



## THE STUDY

Stretching across the middle of the city, Eglinton Avenue is a critical east-west spine that connects diverse neighbourhoods to each other and beyond. In 2014, the City completed the **Eglinton Connects** plan for the central part of the corridor, which established a clear vision for the corridor in support of the Crosstown Light Rail Transit (LRT) project currently under construction. The City is now conducting the **Eglinton West Planning and Streetscape Study** to adapt and implement this vision to the western end of Eglinton Avenue in anticipation of the Eglinton West LRT, a westward extension of the Crosstown.

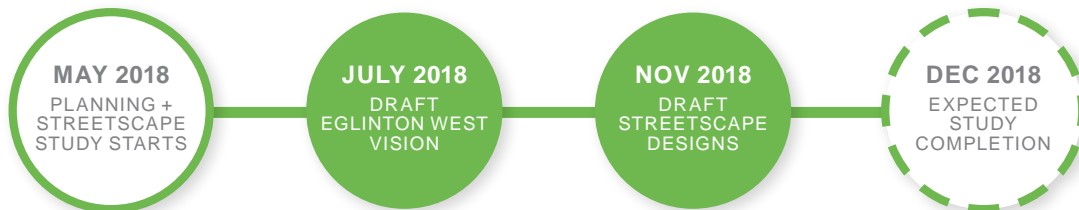
## THE VISION

“Eglinton will become Toronto’s central east-west Avenue – a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy.

Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region.”

- Eglinton Connects Study 2014

## EGLINTON WEST PLANNING STUDY TIMELINE



## PROJECT TIMELINE

The Eglinton West Planning and Streetscape Study started in the Spring of 2018 and is expected to be completed by the end of the year. We are currently meeting with area stakeholders to develop an understanding of the neighbourhood, and set the goals and priorities for the project.

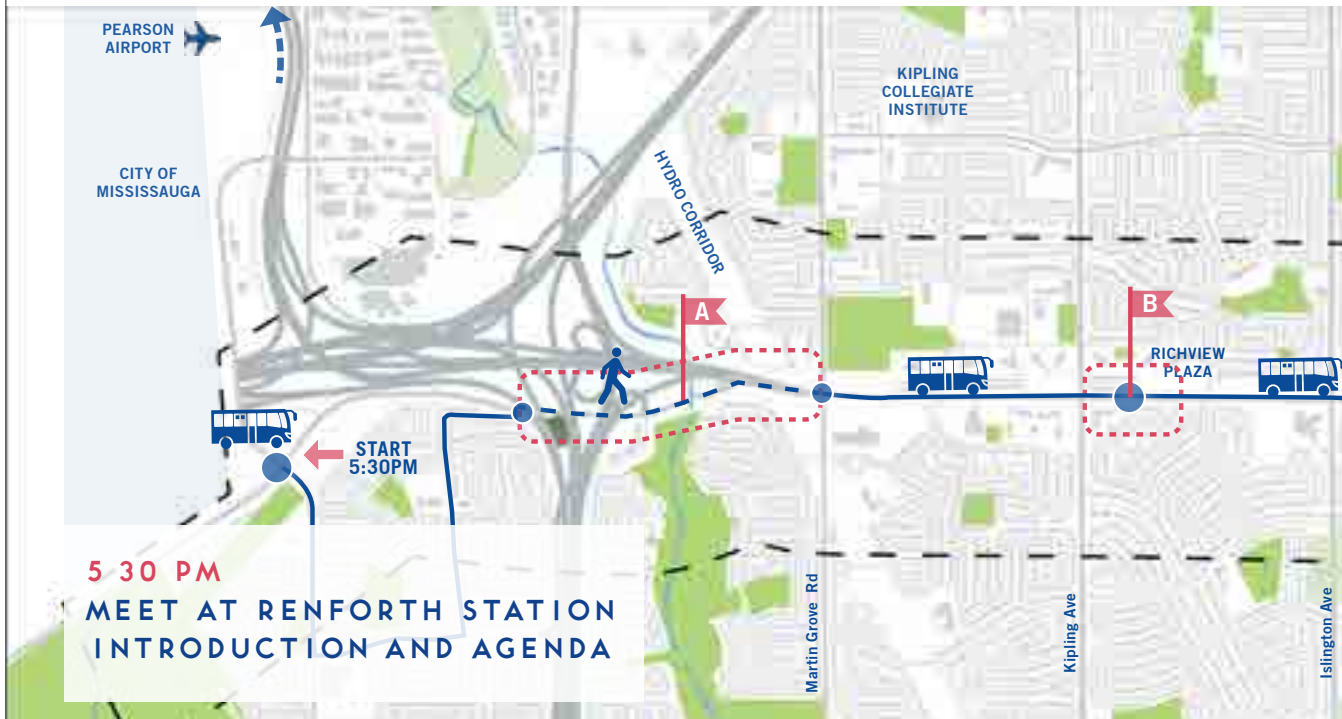
As part of the Study, a comprehensive streetscape, public realm plan and built form analysis will be completed. They will be supported by a series of corridor segment profiles, an updated cultural and natural heritage analysis, and a multi-modal access and commuter parking study.

## ONGOING RELATED PROJECTS

The Eglinton West Planning and Streetscape Study is part of a larger initiative for the Eglinton Avenue corridor led by the City, in partnership with TTC and Metrolinx, that includes a review of the LRT project conceptual design, a detailed traffic analysis of the Martin Grove and Eglinton Area and further study on the route into Pearson International Airport.

Figure 430. Brochure and map that was distributed to participants on the day of the tour

## THE BUS AND WALKING TOUR



**5 30 PM**  
MEET AT RENFORTH STATION  
INTRODUCTION AND AGENDA

**A 5 40PM**  
SAFETY AND COMFORT

### What makes a safe and comfortable street?

As a corridor and gateway into the Eglinton avenue, how can this area be improved to foster a more cyclist and pedestrian friendly experience?

**Greening, Travelling:** Think of innovative ways that can transform the walking and cycling experiences along this underpass so that it becomes safer, more comfortable, and more appealing: Public art? Lighting? Planting?

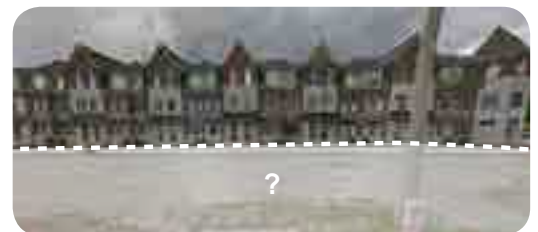


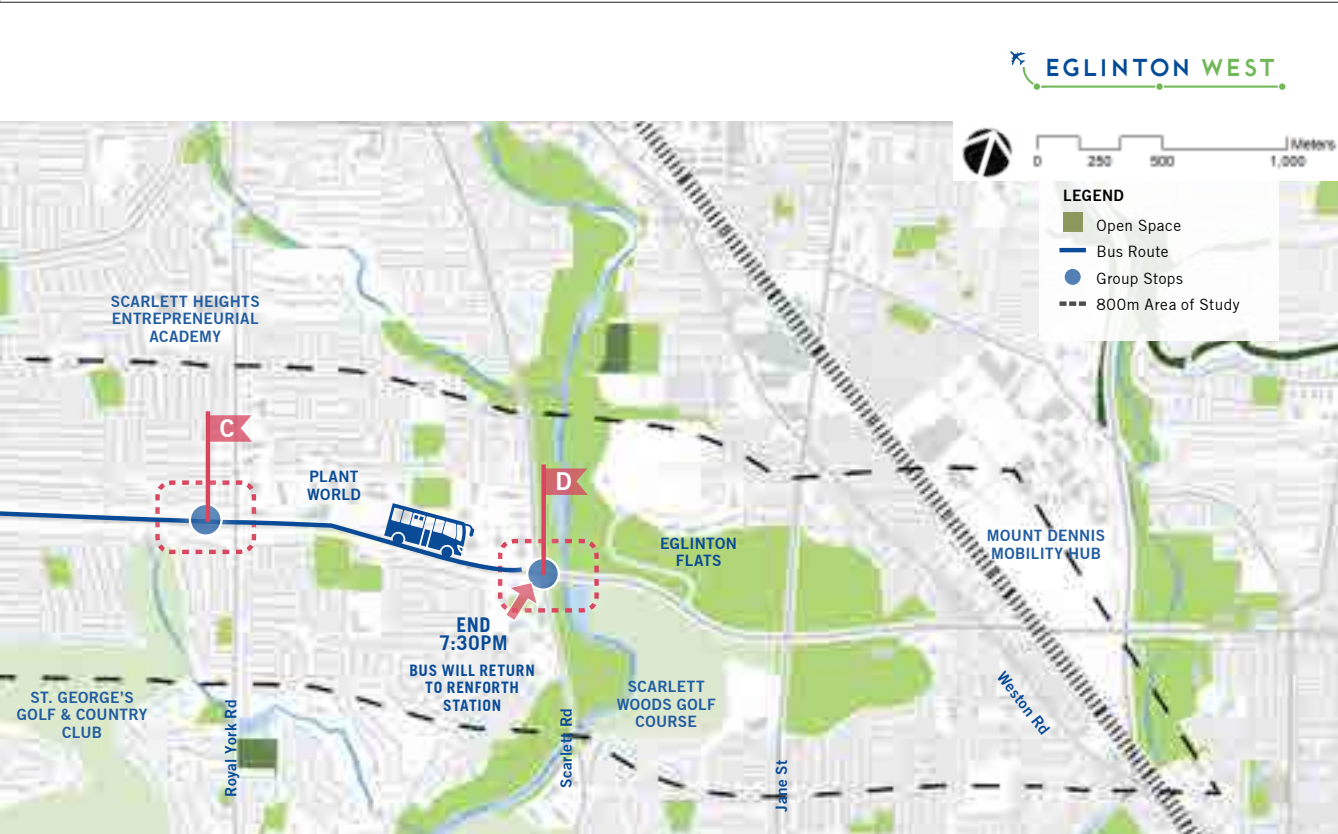
**B 6 05PM**  
STREETSCAPE DESIGN

### How does your ideal street look like?

By analyzing the existing available space and future potential reconstruction of the street, what streetscape elements will enhance your experience?

**Greening, Travelling:** Get creative and think planters of different forms and sizes, flowers, street trees, tall grasses, wide sidewalks, benches... use the modular materials provided to lay out your ideal streetscape scenario within the space.





**C 6 35PM**  
**HERITAGE**

**How could our heritage assets influence our future transit stops?**

Culturally and historically significant heritage value along the Eglinton corridor have potential to influence our transit experience — how can we welcome heritage places into the street and neighbourhood?

**Building:** How can we better facilitate the relationship between heritage and the public realm/built environment? What aspirational interventions can transform the space into a landmark and community anchor?

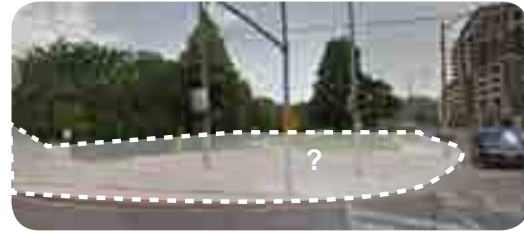


**D 7 05PM**  
**MIXING ZONES**

**Corners are busy spots, how can they be designed to prevent conflicts between pedestrians and cyclists?**

Pedestrian and cyclist volumes will increase significantly with the arrival of the LRT. How do we upgrade the existing infrastructure to accommodate for it?

**Travelling:** What design elements will help the efficiency and safety of the experience at every intersection? How do we create safe vibrant areas of meeting and activity? Use the chalk and modular elements to sketch out an ideal mixing zone.



## HOW DOES THIS APPLY TO ME

This neighbourhood is your home, and you have a say in what happens to it. This Study is a unique opportunity for community members to provide feedback about how they would like Eglinton Avenue to evolve over time. Identifying areas for **travelling, greening and building** along the corridor will ultimately help the Study to plan better connections with the surrounding neighbourhoods based on the specific needs of your community.

### Travelling Eglinton

Regardless of whether someone is a walking, cycling, driving or taking transit, Eglinton Avenue should be a safe and pleasant experience for all users. A high quality pedestrian realm should have direct and convenient connections, safe crossings and accessible pathways that link to the ravines, LRT stops and other destinations that need to be provided for. Our Study seeks to enhance these connections and achieve a mobility mix that balances the needs of everyone.

### Greening Eglinton

Unique to Eglinton Avenue is the valley landscape condition, which creates a green character that continues seamlessly into the city's ravines, and connects with the Humber and Don River valleys. Our Study focuses on how future growth can integrate harmoniously with these open spaces, while improving quality of life for the community.

### Building Eglinton

Eglinton Avenue can be characterized by a variety of building types ranging from low-rise neighbourhoods to tower apartments. As development continues to occur in the area, it is important to consider the relationship with old and new buildings as they integrate with the surrounding neighbourhood. The Building Eglinton theme examines the development potential along the corridor under three major headings: mid-rise development, Focus Areas, and stop locations.

## HAVE YOUR SAY

The project has entered the design phase and we need your continued input to evaluate different scenarios and solutions!

## GET INVOLVED

We want to hear from you!

We will be around the neighbourhood talking to people – stay up to date with upcoming events related to the Eglinton West Planning and Streetscape Study! Find us on our website and sign up for updates at:

[www.eglintonwestlrt.ca](http://www.eglintonwestlrt.ca)

You can also participate in the planning and streetscape study by leaving your comments on our interactive map:

[www.eglintonwestlrt.ca/socialpinpoint](http://www.eglintonwestlrt.ca/socialpinpoint)

Once we have completed the analysis, we will come back with some early design ideas by the end of the summer. Our website will be updated with new materials and questions for your consideration.

The recommendations are expected to be ready by the end of the year, and we will have an open house to hear your comments. Stay tuned!

Feedback can also be provided by email or by phone:

[eglintonwestlrt@toronto.ca](mailto:eglintonwestlrt@toronto.ca)

416-338-2848



# WHAT MAKES A SAFE AND COMFORTABLE STREET?

## A SAFETY AND COMFORT



Play Structures



Consistent Lighting Fixtures



Creative Lighting for Events



Encourage Comfortable Recreation



Brightening Shadowy Spaces



Continuous Mural Gallery



Greening of Cycling Trail



Gateway Public Art to Create Interest



Interactive Art Installations



Clear Pavement Markings



Tree-lined Greenway



Buffers Between Different Modes



COMMENTS?  
LET US KNOW!

# B STREETScape DESIGN

# HOW DOES YOUR IDEAL STREET LOOK LIKE?



EXISTING



Bioswales



Drought-tolerant Planting on Green Medians



Landscape Drainage Solutions

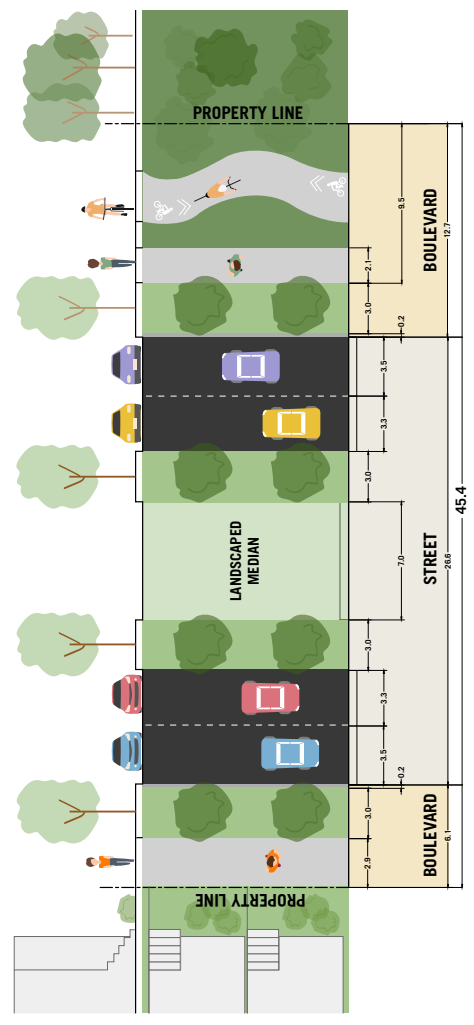
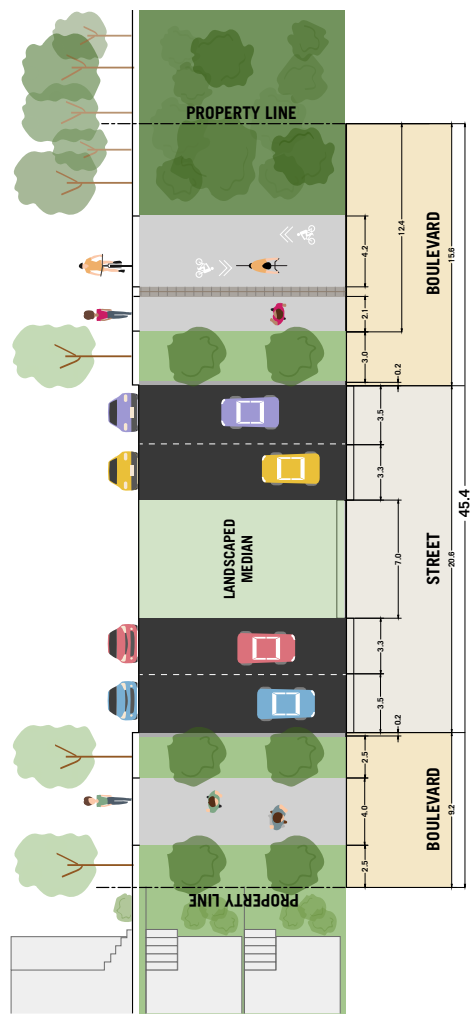


Planted Buffer between Sidewalk and Cycling Trail

# GREENING STREETS

# HOW DOES YOUR IDEAL STREET LOOK LIKE?

## B STREETSCAPE DESIGN



**COMMENTS?  
LET US KNOW!**

- Existing Open Space
- New Street Trees / Swales
- Sidewalk / Cycling Trail / Multi-Use Path
- Roadway

0 2.5 5 10 15 metres



# C HERITAGE

# HOW COULD OUR HERITAGE ASSETS INFLUENCE OUR NEIGHBOURHOOD?



St. Mattias Anglican Church



Richview Collegiate Institute



Dixon Grove Junior Middle School



Metro (Royal York Plaza)



Scarlet Heights Entrepreneurial Academy



Hilltop Middle School



Plast Huculak Centre



Richview Public Library



Montessori Humbervale School



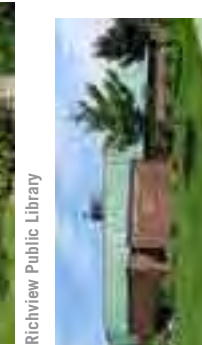
Martingrove Collegiate Institute



Hilltop Bible Chapel



Kipling Collegiate Institute



All Saints Catholic Church



Central Etobicoke High School



Church of Saint Demetrius the Great Martyr



Richview Pumping Station



Royal York Medical Centre

# BUILDING



# HOW COULD OUR HERITAGE ASSETS BE ENHANCED TO SUPPORT OUR COMMUNITY?

## C HERITAGE



Museum Summer Camp



Community Event Space



Integrating Public Art & Lighting



Cultural / Commercial / Arts Centre



Seniors Community Centre



Infrastructure for outdoor events



Naturalized Playgrounds



Shared games



Small Library



Pathways into woodlots



Community Garden

COMMENTS?  
LET US KNOW!

# D MIXING ZONES

# HOW CAN CORNERS BE DESIGNED TO PREVENT CONFLICTS?

PROTECTED INTERSECTIONS

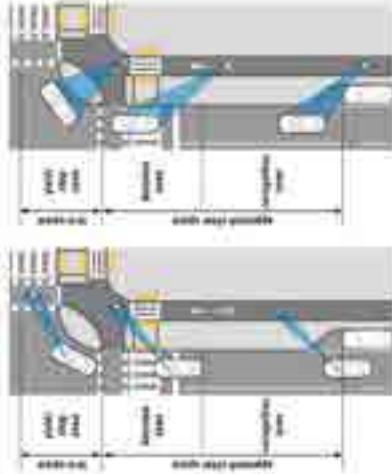
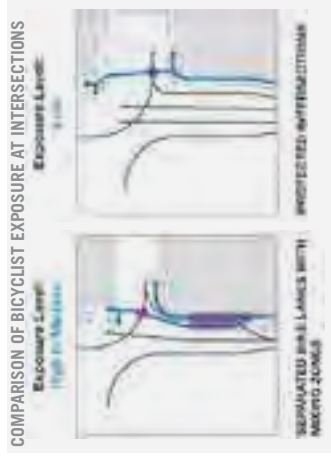


Illustration for Right Turnoff (Minimum Space to Each Turning Movement)



MassDOT's Separated Bike Lane Planning and Design Guideline



Protected Intersection, Copenhagen



Separated bikelanes in Jackson Street, Saint Paul



Protected intersection, Vancouver



Bioswale in bump-outs, Portland



Planted buffers, Indianapolis



Vertical and rolled curb between sidewalk and cycletrack

COMMENTS?  
LET US KNOW!

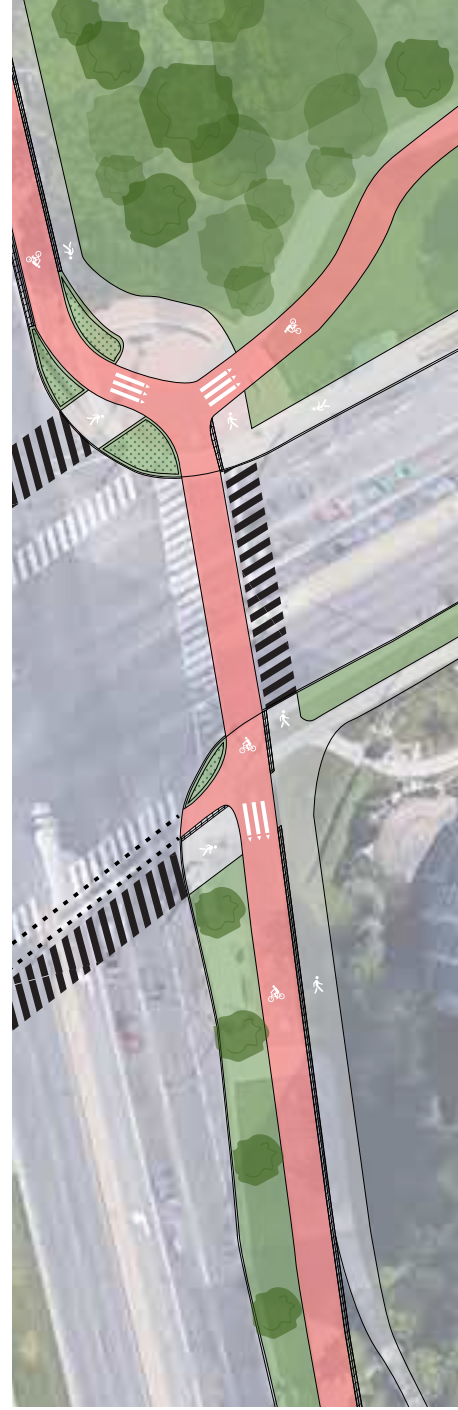


HOW CAN CORNERS BE DESIGNED TO PREVENT CONFLICTS?

D MIXING ZONES



EXISTING



POTENTIAL REDESIGN

PERKINS+WILL EGLINTON WEST