4.2 Summary of Alternatives

4.2.1 Transportation

The movement component of the study encompasses both Study Areas A and B as well as the Employment Lands directly to the south and east. The primary objective is to facilitate movement of all modes with an emphasis on a rebalanced modal split that encourages pedestrian activity, cycling, and transit use. The framework proposes an evolving network of streets based on possible catalysts of an indeterminate timeframe. At a minimum, in the absence of these triggers, the base condition recommended improves on the current road system.

**Short Term - Figure 4.2:**
- Create a cycling route and enhanced sidewalk and boulevard along Vanderhoof Avenue;
- Provide safe and all-weather access from Vanderhoof Avenue to the Don Valley trail network;
- Provide cycling routes along Laird Drive and Eglinton Avenue;
- Explore a Don Avon Drive-Vaughan Street linkage with extension to Wicksteed Avenue; and
- Implement designated primary and secondary truck routes using major/minor arterial roads only (Eglinton Avenue, Laird Drive, Brentcliffe Road).

**Mid-term (Catalysts: emerging retail along east side of Laird Drive, grade separation at Wicksteed Avenue/rail corridor) - Figure 4.3:**
- Continue cycling route eastward along Vanderhoof Avenue to Wicksteed Road and across rail corridor; and
- Extend existing streets throughout employment lands to create finer grain network provider greater movement options.

**Long term (Catalysts: higher order transit station with accompanying intensified employment uses) - Figure 4.4:**
- Further extension of cycling network within employment lands;
- Introduction of additional streets to better service evolving employment uses; and
- Exploration of multi-modal connections across the rail corridor providing improved linkages between Leaside Business Park and Thorncliffe Park.
The framework scenarios described previously are supportive of the derived alternatives for Study Areas A and B. Pedestrian, cycling, vehicular (including goods movement) circulation are all considered in both the boundaries of each study area as well as in the larger, encompassing lands that include the Leaside Business Park and adjacent Leaside neighbourhoods. These movement modes were considered in greater detail when preparing the Draft Emerging Preferred Alternative Plan.

4.2.2 Eglinton Large Blocks (Study Area A)

The options developed with the public were refined to better reflect more accurately scaled building forms, City performance standards and guidelines, appropriate building massing and relationships, and required street rights-of-way, all while maintaining the original intent of the option.

Figure 4.5: Alternative 1 - Includes a more interconnected, but offset, street network with parks and open space focused along Vanderhoof Avenue.

Figure 4.6: Alternative 2 - Provides an east-west mid-block open space system and a concentration of employment uses along Vanderhoof Avenue.
4.2.3 Laird Drive Main Street (Study Area B)

For Study Area B, each of the three sites was considered based on two parking scenarios, in which parking was accommodated either below- or at-grade.

Site 1 (Parkhurst Boulevard and Laird Drive):
With at-grade parking the site could accommodate low-rise, townhouse-format units and a low-rise commercial use; with below-grade parking the site could accommodate a mid-rise mixed use building and a low-rise commercial building.

Figure 4.7: Alternative 3 - Includes a linear park along Vanderhoof Avenue and a linear east-west road connection.

Figure 4.7: Alternative 3 - Includes a linear park along Vanderhoof Avenue and a linear east-west road connection.
Site 2 (Stickney Avenue and Laird Drive): With at-grade parking the site could accommodate stacked townhouse units; with below-grade parking the site could accommodate a mid-rise mixed use building.

Site 3 (Malcolm Road and Laird Drive): This site’s irregular configuration and shallow depth means only at-grade parking is feasible. This could include low-rise, townhouse units combined with a low-rise commercial use and parkette, or only low-rise, townhouse units with a parkette.
4.3 Evaluation of Alternatives

EGLINTON LARGE BLOCKS (STUDY AREA A)
The three development scenarios were analyzed and evaluated to determine their relative merits. The matrix used to assess the options originated from the guiding principles. For each principle a set of criteria was established against which specific aspects of each alternative could be measured relative to the others. No single scenario scored highest in all categories and thus, the Draft Emerging Preferred Alternative Plan represents a composition of the optimal elements from all three.

The evaluation included criteria relating to urban design, built form, open space, transportation and servicing. None of the options scored well with respect to transportation and servicing due to the limitations of the existing car-centric built environment; however their similar population yields meant their scores were also similar.

Figure 4.14: Sample comments from the October 17th public consultation
### PRINCIPLE 1: Create a vibrant and accessible streets and pedestrian realm

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<thead>
<tr>
<th>CRITERION</th>
<th>STUDY AREA A</th>
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<tbody>
<tr>
<td>A. Does the option provide for a mix of uses?</td>
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<td>B. Is there a mix of site-specific densities/building heights?</td>
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<td>C. Is there a variation of building types?</td>
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<td>D. Does the option accommodate commercial or residential activity that supports streets?</td>
<td>![Score Icon] ![Score Icon] ![Score Icon]</td>
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<tr>
<td>E. Does the option define and support Eglinton Ave. E., Laird Dr., and Vanderhoof Avenue?</td>
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**Criterion 2A: Summary Evaluation**

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<th>CRITERION</th>
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<tr>
<td>A. Does the option provide built form transition to adjacent neighbourhood to the North? to the East? to the West?</td>
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### PRINCIPLE 2: Respect the historic character of Leaside while permitting its evolution

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<tr>
<th>CRITERION</th>
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<tr>
<td>A. Does the option provide urban design excellence as determined by: Site Porosity?</td>
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<tr>
<td>B. Does the option demonstrate urban design excellence as determined by: Built Form relationship to the public realm?</td>
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<td>C. Does the option acknowledge the character of the community?</td>
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<td>D. Does the option promote a spacious landscape character that integrates with Leaside?</td>
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<td>E. Does the option promote new employment within lands designated for employment uses?</td>
<td>![Score Icon] ![Score Icon] ![Score Icon]</td>
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<td>F. Does the option's shadows impact adversely on adjacent neighbourhoods, parks, and open spaces?</td>
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**Criterion 2B: Summary Evaluation**

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<th>CRITERION</th>
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<tbody>
<tr>
<td>A. Is the option accessible to people of all ages and abilities?</td>
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<td>B. Does the option facilitate pedestrian and cycling movement within?</td>
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<tr>
<td>C. Does the option facilitate pedestrian and cycling movement to adjacent destinations?</td>
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<td>D. Does the option provide for street trees and landscaped setbacks?</td>
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<td>E. Does the option provide/strengthen connectivity to adjacent ravines, parks, &amp; open spaces?</td>
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<td>F. Does the option provide a variety of new parks and open spaces?</td>
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<td>G. Does the option meet the mid-rise and tall building guidelines in reducing shadow impact, allowing skyviews, and promoting pedestrian comfort in terms of scale and wind impact on city streets and open spaces?</td>
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### PRINCIPLE 3: Establish a high quality, well-connected, safe and comfortable public realm

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<th>CRITERION</th>
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<tr>
<td>A. Does the option require new or significant improvements to existing capital infrastructure?</td>
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<tr>
<td>B. Does the option provide necessary new infrastructure &amp; facilities (as identified through Eglinton Connects)?</td>
<td>![Score Icon] ![Score Icon] ![Score Icon]</td>
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<td>C. Is new infrastructure provided in an innovative, sustainable, &amp; resilient manner as measured by efficient use of space, required capital investment, storm water management potential, etc.?</td>
<td>![Score Icon] ![Score Icon] ![Score Icon]</td>
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<td>D. Does the option accommodate for future population and job growth?</td>
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**Criterion 4: Summary Evaluation**

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<tr>
<th>CRITERION</th>
<th>STUDY AREA A</th>
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<tr>
<td>A. Does the option seamlessly connect to/integrate with the Eglinton Crosstown LRT?</td>
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<td>B. Does the option maximize the percentage of residents and employees with acceptable walking distance of rapid transit?</td>
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<td>C. Does the option demonstrate a “Complete Streets” approach?</td>
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<td>D. Does the option promote a multi-modal, innovative, safe, &amp; accessible active transportation network?</td>
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<td>E. Does the option improve transportation network connectivity?</td>
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<td>F. Does the option reduce traffic pressure at Laird and McRae, and at Eglinton and Brentcliffe?</td>
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<td>G. Does the option minimize the share of single vehicular uses?</td>
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<td>H. Is the option supportive of/complementary to employment area uses?</td>
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**PRINCIPLE 5: Support recent and continued investment in rapid transit**

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<th>CRITERION</th>
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<td>A. Does the option provide built form transition to adjacent neighbourhood to the North? to the East? to the West?</td>
<td>![Score Icon] ![Score Icon] ![Score Icon]</td>
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**Key**

- **Good**
- **Moderate**
- **Poor**

*Figure 4.15: Evaluation matrix for development scenarios in Study Area A*
The following represents a synopsis of the evaluation of the three options for Study Area A with respect to movement, open space, and built form:

**Movement:** All three options provide improved circulation of all modes of movement compared to current conditions. All three, to varying extents, connect to the surrounding road network. However, Option 2 provides the best street network, primarily by not extending the mid-block street to Laird Drive and hence not constraining vehicle movements south of Eglinton Avenue, nor impacting bus movements close to the LRT station.

**Open Space:** Option 3 offers the optimal arrangement of open space in terms of location and contextual considerations. Sited south of any tall building elements the open space system would be free of shadow impacts. It would also provide a foundation for future green link extending along Vanderhoof Avenue to Leonard Linton Park and further eastward to a formalized entrance into the Don Valley trail network. However, any parkland allocation should conform with the City’s rate based on size of parcel and type of land use.

**Built Form:** Options 2 and 3 provide the preferred approach to massing. While Option 2 proposes office-type uses within the designated “employment lands” Option 3 provides a preferential arrangement of mid-rise and tall buildings.
Option 2

Employment uses along Vanderhoof

Mid-block street ends prior to Laird Drive

Mid-block street ends prior to Aerodrome Cres.

Option 3

Taller buildings aligned mid-block

Arrange park space along Vanderhoof

Emerging Draft Preferred Alternative

Figure 24: Study Area A Summary Evaluation
LAIRD DRIVE MAIN STREET (STUDY AREA B)

The Study Area B alternatives were evaluated based on each site’s ability to support development aligned with the City’s Mid-rise Performance Standards. It was determined that sites with a minimum property depth of 36 metres would be capable of accommodating mid-rise development with parking provided below-grade. Shallower sites would be more appropriately redeveloped for low-rise built form with parking allocated at-grade.

Further refinement of the public realm will be tied to the allocation of vehicular, cycling, and pedestrian modes of movement within the road right-of-way. Travel lanes (the number of which is currently being studied), provision of vehicle turn lanes, cycle tracks, widened sidewalks, and utility zones all occupy a section of the Laird Drive right-of-way. Street trees and the provision of an appropriate volume of soil to sustain growth may or may not be assigned within the ROW. This is predicated on the amount of space available after the above considerations are accounted for within the 27 metres width. Should there not be enough physical space within the road right-of-way to support viable street trees, the alternative would be to plant trees on private property adjacent to the property line; therefore requiring a set back of the building and the below-grade parking.

![Figure 4.17: Study Area B potential mid-rise sites](image-url)
4.4 Draft Emerging Preferred Alternative Plan

The Draft Emerging Preferred Alternative Plan incorporates the preferred elements of the various scenarios, as determined through the evaluation process described above, and reflects the vision and guiding principles developed for this study. The Plan provides the foundation for the development of a new mixed-use community transitioning towards existing residential neighbourhoods, a high quality public realm and an accessible open space network, all linked by stronger multi-modal connections.

The evolution of the transportation network will occur over time as improved connections to adjacent areas are realized, expanded retail and higher density employment uses develop and a higher order transit stop is introduced along the rail corridor. This transformation will include the introduction and expansion of a cycling network, formalizing truck routes, implementing a complete streets approach, and introducing a finer grain road network on large blocks in Study Area A and employment lands to the south.

4.4.1 Eglinton Large Blocks (Study Area A)

The structure plan for Study Area A provides a framework for development through the introduction of new streets and pedestrian routes, an open space system extending along Vanderhoof Avenue, and a generously wide tree-lined boulevard. Buildings will be mid-rise with heights responding to the City’s “Mid-rise Performance Standards”, with setbacks along Eglinton Avenue consistent with approved development. Low-rise buildings will front onto Aerodrome Crescent at a height consistent with the existing townhouse community to the east while taller buildings will be located within the interior of the site. Land uses will be consistent with the Official Plan, which permits employment and employment-related uses along Vanderhoof Avenue and mixed uses for the remainder of the site. A significant component of the plan will be a community recreation facility to serve the new residential community and those of North and South Leaside.

Figure 4.18: Draft Emerging Preferred Alternative Plan
4.4.2 Laird Drive Main Street (Study Area B)

Lots with a depth of 36 metres or greater will be developed with mid-rise buildings and vehicular and service access is recommended to be provided by a rear lane. Consideration in the design of these buildings has been given to ensuring appropriate soil volumes for street trees and continuing the existing development pattern of discrete buildings rather than a continuous wall. Low-rise development will be focused to the southern end of the study area and be a maximum of 3 storeys.

![Figure 4.19: Building section as determined by the City of Toronto’s Mid-rise Performance Standards for shallow development sites](image-url)

![Figure 4.20: Perspective view between Lea and Parkhurst Avenue, looking west, indicating development potential along Laird Drive](image-url)
4.5 **Summary of Streetscape Approach**

The streetscape approach will play an important role in connecting Study Areas A and B, particularly through streetscape improvements along Laird Drive and the enhanced public realm along Eglinton Avenue East and Vanderhoof Avenue. The streetscape component of this study is tightly linked to the movement analysis of the street network and has therefore been developed through an iterative process as transportation recommendations come forward. As an important consideration of designing an appropriate streetscape, detailed right-of-way studies have also been completed for Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue, Mid-block Street and Laird Drive, which respectfully integrate travel lanes, the utility zone, cycle tracks and sidewalks (or multi-use paths) and landscaping/street furniture.

As part of this study, several nodes were identified as playing an important role as a gateway into or a transition between communities: Malcolm Road at Laird Drive and Millwood Road; McRae Drive, Wicksteed Avenue, and Laird Drive; Vanderhoof Avenue and Laird Drive; Eglinton Avenue East and Laird Drive; and Eglinton Avenue East and Brentcliffe Road. As such, the design of these nodes must provide an enhanced level of identity and orientation.
5.0 Preferred Alternative
Figure 5.1: Aerial view looking north from Vanderhoof Avenue towards the proposed park adjacent to Aerodrome Crescent.

Figure 5.2: Promenade view looking east along Eglinton Avenue with active ground floor uses framing a vibrant pedestrian environment.

Figure 5.3: Future public park along Vanderhoof Avenue east of Laird Drive with community facility uses facing onto green space.

Figure 5.4: Smaller green spaces will populate the new community and provide opportunities for passive activities.

Figure 5.5: Mid-block street is to be lined with street trees and framed with lower scale buildings creating an intimate urban setting.
5.0 PREFERRED ALTERNATIVE

5.1 Implementation of Goals through 10 Guiding Principles and Moves

Through discussions, feedback and evaluation with the community, a series of Strategic Moves emerged that further articulate the intent of this plan. Ten Strategic Moves create a framework for transformation within the Laird Drive and Eglinton Avenue East area. The “moves” are large-scale hybrid proposals that bring together a number of changes to be achieved as part of development. Each move builds on the five Goals and is strengthened by the recommendations of this plan and, taken together, reinforce and complete the Vision for the area.

1. Protect Neighbourhoods from the Pressures of Intensification by achieving Targeted Growth on “Mixed Use” Lands

The Province’s Growth Plan identifies a minimum density target within a 500-metre radius of a light rail transit station of 160 people + jobs/hectare (Growth Plan for the Greater Golden Horseshoe, 2017; Section 2.2.4). By achieving this objective within Study Areas A and B the pressures are reduced for redevelopment of adjacent lands that are in closer proximity to low-rise neighbourhoods.

2. Provide a Transition in Height

New development should be contextually sensitive to adjacent neighbourhoods. Buildings in Study Area A will provide a topography that transitions in height from a lower height along the study area’s perimeter (Laird and Eglinton) that is compatible with those of adjacent neighbourhoods to taller forms more centrally located and further away from low-rise communities. The heights of all mid-rise buildings will conform with the City’s mid-rise guidelines, while taller buildings will fall within an extrapolation of the mid-rise 45-degree angular plane.
3. **Create New Local Public Streets**
Create a network of new local, public streets that are framed by trees and delineated with residential front gardens to serve as intimate settings for community life and character.

4. **Create New Parks and Open Spaces**
Build a network of parks and open spaces, linked by pedestrian walkways, streets, and linear parks. Interspersed throughout are public parks, plazas, courtyards, and mews that will provide a range of shared uses and programming opportunities linked by existing and new streets.

5. **Build Community Facilities**
Build a new community facility as a fulcrum between public park and plaza providing a focus for the neighbourhood and community destination for Leaside. Located in close proximity to both the LRT and TTC transit the new facility will provide services to the wider community and offer an opportunity to address shortfalls that currently exist in community services.

6. **Realize the Eglinton Avenue Promenade**
Eglinton Avenue is being transformed through the impetus of the Eglinton Crosstown LRT initiative. Private investment is following shortly thereafter. With it comes the opportunity to re-imagine the street as an attractive, pedestrian-friendly promenade, framed by street trees and lined with retail and restaurant establishments.

![Figure 5.9: New local streets are to be fronted with gardens that contribute to the street character and provide a transition between public and private realms](image1)

![Figure 5.10: Future park space as viewed through the windows of a new community facility](image2)

![Figure 5.11: A new community facility should provide a focus as viewed from public open spaces](image3)

![Figure 5.12: Eglinton Avenue will be re-imagined as a vibrant streetscape inviting to cyclists, pedestrians, and strollers of all ages](image4)
7. **Re-invent Laird Drive as a Main Street**
Laird Drive will be reinvented as a vibrant street that accommodates all modes of transportation through its widened sidewalks and off-road cycle tracks. It will encourage lingering by way of its green enhancements of the streets and setbacks as well as its intimate plaza spaces.

8. **Vanderhoof Avenue Green Connector**
Rebuild Vanderhoof Avenue to become the green spine connecting key public spaces including new and existing parks, as well as the Don Valley trail system to the east. The street will feature a widened boulevard on the north side with buildings set back and buffered with additional greenery.

9. **Build a Cycling Network**
Presently, cycling is under-accommodated within Leaside. The City has identified a number of future cycling routes within the area as part of its 10-year masterplan. The plan for the Laird in Focus Study Area identifies linkages in addition to Eglinton Avenue East that will be comprised of cycle tracks, quiet street routes, and multi-use paths. These additional routes will augment the 10-year plan and improve connectivity throughout.

10. **Support Employment Lands**
The area bounded by Laird, Vanderhoof, and the rail corridor play an important role in the economic well-being of Leaside and the City as a whole. Leaside’s success is directly tied to their continuing viability. The Plan recognizes this and ensures its ability to continue to grow and evolve.
Figure 5.17: Structure Plan for Study Areas A and B
5.2 **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 remainder of the developable lands would accommodate low- and mid-rise building forms. 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.

5.3 **Study Area A**

5.3.1 **Demonstration Plan (overleaf)**

An illustrative plan for the Eglinton Study Area evolved over the course of the study. This was a highly iterative process with contributions from residents, landowners, business stakeholders, and City staff. The preferred option that emerged was used as a basis for testing servicing and transportation capacity and refining the key structuring elements which, in turn, informed the Consultant Team’s recommendations concerning zoning, performance standards, and design guidelines. The Demonstration Plan is presented for illustrative purposes only and represents one potential outcome of the vision, goals, and recommendations of the study, providing flexibility for a number of different approaches.
Figure 5.18: Demonstration Plan for Study Area A
5.3.2 Streets and Blocks

A network of new and existing public streets is proposed to facilitate movement through the new community and provide access for new development. The resulting block structure relates to those of the adjacent neighbourhoods to the west and north. Public streets provide the framework for fixing the size of development parcels, the scale and form of building massing, and determining the location of primary frontages. Maintaining a minimum right-of-way width of 20 metres will provide opportunities for generous boulevards comprised of wider sidewalks and street trees with appropriate soil volumes. Wider rights-of-way will be required where the public infrastructure includes cycling facilities or more intensive vehicular traffic:
- 20-metre right-of-way: Local streets (including Vanderhoof Avenue)
- 25-metre right-of-way: Brentcliffe Road
- 27-metre right-of-way: Laird Drive
- 31-metre right-of-way: Eglinton Avenue East

Blocks will be further permeated with a network of pedestrian connections comprised of formalized pathways and shared linkages. This circulation system will enable greater porosity of development providing direct linkages to key destinations and encourage walking throughout the community.

Figure 5.19: Wide sidewalks and healthy trees characterize good urban streetscapes (Minneapolis, Minnesota)
Figure 5.20: Local street (Brooklyn Heights, New York City)
Figure 5.21: Tree-lined multi-use path (Taipei City, Taiwan)
Figure 5.22: Active main street (Greenville, South Carolina)
Figure 5.23: Mixed-use street (Sarasota Springs, New York)
Figure 5.24: Movement network
5.3.3 Parks and Open Spaces

A series of new parks and open spaces will play a pivotal role in defining the character of the new community. Parks and open spaces may be located along the length of the new community, close to Vanderhoof Avenue, allowing for maximum exposure to daylight with minimal shadow impacts.

Other open spaces including plazas, courtyards, shared green spaces, and mews are part of development blocks. These will be privately owned urban spaces yet publicly accessible contributing to the variety of shared, outdoor environments that supports of the diverse population expected to live here, as well as acknowledging Leaside.

While the scale and programming of these spaces will vary, there will be an opportunity to extend the character of Leaside through common elements used throughout. Wayfinding signage and heritage commemoration should all be consistently applied throughout the Study Area’s entirety. Furniture, lighting and hard surfaces should complement the surrounding development.

Acquisition Priority Area (Map A-5, Toronto Municipal Code Chapter 415, Development of Land). As such, it is the City’s first preference to obtain land for park purposes over cash-in-lieu. This is the case for the Eginton Avenue study area. Where on-site dedication is not possible, off-site dedication nearby to the proposed development may be an acceptable alternative.

In accordance with Chapter 415, it is up to the General Manager of Parks, Forestry and Recreation to determine if cash-in-lieu is appropriate. In the event of land assembly, parkland on-site may be wanted.
Figure 5.30: Open Space hierarchy

Figure 5.31: Open space for all ages: Maze of Mirrors (Hyde Park, Sydney)
5.3.4 Public Art

Public art should be sited within both public and private open spaces and prominent locations providing a community focus as well as contributing to the larger narrative of community identification.

Figure 5.32: Potential locations for public art and focal elements
Figure 5.33: Architectural elements that contribute to the public realm (Northside Library: Columbus, Ohio)

Figure 5.34: Seating as public art (Times Square, New York City)

Figure 5.35: Wayfinding and local history (Don River Trail)

Figure 5.36: Winter interest (Lahti, Finland)

Figure 5.37: Visual interest in the square (Guimares, Portugal)
### 5.3.5 Building Setbacks

Along all street frontages ground-related units and the first level of below-grade parking will be set back from the property line. Setbacks enlarge the space of the street and provide activation space for land uses and pedestrians and help new streets fit within the Leaside character. The setbacks enable uses that are semi-public to be realized without encroaching into the public right-of-way. For retail/commercial uses these will include outdoor displays, signage, terrace seating, and additional, personalized greenery. The setback will also serve as a transition zone between public and private realms and serve as a landscape setting for ground-related residential units.

The setback of the first level of below-grade parking will facilitate front gardens and provide additional soil volume for street trees along the adjacent right-of-way:

- Eglinton Avenue E.: 6-metre setback
- Laird Drive: 6-metre setback
- Vanderhoof Avenue: 6-metre setback
- Brentcliffe Road: 3-metre setback
- Local Streets: 3-metre setback

No setback is required at the “elbow” of Local Street “A” (where the street bends 90 degrees and continues towards Vanderhoof Avenue). The tighter space will provide a gateway between the shared plaza space to the west and the quieter residential quarter to the east. As no residential units are proposed here the removal of the setback is warranted.

**Figure 5.38: Utilizing a building setback for semi-public use (Stokholm, Sweden)**

**Figure 5.39: Building setbacks**
5.3.6 **Ground-related Uses**

Uses on the ground floor help determine the pedestrian experience and contribute to the character of the public realm. Ground floors will have a minimum 4.5-metre floor-to-floor height in order to convey a strong presence at street level and allow flexible use overtime. Much of the study area is designated “mixed-use”. The ground-related occupancies will be comprised of community, residential, live/work and retail/commercial uses. For street frontages and open spaces that are prioritized for intensified pedestrian activity, the ground floors are identified as retail/commercial uses. Along the perimeter of the plaza spaces these uses should be focused on retail and commercial opportunities that spill out from within, including restaurants and cafes with outdoor seating.

A community facility has been identified in a location that straddles and anchors both the plaza and public park. The siting takes advantage of the anticipated high foot traffic, strong visibility and relationship shared with the adjacent park space. Setbacks of buildings west of the community facility will give it prominence from Laird Drive and Eglinton Avenue East.

Local streets, while pedestrian-friendly, are expected to have lighter foot traffic. As such, these quieter environments are appropriate for residential units that have a ground floor presence with the opportunity to accommodate families.
Figure 5.45: Ground floor uses

Figure 5.46: Animated building edges
5.3.7 Location and Heights of Tall Buildings

Building heights for tall buildings have been designed to limit shadow. Shadow and wind impacts, avoidance of a “canyon” effect, and human scale all factor into the perception of a space. The perimeter of Study Area A will be defined by mid-rise buildings along Laird Drive and Eglinton Avenue. Tall buildings have been proposed in the middle of larger blocks in Study Area A.

Figure 5.47: Building form transitioning between low- to mid-rise to tall building (Yonge Street and Scollard Street)
5.3.8 **Streetwalls**

 Appropriately scaled streetwalls provide streets that are comfortable to use, with access to sunlight and sky views. Establishing a streetwall will also help new development fit within the existing Leaside character. It is proposed that a streetwall height of 6 residential storeys (with a ground floor height of 4.5 metres) is appropriate for establishing a human-scale environment along new local streets in the study area. Stepbacks above 6 storeys are proposed to enable height to be accommodated without an associated shadowing of the public realm (i.e. public boulevard). Stepbacks of a minimum 3 metres in association with a 45-degree angular plane will provide guidance to height.

Contextual conditions must be considered when determining building height adjacent to existing residential communities. The transition between existing and proposed should be seamless and gradual with an understanding that a street’s character is formed by the framing elements along both edges.

Both Eglinton Avenue East and Laird Drive are arterial roads defined by wider rights-of-way than local streets. Following the City’s mid-rise performance standards, the increased width will also translate into an appropriately scaled and proportional height. The built form character along Eglinton Avenue will be “mid-rise” with taller buildings located in the

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*Figure 5.48: Building step-backs*
middle of the large blocks with heights falling within a proscribed 45-degree angular plane in order to avoid undue shadowing of the north side of the street. (This relationship was applied to the approved rezoning/OPA application for 939 Eglinton Avenue East.)

**Mid-rise Heights:**
- Laird Drive: 5 to 9 storeys
- Eglinton Avenue East: 6 to 9 storeys
- Vanderhoof Avenue: 6 storeys

**Tall Buildings:**
- Heights range from 12 to 32 storeys (depending on ROW width)

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**Figure 5.49: Building heights**
5.3.9 Building Types

Study Area A is comprised of low- to mid-rise employment buildings and 3 forms of mixed-use typologies.

Low-rise buildings will be primarily residential in use with opportunities for live/work at-grade as well. Located along the north side of the east-west mid-block street as well as along Aerodrome Crescent, the lower scale of this building type provides a more intimate relationship with the public realm and with the existing residential community to the east.

Mid-rise buildings are the predominant built form within the study area. Along Eglinton Avenue East and Laird Drive the ground floor use will be used for retail/commercial purposes with residential located above. Elsewhere, along new local streets, the buildings will be residential. Opportunities for green roofs at lower levels will provide additional outdoor amenity space for residents. Testing was guided by the City’s mid-rise building performance standards with local modifications (i.e. setbacks).

Tall buildings are defined as those structures whose height dimension exceeds the width of the road right-of-way. These buildings are located in the middle of large blocks, rising above their six-storey bases. They are residential in use and their form is guided by the City’s Tall Building Design Guidelines. Owing to the low profile of adjacent uses and neighbourhoods consideration should be given to the profile, materiality, and skyline silhouette when designing these buildings mindful of the contribution they will make on the character image for the new community.

Employment buildings are envisaged to be characteristic of office or innovation-type development. Buildings will be urban in form with transparent façades oriented towards their street frontages. Servicing and below-grade parking access will be provided from local streets or by way of laneway access.
Figure 5.51: Location of "low-rise" buildings

Figure 5.52: Live/work units (Pape Avenue, Toronto)

Figure 5.53: Mews-related residential units (London, UK)

Figure 5.54: Urban townhouses
Figure 5.55: Location of "mid-rise" buildings

Figure 5.56: Mixed-use mid-rise (Manhattan, New York)

Figure 5.57: Mixed-use mid-rise (Washington, DC)

Figure 5.58: Mixed-use mid-rise (Seattle, Washington)
Figure 5.59: Location of "tall" buildings

Figure 5.60: Tall building with stepbacks (1 St. Thomas Street, Toronto)

Figure 5.61: Tall building with brick facades (602 King Street West, Toronto)

Figure 5.62: Tall building with strongly delineated base (250 West 81st Street, Manhattan, NYC)
5.3.10 Employment Lands

Buildings within the Employment Lands will serve to transition from mixed-use developments to the existing 1- and 2-storey buildings that predominate south of Vanderhoof Avenue. As such proposed employment uses are anticipated to be of a height no greater than 5 storeys at the intersection of Laird Drive and Vanderhoof Avenue, and 3 storeys elsewhere. The types of uses envisaged are oriented towards office or “tech” sector and will therefore be compatible with the adjacent residential uses nearby. Where possible, efforts should still be made to provide separation between employment and mixed-use buildings by means of shared service/access laneways and landscape buffers.

Figure 5.63: Office building (Portland, Oregon)

Figure 5.64: Office building with ground floor retail (Manchester, UK)
5.3.11 Summary Yields
When fully realized Study Area A will contribute an additional 50% to the current population of 16,830 people. The population and job yields are a summation of community, office, and retail/commercial jobs combined with new residents. The number of new residential units is calculated at 3,765 and is broken down into unit sizes consistent with current development applications in the area.

The City of Toronto’s draft urban design guidelines for high intensification development states: “A building should provide a minimum of 25% large units: 10% of the units should be three bedroom units and 15% of the units should be two bedroom units.”

The proposed unit mix provided in this summary is consistent with other development proposals in the area and exceeds the number of larger units recommended in the “Growing Up” guidelines.


Gross Floor Areas

<table>
<thead>
<tr>
<th></th>
<th>815 - 845 EGLINTON AVE. E.</th>
<th>849 EGLINTON AVE. E.</th>
<th>939 EGLINTON AVE. E.</th>
<th>943 - 957 EGLINTON AVE. E.</th>
<th>TOTAL GROSS FLOOR AREA</th>
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<tr>
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<td>0 m2</td>
<td>0 m2</td>
<td>2,920 m2</td>
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Population and Job Yields

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<th>939 EGLINTON AVE. E.</th>
<th>943 - 957 EGLINTON AVE. E.</th>
<th>TOTAL GROSS FLOOR AREA</th>
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Residential Unit Typology

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<th>815 - 845 EGLINTON AVE. E.</th>
<th>849 EGLINTON AVE. E.</th>
<th>939 EGLINTON AVE. E.</th>
<th>943 - 957 EGLINTON AVE. E.</th>
<th>TOTAL GROSS FLOOR AREA</th>
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<tbody>
<tr>
<td>1-bedroom (60% total units)</td>
<td>810</td>
<td>340</td>
<td>515</td>
<td>600</td>
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<td>2-bedroom (30% total units)</td>
<td>405</td>
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<td>3-bedroom (10% total units)</td>
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<td>570</td>
<td>860</td>
<td>1,000</td>
<td>3,780</td>
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</table>

Unit mix is consistent with other development proposals in the area and exceeds the City’s “Growing Up” guidelines.

Table 5.1: Breakdown of development yields and population as per development parcel.
5.4 Study Area B

5.4.1 Demonstration Plan

Study Area B is designated as “mixed-use” in the City’s Official Plan. This mix will continue to include retail/commercial as well as residential uses. Mixed-use development provides an opportunity to simultaneously improve the streetscape and active uses at-grade replacing driveways, parking pads, and substandard sidewalks with cycle tracks, widened promenades, and greenery. New buildings provide new housing, an enhanced retail environment, and a transitioning scale to the existing neighbourhood.
5.4.2 Setbacks
In order to achieve an enhanced streetscape and improved scale along Laird Drive buildings and the first level of below-grade parking are to be set back 3 metres. This will create a consistent urban edge along the west side of the street with the 3-metre setback providing a generous pedestrian and landscaped area between ground floor users and passers-by. A 3-metre setback will provide additional soil volume for street trees as well as the opportunity for privately owned but publicly accessible spaces.

5.4.3 Ground-related Uses
A vibrant streetscape is reliant on ground floor uses that provide spillover activity and provide services and goods for local residents and workers with opportunities to engage between public and private realms.

Figure 5.68: Building set back from Laird property line by 3 metres

Figure 5.69: Retail/Commercial uses on ground floor with parking located to rear of building
5.4.4 Transition in Scale and Setbacks

New developments will be sensitive to their relationship to abutting adjacent Neighbourhood designated lands. Setbacks from the rear property line should be established at 9 metres thereby allowing for a laneway or shared driveway and an appropriate landscape buffer. With proposed buildings taller than 4 storeys, application of the City’s Mid-rise Building Performance Standards for shallow lots will ensure adequate daylight into the neighbouring rear yards while also minimizing visual encroachment from residential units above.

Consideration of the front façade relationship to the street will contribute to the character of the public realm. A façade height of 4 (residential) storeys with a stepback of 1.5 metres will provide an appropriate scale in relation to the right-of-way width and provide transition to existing lower scaled buildings.

Long, uninterrupted façades are to be avoided. Buildings should be articulated with vertical breaks that increase the visual interest of the structure while mitigating any overbearing presence. Further humanizing of the building’s scale can be achieved with the inclusion of expansive windows along street-facing frontages, appropriately located and sized signage, and canopies as well as landscape enhancements that include street furniture, paving materials, and vegetation.

Corner buildings should be further articulated with consideration of their visual prominence as seen from a distance as well as their role in defining the street intersection and giving identity to the corner.

Figure 5.70: Application of rear yard setback, angular plane, and stepbacks will provide appropriate transition to adjacent properties
Figure 5.71: Identification of potential redevelopment sites

Figure 5.72: 206 Laird Drive

Figure 5.73: 130 Laird Drive

Figure 5.74: 94 Laird Drive

Figure 5.75: 42 Laird Drive

Figure 5.76: 30 Laird Drive
5.4.5 **Building Types: Low-rise**
Properties clustered towards the north and south ends of Study Area B are either to narrow or not deep enough to support mid-rise development. These properties over time may be redeveloped as low-rise live/work or residential buildings. Land consolidation will be a factor in determining their viability. Any such effort to redevelop should provide access to parking off of an adjacent local street with direct access from Laird being discouraged as driveways pose a potential conflict with the future cycle track.

5.4.6 **Building Types: Mid-rise**
Most of the properties along the west side of Laird are 36 metres or deeper. It is anticipated that a number of these properties will be consolidated and, together with the appropriate lot depth, will be candidates for mid-rise development. These sites offer opportunities for public realm enhancements through street widening, building setbacks with associated landscape treatments, façade expression and scale, and ground-related uses.

Further improvements to the public realm include the consolidation or removal of driveways from Laird Drive that facilitate safe pedestrian and cyclist movements. Vehicular access to mid-rise sites should be established off of local streets and by laneway along the rear of properties.
5.4.7 Heritage

The existing character of Study Area B is representative of several waves of industrial and residential development in Leaside. Originally the site of a Canadian Pacific Rail yard and passenger station (Leaside Junction), railway interests saw an opportunity for residential development adjacent to the station and maintenance yard. In 1912, the York Land Company acquired 1000 acres of land and commissioned urban planner and landscape architect Frederick Todd to design a master plan based on the garden city movement, which includes radial streets, parkland and a dedicated industrial zone intended to provide an employment and tax base for the new community.

Although development initially progressed slowly, by the 1930s industries began to establish themselves in the area, enticed by proximity to downtown Toronto, access to rail lines and affordable land prices. Early industries included the Canada Wire and Cable Company and Durant Motors of Canada. As industrial production increased, residential development followed. Within this urban context, Laird Drive emerged as an important arterial road linking the community with Eglinton Avenue East while also serving as a transition zone between the industrial uses to the east and the residential area to the west. The resulting mix of building typologies within the study area reflects this character, and includes house-form, commercial detached and commercial row properties that reveal layers of the area’s development.

The Laird in Focus Area Cultural Heritage Resource Assessment report (prepared by EVOQ Architecture) identifies a number of cultural heritage resources within the study area that correspond to this layered character of development. These properties include:

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

The strategy to conserve the cultural heritage value of these properties, in addition to those already municipally identified for their cultural heritage value, includes the following:

- Conserve and enhance the legibility of the study area’s historic urban fabric as a transition between the residential neighbourhood to the west of Laird Drive and the industrial area to the east;

- Ensure high quality architecture in the design of new development, additions and alterations that is complementary to heritage resources within the study area.

Official Plan Heritage Policies

The City of Toronto’s Official Plan contains a number of policies related to properties on the City’s Heritage Register, and properties adjacent to them. These OP policies remain applicable within the Study Area.

Stressing the role that heritage conservation plays in city-building, Section 3.1.5 of the Official Plan states that, “Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable city that can contribute to other social, cultural, economic and environmental goals of the City.”

Further, any proposed alterations and new development on, or adjacent to a heritage property will be designed to conserve the cultural heritage values and attributes of that property and to mitigate visual and physical impact on it.

The OP also states that any proposed alterations or development on, or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property’s cultural heritage value and attributes are retained. The City may request a Heritage Impact Assessment to describe and assess the impacts of alterations or development on the heritage resource. Where demolition is proposed for a heritage property or a property adjacent to a heritage property, a Heritage Impact Assessment will be required.

A Heritage Impact Assessment enables the City to obtain information about the potential impacts that a development or alteration may have on a property on the Heritage Register, and shall have regard for the property’s cultural heritage values and attributes, as identified by Council and will provide a basis for establishing how impacts may be mitigated or avoided, whether the impacts are acceptable, and how a heritage property’s cultural heritage values and attributes will be conserved.
Figure 5.81: Identification of potential heritage sites

Figure 5.82: 180 Laird Drive

Figure 5.83: 96 Laird Drive

Figure 5.84: 66, 68-70, and 72 Laird Drive
5.4.8 Summary Yields
Due to the lower built form and constrained development conditions within Study Area B the population + jobs yield is lower than Study Area A. The summation is based on less finite built forms with an underlying assumption that properties will be consolidated over time in order to consider mid-rise development opportunities. Also assumed is that smaller sites and properties will not yield significant new populations or jobs and are therefore not accounted for in any new development yields.

Gross Floor Areas

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<td>Institutional</td>
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<td>Retail/Comm’l</td>
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Population and Job Yields

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Residential Unit Typology

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<td>1-bedroom (60% total units)</td>
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<td>2-bedroom (30% total units)</td>
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<td>3-bedroom (10% total units)</td>
<td>80</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>800</strong></td>
</tr>
</tbody>
</table>

Unit mix is consistent with other development proposals in the area and exceeds the City’s “Growing Up” guidelines.

Table 5.2: Breakdown of development yields and population as per development parcel. Note that the proposed mix of residential unit types exceeds those recommended in the City’s “Growing Up” Draft Urban Design Guidelines (May 2017).

5.5 Streetscapes

5.5.1 Gateways
Laird Drive, with a shifting focus towards pedestrians and cyclists, will emerge as an attractive street along which to pause and linger. The accentuation 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 where there is potential to articulate the intersections as distinct civic places to stop rather than pass through:

Figure 5.85: Proposed gateway locations along Laird Drive
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. A new development anchoring the corner should be iconic in its architectural treatment and the ground plane treatment should wrap around all sides of the structure tying together the corner with the LRT station entrance and the adjacent plaza space. Each of the intersection corners is different from the other: landscape treatment will provide the common theme relating them together.

1. Relate plaza character on both sides of Laird Drive
2. Utilize high quality materials for paving; provide opportunities for public art, heritage commemoration, planters, wayfinding, and seating
3. Use paving and other common elements to link gateway to adjacent open spaces
4. Provide architectural feature that signifies prominence of intersection

Figure 5.86: Proposed gateway the intersection of Laird Drive and Eglinton Avenue E.
Provide high quality public realm which may include public art, heritage commemoration, seating, wayfinding, and edge plantings

Relate plaza character on both sides of McRae Drive

Incorporate private with public open space in creating high quality plaza that provides opportunities for public art, heritage commemoration, seating, wayfinding, and plantings

Laird Drive at McRae Drive/Wicksteed Avenue is a significant crossroad due in part to the intensity of vehicular traffic. McRae Drive provides a direct connection to Yonge Street as it extends west of Bayview Avenue as Merton Street. It is also significant in its unique road geometry and the presence of a heritage-qualified structure. The acute angle between the roads has create an opportunity to enhance the intersection and relate the landscape treatment to the building and, by extension, to the history of Leaside.
**Laird Drive at Millwood Road** is again a heavily traversed intersection. Anchored at its southwest corner by Leaside Memorial Gardens it delineates the southern limit of the former village. Modifications to the intersection of Malcolm Road and Millwood Road have resulted in an extended parkette and a wider boulevard in front of the arena. Together they provide an opportunity to develop a public realm enhancement strategy that emphasizes this arrival/departure node.

1. Incorporate private with public open space in creating a high quality garden that includes opportunities for public art, heritage commemoration, seating, wayfinding, and plantings.
2. Provide high quality plaza that provides safe access from intersection directly to Leaside Memorial Gardens; Include opportunities for public art, heritage commemoration, seating, wayfinding, and edge plantings.
3. Co-ordinate high quality paving materials with Malcolm Road and Leaside Memorial Gardens corners.

*Figure 5.89: Proposed gateway the intersection of Laird Drive, Malcolm Road, and Millwood Road*
5.5.2 Demonstration Plan

Study Areas A and B possess distinct characteristics through their size of parcels, relationships to transit and existing street network, and neighbourhood designated lands. The common thread linking them together will be a unifying streetscape strategy. 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 contributing to the vibrancy of the public realm through its greenery. 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.

Streets with widened sidewalks, accommodating street trees and streetscape improvements to support public life and encourage active transportation, will act as the connective link between the two study areas.

The south half of Laird Drive has been identified as an interim road condition in part due to the identification of 96 Laird Drive as a potential heritage property. The building is located on the southwest corner of Laird Drive and Lea Avenue and abuts the property line along Laird. As such, the road right-of-way is limited to its current 23.5 metres. However, there are scenarios, both short- and longer-term, that achieve the objectives of an enhanced pedestrian realm and dedicated cycling facilities.

The options for the interim road conditions are presented in the following section along with typical right-of-way cross-sections on other significant streets within the study area.