

Public Consultation No. 3 Draft Emerging Preferred Alternative

December 5th, 2017

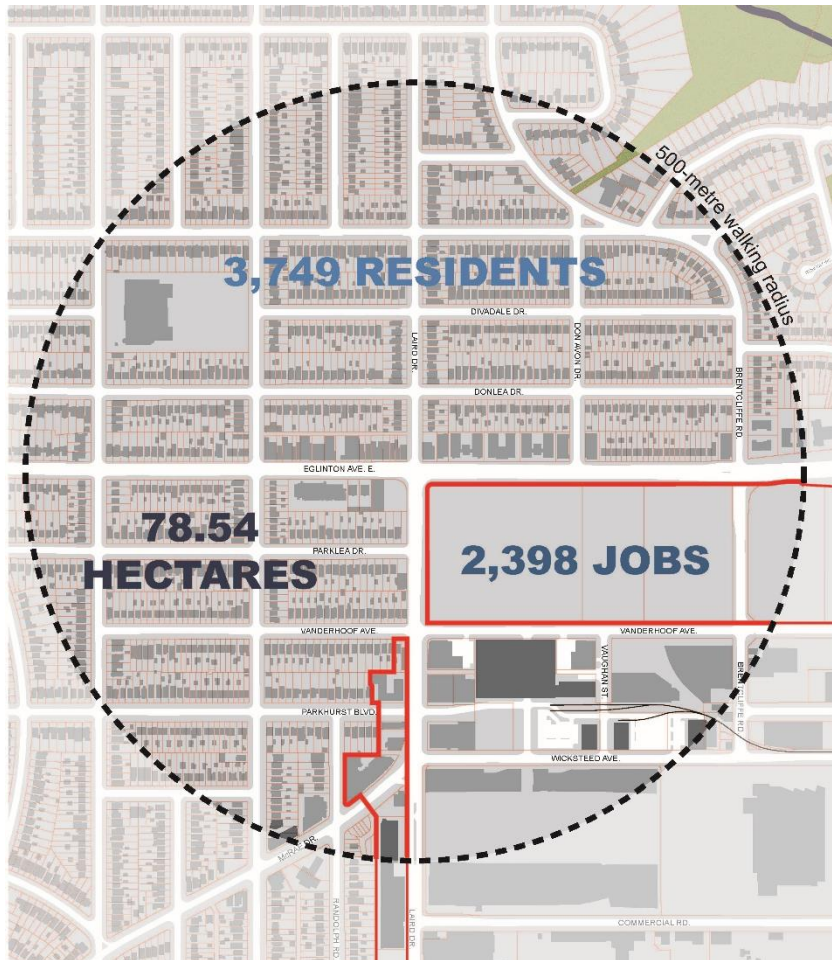


In Focus

What we heard

- Ensure that proposed **densities and massing** do not negatively impact the existing residential neighbourhoods.
- The proposed plan needs to ensure that **traffic issues** are not made worse and does not result in increased traffic.
- Future development must reflect a **mix of residential, commercial, and employment** uses. **Support existing employment lands, uses and jobs.**
- Support for increased **park, public open space, and community facilities.**
- It is important to create an environment that **supports pedestrians and cyclists**, including dedicated infrastructure, an attractive **vibrant streetscape** and local **destinations.**
- New development along Laird Drive should **serve a diverse population**, including providing a range of opportunities for “**living and working**”.

1. Growth focused in one area to reduce development pressures in adjacent neighbourhoods

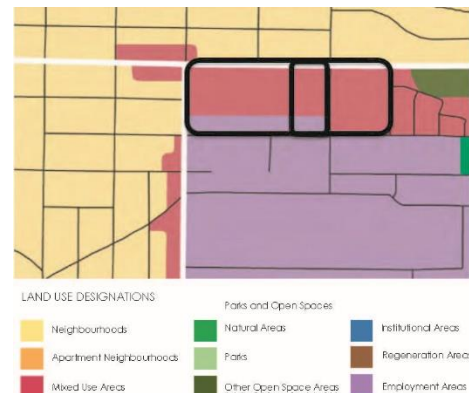


Population within 500 m of an LRT Station

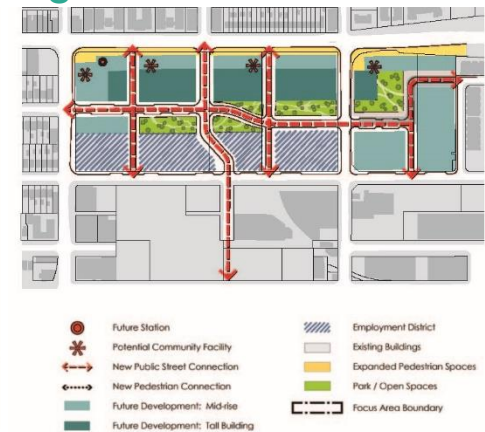
Current Density = 78 ppl + jobs/hectare

Target Density = 160 ppl + jobs/hectare

OPA 231

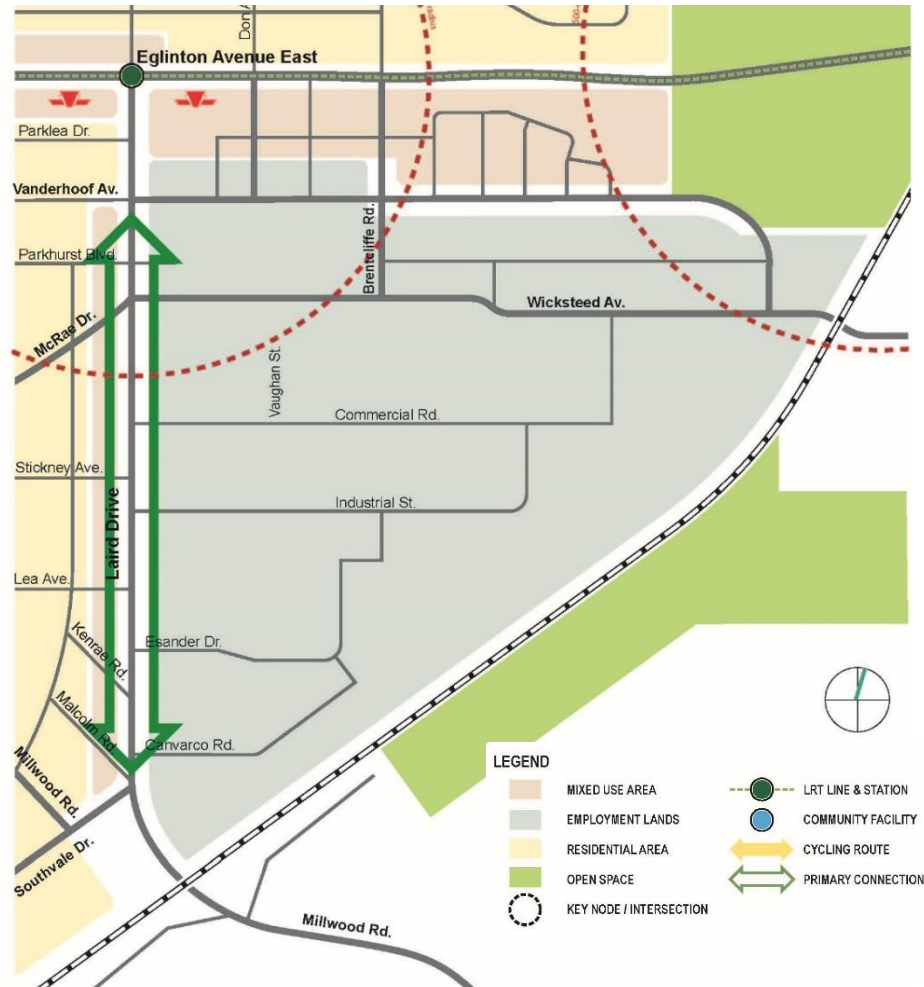


eglingtonCONNECTS



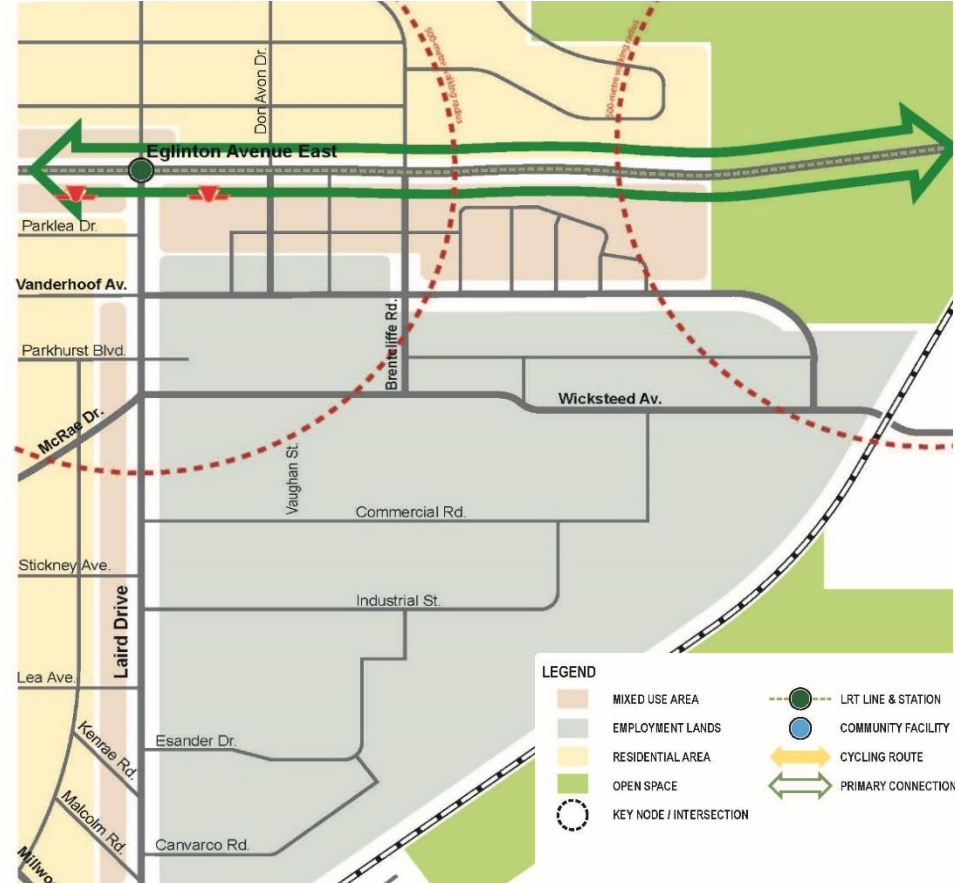
10 Big Moves

2. Laird Drive: a vibrant mixed use street with a beautiful streetscape



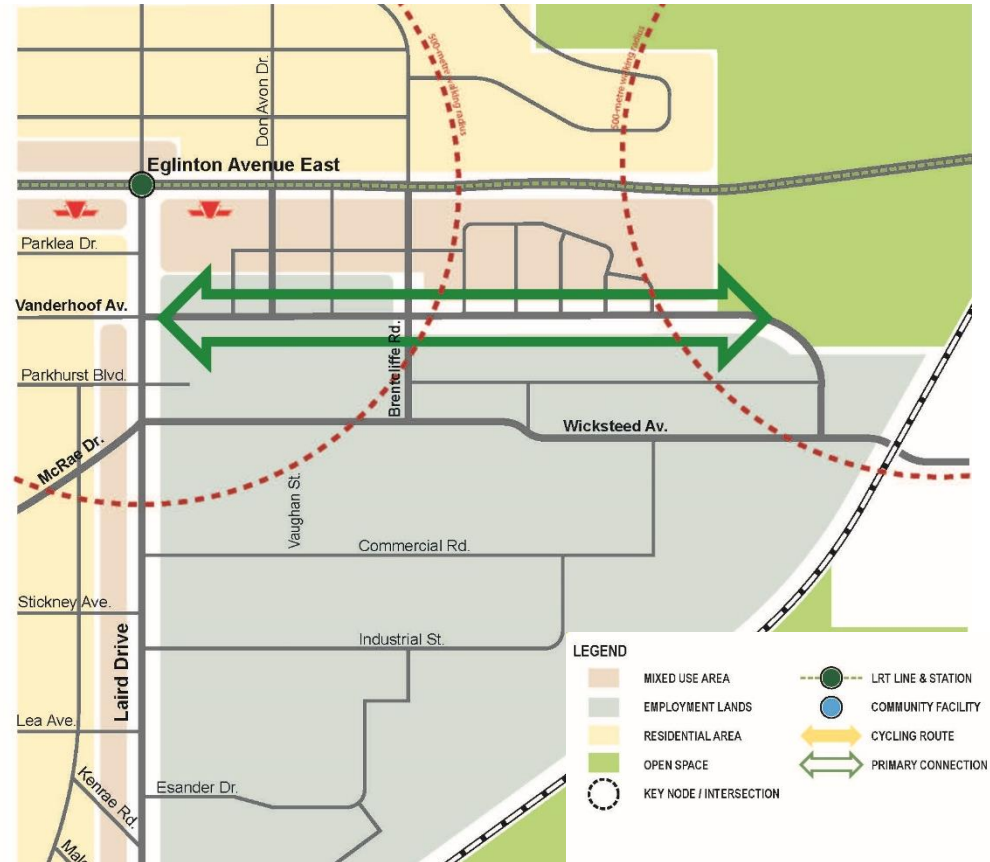
10 Big Moves

3. Eglinton Avenue: a mix of uses at grade to activate the tree-lined boulevard



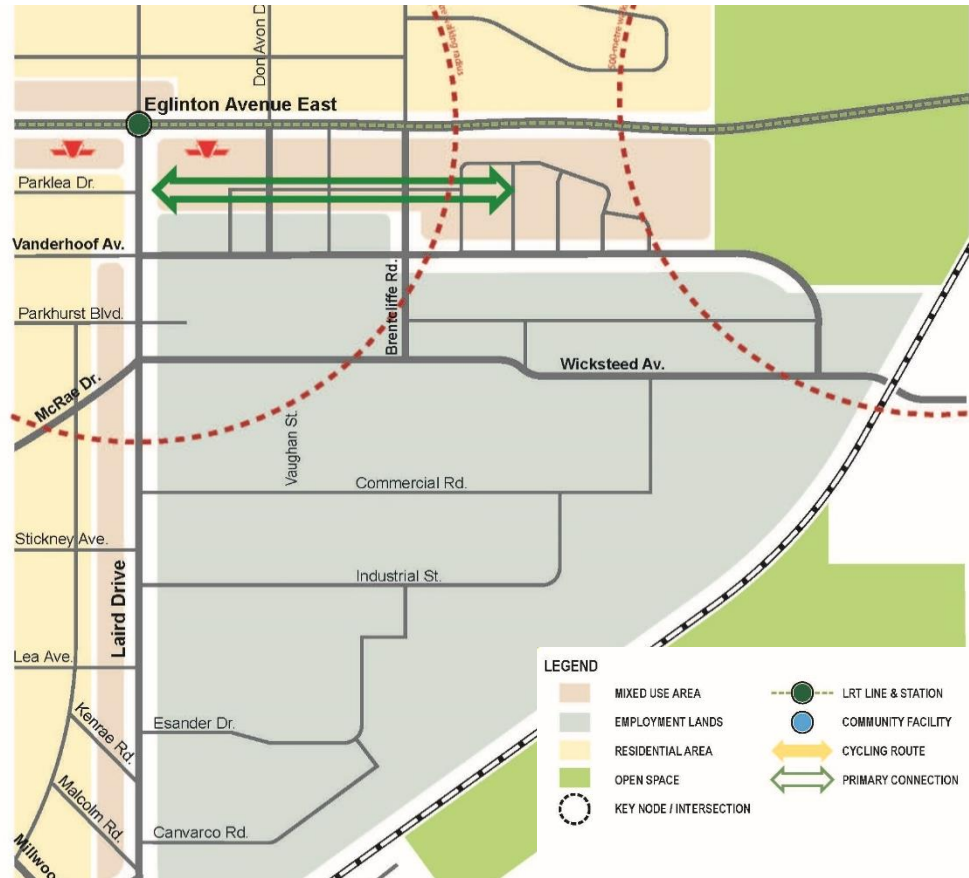
10 Big Moves

4. Vanderhoof Avenue: a beautiful greenway to link Leaside to the ravine



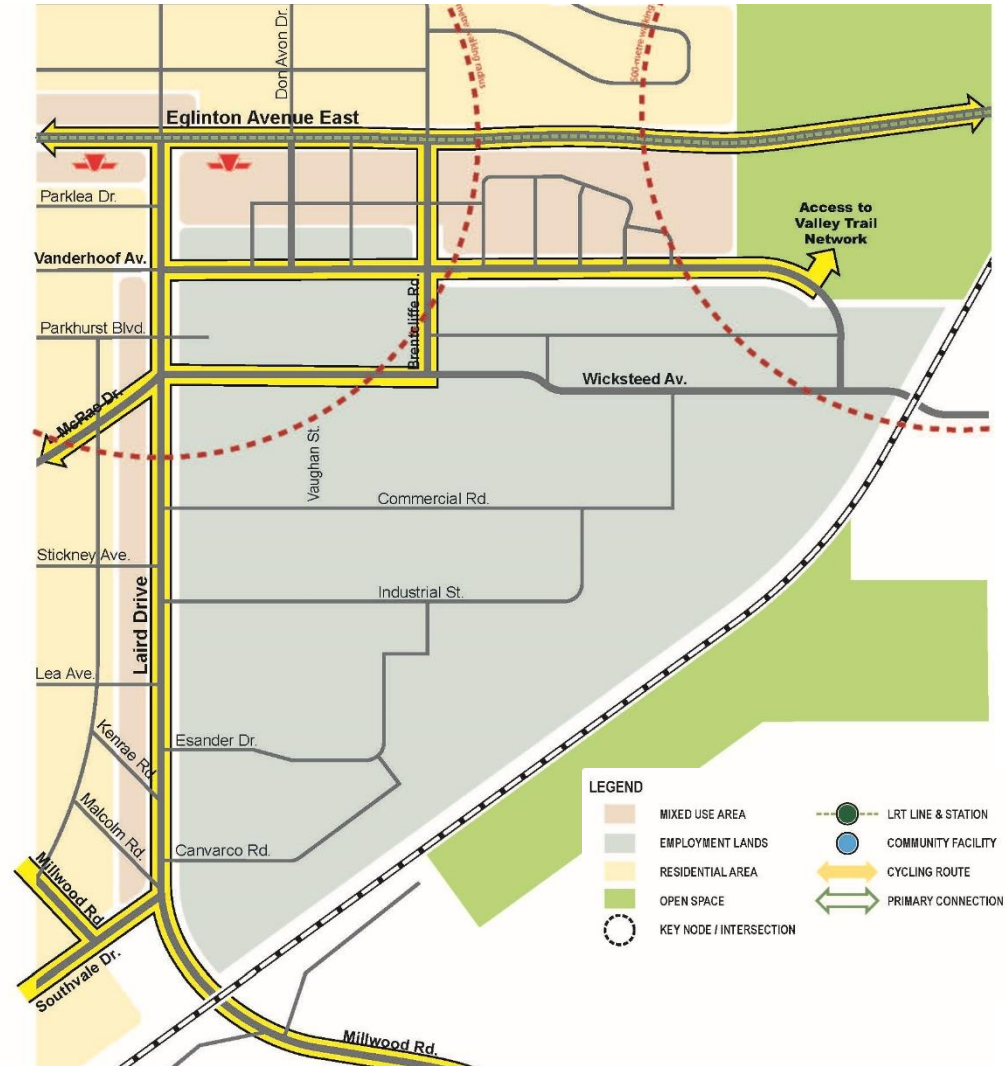
10 Big Moves

5. New Main Street: beautiful public realm and focus for activities away from Eglinton



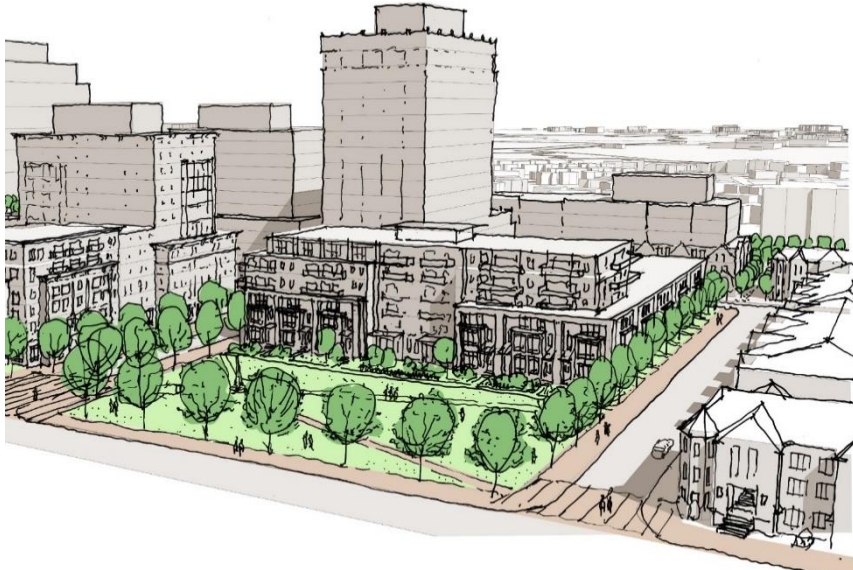
10 Big Moves

6. Safe cycling infrastructure for Leaside



10 Big Moves

7. New parks to provide a connected network accessible to all



10 Big Moves

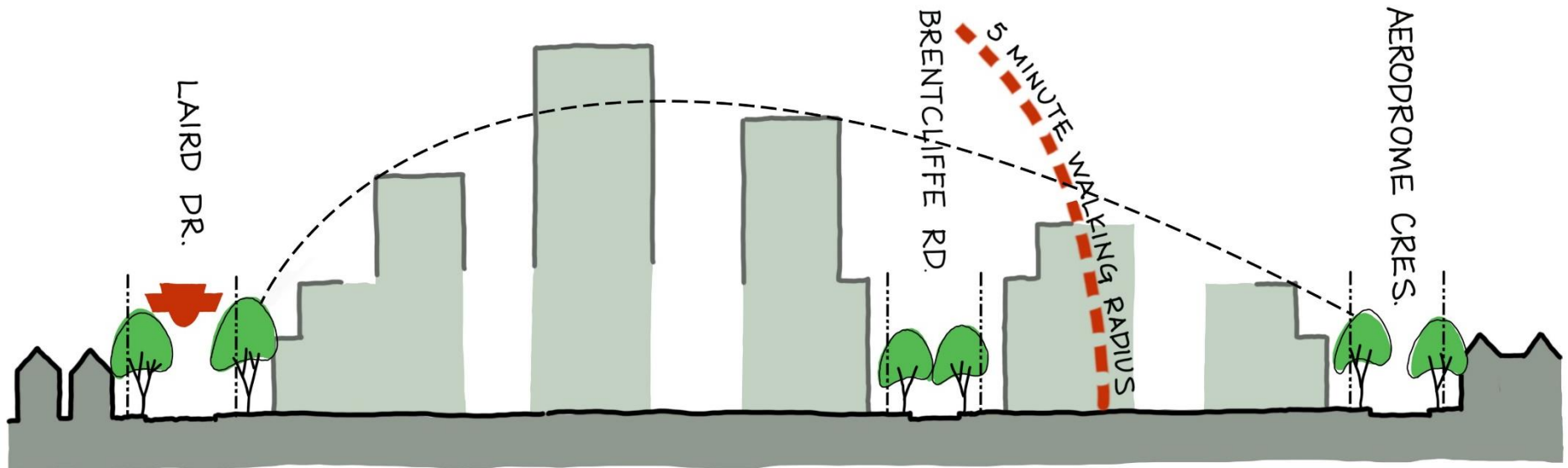
8. New Community Facility to serve North and South Leaside and the emerging community



10 Big Moves

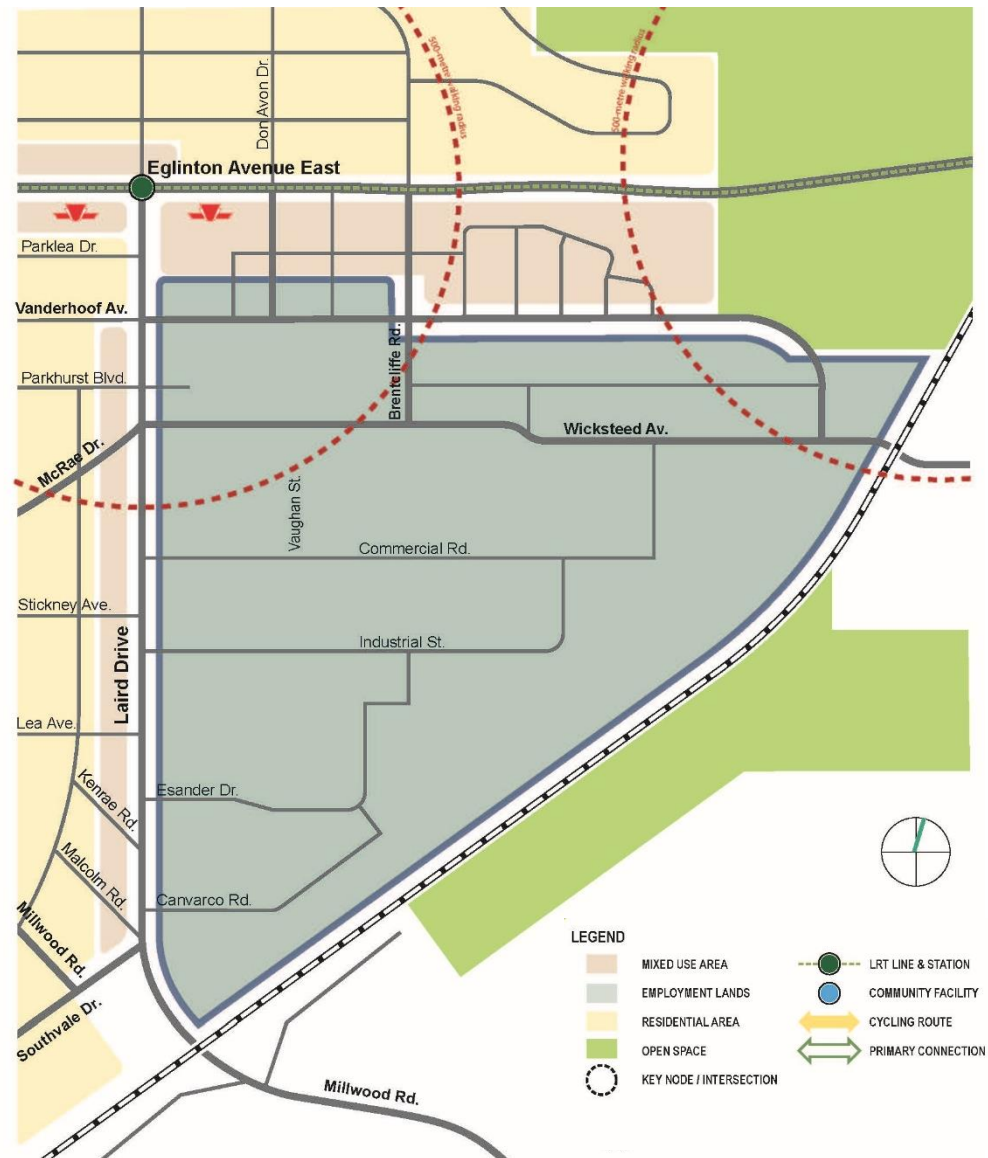
9. Sensitive transition to adjacent neighbourhoods

Heights will be compatible along the edges with those of adjacent neighbourhoods and step up towards the centre of the site.



10 Big Moves

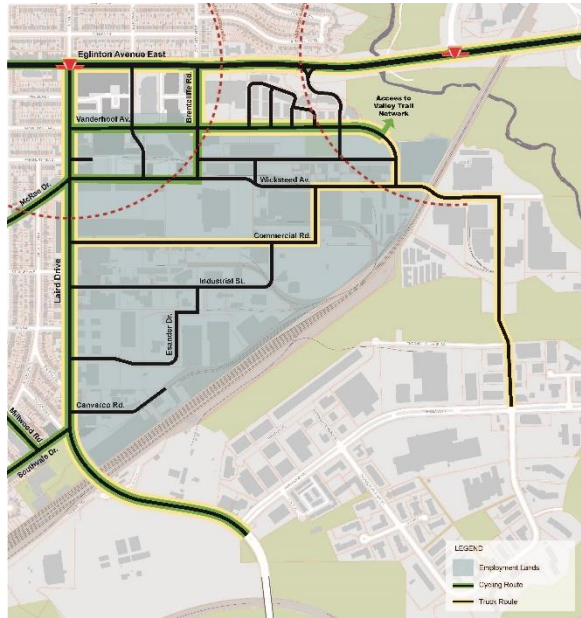
10. Protected employment lands and support with infrastructure improvements



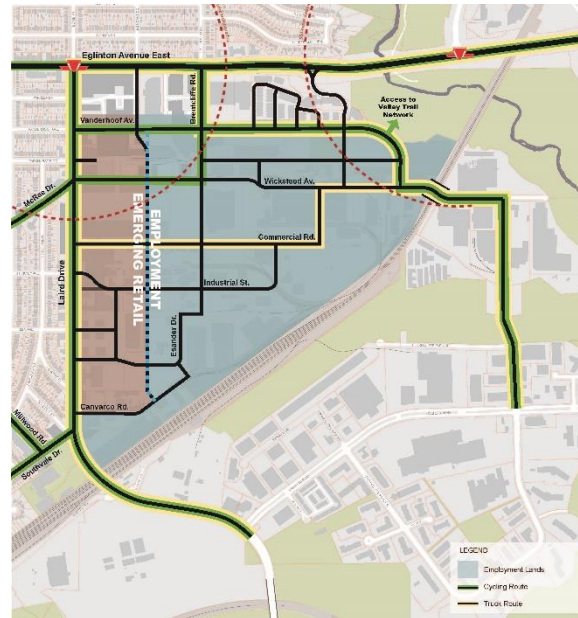
10 Big Moves

Leaside Business Park

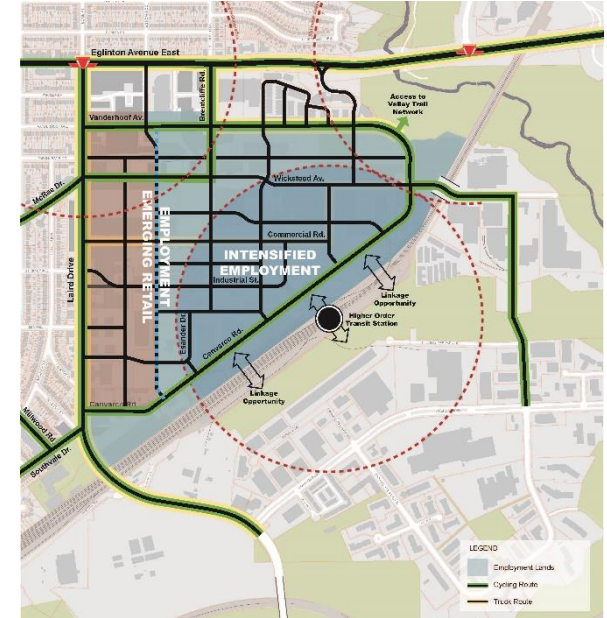
Immediate Term



Medium Term

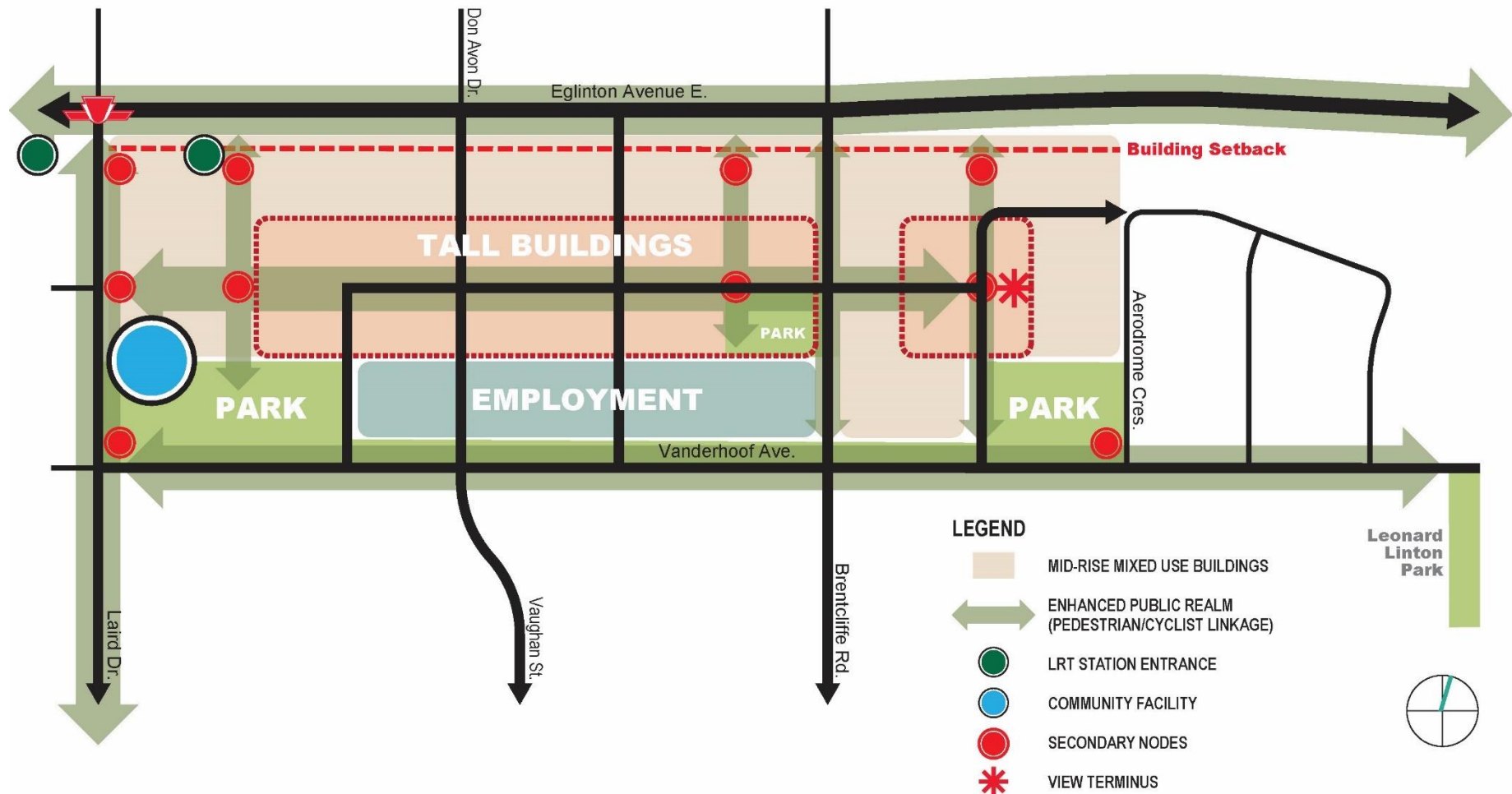


Long Term



Potential evolution of employment

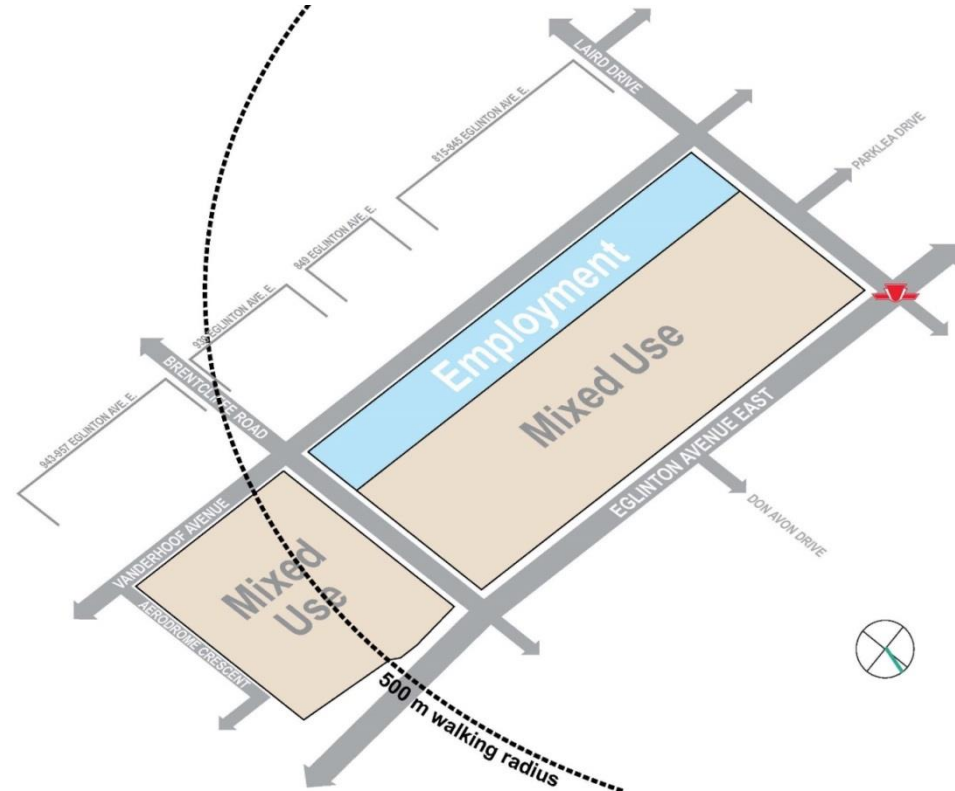
Structure Plan



Study Area A

Land Use

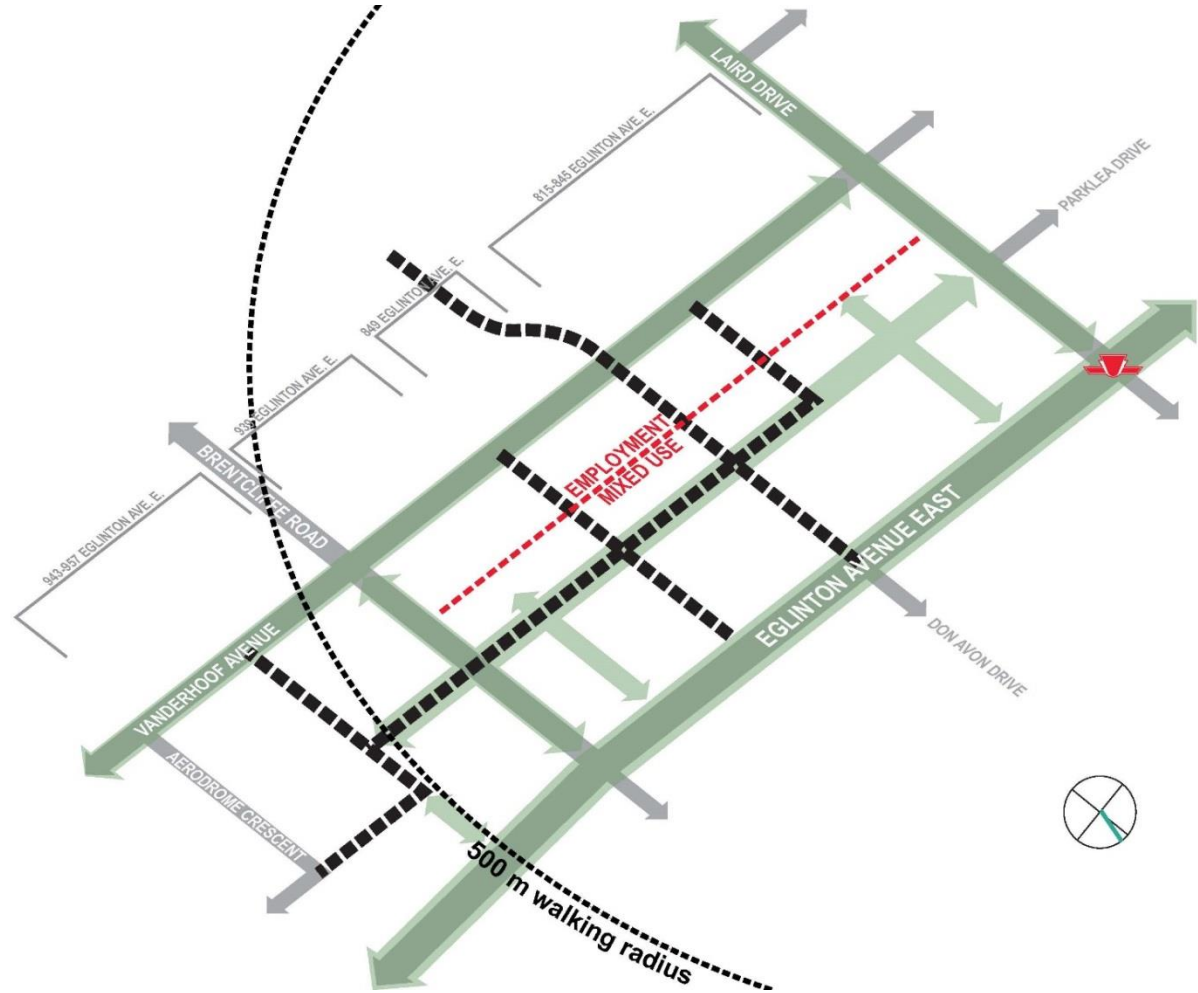
- Land use designations as per OPA 231



Study Area A: Evolution

Movement

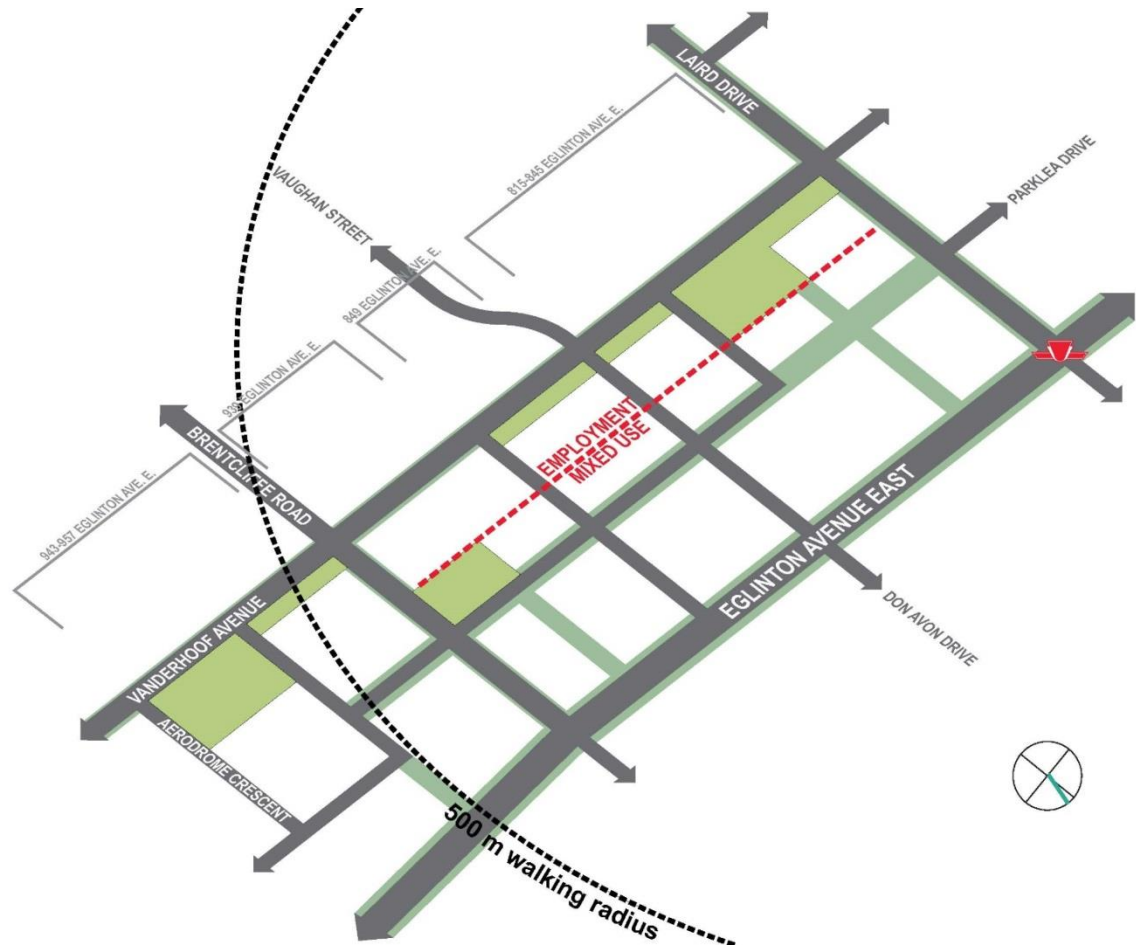
- Provide improved connections within the sites and to key destinations
- Complete surrounding street network



Study Area A: Evolution

Open Space Network

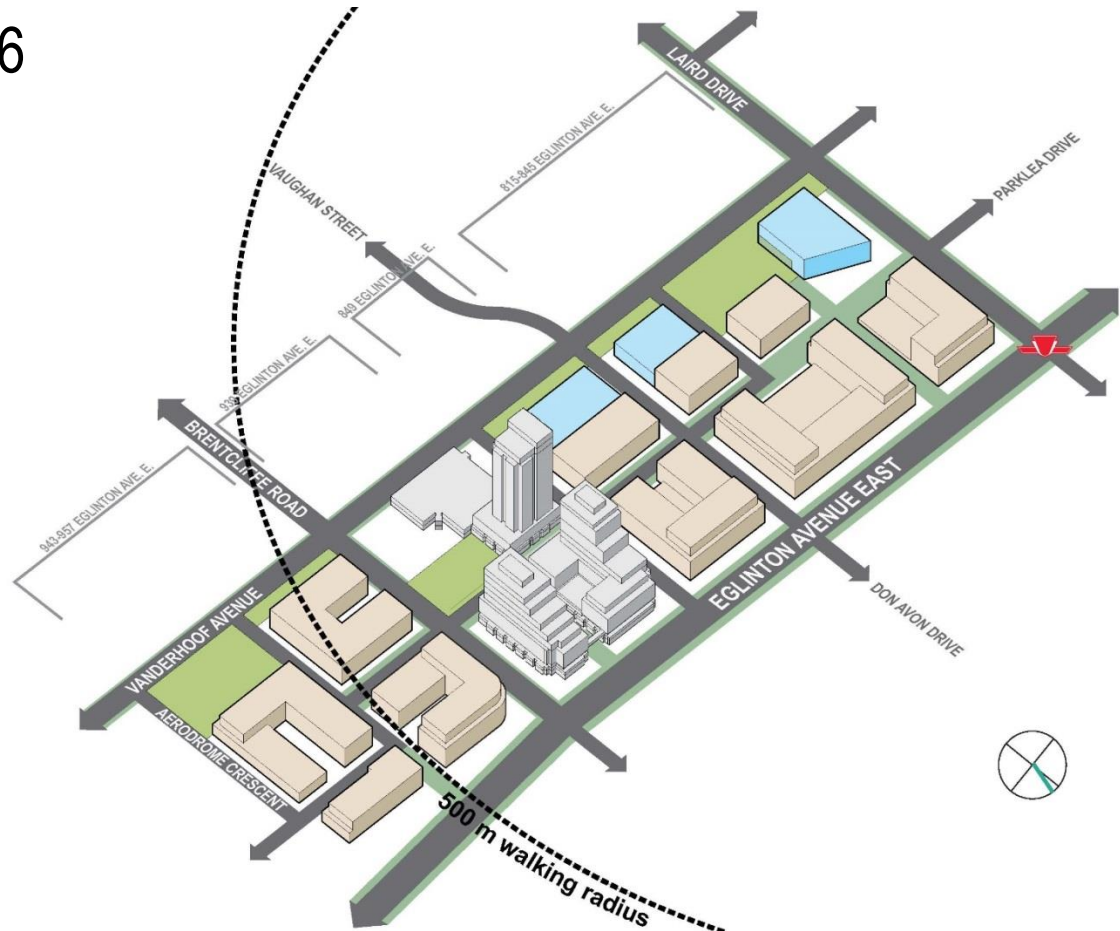
- Parks located along Vanderhoof creating a “green link” from Laird to Leonard Linton Park and to Don Valley network



Study Area A: Evolution

Built Form: Mid-rise

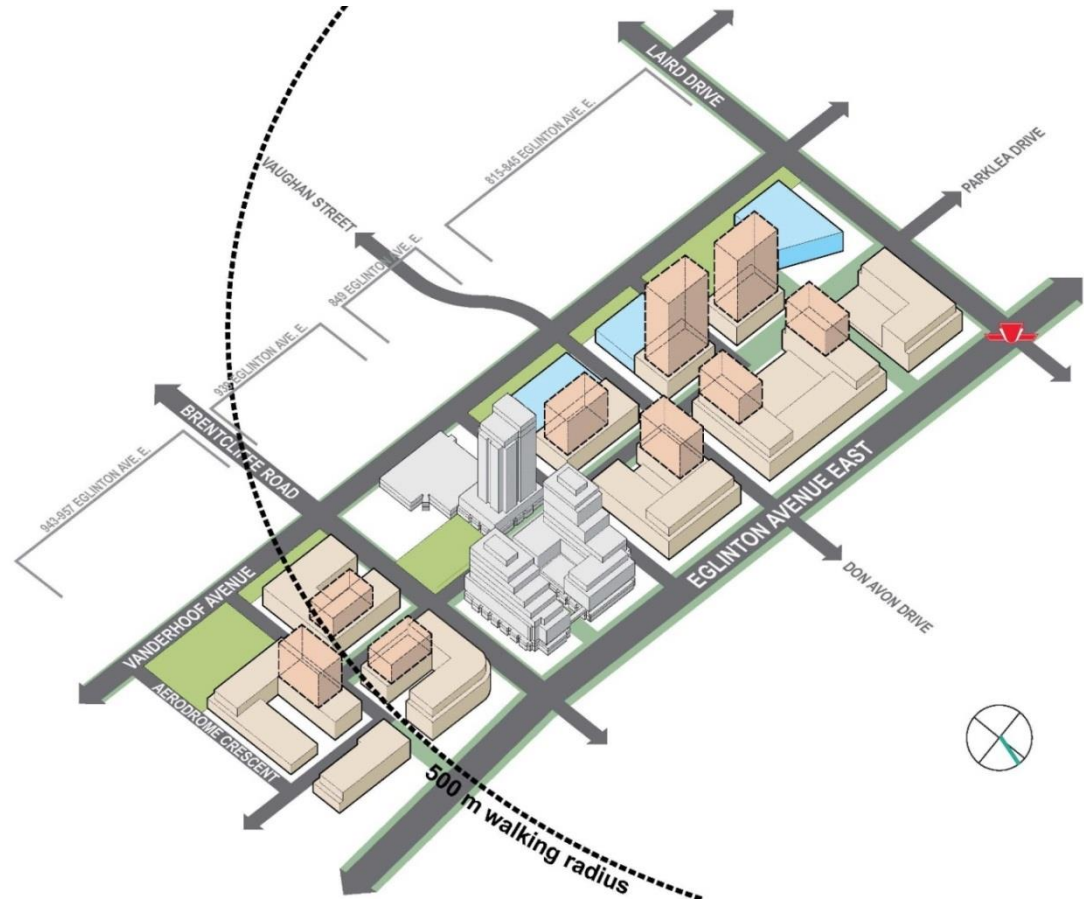
- Mid-rise buildings set back 6 metres along Eglinton Ave.
- Buildings of 3 storeys line Aerodrome Cres.
- Buildings of 6 storeys frame mid-block street and park spaces



Study Area A: Evolution

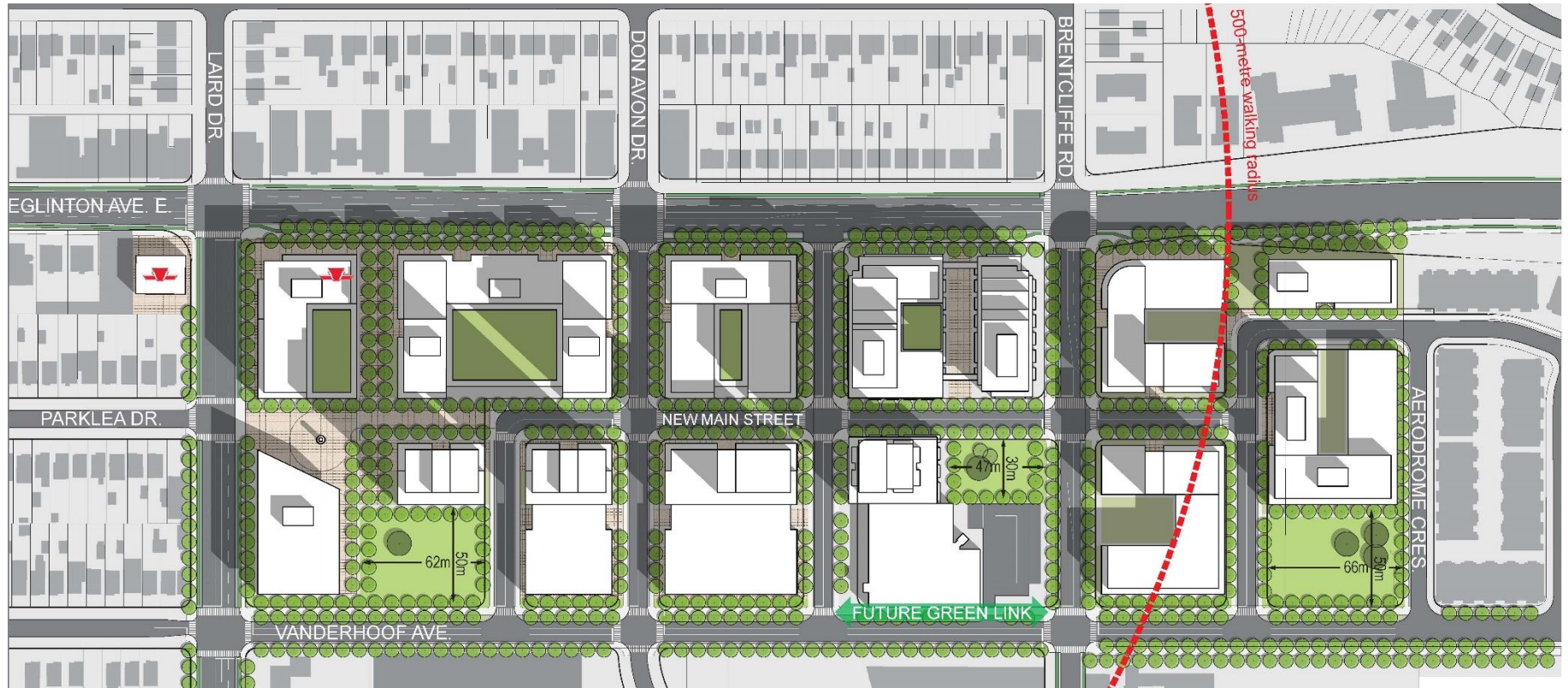
Built Form: Taller Buildings

- Building heights comparable to 939 Eglinton Avenue East, which includes taller buildings of 16, 20, and 28 storeys;
- Building height lowers when closer to Laird Dr. to the west and Brentcliffe Rd. to the east.



Study Area A: Evolution

Draft Emerging Preferred Alternative

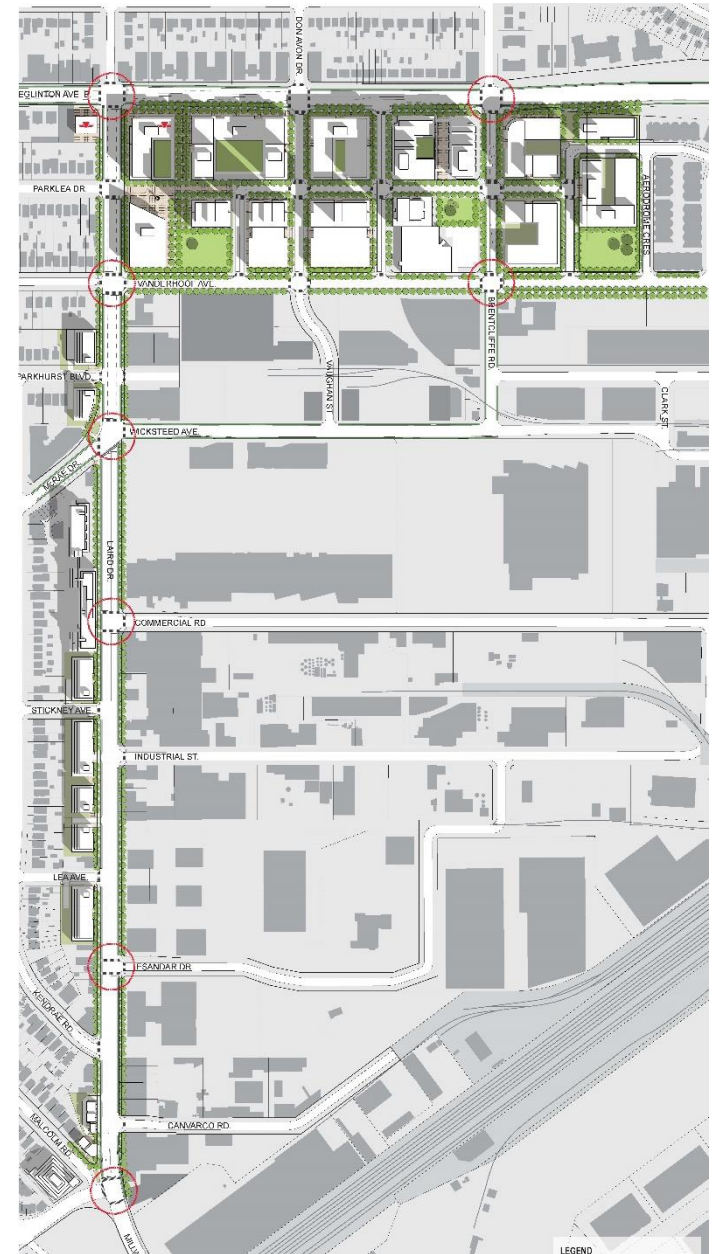


0 10 25 50 m

Study Area A

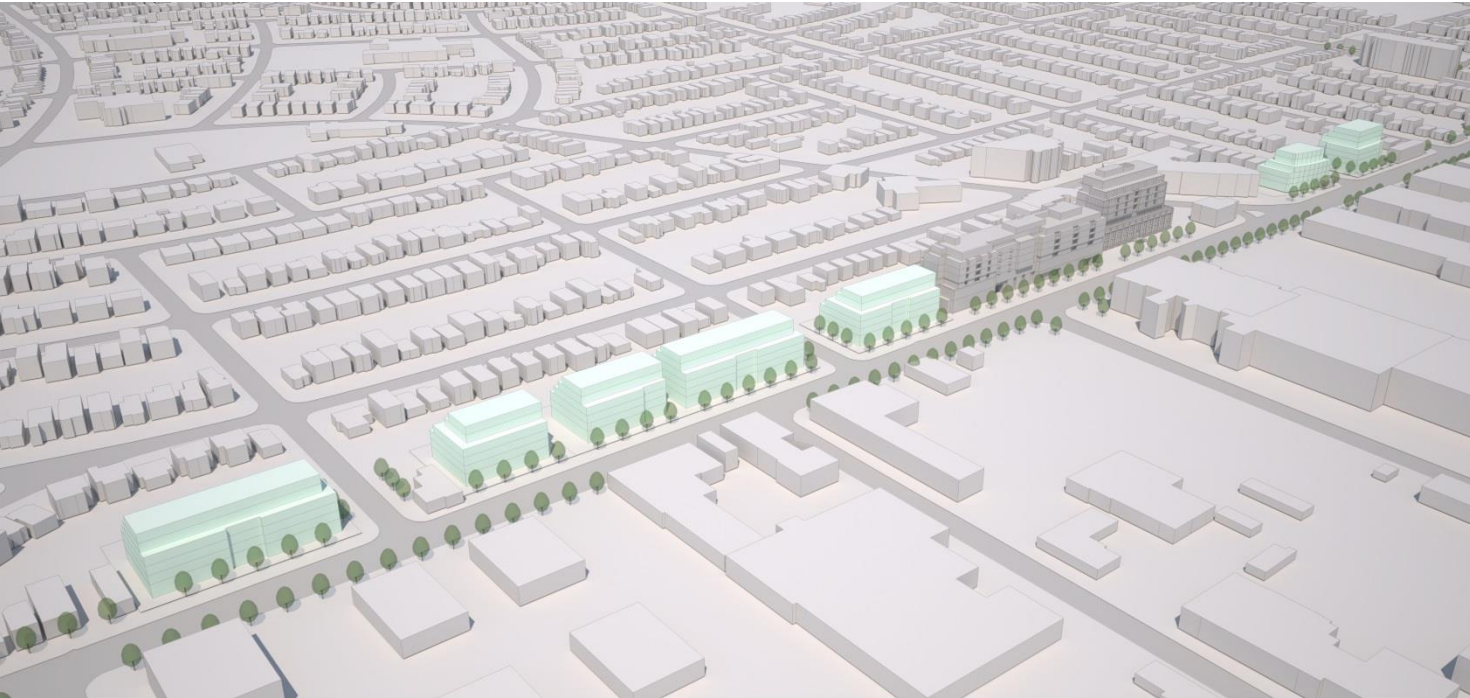
Draft Streetscape Approach

- Provide cycle lanes on boulevard along Laird and Brentcliffe;
- Incorporate multi-use path along north boulevard of Vanderhoof;
- Tighten intersection at McRae and Laird: remove “pork chop”.



Potential Mid-rise Sites

- Based on minimum property depth of 36 metres
- Located from south of Parkhurst Blvd. to Lea Avenue



Study Area B

Transportation/Movement Analysis



Other Considerations:

- design emphasizing high quality and direct connections to transit, including amenities (i.e. bicycle parking, seating)
- municipal parking provisions
- right-sizing radii / lane width reduction into residential areas

Policy Toolkit:

(measures being considered)

- Parking Maximums
- Shared Vehicles
- SmartCommute / Carpool Program
- Cycling Parking Minimums
- Transit-Related Benefit

Next Steps

- Refinement of Draft Emerging Preferred Alternative;
- Technical review by City Staff; and
- Presentation to Design Review Panel (New Year).

