



# EGLINTONconnects >

City of Toronto Planning Study

**Executive Summary**

March 2014

TRANSPORTATION STUDY AREA

MT DENNIS

KEELE

CALEDONIA

DUFFERIN

OAKWOOD

EGLINTON WEST  
(ALLEN)

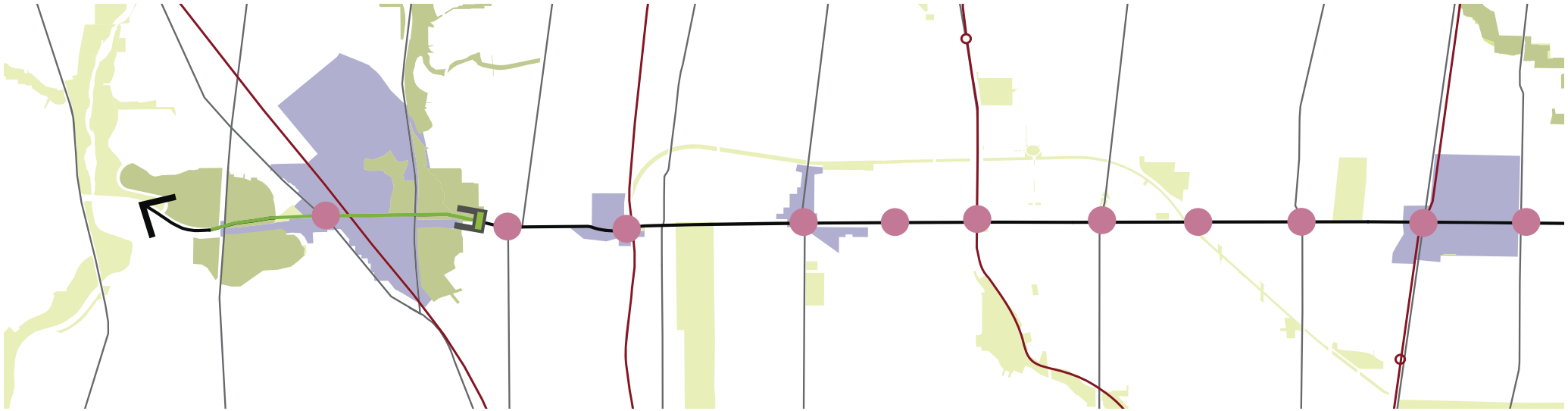
BATHURST

CHAPLIN

AVENUE

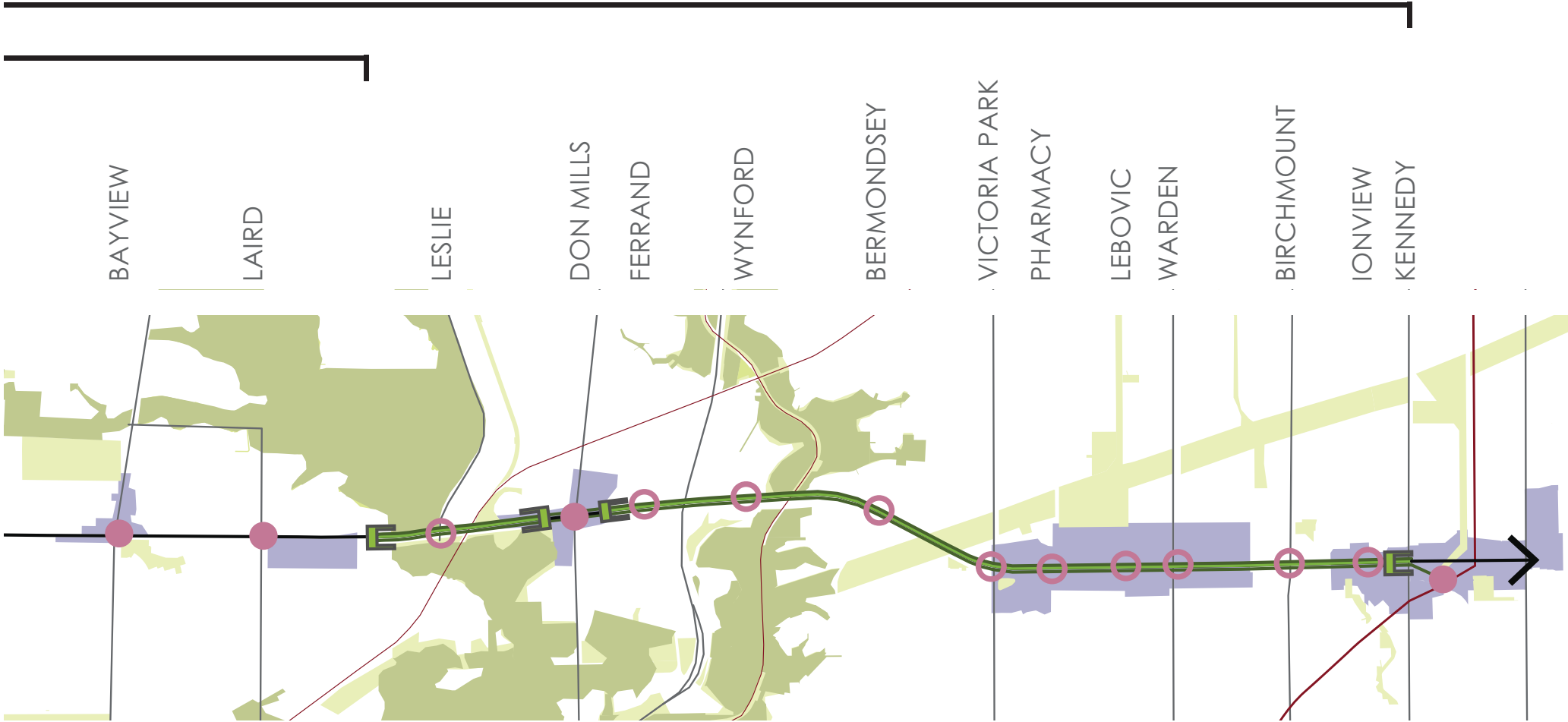
YONGE

MT PLEASANT



2013 ADDENDUM TO  
THE APPROVED 2010  
ENVIRONMENTAL PROJECT  
REPORT

# PLANNING STUDY AREA



APPROVED 2010 ENVIRONMENTAL PROJECT REPORT



## Introduction

As one of the city's traditional main streets, Eglinton provides a focus for local neighbourhoods, employment, and shopping, and it links some of the City's major ravines.

With the investment in the Crosstown Light Rail Transit (LRT), its role in the evolution of the city will shift. In the future, more people will live, work, shop, play, and enjoy nature along Eglinton.

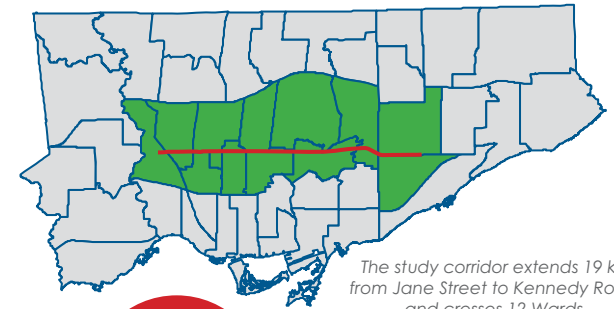
**EGLINTONconnects** is the City of Toronto's comprehensive planning study for developing a vision and **planning** recommendations for the future of Eglinton from Jane Street to Kennedy Road.

The Plan included a Municipal Class Environmental Assessment (EA) to guide reconfiguration of the Eglinton right-of-way where the Crosstown LRT will run underground.

## The Process

The EGLINTONconnects Plan is the result of a two-year process involving more than **60 public and stakeholder consultation events** and four surveys.

Approximately 5,000 people participated in the study.



The study corridor extends 19 km from Jane Street to Kennedy Road, and crosses 12 Wards.

**19 km**

**12 Wards**

The Crosstown LRT is a **\$5 Billion Investment** in city-building infrastructure

**2 years & 60 consultations**



The Study took place over 2 years, and included over 60 public and stakeholder consultations.

# Issues and Opportunities

## Travelling

- The Crosstown LRT, along with the removal of most of the bus service along Eglinton, provides the opportunity to rebalance the space within the Eglinton right-of-way, to achieve a mobility mix that accommodates all users – pedestrians, cyclists, transit users, and motorists.

## Greening

- Eglinton Avenue can become a green public realm that connects seamlessly into the Humber and Don River valleys, including greater tree canopy, enhanced open spaces and green transit infrastructure.

## Building

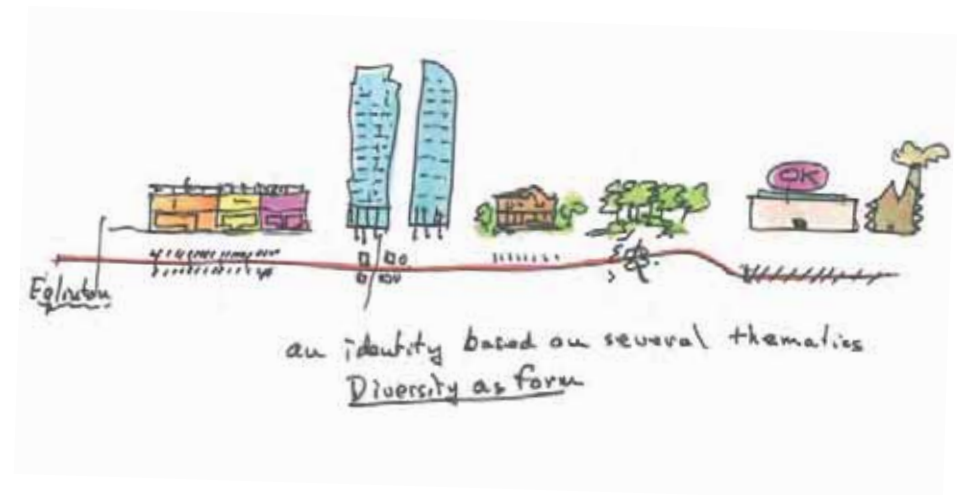
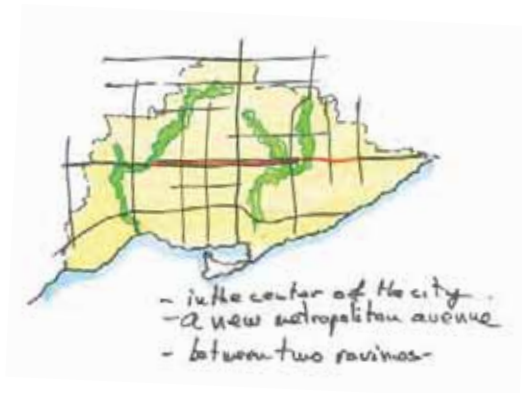
- Mid-rise buildings (4 - 11 storeys) are appropriate along the portions of Eglinton that are identified as an Avenue in the Official Plan. Along these portions of Eglinton, most properties are deep enough that there is room for a mid-rise building to be constructed.
- Six Focus Areas (Westside, Dufferin, Bayview, Laird, Don Mills and Golden Mile) and two Mobility Hub Areas have significant capacity to accommodate future residential, mixed-use or employment growth and may be appropriate for taller buildings.
- Crosstown LRT station areas provide the potential for integrated development with public open spaces and amenities for transit riders and the community.





## 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.



## Summary

The new Crosstown LRT line will span 19 kilometres with 25 stations providing a dramatic increase in Eglinton's transportation capacity. Travel capacity will not only expand, but will also diversify as the space within the right-of-way is incrementally rebuilt to combine protected cycling lanes with wide tree-lined sidewalks on both sides of the roadway.

A healthy and vibrant public realm is the most important element of this Vision for Eglinton. The Travelling, Greening and Building recommendations will work in concert to encourage and sustain the incremental transformation of Eglinton's public realm and streetscape.

The public realm refers to the space that physically or visually connects buildings, regardless of who owns them. Components of the public realm include: streets, sidewalks, parks, public open spaces, station plazas, the front yard setbacks of buildings, building entrances and the ground floor of public buildings, entrances to parks and linkages to trails, ravines and walkways.

Streetscape refers to how the street looks and functions, and includes: trees, sidewalks or boulevards, travel lanes for transportation, parking, and elements such lighting, plantings, benches, waste receptacles, public art and paving materials.

The EGLINTONconnects vision for green infrastructure extends to green transit. Where the LRT rises to the surface between Brentcliffe and Kennedy Station, a green trackway planted with grass or sedum, combined with landscaped station platforms, will

demonstrate the transformative role of transit in creating a green, sustainable city.

The greening of Eglinton reaches out further, with new connections to the City's parks, valley systems and neighbourhoods. The unique heritage and character of Eglinton's vibrant communities will be strengthened with a streetscape design that adapts to reflect this diversity. LRT station areas will be constructed first, designed as neighbourhood nodes, integrating mixed-use buildings with pedestrian plazas and the new streetscape. Over time, the segments between the stations will be rebuilt as part of the City's infrastructure renewal capital program.

A green Eglinton that welcomes people to travel safely by foot, bike, transit or car will reinvigorate adjacent neighbourhoods and attract a new population looking for a high quality of life that is contemporary in its urban vision. The investment in transit, combined with the rebuilding of Eglinton's streetscape, sets the stage for the long-term intensification of Eglinton to ultimately accommodate more than 100,000 new people and jobs.

This EGLINTONconnects Vision makes sense from a city-building perspective, and also reflects a wise public sector investment. The provincial government's transit investment of \$5 billion, combined with a potential city investment of \$100 million in the new streetscape over time, can yield a potential private sector investment of \$10 billion through the construction of new buildings alone in the Eglinton corridor.





## Recommendations - Travelling

### #1 Create a Complete Street

Eglinton Avenue should provide a safe, convenient and active mix of transportation options for all users. Though implementation may take place over time, Eglinton should ultimately become increasingly multimodal, balancing space for pedestrians, cyclists, transit and vehicles.

### #2 Provide Wide Sidewalks

Wide sidewalks (minimum 4.8 m or 6.0 metres, depending on width of right-of-way) provide generous and safe space for pedestrians, big trees, snow/garbage storage, street furniture and patios, and retail zones. This should be achieved through consolidation of travel lanes and reallocation of space on the street to ensure that Eglinton has a vibrant and active pedestrian environment.

### #3 Build Protected Cycling Lanes

Protected cycling lanes across the full length of Eglinton Avenue should be constructed to create a safe, comfortable and direct route for cyclists of all ages and abilities. Bike lanes should be protected from traffic through such measures as raised lanes, barrier curbs and/or buffer strips. Connections to transit stations, trails and convenient bike parking facilities should be part of the comprehensive cycling network.

## Create a complete street



### #4 Reallocate Road Space to Meet Projected Needs and Mobility Mix

The design of the Eglinton right-of-way should reflect the objectives of a complete street by allocating adequate space to a mix of mobility options.

Re-allocation of space from vehicular travel lanes responds to projected levels of vehicle movement, as well as an expected increase in pedestrian and cyclist movement. This approach maintains a functional level of service for moving vehicles, access for emergency services and goods movement.

### #5 Maintain Parking Supply

The street should be designed to maintain existing on-street parking supply, in order to serve retail and local businesses. Additional public parking should be integrated into new buildings and provided in rear lanes.

### #6 Extend Network of Rear Lanes

Laneways should be provided at the rear of all new buildings to access below grade parking, servicing and loading in order to avoid conflicts on Eglinton, and for additional public parking to serve local retail.

### #7 Implement Streetscape Typologies

Seven distinct Streetscape Typologies should be implemented to respond to local character, create a distinct sense of place through the public realm, and support adjacent uses.



## Recommendations - Greening

### #8 Implement Three Primary Greening Typologies

Because the character of the urban landscape changes significantly across Eglinton, the streetscape design should be organized around three greening typologies – main street, boulevard and valley landscapes – each with its own unique greening strategy.

### #9 Create a Network of Green and Open Spaces

Eglinton Avenue should connect a range of green and open spaces, from building setbacks, urban plazas, civic spaces and squares, to parks and valleys. The elements of this network should serve local, city and even regional needs for open space and natural areas.

### #10 Grow Great Trees

There should be great trees growing along Eglinton Avenue to establish a new identity for this corridor as a green and beautiful street with a full tree canopy. Mature tree growth requires additional soil volume and/or open planters, as well as the burying of hydro to eliminate conflicts.

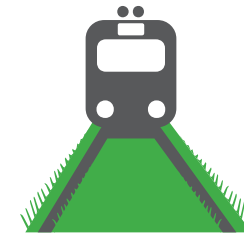


### #11 Relocate Hydro Below-Grade

Above-grade hydro lines should be buried to provide adequate and unobstructed space for mature tree growth, and contribute to uncluttered sidewalks and boulevards.

### #12 Connect Eglinton to Trails and Ravine System

Eglinton provides a direct visual and physical connection to the iconic valleys of the Humber and Don Rivers, and their tributaries, including Black Creek. The Crosstown will provide an enhanced linkage between these natural systems. New connections and an enhanced street presence should be created along Eglinton Avenue to the major valleys, multi-use trails, and the ravine system.



### #13 Green Transit Infrastructure

The at-grade segment of the Crosstown LRT, between Brentcliffe Road and Kennedy Station, should be designed with grass or sedum on the trackway and landscaping, planters and trees at LRT platforms. Each of the Crosstown portals should also contribute to creating a green corridor.

### Green the LRT

### #14 Plan a Public Art Program

Public art along Eglinton should be coordinated through a Public Art Program that is developed through a Public Art Master Plan process specific to the Eglinton corridor. This will ensure that priorities for public art opportunities are guided through a well-defined process.





## Recommendations - Building

### #15 Encourage Mid-Rise Buildings on Eglinton through As-of-Right Permissions

New buildings should be predominantly mid-rise in scale for the portions of Eglinton Avenue that are identified

as an Avenue in the Official Plan. As-of-right permissions should be adopted to encourage mid-rise development for these locations.



### #16 Maximize Opportunities for Mid-Rise Development on Shallow Lots

Opportunities for development of mid-rise buildings should be maximized on lots that do not have an ideal lot depth.

### #17 Integrate Crosstown Station Sites with New Development

From a city-building perspective, Crosstown station sites are ideal locations for new mixed-use development, combining retail, residential and employment uses. The siting and design of the stations should set a precedent and establish a new context for connecting development to transit.

### #18 Plan for Intensification in Focus Areas and Mobility Hubs

Six Focus Areas and two Mobility Hubs include large sites where mixed-use intensification should

occur over time, including some sites that should be integrated with Crosstown stations. These areas provide opportunities for incorporating a mix of residential and employment uses in a range of building heights and sizes, combined with new public streets, community services and facilities, and high quality green and open spaces.

### #19 Expand Community Services and Facilities, Including Green and Open Spaces, in Tandem with Development

The role of Eglinton will change in the coming years, along with the intensity of activity and land uses. As more people and jobs move to the corridor, new community services and facilities, including green and open spaces, such as parks, should be planned in tandem with new development and the Crosstown.

### #20 Encourage Street-Related Retail

In segments of Eglinton where retail is required or encouraged, the ground floor of new buildings should provide space for street-related retail uses.



## Encourage Street-related Retail

### #21 Implement Additional Performance Standards to Support Local Character Areas and Heritage

Performance Standards for new buildings in Character Areas and adjacent to heritage resources should guide a complementary built form that reflects the diversity found along Eglinton.



**Travelling > Greening > Building**



## Implementation

The EGLINTONconnects Plan recognizes that the implementation of a planning Vision occurs in increments over a long period of time. Some of the Plan recommendations, such as zoning for mid-rise buildings and station area construction will effect change in the short term, while other recommendations, such as the development of Focus Areas and full transformation of the streetscape, will require further study, design and investment before being fully realized. Regardless of whether the changes brought about by the Plan recommendations happen quickly or take 50 years, they will all be guided by the same overall Vision.

The EGLINTONconnects Plan is supported by a detailed Implementation Plan that sets out a framework for achieving recommendations. Implementation will take place through a combination of public and private investment over a long period of time.

In the near term, reconstruction of the roadway and streetscape will occur around the Crosstown LRT stations in conjunction with the LRT construction.

Reconstruction between stations will take place incrementally over time, as road work takes place or redevelopment occurs. Redevelopment and capital projects will depend on the private market, capital budget planning and collaboration with developers, property owners, BIAs and other stakeholders.

Achieving some priorities, such as burying hydro, development of parks and provision of other community services and facilities, will require coordination amongst divisions and departments within the City.

## Monitoring

The implementation of the EGLINTONconnects Plan will be monitored to review its success.

A series of indicators will be measured for transportation modal split, new development take-up, green indices, demographics and other factors to enable the City to link capital investment and policy decisions to key success factors.

Research > Consultation > Vision > Recommendations > Implementation > Monitoring



## ACKNOWLEDGEMENTS

To all those who attended a consultation session, completed a survey, sent in a comment, and discussed the future of Eglinton: your contributions helped create the Plan. **Thank you.**

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The Planning Study Core Team is grateful for the support of Metrolinx and many City Planning staff in their contributions to the EGLINTONconnects Study, including the Planning Reference Group, Graphics and Visualization, and Strategic Initiatives Policy and Analysis.