**TABLE OF CONTENTS**

Executive Summary ........................................... 5

1.0 Study Overview ........................................... 17
   1.1 Study Boundaries ........................................... 19
   1.2 Study Objectives ........................................... 19
   1.3 Description of Methodology and Process ................. 20
   1.4 Community Consultation Summary ......................... 21
   1.5 Cultural Heritage Assessment .......................... 23

2.0 Inventory and Background ................................ 25
   2.1 Planning Context .......................................... 26
   2.2 Existing and Emerging Context .......................... 32
   2.3 Streetscape and Public Realm Context ................... 36
   2.4 Transportation Analysis ................................ 37
   2.5 Servicing Analysis ....................................... 40

3.0 Vision and Goals for the Study Areas .................... 43
   3.1 Vision for the Study Area ................................ 44
   3.2 Goals for the Study Area ................................ 45

4.0 Towards a Draft Emerging Preferred Alternative ........ 47
   4.1 Process Overview .......................................... 48
   4.2 Summary of Alternatives ................................ 50
   4.3 Evaluation of Alternatives ............................... 54
   4.4 Draft Emerging Preferred Alternative Plan ............. 59
   4.5 Summary of Streetscape Approach ........................ 61

5.0 Preferred Alternative ...................................... 63
   5.1 Implementation of Goals through 10 Guiding Principles and Moves ........................................... 65
   5.2 Structure Plan for Study Areas A and B ................. 69
   5.3 Study Area A .................................................. 69
   5.4 Study Area B .................................................. 90
   5.5 Streetscapes .................................................. 97
   5.6 Urban Design Recommendations .......................... 107

6.0 Mobility Plan .............................................. 111
   6.1 Preferred Mobility Plan: Shifting Away from Vehicles - A Balanced Approach ......................... 114
   6.2 Recommended Mobility Plan: Key Findings ............... 115
   6.3 Implementation Plan: Phasing ............................ 116
   6.4 Implementation Plan: Other Requirements ............... 117
   6.5 Pedestrian Network ........................................ 118
   6.6 Cycling Network ........................................... 119
   6.7 Transit Infrastructure ...................................... 119
   6.8 Travel Demand Management and Innovative Mobility Strategies ........................................... 120
   6.9 Parking Strategies ......................................... 120
   6.10 Goods Movement .......................................... 121
   6.11 Vehicular Network ........................................ 121
   6.12 Transportation Recommendations ...................... 122

7.0 Servicing Analysis .......................................... 125
   7.1 Preferred Alternative ...................................... 126
   7.2 Objectives .................................................... 126
   7.3 Background Review ........................................ 126
   7.4 Existing Infrastructure .................................... 127
   7.5 Implementation ............................................. 128
   7.6 Hydrogeology and Groundwater .......................... 132
   7.7 Cost Estimate of Recommended Improvements ........ 132
   7.8 Servicing Recommendations .............................. 133

8.0 Implementation Strategy .................................... 135
   8.1 Introduction ................................................ 136
   8.2 Employment Area Strategy ............................... 137
   8.3 Affordable Housing Strategy .............................. 138
   8.4 Community Services and Facilities Strategy ........... 138
   8.5 Phasing Strategy .......................................... 139

9.0 Summary ...................................................... 141

Appendices
   A. Planning and Urban Design ................................  A.i
   B. Transportation ...............................................  B.i
   C. Servicing ....................................................  C.i
EXECUTIVE SUMMARY

The Laird in Focus Study was initiated in response to the construction of the Eglinton Crosstown Light Rail Transit (ECLRT) line including a new underground Light Rail Transit (LRT) station at Laird Drive and Eglinton Avenue East. In recent years there has also been an increase in development activity in the Laird Drive and Eglinton Avenue East area. The Laird in Focus Planning Study adjacent to the Laird Drive LRT station provides a vision and framework as well as recommendations for the redevelopment of properties in proximity to the Laird LRT Station.

The entire Study Area is comprised of 117 hectares of land bounded by the CP rail corridor along its eastern and southern edges, Eglinton Avenue East to the north, and, to the west, properties 1/2-block in depth along the west side of Laird Drive. “Employment” uses occupy 103 hectares, with most of the remaining land designated for “mixed use”. The Study Area and its immediate adjacencies form the basis of the transportation component of the study while two sub-areas, one along Eglinton Avenue East (Study Area A) and the other along the west side of Laird Drive (Study Area B), comprise the planning, urban design, and servicing component of the study.

The objective of the Laird in Focus Study is to develop a vision and framework that will guide new development and changes in the area. Building on this vision and framework, the Study provides recommendations regarding land use, planning, built form, public realm, heritage, movement, and servicing, which will inform City policy and guidelines for the area. This study provides appropriate goals, objectives, and performance standards for new development.

Description of Methodology and Process

Carried out over the course of 18 months, this study consisted of meetings, open houses, presentations, workshops, drop-ins, and other public events. The plans that emerged are the result of an iterative process involving the public, advisory panels, City staff, and the Consultant Team. Along each step of the way, plans were revised and refined to reflect input from the participants. The final plan and its supporting recommendations are the culmination of ideas and suggestions contributed by the public, stakeholders, City staff, and the Consultant Team.
Vision for Study Area

Through a broad-based public consultation program, the following vision was crafted to guide future development in the study area:

The Laird in 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 and workers. 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 East will have a high quality connected public realm of streets, blocks, parks, and community amenities, and create a walkable, landscaped neighbourhood.

Goals

The vision for the study area is further articulated through 5 goals:

1. Create a vibrant and unifying main street that integrates with the broader Leaside community and is accessible to all people in all modes of travel.

2. Respect the historic character of Leaside, while evolving to meet the needs of future residents and businesses.

3. Establish a high quality and well-connected public realm, contributing to a walkable, cycle-able, and beautifully landscaped neighbourhood.

4. Ensure there is an appropriate link between the consideration of development proposals and the required investments in service infrastructure and community facilities.

5. Support the investment in transit and ensure that the consideration of development proposals is linked to the ability of the transportation network to accommodate growth.

Implementation of Goals through 10 Guiding Principles and Moves

Each Guiding Principle builds on the five Goals and is strengthened by the recommendations of this plan. Taken together, they reinforce and complete the Vision.

1. Protect Neighbourhoods

2. Provide a Transition in Height

3. Create New Local Public Streets

4. Create New Parks and Open Spaces

5. Build Community Facilities

6. Realize the Eglinton Avenue Promenade

7. Re-invent Laird Drive as a Main Street

8. Transform Vanderhoof Avenue into a Green Connector

9. Build a Cycling Network

10. Support Employment Lands

Structure Plan for Study Areas A & B

The Structure Plan is comprised of streets and blocks; parks and open spaces; vehicular, pedestrian and cycling movement networks; gateway opportunities; and areas identified for taller development. The plan is a graphic representation of the main ideas underpinning the demonstration (recommended) plan and provides a conceptual framework for the underlying “10 Guiding Principles and Moves” as well as for the associated urban design guidelines.
Study Area A
Demonstration Plan
The Study Area A Demonstration Plan incorporates a network of new public streets, parks and open spaces, with pedestrian and cycling connections from Leaside to the ravine system. Public realm improvements, mid-rise building elements and active ground floor uses along Eglinton Avenue East and Laird Drive will create a new experience for the residents and employees who will live, work and play in the area. A potential new community facility, located in proximity to Laird Drive and the transit station, and linked by plazas, parks, and open spaces, will create a destination for new and existing residents. Taller building elements,
falling within an arc of height transition, are sited away from Laird Drive and Eglinton Avenue East with the tallest buildings located nearest to the LRT station. New office buildings, located on the north side of Vanderhoof Avenue, complement the existing business park to the south, taking advantage LRT station access.

**Study Area B**

**Demonstration Plan**
The Study Area B Demonstration Plan illustrates the mid-rise development potential of the area. The Plan incorporates a new streetscape that replaces driveways, parking pads and substandard sidewalks with cycle tracks, widened sidewalks, landscaped setbacks, and greenery. A consistent 4-storey street wall, set back from the property line, provides space for additional landscaping and spillover from non-residential ground floor uses. The vibrant, revitalized main street will link the existing Leaside Memorial Gardens with a new proposed community facility south of Eglinton Avenue East. Applied angular planes to both the rear yards and front yards of the properties results in a built form that transitions between the employment area to the east and the low-rise residential neighbourhood to the west providing good sunlight and sky views. A network of public lanes or shared private driveways at the rear of the properties will remove curb cuts along Laird Drive improving pedestrian safety and vehicular movement. Landscaping and fencing will screen these views from adjacent residential properties.