

Figure 2.30: Watermain plan indicating location and diameter of existing infrastructure



3.0 Vision and Goals for the Study Area





Figure 3.1: High quality public realm: Distillery District, Toronto



Figure 3.2: High quality connected public realm - illustrative plan for Eglinton Avenue East



Figure 3.3: Pedestrian Promenade - Yorkville Avenue, Toronto



Figure 3.4: High quality public realm - Port Credit, Mississauga



Figure 3.5: Vibrant main street - Greenville, South Carolina

3.0 VISION AND GOALS FOR THE STUDY AREA

3.1 Vision for the Study Area

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

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

3.2 Goals for the Study Area

The vision for the study area is further articulated through a number of goals. These objectives also serve as an evaluation metric when measuring the ability of alternative plans to fulfill the expectations expressed in the vision.



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. 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.



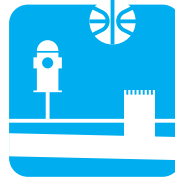
2. Respect the historic character of Leaside, while evolving to meet the needs of future residents and businesses. The emerging structure will:

- Transition appropriately to adjacent residential neighbourhoods; and,
- Incorporate excellence in architecture and urban design that fits with the character.



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

New forms of compatible development and investments in service infrastructure and community 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.

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.



4.0 Towards a Draft Emerging Preferred Alternative



4.0 TOWARDS A DRAFT EMERGING PREFERRED ALTERNATIVE

4.1 Process Overview

The Draft Emerging Preferred Alternative Plan was developed through an iterative process, incorporating public input and review by City staff, and integrates the background work completed during Phase 1. The development of potential development options began in June 2017 where stakeholders and community members were invited to participate in two half-day design charrettes. During the charrettes, participants participated in drawing up options for Study Area A, and selected sites in Study Area B along Laird Drive or they contributed to streetscape opportunities and an area-wide transportation network. For Study Area A, a series of alternative “base conditions” guided the development of different development options, considering existing development applications and the **EGLINTONconnects** policy framework. For large sites in Study Area B, three properties were selected to provide the basis for potential options, which were representative of the various area characteristics.

Following the design charrettes the concepts were refined to reflect a range of development options and existing conditions, while retaining the original intent of each option. These concepts formed the basis for scaled and articulated plans of the same sites. The results for the area-wide transportation framework

were refined to look at three possible development scenarios that reflected opportunities within a short- to mid- to long-term time frame. Without the availability of specific details concerning the future evolution of the employment lands and related development, the translation of the charrette’s results into a graphic format was more generalized than the smaller planning/urban design study areas.

With respect to Study Area A (Eglinton Avenue East sites) three different built form, open space, and street network schematics emerged that could be evaluated based on their merits, in the context of the Goals established earlier.

Study Area B (Laird Drive sites) was approached in a somewhat different manner. Two options for each of the three sites were developed.

The streetscape plans, while rooted in the results of the June 2017 charrette, were tempered by existing and proposed right-of-way widths, as well as by technical requirements concerning traffic volume, sidewalk and cycle lane widths, utility placement, and soil volume requirements for healthy tree growth.

Following the refinement of the development options for Study Areas A and B, the options were evaluated to determine what components should be carried forward to the Draft Emerging Preferred Alternative. The Draft Emerging Preferred Alternative Plan incorporated the best elements of the various scenarios.

Study Area A

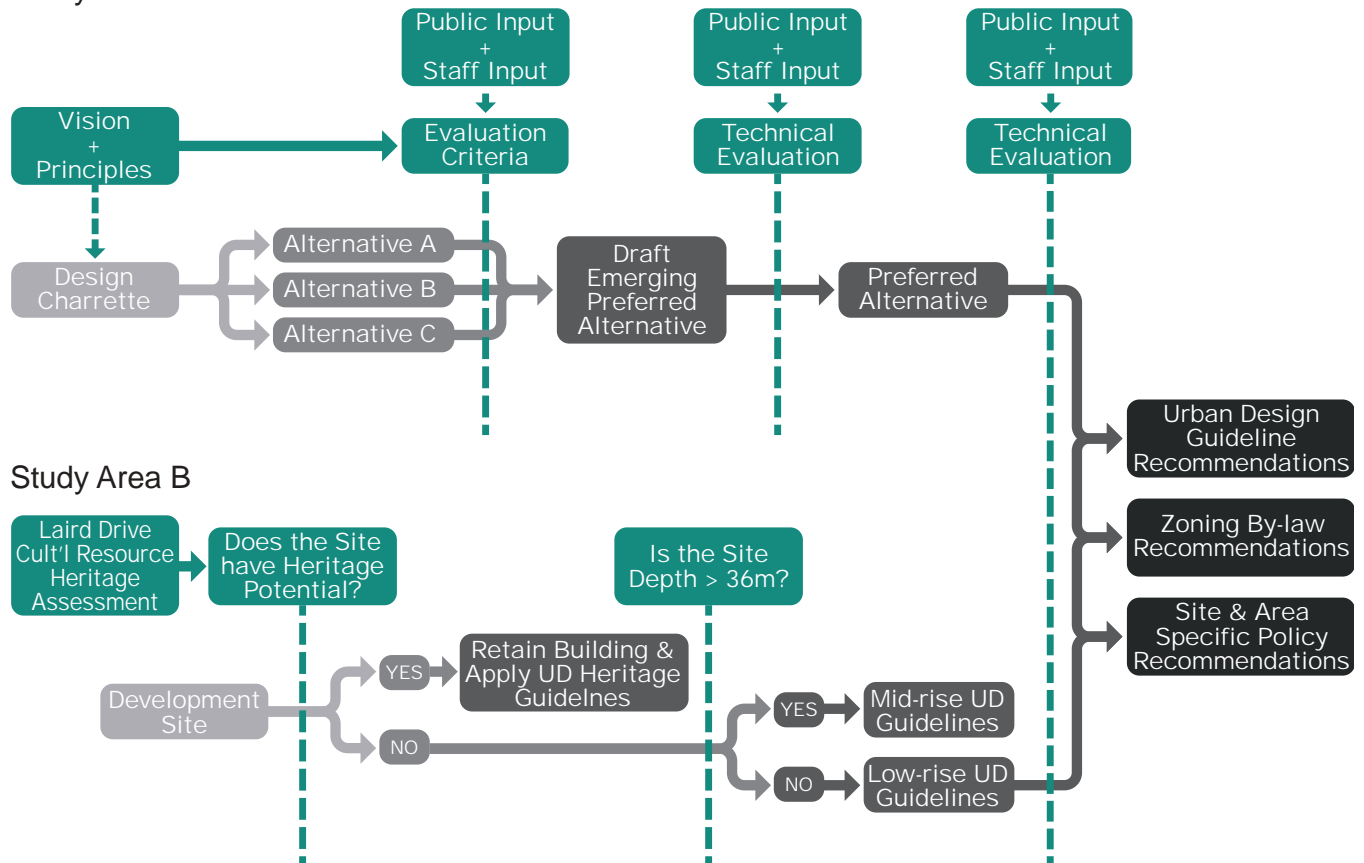


Figure 4.1: Evaluation process leading to urban design and planning recommendations for Study Areas A and B

4.2 Summary of Alternatives

4.2.1 Transportation

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

Short Term - Figure 4.2:

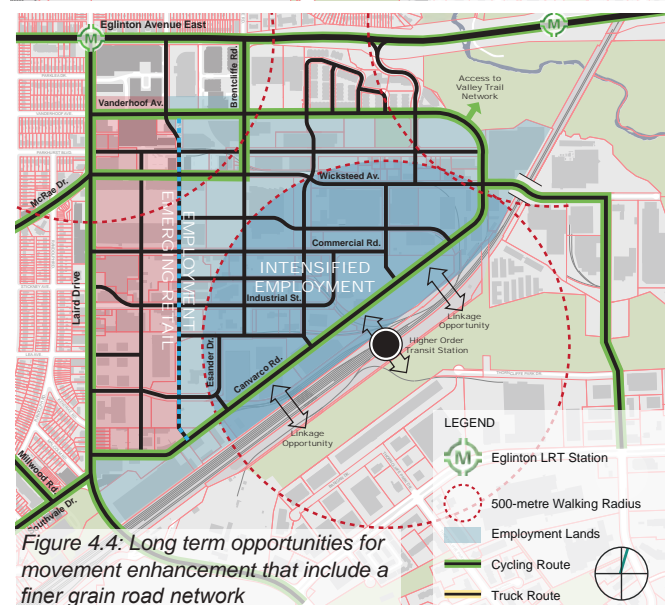
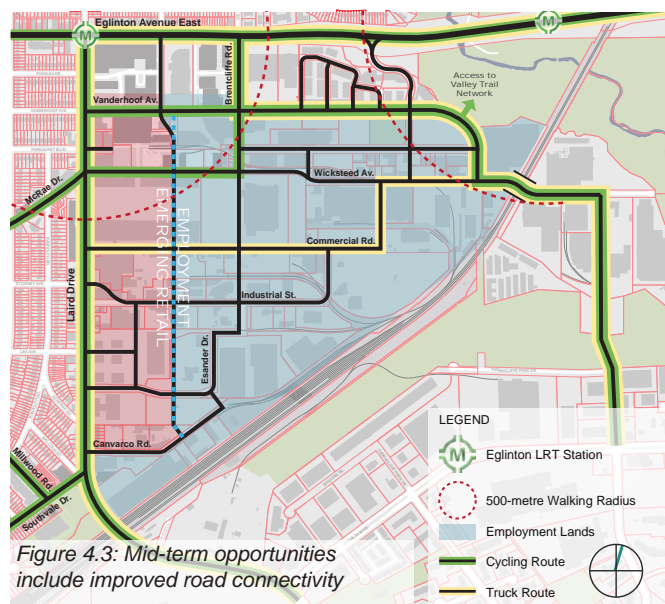
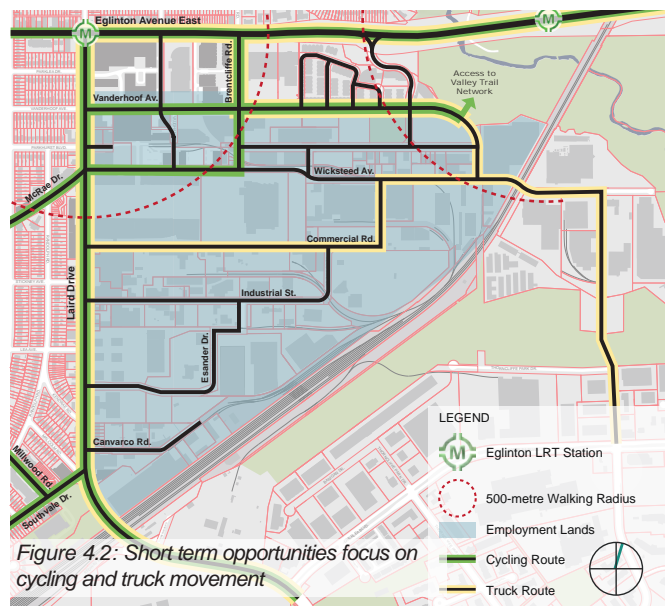
- Create a cycling route and enhanced sidewalk and boulevard along Vanderhoof Avenue;
- Provide safe and all-weather access from Vanderhoof Avenue to the Don Valley trail network;
- Provide cycling routes along Laird Drive and Eglinton Avenue;
- Explore a Don Avon Drive-Vaughan Street linkage with extension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

Mid-term (Catalysts: emerging retail along east side of Laird Drive, grade separation at Wicksteed Avenue/rail corridor) - Figure 4.3:

- Continue cycling route eastward along Vanderhoof Avenue to Wicksteed Road and across rail corridor;
- Extend existing streets throughout employment lands to create finer grain network provider greater movement options.

Long term (Catalysts: higher order transit station with accompanying intensified employment uses) - Figure 4.4:

- Further extension of cycling network within employment lands;
- Introduction of additional streets to better service evolving employment uses; and
- Exploration of multi-modal connections across the rail corridor providing improved linkages between Leaside Business Park and Thorncliffe Park.



The framework scenarios described previously are supportive of the derived alternatives for Study Areas A and B. Pedestrian, cycling, vehicular (including goods movement) circulation are all considered in both the boundaries of each study area as well as in the larger, encompassing lands that include the Leaside Business Park and adjacent Leaside neighbourhoods. These movement modes were considered in greater detail when preparing the Draft Emerging Preferred Alternative Plan.

4.2.2 Eglinton Large Blocks (Study Area A)

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

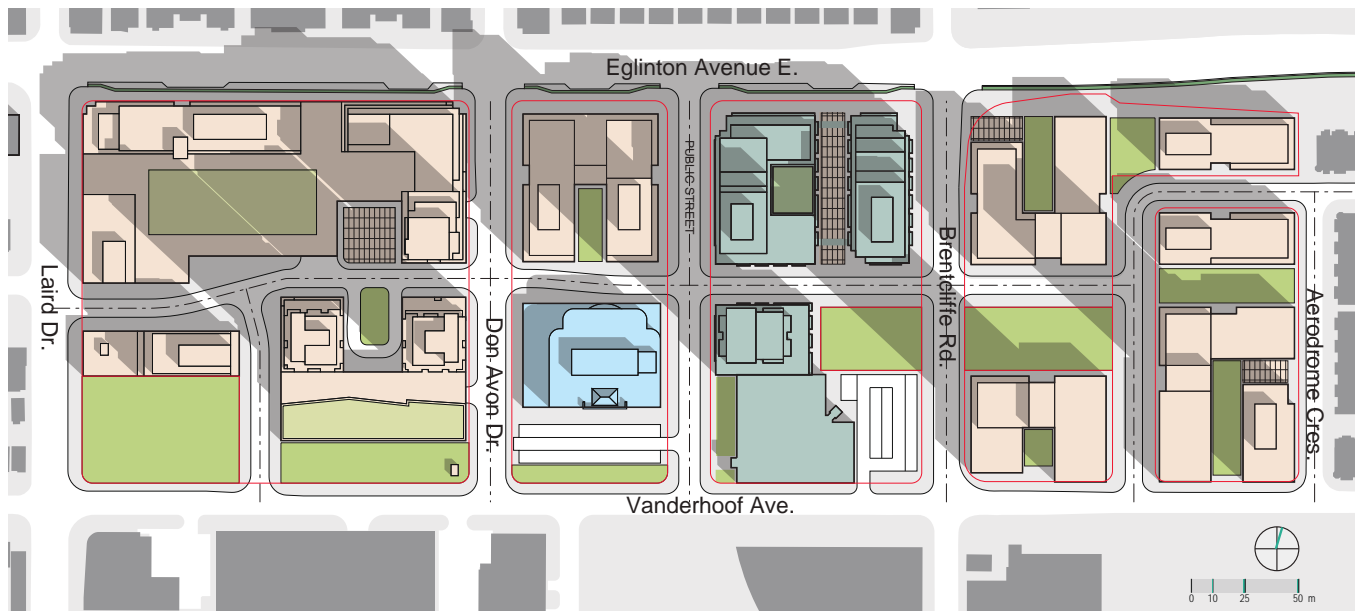


Figure 4.5: Alternative 1 - Includes a more interconnected, but offset, street network with parks and open space focused along Vanderhoof Avenue.



Figure 4.6: Alternative 2 - Provides an east-west mid-block open space system and a concentration of employment uses along Vanderhoof Avenue.



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

4.2.3 Laird Drive Main Street (Study Area B)

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

Site 1 (Parkhurst Boulevard and Laird Drive):

With at-grade parking the site could accommodate low-rise, townhouse-format units and a low-rise commercial use; with below-grade parking the site could accommodate a mid-rise mixed use building and a low-rise commercial building.



Figure 4.8: Townhouse layout with retail/commercial at the corner



Figure 4.9: Mid-rise mixed-use development with retail/commercial at the corner

Site 2 (Stickney Avenue and Laird Drive): With at-grade parking the site could accommodate stacked townhouse units; with below-grade parking the site could accommodate a mid-rise mixed use building.



Figure 4.10: Stacked back-to-back townhouses with at-grade parking



Figure 4.11: Mid-rise mixed-use development with driveway aligned with Industrial Street and servicing accessed from rear lane

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



Figure 4.12: Townhouse development with opportunity for retail/commercial use fronting onto potential parkette



Figure 4.13: Townhouse development with rear lane access and units fronting onto potential parkette

4.3 Evaluation of Alternatives

EGLINTON LARGE BLOCKS (STUDY AREA A)

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

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

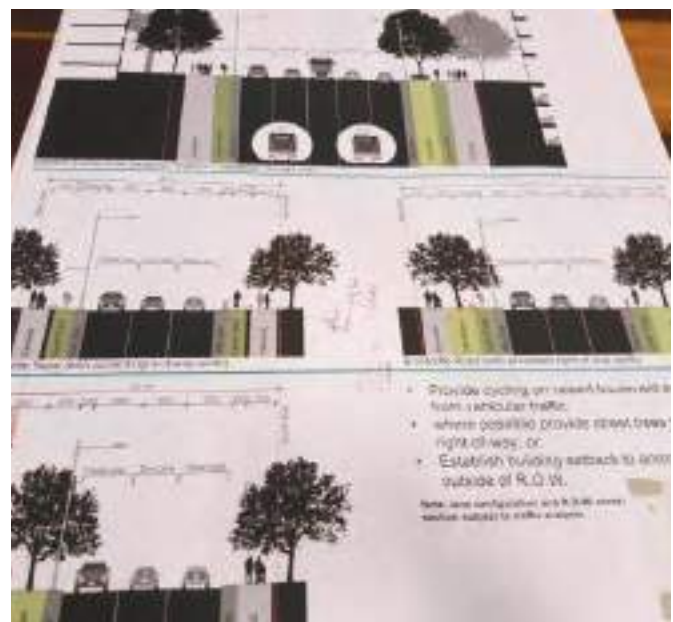
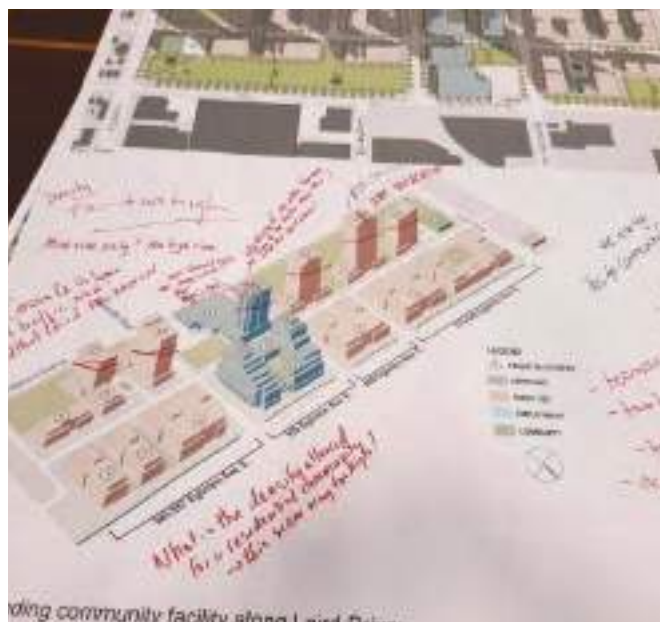
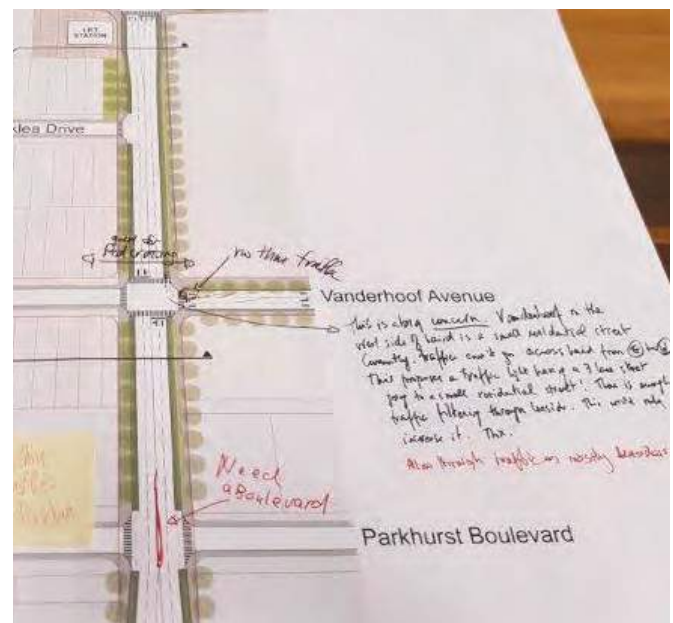
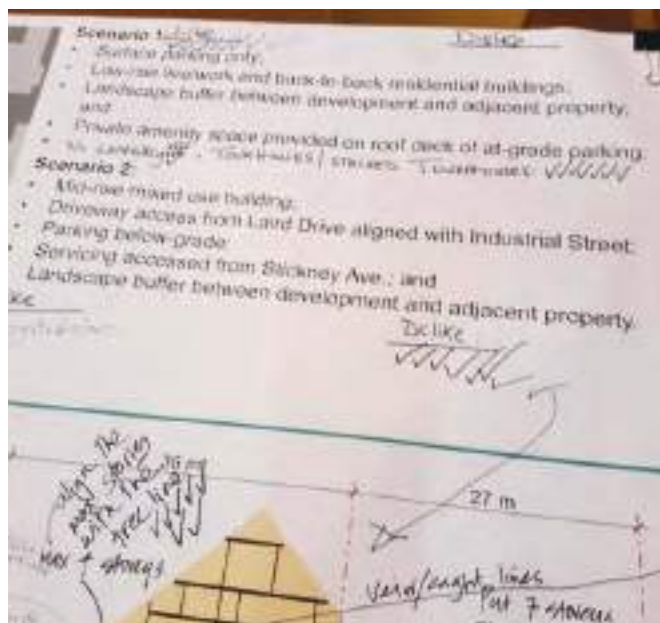


Figure 4.14: Sample comments from the October 17th public consultation

PRINCIPLE	CRITERION	STUDY AREA A		
		Option 1	Option 2	Option 3
1 Create a vibrant and accessible streets and pedestrian realm	A. Does the option provide for a mix of uses?			
	B. Is there a mix of site-specific densities/building heights?			
	C. Is there a variation of building types?			
	D. Does the option accommodate commercial or residential activity that supports streets?			
	D. Does the option accommodate commercial or residential activity that supports open spaces?			
	E. Does the option define and support Eglinton Ave. E., Laird Dr., and Vanderhoof Avenue?			
PRINCIPLE 1: SUMMARY EVALUATION				
2 Respect the historic character of Leaside while permitting its evolution	A. Does the option provide built form transition to adjacent neighbourhood to the North? to the East? to the West?	 	 	
	Criterion 2A: Summary Evaluation			
	B. Does the option demonstrate urban design excellence as determined by: Site Porosity?			
	Built Form relationship to the public realm?			
	Building Stepbacks?			
	Scale of Building (i.e. height)?			
	Scale of Building (i.e. coverage)?			
	Criterion 2B: Summary Evaluation			
	C. Does the option acknowledge the character of the community?			
	D. Does the option promote a spacious landscape character that integrates with Leaside?			
	E. Does the option promote new employment within lands designated for employment uses?			
	F. Does the option's shadows impact adversely on adjacent neighbourhoods, parks, and open spaces?			
PRINCIPLE 2: SUMMARY EVALUATION				
3 Establish a high quality, well-connected, safe and comfortable public realm	A. Is the option accessible to people of all ages and abilities?			
	B. Does the option facilitate pedestrian and cycling movement within?			
	C. Does the option facilitate pedestrian and cycling movement to adjacent destinations?			
	D. Does the option provide for street trees and landscaped setbacks?			
	E. Does the option provide/strengthen connectivity to adjacent ravines, parks, & open spaces?			
	F. Does the option provide a variety of new parks and open spaces?			
	H. Does the option meet the mid-rise and tall building guidelines in reducing shadow impact, allowing skyviews, and promoting pedestrian comfort in terms of scale and wind impact on city streets and open spaces?			
4 Ensure growth is co-ordinated with investments in infrastructure and community facilities	A. Does the option require new or significant improvements to existing capital infrastructure?			
	B. Does the option provide necessary new infrastructure & facilities (as identified through Eglinton Connects)?			
	C. Is new infrastructure provided in an innovative, sustainable, & resilient manner as measured by efficient use of space, required capital investment, storm water management potential, etc.?			
	D. Does the option accommodate for future population and job growth?			
	PRINCIPLE 4: SUMMARY EVALUATION			
5 Support recent and continued investment in rapid transit	A. Does the option seamlessly connect to/integrate with the Eglinton Crosstown LRT?			
	B. Does the option maximize the percentage of residents and employees with acceptable walking distance of rapid transit?			
	C. Does the option demonstrate a "Complete Streets" approach?			
	D. Does the option promote a multi-modal, innovative, safe, & accessible active transportation network?			
	E. Does the option improve transportation network connectivity?			
	F. Does the option reduce traffic pressure at Laird and McRae, and at Eglinton and Brentcliffe?			
	G. Does the option minimize the share of single vehicular uses?			
	H. Is the option supportive of/complementary to employment area uses?			
	PRINCIPLE 5: SUMMARY EVALUATION			

Key
 ● Good
 ● Moderate
 ○ Poor

Figure 4.15: Evaluation matrix for development scenarios in Study Area A

The following represents a synopsis of the evaluation of the three options for Study Area A with respect to movement, open space, and built form:

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

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

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

Option 1

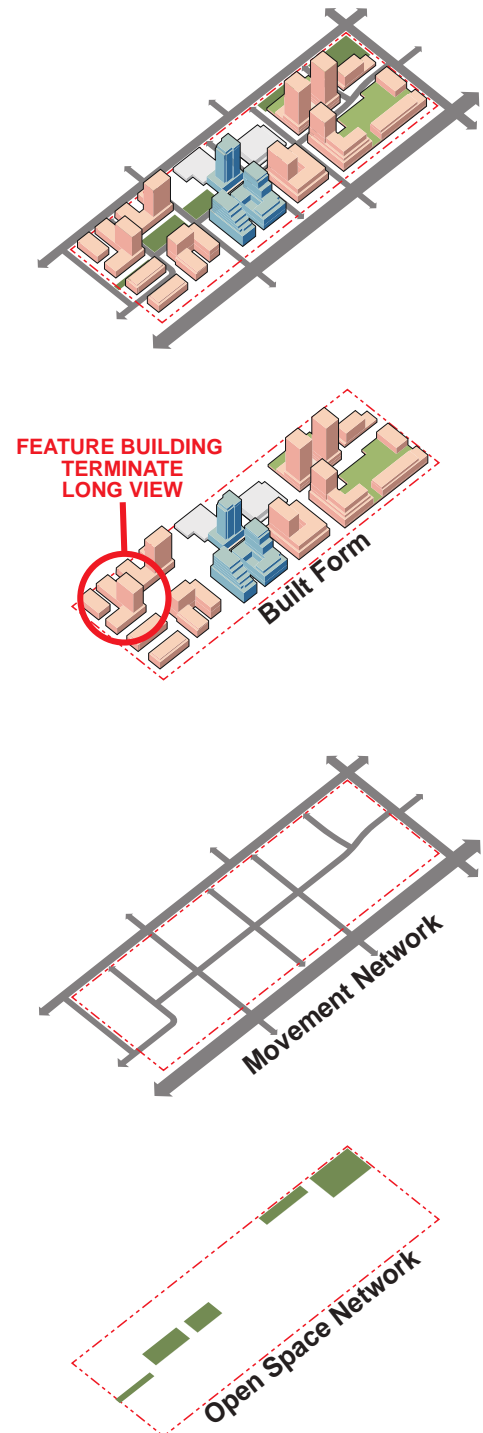
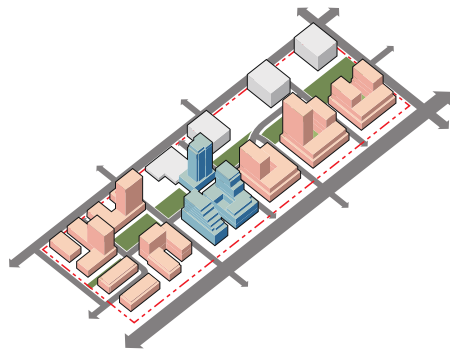
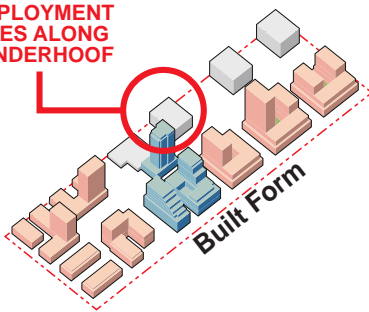


Figure 4.16: Visual summary of elements identified for inclusion in the Emerging Draft Proposed Development Option for Study Area A

Option 2

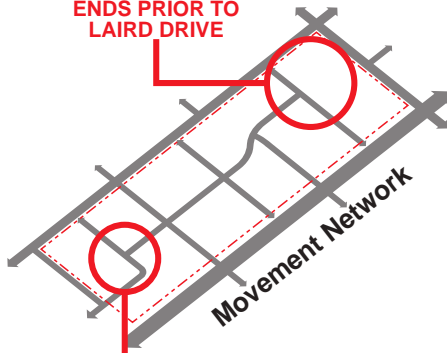


EMPLOYMENT
USES ALONG
VANDERHOOF



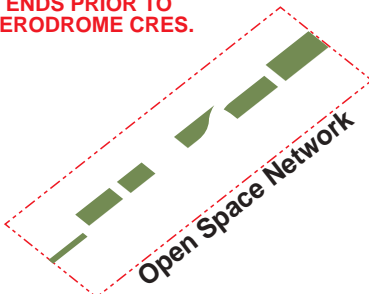
Built Form

MID-BLOCK STREET
ENDS PRIOR TO
LAIRD DRIVE



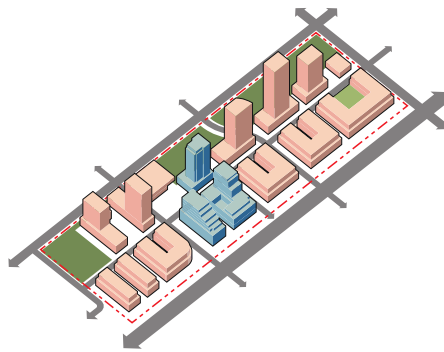
Movement Network

MID-BLOCK STREET
ENDS PRIOR TO
AERODROME CRES.

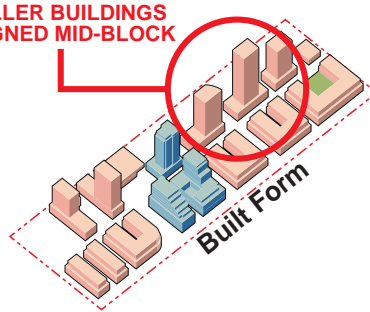


Open Space Network

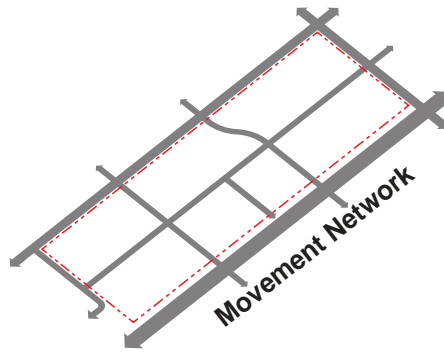
Option 3



TALLER BUILDINGS
ALIGNED MID-BLOCK

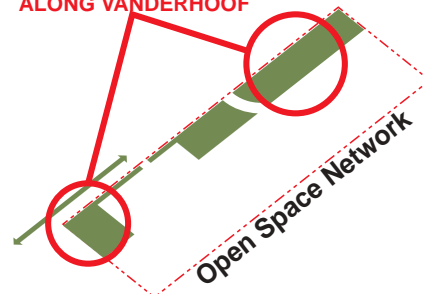


Built Form



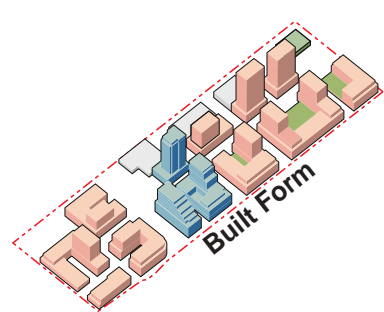
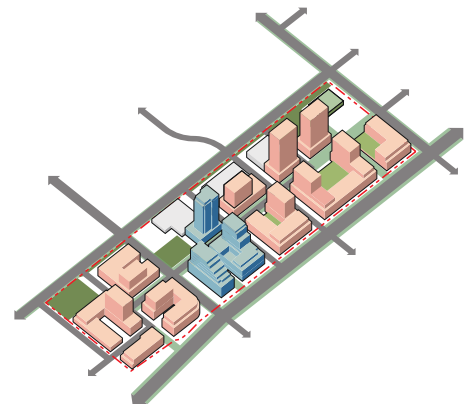
Movement Network

ARRANGE PARK SPACE
ALONG VANDERHOOF

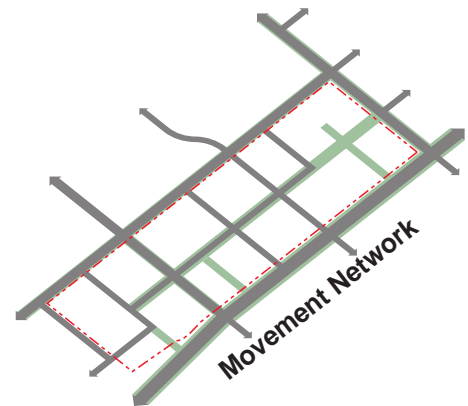


Open Space Network

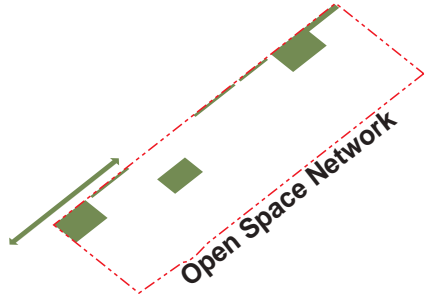
Emerging Draft Preferred
Alternative



Built Form



Movement Network






Open Space Network

LAIRD DRIVE MAIN STREET (STUDY AREA B)

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

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

LEGEND

-  Study Area B
-  Approved Development
-  Potential Mid-rise Site

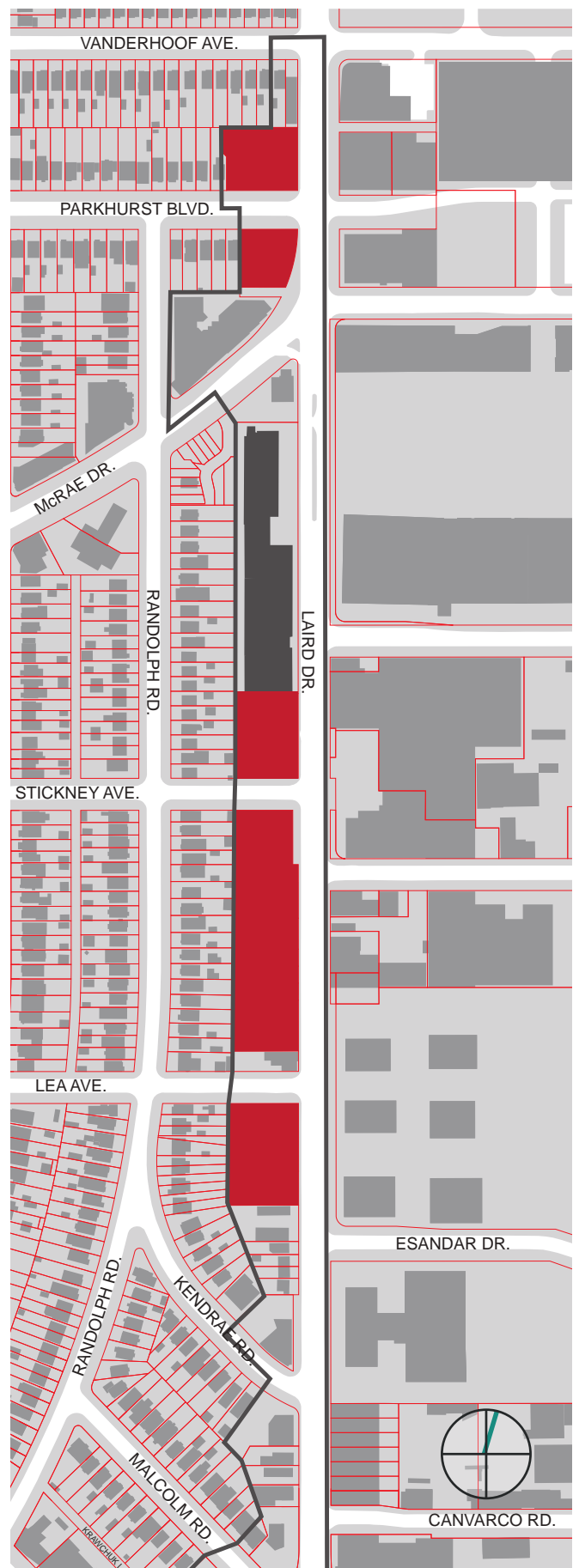


Figure 4.17: Study Area B potential mid-rise sites

4.4 Draft Emerging Preferred Alternative Plan

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

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

4.4.1 Eglinton Large Blocks (Study Area A)

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

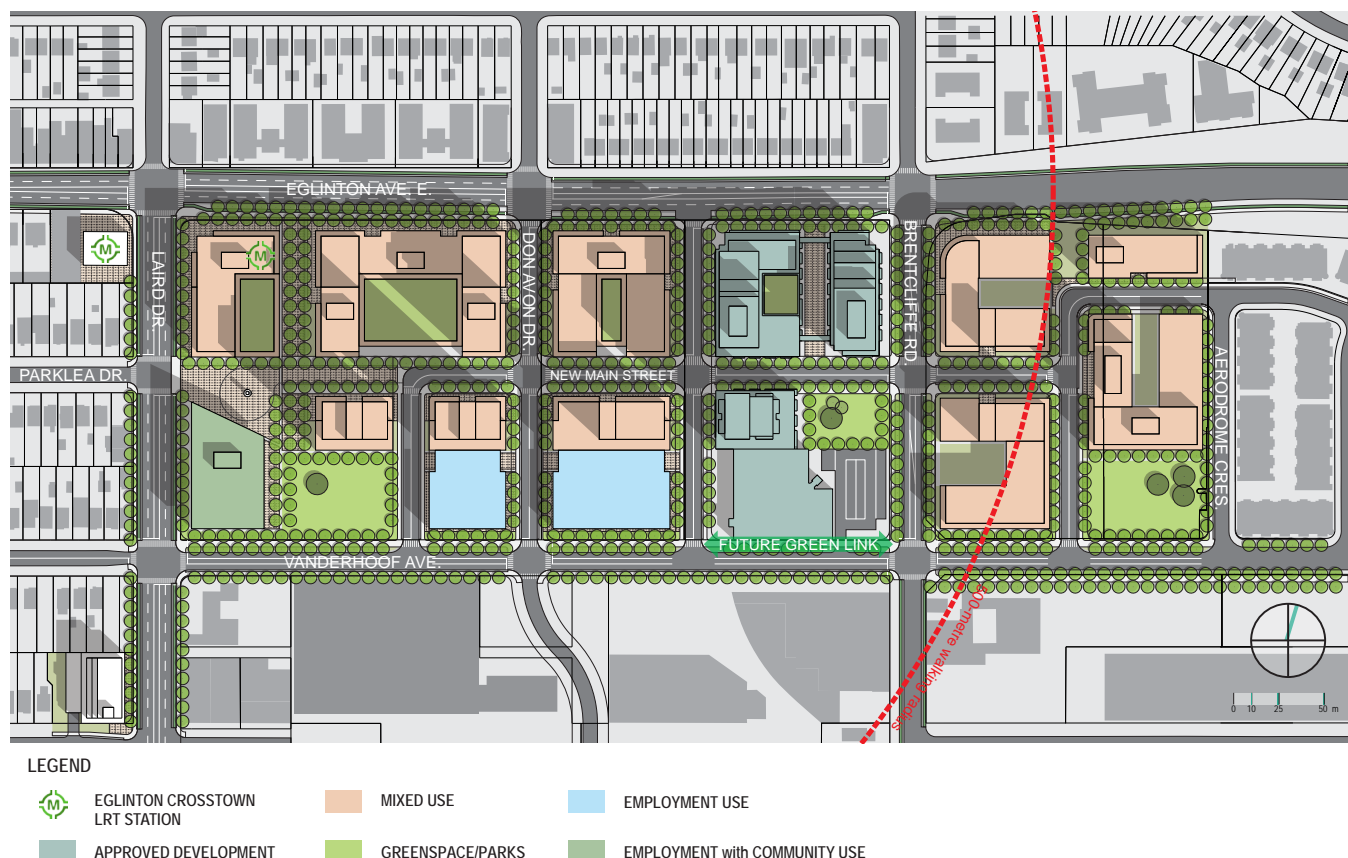


Figure 4.18: Draft Emerging Preferred Alternative Plan

60 | The Planning Partnership | Steer Davies Gleave | SCS Consulting | ERA Architects

4.5 Summary of Streetscape Approach

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

respectfully integrate travel lanes, the utility zone, cycle tracks and sidewalks (or multi-use paths) and landscaping/street furniture.

As part of this study, several nodes were identified as playing an important role as a gateway into or a transition between communities: Malcolm Road at Laird Drive and Millwood Road; McRae Drive, Wicksteed Avenue, and Laird Drive; Vanderhoof Avenue and Laird Drive; Eglinton Avenue East and Laird Drive; and Eglinton Avenue East and Brentcliffe Road. As such, the design of these nodes must provide an enhance level of identity and orientation.

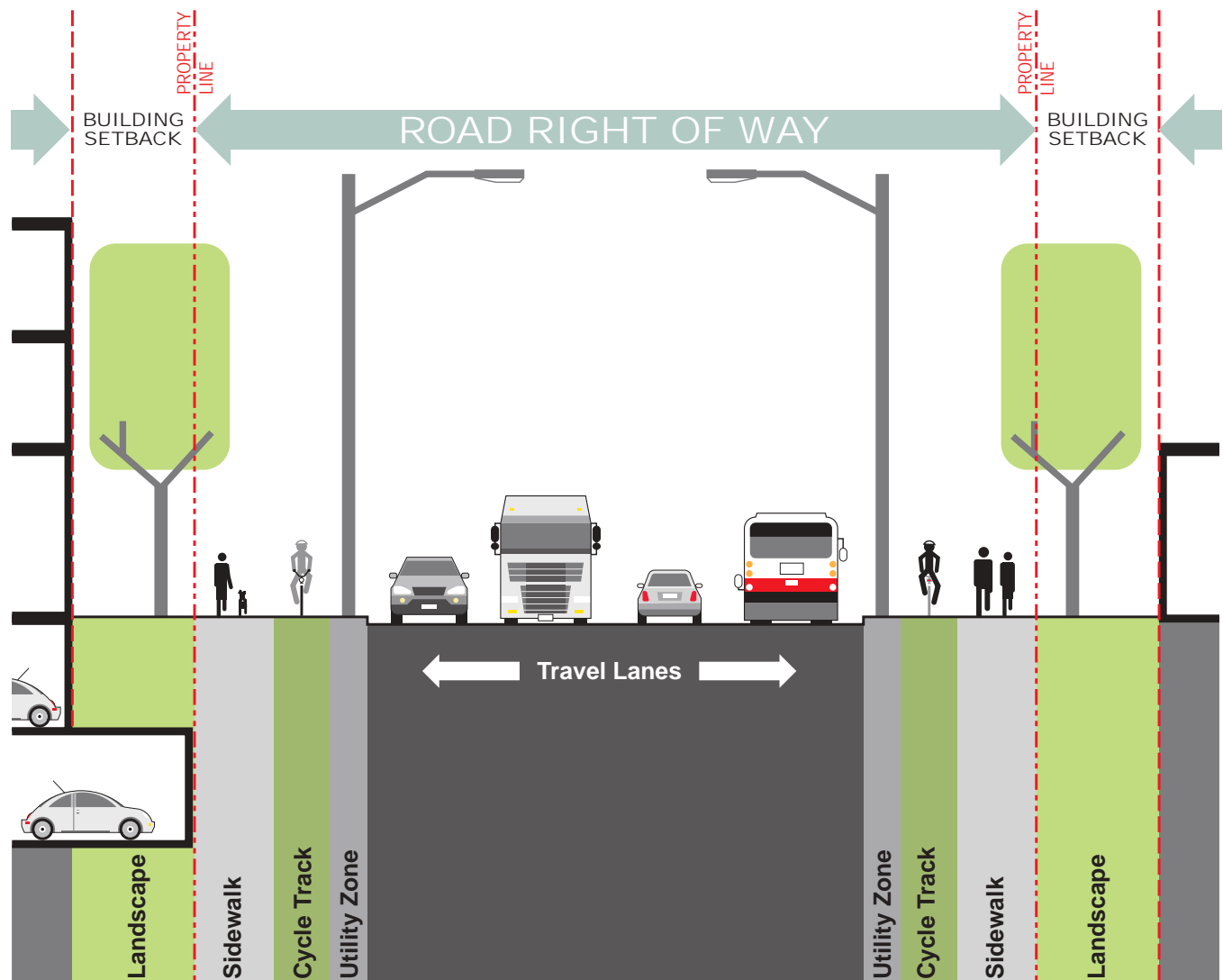


Figure 4.21: Conceptual road right-of-way layout of boulevard elements with setback of building and first level of below-grade parking indicated



5.0 Preferred Alternative





Figure 5.1: Aerial view looking north from Vanderhoof Avenue towards the proposed park adjacent to Aerodrome Crescent



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



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



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



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

5.0 PREFERRED ALTERNATIVE

5.1 Implementation of Goals through 10 Guiding Principles and Moves

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

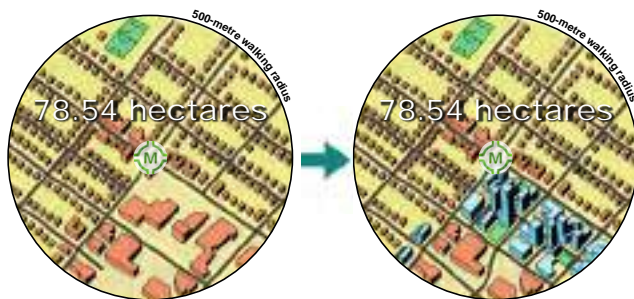


Figure 5.6: Development intensification focused on the southeast quadrant at the intersection of Eglinton Avenue and Laird Drive

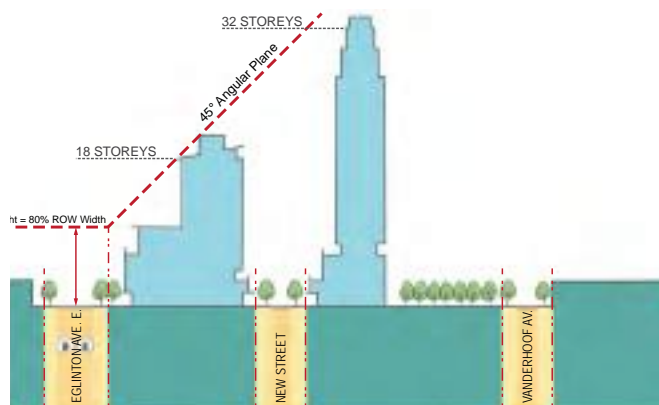


Figure 5.7: Conceptual transition of height from Eglinton Avenue

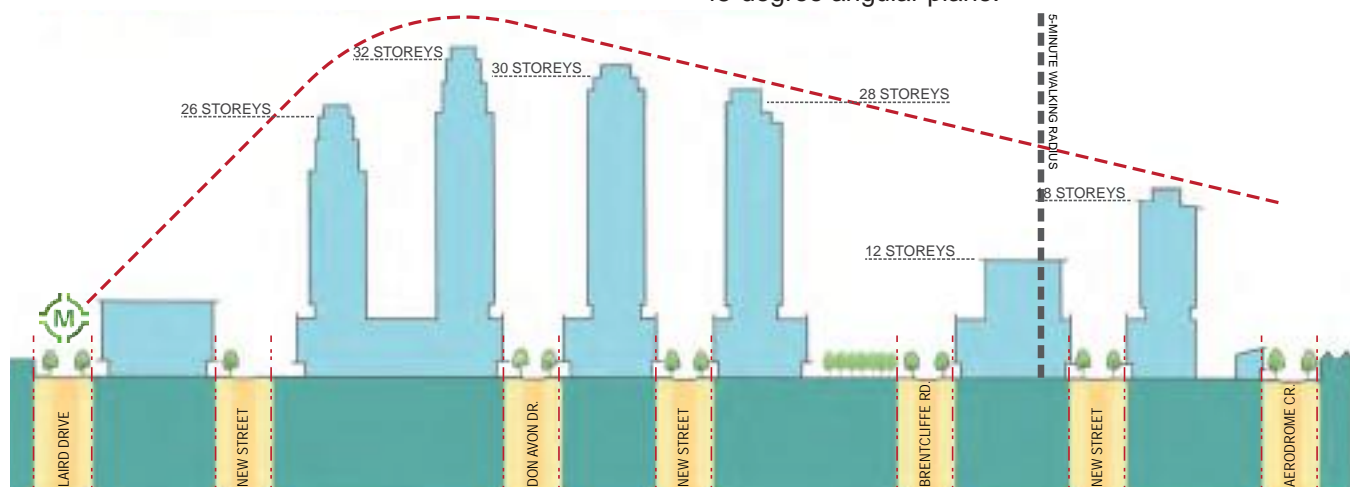


Figure 5.8: Conceptual transition of height between Laird Drive and Aerodrome Crescent

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

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

2. Provide a Transition in Height

New development should be contextually sensitive to adjacent neighbourhoods. Buildings in Study Area A will provide a topography that transitions in height from a lower height along the study area’s perimeter (Laird and Eglinton) that is compatible with those of adjacent neighbourhoods to taller forms more centrally located and further away from low-rise communities. The heights of all mid-rise buildings will conform with the City’s mid-rise guidelines, while taller buildings will fall within an extrapolation of the mid-rise 45-degree angular plane.

3. Create New Local Public Streets

Create a network of new local, public streets that are framed by trees and delineated with residential front gardens to serve as intimate settings for community life and character.



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

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.

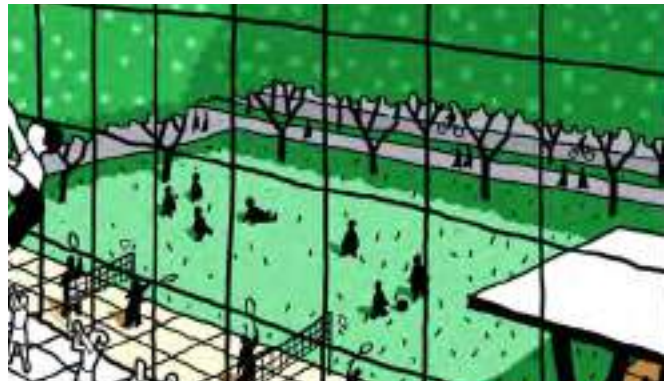


Figure 5.10: Future park space as viewed through the windows of a new community facility

5. Build Community Facilities

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

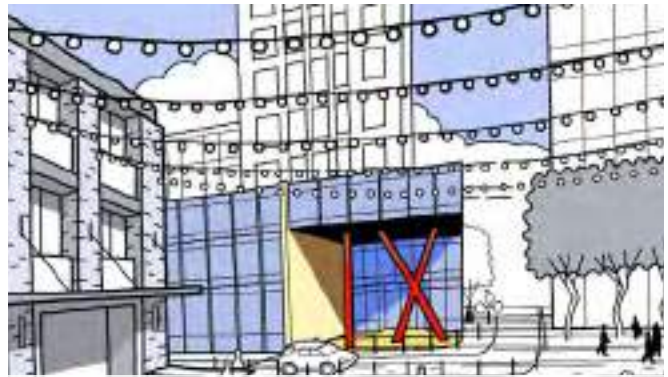


Figure 5.11: A new community facility should provide a focus as viewed from public open spaces

6. Realize the Eglinton Avenue Promenade

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



Figure 5.12: Eglinton Avenue will be re-imagined as a vibrant streetscape inviting to cyclists, pedestrians, and strollers of all ages

7. Re-invent Laird Drive as a Main Street

Laird Drive will be reinvented as a vibrant street that accommodates all modes of transportation through its widened sidewalks and off-road cycle tracks. It will encourage lingering by way of its green enhancements of the streets and setbacks as well as its intimate plaza spaces.

8. Vanderhoof Avenue Green Connector

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

9. Build a Cycling Network

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

10. Support Employment Lands

The area bounded by Laird, Vanderhoof, and the rail corridor play an important role in the economic well-being of Leaside and the City as a whole. Leaside's success is directly tied to their continuing viability. The Plan recognizes this and ensures its ability to continue to grow and evolve.



Figure 5.13: Laird Drive will be transformed into a street that encourages pedestrian strolling while also providing a safe cycling environment that connects Eglinton Avenue to Millwood Road

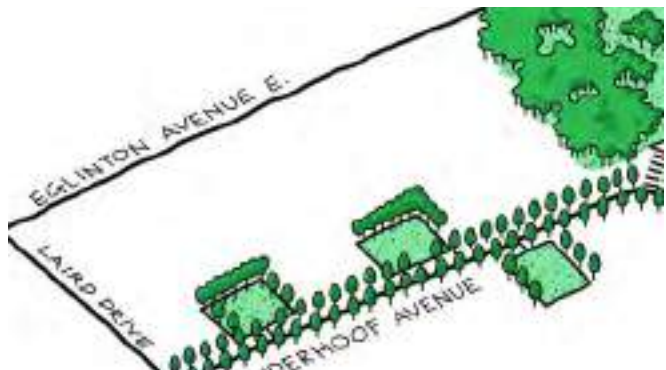


Figure 5.14: Vanderhoof Avenue will develop as a green connection linking various open spaces between Laird Drive and the ravine system

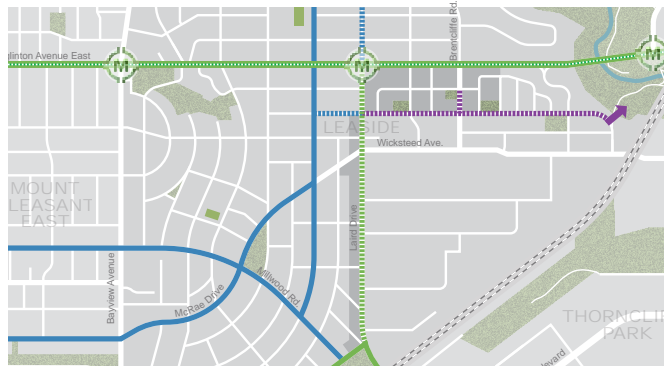


Figure 5.15: New cycle routes will be planned for and realized in an effort to build on the City's 10-year plan making cycling a viable option for travel

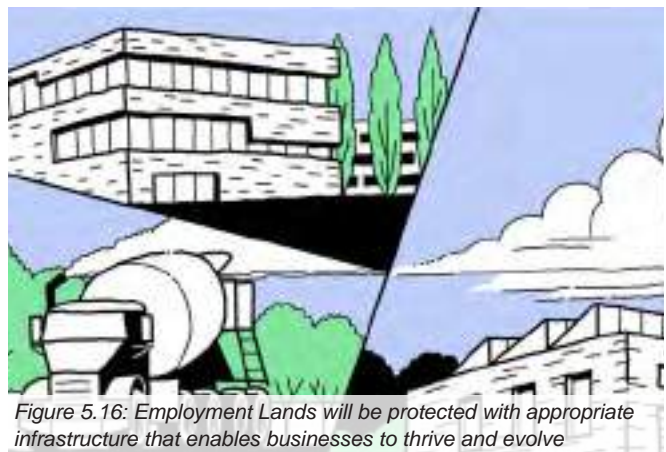


Figure 5.16: Employment Lands will be protected with appropriate infrastructure that enables businesses to thrive and evolve

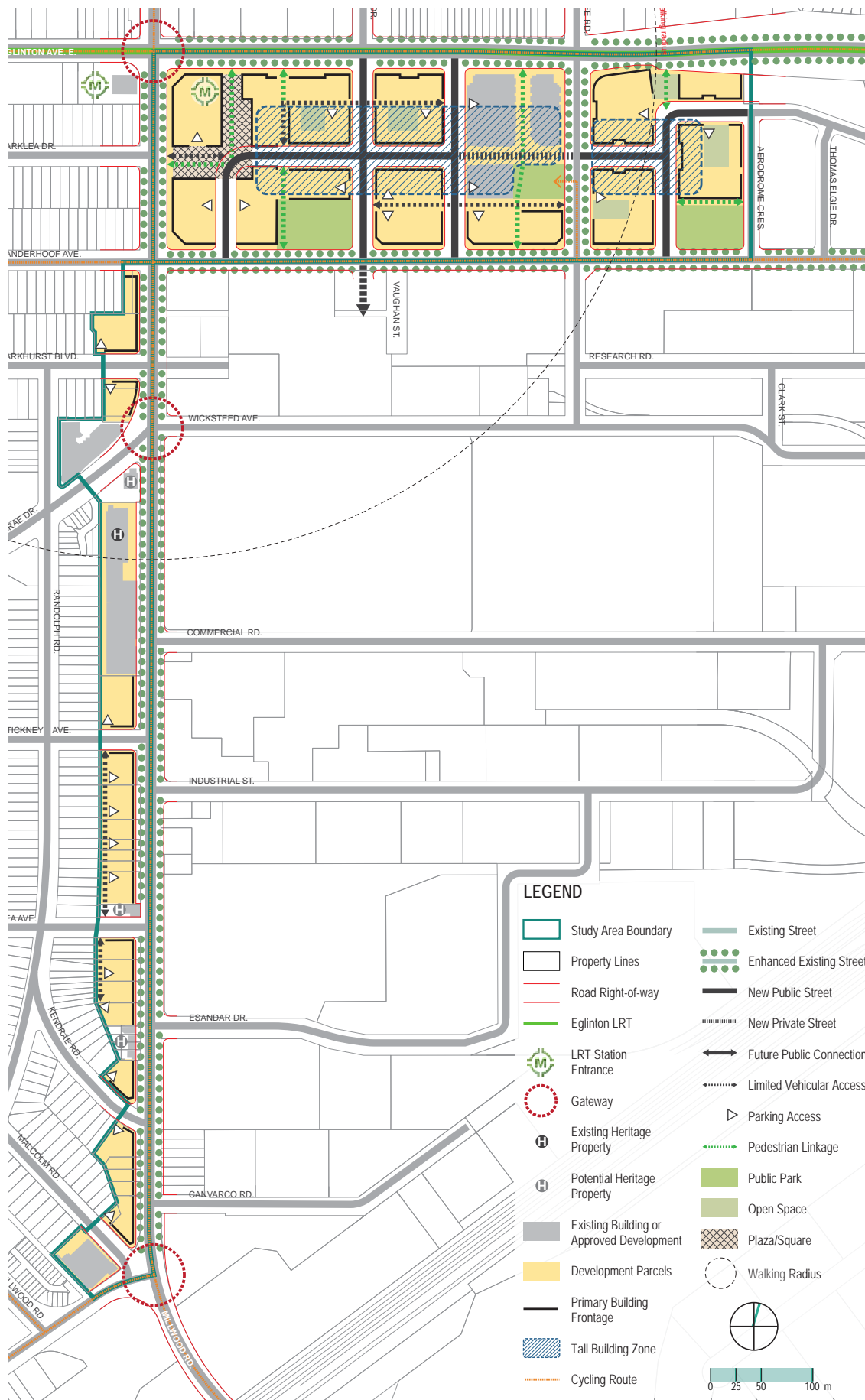


Figure 5.17: Structure Plan for Study Areas A and B

5.2 Structure Plan for Study Areas A & B

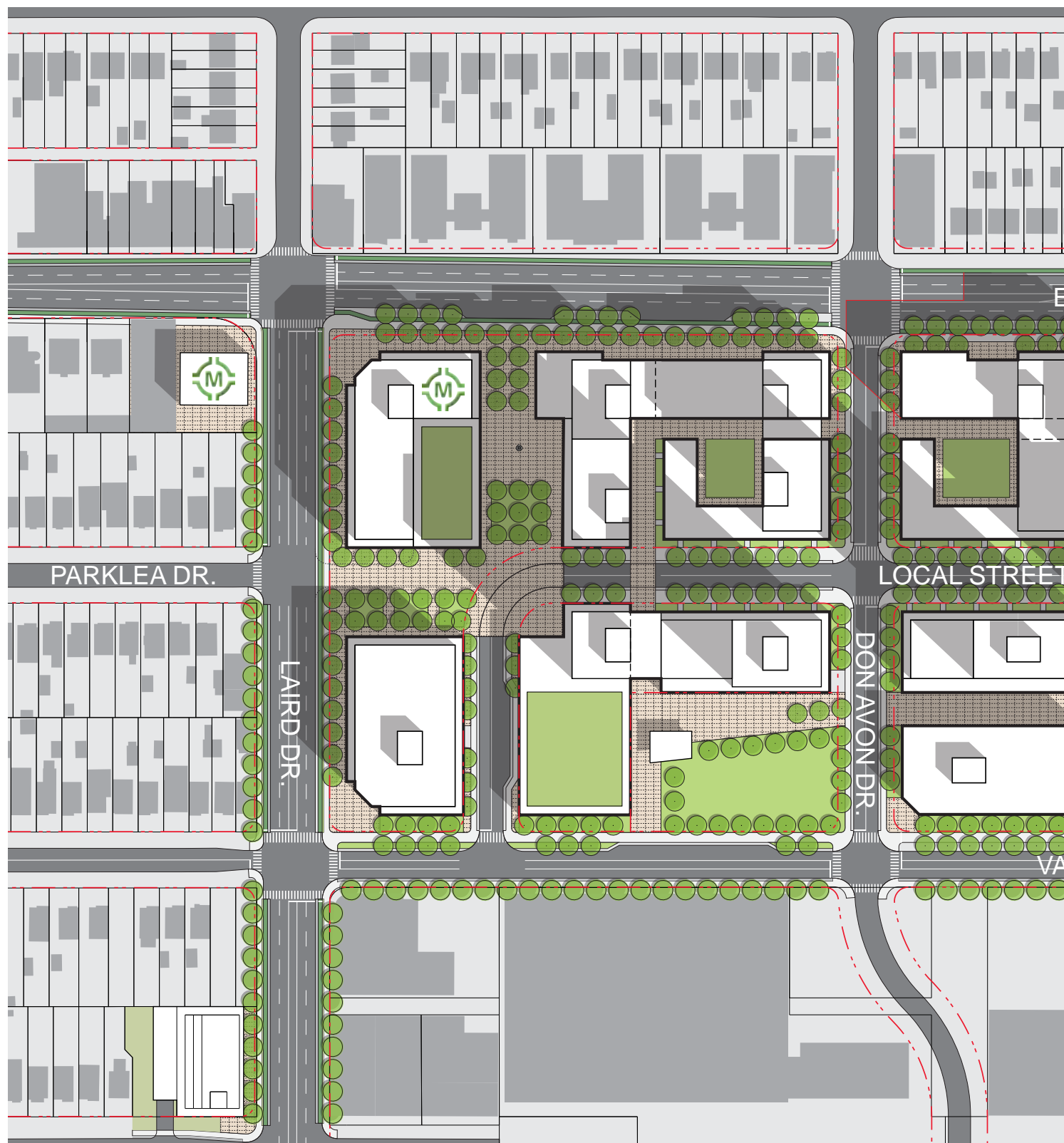
The Structure Plan is comprised of streets and blocks; parks and open spaces; vehicular, pedestrian and cycling movement networks; gateway opportunities; and areas identified for taller development.

The remainder of the developable lands would accommodate low- and mid-rise building forms. The plan is a graphic representation of the main ideas underpinning the demonstration (recommended) plan and provides a conceptual framework for the underlying “10 Guiding Principles and Moves” as well as for the associated urban design guidelines.

5.3 Study Area A

5.3.1 Demonstration Plan (overleaf)

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



LEGEND



EGLINTON CROSSTOWN
LRT STATION



POTENTIAL FUTURE
DEVELOPMENT SITE
(939 EGLINTON AVE. E.)



APPROVED OPA/REZONING
APPLICATION

Figure 5.18: Demonstration Plan for Study Area A





Figure 5.19: Wide sidewalks and healthy trees characterize good urban streetscapes (Minneapolis, Minnesota)

5.3.2 Streets and Blocks

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

- 20-metre right-of-way: Local streets (including Vanderhoof Avenue)
- 25-metre right-of-way: Brentcliffe Road
- 27-metre right-of-way: Laird Drive
- 31-metre right-of-way: Eglinton Avenue East

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



Figure 5.20: Local street (Brooklyn Heights, New York City)



Figure 5.21: Tree-lined multi-use path (Taipei City, Taiwan)



Figure 5.22: Active main street (Greenville, South Carolina)



Figure 5.23: Mixed-use street (Sarasota Springs, New York)



Figure 5.24: Movement network

5.3.3 Parks and Open Spaces

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

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

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

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

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



Figure 5.25: Residential courtyard (Canada Water, London)



Figure 5.26: Active plaza (Zuccotti Park, Manhattan)



Figure 5.27: Green park space (Bernie Spain Gardens, London)



Figure 5.28: Rooftop greening (Delft Technical University Library)



Figure 5.29: Garden space (Four Seasons Hotel, Yorkville)

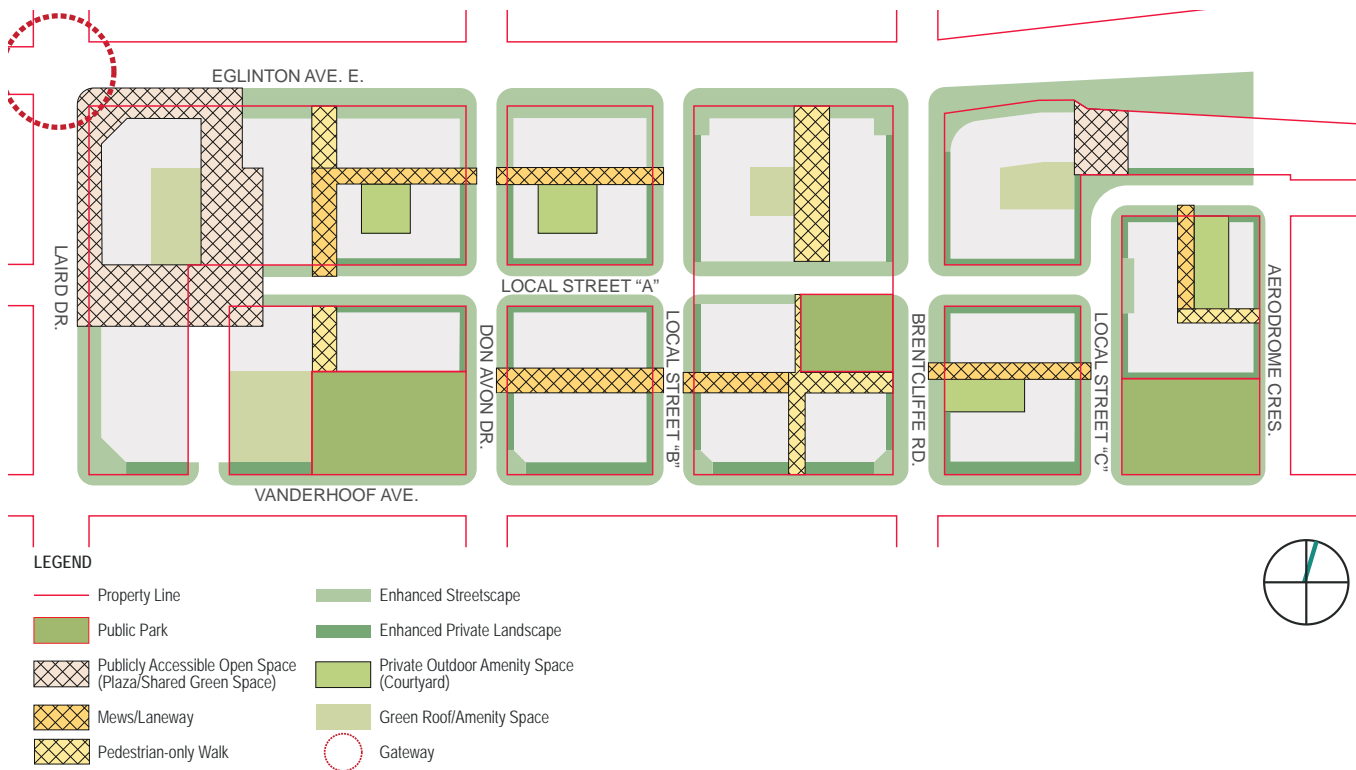


Figure 5.30: Open Space hierarchy



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

5.3.4 Public Art

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

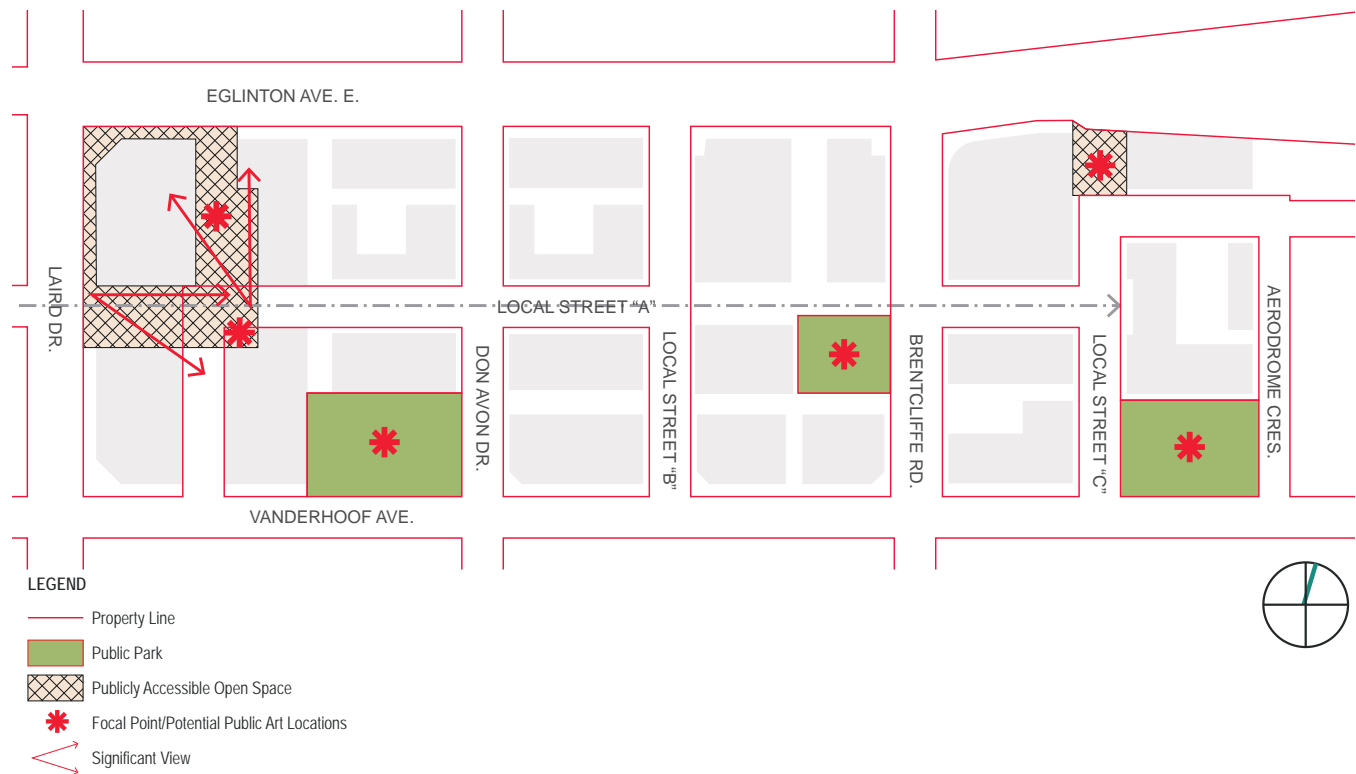


Figure 5.32: Potential locations for public art and focal elements



Figure 5.36: Winter interest (Lahti, Finland)



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



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



Figure 5.37: Visual interest in the square (Guimares, Portugal)



Figure 5.33: Architectural elements that contribute to the public realm (Northside Library: Columbus, Ohio)

5.3.5 Building Setbacks

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

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

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

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



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

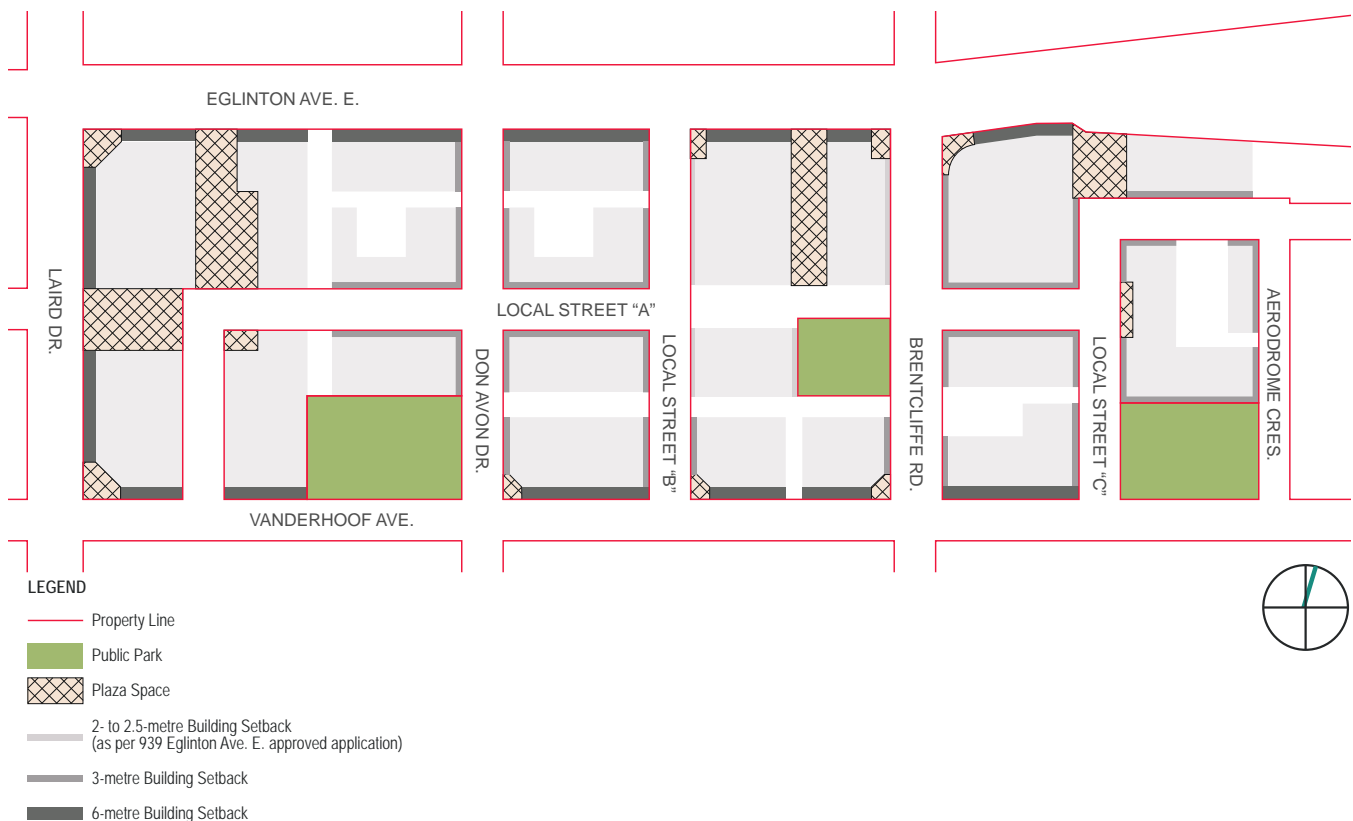


Figure 5.39: Building setbacks

5.3.6 Ground-related Uses

Uses on the ground floor help determine the pedestrian experience and contribute to the character of the public realm. Ground floors will have a minimum 4.5-metre floor-to-floor height in order to convey a strong presence at street level and allow flexible use overtime. Much of the study area is designated “mixed-use”.

The ground-related occupancies will be comprised of community, residential, live/work and retail/commercial uses. For street frontages and open spaces that are prioritized for intensified pedestrian activity, the ground floors are identified as retail/commercial uses. Along the perimeter of the plaza spaces these uses should be focused on retail and commercial opportunities that spill out from within, including restaurants and cafes with outdoor seating.

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

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



Figure 5.40: Ground floor retail (Melbourne, Australia)



Figure 5.41: Residential at-grade (Montreal, Quebec)



Figure 5.42: Community facility (Swiss Cottage, London)



Figure 5.43: Live/Work (Columbia City, Seattle)



Figure 5.44: Offices (Montreal, Quebec)

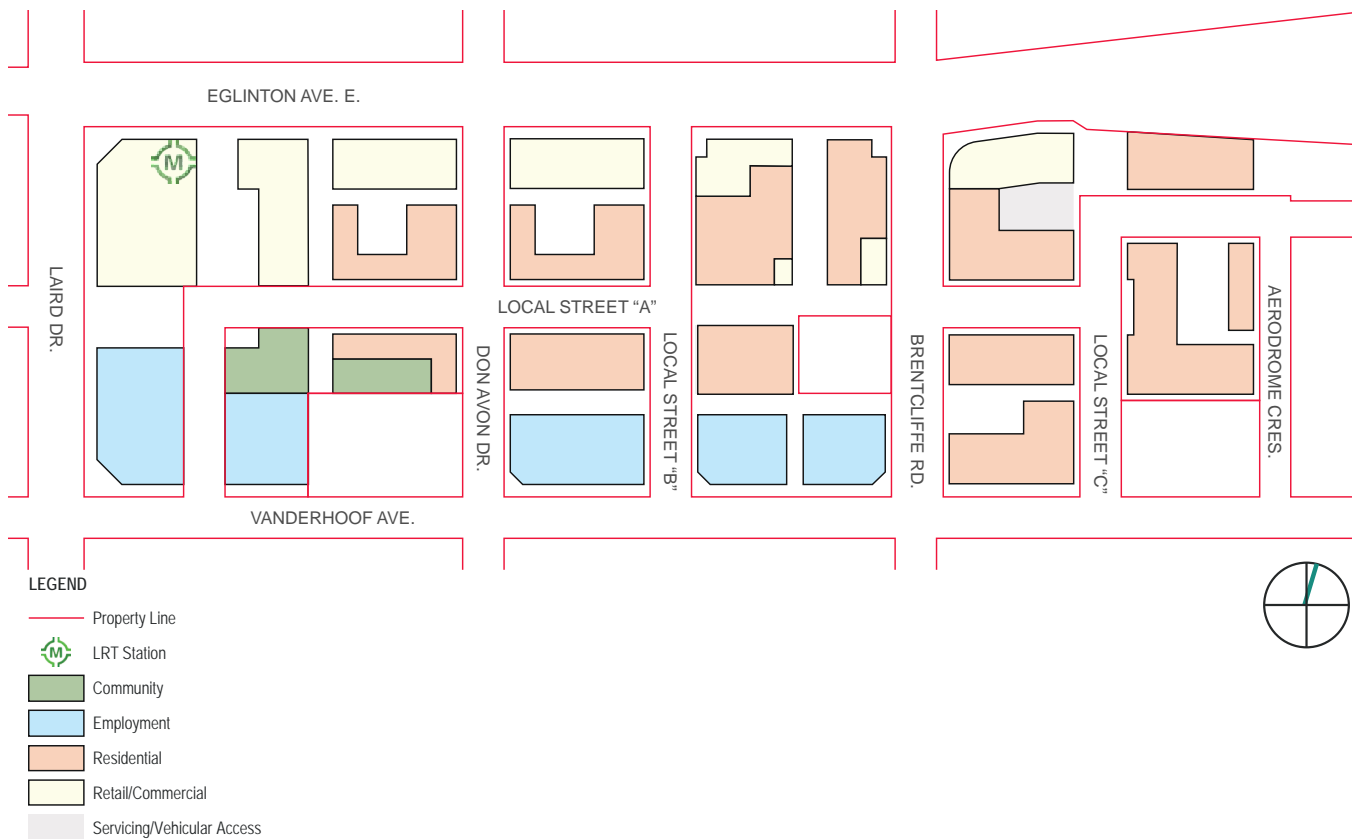


Figure 5.45: Ground floor uses

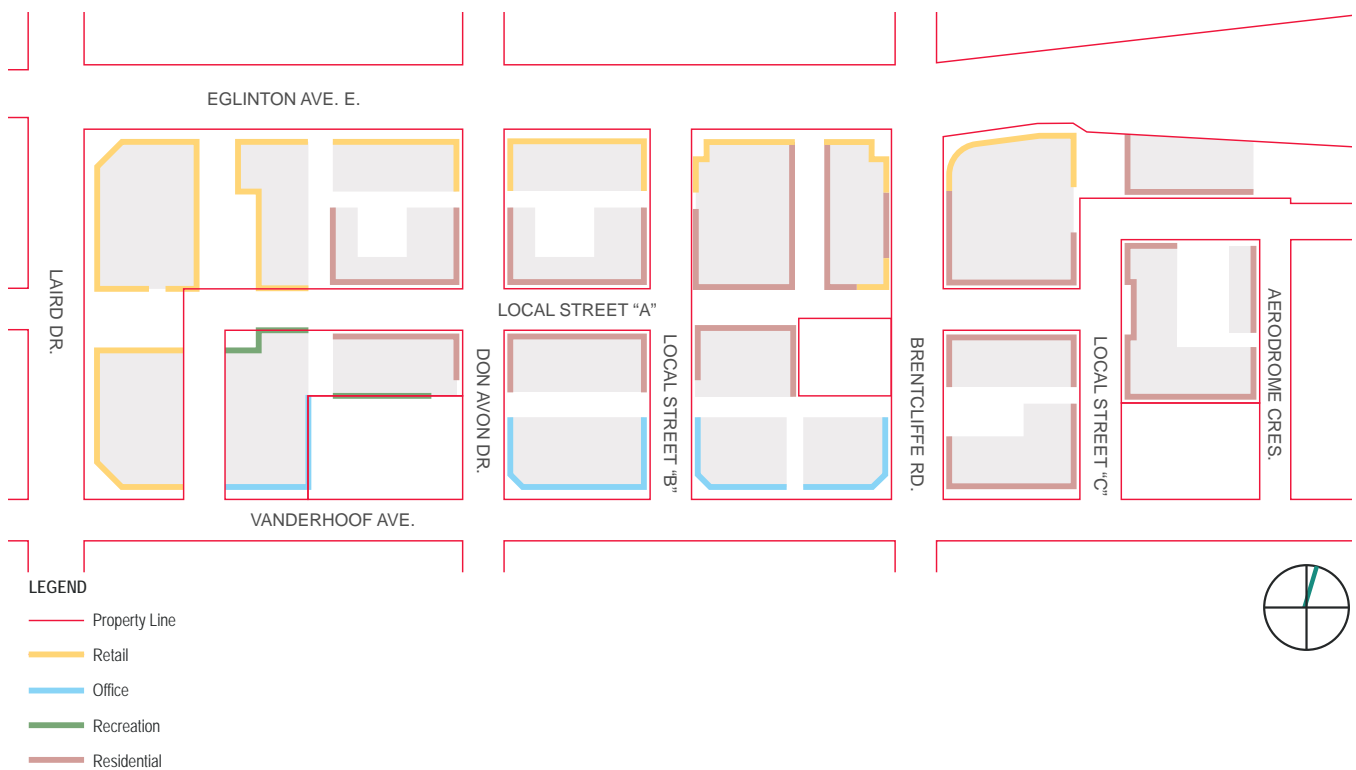


Figure 5.46: Animated building edges

5.3.7 Location and Heights of Tall Buildings

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



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

5.3.8 Streetwalls

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

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

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

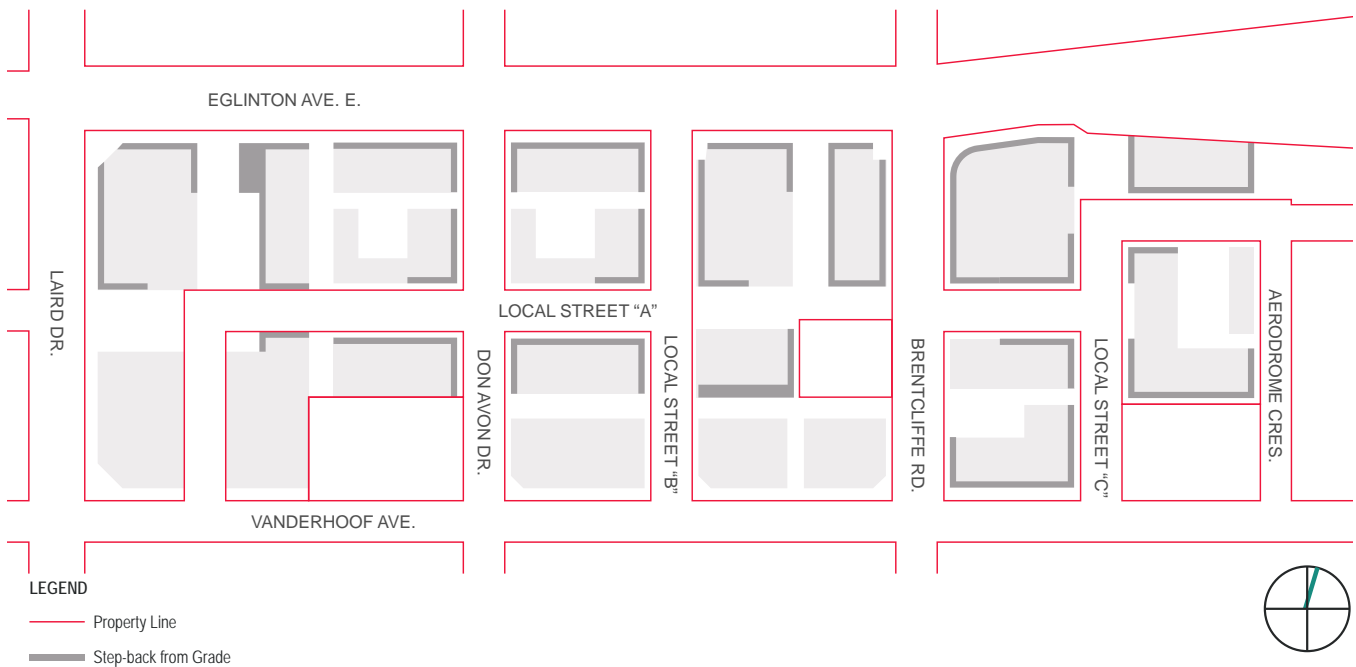


Figure 5.48: Building step-backs

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

Mid-rise Heights:

- Laird Drive: 5 to 9 storeys
- Eglinton Avenue East: 6 to 9 storeys
- Vanderhoof Avenue: 6 storeys

Tall Buildings:

- Heights range from 12 to 32 storeys (depending on ROW width)



Figure 5.49: Building heights

5.3.9 Building Types

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

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

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

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

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



Figure 5.50: Rendering of approved 939 Eglinton Ave. E. development

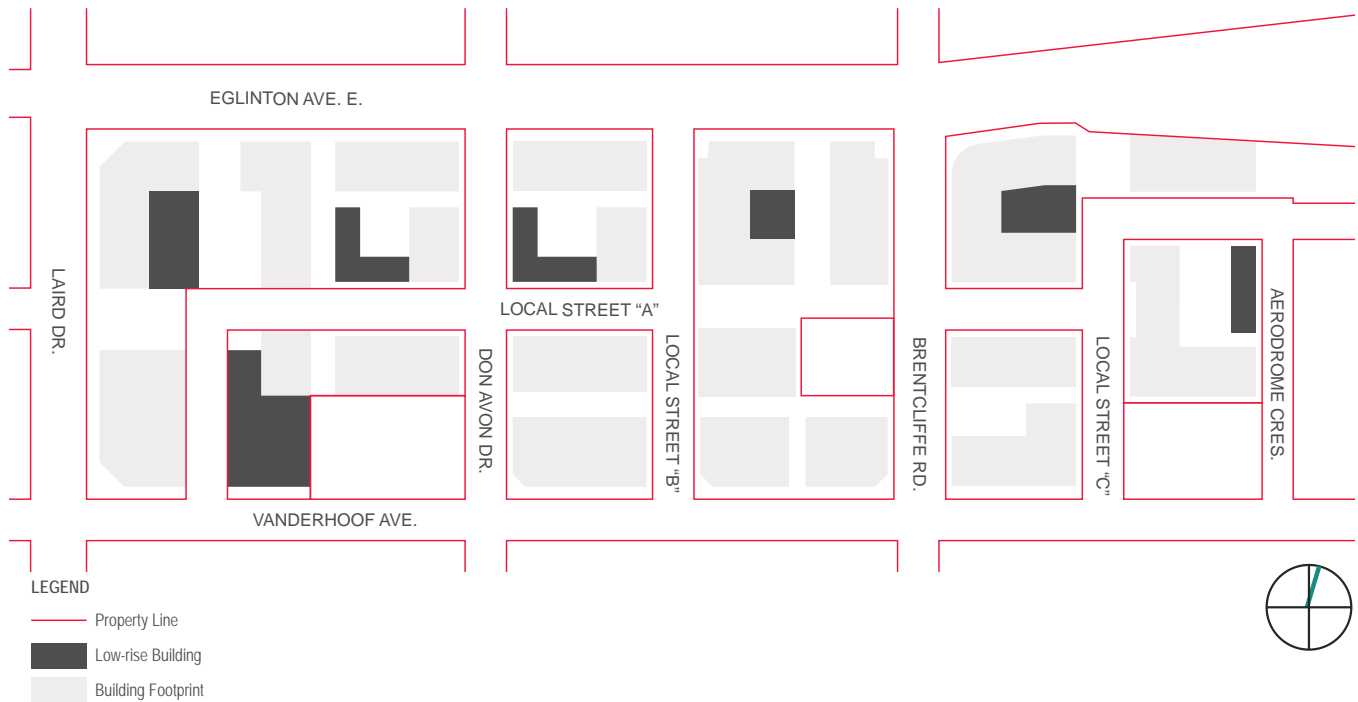


Figure 5.51: Location of "low-rise" buildings



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



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



Figure 5.54: Urban townhouses

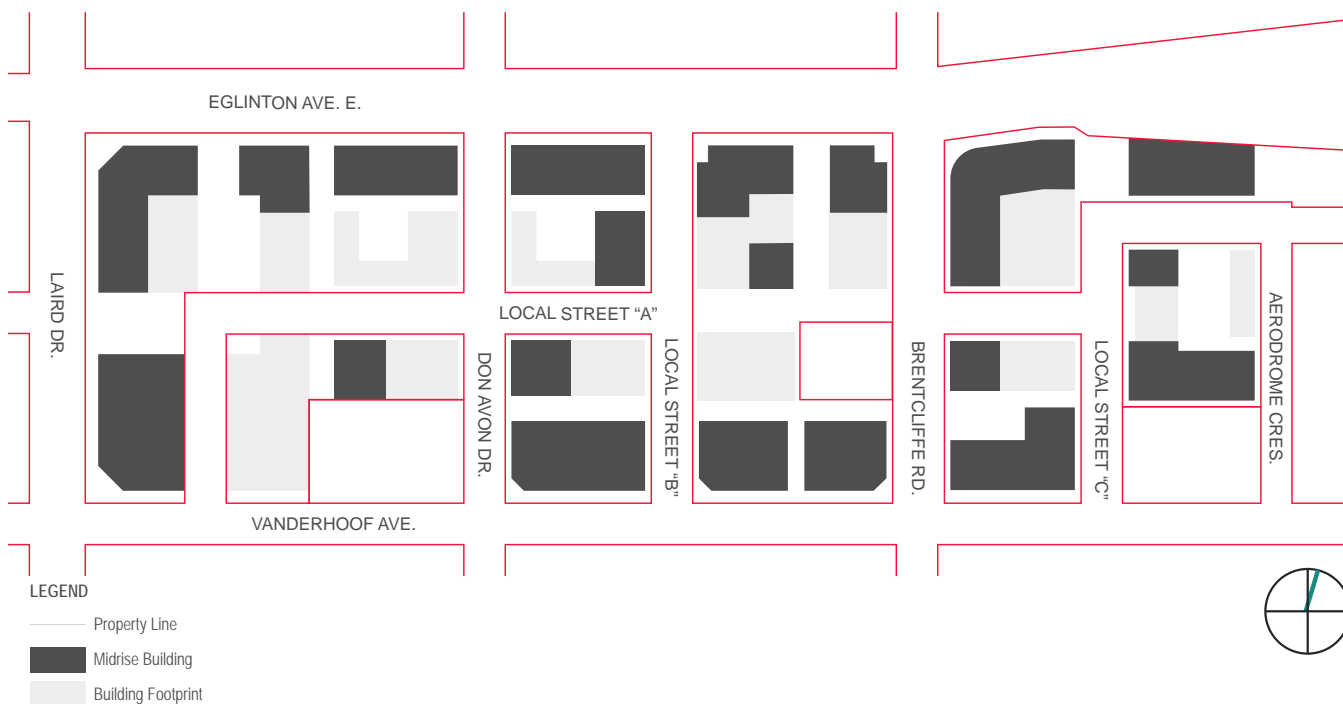


Figure 5.55: Location of "mid-rise" buildings



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



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



Figure 5.58: Mixed-use mid-rise (Seattle, Washington)



Figure 5.59: Location of "tall" buildings



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



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



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

5.3.10 Employment Lands

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



Figure 5.63: Office building (Portland, Oregon)



Figure 5.64: Office building with ground floor retail (Manchester, UK)

5.3.11 Summary Yields

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

The City of Toronto's draft urban design guidelines for high intensification development states:

*"A building should provide a minimum of 25% large units: 10% of the units should be three bedroom units and 15% of the units should be two bedroom units."*²

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

² **Growing Up: Planning for Children in New Vertical Communities Draft Urban Design Guidelines.** (May 2017); Section 2.1, p. 30.

Gross Floor Areas

	815 - 845 EGLINTON AVE. E.	849 EGLINTON AVE. E.	939 EGLINTON AVE. E.	943 - 957 EGLINTON AVE. E.	TOTAL GROSS FLOOR AREA
Community	2,920 m ²	0 m ²	0 m ²	0 m ²	2,920 m ²
Employment	12,200 m ²	4,050 m ²	4,300 m ²	0 m ²	20,550 m ²
Retail/Comm'l	7,200 m ²	1,410 m ²	1,840 m ²	1,350 m ²	11,800 m ²
Residential	106,215 m ²	45,055 m ²	68,000 m ²	78,770 m ²	298,040 m ²
Servicing	1,710 m ²	1,370 m ²	-	880 m ²	3,960 m ²
Total	130,245 m²	51,885 m²	74,140 m²	81,000 m²	337,270 m²
Public Parks	3,723 m ²	0 m ²	1,718 m ²	3,100 m ²	8,541 m ²

Population and Job Yields

	815 - 845 EGLINTON AVE. E.	849 EGLINTON AVE. E.	939 EGLINTON AVE. E.	943 - 957 EGLINTON AVE. E.	TOTAL GROSS FLOOR AREA
Community	10	0	0	0	10
Employment	450	150	160	0	860
Retail/Comm'l	180	35	45	35	295
Residential	2,550	1,085	1,635	1,895	7,165
Total	3,090	1,270	1,840	1,930	8,330

Residential Unit Typology

	815 - 845 EGLINTON AVE. E.	849 EGLINTON AVE. E.	939 EGLINTON AVE. E.	943 - 957 EGLINTON AVE. E.	TOTAL GROSS FLOOR AREA
1-bedroom (60% total units)	810	340	515	600	2,265
2-bedroom (30% total units)	405	170	260	300	1,135
3-bedroom (10% total units)	135	60	85	100	380
Total	1,350	570	860	1,000	3,780

Unit mix is consistent with other development proposals in the area and exceeds the City's "Growing Up" guidelines.

Table 5.1: Breakdown of development yields and population as per development parcel

5.4 Study Area B

5.4.1 Demonstration Plan

Study Area B is designated as “mixed-use” in the City’s Official Plan. This mix will continue to include retail/commercial as well as residential uses. Mixed-use development provides an opportunity to simultaneously improve the streetscape and active uses at-grade replacing driveways, parking pads, and substandard sidewalks with cycle tracks, widened promenades, and greenery. New buildings provide new housing, an enhanced retail environment, and a transitioning scale to the existing neighbourhood.



Figure 5.65: View of Laird Drive looking north towards Industrial St.



Figure 5.66: Development potential along Laird Drive north of Lea Avenue



Figure 5.67: Development potential along Laird Drive south of Lea Avenue

5.4.2 Setbacks

In order to achieve an enhanced streetscape and improved scale along Laird Drive buildings and the first level of below-grade parking are to be set back 3 metres. This will create a consistent urban edge along the west side of the street with the 3-metre setback providing a generous pedestrian and landscaped area between ground floor users and passers-by. A 3-metre setback will provide additional soil volume for street trees as well as the opportunity for privately owned but publicly accessible spaces.

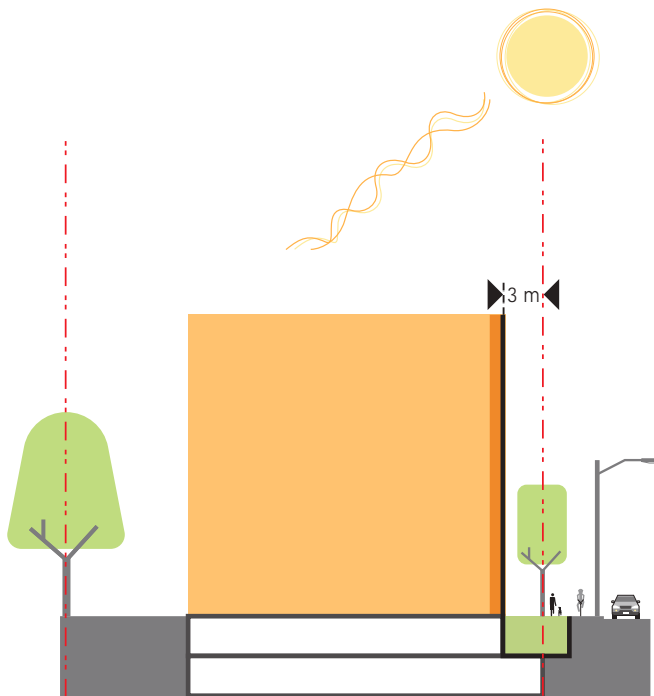


Figure 5.68: Building set back from Laird property line by 3 metres

5.4.3 Ground-related Uses

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

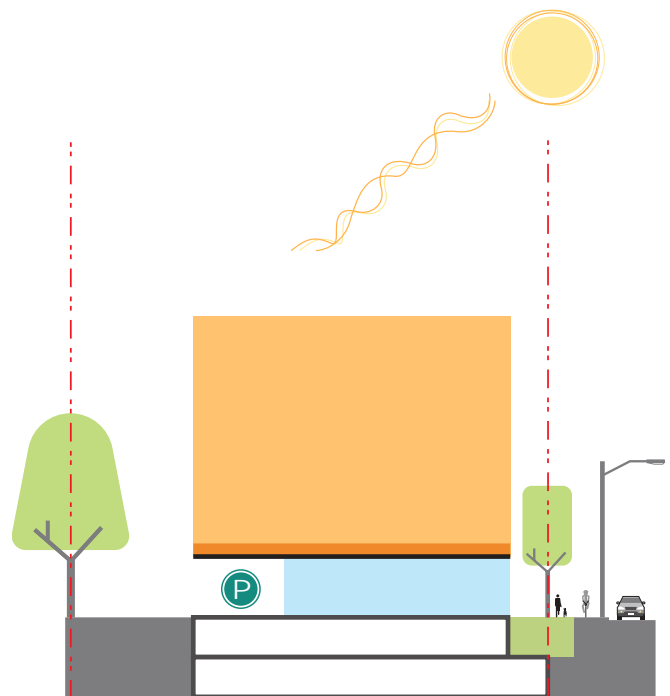


Figure 5.69: Retail/Commercial uses on ground floor with parking located to rear of building

5.4.4 Transition in Scale and Setbacks

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

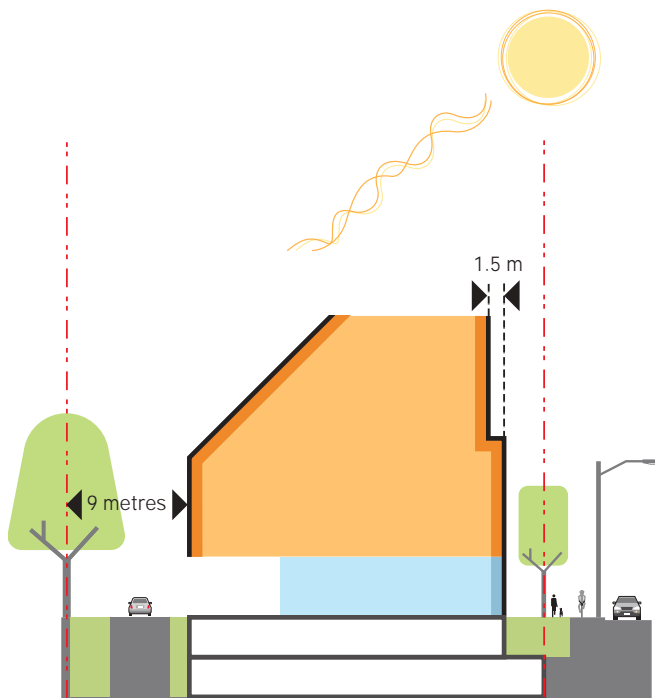


Figure 5.70: Application of rear yard setback, angular plane, and stepbacks will provide appropriate transition to adjacent properties

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

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

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

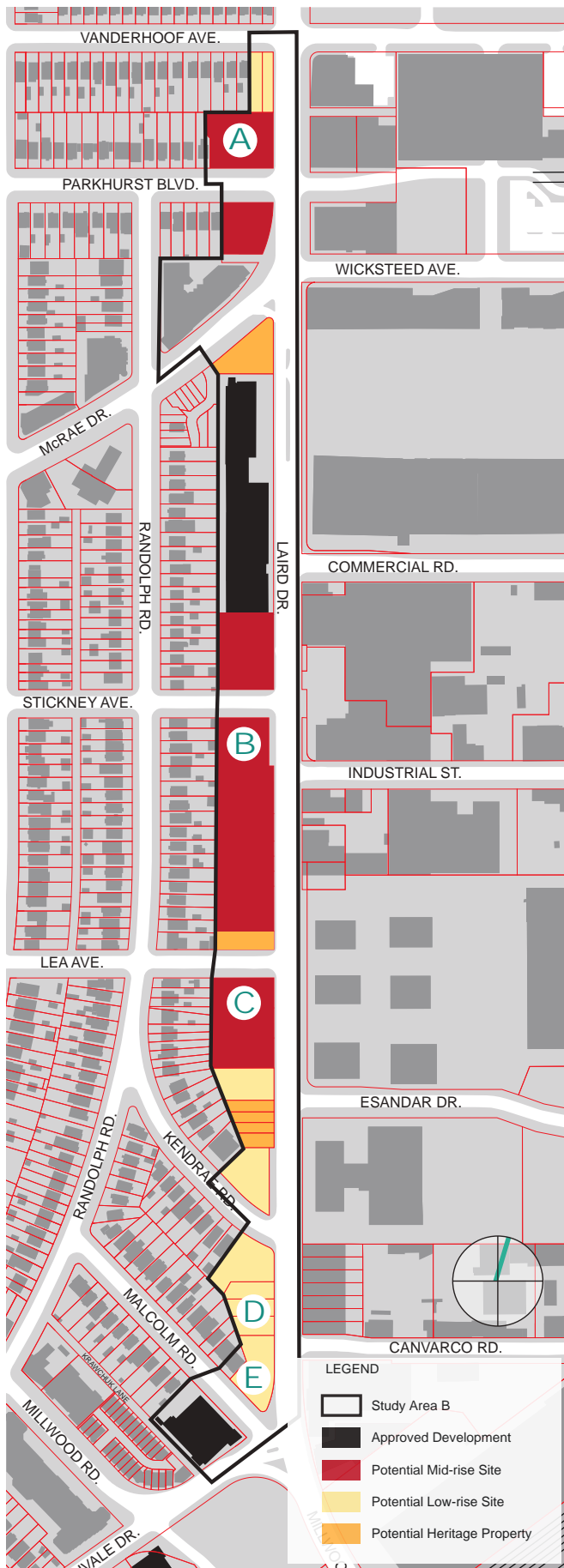


Figure 5.71: Identification of potential redevelopment sites



Figure 5.72: 206 Laird Drive



Figure 5.73: 130 Laird Drive



Figure 5.74: 94 Laird Drive



Figure 5.75: 42 Laird Drive



Figure 5.76: 30 Laird Drive

5.4.5 Building Types: Low-rise

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

5.4.6 Building Types: Mid-rise

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

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



Figure 5.77: Boulton Avenue townhouses



Figure 5.78: Phoebe-Soho residential condominiums



Figure 5.79: Dundas Street E. townhouses



Figure 5.80: Proposed Leslieville mixed-use mid-rise development

5.4.7 Heritage

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

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

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

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

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

- Conserve and enhance the legibility of the study area's historic urban fabric as a transition between the residential neighbourhood to the west of Laird Drive and the industrial area to the east;
- Ensure high quality architecture in the design of new development, additions and alterations that is complementary to heritage resources within the study area.

Official Plan Heritage Policies

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

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

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

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

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

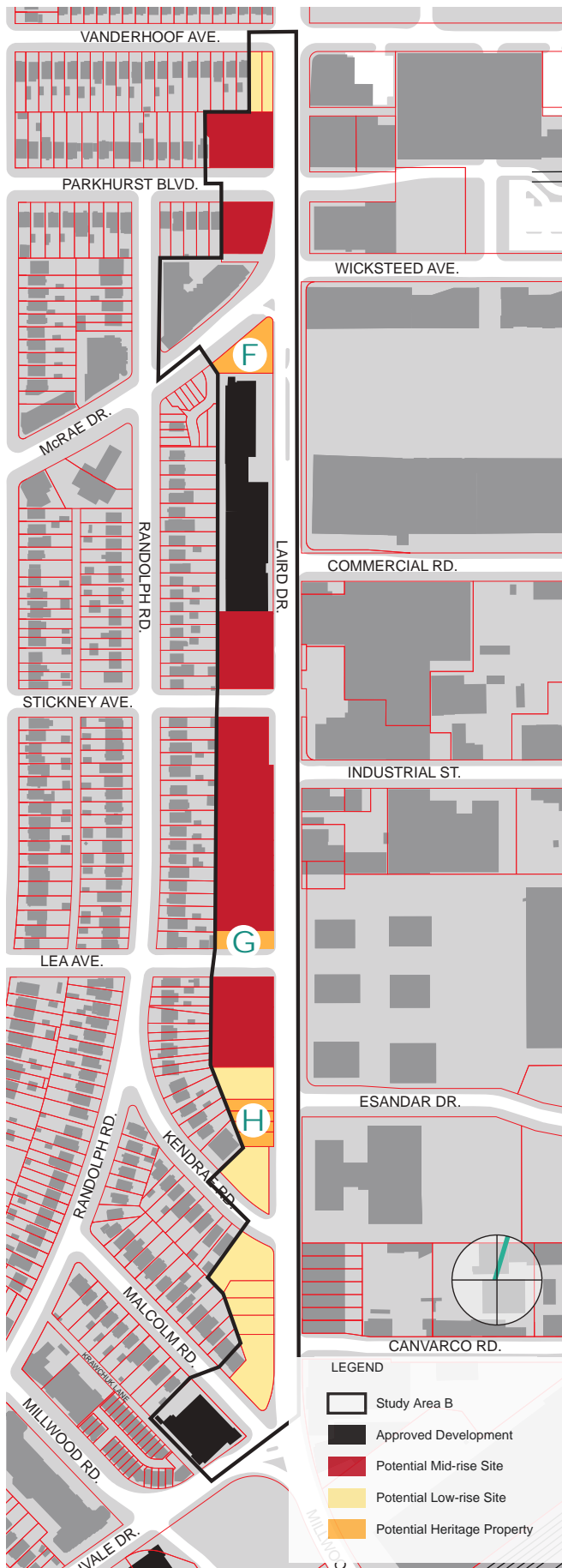


Figure 5.81: Identification of potential heritage sites



Figure 5.82: 180 Laird Drive



Figure 5.83: 96 Laird Drive



Figure 5.84: 66, 68-70, and 72 Laird Drive

5.5 Streetscapes

5.4.8 Summary Yields

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

Gross Floor Areas

	LAIRD DRIVE
Institutional	11,450 m ²
Retail/Comm'l	9,770 m ²
Residential	47,050 m ²
Total	68,270 m²

Population and Job Yields

	LAIRD DRIVE
Institutional	190
Retail/Comm'l	240
Residential	1,530
Total	1,960

Residential Unit Typology

	LAIRD DRIVE
1-bedroom (60% total units)	480
2-bedroom (30% total units)	240
3-bedroom (10% total units)	80
Total	800

Unit mix is consistent with other development proposals in the area and exceeds the City's "Growing Up" guidelines.

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

5.5.1 Gateways

Laird Drive, with a shifting focus towards pedestrians and cyclists, will emerge as an attractive street along which to pause and linger. The accentuation on non-vehicular activities should be further emphasized at key intersections that serve as gateways into and out of the community or as transition spaces between different character areas. Gateways provide opportunities to incorporate supportive active transportation infrastructure, such as bike share and bike parking facilities, as well as street furniture amenities. Three such nodes have been identified where there is potential to articulate the intersections as distinct civic places to stop rather than pass through:

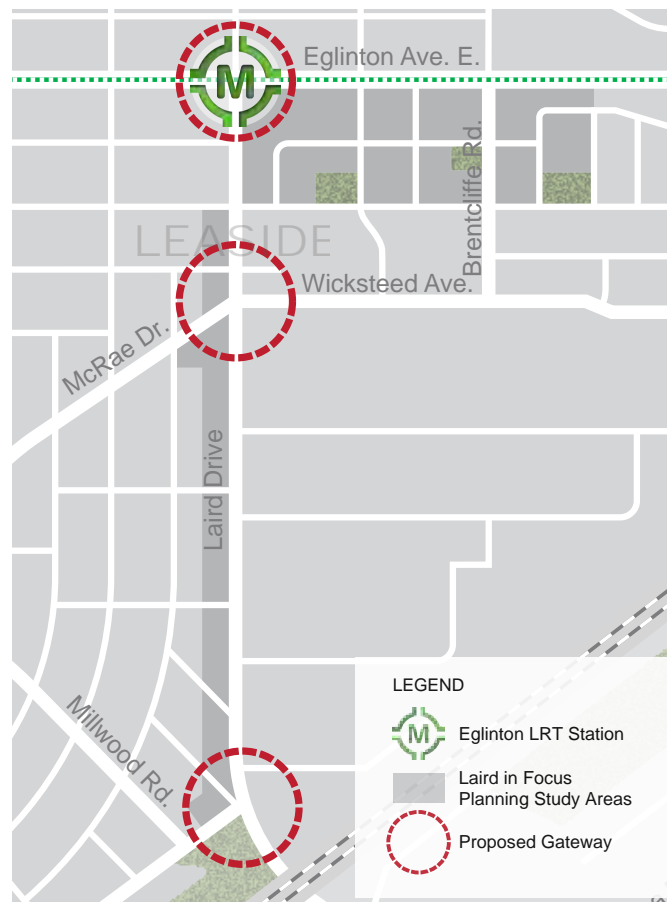


Figure 5.85: Proposed gateway locations along Laird Drive

Laird Drive at Eglinton Avenue E. is proposed as the northern gateway into the community bridging both North and South Leaside while anchoring the new community to the southeast. A new development anchoring the corner should be iconic in its architectural treatment and the ground plane treatment should wrap around all sides of the structure tying together the corner with the LRT station entrance and the adjacent plaza space. Each of the intersection corners is different from the other: landscape treatment will provide the common theme relating them together.

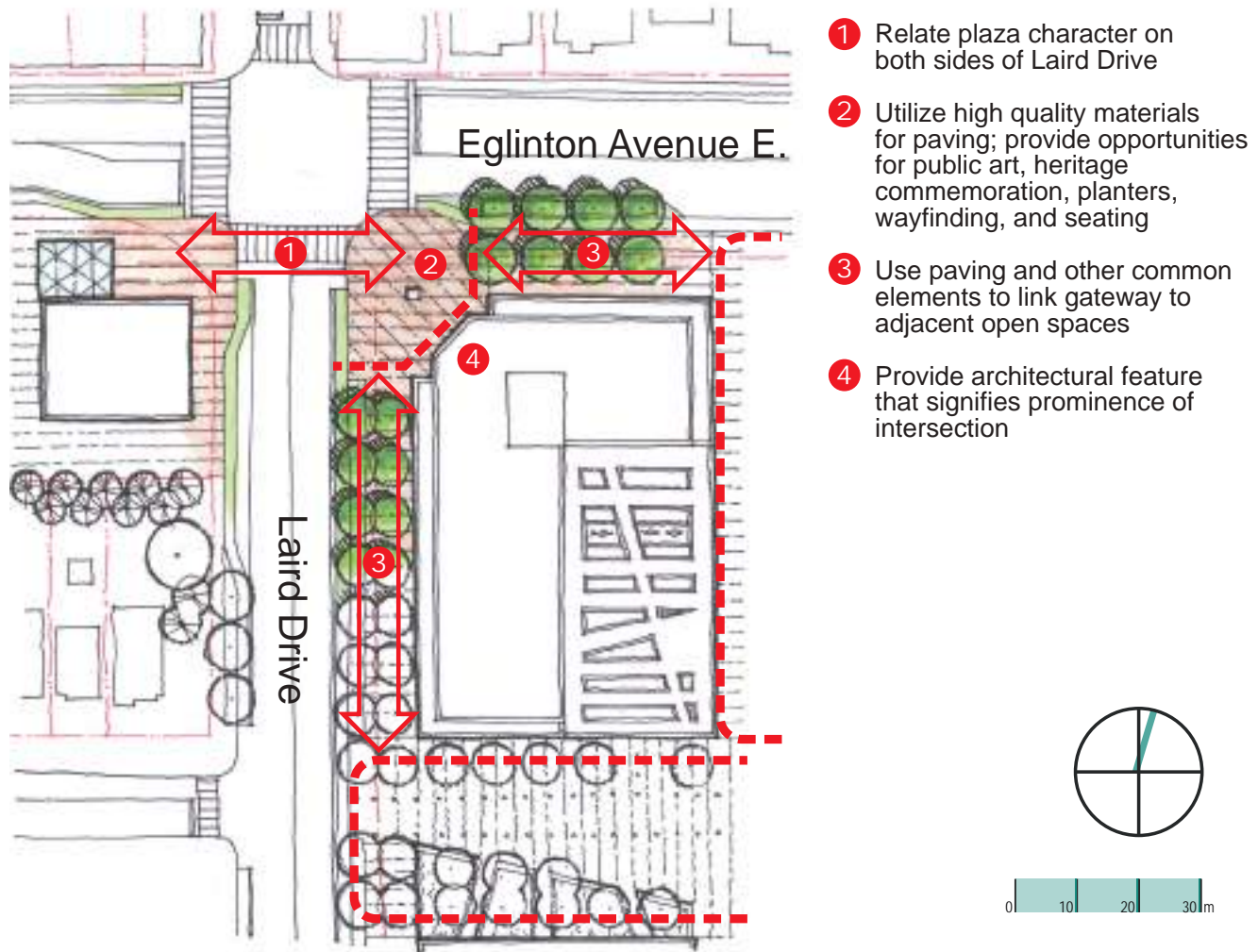


Figure 5.86: Proposed gateway the intersection of Laird Drive and Eglinton Avenue E.



Figure 5.87: Gateway treatment at the intersection of Laird and McRae Drive



- 1 Provide high quality public realm which may include public art, heritage commemoration, seating, wayfinding, and edge plantings
- 2 Relate plaza character on both sides of McRae Drive
- 3 Incorporate private with public open space in creating high quality plaza that provides opportunities for public art, heritage commemoration, seating, wayfinding, and plantings

Wicksteed Ave.

Laird Drive at McRae Drive/Wicksteed Avenue is a significant crossroad due in part to the intensity of vehicular traffic. McRae Drive provides a direct connection to Yonge Street as it extends west of Bayview Avenue as Merton Street. It is also significant in its unique road geometry and the presence of a heritage-qualified structure. The acute angle between the roads has create an opportunity to enhance the intersection and relate the landscape treatment to the building and, by extension, to the history of Leaside.

Figure 5.88: Proposed gateway the intersection of Laird Drive and McRae Drive

Laird Drive at Millwood Road is again a heavily traversed intersection. Anchored at its southwest corner by Leaside Memorial Gardens it delineates the southern limit of the former village. Modifications to the intersection of Malcolm Road and Millwood Road have resulted in an extended parkette and a wider boulevard in front of the arena. Together they provide an opportunity to develop a public realm enhancement strategy that emphasizes this arrival/departure node.



Figure 5.89: Proposed gateway the intersection of Laird Drive, Malcolm Road, and Millwood Road

5.5.2 Demonstration Plan

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

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

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

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

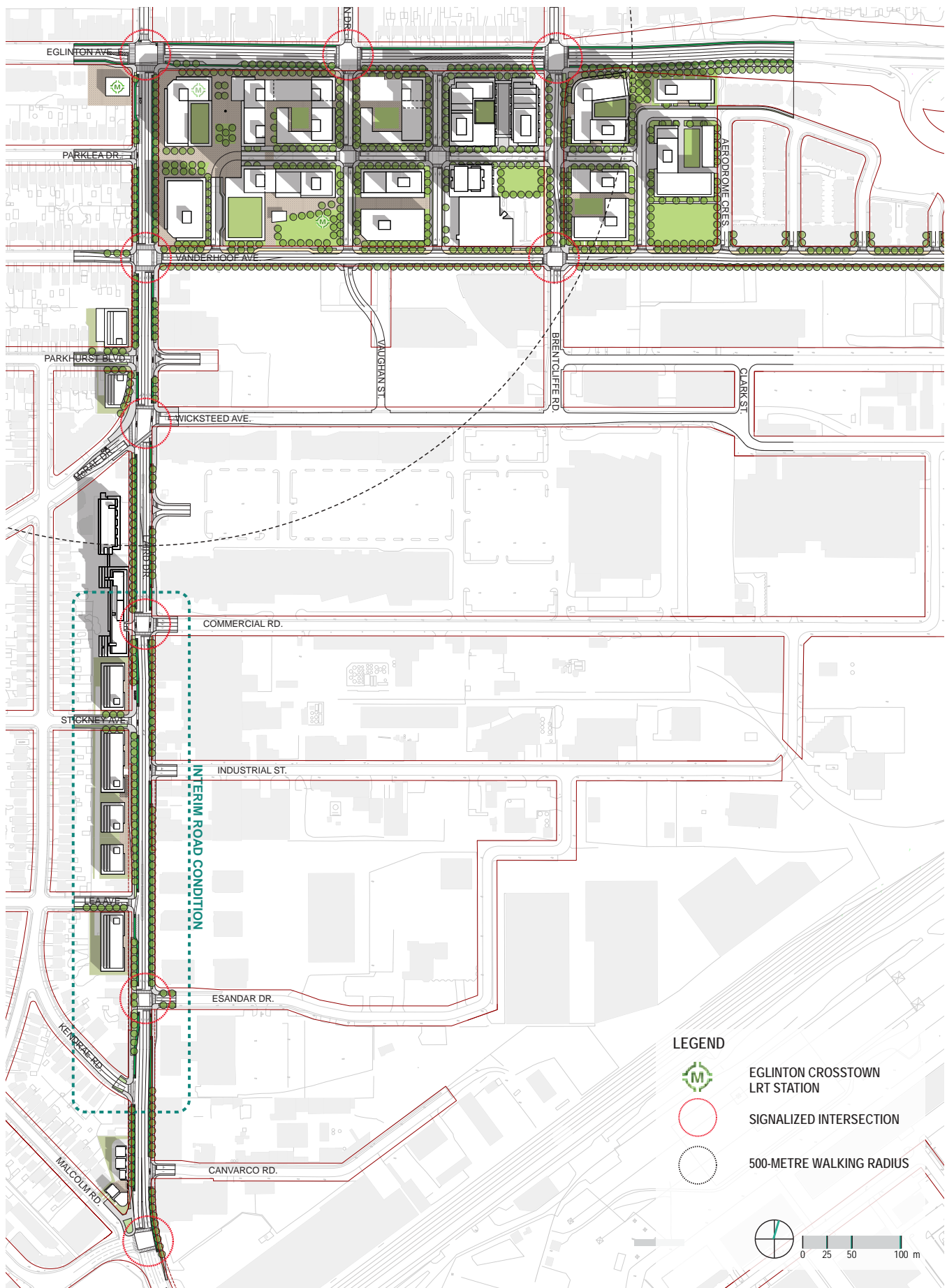


Figure 5.60: Illustrative plan depicting streetscape potential for Study Areas A and B

5.5.3 Typical Road R.O.W. Cross-sections

Cross-sections for each of the street typologies has been prepared in order to test the opportunities for boulevard enhancements. The resulting studies identify the potential for the various rights-of-way while also providing potential solutions in constricted areas.

Laird Drive: Commercial Road to Esandar Drive

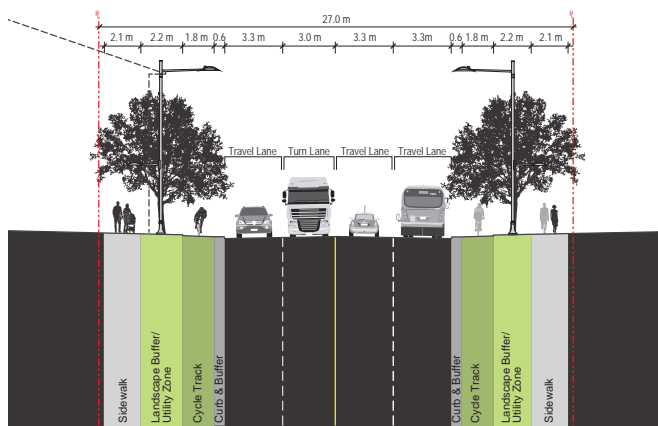
While the cross-sections are generalized, a specific condition presented itself along Laird Drive that required a more detailed examination. 96 Laird Drive has been identified for designation on the City's heritage registry. The building sits with "zero setback" from the existing property line negating any possibility of expanding the road right-of-way from its current dimension to 27 metres as is envisioned elsewhere along the street. As a result, the project team, working closely with City staff, have prepared 4 options, of which two ensure a significant length of cycle track can be constructed as soon as possible.

Option B utilizes the existing 23.5-metre ROW in the vicinity of the heritage building to provide the ultimate 4-lane cross-section. No green / landscaping zone is provided on either side and a roadway shift of over 2 metres presents a significant roadway transition on both the north and south approach. This should be considered as a long-term solution.

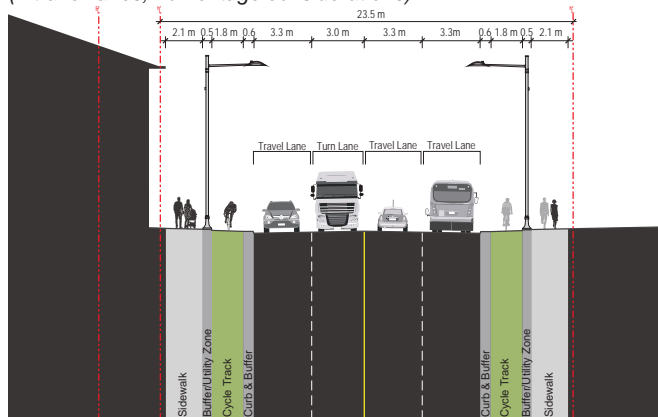
Option C provides an interim solution, initially utilizing the existing 23.5 m ROW with only 3 traffic lanes: 3.3-metre lanes in the northbound and southbound directions with a 3.0-metre continuous two-way left turn lane. This option will accommodate landscaped boulevards on both sides. The roadway shift is reduced and incorporated into the design such that, in the longer term, when development occurs on the east side and an additional 3.5 metres is conveyed, a fourth lane can be provided for. At that time, the west side can remain as constructed; however, the east side will require widening.



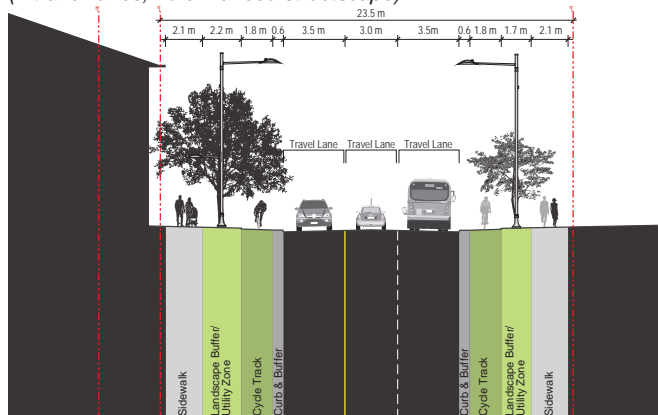
Figure 5.61: Condition at 96 Laird Drive with building abutting existing street right-of-way



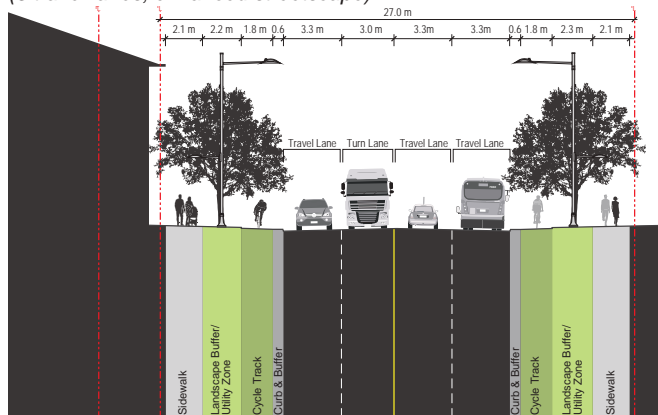
Option A: Laird Drive at Lea Avenue
(4 travel lanes, no heritage considerations)



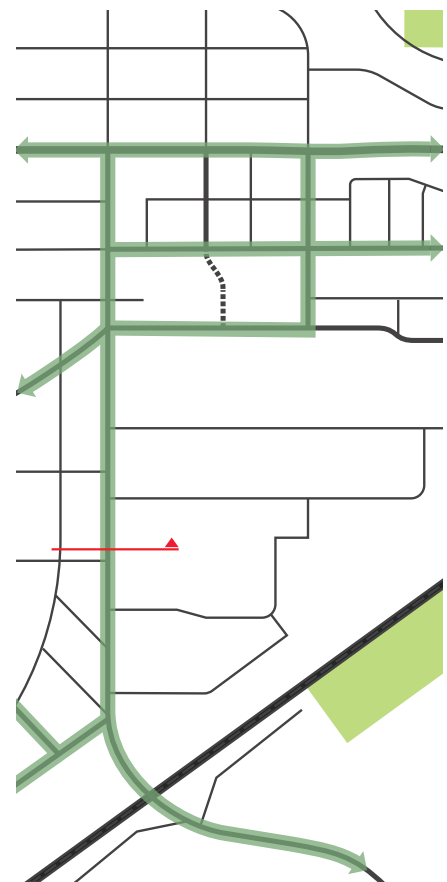
Option B: Laird Drive at Lea Avenue
(4 travel lanes, no enhanced streetscape)



Option C: Laird Drive at Lea Avenue
(3 travel lanes, enhanced streetscape)



Option D: Laird Drive at Lea Avenue
(4 travel lanes, enhanced streetscape)



Key Plan

Figure 5.62: Cross-sections illustrating various scenarios for the road right-of-way that includes 96 Laird Drive, identified as a potential "heritage" property. Option A does take heritage status into consideration; Option D would require additional property acquisition by the City in order to accommodate the streetscape enhancements.