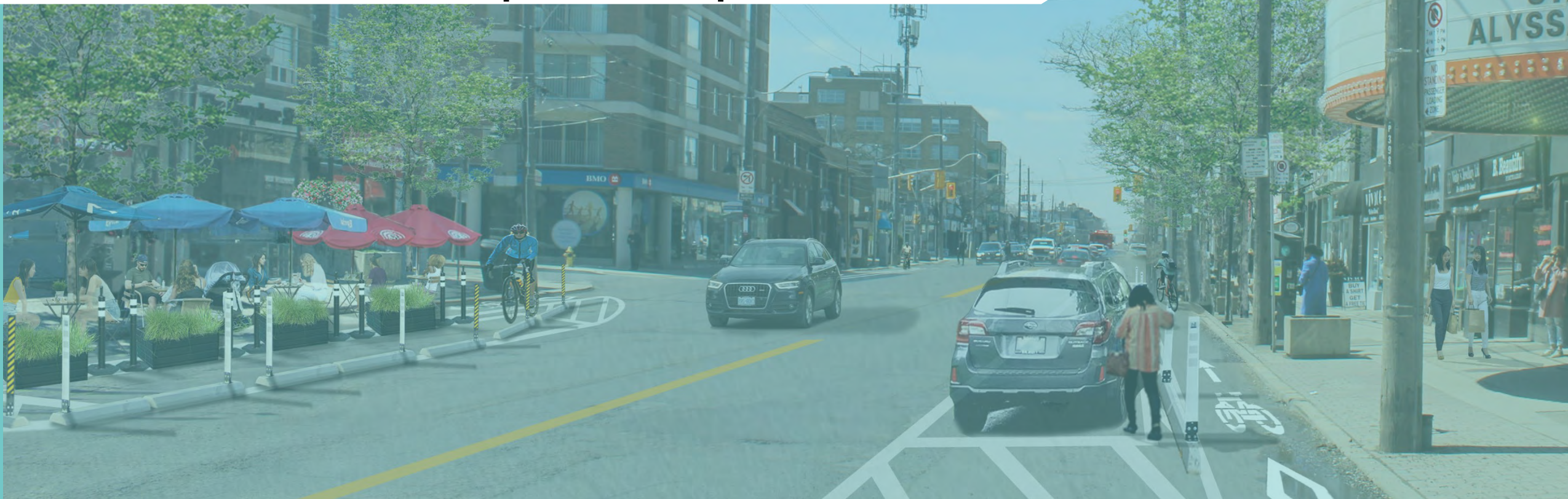


# eglintonTOday >

An Interim Strategy for Eglinton Connects

Public Meeting #1: June 22, 2022

6:30 p.m. – 8:30 p.m.



"We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit."



## Cycling & Pedestrian Projects

Elli Papaioannou

David Dunn

Becky Katz

Jacquelyn Hayward

Kasra Khajavi

## Stakeholder and Public Consultation

Maogosha Pyjor

Michele Blackwood

## IBI Group

Zibby Petch

Margaret Parkhill

## Be Patient:

Virtual meetings don't always run as smoothly as planned.

## Be Brief:

Limit yourself to one question or comment when called on to speak.

## Be Respectful:

The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

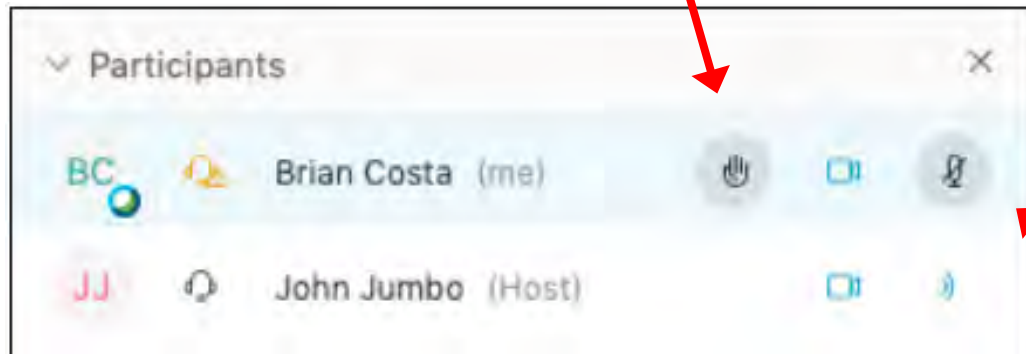


**We want to hear from you – all questions are good questions!**



Open Participants Panel to raise hand

**Raise your hand** to get the facilitator  
/ presenter's attention



**Mute / unmute  
your mic**

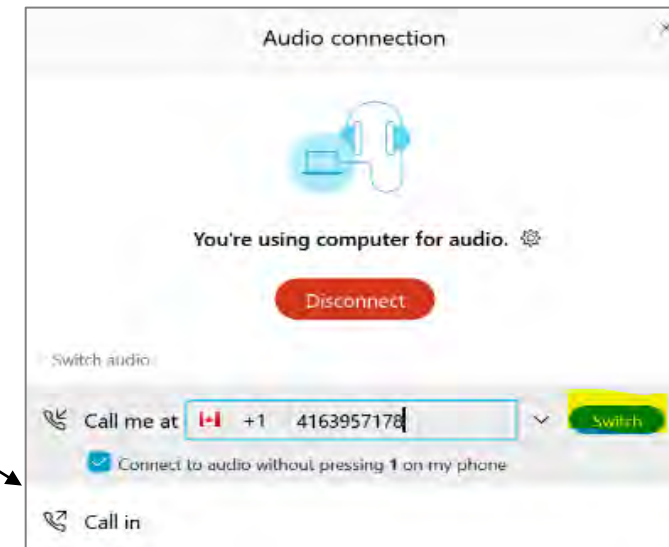
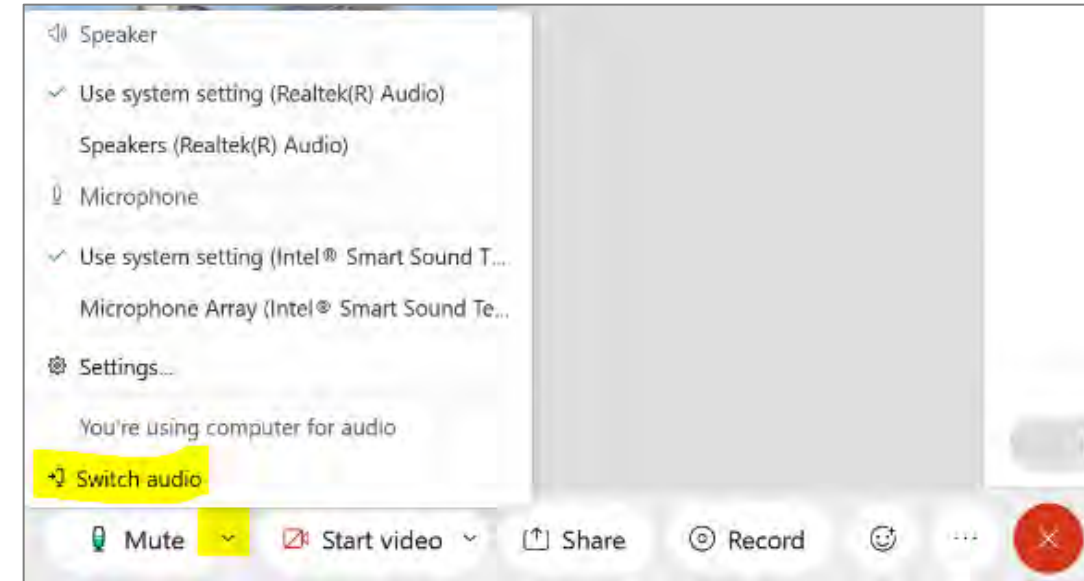


# WebEx Audio Trouble?



## WebEx can call you!

1. Click **the arrow** beside your mute button
2. Click “**Switch audio**”
3. Use “**Call me**” function
  - Enter your phone #
  - Webex will call your phone
  - No long distance charges



## **Call into the Meeting**

**Dial: 416-915-6530**

**When prompted for a meeting number  
enter:**

**2451 712 4209**

# Participating by Computer

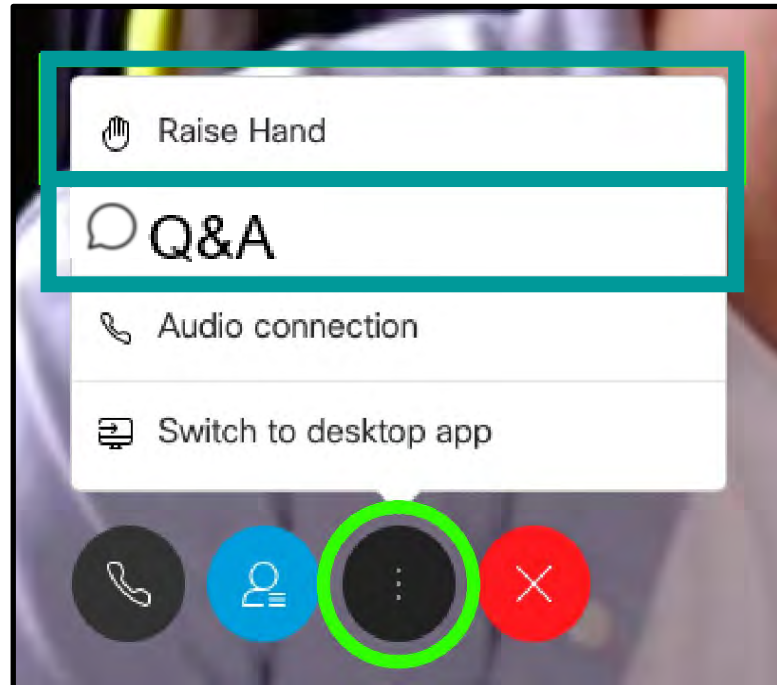


Raise your  
hand or  
type your  
question



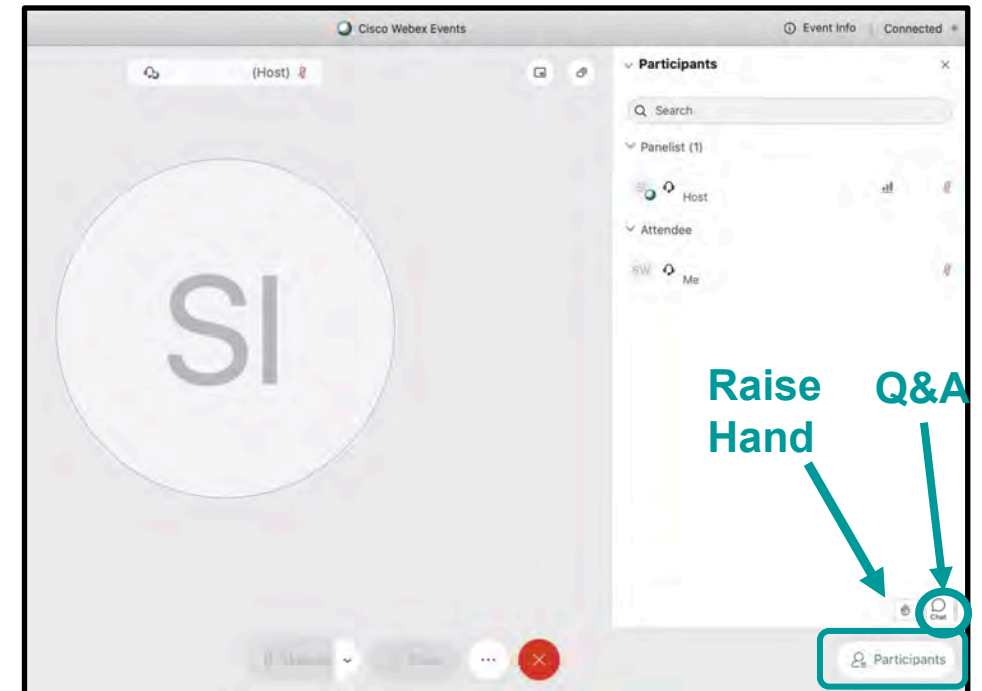
## Via the internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



## Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.

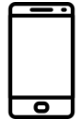




# Participating by SmartPhone or Tablet

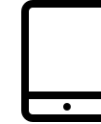
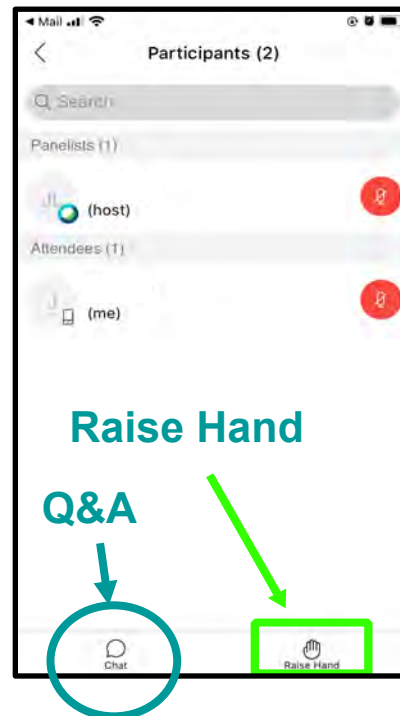
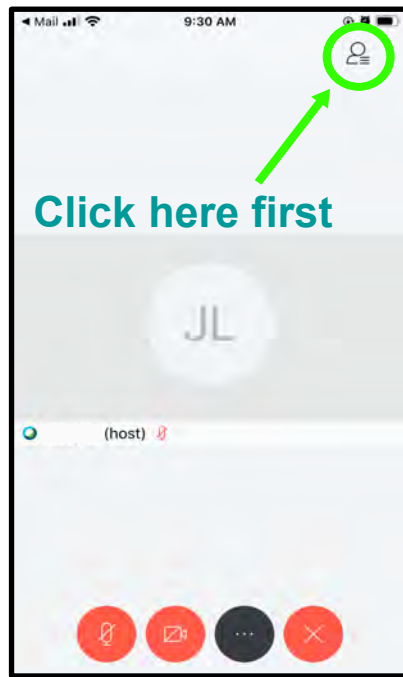


**Raise your  
hand or  
type your  
question**



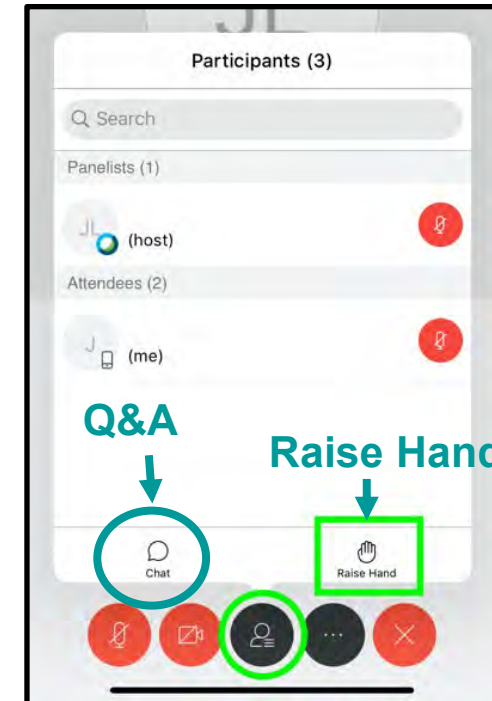
## For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



## For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.



# Raising your hand by phone



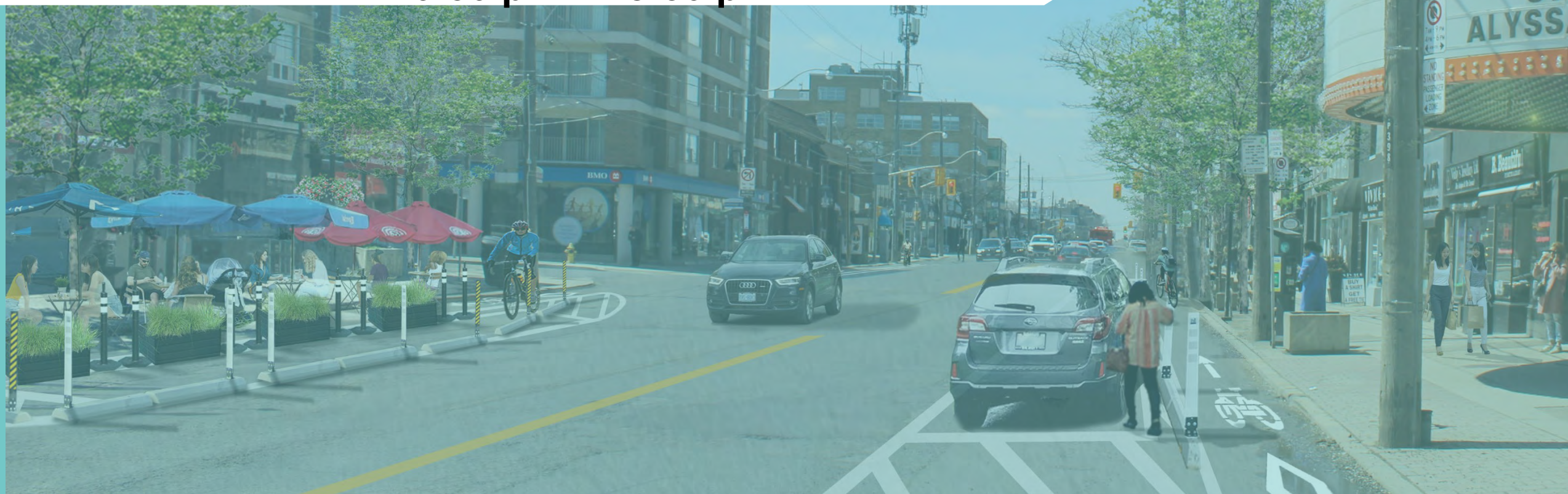
- To raise your hand virtually, **key in \*3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

# eglintonTOday >

An Interim Strategy for Eglinton Connects

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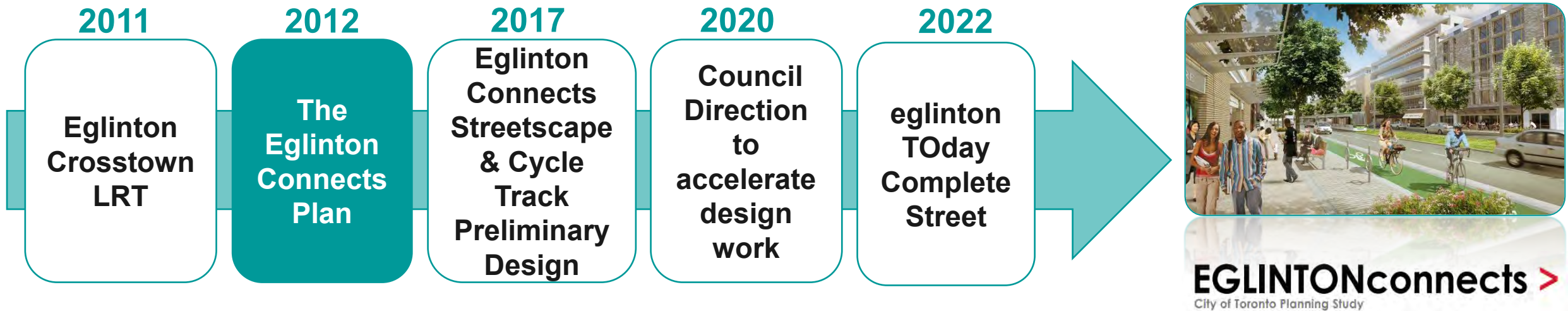
# Agenda



- 1 Introductions
- 2 Corridor Overview and Project Context
- 3 Design Overview
- 4 Timeline, Project Coordination and Next Steps
- 5 Discussion and Questions

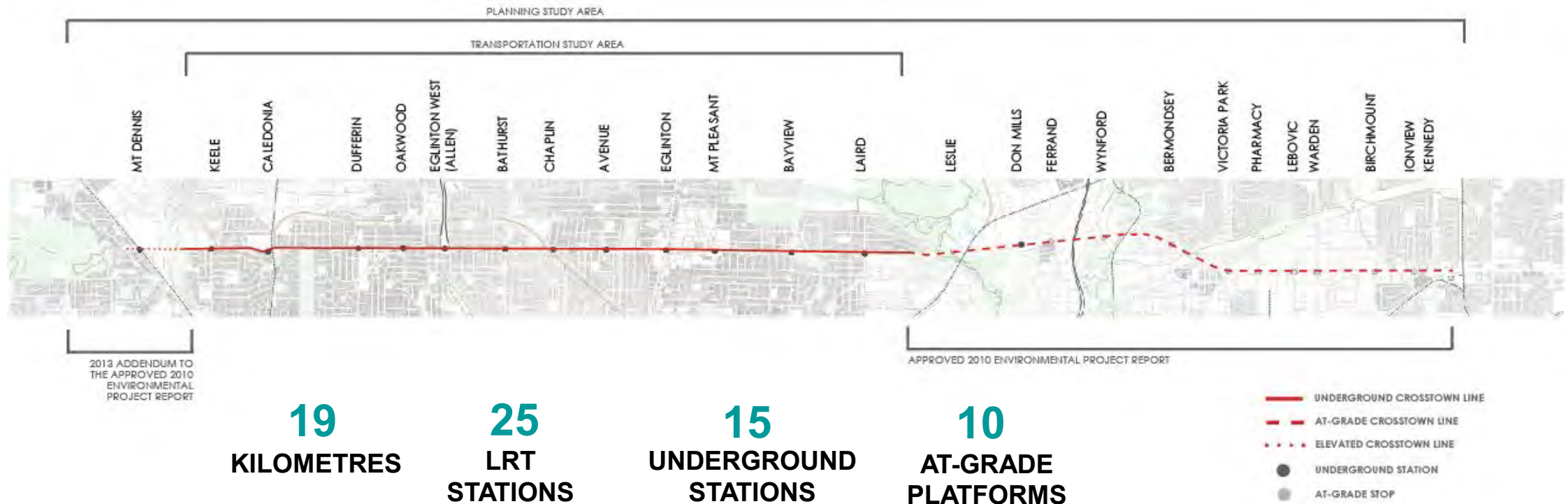
# Corridor Overview & Project Context







# EglintonConnects Long Term Vision



**The Vision:** Eglinton Avenue will become Toronto's central east-west avenue – a **green, beautiful linear space** that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region



## TRAVELLING EGLINTON

- Create a Complete Street
- Provide Wide Sidewalks
- Build Protected Cycling Lanes
- Reallocate Road Space to Meet Future Needs and Mobility Mix
- Maintain Parking Supply
- Extend Network of Rear Lanes
- Implement Streetscape Typologies



## GREENING EGLINTON

- Create a Network of Green & Open Spaces
- Grow Great Trees
- Connect Eglinton to Trails & Ravine System
- Green Transit Infrastructure
- Plan a Public Art Program
- Relocate Hydro Below-Grade
- Implement Three Primary Greening Typologies



## BUILDING EGLINTON

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



**2011**

**Eglinton  
Crosstown  
LRT**

**2012**

**The  
Eglinton  
Connects  
Plan**

**2017**

**Eglinton  
Connects  
Streetscape  
& Cycle  
Track  
Preliminary  
Design**

**2020**

**Council  
Direction  
to  
accelerate  
design  
work**

**2022**

**eglinton  
TOday  
Complete  
Street**



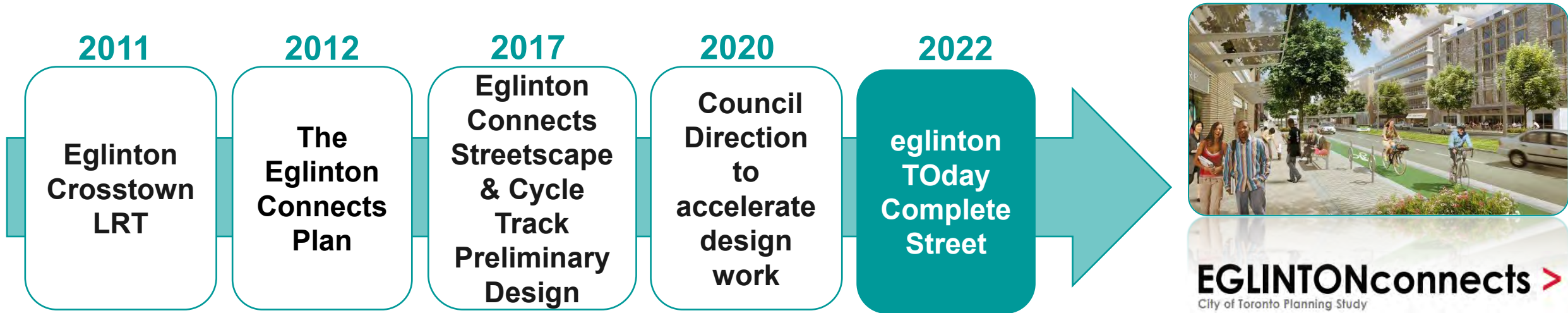
**EGLINTONconnects** >  
City of Toronto Planning Study





- EglintonConnects assumed future right-of-way available for implementation of streetscape elements
- Presently many sections of Eglinton Avenue have limited right-of-way
- There are also many private encroachments into the public right-of-way which would require significant disruption to residents and businesses to remove
- Corridor reconstruction would take more time and have more significant construction impacts

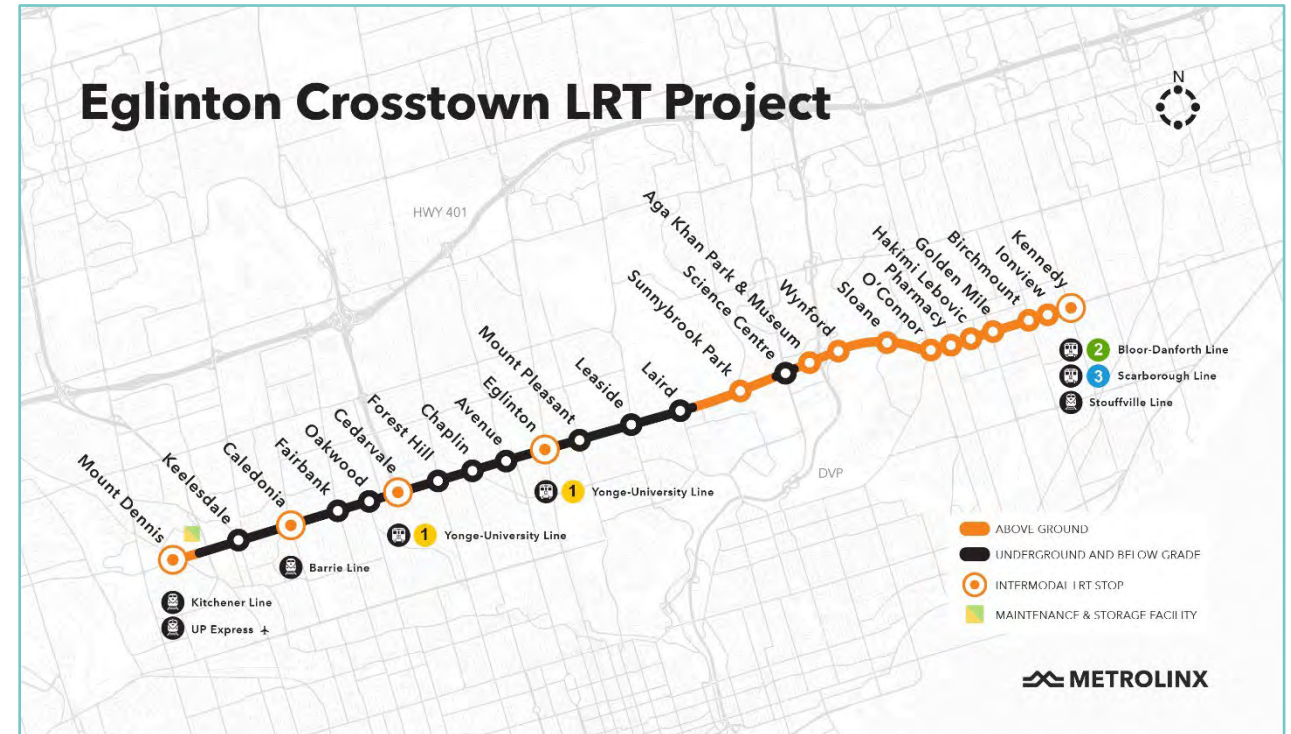




## 2 Background

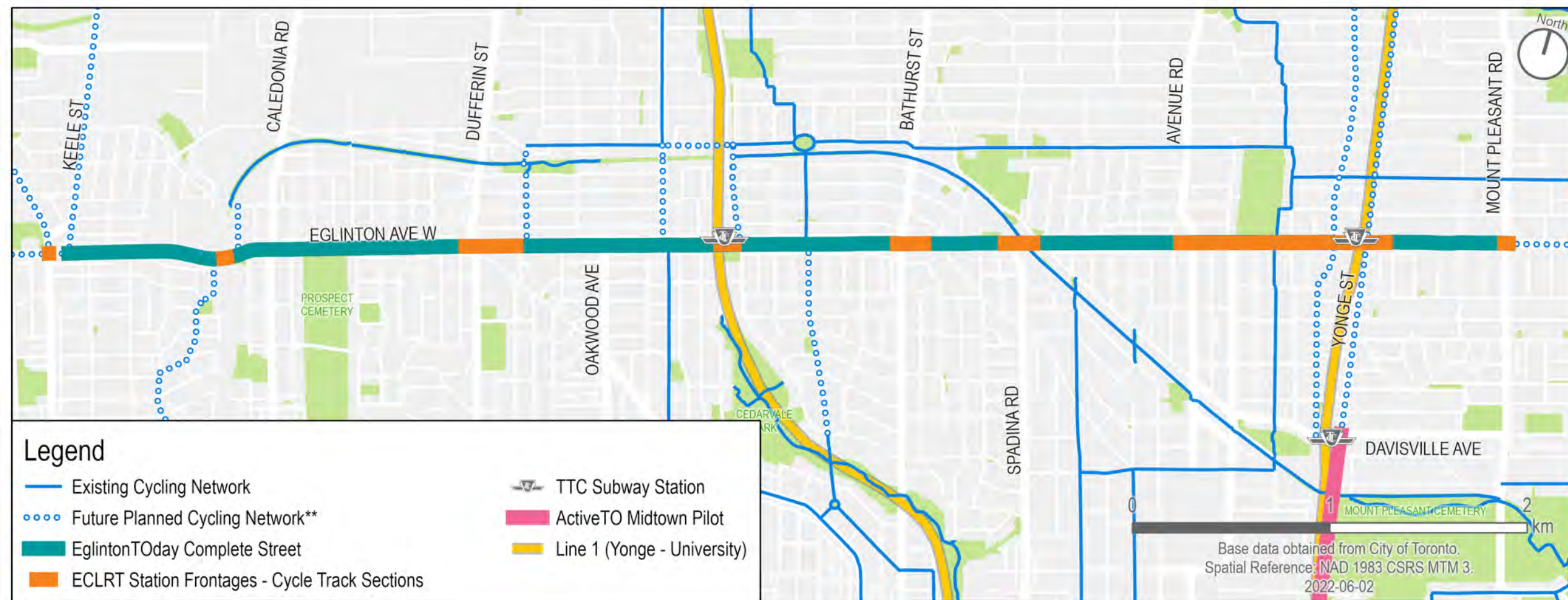


- Metrolinx construction of the **Eglinton Crosstown Light Rail Transit (LRT)** is well underway
- Metrolinx is also delivering the public realm components of the **EglintonConnects Streetscape Improvements** on segments of Eglinton:
  - Where LRT is underground, street-level **frontages of the nine open cut stations include streetscape and cycle tracks**
  - Includes a boulevard path between **Black Creek Drive and Mt. Dennis Station**
  - Section between **Avenue Road and Holly Street**
  - On-street bike lanes between **Brentcliffe Road and Kennedy Road**
  - Detailed design work is being executed by the Crosslinx Transit Solutions (CTS) consortium

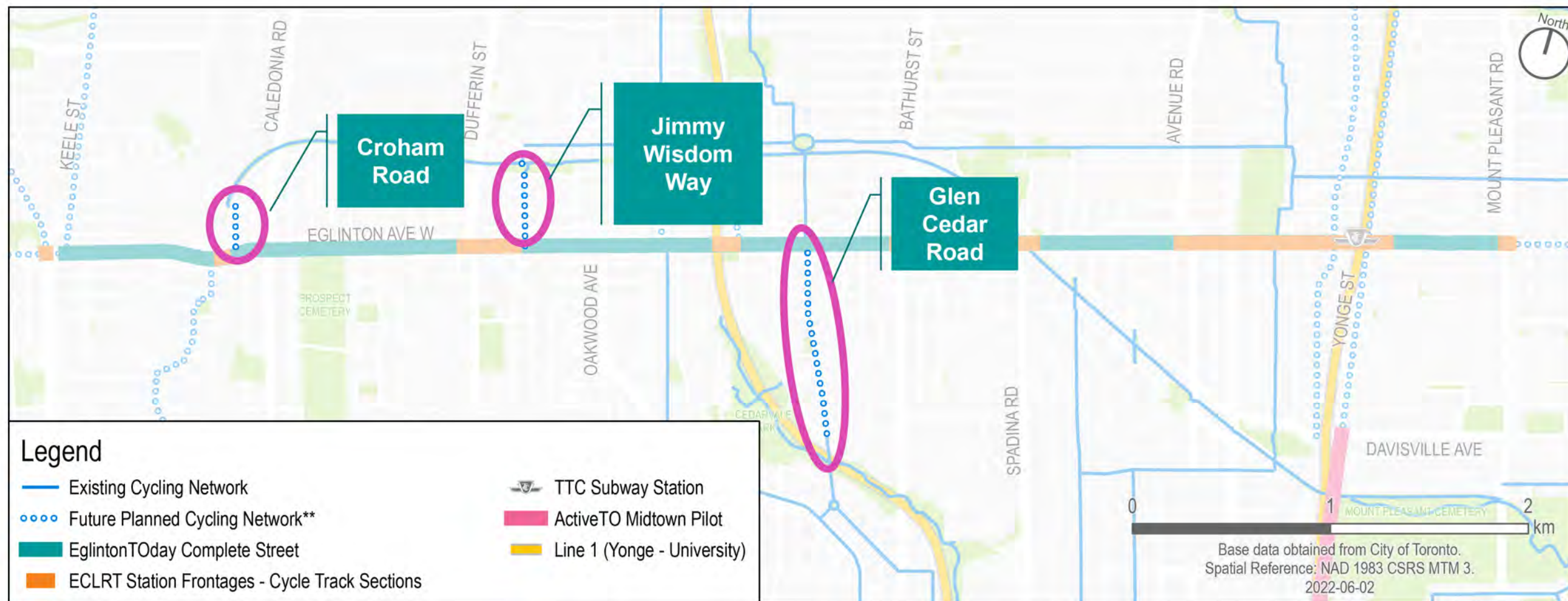


<https://www.metrolinx.com/en/greaterregion/projects/crosstown.aspx>



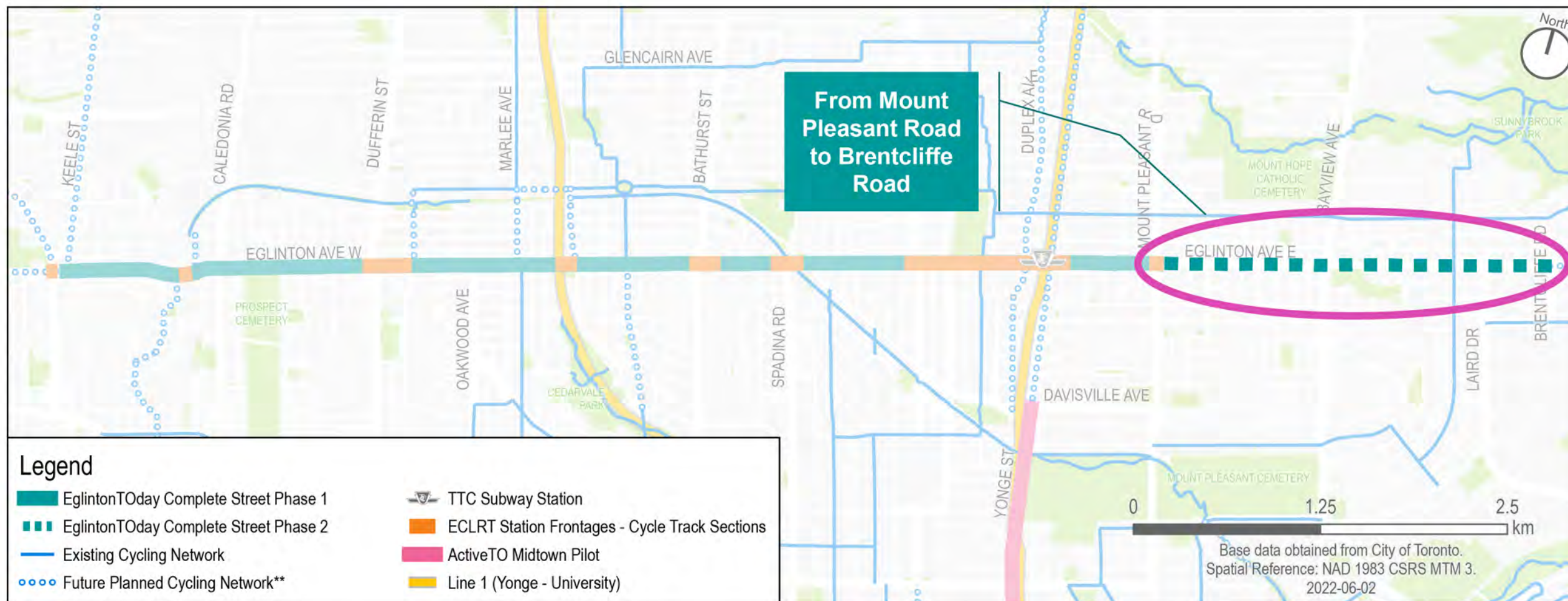


\*\*Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.



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This project will follow a quick build approach with opportunities for smaller scale civil projects in partnership with BIAs and other stakeholders

- Lane modifications
- Physical separation for bikeways
- Artistic curb extensions
- Planters
- Art installations
- Patio extensions
- Parkette spaces







Separated Cycle Tracks on  
Yonge Street



Parking/Loading on  
Danforth Avenue



Seasonal CaféTO Patios on  
Danforth Avenue



Painted curb extensions to enhance safety on Yonge Street



Art installations on Yonge Street and Lawrence Avenue



Planters on Bloor Street





**Destination Danforth Complete Street:** Danforth Avenue between Broadview Avenue to Dawes Road (Summer 2020)



Danforth Complete Street

**Bloor West Bikeway Extension:** Bloor Street West from Shaw Street to Runnymede Road (Summer 2020)



Bloor West Bikeway Extension

**ActiveTO Midtown Complete Street Pilot:** Yonge Street between Bloor Street and Davisville Avenue (Present – 2023)



ActiveTO Midtown Complete Street Pilot

# State of Good Repair



- Sidewalk and pavement surface condition vary across the corridor
- Impacted by construction vehicles and utility cuts
- The City is coordinating to determine the order of rehabilitative work, which also includes Toronto Water asset replacement





## Official Plan Goals

Make Toronto a “walking city”, and bring all Toronto residents within 1km of a designated cycling route



## Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



## Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users



## TransformTO: Climate Action Strategy

Targets reducing community-wide greenhouse gas [GHG] emissions by 65 per cent by 2030, and net zero by 2040



## Complete Streets Guidelines

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



## Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



## Encouraging People of All Ages and Abilities to Ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe



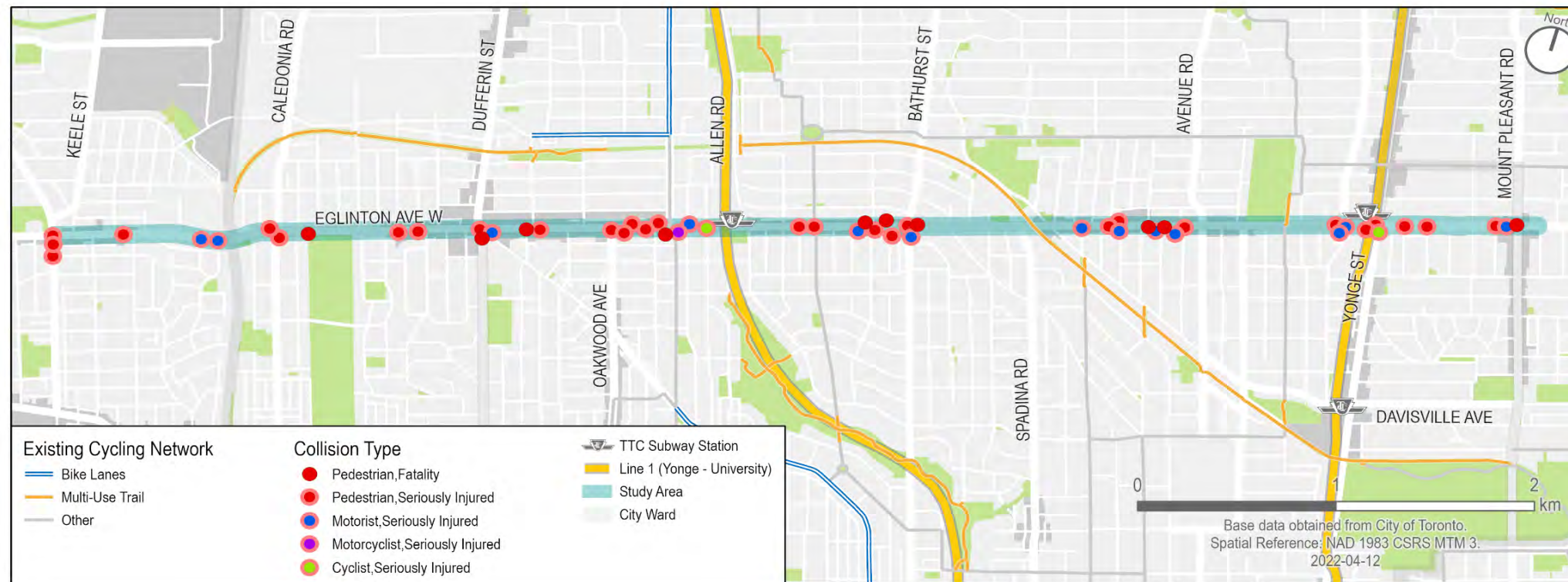
# Overview | Vision Zero Road Safety Plan



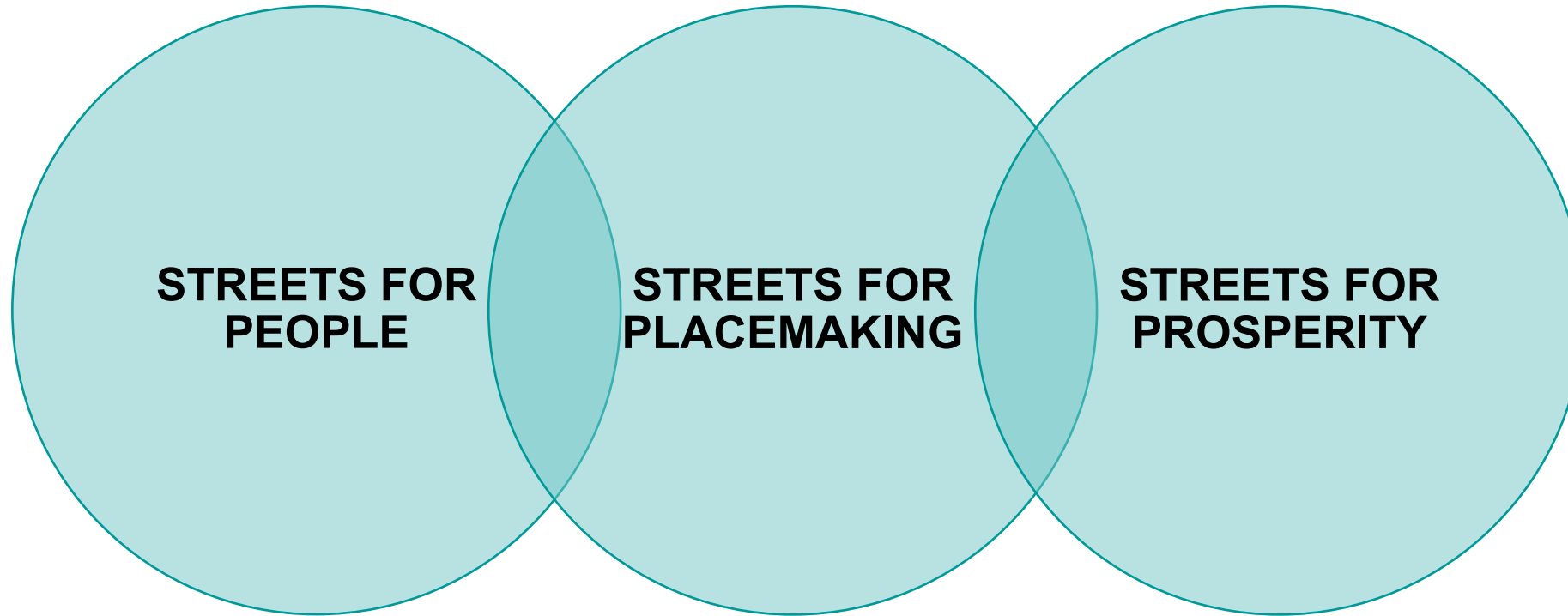
**Vision Zero:** A vision to eliminate the number of traffic-related deaths and serious injuries on Toronto's roads


The Vision Zero Road Safety Plan was approved by Toronto City Council July 2016, and to refocus efforts and enhance progress, Vision Zero 2.0 was approved in July 2019

**Between 2010 and 2020, there were 55 traffic related collisions** that resulted in fatalities or serious injuries on Eglinton Avenue within the study area




**VISIONZERO**



- 
- Improved cycling and walking environment
  - Enhance connections to transit
  - Calmer traffic
  - Welcoming to families and people of all ages and abilities

- New community space
- New public art
- New places to sit
- Vibrant and accessible public realm

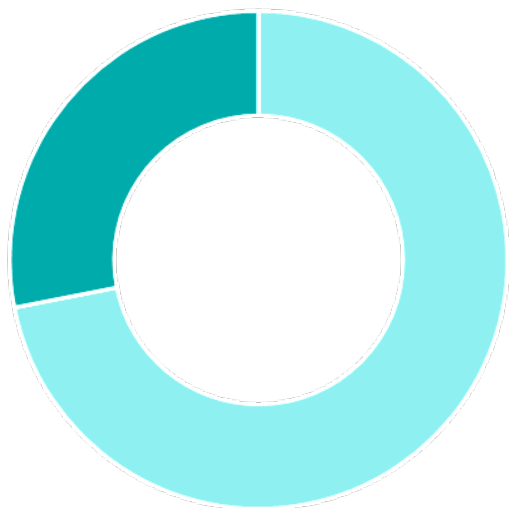
- Support local businesses including CaféTO installations
  - More mobility options
  - Climate friendly design
  - Loading and parking
- 

# Design Overview



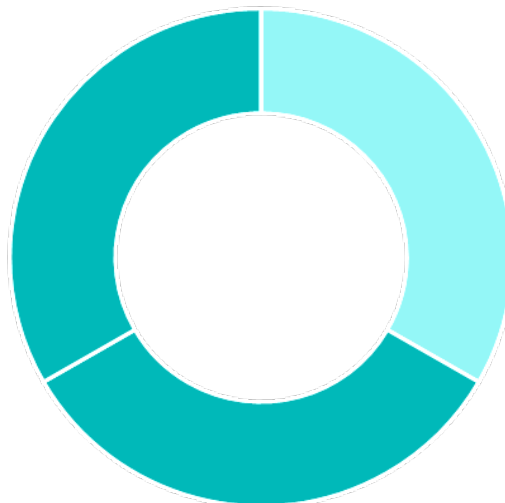


## Review Existing Conditions



Map existing conditions and constraints to inform recommendations and design elements

## Develop & Refine Design

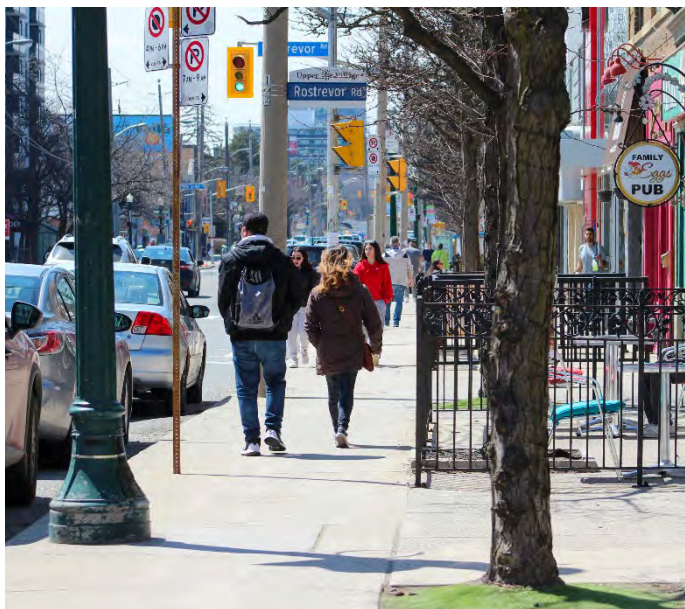


Develop and refine the design based on public and stakeholder input and on-going traffic and safety analysis

## Implement & Refine Design



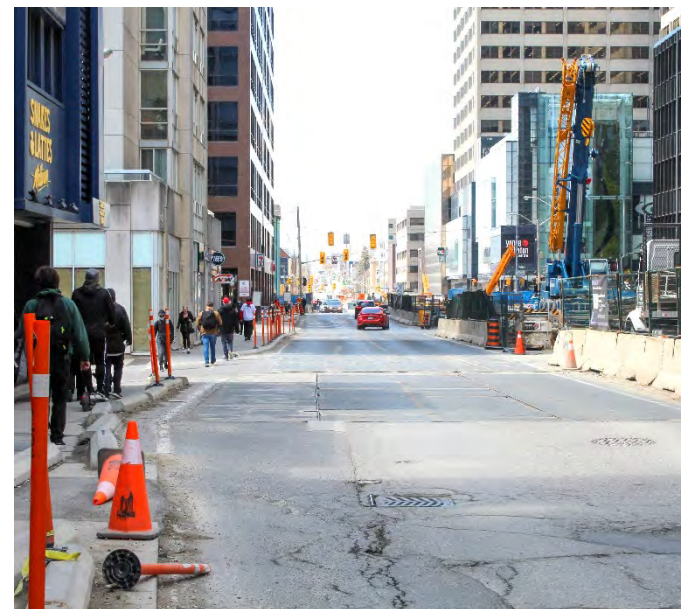
Implement the design and follow-up post-installation; Incorporate on-going design refinements



Wider sidewalks and patios  
along Eglinton Avenue and  
Rostrevor Road



Existing construction works at  
Eglinton Avenue and Dufferin  
Street



Construction near Eglinton  
Avenue and Holly Street





Existing construction works at Eglinton Avenue and Peveril Hill



Shops in Little Jamaica along Eglinton Avenue and Kirknewton Road



Bus transit along Eglinton Avenue and the Rail Overpass

# Proposed Design

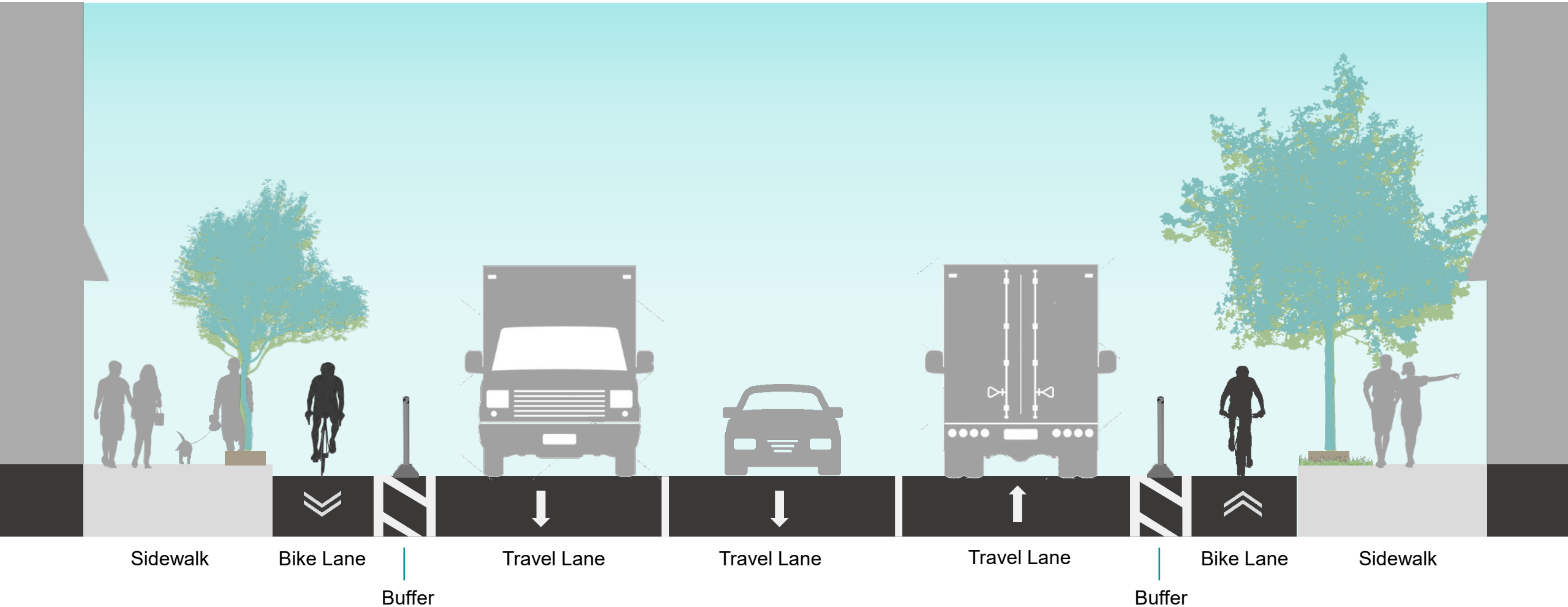


Options vary throughout the corridor depending on existing roadway width, but typical sections will include the following:

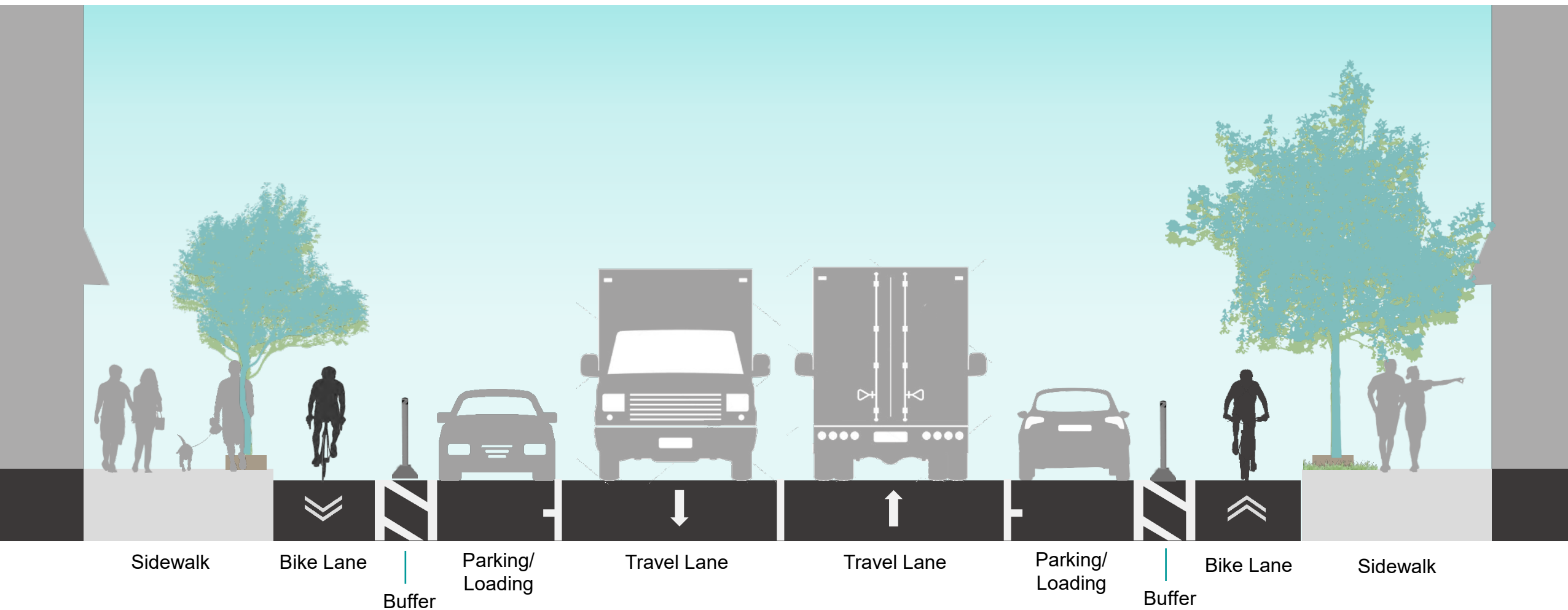
- At least one travel lane per direction; some sections can accommodate two travel lanes in one direction
- On-street parking or loading on one or both sides & space for caféTO applicants (seasonally)
- Turn lanes at intersections (not feasible at all intersections)
- Protected cycle tracks with various buffer treatments

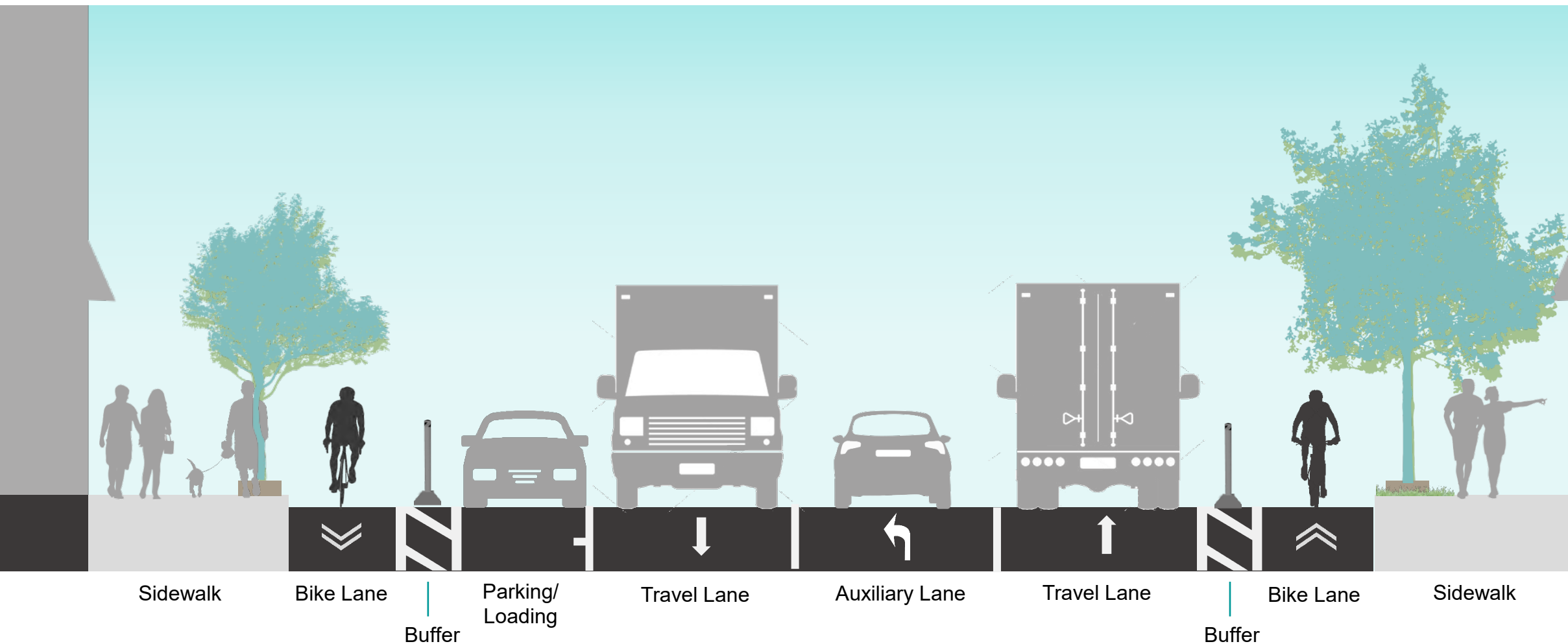










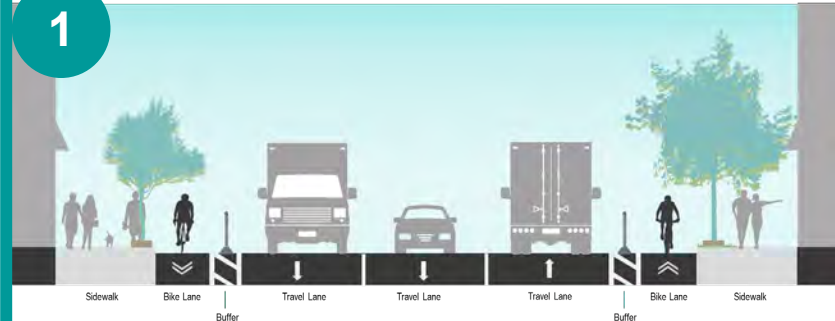


# Typical Sections | Map Overview



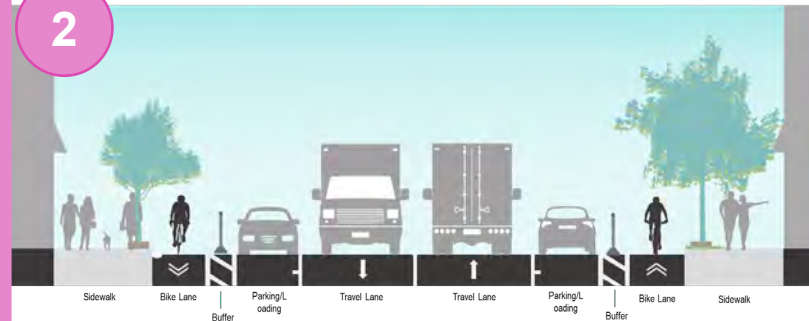
Typical Section: Two Travel Lanes in One Direction (no parking)

1



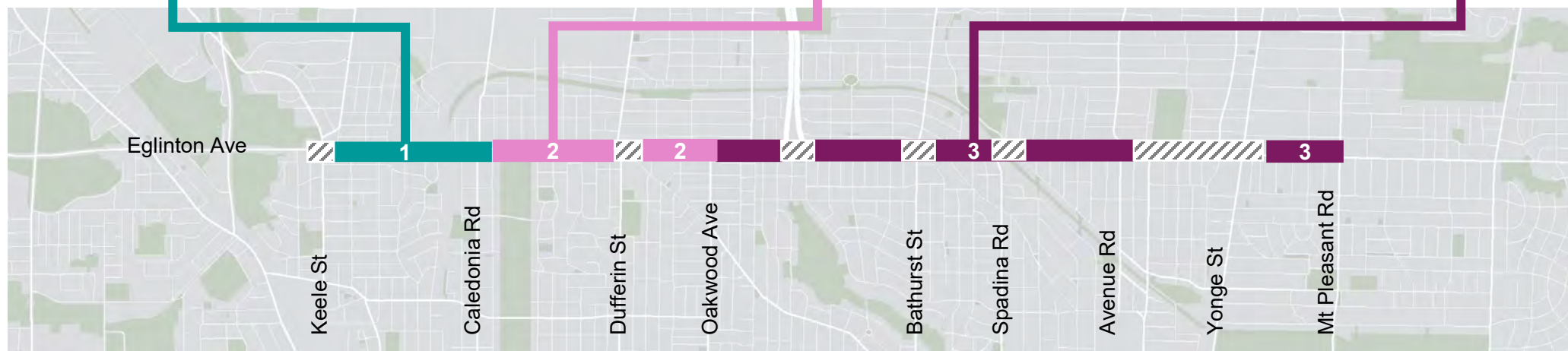
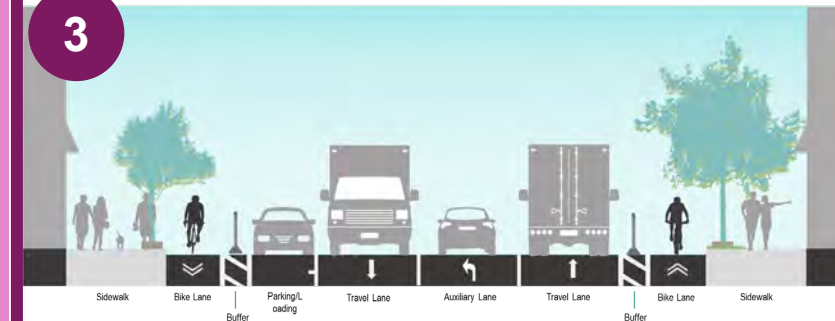
Typical Section: Single Travel Lane – Parking On Both Sides

2



Typical Section: Parking On One Side With Turn Lane

3



 Delivered by Crosslinx



- Streetscape and active transportation improvements are being incorporated along ECLRT station frontages
- Active transportation improvements at station frontages include wider sidewalks and sidewalk-level cycle tracks
- Transition-zone needed between sidewalk-height cycle track and road level cycle track







Sidewalk height  
cycle track with  
ramp down to road  
level

Curbs, bollards or other  
forms of protection to be  
added (except at TTC  
stops or through  
driveways/intersections)

Typical Midblock Transition

Sidewalk-height cycle track  
along ECLRT frontage



## 3 Bike Share



- This project will identify additional Bike Share stations within the corridor to provide community members another opportunity to utilize the bikeways



# Parking & Loading



- BIAs to be engaged on parking/loading needs through site walks
- In some locations, parking or loading can only be accommodated on one side at a time, and cannot be accommodated at the same time as turn lanes
- Wheel-trans boarding information under review to ensure accessible loading needs are met

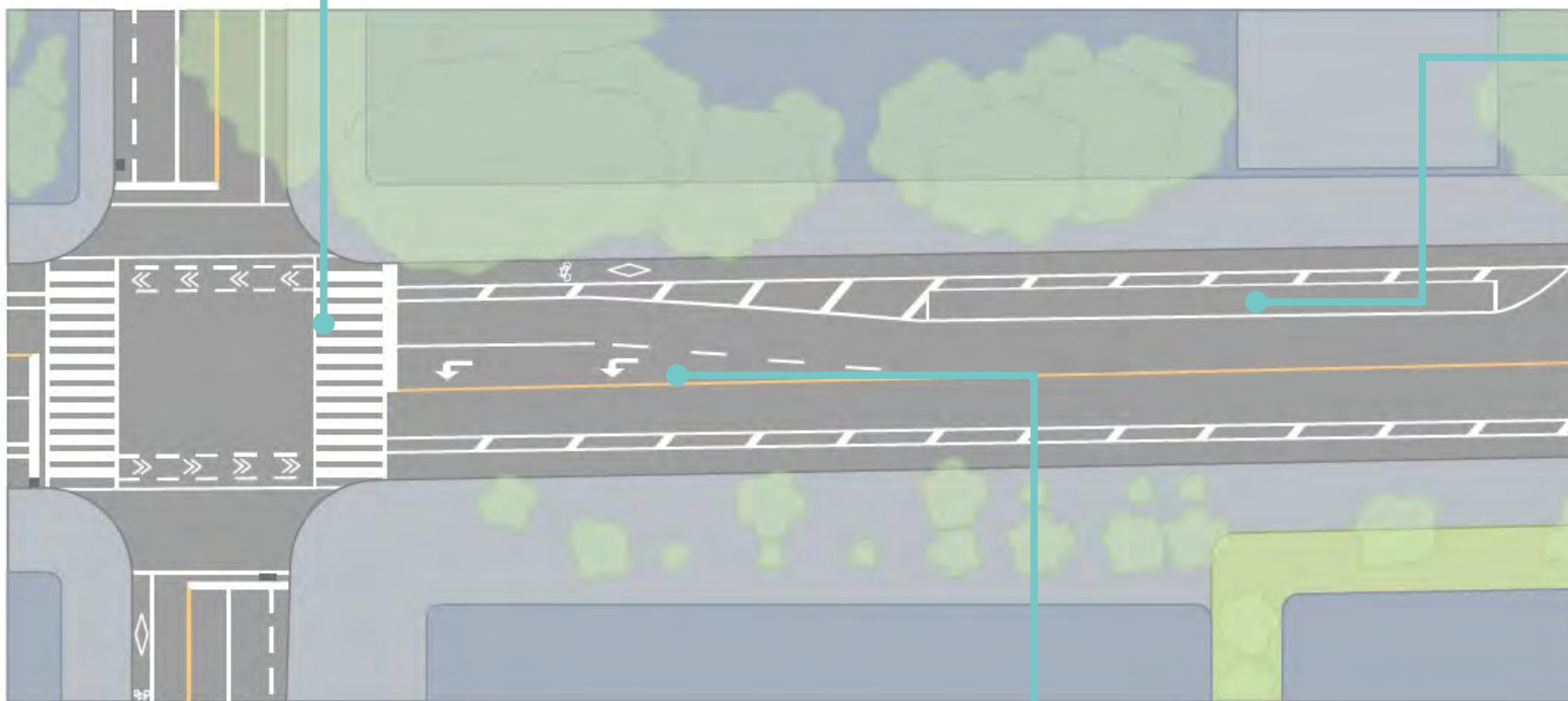






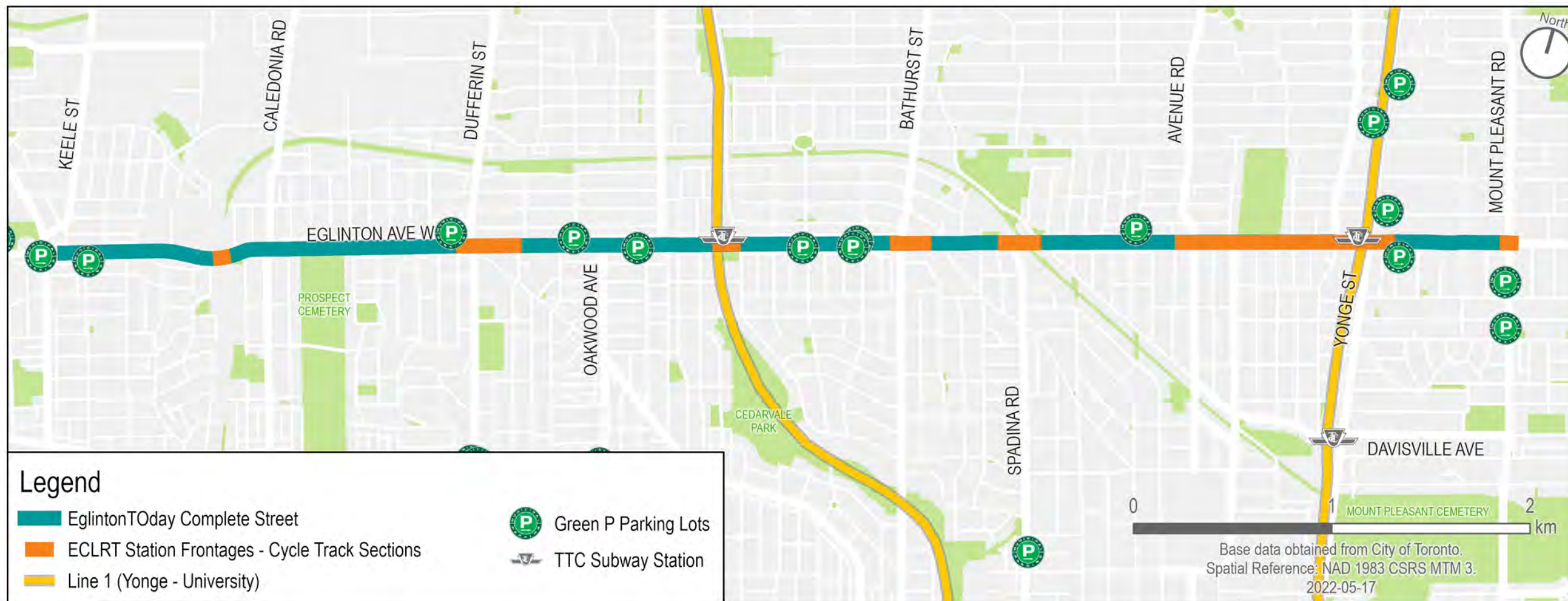
Turn lane at intersection

On-street parking/loading space (winter) or café space (summer)



Taper and transition lanes to introduce turn lane

# Parking & Loading (Off Street Lots)



\*\*Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.



- This project may open up additional interest and opportunities for participating in the program
- Approved cafés to be considered in the design to protect for future space
- CaféTO Applicants (2022):

Business	Address	BIA
STEFANO'S SPORTS BAR	1984 Eglinton Ave W	Fairbank Village
PHIPPS BAKERY CAFE	420 Eglinton Ave W	The Eglinton Way
FERRARO	502 Eglinton Ave W	The Eglinton Way
THE ABBOT ON EGLINTON	508 Eglinton Ave W	The Eglinton Way
HOTEL GELATO	532 Eglinton Ave W	The Eglinton Way
LA CARNITA-SWEET JESUS-GOOD FORTUNE BAR	130 Eglinton Ave E	N/A



- Parkettes are “mini-parks” typically located at intersections or within the road right-of-way that provide opportunities to enhance the public realm
- Through this project, candidate locations will be identified, and initial design stages will be undertaken to support future installation







Bloor Street and Howland Avenue

- Universally Accessible
- Raised Topography
- Accent Paving



Bloor Street and Major Street

- Creative Seating Elements
- Lighting
- Native Planting





Karres + Brands Temporary Park, Fosnavag NO

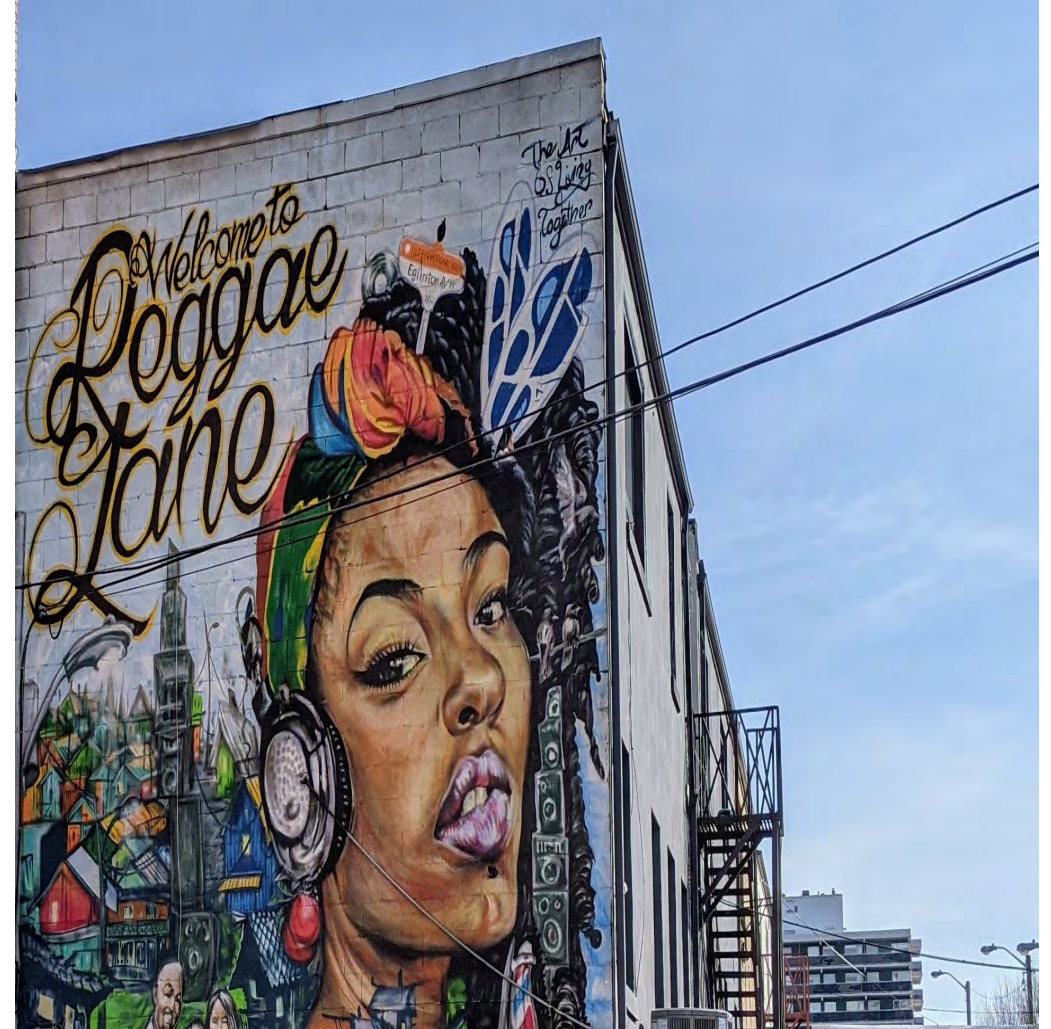
- Active & Passive Spaces
- Accessible to Cyclists
- Painted Hardscape for Visual Interest



TheBench, London GB

- Temporary Materials & Seating Elements
- Native Seasonal Planting
- Adaptable Streetscape

- A suite of innovative programs designed specifically for streets and public spaces
- We will work in collaboration with BIAs and stakeholders to identify public art opportunities
- StreetART Programs:
  - Murals and Road Murals
  - Signal boxes
  - Laneways
  - Concrete barriers







975 Danforth Avenue

Lead Artist: Elicser Elliott,  
Partners: East End Arts



Emerson Avenue

Lead Artist: Victor Fraser



Bathurst St & Lennox St

Artist: Getso





- Coordination with BIA and incorporation of features from their masterplans, where possible.
- Based on past conversations, BIAs priorities include: sidewalk improvements, trees, streetlights, new art features and sculptures and bike corrals.



# Potential Civil Upgrades



**Sidewalk Replacement**  
Eglinton Avenue and Bathurst Street



**Parkettes**  
King Street Causeway Parkette



**Planters/Streetscaping**  
Bloor Street and Howland Avenue



- Corridor-wide modelling underway to evaluate trade-offs between parking spaces and turn lanes at intersections
- Results will be refined alongside the design development







Eglinton Avenue has been under construction for significant amount of time. Strategies for minimizing neighbourhood traffic infiltration have been implemented, and new measures will be explored through the design process, including:

- 1 **Signal coordination and signal timing adjustments** to minimize impacts, particularly during peak periods
- 2 Incorporating curb extensions, and other **traffic calming features** at intersections to deter short-cutting traffic
- 3 Exploring the use of **all-day or peak period turn restrictions at strategic intersections** to limit movements from Eglinton Avenue onto adjacent neighbourhood streets
- 4 **Monitoring traffic volumes on parallel streets** for possible modifications post-installation

# Timelines, Project Coordination & Next Steps



- Many variables associated with this project:
  - Coordination with ECLRT
  - Coordination with resurfacing, sidewalk repair work
  - Coordination with underground works (water infrastructure)
- Typical quick-build complete streets projects can be completed within one month (for most elements)









## After this meeting, we will:

- Review all comments and suggestions received
- Host site walk-throughs with BIAs
- Develop design

## Stay connected!

- Stay up to date by visiting the study website at: [toronto.ca/eglintonTOday](https://toronto.ca/eglintonTOday)
- Send us an email at: [eglintonTOday@toronto.ca](mailto:eglintonTOday@toronto.ca)

# On-going Consultation

## **Public Meeting #1:**

June 22, 2022

## **Stakeholder Meeting #2:**

Fall/Winter 2022

## **Public Meeting #2:**

Winter 2022



## **CONTACT US**

If you have any questions or concerns, contact:

**[eglintonTOday@toronto.ca](mailto:eglintonTOday@toronto.ca)**

**416-338-7755**



**Do you have any questions?**