

# Public Consultation No. 4 Draft Preferred Option

April 23<sup>rd</sup>, 2018



Laird

In Focus

# Agenda

## 10 Big Moves

### Transportation Study Area

#### Laird Study Area:

- Heritage Sites
- Low-rise Sites
- Mid-rise Sites
- Development Yields

#### Eglinton Study Area:

- Urban Design Principles
- Urban Design Guidelines
- Demonstration Plan
- Development Yields

#### Streetscape Master Plan:

- Streetscape Plan

#### Implementation:

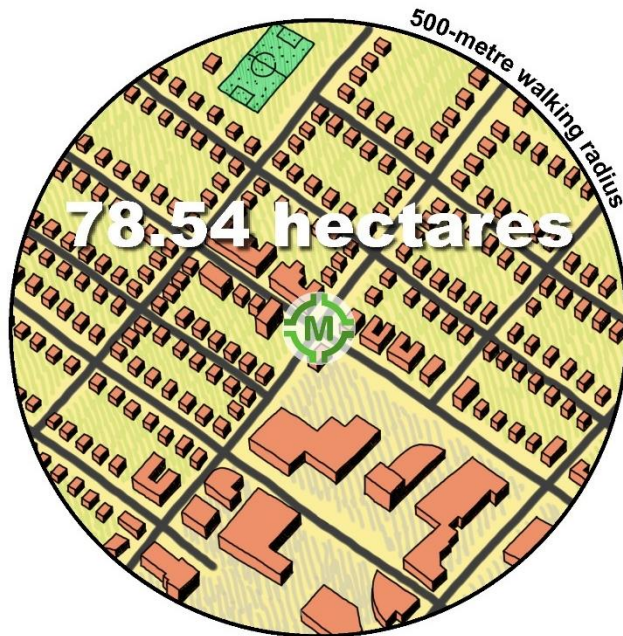
- Phasing Development

#### Next Steps

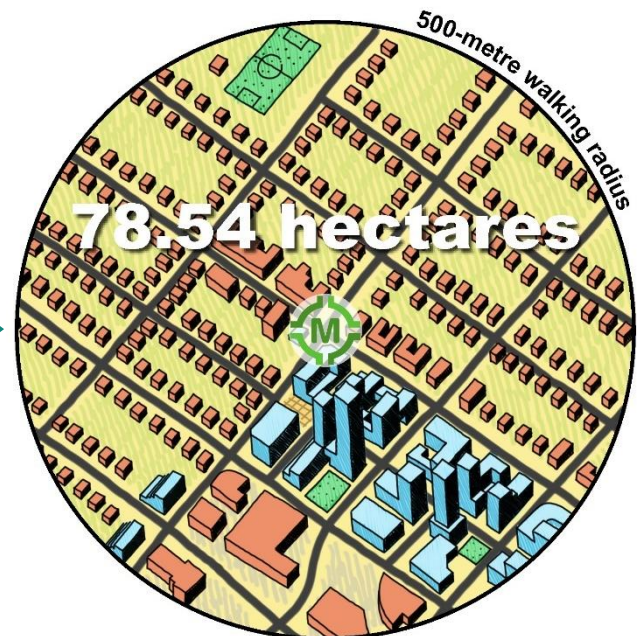


# 01. Transit Supportive Objective

Development focused in Study Area A protects adjacent residential neighbourhoods from higher density incursions.



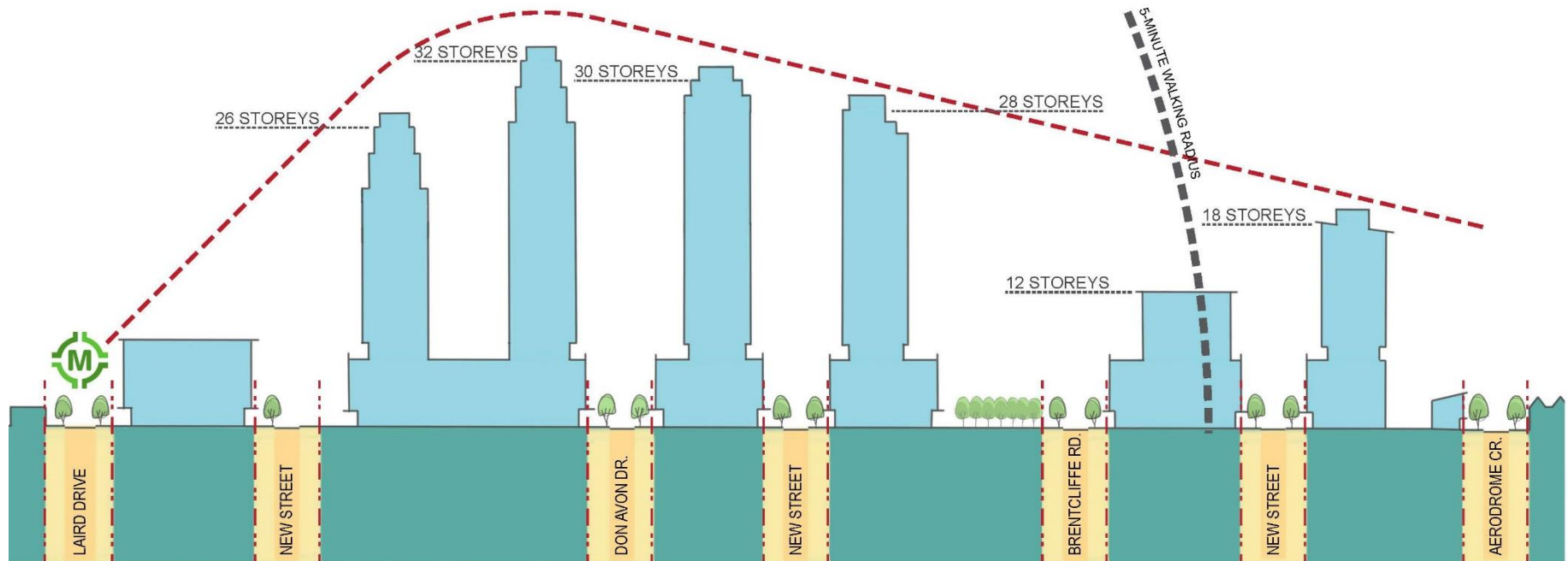
Population within 500 m of an LRT Station:  
Current Population = 3,749 people + 2,398 jobs  
Current Density = 78 people + jobs/hectare



Population within 500 m of an LRT Station:  
Target Population = 10,420 people + 2,140 jobs  
Target Density = 160 people + jobs/hectare

## 02. Transition in Height

Buildings will be designed with contextual considerations. Heights will be compatible along the edges with those of adjacent neighbourhoods and step up towards the centre of the study area.

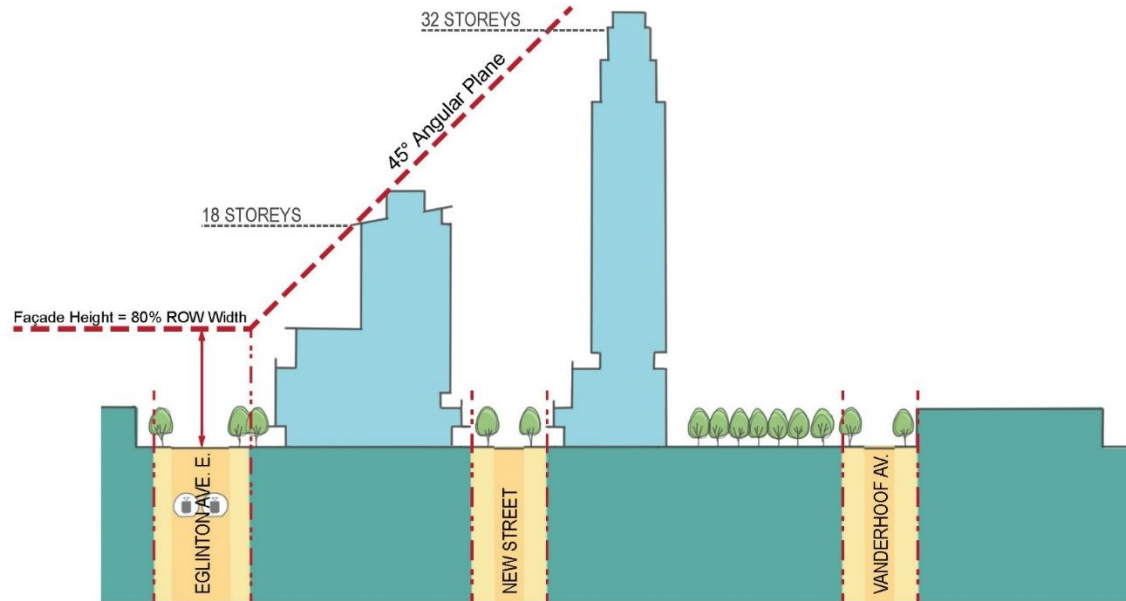


East-west section through Eglinton Sites



## 02. Transition in Height

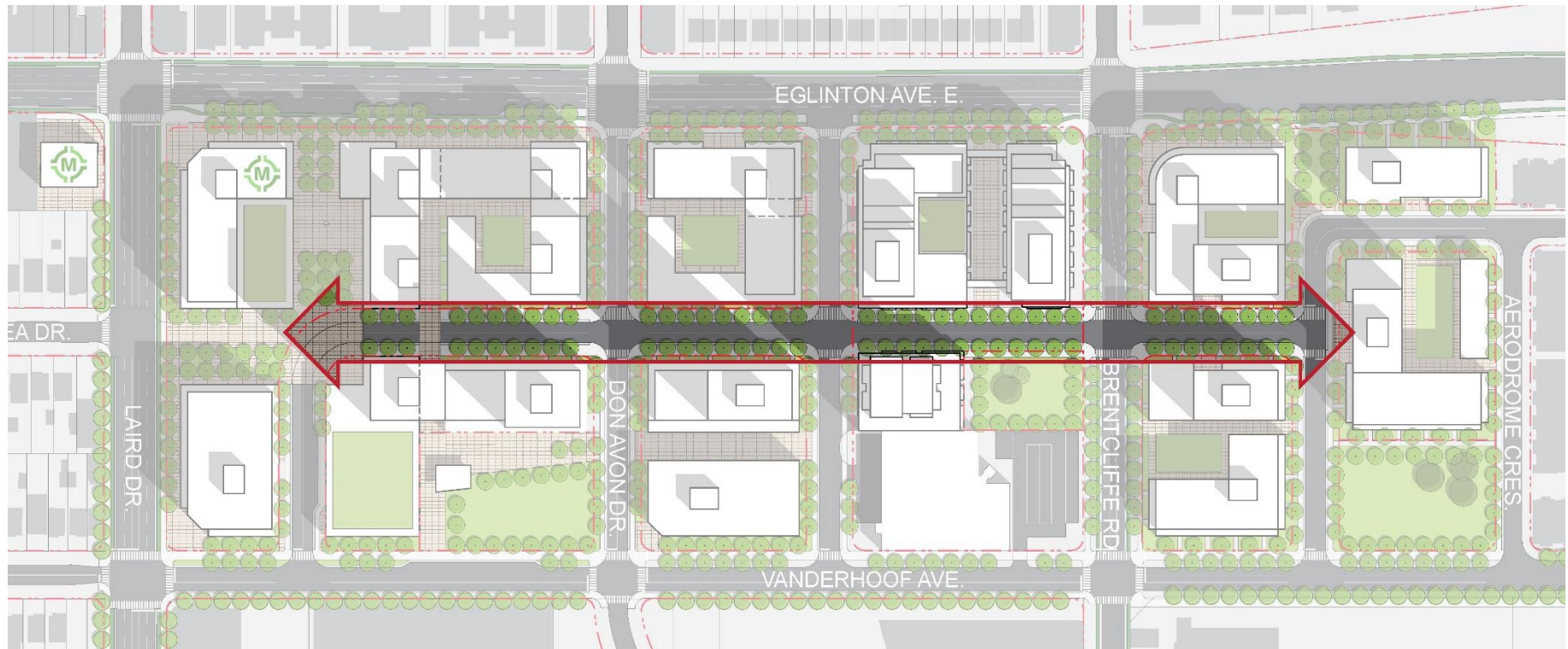
Buildings will be designed with contextual considerations. Heights will be compatible along the edges with those of adjacent neighbourhoods and step up towards the centre of the site.



North-south section through Eglinton Site

# 03. New Green Connection

A new east-west street, with an attractive public realm, will serve as an intimate east-west connector and as a focus for passive activities away from Eglinton Avenue.



# 04. Public Realm/Parks

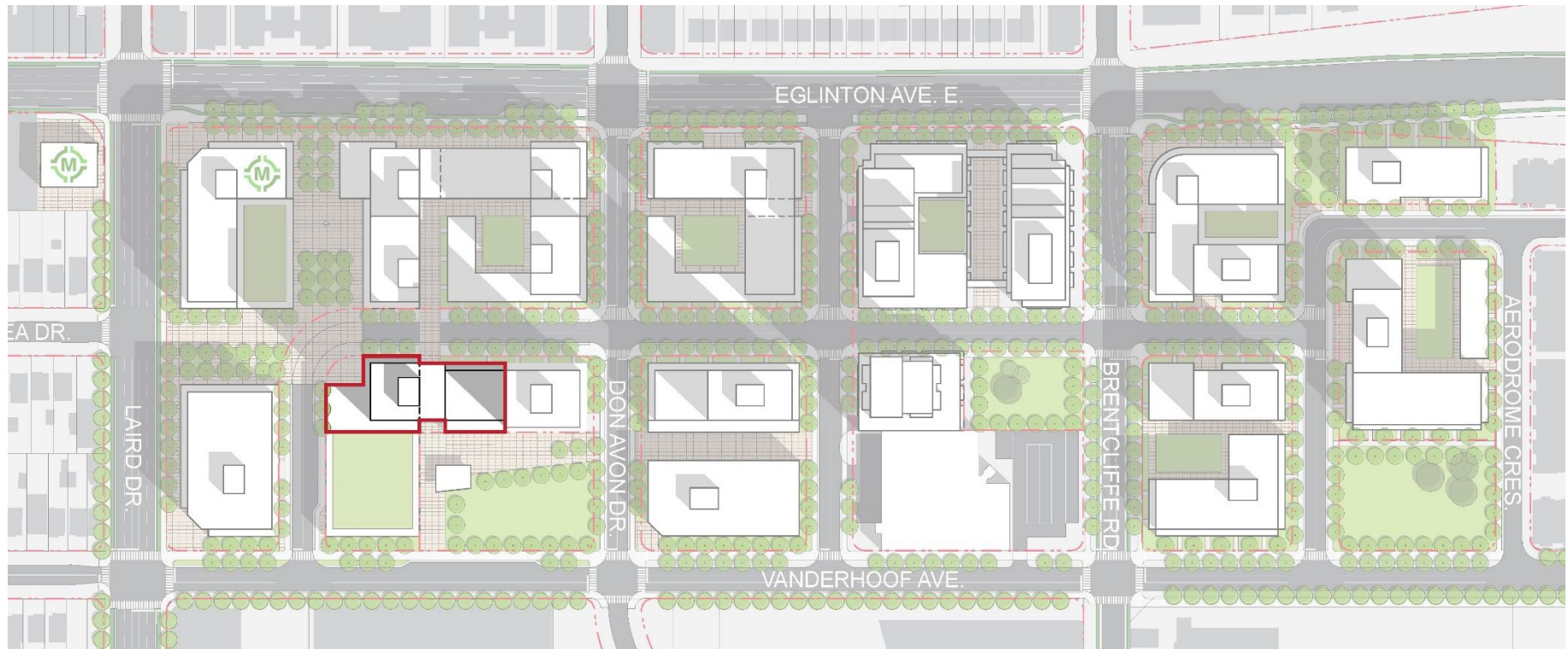
New open spaces will be part of new development and will be accessible to all, as well as contribute to a larger network.





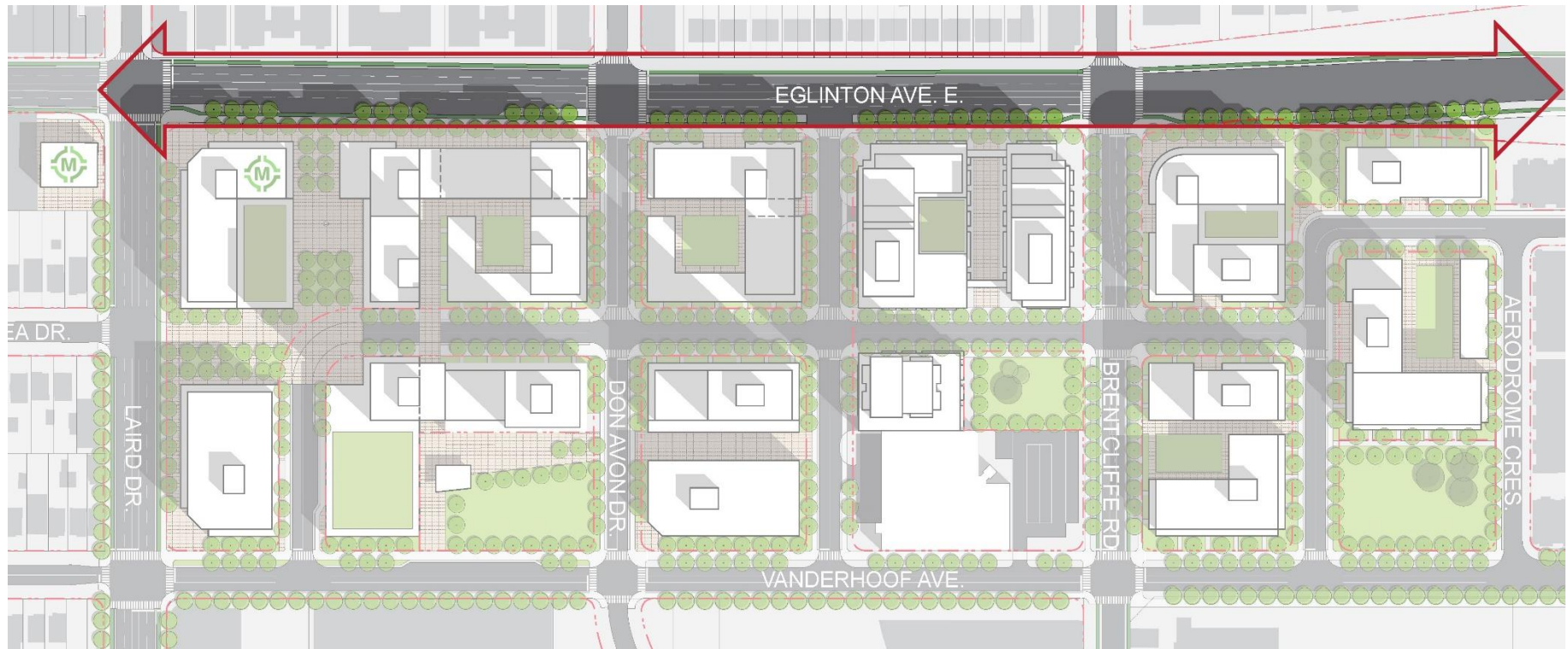
# 05. Community Facility

A new community facility is located between park and plaza, serving both North and South Leaside as well as the emerging new community.



# 06. Eglinton Avenue

Eglinton Avenue East will be lined with a mix of active uses along a beautiful, wide, tree-lined boulevard.





# 07. Laird Drive

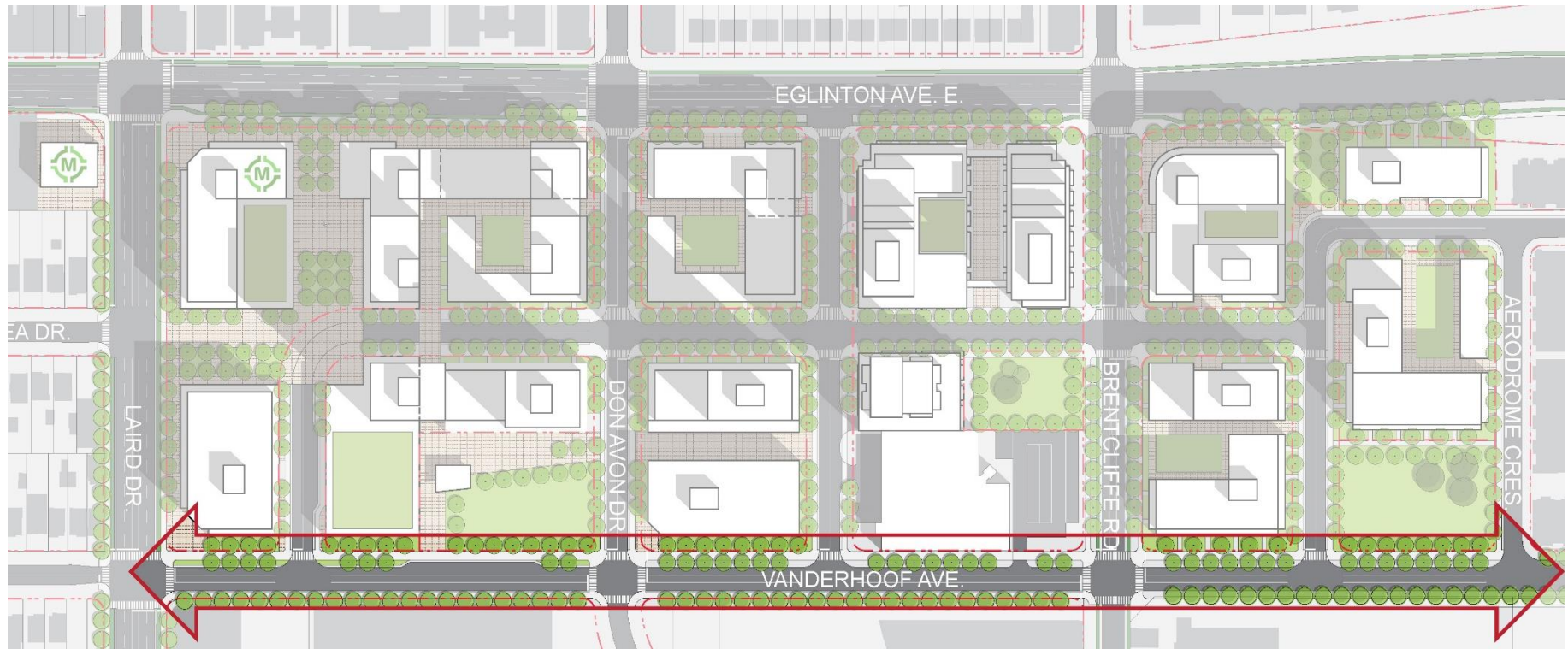
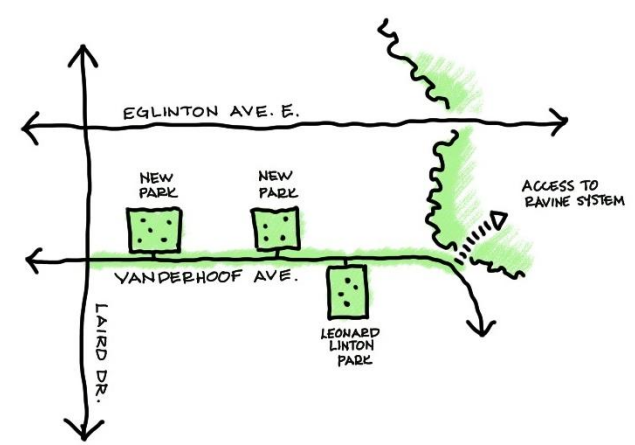
Laird Drive will be a mixed use, vibrant street designed to encourage cycling, strolling, and lingering with an enhanced streetscape and a series of small plazas.





# 08. Vanderhoof Ave.

Vanderhoof Avenue becomes a beautiful greenway linking shared public uses with the Don Valley

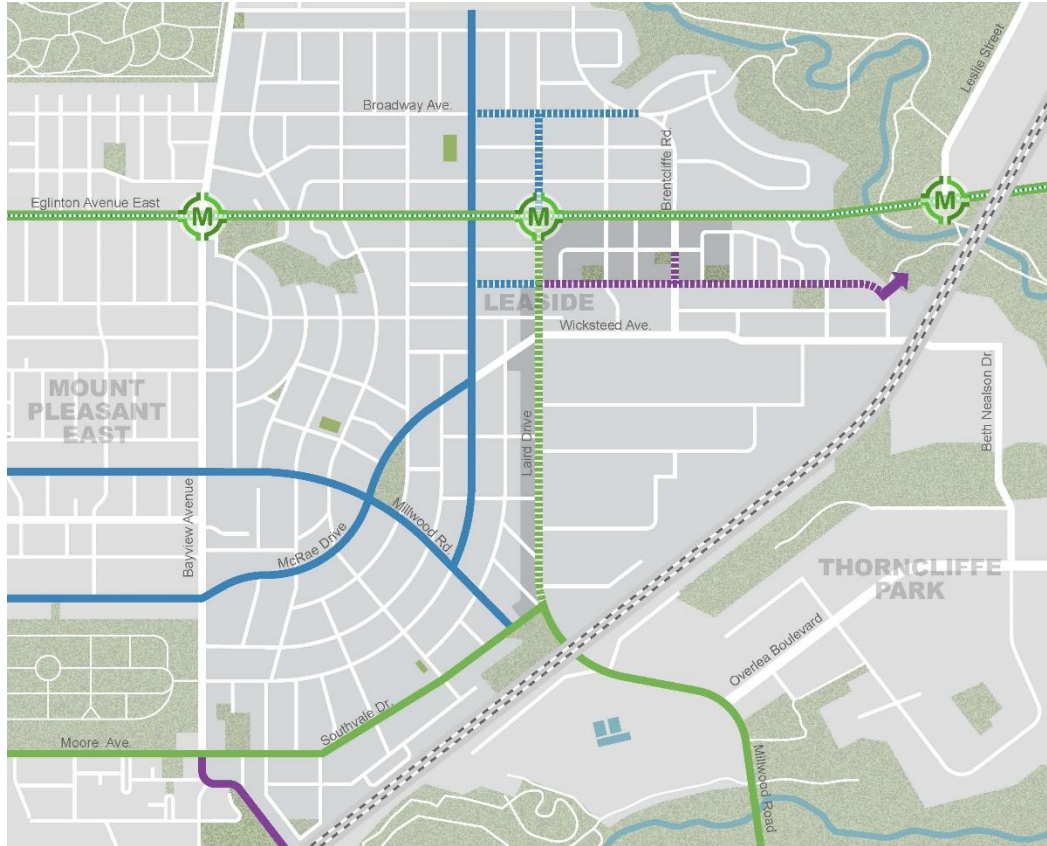


In Focus

## 10 Big Moves

# 09. Cycling

Cycling infrastructure, including separated bike lanes and cycle tracks, forms part of the movement system throughout Leaside.



## LEGEND



Eglinton LRT Station



Laird in Focus  
Planning Study Areas



CITY OF TORONTO  
CYCLING NETWORK PLAN  
Eglinton Avenue Cycle Track



Quiet Street Routes



Bike Lanes/Cycle Tracks



Boulevard Trails



LAIRD IN FOCUS  
Quiet Street Routes



Bike Lanes/Cycle Tracks



Boulevard Trails

## 10 Big Moves



In Focus



# 10. Employment Lands

Leaside Business Park will continue to be supported with infrastructure improvements that encourages its growth and evolution.



## 10 Big Moves



# Transportation Area

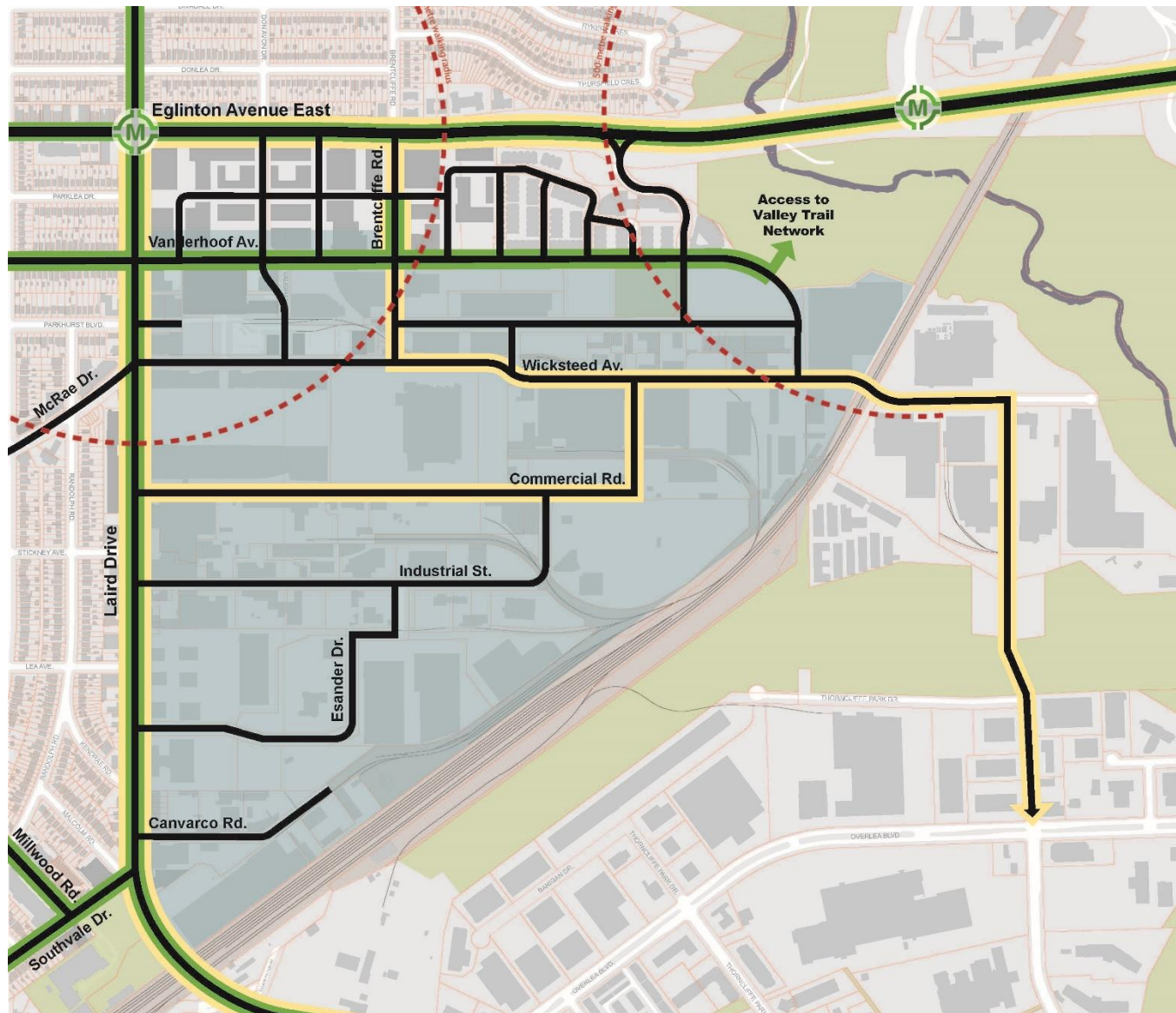


Laird

In Focus



Short term  
potential



LEGEND

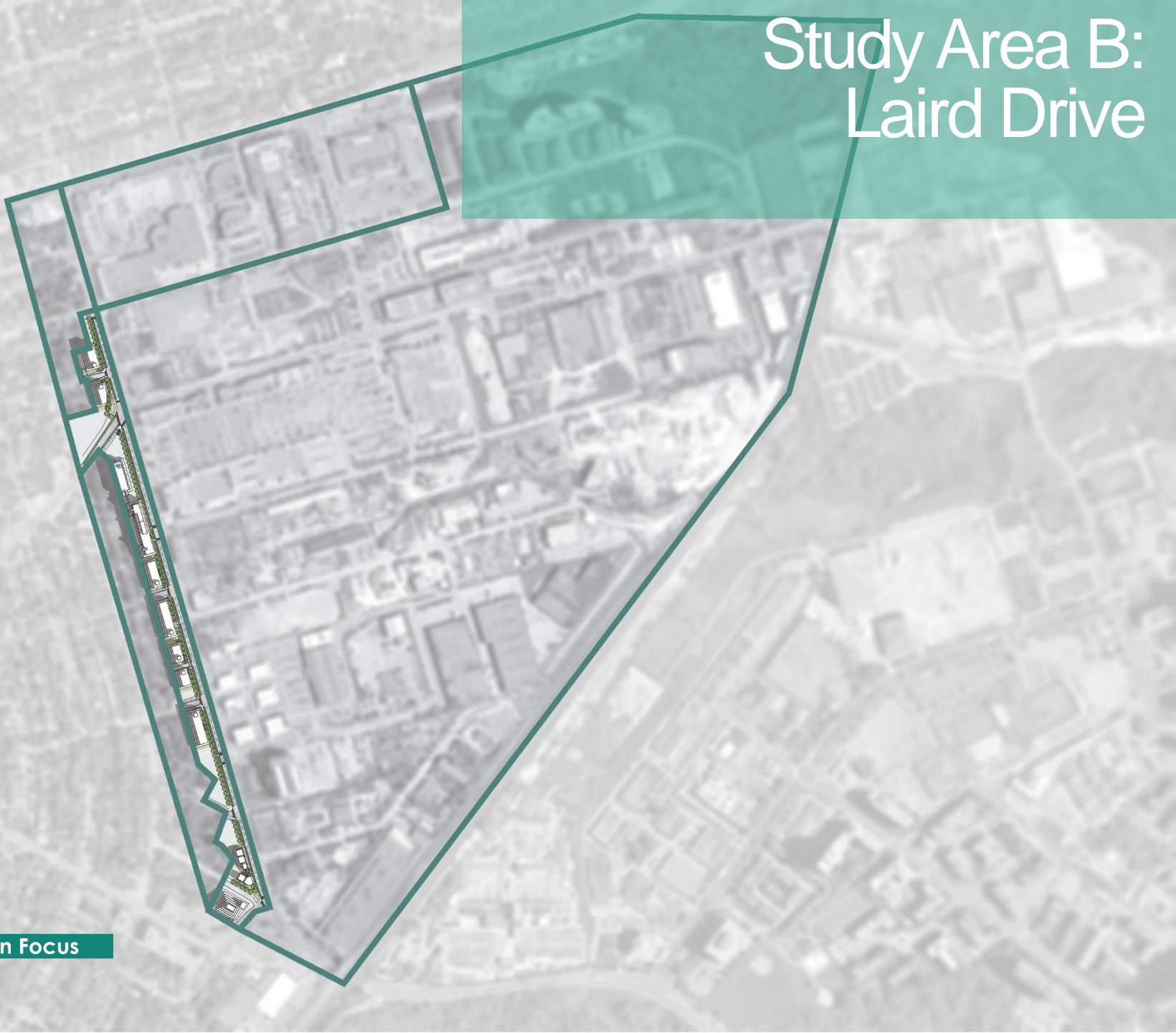
-  Eglinton LRT Station
-  Employment Lands
-  Cycling Route
-  Truck Route

# Transportation Study Area: Illustrative Evolution



In Focus

# Study Area B: Laird Drive



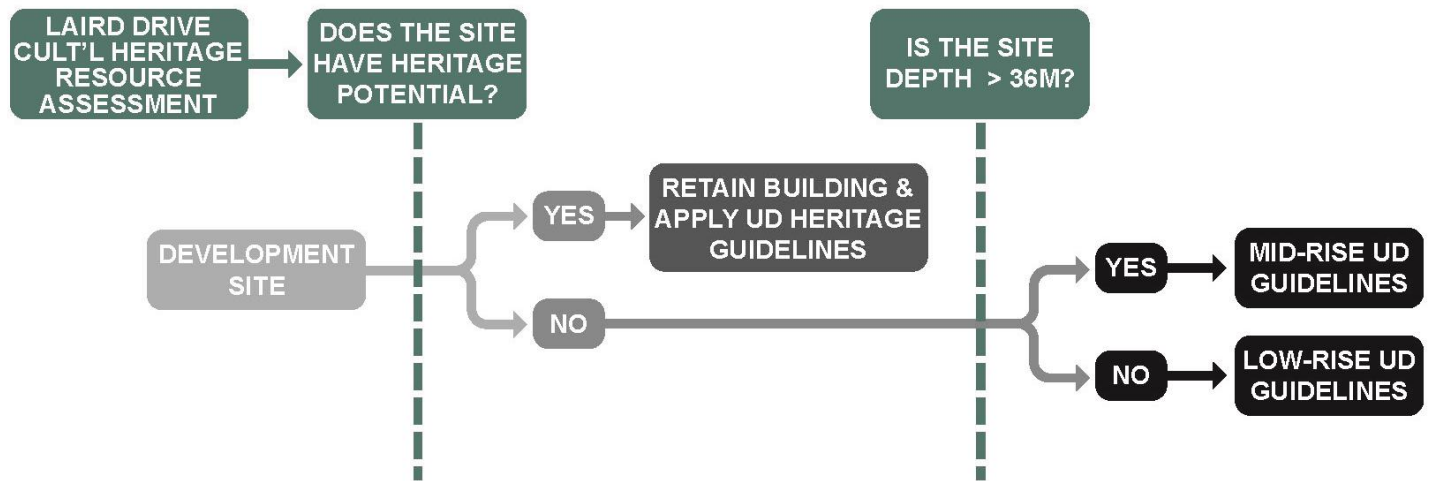
Laird

In Focus





## Study Area B Evaluation Process



2 Laird Drive

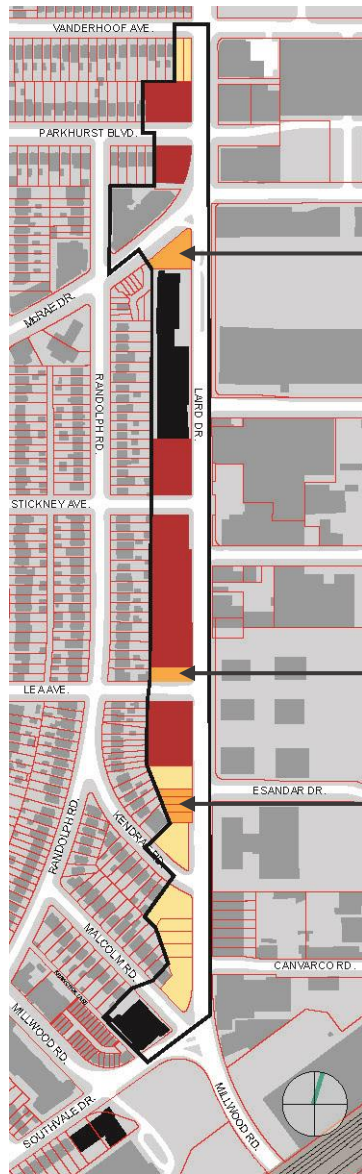


146-150 Laird Drive



In Focus

LAIRD STUDY AREA



**180 Laird Drive**  
Constructed circa 1940  
(former Imperial Bank of Canada)

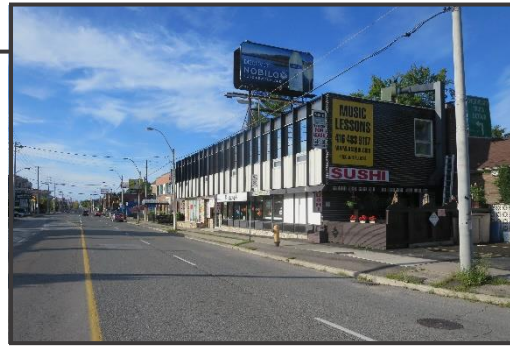
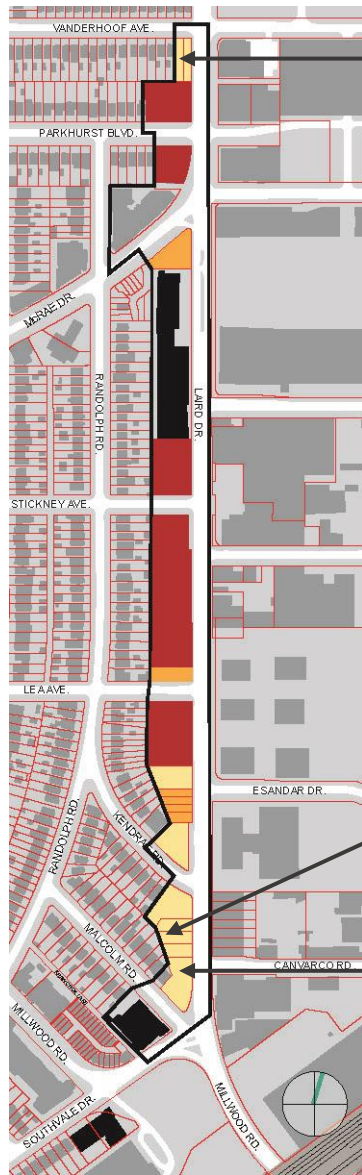


**96 Laird Drive**  
Constructed circa 1923  
(formerly CNR Restaurant/Cafeteria)



**66-72 Laird Drive**  
Constructed circa 1930  
(originally employee housing)

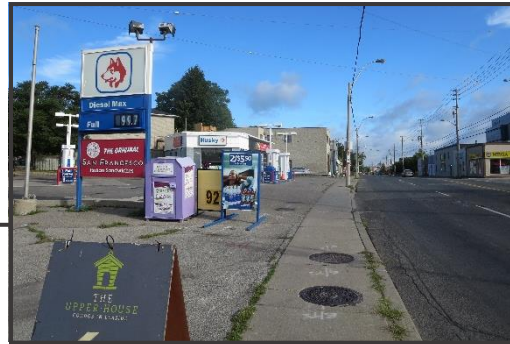




214 Laird Drive



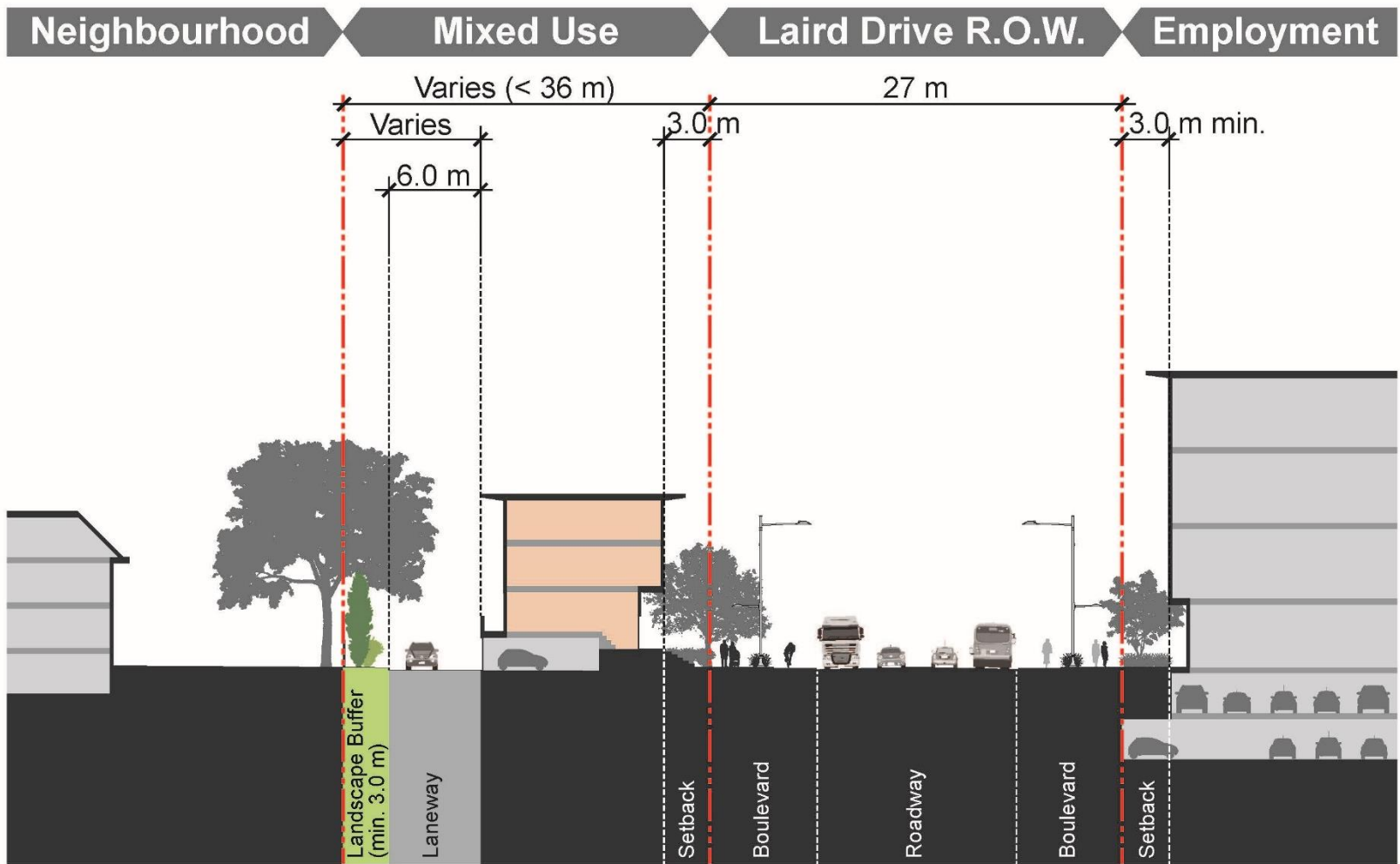
42 Laird Drive



16 Laird Drive

## LAIRD STUDY AREA: Low-rise Sites



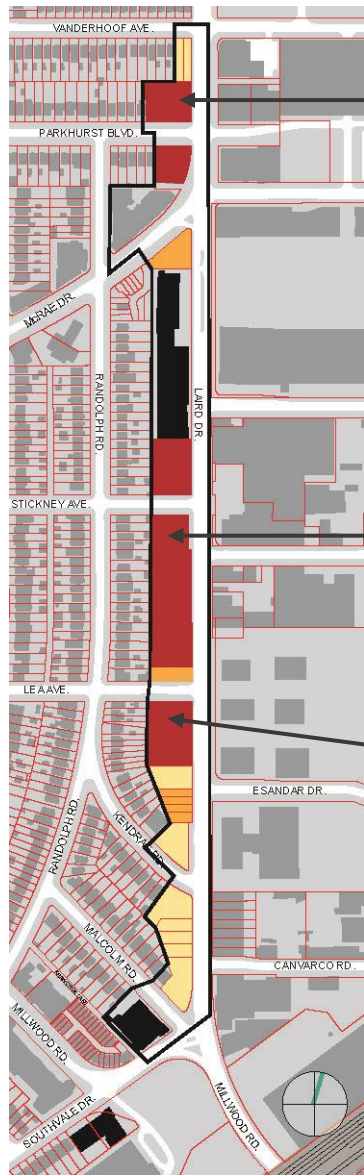


Low-rise Site



In Focus

# LAIRD STUDY AREA: Urban Design Guidelines



206 Laird Drive



134 Laird Drive



94 Laird Drive



In Focus

## LAIRD STUDY AREA: Mid-rise Sites

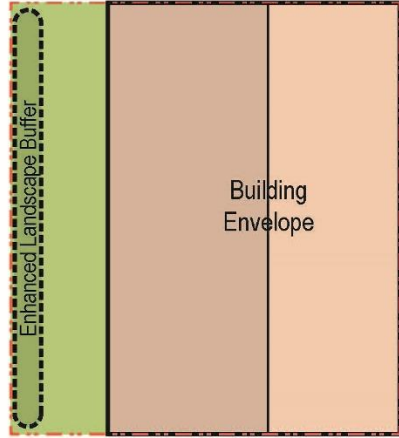


Contribute to the rear yard amenities of adjacent residential neighbours

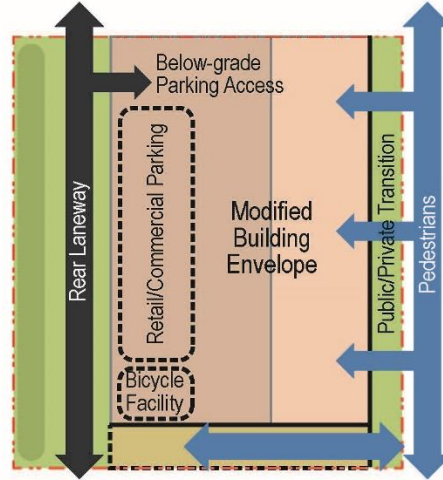
Provide enhancements that contribute to public realm

Acknowledge and enhance pedestrian perception zone

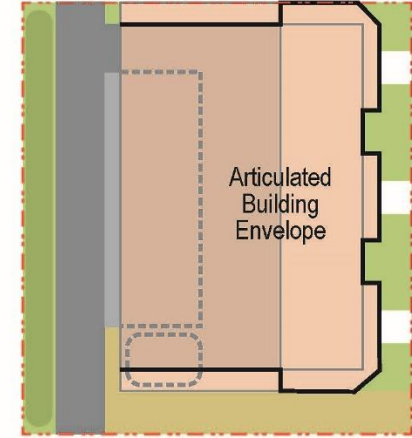
PLAN VIEW



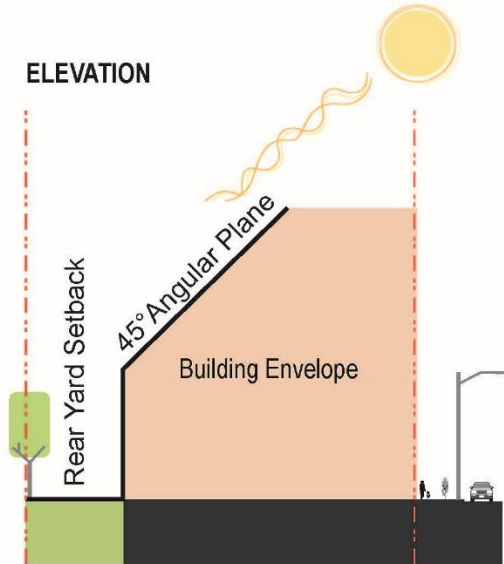
PLAN VIEW



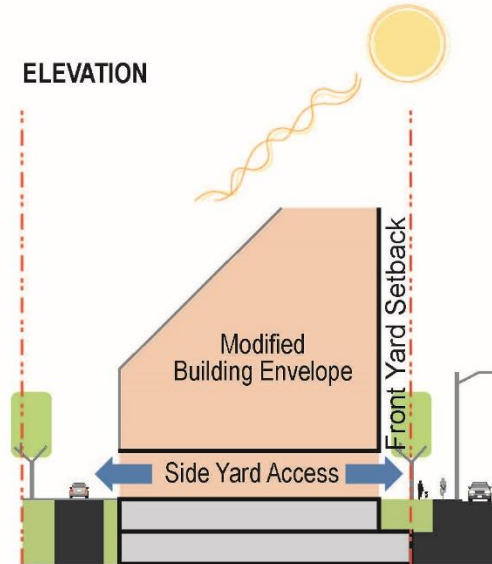
PLAN VIEW



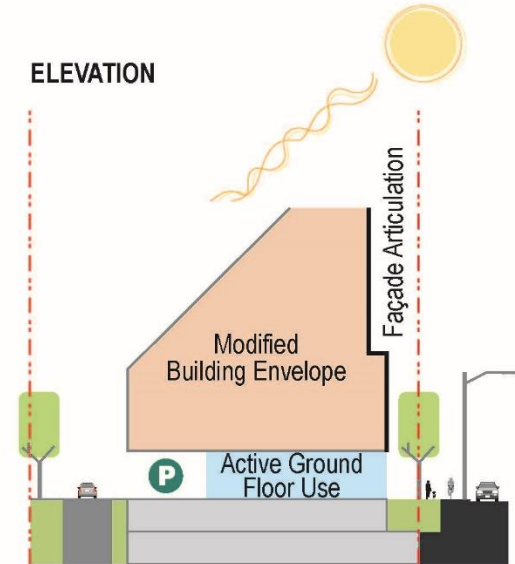
ELEVATION



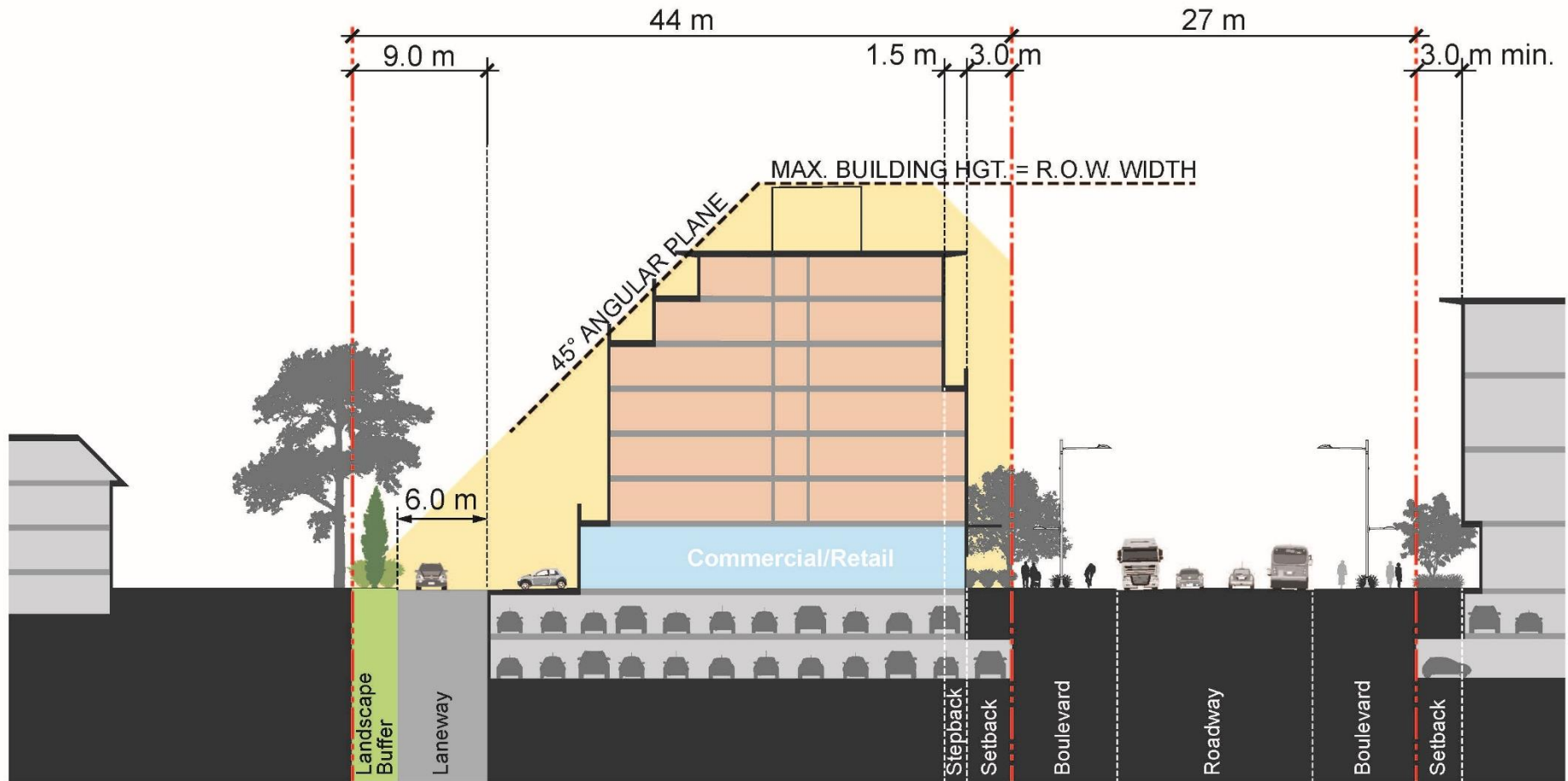
ELEVATION



ELEVATION



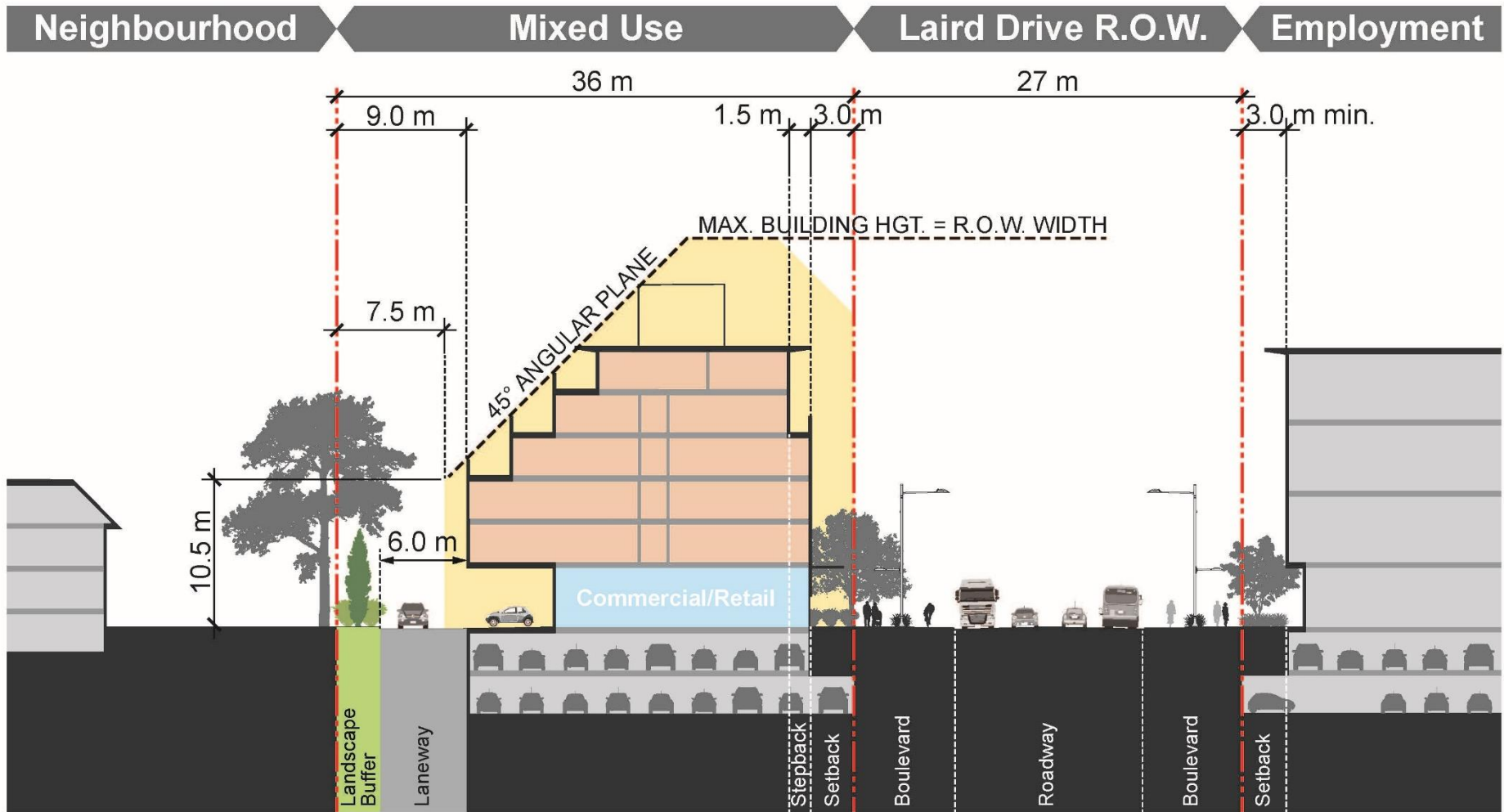
# LAIRD STUDY AREA: Urban Design Principles



Mid-rise Building Envelope

44-m depth Mid-rise Site





Mid-rise Building Envelope

Mid-rise Site



In Focus

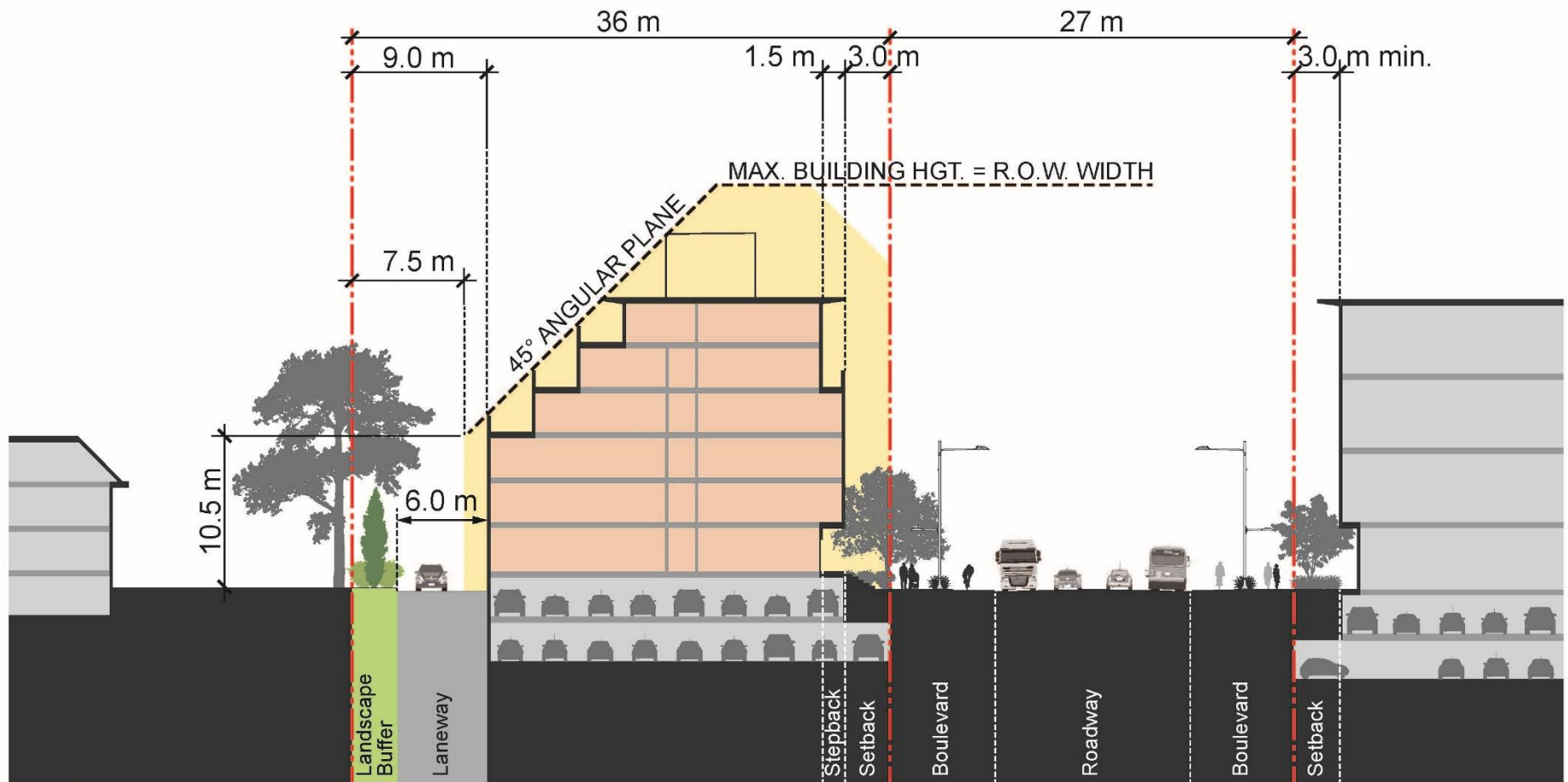
# LAIRD STUDY AREA: Urban Design Guidelines

Neighbourhood

Mixed Use

Laird Drive R.O.W.

Employment



Mid-rise Building Envelope

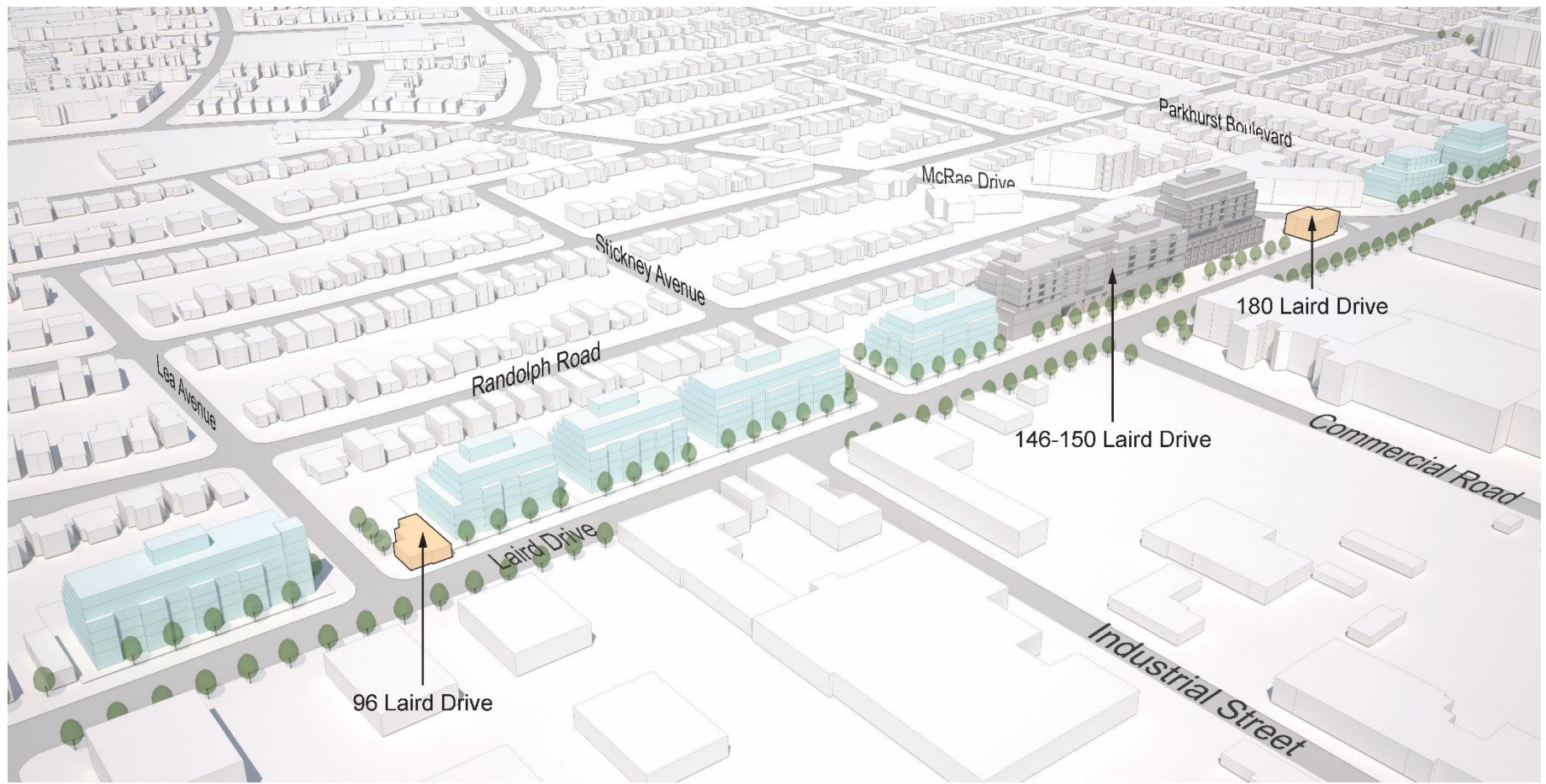
Mid-rise Site



In Focus

## LAIRD STUDY AREA: Urban Design Guidelines





## Proposed Development Scenario



In Focus

# LAIRD STUDY AREA: Massing Study

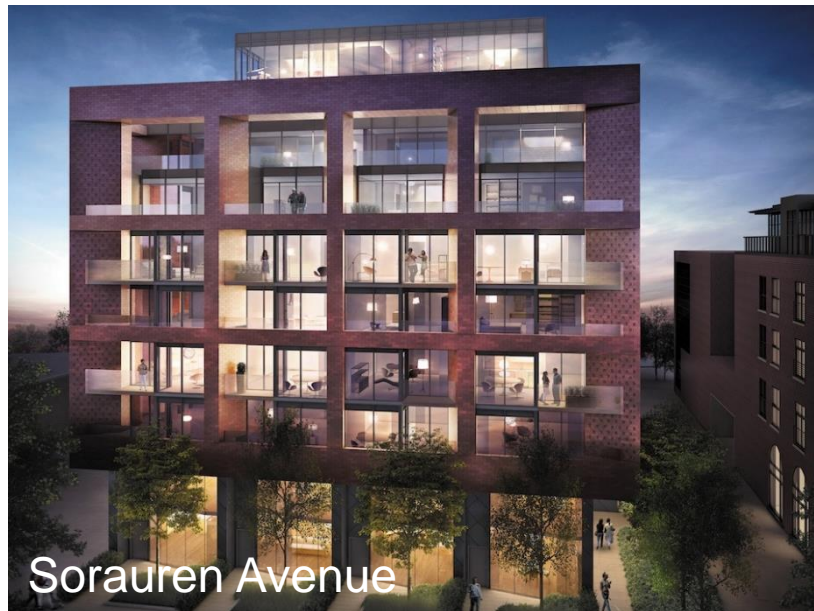




Phoebe-Soho



Queen St. E. & Logan Ave.

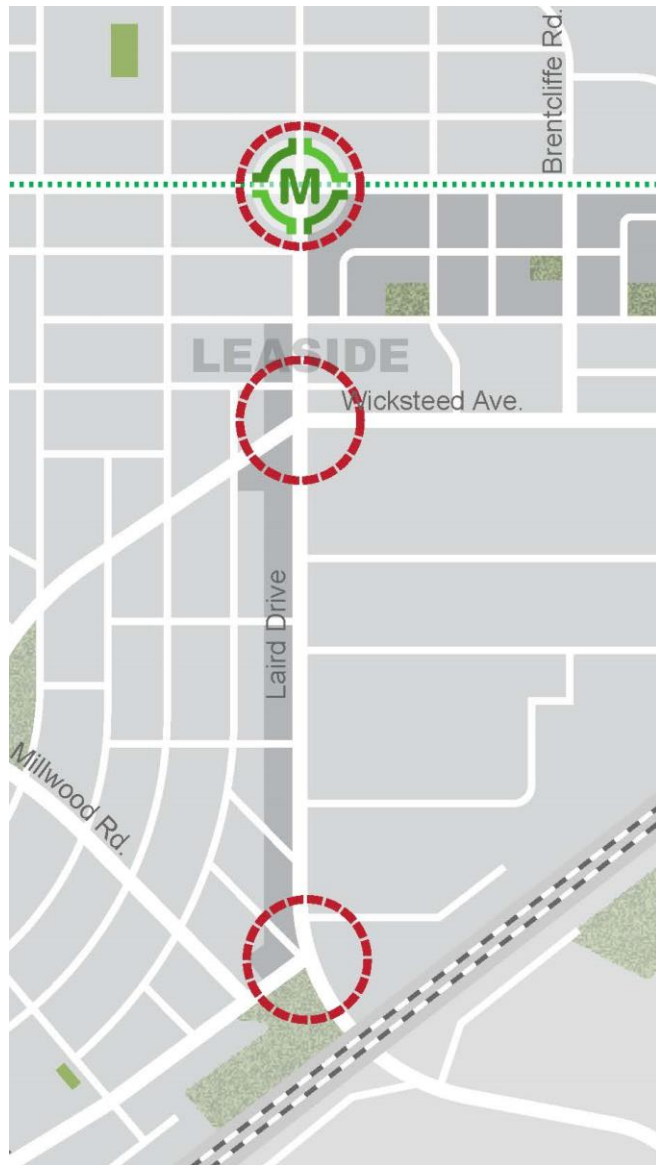


Sorauren Avenue



Washington, DC





In Focus

## LAIRD STUDY AREA: Gateways

# Development Yields

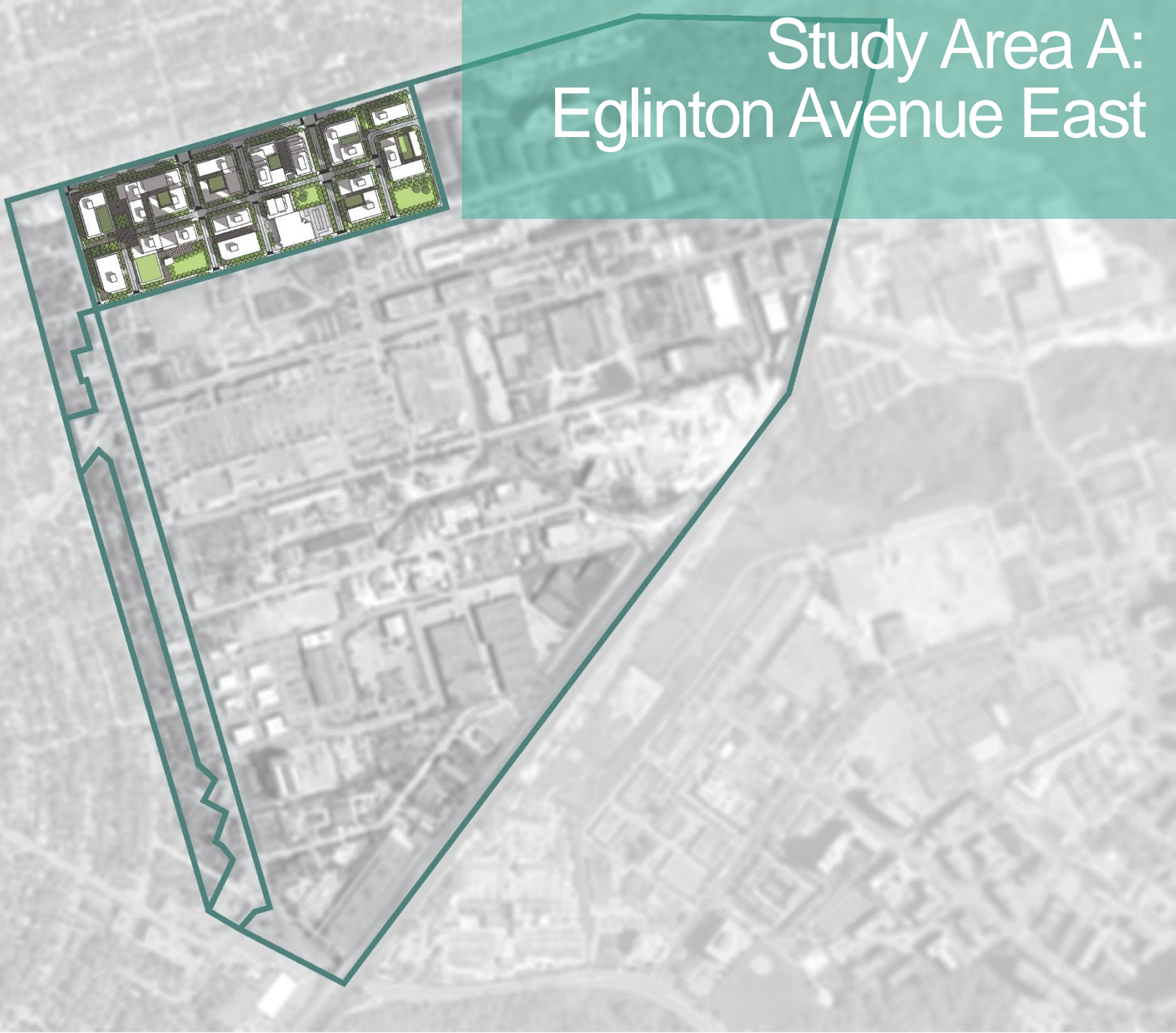
	LAIRD DRIVE	POPULATION & JOBS	1-BEDROOM (60% total units)	2-BEDROOM (30% total units)	3-BEDROOM (10% total units)
Retail/Comm'l	9,640 m2	240			
Institutional	11,450 m2	190			
Residential	64,165 m2	1,545	490	245	80
<b>Total</b>	<b>85,255 m2</b>	<b>1,975</b>			

Unit mix is consistent with other development proposals in the area and exceeds the City's "Growing Up" guidelines.





# Study Area A: Eglinton Avenue East





#### LEGEND



EGLINTON CROSSTOWN  
LRT STATION



APPROVED OPA/REZONING  
APPLICATION

MIXED USE

EMPLOYMENT USE

COMMUNITY w RESIDENTIAL

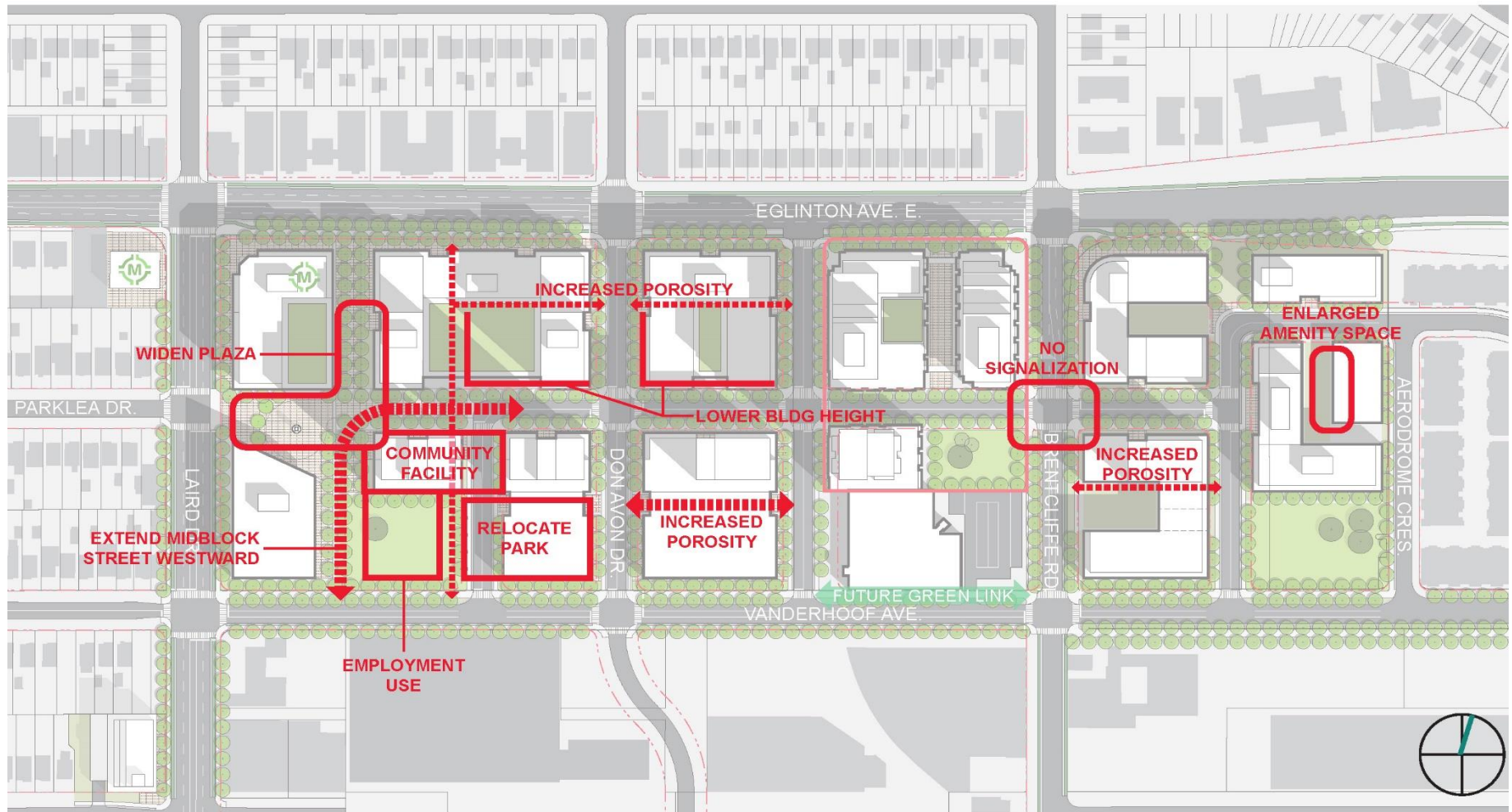
Draft Preferred Alternative Option

## EGLINTON STUDY AREA: Demonstration Plan



In Focus





## Plan Modifications

# EGLINTON STUDY AREA: Demonstration Plan



In Focus



#### LEGEND



EGLINTON CROSSTOWN  
LRT STATION



APPROVED OPA/REZONING  
APPLICATION

Illustrative Plan

## EGLINTON STUDY AREA: Demonstration Plan



In Focus





#### LEGEND



EGLINTON CROSSTOWN  
LRT STATION



APPROVED OPA/REZONING  
APPLICATION

MIXED USE

EMPLOYMENT USE

COMMUNITY w RESIDENTIAL

Uses

## EGLINTON STUDY AREA: Demonstration Plan



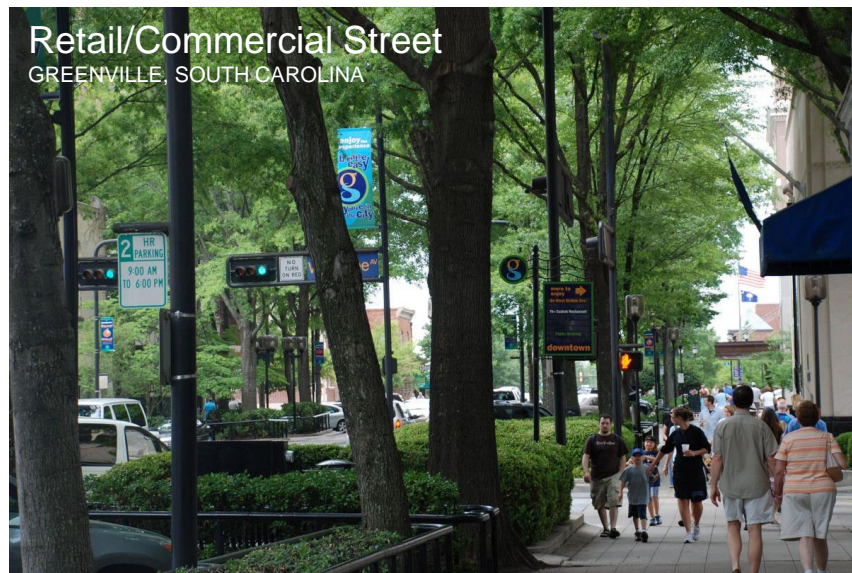
In Focus



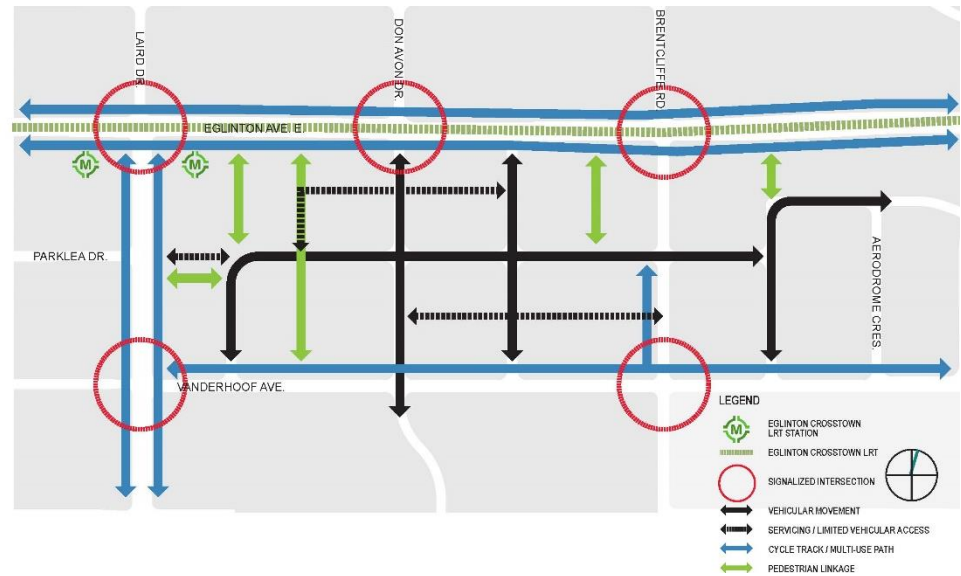
## Building Heights

# EGLINTON STUDY AREA: Demonstration Plan





Retail/Commercial Street  
GREENVILLE, SOUTH CAROLINA



Local Street  
BROOKLYN HEIGHTS

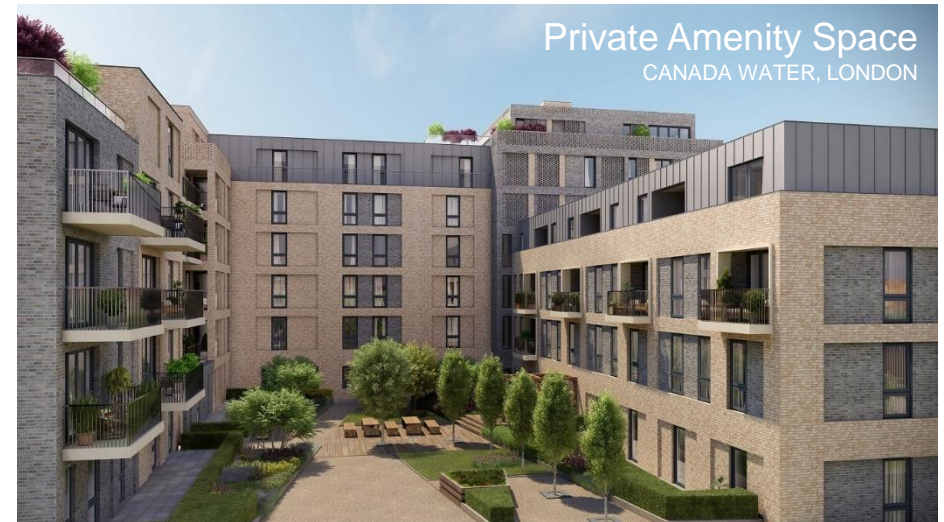


Multi-use Path  
TAIPEI CITY

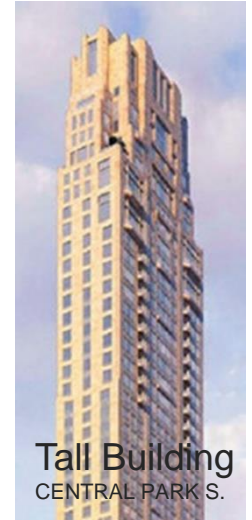
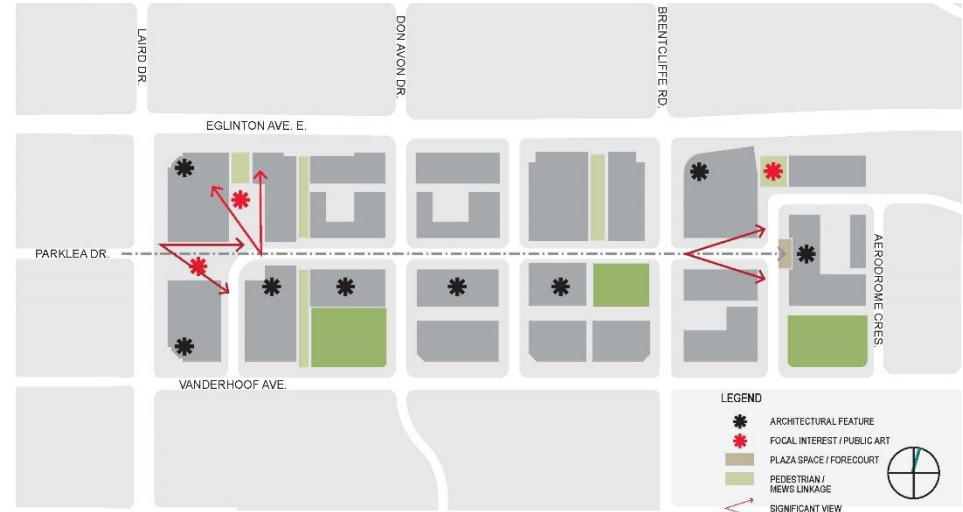




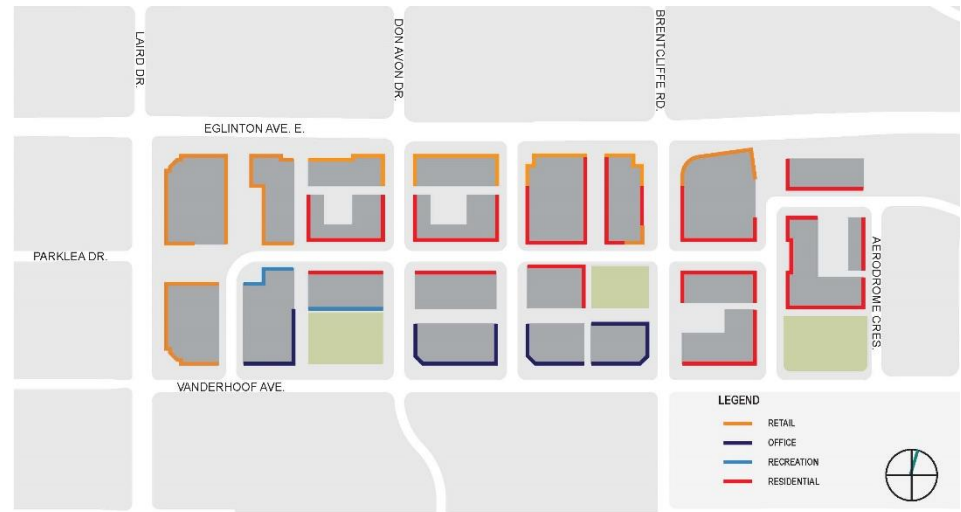












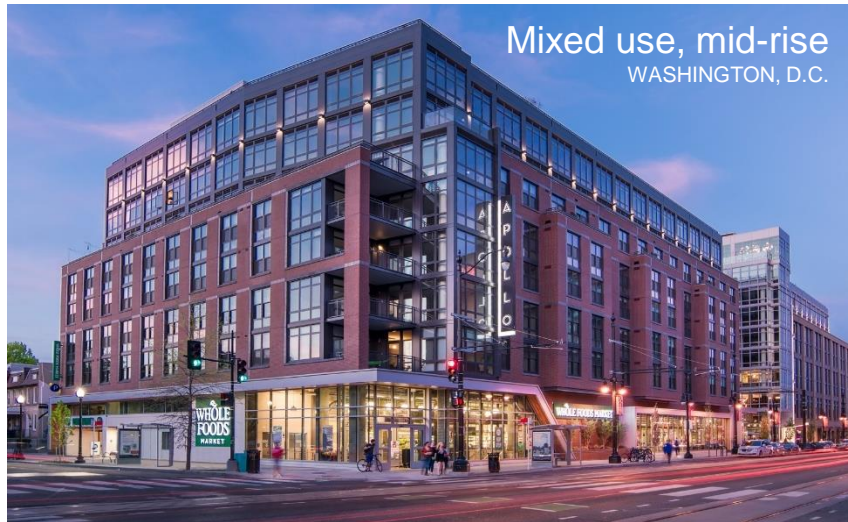
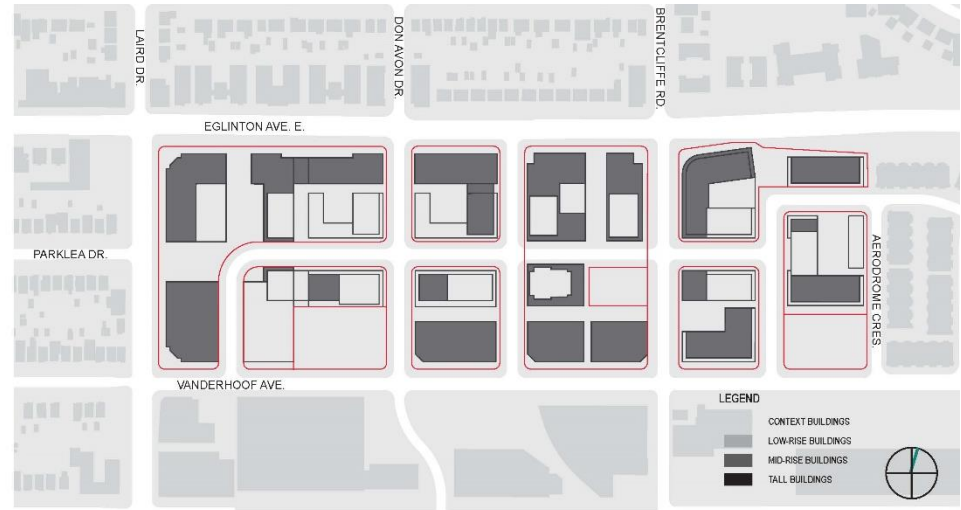








Mid-rise, mixed use  
ST. LAWRENCE NEIGHBOURHOOD, TORONTO



Mixed use, mid-rise  
WASHINGTON, D.C.

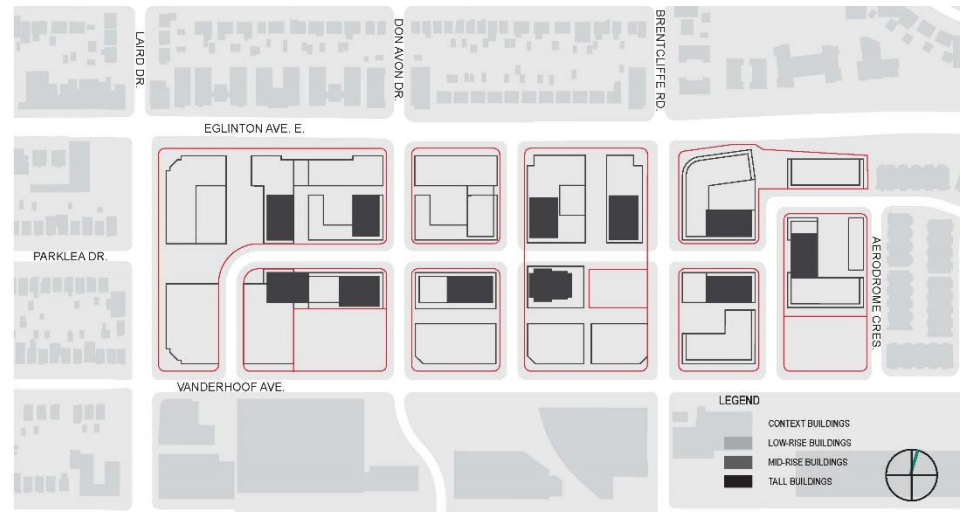


Office Building  
MANCHESTER CITY, UK



Office Building  
PORTLAND, OREGON





# Population and Job Yields

	815 – 845 EGLINTON AVE. E.	849 EGLINTON AVE. E.	939 EGLINTON AVE. E.	943 - 957 EGLINTON AVE. E.	TOTAL AREAS
Community	10	0	0	0	10
Office	450	200	160	0	810
Retail/Comm'l	180	35	45	35	295
Residential	2,550	1,140	1,635	1,895	7,220
<b>Total</b>	<b>3,090</b>	<b>1,375</b>	<b>1,840</b>	<b>1,920</b>	<b>8,335</b>





# Residential Unit Typology

	815 – 845 EGLINTON AVE. E.	849 EGLINTON AVE. E.	939 EGLINTON AVE. E.	943 - 957 EGLINTON AVE. E.	TOTAL (by unit type)
1-bedroom (60% total units)	820	360	515	565	2,260
2-bedroom (30% total units)	410	180	260	280	1,130
3-bedroom (10% total units)	135	60	85	95	375
<b>Total</b>	<b>1,365</b>	<b>600</b>	<b>860</b>	<b>940</b>	<b>3,765</b>

Unit mix is consistent with other development proposals in the area and exceeds the City’s “Growing Up” guidelines.



# Streetscapes



Laird

In Focus





#### LEGEND



EGLINTON CROSSTOWN  
LRT STATION



SIGNALIZED INTERSECTION



## Streetscapes



# Implementation

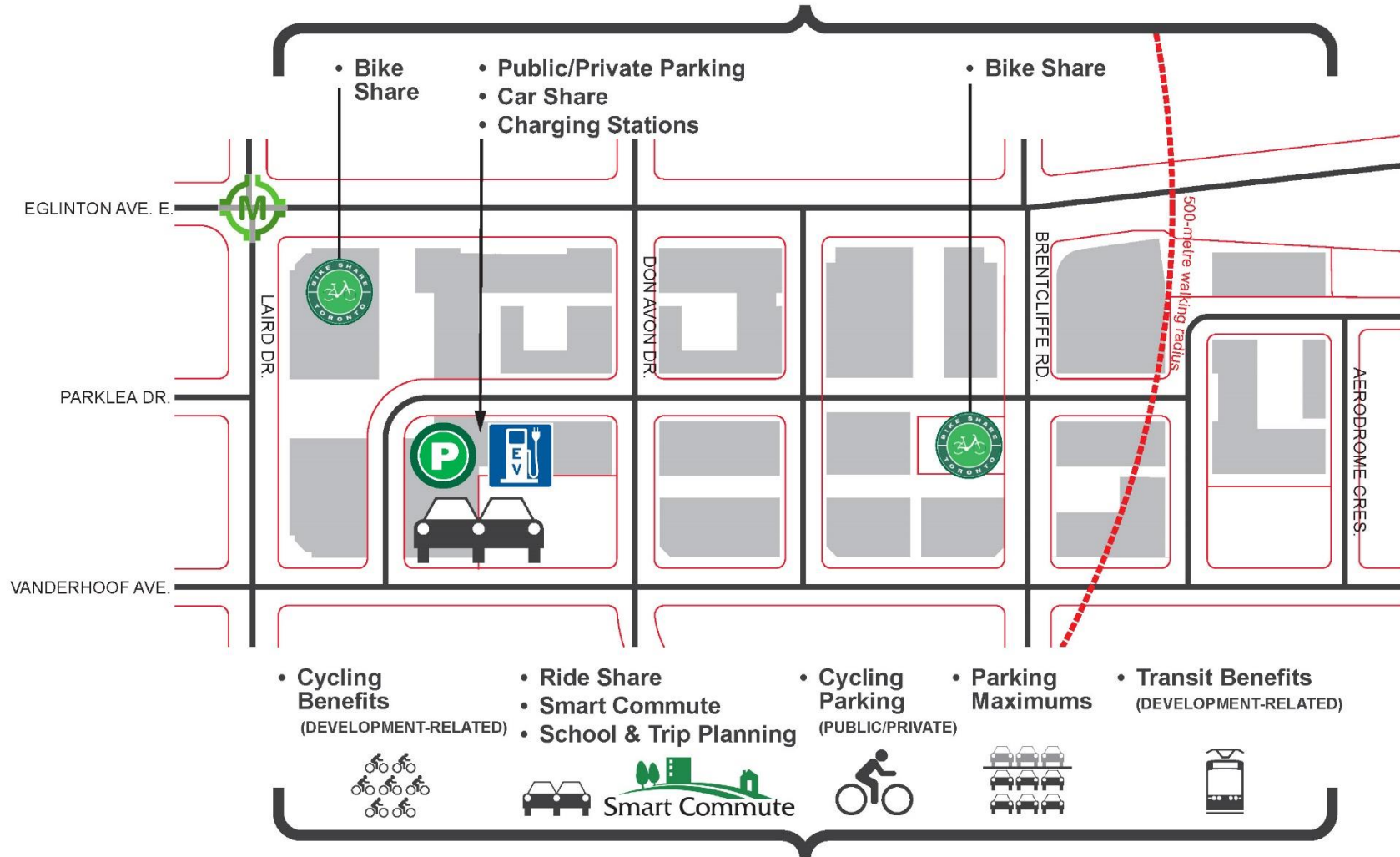


Laird

In Focus



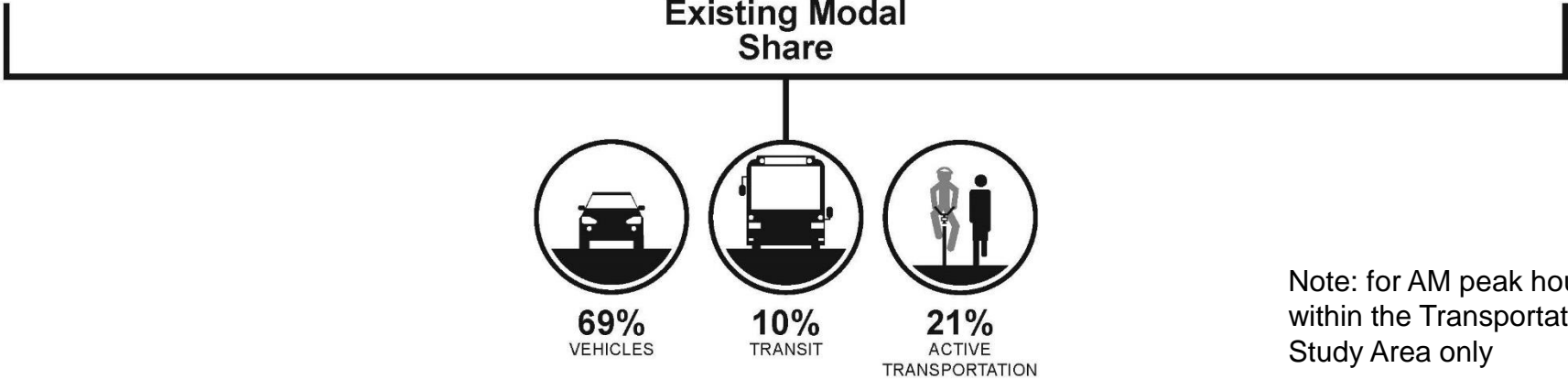
# Site-specific Opportunities



## Area-wide Opportunities

# Shared Mobility & TDM Measures

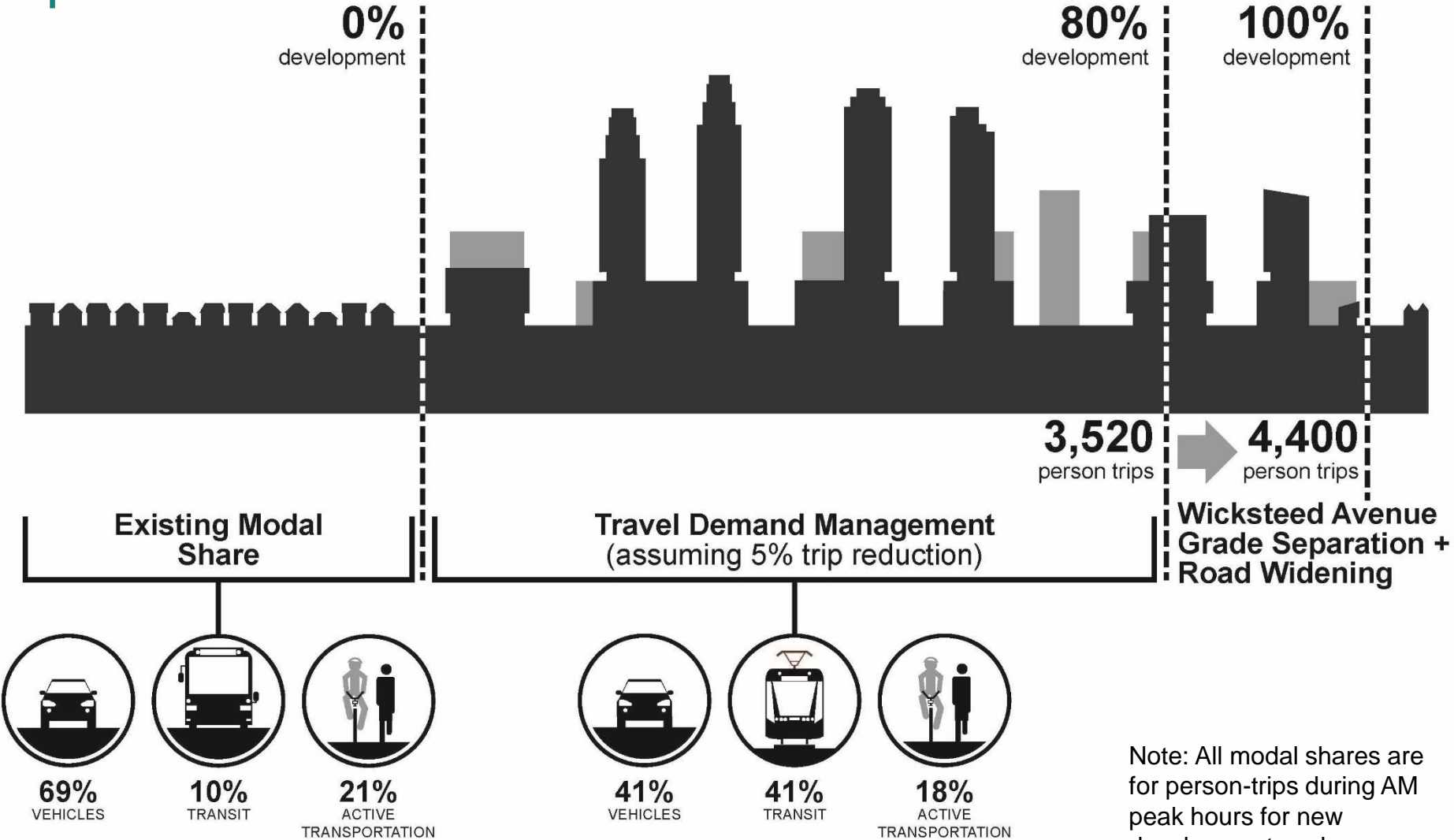
# Existing



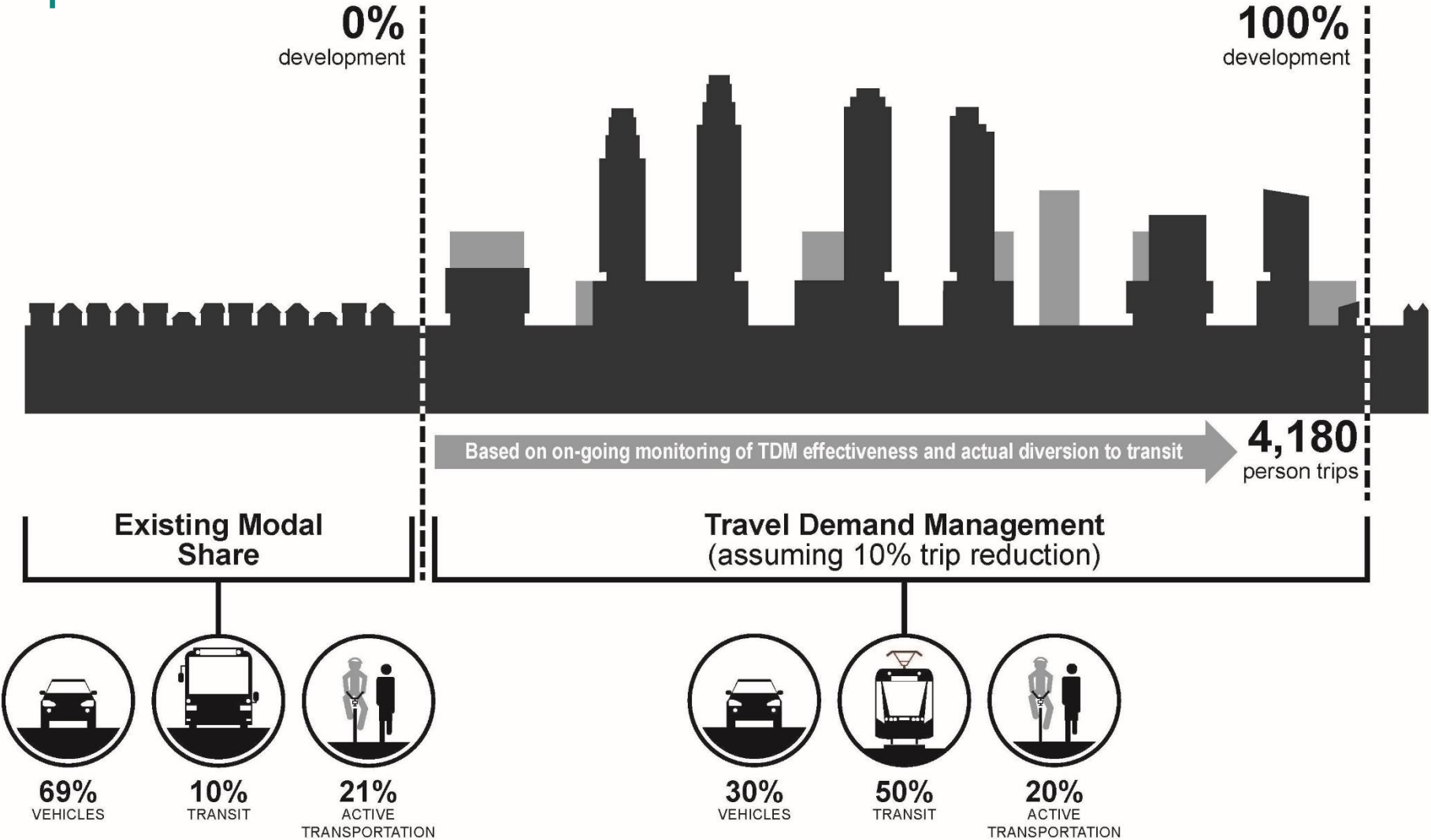
Note: for AM peak hours within the Transportation Study Area only



# Option 1

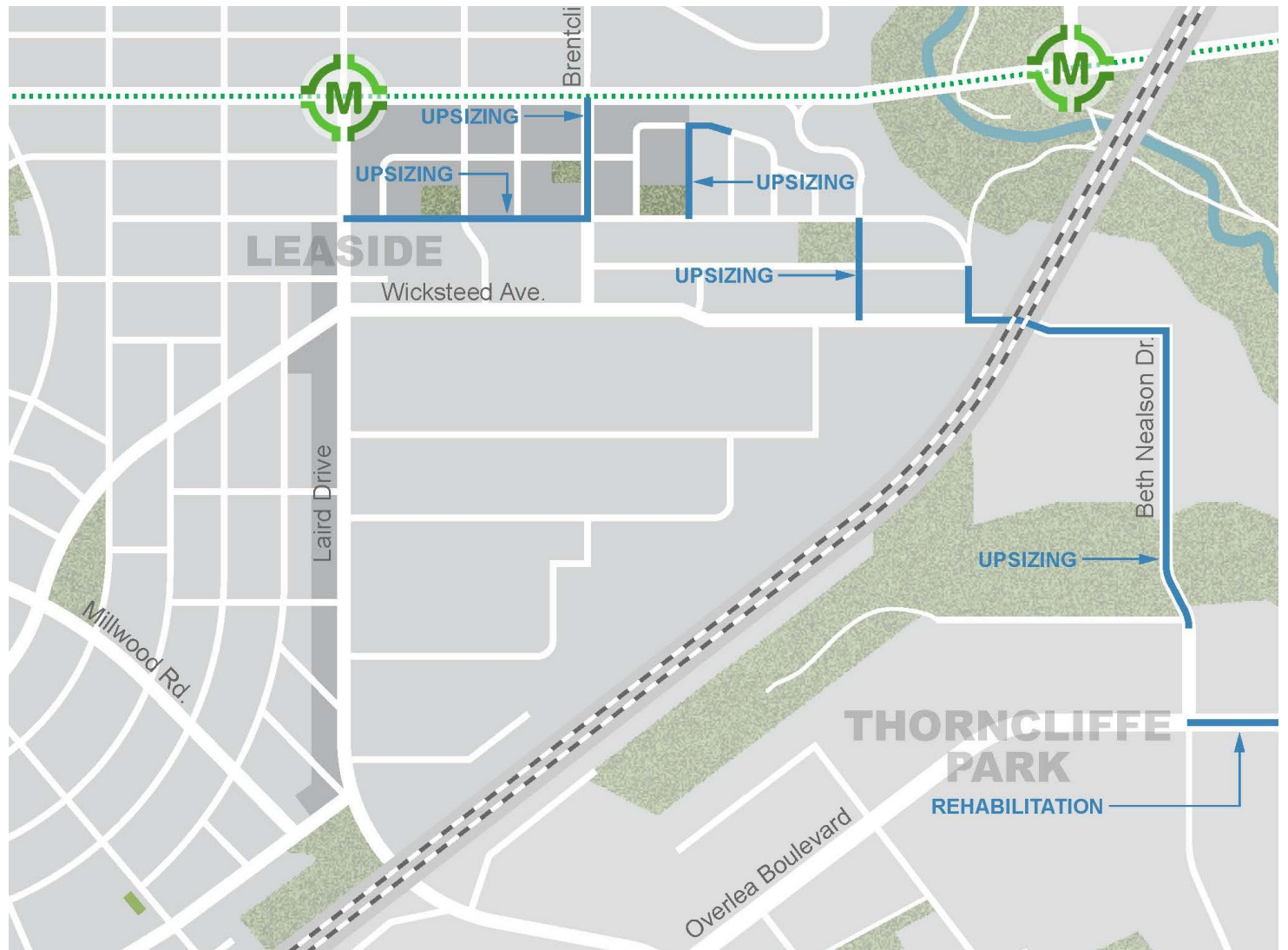


# Option 2





	<b>Study Area A</b> EGLINTON AVE. E	<b>Study Area B</b> LAIRD DRIVE
<b>Water</b>	<ul style="list-style-type: none"> <li>Any high-rise intensification will trigger increased fire flow demands and watermain upgrades (refer to “Infrastructure Upgrades”)</li> </ul>	<ul style="list-style-type: none"> <li>Stacked townhouse supportable with existing infrastructure</li> <li>Any other densities will trigger watermain improvements (refer to “Infrastructure Upgrades”)</li> </ul>
<b>Sanitary</b>	<ul style="list-style-type: none"> <li>No significant NET reduction to infrastructure due to unusually high inflow &amp; infiltration from commercial development</li> <li>Under existing conditions two segments fail to meet the City’s level of service</li> </ul>	
<b>Storm</b>	<ul style="list-style-type: none"> <li>Any development will improve existing conditions due to Wet Weather Management Flow Guidelines design requirements</li> </ul>	
<b>Combined</b>		<ul style="list-style-type: none"> <li>Development will reduce NET flow to combined sewer; No improvements necessary</li> </ul>



## Watermain upgrades due to development intensification



## Infrastructure Upgrades:

### **Sanitary upgrades required prior to Area 'A' development:**

- 2 sanitary segments between Brentcliffe Rd and Aerodrome Cres.
- Additional sanitary sewer upgrades are being implemented under the Metrolinx project, the scope of which remains to be confirmed and may include the above noted segments.

### Potential Future Investigation:

- City-led Inflow and Infiltration Study to identify Inflow & Infiltration sources contributing to sanitary flows along Eglinton Ave East;
- City-led Servicing Study to determine feasibility of separating existing combined sewers on Laird Drive into fully separated storm and sanitary infrastructure.



- Refinement of Draft Preferred Alternative;
- Preparation of Consultants' Final Report;
- Phase 4 Implementation Report by City Staff and continued Public Consultation.

