

Figure 5.60: Illustrative plan depicting streetscape potential for Study Areas A and B

5.5.3 Typical Road R.O.W. Cross-sections

Cross-sections for each of the street typologies has been prepared in order to test the opportunities for boulevard enhancements. The resulting studies identify the potential for the various rights-of-way while also providing potential solutions in constricted areas.

Laird Drive: Commercial Road to Esandar Drive

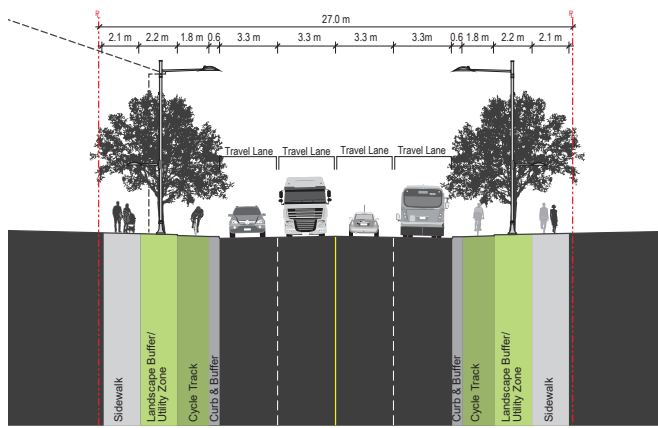
While the cross-sections are generalized, a specific condition presented itself along Laird Drive that required a more detailed examination. 96 Laird Drive has been identified for designation on the City's heritage registry. The building sits with "zero setback" from the existing property line negating any possibility of expanding the road right-of-way from its current dimension to 27 metres as is envisioned elsewhere along the street. As a result, the project team, working closely with City staff, have prepared 4 options, of which two ensure a significant length of cycle track can be constructed as soon as possible.

Option B utilizes the existing 23.5-metre ROW in the vicinity of the heritage building to provide the ultimate 4-lane cross-section. No green / landscaping zone is provided on either side and a roadway shift of over 2 metres presents a significant roadway transition on both the north and south approach. This should be considered as a long-term solution.

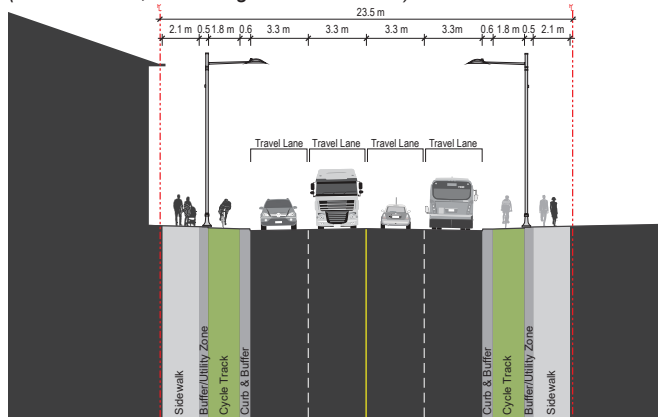
Option C provides an interim solution, initially utilizing the existing 23.5 m ROW with only 3 traffic lanes: 3.3-metre lanes in the northbound and southbound directions with a 3.0-metre continuous two-way left turn lane. This option will accommodate landscaped boulevards on both sides. The roadway shift is reduced and incorporated into the design such that, in the longer term, when development occurs on the east side and an additional 3.5 metres is conveyed, a fourth lane can be provided for. At that time, the west side can remain as constructed; however, the east side will require widening.



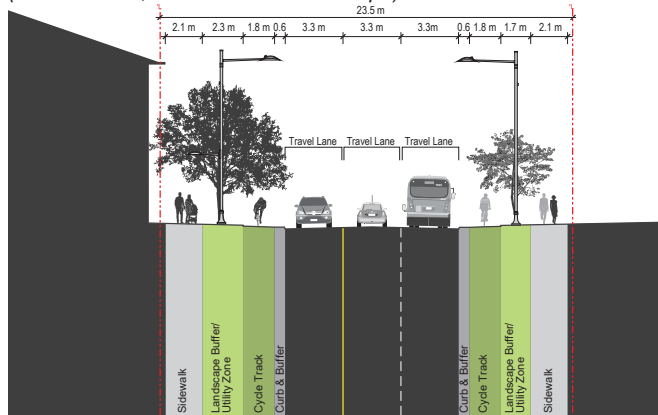
Figure 5.61: Condition at 96 Laird Drive with building abutting existing street right-of-way



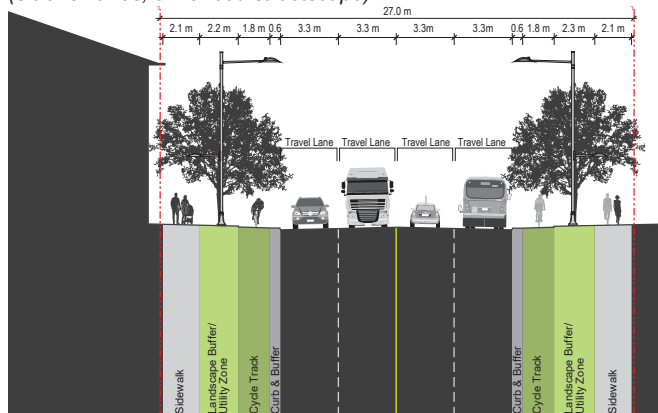
Option A: Laird Drive at Lea Avenue
(4 travel lanes, no heritage considerations)



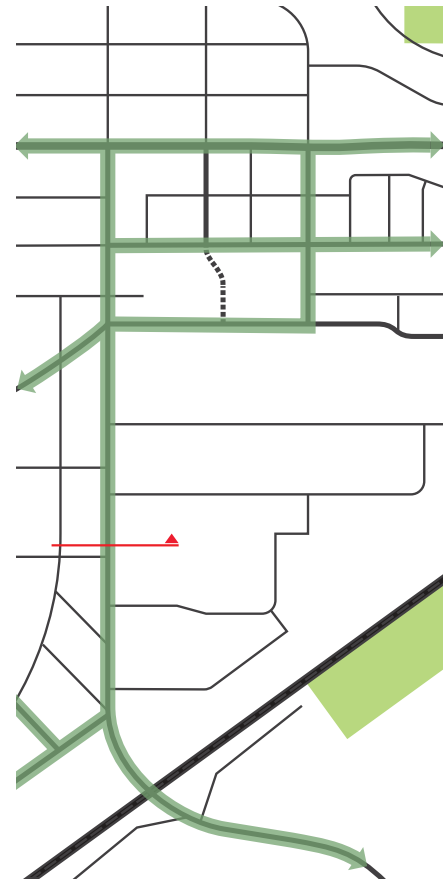
Option B: Laird Drive at Lea Avenue
(4 travel lanes, no enhanced streetscape)



Option C: Laird Drive at Lea Avenue
(3 travel lanes, enhanced streetscape)



Option D: Laird Drive at Lea Avenue
(4 travel lanes, enhanced streetscape)



Key Plan

Figure 5.62: Cross-sections illustrating various scenarios for the road right-of-way that includes 96 Laird Drive, identified as a potential "heritage" property. Option A does take heritage status into consideration; Option D would require additional property acquisition by the City in order to accommodate the streetscape enhancements.

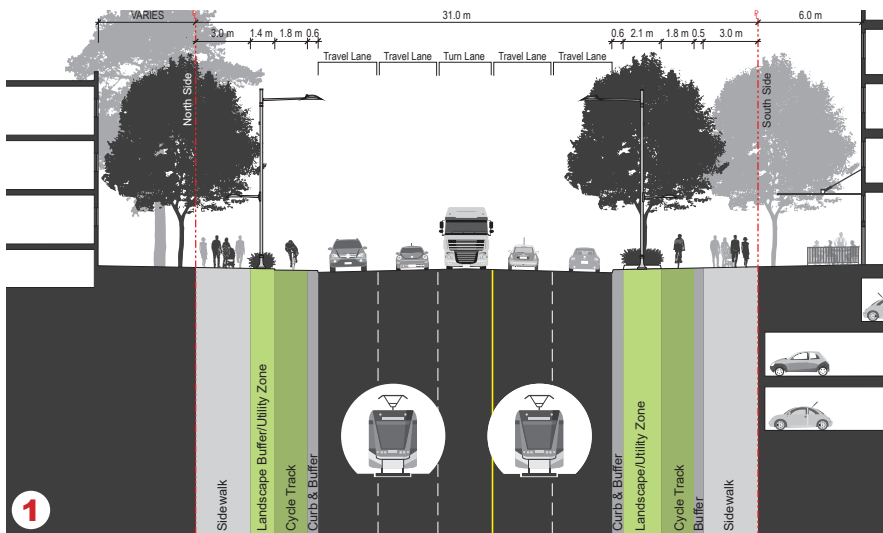


Figure 5.63: Proposed street right-of-way cross-section - Eglinton Avenue E.

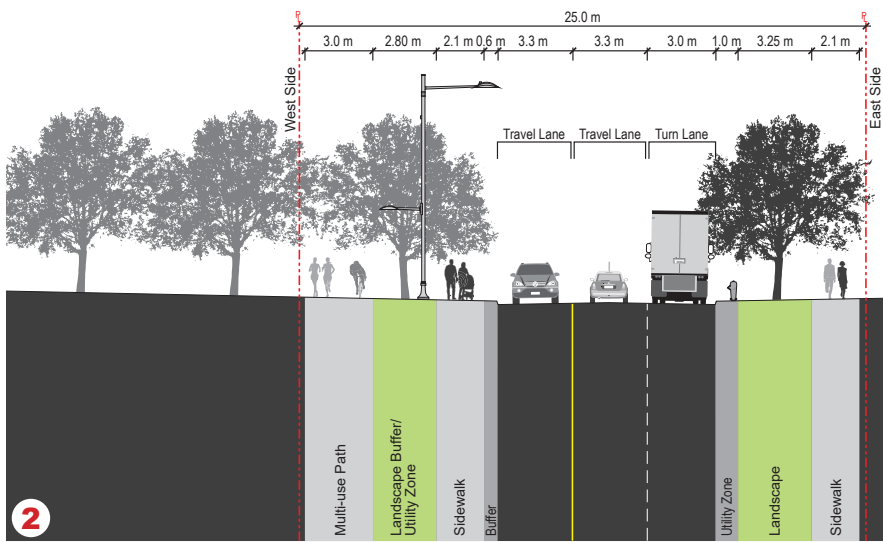


Figure 5.64: Proposed street right-of-way cross-section - Brentcliffe Road

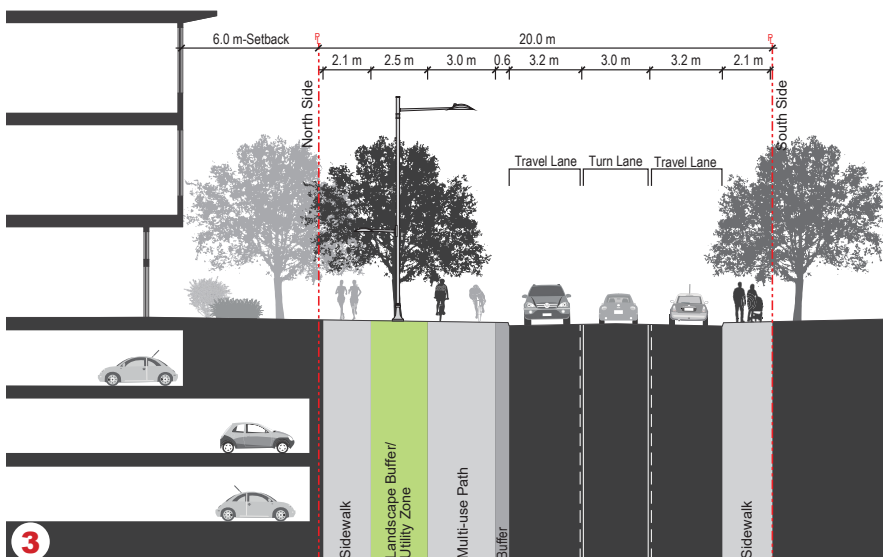


Figure 5.65: Proposed street right-of-way cross-section - Vanderhoof Avenue (typical)