EGLINTONconnects >

City of Toronto Planning Study

VOLUME 2
The Plan: Recommendations and Implementation Strategies

April 2014 Draft

ACKNOWLEDGEMENTS

City of Toronto Planning Study Core Team

Jennifer Keesmaat
Tim Laspa
Robert Freedman
Lorna Day
Edna Cuvin
Brian Gallaugher
Stella Gustavson
Andrea Oppedisano
Hans Riekko
Matt Armstrong
Stephen Schijns
David Kuperman
Jason Diceman

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. The team would also like to thank the planning students from Ryerson University, York University, and the University of Toronto for their contributions to the Study.

Crosstown Collaborative Team

Calvin Brook	*Brook McIlroy*
John van Nostrand	*planningAlliance*
Antoine Grumbach	*Antoine Grumbach et associes*
Paul Kulig	*planningAlliance*
Emily Wall	*Brook McIlroy*
Shonda Wang	*planningAlliance*
David Sajecki	*Brook McIlroy*
Shahrzad Davoudi-Strike	*planningAlliance*
Clara Romero	*planningAlliance*
Ana Espinosa	*planningAlliance*
Nicole Swerhun	*Swerhun Facilitation*
Alex Heath	*Swerhun Facilitation*
Zhongwei Shi	*Brook McIlroy*
Kamyar Abbasi	*Brook McIlroy*
Paul Gorrie	*Brook McIlroy*
Tyrone Gan	*HDR Inc*
Veronica Restrepo	*HDR Inc*
Adam Nicklin	*Public Work*
Marc Ryan	*Public Work*
Michael McLelland	*E.R.A. Architects*
Graeme Stewart	*E.R.A. Architects*
Helena Grdadolnik	*Public Workshop*
Paul Hess	*University of Toronto*

TABLE OF CONTENTS

GLOSSARY

EXECUTIVE SUMMARY 7

I/ INTRODUCTION 21

1.0/ INTRODUCTION 22
2.0/ VISION 24
3.0/ SUMMARY OF CONSULTATION 30

II/ RECOMMENDATIONS 35

4.0/ TRAVELLING EGLINTON 37
5.0/ GREENING EGLINTON 59
6.0/ BUILDING EGLINTON 77

III/ IMPLEMENTATION 107

7.0/ IMPLEMENTATION STRATEGIES AND NEXT STEPS 108
8.0/ THE COMPREHENSIVE MAP 114

APPENDICES

A: Environmental Study Report
B: Consultation Process Report
C: Streetscape Plan
D: Avenues and Mid-Rise Buildings Travel Survey
E: Green Trackway Precedents Study
F: Focus Areas and Mobility Hubs
G: Focus Areas - Community Services and Facilities Strategy
H: Comprehensive Map (online only)

GLOSSARY

AVENUES

According to the Toronto's Official Plan, growth is directed to areas that are well served by transit, the existing road network and existing infrastructure, such as the *Downtown, Centres, Employment Districts*, and along the *Avenues*. *Avenues* are corridors where transit-supportive reurbanization is intended to create new jobs and housing while improving local streetscapes, infrastructure and amenities. *Avenues* are intended to accommodate significant amounts of development as Toronto continues to grow. Eglinton is predominantly shown as an *Avenue* in the Official Plan (Map 2, Urban Structure). Section 2.2.3 of the Official Plan sets out the policies for *Avenues*.

CROSSTOWN LIGHT RAIL TRANSIT (LRT)

The Eglinton Crosstown Light Rail Transit (LRT) is currently under construction. It will run along Eglinton Avenue from a station at Mount Dennis (near Weston Road) to a station at Kennedy. The 19 kilometre corridor will include a ten kilometre underground portion, between Keele Street and Laird Drive. The Crosstown will have 15 underground stations and 10 at-grade stops. The Crosstown is part of Metrolinx's regional transportation plan – The Big Move – a $50 billion plan for coordinated, integrated transportation and transit in the Greater Toronto and Hamilton Area (GTHA).

EGLINTON CONNECTS STUDY AREA

The EGLINTONconnects Planning Study Area covers the 19 kilometre portion of Eglinton Avenue where the Crosstown LRT is currently funded; from Jane Street to Kennedy Road.

The EGLINTONconnects Transportation Study Area (Municipal Class Environmental Assessment) covers the section between Black Creek Drive and Brentcliffe Road, where the Crosstown will run underground.

For more information please see:
Eglinton Connects Study, Volume 1, Section 2.4, Study Area

EGLINTON CONNECTS 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.

For more information please see:
Eglinton Connects Study, Volume 1, Section 11.2, Vision
Eglinton Connects Study, Volume 2, Section 2, Vision

FOCUS AREAS

The EGLINTONconnects Study includes consideration of six Focus Areas: West Side, Dufferin, Bayview, Laird, Don Mills and the Golden Mile. These were identified for more detailed study because of their potential to accommodate significant redevelopment, due to their being large parcels of land, clusters of vacant/underdeveloped properties, and/or lands located within *Employment Areas*.

Guiding principles and planning objectives for each Focus Area were developed as part of the EGLINTONconnects Study, along with demonstration plans to illustrate possible planning approaches to accommodate growth. More detailed planning will need to be undertaken prior to development to determine the most appropriate road and block patterns, the mix of land uses and built form.

For more information please see:
Eglinton Connects Study, Volume 1, Section 8.2, Focus Areas
Eglinton Connects Study, Volume 2, Recommendation #18, and Appendix F

MID-RISE BUILDING PERFORMANCE STANDARDS

City Council adopted Performance Standards for Mid-Rise Buildings (contained in the Avenues and Mid-Rise Buildings Study) in 2010. The Performance Standards provide guidance about the size, shape and quality of mid-rise buildings. The Performance Standards are intended to be used as tools to implement both the Official Plan's Avenues and Neighbourhood policies, maintaining a balance between reurbanization and stability. City staff are now using the Performance Standards in reviewing mid-rise development proposals along Avenues and in other Mixed-Use. A two-year monitoring period is underway, following which staff will report back to the Planning and Growth Management Committee on the effectiveness of the Performance Standards.

EGLINTONconnects is the first Avenue Study to be conducted since the completion of the Avenues and Mid-Rise Buildings Study. The performance standards for mid-rise buildings are tested and implemented as part of EGLINTONconnects recommendations. Mid-rise buildings range from 4-11 storeys, depending on the width of the right-of-way, based on a maximum 1:1 ratio of building height to right-of-way width, and other factors. Much of Eglinton is 27 metres wide, which would result in a mid-rise building of about 8-9 storeys.

For more information please see:
Avenues and Mid-Rise Buildings Study

TALL BUILDING DESIGN GUIDELINES

On May 8, 2013, City Council adopted the updated city-wide Tall Building Design Guidelines. The Guidelines integrate and build upon previous Council-adopted tall building guidelines and establish a unified set of performance measures for the evaluation of all tall building development applications city-wide.

Tall buildings are a potential built form that may be appropriate in some locations along Eglinton, such as at some Crosstown station sites and in some Focus Areas/Mobility Hubs.

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

i/ The EGLINTONconnects Plan

Eglinton Avenue is the first in a new generation of main streets in Toronto that will be dramatically transformed as a result of a wave of investments in transit paired with a planning vision that promotes balanced mobility, an intensified mix of uses in a predominantly mid-rise built form and green streetscapes that are robust and beautiful.

Volume 1: Background and Analysis was prepared in July 2013. It outlines issues and opportunities within the Eglinton corridor, based on extensive background research and analysis.

This report, *Volume 2: The Plan - Recommendations and Implementation Strategies,* builds on the findings in Volume 1, providing a comprehensive planning strategy with 21 Recommendations and Implementation Strategies. Together, these should guide the City's policies for the revitalization of Eglinton Avenue over time, in tandem with the development of Metrolinx's Crosstown LRT project.

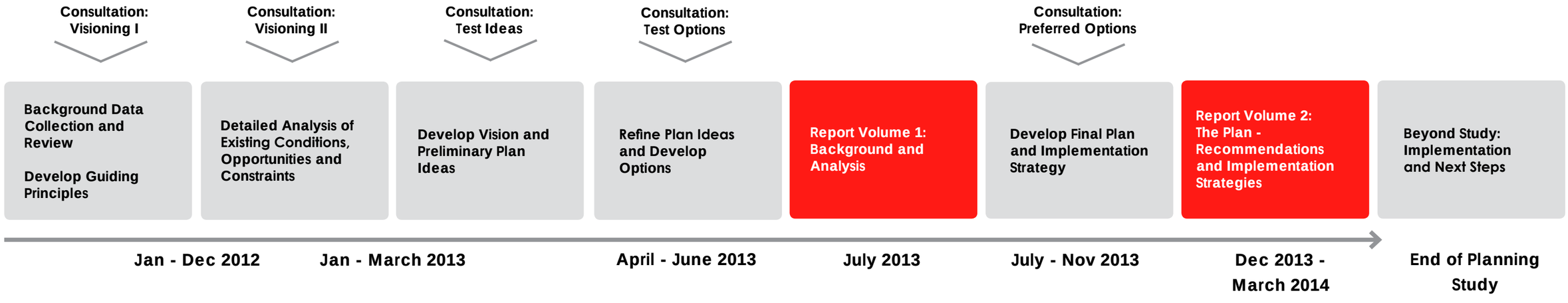
The EGLINTONconnects Plan is structured in accordance with three integrated themes that reflect an overriding objective of sustainable city-building - Travelling, Greening and Building. It provides guidance on the design of the streetscape to improve its function and appeal to support an improved quality of life for those who live, work, shop and travel on Eglinton. The Plan identifies opportunities for the intensification of Eglinton through the development of mid-rise buildings, as well as other appropriate forms of development at six Focus Area, Mobility Hub, and LRT station sites.

Accompanying the Plan are detailed implementation strategies, including new zoning by-laws, Official Plan amendments and other mechanisms.

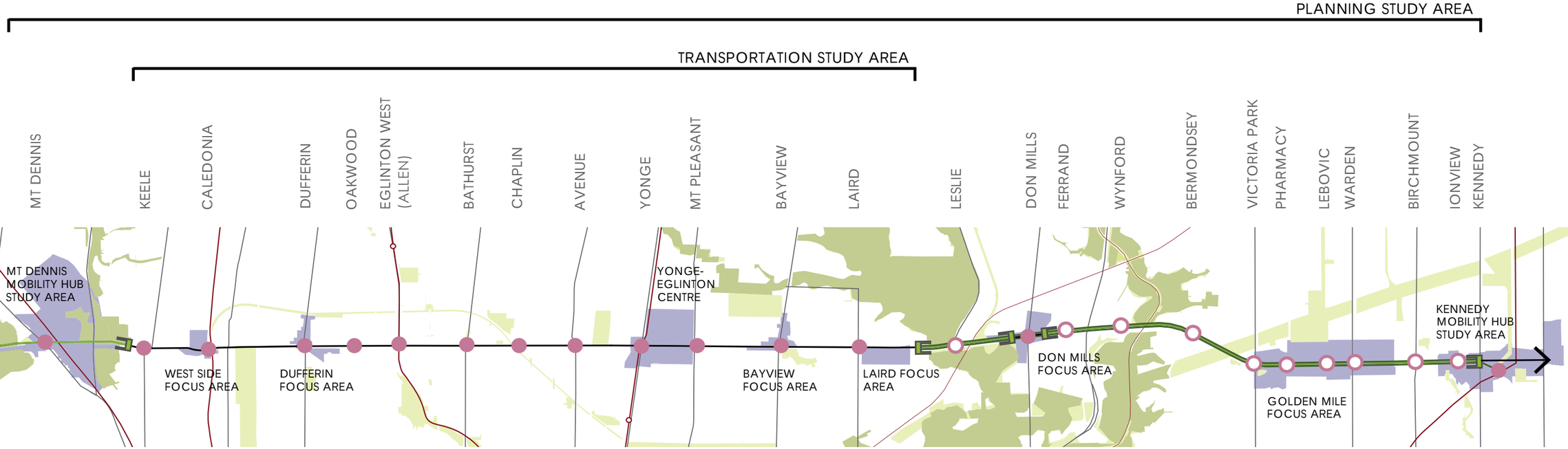
A key component of the Plan is a Municipal Class Environmental Assessment to determine the appropriate reconfiguration of the Eglinton right-of-way for the below-grade segment of the LRT, which spans from Black Creek Drive to Brentcliffe Road.

The Plan also considers streetscape design for the eastern segment of the right-of-way where the LRT runs at-grade between Brentcliffe Road and Kennedy Station. This segment was the subject of a Transit Project Assessment, Environmental Project Report, undertaken by the City of Toronto and the Toronto Transit Commission for the Eglinton Crosstown Light Rail Transit (LRT) Project in 2010 (see Study Area Map on opposite page).

Study Timeline



The EGLINTONconnects Study Area



EGLINTONconnects BY NUMBERS

25
LRT Stations

15
UNDERGROUND STATIONS

10
AT-GRADE PLATFORMS

1,200%
increase in Eglinton's tree canopy over time

1,150
potential new trees to be planted

5.4 km
linear length of potential green LRT trackway

50 Dedicated lay-by parking spaces on Eglinton

810 Off-peak, on-street parking spaces retained on Eglinton

8 Character Areas identified in the EGLINTONconnects Plan

76,000 residents
\+ **31,000** jobs

107,000
people and jobs
could be accommodated in new buildings on Eglinton over time

$5 billion
Public sector investment
in the Crosstown LRT

$10 billion
Private sector investment
in new buildings on Eglinton over time

19 kilometres / 12 Wards

38 kilometres
of separated cycling lanes

20 hectares
of new parks/open spaces in Focus Areas

ii/ The Planning Process

EGLINTONconnects is the result of 2 year process involving more than 60 consultation events and four rounds of surveys that reached a diverse spectrum of the public and key stakeholders. Over the course of the public consultation process, approximately 5,000 people either attended an in-person event or responded to a survey.

Parallel to the public consultation process, meetings were held with agencies, at both the provincial and municipal levels of government, including Metrolinx, TTC, various City of Toronto divisions, emergency services and public utilities.

The EGLINTONconnects Plan was prepared by a team comprised of staff in the City of Toronto's City Planning and Transportation Services Divisions, working with the Crosstown Collaborative Consultant Team representing ten professional organizations.

EGLINTONconnects > PUBLIC CONSULTATION PROCESS

2 YEARS / 4 STAGES / >60 EVENTS

12 wards

13 public workshops and open houses

5 surveys

26 meetings with stakeholder groups

11 'pop-up' consultations

7 youth consultation events

3 meetings with city councillors

7 technical advisory committee meetings

5,000 PEOPLE
engaged at events or through surveys

238,000
flyers mailed out

1,700 PEOPLE
signed up for EGLINTONconnects E-Update

5 surveys

4,000 respondents

13
public workshops/ open houses

1,600
attendees

iii/ Vision

The EGLINTONconnects vision redefines the role of Eglinton from a predominantly pass-through corridor to a place where more people will live, work, shop, connect and linger.

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.

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.

The greening of Eglinton begins with the twelve-fold expansion of the boulevard tree canopy. Growing big healthy trees to maturity requires the incremental removal of hydro poles, burial of hydro lines and reconstruction of sidewalks to provide adequate soil volumes.

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 'green line' of Eglinton Avenue 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. 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 107,000 new people and jobs, including 31,000 new employees and 76,000 new residents.

This 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.

This Vision is captured in 21 Recommendations, each of which is a key part of the overall Vision but will be implemented in different ways across the corridor. Detailed Implementation Strategies help to ensure that the Recommendations are implemented in a way that supports the overall Vision.

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.

Image depicting the vision for Eglinton Avenue in the Golden Mile

iv/ EGLINTONconnects Public Realm Concept Plan

A healthy and vibrant public realm is the most important element towards achieving the EGLINTONconnects Vision. 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.

The 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 Public Realm Concept Plan illustrates the elements of the Vision that will be experienced by people living, moving and working along Eglinton. It identifies the major transformations that will shape public spaces.

Experience
The Vision finds physical translation in the Public Realm Concept Plan. It is the experience and quality of life created by elements of the public realm that will draw people to live, visit, and work along Eglinton. The nature and quality of the public realm will determine and sustain Eglinton's value for public and private investment.

Evolution
The transformation of Eglinton will happen over a long period of time, similar to its evolution into the place it is today. The Public Realm Concept Plan communicates key intentions that can have varied expressions over time, while supporting a "thickening" of the public realm elements and the ultimate realization of the Vision.

Today's Driver of Change
The Crosstown LRT is the key driver today that propels Eglinton towards the future. The Public Realm Concept Plan demonstrates how the transit infrastructure, together with other public realm frameworks, supports improved connectivity and coherence.

Aspirations Today and in the Future
The Public Realm Concept Plan provides legibility to Eglinton's identity and inspires civic contributions to continually reflect aspirations for the corridor. The public realm which results from implementation of the Plan will be experienced by many future generations to come.

The Public Realm Concept Plan flows from the Vision and helps to guide the development of Travelling, Greening and Building recommendations. The following values provide a foundation for articulating the Public Realm Concept Plan.

Eglinton is both a local and a regional street because it:
- Provides a main street for many neighbourhoods
- Passes through all six municipalities of the former City of Toronto
- Connects Hurontario Street in Mississauga, Pearson International Airport, Highway 427, Highway 400 to the Don Valley Parkway, Yonge-Eglinton Centre and the Scarborough Waterfront

Eglinton is a collection of many small, diverse and special places and contributions to the public realm can be made at every scale, such as:
- Placement and design of BIA elements. such as benches, pedestrian lighting and banners
- Location and design of new public art
- Increased building setbacks and pedestrian amenity space at key intersections and Crosstown stations

The edges of the street are what define the public realm. There are different kinds of edges, including:
- Streetwall buildings that enclose a typical main street
- Pavilion buildings with consistent setbacks, such as in apartment neighbourhoods at Rosemount, Bathurst and Bayview
- Green and open spaces that have faces, edges and entrances on the street, such as the Prospect Cemetery, Ben Nobleman Park, Eglinton Park, Howard Talbot Park and the Gatineau Hydro Corridor
- Unique combinations of setbacks, building locations and heights

In most cases, the edges provide consistency. The edges can also give way to special moments, civic destinations and placemakers, for example:
- Views created by anomalies to the street grid, such as at Caledonia Station, Dufferin Street and Avenue Road, and by topography, such as from Wynford Drive through to Victoria Park Avenue
- Landscaped setbacks, such as the Beth Shalom Synagogue
- Entrances to schools and public buildings, such as Forest Hill Collegiate
- Local heritage elements, such as the Kodak Building No. 9 and the Eglinton Grand
- Views to the ravines from Eglinton

The public realm is seamless. It extends from the public sidewalks to below-grade station concourses, from walkways to building entrances, and from trails to the ground floor of civic buildings. Examples include:
- The ground floor of the Maria Shchuka library
- The new York Community Centre
- The future below-grade Crosstown station concourses connecting the corners at Dufferin Street, Allen Road and Don Mills Road, as well as the Yonge-Eglinton interchange station

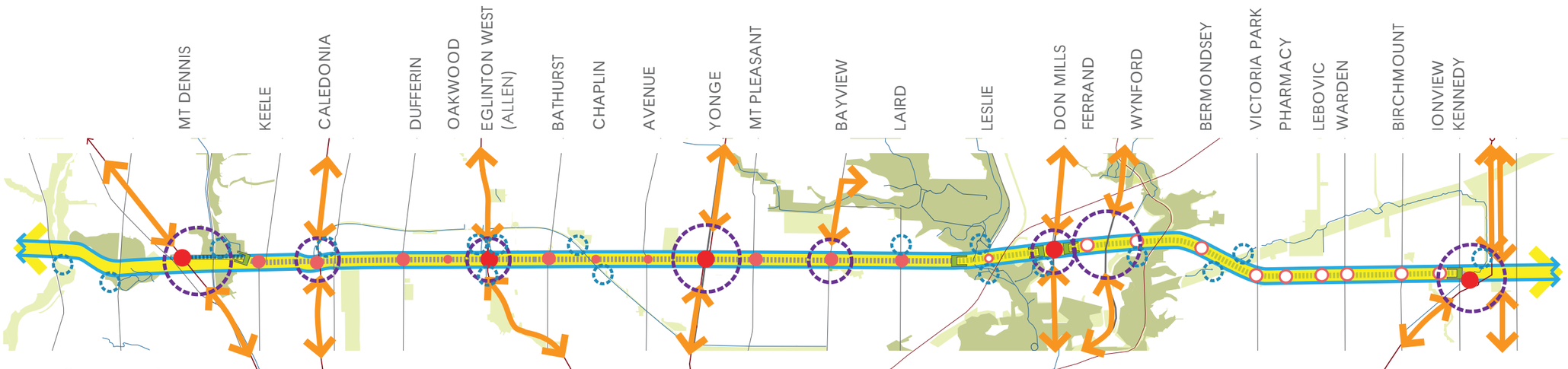
The Public Realm is an expression of the city and its local communities and it will evolve incrementally over time, therefore:
- Some elements should be consistent, simple and robust, such as tree planting details
- Other elements should be adaptable, such as pavement, lighting, and seasonal landscaping
- New open spaces, lanes, connections, and public buildings should expand and contribute to a high quality public realm, including in the Focus areas and Mobility Hubs

The Public Realm Concept Plan is illustrated on the following page, through the following three main concepts:

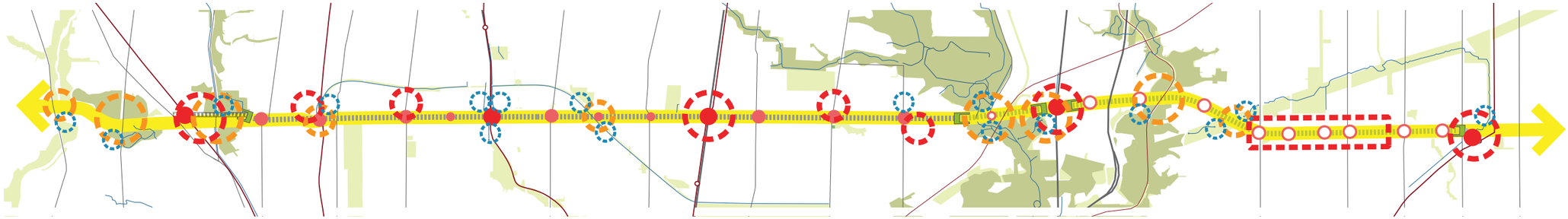
Connections
Connections in the public realm are the streets, lanes, cycling routes, walkways, trails and passageways that people use to get from one place to another. The experience that people have of a particular connection is determined by the nature of the connection itself, its edges and the destinations it connects.

Destinations
Destinations in the public realm are public gathering places and places of interest. These include institutional buildings, heritage buildings, parks and plazas, shopping streets and transportation hubs that attract people and inform their experience and image of Eglinton.

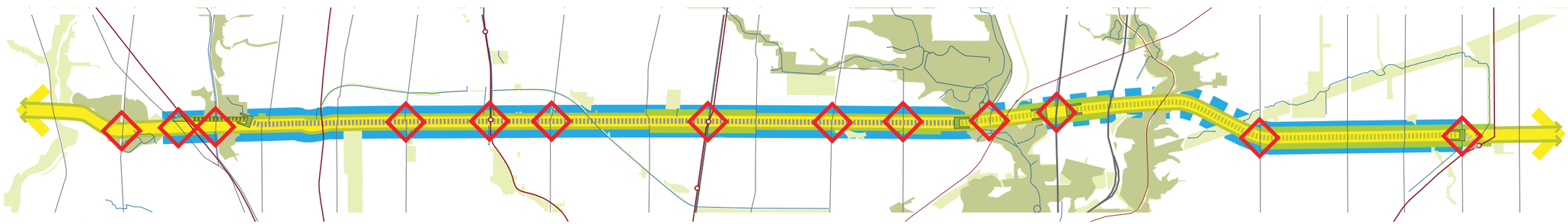
Edges
Edges refer to both buildings and open space edges that contain the public realm. These edges are not hard edges. Rather, they are porous and are opportunities for interaction between activities inside the buildings and the public realm outside.



Connections



Destinations



Edges

Major Interchange
Surface Stop
Underground Station
Underground LRT
Portal
Surface LRT
(with green trackway)
Major Arrivals & Interchange Points
Major Connections
Cycling Route
Cycling Interchange
Major Developement Focus
Major Green Space Focus
Ravines and Natural Areas
Parks
Edge Articulation at Key Intersections
Street Tree Line
Widened Public Boulevard & Plazas
Continuous Street Wall
Porous Building Development Edges

v/ EGLINTONconnects > 21 RECOMMENDATIONS

The core of the EGLINTONconnects Plan is comprised of 21 Recommendations organized according to the three themes: Travelling, Greening, Building. The recommendations are summarized as follows:

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 multi-modal, 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.

#4 REALLOCATE ROAD SPACE TO MEET FUTURE 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.

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.

#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.

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 on shallow lots should be maximized to allow development to achieve all of the Performance Standards for Mid-Rise Buildings, including a maximum height equivalent to the planned width of the right-of-way, transition to lower scale neighbourhoods, and laneways.

#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.

#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.

vi/ Implementing the EGLINTONconnects Plan

Implementation of the EGLINTONconnects Plan will take place over a long period of time, as funding becomes available and redevelopment occurs. Reconstruction of the roadway and streetscape according to the Streetscape Plan will occur around stations in conjunction with the construction of the LRT in the near term. Reconstruction between stations, on the other hand, will take place incrementally over time, as roadwork takes place or development occurs. Redevelopment of mid-rise buildings, the Focus Areas and other 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.

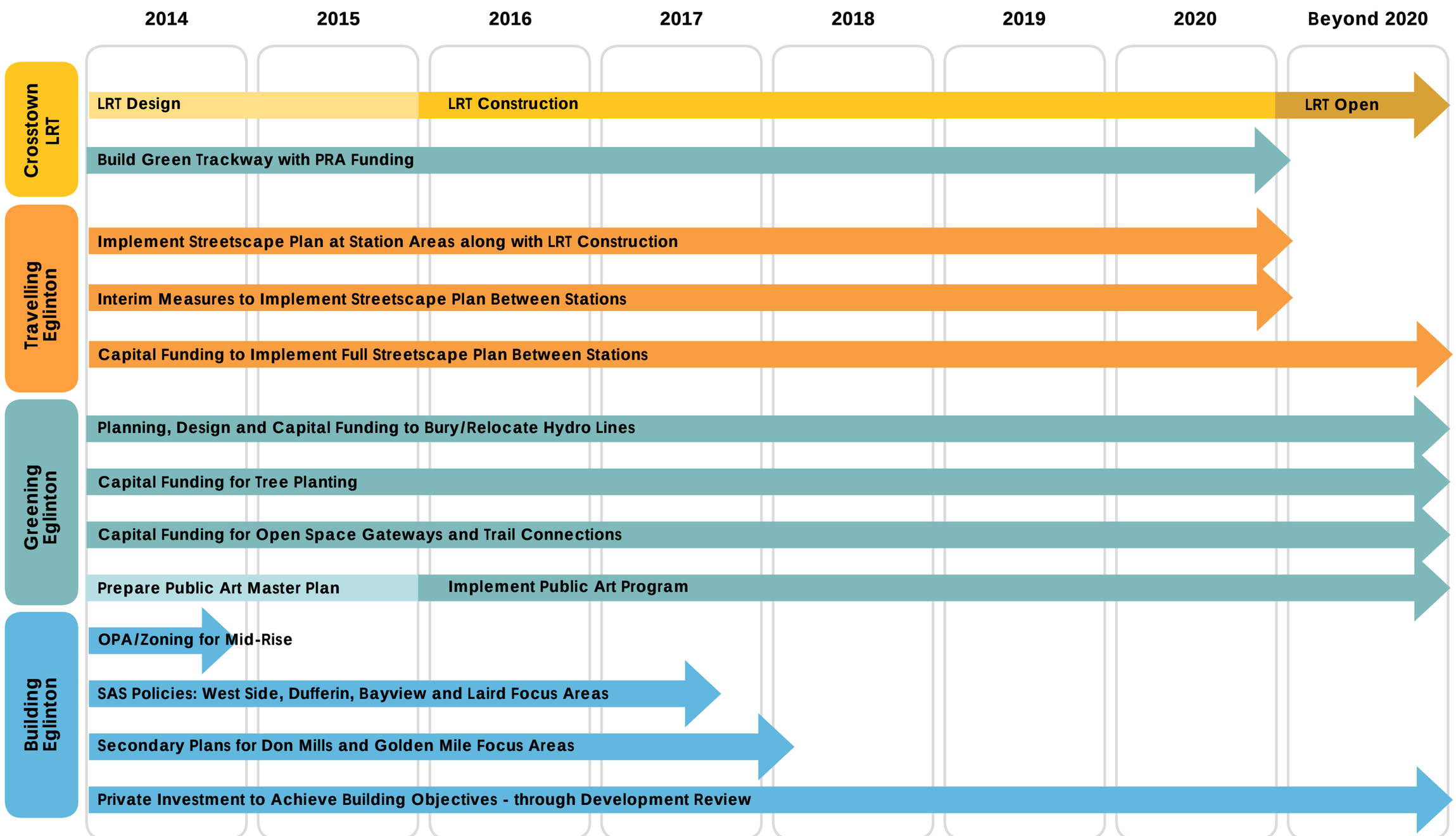
The EGLINTONconnects Plan is supported by detailed Implementation Strategies that set out a framework for achieving recommendations. Implementation will take place through a combination of public and private investment over a long period of time. Priority short-term implementation actions are noted below:

1. Prepare Official Plan Amendments, including:
   - Land Use changes on mapping to support mid-rise
   - Network of rear lanes – policies and mapping
   - New local streets, such as Shortt Street extension
   - Site and Area Specific Policies for West Side, Dufferin, Bayview, and Laird Focus Areas
   - Secondary Plans for Don Mills and Golden Mile Focus Areas
2. Prepare Zoning Bylaw Amendments, including:
   - Permit mid-rise as-of-right
   - Permit reduced parking standards at all station sites
   - Reflect "required" and "permitted" street related retail on the ground floor of new buildings
   - Include setbacks for minimum sidewalk requirements where they cannot be achieved for planned right-of-way & station plazas
   - Include required front/side setbacks, stepbacks and heights
3. Through the Development Review / Site Plan Control process:
   - Require dedication of public rear lanes for mid-rise redevelopment
   - Encourage street-related retail in areas identified as "Retail Permitted" through the development process
4. Allocate Capital Budget for:
   - Planning, design and construction of new open space gateways, trailheads, and enhanced trail connections (various locations), through coordination with the Parks, Forestry and Recreation and Transportation Service (Cycling) Divisions
   - Planning, design and construction of burying / relocating hydro lines, in coordination with Toronto Hydro / Metrolinx
   - Incremental construction of the Streetscape Plan for those portions of Eglinton Avenue where it is not implemented along with LRT construction
5. Utilize Public Realm Amount (PRA) for funding planting of green trackway
6. Pursue Strategic Partnerships to support implementation of Eglinton as a complete street according to Streetscape Plan and EA, including:
   - At Crosstown station areas, implement Streetscape Plan along with LRT construction
   - For the at-grade LRT section, where existing streetscape elements are disturbed, implement Streetscape Plan within the right-of-way with the construction of the LRT
7. Undertake Further Study of the following:
   - Reduced parking standards, especially at for new development at LRT station site
   - Public art master plan

vii/ Monitoring the EGLINTONconnects Plan

The success of any plan can only be understood if it is measured. The implementation of the EGLINTONconnects Plan should be monitored both as a tool to review its success and also as a means to recommend adaptations to the Plan over time. Perhaps even more importantly, the EGLINTONconnects Plan is the first of a new generation of Avenue Studies that will be prepared in tandem with the roll-out of higher order transit throughout Toronto. A series of indicators that measures transportation, modal split, new development take-up, green indices, demographics and other factors will enable policy makers to link capital investment and policy decisions to key success factors. These tools support evidence-based planning and decision-making.

Priority Actions




THE EGLINTON WAY
RIO CAN
Elmsthorpe Av
UTCHER SHOP

I/ INTRODUCTION

1.0/ INTRODUCTION

1.1/ OVERVIEW

Eglinton Avenue spans more than 30 kilometres across the centre of Toronto, from Kingston Road near Lake Ontario in the east to the Pearson Airport in the west. As one of the city's traditional main streets, it provides a focus for local neighbourhoods, employment and shopping, and it links some of the City's major natural features. With the construction of the 19 kilometre Crosstown Light Rail Transit (LRT), Toronto's centre of gravity will move north, and Eglinton will play an even more prominent role in the future evolution of the City.

EGLINTONconnects is the City of Toronto's comprehensive planning study which has developed a Vision, recommendations and implementation strategies for the future of Eglinton Avenue. The Study area covers the 19 kilometre portion of Eglinton from Jane Street to Kennedy Road, where the LRT is under construction (see opposite page).

This report, *Volume 2: The Plan - Recommendations and Implementation Strategies*, is the companion to *Volume 1: Background and Analysis,* which was completed in July 2013. Volume 1 outlines the study objectives and guiding principles, as well as the relevant policy framework that directs EGLINTONconnects. It also provides detailed documentation and analysis of the historical evolution of Eglinton Avenue, its current role in the city and existing conditions. Volume 1 includes documentation and analysis of:

- Heritage resources
- Land uses
- Demographics
- Existing Community Services and Facilities
- Building, Greening and Travelling issues and opportunities
- Preliminary Planning Vision

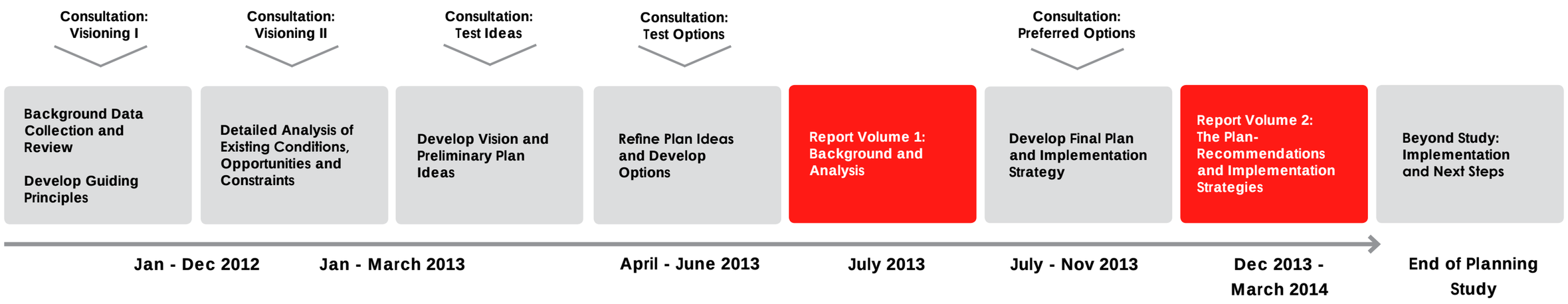
The information and analysis provided in Volume 1 formed the basis for the development of the EGLINTONconnects Plan, which is contained in *Volume 2: The Plan - Recommendations and Implementation Strategies (The Plan)*. The Plan's recommendations and implementation strategies should guide the City's policies for the revitalization of Eglinton Avenue over time, in tandem with the development of Metrolinx's Crosstown LRT project. The Plan is structured in accordance with three integrated themes that reflect an overriding objective of sustainable city-building – Travelling, Greening and Building.

The key outcomes of the EGLINTONconnects Planning Study are:

- The **Vision** for Eglinton Avenue to inform future growth and change
- A **Public Realm/Streetscape Plan**, which will be implemented incrementally over time, beginning with the LRT station areas
- A **Transportation Study** (Municipal Class Environmental Assessment) to design the roadway for the segment of Eglinton where the Crosstown will be running underground (Black Creek Drive to Brentcliffe Road)
- **Updated Planning Tools**, including recommendations for Policy or Zoning By-law changes to implement the Vision
- Coordinated review of the Crosstown station site plans that are being prepared by Metrolinx
- Detailed **Implementation Strategies**

Relevant concurrent studies include the two Mobility Hub Studies being conducted by Metrolinx at Mount Dennis and Kennedy Stations. A parks, open space and streetscape study for the Yonge-Eglinton Centre, called Midtown in Focus, is also being conducted. The outcomes of these studies are integrated as much as possible into the EGLINTONconnects Plan.

Study Timeline



1.2/ VOLUME 2 OUTLINE

Volume 2 consists of 8 Sections.

Section 1 introduces the Study and the contents of Volume 2.

Section 2 contains the refined planning Vision for Eglinton Avenue that was developed through the course of the Study. Section 2 also introduces the Public Realm Concept Plan and provides an overview of the three major themes – Travelling, Greening and Building – used to organize analysis of existing conditions and opportunities and the development of recommendations.

Section 3 provides a summary of the public consultation process that was undertaken as an integral part of EGLINTONconnects, fulfilling the public consultation requirements for the Municipal Class Environmental Assessment Process.

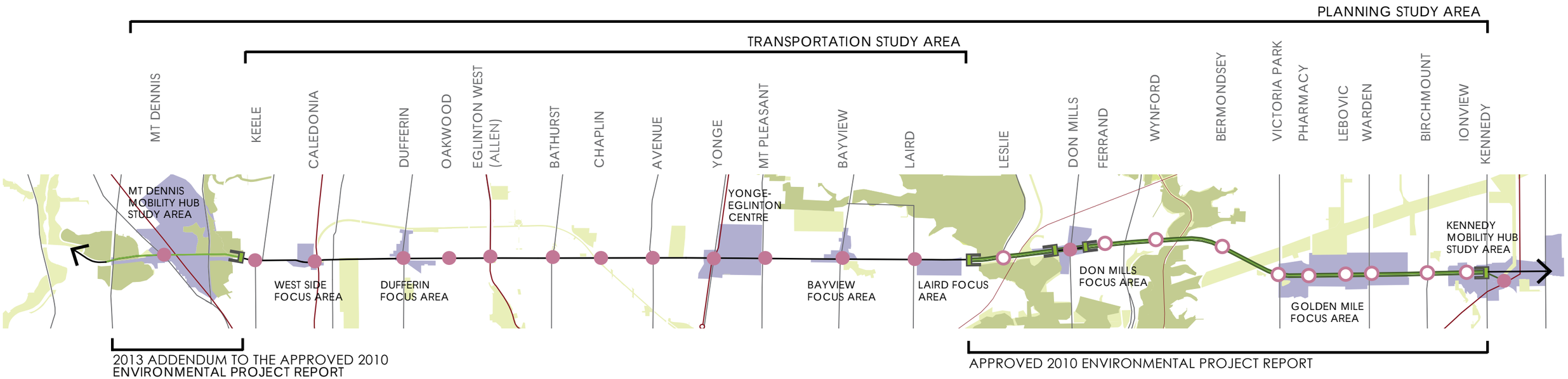
Section 4, 5, and 6 detail the 21 Recommendations for Travelling, Greening and Building Eglinton, respectively. These recommendations are applied in a variety of ways according to specific conditions and locations along the corridor. Summary Maps accompany each of the three themes to provide an overview of how each recommendation will be applied across the corridor. Implementation strategies are also provided for each Recommendation.

Section 7 contains a summary of primary implementation tools. It also provides an overview of the recommended monitoring program.

Section 8 introduces the comprehensive map that illustrates the EGLINTONconnects plan recommendations at a fine level of detail. The map allows the reader to see how the recommendations apply to specific locations, neighbourhoods, and intersections. The comprehensive map is available on-line at the EGLINTONconnects website (www.toronto.ca/eglinton).

Detailed appendices are included to provide additional information on the public consultation process, the Environmental Study Report, the Streetscape Plan, Green Trackways Research, Community Services and Facilities Study, the results of the Avenues and Mid-Rise Buildings Travel Survey, and the Focus Area and Mobility Hub studies.

Study Area Map



2.0/ VISION

2.1/ VISION

The EGLINTONconnects vision redefines the role of Eglinton from a predominantly pass-through corridor to a place where more people will live, work, shop, connect and linger.

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.

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.

The greening of Eglinton begins with the twelve-fold expansion of the boulevard tree canopy. Growing big healthy trees to maturity requires the incremental removal of hydro poles, burial of hydro lines and reconstruction of sidewalks to provide adequate soil volumes.

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 'green line' of Eglinton Avenue 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. 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 107,000 new people and jobs, including 31,000 new employees and 76,000 new residents.

This 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.

This Vision is captured in 21 Recommendations, each of which is a key part of the overall Vision but will be implemented in different ways across the corridor. Detailed implementation strategies help to ensure that these recommendations are implemented in a way that adds up to the overall Vision.

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.

2.2/ ROLE OF THE PUBLIC REALM

The transformation of Eglinton Avenue will take shape through a variety of initiatives, policies, programs and projects, according to the Vision and recommendations. The Public Realm Concept Plan, on the following two pages, identifies the major recommendations that will shape the public realm - which includes the street, sidewalks, building entrances and facades, station plazas, public open spaces and linkages to parks, trails and the ravine system.

The Public Realm Concept Plan captures the relationship between the street, the LRT and Eglinton's changing built form within the broader neighbourhood context. It illustrates the Vision for the Eglinton Avenue of the future that will be experienced by residents, visitors, workers, business owners and travellers.

Elements of the public realm: building facades, the sidewalk and street, open spaces

WHY

Experience
The Vision finds physical translation in the Public Realm Concept Plan. It is the experience and quality of life created by elements of the public realm that will draw people to live, visit, and work along Eglinton. The nature and quality of the public realm will determine and sustain Eglinton's value for public and private investment.

Evolution
The transformation of Eglinton will happen over a long period of time, similar to its evolution into the place it is today. The Public Realm Concept Plan communicates key intentions that can have varied expressions over time, while supporting a "thickening" of the public realm elements and the ultimate realization of the Vision.

Today's Driver of Change
The Crosstown LRT is the key driver today that propels Eglinton towards the future. The Public Realm Concept Plan demonstrates how the transit infrastructure, together with other public realm frameworks, supports improved connectivity and coherence.

Aspirations Today and in the Future
The Public Realm Concept Plan provides legibility to Eglinton's identity and inspires civic contributions to continually reflect aspirations for the corridor. The public realm which results from implementation of the Plan will be experienced by many future generations to come.

WHAT

The Public Realm Concept Plan flows from the Vision and helps to guide the development of Travelling, Greening and Building recommendations. The following values provide a foundation for articulating the Public Realm Concept Plan.

Eglinton is both a local and a regional street because it:
- Provides a main street for many neighbourhoods
- Passes through all six municipalities of the former City of Toronto
- Connects Hurontario Street in Mississauga, Pearson International Airport, Highway 427, Highway 400 to the Don Valley Parkway, Yonge-Eglinton Centre and the Scarborough Waterfront

Eglinton is a collection of many small, diverse and special places and contributions to the public realm can be made at every scale, such as:
- Placement and design of BIA elements. such as benches, pedestrian lighting and banners
- Location and design of new public art
- Increased building setbacks and pedestrian amenity space at key intersections and Crosstown stations

The edges of the street are what define the public realm. There are different kinds of edges, including:
- Streetwall buildings that enclose a typical main street
- Pavilion buildings with consistent setbacks, such as in apartment neighbourhoods at Rosemount, Bathurst and Bayview
- Green and open spaces that have faces, edges and entrances on the street, such as the Prospect Cemetery, Ben Nobleman Park, Eglinton Park, Howard Talbot Park and the Gatineau Hydro Corridor
- Unique combinations of setbacks, building locations and heights

In most cases, the edges provide consistency. The edges can also give way to special moments, civic destinations and placemakers, for example:
- Views created by anomalies to the street grid, such as at Caledonia Station, Dufferin Street and Avenue Road, and by topography, such as from Wynford Drive through to Victoria Park Avenue
- Landscaped setbacks, such as the Beth Shalom Synagogue
- Entrances to schools and public buildings, such as Forest Hill Collegiate
- Local heritage elements, such as the Kodak Building No. 9 and the Eglinton Grand
- Views to the ravines from Eglinton

The public realm is seamless. It extends from the public sidewalks to below-grade station concourses, from walkways to building entrances, and from trails to the ground floor of civic buildings. Examples include:
- The ground floor of the Maria Shchuka library
- The new York Community Centre
- The future below-grade Crosstown station concourses connecting the corners at Dufferin Street, Allen Road and Don Mills Road, as well as the Yonge-Eglinton interchange station

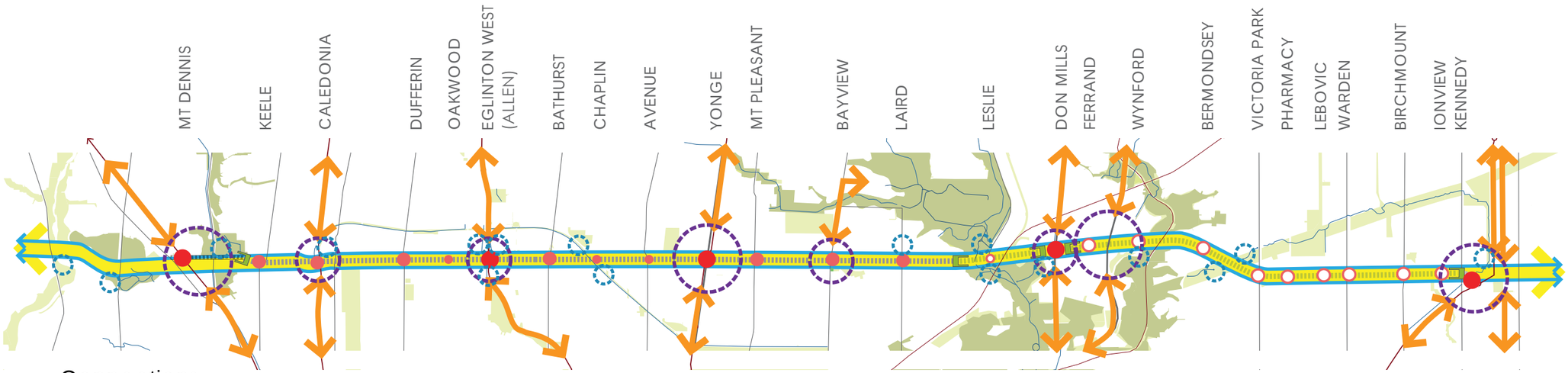
The Public Realm is an expression of the city and its local communities and it will evolve incrementally over time, therefore:
- Some elements should be consistent, simple and robust, such as tree planting details
- Other elements should be adaptable, such as pavement, lighting, and seasonal landscaping
- New open spaces, lanes, connections, and public buildings should expand and contribute to a high quality public realm, including in the Focus areas and Mobility Hubs

The Public Realm Concept Plan is illustrated on the following page, through the following three main concepts:

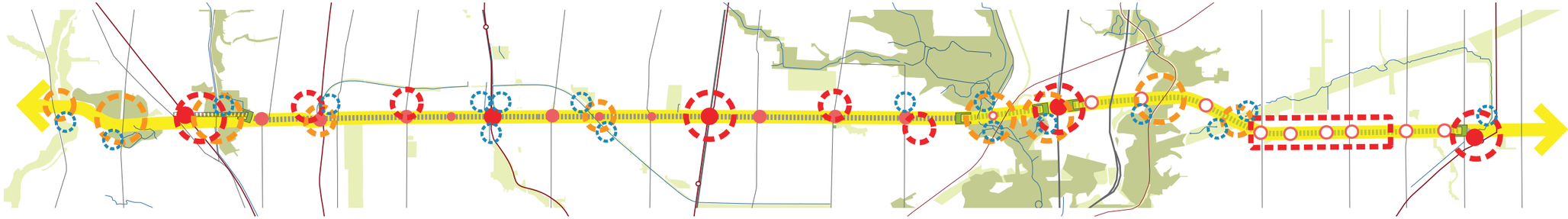
Connections
Connections in the public realm are the streets, lanes, cycling routes, walkways, trails and passageways that people use to get from one place to another. The experience that people have of a particular connection is determined by the nature of the connection itself, its edges and the destinations it connects.

Destinations
Destinations in the public realm are public gathering places and places of interest. These include institutional buildings, heritage buildings, parks and plazas, shopping streets and transportation hubs that attract people and inform their experience and image of Eglinton.

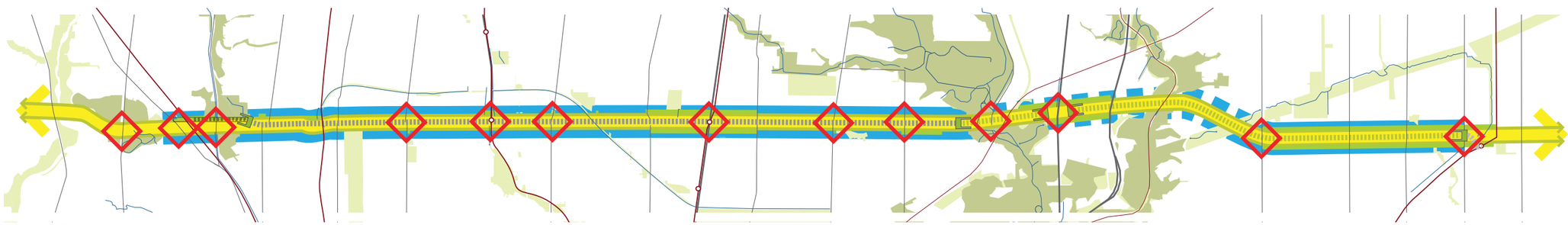
Edges
Edges refer to both buildings and open space edges that contain the public realm. These edges are not hard edges. Rather, they are porous and are opportunities for interaction between activities inside the buildings and the public realm outside.



Connections



Destinations



Edges

Major Interchange
Surface Stop
Underground Station
Underground LRT
Portal
Surface LRT
(with green trackway)
Major Arrivals & Interchange Points
Major Connections
Cycling Route
Cycling Interchange
Major Developement Focus
Major Green Space Focus
Ravines and Natural Areas
Parks
Edge Articulation at Key Intersections
Street Tree Line
Widened Public Boulevard & Plazas
Continuous Street Wall
Porous Building Development Edges

2.3/ THREE THEMES

EGLINTONconnects envisions change along Eglinton Avenue though the lens of three major themes: Travelling, Greening and Building Eglinton. These three themes are highly interconnected and mutually supportive. The Vision can only be fully realized through implementation of the recommendations balancing all three themes.

Volume 1 identified a number of planning objectives for each theme. These are summarized below:

Travelling Eglinton

- Transform Eglinton into a complete street that will accommodate all modes of travel, efficiently and safely
- Provide wider sidewalks and streetscape amenities that support a high quality pedestrian environment
- Provide continuous and safe cycling infrastructure along Eglinton, with connections to trail systems and the overall cycling network
- Offer a range of choices that combines high order transit with active transportation modes, including walking and cycling, while maintaining adequate roadway capacity for vehicles and space for parking
- Reduce the number of through-traffic lanes on Eglinton, where traffic volumes permit, as a way of allocating additional space for wider sidewalks and dedicated parking
- Improve pedestrian crossings of Eglinton to support good access to LRT stations/stops and land uses
- Integrate transit stations into the fabric of new development, providing efficient transfers and convenient access to services for commuters
- Develop an expanded rear laneway network through redevelopment to assist in relieving congestion on the roadway by locating property access, servicing and parking functions away from Eglinton
- Shift to a greater reliance on appropriately placed and well-designed off-street parking, supplemented by on-street parking to support both retail and an animated pedestrian environment
- Create a network of new connecting streets and pedestrian connections as large sites are redeveloped

Greening Eglinton

- Create a consistently green Eglinton corridor to support a high quality of life and increased pedestrian activity
- Emphasize large street trees that will grow to full maturity
- Create strong linkages between Eglinton Avenue, neighbourhoods and development along the corridor and parks, open spaces areas and the valley system
- Reflect greening principles in the LRT infrastructure, such as landscaping the trackway, trees on the platforms, and well landscaped plazas at station entrances
- Increase the amount and diversity of green public space, including new parks, parkettes, plazas and courtyards as part of redevelopment

Building Eglinton

- Support a predominantly mid-rise character
- Allow tall buildings in close proximity to LRT stations in some Focus Areas and where an appropriate transition to surrounding neighbourhoods can be provided
- Increase the mix of land uses within each segment of the corridor
- Respond to the heritage and existing character of the Eglinton corridor with diversity of building types and excellent design, including transition areas between new development and existing neighbourhoods
- Strengthen the main street character of Eglinton Avenue
- Provide choice and variety of housing for a wide spectrum of the population, including seniors, young people, and families with young children
- Integrate new public outdoor spaces into development sites
- Improve permeability and pedestrian access by, for example, the creation of smaller blocks
- Integrate additional public parking with redevelopment to support expanded retail
- Integrate development with new LRT stations

The Plan's 21 Recommendations and Implementation Strategies are intended to achieve these objectives.

The EGLINTONconnects Plan

VISION

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.

TRAVELLING EGLINTON

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

GREENING EGLINTON

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

BUILDING EGLINTON

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

IMPLEMENTATION STRATEGIES

3.0/ SUMMARY OF PUBLIC CONSULTATION

EGLINTONconnects is the result of 2 year process involving more than 60 consultation events and four rounds of surveys that reached a diverse spectrum of the public and key stakeholders. Over the course of the public consultation process, approximately 5,000 people either attended an in-person event or responded to a survey.

Parallel to the public consultation process, meetings were held with agencies, at both the provincial and municipal levels of government, including Metrolinx, TTC, various City of Toronto divisions, emergency services and public utilities.

The public and stakeholder consultation process was organized into four stages.

1. May and November 2012: Sought feedback on the overall vision and principles for the study
2. February 2013: Sought feedback on the preliminary ideas for Travelling, Greening and Building Eglinton
3. May/June 2013: Sought feedback on more specific options and ideas for Travelling, Greening and Building Eglinton
4. October 2013: Sought feedback on draft recommendations

The study employed a number of different consultation activities and mechanisms in each stage in an effort to hear from as many interested individuals and groups and as wide a range of perspectives as possible. These mechanisms included:

- 13 Public Workshops and Open Houses
- 4 Surveys (online and offline)
- 4 Business Improvement Area (BIA) and Cycling Organization Meetings
- 2 City-Wide Stakeholder Meetings
- 3 Local Business Meetings
- 11 'Pop-Up' Consultations, such as at community festivals
- 7 Technical Advisory Committee Meetings
- 7 Youth Consultation Events
- 13 Focused Stakeholder Meetings
- Study website, email address and feedback hotline

The study area was divided into three consultation areas (West – Jane Street to Allen Road, Central – Allen Road to Don Mills Road, East – Don Mills Road to Kennedy Road). In each stage, a public open house or workshop was held in each of the three consultation areas to ensure that residents and other interested individuals from across Eglinton had the opportunity to attend a meeting close to their place of residence or area of interest.

In each stage, notice of the various consultation mechanisms was provided through a number of different mediums, including flyers, newspaper ads, e-updates, banners on the City of Toronto's homepage (toronto.ca), City of Toronto twitter accounts (@CityPlanTO, @TorontoComms, @TorontoConsult) and email invitations.

Throughout the Study, seven meetings were held with the Technical Advisory Group, to review the Environmental Assessment and garner input on evaluation criteria, alternatives and selection of preferred options. At public consultation events and in the surveys, the evaluation criteria and alternatives were also presented to the public for comment, review and the identification of preferred cross-sections.

Stage 1A – May 2012

Three public workshops were held in May 2012. In total, approximately 150 people participated in these workshops.

The purpose of these workshops was to introduce the study and seek broad feedback on future built form, land uses and the function of streets and sidewalks after the LRT is constructed. This feedback was in turn used to help inform the Vision and Guiding Principles for the study.

Stage 1B – November 2012 Keynote

On November 28, 2012, an open house and keynote talk was held at North Toronto Collegiate Institute. The purpose of this event was to share examples of how light rail transit (LRT) is used internationally as a city-building tool. Approximately 200 people attended the event. The keynote talk was provided by internationally renowned transit and city-building expert Antoine Grumbach, a member of the consultant team and designer of Paris' Le Tramway and growth strategies for Paris and Moscow.

Stage 2 – February 2013

Three public workshops were held in February 2013. In total, approximately 450 people participated in these workshops.

The purpose of these workshops was to present and seek feedback on preliminary ideas for Eglinton's future, including:

- Travelling – The EA objective, EA evaluation criteria and testing different configurations of the elements of a street.
- Greening – Connections to the ravine system, a green trackway where the LRT runs at-grade, great trees, and opportunities for new open spaces.
- Building – Mid-rise as the generally recommended built form, criteria for determining the location of tall buildings, and ideas for the future built form, land use, public realm and connections in Focus Areas.

Stage 3 – May/June 2013

Three public workshops were held in May and June 2013. In total, approximately 400 people participated in these workshops.

The purpose of these engagement activities was to present and seek feedback on some specific options and ideas for Eglinton's future, including:

- Travelling and Greening Eglinton – Emerging Solutions for the right-of-way, including a four lane solution for Black Creek to Caledonia, Oakwood to Spadina, and Mount Pleasant to Laird, and a three lane solution for Caledonia to Oakwood and Spadina to Mount Pleasant.
- Building Eglinton – Neighbourhood Transition Areas (NTAs) and different configurations of building types, parks/open spaces and road/pedestrian networks for the Focus Areas.

This round of workshops also allowed for public review and input on the EA alternatives, the results of the preliminary evaluation, and the resulting preferred alternative.

Public consultation activities included site visits, workshops and public presentations

Stage 4 – October 2013

The final set of three open houses were held in October 2013. In total, approximately 400 people participated.

The purpose of Stage 4 was to present and seek feedback on draft recommendations for Travelling, Greening and Building Eglinton. It also included a draft of the Comprehensive Map and demonstration plans for the six Focus Areas, illustrating key objectives and planning principles.

Surveys

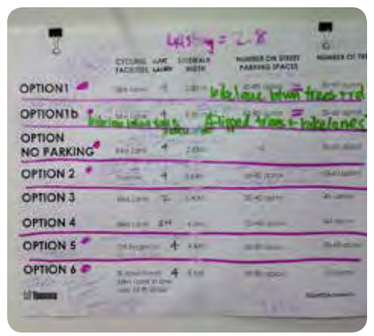
Each stage of the consultation process featured a survey (created by the EGLINTONconnects team) that was made available on the project website and at all of the public open houses/workshops. The primary role of the surveys was to extend the reach of the consultation process and provide an option for those who could not attend an in-person event. Furthermore, the surveys provided some quantification of the feedback shared at the in-person events. It is nevertheless important to note that respondents to these surveys were self-selecting rather than randomly selected, and therefore the results cannot be interpreted as a scientific representation of public opinion.

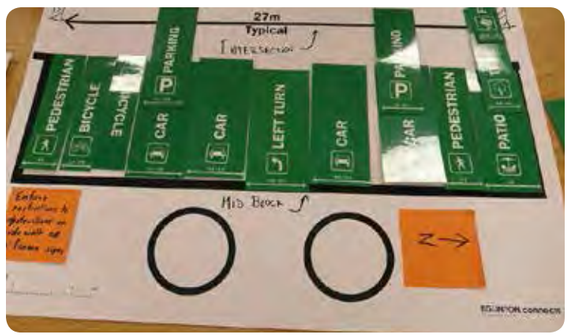
The City also commissioned Ipsos-Reid to conduct a representative professional survey in order to supplement the feedback received through the EGLINTONconnects' team surveys. This survey was conducted early in the process, with results used to inform general directions.

Detail on feedback and input received from the public and stakeholders related to each Recommendation can be found in Sections 5, 6 and 7. Feedback from the public and stakeholders was balanced with direction provided by the City and Metrolinx, as well as in-depth analysis and background research conducted by the Study team.

The Consultation Process Report can be found in Appendix B.


DON MILLS STATION
AVENUE STATION
MT PLEASANT STATION
TYPOLOGIES OF BUILT FORM
SCENARIO 1
SCENARIO 2
SCENARIO 3


OPTION1
OPTION1b
OPTION NO PARKING
OPTION 2
OPTION 3
OPTION 4
OPTION 5
OPTION 6


27m Typical
PEDESTRIAN
BICYCLE
CAR
CAR
LEFT TURN
CAR
PEDESTRIAN
PATIO
Mid Block

EGLINTONconnects > PUBLIC CONSULTATION PROCESS

2 YEARS / 4 STAGES / >60 EVENTS

12 wards

13 public workshops and open houses

5 surveys

26 meetings with stakeholder groups

11 ‘pop-up’ consultations

7 youth consultation events

3 meetings with city councillors

7 technical advisory committee meetings

5,000 PEOPLE
engaged at events or through surveys

238,000
flyers mailed out

1,700 PEOPLE
signed up for EGLINTONconnects E-Update

5 surveys

4,000 respondents

13
public workshops/ open houses

1,600
attendees

11/

RECOMMENDATIONS

Safe, convenient and comfortable travel for all users

4.0/ TRAVELLING EGLINTON

The following recommendations relate to Travelling Eglinton. Together, these recommendations are shown in the map on page 40-41, and each one is described in more detail in the following pages. Further detail on application of Travelling recommendations in specific locations can be found in the EGLINTONconnects Plan, on-line at www.toronto.ca/eglinton. The Environmental Study Report and Streetscape Plan can be found in Appendix A and C respectively.

#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 multi-modal, 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 and connections to transit stations, trails and convenient bike parking facilities should be part of the comprehensive cycling network.

#4 Reallocate Road Space to Meet Future 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. This responds to projected levels of vehicle movement, as well as an expected increase in pedestrian and cyclist movement.

#5 Maintain Parking Supply

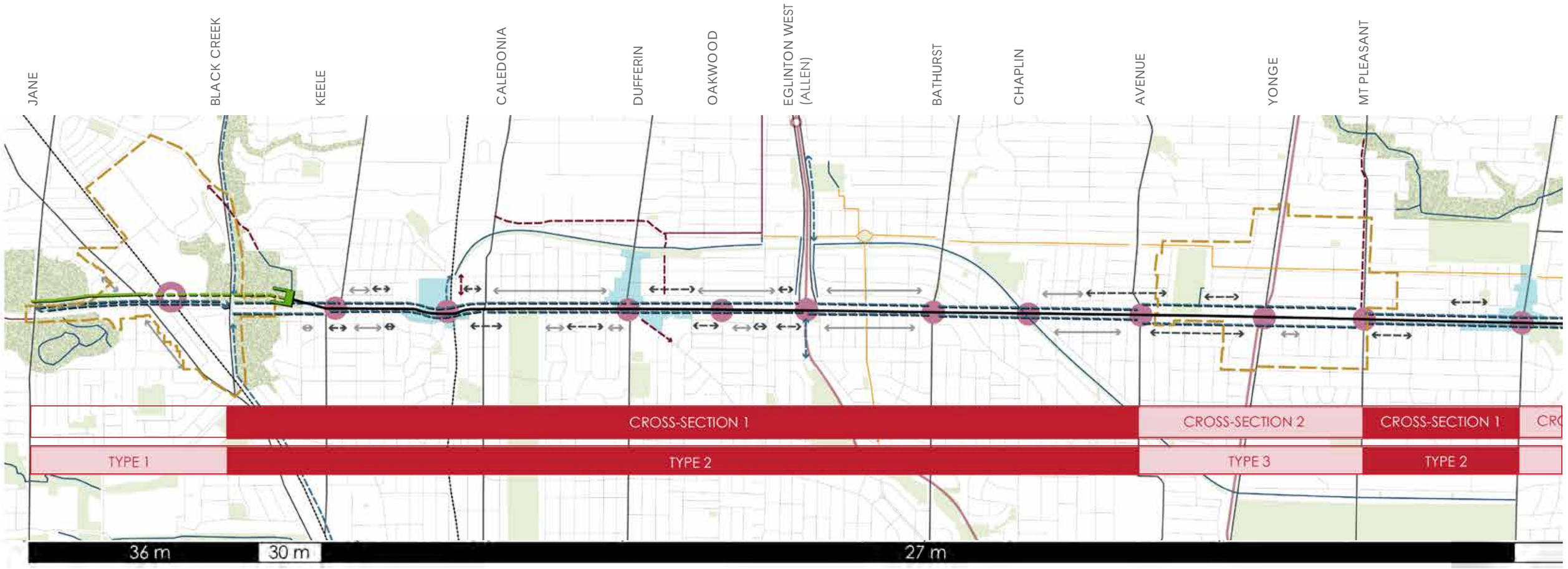
The street should be designed to maintain existing on-street parking supply, in order to serve retail and local businesses. Additional public parking should be integrated into new buildings and provided in rear lanes.

#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.



TRAVELLING RECOMMENDATIONS

The Crosstown LRT will be an important catalyst for the evolution of the street and shifting patterns of mobility. The LRT will influence the ways in which people move along the street, and also support the building patterns that are envisioned as part of this Study. Continuous, separated bike lanes and wide sidewalks will provide viable alternative modes of transportation.

The LRT will provide approximately three times current transit capacity and will relieve the street of much of the current bus traffic. This provides a unique opportunity to re-balance the space of the street to better accommodate all users. The proposed road layout is informed by several factors, including: competing interests for space in the right-of-way, shifting width of the right-of-way, the path of the LRT below-ground and at street level, and projected travel volumes once the LRT is operating.

THE STREETSCAPE PLAN AND THE ENVIRONMENTAL ASSESSMENT

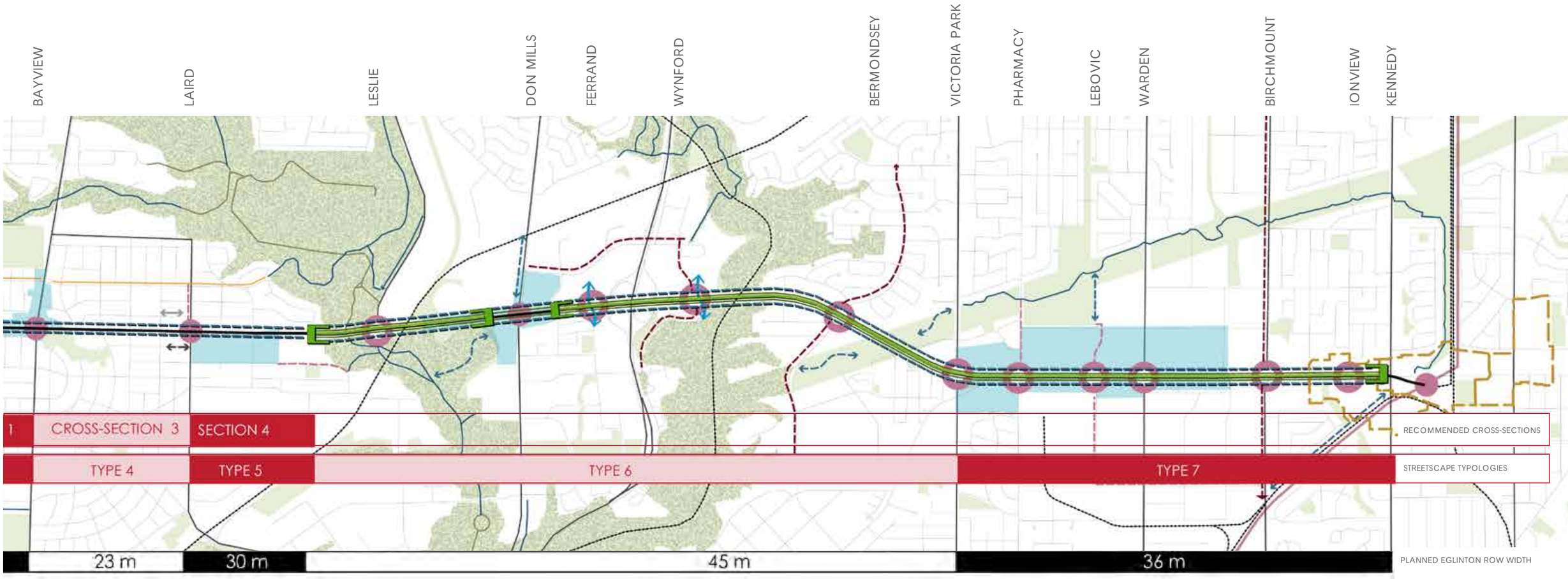
An important part of the EGLINTONconnects Study is the Streetscape Plan from Jane Street to Kennedy Road, which includes recommendations for changes within the proposed right-of-way, including the road and sidewalk, as well as opportunities for new open spaces.

The Municipal Class Environmental Assessment (EA) which has been carried out as part of EGLINTONconnects is limited to the segment of Eglinton Avenue where the LRT is underground - generally from Black Creek Drive to Brentcliffe Road. The EA has evaluated and identified alternative solutions to determine the optimum configuration of the road in this segment (including the number of traffic lanes, bicycle facilities, parking arrangements and width of sidewalks).

The preferred alternative for the at-grade section of the LRT (east of Brentcliffe Road) was previously approved as part of the 2010 Transit Project Assessment Study. The Streetscape Plan provides the design recommendations on a block-by-block basis to implement key elements of the public realm concept plan.

See Appendix A Environmental Study Report (ESR) for details pertaining to the EA process and recommendations and Appendix C for the Streetscape Plan.

The recommendations for Travelling were developed through the EA process, and in coordination with the other major themes of the Study: Greening and Building.



Underground LRT Station

LRT Surface Platform

New Connections to Trails and Ravines

Existing Dedicated On-Street Bike Lane

Existing Shared On-Street Bike Lane

Existing Off-Street Bike Trail

Proposed Protected Bike Lane on Eglinton

Proposed On-Street Bike Lane

Potential On-Street Bike Lane

Proposed off-Street Bike Trail

Focus Area

New Laneways

Existing Laneways

Proposed Crosswalks

Concurrent Study Area Boundaries
(Mobility Hub Studies and Midtown-in-Focus)

#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 multi-modal, balancing space for pedestrians, cyclists, transit and vehicles.

19 km
length of Eglinton to be redesigned as a complete street, including continuous, separated bike lanes, wide sidewalks, tree-lined boulevards, transit facilities and on-street parking

WHY

Complete streets facilitate active transportation, which is key to supporting healthy communities. Complete streets are designed to serve the human-scale, recognizing streets as both thoroughfares and public spaces. In addition to balancing diverse types of mobility, a complete street provides space for amenities, such as pedestrian-scaled lighting, broad sidewalks, trees with a healthy canopy to provide shade, comfort and beauty, benches and open spaces that facilitate gathering and socializing.

The concept of a complete street supports the Official Plan's emphasis on designing streets that are multi-modal, to include transit and active modes of transportation. The Complete Street approach for Eglinton is consistent with recent City recommendations, including the Downtown Transportation Operations Study Report, which speaks to maximizing use of existing transportation infrastructure, to make travel in the downtown more efficient for all road users.

WHAT

- The Functional Road Layout and Streetscape Plan developed through the EA process reflect the physical embodiment of the objectives of a Complete Street. Implementation of the Streetscape Plan and EA recommendations will result in:
  - Pedestrian space that is generous, vibrant, safe and accessible for all users
  - Continuous bicycle lanes that are intuitive and clear, designed to reduce conflicts with vehicles and pedestrians, creating a safer street for all users
  - Maintenance of a functional level of traffic capacity for vehicular mobility, including emergency access, transit and taxi services, and goods movement
  - Preservation of on-street parking to support retail businesses, and maintenance of access to properties to allow for deliveries and servicing
  - A street that enhances social and economic vitality, with public spaces and amenities to support businesses and the community
  - Consistent greening of the street, leaving or creating space to grow great tree canopies, plant a green trackway, and make connections to the City's ravine systems and valley landscapes
- The plan includes measures to achieve a mobility mix in a constrained environment that balances the needs of all users – pedestrians, cyclists, transit users, motorists, deliveries and servicing, and emergency vehicles
- Considering the needs of pedestrians and transit users with mobility impairments is an integral part of designing a complete street
- To achieve a complete street, implement the Streetscape Plan and EA recommendations to achieve a continuous bike lane, wide sidewalks, no net loss of on- and off-street parking, appropriate greening elements, and traffic lanes that maintain a functional level of capacity for vehicles

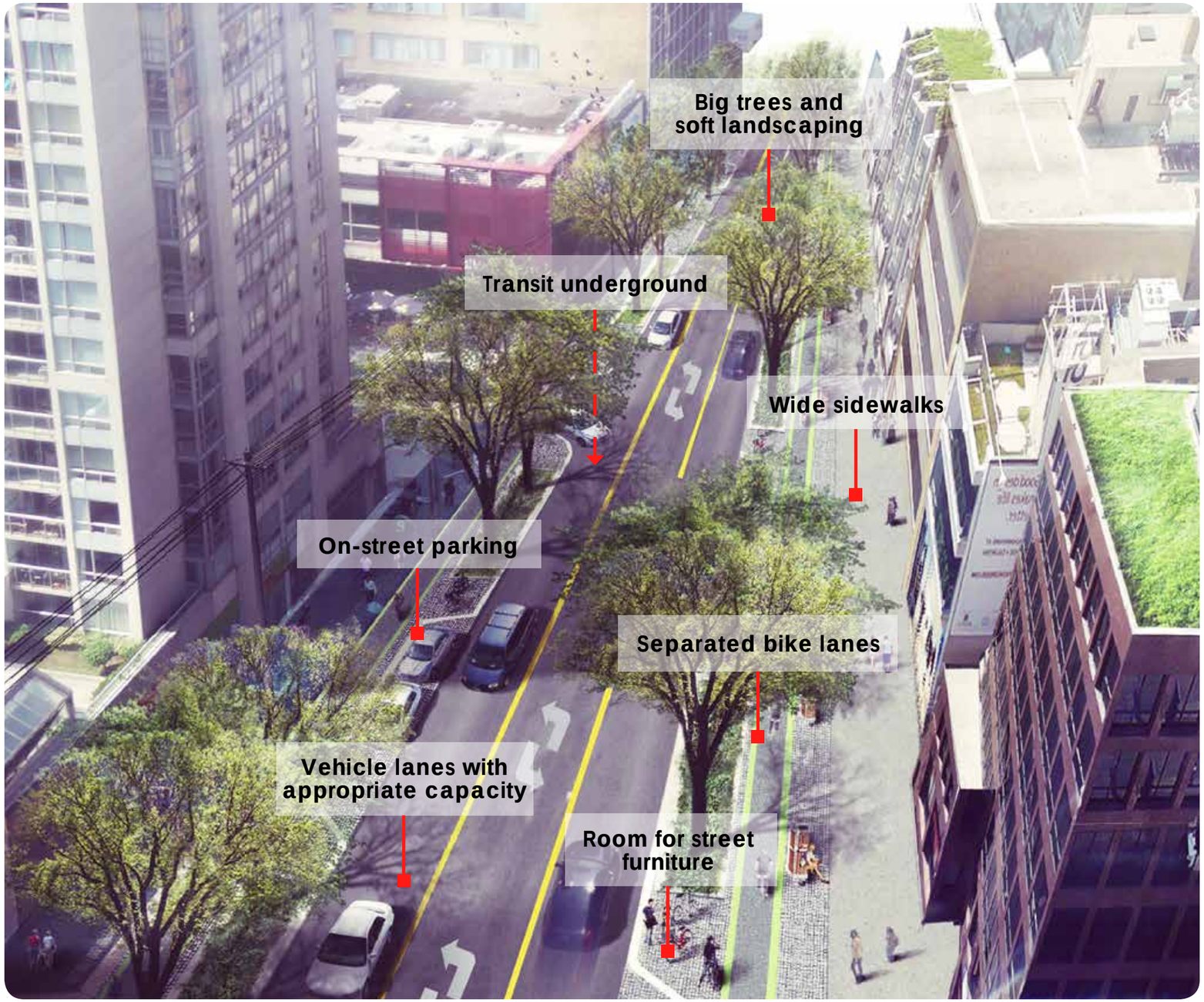


Image depicting a complete street on Eglinton Avenue

What We Heard:

Survey #1: 91% of Survey #1 respondents agreed that the street should accommodate all users - pedestrians, motorists, cyclists, transit users, deliveries and servicing.

Workshop #2: In the "Build a Perfect Street" Workshop Activity, 94% of the groups that focused on the portion of Eglinton where the LRT is underground included bike lanes in their street configuration. Of these same groups, 69% provided space for parking on the street.

Workshop #4: Strong support from participants for creating dedicated space for variety of users (pedestrians, cyclists and vehicles). Many participants felt that this could help alleviate traffic congestion by providing for alternative modes of transportation.

Survey #4: A number of survey respondents expressed support for making Eglinton a complete street. They felt that space for non-motor vehicle users should be prioritized on Eglinton, as this would derive full value from the LRT and bring vitality back to Eglinton.

IMPLEMENTATION

- The boulevard and roadway should be rebuilt to be a complete street according to the Streetscape Plan and EA recommendations
- Streetscape improvements and right-of-way re-configuration should be built as part of new development at stations, in tandem with LRT construction
- Segments between stations should provide an interim allocation of space for vehicular lanes, cycling lanes, on-street parking through re-striping of the roadway until reconstruction occurs
- Between stations, the new streetscape should be incrementally constructed as part of public sector capital improvements, private sector development and Section 37 benefits
- Address the need for improved utility coordination and funding for Hydro line burial throughout the Eglinton corridor in tandem with reconstruction of the street

Short Term Actions

- Develop strategy for designing and implementing interim conditions for roadway in tandem with LRT and station construction.

#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 re-allocation of space on the street, and will ensure that Eglinton has a vibrant and active pedestrian environment.

WHY

With a high quality public realm, generous space for pedestrians and clear, unimpeded and connected pedestrian space, walking should be an easy and enjoyable way to travel along Eglinton. Sidewalks should have direct and convenient connections, frequent crossings and accessible pathways, which connect the street to trails and ravines, open spaces and LRT stations. In addition to contributing to a healthy and active lifestyle, wide sidewalks support the social and economic health of businesses and communities by providing a durable public realm with sufficient space for patios, retail display, special community events and pedestrian amenities, like street furniture, lighting and wayfinding elements.

WHAT

Wide sidewalks, as shown on the Streetscape Plan, should be designed to include:

- A continuous pedestrian clearway of no less than 2.1m width
- Appropriately scaled crosswalks of no less than 3m in width
- New street furniture as part of the City's Coordinated Street Furniture Program
- The expansion of narrow right-of-way widths to match proposed rights-of-way, as per the Official Plan, as redevelopment occurs along the corridor
- Appropriate detailing to provide visual and tactile separation between the pedestrian clearway and bike paths
- Full compliance with the 2005 Accessibility for Ontarians with Disabilities Act (AODA)
- Connections and crosswalks identified in the Streetscape Plan
- Reduction of obstacles including hydro poles
- West of Brentcliffe Road, setbacks required at specific locations to provide minimum sidewalk widths, and at certain LRT stations to provide enhanced pedestrian amenity areas. Setbacks may apply only to the ground floor in some locations.
- Examine options (including right-of-way widening) to ensure minimum sidewalk widths consistent with the Avenues and Mid-rise Buildings Performance Standards (6.0 metres wide) between Victoria Park and Kennedy Road to accommodate space for all streetscape elements, such as wide sidewalks)
- Requirement for additional front yard setbacks at major intersections, station sites and in Yonge-Eglinton Centre to accommodate higher volumes of pedestrians
- Requirement for additional front yard setbacks of 4.5 metres in *Apartment Neighbourhoods* to reflect residential uses at-grade

50% (9.7 km)
length of Eglinton that will have at least 4.8 metre wide sidewalks

50% (9.8 km)
length of Eglinton that will have at least 6 metre wide sidewalks – with sidewalks at Yonge & Eglinton of over 7 metres in width

What We Heard:
Survey #1: Over three-quarters (79%) of all respondents agreed that the sidewalks along Eglinton should be widened, particularly around transit stations. Of those who indicated that walking was one of the ways they regularly travel along Eglinton, support for widening the sidewalks along Eglinton was identical at 79%. There was a nearly identical level of support (78%) amongst those who do not walk regularly along Eglinton.

Survey #2: By frequency of response, the EA criterion that received the highest ranking was 'Safe and Vibrant Pedestrian Space', with 33% of survey responses.

Ipsos Reid Survey: Respondents are supportive of widening the sidewalks along Eglinton, particularly around transit stations (68%).

Image depicting wide sidewalks on Eglinton Avenue

IMPLEMENTATION

- Implement details contained in the Streetscape Plan, which provides sidewalks along Eglinton with a minimum width of 4.8 m or 6.0 m.
- Build new right-sized sidewalks at station areas in tandem with the construction of the LRT.
- Continue the construction of right-sized sidewalks between stations as part of capital improvements and as redevelopment proceeds along Eglinton Avenue
- Coordinate implementation of wide sidewalks with Midtown-in-Focus
- Require improvements to the boulevard and streetscape through the development approval process
- Consolidate light standards and utility poles to remove clutter from sidewalk space, and prioritize burial of hydro lines

Short Term Actions

- Update zoning to include setbacks required in certain locations to meet minimum sidewalk requirements where they cannot be achieved within the planned right-of-way and where required for new station plazas/pedestrian amenity areas
- Update zoning to include setbacks at corners of major streets
- Official Plan Amendment to widen the right-of-way to 27 metres between Bayview and Bessborough and between Sutherland and Laird to achieve minimum sidewalk zone width consistent with the Avenues and Mid-Rise Buildings Performance Standards.
- Complete detailed design of:
  - New crosswalks
  - Safe separation between bikes lanes and pedestrian clearway
- Construction of new crosswalks and introduction of new street furniture in recommended locations
- Commence further study prior to the development of detailed design drawings to include
  - Additional crosswalks to support the finer network of streets proposed throughout the Golden Mile to be confirmed through the Transportation Master Plan and Secondary Plan
  - Required snow removal along the length of the corridor

#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.

38 km
length of new cycling lanes along Eglinton Avenue

WHY

A safe and high quality bicycle facility with convenient routes and sufficient bicycle parking/ sharing facilities will encourage cycling as a viable mode of travel along Eglinton and to/from LRT stations, shops, homes and workplaces. Implementing protected bike lanes will allow a wider range of cyclists of different ages and abilities to utilize the facilities. Such infrastructure changes are expected to increase active transportation and thereby improve population health.

WHAT

- The Streetscape Plan identifies the preferred alignment of the protected bicycle lanes, which are to be uni-directional on both sides of the street
- Separated bike lanes should generally be on a raised lane (approximately equivalent to sidewalk level) located curb-side from Black Creek Drive to Brentcliffe Road, with a 0.9 m buffer to the adjacent vehicular lane or parking space
- From Brentcliffe Road to Kennedy Station, the 2010 Eglinton Crosstown LRT Environmental Project Report includes cycling lanes along Eglinton at roadway level. The long-term feasibility of relocating the planned roadway level cycling lanes to sidewalk level should be assessed to improve cyclist safety. Consideration should be given to conducting an EA process to evaluate various design options for bicycle lanes in the at-grade LRT section.
- A variety of paving colours and materials, rumble strip, trees and furniture zones will provide a physical and intuitive separation between pedestrians and cyclists
- Detailed design will ensure safe separation between bike lanes from pedestrian areas and vehicle travel lanes, particularly for the visually impaired
- During detailed design, consider including bike boxes at key intersections to allow cyclists to make left turns more safely.

Example of separated bike lane in Boston

Example of separated bike lane in Vancouver

Image depicting wide sidewalks with buffer area near Eglinton and Rumsey Road

What We Heard:

Survey #1: 90% of all survey respondents agreed that bike lanes should be added along the whole length of Eglinton Avenue. Support for bicycle lanes along the whole length of Eglinton was very high (97%) amongst those who use a bicycle as one of the ways they regularly travel around Eglinton. Support remained fairly high (69%) amongst those who do not use a bicycle as one of the ways they regularly travel around Eglinton.

Workshop #2: When asked to design a perfect street in consultation workshops, 94% of participants included a bike lane.

Survey #4: Eight in ten respondents supported protected cycling lanes. Respondents felt there is a need for a high level of physical separation between cyclists and pedestrians and cyclists and general traffic.

IMPLEMENTATION

- Construct separated bike lanes at station areas, in tandem with the construction of the LRT.
- Construct separated bike lanes between stations as part of capital improvements and as redevelopment proceeds along Eglinton Avenue. Construction of bike lanes may be part of Section 37 contribution.
- Provide interim bike lanes in segments between redeveloped station areas through road re-striping or sharrows where on-street parking exists today. Ensure maintenance of on-street parking where possible and safe transitions where applicable.
- Transitions of bicycle lane alignment from the reconstructed to existing conditions is outlined in plan view within the Functional Streetscape Design Package (see Appendix A: Environmental Study Report)
- Additional items for implementation may include:
  - Preserving space for potential expansion of public bicycle sharing facilities at station plazas and public parking lots Toronto Parking Authority (TPA)
  - Exploring further separation of bike lanes through the surface portion of the LRT in an effort to increase cyclist safety
  - Increased indoor resident and visitor bike parking in new developments (above what is conventionally used as storage lockers) as part of an incentive package for development of mid-rise buildings
  - Creation of new north-south multi-use trails, contra-flow bike lanes, and bike lanes to complete a network of cycling infrastructure within the Eglinton corridor
  - Creation of new ravine connections between Eglinton and existing recreational trailsReview the operation of bike lanes at intersections to monitor collisions and recommend vehicular right-turn restrictions, where warranted
  - Remove turn restrictions at Eglinton intersections for cyclists
  - Bike parking within the public right-of-way, such as post and ring
  - Bike boxes at key intersections

Short Term Actions

- Complete detailed design of:
  - Safe separation between bikes lanes and pedestrian clearway and vehicle lanes
- Bike parking at stations
- Develop strategy for designing and implementing interim conditions for bike lanes in tandem with LRT and station construction

Map showing locations of Cross-Section Options in the Environmental Assessment Study Area

#4 REALLOCATE ROAD SPACE TO MEET FUTURE NEEDS AND MOBILITY MIX

The design of the Eglinton right-of-way should reflect the objectives of creating a complete street by reallocating space to the public realm to give higher priority to pedestrians, cyclists and public amenity areas. Consideration also needs to be given to maintaining a functional level of service for moving vehicles, access for emergency services and goods movement.

92% (18 km)
length of Eglinton will have four vehicle travel lanes, much of which has off-peak on-street parking

8% (1.5 km)
length of Eglinton will have three vehicle travel lanes with lay-by parking

WHY

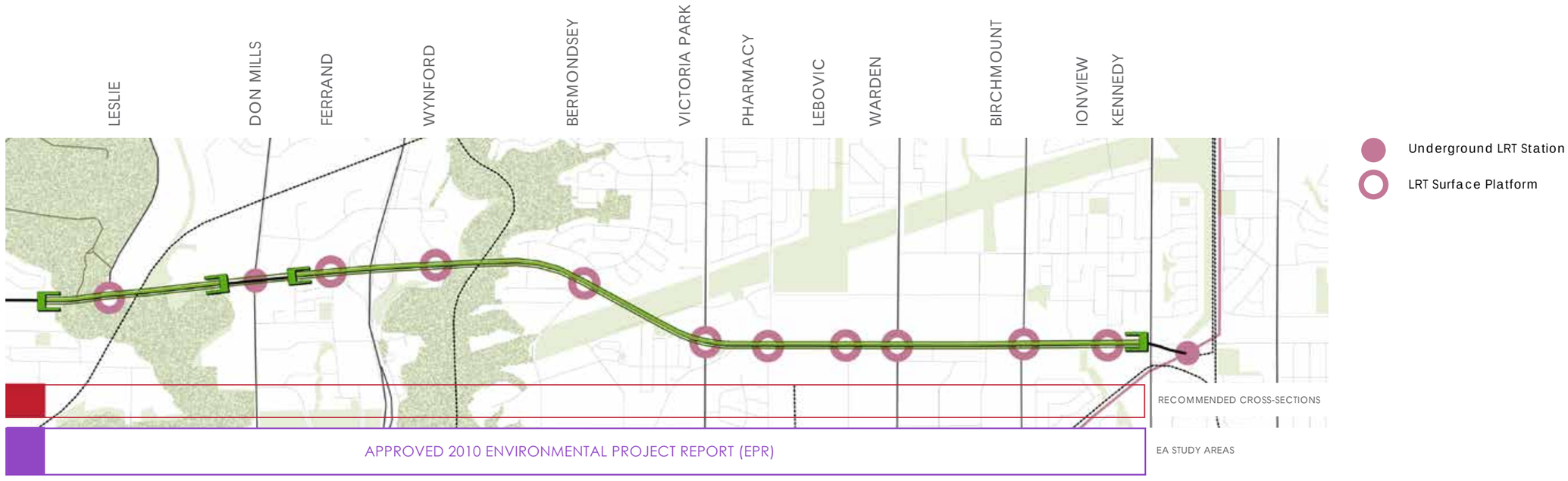
The implementation of the Crosstown provides an opportunity to rethink mobility along Eglinton Avenue. Improvements to the speed, frequency, comfort and ridership capacity of transit service provided by the LRT creates the opportunity to reduce reliance on automobile travel for most local trips and many longer-distance trips. The Crosstown will be able to carry the equivalent of seven to ten lanes of existing vehicular traffic. The design of Eglinton Avenue should encourage the shift toward more sustainable forms of transportation, supporting the significant investment in transit within the corridor that the LRT provides. There is a rare opportunity to redesign the right-of-way so that it is makes transit a priority, and better accommodates pedestrians and cyclists.

Existing traffic patterns support reallocating space to the public realm in some segments of the corridor. The central segment, between Avenue Road and Mount Pleasant Road, already accommodates relatively few regional automobile trips, having significantly lower vehicular volumes and much higher pedestrian volumes than other segments of the corridor. Traffic modeling and analysis of the projected growth along Eglinton Avenue suggests that these patterns will continue into the future, supporting a shift toward greater reliance on transit, walking and cycling, especially for making short trips along the corridor.

With the opening of the Crosstown, the majority of bus service along Eglinton Avenue will disappear, which will make most of the reserved bus lanes functionally obsolete, with the remaining bus volumes being insufficient to justify retaining dedicated lanes. The elimination of dedicated bus lanes provides an opportunity to reallocate this space to other uses supporting the objectives of this plan.

Some segments of Eglinton Avenue will continue to perform an important regional traffic function into the foreseeable future. Significant portions of Eglinton Avenue collect and funnel high volumes of traffic to the regional expressway network, such as the approaches to the Don Valley Parkway and Black Creek Drive, or distribute traffic from major arterials that terminate at Eglinton, like Allen Road and Leslie Street. These areas will need to maintain a higher traffic capacity, but safety improvements for pedestrians and cyclists can be made through the design of the road.

The EGLINTONconnects study recognizes that traffic congestion will continue to occur during peak periods in the future, but Eglinton Avenue must still maintain a functional level of service for vehicular mobility. Goods movement should be sufficiently accommodated across the corridor, and unobstructed routes that are acceptable for emergency access must be provided.



WHAT

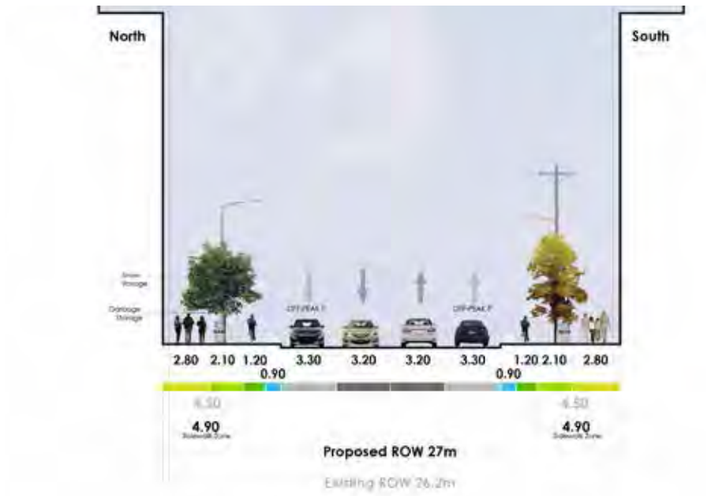
The EA recommends a new functional road layout for Eglinton Avenue between Black Creek Drive and Brentcliffe Road (where the Crosstown will run underground), including the number of traffic lanes that will be provided in each segment. The EA considers existing traffic volume and capacity in the corridor, anticipated population and employment growth, projected changes with the LRT, and other uses competing for space within the right-of-way. The road layout for Eglinton Avenue east of Brentcliffe Road was designed through the 2010 Transit Project Assessment, and it remains largely unchanged.

The study recommends:

- Four preferred cross-section options for different segments of the Environmental Assessment study area
- A four-lane cross section for the majority of the corridor, leaving space for wider sidewalks, separated bike lanes and healthy trees
- For the segment of Eglinton between Avenue Road and Mount Pleasant Road, a reduction in the number of travel lanes to three (including a centre turning lane)
- Standardized lane widths on Eglinton Avenue: 3.3 metres for curbside through-lanes; 3.2 metres for inside through-lanes; and 3.0 metres for turning lanes
- Implementing the 2010 Transit Project Assessment cross-section east of Brentcliffe Road, generally consisting of four traffic lanes with the LRT running in a median
- Reallocating road space that is no longer required for traffic lanes to provide for other streetscape elements, including wider sidewalks, dedicated bike lanes and public realm improvements
- Improvements to ramped intersection designs at West Side Mall, Celestica, Gervais Drive, Don Valley Parkway, Wynford Drive, and Jonesville Crescent, including potential intersection regularization and signalization
- Further study of jog eliminations at other irregular intersections may be needed (e.g. Caledonia Road and Dufferin Street)
- Further refinements to the Allen Road intersection as part of the Allen Road EA:
  - Reduce vehicular congestion along Eglinton Avenue
  - Improve the pedestrian environment along Eglinton Avenue
  - Improve pedestrian connections across Eglinton Avenue
  - Improve cyclist safety through the intersection
  - Improve pedestrian and cyclist access to Eglinton West Station
  - Provide appropriate TTC bus access to Eglinton West Station
  - Improve the visibility and connectivity of Ben Nobleman Park from Eglinton
  - Maximize the redevelopment potential of the existing Allen subway station site, and the east, west and south entrances to the Crosstown

Detailed traffic analysis and evaluation of cross-section alternatives are included as part of Appendix A, the Environmental Study Report. See also Appendix D for a summary of the results of the Avenues and Mid-Rise Buildings Travel Survey, which has provided input on modal split and modes of transportation used by residents in the City's mid-rise buildings.

1. **Black Creek Drive to Avenue Road and Mt Pleasant Road to Bayview Avenue (Cross-Section 1)**
   - Four travel lanes
   - On-street, off-peak parking to support adjacent retail



Section and Plan of Cross-Section 1

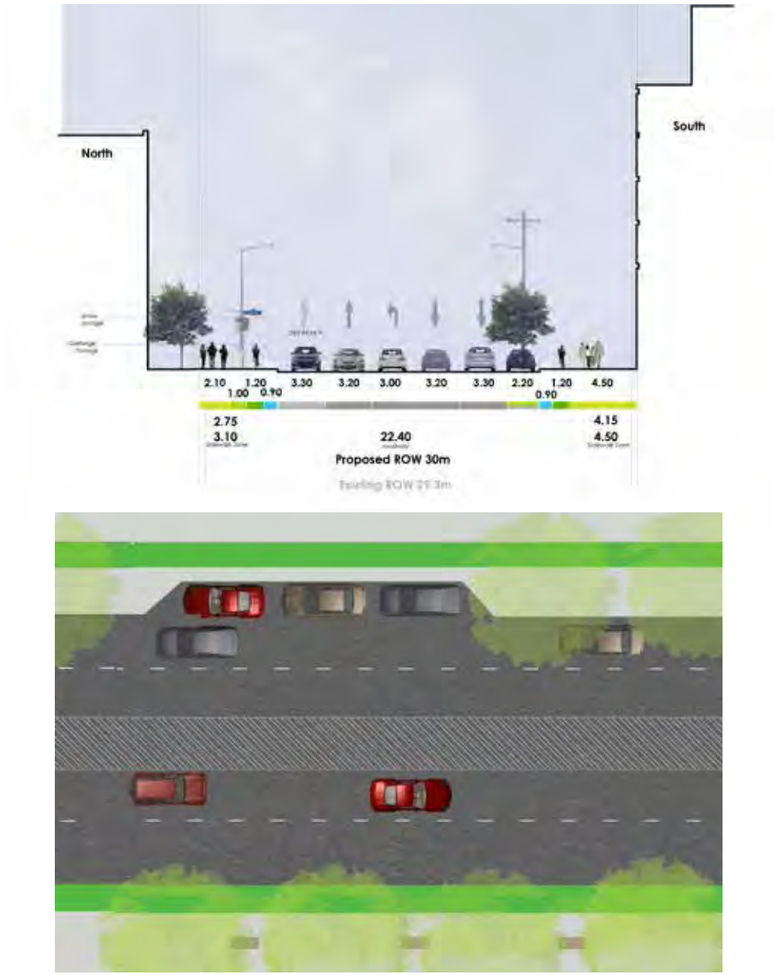
2. **Avenue Road to Mt Pleasant Road (Cross-Section 2)**
   - Three travel lanes, including a centre left-turn lane
   - Twenty-four hour parking within lay-bys to support adjacent retail

Section and Plan of Cross-Section 2

3. **Bayview Avenue to Laird Drive (Cross-Section 3)**
   - Four travel lanes

Section and Plan of Cross-Section 3

4. **Laird Drive to Brentcliffe Road (Cross-Section 4)**
   - Five travel lanes, including a centre left-turn lane
   - Twenty-four hour parking within lay-bys to support existing and proposed retail on the south side of the street
   - On-street, off-peak parking to support adjacent retail on the north side of the street



Section and Plan of Cross-Section 4

What We Heard:

Survey #1: Almost half (42%) of survey respondents thought that the existing car and truck capacity of Eglinton does not need to be maintained. Only one-quarter of respondents (26%) felt that it needed to be maintained and 33% were neutral regarding maintaining the existing capacity. Those who do not use an automobile as one of the ways they regularly travel around Eglinton were more likely to think (50%) that the existing car and truck capacity does not need to be maintained than those who do use an automobile (35%).

Workshop #4: Many participants expressed concern about traffic congestion with a three-lane cross-section through Yonge-Eglinton Centre and were concerned with assumptions made in traffic modelling and projections.

Survey #4: A majority of survey respondents (69%) supported the three-lane cross-section between Avenue Road and Mount Pleasant Road.

IMPLEMENTATION

- Implement four new cross-sections as part of LRT construction at station areas and where existing elements are disturbed through construction of the LRT for the at-grade segment east of Brentcliffe Road
- Segments between stations should provide an interim reallocation of space for vehicular lanes and other street and boulevard elements until full reconstruction occurs
- The new roadway cross-section should be incrementally constructed in coordination with public sector capital improvements and/or section 37 benefits
- Monitor traffic surrounding the Yonge-Eglinton and Avenue-Eglinton intersections before, during and after construction of the LRT and Streetscape Plan to determine whether traffic operations at the intersections are providing a function level of service
- If required, implement an Area Traffic Mitigation Strategy around Yonge-Eglinton Centre to address traffic diversion and infiltration issues
- Conduct further studies of intersection regularization and/or jog elimination at angled and offset intersections such as Caledonia Road and Dufferin Street

Short Term Actions

- Develop a strategy for designing and implementing interim conditions for roadway cross-section in tandem with LRT and station construction between stations
- Develop preliminary designs for intersection normalizations for implementation in coordination with the LRT construction
- Coordinate with Allen Road EA process to improve traffic movement along Eglinton Avenue, folding recommendations into the future design of Eglinton Avenue for implementation with the LRT project
- Conduct Transportation Master Plans in the Golden Mile and Don Mills Focus Areas in coordination with Secondary Plan Studies
- Conduct focused transportation studies at other Focus Areas, including Laird, to address specific traffic issues and opportunities related to the road network
- Conduct traffic study of local streets to address potential problems of traffic diversion and infiltration into residential neighbourhoods

#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.

WHY

Maintaining public parking is critical in supporting local retail and employment uses. Existing public parking contributes to activity on Eglinton and facilitates convenient access to residences and commercial spaces, particularly for seniors and the mobility impaired.

The presence of on-street parking, whether dedicated in lay-bys or only in off-peak periods, benefits the streetscape and public realm. It provides a buffer between cyclists on separated bike lanes or pedestrians on the sidewalk from moving traffic on the street. This increases safety and the perception of safety. It also acts to calm traffic on the street, creating a more comfortable pedestrian experience. This has the added benefit of increasing visibility of shops lining the street for drivers.

Off-street parking complements on-street parking by adding existing capacity in areas where there is likely to be a higher volume of vehicles. The existing 1,271 spaces in 14 Toronto Parking Authority lots will be retained, and more may be added in the future. This is important even when the LRT is available to ensure a complete street that provides many options for mobility - including private vehicles.

WHAT

- The Streetscape Plan identifies locations where existing on-street parking during off-peak periods is intended to continue to function as it does today - provides a total of approximately 810 on-street, off-peak parking spaces
- New parking lay-bys should be integrated into the design of the street between Avenue Road and Mt. Pleasant - provides a total of 50 lay-by parking spaces
- Strategic planning in partnership with Toronto Parking Authority (TPA) is needed to create new parking lots
- Public parking should be integrated into new development along the corridor over time, in rear laneways or underground in tandem with the construction of new buildings. These facilities may be undertaken as strategic partnerships with the Toronto Parking Authority.

5
additional lay-by parking spaces (total of 50 lay-by parking spaces)

100%
replacement of off-peak on-street parking (total of approximately 810 spaces)

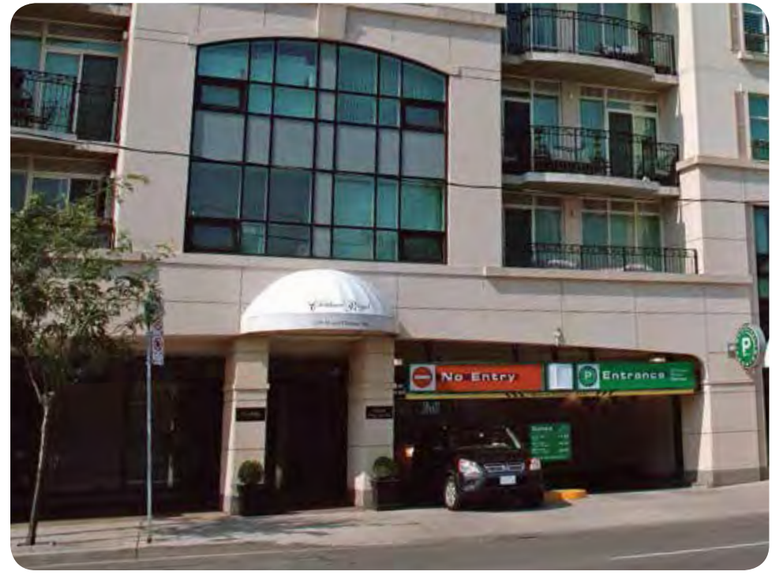
What We Heard:

Workshop #2: In the "Build a Perfect Street" workshop activity, 69% of the groups provided space for parking on the street. Among local business meeting participants, there was great concern about reducing the number of on-street parking spaces available. It was felt that customers desire easy, convenient and accessible parking.

Business Owner and BIA Stakeholder Meetings: Strong support for maintaining existing parking, especially where it is dedicated (lay-bys) and coordination with TPA/development community to expand off-street parking.

Green surface parking lots

Commercial parking in rear laneway



Underground parking integrated in building

Dedicated on-street parking in lay-bys

IMPLEMENTATION

- Implement on-street parking at station areas, in tandem with the construction of the LRT.
- Continue implementation between stations as part of capital improvements and as redevelopment proceeds along Eglinton Avenue.
- Construct on-street parking at locations identified in the Streetscape Plan. On-street/off-peak parking is identified within the curb-side travel lanes generally between Black Creek Drive and Avenue Road, and Mt. Pleasant to Laird Drive. Dedicated parking is provided within lay-bys on the south side of Eglinton between Laird Drive and Brentcliffe Road to service street-facing retail proposed within the Laird Focus Area (see Section 9). Between Avenue Road and Mt. Pleasant Road, dedicated parking is provided within lay-bys.
- Additional items for implementation may include:
  - Optimizing the efficiency of on-street parking through the implementation of a dynamic, variable rate pricing strategy that ensures the availability of a percentage of on-street parking at all times.
  - Explore reduced parking standards, especially at station sites, for new development

Short Term Actions

- Update parking standards to be achieved within new development as part of updated Zoning By-Law
- Permit public parking in laneways in tandem with mid-rise redevelopment and approval of Neighbourhood Transition Areas (See Section 8)
- Engage in strategic planning with TPA where off-street parking is needed (eg. partnerships with TPA to provide commercial parking in new developments)

Map showing Locations for New Rear Laneways Associated with Mid-Rise Development

#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.

4.9 km
Length of existing rear laneways parallel to Eglinton

5.7 km
Length of potential new rear laneways parallel to Eglinton through development of mid-rise buildings

WHY

The street is designed to encourage access from public rear laneways. Locating the majority of servicing and access to public rear lanes and side streets protects pedestrians and cyclists, minimizing conflict between users. It also allows for access to underground parking from rear lanes, minimizing interruptions in the flow of traffic. Added benefits include locating unsightly loading and garbage areas at the rear of buildings to reduce visual impact on the Eglinton streetscape. In some cases, in addition to rear laneways or as an interim condition, curb space or dedicated lay-bys for on-street loading and deliveries may be provided on Eglinton.

WHAT

- Public rear laneways will permit access to parking, deliveries and garbage pickup from the rear of buildings instead of directly off Eglinton Avenue
- Public laneways should be a minimum of 6 metres in width
- Public laneways should be required as part of redevelopment
- Provide buffer plantings along laneways where required
- Consider short-term commercial surface parking in laneways where sufficient space exists (see diagram on facing page)
- Public laneways should generally be required as they can secure shared access for multiple properties, including access for garbage collection and snow removal. Private laneways may, in some cases, offer the same function. In both bases, below grade parking for new development should be considered.
- Traffic calming measures should be required for rear laneways to ensure safety. Detailed design should consider options for one-way access, speed bumps, stops signs, etc.
- Laneways should be designed to include adequate lighting and visibility
- Continuity and connection of laneways should be considered in their location and design. New laneways should connect to existing laneways and be as direct as possible.

New Laneways

Existing Laneways

Mid-Rise Areas

What We Heard:

Workshop #3 and 4: Many participants liked the proposed uses (e.g. parking, landscaping, sitting areas, servicing) that could be included in rear laneways. Participants recommended traffic calming measures (one-ways, stop signs, speed bumps, restricting turns), clear sightlines and strict property maintenance enforcement to ensure safety.

Diagram of new laneway with mid-rise development

IMPLEMENTATION

- Rear lanes should be built in coordination with redevelopment along the corridor and secured through the site plan approval process
- Undertake review of process/mechanisms for enforcement of maintenance and safety in rear laneways

Short Term Actions

- Require the dedication of public rear lanes where redevelopment is recommended
- Prepare Official Plan Amendment to include future laneways and include in Official Plan mapping
- Study and detailed design of traffic calming mechanisms and safety measures needed in laneways
- Review the potential for rear lanes to accommodate hydro poles and wires as an alternative to burying hydro

Map identifying locations of Streetscape Typologies

#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.

WHY

Seven distinct Streetscape Typologies have been developed for Eglinton Avenue. These typologies are informed by several factors: the shifting width of the right-of-way, the path of the LRT below and at-grade, projected travel volumes once the LRT is implemented and existing and proposed adjacent land uses. These streetscapes respond to constraints within the right-of-way, existing character to establish a diverse sense of place along the corridor and the needs of all types of travellers.

One of the key features of the streetscape design is greening. The specific design of greening elements within each Streetscape Typology will reflect the three Greening Typologies identified in Recommendation #8.

WHAT

Within the 19 km length of Eglinton Avenue, from Jane Street to Kennedy Road, there are seven distinct streetscape typologies:

1. Jane Street to Black Creek LRT Portal (Typology 1)
2. Black Creek LRT Portal to Avenue Road and Mt Pleasant Road to Bayview Avenue (Typology 2)
3. Avenue Road to Mt Pleasant Road (Typology 3)
4. Bayview Avenue to Laird Drive (Typology 4)
5. Laird Drive to Brentcliffe Road (Typology 5)
6. Brentcliffe Road to Victoria Park (Typology 6)
7. Victoria Park to Kennedy Road (Typology 7)

A description of typical conditions for each typology is provided on the following pages (see also the Comprehensive Map and the Streetscape Plan). In places along the corridor where the right-of-way width would result in sidewalks that are less than ideal in width, remedies such as right-of-way widening, additional building setbacks and/or overhangs/arcades should be explored to ensure that minimum sidewalk zone widths are achieved, in order to accommodate a generous public realm and space for all streetscape elements.

1. **Jane Street to Black Creek LRT Portal**
   - Eglinton Greenway provides cycling lanes
   - "Feature" station wall and wide tree and furniture zone
   - Re-naturalized Black Creek Valley
   - Light and airy LRT overpass

Image depicting Typology 1 future streetscape conditions (Source: Metrolinx)

2. **Black Creek LRT Portal to Avenue Road and Mt Pleasant Road to Bayview Avenue**
   - Protected bicycle lanes on both sides of the street
   - Tree and furniture zone
   - Wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out

Image depicting Typology 2 future streetscape conditions

3. **Avenue Road to Mt Pleasant Road**
   - Protected bicycle lanes on both sides of the street
   - Wider tree and furniture zone
   - Wider sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out

4. **Bayview Avenue to Laird Drive**
   - Protected bicycle lanes on both sides of the street
   - Wider sidewalk to accommodate the pedestrian clearway and street furniture
   - Trees located outside of right-of-way

5. **Laird Drive to Brentcliffe Road**
   - Tree and furniture zone between lay-bys on south side
   - Trees located outside of the right-of-way on north side
   - Protected bicycle lanes on both sides of street
   - Wide sidewalk to accommodate the pedestrian clearway and street furniture

Image depicting Typology 3 future streetscape conditions

Image depicting Typology 4 future streetscape conditions

Image depicting Typology 5 future streetscape conditions

6. Brentcliffe Road to Victoria Park Avenue

- Planted LRT trackway and platform in the centre of the road
- Protected bicycle lane on both sides of the street
- Continuous treed boulevard to provide definition to the street
- Sidewalks to accommodate pedestrian clearway

7. Victoria Park Avenue to Kennedy Road

- Planted LRT trackway and platform in the centre of the road
- Protected bicycle lane on both sides of the street
- Continuous treed boulevard to provide definition to the street
- Minimum 6.0 metre sidewalks to accommodate pedestrian clearway and boulevard amenities

Image depicting Typology 6 and 7 future streetscape conditions

IMPLEMENTATION

- From Black Creek Drive to Brentcliffe Road, the streetscape will be implemented starting at station areas in tandem with construction of the LRT.
- From Brentcliffe Road to Kennedy Road, the streetscape will be implemented within the right-of-way where existing elements are disturbed with the construction of the LRT at-grade.
- Construction of the streetscape between stations will continue as part of capital improvements and as redevelopment proceeds along Eglinton Avenue.

Short Term Actions

- Develop detailed design for recommended Streetscape Plan
- Official Plan Amendment to widen the right-of-way to 27 metres between Bayview and Bessborough and between Sutherland and Laird
- Update zoning to include setbacks required in certain locations to meet minimum sidewalk requirements
- Conduct a Transportation Master Plan (as part of the Secondary Plan) for the Golden Mile and Don Mills Focus Areas, including the examination of a future grid of streets, extension of existing streets, on-street parking and options to ensure a generous public realm along Eglinton to accommodate space for all streetscape elements
- Develop strategy for designing and implementing interim conditions for streetscape in tandem with LRT and station construction

Enhanced network of green and open spaces

5.0/ GREENING EGLINTON

The following recommendations provide guidance for the introduction of landscape elements and green networks on Eglinton Avenue and improved connectivity between Eglinton and other trail and open space systems. Further detail on Greening recommendations for specific locations can be found in the EGLINTONconnects Plan, on-line at www.toronto.ca/eglinton.

#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 & 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. 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.

#14 Plan a Public Art Program

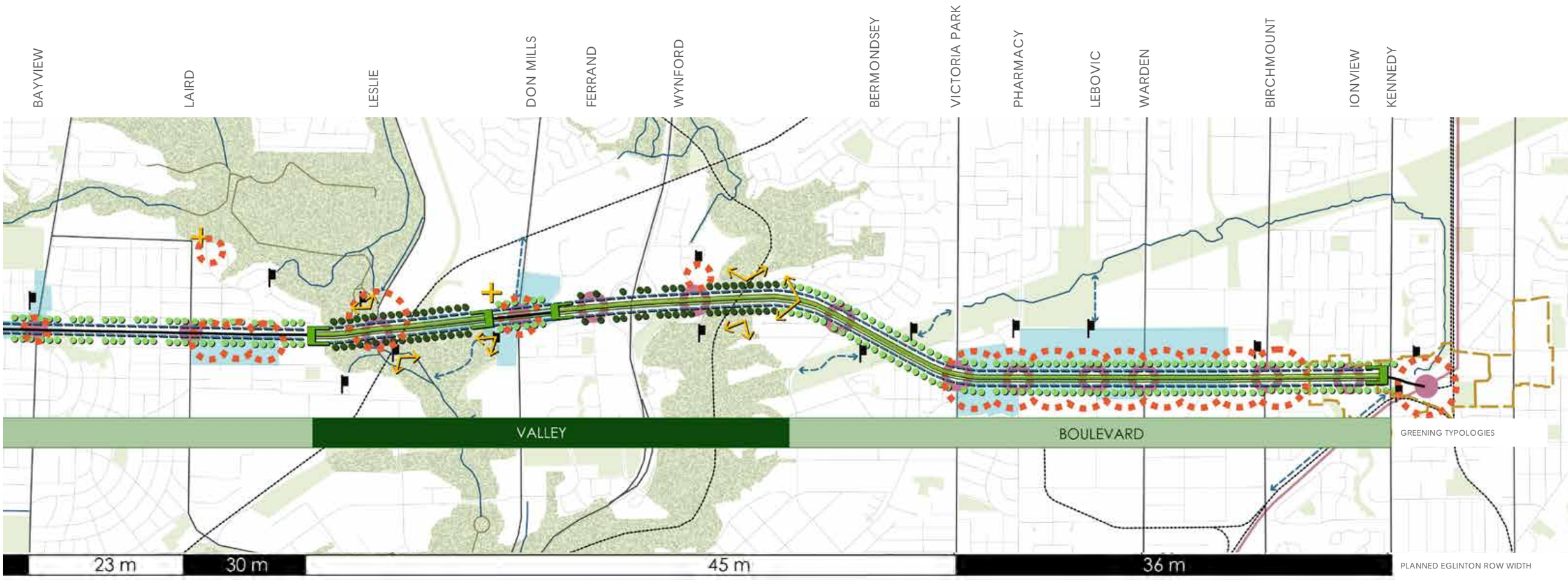
Public art along Eglinton should be coordinated through a Public Art Program that is developed through a Public Art Master Plan process specific to the Eglinton corridor. This will ensure that priorities for public art opportunities are guided through a well-defined process.

GREENING RECOMMENDATIONS

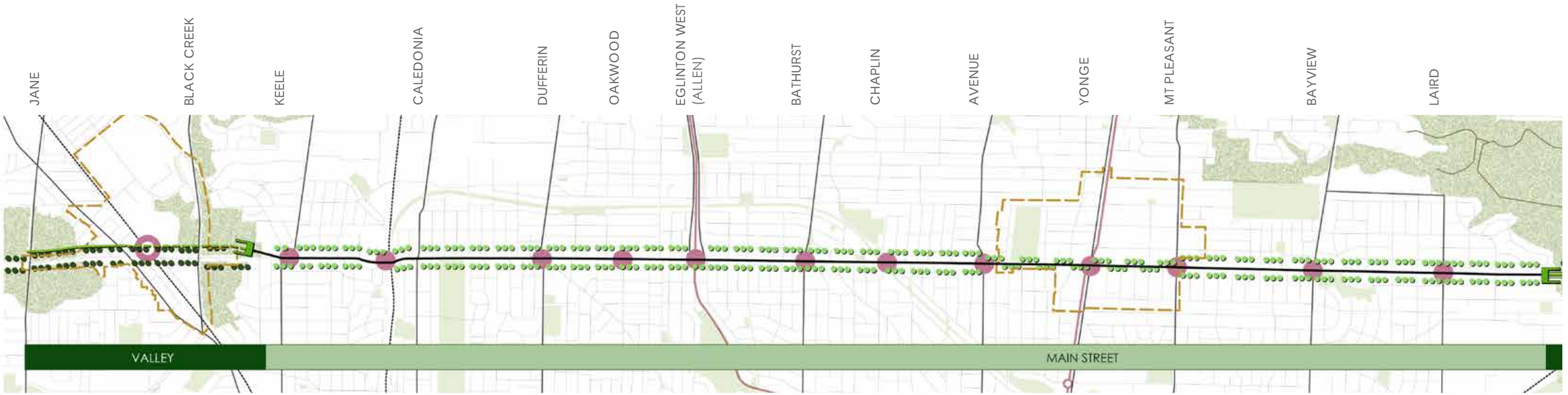
Eglinton is embedded in the natural landscape of the City, and the public realm benefits significantly from the open spaces, parks, naturalized areas and urban plazas that line it. Crossing the two major valleys of the Humber and Don Rivers provide a window to the greater topography of the City, which has historically shaped urban development and Torontonians' image of their city.

Greening is the interface between the public and private realms - equally part of the development of new buildings and public facilities, and the streetscape, urban squares, plazas, parks and transit infrastructure. It responds to and supports adjacent uses and context.

Strengthening connections to nearby open spaces via the Eglinton streetscape and enhancing the public face of existing green and open spaces are two of the major opportunities of EGLINTONconnects. The most significant sources of new open space and other green amenities are within six Focus Areas and integrated with LRT stations and new development.



- Underground LRT Station
- LRT Surface Platform
- Main Street Trees
- Native Trees in Valleys
- Green Trackway
- Green LRT Portals
- Existing Public Art Locations
- Potential Art Locations
- New Connections to Trails and Ravines
- Existing Dedicated On-Street Bike Lane
- Existing Shared On-Street Bike Lane
- Existing Off-Street Bike Trail
- Proposed Protected Bike Lane on Eglinton
- Proposed On-Street Bike Lane
- Potential On-Street Bike Lane
- Proposed off-Street Bike Trail
- Open Space and Trail Gateways
- Plazas at Station Areas
- Significant Views
- Focus Area
- Concurrent Study Area Boundaries (Mobility Hub Studies and Midtown-in-Focus)



Map showing Greening Typologies

#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.

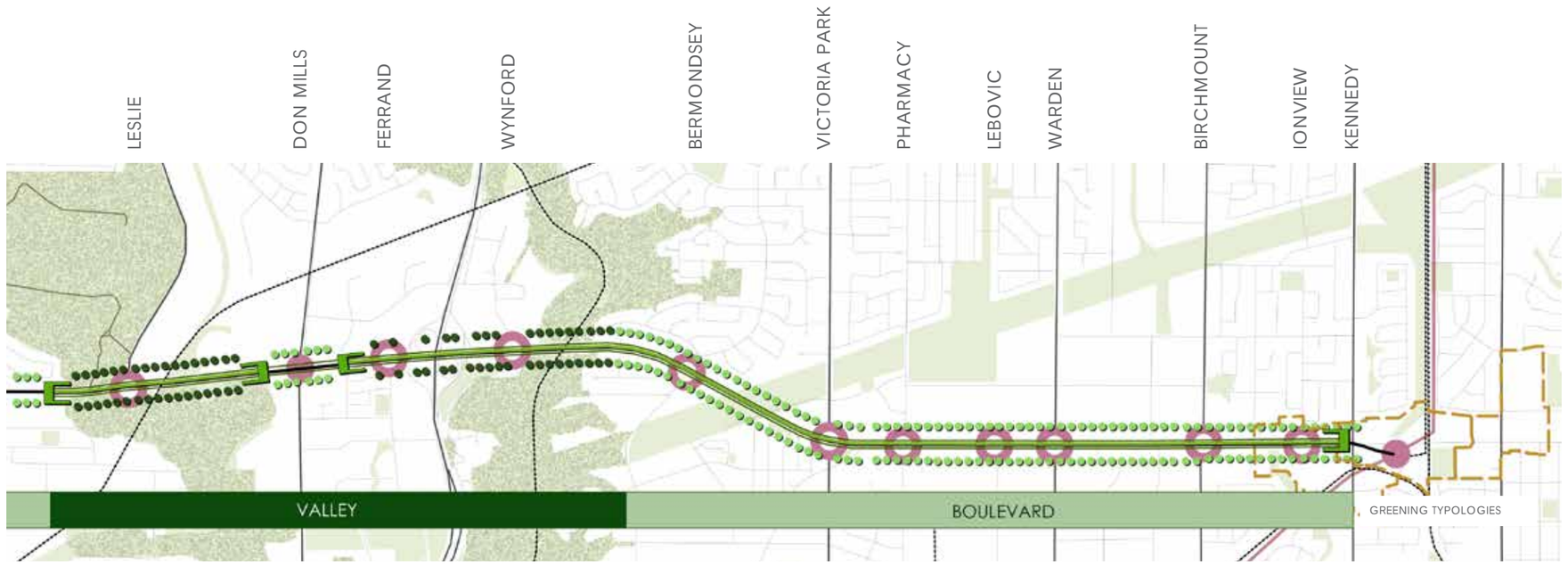
8 km
length of Main Street Landscape

7 km
length of Boulevard Landscape

4 km
length of Valley Landscape

WHY

The design of the streetscape should respond to its adjacent built form, neighbourhoods and natural systems context. Appropriate greening that is based on context will reflect the diversity of conditions found along Eglinton, draw clearer links to the natural systems that exist in the City, and support activities on the street.



Main Street Trees
Native Trees in Valleys
Green Trackway
Concurrent Study Area Boundaries
(Mobility Hub Studies and Midtown-in-Focus)

What We Heard:
Survey #1: 80% of all respondents agreed that it is important to include more landscaping along Eglinton (e.g. planters, in-ground trees, etc.). Several survey respondents expressed support for the three primary greening typologies, suggesting that this would permit different areas of Eglinton to have their own, distinct green areas.

WHAT

The three primary greening typologies that are articulated in the Streetscape Plan are:

- The **Main Street Landscape**, which includes big trees, open planters and groundcover (low-lying plant material that forms a dense growth) – located where the LRT runs underground, roughly between Black Creek and Brentcliffe; mainly a 27 metre right-of-way
- The **Boulevard Landscape**, which includes a formal treed boulevard to define the street edge, shade trees within open planters and a planted LRT trackway – located between Don Mills and Kennedy, where the LRT runs at-grade, with a particular emphasis on the 36 and 45 metre right-of-way between Victoria Park Avenue and Birchmount Road
- The **Valley Landscape**, which includes informal tree massing, native species and a planted LRT trackway – located around the Humber and Don Valleys

IMPLEMENTATION

- The Streetscape Plan identifies, on a block-by-block basis, the physical representation of these typologies and elements in plan, including:
  - Street tree planting locations
  - Placement of trees either within grates or open trenches
  - Alignment of the green trackway
  - Locations for planted medians
  - Interface and connections to other open spaces, including station plazas, parks and trails
- The Streetscape Plan will be implemented starting at station areas and where existing elements are disturbed through construction of the LRT for the at-grade segment east of Brentcliffe Road
- Between stations in the underground LRT segment, implementation will continue as part of capital improvements (with City funds or Section 37) and through development requirements for the public realm
- Implementation of some elements of the Streetscape Plan through BIA Streetscape Improvement Program (street furniture, soft landscaping, etc)
- Coordinate with Parks Division to improve existing park frontages through addition of trees, wayfinding, signage and other elements
- Bury hydro lines through all three Typologies. Address the need for improved utility coordination and funding for Hydro line burial throughout the Eglinton corridor in tandem with reconstruction of the street.

Map showing Elements of the Open and Green Space Network

#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.

20 hectares
approximate amount of potential public open space to be created in Focus Areas

26
potential new or enhanced Open Space Gateways

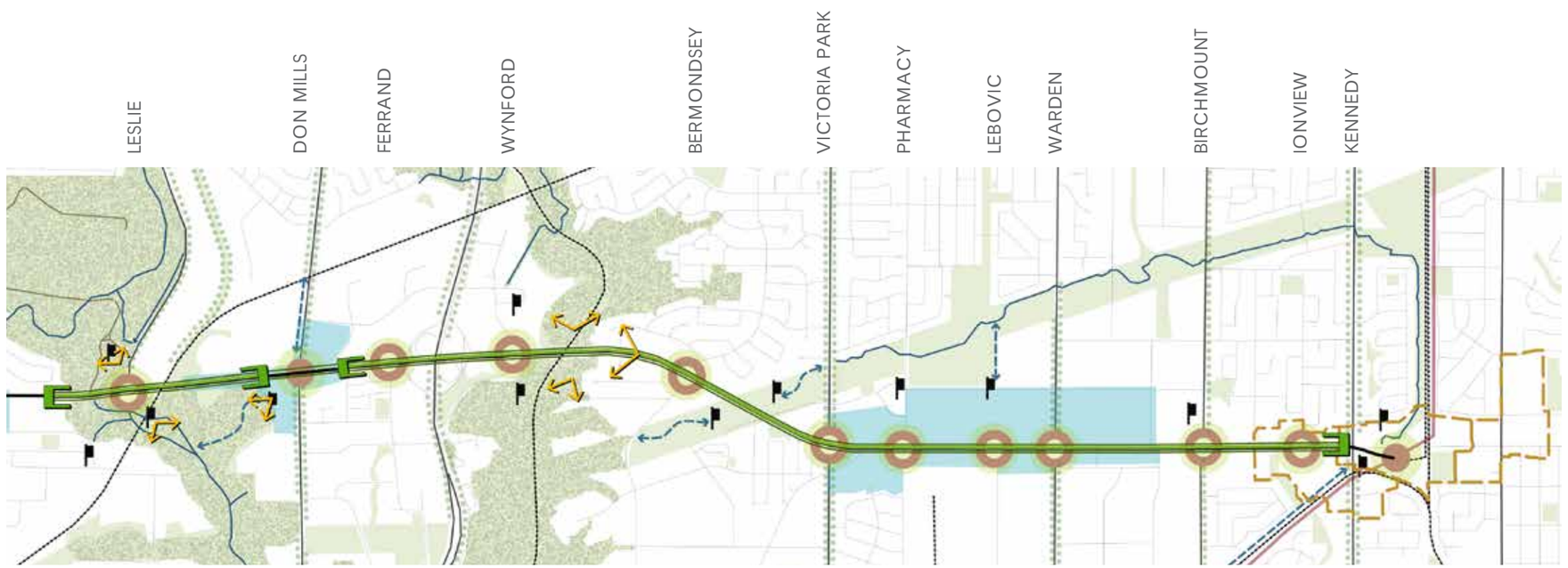
WHY

As Eglinton evolves and attracts development, there is a need and an opportunity to strengthen the network of green and open spaces in the City. This network must consider the existing open space, parks, connections and access points to ravines and trails at a broader scale, in order to ensure that gaps are filled, connections are completed and access is strengthened, particularly from the LRT and active transportation modes. This network must also recognize the different needs for open space that exist, offering large and small sizes, naturalized and urban characters and opportunities for passive and active recreation. Understanding the network that exists within the City today, as well as opportunities to strengthen it into the future will ensure that this network is complete, connected and accessible.

Significant view corridors are also part of this network, as they can inform the siting of open space and built form, as well as locations for the installation of public art, both at station areas, and at view termini and major development sites.

WHAT

- The EGLINTONconnects Plan identifies opportunities for city-wide interventions and connections to City parks and ravines, as well as local opportunities such as setback areas, urban plazas and squares, and streetscape elements
- Establish new community services and facilities, including parks, in the Focus Areas
- Urban plazas, squares, and pedestrian amenity setbacks at station sites, recognizing the important role of transit infrastructure in creating civic spaces
- Complete missing trail, sidewalk, and cycling connections
- Enhance the green and open space network, including linkages to existing open spaces, through measures that may include widened sidewalks, additional tree planting/soft landscaping, strong entrances, gateways, wayfinding, and public art
- Encourage additional building setbacks to create enhanced pedestrian areas, intersections, urban plazas, and public squares
- Maintain existing view corridors and take advantage of opportunities at view termini to install public art and unique building or landscaping features



Open Space and Trail Gateways

Plazas at Station Areas

Significant Views

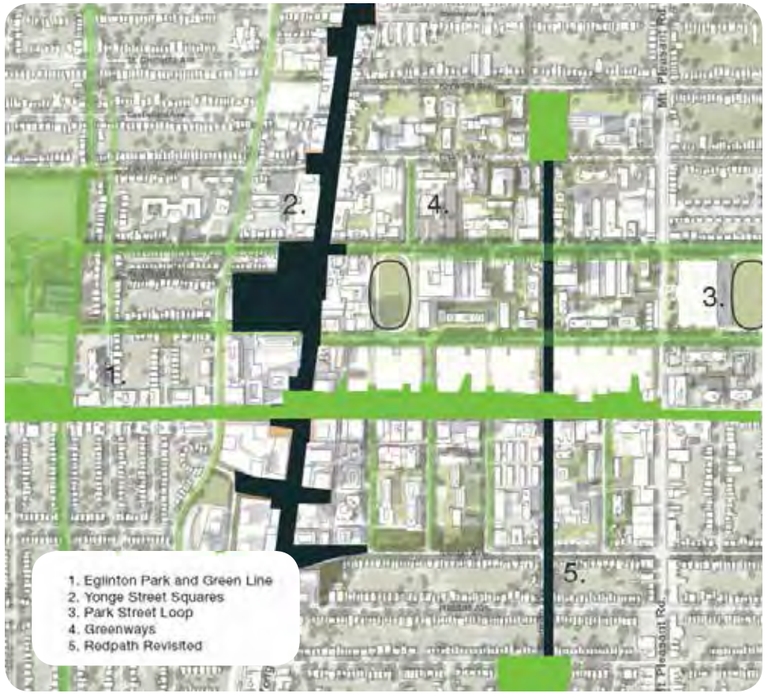
Focus Area

What We Heard:

Ipsos Reid Survey:

- Strong consensus among respondents in a desire for more "greening" (80% of respondents).
- When it comes to options for developing the local natural space, respondents place the most importance on expanding or improving existing parks and open spaces or improving trail and path connections to parks and ravines (60% and 53% say these are very important changes respectively), compared to planting grass in the LRT median or planting big trees.

Images of a variety of public open and green space recommended for Eglinton Avenue



Midtown in Focus Draft Public Realm Framework Plan

IMPLEMENTATION

- Implementation of station plazas in coordination with station area construction, including wayfinding to existing trails and major open spaces, bicycle parking and bike share facilities
- Integration of pedestrian amenity setbacks at stations at major intersections
- Implement open spaces in Focus Areas as development proceeds in these areas
- Undertake opportunities to enhance the frontage of existing parks/open spaces
- Coordinate planning and implementation with the Parks Division
- Require consideration of view corridors and termini in building and open space development

Short Term Actions

- Undertake further study and detailed design of trail connections and open space gateways
- Amend zoning bylaw to includes pedestrian amenity setbacks at corners of major intersections, including station locations

#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.

WHY

Expanding Eglinton's street canopy is fundamental to the larger opportunity of Greening Eglinton, as the presence of trees carries the Greening narrative along the street. The many benefits of big trees include reduction of the urban heat island effect, provision of shade, which reduces the risk of UV exposure, and facilitation of a comfortable environment for people walking, cycling, enjoying amenities on the street, and sitting on benches and patios.

This is particularly important given the recent study by Toronto's Environment and Energy Office suggesting that the number of days with temperatures reaching 30 degrees C or more will more than triple by 2049 (see www.toronto.ca/teo/reports-resources.htm#future-weather). There is also emerging evidence that exposure to green space has a positive mental health benefits.

Growing great trees along Eglinton Avenue is in keeping with the City's Official Plan policy that city-building and changes to the built environment is environmentally friendly, including "increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees".

WHAT

- Through construction of the LRT and realization of the EGLINTONconnects Plan, there is a major opportunity to create a great street and a robust public realm to support the transit investment and landscape to leverage great development.
- Planning for an improved tree canopy has important implications for the design of the street right-of-way and allocation of space to other street functions and elements
- Investment in new street trees should use planting technologies that ensure tree longevity and health – technical requirements may include open planters, soil cells and/or pavement blocks that can be removed for servicing
- In areas with street-related retail, select tree species that allow for some permeability in the foliage to retain visibility of signage
- The Streetscape Plan identifies provision of space for growing fewer great street trees, as opposed to many smaller trees that will not thrive or reach maturity, by providing for larger soil volumes and placement to avoid utilities.
- Trees need to be placed to avoid interference with below-grade utilities - mitigation measures have been outlined in the Environmental Study Report (see Appendix A)
- The Streetscape Plan shows where street trees can be accommodated given today's right-of-way conditions. There are some places along Eglinton where today's width of the right-of-way or sidewalk zone would limit the ability to plant street trees. Planting of street trees in these areas should occur along with redevelopment as the right-of-way is widened or setbacks are taken.

1,150
approximate number of new trees
(added to approximately 570 existing trees)

1,200%
Increase in Eglinton's tree canopy over time

What We Heard:
Survey #2: 78% of survey respondents felt that focus on providing big trees rather than more numerous but smaller trees where the LRT is underground is very important or somewhat important - and that growing these trees must not impede vehicle sight lines.

- Locating trees below or adjacent to hydro wires inhibits the ability to grow large trees with a significant canopy. Toronto Hydro's power lines should be buried where possible, similar to other City of Toronto streets that have undergone major redevelopment and streetscape enhancements. This objective is consistent with the City's Avenues policies that seek to encourage high quality redevelopment and streetscapes.

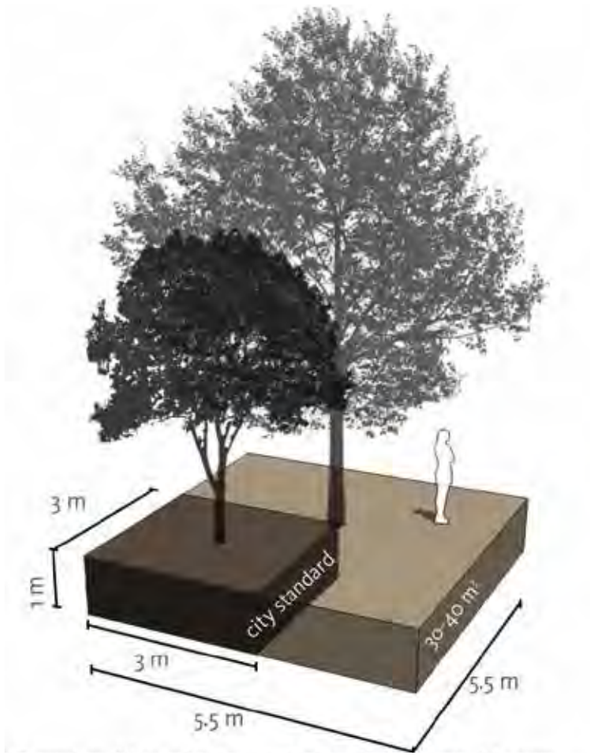


Diagram showing soil volume and tree pit requirements for large tree growth

Section showing possible use of soil cells for large tree growth

Example of open planters to grow large, healthy vegetation and trees

IMPLEMENTATION

- Reconstruction of the street at station areas and through LRT construction should include tree planting and hydro burial
- Implement tree planting identified in the Streetscape Plan through BIA Streetscape Improvement Program where applicable, with City funds, S 37 and/or development requirements for the public realm
- In areas where street trees are not shown in the Streetscape Plan due to right-of-way limitations, as redevelopment occurs, obtain right-of-way dedications or setbacks to create space to plant street trees.
- Coordinate with BIAs to ensure that tree planting strategy does not obstruct visibility of retail signage and BIA branding elements
- Intensive collaboration with Metrolinx and Infrastructure Ontario to ensure that all utility relocations proposed at the station areas are located outside of proposed soil trenches for trees
- Work with public and private utilities to coordinate the timing of capital improvements in the corridor, to ensure that any relocations or new infrastructure is located outside of proposed soil trenches for trees
- Work with public and private utilities to ensure that any capital improvements required for the proposed intensification are installed in a coordinated fashion with development.
- Bury hydro lines. Address the need for improved utility coordination and funding for Hydro line burial throughout the Eglinton corridor in tandem with reconstruction of the street. Explore possibility of relocation to rear lanes as interim solution.

Short Term Actions

- Utilize detail as provided in the Streetscape Plan for open planters, soil cells and/or removable blocks where indicated during detailed design for station areas.

#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.

WHY

Many City of Toronto streets have been revitalized through dedicated transit investments, streetscape improvements and redevelopment. Many of these projects include the burial of hydro lines and the removal of hydro poles as a means of contributing to visual de-cluttering, removing sidewalk and boulevard obstructions and providing unfettered space for healthy, mature tree growth. This objective is consistent with the City's *Avenues* policies that seek to encourage high quality redevelopment and streetscapes.

Given the massive investments being made in rebuilding Eglinton's streetscape, burying hydro is a logical parallel component of this initiative and should be implemented in tandem with station and streetscape construction, thus avoiding a scenario were newly reconstructed streetscapes are demolished in order to bury hydro at a later date.

WHAT

Hydro has been buried on a limited segment of Eglinton through Yonge-Eglinton Centre. As the streetscape is reconstructed at the 15 below-grade stations areas, the remaining above-grade hydro lines should be buried. The segments between stations that will be incrementally reconstructed as part of the City's capital improvements should similarly include the relocation of hydro lines below-grade.

Relocation of hydro lines to rear lanes could be explored as an interim or alternative solution.

26%
length of Eglinton where hydro is currently buried

74%
length of Eglinton where hydro should be incrementally buried in tandem with street reconstruction

What We Heard:
Workshop #3 and 4: A number of open house participants, survey respondents and BIA representatives suggested burying hydro wires as a way to improve the streetscape and reduce the visual and physical clutter of the sidewalks areas.

Survey #4: Survey respondents also recommended that hydro be buried so that overhead wires would not interfere with the growth of great trees.

Image showing construction work to bury transmission lines

Overhead hydro lines interfere with tree growth on Eglinton Avenue today

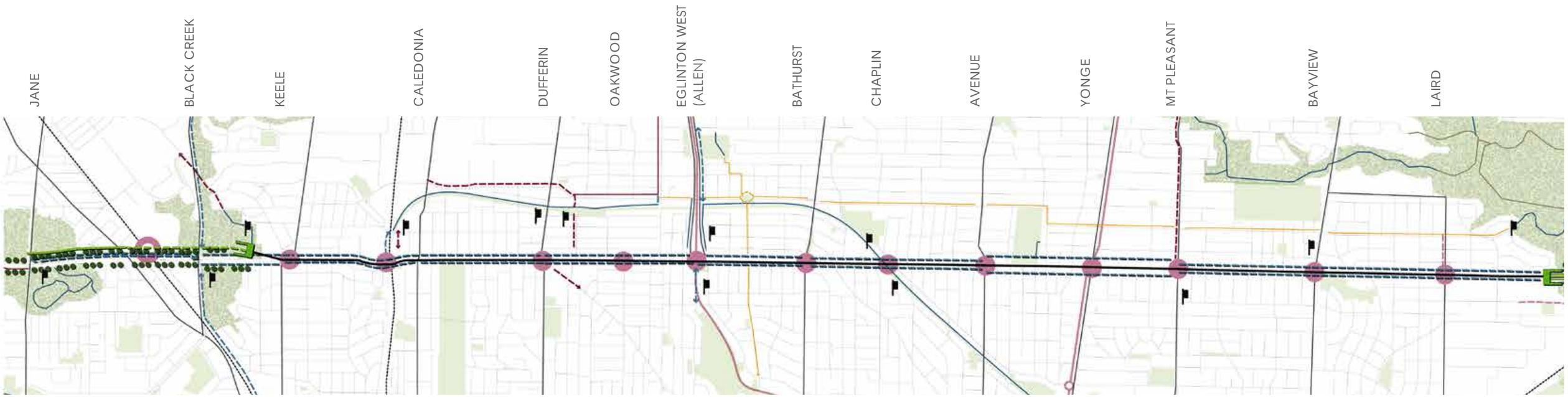
Mature tree canopy grows without interference of transmission lines

IMPLEMENTATION

- City of Toronto and Toronto Hydro coordinate to address the need for improved utility coordination and funding for Hydro line burial throughout the Eglinton corridor in tandem with reconstruction of the street
- Explore opportunity to relocate hydro lines to rear lanes as an interim or alternative solution

Short Term Actions

- Establish a fund for hydro burial along Eglinton Avenue, to be undertaken in tandem with LRT construction



Map showing Connections to Trails and Ravine System

#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 LRT 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.

11
potential new trail connections/extensions

26
potential new/enhanced Open Space Gateways

WHY

Natural heritage and the ravine systems are part of the identity of Eglinton, and the City as a whole. Enhancing connections to the trails and ravine system will allow Eglinton's neighbourhoods to more fully realize the benefits of a direct relationship with the valley system, and facilitate active transportation, including walking and cycling, with numerous public health benefits.

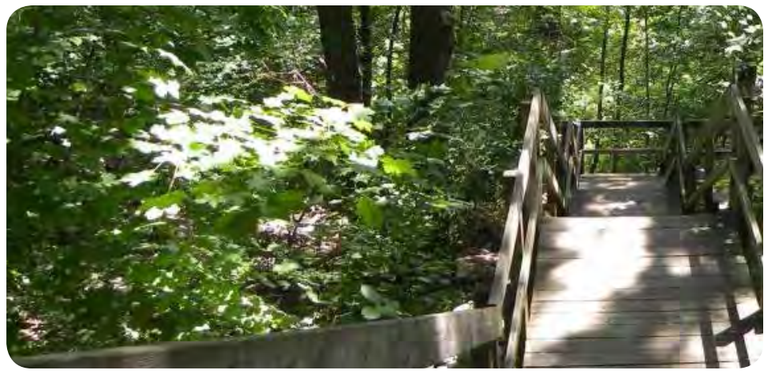


Image of a trail into the ravine

WHAT

- The topography and natural ecologies of the creek and ravine systems should be reflected along Eglinton Avenue. Eglinton should be treated as a landscaped artery that leads directly to the trails and ravine system, and further beyond to a whole network of parks and open spaces.
- New trailheads, enhancement of existing access points and new connections to the existing trail system are recommended in a number of locations identified in the Streetscape Plan

What We Heard:
Survey #2: Nearly half (49%) of all survey respondents felt that providing better connects to the ravines is very important.

Workshop # 2: Several participants highlighted the number of trails that intersect Eglinton and suggested that connections to these trails could be improved by providing better lighting, wayfinding (including maps at LRT stations), winter maintenance and drainage.

Workshop #4: Participants supported wayfinding signage and safe pedestrian/bicycle crossings where connections are made to trails and the ravine systems.

Image depicting trail connections at Leslie Street

IMPLEMENTATION

- Where identified, require new/enhanced connections as part of building or station redevelopment
- Development of detailed design drawings for Open Space Gateways, trailheads, and enhanced trail connections at:
  - Eglinton Flats
  - Mt Dennis Mobility Hub - Main LRT station to Black Creek trail
  - West Side Focus Area - bike facilities from Main Station along the GO corridor and Croham Road to the Beltline Trail
  - Dufferin Focus Area - bike facilities from Vaughan Road/Main LRT Station along Dufferin Street and Locksley Avenue to the Beltline Trail
  - Allen LRT Station - east side of the street to the Beltline Trail and south to the Cedarvale Ravine
  - Chaplin LRT Station - to the Beltline Trail
  - Mt Pleasant LRT Station - south to the Beltline Trail and Mt Pleasant Cemetery
  - Bayview Focus Area - from the Main LRT Station north to Mt Hope Cemetery and western branch of the Don Valley (Sunnybrook Park, Sherwood Park, and Blythwood Ravine Park)
  - Laird Station - new connections on Laird Drive and/or Sutherland Drive to Broadway Avenue, and to the existing ravine trails from Vanderhoof Avenue
  - Leslie LRT Platform - enhanced trail connections north and south
  - Wynford LRT Platform - enhanced trail connections to the Don Valley
  - Gatineau Hydro Corridor - future connection to the planned Pan-Am Path between Bermondsey Road and Victoria Park Avenue
  - Golden Mile Focus Area - connections from LRT Platforms to new parks, Gatineau Hydro Trail Corridor and Wexford Park
  - Kennedy Mobility Hub - Main LRT Station to existing off-street trail to Jack Goodlad Park to the north and potentially along the proposed off-street trail to the south

Short Term Actions

- Coordinate planning and implementation with the Parks Division and Cycling Division

#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.

5.4 km
potential linear green trackway

5
portals providing opportunity for native planting

WHY

Integrating transit investments with new open space improvements and the greening of the Eglinton corridor will transform the perception of Eglinton from a space to pass through to a living, green street. If the significant investment in the LRT can result in a green and vibrant public realm, it will attract new high-quality development to support places for living, employment, shopping, culture and recreation.

The greening of the transit infrastructure is one example of how the public realm extends beyond the street. A green trackway and landscaped platforms in the at-grade LRT segment between Brentcliffe and Kennedy Station will have a dramatic benefit in transforming the public realm. Based on this Study's research of green trackways in other cities around the world, the green transformation of Eglinton should create a new image for the street, revitalize adjacent neighbourhoods, increase demand for additional residential and employment uses, and increase the potential for street related retail.

The green trackway and platforms will also reduce stormwater run-off, reduce heat island effect, reduce ambient noise of the street, and reduce the quantity of asphalt/hardscape.

Planting at and around the portals enhances the experience of travelling from underground and emerging to the surface at the Valleys. Much like the Bloor-Danforth Subway and its point of emergence above the Don Valley at the Bloor Viaduct, the moment where the Crosstown LRT emerges from below to above should be designed as a special place of transition.

The Green Trackway can be most transformative between Victoria Park Avenue and Birchmount Road in the Golden Mile Focus Area, where large-scale change is possible.

WHAT

The greening of transit infrastructure continues the articulation of the ravine landscape beyond the Valleys themselves, carrying the narrative of the Valleys along the length of Eglinton.

- Planting of grass or sedum in the Green Trackway for 5.4 km
- Trees and planters at bus stations and LRT platforms
- Green the five LRT portals using native plant species found in the ravines
- Planting at station area plazas and setbacks

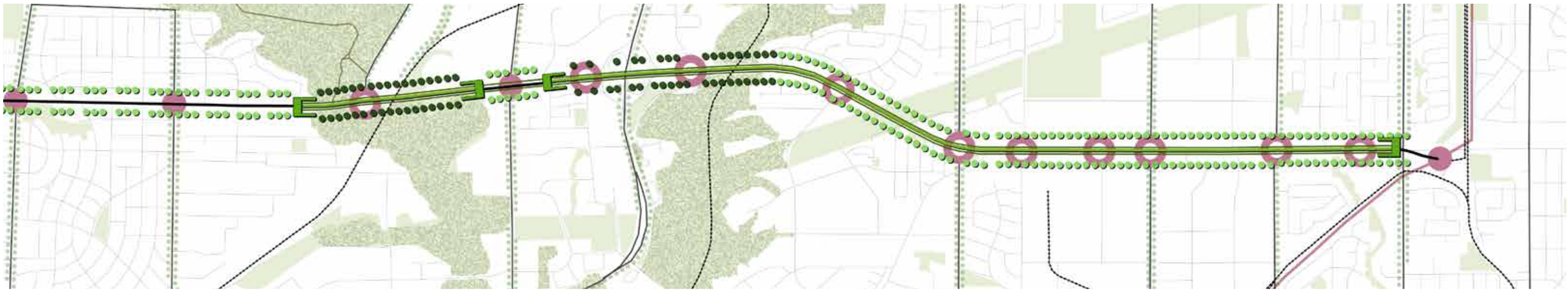
See Appendix E for a summary of research conducted on precedents and the feasibility of the recommended green trackway.

Images of green transit infrastructure: station platforms, and trackway

What We Heard:

Survey #2: 84% of survey respondents felt that constructing the LRT trackway with a green surface is very important or somewhat important. Participants also expressed the desire that design must consider maintenance procedures and safe access for emergency vehicles.

Workshop #4: Participants who expressed support for introducing vegetation to the trackway of the LRT where it runs at-grade felt that it would serve to "soften the street" and perceptively reduce a large street into smaller, less intimidating spaces. The importance of funding for ongoing maintenance was identified.



Map showing Elements of Green Transit Infrastructure East of Laird Drive

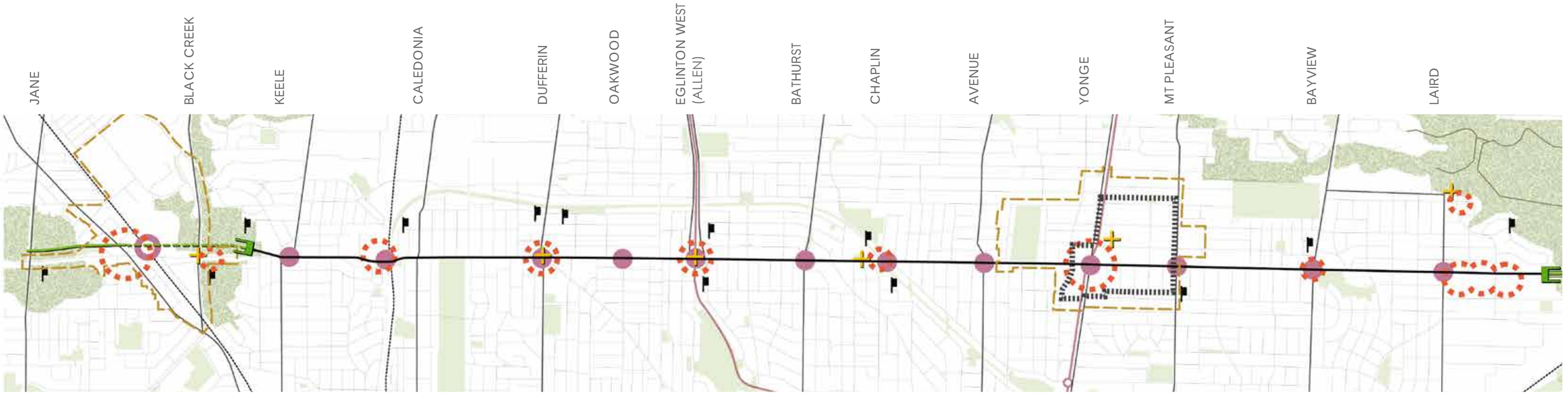
Image depicting a future green trackway in the Golden Mile

IMPLEMENTATION

- Green transit infrastructure elements will be achieved through LRT construction, Public Realm Amount funding, strategic partnerships, and other funding mechanisms

Short Term Actions

- Utilize the Public Realm Amount for planting a critical mass of green trackway in the Golden Mile Focus Area, between Victoria Park Avenue and Birchmount Road, where it can be most transformative
- Further consultation with Metrolinx to review the scope of thegreen trackway and discuss opportunities to reflect 'greening' opportunities through detailed design and implementation of the portals



Map showing Locations for Public Art

#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.

WHY

Public art is a key component in communicating the EGLINTONconnects Vision and Public Realm Concept Plan. It supports the definition of a common identity for the corridor while encouraging individual expression of the communities it connects.

Public art has the potential to provide visual "anchors" to highlight civic destinations along Eglinton, for both local residents and the entire City. In particular, public art at transit interchange stations has the ability to communicate the Vision to those arriving to the Eglinton corridor from other areas.

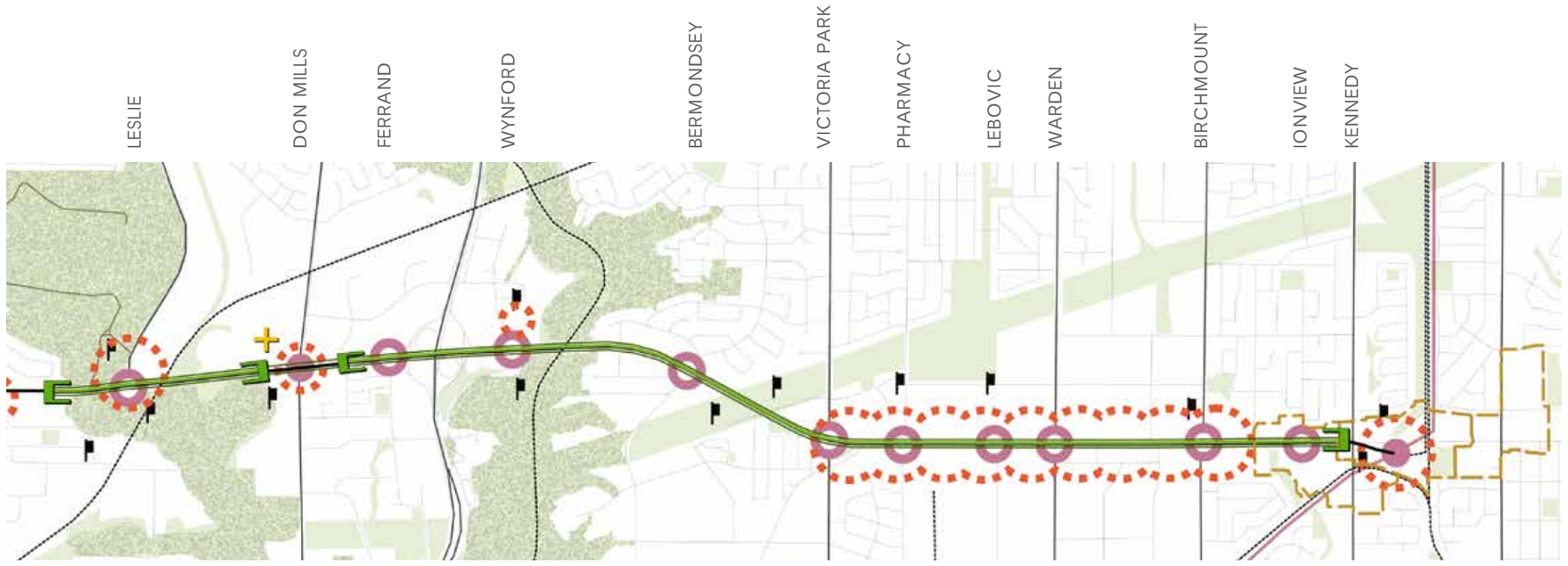
A Public Art Program for the Eglinton corridor will ensure a coordinated effort to commission art as a consistent feature in the experience of Eglinton. The goal of the Public Art Program is to provide a clear and direct process for public investment in art on public lands, which is balanced with private sector partnerships. A well-planned program will establish a process that maintains priority public art initiatives that are consistent with the Vision.

This Public Art Program will complement the public art that will be integrated into the transit line and LRT stations and infrastructure. This component will be developed by Metrolinx through the station design and LRT construction process.

WHAT

- A Public Art Master Plan, specific to Eglinton corridor, should be prepared to provide direction for the Public Art Program. This master plan should confirm priority sites, suggest a range of opportunities, devise a strategy for timing and funding, and propose a variety of art selection methods.
- Criteria for priority public art sites will establish a hierarchy of civic spaces and destinations along the Eglinton corridor such as:
  (a) Grand urban civic spaces at regional arrival points communicating the image of not only Eglinton but the City of Toronto as a whole (i.e. transit interchange stations, DVP intersection with Eglinton);
  (b) Gateways to the valleys (i.e. Don River Valley at Leslie Street, Black Creek Valley at Black Creek Drive and Humber Valley at Jane Street);
  (c) Heritage landmarks and neighbourhood history (i.e. heritage buildings and Character Areas); and
  (d) New areas of intensification (such as in the Focus Areas).

- The EGLINTONconnects Plan identifies
  - Potential public sites in the vicinity of key civic spaces that can accommodate a specific range of public art
  - Potential locations at new Open Space Gateways
  - Potential key locations in Focus Areas



- Develop a strategy of organizational and spatial accommodations to make a variety of public art installations possible.
- Secure political/community and inter-divisional support to facilitate implementation by embedding the Public Art Program in policy, development review, and capital budgeting for the Eglinton corridor.
- Establish a range of public art opportunities from stand-alone sculptures to integrated design details.

Image of public art installed along with new development

IMPLEMENTATION

- Develop an Eglinton Public Art Master Plan that confirms priority sites, suggests a range of opportunities, sets out a strategy for timing and funding, and proposes a variety of art selection methods. The Plan should include a priority list of public art areas and mechanism for pooling of funding contributions through a combination of City capital budget and off- site funds secured through the development approval process.
- Secure interdivisional support for implementing public art by engaging relevant City divisions in developing the Eglinton Public Art Master Plan.
- Identify management responsibility for the Eglinton Public Art Master Plan and Fund that includes:
  - A range of art selection methods, from city, private development and BIAS;
  - Procuring the services of art consultants and artists to commission and create public art; and
  - Long-term maintenance of the art installation and associated elements, such as landscaping, water and power supply, snow removal and protection from construction, safety liabilities.
- Embed the Eglinton Public Art Master Plan in the City Capital Budget priorities review to ensure that accommodations to realize the public art are made (e.g. protecting potential art installation sites in routing underground and overhead utilities).

Short-term Actions

- Create an inventory of public art installations along the Eglinton Corridor that will become part of a managed collection.
- Create and obtain Council support for an Eglinton Public Art Master Plan and pooling of funds.
- Capitalize on public art opportunities coordinated with private development, as it occurs, to start building the Public Art Fund.
- Work with BIAs to capitalize on BIA investment in the public realm related to art

Built form that is predominantly mid-rise in scale

6.0/ BUILDING EGLINTON

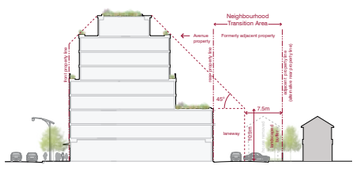
The following recommendations provide guidance for the incremental redevelopment and intensification of significant portions of Eglinton Avenue. Further detail on built form and zoning recommendations for specific properties can be found in the EGLINTONconnects Plan, on-line at www.toronto.ca/eglinton.

#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 on shallow lots should be maximized to allow development to achieve all of the Performance Standards for Mid-Rise Buildings, including a maximum height equivalent to the planned width of the right-of-way, transition to lower scale neighbourhoods, and laneways.



#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. These areas provide opportunities for incorporating a mix of uses 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

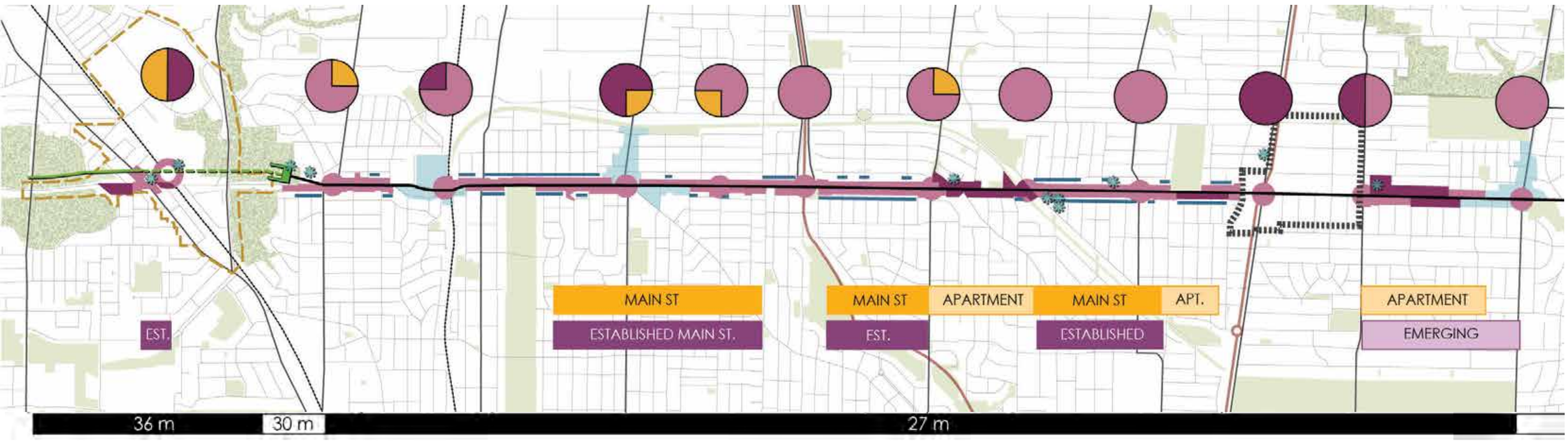
As more people and jobs move to the corridor, new community services and facilities, including green and open spaces should be planned in tandem with new development and the Crosstown.

#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.

#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.

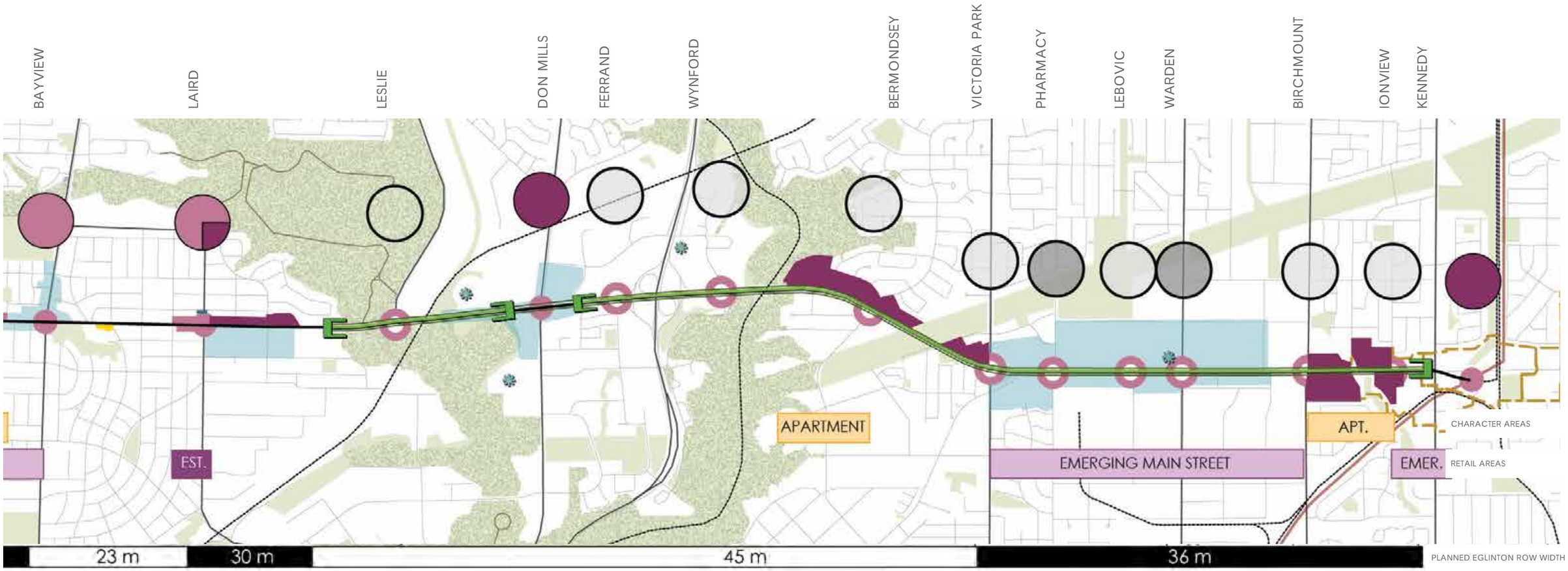


BUILDING RECOMMENDATIONS

The map above illustrates the major recommendations for the properties fronting directly on Eglinton, while situating these recommendations within the larger neighbourhood context. For more detail, please refer to Section 8.0: Comprehensive Map.

Eglinton will continue to act as the main street and hub for the thousands of people who live, work and travel along Eglinton. The LRT investment calls for the intensification of Eglinton Avenue to support the objectives of transit-supportive development. Expected growth along Eglinton Avenue should be accommodated primarily in a mid-rise form (generally 4-11 storeys), where appropriate. Opportunities also exist for low-rise buildings (generally 4 or fewer storeys) in certain areas and tall buildings (generally greater than 11 storeys) within Focus Areas and at select major intersections. Some *Apartment Neighbourhoods* also include underutilized sites that may be appropriate for intensification; the potential height and form of which requires further site-specific study. All new development should retain and enhance opportunities for employment, shopping and recreation.

The EGLINTONconnects Plan emphasizes the opportunity to create new open and green spaces of all types and sizes through redevelopment or infill. Station sites and public buildings are key locations to develop new plazas, parks and pedestrian amenity areas. Private development should be similarly required to contribute to a high quality public realm.



- Underground LRT Station
- LRT Surface Platform
- Mid-Rise Areas
- Apartment Neighbourhoods
- Low-Rise Areas
- Focus Areas
- Potential Neighbourhood Transition Areas (Properties that meet NTA criteria)
- Integrated Station Site with Tall Building
- Integrated Station Site with Mid-Rise Building
- Special Study Station Sites
- Surface Stops with Adjacent Tall Buildings
- Surface Stops with Adjacent Mid-Rise Buildings
- Focus Areas
- Concurrent Study Area Boundaries (Mobility Hub Studies and Midtown-in-Focus)
- Yonge-Eglinton Centre Boundary

Map showing Locations for Updated Permissions for Mid-rise Buildings

#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.

27%
amount of Eglinton Avenue building frontage outside Focus Areas that is appropriate for mid-rise buildings

1.5 million sq.m.
floor area of new mixed-use building potential through mid-rise development

$3.6 billion
potential investment value in mid-rise buildings on Eglinton Avenue*

37,000
potential people and jobs accommodated in mid-rise buildings in *Mixed-Use Areas* on Eglinton over time**

* based on $2,400 per sq metre ($1,830 psm construction cost + $540 psm land cost)
**based on testing with Mid-Rise Dynamic Computer Model

WHY

Much of the increased demand for new housing, retail and employment space on Eglinton Avenue should be provided through mid-rise development that provides an appropriate fit with surrounding neighbourhoods.

Mid-rise buildings are no taller than the width of the right-of-way and incorporate setbacks and stepbacks to maintain adequate sunlight and sky views that benefit both neighbouring residences as well as users of the street. These requirements are contained in the Mid-Rise Performance Standards adopted by City Council in 2010 and should be applied on Eglinton's mid-rise sites.

Mid-rise buildings provide a maximum height no taller than the width of the Eglinton right-of-way. Much of Eglinton is planned to be 27 metres wide which results in buildings between 7 to 9 storeys.

The majority of mid-rise sites currently consist of one and two-storey buildings, many of which are nearing the end of their life-cycle. The mixed-use nature of new mid-rise development means that street related retail and community services and facilities will continue to be provided on the ground floor but with more residential and employment uses on upper floors.

This increased density will support transit ridership on the LRT but also provides a range of benefits to the local community, including:

- A better range of housing choice which offers seniors and young people the potential to continue to live in their neighbourhoods in buildings that are more affordable and suitable to their life-style
- New space for businesses
- A larger customer base to support local shops, restaurants and community services
- An increased local tax base which will help to support improvements to community services and amenities

Current height restrictions within zoning policies are largely out of date and do not permit maximum mid-rise buildings in many areas. The approval process for mid-rise development requires site specific zoning amendments that are lengthy, expensive and unpredictable, hindering reinvestment in properties on Eglinton. As-of-right permissions should be implemented to provide the necessary encouragement to land-owners and developers to assemble properties and invest in mid-rise buildings.

WHAT

As part of this study, a dynamic computer model was prepared for each property on Eglinton to test the capacity for mid-rise development. The results of this model demonstrate that 1.5 million square metres of new development can be accommodated over the next 30 years through mid-rise buildings in Mixed-Use Areas or areas recommended to change to Mixed-Use Areas. Focus Areas can potentially provide an additional 2.75 million square metres of new building area.

Between Mt Dennis and Kennedy stations, 12 kilometres of building frontage along Eglinton Avenue is identified both as an Avenue in the City's Official Plan, and is currently designated Mixed-Use Areas. These are areas where Eglinton requires a built form that is sensitive to local context, yet achieves intensification that supports transit and the 'main street' role of Eglinton.

In total, 9 kilometres of building frontage (27% of the total building frontage on Eglinton) is appropriate for mid-rise buildings and can provide approximately 1.5 million square metres of new development with an investment value of approximately $3.6 billion.*

This includes 0.8 kilometres where it is recommended that land use designation changes to Mixed-Use Areas, in which case mid-rise would be the appropriate built form.

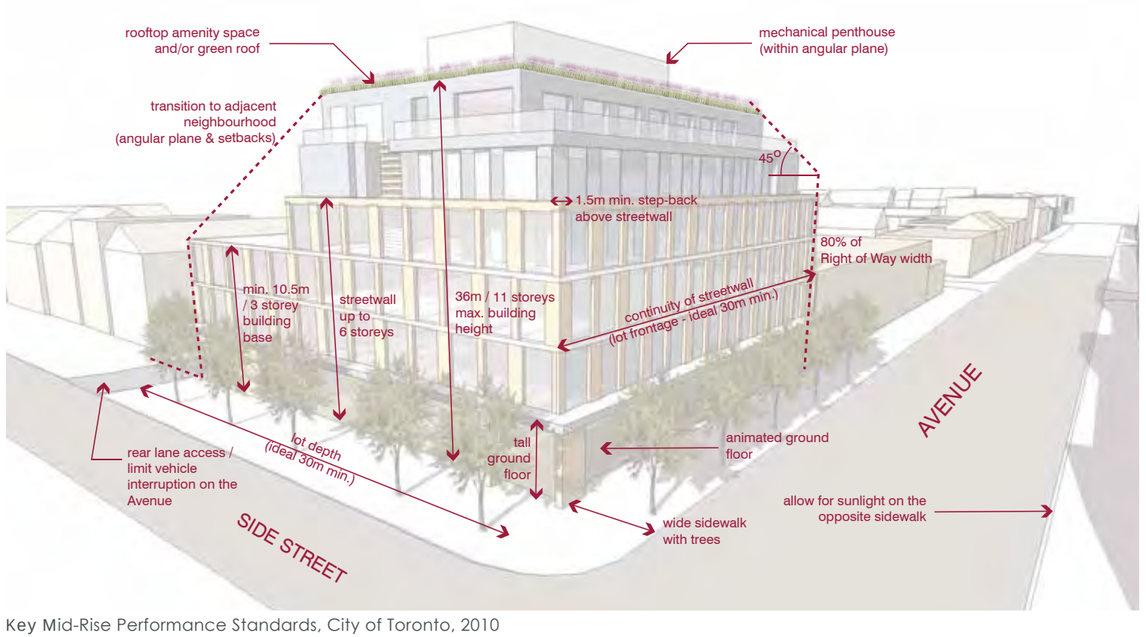
New and/or redeveloping buildings that are to be used for public purposes (such as police, libraries, and community centres) and which are located within designated *Mixed-Use Areas and/or* identified as Mid-Rise Areas, should lead by example.

Not all areas on Eglinton are appropriate for mid-rise buildings. There is a limited segment of Eglinton in Leaside where it is recommended that townhomes be permitted, in addition to single detached and semi-detached housing. Also, there are some areas where tall buildings may be appropriate (refer to Recommendations 17, 18 and 21).

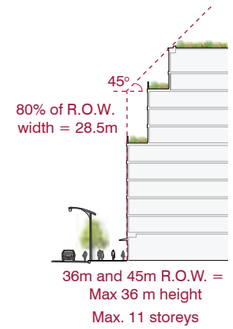
Reduced parking standards for mid-rise buildings on Eglinton Avenue should be explored to reflect and support higher LRT ridership.

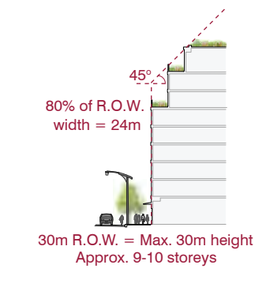
Image of mid-rise testing along Eglinton Avenue

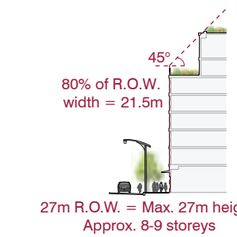
Image showing mid-rise development, Avenues and Mid-Rise Buildings Study, 2010

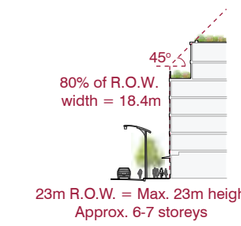


Key Mid-Rise Performance Standards, City of Toronto, 2010









Key to Permitted Building Height per Right-of-Way Width

What We Heard:

Survey #1:

- 81% of respondents agreed that increasing density along Eglinton is appropriate with the LRT. Of those who do not live on or near Eglinton, 84% agreed that it is appropriate to increase density on Eglinton with the LRT line. Support for increasing density remained high among those who do live on or near Eglinton, with over three-quarters (77%) agreeing that it is appropriate to increase density.
- 83% of respondents agreed that mid-rise buildings are appropriate between stations. Respondents who did not live on or near Eglinton were slightly more likely to agree that mid-rise buildings are appropriate between transit stations and major intersections than those who do live on or near Eglinton. Support amongst both these groups remained close to the overall level of support, with 84% of those who do not live on or near Eglinton and 82% of those who do live on or near Eglinton agreeing.

Survey #4: Survey respondents indicated very strong support for the recommendations to encourage mid-rise buildings (73%).

Ipsos Reid Survey: There is greater support for permitting new mid-rise buildings than tall buildings along Eglinton. Six in ten support new mid-rise buildings along Eglinton and 23% are neutral on the topic. Less than two in ten are opposed. Conversely, nearly half (45%) of residents are opposed to tall buildings along Eglinton.

IMPLEMENTATION

- Integrate recommendations from the Mount Dennis and Kennedy Mobility Hub Studies into EGLINTONconnects zoning recommendations, where possible
- Consider additional Performance Standards in Character Areas (Recommendation #21) in the development approval process

Short Term Actions

- Update Zoning By-law 569-2013 and other relevant by-laws to reflect mid-rise built form and property-specific height permissions
- Update parking standards for mid-rise buildings
- Official Plan Amendment to change land uses where identified on the Comprehensive Map

Map showing Neighbourhood Transition Areas Associated with Mid-Rise Development

#16 MAXIMIZE OPPORTUNITIES FOR MID-RISE DEVELOPMENT ON SHALLOW LOTS

Opportunities on shallow lots should be maximized to allow development to achieve all of the Performance Standards for Mid-Rise Buildings, including a maximum height equivalent to the planned width of the right-of-way, transition to lower scale neighbourhoods, and laneways.

81%
of mid-rise, *Mixed-Use*, sites are constrained by shallow lot depths

36%
of mid-rise sites may meet criteria for Neighbourhood Transition Areas

WHY

Approximately 81% of the sites identified as appropriate for mid-rise development in *Mixed-Use Areas* have insufficient lot depths to support the maximum mid-rise building height, resulting in an economic disincentive for mid-rise development. These shallow lots reflect historic lot patterns, which pose limitations on the development potential.

In order to mitigate this condition, consolidation of additional properties should be permitted to achieve the appropriate lot dimensions for maximum mid-rise development.

WHAT

- Consolidation of properties to create sites that can accommodate mid-rise development should be encouraged along Eglinton especially where the *Avenues* overlay is in place
- Land Use Redesignation: In select locations, redesignating properties to *Mixed-Use* will allow lot consolidation to accommodate mid-rise development
- Neighbourhood Transition Area (NTA): This is a mechanism that would apply to select properties immediately behind a shallow mid-rise site and allow a property developer to purchase a maximum of two rear properties (except where the second property is a semi-detached home, in which case three properties are permitted) from willing sellers. The increased depth these additional properties provide allows the rear angular plane to be taken from a new rear property line, thus allowing for the maximum 1:1 mid-rise height.
  - The additional site area within the NTA may provide space for a laneway, surface parking to support local retail uses and/or a landscape buffer between the Mid-Rise building and adjacent low-rise residences.
  - A series of criteria for consideration of NTAs has been developed based on analysis of lot characteristics along Eglinton. These criteria are:
    - Areas where a mid-rise building cannot achieve the maximum mid-rise height due to existing lot depths
    - Areas where a Neighbourhood Transition Area would help a development meet all of the mid-rise Performance Standards including minimum setbacks and the 45 degree rear angular plane.
    - Areas that have a generally uniform lot pattern within the block and where neighbourhood property side yards are oriented parallel to Eglinton rather than perpendicular
    - Areas where a Neighbourhood Transition Area would help create a logical rear lane system extend or widen an existing laneway
    - Areas where mid-rise sites are too shallow as a result of an increased front setback to accommodate minimum sidewalk requirements
  - Additional criteria for appropriate application of NTAs may be needed, for example to take into account existing laneways that run parallel to Eglinton Avenue
  - Approximately 36% of the *Mixed-Use* properties appropriate for mid-rise meet the criteria for Neighbourhood Transition Areas

IMPLEMENTATION

Short Term Actions

- Implement the use of NTAs where appropriate, giving consideration to the existing laneway configuration, to allow future redevelopment to achieve all of the Performance Standards for Mid-Rise Buildings, including a maximum 1:1 height, transition to lower scale neighbourhoods, and laneways, through an amendment to the Official Plan, Zoning and/or the Development Permit System
- In select locations, redesignate properties to *Mixed-Use Area* to allow lot consolidation to accommodate mid-rise development.

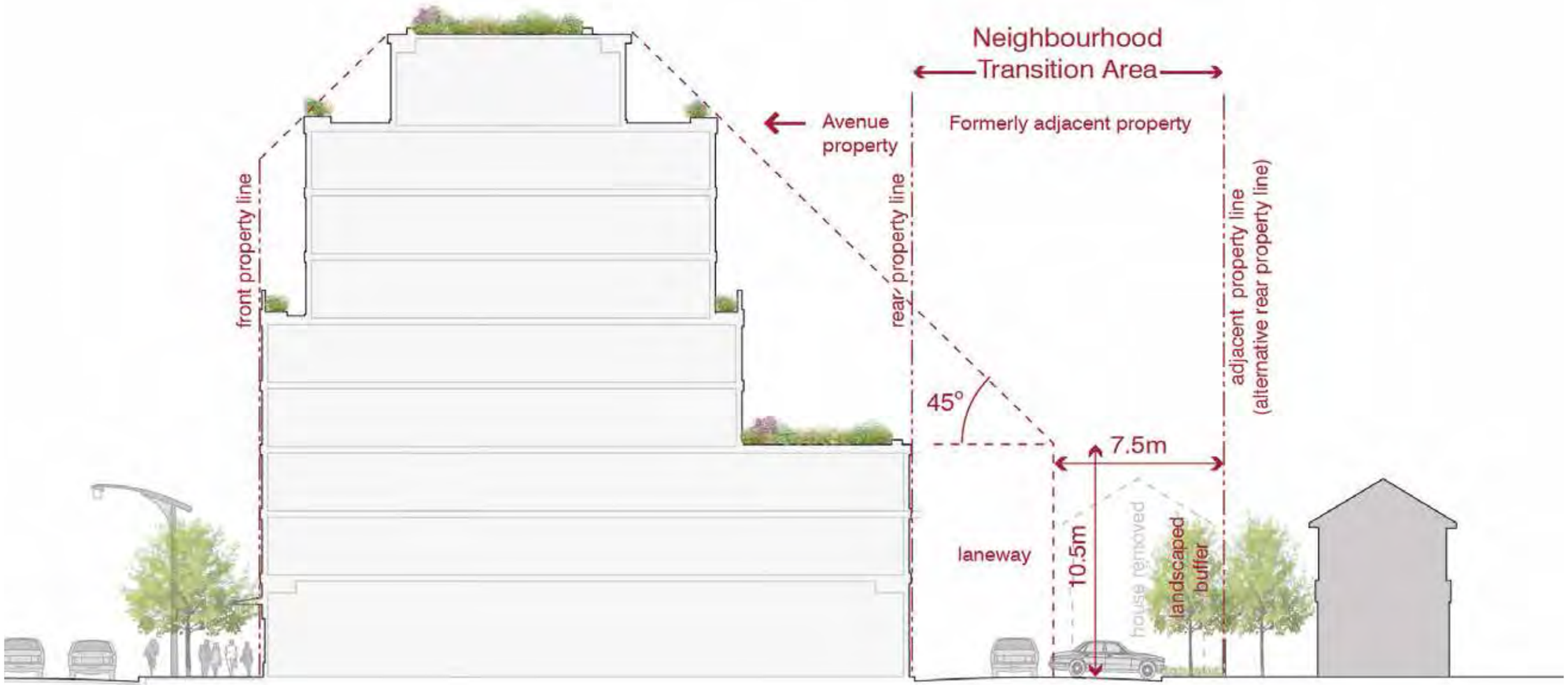


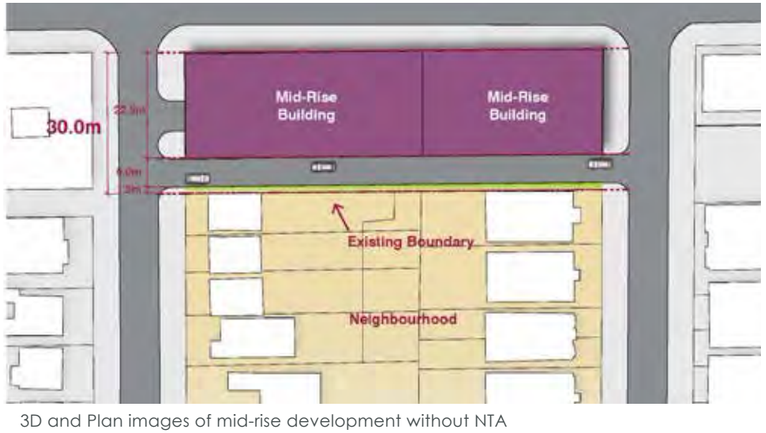
Diagram showing potential application of an NTA

What We Heard:

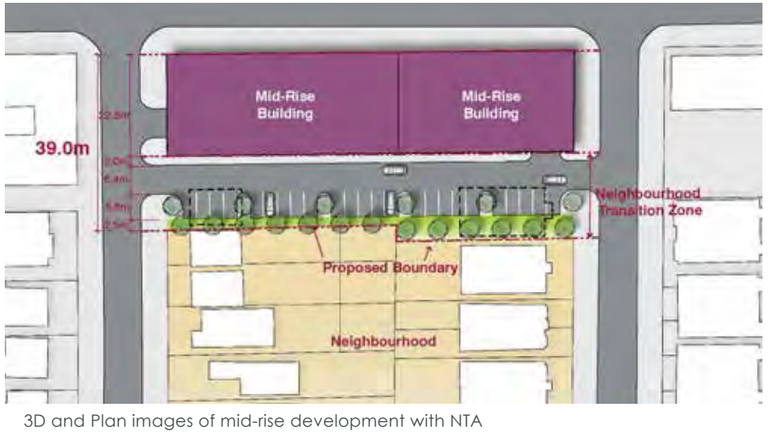
Survey #3: All of the criteria used to identify Neighbourhood Transition Areas received strong support from survey participants, with each criterion receiving over two-thirds support.

Workshop #3: At the public workshops, many participants liked the idea of using transition areas and the use of strong criteria to identify their locations to ensure clear interpretation. Many participants liked the proposed uses (e.g. servicing, parking, landscaping, sitting areas) that would be included in the laneway created by the transition area. Participants suggested that design should ensure clear sightlines, maintenance enforcement and traffic calming measures to ensure safety.

Survey #4: Survey respondents indicated very strong support for the recommendations to encourage mid-rise buildings (73%) and permit Neighbourhood Transition Areas (NTA) (61%).



3D and Plan images of mid-rise development without NTA



3D and Plan images of mid-rise development with NTA

Option for additional commercial parking and wider green transition area to the rear of the mid-rise building with NTA

Map Identifying Integrated Built Form Recommendations for LRT Stations and Platforms

#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 pursue opportunities to set a precedent and a new context for connecting development to transit.

8 Station Sites appropriate for Mid-Rise Buildings

6 Station Sites appropriate for Tall Buildings

5 Station Sites identified for further study

WHY

There is a synergy created by integrating light rail transit stations with development. By concentrating population and employment growth at stations, a number of benefits can be achieved, including:

- Increase in transit ridership, which maximizes investment in transit
- Support for modal shift towards more active forms of transportation, such as walking and cycling
- Reduced dependence on the car, including for short trips

The Official Plan recognizes this by directing growth to areas of the City served by transit. Further, the 2013 Official Plan Amendment No. 231 provides that "subway and underground light rapid transit stations will be integrated into multi-storey developments wherever it is technically feasible."

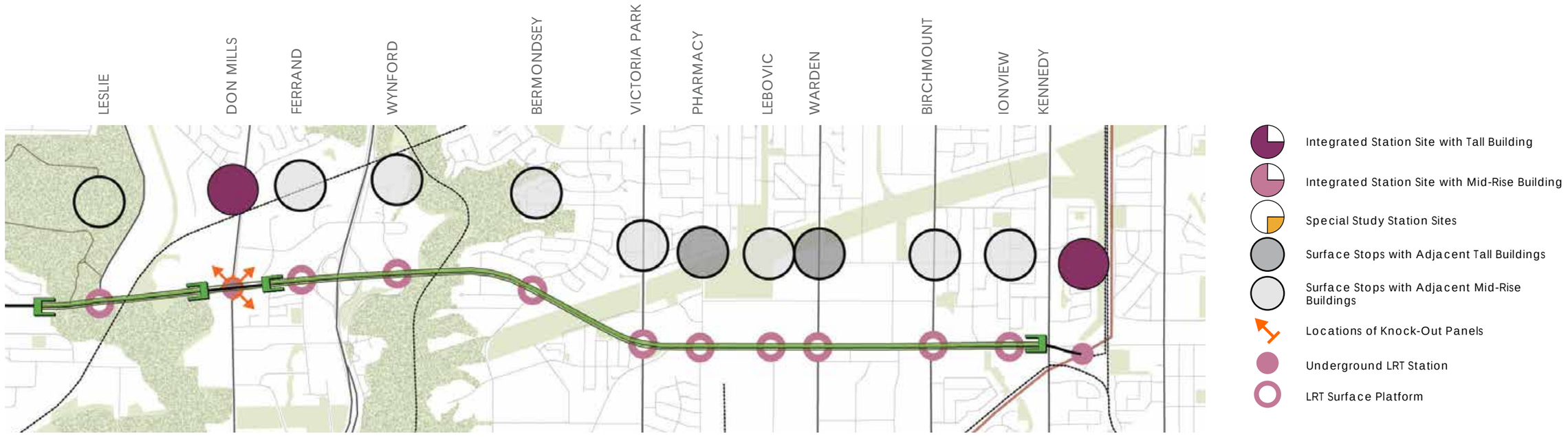
By locating development immediately at Crosstown stations, walking distances can be minimized and opportunities to achieve public policy objectives for transit-oriented development can be maximized.

WHAT

Below-grade Crosstown stations (between Mount Dennis and Laird, as well as Don Mills and Kennedy stations) should be conceived as part of future development, including anticipating and facilitating property acquisition. "Station Sites" are properties that include direct access to Crosstown stations main or secondary entrances.

Metrolinx has already invested in approximately 50 properties along the Eglinton corridor for station entrances, vent shafts, emergency exits and power supply structures. Intensification of many of these sites should be anticipated in order to capitalize on the opportunity to provide direct and convenient public access to the Crosstown for residents, shoppers and employees. Development of these sites could also provide a strong precedent for future planning and urban design in other high capacity transit corridors.

Most of the 15 below-grade Crosstown stations will have at least two entrances. Additional entrances are anticipated through the provision of knock-out panels within the planned station boxes through redevelopment of associated lands. The potential locations for knock-out panels on sites that are not owned by Metrolinx are identified on the map above and may merit further study prior to development.



The development of buildings directly connected to the below-grade stations may involve technically complex construction methods and challenging below-grade access and uses. If these sites are to be realized as part of the vision, optimal densities should be anticipated and appropriate relief from parking, loading and access and angular plane regulations and standards should be considered. In exchange, these sites have the capacity to increase local amenities such as retail at grade, rear laneways, bike parking, setbacks and plazas, and a system of connected below-ground pedestrian pathways, particularly in cases where they can be consolidated with adjacent sites. Each of these sites has site-specific conditions that require unique consideration. Protection of adjacent neighbourhoods from adverse impacts also needs to be taken into account.

Analysis of the development potential at station sites has resulted in four categories: Mid-Rise Building Station Sites, Tall Building Station Sites, Special Study Station Sites, and Surface Stop Sites.

These are illustrated on the above map and described below.

1. **Mid-Rise Building Station Sites:** Mid-rise buildings are the appropriate built form for most of the Crosstown station sites based on site configuration, lot depths and context. In some cases, the existing zoning and land use designation already permit this. In other areas, the zoning needs minor changes. On these station entrance sites, consideration should be given for relief from parking requirements due to restricted space underground used for LRT infrastructure.

2. **Tall Building Station Sites:** Some of the Crosstown station sites have sufficient dimensions and appropriate context to support tall buildings, as well as mid-rise buildings, as defined in the City's Tall Buildings Guidelines.

Two station sites have existing permissions for tall buildings:
- Main entrance site at the southeast corner of Yonge and Eglinton
- Main entrance site on the northwest corner of Mount Pleasant and Eglinton

Six station sites are within the Focus Areas and Mobility Hubs sites and are candidates for tall buildings, as demonstrated in Recommendation #18, Plan For Intensification in Focus Areas and Mobility Hubs. Additional study and public consultation, including consideration for the provision of the necessary community benefits, will be required prior to implementation.

The sites within the Focus Areas are:
- The West Side Mall, which is immediately adjacent to the main entrance site to Caledonia Station in the West Side Focus Area
- The site immediately adjacent to the secondary entrance site on the northwest corner of Dufferin Street and Eglinton Avenue in the Dufferin Focus Area
- Anticipated secondary entrance site on the south side of Eglinton Avenue between Laird Drive and Brentcliffe Road in the Laird Focus Area
- Main entrance at the Don Mills Station, in the Don Mills Focus Area

The sites within the Mobility Hubs are:
- Bus terminal and station entrance on Eglinton, west of Black Creek Drive, in the Mount Dennis Mobility Hub
- The outcome of the Kennedy Mobility Hub Study may also identify additional station sites that are appropriate for tall buildings.

3. **Special Study Station Sites:** Five station sites require special consideration due to their irregular site configurations, land use designations and context. These station sites merit accelerated attention to ensure mechanisms are in place to permit development together with the construction of the stations.

The Special Study Station Sites are:

- Main entrance on the northeast corner at Keele Street
- Main entrance on the southeast corner at Dufferin
- Main entrance at the northeast corner at Bathurst
- Secondary entrance on the southwest corner at Oakwood
- Main entrance at Mount Dennis Station at the northeast corner at Weston

While mid-rise buildings would not be inappropriate at any of these locations, the results of the EGLINTONconnects Study recognizes opportunities for unique responses to the context. Special policies should be drafted to include provisions that would ensure the integration of entrances into future development and suitable land assembly. At these locations, consolidation of sites beyond the Metrolinx owned parcels is anticipated and encouraged. For these sites, it is recommended that as-of-right permissions for mid-rise buildings be put in place while consideration for special provisions is made and the appropriate implementation tools are decided upon.

4. **Surface Stop Sites:** The at-grade section of the Crosstown, generally between Brentcliffe Road and Kennedy Road, with the exception of the Don Mills Road intersection, consists of ten surface stops. Though station entrances will not be integrated directly into new development, built form around the stops should relate to the changing context of the area, which includes an *Employment Area*, *Apartment Neighbourhoods*, auto-oriented commercial areas and two ravines. While mid-rise is generally considered an appropriate built form for this section, tall buildings may also be appropriate clustered around key LRT stops, such as Pharmacy and Warden.

Image depicting Conceptual Vision for development integrated with Kennedy Station (Source: Metrolinx)

Image depicting a possible development scenario for integrated station development with mid-rise buildings and open space at Bayview Station

Image depicting a possible development scenario for integrated station development with tall and mid-rise buildings and open space at Caledonia Station

Image depicting an example of built form testing at a theoretical Special Station Site

What We Heard:

Workshop #2: Criteria for determining the location of tall buildings were supported by a majority of participants. The criterion of considering tall buildings at Mobility Hubs received the highest level of support with 76% expressing agreement.

Survey #4: Several survey respondents provided comments in support of locating tall buildings at LRT stations. While some felt that tall buildings were appropriate at all stations while others felt that tall buildings would be appropriate only at some stations.

Ipsos Reid Survey: Slightly more than half of residents support tall buildings in areas where two major transit lines intersect or near transit stations.

IMPLEMENTATION

- Further study of policies and/or zoning at Special Study Station Sites

Short-Term Priority Actions

- Implement plazas and pedestrian amenity setbacks at stations as part of LRT construction
- Update Zoning By-law to permit mid-rise development and appropriate parking standards at all underground station sites
- Coordinate with Metrolinx/Project Co to ensure that design of stations allows for future development around and above stations

Map showing Focus Areas

#18 ENCOURAGE THE REDEVELOPMENT OF 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.

128 hectares
combined land area of the 6 Focus Areas

2.75 million sq.m.
approximate mixed-use and employment building area that could potentially be provided in 6 Focus Areas*

$6.6 billion
potential investment value in 6 Focus Areas**

* based on Focus Area demonstration plans - see Appendix F
**based on $2,400 per sq metre ($1,830 psm construction cost + $540 psm land cost)

WHY

Six Focus Areas were identified for more detailed study as part of EGLINTONconnects based on their capacity to accommodate future residential, mixed-use and/or employment growth. The Focus Areas were selected based on factors such as the presence of large and/or underdeveloped sites and Employment Areas. The Focus Areas are: the West Side Mall and vicinity; the area surrounding each of the intersections of Dufferin and Eglinton, Bayview and Eglinton, and Don Mills and Eglinton; four large properties east of Laird Drive on the south side of Eglinton; and the Golden Mile area from Victoria Park Avenue to Birchmount Road.

The regional transportation plan for the Greater Toronto and Hamilton Area, The Big Move, identifies five Mobility Hubs within the EGLINTONconnects Study area. Mobility Hubs are major transit station areas that provide connectivity between regional rapid transit services and seamless transfer to other modes of transportation. Concurrent with the EGLINTONconnects Study, Metrolinx conducted studies for two of the Mobility Hubs along Eglinton – Mount Dennis and Kennedy/Eglinton. These studies respond to the complexity of the transportation infrastructure in these areas and the need to coordinate LRT planning with GO Transit.

Metrolinx has not conducted studies for the other three Mobility Hubs – Eglinton West, Yonge, and Don Mills; however, Don Mills has been studied as a Focus Area as part of EGLINTONconnects. This recommendation does not preclude findings and planning directions arising from possible future studies for these Mobility Hub areas. See also Recommendation #17, Integrate Crosstown Station Sites with New Development.

The six Focus Areas and two Mobility Hubs study areas are shown on the map above.

Each of these eight areas has unique characteristics and/or policy objectives that necessitate a closer examination of a range of issues, including growth potential, the appropriate type, amount and height of new development, connectivity and transition to the surrounding communities, and infrastructure and servicing needs. Recommendations will support the development of these areas to become complete, healthy, and transit-supportive communities over time. Increasing the opportunities for employment within the Focus Areas and Mobility Hubs is an important goal to support a sustainable live-work balance along the Eglinton corridor and maximize the investment in transit infrastructure.

Each area has been studied through the lens of existing policies and guidelines, such as the City's Official Plan, Mid-Rise Performance Standards, Tall Building Design Guidelines, and, in the case of the Mount Dennis and the Kennedy Mobility Hubs, Metrolinx's Mobility Hub Guidelines. Issues and opportunities, and a range of options for future development, have also been examined. To support the development of complete communities over time, an assessment of community services and facilities needs was undertaken for each Focus Area, as well as the Mount Dennis Mobility Hub. This assessment provides an understanding of existing and future community service and facility needs for each area based on anticipated growth in population and employment.

What We Heard:

Workshop #2: Participants generally supported a mix of mid-rise and tall buildings in Focus Areas, felt that Focus Areas should contain a mix of uses and retain the existing mix, and introduce new street connections.

Survey #3: 61% of survey respondents supported intensification of a mix of uses on Employment Lands, provided that new buildings contain offices and other employment uses. 70% of survey participants supported permitting tall buildings on certain sites within focus areas, where they do not shadow or otherwise negatively impact neighbourhoods or open spaces.

Workshop #3:

- Participants supported intensification and a mix of uses in Employment Areas, provided that Employment Uses are maintained as well. Participants also expressed a desire to maintain existing retail (including grocery stores and big box stores) and introduce a variety of retail unit sizes and the promotion of smaller, independent businesses.
- Participants also expressed a strong desire for more green space overall, and for ensuring that new green space is publicly accessible.

WHAT

Main objectives, principles for redevelopment and key planning directions have been developed for each Focus Area and Mobility Hub. Detailed recommendations, as well as summaries of the community services and facilities needs for each area, are found in Appendix F. The complete Community Services and Facilities Strategy can be found in Appendix G.

A number of the areas will require further study to develop specific, area-appropriate policies, development permissions and plans.

Demonstration plans and 3D drawings included in Appendix F illustrate one possible approach to development and should be considered as information only.

An overview of the general principles for planning, design and development of Focus Areas and Mobility Hubs is provided on the following pages.

Travelling

- Create a fine grained street network, including new public streets to break up large blocks and provide greater connectivity within the area, to Crosstown stations and stops, as well as to the surrounding community
- Establish new pedestrian and cycling infrastructure to enhance connections between Crosstown stations and stops, existing and future key destinations along Eglinton, employment areas, public amenities, and community facilities and services, including parks, trails and ravines
- Support healthy communities through planning and design to make walking and cycling primary and viable modes of transportation
- Create and enhance the system of public rear laneways where appropriate
- Accommodate parking underground wherever possible
- Undertake transportation master planning and/or transportation studies as required to respond to the need for larger scale multi-modal transportation infrastructure and improvements

Greening

- Create new green and open spaces, including parks, public plazas, urban squares and multi-use trails, while building on existing community assets such as the ravine systems, parks, and community recreation centres
- Support development of liveable communities by providing places for people to gather and opportunities for civic life
- Explore opportunities for district energy systems and other innovations to create healthy communities, especially as part of planning for large areas/consolidated development sites
- Create green linkages and a high quality improved pedestrian environment between Crosstown stations and stops and major destinations
- Develop a generous, tree-lined pedestrian realm with strong connections to the ravine system
- Incorporate public art into planning and development
- Undertake public realm, parks and open space studies and master planning as required to respond to the need for larger-scale greening and open space improvements

Building

- While development along the Eglinton corridor should be predominantly mid-rise and maintain a consistent street wall, some Focus Areas and Mobility Hubs are appropriate for a range of building types, including tall buildings and townhomes
- New buildings should provide a mix of uses, including space for people to live, work and shop, aiming to achieve a healthy and viable mix of residential and commercial (retail, services and office) floor space to support an increase the overall amount of commercial floor space within each area
- Incorporate a mix of unit sizes and tenures for new residential development, including affordable housing to accommodate diverse incomes
- Maintain or increase the amount of commercial space that currently exists through new development.
- Orient and design new buildings to provide direct pedestrian access to Crosstown stations and stops, including integration of station entrances with development and creating pedestrian plazas
- Provide new community services and facilities to respond to identified needs, ideally at or close to Crosstown stations and stops, and integrate with new development wherever possible
- Conduct land use, built form and urban design studies as required to respond to the need for larger-scale planning and design

Images depicting long-term transformation in the Golden Mile Focus Area

In addition to the above general principles, the following are specific objectives and planning directions for each Focus Area and Mobility Hub.

Mount Dennis Mobility Hub

- Provide seamless connections between light rail, heavy rail, and bus transit, at a multi-modal station centered around the repurposed historic Kodak Building
- Transform Eglinton into a "greenway" connecting the Humber River and Black Creek valleys and extending the Humber trail network east to the new community centre and beyond
- Revitalize Weston Road as the principal community and retail spine, centred upon a new station and green plaza space and supported by new development
- New mixed-use development on the southwest corner of Black Creek Drive and Eglinton Avenue West should relate positively to Keelesdale Park and the station and preserve for a new GO entrance and connection between Weston Road and the community centre
- Strengthen an economically vibrant and pedestrian-friendly Black Creek Business Area that benefits from the new Maintenance and Storage Facility (MSF), with more amenities, more economic activity, and an enhanced image
- Provide high quality streets, public spaces and transit facilities throughout the Mobility Hub area
- Future community services and facilities needs include new, non-profit licensed child care facilities, new green and open space (including parkland), and community agency/human services space

West Side Focus Area

- Introduce a new public street network on the West Side Mall site
- Secure a new central park on the West Side Mall site, along the Eglinton frontage
- Facilitate consolidation and redevelopment of properties south of Eglinton, between Eglinton Avenue and Venn Crescent
- Redevelopment should include a range of building types and unit sizes, including tall buildings, as well as a mix of uses to support an increase in the overall amount of commercial floor space within the area
- Retain and encourage a mix of commercial space sizes
- Future community services and facilities needs include new, non-profit licensed child care facilities, relocated and/or consolidated public library, new green and open space (including parkland), and community agency/human services space

Dufferin Focus Area

- Create better pedestrian connections to Dufferin LRT station entrances
- Create a high quality civic plaza at the main entrance to the Dufferin LRT station
- Create cycling connections to the Beltline Trail
- Continue the main street character of Dufferin Street and Eglinton Avenue West
- Built form should be predominately mid-rise, accentuated with tall buildings at the intersection
- Buildings should support an increase in the overall amount of commercial floor space within the area
- Future community services and facilities needs include new, non-profit licensed child care facilities, new green and open space (including parkland), additional community recreation facilities, and community agency/human services space

Bayview Focus Area

- Provide pedestrian linkages to LRT station entrances
- Protect and enhance views and access to Howard Talbott Park
- Future development should be predominantly mid-rise in height and form
- Create appropriate transitions between new development and the existing community
- Maintain retail as an important land use at this intersection and support an increase in the overall amount of commercial floor space within the area, as well as a variety of commercial space sizes
- Future community services and facilities needs include new, non-profit licensed child care facilities, improved/additional public library space, new green and open space (including parkland), additional community recreation facilities, a strategy for dealing with secondary school capacity, and community agency/human services space

Laird Focus Area

- Create a new fine grained public street network
- Provide a wide landscaped setback along south side of Eglinton, with connections to the nearby parks and trails in the West Don River valley
- Provide additional open space areas on each site as development occurs, which will cumulatively create a new large public park
- Develop a three storey streetwall, with taller building element setback from Eglinton frontage
- Integrate mixed-uses on the northern part of the properties, and maintain/enhance employment uses to the south, including office, in order to support an increase in the overall amount of commercial floor space within the area
- Future community services and facilities needs include new, non-profit licensed child care facilities, improved/additional public library space, new green and open space (including parkland), a strategy to address school capacity, and community agency/human services space

Don Mills Focus Area

- Create a new fine grained public street network
- Provide direct pedestrian connections to the Don River valley
- Develop as a hub for community uses taking advantage of publicly-owned land
- Arrange tall buildings to respect natural setting
- Redevelopment should support a mix of uses, with an emphasis on office space
- Achieve an overall increase in employment uses, to support an increase in the overall amount of commercial floor space within the area
- Future community services and facilities needs include new, non-profit licensed child care facilities, improved/additional public library space, new green and open space (including parkland), additional community recreation facilities, a strategy to address school capacity, and community agency/human services space

Golden Mile Focus Area

- Create a new urban structure for the area with a predominantly mid-rise built form, that is focused around LRT stops and based on a pedestrian-friendly street grid and block network
- Develop a series of precinct plans to inform orderly redevelopment. Intensification and redevelopment should consider re-use and incremental replacement of large-format retail buildings.
- Plan for complete communities that include new, large and centrally located open spaces and a full range of community services and facilities
- Create new public destinations, attractions and community gathering places at key locations along Eglinton, such as major public squares and plazas
- Incorporate a range of building types. Potential locations for tall buildings, such as at LRT stops and at key intersections, should be considered as part of an in-depth Secondary Plan review. A mid-rise buildings should be located along the Eglinton frontage, with tall buildings located to the rear
- New block typologies should be explored, including a mix of tall and mid-rise buildings, townhouses and low-rise commercial or institutional buildings
- Incorporate on-street parking through the area to encourage activity on streets and convenient access to retail/commercial spaces
- Develop an employment and economic development policy and potential incentives to enhance employment uses and jobs in the area, and to attract new employment industries, in order to support an increase in the overall amount of commercial floor space within the area. A new 'Innovation Hub' should be explored adjacent to Centennial College to create a campus-style employment, office and institutional setting.
- Future community services and facilities needs include new, non-profit licensed child care facilities, a new library, new green and open space (including parks of all sizes), a new community recreation centre, a strategy to address school capacity, and community agency/human services space

Kennedy Mobility Hub

- Recognize that the Kennedy station context will continue to evolve, with the introduction of the LRT, the extension of the Bloor Danforth Subway and the decommissioning of the SRT
- Seamlessly connect different modes of transportation
- Create an attractive, intensive concentration of employment, housing, shopping and office space around the transit interchange
- Ensure the station is easily accessible of bicycle or by foot
- Design the Mobility Hub to offer transportation choices
- Further consideration of future community services and facilities needs

Accommodating a mobility mix and emphasizing connections (Top image source: Metrolinx)

NEXT STEPS

Each Focus Area and Mobility Hub will be developed based on the policies of the Official Plan and applicable urban design guidelines. The planning framework for each area, as provided in Appendix F, includes recommendations to guide next steps. In some cases, this will involve minor modifications to land use designations. In other cases, larger, more comprehensive policy tools, such as Site and Area Specific Policies and Secondary Plans, will be required to provide a further layer of local policy direction and to refine plans to accommodate anticipated growth and change.

Summary of Next Steps

- Integrate Crosstown station entrances into development in the West Side, Dufferin, Bayview, and Laird Focus Areas
- Develop Site and Area Specific Policies to provide local planning direction for the West Side, Dufferin, Bayview, and Laird Focus Areas
- Undertake an assessment and implementation process, including identification of priorities, to respond to the long term vision and recommendations from the Mount Dennis Mobility Hub Study
- Prepare a Transportation Study for the Laird Focus Area
- Pursue economic development/job creation strategies for the Laird and Don Mills Focus Areas
- Undertake Secondary Plans for the Don Mills and Golden Mile Focus Areas, including a series of supporting studies and plans:
  - Employment and Economic Development Strategy
  - Transportation Master Plan
  - Parking, Loading and Access Management Strategy
  - Public Realm Study
  - Built Form and Urban Design Study
  - Community Services and Facilities Study
- Amend the Official Plan and Zoning By-law(s) to facilitate implementation of the planning objectives and explore use of Development Permit System
- Address community services and facilities needs as redevelopment occurs
- Undertake more detailed planning and design for the Kennedy Mobility Hub

New green and open spaces and community services and facilities

Mix of building heights, uses, forms (Top image source: Metrolinx)

#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 LRT.

WHY

With more people living, working, shopping and travelling on Eglinton, there is an increased need for community services, facilities and public spaces to ensure a high quality of life. Facilities should be located to take advantage of proximity to the LRT to maximize accessibility. A range of open spaces is required both on Eglinton and within adjacent neighbourhoods. In this way, the intent of Greening extends beyond the street to create and support complete communities.

WHAT

- New or enhanced publicly accessible parks, parkettes and plazas have been identified within Focus Areas and should be integrated into the development of new buildings and at LRT stations
- New developments should be designed to provide green open spaces for building occupants and, where possible, to provide publicly accessible open spaces through forecourts, plazas or setbacks to expand sidewalks.
- Encourage integration of green technologies and green amenity spaces within new development (eg. green roofs, rain gardens, water and energy efficient appliances and fixtures, etc)
- LRT stations should provide well-designed public spaces that reflect their role as important community and civic hubs, with different types and sizes appropriate at different stations
- Amount and location of new community facilities and services should reflect and anticipate the projected population growth
- Where feasible, new Community Services and Facilities should be located to take advantage of proximity to the LRT
- Encourage new and existing public buildings (libraries, schools, police stations, etc) to reinforce the public realm through generous setbacks and landscaping, clear and accessible ground floor layouts, and pedestrian and cycling amenities/connections

See Appendix G for the complete Community Services and Facilities Strategy.

20 hectares
approximate amount of potential green and open spaces linked with new community services and facilities to be created in Focus Areas

What We Heard:
All Workshops: Participants identified the need for new community facilities and open spaces in all of the Focus Areas, to be implemented as intensification occurs. Participants also expressed a general desire for more green space overall and a strong desire for new green space to be publicly accessible.

Images depicting a variety of open spaces and community facilities that can be built in tandem with new development

IMPLEMENTATION

- Implement CS&F and parkland recommendations within Focus Areas and include in divisional budgets for subsequent years
- Require plazas/courtyards/forecourts/front & backyards through station development process and development approval process
- Require green amenity spaces, green roofs and other green infrastructure such as rain gardens as part of new development
  - Encourage new development to achieve Tier 2 of the Toronto Green Development Standard
- Utilize site plan and approval processes to ensure that design and renovation of public buildings reinforce the public realm
- Implement plazas and pedestrian amenity setbacks at stations as part of LRT construction
- Additional opportunities
  - Consider front setbacks with cantilevered overhang in select locations through redevelopment to create additional weather protected urban plazas and achieve wider sidewalks.
  - Re-examine parkland dedication requirements for large areas like the Focus Areas
  - Explore opportunities to green surface parking lots and encourage temporary community uses eg. community festivals, outdoor retail or food truck space

Short Term Actions

- Design and build station plazas as part of station development

Map showing Locations for Street-Related Retail

#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.

Street-related retail along Eglinton Avenue today

WHY

The vibrancy we associate with many main street sections of Eglinton is directly related to the extent of ground floor retail that lines the street-edge. Street related shops, restaurants, cafes, and community facilities provide services that are essential to local neighbourhoods and encourage a pedestrian culture and social engagement that are the hallmarks of high quality urban life.

As pre-war, established main street areas of Eglinton are intensified and redeveloped, these retail services should be replaced and expanded. The preservation of on-street parking, potential expansion of public parking in rear lanes and below-grade garages associated with mid-rise development are also critical to retail viability (see Recommendation #6).

The Crosstown LRT will provide 25 stations and stops that will be primarily accessed by pedestrians and cyclists. Increased pedestrian and cycling traffic, including new residents and workers occupying new buildings, will provide a much stronger market for street-related retail.

In the post-war segments such as the Golden Mile, Eglinton will gradually transform to a more pedestrian oriented streetscape in response to the LRT and demand for new places to live and work. In contrast to the segments of Eglinton with underground LRT stations, the surface portion of the LRT from Brentcliffe to Kennedy Station is characterized by more frequent and closely spaced station stops. This will further encourage pedestrian and cycling travel to these local stops. Street related retail should be provided in these areas as a means of creating a safe and enjoyable pedestrian experience and a local culture that supports a high quality of life.

Ground Floor Retail Required

Ground Floor Retail Permitted

What We Heard:

All Workshops: Many participants expressed how much they value the street-related retail that currently exists, and would like to see it stay and even expand. In Focus Areas, many participants felt that new development should contain a mix of uses, often with retail on the ground floor and residential or office uses above.

Ipsos Reid Survey: Strong desire among respondents to maintain spaces for small-scale 'mom and pop' stores (76% of respondents).

WHAT

Areas where retail is required or permitted have been identified. Established Main Streets and Emerging Main Streets have also been identified, as the character of retail spaces will differ in these areas.

- Established Main Streets have a fine grain commercial character. Businesses in these areas should be supported, while new development should reflect the retail space characteristics that make these areas successful. These include narrow frontages (between 5-10 metres wide) - enough for a single door, a small display window and another door leading to apartments above. Narrow window space is used to catch attention of passers-by, while storage remains out of sight. The narrowness of the shops results in the fine grain of activity that keeps street life interesting. Stores are also deep (between 50-80 feet or 15-25 metres deep, and sometimes more), which allows for the typical elements, like display windows, cashier, goods, and storage, to be arranged in a linear fashion.
- In Emerging Main Streets, the floor to floor height of the ground floor of new buildings should be a minimum of 4.5 metres to accommodate viable retail uses
- The establishment of rear laneways is required to provide access, servicing and parking to these commercial spaces

In those segments where retail is not required at the base of buildings fronting onto Eglinton and it is instead used for residential purposes, the building should be set back a minimum of 3.8 metres from the sidewalk to allow for sufficient privacy separation and landscaping.

Image of mid-rise development with retail on the ground floor

IMPLEMENTATION

- Encourage street-related retail in areas identified as "Retail Permitted" through the development application process
- Work with developers to encourage a variety of commercial space types and sizes to encourage a range of retail on Eglinton - with particular emphasis on spaces that are appropriate for small, independent businesses

Short Term Actions

- Update zoning to require street related retail on the ground floor of new buildings identified as "Retail Required" and permit it in "Retail Permitted" areas
- Further study to consider policy and zoning changes to address the amount of new retail development and the size of retail establishments, to support vibrant and viable shopping areas that consist mainly of small stores for the Main Streets and Emerging Main Streets along Eglinton.

Map showing Character Areas and Existing Heritage Resources

#21 IMPLEMENT ADDITIONAL PERFORMANCE STANDARDS TO SUPPORT LOCAL CHARACTER AREAS & 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.

8
number of Character Areas identified

9
buildings currently listed or designated as Heritage Resources fronting on Eglinton

> 100
number of potential additional heritage resources to be studied further

WHY

The story of Eglinton Avenue can be told in part through the range of neighbourhood and building types and styles found along its length. Research on the evolution and development of Eglinton has led to the identification of a number of areas where unique groups of buildings create a special public realm experience and are a physical expression of the history of this important street. The special character of these areas should be reflected in new development, and new buildings should be designed to fit into their surrounding context. In addition, designated or listed heritage buildings should be protected, and neighbouring development should respect these important resources. Performance Standards can help to guide future development so that these Character Areas continue to express these unique qualities.

A number of potential heritage resources were identified in the Heritage Analysis, included as part of Volume 1 of EGLINTONconnects. The City of Toronto will undertake further study of these more than 100 properties to determine whether they should be formally designated.

WHAT

The Heritage Analysis and review of existing built form undertaken as part of EGLINTONconnects documented and described the characteristics of neighbourhoods all along the Eglinton corridor. Some areas have been brought forward as Character Areas for the purpose of establishing additional Performance Standards to be applied to new development. These Performance Standards will help to ensure that the unique characteristics of these areas and associated heritage resources are reflected in future development and the evolution of the street. Though built form characteristics of the whole corridor have been reviewed, not all areas have been identified as Character Areas in the EGLINTONconnects Plan.

Criteria used to identify Character Areas included:

- Preliminary identification as a Character Area in the Avenues and Mid-Rise Buildings Study (see Volume 1, Appendix A - Heritage Analysis and Streetscape Character Areas/Heritage Resource Inventory)
- Location within a Business Improvement Area with a consistent and high quality “Main Street” type of development
- Location within an *Apartment Neighbourhood* area

Designated or Listed Heritage Building

Underground LRT Station

LRT Surface Platform

What We Heard:

Survey #4: Survey respondents indicated very strong support for implementing an Eglinton-specific built form pattern (64%)

- Unique, consistent and continuous built form type, orientation, and/or architectural style and quality that is:
  - Consistent over more than one adjacent block, and;
  - Consistent on both sides of the street or adjacent to a park/major public space
- Area contains designated heritage resources

Character Areas meeting these criteria have been grouped within two typologies – Main Street Character Areas and Apartment Corridor Areas. The specific areas identified are:

- Fairbank-Village/York-Eglinton Main Street
- Upper Village Main Street
- The Eglinton Way Main Street
- Forest Hill Apartment Corridor
- Eglinton Park Apartment Corridor
- Mount Pleasant/Bayview Apartment Corridor
- Victoria Village Apartment Corridor
- Kennedy Apartment Corridor

Additional performance standards for Character Areas that should be considered are on the following two pages.

Image of Apartment Corridor Character Area near Birchmount Road and Kennedy Road

IMPLEMENTATION

- Additional Performance Standards to be applied during development approval process
- Potential heritage resources identified through EGLINTONconnects should be further investigated and brought forward by the Heritage Preservation Services Section of the City Planning Division
- Further site-specific study of zoning in *Apartment Neighbourhoods*

Short Term Actions

- Test and adopt Character Area performance standards
- Include required front/side setbacks, stepbacks and heights in updated Zoning By-Law

New mid-rise buildings next to heritage buildings should incorporate upper storey stepbacks and consistent floor-to-floor heights

In Main Street Character Areas, a consistent rhythm of narrow shopfronts should be maintained

Consistency in use of materials, glazing, floor heights and cornice lines help to maintain character

CHARACTER AREA PERFORMANCE STANDARDS

General

- Building elements, such as character, façade design, orientation or signage, should be consistent with or sensitive to character of the area
- New buildings may be taller than adjacent buildings, but should incorporate elements of consistency with the existing character

Building Scale

a/ Height and Stepbacks

- Main Street Character Areas: New buildings should establish a strong streetwall of at least 2 - 3 storeys, depending on context
- Main Street Character Areas: Require a 1.5 metre stepback above the second or third storey where neighbouring buildings are predominantly 2 or 3 storeys in height
- Apartment Corridor Character Areas: Front and Side stepbacks should be consistent with those of neighbouring buildings

b/ Building Orientation

- Buildings in Main Street Character Areas should be oriented to Eglinton Avenue
- Buildings in Apartment Corridor Character Areas should be oriented consistently with other buildings in the area, but the main entrance should accessed off of Eglinton Avenue

c/ Adjacency to Heritage Buildings

- Buildings immediately adjacent to a designated heritage building should adhere to Performance Standard 19 of the Mid-Rise Buildings Guidelines
- Where a mid-rise building is adjacent to a designated heritage building, provide a front and side stepback of at least 1.5 metres at second or third floor, depending on the height of the neighbouring buildings. This will help to limit visual impact on the streetscape, create a transition between built form of varying heights and provide appropriate separation between adjacent buildings.

Vernacular

a/ Cornice Line
- Cornices should define the horizontal demarcation of the streetwall, as well as the top of the first floor
- The façade of new mixed-use buildings should have a sign band cornice matching the height of its nearby heritage structures
- Main Street Character Areas: Roof cornice lines and floor lines should be compatible with neighbours

b/ Glazing
- Mixed-Use Buildings: A minimum of 60% of building frontage on the ground floor, and other floors of the building base, should be glazed to allow view of indoor uses and create visual interest

c/ Materials
- Choice of materials, especially for the streetwall height, should be similar to the ones characteristic of existing heritage or Character Area buildings, including brick, stone and wood
- All exterior building finishes should be durable, easy to maintain and reflect a high quality of workmanship

d/ Floor Heights
- Floor heights of new mixed-use buildings should be consistent with the floor heights of adjacent buildings and should be demarcated using horizontal building elements. The consistency of scale and proportion contributes to a positive pedestrian experience
- Main Street Character Areas: The ground floor minimum floor-to-floor height is 4.5 metres and residential or office uses above the ground floor should have a minimum floor-to-ceiling height of 2.75m
- The ground floor may be double-height to create larger retail spaces, but should read as two floors from the street through facade treatment and cornice lines

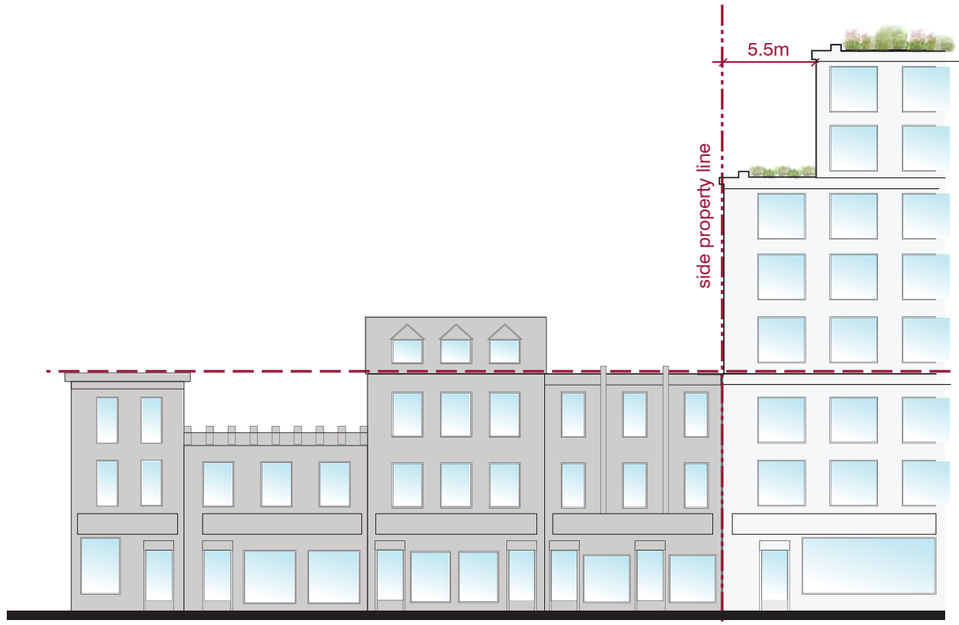
e/ Front and Side Setbacks
- New buildings or changes to existing buildings should match the established front and side setback of adjacent buildings
- Side setbacks should be consistent between buildings and should take into account the relationship between adjoining properties, buildings and open spaces
- Main Street Character Areas: Buildings should be built to the front and side property line wherever possible to ensure a continuous streetwall and maximum frontage
- Where designated heritage buildings have a wider front setback, this should be maintained by immediate neighbours
- Apartment Corridor Character Areas: A consistent front setback should be maintained, and side setbacks should be a minimum of 5.5 metres from the side property line (total of 11 metres between building faces). In Apartment Neighbourhood buildings where continuous retail is not part of the context, provide a front yard setback equal to adjacent buildings (or at least 3.8 metres per Mid-Rise Performance Standards) to accommodate additional trees.

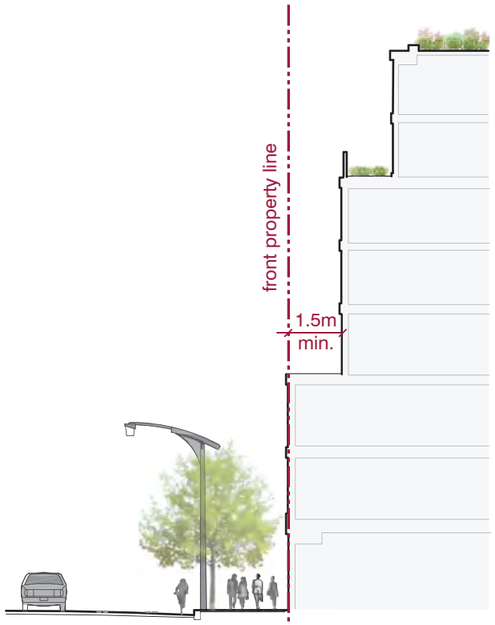
Retail Format in Main Street Character Areas

a/ Size and Width of Retail Spaces
- Retail is required on the ground floor of most buildings in Main Street Character Areas (see Recommendation #20)
- Existing retail spaces in these areas are generally 5-10 metres wide and 15-25 metres deep. New development should replicate this pattern, where possible
- Retail spaces in new buildings should provide a similar rhythm of entrances and window space, and provide small retail spaces for independent businesses

b/ Design of Entrances
- Building entrances should support retail uses and can be expressed and detailed in a variety of ways, including large entry awnings, canopies or double-height glazing
- Where appropriate, entrances should be located in a consistent manner with the existing articulation found on neighbouring buildings to help maintain a rhythm of openings, recesses, projections and vertical and horizontal demarcations

c/ Signage
- The primary signage for the building should be located on the entablature (the horizontal band that separates the storefront windows from the upper façade)
- Signage should be designed to avoid negative impacts on the streetscape





Examples of performance standards in Character Areas

III/ IMPLEMENTATION

7.0/ IMPLEMENTATION STRATEGIES AND NEXT STEPS

7.1/ INTRODUCTION

Implementation of the EGLINTONconnects recommendations will take place over a long period of time – as Crosstown LRT station areas are constructed, as funding becomes available, and as redevelopment occurs.

Reconstruction of the roadway and streetscape according to the Streetscape Plan near the LRT stations will occur in conjunction with LRT station area construction. Reconstruction between the stations will take place incrementally, as road work takes place or development occurs. Redevelopment along Eglinton and within Focus Areas and other capital projects will depend on the private market, capital budget planning and collaboration with developers, property owners, BIAs and other stakeholders. Some priorities, such as burying or relocating hydro and development of parks and other community facilities will require coordination amongst divisions and agencies of the City.

Some implementation measures, such as those that directly feed into design and construction of the Crosstown LRT, are time-sensitive, and should begin as soon as possible. Other steps, such as updating the official plan and zoning by-law, are key to beginning to realize the EGLINTONconnects Plan and need to be undertaken in the short term.

Longer-term and ongoing implementation strategies are also identified. Some of these require coordination with outside partners or further study and so will require longer time periods to implement.

Other implementation measures, such as the redevelopment of private lands, are outside the purview of the City and will take place when and if private property owners choose to take advantage of new opportunities. Capital planning objectives may also dictate the prioritization of certain initiatives.

A summary of the primary implementation tools is provided below in sections 7.2. Section 7.3 highlights the Priority Short-Term Implementation Actions, to be undertaken immediately.

Section 7.4 provides an overview of a monitoring process, to help measure success of the Plan and make needed corrections along the way.

7.2/ IMPLEMENTATION TOOLS

The City has a number of mechanisms available to comprehensively implement the recommendations of this Plan over time. This section provides a summary of the types of tools and the range of recommendations that may follow.

Crosstown LRT and Station Design and Construction Process
Throughout the EGLINTONconnects study process, the City has worked very closely with Metrolinx, Infrastructure Ontario, the TTC and other stakeholders on planning and initial stages of design for the Eglinton Crosstown LRT.

Construction of the LRT began in 2011 with the west launch area at Black Creek Drive and Eglinton Avenue. In December 2013, Metrolinx and Infrastructure Ontario released a Request for Proposals (RFP) to deliver the balance of the Crosstown LRT project. Prequalified consortia will spend most of 2014 planning and preparing their teams and proposals to design, construct, and finance the project's construction, as well to maintain the stations and trackwork over a 30-year period, in accordance with the RFP.

With the conclusion of the EGLINTONconnects Study, there will be opportunities throughout the RFP process to ensure that the objectives and recommendations of the EGLINTONconnects Plan are carried forward as LRT station design and construction proceeds. The City, TTC and Metrolinx have entered into a Master Agreement to implement the Metrolinx Rapid Transit Program. Under the terms of the Agreement, Metrolinx is required to reconstruct the City's infrastructure, streetscape and public realm to current City standards in areas where transit construction occurs, and is required to reconstruct the station areas as set out in the EGLINTONconnects Streetscape Plan and Environmental Project Report. The Agreement also includes a "Public Realm Amount" (PRA) which is to be used by Metrolinx to design and construct discretionary upgrades to the streetscape and public realm

that exceed current City standards. The PRA is available for upgrades that the City considers important to integrate the new transit lines into the neighbourhoods and districts they will serve. City Council will be providing direction on the allocation of the PRA in support of the EGLINTONconnects recommendations.

The City will continue to work together with Metrolinx to address a broad range of issues as part of the Crosstown LRT and Station design and construction process.

Official Plan Amendments

The City's Official Plan provides policies and schedules to direct physical growth. The Official Plan describes ten Land Use Designations, which are divided into four 'growth designations' (*Mixed-Use Areas, Institutional Areas, Regeneration Areas* and *Employment Areas*, and six 'stability designations' (*Neighbourhood, Apartment Neighbourhood, Utility Corridor*), and three designations for *Parks and Open Space*). It is important to note that 'stable' does not mean 'static,' and that some change is expected in all designations.

The *Mixed-Use Areas* designation applies to much of the lands along the Eglinton corridor. *Mixed-Use Areas* implement the Official Plans strategy for managing growth in many areas, including along the *Avenues*, which applies to much of the Eglinton corridor. The *Employment Areas* designation also applies to large parcels of land along the Eglinton corridor, especially within the eastern portion. *Employment Areas* are places of business and economic activity and are intended to include uses like offices, manufacturing, warehousing and hotels.

Amending the Official Plan to change land use designations is one important tool that can assist in realizing the vision and objectives of the EGLINTONconnects Plan. Amendments can include, for example, applying a Mixed-Use Areas designation on lands that have been identified through the study as being appropriate for more intensive development.

The Official Plan also provides the opportunity to create Secondary Plans, which can be used to establish more detailed local development policies to guide growth and change in defined areas of the city.

Site and Area Specific Policies are a tool that is used for sites or areas that require policies that vary from one or more provisions of the Official Plan. These policies generally reflect unique historic conditions for approval that must be recognized for specific development sites, or provide a further layer of local policy direction for an area. In most cases, Site and Area Specific Policies provide direction on land use.

Implementation tools such as Secondary Plans and Site and Area Specific Policies will be very helpful in addressing the objectives of the EGLINTONconnects Plan for Focus Areas.

In addition to using Official Plan Amendments to change land use designations and develop special policies for specific sites and locations as outlined above, Official Plan Amendments will also be used to implement EGLINTONconnects recommendations for widening the Eglinton right-of-way in some locations. Also, in some instances, area studies or urban design guidelines will be used to provide additional level of analysis and design direction to specific locations.

Zoning Bylaw Amendments

Zoning is a tool that implements the directions of the Official Plan. The Zoning By-Law regulates the use of land and buildings for every property in the city, including their height, size, and location. With 43 different Zoning By-Laws inherited from the six pre-amalgamation municipalities, the City of Toronto recently produced a single comprehensive city-wide Zoning By-Law, which was adopted by Council in April 2013. City-wide Zoning Bylaw No. 569-2013 regulates the use of land, the size and location of buildings and parking across the City.

Image of Conceptual Vision for Kennedy Mobility Hub (Source: Metrolinx)

As it relates to the Eglinton corridor, the new citywide Zoning By-Law zones the lands fronting along Eglinton as mainly Commercial Residential, as well as some Residential Apartment, Employment-Industrial and Open Space areas. In addition to the traditional regulatory text, the city-wide Zoning By-Law uses overlay mapping to regulate matters such as building height and lot coverage. It also uses a policy area overlay map to apply different parking rates depending on specific transit availability factors and to regulate land use permissions.

Not all areas of the city are incorporated into the new city-wide Zoning By-Law. Criteria were established to determine which areas would be included in the bylaw with the intention of not jeopardizing the approval process. For example, some areas were left out of the city-wide bylaw because they are subject to development applications, while other areas were left out because they located in an area where the Official plan requires updating to bring it into conformity with the Provincial Growth Plan. In areas left out of the city-wide Zoning By-Law, the former Zoning By-Laws remain in effect. The areas of the city not included in the draft Zoning By-Law include sections along Eglinton Avenue near Black Creek Drive, Yonge Street, Laird Drive, Don Mills Road, and the Golden Mile.

Zoning Amendments will be tool to implement recommendations of EGLINTONconnects Plan dealing with building height, building setbacks and parking requirements.

Development Permit System
The City is considering introducing a Development Permit System (DPS). At its meeting on December 14, 2013, the Planning and Growth Management Committee directed staff to consult with the public and stakeholders on a draft Official Plan Amendment and to report back in April 2014. DPS is a potential implementation tool to guide development along the Eglinton corridor, especially in the Focus Areas.

DPS is a process for development approval that replaces zoning by-laws, Committee of Adjustment approvals for minor variances and Site Plan approval, by combining these procedures, as well as Section 37 agreements, into one. DPS would apply on an area basis, at the scale of an individual neighbourhood. A comprehensive plan for the future development of an area would be prepared based on background planning studies and community input. This vision for the area would be captured in a thorough list of development criteria that would be enacted by City Council in a development permit by-law. Subsequently, a development permit would have to be obtained before a building permit could be issued.

Development Review/Site Plan Control Process
The City of Toronto reviews and approves proposals for all types of development. The City strives to ensure that development contributes to Toronto's economic, physical, social and environmental quality of life. A number of processes have been established to deal with the planning and development applications, such as Site Plan Control.

The Site Plan Control process examines the design and technical aspects of a proposed development to ensure it is attractive and compatible with the surrounding area and contributes to the economic, social and environmental vitality of the City.

Through the development review process, the City will be able to address recommendations of the EGLINTONconnects Plan that deal with such matters as building design, site access and servicing, waste storage, parking, loading and landscaping.

Capital Budget
Every year City staff put forward a recommended budget and then City Council, with input from Toronto residents and businesses, make choices about the City's services and programs.

The City's budget is a financial plan that describes the money the City will raise and spend within a year. It is the blueprint that aligns the City's priorities with the services we deliver to residents and makes decisions on what the City infrastructure will be purchased, built and repaired.

The City updates and presents a new 10 year Capital Budget and Plan each year as part of the annual budget process. The capital budget is primarily funded by property taxes. Other funds come from reserves, development charges, other levels of government and by borrowing funds or taking on debt.

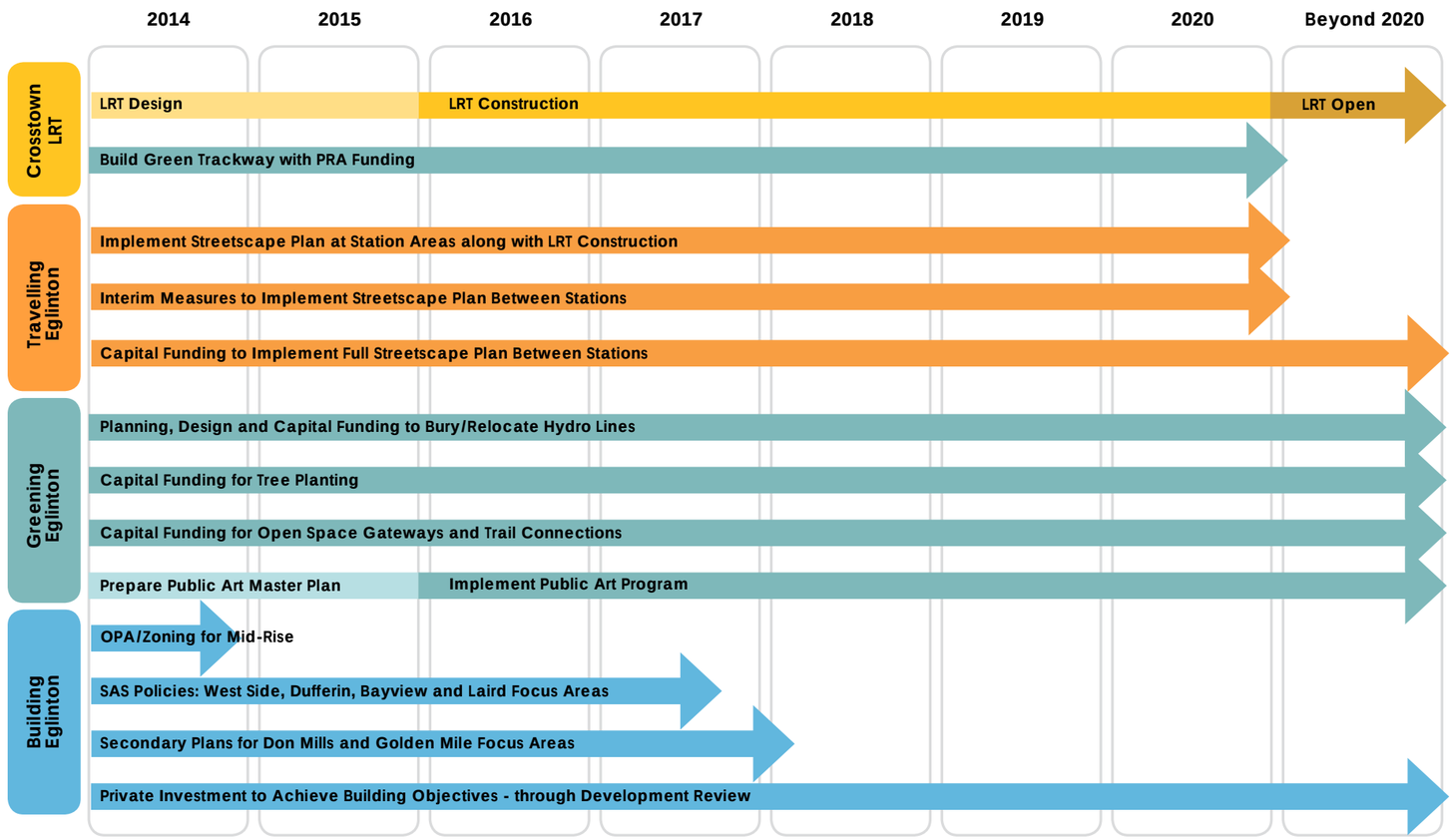
Through the capital budget, the City will be able to set aside future funding to implement recommendations of the EGLINTONconnects Plan that are related to issues such as construction and repair of roads, public buildings such as community facilities, parks and other major infrastructure projects.

Strategic Partnerships
The City works very closely with a wide range of stakeholders with shared interests in city building and service delivery. Strategic partnerships with Metrolinx, TTC, Toronto Hydro, Toronto Parking Authority, BIAs and business associations will be instrumental in carrying out the recommendations of EGLINTONconnects Plan.

Opportunities for Further Study
Some aspects of the EGLINTONconnects Plan will require closer consideration and further study before moving forward with detailed recommendations. This may apply to specific areas, such certain the Golden Mile Focus Area, which requires a broad spectrum of more detailed planning before moving forward with redevelopment, such as study of future land use patterns, building height and density, street and block pattern, transportation improvements, and community services and facilities. Further study will also be needed to consider how to resolve specific conditions, including integrating development with LRT stations, the application of rear laneways with mid-rise development blocks, and the appropriate locational criteria for tall buildings, such as at some LRT stations.

7.3/ PRIORITY SHORT TERM IMPLEMENTATION ACTIONS

1. Prepare Official Plan Amendments, including:
   - Land Use changes on mapping to support mid-rise
   - Network of rear lanes – policies and mapping
   - New local streets, such as Shortt Street extension
   - Site and Area Specific Policies for West Side, Dufferin, Bayview, and Laird Focus Areas
   - Secondary Plans for Don Mills and Golden Mile Focus Areas
2. Prepare Zoning Bylaw Amendments, including:
   - Permit mid-rise buildings as-of-right
   - Permit reduced parking standards at all station sites
   - Reflect "required" and "permitted" street related retail on the ground floor of new buildings
   - Include setbacks for minimum sidewalk requirements where they cannot be achieved for planned right-of-way & station plazas
   - Include required front/side setbacks, stepbacks and heights
3. Through the Development Review / Site Plan Control process:
   - Require dedication of public rear lanes for mid-rise redevelopment
   - Encourage street-related retail in areas identified as "Retail Permitted" through the development process
4. Allocate Capital Budget for:
   - Planning, design and construction of new open space gateways, trailheads, and enhanced trail connections (various locations), through coordination with the Parks, Forestry and Recreation and Transportation Service (Cycling) Divisions
   - Planning, design and construction of burying / relocating hydro lines, in coordination with Toronto Hydro / Metrolinx
   - Incremental construction of the Streetscape Plan for those portions of Eglinton Avenue where it is not implemented along with LRT construction
5. Utilize Public Realm Amount (PRA) for funding planting of green trackway
6. Pursue Strategic Partnerships to support implementation of Eglinton as a complete street according to Streetscape Plan and EA, including:
   - At Crosstown station areas, implement Streetscape Plan along with LRT construction
   - For the at-grade LRT section, where existing elements are disturbed, implement Streetscape Plan within the right-of-way with the construction of the LRT
7. Undertake Further Study of the following:
   - Reduced parking standards, especially at for new development at LRT station site
   - Public art master plan



Timeline of priority actions for each theme

7.4/ MONITORING

Successful implementation of any plan can only be understood if it is measured. The implementation of the EGLINTONconnects Plan should be monitored both as a tool to review its success and also as a means to recommend adaptations to the Plan over time. Perhaps even more importantly, the EGLINTONconnects Plan is the first of a new generation of Avenue Studies that will be prepared in tandem with the roll-out of higher order transit corridors throughout Toronto. Monitoring will allow us to better understand the impact of the city-building initiatives that are being recommended through EGLINTONconnects and their potential application for other transit corridors. A series of indicators that measure transportation, modal split, new development take-up, green indices, demographics and other factors will enable policy makers to link capital investment and policy decisions to key success factors. These are tools that support evidence-based planning and policy-making decisions.

Monitoring of EGLINTONconnects involves measuring the progress towards the stated goals and objectives of the study. A clear, structured set of measurable indicators will highlight where and how the Vision and recommendations of the Plan are being achieved. This understanding will help to identify potential problems at an early stage or identify the need for mid-course corrections and propose possible solutions.

Identify Objectives to Monitor
It is important to identify the objectives to be measured, giving consideration to what can realistically be measured by indicators using available data or collecting original data. The objectives can be grouped into logical categories (e.g. travelling, building, greening), and prioritized based upon data availability and the implementation timeline.

Select Indicators
A review of best practices should be undertaken to understand how other cities and organizations are using monitoring programs to measure the success of similar plans. This review will inform the range of indicators and measures to be used for EGLINTONconnects.

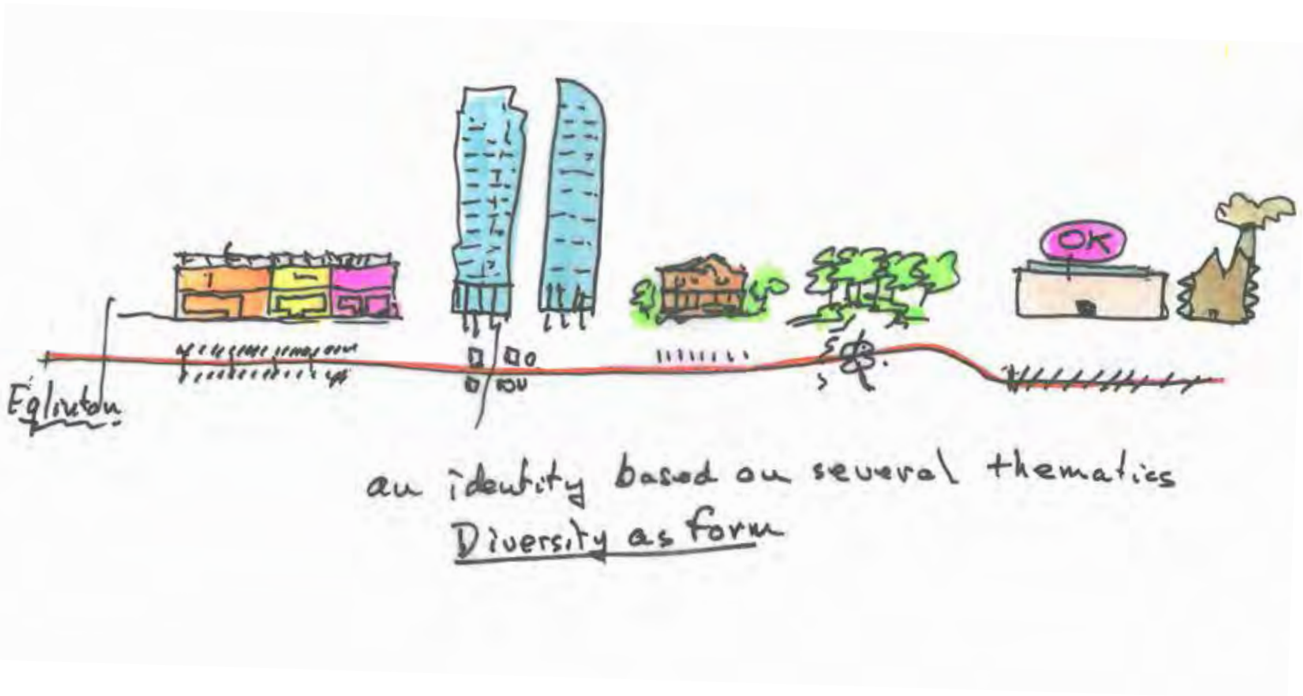
Measuring a set of indicators involves collecting and compiling data. The selection of indicators should be informed by the type, range and source of data that needs to collected, with preference given to indicators for which data is readily available. Special provisions will also need to be made to collect original data in some cases.

Potential measures to study include:
- Pedestrian and cyclist counts
- Vehicle counts
- Retail studies to understand impact of street redesign on commercial activity
- Travel modal split
- Parking utilization studies
- Development applications (type/location/density of built form)
- Residential and employment population counts
- Tree planting counts
- Amount and location of new built community services/facilities/ open space

Data Collection
The monitoring program should make arrangements for gathering, analysis and reporting project data in a way that is comparable over the long-term. Baseline data collection will be needed to understand where we are today. The time horizon for collecting the next data point and how it would be compared to the existing condition will also be determined in the monitoring program.

Reporting
The monitoring program should identify a reporting schedule for compiling and communicating progress to City staff, decision makers and the public. It should also identify opportunities and key moments to feed findings into the decision making progress for future work and study.


- in the center of the city.
- a new metropolitan avenue
- between two ravines-


Eglinton
OK
an identity based on several thematics
Diversity as form

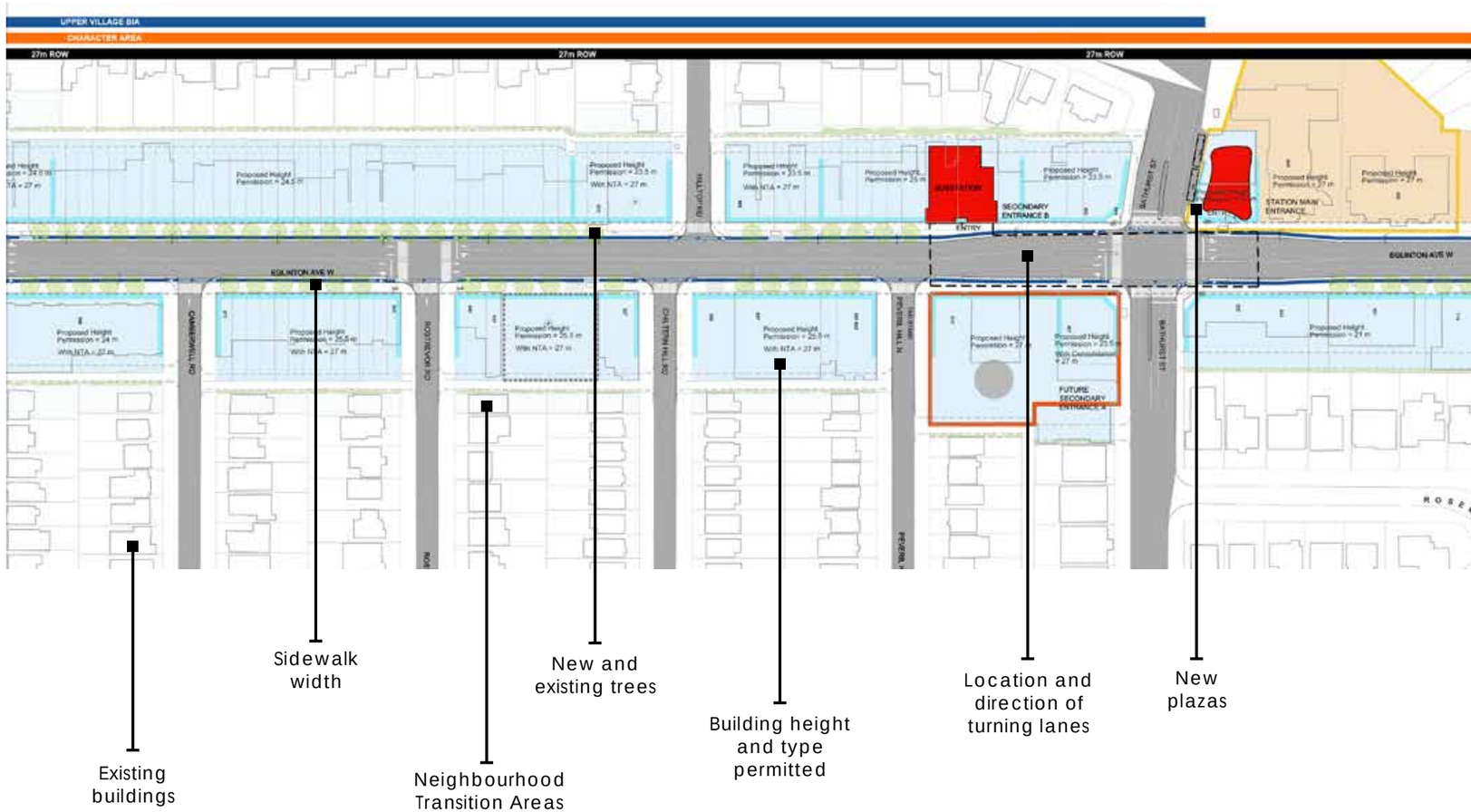
8.0/ THE COMPREHENSIVE MAP

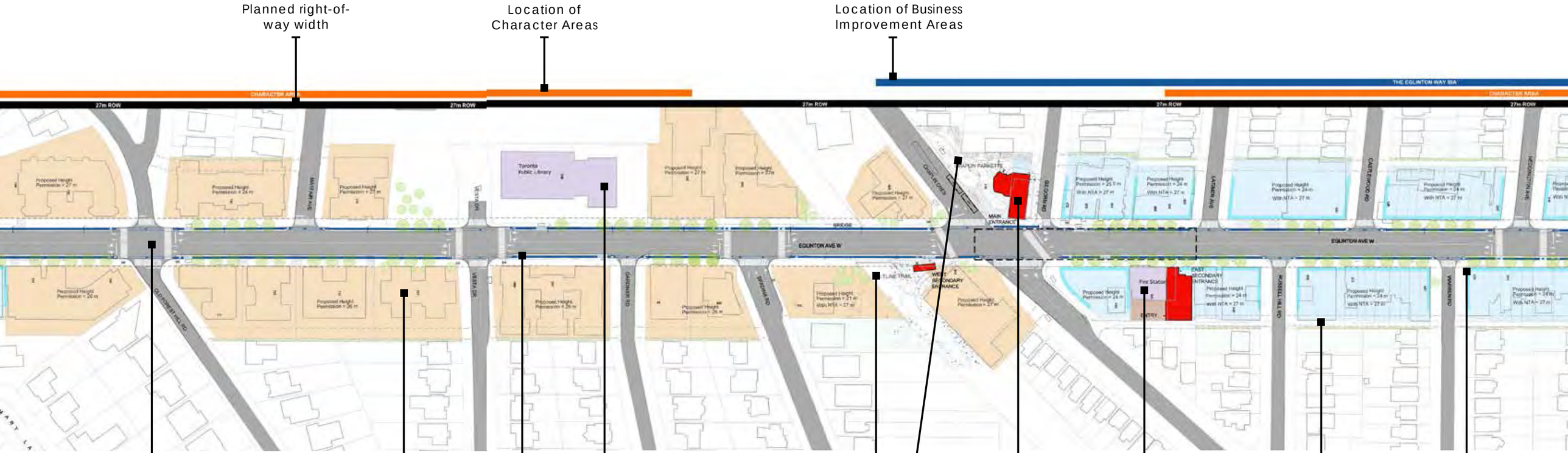
The EGLINTONconnects Comprehensive Map links the recommendations of the EGLINTONconnects Study to their specific locations at a property-specific level of detail.

The Comprehensive Map (referred to as the "Mega Map" during public consultation) represents a snapshot of planned future conditions. Actual implementation measures will require further refinement.

The map illustrates the application of each recommendation along the length of the corridor, in response to site-specific conditions. It also brings all of the recommendations together in one map to illustrate how they reinforce and support each other.

A sample of the Map is included to the right. The full map can be viewed at: www.toronto.ca/eglinton.




Planned right-of-way width
Location of Character Areas
Location of Business Improvement Areas
THE EGLINTON WAY BIA
CHARACTER AREA
27m ROW
EGLINTON AVE W
MAIN ENTRANCE
EAST SECONDARY ENTRANCE
WEST SECONDARY ENTRANCE
Toronto Public Library
Fire Station
Number, width and direction of travel lanes (and location of lay-by parking, where applicable)
Building address numbers
Bike lanes
Public buildings
Connections to ravines, valleys, parks and trails
Station buildings
Heritage buildings
New laneways and buffers
Illustrative build-to line