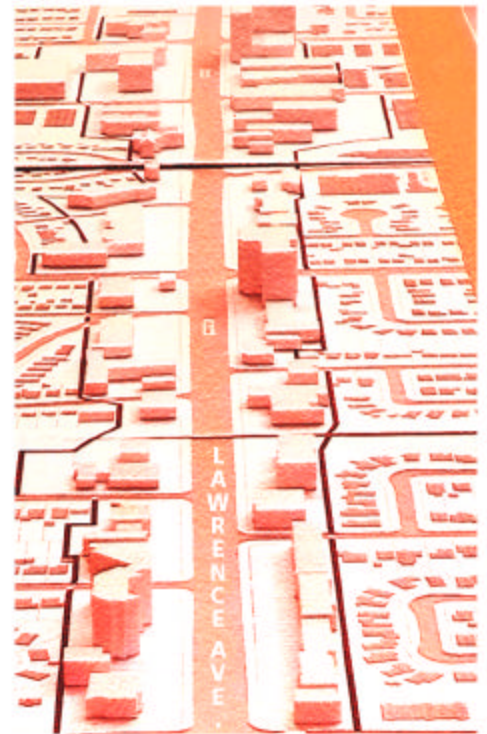


Lawrence Avenue East Study Design Charrette Summary

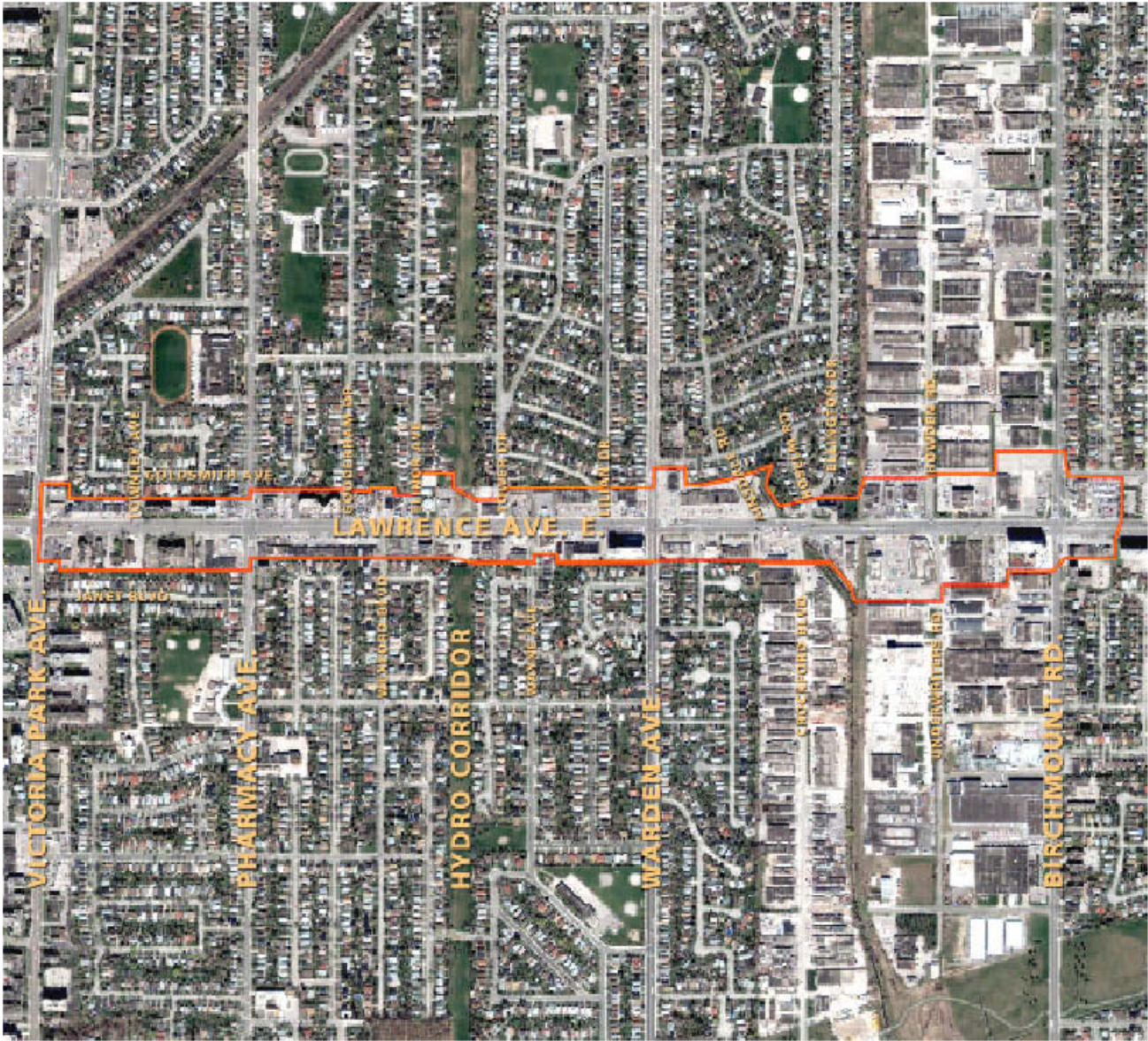


YOUNG + WRIGHT
ARCHITECTS INC.



June 16, 2007

STUDY AREA



N.T.S.



INTRODUCTION



On June 16, 2007, the Consultant Team, City staff, members of Local Advisory Committee (LAC), and members of the community participated in a full day Design Charrette to explore and develop land use and urban design options for Lawrence Avenue East from Victoria Park Avenue to Birchmount Road.

The all day charrette began with a welcome speech by Councillor Thompson. Following the speech, the Consultant Team summarized the project to date, presented a Strengths, Weaknesses, Opportunities, Threats (SWOT) Workshop summary, and discussed design principles that emerged from research and consultation with the Local Advisory Committee (LAC) and the community. The Consultant Team also introduced planning tools that should be considered when determining appropriate built form, and provided topics to be considered during the charrette. These discussion topics included land use, built form, open space, streetscape, traffic, and pedestrian safety and accessibility.

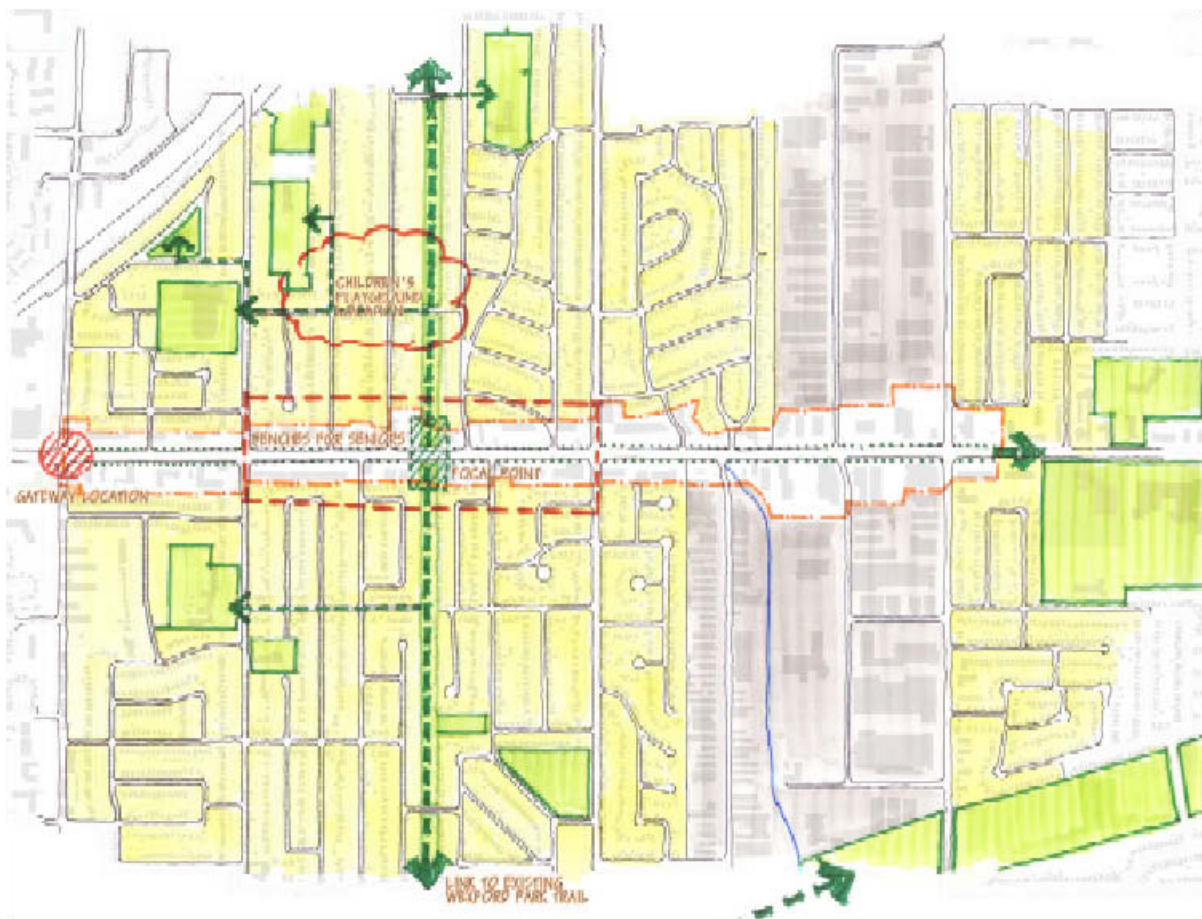
The study area was divided into the following two geographical sub-areas: Sub-area 1, from Victoria Park Avenue to Warden Avenue; Sub-area 2, from Warden Avenue to the eastern boundary of the study area (east of Birchmount Road). The participants were also divided into two groups, each of which worked on one of the sub-areas. The groups spent most of the morning and part of the afternoon engaged in a design exploration exercise using 3-dimensional physical models and public realm visualization. At the conclusion of the charrette, a representative from each group reported back to all participants on key findings.

GROUP 1 | VICTORIA PARK AVENUE TO WARDEN AVENUE

PUBLIC REALM

■ PARKS AND OPEN SPACE LINKAGE

- Use the Hydro Corridor as a major trail link to connect the study area to surrounding parks and open space, including the existing Wexford Park Trail to the south, and several school yards north of Lawrence Ave.;
- Provide a children's playground in the district northwest of the Hydro Corridor;
- Provide a major gateway feature at Victoria Park Ave. and use it as an opportunity for a public art competition.



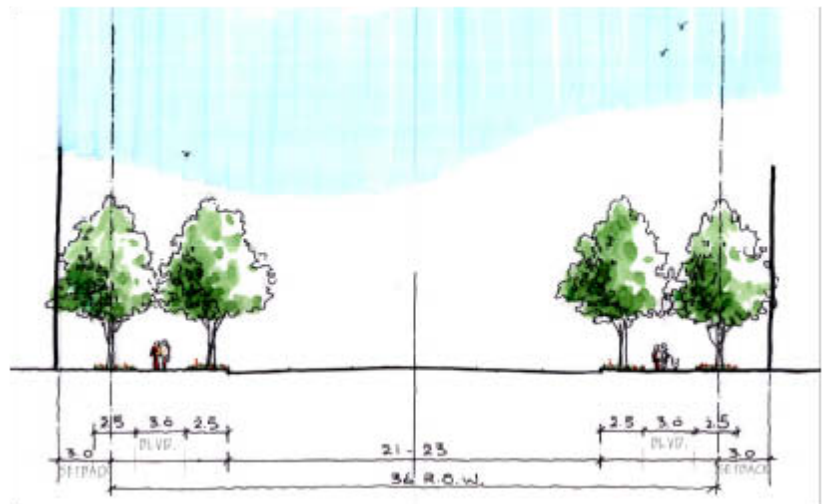
Parks and Open Space Linkage. N.T.S.





■ STREETScape IMPROVEMENTS

- Reduce number of travel lanes from 7 to 6 lanes;
- Use the reclaimed space created by the 7th lane to create a boulevard area on both sides of the road for landscaping and tree planting;
- Use part of the existing right-of-way between private property and sidewalks for a green strip with landscaping and tree planting to create double row of trees (arcade effect);
- Suggested street section: 1-3 m setback on private development; 2.5 m landscaped area from private property to sidewalk; 3 m sidewalk; 2.5 m landscaped boulevard sidewalk to pavement; 21 - 23 m road pavement width;
- No on-street parking for now, and re-visit the possibility in 20 years;
- Plant street trees along street edge;
- Provide benches for seniors, implementing more on the north side of the street, from Pharmacy to Warden. This stretch of sidewalk is where the majority of seniors facilities are located.



Suggested Street Section. N.T.S.



■ HYDRO LANDS

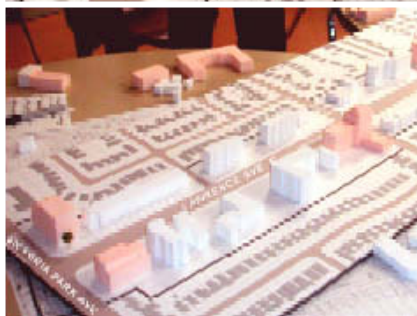
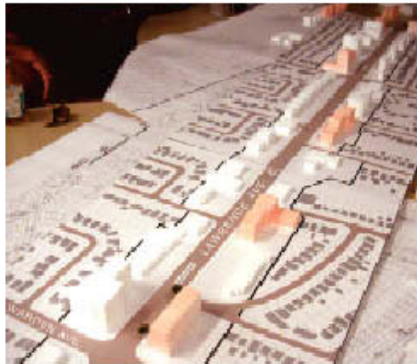
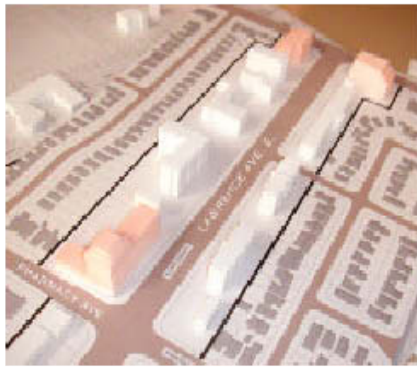
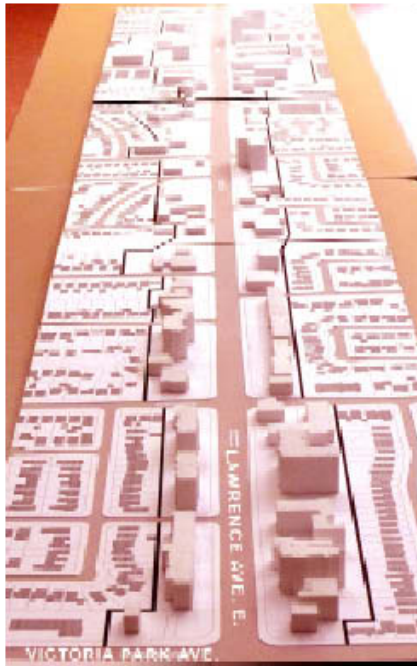
- Treat this location as a focal point for the whole area;
- Hydro Lands south of Lawrence Ave.:
 - provide separate passages for pedestrians and cyclists in order to connect to east-west trails just north of Eglinton;
 - make sure this pathway is designed with paving materials, shrubs etc..;
- Hydro Lands north of Lawrence Ave.:
 - design greenspace to be friendly and inviting;
 - design pedestrian / cycling corridor to connect to existing open spaces to the north;
 - design TPA parking lot to be attractive with landscaping and other features.



■ STOPLIGHT LOCATION

- Option 1: locate a new stoplight at Elinor;
- Option 2 (preferred): locate a new stoplight at the Hydro line to connect the trails north and south of Lawrence Ave. with accent paving that crosses the street.





PRIVATE REALM

■ EXISTING PRIVATE PROPERTY IMPROVEMENT

- Encourage landscape screening of surface parking areas in front of buildings, particularly the plaza on the southwest corner of Lawrence and Pharmacy;
- Explore incentives with the BIA to encourage owners to improve the edges of the parking lots;
- Encourage owners to design and build an attractive kiosk at the northeast corner of Lawrence and Warden to accommodate temporary or seasonal market activity.

■ NEW DEVELOPMENTS: LAND USE & BUILT FORM

- Encourage mixed-use along Lawrence Ave. E.
- At major intersections, i.e. Lawrence & Victoria Park, Lawrence & Pharmacy, Lawrence & Warden, look at 15 storey thin towers tapering down to 8 storeys for the remainder of the strip.
- Provide for a stepback at the sixth storey at the street frontage;
- Provide for a 45 degree angular plane from residential properties to the north and south of the Lawrence Ave. frontage;
- Allow for buildings with courtyards, if possible;
- Provide for a 1 to 3 metre setback from the property line;
- Provide for landscaping at the rear of properties to create a buffer with existing residential.

GROUP 2 | WARDEN AVENUE TO EAST OF BIRCHMOUNT ROAD



PUBLIC REALM

■ PARKS AND OPEN SPACE LINKAGE

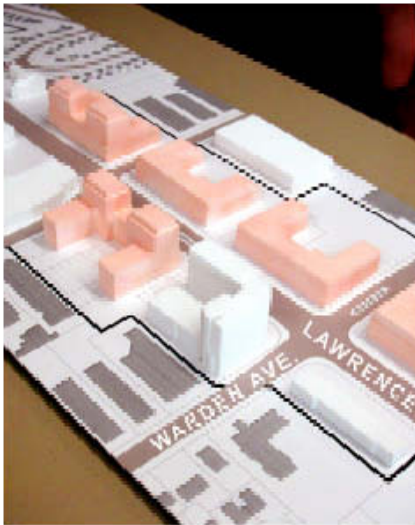
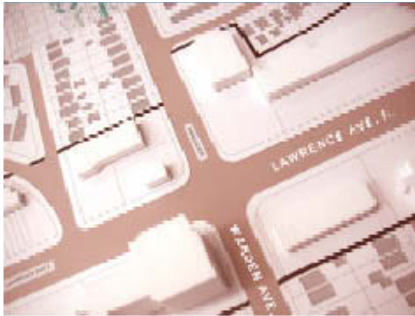
- Many streets that feed onto Lawrence Ave. do not have sidewalks; improve these connections through vegetation and / or tree planting;
- Provide pedestrian links from cul-de-sacs to Lawrence Ave.;
- Turn the strip of land east of Ellington Dr. into a path that connects to the surrounding open spaces and community amenities, such as the Greek Community Centre and the Ellesmere Community Centre. The path can connect to form a loop with the Hydro Corridor.



■ STREETSCAPE IMPROVEMENTS

- Improve the public realm with public or BIA funds; encourage the private sector to follow the example;
- Create a better environment for pedestrians by providing wide sidewalks and pedestrian-related lighting;
- Vegetation along Lawrence Ave. is an important element. Improvement must strike a balance between improving the attractiveness of the environment and visibility in front of strip malls. Vegetation should be low enough to beautify while maintaining visibility to signage. Alternatively, high-canopy trees can be used to ensure ground level visibility;
- Work with existing right-of-way and pavement width to incorporate on-street parking, bike lane, High Occupancy Vehicle (HOV) lane, etc.;
- Provide kiosks for pedestrian wayfinding, map of local businesses, and information on the area.





PRIVATE REALM

■ EXISTING PRIVATE PROPERTY IMPROVEMENT

- Improvement must strike a balance between maintaining the area's character and promoting redevelopment;
- Provide outside fairs and markets for small entrepreneurs with a low cost entry point.
- Provide incentives for improved signage, parking and building facades;
- Apply signage regulations to help move things in the right direction;
- The major impediment to improvement is the fractured ownership of the strip malls; therefore, it is crucial to create a mechanism for making common improvement.

■ NEW DEVELOPMENTS: LAND USE & BUILT FORM

- Encourage mixed-use along Lawrence Ave. E.;
- Encourage new mixed use development between Hydro Lands and Birchmount Rd. that could result in creating a new community, taking advantage of the fact that this stretch of Lawrence Ave. faces fewer constraints than the rest of the study area;
- The new community will form the link between the residential community west of Warden Ave. and the residential community east of Birchmount Rd.;
- Integrate new mixed use development into the existing communities along Lawrence Ave. west of the Hydro Lands, enhancing and strengthening the existing retail activities;
- Buildings can have an eight-storey base, stepped back at the sixth storey; thin towers can be located above eight storey; building height should be justified by good design.