

Heritage

The **Laird Focus Area Cultural Heritage Resource Assessment Report** (prepared by EVOQ Architecture) was done concurrently with the **Laird in Focus Planning Study**. This study identifies a number of cultural heritage resources within the study area for inclusion on the City of Toronto's Heritage Register. These properties include:

- 66 Laird Drive;
- 68-70 Laird Drive;
- 72 Laird Drive;
- 96 Laird Drive; and
- 180 Laird Drive.



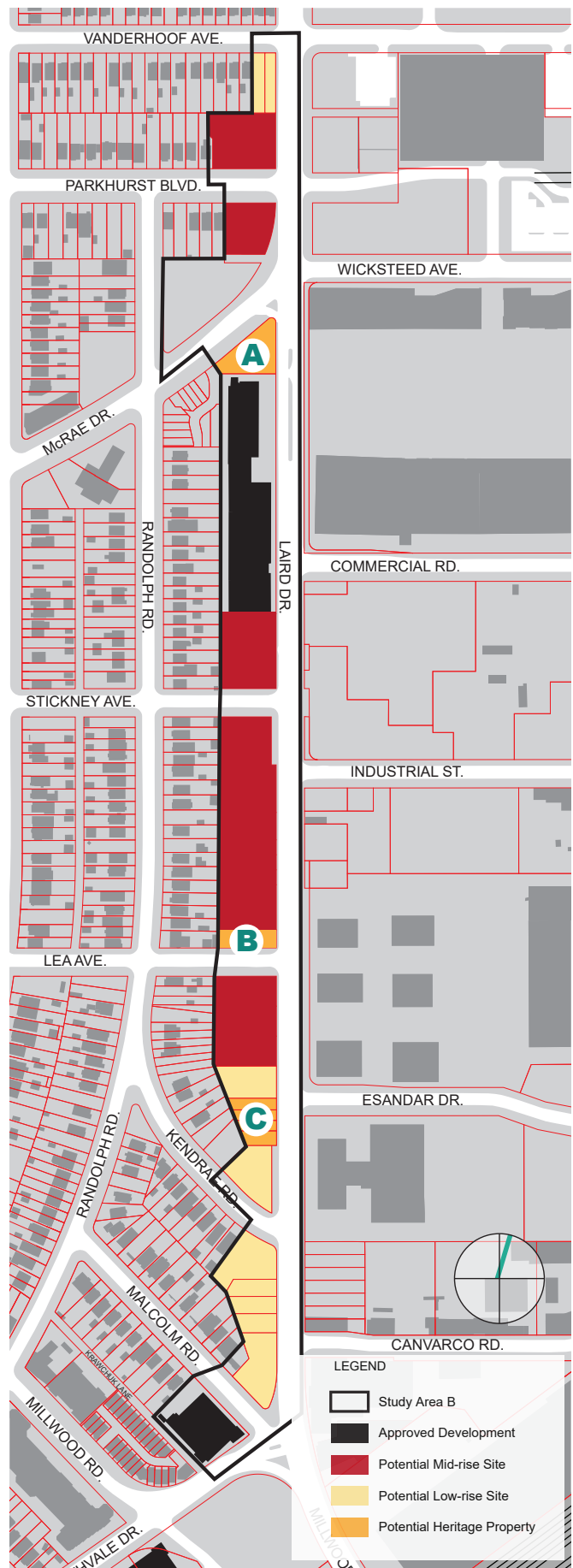
180 Laird Drive



96 Laird Drive



66, 68-70, and 72 Laird Drive



Sites identified as potential heritage sites

Streetscape Demonstration Plan

Study Areas A and B possess distinct characteristics through their size of parcels, relationships to transit and existing street network, and proximity to neighbourhood designated lands. The common thread linking them together will be a unifying streetscape strategy that includes identifying gateway and public realm improvements, as well as street rights-of-way cross-sections. Laird Drive is the spine supporting not only the two areas but also connecting existing and future public entities: Leaside Memorial Gardens and the Eglinton Crosstown LRT Station and, by extension, a future community facility. Intersecting Laird Drive is Vanderhoof Avenue as well as Eglinton Avenue. Each plays an important role in providing a continuity of character throughout the area. Designed as “Complete Streets” (i.e. public environments designed for people, placemaking, and prosperity) each will facilitate the movement of pedestrians, cyclists and surface transit thereby shifting the modal split away from car-dependent travel.

Gateways

The accentuation along Laird Drive on non-vehicular activities should be further emphasized at key intersections that serve as gateways into and out of the community or as transition spaces between different character areas. Gateways provide opportunities to incorporate supportive active transportation infrastructure, such as bike share and bike parking facilities, as well as street furniture amenities. Three such nodes have been identified:

Laird Drive at Eglinton Avenue E. is proposed as the northern gateway into the community bridging both North and South Leaside while anchoring the new community to the southeast.

Laird Drive at McRae Drive/Wicksteed Avenue is a significant crossroad with an opportunity to enhance the intersection and relate the landscape treatment to the building and, by extension, to Leaside’s history.

Laird Drive at Millwood Road is a heavily traversed intersection. Anchored at its southwest corner by Leaside Memorial Gardens it delineates the southern limit of the former village.

Typical Road R.O.W. Cross-sections

The proposed cross-sections for existing and new streets in the area acknowledge the modal hierarchy adopted by this plan. Typical cross-sections for streets within the area will include sidewalks, cycling facilities (i.e. cycle tracks or multi-use paths), greenery, landscaped setbacks with spill over opportunities for ground related uses, and vehicle travel lanes that support both the movement of personal vehicles and goods movement.



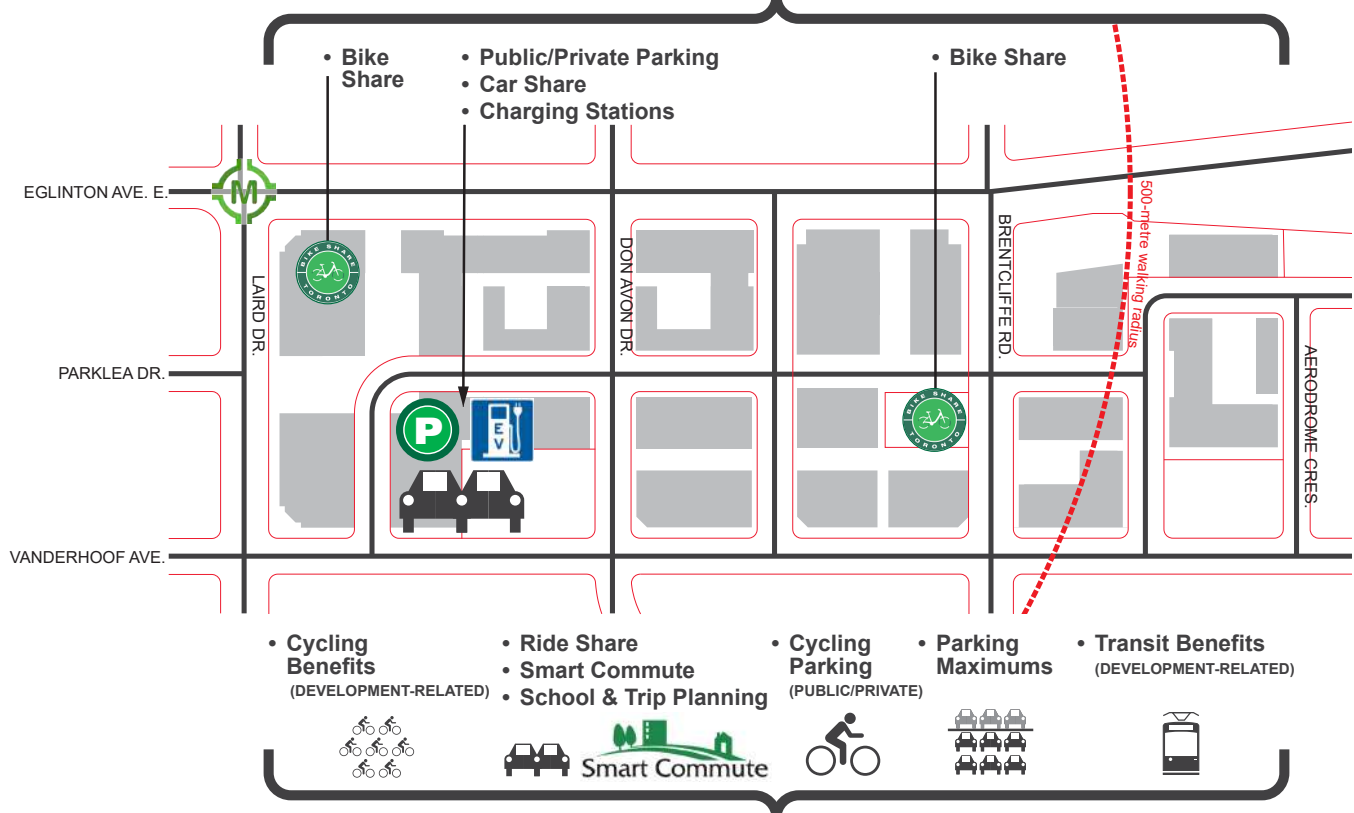
Mobility Plan

The transportation review confirms that the major investment into the ECLRT line will significantly improve regional and local mobility, both directly through enhanced higher-order and connected feeder bus transit options, and indirectly through supportive multi-modal access and shared mobility strategies.

In embracing a multi-modal transportation approach that is sustainable and balanced, redefining the transportation mode structure is required. The following transportation mode hierarchy has been adopted, consistent with the City's policies:

- **Active transportation;**
- **Transit;**
- **Transportation demand management (TDM) and innovative mobility strategies;**
- **Goods movement; and,**
- **Vehicular movement and associated parking.**

Site-specific Opportunities



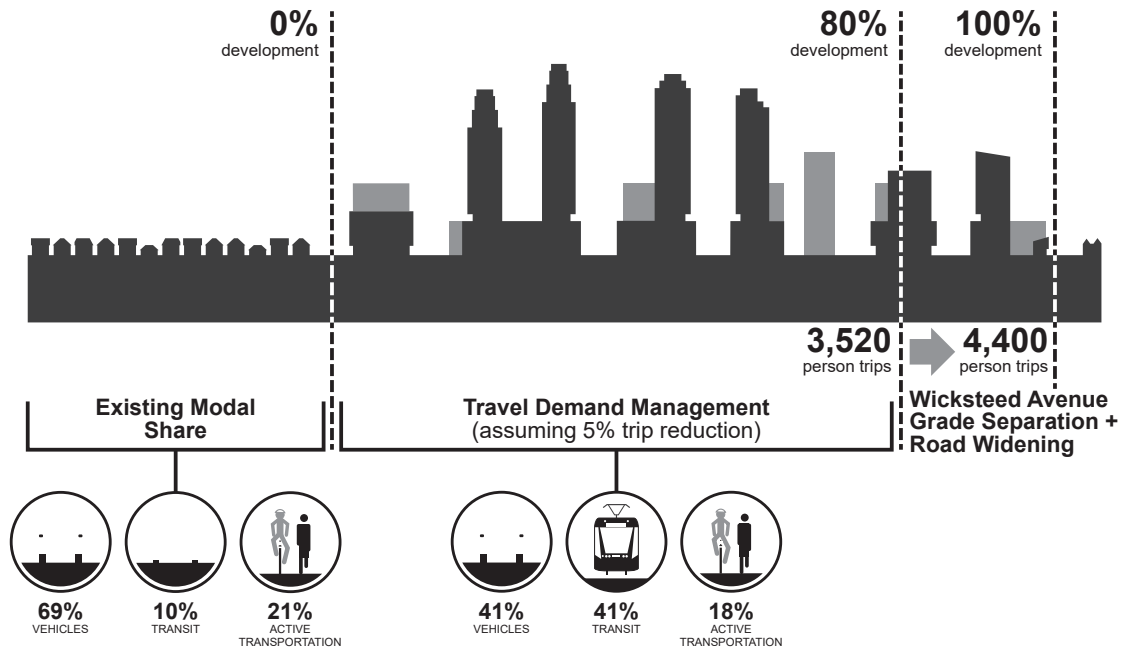
Area-wide Opportunities

Menu of Transportation Demand Management options

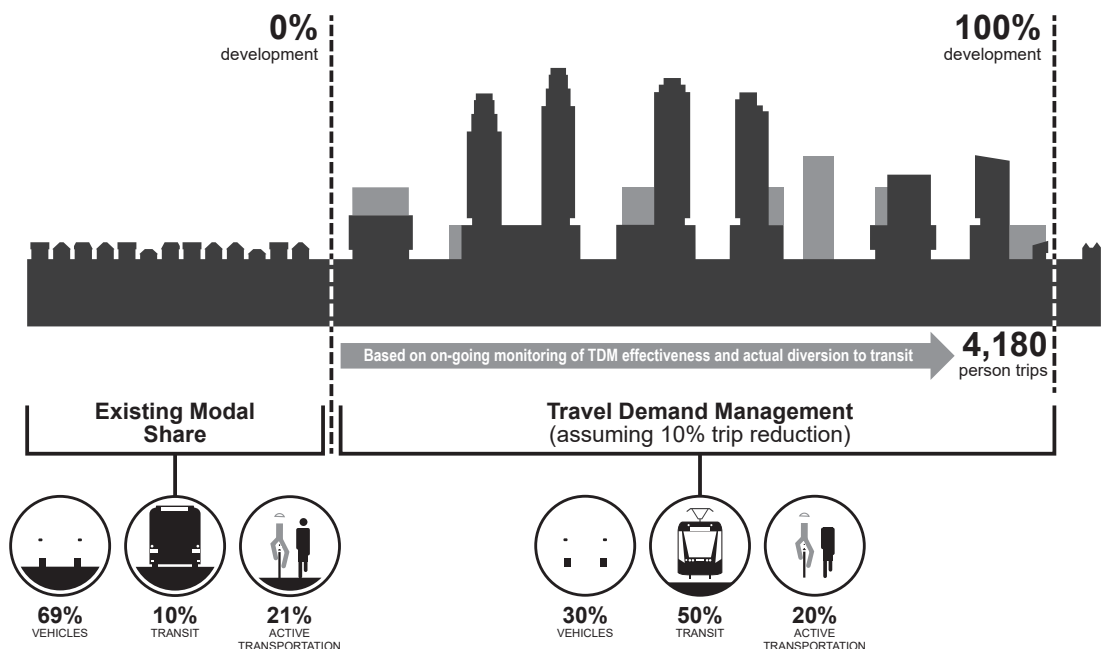
Implementation Plan: Phasing

The evaluation and analysis has found that the Preferred Alternative can achieve a 5% reduction in total people trips. However, it is anticipated that up to 80% of development within Study Area A can proceed based on a system of new streets and associated

infrastructure as proposed. Monitoring of the transportation network and the available capacity for all modes will be required as development proceeds. If, through this monitoring, a higher level of trip reduction can be achieved, additional development (beyond 80%) may proceed.



Development phasing with assumption of 5% trip reduction and 41:41:18 modal split



Development phasing with assumption of 10% trip reduction and 30:50:20 modal split

Servicing Analysis

The infrastructure recommendations provided through this analysis were determined by modelling anticipated contributions to municipal infrastructure from the proposed development (Preferred Alternative) into the various systems reviewed. The following conclusions were derived through the testing of the Preferred Alternative model:

Sanitary Sewers

Where specific upgrades have been identified development proponents will be responsible for the design/construction/funding of the improvements.

Storm Sewers

New development must achieve a minimum peak flow reduction of at least 50%.



Location of identified watermain improvements necessary to support development intensification

Combined Sewers

The City should undertake a feasibility study for the separation of storm and sanitary sewers along Laird Drive. This should be coordinated with the planned streetscape improvements identified in this plan.

Watermains

The impacts of the increased densities can be mitigated through approximately 2.5 km of local system improvements.

Summary Yields

The Preferred Alternative Plan recommends a vision, goals, and a series of guiding principles to manage growth within the Laird Drive and Eglinton Avenue East Area. This plan and the supporting analysis anticipates that the area can accommodate approximately 8,765 new residents and 1,545 new jobs. This growth meets the provincial target established for transit station areas.

Recommendations

The Laird Drive and Eglinton Avenue East Area within the neighbourhood of Leaside is evolving. This Report and the Preferred Alternative plan outline a vision for the area that will guide and manage future population and job growth in the area while acknowledging the area's history, character and community. The guiding principles and recommendations of the Preferred plan set the stage for further implementation by the City of Toronto through planning policy, urban design guidelines and other tools.



1.0 Study Overview





Figure 1.1: Study Area

1.0 STUDY OVERVIEW

The **Laird in Focus Planning Study** was initiated in response to the Eglinton Crosstown Light Rail Transit line including a new underground 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. Prior to this study, the City of Toronto undertook EGLINTONconnects, a comprehensive planning study along the length of the Eglinton LRT corridor (from Weston Road to Kennedy Road) which provides a vision for the corridor for the development of lands around each of the LRT's 25 stations. The **Laird in Focus Planning Study** provides a framework for the redevelopment of the lands adjacent to the Laird Drive LRT station. The Study provides detailed recommendations and a refined vision for the redevelopment of properties in proximity to the Laird LRT Station.

1.1 Study Boundaries

The Laird in Focus Planning Study Area is bounded by the Canadian Pacific (CP) rail corridor that runs along its eastern and southern edges, Laird Drive to the west, and Eglinton Avenue East to the north. Of the 117 hectares that comprise the study area, 103 hectares are designated for “employment” uses, with most of the remaining land designated for “mixed use”. The entire area and its immediate adjacencies form the basis of the transportation component of the study. Two sub-areas, one along Eglinton Avenue East (Study Area A), the other along the west side of Laird Drive (Study Area B), are predominantly designated as Mixed Use Areas, and are the subject of the planning, urban design, and servicing component of the study.



Figure 1.2: 150 Laird Drive: former Durrant Office Building



Figure 1.3: Laird Drive looking north from Lea Avenue



Figure 1.4: Looking towards parking area of Riocan plaza, 815-845 Eglinton Avenue East

1.2 Study Objectives

The objective of the **Laird in Focus Planning 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 the City's Site and Area Specific Policies. With the construction of the Eglinton Crosstown transit line interest in the **Laird in Focus Planning Study Area** is expected to increase. This study provides appropriate goals, objectives, and performance standards for new development.

The first two phases of this study involved establishing an understanding of the existing conditions, issues, and opportunities of the study areas and, working with the community, developing the **Draft Emerging Preferred Alternative Plan**. The objectives of Phase 3 are to develop the following:

- Land Use Recommendations;
- Streets and Blocks Framework;
- Parks, Open Space and Public Realm Strategy
- Built Form Strategy and Urban Design Guidelines;
- Heritage Strategy;
- Employment Strategy;
- Affordable Housing Strategy; and
- Community Facilities and Servicing Strategy.

1.3 Description of Methodology and Process

This study has been completed over the course of three phases and has involved broad-based public and stakeholder consultation, inclusive of residents, community groups, land and business owners, external agencies, and the City of Toronto. Phase 1, documented in “**Laird in Focus: Background Report**”, provided an overview of the historical, planning, physical, transportation, and infrastructure context of the study areas, and provided a comprehensive knowledge base for the subsequent phases.

Phase 2, documented in “**Laird in Focus: Phase 2 Report**”, began with the crafting of the **Vision and Guiding Principles** for the **Study Area**, which formed the basis for the subsequent evaluation criteria. A series of development options were then developed, guided by the results of two design charrettes with the public, and were evaluated against the evaluation criteria. This public design charrette process further included the development of potential scenarios for road network evolution within the Employment Lands and review by staff.

The most favourable elements of the development options were carried forward in the **Draft Emerging Preferred Alternative Plan** for **Study Area A** and **B**. This public process resulted in a broadly supported framework and vision for future development in **Study Area A** and **B** and a movement network throughout the larger **Study Area**.

Phase 3, the subject of this report, further refined the **Draft Emerging Preferred Alternative Plan** resulting in the **Preferred Plan** for **Study Area A** and **B**. This work was supported by a detailed streetscape plan for Study Area A and B as well as network recommendations for the larger Laird in Focus Study Area. These plans, in addition to draft urban design guidelines and planning recommendations, were presented to the public and reviewed by City Staff prior to arriving at the consultants final recommendations.

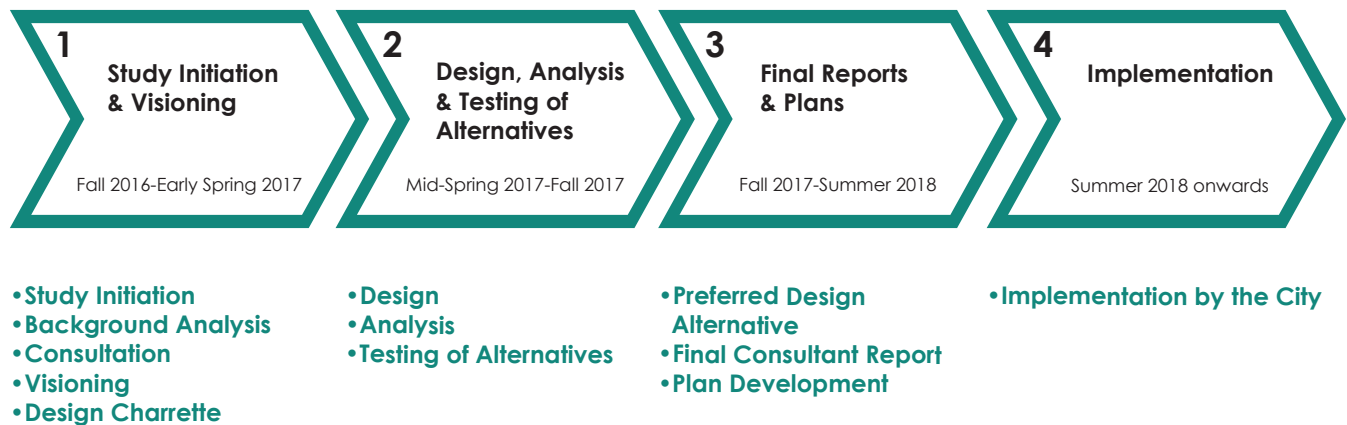


Figure 1.5: Study timeline and key deliverables

1.4 Community Consultation Summary

A summary of the community consultation events and input received during Phases 1 and 2 may be found in each of the previous reports. A synopsis of each event is provided below.



Phase 1:

Project Kick Off

November 30, 2016

The project was introduced by City of Toronto staff with the objective of gathering feedback that would inform the study process, its key themes, and its content.

Transportation Summit

March 25, 2017

The consultation session provided a forum for the project team to better understand the transportation issues enabling them to better focus efforts in the initial stages of the project. Fifteen people (in addition to City staff and the project team) participated representing residents, business owners, and active transportation advocates.

Local Advisory Committee Meeting No. 1

April 25, 2017

The study's purpose, process, schedule, background research, and key consultation activities to date were presented. The meeting included a round-table discussion focused on obtaining input for the team to develop the Vision Statement and Design Principles.

Public Consultation Meeting No. 1: Visioning & Emerging Principles

May 1, 2017

The team's understanding of the Study Area was presented at the late afternoon and evening sessions with the purpose of gaining feedback from the public. A total of 100 participants attended the 2 sessions and contributed to the basis of a vision statement and a set of guiding principles.

Public Consultation Meeting No. 2: Design Charrette

June 3, 2017

Registrants participated in a morning or afternoon workshop with the expressed purpose of developing design alternatives for Study Area A and B, evolving scenarios for the Transportation Study Area, and streetscape options for key streets. The two sessions garnered interest from a total of 38 individuals who contributed to the formation of the options.

Design Review Panel

June 8, 2017

The Laird in Focus Study was presented to the Design Review Panel which provided comments on the project's scope, its urban design approach, and potential public realm opportunities.

Leaside Business Park Association

June 14, 2017

City Planning staff attended a meeting of the Leaside Business Park Association to introduce the project and receive feedback and comments.

Landowners' and Business Owners' Drop-in No. 1

June 29, 2017

The results of the design charrette were presented at a breakfast drop-in attended by 30 local landowners and business proprietors. Feedback from the session helped to inform subsequent work on the study.

Toronto Planning Review Panel

June 10, 2017

The panelists provided comments to City staff on the project's deliverables to date. They spoke to issues regarding employment areas in general before providing feedback on the Study Area concerning the emerging vision and principles, urban design and built form, transportation, and servicing.

Phase 2:

Local Advisory Committee Meeting No. 2

October 10, 2017

The meeting offered an opportunity prior to the upcoming public session to review and provide feedback on the presentation material. The subjects discussed included the progress to date of the Heritage Study, the emerging vision and the results of the design charrette, draft alternative development options for both Study Areas A and B, an emerging streetscape concept, and the results of the transportation analysis.

Public Consultation Meeting No. 3: Development Alternatives

October 17, 2017

The purpose of this meeting was to present the planning and urban design scenarios for each of the study areas and to gather feedback that would inform subsequent steps of the study. At the public session transportation analyses was provided as well as a draft framework for evaluating the options. 150 people attended the presentation and provided comments on this and the accompanying display panels.

Landowners' and Business Owners' Drop-in No. 2

October 19, 2017

The breakfast drop-in provided an opportunity for land- and business owners to review the alternative development options as well as streetscape options and potential future road network scenarios for the Leaside Business Park. Seven people attended the event.

Local Advisory Committee Meeting No. 3

November 21, 2017

An evaluation of the alternative development options was presented leading to a draft preferred alternative for Eglinton Avenue (Study Area A) as well as a draft urban design approach for Laird Drive (Study Area B). The committee provided comments that informed refinements to the subsequent public presentation.

Public Consultation Meeting No. 4: Draft Emerging Preferred Alternative

December 5, 2017

The draft emerging preferred alternative for Study Area A as well as for test sites along Laird Drive (Study Area B) were presented as well as an update on the transportation component of the project. Comments were provided in breakout sessions that focused on issues concerning height and density, transportation, community facilities, the public realm, land use, heritage, and infrastructure.

Phase 3:

Local Advisory Committee Meeting No. 4

April 10, 2018

Committee members were presented with the draft public presentation which included "The 10 Big Moves", refined demonstration plans for Study Areas A and B, properties to be considered for the City's heritage registry, recommendations for the Transportation Study Area, the Streetscape Master Plan, transportation phasing, and the results of the servicing analysis. Projected population and employment yields were provided along with a breakdown of the potential number of residential unit types.



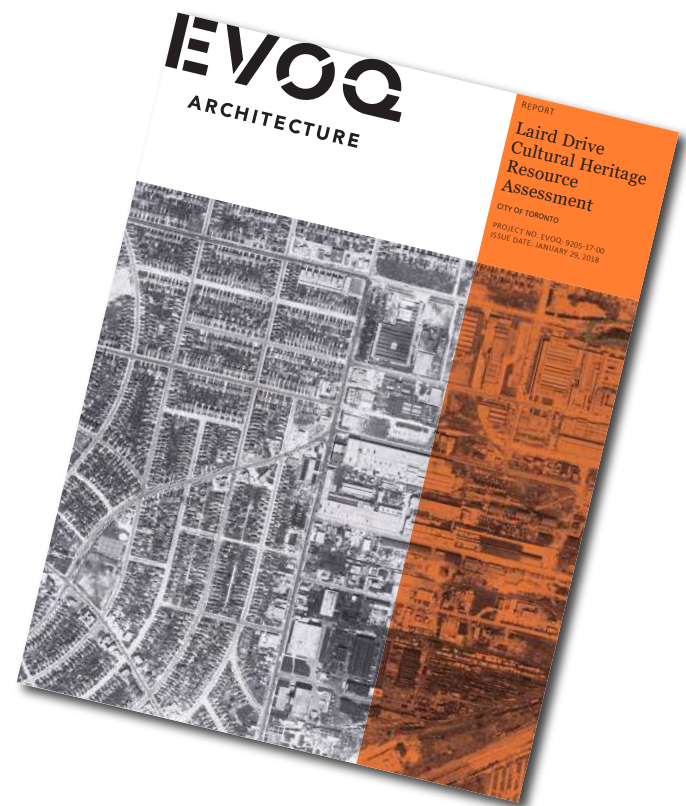
Public Consultation Meeting No. 5: Preferred Alternative Plan

April 23, 2018

The evening was comprised of a presentation by the project team followed by a “question and answer” session bookended by an open house. Participants viewed panels illustrating “The 10 Big Moves”, prospective sites for consideration on the City’s heritage registry, and the demonstration plans for each of the study areas. Augmenting this material were precedent images and development yield statistics. Rounding out the exhibit were panels describing transportation and servicing improvements required to support the projected development capacity. Approximately 85 people attended the presentation and open house.

1.5 Cultural Heritage Assessment

In co-ordination with the **Laird in Focus Planning Study**, EVOQ Architecture was commissioned to undertake a detailed Cultural Heritage Resource Assessment of the properties located on the east and west sides of Laird Drive, between Vanderhoof Avenue and Millwood Road, as well as three properties



along Vanderhoof Avenue. As part of this work, EVOQ conducted a review of the historic context and development of the study area, identified and evaluated potential cultural resources and prepared recommendations to inform the planning framework of the Laird in Focus Study.

The assessment began with archival research to document the historical evolution of the development and the key historic, cultural and economic themes that led to its current built form. This was followed by a field and photographic survey of the study area to identify properties with potential cultural heritage value, and additional primary research. EVOQ then presented these initial findings to the Heritage Focus Group, and gathered feedback and additional information.

Of the properties which merited further in-depth research, a heritage evaluation as per Ontario Regulation 9/06 was then completed, which was reviewed by the City. A consultation meeting was held with the Local Advisory Committee, followed by an open public meeting to present the findings and proposed recommendations, and to gather feedback. The final stage of this assessment included outlining proposed management and protection mechanisms for the identified cultural heritage resources.



Figure 1.6: Public presentation and open house, April 23th, 2018

