

Figure A: Study Areas A and B in the context of Leaside and Thorncliffe Park

A.3 Development Details for Study Area A

A.3.1 Land use Designations

General Employment Area

- a) General Employment, as identified on Figure B, is a place for business and economic activity. It is expected that the General Employment Areas will include clusters of business and economic activities including, but not limited to, small and modestly scaled office space users, and limited associated retail, service, and ancillary facilities. It is intended that development within the General Employment Area will exhibit a high standard of building design and landscaping.
- b) Development within the General Employment Areas:
 - Must be compatible with residential and sensitive non-residential uses that are permitted in the adjacent Mixed-Use 1 designation and existing adjacent residential neighbourhoods;
 - Will contribute to the creation of a competitive, attractive, and highly functional Employment Area; and,
 - The uses permitted within the General Employment area are in accordance with the uses permitted under Employment Light, Section 60.10, Subsection 60.10.20 and Employment Office, Section 60.40 Subsection 60.40.20 of the City's Zoning By-law. Permitted retail and

service commercial uses may be permitted only where the individual retail or service commercial business comprises less than 6,000 square metres of Gross Floor Area.

Mixed-Use 1 Area

- c) The lands within the Mixed-Use 1 Areas, as shown on Figure B, are intended to provide opportunities for larger scale retail facilities in combination with service commercial, office, residential development and community facilities in mixed-use building formats.
- d) The following uses may be permitted within the Mixed Use 1 Areas:
 - Residential in the form of low-rise, mid-rise and high-rise apartments;
 - Retail and service commercial with a Gross Floor Area of less than 6,000 square metres per individual retail or service commercial business;
 - Offices;
 - Parks and open spaces and Privately Owned Public Spaces (POPS);
 - Public and private utilities; and,
 - Community facilities.
- e) At-grade uses shall include retail and service commercial uses, institutional uses, office uses, community facilities and/or other non-residential

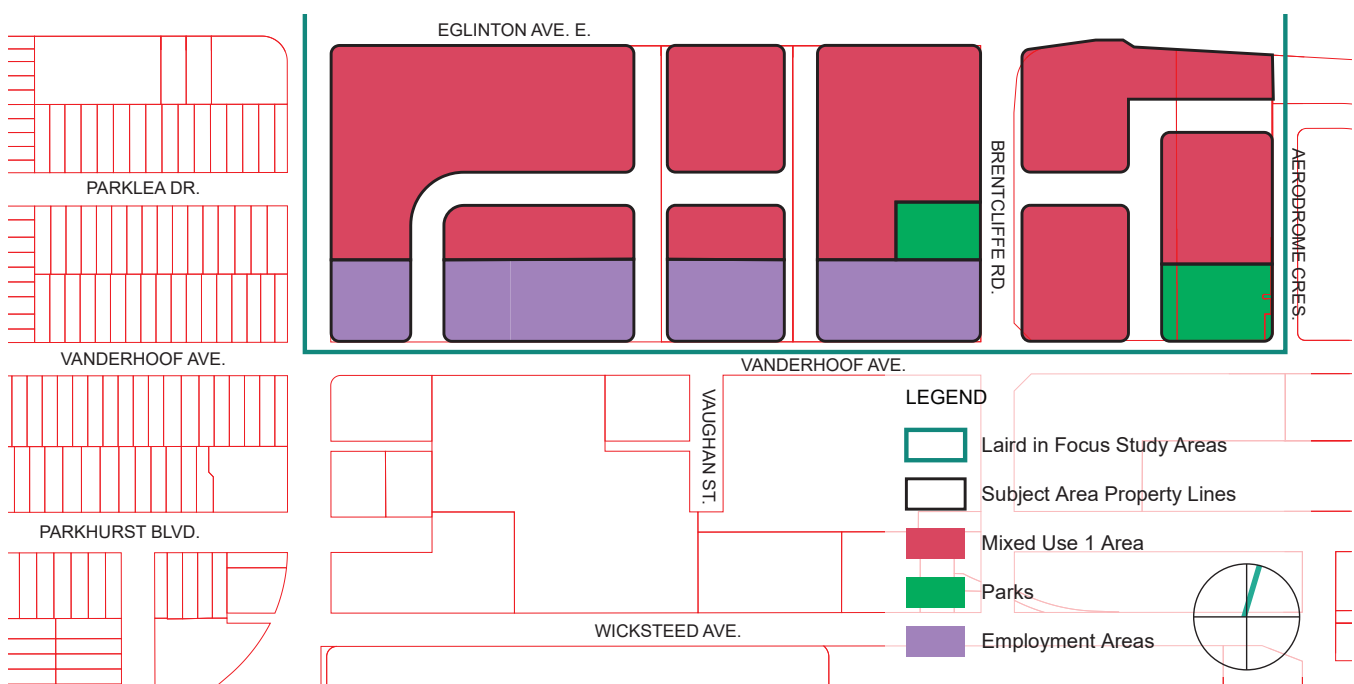


Figure B: Land Use, Study Area A

uses where the building abuts Eglinton Avenue or Laird Drive.

- f) At-grade non-residential uses shall occupy a minimum of 60 percent of the at-grade Gross Floor Area. Residential and non-residential uses are permitted above the ground floor.
- g) On the Local Road network within the Mixed Use 1 Areas, retail and service commercial uses, institutional uses, office uses, community facilities and/or other non-residential uses may be permitted at-grade in a mixed use building, or in a stand-alone, single use building.
- h) Mixed-use development may include a mixture of uses on a site, or a mixture of uses within a building.
- i) Development that includes residential units is required to increase the non-residential Gross Floor Area over what exists on the day of the passing of this Plan.
- j) A study of noise, dust, odour and other related industrial related impacts is required prior to the approval of any residential development and/or other sensitive non-residential uses to ensure that appropriate design standards can be determined.

A.3.2 Built Form: Study Area A

A Sustainable and Resilient Community

- a) All development in Study Area A shall be consistent with the following:
 - Demonstrate leadership in resiliency and sustainability through the use of green building design and technology in accordance with approved City policies, by-laws and guidelines;
 - Incorporate low impact design and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment;
 - Accommodate all ages, income levels, and abilities; and,
 - Require convenient access to higher order transit to reduce reliance on the automobile as the primary mode of transportation, and promote active transportation, such as walking and cycling.

Building Articulation

- a) All new buildings shall:
 - Have a maximum street wall length of 105.0 metres;
 - Be articulated with vertical breaks at grade, at a minimum of every 6 metres and include expansive windows along the primary frontage;
 - Discretely incorporate commercial signage into a consistent band running along the top of ground floor units;
 - On corner sites, be further articulated in acknowledgment of the building's relationship to the street as seen from a distance;
 - Cafe/Restaurant uses may extend into adjacent outdoor spaces by way of terraces, patios and informal outdoor seating; and,
 - Incorporate primary entrances into the front building facade. Further, primary building entrances shall be clearly visible, located to front onto a street, be direct, and should be accessible to people of all ages and abilities;
 - The building facade shall be Integrated as an extension of the public realm; and,
 - At-grade residential uses shall have landscaped transition between the public and private realms.

Architectural Features

- Employment buildings are envisaged to be characteristic of office or innovation-type development owing to their proximity to higher order transit. Buildings will be urban in form with transparent primary facades oriented towards their street frontages.
- Due to high visibility of tall buildings, consideration shall 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. Tall buildings whose presence will be seen from afar or from the terminus for a street view will be visually iconic and will contribute singularly and collectively to the skyline.
- Building materials for all building types shall be predominantly masonry and relate in quality and colour to employment and nearby residential brick buildings.

Setbacks

- All buildings that abut Vanderhoof Avenue, Eglinton Avenue East and Laird Drive shall have a 6.0 metre street facing setback. In addition, the setback of the 1st Level Below-grade Parking shall be 6.0 metres.
- A 3.0 metre street facing setback shall be applied to street frontages within Study Area A along Brentcliffe Road and all Local Streets. In addition, the setback of the 1st Level Below-grade Parking shall be 3.0 metres.
- There shall be no setback required for the west portion of the Local Street as it transitions through the Plaza Space/Forecourt identified on Figure E.
- All street facing setbacks shall:
 - Accommodate hard and soft landscape enhancements and transition zones between public and private realms, including specialty pavement, seating, decorative fencing, and other high quality furnishings.
 - Include appropriate uses, such as raised private terraces and/or commercial patios complementary to the adjacent public realm; and
 - Include an enhanced front garden to screen at-grade street facing dwelling units from the street, while providing attractive front entrances. Any grade changes between the sidewalk and the building's front entrance shall be accommodated on private property.

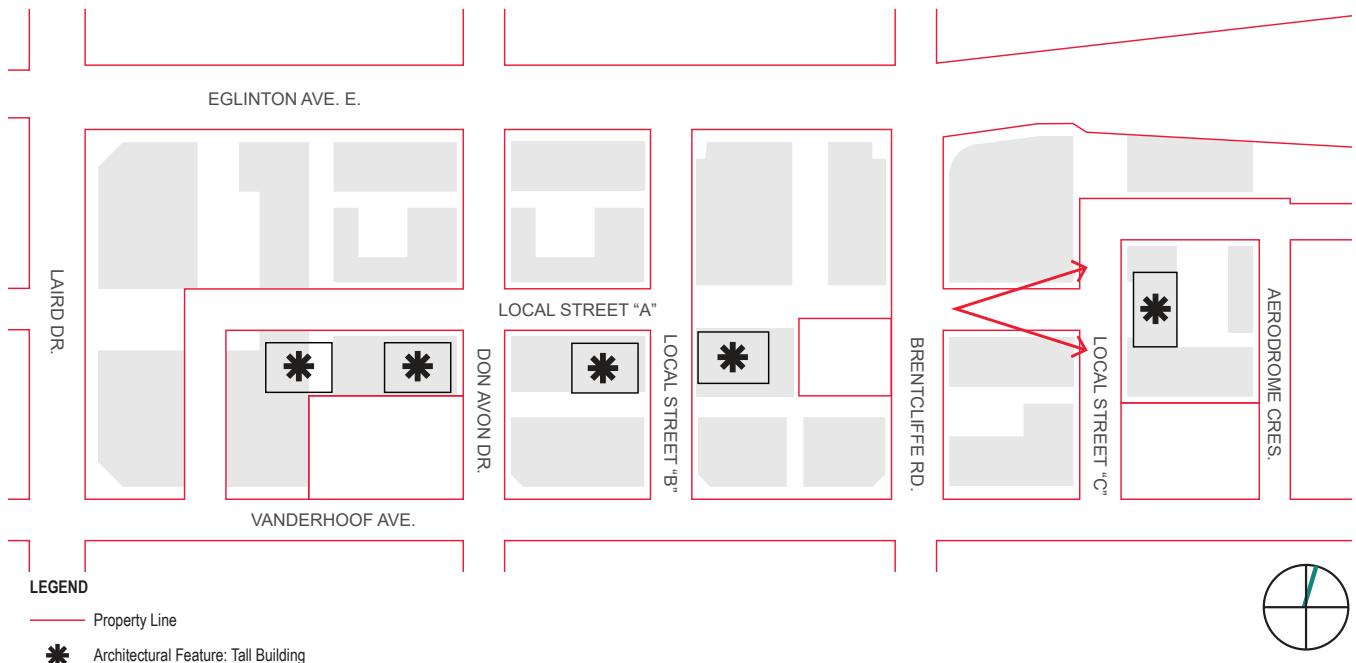


Figure C: Architectural Features

Building Height

- e) The heights of buildings within Study Area A are variable and are defined on Figure E. In general:
- Low-rise buildings are located along Aerodrome Crescent. Low-rise buildings will be primarily residential townhouses, with opportunities for live/work. The building typology provides opportunity for larger units that have access to nearby courtyard amenities and public parks;
 - Mid-rise buildings are located along Laird Drive and Eglinton Avenue East. Mid-rise buildings are the predominant built form. Opportunities for green roofs at lower levels will provide additional outdoor amenity space for residents. This building archetype also serves as the base for taller buildings that are centrally sited within Study Area A. All buildings between 3 and 9 storeys will conform to the City of Toronto mid-rise performance standards; and,
 - Taller buildings are located in the interior of the site fronting the internal public road. Tall buildings are defined as those structures whose height dimension exceeds the width of the road right-of-way. Thus, buildings associated with Eglinton Avenue that are taller than 31 metres (9 storeys) are classified as “tall”. These buildings are primarily residential in use and their form is guided by the City’s Tall Building Design Guidelines. A 45-degree angular plane shall determine maximum height adjacent to Eglinton Avenue East, Laird Drive and Aerodrome Crescent.
- f) Building height shall be limited to 6 storeys along street frontages with the exception of street intersections identified as ‘architectural elements’ (see Figure E), which may include taller built form.

Building Step-backs

- a) A building step-back shall be applied to development within Study Area A to avoid the ‘canyon’ effect with upper floors setback from the street wall permitting increased exposure to sunlight at the street level. The building step-backs (Figure F) are described as follows:
- Abutting Eglinton Avenue East, and Laird Drive, building step backs are determined by extending a 45-degree angular plane from the top of the 6-storey building street wall, located at the 6.0 metre setback from the property line, as shown on Figure G;
 - Abutting Brentcliffe Road, building step backs are determined by extending a 45-degree angular plane from the top of the 3-storey building street wall, located at the 3.0 metre setback from the property line, as shown on Figure H; and,
 - Elsewhere, building step backs are typically 3.0 metres for each additional storey above 3 storeys, as measured from grade.

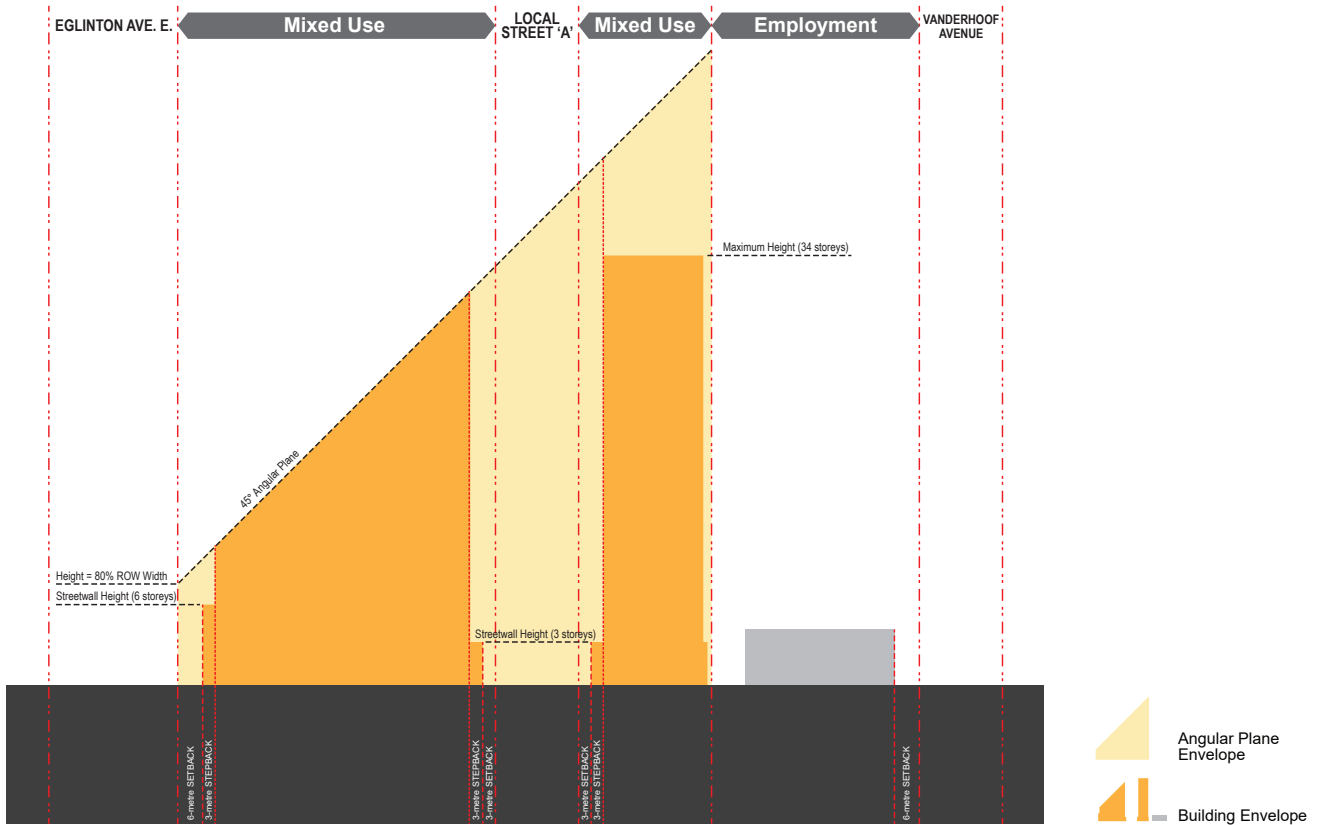


Figure G: Building Step-back and Angular Plane

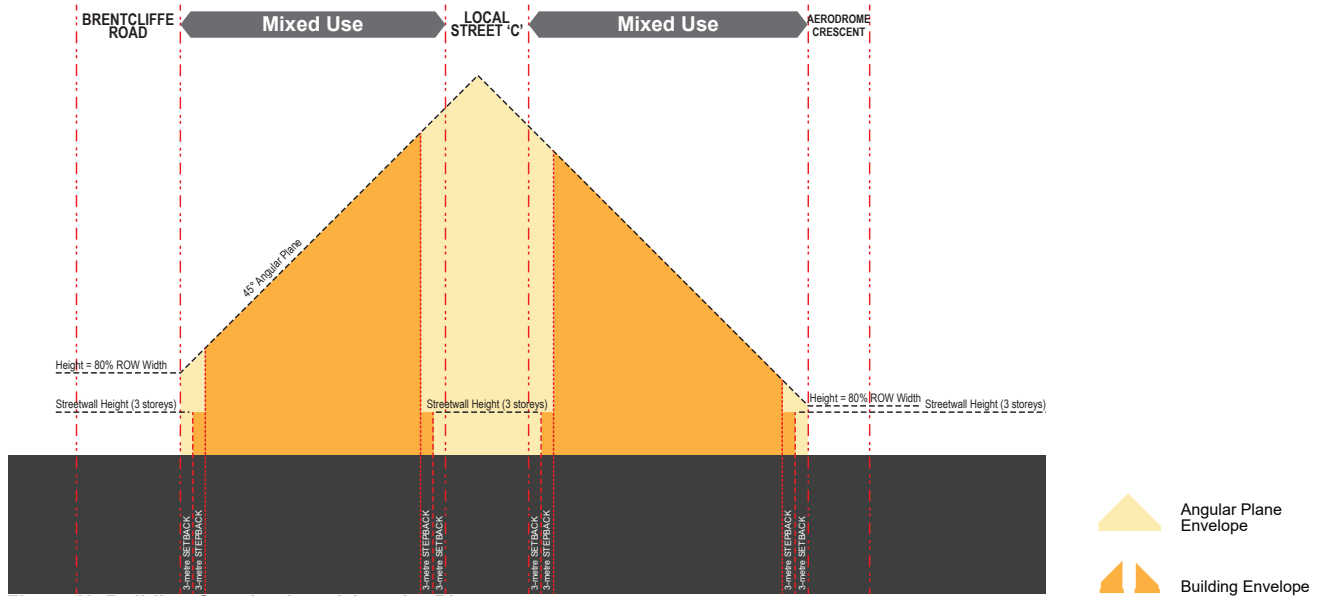


Figure H: Building Step-back and Angular Planes

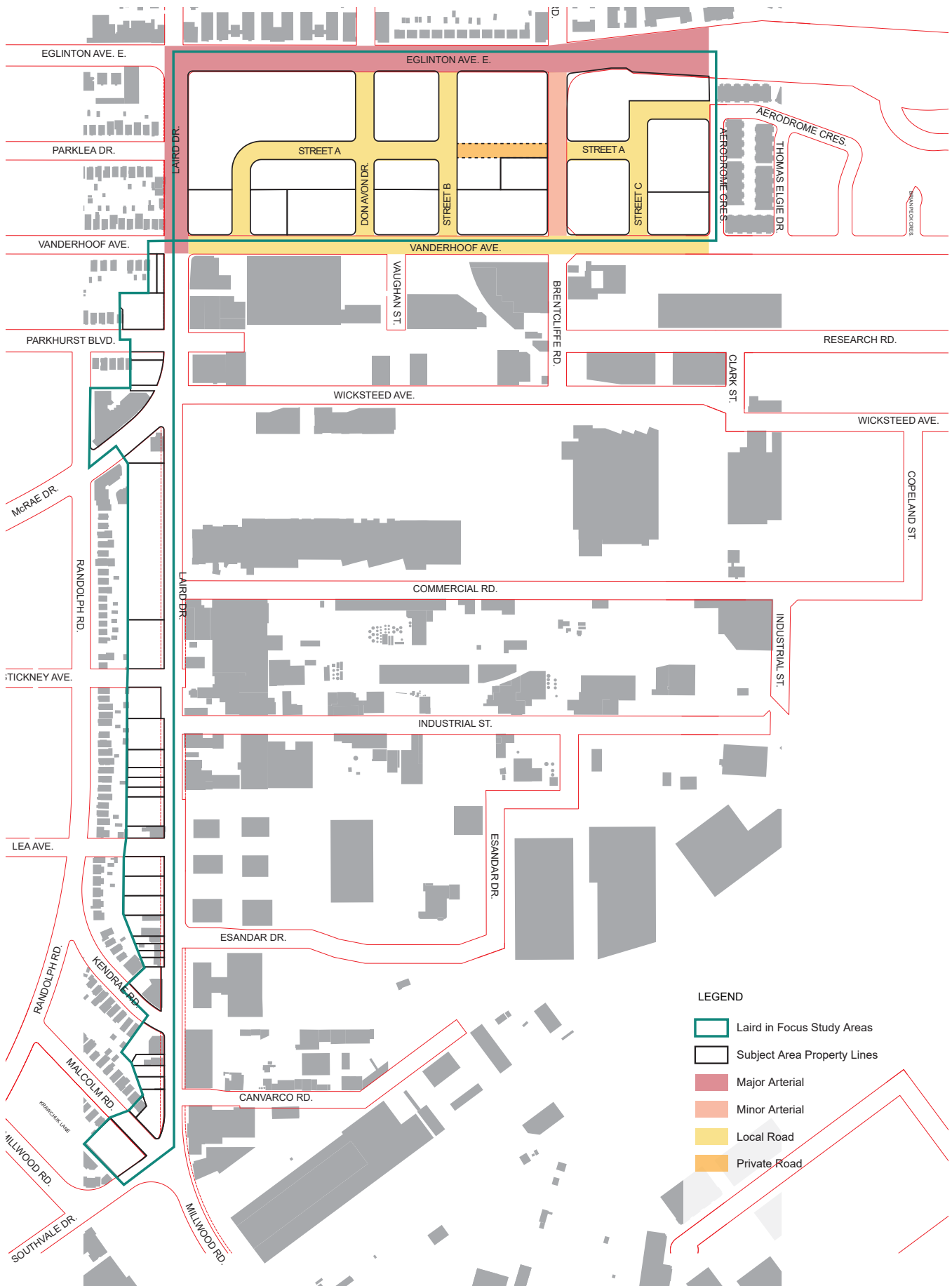


Figure I: Street hierarchy for Study Area A

A.3.3 The Public Realm: Study Area A

General

- a) All development shall be set back from the property line to enable an extension of the public realm.
- b) A unified streetscape shall be developed to will provide for a consistent street tree canopy and to accommodate a continuous, safe cycling link along Vanderhoof Avenue to the Don Valley.
- c) There shall be a hierarchy of gateways and open spaces that are high quality, inviting and serve as formal and informal gathering places.

The Street Network

- a) The street network within and surrounding Study Area A as shown on Figure I, shall be developed under the principles of “complete streets”, with appropriate facilities provided for pedestrians, cyclists, transit, and vehicles. All roads within Study Area A are Public Roads, with the exception of one previously approved Private Road. The Street Network shall:
 - Connect to the surrounding road system;
 - Provide numerous, convenient, and safe pedestrian and cycling routes linking key destinations within and beyond the study area, with direct connections to the LRT Stations;
 - Provide a clear and direct movement system that extends from Laird Drive to Aerodrome Crescent and from Eglinton Avenue to Vanderhoof Avenue;
 - Provide bicycle facilities at LRT station entrances, as well as other major destinations;
 - Provide high quality streetscapes and linkages that enhance the pedestrian and cyclist experience;
 - Utilize key buildings and spaces to assist in orientation.
- b) **Eglinton Avenue East and Laird Drive (north of Vanderhoof Avenue):** The Major Arterials within Study Area A are Eglinton Avenue East and Laird Drive (north of Vanderhoof Avenue), as shown on Figure I. Eglinton Avenue East shall have a right-of-way width of 31.0 metres. Laird Drive shall have a right-of-way width of 27.0 metres. These Major Arterials shall be designed to accommodate:
 - An enhanced public realm through street furniture and viable street tree planting at an appropriate spacing to ensure healthy growth and continuous canopy;
 - Outdoor café/restaurant seating;
 - Wider sidewalks in anticipation of higher volumes of pedestrian traffic;
 - Amenities for transit users and bus routes as a priority; and,
 - Amenities for cyclists and cycle lanes as a priority.
- c) **Brentcliffe Road:** The Minor Arterial in Study Area A is Brentcliffe Road with a right-of-way width of 25.0 metres. The Minor Arterial shall be designed to accommodate:
 - An enhanced public realm through viable street tree planting at an appropriate spacing to ensure healthy growth and a continuous canopy;
 - A multi-use path and sidewalk (west side, south of Mid-block street) connecting Vanderhoof MUP to proposed park;
 - Sidewalks on both sides of the street with minimum width of 2.1 metres;
 - The provision of landscape buffer providing transition between public realm and private realm (ground-related residential units); and,
 - The movement of goods in support of the abutting employment area.

- d) Vanderhoof Avenue:** Vanderhoof Avenue is a Local Street with a right-of-way width of 20.0 metres. Vanderhoof Avenue shall be designed to accommodate:
- An enhanced public realm with street furniture and double row of street tree planting at appropriate spacing to ensure healthy growth and continuous canopy;
 - A multi-use path and sidewalk (north side) that connects future identified public parks to the Don Valley Ravine system;
 - Sidewalks on both sides of the street with minimum width of 2.1 metres; and,
 - Provision of landscape buffer between public realm and private realm (ground-related employment uses).
- e) Mid-block Local Streets:** The Mid-block Local Streets within Study Area A (Local Streets A, B and C and including Don Avon Drive), all with right-of-way widths of 20.0 metres. All of these Mid-block Streets shall be designed to accommodate:
- Enhanced public realm through viable street tree planting at an appropriate spacing to ensure healthy growth and a continuous canopy;
 - Sidewalks on both sides of the street with minimum width of 2.1 metres; and,
 - Provision of landscape buffer providing transition between public realm and private realm (ground-related residential units).

Gateways, Parks and Courtyards

- a) Gateway:** An opportunity exists to establish an attractive and functional Gateway feature at the intersection of Laird and Eglinton Avenue, as identified on Figure J. This Gateway feature shall be developed to achieve high quality public outdoor amenity space that includes street trees and overall greening.
- b) Parks and Open Spaces:** The parks and open spaces in Study Area A identified on Figure J shall be large public spaces comprised of hard and soft landscaping and include elements that accommodates park users of all ages and abilities. The lands designated Parks and Open Space and the identified Gateway feature shall be high quality spaces that include street trees and overall greening and shall:
- Contribute to the identity of the community;
 - Be inviting and act as formal and informal gathering places; and,
 - Provide functional and aesthetic breaks in the built form.

Pedestrian Linkage

- a) The pedestrian linkages identified in Study Area A as shown on Figure J shall be mid-block connections that will connect to public spaces and transit stations. The pedestrian linkages shall be of a high quality hard surface with pedestrian-scale lighting.

Mews/Laneway

- a) The Mews/Laneway as shown on Figure J shall be multi-functional to allow for vehicular access, service vehicle access, and smaller scale residential access.

Plaza Space/Forecourt

- a) The Plaza Space/Forecourt identified on Figure J shall have buildings with primary commercial/retail entrance ways and places for public gathering/ interaction.

Courtyards

- a) Outdoor, identified conceptually on Figure J, at-grade amenity space for residents and businesses is required for all ground-related residential or live/work units that are not adjacent to a public park. Courtyard spaces shall:
 - Be a combination of hard and soft landscape surfaces and should be no smaller than 25 square metres in area, per dwelling unit/per business; and,
 - Ensure adequate direct daylight of at minimum 4 continuous hours is achievable within courtyard.

Focal Points

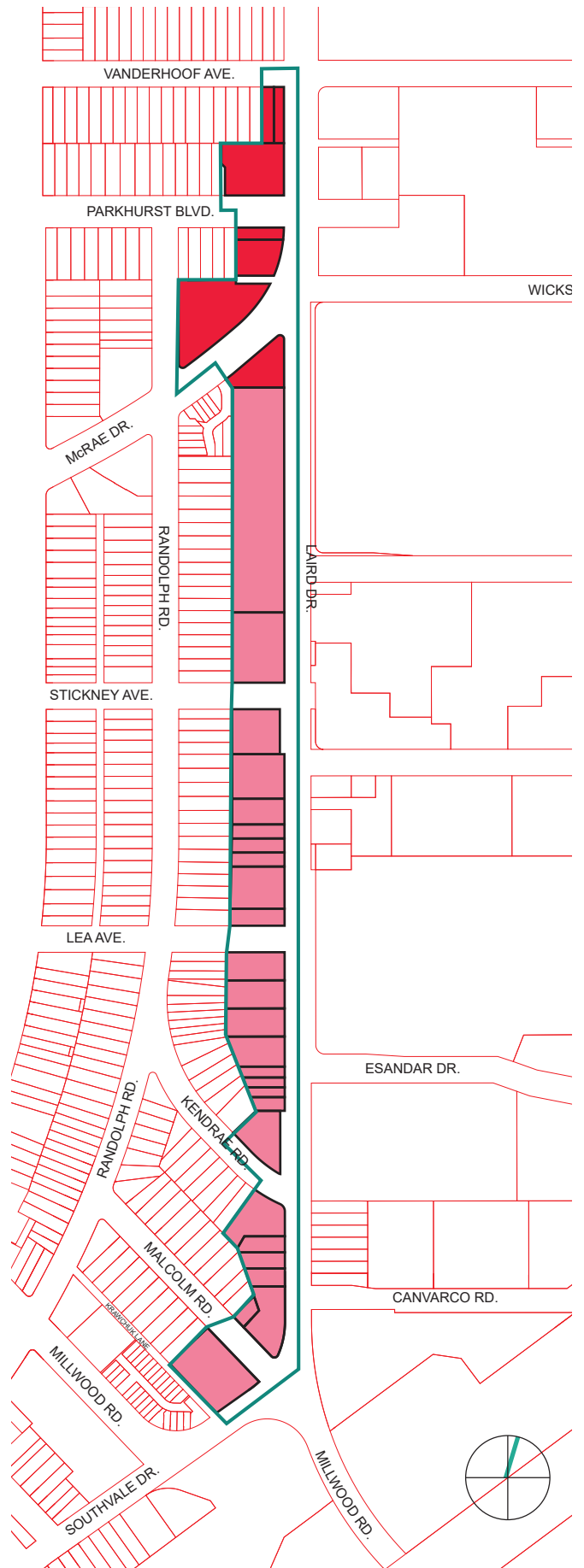
- a) Focal points shall be provided for at key locations within Study Area A, shown conceptually on Figure J, for public art, wayfinding elements and heritage commemoration features.

Community Facility

- a) The Community Facility shall be located within Study Area A, as generally identified on Figure J, in proximity to the residential and worker populations it serves, be adjacent to a public park, and may accommodate any combination of recreational facilities, cultural facilities, library facilities and/ or day care facilities to serve both the emerging community, as well as adjacent neighbourhoods. In addition, it shall be:
 - Located in a highly visible and accessible location with strong pedestrian, cycling and transit connections;
 - Designed to provide flexible multi-purpose facilities that can adapt over time to meet the varied needs of the community;
 - Delivered in a timely manner to support residential and non-residential growth; and,
 - Incorporated with mixed-use buildings or as a stand-alone facility.



Figure J: Public Realm



LEGEND

- Laird in Focus Study Areas
- Subject Area Property Lines
- Mixed Use 2 Area
- Mixed Use 3 Area

Figure K: Land Use, Study Area B

A.4 Development Details for Study Area B

A.4.1 Land Use

Character Area 2:

Within 500 metres of LRT Station

- a) The lands within the Mixed Use 2 Areas designation, as shown on Figure K, are intended to provide opportunities for smaller scale retail facilities in combination with service commercial, office, residential development, and community facilities. The following uses may be permitted within the Mixed-Use 2 Designation:
- Residential dwelling units in the form of mid-rise apartments. Townhouses may be permitted where incorporated in the base of a larger development;
 - Live-work units;
 - Retail and service commercial uses with a Gross Floor Area of less than 600 square metres, per individual retail or service commercial business;
 - Office uses;
 - Parks and open spaces and POPS;
 - Public and private utilities; and,
 - Community facilities.
- b) Retail and service commercial, office, and other permitted non-residential uses are required at grade.
- c) A minimum of 75 percent of the at-grade Gross Floor Area shall comprise permitted retail and service commercial uses, office uses or any other permitted non-residential use.

Character Area 3:

Beyond 500 metres of LRT Station

- a) The lands within the Mixed Use 3 Areas designation, as shown on Figure K, are intended to provide opportunities for smaller scale retail facilities in combination with service commercial, office and residential development. The following uses may be permitted within the Mixed-Use 3 Designation:
- Residential dwelling units in the form of mid-rise apartments and townhouses;
 - Live-work units;
 - Retail and service commercial located at-grade, with a Gross Floor Area of less than 600 square metres, per individual retail or service commercial business;
 - Office;
 - Parks and open spaces and POPS;
 - Public and private utilities; and,
 - Community facilities.

A.4.2 Built Form: Study Area B

A Sustainable and Resilient Community

- a) All development in Study Area B shall be consistent with the following:
- Demonstrate leadership in resiliency and sustainability through the use of green building design and technology in accordance with approved City policies, by-laws and guidelines;
 - Incorporate low impact design and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment;
 - Accommodate all ages, income levels, and abilities; and,
 - Require convenient access to higher order transit to reduce reliance on the automobile as the primary mode of transportation, and promote active transportation, such as walking and cycling.

Compatible Development

- a) Compatible development shall be defined as development that is not necessarily the same as, or even similar to development in the vicinity, but is development that enhances the character of the area, without causing any undue adverse impacts on adjacent properties. In achieving compatible development, all proposed development shall:
- Conform with applicable policies of the City's Official Plan;
 - Be consistent with and implement the applicable design guidelines approved by the City, to the satisfaction of the City; and,
 - Be subject to Site Plan Approval.

Building Articulation

- a) All new buildings shall:
- Have a maximum street wall length of 45.0 metres;
 - Be articulated with vertical breaks at a minimum of every 6 metres to avoid 'canyon' effect, and include expansive windows along the primary frontage;
 - Discretely incorporate commercial signage into a consistent band running along the top of ground floor units;
 - On corner sites, be further articulated in acknowledgment of the building's relationship to the street as seen from a distance;
 - Cafe/Restaurant uses may extend into exterior spaces by way of terraces, patios and informal outdoor seating;
 - Incorporate primary entrances into the front building facade. Further, primary building entrances shall be clearly visible, located to front onto a street, be direct, and should be accessible to people of all ages and abilities;
 - The building facade shall be Integrated as an extension of the public realm; and,
 - At-grade residential uses shall have landscaped transition between the public and private realms.

Setbacks

- b) Front Yard Setback:** For all new buildings, the front yard setback at-grade and for the 1st level of below-grade parking shall be a minimum of 3.0 metres from the edge of the right-of-way/property line, and shall:
- Include specialty pavement, seating, decorative fencing, and other high quality furnishing at-grade;
 - Accommodate landscape enhancements and a transition zone between public and private realms;
 - Include raised private terraces, commercial patios, planting complementary to the public realm; and,
 - For ground-related residential units, utilize an enhanced front garden to screen units from the street while providing attractive front entrances. Ensure any grade changes between sidewalk and front entrance are accommodated on private property.
- c) Rear Yard Setback:** The rear yard setback of the 1st level below-grade parking shall be 3.0 metres from the rear property line. The rear yard setback at-grade for new buildings in Study Area B shall be a minimum 9.0 metres from the rear Property Line, as shown on Figure Iv, and shall:
- Include a minimum 3.0 metre landscaped strip along the rear property line to visually buffer development from adjacent residential properties; and,
 - Where possible, provide rear laneway access;
- d) Exterior Side Yard Setback:** All exterior side yard setbacks in Study Area B are a minimum of 0.0 metres.
- e) Interior Side Yard Setback:** The interior side yard setback for new buildings in Study Area B may be a minimum of 0.0 metres except:
- Where a vehicular access to the rear yard is required, then the interior side yard shall be a minimum of 6.0 metres to facilitate the required vehicular access; or,
 - Where the interior lot line abuts another interior lot line, and access to the rear yard is to be shared, then the interior side yard for both properties shall be a minimum of 3.0 metres on each property.
- f) Where provided, interior side yards shall:**
- Provide a direct vehicular connection between the rear yard parking and the primary entrances for ground floor commercial uses;
 - Provide safe pedestrian connections between rear and front yards of new development; and,
 - Provide access for cyclists to rear parking and storage facilities from the front yard.

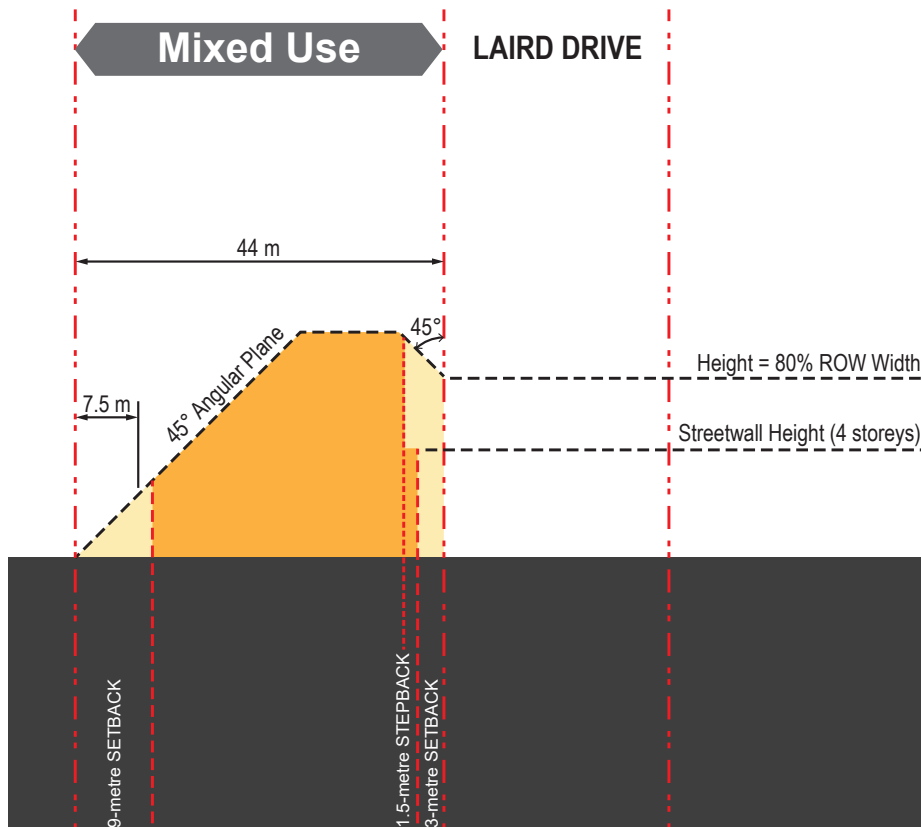


Figure L: Building Step-back and Angular Plane, 44-m property depth

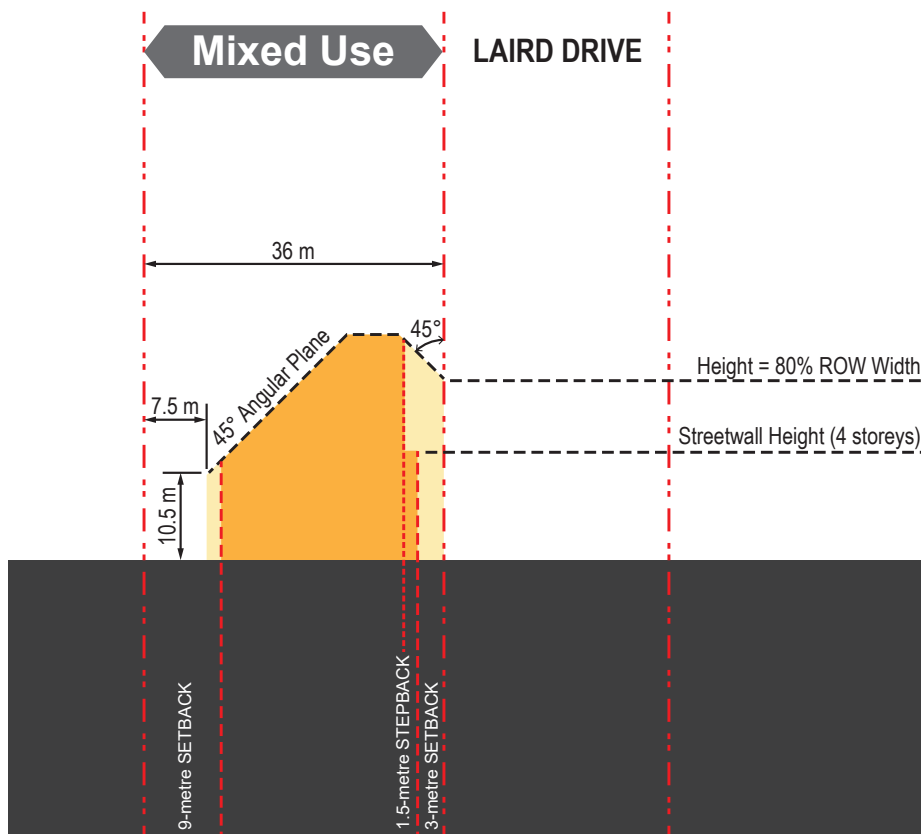


Figure M: Building Step-back and Angular Plane, 36-m property depth

Building Height

- a) Low-rise buildings located within Study Area B shall have a maximum height of 3-storeys; and,
- b) Mid-rise buildings located within Study Area B shall have a maximum height established as the width of the adjacent right-of-way or 27.0 metres, whichever is less. Building height will also be established through the application of angular planes, as shown on Figures L and M.

Building Step-Backs

- a) In addition to the policies that apply to all new low-rise and mid-rise buildings in Study Area B, new mid-rise buildings shall accommodate step-backs for all built form above the 4th storey (as shown in Figures L and M). Step-backs shall:
 - Be a minimum of 1.5 metres from the building wall at the top of the 4th floor, where the building wall faces the front or side lot lines; and,
 - Be established by the application of the required angular plane, where the facade faces the rear lot line. Generally, the rear yard step-back shall be 3.0 metres for every additional storey above the 3rd floor.

Rear Facades

- a) Where there are adjacent residential buildings and where the rear facade of new development will be visible the architectural treatment of the rear facade shall be enhanced. Enhancements shall include windows, appropriate facade materials and balconies.

Frontage

- a) The minimum parcel frontage required for any new development within Study Area B shall be 18.0 metres for corner sites or mid-block sites that are serviced by laneway access.
- b) The minimum parcel frontage shall be 24.0 metres for mid-block sites that are serviced by a driveway access. Mid-block sites that are served by a rear lane, may have a minimum frontage of 18.0 metres.

Rear Laneways

- a) Wherever possible, development within a block in Study Area B shall be coordinated to accommodate rear lane access for below-grade parking and servicing.
- b) All access to underground parking and loading facilities shall be provided from the rear yard.

A.4.3 Heritage Buildings

General

It is a goal of this Plan to conserve and enhance the legibility of the study area's historic urban fabric as a transition between the residential neighbourhood west of Laird and the industrial areas to the east. This Plan shall:

- Ensure high quality architecture in the design of the new development, additions and alterations that is complementary to on-site heritage resources and is in accordance with the intent of City of Toronto Official Plan heritage policies;
- Require that new development enhances and complements adjacent heritage properties, in accordance with the intent of City of Toronto Official Plan heritage policies;
- Require that new development, additions and alterations on or adjacent to heritage properties respond to existing heritage buildings through built form as opposed to materiality or articulation;
- Ensure that any required alterations to heritage buildings to satisfy accessibility requirements minimize impact on the building's heritage attributes and cultural heritage value.
- Encourage the City to initiate the process to designate 66, 68, 70, 72, 96 and 180 Laird Drive under Part IV of the Ontario Heritage Act; and,
- Require that new development explore opportunities to interpret and commemorate the history of Leaside.

Detached Main Street Commercial (180 Laird Drive):

- a) Additions to Detached Main Street Commercial heritage buildings shall:
 - Conserve the heritage property's street-facing elevation(s) and substantial portions of return walls;
 - Enhance and complement the heritage building;
 - Provide additional height and density that is context-appropriate.
- b) Rooftop additions to Detached Main Street Commercial heritage buildings shall:
 - Be set back from all street-facing elevations, with appropriate set-backs determined on a case-by-case basis; and,
 - Be no taller than 2/3 of the height of the heritage building.

Main Street Commercial Row (96 Laird Drive)

- a) Additions to Main Street Commercial Row heritage buildings shall:
 - Conserve the heritage property's street-facing elevation(s) and substantial portions of return walls;
 - Conserve the roof profile of the heritage building, as viewed from the public realm;
 - Enhance and complement the heritage building; and,
 - Provide additional height and density that is context-appropriate.

Semi and Single House-Form

(66, 68-70, 72 Laird Drive)

- a) Additions to House-Form heritage buildings shall be located at the rear of the property.
- b) Rear additions to house-form heritage buildings shall be located behind the building and be limited in height to the peak of the existing roofline.

A.4.4 The Public Realm: Study Area B

General

- a) All development shall be set back from the property line to enable an extension of the public realm.
- b) A unified streetscape shall be developed to will provide for a consistent street tree canopy and to accommodate a continuous, safe cycling link from Eglinton Avenue to Millwood Road.
- c) There shall be a hierarchy of gateways and open spaces that are high quality, inviting and serve as formal and informal gathering places.

The Road Network

- a) The street network within and surrounding Study Area B shall be developed under the principles of “complete streets”, with appropriate facilities provided for pedestrians, cyclists, transit, and vehicles.
- b) **Laird Drive:** Laird Drive, south of Vanderhoof Avenue shall have a right-of-way width of 27.0 metres and be designed to accommodate:
 - Connections to the surrounding road system;
 - Numerous, convenient, and safe pedestrian and cycling routes linking key destinations within and beyond the study area;
 - An enhanced public realm through street furniture and viable street tree planting at an appropriate spacing to ensure healthy growth and continuous canopy;
 - Outdoor café/restaurant seating where mixed use includes ground-related retail/commercial;
 - Privately Owned Public Spaces (POPS);
 - Wider sidewalks in anticipation of higher volume pedestrian traffic;
 - Amenities for transit users and bus routes as a priority;
 - Amenities for cyclists and cycle lanes as a priority; and,
 - Where uses include ground-related residential include a landscape buffer to provide a transition between public and private realms (sidewalk to ground-related residential units).

Gateways and Parks

- c) **Gateways:** Study Area B is constrained for the creation of typical park spaces given the size of the development parcels and ownership fragmentation. However, some opportunities exist within the existing public right-of-way to establish attractive and functional gateways, as identified on Figure O. These gateways shall be developed to achieve high quality public outdoor amenity spaces that include street trees and overall greening and shall:
 - Contribute to the identity of the community;
 - Be inviting and act as formal and informal gathering places;
 - Provide functional and aesthetic breaks in the built form; and,
 - Provide opportunities for public art, wayfinding elements and heritage commemoration features.