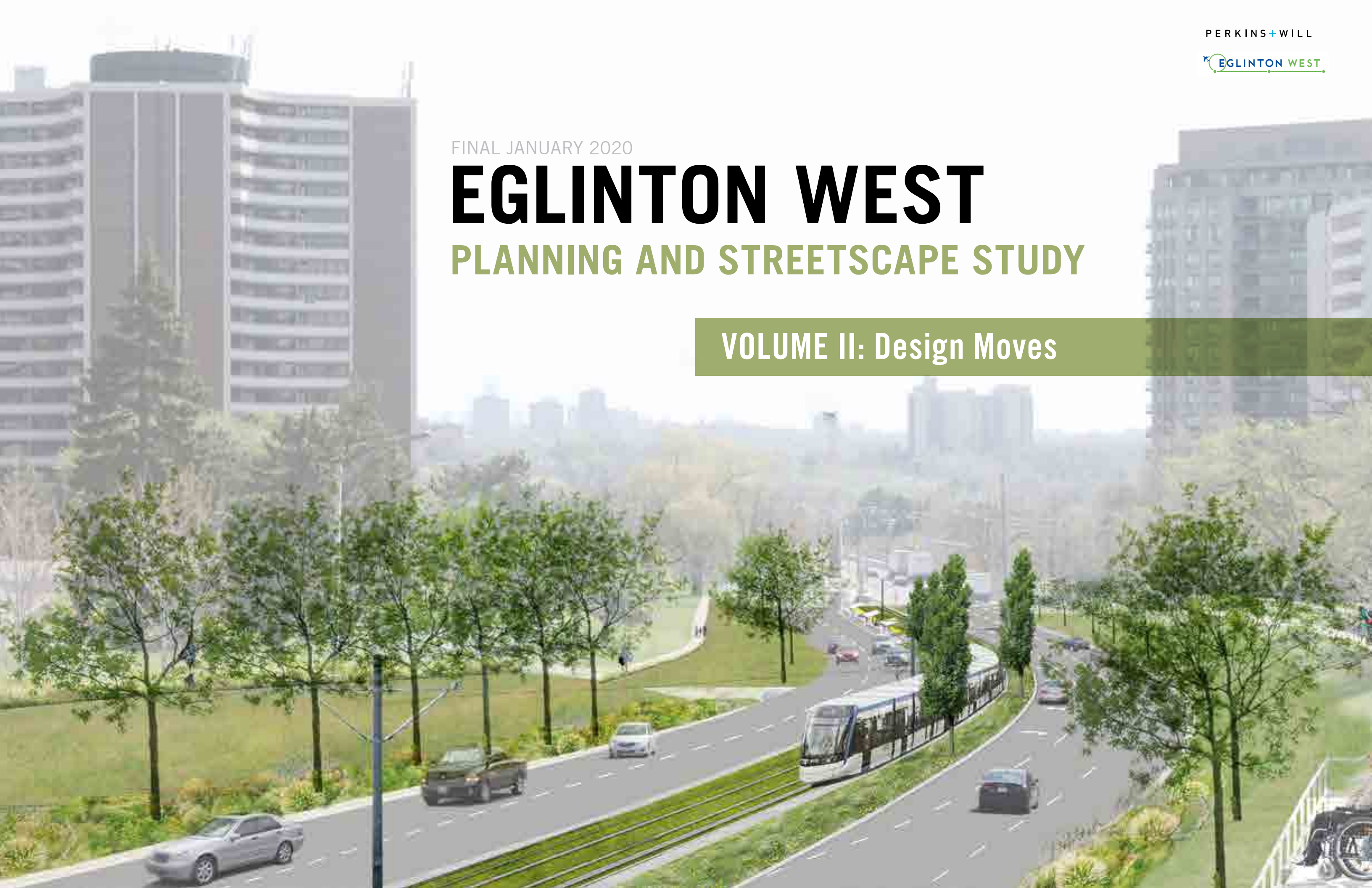


FINAL JANUARY 2020

EGLINTON WEST

PLANNING AND STREETScape STUDY

VOLUME II: Design Moves



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4.0 INTRODUCTION

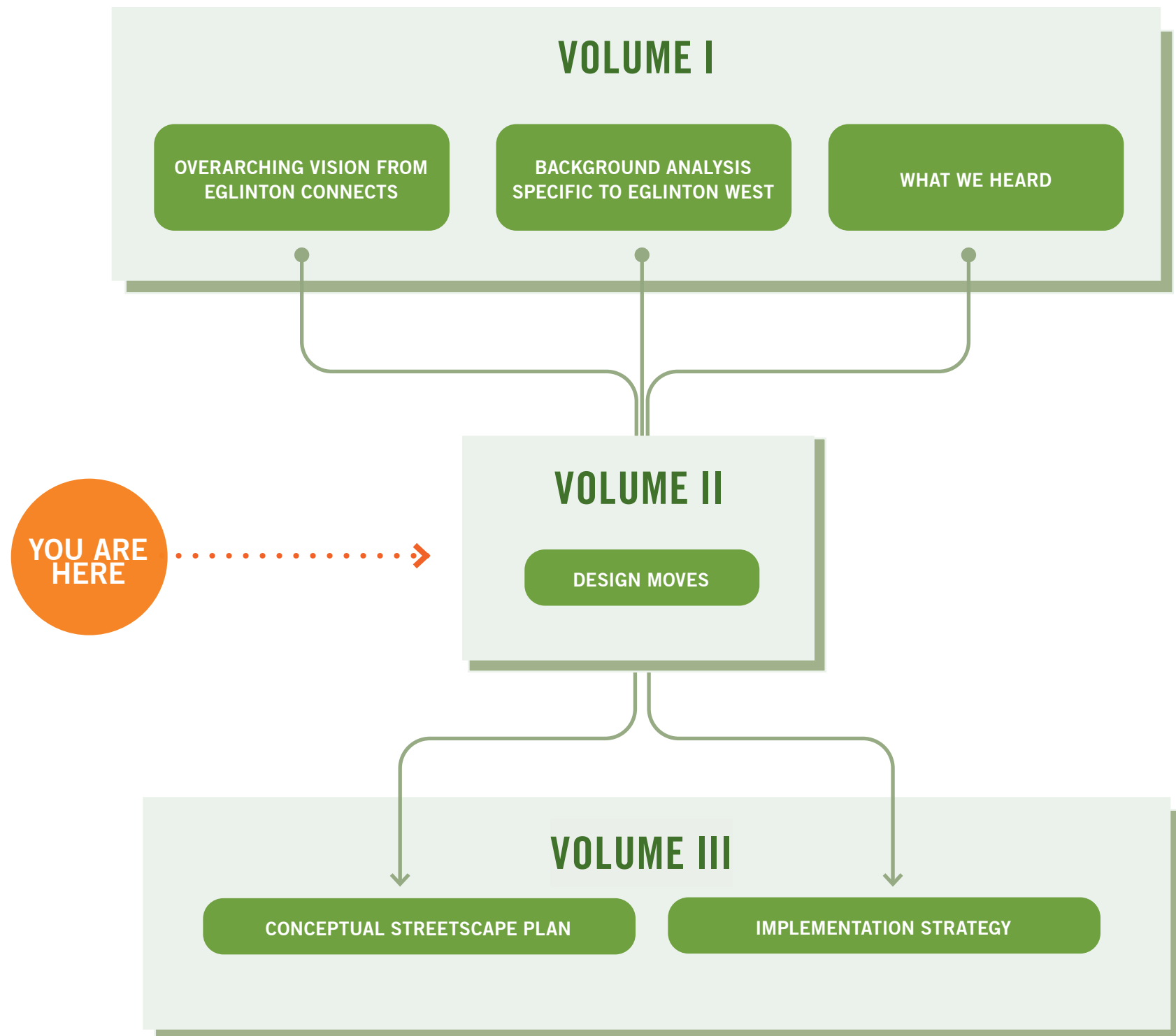
4.1 LEARNING FROM EGLINTON CONNECTS

The work of Eglinton Connects is highly influential to the way we look at the design of Eglinton West. Eglinton Connects set out a plan and vision that promotes balanced mobility, an intensified mix of uses in a predominantly mid-rise built form and green streetscapes that are robust and beautiful. In order to translate this vision into the context of Eglinton West, we must carefully apply the recommendations set out in Eglinton Connects with the contextual and functional differences in the western portion of the corridor, in a consistent way.

The 21 recommendations from Eglinton Connects as well as the Eglinton West design moves in this chapter are better guided by the same overall vision for the larger Eglinton Avenue corridor and LRT system as a whole. The anchoring themes of Travelling, Greening and Building will continue to frame the interventions along the western corridor to create consistency between the two approaches. In the long term, these themes and overarching vision should be applied in a similar fashion to the LRT expansion along the eastern stretch of Eglinton Avenue.

4.2 WHAT ARE DESIGN MOVES?

Design Moves aim to combine the findings from the public consultations, background studies and emerging segment visions, translating them into comprehensive goals that moving forward should be achieved in the design of the Eglinton West corridor. These moves will guide the redesign, streetscape plan, integration of a higher order transit system, recommendations regarding new or retrofitted built form, and a long-term implementation plan. The Design Moves in Volume II bridge the vision, opportunities, and constraints from Volume I with the plan in Volume III, all which are guided by technical advice and on-going consultation. Volume III is an anchoring section that affirms the Eglinton Connects vision while reinforcing the specificity and local character of the western end of the corridor.



4.3 FROM RECOMMENDATIONS TO DESIGN MOVES

Many of the Eglinton West Design Moves have roots in the 21 Eglinton Connects recommendations, whereas some were developed to respond to the unique nuances and synergies that are innate to Eglinton West. The core principles and rationale behind most of the Eglinton Connects recommendations have been echoed or re-interpreted to understand the context of Eglinton West. Some Eglinton Connects recommendations may not be applicable to Eglinton West due to the different context and character, as identified below. The left column are the recommendations from the Eglinton Connects study, and the right column are the emerging Design Moves for the Eglinton West corridor. The descriptions as to why they are not applicable within this subject study are included in their respective chapters in this Volume: Refer to subsequent sections 2.0 (Travelling), 3.0 (Greening) and 4.0 (Building) to understand more about each Design Move.

EGLINTON CONNECTS RECOMMENDATIONS



TRAVELLING

1. Create a Complete Street
2. Provide Wide Sidewalks
3. Build Protected Cycling Lanes
4. Reallocate Road Space to Meet Future Needs and Mobility Mix *not applicable*
5. Maintain Parking Supply
6. Extend Network of Rear Lanes
7. Implement Streetscape Typologies *not applicable*



GREENING

8. Implement Three Primary Greening Typologies
9. Create a Network of Green and Open Spaces
10. Grow Great Trees
11. Relocate Hydro Below-Grade *not applicable*
12. Connect Eglinton to Trails and Ravine System
13. Green Transit Infrastructure
14. Plan a Public Art Program



BUILDING

15. Encourage Mid-Rise Buildings on Eglinton Through As-of-Right Permissions
16. Maximize Opportunities for Mid-Rise Development on Shallow Lots
17. Integrate Crosstown Station Sites with New Development
18. Plan for Intensification in Focus Areas and Mobility Hubs
19. Expand Community Services and Facilities, Including Green and Open Spaces, in Tandem with Development
20. Encourage Street-Related Retail
21. Implement Additional Performance Standards to Support Local Character Areas and Heritage

EGLINTON WEST DESIGN MOVES

TRAVELLING

- T1. Clear and Visible Access to Stops
- T2. All Weather Travelling
- T3. Comfortable Waiting at Stops
- T4. Safe Intersections
- T5. Streetscape In Between Stops
- T6. Toronto's Greatest Bikeway
- T7. Sense of Arrival
- T8. Parking Not at Grade / Access Via Back Streets

GREENING

- G1. Reinforce Greenness
- G2. Protect Mature and Large Trees
- G3. Counter Impervious Surfaces with Green
- G4. Extend the Green Median
- G5. Celebrate Green Infrastructure
- G6. Develop a Cohesive, Corridor-Wide Public Art Strategy

BUILDING

- B1. Transit-Oriented Development
- B2. Permeability through Blocks
- B3. Protect and Enhance Heritage
- B4. Ensure Thermal Comfort
- B5. Reinforce Relationship between Building and the Street

5.0 TRAVELLING: DESIGN MOVES



5.1 WHAT WE HEARD

GENERAL COMMENTS



- **The LRT will bring more people Downtown**

It is understood and appreciated that the LRT will provide a much more direct connection from Etobicoke to Downtown Toronto. Accessing the LRT should be easy to access and identify.

- **Unbalance between drivers and pedestrians/cyclists**

As the majority of travellers along Eglinton West are auto users, many residents feel that there is not enough space for pedestrians or cyclists. The redesign of the corridor should include larger public spaces and greater consideration for how to improve existing cycling or pedestrian pathways.

- **Safety is important**

Design of intersections should prioritize safety, especially for pedestrians and cyclists. Several accidents have occurred in the area due to high speeds and position of turning lanes. Crossings should be located within auto-drivers' sightlines, with refuge areas for pedestrians and signage for all users.

AREAS OF CONCERN



- **Lack of distinction between travel paths**

Residents were concerned about the existing lack of distinction between pedestrian and cyclist pathways. This creates a confusing travelling experience. Also, there is interest in how intersections could be redesigned to be safer for all modes of travel.

- **Gaps in the cycling network**

There are gaps in the larger cycling network because of the lack of north south connections to the existing cycling trail. A resident has recommended a "West Toronto Railpath North Extension or bike lanes on Weston between Black Creek Dr. and the connection to The Humber Trail south of the 401".

- **Unsafe intersections**

For those that feel that the cycling trail is currently very safe, the intersections are points of concerns due to the frequent curb cuts and high speeds of the cars.

GENERAL SUPPORT FOR



- **Wider platforms and thermal comfort**

From consultation with accessibility groups and other vulnerable populations, it is understood that generous platform widths are preferable, especially those that are also weather-proof (e.g. enclosed shelters). Participants wanted to learn more about how platform widths could be wider to accommodate a more comfortable waiting experience at stops.

- **Improving the underpass experience**

The environment around the underpass is an area of concern because it currently is unfriendly.

- **Extending and expanding the cycling trail**

Many residents and visitors are frequent users of the cycling trail and would like to see improvements to the quality and maintenance of it, as well as its extension to the east.



5.2 RESPONDING TO EGLINTON CONNECTS

Following the work of Eglinton Connects, this subject study aims to align with the original vision set out in that plan. However, given the different characteristics of various segments of the Eglinton West corridor, some of the objectives from the Eglinton Connects study will need further exploration to adapt to the unique features of the Eglinton West corridor. Moving westbound along Eglinton Avenue, the experience evolves from a more tight-knit, retail-focused, urbanized setting to a more open, green, and generous environment. Unique to Eglinton West and the greater City context, the dedicated cycling trail on the south side of the roadway introduces the potential of a multi-modal complete street. The wider right-of-way and adjacency to the City of Mississauga is an exceptional opportunity for the corridor to serve as a gateway to the city as a whole.

Excerpts from Eglinton Connects

#1 CREATE A COMPLETE STREET



Eglinton Avenue should provide a safe, convenient and active mix of transportation options for all users. Though implementation may take place over time, Eglinton should ultimately become increasingly multi-modal, balancing space for pedestrians, cyclists, transit and vehicles.

Response for Eglinton West

Although the western portion of Eglinton Avenue has a different character than Eglinton Connects, this objective is consistent for the Eglinton West corridor, as it is envisioned that the roadway will be a successful multi-modal system. **Refer to Design Moves T1 (Clear and Visible Access to Stops) and T4 (Safe Intersections).**



Figure 177. Balancing a multi-modal system within the roadway and boulevard (St George Street, Toronto)

#2 PROVIDE WIDE SIDEWALK



Wide sidewalks (minimum 4.8 m or 6.0 metres, depending on width of right-of-way) provide generous and safe space for pedestrians, big trees, snow/garbage storage, street furniture and patios, and retail zones. This should be achieved through consolidation of travel lanes and reallocation of space on the street to ensure that Eglinton has a vibrant and active pedestrian environment.

For Eglinton Avenue West, due to the width of the existing right-of-way, desired sidewalk width can be achieved within the corridor. Wide boulevards will continue being a priority to ensure generous movement flows, street furniture and trees, and a focus on pedestrian prioritization. **Refer to Design Move T2 (All Weather Travelling).**



Figure 178. Wide sidewalks and clear crossings (London, UK)

#3 BUILD PROTECTED CYCLING LANES



Protected cycling lanes across the full length of Eglinton Avenue should be constructed to create a safe, comfortable and direct route for cyclists of all ages and abilities. Bike lanes should be protected from traffic through such measures as raised lanes, barrier curbs and/or buffer strips. Connections to transit stations, trails and convenient bike parking facilities should be part of the comprehensive cycling network.

Eglinton West has an existing strong and frequently used cycling trail on the south side of the corridor. In order to promote increased cycling activity, a consistent visual identity must be established for the pathway, and safety must be emphasized, especially at intersections. The trail's long-distance and seamless link to other routes is a unique feature along Eglinton West, that could be capitalized to become an even more successful transportation model. **Refer to Design Move T6 (A Major City-Wide Cycling Route)**



Figure 179. A distinct, two-way dedicated cycling trail, buffered from motorized vehicles and sufficiently separated from pedestrians (Charlotte, US)

Excerpts from Eglinton Connects

#4 REALLOCATE ROAD SPACE TO MEET FUTURE NEEDS AND MOBILITY MIX



The design of the Eglinton right-of-way should reflect the objectives of a complete street by allocating adequate space to a mix of mobility options. This responds to projected levels of vehicle movement, as well as an expected increase in pedestrian and cyclist movement.

#5 MAINTAIN PARKING SUPPLY



The street should be designed to maintain existing on-street parking supply, in order to serve retail and local businesses. Additional public parking should be integrated into new buildings and provided in rear lanes.

#6 EXTEND NETWORK OF REAR LANES



Laneways should be provided at the rear of all new buildings to access below grade parking, servicing and loading in order to avoid conflicts on Eglinton, and for additional public parking to serve local retail.

Response for Eglinton West

In the case of Eglinton Avenue West, the balance of the street has been preliminarily determined in the Environmental Assessment (EA). The allocation of space identified in the EA demonstrates a balanced mobility split. In the context of this study, it will be defined how the right-of-way should be allocated to resolve the interaction between all modes, especially by identifying areas of conflicts or pinch points based on the new alignment, to ensure a safe and smooth transition between each more.

This recommendation from Eglinton Connects was aimed to maintain existing parking that served retail and local business uses. In the context of Eglinton West, due to the limited retail activity (that is already serviced by off-street parking), this recommendation will not apply. Nonetheless, the principle of maintaining parking supply for commercial uses may still apply for future development, though not on-street. **Refer to Design Move T8 (No Surface Parking / Access via Internal Road).**

The intention in this objective is consistent in Eglinton West, which is to maintain rapid movement along the corridor while driveways and servicing accesses are located on local streets. In order to achieve this objective, servicing and access to parking should occur from side and rear routes. This prevents additional points of conflict between modes at driveways, which is most certainly a priority along the multi-use trail. Lastly, by extending the network of rear lanes and public streets, increased permeability (e.g. new mid-block connections) within the existing grid of streets will create more 'breathing room' and more direct links between destinations. **Refer to Design Move T8 (No Surface Parking / Access via Internal Road).**



Figure 182. Providing cycling infrastructure and an overall balanced mobility split that is year-round (Toronto)



Figure 180. Urbanized off-street surface parking lot (NCC parking lot, Portland)



Figure 181. Shared access for pedestrians, cars, and loading vehicles (Athletes' Village, Toronto)

Excerpts from Eglinton Connects

#7 IMPLEMENT STREETScape TYPOLOGIES



Seven distinct Streetscape Typologies should be implemented to respond to local character, create a distinct sense of place through the public realm, and support adjacent uses.

Response for Eglinton West

The same methodology of creating typologies is also applied in the segments identified along Eglinton West. However, the overall character along the Eglinton West corridor is more consistent, therefore, a more comparable approach will be applied across segments. Refer to Volume III for details on streetscape, organized by Segment areas.



Figure 184. Streetscape improvements include planters, seating, pedestrian lighting and signage (King Street, Kitchener)

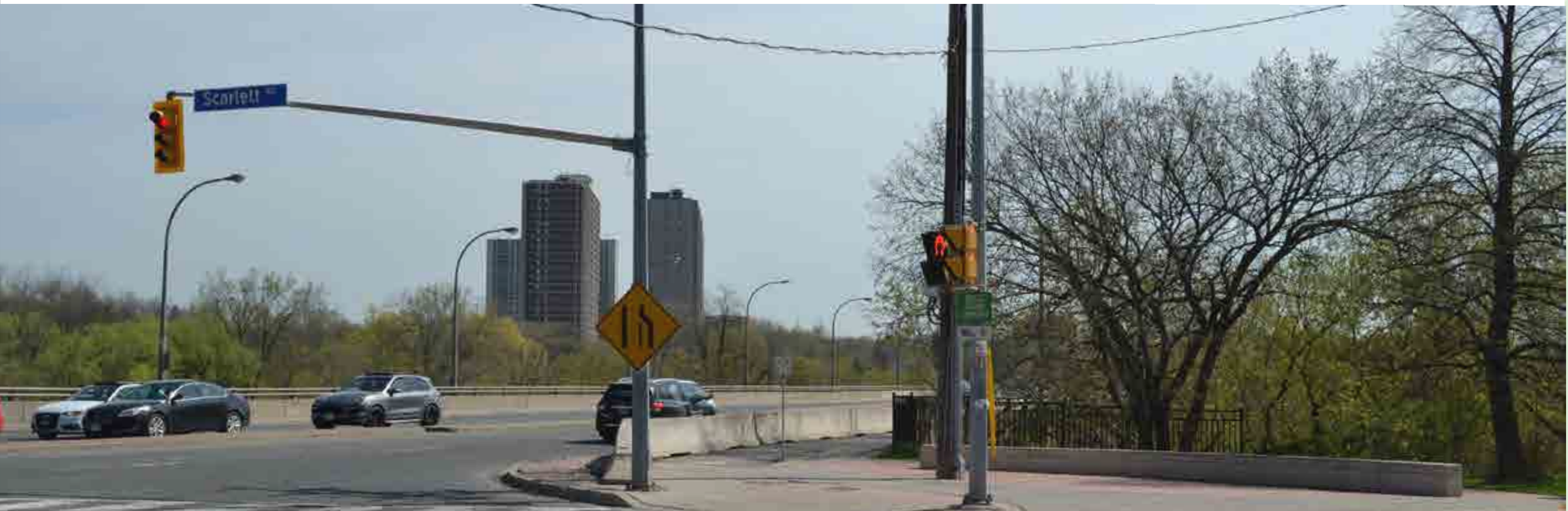


Figure 183. Bridge over the Humber River with jersey barrier for cyclists and pedestrians– Eglinton Avenue, east of Scarlett Road

5.3 LIST OF TRAVELLING DESIGN MOVES

- **T1: Clear and Visible Access to Stops**

Creating direct and wide paths of travel, removing barriers, and using innovative wayfinding and public art will create a more legible and accessible experience as a user approaches a transit stop along the corridor.

- **T2: All Weather Travelling**

In any weather event year-round, the travelling experience along Eglinton Avenue should be as pleasant and comfortable as possible, which requires thoughtful street design and proactive maintenance.

- **T3: Comfortable Waiting Experience at Stops**

The experience of waiting at a transit stop should feel safe, comfortable and accessible, at all times of the day, for all users and in all weather conditions.

- **T4: Safe Intersections**

All intersections should be designed to include safe and adequately timed crossings, visibility between motorized vehicles and cyclists/ pedestrians, and between cyclists and pedestrians.

- **T5: Streetscape In Between Stops**

With the wider amount of boulevard space along the midblock in comparison to the corners at intersections, the streetscape between LRT stops should be designed to prioritize greening and facilitate a comfortable travelling experience.

- **T6: Toronto's Greatest Bikeway**

By enhancing and formalizing the cycling route along the entire stretch of Eglinton Avenue West, it will encourage higher cyclist ridership and become a signature element to the character of the corridor.

- **T7: Sense of Arrival**

The threshold created by the Highway 427 crossing and underpasses could be a beautiful and inviting gateway to the Eglinton corridor and the City, for both visitors and residents.

- **T8: No Surface Parking / Access via Internal Road**

Minimizing, consolidating, and locating parking underground will protect the public realm, reduce conflicts between modes, and create a pedestrian prioritized environment.

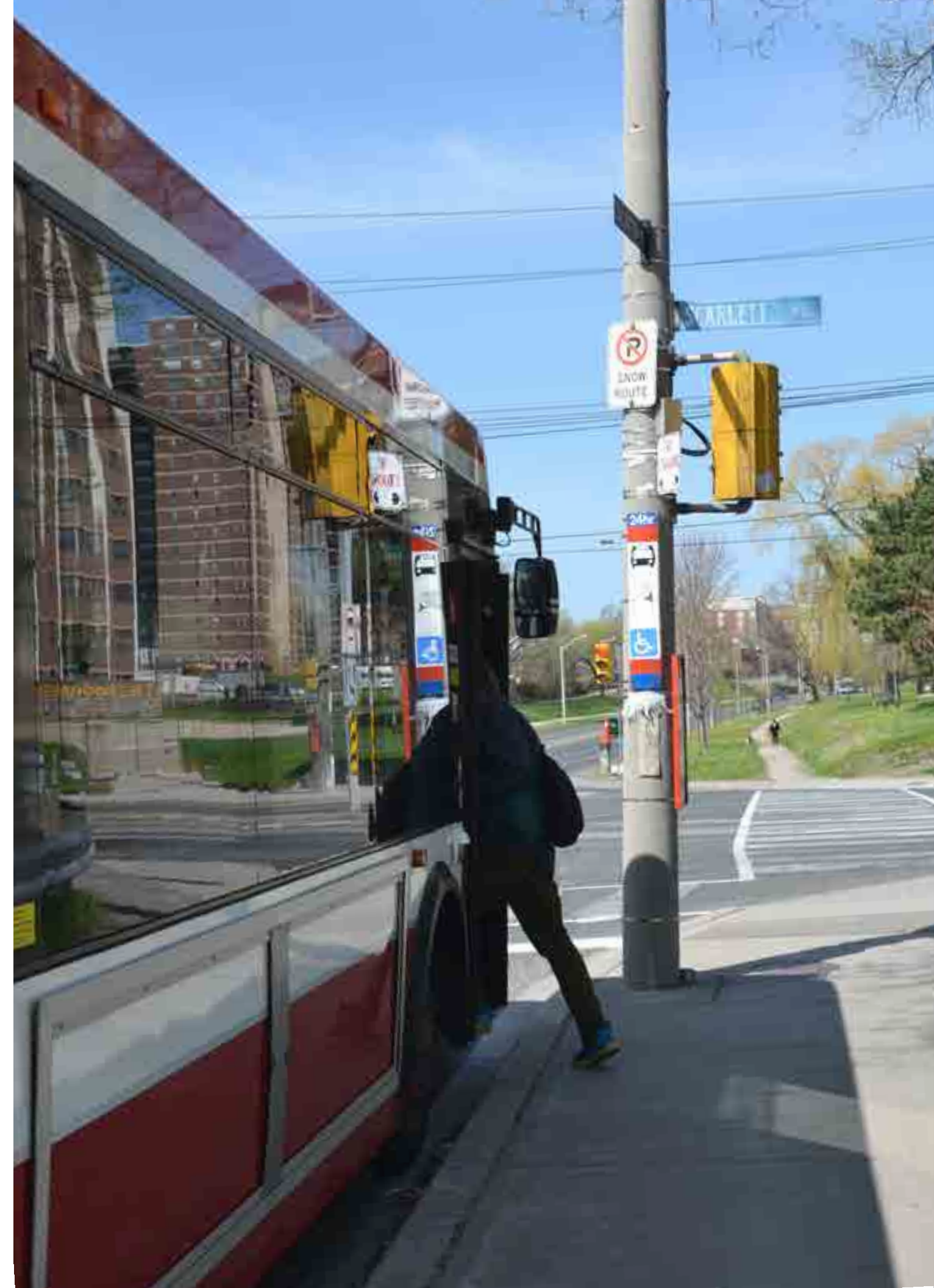


Figure 185. Passenger boarding a local bus route at the intersection of Eglinton Avenue and Scarlett Road

T.1 CLEAR AND VISIBLE ACCESS TO STOPS

Why?

Creating direct and wide paths of travel, removing barriers, and using innovative wayfinding and public art will create a more legible and accessible experience as a user approaches a transit stop along the corridor. A visible and prominent stop will encourage greater transit ridership because it will be more easily identifiable and convenient from the street level. As per the Ontario Ministry of Transportation's Transit-Supportive Guidelines, "the location and design of bus and streetcar stops is an important factor in determining how far pedestrians must walk to reach transit services and the quality of the wait once they get there" (2.3.1). A typical difficulty for all pedestrians, especially those with accessibility constraints or of older age groups, is the inability to locate where the transit stop is. Usually, transit stop identifiers are poles or shelter structures located by the pedestrian clearway along the sidewalk. However, this becomes a larger challenge when the platforms are located in the middle of the roadway, such as for most of the planned LRT stops. Those corners adjacent to a transit platform should be designed cohesively with the platform as a whole with a unifying design language, to signify the connection to transit. Whether with signature paving, street furniture or other accessory streetscape indicators, the design strategy should help identify where the transit stop is, and make the path of travel approaching the stop more clear and direct. A wide clearway for pedestrians is required because of the forecasted volume of movements along the corridor. Furthermore, perpendicular crosswalks are preferred over acute-angle intersections, because they reduce crossing distances and help users that have visual impairments to better orient themselves.

Current Best Practices

Best practices are a small collection of existing policies, guidelines, and precedents that demonstrate both the current regulatory context and other effective local and international examples.

TRANSIT SUPPORTIVE GUIDELINES – 2.3 Enhancing Access to Transit

- "Transit users are generally willing to walk 400 metres to a local stop or 800 metres to a rapid transit station".
- "Locate transit stops in highly visible locations along well-travelled routes and support their function through the design of adjacent development".
- "Design stations to be easily navigable, or "legible" to users with clearly defined areas related to station functions".

COMPLETE STREETS GUIDELINES – 4.3 Pedestrian Clearway Zone

- "Context-Sensitive Widths: A wider pedestrian clearway is required on streets that bring more people to the sidewalk. [...] Space is needed for greater numbers of pedestrians to pass each other, window shop, push strollers or delivery carts, or support someone needing assistance with walking".
- "Direct and Continuous: A direct, continuous clearway is especially needed along a block, because it is difficult for people with low or no vision, or physical mobility challenges to maneuver sudden or frequent changes in path".



Figure 187. Raised crosswalks (London, UK)

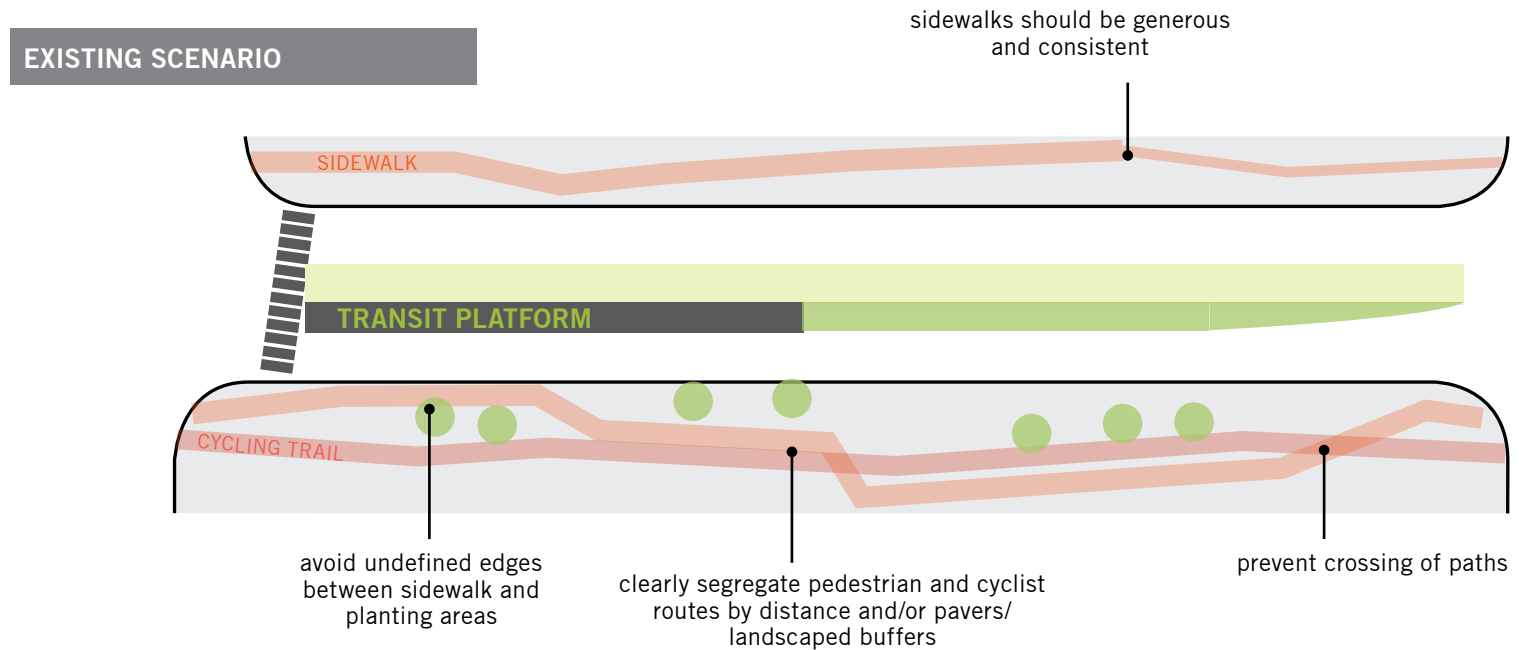
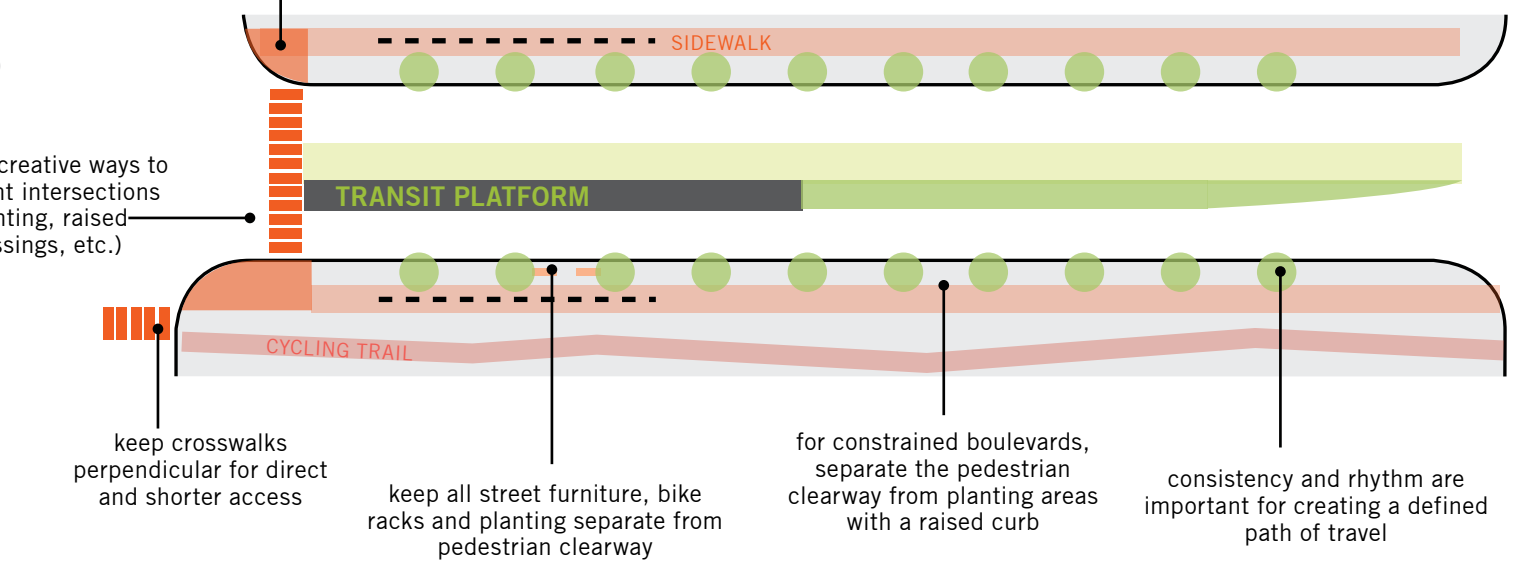


Figure 186. Left: Public art at intersection (Toronto); Right: Corner treatment with painting and public space (Philadelphia)



T.2 ALL WEATHER TRAVELLING

Why?

In any weather event, the travelling experience along Eglinton Avenue should be as pleasant and comfortable as possible, which requires thoughtful street design and proactive maintenance. For high temperature days in the summer, areas for rest and tree canopy shade should be provided along the corridor. Some blocks along Eglinton Avenue can be lengthy, especially between some of the LRT stops. These considerations are especially important for more vulnerable groups, such as the elderly and children in the community. For the colder months, road allowances should be planned to have generous space for snow storage, by integrating them into the boulevard design without interfering with paths of travel and jeopardizing pedestrian clearway. There should also be adequate access for maintenance, keeping in mind the various needs (e.g. sweeping of leaves, snow removal, etc.). In addition to sidewalks, the multi-use trail must also be included as a priority route for snow clearing and salting, so it can continue to provide year-round cycling access. Lighting is also an important consideration, especially in the times of the year with less sunlight in the day. Street lamps and lighting strategies for wayfinding or placemaking should be strategic, efficient and effective, avoiding light pollution. Adequate lighting will also play a key role in promoting the use of active transportation into the shoulder seasons, both for the morning and evening commute.

Current Best Practices

COMPLETE STREETS GUIDELINES

- “Design sidewalks and boulevards for uses all year long. Street trees offer shade and relief from sun, rain, wind, and snow.”
- “Edge Zone: The space behind the curb that acts as a buffer between moving/parked vehicles and the other sidewalk/boulevard functions. May accommodate sign posts, parking machines, decorative pavers, garbage set out and snow storage.”

TORONTO BEST PRACTICES FOR EFFECTIVE LIGHTING

- “The central concepts of CPTED (Crime Prevention Through Environmental Design) include the following: when creating lighting design, avoid poorly placed lights that create blind-spots for potential observers and miss critical areas; avoid overly bright security lighting; use shielded or cut-off luminaires to control glare; place lighting along pathways and other pedestrian-use areas at proper heights; and only light areas where needed.”
- “This pathway is illuminated by solar energy that is collected during the day. During the evening, LEDs and a special material release the luminous energy, causing the pathway to glow with a green-blue hue. This is one of the many possible lighting environment for parks and roadways.”



Figure 188. A generous, well-maintained and furnished sidewalk zone allows for comfortable travelling in all seasons (Photos from Toronto, Ottawa and Michigan)

T.3 COMFORTABLE WAITING AT STOPS

Why?

The experience of waiting at a transit stop should feel safe, comfortable and accessible, at all times of the day, for all users and in all weather conditions. In the Toronto climate where both extreme levels of heat and cold exist, providing weather protection for both summer and winter is critical for a comfortable experience. This is an important consideration for the Eglinton West corridor, given that the lack of street-oriented development will impede users from seeking shelter elsewhere while waiting for the LRT. In the summer, shadow and ventilation at shelters should be required; adjacent planting may as well provide refreshment and improve the microclimate at the platform. In the winter, at a minimum shelters should provide significant protection from direct rain, splashing from vehicles, and wind; though preferably, enclosed and heated shelters should be provided. The feasibility of enclosed shelter is dependant on the right-of-way availability as wider platforms might be required to fit such shelters, when compared to those considered in the 2010 Environmental Assessment; therefore enclosed shelters will be evaluated in a case-by-case basis.

In order to achieve the utility of these spaces and the transit network. In addition to thermal comfort, transit stops should be designed to accommodate all users with all levels of ability. This includes comfortable circulation to, from and at platforms, range of waiting or seating choices, and appropriately designed access points. Wayfinding aids such as real-time signage, maps or accessible “beacons” can improve the waiting experience at stops. Bicycle parking should also be a key consideration at all transit stops to promote inter-modal travel.

Current Best Practices

- The TTC Wheels-Trans Transformation Program proposed Access Hubs. 12 hubs are slated for construction across the city as part of the Wheel-Trans 10-Year Strategy. As per consultation with the TTC Advisory Committee on Accessible Transit (ACAT), the standards for these Access Hubs should guide the design of the shelters along Eglinton West, especially for its enclosed shelter design. Future phases of the design of these shelters should consult and test potential designs with the ACAT.

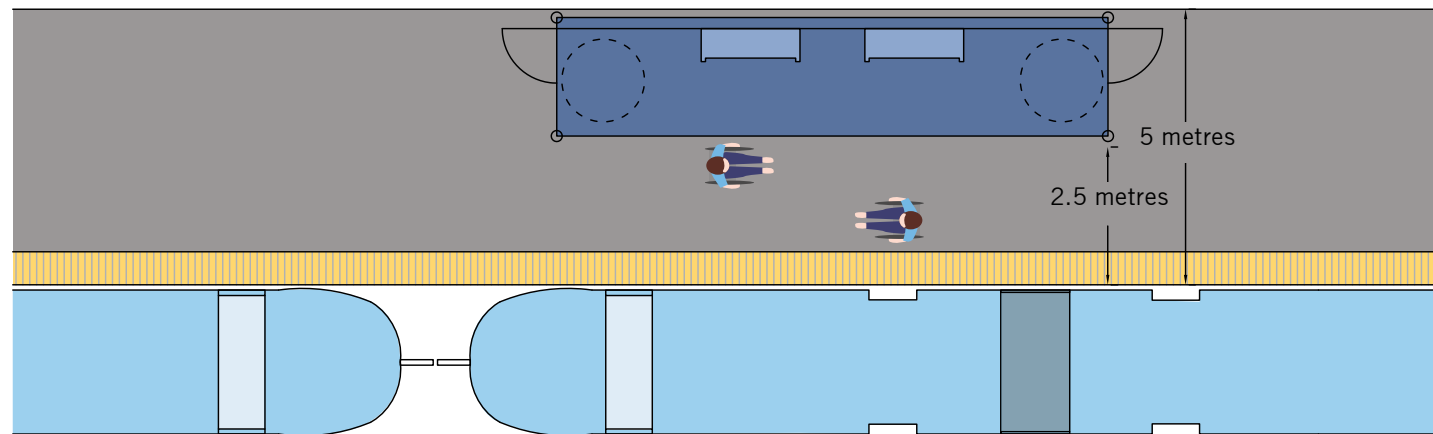


Figure 192. Example of a wider platform (5 m) that fits enclosed shelters



Figure 190. The TTC's first Access Hub at the Meadowvale loop is the first of 12 hubs across the city. Note: shelters along Eglinton West will have side doors rather than front doors.



Figure 191. Lack of shelter may discourage transit usage in areas where a change in transportation behaviour is intended



Figure 189. Stops should be comfortable for users all year round, in all seasons (Koingsbrunn, Germany)

New beacon technology at St Clair Station

The TTC is testing new beacon technology at St Clair Station as part of a larger accessibility initiative underway in the Yonge and St Clair area to make the area more inclusive and accessible for people with low vision. Increasing accessibility features throughout the TTC system is a key piece of the 2018-2022 Corporate Plan.

The beacons transmit information to an app called BlindSquare Event. The app verbally guides people through the station or participating businesses while providing users with a description of their surroundings, including location name, the layout or floor plan and the goods or services that are available. The app also gives customers additional information, such as where bus stops are located and the names of the roads they are walking along. The BlindSquare Event app is available in many different languages and is free to download on Apple devices from the App Store.

Figure 193. Beacon technology should be integrated into station infrastructure where possible (TTC)

T.4 SAFE INTERSECTIONS

Why?

All intersections should be designed to include safe and adequately timed crossings, visibility between motorized vehicles and cyclists/pedestrians, and between cyclists and pedestrians. The LRT will bring more people to the street, namely pedestrians in their way to the transit stops. Refuge zones, where possible, will offer safety in areas where multiple modes are meeting. Visual and physical separations will help reduce conflicts between all modes at intersections, therefore extending protection beyond the midblock condition. Transfers between modes can be made more efficient (e.g. with local bus routes) by realigning the paths to create more direct linkages. The redesign of pedestrian and cycling ramps at corners should avoid mixing zones and follow current best practices of separated pedestrian and cycling flows, including protected intersections. Once that the LRT is in operation, updated signal timing should be assessed and considered to potentially lower crossing speeds for the benefit of elderly population in Eglinton West.

Current Best Practices

TORONTO COMPLETE STREET GUIDELINES – 9.4 Context-Sensitive Intersection Design

- “Due to the size of these intersections, clear alignments and pavement markings are needed to guide the paths for all road users and to provide predictable and visible movements.”
- “To help pedestrians of all ages and abilities to safely cross wide roadways, consider pedestrian crossing islands, zebra crosswalk markings, the City’s standard curb radii, leading pedestrian interval (LPI) signals, adequate space for pedestrians waiting on street corners (e.g., declutter corners, rightsize corner, set back buildings, etc.), and other pedestrian safety measures.”

NACTO URBAN BIKEWAY DESIGN GUIDE – Cycle Track Intersection Approach

- Benefits: “Increase visibility of bicyclists and motorists in advance of the intersection; Mitigates the risk of the “left or right-hook” crashes with turning motorists; May be less expensive than using full bicycle signals.”

MASSDOT SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE – 4.3.1 Elements of Protected Intersections (Massachusetts, USA)

- “Well-designed protected intersections are intuitive and comfortable, provide clear right-of-way assignment, promote predictability of movement, and [...] also clearly define pedestrian and bicyclist operating spaces within the intersection and minimize potential conflicts between users.”

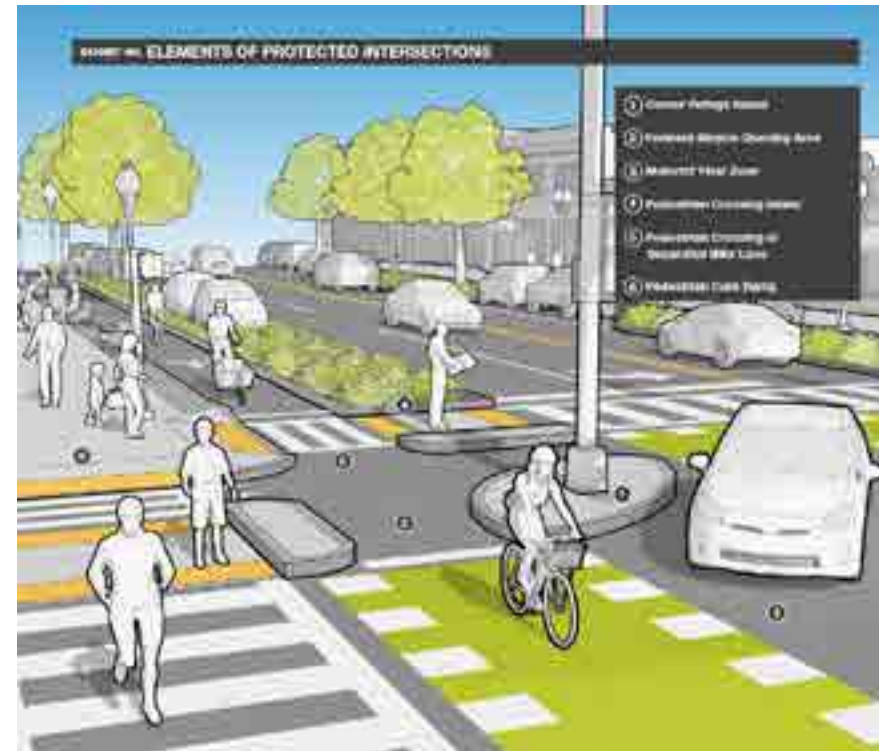


Figure 197. Protected intersection demonstration, MASSdot design guide (Massachusetts)



Figure 196. Bike box at a signalized intersection with a bike lane approach (NACTO Urban Bikeway Design Guide)



Figure 194. Right cycling hook (Vancouver, at Burrard and Pacific Streets)

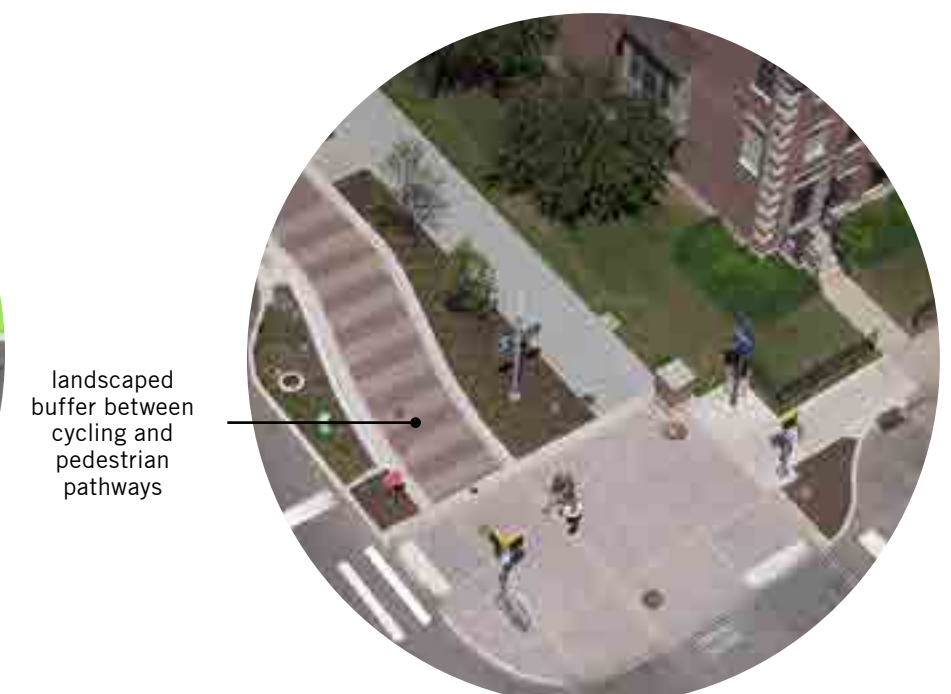


Figure 195. Segregated cyclist and pedestrian paths (Indianapolis Cultural Trail)

EXISTING CONDITION



ALTERNATIVES TO MIXING ZONES

To reinforce pedestrian and cyclist safety, the City is exploring new standards, including protected intersections, which aim to reduce conflicts and provide larger and more legible waiting or refuge areas.

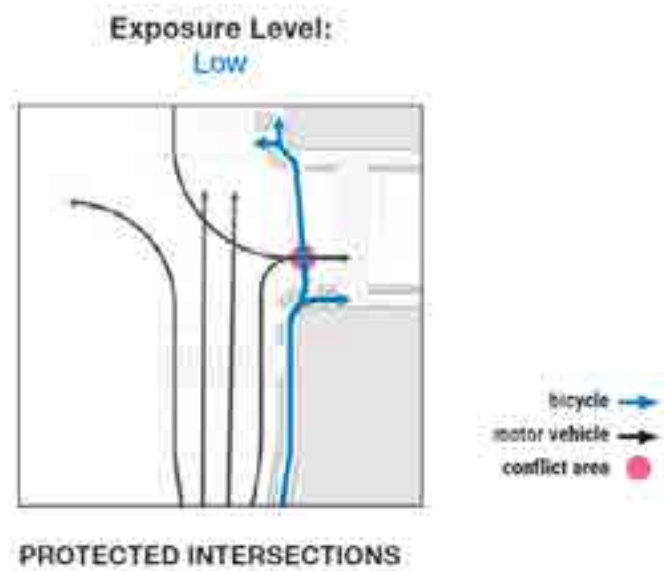
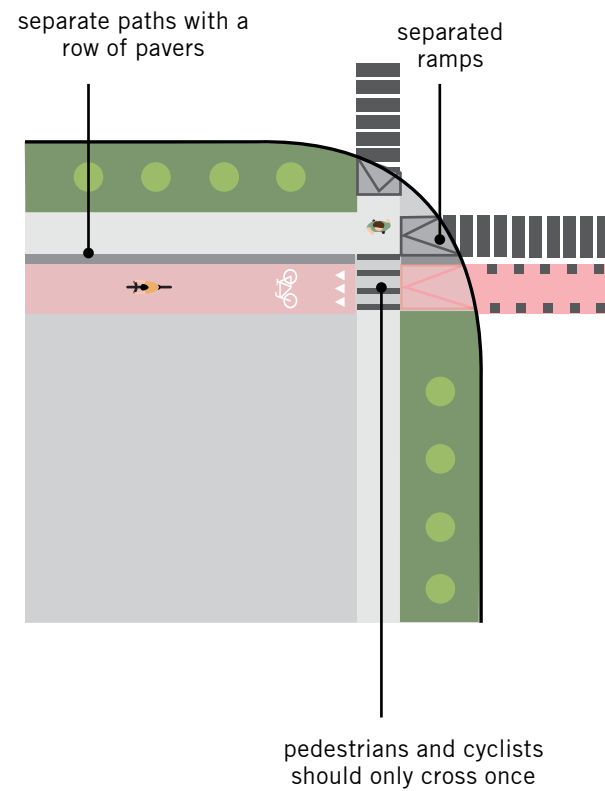
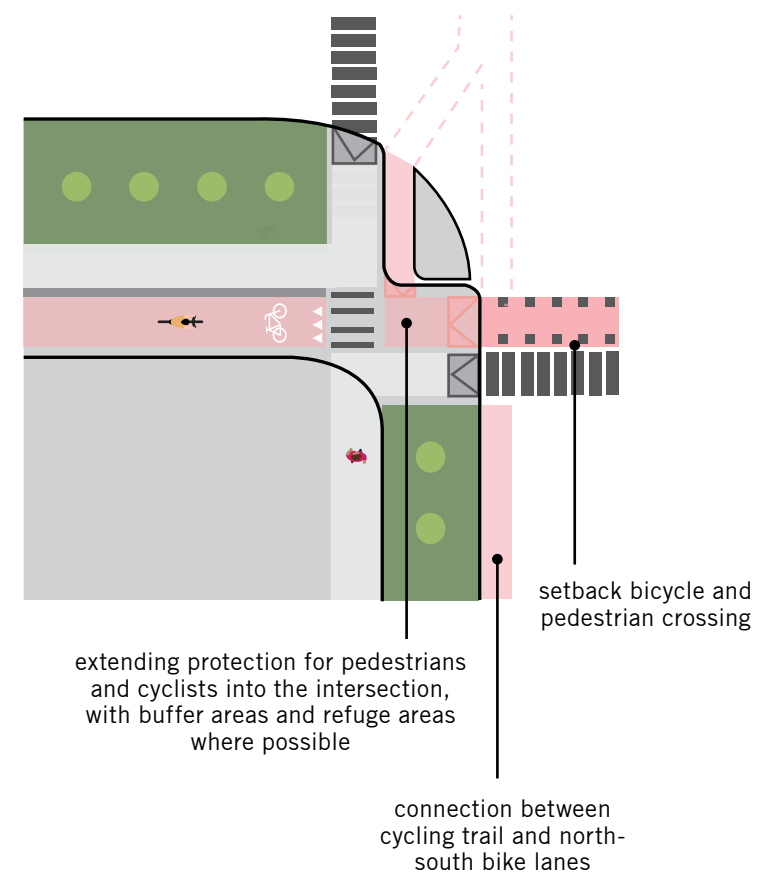


Figure 198. From MASSdot separated bike lane planning and design guide

PROPOSED SCENARIO: SIMPLE SEPARATED FLOWS



PROPOSED SCENARIO: PROTECTED INTERSECTIONS (intersection at Royal York / Eglinton Avenue should serve as a pilot test site for the city)



T.5 STREETScape IN BETWEEN STOPS

Why?

With wider amount of boulevard space in the midblock conditions in comparison to the corners at intersections, the streetscape between LRT stops should be designed to prioritize greening and facilitate a comfortable travelling experience. Without the allocated space for turning lanes and corner infrastructure such as traffic lights and boxes, there is extra space for additional green space, tree canopy, street furniture, and low-impact development measures, in both the boulevard and the roadway in the form of medians.

The priority is to maintain the high level of impervious surfaces through the streetscape as a strategy to preserve the greenness of the corridor, as well as improve stormwater runoff. By planting new trees and mitigating stormwater impacts due to the increase of pavement with the LRT, the corridor can preserve its character by remaining predominantly green and open.

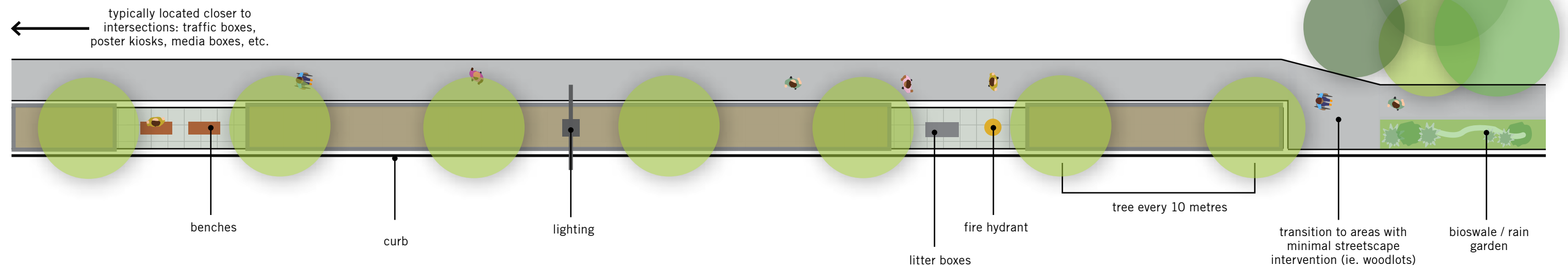
For safety and accessibility, lighting and pedestrian amenities such as seating will create a more inviting street, offering areas for people to sit, rest, and socialize freely. This is a key consideration for the Eglinton West corridor, as generally little amenity or destinations exist between main intersections.

In terms of utility, elements such as media boxes, bike parking, litter bins and fire hydrants should be located in areas where they will not be interrupting the travelling experience. The continuous soil trench can be periodically interrupted with a paved area to create a punctual extension of the sidewalk where such streetscape elements should be placed. Other elements such as lighting poles may be integrated in the softscape, provided that they have their own concrete footing.

Current Best Practices

COMPLETE STREET GUIDELINES – Public Realm and Placemaking

- “Pedestrian Clearway Zone: The most important of the street for safe, accessible, and efficient movement of pedestrians. The width depends on the street context. The minimum will be higher on streets with greater pedestrian activities. An adequate pedestrian clearway is most important in sidewalk design.”
- “Furnishing and Planting Zone: This zone in the boulevard provides space for a wide range of street elements such as trees, other plantings, litter and recycling bins, benches, street lights, and bicycle racks.”
- “Edge Zone: The space behind the curb that acts as a buffer between moving/parked vehicles and the other sidewalk/boulevard functions. May accommodate sign posts, parking machines, decorative pavers, garbage set out and snow storage.”
- “Street furniture includes street trees and planters, transit shelters, benches, bicycle parking, information and wayfinding signs, litter and recycling bins, multi-publication boxes, poster kiosks poles and boards, and automated public toilets. Ensure street furniture does not obstruct the pedestrian clearway, rather locate them in the Furnishing and Planting Zone or Edge Zone (for narrower elements), or on private property using building setbacks and easements.”



T.6 TORONTO'S GREATEST BIKEWAY

Why?

By enhancing and formalizing the cycling route along the entire stretch of Eglinton Avenue West, it will encourage higher cyclist ridership and become a signature element to the character of the corridor. The existing segments of the current multi-use trail on the south side of Eglinton are frequently used, and ridership is expected to increase with the implementation of the LRT. This becomes an opportunity to enhance the bicycle facility in the corridor. This bikeway will be a high quality, long distance, accessible cycling connection that acts as a strong backbone for the wider cycling network, with easy access to bicycle parking at key locations. Aside from the ravines, the route along Eglinton is one of the best contenders in the city for fitting in this definition. This cycling route in the study area runs parallel along Eglinton for around 5 km, links to the route along Mimico Creek to the west, and to the Humber River trail to the east. Further than that, it will connect to Kennedy (through the protected bike lanes being delivered as part of Eglinton Crosstown) and west to the City of Mississauga. It is an almost seamless spine that provides a high quality and functional cycling experience. However, in order for the value of the east-west bicycle route to be maximized, new north-south connections should be created, and reinforce existing ones. Current gaps in the cycling network need to be resolved to achieve a complete and accessible system. Additionally, the new bicycle trail should have a coherent image, including distinct signage, a uniform colour palette, and consistent separation between cyclists and pedestrians. Locations for bicycle parking should be easily identifiable and accessible. Members of the community have highlighted the Martin Goodman trail as an example of this.

The Toronto District School Board has been consulted as part of this study. Working with Toronto Public Health, and Toronto Police Service, the Board is supporting an ongoing initiative to raise awareness and promote road safety in school zones. This initiative includes the promotion of active transportation among students, therefore future design phases of the Eglinton West corridor should consult with the School Board to design ways to improve pedestrian and cycling access to the schools along the corridor.

Current Best Practices

ONTARIO TRAFFIC MANUAL - BOOK 18 (CYCLING FACILITIES) – 2.3.2.1 Active Transportation Plan

- “An Active Transportation Path may be comprised of a bicycle facility that is distinct from the sidewalk, or a single path shared by cyclists and pedestrians. In urban areas, an Active Transportation Path is often referred to as an ‘in-boulevard multi-use path’.”
- “An in-boulevard facility can be constructed with the bicycle path distinct from the sidewalk or with a single facility shared by cyclists and pedestrians.”
- “One- and two-way in-boulevard bicycle facilities should be 2.0 metres or 4.0 metres wide respectively.”

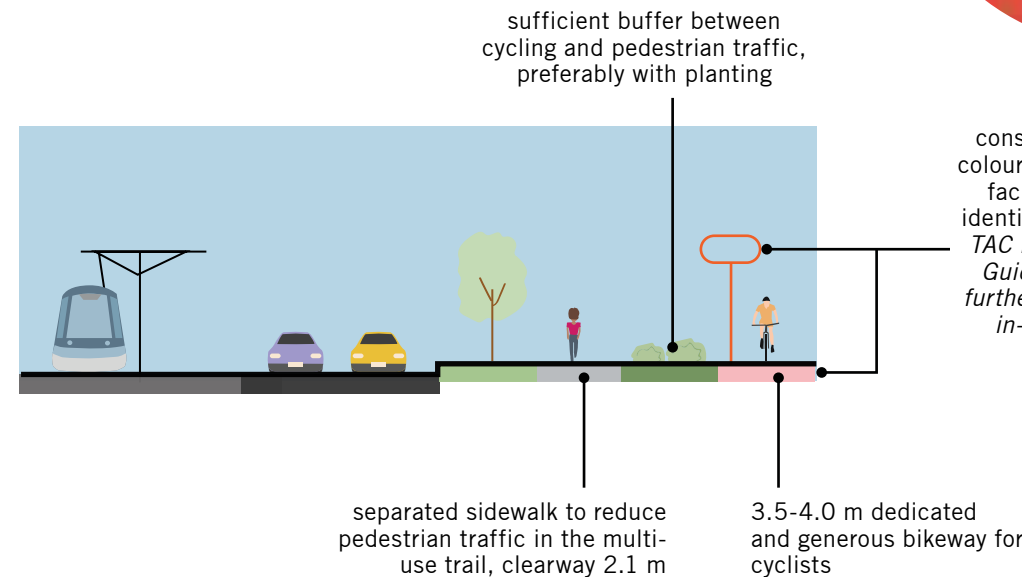
However, while 4 metres is the desired width that will be used when rebuilding the multi-use trail, when possible, the existing trail will be maintained to protect the mature trees in the vicinity. In this case, the existing width is 3.5 metres. This is to reduce the impact on trees and natural areas such as woodlots.



Figure 199. Bold colour and symbology use for bike routes (left: Copenhagen, below: Portland)



consistent and bold use of colour and signage for cycling facility to set a coherent identity (refer to standards in TAC Bikeway Traffic Control Guidelines for Canada for further guidance on signs for in-boulevard facilities).



Two-way In-Boulevard Bicycle Facility



Figure 201. Definition of a two-way in boulevard bicycle facility, from Ontario Traffic Manual, Book 18



Figure 200. Pottery Road bicycle and pedestrian crossing with laser cut signage that directs and controls traffic (Lower Don Trail, Toronto)



T.7 SENSE OF ARRIVAL

Why?

The threshold created by the highway crossing and underpasses could be a beautiful and inviting gateway to the Eglinton corridor and the City, for both visitors and residents. As you enter the corridor from the City of Mississauga on the west, the current highway underpasses are currently neglected pieces of infrastructure, but could be used as large-scale canvases for placemaking and wayfinding interventions. By introducing public art (e.g. murals, signage, interactive elements), lighting and generous paths of travel for all modes, a sense of arrival will be created.



Figure 202. Various lighting and public art interventions that frame a gateway entrance. (First row: San Jose highway underpass, path to Pier 42 in New York City, Xiyong Rainbow Bridge in Taiwan; Second row: Atlanta Beltline, Alabama underpass; Toronto)

Current Best Practices

OFFICIAL PLAN – 3.1.4 Public Art

- “Public art installations, both publicly and privately owned, make walking through the City’s streets, open spaces and parks a delight for residents, workers and visitors alike. Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site’s history.”

PERCENT FOR PUBLIC ART PROGRAM GUIDELINES

- “Public art opportunities include, but are not limited to the following: an independent sculpture or two-dimensional work that marks an entryway, corner or feature area, and/or a view terminus.”



Figure 203. Examples of gateway public art in Toronto, from Percent for Public Art Program Guidelines

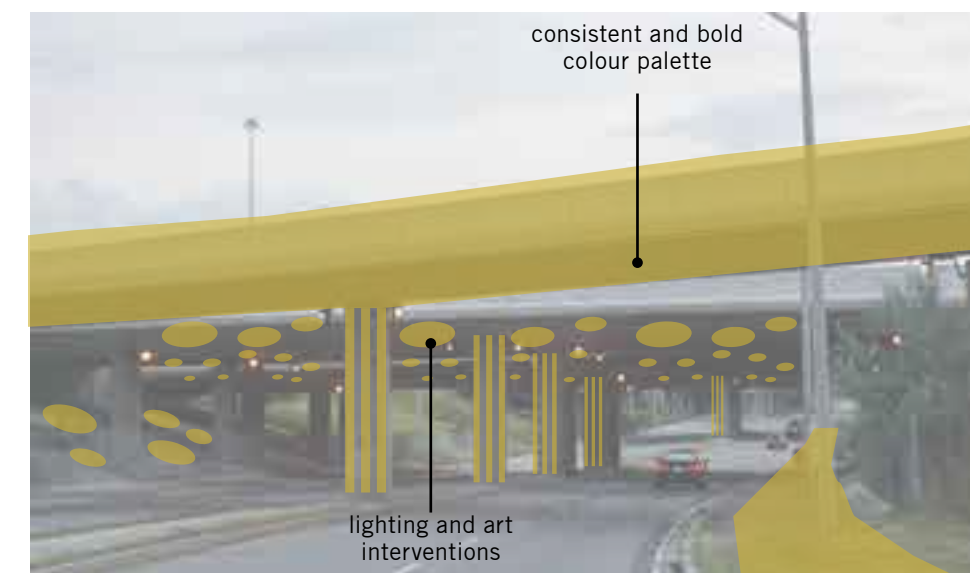


Figure 206. The highway underpass is an opportunity to identify the entrance to Eglinton West, as a major gateway into the corridor



Figure 204. New painted bridge as part of a project to celebrate local identity (Loughborough, London)



Figure 205. Painted sound wall (Melbourne, Victoria)

T.8 NO SURFACE PARKING - ACCESS VIA INTERNAL ROAD

Why?

Minimizing, consolidating, and locating parking underground will protect the public realm, reduce conflicts between modes, and create a pedestrian prioritized environment. Large parking lots can be disruptive to the public realm, and with the introduction of the LRT, auto-dependency along the corridor will be reduced. In order to adapt to these changes, no new parking shall be in the form of surface lots, and new underground parking garages should be accessed via back streets. Servicing should also be consolidated with parking accesses to prevent frequent curb cuts. By making existing surface lots more welcoming and safe, they can be used for community events. These lots should also be greened and permeable.

Current Best Practices

TORONTO AVENUES AND MID-RISE BUILDINGS STUDY – 3.2 Performance Standards

- “16A. Vehicular Access: Wherever possible, vehicular access should be provided via local streets and rear lanes, not the Avenue”

CITY OF TORONTO ACCESSIBILITY DESIGN GUIDELINES – 1.1.4 Grades and Elevation Changes

- “Wherever possible, accessible paths of travel should have a minimum number of curb cuts to keep sidewalk as level as possible”

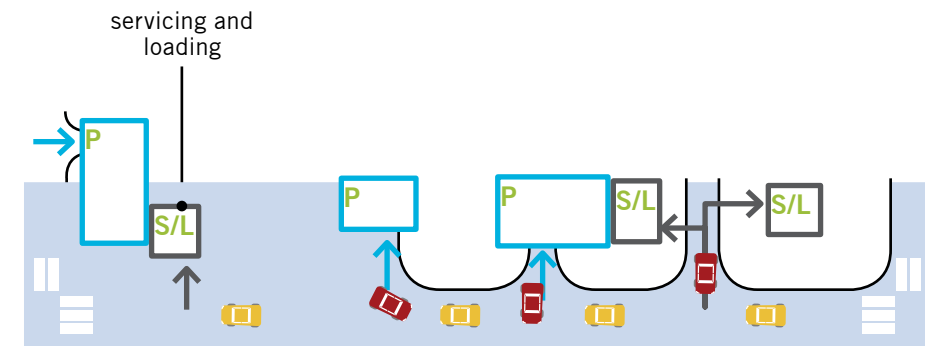
TORONTO COMPLETE STREET GUIDELINES – 2.3.3 Avenue and Neighbourhood Main Street

- “Locate vehicle driveways, goods deliveries and loading on side streets or rear lanes where possible to minimize curb cuts and areas of conflict along the street.”
- “If there is heavy traffic on the Main, Civic or Connector Street, with insufficient gaps in traffic for safe turns, consider access management strategies such as consolidating and limiting driveways, laybys or other conflict points, and potential turn prohibitions from side streets.”

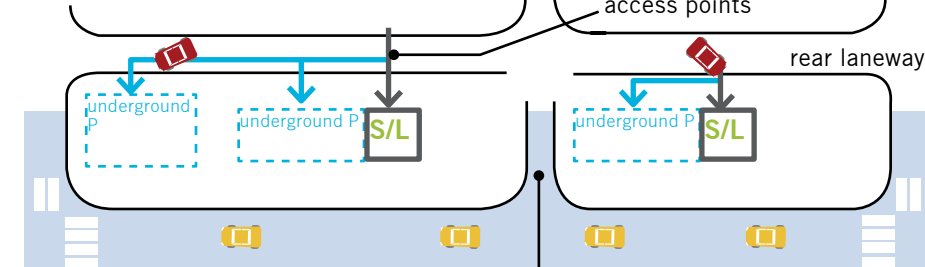


Figure 209. The use of a parking lot for local events to expand usable community space (Albion Library, Toronto, Perkins and Will)

POTENTIAL INDIVIDUAL DRIVEWAYS



POTENTIAL CONSOLIDATED DRIVEWAYS



reduce or prevent new curb cuts from Eglinton Avenue

parking located at the rear of the building helps retain active frontage and larger public realm

accessible and visitor parking that still requires to be at-grade should be treated with materials that indicate pedestrian priority



Figure 207. Denver Art Museum Residences (Henry Pisciotta)



Figure 208. Permeable parking lot (Mons-en-Barouel, France)

6.0 GREENING: DESIGN MOVES



6.1 WHAT WE HEARD

GENERAL COMMENTS



- **People value the natural landmarks and landscapes**

Important natural landmarks throughout the corridor such as ravines, parks, woodlots, and large open spaces are a valued part of the character of Eglinton West. The changes in elevation as you move east-west along the roadway highlight the beauty of these lush green landscapes.

- **Trees are important features**

Street trees and trees in large parks, woodlots, and recreation areas help create a welcoming and beautiful sense of place.

AREAS OF CONCERN



- **Lack of wayfinding and signage**

Some of the existing natural features are hard to access or identify, therefore more wayfinding tools and signage will help highlight these key landmarks such as public parks or significant views.

- **Protection of trees and open space ratio**

The open space ratio and amount of greenery in the area is important to the community and must be preserved as much as possible with both the design of the corridor and potential new development in the long term. There are many large, mature trees and important community open spaces that are valuable to the residents, workers, and visitors of Eglinton West.

GENERAL SUPPORT FOR



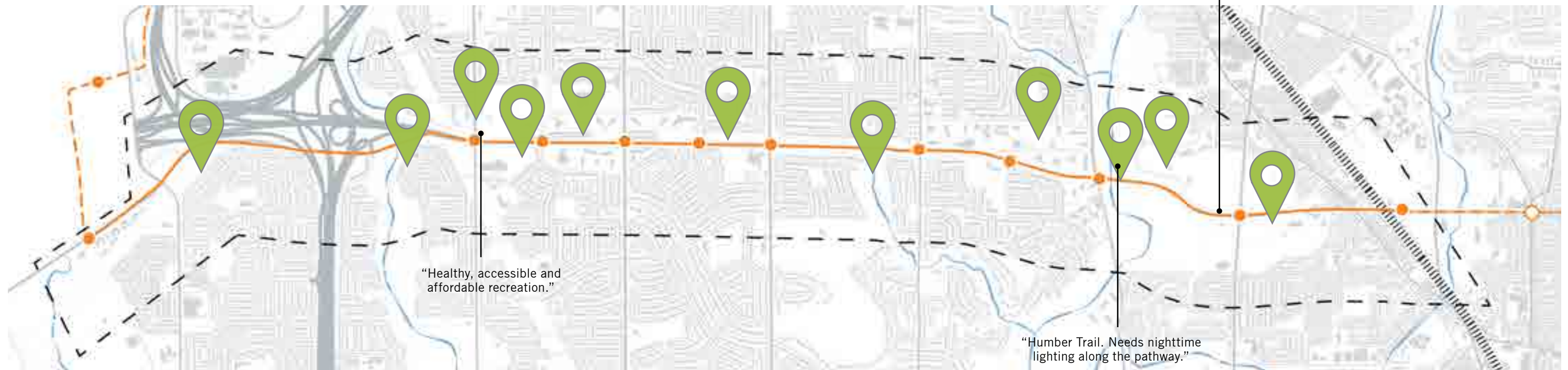
- **Additional trees**

New trees to frame the street as well as in areas that are currently largely hardscaped. They will also be useful for creating natural noise barriers.

- **Better access to parks and community spaces**

Green areas should be made more readily accessible from the roadway so they can be utilized and enjoyed by all. Highlighting the existing parks along Eglinton will welcome more users, showcasing areas for people to congregate.

"[regarding trees, planting, and stormwater management]: Health and wellness; necessary for climate - absorption of rain (Eglinton run off); cooling factor"



6.2 LOOKING AT EGLINTON CONNECTS

Following the work of Eglinton Connects, this subject study aims to align with the original vision set out in that plan. However, given the different characteristics or different segments of the Eglinton West corridor, some of the objectives from the Eglinton Connects study will need further exploration to adapt to the unique features of the Eglinton West corridor. Greening is an increasingly important theme as one travels west from the Eglinton Connects study boundary, because the lush green natural landscapes of Eglinton West are a critical part of its sense of place. The addition of the LRT will result in more impervious surfaces, so the design of the corridor must counter that impact with more green infrastructure, while celebrating and protecting the existing open space systems and large mature trees.

Excerpts from Eglinton Connects

#8 IMPLEMENT THREE PRIMARY GREENING TYPOLOGIES



Because the character of the urban landscape changes significantly across Eglinton, the streetscape design should be organized around three greening typologies – main street, boulevard and valley landscapes – each with its own unique greening strategy.

Response for Eglinton West

The greening typologies (main street, boulevard, and valley) are unique to Eglinton Connects and the character of Eglinton West is more homogeneous across. This strong green character that exists along Eglinton West must be reinforced, celebrated, and protected especially with future development, because the relationship between the built and natural environment is important to the sense of place. **Refer to Design Moves G1 (Reinforce Green Character) and G3 (Counter Impervious Surfaces with Green).**



Figure 210. Landscaped / planted median (Shoalhaven, Australia)

#9 CREATE A NETWORK OF GREEN AND OPEN SPACES



Eglinton Avenue should connect a range of green and open spaces, from building setbacks, urban plazas, civic spaces and squares, to parks and valleys. The elements of this network should serve local, city and even regional needs for open space and natural areas.

Eglinton Connects has a more urbanized character, but Eglinton West will see more greening in its open spaces. The wide right-of-way in this portion of Eglinton Avenue will welcome opportunities for small interventions such as parkettes. New parkland will be also provided through new developments in the long term. Together, through ‘park acupuncture’, a strong network of green and open spaces will anchor the Eglinton West corridor. **Refer to Design Moves G3 (Counter Impervious Surfaces with Green) and G5 (Celebrate Green Infrastructure).**



Figure 211. Trees, grasses and benches (Sherbourne Commons, Toronto)

#10 GROW GREAT TREES



There should be great trees growing along Eglinton Avenue to establish a new identity for this corridor as a green and beautiful street with a full tree canopy. Mature tree growth requires additional soil volume and/or open planters, as well as the burying of hydro to eliminate conflicts.

Although sparser along Eglinton Connects, there are already many healthy, mature trees that frame Eglinton West. It should be a goal to protect the existing trees as they provide a wide tree canopy. However, due to the expansion of the right-of-way, the trees that will be removed should be replaced at a 3:1 ratio. Planting of new trees will be consistent, beautiful and generous. **Refer to Design Move G2 (Protect Mature Trees).**



Figure 212. Double allee of trees (Boylston Street, Boston)

Excerpts from Eglinton Connects

#11 RELOCATE HYDRO BELOW-GRADE



Given the wide right-of-way of the Eglinton West corridor, hydro burial more likely would occur with new development. Due to the wide and open character of Eglinton West, the streetscape impact of utility burial is not as significant as in Eglinton Connects. However, street realignment and reconstruction of public boulevards as part of this study may present an opportunity for a concurrent, parallel process to relocate utilities under the sidewalks of public boulevards.

#12 CONNECT EGLINTON TO TRAILS AND RAVINE SYSTEM



Eglinton provides a direct visual and physical connection to the iconic valleys of the Humber and Don Rivers, and their tributaries, including Black Creek. The Crosstown will provide an enhanced linkage between these natural systems. New connections and an enhanced street presence should be created along Eglinton Avenue to the major valleys, multi-use trails, and the ravine system.

#13 GREEN TRANSIT INFRASTRUCTURE



The at-grade segment of the Crosstown LRT, between Brentcliffe Road and Kennedy Station, should be designed with grass or sedum on the trackway and landscaping, planters and trees at LRT platforms. Each of the Crosstown portals should also contribute to creating a green corridor.

Response for Eglinton West

Given the wide right-of-way of the Eglinton West corridor, hydro burial more likely would occur with new development. Due to the wide and open character of Eglinton West, the streetscape impact of utility burial is not as significant as in Eglinton Connects. However, street realignment and reconstruction of public boulevards as part of this study may present an opportunity for a concurrent, parallel process to relocate utilities under the sidewalks of public boulevards.

The iconic natural features of the ravines that run through the Eglinton West corridor are also critical components of the area's character. New connections and a better interface with the street-level public realm will highlight these features. To further strengthen the presence of these green spaces and water features, enhanced signage and placemaking should be explored in the design of the streetscape. **Refer to Design Move G5 (Celebrate Green Infrastructure).**

Although the corridor is slightly wider on the western portion of Eglinton Avenue, the turning lanes within the roadway still present restraints. In order to contrast the amount of impervious surfaces, there is an opportunity for a more generous green condition, such as a green track and green medians. **Refer to Design Move G4 (Extend the Green Median).**



Figure 215. Existing hydro lines crossing intersection of Eglinton Avenue and Islington Avenue



Figure 213. Concrete planters with signage to signify connection to natural features (Wellington Street, Toronto)



Figure 214. Planted median (Queensway, Toronto)

Excerpts from Eglinton Connects

#14 PLAN A PUBLIC ART PROGRAM



Public art along Eglinton should be coordinated through a Public Art Program that is developed through a Public Art Master Plan process specific to the Eglinton corridor. This will ensure that priorities for public art opportunities are guided through a well-defined process.

Response for Eglinton West

This is applicable to Eglinton West as well, to ensure that public art is responsive to its surrounding context, as well as provide a broader cohesive image for the Avenue as a whole. Although Eglinton Connects categorized this within 'Greening', it should be considered in its impact and integration within 'Building' and 'Travelling' themes as well. **Refer to Design Move G6 (Design a Cohesive, Corridor-Wide Public Art Strategy).**



Figure 217. Public art in Joseph Venne Plaza (Montreal)



Figure 216. Hydro corridor within the Eglinton West study area

6.3 LIST OF DESIGN MOVES

- **G1: Reinforce Green Character**

The green character and high open space ratio surrounding the Eglinton corridor shall be preserved, enhanced, and help create strong accessible links between nature and the built environment.

- **G2: Protect Mature and Large Trees**

Protect the large, mature trees that are central to the urban forest character of the corridor as it is a valuable resource that provides environmental and social benefits.

- **G3: Counter Impervious Surfaces with Green**

Any areas that will have additional hardscaped elements shall be countered by additional greenness in other areas to preserve the existing balance of green and grey infrastructure.

- **G4: Create a Green Median**

A green median that runs along the Eglinton West corridor will provide a consistent and beautiful experience that breaks up the scale of the street.

- **G5: Celebrate Natural Infrastructure**

Connections to green infrastructure such as hydro corridors or ravines should be celebrated or utilized as areas of congregation, to facilitate a stronger relationship between the public and nature.

- **G6: Develop a Corridor-Wide Public Art Strategy**

A public art strategy will aid in wayfinding, creating a sense of place, increasing community engagement, is an opportunity for education, and make buildings or open spaces more attractive and interesting.



Figure 218. View of Eglinton West, from treed area

G.1 REINFORCE GREEN CHARACTER

Why?

The green character and high open space ratio surrounding the Eglinton corridor shall be preserved, enhanced, and help create strong accessible links between nature and the built environment. This portion of Eglinton West is thriving with distinct landscapes and natural features, which should exist harmoniously alongside the built environment. In order to preserve this natural identity, these green areas must be usable, accessible, and a beautifully preserved indicator of the character of the area. There are significant cultural vegetation communities (such as meadows and woodlots) that should be protected and celebrated. Both passive and active recreation, where appropriate, are strategies to activate these green areas so that they are integrated into the urban fabric. Certain areas have been identified as “dry-moist old field meadow type” and should be celebrated and protected, as it is a unique type of vegetation that adds character to the corridor. This strip of meadow vegetation community on the north side of Eglinton Avenue, east of Scarlett Road is a consistent edge condition that can be enhanced to beautify the public realm. By encouraging more green space, the corridor will promote higher biodiversity and improved habitat as well. It will continue to support the existing native species of plants and trees.

Current Best Practices

TORONTO OFFICIAL PLAN – 2.2 Building a More Liveable Urban Region

- “(k) protects, enhances and restores the region’s system of green spaces and natural heritage features, the natural ecosystem and the natural corridors that connect these features...”

EVERY TREE COUNTS: A PORTRAIT OF TORONTO’S URBAN FOREST – 1.2 Key Findings

- “Urban forests have a structural value based on the tree itself and functional values based on services the tree provides. Large, healthy, long-lived trees provide the greatest structural and functional values.”
- “The most effective strategy for increasing average tree size and tree canopy is to preserve and manage existing trees in the city.”

GREEN STREETS TECHNICAL GUIDELINES – 1.2.1 What are Green Streets / 1.2.2 Why do Green Streets Matter?

- “Green Infrastructure (GI), as defined in Toronto’s Official Plan, refers to “natural and human-made elements that provide ecological and hydrological functions and processes”. Examples of GI options that can be integrated into Green Streets include: street trees, green walls, alternate energy sources (wind / solar) and high efficiency lighting, Low Impact Development (LID) stormwater infrastructure and more.”
- “There are approximately 5,400 ha of roadways in the City of Toronto. With a traditional stormwater pipe conveyance, even a typical rainfall event results in significant concentrations of pollutants entering the City’s stream and river systems and ultimately, Lake Ontario.”



Figure 219. Left: Multi use pathway (Ottawa); Right: West Toronto Rail Path



naturalized edge to counter the built environment and hardscape (apartment lots) that surround it north of the meadow habitat

zones in yellow are identified as ‘dry-moist old field meadow’



G.2 PROTECT MATURE AND LARGE TREES

Why?

Protect the large, mature trees that are central to the urban forest character of the corridor as it is a valuable resource that provides environmental and social benefits. These trees throughout Eglinton West should be considered carefully when planning for the new LRT, including the potential impacts of: shifts to the corridor centreline alignment, improvements to the multi-use trail, and how future transit oriented development should be integrated. While most mature trees will be covered by the Toronto Tree Protection Policy, there are some large trees that will not meet the minimum requirements individually, and yet are valuable as part of a group of trees. Given there is sufficient freedom in the width of most of the corridor (the design of the alignment provides for flexibility), the LRT alignment proposed in the EA should be shifted north or south to be more attentive to where these valuable trees are located, especially with regards to pinch points and intersection corners, as larger root areas will require special attention in regard to how close any infrastructure or construction can be. Any unavoidable removal of trees should be replaced at a 3:1 ratio, and designed to support the growth of healthy big trees (e.g. sufficient non-compacted soil volumes). Furthermore, understanding that there may be new developments along the corridor in the long-term, they should comply with the Toronto Tree Protection Policy and development applications should demonstrate minimal impact to the trees. Additionally, design interventions in proximity to woodlots should be minimized. This can be done with a rural cross section, including a bioretention buffer and minimal sidewalk - alternative tile solutions should be explored that are low-impact and contrast to the typical concrete approach.

Current Best Practices

TORONTO TREE PROTECTION POLICY AND SPECIFICATIONS FOR CONSTRUCTION NEAR TREES

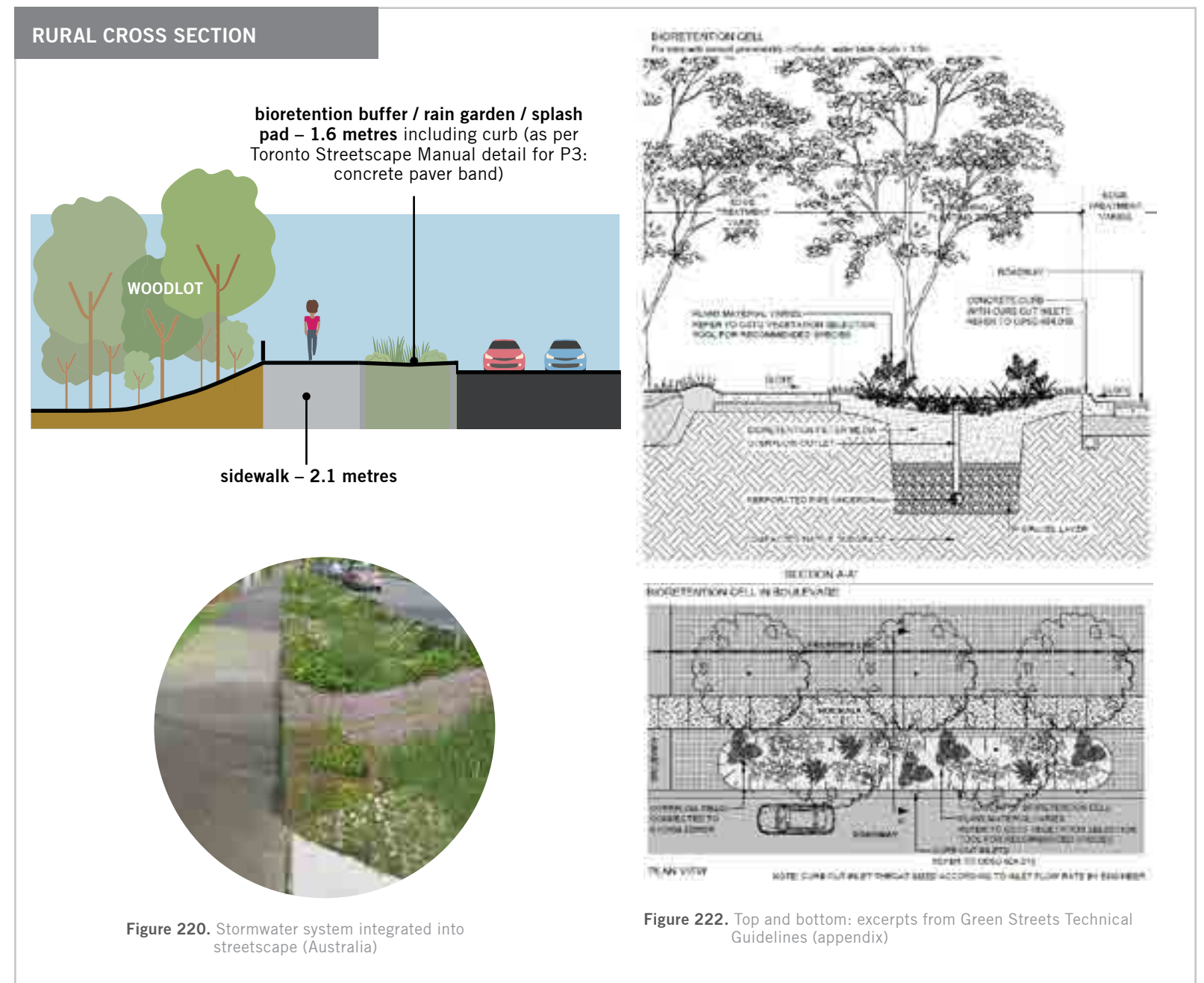
- “Prior to commencing with any demolition or construction activity it is important that an arborist determines the location, species, size and condition of trees on the property and surrounding properties and becomes familiar with the tree protection by-laws that could impact the proposal.”



Figure 221. Currently, large trees frame the multi-use trail and must be preserved (Eglinton Avenue)

GREEN STREETS TECHNICAL GUIDELINES – 3.2.1 Urban Forest Canopy

- “The natural (urban) tree canopy is composed of all layers, leaves, branches and stems, that cover the ground. Tree canopy performs critical ecological functions within the urban environment such as managing stormwater; reducing the urban heat island effect and air pollution and providing wildlife habit. Enhanced tree canopy also has an aesthetic value, improves quality of life and increase property values.”



G.3 COUNTER IMPERVIOUS SURFACES WITH GREEN

Why?

Any areas that will have additional hardscaped elements shall be countered by additional greenness in other areas to preserve the existing balance of green and grey infrastructure. With the implementation of the transit infrastructure, the condition of the street will experience an addition of impervious surfaces. The Environmental Assessment also directs that the design of the roadway should include water quality treatment to offset the increase in roadway pavement areas: *“it was determined that the proposed roadway improvements will result in a 15-percent increase in pavement area within the study corridor”* (2.4 Water Quality Control). Specifically, approximately between Renforth Drive to Jane Street, there will be an increase of 5.7 hectares of pavement. To reinforce the largely green character of the corridor today, green surfaces should be extended, augmented, or added to the area. These green areas shall contribute not only aesthetic value, but serve as stormwater management tools. Streetscape and perimeter landscaping will enhance the public boulevard, screening views and lessening the appearance of harsh hardscapes.

Current Best Practices

GREEN STREETS TECHNICAL GUIDELINES

- “Green Streets are road rights-of-way that incorporate green infrastructure to complement or replace grey infrastructure”
- “Rain gardens are sunken planting beds constructed of highly permeable nutrient rich soils. They can include an engineered soil layer and overflow structure to increase their stormwater management performance. Rain gardens should always be designed to drain efficiently after a storm event to avoid creating areas of standing water where mosquitoes can breed. They are well-suited to suburban neighborhood street types and can be installed within Planting Zones, Medians and Islands.”
- “Swales typically require a large area and are therefore well-suited for installation within Planting Zones and Medians in suburban street cross-sections such as Neighborhood Residential, Connector and Employment streets. They consist of linear vegetated channels that convey, treat and attenuate stormwater runoff. Vegetation and check dams may be integrated into swales to slow the velocity of runoff, allowing for sedimentation, filtration, evapotranspiration and infiltration (depending on soil infiltration rates). Swales also provide a suitable location for snow storage during the winter months.”

GUIDELINES FOR GREENING SURFACE PARKING LOTS

- “For parking lot edges adjacent to streets, parks or other public open space, provide the following: at least one row of shade trees, spaced evenly at 5 m to 6 m intervals (or as appropriate to the selected species) for the length of the parking lot edge screening, consisting of continuous planting” within planting beds. High branching deciduous tree planting should be encouraged in combination with low shrub planting in planting beds.
- “Typically, keep shrubs, fences or walls to a maximum height of 1 m (note: The location, design and character of the screening should fit in with and enhance the existing landscape and built form character of the street or public open space.)”
- “A coordinated appearance with the existing or planned streetscape treatment (refer to the Toronto Urban Design Streetscape Manual)”



Figure 223. Bioretention buffer along curb edge (Seattle)



Figure 224. Pervious grid pavement solution for driveways and mid block connections



Figure 225. Surface parking lot retrofitted to reduce paved hardscaped area



Figure 226. Low-impact development interventions in leftover spaces around infrastructure such as highways or hydro corridors



Figure 227. Rain garden in buffer area between properties (Hanover, Germany)



Figure 228. Setback from Eglinton Avenue, east of Kipling Avenue

G.4 EXTEND THE GREEN MEDIAN

Why?

A green median that runs along the Eglinton West corridor will provide a consistent and beautiful experience that breaks up the scale of the street. The 'green track' condition has been tested and implemented in Eglinton Connects for its at-grade segments, to the east of the subject corridor. It will create a consistent identity across the broader Eglinton Avenue. The green medians will assist transit users with identifying the location of the stations and represent the corridor's connection to the natural environment, responding to the narrative of the ravines. As Eglinton West has the widest right-of-way for an LRT in Toronto, there are multiple opportunities to introduce more greenness to the corridor.

The green median is composed of various elements and should be responsive to the context and character of each segment. For example, the 'green median' can take the form of a green trackway, grass/sodded islands, or tree-planted medians. The goal is to bring more green to the centre of the wide and impervious right-of-way and LRT infrastructure. By introducing new strips of landscaping, the corridor can retain its green and vibrant public realm, softening the look of the hardscaped surfaces. These vegetated areas will also serve to help reduce stormwater run-off, protect butterfly habitat, and mitigate the heat island effect. If the medians are planted with trees, it has the additional advantage of bringing shade to the roadway, which is the street element with the lowest solar reflectance index and as such the most contributing to the heat island effect. High branching deciduous tree species should be used to prevent interference with the vehicular zones. Vegetated areas in proximity to platforms are an asset, as they can improve the microclimate for the comfort of transit users. The usually painted islands beside turning lanes and platforms present great opportunities for greening. Careful consideration in regards to species and maintenance should be used to decide which type of trees are appropriate.

Continuing with the Eglinton Connects Vision, LRT portals are iconic places that should reflect on and celebrate the natural heritage of the ravines. Additional means of vegetation (eg. signature species, colourful plants, trees) should be used to booster the greening at the Mount Dennis portal, both at the median and in the public realm along the street.



Figure 230. Design for the Eglinton Crosstown Mount Pleasant Portal (image credit: Metrolinx)

Current Best Practices

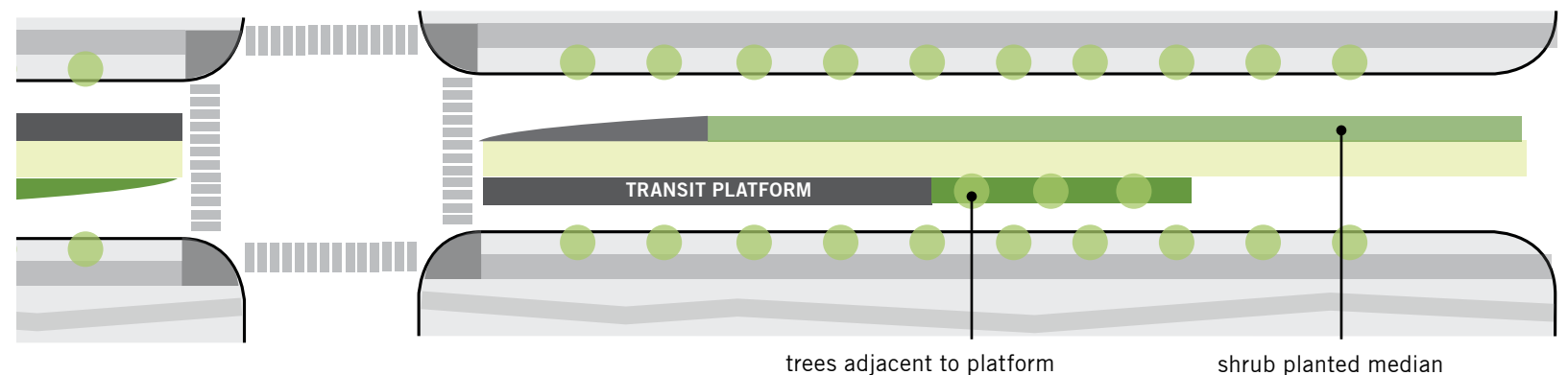
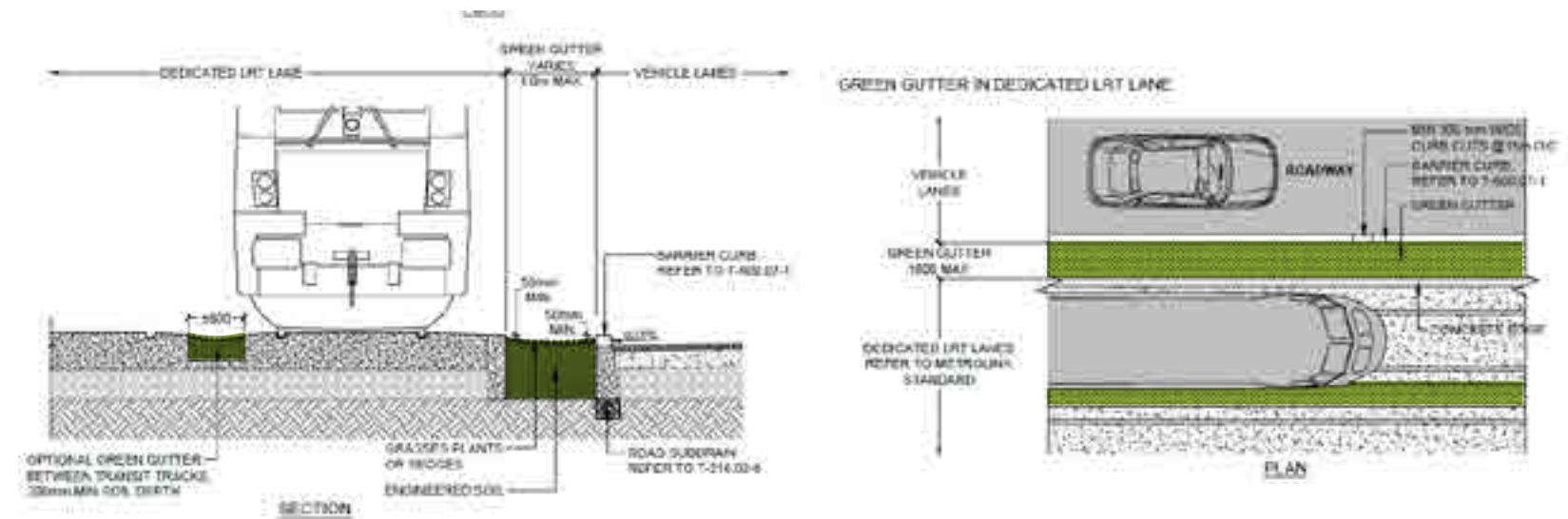
For the segment of the current Eglinton Crosstown, a pilot for a porous paving grid is used as a modular system for the green track, which should also influence the future design of Eglinton West.

GREEN STREETS TECHNICAL GUIDELINES (APPENDICES) – WQ-9 Green Gutter

- “Width varies based on context. Max 1.0 metres.”
- “Green Gutter extends the length of street or transit line, with crossings at intersections and transit stops.”
- “Green gutters are shallow planters that extend the full length of a street section which may incorporate breaks at intervals to accommodate pedestrian movement. Green gutters can be installed as separation between conflicting uses such as between cycling infrastructure and vehicle lanes within street types where space allows. They can also be installed as GI within dedicated LRT lanes. Green gutters are typically planted with low-growing grasses or sedums and are designed to attenuate, filter and infiltrate stormwater runoff.”



Figure 229. Example of vegetation adjacent to transit platform (Paris, France)



trees adjacent to platform

shrub planted median

PLANTED ISLANDS AND MEDIANS

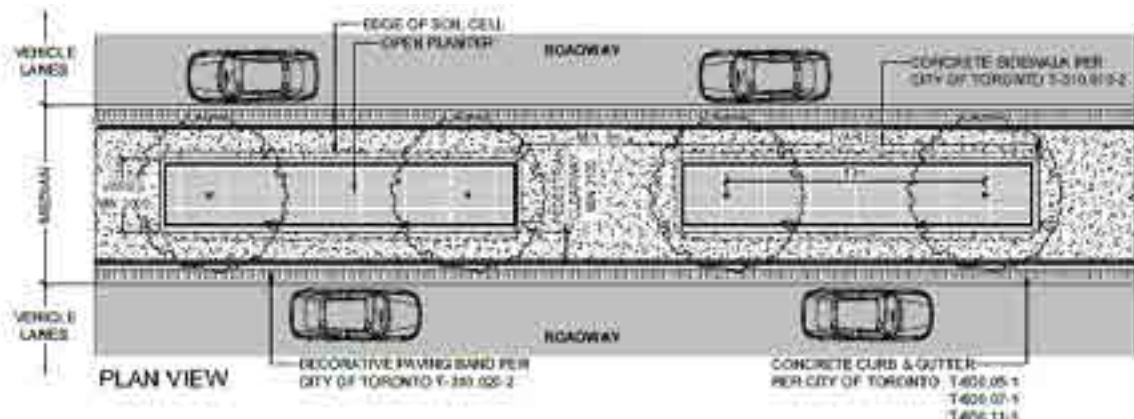


Figure 232. From Green Streets – Open Tree Planter Low Curb - Median

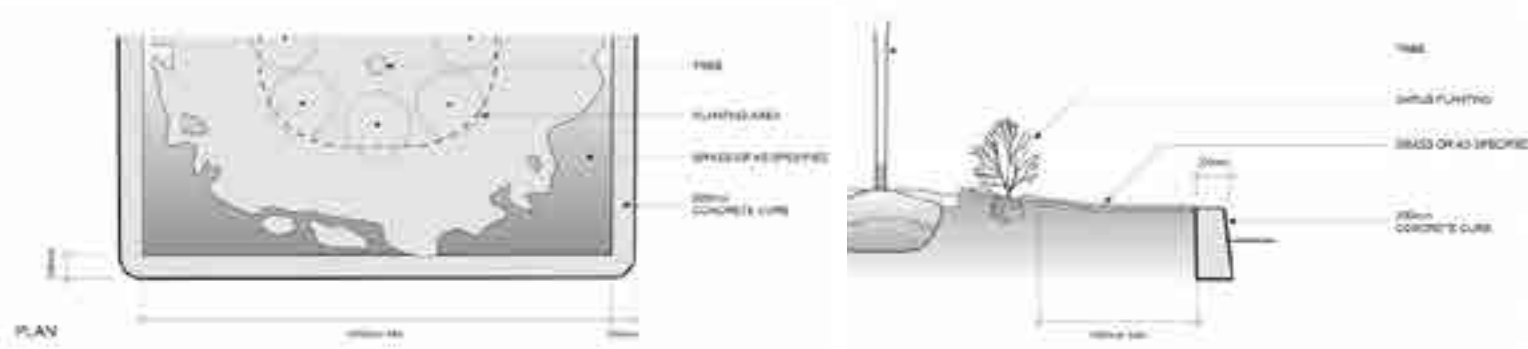


Figure 233. From Streetscape Manual – M-4

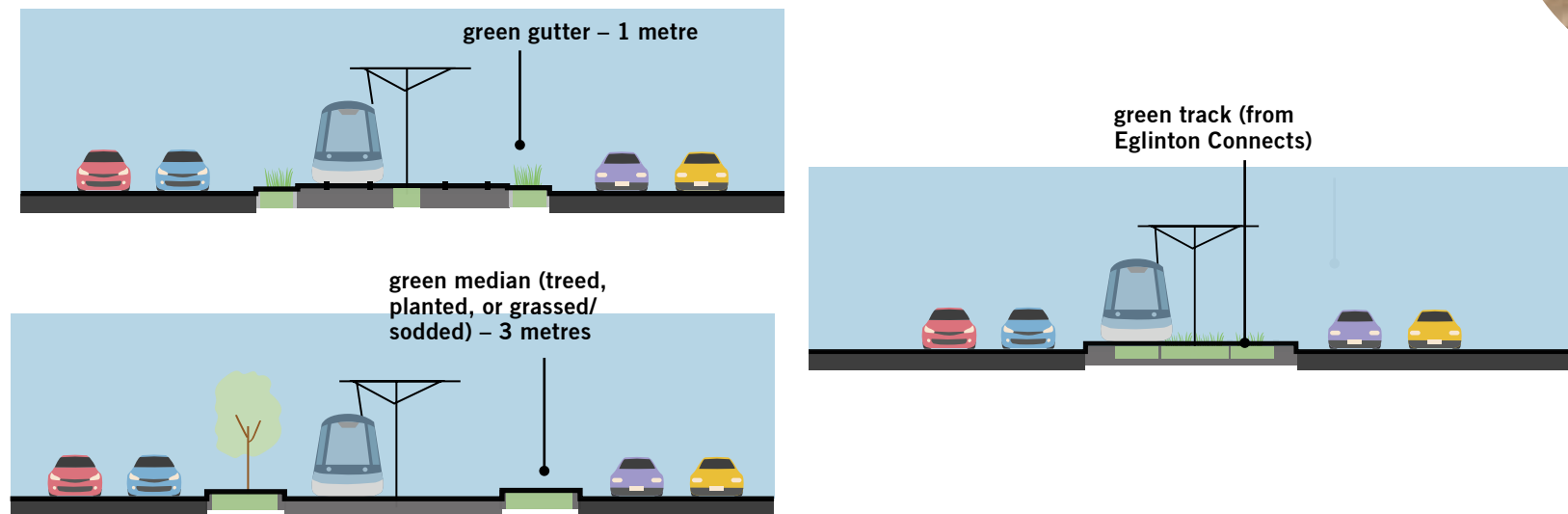


Figure 231. Various implemented typologies of a greened transitway - medians, gutters, and tracks (Photos from: Toronto, Canberra, Shaker Heights, Boulogne-Billancourt, Portland, Bourdeaux)



G.5 CELEBRATE NATURAL INFRASTRUCTURE

Why?

Connections to green infrastructure such as hydro corridors or ravines should be celebrated or utilized as areas of congregation, to facilitate a stronger relationship between the public and nature. The Eglinton West area has an abundant amount of underutilized or hidden connections to the ravine network and hydro corridors. Active uses such as recreation spaces or multi-use trails can be effective ways of enhancing the utility of these spaces. On the other hand, more passive uses such as community gardens or areas for public art can unlock the potential of these naturalized areas. Using colour, signs, or unique pavers in unique key areas are other strategies to signify the non-visible natural ravine networks that run through the area. Note that the TRCA and MTO will have to be consulted and coordinated with to foster the potential daylighting of Mimico Creek; this should occur in the next phases of the project.

Current Best Practices

OFFICIAL PLAN – 2.3.2 Toronto's Green Space System and Waterfront

- “Actions will be taken to improve, preserve and enhance the Green Space System by: a) improving public access and enjoyment of lands under public ownership; b) maintaining and increasing public access to privately owned lands, where appropriate; restoring, creating and protecting a variety of landscapes; and d) establishing co-operative partnerships in the stewardship of lands and water”.

OFFICIAL PLAN – 3.1.1 The Public Realm

- “The enjoyment of the valleys and ravines will be protected by ensuring that adjacent development, particularly building height and massing, will preserve harmonious views and vistas from the valley”.



Figure 234. Community garden gathering (Vancouver)

introduce passive and active programming such as a new trail, community gardens or art installations



Figure 235. Signage at Garrison Creek



reinforce edges of natural features



Figure 236. Demonstration of how signage can help indicate natural features

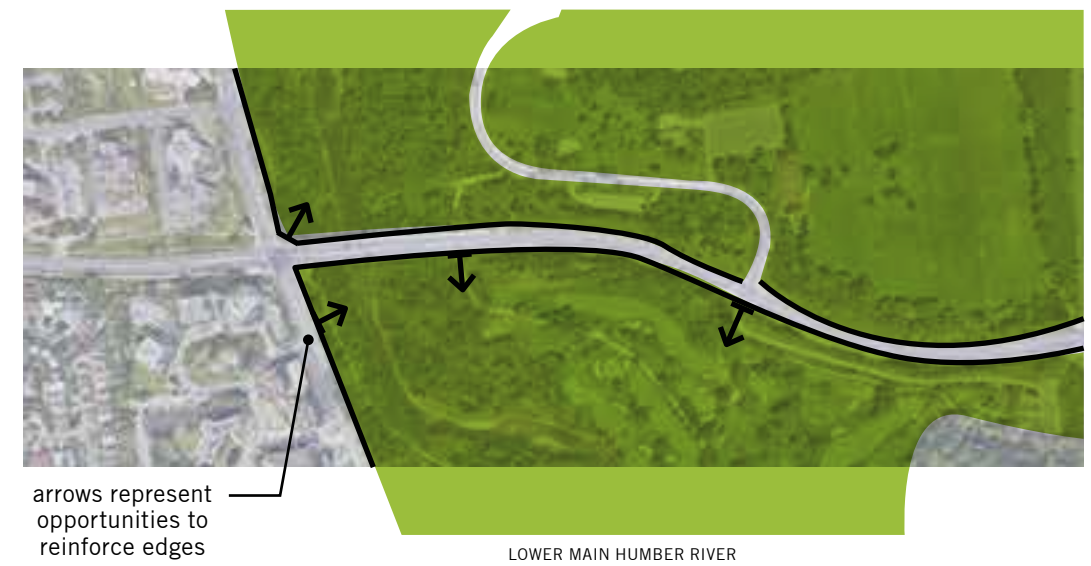


HYDRO CORRIDOR

MIMICO CREEK



SILVER CREEK



arrows represent opportunities to reinforce edges

LOWER MAIN HUMBER RIVER

G.6 DEVELOP A COHESIVE, CORRIDOR-WIDE PUBLIC ART STRATEGY

Why?

A public art strategy will aid in wayfinding, creating a sense of place, increasing community engagement, is an opportunity for education, and make buildings or open spaces more attractive and interesting. A consistent and comprehensive public art strategy should be developed so that funding for public art can be used cohesively, so that it is utilized in a purposeful publicly, and enjoyable way. The integration of Indigenous art should be explored to celebrate the traditional and contemporary histories of the Etobicoke area. Areas that can benefit from public art interventions include transit stops, plazas, crosswalks, areas with built or natural heritage value, hydro corridors, or creek crossings. It is acknowledged that public art typically occurs with new developments, but a strategy will help paint a picture of what spaces should be focused on, and what types of art will create the biggest positive impact.

Current Best Practices

CITY-OWNED PUBLIC ART (from City website)

- “City-owned works of public art and historical monuments enhance public spaces all over Toronto. The earliest piece dates to 1870 while new acquisitions are added each year through commissions and donations. Public art enlivens municipal spaces, City parks, transit infrastructure, even bridges and underpasses.”

SCARBOROUGH CENTRE PUBLIC ART MASTER PLAN / ETOBICOKE CENTRE PUBLIC SPACE AND STREETScape PLAN

- A master plan that provides strategic direction on a public art program for the area, including a visual demonstration plan that identifies a public space hierarchy.
- It will “guide the development and/or acquisition of public art to enhance the Centre’s image and foster creativity and innovation in the shaping an authentic downtown.”
- “The Scarborough Centre Public Art Master Plan will lay the groundwork for enhancing the public realm with high quality public art in support of the City’s Official Plan policies and will:
 - reinforce urban design objectives for the site, street or district as appropriate;
 - assist in identifying public art opportunities at the earliest possible stages of development review and in planning for capital projects;
 - identify and prioritize a variety of public art types, opportunities and locations in the public realm;
 - provide guidelines for implementation and best practices for art work selection;
 - result in public art that is of the highest quality, visually stimulating and of enduring value;
 - culturally enrich the Scarborough Centre and respond to local context; and
 - have a positive influence in the community and on the City’s cultural and visual landscape.”

PERCENT FOR PUBLIC ART PROGRAM GUIDELINES

- “Percent for Public Art Program” which secures funds for public art through the planning and development approval process. The intent of these guidelines is to ensure that City Planning’s public art program is applied in a consistent and informed manner citywide.
- A public art plan should be prepared at the earliest possible stages of the development to allow for the widest range of opportunities. A plan includes the project objectives, potential sites and opportunities, budget allocation, proposed art selection method, potential artists and selection jury, projected schedule, and a public relations strategy.

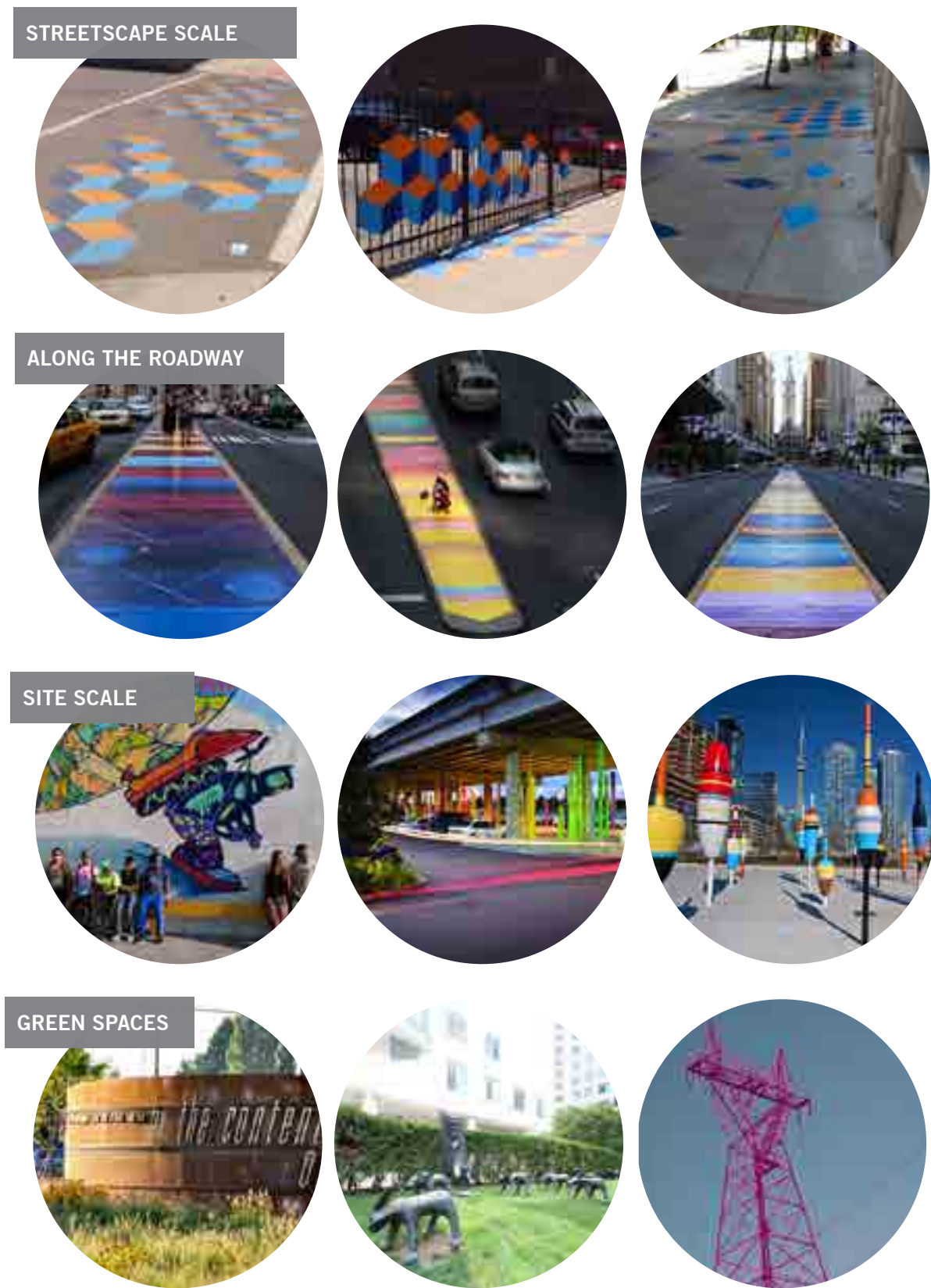


Figure 237. Various public art interventions at different scales (Photos from Detroit, Philadelphia, Dublin, Toronto, and Portland)

7.0 BUILDING: DESIGN MOVES



7.1 WHAT WE HEARD

GENERAL COMMENTS



- **Consider the demographic and existing live/work patterns in the area that need to be considered**

Eglinton West is a unique corridor that serves people of all ages. From seniors apartments and retirement homes to vibrant schools and emerging young families, design of new developments should respond to the existing and future needs of the area. Encouraging walkability, recreation, and accessibility through the design of the corridor will ensure that the future of Eglinton West will continue to be enjoyed by all.

AREAS OF CONCERN



- **Density needs more commercial development**

Residents have expressed a need for more restaurants, cafes, lounges, and places for nightlife to support increased residential density, since there currently aren't many attractions in the area. For example, a sporting goods store would help support the use of nearby parks. More commercial uses would support the increased foot traffic from the LRT stops.

GENERAL SUPPORT FOR



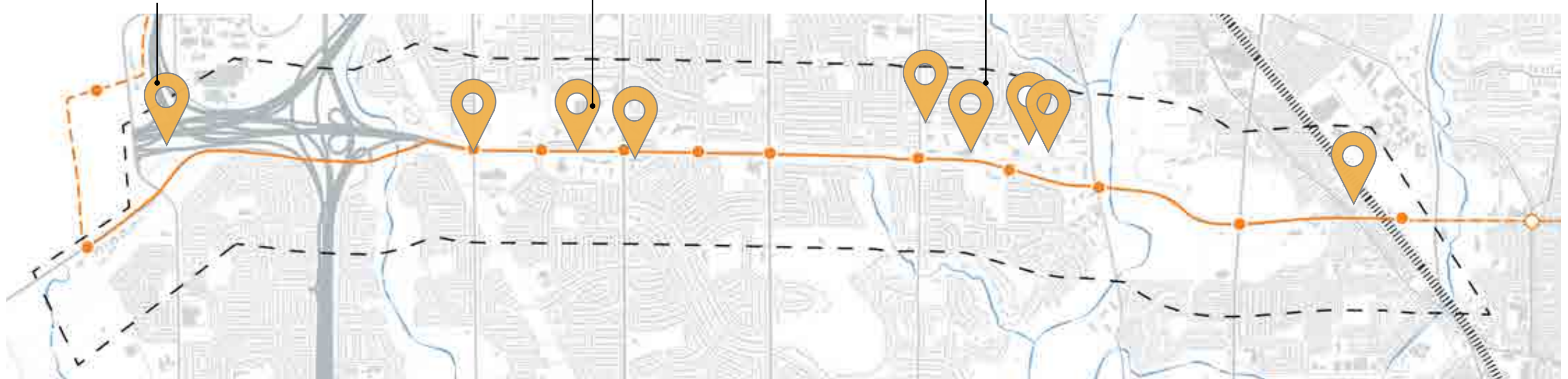
- **Preserving existing uses that are valuable to community life**

The retail plazas contain most of the commercial activity along the corridor and are within easy walking distance for many residents in the area. They also provide access to medical services, which are beneficial for the many families and seniors. Libraries and religious institutions are also important gathering spaces for community events.

"GTAA-LB Pearson Airport: meeting friends, travelling by air. Used to visit here when I was a youth to park on top of the parking garage and watch the flights coming and going."

"This area along Eglinton needs more commercial development (i.e. restaurants, cafes, lounges) for locals to walk to. Eglinton West has little to no commercial zoned along this avenue. Nightlife is dead however density is going up. Citizens need places to walk to at night."

"Eglinton needs more retail shops/boutiques along this strip for local citizens to walk to. Right now, all retail is on Bloor or north of Eglinton on Royal York (single lane road). Having retail along this strip allows LRT transit riders to get off easily and shop on their way home."



7.2 LOOKING AT EGLINTON CONNECTS

Following the work of Eglinton Connects, this subject study aims to align with the original vision set out in that plan. However, given the different characteristics or different segments of the Eglinton West corridor, some of the objectives from the Eglinton Connects study will need further exploration to adapt to the unique features of the Eglinton West corridor. Due to the nature of the *Neighbourhoods* and *Apartment Neighbourhoods* along Eglinton West, it is important not to compromise the character of the corridor. In the longer term, higher density (in the form of mid-rise buildings primarily) can occur to support the transit infrastructure. For this to be possible, the street grid should be reinforced with public realm or a streetwall where appropriate; roadways should be permeable to relieve conflicts from the main roadway; and existing heritage assets or sites of community value should be supported.

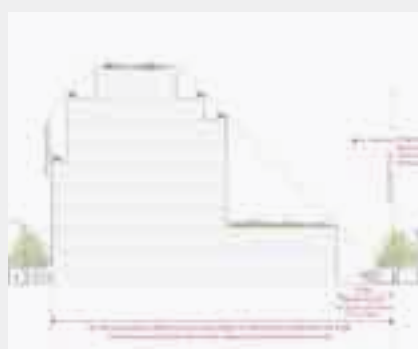
Excerpts from Eglinton Connects

#15 ENCOURAGE MID-RISE BUILDINGS ON EGLINTON THROUGH AS-OF-RIGHT PERMISSIONS



New buildings should be predominantly mid-rise in scale for the portions of Eglinton Avenue that are identified as an Avenue in the Official Plan. As-of-right permissions should be adopted to encourage mid-rise development for these locations.

#16 MAXIMIZE OPPORTUNITIES FOR MID-RISE DEVELOPMENT ON SHALLOW LOTS



Opportunities on shallow lots should be maximized to allow development to achieve all of the Performance Standards for Mid-Rise Buildings, including a maximum height equivalent to the planned width of the right-of-way, transition to lower scale neighbourhoods, and laneways.

#17 INTEGRATE CROSTOWN STATION SITES WITH NEW DEVELOPMENT



From a city-building perspective, Crosstown station sites are ideal locations for new mixed-use development, combining retail, residential and employment uses. The siting and design of the stations should set a precedent and establish a new context for connecting development to transit.

Response for Eglinton West

It is understood that buildings should be well connected to the street. However, along Eglinton West, there are fewer opportunities for higher density development in the mid-term. Looking forward, mid-rise is the most appropriate scale and typology for the corridor. **Refer to Design Move B1 (Transit Oriented Development).**

Similar to Objective #15 from Eglinton Connects, this principle is agreed upon, but it was largely true for the central part of Eglinton Avenue where the scale of blocks and urban fabric were more conducive for mid-rise buildings that faced the street. However, for the context of Eglinton West, new rear laneways will better support new development rather than direct access from the roadway. The largely green and lower-rise character shall be preserved, while any new development should be accessed off of Eglinton Avenue, and provide transition to adjacent neighbourhoods. **Refer to Design Moves B1 (Transit Oriented Development) and B2 (Permeability Through Blocks).**

Contrasting to the condition of Eglinton Connects, the western segment of the corridor will have at-grade stops rather than stations. To apply this Objective to the western corridor, this principle is not so much about the integration of stations, but providing direct, safe, and accessible connections to stops at intersections, creating strong linkages between existing buildings to the street level. **Refer to Design Move B5 (Reinforce Relationship between Building and Street).**



Figure 238. Low-rise residential development in Leslieville, Toronto



Figure 240. Mid-rise residential with outdoor amenity space, Montreal



Figure 239. Rendering from Toronto Waterfront Revitalization

Excerpts from Eglinton Connects

#18 PLAN FOR INTENSIFICATION IN FOCUS AREAS AND MOBILITY HUBS



Six Focus Areas and two Mobility Hubs include large sites where mixed-use intensification should occur over time. These areas provide opportunities for incorporating a mix of uses combined with new public streets, community services and facilities and high quality green and open spaces.

#19 EXPAND COMMUNITY SERVICES AND FACILITIES, INCLUDING GREEN AND OPEN SPACES, IN TANDEM WITH DEVELOPMENT



The role of Eglinton will change in the coming years, along with the intensity of activity and land uses. As more people and jobs move to the corridor, new community services and facilities, including green and open spaces should be planned in tandem with new development and the Crosstown.

#20 ENCOURAGE STREET-RELATED RETAIL



In segments of Eglinton where retail is required or encouraged, the ground floor of new buildings should provide space for street-related retail uses.

Response for Eglinton West

There are no areas in Eglinton West identified as “Focus Areas” due to the existing stable and more suburban condition. However, this analysis has been applied to assess the development potential for existing large sites, using the same objectives and principles from this Eglinton Connects recommendation. *Refer to Design Move B1 (Transit Oriented Development).*

This principle will be applied to existing large sites in Eglinton West, through parkland dedication and community services and facilities recommendation that will be guided by existing City of Toronto standards. The inventory of existing community services and future demands should be consistently updated. In comparison to Eglinton Connects, the area of expected new services and facilities will be moderate. When possible, the adaptive reuse of cultural heritage buildings or sites should be pursued. *Refer to Design Move B3 (Protect and Enhance Heritage).*

Street-related retail is more applicable to Eglinton Connects due to its urban context. In Eglinton West, retail is equally important, as it is a key commodity of the social community. Therefore, with any redevelopment along the corridor, it is crucial that retail uses are replaced completely, both in the preservation of the use as well as its role in activating the street. Better linkages should be created between existing buildings and the street. *Refer to Design Move B5 (Reinforce Relationship between Building and Street).*



Figure 243. Higher density mixed-use communities should create open spaces / amenity spaces for residents and workers to enjoy (Montreal)



Figure 242. Encourage more use of community spaces such as communal gardens and park spaces (Vancouver)



Figure 241. Mixed-use development (Vancouver)

Excerpts from Eglinton Connects

#21 IMPLEMENT ADDITIONAL PERFORMANCE STANDARDS TO SUPPORT LOCAL CHARACTER AREAS AND HERITAGE



Performance Standards for new buildings in Character Areas and adjacent to heritage resources should guide a complementary built form that reflects the diversity found along Eglinton.

Response for Eglinton West

The cultural heritage along Eglinton West is a showcase of the Modernist movement and the history of Etobicoke. Although there are not many formally designated properties, buildings that demonstrate rich social or cultural heritage value should be protected and enhanced where possible. *Refer to Design Move B3 (Protect and Enhance Heritage).*



Figure 245. Use of natural landscapes or areas adjacent to cultural areas to use underutilized spaces



Figure 244. Existing public art in Eglinton West

7.3 LIST OF DESIGN MOVES

- **B1: Transit Oriented Development**

New developments shall be scaled appropriately to respond to the transit context.

- **B2: Permeability Through Blocks**

A permeable block structure will allow for access and ease of movement throughout the study area.

- **B3: Protect and Enhance Heritage**

Heritage is a multi-faceted designation, covering sites, landscapes and buildings of social, cultural, and/or architectural history, thus it must be constantly re-evaluated and protected.

- **B4: Ensure Thermal Comfort**

Thermal comfort on streets and open spaces will encourage more people to engage with the outdoors through passive or active recreation, higher walkability, attract social life, and support mobility.

- **B5: Reinforce Relationship between Building and Street**

Despite minimal portions of Eglinton West with an active streetwall, the relationship between buildings and the street should be enhanced through an expanded public realm.



Figure 246. Existing retail amenity within the Eglinton West study area

B.1 TRANSIT ORIENTED DEVELOPMENT

Why?

New developments shall be scaled appropriately to respond to the transit context. Transit Oriented Development is the transformation or creation of walkable mixed-use communities that are centered around high-quality transit access. With the addition of the LRT, new urban development should maximize the range and types of uses that will in turn support a wide range of mobility options. Despite that major transit areas are not yet delineated by the City within the subject area, transit-supportive development with a context sensitive form is encouraged, such as ensuring liveability and desirable land uses. Sensitive infill should be explored to support growth and intensification along the corridor. In the long term, mid-rise typology should be considered for the transit corridor. These future mid-rise forms should reinforce a streetwall, also providing commercial and employment uses that will activate the street. Any new development that will occur on existing mixed-use sites should adhere to retail replacement – the uses must be preserved to the extent possible as they are of strong community value. Currently, it is more appropriate for the narrow green lots that frame the north and south sides of Eglinton Avenue to remain as open space, reinforcing the natural greenness and lush character of Eglinton West.

Current Best Practices

TRANSIT SUPPORTIVE GUIDELINES (Ontario Ministry of Transportation)– 2.4.3 Intensification of Station Areas

- “Planning for station areas should take into consideration the potential for intensification over time.”
- “Station areas represent opportunities for transit-supportive development, with the potential to attract new riders and generate much needed revenue for fiscally constrained transit providers. Many station areas are underutilized, with significant amounts of land dedicated to surface parking. The design and location of station area facilities can also make the introduction of new uses difficult. Restricted access resulting from transit infrastructure and multiple authorities with responsibilities in the area can also complicate matters”
- “1. Municipalities and transit agencies should consider the potential for the intensification of station areas when planning for new investments to ensure that they support the long-term development potential for the intensification.”
- “2. Weigh the benefits of new development on station lands against the impacts on access and operations.”

THE BIG MOVE – Strategy #7: Build Communities that are pedestrian, cycling and transit-supportive

- “7.17 All transit corridors in the regional rapid transportation network shall be assessed for their potential for higher density mixed-use development and for their suitability as intensification corridors as defined in the Growth Plan for the Greater Golden Horseshoe. Generally, all regional rapid transit corridors that are not on controlled-access expressways or outside of settlement areas should be identified as intensification corridors, except where this would conflict with other provincial policy.”



Figure 249. Example of streetwall for a ‘Downtown Median Transit Street’ (diagram from NACTO Transit Guide)

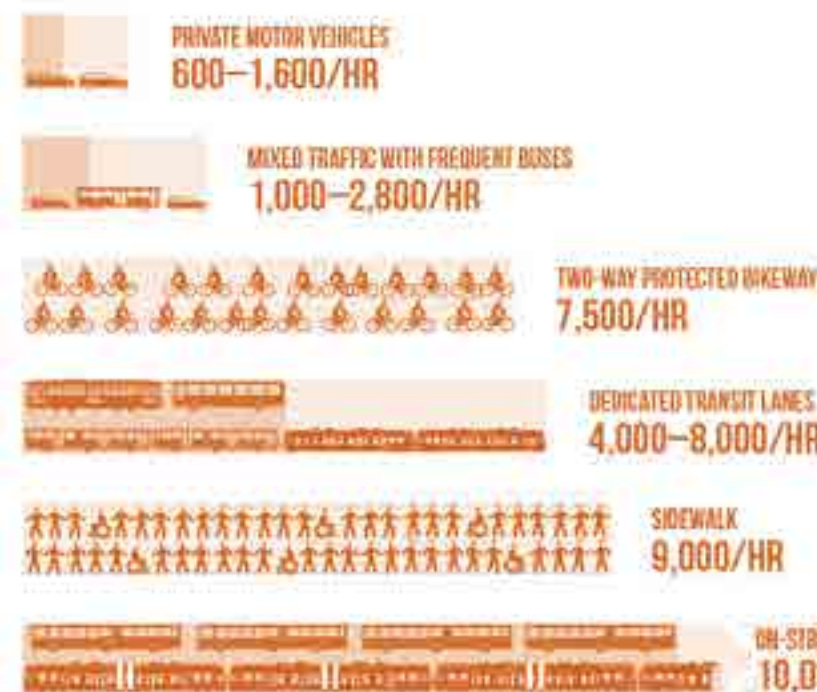


Figure 247. The capacity of a single 10-foot lane by mode at peak conditions with normal operations (diagram from NACTO Transit Guide)

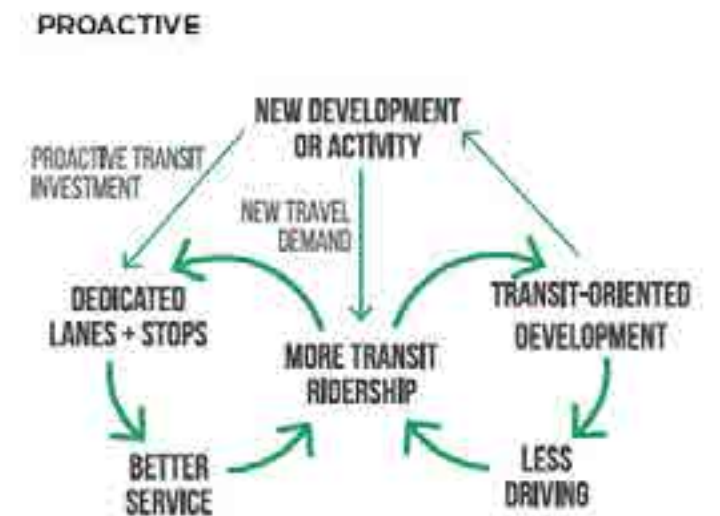


Figure 248. Examples of the compounding benefits from responding proactively to development through transit investment (diagram from NACTO Transit Guide)

the increased volume of people a on-street transitway will move in an hour demonstrates the need for the built form to respond appropriately, in its context

B.2 PERMEABILITY THROUGH BLOCKS

Why?

A permeable block structure will allow for access and ease of movement throughout the study area. Ensuring permeability and finer grained (smaller) blocks will prevent congestion along the main corridor of Eglinton. The provision of frequent and direct links off of Eglinton will increase the options of routes one can take within the area, shortening travel times and overall more reliant transportation system for all modes. More connections throughout will encourage more transit and active transportation usage because it will make local trips more pleasant and easy. Refer to Design Move T.8 on how additional vehicular connections can be redirected to rear laneways.

Current Best Practices

OFFICIAL PLAN – Chapter 3

- “New streets will be designed to:
 - provide connections with adjacent neighbourhoods
 - promote a connected grid of streets that offers safe and convenient travel options
 - extend sight lines and view corridors
 - divide larger sites into smaller development blocks
 - provide access and addresses for new development
 - allow the public to freely enter without obstruction
 - implement the Complete Streets approach to develop a street network that balances the needs and priorities of various users and uses within the right-of-way
 - improve the visibility, access and prominence of unique natural and human-made features
 - provide access for emergency vehicles”

COMPLETE STREET GUIDELINES

- “Streets should be designed to create connected networks for a variety of travel modes and give people choices for how they move around the city, whether on foot, bicycle, on transit or in a motor vehicle. Key design objectives:
 - Design and allocate space to move people more efficiently and enhance connectivity
 - Understand and accommodate “desire lines” (typically paths to destinations for pedestrians and cyclists”

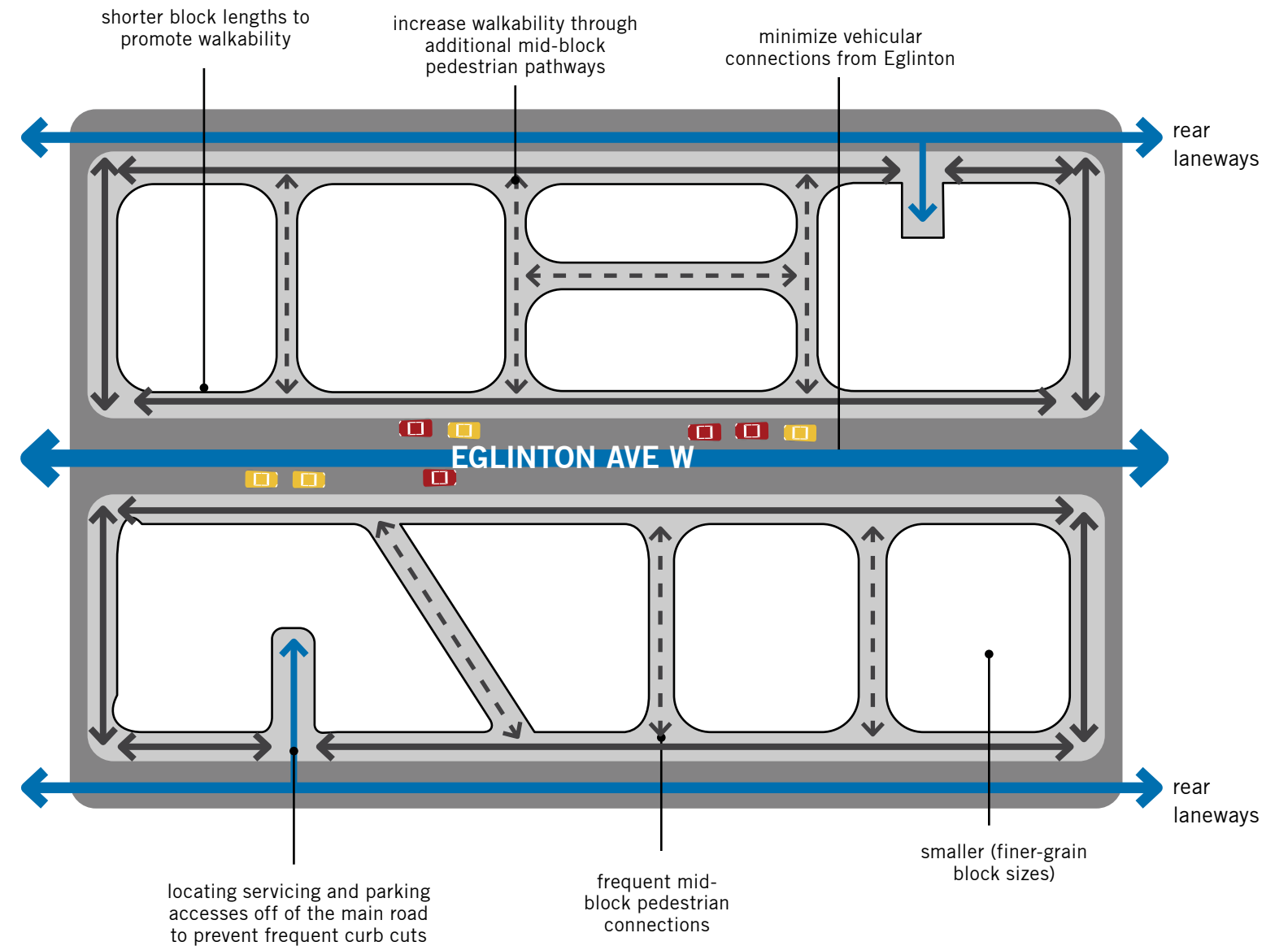


Figure 250. Mid-block connections (Toronto)

B.3 PROTECT AND ENHANCE HERITAGE

Why?

Heritage is a multi-faceted designation, covering sites, landscapes and buildings of social, cultural, and/or architectural history, thus it must be constantly re-evaluated and protected. It is a reflection of Toronto’s evolution over time, and thus should be valued assets. Although heritage is commonly associated with century-old buildings, the definition stretches to include places that are important to the community. For the context of Eglinton West, an area of Toronto where the first settlement dates back to the late 1970s, has two designated and three listed heritage properties within the settlement area (refer to Volume I). However, with the emergence of the Modern movement between the 1920s and 1970s and the influences of International Style, Neo-Expressionism, and Brutalism (as defined in Volume III), many properties have been identified as having potential cultural heritage as a mark of this important era in history. Not only are these architectural works that symbolize the Modern era, but the uses, materials, landscapes, and typologies are important signifiers of the rich heritage of the area. The additional properties should be evaluated and considered as designated heritage assets, as representative examples of the many styles that molded Eglinton as it is today. Public art, streetscape and other design interventions should acknowledge its Indigenous roots, cultural landscapes (e.g. ravines, gardens, cemeteries, etc.), and be storytelling tools.

Current Best Practices

ONTARIO HERITAGE ACT – O. Reg 9/06, s. 1(2)

- A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:
 1. The property has design value or physical value because it, i. is a rare, unique, representative or early example of a style, type, expression, material or construction method; ii. displays a high degree of craftsmanship or artistic merit, or iii. demonstrates a high degree of technical or scientific achievement.
 2. The property has historical value or associative value because it, i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community; ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
 3. The property has contextual value because it, i. is important in defining, maintaining or supporting the character of an area; ii. is physically, functionally, visually or historically linked to its surroundings,

ID	Name	Address	Date	Resource Type
1	Richview Pumping Station	551 Martin Grove Road	1964	Potential Heritage Property
2	Martingrove Collegiate Institute	50 Winterton Drive	1967	Potential Heritage Property
3	Central Etobicoke High School	10 Denfield Street	1970	Potential Heritage Property
4	Plast Huculak Centre	516 The Kingsway	1960	Potential Heritage Property
5	Richview Collegiate Institute	1738 Islington Avenue	1958	Potential Heritage Property
6	Richview Public Library	1806 Islington Avenue	1966	Potential Heritage Property
7	La Rose House	322 La Rose Avenue	1861	Existing Heritage Property
8	Church of Christ Science	4480 Eglinton Avenue W.	1934	Potential Heritage Property
9	Residence	4400 Eglinton Avenue W.	1950	Potential Heritage Property
10	Hilltop Bible Chapel	243 La Rose Avenue	1961	Potential Heritage Property
11	Residence	30 Norgrove Crescent	1920	Existing Heritage Property
12	Royal York Medical Centre	1436 Royal York Road	1969	Potential Heritage Property
13	St. Mattias Anglican Church	1428 Royal York Road	1957	Potential Heritage Property
14	Mary Reid House	4200 Eglinton Avenue W.	1939	Existing Heritage Property
15	Montessori Humbervale School	1447 Royal York Road	1964	Potential Heritage Property
16	All Saints Catholic Church	1415 Royal York Road	1967	Potential Heritage Property
17	Church of Saint Demetrius the Great Martyr	135 La Rose Avenue	1970	Potential Heritage Property
18	Residence	3566 Eglinton Avenue W.	1900	Potential Heritage Property
19	Scotiabank	1151 Weston Road	1952	Existing Heritage Property
20	Anglican Church of St. Mary and St. Martha	1149 Weston Road	1913	Potential Heritage Property
A	Richview Memorial Cemetery	n/a	1853	Potential CHL / Existing Heritage Property
B	Stonehouse Burial Ground	n/a	1835	Potential CHL
C	St. George's Golf Club	1668 Islington Avenue	1929	Potential CHL
D	Scarlett Woods Golf Course	1000 Jane Street	1974	Potential CHL
E	Eglinton Flats/Ferby Brown Park	101 Emmett Avenue / 3700 Eglinton Avenue W.	1980	Potential CHL

Figure 251. Listed and potential cultural heritage assets within the study area. Refer to Section 11.0 for full inventory and heritage analyses.

B.4 ENSURE THERMAL COMFORT

Why?

Thermal comfort on streets and open spaces will encourage more people to engage with the outdoors through passive or active recreation, higher walkability, attract social life, and support mobility. With denser developments in the long term, thermal comfort could be at risk due to increased shadows. Development shall comply with existing City of Toronto policy. The term thermal comfort is an approach to ensure that the design of the urban environment is human-centered, by managing the impact of microclimates to create a comfortable experience outdoors. The orientation, location, and massing of new buildings should maintain the amount (hours) of solar exposure on open spaces, school yards, and streets, and avoid/mitigate uncomfortable wind conditions. This will protect the usability and activity in the neighbourhoods, so that all – especially students, children, seniors – can continue to enjoy the natural environment.

Current Best Practices

OFFICIAL PLAN – 3.1.2 Built Form

- “3d. New development will be massed and its exterior facade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by providing for adequate light and privacy.”

OFFICIAL PLAN – 4.2 Apartment Neighbourhoods

- “2c. Locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.”

CITY WIDE TALL BUILDING DESIGN GUIDELINES

- “Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.”
- “Greater tower separation, setbacks, and stepbacks proportionate to increases in tower floor plate size or height to mitigate resultant wind.”
- “Locate, orient, and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on adjacent streets, parks and open space, at building entrances, and in public and private outdoor amenity.”
- “As an option within the setback, up to one third of a point tower frontage along a street or open space may extend straight down to the ground. At these locations, provide permanent building features, such as canopies and overhangs, to help mitigate pedestrian-level wind.”

DOWNTOWN TALL BUILDINGS: VISION AND SUPPLEMENTARY DESIGN GUIDELINES

- “Locate and design tall buildings to not cast new net shadows on: a) Parks and open spaces identified as ‘Signature Parks/Open Spaces’ between 10:00 AM and 4:00 PM to September 21st.”

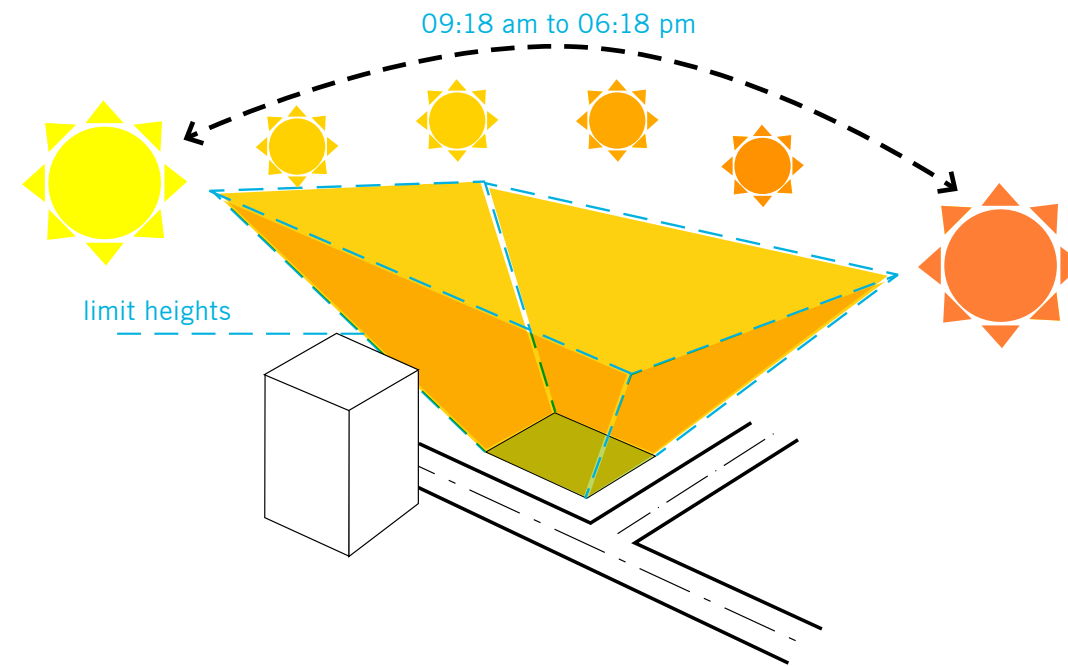


Figure 253. The massing, orientation, and location of buildings should be designed to frame the edge of streets and parks to maintain sunlight and comfortable wind conditions

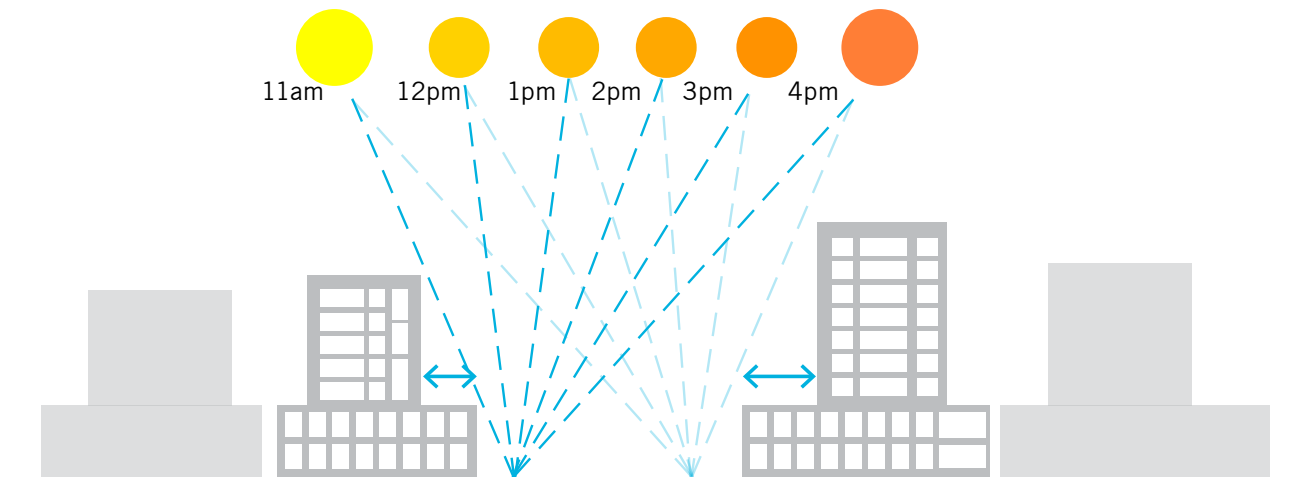


Figure 252. The use of building setbacks and stepbacks to design for optimal sunlight conditions

B.5 REINFORCE RELATIONSHIP BETWEEN BUILDING AND THE STREET

Why?

Despite minimal portions of Eglinton West with an active streetwall, the relationship between buildings and the street should be enhanced through an expanded public realm. 'Outdoor rooms', such as expanded parks or new parkettes, plazas, squares, or new pathways will serve as links between the sidewalk zone and the built form. This will create a better presence for buildings set back within the public realm far from the roadway, such as low-rise retail strip plazas, the library, public parks, and schools. By emphasizing the existence and visibility of these neighbourhood destinations, it will reinforce its value to the community. Where there are no buildings to reinforce the street edge and is not an area of important natural heritage (e.g. mature trees, woodlots, etc.), there should be an opportunity for new connections or civic spaces. This is especially true for sites that have surface parking lots that front the street, streetscape and new urban plazas will create a more inviting environment, with seating and gathering areas/amenities. This segment of Eglinton is different from the corridor of Eglinton Connects due to its large setbacks and vast green spaces, which should be maintained. However, to reinforce CPTED (Crime Prevention Through Environmental Design), safety, and to animate the street, building entrances should be directly visible and accessible from public streets as per Official Plan policy.

Current Best Practices

There are a number of existing conditions along Eglinton Avenue that are opportunities for reinforcing the relationship between building (or important natural features) and the street through a well designed public realm.



Figure 254. Lloyd Manor Plaza

reduce appearance of surface parking lots with screening (trees) or creating an active frontage with new built form



Figure 255. Woodlot, west of Kipling Avenue

in natural areas with no building frontage, the street edge can be reinforced with interactive elements, educational signage, landscaping improvements, etc.



Figure 256. Area in front of Martingrove Collegiate Institute

improve utility of the open spaces fronting the street, in relation to the adjacent uses (school)



Figure 257. Area in front of Richview Collegiate Institute

enhance connections to schools and other community buildings

setback areas, especially in corner conditions, are opportunities for public plazas, art, signage, and pedestrian furniture



Figure 258. Mary Reid House

opportunity for using outdoor space and existing building for community uses, improving access and public realm

maintain important heritage assets such as building and stone wall

8.0 PUBLIC REALM IMPACTS OF GRADE-SEPARATED TRANSIT

8.1 INITIAL BUSINESS CASE (2016)

An Initial Business Case from June 2016 analyzed the corridor of Eglinton West to consider the feasibility and costing of options for rapid transit in the corridor. As renewed interest for the Eglinton West corridor has been taken, specifically to study LRT design options. The assumptions that is the basis of the study is the Eglinton Crosstown Phase 2 LRT option, approved as part of the 2010 Environmental Assessment, from Pearson Airport to Jane Street. Key considerations included: local access vs. travel speed; extent of separation from road traffic; and type of transit technology. Six options were studied to understand how various design features may impact cost, function, and effectiveness of rapid transit in the corridor. As this Initial Business Case focused largely on a cost and functional evaluation, it is critical to also analyze the public realm impacts of a grade-separated transit option, specifically through the lens of travelling, greening, and building.

8.2 ELEVATED LRT STRUCTURE

TRAVELLING



- Opportunities**

Having an elevated structure is an opportunity to create pedestrian and cycling pathways that are wider than the minimum.

- Issues**

The vertical transfers introduce longer travelling distances to platforms, and may present issues for some users, such as seniors, persons with mobility difficulties, and parents with strollers. Visual impact is also a consideration with vertical elements. The location of the infrastructure will impact sightlines for drivers.

GREENING



- Opportunities**

The minimal widening of the street will allow for protection of areas of natural heritage or mature trees.

- Issues**

The tall structure may create shadows on the roadway and street level. Also, if the above-grade structure will run along the north or southern edge of Eglinton, it will impact or disrupt the green space that borders the corridor (e.g. columns, station buildings, etc.). It will create a visual and physical barrier between the buildings along one side of Eglinton from the street. Also certain areas (e.g. Humber Bridge) may not have the adequate width for supporting this elevated structure.

BUILDING



- Opportunities**

Building an elevated rail in comparison to a at-grade option will result in less disruption to the properties along the roadway, and create less disruption to uses and traffic during construction.

- Issues**

It is difficult to integrate an elevated structure into the local community, due to its visual impact along the corridor. The structure will result in greater construction impacts (requirement to build bridges and vertical circulation buildings) and land takings. It will interrupt the view corridor down Eglinton. Reducing rail noise and creating visual screening will be important goals if this option was to be pursued.

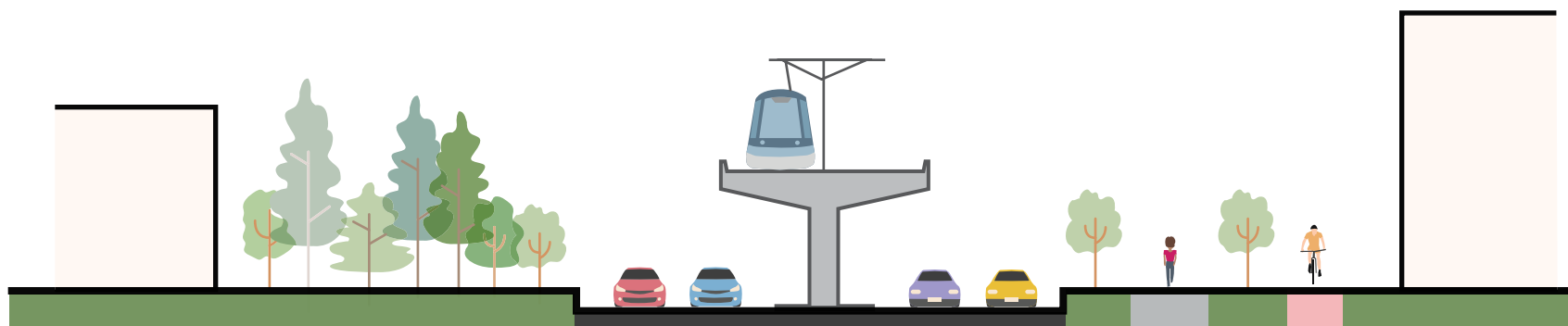


Figure 259. For further information on these tested grade-separated transit options, please refer to eglintonwestlrt.ca

8.3 BELOW GRADE LRT STRUCTURE

TRAVELLING



- **Opportunities**

Station buildings will provide indoor waiting environments that are more comfortable, especially in harsh weather conditions.

- **Issues**

Having station buildings that have vertical circulation infrastructure (escalators, stairs, and elevators) will cause difficulty. For all users, having underground transit will take longer to access, and is less direct, in comparison to an at-grade option. Also, more will need to be done to make the transit infrastructure more visible from the street level through signage and wayfinding. Furthermore, for areas where the LRT may switch grades at portal points, the complexity of a ramp, given the grading, may present flooding issues.

GREENING



- **Opportunities**

More existing trees can be protected due to minimal or no intervention to the green spaces framing the street. This creates more room for the public realm in comparison to the roadway, protecting the high amount of permeable surfaces.

- **Issues**

There may be flooding issues for the trenching of the below-grade option. There will be greater impacts on natural features and parks.

BUILDING



- **Opportunities**

The grade separation will not impact future residential development, nor does it affect the development potential for employment lands. The station buildings can provide a new active frontage with gather spaces in transit plazas.

- **Issues**

To ensure that there are station buildings at the intersection, there will be greater land takings, impacting the surrounding area and adjacency to public parks.

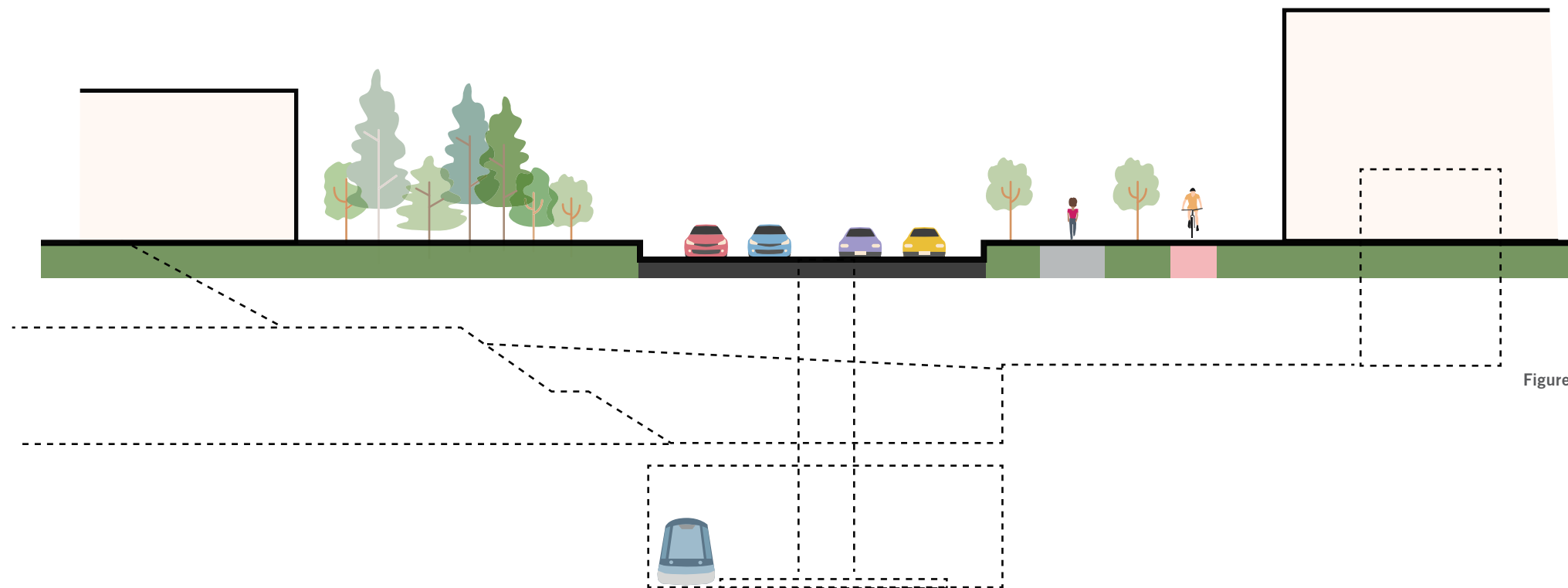


Figure 260. For further information on these tested grade-separated transit options, please refer to eglingtonwestlrt.ca

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