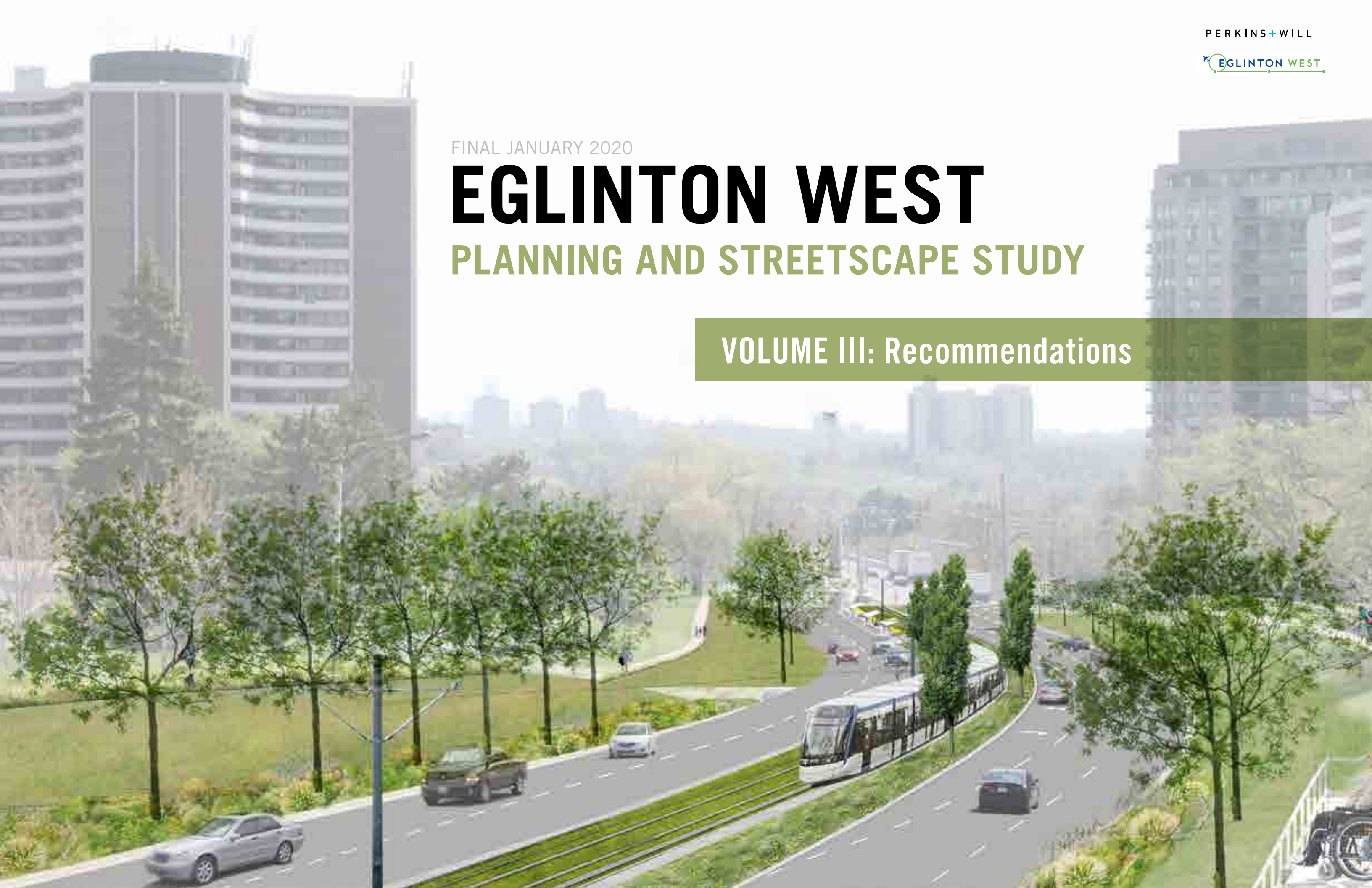


FINAL JANUARY 2020

EGLINTON WEST

PLANNING AND STREETScape STUDY

VOLUME III: Recommendations



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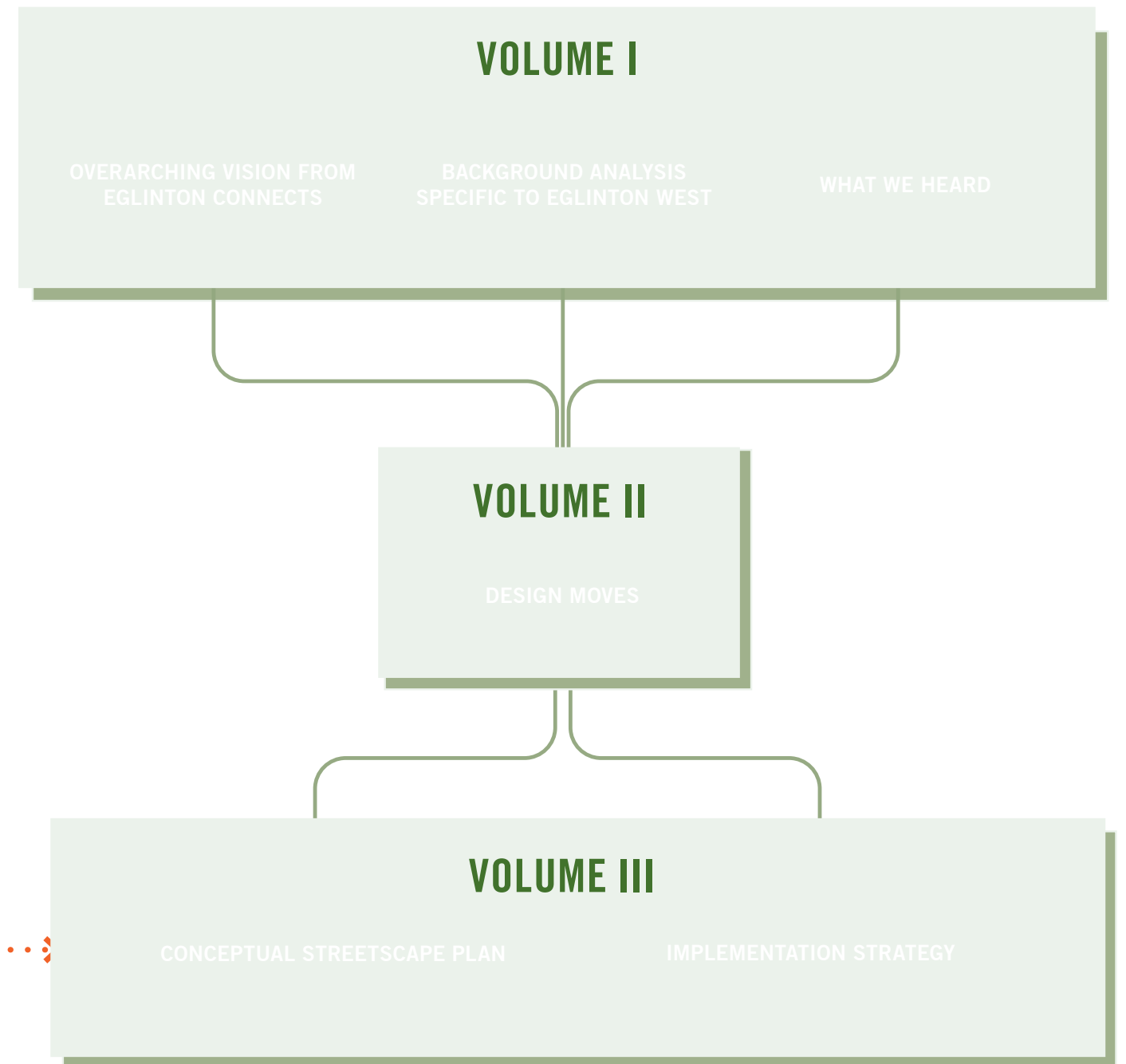


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9.0 INTRODUCTION

The Travelling, Greening, and Building themes from Volumes I (Background) and II (Design Moves) have helped create an understanding of Eglinton West Corridor. These three lenses were important for understanding issues, opportunities, and ultimately how the design of the corridor could deliver the vision – that the LRT will become a catalyst for public realm improvements, connectivity, transit-oriented development, greater diversity of assets and access points, all while protecting its cultural heritage and green space systems. In Volume III, the Travelling, Greening, and Building themes come together, delivering their goals and design moves concurrently through all six Segments along the corridor. This is a synthesis of all the ideas explored and researched in Volumes I and II, with conceptual design of the streetscape, recommendations, and specific implementation tools. Below is a visual demonstration of all three themes and their design moves working together, bringing the vision of Eglinton West to life.



TRAVELLING









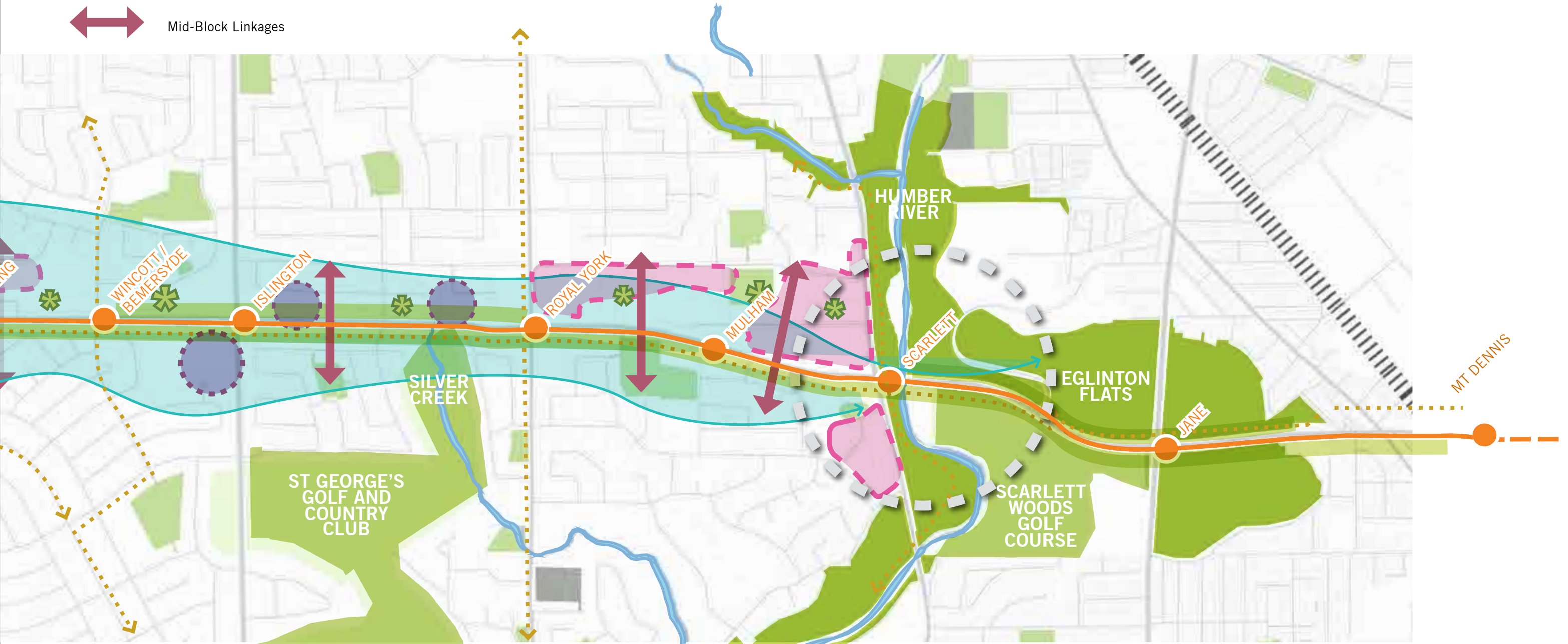
GREENING



BUILDING



-  Parks/Parkettes
-  Cycling Trail
-  Apartment Neighbourhoods
-  Cultural Heritage
-  Urban Infill
-  Mid-Block Linkages



Islington Avenue

Royal York Road

Scarlett Road

Jane Street

10.0 CONCEPTUAL STREETScape PLAN

The streetscape is the look, feel, and function of the street. It encompasses both natural and built elements, including trees, sidewalks, cycling pathways, vegetation, stormwater management measures, travel lanes, parking, street furniture, paving materials, and public art. Counter to the seven distinct streetscape typologies from Eglinton Connects, the approach in this study is to treat each Segment (as defined in Volume I) individually, to understand the complex differences between each Segment, and their own unique conditions. For each Segment, the following information is included:

- **Public space opportunities and improvements plan:** the overall concept for the Segment is depicted, with emphasis on response and connections to adjacent neighbourhoods, as well as site specific conditions.
- **Typical conditions:** a typical cross-section and block plan have been developed to identify the proposed idealized design for the Segment; when applied across the full Segment, the design will be relatively adjusted to respond to local conditions.
- **Connections to transit:** description of recommended modifications to the design of transit stops and surrounding area.
- **Special conditions:** brief recapitulation of distinctive circumstances in the Segment, and general direction on how to further develop the design for this area.

Given that this study falls within early stages of the Eglinton West LRT project, not all information has been available. Therefore, these streetscape design recommendations should be explored further to confirm if they are indeed feasible in the future phases of the design. Refer to 16.0 Implementation Strategy for further information on next steps.

Key Streetscape Elements to Eglinton West:

- **Green Track:** A green track, or green transitway are large planted areas along or between LRT tracks that can transform the character of a transit corridor. As permeable areas, they provide an attractive visual element and can be integrated into comprehensive stormwater management strategies. They have been tested and implemented in portions of the Eglinton Connects corridor.
- **Multi-Use Trail:** A multi-use trail are used by pedestrians, cyclists, in-line skaters, and more. A multi-use trail can be classified as High Capacity, Primary, or Secondary trails (refer to Toronto Multi-Use Design Guidelines for additional information on multi-use trail classification). The existing multi-use trail along southern portions of Eglinton West Avenue is defined as a 'hard surface trail' in the City's Trail map.
- **Healthy Trees and Stormwater Management:** As part of Toronto's initiative to increase the city's tree canopy to 40%, large and healthy trees along Eglinton West should be protected where possible. Refer to Sustaining and Expanding the Urban Forest; Toronto's Strategic Forest Management Plan 2012-2022. Stormwater management and low-impact development should be encouraged in all areas, for example, along the roadway as a natural buffer (Figure 266).
- **Wide Sidewalks:** To accommodate for an increased volume of pedestrians with the LRT along Eglinton, wider and unobstructed sidewalks are important for accessibility, visibility, and wayfinding. For where the roadway will be reconstructed, sidewalks shall meet the accessible and streetscape requirements.
- **Improving Interface between Cyclists / Cars:** Adequate buffers – that are planted where possible – will ensure a safe travelling experience for all. As per the Toronto Complete Streets Guidelines, design treatments that respond to both pedestrian and cycling speeds and volumes are appropriate to protect the most vulnerable road users.



Figure 261. Accent pavement, Northern Avenue, South Boston MA (image credit Alice Webb)



Figure 262. Planted median, Harbor Bay, Alameda CA (image credit APDW)



Figure 263. Seating integrated in planters, Greensburg Main Street, Kansas City, MO (image credit BNIM)



Figure 264. Buffer between pedestrians and cyclists, Jackson Street, Saint Paul (image credit Toole Design)



Figure 265. Bioswale inlets, Portland OR (image credit Jill Bliss)

A

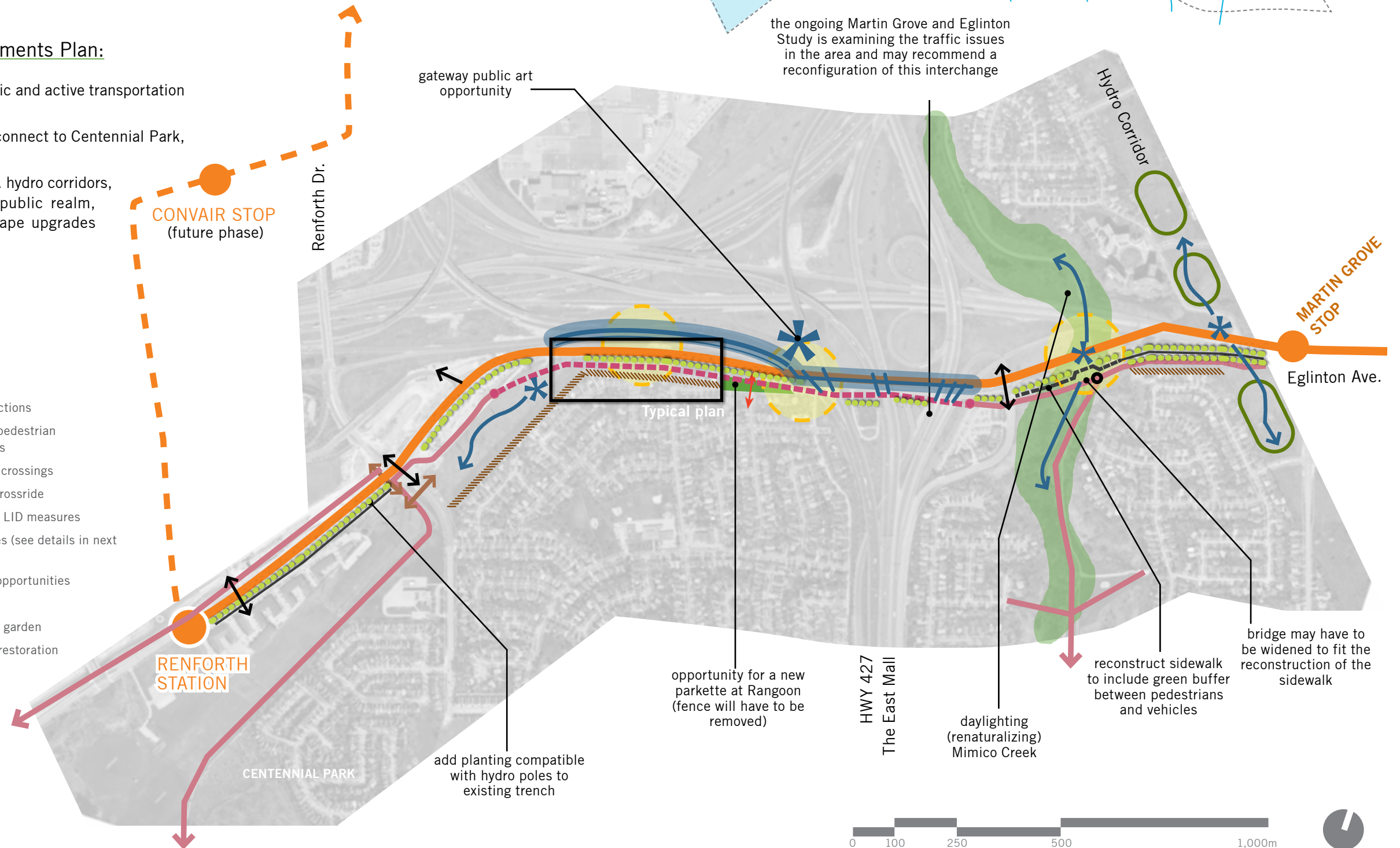
10.1 SEGMENT A: RENFORTH STATION TO MARTIN GROVE

Public Space Opportunities and Improvements Plan:

- Create safer separations between vehicular traffic and active transportation modes.
- Close existing gaps in the cycling path to fully connect to Centennial Park, including providing crossrides at intersections.
- Utilize existing large infrastructure systems (e.g. hydro corridors, underpasses, Mimico Creek) to expand the public realm, coupled with public art interventions, landscape upgrades and community gardens.

LEGEND

- | | | | |
|--|--|--|---|
| | proposed/rebuilt sidewalk | | trail connections |
| | existing sidewalk to be maintained in current location | | mid block pedestrian connections |
| | proposed/rebuilt cycling infrastructure | | pedestrian crossings |
| | existing cycling | | proposed crossride |
| | proposed bicycle route | | bioswales / LID measures |
| | proposed planting zone | | special sites (see details in next pages) |
| | green track | | public art opportunities |
| | green median | | parkettes |
| | street-wall development | | community garden |
| | backlotted fences | | ecological restoration |



the ongoing Martin Grove and Eglinton Study is examining the traffic issues in the area and may recommend a reconfiguration of this interchange

Figure 266. Public space opportunities and improvements plan: Segment A

A

Typical conditions:

- The multi-use trail is generally located in the south side of the street, with the exception of the blocks west of Renforth Drive and beyond, where there is a multi-use trail existing on the north side; a new crossride is proposed at the intersection of Renforth and Eglinton to allow cyclists to cross safely.
- A planting zone is allocated between the curb and the multi-use trail at all times, to protect pedestrians and cyclists.
- Public art opportunities on retaining walls, bridges and underpass.
- A separate sidewalk only exists in areas where considerable pedestrian traffic is expected, or in existing areas. The pinch point at the underpasses under the highway ramps will not allow sufficient space to accommodate separate facilities, and therefore any sidewalk between Renforth Drive and The East Mall would have to be discontinuous.
- No sidewalk is proposed to the north as there are no destinations on that side. All boulevard space has been consolidated on the south side. A sidewalk will be appropriate if development occurs to the north.

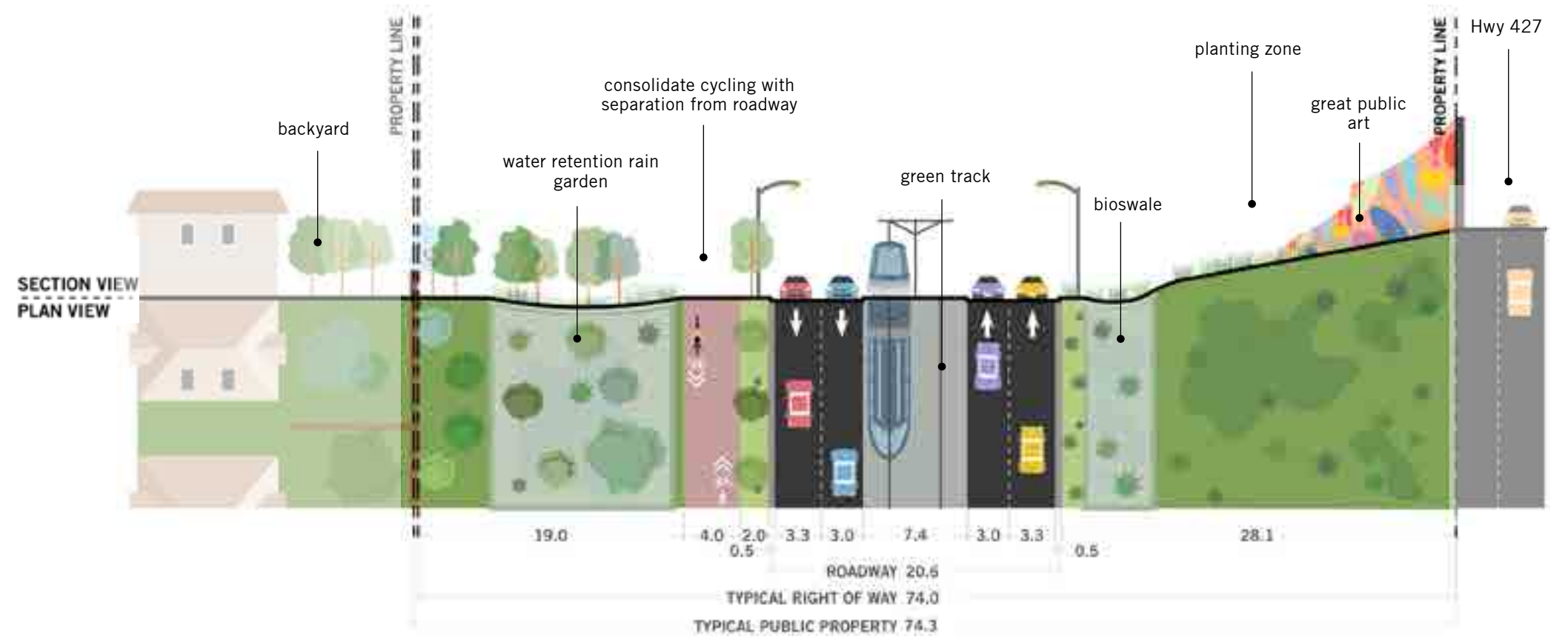


Figure 267. Typical cross-section for Segment A, looking westbound (1:400)

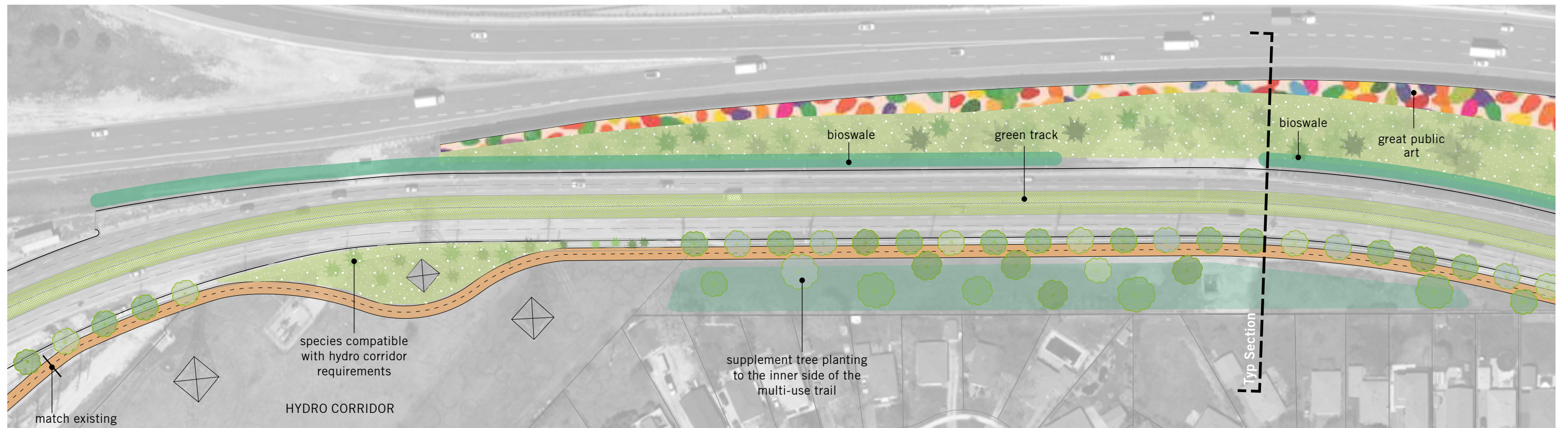


Figure 268. Typical plan for Segment A (1:1,250)

A

Connections to transit:

Only one future LRT stop falls within the boundaries of this Segment.

RENFORTH STOP

- A central platform is the preferred solution; given the availability of space, it is recommended to design for a minimum 7 metre wide platform to allow for enclosed shelters.
- The platform should be located as close to the crosswalk as permitted by the curvature of the LRT tracks, in order to reduce the walking distance to and from the BRT building entrance. The pedestrian area resulting from this separation should be treated with a pavement solution that indicates pedestrian priority, and enclosed with railings generally to discourage J-walking.
- Landscape features in the existing transit plaza may need to be reduced in proximity to the crosswalk to ensure sufficient pedestrian clearway, according to expected ridership.
- Additional bicycle parking associated with the LRT ridership is recommended to be located adjacent to the existing parking in the transit plaza, in a consolidated facility.

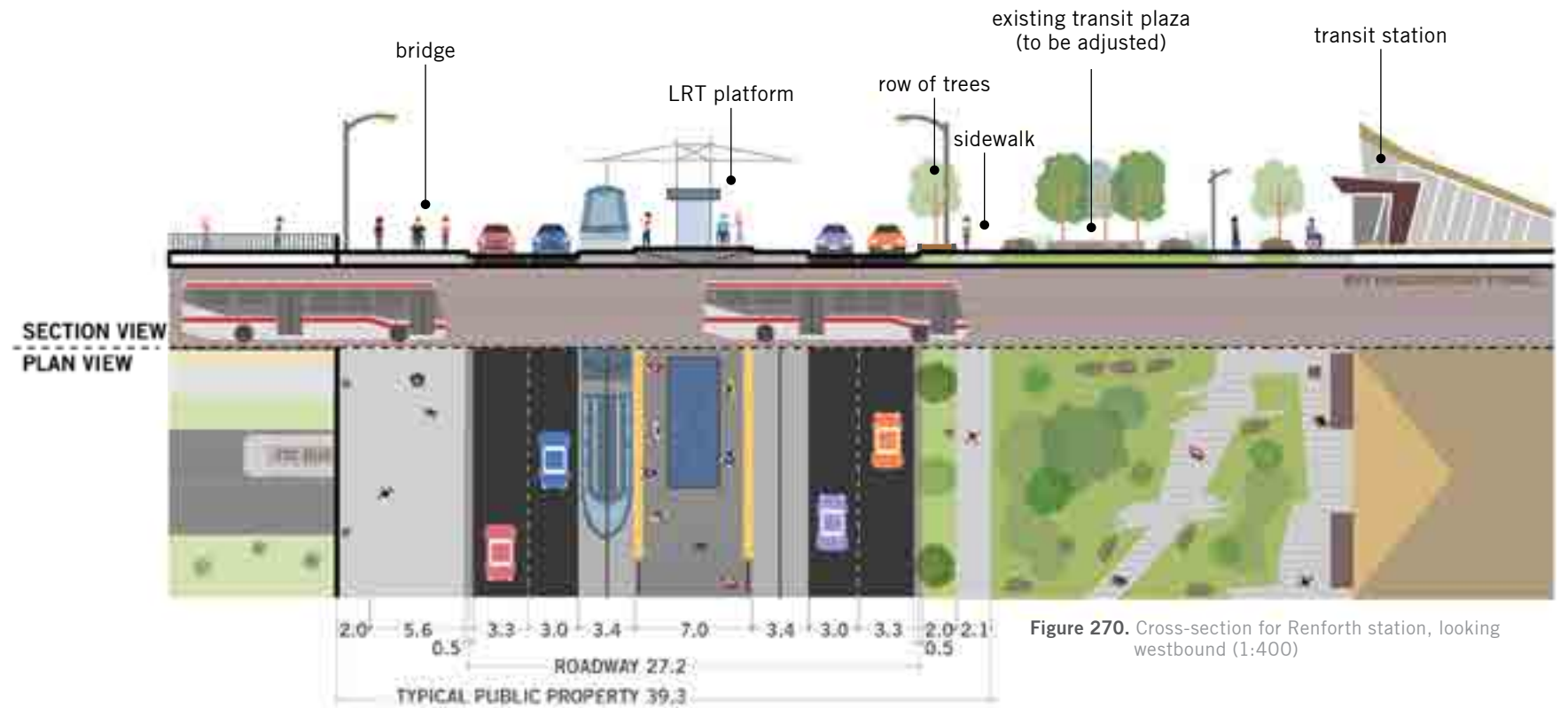


Figure 270. Cross-section for Renforth station, looking westbound (1:400)

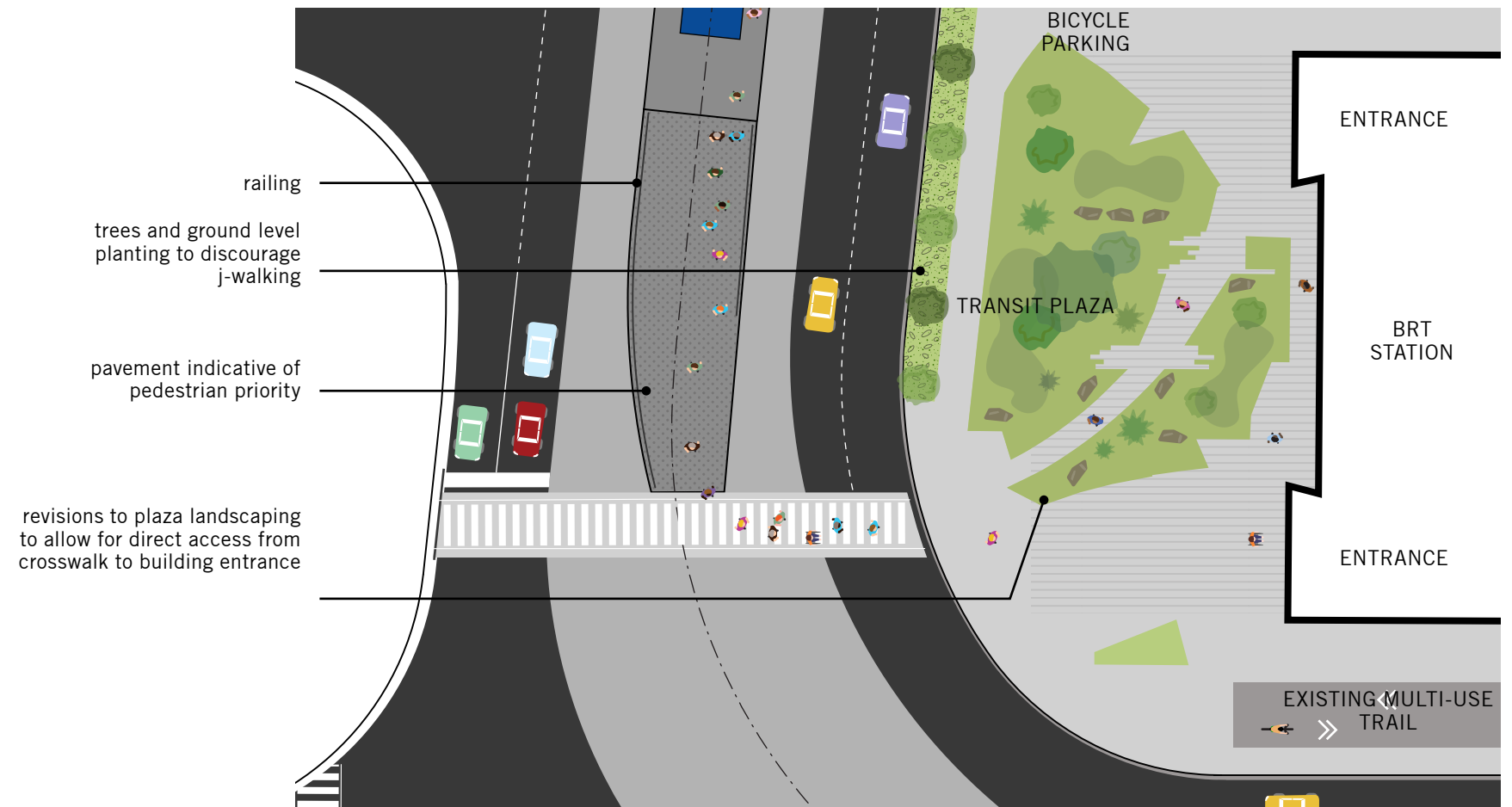


Figure 271. Plan for the Renforth Station intersection(1:400)

Other potential stops:

The 2010 Environmental Study contemplated the location of stops at Rangoon Road and the East Mall. After further analysis of the ridership forecasts, these two stops have been eliminated from the amended alignment. Nonetheless, the at-grade LRT technology protects for the future addition of stops if required.

Given that some of the neighbouring lands are designated as mixed use areas by the Official Plan, and potential candidates for intensification, it is recommended that this area is revisited in the future for the addition of a potential stop.

Additionally, any realignment of the Martin Grove and Eglinton interchange might result in surplus land with development potential, which should also be considered in future studies for the area.



Figure 269. 2010 EA alignment

Special Condition: Gateway

As you enter the corridor from the City of Mississauga from the west, the current 401/427 Highway underpasses and neglected pieces of infrastructure are 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. Several existing elements should be addressed and redesigned to create a unified, consistently designed experience, including the noise wall and its associated setback, highway bridge walls and railings, structural columns, abutments, retaining walls and undersides of the bridges, and illumination of the underpass.

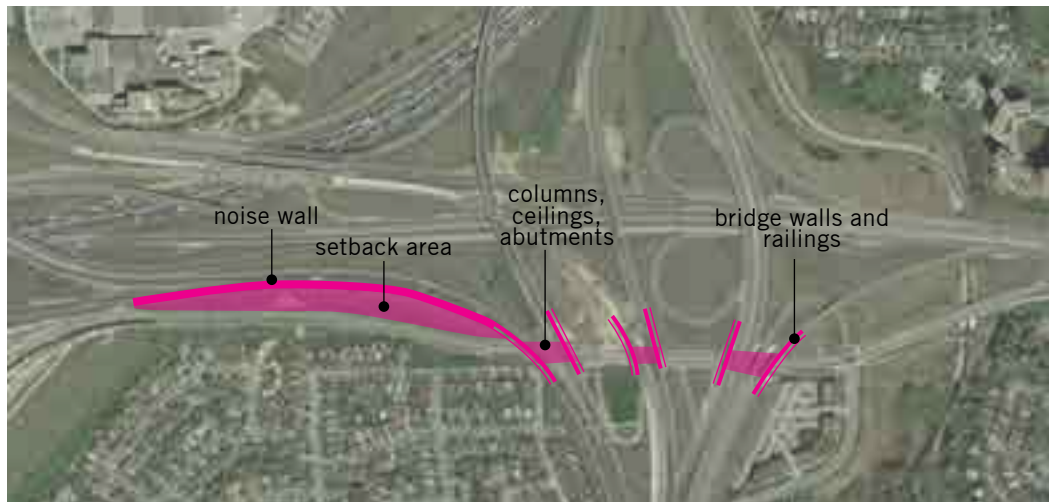


Figure 272. Conceptual image of public art intervention along Eglinton Avenue West towards the Highway 427 crossing

Special Condition: Daylight the Mimico Creek

The Mimico Creek currently sits in a flood plain. This study proposes further investigation on the potential for naturalizing the creek to restore the urban watershed, and improve flooding issues in the area.

As part of the restoration, there is an opportunity to signalize the crossing with a public art intervention that highlights the hidden hydrology of the area – similarly to other initiatives in the city, such as the markers installed to indicate the proximity to the Garrison Creek.

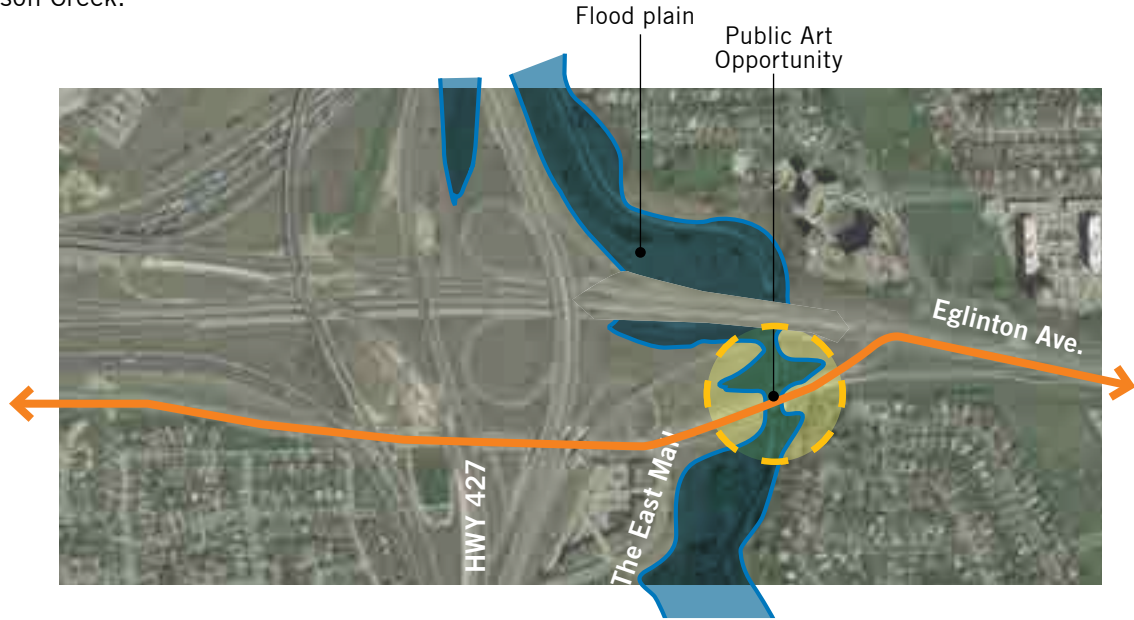


Figure 273. Conceptual image of the Mimico Creek crossing

A

Special Condition: Pinch point under the highway

The span of each of the 8 structures at Highway 427 is adequate to accommodate the LRT guideway and two lanes of traffic. In some locations, the multi-use trail on the south side may need to be located into the end of the span behind the bridge piers. This area is higher in elevation in comparison to the existing boulevard today.

Given the lack of available space, no separated sidewalk will be provided at the underpasses; while there are some areas where it could fit, the priority is to create a continuous condition that enhances predictability for each road user. This condition is extended from Renforth Drive to The East Mall, as there are no destinations in this stretch of Eglinton, and pedestrian volumes are low. Nonetheless, the design of this area will need to be re-evaluated if a reconfiguration of the Martin Grove/Eglinton interchange were to go ahead, as new pedestrian routes could be required.

The data available for the as built condition of the bridges is limited at this time, and further surveying of the structures will be required to confirm the design assumptions in this study.

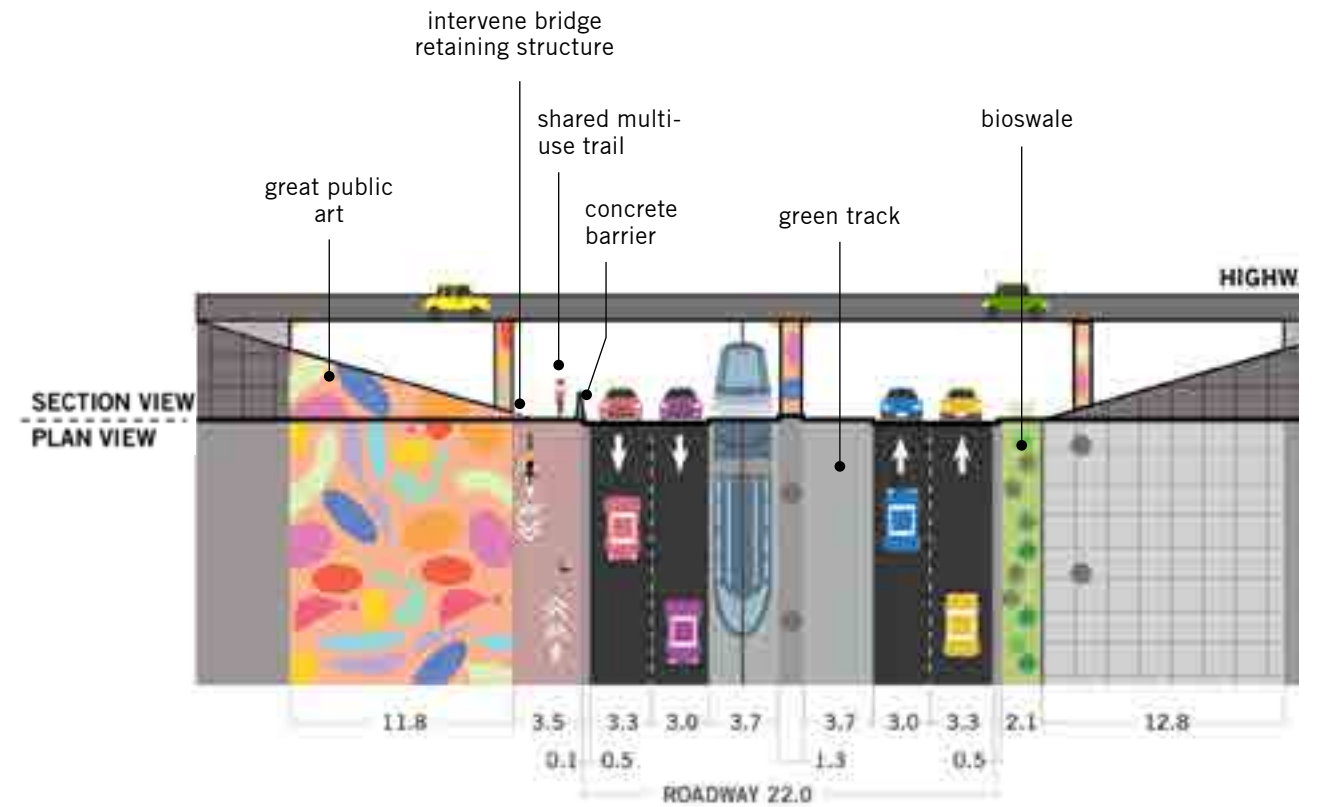


Figure 275. Cross-section at the narrowest underpass, looking westbound (1:400)

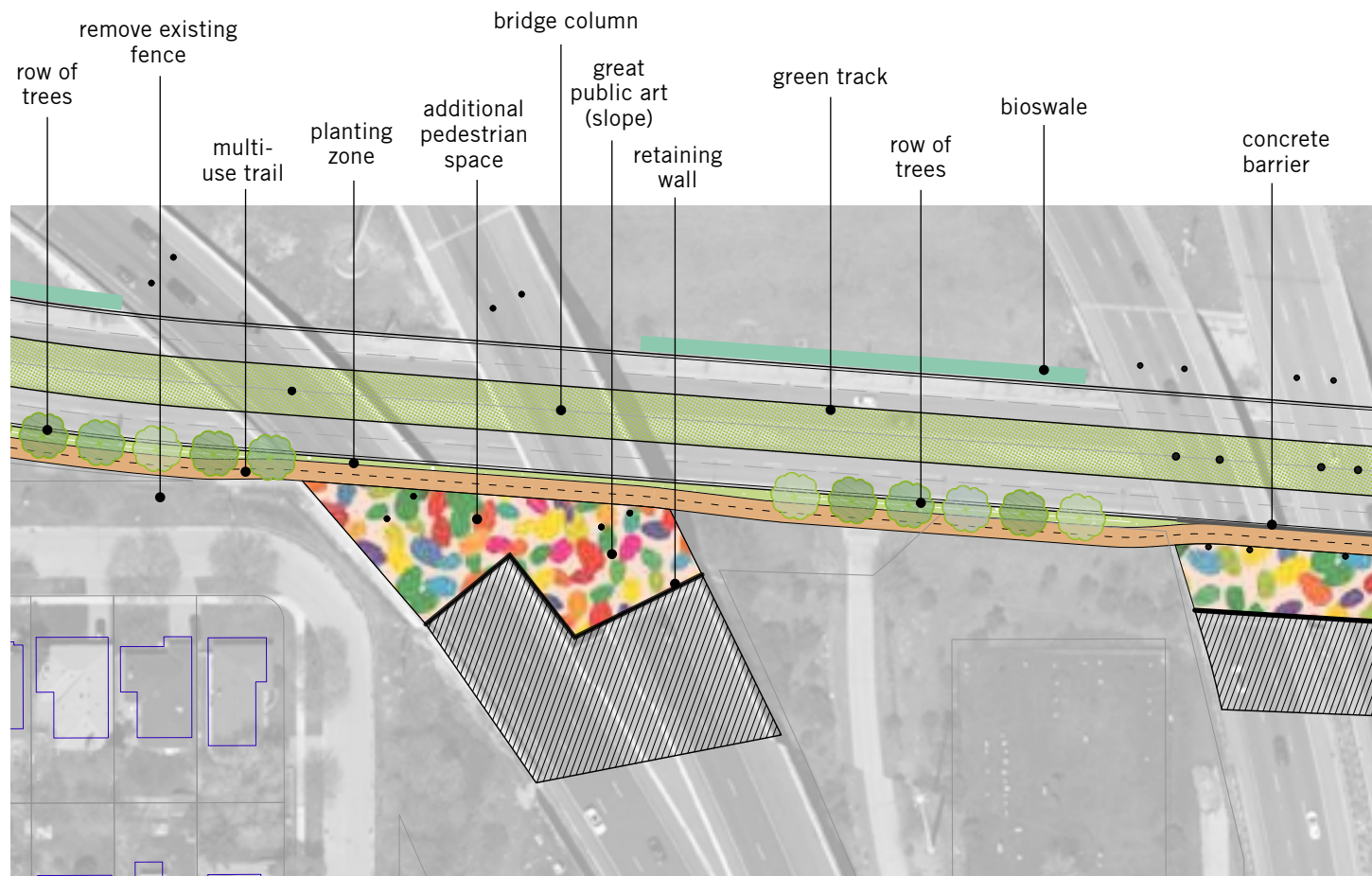


Figure 274. Alignment of the multi-use trail at the underpass

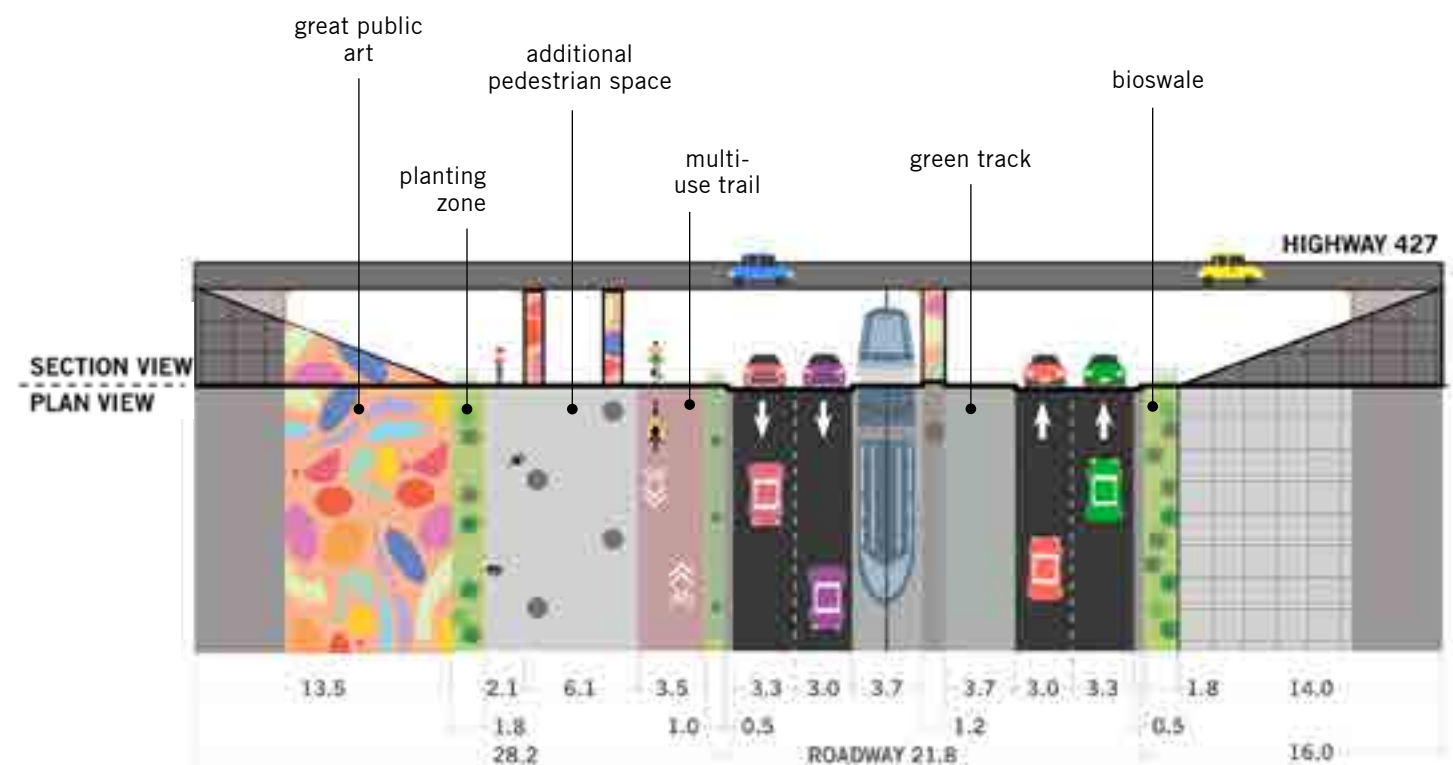








Figure 276. Cross-section at the typical underpass, looking westbound (1:400)

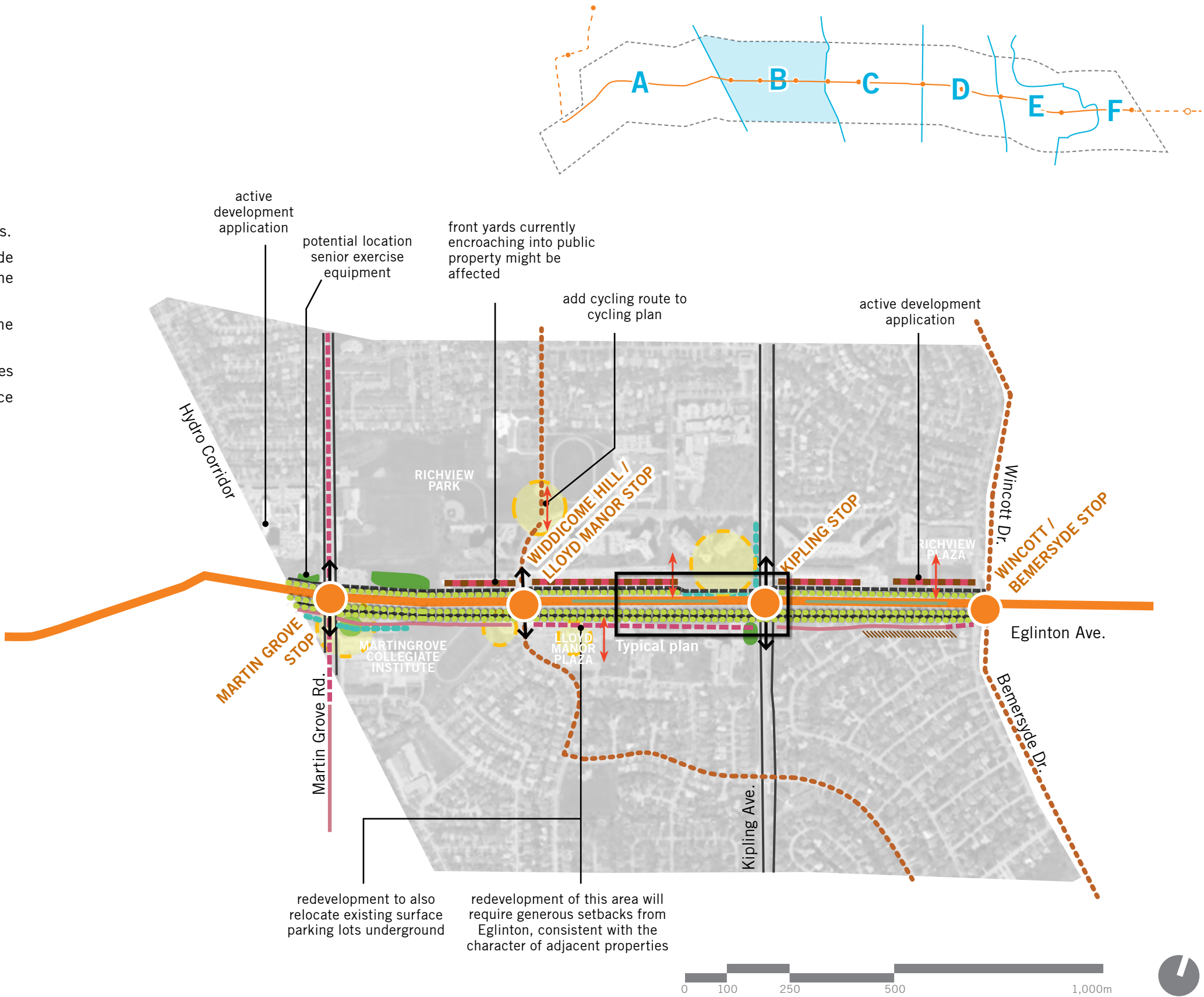
10.2 SEGMENT B: MARTIN GROVE TO WINCOTT/BEMERSYDE

Public Space Opportunities and Improvements Plan:

- Design the roadway and streetscape to minimize impacts to the woodlots.
- Establish a green setback zone for any redevelopment on the south side of the corridor, to ensure the continuity of the linear greenway along the multi-use trail between Lloyd Manor Road and Kipling Avenue.
- Where possible, introduce mid-block planted medians to reduce the perceived scale of the street in blocks with street-related units
- Reinforce connectivity with north-south existing and planned cycling routes
- Generally maintain the multi-use trail in its existing location, to reduce impacts on existing trees along the south side

LEGEND

	proposed/rebuilt sidewalk		trail connections
	existing sidewalk to be maintained in current location		mid block pedestrian connections
	proposed/rebuilt cycling infrastructure		pedestrian crossings
	existing cycling		proposed crossride
	proposed bicycle route		bioswales / LID measures
	proposed planting zone		special sites (see details in next pages)
	green track		public art opportunities
	green median		parkettes
	street-wall development		community garden
	backlotted fences		ecological restoration



redevelopment to also relocate existing surface parking lots underground

redevelopment of this area will require generous setbacks from Eglinton, consistent with the character of adjacent properties

Figure 277. Public space opportunities and improvements plan: Segment B

B

Proposed typical cross-section:

- Urban boulevard fronting street-related units on the north side, including a row of trees adjacent to the curb, and sidewalk between the row of trees and private front yards.
- Linear park on the south side:
 - Row of trees adjacent to the curb;
 - Separated pedestrian and cycling traffic by providing both a sidewalk and a multi-use trail; a minimum of 80 cm in-between buffer, accommodating trees where possible;
 - The multi-use trail is generally located where it is today in order to limit impacts on existing mature trees; and
 - New proposed development fronting Eglinton Avenue will be required to provide a setback consistent with the scale and character of the surrounding context (eg. Lloyd Manor Plaza).

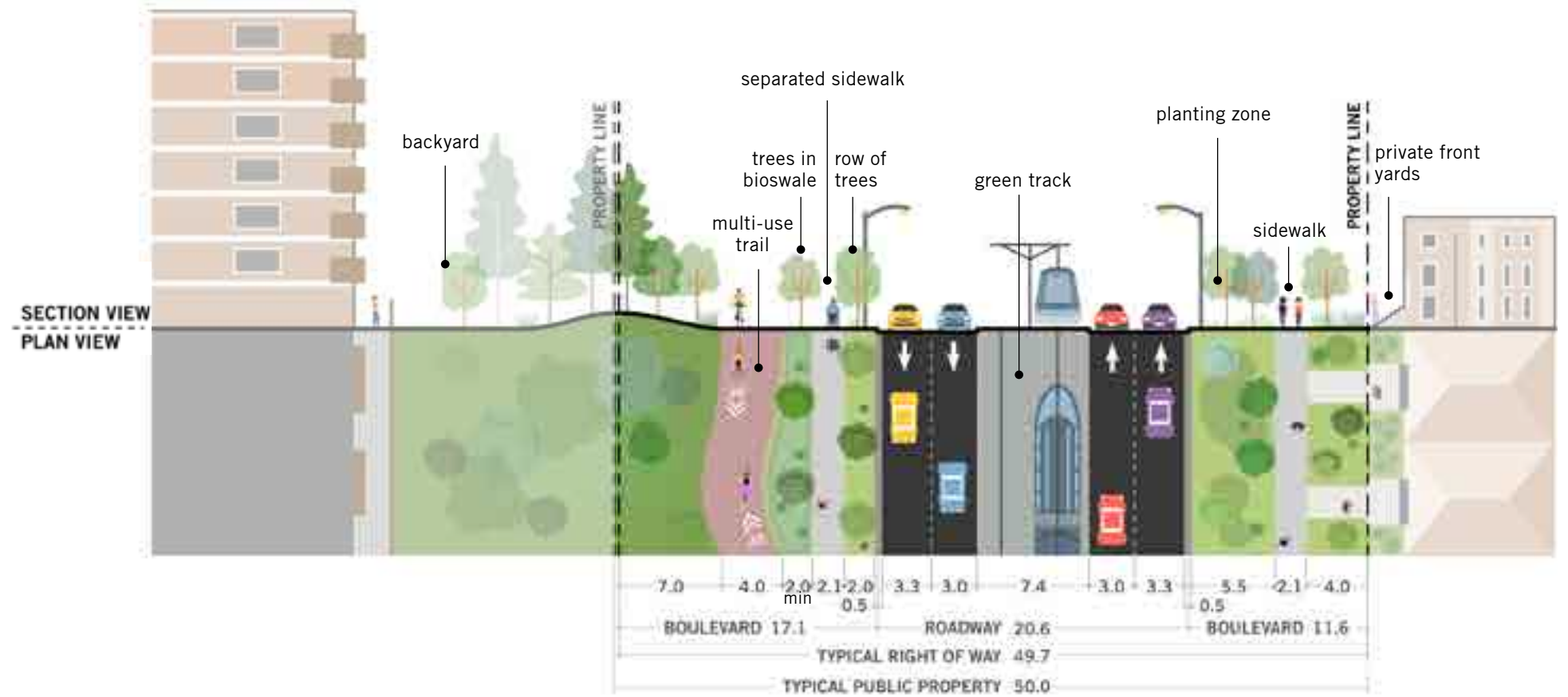


Figure 278. Typical cross-section for Segment B, looking westbound (1:400)

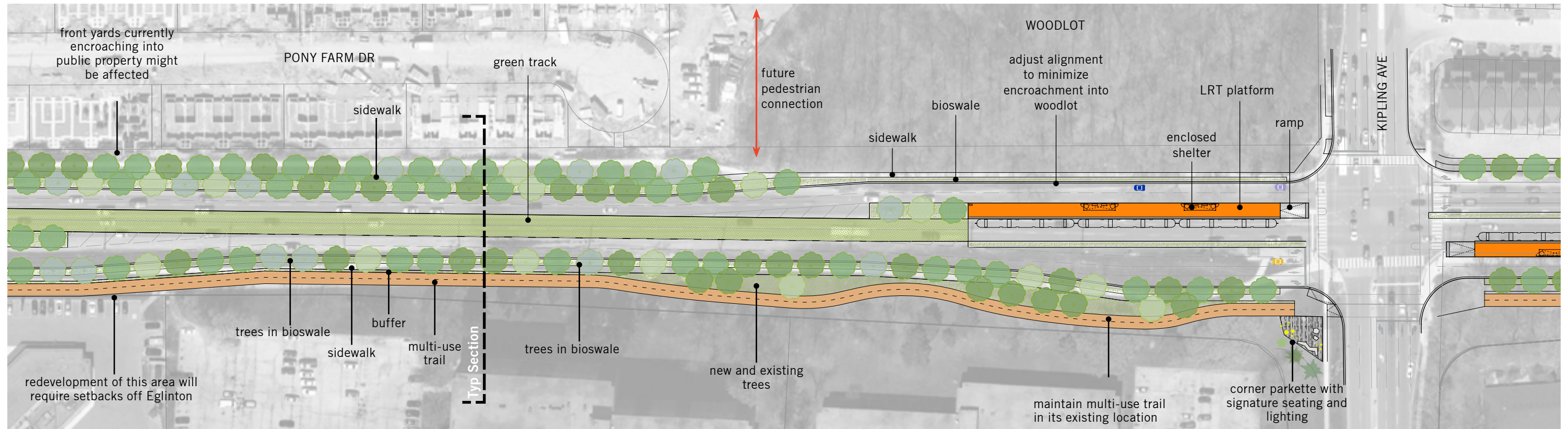


Figure 279. Typical plan for Segment B (1:1,250)

Connections to transit:

The following LRT stops fall within the boundaries of this Segment:

MARTIN GROVE

- Central platforms are the preferred solution; given the availability of space, it is recommended to design for a minimum 7 metre wide platform to allow for enclosed shelters.
- Municipal parking lot on the north side will be affected.
- South side remains mostly not affected, with opportunities for additional planting in existing sodded areas and bioswales along the curb.

WIDDICOMBE HILL / LLOYD MANOR

- Farside platforms are the preferred solution, which is consistent with the 2010 Environmental Assessment; given the availability of space, it is recommended to design for 5 metre wide platforms to allow for enclosed shelters.
- The strip fronting the current LCBO may not be built to full design until redevelopment of the property.
- The greening in the front of the townhouses that are currently built may be affected.

KIPLING

- The preferred solution has been updated to reflect farside platforms in order to accommodate left-turn lanes; given the availability of space, it is recommended to design for 5 metre wide platforms to allow for enclosed shelters.
- The alignment of the trackway and platforms should be designed to minimize encroachments onto the designated forest type in the northwest corner (refer to Volume 1: Natural Heritage).

WINCOTT / BEMERSYDE

- Farside platforms are the preferred solution, which is consistent with the 2010 Environmental Assessment; given the limited availability of space for the westbound platform, it is recommended to continue to design for 3 metre wide platforms, which will not allow for enclosed shelters.
- Further coordination required with the Richview Square development within the northwest corner.

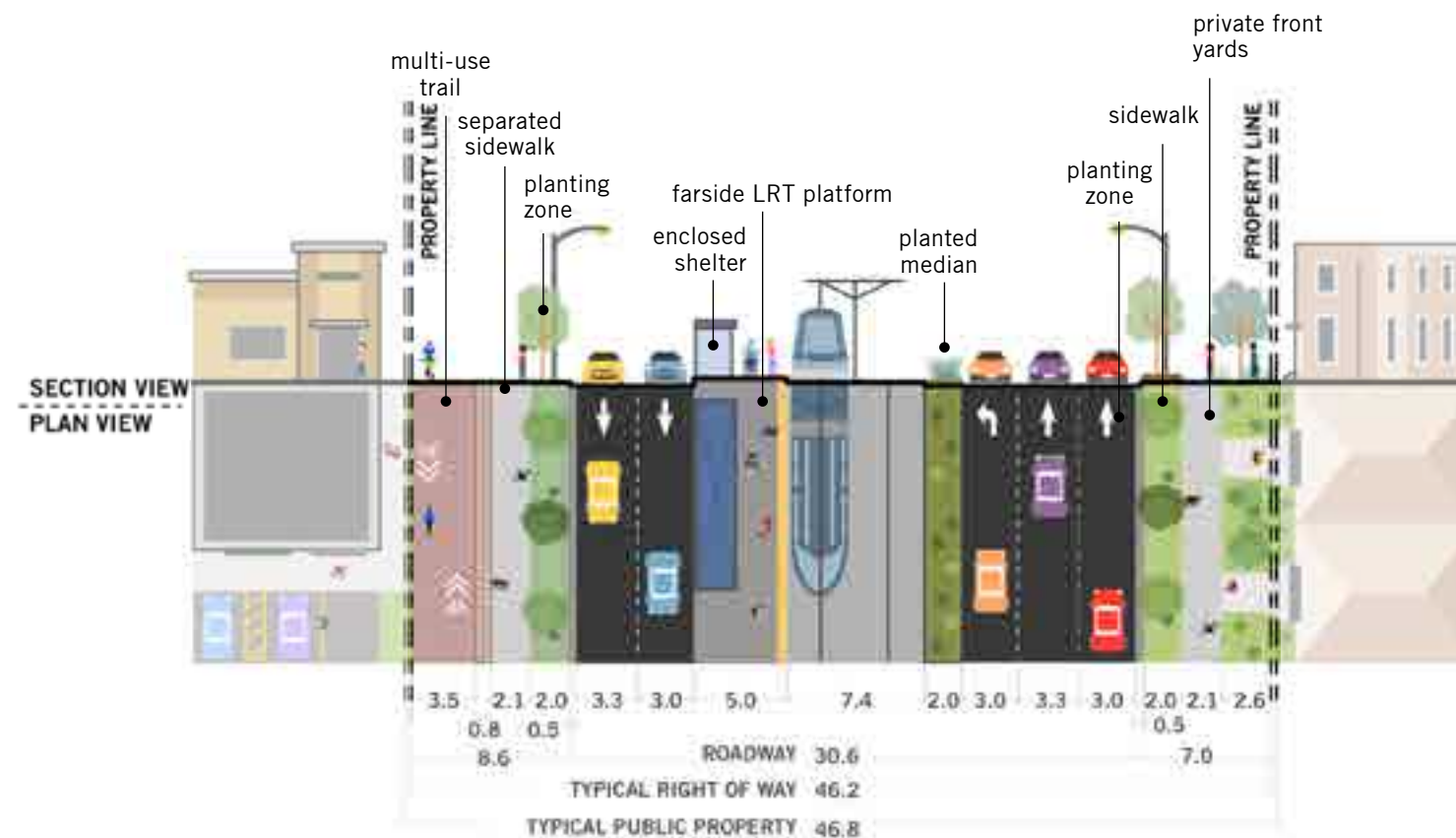


Figure 280. Cross-section for Widdicombe Hill / Lloyd Manor stop, looking westbound (1:400)

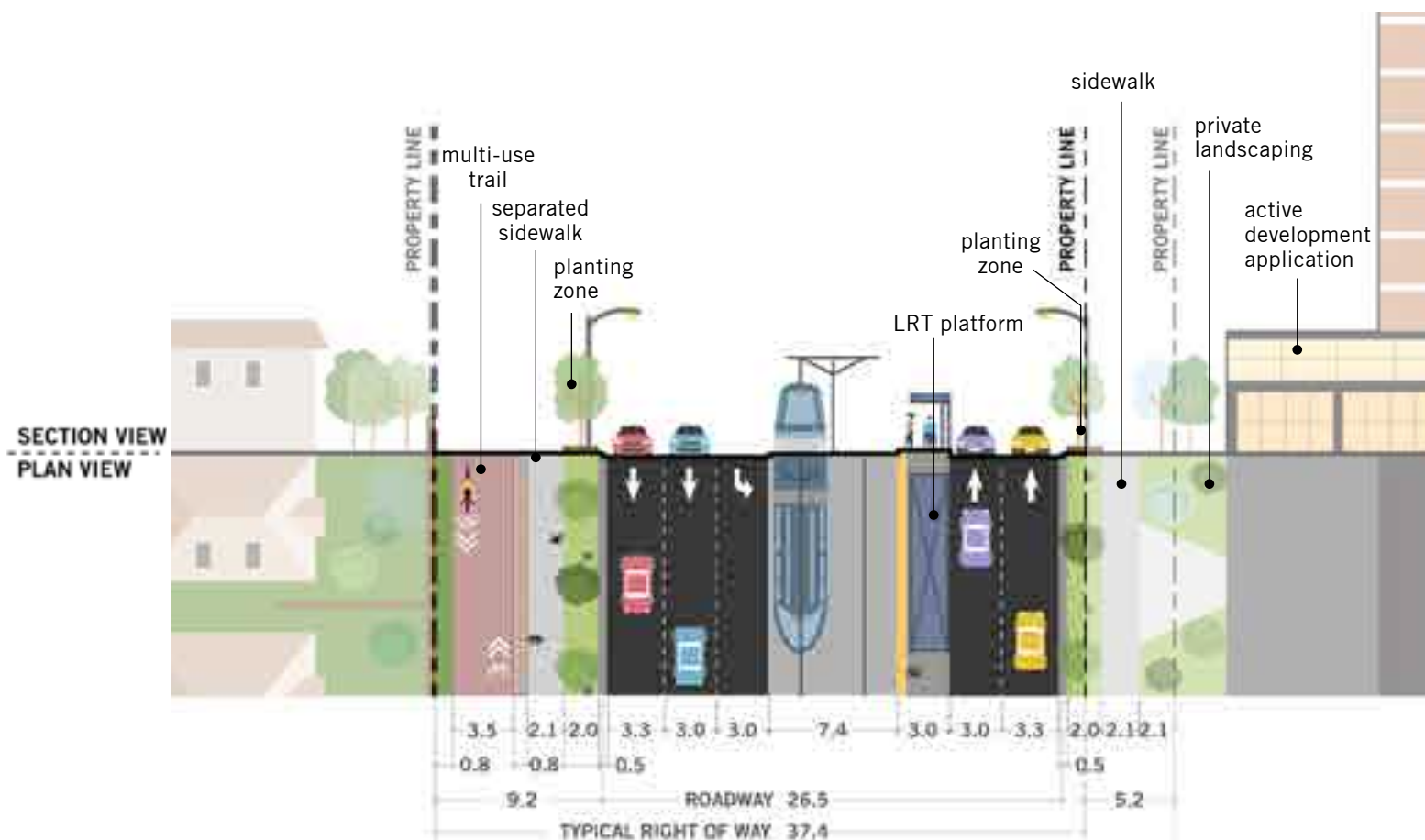


Figure 281. Cross-section for Wincott / Bemersyde, looking westbound (1:400)

B

Special Condition: minimize impact to woodlots

The forested area on the northwest corner of Eglinton Avenue West and Kipling Avenue is an important woodlot that should be protected as much as possible with the streetscape plan. The vegetation type within this area of woodlands is identified as *dry-fresh sugar maple-oak deciduous forest type* (refer to “12.0 Natural Heritage Study” – for full description of the terrestrial habitats along the corridor). To reduce impact on these woodlots, a series of measures should be taken:

- Displace the centreline of the LRT to the south as much as possible;
- Reduce pedestrian buffer zone to 1.0 metre; integrate bioretention cell to capture any runoff from the roadway before reaching the woodlot; and
- Explore using a low-impact paving solution for the sidewalk to reduce impact on tree roots.

These Low-Impact Development measures should be done along all edges of the woodlot, along both Eglinton West and Kipling Avenue.

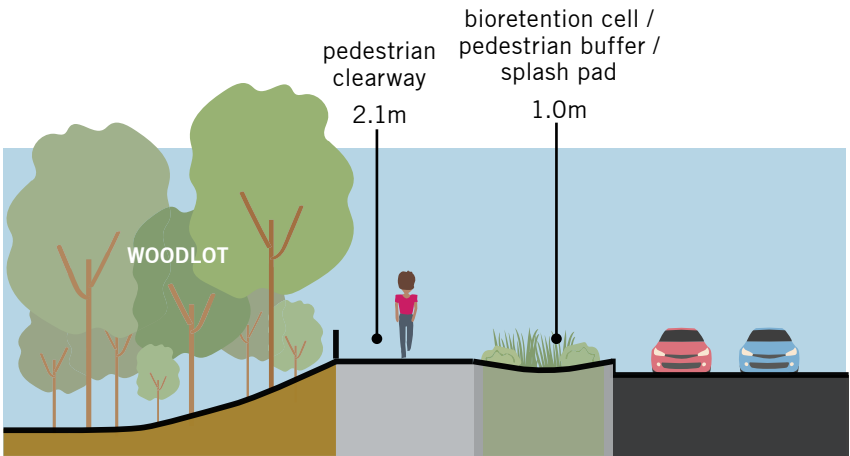


Figure 282. Precedent of porous flexible pavement used in Washington DC, compliant with Americans with Disabilities Act regulations)



Figure 283. Eco flex rubber tile sidewalk being piloted in Vancouver, to test durability and resistance to crack against typical concrete solutions (image credit Daily Hive)

Special Condition: Bioswales adjacent to curb

To increase the functionality of our streets for stormwater management purposes, the design of the streetscape should incorporate bioswales where possible, in order to reduce stormwater runoff, mitigate flooding, and extend the urban forest, along with many other benefits of Green Streets. As stormwater sewers are regularly placed along one side of the street only, bioswales should be incorporated on the same side, in the zone adjacent to the curb. The areas identified below are sites that are adequately serviced and can fit bioswales. Nonetheless, with the future implementation of the LRT, there may be relocation of some utilities, and while stormwater sewers will generally remain on the same side, the future design of the streetscape should coordinate with any changes to maximize the use of bioswales for creating attractive streetscapes and a healthier environment.



Figure 284. Above: bioswale beside sidewalk, Trenton NW (image credit AboveCapricorn)

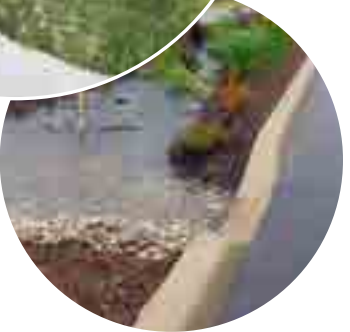


Figure 285. Right: Stone lined inlet at IMAX site, Mississauga ON (image credit Alexvegglio)

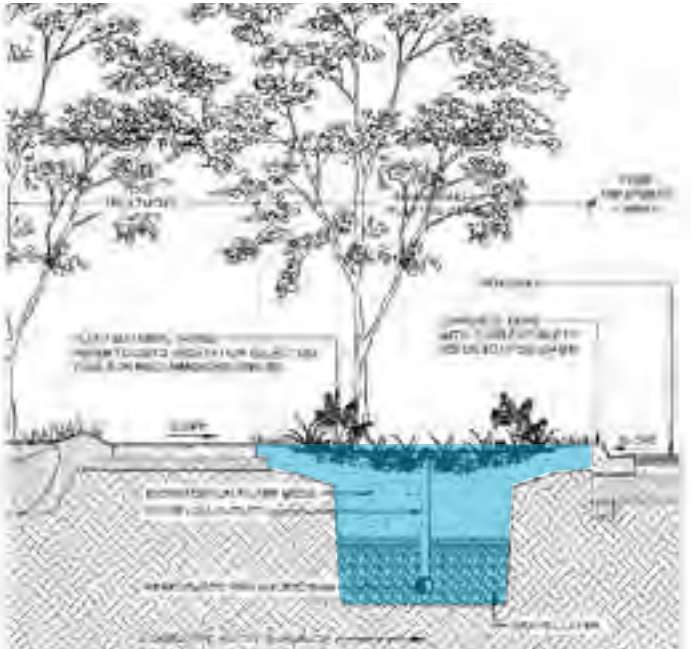


Figure 286. Bioretention cell detail (image credit: City of Toronto's Green Streets Guidelines)

Special Condition: Rain gardens

The southeast corner of Martin Grove Road and Eglinton Avenue West provides an important opportunity for a rain garden. The generous open space is suitably located in an area that can attract members of the public, as it is adjacent to Martingrove Collegiate and is surrounded by residential neighbourhoods. Rain gardens can hold many native shrubs and flowers, creating an aesthetically pleasing corner condition. Furthermore, this small, self-sustaining ecosystem encourages biodiversity and is a strategy for countering impervious surfaces, serving as a localized stormwater management tool. The design of the rain garden shall be compliant to the Green Street Technical Guidelines, Detail WQ-5.1. Due to its location, active residents and users can be community activators, participating in the maintenance, thus increasing environmental stewardship in the community. This is also an opportunity to engage the students from Martingrove Collegiate or other Eglinton West schools, to help achieve the Toronto District School Board's initiatives for education and sustainable development.

Figure 287. Right: Tennyson High School Community Garden, Alameda CA (image credit ProjectEat)



Figure 288. Conceptual image of rain garden by Martingrove Collegiate Institute

B

Special Condition: Gas Station at Lloyd Manor Road

There are not many driveways along Eglinton. This condition should be maintained to reduce the risk driveways present when they intersect with cycling infrastructure, and more particularly with bidirectional bikeways. It is recommended to:

- Consolidate multiple entrances into one access point only;
- Reduce the width of curb cuts to force vehicles to slow down accessing driveways; and
- Straighten the access angle to result in a more frontal crossing for better visibility.

This approach is recommended for all current and future driveways off Eglinton.

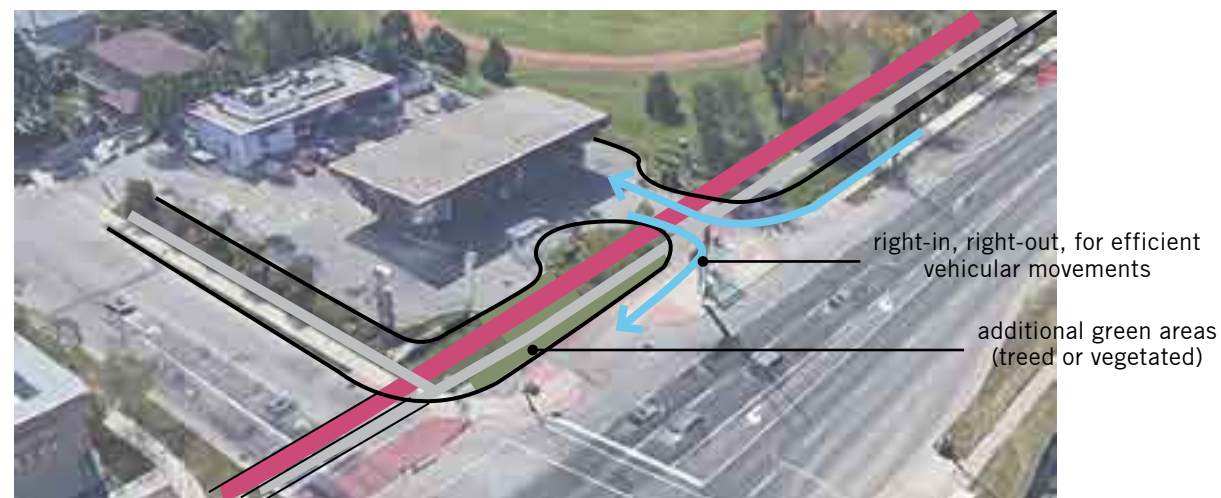
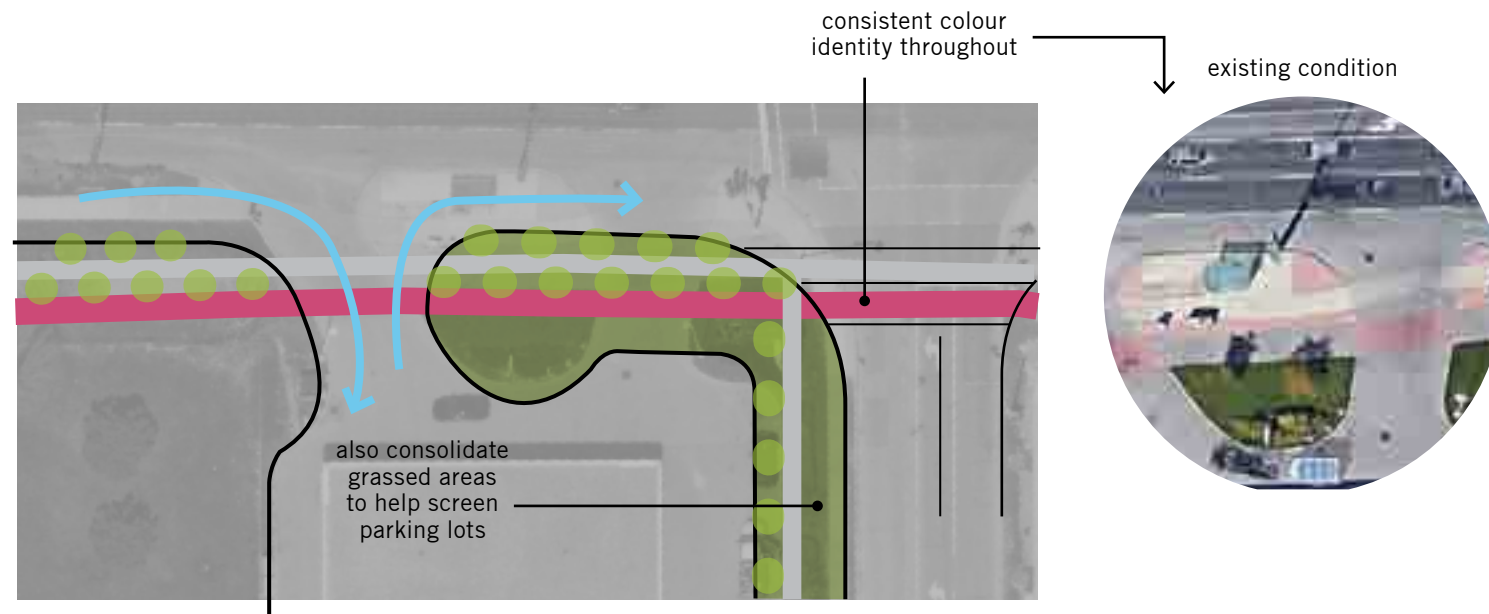


Figure 289. Diagram of the consolidation of driveways for access to the gas station

Special Condition: Improved intersections for designated cycling route crossings

Wincott Drive, Bemersyde Drive, Martin Grove Drive, and Lloyd Manor Road are designated cycling routes in the City's Cycling Plan: Wincott and Martin Grove are proposed bike lanes, while Bemersyde and Lloyd Manor are proposed quiet street routes.

The timeline for implementing any type of cycling infrastructure on these routes is unknown. Nonetheless, in the interim and as part as the LRT implementation, several improvements could be proposed at the intersections. Intersections generally are the most unsafe area in a cycling route, and as such the following improvements are proposed as illustrated below:

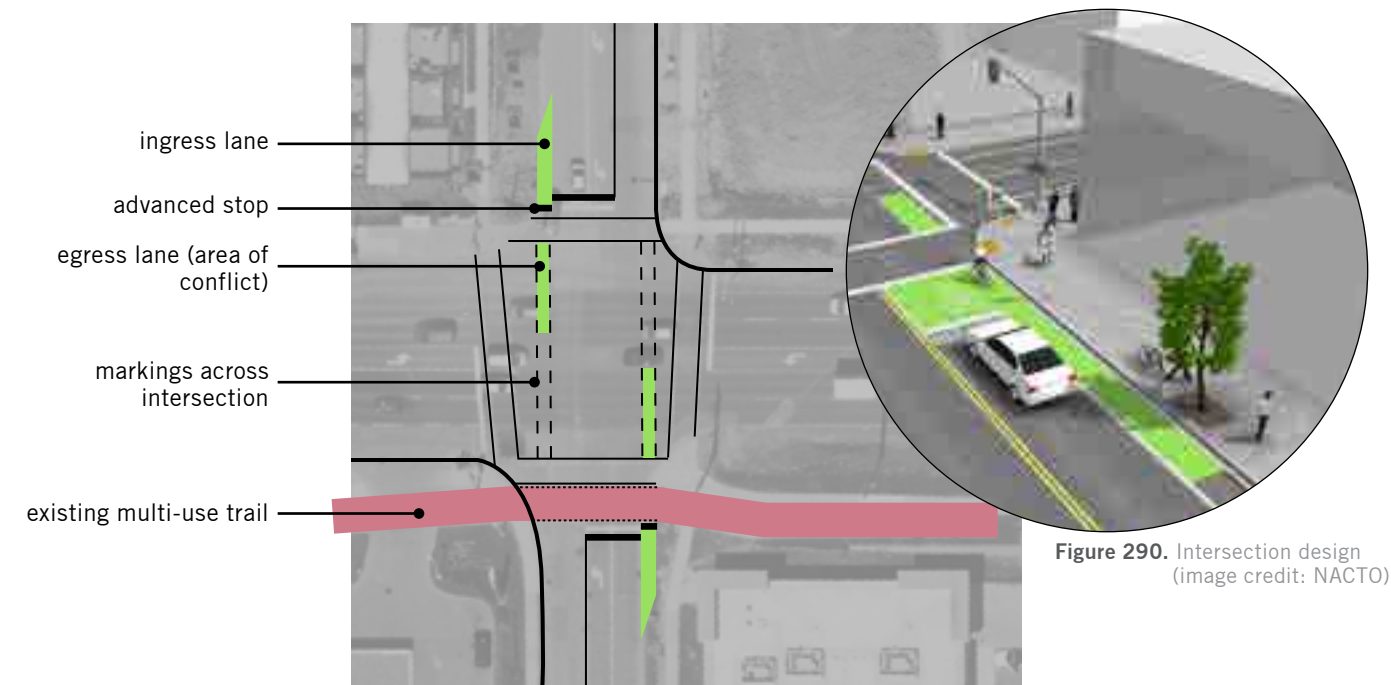


Figure 291. intersection improvements proposed at Lloyd Manor Road/ Widdicombe Hill Boulevard

Figure 290. Intersection design (image credit: NACTO)

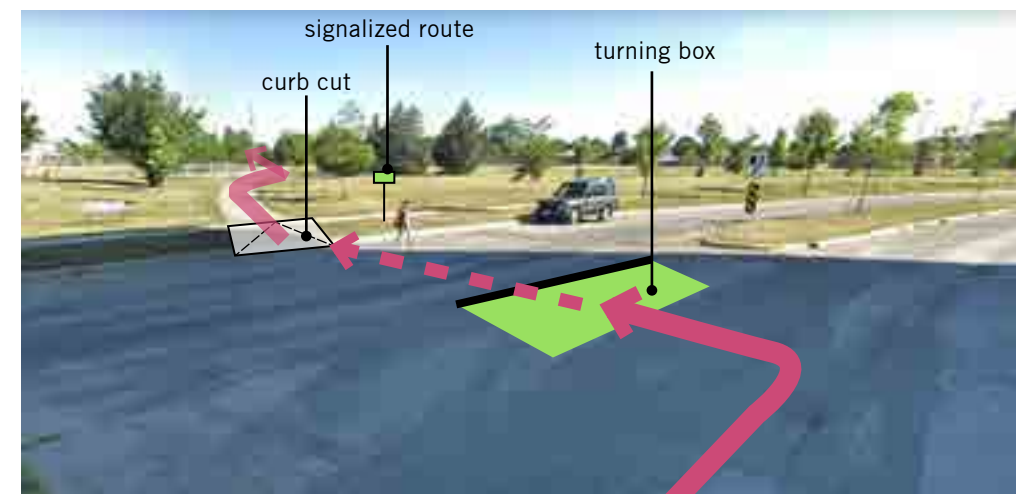


Figure 292. Diagram of the potential continuation of the Lloyd Manor Road cycling route through Richview Park



















It is recommended that the existing route along Lloyd Manor Road is extended along Widdicombe Hill Boulevard and across Richview Park, as a means of increasing the north-south connectivity across the corridor. This pathway through the park should connect to the future proposed bike lanes running along Martin Grove Road as well.

10.3 SEGMENT C: WINCOTT/BEMERSYDE TO ROYAL YORK

Public space opportunities and improvements for the Segment:

- Design the LRT alignment and centreline to minimize impacts to the woodlots.
- Adopt minimal streetscape intervention on the north side to reduce impacts on tree roots.
- Restore woodlots and reforest edges and gaps in between heavily treed areas.
- Generally maintain the multi-use trail in its existing location, to reduce impacts on existing trees and berms on the south side.
- Close existing cycling gap at Royal York Road by extending bike lanes all the way to the intersection.
- Implement a pilot testing site for protected intersections at Royal York.
- Improve pedestrian and cycling access to Richview Collegiate Institute.

LEGEND

	proposed/rebuilt sidewalk		trail connections
	existing sidewalk to be maintained in current location		mid block pedestrian connections
	proposed/rebuilt cycling infrastructure		pedestrian crossings
	existing cycling		proposed crossride
	proposed bicycle route		bioswales / LID measures
	proposed planting zone		special sites (see details in next pages)
	green track		public art opportunities
	green median		parkettes
	street-wall development		community garden
	backlotted fences		ecological restoration

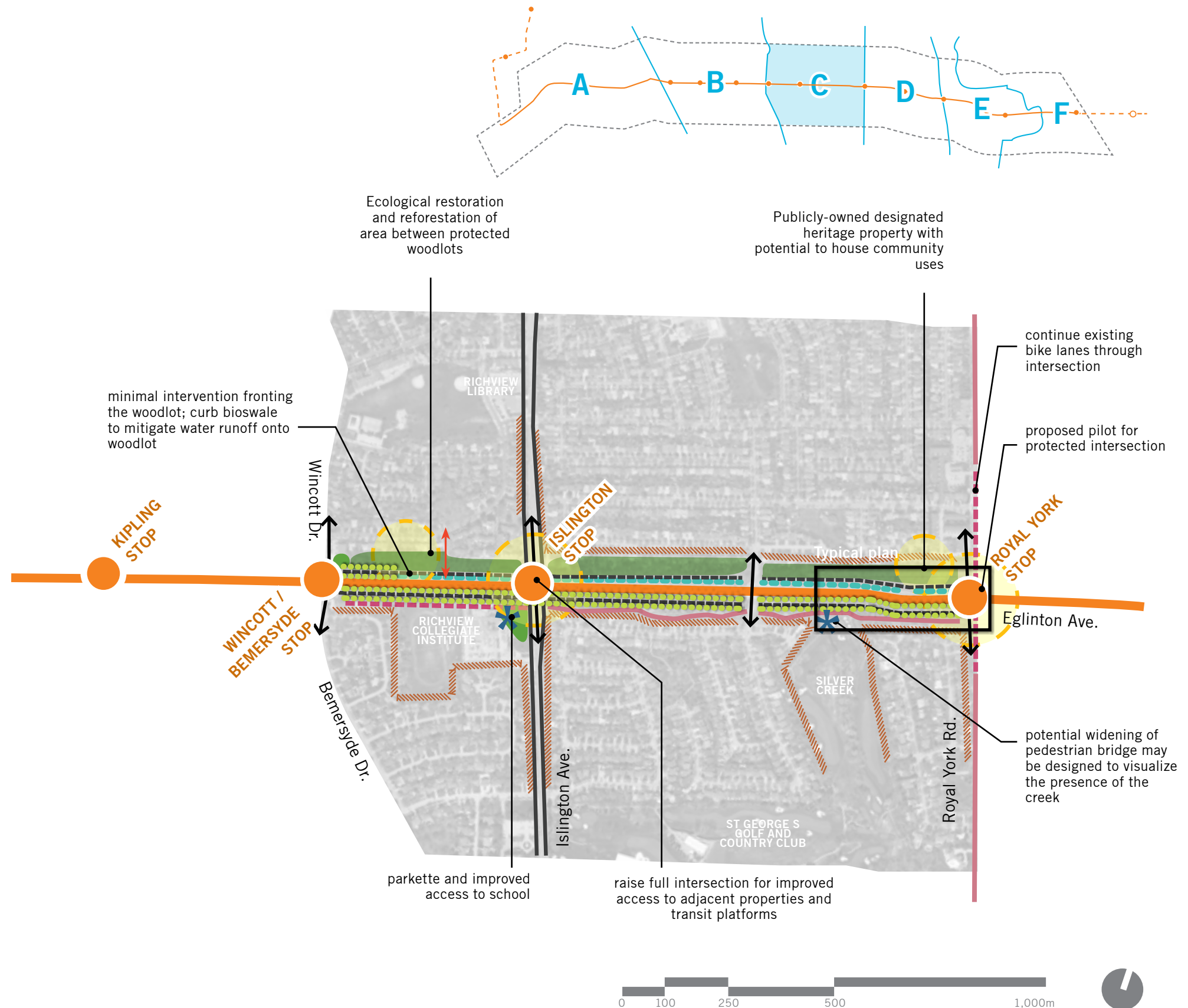


Figure 293. Public space opportunities and improvements plan: Segment C

C

Proposed typical cross-section:

- Minimal streetscape intervention on the north side to reduce impacts on tree roots will include:
 - 1 metre planted buffer for pedestrian safety, preferably to include bioretention cell to prevent runoff from the roadway to discharge directly into woodlot.
 - 2.1 metre sidewalk - low impact materials to be explored.
- A naturalized character will be enhanced on the south side:
 - Separated pedestrian and cycling traffic by providing both a sidewalk and a multi-use trail; a minimum of 80 cm in-between buffer, accommodating trees where possible.
 - The multi-use trail to be generally located where it is today, running through a bermed landscape.
 - Dedicated sidewalk to be located in direct relation to the street, separated from vehicular traffic by a row of trees.

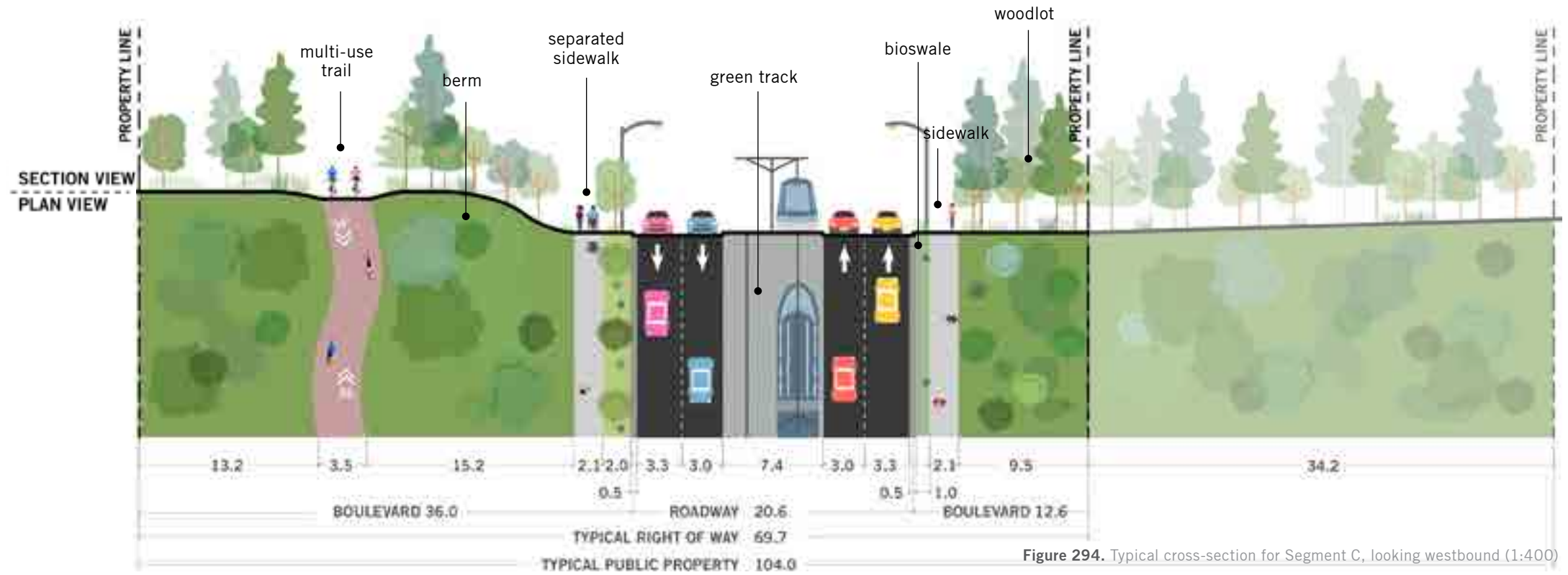


Figure 294. Typical cross-section for Segment C, looking westbound (1:400)

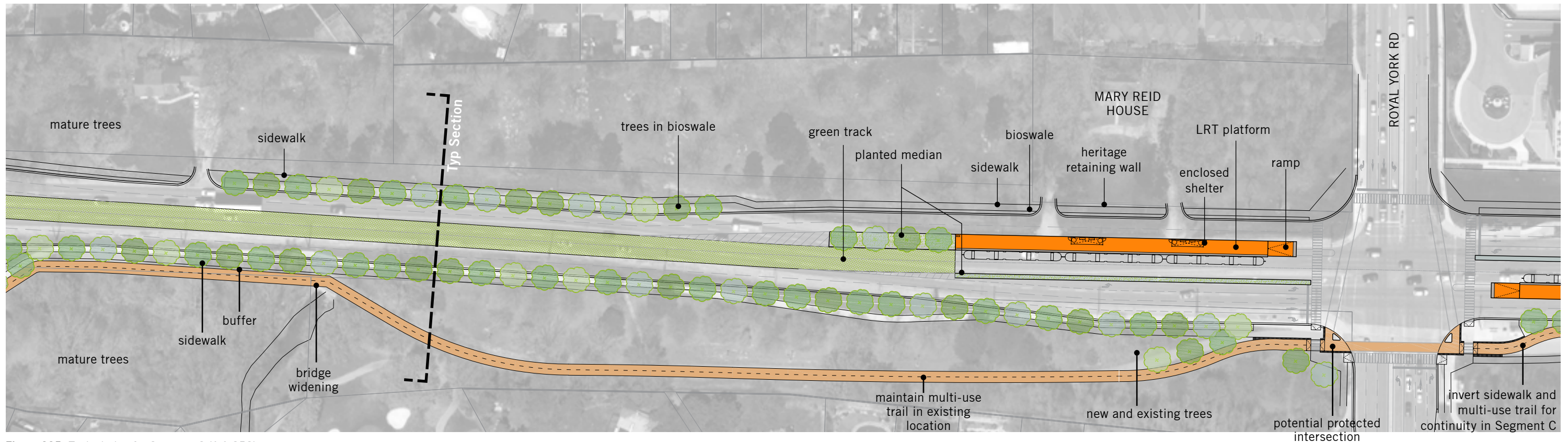


Figure 295. Typical plan for Segment C (1:1,250)

Connections to transit:

The following LRT stops will fall within the boundaries of this segment:

ISLINGTON

- The preferred solution has been updated to reflect farside platforms in order to accommodate left-turn lanes; given the availability of space, it is recommended to design for 5 metre wide platforms to allow for enclosed shelters.
- The alignment of the trackway and platforms should be designed to minimize encroachments onto the designated forest type (woodlot) in the northwest corner.
- The full intersection should be addressed, with a simplified platform layout that is not sloped.

ROYAL YORK

- The preferred solution has been updated to reflect farside platforms in order to accommodate left-turn lanes; given the availability of space, it is recommended to design for 5 metre wide platforms to allow for enclosed shelters.
- The alignment of the trackway and platforms should be designed to minimize encroachments onto the woodland at the northwest corner.

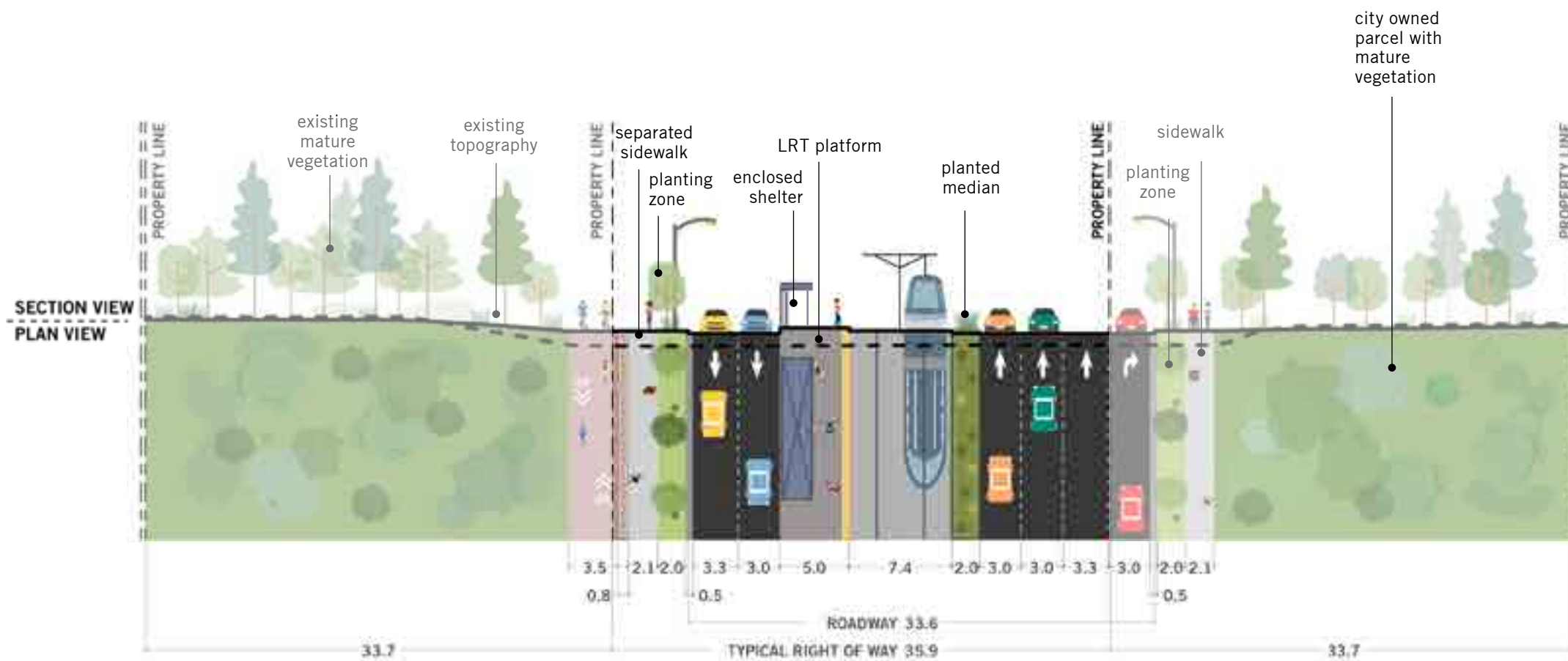


Figure 296. Cross-section for Islington stop, looking westbound (1:400)

C

Special Condition: Community uses at Mary Reid House

The Mary Reid house (located at 4200 Eglinton Avenue West) was built in 1939 and is a designated heritage building as per Part IV of the Ontario Heritage Act (refer to Chapter “11.0 Cultural Heritage Resource Review” on page 178 for the full overview of the building from a cultural heritage standpoint). As a City-owned building and under the assumption that it can be utilized as a public building, there are many ways to augment its function along the corridor to benefit the larger community. There are multiple examples of adaptive reuse, placemaking, public art and landscape enhancements that can be applied to this site, especially due to its generous frontyard and its proximity to the Royal York LRT stop. Many of the most important places for residents along the corridor are its community spaces such as churches, libraries and parks that can host events and gatherings. Opportunities for the Mary Reid House to evolve into a public area for congregation should be explored, while maintaining its built heritage assets.



Figure 297. View of the Mary Reid House property from the street



Figure 298. Community garden / picnic area in Vancouver



Figure 299. Examples of low-impact pathway, outdoor event infrastructure, and integration of public art and lighting in open space that could occur in front of the Mary Reid House for community building

Special Condition: minimize impact to woodlots and renaturalization of edges

Similarly to Segment C, impacts to the woodlots on the north side should be reduced by adopting a minimal streetscape design. The woodlots located in this Segment are located on the north edge of Eglinton Avenue, west of Islington Avenue. The one situated closer to Wincott Drive is identified as *dry-fresh sugar maple deciduous forest type*, whereas the other is *dry-fresh poplar deciduous forest type*. Although the gap between the two woodland areas are not identified to have a specific vegetation community, it is recommended to be renaturalized and serve as a candidate to receive replacement trees from the rest of the corridor (refer to Design Move “G.2 Protect mature and large trees” on page 120 from Volume II). As there are no stormwater sewers along Eglinton Avenue in these Segments, it would be beneficial to install a retention cell along the curb to capture any water runoff from the roadway before reaching the woodlot. Nonetheless, it is expected that sewers will be installed in this underserved Segment with the implementation of the transit project. An interpretative signage system should be developed to provide both wayfinding information as well as encourage learning experiences. The signage should identify unique aspects of the history of the natural heritage sites, and the geological events that created them.

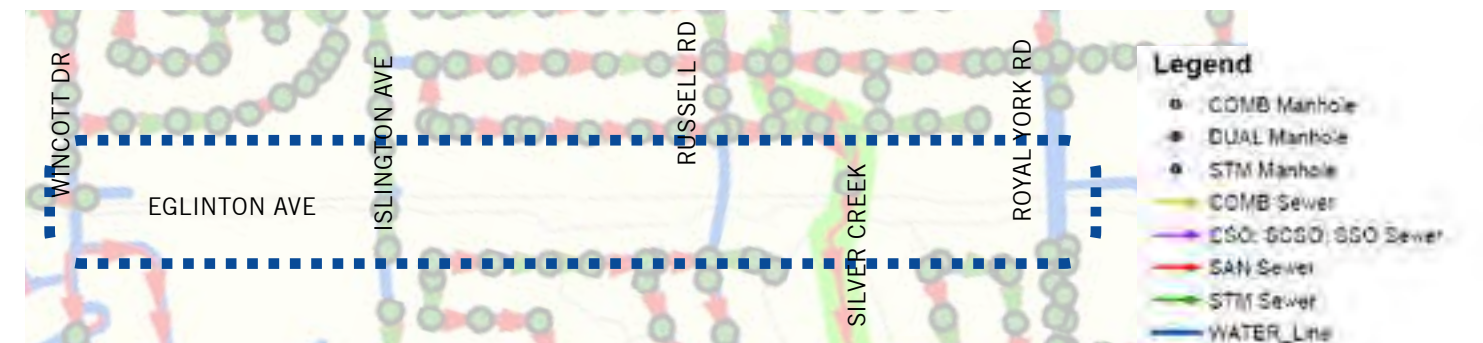
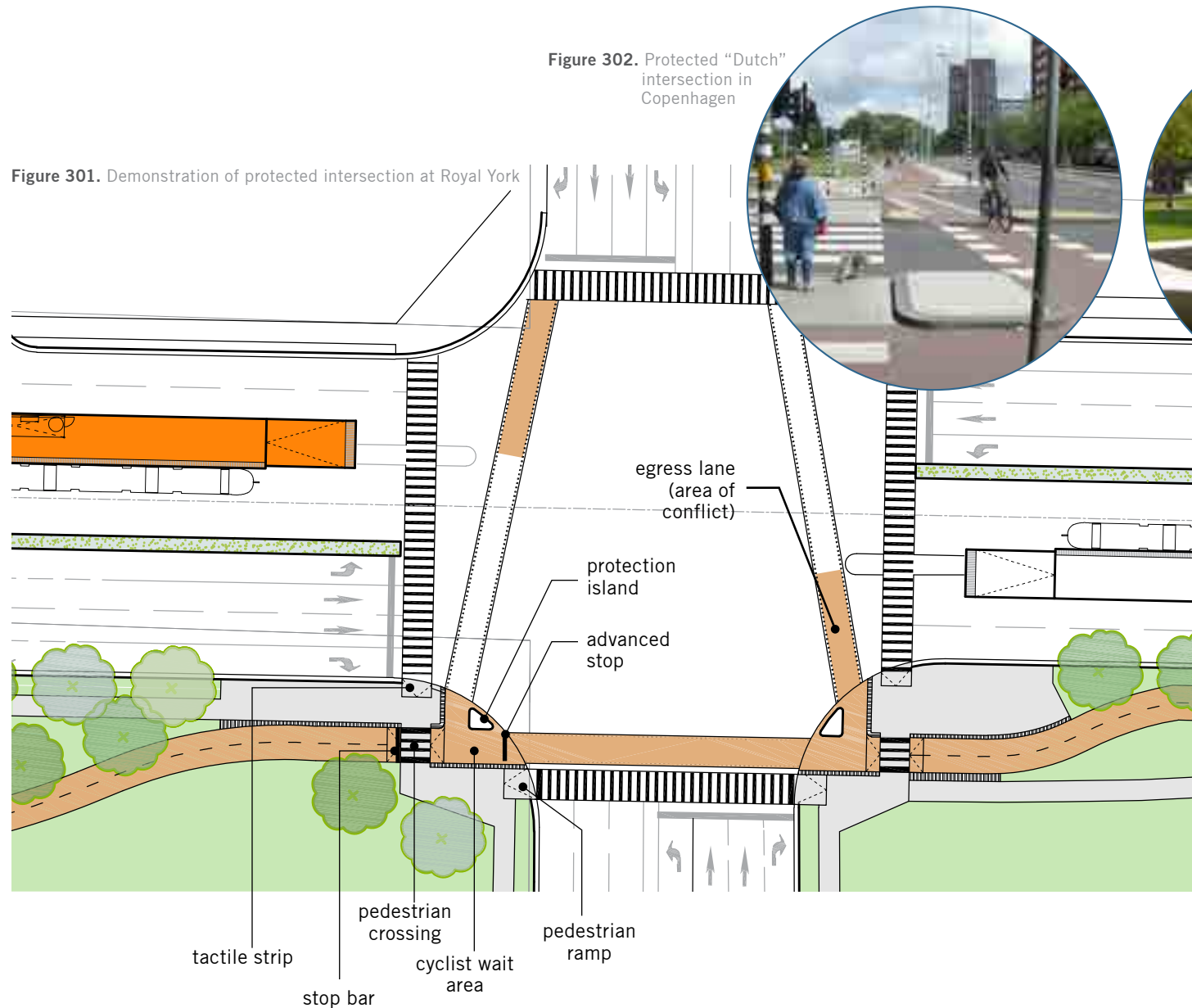


Figure 300. Conceptual image of the streetscape treatment and nature interpretation interventions along woodlot

Special Condition: Protected intersection pilot

As the City is moving towards the implementation of protected intersections, it is recommended that the intersection of Royal York and Eglinton be advanced as one of the first pilot testing sites in the short term. This is a suitable location for this pilot project due to its fit within the wider right-of-way of Eglinton Avenue and the moderate volume of existing users of the current cycling infrastructure – both north south and east west. Protected intersections, which originated in Europe and is gaining popularity in North America, have been proven to improve the safety of cyclists and pedestrians. The use of corner safety islands and setback crossings are important features that provide an advance stop and refuge area, shortening crossing distances and creating more visibility for turning cars. The design of the protected intersection will also encourage drivers to slow down, preventing collisions. Implementing this pilot at Royal York and Eglinton will allow the City to evaluate and assess the feasibility and capacity of these intersections for the rest of the city.



Special Condition: Raised Islington intersection

Based on the feasibility requirements of the LRT, there is a regrading that has to occur at the Islington Avenue intersection. The regrading of the intersection will improve the public realm conditions and relationships between the street and adjacent buildings, as the roadway will approximately match the grading of the surrounding properties. From this redesign, there can be better physical and visual linkages between the transit stop at Royal York to the surrounding neighbourhoods and amenities. Specifically, this presents an enhanced connection from Richview Collegiate Institute, creating open space for public art, placemaking and a plaza or parkette that students and staff can enjoy. These areas can be utilized for rest, leisure, congregation, or even as outdoor classrooms.

Figure 303. Precedents of parkettes designed for youth; left CSULB Liberal Arts Courtyards in Long Beach US (image credit SWA); below Hart's Mill Surrounds in Adelaide (image credit ArchitectureAU)



Figure 304. Existing conditions at Islington



Figure 305. Conceptual image of the raised intersection at Islington



Figure 306. Conceptual image of Eglinton Street looking east towards Scarlett Road

10.4 SEGMENT D: ROYAL YORK TO SCARLETT

Public space opportunities and improvements for the Segment:

- Maintain the pedestrian bridge to create an accessible north-south mid-block connection.
- Generally, maintain the multi-use trail and sidewalks in their existing locations, to reduce impacts on berms and trees on both sides.
- On the south side, maintain a constant position of the sidewalk in relation with the multi-use trail (trail closer to the curb), to avoid problematic crossings.
- Given the higher density of the area, promote opportunities for new mid-block connections, and formalize existing informal paths by adding lighting and landscaping.
- Many pockets of open space exists along Eglinton, which should be used for new planting and small parkettes with recreational opportunities, such as senior outdoor fitness equipment.
- Refine the location and design of the intersection at the Mulham stop (in reference to the 2010 Environmental Assessment), to eliminate the proposed ramp and render the space usable as a parkette connecting to the St Demetrius School property (including school yard, track and field), the community garden, and the Ukrainian Canadian Care Centre.

LEGEND

-----	proposed/rebuilt sidewalk	●	trail connections
—	existing sidewalk to be maintained in current location	↔	mid block pedestrian connections
-----	proposed/rebuilt cycling infrastructure	↔	pedestrian crossings
—	existing cycling	↔	proposed crossride
-----	proposed bicycle route	—	bioswales / LID measures
-----	proposed planting zone	○	special sites (see details in next pages)
—	green track	*	public art opportunities
—	green median	○	parkettes
—	street-wall development	○	community garden
-----	backlotted fences	—	ecological restoration

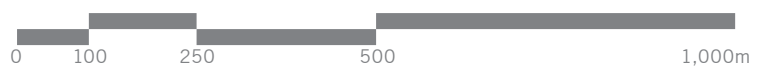
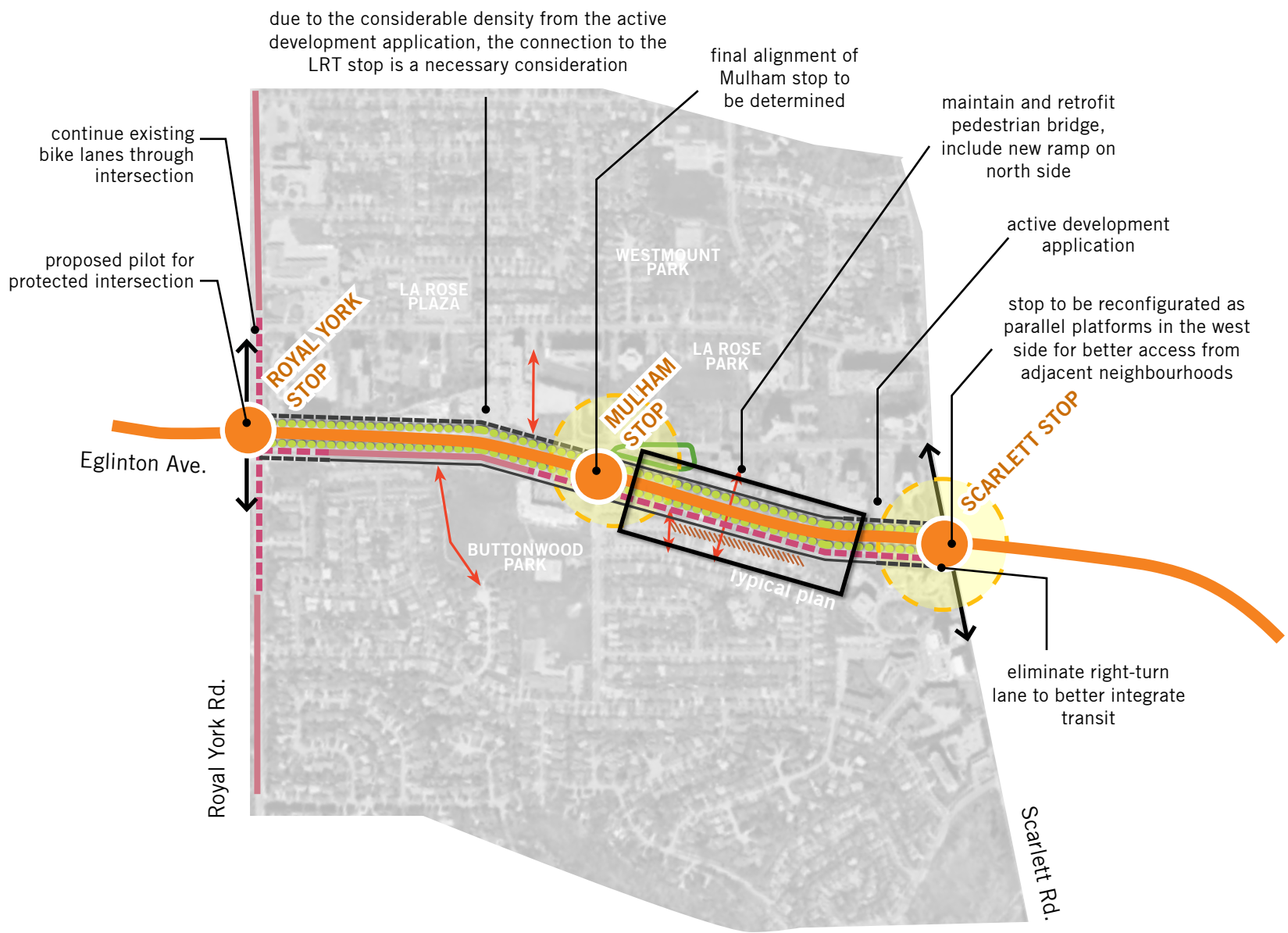
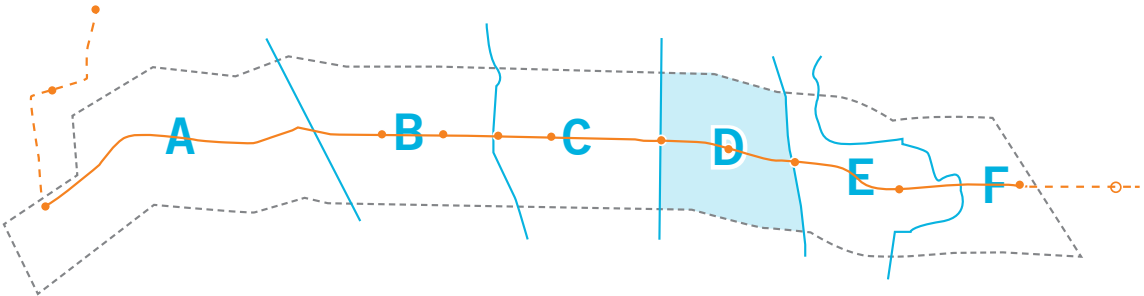


Figure 307. Public space opportunities and improvements plan: Segment D

D

Proposed typical cross-section:

- A naturalized condition will be maintained on both sides:
- On the north side:
 - Fill in gaps of existing street tree line; retrofit planting zone as bioswale where appropriate;
 - 2.1 metre wide sidewalk; and
 - Minimize changes to sloped area, and add planting to improve soil stability.
- The south side will maintain the change of grade, keeping the unique condition where the position of the sidewalk and multi-use trail is inverted in relation to the curb:
 - The 3.5 metre wide cycling trail will be provided, with a 2.0 metre treed and vegetated buffer from vehicular traffic;
 - Landscaped green space, with gradually increasing topography, will separate the cycling trail and sidewalk; and
 - 2.1 metre wide sidewalk located at higher grade.

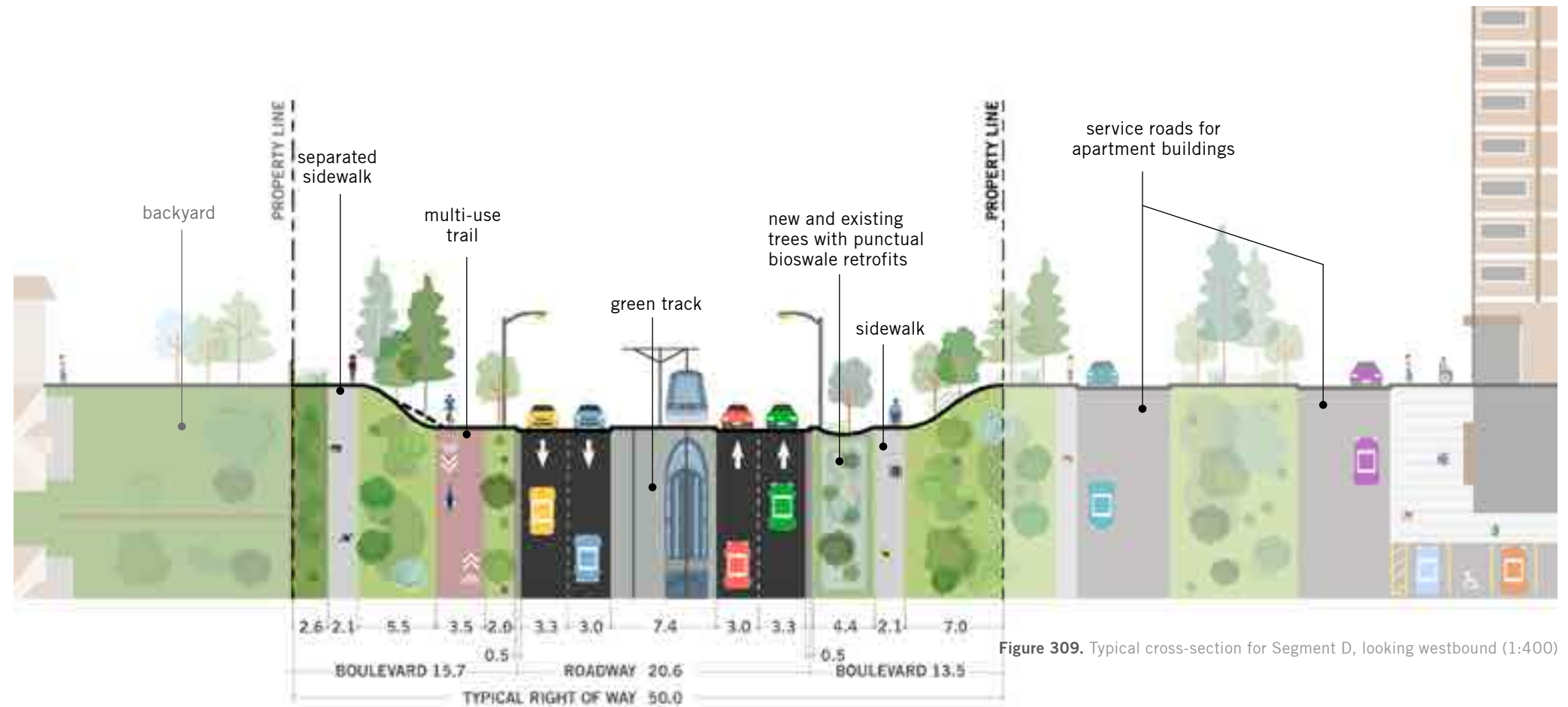


Figure 309. Typical cross-section for Segment D, looking westbound (1:400)

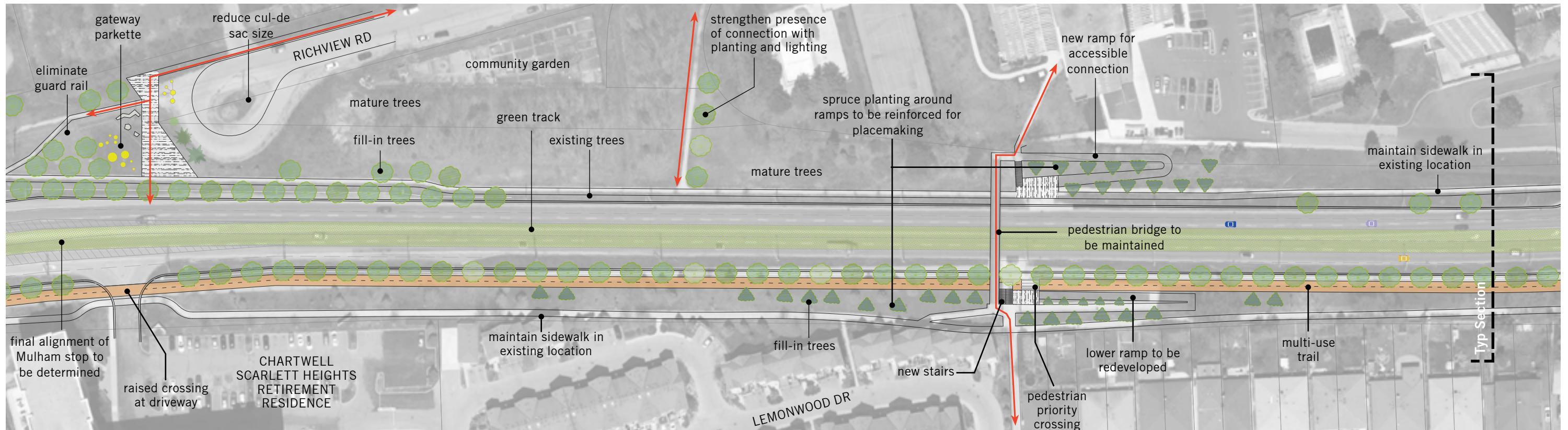


Figure 308. Typical plan for Segment D (1:1,250)

Connections to transit:

The following LRT stops will fall within the boundaries of this Segment:

MULHAM

- Final alignment of the Mulham stop to be determined and fully coordinated with new development and proposed access.
- Side platforms are the preferred solution; once the alignment is finalized, consideration should be given to 5 metre wide platforms to allow for enclosed shelters.

SCARLETT

- The preferred solution has been updated to reflect side platforms on the west side of the intersection, to improve from adjacent neighbourhoods. This modification to the design should as well simplify the need for retrofits to the Humber bridge to accommodate the transit line.
- Given the limited availability of space, in order to accommodate left-turn lanes; given the limited availability of space, it is recommended to continue to design for 3 metre wide platforms, which will not allow for enclosed shelters.
- The dedicated eastbound right-turn lane should be eliminated to better integrate transit and public realm improvements.

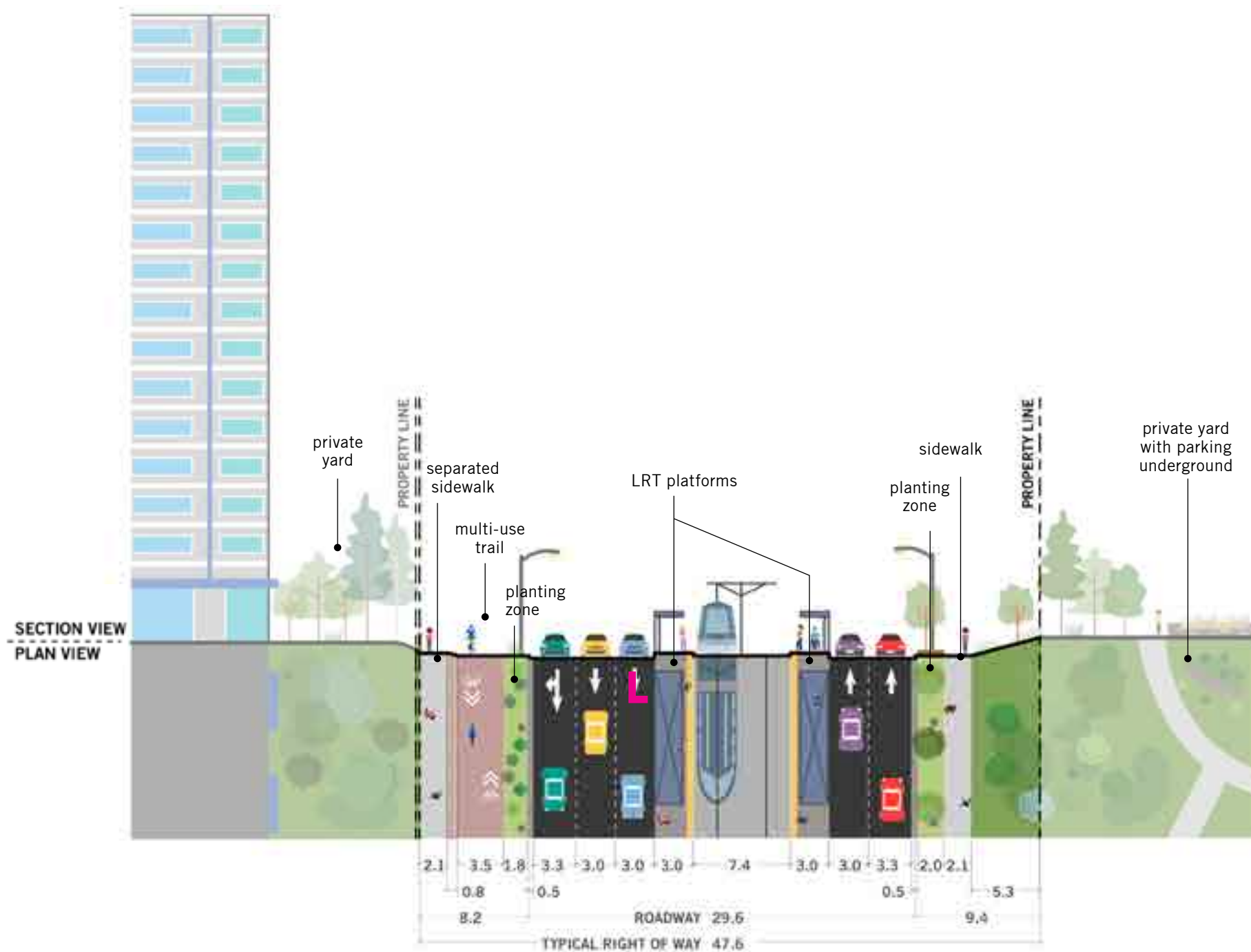


Figure 310. Cross-section for Scarlet stop, looking westbound (1:400)

D

Special Condition: Mulham stop

From the 2010 Environmental Assessment and the subsequent amendments (up until 2018), the location of the Mulham LRT stop has been revised a number of times, due to its proximity to the development site at 4000 Eglinton Avenue West (Plant World). An approved mixed-use development is proposing four towers on podiums – three 25-storey and one 21-storey towers. The density this introduces to the area and its access points should be coordinated accordingly with the location of the Mulham LRT stop. The location of the Mulham stop should be located in an accessible location, especially for the seniors residence to the south of Eglinton. While it is key to locate the stop in proximity to the new proposed community, if it shifts too far west, it will be located too close to the Royal York stop creating redundancy. The stop should be located in an optimal location for both the new development at Plant World and the retirement residences.

As the design evolves, careful consideration should be given to the alignment of new roads and driveways, and their impact on the recreational areas adjacent to the west. It is necessary that the final design of this stop and intersection minimize its impact on the community garden off of Richview Road, while optimizing its location in relation to the surrounding communities. The priority must be given to ensure no impact on the garden and its immediate surroundings, as it is a valued community space. The area has potential for public realm improvements that will further improve the access to the garden from Eglinton Avenue, provided that the driveway ramp (as shown in the EA) is rationalized and free up the space.



Plant World redevelopment application (currently under review)

Figure 311. Architectural elevations proposed for Plant World (as of April 2018)

Chartwell Scarlett Heights Retirement Residence

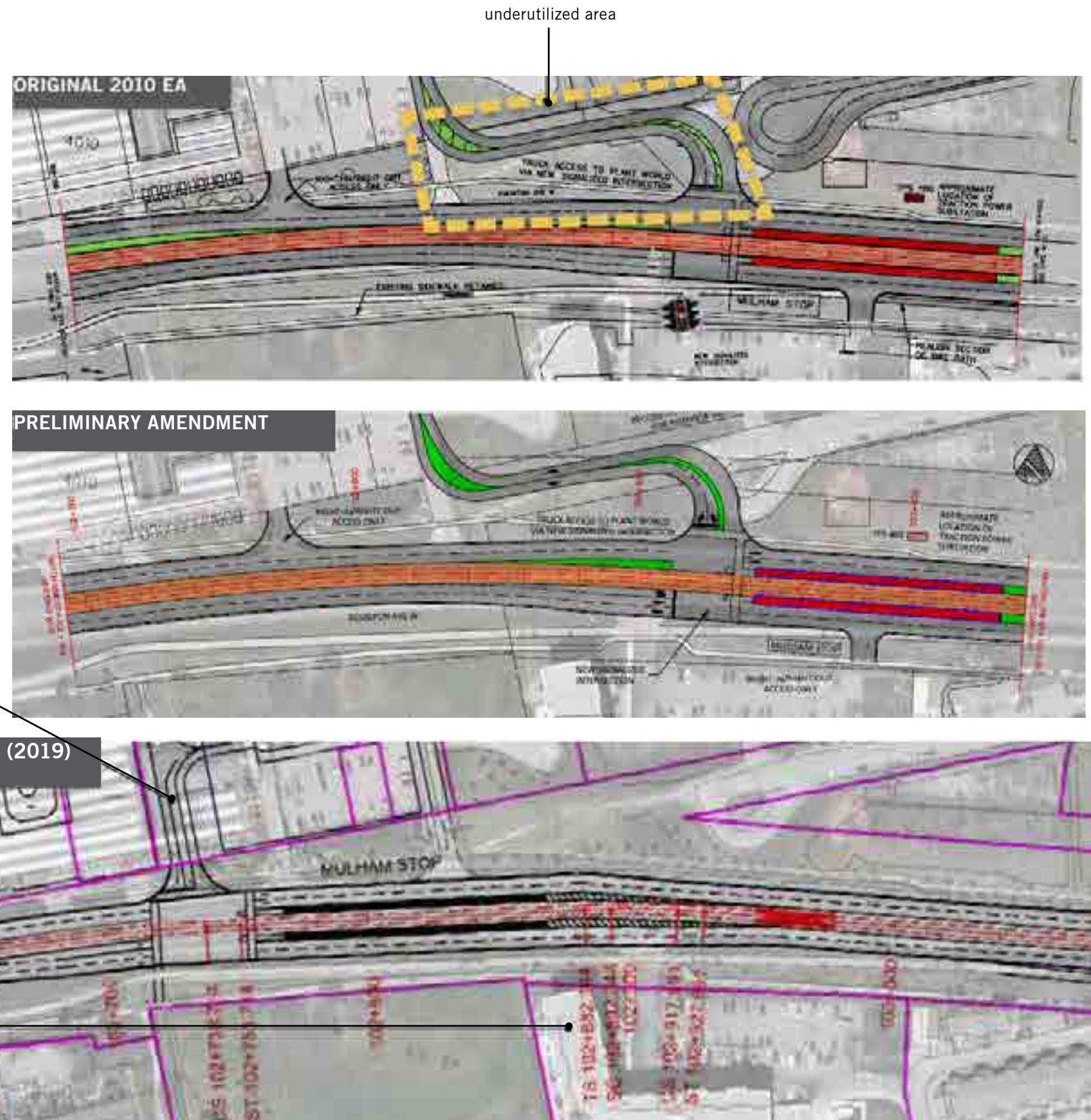


Figure 312. Comparison of changes between various amendments of alignment drawings

Special Condition: Community Garden

The location of the existing community garden on both sides of Richview Road and its surrounding uses can help activate a unique community area that fosters stewardship, community building, recreation, and help residents have a stronger connection with the park areas along Eglinton. The sports fields, school yards, amenity spaces and large underutilized open spaces that surround Richview Road can build off of their existing synergies to create a community hub. These areas can be shared and used by nearby residents of the apartment neighbourhoods to the north, students from the St Demetrius School, patients from the Ukrainian Canadian Care Centre, users of the community garden, and even the general public. An entry off of Eglinton that provides public-fronting access can make the uses more visible and accessible to all, stitching the adjacent programs together into one community hub. Additionally, reducing the radius of the turn-around at the end of Richview Road to 12.5 metres (as per 'Turning Circle for Local Residential Streets' standard in the Toronto Development Infrastructure Policy and Standards), will create more open space that can be used by the community.

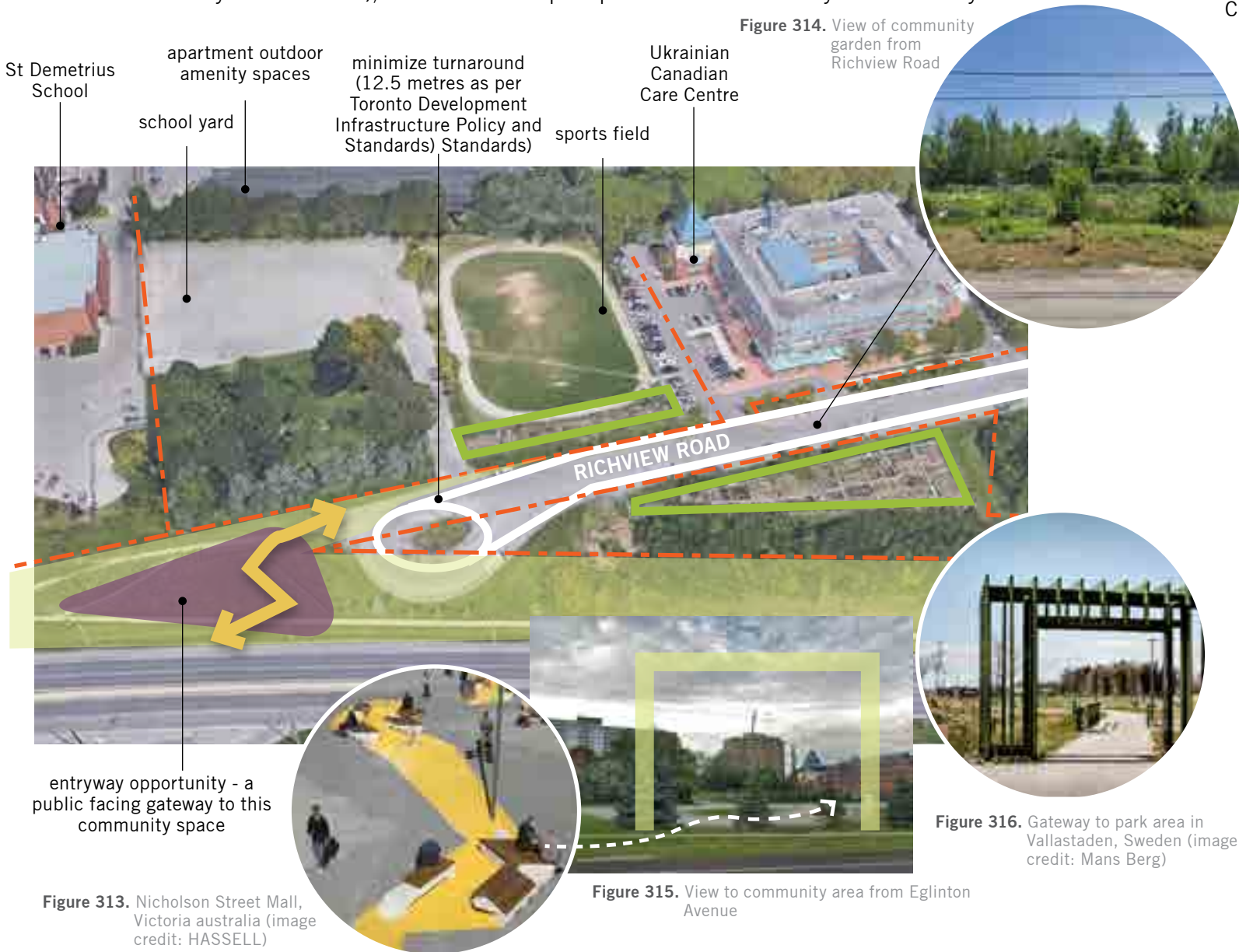


Figure 314. View of community garden from Richview Road

Figure 316. Gateway to park area in Vallastaden, Sweden (image credit: Mans Berg)

Figure 313. Nicholson Street Mall, Victoria Australia (image credit: HASSELL)

Figure 315. View to community area from Eglinton Avenue

Special Condition: Mid-block crossing points between pedestrians and cyclists

Along the south side of Eglinton Avenue, a condition identified by different community members was the crossing of the multi-use path and the separated sidewalk, which occurs twice – once just eastbound of the Royal York Road intersection, and once before the Scarlett Road intersection. These crossings are justified by the changes in topography in the 'trenched' landscape along this portion of Eglinton West, which require sidewalks to be closer to the properties in the higher part of the berm.

It is recommended that the crossings occur at the intersections instead, and standardized to create consistency with the rest of the corridor. Both separated and protected intersections have designated crossing points at corners for pedestrians and cyclists, that direct traffic to crosswalks and crossrides respectively. These areas can be used to flip the paths of travel as required for each block.

Creating a standard condition throughout the corridor keeps it safe for all users.

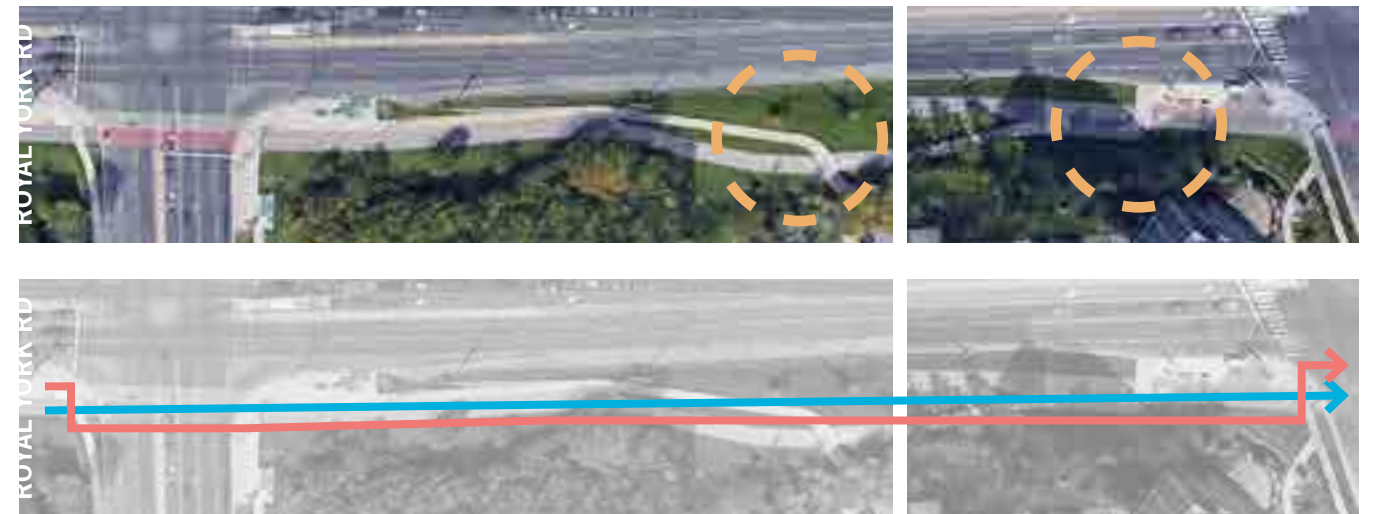


Figure 317. The two instances where the multi-use trail and separate sidewalk cross paths to accommodate for the change in topography, and proposed modified circulation

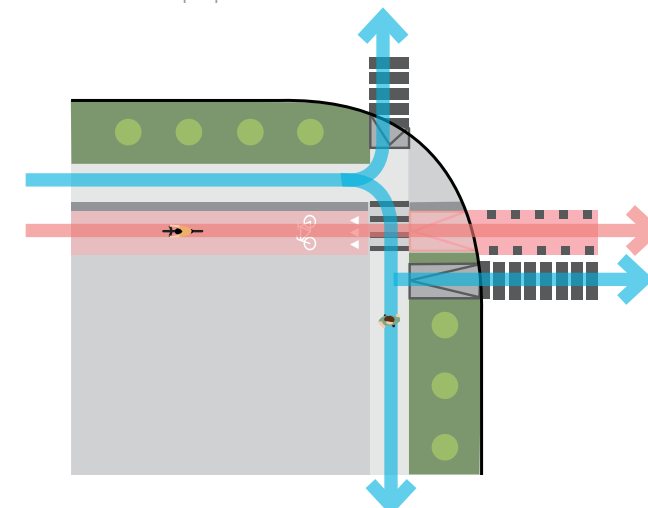


Figure 318. Typical protected intersection design in condition where the cycling and pedestrian paths of travel are flipped

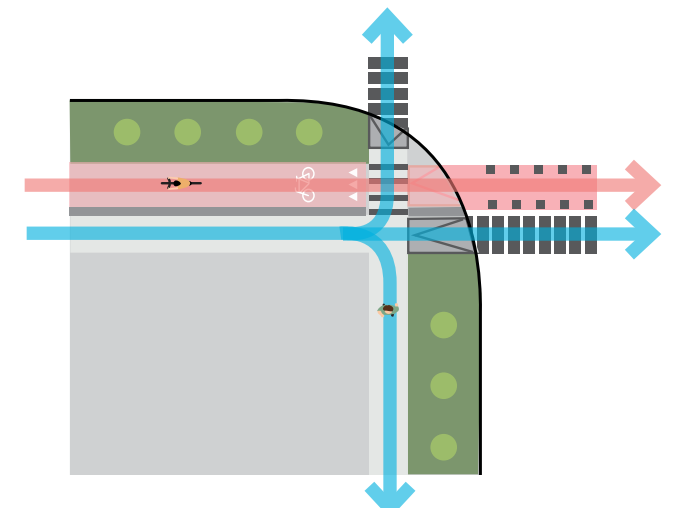


Figure 319. Typical protected intersection design in condition where the cycling and pedestrian paths of travel are not flipped








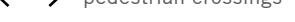

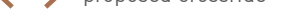










E

10.5 SEGMENT E: SCARLETT TO WESTON

Public space opportunities and improvements for the Segment:

- Similar to the ‘valley’ typology from Eglinton Connects, this area is inspired by that vision, as it is framed by lush green landscapes, with the most open space out of all the Segments.
- The prominence of the Humber River and its trails should be emphasized with public art and signage, as this is an iconic characteristic of Toronto.
- Rows of trees should be consistently provided along both the north and south edges to reinforce the green edges, where possible.
- Pockets of these green spaces should be augmented to become parkettes or community gardens, to create stewardship and engagement.
- When the LRT goes underground, the additional space that frees up in the right-of-way allows for public realm improvements.
- The portal where the LRT emerges from below to above should be designed as a special place of transition.
- In 2019, the City of Toronto is proposing to install a physically separated bike lane (cycle track) along Scarlett Road from the Humber River to just north St. Clair Avenue at Bernice Crescent. This is an opportunity to improve the conditions at Eglinton Avenue and Scarlett Road.

LEGEND

 proposed/rebuilt sidewalk	 trail connections
 existing sidewalk to be maintained in current location	 mid block pedestrian connections
 proposed/rebuilt cycling infrastructure	 pedestrian crossings
 existing cycling	 proposed crossride
 proposed bicycle route	 bioswales / LID measures
 proposed planting zone	 special sites (see details in next pages)
 green track	 public art opportunities
 green median	 parkettes
 street-wall development	 community garden
 backlotted fences	 ecological restoration

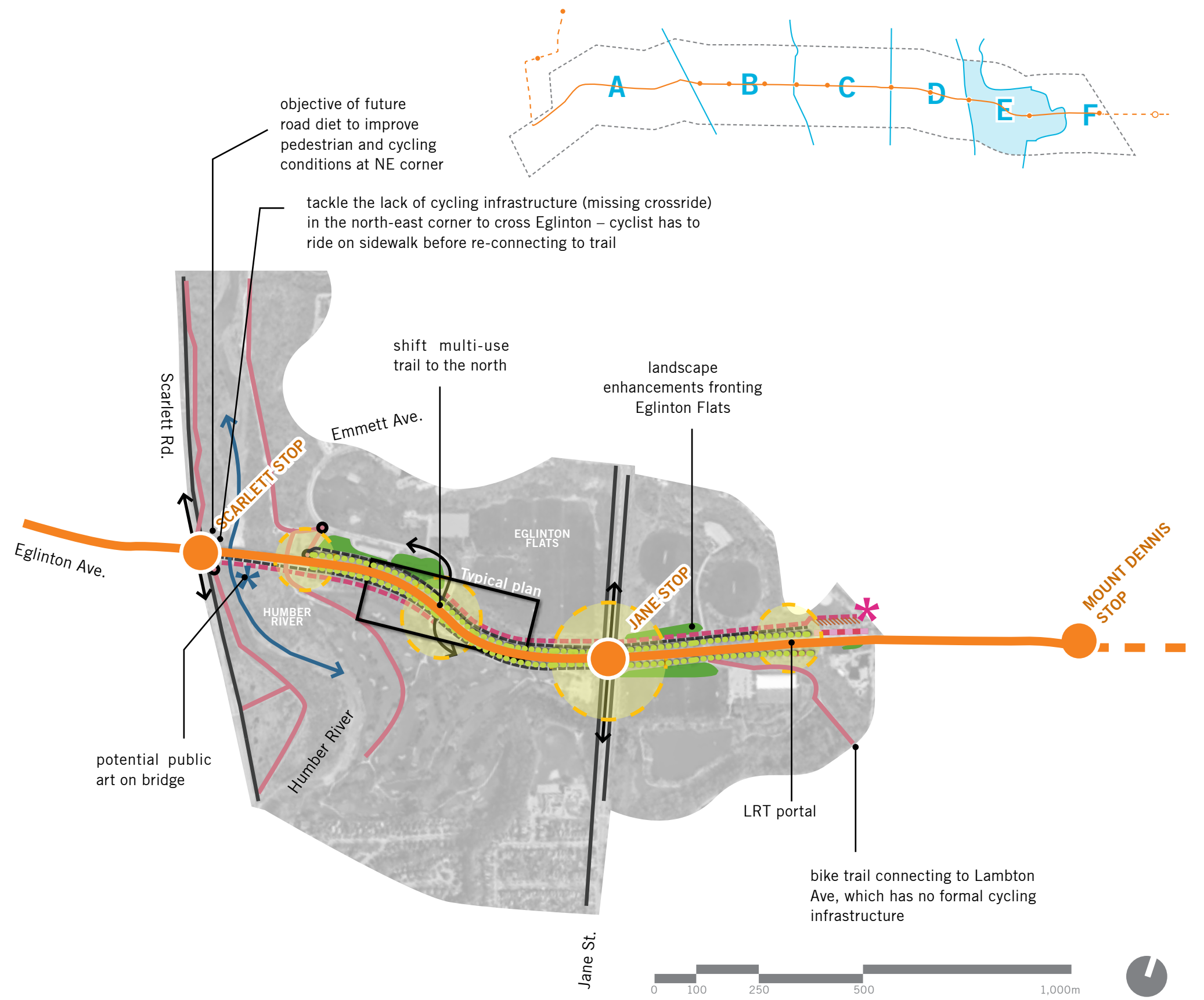


Figure 320. Public space opportunities and improvements plan: Segment E

Proposed typical cross-section:

- The north side should remain largely green and lush, to keep with the character of the Segment:
 - 3.0 metre wide bioswales with trees to serve as a buffer between the roadway and the sidewalk;
 - 2.1 metre wide sidewalk
- The south side is restrained due to the change of slope in the interface with the golf course, but adequate buffers should be provided:
 - 0.8 metre sodded buffer and 2.1 metre wide sidewalk
 - 0.8 metre row of pavers as per the Streetscape Manual to segregate walking and cycling movements
 - 3.5 metre wide cycling trail
- This condition is inverted east of Emmet Avenue, where the multi-use trail should be relocated to the north side in order to provide wider buffer zones.

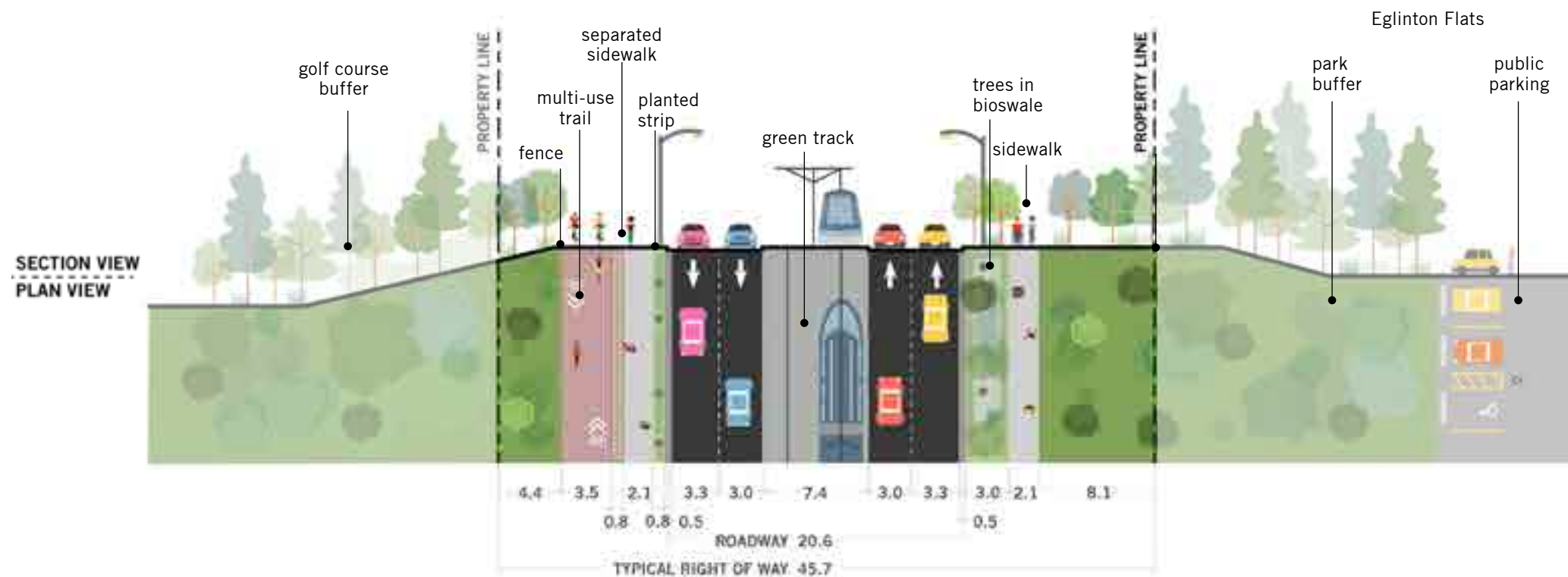


Figure 322. Typical cross-section for Segment E, looking westbound (1:400)

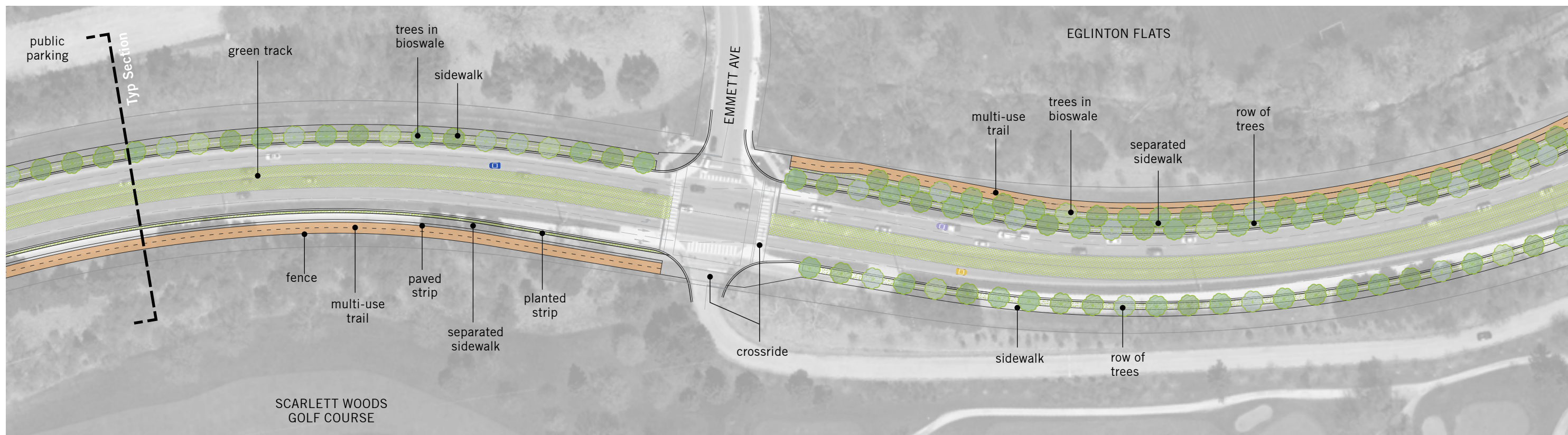


Figure 321. Typical plan for Segment E (1:1,250)

E

Connections to transit:

Only one new LRT stop will fall within the boundaries of this Segment.

JANE

- The 2010 Environmental Assessment planned for a west-side central platform to protect for the connection with for a potential future rapid transit line along Jane Street. As there are no current plans for such a transit project, the preferred solution has been updated to reflect farside platforms, which would be more effective in this location.
- Given the availability of space, it is recommended to design for 5 metre wide platforms to allow for enclosed shelters.

PORTAL

- The portals for the LRT are highly visible pieces of city infrastructure and should demonstrate elements of architectural and landscape consistency that showcase the public transit function of the infrastructure. The Eglinton Crosstown LRT Design Excellence Manual includes specific design requirements, which should be applied to all portals along the line to demonstrate continuity between each other and differentiate the infrastructure from other road infrastructure.
- Planting should be integrated at and around the portals to enhance the experience of travelling from underground and emerging to the surface at the Valleys. Much like the Bloor-Danforth Subway and its point of emergence above the Don Valley at the Bloor Viaduct, the moment where the Crosstown LRT emerges from below to above should be designed as a special place of transition and change.
- The planting should reflect on and celebrate the natural heritage of the ravines, as well as the parks on both sides: Pearen Park, Eglinton Flats, Gladhurst Park and Fergy Brown Park.

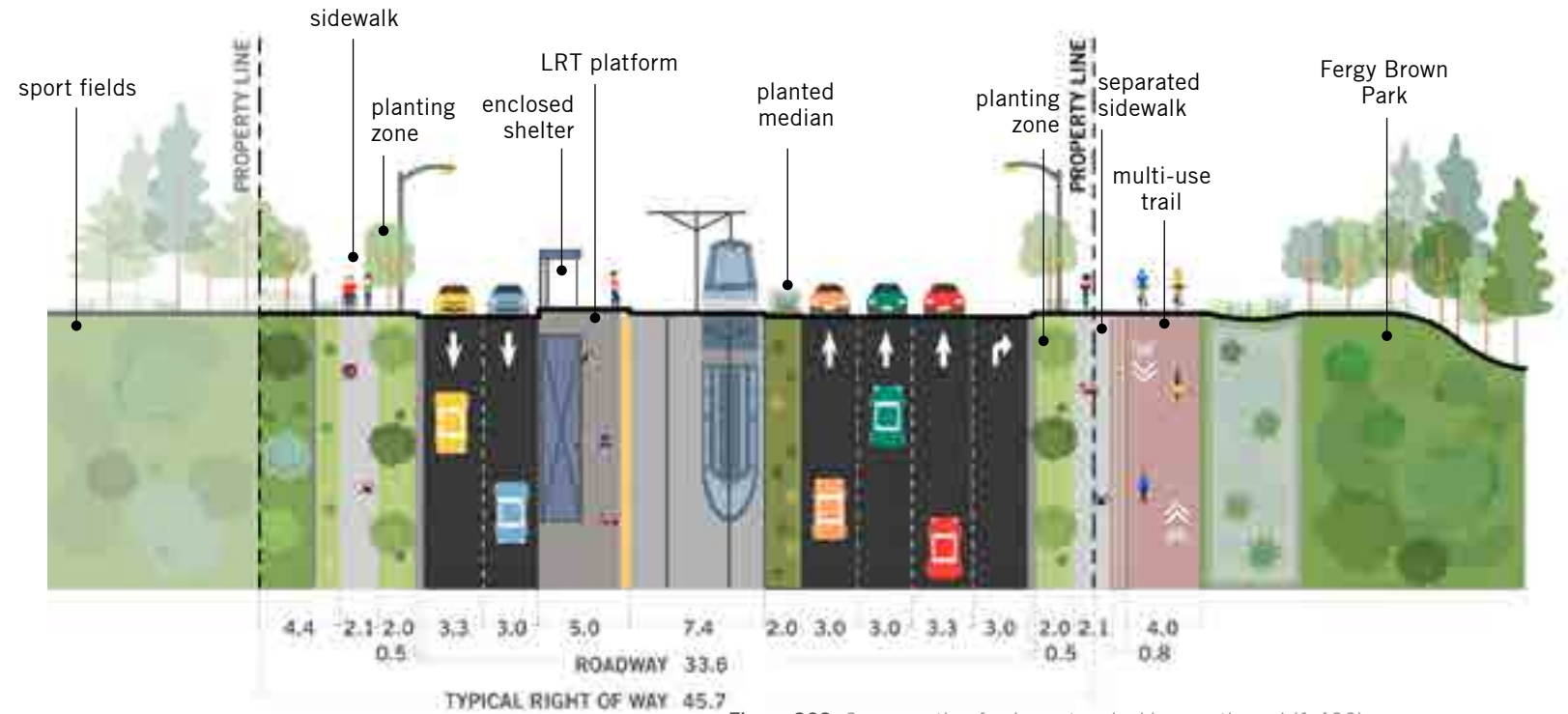


Figure 323. Cross-section for Jane stop, looking westbound (1:400)

Figure 324. Design for the Eglinton Crosstown Mount Pleasant Portal (image credit: Metrolinx)

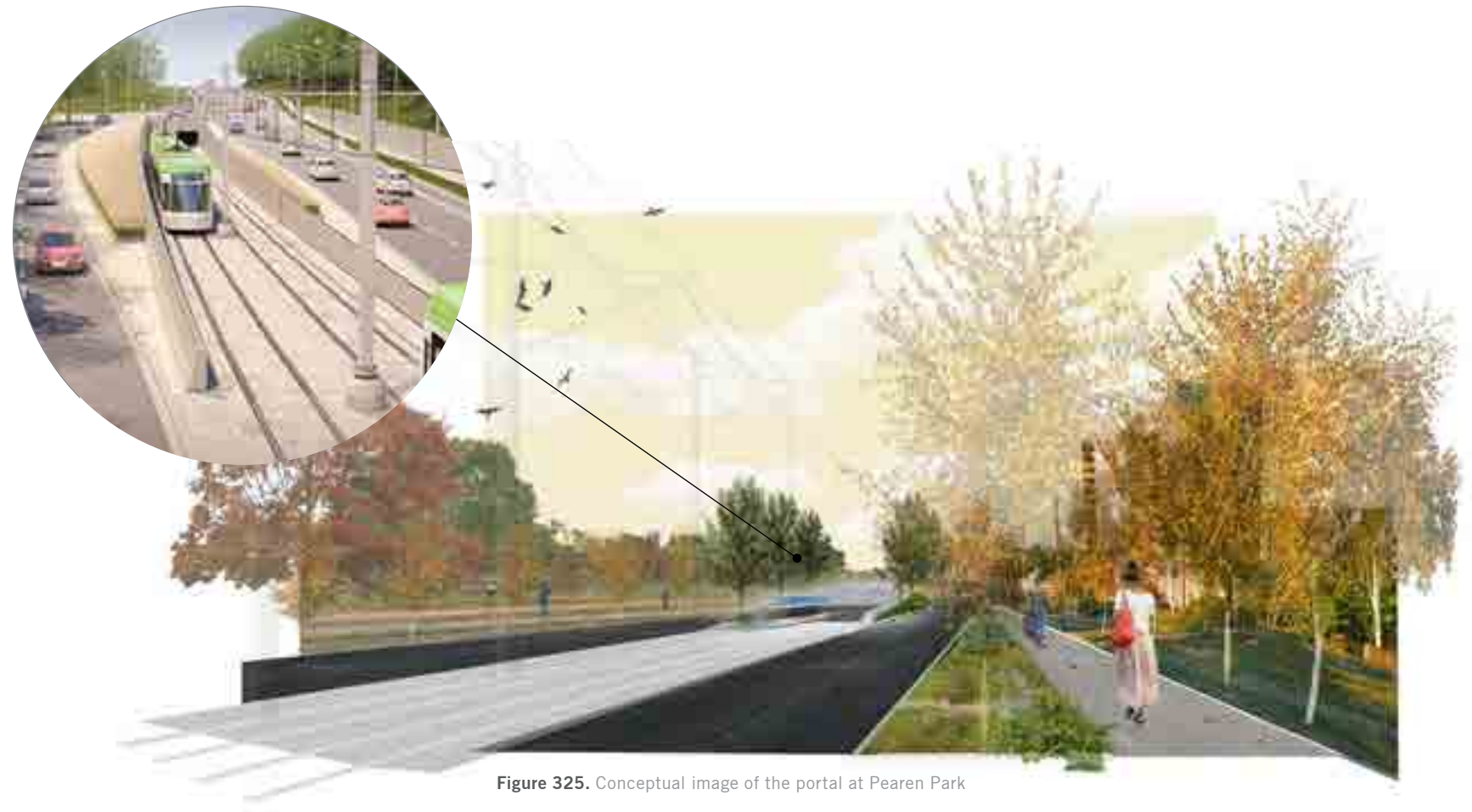


Figure 325. Conceptual image of the portal at Pearen Park

Special Condition: Crossride at Emmett Avenue

The Environmental Assessment had directed the multi-use trail to be relocated from the south to the north side of the Eglinton Avenue corridor at the Jane Street intersection. However, this study recommends that the cross ride occurs one block east, at the signalized intersection of Emmett Avenue. With the widening of the roadway, there is more generous space on the north side, at this location, to accommodate the cycling and pedestrian pathways, with adequate space for additional planting and bioswales.



Figure 326. Conceptual image of the crossride at Emmett and Eglinton

Special Condition: Hospital Path

One main comment from the public engagement was that the footpath that connects Eglinton Avenue to Emmett Avenue was not accessible and sufficiently maintained. This is a frequently used pathway by area residents as it directly links Eglinton Avenue and the West Park Healthcare Centre and York Humber High School lands. A community garden was established in 2006 along the path that over 100 participants use, including new immigrants, young families and seniors. The Natural Heritage study (refer to Section 12.0) identified that there are multiple vegetation communities that frame the pathway, including *dry-moist old field meadow type*, *mineral deciduous swamp ecosite*, and *fresh-moist poplar-sassafras deciduous forest ecosite*. Currently, there is no detailed survey of the boundaries of these natural areas and vegetation communities, so it is challenging to propose a detailed design for the path. Short term priorities for the path shall be to reduce slopes, explore low-impact development measures to apply AODA standards. It should have generous widths and be maintained frequently, especially in extreme weather conditions.



Figure 327. Existing condition of path off of Eglinton Avenue

Special Condition: Humber Bridge

Since the 2010 Environmental Assessment, the LRT alignment has been amended with the addition of new turning lanes on the bridge. As from an ongoing cost analysis exercise, these turning lanes have resulted in insufficient space to fit all elements on the bridge. Therefore it is recommended that:

- The LRT platforms be located to the west side of the intersection to simplify implementation of transit infrastructure on the bridge as well as to improve access for riders, as the majority will be going to or coming from the blocks to the west.
- The existing bridge should be widened to include all elements, with a new width sufficient to have both a two-way bikeway and a separate sidewalk, rather than merging it into a shared trail. This should create a safer travelling experience on the bridge and maintain a level of consistency throughout the corridor with these modes physically separated.
- Given the limited availability of space within the right-of-way on the west side of the intersection, it is recommended that the right turn lane be removed (refer to cross section at Eglinton / Scarlett on Page X).

Additionally, there is an opportunity for a larger-scale public art intervention to celebrate the presence of the Humber River as it crosses Eglinton West.

ORIGINAL 2010 EA



PRELIMINARY AMENDMENT



ONGOING COSTING ANALYSIS (2019)



ONGOING COSTING ANALYSIS (2019)

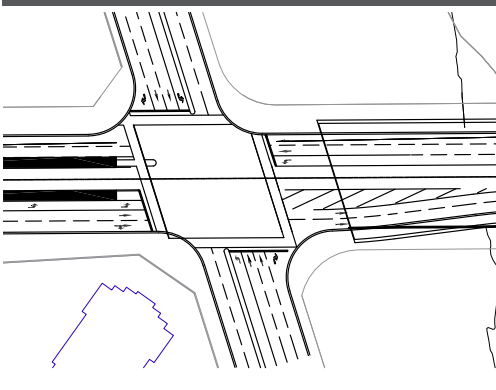


Figure 328. Revisions to the alignment along Humber Bridge resulting in the need for bridge widening



Figure 329. Existing jersey barrier condition along the Humber Bridge for pedestrians and cyclists

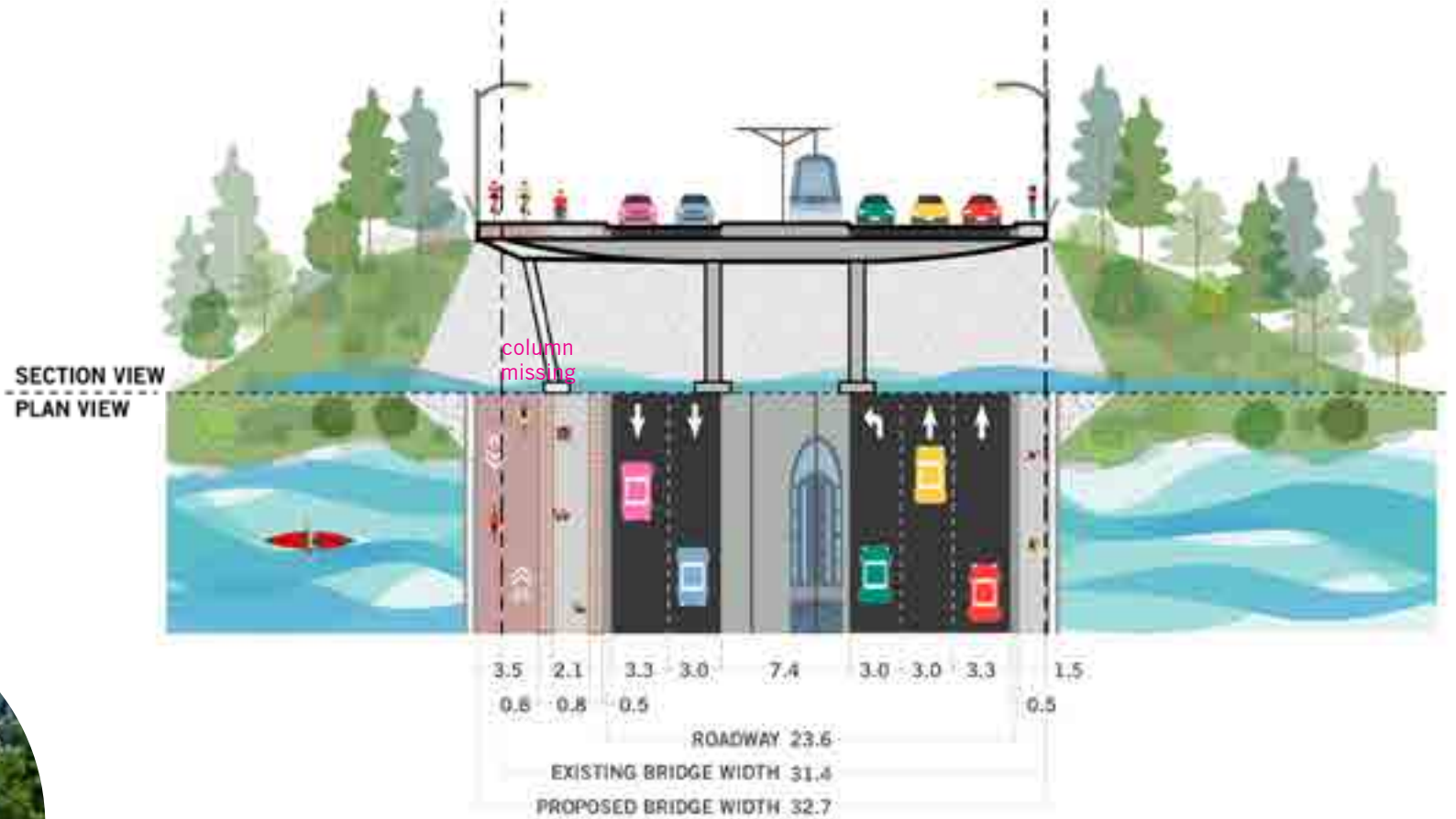


Figure 330. Cross-section for pinchpoint at bridge, looking westbound (1:400)























Figure 331. Conceptual image of Humber bridge intervention

10.6 SEGMENT F: WESTON TO MOUNT DENNIS

Public space opportunities and improvements for the Segment:

- This area signifies the transition from the 'valley' typology to the 'main street' typology from Eglinton Connects. The lush green landscapes evolve into a tighter, small scale fabric, and the streetscape should be reflective of its urban character.
- Bridge cycling gap between Eglinton Flats and the multi-use trail at St. Dennis (under construction).
- Avoid merging pedestrians and cyclists at the busy north-west corner at Weston Road and Eglinton Avenue.
- Support mural art initiatives to create a city-wide outdoor art destination.

LEGEND

	proposed/rebuilt sidewalk		trail connections
	existing sidewalk to be maintained in current location		mid block pedestrian connections
	proposed/rebuilt cycling infrastructure		pedestrian crossings
	existing cycling		proposed crossride
	proposed bicycle route		bioswales / LID measures
	proposed planting zone		special sites (see details in next pages)
	green track		public art opportunities
	green median		parkettes
	street-wall development		community garden
	backlotted fences		ecological restoration

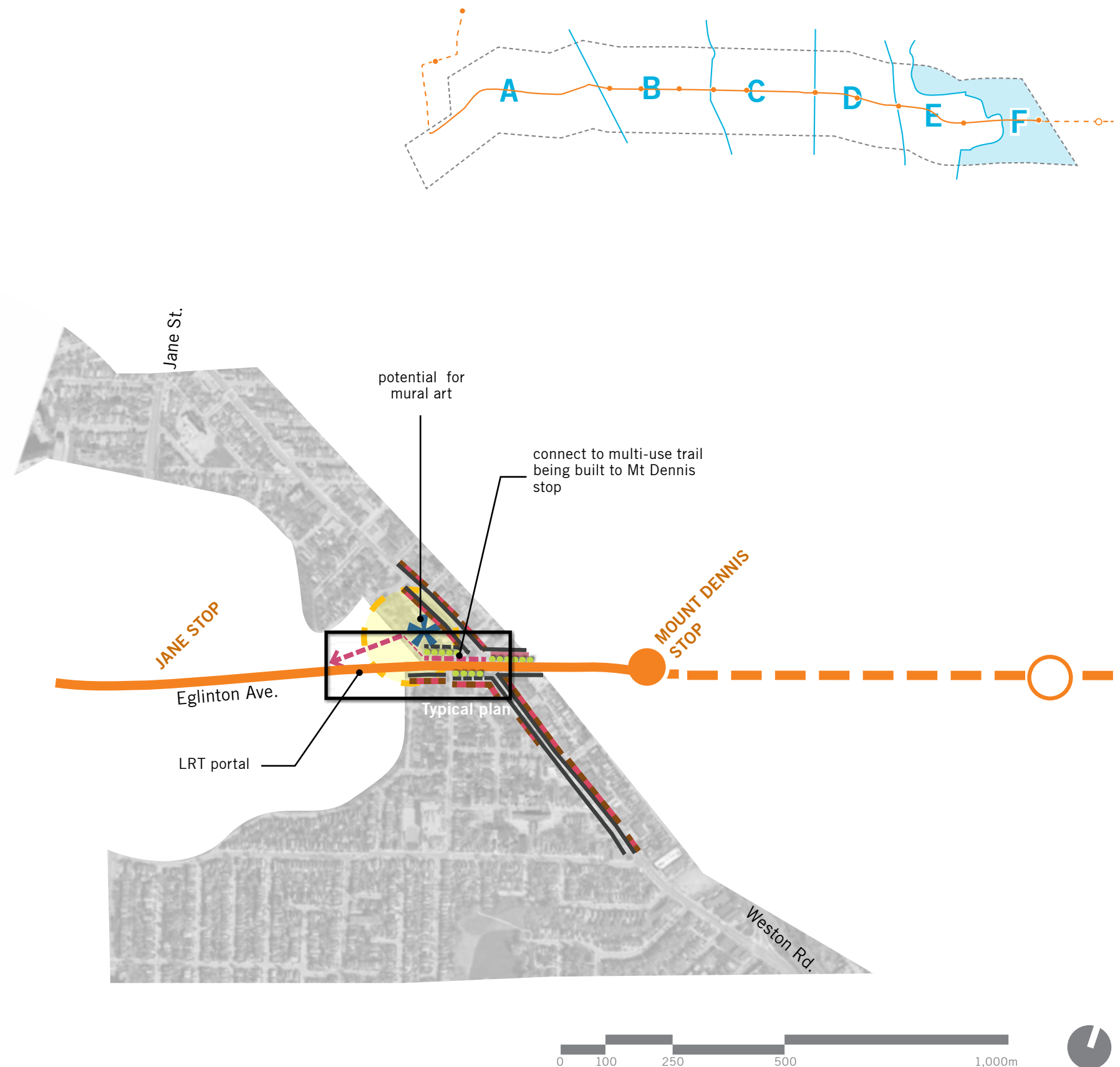


Figure 332. Public space opportunities and improvements plan: Segment F