



STAFF REPORT ACTION REQUIRED

Laird in Focus - City Initiated Official Plan Amendment - Final Report

Date: October 18, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 15 - Don Valley West

Planning Application Number: 17 139916 NNY 26 OZ

SUMMARY

In 2016, the City of Toronto launched the Laird in Focus Planning Study, a multi-disciplinary study that builds upon the Eglinton Connects Planning Study of 2014, and the potential to accommodate future residential, employment and mixed-use growth at Laird Drive and Eglinton Avenue East, and support transit investment in the future Eglinton Crosstown Light Rail Transit (LRT).

In July 2018, City Council adopted the 'Laird in Focus Planning Study – Proposals Report' that summarized the outcome of the four phased Laird in Focus Planning Study which identified the vision, goals and principles for the area, and directed staff to bring forward a Site and Area Specific Policy (SASP 568) and supporting implementing strategies, and further community consultation.

This report recommends the approval of the proposed Official Plan Amendment in the form of a Site and Area Specific Policy (SASP 568). The SASP outlines the vision for the Laird in Focus area as a complete mixed-use community that will integrate with the surrounding area, including the desired type and form of physical development, and community services and facilities required to support future growth. The proposed SASP 568 envisions a mix of residential, commercial, and employment uses, an improved public realm with wider sidewalks and enhanced greening, a network of parks and open spaces, privately-owned, publicly accessible spaces, a public plaza and gateways for greater connectivity, pedestrian and cycling infrastructure, and new streets and lanes for existing and new residents and workers to experience in a vibrant setting.

This report presents the results of an extensive public consultation process on the proposed SASP 568 and responds to City Council directions from July 2018.

RECOMMENDATIONS

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

1. City Council adopt the Official Plan Amendment (SASP 568), for the Laird in Focus lands attached as Attachment No. 2 to this report (October 17, 2019) from the Director, Community Planning, North York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Official Plan Amendment as may be required.
3. City Council adopt the Urban Design Guidelines attached as Attachment 3 to the report (October 17, 2019) from the Director, Community Planning, North York District.
4. City Council direct staff to bring forward Zoning By-law amendments to Zoning By-law 569-2013 and the former Town of Leaside Zoning By-law No. 1916 in the fourth quarter of 2020 to implement the land uses and performance standards provided for by the Laird in Focus Draft SASP 568 for Study Area B.
5. City Council withhold the Laird in Focus City Initiated Official Plan Amendment Bill until the RioCan Holdings Incorporated (RioCan) site specific development application appeals for the properties at 815-845 Eglinton Avenue East mediation is complete, (tentatively scheduled for November 18, 19 and 20, 2019), and direct staff to report further to City Council should the results of mediation require refinements to SASP 568.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

Laird in Focus Proposals Report

At its meeting of July 23, 24, 25, 26, 27 and 30, 2018, City Council adopted the Laird in Focus Planning Study - Proposals Report from the Director of Community Planning, North York District, dated, June 25, 2018, with six recommendations: to endorse the Laird in Focus Planning Study Final Report, to delete three Transportation Study recommendations related to signalized intersections, to conduct further stakeholder engagement and public consultation to inform the Site and Area Specific Policy (SASP) in the Official Plan, to bring forward a SASP and supporting implementing strategies for the area, to ensure any Official Plan and Zoning By-law Amendment applications within the study area be reviewed in the context of the recommendations, and to direct staff to work with Metrolinx to ensure proper co-ordination to implement streetscape improvements. The City Council adopted report can be found here:

<https://www.toronto.ca/legdocs/mmis/2018/ny/bgrd/backgroundfile-117707.pdf>

SASP 142

Site and Area Specific Policy (SASP) 142 applies to the lands generally bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue, and the West Don River Valley. A portion of the SASP applies to the lands in the Laird in Focus Study Area A. The purpose of the SASP is to enable implementation of a Holding Symbol on lands subject to a zoning by-law amendment until detailed reports have been submitted to the City by a transportation engineer addressing a series of matters related to traffic and transit volumes, road capacity and road network safety concerns. In addition, the SASP outlines design principles to be achieved with future applications related to; built form, transition, shadowing, public realm, and the treatment of private and public open spaces.

Official Plan Review - OPA 231 and SASP 396

The City of Toronto began the Official Plan review required by the Planning Act 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 Council adopted staff's recommendation to redesignate the lands fronting onto the south side of Eglinton Avenue East, between Laird Drive and Brentcliffe Road from Employment Areas to Mixed Use Areas, with the exception of the southerly 50 metres of these lands which were retained as employment lands and designated as General Employment Areas.

The report and council direction is available on the City's website at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?Item=2013.PG28.2>

OPA 231 was approved by the Minister of Municipal Affairs and Housing in July 2014. Portions of the amendment are under appeal at the Local Planning Appeal Tribunal (LPAT), including an appeal made by the applicant on July 28, 2014 with respect to the office replacement policies. Although not in full force and effect for the subject lands, OPA 231 represents Council's long-term land use planning direction for the lands.

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 396 (SASP 396) established policies to ensure future residential and non-residential sensitive uses would be developed and designed to be compatible with existing uses in the nearby Employment Area, and to limit new uses in the southerly 50 metres of the block to those that are compatible with residential and non-residential sensitive uses. SASP 396 does not permit major retail development within the Employment Area and requires residential development in the Mixed Use Areas designations to also increase the amount of non-residential gross floor area in the SASP lands.

Eglinton Connects

The Eglinton Crosstown Light Rail Transit (LRT) is a 19 km transit line 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 an \$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 beautiful green linear space that supports residential living, employment, retail and public uses within a vibrant community. The Eglinton Connects Planning Study final recommendations were adopted by City Council on May 6, 7, and 8, 2014. City Council adopted 21 recommendations under the themes of Travelling, Greening and Building Eglinton.

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.

The Phase 1 (Part 1) Implementation Report for the Eglinton Connects Planning Study was considered by City Council at its meeting of July 8, 2014. City Council adopted Official Plan Amendment 253 and City Council adopted resolutions regarding implementation of the Streetscape Plan. The report and Council's direction are available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.1>

The recommendations of the Phase 1 (Part 2) Implementation Report for Eglinton Connects Planning Study were adopted at the August 25, 26, 27 & 28th, 2014 City Council meeting, including the enactment of Zoning By-law 1030-2014. Zoning By-law 1030-2014 was not applied to Study Area A as it was identified as one of the Focus Areas where further study would be undertaken. The report for the Eglinton Connects Planning Study Phase 1 (Part 2) Implementation Report, is available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>

Recommendation 18 of the Eglinton Connects Planning Study indicates 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. The Eglinton/Laird Focus Area Demonstration Plan illustrated mid-rise buildings fronting along Eglinton Avenue East with tall buildings located away from Eglinton Avenue East toward the interior of the large blocks.

ISSUE BACKGROUND

Laird in Focus Process

The Laird in Focus Planning Study is a four phase project. Phases 1, 2 and 3 were completed in conjunction with the Consultant Team and resulted in the City Council adoption of the Consultant's Report as part of the July 2018, Laird in Focus Planning Study – Proposals Report. Phase 4 is the implementation phase and the recommended SASP and Urban Design Guidelines represent the conclusion for this final phase of the Laird in Focus study as implementation instruments. A further recommendation in this report is to bring forward Zoning By-law amendments to Zoning By-law 569-2013 and the former Town of Leaside Zoning By-law No. 1916 to implement the land uses and performance standards provided for by the SASP in Study Area B.

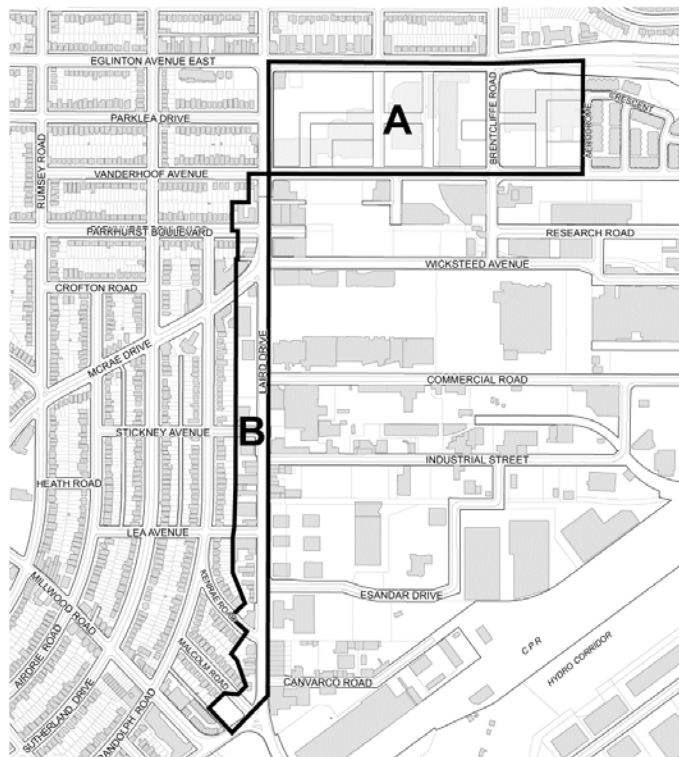
Figure 1 – Study Phases, Laird in Focus



Study Area

The Eglinton Connects Study includes four large parcels on the south side of Eglinton Avenue East between Laird Drive and Aerodrome Crescent, referred to as Study Area A. Lands located on the west side of Laird Drive between Vanderhoof Avenue and Millwood Road were not part of the Eglinton Connects Planning Study Area but were included in the Laird in Focus Study area to expand the scope of the study area, and represent Area B.

Figure 2 – Recommended Site and Area Specific Policy Areas A and B Boundaries



The planning framework is supported by analysis of the broader context through a number of consultant reports and staff analysis to enable a thorough review of the area context.

- A Planning Consultant Report included planning and urban design matters such as study boundaries and objectives, vision and goals, area inventory and background, the existing and emerging context including the area history, zoning permissions, community consultation summary, the block structure, built form, building heights, development densities, shadow impacts, neighbourhood transition, streetscape and public realm context, and the draft emerging preferred alternative and study recommendations. Also included was an assessment of Community Services and Facilities, an Affordable Housing Strategy, an Employment Area Strategy and a Phasing Strategy.
- A Mobility Report reviewed the surrounding transportation network and travel behaviour in support of the Eglinton Crosstown Light Rail Transit investment. The Mobility Report encompasses a larger geographic area that includes Laird Drive on the west, Canadian Pacific Rail Tracks on the south and east, and Eglinton Avenue East to the north. Based on the area of influence, the Transportation Study Area included the review of key intersections and corridors along Laird Drive and Eglinton Avenue East. The Mobility Report provides multi-modal transportation strategies, innovative transportation solutions, and identifies

key infrastructure improvements to manage present and future transportation demands in the study area.

- A Cultural Heritage Resource Assessment (CHRA) report reviewed the study area which includes properties fronting Laird Drive between Vanderhoof Avenue and Millwood Road and the north side of Research Road. The CHRA Study Area was expanded to include the properties on the east side of Laird Drive and the properties on the south side Vanderhoof Avenue. The CHRA helped inform the Laird in Focus Planning Study in order to ensure that all properties of cultural heritage value or interest were appropriately identified, understood and conserved as part of an up-to-date planning framework. The CHRA includes a historical overview of the Study Area and, through applying provincial criteria, identifies potential cultural heritage resources for inclusion on the City's Heritage Register.
- A municipal servicing assessment was conducted to assess the impact of intensification on the existing infrastructure in the Study area, focusing on the capacity of watermains, sanitary, storm and combined sewers. A description of each component of the existing infrastructure and information reviewed, methodology, key assumptions, constraints and recommendations for infrastructure improvements to support long term growth were also identified.

All reports are available on the City's Laird in Focus Planning Study website at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/laird-in-focus/>

Development Applications in the Laird in Focus Study Areas A and B

The following is background information on recent applications within the study area that are active or approved.

939 EGLINTON AVENUE EAST

In 2015, an application was submitted to City Planning to rezone the property at the southwest corner of Eglinton Avenue East and Brentcliffe Road to permit a mixed-use development (File No. 15 141830 NNY 26 OZ). City Planning staff co-ordinated a working group of community members to provide input into the City's review of the proposed development. The application was appealed by the landowner and subsequently approved by the former Ontario Municipal Board (OMB) as part of a settlement between the City and the applicant. The approved Zoning By-law (547-2017 OMB) permits three, mixed-use residential, commercial and office buildings with building heights of 18, 21 and 28-storeys, 1,036 residential units, a maximum gross floor area of 70,500 m², and a Floor Space Index (FSI) of 3.7. The City Council adopted Settlement Report can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC23.6>

An application for Site Plan Control has been submitted for the first phase of development on the lands for two buildings fronting on Eglinton Avenue East and is currently under review (File No. 17 278161 NNY 26 SA).

146 - 150 LAIRD DRIVE

In 2014, a Zoning By-law Amendment application was submitted to facilitate the development of a mid-rise building for the lands on the west side of Laird Drive, south of McRae Drive known as 146-150 Laird Drive (File No. 14 169650 NNY 26 OZ). The existing building at 150 Laird Drive, the Durant Motors Office Building, was issued a notice of intention to designate under Part IV of the Ontario Heritage Act on January 7, 2016.

The application was appealed and subsequently approved by the former OMB on October 25, 2016 despite the City's opposition. The approved development consists of two mid-rise residential buildings of 7 and 8-storeys in height, and incorporates elements of the Durant Motors Office Building. City Council's decision 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>

An application for Site Plan Control has been submitted consistent with the former OMB approved development and is currently under review by City Staff (File No. 17 264836 NNY 26 SA).

815-845 EGLINTON AVENUE EAST (RIOCAN)

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 filed on August 19, 2016 and subsequently appealed to the former Ontario Municipal Board (now LPAT) on October 2, 2017 on the basis that Council has failed to render a decision on the application within the prescribed time period (File No. 16 210199 NNY 26 OZ). Pre-hearing conferences were held on February 15, and September 7, 2018 and June 3, 2019 and a tele-conference was held on July 18, 2019.

A Preliminary Report regarding the proposed Official Plan Amendment application can be found here:

<https://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-99369.pdf>

On July 30, 2018, the applicant submitted Zoning By-law Amendment and Plan of Subdivision applications and subsequently appealed them to LPAT on September 26, 2019 on the basis that Council failed to render a decision on their applications within the prescribed time period (File Nos. 18 201853 NNY 26 OZ and 18 201865 NNY 26 SB).

A hearing was scheduled to commence on the Official Plan Amendment application on November 12 to 22, 2019. In light of the recent rezoning and plan of subdivision appeals and ongoing discussions between the applicant and City staff, the Official Plan Amendment hearing has been converted to a case management conference (CMC) which will take place at the LPAT on Thursday, November 14, 2019. The parties to the Official Plan Amendment appeals have also agreed to pursue private mediation, which is tentatively scheduled to take place on November 18, 19 and 20, 2019, and which may include consideration of all three related applications.

The development proposes a mixed-use development comprised of residential, commercial, and office uses with buildings of various heights from 2, 4, 10, 12, 18, 21, 36 and 38-storeys, a total of 1,673 residential units, a gross floor area of 136,730 m², a floor space index of 3.84, a 2,100 m² (1-storey) community space including a child care facility, and a 3,770 m² public park. Also proposed are a private internal street and a new public street extension of Don Avon Drive. The application is being reviewed through the policy direction of the Laird in Focus Planning Study and the applicant is working collaboratively with City staff and local residents in an effort to resolve the outstanding appeals.

COMMENTS

Community Consultation

Public consultation occurred through all phases of the Laird in Focus Planning Study. Residents, landowners, businesses and other stakeholders within the Leaside community having participated in more than 27 meetings, information sessions and pop-up events. With the adoption of the July 2018 Proposals Report, City Council directed staff to undertake additional consultation to inform the preparation of the SASP. The feedback from these events is summarized below.

Local Area Committee (LAC) Meeting Nos. 5 to 7

On July 15, August 14 and September 9, 2019, City Planning facilitated three further LAC meetings with several City staff in attendance to engage and consult with LAC members, a focussed group of volunteers who have provided their input throughout the study process. Each of the meetings were the same format with a staff presentation related to a summary of the last three study phases, the emerging SASP policies by themes, refinements to the study recommendations, and the next steps in the process. Comments and questions were generally related to the RioCan proposal, growth management, traffic issues, heritage matters, and servicing infrastructure.

Public Open House Meeting

On September 17, 2019, City staff facilitated a final public open house meeting with a total of 114 residents, landowners, and business owners in attendance. Engagement was robust with staff from City Planning, Parks, Recreation and Forestry, Transportation Services, Toronto Water, Economic Development and Culture, and the Toronto Lands Corporation in attendance. Furthermore, the applicant RioCan attended the meeting with their consultant team with presentation boards of their current Official Plan, Zoning By-law Amendment and Plan of Subdivision development proposal. Feedback received at the open house was generally supportive however, some residents did express concerns regarding building height, density, traffic and school capacities. Additional comments received following the meeting from the community echoed these concerns and also included questions concerning the status of watermain improvements, a desire for public art and a great public realm, affordable housing and larger residential units, subway congestion, insufficient parking, support for a child care facility, the need for a recreation facility, bike lanes, sharrows and bikeshare, a desire to limit the building intensification to Area A, wind concerns from tall buildings, opportunities for

incorporating alternative energy, green roofs, excitement about the new greening of the area, and support for parks and open space uses.

A copy of the draft SASP was made available on the study website following the Public Open House meeting to provide interested members of the public and stakeholders with an opportunity to review the recommended policies with a commenting period to October 9, 2019. A complete summary of the Laird in Focus – Public Consultation Activities can be found in Attachment 1, to this report, and Study materials are posted on the Laird in Focus website: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/laird-in-focus/>

In addition to the community consultation identified above, a further Technical Advisory Committee (TAC) meeting was held on July 12, 2019. City Planning staff facilitated a final TAC (No.3) meeting with City and agency staff including City Planning, Parks, Forestry and Recreation, Development Engineering, Transportation Services, Economic, Development and Culture, Toronto Transit Commission, Urban Forestry and the Toronto Lands Corporation, representing the Toronto District School Board. Planning staff presented a summary of the Study work of the first three phases, highlights of the emerging SASP policies, refinements of prior study work and the next steps in the process.

Refinements to the Study Recommendations Pertaining to RioCan Lands

As a result of further engagement with RioCan and area stakeholders, City staff have refined the Study recommendations since the Consultant and Proposals Reports were adopted at the July 2018 City Council meeting as follows:

- A relocation of the public park on the RioCan site from the southeast to the southwest corner of the site due to reduced contaminated site issues, as well as, improved prominence and visibility on two public street frontages;
- A relocation of the office building on the RioCan site from the southwest to the southeast corner of the site; and
- Inclusion of a new public plaza space at the northwest corner of the RioCan site adjacent to the future Eglinton Crosstown LRT Station.

The aforementioned study refinements were presented at the September 17, 2019 Public Open House meeting.

Comments and Refinements to Draft SASP 568

The following are a summary of comments on draft SASP 568 provided by:

Leaside Property Owners' Association (LPOA)

Below is a general summary of comments from their letter dated October 5, 2019:

- Request for a policy to limit any intensification of the other 3 quadrants at Laird Drive and Eglinton Avenue East not within study Area A;
- Question why separate visions were not created for each of study Areas A and B;
- Question why a 6-storey streetwall height was included for Eglinton Avenue East and 4-storeys for Laird Drive;
- Strengthen pedestrian and cycling network, parks and heritage policies;
- Clarify policy related to the provision of Toronto Parking Authority parking;
- Strengthen policy related to high quality facilities and amenities at intersections;
- The function of Laird Drive as shown on Frederick Todd's plan was intended as a separator between residential and industrial areas, not as the main 'connector';
- Building heights as shown in the draft SASP vary from what is shown on RioCan's application;
- Question if the street shown through the RioCan site is public or private; and

Zentil/Benedetto Group of Companies Lands

Below is a general summary of comments from their letter dated October 9, 2019:

- The study area boundaries should be extended further to the east to include their additional lands currently outside of Area A and east of Aerodrome Crescent;
- The proposed streetscape along Vanderhoof Avenue should be realigned as some of the existing townhouses on the north side of Vanderhoof Avenue do not meet the proposed SASP setbacks;
- Building setbacks on Brentcliffe Road should be increased;
- There is concurrence with policy related to the achievement of building transitions, setbacks, and floor plate size however, the proposed building heights are contextually inappropriate with the existing building heights, due to the planned Leslie Street major transit station, and with respect to SASP 142 building height permission of 18-storeys;
- The inclusion of continuous ground floor weather protection should be included in the Draft Urban Design Guidelines rather than as SASP policy;
- There is agreement with ground related uses adjacent to parks, POPS and other open spaces, however, this should not be limited to ground related family units but additionally for commercial uses, at-grade apartment units, and as front door entrances to lobbies; and
- The proposed choice of materials and expression above a 6-storey streetwall should be included in the Draft Urban Design Guidelines, rather than as SASP policy.

Area Residents

The following is a summary of area resident comments submitted after the September 17, 2019 Public Open House meeting:

- Question about the provision for local schools;
- Concerns over lack of vehicular parking, and provision of at-grade parking;
- The need for affordable housing and larger family sized dwellings;
- Infrastructure capacity concerns;
- Building heights in Area A are too tall and should be capped at 18-storeys and the density is too high;
- Buildings fronting along Laird Drive in Area B are too tall;

- To include the provision of townhouses on the west side of Laird Drive;
- The desire for bike lanes; and
- A desire for a recreational community facility.

Refinements to Draft SASP 568

The draft SASP has been refined to address comments from the Technical Advisory Committee, Local Advisory Committee, and the Public Open House meeting as well as additional area resident, land and business owner, and City staff comments, as follows:

- Revised the references on Map 3, and designated Brentcliffe as a Major Street right-of-way;
- Revised the reference of Laird Drive as a 'connector' to a 'main street';
- Revised the policy text related to the facilities and amenities at key pedestrian connections to include other intersections;
- Revised the 3 metre building setback reference from 'local' to 'all other' streets;
- Deleted the policy for ground related family units to be located adjacent to parks, POPS and other open spaces;
- Revised the policy related to the provision of Toronto Parking Authority parking to provide clarity to reduce parking demand and not parking spaces;
- Revised the requirement for the provision of continuous ground floor weather protection to allow for flexibility;
- Revised the policy related to the choice of materials and expression to allow for flexibility; and
- Revised text of various policies to provide clarity of intent.

Demonstration Plans

An updated version of the Demonstration Plans for Areas A and B were presented at the September 17, 2019 Public Open House meeting providing a conceptual illustration of future development for each area.

Area A will support the new Eglinton Crosstown LRT investment with intensification of development in the form of base building townhouse, mid-rise and tall buildings with the tallest buildings closest in proximity to the Eglinton Crosstown LRT Station while transitioning down in height towards the east as you approach Aerodrome Crescent and west along Laird Drive. Tall buildings will be significantly setback from Eglinton Avenue East to minimize shadow impacts on the public realm. This area also incorporates a new network of streets as well as additional public realm linkages with a public plaza, community space, parks and open spaces, privately-owned, publicly accessible spaces (POPS), and enhanced and new pedestrian and cycling infrastructure. A comfortable and safe public realm with generously landscaped boulevards, and a connection to the West Don River Trail is also proposed. These moves will result in a desirable place for new and existing residents and workers to enjoy. (Refer to Attachment 4: Demonstration Plan Area A).

Area B will reflect a main street condition integrating with the broader Leaside community with appropriately scaled mid-rise buildings with front and rear angular

planes to maintain sunlight conditions, transition to the abutting Neighbourhoods to the rear, and provide a consistent 4-storey streetwall expression. Also, a rear service access lane network will reduce the number of curb cuts and the potential for pedestrian and cycling conflicts on Laird Drive. A high quality public realm is proposed with widened sidewalks and cycle tracks, soft landscaping on the front and rear of buildings, and a series of gateway intersections with desirable spillout areas and opportunities for public art, seating, landscaping, wayfinding signage and heritage commemoration. (Refer to Attachment 5: Demonstration Plan Area B).

Jobs and Population

The 'A Place To Grow Growth Plan for the Greater Golden Horseshoe' (2019), directs that major transit station areas (MTSAs) served by light rail transit will be planned for a minimum density target of 160 residents and jobs combined per hectare. The Growth Plan requires that, at the time of the next municipal comprehensive review, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities. Until the time of delineation, the Growth Plan prohibits land uses and built form that would adversely affect the achievement of minimum density targets.

The estimates for Areas A and B is for a future potential total of 175 people and jobs per hectare, which conforms with the Growth Plan direction. This includes the approved developments at 939 Eglinton Avenue East and 146-150 Laird Drive that are within the study areas.

Recommendations/Policy Directions

The recommended SASP is organized into various sections as a comprehensive planning framework to inform future development in the area as follows:

1. Vision

Development of the lands will support the Eglinton Crosstown Light Rail Transit (LRT) investment and create a transit supportive, complete mixed-use community that will integrate with the surrounding area. New forms of development will respect the character of the residential and business contexts, while evolving to meet the needs of future residents and workers. Development of the lands will:

- Create a community focus at Eglinton Avenue East and Laird Drive
- Promote Laird Drive as an enhanced main street
- Develop Eglinton Avenue East as a landscaped promenade
- Connect Leaside to the West Don River Trail

2. Goals

The goals of development on the lands are to:

- Support the investment in transit along Eglinton Avenue East
- Integrate with and respect the physical and cultural character of Leaside
- Establish a high quality and well-connected public realm
- Transform Laird Drive into a vibrant and unifying main street

- Improve and prioritize connections and movement opportunities

3. Land Use

The SASP does not propose any changes to the existing land use designations. The land uses in Area A are designated Mixed Use Areas allowing residential, commercial, institutional and office uses. General Employment Areas are located on the southern 50 metres of the properties within the Study Area A, permitting uses that are compatible with the residential and non-residential uses in the adjacent Mixed Use Areas such as office and park uses. Study Area B generally includes properties fronting on the west side of Laird Drive and designated Mixed Use Areas with no proposed land use changes. The SASP proposes at-grade active uses to occur along Eglinton Avenue East and Laird Drive to create a vibrant and animated mixed-use community along these frontages by supporting commercial uses in these locations. As such, free-standing townhouses are not permitted at-grade level.

4. Heritage

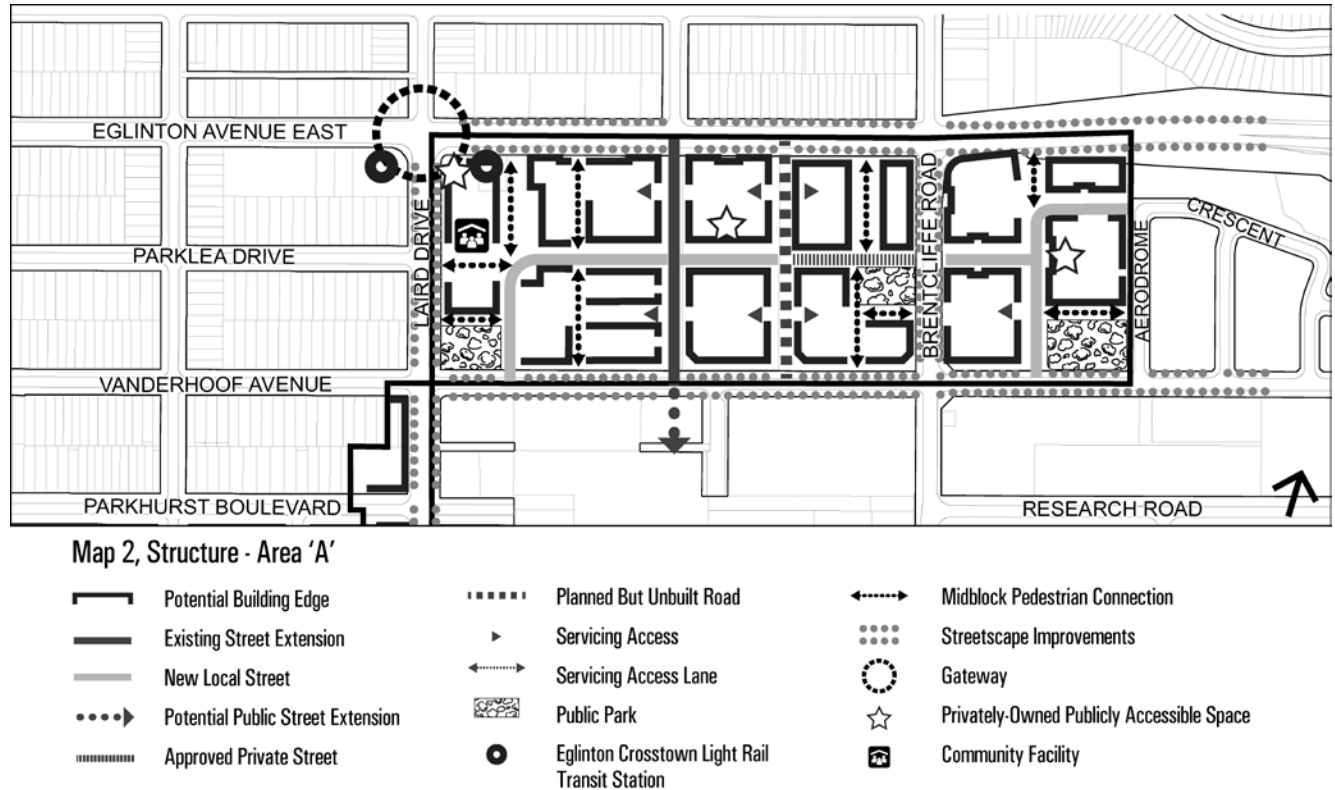
One existing and two potential heritage properties are identified in Area B, as illustrated on Map 2, Structure Plan. The SASP requires new development to integrate with and respect the physical and cultural character of Leaside and requires new development to respond to heritage resources and their contextual characteristics and how heritage buildings relate to adjacent structures and the streetscape. As well, a Heritage Impact Assessment will be required for development applications. Refer to below discussion on 'Cultural Heritage' and in Attachment 6 for detailed discussion on the 'History and Evolution of the CHRA Study Area'.

5. Public Realm

The Todd Plan of 1912 provided the block and street structure which remains today. The Laird in Focus Study seeks to build upon not only the new transit infrastructure, but also build upon the ideals established within the 20th century Todd plan through the public realm and built form visions.

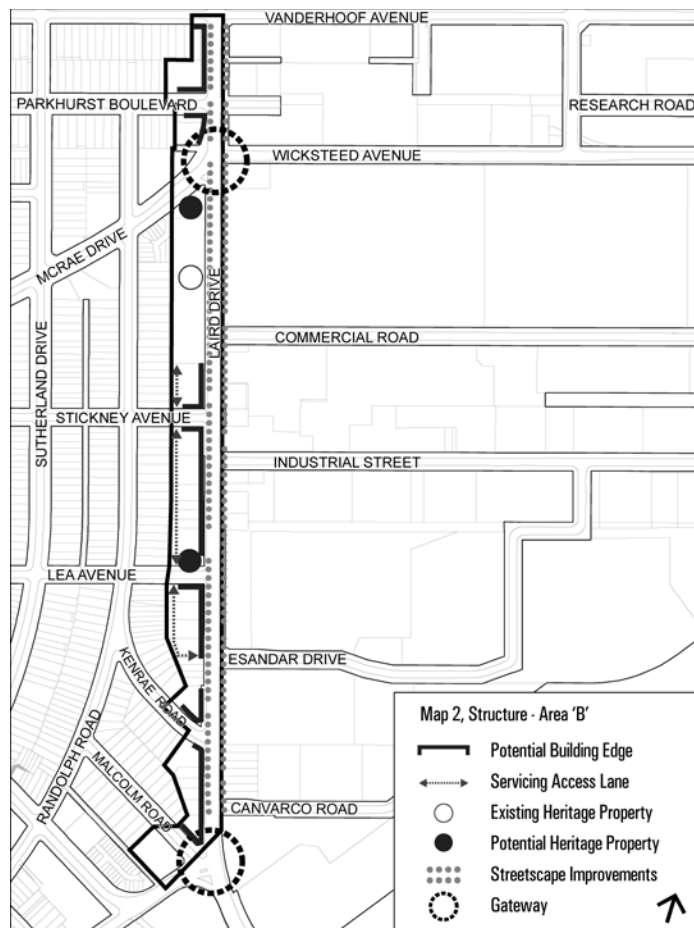
Public streets provide the framework for determining the size of development parcels, and the resulting scale and form of buildings. The lands east of the new Eglinton Crosstown LRT station are composed of large parcels that will require new local streets to facilitate redevelopment and improve movement through the new community, adjacent employment area, and to the West Don Valley Trail. The SASP proposes the new Don Avon Drive public street extension, a widened Brentcliffe Road, and a network of new streets within the large development parcels to provide greater site porosity for pedestrians, cyclists and vehicles, and building address onto the streets. The former OMB approved development at 939 Eglinton Avenue East will provide a new north-south public street from Eglinton Avenue East to Vanderhoof Avenue. The SASP also proposes midblock connections, a network of parks and open spaces, POPS and a public plaza and a community facility. Refer to Figure 4 – Area A Structure Plan.

Figure 4 - Area A Structure Plan



While no new public streets are anticipated from Laird Drive in Area B, all servicing and site access will occur at the rear of new developments with a 6 metre wide laneway system to ensure Laird Drive achieves the goal of creating a thriving well landscaped main street promenade. The provision of generous front yard setbacks at a minimum of 3 metres will provide a widened boulevard area resulting in an improved pedestrian experience. In addition, 3 new gateways will be designed at key intersection points, originating at Eglinton Avenue East and Laird Drive, Laird Drive and McRae Drive and Wicksteed Avenue, and terminating at Laird Drive and Millwood Road. These gateways will provide an enhanced and widened public realm space with wayfinding signage, high quality paving materials, public art opportunities and landscaping. Refer to Figure 5 – Area B Structure Plan.

Figure 5 - Area B Structure Plan

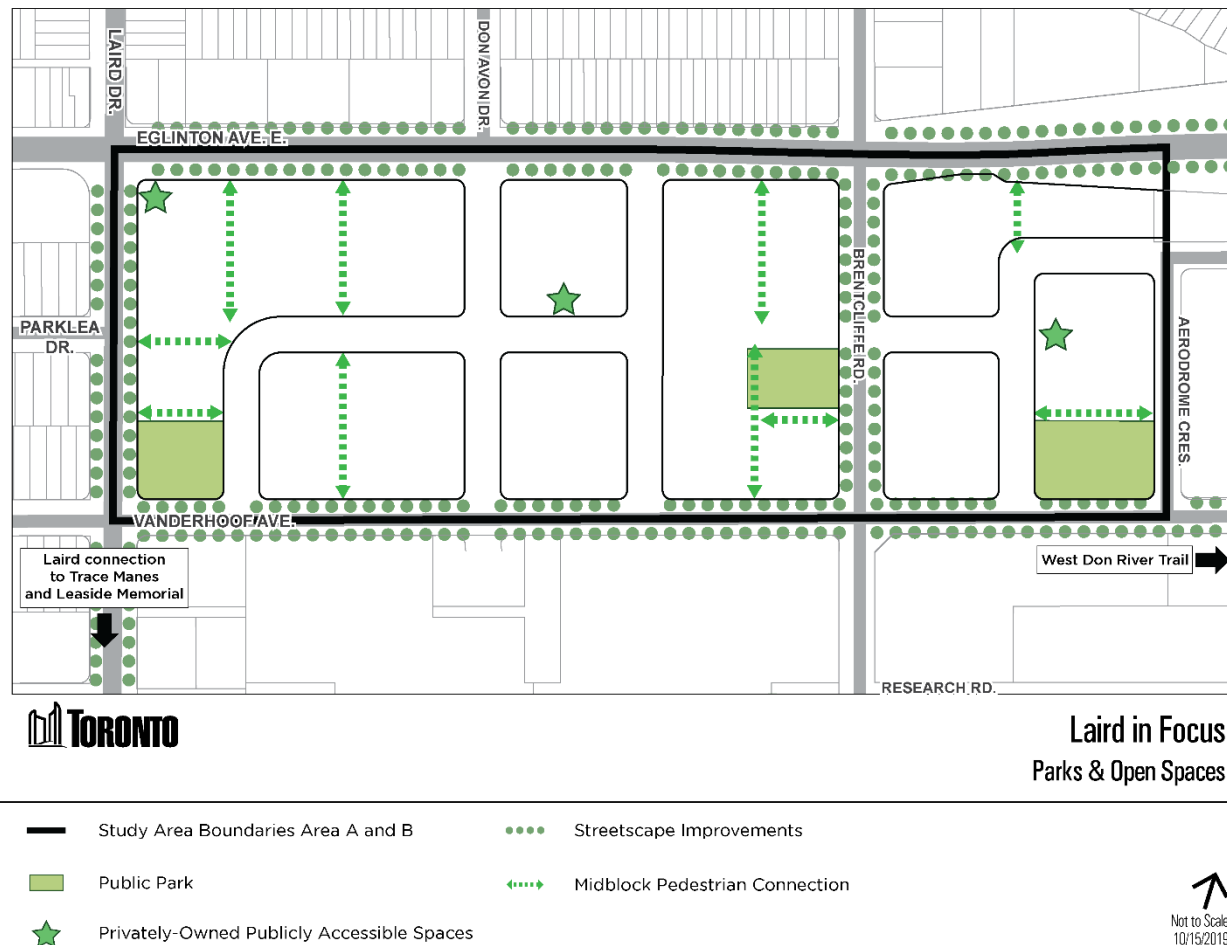


6. Parks and Open Spaces

New parks will be strategically situated and configured to complement and integrate with the existing parks network. Notable parks and recreational facilities in the vicinity of the SASP boundaries include Trace Manes Park, Leaside Memorial Gardens, Leonard Linton Park, and E.T. Seaton Park. These parks contain playgrounds, splash pads, basketball and tennis courts, a baseball field, a skateboard park, tranquil landscaped areas and natural ravine trails. New parks will be distributed throughout the development blocks in Area A the SASP and will provide a broad range of active and passive recreational opportunities to support new residential, commercial and employment development. In addition, new parks will be located in sunny, prominent, highly visible, and readily accessible locations. Development will be required to set back a minimum of 5 metres from parks to allow for generous circulation space, residential forecourts and commercial spill-out on the periphery of parks without reducing the useable and programmable park space.

No new public parks are anticipated in Area B given the smaller property configurations however, opportunities for parkland will be reviewed further as development proceeds. A series of POPS will provide additional open space opportunities.

Figure 6 - Parks and Open Space Plan

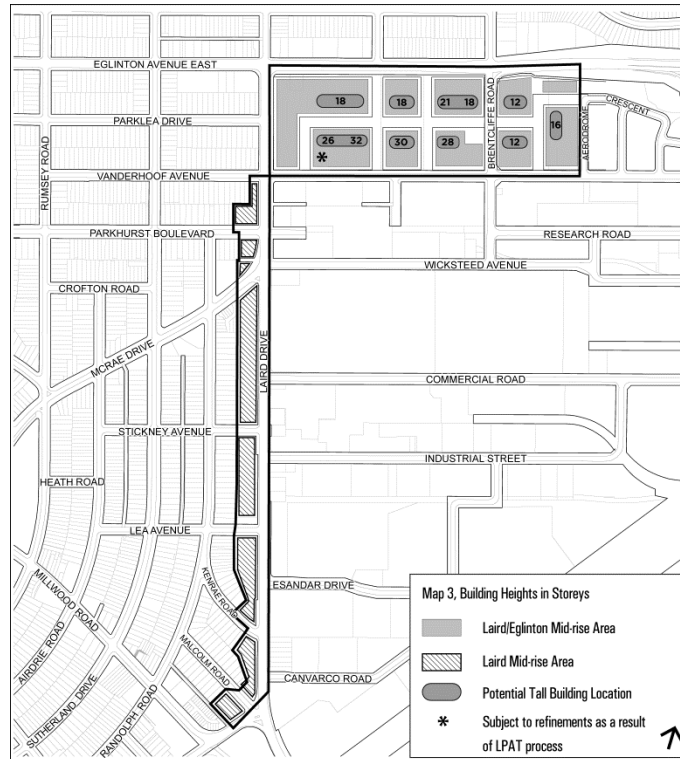


7. Built Form and Height

Within Area A, mid-rise and tall buildings will be designed to be pedestrian oriented with ground floor uses that will animate streets with active uses and retail frontages. Setbacks will expand the public realm and allow for spillout activities. Mid-rise building elements along Laird Drive and Eglinton Avenue East will provide good sunlight and daylight to the public realm. Tall buildings will be set back away from the Laird Drive and Eglinton Avenue East frontages towards the centre of the development blocks in Area A. The tallest buildings will be in close proximity to the Eglinton Crosstown LRT Station, with heights of tall buildings decreasing further to the east, and west towards Laird Drive. The SASP ensures that development will fit its surroundings and limit impacts with an appropriate transition in scale from higher building forms to adjacent lower scale areas by using setbacks, stepbacks, maximum heights, 45 degree angular planes and appropriate floor plate sizes. The tallest buildings will be significantly setback from Eglinton Avenue East to ensure that shadow impacts are mitigated from the public realm, to provide open views of the sky, and to maintain an appropriate mid-rise built form along the Eglinton Avenue East and Laird Drive frontages of a legible streetwall expression resulting in a desirable pedestrian environment. The building heights noted in Figure 7 were endorsed by City Council with the adoption of the Proposals Report in

July 2018 and are reflected in SASP 568. Refer to Figure 7 – Map 3, Building Heights in Storeys in Storeys.

Figure 7 – Map 3, Building Heights in Storeys



Within Area B, mid-rise buildings will be located along Laird Drive. A street wall of four storeys will be created, with massing stepping back and changing material expression above the fourth floor. Buildings will generally be no taller than the planned 27 metre right-of-way width along Laird Drive and will fit within a front angular plane. A front building setback of 3 metres will expand the public realm and landscape garden character along public streets. Also, a rear angular plane will be required to provide transition to adjacent Neighbourhoods properties, and a 3 metre soft landscaping buffer along the rear and side property lines abutting Neighbourhoods properties.

8. Transportation and Mobility

The Laird in Focus study area and its surroundings were originally planned primarily for car and truck movement, rather than to support higher order transit and active transportation modes such as walking and cycling. The resulting environment combined with physical barriers such as the railway corridor to the south and east, large development parcels, the ravine system and a disconnected network of streets, pose a challenge to pedestrians, cyclists, and transit users. 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.

Within Area A, a new street network and midblock connections are proposed to facilitate movement of people throughout the community to support the implementation of the Eglinton Crosstown LRT. The public realm of new and existing streets will be enhanced to facilitate the movement of pedestrians, cyclists, and transit users. The network of streets will be designed to deter through movements of vehicular traffic for example, at Don Avon Road at Eglinton Avenue East, and Vanderhoof Avenue at Laird Drive, into established neighbourhoods 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.

Within Area B, no new streets are proposed but a network of rear servicing access lanes is required to support new development, reduce the number of vehicular driveways on Laird Drive, and improve traffic operation on Laird Drive.

Through the July 2018 proposals report, City Council directed staff to conduct further consultation with the community regarding the signalized intersections proposed at Don Avon Drive and Eglinton Avenue East, and Vanderhoof Avenue and Laird Drive. The purpose of these signals is to provide safe crossings for pedestrians and cyclists to and from the study area. New signals will be appropriately planned and implemented with development as identified on Map 4, Mobility, with all new development to facilitate safe pedestrian crossing. The public is generally supportive of the signals to facilitate pedestrians and cyclists movement, while continuing to limit vehicular through movements at these intersections and into the neighbourhoods. When signalization of these intersection is brought before Council for deliberation, residents will have an opportunity to provide additional comments for consideration.

The mobility policies under Section 10 of the SASP supports the complete streets approach and establishes a hierarchy that prioritizes active transportation and transit use.

New cycling infrastructure will link transit, new parks and open spaces, the ravine and the existing surrounding residential areas to this new community and the new Eglinton Crosstown LRT station. With new cycling infrastructure and the required rear servicing access lanes for future development on Laird Drive, the median on Laird Drive was no longer required as identified in the Laird in Focus Planning Study. At the Public Open House meeting on September 17, 2019, the public is generally supportive of the cycling infrastructure without the reduction of vehicular travel lanes.

Travel demand management (TDM) measures could be implemented to limit parking supply with new developments. TDM can include measures such as bikeshare, carshare, cycling infrastructure, and innovative transit solutions for residents and employees. Employment Mobility and Goods Movement policies will provide safe movement of goods both in the study area and in and out of the Leaside Business Park.

8. Housing and Community Services and Facilities

To support the achievement of a complete and inclusive community, priorities for the delivery of a range of housing in terms of form, tenure and affordability as well as

identifying priorities for delivery of community services and facilities are outlined in SASP 568. New residential developments are encouraged to contribute to a full range of housing, new community services and facilities and the expansion and/or retrofit of existing facilities.

9. Sustainability

Requirements are identified for development to meet the City's Green Standards and that environmental built form designs be encouraged with new development.

10. Servicing

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. A water, sanitary and stormwater servicing study informed the SASP servicing policies. Sanitary servicing improvements are also required to service the development along Eglinton Avenue East. These improvements will be made and secured in co-ordination with the review and approval of new development.

New development will be required to reduce the negative impact of inflow and infiltration on the capacity of the city's sewer system. Holding provisions may be used to ensure that new development is co-ordinated with servicing, and at no cost to the City. New development will provide required servicing infrastructure and any servicing upgrades will be the responsibility of the landowner. In addition, new development will be required to improve the stormwater runoff as development will be required to meet the Toronto Green Standards performance criteria and the Toronto Wet Weather Management Flow Guidelines that require on-site retention of stormwater to better manage storm runoff and release to accommodate existing and proposed development.

Provincial Policy Statement (2014) and Growth Plan (2019)

Land use planning in the Province of Ontario is a policy led system. The Planning Act requires that any decision of Council related to land use planning matters be consistent with the Provincial Policy Statement (PPS) and conform to the Growth Plan. The recommended SASP meets these tests as set out by the provincial framework, including, in particular, the following policies.

PROVINCIAL POLICY STATEMENT (PPS)

Policies 1.1.1(a, b and e) of the PPS directs that settlement areas promote development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term and which can accommodate an appropriate range and mix of residential, employment, recreation, park and open space to meet long-term needs and promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The recommended SASP 568 creates a vision that provides a range and mix of uses including residential, commercial, employment, and recreational in a variety of forms and scales of development to support opportunities for people of all ages and abilities to conveniently access the necessities for daily living, a mix of jobs, the provision of

commercial services, a range and supply of housing, office uses, park and open space recreational opportunities, a community facility and a range of transportation options.

Policy 1.1.3.3 states that Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and the suitable existing or planned infrastructure required to accommodate projected needs.

The recommended SASP 568 proposes a vision for intensification and redevelopment to occur in strategic and appropriate locations to support the future Eglinton Crosstown LRT with the greatest intensity of development to occur closest to the transit station.

Policy 1.3.2.1 states that Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

The recommended SASP promotes the continued support and viability of the employment uses located on the southern 50 metres of three blocks located in Area A within the Leaside Employment Area, as well as, ensuring compatibility with the abutting Mixed Use Areas. Also, the future Eglinton Crosstown LRT Station will be located within Area A representing new transit infrastructure to serve the area and beyond as a transportation option for workers. In terms of servicing infrastructure, the recommended SASP requires new development will be required to provide the required servicing infrastructure and any upgrades.

Policy 1.5.1(a) states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The recommended SASP 568 outlines an improved public realm network of streets, parks, open spaces, a plaza, POPS, a community facility, and midblock connections in enhanced landscaped settings. These elements are important components and will provide greater porosity and connectivity within and around large development blocks for residents and workers affording a safe and comfortable experience, providing abundant opportunities for social interaction with a range of spill-out spaces adjacent to commercial uses, recreation in public parks and open spaces, and a community hub including a child care facility. Pedestrian and cycling infrastructure will be prioritized to support active transportation options.

Policy 1.6.7.1 states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. In addition, Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation.

The recommended SASP 568 adequately responds to the provision of transportation systems that are safe, energy efficient, facilitate the movement of people and goods

since it encourages new cycling infrastructure to augment the City's 10 Year Cycling Network Plan, builds on the future Eglinton Crosstown LRT transit infrastructure, and promotes new local streets and new public street extensions to provide additional opportunities for connections and efficient movement of pedestrians, vehicles and cyclists.

Policies 1.81(b and e) states that Planning authorities shall promote the use of active transportation and transit in and between residential, and employment uses, and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The recommended SASP 568 appropriately responds to the aforementioned policies given that it creates an improved and desirable public realm condition to encourage greater pedestrian usage, the provision of new cycling infrastructure and access to new transit infrastructure with the future Eglinton Crosstown LRT station. The proposed mix of uses and planned intensification in Area A offers the opportunity to walk and live in close proximity to employment and housing uses.

Policy 2.6.1 states that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Properties included on the City's Heritage Register are considered to be significant in this context. 'Conserved' is defined in the PPS as the identification, protection, use and/or management of built heritage resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. Further, Policy 2.6.3 states that Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The recommended SASP 568 recognizes the importance of the heritage context in Leaside and identifies the existing and potential sites of heritage interest in Area B on Map 2, Structure Plan, and requires a Heritage Impact Assessment be submitted for all properties identified as potential heritage properties on Map 2 subject to planning applications to guide their response to the physical and cultural character of the Leaside built heritage fabric.

GROWTH PLAN

Policy 2.2.2 Delineated Built-Up Areas directs municipalities through Policy 2.2.2.3 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 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 500-800 metre radius of a transit station, representing about a 10 minute walk. The Growth

Plan has identified minimum density targets for MTSA's on priority transit corridors to achieve 160 residents and jobs combined per hectare for those that are served by light rail transit. The Growth Plan also states that land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

The Laird in Focus Planning Study area has not been delineated in the Official Plan as an MTSA, as the Growth Plan requires the delineation of MTSA's to be conducted through a municipal comprehensive review. Given the significant Provincial investment with the future Eglinton Crosstown LRT station, it is anticipated that this area will be delineated in the future as part of the next municipal comprehensive review. The recommended SASP achieves the Provincial minimum target of 160 people and jobs for the area with a future estimate of 175 people and jobs per hectare for the area. This will be achieved through the proposed type and scale of development and with a mix of land uses such as residential, commercial, and employment, and with the greatest development intensity in close proximity to the Eglinton Crosstown LRT station to support the transit investment.

Policy 2.2.5.1(d) promotes economic development and competitiveness in the Greater Golden Horseshoe integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment, and Policies 2.2.5.3 and 4 state that retail and office uses will be directed to locations that support active transportation, have existing or planned transit, and where surface parking will be minimized.

The recommended SASP 568 promotes the integration and alignment of land use planning goals and strategies to maintain and attract employment uses by retaining employment lands in the southern portion of Area A, and including policies which encourage land use compatibility between employment and mixed use buildings situated near the Eglinton Crosstown LRT transit station, and located in close proximity to a variety of amenities such as parks and open spaces, POPS, and a planned child care facility to provide a desirable, convenient and safe environment.

Policy 2.2.6.3 states that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The recommended SASP 568 supports a complete community approach by proposing a mix of housing options and forms. A range of transportation options will be available with an improved public realm to encourage greater pedestrian usage and active transportation for new residents.

Policy 3.2.2.3 states that in the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.

The recommended SASP 568 supports the complete streets approach by ensuring that the needs and safety of all road users are considered, which includes pedestrians, cyclists, transit-users, and vehicles. The planning framework is supported by the Laird in Focus mobility and transportation review, assessment and analysis of a greater geographic area than Areas A and B, resulting in multi-modal transportation strategies, innovative transportation solutions and planned infrastructure improvements to manage the existing and future transportation demands.

Policy 3.2.3.4(a) directs municipalities to ensure that active transportation networks are comprehensive and integrated into transportation planning to provide safe, comfortable travel for pedestrians, bicyclists and other users.

The recommended SASP 568 establishes and identifies a network of existing and new streets, gateways, the prioritization of pedestrian connections, new cycling infrastructure and suitability scaled and designed blocks to allow active transportation to occur effectively within Areas A and B and beyond.

SASP 142

A portion of SASP 142 applies to lands identified in the Laird in Focus Study Area A that are generally bounded by Eglinton Avenue East, Vanderhoof Avenue, Brentcliffe Road and Aerodrome Crescent. SASP 142 provides policies for the implementation of a Holding provision in the Zoning By-law until detailed reports have been submitted to the City for acceptance by a transportation engineer addressing a series of matters related to traffic and transit volumes, transportation capacity and road network safety concerns. Given that a more comprehensive transportation study was conducted through the Laird in Focus Planning Study process which included Area A lands and SASP 568 puts in place transportation policies for the study area, staff have determined that SASP 142 is no longer required. In addition, SASP 142 directs Council to ensure that a range of key design principles related to built form, transition, shadowing, public realm, and the treatment of private and public open spaces be achieved with future applications. Through the Laird in Focus Planning Study process, these principles will be achieved with the Urban Design Guidelines as an implementation document. Therefore, it is appropriate to delete SASP 142 as it applies to lands within Study Area A.

Cultural Heritage

The Ontario Heritage Act is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing of individual properties on the City's Heritage Register, designation of individual properties under Part IV of the Ontario Heritage Act, or designation of districts under Part V of the Ontario Heritage Act.

While alterations and additions to heritage properties are permitted, the Ontario Heritage Act requires that the owners of designated properties on the Heritage Register receive staff delegated or City Council approval prior to undertaking any alteration that may affect their property's heritage attributes. It stipulates timelines for the submission

of applications and a decision by staff or Council, as well as the process for appealing decisions of Council to the Local Planning Appeal Tribunal.

The Official Plan contains a number of policies related to properties on the City's Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. Indicating the significance 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."

Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation. The proactive listing of properties is intended to give greater clarity to property owners with regards to the City's interest and the application of Official Plan policies.

Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and further, Policy 3.1.5.6 encourages the adaptive re-use of heritage properties. Additionally, Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impacts on it. Further, Policy 3.1.5.27 discourages the retention of façades alone and encourages conservation of whole or substantial portions of buildings east of Laird Drive at the meeting held in April 2017.

As part of the Planning Study, City Planning retained a heritage consultant, Architecture EVOQ Inc. (EVOQ), to conduct a Cultural Heritage Resource Assessment (CHRA) of the study area. The CHRA Study Area (noted as 'Study Area' within this section of the report) includes properties fronting Laird Drive between Vanderhoof Avenue and Millwood Road and the south side of Vanderhoof Avenue between Laird Drive and Glassworks Drive.

The CHRA Study Area was expanded beyond the Study Area B to include the properties on the east side of Laird Drive and the properties on the south side Vanderhoof Avenue. City Planning expanded the study area after a number of members of the Heritage Focus Group expressed concern over the study not including potential heritage buildings.

The CHRA helped inform the Laird in Focus Planning Study, in order to ensure that all properties of cultural heritage value or interest were appropriately identified, understood and conserved as part of an up-to-date planning framework. The CHRA includes a historical overview of the Study Area and, through applying provincial criteria, identifies potential cultural heritage resources for inclusion on the City's Heritage Register.

Throughout the Laird in Focus study process leading up to the Proposal's Report in July 2018, there was extensive community consultation with regards to formulating the CHRA. On August 14 and September 9, 2019, a summary of the CHRA and final draft recommendations including properties identified for inclusion on the City's Heritage Register were presented to the LAC. Additionally, Heritage Preservation Services interviewed key stakeholders including members of 'Leaside Matters' to receive their insight on the draft CHRA and recommended potential heritage properties. On September 17, 2019, the final list of properties with heritage potential within the Planning Study Area was presented at the public open house meeting. Throughout the community consultation and engagement activities, participants have supported the CHRA process and the consultant's recommendations.

The Study Area currently contains four properties that have been included on the City's Heritage Register. Three of these properties have been designated under Part IV of the Ontario Heritage Act (33 Laird Drive, 85 Laird Drive, and 211 Laird Drive), and one of them has been listed on the City of Toronto's Heritage Register (150 Laird Drive - notice of intention to designate under Part IV of the Ontario Heritage Act was issued on January 7, 2016). Properties at 33 Laird Drive, 85 Laird Drive, and 211 Laird Drive are located outside of the Laird in Focus Planning Study area.

City staff undertook further research and analysis of all of the properties recommended for listing in preparation for a batch listing report. City staff recommend the properties located at 96 Laird Drive, 180 Laird Drive and 20 Research Road be included on the Heritage Register as these properties meet the provincial criteria of Ontario Regulation 9/06. The property at 20 Research Road is located outside of the Laird in Focus Planning Study area. The properties of heritage potential and interest are shown within Attachment 6, 'History and Evolution of the CHRA Study Area'.

These 3 properties have been evaluated according to Ontario Regulation 9/06, the provincial criteria prescribed for Part IV designation under the Ontario Heritage Act, which the City also applies when considering properties for its Heritage Register. All of the properties meet the criteria under design or physical, historical or associative, and contextual value. The properties at 96 and 180 Laird Drive and 20 Research Road are recommended for inclusion on the City's Heritage Register at the October 21, 2019, Toronto Preservation Board (TPB) meeting. The staff report is available on the City's TPB meeting agenda webpage:

<http://app.toronto.ca/tmmis/decisionBodyProfile.do?function=doPrepare&decisionBodyId=1899#Meeting-2019.PB10>

Properties currently listed on the City's Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the Ontario Heritage Act, and the Provincial Policy Statement, and consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada. New development or alterations within the study area will respect, conserve and maintain the integrity of cultural heritage properties. Heritage Impact Assessments will be required for development applications that affect existing and potential heritage properties within the study area. Additionally, the proposed Site and Area Specific

Policy No. 568 includes a policy that speaks to development responding to the built form of heritage resources.

Although the properties located at 134 Laird Drive and 143 Laird Drive are not recommended for inclusion on the City of Toronto's Heritage Register, the CHRA recommends that some historic interpretation be included as part of public realm improvements to Laird Drive. Additionally, the property located at 11 Brentcliffe Road shares an important World War II history with 20 Research Road as both properties were developed by Research Enterprises Ltd. (REL) to support the war effort with the manufacturing of military equipment. City staff recommends that the associative value of the property at 11 Brentcliffe Road can be conserved with an interpretive plan as part of the heritage conservation of 20 Research Road.

RioCan Appeal Status

This report recommends that the Official Plan Amendment (SASP) Bills be withheld until the RioCan development application for the properties at 815-845 Eglinton Avenue East mediation is complete, (tentatively scheduled for November 18, 19 and 20, 2019). City staff may report back to City Council on the outcome of the mediation and any refinements required to the SASP should a settlement be reached. RioCan, City staff and the Leaside Property Owners' Association are Parties at the mediation.

Implementation Strategies

The recommended SASP proposes a series of strategies to implement the SASP policies, as outlined below.

URBAN DESIGN GUIDELINES

Draft Urban Design Guidelines are proposed to be adopted by City Council in this report as Recommendation 3, to assist in achieving the objectives of the SASP and provide further direction for reviewing new development applications. The guidelines will inform areas such as, public realm improvements, park location, pedestrian and cycling connections, and site organization and massing towards achieving a vibrant complete community. Refer to Attachment 3: Draft Urban Design Guidelines.

HERITAGE

The properties at 96 and 180 Laird Drive and 20 Research Road are recommended for inclusion on the City's Heritage Register. Properties listed on the City's Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the Ontario Heritage Act, and the Provincial Policy Statement, and consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada. New development or alterations within the study area will respect, conserve and maintain the integrity of cultural heritage properties.

TRANSPORTATION

Through the review of new development applications, Transportation Services and Planning staff will undertake on-going monitoring with the review of development applications for the area. Development will be coordinated with transit and transportation improvements in the area. In addition, City Council previously directed

staff to ensure that proper coordination is undertaken to implement the streetscape improvements identified in the Laird in Focus Planning Study.

COMMUNITY SERVICES AND FACILITIES

New development applications will be assessed for their applicability towards contributing to new community facility needs on-site, and/or the renovation, expansion or replacement of existing facilities in surrounding areas to support future growth provided on the lands.

SERVICING

New development will be reviewed to ensure that the required servicing infrastructure and any servicing upgrades will be provided by the landowner to ensure the appropriate servicing is provided with development.

ZONING BY-LAWS

As an implementation measure, this report further recommends that City Council direct staff to prepare amendments to Zoning By-law 569-2013 and the former Town of Leaside Zoning By-law No. 1916 based on the policy framework of SASP 568 for Area B. Updated zoning for the SASP 568 Area B would advance the built form performance standards necessary to define and support the improved public realm, protect the adjacent established neighbourhoods by implementing transition measures such as angular planes, and permit complementary uses envisioned by the SASP to add amenity within the area.

Conclusion

The recommended Official Plan Amendment (SASP 568) is the implementation instrument for the Laird in Focus Planning Study – Proposals Report, which was adopted by City Council in July 2018. The SASP establishes the vision, goals and planning framework for the Laird in Focus Planning Study and provides for transit supportive development in a mixed-use, vibrant community that will integrate with the surrounding Leaside area. The SASP will also result in a network of new streets, parks and open spaces, enhanced greening, a community facility, and appropriate built form typologies in a complete community setting. Community consultation has been extensive throughout the four phases of the study process to ensure the delivery of a vision and goals that respond to the needs and desires of the community. The SASP is consistent with the Provincial Policy Statement given that it promotes an efficient land use pattern and supports a mixed-use community, and it conforms to the Growth Plan by promoting active transportation options and a complete community adjacent to public transit. This report is the culmination of a study process that will put in place a planning framework which supports transit investment reflected in the Eglinton LRT currently under construction, and will provide housing and employment close to transit in a

complete community setting. Finally, the recommended accompanying Urban Design Guidelines will assist with the delivery of the SASP 568 objectives and guide development.

CONTACT

Diane Silver, Senior Planner
Tel. No. (416) 395-7150
E-mail: Diane.Silver@toronto.ca

SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Laird in Focus - Summary of Public Consultation Activities
Attachment 2: Draft Official Plan Amendment - Site and Area Specific Policy 568
Attachment 3: Draft Urban Design Guidelines
Attachment 4: Demonstration Plan Area A
Attachment 5: Demonstration Plan Area B
Attachment 6: History and Evolution of the CHRA Study Area

Attachment 1: Laird in Focus - Summary of Public Consultation Activities

Date(s) of Event	Event Title	Summary
November 30, 2016	Project Kick-off	The project was introduced by City of Toronto staff and eighty members of the public in attendance, with the objective of gathering feedback that would inform the study process, its key themes, and its content.
March 25, 2017	Transportation Summit	The consultation session provided a forum for the project team to better understand the transportation issues enabling them to better focus efforts in the initial stages of the project. Fifteen people (in addition to City staff and the project team) participated representing residents, business owners, and active transportation advocates.
April 19, 2017	Technical Advisory Committee (TAC) Meeting: No. 1	The initial TAC meeting had 21 City and agency staff in attendance. The purpose was for an introduction to the Laird in Focus Planning Study, identification of key stakeholders and initiatives, initial feedback given and directions, and to present the key issues and opportunities.
April 25, 2017	Local Area Committee (LAC) Meeting No. 1	The study's purpose, process, schedule, background research, and key consultation activities to date were presented. The meeting included a round-table discussion focussed on obtaining input for the team to develop the vision Statement and Design Principles.
May 1, 2017	Public Consultation Meeting No. 1: Visioning & Emerging Principles	The team's understanding of the Study Area was presented at the late afternoon and evening sessions with the purpose of gaining feedback from the public. A total of 100 participants attended the two sessions and contributed to the basis of a vision statement and a set of guiding principles.
May 1, 2017	Planners in Public Spaces (PiPs) No. 1	Fifteen people attended the Leaside Memorial Gardens PiPs event and provided

		feedback.
June 3, 2017	Public Consultation Meeting No. 2: Design Charrette	Registrants participated in a morning or afternoon workshop with the expressed purpose of developing design alternatives for Study Area A and B, evolving scenarios for the Transportation Study Area, and streetscape options for key streets. The two sessions garnered interest from a total of 38 individuals who contributed to the formation of the options.
June 8, 2017	Toronto Design Review Panel	The Laird in Focus Planning Study was presented to the Design Review Panel which provided comments on the project's scope, its urban design approach, and potential public realm opportunities.
June 10, 2017	Toronto Planning Review Panel	The panelists provided comments to City staff on the project's deliverables to date. They spoke to issues regarding employment areas in general before providing feedback on the study area, the emerging vision and principles, urban design and built form, transportation, and servicing.
June 14, 2017	Leaside Business Park Association	City Planning staff attended a meeting of the Leaside Business Park Association to introduce the project and received feedback and comments.
June 14, 2017	PiPs No. 2	Fifteen people attended the Leaside Business Park event and provided feedback.
June 29, 2017	Landowner's and Business Owner's Drop-In No. 1	The results of the design charrette were presented at a breakfast drop-in attended by 30 local landowners and business owners. Feedback from the session helped to inform subsequent work on the study.
July 5, 2017	PiPs No. 3	39 people attended the Laird RioCan Centre PiPs event providing feedback.

August 2, 2017	TAC Meeting No. 2	The purpose was for a technical workshop review of the design alternatives with 25 City staff and agency staff in attendance.
August 30, 2017	PiPs No. 4	A total of 50 members of the public attended the Longos Pips event.
October 10, 2017	LAC Meeting No. 2	The meeting offered an opportunity prior to the upcoming public session to review and provide feedback on the presentation material. The subjects discussed included the progress to date of the Heritage Study, the emerging vision and the results of the design charrette, draft alternative development options for both Study Areas A and B, an emerging streetscape concept, and the results of the transportation analysis.
October 17, 2017	Public Consultation Meeting No. 3: Development Alternatives	The purpose of this meeting was to present the planning and urban design scenarios for each of the study areas and to gather feedback that would inform subsequent steps of the study. At the public session, transportation analyses was provided as well as a draft framework for evaluating the development scenarios. 150 people attended the presentation and provided comments on this and the accompanying display panels.
October 19, 2017	Landowners' and Business Owners' Drop-in No. 2	The breakfast drop-in provided an opportunity for land and business owners to review the alternative development scenarios as well as streetscape options and potential future road network scenarios for the Leaside Business Park. Seven people attended the event.
November 21, 2017	LAC Meeting No. 3	An evaluation of the alternative development options was presented leading to a draft preferred alternative for Eglinton Avenue East (Study Area A) as well as a draft urban design approach for Laird Drive (Study Area B). The committee provided comments that informed

		refinements to the subsequent public presentation.
September to December 2017	Ryerson's School of Urban and Regional Planning	A group of 6 to 8 Ryerson students participated in a 4-month work term to document and examine existing area conditions, evaluate assets and gaps, and present opportunities for expansion and improvement in the active transportation network. The students 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 Preferred Alternatives.
December 5, 2017	Public Consultation Meeting No. 4: Draft Emerging Preferred Alternative	The draft emerging preferred alternative for Study Area A as well as for test sites along Laird Drive (Study Area B) were presented as well as an update on the transportation component of the project. Comments were provided in breakout sessions that focused on issues concerning height and density, transportation, community facilities, the public realm, land use, heritage, and infrastructure.
April 10, 2018	LAC Meeting No. 4	Committee members were presented with the draft public presentation which included "The 10 Big Moves", refined demonstration plans for Study Areas A and B, properties to be considered for the City's heritage registry, recommendations for the Transportation Study Area, the Streetscape Master Plan, transportation phasing, and the results of the servicing analysis. Projected population and employment yields were provided along with a breakdown of the potential number of residential unit types.
April 23, 2018	Public Consultation Meeting No. 5: Preferred Alternative Plan	The evening was comprised of a presentation by the project team followed by a question and answer session bookended by an open house. Participants viewed panels illustrating "The 10 Big

		Moves”, prospective sites for consideration on the City’s heritage registry, and the demonstration plans for each of the study areas. Augmenting this material were precedent images and development yield statistics. Rounding out the exhibit were panels describing transportation and servicing improvements required to support the projected development capacity. Approximately 85 people attended the presentation and open house.
July 12, 2019	TAC Meeting No. 3	A final TAC meeting was held with a Planning staff presentation related to a refresher and summary of the last three phases, the emerging SASP policies by themes; vision, goals, land use, heritage, parks and open spaces, built form, mobility, servicing and implementation, and refinements to the study.
July 15, August 14, And September 9, 2019	LAC Meeting Nos. 5, 6 and 7	Each of the LAC meetings were the same format with a staff presentation related to a summary of the last three phases, the emerging SASP policies by themes; vision, goals, land use, heritage, parks and open spaces, built form, mobility, servicing and implementation, and refinements to the study, and a total of 20 people attended.
September 17, 2019	A final Public Open House Meeting	A final public open house meeting was held with divisional staff presenting a series of thematic display boards illustrating the vision and objectives for the Draft SASP. A total of 114 area residents and landowners attended. In a combined meeting format, the RioCan Leaside Centre applicant participated with their consultant team to present their revised Official Plan and Zoning By-law Amendment and Plan of Subdivision development proposal.

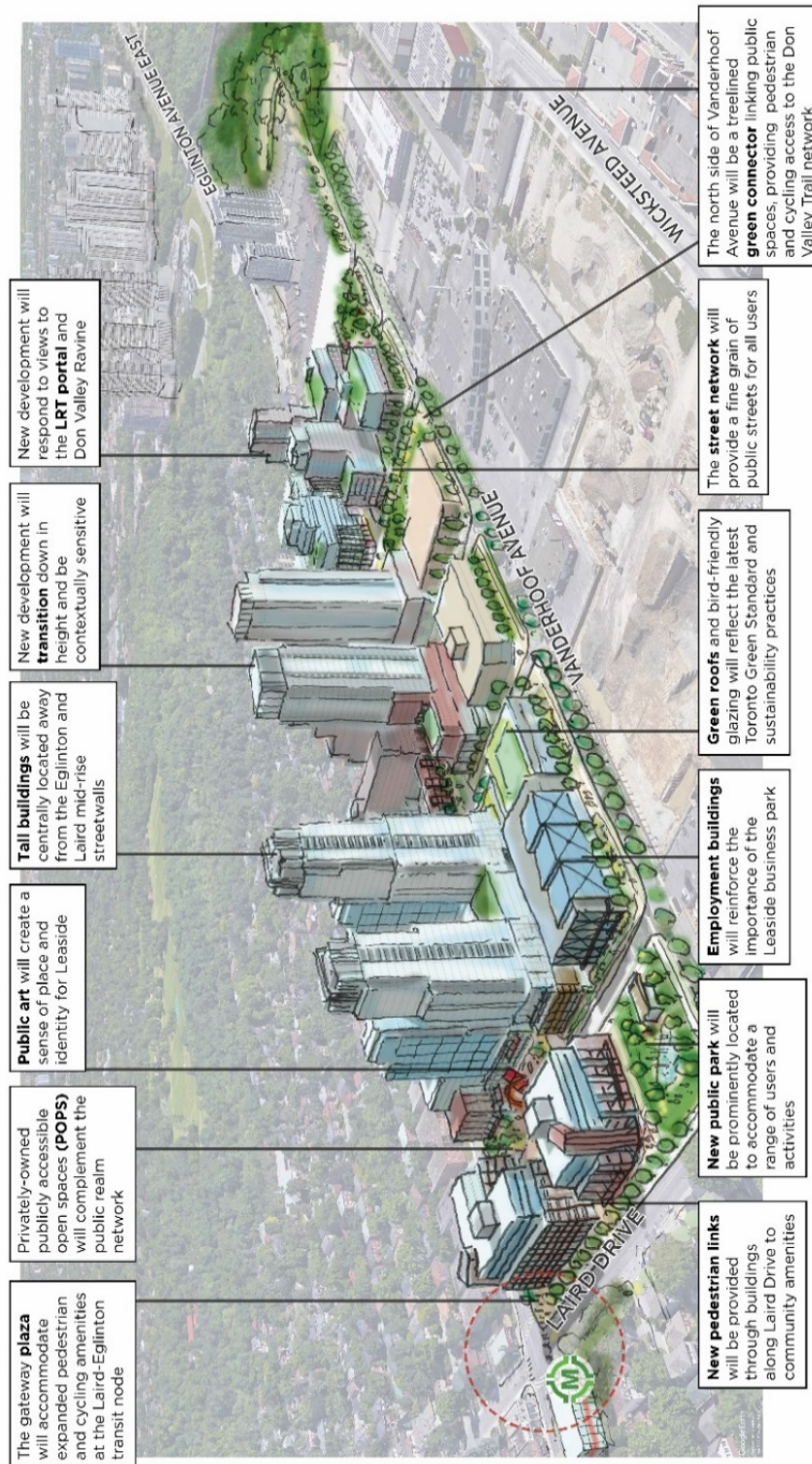
Attachment 2: Draft Official Plan Amendment

See Separate Attachment

Attachment 3: Draft Urban Design Guidelines

To Follow

Attachment 4: Demonstration Area A



Attachment 5: Demonstration Area B



Attachment 6: History and Evolution of the CHRA Study Area

Historical Timeline

Key Date	Historical Event
c12000 BCE	The area now known as Leaside is partly submerged by the ancient glacial Lake Iroquois whose shoreline cut across the south-east corner of the area.
11,000 BC - 1000 BC	Early hunters occupy southern Ontario; small camps and highly mobile.
1000 BC - 900 AD	Hunter gatherers congregate in camps during spring/summer, disperse for the winter.
c 900 AD - 1650 AD	Major shift toward complex agricultural society.
1793	The Town of York is founded.
1820	John Lea Sr. moves to Lot 13 Concession 3 with family (Transaction recorded Jan. 20, 1820).
1829	John Lea Sr. constructs large brick house (may have been at Laird Drive and Lea Avenue).
1841	William Lea (son) purchases 130 acres south of John Lea Sr.'s property.
1854	John Lea Sr. leaving Lot 13 to be divided between his sons William and John Jr. William builds the octagonal house known as Leaside and founds the village of Leaside becoming the town's chief magistrate.
1881	The Ontario and Quebec Railway is chartered by the Canadian Pacific Railway (CPR) to build a line across the then northern boundary of the city. Expediency leads the line across the Lea family farm holdings. William sells this portion of his land to the railway.
1884	The CPR, now operating the O&Q line, creates a maintenance shop and sidings at Leaside and builds a line following the Don River to Union Station.
1893	William Lea dies and leaves his land and the octagonal house to his son Joseph, who lives in the octagonal house until 1903, after which time it is vacant.
1894	CPR opens a new station, naming it 'Leaside Junction' in honour of William Lea. It served as a passenger station and railway yard until its closure in 1970.
1900c	Canadian Northern Railway (CNoR) initiates their plans to connect with the existing CPR line running through Leaside Junction.
1912	To fund their connection CNoR creates the subsidiary York Land Company to purchase over 1000 acres of land including the former Lea family holdings to develop for housing and industry. The York Land Company commissions Frederick Todd (planner and landscape architect) to master plan a model town and attempts to have North Toronto annex Leaside and provide services and transit, but it was denied.

1913	CNoR (Canadian Northern Railway at the time) demolishes the octagonal home; Frederick Todd completes plan for the model town. The Village of Leaside is incorporated as 'Town of Leaside'; Canada Wire and Cable Company (CWCC) moves to Leaside.
1916	CWCC subsidiary Leaside Munitions Company is opened to manufacture and supply munitions and shells for World War I.
1917	Construction of the Leaside Aerodrome.
1927	The Leaside viaduct and underpass is constructed.
c1920's-1930's	Increase of industries establishing in Leaside: ie. Durant Motors (1921); Canada Varnish Ltd (1924); Lincoln Electric Company (1928); Tremco Ltd. (1931); E.S. & A. Robinson Canada Ltd. (1932); Apco Industries Company Ltd (1935).
1929	By this year only 68 houses have been built
1938	Residential construction has increased over the decade and 328 have been completed by this year.
1940-46	Research Enterprises Limited (REL), a crown corporation, is established during World War II, producing radio and optical equipment for the war effort.
1956	Eglinton Avenue East is extended east over the Don River, providing additional access to Leaside.
c1960's	Planning regulations along Laird Drive allowing for conversion of housing to commercial uses.
1967	Leaside is annexed to the Township of East York.
1970	Rail service to Leaside is discontinued and the railway station closed and subsequently demolished.
c1990's	Rezoning allowed retail and residential development within the industrial zone; CWCC's property was purchased by Alcatel and later developed into an outdoor shopping centre.
1998	East York amalgamates with other municipalities to become City of Toronto.

THE NATURAL LANDSCAPE, INDIGENOUS & EARLY SETTLEMENT

12,000 years ago, part of the land now known as Leaside was submerged in what was known as Lake Iroquois (Image 1). This glacial lake existed at the end of the last ice age. Its northern shoreline cuts southeast of the Study Area. The Leaside lands were shaped with silt, sand and other sediments that washed up to its shores, forming a plateau, part of the Iroquois Plain; this topography is still evident in its flat high elevation today. Over thousands of years, the body of water subsided into what is now Lake Ontario, its shoreline much further south. The Don River, present during the era of Lake Iroquois, carved deep valleys as it wound its way southwards; to this day, it borders the plateau of Leaside to the south and east. The plateaus became densely forested, and a variety of wildlife, such as deer, bison, bears, wolves and musk-oxen, made these lands their home.

The first people to occupy southern Ontario approximately 12,500 years ago were highly mobile hunters who pursued large game in an open spruce-parkland environment. By approximately 8,000 years ago, these hunters were using stone and

copper tools, suggesting extensive trade networks. Over millennia, bands of hunter gatherers continued to fish and harvest seasonally available resources. Exchange and interaction networks broadened and by approximately 2000 years ago, spring/summer camps had been established along the Lake Ontario shore and bands travelled to interior camps during the winter months.

Agricultural settlements emerged during the Early Iroquoian period (AD 1000-AD 1300). People continued to harvest naturally occurring resources while also growing maize, beans and squash. By the Middle Iroquoian period (AD 1300-AD 1400) small villages of 200-400 people were occupied year-round. These small villages became larger communities during the Late Iroquoian period (AD 1400-AD 1650). While the term Iroquoian is used to refer to the language spoken by these populations, they were ancestors of the Huron-Wendat.

By the mid-seventeenth century, the Huron-Wendat and other Iroquoian populations as well as their Algonquian neighbours in southern Ontario had been dispersed by the Haudenosaunee (Five Nations Iroquois) and the area was occupied predominantly by Seneca. The inhabitants of these villages practiced agriculture, growing maize, pumpkins and squash. These villages played an important role as trading centres and portage starting points for travel to the upper Great Lakes and Lake Simcoe.

By the late seventeenth century, the Mississaugas had replaced the Seneca along the north shore of Lake Ontario. The Iroquois agreed to form an alliance with the Mississauga peoples and share hunting territories with them. The Mississaugas traded with both the British and the French, and acted as trade intermediaries between the British and nations in the north.

In 1763, the Treaty of Paris ended the Seven Years' War and New France and Toronto was transferred to British control. In 1787, with an interest in establishing settlement in Toronto, the Crown purchased Toronto from the Mississaugas for a sum of £1,700 in cash and goods. The boundaries of this purchase, however, were not clearly understood and had to be established by a subsequent treaty in 1805 and was not settled until 2010.

The Town of York (now known as Toronto) was established in 1793, the lands surveyed, and settlers invited to purchase lots. The Study Area was surveyed in a grid pattern of 200-acre lots.

LEA FAMILY

Of particular interest was the settler, John Lea who purchased Lot 13 of Concession 3 in 1820 (Images 2-3). This lot contained a small log house (potentially where Laird Drive and Lea Avenue now meet) and 200 acres of highly elevated woodlands that could be cleared and farmed. He began to farm the land, becoming rather successful, enabling him to build a brick house for his family in 1829. It is thought to have been one of the earliest brick houses in the York Township. After John's death, the property was divided between his two sons, John Jr. and William. John Jr., inherited the brick house (which burnt down in 1912) and 110 acres, raising his family on the property. William, inherited

90 acres. Just prior to his father's death, William purchased another 130 acres just south of his father's property. On this land, c.1851, he built a three-storey octagonal house, naming it "Leaside" which was located near today's Leaside Memorial Gardens at Laird and Southvale Drives. The house served not only as a residence but also as town hall, post office and courthouse.

RAILWAY DEVELOPMENT

An important development to the Study Area was spurred by the construction of a new railway line connecting Toronto with Peterborough and beyond, which cut through the southeast corner of William Lea's farm (Images 7-9). In 1881, the Ontario and Quebec Railway began to construct this easterly line. In the Study Area, the line ran across a bridge over the Don River and curved northward through the southeast corner of William Lea's farm. For its right-of-way, the railway company provided generous compensation to William Lea. When the Ontario and Quebec Railway company ran into financial difficulty in 1884, the Canadian Pacific Railway (CPR) took over its operations with a 999 year lease. With the growth of Toronto, CPR looked for a suitable place to locate a maintenance yard. Thus, Leaside Junction, named in honour of William Lea, was opened in 1894 on the former lands of the Lea farm. It served as both a passenger station and a railway yard, running for over 100 years until its closure in 1970. William Lea died in 1893, and his eldest son Joseph, took over the farm. His family lived in the octagonal house, until 1903, when it was abandoned. It was burned down in 1913 to make way for a new planned development.

PLANNED DEVELOPMENT: MODEL TOWN

In the early 20th century, Canadian Northern Railway (CNoR), was seeking to expand their transcontinental railway line into the Toronto area. They found a suitable partner in CPR, resulting in the CNoR proceeding to link its railway line to the CPR Line at Leaside Junction, providing them access to Toronto in return for trackage fees. Principal shareholders Donald Mann and William Mackenzie of CNoR saw an opportunity to develop the area around Leaside Junction into maintenance facilities and yards for the railway and create a garden suburb in order to fund their railway building. Ambitiously, Mann and Mackenzie established the York Land Company as a CNoR subsidiary and acquired approximately 1000 acres of land adjacent to Leaside Junction in 1912 which included the Lea farms (Images 5-7).

Mann and Mackenzie then commissioned planner and landscape architect Frederick Todd of Montreal to master plan a town on this land, modeled after his previous successes of Port Mann (Surrey, BC) and Town of Mount Royal (Montreal, QC). Both Port Mann (1911) and Town of Mount Royal (1912) were Garden-City inspired model towns. Leaside became his third Garden-City inspired community. The principles used included planning housing density, spacious radial residential streets, access to green space, and the inclusion of a separated industrial zone to support the residents.

Leaside was intended as a picturesque, well-treed residential neighbourhood, with curving inward-turning radial residential streets. Todd's concept was to separate the residential area from a dedicated industrial zone, with the intent of the industrial zone to offset taxes from the residential areas. Laird Drive became the arterial dividing road,

with residential development slated to its west and the industrial zone to its east, located around the railway station for transport access. The original boundaries of this industrial park were defined by Laird Drive on its west, Wicksteed Avenue on its north, and the Railway Corridor to its south and east. Vanderhoof Avenue was perpendicular to Laird Drive, crossing just north of the original slated industrial park. It was originally surveyed to be residential, with small narrow lots facing onto Vanderhoof Avenue. The plan was completed and the developers approached the Town of North Toronto to have Leaside annexed, in return for services and transit. The town council of North Toronto denied this request. Instead, York Land Company formally adopted the plan in 1913, and incorporated the area as the Town of Leaside.

INDUSTRIAL LEASIDE AND WORLD WARS I AND II

A confluence of factors prevented immediate development of Leaside from its initial drafted lot plan. Leaside was geographically isolated from the main developments and roads in Toronto, the York Land Company experienced financial decline, the CNoR came into financial difficulty and was absorbed into the federally created Canadian National Railway (CNR) and the outbreak of World War I (and subsequent economic depression) happened. This resulted in few homes built in Leaside before 1929.

Development of the industrial zone came first, particularly due to its proximity with the CNR corridor. The Canada Wire and Cable Company (CWCC) was one of the first companies to arrive in the industrial area. In 1912, the company purchased sixteen acres southeast of Laird Drive and Wicksteed Avenue. They erected a factory to manufacture wires and cable, and intended to construct housing within the residential areas for their employees, though only 68 were ever completed. With the advent of World War I, CWCC saw an opportunity to create a new subsidiary, Leaside Munitions Company, to manufacture shells and munitions. A factory was built to house this new company, just south of their original factory. Over 4000 people were employed in the munitions company during the First World War, providing supplies to Canada, United States and the U.K. In 1921, this property was sold to Durant Motors of Canada Ltd.

In addition, the federal government leased 220 acres of land north of the CWCC, locating an aerodrome there for the war effort. It spanned from Wicksteed Avenue to Broadway Avenue in its north-south direction and from Sutherland Drive to the Don Valley in its east-west direction. It encompassed the northern end of Laird Drive and the entirety of Vanderhoof Avenue. Constructed in 1917, it became the base for the Number 83 Canadian Training Squadron of the 43rd Wing Royal Flying Corp, with approximately 600 servicemen stationed there. The aerodrome also has the distinction of being the arrival location of Canada's first airmail delivery, which occurred in 1918, beginning in Montreal and arriving in Leaside. After the war, it revived briefly in the 1920's as the Toronto Flying Club; however, it was permanently dismantled shortly afterwards and the area was turned over to industrial development.

Between 1921 and 1939, a number of industries established themselves around the Leaside industrial zone, due to cheaper land prices, proximity to Toronto, railway access, and the newly constructed Leaside viaduct and underpass. Opened in 1927, the underpass led below the train tracks and the viaduct over the Don River allowing for

vehicular through-traffic from Leaside to East Toronto. This opened up access to and from Leaside, making it a more attractive location for industries. Some companies, such as Durant Motors, Lincoln Electric Company, E. S. & A Robinson and the Sheridan Equipment, became influential contributors to the built form of industrial Leaside, as they commissioned the large manufacturing plants that continue to define the character of the area. Some of these buildings are still occupied by the originals, while others have been adapted for newer light industrial and commercial business.

World War II brought an important but short-lived company to Leaside, named Research Enterprises Limited (REL). Balancing a need for secrecy and discretion coupled with the demand for radio machinery and optical equipment to support the war effort, the government set up this high-technology crown corporation in 1940. REL was a large complex of buildings constructed on 55 acres just north of Wicksteed Avenue, on land that was formerly occupied by the aerodrome. At its prime, REL employed 7500 workers. However, once the war was over, in 1946 REL was dismantled and the complex divided and sold in parcels, becoming part of the industrial park. Companies such as Corning Glassworks, Dorothea Knitting Mills, Canadian Radio Manufacturing Corp, (previously Rogers Majestic Ltd.) and later Philips Electronics Ltd. moved into the obsoleted REL buildings, giving them a second life. Vanderhoof Avenue was thus firmly established within the industrial zone (Image11).

The majority of the buildings in the industrial park were small to mid-sized utilitarian factories, repair shops, plants, garages and warehouses. Often one or two storeys high, the structures typically had rectilinear footprints, were constructed in concrete and steel and were purpose-built to suit the equipment and uses within. The administrative offices were usually integrated within the factories, although for the larger companies, separate administrative buildings were constructed. Of particular note, Durant Motors in 1928 constructed a two-storey neo-gothic office building on the west side of Laird Drive, originally facing the manufacturing plant (Image10).

In tandem with the industrialization of Leaside came an explosion of residential construction. This included the area to the west of Laird Drive, in which the streets beyond turned inwards, with its radial curving streets, cul-de-sacs and crescents following Frederick Todd's plan. Laird Drive became the dividing line, primarily developed for commercial and industrial uses but also included some residential housing, particularly between Kenrae Road and Lea Avenue. In addition, schools, churches, and other community institutions supporting the industrial and residential areas were constructed, though none were situated within the Study Area. The housing stock built was often single-detached or semi-detached houses typically in a style derived from arts and crafts architecture. The majority of them were two-storey, brick and stucco-clad housing. However, few of these houses were built along Laird Drive; within the Study Area only a stretch of housing was constructed between Kenrae Road and Lea Avenue.

POST WAR DEVELOPMENT TO PRESENT

After the war, the industrial area, now known as Leaside Business Park, continued to expand and develop. Dramatic transit changes occurred when Eglinton Avenue East,

which originally ended as a dirt path by the Don Valley, was extended across the Don River, towards Don Mills and Scarborough. Originally a residential street, it became a high-volume arterial road. Laird Drive was now an important access road (Image12).

In 1967, Leaside amalgamated with the neighbouring township of East York. The train service to Leaside station was discontinued in 1970, and the station was shuttered and subsequently demolished. Planning regulations in the late 1960's allowed the last of the residential housing along Laird Drive to be converted to commercial uses. Further rezoning in the 1990's has allowed retail and residential use in the industrial park, enabling new types of businesses to thrive in Leaside. The property of CWCC was purchased by Alcatel in c1991, and was later developed into an outdoor shopping centre. In 1998, East York amalgamated and became part of the City of Toronto.

Currently, the south side of Vanderhoof Avenue consists of a mix of low rise industrial and commercial buildings, both new and old. The north side of Vanderhoof Avenue consists of outdoor shopping centres and office buildings. A newer residential subdivision has been constructed on the eastern end of Vanderhoof Avenue. At the south-east corner of Laird Drive and Vanderhoof Avenue is the old Pease Foundry Company building, a well-designed Art Moderne industrial building, representing the northern edge of the location of the first wave of Leaside industries.

The Study Area along Laird Drive consists of a mix of existing mid-20th century building stock, newer low-rise commercial buildings, and some larger scaled developments (primarily east of Laird Drive). Commercial and retail enterprises have moved into the Study Area, sometimes adopting or converting the building stock from its prior use, without drastically changing its form. The series of houses between Kenrae Road and Lea Avenue have been converted to commercial uses, but still retain their house forms. Larger developments have been constructed to the east of Laird Drive, often from the demolition of existing factories and warehouses, to make way for their new uses. The E.S. & A. Robinson Canada (Ltd.) plant and warehouses have been replaced by a new large office building for Telus and stand-alone retail stores. The CWCC property is now an outdoor shopping mall. From the inception of Leaside, Laird Drive has been a significant corridor for industrial, commercial and residential use, marking the boundary between the railways and major industries on the east side and the residential garden suburb to the west. As the character of the street evolves with increased commercial uses, a number of the earlier buildings remain along Laird Drive creating a timeline charting Leaside's establishment and evolution.

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IMAGES



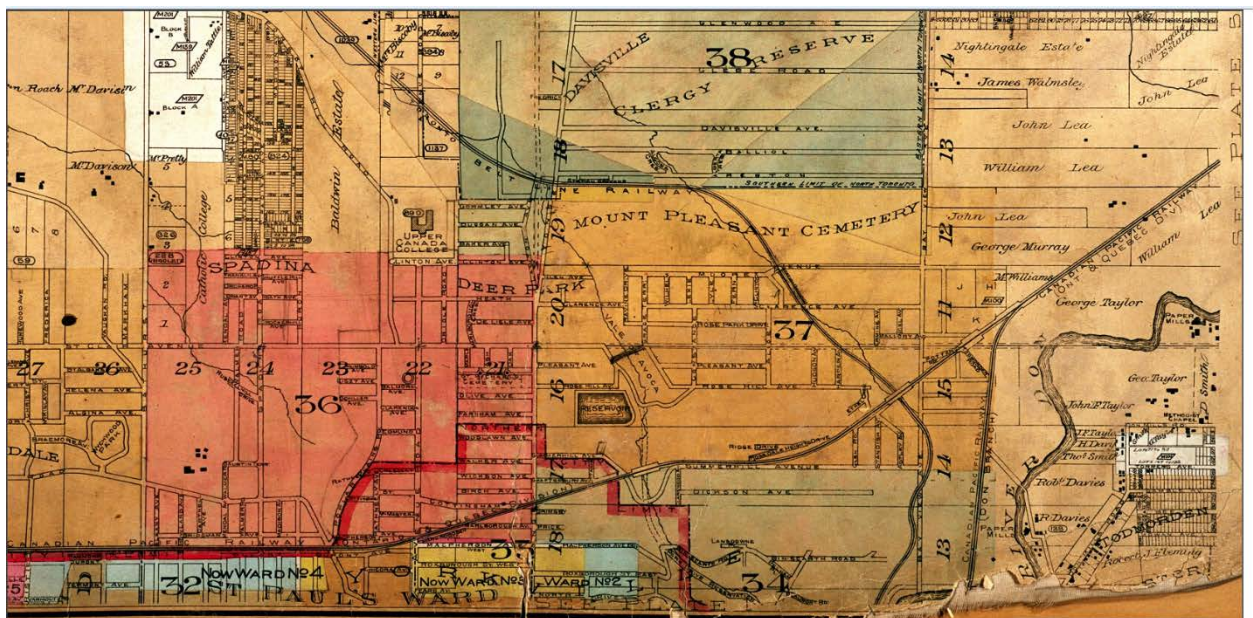
1. A. P. Coleman, Map of Toronto and Vicinity, Department of Land, Forestries and Mines, (detail) 1913: The red dashed line indicates the edge of the Iroquois Beach, the thin black line is the Canadian Pacific Railway and the arrow indicates the location of Leaside Junction which is labelled on the map. (University of Toronto)



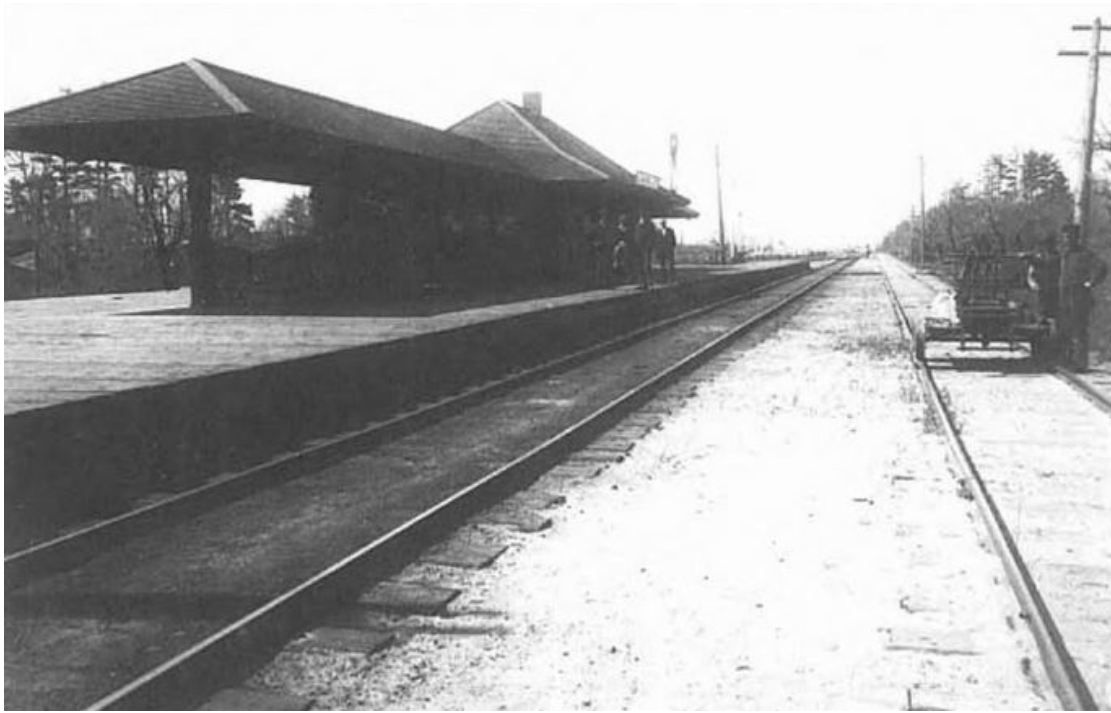
2. Miles & Co. Illustrated Historical Atlas of the County of York, (detail) 1878: showing the landholdings of William and John Jr. Lea on Lots 12, 13 and 14. The arrow points to the approximate location of 150 Laird Drive. The solid arrow indicates the third concession line at St. Clair Avenue. (Ng)



3. "Leaside," William Lea's octagonal house burning in 1913. (Pitfield)



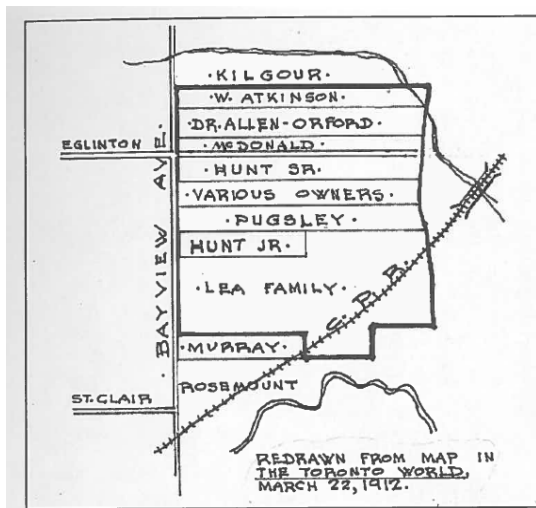
4. Goad's Atlas (detail) 1903: showing the "Canadian Pacific Railway Ontario and Quebec Division" railway line route from just north of Davenport Road in the west (left) and then northeast towards Summerhill and Leaside. The arrow marks the approximate location of 150 Laird Drive between property owned by John Lea Jr. and James Walmsley. (City of Toronto Archives [CTA])



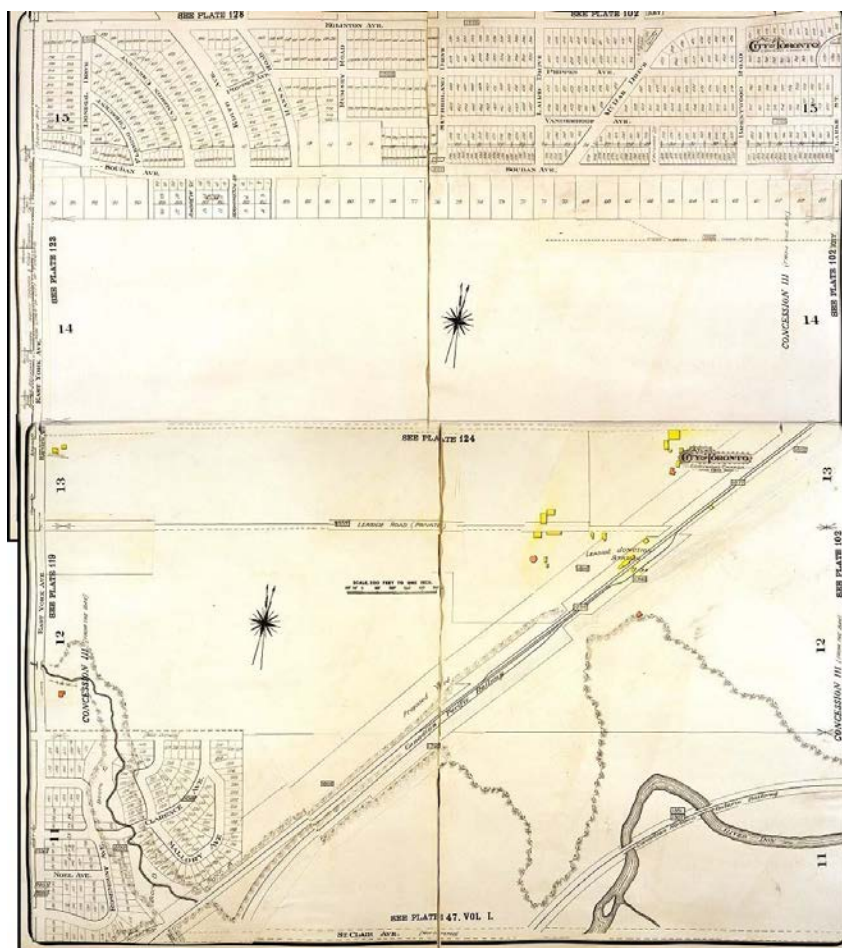
5. CPR Station at Leaside Junction, 1899. (Pitfield, p.18)



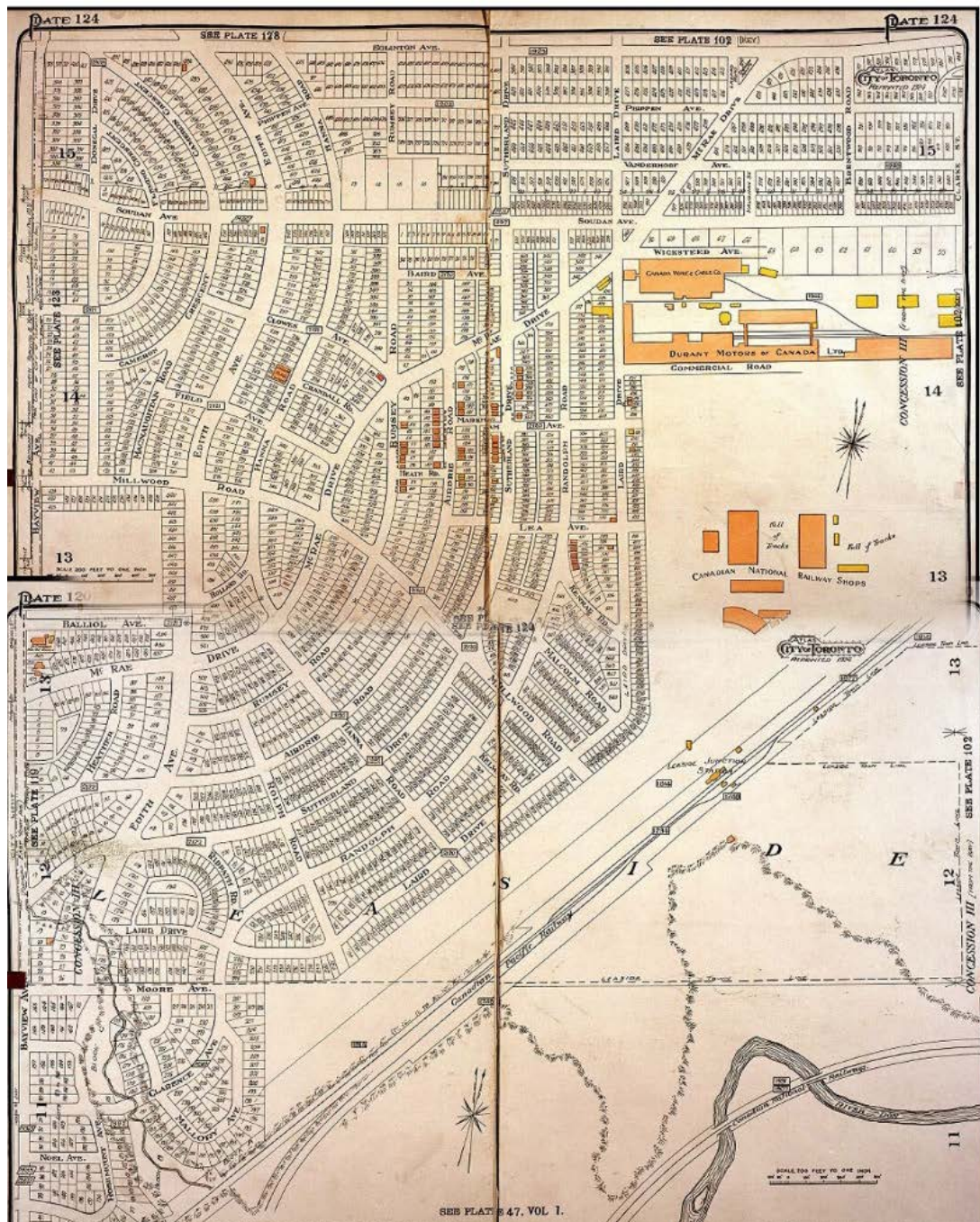
6. CNR Eastern Lines Locomotive Shop, undated (unattributed).



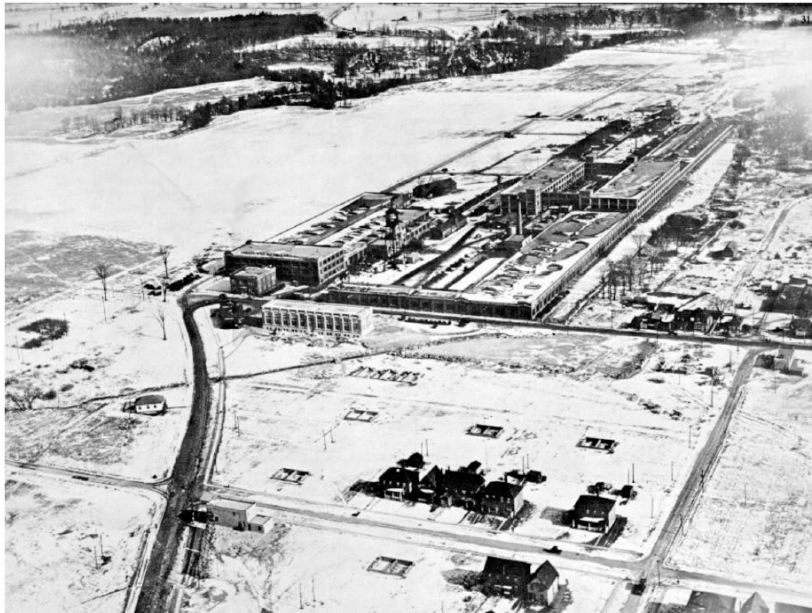
7. York Land Company Property Holdings Map (1912): showing the properties purchased by the company for the new residential development as of March 1912, the Lea family holdings and the CPR line. (Pitfield)



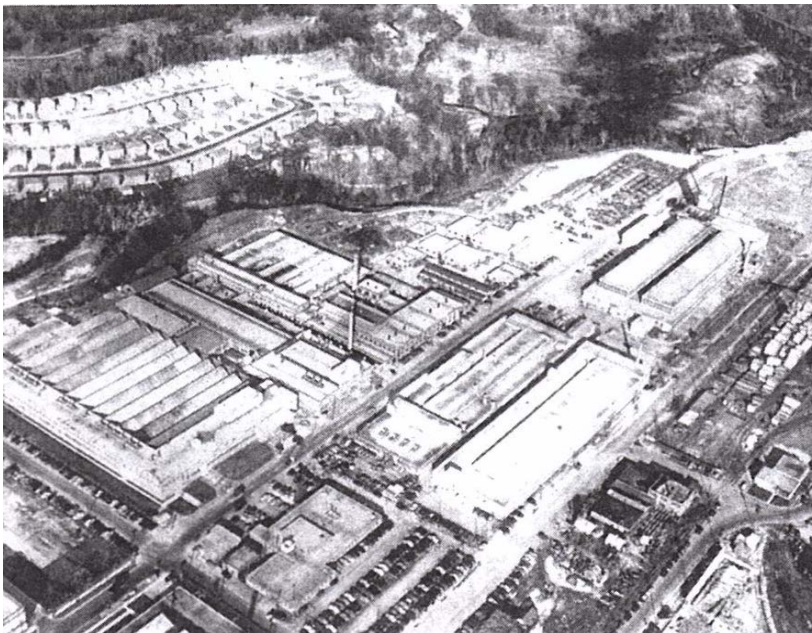
8. Goad's Map (plates 120 and 124) 1913: showing the location of the Leaside Junction Station on Lot 12 and the extent of development prior to Todd's plan. (CTA)



9. Goad's Atlas (detail), 1924: showing Frederick Todd's Plan for Leaside in detail and the extent of land occupied by the Canadian National Railway with Leaside Junction Station to the south and other industry (CWCC is shown north of Durant Motors which now occupies former Leaside Munitions buildings) to the north. The map indicates the small amount of actual houses built by this time. Edith Drive is now known as Bessborough Drive. (CTA)



10. 1931 Aerial Photograph looking north east at the junction of Laird and McRae Drives with the Durant Motor Complex and in the foreground the few houses that had been constructed on the west side of Laird Drive by this date. The single storey white-clad, hipped roof on the north side of McRae Drive is the first Imperial Bank of Canada, which was replaced in 1941 by the a new building at 180 Laird Drive (Rempel, p. 35)



11. Research Enterprises Ltd (REL) at Leaside, 1944 (Pitfield, p. 84)



12. Laird Drive looking north from Parkhurst Boulevard, 1955 (Salmon, Courtesy of Toronto Public Library)