



# Appendix A



## A.1 Vision, Goals and Recommendations

### VISION STATEMENT

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

### GOALS



- 1. Create a vibrant and unifying main street** that integrates with the broader Leaside community and **is accessible to all people in all modes of travel.** This Plan shall ensure that new forms of compatible development will:

- Accommodate a mix of uses, densities, and building heights to create a liveable, dynamic community; and,
- Include animated street frontages in a mixed-use built form.



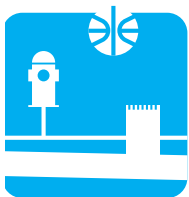
- 2. Respect the historic character of Leaside,** while evolving to meet the needs of future residents and businesses. This plan shall ensure that new forms of compatible development will:

- Transition appropriately to adjacent residential neighbourhoods; and,
- Incorporate excellence in architecture and urban design.



- 3. Establish a high quality and well-connected public realm,** contributing to a walkable, cycle-able, and beautifully landscaped neighbourhood. This Plan will ensure that the public realm will:

- Be accessible to people of all ages and abilities;
- Connect to adjacent ravines, parks, and open spaces; and,
- Leverage under-used space and introduce new public spaces that can welcome and accommodate residents, workers, and visitors.



- 4. Ensure there is an appropriate link between the consideration of development proposals and the required investments in service infrastructure and community facilities.** This Plan shall ensure that new forms of compatible development and investments in service infrastructure and community facilities will:

- Optimize the use of existing infrastructure and facilities;
- Provide new infrastructure and facilities that promote innovation and sustainability in a fiscally responsible manner; and,
- Ensure that new infrastructure and facilities are planned to allow flexibility for the accommodation of future development potential.



- 5. Support the investment in transit and ensure that the consideration of development proposals is linked to the ability of the transportation network to accommodate growth.** This Plan will ensure that the public realm and new and innovative transportation network investments will:

- Seamlessly connect to, and integrate with, the Eglinton Crosstown LRT;
- Implement the important elements of “complete streets”;
- Promote a safe and accessible active transportation system; and,
- Integrate new mobility strategies with the existing transportation network.



## RELATED GOAL

## RECOMMENDATIONS

### STUDY AREA A Streets and Blocks

R1: All streets are to be designed as "Complete Streets" 1. Pedestrian connections, either separate or part of larger open spaces, are to connect key destinations within the new community.

#### Parks and Open Spaces:

R2: Provide a range of parks and open spaces that provides variety of functions and character through form, surface treatment, and programming while accommodating a range of uses and users.

R3: Establish a common palette of materials, elements, and functions to be used throughout to integrate new parks and open spaces into Leaside and promote identity through lighting, seating, waste and recycling receptacles, bicycle facilities, paving materials, and wayfinding.

R4: Provide public art within public parks and open spaces promoting a sense of place and identity while relating to the history of Leaside and commemorating its industrial legacy.

#### Building Setbacks:

R5: All buildings, including the first level of below-grade parking, will be set back from the property line: buildings along Eglinton Avenue E., Laird Drive, and Vanderhoof Avenue are to be set back 6 metres; along local streets, the setback of buildings is to be 3 metres.

R6: The ensuing space between building face and property line will be designed as an enhanced extension of the streetscape.

R7: Accommodating spillover activity from ground-related retail/commercial uses, or serve as a landscape transitional buffer between public sidewalks and private residential uses.

#### Ground-related Uses:

R8: Ground-related uses should provide clear glazing and entrances to promote spill-over from building interiors and interact with adjacent public spaces.

R9: Ground-related family units should be located adjacent to park space or green courtyards and other open spaces.

R10: The design of a new community facility should be visually iconic relating to both the square and the public park on either side visible from Laird Drive, Eglinton Avenue East, and the LRT station entrance.

#### Transition in Height:

R11: Tall buildings within the interior of large blocks will fit under the street proportion and guidelines for Laird Drive and Eglinton Avenue E.

#### Step-backs and Heights:

R12: Maximum building heights will be established based on their proximity to LRT station with no height exceeding 32 storeys, while also not exceeding a 45-degree angular plane ceiling taken from 80% of the street right-of-way as established from Eglinton Avenue E., Laird Drive, and Aerodrome Crescent.

R13: All development will provide a primary façade of 6 storeys along Eglinton Avenue E. with additional floors stepped back within a 45-degree angular plane.

R14: Minimum height for buildings along Laird Drive within the employment area will be 4 commercial storeys.

#### Building Types:

R15: All buildings will conform with the design guidelines and performance standards, with local modifications, as recommended in this study; Maximum height shall be determined according to a 45-degree angular plane taken from 80% of the street right-of-way to a maximum of 32 storeys.

R16: Tall buildings whose presence will be seen from afar or form the terminus for a street view will be visually iconic and will contribute singularly and together to the skyline.

R17: Building materials should be predominantly masonry and relate in quality and colour to employment and nearby residential brick buildings.

#### Employment Lands:

R18: Employment buildings will provide transition between the mixed-use community to the north and the employment lands to the south.

R19: Parking to be provided below-grade.

R20: Separation distance between employment and mixed-use buildings to be provided through a combination of shared service/access laneways.



## RELATED GOAL



## RECOMMENDATIONS

### STUDY AREA B

#### Setbacks:

- R21: Set back all new development along Laird Drive from the front property line by 3 metres (including the first level of below-grade parking).
- R22: Parking for commercial/retail uses is to be located to the rear of the building with appropriate side yard pedestrian connection provided.
- R23: All primary entrances into the building are to be located directly accessible from Laird Drive.
- R24: Activate ground-related uses with enhanced streetscaping, provision of bicycle posts, and strategically located street furniture that creates an inviting public realm and convenient access to commercial/retail businesses.

#### Transition in Scale and Setbacks:

- R25: All new developments are to be set back from the rear property line by 9 metres.
- R26: A 3-metre landscaped buffer and screening fence are to be provided along the shared property line in order to accommodate high branching trees through improved soil volumes and avoidance of compaction.
- R27: All developments taller than 4 residential storeys are to conform with the City's Mid-rise Building Performance Standards concerning rear yard angular plane and associated step-backs for shallow lots.
- R28: Along the Laird Drive frontage, provide a consistent façade height of 4 storeys with a stepback of 1.5 metres.

#### Building Types: Low-rise & Mid-rise:

- R29: Mitigate against multiple driveway entrances off of Laird that impede pedestrian and cycling movements by providing rear lane access.

#### Heritage:

- R30: The identified potential heritage properties located at 66, 68, 70, 72, 96 and 180 Laird Drive should be included on the City of Toronto's Heritage Register.
- R31: Any proposed alterations and/or development on potential heritage properties should meet the intent of the City of Toronto's Official Plan heritage policies and should conserve the cultural heritage values and attributes of these properties.
- R32: Any proposed alterations and/or development on sites adjacent to potential heritage properties should meet the intent of the City of Toronto's Official Plan heritage policies and complement adjacent heritage properties through compatible built form.
- R33: The City should require a Heritage Impact Assessment to describe and assess the impacts of proposed alterations and development on, or adjacent to potential heritage properties identified in the Laird in Focus Cultural Heritage Resource Assessment.
- R34: The City should explore opportunities to interpret and commemorate the history of Leaside, including the area's role as a rail and manufacturing hub, and the historic function of Laird Drive as the main connector and transition between the original eastern industrial and western residential portions of the neighbourhood. Such an interpretation strategy could be implemented through the proposed public realm and streetscape improvements contained in this study.

#### Heritage Properties: General

- R35: Ensure high quality architecture in the design of alterations and/or new development on, or adjacent to heritage properties that is complementary to the identified heritage resource and in accordance with City of Toronto Official Plan heritage policies.
- R36: Recommend that any required accessibility upgrades to heritage buildings carefully consider, and have minimal impact on, the heritage property's cultural heritage values and attributes.
- R37: Require that any new development explore opportunities to interpret and commemorate the history of Leaside.

### STREETSCAPES AND GATEWAYS

#### Gateways:

- R38: Primary gateways will signify arrival and departure for all modes of movement.
- R39: Commemoration of Leaside's history will form part of the gateway design.
- R40: Public art will be considered as part of the gateway design.
- R41: High quality landscape materials will be utilized with the objective of encouraging sitting and lingering.
- R42: Design considerations should include 4-season use.
- R43: Where appropriate, relate and extend the gateway treatment through open spaces and increased scale of area for landscaping and pedestrians.

#### Streetscapes:

- R44: The emerging street network will provide a safe and attractive environment for all ages and mobility users.
- R45: Utilities are to be relocated below-grade as part of the public realm improvements.
- R46: Street trees with appropriate soil volume and additional greening are to contribute to the enhancement of the boulevard.

## RELATED GOAL

## RECOMMENDATIONS

### TRANSPORTATION

#### Pedestrian Network:

R47: Implement recommendations along Eglinton Avenue as per EGLINTONconnects.

R48: Implement a finer grain street network that includes generous sidewalks on both sides of new and existing streets.

R49: Establish a new east-west mid-block green street that will act as a connector from residential areas to destinations.

R50: Transform Vanderhoof Avenue into a greenway spine.

R51: Incrementally enhance the pedestrian environment and safely connect to the enhanced pedestrian network within the employment lands as redevelopment occurs with the provision of sidewalks on both sides.

R52: Implement the City of Toronto's Vision Zero road safety plan to improve safety for pedestrians.

#### Cycling Network:

R53: Implement grade-separated cycle track recommendations along Eglinton Avenue as per EGLINTONconnects.

R54: Undertake a refinement to the City's 10-Year Cycling Network Plan, to include continuous, grade-separated cycling facilities along Laird Drive between Eglinton Avenue, Millwood Road, and Vanderhoof Avenue.

R55: Provide public bicycle parking spaces along the key cycling routes and at key destinations.

R56: Coordinate with the Toronto Parking Authority, developers and landowners to create a bike share system within the Study Area.

R57: Encourage cycling usage through the development process by: a) securing above-minimum, long-term, on-site bike parking; b) providing development-related cycling benefits; c) promoting the implementation of cycling repair stations in the area; d) including educational training programs for all users and ages.

R58: Implement the City of Toronto's Vision Zero road safety plan to improve safety for cyclists.

#### Transit Infrastructure:

R59: Co-ordinate with the Toronto Transit Commission regarding bus stop locations and associated design requirements.

R60: Adopt consistent integrated bus stop treatments with planned cycle tracks.

R61: Provide shelters at all bus stop locations, in addition to other amenities to improve passenger comfort.

R62: Explore the introduction of transit priority measures for the local feeder bus network, particularly near the transit station or congested intersection, to provide a more reliable choice for transit users.

R63: Improve active transportation connections to and from transit stations / stops, including wider crosswalks and cycling facilities at anticipated high passenger volume locations.

R64: Encourage transit usage through the development process by providing development-related transit benefits such as transit passes, real-time arrival display boards, and direct connection to the station.

R65: Provide proper integration of transit facilities with development where appropriate.

#### TDM and Innovative Mobility Strategies:

R66: Co-ordinate with the Metrolinx Smart Commute program, developers, businesses and related associations to incorporate a TDM plan to increase convenience and usage. Developers will be required to submit a comprehensive TDM plan and contribute to a TDM monitoring program.

R67: Co-ordinate with local school boards and school trip planning programs to incorporate new development requirements.

R68: Integrate publicly accessible parking infrastructure (i.e. the Toronto Parking Authority) near the transit station and the proposed community facility, control parking supply, and implement other innovative mobility plan elements, such as car-share and shared-bike facilities.

R69: Secure TDM measures, electric vehicle charging infrastructure, and other Toronto Green Standard requirements in new developments through the development review process in order to reduce the number of trips by 5% or greater.

#### Parking Strategies:

R70: On-street parking along Laird Drive will not be permitted.

R71: Parking for development along Laird Drive will be underground or rear of property that will be accessed from the local streets, not from Laird Drive.

R72: On-street short-term parking will be provided along the new east-west mid-block street, and drop-off / pick-off locations will be provided near the transit station entrance and the proposed community facility.











R73: Consideration for lower parking rates for new development in concert with TDM strategies.

R74: Consideration for publicly accessible paid parking spaces for all new development on Laird Drive.








## RELATED GOAL

## RECOMMENDATIONS

### Goods Movement:



-  R75: Support key truck / goods movement routes, consisting of arterial roadways to the Leaside Business Park (Eglinton Avenue, Laird Drive, Brentcliffe Road and Millwood Road), and internal roadway access via Commercial Road and Wicksteed Avenue, including the provision of truck turning radii and lanes where appropriate.
-  R76: Goods servicing for the emerging new development along Eglinton Avenue will be accessed from the internal local roadways.
-  R77: Goods servicing for development along Laird Drive will be in the rear of the property, accessed from the local streets.
-  R78: Implement a left turn lane southbound along Laird Drive approaching Commercial Road to separate the primary truck entrance into the employment lands.
-    R79: Minimize potential conflicts with pedestrians and cyclists through roadway / streetscape design and placement of utilities.
-   R80: Incrementally enhance the pedestrian and cycling environment, and safely connecting to the enhanced transit and active transportation network within the employment lands as redevelopment occurs, to provide increased travel choice for employees and patrons.
-  R81: Future consideration for Wicksteed Avenue improvements, to provide additional roadway capacity and to facilitate goods movement.

### Vehicular Network:


-   R82: Development proponents must demonstrate to the City's satisfaction that the street network will function appropriately, and ensure capacity and access is available at time proposed development.
-    R83: Laird Drive will be reconfigured between Eglinton Avenue and Millwood Road as a "Complete Street".
-  R84: Vanderhoof Avenue roadway will introduce narrowed lanes and include a continuous left turn lane.
-  R85: Improvements to Wicksteed Avenue at the railway crossing should be considered, subject to TDM effectiveness.

### SERVICING RECOMMENDATIONS




#### Sanitary Sewers:

-  R86: New development shall demonstrate that sufficient capacity is available to service future intensification. Where new/upgraded infrastructure has been identified as per Table 6 of this report, development proponents will be required to make satisfactory arrangements with the City of Toronto to design/construct/fund the identified upgrades in order to attain a level of service acceptable to the City of Toronto.
-  R87: An inflow/infiltration study for infrastructure within Study Area A should be conducted to identify the source of the unusually high inflow identified in the model. Removing the source of inflow/infiltration would further improve sewer capacity.

#### Storm Sewers:

-  R88: New developments shall comply with the TWWMF and must achieve a minimum peak flow reduction of 50% or greater.

#### Combined Sewers:

-  R89: New developments shall comply with the TWWMF and must achieve a minimum net combined (storm plus sanitary) peak flow reduction of 50%.
-  R90: As future development along Laird Drive is serviced by combined sewers, a 'net reduction' in combined flows (sanitary effluent + storm run-off) is expected due to reductions in storm runoff from implemented lot-level controls. Since a net reduction is expected, no improvements to the combined sewers are recommended.
-  R91: The City of Toronto should undertake a feasibility study for providing separated storm and sanitary sewers along Laird Drive. This should be coordinated with the recommended streetscape improvements of this plan.

#### Water:

-  R92: Development within the Study Area will trigger watermain upgrades, as identified in this section, to ensure an adequate water supply for long term growth in the area.





## A.2 Evaluation Matrix

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

STUDY AREA A			COMMENTS
Option 1	Option 2	Option 3	
●	●	○	Option 2 provides greatest mix with employment & mixed use
●	○	●	Option 1 provides greatest range of heights; all 3 have similar densities
●	●	○	Option 2 mix of building typologies distributed throughout
●	●	○	Option 2 has active grade-related uses on along all major streets
●	●	○	Active uses frame open space in Option 2
●	●	●	All 3 options similar
●	●	○	<b>Option 2 will best create vibrant and accessible streets &amp; public realm</b>
●	○	●	Option 3 provides consistent mid-rise buildings; Options 1 and 2 have taller buildings closer to Eglinton
●	●	●	Option 3 provides parkland that serves to transition from existing townhouses to development to the west
●	○	●	Option 1 provides least abrupt transition in heights adjacent to Laird Drive
●	○	●	<b>Option 3 provides best built form transition to surrounding neighbourhoods</b>
○	●	●	Option 3 provides greatest porosity with streets and pedestrian linkages (including park pathways); Option 1's larger building footprint impedes pedestrian movement between destinations as does Option 2's surface parking
●	●	○	Option 2 frames open space with buildings on both sides
●	○	●	Option 3 locates buildings and heights based on 45-degree angular plane from Eglinton Ave. & Laird Dr.
●	○	●	Option 3 provides most consistent podium base and hence, consistent ground relationship
○	●	●	Option 1 provides greatest ground floor coverage
○	●	●	<b>Options 2 and 3 demonstrate similar equivalents of urban design excellence</b>
○	○	●	Options 1, 2 & 3 extend Don Avon Dr. southward; Option 3 extends Parklea Dr. to Aerodrome Cres.; none of the options have a built form and massing that is characteristic of the adjacent community
○	●	●	Option 3 provides greatest potential for spacious landscape both in parkland and public streets
●	●	○	Option 2 provides greatest quantum of employment uses
●	○	●	Due to tall building proximity to Eglinton Avenue, Option 2 will have greatest shadow impacts to the north
○	●	●	<b>Option 3 will best respect the historic character of Leaside while permitting its evolution</b>
●	●	●	All 3 options possess the potential for accessibility
○	●	●	Option 3 possesses the greatest potential to facilitate pedestrians and cyclists within through streets & park paths
●	●	●	Options 2 & 3, through combined public street and park network, provide better links to adjacent destinations
●	●	●	Options 2 & 3 have greater, consistent setbacks along Eglinton Avenue E. and north/south streets; Option 3 will have greater and consistent setbacks along Vanderhoof Ave. followed by Option 1
●	●	●	All 3 options provide potential to link to adjacent and nearby open spaces
○	●	●	Option 3, through the scale and continuity of its open spaces, provides the greatest potential for variety
●	○	●	Option 3, with a majority of its open space situated south of proposed taller buildings, will be least impacted by shadows and wind
○	●	●	<b>Option 3 best provides a high quality, well-connected, safe &amp; comfortable public realm</b>
○	○	○	All 3 options yield similar populations; hence all 3 will require similar infrastructure upgrades
●	○	●	Option 1 provides a moderately sized community facility; Option 3 provides a stand-alone facility
●	○	●	Options 1 & 2 provide similar scaled open spaces and hence opportunities for passive storm water storage; however, Option 2 has larger surface run-off due to at-grade parking; Option 3 provides largest green areas to accommodate stormwater storage
●	●	○	Option 2 provides opportunity for employment growth via re-use of surface parking areas
●	○	●	<b>Option 3 best provides investment in infrastructure and community facilities</b>
○	●	●	Option 1 will require entry from south through private building
●	●	○	All 3 options provide similar population yields; however, Option 2 provides a larger percentage of employment uses followed by Option 1
○	●	●	Option 1 reliant on private east-west streets for 815-845 and 939 Eglinton Avenue E.
●	●	●	Option 3 provides a cycle track along Vanderhoof Ave.
●	●	○	Option 2 provides greatest porosity with maximum number of public streets
●	●	○	Based on porosity Option 2 will dissipate traffic the most
●	●	○	Option 2 provides best balance between uses: hence best live/work/shop opportunity
●	●	○	Option 2 provides greatest quantum of employment uses
●	●	○	<b>Option 2 best provides support for recent and continued rapid transit investment</b>

### Key

- ● Good
- ○ Moderate
- ○ Poor



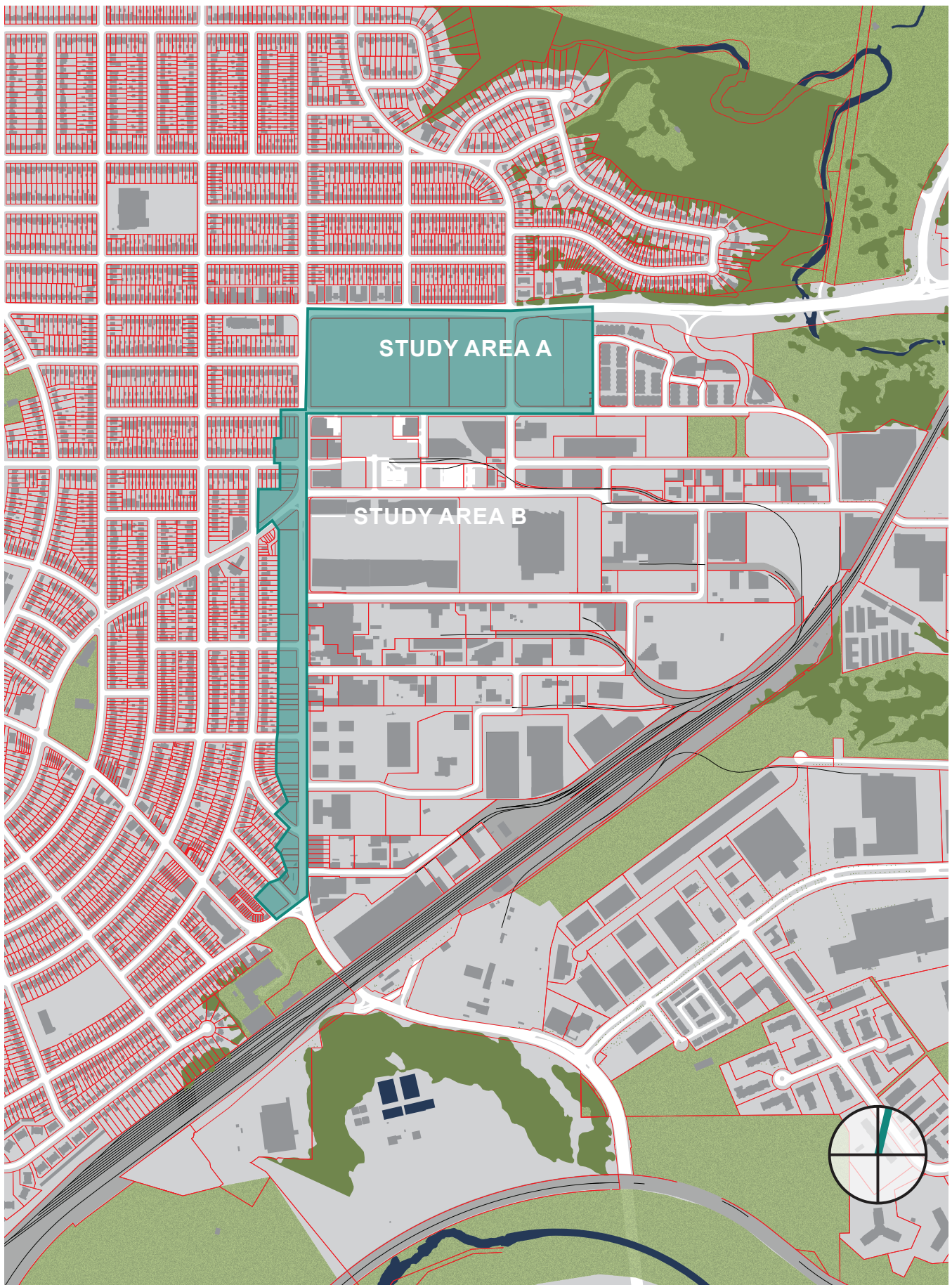


Figure A: Study Areas A and B in the context of Leaside and Thorncliffe Park

## A.3 Development Details for Study Area A

### A.3.1 Land use Designations

#### General Employment Area

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

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

#### Mixed-Use 1 Area

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

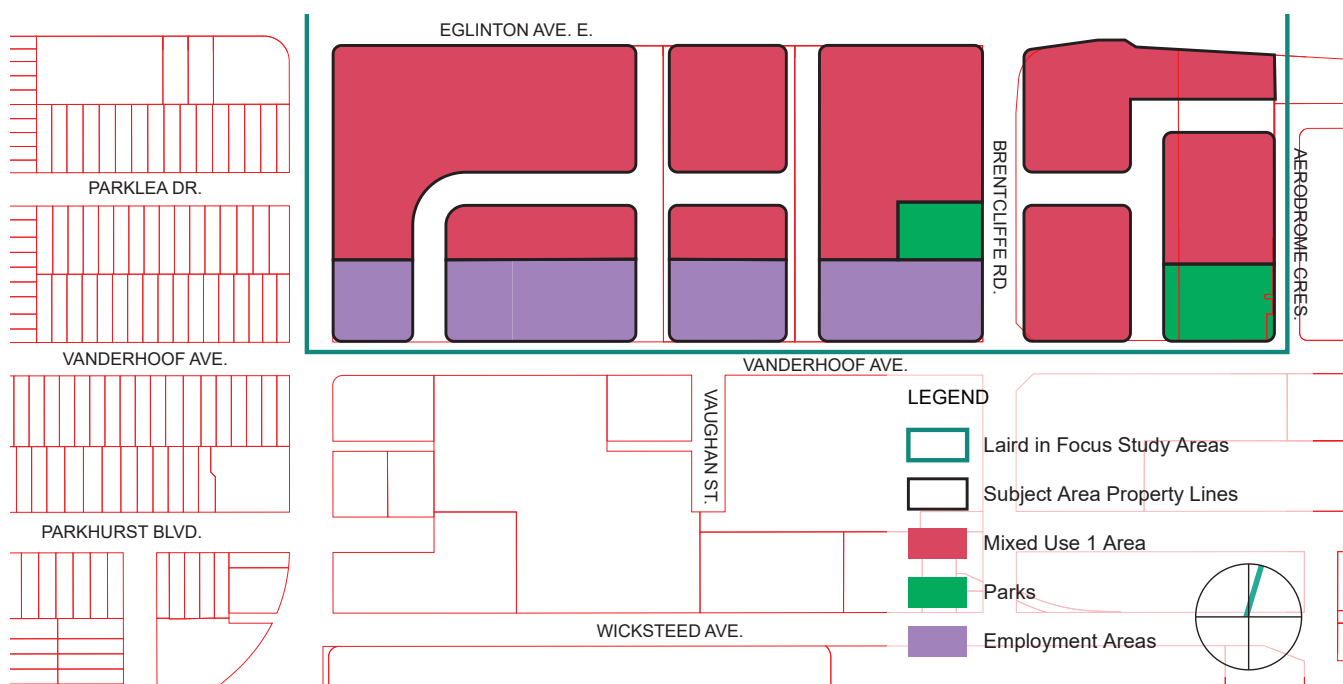


Figure B: Land Use, Study Area A

uses where the building abuts Eglinton Avenue or Laird Drive.

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

## A.3.2 Built Form: Study Area A

### A Sustainable and Resilient Community

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

### Building Articulation

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



## Architectural Features

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

## Setbacks

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

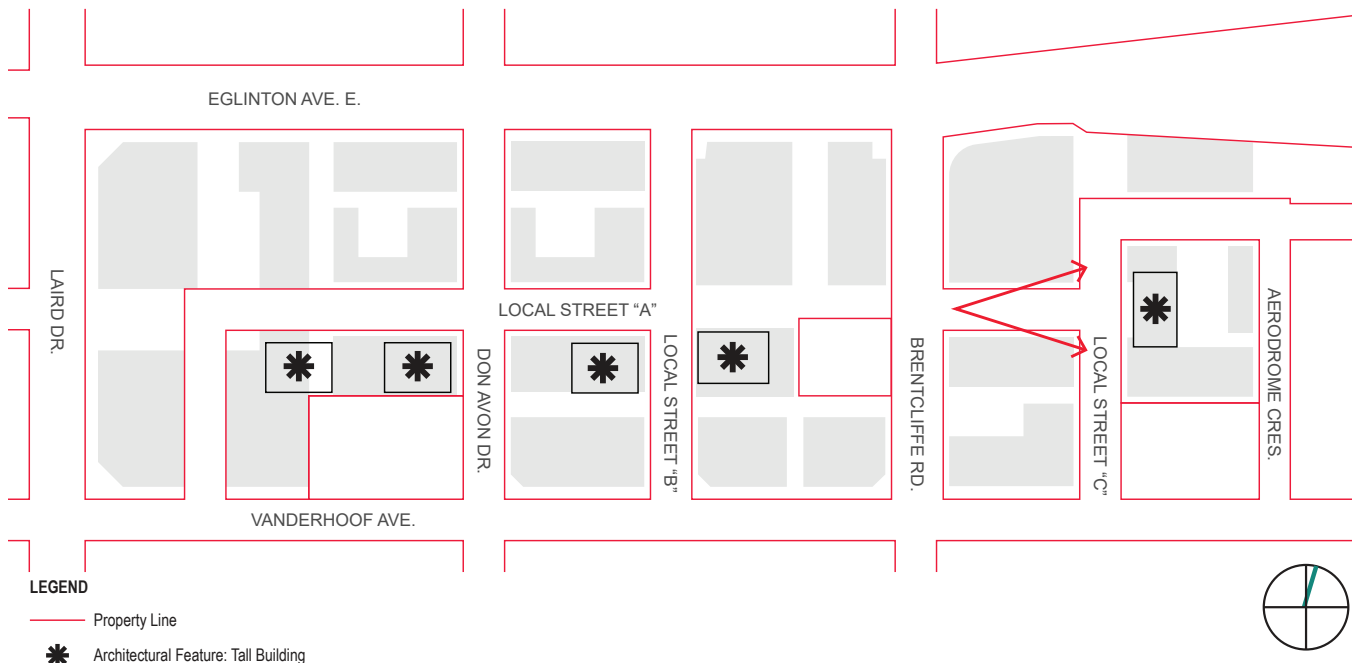


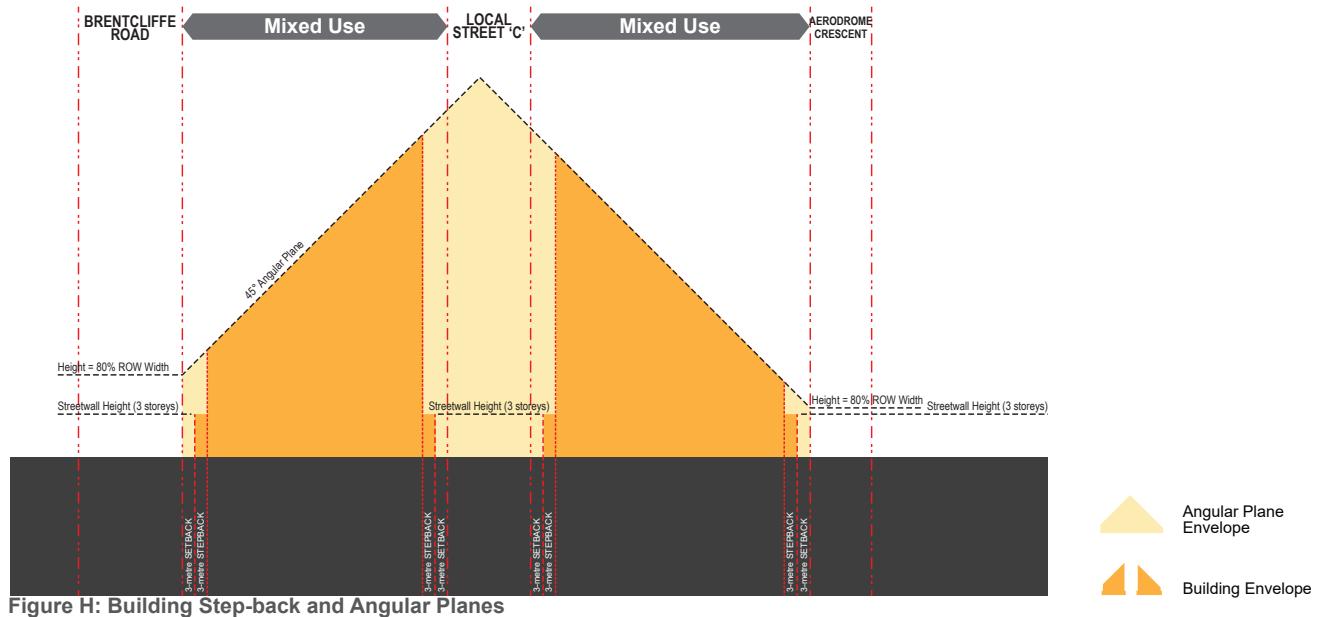
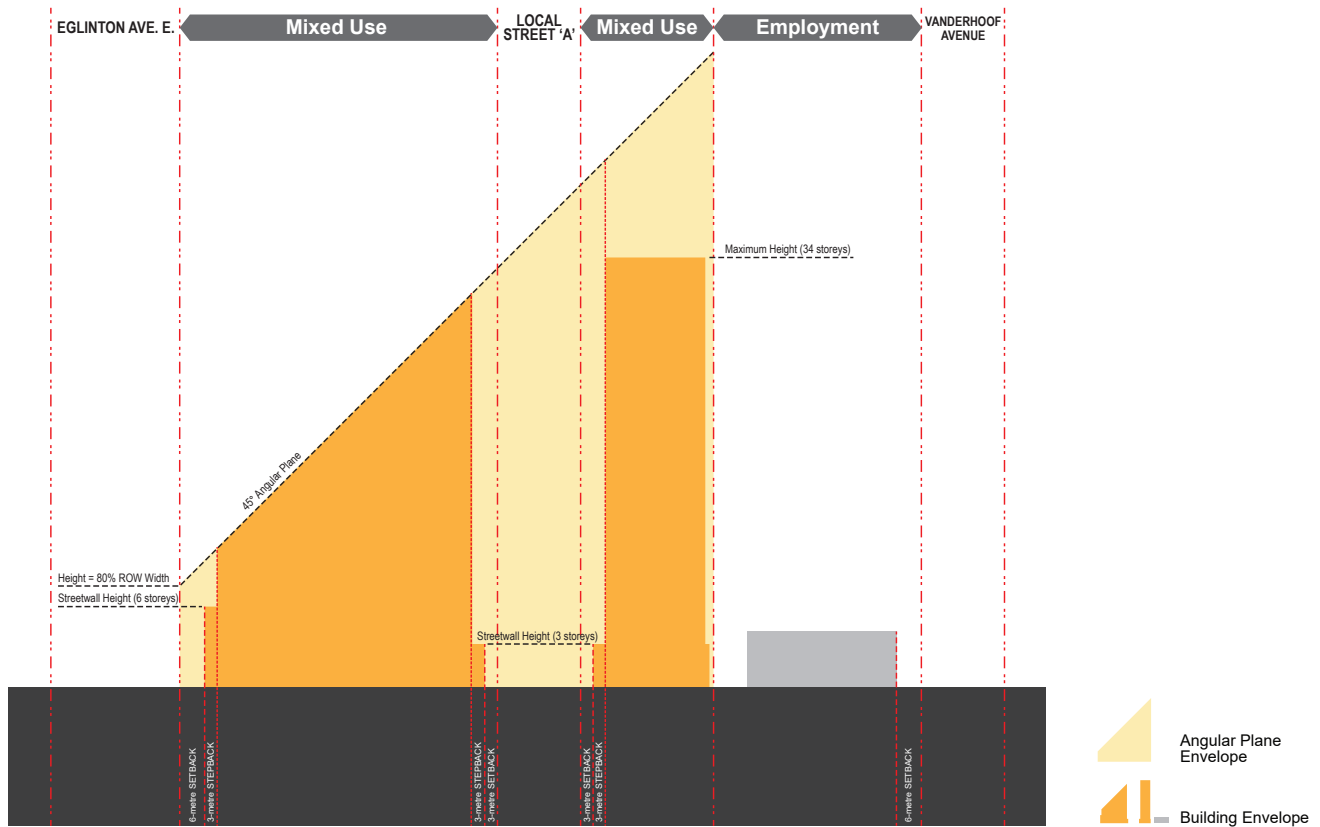
Figure C: Architectural Features

### **Building Height**

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

### **Building Step-backs**

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





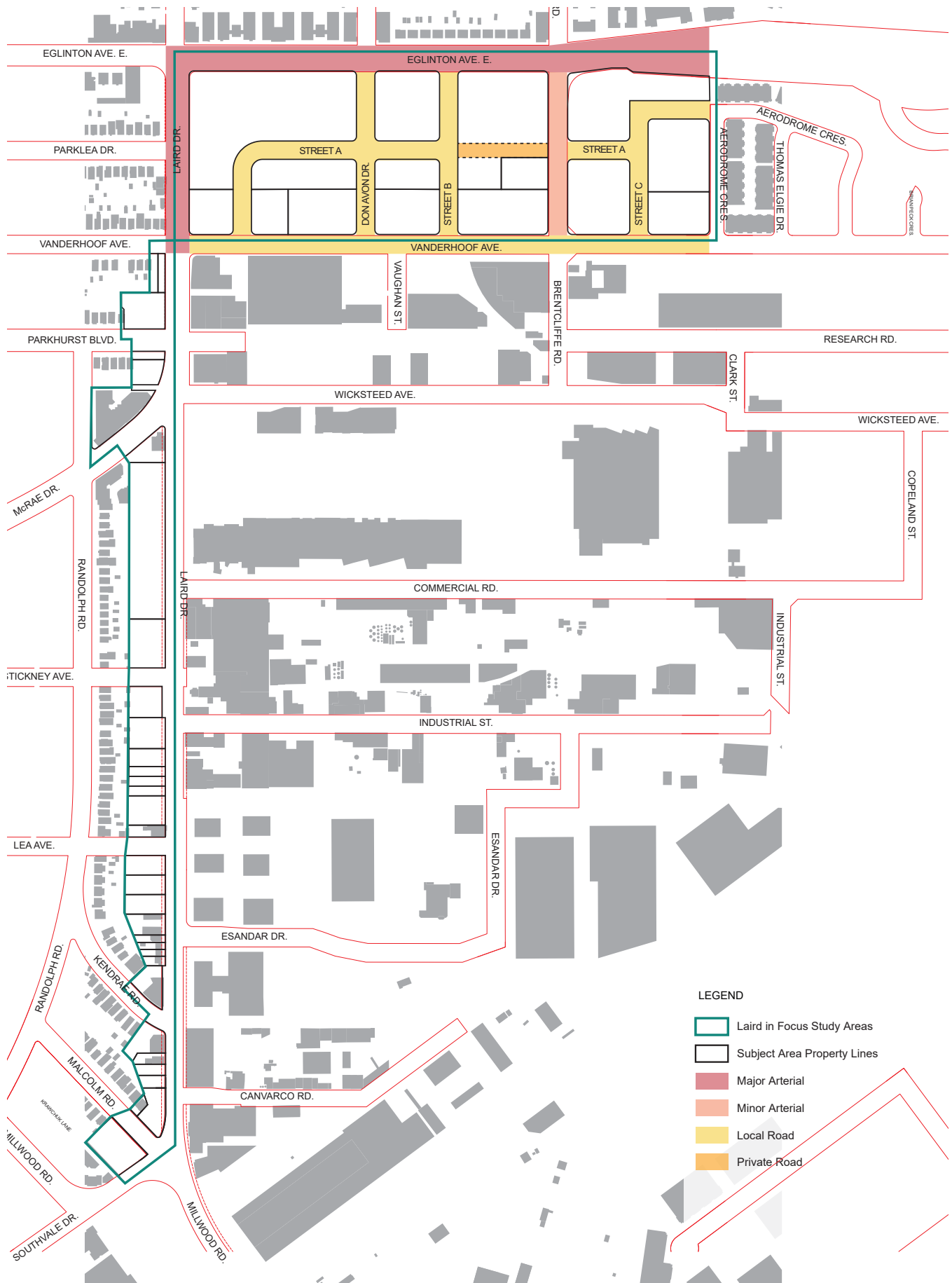


Figure I: Street hierarchy for Study Area A

### A.3.3 The Public Realm: Study Area A

#### General

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

#### The Street Network

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

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

## **Gateways, Parks and Courtyards**

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

## **Pedestrian Linkage**

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

### Mews/Laneway

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

### Plaza Space/Forecourt

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

### Courtyards

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

### Focal Points

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

### Community Facility

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



Figure J: Public Realm

# LEGEND

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

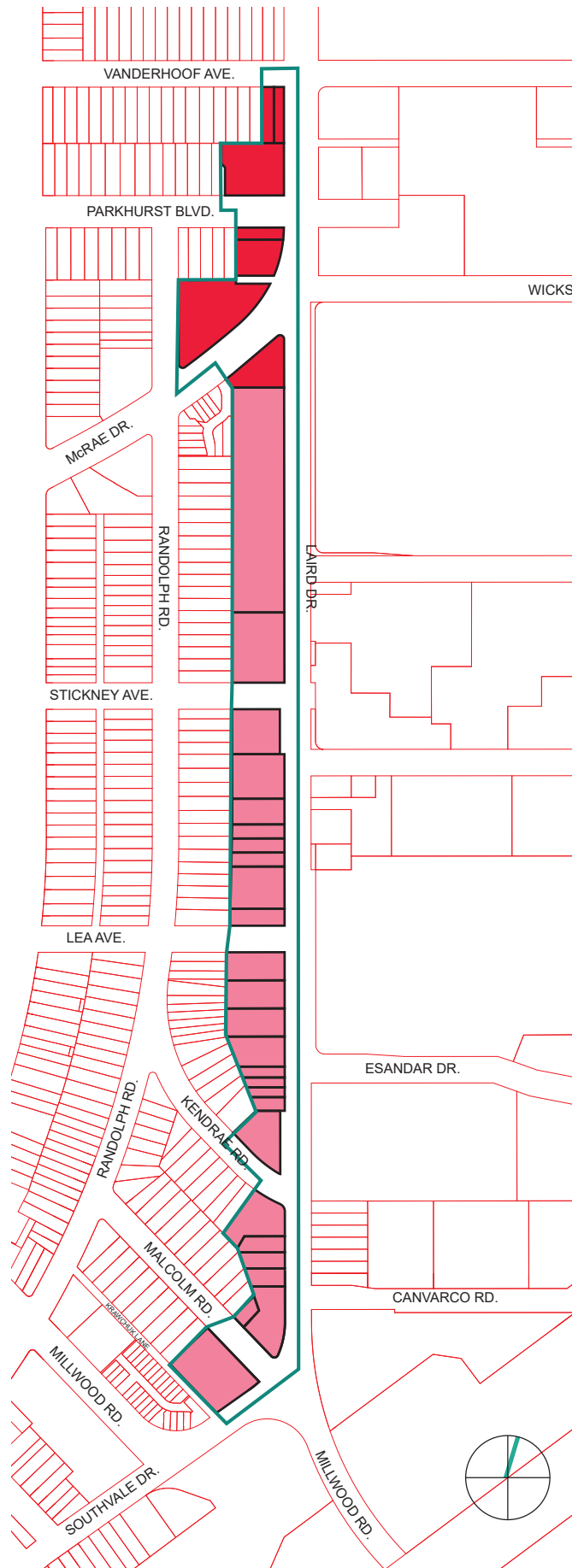


Figure K: Land Use, Study Area B

## A.4 Development Details for Study Area B

### A.4.1 Land Use

#### Character Area 2:

##### Within 500 metres of LRT Station

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

#### Character Area 3:

##### Beyond 500 metres of LRT Station

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



## A.4.2 Built Form: Study Area B

### A Sustainable and Resilient Community

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

### Compatible Development

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

### Building Articulation

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

## Setbacks

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

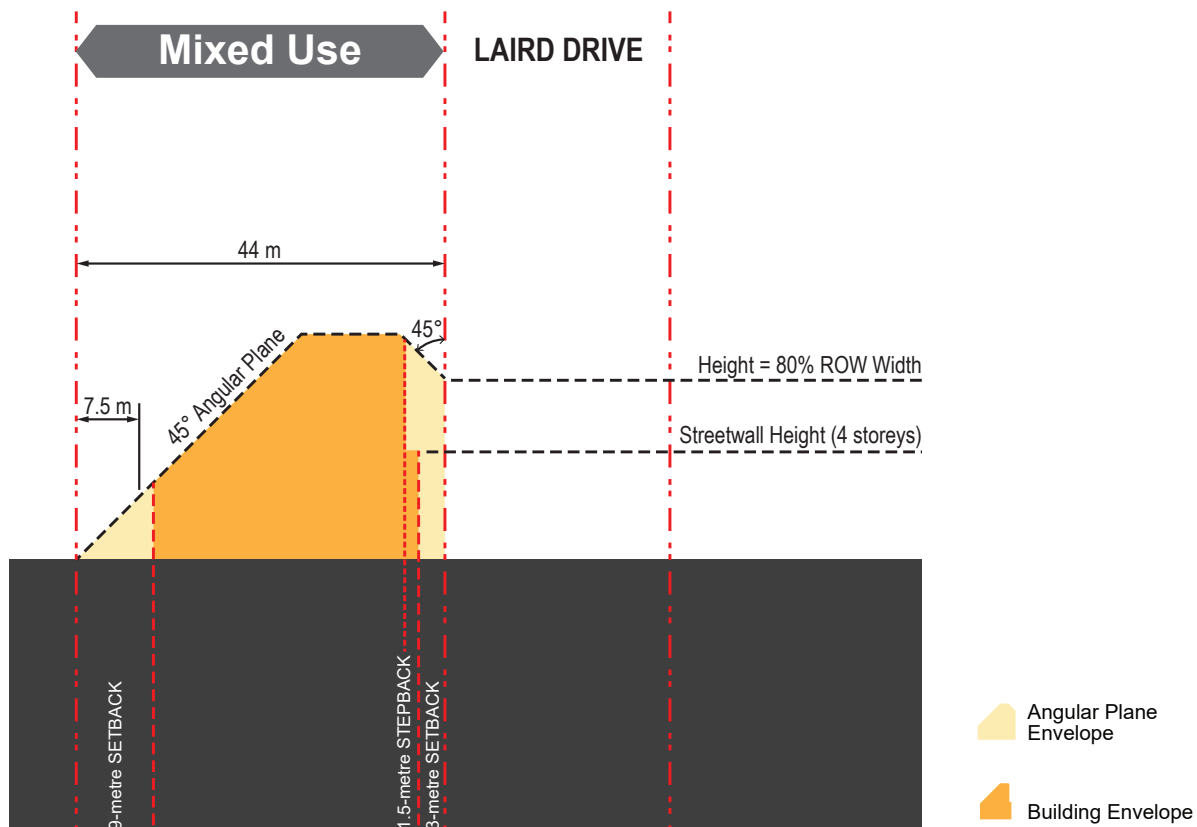


Figure L: Building Step-back and Angular Plane, 44-m property depth

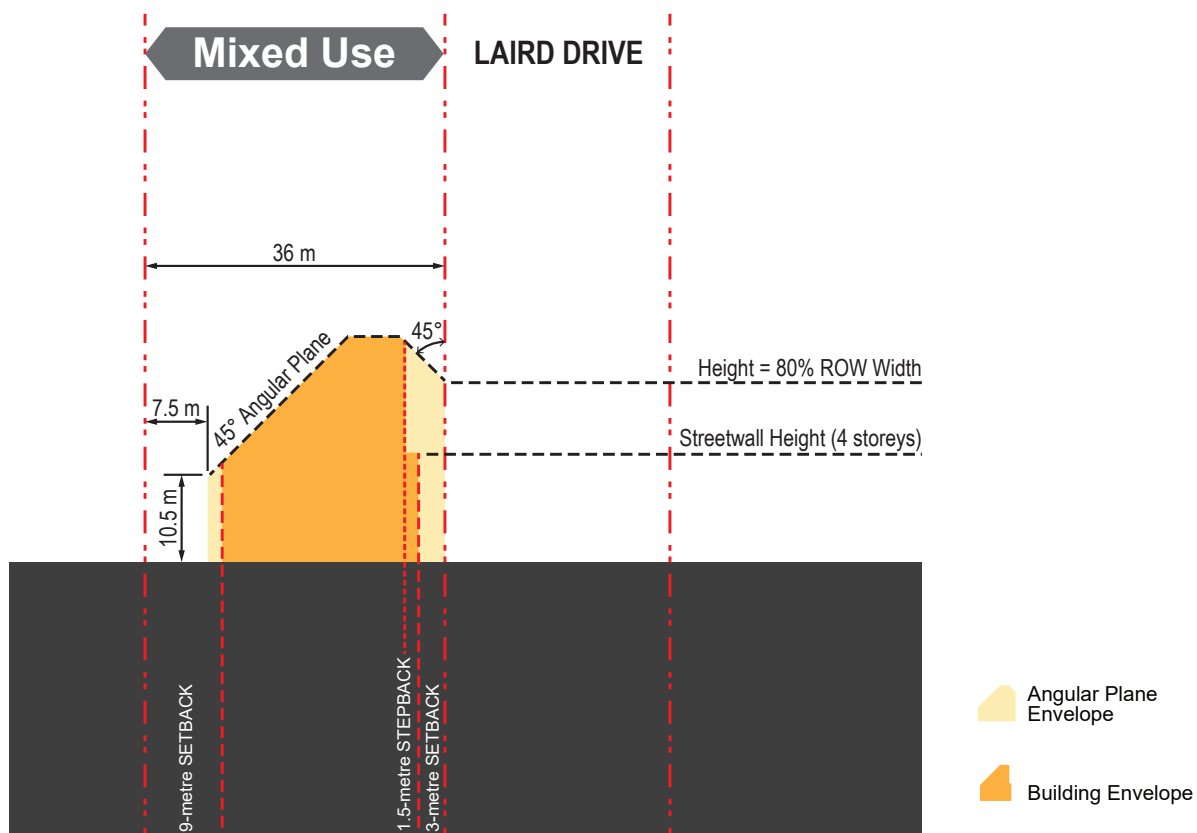


Figure M: Building Step-back and Angular Plane, 36-m property depth

### **Building Height**

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

### **Building Step-Backs**

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

### **Rear Facades**

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

### **Frontage**

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

### **Rear Laneways**

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

### A.4.3 Heritage Buildings

#### General

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

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

#### Detached Main Street Commercial (180 Laird Drive):

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

#### Main Street Commercial Row (96 Laird Drive)

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

#### Semi and Single House-Form (66, 68-70, 72 Laird Drive)

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



## A.4.4 The Public Realm: Study Area B

### General

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

### The Road Network

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

### Gateways and Parks

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