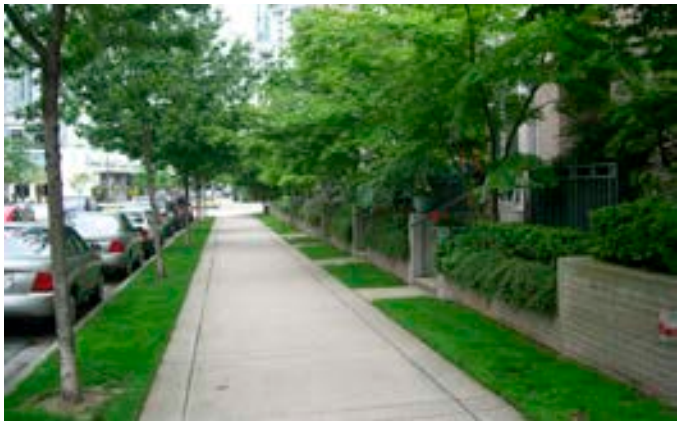
d. Repeating streetscape and landscape elements such as trees in the public boulevard and the setback area, decorative paving bands, planters, decorative lighting, bike racks, and other street furniture.

3.2.2. Clear Glazing on Commercial Ground Floor

Where active at grade commercial uses are required, the façade on the ground floor should include a large amount of clear glazing that occupies approximately 50% - 70% of the façade, accompanied by vertical elements such as columns and pilasters.

Columns/pilasters, canopy supports, sign bands, street trees, and paving patterns collectively contribute to a pedestrian friendly rhythm along a commercial street (Vancouver)

Tall and mid-rise buildings will have prominent main entrances fronting onto streets with features such as canopies and entry plazas with enhanced landscaping (Dunbloor Road, Toronto)



Where appropriate, provide active residential uses on the ground floor with individual entrances and walkways leading to the public sidewalk (Vancouver)

Figure 36 Examples of Elements Supporting At-grade Active Uses

3.3 AT-GRADE OPEN SPACE AND OUTDOOR AMENITY AREAS

All mixed-use and residential development Blocks should provide at-grade open spaces and outdoor amenity areas. Outdoor amenity areas may include shared amenity spaces, and where appropriate, private outdoor amenity spaces, and may take the form of a forecourt, walkway, urban garden, plaza or courtyard.

Guidelines:

3.3.1. Landscape Courtyards

Landscape courtyards are encouraged, and should be designed to be fully or partially open to streets or parks, extending and enhancing the public realm.

3.3.2. Width of Landscape Courtyards

Landscape courtyards within a Block should be scaled and proportioned to be wider than the height of the surrounding mid-rise buildings and/or tall building base buildings, to allow for sunlight and comfort within the open spaces to promote their use. Courtyards should generally be scaled with a minimum 1.5:1 courtyard width to building height ratio within a Block.

3.3.3. Vehicular Access and Service Areas in Court Yards

Courtyards without the interruption of vehicular access and servicing areas are strongly encouraged. Where vehicular access and servicing areas are provided, they should be minimized in scale and be integrated with the amenity uses of the courtyard with intensive landscaping. (Figure 38 Demonstration Block Layout)

3.3.4. Drop-off Areas and Surface Parking

Pedestrian drop-off areas and surface parking should be avoided in landscape courtyards. Small scale pedestrian drop-off areas and limited short-term parking may be considered along Conceptual Streets. When incorporated into a courtyard, they should be integrated into the courtyard using high quality paving materials, intensive landscaping and creative design strategies.

3.3.5. Building Forms Surrounding Courtyards

A variety of building footprints/building types are encouraged to frame courtyards and other at grade open spaces, to create a sense of enclosure, and to promote permeability and a diverse spatial experience for pedestrians. These may include bar-shaped, L-shaped, and U-shaped building footprints in a variety of configurations.

A small drop-off area integrated into a landscape courtyard (Bloor Street West east of Islington Avenue, Toronto)

A landscape courtyard framed by a U-shaped building with visual and physical connection to a walkway/sidewalk (Bayview Avenue north of Eglinton Avenue East, Toronto)

Figure 37 Examples of At-grade Outdoor Amenity Spaces

3.4 MID-BLOCK PEDESTRIAN CONNECTIONS

Mid-block pedestrian connections, as conceptually shown on GMSP Map 9 Pedestrian Network, are pedestrian connections with or without vehicular accesses on an individual block, after a larger site is broken up by New Streets and New Conceptual Streets.

Guidelines:

3.4.1. Mid-block Pedestrian Connections Through Buildings

On narrower blocks along Eglinton Avenue East, mid-block pedestrian connections can be provided through buildings, to support continuous commercial frontages and strong building edges while promoting porosity and connectivity on the Blocks. Mid-block pedestrian connections through buildings should be 12-metre minimum in width and 2 storeys minimum in height. (Figure 38 Demonstration Block Layout)

3.4.2. Mid-block Open Space Pedestrian Connections

Along streets other than Eglinton Avenue East, particularly on residential Blocks, mid-block pedestrian connections should be open space connections located between buildings without building mass above, in order to maximize access to light, sun light, and sky view, accommodate trees, landscaping and pedestrian amenities, and promote a greater sense of public access. (Figure 38 Demonstration Block Layout)

3.4.3. Separation Distance for Mid-block Pedestrian Connections

Buildings should be located to support midblock pedestrian connections with appropriate separation distances to accommodate generous walkways, pedestrian amenities such as trees, landscaping, lighting standards and benches. (Figure 38 Demonstration Block Layout)

a. Mid-block pedestrian connections adjacent to one or two end walls of buildings without vehicular access should have a 15-metre minimum width between the buildings, to accommodate a 2.1-metre minimum walkway and a 6-metre minimum landscaped space on each side with trees, lighting, and pedestrian amenities.

b. Mid-block pedestrian connections adjacent to one or two end walls of buildings with vehicular access should have a 20-metre minimum width between the buildings to accommodate a 6-metre driveway, a 2.1-metre minimum sidewalk and approximately 5-metre landscape space on each side of the connection, with trees, lighting, and pedestrian amenities.

3.4.4. Stepbacks along Mid-block Pedestrian Connections

Buildings adjacent to mid-block pedestrian connections will stepback a minimum of 1.5 metres above the 3rd or 4th floor to provide a pedestrian friendly scale along the connections.

3.4.5. Mid-block Pedestrian Connections as POPS

Mid-block pedestrian connections should be designed as POPS where appropriate.

3.5 VEHICULAR ACCESS, PARKING AND SERVICING AREAS

Guidelines:

3.5.1. Driveways and Laneways

Driveways and laneways will be located strategically to limit their impact on the public realm.

a. Wherever possible, they should be located on less prominent new north south streets with 20-metre right-of-way width or new conceptual streets;

b. Wherever possible, they should not be located on the following streets:

i. Eglinton Avenue East;
ii. Golden Mile Boulevard;
iii. Streets with 23-metre right-of-way width with dedicated cycling facilities;
iv. Existing north south arterial streets including Victoria Park Avenue, Pharmacy Avenue, Warden Avenue, and Birchmount Road;
v. O'Connor Drive Extension; and
vi. Ashtonbee Road and reconfigured/widened Craigton Drive.

3.5.2. Loading Areas

Loading areas should be located in the interior of the development Block and integrated into the built form, and be located behind active at-grade uses along the street and park frontages.

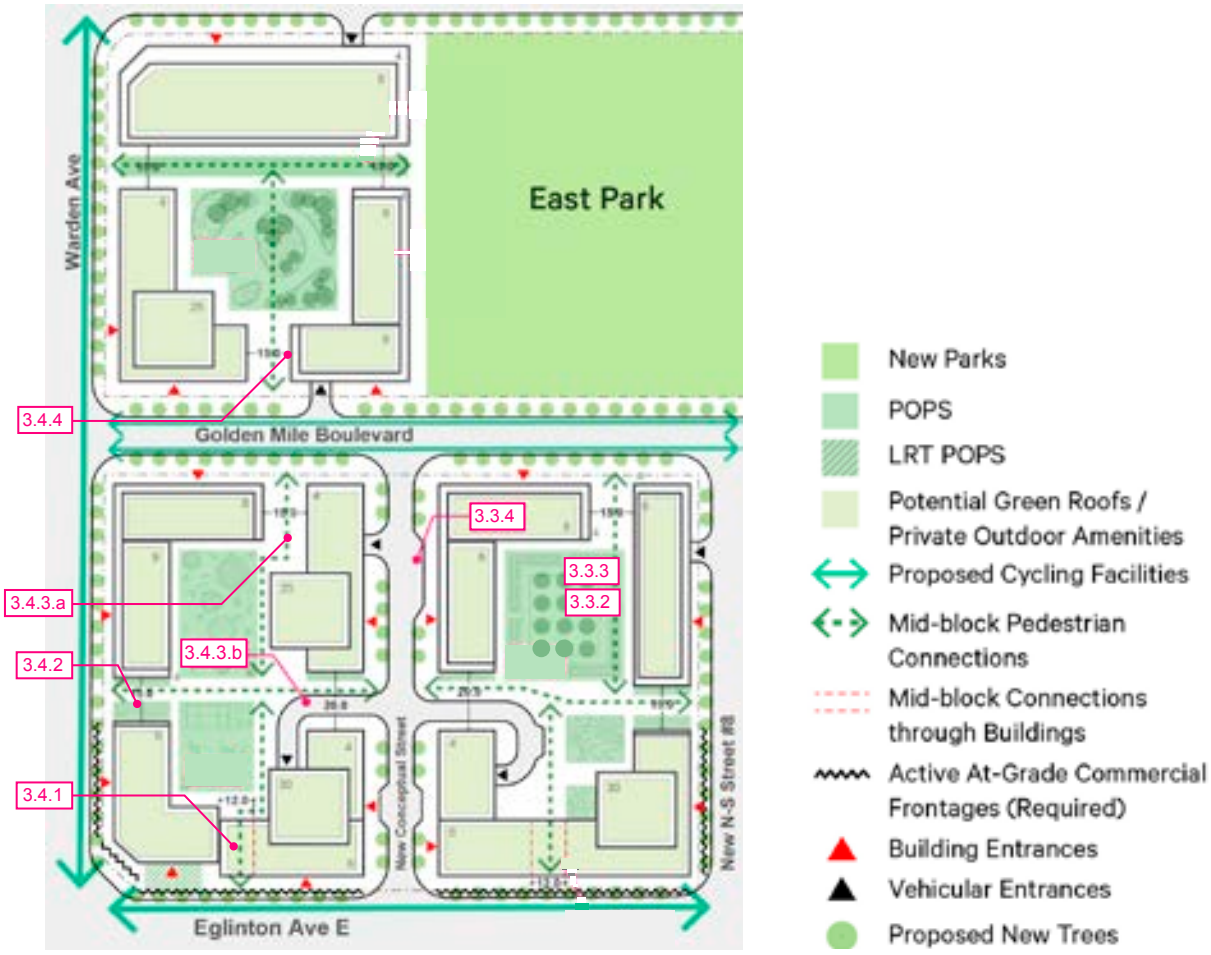


Figure 38 Demonstration Block Layout

3.6 BASE BUILDINGS AND STEPBACKS

The Plan promotes lower to modest base buildings with generous stepbacks to help define and support the Character Areas, mitigate the visual impact of taller building components above the base buildings, and create and contribute to a spacious and pedestrian friendly environment throughout the Plan Area. As shown on GMSP Map 12 Base Building Heights, three types of maximum base building heights are identified:

- 5-6 storeys for mixed use buildings and 4-5 storeys for office buildings along Eglinton Avenue East;
- 3-6 storeys along side streets in areas closer to the Eglinton/Victoria Park Gateway and the LRT stops; and
- 3-4 storeys in other areas including Transition Areas.

Mid-rise buildings up to 11 storeys with 5-6 storey base buildings will add to built form variety and visual interests along Eglinton Avenue East (Sheppard Avenue East, Toronto)

Lower base buildings with residential uses at grade and soft landscaping in the front yard will contribute to a quiter residential street character in Transition Areas (The West Mall and Evans Road, Toronto)

5-6 storey base buildings for tall buildings will support Eglinton Avenue as a vibrant commercial main street (Fort York Boulevard and Dan Leckie Way, Toronto)

3-4 storey base buildings with commercial uses at grade will help create a lower scale commercial street character at appropriate locations in Transition Areas (Dundas Street West north of Bloor Street, Toronto)

Figure 39 Examples of Base Buildings and Stepbacks

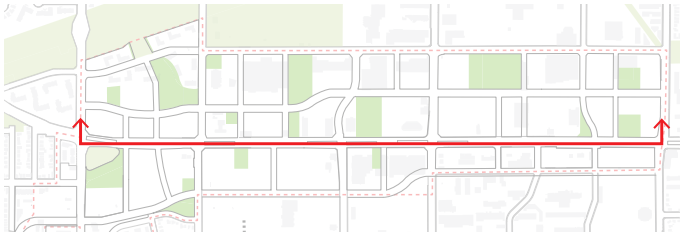
3.7 VARIETY, VARIATION, AND TRANSITION IN SCALE

The Plan promotes a mix of building types and heights, including tall buildings, mid-rise buildings and low-rise buildings at appropriate locations (as shown on GMSP Map 13 Building Types and Maximum Heights in Character Areas).

Transition to the existing Neighbourhoods and parks and open spaces will be achieved through measures such as 45 degree angular planes (as shown on GMSP Map 14 Angular Planes from Existing Neighbourhoods and Parks and Open Spaces), building setbacks (as shown on GMSP Map 11 Building Setbacks) and stepbacks.

Some of these objectives are conceptually illustrated in the site cross-sections in Figure 40 Eglinton Avneue East Elevation Looking North and Figure 41 North South Cross-section of Plan Area Looking West.

1. 35 storeys max. tall buildings near Eglinton/ Victoria Park Gateway
2. 30 storeys max. tall buildings near ECLRT stops
3. 20 storeys or 25 storeys max. tall buildings in Transition Areas
4. 36m max. mid-rise buildings (approx. 11 storey for mixed use buildings or 8 storey for employment/office buildings)
5. 27m max. mid-rise buildings (approx. 8 storey for mixed use buildings or 6 storey for employment/office buildings)
6. 5-6 storey base buildings for mixed use buildings or 4-5 storey base buildings for employment/office buildings
7. 3-4 storey base buildings
8. Parks and open spaces
9. 45 Degree angular plane



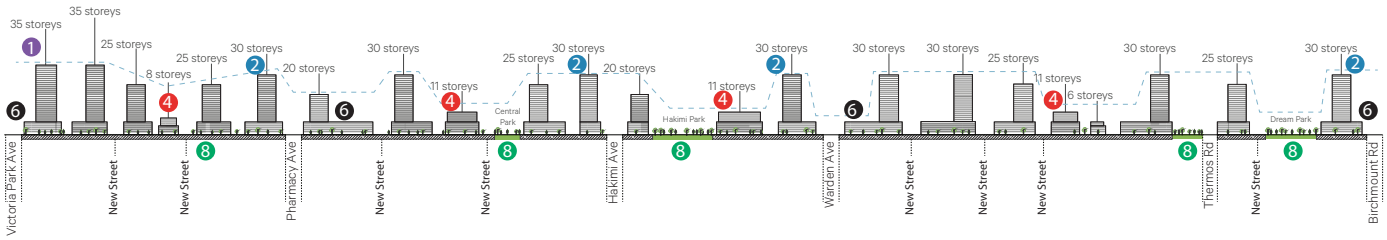


Figure 40 Eglinton Avenue East Elevation Looking North

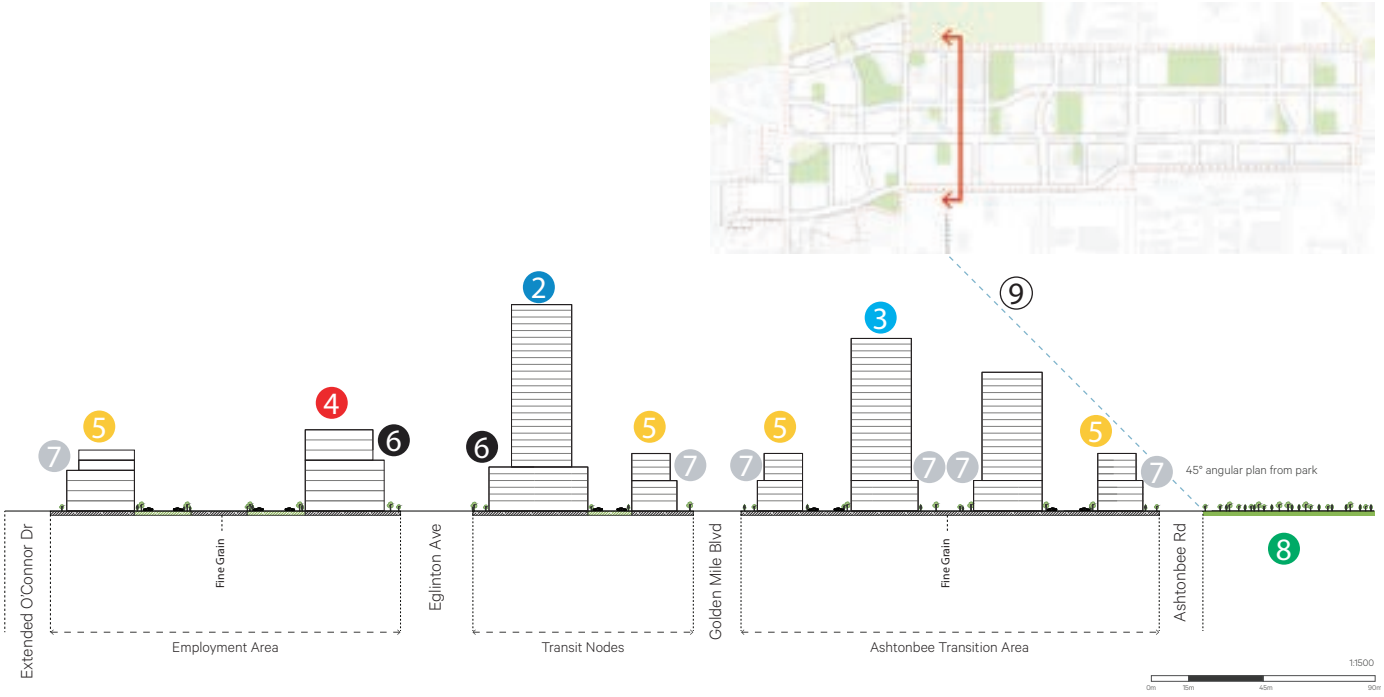


Figure 41 North South Cross-section of Plan Area Looking West

3.8 TALL BUILDINGS

Tall buildings will be strategically located in areas away from key public realm elements to limit their impact. Tall building design will provide small tower floor plates, variation in tower height, base building height, and generous and varied tower stepbacks to contribute to an overall open and spacious pedestrian environment, and create visual interest and distinct characters for key streets and various Character Areas.

In accordance with GMSP Map 13 Building Types and Maximum Heights in Character Areas, maximum tall building heights will decrease in the following order, to support the Character Areas vision (Figure 42 Maximum Building Heights in Character Areas):

- 35 storeys in the Golden Mile Commercial Gateway;
- 30 storeys in the Mixed Use Transit Nodes;
- 25 storeys in the three Transition Areas; and
- 20 storeys along the north side O'Connor Drive Extension, at two locations.

In accordance with Policy 7.44 of the Plan, tall building towers will have a maximum 750 square metres floor plate size, and will step back a minimum of 5-metre from base buildings (for a minimum of 2/3 of each tower frontage facing streets, parks and open spaces) with a minimum separation distance of 30 metres from other towers, to contribute to a spacious and pedestrian friendly environment throughout the Plan Area.

Tall buildings should meet or exceed the minimum requirements in the Tall Building Design Guidelines, in order to achieve the vision and objectives of the Plan.

Guidelines:

3.8.1. Tall Building Locations

a. Generally, tall buildings can be located along Eglinton Avenue East and the existing north south streets, closer to the five LRT stops; and

b. Tall buildings should be located away from:

i. Existing parks and open spaces and the nine new parks;
ii. Golden Mile Boulevard;
iii. O'Connor Drive Extension;
iv. Re-configured Craigton Drive; and
v. Ashtonbee Road.

Max. 25/20 storeys in Transition Areas (A 24-storeys tall building overlooking a park, Jarvis Street and Adelaide Street East, Toronto)

Max. 35 storeys in Golden Mile Commercial Gateway (33 and 36 storeys tall buildings with large format retail integrated into the base building, Eglinton Avenue east of Yonge Street, Toronto; Photo: gvapp.ca)

Max. 30 storeys in Mixed Use Transit Nodes (24 and 28 storeys tall buildings overlooking a park, Dundas Street East and Regent Park Boulevard, Toronto)

Figure 42 Max. Tall Building Heights in Character Areas

3.8.2. Locating Tall Buildings on Blocks

Tall buildings should be strategically located on a development Block in response to the depth and configuration of the Block, to support the anticipated characters of the adjacent public realm and achieve appropriate transition. Consider the following strategies (Figure 43 Locating Tall Buildings on Development Blocks):

a. When the Block is located between Golden Mile Boulevard and Ashtonbee Road, locate the towers to limit the impact on both streets by:

   i. Centralizing" the tower zone midway north south through the block, when the block is deeper;

   ii. Alternating" the tower locations along the street frontages, when the block is shallower, to create a more balanced condition along the two streets;

   iii. When the block is located between Eglinton Avenue East and Golden Mile Boulevard, promote a mid-rise and lower scale character along Golden Mile Boulevard by "Shifting" the tower zone away from Golden Mile Boulevard towards Eglinton Avenue East, while maintaining large and varied tower stepbacks along Eglinton Avenue East; and

   iv. When the block is located adjacent to a new park, create a lower scale around the park and limit shadow impact by "Distancing" the tower zone from all sides of the park, and locating mid-rise buildings and tall building base buildings around the park.

Figure 43 Locating Tall Buildings on Development Blocks

3.9 MID-RISE BUILDINGS

Policy 7.45.a of the Plan encourages mid-rise buildings throughout the Plan Area to support transit-supportive development, limit impact on the public realm, and promote a pedestrian-friendly scale.

Policy 7.45.b requires mid-rise buildings to be provided in areas adjacent to some of the structuring elements to define and support the characters of these spaces, including:

- Along Eglinton Avenue East, or adjacent to parks along Eglinton Avenue East;
- Along both sides of the Golden Mile Boulevard or along O'Connor Drive Extension; and
- Along new parks.

Policy 7.45.c calls for at least one mid-rise building on each development Block in the three Transition Areas, to contribute to a greater mix of building types and a lower scaled built form character in these areas.

Policy 7.45 d and 7.45.e require mid-rise buildings be designed to support the adjacent street(s) with appropriate height and massing, as they will have a significant impact on the characters of the streets and the overall pedestrian experience:

- Maximum mid-rise building heights will be based on a maximum 1:1 ratio with the Right-of-Way width of the adjacent street; and
- Mid-rise buildings will fall beneath the 45 degree angular planes from the adjacent street lines, at a height of 80 per cent of the right-of-way widths of the streets.

Mid-rise buildings will be designed to meet or exceed the minimum requirements of the Mid-rise Performance Standards to support the built form vision and objectives of the Plan.

Guidelines:

3.9.1. Standalone Mid-rise Buildings

Mid-rise buildings should be designed as standalone buildings to promote porosity at grade, support a variety of pedestrian routes and experiences around the buildings, and to contribute to varied streetscapes with a built form that is clearly distinguishable from tall building and base buildings.

3.9.2. Shared Base Buildings for Mid-rise and Tall Buildings

Where a mid-rise building is connected with a tall building through a shared base building, the buildings and building components should be placed and designed to distinguish the mid-rise building from the tall building base building while limiting the length of the base building.

a. Minimize the length of the shared base building by strategically locating and orienting the upper levels of the mid-rise building and the tall building tower on the Block;

b. Provide a minimum 20-metre separation distance between the upper levels of the mid-rise building and the tall building tower;

c. Provide greater setback for the portion of the base building between the mid-rise building and the tall building tower; and

d. Consider other measures such as variation in facade articulation and exterior material to distinguish the mid-rise building from the tall building base building, while maintaining an overall coherent design expression.

3.9.3. Stepbacks for Mid-rise Buildings

A minimum 3-metre stepback should be provided above the mid-rise base buildings to mitigate the visual impact of the upper levels of the buildings, and to create and contribute to a spacious and pedestrian friendly environment throughout the Plan Area.

3.9.4. Lengths of Mid-rise Buildings

Facades of mid-rise buildings should generally not exceed 60 metres in length.

3.9.5. Mid-rise Buildings with Continous Street Walls

Where a continous street wall is approporiate at grade, a minimum 11-metre seperation distance should be provided between the mid-rise building masses above the base building.

3.9.6. Parallel Mid-rise Buildings or Tall Building Base Buildings along Shared Side Property Lines

Where mid-rise buildings, mid-rise building components (such as wings of L-shaped or U-shaped buildings), and/or tall building base buildings are located parallel to each other on two different sites along a shared property line with a fence, the minimum setback from the property line for each building or building component should be 50% of the height at any given point on the facade, or 7.5 metres, whichever is greater.

3.9.7. L-shaped Mid-rise Buildings Located at Street Intersections

An L-shaped mid-rise building located at a street intersection will be designed to support both streets with appropriate proportions by providing a maximum 1:1 height/ROW ratio based on the right-of-way width of the street that the building mass is located along or fronts onto.

Mid-rise buildings of varying heights add to built form variety and visual interest along a main street (Dundas Street East and Parliament Street, Toronto)

Mid-rise buildings located around parks and open spaces create transition in scale and limit shadow impact (Rean Park, Toronto)

A mid-rise building overlooking a park (Massey Harris Park, Toronto; Photo: Petre Ene)

A 6-storey mid-rise building contributes to the streetscape character of a narrower local street (Rean Drive, Toronto)

Figure 44 Mid-rise Building Locations and Heights

3.10 LOW-RISE BUILDINGS

While mid-rise buildings are encouraged in the Plan Area, low-rise buildings are permitted at appropriate locations. Low-rise building design will meet and exceed the minimum standards in the Townhouse and Low-rise Apartment Design Guidelines to support the built form vision and objectives of the Plan.

Guidelines:

3.10.1. Low-rise Building Locations

a. Low-rise buildings are not permitted along Eglinton Avenue East frontage or in the Golden Mile Commercial Gateway Area.

b. Low-rise buildings are not encouraged in the Transit Nodes Character Area, but can be considered in areas away from the Eglinton Avenue, provided that other objectives of the Plan are achieved.

c. Low-rise buildings can be considered in areas around park edges, and near lower scale existing Neighbourhood Areas and *General Employment Areas*.

4.0 Design Excellence and Sustainability

The Plan calls for high quality design in the public realm and private development throughout the Plan Area. Development will demonstrate design excellence in building, site and landscape design, including a high level of sustainable design.

4.1 DESIGN EXCELLENCE

Guidelines:

4.1.1. Design Competitions

Design competitions are encouraged to promote innovative and pioneering design for public buildings and public realm features, such as parks and open spaces, including Eglinton Square Park.

4.1.2. Design Review Panel

Development proposals should be brought to the City's Design Review Panel at an early stage in the development review process.

4.1.3. Upgraded Building and Landscape Design

In accordance with the Plan policies, upgraded building and landscape design should be provided in the following areas:

a. Golden Mile Commercial Gateway;
b. Transit Nodes;
c. East Park Mid-rise and Tall Building Community;
d. Eglinton Avenue East streetscape, landscape, and the adjacent facades, especially the commercial ground floor facades;
e. Golden Mile Boulevard streetscape, landscape, and the adjacent building facades, especially the ground floor facades;
f. Transit Nodes at the ECLRT stops;
g. Areas surrounding parks and POPS along Eglinton Avenue East;
h. Along the new north-south streets along or leading to parks and the Meadoway;
i. Along the existing north-south streets;
j. Around the Green Nodes; and
k. Along the Meadoway.

4.1.4. Creative and Innovative Design

Development is strongly encouraged to provide creative and innovative building, landscape, and public art design with varied yet coherent expressions while supporting the public realm and built form vision of the Plan and the general guidelines in this document. Repetitive and monotonous design will be avoided.

4.1.5. Additional Strategies and Guideline

In accordance with Guideline 1.1.1 and 4.1.4, development on Sites that can accommodate multiple Blocks or buildings may be required to provide additional strategies and guidelines to promote creativity, innovation, variety and coherence. These may include detailed guidelines on building and landscape design in relation to massing and composition, façade articulation, material and colour palettes, soft and hard landscape themes, patterns, and elements, and other considerations responding to site specific conditions.

4.1.6. Exterior Materials

a. High quality exterior materials such as stone, brick, clear glass, wood, and concrete should be used across the Plan Area;

b. Materials such as stucco/EIFS, vinyl/aluminum siding, mirrored, frosted, and tinted glass should be avoided.

c. Materials should be true to their nature and should not mimic other materials (e.g., stucco/EIFS made to look like brick).

4.1.4. Façade Articulation

a. Facade articulation such as projections, recessions, decorative mouldings, fenestration, masonry banding are encouraged to create enhanced visual interest and a human-scaled environment.

b. The base building of a mid-rise or tall building should exhibit the greatest amount of articulation with a special attention toward framing a vibrant

pedestrian realm. Natural, tactile and visually interesting materials with finer grained pattern and texture, such as masonry, are encouraged.

c. Building materials for higher floors may differ from materials for base buildings, but coherence, transition and building proportions should be considered. Building components on higher levels should have a lighter appearance in general to reduce perceived height, weight and bulk.

4.2 SUSTAINABILITY

Guidelines:

4.2.1. Sustainable and Low Impact Development

New development, infrastructure and public realm improvements will optimize opportunities for water conservation, on-site infiltration and stormwater control through sustainable and low impact development (LID) approaches including: green roofs, rain gardens, greywater reuse in buildings and for on-site irrigation, swales, soak-ways, underground retention/infiltration, infiltration trenches, urban bio-swales, permeable paving and native landscaping.

4.2.2. LEED Certification

Development is encouraged to seek current Leadership in Energy and Environmental Design (LEED) building design certification, or equivalent.

4.2.3. Natural Habitats

Development is encouraged to create natural habitats through planting treatments of private landscaped areas and amenity spaces.

4.2.4. Plantings of Native Species

Development should prioritize plantings of native species that support ecological functions, are drought-tolerant, require minimal maintenance and increase biodiversity in the landscape.

4.2.5. Alternative or Renewable Energy

The incorporation of alternative or renewable energy resources (e.g. solar panels) in building design is encouraged. The design and orientation of buildings should seek the maximization of solar gain.

4.2.6. Low Carbon Building Strategies

Development is encouraged to incorporate energy efficiency technologies, passive design measures, renewable energy sources and other low carbon building strategies.

4.2.7. Public Engagement and Education Features

Public art, green infrastructure initiatives, wayfinding and other interpretive features should be explored in private development and public realm improvements as opportunities to engage and educate the public on the environmental sensitivity and natural heritage found in and around the Plan Area.

5.0 Demonstration Plans

2D and 3D Demonstration Plans for the Plan Area and each Character Area are provided in this section, illustrating key elements required by the Plan, as well as design measures recommended by the guidelines in this document.

These Demonstration Plans are illustrative in nature, and represents one of many possible ways to implement the Plan.

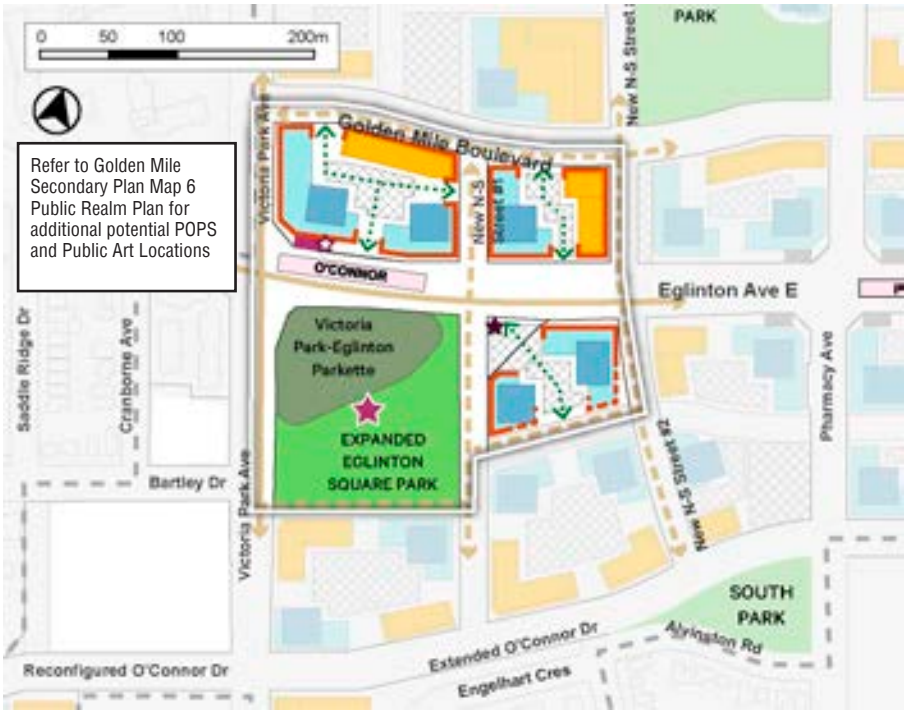
For PDF files of the 2D and 3D Demonstration Plans, please refer to the Golden Mile Secondary Plan Study website or City Planning Urban Design Section website, or contact Urban Design – Scarborough District, City Planning, City of Toronto.

5.1 OVERALL DEMONSTRATION PLAN

Numbers on top of towers indicate maximum height.

Figure 45 Overall Demonstration Plan

5.2 GOLDEN MILE COMMERCIAL GATEWAY



LEGEND

- Character Area Boundary
- Plan Area
- Existing Buildings
- Privately Owned Publicly Accessible Space (POPS) or Outdoor Amenity Space
- POPS at LRT platforms
- Potential Public Art at New Parks
- Potential Public Art at LRT Stop Intersections
- Potential Public Art at Other Locations
- Mid-block Pedestrian Connections
- Planned Bike Lanes
- New Cycling Facilities
- Required Active Commercial Uses at Grade
- Encouraged Active Commercial Uses at Grade
- New Parks
- Existing Parks
- Existing Open Spaces
- Mid-rise Buildings
- Tall Buildings - Base
- Tall Buildings - Tower

Min Building Setback

- 1.5m
- 3.0m
- 5.0m
- 6.0m

NOTES

- # on top of building indicates maximum number of storeys

Figure 46 Demonstration Plans: Golden Mile Commercial Gateway

5.3 MIXED USE TRANSIT NODES

Min Building Setback

1.5m 3.0m 5.0m 6.0m 10.0m

NOTES

- # on top of building indicates maximum number of storeys.
- Base buildings have a maximum of 4 storeys on Golden Mile Blvd, 6 storeys on Eglinton Ave and 4 storeys on all other streets.

Figure 47 Demonstration Plans: Mixed Use Transit Nodes

5.4 EAST PARK MID-RISE AND TALL BUILDING COMMUNITY

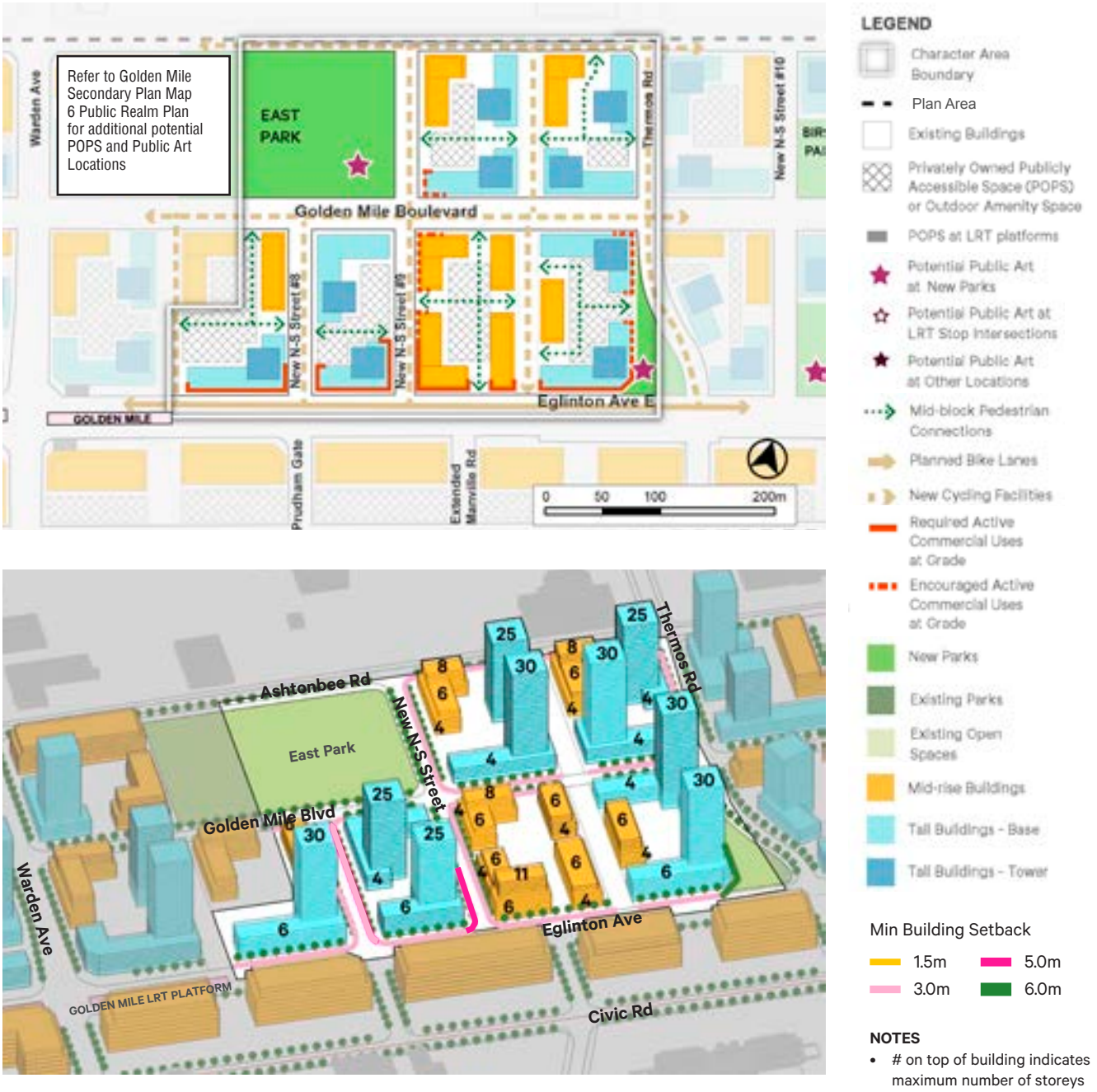


Figure 48 Demonstration Plans: East Park Mid-rise and Tall Building Community

5.5 WEST PARK AND MEADOWAY TRANSITION AREA

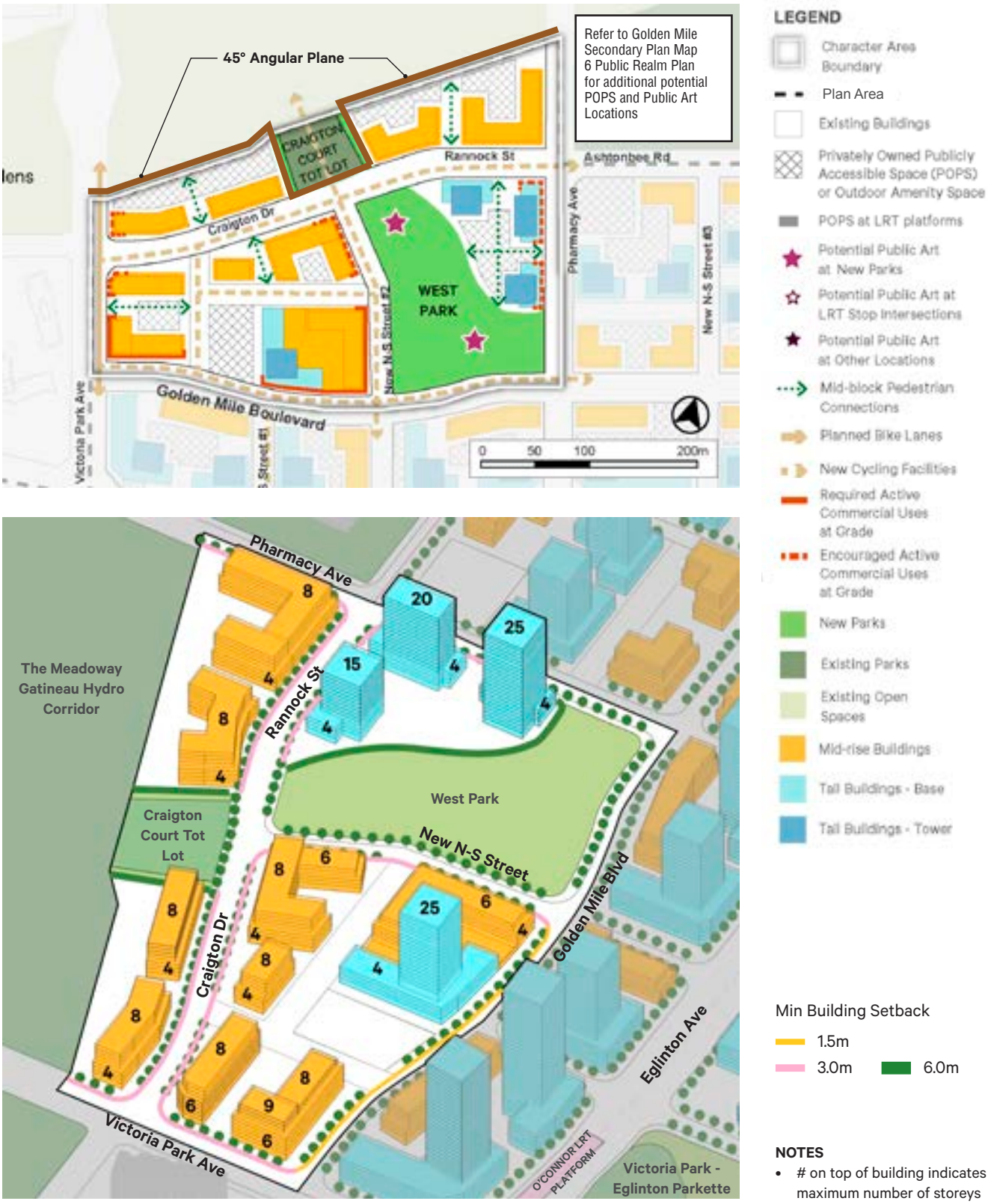
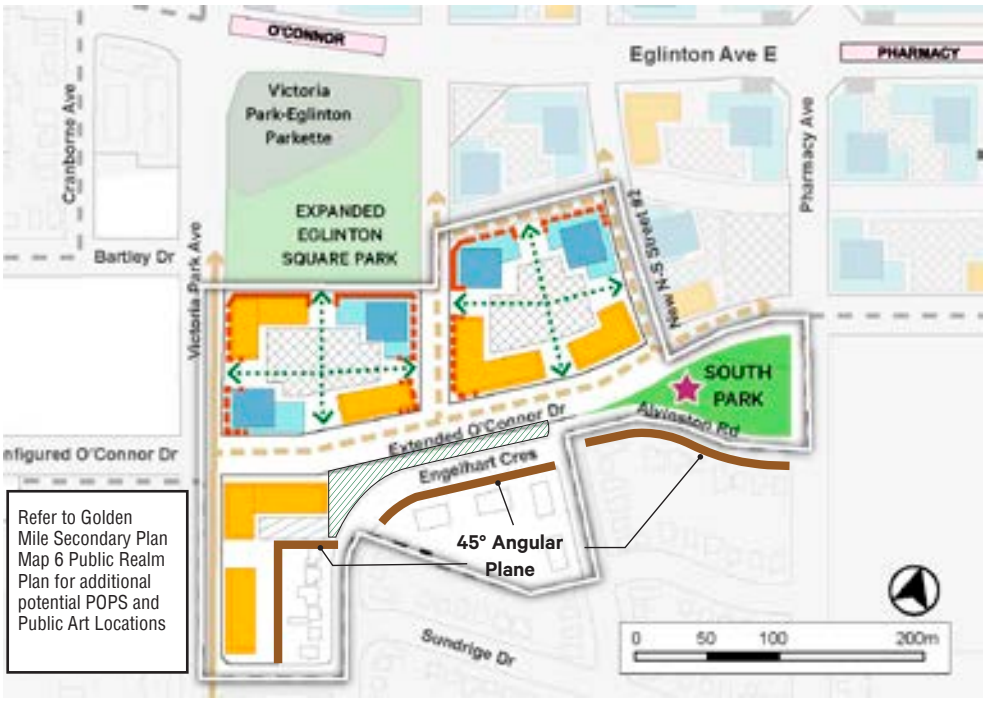


Figure 49 Demonstration Plans: West Park and Meadoway Transition Area

5.6 O'CONNOR TRANSITION AREA



LEGEND

- Character Area Boundary
- Plan Area
- Existing Buildings
- Privately Owned Publicly Accessible Space (POPS) or Outdoor Amenity Space
- POPS at LRT platforms
- Potential Public Art at New Parks
- Potential Public Art at LRT Stop Intersections
- Potential Public Art at Other Locations
- Mid-block Pedestrian Connections
- Planned Bike Lanes
- New Cycling Facilities
- Required Active Commercial Uses at Grade
- Encouraged Active Commercial Uses at Grade
- New Parks
- Existing Parks
- Existing Open Spaces
- Mid-rise Buildings
- Tall Buildings - Base
- Tall Buildings - Tower
- Linear Open Space

Min Building Setback

- 3.0m
- 5.0m
- 6.0m

NOTES

- # on top of building indicates maximum number of storeys

Figure 50 Demonstration Plans: O'Connor Transition Area

5.7 ASHTONBEE TRANSITION AREA

Refer to Golden Mile Secondary Plan Map 6 Public Realm Plan for additional potential POPS and Public Art Locations

Min Building Setback

3.0m 5.0m 6.0m

NOTES

- # on top of building indicates maximum number of storeys
- All base building heights are 4 storeys in this Character Area

Figure 51 Demonstration Plans: Ashtonbee Transition Area

5.8 EMPLOYMENT AREA

Refer to Golden Mile Secondary Plan Map 6 Public Realm Plan for additional potential POPS and Public Art Locations

Min Building Setback

3.0m 6.0m

NOTES

- # on top of building indicates maximum number of storeys
- Base building height has a maximum of 6 storeys along Eglinton Ave E and 4 storeys on all other streets within Character Area

Figure 52 Demonstration Plans: Employment Area

6.0 Eglinton Avenue East Streetscape Concept Plan

The Eglinton Avenue East Streetscape Concept Plan (see Figure 53-57) identifies the overall streetscape vision in plan view with key streetscape elements along the corridor. The concept plan is developed to provide additional guidance on the streetscape design for Eglinton Avenue East, the commercial spine for the new community in the Plan Area. It should be read in conjunction with Guideline 2.3.1 Widened Eglinton Avenue East and the associated cross-section and images.

The Plan is illustrative in nature. Detailed design of the Eglinton Avenue East streetscape will be determined through the development review process based on the Plan and the guidelines in this document.

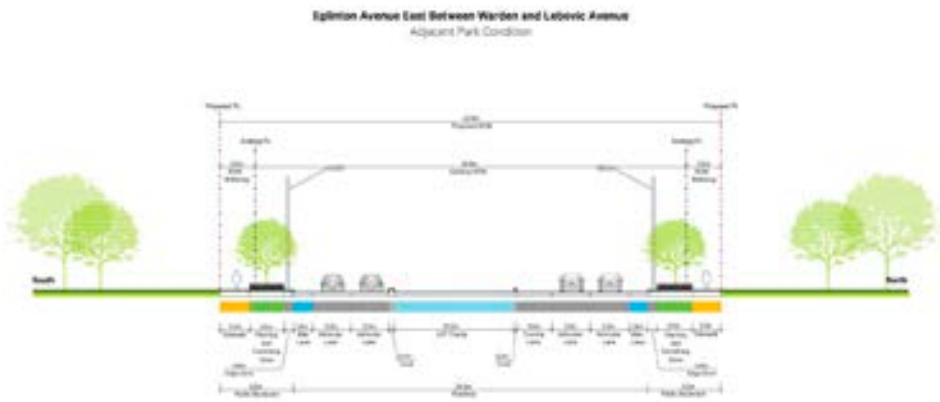
For a PDF file of the Streetscape Concept Plan, please refer to the Golden Mile Secondary Plan Study website, City Planning Urban Design Section website, or contact Urban Design – Scarborough District, City Planning, City of Toronto.

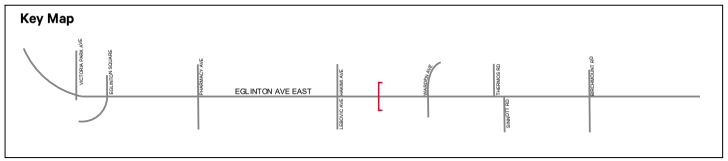
Figure 53 Eglinton Avenue East - ROW

Figure 54 Eglinton Avenue East - Concept Streetscape Plan

DETAIL A - CONCEPT PLAN

Figure 55 Eglinton Avenue East - Typical Detail A





LEGEND

- Bike Lane (1.6m)
- Sidewalk (2.5m)
- Marketing Zone (3m)
- Hydro Poles
- Light Poles
- Bike Rings
- POPS
- Parks
- Proposed Trees
- Proposed Buildings
- Existing Buildings
- Existing Property Lines
- Proposed Right-of-Way (ROW)
- Proposed Blocks
- LRT Platforms

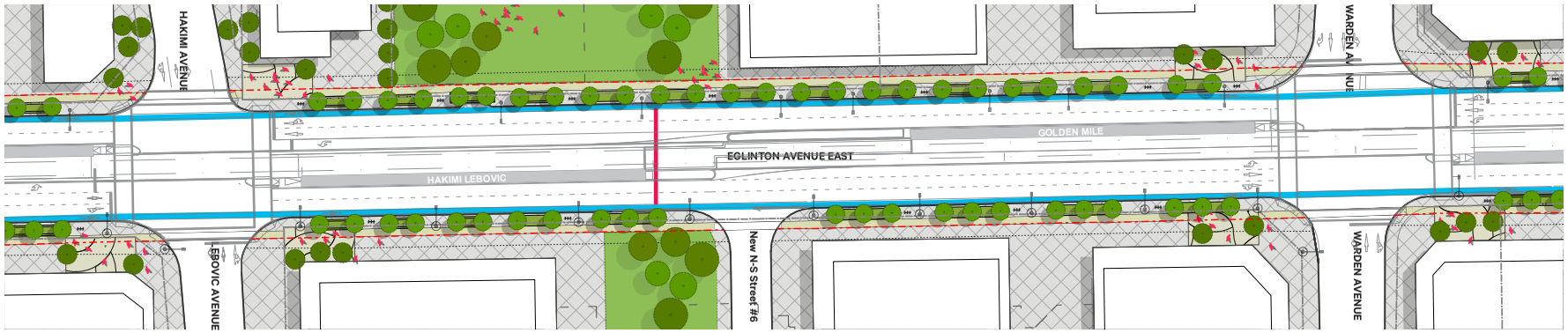
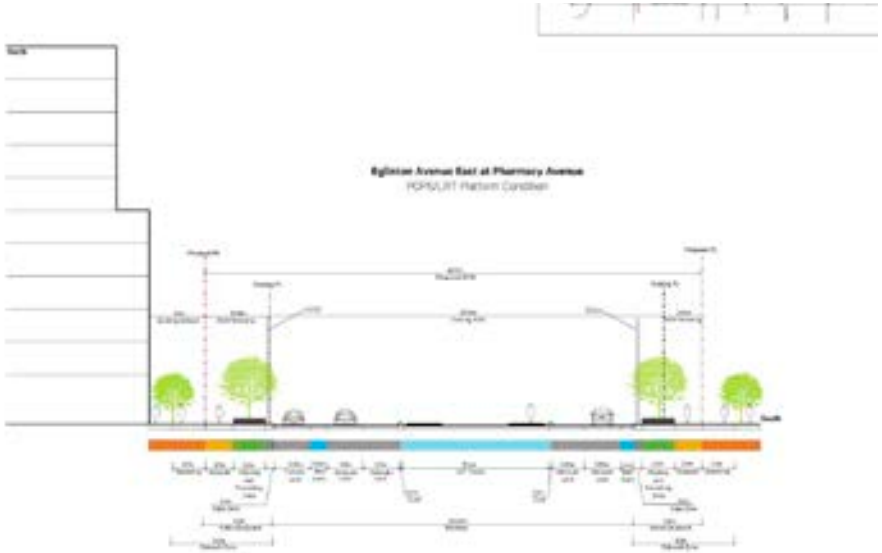
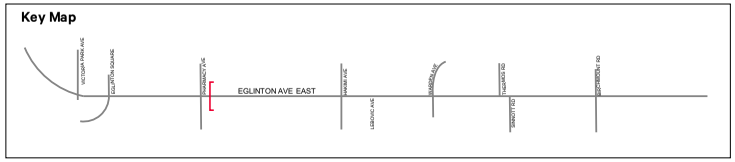
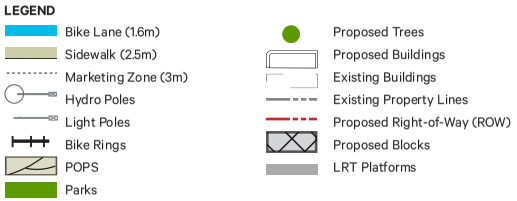


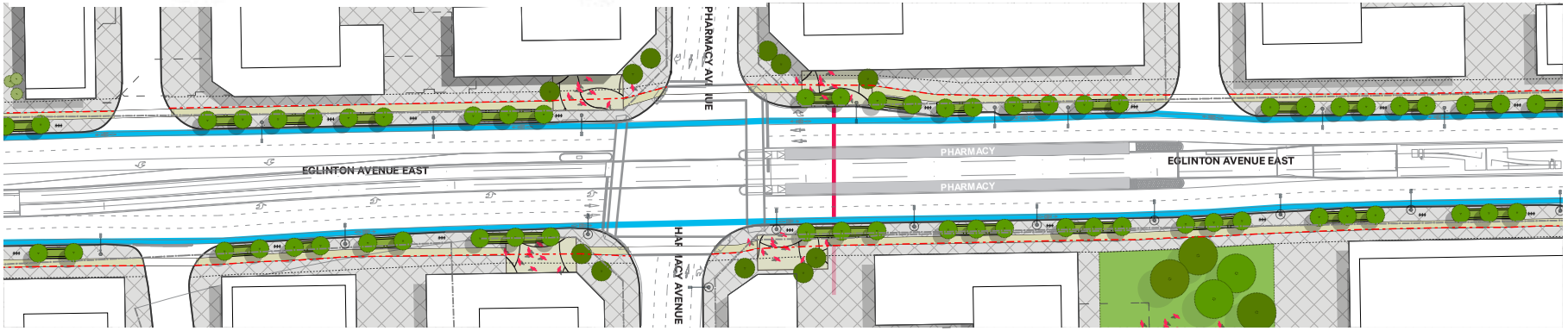
Figure 56 Eglinton Avenue East - Typical Detail B

DETAIL B - CONCEPT PLAN

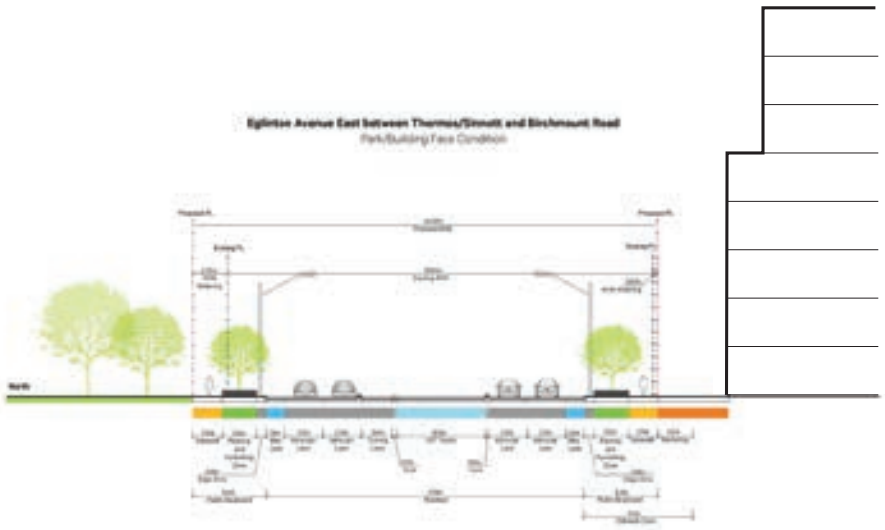


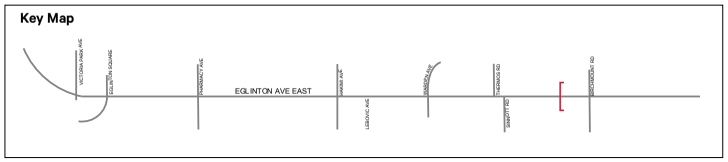






DETAIL C - CONCEPT PLAN





LEGEND

- Bike Lane (1.6m)
- Sidewalk (2.5m)
- Marketing Zone (3m)
- Hydro Poles
- Light Poles
- Bike Rings
- POPS
- Parks
- Proposed Trees
- Proposed Buildings
- Existing Buildings
- Existing Property Lines
- Proposed Right-of-Way (ROW)
- Proposed Blocks
- LRT Platforms

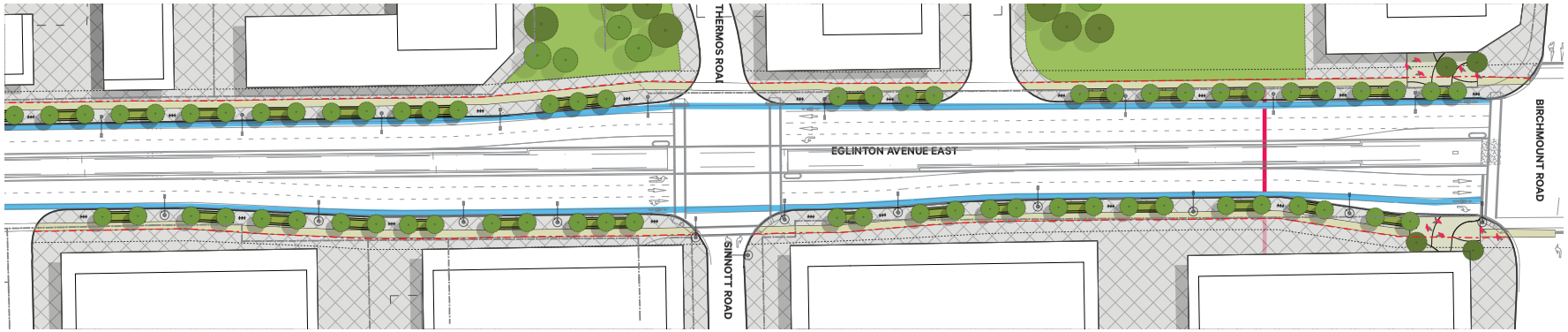


Figure 57 Eglinton Avenue East - Typical Detail C

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TOGETHER

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