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McCowan District Park



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## City of Toronto

Eglinton GO Area Urban Design Guidelines

Eglinton GO Area Urban Design Guidelines online:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/eglinton-go-area-study/>

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# 1.0 Introduction

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- 1.1 Background
- 1.2 Study Area and Context
- 1.3 Vision



## 1.1 BACKGROUND

On February 2nd, 2022, the City Council directed staff to initiate a planning study for the Eglinton GO Station area. To fulfill this directive, the Eglinton GO Area Study was conducted from 2023 to 2024, aiming to provide public realm and built form guidance for both ongoing development applications and anticipated future growth in the area.

The Eglinton GO Area Urban Design Guidelines (this document) have been developed as an outcome of the Study. These guidelines establish a clear public realm and built form vision for the area, along with detailed design guidance. They are intended to be used by both developers and City staff in the design, development and application review processes, ensuring alignment with the Official Plan's urban design policies, as well as the specific public realm and built form guidelines outlined in this document to implement the Official Plan.

Further opportunities for refining the guideline framework may involve additional work to review additional matters such as the adequate provision of community services and facilities, transportation and servicing improvements, affordable housing, and other public realm initiatives such as Public Art Master Plan. Site and Area Specific Policies may be developed in the future to provide further Official Plan policy directions, and potential area specific Zoning By-law may be recommended in the future to implement key built form performance standards such as setbacks, maximum heights, at-grade uses, etc. The guidelines in this document are intended to serve as a foundation for any future studies as the City monitors development activities within the area.

These Guidelines were adopted by City Council on [date to be inserted] through City Council Decision Item [insert decision item and link].

These Guidelines should be read in conjunction with other applicable City-wide policies and guidelines, including but not limited to:

- Toronto Official Plan
- Tall Building Guidelines
- Mid-rise Performance Standards
- Townhouse and Low-rise Apartment Guidelines
- Toronto Complete Streets Guidelines
- Streetscape Manual
- Toronto Green Standards
- Green Infrastructure Standards
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-unit Buildings
- Retail Design Manual
- Percent for Public Art Program Guidelines
- Privately-Owned Publicly Accessible Spaces (POPS)
- Bird-Friendly Guidelines





Figure 1: Study Area Boundary

## 1.2 STUDY AREA AND CONTEXT

### STUDY AREA BOUNDARY

The Study Area is approximately 26.8 hectares in size, and is bounded by McCowan Road to the West, Trudelle Street and Grace Street on the north, Bellamy Road North to the east and the rail tracks to the south (Figure 1: Study Area Boundary). The boundary of the Study Area was informed by Official Plan land use designations, Site and Area Specific Policies related to the Major Transit Station Areas, and areas where the City is experiencing increased development activities.

## LAND USE

Eglinton Avenue East is identified as an Avenue on Map 2 (Urban Structure) of the Official Plan. Much of the area around the Eglinton GO Station is designated *Mixed Use Areas* where growth is expected. Lands designated *Apartment Neighbourhoods* are located north of the *Mixed Use Areas* (Figure 2: Official Plan Land Use Map).



Figure 2: Official Plan Land Use Map

## EGLINTON GO STATION

The Eglinton GO Station is located at the southeast corner of the Study Area, at the intersection of Eglinton Avenue East and Bellamy Road North (Figure 3: Eglinton GO Station and Planned EELRT). It was built in 1978 and is currently being upgraded to allow passengers full accessibility to the station amenities and for boarding GO trains. In addition to the ongoing station update, Metrolinx is also initiating a Station Master Plan that will guide the long-range improvement of station facilities.

The Guidelines in this document were developed in anticipation of ongoing enhancements to the station site and potential future redevelopment opportunities. However, it is important to note that the Eglinton GO Station site and the GO Station north and south parking lots are not the focus of the Study or this document. Public realm improvements and redevelopment opportunities for these sites will be explored through separate processes.

## EGLINTON EAST LIGHT RAIL TRANSIT (EELRT)

The Eglinton East Light Rail Transit (EELRT) is a planned 18-kilometre light rail transit system in Scarborough. The line will extend from Kennedy Station to Malvern Town Centre via the University of Toronto Scarborough (UTSC) Campus, with a connection to the future Line 2 terminus at Sheppard Avenue East and McCowan Road (Figure 3: Eglinton GO Station and Planned EELRT). The planned EELRT travels through the Study Area, with one of the major stops located at the Eglinton GO Station.

At the time of preparation of these Guidelines, the planning and design of the EELRT is underway and at the 10% design stage. As the EELRT design progresses, adjustments to the Guidelines may be required to address the EELRT design.



Figure 3: Eglinton GO Station and Planned EELRT



## PROTECTED MAJOR TRANSIT STATIONS (PMTSA)

The Study Area is within the Eglinton GO Protected Major Transit Station Area (Figure 4: Eglinton GO PMTSA and Minimum Densities). The Province's A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. The Growth Plan required that, as part of the last municipal comprehensive review, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. Through that process, the Eglinton GO Area was delineated as a PMTSA which are areas that the Province allows municipalities to implement Inclusionary Zoning.

As part of the Growth Plan Conformity and Municipal Comprehensive Review exercise, Official Plan Amendment (OPA) 570 which included Site and Area Specific Policy (SASP) 625 for the Eglinton GO Station area was approved by Council on March 25, 2022. The SASP planned for a minimum population and employment target of 150 residents and jobs combined per hectare for the PMTSA, with the

specific minimum densities of 2.0, 2.5, and 3.0 FSI identified within the Study Area. At the time of the publishing of these Urban Design Guidelines, the OPA has been adopted by Council and is currently with the Minister for a decision.

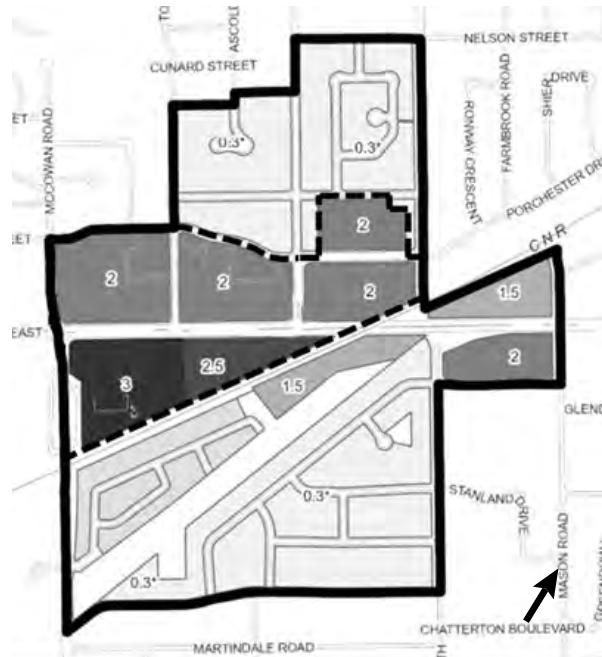


Figure 4: Eglinton GO PMTSA and Minimum Densities  
 - - - Study Area  
 — Eglinton GO PMTSA

## EXISTING BUILT FORM

Along Eglinton Avenue East there are mostly single storey buildings on the north and south, with the exemption of the 2-storey building located at the northeast corner of Eglinton Avenue East and McCowan Road intersection (Figure 5: Eglinton Avenue East, Looking East from McCowan Road). Further north within the Study Area, there are 3 storey townhouses and several slab apartment buildings.

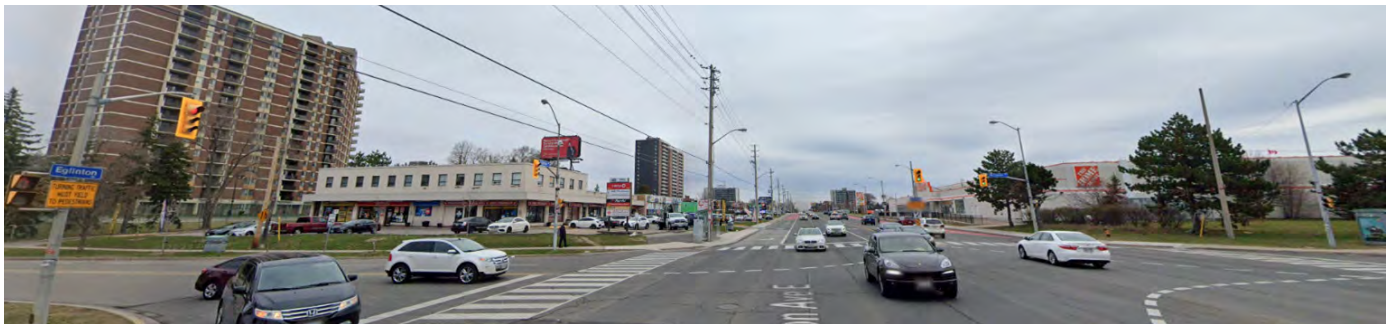


Figure 5: Eglinton Avenue East, Looking East McCowan Road

## EXISTING STEETScape AND LANDSCAPE

Eglinton Avenue East has priority bus lanes on both sides of the street. Cyclists are also permitted to use the priority bus lanes, which are reserved for TTC buses, Wheel-Trans buses, school buses, and bicycles. The existing pedestrian environment is harsh, with limited street trees, sidewalk abutting the road curb, and many driveway curb cuts along the street.

McCowan Road north of the *Mixed Use* properties, Trudelle Street, Bellamy Road North, Grace Street, and Torrance Road are typical residential streets with sidewalks separated from vehicular traffic by sodded boulevards with street trees.

South of Eglinton Avenue East, McCowan Road slopes down towards the underpass at Landmark Boulevard at the southwest corner of the Study Area. There is a generous treed boulevard along McCowan Road leading to Landmark Boulevard, which is a service road adjacent to the Home Depot site.

Along the north property lines of the *Mixed Use* properties on the north side of Eglinton Avenue East, there are a significant amount number of existing trees (Figure 6: Existing Trees Along Rear Property Lines of *Mixed Use* Properties).






**Figure 6:** Existing Trees along Rear Property Lines of *Mixed Use* Properties

## EXISTING PARKS AND OPEN SPACES

There are no existing parks within the Study Area (Figure 7: Existing Parks, Open Spaces, Cycling Connections and Multi-Use Trails). To the south and southwest, McCowan District Park extends as a linear park along the rail corridor with a multi-use trail system. Colonial Park is located adjacent to the GO south parking lot. To the northwest and further north of the Study Area, there is a connected network of parks and open spaces including Trudelle Park, Knob Hill Park, Pringdale Ravine, McCowan Park, Hague Park, and the West Highland Creek.

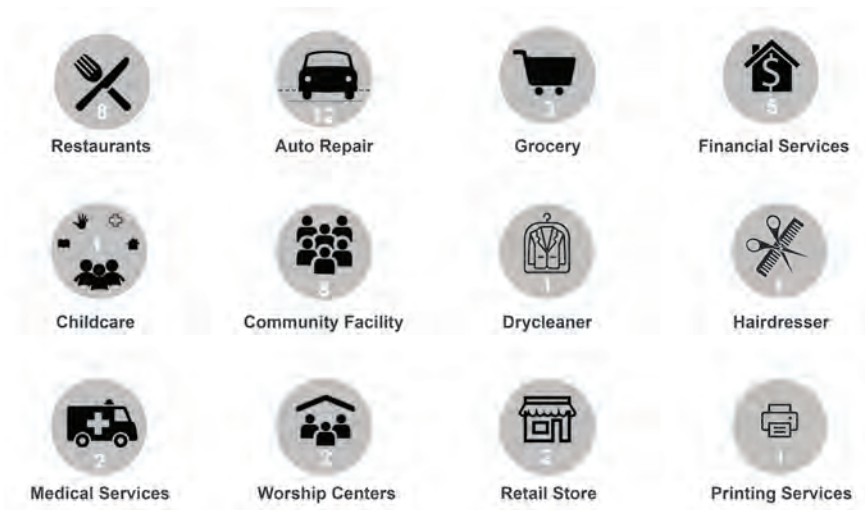


**Figure 7:** Existing Parks, Open Spaces, Cycling Connections and Multi-Use Trails

-  Multi-use Trail
-  On Street Shared Cycling Connection
-  Existing Green Spaces

## EXISTING RETAIL/COMMERCIAL AND NON-RESIDENTIAL USES

There is a significant amount of existing retail, commercial, and other non-residential uses in the Study Area (Figure 8: Existing Retail, Commercial, Community, and Other Non-residential Uses), including



**Figure 8:** Existing Retail, Commercial and other Non-Residential Uses



## 1.3 VISION

The Eglinton GO Area Guidelines will assist in the creation of a connected and sustainable community along a vibrant commercial main street anchored by the Eglinton GO Station and the EELRT, with diverse building types that will frame and support an attractive, green, and memorable public realm. Development in the Study Area will support this vision by:

- A. Creating an integrated, enhanced, expanded, and attractive public realm network through new and improved parks, streets, lanes, pedestrian and cycling connections, urban plazas and forecourts, and public art.
- B. Creating a vibrant and comfortable commercial main street along Eglinton Avenue East with retail, commercial, community, and other non-residential uses at grade and double rows of trees.
- C. Enhancing connectivity with direct and safe pedestrian and cycling connections to existing and planned transit facilities such as stations, platforms and bus stops, retail/commercial stores, community services, and other destinations.
- D. Retaining and promoting retail, commercial, community, and other non-residential uses at grade to provide convenient access to local stores and services.
- E. Preserving existing trees where possible and promoting additional green spaces with trees on development sites.
- F. Creating a contextually appropriate high-quality built form with a mix of building types including tall buildings, mid-rise buildings, and low-rise buildings.
- G. Responding to climate change by promoting sustainable design and green infrastructure.
- H. Supporting an improved overall quality of life, including human health, for people of all ages, abilities and incomes.

## 2.0 Public Realm

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- 2.1 Public Realm Plan
- 2.2 Eglinton Avenue East
- 2.3 Trudelle Street and Bellamy Road North
- 2.4 New Public Streets
- 2.5 Laneways
- 2.6 Parks
- 2.7 Urban Plazas and Forecourts
- 2.8 Mid-block Pedestrian Connections
- 2.9 Cycling Connections
- 2.10 Public Art



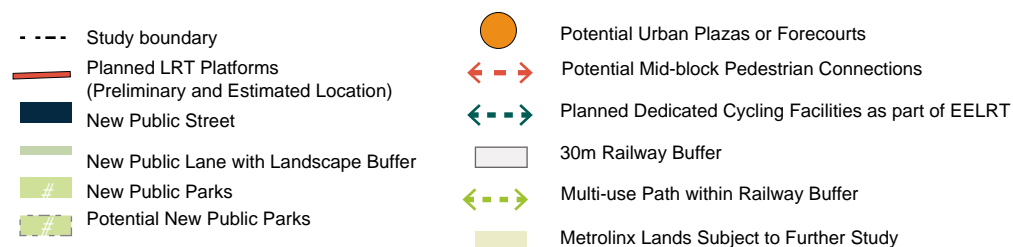
## 2.1 PUBLIC REALM PLAN

A Public Realm Plan (Figure 9: Public Realm Plan) has been developed to provide guidance on public realm elements such as:

- Eglinton Avenue East
- New public streets
- New public lanes or private lanes with public easement
- New parks
- New open spaces such as plazas and forecourts
- Mid-block connections
- Cycling connections
- Public art



Figure 9: Public Realm Plan



Public Art: Developments of significant scale and/or in prominent locations should integrate public art in the public realm, or in publicly visible and accessible locations on site, in accordance with the City's percent for Public Art Guidelines. See Guideline 2.10

## 2.2 EGLINTON AVENUE EAST

Eglinton Avenue East within the Study Area currently has a 36-metre existing right-of-way. With the planned EELRT and the retail, commercial, community, and other non-residential uses required along the street frontages (See Section 3 Retail, Commercial, Community and Other Non-Residential Uses), Eglinton Avenue East will be transformed into a vibrant commercial main street.

The following streetscape guidelines are based on the approved 5% EELRT design and may undergo adjustments as the design progresses.

- A. Along both sides of Eglinton Avenue East, create a vibrant retail/commercial streetscape character, with active retail, commercial, and community uses on the ground floor with outdoor cafes, patios, plazas, double rows of trees, sidewalks, cycle tracks, and street furniture (Figure 11: Eglinton Avenue East Streetscape Sections).
- B. The following elements should be included in the public realm between the road pavement and the building face:
  - i. 1.0-metre minimum buffer for cycle track
  - ii. 2.1-metre minimum cycle track
  - iii. 2.5 to 3.0 metres minimum planting and furniture zone, with street trees in raised curb planters

- iv. 2.5-metre minimum sidewalk
- v. 5.0-metre minimum setback for the first 10.5 metres of the base building, with decorative paving, a 2nd row of trees in tree grates, furniture, and soft landscaping where appropriate
- vi. 3.0-metre minimum base building setback above the first 10.5 metres
- C. Increased building setbacks may be required at strategic locations to accommodate open spaces such as forecourts and urban plazas.
- D. Maximize tree planting opportunities in the design of the public realm; coordinate and relocate (as needed) above and below grade utilities to accommodate tree planting opportunities to achieve the complete street objectives.
- E. Where appropriate, provide soft landscaping with native bushes and wildflowers to support native pollinator species and bird migrations.



Existing Condition

Figure 10: Eglinton Avenue East Streetscape



Example of Commercial Main Street with Dedicated Cycling Facilities and Double Rows of Trees (Six Points, Etobicoke)

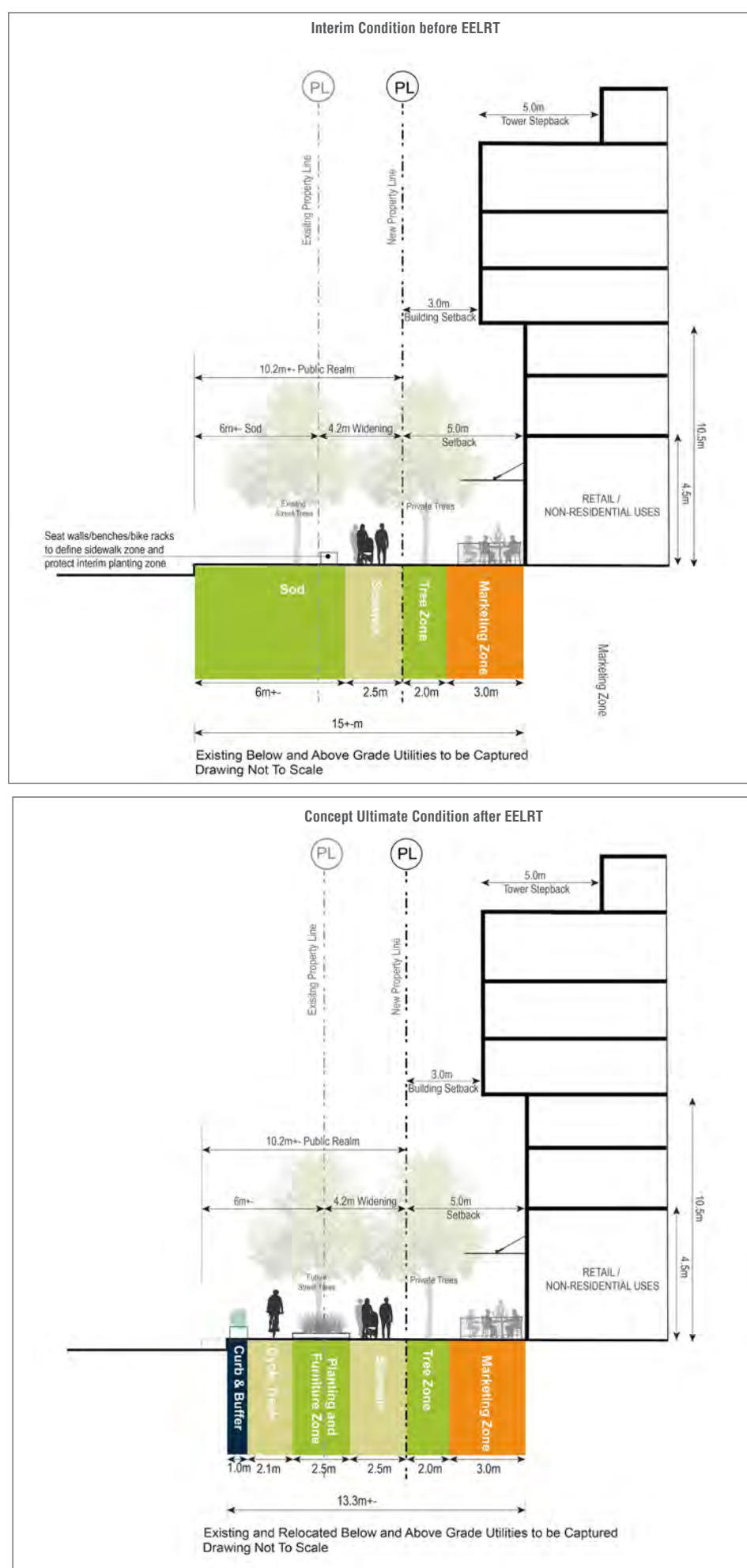
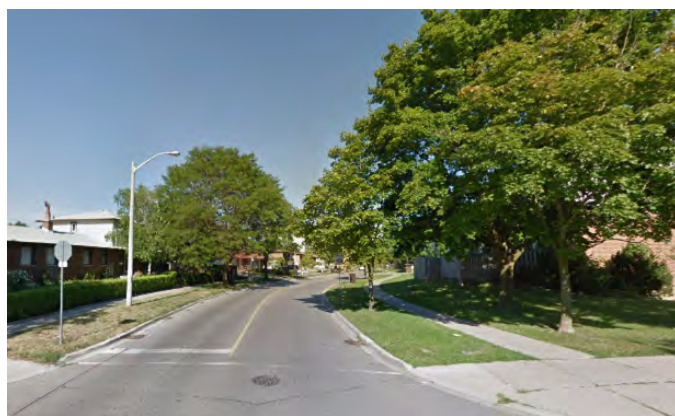


Figure 11: Eglinton Avenue East Streetscape Sections

## 2.3 TRUELLE STREET AND BELLAMY ROAD NORTH

Trudelle Street and Bellamy Road North, running parallel to Eglinton Avenue East through the Study Area for over 800 meters, are quiet residential streets with tree-lined boulevards within a 20-meter right-of-way. The built form primarily consists of low-rise buildings along Trudelle Street, with some mid-rise and tall buildings along Bellamy North Road. These streets serve as valuable community assets, providing opportunities for leisure walking and jogging. Additionally, there are plans for bicycle lanes or cycle tracks along Bellamy Road North, as outlined in the Cycling Network Plan.

- A. Maintain and enhance the existing streetscape character by preserving existing trees and, where appropriate, planting additional trees.
- B. Maintain the existing low-rise (Trudelle Street) and mid-rise (Bellamy Road North) built form scale along the street frontages.
- C. Limit shadow impact from development on sidewalks and tree lined boulevards along the streets.



Trudelle Street, Looking East from Torrence Road



Bellamy Road North Looking East from Cedar Brae Boulevard/Bellamy Road North

Figure 12: Trudelle Street and Bellamy Road North

## 2.4 NEW PUBLIC STREETS

- A. Provide a new public street with a 20-metre right-of-way on the Home Depot site from Torrence Road to Landmark Boulevard, to break up the large site into smaller development blocks and provide access and address to future development on the new blocks (Figure 13: New Public Street Location).
- B. Additional public streets may be required on the Home Depot site and other sites.



Figure 13: New Public Street Location



- C. Provide double rows of trees along new public streets (Figure 14: Examples of Streets with Double Rows of Trees).
- D. Provide cycling infrastructure along new public streets.
- E. Integrate green infrastructure into the design of new public streets.
- F. Locate utilities such as new watermain lines away from the planting zone if possible.



Figure 14: Example of Streets with Double Rows of Trees

## 2.5 LANEWAYS

To maintain a safe, vibrant, attractive and comfortable pedestrian and cycling environment along Eglinton Avenue East, a laneway system should be provided at the rear of the properties along the north side of Eglinton Avenue East (Figure 9: Public Realm Plan). This will help minimize curb cuts along Eglinton Avenue East while providing vehicular access to future development on these properties.

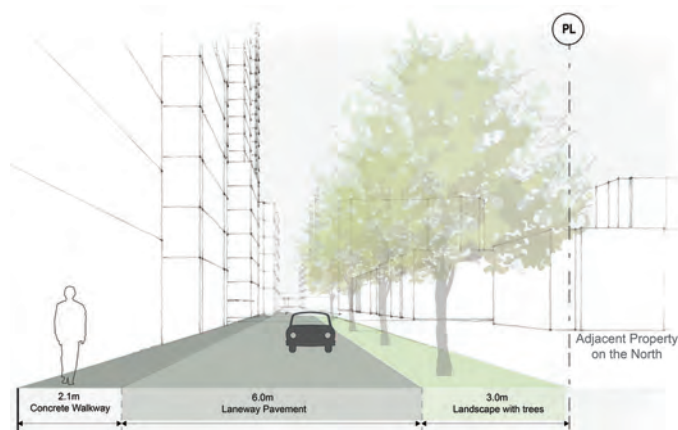
- A. Laneways should be public. Private shared laneways that meet the requirements of the public realm policies of the Official Plan may be considered.
- B. The laneway pavement should be 6.0-metre wide (Figure 15: Laneways - Conceptual Laneway Design).
- C. Provide a 3.0-metre minimum landscaped setback between the laneways and the north property lines, to preserve the existing mature trees and to provide landscape buffers to the adjacent properties on the north.
- D. Underground garages should also adhere to the 3.0-metre minimum setback and not encroach into the landscape buffer areas.
- E. Provide 2.1-metre minimum concrete walkways along the south side of the laneways, for a continuous pedestrian connection along the building edges



Existing Condition along North Property Line of 2956 Eglinton Avenue East



Laneway Example - 3830 Bathurst Street



Conceptual Laneway Design

Figure 15: Laneways

## 2.5 PARKS

A network of parks should be provided throughout the Study Area to serve as community focal points and connect to the larger park system beyond the Study Area (Figure 9: Public Realm Plan; Figure 17: Examples of Parks with Different Sizes and Programming Opportunities).

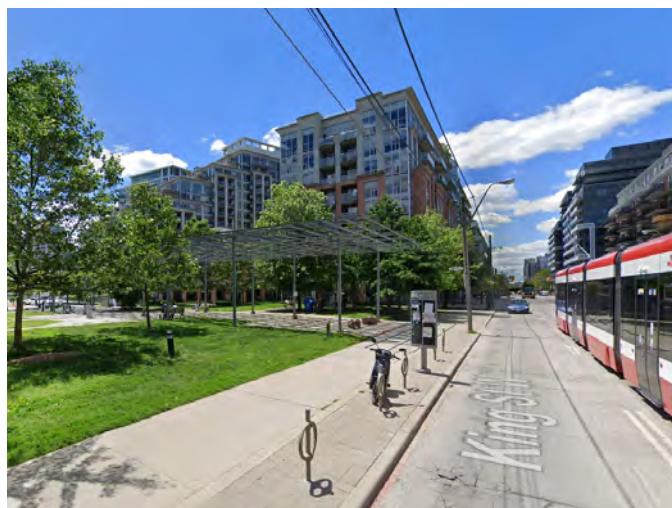
- A. Park 1: A large central park is anticipated south of Eglinton Avenue East, fronting onto the new public street to the north and bordering the railway buffer to the south, with the greatest potential to provide recreational programming opportunities as outlined in the Parks and Recreation Facilities Master Plan.
- B. Park 2 and Park 3: Two parks are anticipated along the north side of Eglinton Avenue East, supporting the commercial and institutional uses along Eglinton Avenue East and attracting a wide range of users. (Figure 16: Parks along North Side of Eglinton Avenue East Support Retail, Commercial, Community, and Other Non-residential Uses)
- C. Park 4: A park has been proposed as part of the development application for 126 Bellamy Road. The application including the proposed park is currently under review.
- D. Park 5 and 6: Two additional parks could potentially be located along Trudelle Street, should the existing townhouse sites in the *Apartment Neighbourhoods* be redeveloped.
- E. Precise locations, sizes and configurations of new public parks will be determined through the development review process and as other opportunities arise.

- F. New parks should front onto public streets with generous frontages.
- G. Development adjacent to parks should:
  - i. Be setback a minimum of 5.0 metres to allow for pedestrian connections (where appropriate), address fire separation requirements, and ensure that exterior building features and amenities can be provided, serviced, and maintained on the development site without impacting the adjacent park.
  - ii. Have pedestrian scaled massing with generally 3 - 4 storey base conditions along parks.
  - iii. Be oriented to maximize public access and views to parks.
  - iv. Have attractive façades with animated uses at grade.
  - v. Allow for casual overlook into parks, enhancing passive surveillance and safety.
  - vi. Avoid locating loading and servicing areas, mechanical equipment (such as intake/exhaust vents and acoustic panels), retaining walls, and outdoor pet relief areas adjacent to parks.
  - vii. Maximize sunlight and minimize shadow impact on parks.
  - viii. Ensure wind conditions in parks are comfortable for sitting in summer and standing in winter.



Figure 16: Parks along North Side of Eglinton Avenue East Support Retail, Commercial, Community, and other Non-Residential Uses





(Photo: Terraplan Landscape Architect)

Figure 17: Examples of Parks with Different Sizes and Programming Opportunities



## 2.7 URBAN PLAZAS AND FORECOURTS

Urban plazas and forecourts will function as small gathering places and contribute to a vibrant public realm, especially along Eglinton Avenue East (Figure 18: Examples of Urban Plazas, Forecourts, and Mid-block Connections ).

- A. Provide urban plazas at intersections and coordinate them with active retail, commercial, community and other non-residential uses at grade, integrated into the adjacent streetscape with enhanced landscaping and pedestrian amenities.
- B. Provide forecourts at mid-block locations to allow for cafes and outdoor patios, entryways to mid-block connections, and access to residential entrances.
- C. Configurations and sizes of urban plazas and forecourts may vary depending on the location and planned function.



(Photo: Scott Norsworthy)



Figure 18: Examples of Urban Plazas, Forecourts and Mid-block Connections



## 2.8 MID-BLOCK PEDESTRIAN CONNECTIONS

Mid-block pedestrian connections enhance the porosity and permeability of larger sites and blocks, fostering a walkable neighborhood. Throughout the Study Area, it is essential to create well-designed mid-block connections to provide convenient and safe access to key destinations such as the Eglinton GO Station, bus stops, future EELRT stops, streets, parks, local businesses, and residences. (Figure 19: Example of a Mid-block Connection)

- A. Mid-block pedestrian connections should be designed primarily for people. Typically, they should be pedestrian passageways without vehicular access, but could also be located along driveways and laneways to accommodate automobiles at reduced speeds.
- B. Provide mid-block pedestrian connections that are clear to the sky with no building mass above.
- C. Provide a 15-metre minimum building separation distance along the connections without vehicular access, to accommodate a walkway or multi-use path (where appropriate) between the buildings, and 5-metre minimum

landscape space on both sides of the walkway or multi-use path for tree planting, landscaping, and pedestrian amenities.

- D. Provide a 20-metre minimum building separation distance along connections with vehicular access.

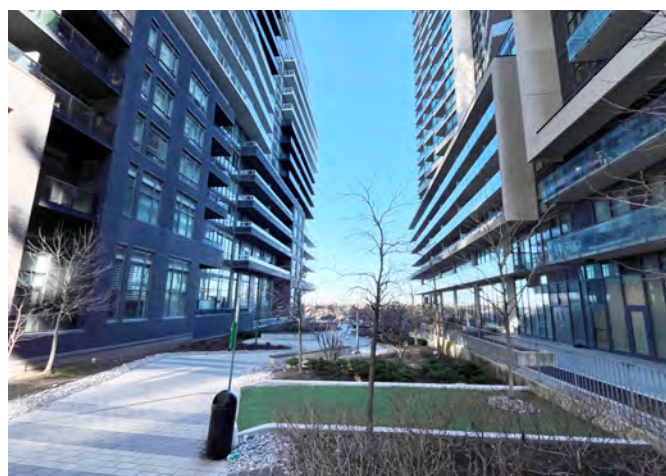


Figure 19: Example of a Mid-block Connection

## 2.9 CYCLING CONNECTIONS

Improved cycling routes and facilities should be provided in the Study Area. They should connect to transit stations as well as wider existing and planned cycling network, creating an environment where cyclists feel safe and comfortable using cycling as a travel mode and for leisure purpose.

- A. Dedicated cycling facilities are included as part of the current EELRT design for Eglinton Avenue East and are also part of the Cycling Network Plan.
- B. Cycling facilities are planned for along Bellamy Road North as identified in the Cycling Network Plan.

- C. Where appropriate, new streets and laneways should incorporate cycling connections and facilities.
- D. Where appropriate, new development should provide cycling connections to and from EELRT stops and Eglinton GO Station.
- E. Bicycle parking and bike share facilities should be provided at appropriate locations.

## 2.10 PUBLIC ART

Public art plays an important role in fostering community identity and pride, contributing to a sense of place and belonging for everyone, and enhancing the quality of the public realm. The rich and diverse cultures of Black, Indigenous, and People of Colour (BIPOC), new immigrants and long-time residents in Scarborough can be celebrated, amplified and made visible through public art (Figure 20: Examples of Public Art Installations in Various Forms).

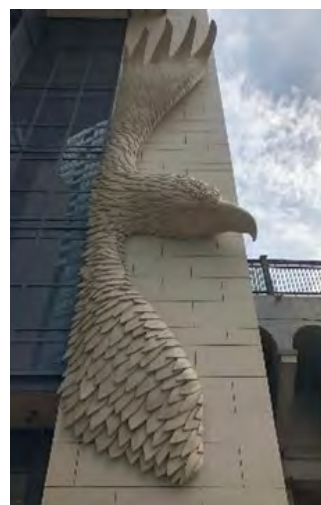
- A. New developments of significant scale and/or in prominent locations should integrate public art in the public realm, or in publicly visible and accessible locations on site, in accordance with the City's Percent for Public Art Program Guidelines.
- B. Potential locations for public art include public right-of-ways, mid-block connections, urban plazas and forecourts, parks, and architecture.
- C. Prioritize local artists through partnership and/or other means.
- D. Create a Public Art Master Plan for the Study Area to coordinate funding and collaboration opportunities for signature public art installations at key locations



Approaching Red, by Maha Mustafa, City Place, 2013 (Photo: <https://artwalk.tdwb.ca/>)



Eagle V.1 by Dean Drever, 1 The Esplanade, 2017 (Photo on Left: <https://www.deandreverstudio.com/>)



Maple Leaf Trellis by Demakersvan, 131 McMahon Drive, Ethennonnhawahstihnen Park, Concord Park Place, 2019



Step Forward into History by Quentin VerCetty, Joshua Glover Park, 4208 Dundas Street West, 2021

Figure 20: Examples of Public Art Installations in Various Forms

## **3.0 Retail, Commercial and Other Non-Residential Uses**

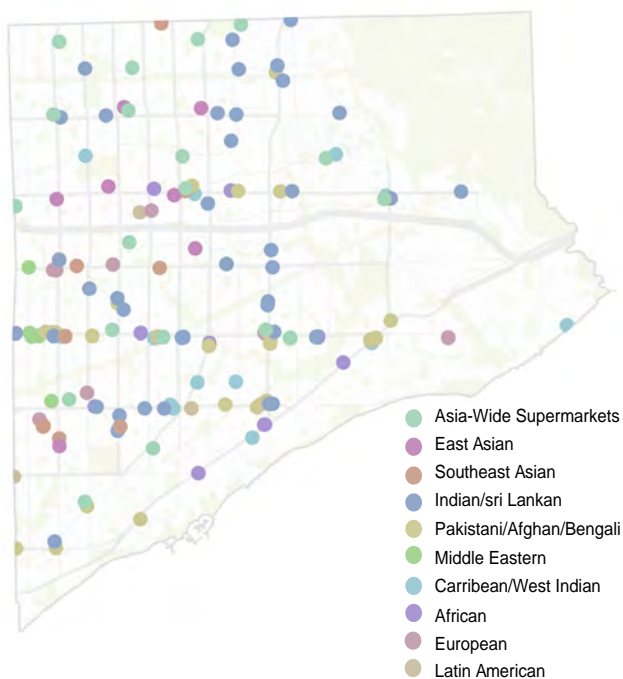
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Figure 21: Mona's Roti Drawing by Local Artist Swathika Anandan

Scarborough is known for the unique, independent and diverse restaurants showcasing rich array of cultures from around the world making Toronto their home. There are also numerous ethnic grocery stores that provide cultural value and asset to the communities in Scarborough. The Study Area reflects this cultural diversity with a significant amount of vibrant retail and commercial uses (Figure 8: Existing Retail, Commercial, and Other Non-residential Uses; Figure 22: Ethnic Grocery Stores in Scarborough; Figure 23: Examples of Existing Retail Establishments).



**Figure 22:** Ethnic Grocery Stores in Scarborough ( Adapted from Scarborough Environment Association)

The following guidelines aim to support small businesses, encourage the return of existing small retail establishments after plaza site redevelopment, and promote a vibrant commercial main street character along Eglinton Avenue East.

- A. Wherever possible, encourage the retention of existing retail, commercial, cultural, and community tenants through the redevelopment of the properties in the Study Area.
- B. Refer to Retail Design Manual for guidance on designing multiple storefronts with dynamic retail expression.
- C. Provide approximately a 20-metre depth of retail, commercial, community, and other non-residential uses at grade along both sides of Eglinton Avenue East (Figure 24: Retail, Commercial, Community, and Other Non-residential Uses Required).
- D. Design to accommodate smaller units ranging from approximately 100 to 200 square metres to support opportunities for local, small-scale businesses including personal services, restaurants, community uses, exercise facilities and retail, among others.

- E. At intersections or adjacent to parks, wrap at-grade retail, commercial, community, and other non-residential uses around the corner onto side streets or park frontages.
- F. Design a diverse range of narrow storefronts with frequent entrances featuring actively used doors. Consider typical storefront widths ranging from 5.0 to 7.0 metres, with a general storefront-to-depth ratio of 1:3.
- G. Each unit should have its own pedestrian entrance fronting on Eglinton Avenue East and/or flanking streets.
- H. Entrances to retail, commercial, community, and other non-residential uses should be directly accessible from the public sidewalk without grade separation, obstruction of planters or other elements, or surface parking (Figure 21: Examples of Retail/Commercial Façade and Streetscape Design).



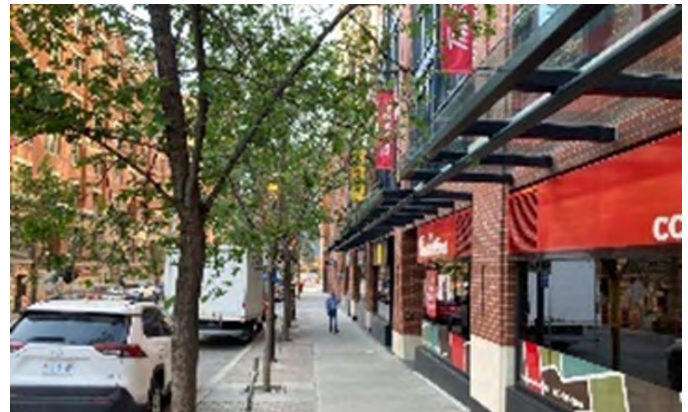
**Figure 23:** Examples of Existing Retail Establishments



**Figure 24:** Retail, Commercial, Community and Other Non-residential Uses Required

- I. Create fine-grained and animated façade treatment along the street, incorporating varied yet cohesive details, colors, and textures (Figure 25: Examples of Retail/Commercial Façade and Streetscape Design).
- J. Provide an approximately 70% window-to-wall ratio on the ground floor façade along Eglinton Avenue East, to allow for retail/commercial display areas and views to and from the street, while achieving an articulated retail façade with both solid and glazed materials (Figure 25: Examples of Retail/Commercial Façade and Streetscape Design).
- K. Augment the active uses at grade with canopies and tree-lined streetscape to enhance pedestrian safety and comfort (Figure 25: Examples of Retail/Commercial Façade and Streetscape Design).
- L. Along Eglinton Avenue East, maintain a minimum distance of 7.5 metres between the street tree planters and storefronts to allow for a public sidewalk, a second row of trees in the setback area, and a marketing zone with cafes and patios (Figure 11: Eglinton Avenue East Streetscape Sections).
- M. Along Eglinton Avenue East, ensure that trees within setback areas are placed in flush-to-grade tree grates or small open curb planters to facilitate unobstructed pedestrian access from the public sidewalk to store entrances (Figure 11: Eglinton Avenue East Streetscape Sections).
- N. Locate large format retail uses on upper levels and/or below grade, with an entrance on the ground floor along the street frontage. Locate a series of narrow frontages at grade with a variety of non-residential uses (Figure 26: Examples of Multiple Level Large Format Retail).





Avoid Monolithic Façade (Left); Create Fine-grained and Animated Façade with Varied yet Cohesive Details, Colours, and Texture (Right)



Planting Zone Located too Close to Storefronts (Left); Planting Zone Located away from Storefronts (Right)

Figure 25: Examples of Retail/Commercial Façade and Streetscape Design



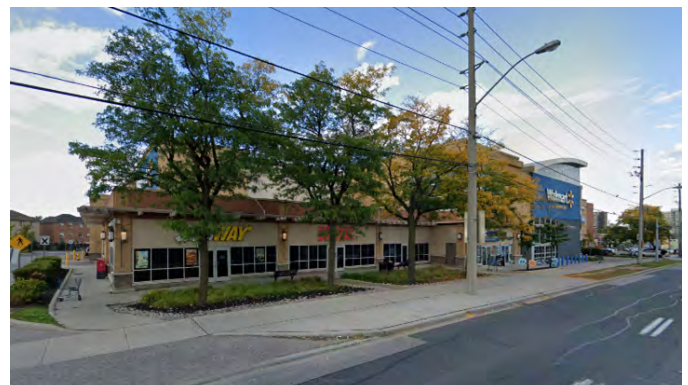
Loblaws and Winners, 516 Queen Street West



Fresh Co, Bathurst Street and Nassau Street



Canadian Tire, Sheppard Avenue East and Provost Drive



Walmart, 3132 Eglinton Avenue East

Figure 26: Examples of Multiple Level Large Format Retail



# 4.0 Built Form

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- 4.1 Building Types and Heights
- 4.2 Building Setbacks
- 4.3 Separation Distances
- 4.4 On-site Green Space and Outdoor Amenity Space
- 4.5 Base Buildings/Street Walls
- 4.6 Step backs
- 4.7 Vehicular Access, Parking and Servicing Areas
- 4.8 Grading Conditions
- 4.9 Entrances
- 4.10 Weather Protection
- 4.11 Utilities

## 4.1 BUILDING TYPES AND HEIGHTS

The built form in the Study Area should consist of a mix of building types including tall buildings, mid-rise buildings, and some low-rise buildings, including the existing townhouses in the *Apartment Neighbourhoods*.

- A. Tall building locations and heights are identified in Figure 27: Building Types and Heights, based on proximity to the Eglinton GO Station, land use and built form context, transition in scale to surrounding areas, and shadow impact on the surrounding public realm and properties.
- B. The tallest building should be located on the GO Station site, transitioning down from the GO Station site in all directions to the surrounding areas.



Figure 27: Building Types and Heights

C. Tall buildings should be located under the following angular planes to ensure appropriate transition to the surrounding areas, limit shadow impact, and maintain a good proportion with the Eglinton Avenue East right-of-way (Figure 27: Building Types and Heights to Figure 30: Angular Plane Locations - 3D):

- i. 80% front angular plane from the south property line of Eglinton Avenue East (along Home Depot site only), to protect for sunlight on the sidewalk and boulevard on the north side of Eglinton Avenue East and Park 3.
- ii. 80% front angular planes from the south property lines of Trudelle Street and Bellamy Road North, to limit shadow impact on the sidewalks and boulevards on the north sides of the important east west neighbourhood streets.
- iii. 80% front angular planes from the south property line of Grace Street, to limit shadow impact on the sidewalk and boulevard on the north side of the street.
- iv. Neighbourhood angular planes from the Neighbourhoods areas south of the rail corridor, north of Trudelle Street, and north of Grace Street, for transition in scale and/or to limit shadow impact.

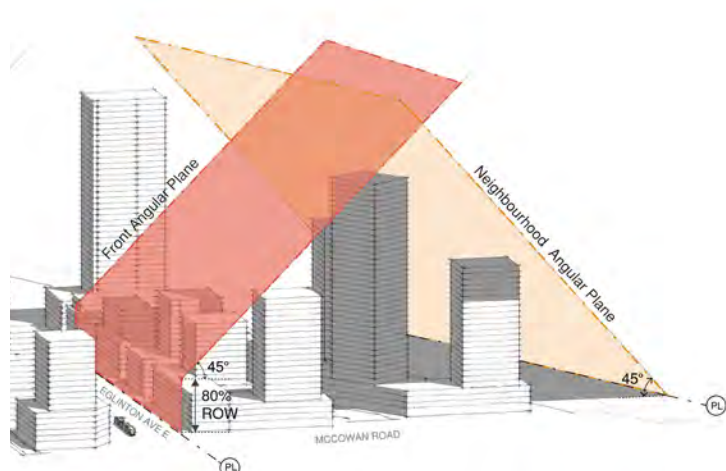
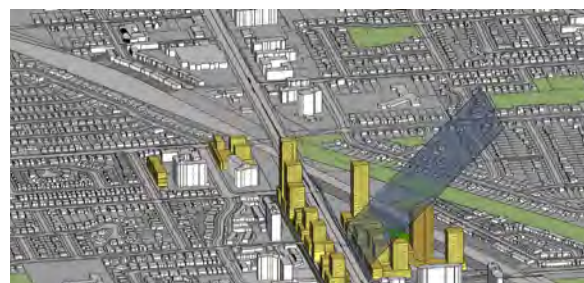


Figure 29: Demonstration of angular plane placement using Home Depot site



Figure 28: Angular Plane Types and Locations

- 80% Front Angular Plane from South Street Line of Eglinton Avenue East (along Home Depot site Only)
- 80% Front Angular Planes from South Street Lines of Trudelle Street and Bellamy Road North
- Neighbourhood Angular Planes



80% Front Angular Plane from South Street Line of Eglinton Avenue East (along Home Depot site Only)



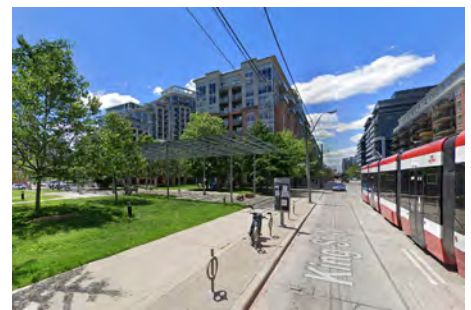
80% Front Angular Planes from South Street Lines of Trudelle Street and Bellamy Road North



Neighbourhood Angular Planes

Figure 30: Angular Plane Locations - 3D

- D. Tall buildings of 40 storeys or greater may be located on the GO Station site and on sites adjacent to or across the street from the GO Station site, including:
- Eglinton GO Station site, where the tallest building may be located.
  - The site immediately to the west of the GO Station site (2941 Eglinton Avenue East).
  - At the northwest corner of Eglinton Avenue East and Bellamy Road North (eastern portion of 2956 Eglinton Avenue East).
- E. Tall buildings ranging from 20 to 40 storeys may be located on the southern portion of the Home Depot site, south of the new public street. They should be located under applicable angular planes to limit their impact on the public realm and ensure appropriate transition to the Neighbourhoods areas.
- F. Tall buildings ranging from 12 to 20 storeys may be located at the following locations:
- On the north side of Eglinton Avenue East, at the intersections, transitioning down to the lower existing buildings to the north while limiting shadow impact.
  - On the northern portion of the Home Depot site, north of the new public street. They should be located under applicable angular planes to limit their impact on the public realm and ensure appropriate transition to the Neighbourhoods areas.
  - At 123 Bellamy Road in the *Apartment Neighbourhoods*, located under the front angular plane from the south property line of Bellamy Road North. The buildings should be located to preserve existing healthy trees on-site.
- G. Mid-rise buildings should be located at following locations:
- Adjacent to the parks along the north side of Eglinton Avenue East.
  - At the intersection of Eglinton Avenue East and the new public street, north of Park 1 (Central Park), creating a mid-rise gateway to the park while limiting shadow impact on the park and Eglinton Avenue East.
  - Other appropriate locations.
- H. Mid-rise buildings should be located under the 80% front angular planes from the adjacent public streets.
- I. Mid-rise building heights should be generally no greater than the right-of-way widths of the adjacent public streets.
- J. Building heights are required to comply with federal requirements for flight paths and not interfere with the regulated flight path.



**Figure 31:** Examples of Tall and Mid-rise Buildings with Varying Heights



## 4.2 BUILDING SETBACKS

Provide building setbacks as follows (Figure 32: Examples of Building with Various Setbacks in Different Context):

- A. Eglinton Avenue East: 3-metre minimum from the property line, and 5-metre minimum from the property line for the first 10.5 metres of the base building (Figure 11: Eglinton Avenue East Streetscape Sections).
- B. Landmark Boulevard: 5-metre minimum.
- C. Public streets other than Eglinton Avenue East and Landmark Boulevard: 3-metre minimum.
- D. Parks: 5-metre minimum, with active uses at grade to provide natural surveillance to the parks, i.e., “eyes on the park”.
- E. Urban plazas and forecourts: Additional setbacks to accommodate enhanced landscape and pedestrian amenities.
- F. GO Rail: 30-metre minimum and subject to Section 3.6 Rail Facilities and Public Safety of the Official Plan.
- G. Streets where there are no existing street trees: 5-metre minimum, to allow for trees in the setback areas.
- H. Under ground garages: 3-metre minimum from street lines; match underground garage setbacks with building setbacks where possible, to allow for unencumbered soil to support tree planting, landscaping, and water infiltration.

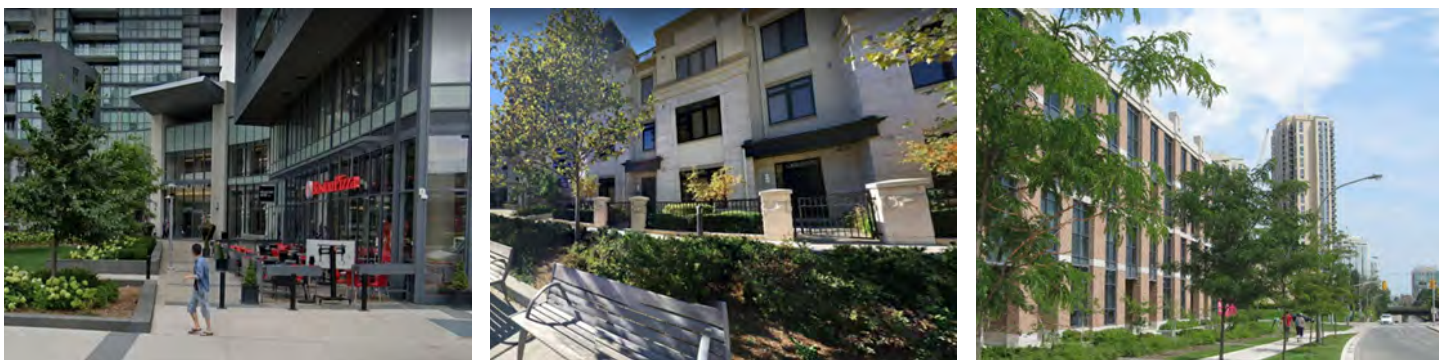


Figure 32: Examples of Buildings with Various Setbacks in Different Context

## 4.3 SEPARATION DISTANCES

- A. In addition to the minimum separation distances outlined in the Tall Building Guidelines and Mid-rise Performance Standards, provide a 20-metre minimum separation distance between a tall building and a mid-rise building, at grade or above a shared base building.
- B. Refer to Section 2.8 Mid-block Pedestrian Connections for minimum separation distances between base buildings along mid-block pedestrian connections.

## 4.4 ON-SITE GREEN SPACE AND OUTDOOR AMENITY SPACE

Amenity spaces within the development site are important, as they provide opportunity for residents to gather, socialize, build community bonds, a sense of belonging and boost well being.

- A. Preserve healthy existing trees on-site.
- B. Maximize on-site green space opportunities with landscaped setbacks, courtyards, urban plazas, forecourts, and gardens at ground level.
- C. Provide a minimum of 2 square metres of shared outdoor amenity space per unit for tall building, mid-rise, and low-rise development, preferably at grade.
- D. Refer to Guideline 4.7.d to and Guideline 4.7.e f for guidance on integrating loading and servicing areas into built form (preferably underground) and minimizing surface pavement, to maximize green spaces on-site.
- E. Landscaped open space located above underground parking structures or “on-slab” should provide a minimum depth of 1.2 metres of high-quality planting medium to support trees.

- F. Shared outdoor amenity spaces should:
  - i. be located centrally, in highly visible and accessible to all residents.
  - ii. be programmable and not left over space. Designed to meet AODA Standards and the needs of multi-generations especially children and seniors.
  - iii. be designed to maximize sunlight access and for comfortable wind conditions.
  - iv. be designed for year-round use, including shade structures, tree planting and storm water retention.
- G. Indoor amenities should be located adjacent to shared outdoor amenity areas and provide windows and doors for direct physical and visual access between these spaces.

## 4.5 BASE BUILDINGS/STREET WALLS

- A. Base building/street wall heights should be generally as follows:
  - i. 5 to 6 storeys (up to 24 metres) along Eglinton Avenue East.
  - ii. 3 to 4 storeys along local streets and parks.
- B. Orient and design base buildings to frame and support streets, parks, mid-block connections, urban plazas and forecourts, to allow for visual and physical connections.
- C. Refer to Section 2.8 Mid-block Pedestrian Connections for separation distances between base buildings along mid-block connections

## 4.6 STEP BACKS

Provide setbacks above the base buildings/street walls as follows:

- A. 5-metre minimum tower step back (from base building to tower main wall) along public parks and streets.
- B. 3-metre minimum setback for mid-rises along public parks and streets.
- C. Limited balcony projections may be considered in part of the setback areas.

## 4.7 VEHICULAR ACCESS, PARKING AND SERVICING AREAS

Development should provide vehicular access, parking, and servicing areas at appropriate locations and minimize their impact on the public realm.

- A. Locate parking underground, and where appropriate, with limited short-term parking at grade away from the public realm.
- B. Provide shared driveways, consolidated vehicular access points, and shared parking facilities between multiple developments to limit curb cuts along public streets and reduce vehicular conflict with pedestrian and cycling networks.
- C. Locate vehicular access on side streets, lanes or shared driveways at the rear of the buildings, away from high pedestrian traffic areas, such as parks and commercial street frontages.
- D. Locate loading and servicing areas in the interior of blocks and integrate them into the buildings, preferably in the underground garage, to maximize landscaped open spaces and active uses at grade.
- E. Internalize ramps and stairs to the underground parking garage into the building massing to limit visual impact and optimize above grade landscaping opportunities.
- F. Minimize internal driveways and leave as much space as possible at grade, for outdoor amenity, landscaping and public realm improvements.
- G. Provide decorative paving to clearly define areas where vehicles may encounter pedestrians and cyclists at locations such as drive aisles, crosswalks and intersections.

## 4.8 GRADING CONDITIONS

- A. Integrate buildings into the surrounding landscape and streetscape by adjusting the interior finished floor elevations to align with the existing topography of the site, adjacent properties and public sidewalks (Figure 33: Retail Entrances along a Sloping Public Sidewalk).
- B. Avoid disrupting the natural grade with extensive retaining walls.

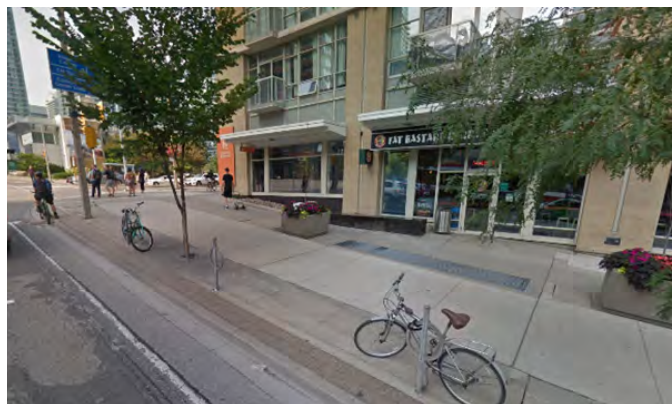


Figure 33: Retail Entrances along a Sloping Public Sidewalk (17 Spadina Avenue)



## 4.9 ENTRANCES

- A. Locate primary entrances to retail, commercial, community, and other non-residential uses at sidewalk level on Eglinton Avenue East frontage, directly accessible from the public sidewalk without the obstruction of elements such as planters (Figure 25: Examples of Retail/Commercial Façade and Streetscape Design; Figure 33: Retail Entrances along a Sloping Public Sidewalk).
- B. Wherever possible, locate primary residential entrances and lobbies on side street frontages, to maximize retail, commercial, community, and other non-residential use frontages along Eglinton Avenue East.
- C. Where it is not feasible to locate a primary residential entrance and lobby on a side street frontage, they may occupy a small portion of the facade along Eglinton Avenue East. Alternatively, they can be situated along a park, forecourt, urban plaza, or mid-block connection, clearly visible and directly accessible from a public street.
- D. Locate residential entrances and lobbies at or slightly above the sidewalk level, clearly visible and directly accessible from the public sidewalk. Avoid large grade separations and extensive ramps (Figure 34: Residential Entrances)



Residential Entrance Located Slightly above Grade with a Short Ramp



Residential Entrance Located at Grade (3105 Sheppard Avenue East)

**Figure 34:** Residential Entrances

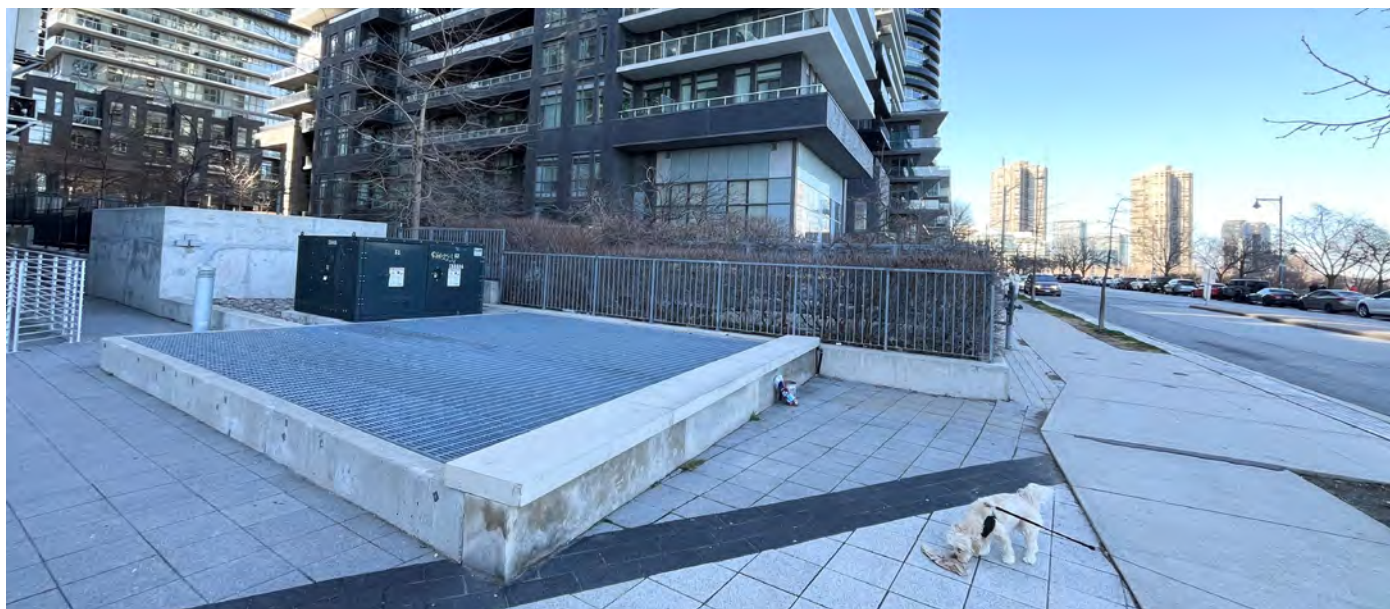
## 4.10 WEATHER PROTECTION

- A. Along retail, commercial, community, and other non-residential uses along Eglinton Avenue East, integrate weather protection features into the building design, with individual canopies or awnings above each entrance and window openings, to contribute to a fine-grained streetscape rhythm (Figure 25: Examples of Retail/Commercial Façade and Streetscape Design).
- B. Above primary residential entrances, integrate features such as canopies for weather protection and contribute to the prominence of the entrances (Figure 34: Residential Entrances).

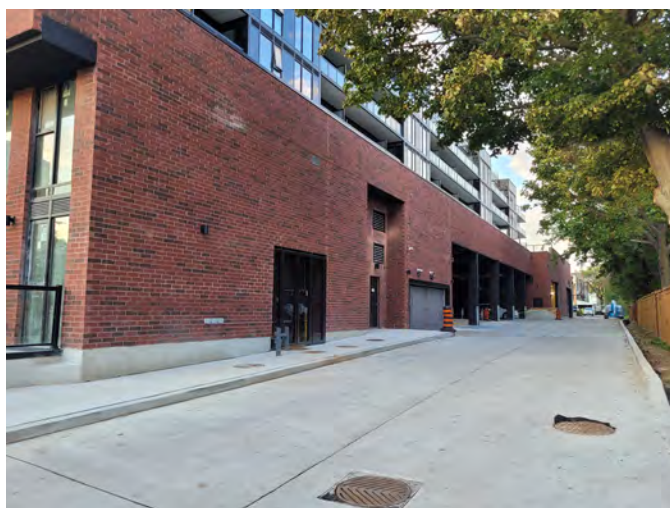
## 4.10 UTILITIES

- A. All utilities such as gas/hydro meters, underground air and exhaust vents, cable boxes, transformers, air conditioners and hydro vaults, should be located away from the building entrances, public sidewalks, parks, urban plazas and outdoor amenity areas. (Figure 35: Locate Utility Elements away from the Public Realm)
- B. The utilities should be integrated into the building massing and screened to minimize visual impact on the public realm.





Avoid Locating Transformers, Vents and Other Utilities in or Adjacent to the Public Realm



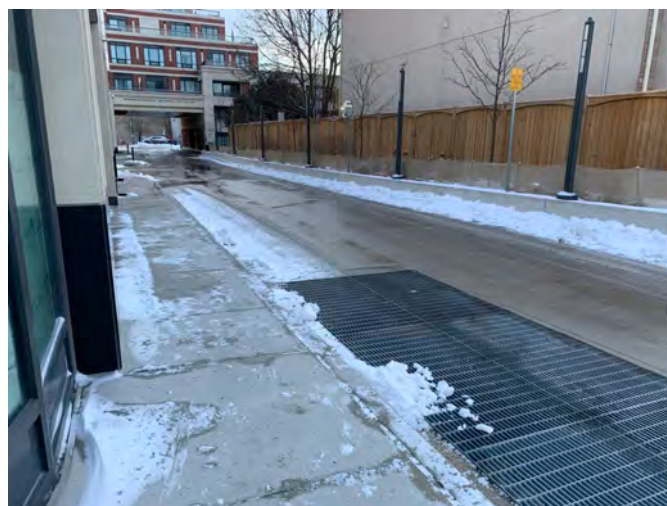
Integrate Gas Meters into the Rear Facades



Locate Gas Meters in the Building Service Areas



Locate Transformers in the Interior of Sites



Locate Intake/Exhaust Vents within Driveways

Figure 35: Locate Utility Elements away from the Public Realm

## **5.0 Sustainability and Climate Resilience**



The design of buildings and public realm should support sustainability and climate resilience, and should

- A. Preserve existing mature trees, vegetation and wildlife habitat where possible.
- B. Maximize tree planting opportunities in the design of the public realm and minimize utility conflicts by coordinating and relocating (as needed) above and below grade utilities to accommodate tree planting opportunities to achieve the complete street objectives, especially along Eglinton Avenue East.
- C. Limit building footprint size to allow for increased opportunities for soft landscaping, tree planting and water infiltration.
- D. Provide a 3.0-metre minimum underground garage setback and match underground garage setbacks with building setbacks where possible, to allow for unencumbered soil to support tree planting, landscaping, and water infiltration.
- E. Optimize opportunities for green infrastructure. Refer to Green Infrastructure Standards for details.
- F. Integrate native trees and plant species, biodiverse landscapes, green roofs, and low-impact development strategies into the design of streets, parks, open spaces and private development.
- G. Orient buildings to improve energy performance, natural ventilation and daylight conditions within buildings.
- H. Maintain a 50% maximum window-to-wall ratio on building facades per Toronto Green Standards. For ground floor retail/commercial façades along public streets, provide an approximately 70% window-to-wall ratio.
- I. Organize internal layouts and vary the design of building elevations to respond to solar orientation and differences in facing conditions, such as adjacency to parks or other residential units.
- J. Integrate shading devices such as awnings, canopies, and stand-alone shade structures for relief from heat or extreme weather.

## 6.0 Design Excellence

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The design of buildings and the public realm should:

- A. Promote design excellence through creative and innovative design of buildings, landscape, pedestrian and cycling connections, and public art.
- B. Utilize exterior materials that prioritize sustainability, durability, longevity, and safety. High-quality exterior materials such as brick, stone or concrete are encouraged. Avoid less durable materials such as stucco and EIFS.
- C. Materials should be true to their nature and not aim to mimic other materials.
- D. For the lower portions of buildings experienced by pedestrians at street level, such as the base buildings, street walls, and areas near building entrances, utilize finer-grained materials (such as stone, brick, concrete masonry, and wood) that complement the surrounding context. These materials should express a human-scaled texture and pattern with a higher degree of articulation.
- E. On larger sites where multiple buildings can be accommodated, avoid monotony and repetition by employing a diverse yet cohesive approach to building and landscape design. This may include incorporating variations in height, massing, colours, materials, and detailed design articulation.
- F. For larger sites undergoing redevelopment in multiple phases, a Design Brief should be developed at an early stage to outline the phasing strategy and provide detailed design approaches for public realm, built form, and sustainability, which may not be fully described in this document.



## **7.0 Demonstration Concept**

An Eglinton GO Area Demonstraion Concept has been developed in both 2D and 3D formats to illustrate key public realm and built form components of the vision for the area, along with some of the design measures recommended by the guidelines in this document (Figure 36: Demonstration Concept – 2D; Figure 37: Demonstration Concept – 3D).

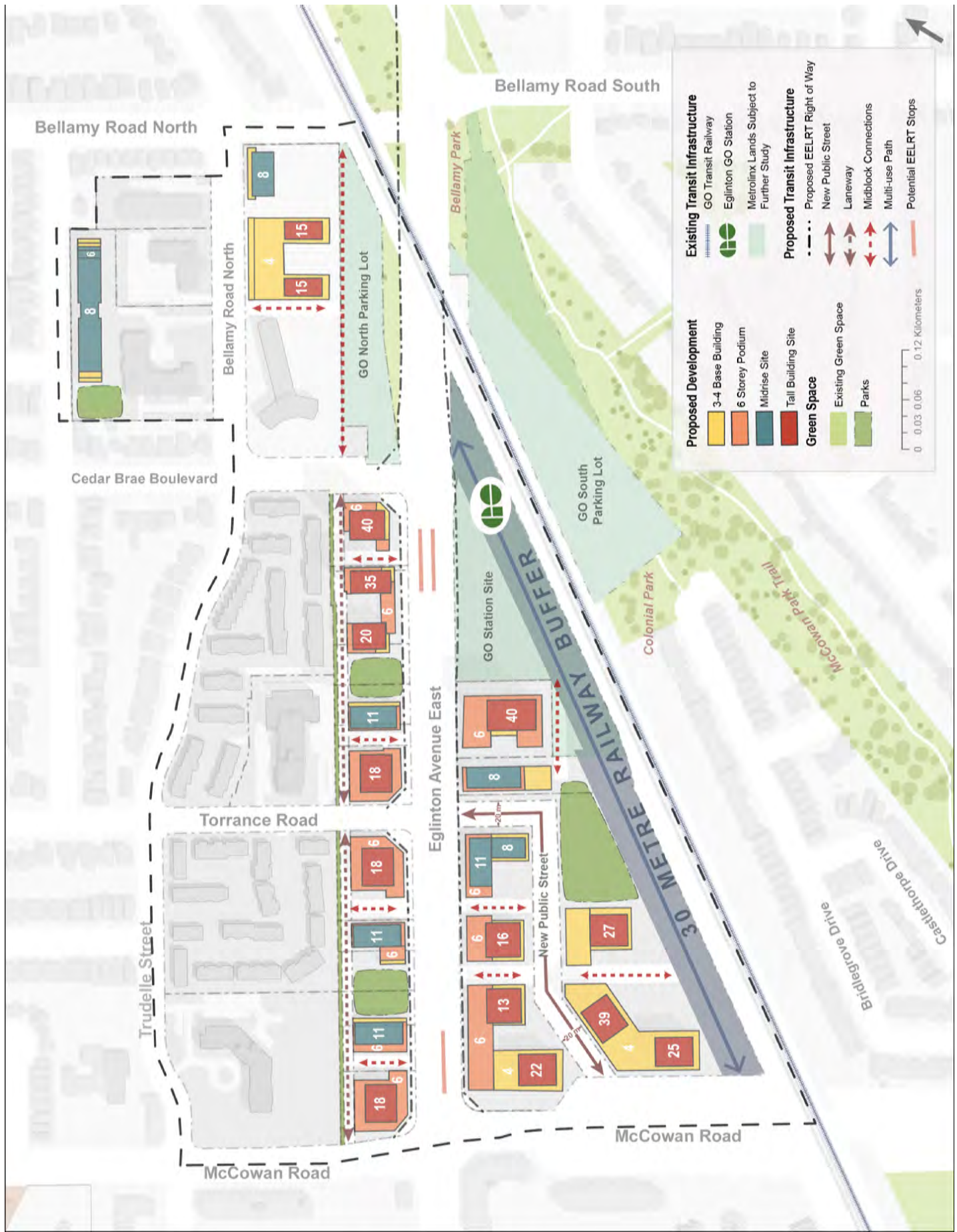


Figure 36: Demonstration Concept – 2D



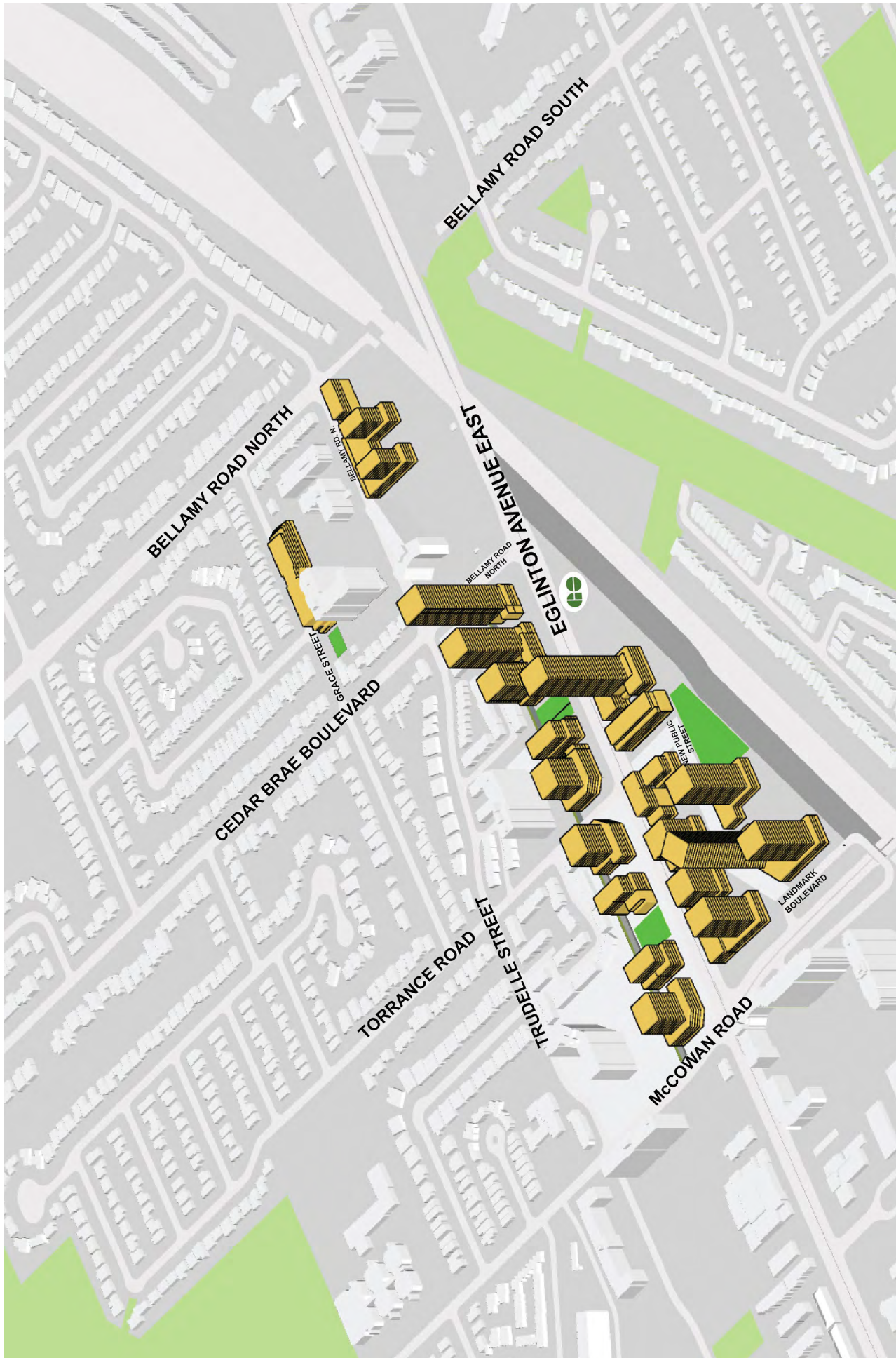


Figure 37: Demonstration Concept – 3D