

# 943-963 EGLINTON AVENUE EAST

## PRELIMINARY REPORT

### URBAN TRANSPORTATION CONSIDERATIONS

NOVEMBER 1, 2021

<file:///C:/Users/Owner/Downloads/943-963%20Eglinton%20-%20BA%20Transportation%20Impact%20Study%20-%20NOV%2016%202021-1.pdf>

## 2.2 SITE ACCESS AND CIRCULATION

### Proposed Roads

- Future North-South Municipal Road

A future north-south municipal road is proposed within the centre of the property and will connect Eglinton Avenue East to Vanderhoof Avenue (Street A – “Glassworks Drive”) and **continue to Research Road**. The future north-south municipal road is planned as a 2-lane local street connection with a basic right-of-way width of 18.5 metres with an 8.5-metre-wide road pavement and sidewalks along both sides of the street. The proposed new intersection at Eglinton Avenue East will be right-in / right-out with the northbound approach operating under stop control. At Vanderhoof Avenue, the new intersection will be all movements permitted with the southbound approach operating under stop control. The new road will connect once the LRT is completed. **The road will provide connectivity to existing and planned mixed-use and employment land areas.** Eglinton Avenue East will provide some traffic relief to an at-capacity Brentcliffe Road.

- New Publicly Accessible Internal (Private) East-West Connection

A new publicly accessible internal (private) east-west connection is proposed within the Site. The east-west road is proposed to extend from Brentcliffe Road in the west to the future north-south municipal road in the east (Street A – “Glassworks Drive”), approximately mid way through the Site. The future east-west connection is planned with an 8.5-metre-wide pavement width with sidewalks along both sides of the street. The internal (private) connection is proposed to support the internal operations of the Site as well as ‘look and feel’ like a municipal road to support the surrounding road network. The intersection

control of the new internal (private) east-west connection and the proposed future north-south municipal road will be an all-way stop.

- The future east-west private road centreline is proposed to align directly opposite the approved neighbouring 939 Eglinton Avenue East east-west private road on the west side of Brentcliffe Road.
- Site Related Area Road Improvements:  
**The proposed development includes several road widenings and improvements on the adjacent municipal road network to improve pedestrian boulevard conditions, better enable vehicular Site access and circulation and enhance area road operations.**
- Key changes are as follows: 1) **Brentcliffe Road right-of-way is proposed to be widened by 3.0 metres along the Site's western boundary to achieve a future 25 metre right-of-way (consistent with the Laird in Focus Urban Design Guidelines).** 2) Aerodrome Crescent is proposed to be widened by 3.0 metres at its approach to Vanderhoof Avenue (along the southeastern property frontage) to accommodate a new dedicated southbound left turn lane.

### 2.2.3 Pedestrian and Cycling Connections

Sidewalks are provided along all municipal street frontages within and surrounding the Site, as well as along the internal (private) east-west connection. A pedestrian-only connection is also provided east-west between the future north-south municipal road and Aerodrome Crescent to create a high level of pedestrian scale porosity and accessibility throughout the Site and neighbouring developments. The Site is also located immediately adjacent to the on-street bicycle lanes and pedestrian-centred public realm that will be provided through the Eglinton Connects project that will be implemented following the completion of the Eglinton Crosstown LRT and that will provide bicycle connectivity east-west across the City. The City's Laird in Focus Urban Design Guidelines also identifies a multi-use path on Brentcliffe Road and Vanderhoof Avenue as future on-street bicycle routes that will provide connectivity to / from the Site