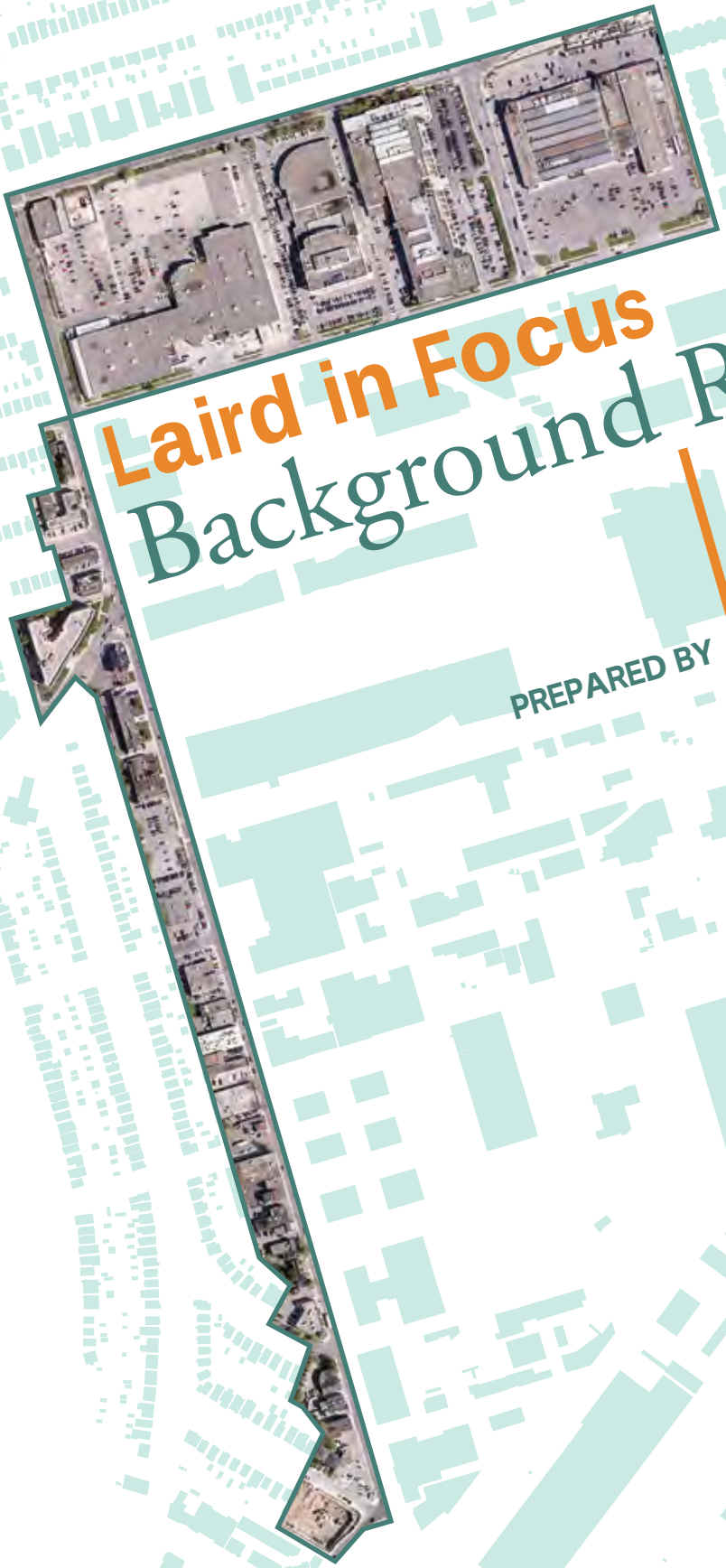

Laird in Focus
Background Report

PREPARED BY

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NOVEMBER, 2017

TORONTO

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CANADIAN TIRE
SHOWROOM


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7 AM - 9 AM
4 PM - 6 PM


AGAINST THE GRAIN

EXECUTIVE SUMMARY

Project Overview

The genesis of this study is the arrival of the **Eglinton Crosstown Light Rail Transit** line. In response, the City of Toronto undertook **EGLINTONconnects**, a comprehensive planning study along the length of the Eglinton corridor. The study provides a vision for the corridor as well as a framework for the development of lands around each of the LRT's 25 stations. The subject of this study is the area adjacent to the Laird Drive station.

The **Laird in Focus** study area is geographically defined as lands bounded by the rail corridor along its southern and eastern edges, Laird Drive to the west, and Eglinton Avenue East to the north. The study is comprised of two sub-areas, each with a unique set of parameters.

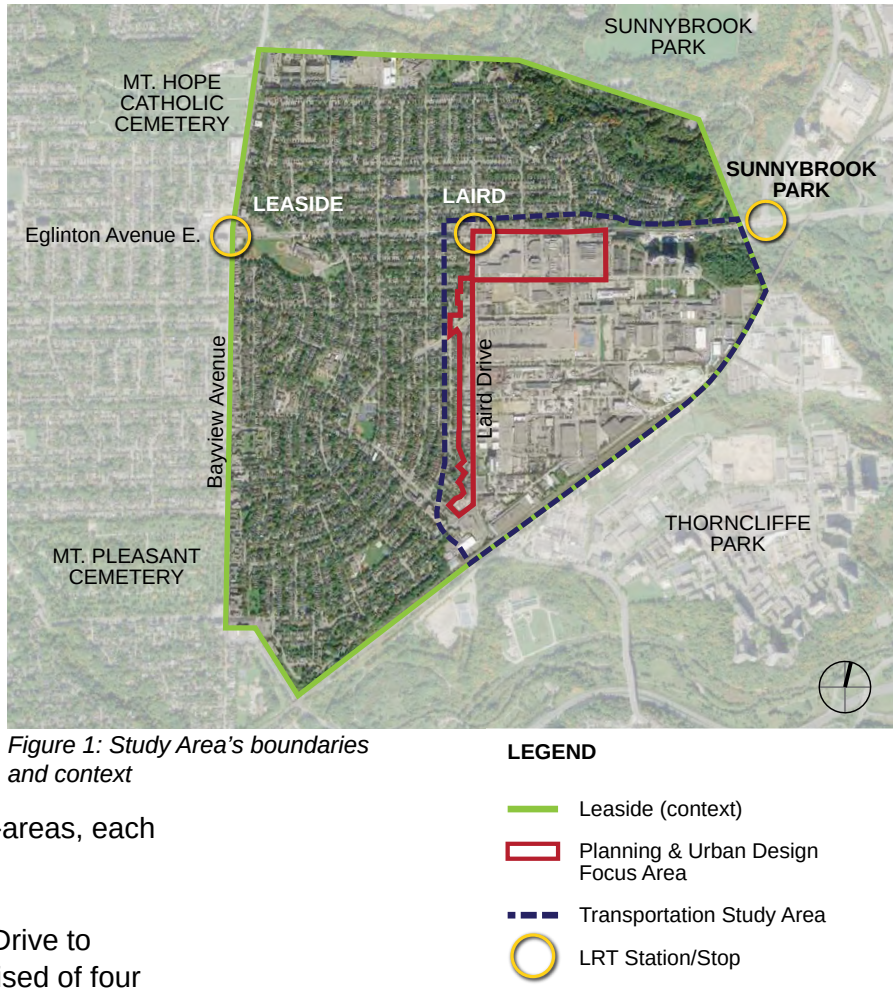


Figure 1: Study Area's boundaries and context

Study Area A extends from Laird Drive to Aerodrome Crescent and is comprised of four properties between Eglinton Avenue East and Vanderhoof Avenue consisting of low-rise retail, commercial, and office entities.

Study Area B is a narrow band of properties on the west side of Laird Drive, from Vanderhoof Avenue to Millbrook Road. Low-rise in character, the sites accommodate a range of retail and commercial uses predominate. However, new developments that are mid-rise in scale and residential in use have recently been approved suggesting a change in character and use.

Development activity has provided the impetus for this study, with the objective of creating a vision fand developing a framework that will accommodate change in south Leaside.

Recommendations concerning planning, built form, public realm, heritage, movement, and servicing will be put forth for consideration as City staff draft implementation policies.

Additionally, a **Transportation Study Area** was established which includes both Study Areas A and B, but also extends to incorporate the employment lands between Laird Drive and the rail corridor. The mandate for this component of the overall study is to review transportation patterns throughout and provide strategic direction concerning potential remedies and improvements to all modes of movement. The servicing study area is based on the Contributing Area for stormwater management, sanitary servicing and water servicing.

Figures 2-4 Opposite Page (top to bottom): RioCan site looking east; entrance to 150 Laird Drive; Laird Drive at Lea Avenue

Planning Context

In tandem with **EGLINTONconnects** City Council adopted **OPA 231** which informs land use within Study Area A. These lands are designated Mixed Use and Employment Areas. Employment uses are defined within a 50-metre wide band extending along the north side of Vanderhoof Avenue from Laird Drive to Brentcliffe Road.

The properties comprising Study Area B are designated Mixed Use with the intent of creating communities where residents can live, work, and play.

Land parcels within Study Area A are subject to the former Borough of East York Zoning By-law 1916, with properties west of Brentcliffe Road zoned “Light Industrial” and lands to the east zoned “Business Centre”. Properties within Study Area B fall within either “Commercial Residential” or “Residential Apartment” zones. Zoning in both areas provides standards concerning uses and lot coverage, building height, and setbacks.

Urban Design Analysis

Contemporary Leaside owes its urban structure to the masterplan of the landscape architect Frederick Todd. Commissioned by the Canadian Northern Railway the resulting plan provided a framework of streets extending from Bayview Avenue to Leslie Street, much of which was realized in the subsequent decades. Industrial uses were to be accommodated in the wedge of land bounded by Laird Drive, Wicksteed Avenue and the Canadian Pacific Railway corridor.

Block structure and built form were largely predicated on the uses envisaged by Todd, the CNR and its development arm, the York Land Company. Regularized blocks approximately 80 metres wide, or two lots deep, characterized the residential neighbourhoods while larger blocks and larger buildings came to define the industrial lands east of Laird. While block sizing is consistent on the west side of Laird owing to the regularized residential layout, it is variable on the east side, a result of differing sized blocks accommodating a range of building footprints.

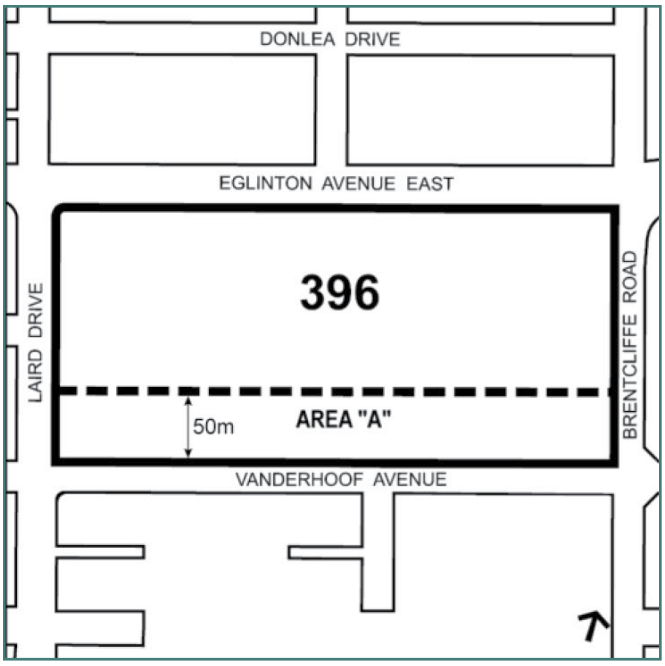


Figure 5: Map identifying employment uses (Area “A”) based on OPA 231

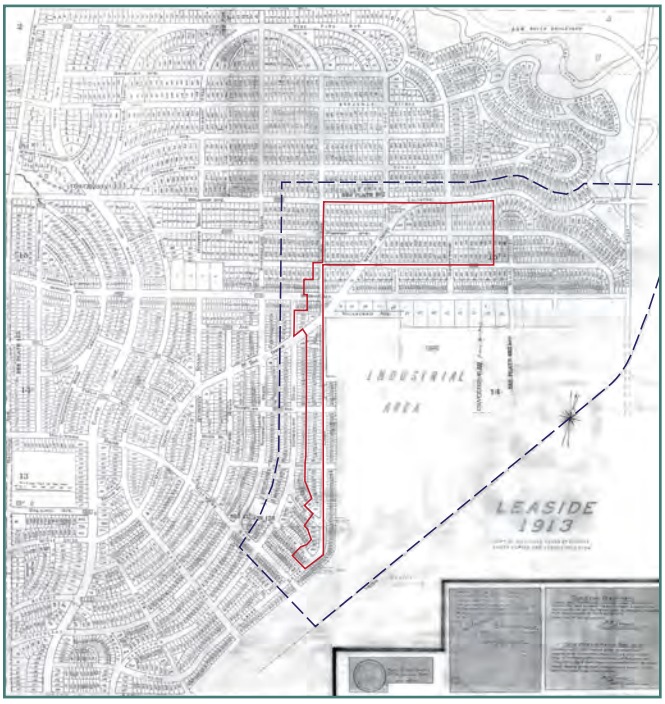


Figure 6: Todd Plan (1913) with Study Area boundaries superimposed

As a consequence, there is a lack of normalized intersections along Laird, the exception being streets that were initially included in the masterplan by Todd.

Figure 7: Block structure for Study Area

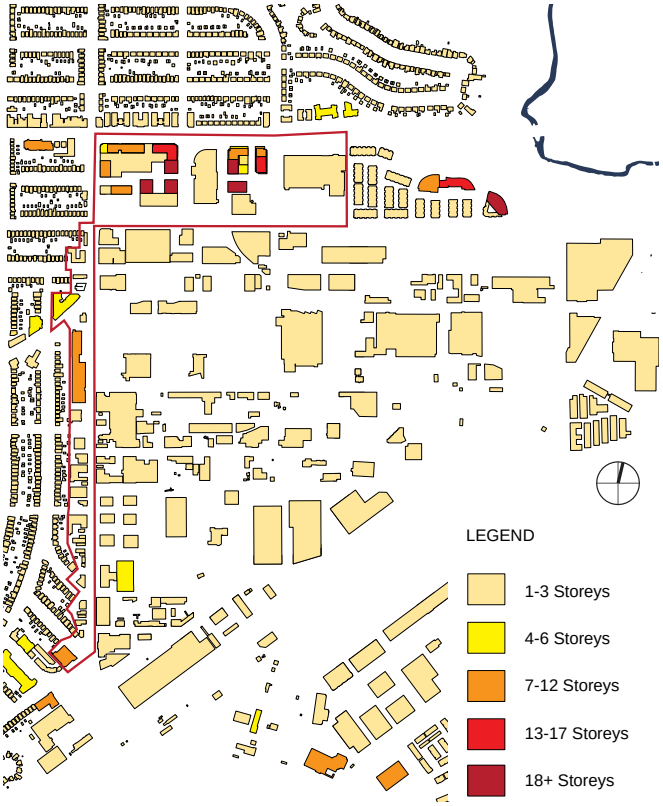


Figure 8: Existing and proposed building heights

Building heights are for the most part low-rise, with exceptions occurring along the north-east perimeter of the overall study area, where taller residential buildings overlook Eglinton Avenue. However, recent applications along Eglinton Avenue, in Study Area A, are proposing tall buildings in the range of 16 to 34 storeys. The City defines a tall building as any structure with a height greater than the width of the street right-of-way.

WIthin Study Area B, approvals have been attained for seven- and eight-storey residential buildings and a seven-storey residential building is currently under construction at 2 Laird Drive. This contrasts with the existing one- and two-storey buildings characterizing the street.

New development will provide a built form that departs from the current context. Floor space index (FSI) and coverage are indicators of compact built form and the uses envisaged within them. Taller buildings will generate greater FSI's, whereas lot coverage may remain comparable with the current context. This offers a greater opportunity for amenities such as park space when parking is also displaced from the surface and relocated below-grade. Approved development along Laird Drive and Eglinton Avenue East have FSI's of between 3.5 and 3.7; these values will contribute to the criteria when moving forward in Phase 2 of this study and developing design alternatives.

Shadow impacts are a by-product of taller buildings. An analysis of both approved and proposed developments suggest that impacts on adjacent residential properties will range considerably. Both 146-150 Laird Drive and 939 Eglinton Avenue East produce shadows that extend beyond those generated by existing structures. However, the proposal for 815-845 Eglinton Avenue East will produce shadows of greater than 3 hours on the north side of the street, which the City has deemed unacceptable.

Presently, transition between developments in both Study Area A and B is moderate. Buildings in Study Area A are one- and two-storeys in height (with the exception of the three-storey Mercedes office building). With similar building heights, buffered by surface parking, and a relatively

Figure 9: View behind 146 Laird Drive looking south

wide Eglinton Avenue right-of-way, transition to the north is tempered. Uses to the south, being employment, are of a similar character and use.

Transition between Study Area B and its adjacencies is more pronounced as built form and use along Laird contrast with the residential neighbourhood to its immediate west. The contrast is made more abrupt through the sharing of a common property line, resulting in asphalt parking and garages abutting backyards. With buildings of one- and two-storeys, the transition has been accepted over time. However, new development will be taller and will require a strategic response when negotiating height, massing, and character.

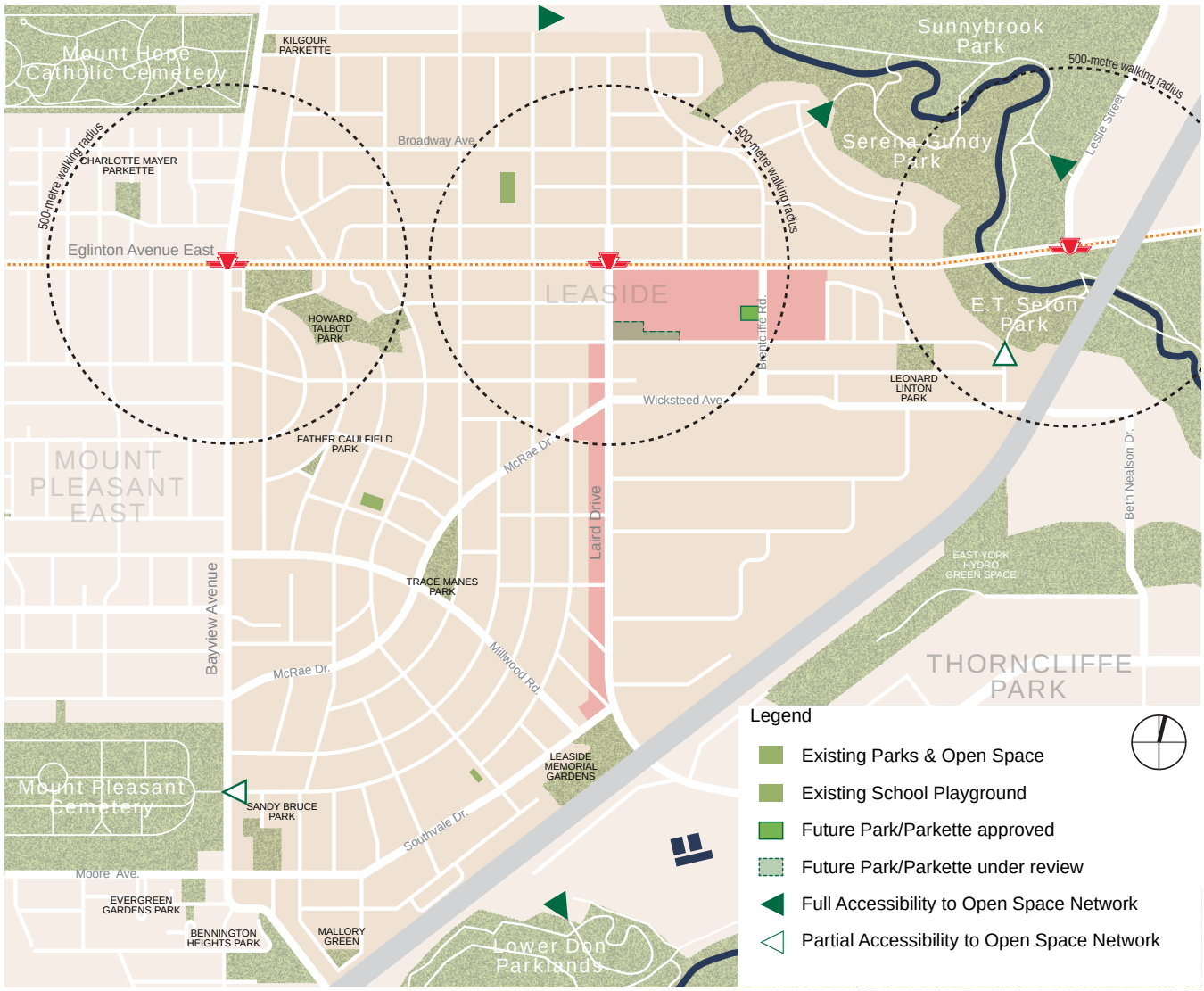


Figure 10: Map indicating existing parks, open spaces, and access points

Streetscape & Public Realm Analysis

Leaside is comprised of numerous small parks scattered throughout the community. Within the Employment Lands, Leonard Linton Park stands out in its singularity, serving as the primary open space for the residents along Aerodrome Crescent. Complementing the local parks is the Don River Trail and Park system which extends north and south along the eastern edge of the study area. Incorporated into this system are Mt. Pleasant and Mt. Hope Cemeteries. As important as this open space network is, access from Leaside is limited to a few entrances, some of which are seasonal and most of which are remotely located from the Leaside community.

Streetscapes in both Study Area A and B suffer from their poor accommodation of pedestrians and cyclists. No cycling infrastructure exists in either area; however, future plans for Eglinton Avenue call for a cycle track along the boulevard. These plans also identify wider sidewalks and continuous street trees. Presently, the narrow sidewalk abuts the curb creating an uncomfortable pedestrian experience adjacent to a busy arterial road.

The boulevard condition along Laird Drive, Vanderhoof Avenue, and Brentcliffe Road is no better. Sidewalks are narrow, street trees are lacking, and driveways and front yard parking make the urban environment unappealing for pedestrians. A lack of consistency in boulevard treatment is conspicuous with utility pole placement, boulevard width, and sidewalk location. The City has the objective of increasing the right-of-way width of Laird Drive to a consistent 27 metres which will enable improvements to the boulevard that benefit pedestrians and, possibly, cyclists.

Figure 11: View along Eglinton Avenue East looking west

Figure 12: View along Vanderhoof Avenue looking east

Figure 13: View of Laird Drive at Vanderhoof Avenue looking south

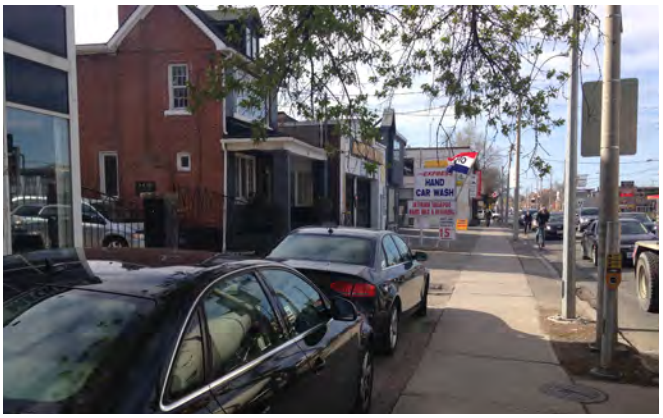


Figure 14: View looking west along Laird Drive at Esander Drive

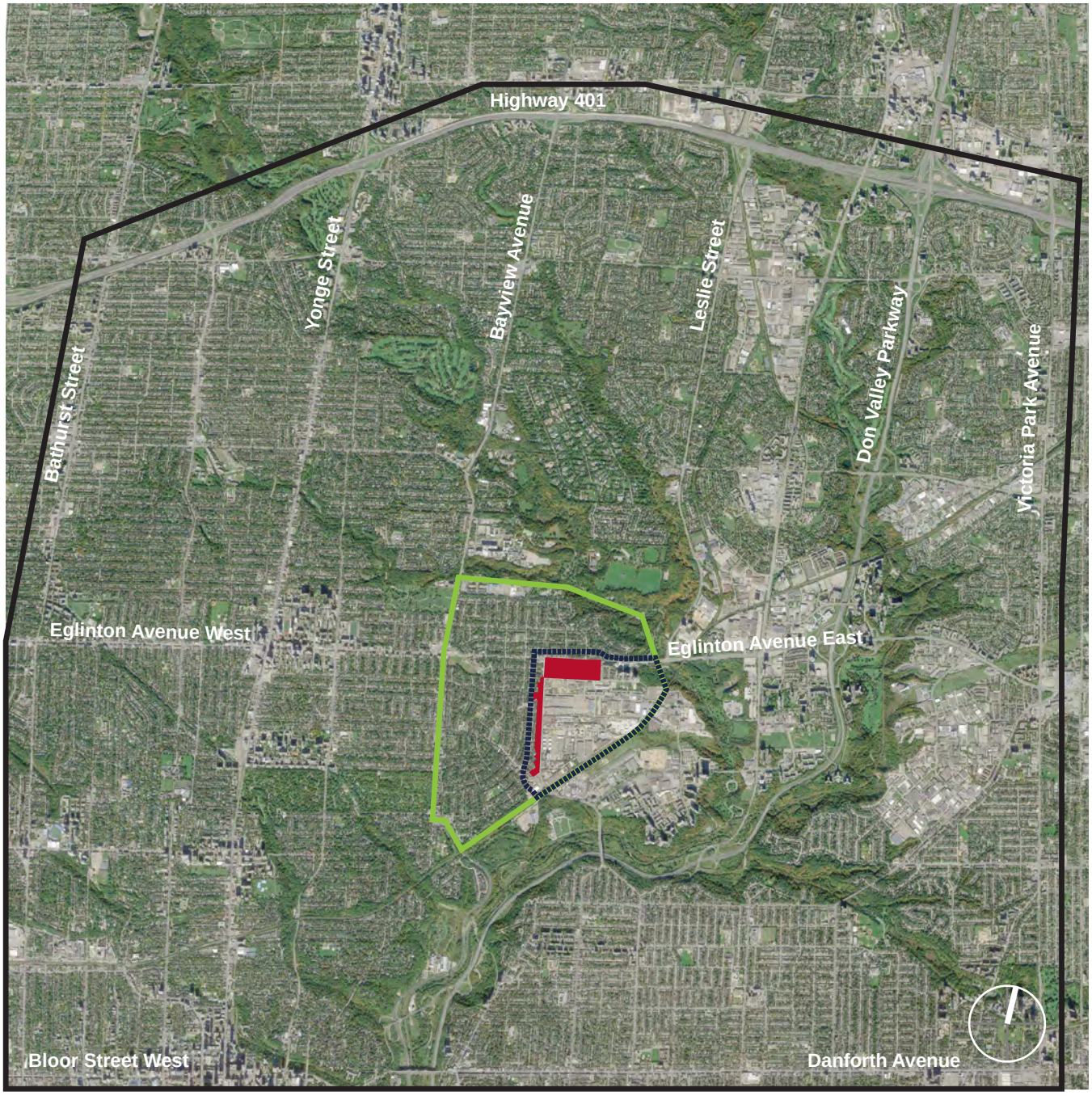


Figure 15: Aerial view identifying three contextual zones for transportation components of the study

Transportation Analysis

The **Eglinton Crosstown LRT** (ECLRT) line will significantly improve regional and local mobility, directly with enhanced higher-order and feeder bus transit options, and indirectly with supportive multi-modal and shared mobility strategies.

Redefining the transportation mode hierarchy is required to embrace a multi-modal transportation approach that is sustainable and balanced. Building on existing policies and projects, a new transportation mode hierarchy was established, including priority for active transportation, transit, transportation demand management, goods movement, and, finally, vehicle movement and parking.

Consultation completed during this study, and in the past for other studies, indicates a lack of active transportation facilities, and increased neighbourhood traffic, possibly due to infiltration and shortcutting from regional travellers. There is also a need to support goods movement and business vibrancy within the employment lands.

Car ownership, vehicle and passenger trips, have all increased in the area over the last 25 years, indicating a greater reliance on personal vehicle transport. As the area develops, active transportation, pedestrian and cycling modes will be critical for short distance trips within the area, connecting both development areas and the transit stations. Existing infrastructure should be significantly improved to support active transportation uses within the area.

The road network within the Transportation Study Area is also minimal, with large blocks of development that have limited connectivity. The lack of a finer grain road network leads to increased travel distances, which is especially important for pedestrian and cyclist travel. Furthermore, on a more regional basis, barrier effects due to the rail tracks and the Don Valley Ravine limit the number of connections.

Transportation demand management strategies within the study area are limited although, region-wide, the Metrolinx Smart Commute program is available. With existing traffic operating near capacity, “Transit Demand Management” (TDM) and transit connectivity will be key to allowing growth.

Heavy vehicle traffic that facilitates goods movement within the study area appears to occur primarily along Laird Drive with access to the adjacent commercial/industrial areas. Real time traffic analysis indicates that commercial traffic appears to be greater than expected along Brentcliffe Road and Millwood Road.

Figure 16: Heavy vehicle use along Laird Drive

Vehicle infiltration to the nearby residential areas of Leaside and North Leaside was highlighted as a concern by the local community. However, analysis appears to indicate that increased traffic on local roads is due primarily to increased neighbourhood traffic, consistent with mode share and car ownership trends, and not external infiltration from regional travel.

Based on the identified key findings derived from consultation activities, policy review, and a multi-modal analysis, opportunities to improve access and mobility options have been outlined. These mobility opportunities will be considered in the identification and assessment of land use/built form development scenarios (Phase 2) for Study Areas A and B, and for guiding improvements/strategies for the overall Transportation Study Area.

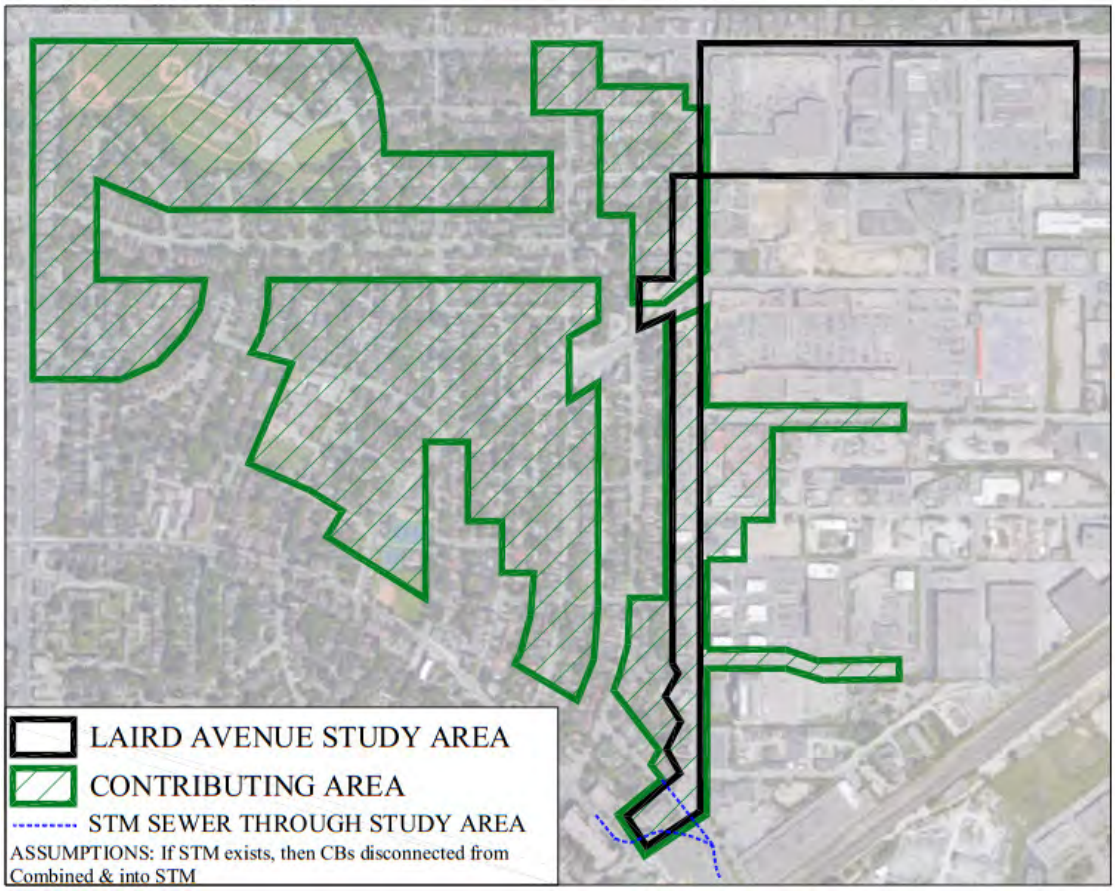


Figure 17: Stormwater Contributing Area

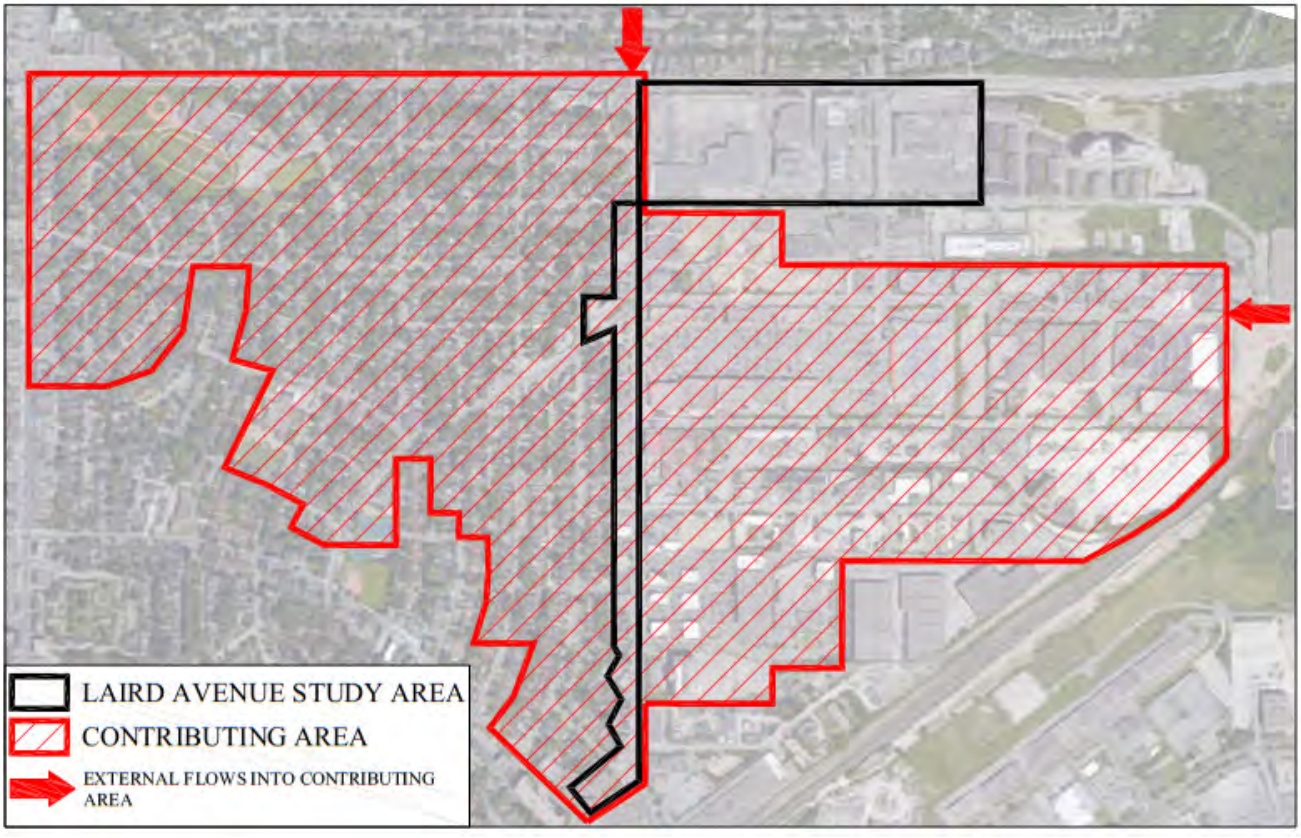


Figure 18: Sanitary network contributing area

Servicing Analysis

As part of a comprehensive analysis of Study Areas A and B ("Study Area"), existing servicing capacity has been reviewed and tested. The infrastructure identified for study are the sanitary sewer system, the storm and combined system, and water mains. The properties along Eglinton Avenue East are generally connected to the Eglinton sanitary sewer; the properties along Laird Drive are connected to the Laird Drive combined sewer. At Laird Drive and Wicksteed Avenue there is a Combined Sewer Overflow facility where surcharge within the combined sewer is relieved by overflowing into a storm sewer running eastward along Wicksteed Avenue to the Don River (south of Eglinton Avenue).

The role of a large-diameter in-line storage pipe, installed along Eglinton Avenue in conjunction with the Eglinton Connects LRT, has been factored into the analyses. A review of the modelling indicates that this pipe will serve as a flood control device, controlling the flows out of the oversized sewer via a 250 mm orifice and effectively holding back the peak flows, thereby decreasing the peaking effects downstream.

There are a several sanitary sewers located within the Study Area. These consist of 250-300 mm diameter sanitary pipes located along Vanderhoof Avenue, Brentcliffe Road, Aerodrome Crescent and on the south boulevard of Eglinton Avenue East. These sewers drain eastwards to the Metrolinx in-line storage pipe currently under construction, which will ultimately discharge into the Don River West Branch trunk sewer. Local sanitary sewers located within the industrial lands east of the study area were not included in the analysis.

The storm sewers located within the study Area consist of local sewers with pipes up to 1,200 mm in diameter located along Vanderhoof Avenue, Brentcliffe Road, and Aerodrome Crescent. These sewers empty into a 1,200 mm diameter sewer outside of the study area and ultimately discharge into the Don River West tributary. Local storm sewers located within the industrial lands east of the Study Area were not included in the analysis.

The Study area is mostly serviced by combined systems ranging in size from 300 mm diameter conduits to a 1,200 mm diameter brick sewer. Laird Drive has a dual combined sewer system, including both small diameter and large diameter sewers serving both local and trunk functions. Both systems drain south along Millwood Road to the Ashbridges Bay Wastewater Treatment Plant.

Under parameters established for "2-year storm wet weather", "100-year storm wet weather", and "May 2000 extreme event", the analysis identified the intersections at McRae Drive/Wicksteed Avenue and Laird Drive, and at Brentcliffe Road and Vanderhoof Avenue as having surcharge conditions.

Water within the Study Area, and the larger pressure district, is locally supplied by small-diameter watermains (150 mm to 400 mm) primarily fed from a 1,200 mm transmission main at Bayview Avenue.

Testing and analysis of the watermain system indicate that pressures are within the recommended range of 40 psi to 100 psi in most of the area. However, under peak hour demand scenario, there are low pressures located in areas at the higher elevation range of the pressure district.

Summary: Opportunities & Constraints

With new development initiatives come opportunities and challenges. The redevelopment of properties along Eglinton Avenue offer opportunities to improve pedestrian connections, provide new open spaces, and establish a cycling network that can link assets in the community as well as beyond to the Don Valley system. Taller buildings will bring more people to the area, which should translate into new open spaces, more community facilities, and livelier streets.

Much the same can be said for Laird Drive. Increasing the residential population through new development will contribute to pedestrian activity along the street. Leveraging new development

with improvements to the public realm will enhance Laird's significance and help re-define its character.

Opportunities exist for improving connectivity within the Employment Areas to better link within the Leaside community and beyond. Truck movement will require a strategic approach that identifies routing that is effective, safe, and does not conflict with emerging residential areas.

Community Outreach

A major component of this project has been working with the community and key stakeholders in crafting a vision and framework for the overall study area. This outreach has included meetings, workshops, open houses, and a design charrette. Through these means a better understanding of the issues concerning area members has emerged, as well as opportunities that will garner future enhancement.

Figure 19: Cover slide for Transportation Summit presentation

Following an open house in November, a focus group was convened to discuss transportation issues for Leaside. The summit resulted in a better understanding of the issues confronting both residents and business owners. These issues will be carried through to Phase 2 of the project, where the issues can be fully explored and solutions proposed. Presentations and workshops to the Local Advisory Committee and to community members has resulted in a vision statement for the area as well as design and planning principles. More recently, Phase 1 ended with a design charrette where residents and stakeholders participated in developing options for both Study Area A and B, as well as identifying streetscape improvements and the possible future structure of the Employment Areas.

The Vision, Guiding Principles, and Charrette results will be presented along with the Design Alternatives as part of the Phase 2 Report.

Figure 20: June charrette

Figure 1.1: Study Area boundaries in context. Land Use Plan (City of Toronto Official Plan)

1.0 INTRODUCTION

1.1 Study Area

The Laird in Focus Area Study is primarily focused on the eastern portion of the Leaside community. There are three sets of interrelated study areas.

1.1.1 Transportation Study Area

The Transportation Study Area corresponds approximately to the Leaside employment area. The study area is triangular, and spans from the Canadian Pacific (CP) railway lands in the east, to one block west of Laird Drive, to the properties along the north side of Eglinton Avenue East.

In order to provide transportation recommendations within the Transportation Study Area, a larger “area of influence” is being considered, extending from Danforth Avenue to Highway 401, and Bathurst Street to Victoria Park Avenue. Some or all of this area of influence will be studied on a case by case basis where required to understand specific issues for the Transportation Study Area; for example, the source of traffic infiltration and potential remedies.

1.1.2 Planning & Urban Design Study Areas

The detailed planning, built form, public realm, heritage, transportation and servicing study is being undertaken for two study areas along Eglinton Avenue East and Laird Drive.

Study Area A includes the commercial properties on the south side of Eglinton Avenue East, east of Laird Drive and west of Aerodrome Crescent. The properties extend to Vanderhoof Avenue in the south and straddle Brentcliffe Road. Study Area A corresponds to the Laird in Focus Area from the EGLINTONconnects Study.

Current uses include large format retail, a retail/commercial plaza, and an automobile dealership and office building, all with surface parking.

Study Area B includes all properties on the west side of Laird Drive between Vanderhoof Avenue and Millwood Road. Several streets through

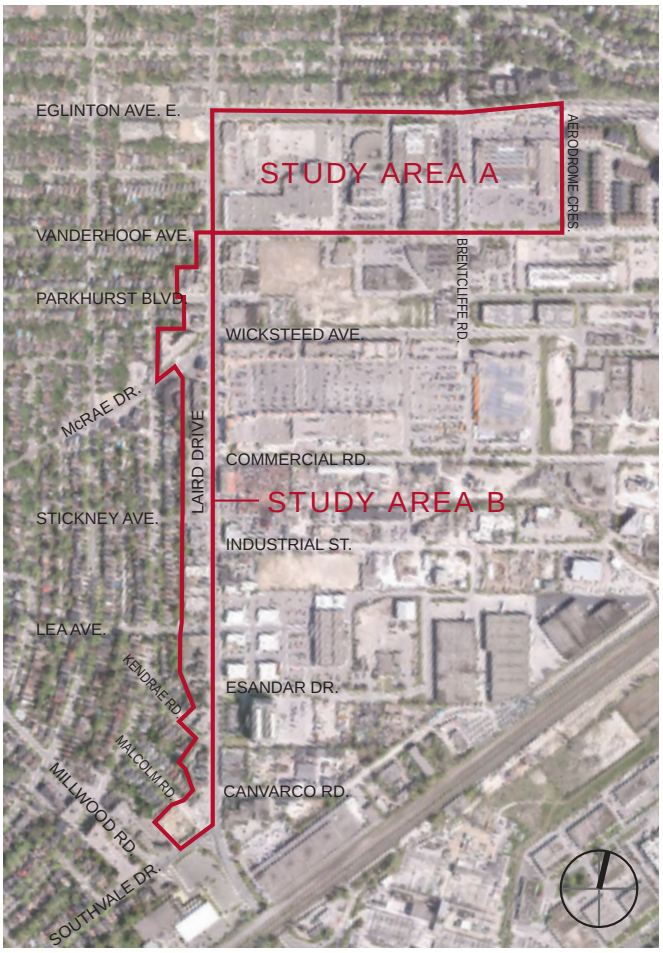


Figure 1.2: Identification of Urban Design and Planning Study boundaries

Study Area B connect Laird Drive and the South Leaside residential community including Parkhurst Boulevard, McRae Drive, Stickney Avenue, Lea Avenue, Kenrae Road, and Malcolm Road.

Current uses are primarily retail/commercial in nature and include a gas bar, automotive sales and services, restaurants, and personal and professional services, among others.

1.1.3 Servicing Study Area

Municipal servicing recommendations are also required for Study Areas A and B. To this end, the Servicing Study Area extends to Contributing Areas in order to assess upstream and downstream impacts from Study Areas A and B. The Contributing Areas for stormwater management, sanitary servicing, and water servicing are generally contained within the Leaside community, east of Bayview Avenue and west of the CP railway lands.

1.2 Approved Development and Applications Under Review

Within Study Areas A and B, there are two approved developments and one application under review.

1.2.1. Approved Development

2 Laird Drive

Approved in late 2013, this residential development occupies the corner of Laird Drive, Malcolm Road and Millwood Road. Currently under construction it will be 7-storeys in height and provide 74 units. The building will step back along Millwood from the 3rd to 7th floors and along Malcolm from the 4th to 7th floors. Parking is to be accommodated below grade with access coming off of Malcolm Road.

146-150 Laird Drive

The Zoning By-law Amendment for the redevelopment at 146-150 Laird Drive was approved by the Ontario Municipal Board. Presently, this property includes the two-storey, former Durant Motors office building (1928), which is listed on the City's Inventory of Heritage Properties, an office/restaurant building, and surface parking lots. The primary façade of the heritage building will be retained and incorporated into the design of a new seven-storey building, which will be linked to an eight-storey building to its south by a three-storey connecting passage. Both buildings are slab buildings oriented parallel to Laird Drive. A drop-off entrance will be located in the front yard along Laird Drive and parking will be located in a below-grade structure. The buildings are intended to provide senior-geared housing and will include assisted living options, for a total of 284 units.

939 Eglinton Avenue East

This comprehensive redevelopment will provide residential, employment, commercial and park uses on a two-hectare site with frontage along Eglinton Avenue East, Brentcliffe Road, and Vanderhoof Avenue. The plan will replace most of an existing two-storey office/retail building and associated surface parking. The City has approved the required Official Plan Amendment.

Building heights range from the portion of the existing two-storey office building being retained on Employment-designated lands, to three buildings of 16, 20, and 28 storeys within Mixed

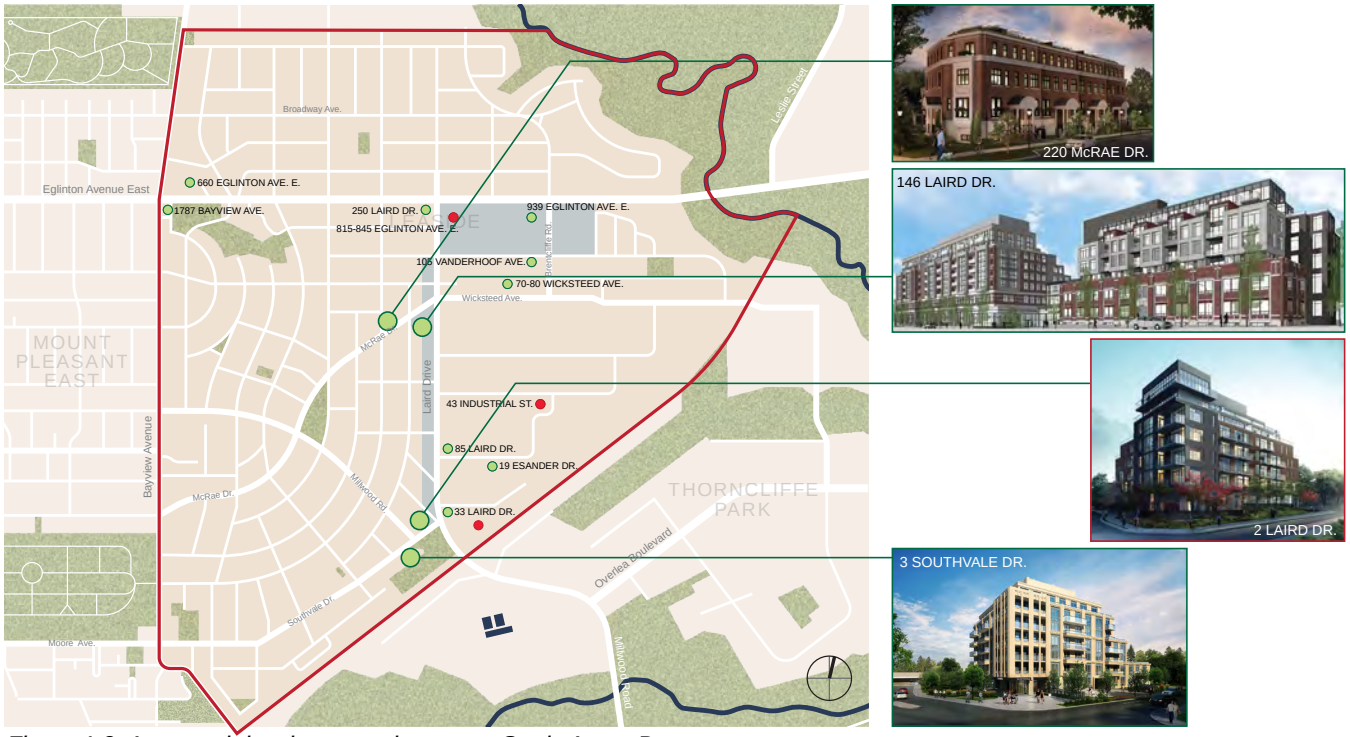


Figure 1.3: Approved developments in or near Study Areas B

Use designated lands. Over 985 residential units will be provided, as well as approximately 1,840 m2 of retail space and nearly 4,300 m2 of office space. The site's Floor Space Index (FSI)[1] will be 3.66. Below-grade parking will be provided.

This redevelopment will include a new north-south public road which will link Eglinton Avenue East with Vanderhoof Avenue on the west side of the site, with a new publicly accessible but privately owned east-west road bisecting the site. A public park of 1,720 m2 will also be provided.
Like 146-150 Laird Drive, the approval of this redevelopment will likely set a precedent for the site's neighbouring properties along Eglinton Avenue East, in terms of height, density, parkland dedication and access.

1.2.2 Application Under Review

815-845 Eglinton Avenue East
A comprehensive redevelopment plan is proposed, including residential, commercial, open space and community uses, on a 3.5-hectare site with frontage along Eglinton Avenue East, Laird Drive, and Vanderhoof Avenue. The redevelopment proposes the phased replacement of existing large format retail with integrated retail/ residential buildings and below-grade parking.

Six buildings are proposed with heights ranging from 7- to 34-storeys within the Mixed Use designated lands. Over 1,400 residential units are proposed, as well as approximately 16,000 m2 of retail space and 700 m2 for a community facility. The development's FSI is calculated to be 3.8.

A new north-south public road is proposed linking Eglinton Avenue East with Vanderhoof Avenue on the east side of the site. Two publicly accessible but privately owned east-west roads are also proposed within the site. A public park of 3,100 m2 is proposed along Vanderhoof Avenue alongside a "Privately Owned Publicly Accessible Space" (POPS) of 1,600 m2.

The development will not provide employment uses on Employment-designated lands, proposing park and community uses in its place.

[1] *Floor Space Index is defined as the ratio of overall gross floor area to property area*

Figure 1.4: Applications and approved developments in or near Study Area A

1.3 Study Purpose

The Laird in Focus Area Study is intended to establish a framework for change within the eastern portion of the Leaside community. With the planning and construction of the Eglinton Crosstown transit line, in conjunction with a robust development market, interest in the **Laird in Focus Study Area** is expected to increase. This study provides the opportunity to define appropriate goals, objectives, and performance standards for new development.

The study is being undertaken through broad-based public and stakeholder consultation, inclusive of residents, community groups, land- and business owners, external agencies, and the City of Toronto. The dialogue among all interested parties will help the consultant team to make recommendations that build on the existing character of the community, while recognizing the area's significant potential for change.

This study builds upon the existing policy framework as well as other planning initiatives such as the Eglinton Connects Study. Study Areas A and B are the primary focus of community design as they are designated "Mixed Use" in the City's Official Plan: they are attractive as residential development opportunities and the focus of change. The Laird in Focus Area Study will ensure that community planning is undertaken comprehensively with consideration for:

Land Use Framework:

- Ensuring a complete range of land uses to support community building, including affordable housing; and
- Integration of land use with public realm, built form, heritage, transportation and servicing frameworks.

Public Realm Framework:

- A new, finer grained street network within Study Area A;
- Improvements to existing streets within the Study Area that consider all travel modes;
- Streetscape and pedestrian amenities, including mid-block connections;
- New, publicly accessible parks and their relationship to surrounding streets and buildings; and
- Potential, new community facilities.

Built Form Framework:

- The density, placement, organization, massing, and character of new buildings; and
- Design guidelines that consider setbacks, massing, streetwall relationships, and transitions to existing buildings, among other matters. This includes ensuring access to sunlight and sky views

Heritage Strategy:

- Recommendations for the preservation and enhancement of appropriate heritage attributes, based on the City's background work.

Servicing Plan:

- Confirming the capacity of existing servicing networks including sanitary, stormwater, and water infrastructure; and
- Identifying future infrastructure studies and upgrades required to support population and employment growth within Study Areas A and B in concert with land use and design recommendations. This includes potential timing and phasing of infrastucture upgrades.

At a larger context and scale, the study will consider:

Transportation Strategies:

- Understand current transportation challenges and provide a suite of potential solutions;
- Understand future transportation demands and make recommendations for a comprehensive network and toolkit for addressing change;
- Integrate and promote the Eglinton Crosstown LRT to maximize modal share;
- Promote a safe, balanced, multi-modal transportation network that recognizes the needs of different land uses and modes of travel. This includes goods movement to the employment area;
- Promote sustainable modes of travel: walking, cycling, and transit; and

- Explore innovative solutions through Travel Demand Management, parking management, and various sharing strategies.

The outline above provides a general overview of the purpose of the Study and the interrelation of its components. Reference to subsequent chapters on Planning, Urban Design, Transportation, and Servicing will provide greater detail.

1.4 Phase 1 Objectives

"Laird in Focus Background Report" is intended to provide an understanding of the existing conditions, issues, and opportunities of the study areas. It provides an overview of the physical infrastructure such as roads, sewers, pipes, community services and facilities, and heritage resources. It catalogues existing assets, their level of service, and available capacity. Public consultation has focused on community aspirations as understood from the widest possible perspective: offering face-to-face and digital engagement with a broad range of participants, in order to understand their vision for the area, their desires for how the community should evolve, and what issues should be addressed through long-term planning.

The **Laird in Focus Background Report** provides a summary of the existing physical conditions and public consultation activities, including:

1. An overview of the existing planning policy framework.
2. Municipal servicing infrastructure:
    - Network and capacity of stormwater management, sanitary servicing, and water supply;
    - Wet and dry weather flows of sanitary network;
    - Water network flow testing;
    - Information gaps; and
    - Description of methodology.
3. Transportation network:
    - Existing transportation infrastructure conditions and travel trends with respect to the multi-modal transportation network;
    - Opportunities for improvement access and multi-modal transportation conditions.
4. Public consultation summary:
    - Project Kick-off;
    - Transportation Summit;
    - Visioning & Emerging Principles Workshop;
    - Design Charrette;
    - Local Advisory Committee;
    - Business Community Meetings; and
    - Review Panel comments.

The Vision, Emerging Principles, and Charrette Options developed through the project's public consultation component are presented in detail as part of the Phase 2 Report.

2.0 PLANNING CONTEXT

This section provides an overview of the existing planning policy context for the planning and urban design study areas, including the City of Toronto Official Plan, the City of Toronto Zoning By-law 569-2013 and the Former Borough of East York By-law 1916.

2.1 Study Area A

2.1.1 City of Toronto Official Plan, office consolidation June 2015

The lands included within Study Area A are designated Employment Areas and Mixed Use Areas in the City of Toronto Official Plan. The Employment Areas designation applies to the lands along the north side of Vanderhoof Avenue, between Laird Drive and Brentcliffe Road, and marks the northern edge of a larger area designated "Employment", which extends east from Laird Drive. The intention of the Official Plan is to retain the Employment Areas as places of business and to develop and intensify job growth, especially where there is access to transit.

The Official Plan recognizes the important role that Employment Areas play in the growth of businesses and also that businesses increasingly require flexibility in their buildings and in the supportive uses that may locate within Employment Areas. To this end, the Official Plan includes policies which permit a broad range of employment uses as well as uses which are supportive of employment activities, such as hotels, parks, retail, restaurants and small-scale services. Uses which are extensive land users and which do not directly support employment uses are only permitted on Major Streets, as shown in Figure 2.1. Large scale stand-alone retail stores and power centres are only permitted on Major Streets that form the boundary of the Employment Areas, outside of the Central Waterfront, through a Zoning By-law Amendment or on Major Streets that do not form a boundary of the Employment Areas through an Official Plan Amendment. The Major Streets identified in Figure 2.1 which form part of the Study Area are Laird Drive and Eglinton Avenue.

In order to improve competitiveness and attract new firms, the Official Plan also establishes development criteria for Employment Areas. The development criteria require new development to limit excess car and truck traffic, share parking and driveways where feasible, mitigate negative impacts on adjacent lands and amenity areas, provide landscaping and buffering and locate any outdoor storage or processing to the rear of the property with screening from adjacent lands. The balance of the lands within Study Area A are designated "Mixed Use Areas" in the Official Plan.

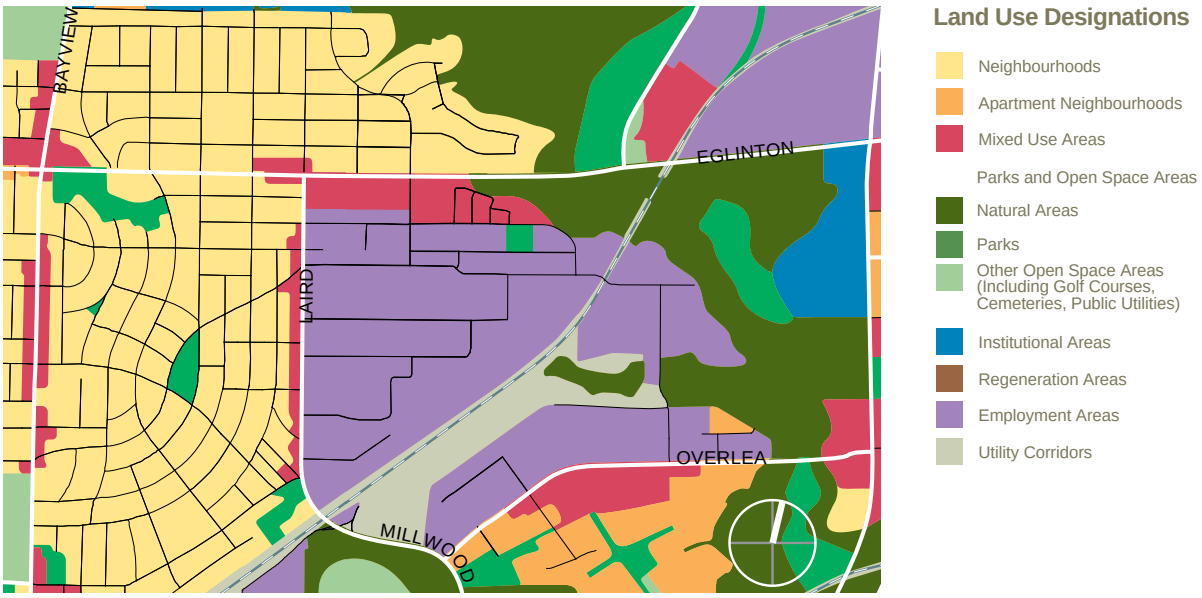


Figure 2.1: Map identifying land uses after OPA 231

Mixed Use Areas are intended to accommodate a broad range of uses permitting residents to live, work and shop in the same area. Mixed Use Areas are also intended to create animated streets and communities, and reduce car dependency. It is anticipated that Mixed Use Areas will absorb most of Toronto's growth in retail, office, and service/commercial uses, as well as a significant portion of residential development. However, the proportion of uses and intensity of development will differ between Mixed Use Areas across the City.

The Official Plan states that a range of commercial, residential, and institutional uses, as well as parks and open spaces, are permitted in the Mixed Use Areas and establishes a set of development criteria to guide future growth. These criteria require new development to provide the following:

- An appropriate balance of uses;
- Ensure massing does not negatively impact surrounding properties;
- Contribute to a pleasant pedestrian environment;
- Provide the appropriate level of services and amenities; and
- Develop an efficient transportation network which takes advantage of transit services.

Large-scale, stand-alone retail stores and power centres are permitted within Mixed Use Areas and are subject to a Zoning By-law Amendment.

The portion of Study Area A, east of Brentcliffe Road, also falls within the boundaries of Special Policy Area 142 (see Figure 2.2). Special Policy Area 142 places a Holding Zone on the subject lands, which may only be removed upon the submission of detailed reports by a qualified transportation engineer that addresses the use levels, network, and capacity of the transportation network with respect to existing and proposed development. The Special Policy Area 142 further includes urban design policies to guide a future implementing Zoning By-law and Site Plan limiting heights to a maximum of 18-storeys and address:

- High quality built form;
- Landscaping;

Figure 2.2: Map 28: Site and Area Specific Policies (City of Toronto Official Plan)

- The public realm;
- Minimizing impacts;
- A logical organization of greenspace and buildings for the creation of precincts; and
- Well-connected road and pedestrian networks.

2.1.2 Zoning By-law (Former Borough of East York By-law 1916)

Zones within Study Area A: M1 (7); M1 (8); M1 (10); M1 (3); BC-H 7 storeys; BC-H 10 storeys

The properties within Study Area A were not included in the City-wide Zoning By-law and are still subject to the former Borough of East York Zoning By-law 1916 (Figure 2.3). The properties to the west of Brentcliffe Road are zoned "Light Industrial". Light Industrial zoning permits a broad range of industrial uses including manufacturing, research and development, wholesaling, business and professional offices, as well as limited accessory business services uses on the first floor. Development standards include a minimum lot frontage of 30.0 metres, minimum front and side yard setbacks of 6.0 metres and a minimum rear yard setback of 12.0 metres. The maximum permitted lot coverage is 75% with a maximum FSI of 0.75, and a maximum height of 18.5 metres. There are also a number of site-specific policies

that apply, which establish minor deviations to permitted uses and development standards, as well as the need for expanded transportation infrastructure along Eglinton Avenue East.
The properties to the east of Brentcliffe Road are zoned “Business Centre”, which permits the same range of industrial uses as the “Light Industrial” zone, business and professional offices, data processing, and some expanded permissions for accessory business services uses. Due to the inclusion of a “Hold” designation, the development of business and professional offices will be limited until it is demonstrated that street network and servicing can adequately support a proposed development. Development standards include a minimum lot frontage of 30.0 metres, minimum front and side yard setbacks of 6.0 metres and a minimum rear yard setback of 12.0 metres. The maximum permitted lot coverage is 75%, with a maximum FSI of 2.0 and a maximum height of 30.0 metres. However, for the subject lands, the zoning schedule specifies heights of 7 and 10 storeys.

2.2 Study Area B

2.2.1 City of Toronto Official Plan, office consolidation June 2015

The lands included within Study Area B are designated as Mixed Use Areas (see Figure 2.1). As previously stated, the Mixed Use Areas designation permits a wide range of uses with the intention of creating communities where residents can live, work, and play, thereby reducing car dependency and lead to animated neighbourhoods. The development criteria further this intention by requiring a balance of uses, the creation of a pleasant pedestrian environment, and rthe mitigation of potential impacts on adjacent properties.

2.2.2 City of Toronto Zoning By-law 569-2013

Zones within Study Area B: CR 2.0 (c2.0; r1.3) SS3 (x1163); RA (f30.0; a930; u33) (x302); CR 2.0 (c2.0; r1.3) SS2 (x1163); RA (f30.0; a2785; u70) (x307); RD (f9.0; a210; d0.45) (x892)

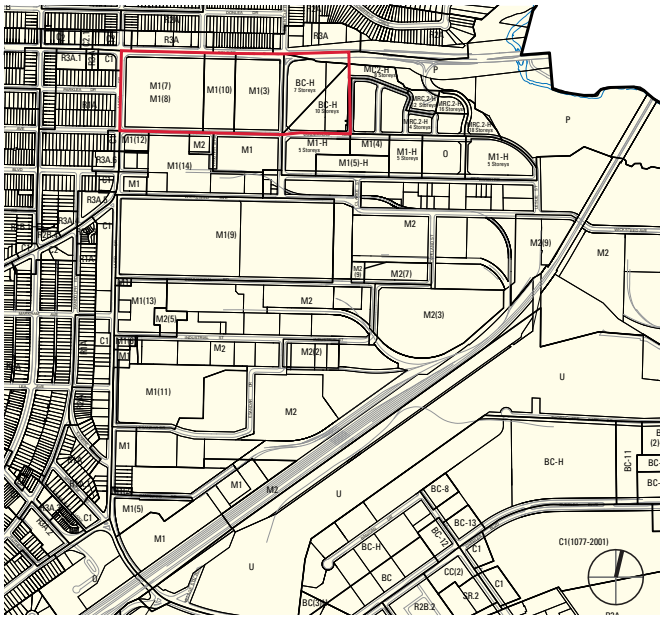


Figure 2.3: Former East York Consolidated Zoning Map (Leaside Zoning By-law 1916)

According to the City-wide Zoning By-law, the properties of Study Area B generally fall within either the “Commercial Residential” or the “Residential Apartment” zones (Figures 2.4 and 2.6). The properties zoned “Commercial Residential” may accommodate a broad range of residential, commercial, and institutional uses, many of which are guided by specific provisions. Residential uses are permitted as apartment buildings, mixed-use buildings or townhouses, and must be located above non-residential uses, if in a mixed-use building. The zoning further specifies a minimum lot frontage of 9.0 metres, a maximum FSI of 2.0 for non-residential uses and 1.3 for residential uses, a maximum height of 12.2 metres, and a maximum lot coverage of 80%. Setback requirements include a minimum 7.5 metre setback from the property line of the lot to the rear, and varying side and front yard setbacks, taking into account the adjacency of residential zones and the location of windows. Restrictions in terms of a 45-degree angular plane and landscaping requirements further mitigate potential impacts to adjacent residential uses.

The properties zoned “Commercial Residential” in Study Area B are also regulated by Development Standards 2 or 3. Apart from the above, Development Standards 2 prohibit surface parking

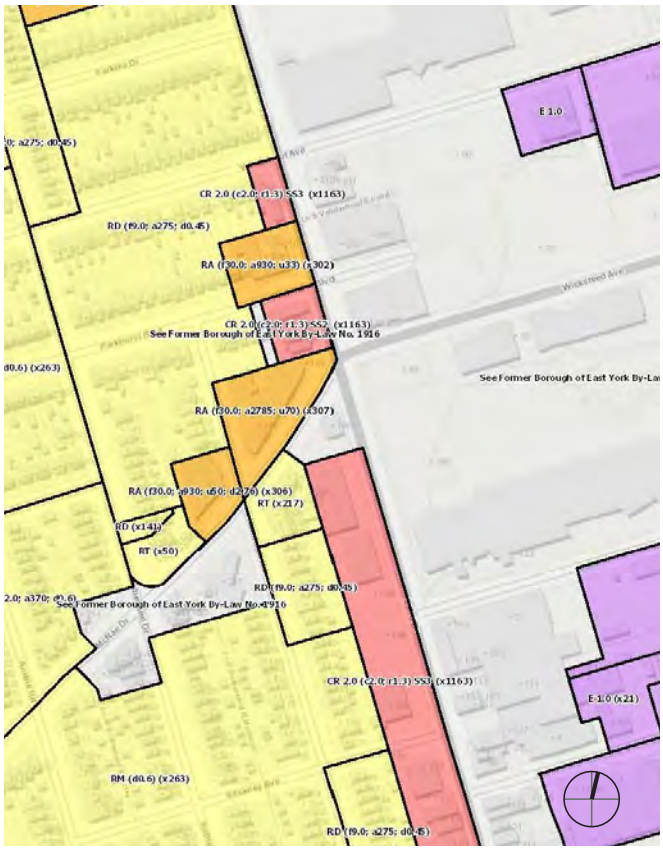


Figure 2.4: Zoning Map for Northern End of Study Area B (Zoning By-law 569-2013)

Figure 2.5: Height and Lot Coverage Map for Northern End of Study Area B (Zoning By-law 569-2013)

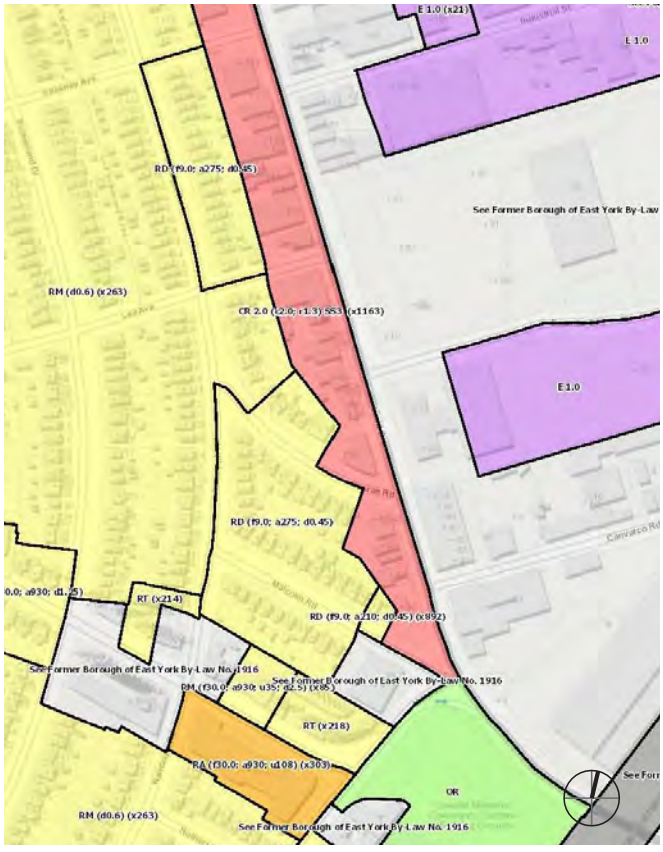


Figure 2.6: Zoning Map for Southern End of Study Area B (Zoning By-law 569-2013)

Figure 2.7: Height and Lot Coverage Map for Southern End of Study Area B (Zoning By-law 569-2013)

within the front yard, require that at least 75% of the building frontage be within 3.0 metres of the front property line, and reduce the requirements for landscaping.

The Residential Apartment zone permits a range of residential, institutional, and other residential-supportive uses, many of which are also guided by specific provisions. Apartment buildings are permitted as "Residential Uses". A minimum of 50% of the lot area must be used for landscaping and 50% of the landscaped area must consist of soft landscaping. Further, a minimum of 50% of the required parking spaces, other than required visitor parking, must be located in a building or underground structure. The zoning further specifies a minimum lot frontage of 30.0 metres, a minimum front yard setback of 6.0 metres, and a minimum side and rear setback of 7.5 metres, with these minimums increasing for buildings over 11.0 metres in height. The maximum height in the Residential Apartment zone is 13.0 metres with a maximum lot coverage of 30%.

There are also site-specific provisions which further limit the permitted uses and include minor changes to the development standards.

One property along Malcolm Road is zoned "Residential Detached" permitting a detached dwelling and several public and institutional uses. The minimum lot frontage is 9.0 metres, the minimum lot area is 210 m2, the maximum lot coverage is 35%, and the maximum FSI is 0.45. The zoning further specifies that the minimum front yard setback is to be determined through the averaging of neighbouring properties or, if not applicable, 6.0 metres. The minimum rear yard setback is the greater of 7.5 metres or 25% of the lot depth, and the minimum side yard setback is 0.9 metres. The maximum permitted height is 8.5 metres. Landscaping requirements are dependent on the lot size and the presence or absence of a driveway.

2.2.3 Zoning By-law (Former Borough of East York By-law 1916)

Two properties, one at 25 Malcolm Road and one at 180 Laird Drive were not included in the City-wide Zoning By-law and are still subject to the former Borough of East York Zoning. Both properties are zoned Commercial General (C1). The Commercial General zone permits a broad range of commercial uses, residential uses over a permitted use and a nursing home. However, the outside display of motor vehicles is not permitted. The zone further specifies that no building can be constructed with 15.0 metres of a dwelling unit in a residential zone. The maximum lot coverage for the Commercial General zone is 80%, the maximum height is 12.2 metres, the minimum rear yard setback is between 6.0 and 9.0 metres (depending on lot depth), and the minimum front yard setback is 6.0 metres. A minimum side yard setback of 3.0 metres is required adjacent to a residential zone and the outdoor storage of goods or material is not permitted.

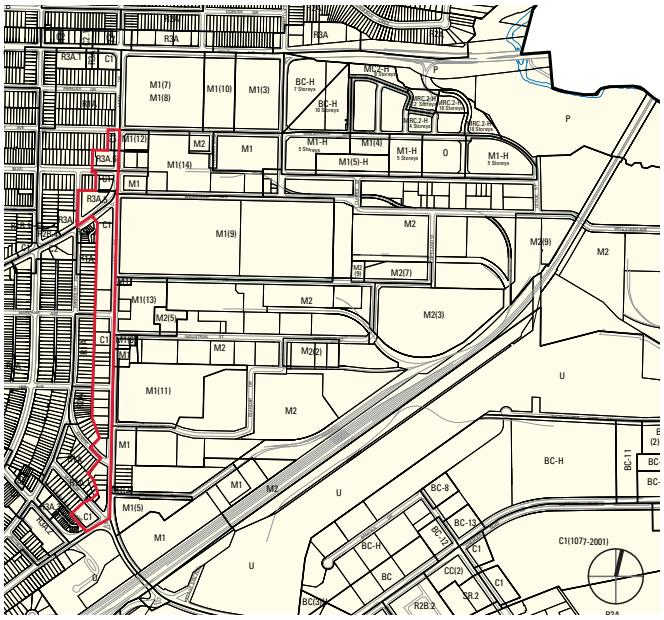


Figure 2.8: Former East York Consolidated Zoning Map (Leaside Zoning By-law 1916)

2.3 EGLINTONconnects: Community Services and Facilities

As part of **EGLINTONconnects**, an analysis of community services and facilities was undertaken for Study Area A. Significant growth and demographic changes within area are resulting in increased demands for services and facilities required to meet residents' needs.

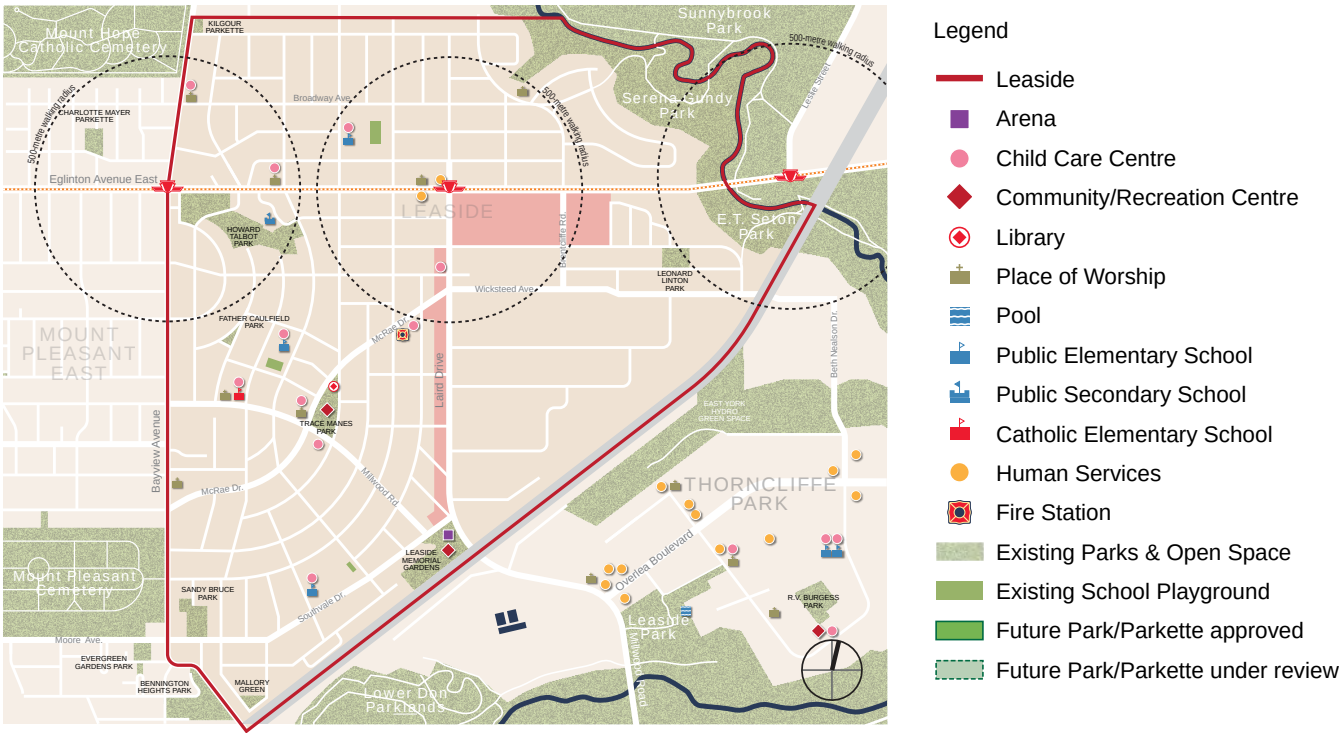


Figure 2.9: Map identifying the area's community services and facilities

2.3.1 Child Care

The City of Toronto's Children's Services advises that the study area is within the most "under-served" ward and that the share of child care subsidies in this community is inadequate. It is recommended that additional facilities be added to address current unmet needs and future demand.

2.3.2 Libraries

Facility and programming needs must be evaluated as growth occurs within the Study Area. Facility improvements and streetscape enhancements, including pedestrian and cycling connectivity, would increase visibility and accessibility to services. Installing offsite digital kiosks in the Crosstown Stations to access public library services should be explored.

2.3.3 Green and Open Space

The lands within the Focus Area are identified as "Parkland Acquisition Priority Areas". These lands are subject to the application of the Alternate Parkland Dedication Rate, requiring that land for parkland purposes be conveyed to the City of Toronto as a condition of residential development. Priority should be given to securing high-quality parkland over cash-in-lieu payment.

2.3.4 Community Recreation Facilities

Facility upgrades to provide active/physical programming and community permit-use are needed. Community recreation facilities that provide services to multicultural residents are also in high demand. Consideration should be given to secure additional satellite recreational space or facilities in order to enhance existing programming opportunities. The Facilities Plan being developed by Parks, Forestry & Recreation will inform additional services, programs and facility needs for the Study Area.

2.3.5 Schools

The Toronto District School Board and the Toronto Catholic District School Board will be circulated development applications and will monitor and identify future needs and resource pressures as they arise.

2.3.6 Community Agency / Human Services Space

The provision of additional community agency space has been identified to address gaps and accommodate a growing population. Additional space should be prioritize as redevelopment occurs, with co-location opportunities being encouraged.

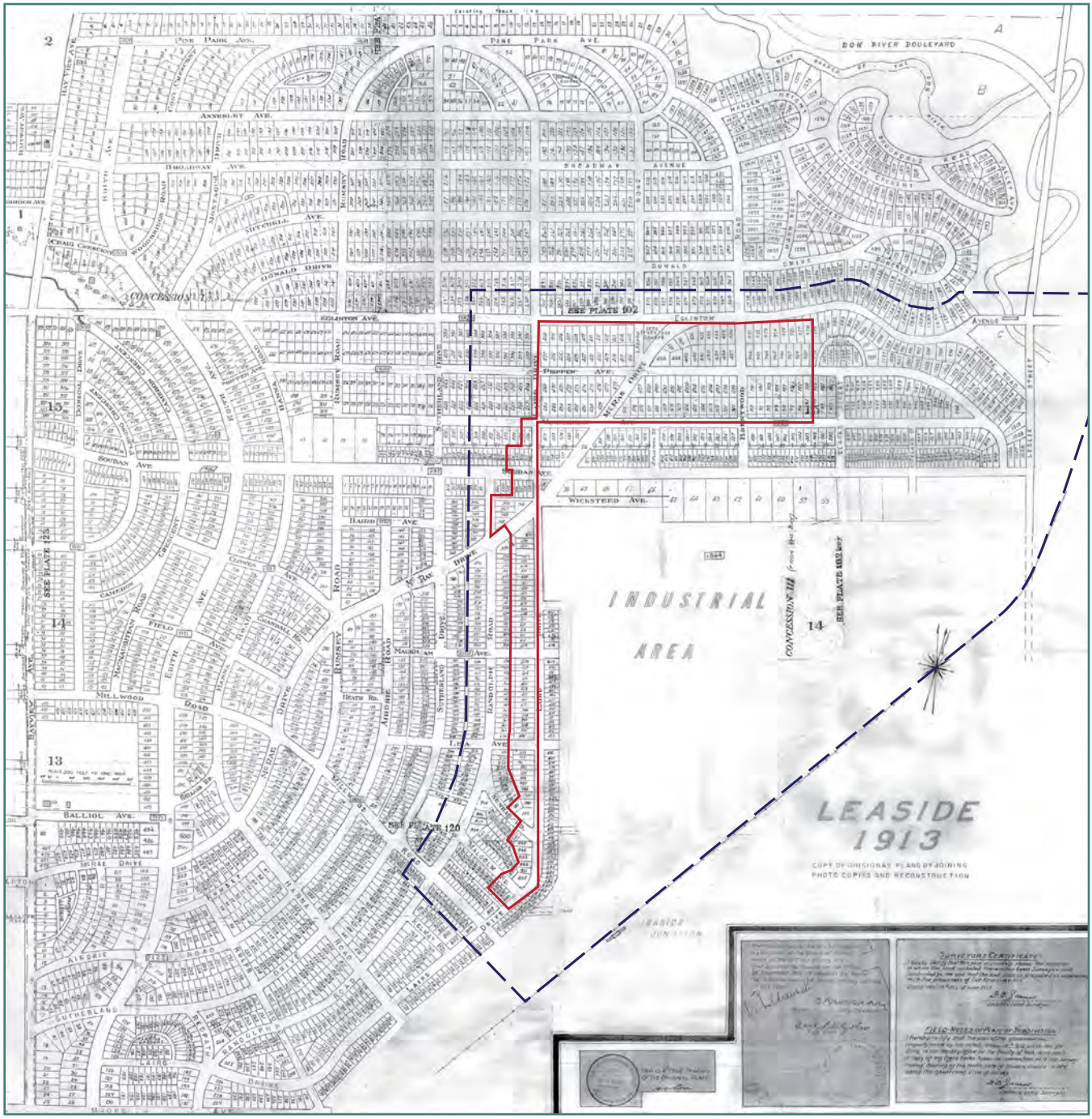


Figure 3.1: Todd Plan for the layout of Leaside (1913) with Study Area highlighted

3.0 URBAN DESIGN ANALYSIS

3.1 Area History

Leaside today owes its urban structure to the masterplan of the landscape architect, Frederick Todd and his client, the Canadian Northern Railway. It was on their behalf that, in 1912, Todd prepared the layout for the future Leaside community and the adjacent employment lands. The plan provided a street network influenced by the Garden City movement: an interplay of curvilinear streets and rectilinear blocks extending eastward from Bayview Avenue to Leslie Street. However, the framework did not include the lands east of Laird Drive and south of Wicksteed Avenue. This triangular area was simply designated “shops”, in acknowledgement of the railway work yard and future employment uses.

Residential development was slow to materialize in Leaside. When houses first arose they were in relation to industrial investment along Laird Drive. Canadian Wire and Cable Company and Durant Motors of Canada Limited joined the rail yard in the first decades of the 1900’s. Other smaller industries followed and with them the residential population of Leaside slowly increased. While the population was only 43 in 1913 and grew only slightly for twenty years, in the late 1930’s it experienced a dramatic climb to 6,180 people.

The Todd plan envisaged Laird (named “Harding”) Drive as primarily a two-sided residential street with the exception of the block south of Wicksteed Avenue. By 1924 the full length of the street had been lotted out, as had all of Leaside, with residential as its primary use. Industrial uses were to be confined to lands east of Laird and south of Soudan Avenue (today’s Research Road). No meaningful open space was included as part of the masterplan. The teardrop-shaped block that contains Trace Manes Park was initially subdivided into residential lots.

The Village of Leaside has from its inception been challenged by limited accessibility. Leslie Street was surveyed to extend northward from the City of Toronto and would have provided an eastward access road for the village. However, the topography of the Don Valley interrupted the ambitions of this alignment, leaving Leaside dependent on Bayview Avenue for access from the south. It was not until 1927 that the Millwood Road rail line underpass and bridge were constructed, and not until 1956 that Eglinton Avenue was extended eastward over the valley.

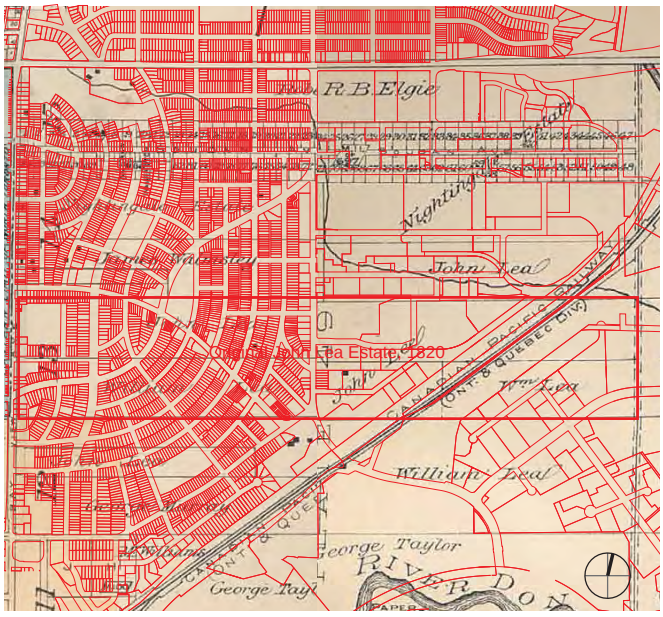


Figure 3.2: Goad Fire Insurance Map 1890 (with current property lines)

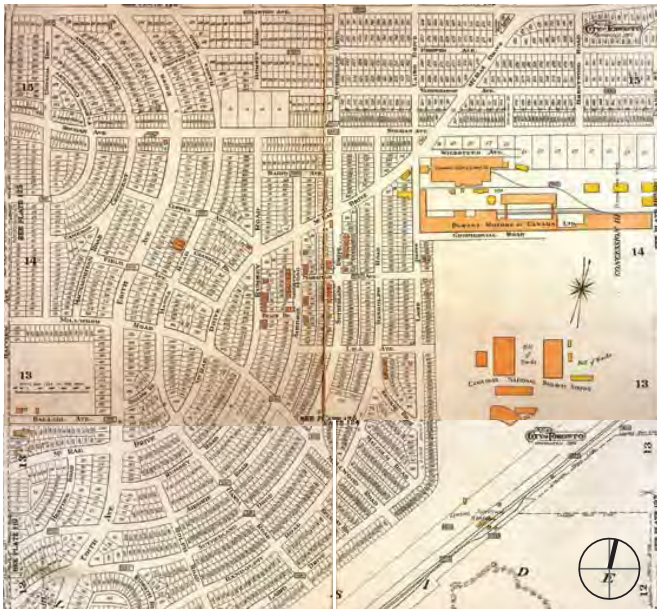


Figure 3.3: Goad Fire Insurance Map 1924

3.2 Block Structure

As previously noted, the block structure for the lands west of Laird Drive and north of Eglinton Avenue East owe their configuration to the 1912 Todd Plan. Street rights-of-way define blocks that are appropriate in scale for single-family residential dwellings. This results in a regularized block pattern along the west side of Laird Drive with blocks of a two-lot depth approximating 80 metres.

As the Todd Plan accommodated larger industrial uses (Canadian Wire & Cable and CPR yards) within the block structure east of Laird Drive, no streets were indicated in the wedge of land identified as “shops”. Over time industrial needs and subdivided parcels have directed the street configuration and layout, resulting in a block structure that bears no relationship to its adjacent context. The streets realized through the Todd Plan (Brentcliffe Road, Sudan Avenue/ Parkhurst Boulevard/Research Road, Wicksteed Avenue) extend through the Leaside community. The remaining streets, owing to large industrial footprints, are spaced farther apart and are offset from their residential counterparts at Laird Drive.

Figure 3.4: Block structure

3.3 Built Form

Single family residential buildings define the character of Leaside to the west of Laird Drive. The built form in these primarily residential areas is fine-grained with closely spaced, consistently set back, and smaller footprint houses providing a strong edge definition along the street right-of-way.

The lands east of Laird Drive, and south of Eglinton Avenue, are characterized by larger building footprint of varying sizes and sitings, a reflection of their diverse and industrial, or commercial, uses. As a result, there is an inconsistency of urban character throughout the employment area with this discordancy further emphasized along Laird Drive.

The west side of Laird Drive provides a middle ground in terms of built form. Shallower in lot

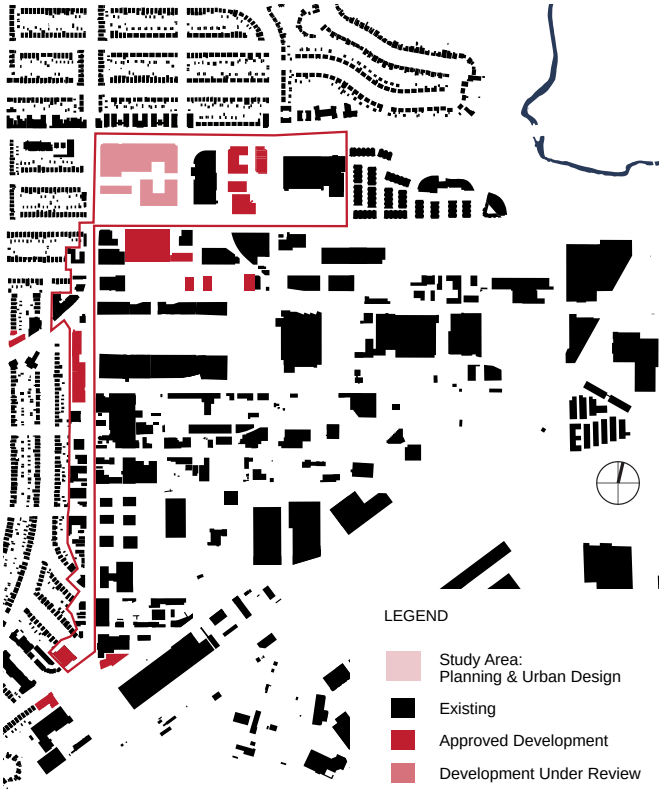


Figure 3.5: Figure / Ground plan indicating built form

depth than the east side of the street have resulted in smaller building footprints. The mix of uses has resulted in some house-form structures as well as buildings larger in scale. Approved future developments along the street support a trend towards mid-rise residential buildings.

The current buildings along Eglinton Avenue East between Laird Drive and Aerodrome Crescent are of a scale commensurate with the employment uses to their south. New development applications suggest that, while the built form will have slightly reduced footprints, in most cases it will still be larger than those envisaged along Laird, with a majority of the gross floor area accommodated within taller, mixed-used buildings.

3.4 Building Heights

Building heights within Leaside are primarily between one and three storeys. The exception to this are the residential buildings north of Vanderhoof Avenue and east of Aerodrome Crescent that are upwards of 20 storeys.

Future and active development along Laird Drive will result in buildings of seven to eight storeys; along Eglinton Avenue East new developments propose residential towers of 20 and 28 storeys (approved) and upwards to 26 and 34 storeys (under review). This increased height regimen is largely in response to the future Eglinton Crosstown LRT and "OPA 231: Employment Lands Review" and, with it, an expectation for intensified development along the transit corridor.

3.5 Development Density

Development density is expressed as "floor space index" (FSI). New development in the Study Area (realized, approved or contemplated), can be narrowed to 4 projects: 2 Laird Drive (under construction), 146-150 Laird Drive (OMB approved), 815-845 Eglinton Avenue East (under review), and 939 Eglinton Avenue East (approved). The developments along Laird Drive average 3.5 FSI; projects (approved and under review) along Eglinton Avenue East average 3.7 FSI. While taller than existing uses, the new

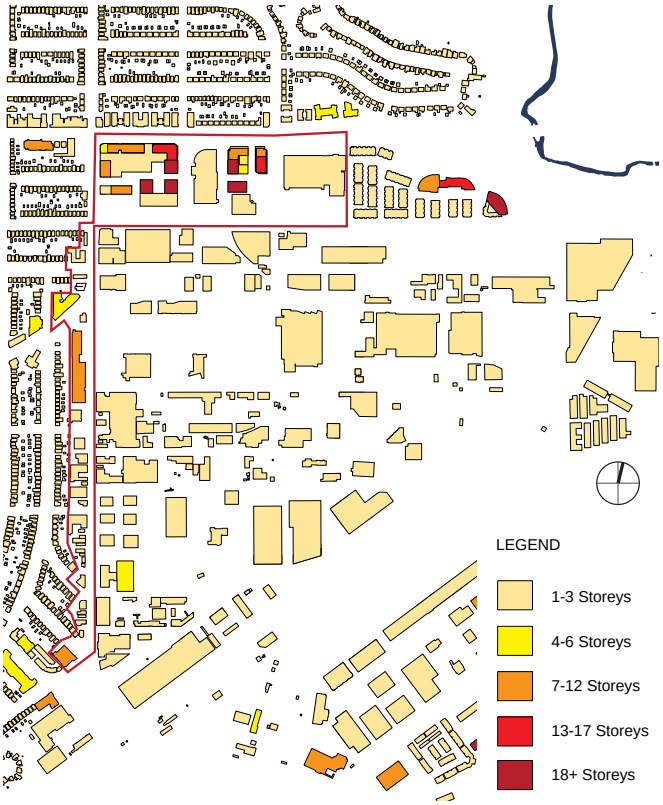


Figure 3.6: Existing and proposed building heights

developments' vertical configuration with parking reassigned below-grade offer a greater opportunity for open space uses than currently exists.

3.6 Lot Coverage

Lot coverage, or the amount of land occupied by a building at ground level, has been analyzed with respect to Study Area A and B. Along Eglinton Avenue East, building coverage averages 40% with a range between 34 and 46%. Most of the unoccupied land is occupied by surface parking with very little usable green space provided.

With respect to Laird Drive, coverage averages 46% with a range of between 13% and 79%. As in Study Area A, much of the remaining space is allocated to driveways and surface parking, with little remaining by way of green space. The coverage for the new developments at 2 Laird and 146-150 Laird Drive average 64% with the remainder of open space being divided between driveways and landscape treatments. As with the proposed developments along Eglinton, the new, approved developments in Study Area B will provide below-grade parking.

3.7 Sun-shadow Impacts

Shadow impacts within Leaside are negligible owing to the low-rise character of the area. Where height currently exists (the residential towers between Eglinton Avenue East and Aerodrome Crescent), the developments are far enough set back to have little impact on surrounding residences. However, recent development applications are on lands closer to established residential communities and include taller buildings as part of their design.

The shadow impacts for the applications at 815-845 Eglinton Avenue East and 939 Eglinton Avenue East have been analyzed for the hours between 9:18 am and 6:18 pm on March 21st and June 21st. An initial review of the analysis indicates shadow impacts on the north side of Eglinton Avenue, west of Don Avon Drive, for a duration of three hours in March. Shadows emanating from the 815-845 Eglinton Avenue East proposal are responsible for this outcome.

The developments approved and under construction along Laird Drive are mid-rise in height with step backs incorporated into the building massing. Building stepbacks help to mitigate shadow impacts on neighbouring properties.

Figure 3.7: Sun/Shadow studies for March 21st

3.8 Neighbourhood Transition

Study Area A is defined by street edges along all four sides: Laird Drive, Eglinton Avenue East, Vanderhoof Avenue, and Aerodrome Crescent. Beyond these streets lie four significantly different contexts that future development will need to address.

To the west stand 1-, 2-, and 2 1/2-storey, single family dwellings along Parklea Drive and Vanderhoof Avenue. The southwest corner of Laird and Eglinton will be occupied by the station pavilion for the Eglinton Crosstown LRT. To the east is a residential enclave consisting of three-storey townhouses and three condominium buildings of 12, 16, and 20 storeys. The north side of Eglinton Avenue East is defined by 2-storey houses and 3- and 4-storey low-rise apartment buildings. The south side of Vanderhoof Avenue accommodates repurposed 1- and 2-storey industrial buildings.

In essence, Study Area A is surrounded by a low-rise context of small lots, much of which will remain unchanged over the near future.

Study Area B occupies a half block, or single lot, in depth and therefore shares a more immediate relationship with its adjacent neighbours. The neighbourhood to the west consists of 1-, 2-, and 2 1/2-storey houses. The rear yards of these properties directly abut the study area. Across the street on the east side of Laird are a mix of employment-compatible uses ranging from automotive garages to retail/commercial offerings. Approved new development along the west side of Laird is mid-rise in scale and residential in use. Both use and scale attempt to provide a means of transition from a “Mixed Use” designated area to the existing neighbourhood.

Figure 3.8: View behind 146 Laird Drive looking south

Figure 3.9: View behind 134 Laird Drive looking north

Figure 4.1: Looking south along Laird Drive

4.0 STREETSCAPE & PUBLIC REALM ANALYSIS

4.1 Open Space

While the planning study areas are bereft of open space, there are various public assets within the surrounding area. Combined with the existing built form, they contribute to defining the character of Leaside.

4.1.1 Parks

Small, block-sized parks predominate in Leaside. As the Frederick Todd plan did not provide any open spaces, these parks have largely emerged in lieu of development lots. More recently, Leonard Linton Park was conceived for the residential enclave along Aerodrome Crescent. While located in the employment lands of the Leaside Business Park, at approximately 8,080 m2 it provides much needed open space in an area otherwise devoid of parkland. Future open space will include a 1,720 m2 park as part of the 939 Eglinton Avenue East (OPA/rezoning approved) development.

4.1.2 Natural Systems

While possessing smaller park spaces within its boundaries, Leaside is surrounded by the Don River Valley system, which extends along the east side of the employment area, as well as by affiliated open spaces. These open spaces, comprised of cemeteries and trails, form a comprehensive network for accessing other parts if the city and create a near-uninterrupted natural corridor.

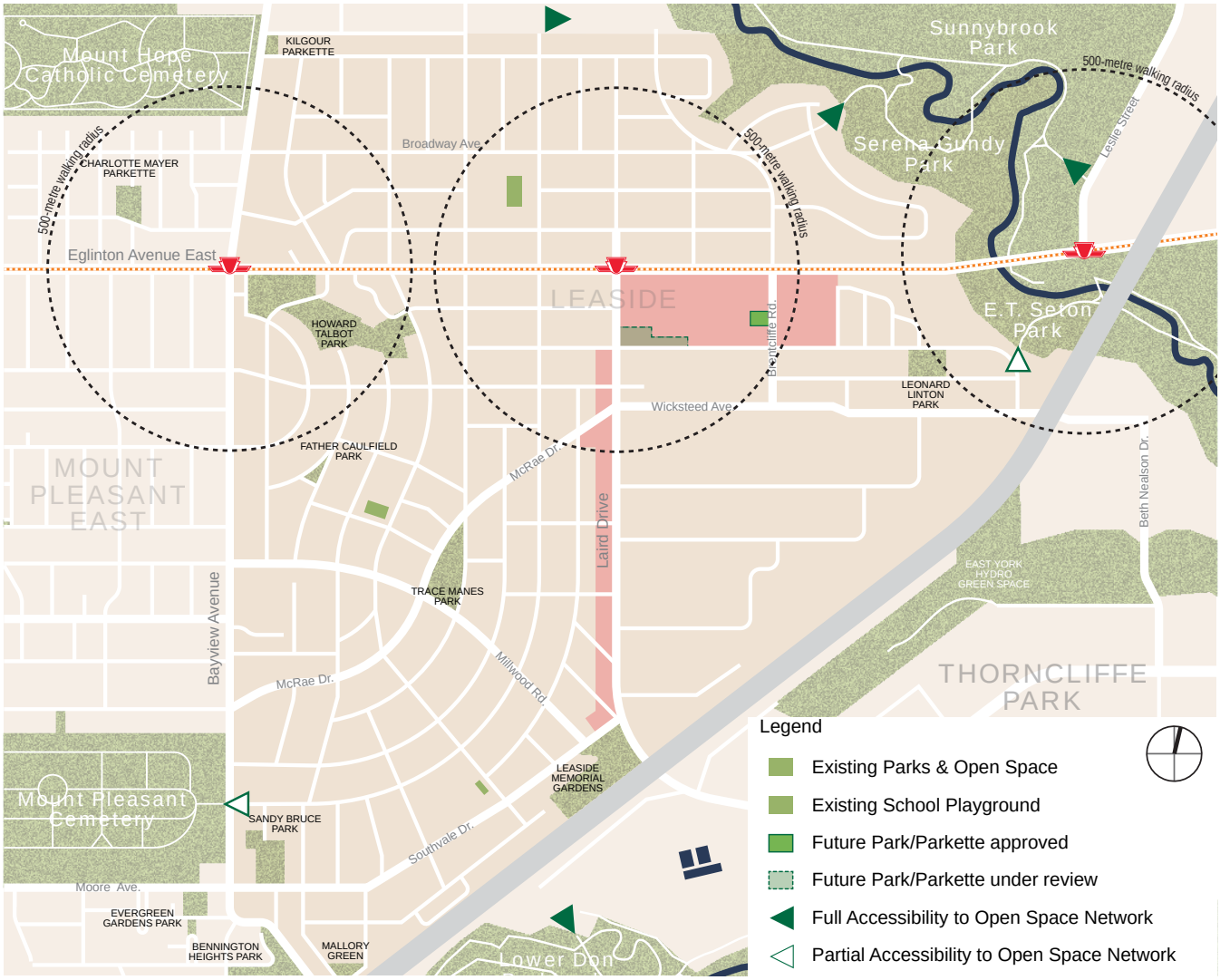


Figure 4.2: Parks, Open Space, and Access Points in Leaside

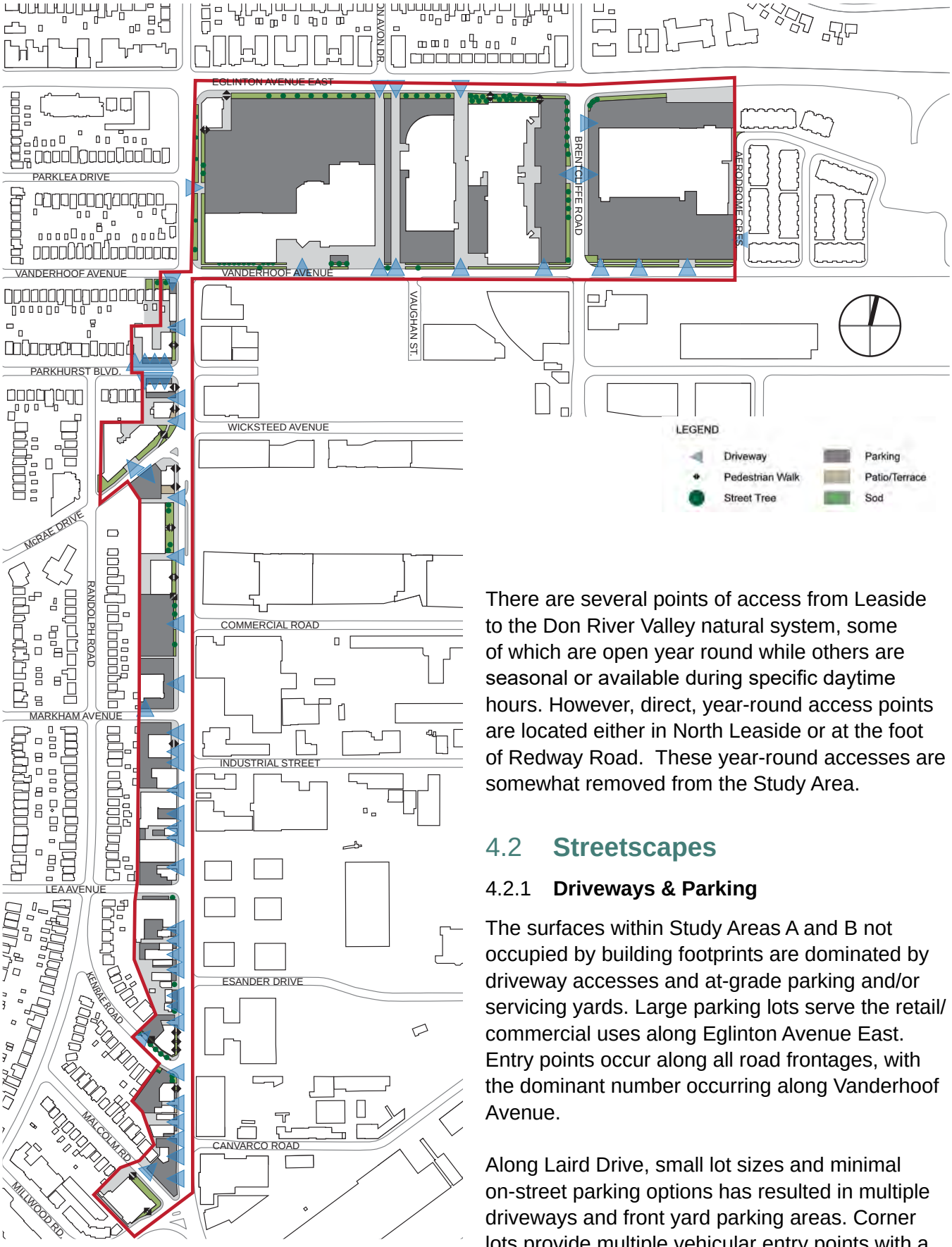


Figure 4.3: Driveways & Surface Parking

There are several points of access from Leaside to the Don River Valley natural system, some of which are open year round while others are seasonal or available during specific daytime hours. However, direct, year-round access points are located either in North Leaside or at the foot of Redway Road. These year-round accesses are somewhat removed from the Study Area.

4.2 Streetscapes

4.2.1 Driveways & Parking

The surfaces within Study Areas A and B not occupied by building footprints are dominated by driveway accesses and at-grade parking and/or servicing yards. Large parking lots serve the retail/commercial uses along Eglinton Avenue East. Entry points occur along all road frontages, with the dominant number occurring along Vanderhoof Avenue.

Along Laird Drive, small lot sizes and minimal on-street parking options has resulted in multiple driveways and front yard parking areas. Corner lots provide multiple vehicular entry points with a secondary entrance off of the adjacent local street.

4.2.2 **Pedestrian Realm**

Narrow boulevards along the west side of Laird Drive are the result of accommodating four travel lanes within the 20- to 26-metre right-of-way. For a majority of its length the west boulevard is 2.5 metres wide, allowance for a 1.5-metre wide sidewalk and a utility zone for street lights and fire hydrants. Beyond the narrow sidewalks, the pedestrian experience is further diminished by paved parking areas and by the frequency of driveway entrances.

While Eglinton Avenue has wider boulevards and more landscaping, pedestrians are expected to walk relatively close to a busy arterial road with minimal buffering provided. Future plans in conjunction with the construction of the Eglinton Crosstown LRT envisage a broader boulevard with street trees, a raised cycle track, and wider sidewalks further removed from vehicular traffic.

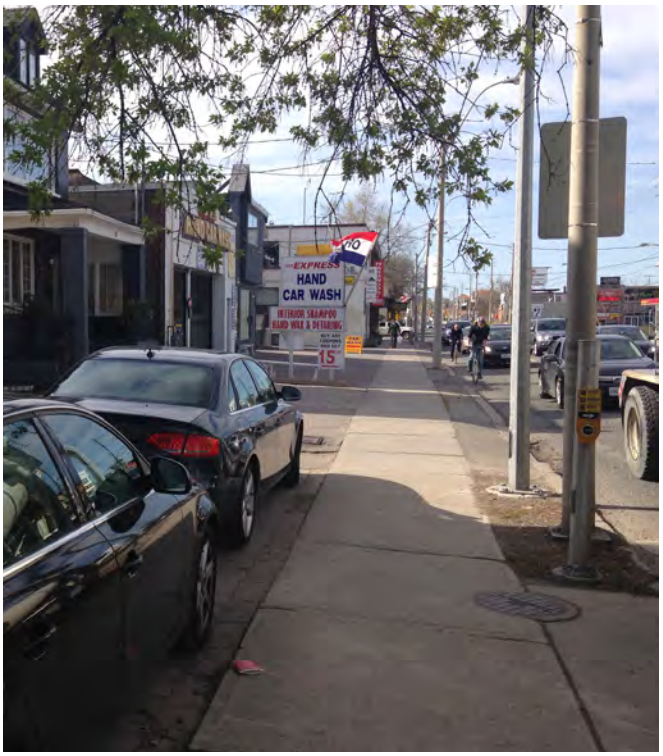


Figure 4.4: View along Laird Drive looking west at Esander Drive

Figure 4.5: View along Vanderhoof Avenue looking west

Figure 4.6: View along Eglinton Avenue East looking east

Figure 4.7: Conceptual Streetscape Rendering from EGLINTONconnects

4.2.3 **Road R.O.W. Cross-sections**

Road right-of-way cross-sections through various locations along Laird Drive, Eglinton Avenue, Brentcliffe Road, and Vanderhoof Avenue illustrate the relationship between vehicular and pedestrian zones. Currently, there is no formal accommodation of cyclists in either of the study areas.

The cross-sections along Laird Drive identify an asymmetrical arrangement of boulevards with the east side being wider than the west. Laird Drive also has an intermittent landscaped median in locations to discourage undesired vehicular turning activity at relatively new retail/commercial developments . Consequentially, it has also made it more difficult for pedestrians to cross the road.

Figure 4.8: Median planters along Laird drive south of McKae Drive / Wickseed Avenue

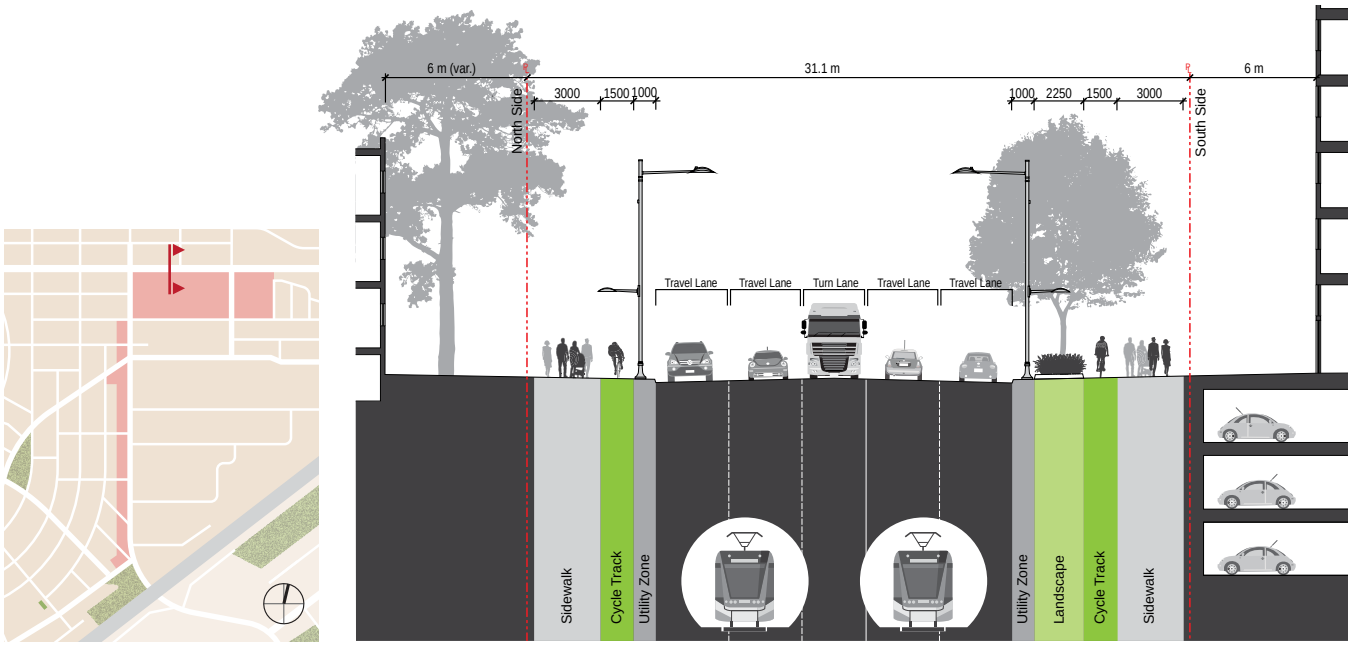


Figure 4.9: Proposed street right-of-way cross-section for Eglinton Avenue East

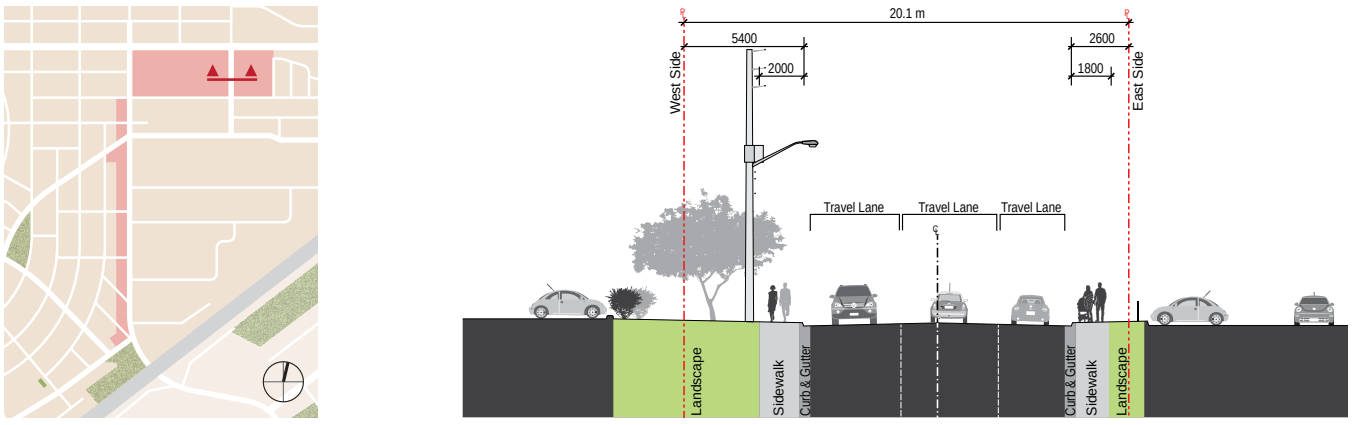
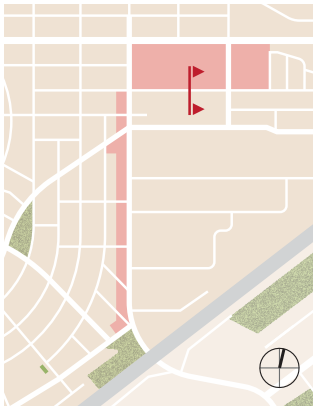


Figure 4.10: Existing cross-section of Brentcliffe Road right-of-way



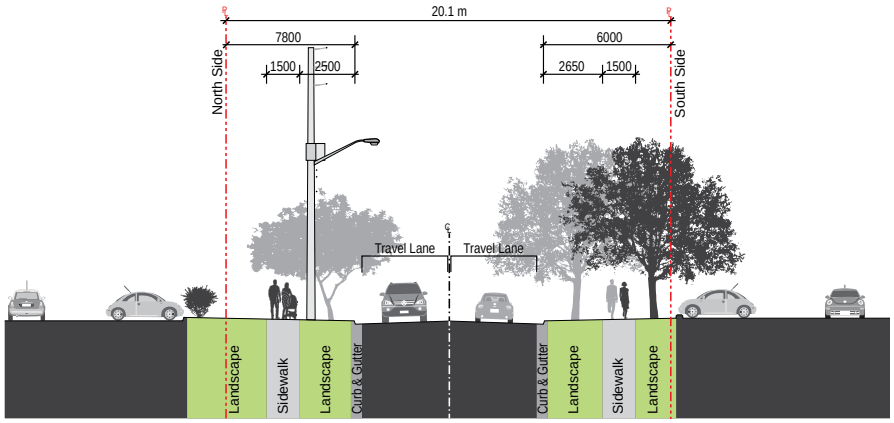
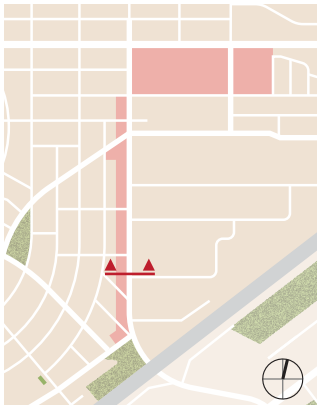


Figure 4.11: Existing cross-section of Vanderhoof Avenue right-of-way



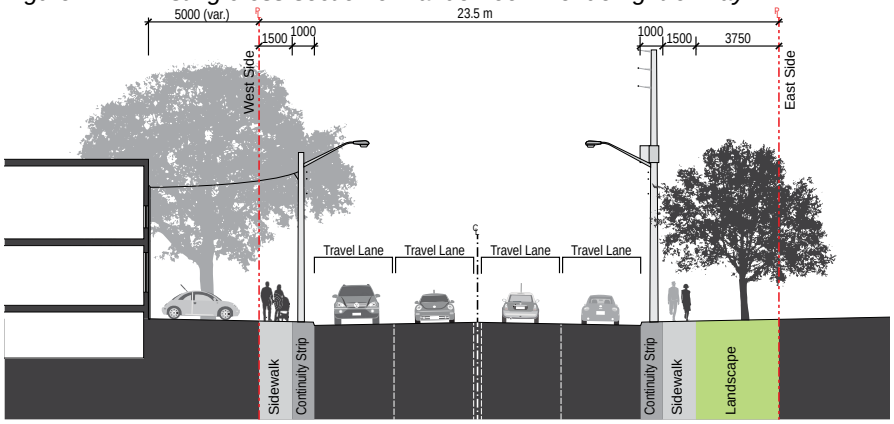
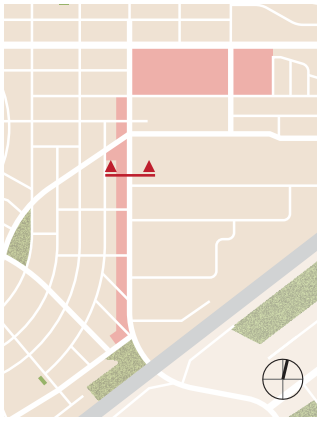


Figure 4.12: Existing cross-section of Laird Drive at Esander Drive



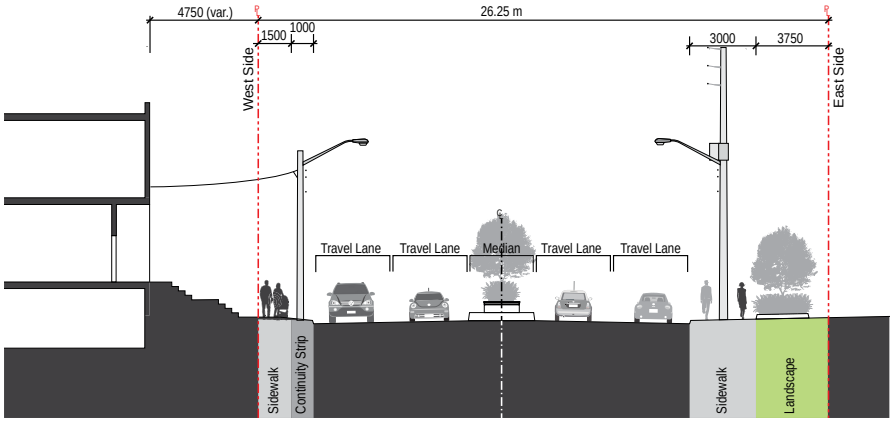
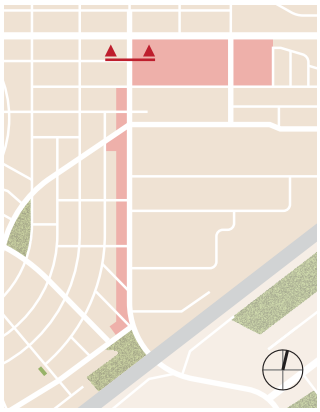


Figure 4.13: Existing cross-section of Laird Drive south of McRae Drive



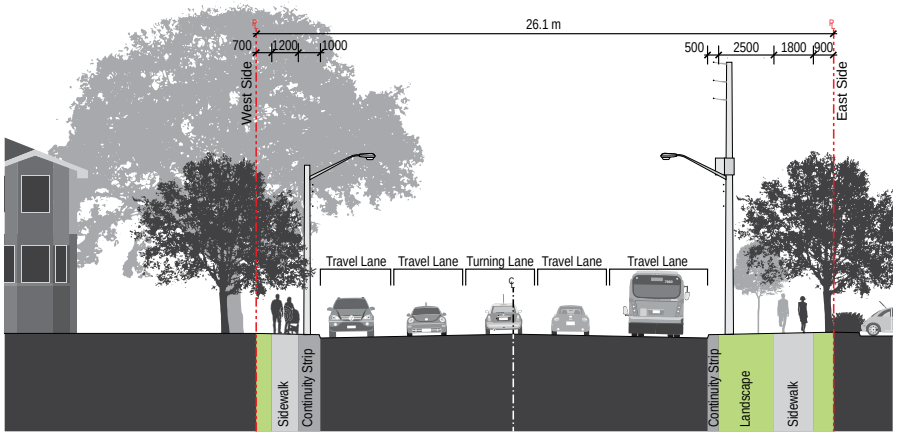


Figure 4.14: Existing cross-section of Laird Drive north of Parklea Drive

4.3 Proposed R.O.W. Widening of Laird Drive

With future development along the west side of Laird Drive comes the opportunity to improve the pedestrian experience. A proposed widening of the Laird R.O.W. will result in a consistent width of approximately 27 metres enabling an appropriate streetscape response that will include street furniture, street trees, and wider sidewalks. The City has identified the additional amount of frontage required from each property to achieve this objective.

4.4 Intersection Laird Drive/ Millwood Road Reconfiguration

Further improvements along Laird Drive include the reconfiguration of the intersection at Millwood Road, immediately north of the Leaside Memorial Arena. The reconfiguration includes reducing the paved surface area of the intersection and realigning its geometry with Malcolm Road. The revised intersection will provide additional boulevard space for pedestrians while also reducing the width of Millwood Road, and hence the time pedestrians require to cross.

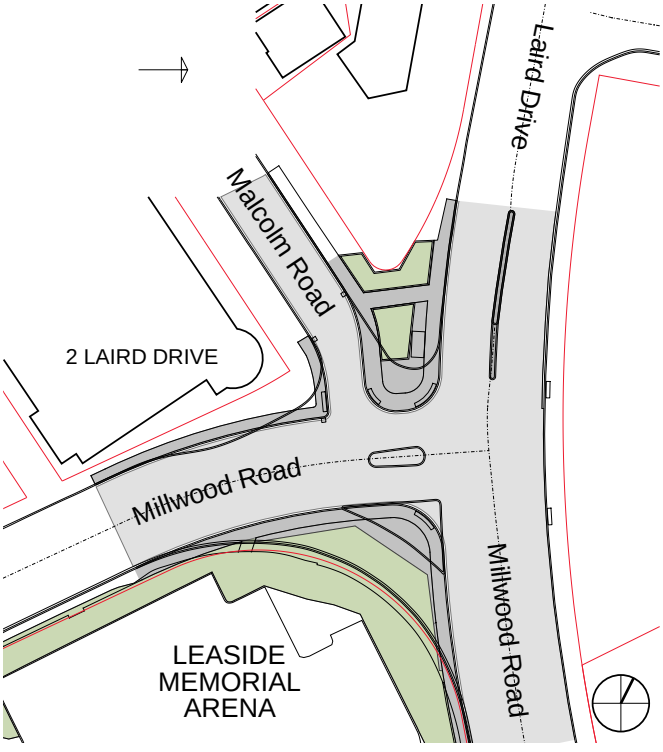


Figure 4.15: Reconfiguration of intersection at Millwood Road and Laird Drive

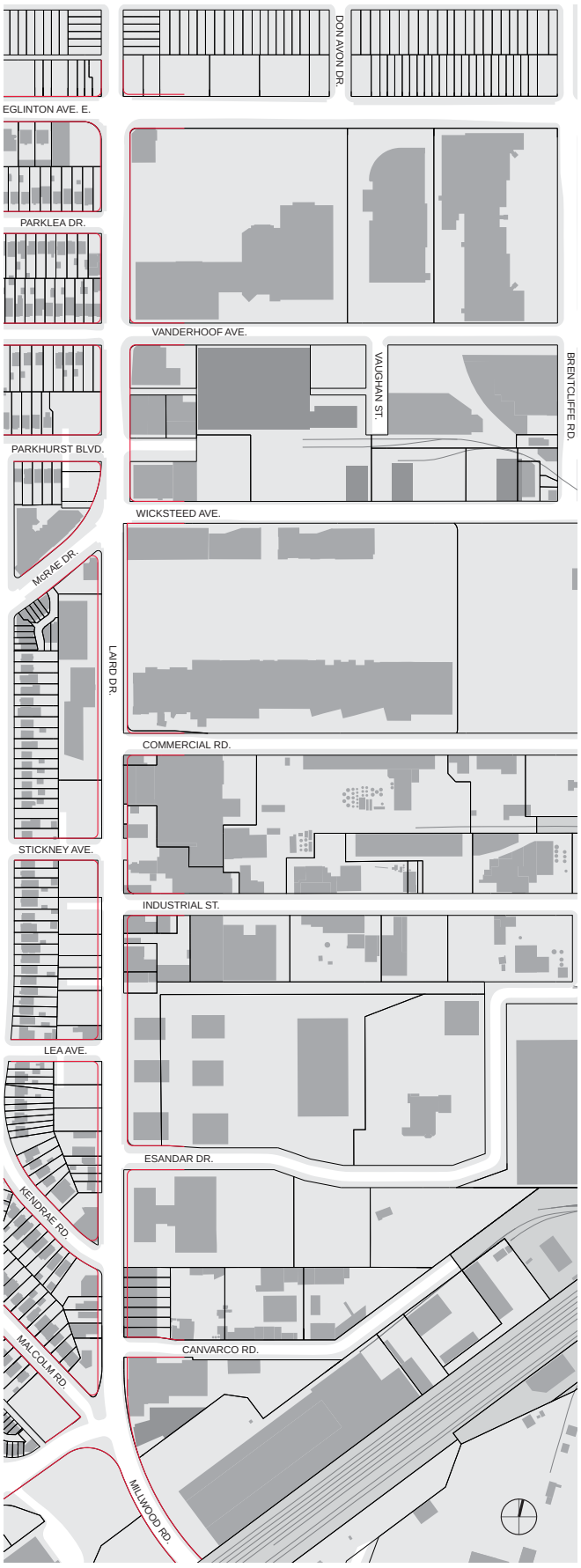


Figure 4.16: Proposed right-of-way widening of Laird Drive

5.0 TRANSPORTATION ANALYSIS

The Eglinton Crosstown LRT (ECLRT) line will significantly improve regional and local mobility, directly with enhanced higher-order and feeder bus transit options, and indirectly with supportive multi-modal and shared mobility strategies.

The **Transportation Study Area**, as evaluated, encompasses Study Areas A and B (which addresses broader travel issues within the Leaside neighbourhood), and the employment lands.

Existing mobility conditions within the Transportation Study Area were identified along with opportunities for future improvements. The "Laird in Focus Existing Transportation Conditions" report, as been completed by Steer Davies Gleave, forms the basis for the following summary of key findings and opportunities.

5.1 Findings

In embracing a multi-modal transportation approach that is sustainable and balanced, redefining the transportation mode hierarchy is required. Following the City's policies, a transportation mode hierarchy was established, including priority for active transportation, transit, Transportation Demand Management (TDM), goods movement, and, finally, vehicle and parking. An overview of the background planning documents, historical land use and demographics trends in the area established an understanding of the site contexts. Individual transportation modes were then assessed, providing a finer level of detail for each travel mode.

5.1.1 Background Studies and Consultation

There are numerous guiding principles and policies by the City and provincial government that provide direction and guidance on the future mobility objectives in the Study Area, including:

- Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, The Big Move, CycleON, and Ontario's Five Year Climate Change Action Plan;
- City of Toronto's Official Plan, Vision Zero, and Cycling Network Plan;
- EGLINTONconnects and Laird Focus Area; and
- Best practices guidelines, including the City of Toronto's Complete Streets, Ministry of Transportation Ontario's Transit Supportive Guidelines, and various City specific design guidelines.

Consultation completed during this study, and in the past for other related studies indicates a lack of active transportation facilities, and increased neighbourhood traffic, possibly due to infiltration and shortcutting from regional travellers. There is also a need to support goods movement and business vibrancy within the employment areas.

5.1.2 Travel Patterns and Demographics

Car ownership has increased in the area over the last 25 years. As a result, not only has vehicle trips increased, but passenger mode shares have significantly increased as well. This indicates increased traffic and vehicular activity.

Approximately 80% of all trips originating from or terminating at North York, and Toronto, with only 20% of trips moving between Scarborough, Etobicoke, and the Greater Toronto Area.

Figure 5.1: On-street parking along Millwood Road

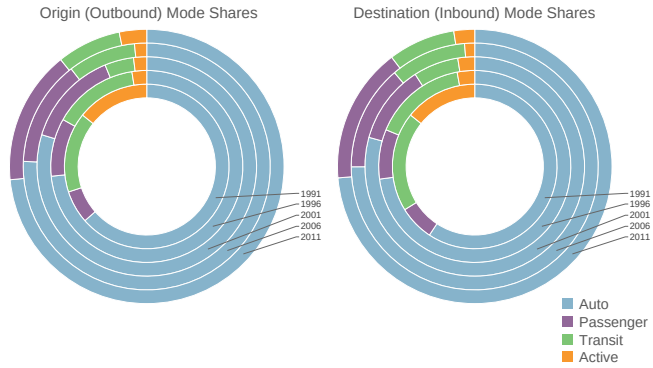


Figure 5.2: Mode share comparison

5.1.3 Active Transportation

Pedestrian and cycling modes will be critical in the future for short distance trips within the area, connecting both development areas, as well as transit stations. Both modes were assessed individually: generally it was found that there is a lack of active transportation-supportive infrastructure in the area. There are no bike lanes aside from the Don Valley Ravine, and some of the local roads within the employment blocks do not currently have sidewalks.

The road network within the Transportation Study Area is also very limited, with large blocks of developments that have no connectivity throughout. Thus, the lack of a finer grain road network leads to increased travel distances, affecting pedestrian and cyclist travel. Despite the poor environment and challenges, there are opportunities to build upon the latent demand.

5.1.4 Transit

There are currently 5 existing bus routes within the Study Area. Two of the routes directly serve the local communities of North and South Leaside. The other 3 routes travel along Eglinton Avenue, with some connecting to other major arterials outside of the study area. Once the ECLRT is implemented the TTC will revisit existing bus routes and, through consultation, identify feeder bus routes that best serve the community. ECLRT implementation will transform access and options in the area, also requiring a balanced and coordinated plan that maximizes transit connectivity.

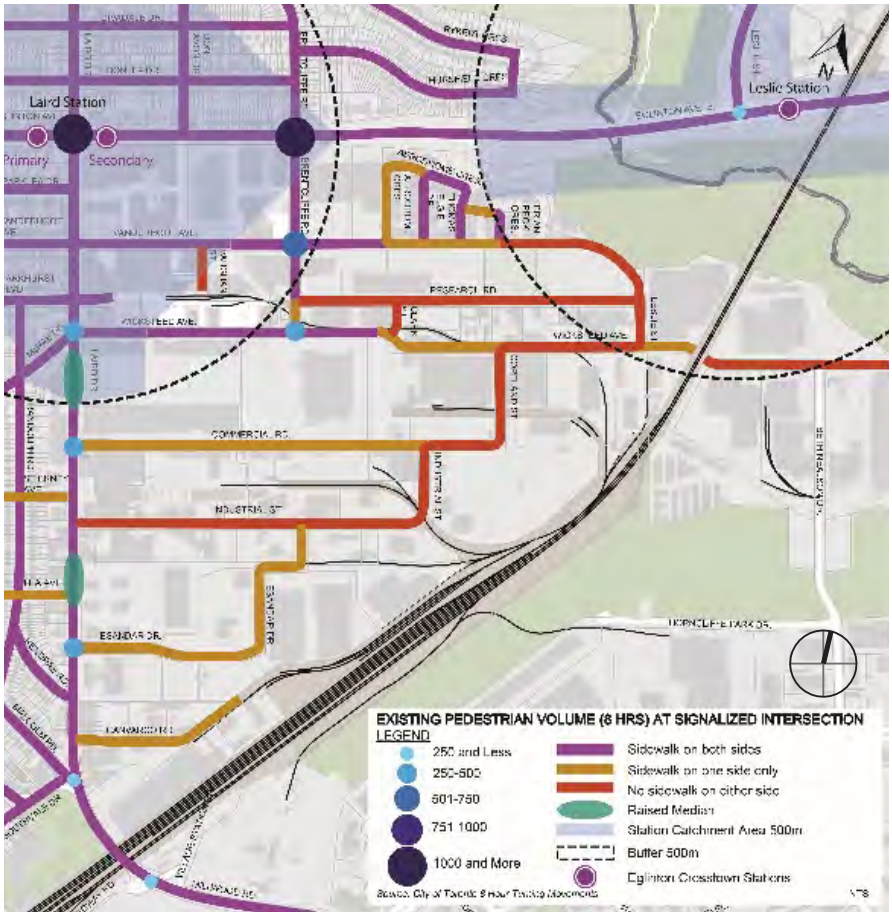


Figure 5.3: Pedestrian movement within Leaside

5.1.5 Travel Demand Management (TDM)

Existing Transportation Demand Management strategies within the study area are limited. The Metrolinx School Travel Plan, for the Leaside School (approximately 750 m west of Laird Drive on Eglinton Avenue), appears to be the only established plan which seeks to promote more active transportation modes. Future developments and employment areas could take part in the Metrolinx Smart Commute program and implement various strategies to address mobility. Implementation of TDM programs will be critical to address arterial and collector roadways that are operating at or near capacity.

5.1.6 Goods Movement

Heavy vehicle traffic to facilitate goods movement within the study area primarily utilizes Laird Drive to access the commercial/ industrial areas of the Study Area. Real time traffic analysis indicates that commercial traffic appears to be greater than expected along Brentcliffe Road and Millwood Road. Most heavy vehicle traffic travel to the southern portion of the study area, consistent with where the industrial land uses are.

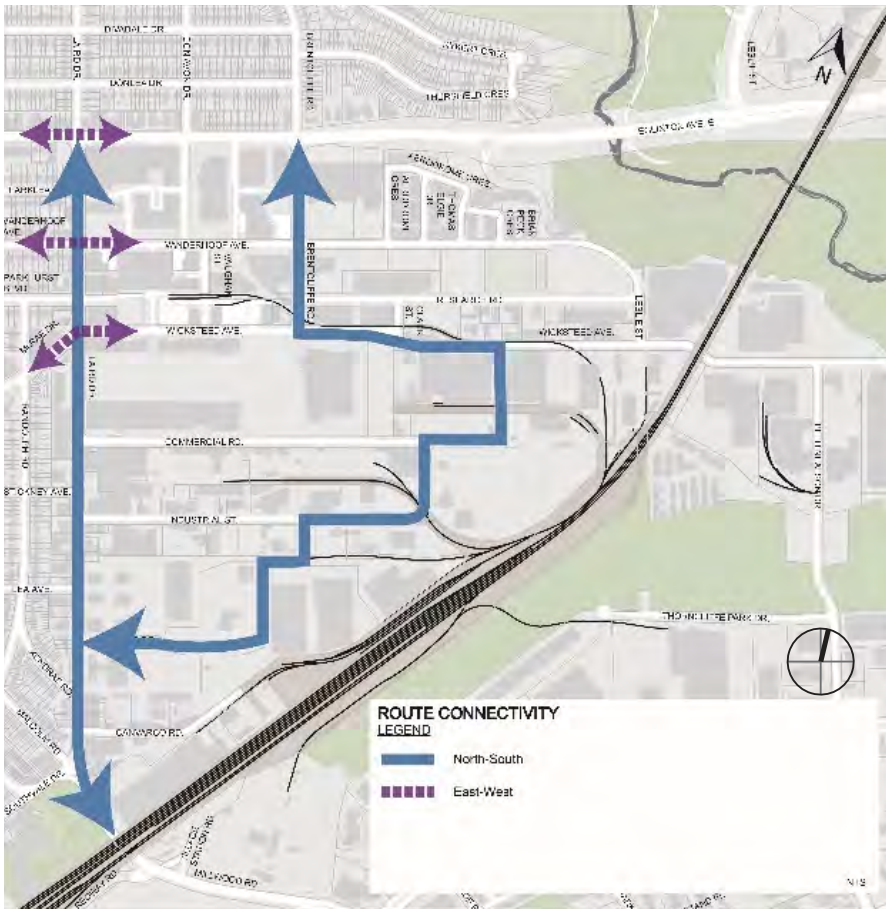


Figure 5.4: Heavy vehicle movement through Leaside Business Park

5.1.7 Vehicle Movement and Parking

The two major arterial roads within the Study Area are Laird Drive and Eglinton Avenue. There is limited connectivity due to the lack of a granular street network. Furthermore, on a more regional basis, barrier effects due to the rail tracks and Don Valley Ravine limit the number of connections.

Traffic operations are generally at capacity along Eglinton Avenue and Laird Drive, especially at major intersections. However, on Laird Drive, the limits to corridor capacity are the result of Eglinton Avenue and Millwood Road, thus, there is some unused capacity in segments along the corridor between these two intersections.

Vehicle infiltration to residents in the nearby communities of Leaside and North Leaside was highlighted as a concern by the local community. However, using real time traffic data, it was found that most trips were short distance and originated within the immediate local area. This appears to indicate that increased traffic on local roads is due to increased neighbourhood traffic, consistent with mode share and car ownership trends, and not due to infiltration from regional travel.

Parking is generally limited alongside roads. This is to be expected given the ample supply of retail and employment parking available.

5.2 Opportunities

Based on the identified key findings derived from consultation activities, policy review, and multi-modal analysis, this Phase 1 Report outlines opportunities to improve access and increase mobility options. These opportunities will be considered in identifying and assessing land use/built form development scenarios (Phase 2) for Study Area A and Study Area B, and for guiding improvements / strategies for the overall Transportation Study Area.

A summary of the major potential mobility opportunities is presented below, arranged under the three distinct Study Areas.

MOBILITY PLAN ELEMENT	STUDY AREA A OPPORTUNITIES	STUDY AREA B OPPORTUNITIES	EMPLOYMENT LANDS OPPORTUNITIES
Vehicular Traffic / Road Network	The provision of a finer grain of public streets and blocks, including the introduction of new north-south streets and reduced parking standards, will not only reduce the burden on Brentcliffe Road, but support the attractiveness of the pedestrian, cycling and transit network. The implementation of the Wicksteed Road-rail grade separation will provide an opportunity to divert a number of trips, and in particular truck traffic. Neighbourhood perceptions with respect to the increased volumes and the associated origins and destinations may remain. This local neighbourhood is investigating typical traffic calming measures (i.e. traffic circles, speed bumps). For the purposes of this study, adopting complete street principles at all new / existing roadways, particularly at intersections (i.e. narrower roadway approaches, smaller radii, pedestrian priority signal timings) will discourage any non-local traffic.	Providing generous new north-south sidewalks and cycling facilities to connect to the ECLRT Laird Station and other local destinations, in combination with reduced parking standards, will reduce the increase of vehicular traffic. Neighbourhood perceptions with respect to the increased volumes and the associated origins and destinations may remain. This local neighbourhood is investigating typical traffic calming measures (i.e. traffic circles, speed bumps). For the purposes of this study, adopting complete street principles at all new / existing roadways, particularly at intersections (i.e. narrower roadway approaches, smaller radii, raised roadway platform, pedestrian priority signal timings) will discourage any non-local traffic. In the medium term, and perhaps in the near term, the implementation of the Wicksteed Road-rail grade separation will provide an opportunity to divert a number of trips.	In the near term, local road improvements should be focussed on developing a primary / secondary major truck routes along an internal east-west spine of Commercial Road, Copeland Street, and Wicksteed Avenue (east of Copeland Street). In discussion with the local businesses, other key connections may be identified perhaps utilizing abandoned rail spur corridors.

MOBILITY PLAN ELEMENT	STUDY AREA A OPPORTUNITIES	STUDY AREA B OPPORTUNITIES	EMPLOYMENT LANDS OPPORTUNITIES
Goods Movement	Recognizing that existing businesses and industries are important to both the community and the City, maintenance of goods movement is paramount while minimizing the impact on the overall community. Key measures to be considered include: • Identify primary / secondary access routes for major truck movements (i.e. remain on arterial roadways, minimize number of roadways and intersections to be traversed, assume prime access to / from DVP and downtown Toronto) – thereby consider the following routes to be designed with appropriate design standards: • Arterials, such as Eglinton Avenue, Laird Drive and Millwood Road, will be key boundary routes, with design focussed on safe and improved traffic flow; • Commercial Road, Copeland Street, and Wicksteed Avenue (east of Copeland Street) will be the only internal east-west truck route (although consider improved link between Commercial Road and Wicksteed Avenue); • encouraged access will be via Wicksteed Avenue to Beth Nealson Drive, particularly with the proposed road-rail grade separation. • Work with, and / or develop a partnership with the Leaside Business Community, to promote sustainable freight movement and coordinated delivery and distribution (i.e. adjust travel routes and associated travel times) including the use of smart technologies. For new mixed use developments, promote underground and / or rear goods and servicing access, including consideration of shared entrances.		
Parking	Consider working with the Toronto Parking Authority (TPA) for an area-wide parking strategy. Promote mixed use development underground parking (as opposed to at-grade or structured parking) with entrances off local roadways. Explore shared parking arrangements, spaces and entrances, between new developments, and with existing parking on the east side on the east of Laird Drive. For Study Area A, given proximity to higher-order transit and the associated enhanced pedestrian and cycling network, promote reduced parking standards (i.e. number of spaces). Avoid on-street parking to promote pedestrian and cycling networks, and traffic operations. For Study Area B, promote new development parking at-grade in the rear and / or underground, with entrances from sideroads or aligned with offset roadways to the east.		

MOBILITY PLAN ELEMENT	STUDY AREA A OPPORTUNITIES	STUDY AREA B OPPORTUNITIES	EMPLOYMENT LANDS OPPORTUNITIES
Cycling Network	Connect to existing on-street bicycle lanes on Millwood Road, between Overlea Boulevard and Pape Avenue / Donlands Avenue, and off-road routes within the Don Valley. Implement City's 10 Year Cycling Plan. Consider the implementation of the following additional key routes: • Cycle tracks / bicycle lanes along Laird Drive, from Southvale Drive / Millwood Road intersection in the south (and the Leaside Memorial Arena / Community Centre) to the proposed ECLRT Laird Station; • Cycle tracks / bicycle lanes along Vanderhoof Avenue, easterly from Laird Drive, initially to the vicinity of the Don Valley (including potential connection to the Don Valley trail system), and ultimately to Wicksteed Avenue (incorporated into a planned road-rail grade separation) and Beth Nealson Drive to connect with Overlea Boulevard. Ensure public bike storage provisions and associated amenities, particularly at ECLRT Laird Station, Leaside Memorial Arena, community facilities, parks / opens spaces, and retail areas. Promote at community facilities, provision of bike storage, shower facilities and change rooms. Extend bike-share program into the Leaside community focussing on key destinations. Promote private bike storage facilities in the new developments. Promote public awareness of cycling network, including public engagement / training events.		
Pedestrian Network	Encourage the provision of a fine grain network of public streets and blocks associated with mixed-use development scenarios, including new north-south roadways with generous sidewalks / setbacks on both sides and an east-west mid-block roadway / walkways.	Provide generous new north-south sidewalks, and building setbacks wherever possible, to appropriately support various mixed-use development scenarios and to connect to the ECLRT Laird Station. Consider enhanced public realm that will animate the pedestrian environment, thereby supporting mixed-use developments and attract safe pedestrian travel.	Provide sidewalks on both sides along all roadways, prioritizing based on the following: • Roadways with existing transit routes (i.e. Vanderhoof Avenue); • Roadways with existing retail services, particularly within 500m of the proposed ECLRT Laird Station; • Roadways that may support potential new development;

MOBILITY PLAN ELEMENT	STUDY AREA A OPPORTUNITIES	STUDY AREA B OPPORTUNITIES	EMPLOYMENT LANDS OPPORTUNITIES
Pedestrian Network	Consider enhanced public realm that will animate the pedestrian environment, thereby supporting mixed-use developments and safe pedestrian travel. Consider safe and convenient connections to potential community facilities and parks / open spaces, including extending sidewalks on both sides of Vanderhoof Avenue to the vicinity of the Don Valley (including potential connection to the Don Valley trail system). Consider new north-south crossing(s) east of Laird across Vanderhoof Avenue and Wicksteed Avenue to connect to existing retail uses, with or without new roadways. Adopt complete street principles for all new / existing roadways, particularly at intersections (i.e. narrower roadway approaches, smaller radii, pedestrian priority signal timings). Consider provision of enhanced amenities (i.e. benches / street furniture, shade / streetscaping), particularly at bus transit stops and along longer blocks. Include improved signage.	Adopt complete street principles at intersections (i.e. raised roadway platform, narrower roadway approaches, smaller radii) to the greatest extent possible. In addition, consider provision of amenities (i.e. benches / street furniture, shade / streetscaping), particularly at bus transit stops and along longer block segments. Extend principles into the residential community to strengthen pedestrian linkages. Include improved signage. In the near term, encourage safe crossing at existing intersections by exploring the provision of sufficient space and amenities, and appropriate pedestrian priority signal timing adjustments to shorten travel times to key destinations. If required for mixed use development scenario, also consider crosswalks to provide additional safe crossing of Laird Drive. In conjunction with other mobility solution opportunities, investigate the removal of Laird Drive raised medians, mitigating potentially unsafe mid-block pedestrian crossing.	• Roadways with future retail and / or labour intensive employment areas. Consider new north-south crossing(s) east of Laird across Vanderhoof Avenue and Wicksteed Avenue to connect to existing retail uses, with or without new roadways. Adopt complete street principles, particularly at intersections, but recognizing the potential for designated goods movement routes for local major industries. In conjunction with the proposed planned Wicksteed Avenue-rail grade separation, extend a high quality pedestrian connection along Vanderhoof Avenue to Beth Nealson Drive, ultimately connecting with Overlea Boulevard.

MOBILITY PLAN ELEMENT	STUDY AREA A OPPORTUNITIES	STUDY AREA B OPPORTUNITIES	EMPLOYMENT LANDS OPPORTUNITIES
Transit Network	To optimize both active transportation access and surface bus network operations, provide a local fine grain network of public streets and blocks associated with mixed-use development scenarios, including new north-south roadways, that will: • Enhance the site permeability for pedestrians / cyclists by creating connections throughout the existing larger blocks, and including direct linkages to the stations entrances; • Facilitate local drop-off / pick-up at Laird Station's secondary entrance, with the capability to loop • back for the return trip (also consider bus queue jump lanes and transit priority). Consider providing high quality connection / integration of the ECLRT Laird Station secondary entrance into a proposed development to provide direct access, and providing enhanced amenities (i.e. benches / street furniture, shade / streetscaping) at bus transit stops.	To optimize both active transportation access and surface bus network operations, provide an enhanced Laird corridor consisting of generous north-south sidewalks and cycle tracks / bicycle lanes from Southvale Drive / Millwood Road intersection in the south (and the Leaside Memorial Arena / Community Centre) to the proposed ECLRT Laird Station. Consider bus queue jump lanes and transit priority, particularly buses to ECLRT Laird Station. Consider providing enhanced (i.e. benches / street furniture, shade / streetscaping) at bus transit stops.	Opportunities for adjusting the bus feeder network could consider the following: • Roadways that may support potential new development; • Roadways with future retail and / or labour intensive employment areas. Consider providing enhanced amenities (i.e. benches / street furniture, shade / streetscaping) at existing / future bus transit stops.

MOBILITY PLAN ELEMENT	STUDY AREA A OPPORTUNITIES	STUDY AREA B OPPORTUNITIES	EMPLOYMENT LANDS OPPORTUNITIES
Transportation Demand Management (TDM)	TDM programs and/or measures that could be considered include: • Create a local Smart Commute / Transportation Management Association (SC / TMA) to coordinate strategies; • Encourage carpooling opportunities on an area wide basis (i.e. more parking spaces, connection / coordination programs); • Incorporate / promote car-share and bike-share programs; • Introduce parking strategies (i.e. dynamic pricing opportunities / revenues, shared parking); • Promote safer trip programs to schools and other City facilities; • Promote education / incentives to encourage TDM measures (i.e. teleworking, 4-day work weeks, flex hours); • Promote sustainable freight movement and coordinated delivery and distribution (i.e. adjust travel routes and associated travel times); • Partner with local businesses to consider local delivery programs: • Implement a shuttle service to the ECLRT Laird Station and the future Gateway Hub at the ECLART Don Mills Station.		
Innovative Technologies	Significant potential presented given the size and intensity of mixed use development scenarios. In conjunction with many of the identified TDM opportunities, consider smart technologies to connect / manage (i.e. carpooling, car-share, bike-share, variable parking strategies, multi-modal journey planning website). Encourage electric and other alternative fuel vehicles and associated infrastructure (i.e. charging points). Work with, and / or develop a partnership with the Leaside Business Community, to promote sustainable freight movement and coordinated delivery and distribution using smart technologies.		

Figure 6.1: Servicing Study Area

6.0 SERVICING ANALYSIS

This Phase 1 Report provides an account of the existing infrastructure conditions. The information collected will be used to analyze various development scenarios (Phase 2), and will be amended accordingly to reflect the recommended planning direction for the Study Area.

Based on the assessment of development alternatives, a preferred alternative will be identified for which a servicing strategy will be formulated. This will be outlined in the final report (Phase 3), for long-term growth within the **Laird in Focus Study Area**.

Massing and population scenarios will be developed within the Study Area with anticipated demands on the municipal infrastructure quantified. The various systems will be reviewed to identify infrastructure improvements necessary to support future development.

The Study Area covers approximately 14 hectares and forms part of a larger sewershed of approximately 11,000 people and 12,000 employees. Recent development interest in the area has resulted in the need to study local infrastructure for future planning. This report references a general area bound by the limits identified in Figure 6.1.

6.1 Goals and Objectives

This study is an assessment of the existing Toronto Water infrastructure with respect to the capacity of watermains, sanitary, storm and combined sewers within the Study Area. This assessment includes a description of each component of the existing infrastructure, the background resources reviewed, methodology, key assumptions, and identified constraints. It also provides a summary of recommendations for improvements that are required to properly support long term growth.

Specifically, the goals and objectives of the Phase 1 Report is to:

A. Document existing conditions;
B. Provide an opinion as to the adequacy of the existing infrastructure to service future development; and
C. Provide recommendations on immediate measures that can be taken to better document existing conditions and to address any identified infrastructure deficiencies.

6.2 Applicable Standards, Design Criteria, and Documents Reviewed

The following applicable standards, design criteria and public documents were considered and reviewed in the preparation of this Background Report:

A. Design Criteria for Sewers and Watermains, City of Toronto, November 2009;
B. Wet Weather Flow Management Guidelines, City of Toronto, November 2006;
C. Toronto Municipal Code, §681 Sewers, May 2016;
D. Procedure F-5-5 of Guideline F-5: levels of treatment for municipal and private sewage treatment works discharging to surface waters, Ontario Water Resources Act, RSO 1990, Section 53;
E. Building Code Act 1992;
F. Development applications as noted in Section 2.2.7 Recent Development Applications of the RFP;
G. Sewer Atlas Maps (for information purposes only), City of Toronto, September 2010;
H. Report on Municipal Services in the Leaside Area, Borough of East York, October 1973;
I. 2017 Capital Works Program, City of Toronto;
J. City of Toronto digital water model;
K. City of Toronto digital sewer model; and
L. Basement Flooding Study, Area 2, XCG Consultants Ltd., November 2014.

6.3 Description of Existing Infrastructure

6.3.1 Sewers

The City provided a copy of their InfoWorks model for “Basement Flooding Study Area 2”, which fully contains the Study Area. The properties being reviewed as part of the Study Area are tributary to one of two main sewer reaches:

A. Properties along Eglinton Avenue are generally connected to the Eglinton sanitary sewer, which flows east towards the Don Valley Trunk Sewer, outletting in the vicinity of Don Mills Road and Overlea Boulevard; and
B. Properties along Laird Drive are connected to the Laird Drive combined sewer, which flows south along Laird Drive and Millwood Road to the Don Valley Trunk Sewer, outletting in the vicinity of Broadview Avenue and O’Connor Drive.

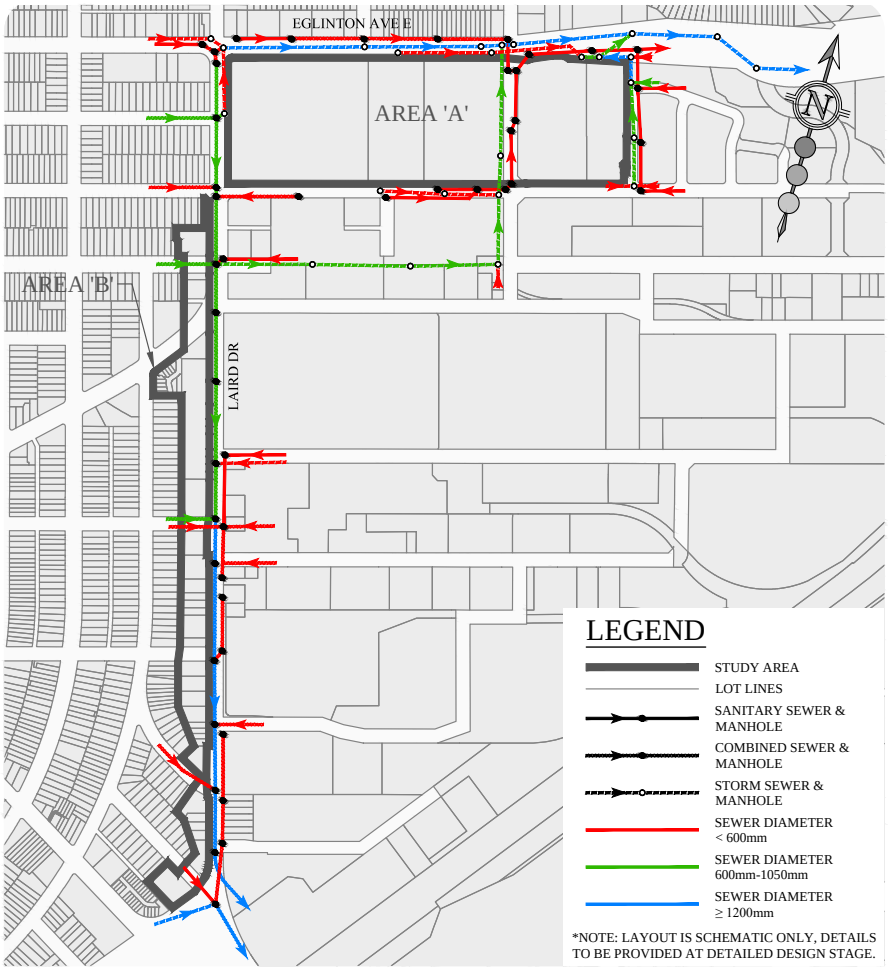


Figure 6.2: Sewer Layout

Please refer to Figure 6.2 for a general layout of the sewer infrastructrue located within the Study Area.

Sanitary Sewers

There are few dedicated sanitary sewers located within the Study Area. Generally, these consist of 250- to 300-mm diameter sanitary pipes located on Vanderhoof Aveue, Brentcliffe Road, Aerodrome Crescent, and on the south boulevard of Eglinton Avenue East. These sewers drain eastwards to the Metrolinx in-line storage pipe currently being built, and ultimately discharge to the Don River West Branch trunk sewer.

There are no other sanitary sewers within the Study Area. There are some local sanitary sewers located to the east within the industrial lands draining into the Study aea sewers; however, these sewers were not studied as part of this report.

Storm Sewers

There are few storm sewers located within the Study Area. Generally, they consist of local sewers up to 1,200-mm diameter pipes located along Vanderhoof Aveue, Brentcliffe Road, and Aerodrome Crescent. These sewers outlet to a 1,200-mm diameter sewer outside of the Study Area which ultimately discharges into the Don River West tributary.

There are no other storm sewers within the Study Area. There are some local storm sewers located to the east, within the industrial lands draining to the Study Area sewers; however, these sewers were not studied as part of this report.

Combined Sewers

The study area is mostly serviced by combined systems ranging in size from 300-mm diameter sewers to 1,200-mm diameter brick sewer. Laird Drive has a dual combined sewer system. The east side mostly consists of small diameter local sewers, servicing the east side of Laird Drive which typically outlets to the large diameter combined sewer located on the west side of Laird Drive. The west portion of Laird Drive consists of large diameter sewers serving both a local and trunk function.

There is one Combined Sewer Overflow (CSO) location along the downstream reach of sewers along Laird Drive, at Wicksteed Avenue. At this location, surcharging within the combined sewer is relieved by overlflowing into a 975-mm diameter storm sewer running eastward along Wicksteed Avenue to the Don River (just south of Eglinton Avenue).

External drainage areas flow through the Study Area, and are identified in Figure 6.3 in Appendix C-1 for the Study Area general infrastructure key plan.

6.3.2 Watermains

The Study Area forms part of Pressure District 3E generally bounded by Bayview Avenue to the West, Kilgour Road to the north, and the Don Valley Parkway to the east and south. Generally, the pressure district is fed from a 600-mm diameter watermain along Don Mills Road via a 400-mm diameter main along Overlea Boulevard.

Water within the study area, and the larger pressure district, is locally supplied by small-diameter watermains, ranging in size from 150 mm to 400 mm. The infrastructure material vary throughout the pressure district, but typically consist of ductile iron and PVC pipes.

Study area A, bounded by Vanderhoof Avenue and Eglinton Avenue East, is generally serviced by local watermains ranging in size from 150 mm to 300 mm. These provide water services to development flanking Vanderhoof Avenue, Eglinton Avenue East, Brentcliffe Road, and Aerodrome Crescent.

There are two watermain along Laird Drive (Study Area B), a 400-mm diameter main feeding the pressure district from Don Mills Road, across Overlea Boulevard to Parkhurst Boulevard and 250-mm to 300-mm diameter local watermains providing water services to development flanking Laird Drive.

Please refer to Figure 6.3 for a general layout of the water infrastructure located within the Study Area.

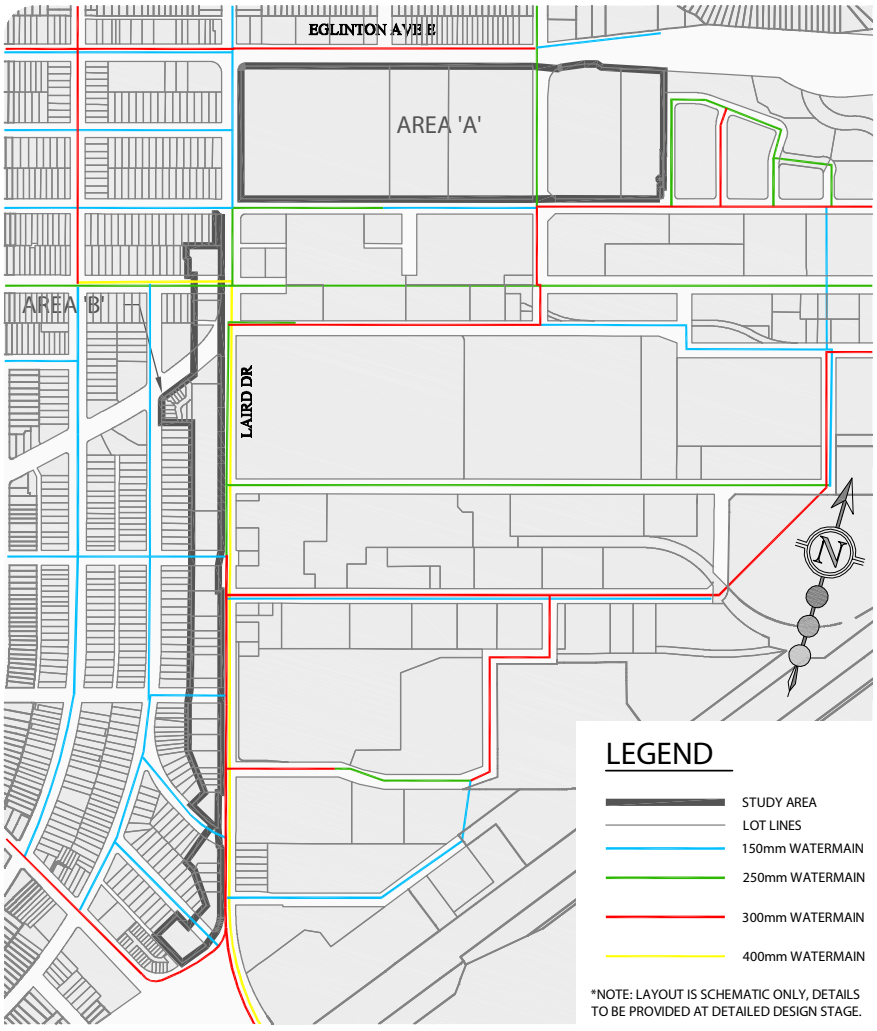


Figure 6.3: Watermain plan

6.4 Methodology

6.4.1 Sewer Assessment

The purpose of the Phase 1 Report is to establish base sewer conditions within the municipal infrastructure as currently depicted in the City's model. Therefore, no changes to the structure of the model were undertaken to date. The following criteria was used to report existing conditions outlined in Tables 1-6, found in Appendix C-2:

- % Capacity (%cap): determined as a proportion of model flow over total pipe capacity (Qmdoel/Qcap); and
- Residual capacity (Qres): determined as 0.9*Qcap - Qmdoel.

The residual capacity may be expressed as a range as each sewer group consists of several segments and increasing flows in a specific segment may impact capacity in upstream/ downstream segments. Furthermore, judgement was used in assessing capacity; for example, if an upstream segment was identified with greater capacity than a downstream segment, the upstream segment's capacity was adjusted to reflect downstream values.

A detailed modelling methodology for establishing future conditions is found in Appendix C-3.

6.4.2 Watermain Network Model

City-provided GIS shapefiles for the Water system were used to generate the pipe network in InfoWater. As the model developed is for the local area only, additional system data was collected to provide a suitable boundary condition at the study area and a field testing program was developed to collect real-time data for model calibration.
The field testing included:

- Five (5) hydrant flow tests; and
- Two (2) pressure loggers.

Model calibration adjustments of the primary network model parameters (i.e. pipe roughness coefficients and Reservoir HGL) were conducted until the results approximated actual observed conditions as measured from field data, specifically:

- Boundary conditions: The HGL for fixed head reservoir was adjusted to reasonable values based on the pressure logger data static pressure results from hydrant tests; and
- Pipe roughness coefficient: The pipe roughness was adjusted along the mains such that to reduce the difference in residual head between model and field data.

A detailed modeling methodology is found in Appendix C-3.

6.5 Assumptions

Further to discussions with the City of Toronto staff, the following are key assumptions for this report:

- Contributing area population of approximately 17,000 people and 12,000 employees (based on BF Area 2);
- Sewershed area 452 ha (based on BF Area 2);
- Population flows modelling based on 240 Lpcd;
- Employment flows modelling base on 250 Lpcd;
- Sewer improvement sizing based on 450 Lpcd applied to residential growth and 250 Lpcd for employment;
- The "Metrolinx Super Pipe" was considered as "existing" and its function was assumed to be included in the model;
- The geo-coded water meter data was used to populate the average day demands in the model;
- The populations were provided in the calibrated model supplied by the City. No changes to the population were made;
- Water consumption was based on 2012 billing data provided by the City;
- Although all rainfall events (dry, 2-year, 5-year, 100-year, and extreme May 2000 event) were analyzed, the recommendations and conclusions outlined in this report are specific to the dry-weather and 2-year wet weather event; and
- Catchment area properties were based on parcel shape, area, and percentage of impervious areas as per the model input.

6.6 Existing Conditions and Observations

Below is a summary of the existing conditions to be considered when evaluating the development concepts.

6.6.1 Combined/Sanitary Sewer System

The model provided was broken down into 5 separate segments for detailed review: Local 1W, Local 1E, Local 2E, Local 3E, Local 4E, and Trunk 1W as per Figure 6.4 found in Appendix C-2.

Each pipe segment's existing condition were analyzed under the dry weather, 2-year wet weather storm, 100-year wet weather storm and the May 2000 extreme event, to determine existing flows, residual capacity and/or surcharge conditions and are summarized in Tables 1-6 corresponding to their respective segment profiles; both are found in Appendix C-2. Note that surcharging segments are highlighted in red and are graphically noted on Figures 6.5 to 6.7, also found in Appendix C-2.

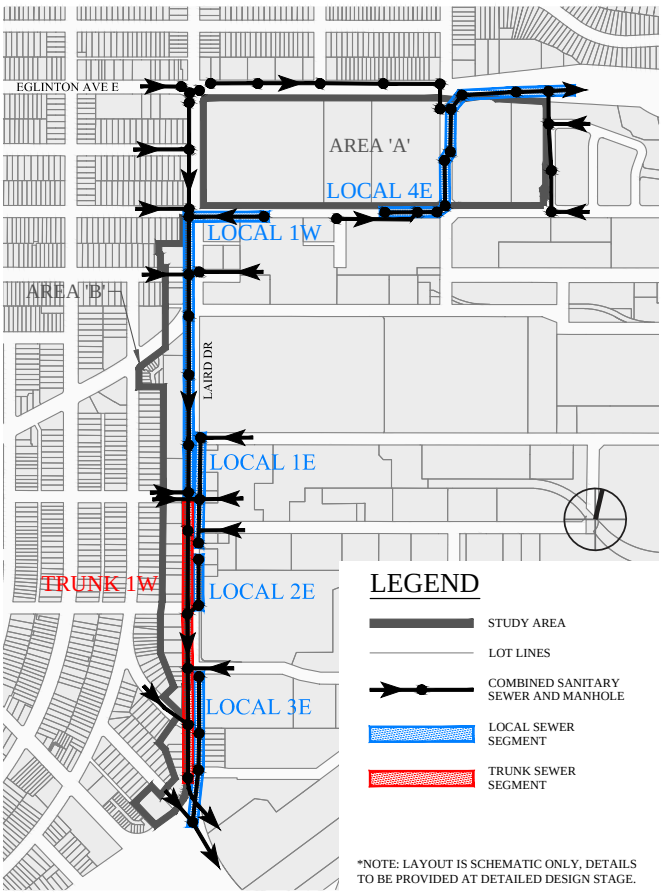


Figure 6.5: Combined sanitary/sewer plan

Based on the model's review, we note that the municipal system operates under normal conditions during the dry weather flows. No existing surcharging sewer segment were identified. Since the study area is almost entirely consisting of combined sewers, it is expected that the system would be responsive to wet weather events. The following table provides a general overview of the infrastructure operation under dry and 2-year wet weather flows:

Figure 6.6: General Summary of Network Conditions and Residual Capacity

Sewer Group	Dry-weather Surcharging	Residual Capacity [1] (L/s)	2-Year Wet Weather Surcharging	Residual Capacity [1] (L/s)	HGL<1.8 m from Surface (2-year Storm)
Local 1W	No	50 - 350	Yes	0	No
Trunk 1W	No	1,675	Yes	0 [2]	No
Local 1E	No	65 - 100	Yes	0	No
Local 2E	No	55 - 65	No	35	No
Local 3E [3]	No	> 50	No	> 50	No
Local 4E	No	15 - 25	Yes	0	Yes

[1] Other factors affecting total sewer capacity includes offsetting dry-weather flow increases by removing the storm inflows from the lands being considered for redevelopment, depth of HGL, etc.

[2] The trunk depth would permit an increase in the HGL and thus provide additional capacity exceeding 100 L/s.

[3] This local sewer is connected to a secondary trunk sewer located outside of the study area, which was not analyzed.

Sewer Group	Issue
Local 1W	• None observed
Trunk 1W	• None observed
Local 1E	• Segment 4074215842 is noted to have a gradient of 0.38% (less than 0.5%)
Local 2E	• None observed
Local 3E	• Segment 4036815953 is noted to have a gradient of 0.36% (less than 0.5%) • Segment 4028215978 is noted to have a gradient of 0.39% (less than 0.5%)
Local 4E	• Segment 4120716094 is noted to have a gradient of 0.12% (less than 0.5%) • Segment 4122816139 is noted to have a gradient of 0.4% (less than 0.5%) • Segment 4131516117 is noted to have a gradient of 0.33% (less than 0.5%) • Segment 4138516096 is noted to have a gradient of 0.29% (less than 0.5%) • The HGL during the 100-year storm event is above the road surface from segments 4120716094 to 4131516117

Figure 6.6: Noted System Deficiencies

The following relates to the above summary table:

- Although the trunk sewer displays surcharging during wet weather events, the depth of the HGL for the trunk sewer under all condition generally exceeds 5.0 metres.
- For the 100-year wet weather event, the model indicates that Local 4E may cause surface flooding; and
- For the purposes of this report, the residual capacity is approximate and does not necessarily represent actual capacity. This will be determined through the development applications of future proposals. It can, however, be used as a guide to determine the location of future intensification along the Laird Drive Study Area.

During the review of the data and infrastructure network, the following system deficiencies were noted concerning segments that do not meet current practices and/or City standards:

6.6.2 **Watermain Model**

The following observations were made on the existing conditions of the watermain infrastructure within the study area:

- Operating pressure ranges within the modelled area were noted between 48 PSI and 96 PSI under maximum day demands and peak hourly demands (refer to Figure 4 found in Appendix C);
- Operating pressure ranges within the modelled area were noted between 41 PSI and 93 PSI under maximum day demands and peak hourly demands (refer to Figure 5 found in Appendix C);
- Operating pressure ranges within the modelled area were noted between 37 PSI and 91 PSI under maximum day demands and peak hourly demands (refer to Figure 6 found in Appendix C);
- The lowest available flow rates were noted at

hydrant flow test Locations 3 (Millwood Road and McNaughton Road) and 5 (Bessborough Drive and Eglinton Avenue East) which are located near the pressure district's highest elevation;
- The Land Use information received from the City was verified with "Google Street View" and fire demands based on the City's design criteria were assigned to the nodes (refer to Figure 2 found in Appendix C);
- Available fire flow analysis was performed under maximum day scenario and are found to be generally suitable for the existing development (refer to Figure 4 found in Appendix C);
- There may be upgrades required to improve fire flows within the municipal infrastructure that support future development along Laird Drive. However this will be determined upon review of the proposed massing; and
- Generally, Fire Underwriters Survey fire flows tend to be slightly lower than the general values found in the City's Design Guidelines. This will be taken into consideration in assessing the network's adequacy, when the building massing is available for review.

The figures indicated above demonstrate that the system pressures are within the recommended range of 40 psi to 100 psi in most of the area. However, under a peak hour demand scenario, there are low pressures located in areas at the higher elevation range of the pressure district.

During field testing at no time did the water network experience a drop in pressure below the desired operating range of 67 PSI at Parkhurst Boulevard e/o Randolph Road (Hy 9990240) and of 76 PSI west of the Don River (Hy 3004586).

6.7 Recommendations

Based on our review of the existing information, meetings with City of Toronto staff, our field program and observations, we recommend the following:

Sanitary Sewers:
- Future intensification along the Eglinton Avenue East will require a more in-depth study of the downstream impacts as will initiating municipal sanitary upgrades.

Storm Sewers:
- Explore the feasibility of constructing new, fully separated storm sewers throughout the Study Area and within the upstream catchment area in order to alleviate surcharging conditions.

Combined Sewers:
- Intensification along Laird Drive is feasible based on dry-weather flow impacts only. As future development along this stretch of road is serviced by combined sewers, a 'net reduction' in combined flows (sanitary effluent + storm run-off) will be required for all storm events in order to improve downstream conditions; and
- Explore an alternative servicing strategy for future development along the west side of Laird. This may include servicing lands between Stickney Avenue and McRae Drive from an alternate sewer such as the existing infrastructure at the rear of those properties, and potentially lowering and upsizing local sewers between Stickney Avenue and Esandar Drive.

Water:
- As watermain upgrades may be required in order to intensify the area, this will be determined once intensification nodes have been identified; and
- Water demands and fire protection requirements will be studied in greater depth once the development plan is finalized.

7.0 SUMMARY: OPPORTUNITIES & CONSTRAINTS

7.1 Built Form & Land Use

Redevelopment along Eglinton Avenue East and Laird Drive has commenced. However, it is early days and the City is well poised to ensure that new developments enhance the urban environment of the area. That said, the character of both Study Area A and B will change from today as future proposals are submitted for more intense development and taller forms of building.

Study Area A, as demonstrated by the applications for 815-845 and 939 Eglinton Avenue East, is expected to see tall buildings and mid-rise, mixed use buildings along the Eglinton Avenue East frontage. The southern 50-metre zone along these properties will remain in the Employment Areas designation, with uses ranging from open space to office/commercial. Transition between this new built environment and the adjacent, primarily residential context will be a challenge. But it also provides an opportunity to establish a vibrant and attractive community with strong pedestrian linkages and overall improved connectivity.

Within Study Area B, the scale of future development is tempered by lot size, including depth. Applications to date are for mid-rise residential buildings. It can be expected that this trend will continue as long as property depth accommodates this form of development. This will affect the character of Laird Drive as well as impact neighbouring properties to the west by way of shadowing and potential visual encroachment. However, new development provides an opportunity to improve rear yard conditions with additional landscape buffering replacing what is currently either garages or asphalt

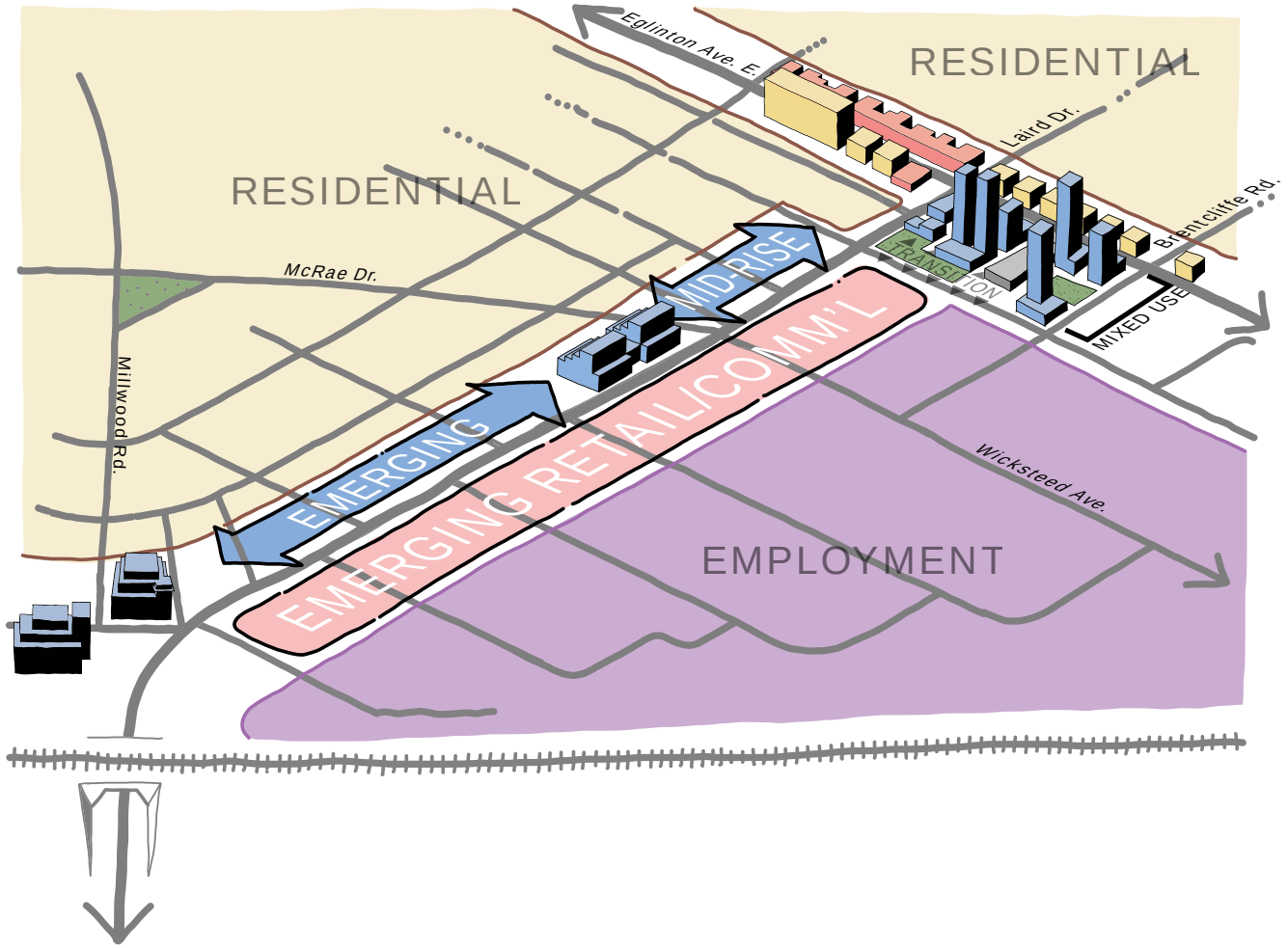


Figure 7.1: Land Use Structure

paving. Providing appropriate guidelines for new development that ensure adjacent properties are not adversely impacted will need to be explored in subsequent phases of the study. Across the street, uses are slowly transitioning from industrial to retail/commercial. This asymmetrical relationship between the east and west sides of the street will need to be acknowledged and addressed in preparing a strategy for Laird Drive.

7.2 Public Realm & Streetscape

Leaside has a number of smaller, attractive parks and is adjacent to a larger open space system comprised of cemeteries, ravine walks, and the Don River Valley. However, this system is difficult to access for a large portion of the Leaside population, without travel by car or along busy thoroughfares. Increasing the number of local open spaces and better connectivity to the valley system will be explored as part of the next phase of this study.

While Study Area A and B provide substandard pedestrian environments, both areas have opportunities for improvement with the onset of new development, and both private and public sector investment. Along Eglinton Avenue East there is the opportunity to dovetail streetscape improvements with the Eglinton Crosstown LRT initiative as well as with private development interest. The plans for new mixed use and employment development will provide opportunity for improving Brentcliffe Road and Vanderhoof Avenue for pedestrians and cyclists, as well as for motorists and service vehicles.

Along Laird Drive there is a need to improve boulevard conditions so as to enhance the pedestrian experience. While driveways and front yard parking dominate the street frontage today, future development can be anticipated to be more residential in character. This will enable a rethinking of vehicle access to one that is less impactful on pedestrians. Fewer driveways will also result in enhanced streetscaping by way of street furniture and continuous street tree canopies. This will be an ongoing process as land parcels are smaller and consolidation for development takes time. A plan that provides a long term vision for the street will need to be resilient and flexible to accommodate a slowly changing built environment. It will also need to take into account and reflect the asymmetrical relationship between the east and west sides of the street. This offers the opportunity to create an attractive environment that is unique to Laird Drive and this part of Leaside.

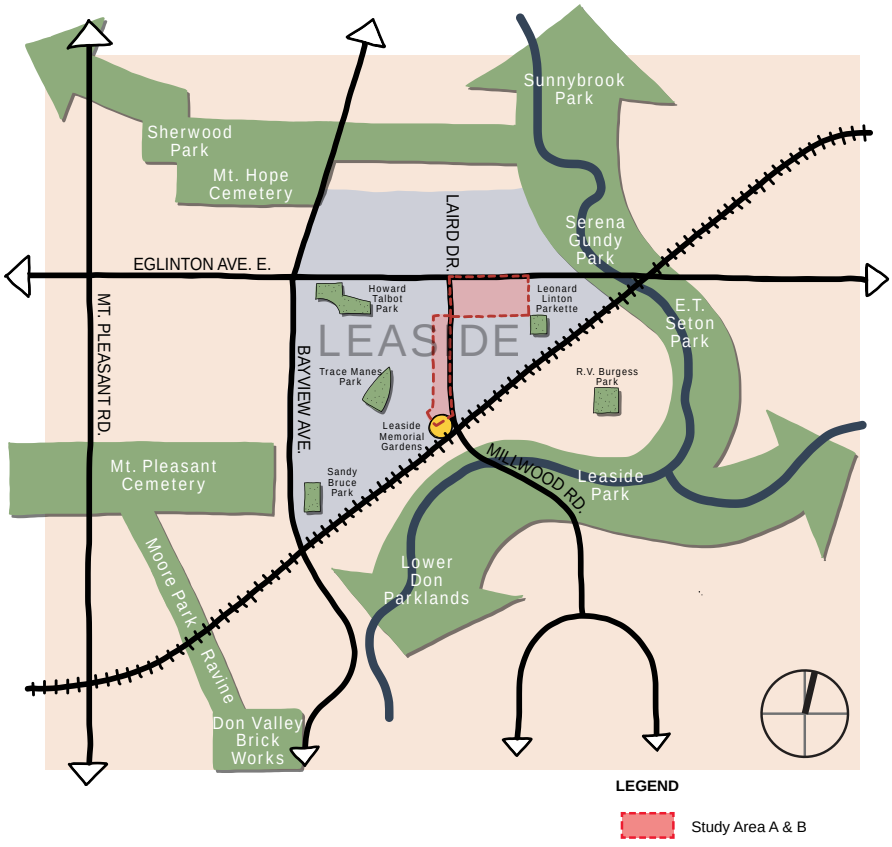


Figure 7.2: Open Space structure

7.3 Mobility

With development interest increasing, there are a number of opportunities to improve movement within and through the study area. For instance, Eglinton Connects has prepared a schematic plan in tandem with the Eglinton Crosstown LRT that proposes wider tree-lined sidewalks and a raised cycle track along the boulevard. City staff have also identified a road right-of-way widening along Laird Drive that will allow for an enhanced streetscape to the benefit of pedestrians.

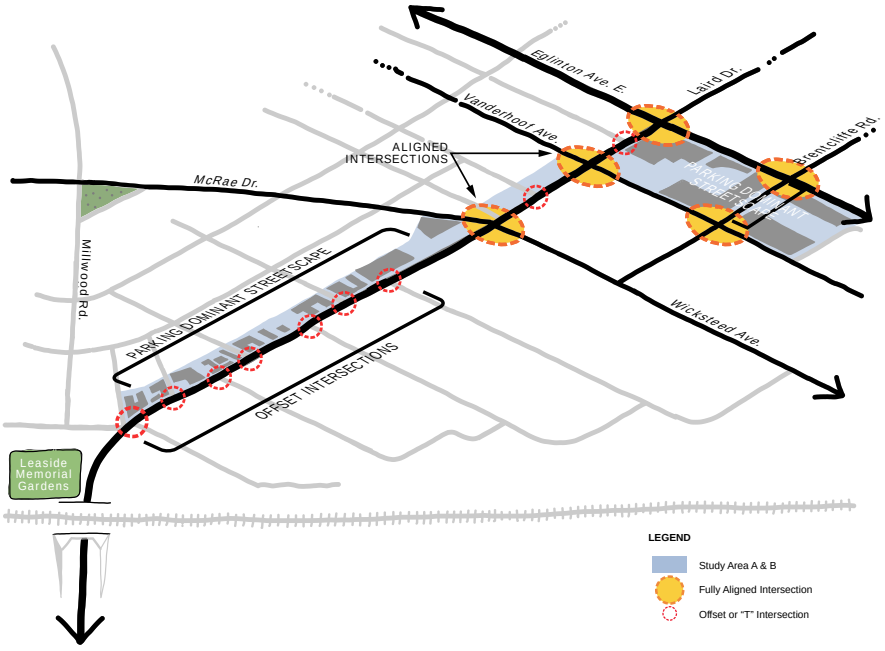


Figure 7.3: Streetscape Character

In addition to these initiatives, there should be a focus on accommodating pedestrians in an improved environment along Brentcliffe Road and Vanderhoof Avenue. Both streets will be framed by new development, bringing a dramatic increase in residential activity and a significant change in built form and land use. A reconsideration of the role and look of both streets will augment the reconstruction of Eglinton Avenue. Vanderhoof should also be viewed in the greater context of providing a linkage between Laird Drive to Leonard Linton Park and, further east, the Don Valley park and trail system. An enhanced pedestrian and cyclist environment should be an objective of any improvements.

Laird Drive offers opportunities for improving the pedestrian realm with its planned right-of-way widening. Boulevard widths may also be increased with the removal of existing landscaped medians between Esandar Drive and McRae Drive. However, removal of the medians will require an alternative solution that dissuades drivers from making undesirable turns into and out of the retail/commercial plazas fronting onto Laird Drive. The opportunity exists for accommodating cyclists within the road right-of-way, providing a direct travel route between the future LRT station and Leaside Memorial Gardens. However, the implementation of any changes to Laird will be incremental and will need to be tied to development applications as they are submitted to the City for review and approval.

Figure 7.4: Opportunities for enhanced connectivity

A less prescriptive and more principled approach will be required for the employment lands. Redevelopment in Leaside Business Park will occur over time, but in a less strategic manner. Improvements to the road network will follow private investment. Potential linkages should be identified early on that will inform future development decisions. Early improvements may include a new road that provides access from the business park north of Leonard Linton Park to Eglinton Avenue eastbound.

Challenges need to be addressed in developing a movement strategy throughout the study area. Addressing the road offsets on the east and west sides of Laird Drive is not immediately resolvable. Providing an effective and safe truck routing strategy that does not conflict with an emerging residential population is another challenge. Finally, due to its geographic location, access between Leaside and its surroundings is constrained. This reality requires looking at other modes and methods that reduce car dependency and are efficient and attractive alternatives.

Figure 7.5: Truck turning from Laird Drive onto Wicksteed Avenue

8.0 COMMUNITY OUTREACH

8.1 Project Kick Off
(November 30, 2016)

City of Toronto staff introduced the project at at an information session held in Leaside United Church. The purpose of the event was to introduce the **Laird in Focus Area Study** and to gather feedback that would inform the study process, its key themes, and its content.

The key themes covered by the background material presented included:
- Study Process;
- Area Statistics;
- Land Uses;
- Community Services and Facilities;
- Public Realm;
- Built Form;
- Land Use;
- Transportation (including transit);
- Community Services; and
- Engagement Tools.

Key themes of input received at the Kick-off Meeting include the following:
- Participants liked that the study is starting;
- Some concerns were raised;
- Interest in increasing parks, open spaces and community facilities in the area;
- Participants liked, active streets with generous landscaping;
- Participants generally preferred a mid-rise built form, with some support for taller building elements when combined with a mid-rise building;
- Interest in expanding pedestrian and cycling networks, and transit facilities and connections;
- Concern that more residential development will result in more vehicle traffic congestion; and
- Interest in the history of the area.

8.2 Meeting No. 1: Transportation Summit
(March 25, 2017)

A Transportation Summit was held as an early consultation event for the **Laird in Focus Area Study** to ensure that the team understood the transportation issues and that efforts in the initial stages of inventory and analysis were focused.

Fifteen people participated in the Summit (in addition to staff from the City of Toronto and the consultant team) including residents, representatives of specific residents' groups, business owners, and representatives of active transportation advocacy groups.

The discussion at the Summit was organized around seven key issues:
- Too much through traffic on local residential streets;
- Poor environment for cycling;
- Poor pedestrian environment;
- Infiltration of cars disrupted truck movement in the Business Park;
- New development will create increased congestion;
- Major roads are already too congested; and
- People won't use the LRT.

Each issue was discussed by itemizing:
- Assumptions with respect to the issue;
- Team's approach to addressing the issue;
- Potential solutions;
- Trade-offs;
- Actions for this study and other studies/ initiatives; and
- Study Area (refer to next page).

The key findings from the Transportation Summit consisted of:
- Non-residents traffic infiltrating local streets;
- Crossing (walking or cycling) of major streets difficult and unsafe;
- Existing cycling routes do not connect to where people want to go in a safe manner;
- Business Park presents poor walking and cycling environment;

- New development + parking = more congestion;
- Truck movement: Poor access for businesses; local community impacts;
- LRT: Is it a benefit to the local community? the Yonge Line (Line 1) is congested; and
- Larger study area? What's the future of the Business Park?

8.3 LAC Meeting No. 1
(April 25, 2017)

The purpose of the first meeting with the Local Advisory Committee was to present the study purpose, process, schedule and key consultation activities to date. The project team also presented some of the background that set the context for the study with respect to land use, built form, public realm, streetscape, servicing, and mobility. The meeting included a round table discussion focused on obtaining input for the team to develop the Vision Statement and Design Principles to guide the **Laird in Focus Area Study**.

The following is a summary of some of the key words and phrases suggested by the LAC members:

- Mixed use residential/retail/employment, mid-rise;
- A destination: great place to live, work, play;
- A district that represents yesterday, today, tomorrow;
- Mobility: ease of movement (walk, cycle and drive anywhere);
- Community services, open spaces, high quality architecture;
- Protect industrial area mobility and enhance it;
- Green, welcoming/beautiful public realm streetscape, create Laird Drive cross section that unifies two very different and changing sides of the street;
- Incorporate community facilities into new development, break up large development blocks with new roads;
- Respect the past, evolves not obliterates, maintain identity/character, built form that is in context or appropriate scale, place-making, Laird as "Garden City";
- Transition zone, people friendly space, safe, small businesses/retail at street level; and
- Increase in density, but no more than 20 storeys to better integrate with existing neighbourhoods.

8.4 Community Workshop No. 2: Visioning & Emerging Principles
(May 1, 2017)

The purposes of these late afternoon and evening sessions were to present the team's understanding of the Study Area and to gather input in developing a vision statement and foundational design principles to guide the Study.

Two questions were posed to the workshop participants:

1. **How do we create "community" along Laird and Eglinton?**
   - *Think about the character-defining elements of Leaside;*
   - *Think about Laird as a "seam" or a "divider";*
   - *Think about the transition from residential neighbourhood to employment area.*

The following is a summary of the input received:
- Focus on providing community, family-oriented facilities to build a sense of community and social cohesion;
- It is important to maintain and extend the Leaside character onto Laird (i.e. building materials);
- Future plans should maintain and protect the traditional employment role of the area and encourage the establishment of additional small businesses: this is not an appropriate location for big box development;
- Improve transportation for all modes, including both traffic flow and provision of appropriate facilities on Laird and Eglinton;
- The Laird and Eglinton area needs to be developed as an important destination in and of itself, or to include multiple destinations. It is important that people come to spend time in the area rather than use the corridor just to pass through;

- The Laird Drive public realm should be designed to facilitate "interaction" through community events, infrastructure, and facilities;
- There is some conflict between the desire to improve vehicle flow through the corridor and a preference to slow vehicle speeds to increase safety;
- The greening of the study area should be a priority, including green spaces and the use of trees and plants in streetscaping;
- It is important to plan for age-friendly design, considering the needs and safety of children through to seniors; and
- Vanderhoof Avenue should accommodate retail and act as a pedestrian route to the Eglinton Avenue mixed use area.

2. **What are the key principles that form the foundation of the design concepts?**
   - *Think about land use and built form;*
   - *Think about streetscape and public realm;*
   - *Think about servicing and mobility.*

The following is a summary of the input received:

Land Use and Built Form:

- Building heights along Laird Drive should generally be limited to low- to mid-rise development, with some participants preferring only low-rise;
- The choice and quality of building materials is critical to maintaining the character of the area;
- New development needs to add greenery to Laird Drive and Eglinton Avenue and create places to linger and interact through a high quality public realm;
- New buildings need to appropriately transition in height and land use to existing neighbourhoods, and include respect for shadowing and privacy; and
- Laird Drive and Eglinton Avenue need to have development with more dynamic street frontages, which can be achieved through a combination of built forms and land uses.

Public Realm and Streetscape:

- Increase the safety and quality of the pedestrian experience along Laird Drive, and provide additional amenities;
- Laird Drive should not act as a barrier to active transportation users: crossing should be improved and added to;
- Streetscaping needs a more balanced mix of hard- and soft-scaping (i.e. more greenery);
- There should be a strong link to the Leaside heritage character to establish a sense of identity for the corridor; and
- The public realm must meet the needs of a range of users and trip purposes, including users of all ages, dog walking, shopping, school travel, and street entertainment.

Servicing and Mobility:

- The City should focus on opportunities for green infrastructure, especially with respect to innovative stormwater management strategies;
- The Area's roads need to be improved and added to, creating a denser network with additional route options: an appropriate truck route should be identified;
- Infrastructure upgrades should include increasing the mobility choices available, such as active transportation connections across Laird Drive and between the corridor and adjacent areas; and
- A better active transportation network is needed along the Laird Drive corridor, around the LRT station, and between the residential and employment areas.

8.5 Meeting No. 3: Design Charrette

(June 3, 2017)

An invitation was extended to register for a morning or afternoon design session. 28 people attended in the morning with 10 participating in the afternoon. Each session began with introductory remarks describing the purpose of the charrette, the structure of the design teams, and a reporting out on inputs from the participants, as well as the draft vision and design principles.

The design charrette was used to involve the community in the exploration of:

- Options for built form, mobility and public realm in the Eglinton Avenue and Laird Drive Study Areas;
- Streetscape and public realm enhancements; and
- Connectivity opportunities in and through the Leaside Business Park.

Three scenarios for built form, access and public realm in the Eglinton Avenue Study Area were explored:

- Scenario A: Development applications as approved (939 Eglinton Avenue) or under review (815-845 Eglinton Avenue); exploration of design possibilities on remaining two sites;
- Scenario B: Incorporation of the **EGLINTONconnects** "Laird in Focus Area" concept, amended to include the 939 Eglinton Avenue East approved application; and
- Scenario C: Approved application (939 Eglinton Avenue East) and consideration of the City's "Tall Building Guidelines" and "Mid-rise Building Guidelines", enhanced circulation network, and public open space allocation applied to the remainder of the study area.

Options for built form, access and public realm in the Laird Drive Study Area were explored on three sample sites:

- Laird Drive at Parkhurst Boulevard;
- Laird Drive at Stickney Avenue; and
- Laird Drive at Malcolm Road.

8.6 Leaside Business Park Association

June 14, 2017

City Planning staff attended a meeting of the Leaside Business Park Association to introduce the **Laird in Focus Area Study** and receive initial feedback and comments from the business community.

The following summarizes the comments received:

- Concern with the destabilization of core employment uses due to the introduction of recreational and major retail uses;
- Some see the potential for growth in the area of transit supportive employment;
- Careful consideration to truck movement in the area is required;
- Pedestrian safety and connectivity should be a priority issue and should avoid conflicts with truck movements in the area;
- Cycling network and infrastructure should accommodate employees in the area; and
- Some see transit investment as beneficial for employment growth.

8.7 Landowners and Business Owners Meeting

(June 29, 2017)

The results of the design charrette were presented to the landowners and business owners in the area. A number of panels were on display to obtain input on the team's work in progress.

The following is a summary of the input received on the overall study area:

- Ensure the Go Station is well connected to the LRT, bike lanes and commuter parking;
- Need more investment in cycling infrastructure to address existing conflicts (at Wicksteed Avenue and Southvale Drive);
- Need to increase the number of road connections with sidewalks to address pedestrian and vehicle conflicts;
- More connections to Laird Business Plaza and Thorncliffe Village;
- Require an enhanced pedestrian realm including sidewalks, trees and parkettes;
- Concerned about impacts of intensification on the operation of the employment area;
- Removal of the slip lane on Brentcliffe Road would impact truck operations;
- Provide access to the Don Valley;
- Require relief on Yonge Street;
- Issue with parking near the Amsterdam Brewery; and

- Mercedes currently leases parking in the area for 450 employees, and for parking of new and leased cars, service vehicles, press cars, demo cars, etc. Mercedes is not looking at development at the site right now (maybe in 2-3 years). Dealership would need to stay in this prime location.

The following is a summary of the comments received specifically on the Laird Drive site options:

- Need to explore parking options including short term parking, off peak parking and parking for customers;
- High quality buildings;
- Need for more parks in the area; and
- Consider road improvements at Malcolm Road and Laird Drive.

9.0 SUMMARY OF DESIGN REVIEW PANEL COMMENTS

The **Laird in Focus Area Study** was presented to the Design Review Panel on June 8, 2017. The Design Review Panel provided feedback on the options generated for Study Areas A and B. The Panel consisted of Michael Leckman, David Sisam, Adam Nicklin, Carl Blanchaer, and Ralph Giannone.

The following is a summary of the comments received:

- Explore creating public realm anchors and destinations (draw out from community what these could be; specific to area);
- Embrace the differences on both sides of Laird Drive and reflect in streetscape treatment;
- Encourage connections;
- Design both sides of the street;
- Redefine what a liveable or complete street is for this area;
- Laird can be asymmetrical and tough;
- Best streets are ones that are comfortable to cross, not necessarily at the intersection; and
- Consider extending the study area to include both sides of Laird Drive all the way to Eglinton Avenue.

10.0 SUMMARY FOR TORONTO PLANNING REVIEW PANEL COMMENTS

The Planning Review Panel is a representative group of Torontonians, made up of 28 randomly selected Panelists. Panelists are tasked with helping to ensure that initiatives are well aligned with the values and priorities of all Torontonians. The Panel met to discuss the **Laird in Focus Area Study** on June 10, 2017.

The following is a summary of the discussion comments received focused on specific themes:

Perspectives and Experiences with Employment Areas

Before the project team's presentation, Panelists were provided with copies of Map 2 from the Official Plan, which outlines urban structure, and asked to think about their perspectives and experiences regarding "Employment Areas" in Toronto. Though Panelists each had some personal experience working in a couple of employment areas, their knowledge of other employment areas was limited. Most Panelists characterized their impression of medium- or low-density employment areas as hostile to pedestrians, often with significant truck traffic for the movement of goods. Many Panelists spoke about the traffic and congestion they experienced around employment areas. Some mentioned that they choose routes through lower density employment areas when their typical routes are congested. A few Panelists noticed that formerly industrial areas have now become districts for creative industries.

Emerging Vision

Panelists generally agreed that the emerging vision should be more explicit about how the study and plans will serve residents, employees and businesses, and those who travel to the area. Many Panelists also suggested that the vision could select key constituencies to focus on serving. Panelists also suggested the emerging vision should address:

- An improved boundary between residential and employment areas;
- Those who travel to shop at businesses in the study area: many of the businesses serve a larger population of residents outside Leaside whom should be considered as a key constituency;
- Access to and from the new Laird/Eglinton Crosstown LRT stop; and
- Impacts such as traffic associated with businesses in the study area.

Emerging Principles

Panelists made a number of comments with respect to the principles:

Public Realm:

- Define what is meant by "a high quality, sustainable public realm";
- Attract residents and visitors to the area through an inviting public realm that emphasizes the character and heritage of the neighbourhood;
- Ensure that places to gather and sit are usable year-round;
- Incorporate greenery into the public realm; and
- Use "Complete Streets" to draw pedestrians to the natural areas and ravines across the employment areas.

Urban Design and Built Form

Urban Design:

- Strive for a simple, beautiful urban design that promotes a shared visual identity for Leaside;
- Separate the principle about "a mix of uses and densities" into two principles: one about uses and one about densities, with specific goals for each; and
- Clarify whether the principle stating that "Eglinton and Laird will be welcoming and unifying corridors for the existing and future adjacent communities" refers to communities adjacent to the main streets within Leaside, or those adjacent to but outside Leaside.

Built Form:

- Give priority to pedestrians along Laird Drive and Eglinton Avenue: the built form should clearly delineate pedestrian and vehicular uses, and should provide visual cues about how pedestrians can stop and interact with it; and
- Replace the principle stating that buildings should include “animated street frontages” with more specific text focused on pedestrians: this principle could be rewritten as “Varied, dynamic street frontage along Laird should encourage a range of active pedestrian interactions”.

Transportation & Servicing

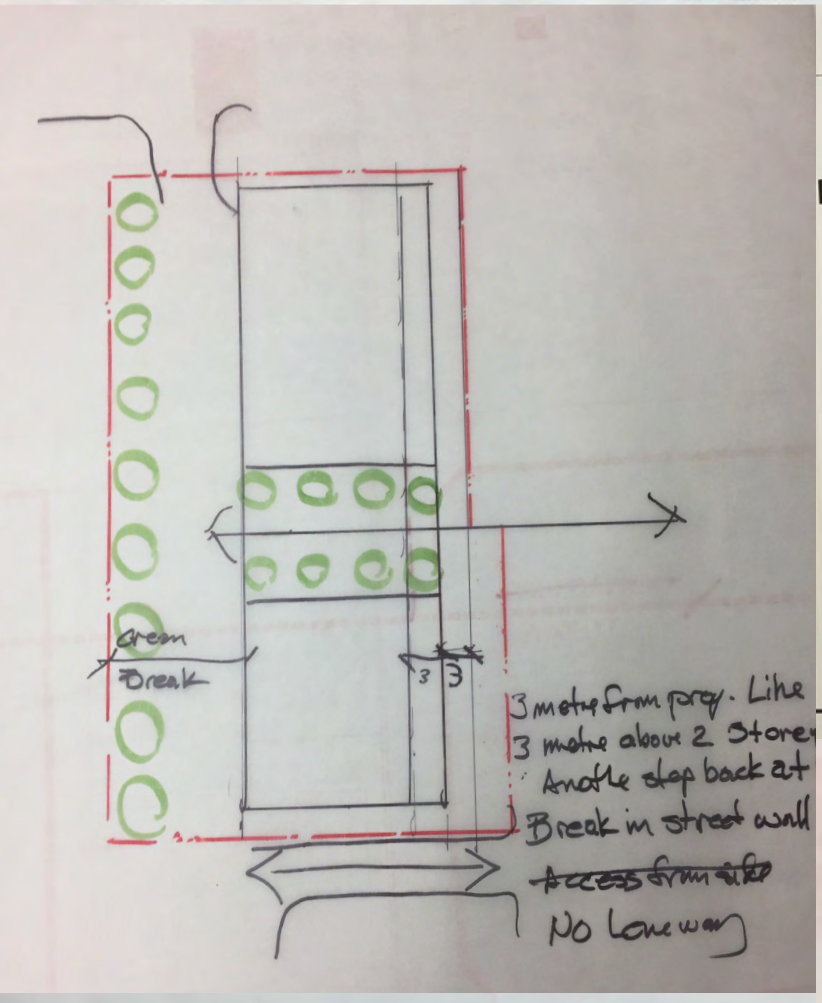
Transportation:

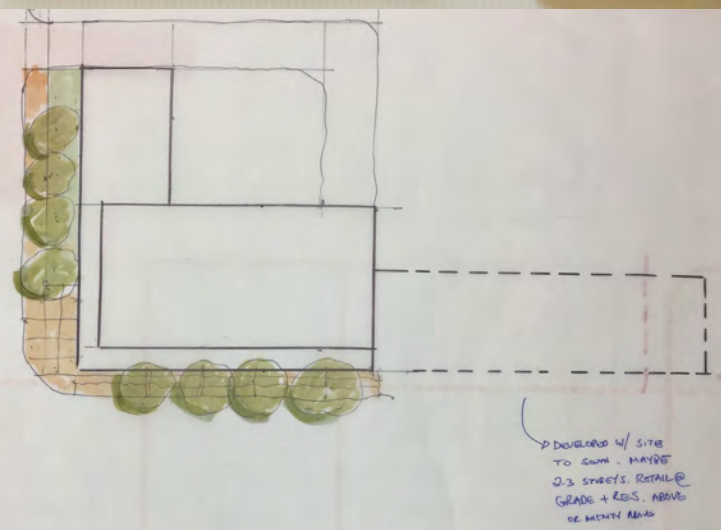
- Give priority to a finer grained street network in order to improve walkability, including through shorter walking distances between businesses and the Laird LRT stop;
- Consider ways to improve truck access from both the south and the east directly into the employment areas, without having to pass through the intersection of Laird Drive and Eglinton Avenue. A more direct road through these employment areas may also supplement Laird Drive’s function as an alternative to Bayview Avenue and the Don Valley Parkway if overall traffic increases; and
- Support “Complete Streets” by moving on-street and ad hoc parking spaces away from the major roads, potentially to a central public parking facility contained within the employment areas.

Infrastructure:

- Encourage sustainability when planning new infrastructure: this could include using renewable or recycled materials in new construction, or using excess heat, waste, and energy from industrial uses to power new developments;
- Clarify what “optimize the use of existing infrastructure” means for the study area; and
- Consider creative funding tools for new servicing infrastructure, such as incentives for developers, businesses, and the Business Improvement Area.

Opposite page: Images of June 3rd charrette results depicting development block and public realm options





- HIGH STREET
- 6-8 STOREYS
- LIKE BAYVIEW SOUTH OF EG.
- RES & RETAIL MIX.
- METERED PARKING.
- SMALL SCALE RETAIL