



Taller buildings will **transition** down in height away from Eglinton Avenue East and Laird Drive.

New development will respond to views to the **LRT portal** and Don Valley.

The north side of Vanderhoof Avenue will be a treelined **green connector** linking public spaces, providing pedestrian and cycling access to the West Don River Trail network.

The **street network** will provide a fine grain of streets for all users.

Green roofs and bird-friendly glazing will reflect the latest Toronto Green Standard and sustainability practices.

2.2 AREA B - LAIRD DRIVE



The Millwood **gateway** will link community facilities for new and existing residents.

Buildings will promote **design excellence** through appropriate materiality, articulation and response to the existing built heritage and streetscape, giving identity to Laird Drive.

Laird Drive will be a vibrant and unifying **main street** that integrates with the broader Leaside community.

The Laird and McRae **gateway** will expand the public realm through landscape enhancements, spillout areas, and commemorate Leaside's history.

Cycling facilities and **wider sidewalks** will promote access for all users to and from the new transit station and create a unified streetscape on both sides of Laird Drive.



Mid-rise buildings will appropriately frame Laird Drive, with landscaped front and rear setbacks.

Heritage buildings will be retained and conserved, respecting the historic character of Leaside while evolving to meet the needs of future residents and businesses.

A high quality and well connected **public realm** will contribute to a walkable, cycleable, landscaped neighbourhood.

3.0 Public Realm

- 3.1 Streets**
- 3.2 Parks and Open Space**
- 3.3 Gateways**
- 3.4 Setbacks**

The network of parks and open spaces will be linked by streets, parks, open spaces and pedestrian walkways. Redevelopment and intensification presents the opportunity to contribute to a range of new high-quality parks and public spaces that provide a setting for civic and community life by enhancing the identity and character of an area.

Along Laird Drive, key intersections will promote an extension of the public realm in lieu of park spaces, and will serve as gateways into and out of the community.

3.1 STREETS

The lands east of the new transit station are composed of large parcels that will require new local streets to facilitate redevelopment and improve movement through the new community, adjacent employment area, and the Don Valley.

New streets provide the framework for determining the size of development parcels, and the resulting scale and form of buildings. A finer grid of streets improves safety, visibility, and legibility for all users, and provides better access and address for new buildings.

No new streets are proposed as part of Laird Drive Area B. However, parking access is encouraged to be provided from local streets, public lanes, and/or shared private driveways, at the rear of properties, to ensure that Laird Drive achieves the vision of creating a thriving main street promenade.

Guidelines

1. All streets are to be designed as “Complete Streets”.
2. The street network shall connect to the surrounding street system to provide numerous, convenient, safe, pedestrian and cycling routes linking key destinations within and beyond the area with direct connections to the Eglinton Crosstown Light Rail Transit Station.
3. Provide high quality streetscapes and linkages that enhance the pedestrian and cyclist experience.
4. Divide large land parcels with streets to promote a connected and accessible grid to safely and easily access buildings.
5. Encourage smaller, similarly sized development blocks as found in Leaside, which allows development to integrate with the community.
6. Servicing and vehicular access will be integrated within the building massing and minimize impacts on the public realm network.
7. Building setbacks (see 3.4) on private property will expand the perceived public realm for retail and residential groundfloor uses, and support spillout activities.



Laird envisioned as a main street lined with mid-rise buildings.



The creation of a double-row of trees, like this one on Toronto's Esplanade, will help realize the Eglinton Promenade.



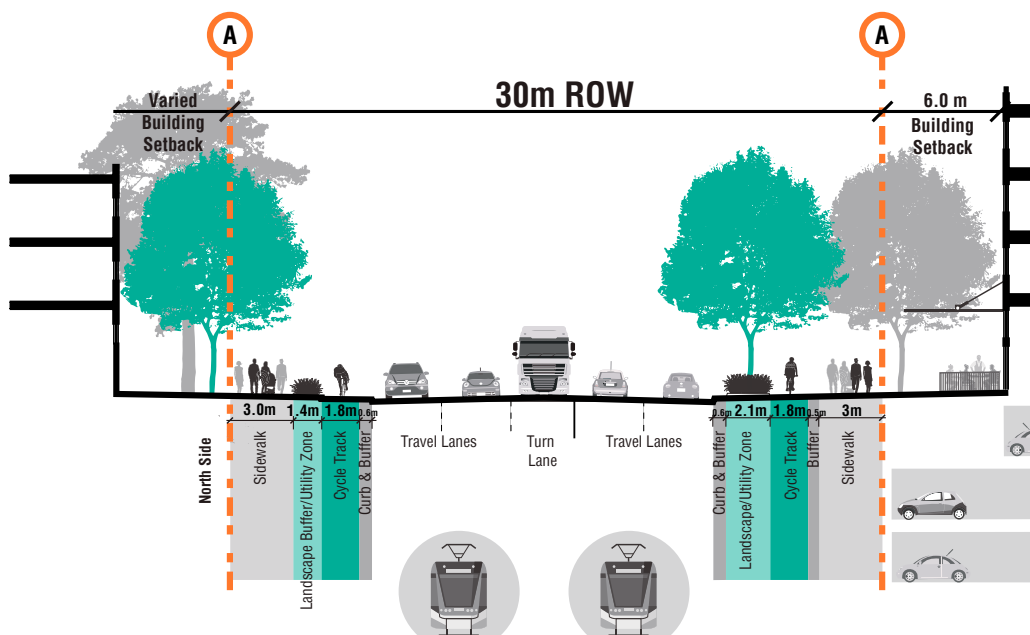
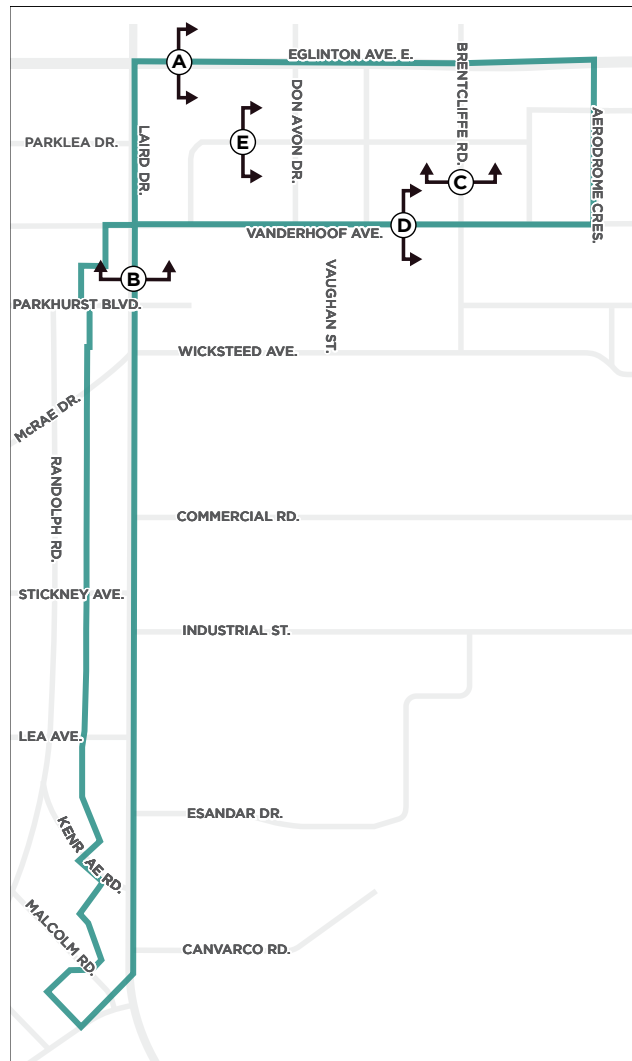
New employment buildings will have high quality entry canopies, furniture, and enhanced landscaping, that can support spillout activities. Photo: Claudia Dreysse.

3.1.A. Eglinton Avenue East Guidelines

The Eglinton promenade will accommodate all users, retail activity, and the creation of a continuous high-branching tree canopy. Eglinton Avenue East will function as the primary east-west street and provide clear and direct movement that extends from Laird Drive to the West Don River Trail.

- i. Eglinton Avenue East will have a right-of-way width of 30 metres.
- ii. Realize the Eglinton Avenue promenade by providing a continuous minimum 3m wide sidewalk on both sides of the street.
- iii. Provide dedicated cycle facilities at the same level as the sidewalks on each side of the street, as per the Eglinton Connects streetscape vision.
- iv. Accommodate a planting area, utilizing green strategies and un-compacted soil to allow for the healthy growth of high-branching trees.
- v. Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- vi. Incorporate street furniture and bike share stations at an appropriate spacing, and in proximity to entrances of buildings, drop off locations, and transit stops.

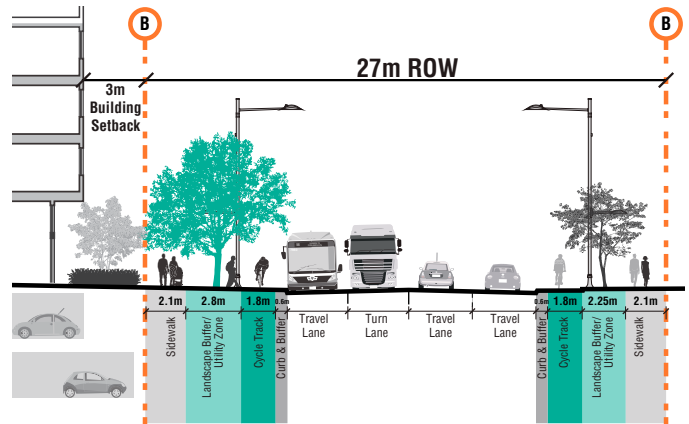
Street Cross-Section Key Map



3.1.B. Laird Drive Guidelines

Laird Drive will be designed as an enhanced main street with public realm enhancements and cycling facilities.

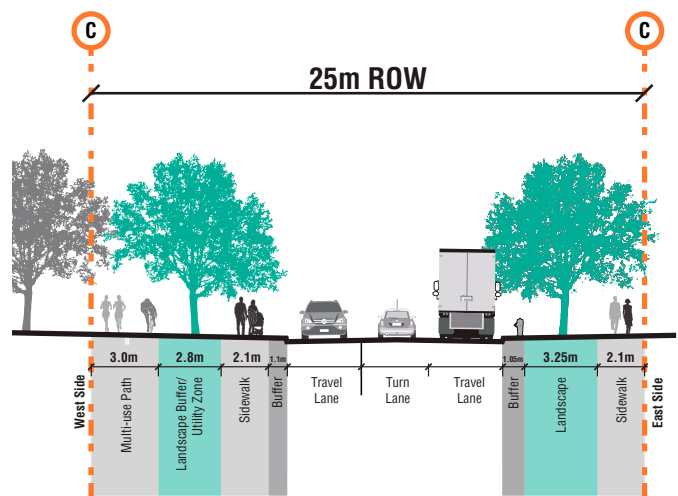
- i. Laird Drive will have a right-of-way width of 27 metres.
- ii. Accommodate a minimum 2.1m sidewalk on both sides of the street. *(further study is required where there is potential impacts to cultural heritage resources)
- iii. Integrate transit stops into the streetscape design by ensuring adequate spacing from street trees.
- iv. Provide a dedicated cycle track at the same level as the sidewalks on each side of the street.
- v. Locate service access for development at the rear of the property off local streets, public lanes, and/or shared private driveways.
- vi. Accommodate an enhanced public realm through street furniture and viable street tree planting at an appropriate spacing to ensure healthy growth and continuous canopy.
- vii. Accommodate outdoor seating and spill out areas for retail and transit users.



3.1.C. Brentcliffe Road Guidelines

Brentcliffe Road will support the movement of goods from the surrounding Leaside employment area, and will ensure the pedestrian experience is safe, comfortable and accessible.

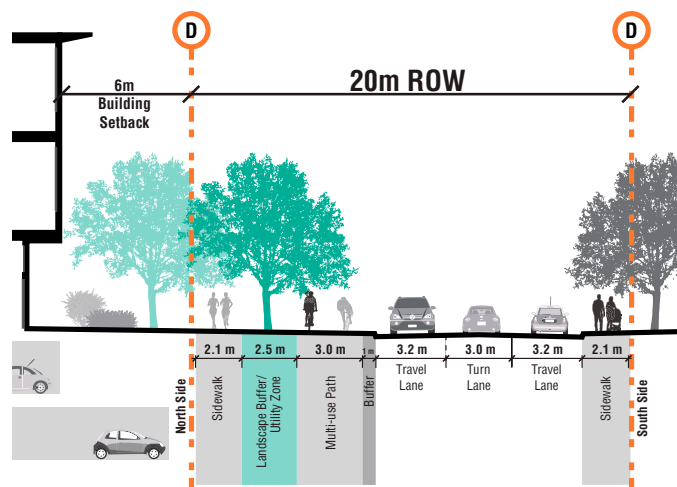
- i. Brentcliffe Road will be a Minor Arterial with a right-of-way width of 25 metres.
- ii. Provide sidewalks on both sides of the street with minimum width of 2.1 metres.
- iii. Support the movement of goods from the abutting employment area.
- iv. A multi-use path and sidewalk will be provided on the west side, south of the new Mid-block street, connecting the Vanderhoof Multi-Use Path to the proposed park.



3.1.D. Vanderhoof Avenue Guidelines

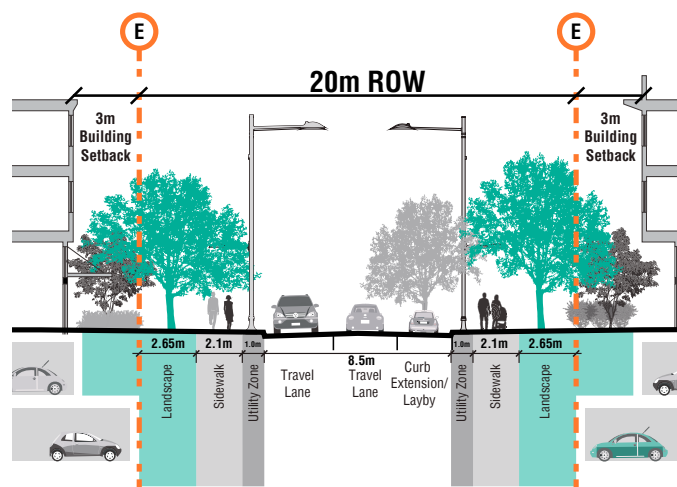
Vanderhoof Avenue will be a green street lined by employment uses. Employment buildings will accommodate extra landscaping and enhanced spillout areas, to contribute to this green character.

- i. Vanderhoof Avenue will have a right-of-way width of 20 metres.
- ii. Provide sidewalks on both sides of the street with a minimum width of 2.1 metres.
- iii. Transform Vanderhoof Avenue into a park connector with a widened tree lined boulevard on the north side of the street.
- iv. On the north side of the street, provide a 6m landscaped setback that can accommodate spill out areas between the public realm and private realm for any ground-related employment uses.
- v. Provide a minimum 3m multi-use path on the north side that connects Laird Drive and future identified public parks, to the Don Valley Ravine system.



3.1.E. New Local Streets Guidelines

- i. New Local Streets within Area A, including Don Avon Drive, will have a right-of-way width of 20 metres.
- ii. Provide a minimum 2.1m sidewalk on both sides of the street.
- iii. New streets shall be designed to accommodate a 2.65m enhanced landscaped area to further delineate transition of the public realm to the private realm.
- iv. In addition, provide a 3m landscaped area in the private setback that can accommodate spill out areas and/or landscape for ground-related uses.
- v. Anticipate potential extension of the street network to connect with the adjacent Employment area through larger development blocks.
- vi. Locate servicing accesses off local streets to have minimal impacts on the public realm, parks and nearby POPS.



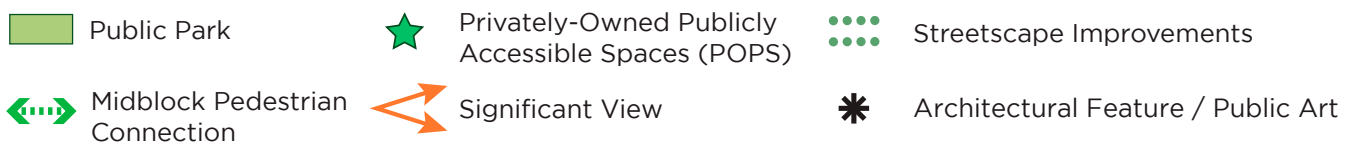
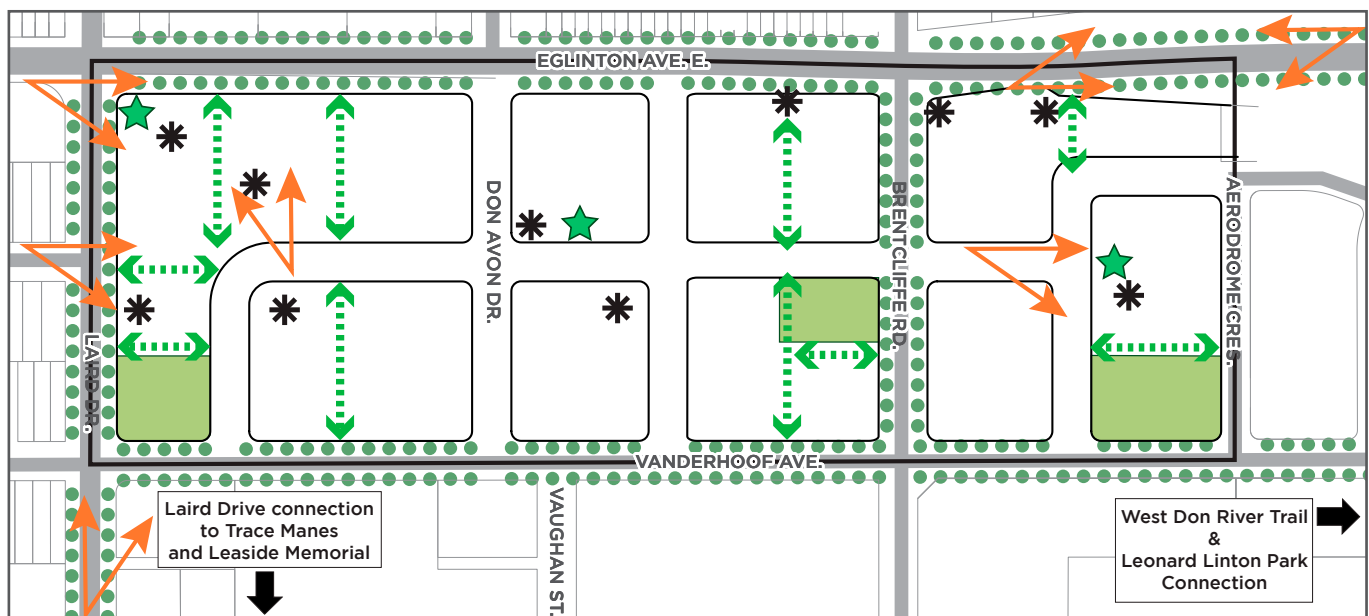
3.2 PARKS AND OPEN SPACE

New parks will define the character of Area A. Parks and open spaces may generally be located along the south portion of Area A near Vanderhoof Avenue to allow for good sky view and exposure to sunlight with minimal shadow impacts. Development opportunities will expand upon the public realm network, linking to existing Leonard Linton Park, and improving access to the West Don River Trail.

While the scale and programming of these spaces will vary, there will be an opportunity to extend the character of Leaside through the use of common elements and material cues. Wayfinding signage and heritage interpretation should all be consistently applied throughout the Laird in Focus Area. Furniture, lighting and surface treatments should complement the surrounding development.

Guidelines

1. Create new parks and open space networks to provide a range of shared uses and programming opportunities linked by existing and new streets.
2. Prior to the redevelopment of any parcel on a large block provide a conceptual Block Plan for the comprehensive redevelopment of the entire block, which includes a comprehensive public realm plan illustrating streets, parks, open space and POPS.
3. Parks will be located in areas with maximum exposure to sunlight and daylight.
4. Parks will be located in areas that have minimal environmental remediation needs.
5. Parks will provide high quality design and adhere to Crime Prevention Through Environmental Design (CPTED) principles, be sustainable and provide a sense of place for residents.
6. For larger development sites, wayfinding signage will be utilized, commemorating and interpret Leaside heritage.





Leonard Linton Park is an established, well-utilized community asset for both the residential community, and employment community south of Vanderhoof Avenue.



Gibson Square, North York Toronto. Buildings frame a large green corner plaza and garden.



Parc du Bassin-à-Gravier anchors new residential communities adjacent to Montreal's industrial neighbourhood of Griffintown. Photo: Rene Saint-Louis.



Pancras Square, London, UK – Significant views enhance the experience of a public space. A large landscaped plaza is framed by buildings, and a significant view is provided from a gateway entry off the main street.



A gateway crossing into the Don Valley Ravine can be provided at the eastern terminus of the Vanderhoof Green Connector, similar to the Pottery Road Crossing in Toronto.

Privately Owned Publicly-Accessible Spaces (POPS)

Privately Owned Publicly-Accessible Spaces (POPS) are a specific type of open space intended to complement the City's public parks, open space and natural areas; not replace them. POPS will act as an extension of the public realm within private property. Urban plazas, courtyards, and mid-block connections can all form POPS.

1. The development of POPS are encouraged at ground level in prominent locations to add to the public realm network.
2. POPS will be designed in relation to local needs, serving retail and residential uses, complimenting the public open space network.
3. POPS will be designed using high quality, durable materials, that can endure all season weather conditions.



POPS will employ high quality material treatments, incorporate landscape elements, public art, lighting and seating opportunities. Retail activity spills out around an active POPS at Shops at Don Mills, Toronto.

Public Art Guidelines

1. Public Art will be sited within both public and private open spaces and prominent locations providing a community focus that will contribute to placemaking and identity.
2. The provision of Public Art will be carried out in compliance with the City of Toronto Percent for Public Art Program Guidelines. Implementation and placement should be coordinated through a Public Art Plan for the redevelopment block.
3. Leaside's industrial and historic narrative should be considered to inform the public art process, with materials that could build upon or contrast the existing character.



Public Art will give identity to the new neighbourhood and draw people within new Privately-Owned Publicly Accessible Spaces. Opportunities should be explored to honour Leaside's rich heritage.

3.3 GATEWAYS

Local site geometry, unique conditions, prominent corners and pedestrian flows present a number of opportunities where special treatment and consideration should be provided.

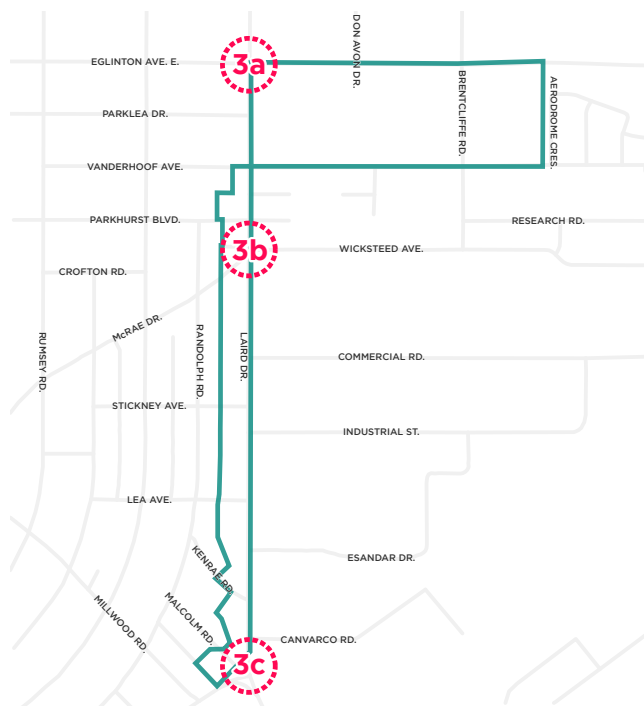
1. Gateways with public realm enhancements within the right-of-way, special architectural articulation and treatments (including but not limited to stepbacks, overhangs, cantilevers, collonades and canopies) can achieve high quality civic outdoor amenity spaces at strategic locations.
2. Three gateways have been identified where there is potential to articulate the intersections as distinct places to stop, linger and contribute to the creation of a vibrant street life:



The new Laird and Eglinton gateway square will incorporate transit facilities into new buildings, integrating with adjacent POPS to create a grand civic space and entry to the new community.



The Laird and McRae Gateway will enhance the intersection design by utilizing curb extensions, landscaping, and street furniture.



3a. Laird Drive at Eglinton Avenue East

The Eglinton gateway will act as a new urban square adjacent to Laird LRT station, and help link the established north and south Leaside communities. New buildings will anchor the urban square by providing iconic architectural treatments that address this prominent corner.

3b. Laird Drive at McRae Drive

McRae Drive provides a direct connection to Yonge Street as it extends west of Bayview Avenue as Merton Street. The acute angle of McRae Drive at Laird Drive creates an opportunity to enhance the intersection and make it more pedestrian friendly, providing opportunities to relay the history and built heritage of Leaside.

3c. Laird Drive at Millwood Road

Leaside Memorial Gardens anchors the southwest corner and is the southern entry point into the Laird Area B. A redesign of the intersection of Malcolm Road and Millwood Road can result in an extended urban plaza and a wider boulevard in front of the Leaside Memorial Gardens arena.

3.4 SETBACKS

Setbacks will enlarge the usable space of the street, providing areas for pedestrians, spill-out activities, and landscaping. Landscaped setbacks are an integral defining features of Leaside, and new buildings will use setbacks to build upon this character.

Guidelines

Area A

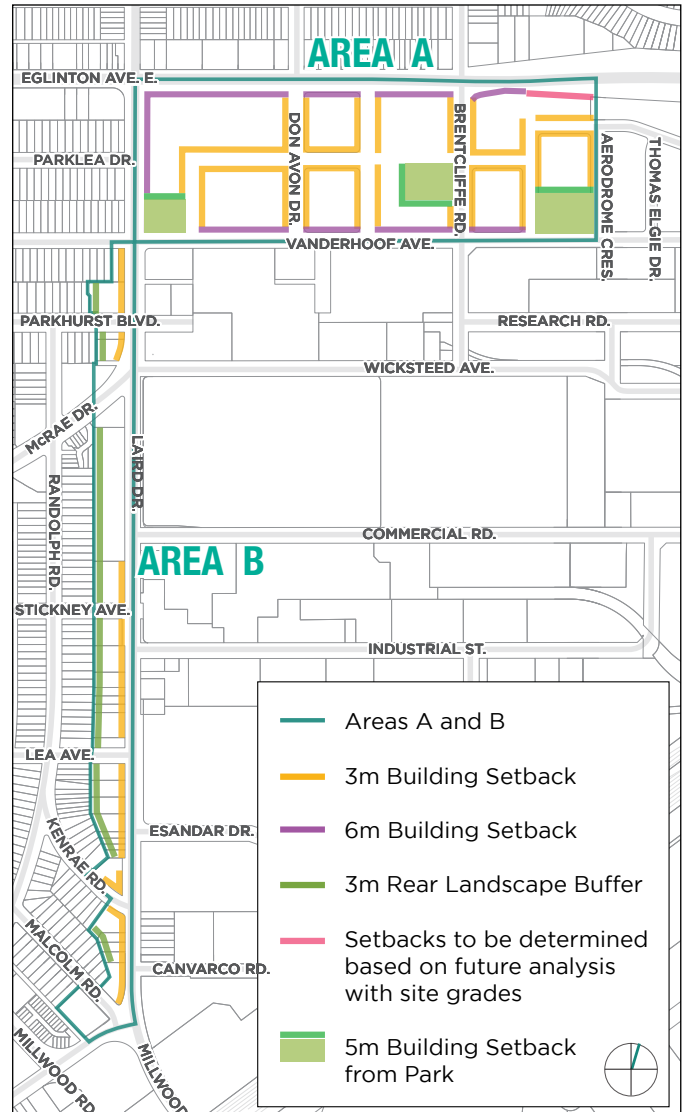
1. New buildings along Eglinton Avenue East, Laird Drive, and Vanderhoof Avenue are to be set back 6 metres.
2. Along local streets, the setback of new buildings is to be 3 metres.
3. Cantilevers, colonnades, canopies and building overhangs may be contemplated over a small portion of setback areas at key locations to highlight building entrances, frame important spaces, or provide views through larger blocks.



Architectural Features can contribute to the public realm. Northside Library, Columbus, Ohio, US.



The ground floor of buildings can be further setback to create generous expansions of the public realm, and reveal sightlines through larger blocks to increase safety. Pancras Square, UK.



Area B

1. New buildings along Laird Drive south of Vanderhoof Avenue, are to be setback 3 metres, including the first level of below-grade parking to provide increased soil volumes which can accommodate large growing trees.
2. All primary entrances are to be located and directly accessible from Laird Drive.
3. A 3 metre landscaped buffer is to be provided from the rear property line to accommodate high branching trees, and increased soil volumes.