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1.0 Introduction

- 1.1 Background
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- 1.6 Vision Statement
- 1.7 Structure Plan

Urban Design Guidelines for Laird in Focus will establish a context for coordinated development and are used as a planning tool to ensure appropriate development is consistent with the Official Plan and Site and Area Specific Policie (SASP #568).

The Urban Design Guidelines will also be used as a planning tool to guide standards included in the implementing Zoning By-laws, where one has not been established through the study process, and to evaluate applications for approval of Plans of Subdivision and Site Plan Control.

The Urban Design Guidelines together with the Structure Plan in SASPS #568 & #579 set out a framework for the creation of a high quality public realm and built form.

1.1 BACKGROUND

Laird in Focus provides a vision and framework as well as recommendations for the redevelopment of properties in proximity to the Laird LRT Station.

Laird in Focus is a comprehensive planning study that builds off the work previously completed through the Eglinton Connects Planning Study, which identified the large format retail parcels on the south side of Eglinton Avenue East as an area to create a finer grained street network to support transit investment near Laird Station. Laird Drive was incorporated into this mixed use vision as part of the study.

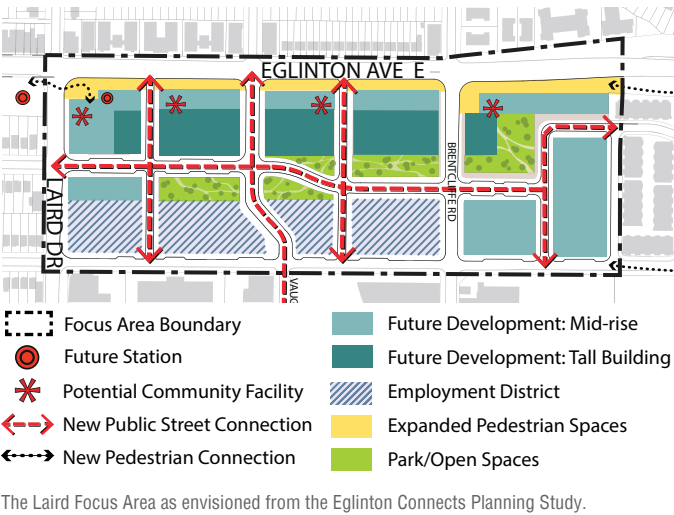
1.2 MANDATE

The Laird in Focus Urban Design Guidelines apply to the entire Site and Area Specific Policy (SASP) area and are to be read in conjunction with the SASP for Laird in Focus. This document provides detailed implementation guidance to ensure development is coordinated and consistent with SASP #568.

This document will provide the public, City staff, members of Council, and the development community, direction on development applications in the area. This document illustrates design principles and demonstrates the vision for the Eglinton Avenue East and Laird Drive areas.

The Laird in Focus Urban Design Guidelines are to be used in conjunction with the other applicable City-wide urban design guidelines. In the event of a conflict, the Laird in Focus Urban Design Guidelines will take precedence in consideration of area specific conditions, opportunities and constraints.

These guidelines acknowledge the land encompasses the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Eglinton Connects establishes a streetscape vision for the entirety of the new LRT corridor. Laird Drive and Eglinton Avenue East was envisioned to maintain surrounding employment uses and retail activity, while transitioning to a more mixed use community.



The main station entrance will be at the southwest corner of Eglinton Avenue East and Laird Drive, with a secondary entrance located on the southeast corner.

1.3 PLAN AREA

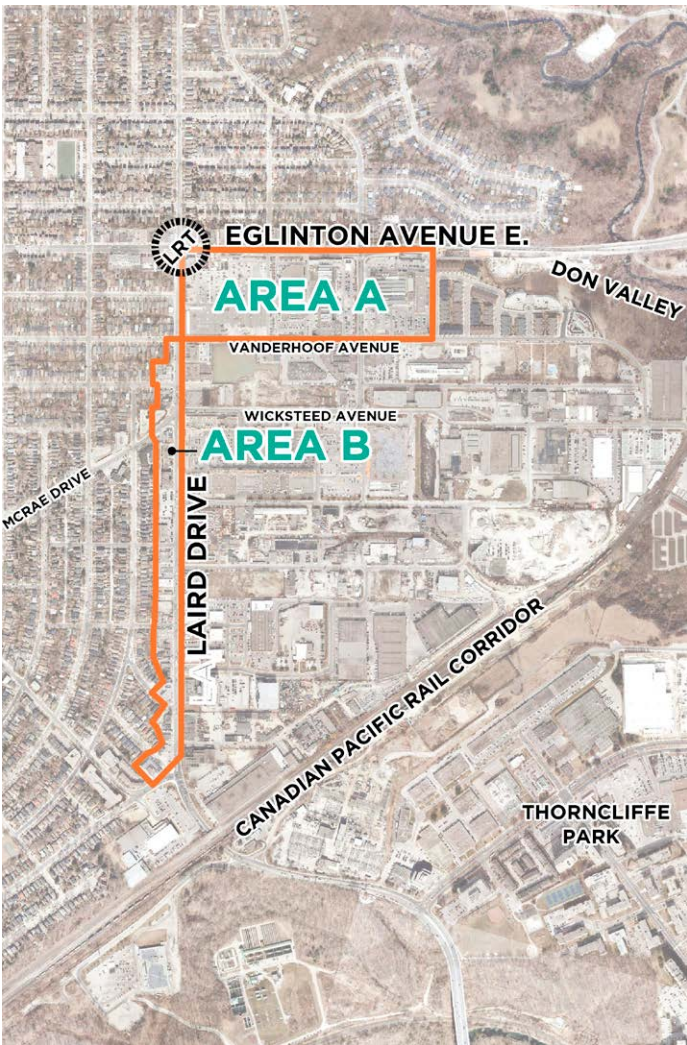
The boundaries of the Laird in Focus Urban Design Guidelines incorporate two focus areas:

Area A is along the south side of Eglinton Avenue East, bounded by Laird Drive to the west, Vanderhoof Avenue to the south, and Aerodrome Crescent to the east. Area A will consist of Mixed Use lands, with Employment uses preserved along Vanderhoof Avenue to integrate with the Leaside Business Park.

Area B incorporates the streetscape along Laird Drive from the LRT station at Eglinton Avenue East south to Millwood Road, and includes all Mixed Use properties along the west side of Laird Drive. This main street links the residential neighbourhood of Leaside to the LRT station at Eglinton.



The LRT transitions above-ground at the portal just east of Brentcliffe Road, and provides expansive views out to the Don Valley Ravine system.



The Laird in Focus boundaries for Area A and Area B, and surrounding context.



The Laird in Focus Area in context, along Eglinton Avenue East looking northwest towards Midtown.

1.4 HISTORICAL OVERVIEW

Indigenous History

As glaciers retreated at the end of the last Ice Age, the lands comprising Leaside emerged to overlook what is now the Don River Valley. The first peoples to occupy southern Ontario almost 12,500 years ago were bands of early hunters. They pursued migratory game, and lived on the shores of the glacial meltwater lakes in an environment of open spruce forest mixed with tundra. Their camps were often located on the elevated shorelines of these ancient lakes.

By 9000 years ago small bands of hunter gatherers were adapting to changing environmental conditions and moving to take advantage of seasonal resources. A shift toward agriculture led to the development of semi-permanent year-round villages. The sophisticated cultural practices, trade networks and settlement patterns reflect a complex and deep history of occupation by aboriginal peoples in southern Ontario.

First European Settlers

The first European settlement of the area now known as Leaside began in the early 19th century primarily with British settler, John Lea, who purchased land in 1820. Lea's land passed on to his sons, John Jr. and William. William Lea purchased additional land, and established the village of Leaside c1854.



The Todd plan envisaged Laird (named "Harding") Drive as a two sided residential street with the exception of the block south of Wicksteed Avenue.

In 1881, the Canadian Pacific Railway (CPR) constructed a line across the northern edge of the City of Toronto, purchasing part of the Lea family holdings. In 1894, the CPR constructed Leaside Station, naming it to honour William Lea. Leaside was incorporated as a town in 1913.

Formulation of Leaside and the Todd Plan

Leaside owes its urban structure to the masterplan of one of Canada's first major practicing landscape architects, Frederick Todd. An apprentice of famed landscape architect Fredrick Law Olmsted, Todd came to Canada from Boston to design planned communities for the Canadian National Railway (CNR), notably Montreal's Mount Royal and Surrey, BC's Port Mann.

In 1912 CNR hired Todd to prepare the layout for the future Leaside community and the adjacent employment lands. The plan provided a street network influenced by the Garden City movement: spacious radial tree-lined residential streets, access to green space, and the inclusion of a separated industrial zone to support new residents. Leaside was planned out as a new town, offering public institutions and infrastructure, as well as a range of housing types and densities.

Initially residential development slowly materialized during the first two decades of the 1900s. In 1913 Leaside's population was 43 but with substantial development in the 1930s this number dramatically increased to 6,180 by 1940. Industries were located adjacent to the CPR station with Canadian Wire & Cable Co. arriving in 1912, followed by Durant Motors of Canada Ltd. in 1921 and various other industries before the outbreak of World War II.

The Todd plan envisaged Laird Drive as primarily a two-sided residential street with the exception of the block south of Wicksteed Avenue. By 1924 the full length of Laird Drive had been subdivided with shops and residential uses, with residential primarily making up the heart of Leaside neighbourhood to the west. Industrial uses were confined to large tracts of land east of Laird Drive and south of Soudan Avenue (today's Research Road). The teardrop-shaped block that contains Trace Manes Park was initially subdivided into residential lots, but today serves as one of the main green spaces for Leaside.

Connections to the Town of Leaside had historically been limited. Leslie Street was surveyed to extend northward from the City of Toronto and would have provided an eastward access road for Leaside. However, the topography of the Don Valley interrupted this potential alignment, making 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.

After World War 2, the industrial area continued to expand and develop. Roadwork improvements occurred in 1956 by extending Eglinton Avenue across the Don River, which originally ended as a dirt path by the valley. Originally a residential street, Eglinton Avenue East became a high-volume arterial road. Laird Drive as a result became an important north-south access route.

1.5 SURROUNDING CONTEXT

The block structure west of Laird Drive and north of Eglinton Avenue East originates from the Todd Plan and consists of blocks scaled for detached and semi-detached residential dwellings. East of Laird Drive the Todd plan anticipated industrial uses resulting in the larger block structure. The block and street pattern evolved over time responding to the needs of industrial uses as they arose. As a result, the block and street pattern east of Laird Drive is grid-like, compared to the curvilinear Todd design west of Laird Drive.

Directly north of Area A, Eglinton Avenue East is composed of walkup residential apartment buildings and semi-detached residences. Eglinton Avenue East continues eastward opening out to dramatic views of the Don Valley.

Existing building heights are generally between one and three storeys throughout the Focus Areas, with the exception of the northeast corner near the Valley, where residential buildings range in 12-20 storey heights. Recent proposals along Eglinton Avenue East range in heights from 18 to 28 storeys at 939 Eglinton Avenue East, and a proposal with heights up to 38 storeys at 815 Eglinton Avenue East.



1931 Aerial Photograph looking north east at the junction of Laird and McRae drives with the Durant Motor Complex and in the foreground the few houses that had been constructed on the west side of Laird Drive by this date. The aerodrome of 1917 is in the background, north of Wicksteed Avenue. (Rempel)



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



Leaside Vernacular – A mix of densities, handscaled-masonry, curving streets, and lush, landscaped front gardens.

Laird Drive Character

Laird Drive is characterized by an asymmetrical mix of residential vernacular, small and large-scale commercial retail, encompassing a full range of 20th century architectural styles. This includes smaller scale restaurants and offices, auto bodies and car dealerships. Big box retail formulates the East side of Laird Drive, with Smart Centres Leaside, as well as Leaside Village which includes adaptive reuse of the former locomotive facility for the Canadian Northern Railway.

Newer developments at the Laird and Millwood intersection range in heights from seven to eight storeys. A 7-12 storey mid-rise is proposed integrating the former Durant Motor company building at 146-150 Laird Drive.



150 Laird Drive, the former Durant Motor Company building.



190 Laird Drive, pubs along Laird Drive.



Laird Drive at the Millwood Gateway, with an 8 storey mid-rise adjacent to the southern end of the Laird Drive Area B.



42 Laird Drive



206 Laird Drive. An eclectic mix of architectural styles and uses along the west side of Laird Drive.

1.6 VISION STATEMENT

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:

- 1. 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;
- 2. Promote Laird Drive as an enhanced main street which connects this new community focus area with the existing Leaside Memorial Gardens and facilities;
- 3. 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
- 4. Connect Leaside to the West Don River Trail by enhancing Vanderhoof Avenue as a park connector of existing and future parks.



Laird Drive view north at Lea Avenue



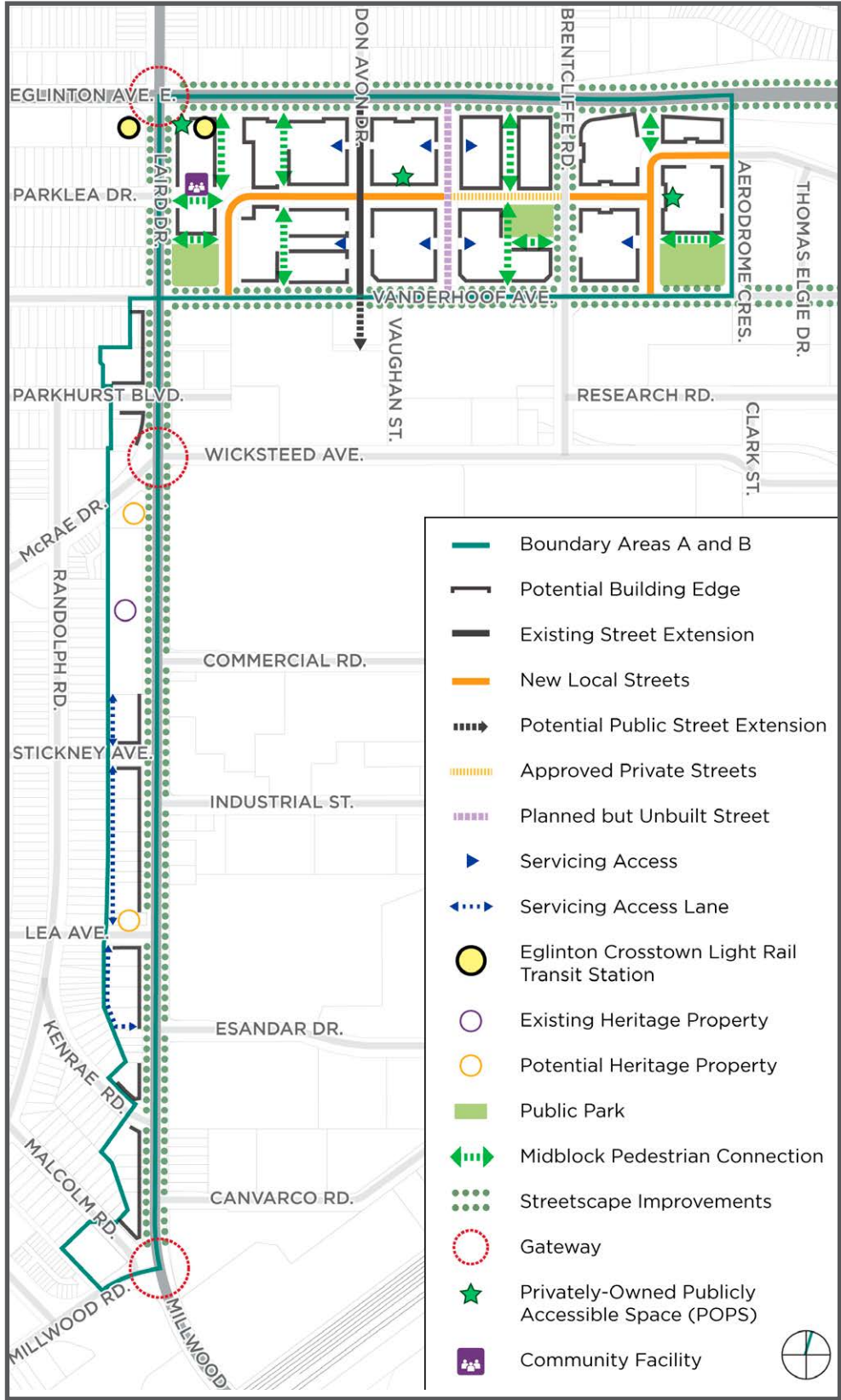
Industrial forms along the east side of Laird Drive.



House forms along Laird Drive, at Esandar Drive.

1.7 STRUCTURE PLAN

The following Structure Plan from SASP #568 describes the overall vision for the physical form and public realm character of the future development for Laird in Focus.



2.0 Demonstration Plan

2.1 Area A - Eglinton Avenue East

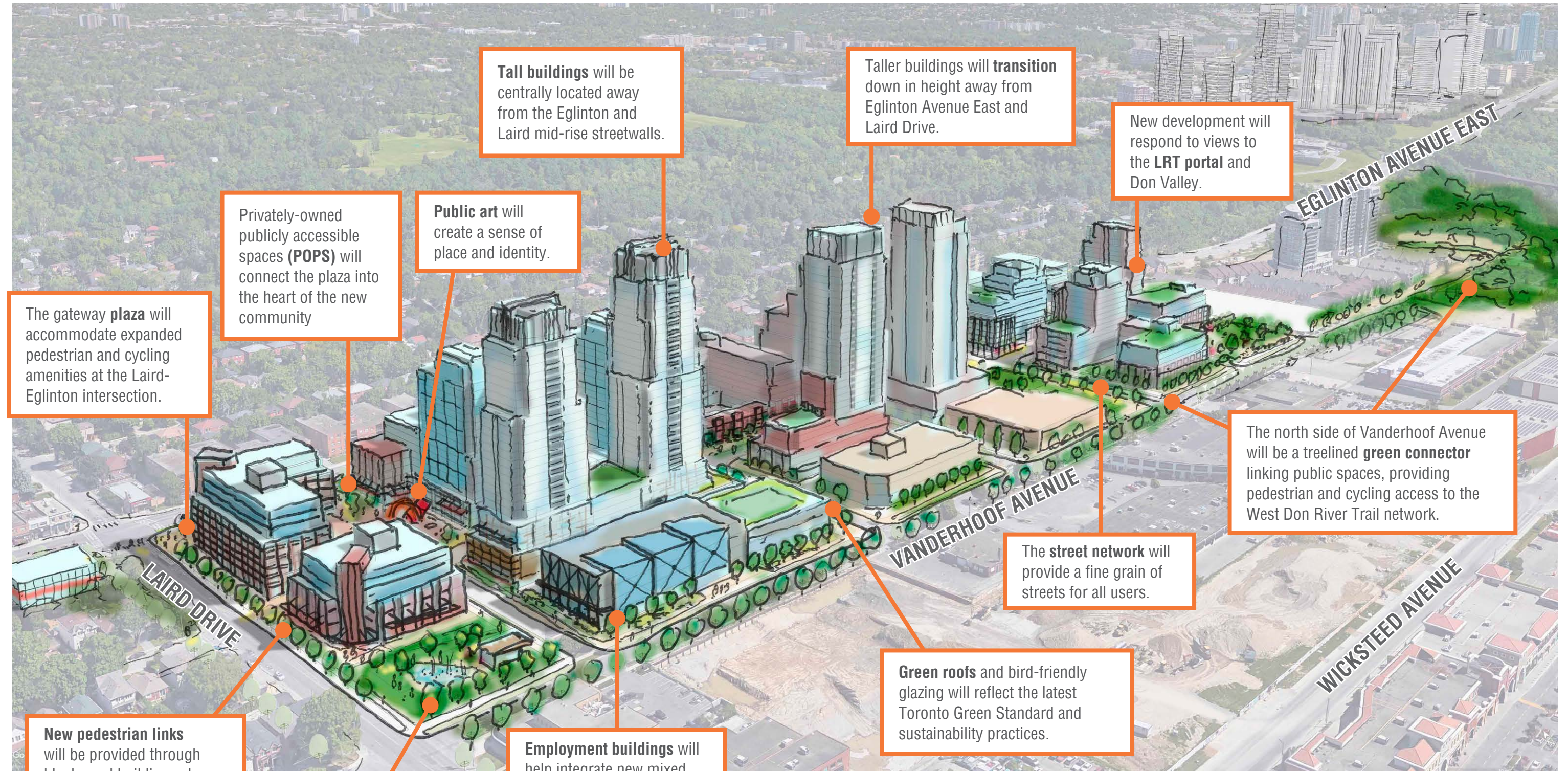
2.2 Area B - Laird Drive

The Demonstration Plan is a conceptual illustration of the Laird in Focus Areas. It shows views at full build-out, with all sites redeveloped, guided by the SASP and the Laird in Focus Urban Design Guidelines.

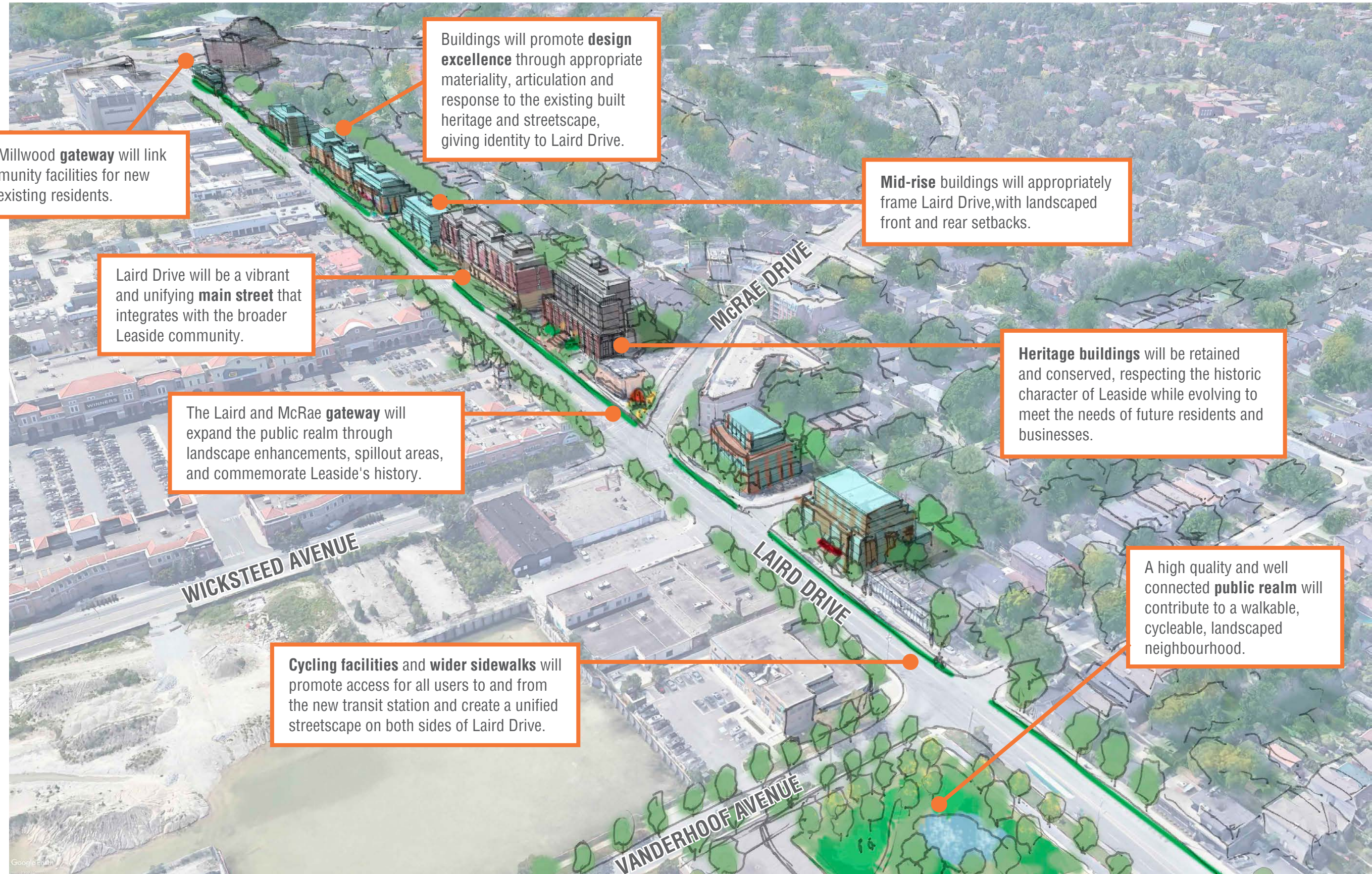
The first demonstration encompasses the new community of Area A along Eglinton Avenue and will integrate with the adjacent Leaside Business Park to the south. The second demonstration illustrates a view south along Laird Drive's new conceptual main street.

The Demonstration Plan is not a Master Plan. It is presented for illustrative purposes only and is a potential outcome of the guidelines.

2.1 AREA A - EGLINTON AVENUE EAST



2.2 AREA B - LAIRD DRIVE



3.0 Public Realm

- 3.1 Streets
- 3.2 Parks and Open Space
- 3.3 Gateways
- 3.4 Setbacks

The network of parks and open spaces will be linked by streets, parks, open spaces and pedestrian walkways. Redevelopment and intensification presents the opportunity to contribute to a range of new high-quality parks and public spaces that provide a setting for civic and community life by enhancing the identity and character of an area.

Along Laird Drive, key intersections will promote an extension of the public realm in lieu of park spaces, and will serve as gateways into and out of the community.

3.1 STREETS

The lands east of the new transit station are composed of large parcels that will require new local streets to facilitate redevelopment and improve movement through the new community, adjacent employment area, and the Don Valley.

New streets provide the framework for determining the size of development parcels, and the resulting scale and form of buildings. A finer grid of streets improves safety, visibility, and legibility for all users, and provides better access and address for new buildings.

No new streets are proposed as part of Laird Drive Area B. However, parking access is encouraged to be provided from local streets, public lanes, and/or shared private driveways, at the rear of properties, to ensure that Laird Drive achieves the vision of creating a thriving main street promenade.

Guidelines

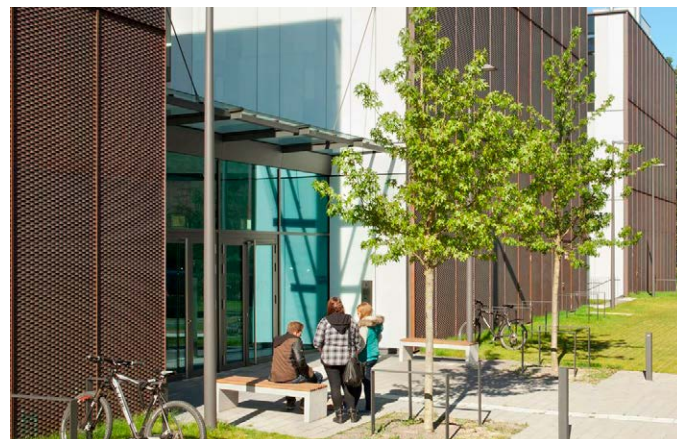
1. All streets are to be designed as “Complete Streets”.
2. The street network shall connect to the surrounding street system to provide numerous, convenient, safe, pedestrian and cycling routes linking key destinations within and beyond the area with direct connections to the Eglinton Crosstown Light Rail Transit Station.
3. Provide high quality streetscapes and linkages that enhance the pedestrian and cyclist experience.
4. Divide large land parcels with streets to promote a connected and accessible grid to safely and easily access buildings.
5. Encourage smaller, similarly sized development blocks as found in Leaside, which allows development to integrate with the community.
6. Servicing and vehicular access will be integrated within the building massing and minimize impacts on the public realm network.
7. Building setbacks (see 3.4) on private property will expand the perceived public realm for retail and residential groundfloor uses, and support spillover activities.



Laird envisioned as a main street lined with mid-rise buildings.



The creation of a double-row of trees, like this one on Toronto's Esplanade, will help realize the Eglinton Promenade.



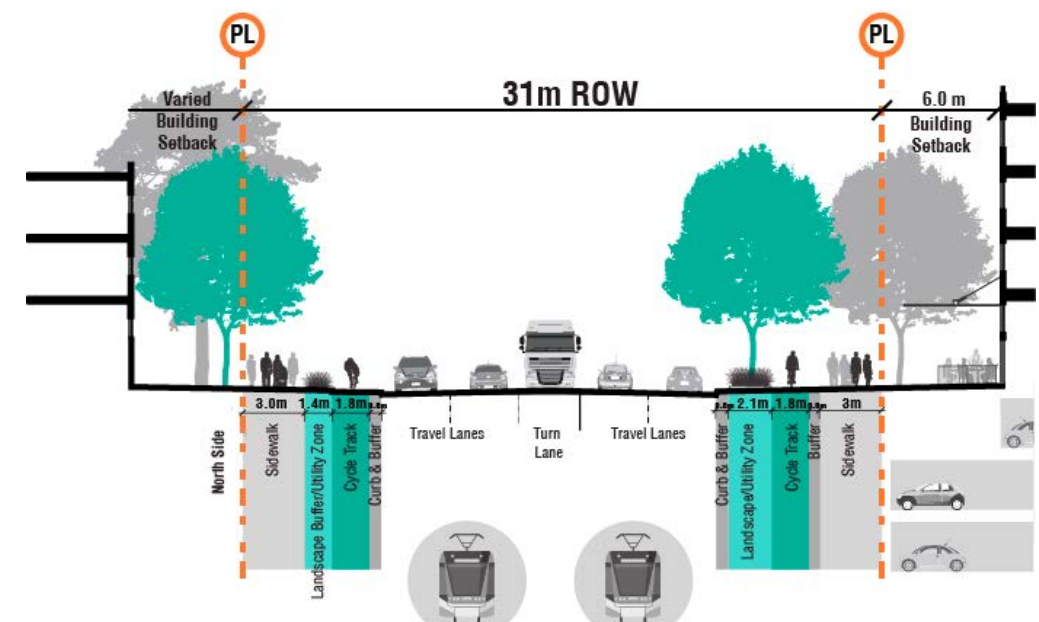
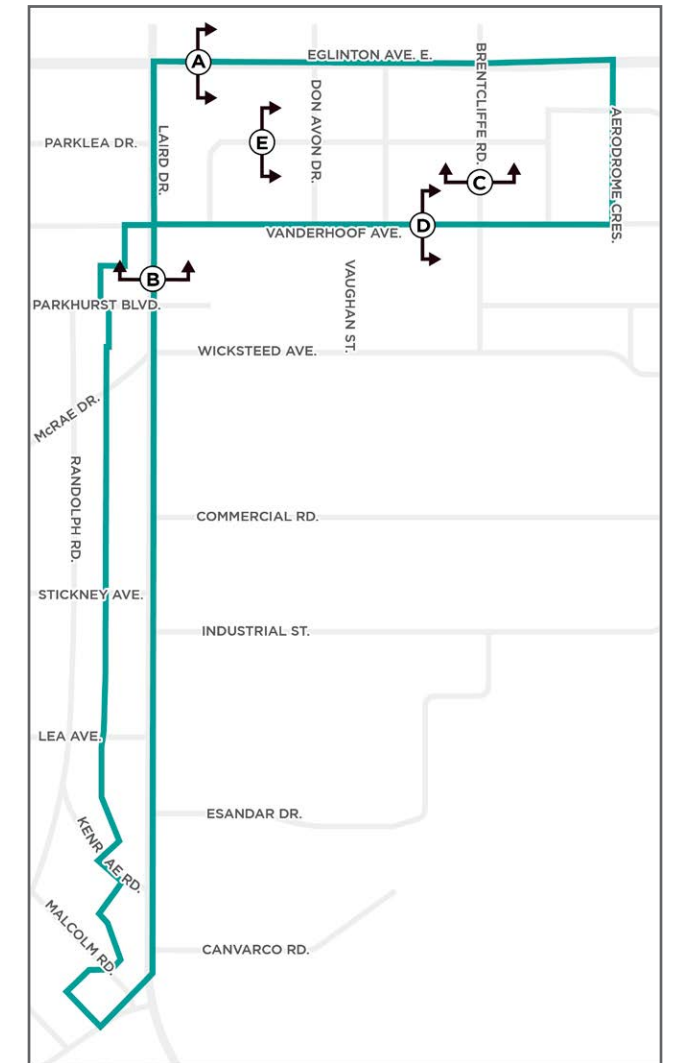
New employment buildings will have high quality entry canopies, furniture, and enhanced landscaping, that can support spillover activities. Photo: Claudia Dreysse.

3.1.A. Eglinton Avenue East Guidelines

The Eglinton promenade will accommodate all users, retail activity, and the creation of a continuous high-branching tree canopy. Eglinton Avenue East will function as the primary east-west street and provide clear and direct movement that extends from Laird Drive to the West Don River Trail.

- i. Eglinton Avenue East will have a right-of-way width of 30 metres.
- ii. Realize the Eglinton Avenue promenade by providing a continuous minimum 3m wide sidewalk on both sides of the street.
- iii. Provide dedicated cycle facilities at the same level as the sidewalks on each side of the street, as per the Eglinton Connects streetscape vision.
- iv. Accommodate a planting area, utilizing green strategies and un-compacted soil to allow for the healthy growth of high-branching trees.
- v. Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- vi. Incorporate street furniture and bike share stations at an appropriate spacing, and in proximity to entrances of buildings, drop off locations, and transit stops.

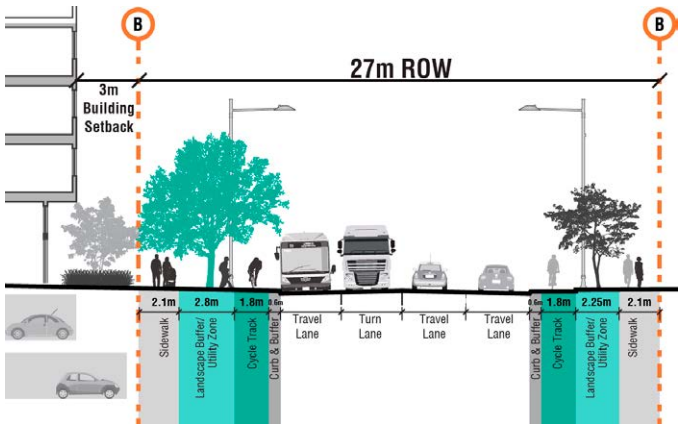
Street Cross-Section Key Map



3.1.B. Laird Drive Guidelines

Laird Drive will be designed as an enhanced main street with public realm enhancements and cycling facilities.

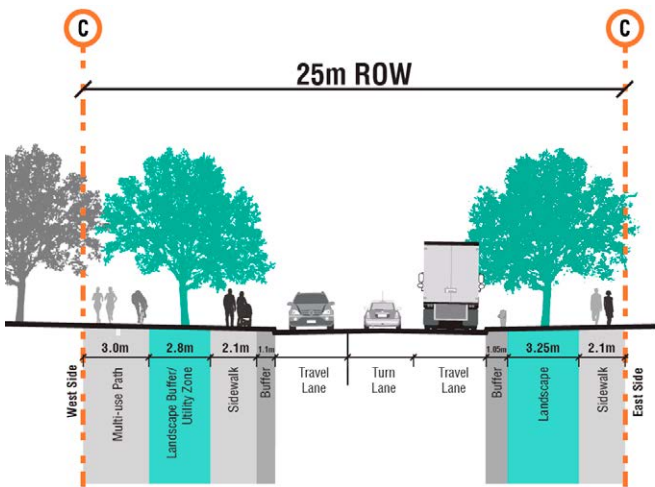
- i. Laird Drive will have a right-of-way width of 27 metres.
- ii. Accommodate a minimum 2.1m sidewalk on both sides of the street.* (further study is required where there is potential impacts to cultural heritage resources)
- iii. Integrate transit stops into the streetscape design by ensuring adequate spacing from street trees.
- iv. Provide a dedicated cycle track at the same level as the sidewalks on each side of the street.
- v. Locate service access for development at the rear of the property off local streets, public lanes, and/or shared private driveways.
- vi. Accommodate an enhanced public realm through street furniture and viable street tree planting at an appropriate spacing to ensure healthy growth and continuous canopy.
- vii. Accommodate outdoor seating and spill out areas for retail and transit users.



3.1.C. Brentcliffe Road Guidelines

Brentcliffe Road will support the movement of goods from the surrounding Leaside employment area, and will ensure the pedestrian experience is safe, comfortable and accessible.

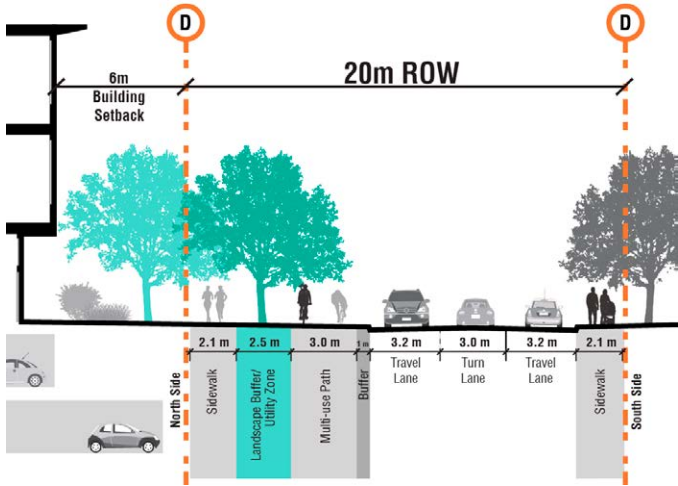
- i. Brentcliffe Road will be a Minor Arterial with a right-of-way width of 25 metres.
- ii. Provide sidewalks on both sides of the street with minimum width of 2.1 metres.
- iii. Support the movement of goods from the abutting employment area.
- iv. A multi-use path and sidewalk will be provided on the west side, south of the new Mid-block street, connecting the Vanderhoof Multi-Use Path to the proposed park.



3.1.D. Vanderhoof Avenue Guidelines

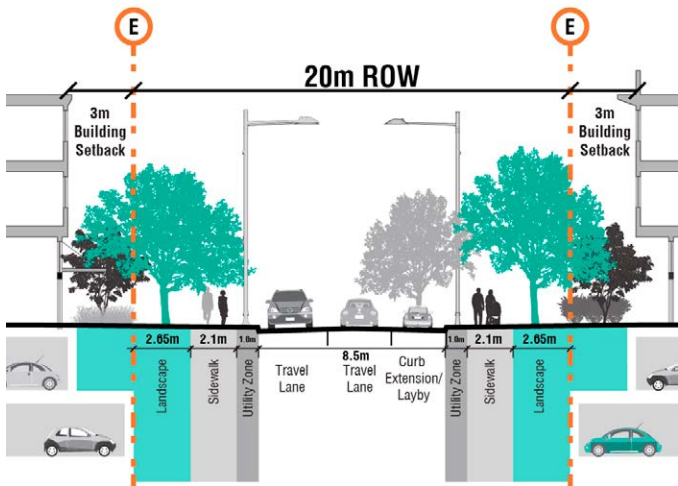
Vanderhoof Avenue will be a green street lined by employment uses. Employment buildings will accommodate extra landscaping and enhanced spillout areas, to contribute to this green character.

- i. Vanderhoof Avenue will have a right-of-way width of 20 metres.
- ii. Provide sidewalks on both sides of the street with a minimum width of 2.1 metres.
- iii. Transform Vanderhoof Avenue into a park connector with a widened tree lined boulevard on the north side of the street.
- iv. On the north side of the street, provide a 6m landscaped setback that can accommodate spill out areas between the public realm and private realm for any ground-related employment uses.
- v. Provide a minimum 3m multi-use path on the north side that connects Laird Drive and future identified public parks, to the Don Valley Ravine system.



3.1.E. New Local Streets Guidelines

- i. New Local Streets within Area A, including Don Avon Drive, will have a right-of-way width of 20 metres.
- ii. Provide a minimum 2.1m sidewalk on both sides of the street.
- iii. New streets shall be designed to accommodate a 2.65m enhanced landscaped area to further delineate transition of the public realm to the private realm.
- iv. In addition, provide a 3m landscaped area in the private setback that can accommodate spill out areas and/or landscape for ground-related uses.
- v. Anticipate potential extension of the street network to connect with the adjacent Employment area through larger development blocks.
- vi. Locate servicing accesses off local streets to have minimal impacts on the public realm, parks and nearby POPS.



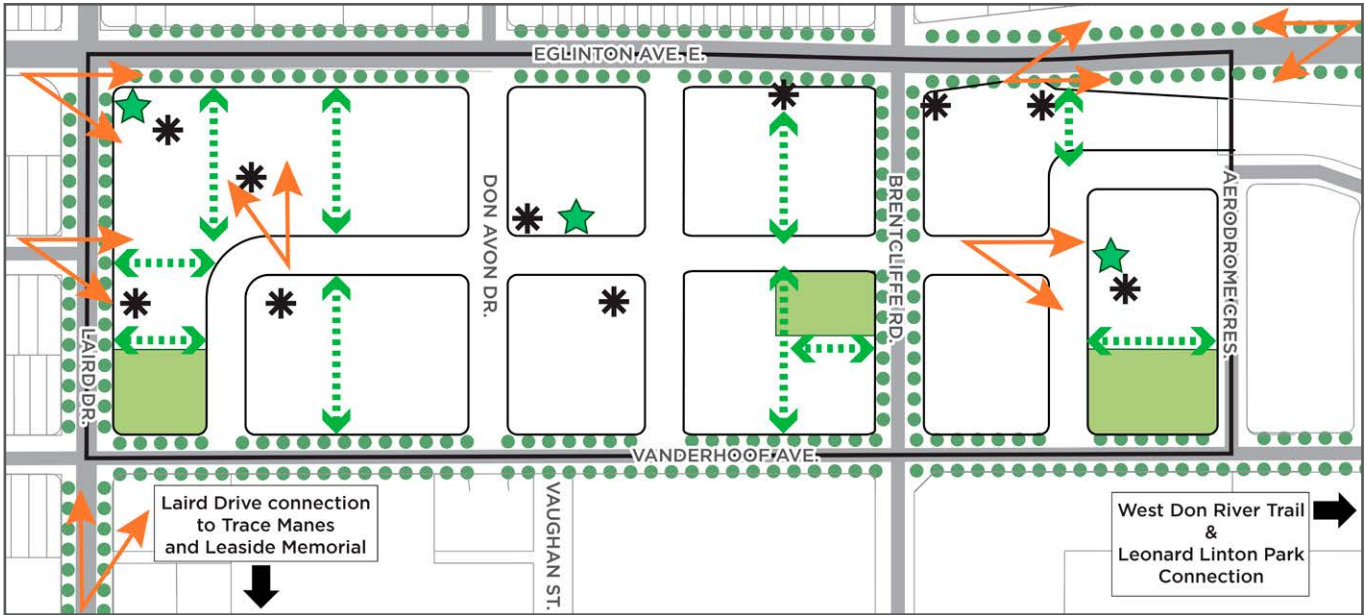
3.2 PARKS AND OPEN SPACE

New parks will define the character of Area A. 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. Development opportunities will expand upon the public realm network, linking to existing Leonard Linton Park, and improving access to the West Don River Trail.

While the scale and programming of these spaces will vary, there will be an opportunity to extend the character of Leaside through the use of common elements and material cues. Wayfinding signage and heritage interpretation should all be consistently applied throughout the Laird in Focus Area. Furniture, lighting and surface treatments should complement the surrounding development.

Guidelines

1. Create new parks and open space networks to provide a range of shared uses and programming opportunities linked by existing and new streets.
2. Prior to the redevelopment of any parcel on a large block provide a conceptual Block Plan for the comprehensive redevelopment of the entire block, which includes a comprehensive public realm plan illustrating streets, parks, open space and POPS.
3. Parks will be located in areas with maximum exposure to sunlight and daylight.
4. Parks will be located in areas that have minimal environmental remediation needs.
5. Parks will provide high quality design and adhere to Crime Prevention Through Environmental Design(CPTED) principles, be sustainable and provide a sense of place for residents.
6. For larger development sites, wayfinding signage will be utilized, commemorating and interpret Leaside heritage.



- | | | |
|--------------------------------|---|------------------------------------|
| Public Park | Privately-Owned Publicly Accessible Spaces (POPS) | Streetscape Improvements |
| Midblock Pedestrian Connection | Significant View | Architectural Feature / Public Art |



Leonard Linton Park is an established, well-utilized community asset for both the residential community, and employment community south of Vanderhoof Avenue.



Gibson Square, North York Toronto. Buildings frame a large green corner plaza and garden.



Parc du Bassin-à-Gravier anchors new residential communities adjacent to Montreal's industrial neighbourhood of Griffintown. Photo: Rene Saint-Louis.



Pancras Square, London, UK – Significant views enhance the experience of a public space. A large landscaped plaza is framed by buildings, and a significant view is provided from a gateway entry off the main street.



A gateway crossing into the Don Valley Ravine can be provided at the eastern terminus of the Vanderhoof Green Connector, similar to the Pottery Road Crossing in Toronto.

Privately Owned Publicly-Accessible Spaces (POPS)

Privately Owned Publicly-Accessible Spaces (POPS) are a specific type of open space intended to complement the City's public parks, open space and natural areas; not replace them. POPS will act as an extension of the public realm within private property. Urban plazas, courtyards, and mid-block connections can all form POPS.

- 1. The development of POPS are encouraged at ground level in prominent locations to add to the public realm network.
- 2. POPS will be designed in relation to local needs, serving retail and residential uses, complimenting the public open space network.
- 3. POPS will be designed using high quality, durable materials, that can endure all season weather conditions.



POPS will employ high quality material treatments, incorporate landscape elements, public art, lighting and seating opportunities. Retail activity spills out around an active POPS at Shops at Don Mills, Toronto.

Public Art Guidelines

- 1. Public Art will be sited within both public and private open spaces and prominent locations providing a community focus that will contribute to placemaking and identity.
- 2. The provision of Public Art will be carried out in compliance with the City of Toronto Percent for Public Art Program Guidelines. Implementation and placement should be coordinated through a Public Art Plan for the redevelopment block.
- 3. Leaside's industrial and historic narrative should be considered to inform the public art process, with materials that could build upon or contrast the existing character.



Public Art will give identity to the new neighbourhood and draw people within new Privately-Owned Publicly Accessible Spaces. Opportunities should be explored to honour Leaside's rich heritage.

3.3 GATEWAYS

Local site geometry, unique conditions, prominent corners and pedestrian flows present a number of opportunities where special treatment and consideration should be provided.

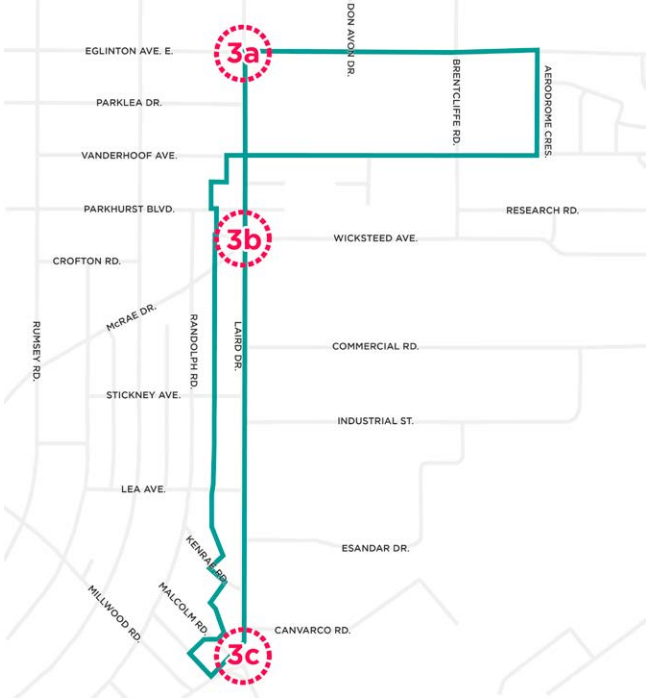
- 1. Gateways with public realm enhancements within the right-of-way, special architectural articulation and treatments (including but not limited to stepbacks, overhangs, cantilevers, collonades and canopies) can achieve high quality civic outdoor amenity spaces at strategic locations.
- 2. Three gateways have been identified where there is potential to articulate the intersections as distinct places to stop, linger and contribute to the creation of a vibrant street life:



The new Laird and Eglinton gateway square will incorporate transit facilities into new buildings, integrating with adjacent POPS to create a grand civic space and entry to the new community.



The Laird and McRae Gateway will enhance the intersection design by utilizing curb extensions, landscaping, and street furniture.



3a. Laird Drive at Eglinton Avenue East

The Eglinton gateway will act as a new urban square adjacent to Laird LRT station, and help link the established north and south Leaside communities. New buildings will anchor the urban square by providing iconic architectural treatments that address this prominent corner.

3b. Laird Drive at McRae Drive

McRae Drive provides a direct connection to Yonge Street as it extends west of Bayview Avenue as Merton Street. The acute angle of McRae Drive at Laird Drive creates an opportunity to enhance the intersection and make it more pedestrian friendly, providing opportunities to relay the history and built heritage of Leaside.

3c. Laird Drive at Millwood Road

Leaside Memorial Gardens anchors the southwest corner and is the southern entry point into the Laird Area B. A redesign of the intersection of Malcolm Road and Millwood Road can result in an extended urban plaza and a wider boulevard in front of the Leaside Memorial Gardens arena.

3.4 SETBACKS

Setbacks will enlarge the usable space of the street, providing areas for pedestrians, spill-out activities, and landscaping. Landscaped setbacks are an integral defining features of Leaside, and new buildings will use setbacks to build upon this character.

Guidelines

Area A

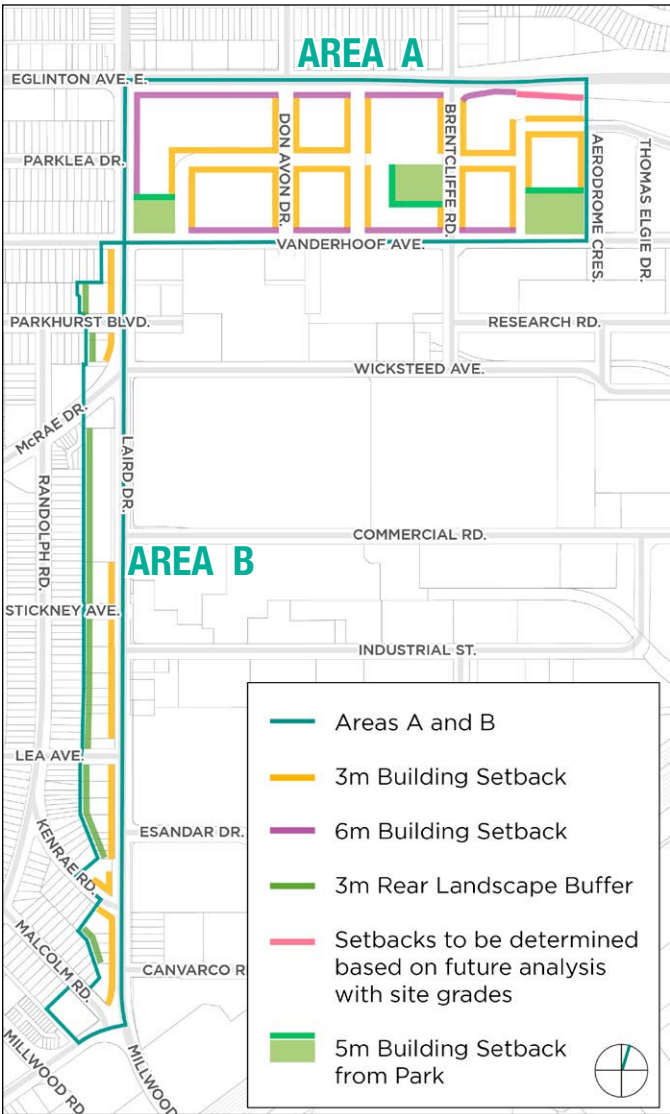
1. New buildings along Eglinton Avenue East, Laird Drive, and Vanderhoof Avenue are to be set back 6 metres.
2. Along local streets, the setback of new buildings is to be 3 metres.
3. Cantilevers, colonnades, canopies and building overhangs may be contemplated over a small portion of setback areas at key locations to highlight building entrances, frame important spaces, or provide views through larger blocks.



Architectural Features can contribute to the public realm. Northside Library, Columbus, Ohio, US.



The ground floor of buildings can be further setback to create generous expansions of the public realm, and reveal sightlines through larger blocks to increase safety. Pancras Square, UK.



Area B

1. New buildings along Laird Drive south of Vanderhoof Avenue, are to be setback 3 metres, including a portion of the first level of below-grade parking to provide increased soil volumes which can accomodate large growing trees.
2. All primary entrances are to be located and directly accessible from Laird Drive.
3. A 3 metre landscaped buffer is to be provided from the rear property line to accommodate high branching trees, and increased soil volumes.

4.0 Heritage

- 4.1 Heritage Register
- 4.2 Laird in Focus Heritage Inventory
- 4.3 Heritage Conservation
- 4.4 Heritage and the Public Realm

New development and alterations along Laird Drive will respect, conserve and maintain the integrity of the existing and identified potential heritage properties and be of a scale, form, material and character that supports and complements these resources.

4.1 HERITAGE REGISTER

Properties listed on the City's Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the Ontario Heritage Act (OHA), and the Provincial Policy statement, and with regard to the Standard and Guidelines for the Conservation of Historic Places in Canada.

4.2 LAIRD IN FOCUS HERITAGE INVENTORY

Area B contains one property included on the Heritage Register (150 Laird Drive). The properties at 96 Laird Drive and 180 Laird Drive have been identified as potential heritage properties and are recommended to be included on the Heritage Register as they meet the provincial criteria of Ontario Regulation 9/06.

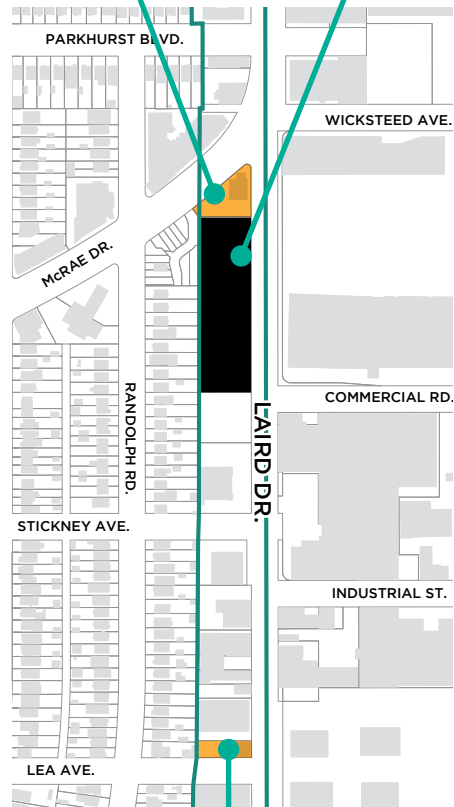
These properties highlight the 1920s -1940s as a period of significance in the development of Leaside. The craftsmanship of these buildings represent the town's growth as a Garden City Suburb and contribute to a sense of place. The commercial and industrial importance of Laird Drive is integral to the Leaside narrative.

The property located at 134 Laird Drive was originally owned by Imperial Oil and occupied by a service station from 1929. The station was significant for Leaside where the railway and automotive uses were integral concepts to sucess of the Garden City Suburb.

However, the loss of the first building in 1929, and overcladding and alterations of the second building c1945 resulted in a loss of integrity of its design value. An historic interpretation strategy can be included as part of public realm improvements to Laird Drive.

Appendix A provides detailed research on the history and evolution of Laird Drive and the wider Leaside context.

Appendix B outlines a Heritage Inventory of properties for Area B.



4.3 HERITAGE CONSERVATION

Development applications on heritage properties will be reviewed by City Planning on a case-by-case basis.

New development will respond to the built form of individual heritage resources as well as their contextual characteristics, including how heritage buildings relate to adjacent structures and streetscape.

Development may be required to provide additional setbacks, stepbacks and stepping down of building height over and above the minimum site and urban design standards identified in this Plan in order to complement the scale and character of a cultural heritage resource.

A Heritage Impact Assessment (HIA) will be required to describe and assess the impacts of proposed alterations and development on existing and potential heritage properties. Heritage property or properties adjacent to a heritage property will require additional consideration and alternate design solutions, which may include upper level stepbacks, or specialized material articulation and treatments.

4.4 HERITAGE AND THE PUBLIC REALM

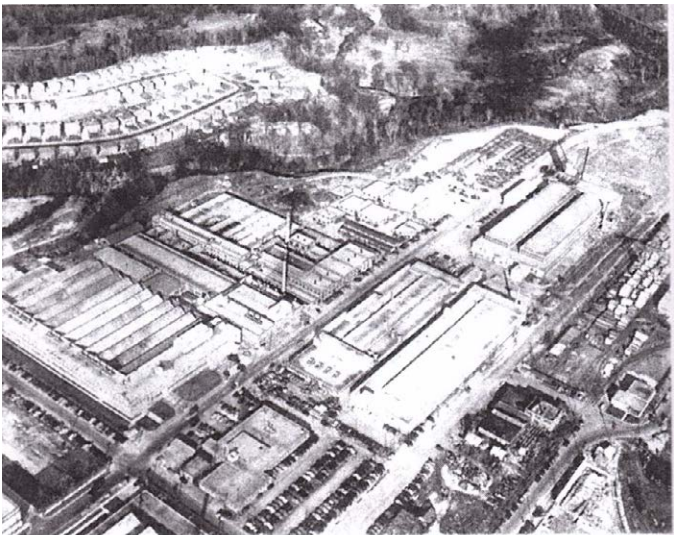
Within the context of streetscape improvements, public realm improvements or through the review of development applications, opportunities to contribute to the interpretation of the Study Area's history are encouraged, in collaboration with appropriate City Divisions, Indigenous communities and representative stakeholders.

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 Laird Drive provided between the original eastern industrial and western residential districts of Leaside.

An Interpretation Strategy is recommended to facilitate these opportunities and be implemented through the proposed public realm and streetscape improvements.



Aerial Map, 1950. The Garden City suburb plan; Residential Leaside west of Laird Drive, with Employment to the East.



Research Enterprises Ltd (REL) at Leaside, over Brentcliffe Road. Eglinton Avenue East has not yet been extended over the Don Valley. Rykert and Thursfield Crescents can be seen in the background. 1944.

5.0 Built Form

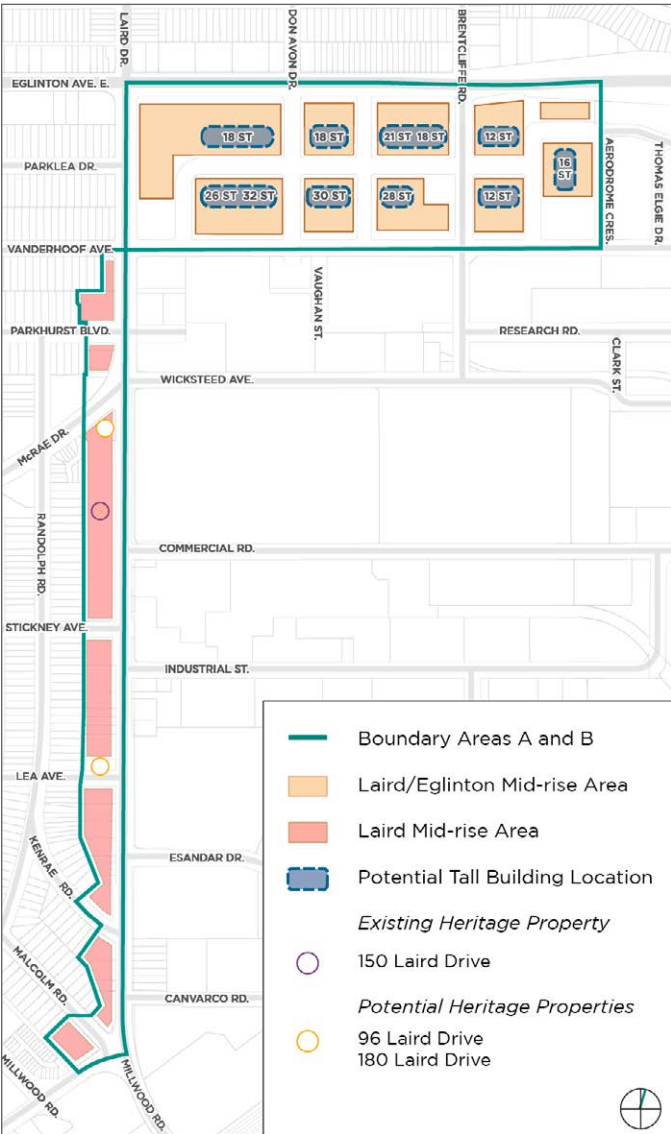
- 5.1 Massing and Heights
- 5.2 Materiality and Articulation

New development will have a high standard of design, be appropriately scaled, relate positively to the existing and planned context and contribute to enhancing the public realm.

5.1 MASSING AND HEIGHTS

General Guidelines

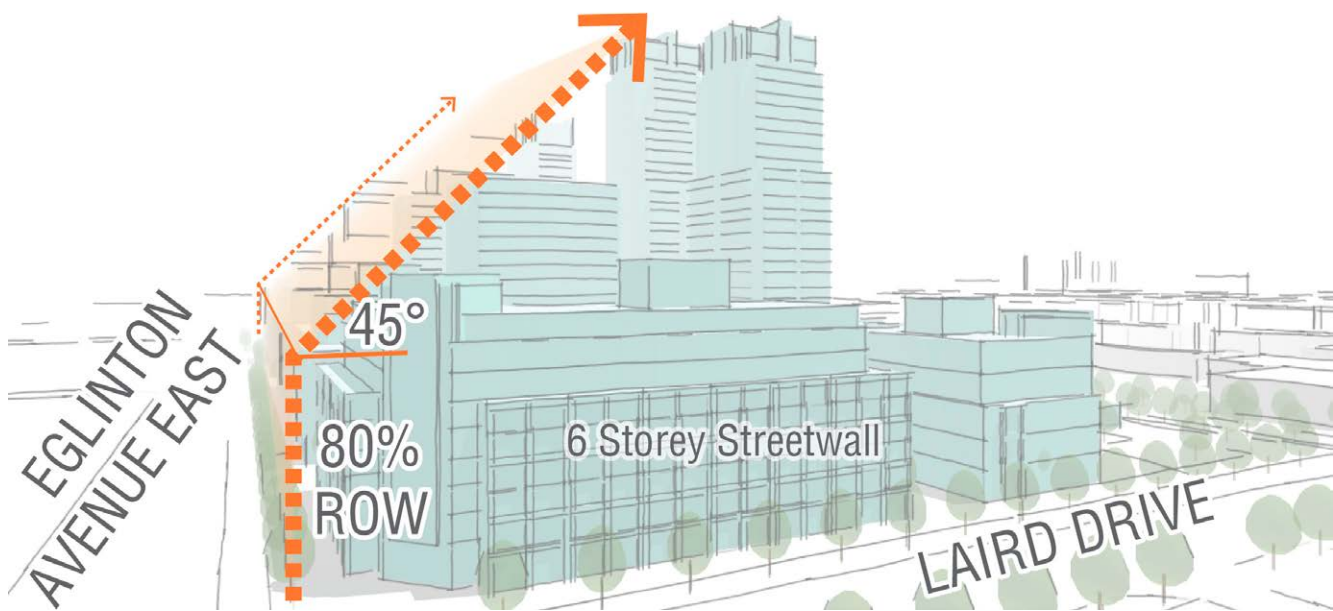
- 1. Buildings will be massed to define and support the public realm and achieve streets of good proportion by providing appropriate transition in scale between areas of growth and stable residential areas, ensuring good access to sunlight and open views of the sky from the public realm.
- 2. Buildings shall employ varying design profiles, materials and silhouettes on large development sites that leads to the creation of a distinct skyline, and diversity amongst buildings.
- 3. Tall buildings whose presence will be seen from a distance or from the terminus of a street will be visually iconic and contribute both singularly and collectively to the skyline.
- 4. Development will 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.



Area A Guidelines

- 1. Height transition diagrams are provided to demonstrate the tallest buildings in close proximity to the Eglinton Crosstown LRT Station, with heights of tall buildings decreasing further to the east.
- 2. Buildings along Eglinton Avenue East and Laird Drive will ensure a streetwall height of 6 storeys is created, and above 6 storeys will stepback, change materials and expression to maintain a legible streetwall and allow for good access to sunlight and daylight from the public realm.
- 3. Buildings will fit within a 45-degree angular plane taken from a height of 80% the width of the right-of-way, from Eglinton Avenue East and Laird Drive.
- 4. Vanderhoof Avenue employment buildings will have a streetwall height of 20m, with minimum 3m stepbacks above, changing 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.
- 5. Tall buildings will provide a maximum tower floor plate of 750m², with minimum tower stepbacks from podiums of 3m to reduce impacts on the public realm.
- 6. Integrate Laird LRT station infrastructure as part of new development and act as extension of the public realm, not detract from it.

Area A - Eglinton Avenue and Laird Drive Streetwalls



Conceptual transition of height demonstrating the Eglinton Avenue East and Laird Drive streetwalls. Taller buildings will setback away from Eglinton Avenue East, with mid-rise forms lining the Eglinton and Laird promenades. Buildings will stepback above the 6 storey streetwall.

Area A - Conceptual transition of heights between Laird Drive and Aerodrome Crescent.



The tallest buildings should be in close proximity to the Eglinton Crosstown LRT Station, with heights of tall buildings decreasing further to the east



Tall buildings will be located away from Laird and Eglinton Avenue to minimize impacts to surrounding Neighbourhoods, and maximize access to sunlight on the public realm.



6-storey buildings will line Laird Drive Area B to achieve a human scale that fits within the context of Leaside.



A high quality designed retail frontage in Melbourne, Australia incorporates fine details and canopies to delineate retail frontages. Mullions break large expanses of glazing, and could help buildings fit in with the industrial aesthetic of the adjacent Leaside Employment Area.



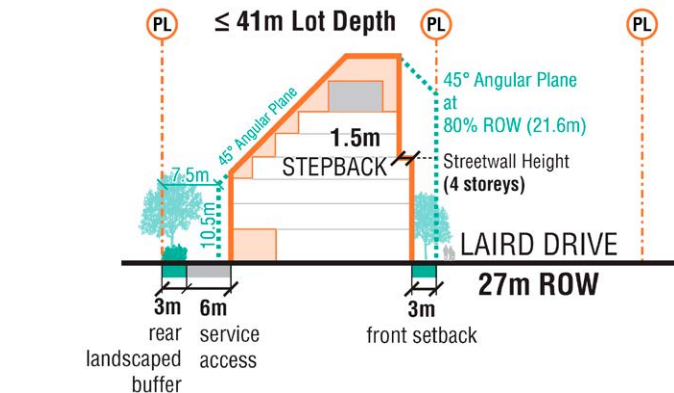
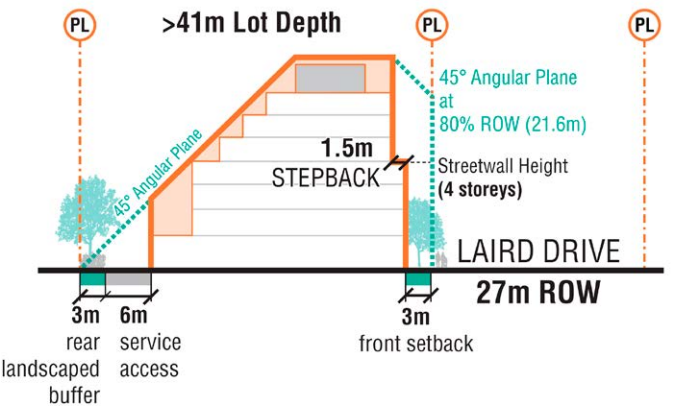
Mid-rise building forms will frame Eglinton and Laird in Area A, with taller buildings stepped back to allow access to sunlight and daylight on the public realm.



Buildings will stepback, change materials and expression to maintain a legible streetwall.

Area B - Laird Mid-Rise Area Guidelines

- 1. Buildings will be no taller than the planned 27m right-of-way width along Laird Drive and will fit within a 45-degree angular plane taken from a height of 80% the Laird Drive right-of-way width at the front property line.
- 2. Set back all new development along Laird Drive from the front property line by 3m (including a portion of the first level of below-grade parking). Incorporate a 1.5m stepback above the fourth storey, changing materials and expression along all public streets to create a consistent, human-scaled, main street façade of 4 storeys along Laird Drive.
- 3. For lots **greater than 41m** in depth, buildings will fit under a 45-degree angular plane taken from the average grade at the rear property line.
- 4. Lots that are **less than or equal to 41m**, buildings will fit under a 45-degree angular plane measured from a height of 10.5m taken 7.5m from the rear property line.
- 5. Balconies will not project beyond the prescribed Area B building envelope along public streets.
- 6. Mechanical and elevator penthouses are not permitted to project beyond the prescribed Area B building envelope, and will be stepped back to reduce visual impact from the public realm.
- 7. Properties identified as heritage resources, or properties adjacent to heritage resources, will require additional consideration and alternate design solutions, which may include upper level stepbacks, and/or specialized material articulation and treatments.



The mid-rise guidelines that apply to the different lot depths along Laird Drive in Area B.

PL Property Line

City of Toronto's Mid-Rise Guidelines

Laird Mid-Rise Area Building Envelope



Mid-rise buildings along Laird Drive will positively interface with adjacent residential neighbours, and ensure service accesses are designed as high quality extensions of the public realm.

5.2 MATERIALITY AND ARTICULATION

The choice of building material is integral to the appearance of new buildings, and reflect the character of the neighbourhood. The use of high quality and durable building materials for new developments promote feelings of permanence. New buildings will also find ways to fit in the 'Garden City' context of Leaside through the use of landscaping in setbacks and POPS.

Guidelines

- 1. Clearly incorporate primary entrances into the front building façade to be direct, visible, lit, and accessible.
- 2. Building facades with retail activity at-grade will act as an extension of the public realm by maximizing visual interaction between the inside and outside of buildings.
- 3. Buildings with residential uses at grade will incorporate landscaping and gardens in the private setback.
- 4. All new buildings will be articulated with vertical breaks at grade, at a minimum of every 6 metres and include clear, unobstructed glazing along the primary frontage to promote visibility and passive observation of the street.
- 5. Discreetly incorporate commercial signage into a consistent band running along the top of ground floor units, and ensure retail mechanical requirements do not detract from the public realm.
- 6. Ensure weather protection canopies and protection are located at heights between 3.5 and 5 metres to integrate with the façade, and be most effective against the elements.
- 7. Employ high quality, low-maintenance materials in the higher parts of taller buildings, and natural, tactile and visually interesting materials, like masonry and metallics, at levels closer to the public realm to reinforce a human scale.
- 8. Building materials should relate in quality and colour to employment and nearby residential masonry buildings found within Leaside.
- 9. Employment use buildings are envisaged to be characteristic of office or innovation-type development, employing materials informed by its industrial context, avoiding blank, single-material facades, with signage and lighting integrated as part of the overall building design.

- 10. Design new community facility to be visually iconic relating to open space and POPS, visible from Laird Drive, Eglinton Avenue East, and the Laird LRT station areas.
- 11. Servicing activity and utilities will not line public streets or parks, and will be integrated within the building massing, to have the least impact on the public realm.
- 12. Mechanical penthouses will be screened, integrated, and designed with high quality materials to minimize visual impacts and perception from the public realm.



Buildings will exemplify iconic tower design through vertical articulation and strategic use of materials to take advantage of placement at focal sites. "Human-scale" detailing contributes to the experience from the public realm. Photo: Eric Parry Architects.



Employment and community buildings should utilize sustainable building techniques, like wood-frame construction, green roofs, and simple material palettes that reference the area's industrial character.



Active retail frontages along Ossington Avenue, Toronto, employ depth and high quality materiality to maximize visual interest and engage the public realm. Articulating vertical breaks, and discreetly integrating mechanical elements helps to create spaces that are human-scaled, and encourages informal street-life interactions.



Juliette and inset balconies can reduce the bulkiness of a building's massing, but can also contribute to greater energy efficiency.



Landscaping and gardens will fill setbacks along residential ground floor uses, and will contribute to the feel of new developments within Area A. These areas should reference and take inspiration from the 'Garden City' ideas that Leaside was designed upon in the early 20th century.



Masonry materiality lends itself well for mid-rise base conditions, and should be articulated in a manner to create depth and visual interest along cornice lines, piers, and highlight window treatments.

Appendices

Appendix A	History and Evolution of Laird in Focus Study Area
Appendix B	Heritage Inventory
Appendix C	Heritage Inventory Map

Appendix A

History and Evolution of Laird in Focus Study Area

Historical Timeline

Key Date	Historical Event
c12000 BCE	The area now known as Leaside is partly submerged by the ancient glacial Lake Iroquois whose shoreline cut across the south-east corner of the area.
11000-1000 BCE	Early hunters occupy southern Ontario; small camps and highly mobile.
900-1000 CE	Hunter gatherers congregate in camps during spring/summer, disperse for the winter.
c900-1650CE	Major shift toward complex agricultural society.
1793	The Town of York is founded.
1820	John Lea Sr. moves to Lot 13 Concession 3 with family (Transaction recorded Jan. 20, 1820).
1829	John Lea Sr. constructs large brick house (may have been at Laird Drive and Lea Avenue).
1841	William Lea (son) purchases 130 acres south of John Lea Sr.'s property.
1854	John Lea Sr. leaving Lot 13 to be divided between his sons William and John Jr. William builds the octagonal house known as Leaside and founds the village of Leaside becoming the town's chief magistrate.
1881	The Ontario and Quebec Railway is chartered by the Canadian Pacific Railway (CPR) to build a line across the then northern boundary of the city. Expediency leads the line across the Lea family farm holdings. William sells this portion of his land to the railway.
1884	The CPR, now operating the O&Q line, creates a maintenance shop and sidings at Leaside and builds a line following the Don River to Union Station.
1893	William Lea dies and leaves his land and the octagonal house to his son Joseph, who lives in the octagonal house until 1903, after which time it is vacant.
1894	CPR opens a new station, naming it 'Leaside Junction' in honour of William Lea. It served as a passenger station and railway yard until its closure in 1970.
1900	Canadian Northern Railway (CNoR) initiates their plans to connect with the existing CPR line running through Leaside Junction.
1912	To fund their connection CNoR creates the subsidiary York Land Company to purchase over 1000 acres of land including the former Lea family holdings to develop for housing and industry. The York Land Company commissions Frederick Todd (planner and landscape architect) to masterplan a model town and attempts to have North Toronto annex Leaside and provide services and transit, but it was denied.
1913	CNoR (Canadian Northern Railway at the time) demolishes the octagonal home; Frederick Todd completes plan for the model town. The Village of Leaside is incorporated as 'Town of Leaside'; Canada Wire and Cable Company (CWCC) moves to Leaside.
1916	CWCC subsidiary Leaside Munitions Company is opened to manufacture and supply munitions and shells for World War I.
1917	Construction of the Leaside Aerodrome.

Key Date	Historical Event
1927	The Leaside viaduct and underpass is constructed.
c1920's-1930's	Increase of industries establishing in Leaside: ie Durant Motors (1921); Canada Varnish Ltd (1924); Lincoln Electric Company (1928); Tremco Ltd. (1931); E.S. & A. Robinson Canada Ltd. (1932); Apco Industries Company Ltd (1935).
1929	By this year only 68 houses have been built.
1938	Residential construction has increased over the decade and 328 have been completed by this year.
1940-46	Research Enterprises Limited (REL), a crown corporation, is established during World War II, producing radio and optical equipment for the war effort.
1956	Eglinton Avenue East is extended east over the Don River, providing additional access to Leaside.
c1960's	Planning regulations along Laird Drive allowing for conversion of housing to commercial uses.
1967	Leaside is annexed to the Township of East York.
1970	Rail service to Leaside is discontinued and the railway station closed and subsequently demolished.
c1990's	Rezoning allowed retail and residential development within the industrial zone; CWCC's property was purchased by Alcatel and later developed into an outdoor shopping centre.
1998	East York amalgamates with other municipalities to become City of Toronto.

The Natural Landscape, Indigenous & Early Settlement

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

The first people to occupy southern Ontario approximately 12,500 years ago were highly mobile hunters who pursued large game in an open spruce-parkland environment. By approximately 8,000 years ago, these hunters were using stone and copper tools, suggesting extensive trade networks. Over millennia, bands of hunter gatherers continued to fish and harvest seasonally available resources. Exchange and interaction networks broadened and by approximately 2000 years ago, spring/summer camps had been established along the Lake Ontario shore and bands travelled to interior camps during the winter months.

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

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

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

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

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

Lea Family

Of particular interest was the settler, John Lea who purchased Lot 13 of Concession 3 in 1820(Images 2-3). This lot contained a small log house (potentially where Laird Drive and Lea Avenue now meet) and 200 acres of highly elevated woodlands that could be cleared and farmed. He began to farm the land, becoming rather successful, enabling him to build a brick house for his family in 1829. It is thought to have been one of the earliest brick houses in the York Township. After John's death, the property was divided between his two sons, John Jr. and William. John Jr., inherited the brick house (which burned down in 1912) and 110 acres, raising his family on the property. William, inherited 90 acres. Just prior to his father's death, William purchased another 130 acres just south of his father's property. On this land, c.1851, he built a three-storey octagonal house, naming it "Leaside" which was located near today's Leaside Memorial Gardens at Laird and Southvale drives. The house served not only as a residence but also as town hall, post office and courthouse.

Railway Development

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

Planned Development: Model Town

In the early 20th century, Canadian Northern Railway (CNoR), was seeking to expand their transcontinental railway line into the Toronto area. They found a suitable partner in CPR, resulting in the CNoR proceeding to link its railway line to the CPR Line at Leaside Junction, providing them access to Toronto in return for trackage fees. Principal shareholders Donald Mann and William

Mackenzie of CNoR saw an opportunity to develop the area around Leaside Junction into maintenance facilities and yards for the railway and create a garden suburb in order to fund their railway building. Ambitiously, Mann and Mackenzie established the York Land Company as a CNoR subsidiary and acquired approximately 1000 acres of land adjacent to Leaside Junction in 1912 which included the Lea farms (Images 5-7).

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

Leaside was planned out as a picturesque community, with curvilinear tree-lined, radial residential streets. Todd's concept was to separate the residential area from a dedicated industrial zone, with the intent of the industrial zone to offset taxes from the residential areas. Laird Drive became the arterial dividing road, with residential development slated to its west and the industrial zone to its east, located around the railway station for transport access. The original boundaries of this industrial park were defined by Laird Drive on its west, Wicksteed Avenue on its north, and the Railway Corridor to its south and east. Vanderhoof Avenue was perpendicular to Laird Drive, crossing just north of the original slated industrial park. It was originally surveyed to be residential, with small narrow lots facing onto Vanderhoof Avenue. The plan was completed and the developers approached the Town of North Toronto to have Leaside annexed, in return for services and transit. The town council of North Toronto denied this request. Instead, York Land Company formally adopted the plan in 1913, and incorporated the area as the Town of Leaside.

Industrial Leaside and World Wars I and II

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

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

In addition, the federal government leased 220 acres of land north of the CWCC, locating an aerodrome there for the war effort. It spanned from Wicksteed Avenue to Broadway Avenue in its north-south direction and from Sutherland Drive to the Don Valley in its east-west direction. It encompassed the northern end of Laird Drive and the entirety of Vanderhoof Avenue. Constructed in 1917, it became the base for the Number 83 Canadian Training Squadron of the 43rd Wing Royal Flying Corp, with approximately 600

service people stationed there. The aerodrome also has the distinction of being the arrival location of Canada’s first airmail delivery, which occurred in 1918, beginning in Montreal and arriving in Leaside. After the war, it revived briefly in the 1920’s as the Toronto Flying Club; however, it was permanently dismantled shortly afterwards and the area was turned over to industrial development.

Between 1921 and 1939, a number of industries established themselves around the Leaside industrial zone, due to cheaper land prices, proximity to Toronto, railway access, and the newly constructed Leaside viaduct and underpass. Opened in 1927, the underpass led below the train tracks and the viaduct over the Don River allowing for vehicular through-traffic from Leaside to East Toronto. This opened up access to and from Leaside, making it a more attractive location for industries. Some companies, such as Durant Motors, Lincoln Electric Company, E. S. & A Robinson and the Sheridan Equipment, became influential contributors to the built form of industrial Leaside, as they commissioned the large manufacturing plants that continue to define the character of the area. Some of these buildings are still occupied by the originals, while others have been adapted for newer light industrial and commercial business.

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

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

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

Post War Development to Present

After the war, the industrial area, now known as Leaside Business Park, continued to expand and develop. Dramatic transit changes occurred when Eglinton Avenue, which originally ended as a dirt path by the Don Valley, was extended across the Don River, towards Don Mills and Scarborough. Originally a residential street, it became a high-volume arterial road.

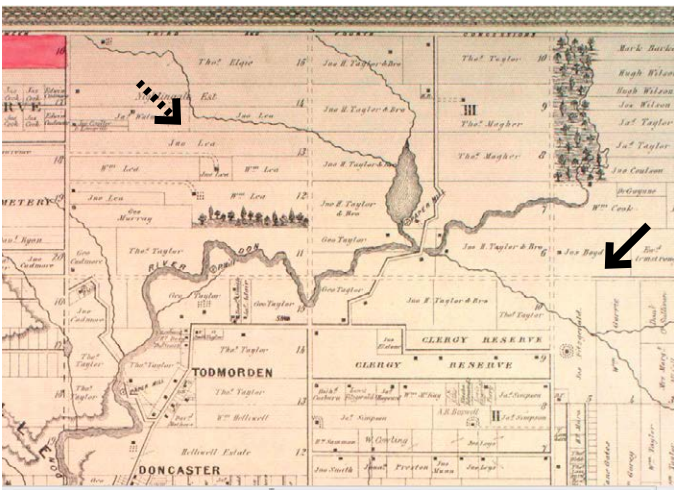
In 1967, Leaside amalgamated with the neighbouring township of East York. The train service to Leaside station was discontinued in 1970, and the station was shuttered and subsequently demolished. Planning regulations in the late 1960’s allowed the last of the residential housing along Laird Drive to be converted to commercial uses. Further rezoning in the 1990’s has allowed retail and residential use in the industrial park, enabling new types of businesses to thrive in Leaside. The property of CWCC was purchased by Alcatel in 1991, and was later developed into an outdoor shopping centre. In 1998, East York amalgamated and became part of the City of Toronto.

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

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



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



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



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



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



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



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



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



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



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



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



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

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Appendix B

Heritage Inventory

As part of the Planning Study, City Planning retained an expert heritage consultant to conduct a Cultural Heritage Resource Assessment (CHRA) of the Area. The following schedule is the Heritage Inventory which includes properties proposed for inclusion on the City's Heritage Register as well as existing heritage properties.

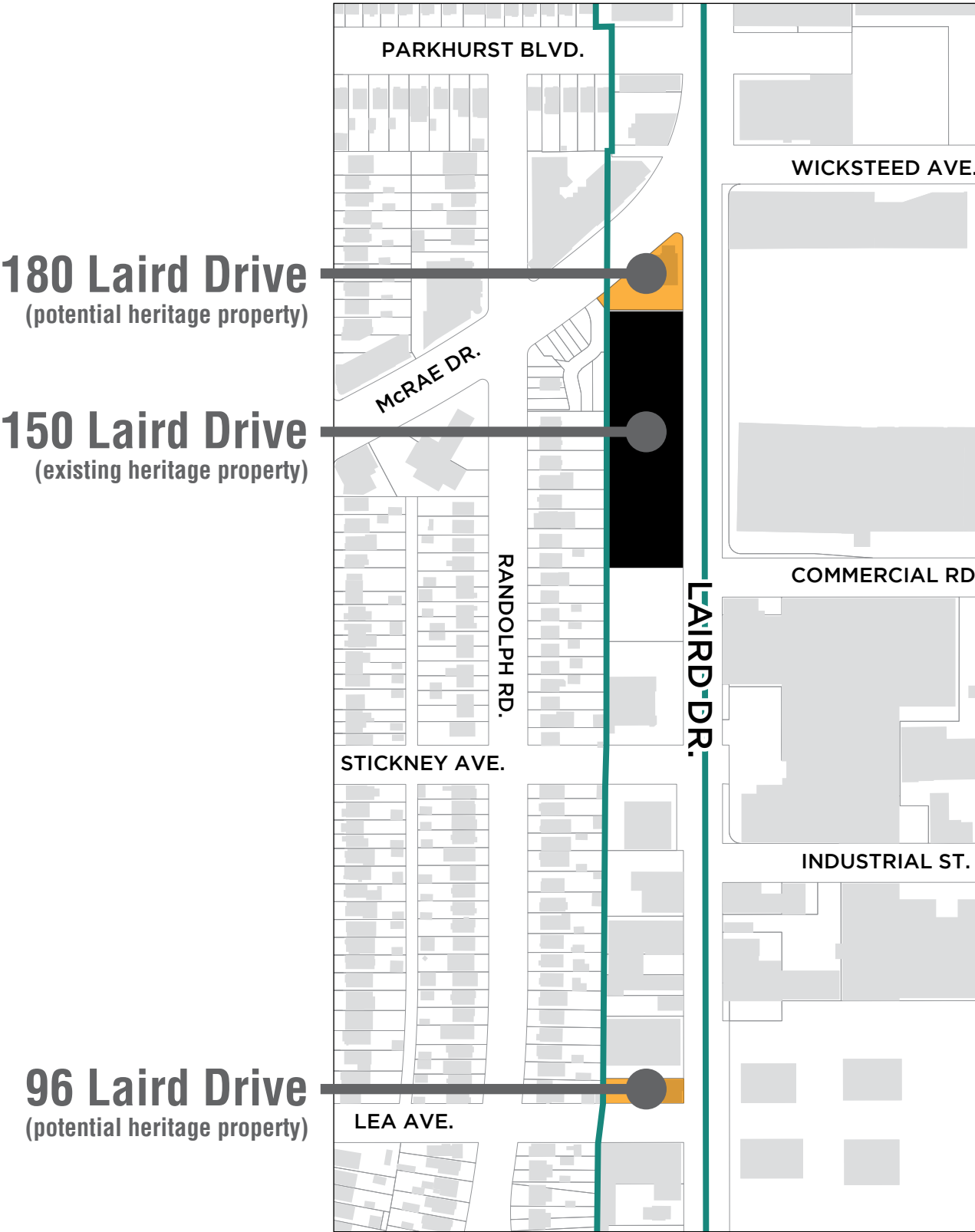
Laird Drive - West Side			
Photography of Property	Heritage Status	Date of Construction	Additional Information
96 Laird Drive			
	Heritage Potential	1923	<p>Located at the north-west corner of Laird Drive and Lea Avenue, the property, historically known as Osmond's Restaurant, was constructed as early as 1923. Known as CNR restaurant in 1926 and now known as Olde Yorke Fish & Chips, and the building has been in continuous use as a restaurant. The property is worthy of inclusion on the City of Toronto's Heritage Register for its cultural heritage value, and meets Ontario Regulation 9/06.</p> <p>This two-storey building has design value for its unusual representation of a vernacular Georgian style in a house-form typology which is rare in Leaside.</p> <p>The property has historic and associative value as one of the earliest buildings constructed in Leaside and with its primary function as a restaurant associated with the railways at Leaside Station and the local industries on the east side of Laird Drive including Canadian Wire + Cable Company and Durant Motors, which were the nucleus of the development of Leaside.</p> <p>It has contextual value as it represents the early history of Leaside and Laird Drive's development in the 1920s as an industrial centre.</p>

Laird Drive - West Side			
Photography of Property	Heritage Status	Date of Construction	Additional Information
150 Laird Drive			
	Intention to Designate	1928	<p>This property is located at the west side of Laird Drive between McRae Drive and Stickney Avenue. It was listed on the City's Heritage Register in 2007. Notice of intention to designate under Part IV of the Ontario Heritage Act was issued on January 7, 2016.</p> <p>The (former) Durant Motors of Canada, Ltd. building has design value as a fine representative of the Late Gothic Revival style typical in the first thirty years of the twentieth century in Canada.</p> <p>The property has historic and associative value for its direct association with the evolution of the industrial development of Leaside following World War I and in particular with the Canadian automobile industry, as represented by Durant Motors of Canada, Ltd. and Dominion Motors Ltd., between World War I and II.</p> <p>The building has contextual value as it is important in defining, maintaining and supporting the character of the Post World War I Town of Leaside as it grew from a railway junction to an independent town. Built in 1928, it is physically, functionally, visually and historically linked with its surrounding on Laird Drive. Its setback and landscaped setting, fine architectural form, details and scale make it an important landmark and a significant contributor to the character of the neighbourhood.</p>

Laird Drive - West Side			
Photography of Property	Heritage Status	Date of Construction	Additional Information
180 Laird Drive			
	Heritage Potential	1941	<p>Located at the south-west corner of Laird Drive and McRae Drive, the property, historically known as the Imperial Bank of Commerce, was constructed in 1941. In 2013, following the closure of the bank branch, the building was converted to a restaurant.</p> <p>The property is worthy of inclusion on the City of Toronto's Heritage Register for its cultural heritage value, and meets Ontario Regulation 9/06.</p> <p>The property has design and physical value for its seamless integration of the innovative Style Modern and traditional Georgian Revival styles.</p> <p>It has historic and associative value as one of the institutional buildings that represents the growth and establishment of Leaside in the late 1930s and early 1940s following its first phase of development. It is valued as an early representative of the work of the distinguished and Massey-medal winning, Toronto architectural firm of Marani and Morris who were in partnership from 1941-1964.</p> <p>The property has contextual value as an important landmark marking the distinctive triangular block at the south-west corner of the intersection of Laird and McRae drives.</p>

Appendix C

Heritage Inventory Map



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