PERKINS+WILL

EGLINTON WEST

FINAL JANUARY 2020

EGLINTON WEST

PLANNING AND STREETSCAPE STUDY

VOLUME I: Background

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1.0 INTRODUCTION

1.1 THE STUDY

The Eglinton West Planning and Streetscape Study is a visionary plan that will inform the streetscape and built form for future growth along one of Toronto's most important east-west avenues. Plans coordinated between the City of Toronto, Metrolinx, and the Toronto Transit Commission are underway to extend the new "Line 5" Eglinton Crosstown transit line west and east. This extension will include new stops stretching from Mount Dennis to Renforth Station, only within the City of Toronto limits (i.e. not past the City of Mississauga municipal boundary at Commerce Boulevard). The study area boundaries include the areas approximately 800 metres north and south of the corridor.

This study will form part of a larger work program led by the City of Toronto that also includes: a refinement and optimization of the LRT design concept; an in-depth examination of the Eglinton Avenue West / Martin Grove Road intersection and an overarching Communications and Consultation Strategy. Refinement of the LRT alignment to Pearson International Airport will also contribute to the work program. The resulting initiatives from these projects will together articulate a clear direction for future implementation.

Eglinton will become Toronto's central east-west avenue – a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region.

- Vision from Eglinton Connects, 2014

1.1.1 VISION

The vision for the Eglinton West Planning and Streetscape Study follows the Vision identified by the 2014 Eglinton Connects Study that established the vision for the first phase of Crosstown LRT corridor. Built upon the same themes of Travelling, Greening and Building, the Eglinton West Planning and Streetscape Study supports a green, beautiful linear space that balances the various components that make up the corridor. The same vision is applied across the entirety of Eglinton East and Eglinton West to ensure that a consistent streetscape treatment is reflected with the implementation of planned rapid transit along the corridor.

Nonetheless, given the varied nature of the east-west corridor some principles have been adjusted to reflect the unique character of Eglinton West. A unique visual language and branding strategy was developed as part of this study, which celebrates the nuances and features of the Eglinton West corridor. An itemized analysis of the original Eglinton Connects vision and recommendations is included in Volume II of the report, which further explains the recommendations to be further developed. As part of this study, an in-depth built form analysis was also conducted to test the application of existing performance standards and policies to understand compatibility or best fit opportunities within the corridor. The Eglinton West Planning and Streetscape Study is a component to a larger work program led by the City of Toronto, which will help build the foundation for future comprehensive projects. Namely, there will be future iterations beyond this study, which will further refine the design and implementation of the streetscape.

Although opportunities for intensification and increased capacity are limited in the medium-term, building the foundation and supporting infrastructure is critical for the long-term to capitalize on the implementation of planned higher order transit.

Figure 2. Eglinton Avenue looking east towards Scarlett Road from pedestrian bridge

Figure 1. Eglinton West branding (AECOM)

EGLINTON CONNECTS (2014)

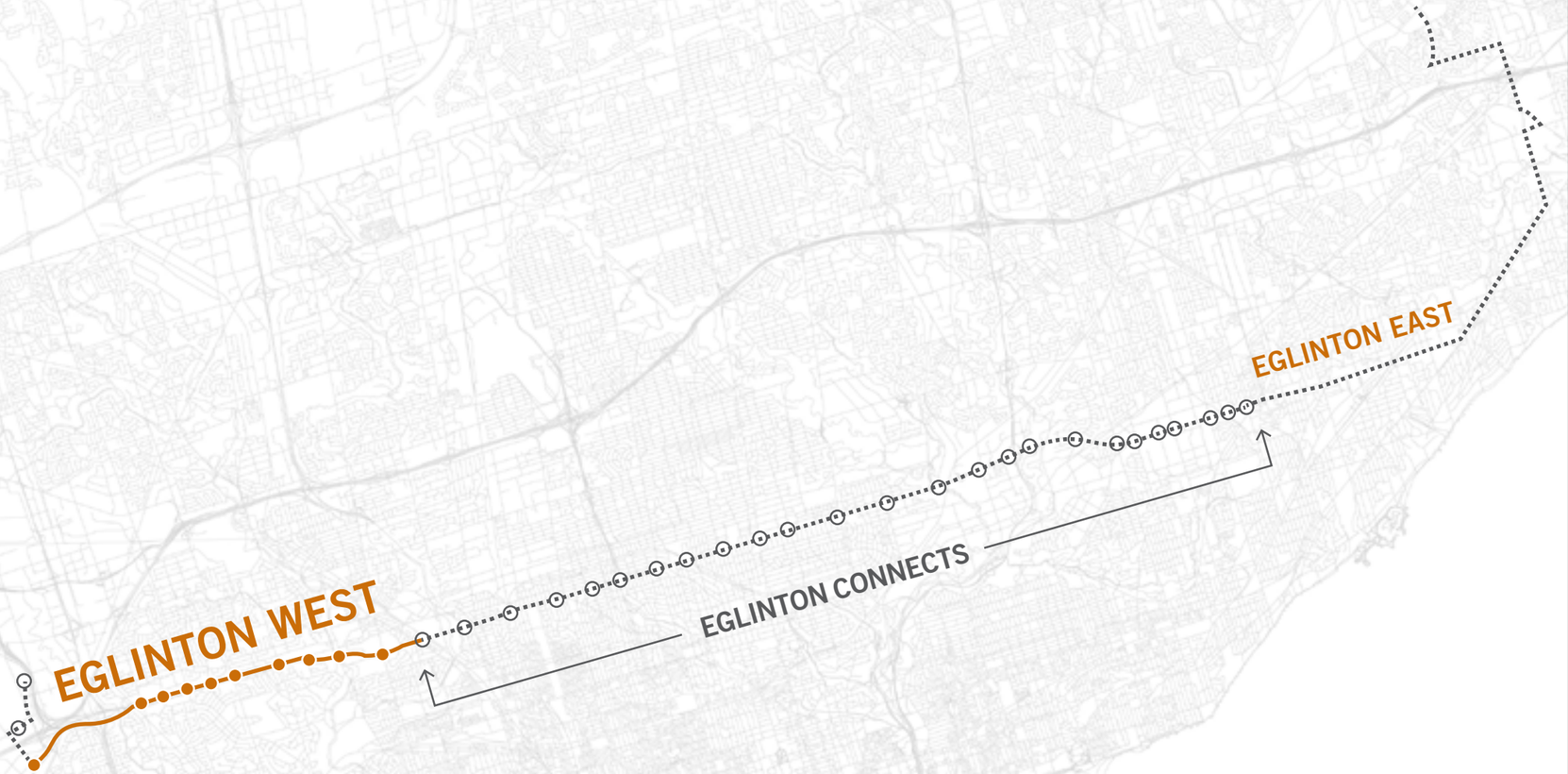
A large driver of this work will be the 2014 Eglinton Connects Planning Study, which spanned the 19 kilometre portion of Eglinton from Jane Street to Kennedy Road. This comprehensive study included a vision of future growth, a public realm and streetscape plan, a transportation study, updated policy and/or zoning tools, and coordinated review of the Crosstown station plans.

The established vision from Eglinton Connects will apply to this subject study. The Eglinton West Planning and Streetscape Study will essentially extrapolate the principles, themes, vision and 21 recommendations of the Eglinton Connects study to preserve consistency in identity along the entire Avenue.

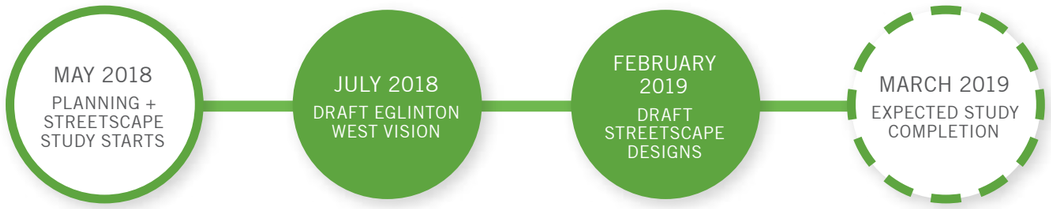
However, the heterogeneous character of Eglinton is acknowledged in this Study. Eglinton West is home to a diverse mix of mature neighbourhoods comprised of a wide variety of built form types, ranging from single-family homes to high-rise 'point towers' as well as traditional main street commercial buildings and post-war suburban plazas and schools. The corridor is also strongly characterized by a suburban cross-section that is comprised of generous green spaces, back-lotted yards, and a multi use path – all supported on a foundation of gently rolling topography.

The three themes that emerged from Eglinton Connects will be maintained in this study, framing the study of the western portion of the Avenue: Travelling, Greening, Building (Section 1.2).

Both studies look at how the new transit corridor will increase capacity and support intensification in the long term. The future of Eglinton West corridor will support higher densities while remaining context-sensitive, transit-supportive, offer a vibrant and high quality of life, all while protecting its unique identity and sense of place.



1.1.2 STUDY PROCESS

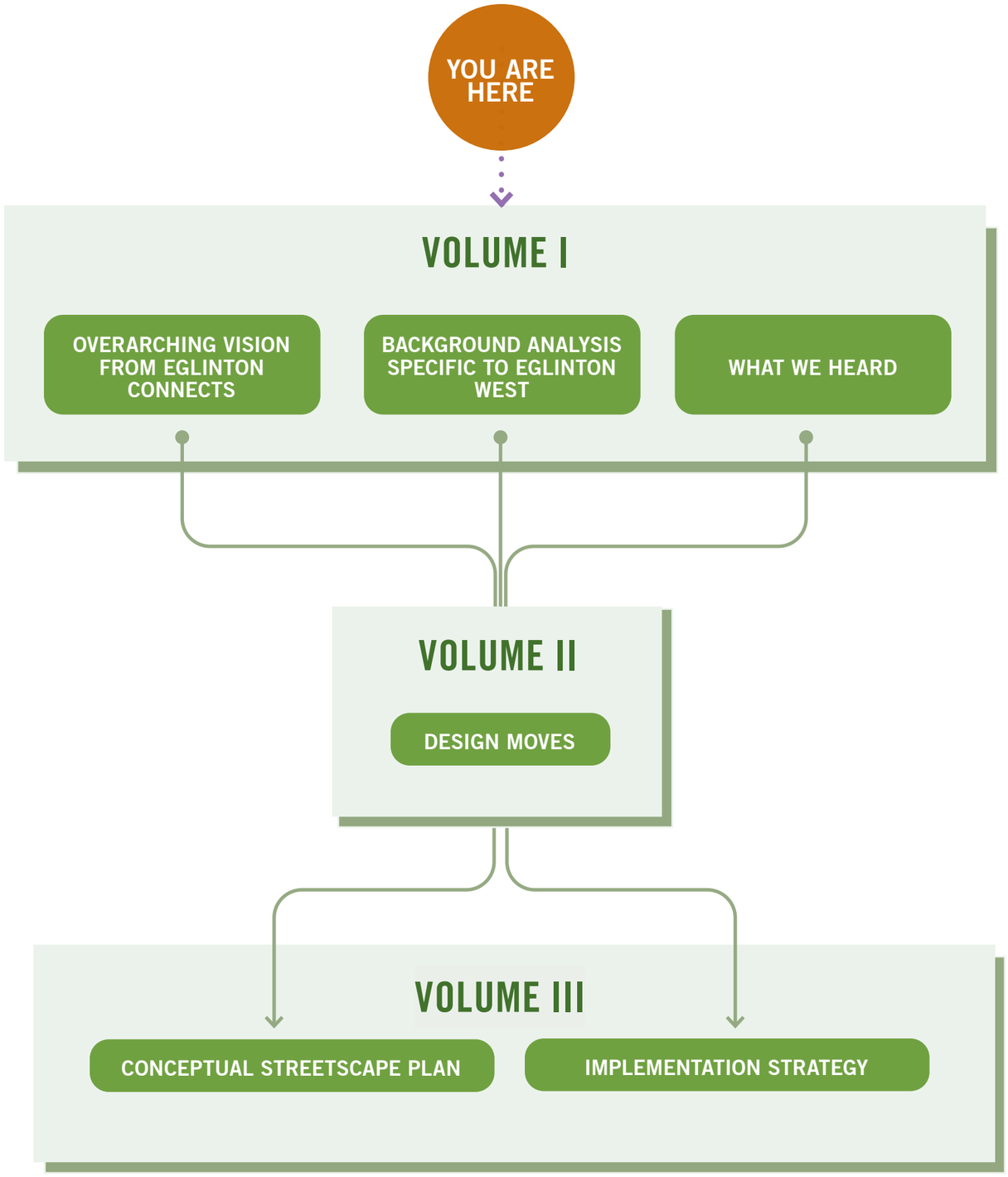


WORK PLAN COMPONENTS

A planning and streetscape study started with a thorough analysis of the existing conditions along the corridor. This includes an overview of the buildings, transportation networks, open spaces, demographic context, and both natural and built heritage. From the findings that will emerge from the analysis, recommendations will be proposed for the area, including an implementation strategy for the next steps. Recommendations will inform how the area could change and what should remain. Elements like bike trails, commuter parking, and street trees will be addressed in these recommendations. Overall, the analysis from the study will further inform the LRT project.

STUDY DELIVERABLES AND TIMELINES

The subject Study will include a streetscape and public realm plan with a built form analysis. The deliverables will be supported by a series of segment profiles, a cultural and natural heritage analysis, an access and commuter parking study, and consultation with key stakeholders. An implementation strategy will be included in a final report that summarizes recommendations, draft Project Specific Output Specifications language and opportunities for further study.



1.1.3 POLICY CONTEXT

Official Plan

The Eglinton West Planning and Streetscape Study will ensure that it aligns with the Official Plan's direction on where and how new growth should occur. Specifically, Chapter 2.2.3 *Avenues: Reurbanizing Arterial Corridors* is critical in this Study as Eglinton West is designated as an *Avenue*.

> *"The Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies."*

Avenues and Mid-Rise Buildings Study

To further shape the development along Toronto's Avenues, the Avenues and Mid-Rise Buildings Study will ensure that the character of growth occurring through mid-rise built forms will recognize its connection to its adjacent neighbourhoods and their character.

Tall Building Design Guidelines

To inform the design of new tall buildings, the Tall Building Design Guidelines establish a unified set of performance measures for the evaluation of all tall building development applications city-wide. The focus on these guidelines are on the evaluation of new tall buildings to ensure that tall buildings fit within their existing and/or planned context and local limit impacts.

1.1.4 CONSULTATION PROCESS

The consultation process for the Study is strongly grounded within 9 principles: transparent, timely, iterative, inclusive, innovative, respectful, educational, fun, and community building. A variety of engagement formats were used to engage the widest possible audience, including strategies to reach under-represented groups. This includes a balance between a Technical Advisory Committee, a Stakeholder Advisory Group, and the general public, throughout the entire study process to ensure all voices are heard and integrated into the Study.

LIST OF DATES:

- Visioning Workshop — May 16, 2018
- Technical Advisory Committee #1 — July 5, 2018
- Stakeholder Advisory Group #1 — July 18, 2018
- Walking Tour — August 1, 2018
- Bus Tour — September 25, 2018
- Technical Advisory Committee #2 — October 15, 2018
- TTC ACAT Meeting — November 7, 2018
- Landowner Meeting — December 11, 2018
- Technical Advisory Committee #3 — January 24, 2019
- Public Meeting — February 25, 2019
- Design Review Panel — March 12, 2019

Figure 4. Visioning Workshop, May 16, 2018

Visioning Workshop

The Visioning Workshop served as an opportunity for the full consultant team and municipal staff (from various City of Toronto Divisions) to engage and collaborate at the initial stages of the Study. The themes for the Study were organized around the structure and vision from the Eglinton Connects Study. Discussions were focused on the preliminary analysis of the corridor which informed the boundaries of the six corridor segments. Workshop participants were further split into groups to assess each corridor segment, identifying strengths, weaknesses, and potential opportunities. Findings from the workshop informed further analysis and refined corridor segment boundaries to accurately reflect the respective characters of each.

Technical Advisory Committee

The Technical Advisory Committee, which is comprised of project team members and municipal staff (from various City of Toronto departments and other agencies such as the Toronto Transit Commission and the Toronto and Region Conservation Authority), met on July 5, 2018 and October 15, 2018. Discussions were organized around four focus areas: natural heritage and water management; mobility and cycling network; placemaking around transit stops; and building opportunities along Eglinton. Discussions ranged from site-specific opportunities and constraints, to overall requirements for coordination and next steps.

Figure 3. Stakeholder Advisory Group Meeting, July 18, 2018

Stakeholder Advisory Group

The purpose of the Stakeholder Advisory Group is to provide organizations representing a broad range of interests with the opportunity to learn about and provide input into the study. The organizations in attendance at the July 18th meeting included various residents associations, councillors and ward representatives and community working group members. Two breakout workshop sessions focused on issues and opportunities within each of the segments along the Eglinton West corridor. These discussions looked at the segment-specific character and emerging visions.

TTC Accessibility Committee

The purpose of the TTC Advisory Committee on Accessible Transit (ACAT) was to gather input on mobility challenges and decisions affecting accessible transportation within the Eglinton West corridor. The meeting was structured around accessing transit, navigation around stops, platform design, designing for protected intersections. Feedback was collected and examined to inform the accessibility components of the study.

Walking Tour

To engage, inform and provide context for the public, a walking tour was hosted by Perkins+Will and the City on August 1, 2018. Starting from the Mount Dennis Area and travelling westbound along Eglinton, participants were encouraged to ask questions and analyze the study area through the Travelling, Greening, and Building lenses. This was an opportunity not only for the public to engage, but also for the project team to plan better connections with the surrounding neighbourhoods based on the community's specific needs.

Bus Tour

As the project entered the design phase, a bus tour was held on September 25th, 2018 to gather further input from the community. Starting from Renforth Gateway Station and travelling eastbound, four activities were planned at different stations along the corridor. This included: a walk under the highway interchange to discuss safety and comfort; a workshop to visualize the potential reconstruction of the street and its impact on the public realm; a brainstorming session of how heritage assets like the Mary Reid house could contribute to the community; and a demonstration of how mixing zones and intersections could be redesigned for safety and efficiency.

Other Engagement Activities

As part of the objective to receive input from various groups that were unable to previously attend public consultation meetings throughout the study, a series of creative strategies were undertaken to obtain information from a wide variety of platforms. These strategies included:

- Bus stop handouts
- Video
- School visits
- Library pop-ups
- Social Pinpoint Online Tool

My Social Pinpoint Online Tool

Broadening the strategies of community outreach, an online tool was created to gather site or corridor specific comments from the community. The *My Social Pinpoint* tool allowed anyone to indicate their favourite places, buildings or open spaces they frequent, potential improvements, or general corridor comments. There was also an opportunity for contributors to engage in a discussion within the comment section of the posts. This input feeds directly into the Study's analysis of existing conditions and helps ensure that the recommendations are community and liveability focused.

Figure 7. My social pinpoint online consultation tool/map

Figure 5. Walking tour, August 1, 2018

Figure 6. Bus tour, September 25, 2018

1.2 TRAVELLING, GREENING AND BUILDING

The three themes that emerged from the Eglinton Connects study will be maintained in order to ensure consistency and framing around recommendations for this study; the themes are centered around Travelling, Greening, Building (Section 1.2).

TRAVELLING

Eglinton Avenue has historically hosted a diverse range of movement. While automobile travel has occupied a large amount of space along the corridor, significant numbers of people also travel by bus, bike or foot. The introduction of the LRT presents us with an opportunity to upgrade Eglinton West to provide safe, efficient, and accessible multi-modal travel for all.

GREENING

Eglinton West is characterized by a generously wide green landscape that includes a mix of natural and man-made features. This green character will serve as the foundation for Eglinton West's identity. Enhanced streetscapes, planting, woodlots and rain gardens will provide critical amenities to the surrounding neighbourhoods.

BUILDING

Critically analyzing the existing built form context will reveal not only the potential for new development, but where opportunities are for redevelopment, adaptive reuse, infill, new mid-block connections, and/or new public spaces. The transformation of the built landscape will respond sensitively to the public realm and open spaces.

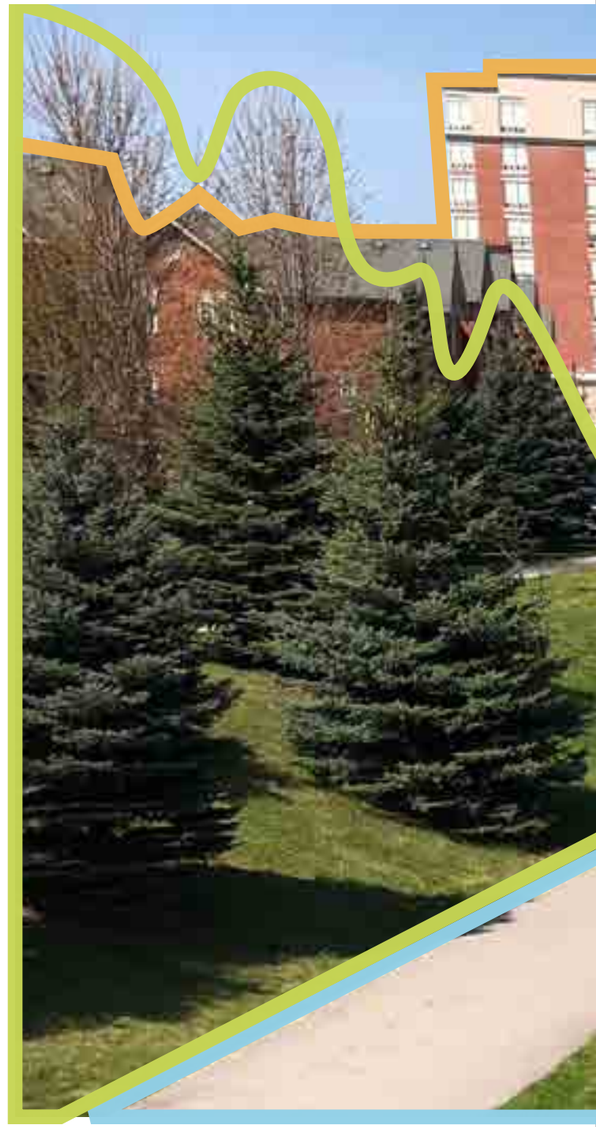
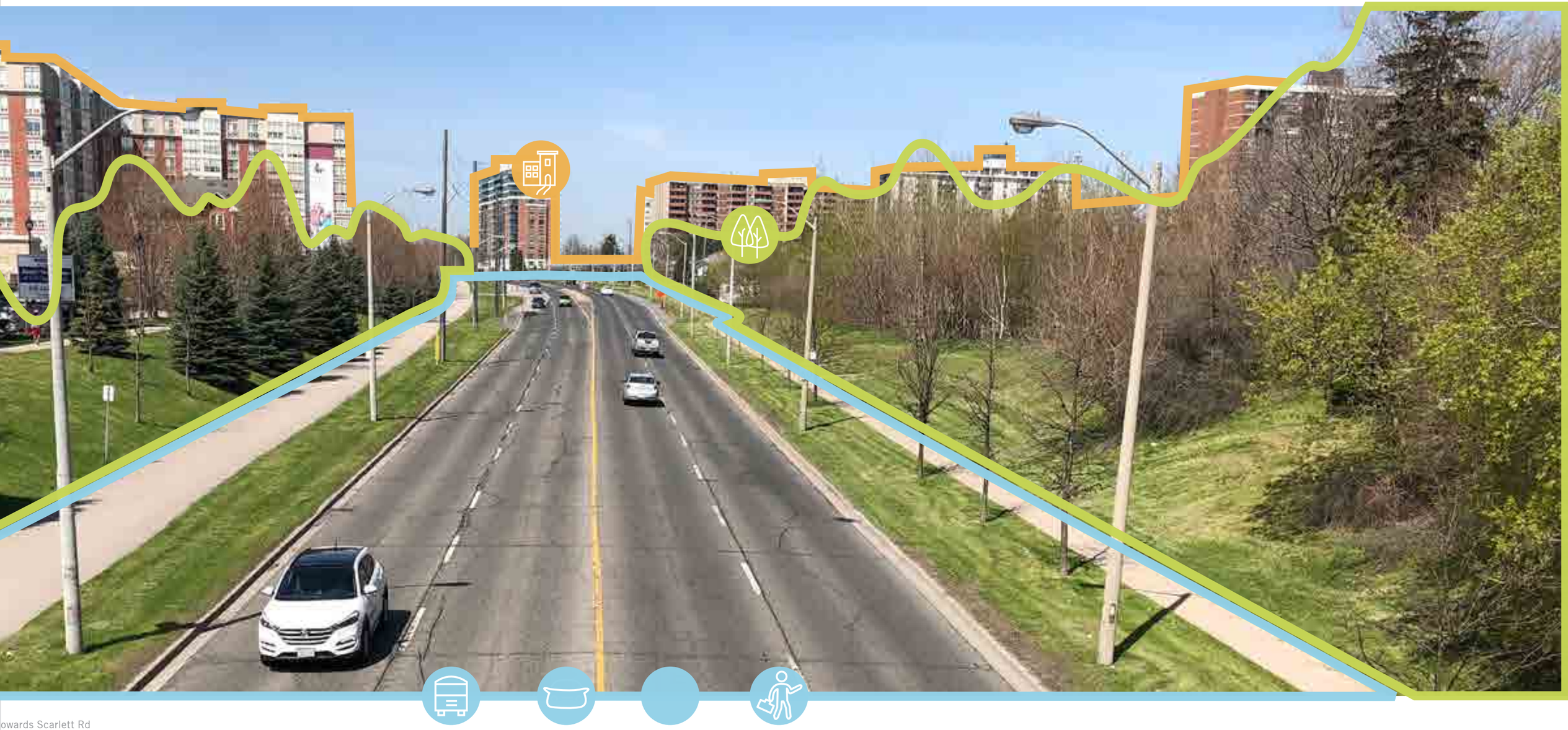
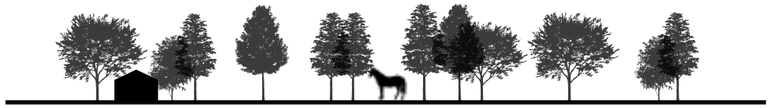


Figure 8. View of Eglinton Avenue West from pedestrian bridge looking East t



owards Scarlett Rd

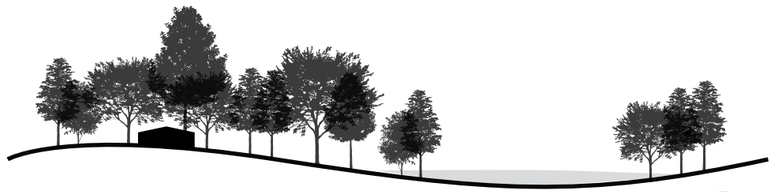
1.3 THE EGLINTON STORY



DEFINED BY ITS GEOGRAPHY

The topographic character of Eglinton Avenue rises, plateaus, and falls at points of varying natural features that make up a significant portion of Toronto's legacy. Iconic systems such as the Don and Humber Rivers mark a rich history of transportation, agriculture, trade and industry. Over time, the grade changes have been embraced alongside its natural geography, creating beautiful areas of interest, including what we now recognize as Eglinton Flats or Rich "view" at the highlands next to the Humber River. As investment in the area continues, it is critical that developments and infrastructure continue to celebrate the features that make up the city's "green lungs".

Figure 9. Eglinton Flats (left) and Mimico Creek (right)



1850s

A RURAL CONCESSION ROAD

Eglinton Avenue was not always the urbanized avenue we see today. Initially surveyed as the fourth concession road located at the rural edge of Toronto, it has always recognized its role as an east-west linkage that borders a diverse number of neighbourhoods. It travels Toronto uninterrupted, crossing through all six of the pre-amalgamation municipalities until it reaches the City of Mississauga border to the west. The intersections of north-south roadways with Eglinton created a simple grid framework that set the stage of the urban form and growth to come.

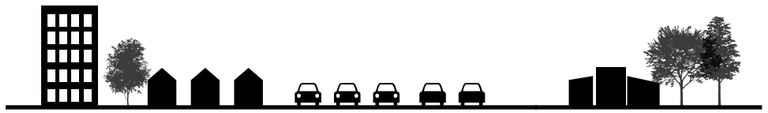
Figure 10. Local Concession road network and Toronto Master Plan (1943)

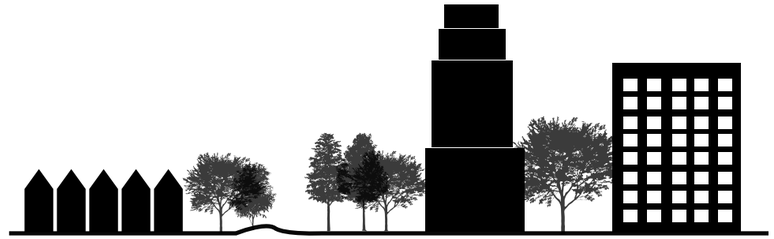
1870s

RAIL AND INDUSTRY

The expansion of roadways and railway that served both industrial and commuter patterns has created important areas of settlement along Eglinton. With the arrival of industry into the area, such as the Kodak Factory, a series of related residential communities emerged as a response to house workers. Early suburban expansion followed Scarlett Road, through the Scarlett Woods golf course and west along Eglinton, leaving us with key heritage resources such as the Mary Reid house.

Figure 11. Kodak Co. Plant, 1930





1950s

EMERGENCE OF THE EXPRESSWAY

As the post-war era caused the evolution of Eglinton into a centre spine of Toronto, it was recognized that a plan was required to shape rapid growth. The "Toronto Metropolitan Area Master Plan" directed that a series of highways and arterial roads be implemented after the creation of Metro Toronto in 1954. More than a decade later, the "Toronto Expressways Plan" in 1966 designated the Richview Expressway, which was intended to be an extension of Highway 403 from Mississauga. However, although the plan resulted in a widening of a section of Eglinton Avenue, the expressway was never built. The intention for Eglinton Avenue to be a core link for regional vehicular travel has caused changes in character, development activity, and roadway width through its length.

Figure 12. Toronto Expressway Plan, (1966)

1960s

POST-WAR, MID-CENTURY LEGACY

The majority of the neighbourhoods north and south of Eglinton West were developed in a very short period of time roughly coinciding with the 1960s. Planned as complete communities, individual neighbourhoods typically included a carefully assembled mix of parks, schools, institutions, commercial plaza and places of worship. Housing included a mix single detached homes, interspersed with apartments that housed significant numbers of residents. The wide right of way for the Richview Expressway was protected (but never built), leaving the corridor with an incredible asset.

Figure 13. (Top left, clockwise) residential home, Richview Library, residential home, Richview Collegiate Institute

NOW

EGLINTON TODAY

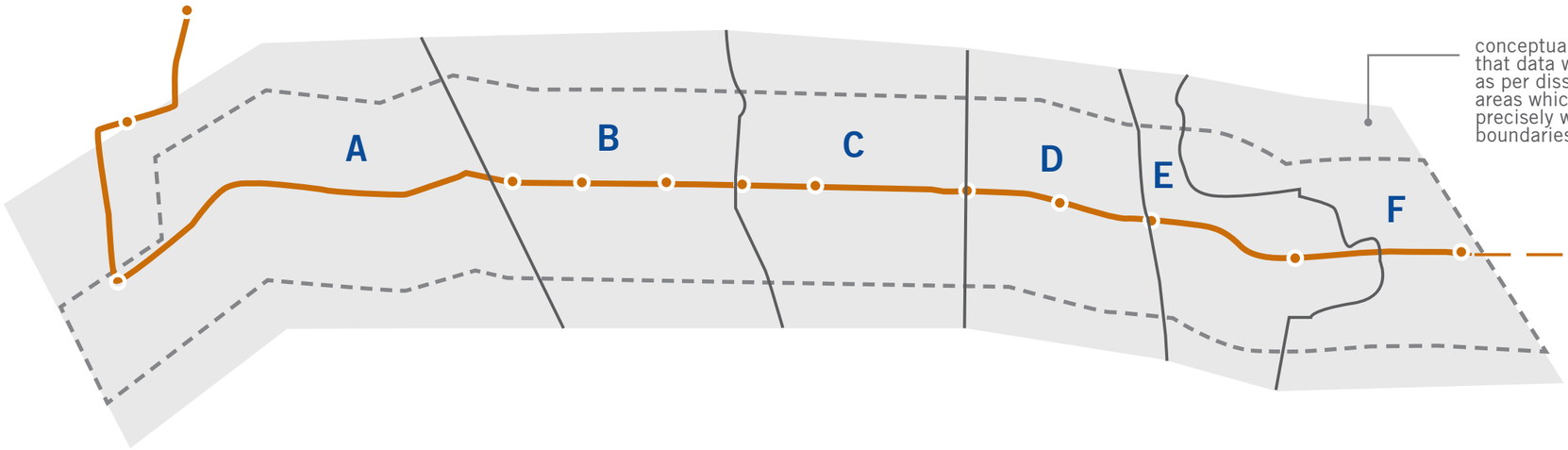
As layers of history, geography and drivers of growth shaped the Eglinton Avenue we know today, the coming of the Eglinton Crosstown LRT will knit together the piecemeal collection of neighbourhoods. The extension of the Eglinton West LRT will elevate the avenue's regional and international connectivity, as it will provide a direct link to the Pearson International Airport. This major infrastructure change will transform the way residents and visitors live, work, travel, and play. The urbanization of Eglinton Avenue is happening daily, with new developments that are transforming the vibrancy of the avenue while celebrating the past.

Figure 14. Recent townhouse developments at the corner of Eglinton Avenue and Widdicombe Hill (left) and Eglinton Avenue and Kipling Avenue (right)

2.0 EXISTING CONDITIONS

2.1 CORRIDOR OVERVIEW

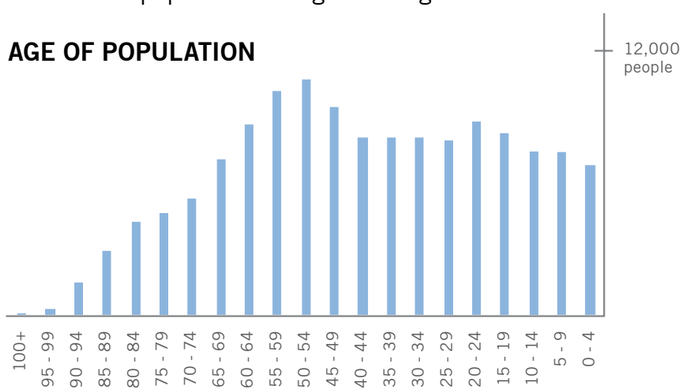
These corridor demographics are based on 2016 Census data, analyzed as per dissemination areas. Refer to Section 4.0 for statistics specific to segments A through F.



136,000 people
5% of the total population of Toronto
34 persons/hectare (low compared to 43 p/ha city-wide)
median total income is **more than double** the city average
19% of population aged 65+

51% of the population recognizes English as their mother tongue

AGE OF POPULATION

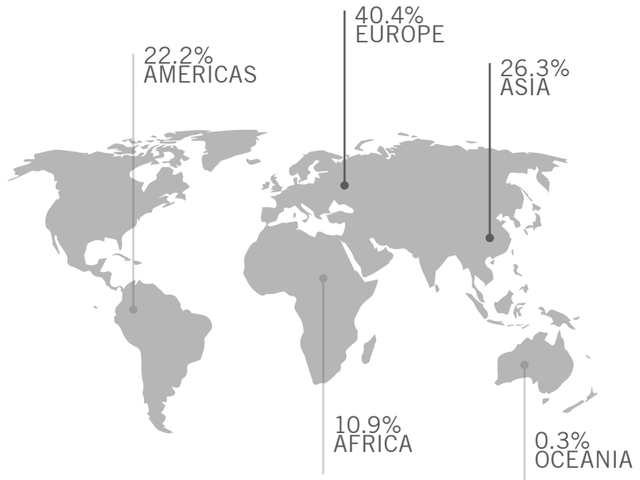


LABOUR FORCE BY OCCUPATION

Management	10%
Business, Finance and Administration	17%
Natural and Applied Sciences	6%
Health	5%
Education, Law, Social, Community and Government	11%
Art, Culture, Recreation and Sport	3%
Sales and Service	24%
Trades, Transport and Equipment Operators	14%
Natural Resources and Agriculture	1%
Manufacturing and Utilities	4%
Other	3%

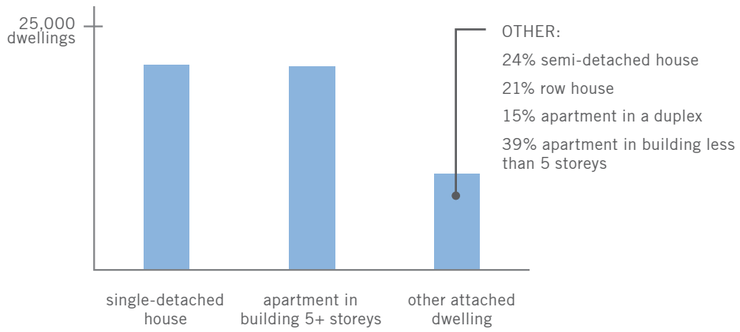
Italian, Spanish, and Portuguese are the most spoken languages beyond the official languages
46% of population are immigrants
54,000 total private dwellings
49% of the population live in single-family homes (single-detached houses, semi-detached, and row house)

BIRTH COUNTRY OF IMMIGRANT POPULATION

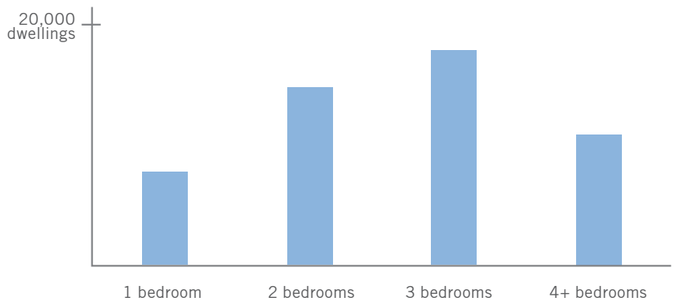


2.6 people is the average household size
$1,458,762 is the median value of dwellings

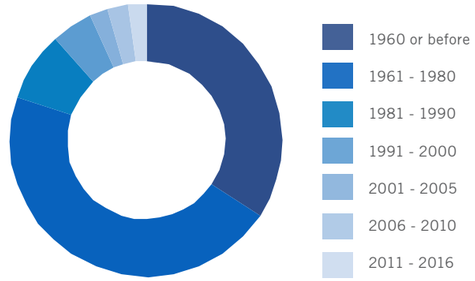
OCCUPIED PRIVATE DWELLING BY STRUCTURE



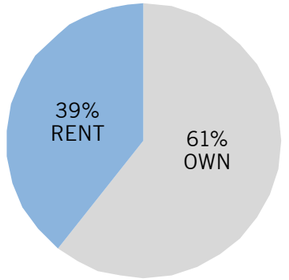
OCCUPIED PRIVATE DWELLING BY NUMBER OF DWELLINGS



PERIOD OF CONSTRUCTION



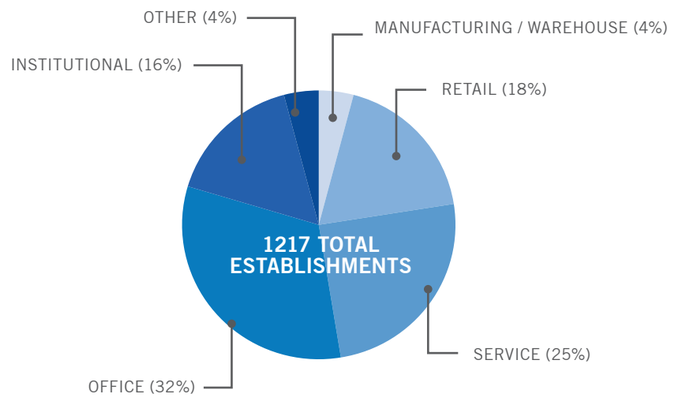
OWNER-RENTER RATIO



29% of population commute for work outside of the City
55% of population have a commute of 15 to 45 minutes
30% of population commute to work via transit

32% of establishments are office use
16,755 employees work within the corridor (68% full time, 32% part time)

ESTABLISHMENT BY SECTOR

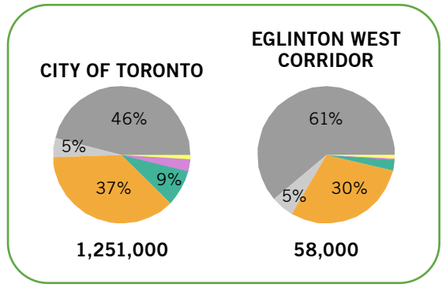


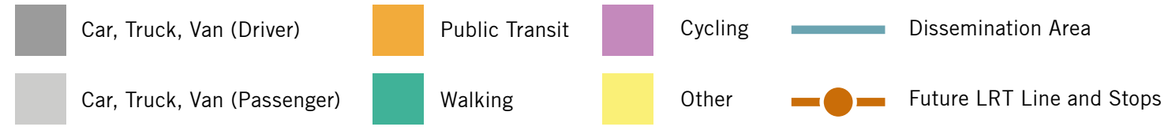
2.2 TRAVELLING EGLINTON

2.2.1 COMMUTING PATTERNS

Main mode of commuting

The majority of the Eglinton West corridor residents (~39,000 people, 66%) that commute to work travel by car, whether as the driver or passenger, whereas the next most common mode is public transit (~17,400 people, 30%). There is significant variance in these averages across the corridor, ranging from as low as 53% in some areas to 73% of the population commuting by car.



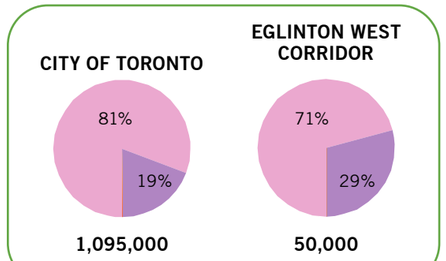


Based on 2016 Census data by aggregate dissemination area

Figure 15. Main mode of commuting for the employed labour force (aged 15 years and over)

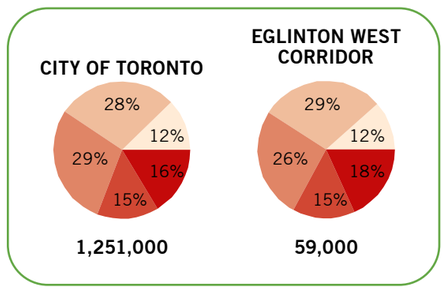
Commuting Destinations

The commuting population of Eglinton West largely travels within the Census Subdivision (CSD) of Toronto at 71%. It is fairly consistent throughout. This is slightly lower than the commuting destinations of the City of Toronto as a whole, where 81% of the population commute within Toronto. It is apparent that regional connections are a key need for the residents along the corridor.



Commuting Duration

For 18% of the employed labour force of Eglinton West, it still takes 60 minutes or over to commute to work. For some parts of the corridor, one quarter (25%) of the commuting population still take over an hour to get to work. With enhanced local and regional transit, efficient roadways and better multi-modal connections, these commuting times can be minimized.



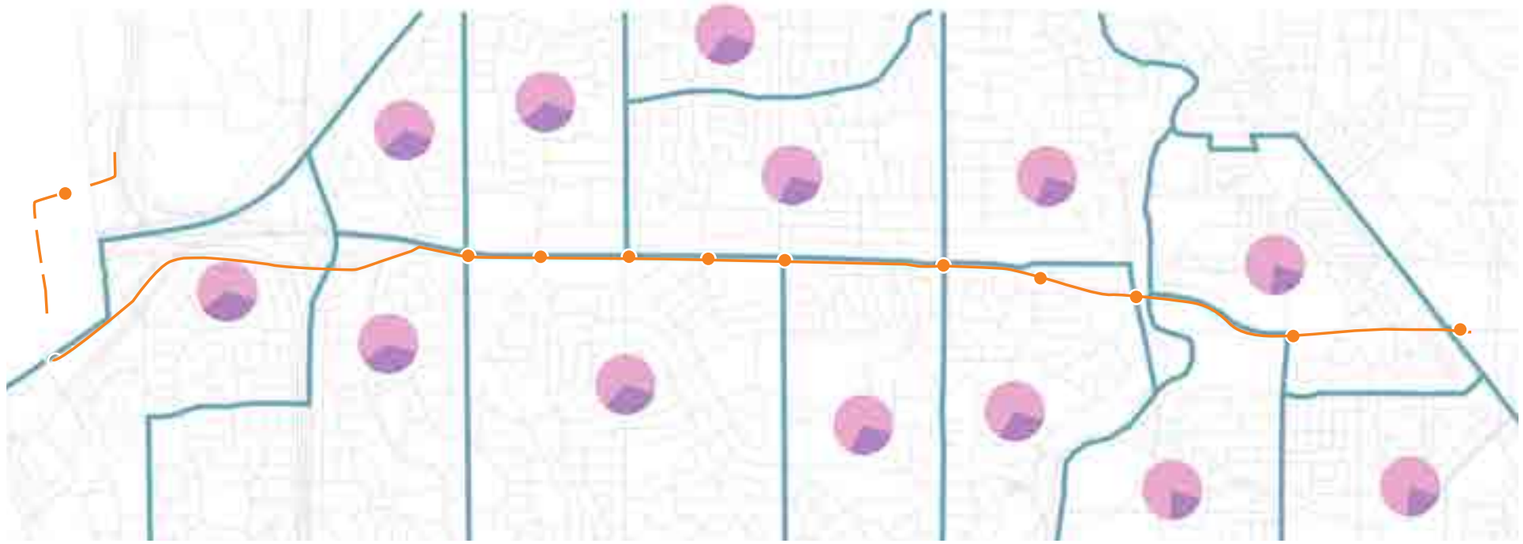


Figure 16. Commuting destination for the employed labour force (aged 15 years and over)

Based on 2016 Census data by aggregate dissemination area

Figure 17. Commuting duration for the employed labour force (aged 15 years and over)

Based on 2016 Census data by aggregate dissemination area

2.2.2 TRANSIT NETWORK

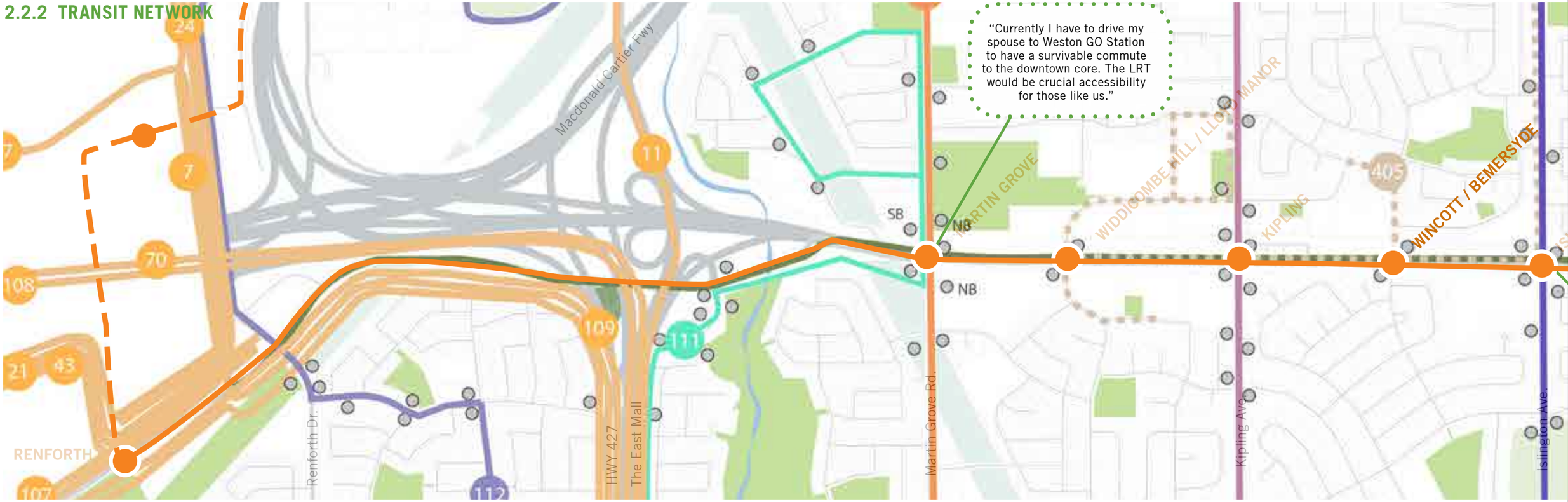


Figure 18. Existing transit network along the Eglinton West corridor

Description

Local TTC connectivity is moderate, with buses running frequent north-south service along roadways such as Martin Grove Road, Kipling Avenue, Islington Avenue, Royal York Road, Scarlett Road, and Jane Street. Currently, the 32 Eglinton West bus route runs along Eglinton Avenue, between Renforth Station and Eglinton subway station (Line 1 Yonge-University). However, the number of stops and frequency will be reduced with the introduction of the LRT. Community buses also serve neighbourhoods in the study area, specifically for seniors homes. The rail corridor that runs parallel to Weston Road in the eastern portion of the study area serves Weston Station, providing connections to the Union-Pearson Express line and the GO Transit Kitchener Line.

WHAT WE HEARD

- The community bus shuttle that connects to seniors' homes is a critical service
- The new LRT will provide a more efficient connection to Downtown Toronto via subway
- Conditions at existing bus stops will have to be improved in terms of street furniture and accessibility
- Introducing bus bays will prevent blockage of traffic along Eglinton Avenue
- Elevation changes along Eglinton create issues for buses due to limited visibility

Figure 20. View westbound along Eglinton Avenue from TTC bus

Figure 19. Renforth Station

Figure 21. Bus stop outside of 20 Fontenay Court

Figure 22. Bus shelter on Eglinton Avenue

LEGEND

TTC Bus #

- 32 Eglinton West
- 6 Fane (regular and night service)
- 37 Islington (regular and night service)
- 47 Keele (regular, night and express service)
- 46 Kipling (regular and express service)
- 79 Martin Grove
- 35 Lawrence West (regular and night service)
- 71 Runnymede
- 73 Royal York
- 54 Scarlett Rd
- 89 Weston
- 141 East Mall
- 112 West Mall
- 196 Rogers Road
- 195 Jane-Bricket
- 165 465 Etobicoke Community Bus

TTC

- Existing TTC bus stop within site study area

MiWay

- 7 Airport
- 11 Westwood
- 21 Explorer (rush hour only)
- 24 Northwest (rush hour only)
- 35 Eglinton
- 10 Britania
- 45 Matheson-Argentia (rush-hour only)
- 57 Courtneypark (rush hour only)
- 66 Keaton (rush hour only)
- 67 Meadowvale-Skymark
- 107 Malton Express
- 109 Meadowvale Business Express
- 109 Meadowvale Express

Future LRT Line and Stops

2.2.3 WALKABILITY

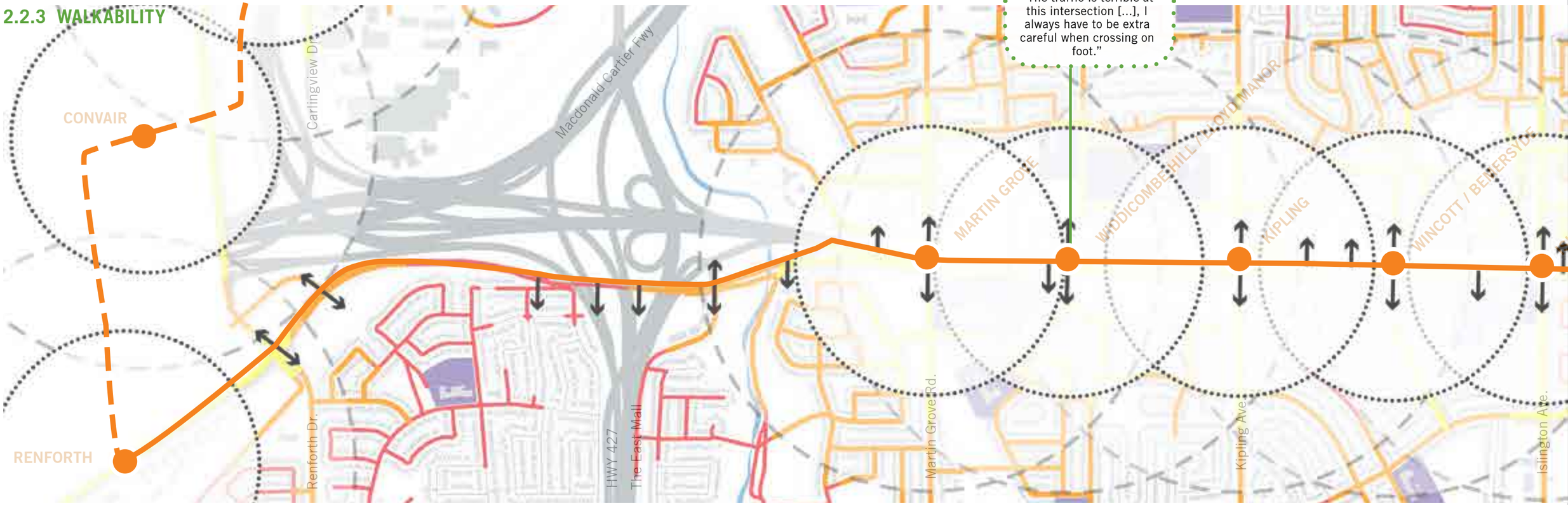


Figure 23. Study of Walkability around future lrt stops along the corridor

Description

As the Eglinton West corridor was planned to be the Richview Expressway, pedestrian infrastructure has not been developed to typical standards for Toronto streets, and maintains a largely suburban. Issues largely surround the multi-use path and sidewalk along entire south side of Eglinton Avenue, lack of proper buffers between pedestrians and traffic, lack of proper lighting and supportive streetscape elements (e.g. benches). The lack of visual interest or repeated built form has a direct impact on the amount of pedestrian activity. To increase walkability, there must be more consistency throughout the corridor regarding the design of the roadway. Intersection crossings along the corridor occur frequently, with the exception of the segment between East Mall and Renforth, and around the area of Eglinton Flats. Frequent crossings may present barriers to walkability for various community members, especially seniors and people on scooters. Curb cuts split up the large block sizes but can interrupt the pedestrian realm, at areas of the existing Plant World entrance and within the Mount Dennis community.

WHAT WE HEARD

- The walking environment by the highway can be especially hostile due to traffic/noise
- Lack of sidewalks or trail connections create a disconnect with Eglinton Avenue
- Improvements are required to make the pedestrian realm more safe for all users and aesthetically pleasant
- Pedestrian crossings should be timed according to the travel patterns, especially for areas with senior populations
- Safety barriers/buffers should be installed
- Students are often jaywalking between schools and nearby commercial plazas

Figure 24. Steep pathways into natural areas

Figure 25. Gaps in sidewalk network along Eglinton Avenue

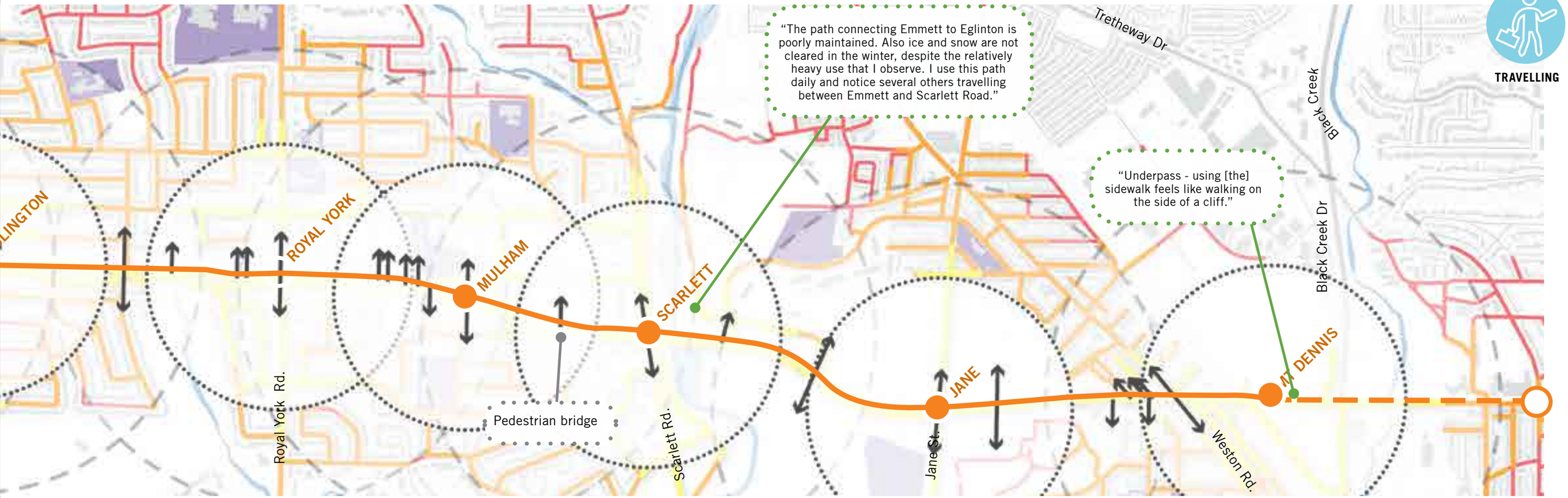


Figure 26. Typical intersection waiting area

Figure 27. Pedestrian bridge east of future location of Mulham Station

Figure 28. Busy pedestrian crossing at Weston Road

2.2.4 ACTIVE TRANSPORTATION

Figure 29. Existing cycling conditions in the Eglinton West corridor

Description

The designated multi-use trail that runs along the majority of the south side of Eglinton Avenue is a critical east-west connection. Other notable existing bike trails that are frequented by cyclists are the recreational trails that run along the Humber River, Mimico Creek, around Gladhurst Park, and a number of other green open spaces. However, other than these formal pathways, there are limited other bike lanes or trails that intersect the Eglinton corridor. On-street bike lanes exist only along Royal York Road. The Ten Year Cycling Network Plan (2016), approved in principle by Toronto City Council, has proposed a more comprehensive bike network for the corridor that will ensure more north-south connections for cyclists. The precise route alignments and facility types will be determined through detailed feasibility analyses and designs.

The City's Cycling Infrastructure & Programs Unit is currently working on several projects in the area, including a multi-use trail on Eglinton Avenue from Jane St to Pearen Park to be completed in 2019, adding bike signals to intersections along the Eglinton trail, and studying implementation of cycle tracks on Scarlett Rd, south of the Humber River in 2019 with potential for future northward extension to Eglinton Ave. Additionally, the City is developing On-Street Bikeway Design Guidelines, to be finalized in 2019, which provide guidance on cycling facility selection, design of cycling facilities, and improvements to intersections and signals.

WHAT WE HEARD

- Some of the cycling paths are not accessible
- It is sometimes difficult to distinguish between the multi use path and sidewalk
- Maintenance of the multi use path during winter is important
- Street signs or traffic lights should be added to the cycling path to ensure cyclists adhere to traffic regulations
- Bike parking should be included when designing station amenity areas
- Some bike paths are too narrow
- Steep topography and adjacency to traffic causes safety concerns for cyclists

Figure 30. Varying materials and signage to indicate split between cycling and pedestrian pathways

LEGEND

- Proposed Bike Lane
- Proposed Trails
- Proposed Quiet Street Routes
- Bike Lane
- Trails
- Quiet Street Routes
- Future LRT Line and Stops

Figure 33. Multi Use pathway at Jane St West / Eglinton Avenue

Figure 31. Painted lanes for two-way bike trail

Figure 32. Informal cycling path on local residential roads

2.2.5 STREET WIDTHS

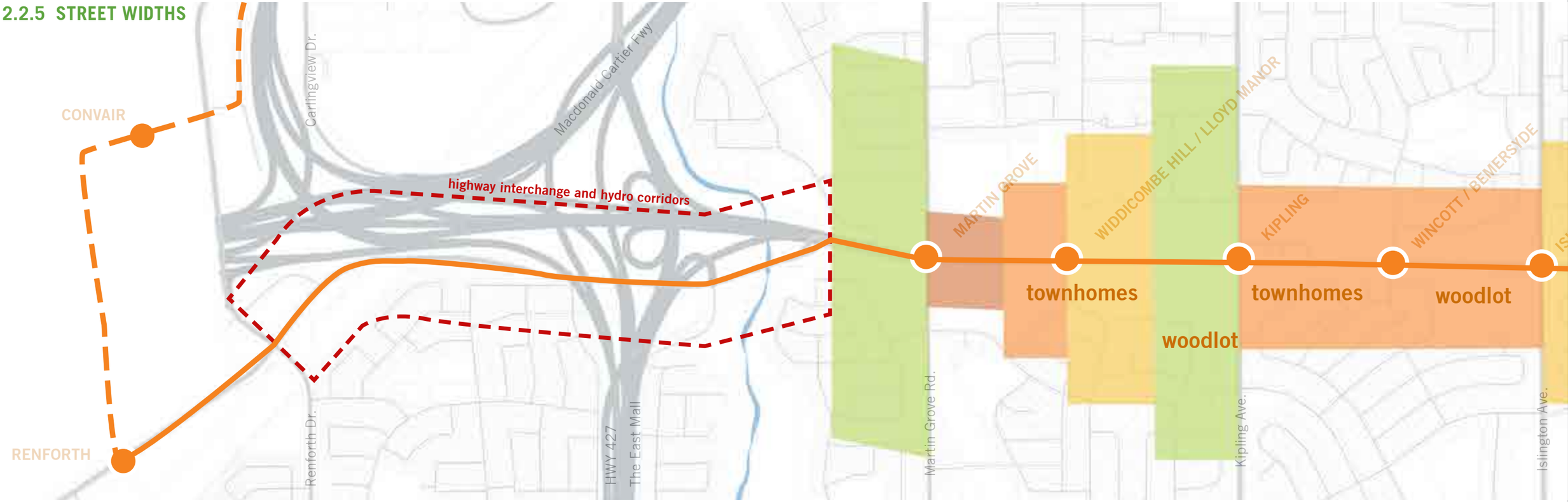


Figure 34. Varying right-of-way widths along the corridor

Description

Throughout the subject corridor, the right-of-way itself is similarly heterogeneous, with segments that are less than 26 metres wide and some segments over 50 metres wide. Nonetheless this condition is frequently improved by City-owned lands adjacent to the right-of-way in the north side of the street, previously earmarked for the Richview Expressway.

The right-of-way is measured from property line to property line. The distances from building face to building face, however, is generally wider due to typically deep setbacks. Existing uses that front the roadway range from new townhouse developments to woodlots, as well as historic heritage properties.

The Official Plan designates this portion of Eglinton Avenue West to be in its widest category, over 45 metres wide.

WHAT WE HEARD

- Noise from traffic is a big concern; trees and landscaping can create sound barriers
- Area was not dependent on automobiles in the past as it is now
- Ways to slow down traffic at intersections should be explored
- Stormwater management opportunities such as bioswales or rain gardens would enhance the corridor

Figure 35. Four lane roadway (Eglinton Avenue, near future Mulham Station)

*ROW width data from Eglinton West LRT Initial Business Case (June 2016)

Figure 36. Close Proximity/Lack of barrier between existing multi use path and vehicular roadway

Figure 37. Roadway travels over channelized Mimico Creek

Figure 38. Center roadway in some sections along Eglinton Avenue

2.3 GREENING EGLINTON

2.3.1 PARKS AND OPEN SPACE

Description

Most areas surrounding the Eglinton corridor have a high open space ratio. However, there are only a handful of publicly accessible parks and open spaces, including Eglinton Flats, Richview Park, West Deane Park and smaller parkettes such as Lloyd Manor Park and Warrender Park. Although distinct features such as the Mimico Creek run through the area, they have poor visual and physical accessibility. There are opportunities to create stronger links between nature and the built environment so the entire open space network is usable, accessible, and a beautiful indicator of the character of the area.

WHAT WE HEARD

- Some parks, like the one near Wincott Drive, are a destination for lunch time
- Parks and recreation facilities are great for facilitating kids activities
- Residents would enjoy more spaces in existing parks for the community to congregate
- Better connections are required between the communities along Scarlett Road and the parks/ Humber Trail
- It is important to protect the existing wildlife in parks, especially near Humber River
- Cricket events occur often at Fergy Brown Park
- Parks require better lighting for safety at night

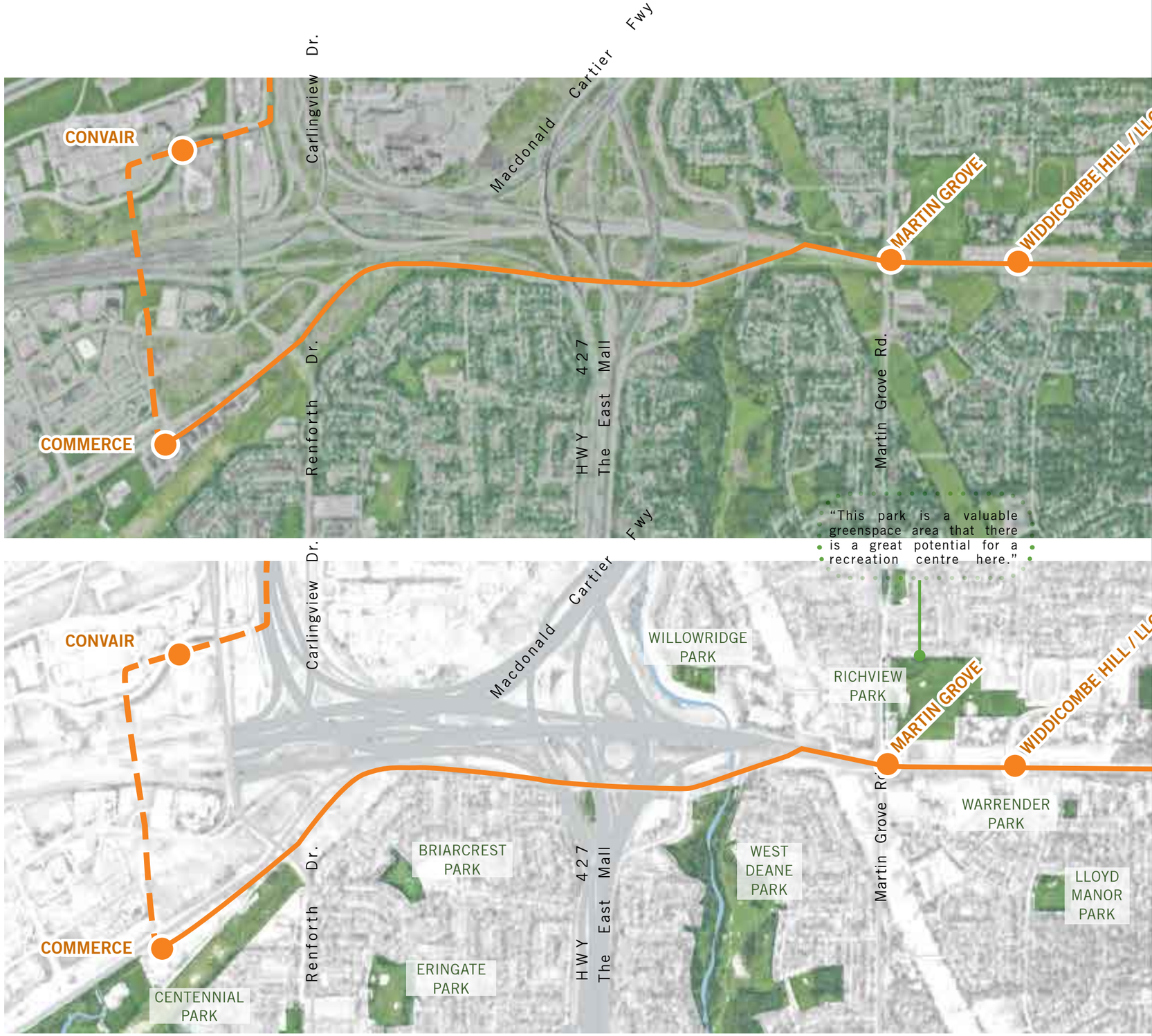
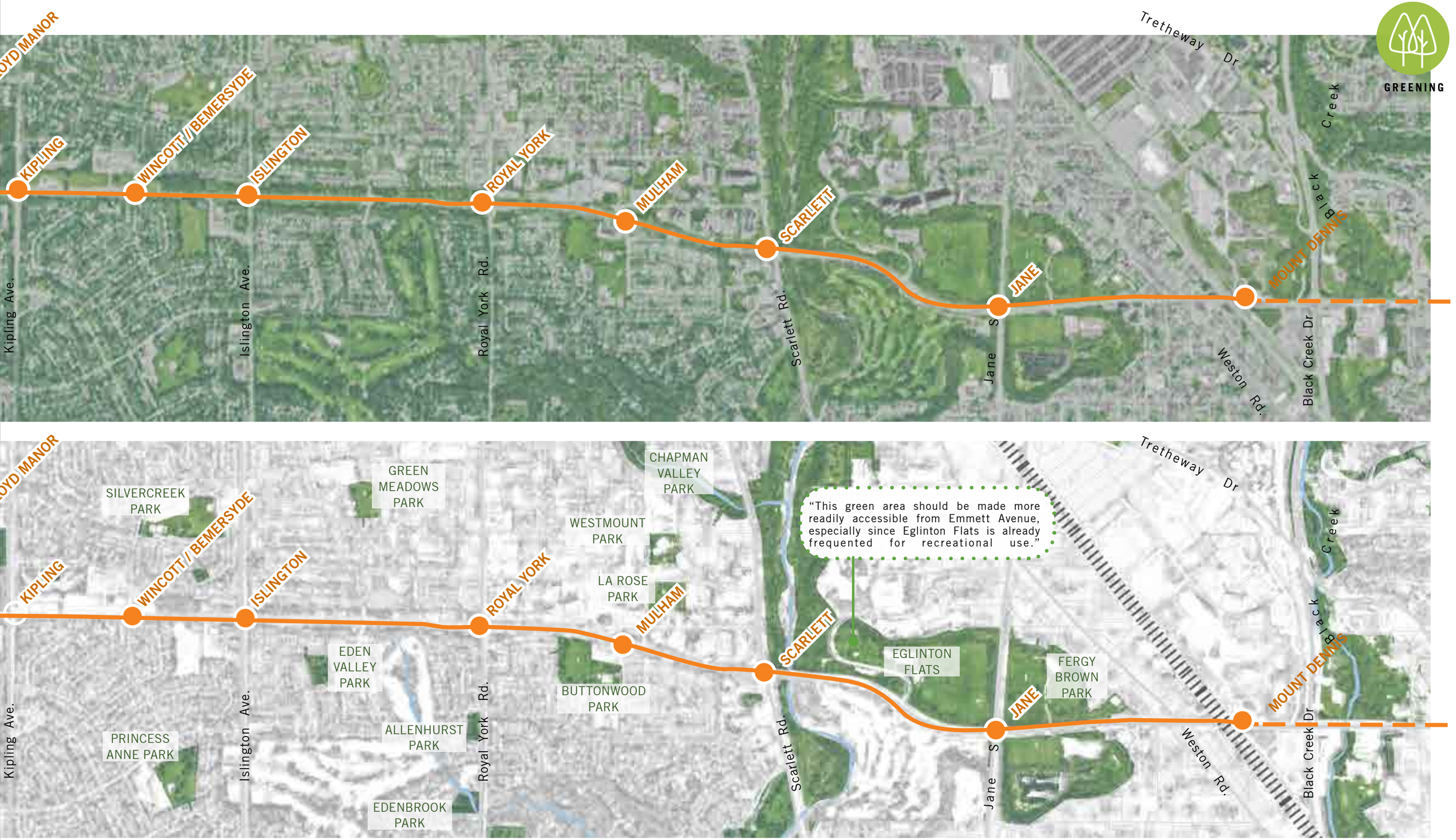


Figure 39. Above: all open spaces within Eglinton West corridor; below: public open spaces


OYD MANOR
KIPLING
WINCOTT / BEMERSYDE
ISLINGTON
ROYAL YORK
MULHAM
SCARLETT
JANE
MOUNT DENNIS
Kipling Ave.
Islington Ave.
Royal York Rd.
Scarlett Rd.
Jane St.
Weston Rd.
Black Creek Dr
Black Creek
Tretheway Dr
SILVERCREEK PARK
GREEN MEADOWS PARK
CHAPMAN VALLEY PARK
WESTMOUNT PARK
LA ROSE PARK
EDEN VALLEY PARK
BUTTONWOOD PARK
ALLENHURST PARK
PRINCESS ANNE PARK
EDENBROOK PARK
EGLINTON FLATS
FERGY BROWN PARK
"This green area should be made more readily accessible from Emmett Avenue, especially since Eglinton Flats is already frequented for recreational use."

2.3.2 NATURAL HERITAGE

Description

A natural heritage investigation was conducted based on information from the Ministry of Natural Resources and Forestry, the City of Toronto and Toronto and Region Conservation Authority (TRCA).

The City of Toronto Official Plan Land Use Plan (Map 14) designates the lands located along Mimico Creek, Humber River and Black Creek as *Natural Areas*. Natural Heritage Map (Map 9) identifies Mimico Creek, Silver Creek, Humber River and Black Creek as components of the City of Toronto Natural Heritage System. The policy for these *Natural Areas* is to maintain them primarily in a natural state, while allowing for compatible uses and conservation projects.

The City of Toronto Ravine and Natural Feature Protection bylaw applies to several natural areas located along Eglinton Avenue including: Mimico Creek; Silver Creek; Lower Main Humber River/Eglinton Flats/Fergy Brown Park; and, Black Creek. These same areas are also regulated by TRCA under Ontario Regulation 166/06, Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses.

Physiography and Soils

The area is located within the Peel Plain and Lake Iroquois Sand Plain physiographic regions. The soils change approximately midway between Royal York Road and Scarlett Road, with the Peel Plain to the west.

The Mimico Creek and Lower Main Humber River watersheds within the study area are regulated by the TRCA. Tributaries of the Lower Main Humber River include Silver Creek, located west of Royal York Road, and Black Creek, located east of Black Creek Drive. According to the Natural Heritage Information Centre database, no aquatic species at risk have been found in the study area.

Terrestrial Habitat

The study area lies within the Lake Erie - Lake Ontario ecoregion (Ecoregion 7E) of the Mixedwood Plains ecozone. The study area is heavily urbanized with occasional cultural vegetation communities (including cultural meadows and cultural woodlands), although several valleylands and isolated woodlands remain. The wildlife assemblage is typical of an urban setting, with species that are tolerant of human activity remaining.

There are no Provincially Significant Wetlands or Areas of Natural and Scientific Interest located in the study area. One Environmentally Significant/Sensitive Area (ESA), Chapman Valley ESA, is located over 500 m north of Eglinton Avenue along Humber Creek, a tributary of the Lower Main Humber River.

Figure 40. Natural heritage features along the corridor

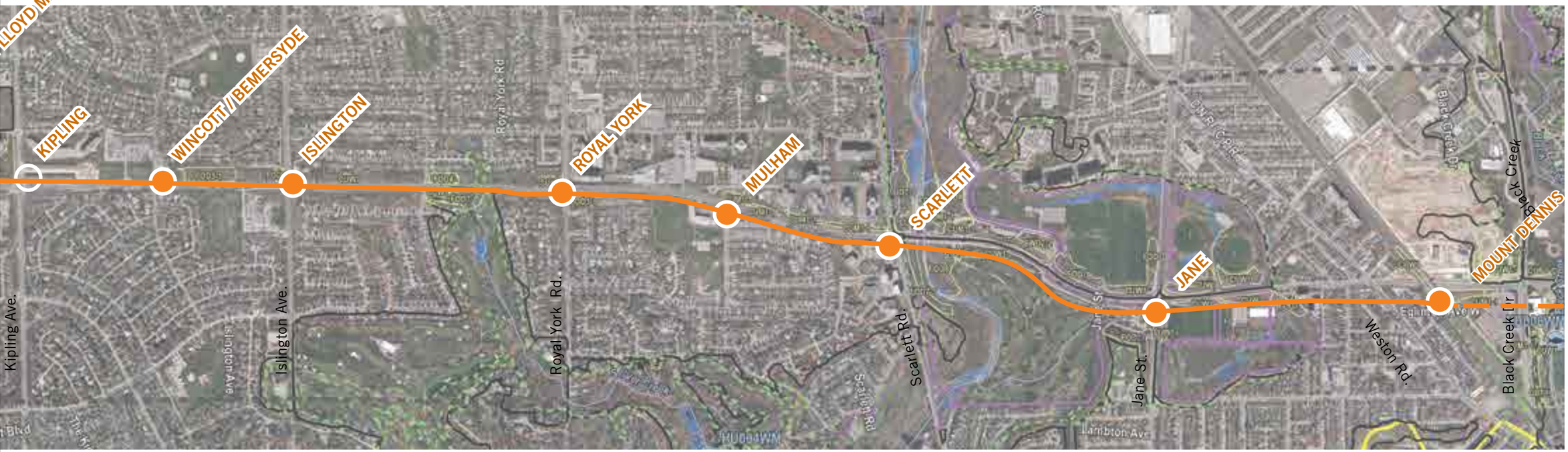
MIMICO CREEK

Mimico Creek flows in a southerly direction across Eglinton Avenue approximately 200 m west of Highway 427. The watercourse crosses Eglinton Avenue in a concrete lined trapezoidal channel under a concrete bridge. Historic fisheries data provided by the TRCA indicate that three warmwater baitfish species have been captured from this watercourse at one station located downstream. The TRCA characterizes Mimico Creek as a warmwater tolerant fish community.

SILVER CREEK

Silver Creek, a tributary of the Lower Main Humber River, flows in a southerly direction across Eglinton Avenue approximately 330 m west of Royal York Road. The watercourse daylights on the south side of Eglinton Avenue from a 3.5 m culvert, likely the outflow of an upstream sewershed. There are no historic fisheries data available from the TRCA for Silver Creek. The TRCA characterizes Silver Creek as small riverine warmwater habitat and it is located in Management Zone 4 that targets darter species.

Figure 41. Mimico Creek



LOWER MAIN HUMBER RIVER

The Lower Main Humber River flows in a southerly direction across Eglinton Avenue approximately 80 m east of Scarlett Road. The watercourse crosses Eglinton Avenue under a concrete bridge. A large riffle is continuous from 100 m upstream to 60 m downstream of Eglinton Avenue. Historic fisheries data provided by the TRCA indicate that 14 warmwater baitfish species and two centrarchid species have been captured from this watercourse at two stations located upstream and downstream of Eglinton Avenue. The TRCA characterizes the Lower Main Humber River as large riverine habitat and it is located in Management Zone 9 that targets smallmouth bass and rainbow darter.

BLACK CREEK

Black creek flows in a southerly direction across Eglinton Avenue approximately 130 m east of Black Creek Drive. Black Creek crosses Eglinton Avenue under a concrete bridge. Historic fisheries data provided by the TRCA indicate that six species have been captured from this watercourse at two stations located upstream (one) and downstream (one) of the Eglinton Avenue crossing. These include warmwater baitfish only. The TRCA characterizes Black Creek as intermediate riverine warmwater habitat and it is located in Management Zone 4 that targets darter species.

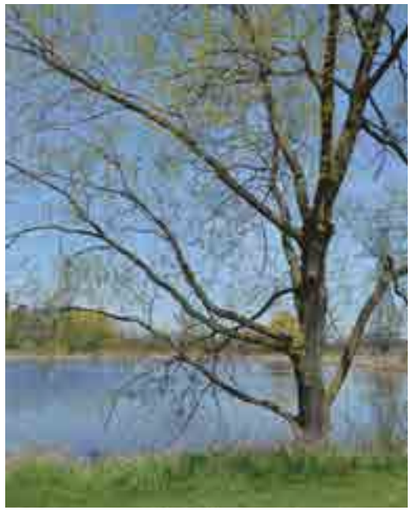


Figure 42. Left and right: various ravines and naturalized areas within the Eglinton West corridor

- Study Area
- Ravine & Natural Feature Protection Area and Limit
- Toronto Natural Heritage System
- Chapman Valley Environmentally Sensitive Area
- Provincially Significant Wetland (Centennial Park Wetland Complex)
- Wetland Not evaluated per OWES
- TRCA Special Policy Area
- TRCA Property
- TRCA Regulation Limit
- TRCA Fisheries Data
- Watercourse Flow Direction
- Watercourse

Vegetation Communities

- Vegetation Community Boundary
- CUM1-1 Dry-Moist Old Field Meadow Type
- CUP3 Coniferous Plantations
- CUT1 Mineral Cultural Thicket Ecosite
- CUW1 Mineral Cultural Woodland Ecosite
- FOD2-1 Dry-Fresh Oak-Red Maple Deciduous Forest Type
- FOD3-1 Dry-Fresh Poplar Deciduous Forest Type
- FOD4 Dry-Fresh Deciduous Forest Ecosite
- FOD5-1 Dry-Fresh Sugar Maple Deciduous Forest Type
- FOD5-3 Dry-Fresh Sugar Maple-Oak Deciduous Forest Type
- FOD7 Fresh-Moist Lowland Deciduous Forest Ecosite
- FOD7-3 Fresh-Moist Willow Lowland Deciduous Forest Type
- FOD8 Fresh-Moist Poplar-Sassafras Deciduous Forest Ecosite
- MAS2-1 Cattail Mineral Shallow Marsh Type
- SWD2-2 Green Ash Mineral Deciduous Swamp Type
- SWD4 Mineral Deciduous Swamp Ecosite
- SWT2-2 Willow Mineral Thicket Swamp Type

2.3.3 STREET TREE CANOPY

Figure 43. Location of street trees within the Eglinton West corridor within the public right-of-way (not including private trees (back yards) nor trees in parks and natural heritage areas

Description

Street trees are an important characteristic of the area, as large parks, open spaces and suburban subdivisions typically include large mature trees. Throughout the right of way of Eglinton Avenue, larger trees are dotted consistently, adding to the strong green boulevard identity of the corridor. Their lush character and large size offer adequate areas of shade. Trees should be preserved and integrated as much as possible with new developments as their ecological and cultural value are important to the corridor. Street trees also contribute to protecting, maintaining and expanding the city-wide urban forest, as part of the Every Tree Counts movement in Toronto to grow tree canopy to 40%. The analysis only includes street trees and excludes private trees in back yards and trees in parks and natural heritage areas.

WHAT WE HEARD

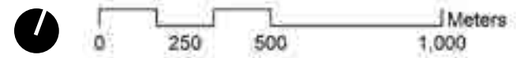
- Would like to see even more trees and landscaping, especially in the vicinity of the highway underpass
- Street trees are useful for creating noise barriers
- Big trees and woodlots should be maintained with new development along the corridor

Figure 44. Large street trees lined along Eglinton Avenue

Figure 45. Large mature trees provide shade

Figure 46. Trees by Neighbourhoods

Figure 47. Varying species of trees add visual interest



LEGEND

Street Tree

Future LRT Line and Stops

2.3.4 TOPOGRAPHY AND VIEWS

Figure 48. Important views along the Eglinton West corridor

Description

The form of Eglinton West, which is bookended by large park space, experiences considerable variations in topography. Throughout the corridor, the steep changes in grade can often present accessibility challenges as well as increased concerns for flooding. However, the grade changes also offers unique opportunities for view corridors towards important landmarks including Plant World, Church of Saint Demetrius, Richview Plaza, Lloyd Manor Plaza, Richview Collegiate, and Martin Grove Collegiate. Furthermore, the visual and physical connections created from the topography changes create intuitive wayfinding cues while travelling through the corridor.

WHAT WE HEARD

- The topography may raise risks with flooding and accessibility
- There are important landmarks throughout the area that contribute to the overall character of the corridor
- Natural features such as the woodlots and parks are beautiful and unique characteristics of the corridor

Figure 49. View from Centennial Park

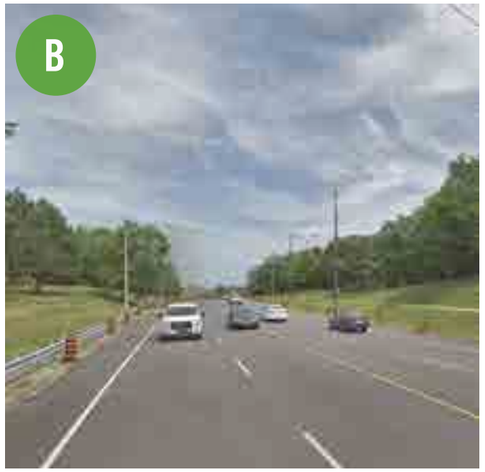


Figure 50. View from Eglinton Avenue towards Royal York Road

LEGEND

- Public Parks
- Golf Courses
- Conservation Areas
- Cemetery
- Future LRT Line and Stops

Figure 51. View of apartment buildings on the north side of Eglinton Avenue

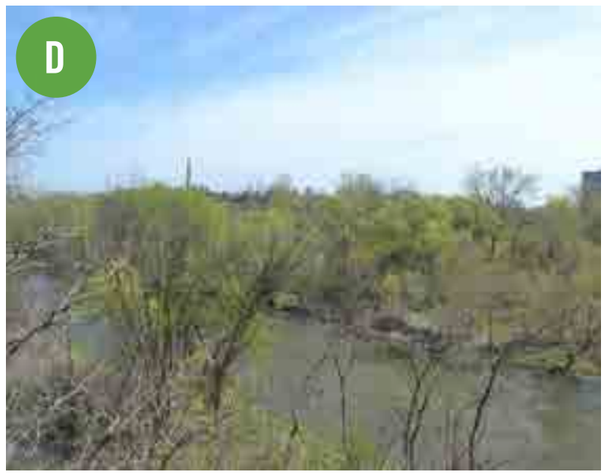


Figure 52. View of Eglinton Flats / Humber River

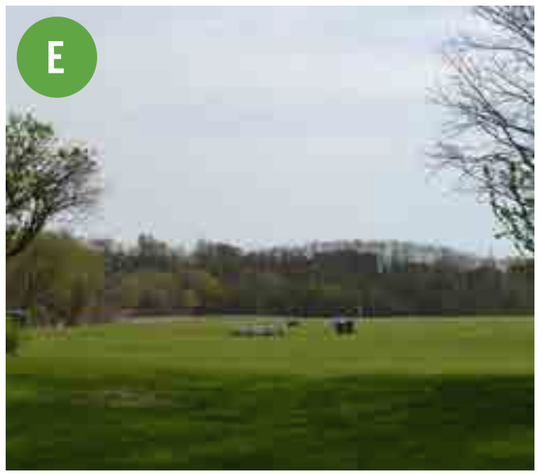


Figure 53. View of Fergy Brown Park

2.3.5 UTILITIES

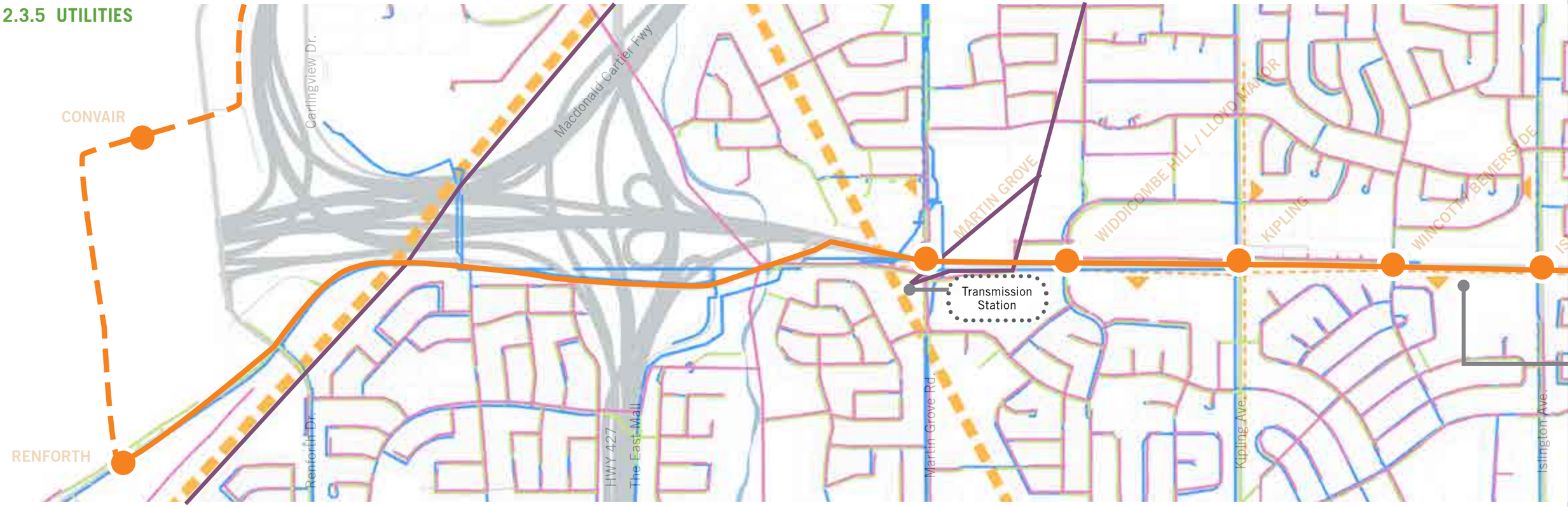


Figure 54. utilities showing serviced areas within the Eglinton West corridor

Description

There are servicing provisions (hydro, sanitary, storm and water) throughout most of the lands within the corridor area. However, there are a few gaps in these systems in areas that may present issues for the feasibility of potential future development. These areas include the segments between Wincott/Bemersyde to Royal York Road, on both sides of Eglinton Avenue.

Future servicing should be assessed and analyzed to understand the impacts on construction and implementation in these areas. In particular, the servicing design will need to understand impacts on curbs, ditches, catch basin locations, tree roots and implications due to the planned rapid transit. With focus on providing servicing to the surrounding areas, potential conflicts may arise between greening tree planting initiatives and utilities. It is imperative that utility considerations are taken in order to achieve a green corridor. The following information was sourced from City of Toronto Open Database.

Figure 55. Hydro corridor through Eglinton Avenue

Figure 56. Hydro corridor across Eglinton Avenue near Martin Grove Road

Figure 57. Hydro lines along Eglinton Avenue

Figure 58. Hydro lines along Eglinton Avenue at Scarlett Road

2.4 BUILDING EGLINTON

2.4.1 LAND USE AND URBAN STRUCTURE

Description

Although Eglinton West corridor is predominantly designated as *Neighbourhoods*, the areas off of Eglinton Avenue has distinct *Apartment Neighbourhoods* and *Mixed Use Areas* designated for growth within the Official Plan (Land Use Map - Map 14). The corridor has a variety of parks and open space areas, ranging from Natural Areas to Parks that are distributed throughout the corridor.

One of the defining characteristics of the Eglinton West corridor is the iconic Green Space System, which is organically scattered along the corridor, breaking up long stretches of residential use designations. (Urban Structure: Map 2). Significant Employment Areas bookend the corridor, therefore activating Eglinton as a main thoroughfare. However, the Official Plan recognizes that this segment of Eglinton Avenue from Martin Grove Road to Scarlett Road, and continuing eastward again from Weston Road, is an Avenue designated for mid-rise development.

LEGEND

LAND USE PLAN

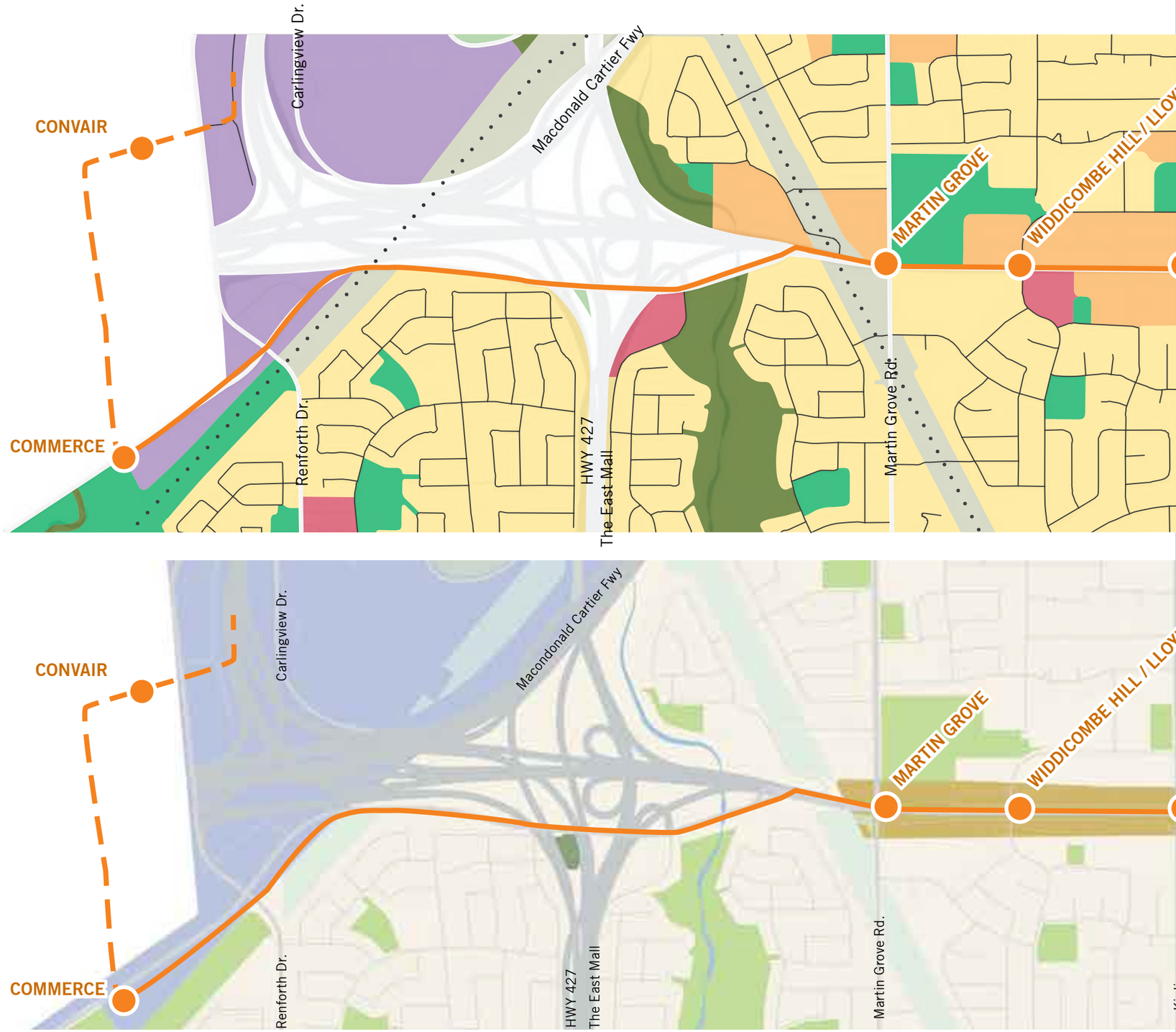
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Institutional Areas
- Employment Areas
- Utility Corridors

URBAN STRUCTURE

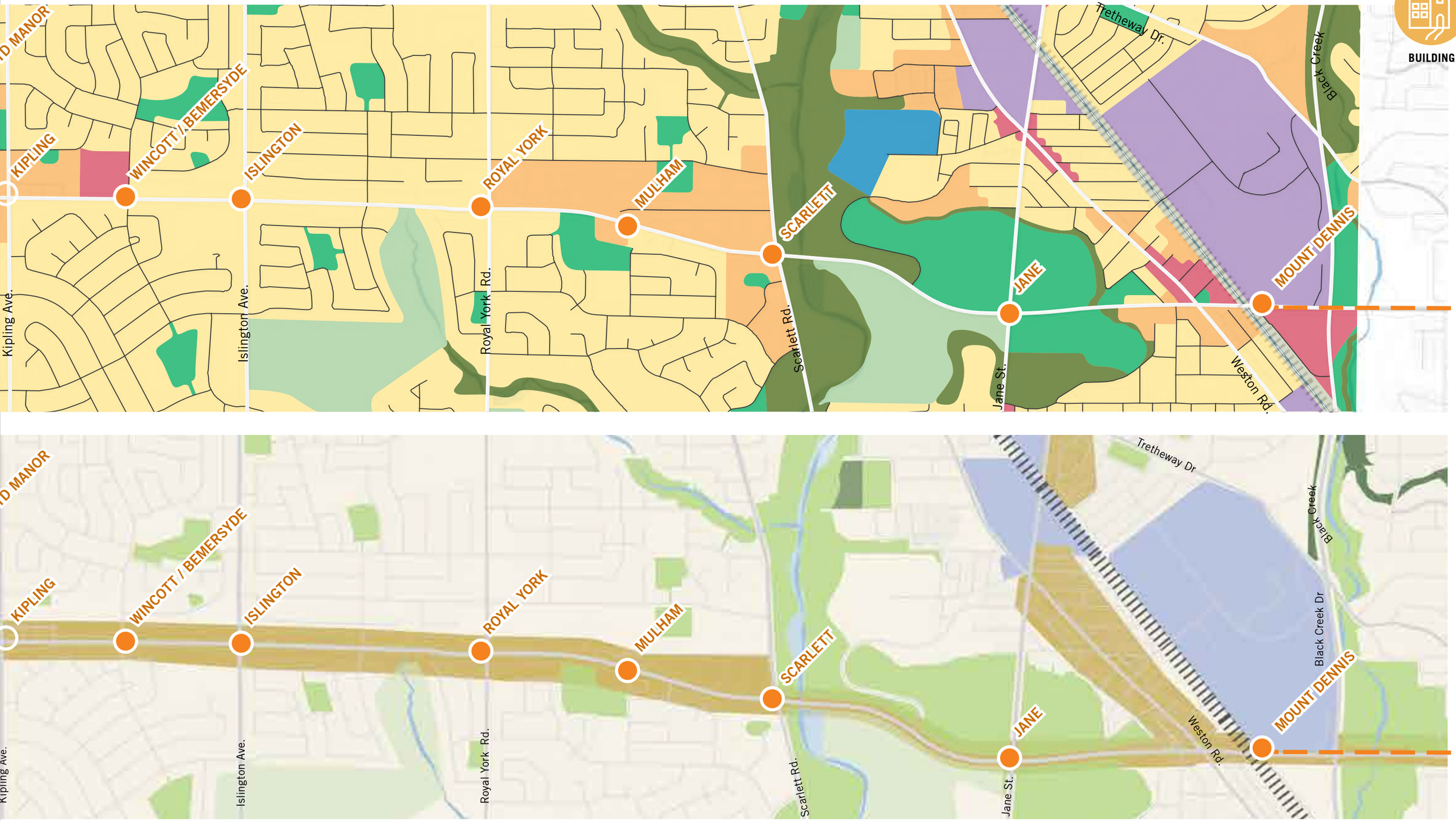
- Avenues
- Employment Areas
- Green Space System
- Future LRT Line and Stops

PARKS AND OPEN SPACE AREAS

- Natural Areas
- Parks
- Other Open Space Areas (Including golf courses, cemeteries, public utilities)



BUILDING


KIPLING
WINCOTT / BEMERSYDE
ISLINGTON
ROYAL YORK
MULHAM
SCARLETT
JANE
MOUNT DENNIS
Kipling Ave.
Islington Ave.
Royal York Rd.
Scarlett Rd.
Jane St.
Weston Rd.
Tretheway Dr
Black Creek
Black Creek Dr

2.4.2 REAL ESTATE ANALYSIS

Description

The City of Toronto conducted an internal study to understand and forecast the status of the real estate market in the area and the potential for future intensification. This study assisted the City in identifying segments of the corridor that could be prioritized to maximize community benefit and efficient use of infrastructure investment. The study assessed and identified soft sites and forecast development capacity that the market could deliver under the umbrella of two scenarios; prior to the delivery of the Eglinton West Light Rail Transit line (EWLRT) and with the implementation of EWLRT services.

In order to prioritize the different segments of the Eglinton West corridor, the study area was divided into four submarket areas. Submarket 1 generally encompasses lands east of Scarlett Road and west of Keele St. Within this submarket, there are limited large scale opportunities for intensification given the stable neighbourhoods, natural areas, and employment lands that dominate the submarket. The LRT is expected to help boost the already strong market appeal of the employment lands within the Black Creek Business District.

Submarket 2 are lands identified between Islington Avenue and Scarlett Rd, bounded by Dundas St W to the south and Highway 401 to the north. Submarket 2 has the greatest potential for intensification based on positive sales at high-density condominium projects and availability of development parcels. Particularly at the intersection of Eglinton Avenue and Scarlett Road.

Submarket 3 covers the remaining corridor area, from Islington Avenue to Renforth Dr, bounded by Dixon Road to the north and Rathburn Road to the south. The most significant development opportunities within this submarket are at existing low density shopping plazas with surface parking, as they offer significant opportunities for reinvestment in mixed-use formats. The capacity to accommodate mixed use intensification is otherwise limited in this segment due to the dominance of the surrounding stable residential areas.

Submarket 4 is bordered on three sides by Highway 401, Highway 427 and Rosedale Boulevard; the entire area composed of lands designated Employment Areas. The EWLRT is anticipated to have low impact on real estate markets in this area due to its proximity and competition with a larger supply of employment lands in Mississauga and Brampton. There are limited soft sites within this area that offer short walking distances to future EWLRT stops.

Overall, it is likely that the EWLRT would trigger market interest in the redevelopment of more challenging sites over the longer term. Soft sites were identified within the study that would yield new residential and commercial development over the short term. Further consultation with local land owners also revealed that there is more interest in intensification than originally expected outside of the corridor, but within the study area.

2.4.3 MARTIN GROVE MOBILITY STUDY

Description

Martin Grove / Commerce Land Use Review memo provides a high-level planning analysis of possible development potential arising from the proposed intersection design of Eglinton Avenue and Martin Grove Road. The introduction of a surface LRT on Eglinton Avenue presents an opportunity to re-visit and re-urbanize the existing intersection design and functionality of the site, which are legacy lands of the cancelled Richview Expressway.

Apart from infrastructure related-uses, amendments to the Official Plan and Zoning By-law would be required to permit any urban development. Regardless of the type and magnitude of proposed development, it is important that land use permissions and the design of the public and private realms contribute to the urban evolution of the surrounding area, and assign priority to the safety and comfort of pedestrians and cyclists. Further details regarding the study can be located in Volume III Appendix.

2.4.4 NEIGHBOURHOOD IMPROVEMENT AREAS

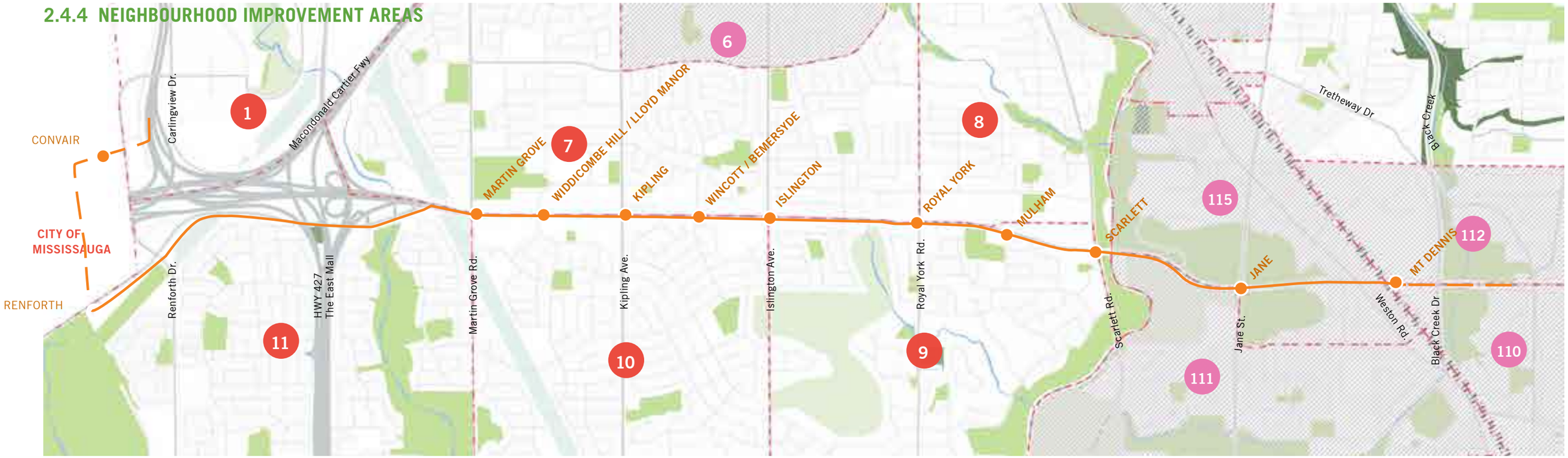


Figure 59. Neighbourhood improvement areas within the study area

Description

Twelve of the City's 140 neighbourhoods fall within the Eglinton West corridor. Profiles of these Neighbourhood Improvement Areas were developed to help government and community agencies with their local planning.

Under the Toronto Strong Neighbourhoods Strategy 2020, 31 neighbourhoods were designated as Neighbourhood Improvement Areas (NIAs); a number of them fall in or adjacent to the Eglinton West corridor: 6 Kingsview Village-The Westway; 110 Keelesdale-Eglinton West; 111 Rockcliffe-Smythe; 112 Beechborough-Greenbrook; and 115 Mount Dennis. NIAs are designated priority areas that require additional investment to combat specific problems. The 2020 Strategy is aimed to support healthy communities across Toronto.

Neighbourhood Equity Scores were produced for all Toronto neighbourhoods to recommend which should become NIAs. From the findings for the neighbourhoods within the Eglinton West study area, the corridor generally has a high green space score, medium community space, walkability, and mental health scores, and a low diabetes score.

NEIGHBOURHOODS

1	West Humber-Clairville
6	Kingsview Village-The Westway
7	Willowridge-Martingrove-Richview
8	Humber Heights-Westmount
9	Edenbridge-Humber Valley
10	Princess-Rosethorn
11	Eringate-Centennial-West Deane
30	Brookhaven-Amesbury
110	Keelesdale-Eglinton West
111	Rockcliffe-Smythe
112	Beechborough-Greenbrook
115	Mount Dennis

LEGEND

- # Neighbourhood
- # NIA
- Future LRT Line and Stops

2.4.5 NEIGHBOURHOOD DESTINATIONS AND GATEWAYS

Figure 60. Neighbourhood destinations along the Eglinton West corridor

Description

There are a number of important community services and facilities that serve both the immediate neighbourhood but also draw visitors to the area. Schools, places of worship, retail hubs and community gathering areas are distributed across the corridor, typically with adjacent open spaces or related outdoor recreational areas. These major destinations and attractions, due to their community significance and iconic architecture, make up a large part of the neighbourhoods' identity. The destinations along Eglinton Avenue West create a greater opportunity for community hubs to form.

Gateway entries into the corridor include the travelling experience under the highway interchange past Mimico Creek, as well as the experience through the area of Eglinton Flats travelling westbound. These can be inviting entrances into Eglinton West that speak to the character of each segment.

WHAT WE HEARD

- Residents enjoy the community garden off of Richview Road
- Plazas along the corridor (e.g. Richview Plaza, La Rose Plaza) serve as important community hubs and gathering areas which should be maintained
- Parks and natural areas host community events such as barbecues and festivals

Furthermore, the Toronto District School Board (TDSB) has implemented its Traffic Safety Program (TSP) to support active, safe and sustainable transportation for students to and from school. It is critical that the surrounding areas are well connected to ensure that active transportation to a school is a safe and viable alternative.

Figure 61. Richview Library

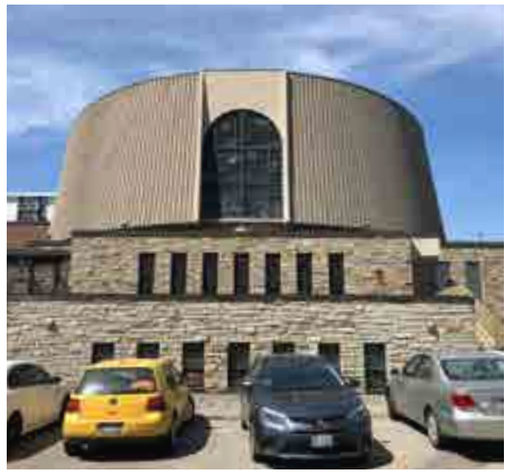


Figure 62. Church of Saint Demetrius the Great Martyr

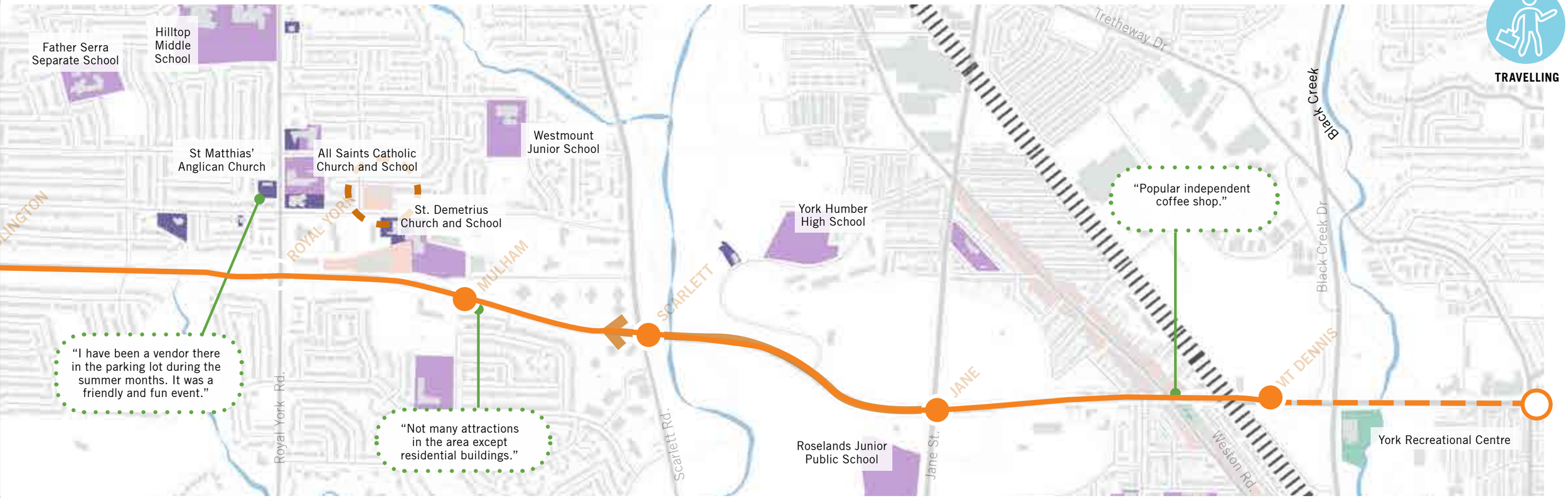


Figure 63. Community garden south of Richview Road

Figure 64. La Rose plaza west of La Rose Avenue

Figure 65. Playground at the intersection of Glenvalley Drive and Weston Road

2.4.6 BUILDING TYPES AND HEIGHTS

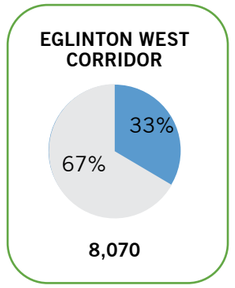
Description

The dominance of low-rise housing types (4 storeys or less) is visibly contrasting to the clusters of "Towers in the Park" style *Apartment Neighbourhoods*. The low-rise detached/semi-detached homes are located further from Eglinton Avenue, whereas the Tower Apartments, although set back far from their front yard property lines, front the Avenue. Even though the low-rise housing types occupy most of the residential land within the Eglinton West corridor, an average of 33% of the population live in apartments, with many typically taller than 12 storeys. 67% of the total population within this area lives in single detached houses, townhouses or apartments less than five storeys. Low-rise institutional buildings are evenly distributed throughout the corridor, largely composed of schools and religious buildings. Recently, townhouse developments (3 storeys) have been occurring along the north side of the corridor, densifying some of the vacant lands.

LEGEND

BUILDING TYPES

- Single Detached House
- Mid-Century Townhouse
- Recent Build Townhouse
- Walk-up Apartment
- Mid-rise Apartment
- Tower in the Park
- Tower-Podium
- Main Street Retail
- Strip Mall
- Institutional
- Mid-Rise Office



- Occupied Apartments >5 storeys
- Occupied Dwellings <5 storeys

BUILDING HEIGHTS

- 1-4 storeys
- 5-12 storeys
- 12+ storeys

- Future LRT Line and Stops

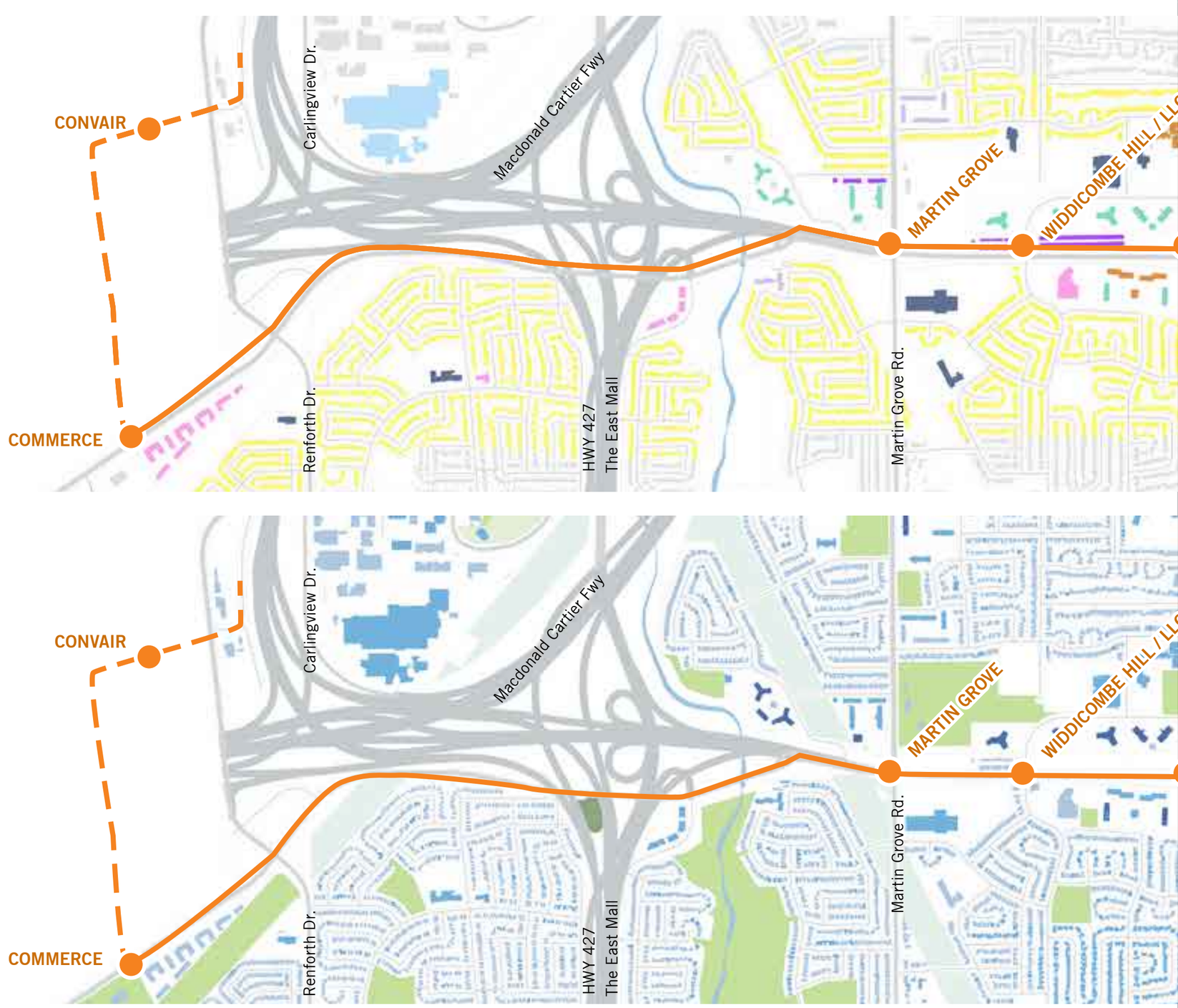
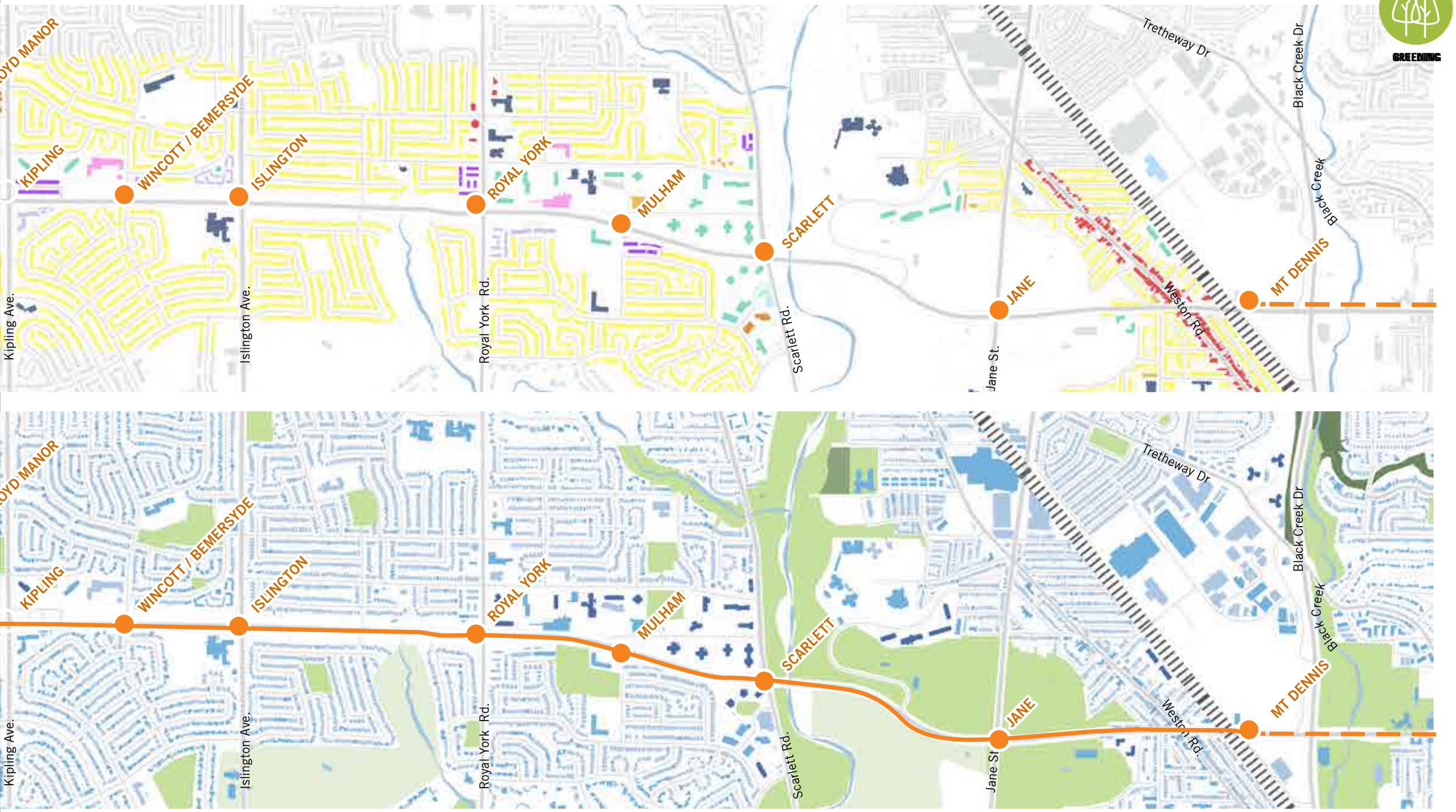


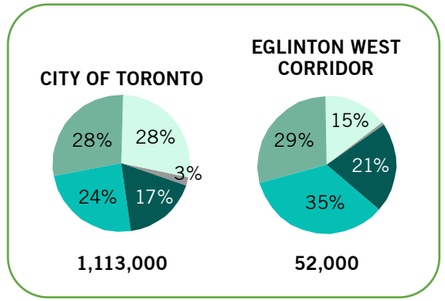
Figure 66. Building types and heights along the Eglinton West corridor


KIPLING
WINCOTT / BEMERSYDE
ISLINGTON
ROYAL YORK
MULHAM
SCARLETT
JANE
MT DENNIS
Kipling Ave.
Islington Ave.
Royal York Rd.
Scarlett Rd.
Jane St.
Weston Rd
Tretheway Dr
Black Creek Dr
Black Creek

2.4.7 LIVING PATTERNS

Number of bedrooms

Although the most common number of bedrooms in occupied private dwellings in the City of Toronto is one (28%) and two (28%) bedrooms, three bedrooms are the most common type in the Eglinton West corridor (35%). This is largely due to the prominence of low-rise single-family dwellings that make up the majority of the Eglinton neighbourhoods. In contrast to the majority of the corridor, within dissemination areas that have apartment buildings, more than half (>50%) of occupied private dwellings are comprised of 1 or 2 bedroom units.



Based on 2016 Census data by aggregate dissemination area

Figure 67. NUMBER OF BEDROOMS BASED BY DISSEMINATION AREA along the eglinton west corridor