

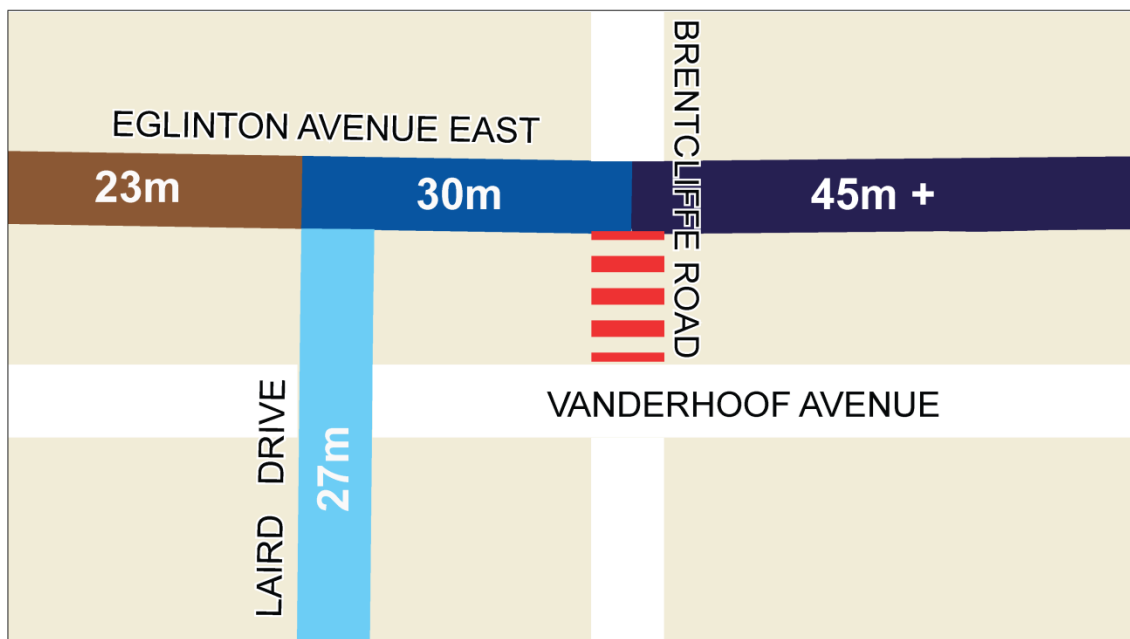
**Amendment No. 450
To the Official Plan of the City of Toronto**

City of Toronto By-law No. ^ 20^

The Official Plan of the City of Toronto is amended as follows:

1. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by designating a portion of Brentcliffe Road from Eglinton Avenue East to Vanderhoof Avenue to 25 metres, as illustrated in Schedule A.

**Schedule A:
Map 3 Right-of-Way Widths Associated with Existing Major Streets**



Official Plan Amendment # 450

Revisions to Right-of-Way Widths Associated with Existing Major Streets Map 3 to add a 25 metre wide road extension south of Eglinton Avenue East on Brentcliffe Road

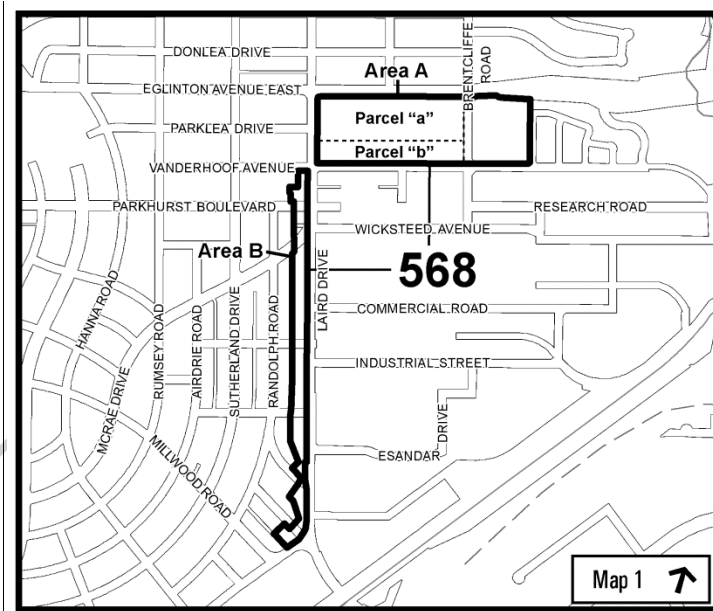
Laird in Focus



Not to Scale
09/06/2019

2. Site and Area Specific Policy No. 142 is amended by removing the lands known municipally in 2018 as 943-963 Eglinton Avenue East and 23 Brentcliffe Road from the Site and Area Specific Policy No. 142 map so that Site and Area Specific Policy No. 142 no longer applies to the said lands.
3. Maps 28 and 31, Site and Area Specific Policies (Key Maps) are amended by deleting Site and Area Specific Policy No. 396 and by adding Site and Area Specific Policy No. 568 to apply to those lands shown below on Map 1.
4. Chapter 7, Site and Areas Specific Policies, is amended by deleting Site and Area Specific Policy No. 396 and replacing it with a new Site and Area Specific Policy No. 568 for the lands on the south side of Eglinton Avenue East between Laird Drive, Vanderhoof Avenue and Aerodrome Crescent, lands on the west side of Laird Drive between Vanderhoof Avenue and Millwood Road, as follows:

"568. South of Eglinton Avenue East and west of Laird Drive



1. Vision

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

- i. Create a community focus at Eglinton Avenue East and Laird Drive, which includes the Eglinton LRT Station, a public park, community facilities and Privately-Owned Publicly Accessible Spaces (POPS) connected to the surrounding community with an expanded network of streets;
- ii. Promote Laird Drive as an enhanced main street which connects this new community focus area with the existing Leaside Memorial Gardens and facilities;
- iii. Develop Eglinton Avenue East as a generously landscaped promenade linking the community focus area at Laird Drive to an accessible West Don River Trail; and
- iv. Connect Leaside to the West Don River Trail by enhancing Vanderhoof Avenue as a park connector of existing and future parks.

2. Goals

The goals of development on the lands are to:

- i. Support the investment in transit along Eglinton Avenue East while ensuring that development is linked to the ability of the transportation network and infrastructure to accommodate growth and support the Leaside employment area;
- ii. Integrate with and respect the physical and cultural character of Leaside;
- iii. Establish a high quality and well-connected public realm, including a network of parks, open spaces, and POPS, community amenities and gateways, to create a safe, comfortable, attractive and desirable community;
- iv. Transform Laird Drive into a vibrant and unifying main street which accommodates appropriately scaled mid-rise development with an enhanced and high quality public realm; and
- v. Improve and prioritize connections and movement opportunities for pedestrians, cyclists and transit riders.

3. Land Use

General Policies

- 3.1 At-grade active uses are encouraged in buildings which abut Eglinton Avenue East and/or Laird Drive, including commercial, institutional, and office uses, community facilities and/or other non-residential uses.
- 3.2 At-grade active uses are encouraged in buildings which abut streets, parks and open spaces to animate these spaces, including commercial uses, at-grade apartment units, and front door entrances to lobbies.

General Employment Areas: Area A - Parcel "b"

- 3.3 **[Decision by L.P.A.T. respecting OPA 231 not yet determined:** Development in Parcel "b" on Map 1 is limited to uses that are compatible with residential and sensitive non-residential uses permitted in the adjacent *Mixed Use Areas* and *Neighbourhoods*.]
- 3.4 **[Decision by L.P.A.T. respecting OPA 231 not yet determined:** Major retail developments with 6,000 square metres or greater of retail gross floor area are not permitted in Parcel "b" on Map 1.]

Mixed Use Areas: Area A - Parcel "a"

- 3.5 **[Decision by L.P.A.T. respecting OPA 231 not yet determined:** Development in Parcel "a" on Map 1 that includes residential units is required to increase the amount of non-residential gross floor area that existed in Parcels "a" and "b" on Map 1 on December 18, 2013.]
- 3.6 **[Decision by L.P.A.T. respecting OPA 231 not yet determined:** Given the presence of industries to the south and southeast of Parcel "a" on Map 1, a study of noise, dust, odour and other industrial related impacts is required prior to the approval of residential development and/or other sensitive non-residential uses within Parcel "a" so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses.]

Mixed Use Areas: Area B

- 3.7 Development in Area B on Map 1 is intended to provide opportunities for smaller scale commercial uses.

4. Heritage

- 4.1 Development is encouraged to respond to the built form of individual heritage resources as well as to contextual characteristics including, how the heritage building relates to adjacent structures and streetscape.
- 4.2 As part of a complete application, a Heritage Impact Assessment is required to be submitted for all properties identified as a Potential Heritage Property.

5. Public Realm

- 5.1 The public realm structure on Map 2, Structure, establishes and identifies a network of existing and new streets, gateways, public parks and open spaces, transit facilities, a community facility, pedestrian connections and POPS.
- 5.2 The expansion of the street network, north of Vanderhoof Avenue as shown on Map 2, Structure, will enhance the function of the existing network of streets, establish suitably scaled blocks to provide address for development, and provide access to destinations within and beyond the area.
- 5.3 The public realm will enhance and expand upon the local character and identity of the community promoting civic life.
- 5.4 Opportunities will be explored with development and streetscape improvements to interpret and commemorate the history of Leaside, including its 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.
- 5.5 New development and public realm improvements will prioritize pedestrian movement and promote safe, convenient, comfortable and resilient spaces for pedestrians and cyclists by contributing to:

- i. A finer grain street network that includes generous sidewalks on new and existing streets;
 - ii. Green, safe and comfortable spaces for all users and activities;
 - iii. Local streets that primarily support an increase in pedestrian activity;
 - iv. Midblock pedestrian connections through larger development blocks that improve pedestrian movement and access;
 - v. Generous and continuous sidewalks and walkways to be complemented by trees and other landscaping; and
 - vi. Coordination of goods movement related to the Leaside employment area and balancing these needs with pedestrian movement and safety.
- 5.6 Eglinton Avenue East will be a pedestrian-friendly promenade framed by trees, function as the primary east-west street and provide a clear and direct movement that extends from Laird Drive to the West Don River Trail.
- 5.7 Laird Drive will be an enhanced main street to accommodate:
- i. Safe and separated cycling facilities;
 - ii. Gateways with public realm enhancements within the right-of-way to achieve high quality civic outdoor amenity spaces; and
 - iii. Curb extensions on local streets adjacent to Laird Drive will provide additional space for pedestrians and landscaping.
- 5.8 Brentcliffe Road will accommodate the movement of goods in support of the Leaside employment area and streetscape improvements to enhance the pedestrian environment.
- 5.9 Vanderhoof Avenue will connect existing and future parks and open spaces, and will provide:
- i. A multi-use path and sidewalk on the north side of the street with a future connection east to the West Don River Trail; and
 - ii. Additional trees to be planted within the setback area to create a double row of trees.

- 5.10 Local streets will provide a finer grain street network, with building setbacks that accommodate landscaping and pedestrian connectivity, will provide vehicular and servicing access where appropriate.

6. Parks and Open Spaces

- 6.1 The parks and open space network will be developed to support a range of uses and users through size, configuration, form, surface treatment, landscaping and programming.
- 6.2 Parks and open spaces may generally be located along the south portion of Area A near Vanderhoof Avenue to allow for good sky view and exposure to sunlight with minimal shadow impacts.
- 6.3 As part of any development, parkland provision will be required in the following priority at the discretion of the City:
- i. On-site land dedication;
 - ii. Off-site land dedication; and/or
 - iii. Cash-in-lieu.
- 6.4 New parks will be located on prominent sites including public street corners, locations which terminate street views, and will contribute to mid-block pedestrian connections.
- 6.5 Environmental assessments will be completed in the initial stages of development to identify the impacts of potentially contaminating activities on proposed park locations. Park locations on development sites will be prioritized to portions of the site that can be remediated to the greatest extent.
- 6.6 POPS will be encouraged as part of development and designed to extend and connect the public realm with development sites in a way that is publicly accessible year-round.
- 6.7 Public art is encouraged to be provided in POPS, setbacks, accessible open spaces and public parks to promote a sense of identity and place.
- 6.8 A community facility shown on Map 2, Structure, will be centrally located and in close proximity to the Eglinton Crosstown LRT, and will act as a community destination to serve the surrounding community.

Partnerships between private landowners and public agencies, boards and commissions to support the improvement, provision and expansion of a community facility will be encouraged.

7. Building Setbacks

- 7.1 Generous landscaped setbacks will be provided along all streets in order to integrate with the Leaside character, contribute to the public realm, and allow additional space for pedestrians, landscaping, amenities, and soil volumes to accommodate healthy tree growth. The setbacks will be sufficient to ensure direct and accessible at-grade connections from ground floor uses to the public sidewalk.
- 7.2 Setbacks of the first underground level abutting public streets will be provided to ensure adequate soil volumes for large canopy trees.

Area A

- 7.3 Buildings along Eglinton Avenue East, Laird Drive and Vanderhoof Avenue will have a minimum 6 metre setback from these rights-of-ways.
- 7.4 Buildings along local streets will have a minimum 3 metre setback from a right-of-way.

Area B

- 7.5 Buildings on the lands west of Laird Drive will have a minimum 3 metre setback from the Laird Drive right-of-way.
- 7.6 Provide a minimum 3 metre soft landscaping buffer along the rear and side property lines abutting lands designated *Neighbourhoods*.

Setbacks Adjacent to Parks

- 7.7 Buildings abutting a park will have a minimum 5 metre setback from the park to allow for the maintenance of the building without an encroachment into the park, pedestrian circulation and landscape around the park, and to provide an appropriate interface between the public and private lands.

8. Built Form

- 8.1 Development will have a high standard of design, be appropriately scaled, relate positively to the existing and planned context and contribute to enhancing the surrounding

public realm around the Eglinton Crosstown LRT Station, and along the Laird Drive and Eglinton Avenue East corridors.

- 8.2 Development will achieve appropriate transition in scale from higher building forms to adjacent lower scale areas to fit its surroundings by using appropriate setbacks, stepbacks, heights, angular planes, appropriate floor plate sizes and facade articulation.
- 8.3 Provide high quality, continuous ground floor weather protection along streets, and at building entrances.

Development Adjacent to Parks and Open Spaces

- 8.4 Ground related family units should be located adjacent to parks, POPS and other open spaces.
- 8.5 Loading, servicing areas and surface parking will be discouraged abutting to a park.

9. Building Massing and Heights

General Policies

- 9.1 A range of building heights and types are permitted in Area A as shown on Map 3, Building Heights in Storeys.
- 9.2 Buildings will be massed to achieve good built form, appropriate transition of scale between areas of growth and stable residential areas, appropriate relationships to streets and between buildings, with good access to sunlight and open views of the sky from the public realm.

Laird/Eglinton Mid-rise Area: Area A:

- 9.3 Locate mid-rise forms along Eglinton Avenue East and Laird Drive with the following characteristics:
 - i. Provide a 6-storey streetwall height at the setback line; and
 - ii. Above the 6-storey streetwall, buildings will step back and change materials and expression.

- 9.4 Locate mid-rise forms along Vanderhoof Avenue with the following characteristics:
- i. Provide a maximum of 20 metre streetwall at the setback line; and
 - ii. Above the 20 metre streetwall, buildings will stepback, change materials and expression to maintain a legible streetwall and allow for good access to sunlight and open views of the sky from the public realm.

Tall Buildings: Area A

- 9.5 Tall buildings will be located in the middle of the development blocks in Area A and will:
- i. Take access and address from new local streets;
 - ii. Provide a base building to a maximum height of 3-storeys along local streets and abutting accessible parks and open spaces; and
 - iii. Provide a maximum tower floor plate of 750m² above the base building stepped back a minimum of 3 metres from the base building.
- 9.6 The tallest buildings should be in close proximity to the Eglinton Crosstown LRT Station, with heights of tall buildings decreasing further to the east.
- 9.7 Notwithstanding policies 9.3, 9.5 and 9.6, good access to midday sunlight on the north public boulevard of Eglinton Avenue East and the west public boulevard of Laird Drive at the solar equinoxes will be maintained by ensuring that no part of a building exceeds the height of a 45-angular plane originating at the property line from a height of 80 per cent of their respective street right-of-way width.

Laird Mid-rise Area: Area B

- 9.8 Mid-rise and/or low-rise buildings are permitted in Area B as shown on Map 3, Building Heights in Storeys and will:
- i. Provide a 4-storey streetwall at the setback line along all public streets;

- ii. Building mass above the 4-storey streetwall will step back and change materials and expression;
- iii. Buildings will generally be no taller than the planned 27 metre right-of-way width along Laird Drive and will fit within a 45-degree angular plane taken from a height of 80 per cent of the Laird Drive right-of-way width at the front property line;
- iv. Minimize balcony projections within the first four storeys;
- v. No part of any building should project into a 45-degree angular plan measured from a height of 10.5 metres taken 7.5 metres from the rear property line(s);
- vi. Lots that are greater than 36 metres in depth, no part of any building should project into a 45-degree angular plane taken from the average grade at the rear property line that abut lands designated *Neighbourhoods*;
- vii. Lots that are less than or equal to 36 metres, that no part of any building should project into a 45-degree angular plane measured from a height of 10.5 metres taken 7.5 metres from the rear property line that abut lands designated *Neighbourhoods*;
- viii. Transition in scale will be provided within the development site through setbacks, stepbacks, and angular planes, and development will provide access to sunlight and protect privacy, by minimizing overlook and shadows to neighbouring properties; and
- ix. Standalone townhouses shall not be permitted

10. Mobility

- 10.1 New development will be reviewed to determine if there is available capacity within the transportation network and/or the contributions required to expand and enhance the network.
- 10.2 The Laird in Focus Mobility Report adopted by City Council provides the foundation for transportation infrastructure improvements and will be refined and implemented through the development approvals process and identified capital expenditures.
- 10.3 Establish a new east-west mid-block local street south of Eglinton Avenue East and north of Vanderhoof Avenue, that will act as a

connector from residential areas to the future Eglinton Crosstown LRT Station and key destinations.

- 10.4 Development will implement a finer grain street network, improving access and connectivity while facilitating a modal shift to active transportation and transit.
- 10.5 Development will provide required transportation infrastructure improvements and facilities as shown on Map 2, Structure, and Map 4, Mobility.

Pedestrian and Cycling Networks

- 10.6 The planned street network will connect to the surrounding street system to:
 - i. Provide safe and convenient pedestrian and cycling routes;
 - ii. Link key destinations within and beyond the area and provide direct connections to the Eglinton Crosstown LRT Station; and
 - iii. Narrow existing and planned roadway lane widths, to minimize pedestrian crossing distances.
- 10.7 Key pedestrian connections, shown on Map 4, Mobility, are areas where pedestrians are anticipated to frequently cross public streets or areas with high volumes of existing and/or anticipated pedestrian traffic and where an enhanced and safe pedestrian network is required.
- 10.8 At key pedestrian connections, the intersections should provide high quality facilities and amenities consistent with, but not limited, to the following:
 - i. Removal of channelized traffic islands where possible;
 - ii. Shortened pedestrian crossings with curb extensions and intersection radius reduction;
 - iii. Wider crosswalks at the crossings where anticipated high pedestrian volumes will occur; and
 - iv. The provision of enhanced street furniture, streetscape treatments, and pedestrian amenities.

- 10.9 New signals will be appropriately planned and implemented with development as identified on Map 4, Mobility, with all new developments to facilitate safe pedestrian crossing.
- 10.10 Cycling interchanges, as shown on Map 4, Mobility, will have seamless and continuous transfer for cyclists across streets by providing bike boxes and other infrastructure to secure appropriate turning movements for cyclists.
- 10.11 Cycling infrastructure and facilities, including bicycle parking and shared bike facilities, should be provided along cycling routes and at cycling interchanges.

Transit

- 10.12 Improve transit users experience and amenity of the local bus network to support the Eglinton Crosstown LRT by integrating transit priority measures with the public realm, active transportation infrastructure, and developments.
- 10.13 Incorporate transit supportive infrastructure such as, pavement markings at key stops, seating, street furniture, and lighting and wayfinding signage, into the design of new development and infrastructure projects, where possible, to support existing and growing transit ridership.

Travel Demand Management and Parking Strategies

- 10.14 Travel Demand Management (TDM) and innovative mobility strategies are encouraged. These strategies promote travel demand measures that support alternatives to single occupant vehicular travel and allow more efficient use of existing and planned transportation infrastructure in the area.
- 10.15 Development will be required to submit a comprehensive TDM plan to the satisfaction of the City and contribute to a TDM monitoring program.
- 10.16 Integrate Toronto Parking Authority facilities in development below grade near Eglinton Crosstown LRT Station to limit parking supply, and implement TDM and shared mobility elements such as car-share and shared bike facilities.
- 10.17 Encourage transit usage through development by providing development-related transit benefits such as real-time arrival display boards and direct connections to the Eglinton Crosstown LRT Station.

10.18 Parking for development along Laird Drive will be underground or at the rear of properties, and parking access is encouraged to be provided from local streets, public lanes, and/or shared private driveways.

10.19 The new east-west mid-block street south of Eglinton Avenue East and north of Vanderhoof Avenue should be designed to facilitate short-term pick-up and drop off.

Employment Mobility and Goods Movement

10.20 In recognition of the importance of the Leaside *Employment Area* safe and balanced mobility will be achieved by:

- i. Encourage movement of goods along preferred corridors as identified in the Laird in Focus Mobility Report, informed by the City-wide Freight and Goods Movement Strategy;
- ii. Locate goods service access from local streets and below grade for development along Eglinton Avenue East;
- iii. Locate goods service access for development along Laird Drive at the rear of the property from local streets, public lanes, and/or shared private driveways; and
- iv. Encourage loading and servicing uses to be consolidated and located underground.

11. Water, Sewer and Stormwater Infrastructure

11.1 Development will reduce the negative impacts of inflow and infiltration on the capacity of the City's sewer systems. Development that would negatively impact the capacity of the City's sewer system through inflow and infiltration will not be approved. Approvals may be conditional on inflow and infiltration issues associated with a development being adequately addressed to the City's satisfaction.

11.2 Development will provide required servicing infrastructure with development and any servicing upgrades will be the responsibility of the landowner.

12. Implementation:

- 12.1 The policies of this SASP are to be read together in conjunction with the policies of the Official Plan to understand its comprehensive and integrated intent. The order of the policies contained in this SASP does not indicate the priority of one policy over another.

Urban Design

- 12.2 In order to assist in meeting the objectives of the SASP, Urban Design Guidelines will be formulated and adopted by City Council to provide direction for reviewing development applications in this area. They will include specific recommendations on public realm improvements, park location, and pedestrian and cycling connections. The guidelines will inform building siting, organization and massing. Consideration will be given to these guidelines during the preparation and review of development applications for each phase of development, and will:

- i. Create an animated, connected, and high quality public realm;
- ii. Promote development that respects and reinforces local character including its architectural vernacular; and
- iii. Provide additional direction for large blocks.

Transportation

- 12.3 A transportation monitoring program will be developed and undertaken for existing and proposed development with area stakeholders to evaluate growth and travel patterns as the transportation network and associated improvements are implemented. At appropriate times, a monitoring program will be co-ordinated by the City to inform Transportation Impact Studies submitted with development applications, and will include:

- i. Travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
- ii. Trip volumes from a multi-modal perspective on public streets and at key intersections, and the future network improvements of all transportation modes measured against development levels;
- iv. Transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network; and

- v. Parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.

12.4 The findings of the transportation monitoring program will inform future transportation analysis and future review of development. The findings will be considered in the review of individual development and the implementation of TDM requirements.

Housing

- 12.5 To support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be encouraged, to meet the different and changing household needs over time, including units that are suitable for families with children, larger households, and units designed as accessible for seniors.
- 12.6 Development of new affordable and mid-range rental housing, and new affordable ownership housing is encouraged with new residential development to contribute to a full range of housing, in accordance with the applicable legislative framework.

Community Services and Facilities

- 12.7 Development may be requested to contribute new community service facilities on-site, and/or the renovation, expansion or replacement of existing facilities in surrounding areas to support future growth provided for on the lands.
- 12.8 New community service and facilities will be focussed within Area A on the Eglinton Avenue East and Laird Drive quadrant to capitalize on access to public transit available in this location.
- 12.9 The following community services and facilities will be prioritized:
 - i. New, non-profit child care facilities to serve the projected residential population growth; and
 - ii. Flexible, multi-purpose, community facility space to provide for a wide range of programs for people of all ages and abilities.
- 12.10 New community facilities, expansion and/or retrofits of existing facilities will be designed to meet the requirements of the City and its agencies and will:
 - i. Be located in highly visible locations with strong pedestrian, cycling and transit connections;
 - ii. Be located within mixed-use buildings, where possible; and

- iii. Provide flexible, accessible, multi-purpose spaces that can be animated in different ways and adapted over time to meet the varied needs of different user groups.

Sustainability

- 12.11 Environmentally sustainable built form will be encouraged through the development of individual sites.
- 12.12 Development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards.
- 12.13 Co-energy facilities will be encouraged.
- 12.14 Infrastructure which encourages sustainability will be provided with development such as cycling and pedestrian infrastructure, and sustainable storm water management facilities.

