SEGMENT A: FROM RENFORTH STATION TO MARTIN GROVE

EXISTING CONDITIONS

WHAT WE HEARD
- Unsafe pedestrian and cyclist environment due to the high volumes of traffic from the roadways
- Renforth will become an intermodal transit point
- Potential to incorporate hydro corridor into the open space network
- Opportunity to naturalize Mimico Creek
- Existing multi-use path is used frequently; can benefit from consistent pedestrian furniture, lighting and signage to encourage higher usage and accessibility

PRELIMINARY RECOMMENDATIONS

- Create safer separations between vehicular traffic and active transportation modes.
- Close existing gaps in the cycling path to fully connect to Centennial Park, including providing crossrides at intersections.
- Utilize existing large infrastructure systems (e.g. hydro corridors, underpasses, Mimico Creek) to expand the public realm, coupled with public art interventions, landscape upgrades and community gardens.

EMERGING VISION

Important intermodal corridor supporting connections to the Bus Rapid Transit, future Light Rail Transit, and Highway Interchange. Although limited in opportunities for intensification given its proximity to the highway and hydro corridors, this segment of Eglinton Avenue West can serve to strengthen natural connections to Centennial Park and Mimico Creek and its ravine network. This is an opportunity to create a vibrant gateway to the City, as the highway interchange creates an opportunity to frame a change in environment. This will be an immersive threshold and portal for visitors coming from the airport and the City of Mississauga, as they enter the intermodal corridor of Eglinton.

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**SEGMENT B: FROM MARTIN GROVE TO WINCOTT / BEMERSYDE**

**EXISTING CONDITIONS**

**WHAT WE HEARD**
- Opportunity to improve safety in active transportation networks
- Retain retail uses will keep the Richview area as a community hub or destination
- Opportunity to create safe accesses and public open spaces in proximity to institutions such as Martingrove Collegiate Institute
- Connections to existing park space (e.g. Richview Park) can be enhanced

**PRELIMINARY RECOMMENDATIONS**
- Design alignment and centreline to minimize impacts to the woodlots.
- Establish a green setback zone for any redevelopment on the south side of the corridor, to ensure the continuity of the linear greenway along the multi-use trail between Lloyd Manor Rd and Kipling Ave.
- Where possible, introduce mid-block planted medians to reduce the perceived scale of the street in blocks with street-related units
- Reinforce connectivity with North-South cycling routes
- Generally maintain multi-use trail in its existing location, to reduce impacts on existing trees in the south side

**EMERGING VISION**

An emerging growth area with asymmetrical built form supporting a variety of facades and setbacks to the corridor. The south edge of Eglinton Avenue provides a naturalized buffer condition, which contrasts the north edge, which has a more street-oriented built form development. The new street-related developments are gradually transforming this segment of Eglinton into a more pedestrian-oriented street, as it provides a more fine-grained fabric. Maintaining existing retail and services will also support the area’s current identity as a community hub.

**CONCEPTUAL IMAGE OF RAIN GARDEN BY MARTINGROVE COLLEGIATE INSTITUTE**

**LEGEND**
- proposed/built sidewalk
- existing sidewalk to be maintained
- proposed/built cycling infrastructure
- existing cycling infrastructure
- proposed bicycle route
- existing bicycle route
- green track
- green median
- street-wall development
- backlotted fences
- trail corridors
- trailhead pedestrian connections
- pedestrian crossings
- proposed sidewalk
- bioswale/LID measures
- special sites
- public art opportunities
- parkettes
- community garden
- ecological restoration

**PUBLIC SPACE OPPORTUNITIES AND IMPROVEMENTS PLAN SEGMENT B**

**RATIONALE**
- May accommodate pedestrian connections
- Provide opportunities for senior exercise equipment

**ARE THERE ANY OTHER OPPORTUNITIES THAT SHOULD BE CONSIDERED IN THE CONCEPTUAL STREETSCAPE PLAN?**

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**SEGMENT C: FROM WINCOTT / BEMERSYDE TO ROYAL YORK**

**EXISTING CONDITIONS**

**WHAT WE HEARD**
- Missing sidewalks north of Eglinton create breaks in the pedestrian experience.
- Important transfer point to the express point along Islington Avenue.
- Potential for strategic pedestrian connections to open spaces.
- Improve connection to mid-century or pre-war buildings and landscapes with heritage significance, and explore adaptive reuse to promote more community destinations.

**PRELIMINARY RECOMMENDATIONS**
- Design alignment and centreline to minimize impacts to the woodlots.
- Adopt minimal streetscape intersection on the north side to reduce impacts on tree roots.
- Restore woodlots and reforest edges and gaps in between heavily treed areas.
- Generally maintain multi-use trail in its existing location, to reduce impacts on existing trees and berms in the south side.
- Close existing cycling gap at Royal York by extending bike lanes all the way to the intersection.
- Implement pilot for protected intersections at Royal York.
- Improve pedestrian and cycling access to Richview Collegiate Institute.

**EMERGING VISION**

Significant green corridor segment with wide right-of-way flanked on both sides with woodlots, landscaped berms, and backlotted residential setbacks from the street. Opportunities for development will not only respect the natural features of Eglinton, but further enhance its green character while introducing Low Impact Design measures to improve stormwater management within the right-of-way. Integration of the existing bike system will create a strong and secure connection between north-south and east-west bike routes.

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SEGMENT D: FROM ROYAL YORK TO SCARLETT

EXISTING CONDITIONS

WHAT WE HEARD

- New developments in the area should prioritize permeability, access, and retaining open space
- Surface parking lots fronting the street can create unpleasant walking environments
- Access can improve between apartment neighbourhoods to the roadway as they are currently occupied with fencing or steep grading
- Preserve north-south connections such as the pedestrian bridge; encourage new accesses to the roadway

PRELIMINARY RECOMMENDATIONS

- Maintain and retrofit pedestrian bridge to create an accessible north-south mid-block connection
- Generally, maintain multi-use trail and sidewalks in their existing locations, to reduce impacts on berms and trees in both sides
- In the south side, maintain a constant position of the sidewalk in relation to the multi-use trail (trail closer to the curb), to avoid problematic crossings.
- Given the higher density of the area, support any opportunity for new mid-block connections, and formalize existing informal paths by adding lighting and landscaping
- Many pockets of open space exists along Eglinton, which should be used for new planting and small parkettes with recreational opportunities, such as senior outdoor fitness equipments
- Refine the location and design of the intersection at the Mulham stop (in reference to the 2010 Environmental Assessment), to eliminate proposed ramp and render the space usable as a parkette connecting to the St Demetrius School (including school yard, track and field), the community garden, and the Ukrainian Canadian Care Centre

EMERGING VISION

A corridor with symmetrically framed edges with infrastructure that supports a high level of pedestrian activity. This is a key area for growth while improving block permeability as some sites are undergoing redevelopment. Given the unique configuration of the land features along the right-of-way, there is potential for incorporating and featuring the field meadow vegetation community into the pedestrian realm.

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SEGMENT E: FROM SCARLETT TO WESTON

EXISTING CONDITIONS

WHAT WE HEARD

- Lack of connectivity to Eglinton Flats and the neighbourhood to the north of Emmett Ave, especially for non-vehicular modes of transportation (pedestrians and cyclists)
- Express bus along Jane Street is a critical route for many residents along Eglinton
- Opportunities for stewardship programs in green spaces
- Protection of green spaces will allow the corridor to continue to thrive as a green corridor

PRELIMINARY RECOMMENDATIONS

- Similar to the ‘valley’ typology from Eglinton Connects, this area is inspired by that vision, as it is framed by lush green landscapes, with the most open space out of all the segments
- The prominence of the Humber River and its trails should be emphasized with public art and signage, as this is an iconic characteristic of Toronto
- Rows of trees should be consistently provided along both the north and south edges to reinforce the green edges, when possible
- Pockets of these green spaces should be augmented to become parkettes or community gardens, to create stewardship and engagement
- The additional space in the right-of-way after the portal presents public realm opportunities such as new trees and more pervious surfaces
- The portal where the LRT emerges from below to above should be designed as a special place of transition.

EMERGING VISION

Elevated right-of-way surrounded by extensive sloping natural landscape frames the views to the corridor. As an area of both major recreational uses and significant environmental features, any built interventions will reinforce that green character and maximize the connectivity between valuable landscape or recreational areas to the street. The exceptional viewpoint over the corridor from this segment will maximize the value of any streetscape interventions, public art, or framing of this gateway.
SEGMENT F: FROM WESTON TO MOUNT DENNIS

EXISTING CONDITIONS

WHAT WE HEARD
- The narrow right-of-way can raise difficulties for providing a safe pedestrian zone due to fast moving vehicles with grade change
- The multi-use path is discontinued east of Jane throughout the segment
- Lively retail will benefit from improvements to the streetscape
- Fill in the gaps in the pedestrian infrastructure on both sides of Eglinton to improve accessibility

PRELIMINARY RECOMMENDATIONS
- This area signifies the transition from the ‘valley’ typology to the ‘main street’ typology from Eglinton Connects. The lush green landscapes evolve into a tighter, small scale fabric, and the streetscape should be reflective of its urban character.
- Bridge cycling gap between Eglinton Flats and multi-use trail at St Dennis (under construction)
- Avoid merging pedestrians and cyclists at the busy Weston and Eglinton north-west corner.
- Support mural art initiatives to create a city-wide outdoor art destination

EXISTING CONDITIONS

PUBLIC SPACE OPPORTUNITIES AND IMPROVEMENTS PLAN: SEGMENT F

Typical plan

EMERGING VISION

Narrow segment corridor supporting asymmetrical street frontages with shallow setbacks and limited development potential of the street. There is an opportunity to enhance safety and intimacy of streetscape for higher levels of pedestrian traffic.

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