

## **Laird in Focus Planning Study - Proposals Report**

Date: June 25, 2018  
To: North York Community Council  
From: Director, Community Planning, North York District  
Ward: Ward – 26 Don Valley West

**Planning Application Number:** 17 139916 NNY 26 OZ

### **SUMMARY**

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The Laird in Focus Planning Study seeks to establish a planning framework to manage growth and development along Laird Drive and Eglinton Avenue East within the Leaside neighbourhood. This study responds to the \$8 billion investment in the Eglinton Crosstown Light Rail Transit (LRT) project, and will put in place a planning framework to accommodate prescribed population and job growth around the LRT station, address transportation and servicing capacity issues and create a plan for a complete, mixed use and vibrant community.

In 2016, the City of Toronto launched Laird in Focus – a multi-disciplinary study that would build off the Eglinton Connects Planning Study of 2014 and examine the potential to accommodate future residential, mixed use and/or employment growth at Laird Drive and Eglinton Avenue East, the location of a future station for the LRT.

This report provides an overview of the study objectives and process and lays out a vision, goals and principles for the area. Staff are recommending that City Council endorse the Consultant Team's Final Report, dated June 2018, request staff to undertake further stakeholder and public consultation on the directions outlined by the Consultant Team in the Final Report and request a Site and Area Specific Policy and supporting implementation strategies for the Laird in Focus Planning Study area be brought forward in the second quarter of 2019.

### **RECOMMENDATIONS**

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The Chief Planner and Executive Director, City Planning Division Recommends that City Council:

1. Endorse the Laird in Focus Planning Study Final Report (Attachment 4) dated June 2018, prepared by The Planning Partnership;

2. Request the City Planning Division to undertake further stakeholder engagement and public consultation on the policy directions outlined in this report, and in Attachment 4, to inform the development of a Site and Area Specific Policy (SASP) for the Laird in Focus Planning Study area;
3. Request the Chief Planner and Executive Director, City Planning Division, to bring forward a draft Site and Area Specific Policy and supporting implementation strategies for the Laird in Focus Planning Study area, based on the recommendations summarized in Attachment 4, and informed by the consultation in Recommendation 2, in the second quarter of 2019;
4. Direct that any Official Plan amendment and rezoning applications within the Laird in Focus Planning Study area be reviewed in the context of the recommendations outlined in Attachment 4 and this report; and
5. Direct City Planning, Transportation Services and Engineering and Construction Services staff in consultation with Metrolinx to ensure that proper coordination is undertaken to implement the streetscape improvements identified in the Laird in Focus Planning Study in Attachment 4, through municipal capital works on public streets in the Study Area.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **DECISION HISTORY**

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### **Official Plan Review - OPA 231 and SASP 396**

The City of Toronto began the process of reviewing and updating the Official Plan in 2011. This review was conducted in stages by thematic areas including Employment, Environment, Heritage, Housing, Neighbourhoods and Apartment Neighbourhoods, Transportation and Urban Design.

The review of the City's employment lands and policies resulted in the adoption of Official Plan Amendment 231 (OPA 231) in December 2013. Through the review of the City's employment lands, and requests made by landowners to have lands converted from employment to other uses, City staff recommended that the lands fronting onto Eglinton Avenue East, between Laird Drive and Brentcliffe Road be redesignated from *Employment Areas* to *Mixed Use Areas*, with the exception of the southerly 50 metres of these lands being retained as employment lands and to limit *Employment Areas* uses to those compatible with residential and sensitive non-residential uses.

To further give effect to the conversion from employment uses, and as part of City Council's adoption of OPA 231, Site and Area Specific Policy (SASP 396)

established policies to ensure compatibility with future residential and non-residential sensitive uses. SASP 396 limits major retail development within the *Employment Areas* designation and requires residential development in the *Mixed Use Areas* designation to also increase the amount of non-residential gross floor area within each new development.

### **Eglinton Connects**

The Eglinton Crosstown Light Rail Transit (LRT) is a 19 km piece of rapid transit infrastructure that stretches from Weston Road to Kennedy Road providing increased east/west mobility choice for Torontonians across the centre of the City. The LRT is a \$8 billion investment by the Province of Ontario and is expected to be completed in 2021.

The Eglinton Connects Planning Study provides a plan for Eglinton Avenue that is based on a long-term vision – a green beautiful linear space that supports residential living, employment, retail and public uses within a vibrant community. This vision is supported by 21 recommendations organized under three themes of Travelling, Greening and Building. The Eglinton Connects Planning Study final recommendations were adopted by City Council on May 6, 2014.

City Council's Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

Eglinton Connects identified a built form for Eglinton Avenue that would provide for mid-rise and mixed use development for most, but not all, sites along the corridor. There are eight locations within the Eglinton Connects study area (6 Focus Areas and 2 Mobility Hubs) where lot sizes and patterns create a condition where greater densities may be supported. The four large blocks located on the south side of Eglinton Avenue East east of Laird Drive, were identified through the Eglinton Connects Planning Study as a Focus Area for more detailed study based on their potential to accommodate future residential, mixed use and/or employment growth.

Recommendation 18 of Eglinton Connects Study provides that the Focus Areas provide opportunities for incorporating a mix of residential and employment uses in a range of building heights and sizes, combined with new public streets, community services and facilities and high quality green and open spaces.

### **Approved Applications and Active Applications**

Development applications within the Laird Drive and Eglinton Avenue East area has increased over the past number of years. The Appendix included in Attachment 5 provides background on recent applications within the area that are approved and active for the area.

## ISSUE BACKGROUND

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### **Purpose of the Laird in Focus Planning Study**

The Laird in Focus Planning Study (Laird in Focus) is a comprehensive planning study that builds off the work previously completed through the larger Eglinton Connects Planning Study, which had identified the large parcels on the south side of Eglinton Avenue East as an area for further study. The Eglinton Crosstown LRT, development activity on the large parcels (939 Eglinton Avenue East and 815-845 Eglinton Avenue East), and development interest within the lands designated *Mixed Use Areas* on the west side of Laird Drive, provide additional impetus for undertaking this study. Laird in Focus will establish a planning and infrastructure framework to accommodate prescribed population and job growth around the LRT station, address transportation and servicing capacity issues and create a plan for a complete, mixed use and vibrant community.

Laird in Focus is led by the City Planning Division, in partnership with Toronto Water and other City Divisions. Through a competitive procurement process, a team of consultants led by The Planning Partnership (planning and urban design) with contributing sub-consultants Steer Davies Gleave (transportation), SCS Consulting (water, wastewater and stormwater servicing) and ERA Architects (heritage) were retained to advise City Staff and provide recommendations to inform planning policy which requires: a streets and blocks network, parks and open spaces, an enhanced public realm, heritage retention, appropriate built form, multi-modal transportation options, adequate servicing infrastructure, and compatible land uses. This team is referred to collectively throughout this report as “the Consultant Team”.

The City Planning Division also retained the architecture firm of EVOQ to complete a Cultural Heritage Resource Assessment of the study area. This assessment identified heritage resources within the study area and it informed recommendations and statements of significance for several properties to be presented to the Toronto Preservation Board for consideration and inclusion on the City’s heritage register. The assessment report will be before the Toronto Preservation Board and available to the public in the first quarter of 2019.

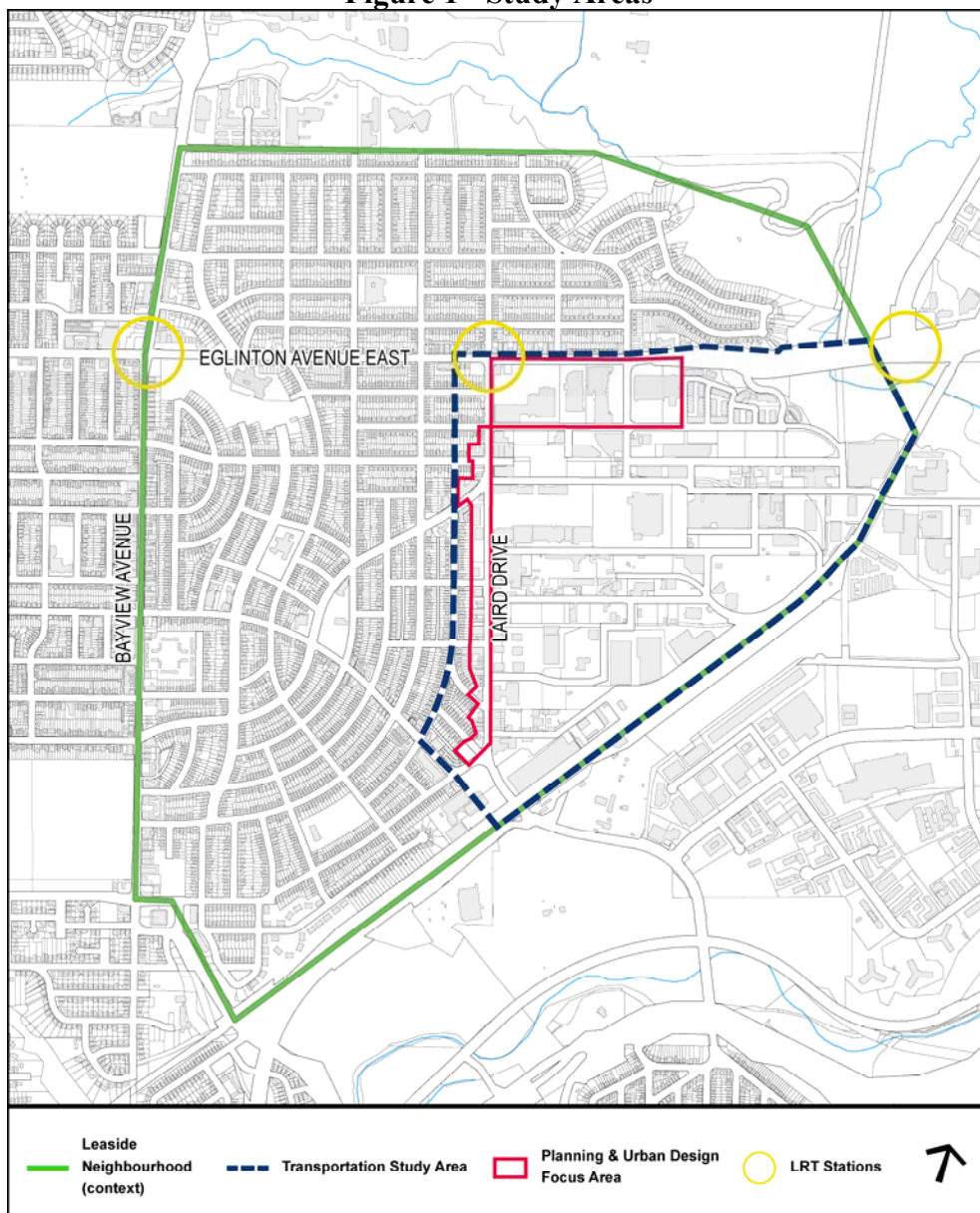
### **Description of the Study Area**

The various sub-components of Laird in Focus have different boundaries based on the particular issues being identified and studied. Figure 1 below identifies the various study boundaries as well as the boundaries of the Leaside neighbourhood.

The multi-modal transportation analysis included the area generally bounded by Eglinton Avenue East to the north, the rail corridor to the east and south, and one block west of Laird Drive.

The planning and urban design components of the study included two distinct study areas. Eglinton Connects had identified four large parcels on the south side of Eglinton between Laird Drive and Aerodrome Crescent (815-845, 849, 939, and 957 Eglinton Avenue East) for further study based on the opportunities for further intensification. This area is referred to in the Laird in Focus Planning Study as Study Area A. Lands located on the west side of Laird Drive between Vanderhoof Avenue and Millwood Road are designated in the Official Plan as *Mixed Use Areas*. Given recent interest for redevelopment within the area, City Staff expanded the scope of the Laird in Focus Planning study to also include the west side of Laird. This area is referred to as Study Area B.

**Figure 1 - Study Areas**



## Phasing

Laird in Focus is a four phase study, with the first three phases completed in conjunction with the Consultant Team (see Figure 2 below). The project officially started in November 2016 and is expected to be completed in the second quarter of 2019. The fourth and final Phase (Implementation) will be conducted by City Planning staff in collaboration with other City of Toronto divisions and will be the subject of a Final Report to Council. This Proposals Report summarizes the work completed in the first three phases. Through the Laird in Focus Planning Study a comprehensive planning framework will be established to provide guidance to future private development and public infrastructure investment within the Laird Drive and Eglinton Avenue East Area.

**Figure 2 – Study Phases**



### Phase 1

The first phase of the study included a background review of existing conditions within the study area. This included land use, built form, urban design, public realm, transportation and servicing reviews and analyses of the study area as currently developed.

### Phase 2

Phase 2 began with the crafting of the Vision and Guiding Principles, which would be used as an evaluative tool for the preparation of the planning framework. A series of development options were then developed, guided by the results of two design charrettes with the public, and were subsequently refined and evaluated. The most favourable elements of the development scenarios were carried forward in the Draft Emerging Preferred Alternative for Study Areas A and B which was presented to the public in December 2017.

### Phase 3

The draft Emerging Preferred Alternative was then subjected to detailed transportation, water and wastewater servicing analysis that was used to further inform a final Preferred Alternative. The Consultant Team has developed a set of recommended actions and directions to inform future land use policy and urban design guidelines for the area.

#### Phase 4

Phase 4 is the final phase in the study program. City staff will take the recommendations from the Consultant Team and use this to help inform the development of a suite of tools to implement the recommendations. This implementation strategy will include a new Site and Area Specific Policy for the area, urban design guidelines and/or new zoning by-law performance standards to manage development and growth within the area.

For a description of area context, Provincial Plans, Official Plan policies and Zoning which apply to the Study Area lands see Appendix in Attachment 5.

#### **Engagement, Consultation and Feedback**

Residents, landowners, businesses and other stakeholders within the Leaside community are very active and have shown a consistently high level of engagement throughout the study process. More than 20 meetings and information sessions have been held with various community groups and the community at large throughout the study process to date. Beginning with the project kick-off meeting that was held on November 30, 2016 and including the most recent community consultation meeting held on April 23, 2018, community engagement has played a large part in the development of the Preferred Alternative and this Proposals Report.

Transportation issues were raised by the community in all phases of the study, with the concern that additional development within the area would further exacerbate traffic infiltration into the North and South Leaside community. A Transportation Summit was held with the community early in the study process to better understand and analyse the existing mobility patterns and issues.

Engagement and consultation for this study was robust and included a series of community consultation meetings, a Local Advisory Committee, drop-in sessions for landowners and businesses, Planners in Public Spaces (PiPS) events, meetings with the Leaside Business Park Association, and early input from the Toronto Planning Review Panel and the City's Design Review Panel. A summary of the public engagement activities follows, with additional detail provided in Section 1.4 of Attachment 4.

Summaries of the consultation held to date can be also found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/laird-in-focus/meetings-events-laird-in-focus/>

#### Local Advisory Committee

It was determined early on in the study process and in consultation with the local Councilor that a Local Advisory Committee (LAC) should be established to provide advice to the Consultant Team and City Staff. The LAC consists of 29 members, representing residents of South and North Leaside, local traffic advisory committee members, local businesses, and some members of the local



Councillor's development committee. Throughout the study a total of four LAC meetings have been held to date.

LAC members were asked to volunteer their time to provide input and local knowledge related to, amongst other matters, heritage, transportation, land use, community services, and water and waste water servicing. The LAC will continue to provide valuable advice and input for City Staff through the fourth and final phase of the project.

### Community Consultation Meetings

A number of community consultation meetings were held throughout the study, in consultation with the local Councillor. These meetings have provided a touch point with the community at critical stages in the development of the Preferred Alternative. Throughout the various community consultation meetings, staff have engaged with over 500 individuals across seven meetings held at local venues.

Community Consultation Meetings were held as follows:

November 30, 2016	Project Kick-Off
March 25, 2017	Transportation Summit
May 3, 2017	Visioning Workshop
June 3, 2017	Design Charrette
October 17, 2017	Presentation of Alternatives
December 5, 2017	Draft Preferred Emerging Alternative
April 23, 2018	Preferred Alternative

The meeting formats varied, and included workshops, design charrettes, presentations, town halls, and open house formats.

### Planners in Public Spaces (PiPS)

City Planning also undertook a number of pop-up engagement events to further engage and inform the community in the Planning Study. Planners in Public Spaces is a public engagement initiative started by City Planning in 2013. The purpose is to bring planners to the people and to engage one-on-one about development and planning policy across the city. Three PiPS events were held to further engage the community with the Laird in Focus Planning Study.

### Landowners and Businesses Drop-In Sessions

In order to further engage with the affected landowners and businesses within the two study areas and the Leaside Business Park, a series of drop-in sessions were held in collaboration with the Economic Development and Culture Division to further inform the work of the Consultant Team and City Staff.

### Ryerson Studio

City Staff, through faculty at Ryerson's School of Urban and Regional Planning, engaged a group of students who also worked to identify opportunities and a framework for development within Study Area B (the west side of Laird Drive



between Millwood Road and Parkhurst Avenue). Some of their findings were used to assist in the evaluation of the Alternatives.

#### Technical Advisory Committee

A technical advisory committee consisting of City staff from multiple divisions including Engineering and Construction Services, Toronto Water, Transportation Services, Parks Forestry and Recreation, Economic Development and Culture, Toronto Transit Commission and City Planning, provided feedback into the development of the Preferred Alternative.

#### Toronto Planning Review Panel

Established by the City in 2016, the City of Toronto Planning Review Panel is a 32-member advisory body consisting of randomly selected residents from across the City. The purpose of the panel is to complement the public consultation strategy for various City Planning initiatives, including Laird in Focus, and to bring a balance of new voices into the planning process.

On June 10<sup>th</sup>, 2017 City Planning staff presented the emerging vision and principles to the Panel for their consideration and input. The Toronto Planning Review Panel's input and feedback led City Staff and the Consultant Team to consider changes to the Vision statement and the Key Principles. A full summary of the input from the Toronto Planning Review Panel can be found here:

[https://www.toronto.ca/wp-content/uploads/2017/11/98f3-10.-TPRP-Meeting-Summary-2017.06.10\\_AODA.pdf](https://www.toronto.ca/wp-content/uploads/2017/11/98f3-10.-TPRP-Meeting-Summary-2017.06.10_AODA.pdf)

#### Design Review Panel

The City's Design Review Panel provides independent, objective advice to City staff aimed at improving matters of design that affect the public realm. On June 8, 2017, the Design Review Panel considered Laird in Focus, in particular the emerging vision, principles and public realm considerations.

These events and the comments and feedback received are summarized in Section 1.4 of Attachment 4 and informed the identification of the Vision, Goals, the creation of alternative development scenarios, and the refinement of the Preferred Alternative.

## **COMMENTS**

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### **Planning Framework**

The future of the Laird Drive and Eglinton Avenue East area is closely tied to the introduction of the Eglinton Crosstown LRT and the underground station at Laird Drive. The introduction of new and significantly improved mobility options, coupled with the existing low density commercial uses within the study area have increased development pressure and interest in the area. The purpose of the Laird in Focus Planning Study is to provide a planning framework and guidelines to help manage future growth and development within the study area.

The Final Report (Attachment 4) represents the culmination of the City's and Consultant Team's work and proposes a Preferred Alternative for the Laird Drive and Eglinton Avenue East area. The Final Report includes a demonstration plan, Figures 3 and 4, which illustrates one potential built form outcome of the Preferred Alternative. This plan has the potential to accommodate 8,765 new residents and 1,545 new jobs within the study area by 2041. The following provides a high level summary of the directions contained within the Final Report.

## **Vision**

The Laird in Focus Study Area will integrate with Leaside. New forms of development will respect the character of the residential and business community, while evolving to meet the needs of future residents. The Study Area will be accessible to people of all ages, in all modes of travel. It will provide a diversity of uses and businesses set in a high quality public realm. Laird Drive will be a vibrant main street and pedestrian promenade. Development along Eglinton Avenue will have a connected public realm of streets, blocks, parks, and community amenities, and create a walkable, landscaped neighbourhood.

## **5 Goals**

This vision is supported by five core goals. They are:

1. Create a vibrant and unifying main street that integrates with the broader Leaside community and is accessible to all people in all modes of travel. This Plan shall ensure that new forms of compatible development will:
  - Accommodate a mix of uses, densities, and building heights to create a liveable, dynamic community; and
  - Include animated street frontages in a mixed use built form.
2. Respect the historic character of Leaside, while evolving to meet the needs of future residents and businesses. The emerging structure will:
  - Transition appropriately to adjacent residential neighbourhoods; and
  - Incorporate excellence in architecture and urban design.
3. Establish a high quality and well-connected public realm, contributing to a walkable, bikeable and beautifully landscaped neighbourhood. This Plan will ensure that the public realm will:
  - Be accessible to people of all ages and abilities;
  - Connect to adjacent ravines, parks, and open spaces; and
  - Leverage under-used space and introduce new public spaces that can welcome and accommodate residents, workers and visitors.
4. Ensure there is an appropriate link between the consideration of development proposals and the required investments in service infrastructure and

community facilities. This Plan shall ensure that new forms of compatible development and investments in service infrastructure and facilities will:

- Optimize the use of existing infrastructure and facilities;
  - Provide new infrastructure and facilities that promote innovation and sustainability in a fiscally responsible manner; and
  - Ensure that new infrastructure and facilities are planned to allow flexibility for the accommodation of future development potential.
5. Support the investment in transit and ensure that the consideration of development proposals is linked to the ability of the transportation network to accommodate growth. This Plan will ensure that investments in the public realm and the new and innovative transportation network will:
- Seamlessly connect to and integrate with, the Eglinton Crosstown LRT;
  - Implement the important elements of “complete streets”;
  - Promote a safe and accessible active transportation system; and
  - Integrate new mobility strategies with the existing transportation network.

## **10 Guiding Principles**

The Preferred Alternative is structured around 10 Guiding Principles. These principles are large scale-hybrid ideas that bring together a number of changes to be achieved as part of future development.

### **1. Protect *Neighbourhoods***

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 the surrounding *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 building performance standards, and taller buildings will also meet the mid-rise 45-degree angular plane requirement.

### 3. Create New Local 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 a public park and plaza providing a focus for the neighbourhood and community destination for Leaside. Located in close proximity to both the Eglinton 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.

### 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. Transform Vanderhoof Avenue into a Green Corridor

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 cycling 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 cycling plan and improve connectivity throughout.

## 10. Support Employment Lands

The area bounded by Laird Drive, Vanderhoof Avenue, and the rail corridor plays 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.

### Demonstration Plans

The Consultant Team has prepared Demonstration Plans for both Study Areas A and B. The Demonstration Plans depict one of the ways in which development could be realized in accordance with the Preferred Alternative.

The Demonstration Plan for Study Area A (Figure 3) incorporates a network of new public streets, parks and open spaces, and pedestrian and cycling connections from Leaside to the ravine system. Pedestrian and cycling improvements, mid-rise building elements and active ground floor uses along Eglinton Avenue East and Laird Drive will create a new experience for the residents and employees who will live, work and play in the area. A potential new community facility, located adjacent to Laird Drive and the LRT transit station, and linked by plazas and parks and open spaces, will create a destination for new and existing residents. Taller building elements, falling within an arc of height transition, are located back from Laird Drive and Eglinton Avenue East (to reduce shadow impacts to properties and the public realm on the north side of Eglinton Avenue East and west of Laird Drive in the morning) with the tallest buildings located close to the LRT station. New office buildings, located on the north side of Vanderhoof Avenue, complement the existing business park to the south and take advantage of access to the LRT station.

**Figure 3 – Demonstration Plan: Study Area A**



The Demonstration Plan for Study Area B (Figure 4) illustrates the potential mid-rise development of the area. The Demonstration Plan incorporates a streetscape replacing driveways, parking pads and substandard sidewalks with rear and mid-block lanes, cycle tracks, widened sidewalks, landscaped setbacks and greenery. A consistent 4 storey street wall, setback from the property line, provides space for additional landscaping and spill over from non-residential ground floor uses to support a vibrant revitalized main street that links the existing Leaside Memorial Gardens with a new proposed Community Facility at Eglinton Avenue East and Laird Drive. Applying angular planes to both the rear yards and front yards of the properties results in a mid-rise built form that establishes a transition between the employment area to the east and the low-rise neighbourhood of Leaside to the west and produces good sunlight and sky view to Laird Drive. A network of public lanes or shared private driveways at the rear of the properties will remove curb cuts along Laird Drive improving pedestrian safety and vehicular movement on Laird Drive. Landscaping and fencing will screen these activities from adjacent residents.

**Figure 4 - Demonstration Plan for Study Area B**



### **People and Jobs Projections**

When fully realized, the Preferred Alternative for Laird in Focus anticipates an additional population of 8,765 residents and 1,545 jobs. Note that this amount includes the approved developments at 939 Eglinton Avenue East and 146-150 Laird Drive that are within the Planning Study areas. This projected growth meets the Provincial Growth Plan target of 160 people and jobs per hectare for lands within 500 metres of a LRT station.

Study Area A holds the most potential for intensification and proposes to contribute the bulk of the anticipated growth (7,220 residents), and represents an increase of approximately 50% over the current population of 16,830 residents

within the Leaside community. Table 1 below provides a summary of the projected unit counts and gross floor areas along with the associated projections for additional population and jobs within the Planning Study Area.

**Table 1 - Projected Statistics**

<b>Study Area</b>	<b>Units</b>	<b>Population</b>	<b>Non-Res GFA (m<sup>2</sup>)</b>	<b>Jobs</b>
A	3,765	7,220	337,270	1,115
B	815	1,545	21,090	430
Total	4,580	8,765	358,360	1,545

### **Recommendations/Policy directions**

The Consultant Team has prepared a Final Report (Attachment 4) that provides a detailed overview of the first three phases of Laird in Focus. The Final Report also identifies the Preferred Alternative and provides a series of recommendations to help inform future land use, urban design and infrastructure decisions within the study area. The recommendations contained in the Final Report will serve as the basis for City Planning staff to develop new Official Plan policies and guidelines to implement the Preferred Alternative, in partnership with other City Divisions and in consultation with the Leaside community. These recommendations build off of existing city guidelines and performance standards for new development. The recommendations are summarized in the Executive Summary of the consultant's Final Report in Attachment 4. Additionally, what follows in subsection 1 through 10 is a summary of the recommendations from the consultant's Final Report.

#### **1. Public Realm**

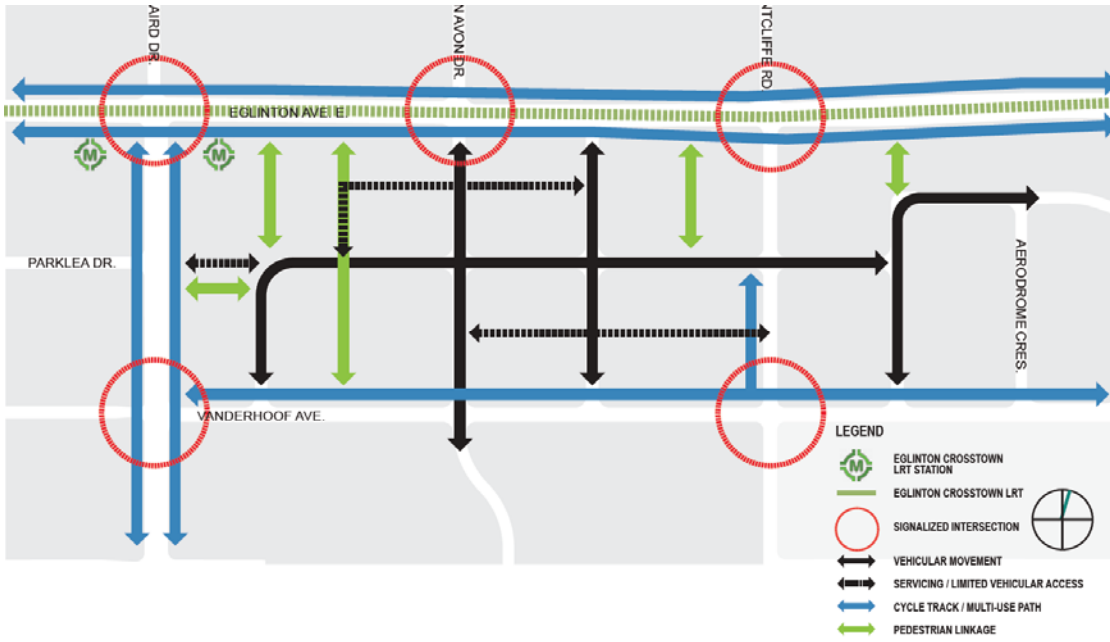
The Final Report recommends that the public realm be enhanced through the provision of new streets, parks and open spaces, active ground floor uses, landscaped boulevards and setbacks.

#### **2. Streets and Blocks**

The Preferred Alternative proposes a network of new and existing public streets to facilitate movement through the community. Development blocks will be further accessed by a network of pedestrian connections through midblock walkways, plazas and other open spaces to link key destinations (see Figure 5). No new streets are proposed within Study Area B, except for public or private rear and mid-block lanes to service development.



**Figure 5 – Streets and Blocks – Study Area A**



### 3. Parks and Open Spaces

A series of new parks and open spaces are identified in the Preferred Alternative (see Figure 6 – Parks and Open Space). The Final Report recommends that a variety of parks and open spaces be provided within the Study Areas that accommodate a variety of experiences, activities and users. Parks and open spaces also provide an opportunity for public art that relates to the history of Leaside and its industrial legacy.

**Figure 6 – Parks and Open Space – Study Area A**



#### **4. Built Form**

The Final Report recommends that buildings be set back from the property line to accommodate an enhanced landscaped extension of the streetscape and spillover activity from ground-related uses.

Within Study Area A, the Preferred Alternative identifies a series of mid-rise buildings and tall buildings that are designed to be pedestrian oriented with ground floor uses that will animate local streets. Mid-rise buildings and elements along Laird Drive and Eglinton Avenue East will provide good sunlight and sky view for these important streets. Taller buildings will be set back into the development block to reduce shadow impacts to the streets and neighbourhoods to the north and west. The tallest buildings are located closest to the LRT station falling within an arc that balances a transition in height from adjacent neighbourhoods with Provincial targets to accommodate growth in proximity to new rapid transit stations.

Within Study Area B, the existing shallow mixed use lot pattern largely dictates the future development potential. The Final Report recommends that mid-rise development should generally be located on those lots that are 36 metres deep or greater and that the City's existing mid-rise building performance standards be applied, including: a consistent street wall with stepbacks above the fourth floor rising to a maximum height of six storeys. On lots where the lot depth is greater than 36 metres, additional height may be appropriate so long as the angular planes can still be respected and a step-down to the *Neighbourhoods* area can be provided. On lots with a depth of less than 36 metres, low-rise development is anticipated, however, mid-rise buildings under six storeys may be permitted where development can conform to the applicable angular planes.

#### **5. Land Use**

The Final Report does not propose any changes to the existing land use designations. *Mixed Use Areas* will support both residential and non-residential uses, including parks and open spaces. Within *Employment Areas*, the Preferred Alternative identifies a mix of new office development and parks and open spaces.

#### **6. Growing Up**

The Growing Up Urban Design Guidelines were considered in the development of the Preferred Alternative including in particular guidelines applicable at the neighbourhood scale. Further, unit and population projections were informed by unit mixes provided in other active developments in the area, and exceed the unit mix recommended in the Growing Up Urban Design Guidelines at 25% family-sized units (two and three bedroom units).

#### **7. Cultural Heritage**

The neighbourhood of Leaside was originally conceived by the Canadian Northern Railway and landscape architect Frederick Todd as a "New Towns"

community. In 1912, Frederick Todd prepared a master plan for Leaside that established the layout for the both the residential community and the employment lands. The Laird in Focus Study area, and the larger Leaside neighbourhood, has been influenced by waves of residential and industrial development. 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, in particular within Study Area B, reflects this character and includes house-form, commercial detached and commercial row properties that reveal layers of the area's development. Within the Study Area 146 – 150 Laird Drive is the only listed heritage resource on the City's Heritage Register.

The City Planning Division retained EVOQ to conduct a Cultural Heritage Resource Assessment of the area. A preliminary assessment was completed in the fall of 2017 and the potential properties under consideration for listing on the City's heritage register were identified at the December 5, 2017 public meeting. The final assessment was completed in March 2018. The recommendations of this assessment have identified additional cultural heritage resources, including six properties within the study area that are recommended for inclusion on the City's heritage register. These properties include: 66, 68-70, 72, 96, and 180 Laird Drive. Heritage Preservation Services staff will undertake further evaluation of the heritage potential of the properties for listing. The Preferred Alternative recommends a strategy to conserve and enhance the legibility of the area's historic urban fabric as a transition between the residential neighbourhood and the industrial area, as well as to ensure high quality architecture in the design of new development that compliments the heritage resources in the area.

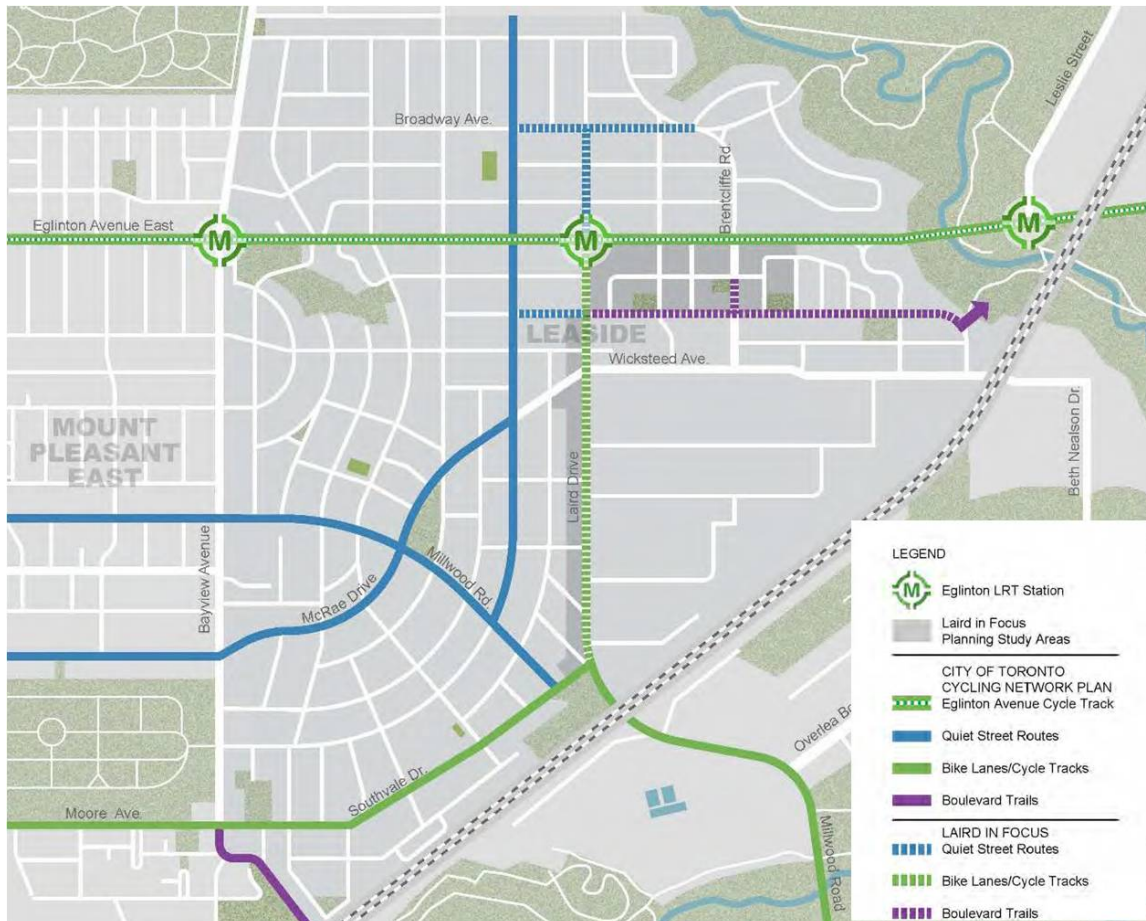
## **8. Transportation and Mobility**

The Laird in Focus study area and its surroundings were originally planned primarily for car and truck movement, rather than active transportation modes (walking and cycling). The resulting environment, combined with physical barriers (i.e. railway corridor to the south and east, large parcels, the ravine system and a disconnected network of streets) pose a challenge to pedestrians and cyclists. The future Eglinton Crosstown LRT will significantly improve regional and local mobility, both directly through enhanced higher-order transit and indirectly through supportive multi-modal access and shared mobility strategies.

The Preferred Alternative adopts a transportation and mobility framework that supports the complete streets approach and establishes a hierarchy that prioritizes active transportation and transit uses. Travel demand management measures are recommended and shall be integrated with new development and a publicly accessible parking facility with the LRT station. A new network of streets have been proposed and designed to deter through vehicular movements (i.e. at Don Avon Road at Eglinton Avenue East and Vanderhoof Avenue at Laird Drive) into established neighbourhoods while creating a safe environment for pedestrians and cyclists of all ages. Such design measures may include the

restriction of turning or through movements at key intersections and physical design interventions where appropriate. New cycling infrastructure (see Figure 7) will link transit, new parks and open spaces, the ravine and the existing surrounding residential areas to this new community and the new LRT station. A goods movement strategy will provide for safe movement of trucks into and out of the Leaside Business Park.

**Figure 7 – Preferred Cycling Network**



The Final Report has found that the Preferred Alternative can achieve a 5% reduction in the anticipated total people trips resulting from new development. However, it is anticipated that up to 80% of development potential 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.

The typical cross-sections for Laird Drive and Eglinton Avenue East incorporate sidewalks, protected cycling facilities, and generous landscaping. Laird Drive is

identified in the Official Plan as a major road with a planned right-of-way width of 27 metres. The existing right-of-way along Laird Drive varies from 20 to 27 metres. Any additional lands required to achieve the full planned right-of-way width shall be secured through new development. Through this Study Laird Drive will be a main street and will accommodate pedestrians, cyclists and vehicles. The Final Report proposes a series of new streetscape improvements consistent with the principles of the Preferred Alternative. Coordination with City Divisions would be required to implement these improvements through the review of new development applications and any municipal capital works on public streets. Where the full right-of-way cannot be achieved (e.g. the adjacent identified heritage building at 96 Laird Drive) alternative streetscape options may be considered.

## **9. Community Services and Facilities**

Community services and facilities include, amongst others, schools, libraries, community centres, recreation facilities and childcare facilities. City staff had reviewed the Eglinton Connects Community Services and Facilities study and concluded that the findings of that study (completed in 2014) were still valid and that further study was not required.

The Final Report and Preferred Alternative have identified a community facility within Study Area A. This facility takes advantage of frontage onto a new open space/plaza that provides both a visual and physical connection between the proposed facility and the LRT station. In addition, the proposed community facility is located adjacent to proposed parkland. Together, this proposed community facility, the existing Leaside Memorial Gardens and Leonard Linton Park establish a series of community nodes that will anchor both Laird Drive and Vanderhoof Avenue with activity. Further community facilities may be identified and secured as development proceeds.

City Staff have met with both Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB) staff, to better understand their long-term accommodation planning processes and potential needs within the Study Area. At this time, the TDSB and the TCDSB do not require a new school within the Study area, however, both Boards are actively reviewing accommodation matters along the Eglinton Avenue Corridor, from Yonge Street to Don Mills Road, and are engaged in all the major planning studies in the area. The Final Consultant Report and Preferred Alternative do not preclude a new school from being built as part of new development within the study area, if required.

## **10. Servicing**

A water, sanitary and stormwater servicing analysis has also been completed and informed the development of the Preferred Alternative. In order to accommodate the planned growth and development, upgrades and improvements to the water supply system are required to achieve the pressures

required for taller buildings. Sanitary servicing improvements are also required to service the development along Eglinton Avenue East. The Final Consultant Report recommends that these improvements be made and secured in coordination with the review and approval of new development. Holding provisions may be used to ensure that new development is coordinated with servicing, at no cost to the City.

Both Study Areas A and B are characterized by large amounts of existing parking, asphalt and concrete that create a significant amount of storm water run-off during storm events. New development will improve the storm water run-off situation as development will be required to meet the Toronto Green Standards and the Toronto Wet Weather Management Flow Guidelines that require on-site retention of storm water to better manage storm run-off and release to the storm/combined sewer system. The Final Report recommends that new development meet or exceed the required standards and guidelines and that new development achieve a net reduction in stormwater run-off of 50% or greater. Sustainability and resiliency will be promoted through the preferred plan.

The City is aware that there are high groundwater levels within the study area. Laird drive is currently serviced by a combined (sanitary and storm) system. Through the development review process, including the submission and review of satisfactory supporting servicing plans, new development must ensure that the discharging of groundwater does not impact the ability of the system to accommodate existing and proposed development. The Final Report recommends that the City undertake a feasibility study to determine the possibility of providing fully-separated storm and sanitary sewers on Laird Drive.

### **Response to Community and Advisory Group Feedback and Input**

As noted earlier, there has been over 20 public consultation events held over the course of the Planning Study to date. The Preferred Alternative and the recommendations of the Final Report are informed by the stakeholder's feedback and input from multiple City Divisions, public agencies and public consultation. Common themes and comments received from the public include, amongst others:

- traffic infiltration into existing North and South Leaside;
- building heights and densities;
- ensure appropriate community services and facilities (including new community facilities and schools) are provided to serve the existing and new residents;
- location of the proposed community facility;
- support and encourage active transportation network;
- provide a mix of residential (including larger units) and employment uses;
- provide safe and convenient access for trucks/goods movement to and from the interior of the Business Park; and
- ensure that servicing infrastructure can support new development.

City advisory panels provided input early in the study process. The Toronto Planning Review Panel concluded that the vision should be more specific to the study area and the Leaside neighbourhood. The panel also thought that the emerging principles should use more precise language and clearly define their local relevance.

The Design Review Panel identified opportunities to anchor the north and south ends of Laird Drive with important destinations such as community facilities, set in a high quality public realm to create a sense of place. The Panel identified opportunities to encourage creative industries given the proximity to the LRT station, the interesting character of buildings in the area and the adjacency to the river valley. The study team was advised to embrace the asymmetrical character of Laird Drive as a seam between industrial areas and stable neighbourhoods. The Panel also commented on the opportunity to make Laird Drive more pedestrian oriented and bike friendly.

The Final Report and the Preferred Alternative have responded to these comments and resident concerns including, creating 'destinations' in the Study Area and recommended measures to reduce through traffic movement at key intersections and identifying a series of buildings and heights that respond to the planned and existing context of the community. Further, the Final Report also identifies, an implementation plan that is based on the ability of the area's servicing infrastructure and transportation network to support growth. The Final Report recommends addressing truck movement in and out of the area through careful consideration of roadway and streetscape design, including the placement of utilities. City staff will continue to work with the community to ensure all concerns are addressed as a draft Site and Area Specific Policy is developed.

## **Implementation**

Chapter 8 of Attachment 4 provides the Consultant Team's proposed implementation strategy and builds off of the various recommendations contained within their Final Report. The Preferred Alternative and supporting employment, affordable housing, community services and facilities, and phasing strategy may be implemented through the use of Site and Area Specific Policy, urban design guidelines and holding provisions where appropriate. The recommendations of this staff report seek authorization for City Planning staff in partnership with other City divisions to take the Consultant Team's recommendations and further refine them through the fourth and final phase of the Planning Study (Implementation). This final phase will include additional consultation with the Leaside Community.

## **Next Steps**

Through the first three phases of the Laird in Focus Planning Study, a Vision, Goals and 10 Guiding Principles, a Preferred Alternative, together with a series of supporting recommendations provide a structure to guide and manage growth



within the Laird Drive and Eglinton Avenue East area. City Planning staff will build off of the first three phases of the Study and the Consultant Final Report to deliver an implementation strategy, recommend a new Site and Area Specific Policy and urban design guidelines to establish a clear policy framework for the area. City Planning staff will continue to consult with the community as draft policies and guidelines are developed in the second half of 2018 and a Final Report will be brought forward to Council for consideration at a statutory Public Meeting in the second quarter of 2019.

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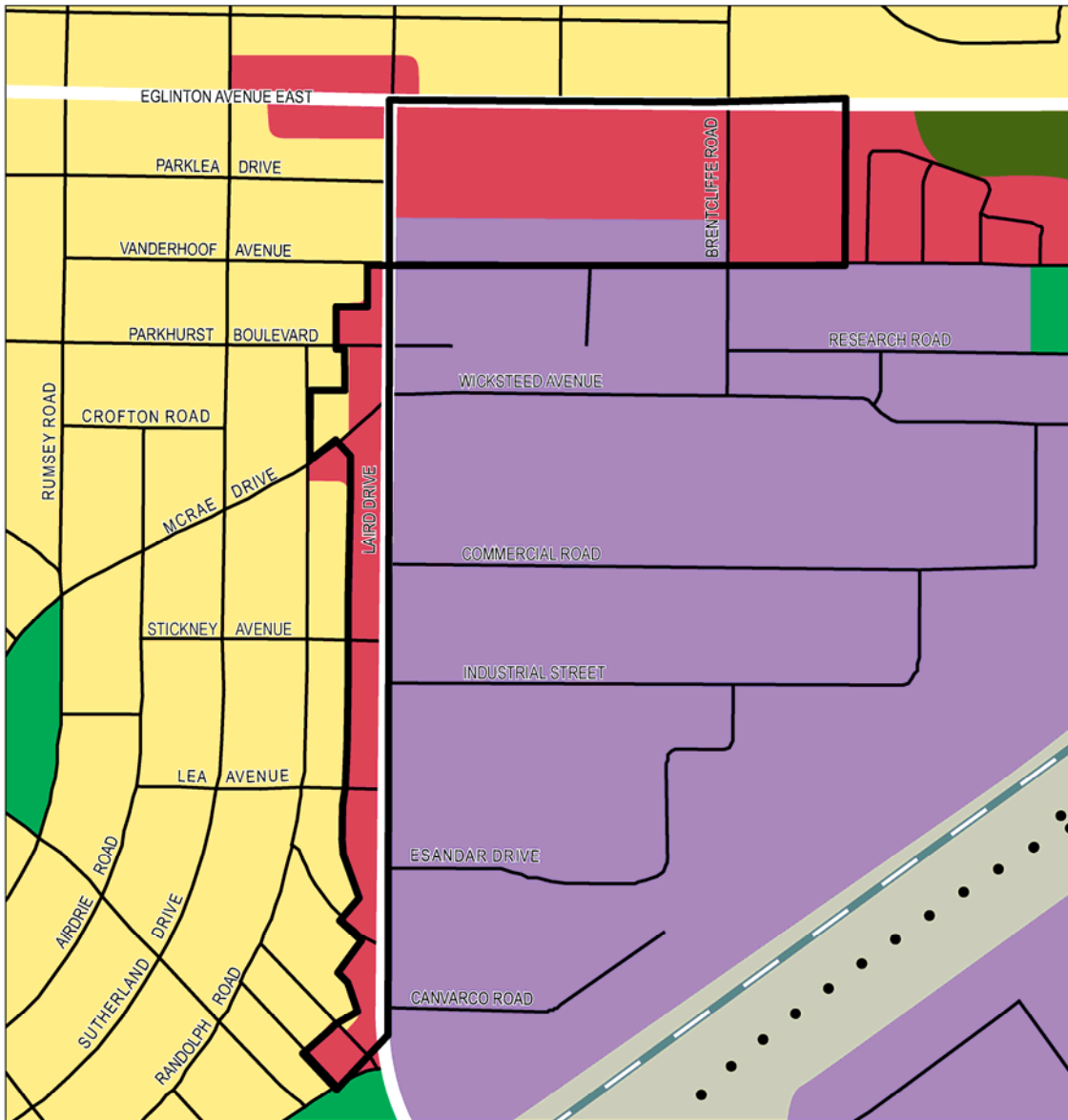
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Joe Nanos, Director  
Community Planning, North York

**ATTACHMENTS**

- Attachment 1: Official Plan – Land Use Designations
- Attachment 2: Zoning By-law 1916
- Attachment 3: Zoning By-law 569-2013
- Attachment 4: Laird in Focus Planning Study – Final Report
- Attachment 5: Appendix – Background Information

## Attachment 1: Official Plan – Land Use Designations



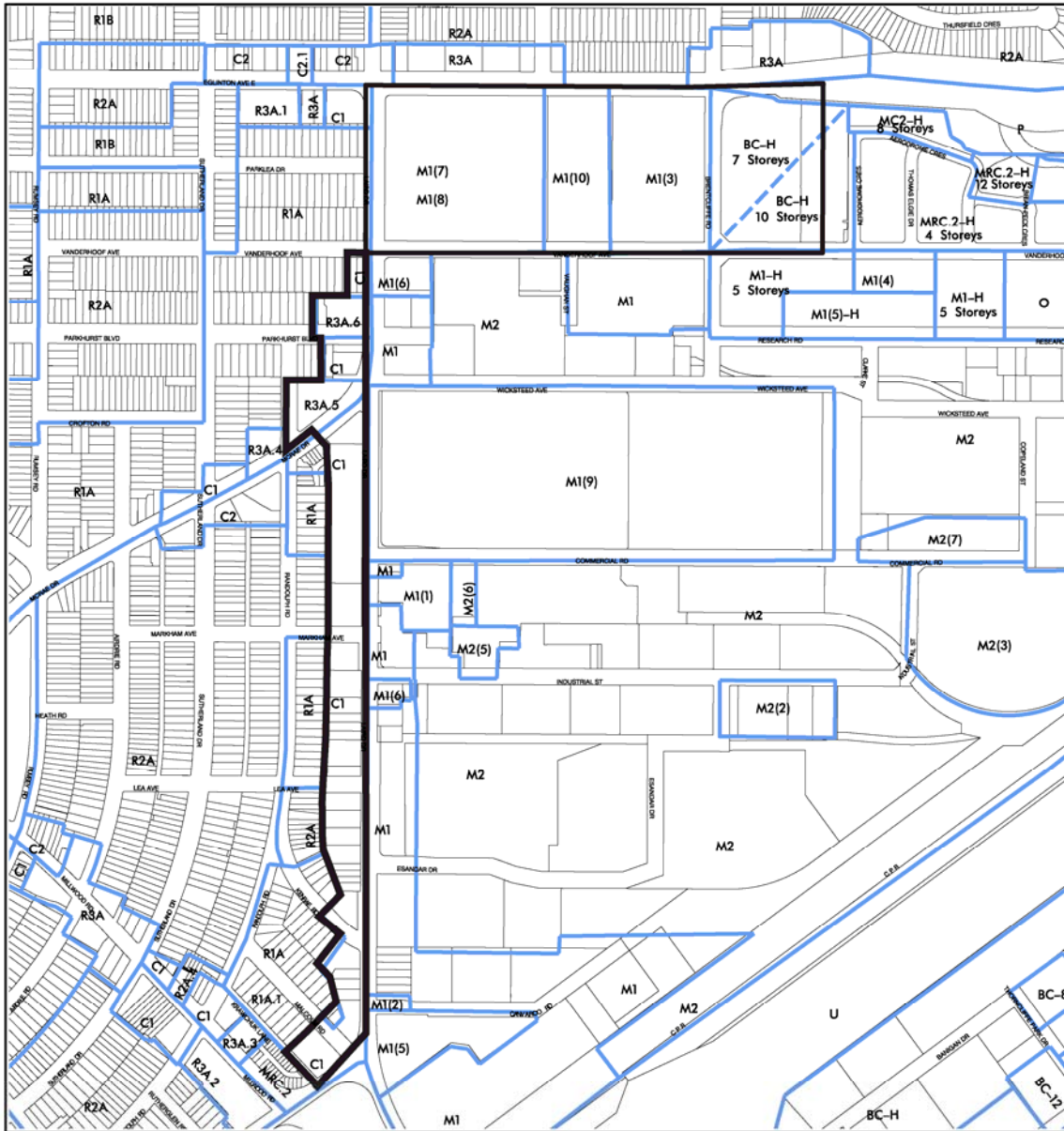
**TORONTO**  
Official Plan Land Use

Laird In Focus



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Not to Scale  
05/31/2018

## Attachment 2: Zoning By-Law 1916



### Zoning By-law 1916

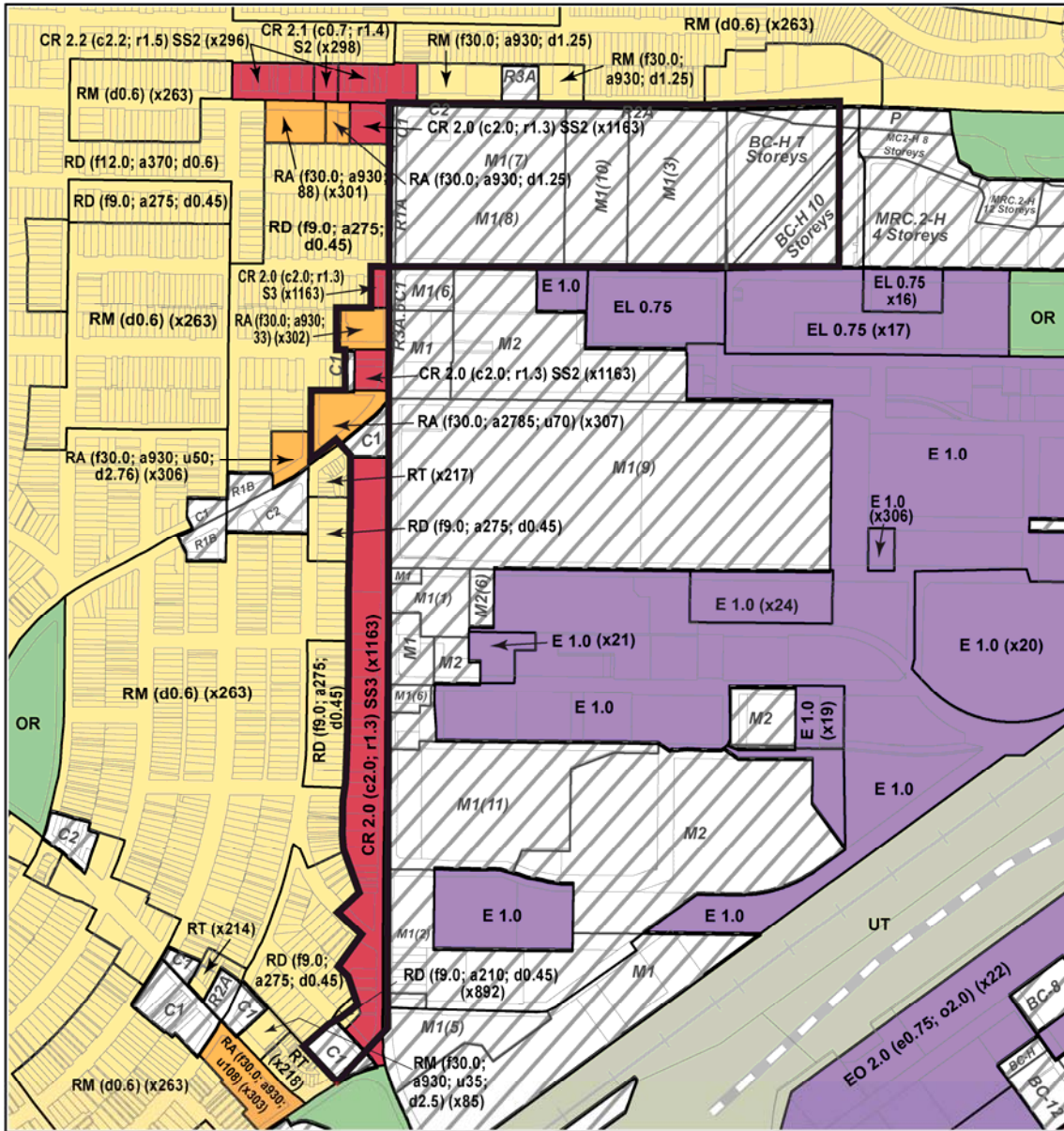
Laird In Focus

Laird In Focus Planning Study

R1A	Low Density Residential	C1	Commercial - General	MRC	Mixed Use Residential Commercial (Site Specific)	O	Open Space (Parks)
R1B	Low Density Residential	C2	Commercial - Local	U	Utility uses	H	Holding Zone
R2A	Medium Density Residential	M1	Light Industrial	BC	Business Centre		
R3A	High Density Residential	M2	General Industrial	P	Conservation		

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### Attachment 3: Zoning By-law 569-2013



### Zoning By-law 569-2013

Laird In Focus

- Laird in Focus Planning Study
- Residential
- Residential Apartment
- Commercial
- Open Space
- Employment Industrial
- Utility and Transportation
- See Former City By-law's

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## **Attachment 4: Laird in Focus Planning Study – Final Report**

Final Report to Follow

## Attachment 5: Appendix – Background Information

### Surrounding Area

North: Eglinton Avenue East and lands in the North Leaside community designated *Neighbourhoods* currently developed with single and semi-detached dwellings and apartment buildings ranging in height between one and three storeys.

South: Leaside Business Park and the rail corridor, including a number of large industrial operators, manufacturers and businesses. Over the years retail has begun to emerge within the business park area abutting Laird Drive.

East: *Mixed Use Areas* currently developed with stacked townhouses and apartment buildings up to 18-storeys. Further east is Leonard Linton Park, the rail Corridor and the Don Valley Ravine system.

West: The South Leaside community consisting primarily of low-rise single and semi-detached dwellings, and smaller low-rise service-oriented uses along the west side of Laird Drive and along Millwood Road.

### Approved Applications

#### 939 Eglinton Avenue East

The lands located at the southwest corner of Eglinton Avenue East and Brentcliffe Road, municipally known as 939 Eglinton Avenue East, were the subject of applications for Official Plan amendment and rezoning, received by City Planning in 2013 (File No. 13 107003 NNY 26 OZ). The applications sought to permit a mixed use development with residential, office, retail and other commercial uses on lands designated for employment uses. The applications were reviewed in the context of the City's statutory Official Plan Five-Year Review and Municipal Comprehensive Review.

As noted earlier these lands were subject to OPA 231 and in December 2013, as part of Council's adoption of OPA 231 were changed from *Employment Areas* to *Mixed Use Areas*, except for the southerly 50 metres, which remained *Employment Areas*. This application was eventually closed, as it was intended solely for the purpose of the review under OPA 231.

In 2015, an application was submitted to City Planning to rezone the property to permit a revised mixed use development (File No. 15 141830 NNY 26 OZ). City Planning coordinated a working group consisting of members from the community to provide input into the City's review of the proposed development. The application was appealed and subsequently approved by the Ontario Municipal Board (OMB) as part of a settlement between the City and the applicant. The rezoning application facilitates a development with a residential gross floor area of 68,000 m<sup>2</sup> (985 residential units) and 6,140 m<sup>2</sup> of new non-

residential gross floor area. The development contains a mix of commercial, retail, residential and office uses in mid-rise and taller building elements. The approved zoning permits building heights of 16, 20 and 28 storeys, with a total density of 3.66 times the lot area (FSI).

An application for site plan control for the first and second phase of the development, which fronts onto Eglinton Avenue East, has been received by City Planning and is currently under review (File No. 17 278161 NNY 26 SA). The Staff report requesting direction from Council on the rezoning application can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC23.6>

#### 146 – 150 Laird Drive

In 2014, City Planning received a rezoning application (File No. 14 169650 NNY 26 OZ) to facilitate the development of a mid-rise building for the lands on the west side of Laird Drive, south of McRae Drive, municipally known as 146-150 Laird Drive. The existing building at 150 Laird Drive, the Durant Motors Office Building, was added to the City's Heritage Register by Council in 2007 with the intention to designate. The building was constructed in 1928 for Durant Motors Canada, one of the earliest industries in Leaside, and a well-crafted example of an office building with Neo Gothic features.

The rezoning was appealed and subsequently approved by the OMB, despite the City's opposition. The approved development consists of two mid-rise residential buildings, seven and eight storeys in height, and incorporates the Durant Motors Office Building.

City Planning has received an application for site plan control (File No. 17 264836 NNY 26 SA) consistent with the OMB approved development. The site plan application is currently under review by City Staff.

A copy of the OMB decision and City Staff's report requesting directions from Council can be found here:

<http://www.omb.gov.on.ca/pl150360-oct-25-2016.pdf>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY8.42>

#### 660 Eglinton Avenue East

In December of 2014, City Planning received a rezoning application (File No. 14 267342 NNY 26 OZ) to facilitate the development of two apartment buildings at the north east corner of Bayview Avenue and Eglinton Avenue East, for the property municipally known as 660 Eglinton Avenue East. The two buildings had proposed heights of 12 and 19 storeys and would have retail at grade.

The rezoning was appealed and subsequently approved by the OMB. A settlement was reached between the applicant and the City to facilitate a proposed development of 16 and 11 storeys.



City planning has yet to receive an application for site plan control.

A copy of Staff's report requesting directions from Council can be found here:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY15.49>

### 3 – 5 Southvale Drive

In December 2015, City Planning received applications for Official Plan Amendment and rezoning for the property municipally known as 3-5 Southvale Drive (File No. 15 150340 NNY 26 OZ). The site is located at the south end of Laird Drive outside the Laird in Focus study area, on the south side of Southvale Drive east of Laird Drive. The approved residential development is seven storeys in height and has a gross floor area of 5,948 m<sup>2</sup> and a density of 2.9 FSI.

A copy of the Final Report for this development can be found here:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY18.37>

City Planning has received an application for site plan control (File No. 16 269356 NNY 26 SA). The site plan application is currently under review by City Staff.

## **Active Proposed Developments**

### 815-845 Eglinton

The property at 815-845 Eglinton Avenue East, located at the southeast corner of Laird Drive and Eglinton Avenue east, is the subject of an active Official Plan Amendment application which was received by the City in 2016 (File No. 16 210199 NNY 26 OZ).

The proposed development includes 1,435 residential units (116,107 square metres of GFA), and 16,834 square metres of non-residential uses. The resulting proposed density is 3.7 FSI. A Preliminary Report regarding the proposed development can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.NY19.27>

The applicant has appealed their application to the Local Planning Appeal Tribunal (formerly known as the Ontario Municipal Board) on the basis that Council failed to render a decision on their applications within the prescribed time period. There have been a number of recent changes governing the land use planning appeal system in Ontario through Bill 139. The applicant's appeal is not subject to these new rules however, as it was submitted in advance of the proclamation of Bill 139, and will follow the older OMB rules. A pre-hearing was held on February 15, 2018. The application is being reviewed through the lens of the Laird in Focus Planning Study and the applicant is working collaboratively with City staff and local residents.

## **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land,

resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;

- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Section 2.2.2 Delineated Built-Up Areas of the Growth Plan directs municipalities through Policy 2.2.2.4 to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas to identify the appropriate type and scale of development and transition of built form to adjacent areas. This is to be implemented through official plan policies and designations and updated zoning.

Section 2.2.4 Transit Corridors and Station Areas of the Growth Plan prioritizes planning for major transit station areas (MTSAs) and priority transit corridors. MTSAs are defined as the area including and around any existing or planned higher order transit station or stop within a settlement area. MTSAs are generally defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan has identified minimum density targets for MTSAs on priority transit corridors or subway lines. For the Laird in Focus Planning Study area the density target is 160 people and jobs per hectare. The Growth Plan states that land uses and built form that would

adversely affect the achievement of the minimum density targets will be prohibited.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

### **City of Toronto Official Plan**

The integration of transportation, and transit in particular, with land use planning is a central tenant of the City of Toronto Official Plan. Within Study Area A, the lands adjacent to Eglinton Avenue East are designated *Mixed Use Areas*, with the exception of the southern portion of the large parcels between Laird Drive and Brentcliffe Road to a depth of 50 metres which are designated *General Employment Areas*. This framework is expressed through SASP 396 which promotes the use of the employment lands for uses that are compatible with the residential and sensitive uses within the *Mixed Use Areas* of the study area. The SASP also contains policies that require residential development in the *Mixed Use Areas* designation to increase the amount of non-residential gross floor area within each development.

Properties within Study Area B are designated *Mixed Use Areas*. Lands on the east side of Laird Drive, outside of the Study Area B but within the transportation study area designated *Employment Areas*. Refer to Attachment 1 for the Official Plan land use designations.

*Mixed Use Areas* anticipate a broad array of residential uses, offices, retail services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Consistent with Policy 4.5.2 of the Official Plan, new development in *Mixed Use Areas* will:

- create a balance of uses that reduce automobile dependency and meet the needs of the local community;
- be massed in a way that provides a transition between areas of different development;
- intensity and scale;
- be located in a manner that frames the edges of streets and parks;
- provide an attractive, comfortable and safe pedestrian environment; and
- take advantage of nearby transit services.

*Employment Areas* are places of business and economic activities vital to Toronto's economy and future economic prospects. Official Plan policies direct that new development within *Employment Areas* will contribute to the creation of competitive, attractive, highly functional *Employment Areas*.

## **Section 2.2 - Shaping the City**

Section 2.2 of the Official Plan states that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Growth areas in the City are locations where good transit access can be provided along bus and rapid transit routes.

## **Section 2.3 - Healthy Neighbourhoods**

The Healthy Neighbourhoods policies of the Official Plan (Section 2.3.1) require new development within *Mixed Use Areas* to provide a gradual transition of scale and density. This may be achieved through maintaining adequate light and privacy and the stepping down of buildings towards stable areas of the city including the neighbourhoods located to the north, west and east of the study area.

## **Section 2.4 - Transportation Change**

The Transportation policies of the Official Plan (Section 2.4) encourage and support pedestrian movement throughout the City, for people of all ages and abilities. The City shows leadership in the implementation of Travel Demand Management measures aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, energy consumption and pollution.

## **Section 3.1 – The Built Environment**

The public realm policies in section 3.1.1 of the Official Plan place emphasis on the importance of good design in creating a great city. The Official Plan promotes new development that enhances the quality of the public realm including, streets, sidewalks, parks, public spaces and the buildings that frame and define these spaces.

Section 3.1.2 of the Official Plan, built form policies, ensures that new development is located and organized to fit within the existing and/or planned context of the neighbourhood. New development is to be massed and designed to fit harmoniously into its existing and planned context, including framing adjacent streets and creating appropriate transitions in height and scale.

The Official Plan also provides specific direction on the built form of tall buildings. Policy 3.1.3.2 provides that tall buildings will address key urban design considerations, including: meeting the general built form principles of the Official Plan; reinforcing the overall City structure; addressing the relationship to the existing and planned context; addressing the relationship to topography and other tall buildings; the provision of quality, comfortable and usable publicly accessible open space areas; and meeting other goals and objectives of the Official Plan.

Cultural Heritage is an important component of sustainable development and place making. Section 3.1.5 calls on area planning studies to identify potential and existing properties of cultural heritage value or interest.

### **Section 3.2 – The Human Environment**

The Housing policies of Section 3.2.1 of the Official Plan identifies that a full range of housing forms, tenures and affordability will be provided to meet the current and future needs of residents.

The City's ability to grow wisely depends on responding in a timely way to the demand for new or additional services and facilities generated as the population grows. Policy 3.2.2.6 requires community services strategies and implementation mechanisms for all new neighbourhoods and mixed use sites generally larger than 5 hectares in order to inform the range of facilities needed to support development.

### **Section 3.3 – Building New Neighbourhoods**

The Official Plan requires a comprehensive planning framework for areas to be developed as a new neighbourhood. New neighbourhoods will be carefully integrated into the surrounding fabric of the city. Policy 3.3.1 identifies the elements that should be considered when developing a comprehensive planning framework and includes a connected network of public streets, development blocks, open spaces, the mix and location of land uses, a strategy to provide community services, and a strategy for the provision of affordable housing.

### **Section 5.3.2 – Implementation Plans and Strategies for City-Building**

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building in the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1-The Built Environment and other policies within the Official Plan related to the design and development of tall buildings in Toronto.

The Toronto Official Plan can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

### **City-Wide Tall Building Design Guidelines**

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here: <https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

### **Mid-rise Buildings Study and Performance Standards**

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Its decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

### **Draft Growing Up: Planning for Children in New Vertical Communities**

In July 2017, Toronto City Council adopted the Draft Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines. City Planning staff were directed to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The draft Growing Up Guidelines are available here:

[www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities](http://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities)

### **Zoning**

The parcels within Study Area A are zoned *M1 – Light Industrial* and *BC-H Business Centre (Hold)* under the former Town of Leaside Zoning By-Law 1916 and have not been incorporated into the City-Wide Zoning By-law 569-2013.

These zones permit a broad range of industrial land uses including manufacturing, research and development, wholesaling, business and professional offices.

Lands within Study Area B are zoned *C1 – Commercial – General* and *R3A – High Density Residential* under the former Town of Leaside Zoning By-Law 1916, and are zoned *CR – Commercial Residential* and *RA – Residential Apartment* under the City-Wide Zoning By-Law 569-2013. These zones permit a broad range of residential, commercial and institutional lands uses.



Attachments 2 and 3 show the study area as it relates to both the Former Leaside Zoning By-Law 1916 and the City-Wide Zoning By-law 569-2013.