

City of Toronto / August 2016

Sherway Area Study

Urban Design & Streetscape Guidelines



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1.0 Introduction



1.1 Introduction

The Sherway Area is a potential growth area for the City of Toronto. The purpose of the Sherway Area Study is to review and update the existing planning policy framework guiding future growth and development over time.

This design framework is one component of a comprehensive study for the Area that identifies the future land use mix, density levels, built form, preferred road network and block plan, public realm and streetscape improvements, parks and open space linkages, servicing and community infrastructure requirements, and phasing.

The recommendations that follow illustrate the essential elements and important relationships that will shape

the emerging community and that reflect the Planning Study Report recommendations. The design framework recommendations primarily provide a clear potential pattern of development blocks reinforced by a system of public streets, parks and open spaces that are scaled to pedestrian activity and movement. Together with the built form, mobility and streetscape guidelines, the framework will support ongoing implementation, provide a broad perspective for incremental change and present the metrics for assessing development proposals as they come forward.

This document is presented in two parts:

1. Urban Design Guidelines

The Urban Design Guidelines provide direction and design recommendations for built form and the public realm in the Study Area. These recommendations are based on the background analysis by the Consulting Team and the testing of alternatives completed in earlier phases of the Study. This part is a synthesis of these analyses and explorations that informs the guiding principles and provides design guidelines that reinforce the intent of the new planning framework and demonstrate how it can be implemented. This is in line with the vision of the Toronto Official Plan and will, subsequently, inform a new Secondary Plan for this Area.

The Urban Design Guidelines are further divided into sections that address components of the design of the Study Area. Each section contains guidelines and a reference figure for each component, and precedents, where applicable.



Study Area Context

2. Streetscape Guidelines

The Streetscape Guidelines provide direction for the materials and details of the streetscape, primarily the boulevards. They serve as a tool-kit for building and construction to ensure that existing and new streets are consistent and reinforce the vision for the Sherway Area.

The Streetscape Guidelines build upon the existing City standards, to ensure consistency, but also provide details to create a unique character for the Study Area that helps build its sense of place.

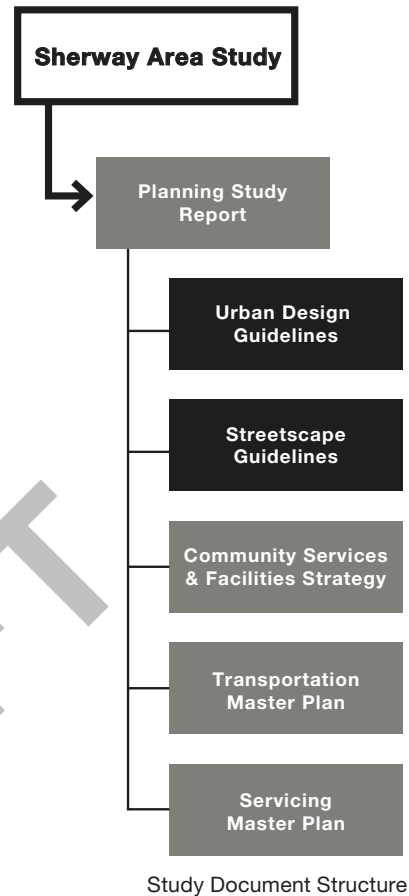
How to Use this Document

This is a reference document to help guide private development and public improvements. Both the Urban Design Guidelines and the Streetscape Guidelines are intended to complement each other from a macro and micro perspective, respectively. They also served to integrate information from other documents that are part of this Study that address the planning, transportation and servicing of the Area.

The guidelines provide an additional layer of direction from the City Planning tools and standards, which are referenced in each relevant section and can be accessed on the City’s website and work in conjunction with future Precinct Plans and any other area specific policy documents approved by the City.

Within the Sherway Area Study, the Urban Design and Streetscape Guidelines are part of a series of study documents which include the following:

- Planning Study Report;
- Community Services and Facilities Strategy;
- Transportation Master Plan, and;
- Servicing Master Plan.



1.2 Area Description

The Sherway Area presents a unique neighbourhood development opportunity in Toronto. It is relatively isolated from the surrounding lands given its location within the convergence of the Etobicoke Creek Valley, two major highways and the CP rail corridor.

The Sherway Study Area is bounded by Highway 427 to the east, the CP rail corridor to the north, the Etobicoke Creek to the west, and the Queen Elizabeth Way (QEW) to the south. The nature of the Study Area's boundaries forms physical barriers to the Study Area from its surroundings.

Current Land Uses

The predominant land use in the Sherway Area is retail, anchored by Sherway Gardens Shopping Centre. Additional retail in a big box format has developed around it, predominantly to the north. Although the Area has seen a general increase in retail and commercial uses, employment uses, including a container storage

yard, continue to exist in the north of the Study Area. South of the shopping centre, several high-rise residential towers have been constructed over the past decade. Further south, two older office buildings abut the QEW. The Trillium Health Centre, a hospital, is located in the south-west portion of the site.

The Official Plan designations of the Area are mostly *Mixed Use* with some *Employment Areas* to be preserved and enhanced to the north edge and south edge of the site. An *Institutional* block is located where the Hospital resides. Further details are available in the Planning Study Report in this submission.



Existing big-box retail structures north of The Queensway



Existing office buildings along Evans Avenue



Sherway Gardens Shopping Centre north expansion



Existing residential buildings at intersection of The West Mall and Evans Avenue



Site Area Boundary and Location Aerial

The Area does not currently have any public parks and has “borrowed landscape” from the adjacent Etobicoke Creek Edge and the hydro corridors that traverse it.

Existing Character

Built Form: The Study Area consists of a variety of built-form ranging from big-box retail stores to mid-rise office and institutional to tall residential buildings. The blocks generally have a dominant type of built-form throughout. The blocks north of The Queensway are predominantly low-rise big-box commercial structures surrounded by parking. Approximately a third of the Study Area is occupied by Sherway Gardens Shopping Centre, which sits on the south side of The Queensway.

South of the shopping centre, are mid-rise and tall buildings. The mid-rise contains office and institutional uses while the tall buildings are exclusively residential.

Public Realm and Open Spaces: The Study Area includes part of the Etobicoke Creek Corridor. This area is a designated Natural Area and provides a robust green edge west of the Study Area. Overall, the Study Area is currently auto-dominated and does not contain any

public parks. The existing public realm is minimal and uses low cost materials and has little tree canopy. The existing few trees in the Study Area are struggling and not at optimum health.

Current Mobility Corridor Conditions

Streets in the Study Area currently prioritize vehicular access. The Queensway provides a pedestrian and cyclist crossing over the Etobicoke Creek and a connection between Mississauga and Toronto. Transit Service is provided by local buses with direct connections to major regional transportation hubs.

Site and Planning Constraints

An additional physical feature of the Area is the presence of three hydro corridors running through its western and northern portions. Two corridors currently have above-ground infrastructure hydro towers, with one reserved for future use. The South Side of The Queensway includes an easement for Enbridge Gas. Other utility and transportation corridors that define the edges of the Area include the CN Rail Line to the north and Highways 427 and QEW.



Hydro Towers at the north end of the Study Area



CN Rail Line at the northern edge of the Study Area

1.3 Vision For Study Area

The Sherway Area shall evolve to become a place that is physically integrated and has its own unique identity. The buildings, streets, parks and open spaces, community facilities, servicing and infrastructure should create a physical environment that supports a safe, active, healthy, and vibrant destination with the goal of creating a complete community.

The vision for the Study Area was established in the previous phases of the Study through the stakeholder and public consultation processes. It emphasizes the importance of physical integration of the Area while fostering a new identity for Sherway.

As such, the Area will have a clear pattern of development blocks enriched by a system of public streets, parks and open spaces that are scaled to pedestrian activity and movement. The street network will be framed with high quality designed urban building edges that will appeal to pedestrian mobility through a cohesive programming of at-grade building uses.

Development will occur incrementally and ensure that the community continues to function in the interim and allow the Sherway Area a level of self-sufficiency to ensure its functional and economic sustainability.

The Guiding Principles that follow describe the intent of the planning and design framework. Each includes a principle statement with an elaboration to further describe how the principle will inform a future Sherway.



A public realm that is designed with a human scale in mind is more enjoyable for its users

1.4 Guiding Principles

As stated in the Planning Study Report, the following **10 principles** were developed through public consultation, planning policy and the research conducted in the First Phase of the Study. These Guiding Principles provide context for the guidelines and to further explain their urban design implications.

1. Economic Vitality



Principle: Support activity and redevelopment that provides a healthy economic foundation for the Area.

- Ensure the components of development collectively create an active, healthy, vibrant and dynamic community throughout the Sherway Study Area.
- Assess the impact of the change on the economic health of the Area as an expanded mix of uses and new development is introduced into the Area.
- Allow redevelopment to coexist with existing uses in a way that allows for the Area to evolve into an attractive, yet economically viable part of the City.
- Continue to build upon the notion of the Sherway Area as a destination and allow it to develop with a level of self-sufficiency and a unique identity that will improve the physical environment.

2. Mix of Uses



Principle: Shift to a more broadly balanced mix of land uses that are part of a clear strategy, which responds appropriately to existing and planned conditions.

- Land uses and densities are to reflect a coherent strategy that encourages community growth and sustainability.
- Maintain a mix of current and future uses and ensure they can coexist harmoniously to create a ‘complete’ community.
- Conduct air-quality tests to monitor and verify air quality prior to the development of any residential uses to ensure a healthy environment for new residents of the Area.
- Combine places where live, work and play can thrive, as well as create opportunities for synergies between different businesses and land uses as part of an overall strategy.

3. Compatibility and Sustainability



Principle: Minimize adverse impacts between new development and adjoining *Employment Areas* and transportation infrastructure

- Ensure the interface between adjacent land uses minimizes adverse impacts by creating a comfortable transition that responds appropriately to existing conditions.
- Minimize adverse impacts between new development and adjoining *Employment Areas* by creating transitional uses and buffers.
- Use buffers between different uses to ensure functional programming and aesthetic appeal.
- Protect *Employment Areas* in the Area as they have an important function that could be threatened by adjacent incompatible redevelopment.

4. Cohesive Urban Appearance



Principle: Establish a cohesive, urban appearance, with buildings that frame the streets as the dominant built form.

- Include a mix of residential, employment and commercial uses in redevelopment at various scales, with mid-rise buildings as the dominant built form.
- Shift emphasis from individual buildings on a lot, to buildings which together define an area and/or space.
- Buildings are to be located at the street edge with appropriate landscape setbacks in order to frame and define streets and open spaces.
- Create buildings that frame the streets, whether mid-rise or tall, to assist in creating attractive streets and open spaces.
- Establish development controls to guide the location and scale of redevelopment within the Area. These provisions will work to achieve appropriate built form, density and transition to the surrounding context.

5. Safe and Convenient Movement



Principle: Enhance safe and convenient movement through the Area and to surrounding areas by providing greater opportunities for walking, cycling and public transit use, addressing traffic and congestion issues, and creating new streets and connections as redevelopment occurs.

- Improve movement through the Sherway Area by providing greater access to pedestrian, bicycle and public transit use, as well as creating new streets and connections through the redevelopment parcels.
- Support pedestrians, cyclists and transit in addition to vehicles to increase options for movement.
- Develop a fine-grain local road network to improve vehicular and bicycle network connections, to support incremental development of varied scales and to facilitate connectivity for all modes of transport. A modified street grid will allow a dispersal of traffic, and provide a variety of routes to all parts of the community for all users.
- Eliminate or reduce surface parking to create a more pedestrian-supportive environment.

6. Connected and Attractive Public Spaces



- Locate surface lots behind buildings or replace with structured facilities which contain active uses along the street frontage.
- Incorporate entrance and egress to private parking ramps and loading service areas as discreetly as possible in building design to minimize the impact on streets; Car and service vehicle access to buildings should be from the rear or secondary streets, where possible.
- Encourage local pedestrian and bicycle movement within the Area, to create new linkages over or under the physical barriers that surround Sherway (the highways, railway corridor and Etobicoke Creek) to better integrate the Area with the regional transit network.

Principle: Create a green, safe and attractive place consisting of public parks, promenades, streetscape improvements and privately owned publicly-accessible open spaces that create a connected system and support a range of local social and recreational activities.

- Enhance the identity of The Sherway Area through a coherent and connected system of parks and open spaces that support a range of local social and recreational activities and are safe and accessible.
- Establish a quality green and open spaces network.
- Create a range of high quality public parks and open spaces that are appropriate for an intense urban setting and are to be sited and designed to serve a variety of functions and to act as a local network. Sherway is identified as a Parkland Acquisition Priority Area in the Official Plan, and new open space will need to be provided through new residential development.

7. Responsible Use of Natural Heritage



Principle: Incorporate access to natural heritage areas as part of the green and open space networks while preserving their environmental integrity.

- Protect the adjacent Etobicoke Creek Valley but allow for community access.
- Preserve and protect the health of the Natural Heritage feature: Etobicoke Creek, while integrating it with local open space networks. If development occurs adjacent to the Creek lands, architecture and site design should :
 - Encourage appropriate sensitive recreational uses, such as an extended trail network, which could connect to other corridors or future parks.
 - Provide for appropriate buffers and future pedestrian connections and avoid the placement of surface parking or outdoor storage next to these lands.

8. Local Community Services and Facilities



Principle: Coordinate the introduction of new residential development in the Area with the provision of community services and facilities.

- Coordinate the introduction of new residential development in the Area to accommodate an increase in population along with the provision of community services and facilities.
- Include the acquisition of land for parks and open spaces, libraries, community centres and other social services, streetscape improvements, and infrastructure upgrades.
- Provide and maintain an adequate level of community facilities and services for residents and employees within the Area, as assessed in the Community Facility Studies of new development.

9. Sustainable Infrastructure



Principle: Ensure that adequate water and sewage services exist to accommodate new development and that stormwater is managed in a sustainable way.

- Utilize redevelopment as an opportunity to improve transportation and servicing infrastructure to support the existing and future community.
- Ensure that water and sewage capacity exists to handle new development and upgrade current capacity, if necessary, in tandem with the approval of new development.
- Adopt on-site, conveyance, and end-of-pipe stormwater management (SWM) techniques to minimize stormwater runoff into the City's system and improve the quality of stormwater runoff into the receiving system.
- Integrate SWM techniques with streetscape and open space enhancements, where possible.

10. Logical Phasing



Principle: Phase any new residential development to incrementally add to the creation of a complete community that can coexist with adjacent uses.

- Phase development to new services or modes of travel by providing interim solutions.
- Create a liveable environment for new residents by supporting certain community services and ensure there are no conflicting adjacent uses.
- The phasing of development in tandem with the introduction of services is essential for an orderly transition to occur from a retail dominated area to a complete community.
- Address the challenges of coexisting with car-oriented retail uses in residential developments during construction.
- Approach any development with a comprehensive precinct analysis and vision.

1.5 Structure Plan

The Structure Plan represents the preferred alternative for the Study Area, which was prepared through numerous iterations of public consultations and tested using evaluation criteria based on the Guiding Principles. The Structure Plan represents an advanced and detailed development of the options explored.

The Structure Plan demonstrates a full build-out scenario that represents the design principles, guidelines, and standards. The full build-out scenario is a mix of Residential and Employment Uses. The process for the development of the Structure Plan is fully described in the Main Study Document.

Recommended Guidelines and Standards reflect the following:

- An analysis of existing conditions and policies;
- Suggestions and feedback obtained during the public and stakeholder consultations, including public open houses, meetings with the technical advisory committee, and landowner meetings;
- Ongoing reference to the Guiding Principles, and;
- The testing, evaluation and iterative development of the options.

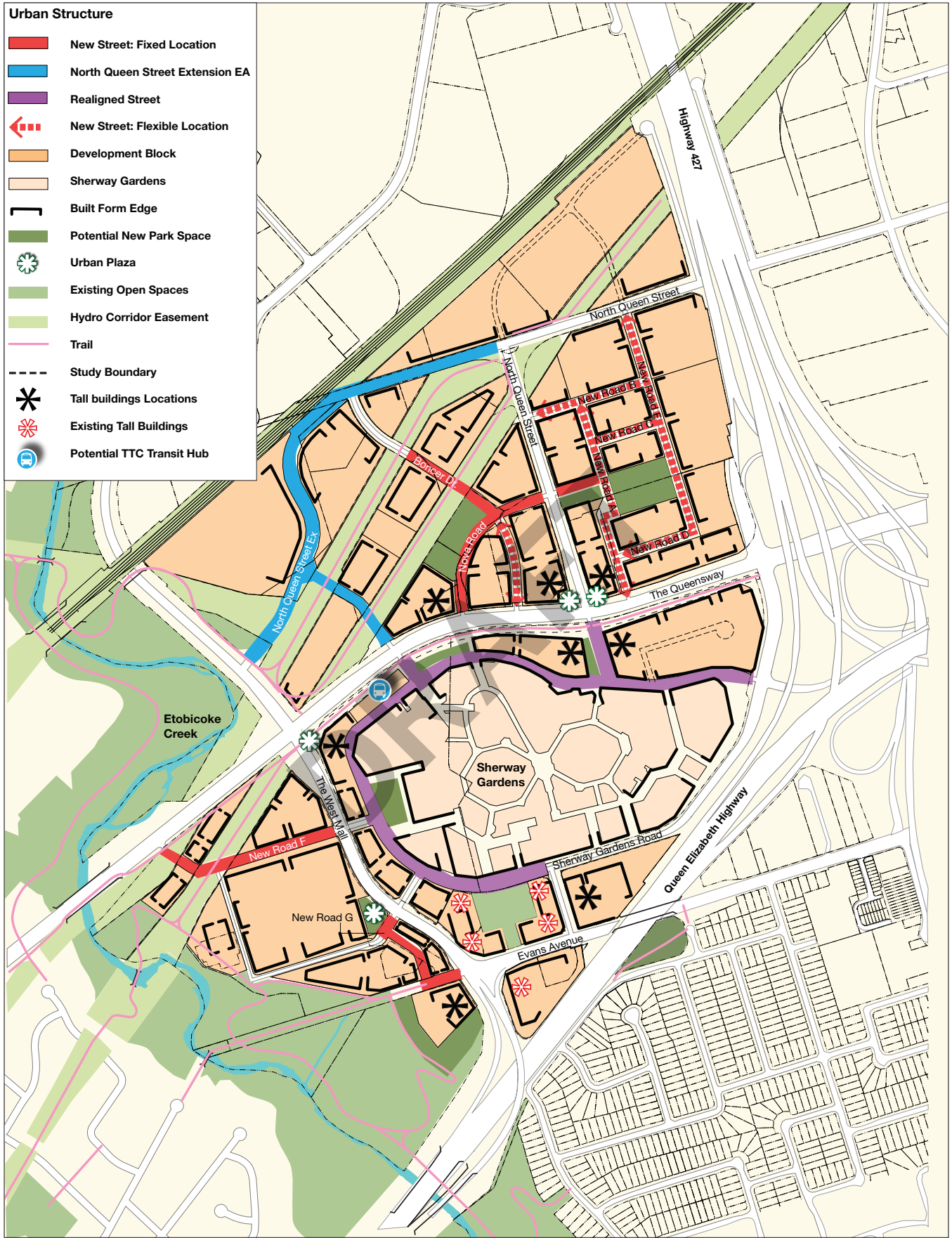
The Structure Plan envisions a higher amount of commercial development and less residential for the interim plan, which may be increased in the long-term, pending the air-quality evaluation. A demonstration of

one of the potential resulting built-form compositions can be viewed in Section 2.0 of this document (2.14 Demonstration Plan). The Demonstration Plan and 3D views were provided to illustrate one possible outcome when the framework, guidelines and standards are implemented at full build out.

The Structure Plan aims to build on the economic capacity of the Sherway Area and enhance the visitor, resident and employee experience, to create a unique community and place. This includes creating an attractive, livable community with a mix of uses, walkable streets, distinctive neighbourhoods and access to a variety of open spaces.

In the following sections, recommendations for each of the blocks is described in more specific detail, establishing the intent of the planning and design framework, including the overall vision for the physical form and character of the entire Study Area. This includes guidelines and standards for streets, blocks, parks and open space, land use, built form and height, and density.

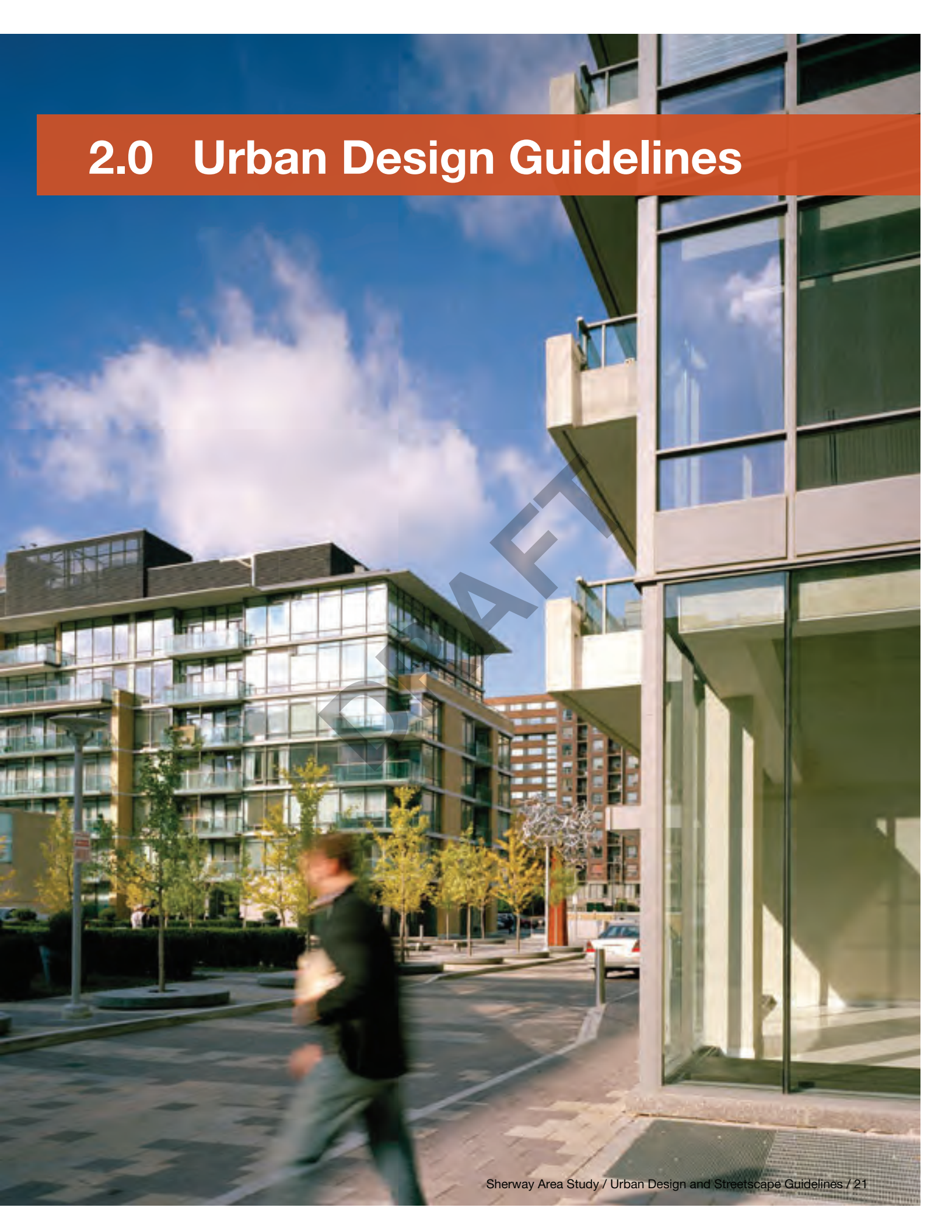
- Urban Structure**
- New Street: Fixed Location
 - North Queen Street Extension EA
 - Realigned Street
 - New Street: Flexible Location
 - Development Block
 - Sherway Gardens
 - Built Form Edge
 - Potential New Park Space
 - Urban Plaza
 - Existing Open Spaces
 - Hydro Corridor Easement
 - Trail
 - Study Boundary
 - ✱ Tall buildings Locations
 - ✱ Existing Tall Buildings
 - T Potential TTC Transit Hub



Structure Plan



2.0 Urban Design Guidelines



2.1 Streets and Blocks

The Sherway Area contains a number of large blocks that will require new local streets to facilitate redevelopment and improve permeability to a pedestrian scale. A fine grain network of streets is desirable for safety, visibility, legibility, and better street access to individual buildings.

A truly pedestrian place will be created over time through development and public realm improvements and through a commitment to a more fine-grained network of streets and pedestrian routes that are lined with richly varied building frontages that support and are supported by active public spaces. The proposed Streets and Blocks framework plan is scaled to achieve this pedestrian purpose.

The need to impose a finer grid onto large redevelopment blocks is indicated in Official Plan Policy 3.1.1 (14).

Recommendations are informed by the following City guidance, standards, and approved studies:

- Complete Streets Guidelines (Draft- 2016);
- City of Toronto DIPS Standards;
- City of Toronto Streetscape Manual, and;
- Environmental Assessment for North Queen Street Extension.

The Study Area is divided into nine Precincts. Each of these Precincts would require a comprehensive redevelopment approach when being considered for redevelopment.

Within each Precinct, a finer network of streets is applied to the existing large blocks to facilitate redevelopment and improve permeability and movement. The blocks will reinforce the guiding principles and function, both individually and collectively, to help achieve the goals set for the Study Area. New streets will divide large land parcels with street right-of-ways to ensure a high level of permeability for public circulation and to encourage a scale of redevelopment similar to that of urban sized blocks that can flexibly accommodate a wide range of uses and built form. Blocks may vary in depth but will always promote pedestrian and visual permeability.

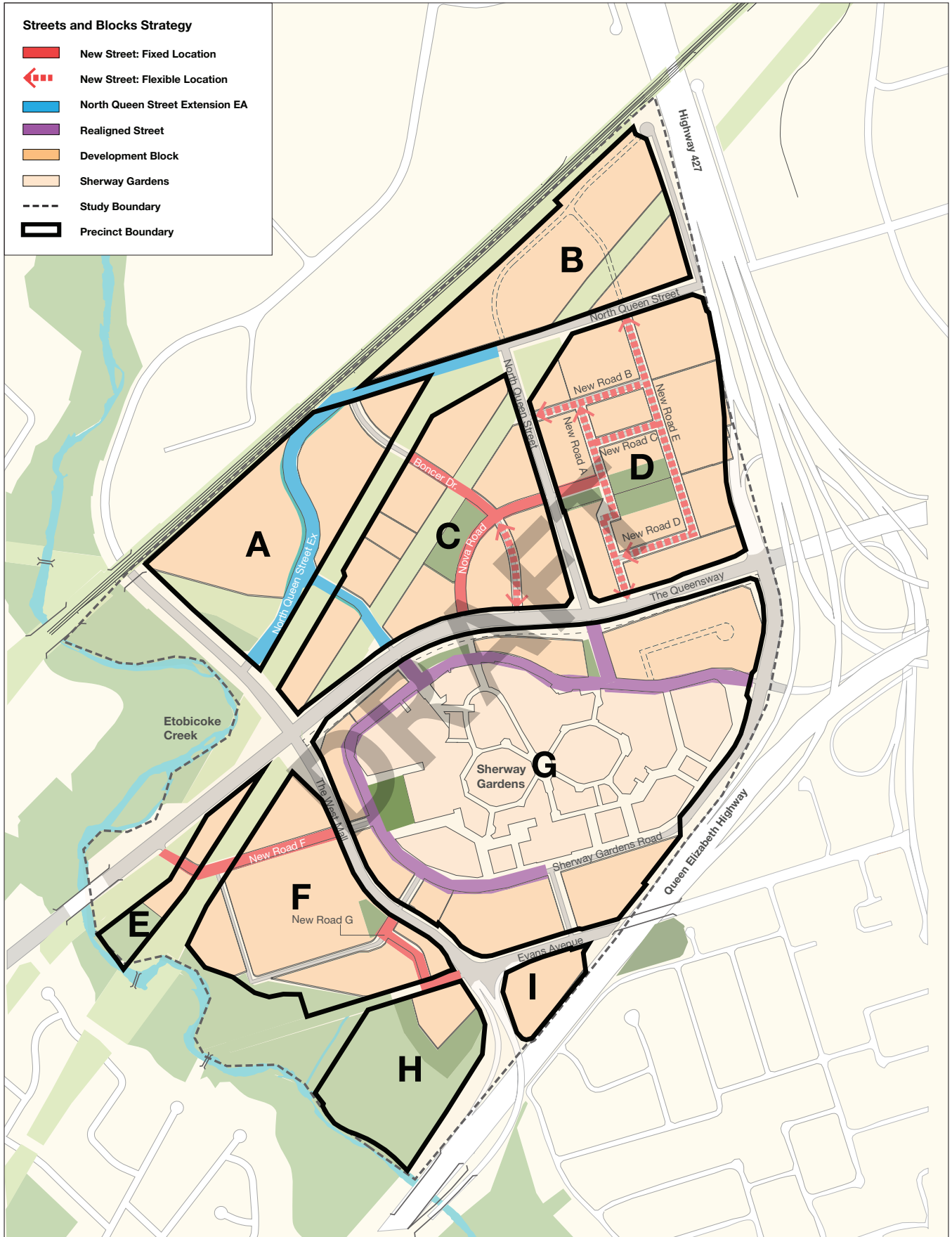
The street network will include the following:

The Queensway is in public ownership with 36 metre right-of-way width. It is the key defining street within the site and will be the primary road for transit and regional transport within the Study Area. There is currently no requirement for a dedicated Bike lane as per City of Toronto Bike Plan, however alternative active transport should aim to connect with proposed and existing transportation nodes. The Queensway also houses an Enbridge gas pipe easement, which is in private ownership, however, it is perceived as part of the ROW of the street.

North Queen Street and the extension, as per the Environmental Assessment, provides a key connection to The West Mall and diverts traffic from the intersection of The Queensway and North Queen Street. The streets and blocks plan highlights the new street pattern and the fine urban grain proposed for the Study Area and further emphasizes the pedestrian permeability of the Structure Plan. As per the Environmental Assessment for the extension of North Queen Street, the ROW will be set at 26 metres.

The roadway will accommodate two lanes of traffic in each direction, and an elevated bike path at the sidewalk level. The vision for this street is to form part of a major bicycle connection system, as per the Toronto Bike Network Plan.

The West Mall is in public ownership with a 27 metre right-of-way width and is an important street within the Study Area. It provides the North-south connections with the adjacent neighbourhoods and will be enhanced through active transportation and transit requirements.



Streets and Blocks Plan

There are three distinct street characters along The West Mall: North of The Queensway, the cross-section of the street is more rural in character due to its adjacency to the Etobicoke Creek to the west, South of The Queensway to Sherway Drive, the suburban office cross section is evident, and finally a highly urban cross section south of Sherway Drive where the residential towers are located.

New local or Neighbourhood streets are to be in public ownership with 20 metre right-of-way widths. 20 metre right-of-way widths are chosen due to their flexibility in accommodating multiple uses safely and comfortably while allowing planting or furniture strips, as required. Nova Road extension through Precinct C will be an example of a neighbourhood street that will take on a community-spine role for the residential development blocks north of The Queensway. For the most part, the location of the new local streets can be identified in **fixed** locations as per the streets and block figure, specifically where they extend or upgrade existing streets or have a vital community role in the block. However, they can be **flexible** in location or layout within a block provided they guarantee a certain number of connections are made to ensure the transportation needs are met. Only in special circumstances where public dedication is not feasible, private streets and lanes may be introduced.

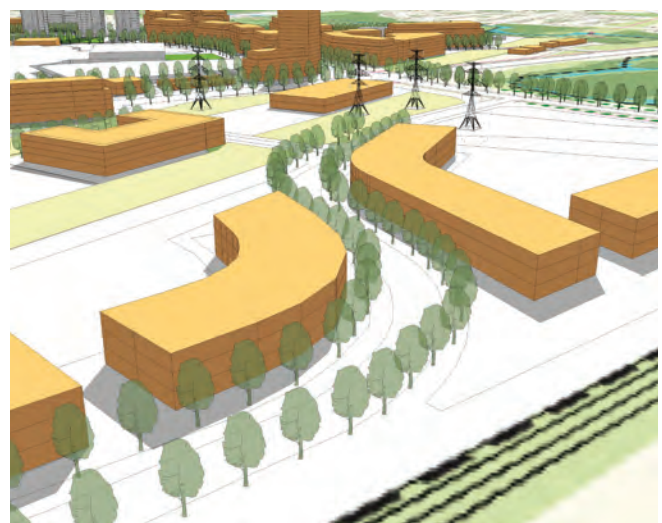
Further information regarding street sections and details can be seen in Public Realm and Streetscape Guidelines that address the street character and types.

Guidelines and Standards

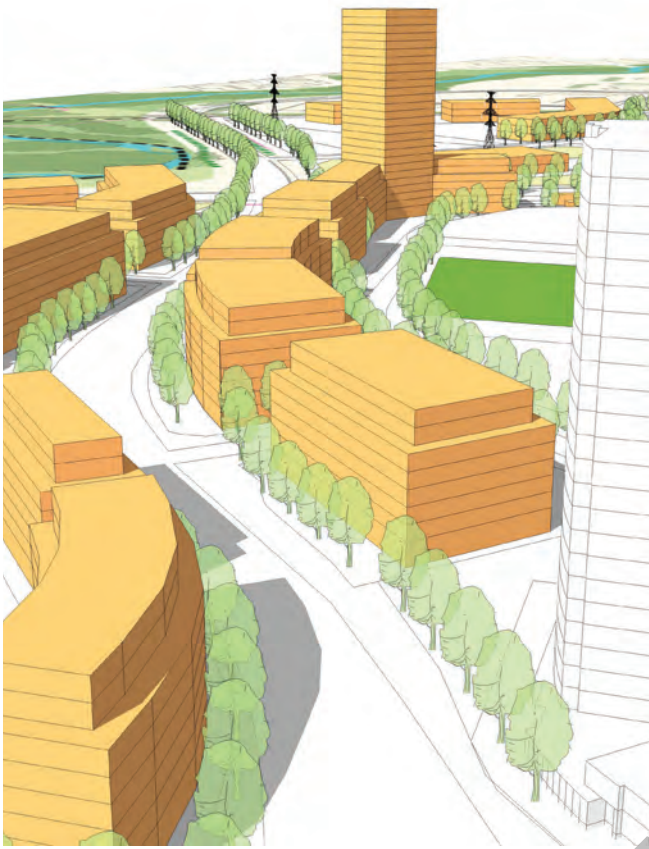
- R1.** Divide large sites (defined as sites that can comfortably fit more than one stand-alone building) with street right-of-ways to ensure a high level of permeability for public circulation and to encourage a scale of redevelopment similar to that of urban sized blocks that can flexibly accommodate a wide range of uses and built form.
- R2.** New streets will be in public ownership with 20 metre right-of-way widths. A standard street width of 20 metre provides maximum flexibility for present and future streetscape configurations. Only in special circumstances where public dedication is not feasible, private streets and lanes may be permitted if full public access is guaranteed and design standards match those of public streets.
- R3.** Private Streets are to be built to public street standards as specified by the City.
- R4.** The Streets and Blocks Framework Plan includes Fixed Location Streets and Flexible Location Streets. Fixed Locations Streets are those which, for particular reasons, must be placed in a specific location. Flexible Location Streets are required to be oriented in a particular direction, but the exact locations of which can be determined through the development approval process.



Demonstration: North Queen Street looking south towards The Queensway



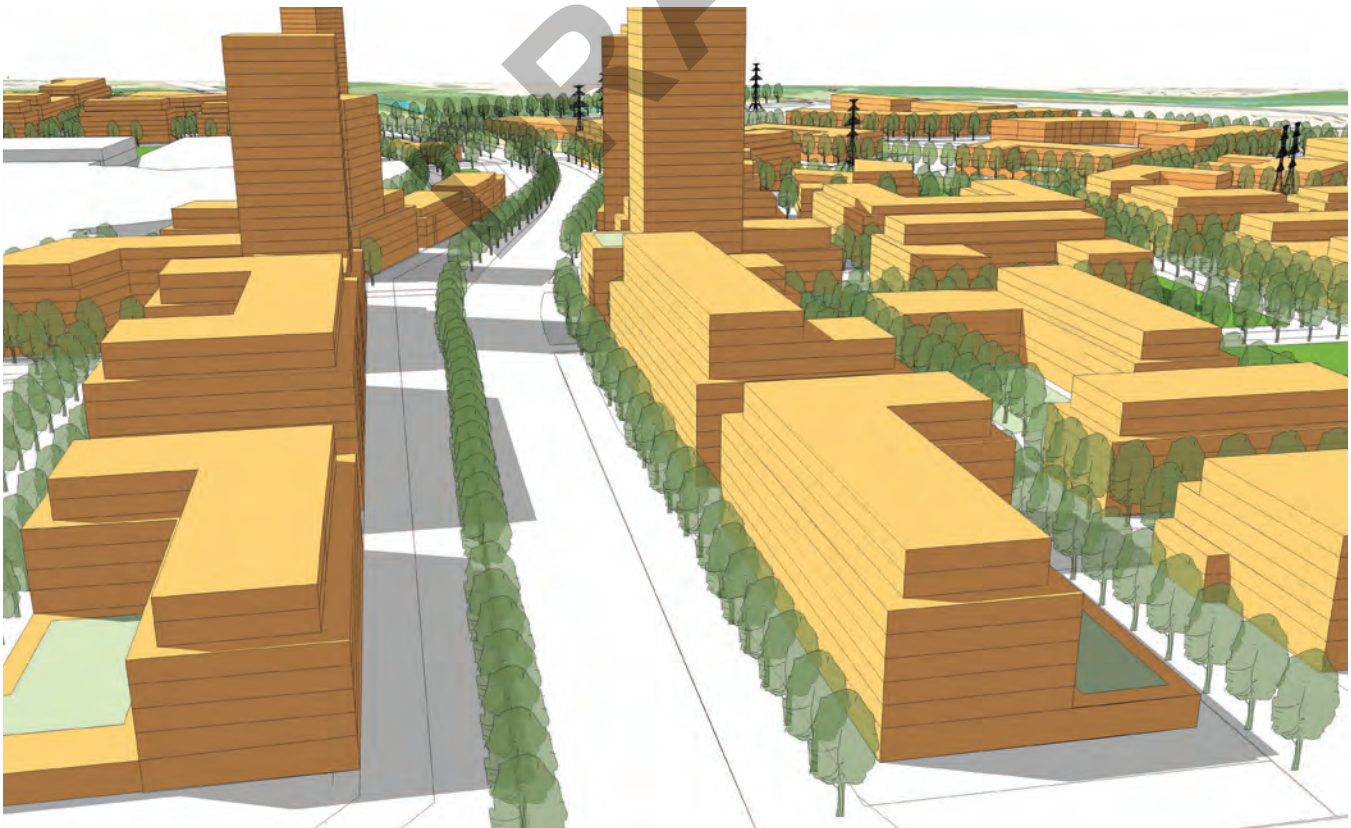
Demonstration: North Queen Street Extension looking west towards The West Mall



Demonstration: The West Mall looking north from Evans Avenue



Demonstration: Aerial View of development north of The Queensway



Demonstration: The Queensway looking west from Highway 427

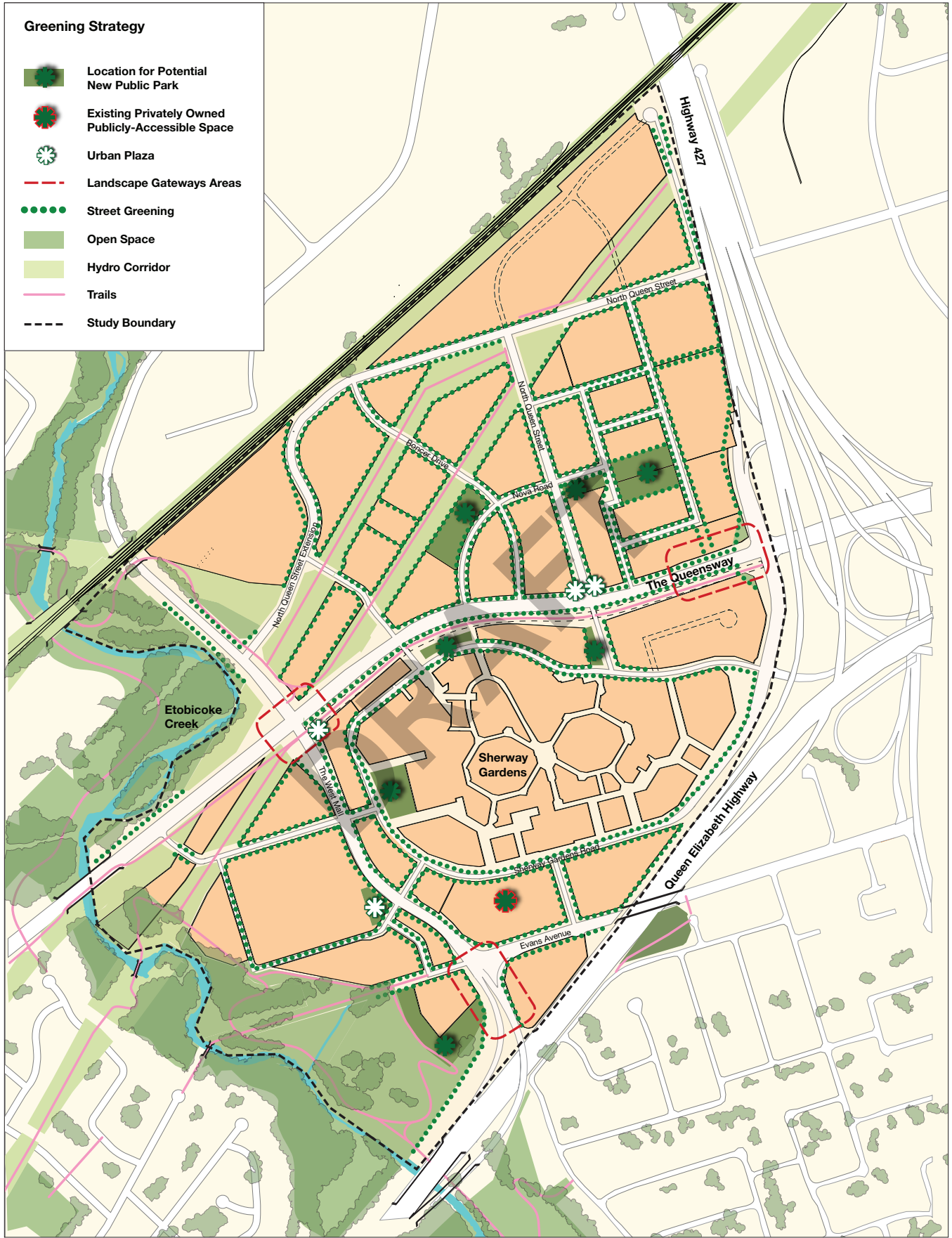
2.2 Parks and Open Space

There are currently few parks or landscaped open spaces for the public within the Sherway Area. Redevelopment and intensification presents the opportunity to contribute to a range of high-quality parks and public spaces that provide a setting for civic and community life by enhancing the identity and character of the Area.

Parks, urban plazas and other publicly accessible open spaces are to form a coherent and accessible green space system. These spaces should have individual character and functions but contribute to the whole open space system. New public spaces should be high quality environments that support a wide range of roles, allow for a variety of pedestrian uses, and are distinct yet visually connected through the use of contemporary materials and details.

The greening strategy and parks and open space framework includes the following key components:

- **Parks.** The entire Sherway Area falls in a Parkland Acquisition Priority Area, as identified in the Official Plan, in which a greater parkland dedication requirement is in place for residential and mixed-use developments. Parks are required in each of the larger blocks.
- **Privately Owned Publicly-Accessible Spaces (POPS).** Privately owned publicly-accessible spaces, or “POPS” for short, are a specific type of open space which the public are invited to use, but remain privately owned and maintained. They are intended to augment and complement, but not replace, the public parks and open space within the public realm network. POPS such as urban plazas, courtyard and mid-block connections, are recommended within the Sherway Area.
- **Urban Plazas** are small, privately owned, publicly accessible areas with a predominantly hardscape character. Urban Plazas are to be located at key nodes where pedestrian and retail activity is anticipated to be most intense as shown on the Structure Plan.
- **Streetscape Greening.** Tree planting is recommended to line both sides of all existing and proposed streets to enhance the character of the public realm. More details regarding streetscape improvements are illustrated and described in Section 3.0 of this document.
- **Landscape Gateways.** An emphasis on the entries into the Study Area is recommended to serve as gateways from the highway and adjacent neighbourhoods, where applicable. These will be located within the Study Area at the southern end of The West Mall, the intersection of The Queensway and The West Mall and the eastern end of The Queensway.
- **Public Art.** Public Art is encouraged within the Sherway Area to contribute to local identity and enhance the character of the public realm. Public art contribution is recommended for development proposals within the larger blocks. Public art is encouraged for landscaped open space and higher order street boulevards such as The Queensway.
- **Trail Connections & Natural Heritage Areas.** The utility corridors that cross the Sherway Area provide the opportunity to introduce a formal off-street pedestrian and cycling network. Improved access to the Etobicoke Creek corridor is recommended, to provide recreational opportunities and connections to the broader network beyond the Sherway Area.
- **Utility Corridors.** The Hydro easements will be reclaimed as part of the public realm and park and recreational uses encouraged. Strong connections will be made by means of tree planting, and other landscape measures, to tie together these lands with a network of pedestrian open spaces and trails.



Greening Strategy

Parks

Guidelines and Standards

- R5.** Prior to the redevelopment of any parcel on a large block, the proponent will submit a conceptual Precinct Plan for the comprehensive redevelopment of the entire block. Proposed parkland provided through dedication requirements should be located at the mutual property line, in order to permit its eventual expansion to the second abutting parcel.
- R6.** Parks are to be located in each of the larger precincts. New parks are proposed in precincts C, D, F, G and H. On smaller parcels, where the size or configuration of the required parkland conveyance would prove unusable or undesirable, developments should provide cash-in-lieu funds, as directed by the Toronto Municipal Code towards the development of parks in the Study Area.
- R7.** All parks will front onto public streets (Official Plan 3.1.1 (18)).
- R8.** Parks are to be visible and accessible from adjacent public streets, and be of a usable shape, topography and size that reflect their intended use (Official Plan 3.2.3 (8 b-c)).
- R9.** Public parks and open spaces are to be considered as a network, provide appropriate space for recreational needs and ensure good visibility, access and safety.

- R10.** Parks are to provide a high quality design, be sustainable and provide a sense of place for residents.
- R11.** New buildings will be positioned to define the shape and function of the public park as well as frame and support adjacent public parks with active and interesting building elevations.
- R12.** New parks and open spaces are to provide for a range of uses and amenities.
- R13.** A hierarchy of open spaces and outdoor environments in a range of publicly accessible, communal, and private open space types will be created through development to augment public parks and open spaces.

Privately Owned Publicly-Accessible Spaces (POPS)

Guidelines and Standards

- R14.** The development of POPS are encouraged at the ground level of developments to add to the public realm network. Where feasible, design these open spaces in relation to local serving retail uses such as cafes and to the public open space network.
- R15.** New buildings will be positioned to define the shape and function of publicly accessible open spaces.



Public parks are required with redevelopment and intensification (Clarence Square Toronto. c. taylorhistory.com)



High quality public parks and facilities are necessary to serve the new population that will call Sherway home (Waterside Park, Brooklyn, NYC. Balsey Associates)

- R16.** A range of uses and amenities is encouraged for all POPS.
- R17.** POPS are subject to the City of Toronto's guidelines for Privately Owned Publicly Accessible Space.
- R18.** Safe and comfortable mid-block connections are encouraged through development blocks, by providing active grade-related uses, building setbacks and pedestrian scaled lighting.
- R19.** Parks will be of a high quality design, be sustainable and provide a sense of place for residents.
- R20.** Where private courtyards and outdoor spaces are visible from the public realm, they will enrich the pedestrian experience.
- R21.** Integrate outdoor amenity spaces such as roof gardens, terraces or balconies into the architectural design of the building.
- R22.** Considerations for the microclimate resulting from the surrounding buildings will be taken into account when locating a new private open space.

Urban Plazas

Guidelines and Standards

- R23.** Urban plazas are required at north east and west corners of the intersection of The Queensway and North Queen Street, the south east corner of the intersection of The Queensway and the west side of the intersection of The West Mall and Sherway Drive.
- R24.** Urban plazas are subject to the City of Toronto's guidelines for Privately Owned Publicly-Accessible Spaces.

Streetscape Greening

Guidelines and Standards

- R25.** New buildings should be positioned to positively define the shape and function of open space.
- R26.** Street trees should be planted on both sides of all existing or proposed streets in the Study Area, wherever possible.
- R27.** Setbacks will be provided as part of the animation of the of the public realm and connection paths. They will provide amenity space for retail or pedestrian access and will allow the streets to take on a 'green' character and create opportunities for transition from public to private spaces. The setbacks will vary depending on the nature of the adjacent uses and can be referenced in the **Section 3.0 Streetscape Guidelines** of this document.



POPS can have a hard or soft landscape character (Sydney, AU. c. Aspect Studio)



POPS should have the same qualities as publicly owned spaces (Bryant Park, NYC. c. OLIN)

Landscape Gateways

Guidelines and Standards

- R28.** Landscape Gateways will be located at the entry points from the highways on the eastern end of The Queensway, the intersection of The Queensway and The West Mall and the southern end of The West Mall, within the Study Area.
- R29.** Gateways will be characterized by dense tree planting of native coniferous and/or deciduous trees and shrubs, that adhere to the City of Toronto's list of acceptable species.

Public Art

Guidelines and Standards

- R30.** Public art will contribute to the overall cultural vitality of the Sherway Area and complement specific qualities of sites and enhance wayfinding in the Study Area.
- R31.** Public art is encouraged for parks, private open spaces and street boulevards.
- R32.** Encourage public art in prominent locations throughout Study Area including gateways, urban plazas, POPS and tall building entrances.
- R33.** Encourage public art to be integrated with its site.
- R34.** Public art can be included with all types of development including retail, office, and industrial as well as residential and institutional.
- R35.** 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 finding should be coordinated through a Public Art Plan to be included in the Comprehensive Precinct Plan.

Trail Connections and Natural Heritage Areas

Guidelines and Standards

- R36.** New trails will connect throughout the Sherway Area and supplement the pedestrian and cycle network, as identified in the Transportation Master Plan.
- R37.** Trails in the Etobicoke Creek corridor will require coordination with Toronto and Region Conservation Authority.
- R38.** New trails will adhere to the City of Toronto Multi-Use Trail Design Guidelines.

Utility Corridors

Guidelines and Standards

- R39.** Utility Corridors will support the trail network, where possible, to enhance the envisioned open and green space network within the Sherway Area.
- R40.** Utility corridors can serve as an active-transportation connection through the Study Area, provided the safety of the users is accommodated for and formalized.



Urban plazas are primarily hardscape public spaces that invite and support urban life and energize places (The Plaza, Cambridge, MA. c. STOSS)



The greening of streets will further contribute to a sense of place and identity and provide pedestrian comfort (Melbourne, AU. c. Rodney Dekker)



Public art should enliven and animate public spaces (Lincoln Park Soundscape, Miami, FL. c. Robyn Small)



New trails should connect to the broader cycling and pedestrian network (Waterfront Trail, Toronto. c. DTAH)

2.3 Built Form

Good urban places are composed of many buildings, varied in type and size. New buildings play a role in shaping the pedestrian realm, and are to respect existing land uses and incorporate the most recent advances in sustainable building and sound community development principles.

The scale of new development is to be appropriate for its context. Intensification can and should improve overall environmental and community sustainability.

Built form analyses conducted through this Study conclude that the policy context, guiding principles, and direction received from the public consultation activities can be satisfied if mid-rise development is the primary form of intensification, with tall buildings sited strategically at key locations within the Study Area.

This pattern of built form is entirely consistent with the overall Study objectives of having substantial built-up edges and mixed uses to give shape and a sense of enclosure as well as reinforcing the pedestrian realm.

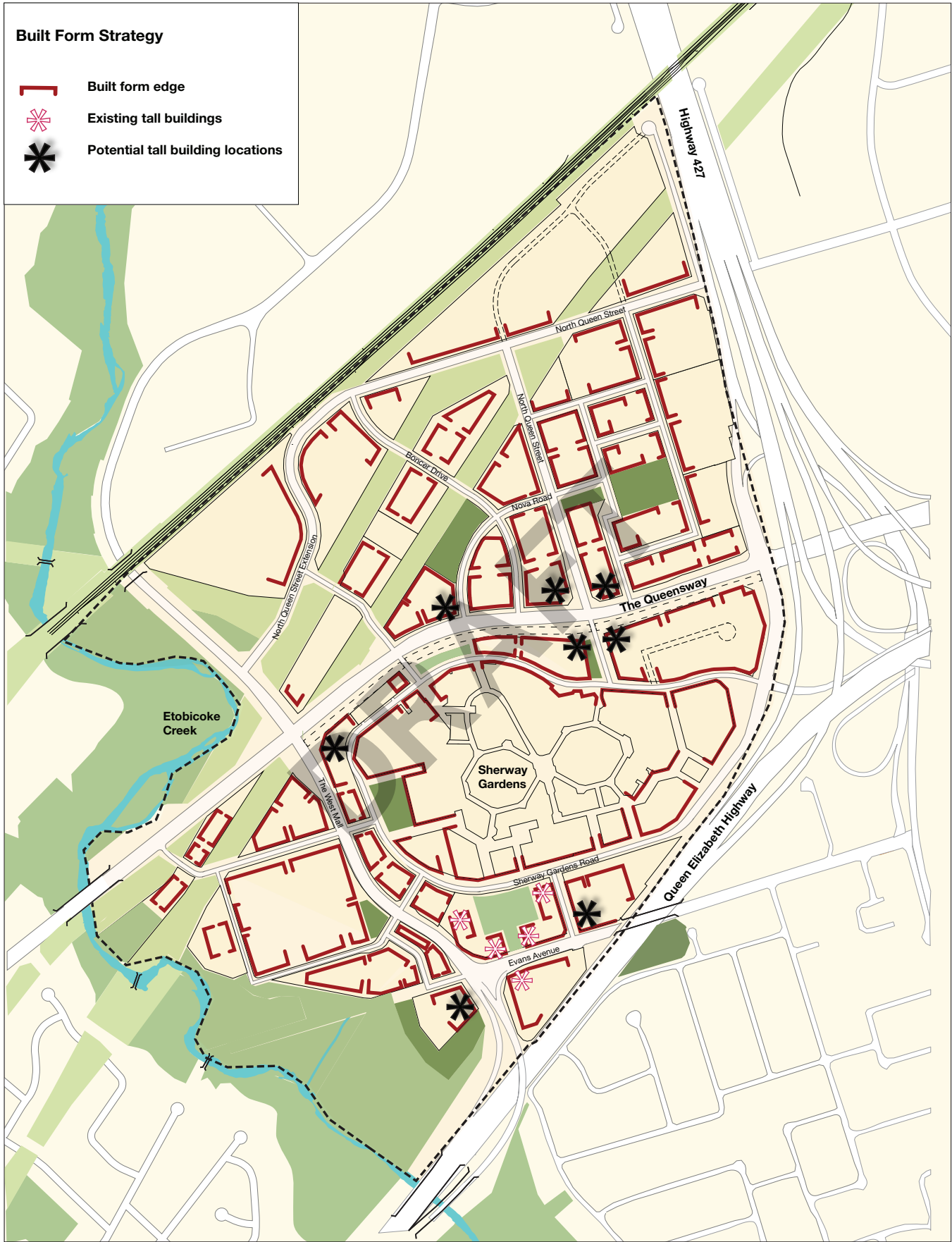
On the main streets, buildings should collectively provide **a relatively consistent and contiguous street edge** that gives a strong architectural presence. Continuity in the built-up edge of the blocks on the main streets such as The Queensway and North Queen Street will strengthen a sense of place and vitality for the pedestrian boulevards and support a viable retail environment.

The built form guidelines are intentionally non-descriptive regarding architectural style and detailing to allow for the widest range of architectural creativity.

The structure plan shows a mix of built form. These buildings frame, define and animate public spaces. The plan shows a shift from surface parking to structured



New development should frame, contain and define public space (Rockville, MD. c. CNU)



Built-Form

and underground parking. Buildings create a consistent street edge and give shape and sense of enclosure which reinforces the pedestrian realm. Grade-related uses, including retail where appropriate, animate the pedestrian environment and provide connections between public and private spaces. This varies upon the location of a building and its frontages on main streets.

Tall buildings are only permitted at specific locations: at defined key intersections along The Queensway and The West Mall where they can serve as landmarks within the Study Area and emphasize important intersections, as well as form a height band around Sherway Mall, giving it prominence. In the southern part of the Area, tall buildings can also act as landmarks from the QEW ramp into the site. The preferred location of tall buildings is illustrated in the Tall Buildings Location figure on page 39. In all cases, the bases of tall buildings shall be between 16.5 (5 storeys) and 22.5 metres (approximately 7 storeys) in height.

Streetwall Buildings are comprised of **Mid-rise buildings** and the **podiums of tall buildings** and define the frontages of the redevelopment blocks. Mid-rise buildings will be the predominant built-form within the Area. Heights will follow the Mid-Rise Guidelines standards within the Avenues and across the Study Area.

Low-rise buildings are recommended internal to the larger and deeper blocks, as well as to the north edge of the Study Area. Townhouses or street-related office and commercial units are encouraged to create a finer building scale within the larger blocks and as a transition from the taller, more intense building types. All low-rise retail buildings shall be no less than 7.5 metres high in predominantly big-box retail areas and 10.5 metres (3 storeys) in all other areas.

All new buildings will adhere to City of Toronto design guidelines, including the Tall Building Design Guidelines, the City of Toronto's new Low-Rise Apartment Guidelines and the Performance Standards included in the Avenues and Mid-rise Buildings Study. Further details regarding tower locations can be found in the Height and Transition sections following.



Parking structures should have the qualities of good urban buildings and provide a positive contribution to place making and identity (Santa Monica, CA. c. Behnisch Architekten)