Eglinton Green Line Landscape and Public Realm Standards

PUBLIC WORK

Eglinton Green Line
Landscape & Public Realm Standards

Acknowledgments

We acknowledge that the City of Toronto is located on the traditional territory of the Huron-Wendat Confederacy, the Haudenasaunee Confederacy, the Mississaugas of New Credit First Nation, and the Métis people, and is home to many diverse Indigenous peoples. We acknowledge them and others who care for the land as its past, present and future stewards.

Prepared for the City of Toronto 2020,
by PUBLIC WORK.

TORONTO

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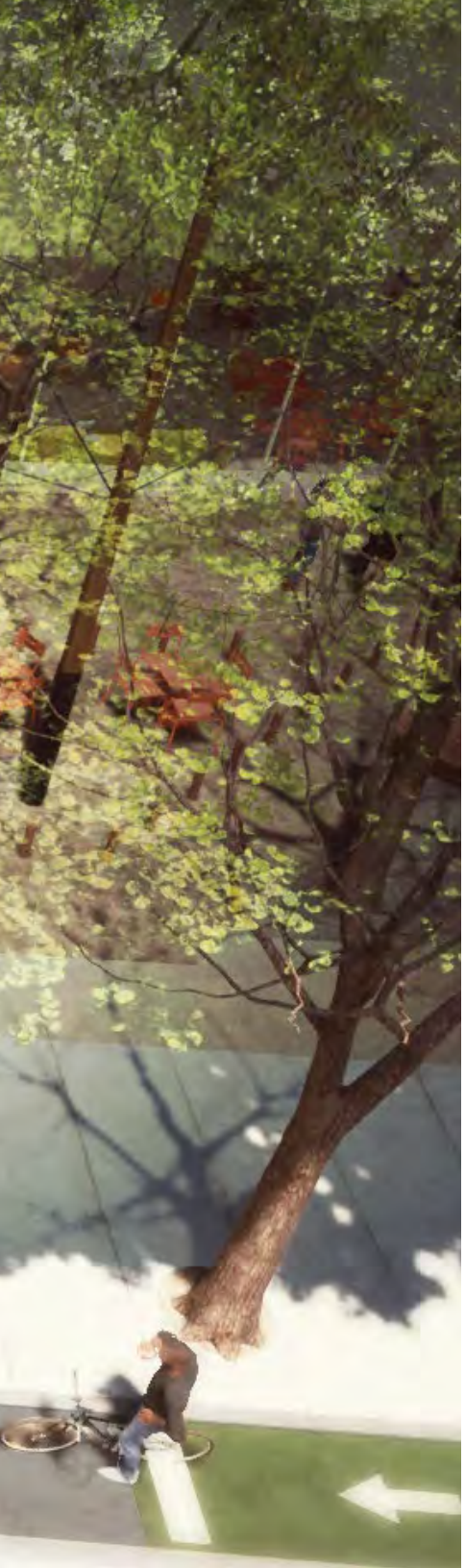

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Landscape & Public Realm Standards

PUBLIC WORK

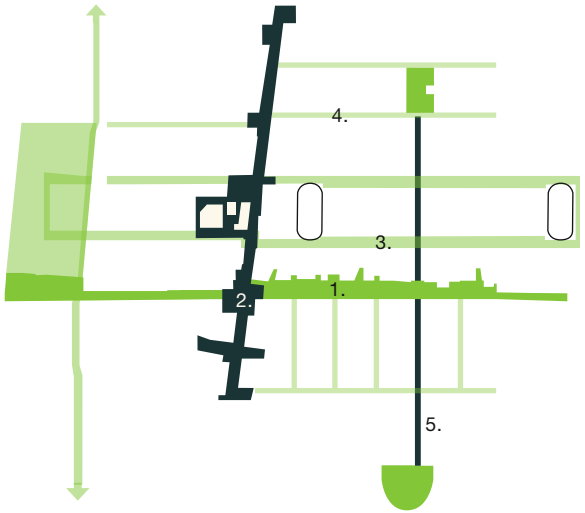
1. Introduction

Purpose and Context

Planning Context
Midtown In Focus

The Eglinton Green Line is one of eleven Public Realm Moves identified in 2018 City Council-endorsed Midtown Parks and Public Realm Plan (PPR Plan). The PPR Plan works in tandem with the objectives of the Yonge-Eglinton Secondary Plan (OPA 405), which sets out a 25-year vision to create complete communities, maintain Midtown's neighbourhood diversity, and integrate land use and infrastructure planning. The Eglinton Green Line emerged through the public process that lead to the 2014 **Midtown in Focus: Yonge–Eglinton Parks, Open Space and Streetscape Master Plan** and that has since been incorporated as a key policy direction in the Yonge-Eglinton Secondary Plan. All civic improvements and development are required to advance achievement of the Eglinton Green Line.

This document will guide the implementation of the Eglinton Green Line. It will be used by City Council, the public, developers, consultants and City Staff in the review of development applications along the north side of Eglinton between Yonge St and Mt Pleasant Road.



Images: Midtown in Focus: Yonge–Eglinton Parks, Open Space and Streetscape Master Plan, 2014.

The Eglinton Green Line is a significant new public space which will dramatically expand the open space network of Midtown Toronto in the form of a 12m setback on all properties on the north side of the street. It is a new typology of linear open space, mixing green infrastructure with urban culture, commerce and vibrant street life. As the first of five 'Moves' from the 2014 **Midtown in Focus** report, it is a pivotal component for maintaining and enhancing quality of life in Midtown.

The 2014 Midtown in Focus Master Plan re-conceived Midtown's parks, streets, squares, and open space network by drawing upon two inherent Midtown attributes: urban vitality and lush green spatial character. It started a new conversation about the public realm in Midtown. It resulted in a comprehensive vision for the Yonge-Eglinton crossroads and residential quadrants surrounding this prominent intersection in the form of five Place-making Moves – large-scale hybrid public space proposals that synthesize transformations in the design of the parks, streets, and open space and public realm network.

The 2014 Midtown in Focus Master Plan offered clear direction on how growth can be a net benefit, provided there are accompanying fundamental improvements to the area's public realm.

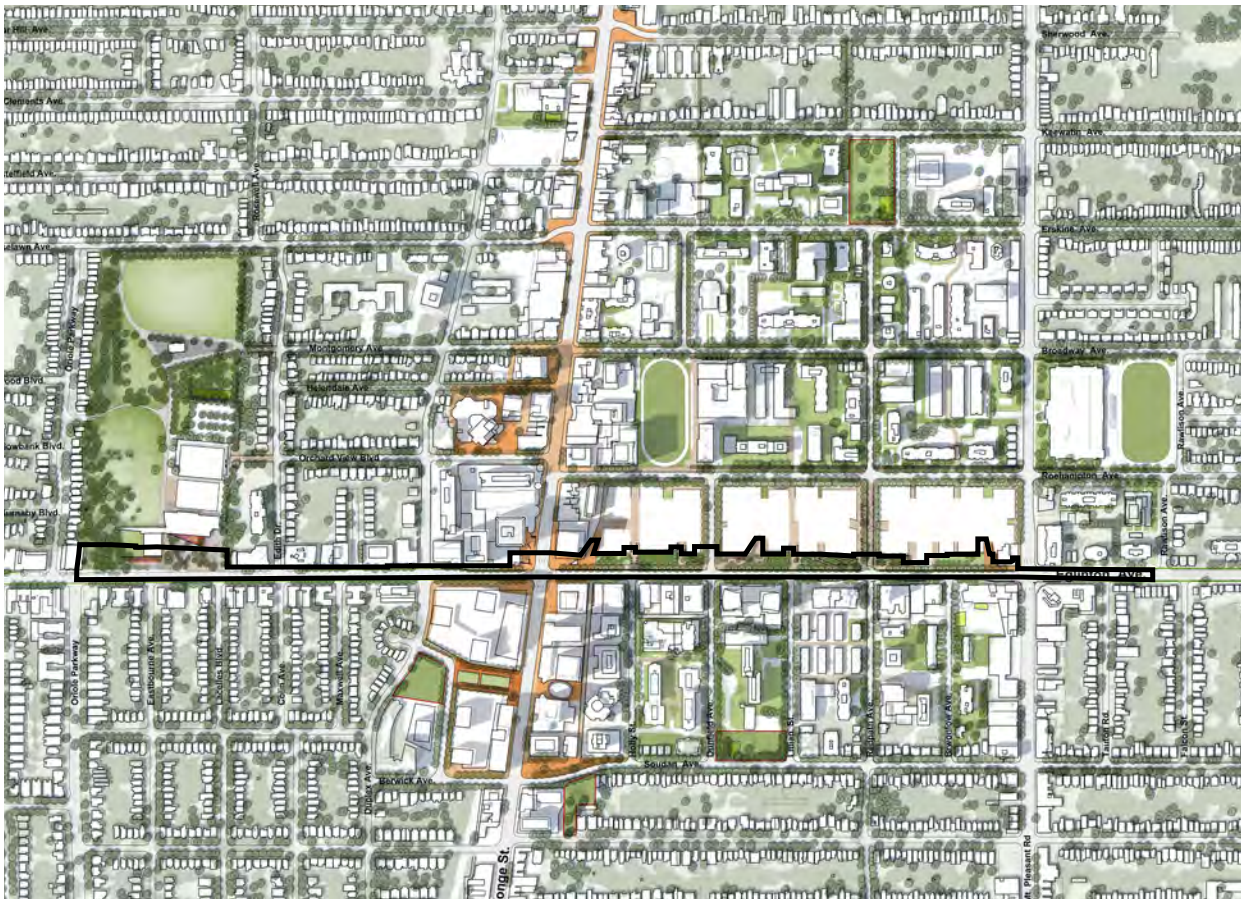


Image: Eglinton Green Line in Midtown Moves Context.

Planning Context
Eglinton Connects

The Eglinton Green Line is a companion to **Eglinton Connects**, which sets the City vision for the **Eglinton Crosstown**, a new Light Rapid Transit service that delivers higher order transit both at grade – or as is the case along the Eglinton Green Line - below grade along the Eglinton Avenue corridor with a renewed streetscape above grade. The Crosstown reconsiders the role of Eglinton from a predominantly vehicular commuting pass-through corridor to a multi-modal street, including higher-order transit, wider sidewalks and safe cycling facilities. The Eglinton Green Line will further distinguish Eglinton between Young St and Mount Pleasant by delivering an expanded public realm experience and reinforcing Midtown as a place where people live, work, shop, connect and linger.

The standards established in this document codify a new privately-owned public space to seamlessly supplement the Eglinton Crosstown right-of-way transformation to expand the public realm, while delivering next generation green infrastructure to support mature, healthy trees.

Image: Aerial Photo, Midtown Toronto.

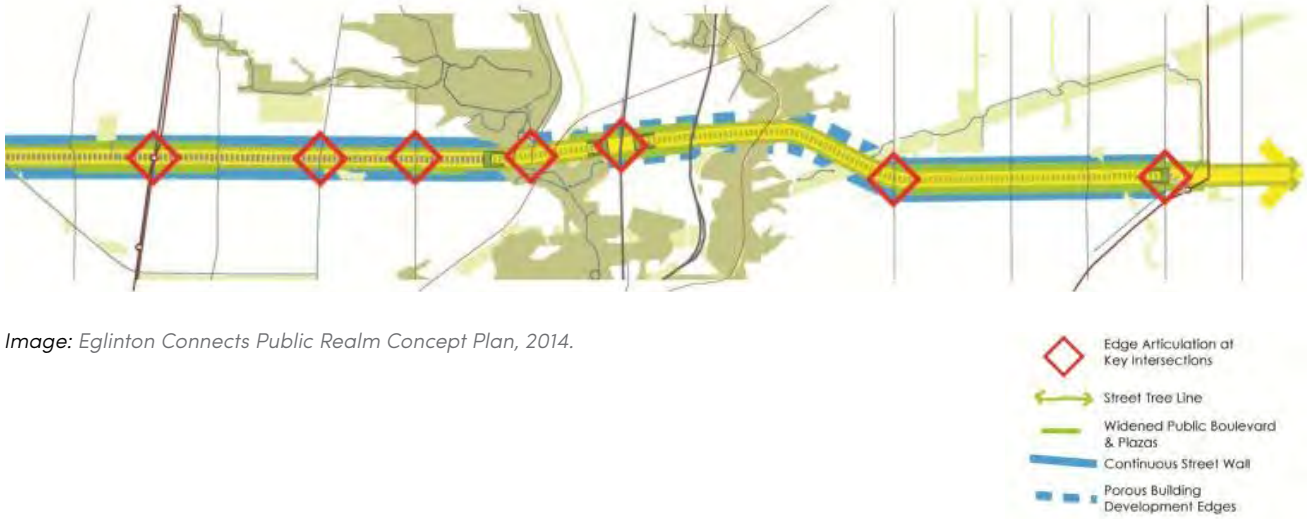
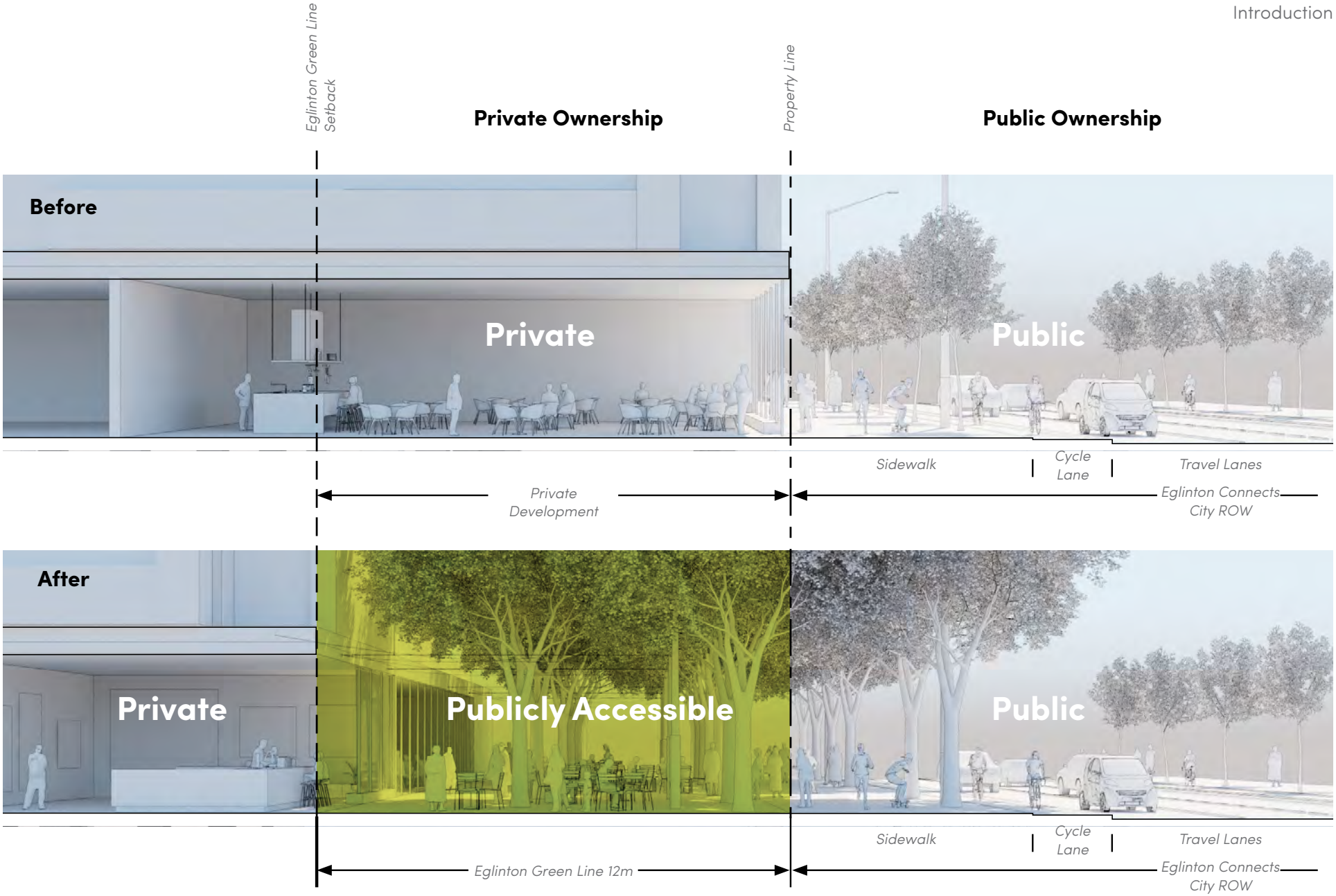


Image: Eglinton Connects Public Realm Concept Plan, 2014.


Eglinton Green Line Setback
Private Ownership
Property Line
Public Ownership
Before
Private
Public
Sidewalk
Cycle Lane
Travel Lanes
Private Development
Eglinton Connects City ROW
After
Private
Publicly Accessible
Public
Sidewalk
Cycle Lane
Travel Lanes
Eglinton Green Line 12m
Eglinton Connects City ROW

A New Typology

The new 12m wide privately-owned publicly accessible space presents a unique opportunity for a new public space typology. Its size puts it somewhere between the scale of a widened streetscape and a linear park, perfectly poised to capture the best elements of both in terms of vibrant retail, green infrastructure, public life and diverse programming.

The Eglinton Green Line reimagines the conventional streetscape uses of pedestrian clearways and circulation to include many more possibilities, bringing a new interpretation to what a streetscape can be as a vital public life asset for a densifying urban centre.

The Eglinton Green Line sits in the sweet spot between a widened streetscape and a linear park. It has the opportunity to combine the best aspects of both, creating a new and vital public space typology.

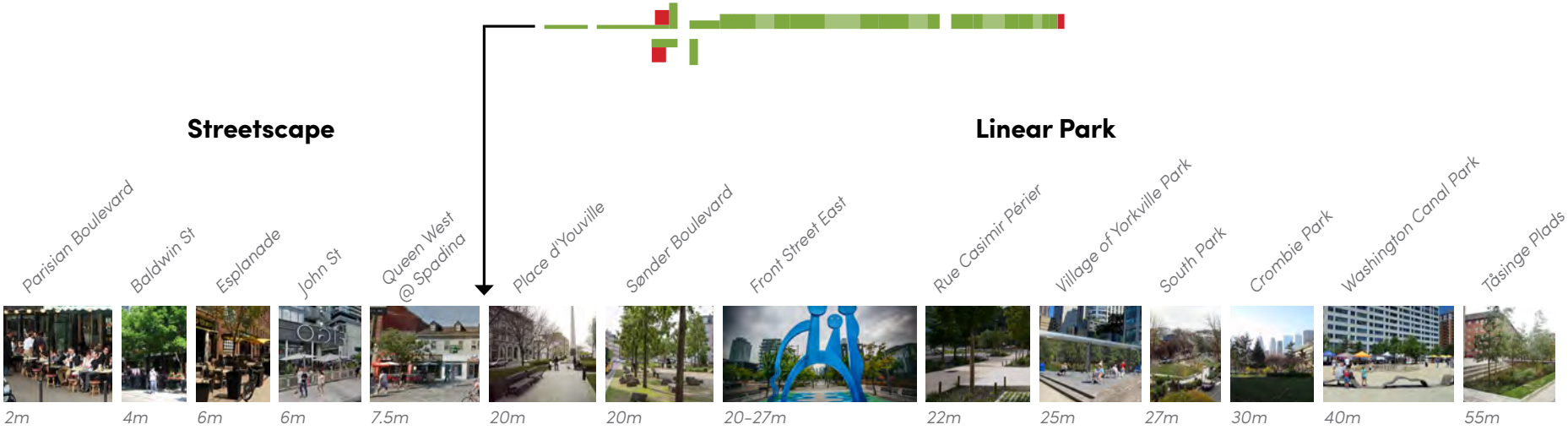
Esplanade
6m

Village of Yorkville Park
25m

Eglinton Green Line
12m

Street Typology → **Park Typology** → **New Typology!**

Eglinton Green Line - 12m



Eglinton Green Line !

2. Objectives

Eglinton Green Line Goals and Focus

Key Objective #1

Midtown Green Where We Need It Most

The redevelopment of portions of Midtown after the arrival of the Yonge subway in 1954 was conceived in the modernist spirit of Tower in the Park with the goal of creating a dense but green retreat as a counterpoint to traditional city life. Unfortunately, that spirit never carried over to Eglinton Avenue itself. The tremendous growth the area is experiencing provides the opportunity to revisit Eglinton as a central linear green space on the north (sunnier) side between Yonge and Mount Pleasant.

The central premise of the Eglinton Green Line is that each development will setback their building from the front property line to incrementally contribute to one cohesive and ultimately connected public realm that delivers a lush, expressive, community-oriented green space. Each private development creates their own landscaped forecourt and also contributes to a common goal of realizing a bold linear green space for the benefit of all of Midtown.

Green will take multiple forms along the Eglinton Green Line. First, strategic planning of sub surface soil volume will support a mature tree canopy, leaving the ground plane flexible for public life and programming. Second, towards the Mount Pleasant end, green takes the form of understorey planting in open planting beds to supplement the trees. Third, temporary seasonal greening strategies of moveable pots can bring subtle transformations to celebrate the four seasons.

Midtown was conceived in the modernist spirit of Tower in the Park, with the goal of creating a green retreat as a counterpoint to city life. That spirit never carried over to Eglinton itself.

Image: Yonge and Eglinton, West from Yonge, 1922.

Image: Le Corbusier's 'Plan Voisin', 1925.

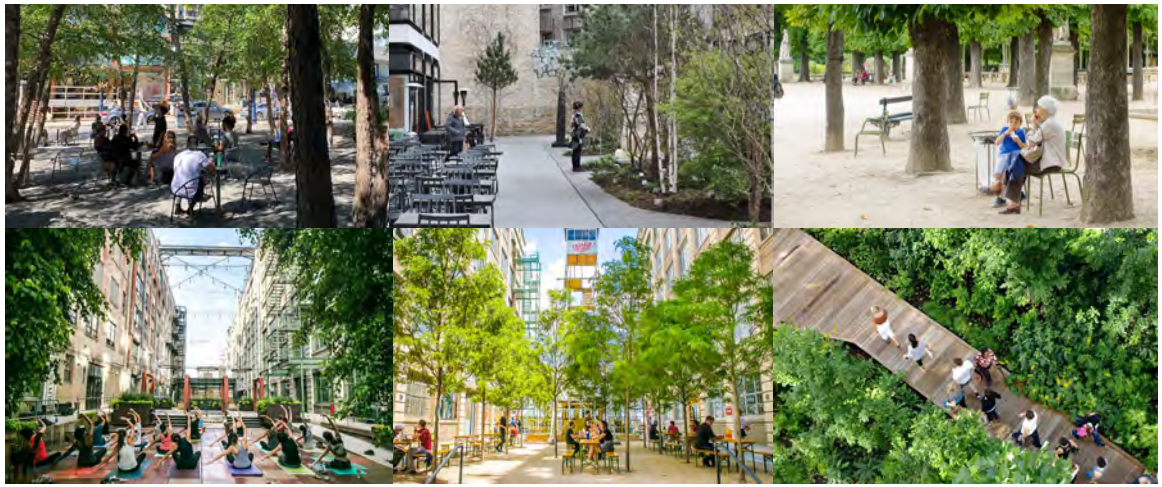
Images: Eglinton Green Line, Eglinton Park, Eglinton Ave. E.

Key Objective #2
Prioritize Great Trees

Trees are a primary expression of identity for the Eglinton Green Line. They are the common thread that informs its spatial arrangement, blurring property lines between the public and private territory and providing a continuous experience for the pedestrian, cyclist, and driver alike. As a continuous high-quality public realm, the Eglinton Green Line celebrates the unique and dynamic characteristics of trees in all their forms, for their vibrant canopy and dappled shade, diverse and dynamic colour, seasonal response and contribution to better outdoor thermal comfort.

Often underrepresented in urban environments, trees can be the perfect companion for active and passive programming, while delivering superior ecological performance to the street. The location and design of underground facilities, such as parking, will be positioned to provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy without the use of raised planters, keeping the ground plane predominantly open and flexible. The setback and right-of way will provide continuous landscaping including high-branching trees and plantings, patios and public art, all offering a wealth of diverse possibilities for supporting community life.

Trees can play a central role in the identity of the Eglinton Green Line. Often under represented in urban environments, they can be the perfect receptacle for active and passive programming, while delivering ecological performance to the street.



Images: A flexible ground plane.

Learning from Jardins de Luxembourg, Paris

There is a potential to draw reference from classic 18th and 19th century park typologies, which demonstrate the agility and sustainability of a successful urban park to host the multifunctional activities and programs associated with city living. By providing a range of surfaces, enclosures, landscape typologies, and facilities, the park becomes remarkably flexible in its ability to accommodate any intensity and type of use.

The presence of a living tree canopy is complimentary to flexible and memorable programming. The spacing of trees and selection of species presents a dynamic and immersive environment for programming the public realm.

Images: Programming and flexibility in Jardins de Luxembourg.

Key Objective #3
Diverse Ecologies

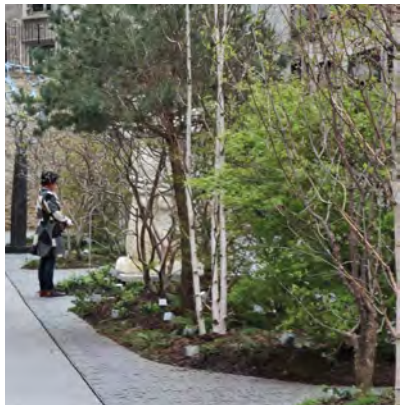
The Eglinton Green Line is inspired by the city-wide vision for Toronto as a city within a park with the city-wide network of ravines forming the backbone of the vision. Eglinton in Midtown connects the urban squares of Yonge Street to the west to the Don Valley beyond Mount Pleasant to the east. The envisioned landscape of the Eglinton Green Line is tuned to embrace and represent these two distinct character-defining features, with large, healthy and mature trees being the primary identity for the Eglinton Green Line and its diverse ecologies.

Towards the Yonge end of the Eglinton Green Line, trees will be arranged in formal and semi-formal grids with high arching branches over a flexible and hyper-urban ground plane. Towards Mount Pleasant, the trees can take an increasingly informal pattern with natural planting ecologies and arrangements.

This framework for these trees provides flexibility for individual developments while creating a variety of ecologies. This variety of ecologies will support a diversity of urban habitats in tandem with great place-making, and will contribute to the ongoing discussion centered around Toronto's relationship to its natural ravine system.

Eglinton connects the valley to the east and the city to the west. Here is an opportunity to celebrate this unique urban datum with a spectrum of shifting ecologies from formalized to naturalized.





Images: Jardins de Luxembourg, Village of Yorkville Park, Beaupassage Paris.

These diverse ecologies will produce diverse sequential spatial environments, each with its own unique opportunity for program and activation.

1: Formal Yonge

2

3: Clearing

4

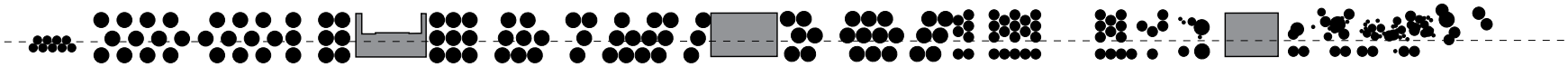
5

6: Clearing

7

8

9: Loose Mt. Pleasant



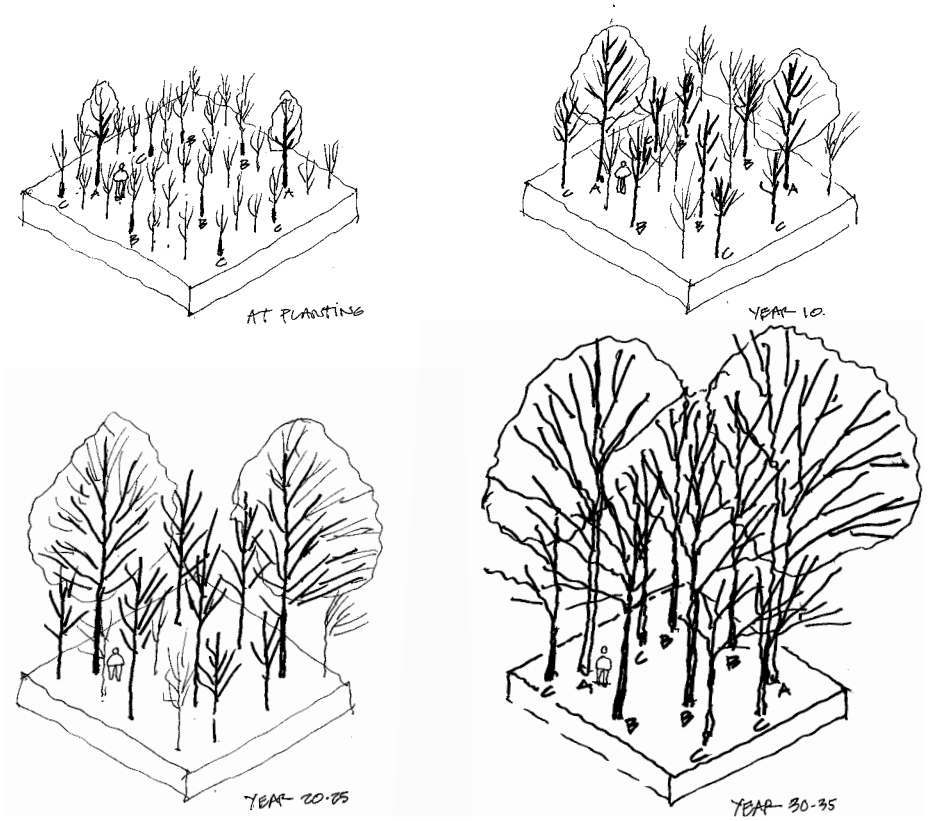
Key Objective #4

A Resilient and Absorptive Landscape

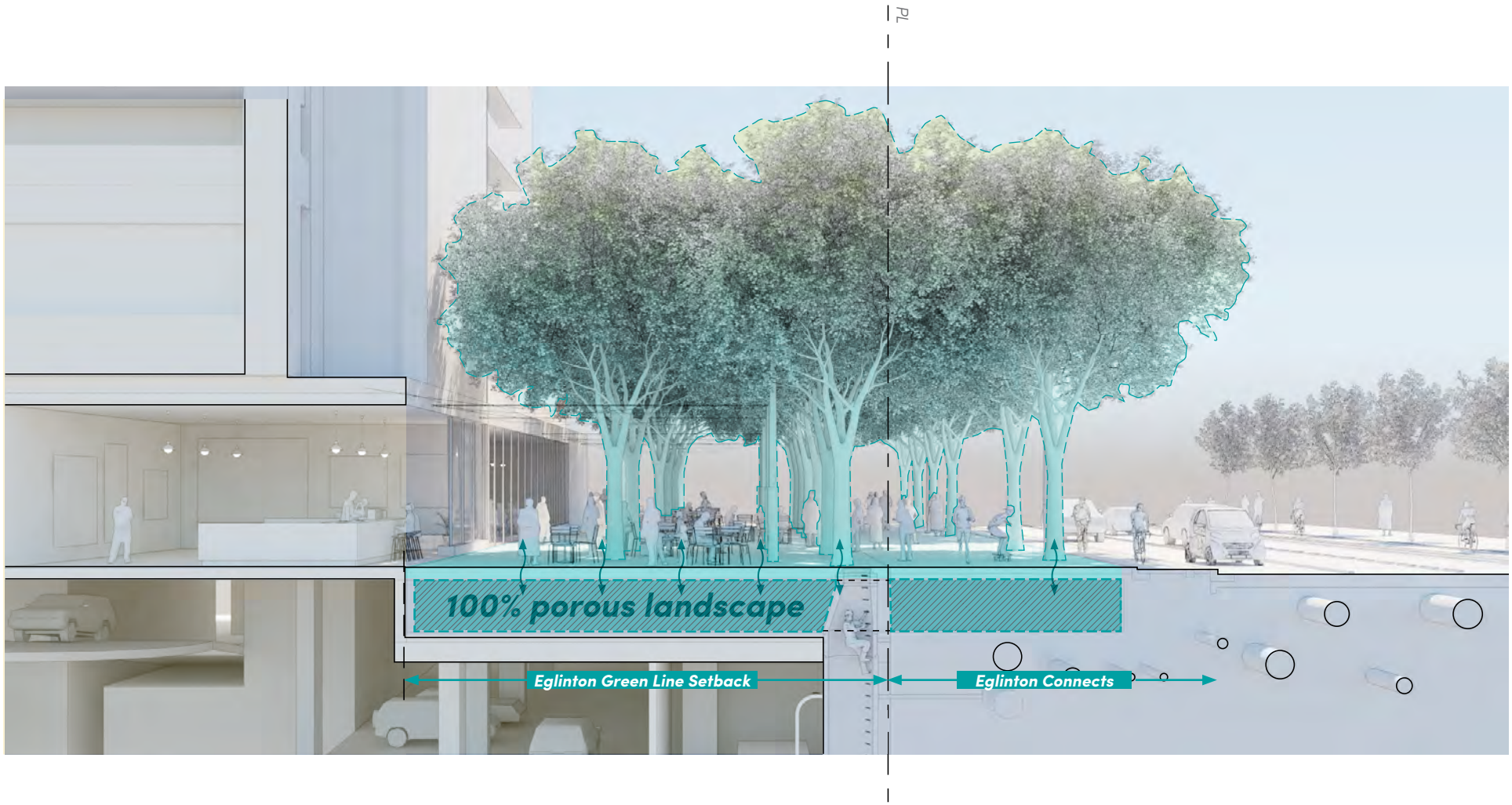
A resilient landscape is more likely to thrive under the challenges of an urban environment. The Eglinton Green Line is situated along a corridor of high density developments and high pedestrian, cycling and vehicular traffic. The Eglinton Green Line needs to be designed to withstand these challenges, and to make a positive net gain in terms of the ecological performance of the street and development sites. Ensuring a diversity of species will contribute to this resilience in a system of successional ecologies, all chosen with urban conditions in mind.

Eglinton Green Line tree species will be shade tolerant, wind tolerant and salt tolerant, with generous soil volumes provided to allow the trees to thrive and also to absorb rainwater run-off, significantly reducing the load on the city's conventional hard stormwater infrastructure and private stormwater detention tanks. The paved surfaces of the Eglinton Green Line will be similarly designed with this resilience in mind – with paving selected from a palette of curated, porous materials to encourage recharge of rainwater run-off and passive irrigation of the trees.

Successional ecologies can add resilience to streets – they are less susceptible to failure than typical mono-cultures of 'object trees.'



Images: Successional planting.


PL
100% porous landscape
Eglinton Green Line Setback
Eglinton Connects

Key Objective #5
Celebrate Four Seasons

Trees are dynamically in tune with the seasons and express the changing climate around them. As a living element within the urban context, the urban forest significantly contributes to the experience of the city. The Eglinton Green Line enables the celebration of the seasons through its trees.

Deciduous trees will play a central role in achieving climate comfort via natural means. They provide vital shade and cooling in summer, then drop their leaves in winter to let in precious light to the cooling ground plane. Through careful species selection, their branching structures en masse can mitigate winter winds and – in tandem with other warming strategies – create a close and comfortable environment for outdoor gathering.

The Eglinton Green Line canopy supports the activity underneath by creating natural micro-climate enhancements, making the pedestrian experience more comfortable throughout every season. These micro-climates not only increase comfort when accessing street-fronting retail, but also encourages community activities in the public realm by contributing to the experience of comfortable, inviting spaces along the Eglinton Green Line.

Trees reflect the seasons – this is their inherent dynamic quality. The trees of the Eglinton Green Line will be just as relevant in winter as in summer; leaves drop to let in precious sunlight and to show of the distinctive branching forms. Programmatic elements using warmth and light can encourage winter activity, while still allowing the pulse of the street to ebb and flow naturally through the seasons.

Images: Seasonality of the tree canopy.

Spring

Summer

Fall

Winter

Key Objective #6

Viable Development set in a Compelling Public Realm

The Eglinton Green Line is the opportunity to leverage growth as a mutual benefit, with vibrant new ground floor uses such as retail, shops, restaurants and cafes coordinated with - and fuelled by - a compelling public realm.

The 12-metre setback on Eglinton provides ample remaining space for the redevelopment of the existing stock of mid-rise office buildings with new and modernized office and mixed-use buildings – given the depth of sites at close to 60-metres – which can be curated to provide vibrant ground floor uses and strategic new points of access and midblock connections that enhance and activate the public realm.

Coordination is needed between development sites for vehicular access for building servicing, loading and parking to minimize and limit interruptions to the Eglinton Green Line and improve porosity and permeability in the area to support active transportation. Additional flexibility is provided by enabling parking below the Eglinton Green Line, provided suitable below grade soil volumes and conditions can be achieved to support a permanent, high-branching tree canopy within an uninterrupted, flexible and porous ground plane.

The Eglinton Green Line is the opportunity for a compelling public realm fuelled by a fresh wave of pedestrian oriented ground floor activation.

Images: A connected, porous and seamless public realm.

Image: Eglinton Green Line public realm experience.

3. The Vision

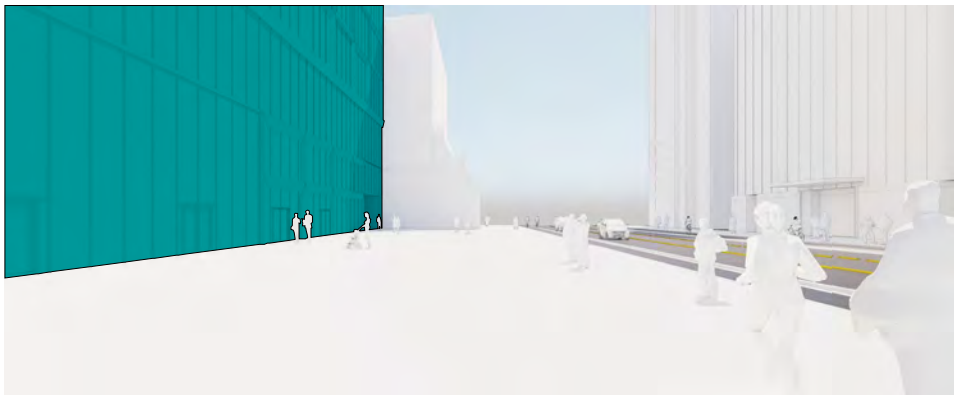
Four Elements Enhancing Midtown Public Life

Vision
The Four Elements

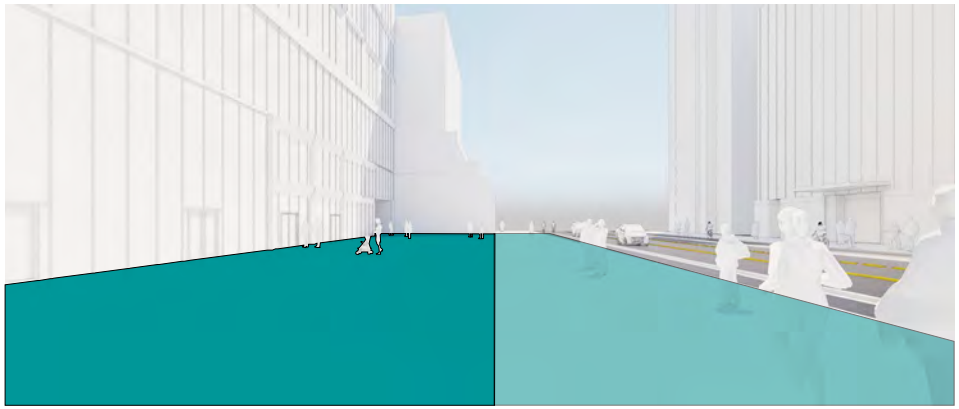
The experience of the Eglinton Green Line is expressed through four key elements: The Canopy, the Ground Plane, The Building Façade, and the Book Ends. They make up the spatial experience of the Eglinton Green Line and equip it for use in multiple ways. Each presents a unique opportunity that – in tandem with others – can be designed to encourage vibrant public life along Midtown's main avenue.

The spatial anatomy of elements work in tandem with each other to support vibrant and diverse public life for the Midtown community.

The Canopy



The Building Facade



The Ground Plane

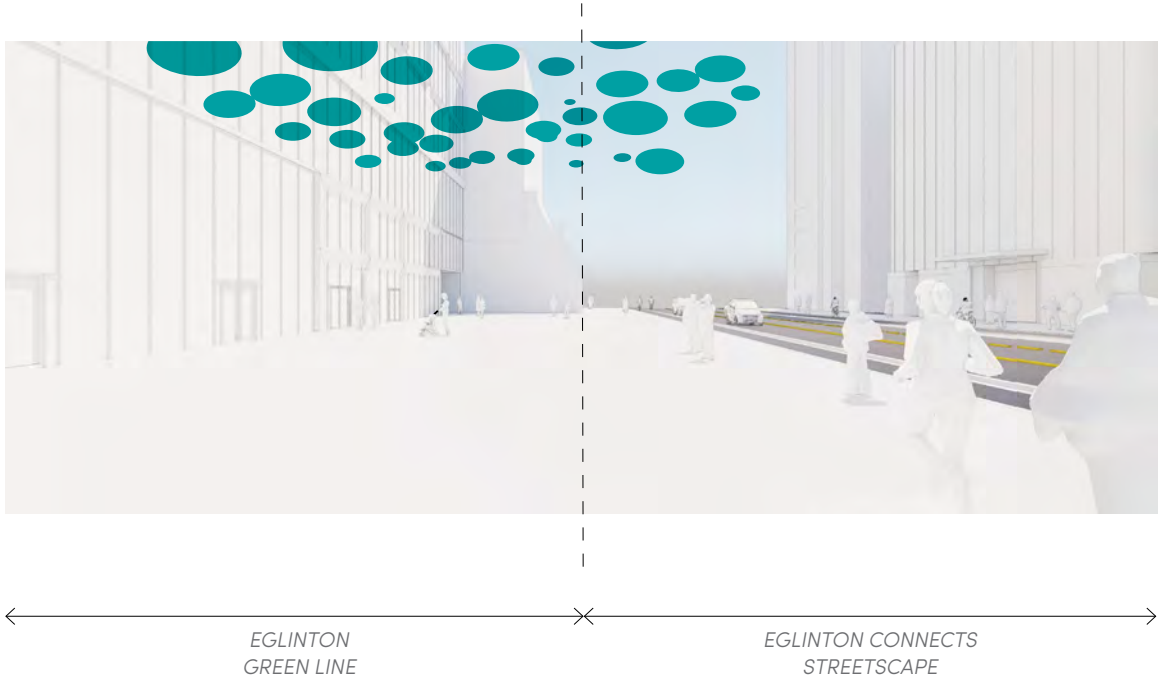
The Book Ends

Vision
The Canopy

The canopy of the Eglinton Green Line will be the primary identity for this new public space. It will be realized in two complimentary ways: with the natural canopy of high-branching trees, responsive to climate, the changing seasons and the weather; as well as with a fabricated, multi-functional overhead rigging system, adaptable to a variety of uses. The rigging system will be anchored by amenity poles that will provide pedestrian level lighting and electricity access for pop-ups or events, and feature a multi-functional overhead cable canopy, capable of supporting a variety of lighting applications, such as hanging fixtures or catenary lighting, as well as hanging public art and signage.

This natural and man-made canopy will preserve an open and flexible ground plane as a key element of the high-quality public space. These two systems will work in tandem to define and activate the Eglinton Green Line.

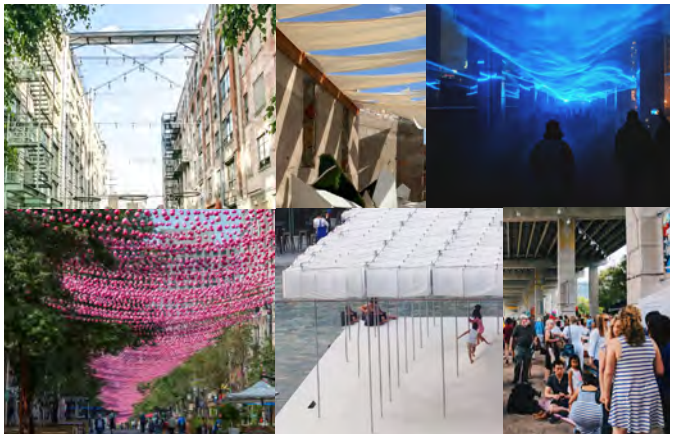
Living tree canopy, and overhead infrastructure for activation.



Living Tree Canopy

Overhead Rigging Infrastructure

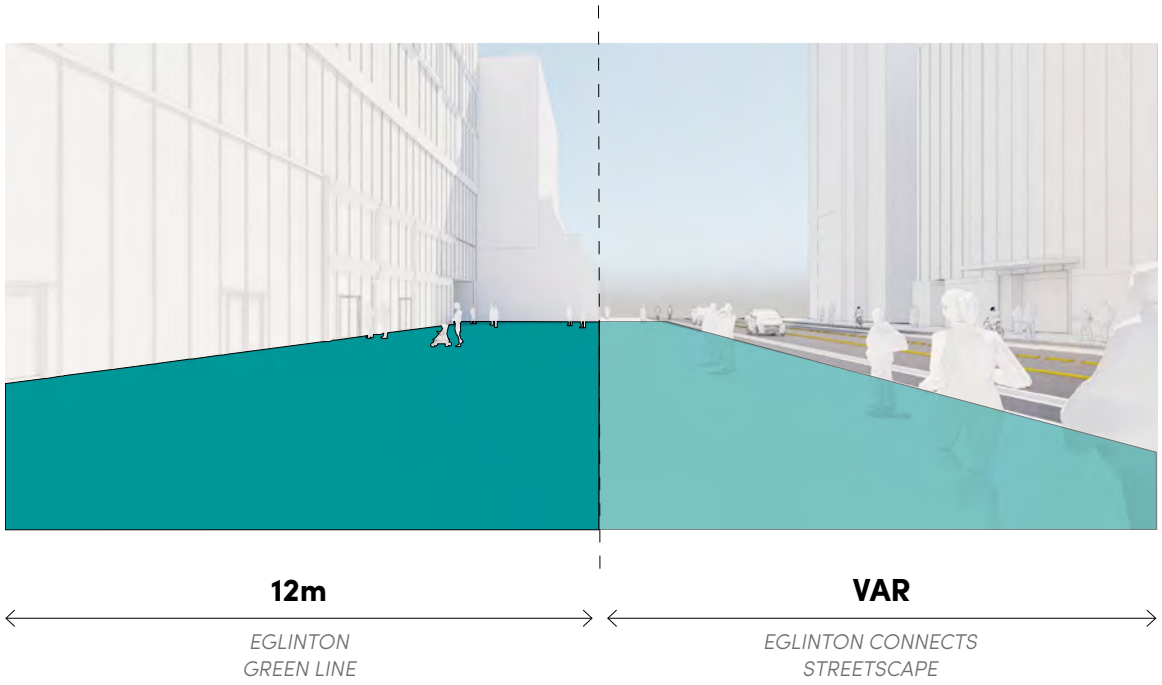
+



Vision
The Ground Plane

The Ground Plane will be predominantly open and flexible, unified across public and private lands by the material expression of the paving to create a surface upon which a large range of programs and activities can take place. The ground plane will be an adaptable surface for supporting vibrant public life. It will support pedestrian traffic, circulation to buildings, curb cuts for vehicular movement, patio spaces and spillover, as well as temporary activations and activities. 100 percent permeable pavers or plant beds within private lands mean the ground surface will also be part of the area's green infrastructure and contributing to keeping the tree canopy healthy.

An opportunity for diverse program.



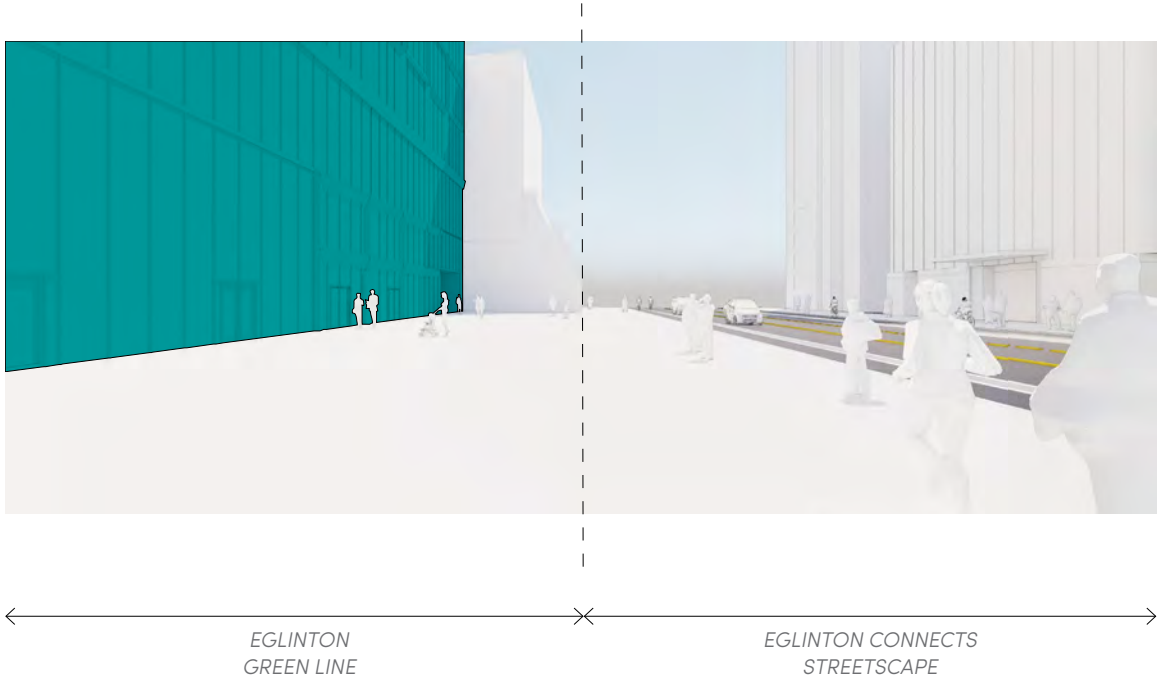
Activities of a flexible ground plane may include pedestrian circulation, restaurant and café seating, immersive play, pop-ups, markets and events, casual gathering and lounging and more.

Vision
The Building Facade

The building façade and ground floor uses will form a key part of the Eglinton Green Line experience. The ground floor uses, such as retail, shops, restaurants and cafes as well as entrances to new office and mixed-use buildings, will assist in activating and enlivening Eglinton Avenue. The articulation of the building facade should be carefully curated to enhance and activate the public realm, creating visual connections – and strategic physical connections - between indoors and outside.

A high-level of clear glazing (70 percent) with frequent, recessed entrances (5-10m storefront widths) for retail stores and other active uses, will enhance the visual and physical connection between the interior of buildings and the Eglinton Green Line. The use of high-branching trees will allow for clear views across the Eglinton Green Line, allowing both the indoor and outdoor experience to leverage the best qualities of the other for an enhanced inside-outside user experience.

An interplay between the indoors and out.

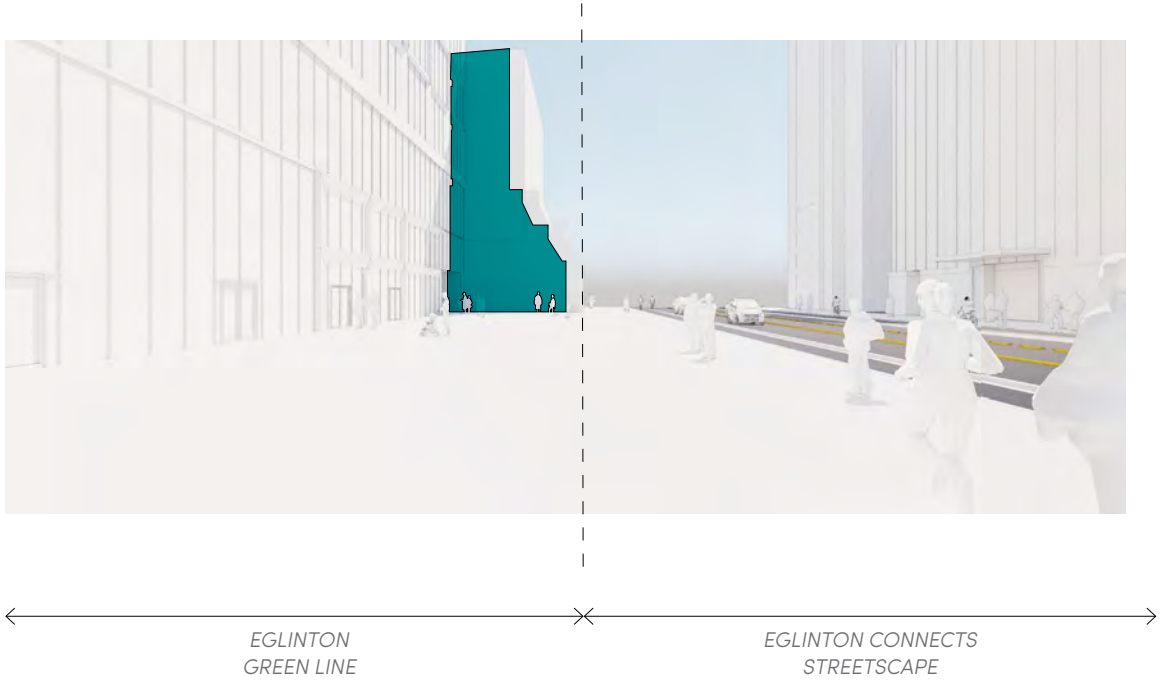


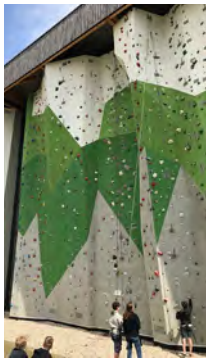
Inside-outside relationships should be carefully curated with clear open interiors, large glazed facades, protective overhangs, and retractable sun/rain screens, windows and walls.

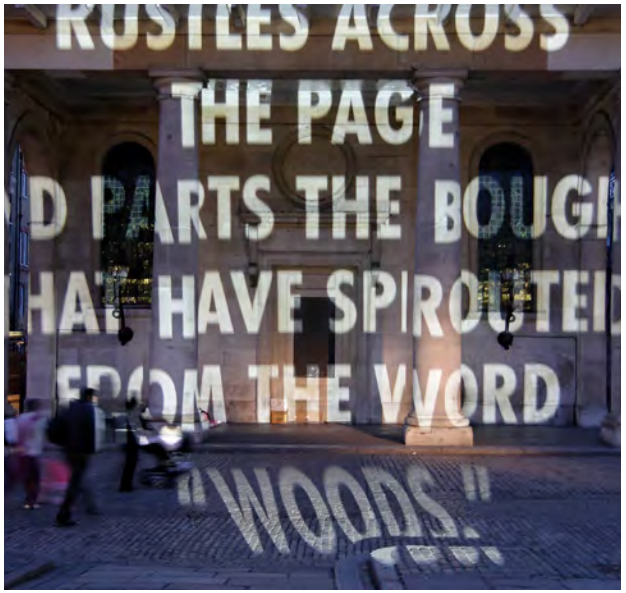
Vision
The Book Ends

The Eglinton Green Line will be created one space at a time as sites redevelop and new development sets back from the street. During this process, existing buildings on either side of the new building will form Book Ends and will play an important role in the interim. These blank walls or Book Ends will be full of opportunity and potential when they are exposed, offering canvasses for public art, temporary activity surfaces like rock-climbing or just simply a backdrop that supports new planting. Partnerships with local artists and local engagement with community groups on the particular interventions for each Book End would enrich these Book Ends to support place-making in Midtown.

A temporary surface for unique expression.






Images: *Intermittent possibilities.*

4. Design and Programming Standards

Components and Details of the Eglinton Green Line

Tree Arrangement and Soil Volume

Eglinton Green Line trees will be arranged according to a spacing grid to ensure proper spacing for the tree type as well as the fit to location on the street. Tree organization and spacing will be more formal at Yonge Street and transition towards more informal naturalized planting at Mount Pleasant Road. These tree planting grids can be chosen according to the standards within this report depending on the location of any one development along the Eglinton Green Line. Along the public right of way, street trees are to be coordinated with the Eglinton Connects street design. The design goal is that the tree spacing reads as consistent from building façade, across the Eglinton Green Line and to the curb line along Eglinton.

Each redeveloped lot will also include generous soil volumes below grade as part of the 12m setback. These soil volumes are required to provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy without the use of raised planters with consideration given to future maintenance as part of the development review process.

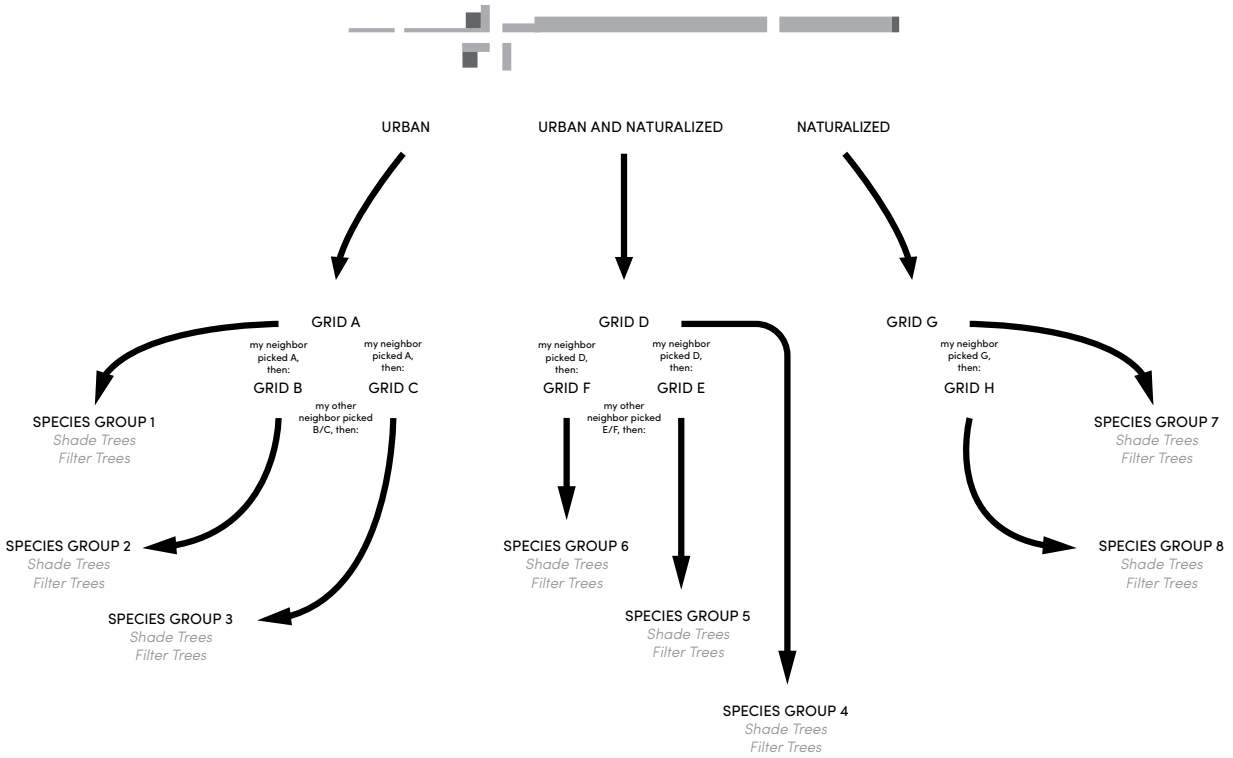


fig a: Identify your address and follow the decision making framework. Refer to fig c for species and layout grid.

As a part of rezoning and site plan application submissions all tree planting within the 12m Eglinton Green Line setback will be designed in accordance with the following standards:

- Arrange trees and tree spacing to enable programming within the Eglinton Green Line as generally shown in fig b with tree spacing and placement as identified in fig c (pg. 42-45).
- Limit clearings to a maximum of 20-metre from west to east; limit clearings to the 3 locations shown in fig b.
- Provide 1750mm of available space from the top of the underground structure to grade and limit the use of above-grade planters to achieve a minimum soil volume of 30m^3 per tree as shown in fig. d and fig. e.
- Design waterproofing of the garage slab for maximum robustness and lifespan; include protection board overtop of waterproofing, and allow for injection repair. Any maintenance to the waterproofing must not disturb the trees and soil volume overtop; locate maintenance access hatches in accordance with fig r (pg. 60). Avoid removal of mature trees at the time of replacement of the waterproofing membrane.
- Provide Continuous Soil Trenches that span under the 12m setback as shown in fig f and fig g to facilitate the growth of large growing mature shade trees.

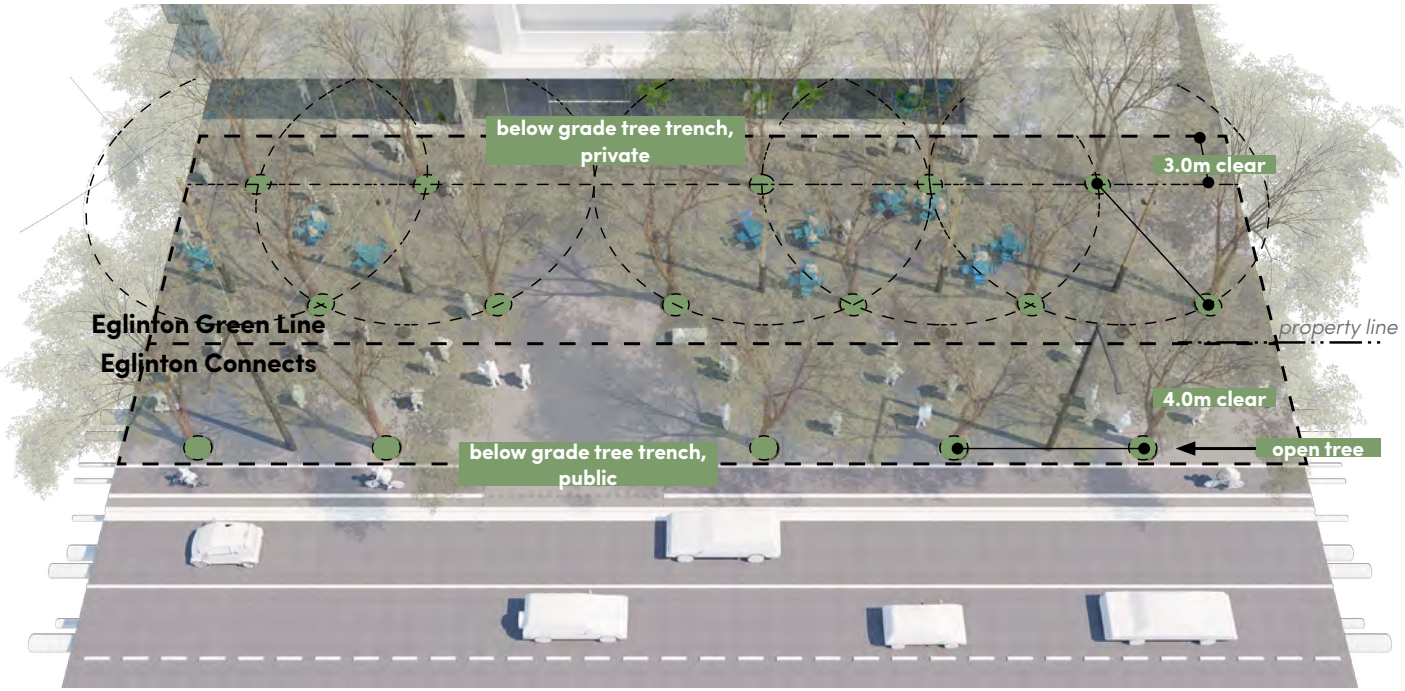
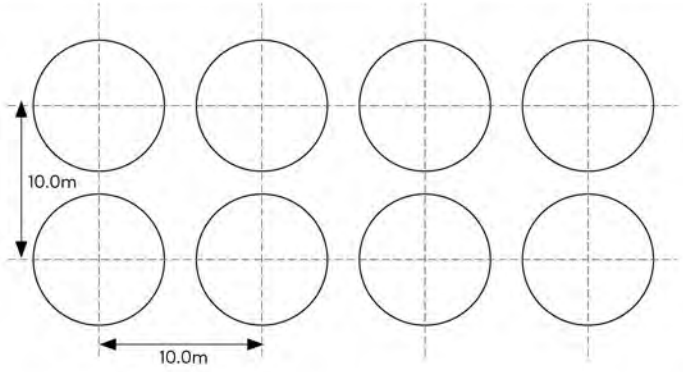
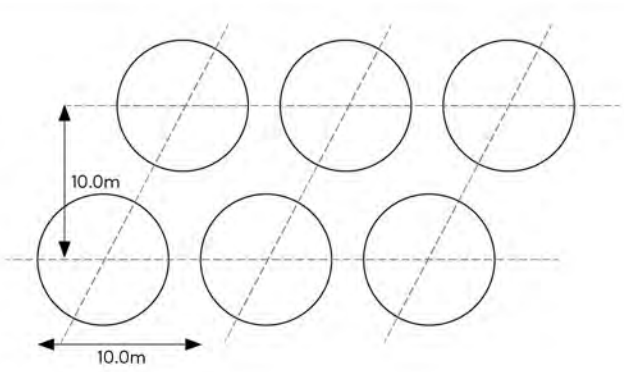
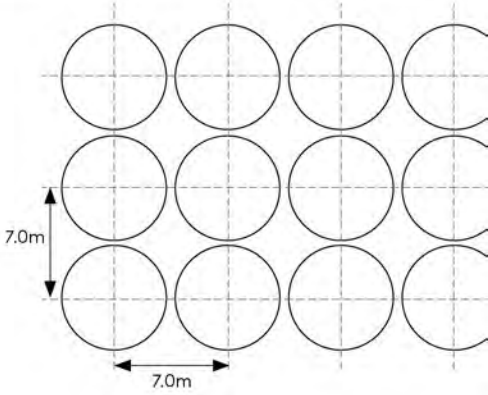


fig b. planting arrangement

fig c. tree spacing and arrangement







Species Group 1:

Valley Forge Elm
Ulmus americana

Sugar Maple
Acer saccharum

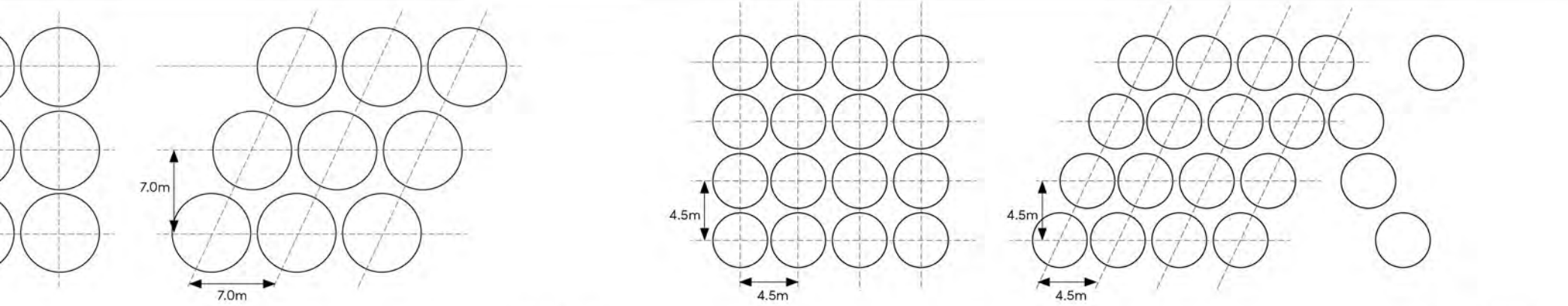
Red Oak
Quercus rubra

Species Group 2:

Kentucky Coffeetree
Gymnocladus dioicus

Tulip Tree
Liriodendron tulipife

Redmond Linden
Tilia americana



Species Group 3:

Bur Oak
Quercus macrocarpa

Black Locust
Robinia pseudoacacia

Species Group 4:

Freeman Maple
Acer x freemanii

Skyline Honey Locust
Gleditsia triacanthos

Species Group 5:

Hackberry
Celtis occidentalis

River Birch
Betula nigra

Species Group 6:

Ironwood
Ostrya virginiana

Paper Birch
Betula papyrifera

fig c (cont'd): *tree spacing and arrangement*

Species Group 7:

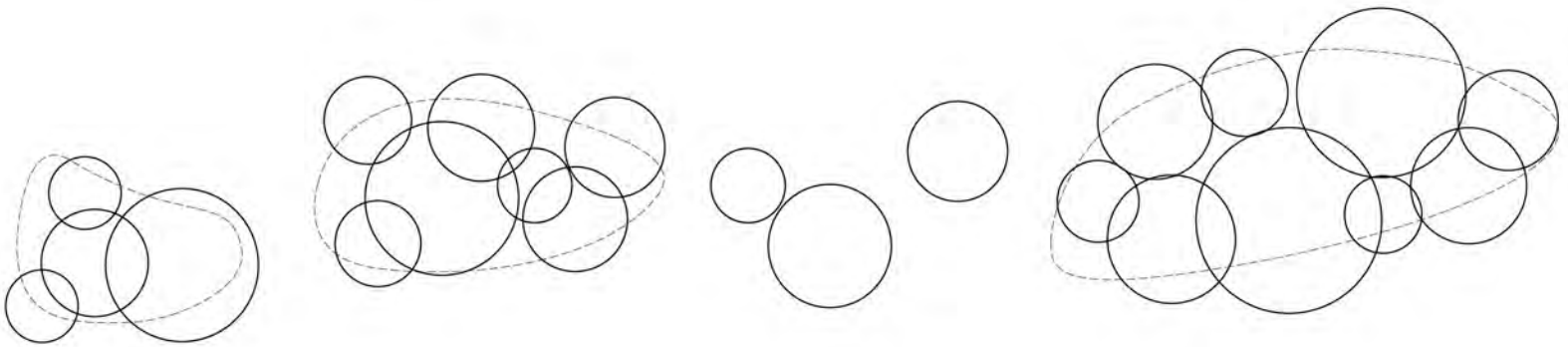
Swamp White Oak
Quercus bicolor

River Birch
Betula nigra

Black Gum
Nyssa sylvatica

Hemlock
Tsuga canadensis

Yellow-wood
Cladrastis kentukea



Species Group 8:

Ginko
Ginkgo biloba

Paper Birch
Betula papyrifera

Sweet Gum
Liquidambar styraciflua

Dawn Redwood
Metasequoia glyptostroboides

Tamarack
Larix laricina

Understorey:

Flowering Dogwood
Cornus florida

Red Osier Dogwood
Cornus sericea

Gro-low Sumac
Rhus aromatica 'Gro-Low'

Marsh Fern
Thelypteris palustris

Ostrich Fern
Matteuccia struthiopteris

Pale Purple Coneflower
Echinacea pallida

Sweet Coneflower
Rudbeckia subtomentosa

Garden Lady's-mantle
Alchemilla mollis

Sweet Woodruff
Galium odoratum

Canada Anemone
Anemonastrum canadense

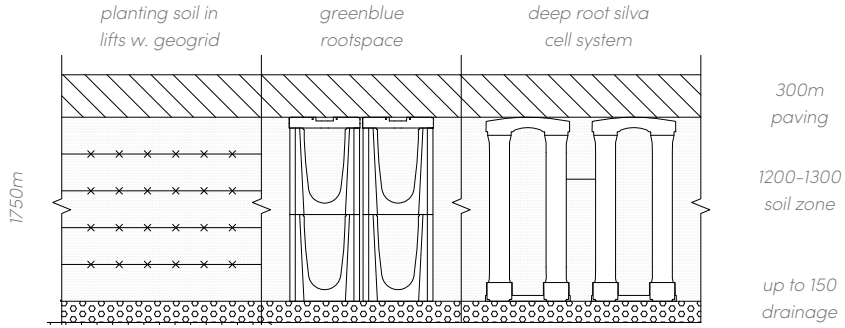


fig d. **Eglinton Green Line Soil Cell Options**
Technical possibilities for achieving great trees.

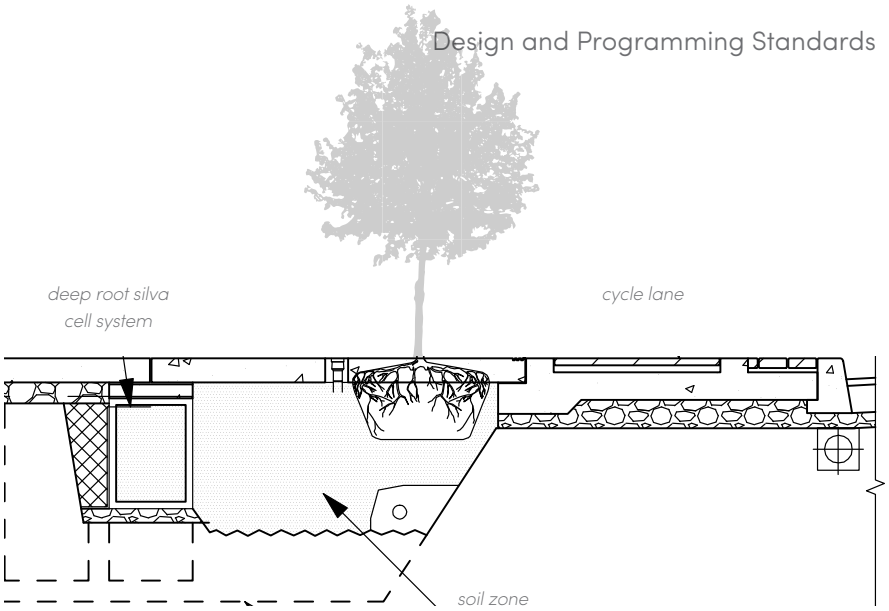


fig e. **Eglinton Green Line Interface with Eglinton Connects**
Seamless transition to Eglinton Connects Streetscapes.

fig f. **Eglinton Green Line Streetscape**
A blurring of public and private realm creates a larger spatial experience.

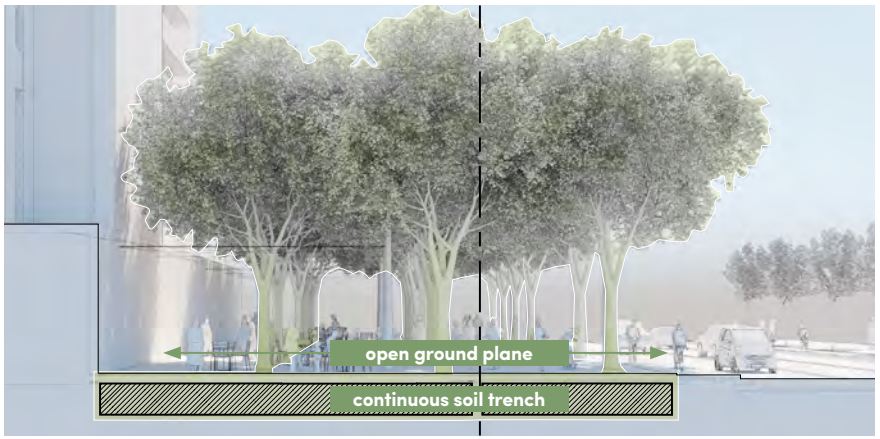


fig g. **Soil Volume for Great Trees**
The central premise is a park-like experience under the canopy of great trees.

Spatial Organization

The ground plane of the Eglinton Green Line will need to support a wide variety of flexible programming. Structuring the Eglinton Green Line with a framework of pedestrian circulation creates clear zones for other programming. The frame of pedestrian circulation is shown in fig g and includes:

- Provide a widened pedestrian clearway within the Eglinton public right of way that is 4.0-metres in width and is seamlessly designed as one continuous ground plane with the maintenance access zone, which also provides opportunities for signage.
- Provide a 3.0-metre wide circulation clearway along the building façade. This allows full access of pedestrians to stores and services as well as use of any pedestrian weather protection which occurs along the building face.
- Provide a forecourt with clear and direct access from the Eglinton public right of way to the main entrance(s) of the building.
- Any patio space and furniture should occupy the spillout zone within the plaza space and allow for circulation on all sides.

fig h. spatial organization

Vehicular Access

Coordination is needed between development sites for vehicular access for building servicing, loading and parking to minimize and limit interruptions to the Eglinton Green Line and improve porosity and permeability in the area to support active transportation and provide access that is seamless to the public realm experience.

Access will be designed in accordance with the following standards:

- Pave vehicular accesses connecting from Eglinton with materials used in the adjacent Eglinton Green Line areas for a continuous and uninterrupted read of the ground plane.
- Consolidate driveways with adjacent properties to maximize pedestrian safety and flow.
- Maintain a continuous direct pedestrian path of 3.0m on both sides of midblock driveways; provide additional 1.5m tree planting strips where servicing access is not required (fig k).
- Use bollards to inform pedestrians of vehicular circulation areas.
- Co-locate fire access and annunciator with the building's servicing, loading and vehicular access area.
- Maintain a 6.0m fire lane for fire truck access between the building and sidewalk within the setback.
- Coordinate all elements to minimize curb cuts and building frontages given to vehicular use.

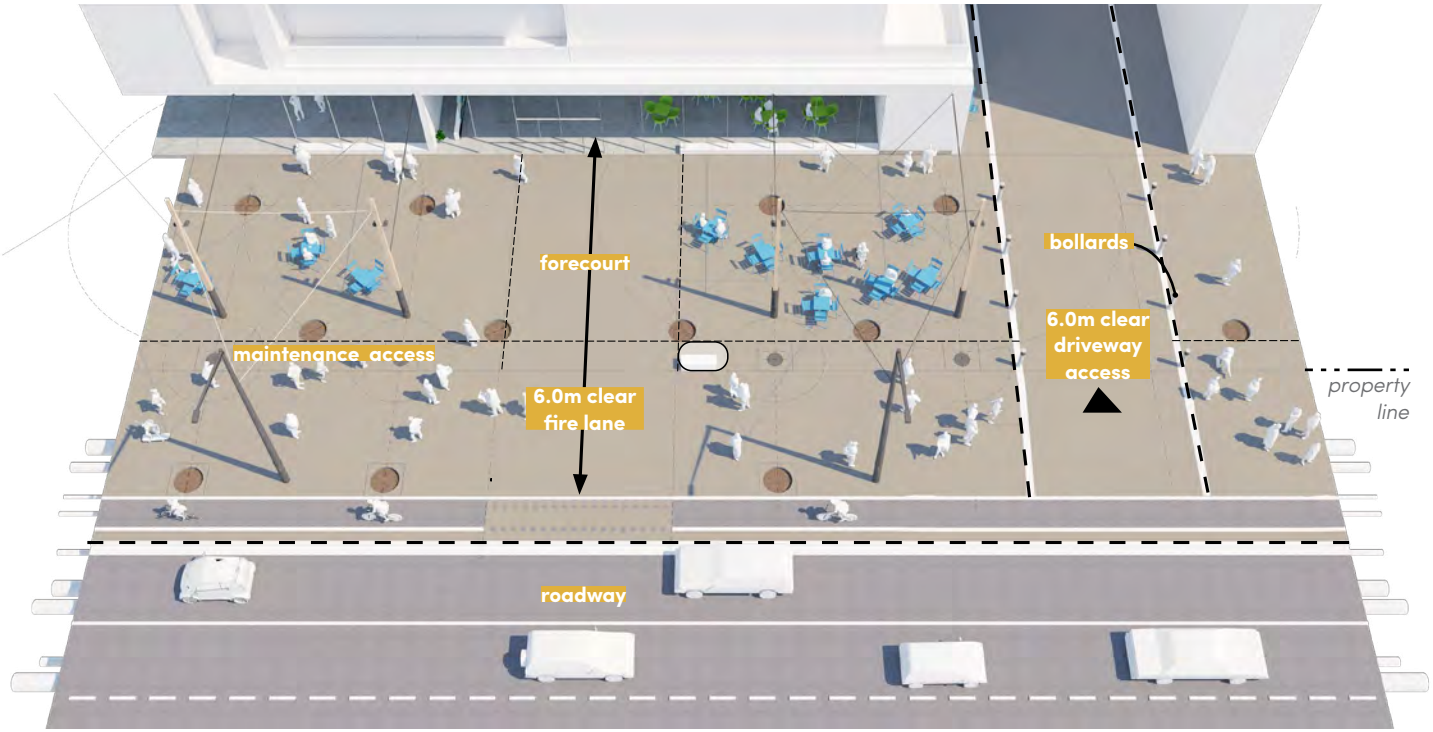
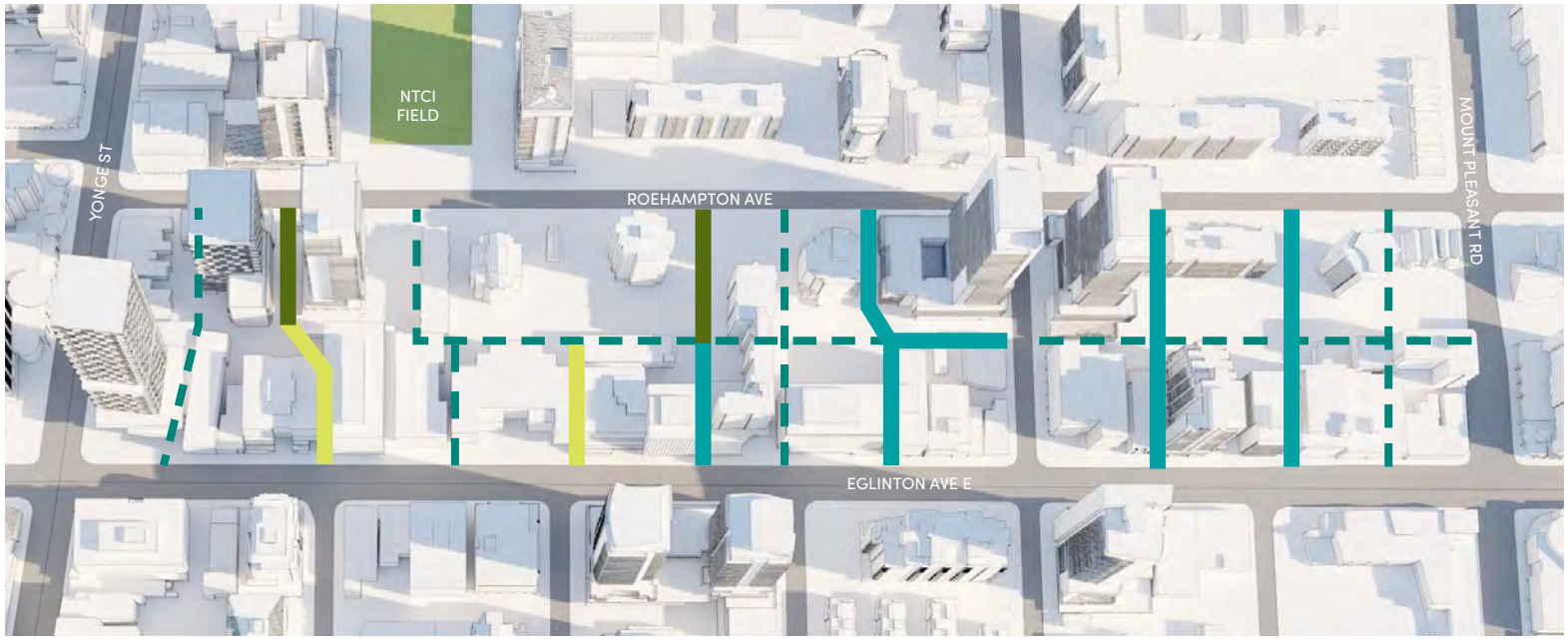


fig i. vehicular access and clearances



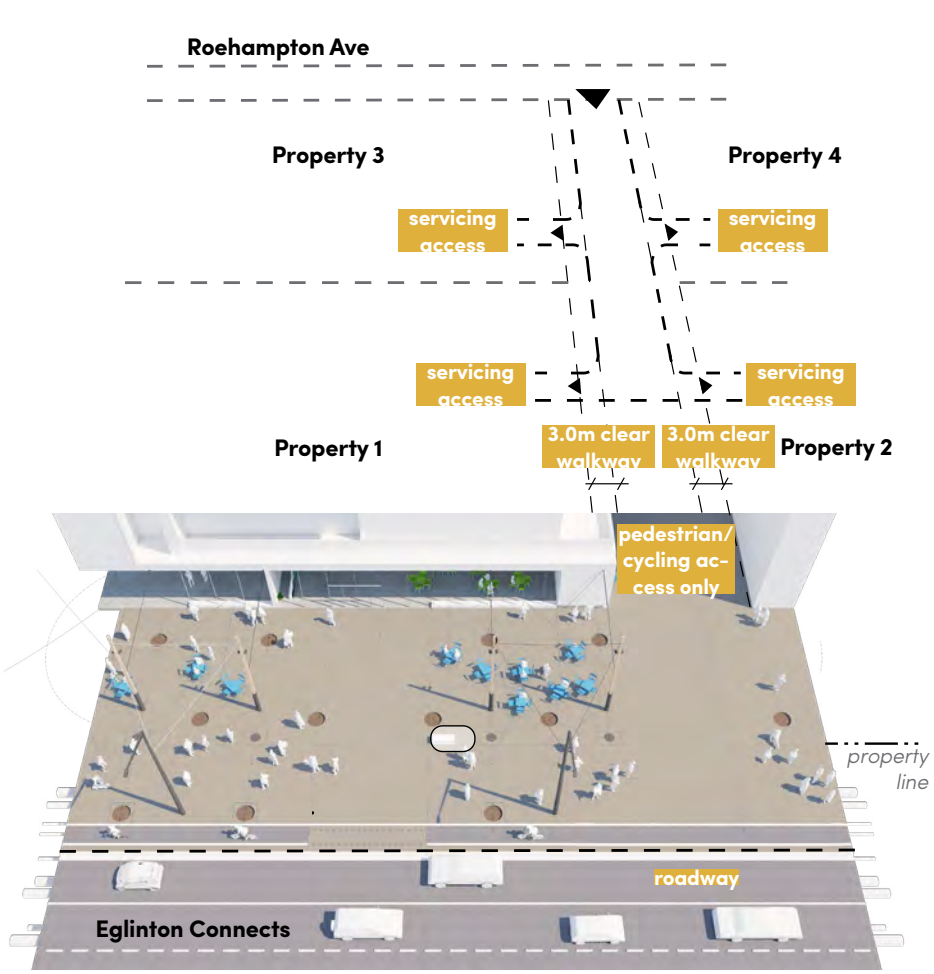
Mid-block/POPs/Laneways secured as part of development approvals

Consolidated accesses between development sites

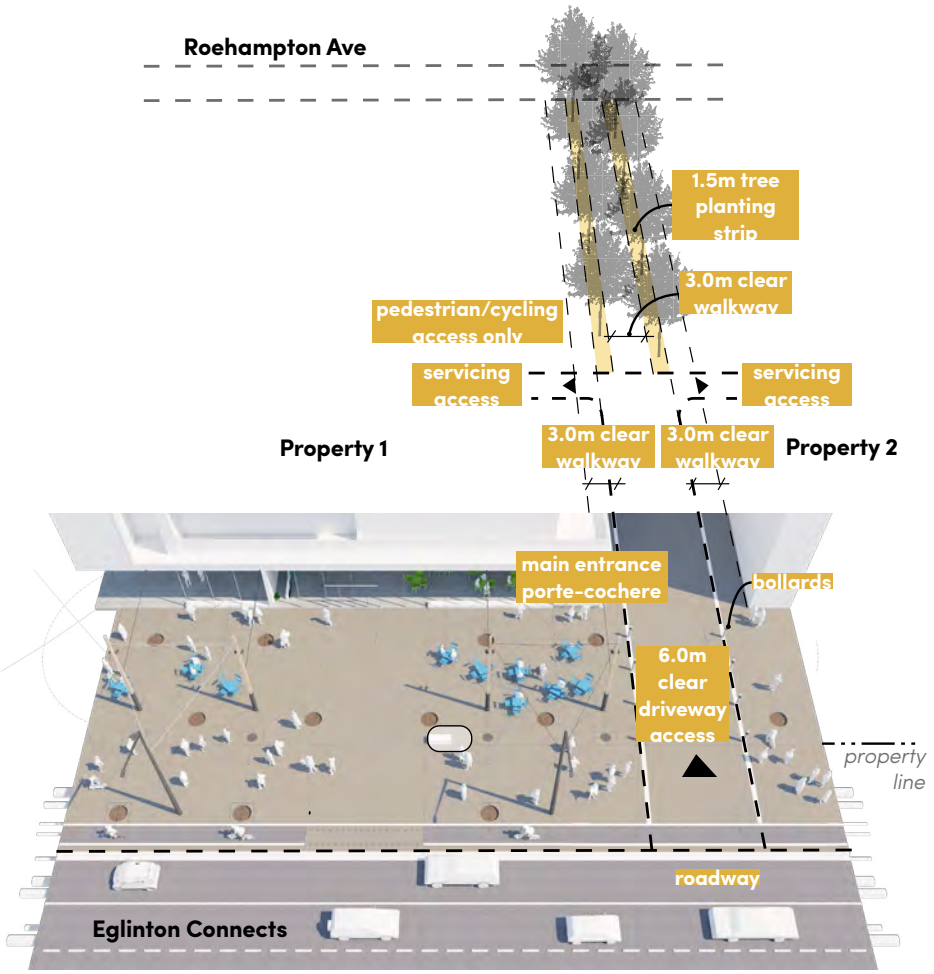
Proposed Mid-block Connections or Mews/Laneways

Potential Mid-block Connections or Mews/Laneways

fig j. consolidated access



All vehicular access from Roehampton



All vehicular access from Eglinton

fig k. midblock access – this standard informs the organization of sites on Roehampton and Eglinton; the approach on an individual site does not have to match the standard as drawn, but maintain the goals to consolidate driveways with adjacent properties to minimize curb cuts and provide a continuous direct pedestrian path of 3.0m on both sides of midblock driveways.

Ground Plane Materials

The expression of a more formal tree organization towards Yonge and more natural organization towards Mount Pleasant is reinforced in the paving and materials along the Eglinton Green Line. At Yonge, the most urban end of the spectrum, the ground materiality is 100% (porous) hardscape. At Mount Pleasant 50% is (porous) hardscape and 50% softscape (planting) (fig l). Sectionally, from the curb to building façade, the paving material consists of the following: city standard concrete pedestrian sidewalk with high-albedo architectural concrete, and 100% porous paving. This porous paving is resin bound aggregate at areas of pedestrian or vehicular traffic (such as driveways) and loose at planting openings.

Ground plane materials will be designed in accordance with the following standards:

- Provide amount of softscape and hardscape percentage in accordance with fig l.
- Examples of materials for porous paving, high albedo concrete, and city standard sidewalk in ROW are provided in fig m.
- Paving colours are to be neutral and consistent in order to provide continuity across all sections of the Eglinton Green Line.

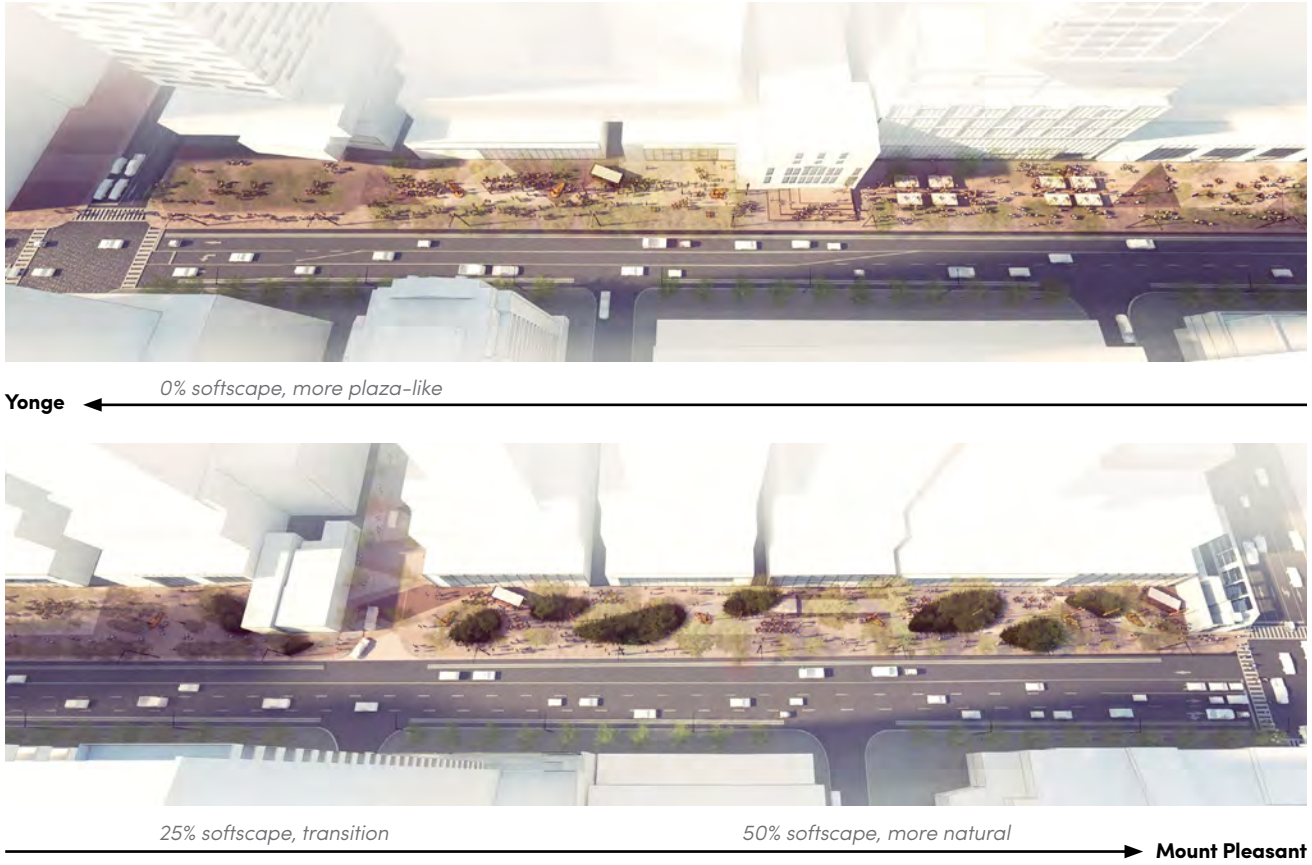


fig l. hardscape to softscape gradient

Paving Materials

Building
Porous Paving

High Albedo
Architectural Concrete

Public ROW
City Standard
Sidewalk In ROW

0% softscape, more plaza-like (Yonge)

50% softscape, more natural (Mount Pleasant)

fig m. materiality

Furniture

With an emphasis on flexibility, a fleet of deployable furniture and fixed amenity poles will provide a variety of configurations to meet daily and seasonal needs, while maintaining a sense of unity throughout the Eglinton Green Line.

Furniture comprises of both custom-designed Eglinton Green Line street furniture, as well as off-the-shelf movable furnishings. A series of custom designed furniture will span across the Eglinton Green Line as a series of common elements. Sculptural seating can tether to the rigging poles as all-season benches. Eglinton Green Line kiosks designed for the Eglinton Green Line can be used for events or for seasonal food and beverage service. The multi-purpose amenity station can have a wide variety of uses and adapted for a garbage receptacle or water bottle stations.

- Fleet of furniture to be included should be chosen from fig o.
- Movable furniture can be sourced off-the-shelf with a simple and contemporary aesthetic in mind. Chosen by the developers / designers of each individual space, this furniture should be moveable and flexible to support diverse programming, dining or community gatherings.

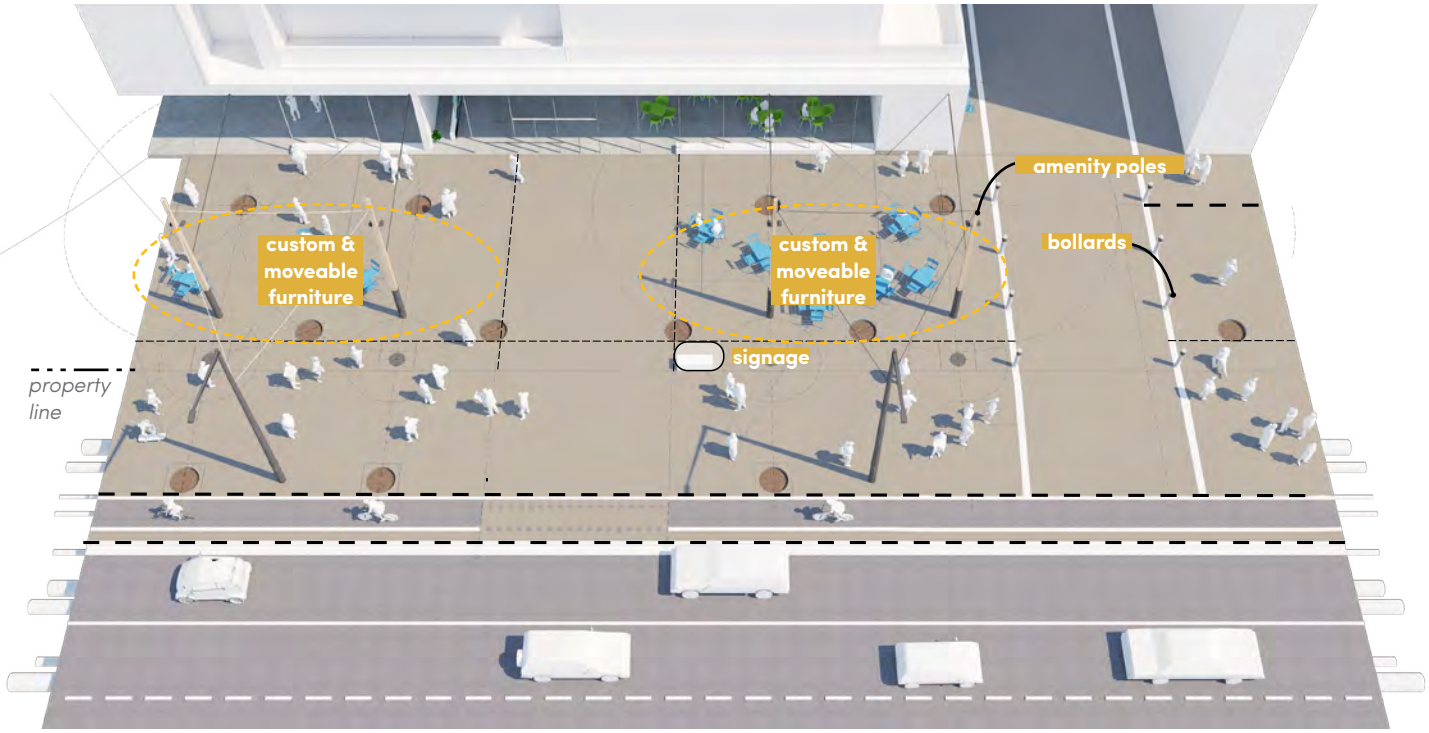


fig n. spatial organization

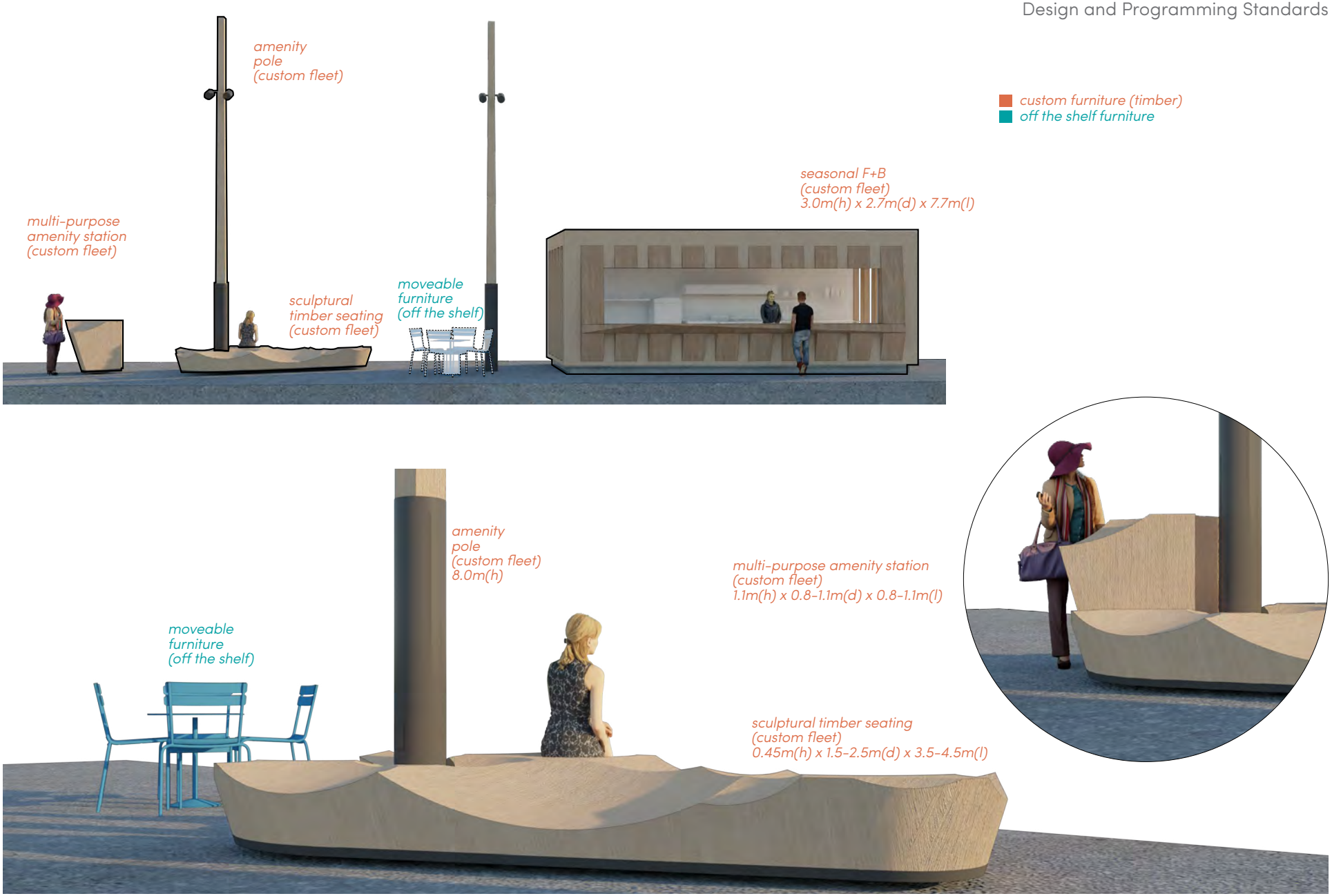


fig o. fleet of furniture choices

Retail in a Landscape Setting

Eglinton is a part of the Priority Retail Streets identified within the Secondary Plan for Midtown. The Eglinton Green Line elevates this primary retail function with its trees and materiality. Research conducted by the University of Washington shows that mature tree cover on streets creates a welcoming atmosphere that drives more successful retail, while also supporting community park like uses.

The microclimates created by the trees create comfortable environments for the optimal street shopping and outdoor dining experiences. In the winter, leaves drop to allow in precious light while still giving wind protect; while in high summer, dappled shade from the canopy helps to make shoppers feel cool and comfortable. The generous setback allows for activity underneath the canopy, with many possibilities for retail spill-out to directly interact with the public realm. The articulation of the building facade should be carefully curated to create visual connections – and strategic physical connections – between indoors and outside.

- Provide high branching trees as identified in fig c (pg. 42-45), allowing unobstructed visibility to all signage and shop windows.
- Provide a high-level of clear glazing (70 percent) with frequent, recessed entrances (5-10m storefront widths) for retail stores and other active uses, to enhance the visual and physical connection between the interior of buildings and the Eglinton Green Line.

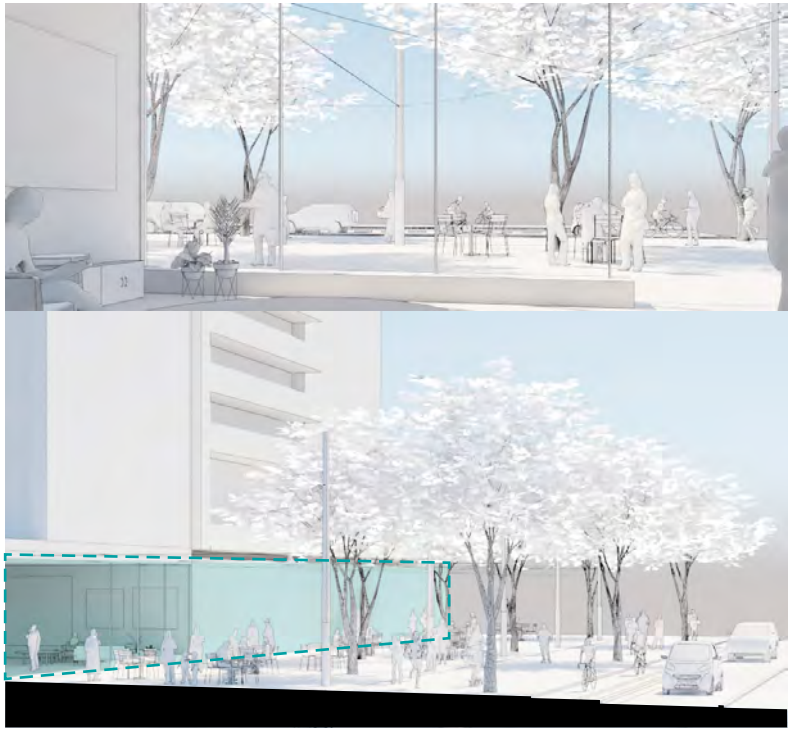
Research conducted by the University of Washington shows that:

'People are willing to travel further, more often, and spend more time in retail environments with mature tree cover.'

'Shoppers [are] willing to pay 9 to 12% more for goods and services in shopping areas with large, mature trees.'

Image. Clear visual and physical connections between indoors and outside.

visibility at 5 years



visibility at 15 years

Images. High branching trees create optimal microclimates for street shopping and outdoor dining.

Outdoor Dining

Alongside retail functions, the outdoor dining experience will be enhanced by the high-branching trees and varied ecologies along the Eglinton Green Line. These microclimates will support better comfort that extends the possible patio season longer into the fall, and even provides seating options in the winter.

Licensed patio spaces must be cordoned off in accordance with City and provincial policies on outdoor dining and consumption of alcohol as well as aligning with the overall goals of the Eglinton Green Line.

Outdoor dining should be located in the patio zone, away from the building to allow pedestrian circulation along the building. Seating, service areas and appropriate enclosures for privacy and regulation should happen between pedestrian and vehicular circulation frameworks. These can be planter boxes and climbing vines, or species of shrubbery arranged in such a way that sections off the patio zone. The patio zone must allow for public circulation both along the building face as well as the public right-of-way and must not occupy more than 30 percent of the 12m setback.

- Patio zone must be in accordance with the arrangement and organization in fig p.

Images: *Dining spaces underneath green.*

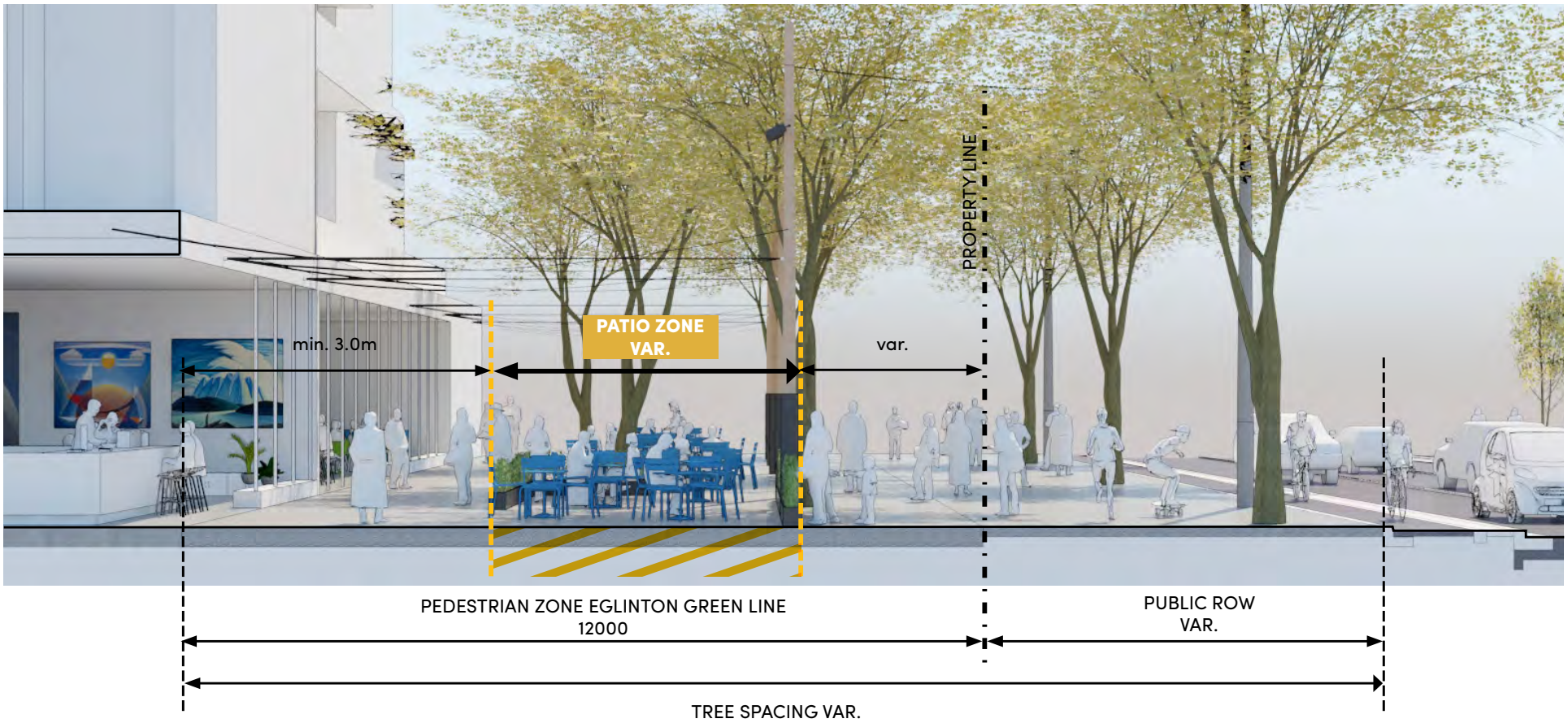


fig p. patio zone located within the Eglinton Green Line.

Light Canopy and Supports

The amenity poles of the Eglinton Green Line provide the foundation for the overhead rigging and cable system which can be used for light canopies, banners, or for other fabricated features. These wood and metal poles will be coordinated with the tree pattern and the building and open space program. They will support a pedestrian level lighting canopy. The amenity poles should also be outfitted with electricity access to enable the poles to support temporary programming such as markets or performances that need a source of electricity.

In addition, the rigging system can create light canopies wired through the cable system that should span the Eglinton Green Line. Lighting designers can creatively work with the electrically supplied cable system to create a variety of lighting applications, such as hanging fixtures, or catenary lighting. The uses of the overhead rigging and cable system are endless and capable of adapting to a wide range of designs. This flexible system can also support hanging public art and signage. For consistency across the Eglinton Green Line, the rigging system is mandatory.

- Spacing and elements included to be in accordance with the arrangement and organization in fig q.
- Design building face to attach rigging at 4.0-5.0m height.

The Eglinton Green Line canopy will be realized in two key, complimentary ways, preserving an open and flexible ground plane. These two systems, natural and fabricated, will work in tandem to define – and activate – the Eglinton Green Line.

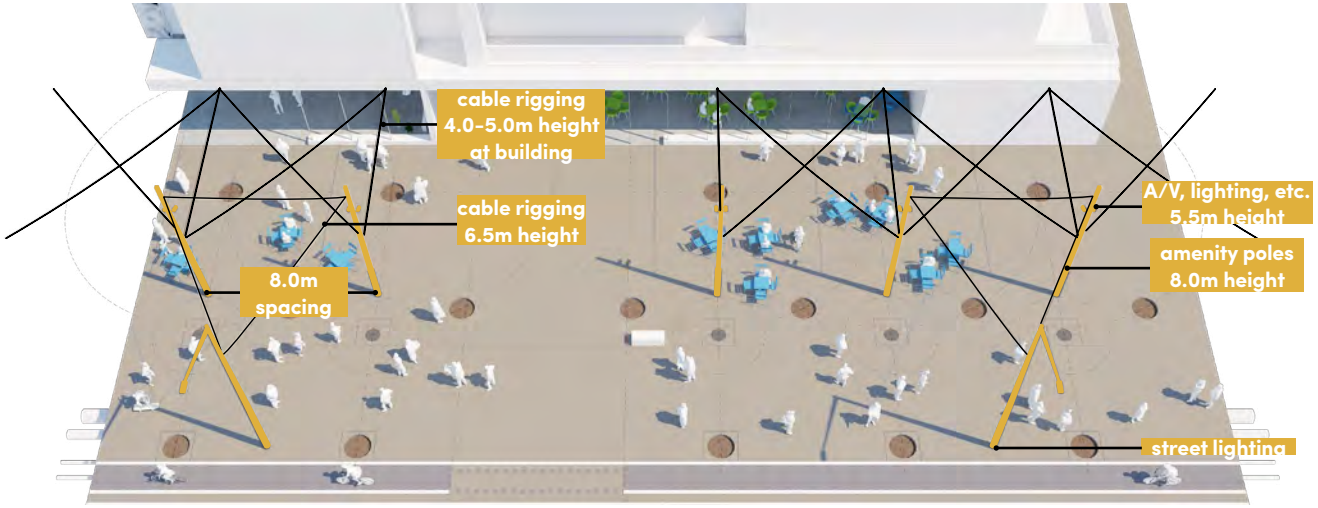


fig q. elements and location of light canopy and supports.

Utilities

The ecology of the Eglinton Green Line has practical implications for the servicing of the adjacent building. It is only possible through the close collaboration of public and private actions. The Eglinton Connects trees will have their own soil volume, maintained and serviced by the City, while the Eglinton Green Line will have a soil trench maintained and serviced by its private owners. Parking and other servicing uses can be accommodated under the Eglinton Green Line provided a permanent tree canopy can be achieved. The depth of the soil trench also enables connecting utilities underneath and across the Eglinton Green Line.

- Design waterproofing of the garage slab for maximum robustness and lifespan; include protection board overtop of waterproofing, and allow for injection repair. Avoid removal of mature trees at the time of replacement of the waterproofing membrane.
- Locate maintenance access hatches and servicing utilities on private property, close to property line, while keeping away from pedestrian clearways and where they will not disturb the trees and soil volume overtop.
- Arrange and organize elements in accordance with fig r.
- Section of soil trenches and building envelope exemplified in fig s.

The project is a public private collaboration that delivers green infrastructure overtop commercial parking.

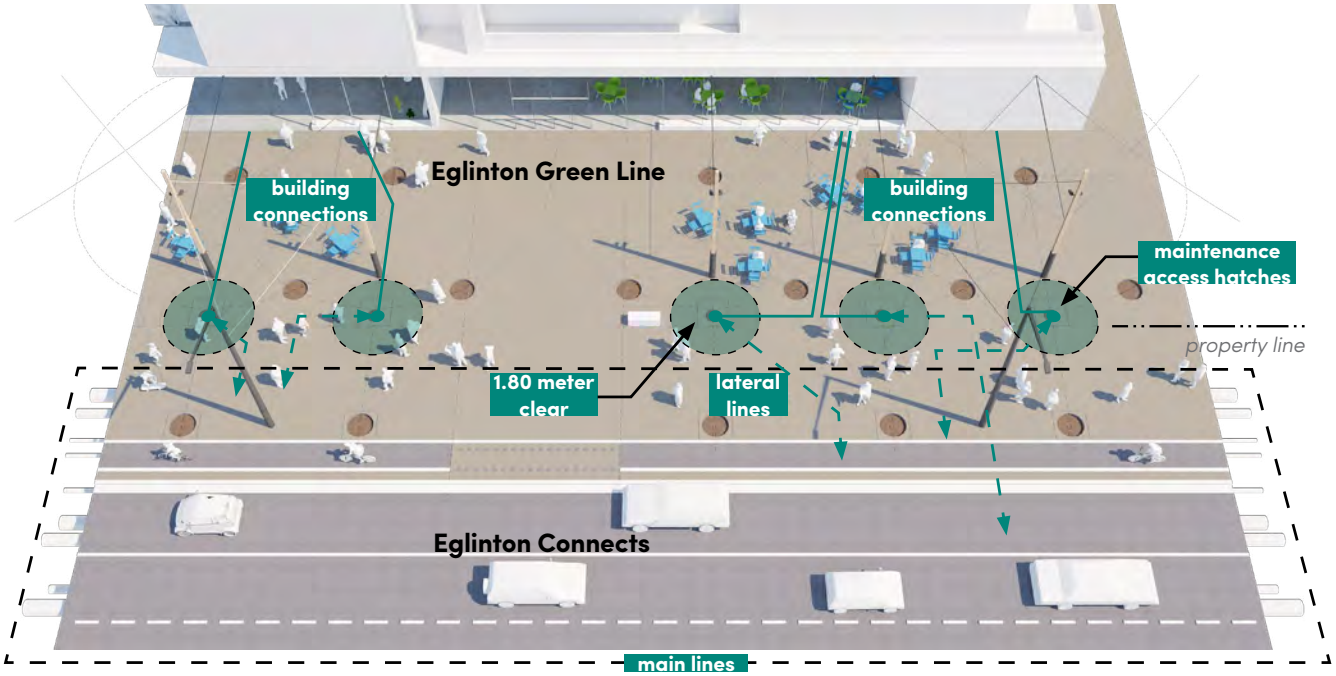


fig r. elements and location of utilities.

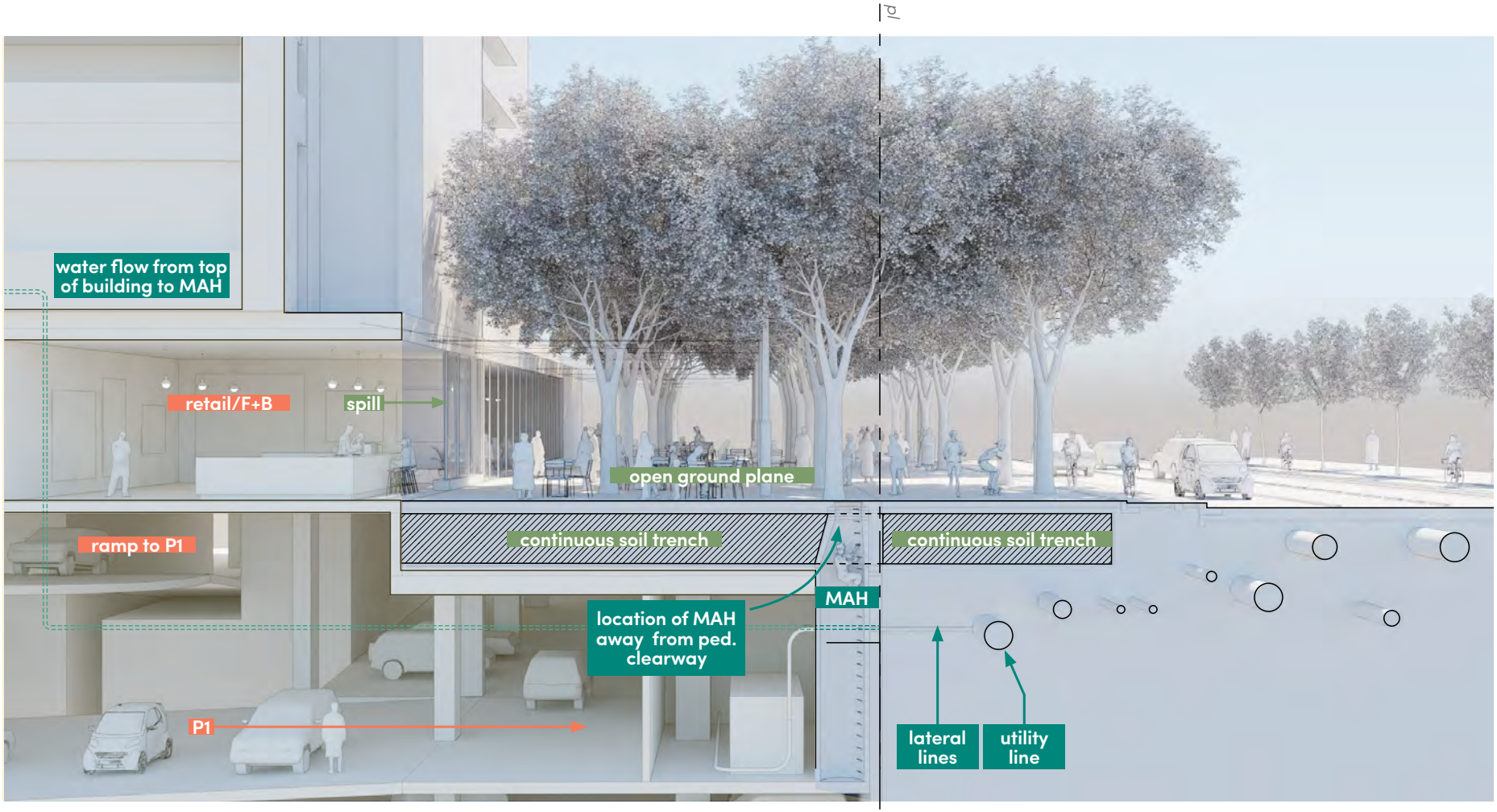


fig s. conceptual section.

5. Implementation

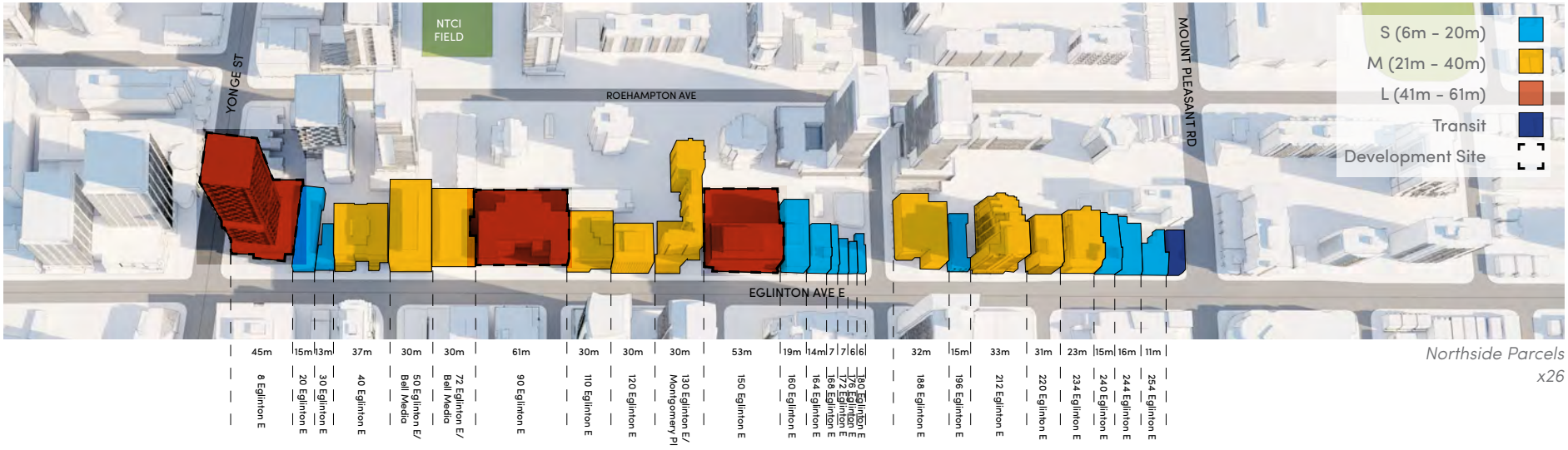
Getting it Done!

Public Space through Evolution

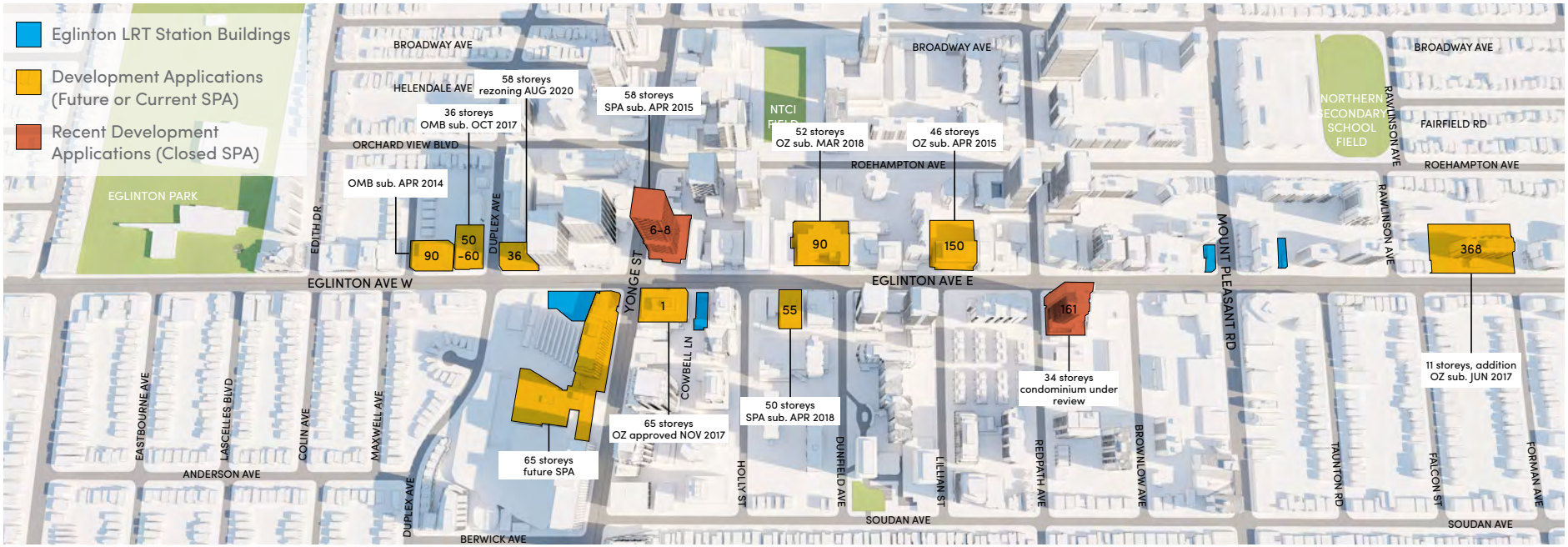
The Eglinton Green Line is a long-term vision to create a major linear, publicly accessible open space to be delivered site by site as part of the redevelopment of the Eglinton corridor. The public space will happen with each new development on the north side of Eglinton setting their building back 12m from the property line. The space of each setback will be designed, constructed and maintained by the developer to both enhance the development itself and to fit within a larger pattern of open spaces which together become an identity and focus for residents, workers and visitors to the district. The design and programming of these spaces will support public life throughout the year. Each site and its associated open space will become an aggregate portion of the evolving and growing the Eglinton Green Line. The goal over time is to create a connected whole, with every new development contributing an additional piece of the varied and diverse open space.

The first pieces of the Eglinton Green Line are already in the making. The 12m setback needed to realize the Eglinton Green Line have been secured at 90 and 150 Eglinton East, meaning the Eglinton Green Line will start to take shape in the coming years. Even after the development of all lots between Yonge and Mount Pleasant, the Eglinton Green Line will continue to evolve, full of changing possibilities and diverse experiences.

Conceptual Timeline Along Eglinton Ave.



Northside Parcels x26



Conceptual Timeline:

0 Years: *Eglinton Streetscape from Yonge to Lillian St after completion of Eglinton Connects Streetscape.*

10 Years: *Eglinton Streetscape from Yonge to Lillian St 10 Years of development after Eglinton Connects.*

20 Years: *Eglinton Streetscape from Yonge to Lillian St 20 Years of development after Eglinton Connects.*

0 Years: *Eglinton Streetscape from Redpath Ave. to Mt. Pleasant Rd. after completion of Eglinton Connects Streetscape.*

10 Years: *Eglinton Streetscape from Redpath Ave. to Mt. Pleasant Rd. 10 Years of development after Eglinton Connects.*

20 Years: *Eglinton Streetscape from Redpath Ave. to Mt. Pleasant Rd. 20 Years of development after Eglinton Connects.*

Over time, more redevelopment will come on line causing the Eglinton Green Line to gradually coalesce and morph into a more expansive project of complimentary yet diverse spaces...

Eglinton Green Line between Yonge St. and Lillian St.

The space will ultimately connect end to end and the project will be revealed as a whole. Diversity of spatial expression, within a cohesive and connected singular experience!

Eglinton Green Line between Redpath Ave. and Mt Pleasant Rd.

Making Decisions

The Eglinton Green Line Streetscape and Open Space Standards lays out the fundamental design intentions and principles to achieve this iconic linear open space. Embedded within these standards, is space and flexibility to make decisions. There are four categories for decision making: trees, paving, custom elements and movable furniture. A summary chart of these categories with references to their complete sections is provided on the right.

The decision-making framework works as follows:

- Trees: Identify the location of the site within the Green Line and the potential tree planting grids and spacing and follow the decision making framework in fig a. Refer to fig c (pg. 42-45) for species and layout grid.
- Custom Elements: Choose which custom elements are suitable for the design of the site.
- Movable Furniture: Choose off-the-shelf furniture and pots suitable for the intended programmatic use of the space.
- Paving: Choose permeable paving materials and match materials on driveways to create one continuous ground plane.

	WHAT'S REQUIRED	WHAT'S FLEXIBLE	THE CHOICES	REFERENCE SECTION
TREES	Mature and healthy trees, canopy cover % conforming to layout	Layout & Species	Grid: 10m, 7m, 4m Patches: S, M, L, Storm	Species and Arrangement P.40
CUSTOM ELEMENTS	Program-supporting furniture	Elements, Layout	amenity station, amenity pole, sculptural seating	Furniture P.52
MOVABLE FURNITURE	Robust, movable furniture	Product, Material, Layout	Luxembour Chair, Chipman Chair, etc	Furniture P.52
PAVING	Tactile, 100% permeability	Product, Material, Layout	Resinbound, decomposed granite, porous concrete	Ground Plane P.50

APPENDIX

Policy References

1. Introduction

P.6 Planning Context: *Midtown In Focus*
- Midtown In Focus: https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/midtown-in-focus/overview-midtown-in-focus/
- Yonge Eglinton Masterplan - OPA No. 405 1.3.6.a : https://www.toronto.ca/wp-content/uploads/2019/07/96a5-CityPlanning_OPA405.pdf

P.08 Planning Context: *Eglinton Connects*
- Eglinton Connects Streetscape: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/eglinton-connects/

P.10 A New Typology
- OPA No. 405 5.1.1.d; 5.1.1. f

2. Objectives

P. 14 Key Objective #1: *Midtown Green Where We Need It Most*
- OPA No. 405 1.2.1.b 3.1.1; 3.1.4.c; 3.1.3.e

P. 16 Key Objective #2: *Prioritize Great Trees*
- OPA No. 405 3.1.9; 3.2.2

P. 18 Key Objective #3: *Diverse Ecologies*
- OPA No. 405 3.1.10; 3.1.10.g

3. Vision

- OPA No. 405 1.2.1.b; 2.2.1.c; 2.6.1.b; 2.6.1.h; 3.2.2

4. Design and Programming Standards

P. 40 Tree Arrangement and Soil Volume
- OPA No. 405 3.1.9; 8.1.1; 8.1.3.a; 8.1.3.b

P. 46 Spatial Organization
- OPA No. 405 3.2.2.b

P. 67 Vehicular Access
- OPA No. 4.8, 4.9, 4.10, 4.11, 4.12.a,4.12.b, 4.12.c, 4.12.d, 4.13, 4.14, 4.15

P. 50 Ground Plane Materials
- OPA No. 405 1.2.1.b

P. 52 Furniture
- OPA No. 405 3.1.4.c

P.54 Retail in a Landscape Setting
- OPA No. 405 2.6.1; 3.1.4

P.56 Outdoor Dining
- OPA No. 405 3.2.2.b

P.58 Light Canopy and Supports
- OPA No. 405 3.1.10.e

P.60 Utilities
- OPA No. 405 3.1.9

5. Implementation

- OPA No. 405 3.2.2

Scale

Up to 55m
Tåsinge Plads
Copenhagen, Denmark

Size (acres)
1.9

Length (m)
130

Width, row (m)
20-65 (triangular form)

Width, park (m)
5-55 (triangular form)

Adjacent building height (storeys)
6

Assets
Stormwater collection and infiltration, prominence of water and vegetation; structural elements (drops and parasols) collect and release rainwater, inviting play - released water runs through small surface channels to the vegetation

40m
Washington Canal Park
Washington, USA

Size (acres)
3

Length (m)
300

Width, row (m)
70

Width, park (m)
40

Adjacent building height (storeys)
3-13

Assets
Linear rain garden, stormwater collection and reuse -100 percent of the water from the site and surrounding streets is collected in bioswales, tree pits, and rain gardens, and is channeled into two large underground cisterns; integrated seating and programming (play structures, water features, skating rink in winter)

30m
Crombie Park
Toronto, Canada

Size (acres)
xx

Length (m)
625

Width, row (m)
18 (North)
13 (South)

Width, park (m)
30

Adjacent building height (storeys)
4-6

27m
South Park
San Francisco, USA

Size (acres)
1.2

Length (m)
165

Width, row (m)
45

Width, park (m)
27

Adjacent building height (storeys)
2-4

Assets
Drought tolerant plantings, performative bioinfiltration gardens, and an irrigation system that utilizes rainwater collected on-site; flexible public lawns and open spaces; informal seating; play area with custom play structure

25m
Village of Yorkville Park
Toronto, Canada

Size (acres)
xx

Length (m)
150

Width, row (m)
13 (+ lane on south)

Width, park (m)
25

Adjacent building height (storeys)
2-20

Assets
Series of diverse landscapes and gathering places with new offerings each time you visit

22m
Rue Casimir Périer
Lyon, France

Size (acres)
4.0

Length (m)
340

Width, row (m)
32

Width, park (m)
22

Adjacent building height (storeys)
10

Assets
Stormwater collection and infiltration, rain gardens; connection to Saone River parks and open space system

0-27m
Front Street East Promenade & Park
Toronto, Canada

Size (acres)
2.0

Length (m)
350

Width, row (m)
50

Width, park (m)
20-27 (varies)

Adjacent building height (storeys)
10-12

Assets
Green street and park, anchors into Corktown Common, a portal to the Don River Valley Ravine; pedestrian space along its northern, sunny side; room for sidewalk cafes, children's play, public art and neighbourhood gatherings and events

20m
Sønder Boulevard
Copenhagen Denmark

Size (acres)
3.9

Length (m)
1,200

Width, row (m)
38

Width, park (m)
20 (varies)

Adjacent building height (storeys)
5

Assets
Lush gardens and green space; basketball courts, playgrounds, garden plots, seating areas and flexible open spaces

Image Sources

1. Introduction

P.6 Planning Context: *Midtown in Focus*
- Midtown Moves (Courtesy of: PUBLIC WORK)

P.08 Planning Context: *Eglinton Connects*
- Aerial Photo, Midtown Toronto (Courtesy of: PUBLIC WORK)
- Eglinton Connects Public Realm Concept Plan, 2014 (Courtesy of: City of Toronto, 2014)

P.10 A New Typology
- Parisian Boulevard (Courtesy of: Wikimedia Commons), Baldwin St (Courtesy of: Wikimedia Commons), Esplanade (Courtesy of: Flickr Creative Commons, by Collision Conf, 2019), John St (Courtesy of: Google Street View), Queen West @ Spadina (Courtesy of: Google Street View), Place d'Youville (Courtesy of: Flickr Creative Commons, by bricoleurbanism, 2011), Sønder Boulevard (Courtesy of: Wikimedia Commons), Front Street East (Courtesy of: Flickr Creative Commons, by Viv Lynch, 2017), Rue Casimir Périer (Courtesy of: PUBLIC WORK), Village of Yorkville Park (Courtesy of: PUBLIC WORK), South Park (Courtesy of: Wikimedia Commons), Crombie Park (Courtesy of: Wikimedia Commons), Washington Canal Park (Courtesy of: Flickr Creative Commons, by Daniel Lobo, 2017), Tåsinge Plads (Courtesy of: Wikimedia Commons)
- Enhanced Streetscape / Linear Park (Courtesy of: PUBLIC WORK)

2. Objectives

P. 14 Key Objective #1: *Midtown Green Where We Need It Most*
- Yonge and Eglinton, West from Yonge, 1922 (Courtesy of: City of Toronto Archives, Fonds 16, Series 71, Item 1637a)
- Le Corbusier's 'Plan Voisin', 1925 (Courtesy of: Wikimedia Commons)
- Eglinton Park, Eglinton Ave. E. (Courtesy of: PUBLIC WORK)

P. 16 Key Objective #2: *Prioritize Great Trees*
- A flexible ground plane (Courtesy of, *clockwise from top left*: PUBLIC WORK; Flickr Creative Commons, by Arthur Weidmann, 2019; Flickr Creative Commons, by dolanh, 2016; Industry City, Brooklyn, 2020; Industry City, Brooklyn, 2020; Industry City, Brooklyn, 2020)
- Programming and flexibility in Jardins de Luxembourg (Courtesy of, *clockwise from top left:* Flickr Creative Commons, by emc, 2010; Flickr Creative Commons, by dolanh, 2016; PxHere.com; Flickr Creative Commons, by dolanh, 2016)

P. 18 Key Objective #3: *Diverse Ecologies*
- Jardins de Luxembourg (Courtesy of: PUBLIC WORK), Village of Yorkville Park (Courtesy of: PUBLIC WORK), Beaupassage Paris (Courtesy of: Flickr Creative Commons, by Arthur Weidmann, 2019)

P. 22 Key Objective #5: *Celebrate Four Seasons*
- Seasonality of the tree canopy (Courtesy of: Flickr Creative Commons, by KIMM, 2006; Flickr Creative Commons, by Tom Blackwell, 2009; Flickr Creative Commons, by Mark Cushman, 2005)

P. 24 Key Objective #6: *Viable Development set in a Compelling Public Realm*
- A connected, porous and seamless public realm (Courtesy of, *clockwise from top left*: girlsofto.com, by Dani Goddard, 2019; Wikimedia Commons; Wikimedia Commons; Flickr Creative Commons, by Ken Lund, 2012; Flickr Creative Commons, by Arthur Weidmann, 2019; Flickr Creative Commons, by Eric Fischer, 2015)

3. Vision

P. 30 Vision: *The Canopy*
- Living Tree Canopy (Courtesy of, *clockwise from top left*: Flickr Creative Commons, by dolanh, 2016; PUBLIC WORK; Flickr Creative Commons, by emc, 2010; Flickr Creative Commons, by Guilhem Vellut, 2015)
- Overhead Rigging Infrastructure (Courtesy of, *clockwise from top left*: Industry City, Brooklyn, 2020; School of Architecture at Taliesin, 2019; PUBLIC WORK; PUBLIC WORK; Flickr Creative Commons, by square(tea), 2016; Wikimedia Commons)

P. 32 Vision: *The Ground Plane*
- Activities of a flexible ground plane (Courtesy of: Flickr Creative Commons, by dolanh, 2016; girlsofto.com, by Dani Goddard, 2019; Industry City, Brooklyn, 2020; Industry City, Brooklyn, 2020; Industry City, Brooklyn, 2020)

P. 34 Vision: *The Building Facade*
- Inside-outside relationships (Courtesy of: Flickr Creative Commons, by Arthur Weidmann, 2019; BlogTO, 2020; Google Street View; Flickr Creative Commons, by Shinya Suzuki, 2015)

P. 36 Vision: *The Book Ends*
- Intermittent possibilities (Courtesy of, *clockwise from top left*: Needpix.com; PxHere.com; Flickr Creative Commons, by Robert B. Moffatt, 2016; Flickr Creative Commons, by Hans Splinter, 2016; PUBLIC WORK; Gritlab, University of Toronto; Flickr Creative Commons, by Dean Ayres, 2006)

4. Design and Programming Standards

P. 40 Tree Arrangement and Soil Volume
- Planting arrangement (Courtesy of: Flickr Creative Commons, by emc, 2010; PUBLIC WORK; PUBLIC WORK; Flickr Creative Commons, by Arthur Weidmann, 2019)

P. 50 Ground Plane Materials
- Paving materials (Courtesy of, *top to bottom*: PUBLIC WORK)

P. 54 Retail in a Landscape Setting
- High branching trees create optimal microclimates (Courtesy of: Google Street View; PUBLIC WORK; PUBLIC WORK; Google Street View)

P. 56 Outdoor Dining
- Dining spaces underneath green (Courtesy of: Wikimedia Commons; Flickr Creative Commons, by Natalie, 2016; Viaggio Restaurant via Instagram, 2019; PUBLIC WORK; Industry City, Brooklyn, 2020)

P. 58 Light Canopy and Supports
- Elements and location of light canopy and supports (Courtesy of: Flickr Creative Commons, by Shinya Suzuki, 2017; School of Architecture at Taliesin, 2019; PUBLIC WORK; Wikimedia Commons; Flickr Creative Commons, by square(tea), 2016)

Appendix

P. 76 Scale

- Tåsinge Plads (Courtesy of: Wikimedia Commons)
- Washington Canal Park (Courtesy of, *clockwise from top left*: Flickr Creative Commons, by Eric Fidler, 2013; Flickr Creative Commons, by Payton Chung, 2013; Flickr Creative Commons, by Daniel Lobo, 2017)
- Crombie Park (Courtesy of, *top to bottom*: Wikimedia Commons; Flickr Creative Commons, by Matt Elliott, 2011)
- South Park (Courtesy of: Wikimedia Commons)
- Village of Yorkville Park (Courtesy of: PUBLIC WORK)
- Rue Casimir Périer (Courtesy of: PUBLIC WORK)
- Front Street East (Courtesy of: Flickr Creative Commons, by Viv Lynch, 2017)
- Sønder Boulevard (Courtesy of: Wikimedia Commons)