

Urban Design Guidelines for Eglinton Avenue from Jane Street to Kennedy Road

July 2014

Purpose

The purpose of the Eglinton Avenue Urban Design Guidelines (Jane Street to Kennedy Road) is to elaborate on the intent and provide guidance in implementing specific elements of the Eglinton Vision and Public Realm Concept Plan contained in the Eglinton Connects Planning Study.

1. Street Corner Articulation
2. Street Edge Continuity
3. Character Areas
4. Retail Edges
5. Laneway Building Edges
6. Boulevard Enhancements

The Guidelines are intended to be applied in conjunction with applicable City of Toronto built form policies and guidelines specifically as listed below:

- City of Toronto Official Plan
- Eglinton Connects Planning Study, including the Eglinton Avenue Streetscape Plan – Jane Street to Kennedy Road
- Mid-Rise and Avenues Building Performance Standards
- Tall Buildings Guidelines where identified as appropriate

Additional applicable standards and references that inform the implementation of the Supplementary Guidelines include:

- Eglinton Avenue Municipal Class Environmental Assessment (Black Creek Drive to Brentcliffe Road)
- City of Toronto Coordinated Street Furniture Program
- City of Toronto Streetscape Manual
- City of Toronto Planting Solutions in Hard Boulevard Surfaces Best Practices Manual
- Metrolinx Design Excellence Document for the Eglinton Crosstown LRT
- Metrolinx Mobility Hub Guidelines and the City adopted recommendations of the Mount Dennis and Kennedy Mobility Hub Studies

Vision for Eglinton Avenue:

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

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

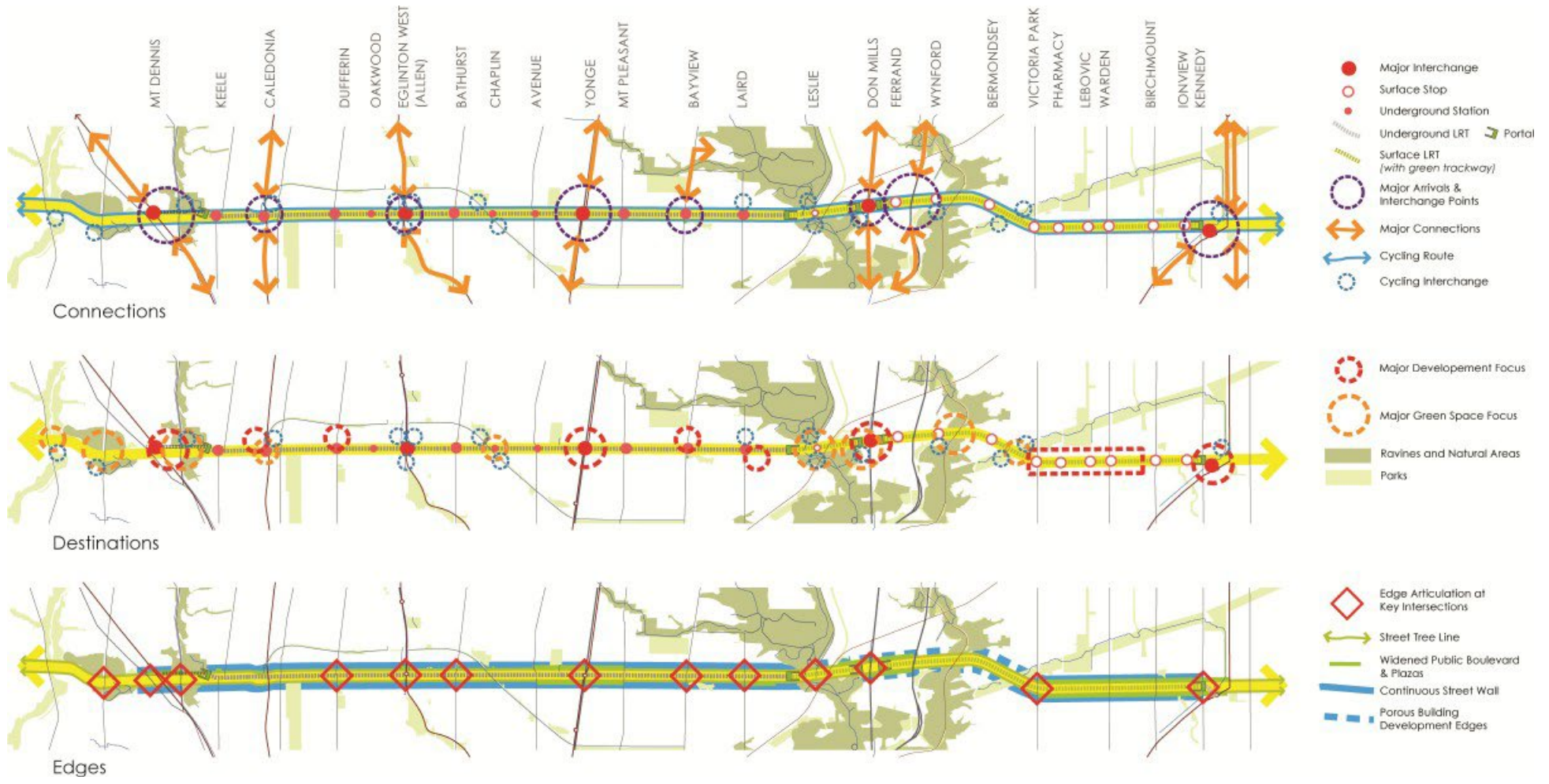


Figure 1 The Public Realm Concept Plan for Eglinton Avenue (Jane Street to Kennedy Road)

1. Street Corner Articulation

1.1 Corner Setbacks and Plazas

Thirteen intersections were identified in the Public Realm Concept Plan Edge component as being key opportunities to inform the pedestrian experience and image of Eglinton Avenue. The intersections are at Eglinton Avenue and:

- 1) Jane Street
- 2) Weston Road
- 3) Black Creek Drive
- 4) Dufferin Street
- 5) Allen Road West Side
- 6) Allen Road East Side
- 7) Yonge Street
- 8) Bayview Avenue
- 9) Laird Drive
- 10) Leslie Street
- 11) Don Mills Road
- 12) Victoria Park Avenue
- 13) Kennedy Road

Buildings at these street corners should provide additional street corner building setbacks to create a small open space with a minimum area of 25 square meters for pedestrian circulation, gathering place, small patio, public art, station plazas and/or other place-making functions. The building design facing this setback should create a focal point that signifies the importance of the intersection.

References:

Mid-Rise Building Performance Standards 4C, 7B, 11

Eglinton Connects Public Realm Concept Plan

Eglinton Connects Planning Study Recommendations 2, 4, 9, 18, 19, 20

2. Street Edge Continuity

2.1 Street Edge

Front façades should form a consistent street wall over time. The front wall of new buildings should be at either the property line or the new setback line (depending on location) despite existing adjacent buildings.

References:

Mid-Rise Building Performance Standards 4C, 7B, 8A

EGLINTONconnects>Planning Study Recommendations 2, 20

2.2 Building Side Walls

Blank side walls on or adjacent to the side property line abutting an open space or visible to open views are to be avoided. Such building side walls are to be designed as front facades with elements such as main windows, walkways and landscaping that create a visually active edge and contribute to casual surveillance of the adjacent open space. The potential for this condition are at development sites adjacent to new or existing public parks e.g. Eglinton Park and at new Crosstown station plazas.

References:

Mid-Rise Building Performance Standards 7B, 8B, 8C, 8D, 11

2.3 Transition to Neighbourhood Height Context

New buildings that are (a) adjacent to land designated as *Neighbourhoods* in the Official Plan, and/or (b) that propose heights greater than the existing permitted buildings heights on adjacent sites, are to provide a height transition in order to minimize the impact of the building height difference. This is particularly applicable on deep or irregular sites.

References:

Mid-Rise Building Performance Standards

2.4 Gaps Between Buildings

Adjacent buildings, including LRT entrance and ancillary buildings fronting Eglinton Avenue, should not create gaps that may become opportunities for unmaintained spaces and unsafe activities. Where it is necessary to have a gap between buildings, the façade should be extended to create a screen or gate to prevent unauthorized access, preferably through 'wing walls' that extend the front façades of the building.

References:

Mid-Rise Building Performance Standards 8B, 8D, 11, 15

2.5 Cornice Lines and Materiality

The cornice lines at the fourth and sixth storeys, where the building is required to step back, should be accented with an appropriate architectural detail to help articulate the façade and to emphasize the consistency of the street wall height.

The street-facing façades of buildings should have a more solid appearance below the step-back line, and may have a lighter or more transparent presence above the step-back line.

The solid portions of the façade below the step-back line should be comprised of at least 50% brick, stone or similar solid material, while the façade above the step-back line should have at least 30% brick, stone or similar solid material.

Where retail space is provided on the ground floor, a high degree of transparency is encouraged, with glazing to comprise approximately 60% of the ground-floor façade.

References:

Mid-Rise Building Performance Standards 14, 15, 18, 19E
Eglinton Connects Planning Study Recommendation 21

2.6 Step-Backs for Heritage Resources

On blocks where designated heritage buildings or other heritage resources are to be retained such as the Eglinton Grand Theatre, a pedestrian perception step-back should be provided to maintain the cornice line of the existing buildings that will be retained on the block. The step-back should be at least 3 to 6 metres behind the main wall of the building. Additional step-backs should be provided to maintain views to significant heritage features of buildings from the sidewalk, such as architectural elements or signs.

References:

Mid-Rise Building Performance Standards 19C, 19E

3. Character Areas**3.1 Identified Character Areas**

The Avenues and Mid-Rise Building Study identified Character Areas that are reinforced in the Eglinton Connects Planning Study. The areas are:

- 1) Eglinton Hill/Keeleesdale
- 2) Fairbank/International Market
- 3) Forest Hill/Upper Village
- 4) Forest Hill Mid-Rise Apartment Corridor
- 5) Eglinton Way
- 6) Eglinton Park
- 7) Yonge/Eglinton
- 8) Mount Pleasant/Bayview
- 9) Leaside
- 10) Leaside Apartment Corridor

The design of new buildings, setbacks and landscapes in these areas should refer to Volume 1, Appendix A (Heritage) of the Eglinton Connects Planning Study, as well as conduct a thorough review of local conditions and context.

4. Retail Edges**4.1 Retail in Character Areas**

Character Area existing retail characteristics such as the rhythm of shop front entrances and windows, retail size, ground floor height, and cornice lines should inform the design of retail in new developments in the area. Exterior appearance in such cases is of particular importance.

References:

Mid-Rise Building Performance Standards 15, 19D, 19E, 19G

4.2 Retail Storefronts

The width of the ground floor retail storefronts should match the rhythm of the existing storefronts in a Character Area. The maximum width of retail storefronts should approximate the average existing retail storefronts in a Character Area.

Retail storefronts are to maximize the use of transparent window glazing in order to maintain visual connection between the retail store interior and the public boulevard. The use of store window display arrangements and advertising signs/panels and other opaque window and door coverings should maintain this visual connection.

References:

Tall Building Design Guidelines Section 2.2

Mid-Rise Building Performance Standards 7B, 15, 19D

Eglinton Connects Planning Study Recommendations 20, 21

4.3 Retail Entrances

The main entrance doors of all retail stores along Eglinton Avenue and flanking public streets should be directly from the street. Larger retail stores with wider store fronts should provide secondary entrances to animate the street.

Entrance door swings should not reduce or interrupt the public sidewalk width. It is recommended that entrance doors swinging out towards the public sidewalk be recessed from the retail façade line.

An operable retail entrance should be provided at minimum every 15 metres along buildings fronting Eglinton Avenue.

References:

Mid-Rise Building Performance Standards 7B, 15

Eglinton Connects Planning Study Recommendation 21

4.4 Weather Protection for Retail Entrance and Public Sidewalk

Retail entrances should be provided with weather protection such as a canopy, architectural wall feature, building projection, or landscape element. Extending the entrance weather protection elements to include the public sidewalk is encouraged and encroachment agreements over the public right-of-way should be supported. Special attention should be given to uses adjacent to LRT entrances and stops where pedestrians may be concentrated.

Colonnades are generally discouraged but may be permitted if a minimum 3 metre depth is provided and the colonnades are a minimum 6 metres in height. They should be designed and spaced to maintain clear views to the uses behind and promote ease of pedestrian flow.

Reference:

Tall Building Design Guidelines Section 4.4

5. Laneway Building Edges

5.1 Buildings Adjacent to Laneways

The ground floor portion of a building adjacent to a laneway should be designed in a manner to enhance safety and provide proper interfacing with the lane. Crime Prevention Through Environmental Design (CPTED) should be considered in building design.

The ground-floor elevation facing the laneway should avoid or minimize wall returns that create entrapment zones and blind corners.

Garage doors and other openings facing the laneway should be flush with the wall.

Equipment such as hydro or gas meters should be recessed or placed tightly against the exterior wall line.

Building security systems, where provided, should include monitoring of activity in the laneway.

Wall mounted lighting directed to the laneway should be placed on the building exterior wall, and designed to light the laneway and not nearby homes.

The provision of residential windows that overlook the laneway are encouraged to provide passive surveillance by building occupants.

Reference:

CPTED (Crime Prevention Through Environmental Design)

6. Public Boulevard Enhancements

6.1 Building Front Yard Setback to Supplement Public Boulevard Width

Eglinton Connects identified four public boulevard segments along Eglinton Avenue that would benefit from additional width to be provided from the frontage of adjacent developments. These segments and the rationale for their enhancement are:

- 1) Weston Road to Black Creek Drive – expanded public boulevard on the north side of Eglinton Avenue to respond to the Humber and Black Creek context of this street segment.
- 2) Laird Drive to Brentcliffe Road (south side of Eglinton Avenue) – coincides with the Laird Focus Area on the south side of Eglinton Avenue where a mixed use frontage is envisioned.
- 3) Leslie Street to Ferrand Drive – to respond to and create a street presence for the East and West Don River Valley
- 4) Victoria Park Avenue to Lebovic Avenue (north side of Eglinton Avenue) – to enhance the street frontage for a mixed used edge envisioned for the Golden Mile Focus Area.

Reference:

Eglinton Connects Appendix C Streetscape Plan, Appendix F Focus Areas and Appendix H Comprehensive Map