

**PROPOSAL FOR  
TTC Block – Yonge & Eglinton  
DISCUSSION PAPER**

June 12, 2003





## INTRODUCTION

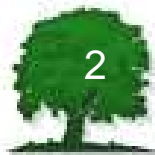
### Purpose

**This submission by the Oriole Park Association reflects our preliminary views concerning development of the Yonge-Eglinton TTC Block and has been endorsed by FoNTRA.**

Our proposal will be refined as the Part II Plan for Area-A evolves.

- This submission is made to assist the Focused Review Working Group for the Yonge Eglinton Node to develop criteria governing the TTC Block and all four blocks of Area-A.
- In the fall, we expect to review our proposal and other developments arising out of the Focused Review process with local residents.
- The overall objective is to rewrite the Part II Plan for Yonge Eglinton and its Zoning By-law.
- It is essential that any planning decisions affecting the TTC Block be transparent and accountable, and that residents' interests be reflected in the plan.
- The development proposal must be acceptable to all interested parties - community, government and industry.

This submission and related materials can be found at [http://www.ye-development.com/YEdev/?discussion\\_paper](http://www.ye-development.com/YEdev/?discussion_paper)





## INTRODUCTION

### Objectives

**The following are our minimum conditions:**

#### **COMPREHENSIVE DEVELOPMENT**

any development must be comprehensive; a piecemeal approach is not acceptable

#### **IMPACT**

development impacts must not adversely affect residential neighbourhoods

#### **BOUNDARY**

there must be a meaningful boundary, edge and interface between the adjacent residential neighbourhood to the south and west, and development in the TTC Block

#### **ENVIRONMENT**

the overall environment must be safe and user-friendly for residents and pedestrians and include appropriate amounts of park area and open space

#### **COMMUNITY SERVICES**

the Yonge-Eglinton Node must be able to accommodate additional community services and facilities at all times, now and in the future

#### **PUBLIC TRANSIT**

the TTC bus station must be developed to a high standard, taking into account both current and future ridership needs, and be appropriately integrated with the subway and the block's overall development





## INTRODUCTION

### Transparency and Accountability

The TTC Block represents a significant development opportunity by virtue of its size (approximately 10 acres), location and position in an established and viable neighbourhood, and its function as an important public transit hub.

Size, location and condition makes this one of the most significant sites in the City.

**We support appropriate development of this area; however,**

- the development process must be transparent and accountable, particularly given the significant degree of public ownership in the TTC Block
- development must protect the residential neighbourhood to the west and south – which shares a portion of the block itself
- development must not impact on the residential neighbourhoods in general

Transparency and accountability demonstrated in this planning exercise to be a model for development initiatives across Toronto.



## COMPREHENSIVE PLANNING

### Public Lands Management

The City and the TTC, as public authorities, have a responsibility to act in the best interests of the community in any future disposition and development of the lands they own.

This responsibility extends throughout and beyond the TTC's Request for Proposals (RFP) procedure.

- The majority of lands, with the exception of house-form buildings on Berwick and Duplex Avenues (marked as Kolter on the map) and the small commercial holdings on the north side of Berwick, are publicly owned.
- Much of the public lands are subject to long term leases with Kolter, which owns the existing Canada Square Complex on leased land and owns outright the houses on the site fronting Berwick and Duplex.
- The existing “bus lanes” land, in the northwest quadrant (marked as “FREE” on the map), is not subject to any leases. It is the primary component of the TTC's proposed Request for Proposals (RFP).

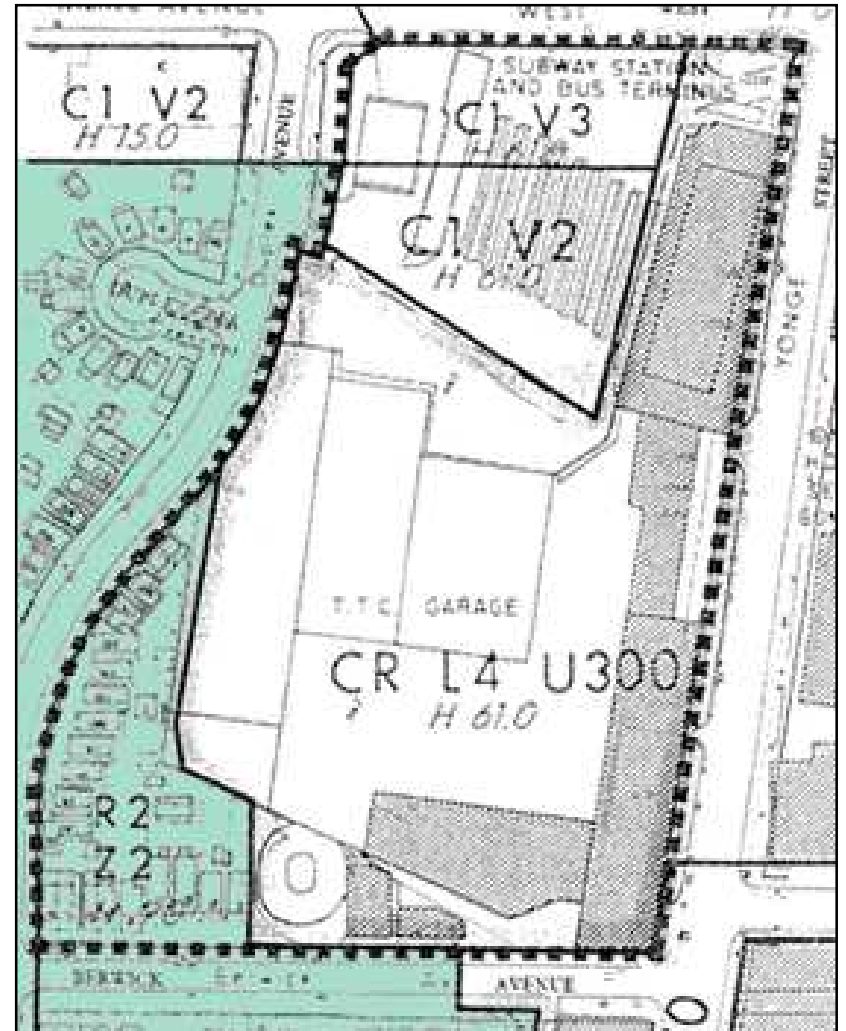


# COMPREHENSIVE PLANNING

## 'A Made in Toronto Solution'

The Request for Proposals (RFP) is to incorporate the conclusions of the Focused Review Working Group and not to proceed independently of the Focused Review.

The developer is to be bound contractually by means of the lease (or agreement of purchase and sale) to proceed with development in compliance with the Part II Plan and criteria as developed by Focused Review Working Group.



Current zoning showing residential neighbourhood in green





## COMPREHENSIVE PLANNING

### Overview

**Intensification on the TTC Block, together with the rest of Area-A, is to be considered a new neighbourhood.**

Development is to occur in a comprehensive manner and not by piecemeal proposals.

Development is to occur in phases, likely with the north end of the block being developed first.

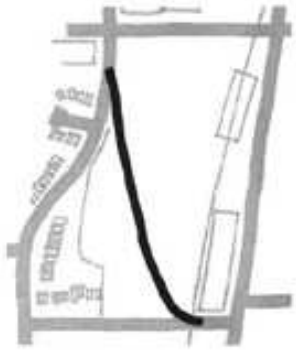
The residential neighbourhood component, whether old or new, is to be present throughout all phases.

There must be appropriate commitments, and meaningful sanctions (if necessary), to ensure that the entire block is developed in this manner.

Ongoing monitoring of development commitments is required, with community representation.

Measurable standards are necessary to assess the plan's appropriate development on an ongoing basis – e.g. withdrawal of building permits/traffic access -- until deficiencies are rectified.





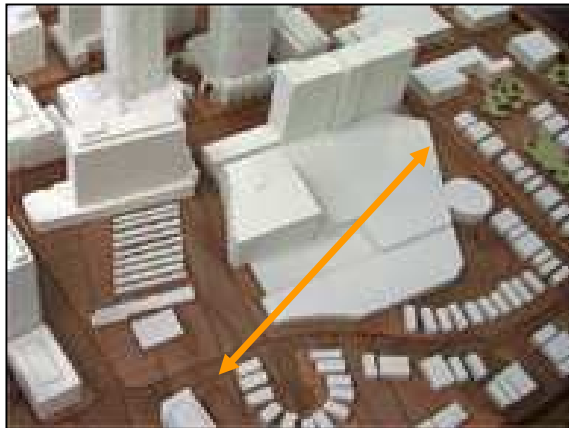
## PROTECTING THE RESIDENTIAL NEIGHBOURHOOD

### Introduction

One of the primary objectives of our submission is to ensure that, consistent with the Official Plan, the residential neighbourhood, which starts on the TTC block and extends to the west and south, is not adversely affected by the development.

#### Creation of a New Street

We believe the residential neighbourhood is best protected through the creation of a New Street, which would run off Duplex Avenue from a point north of Duplex Crescent southeast on a diagonal joining Berwick Avenue close to Yonge Street.



New Street alignment shown in orange



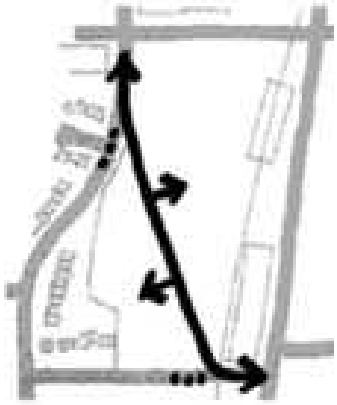


## PROTECTING THE RESIDENTIAL NEIGHBOURHOOD

### New Street

#### The New Street will:

- accommodate vehicular traffic related to the block, including buses, service vehicles and cars, as well as through traffic.
- protect the residential neighbourhood by preserving its house-form character and by prohibiting traffic infiltration by redirecting through traffic on Duplex Avenue south over to Yonge and Berwick Avenue with the exception of emergency vehicles.
- create an additional streetscape for the new apartment neighbourhood
- provide bus circulation
- provide access to parking underground on the block
- accommodate truck loading facilities





## PROTECTING THE RESIDENTIAL NEIGHBOURHOOD

### Density

#### West Side of the New Street

Density levels to be limited by the existing zoning by-law.

Recognize that the area is a residential neighbourhood.

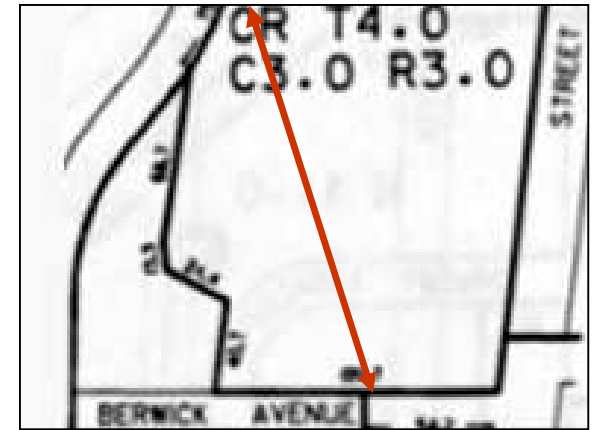
Apartments are proposed on the west side of the new road.

#### East Side of the New Street

Density levels to be determined by:

area build-out constraints,  
and urban design guidelines for the site  
as determined by Focused Review respecting –

- shadow impact
- streetscape
- massing
- view
- light
- wind
- aesthetics



Excerpt of existing Zoning By-law (line = New Street)





## PROTECTING THE RESIDENTIAL NEIGHBOURHOOD

### Heights

#### West Side of the New Street

Density levels to be limited by the existing zoning by-law.

Recognize that the area is a residential neighbourhood.

Apartments are proposed on the west side of the new road.

#### East Side of the New Street

Heights to be determined by:

area build-out constraints,  
and urban design guidelines for the site  
as determined by Focused Review respecting –

- shadow impact
- streetscape
- massing
- view
- light
- wind
- aesthetics



Excerpt of existing Zoning By-law (line = New Street)



House forms stepping up to high rise behind



## PROTECTING THE RESIDENTIAL NEIGHBOURHOOD

### Residential Neighbourhood

The southwest section of the TTC Block fronting on to Berwick and Duplex Avenues is zoned Residential Neighbourhood.

- The majority of road allowance for both Berwick and Duplex are designated within the residential neighbourhood.
- The character of these streets must be maintained as part of the residential neighbourhood with respect to their appearance as well as their use.

There must be an appropriate transition between the residential neighbourhood and the new apartments.

While the existing houses on the site will no doubt be replaced, they must be replaced with house-form buildings that reflect the architecture of the residential neighbourhood and are of an appropriate scale.

The treed streetscapes are to be maintained.



Protect the residential Neighbourhood





## PROTECTING THE RESIDENTIAL NEIGHBOURHOOD

### Apartment Neighbourhood

The New Street is to be fronted on both sides by apartment-type buildings.

Buildings on the west side are to be built to height and density restrictions in the existing zoning by-law.

Buildings on the east side may be of greater height and density and may be mixed use as determined through the Focused Review process.

Vehicular accesses to these buildings for drop-off, parking and loading are to be provided off the New Street.



Merton St. apartments developing into a new street





## PROTECTING THE RESIDENTIAL NEIGHBOURHOOD

### Mixed Use

The rest of the block (exclusive of the residential and apartment components referred to above) is to be treated as mixed use.

The principal levels at grade(s) as well as above and below grade(s) are to be configured so as to ensure their near and long-term capability of accommodating public and private services and facilities.

There is no restriction as to whether uses on the principal levels are to be residential, retail or office – other than being created capable of accommodating retail, office or community service facilities at any time, now or in the future.



Colonnade on Bloor St. has convertibility built in



## ENVIRONMENT

### Safety

The development is to be designed to encourage and foster pedestrian activity both within the TTC Block (and not just around the perimeter of the block) and to act as a conduit between the residential neighbourhood and the Yonge-Eglinton Node.

Given the size of this development site, the configuration of the streets and open spaces is to be such as to provide the pedestrian population with useful open spaces – it is a neighbourhood.

In so doing it will enhance the viability of the development, and permit integration with the adjoining neighbourhood.

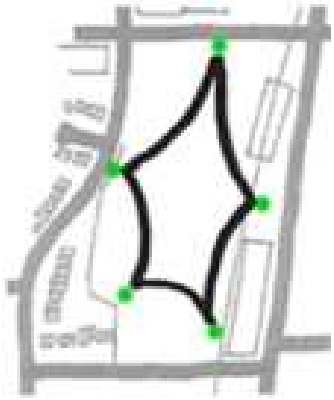
#### **Safety issues to be addressed by the plan include:**

- physical safety of pedestrians, including at night
- Minimization of the potential for traffic accidents involving pedestrians
- adequacy of sidewalk space for pedestrian traffic flows, as well as in general
- appropriate configuration of sidewalks where cars, trucks and buses turn or intersect the walkways



Sketch from [YY-development.com/YEdev/?mappings](http://YY-development.com/YEdev/?mappings)





## ENVIRONMENT

### Pedestrian Needs

The pedestrian environment is to accommodate a broad array of considerations for different peoples' needs, from young children through to seniors and special needs, and from residents through to workers and transit users.

#### To ensure this result:

- Sidewalks along the streets and walkways are to be spacious and well appointed to satisfy the needs of the intensified residential population in the new neighbourhood created by the apartments, and to include public spaces with trees, seating and sheltering elements.
- Within the TTC Block, a pedestrian level is to be established extending south from Eglinton on the west side of the existing Canada Square Complex. This level surface is to extend south through the block and over the bus station. At Berwick, this level is to be one storey above grade with an appropriate transition to the Berwick grade level.
- The building frontages are to complement the pedestrian experience.
- The building interiors, at and near grade on the principal levels, are to provide pedestrians with an appropriate space configuration including facility, security and circulation.
- As part of the open space in the development, a parkette on Duplex, north of the existing houses, is to be provided with pedestrian linkage to the pedestrian space on the east side of the New Street on the level above. (Consider possible incorporation of part of the masonry wall(s) of the old bus barn.)







## ENVIRONMENT

### Sloped Site Considerations

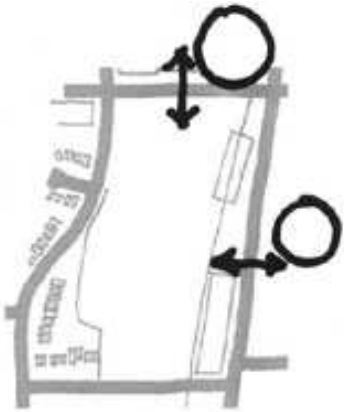
**The development is to incorporate the approximate 17 foot change in grade level from Eglinton to Berwick in the built-form resolution for the block including:**

- meaningful sidewalks along streets
- a pedestrian level throughout the core of the block
- Integrating connections including:
  - bus station and subway below
  - crossovers of Yonge and Eglinton
  - crossover above the New Street



The level change is dramatically visible mid-block





## ENVIRONMENT

### Nodal Blocks Integration

**The Yonge Eglinton Node is made up by the four primary blocks surrounding the Yonge Eglinton intersection.**

The volume of pedestrian traffic and the intensification apartment population requires pedestrian-vehicular separated connections

- provide connection above grade across Eglinton integrating the Yonge Eglinton Centre on the northwest corner with the TTC Block.
- using the changing grade level along Yonge, provide a direct connection above grade over Yonge street.
- Provide connection over New Street to the proposed parkette, apartments and the residential neighbourhood



A typical pedestrian scene at the YE intersection



Yonge street falling south permits cross over mid block





## STREETSCAPES

### Eglinton & Yonge

#### Provision of prominent streetscapes

#### Eglinton Avenue high street to include:

- develop a pedestrian retail frontage to achieve this, the bus station is to be located on the principal level below grade - **Eglinton -1**
- a cross-street pedestrian-vehicular separated access above grade into the YE Centre



The bus terminal scars the streetscape

#### Yonge high street to include:

- upgrading as a retail frontage
- a cross-street pedestrian-vehicular separated access above grade
- Minto to upgrade its corresponding above grade building configuration to accommodate a link practically as well as functionally.



Yonge south of Eglinton is a most dreary hike



## STREETSCAPES

### Berwick & Duplex

#### Berwick Avenue

- to remain as a residential neighbourhood street west of the subway cut
- Berwick Avenue east to accommodate New Street connection out to Yonge
- west portion to be accessible from the New Street only by emergency vehicles



Berwick mid-block houses on the south side

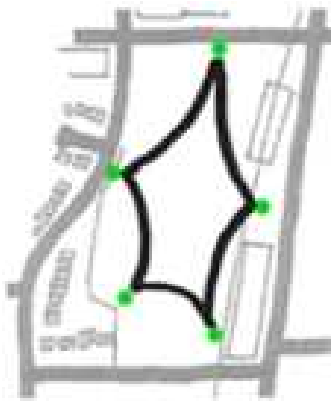
#### Duplex Avenue

- to remain as a residential neighbourhood street south of the New Street connection north of Duplex Crescent
- Duplex Avenue south to be accessible from New Street only by emergency vehicles



Houses on Duplex looking south below Duplex Cr.





## PUBLIC REALM

### Community Services & Facilities

#### Adequacy

Intensification of the Yonge Eglinton Centre, as laid out in the Official Plan, is analogous to the establishment of a new neighbourhood and will exceed existing community services and facilities

Measures described in the Official Plan for new neighbourhoods are to be applied and appropriate studies undertaken to ensure adequate services, facilities and infrastructure - including water and sewage. (Recent studies indicate deficiencies of this nature, but do not address how to satisfy future needs from the expanding resident population.)

The development is to include an appropriate range of community services and facilities (both public and private) and permit new community services and facilities to be added at any time in the future to satisfy demand.

To ensure that adequate services and facilities can be accommodated (now and in the future), the principal levels (at grade and immediately above and below grade) in the mixed use and apartment areas to be developed with adequate ceiling heights, structure and servicing to enable their convertibility to accommodate community service uses now and at any time in the future.







## PUBLIC REALM – OPEN SPACE

### Parks & Recreation

The parks, open space and recreation elements are to include provision for the following:

- parkland, including parkette on Duplex
- centre block public element
- building interior elements
- link to the north to the existing open space on the north side of Eglinton
- link to the east to Minto and open space
- bicycle path connection
- link to Eglinton Park





## Parking

### The adequacy of parking to be addressed

- Existing above ground parking is to be phased out by underground parking
  - remedying shortage of space in Greenwin complex
- North development to temporarily accommodate parking in convertible space in order to unlock lands to south
  - north tower of Canada Square parking is to be accommodated in north half of block
- Parking requirements of existing commercial buildings are to be determined
- The subway tracks and station restrict available underground space for parking
  - consider building parking garage under residential neighbourhood
- First level parking below grade is to be built to additional height to accommodate bus station expansion over time at north end
  - To be convertible to future community facility space, public or private, over time

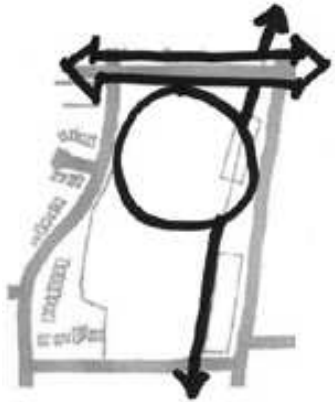


Current 'valet' parking crowded into isles at YE Centre



Convertible parking – high ceiling at Granite Brewery





## PUBLIC TRANSIT

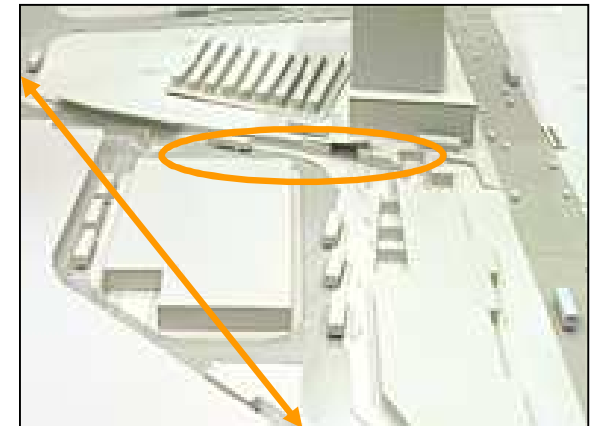
### TTC Buses

**Development is to ensure that the transit hub facility is and remains over the long-term a first class facility.**

#### Bus Routing

Buses are to access the station via the New Street.

The Eglinton transit corridor is to be clearly defined.

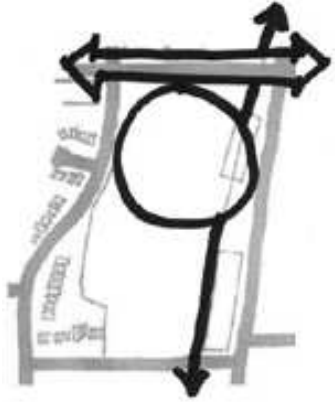


Model of temporary terminal shows the level change



Sketch of the New Street with bus leaving terminal





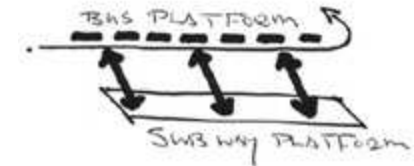
## PUBLIC TRANSIT

### TTC Station

The final Bus Terminal to be located below the street on the Eglinton -1 principal level.

Complete with:

- retail to be incorporated into the transit concourse AND to be expandable to provide additional services and facilities **“within-the-loop” (inside the turnstiles)** for transit riders on an ongoing basis at anytime into the future.
- the station is to provide pedestrian access at Duplex and Berwick Avenues, and at Yonge-Eglinton intersection and mid-block
- TTC to revisit standards for ventilation of platform areas



Sketch illustrating parallel relationship between platforms permitting distributed loading to buses and subway trains



**END**

thank you

