

Alternative Development Options Community Information Meeting

October 17th, 2017



Laird

In Focus

Agenda

- Overview of Emerging Vision Statement
- Development Options: Study Areas A & B
- Evaluation Matrix
- Streetscapes
- Transportation Update
- Next Steps

Project Overview



- Study Initiation
- Background Analysis
- Consultation
- Visioning
- Design Charrette

- Design
- Analysis
- Testing of Alternatives

- Final Consultation Report
- Plan Development

- Implementation by the City

Emerging Vision

The Laird Focus Study Area will integrate with Leaside. New forms of development will **respect the character of the residential and business community**, while evolving to meet the needs of future residents.

The Study Area will be **accessible** to people of all ages, in all modes of travel. It will provide a **diversity of uses and businesses** set in a **high quality public realm**.

Laird Drive will be a **vibrant main street and pedestrian promenade**.

Development along Eglinton Avenue will have a connected public realm of streets, blocks, parks and community amenities, and create a **walkable, landscaped neighbourhood**.

Charrette Results

Scenario 1:

- Provide mid-block east/west connection between Laird and Aerodrome;
- Mid-rise buildings along Eglinton stepping up in height;
- Open space buffers taller buildings from surrounding context.

Scenario 2:

- Central open space combined with mid-block street for continuous east-west connection;
- Mid-rise buildings along Eglinton stepping up in height;
- Employment uses along Vanderhoof.

Scenario 3:

- Continuous east-west open space system;
- Mid-rise buildings along Eglinton;
- Provide north-south linkages from Eglinton to Vanderhoof.

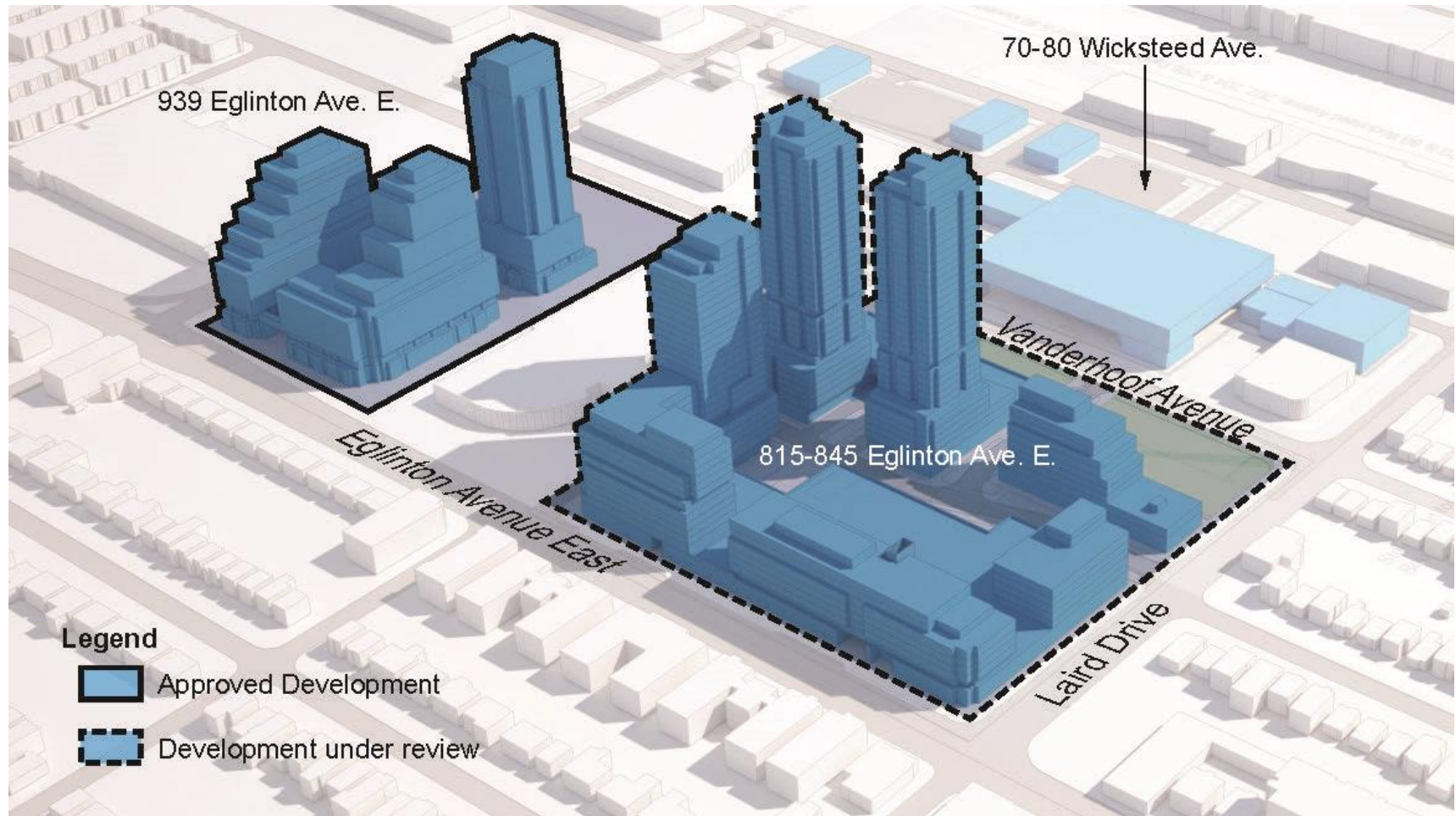
Study Area A: Emerging Themes



Charrette Results

- Proportional density at approximately 3.8X coverage;
- Land Uses as per OPA 231;
- Approved 939 Eglinton Ave. E. application included;
- “Eglinton Crosstown” streetscape plan included; and
- Assume average unit size = 79 m²
(10% 3-b/r, 30% 2-b/r, 60% 1-b/r); people per unit = 1.83

Context – as presented in May



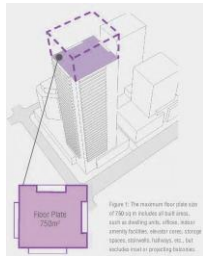
MIDRISE AND TALL BUILDING GUIDELINES

TALL AND MIDRISE BUILDING DESIGN & TRANSITION

Tall Building



Floor Plate



Transition to Main Street



Mid Rise Building



Street Proportion 1:1



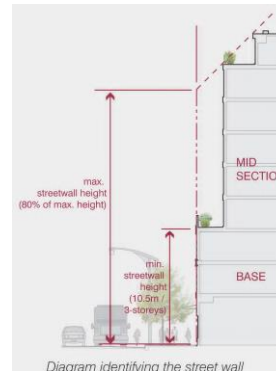
LAIRD FOCUS STUDY AREA

Context – as presented in November 2016

MIDRISE AND TALL BUILDING GUIDELINES

PEDESTRIAN REALM CHARACTER

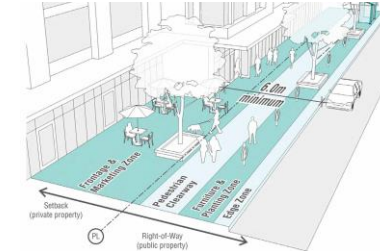
Midrise Base



Tall Building Base



Building Setback and Streetscape



Ground Floor Uses

Residential Uses at Grade



Retail Uses at Grade



Development Options

BUILT FORM:

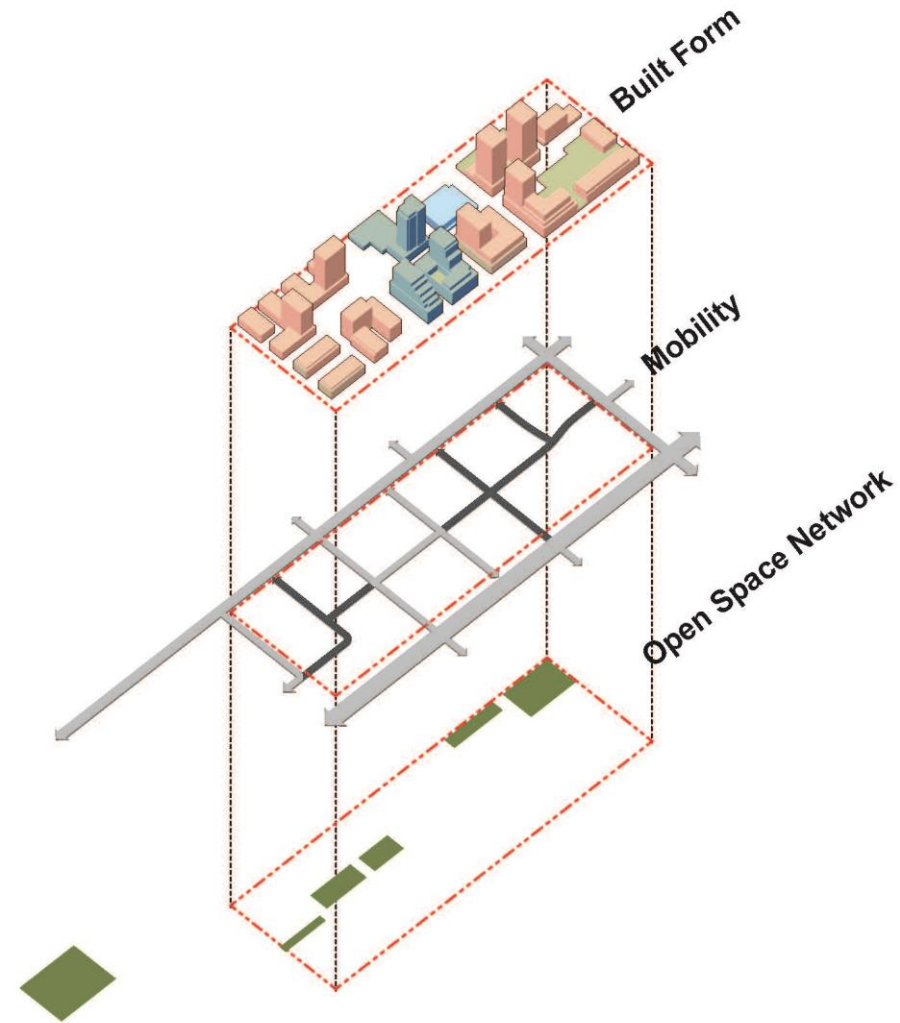
- Incorporate **815-845 Eglinton Ave. E.** application;
- Retain office building on Mercedes site;
- **Lower residential buildings** adjacent to Aerodrome Cres.,
- **Taller buildings clustered around park.**

MOVEMENT NETWORK:

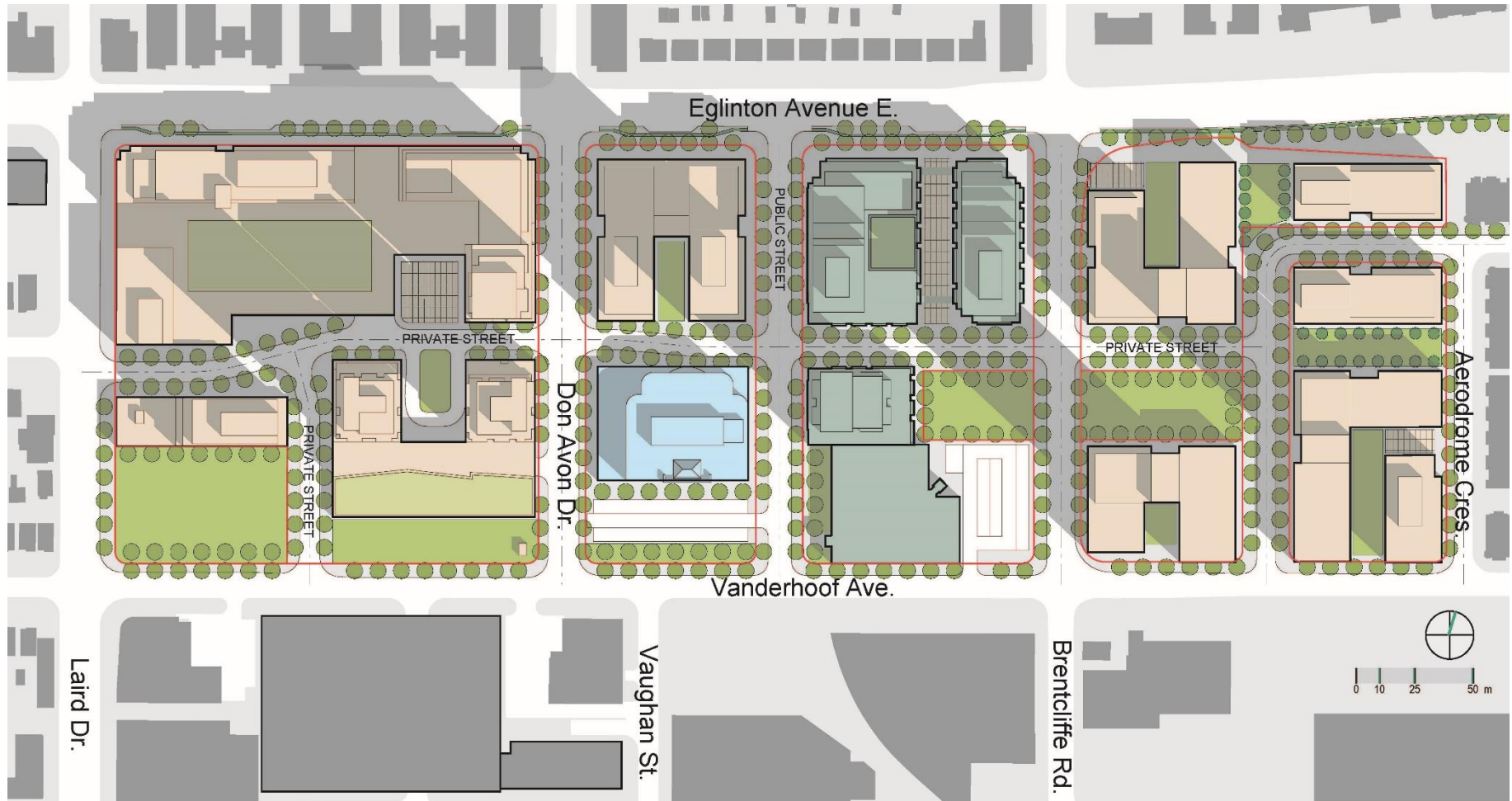
- Extend east-west mid-block street to Laird Drive and connect to Aerodrome Cres.;
- Provide north-south linkages.

OPEN SPACE NETWORK:

- Include park and POPS as part of 815-845 Eglinton Ave. E. application;
- Extend eastward approved 939 Eglinton Ave. E. park with park and linear green spaces.



Development Options

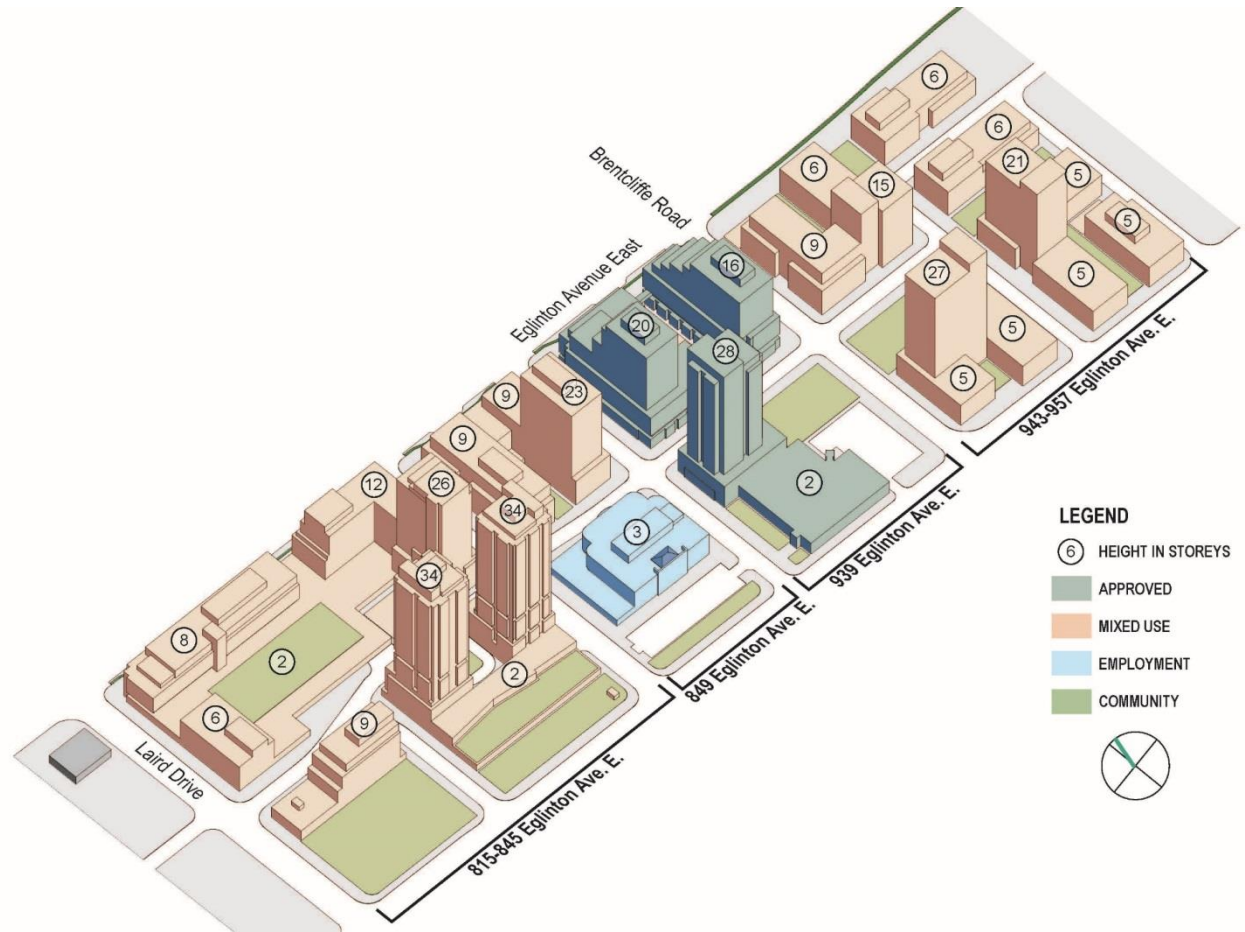


Study Area A: Scenario 1 **08**

Development Options

View looking northeast

- Incorporate **815-845 Eglinton Ave. E.** application;
- Retain office building on Mercedes site;
- **Lower residential buildings** adjacent to Aerodrome Cres.,
- **Taller buildings clustered around park.**



Development Options

BUILT FORM:

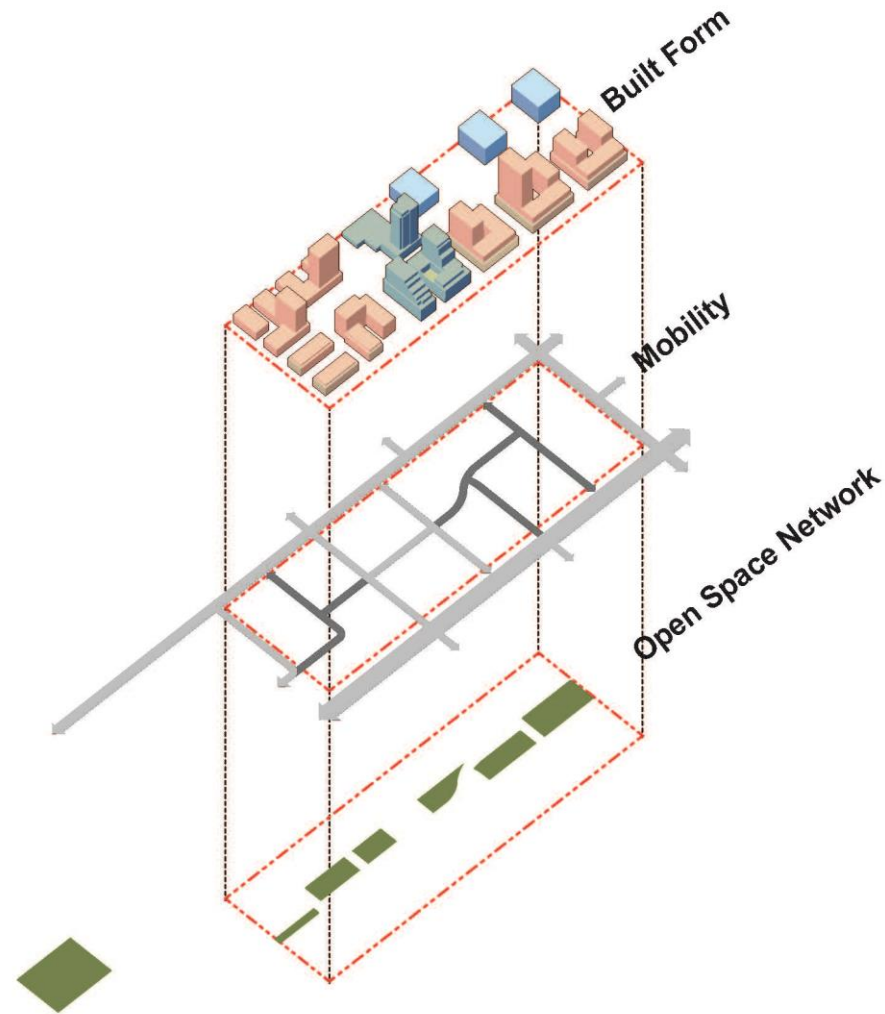
- **Lower residential buildings** adjacent to Aerodrome Cres.,
- **Taller buildings** clustered around parks;
- Employment buildings along Vanderhoof Ave.

MOVEMENT NETWORK:

- Establish mid-block, east-west connection that follows park system;
- No vehicular through connection to Parklea Dr.

OPEN SPACE NETWORK:

- Mid-block east-west park system extending from Laird Dr. to Aerodrome Cres.;
- Provide transition between Employment and Mixed Use lands.



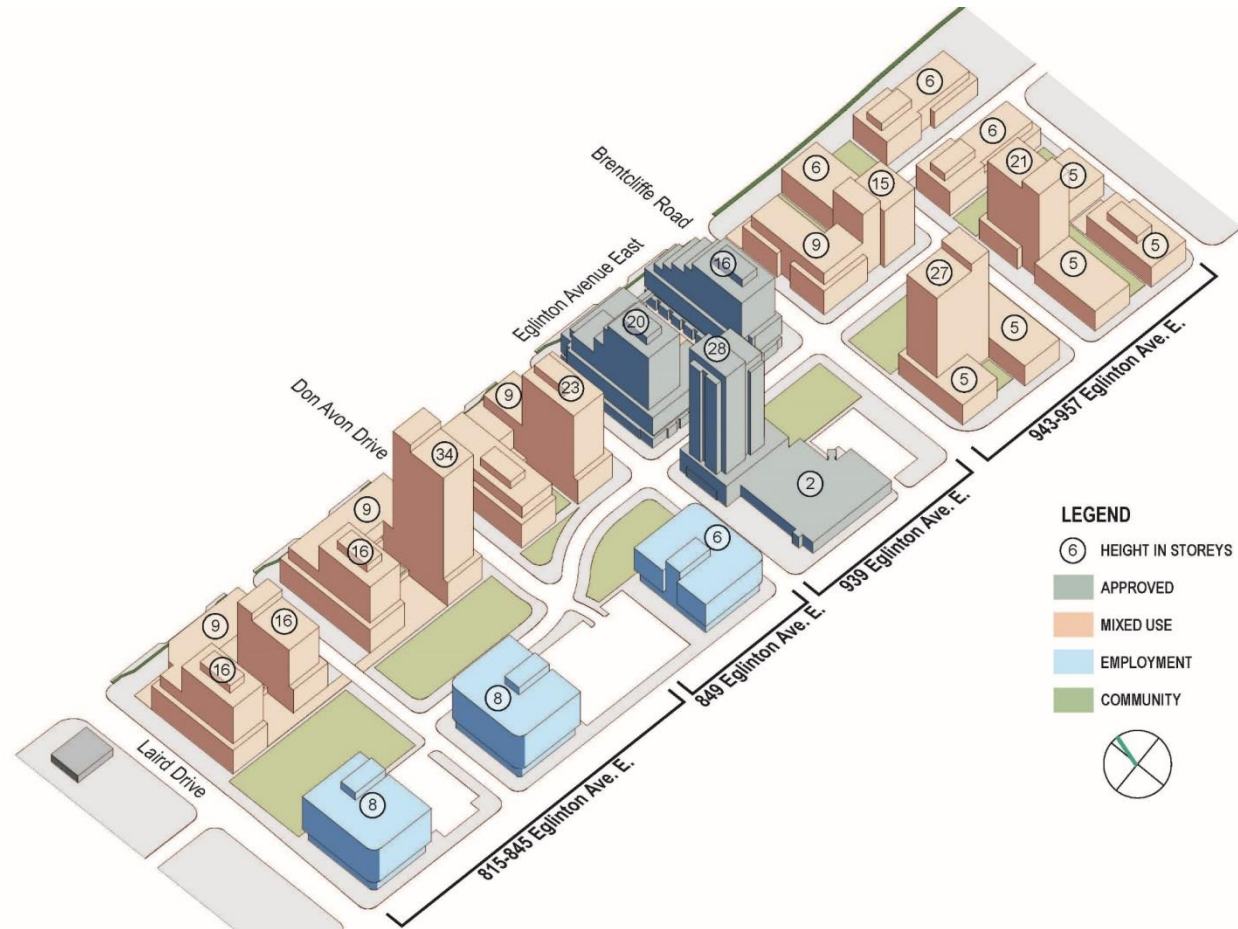
Development Options



Development Options

View looking northeast

- **Lower residential buildings** adjacent to Aerodrome Cres.,
- **Taller buildings** clustered around parks;
- **Employment buildings** along Vanderhoof Ave.



Study Area A: Scenario 2

Development Options

BUILT FORM:

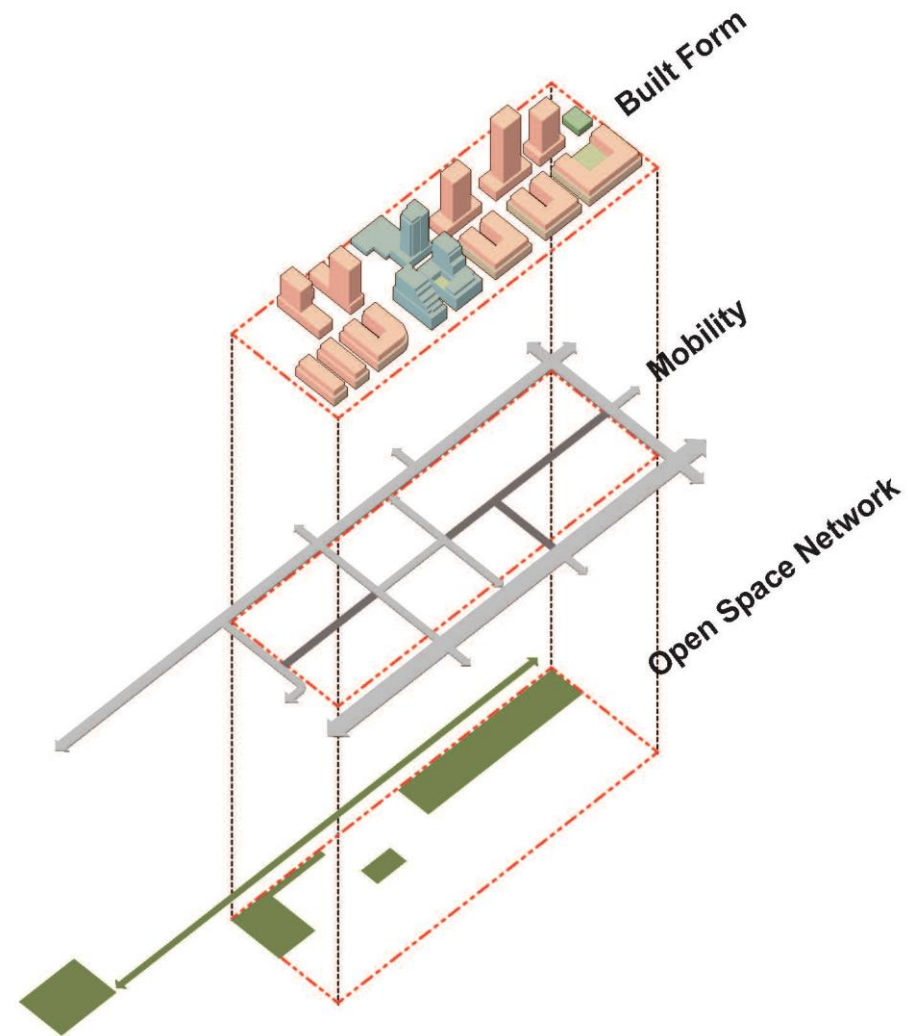
- **Mid-rise buildings** along Eglinton Ave. E. as per City's "Mid-rise" Guidelines;
- **Taller mid-block** buildings as per City's "Tall Buildings" Guidelines;
- **Stand-alone community facility** along Laird Dr.

MOVEMENT NETWORK:

- Establish mid-block, east-west connection that separates mid-rise and taller buildings;
- Provide north-south streets and direct linkage between Don Avon Dr. and Vaughan St.

OPEN SPACE NETWORK:

- Park system along Vanderhoof Ave. extending from Laird Dr. to (potentially) Leonard Linton Park.



Development Options



Study Area A: Scenario 3

Development Options

View looking northeast

- **Mid-rise buildings** along Eglinton Ave. E. as per City's "Mid-rise" Guidelines;
- **Taller mid-block** buildings as per City's "Tall Buildings" Guidelines;
- **Stand-alone community facility** along Laird Dr



Study Area A: Scenario 3

Development Options

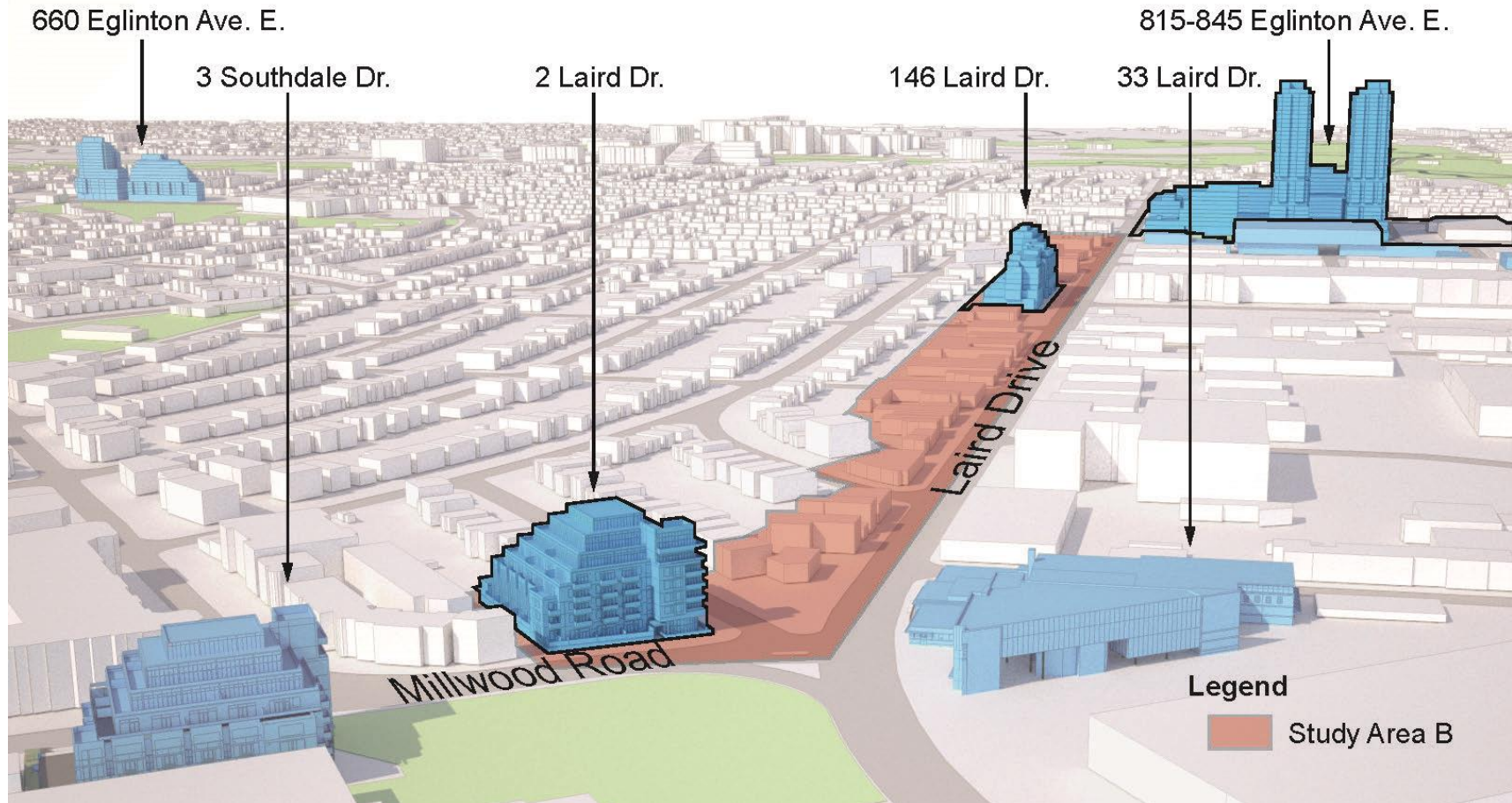
	Scenario 1	Scenario 2	Scenario 3
Total Block Area:	97,218 m ²	97,218 m ²	97,218 m ²
Total Parcel Area:	80,506 m ²	67,171 m ²	63,711 m ²
Public Open Space Area:	7,185 m ² (1.7ac)	12,406 m ² (3 ac)	21,011 m ² (5 ac)
Gross Floor Area:	356,541 m ²	358,505 m ²	369,790 m ²
Average Floor Space Index:	3.67	3.69	3.80
Total Employment GFA:	11,950 m ²	48,700 m ²	4,850 m ²
Total Community Facility GFA:	701 m ²	0 m ²	2,160 m ²
Total Commercial/Retail GFA:	20,988 m ²	13,350 m ²	13,860 m ²
Total Residential GFA:	327,872 m ²	296,455 m ²	348,920 m ²
Total No. of Residential Units:	4,151	3,778	4,417
Total Residential Population:	7,596	6,913	8,083

Study Area A: Summary Calculations

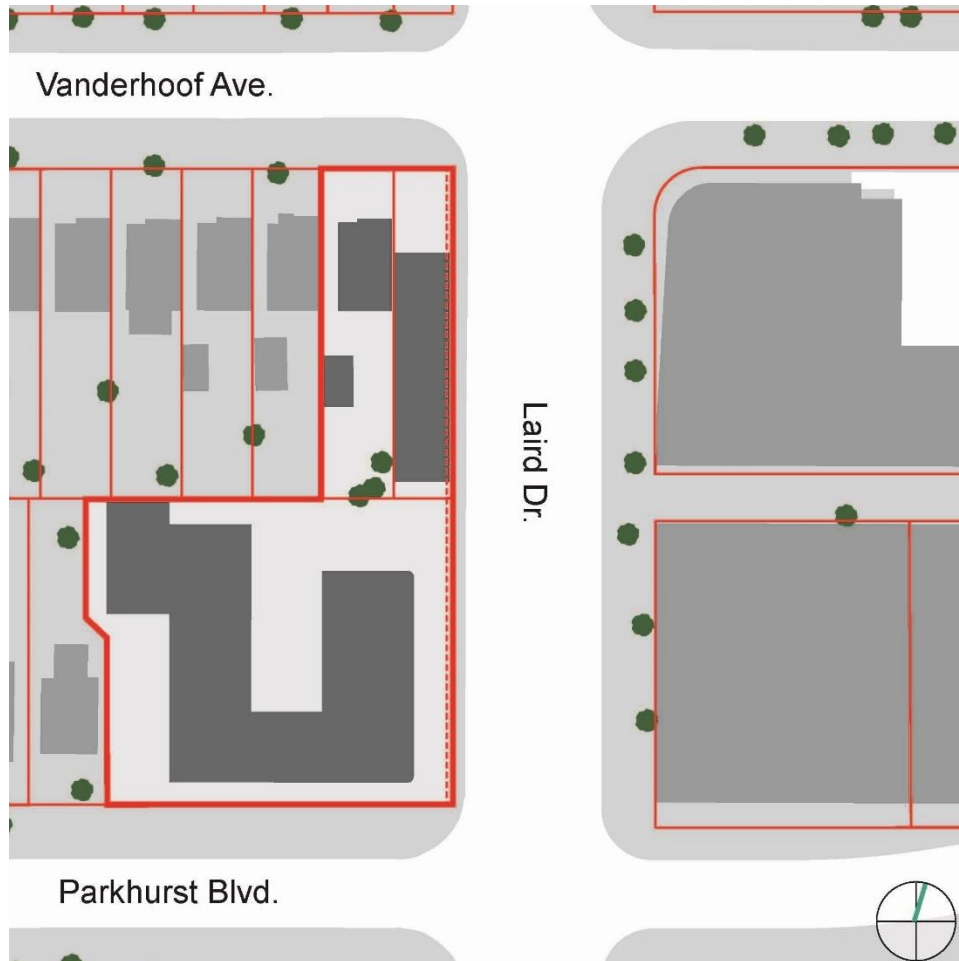
Development Options

- Sites wider than 36 m: follow City's Mid-rise Guidelines;
- Sites less than 36 m: low-rise built form;
- Parking to be accessed from rear lane;
- Rear lane to be buffered from adjacent properties with landscaping; and
- Explore options with at-grade parking and (mid-rise developments) below-grade parking.

Context – as presented in May



Development Options

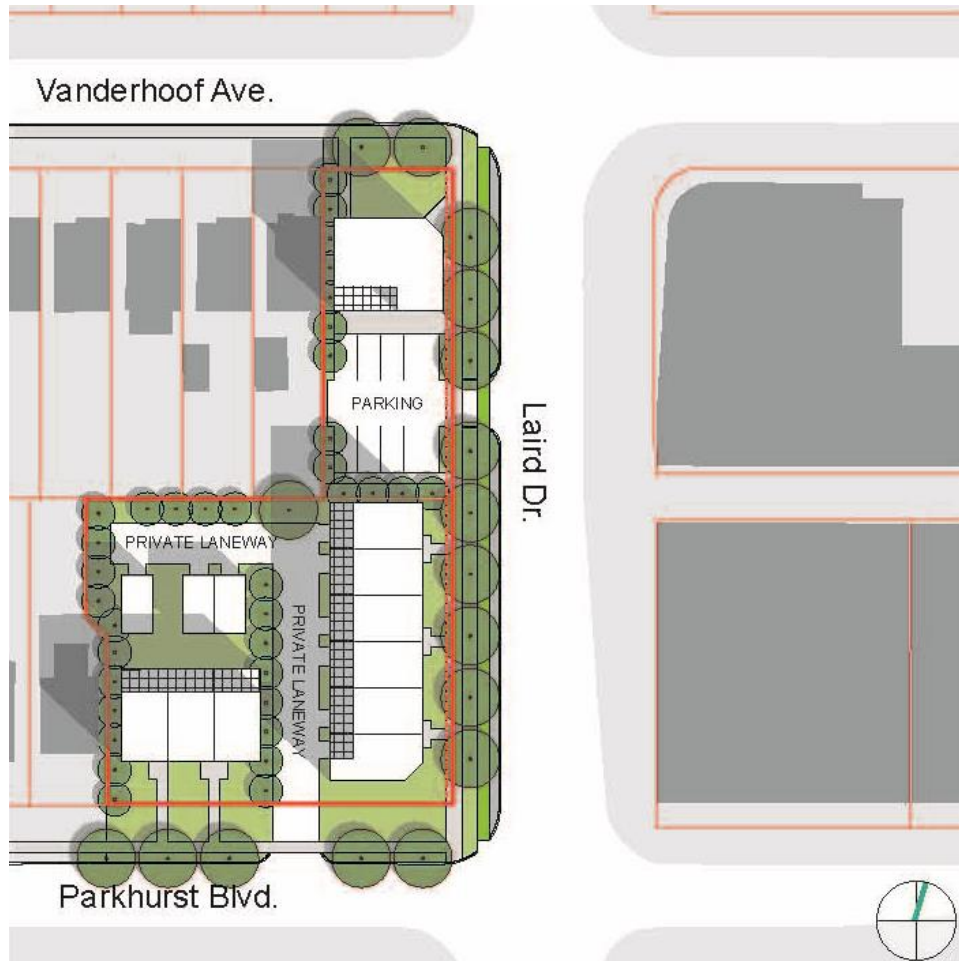


Site 1: Existing Conditions



Study Area B: Parkhurst & Laird: Base Condition

Development Options

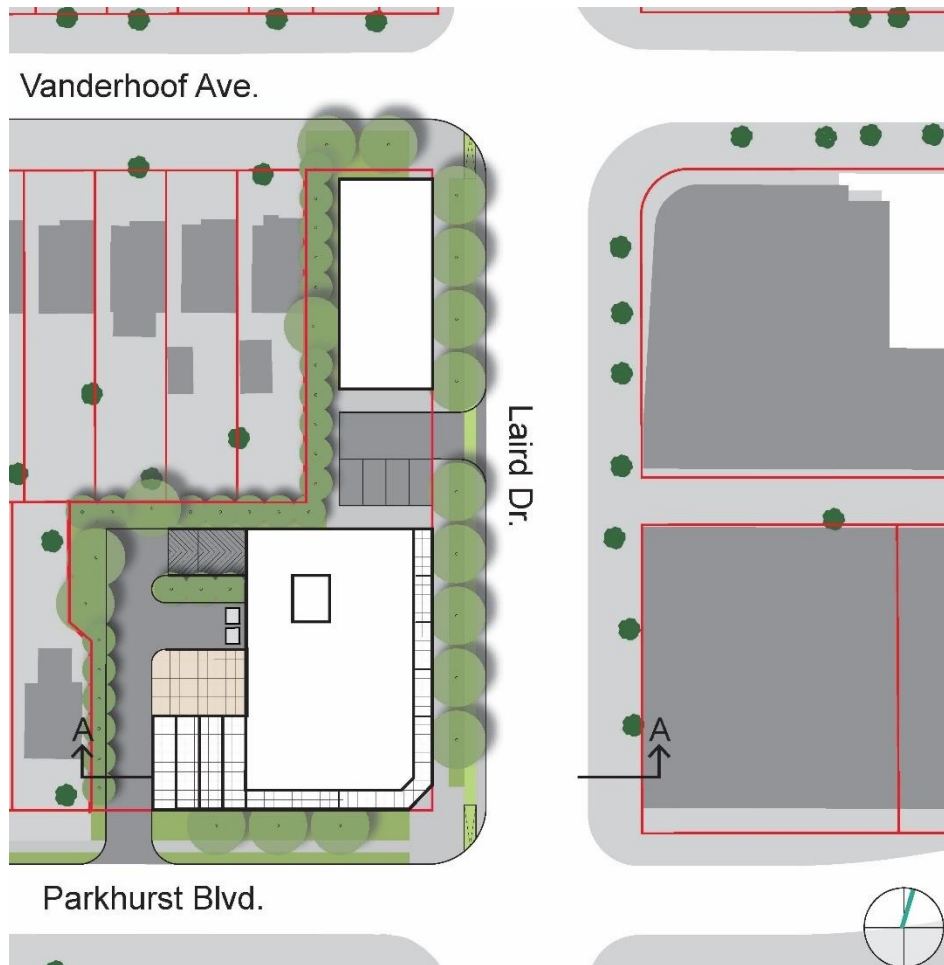


Surface Parking:

- Commercial development at corner of Vanderhoof Ave. and Laird Dr.;
- Residential townhouses with laneway access;
- Small parking lot for use by commercial tenant.

Study Area B:
Parkhurst & Laird: Scenario 1

Development Options

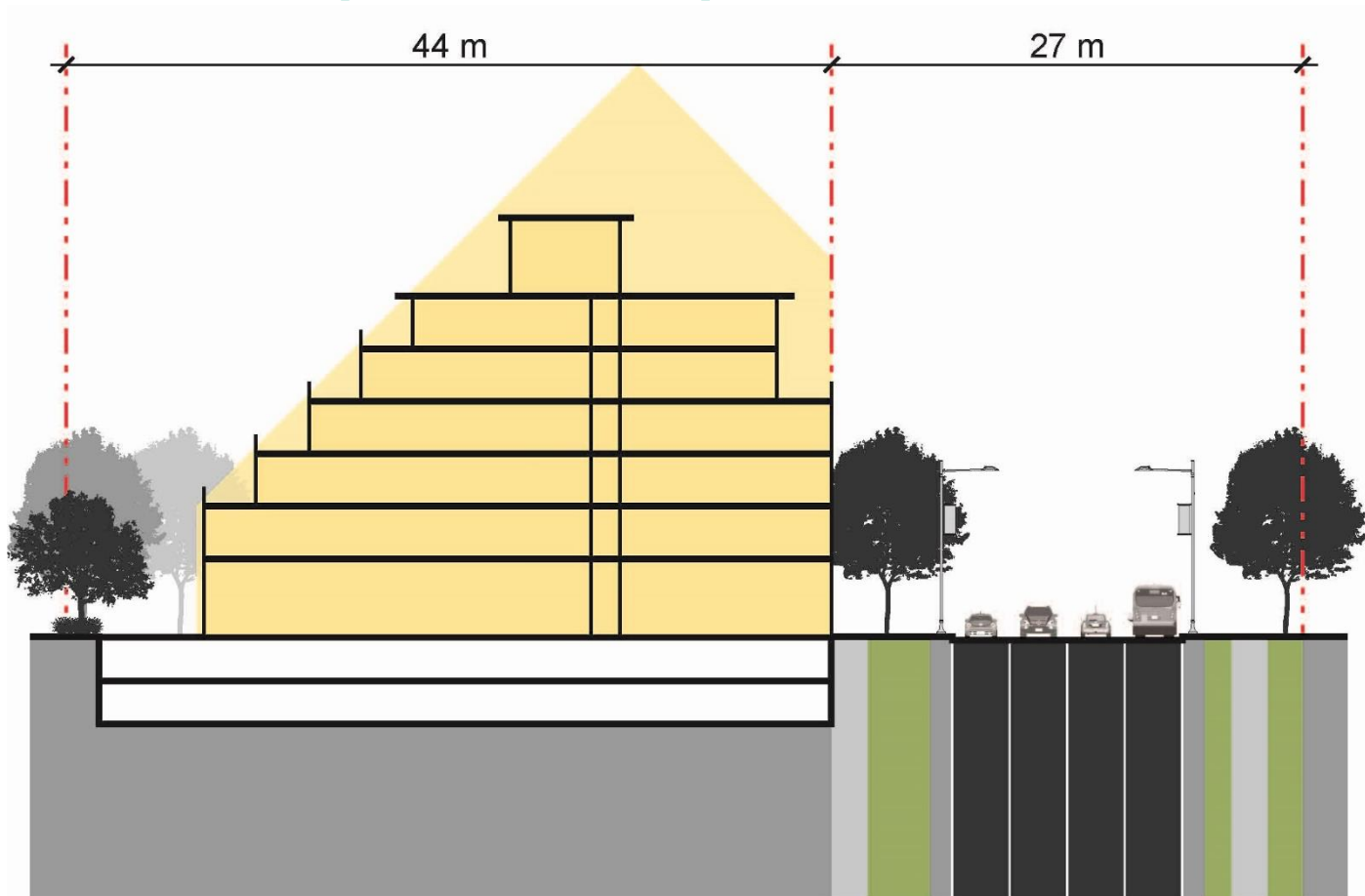


Below-grade Parking:

- Commercial development at corner of Vanderhoof Ave. and Laird Dr.;
- Small parking lot for use by commercial tenant;
- Mid-rise building with commercial uses at-grade and residential units above.

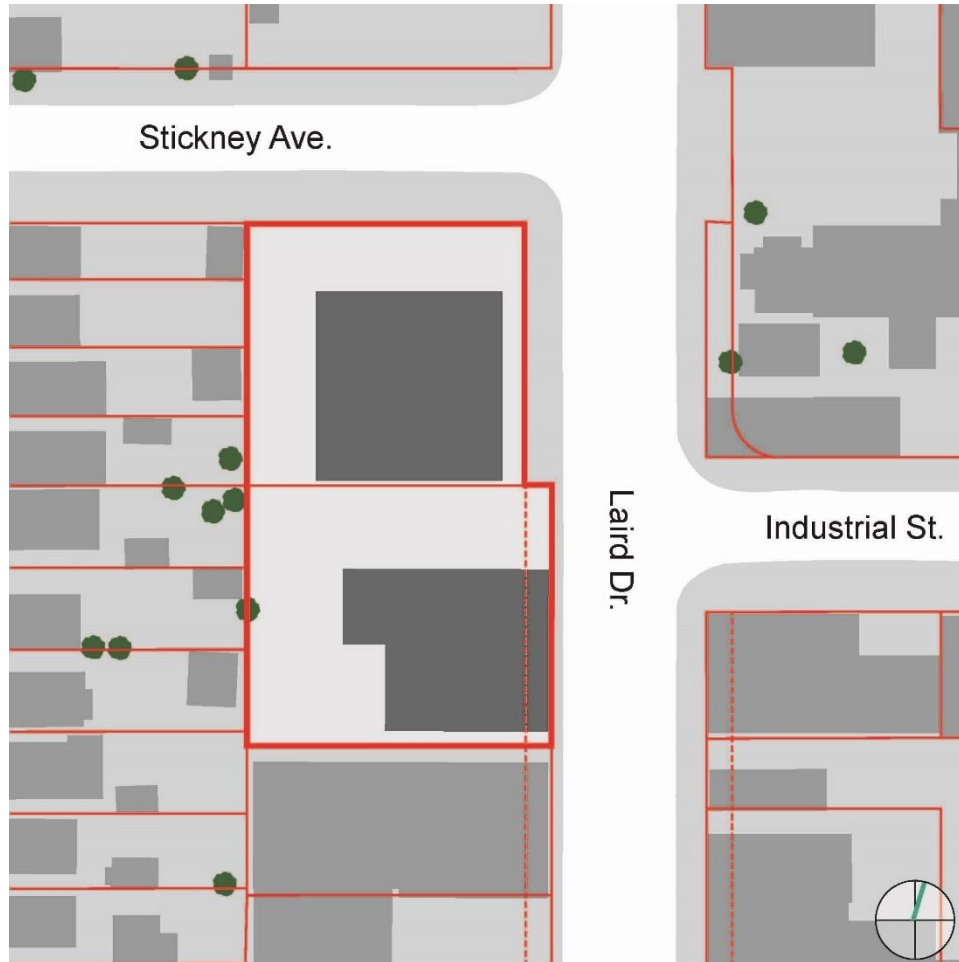
Study Area B:
Parkhurst & Laird: Scenario 2

Development Options



Study Area B:
Parkhurst & Laird: Scenario 2

Development Options

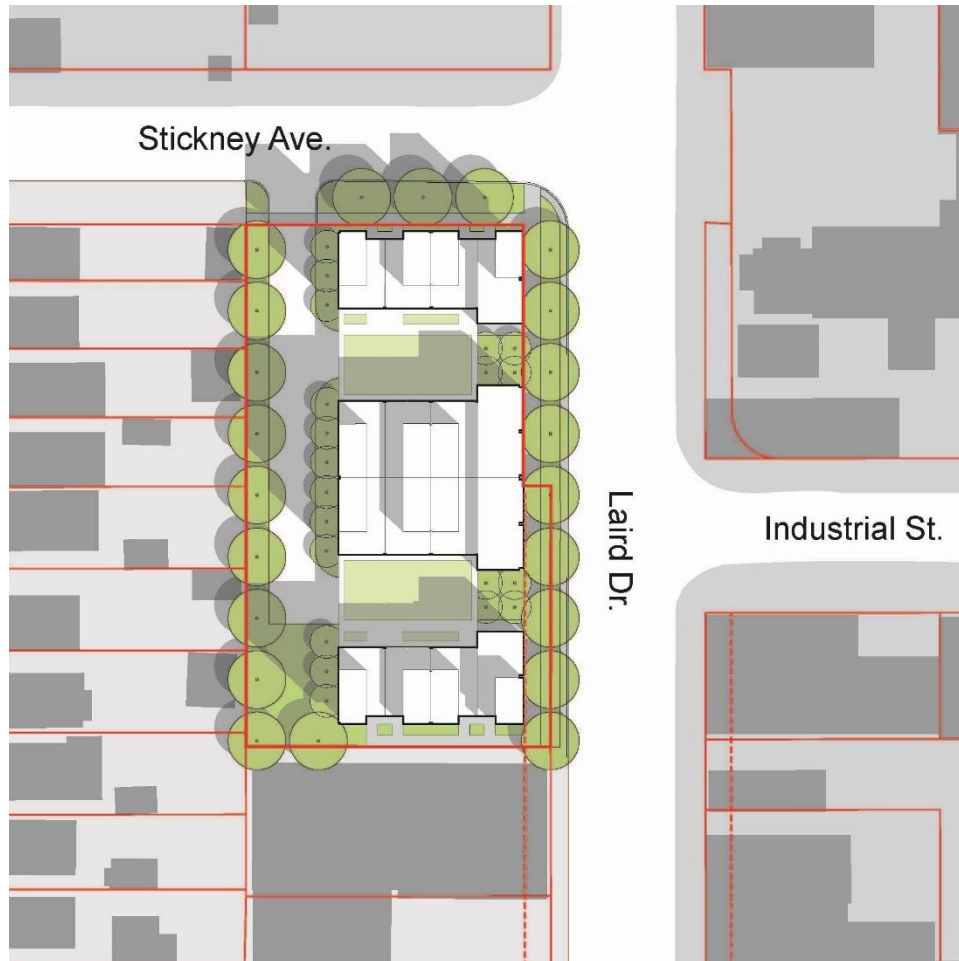


Site 2: Existing Conditions



Study Area B:
Stickney & Laird: Base Condition

Development Options

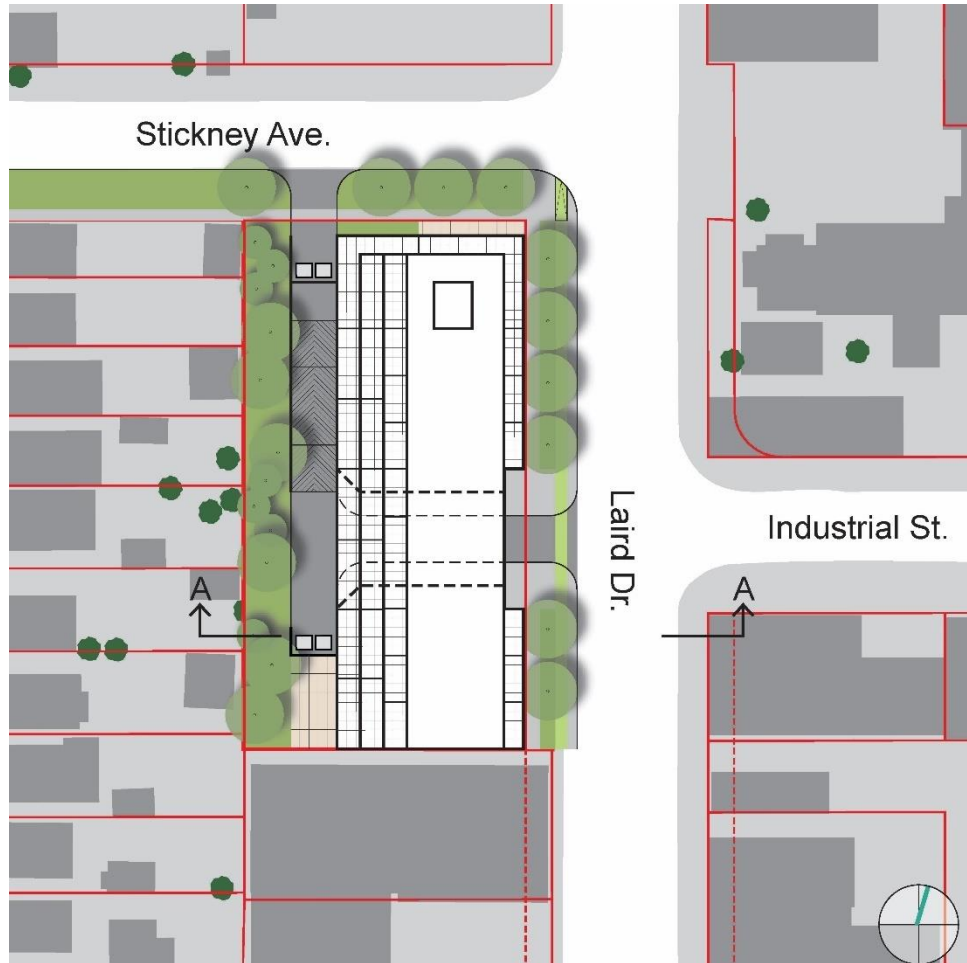


Surface Parking only:

- Stacked townhouses with decked parking between;
- Commercial ground floor uses along Laird Dr.;
- Laneway access from Stickney Ave.

Study Area B:
Stickney & Laird: Scenario 1

Development Options

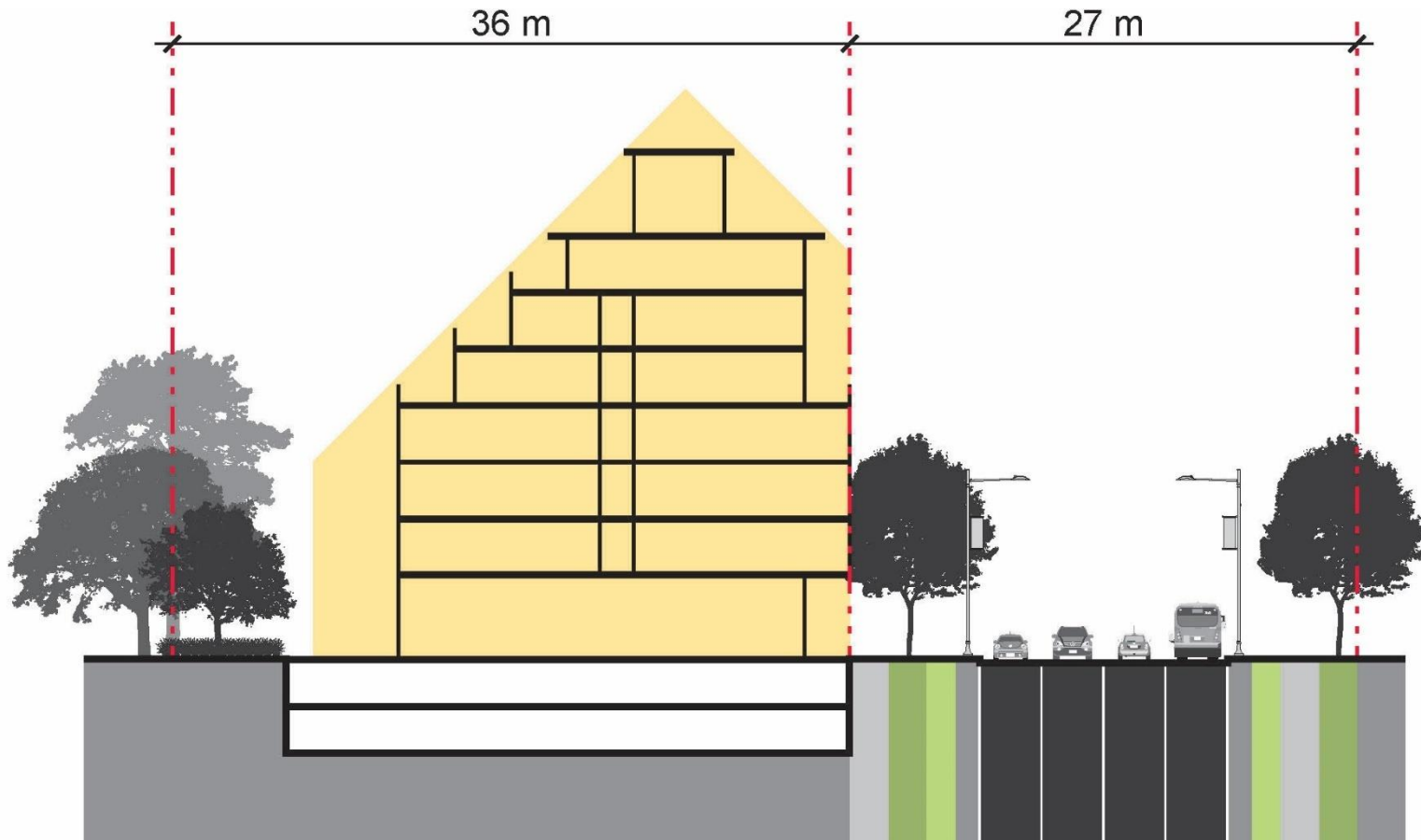


Below-grade Parking:

- Mid-rise building with commercial uses at-grade and residential units above;
- Parking and residential servicing access from Laird Dr.;
- Commercial servicing from Stickney Ave.

Study Area B:
Stickney & Laird: Scenario 2

Development Options



Study Area B:
Stickney & Laird: Scenario 2

Development Options



Site 3: Existing Conditions



Study Area B: Malcolm & Laird: Base Condition



Development Options



Surface Parking only:

- Small commercial use at south corner of site;
- Residential townhouses with laneway access from Laird Dr.;
- Parkette at intersection of Laird Dr. and Malcolm Road.

Study Area B:

Malcolm & Laird: Scenario 1

Development Options



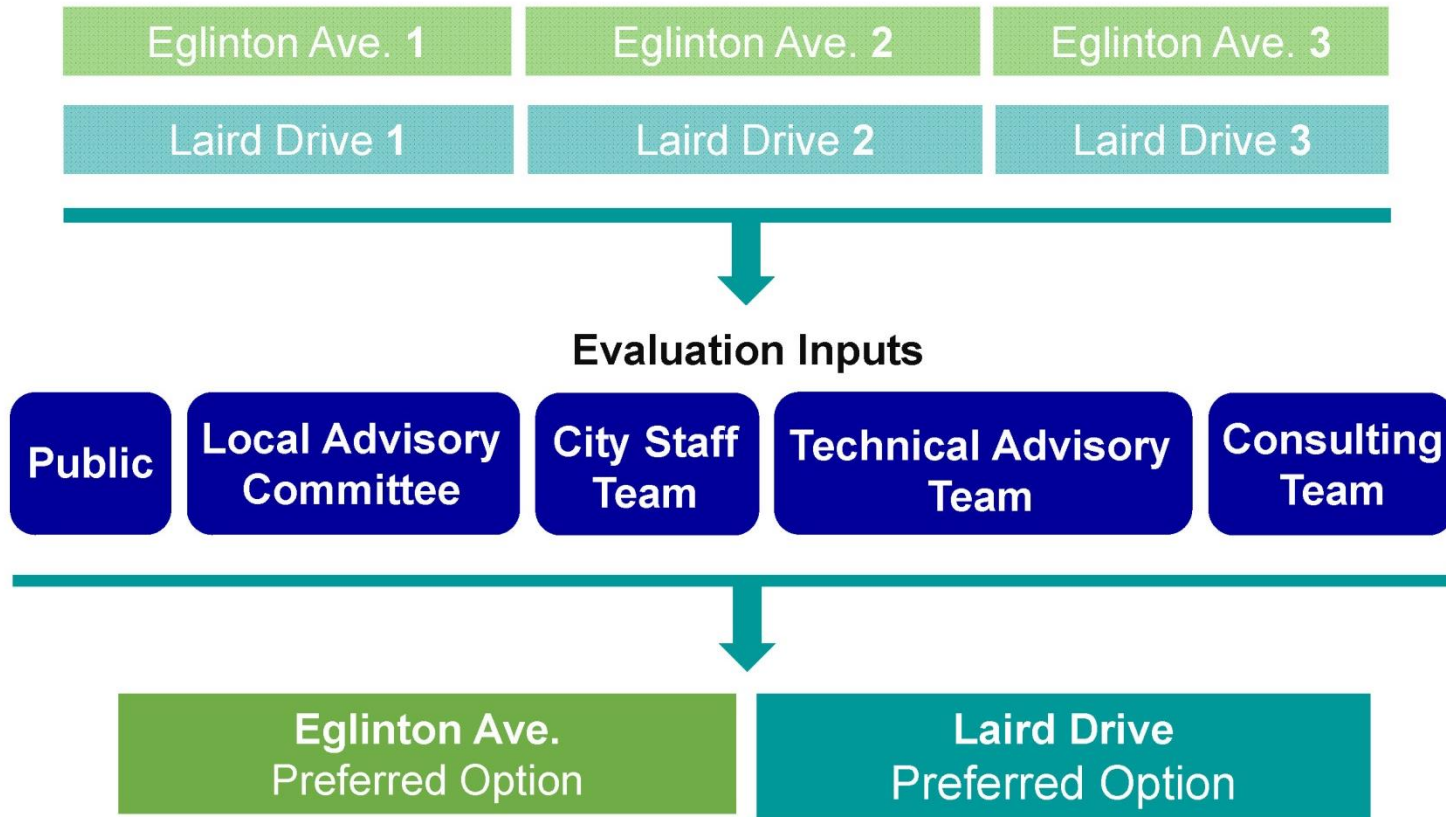
Surface Parking only:

- Residential townhouses with laneway access from Malcolm Road;
- Parkette at intersection of Laird Dr. and Malcolm Road.

Study Area B:

Malcolm & Laird: Scenario 2

Inputs to the Evaluation of Options



Evaluation Matrix

PRINCIPLE

CRITERION

1

Create a vibrant and accessible street and pedestrian realm

- A. Does the option provide for a mix of uses?
- B. Is there a mix of densities?
- C. Is there a variation in building heights?
- D. Is there a variation of building types?
- D. Does the option accommodate commercial or residential activity that supports streets and open spaces?
- E. Does the option define and support Eglinton Ave. E., Laird Dr., and Vanderhoof Avenue?

2

Respect the historic character of Leaside while permitting its evolution

- A. Does the option provide built form transition to adjacent neighbourhood?
- B. Does the option demonstrate urban design excellence as determined by site porosity, built form relationship to the public realm, appropriate building setbacks, and scale of buildings?
- C. Does the option acknowledge the character of the community?
- D. Does the option promote a spacious landscape character that integrates with Leaside?
- E. Does the option promote new employment within lands designated for employment uses?
- F. Does the option's shadows impact adversely on the adjacent neighbourhood, parks, and open spaces?

3

Establish a high quality, well-connected, safe and comfortable public realm

- A. Is the option accessible to people of all ages and abilities?
- B. Does the option facilitate pedestrian and cycling movement within?
- C. Does the option facilitate pedestrian and cycling movement to adjacent destinations?
- D. Does the option provide for street trees and landscaped setbacks?
- E. Does the option provide/strengthen connectivity to adjacent ravines, parks, & open spaces?
- F. Does the option provide a variety of new parks and open spaces?
- G. Does the option meet the mid-rise and tall building guidelines in reducing shadow impact, allowing skyviews, and promoting pedestrian comfort in terms of scale and wind impact on city streets and open spaces?

Evaluation Matrix

PRINCIPLE

CRITERION

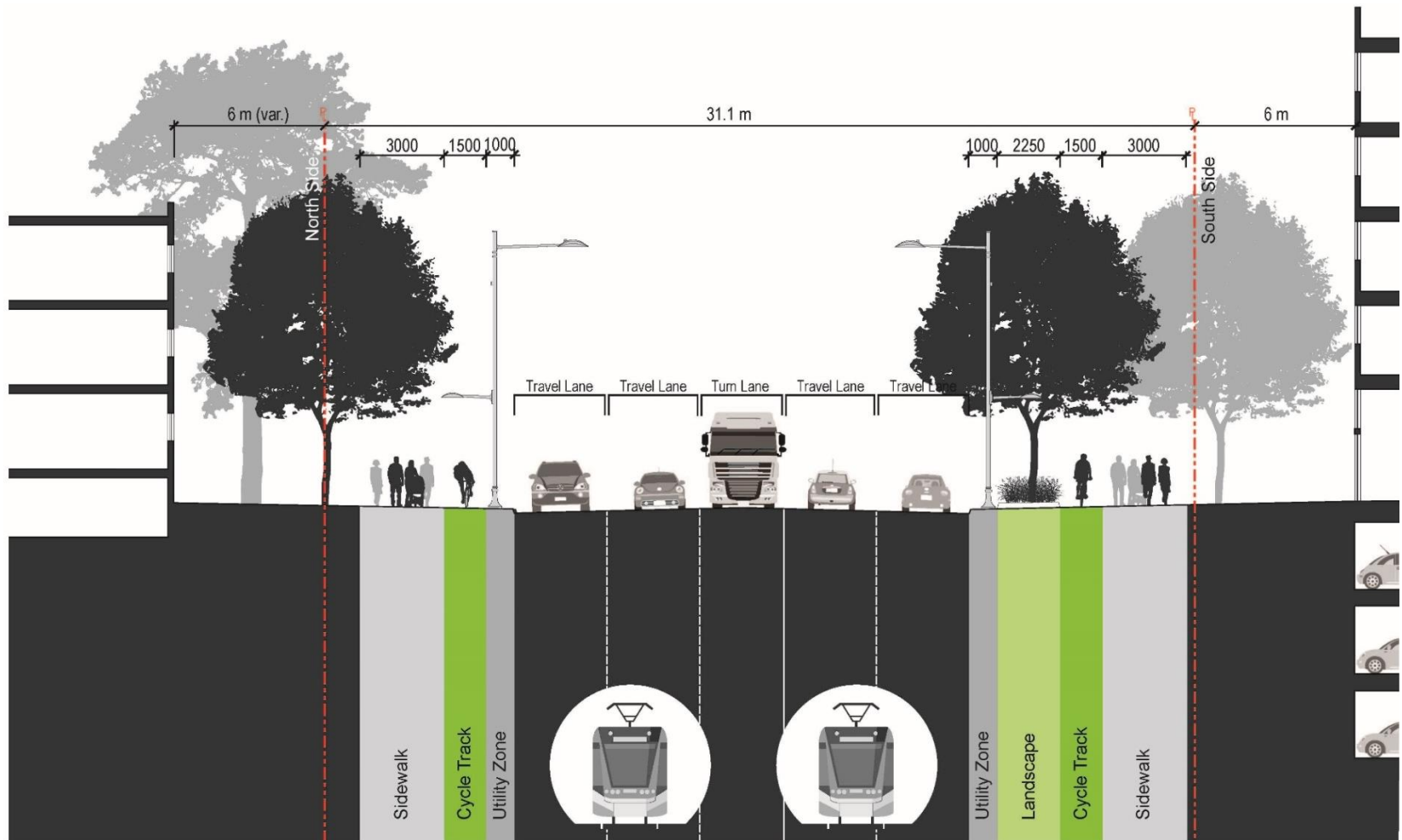
4 Ensure growth is co-ordinated with investments in infrastructure and community facilities

- A. Does the option require new or significant improvements to existing capital infrastructure?
- B. Does the option provide necessary new infrastructure & facilities (as identified through Eglinton Connects)?
- C. Is new infrastructure provided in an innovative, sustainable, & resilient manner as measured by efficient use of space, required capital investment, storm water management potential, etc.?
- D. Does the option accommodate for future population and job growth?

5 Support recent and continued investment in rapid transit

- A. Does the option seamlessly connect to/integrate with the Eglinton Crosstown LRT?
- B. Does the option maximize the percentage of residents and employees with acceptable walking distance of rapid transit?
- C. Does the option demonstrate a "Complete Streets" approach?
- D. Does the option promote a multi-modal, innovative, safe, & accessible active transportation network?
- E. Does the option improve transportation network connectivity?
- F. Does the option reduce traffic pressure at Laird and McRae, and at Eglinton and Brentcliffe?
- G. Does the option minimize the share of single vehicular uses?
- H. Is the option supportive of/complementary to employment area uses?

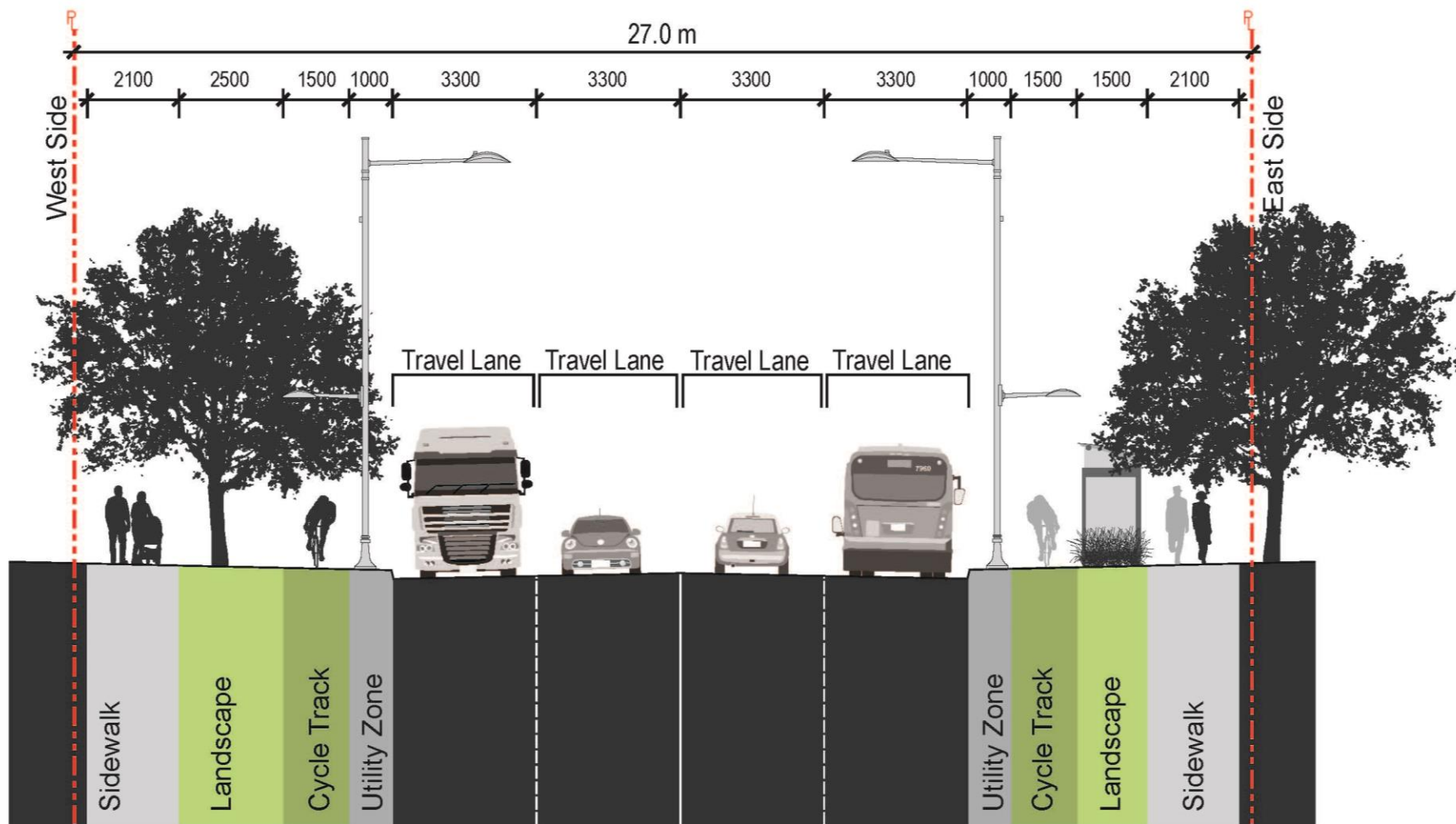
Eglinton Crosstown



Streetscapes: Eglinton Avenue East

North of McRae Drive

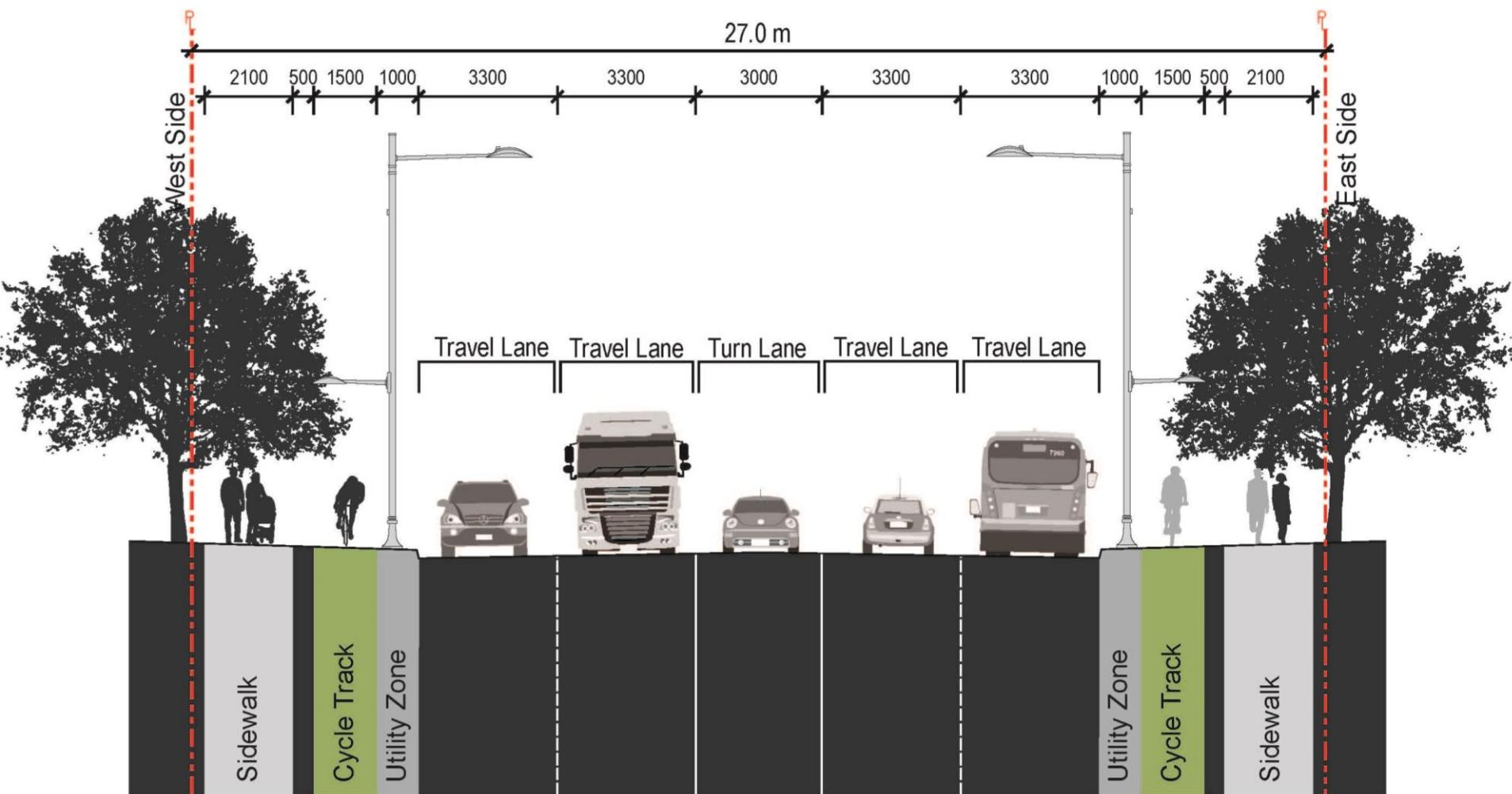
- Asymmetrical ROW cross-section enables appropriate width for street trees on west side.



Streetscapes: Laird Drive

South of McRae Drive

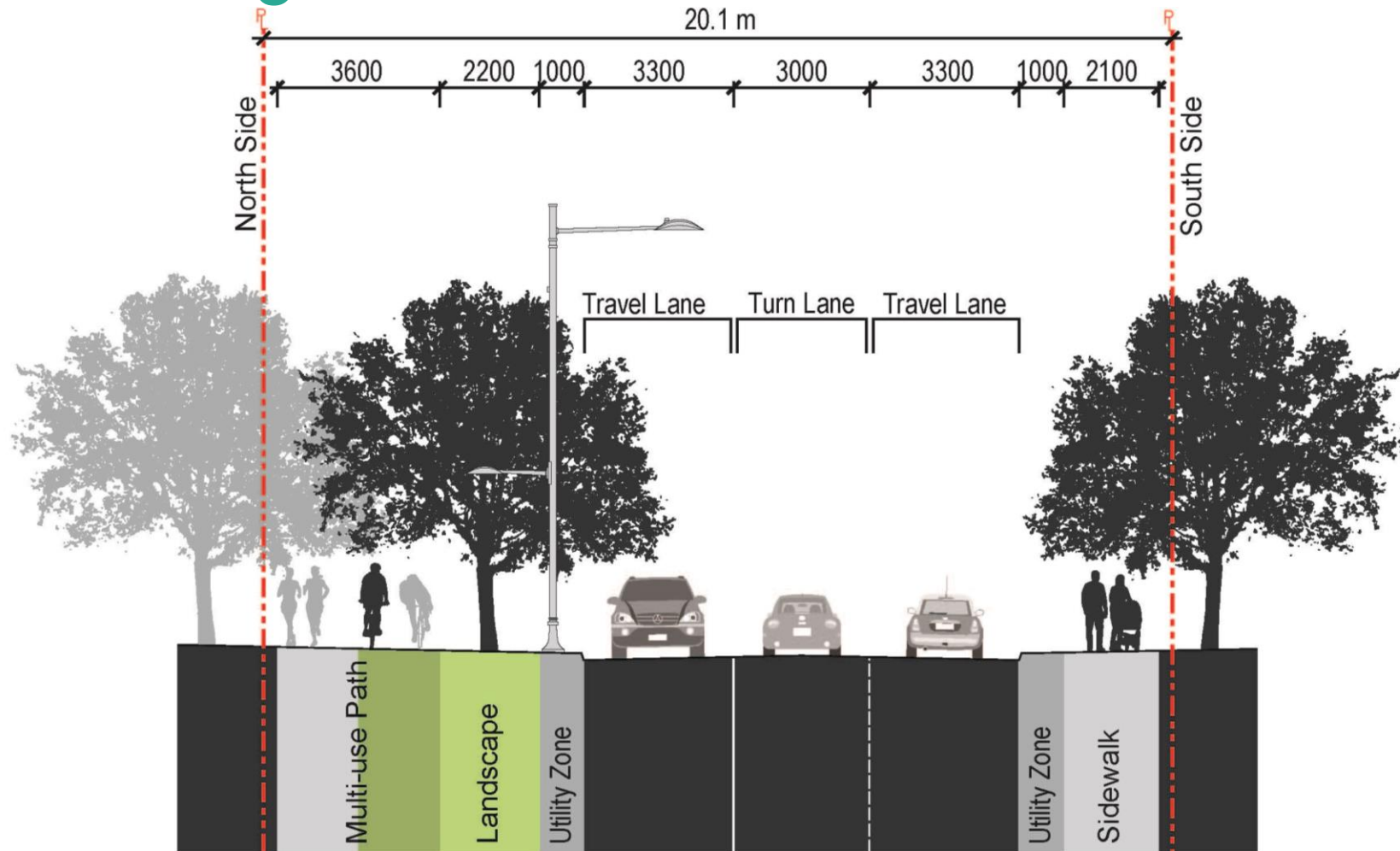
- 4 lanes of traffic with centre turn lane.



Streetscapes: Laird Drive

Existing ROW

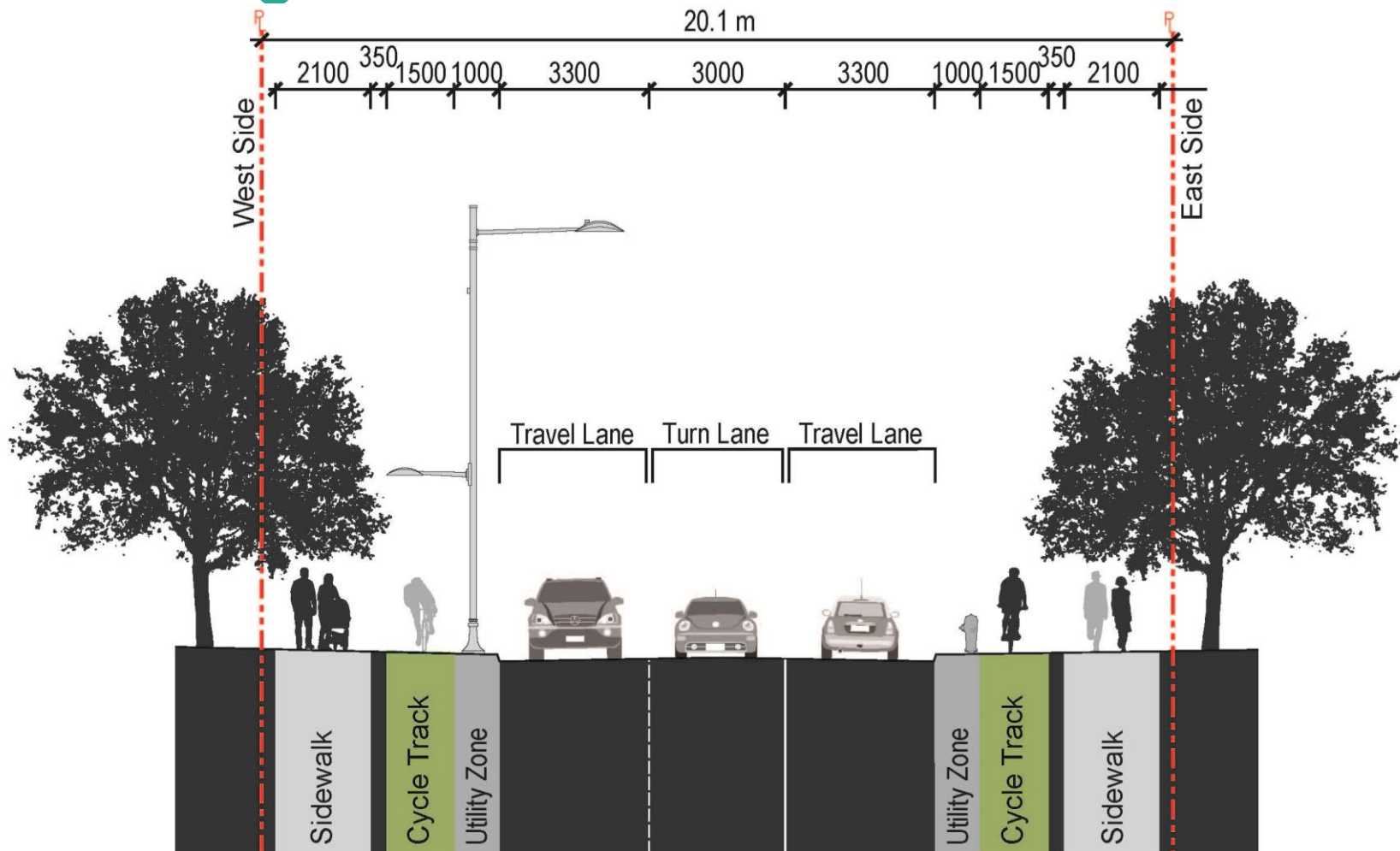
- Multi-use path on north side of street; asymmetrical cross-section.



Streetscapes: Vanderhoof Avenue

Existing ROW

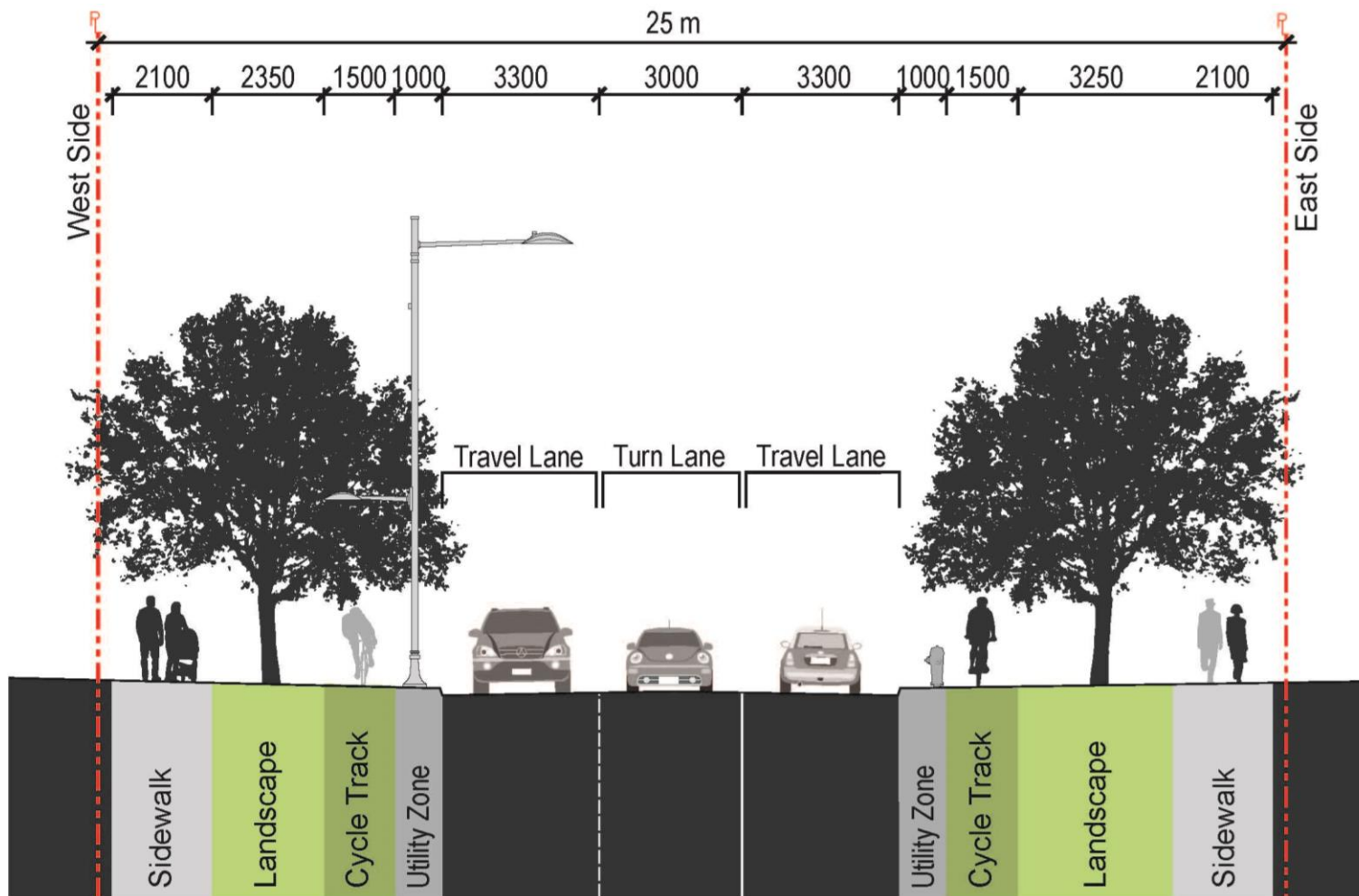
- Dedicated cycle facility as per City's 10-year cycling masterplan.



Streetscapes: Brentcliffe Road

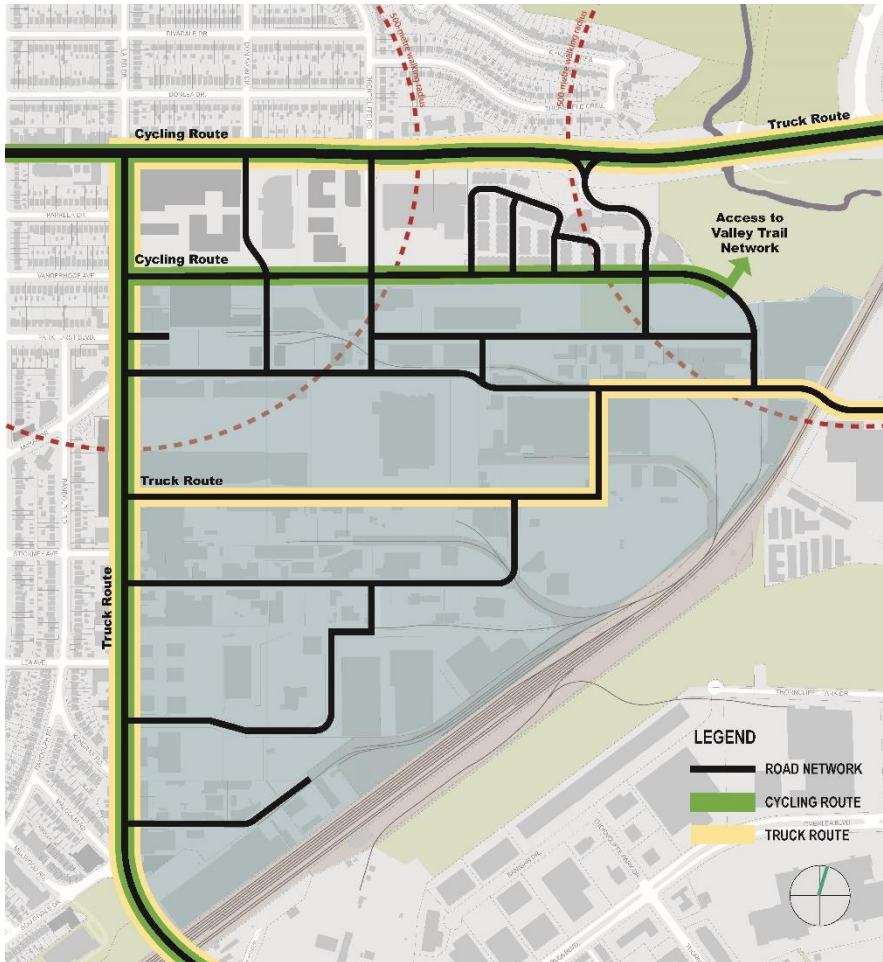
25-metre ROW

- Widened boulevard permits landscape boulevard with street trees.



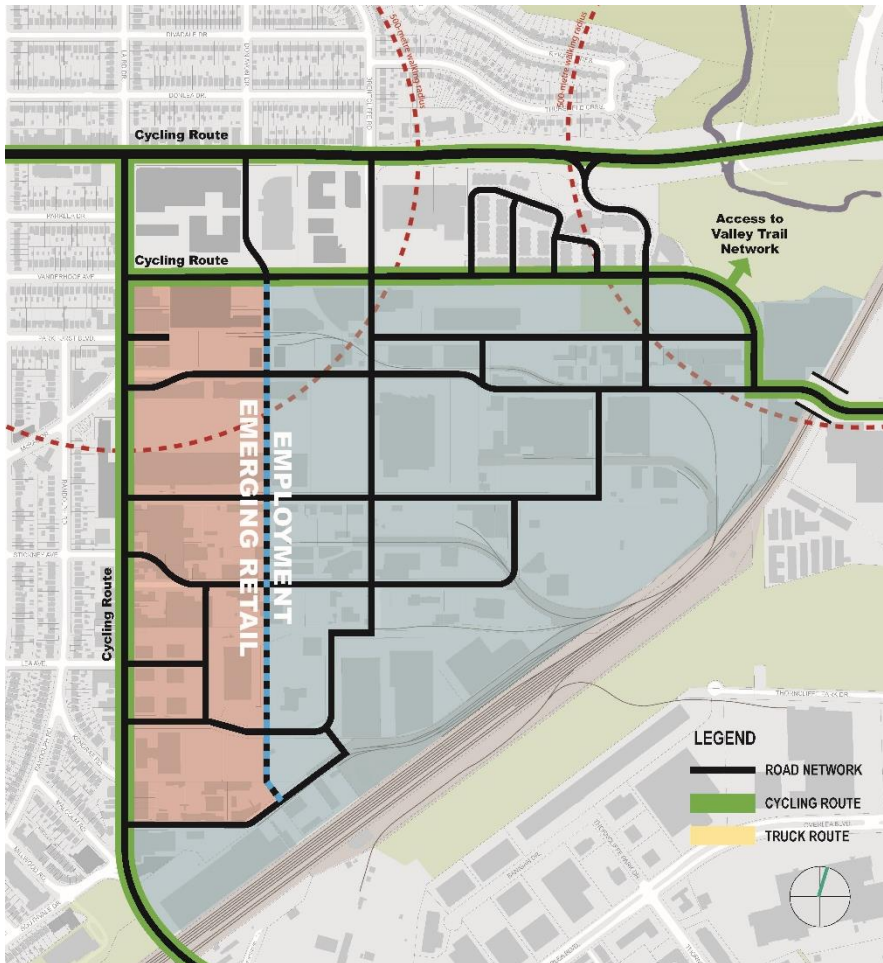
Streetscapes: Brentcliffe Road

Development Options



- Create cycling route & enhanced sidewalk and boulevard along Vanderhoof Avenue;
- Provide access from Vanderhoof to Don Valley trail network; and
- Implement designated primary & secondary truck routes.

Development Options



- Extend cycling route along Wickstead Avenue;
- Provide grade separation at Wickstead Ave. and rail corridor;
- Introduce “finer grain” street network: frontages and “back of house” local streets; and
- Re-align roadways to minimize offsets, thereby facilitating traffic flow and safe pedestrian crossing.

Development Options



- Transit station established along rail corridor;
- Opportunity for improved cycling route; and
- Provide finer grain of street network within intensified employment area.

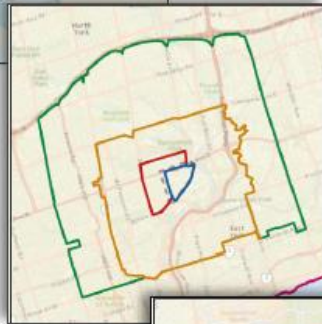
Transportation & Movement

Origin - Destination Zones



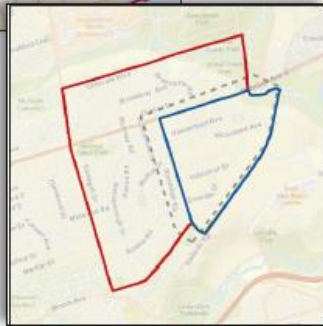
Zone 6) Regional - Greater Golden Horseshoe

Zone 5) Regional - 'Rest of Toronto'



Zone 4) Sub-regional (Outer Zone)

Zone 3) Sub-regional (Inner Zone)

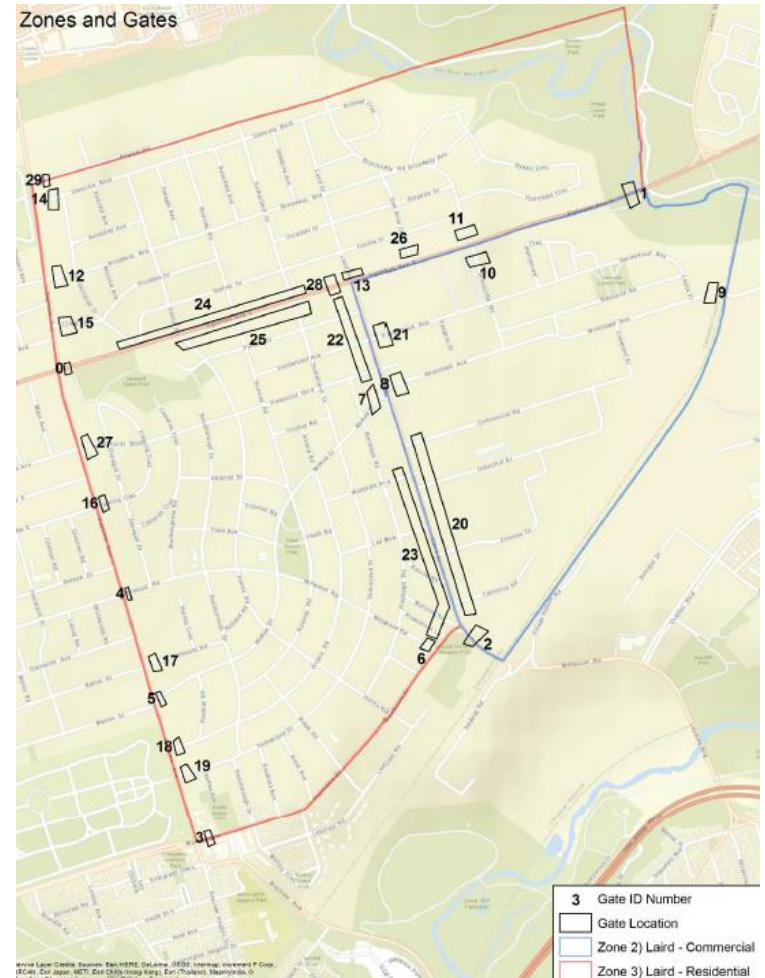
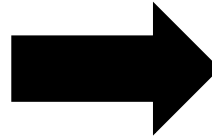


Zone 2) Laird Commercial Area

Zone 1) Laird Residential Area (Leaside Area)

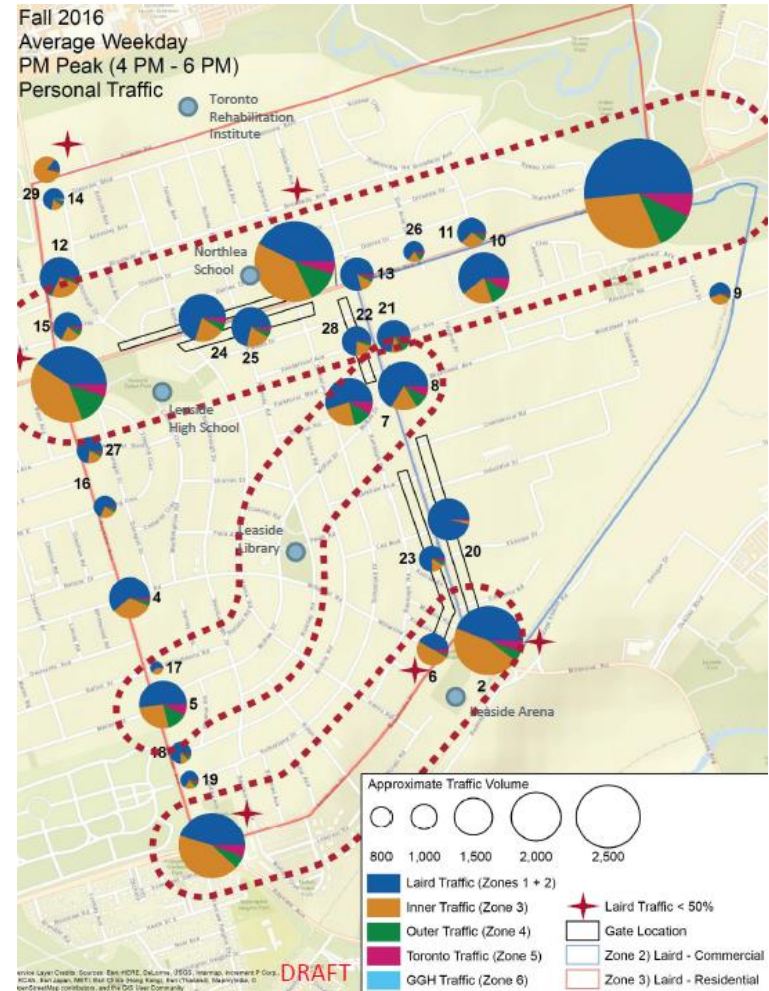
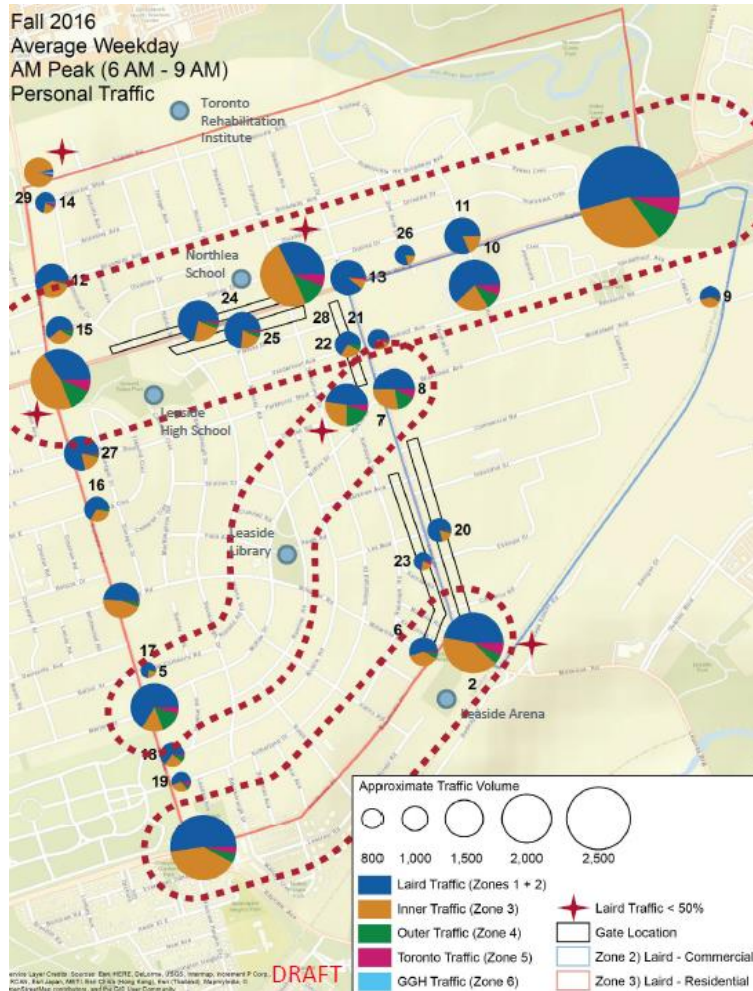
Legend

- Zone 6) GGH
- Zone 5) Rest of Toronto
- Zone 4) Outer Zone
- Zone 3) Inner Zone
- Zone 2) Laird - Commercial
- Zone 1) Laird - Residential
- Transportation Study Area



Leaside Traffic Patterns

Transportation & Movement



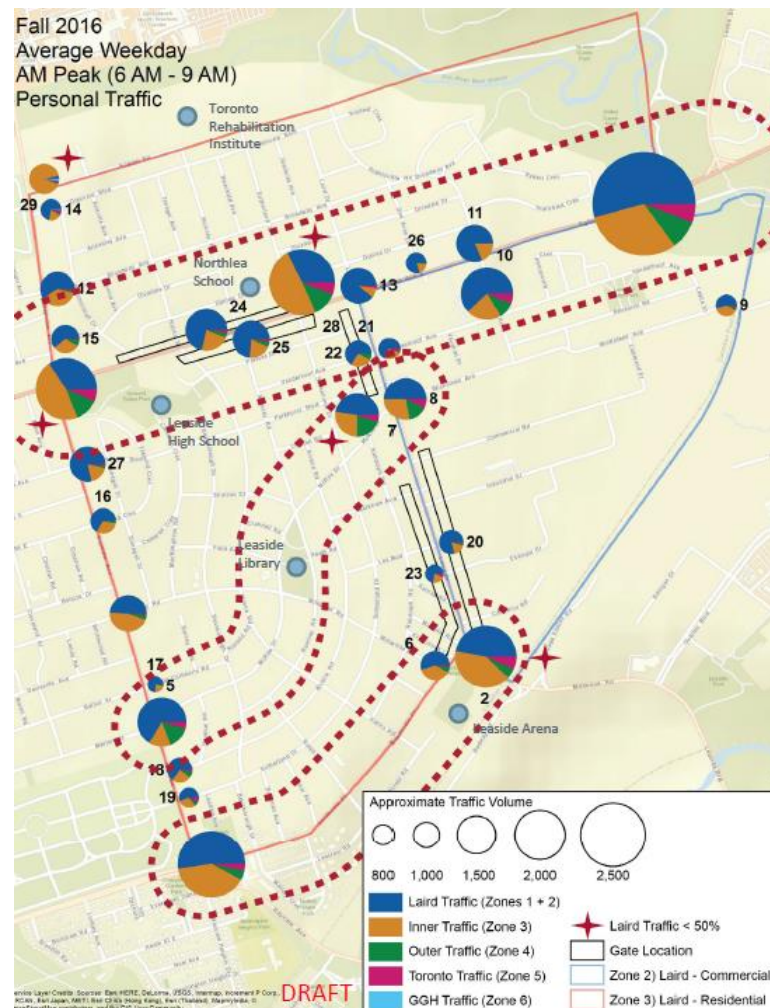
Leaside Traffic Patterns

Transportation & Movement

AM Peak Period Findings

- travel to / from Leaside (Zones 1 and 2) contribute at least 50% of the total vehicular trips (and over 75% when including Zone 3 – approx. 2 km boundary – Lawrence/Yonge/Bloor-Danforth/DVP)
- Exceptions:
 - Kilgour – Toronto Rehabilitation Institute
 - Eglinton (regional / major arterial)
 - functioning as intended
 - McRae (collector)
 - 50% local / 25% adjacent / 25% rest of Toronto
 - functioning as intended (2-way volumes)
 - Southvale (collector) –
 - 50% local / 35% adjacent / 15% rest of Toronto
 - **traffic volumes at the upper limits**

Note: similar findings for PM Peak Period

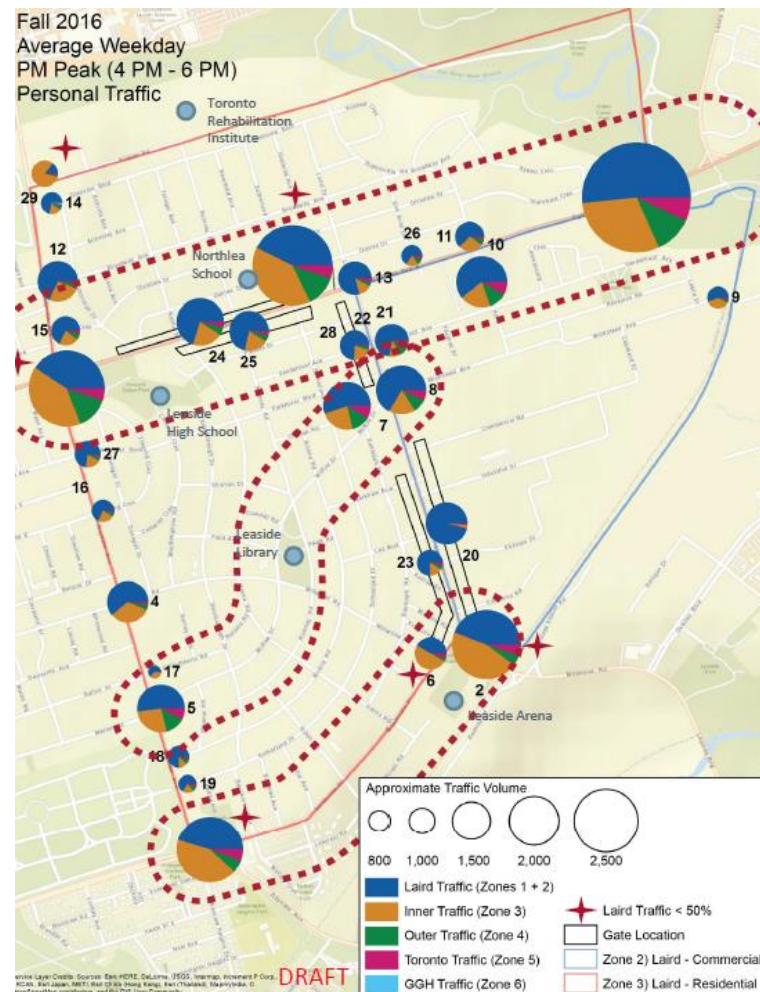


Leaside Traffic Patterns

Transportation & Movement

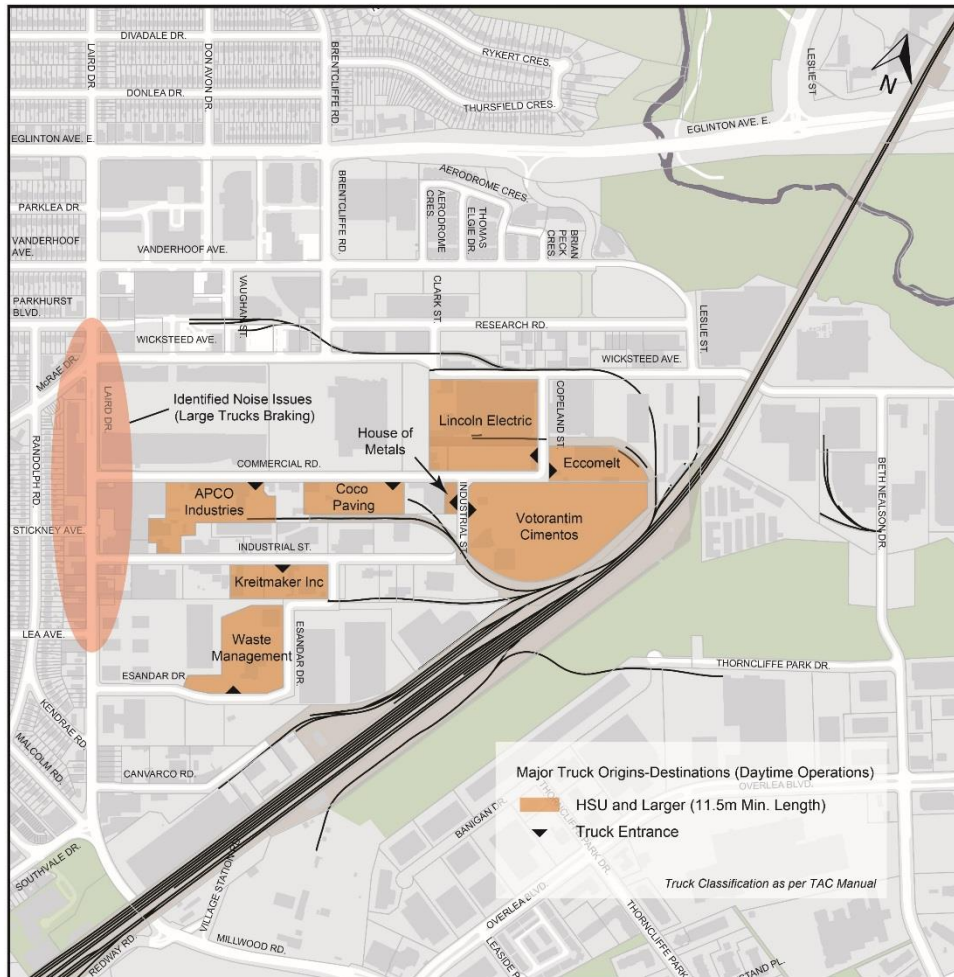
Additional Findings

- AM Peak Period travel to / from Leaside (Zones 1 and 2) present an average trip length of 1.6 km
- other key facts utilizing historical TTS (Transportation Tomorrow Survey data from 1991) and Census Data
 - Employment Trips (AM Peak Period) to Leaside Area (less North Leaside, i.e. not including north of Eglinton)
 - over 4800 in 1991, dropped below 2000 in 2001, and in 2011 over 4200 (evolving development / land use changes)
 - number of cars per household has increased 25% since 2001 to 2011 (now nearing 1.5 vehicles per household)



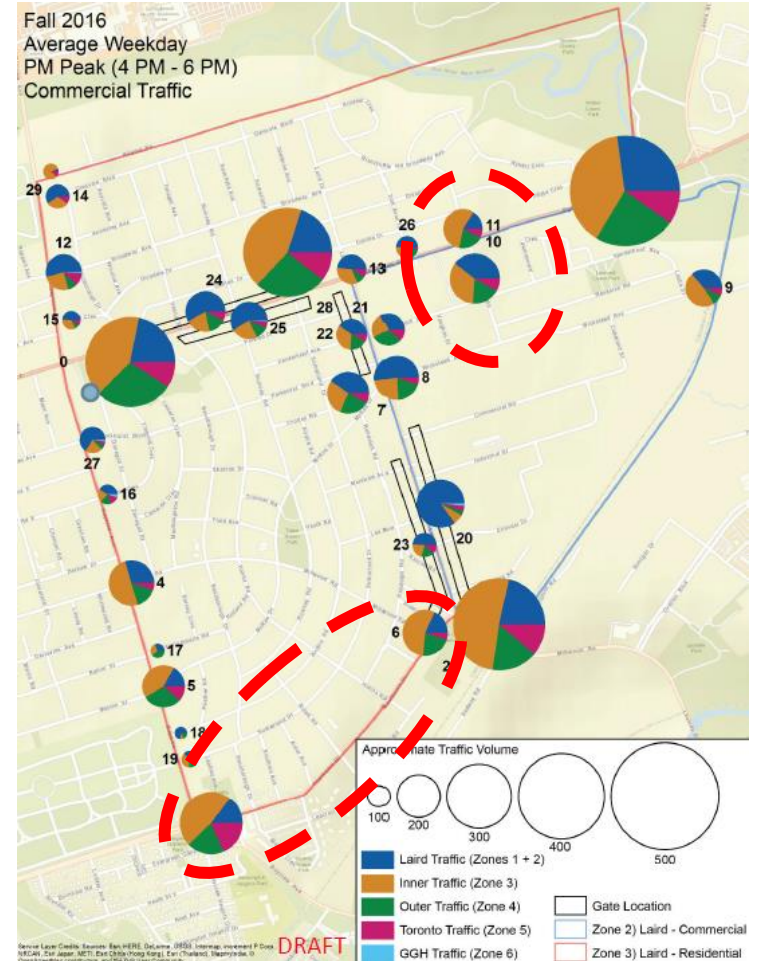
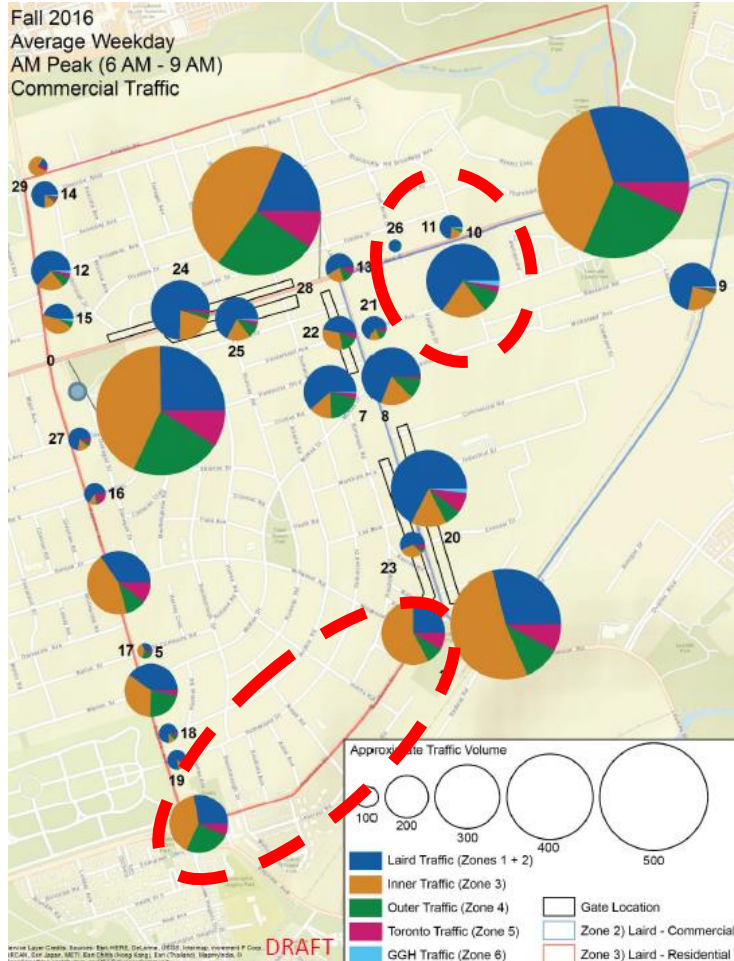
Leaside Traffic Patterns

Transportation & Movement



Goods / Large Truck Movement

Transportation & Movement



Goods / Large Truck Movement

Next steps

1. Complete evaluation
2. Identify elements for a preferred option;
3. Prepare draft preferred option for Study Area A, Study B and Laird Business Park;
4. Report out on the inputs to the evaluation, present and discuss the draft preferred option at the next Community Information Meeting November 21, 2017