



Figure 68. Low-rise single-family home



Figure 69. Six-storey multi-unit housing



Figure 70. Fontenay Court apartments



Figure 71. Existing townhouses



Figure 72. Existing townhouses



Figure 73. Low-rise single-family home



Figure 74. Tower apartments with podiums

2.4.8 PROPERTY FRONTAGE

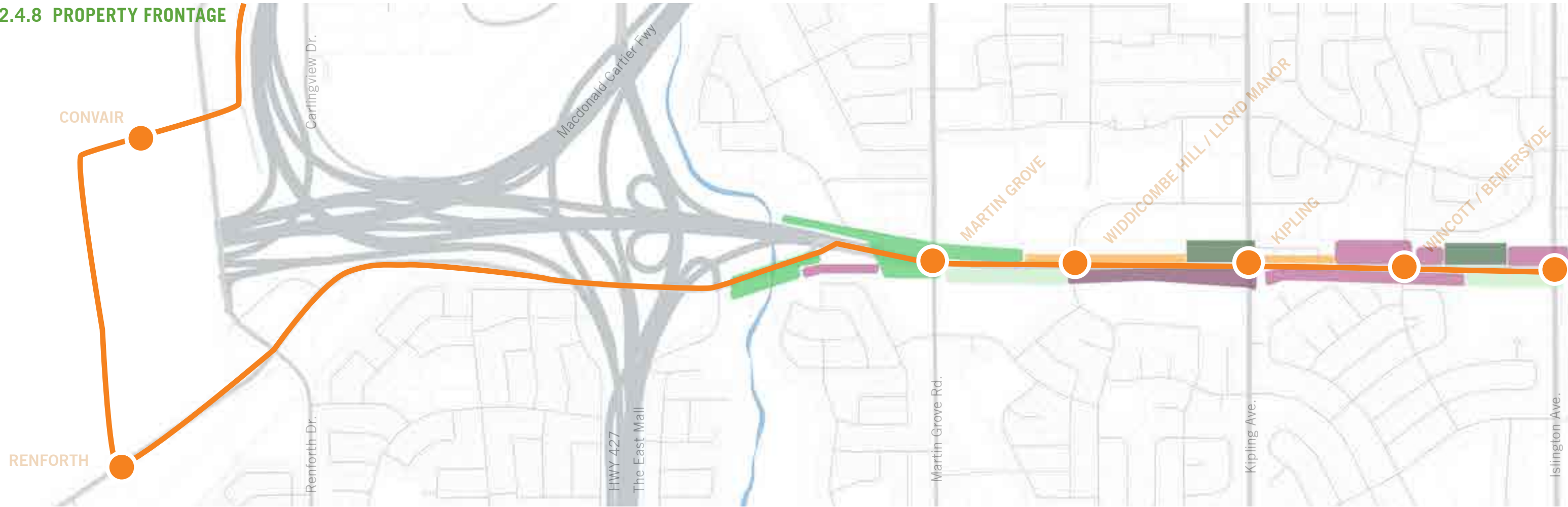


Figure 75. Property frontage typologies fronting onto eglinton avenue west

Description

There are only a few incidents along Eglinton Avenue in which development directly addresses the street, such as Plant World and the new townhouse developments, all along the north side. Portions of Eglinton have direct frontage on both sides of the corridor to the east of Eglinton Flats towards the future Mount Dennis station. The corridor is primarily surrounded by wide setbacks on both sides, offering little to no visibility of features beyond the corridor. Woodlots, school lands, and open spaces are occasionally interspersed throughout the corridor, with backlotted property fences as the primary frontage. As Eglinton West enters Eglinton Flats from the west, the property frontages are composed of wide setbacks with moderately steep grading. Where apartment buildings are located, wide setbacks can present a disconnect between the development and the public realm.

WHAT WE HEARD

- Woodlot or open space (park) frontages should be protected
- Noise can be mitigated within wide setbacks (e.g. greenery to absorb sound)
- There are opportunities to increase stormwater management within setbacks



Figure 76. Open space frontage



Figure 77. Direct frontage



BUILDING

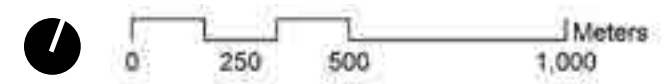


Figure 78. Wide setbacks with elevated grade











Figure 79. Wide setbacks with elevated grade



Figure 80. Direct frontage

LEGEND

-  Open Space
-  Woodlots
-  School Lands
-  Wide Setbacks with Low to No Visibility
-  Wide Setbacks (Apartment Building)
-  Wide Setbacks with Elevated Grade
-  Direct Frontage
-  Future LRT Line and Stops

2.4.9 LISTED HERITAGE



Figure 81. listed heritage properties within eglinton west corridor

Description

As of April 2018, the Heritage Register includes four listed properties within the Eglinton West corridor, under Part IV of the Ontario Heritage Act. These include: the Richview Cemetery, which opened in 1853 and was designated in 2004; the La Rose House at 322 La Rose Avenue; the Mary Reid House, which was built in 1939 and designated in 2006; and the house at 30 Norgrove Crescent.

WHAT WE HEARD

- “
- Lots of unlisted buildings should be considered for heritage designation and conservation due to its influence on the character of the corridor
 - Richview Collegiate is a great example of modern mid-century architecture that should be considered for heritage preservation
- ”



Figure 82. Richview Cemetery








Figure 83. La Rose House



Figure 84. Mary Reid House

Figure 85. 30 Norgrove Crescent

LEGEND

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

2.4.10 MODERN HERITAGE

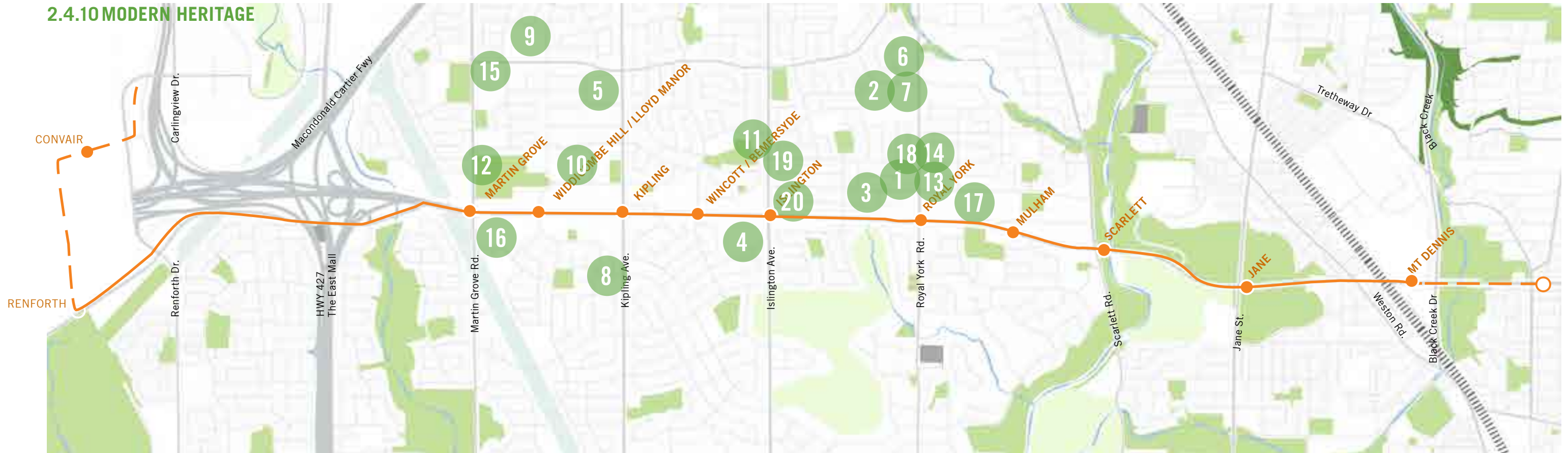


Figure 87. Modern heritage buildings along eglinton west corridor

Description

Etobicoke saw a massive transformation in the years following the creation of Metro Toronto which corresponded to the rise of the Modern Movement. The Modern Movement was an artistic and architectural movement that occurred between the 1920s and the 1970s. It espoused the philosophy that architects and artists should look forward rather than to historical precedent in their work and, moreover, that their work should improve the human condition. Architectural design emphasized the functional, technical and/or spatial properties rather than reliance on decoration.

Nineteen buildings were identified through site visit and historical analysis as being significant modern buildings for further research. Volume III includes a built heritage overview and an inventory of all individual properties that contribute to the modern built heritage along the Eglinton corridor.

Full heritage inventory can be found in Volume 3.



Figure 88. St. Matthias' Anglican Church



Figure 89. Private residence



Figure 90. Hilltop Bible Chapel



Figure 86. Richview Collegiate Institute



Figure 93. Dixon Grove Junior Middle School



Figure 97. Metro (Royal York Plaza)



Figure 101. Scarlett Heights Entrepreneurial Academy



Figure 102. Richview Public Library



Figure 91. Plast Huculak Centre



Figure 94. Kipling Collegiate Institute



Figure 98. Central Etobicoke High School



Figure 103. Martinway Plaza



Figure 92. Richview Pumping Station



Figure 95. All Saints Catholic Church



Figure 99. Montessori Humbervale School



Figure 104. Royal York Medical Centre



Figure 106. Christian Science



Figure 96. Martingrove Collegiate Institute



Figure 100. Church of Saint Demetrius the Great Martyr



Figure 105. La Rose House

2.4.11 ACTIVE AND PROPOSED DEVELOPMENTS



Figure 107. Future developments along the Eglinton West corridor

Description

Eglinton West has experienced a low intensity of growth and development along the corridor in the past five years in comparison to other higher-order transit corridor areas in Toronto. Since 2013, approximately 15 new buildings were built within the 800 metre radius of the Eglinton corridor which demonstrates a slow rate of intensification. From these new buildings, approximately 4,000 additional residential units have been added to the area since 2013. The population increase rate for Toronto exceeds the rate at which residential development has been increasing within the Eglinton West corridor.

WHAT WE HEARD

“ I would seriously consider eventually locating my aging parents in one of these [future] units [...] so more transportation alternatives to driving would be needed! ”



Figure 108. Rendering of 4650 Eglinton West (Parkland Retirement Living)



Figure 109. Rendering of 250 Wincott Dr (Richview Plaza) (credit: urbantoronto)



BUILDING



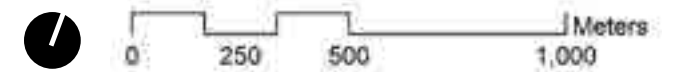
Figure 110. New townhouses fronting onto Eglinton Avenue (4780 Eglinton Avenue)







Figure 111. Conceptual rendering of 4000 Eglinton Avenue




Figure 112. Rendering of 1 Richview Road development



LEGEND

-  Proposed Development
-  Approved Development
-  Under Construction
-  OMB Appeal

 Future LRT Line and Stops

2.4.12 EMPLOYMENT HUBS

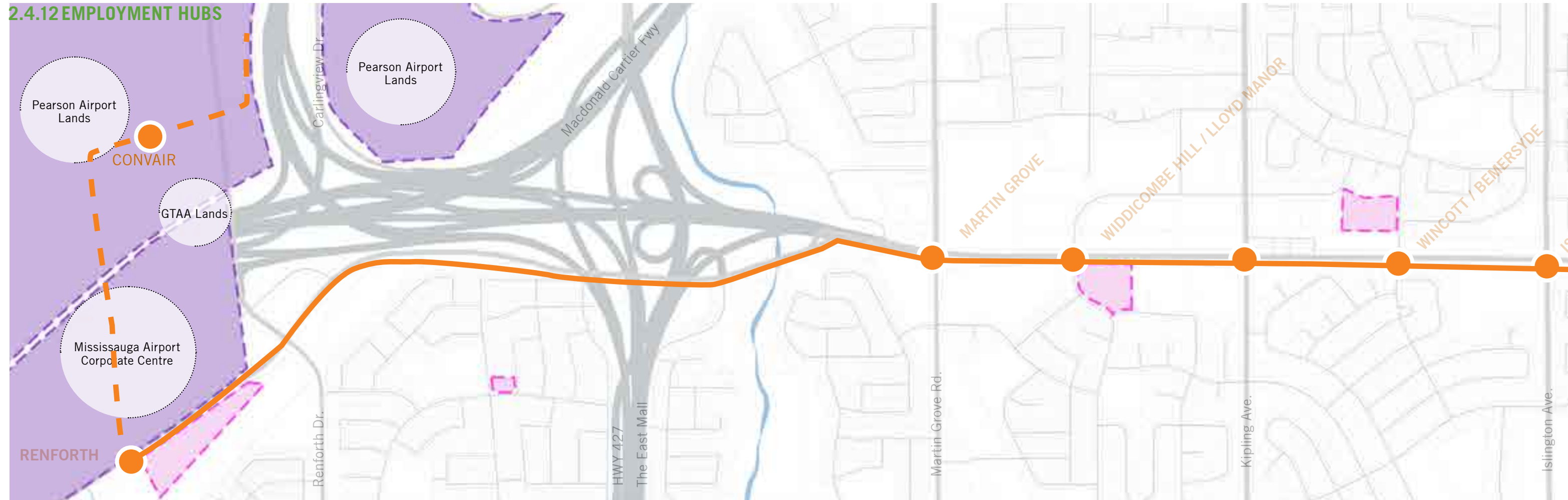
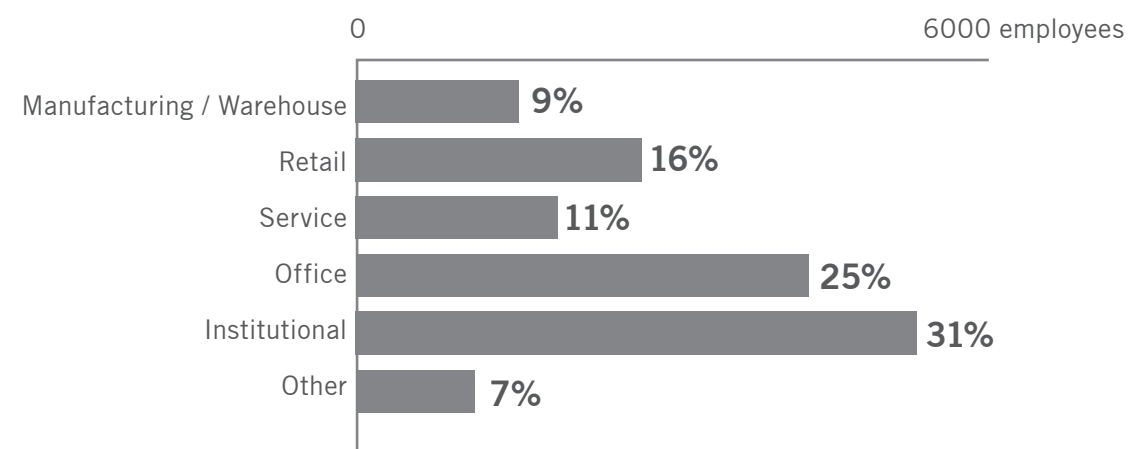


Figure 113. Major and minor employment hubs within the Eglinton West corridor

Description

The corridor is bounded by major employment hubs at the east and west ends, with the Greater Toronto Airports Authority lands to the west and the Weston Road retail strip to the east. The only significant source of employment between these hubs are the notable retail plazas, such as Richview Plaza and La Rose Plaza. The majority of employees work in the Institutional sector (31%) followed by Office (25%). The most common employment establishment is Office (32%), followed by Service (25%). The employment lands to the west of the corridor are strategically located adjacent to the highways and serve part of a larger employment cluster within the Greater Toronto Area. The associated data is sourced from an internal real estate study conducted by the City of Toronto.

EMPLOYEES BY EMPLOYMENT SECTOR



Based on 2017 Toronto Employment Survey



Figure 114. Lloyd Manor Plaza



- Provide 952 full-time jobs and 228 volunteers
- New extension will add 336 new staff

- Present significant opportunities to accommodate employment growth

- Low rise light industrial
- Stable employment node
- Home for 2000 jobs as of City's Employment Survey
- Provides jobs for 89% of the area population
- New jobs provided by TTC Bus Barn and Canada Post Facility

- Provides numerous jobs for the residents in the area

LEGEND

- Retail Hubs
- Employment Hub
- Future LRT Line and Stops



Figure 115. Retail along Weston Road

Figure 116. Hair salon in La Rose Plaza

3.0 CORRIDOR SEGMENTS MEMO

Due to the heterogeneity of the Eglinton West corridor, splitting up the approximately 9.2 kilometer stretch into six segments will allow the extraction of smaller community characteristics and identities. Learning from this Volume I and the existing conditions, it is understood that each segment has their own unique landmarks, whether natural (e.g. large parklands, ravines, woodlots) or built form (e.g. mid-century modern churches, schools), as well as the form and scale of those features. These six segments will each include an inventory and analysis of existing conditions and future opportunities, from which an emerging vision will form.

3.1 IDENTIFYING CORRIDOR SEGMENTS

Through multiple workshops, both internally within the project team and externally with the Technical Advisory Committee and Stakeholder Advisory Group, six segments were created. The methodology of the segment division included a comprehensive analysis, ranging from understanding the existing finer-grain character cues to listing the issues and opportunities within the Travelling, Greening and Building themes.

Evaluation Criteria

Building on the findings in this Volume, a series of segments were proposed by the consultant team initially based on preliminary analysis. A variety of factors were considered in the corridor segments including, but not limited to:

- Geographic Boundaries (e.g. topography, woodlots)
- Large Infrastructure (e.g. hydro corridors, bridges)
- Built Form Typologies adjacent to corridor
- Street Right-of-Ways
- Traffic Functionality of Street
- Public Realm and Open Spaces along corridor

The segments were further refined and revised based on feedback from the Visioning Workshop with various City of Toronto department staff. Once initial segments were established, they were further shared with public to provide input and observations along the corridor. The segments are typically divided at intersections of major roads or avenues, aligning with future LRT station points, with the exception of the hydro corridor that divides segments A and B, as well as the boundary between E and F, which runs along a naturalized edge of the Eglinton Flats. The sizes of the segments range between 3.0 km² (Segment E) and 9.3km² (Segment B) and the population of each segment ranges between 10,619 (Segment E) and 33,358 (Segment B) people. More thorough segment specific statistics will be outlined in the following sections.



Figure 117. Brainstorming from visioning workshop (May 2018)



Figure 119. Collaborating during visioning workshop (May 2018)

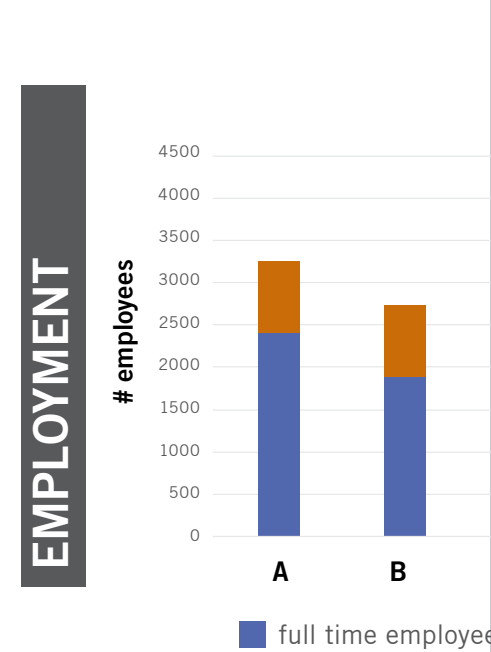
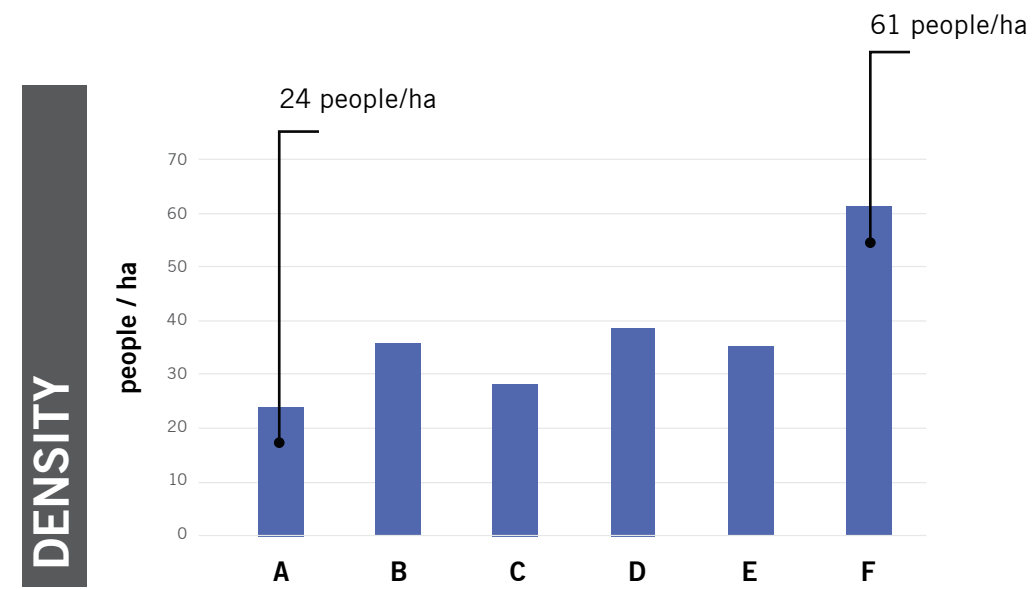
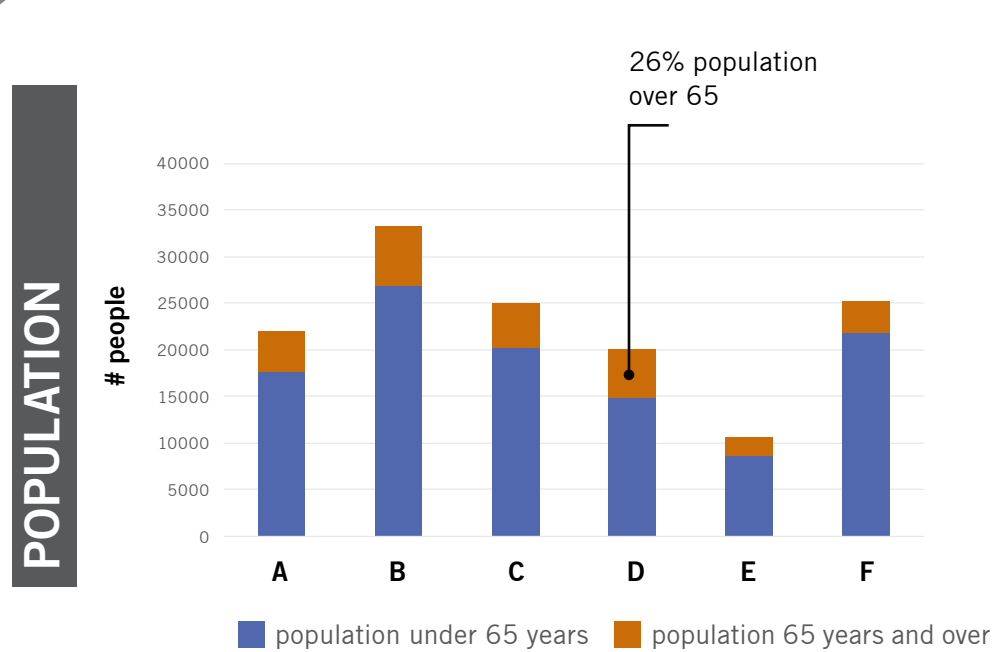
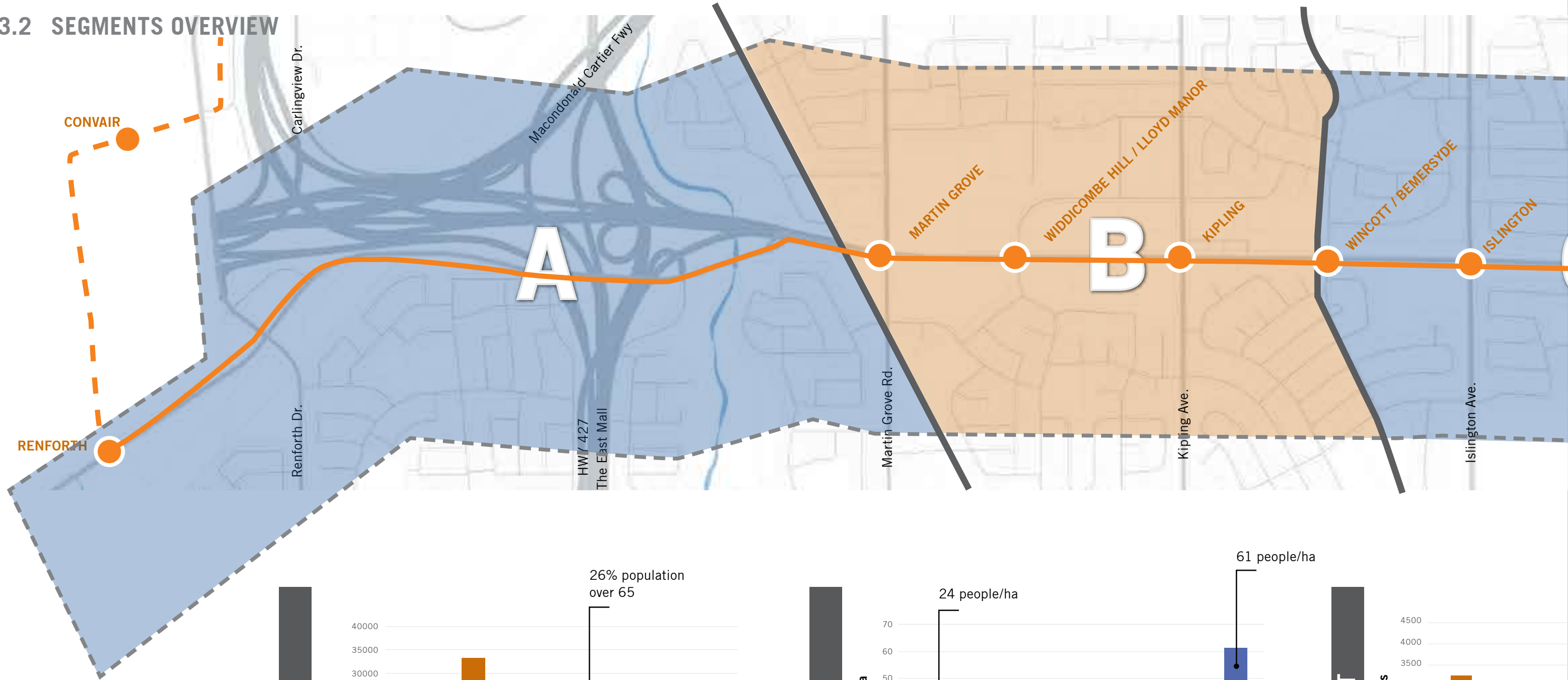


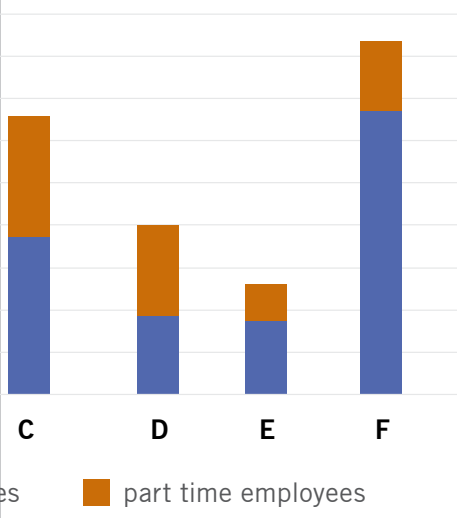
Figure 118. Workshop from Stakeholder Advisory Group Meeting (July 2018)



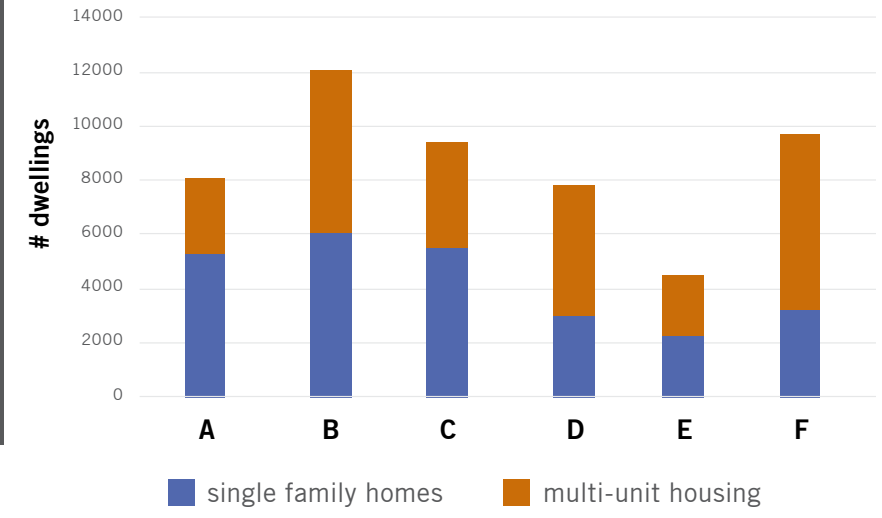
Figure 120. Workshop with Technical Advisory Committee (July 2018)

3.2 SEGMENTS OVERVIEW





HOUSING



Based on 2016 Census data and 2017 Toronto Employment Survey by aggregate dissemination area

3.3 CORRIDOR SEGMENTS PROFILE

3.3.1 SEGMENT A

Description

Spanning the area between the municipal boundaries of Mississauga and Toronto to the west and a hydro corridor to the east, Segment A is anchored by the intersection of Highways 427 and 401. The portion of Mimico Creek that runs north south through this area is channelized with pedestrian bridge connections to allow for vehicles and pedestrians to continue along Eglinton Avenue West. There has been a recent investment in the improvement of trail systems to the south, along the Mimico Ravine, such as new railings and bridge connections, creating a more pleasant experience. Furthermore, the future EWLRT stop at Commerce Boulevard is located within this segment, at the edge of the City of Mississauga boundary. This station will connect to the Mississauga Transitway, a bus rapid transit system.

SEGMENT CHARACTER

- Largely surrounded by low-rise employment or industrial lands
- Unpleasant, fragmented and inconsistent pedestrian experience
- Dominance of low-rise, back-lotted residential homes
- Minimal streetscape elements and public programmed green spaces
- Visual contrast between lush green spaces and vehicular infrastructure
- Multiple underpasses from highway interchange

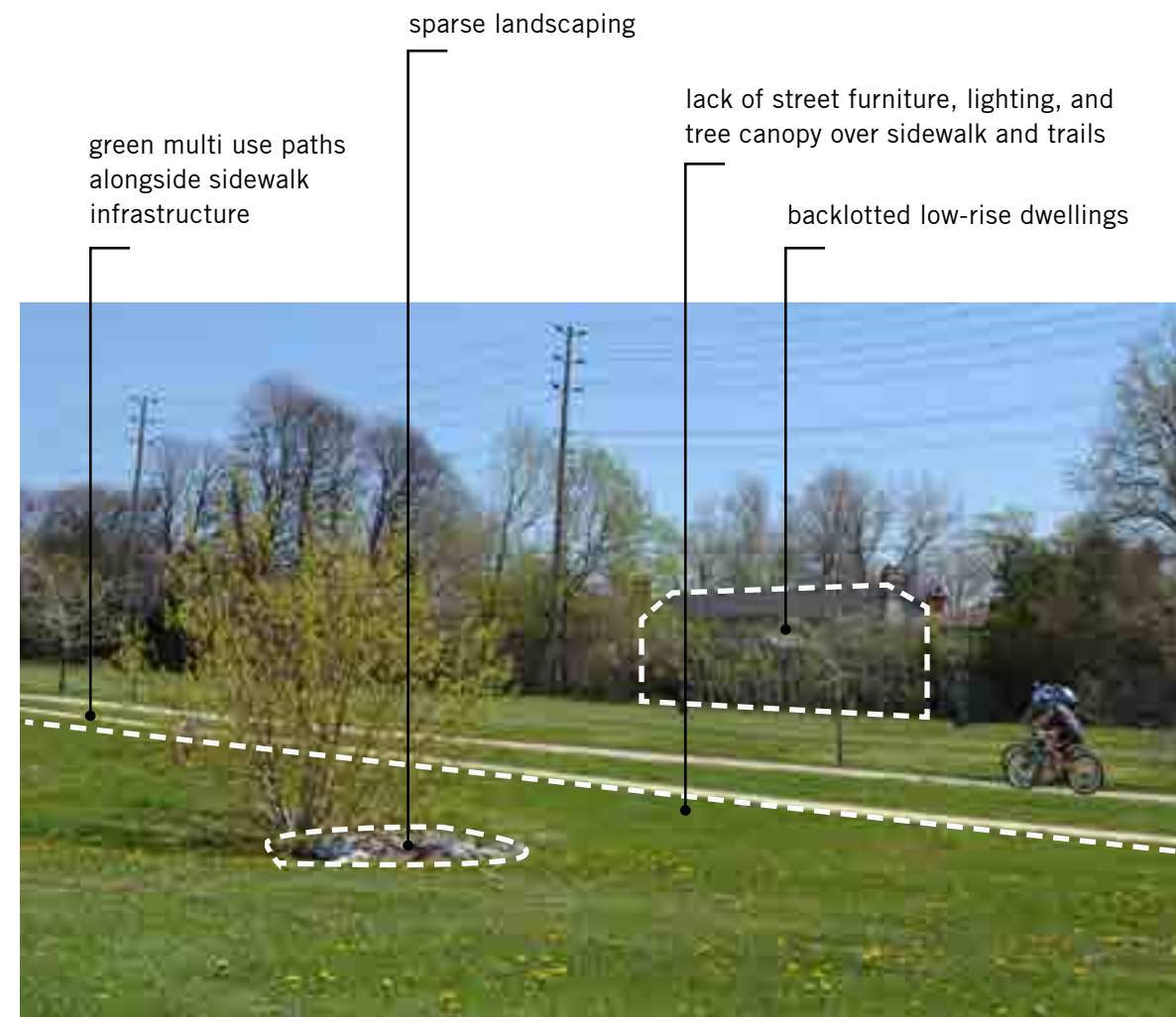


Figure 121. Wide setbacks from Eglinton Avenue West and multi-use path

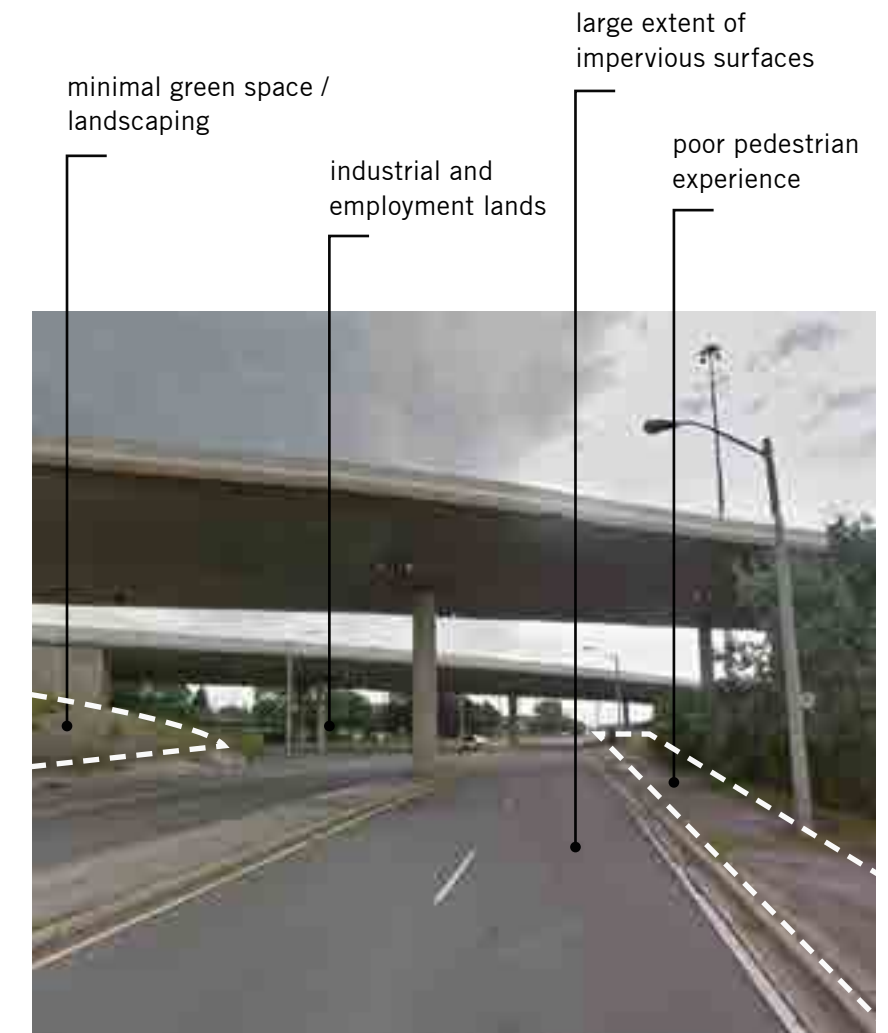


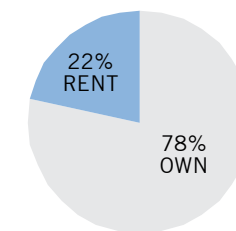
Figure 122. Underpass condition of Eglinton Avenue West

STATISTICS

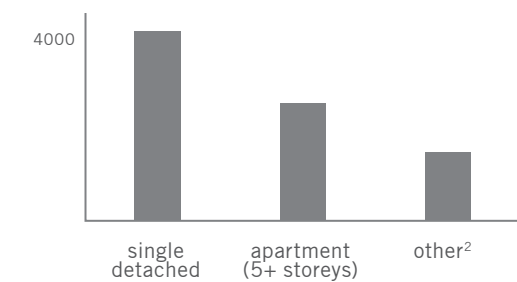
- 22,000** people
- 24** persons/ha - lowest density in the corridor
- 20%** population over 65
- Italian** is the most spoken beyond official languages
- 47%** of population are immigrants
- 66%** of dwellings are single-family houses¹
- 8,000** total private dwellings
- 78%** - highest level of owner households in the corridor

- 35%** of population commutes for work outside Toronto
- 18%** of population commute via transit

OWNERSHIP



BUILDING TYPE



¹ single detached house, semi detached house, row house, and 'other single attached house'
² other: semi detached house, row house, apartment/flat in duplex, apartment <5 storeys, other single attached house

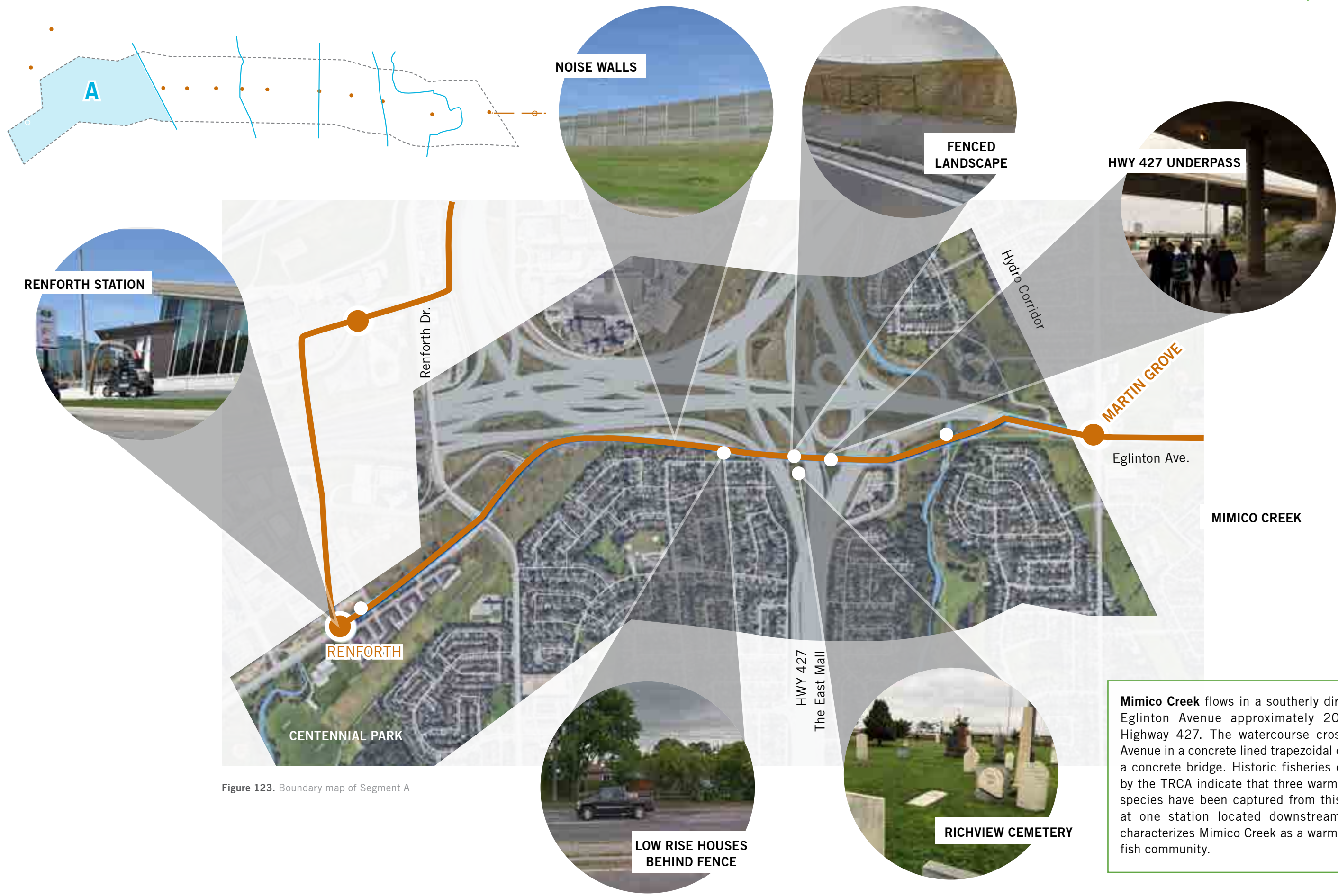


Figure 123. Boundary map of Segment A

Mimico Creek flows in a southerly direction across Eglinton Avenue approximately 200m 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.

Travelling



ISSUES

- High volumes of traffic from the roadways create an undesirable pedestrian and cyclist environment
- Discontinuous sidewalks interrupt the larger active transportation network in the area
- Challenge to integrate the future LRT with the surrounding neighbourhood due to separation distance between stops in this segment

OPPORTUNITIES

- Renforth Station will become an intermodal transit hub as it serves passengers to and from the Mississauga Transitway bus rapid transit route
- Existing multiuse path along the south of Eglinton Avenue West, especially under the highway overpasses, can benefit from consistent pedestrian furniture, lighting, and signage to create a safer sense of place



Figure 126. Multi use path on south side of Eglinton Avenue West

Greening



ISSUES

- Steep grade difference between right-of-way and noise walls along the north side of Eglinton Avenue West
- Threat of flooding at channelized section of Mimico Creek (ownership: MTO)
- Lack of continuation of the multi use path along Mimico Creek, north of Eglinton Avenue

OPPORTUNITIES

- Potential to explore options to renaturalize the flood plain within creek channel
- Development opportunities for passive recreation that can allow for infiltration from the creek
- Potential to encourage urban agriculture along the hydro corridor
- Incorporate the hydro corridor into the open space network as it is not visible nor accessible



Figure 125. Hydro corridor adjacent to Martin Grove Road

Building



ISSUES

- Lack of continuous active frontage due to large setbacks (e.g. hydro corridor) and backlotted single family dwellings
- The visual barrier of the noise wall disrupts the pedestrian experience along the corridor and limits the desirability to walk or cycle

OPPORTUNITIES

- Potential to urbanize and intensify existing underutilized lands framing the corridor
- Integrate placemaking initiatives along the underpass through public art
- Gateway features to signal the beginning of the corridor



Figure 124. Minimal development along Eglinton Avenue West

EMERGING VISION

Important intermodal corridor supporting connections to the Bus Rapid Transit, future Light Rail Transit, and Highway Interchange. Although limited in opportunities for intensification given its proximity to the highway and hydro corridor, this segment of Eglinton Avenue West can serve to strengthen natural connections to Centennial Park and Mimico Creek and its ravine network. This is an opportunity to create a vibrant gateway to the City, as the highway interchange creates an opportunity to frame a change in environment. This will be an immersive threshold and portal for visitors coming from the airport and the City of Mississauga, as they enter the intermodal corridor of Eglinton.

PRECEDENTS



Figure 127. Continuous mural gallery helps brighten dark spaces



Figure 128. Encourage recreational uses



Figure 129. Tree-lined greenway



Figure 130. Naturalized playgrounds

3.3.2 SEGMENT B

Description

The lands between the hydro corridor to Wincott Drive / Bemersyde Drive have experienced an increase in density in recent years, including the new townhouse developments framing the northern edge of the Avenue. Currently under construction is the “Parkland Eglinton” development on the north side of Eglinton Avenue, between Kipling Avenue and the Richview Plaza property. It will consist of a five to nine-storey seniors apartment and care facility.

The older built form in the segment area contains largely mid-rise slab apartments with a high ratio of open space, including a woodlot. With the exception of the new townhouse developments, there are minimal street-related built forms, resulting in low pedestrian activity. A lack of mid-block connections or driveways between major intersections results in an impervious street grid with low circulation.

Segment Character

- Buildings are set back far from the street, separated by lush green space, long access roads, or surface parking lots
- Large ratio of open spaces, ranging from natural woodlot to programmed recreational spaces
- Formal multi use path on south side of Eglinton Avenue
- Recent new townhouse developments on narrow parcels facing the street
- Multiple significant institutions are critical to the existing character (e.g. Richview Park, Central Etobicoke High School, Martingrove Collegiate Institute, etc.)
- Richview Plaza is one of the most frequented locations of retail use along the corridor



Figure 132. New townhouse development on Widdicombe Hill Boulevard



Figure 131. Commercial plaza at Eglinton Avenue West /Lloyd Manor Road

STATISTICS *Based on 2016 Census data by aggregate dissemination area*

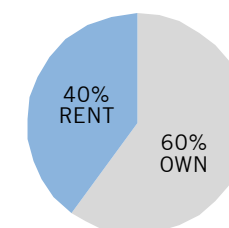
33,400 people
36 persons/ha
19% population over 65
20% of the young families in the corridor live here³
29% of the large families in the corridor live here⁴

Somali is the most spoken beyond official languages
45% of population are immigrants

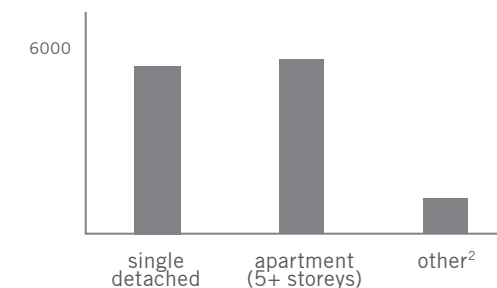
50% of dwellings are single-family houses¹
12,100 total private dwellings

33% of population commutes for work outside Toronto
16% of population commute via transit

OWNERSHIP



BUILDING TYPE



1 single detached house, semi detached house, row house, and 'other single attached house'
 2 other: semi detached house, row house, apartment/flat in duplex, apartment <5 storeys, other single attached house
 3 primary household maintainer under 35 years old
 4 couple census families with 3 or more children

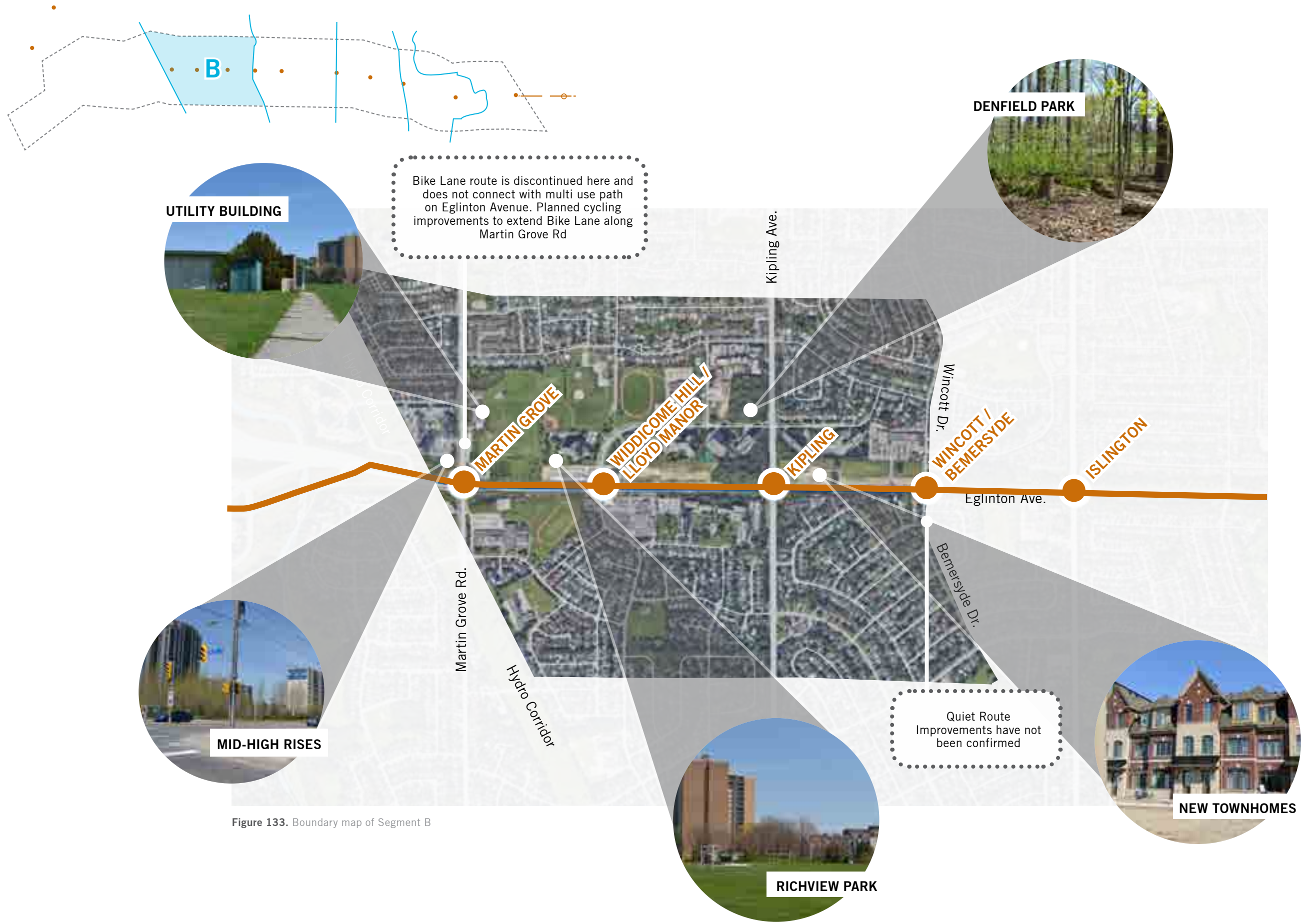


Figure 133. Boundary map of Segment B

Travelling



ISSUES

- High traffic and noise around the intersections of Eglinton Avenue/Martin Grove Road and Eglinton Avenue/Widdicome Hill Boulevard due to its proximity to the highway and the commercial plaza to the south
- It is a public concern that given the new densities from recent developments, the resulting on-street parking activity along side streets has contributed to the traffic congestion along Eglinton Avenue
- The frontage of Richview Plaza onto Eglinton Avenue discontinues the pedestrian network
- Lack of connectivity between bike lanes along Martin Grove Eglinton Avenue

OPPORTUNITIES

- Express bus service along Kipling Avenue
- Improvements in safety to active transportation networks (e.g. addition of sidewalks and cycling infrastructure) in proximity to institutions such as Martingrove Collegiate Institute
- Retaining retail uses and types will keep the Richview area as a community hub or destination



Figure 134. Trenched areas for stormwater management at Kipling Avenue

Greening



ISSUES

- Minimal street related development
- Berms may present accessibility and visibility challenges from the street
- Recent developments on the north side of Eglinton Avenue have little streetscaping, with only clearance for a mud zone

OPPORTUNITIES

- Connections to existing park space and natural woodlots can be enhanced



Figure 135. Large parkland at Richview Park

Building



ISSUES

- Shallow lot depths
- Established community with neighbourhood destinations (e.g. high schools, park, recreational areas, etc.)
- Buildings of modern heritage value are important to preserve to retain neighbourhood character

OPPORTUNITIES

- High volume of redevelopment activity to densify the corridor and reinforce its built form edge
- New townhouses illustrate active frontages with a more urban streetscape character
- Potential infill opportunities on surface parking lots or vacant lands
- Existing retail along the south side of Eglinton may represent an opportunity for development in the midterm



Figure 136. New townhouse developments

EMERGING VISION

An emerging growth area with asymmetrical built form supporting a variety of facades and setbacks to the corridor. The south edge of Eglinton Avenue provides a naturalized buffer condition, which contrasts the north edge, which has a more street-oriented built form development. The new street-related developments are gradually transforming this segment of Eglinton into a more pedestrian-oriented street, as it provides a more fine-grained fabric. Maintaining existing retail and services will also support the area's current identity as a community hub.

PRECEDENTS



Figure 138. Hybrid development with retail component (Regent Park, Toronto)



Figure 139. Courtyard development with town houses (Athlete's Village, Toronto)



Figure 137. Mid-rise with retail strip (Vancouver, BC)

3.3.3 SEGMENT C

Description

This green-lined portion of Eglinton Avenue West spans between the intersections of Wincott Drive / Bemersyde Drive to the west, past Islington Avenue, to Royal York Road to the east. The multi use path on the south side of Eglinton Avenue continues within this segment, providing a strong, east-west connection. Along the north side of Eglinton, with the exception of two heritage-designated properties that front onto the street, a fence separates the green space from the backyards of single family homes. The lands currently undeveloped are publicly-owned. The St. George Golf and Country Club is located adjacent to the Silver Creek ravine south of Eglinton Avenue, with a number of smaller municipal parks and parkettes scattered throughout the segment area. Community services and facilities include the Hilltop Chapel, Richview Library, Richview Collegiate Institute and a children's centre.

Segment Character

- Framed by large trees and large green spaces on both sides of the Avenue
- Back-lotted single family homes on both sides of Eglinton, resulting in a symmetrical built form
- Irregular winding multi use path adjacent to street
- Remnant parcels of land on the north side of Eglinton Avenue
- Properties with heritage significance and important community services contribute to the character of the area

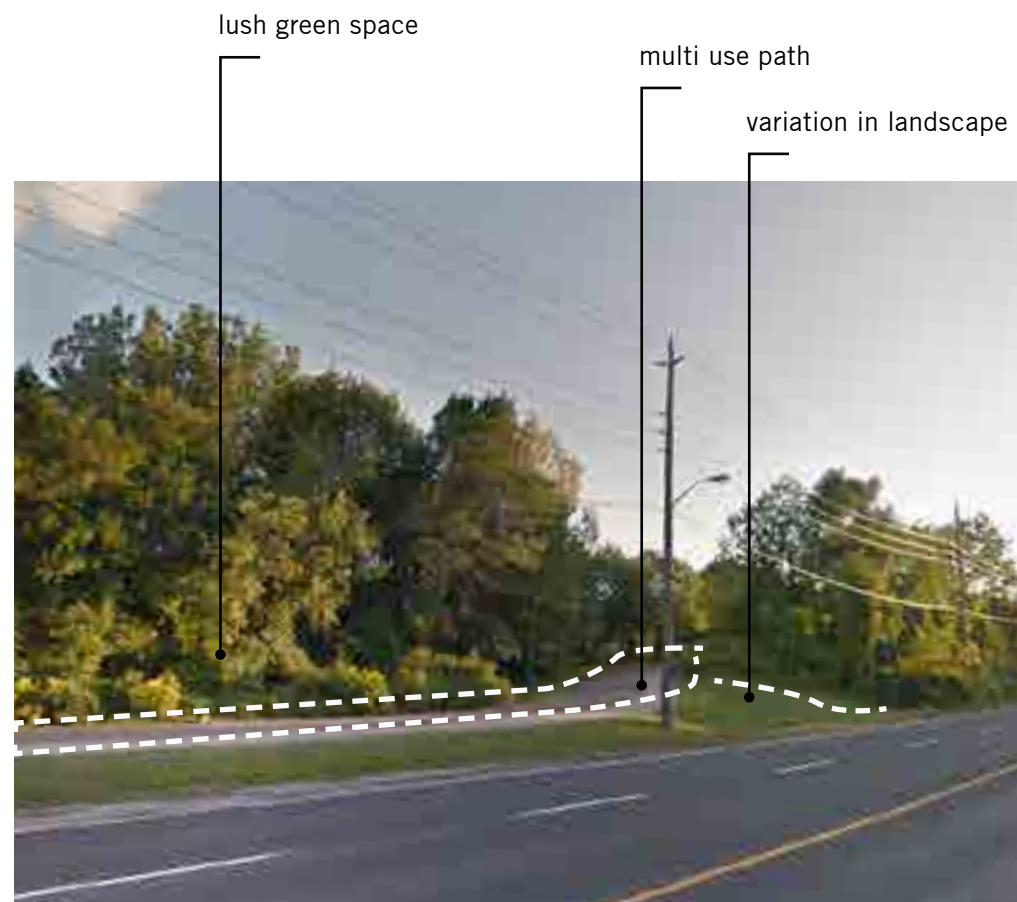


Figure 141. Multi use path on the south side of Eglinton Avenue West

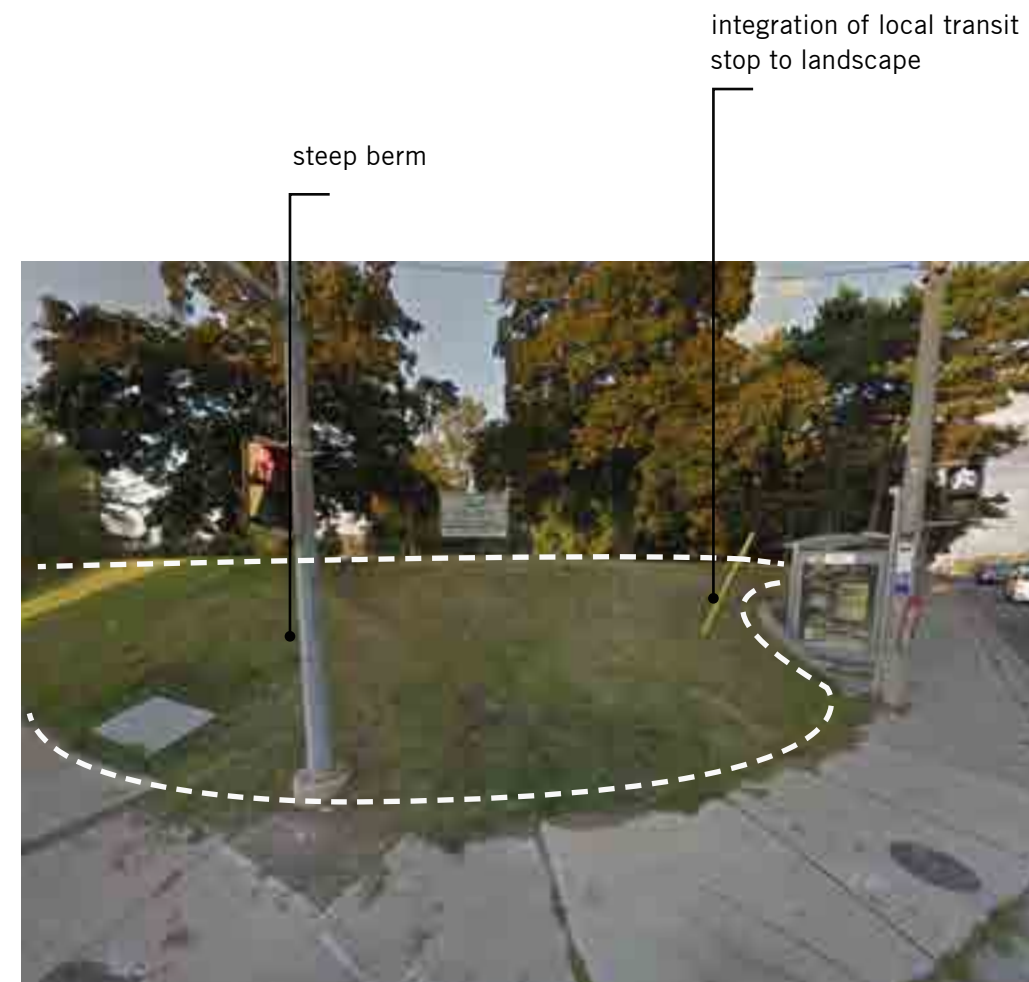


Figure 140. Christian Science - corner of Eglinton Avenue W / Islington Avenue

STATISTICS *Based on 2016 Census data by aggregate dissemination area*

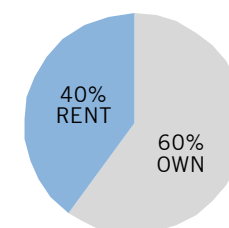
24,900 people
28 persons/ha
19% population over 65
 median income is **150%** higher than corridor average

Italian is the most spoken beyond official languages
38% of population are immigrants

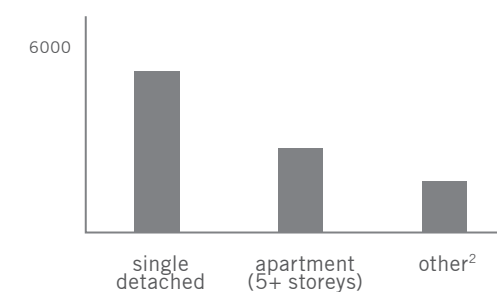
59% of dwellings are single-family houses¹
9,400 total private dwellings
 Average value of a dwelling unit is **4 times** the city average,
1.7 times the corridor average

29% of population commutes for work outside Toronto
16% of population commute via transit

OWNERSHIP



BUILDING TYPE



¹ single detached house, semi detached house, row house, and 'other single attached house'
² other: semi detached house, row house, apartment/flat in duplex, apartment <5 storeys, other single attached house



Figure 142. Boundary map of Segment C

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.

Travelling



ISSUES

- Missing sidewalks north of Eglinton Avenue create breaks in the pedestrian experience
- Bike lanes along Royal York Road are interrupted before it reaches the intersection at Eglinton Avenue

OPPORTUNITIES

- Landscaping and planting can enhance the existing condition of the multi use path
- Wayfinding could improve navigation, especially to improve connectivity to important community facilities or public parks
- Create a safe cycling intersection at Royal York Road, with cross-rides and turning boxes
- Direct transfers to the express bus along Islington



Figure 143. Missing sidewalks along the north of Eglinton Avenue West

Greening



ISSUES

- Varying grade changes in the landscape
- Minimal public connections through the Silver Creek ravine, as it is currently occupied by the golf course

OPPORTUNITIES

- Potential for strategic pedestrian connections to open spaces (e.g. passive trails or recreational spaces)
- Stormwater management mitigation measures in the right-of-way to improve potential flooding at Silver Creek (to be coordinated with recommendations from the Environmental Assessment)



Figure 144. Steep landscaping framing the Avenue

Building



ISSUES

- Mid-century or pre-war buildings and landscapes with heritage significance are lacking recognition
- Shallow lots and little opportunity for significant development
- Lack of servicing to support development

OPPORTUNITIES

- More destinations along Eglinton could draw more activity to the area rather than using it as a thoroughfare
- Vacant lots on the north side of the Eglinton right-of-way with development potential
- Mid-century buildings and landscapes could be protected, integrated and adaptively reused as community destinations



Figure 145. Modern buildings (Richview Collegiate Institute)

EMERGING VISION

Significant green corridor segment with wide right-of-way flanked on both sides with woodlots, landscaped berms, and backlotted residential setbacks from the street. Opportunities for development will not only respect the natural features of Eglinton, but further enhance its green character while introducing Low Impact Design measures to improve stormwater management within the right-of-way. Integration of the existing bike system will create a strong and secure connection between north-south and east-west bike routes.

PRECEDENTS



Figure 146. Landscape drainage solutions (Vancouver, Canada)



Figure 148. Multi modal system (Vancouver, Canada)



Figure 147. Encourage comfortable recreation (Atlanta Beltline)

3.3.4 SEGMENT D

Description

As an area of higher density along Eglinton Avenue, the segment runs between Royal York Road and Scarlett Road, with a variety of taller typologies and is consistently seeing new development activity. To the north of Eglinton Avenue, the majority of built form is comprised of tall, slab-type apartment buildings, whereas newer built townhouses and backlotted subdivisions are to the south of Eglinton Avenue. Small-scale local amenities are located in the base of the taller buildings (e.g. hair salon, convenience store, etc.). Surface parking lots service a single-storey commercial strip and garden centre (Plant World). Currently, the Plant World property is in the process of being redeveloped as a mixed-use high-rise development, comprised of one 21-storey and three 25-storey towers, with commercial uses. Green open spaces in the area include public parks and allotment gardens, recreational spaces coupled with institutional buildings, and smaller parkettes embedded into stable subdivisions. A pedestrian bridge near Mulham Place/Lemonwood Drive provides a key north-south connection.

Segment Character

- Terraced changes in grade from north to south
- Green spaces framing Eglinton Avenue ranged in slope with a general descent towards the intersection, with Scarlett Road in a trench
- Range of demographics served by various community facilities (e.g. retirement home, daycare, etc.)
- Stormwater management elements included in the right-of-way (e.g. swales)
- Significant heritage buildings such as the St. Demetrius church
- The La Rose plaza is a popular community hub, providing local services and retail

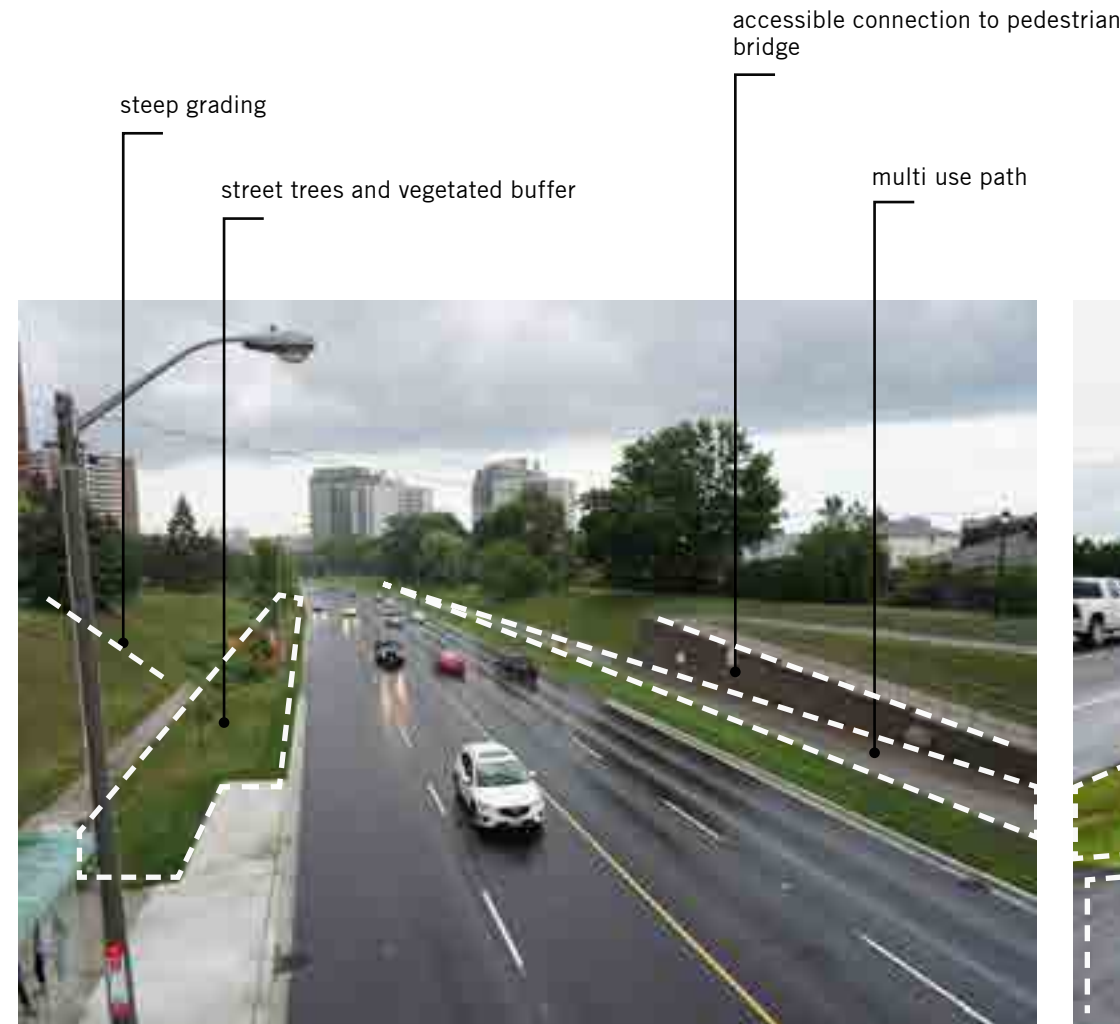


Figure 150. View eastward from the pedestrian bridge

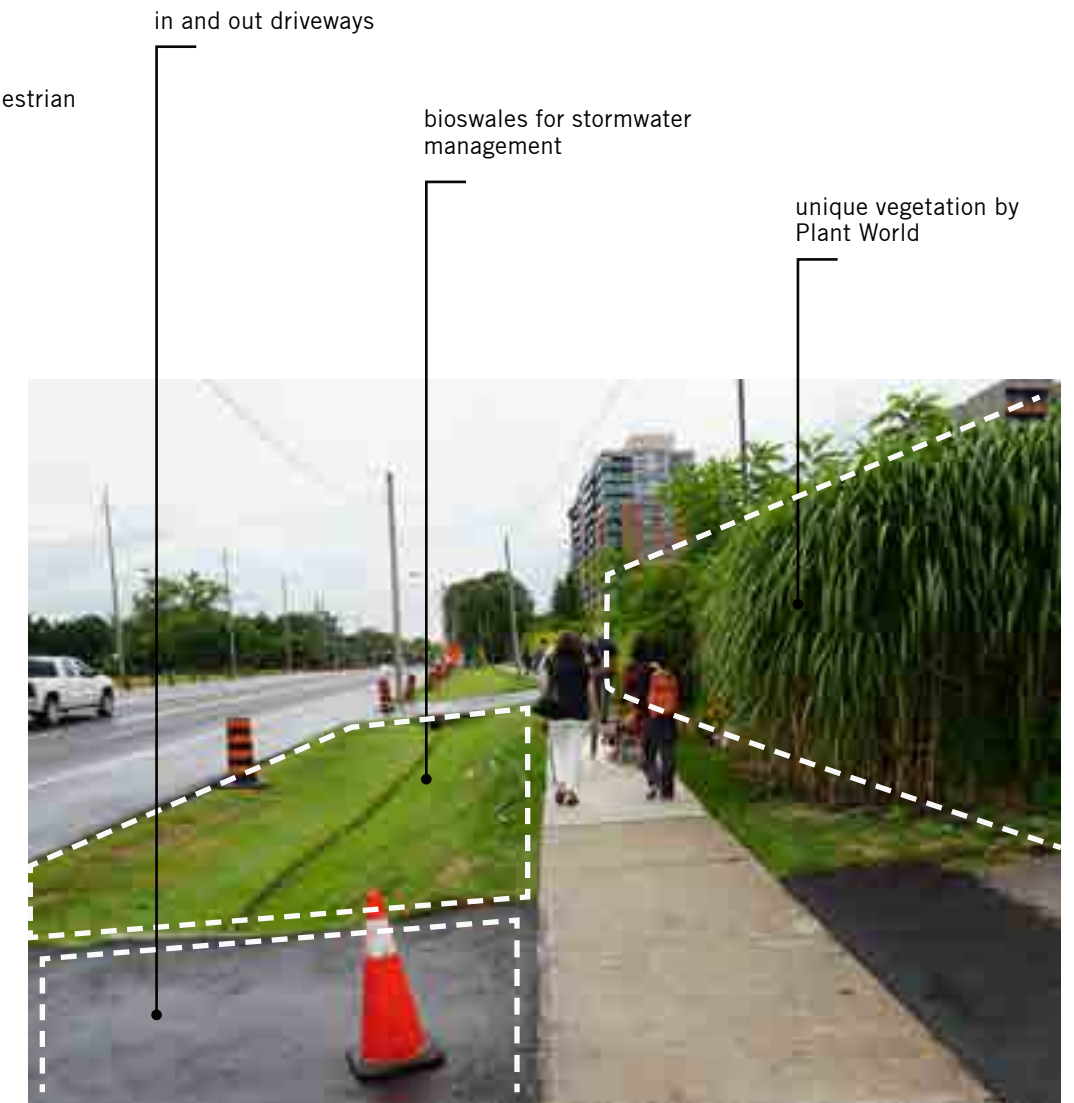


Figure 149. View westward along Eglinton Avenue West

STATISTICS *Based on 2016 Census data by aggregate dissemination area*

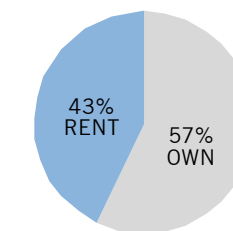
20,000 people
39 persons/ha
26% population over 65 - highest ratio of seniors in the corridor

28% of population commutes for work outside Toronto
17% of population commute via transit

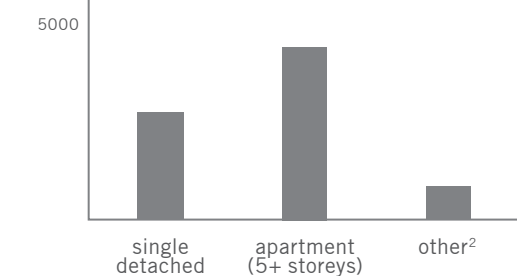
Italian is the most spoken beyond official languages
47% of population are immigrants

38% of dwellings are single-family houses¹
7,800 total private dwellings

OWNERSHIP



BUILDING TYPE



¹ single detached house, semi detached house, row house, and 'other single attached house'

² other: semi detached house, row house, apartment/flat in duplex, apartment <5 storeys, other single attached house

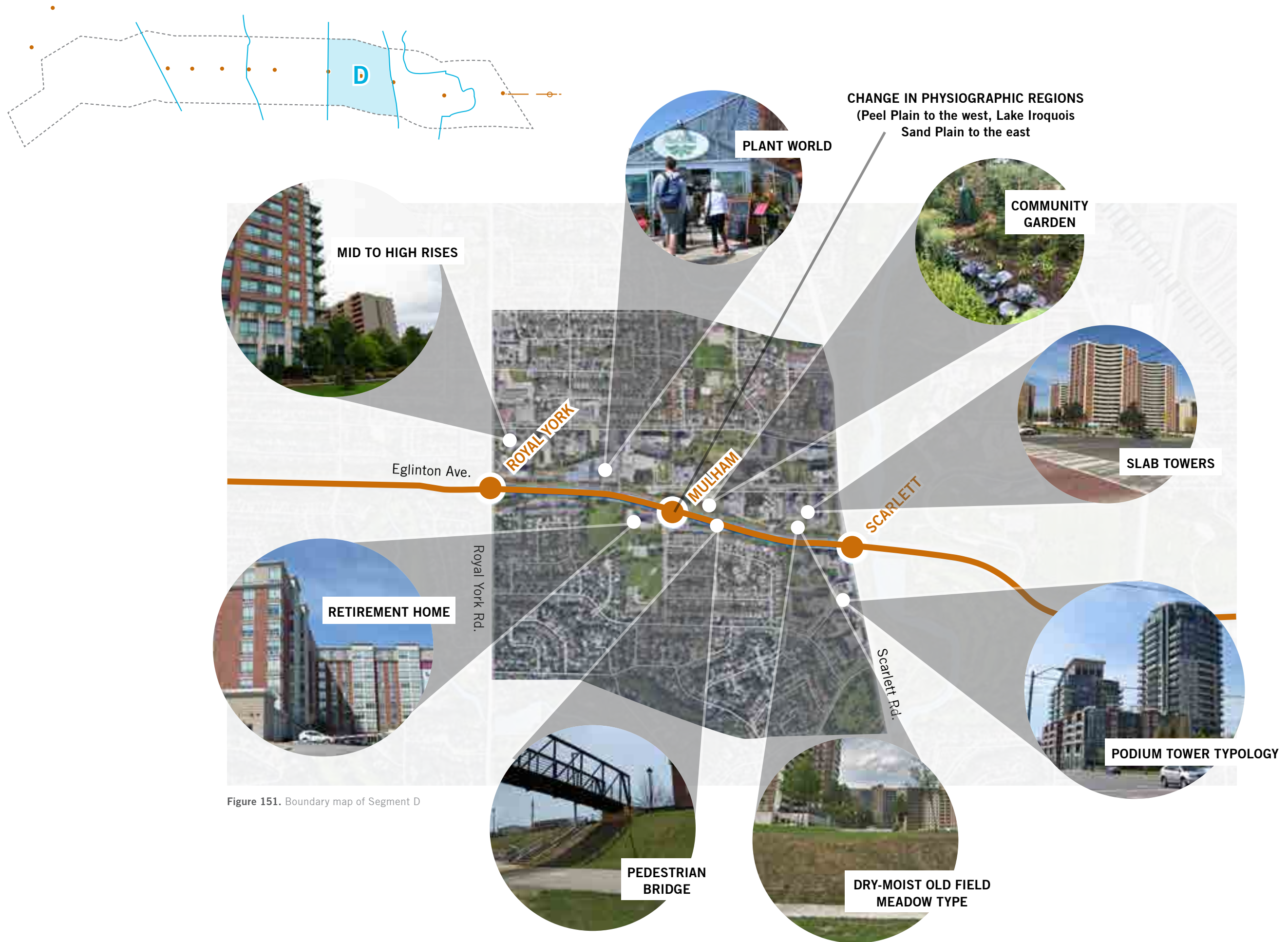


Figure 151. Boundary map of Segment D

Travelling



ISSUES

- Fences and large setbacks create a disconnect with the public realm and active transportation network
- Surface parking lots that front the street can create unpleasant walking environments
- Pedestrian bridge may be demolished based on the recommendations from the 2010 Eglinton Crosstown Environmental Assessment due to liability issues
- North-south terracing makes it difficult to create mid-block connections
- Conflicts in crossings between sidewalk and cycling pathways along the south side of Eglinton

OPPORTUNITIES

- Improve overall circulation of pedestrian/cyclist networks in denser areas such as apartment neighbourhoods
- Placemaking opportunities at existing local bus stops
- If the pedestrian bridge is dismantled, there is potential for introducing a signalized intersection for supporting a mid-block pedestrian connection
- New access roads can provide more permeability, especially as Richview Road is a dead-end road

Greening



ISSUES

- Steep grading create difficulty for connecting built form and the landscape

OPPORTUNITIES

- Opportunity for visual and physical gateways for both recreational and natural spaces in the segment
- Highlight the unique character of the trenched portion with green elements
- Potential upgrade of the connection to Richview Road to visualize and highlight the historical alignment of Eglinton Avenue



Figure 152. “The Richviews” apartment towers and narrow sidewalk

Building



ISSUES

- Fragmented pedestrian realm at areas of apartment neighbourhoods which causes difficulty navigating through the community
- Existing fences prevent access to the street in multiple locations
- Residents adapting to the changing nature of the corridor that may impact the existing character

OPPORTUNITIES

- Potential for appropriate infill development that would benefit from upgraded transit
- Potential to integrate community services that will serve the neighbourhood as a whole



Figure 153. Potential conflict points between cyclist and pedestrian

EMERGING VISION

A corridor with symmetrically framed edges with infrastructure that supports a high level of pedestrian activity. This is a key area for growth while improving block permeability as some sites are undergoing redevelopment. Given the unique configuration of the land features along the right-of-way, there is potential for incorporating and featuring the field meadow vegetation community into the pedestrian realm.

PRECEDENTS



Figure 154. Townhouses with midrise in background



Figure 155. Highrise building with retail at grade (Toronto)



Figure 156. Mixed height development



Figure 157. Midrise building with retail podium (Regent Park, Toronto)

3.3.5 SEGMENT E

Description

This segment area runs from Scarlett Road, passing the intersection of Jane Street / Eglinton Avenue West, to the edges of Pearen Park and Gladhurst Park to the east. The Eglinton Avenue roadway runs through Canadian Ukranian Memorial Park, which runs along the Humber River, before coming to the edges of large green spaces such as Eglinton Flats, Fergy Brown Park, Eglinton Flats Winter Tennis Club, and the Scarlett Woods Golf Course. Throughout both the natural and manicured areas, trails provide multi-use access and opportunities for recreational activity. The path through Gladhurst Park is frequently used by residents, as communicated through public consultation. The multi use path to the south side of Eglinton Avenue continues past Scarlett Road, separated by cement barriers, while also providing a connection to the multi use paths through the park. The sidewalk that runs along the north side of Eglinton Avenue stops as it turns into a trail that enters the green space.

Segment Character

- The Humber River is an iconic Canadian heritage river, and serves as a historic dividing line between the former cities of Etobicoke and York
- Generous frontage of the green spaces onto the pedestrian experience as well as onto some of the lower density houses along the southern edge
- Grade changes create challenges in accessibility and circulation
- Significant programming in Eglinton Flats that make the area a regional destination, especially in warmer months
- Flood plains in the vicinity of the Humber River area

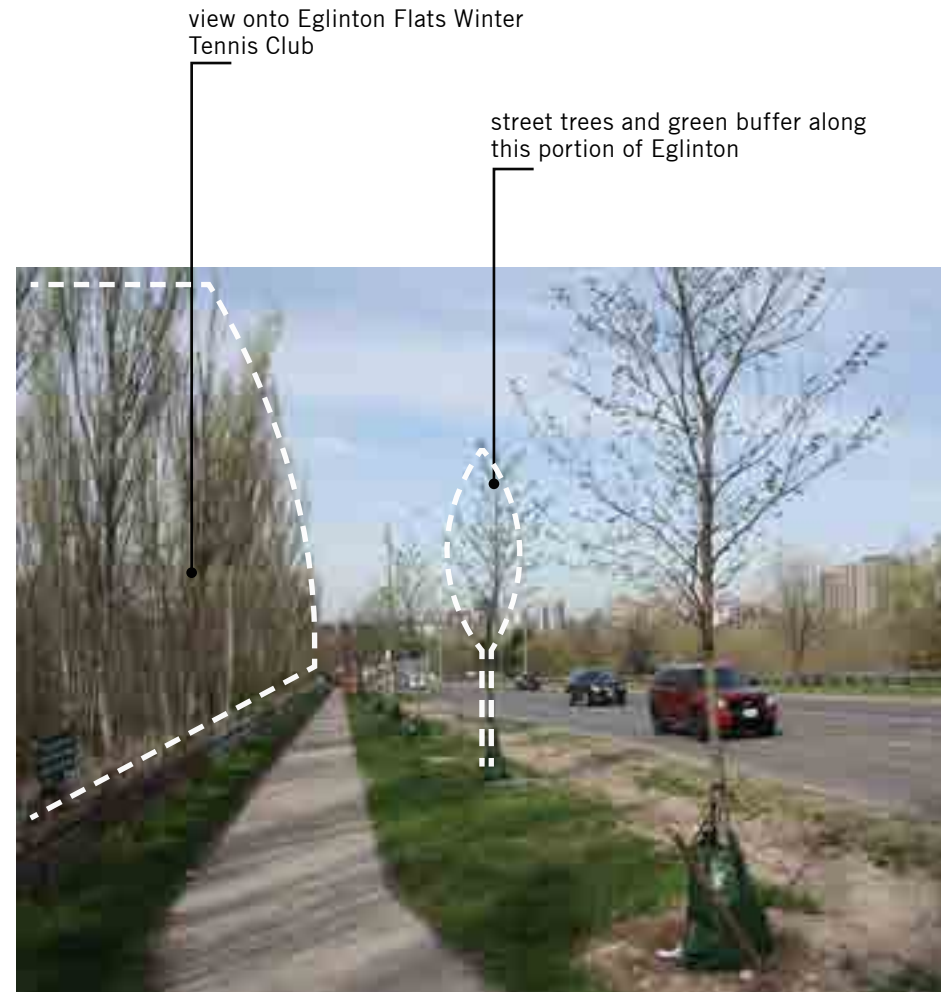


Figure 159. View towards Eglinton Avenue West

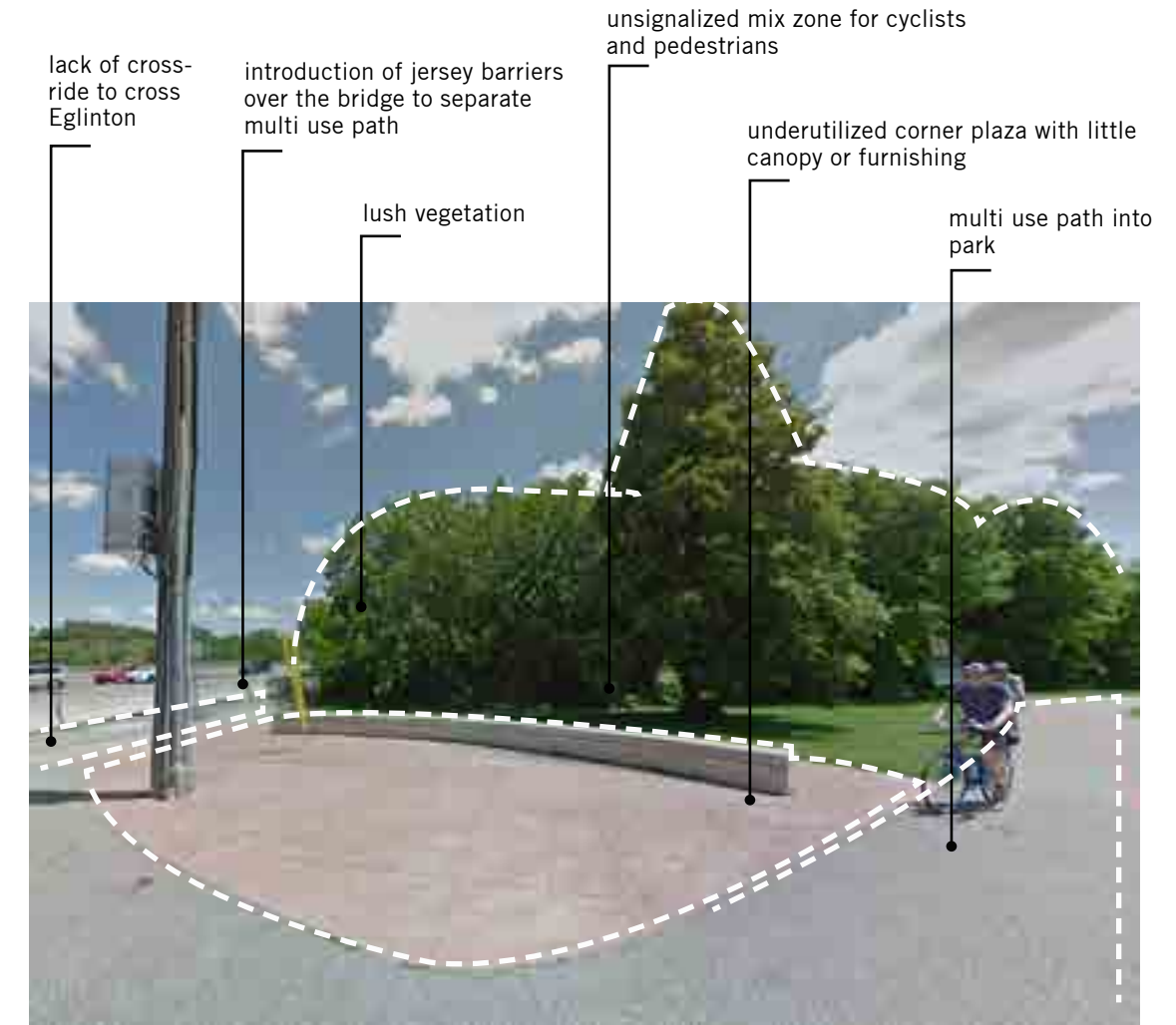


Figure 158. Intersection of Scarlett Road / Eglinton Avenue

STATISTICS *Based on 2016 Census data by aggregate dissemination area*

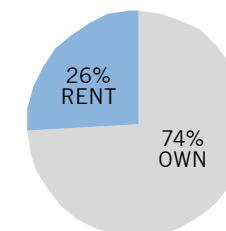
10,600 people
35 persons/ha
19% population over 65
lowest income in the corridor (although median income among recipients is similar to the city average)

Portuguese is the most spoken beyond official languages
46% of population are immigrants

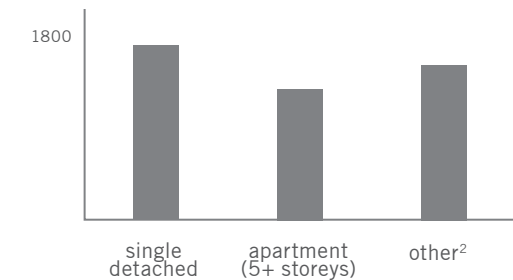
51% of dwellings are single-family houses¹
4,500 total private dwellings
inexpensive place to live, as average value of dwellings is below the City average (by 30%)

21% of population commutes for work outside Toronto
19% of population commute via transit

OWNERSHIP



BUILDING TYPE



¹ single detached house, semi detached house, row house, and 'other single attached house'
² other: semi detached house, row house, apartment/flat in duplex, apartment <5 storeys, other single attached house

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 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 160. Boundary map of Segment E

Travelling



ISSUES

- Lack of sidewalk infrastructure on the north side of Eglinton Avenue
- Poor cyclist connection between Eglinton Avenue and the Humber Trail due to the grade changes
- Difficulty of accessing Eglinton Flats from the northern neighbourhoods due to steep grade changes to the north
- Generally, weak access to Eglinton Flats for non-vehicular modes of transportation
- Lack of connectivity between the southern neighbourhoods and Eglinton Avenue due to the Scarlett Woods Golf Course

OPPORTUNITIES

- Nodal opportunities at the intersection of Jane Street and Eglinton Avenue to create interest and sense of place
- Enhancements to the multi use path will strengthen its purpose as a key east-west link
- Potential for additional neighbourhood linkages to the Humber ravine trail system
- Express bus along Jane Street is a critical route for many residents and workers along Eglinton corridor

Greening



ISSUES

- Areas prone to flooding will require innovative stormwater features and floodproof strategies to protect neighbourhoods
- Limited pedestrian connections to open spaces

OPPORTUNITIES

- Potential cultural heritage landscape
- Unique views with dramatic topography changes create interest
- Opportunities for stewardship programs



Figure 161. Interface of natural areas onto the public realm along Eglinton Avenue West

Building



ISSUES

- No built form in the area with the exception of a small cluster of low-rise single detached homes to the south of the golf course which may impact future development in adjacent areas

OPPORTUNITIES

- Unique relationship between large open spaces to residential uses
- Protection of green spaces will allow the corridor to continue to thrive as a green spine



Figure 162. Heavily vegetated area looking west towards Fergy Brown Park

EMERGING VISION

Elevated right-of-way surrounded by extensive sloping natural landscape frames the views to the corridor. As an area of both major recreational uses and significant environmental features, any built interventions will reinforce that green character and maximize the connectivity between valuable landscape or recreational areas to the street. The exceptional view point over the corridor from this segment will maximize the value of any streetscape interventions, public art, or framing of this gateway.

PRECEDENTS



Figure 163. Landscaped gateways



Figure 164. Multi-modal street



Figure 165. Identifiable cycling route and planted buffers



Figure 166. Public art on manicured green space

3.3.6 SEGMENT F

Description

Bounded between the edges of the park space to Weston Road, this segment area lies just to the west of the Mount Dennis Mobility Hub. A community of Tower-in-the-Park style apartments lie to the north of Eglinton Flats, in close proximity to the York Humber High School and the West Park Healthcare Centre. Along Weston Road, there are a mix of uses in low-rise forms, including commercial, auto-related, and residential uses. This main street character is enhanced by public art, pedestrian furniture, and murals. The rail line, now acquired from Canadian National Railway by Metrolinx, runs north-south to the east of Weston Road and serves the Union-Pearson Express line and the GO Transit Kitchener line. The Eglinton Crosstown's Mount Dennis station is the current terminus of the LRT. Additionally, there is development potential identified at the Black Creek Triangle, to the east of the rail.

Segment Character

- Fine grain block structure and main street rhythm along Weston Road
- Notable gateway into the 'Mount Dennis' community at the intersection of Eglinton Avenue and Weston Road
- The Eglinton Connects study area continues to the east of the segment boundary (the ongoing Mount Planning Framework Study will direct the vision for the area directly east of this Study)
- *Neighbourhoods* to the south contrast the higher density built form character of the main street (along Weston Road) and apartment neighbourhoods
- The area directly adjacent to the north-east has been identified as a major employment hub along the corridor

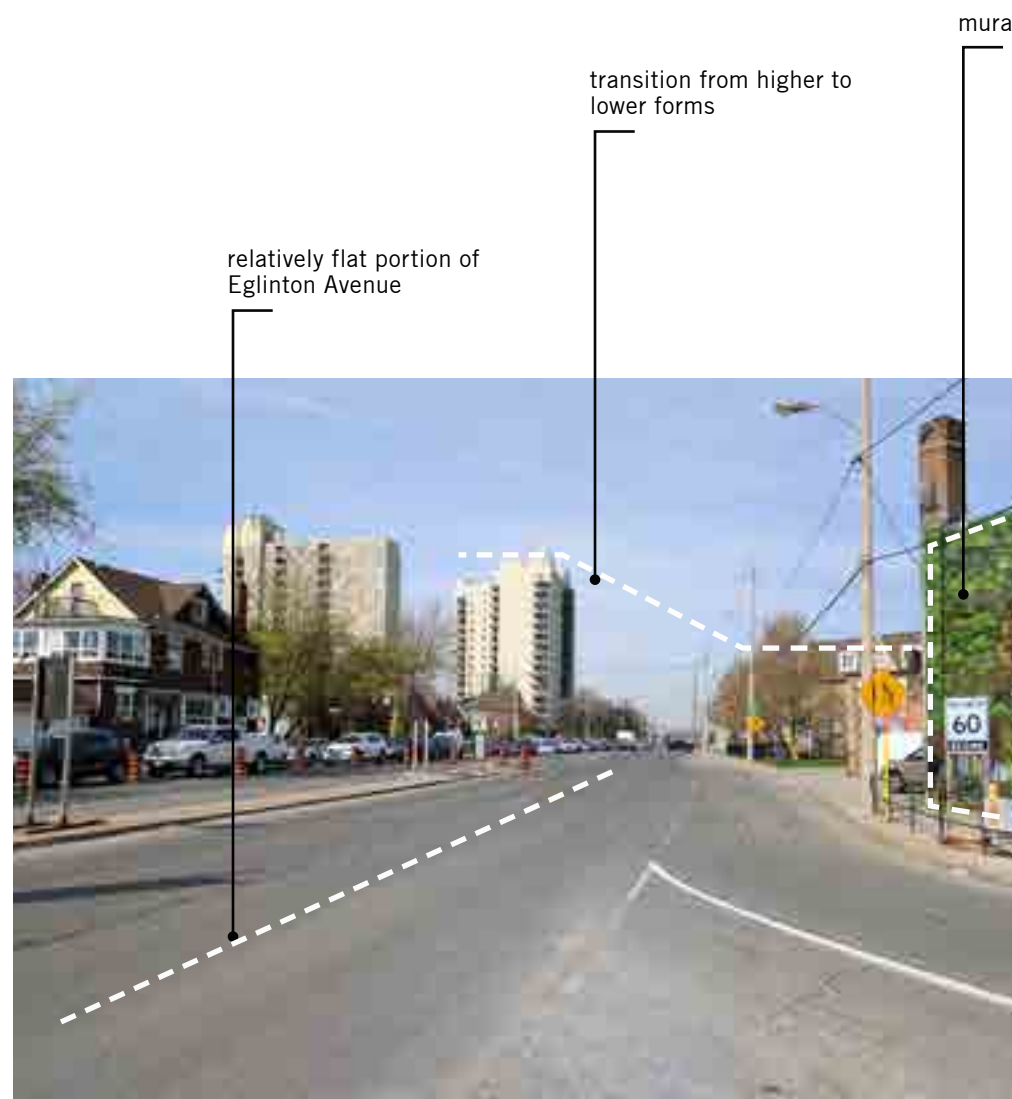


Figure 168. View West along Eglinton Avenue

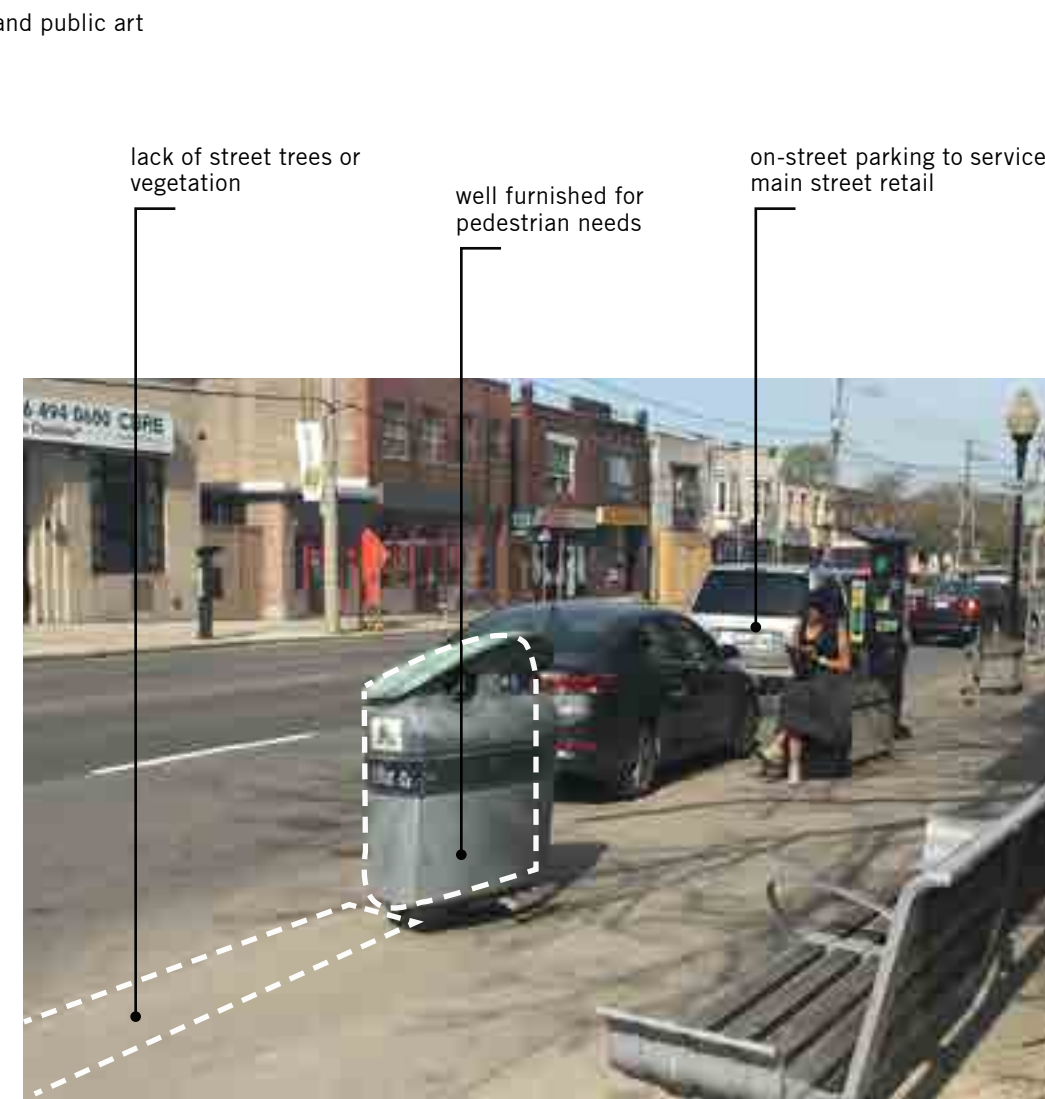


Figure 167. View north on Weston Road at Locust Street intersection

STATISTICS *Based on 2016 Census data by aggregate dissemination area*

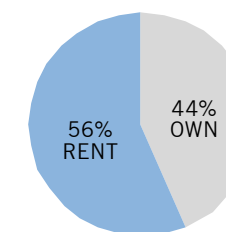
25,200 people
61 persons/ha, almost double the corridor average
13% population over 65

22% of population commutes for work outside Toronto
25% of population has commute of more than 1 hour
43% of population commute via transit (highest in corridor)

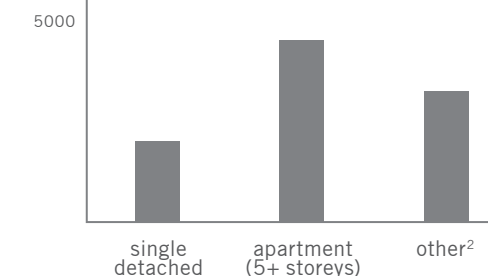
Portuguese is the most spoken beyond official languages
55% of population are immigrants
29% of young families in the corridor live here³

33% of dwellings are single-family houses¹
9,700 total private dwellings
 highest level of renter households - **56%**
77% of dwellings are an apartment or flat

OWNERSHIP



BUILDING TYPE



1 single detached house, semi detached house, row house, and 'other single attached house'
 2 other: semi detached house, row house, apartment/flat in duplex, apartment <5 storeys, other single attached house
 3 primary household maintainer under 35 years old

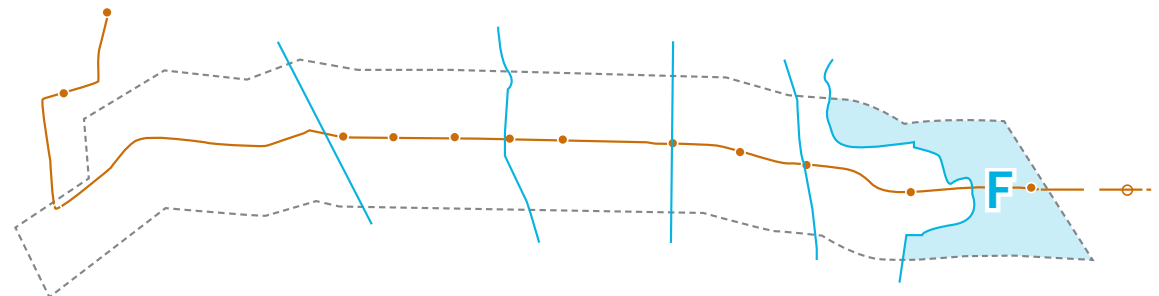


Figure 169. Boundary map of Segment F

Travelling



ISSUES

- The existing pedestrian infrastructure may not have sufficient capacity to service the anticipated increase in pedestrian movement due to increase in transit ridership
- Accessibility barriers at the Weston Road and Eglinton Avenue intersection
- The multi use path is discontinued east of Jane Street (only a sidewalk on the south side) throughout the segment area

OPPORTUNITIES

- Filling in the gaps in the pedestrian infrastructure (sidewalks or multi use path) on both sides of Eglinton Avenue
- Connections between the high-rise developments to the north of Eglinton Flats could be improved



Figure 170. Shade and pedestrian furniture

Greening



ISSUES

- The discontinued multi use path has also created a gap in the streetscape elements
- Retaining walls at Mount Dennis station

OPPORTUNITIES

- Enhance existing public realm with more public art, landscaping, and street furniture
- Increase safety (CPTED) measures through streetscape interventions such as enhanced pedestrian-scaled lighting
- Lively and successful retail fabric will benefit from improvements to the streetscape



Figure 171. Variety of retail in human-scaled buildings

Building



ISSUES

- Challenge to balance main street character with potential new development in the future

OPPORTUNITIES

- Direct street frontage along Weston Road and nearby future developments encourage more pedestrian activity in the area



Figure 172. Some areas have manicured landscaping

EMERGING VISION

Narrow segment corridor supporting asymmetrical street frontages with shallow setbacks and limited development potential of the street. There is an opportunity to enhance safety and intimacy of streetscape for higher levels of pedestrian traffic.

PRECEDENTS



Figure 173. Segregation of active and passive activities



Figure 175. Painted crosswalks or public spaces



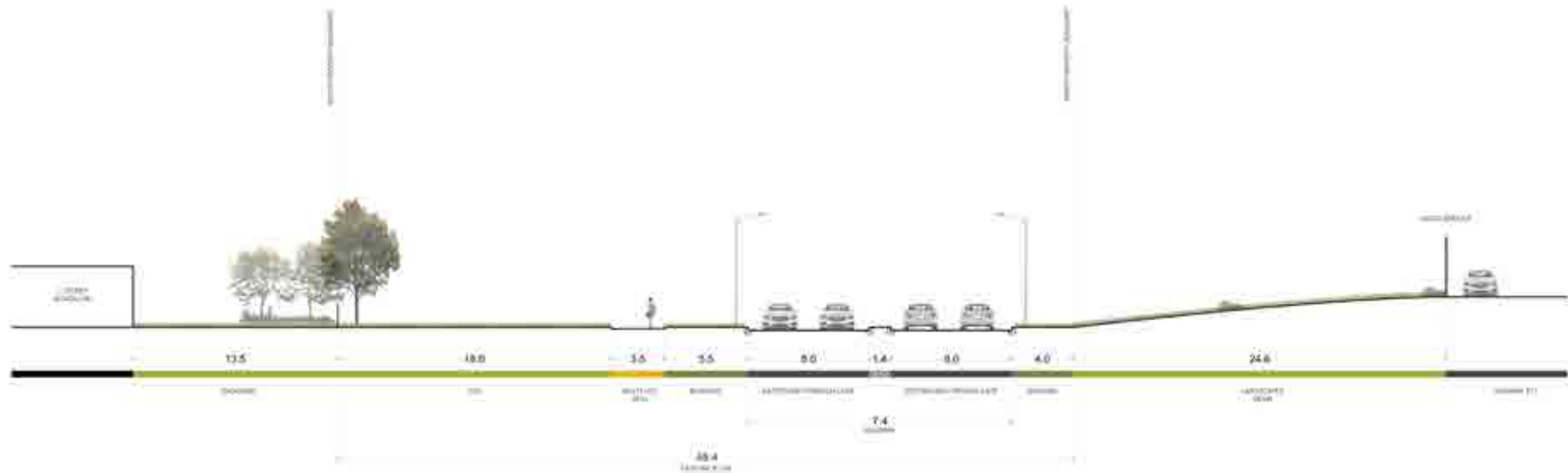
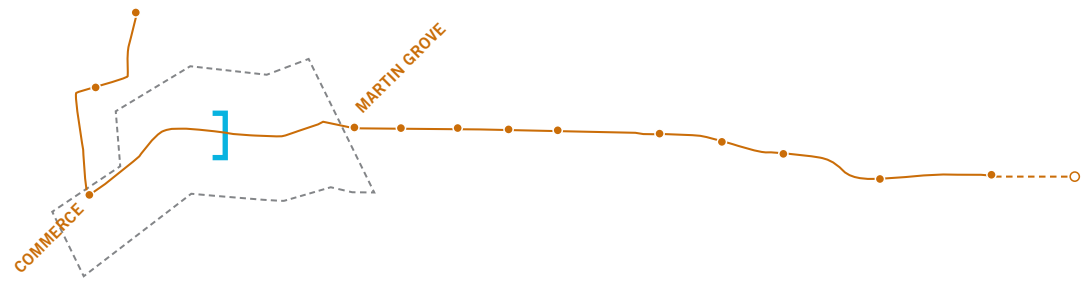
Figure 174. Signage to promote wayfinding and highlight landmarks



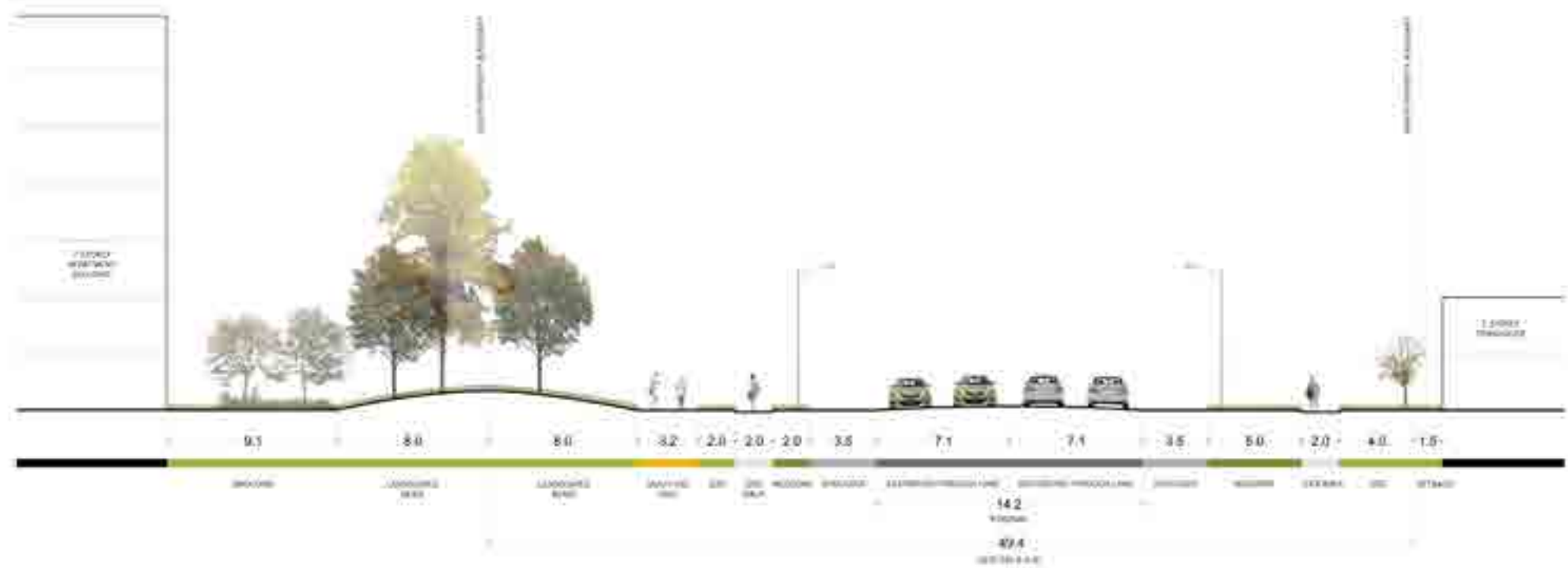
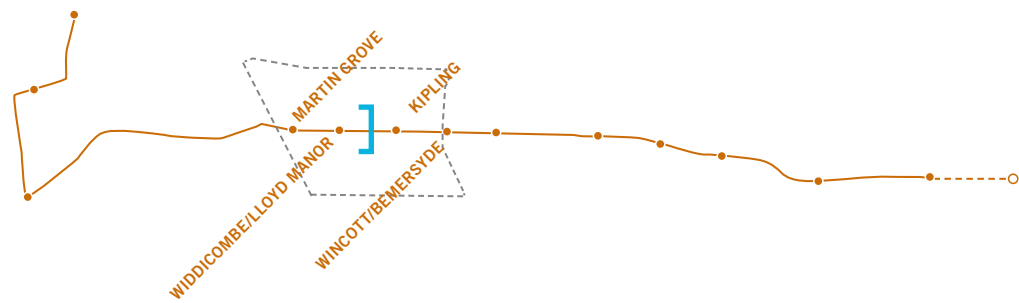
Figure 176. Painting to foster a safer travelling experience

3.4 EXISTING TYPICAL SECTIONS

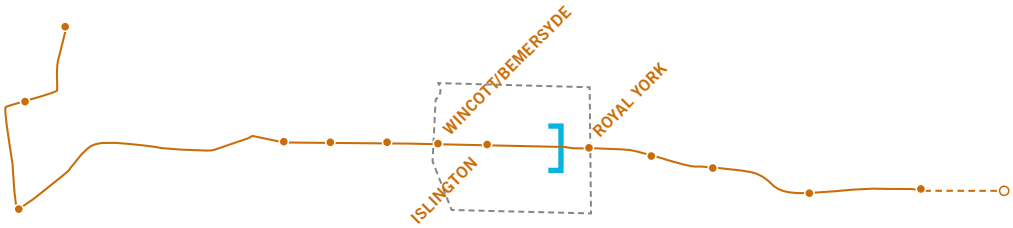
3.4.1 SEGMENT A



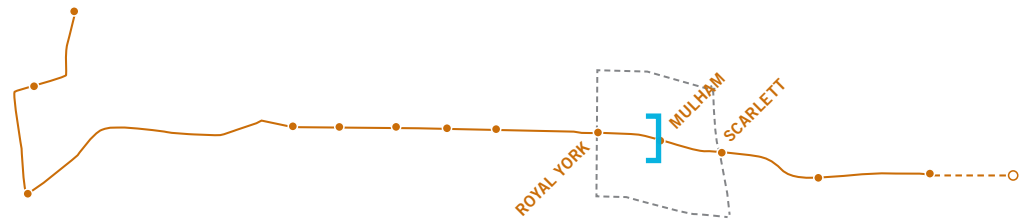
3.4.2 SEGMENT B



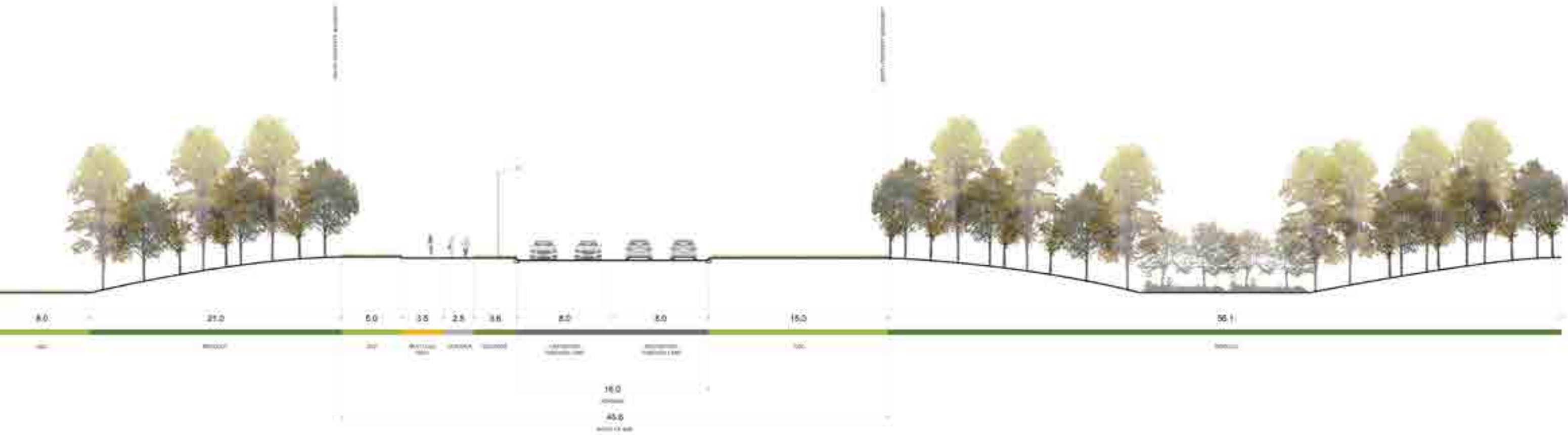
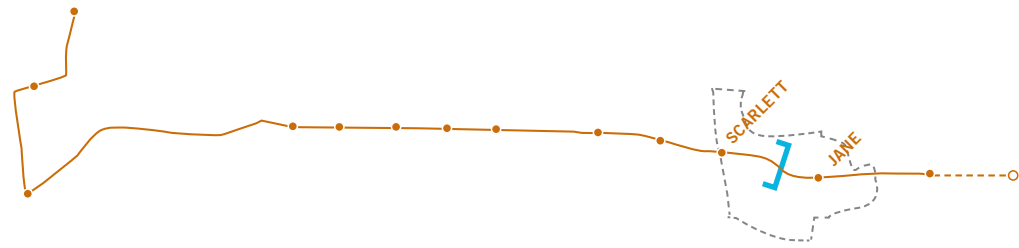
3.4.3 SEGMENT C



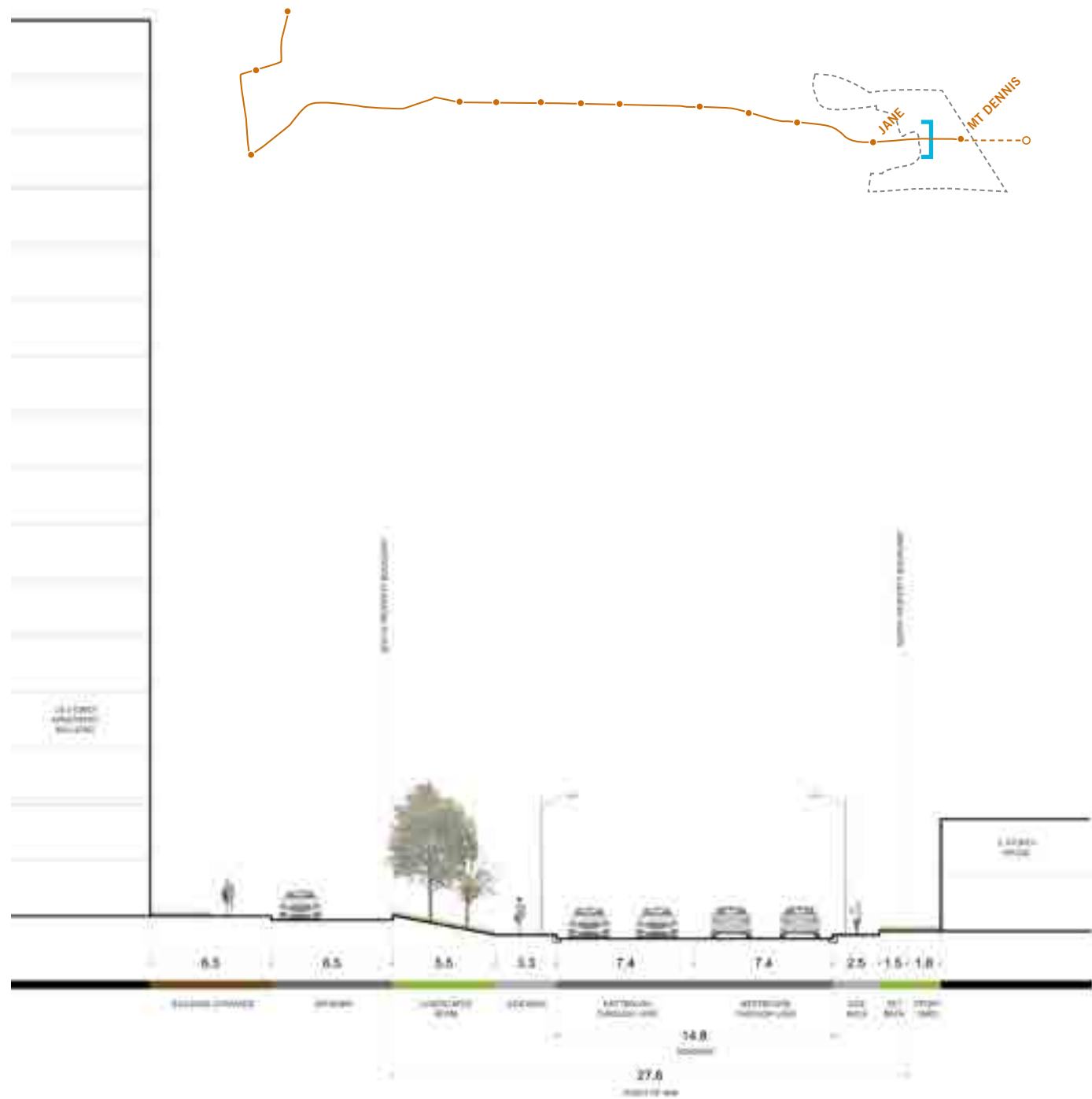
3.4.4 SEGMENT D



3.4.5 SEGMENT E



3.4.6 SEGMENT F



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