

5.0 Preferred Alternative

This section details the Preferred Alternative and all of its constituent components, including recommended:

- Preferred Alternative Structure Plan;
 - Preferred Alternative Districts;
 - Preferred Alternative Land Use Strategy;
 - Preferred Alternative Built Form Strategy.
5. Five Transit Nodes within a 250 metre radius of each of the ECLRT Stations
 6. Three Green Nodes at each of the proposed parks where they front Golden Mile Boulevard
 7. The existing north-south arterial streets with enhanced streetscapes within the existing public right-of-way.

The Preferred Alternative will continue to be refined in the final Phase of the GMSP Study where the final design and plan will be developed and included in the Final Secondary Plan Report.

5.1 Structure Plan

There are seven structuring elements that help define the characters of each district and organize land use and built form within in the GMSP Study Area (Figure 51 / Figure 52). These structuring elements are as follows:

1. Eglinton Avenue East as a multi-modal transit corridor, complete with ECLRT stations (five in GMSP Study Area), cycling facilities, and a pedestrian-oriented public realm;
2. Golden Mile Boulevard as a multi-modal street with a consistently green streetscape that changes in character as it transitions across districts;
3. A re-aligned and extended O'Connor Drive as a key additional east-west route to disperse traffic off of Eglinton Avenue East while minimizing traffic infiltration into neighbourhoods to the south;
4. Four parks serving as focal points for new districts (see section 5.2) including four major parks proposed as part of this Study (West Park, Central Park, East Park, South Park), two existing and improved parks (Victoria Park-Eglinton Parkette, Ashtonbee Reservoir Park) and a planned park (The Meadoway);

- ① Eglinton Avenue East as a multi-modal transit corridor
- ② Golden Mile Boulevard as a multi-modal street
- ③ A re-aligned and extended O'Connor Drive
- ④ Seven major parks including the proposed parkland
- ⑤ Five Transit Nodes within a 250 metre radius of ECLRT Stations
- ⑥ Three Green Nodes
- ⑦ Existing north-south arterial streets with enhanced streetscapes

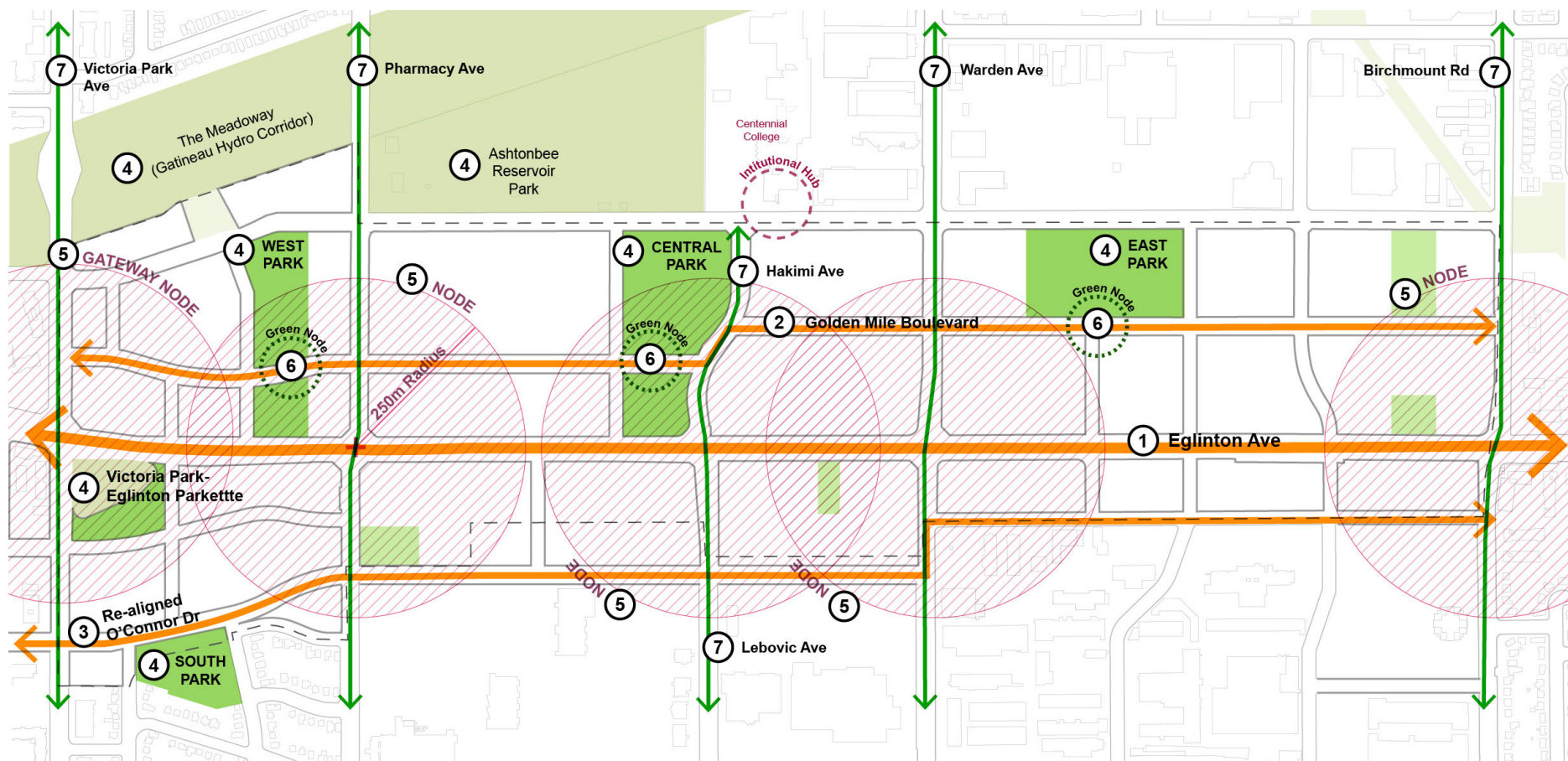


Figure 51 Structure Plan

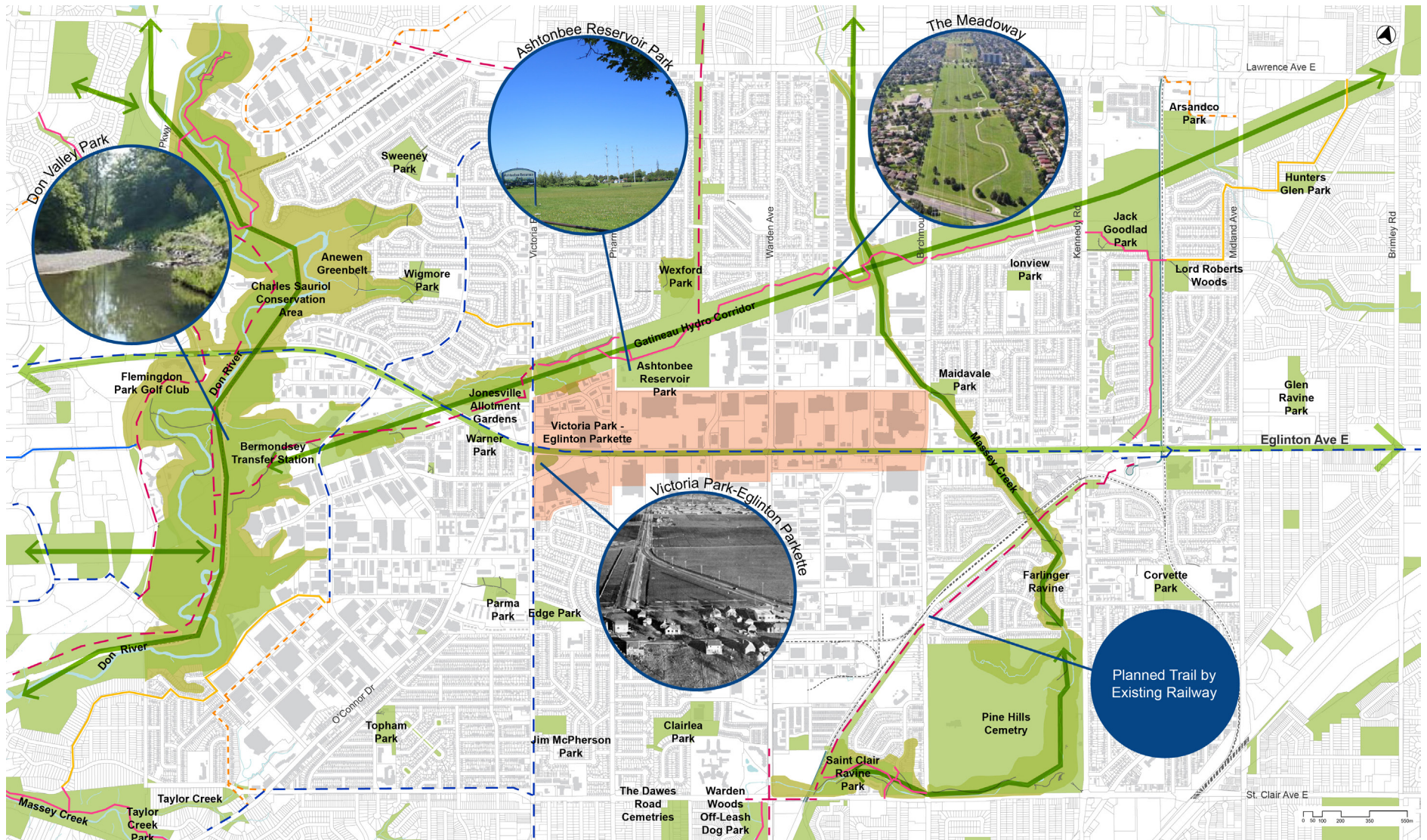


Figure 52 Regional Assets

5.1.1 Preferred Street and Block Network

The Preferred Street and Block Network (Figure 53) does not differ greatly from the Emerging Street and Block Network (Figure 15). The Preferred Street and Block Network still provides new east-west connections north and south of Eglinton Avenue East and new north-south connections throughout. The main points of difference between the two are:

- A smoother curvature of the O'Connor Drive extension as it passes through the current Eglinton Square Mall site (to avoid the existing building and allow greater flexibility in phasing);
- The re-alignment of Thermos Road to meet Sinnott Road south of Eglinton Avenue; and,
- The curvature of Golden Mile Boulevard between Victoria Park Avenue and Pharmacy Avenue.

In addition to new public streets, new fine grain connections are proposed to further break up larger blocks. These latter connections could be under public or private ownership and of various types including full streets, mews, lanes or connections with no vehicular access.

5.1.2 Preferred Street and Block Network Right-of-Way (ROW) Widths

The Preferred Street and Block Network identifies ROW widths for the proposed new and re-aligned public streets (Figure 54). A number of factors were considered in setting these proposed ROW widths, including: (1) the ability to provide wide sidewalks and street trees to achieve safe and comfortable pedestrian space; (2) the ability to provide protected cycling facilities to achieve safe and comfortable space for cyclists; and (3) the number of vehicular lanes required to provide capacity for anticipated traffic volumes.

The proposed ROW widths for new and re-aligned public streets are as follows:

- 27 metres for the new Golden Mile Boulevard and O'Connor Drive extension
- 27 metres for the Craigton Drive re-alignment
- Minimum 20 metres for all other new or re-aligned public streets, 23 metres in select locations

These proposed ROW widths will be further studied during the final Phase of the GMSP Study, with conceptual cross sections being developed for typical conditions. The planned ROW widths of all existing public streets will be maintained.

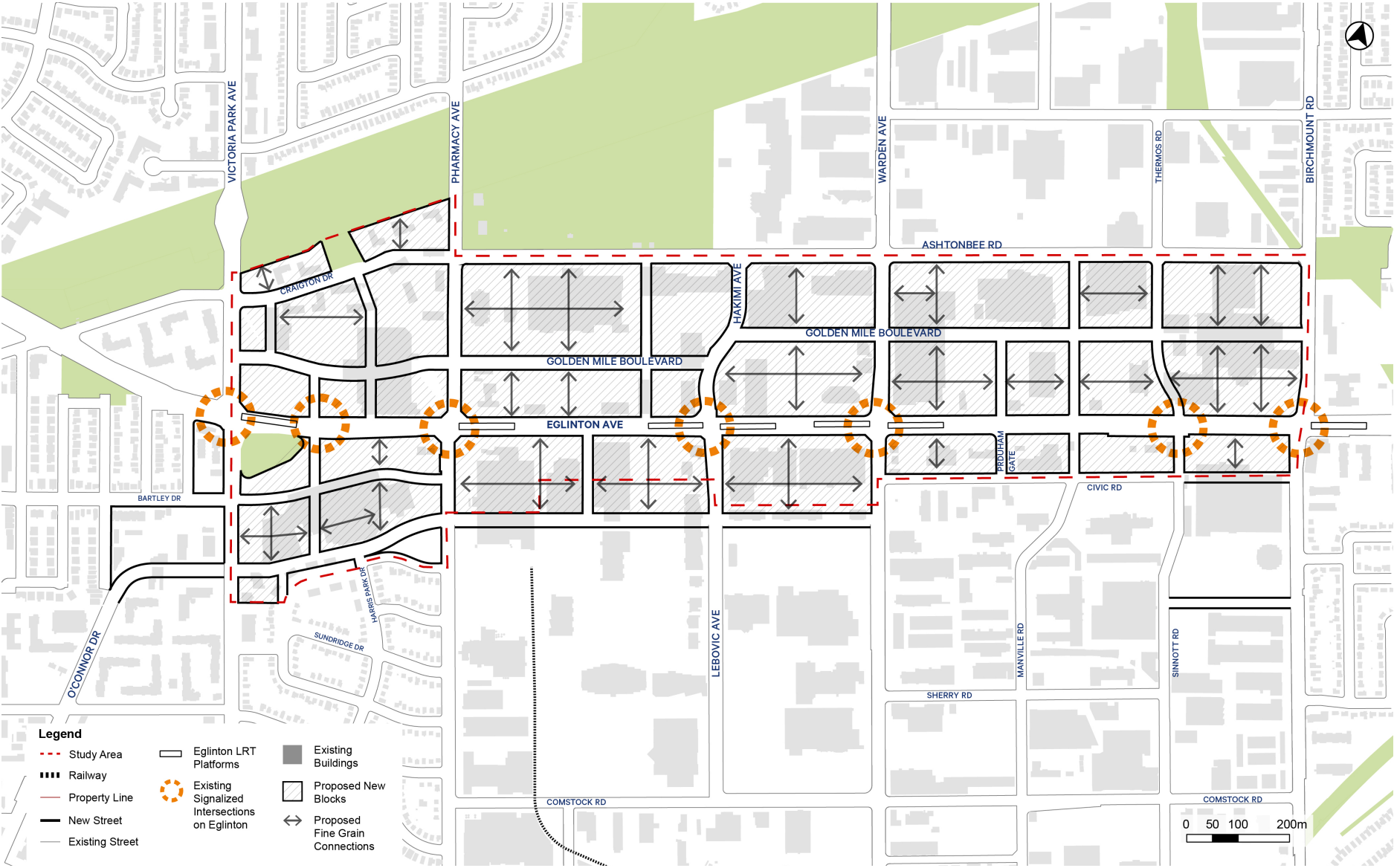


Figure 53 Preferred Street and Block Network

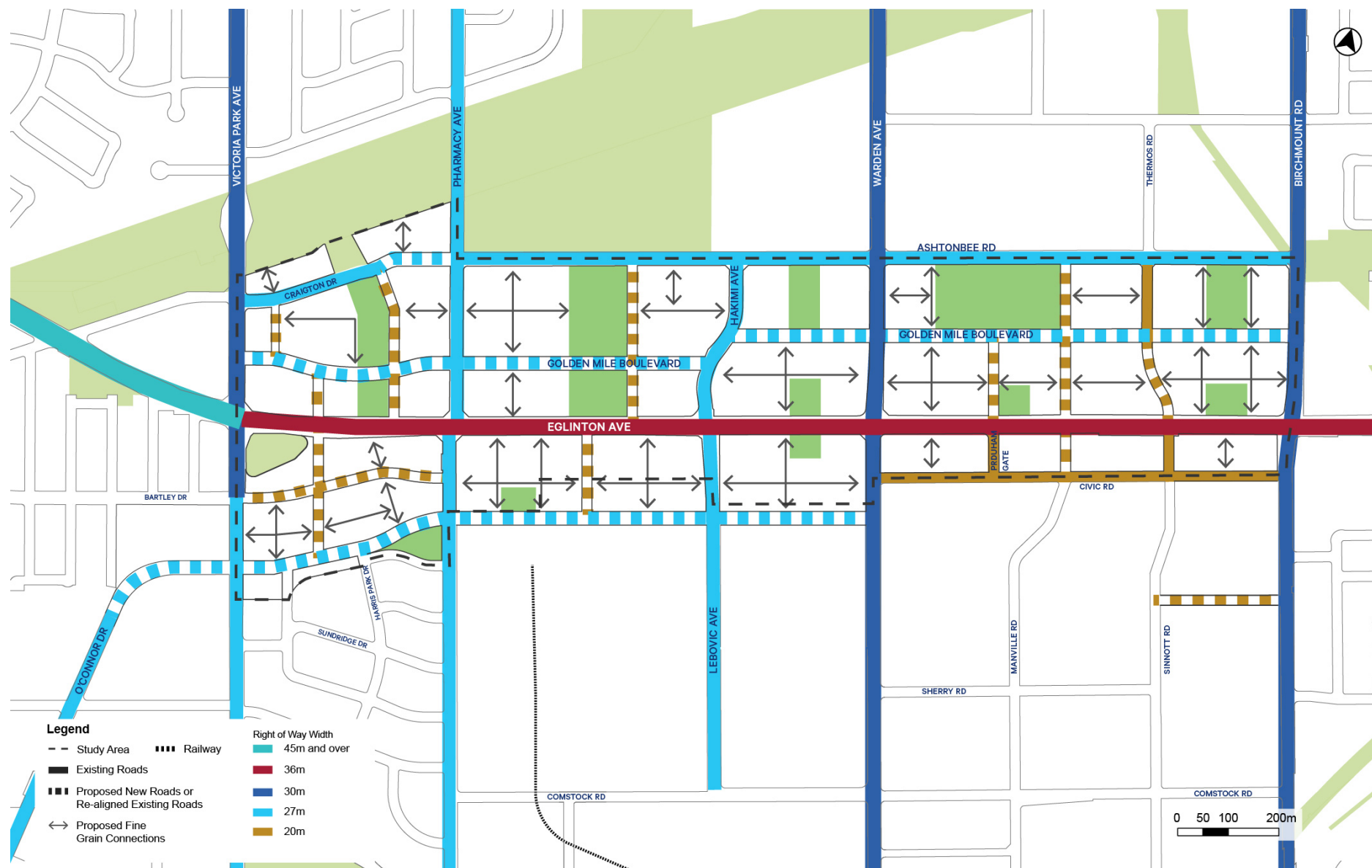


Figure 54 Preferred Street and Block Network - Existing and Proposed Right-of-Way Widths

5.1.3 Preferred Parks and Open Space Network

The Preferred Parks and Open Space Network (Figure 55) continues the themes and general arrangement of parkland as in the Emerging Preferred Parks and Open Space Network (Figure 26). The revisions were largely driven by a detailed parkland dedication study to understand dedication rates by district. During this study, the area of parkland was calculated based on 20% of net developable area of each mixed use district, excluding existing park areas. This study resulted in parkland dedication by district as follows:

- West District 4.7 hectares;
- Central District 3.5 hectares;
- East District 4.1 hectares; and,
- Employment District 2.0 hectares (2% dedication rate for lands designated *Employment Areas*).

All of the major parks (Central, East, South, and West Park) have been relocated and resized as a result of this study, and many of the small park/parkettes fronting onto Eglinton Avenue East are eliminated to offer larger, more programmable parks at key locations. The resulting area for each major park is as follows:

- West Park 2.2 hectares (47% of overall district requirement);
- Central Park 3.5 hectares (100% of overall district requirement); and,
- East Park 2.9 hectares (71% of overall district requirement).

Further study of parkland dedication rates by land owner will be undertaken in the final Phase of the GMSP Study and will result in further changes to the arrangement and size of proposed parkland.

The existing and proposed parks and open spaces will be complemented by

Privately-Owned Publicly Accessible Spaces (POPS) throughout the GMSP Study Area and will be well connected to one another through direct open space linkages and/or through enhanced green streetscapes. There is also the possibility to collocate schools and other community facilities adjacent to parks and open space, with preliminary analysis suggesting that one community centre and two new elementary schools will be required within the GMSP Study Area.

5.1.4 Preferred Cycling Network

The Preferred Alternative adds a cycling network layer to the Preferred Street and Block and Preferred Parks and Open Space Networks. The proposed cycling facilities contained within the Preferred Cycling Network will help increase the number of complete streets within the GMSP Study Area and provide active transportation connections between existing and proposed parks and open space within the GMSP Study Area and beyond (Figure 56). Key features of the Preferred Cycling Network include:

- north-south bike lanes / cycle tracks on Hakimi Avenue, on a new public street between Warden Avenue and Thermos Road, and on Birchmount Road;
- north-south trails or other cycling facilities on Pharmacy Avenue, Thermos Road, the new public street to the west of the Central Park, and along the east edge of Ashtonbee Reservoir Park; and,
- east-west trails or other cycling facilities on the Bartley Drive extension and on Golden Mile Boulevard.

The Preferred Cycling Network will be further refined following further transportation network analysis in the final Phase of the GMSP Study.



Figure 55 Preferred Parks and Open Space Network

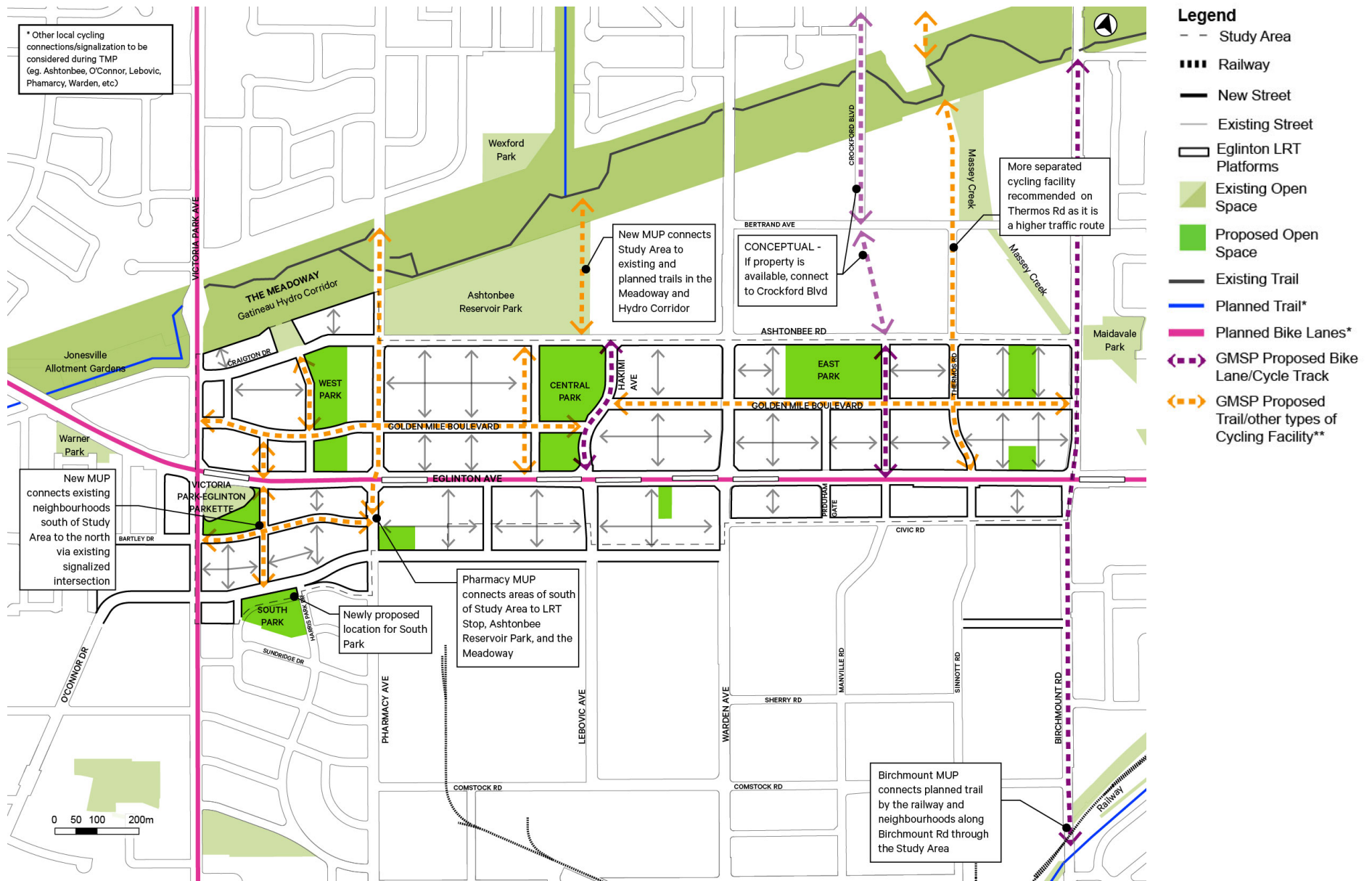


Figure 56 Preferred Cycling Network