Transit Oriented Mixed-Use (Dallas, TX. c. Steve Hinds)

Residential Mixed-Use Mid-Rise (The Queensway. c. DTAH))

Retail Commercial (Chicago, IL. c., Jongmu Lee)

Office and Residential Mixed-Use (Hyattsville, MD c. DCMUD)

Office Commercial (Foundry Square, SF. c. Tim Griffith)

Residential Mixed-Use (San Diego, CA c. lavitasd.com)

A mix of building types will house a range of land uses. Together they will create a rich and varied built form (1035 Sheppard Avenue West, c. Build Toronto)

Office and Parking (San Jose, CA. c. Paul Dyer)

2.4 Heights - Street Wall Buildings

All buildings will help to shape and define the street wall edge to reinforce a pedestrian scaled urban place. Establishing a minimum height will ensure that new development contains and frames the public realm. Maximum heights will depend on building type and location.

Guidelines and Standards

R41. Ensure street wall buildings provide a consistent and contiguous street edge.

R42. The minimum height for all buildings within *Mixed-Use Areas* will be 10.5 metres (approximately 3-storeys). Minimum height for buildings in *Employment Areas* (not along Avenues) is 7.5 metres. Minimum height for buildings in *Employment Areas* along Avenues is 10.5 metres.

R43. The minimum ground floor height for all buildings will be 4.5 metres.

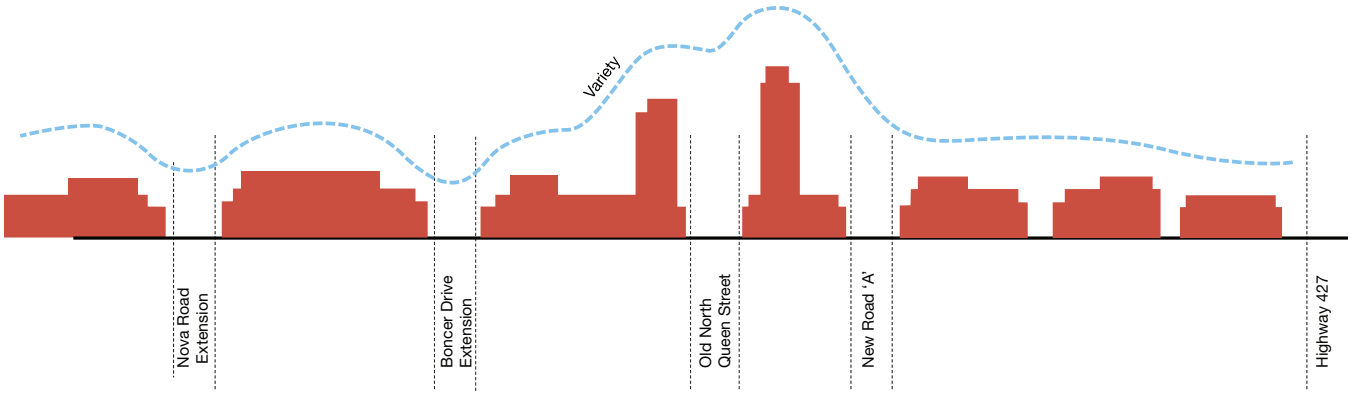
R44. Streetwall buildings will vary in height between three to seven storeys to create an interesting and variable composition for the public realm edge.

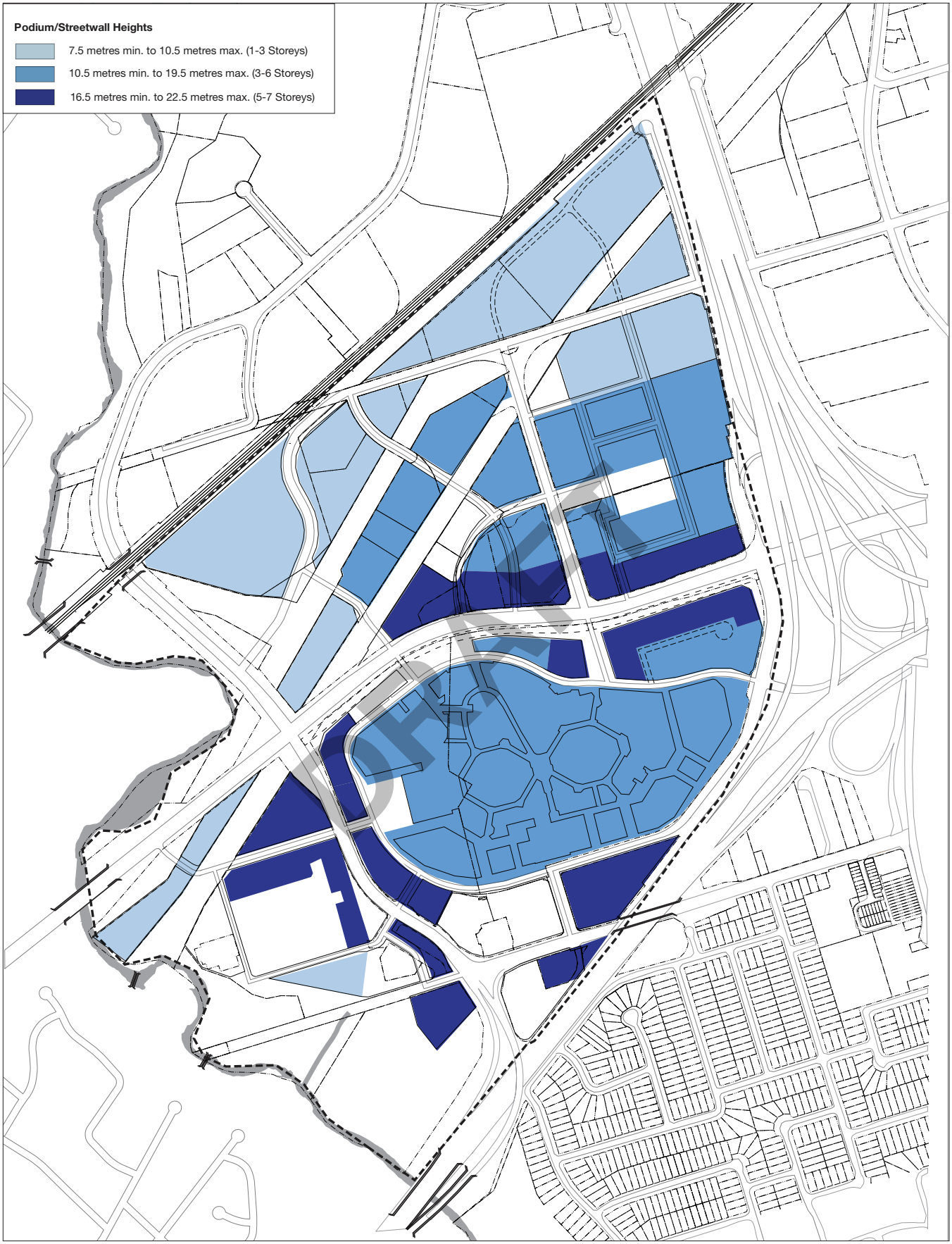
R45. A taller podium height is encouraged along The Queensway, the West Mall and Evans Avenue to form an edge surround Sherway Garden Shopping Centre.

The minimum height of new mixed use buildings is 10.5m (3 storeys) to help frame the public realm (NYC. c. Lotek)

Mid-Rise Buildings are recommended for the majority of the Study Area, no matter the land use (Sunnyvale Town Centre, Sunnyvale, CA. c. Noah Christman)

Variable Streetwall height creates visual appeal for the Area skyline and is encouraged.





Podium Heights

2.5 Heights - Tall Buildings

Tall buildings have a symbolic nature and become focal points or landmarks in key intersections of the Study Area. That said, it is critical that they do not compromise the integrity of the surrounding public realm.

Tall buildings are only permitted at specific sites within the Study Area. Any future tall buildings will be evaluated against the City's Tall Building Design Guidelines. Tall buildings are used to mark key intersections within the Study Area and to identify those intersections as points of activity and in some cases gateways to the Sherway Area. Heights of tall buildings further reflect this hierarchy, locating the tallest buildings at key intersections.

Guidelines and Standards

R46. Tall buildings will be set back from the frontage to maintain a street wall as indicated in **Section 2.6 Angular Planes, Transitions and Buffer Edges**.

R47. Buildings with greater heights are recommended at key intersections within the Study Area as defined. Absolute height limits and angular planes will regulate the heights of buildings.

R48. Tall Buildings will not exceed 30-storeys in height.

R49. Tall buildings are limited to key intersections (North Queen Street and The Queensway, The West Mall and The Queensway, The West Mall and Evans Avenue), acting as gateways and separated a considerable distance from the existing low-rise buildings, will be set back 4.5 metres from podium edge along The Queensway (Reference Tall Building Locations Figure on Page 39).

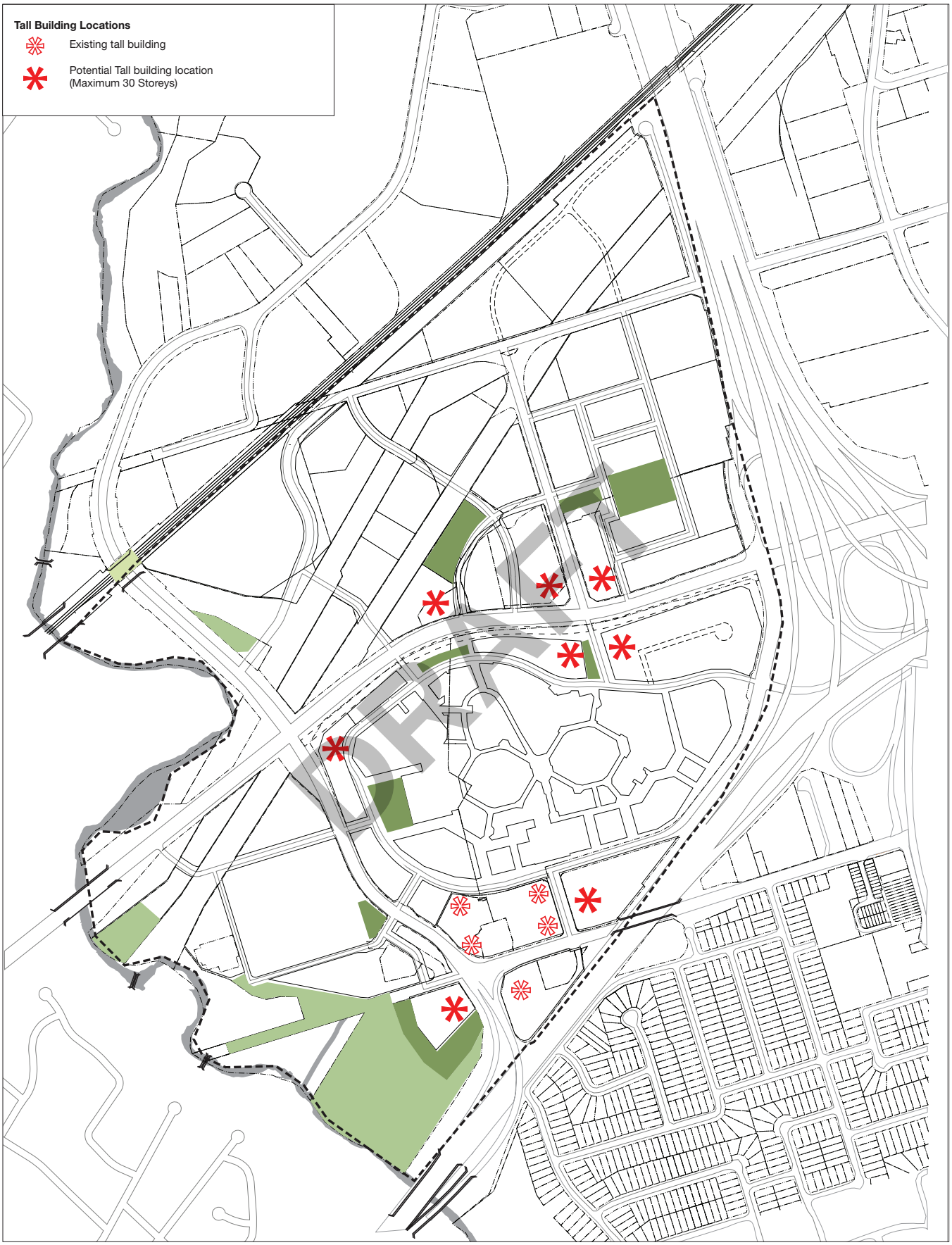
R50. Mechanical penthouses will be incorporated into the overall design of the buildings.

R51. Podium heights will dictate streetwall edge and will follow the Podium/Streetwall Heights figure on page 37.

R52. In all cases, the bases of tall buildings shall be no greater than 22.5 metres (approximately 7-storeys) in height and no less than 16.5 metres (5-storeys).

R53. Tall Buildings will be designed to minimize shadow cast on the public outdoor spaces, parks and ravines and any natural spaces within the vicinity of the Study Area.

Tall Building with 5-7 storey podium base example in Toronto on Queens Quay (RBC Building).



Tall Building Locations

2.6 Angular Planes, Transitions & Buffer Edges

In the Study Area, the transitions between employment, commercial and potential residential uses will consider land use adjacencies to ensure comfortable transitions between uses and new development intensity.

R54. Within blocks that contain a variety of uses, special attention is to be paid to the transition zones and buffer zones between the different uses of the built form. This requires addressing functional aspects of separation distances and heights, while maintaining a continuity of uses along street edges, as required.

R55. Residential development adjacent to other uses will ensure appropriate separation distances and buffer edges.

R56. A buffer land-use zone along the Highways will not include residential uses.

R57. Townhouses or street-related units are encouraged to create a finer residential scale within the larger blocks and as a transition from the taller, more intense building types.

R58. Any new townhouse development shall adhere to the City of Toronto Townhouse and Low-Rise Apartment Guidelines.

R59. Mid-rise buildings shall define the frontages of the redevelopment blocks and will have a maximum street wall height of 22.5 metres (7-storeys) in height, where appropriate.

R60. All new tall buildings shall adhere to the City of Toronto Angular plane and transition standards of the Tall Building Design Guidelines.

R61. Development adjacent to parks or Natural Heritage areas will ensure comfortable separation distances and buffer edges.

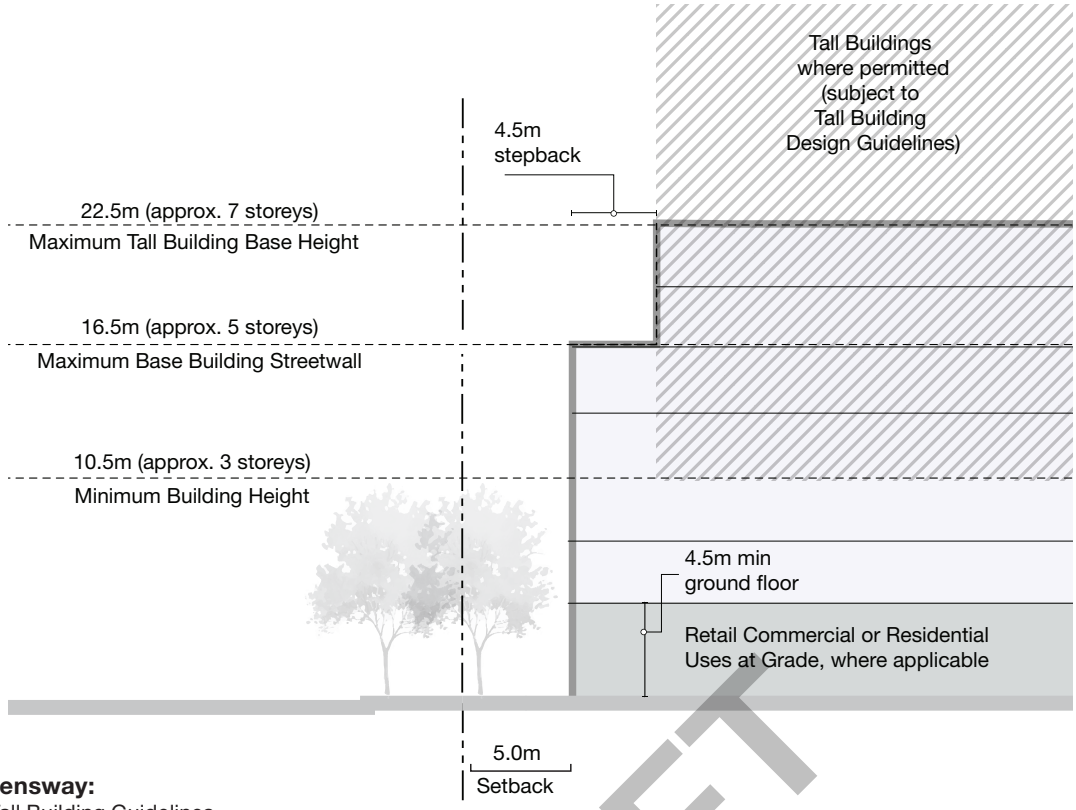
R62. Low density retail, office uses and large format retail shall ensure comfortable transition to adjacent Residential development.

R63. All new development will approach design from a precinct perspective to ensure cohesive and comprehensive precincts that contain functional blocks with sensible site organization.

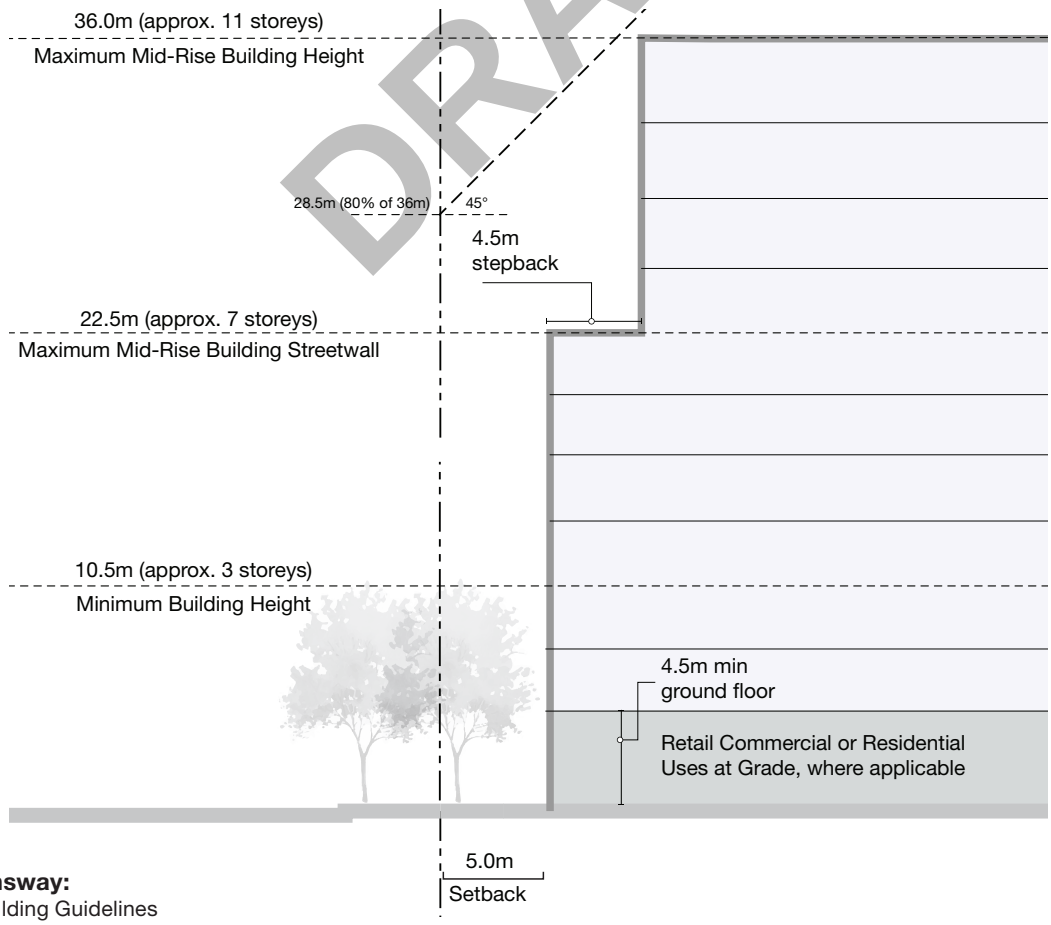
R64. A 4.5 metre **stepback** is required for all buildings above the podium height along The Queensway and all tall buildings and a 3.0 metre stepback for mid-rise buildings along other streets, above the maximum streetwall height.

R65. All built form will respect adjacent parks with respect to sunlight and skyview access as per City performance standards.

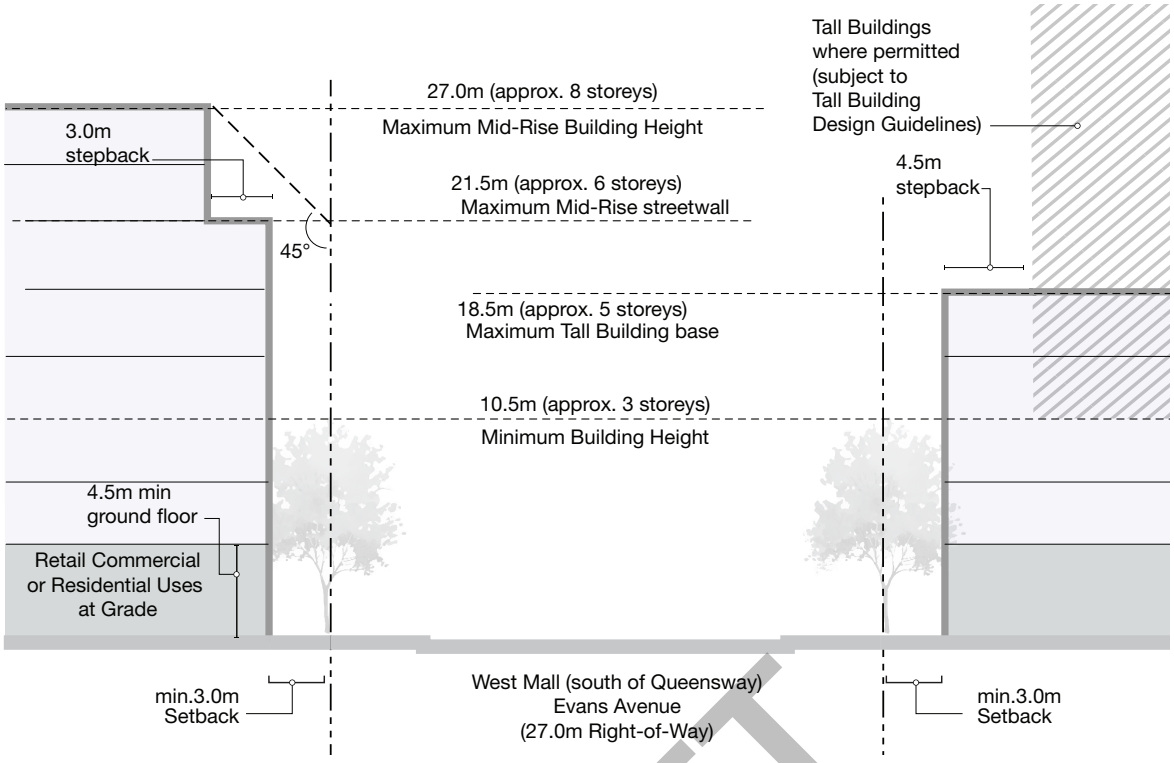
R66. Angular Planes along the streets and transitions will follow the figures on the proceeding pages.



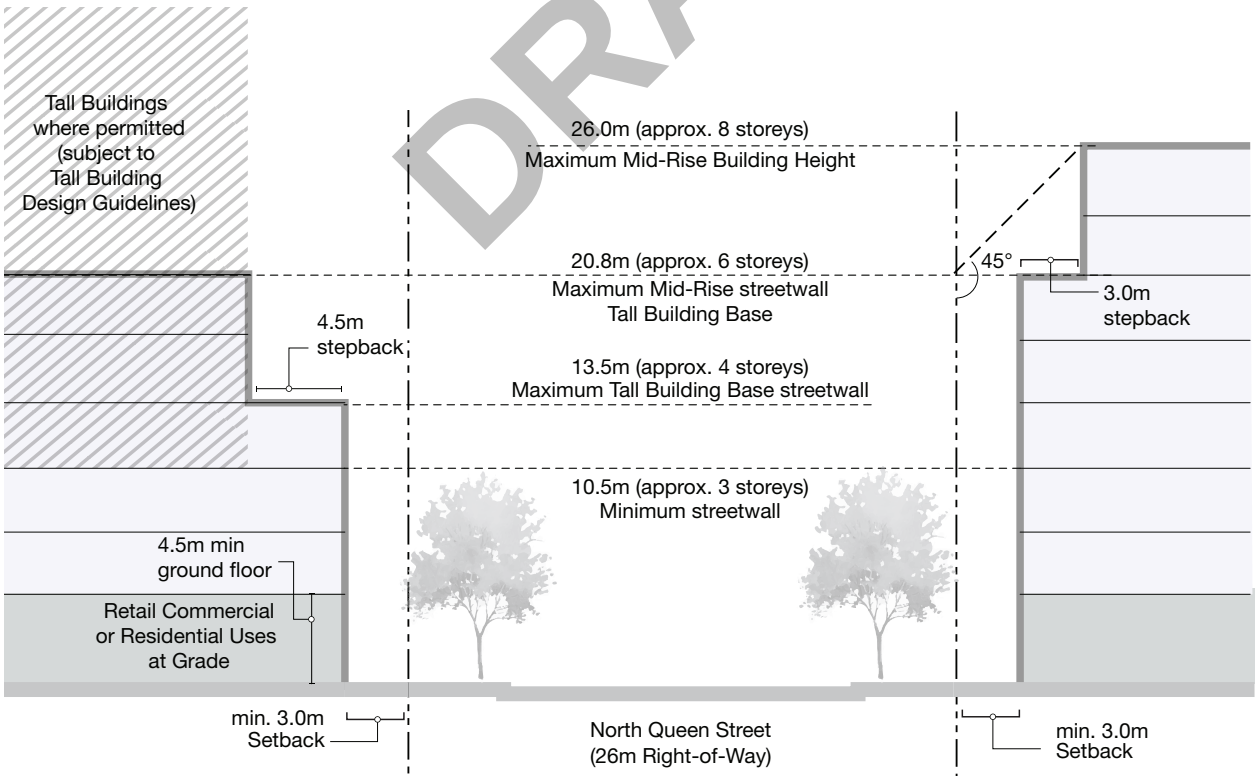
The Queensway:
Base for Tall Building Guidelines



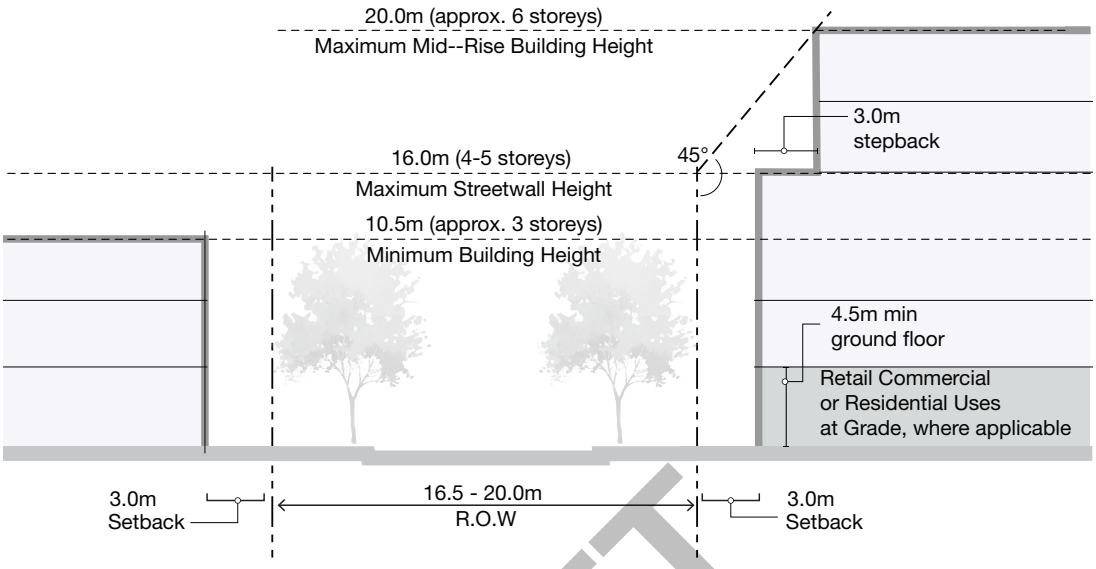
The Queensway:
Mid-Rise Building Guidelines



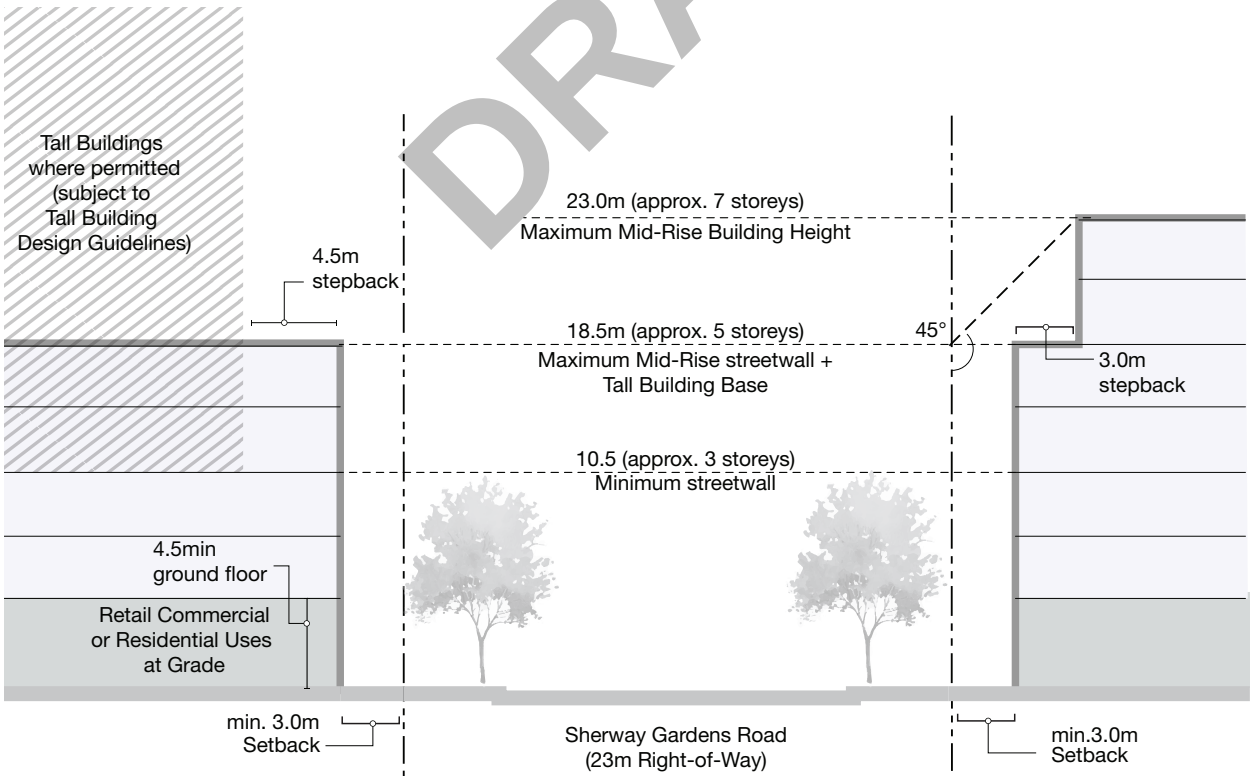
West Mall (south of Queensway) and Evans Avenue:
Guidelines for Mid-Rise and Tall Building Bases



North Queen Street:
Mid Rise Building and Tall Building Base Guidelines



Neighbourhood Streets:
Guidelines for Residential and Mixed Use Buildings



Sherway Gardens Road:
Mid-Rise Building and Tall Building Base Guidelines

2.7 Grade Related Uses

Street related activities are the key initiators for a dynamic and vibrant streetscape and public realm. A well animated grade-related activities plan for blocks will ensure a successful and safe neighbourhood.

The Official Plan encourages pedestrian-oriented retail uses at grade along Avenues. The Study Area currently lacks a pedestrian-oriented retail character and includes an existing regional shopping centre, which may generate competition and challenge the health of any retail along The Queensway or North Queen Street, if not considered carefully. Additionally, The Queensway has a unique situation where the south side of the street is abutting the Hydro easement and does not allow for pedestrian-oriented retail directly adjacent to the Right-of-Way.

Guidelines and Standards

R67. Ground floor animation uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings, will be provided with sufficient ground floor height (min. 4.5 metres) to accommodate commercial uses along major public roads.

R68. Pedestrian related uses are encouraged along all street fronts to ensure streetscape animation and allow 'eyes on the street'. This focuses on encouraging ample pedestrian movement opportunities along the street fronts by providing varying uses and points of interest.

R69. The base of new buildings will be set back relative to the type of street they front on to allow for engagement with the public realm as per the **Section 2.8 Setbacks** on page 46 of this document.

R70. Avoid parking at the front of the building.

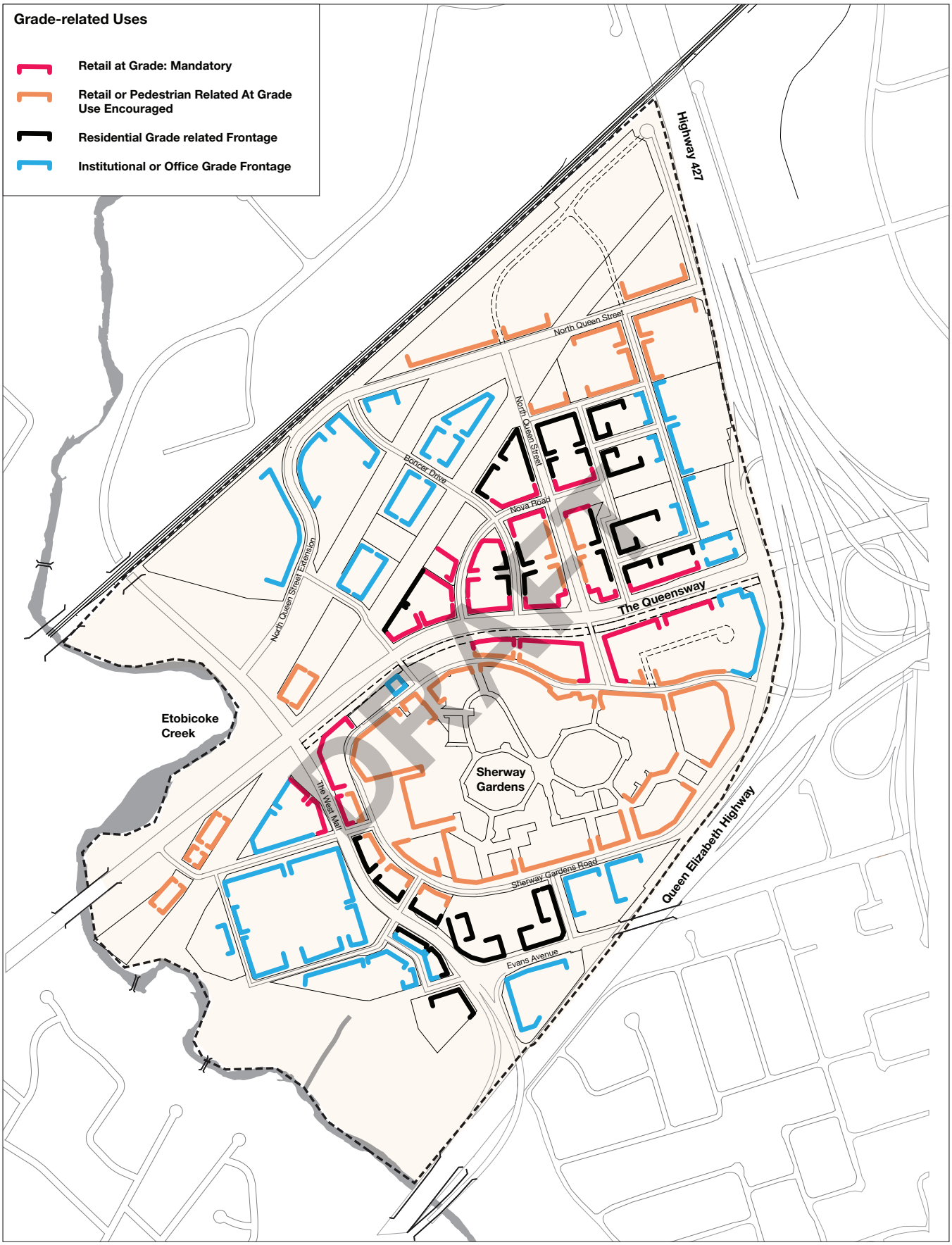
R71. Retail oriented at grade uses are recommended at key locations. These include: The Queensway and North Queen Street and The West Mall.

R72. As recommended in the Mid-Rise Guidelines, at grade retail within Avenues will be used to: Enhance community amenity, Support pedestrian amenity, comfort, and safety; Maintain and improve the health and vibrancy of the shopping area; Provide adequate and appropriate retail services for the local neighbourhood; Provide space for new businesses and; Support adjacent transit.

R73. Potential Community Space and Services is to be allocated adjacent to the neighbourhood parks.

R74. Grade related uses are to be considered in relation to the mobility network in order to ensure accessibility.

R75. Weather protection to be incorporated and articulated for access points into ground floor uses for pedestrian comfort and wayfinding.



Grade Related Uses

2.8 Setbacks

While setbacks are not always required along Avenues, they assist in improving the civic and pedestrian experience (Official Plan 3.1.1 (5-6)). As such, setbacks along the Main Streets and along Open Spaces will reinforce the Transportation Master Plan goals, enhance retail uses and encourage pedestrian and cycling activities.

Setbacks can enhance the public realm experience or buffer ground level uses from the street. The use of larger consistent setbacks along the major streets increases the perceived public realm and creates a sense of place when well utilized and designed. Shallower setbacks allow sufficient space for buffering and programming, but are proportional to the smaller right-of-ways and shallower lots.

Guidelines and Standards

R76. A minimum 14.0 metre setback is required by the Ministry of Transportation for all blocks adjacent to the highways and off-ramps.

R77. A 30.0 metres setback is required from the CP Rail Corridor.

R78. A minimum 5.0 metre building setback is required for all blocks adjacent to parks or open spaces.

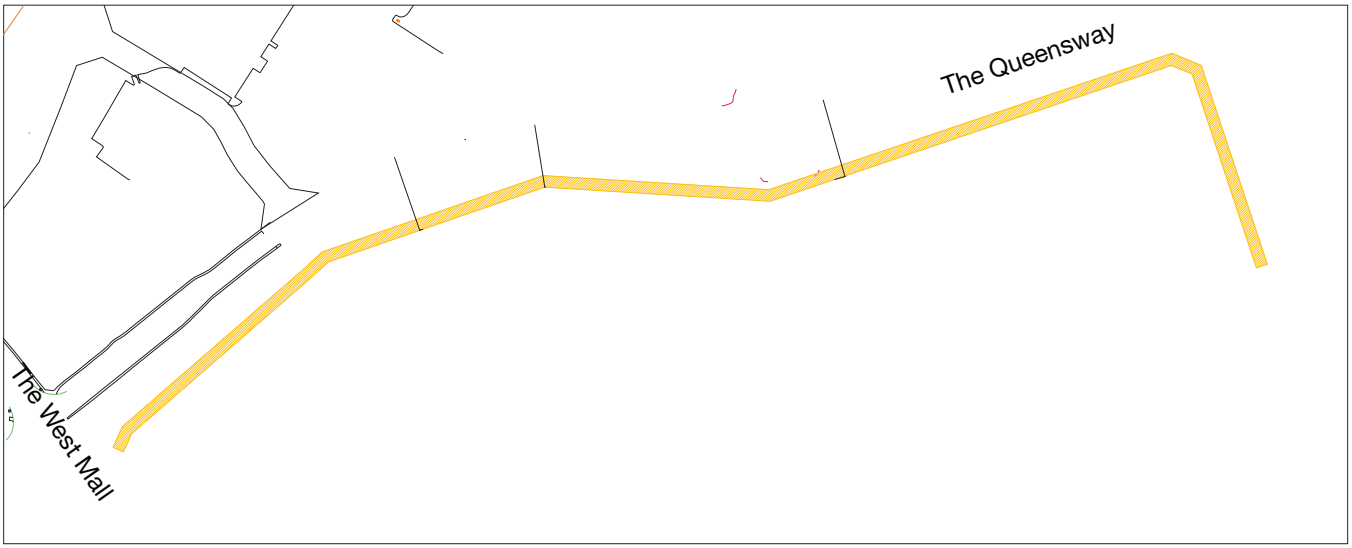
R79. A 3.0 metre setback is required along neighbourhood streets.

R80. A minimum 3.0 metre setback is required for all blocks along Avenues.

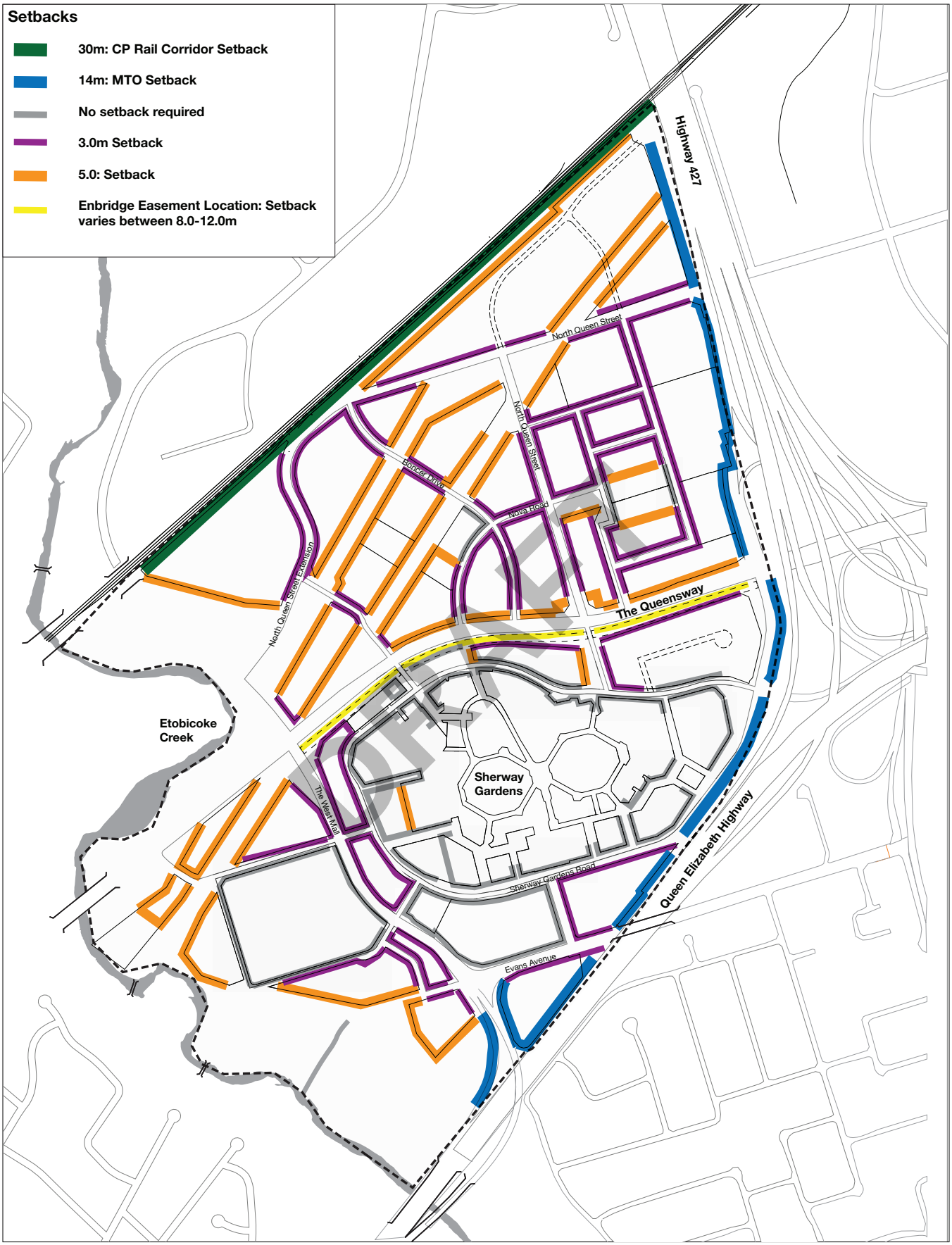
R81. A 5.0 metre setback is required along the North Side of The Queensway to encourage retail uses and pedestrian activity.

R82. Development along the Enbridge Easement will require a setback that varies between 8.0 and 12.0 metres along the south side of The Queensway. Approximate location of the underground corridor is indicated in the below diagram and further details should be obtained from Enbridge. An additional 3.0 metre setback is required on the south edge of the The Queensway south of the Enbridge Easement to allow for tree planting. All built form along the south side of The Queensway will be reviewed in the Comprehensive Precinct Plan to ensure a cohesive streetwall is maintained.

R83. All development will consider the underground utilities and require the review and approval of the appropriate agencies.



Enbridge Easement along The Queensway


Setbacks
30m: CP Rail Corridor Setback
14m: MTO Setback
No setback required
3.0m Setback
5.0: Setback
Enbridge Easement Location: Setback varies between 8.0-12.0m
Highway 427
North Queen Street
North Queen Street
Bonnie Drive
Nova Road
North Queen Street Extension
The Queensway
Etobicoke Creek
Sherway Gardens
The West Mall
Sherway Gardens Road
Queen Elizabeth Highway
Evans Avenue

Setbacks

2.9 View Corridors and Vistas

View corridors and vistas play an important role in creating a distinct identity for the Sherway Area and assist with orientation and placemaking.

Guidelines & Standards

R84. Tall Buildings will be located to act as landmarks or visual points of interest at key nodes, as defined by the Structure Plan. However, appropriate heights for individual applications will be determined subject to planning and engineering assessments by the City.

R85. Public art is encouraged as a way-finding tool, specifically at gateways and points of interest.

R86. Public and private open spaces will adhere to the City's Wayfinding Standards established in the City of Toronto Parks Plan 2013-2017 and any subsequent follow-up documents.

R87. Landscape Gateways will be located at The Queensway and Highway 427 access ramp, The QEW and Evans Avenue access ramp and the intersection of The West Mall and The Queensway.

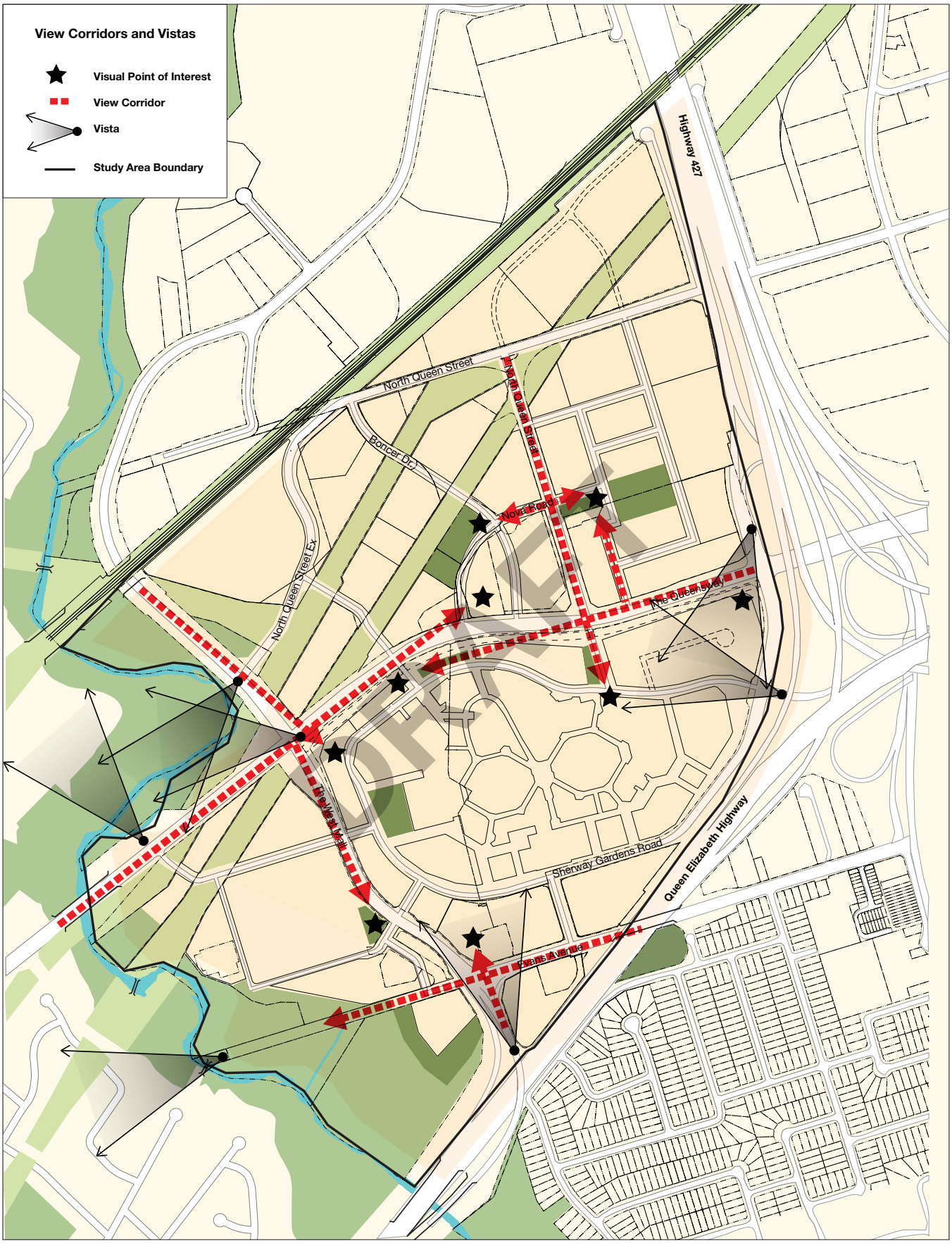
R88. View corridors will employ wayfinding tools and establish destination points to orient users within the Study Area.

Opportunities to improve the Landscape Gateway character of The Queensway is encouraged. This view from Highway 427 illustrates the grey, hard entrance to the Sherway Area where generous planting and green setback to new development would help to improve the sense of arrival.(c. Gladki)

Example of a Landscape gateway in The West Capitol Avenue streetscape in West Sacramento, California (c. MIG, Inc.)

'Double Take' in front of X2 Condos (left) and 'Double Vision' in front of X (right) Public Art, (c. Jack Landau Urban Toronto).

The Gateway to Milwaukee along W. Layton and S. 5th Street, Milwaukee, WI, USA (c. The Gatway to Milwaukee.com)



View Corridors and Vistas

2.10 Mobility Network

A series of Mobility Strategies (Vehicular, Transit, Bicycle, Pedestrian) are proposed to improve movement through the Study Area. The purpose of these strategies is to introduce facilities that shift dependence away from the automobile and to encourage active modes of transportation.

As the Sherway Area redevelops and intensifies, it is important to support active means of moving around, especially for the local neighbourhood trips that are easily done by bike or on foot. This in turn will help to alleviate vehicle congestion and improve and support transit operations at the same time. To encourage walking and biking, the public realm must include safe and inviting facilities and a completed sidewalk network. Additionally, a comprehensive cycling infrastructure is needed in the Area.

Pedestrian

Improvements to the streetscape will help develop an inviting space for pedestrians. Encouraging walking as a sustainable, vital mode of transportation as proposed in the City of Toronto Pedestrian Charter (2002) will provide a safe and attractive environment on the street that will complement mixed use development and increase retail activity. High density mixed use development will help improve the walking mode share, and reduce auto trips.

Development of a fine-grain local street network grid will also promote walking and help realize health benefits by improving pedestrian access between buildings and blocks. In addition, improved sidewalks and new signalized intersections will enhance safety and promote walking connections between the large redevelopment areas to the north of The Queensway to Sherway Gardens, new development along The West Mall, and Etobicoke Creek.

Guidelines and Standards

R89. Implement the new local street network as presented in these guidelines.

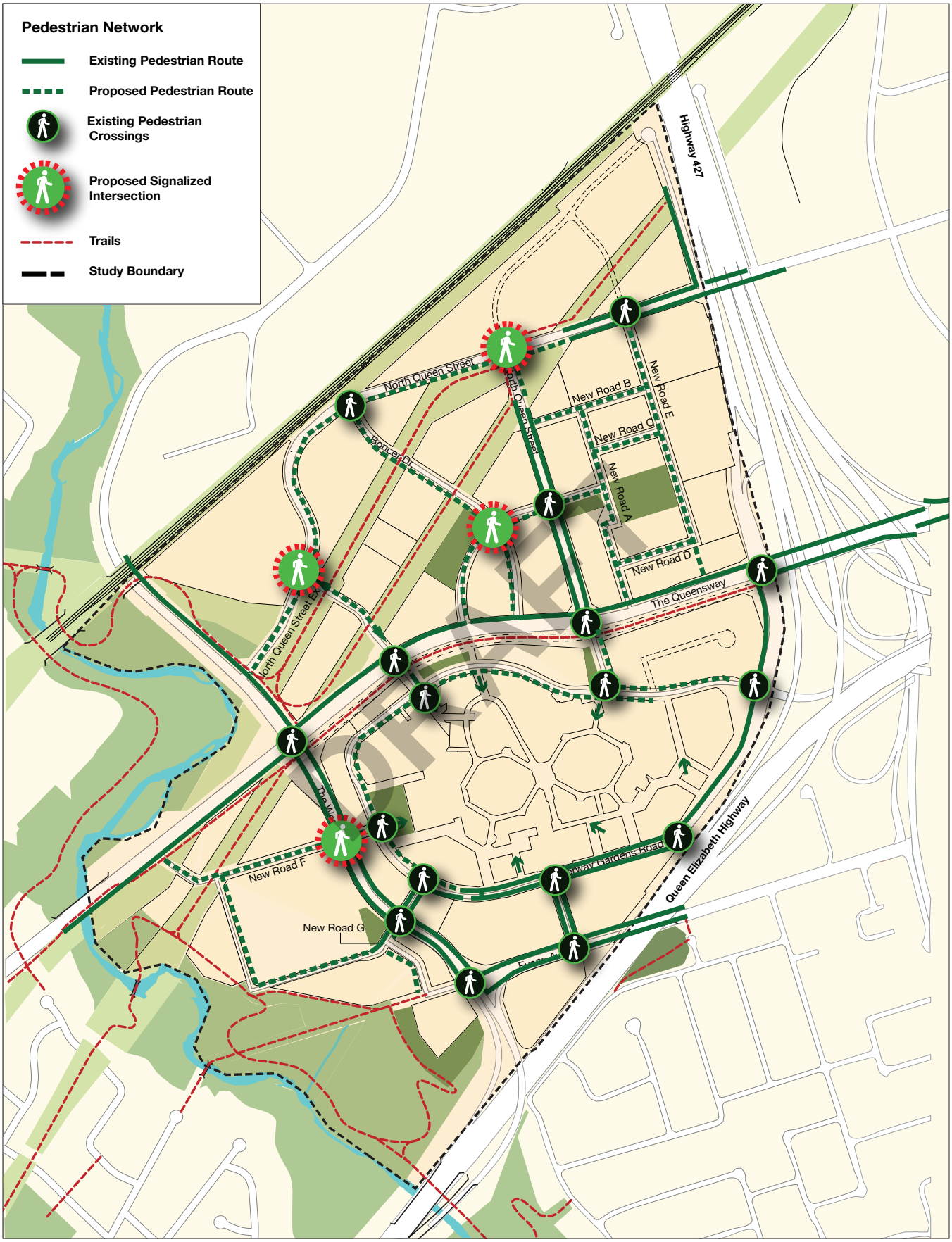
R90. Implement the streetscape improvements recommended in the following section, with broad pedestrian sidewalks on every existing and new street.

R91. Introduce additional signalized pedestrian crossings at intersections to improve pedestrian movement and enhance safety.

R92. Pedestrian clearway widths along streets will be a minimum of 2.1 metres.

R93. Provide clear signage for connections with adjacent trail systems within and adjacent to the site.

R94. Multi-Use trails proposed within the hydro corridors will adhere to the Multi-Use Trail Design Guidelines.



Pedestrian Network

Cycling

Improvements to the cycling infrastructure will promote recreational cycling and bicycle commuting. Implementation of cycling routes recommended in the City of Toronto Bike Plan (2001 and 2016 Update) and the Transportation Master Plan in support of the Sherway Planning Report will help improve cycling mode share by providing a safer environment as shorter trips in the local area are increasingly made using bicycles.

On-street cycle lanes are recommended for North Queen Street, The West Mall and Evans Avenue. Fully protected facilities are recommended for The Queensway. Off-street trails are recommended in the hydro corridors and Etobicoke Creek system. Extension of The Queensway cycling facilities east of North Queen Street will require further study to assess their potential and the most suitable facility.

Intersections where cycling facilities intersect require careful detailing to ensure safety and predictable movment. Examples could include signal priority or crossings separated from pedestrian crossings.

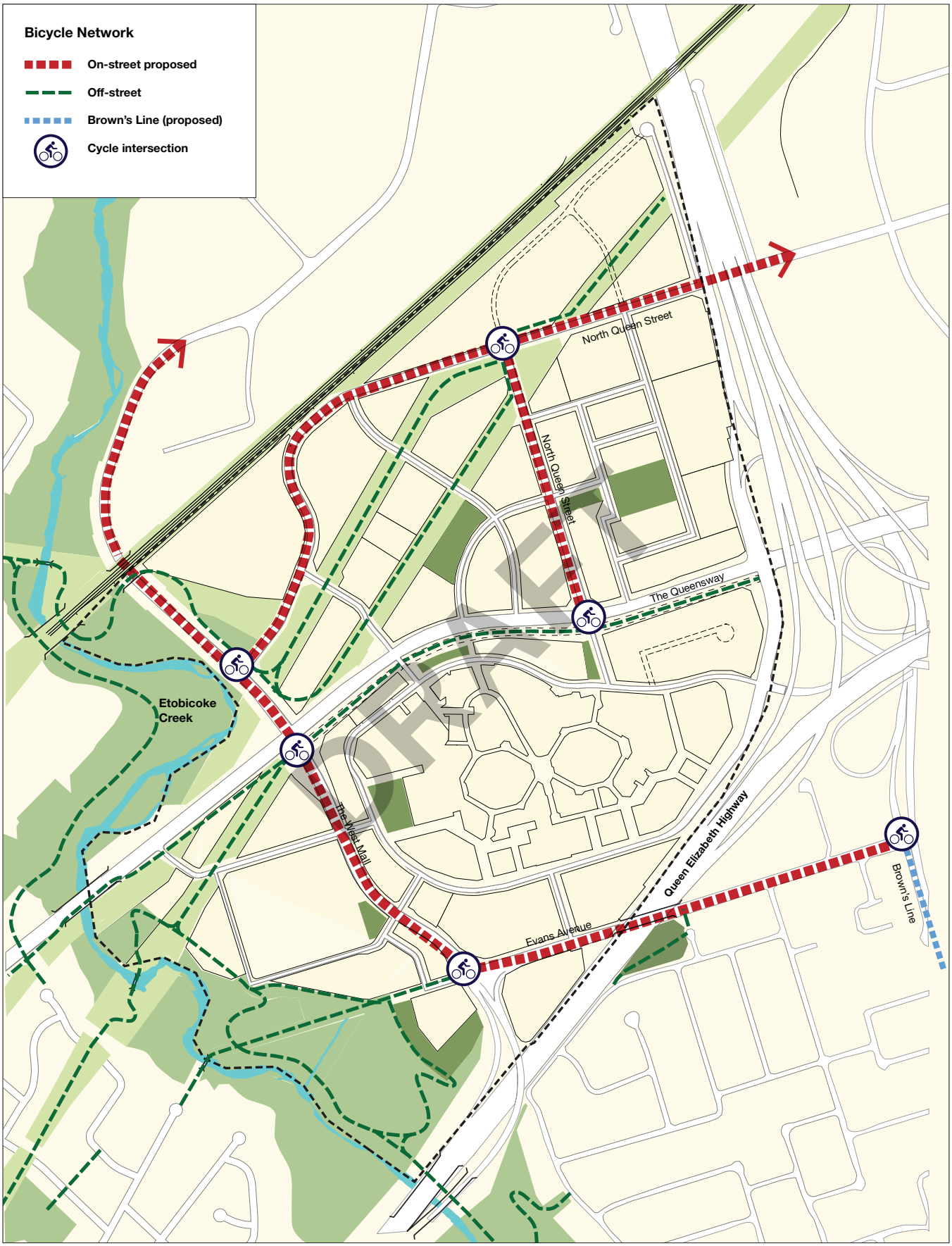
Guidelines and Standards

R95. Implement the cycling infrastructure improvements recommended in the following **Streetscape Guidelines** section, including bike lanes on North Queen Street, North Queen Street Extension, The West Mall and Evans Avenue, a protected facility on The Queensway (either on one side or on each side of the street), safe and convenient bike supportive design on other existing and new neighbourhood streets, off-road trails in the hydro corridors, and connections to the Etobicoke Creek trail system.

R96. City of Toronto On-Street Bikeway Design Guidelines (2016) and MTO Book 18 Cycling Facilities will inform the ultimate selection and design of on-street cycling facilities.

R97. Introduce bike parking facilities on all public streets to encourage local cycling activity and to service local facilities.

R98. Encourage at-grade sheltered bike parking as part of every new development.



Cycling Network

Transit

Transit is an essential component to create a walkable, sustainable community. A more walkable Sherway Area will in turn support transit. Transit service frequency and the number of routes will improve with redevelopment and intensification. A more formal transit hub at The Queensway and The West Mall will provide convenient and improved access to a greater number of existing and future destinations and serve a larger population of potential customers. The transit hub is located on the approved location for the future potential extension of the Bloor subway. Transit signal priority on key routes and improving connections to other parts of the greater transit network (for example GO and TTC Subway) would lead to greater transit use.

Guidelines and Standards

R99. Implement the transit service improvements recommended in the Transportation Master Plan.

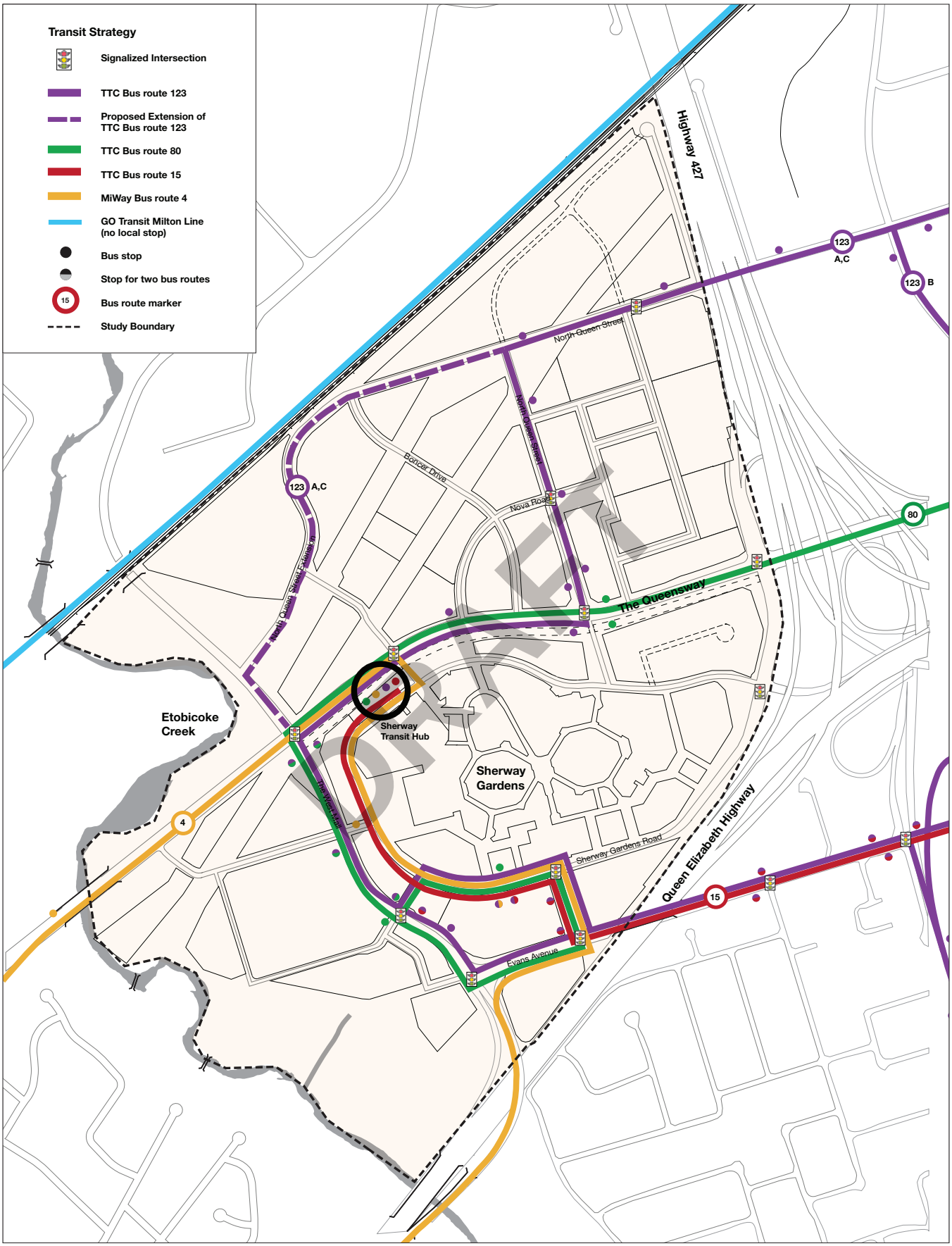
R100. Improve access and, where possible, service to the existing subway stations and regional transit stations from the Sherway Area.

R101. Introduce shuttle services to nearby transit hubs as part of development approvals.

R102. Introduce new street furniture and amenities at all transit stops in the Sherway Area to support the current and growing ridership.

R103. Creating a new transit terminal at the proposed future subway station site location.

R104. Investigation into transit signal priority for key routes, particularly The Queensway as well as improved signal coordination.



Transit Network

Vehicular

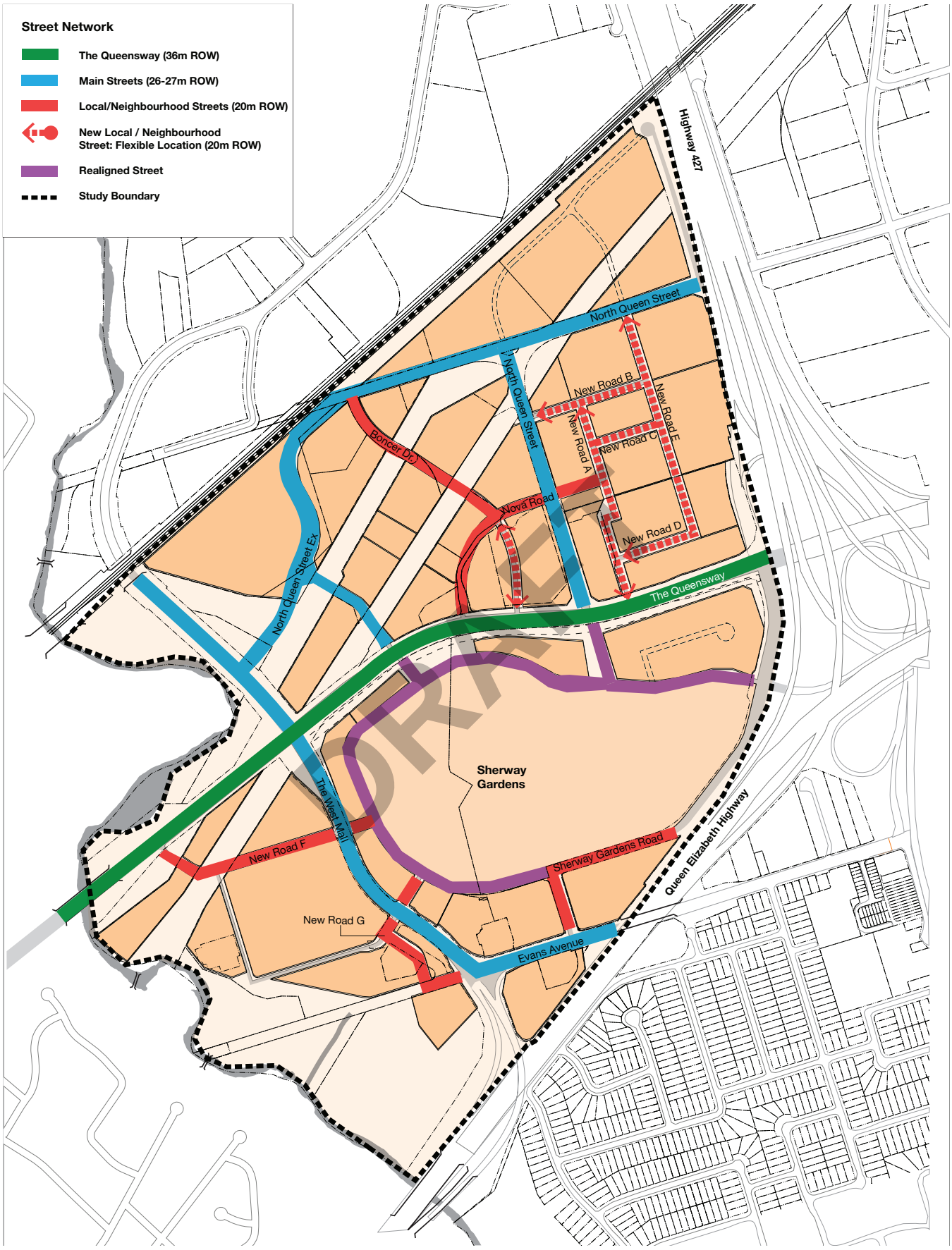
Improvements to the local street network are recommended. The development of a fine grain internal street network within the larger blocks will redistribute vehicle trips, improve movement through the Sherway Area, and reduce reliance on congested streets for local travel, especially North Queen Street and The Queensway. Operational improvements throughout the Sherway Area will help intersection performance, but not at the expense of reducing safety for pedestrians and cyclists. The extension of existing streets such as Nova Road and Boncer Drive will provide additional links to the street network. The addition of the North Queen Street Extension will provide another major route to divert a number of trips away from The Queenway and North Queen junction. Smaller links throughout the network will further improve vehicle access and circulation.

Guidelines and Standards

R105. Implement the new local or neighbourhood streets, as discussed in the previous sections.

R106. Implement the operational improvements recommended in the Transportation Master Plan.

R107. Study the potential for further alignment of other east-west streets in the Study Area to improve mobility.



Vehicular Network

2.11 Parking, Access & Servicing

Accessing properties from side streets or rear lanes minimizes interruptions of the pedestrian environment. This can also be enhanced by locating parking and service areas within block interiors and integrating vehicular entrances with the design of the building street walls. This enhances the quality of the pedestrian environment, without compromising the practical servicing and parking access required.

Guidelines and Standards

R108. Design buildings to address all of the Main Streets and any street with an anticipated high intensity of pedestrian movement at main building facades. Provide materials handling access from either a rear lane or a side street. Locate grade level entrances at key locations along sidewalks. Coordinate internal pedestrian circulation to best serve existing and anticipated desire lines, for example to transit stops and crosswalks.

R109. Vehicle access into blocks will not interrupt the pedestrian movement sidewalk along the following street frontages: The Queensway, North Queen Street, Nova Road and The West Mall, where possible.

R110. Consolidate vehicular entrances to serve multiple buildings. Within each block, minimize the number of interruptions in the street wall and to reduce the number of potential conflicts with pedestrians and cyclists.

R111. On-street parking is generally allowed within the local road network subject to policy restrictions (i.e. times of day, length of stay, transit operations). This will reduce vehicle speed and create additional convenience parking.

R112. Front yard parking is not permitted on any streets in the Sherway Area.

R113. Encourage below grade parking with each mixed-use and residential redevelopment.

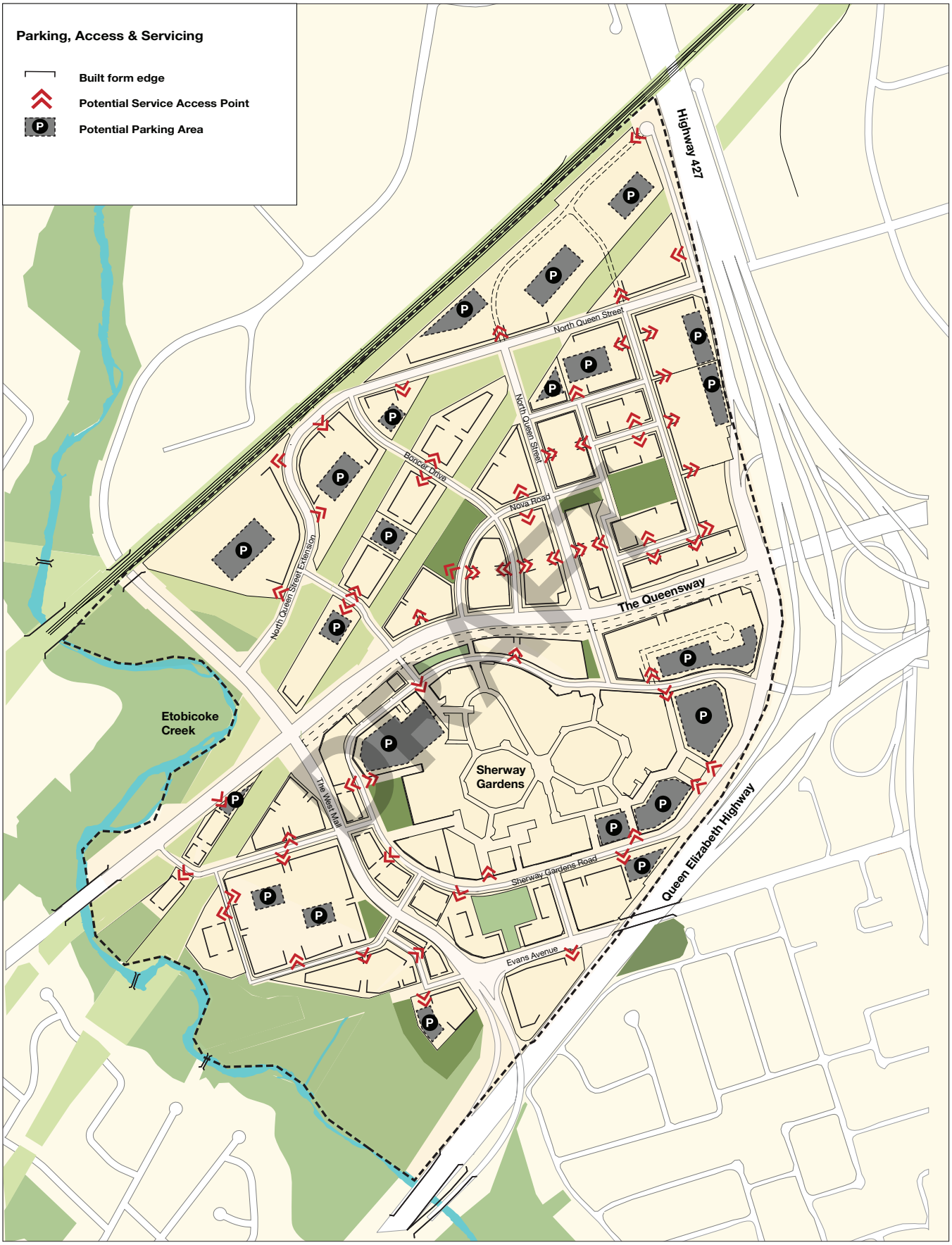
R114. Discourage above grade parking structures with frontage along high intensity pedestrian routes. If above grade parking structures are located along a street, design buildings to contribute to the overall sense of place. Provide continuous street frontages and active grade related uses.

R115. Where possible, site parking structures to improve connections between buildings. If parking structures are connected to buildings, provide sheltered walkways either above or below grade. At grade pedestrian links are discouraged.

R116. Encourage vehicular entrances designed as portals or archways which do not unduly break-up the continuity of the street wall.

R117. Where parking access and service areas are located in courtyards, design the buildings and landscapes to minimize the visual and noise impacts on the quality of the outdoor space.

R118. Refer to the Design Guidelines for 'Greening' Surface Parking lots by the City of Toronto for surface parking spaces, where applicable.



Parking, Access & Servicing

2.12 Sustainability

Opportunities identified for sustainability include environmental, economic and social best practises to ensure the healthy evolution of the Study Area. A sustainable public realm approach is part of the long-term viability of Sherway Area.

In the long term, issues such as water quality, energy conservation and use of sustainable materials cannot be ignored. The current street network and extensive surface parking areas are entirely served by conventional storm water drainage systems that are neither efficient nor sustainable.

The appropriate management of the adjacent natural heritage areas presents an excellent early opportunity to demonstrate such a commitment to sustainable practises.

Guidelines and Standards

R119. Mixed-use community structures will be combined, where applicable, for a compact integration of servicing and economically viable development.

R120. Impact to natural features and cultural heritage landscapes will be minimized and the protection of adjacent natural features to the Study Area will be ensured.

R121. Support alternative modes of transportation such as transit, cycling, and walking.

R122. Concentrate land uses, new development, activities and functions to encourage walking.

R123. Encourage walking by making the pedestrian environment comfortable and safe.

R124. Connect complementary and seamless networks for pedestrians, cyclists, and transit. In planning new construction, balance overall life cycle cost of materials, maintenance and replacement with initial capital expenditures.

R125. Adopt Low Impact Development (LID) standards for streets and surface parking lots, such as bioswales, rain gardens, infiltration galleries, and cisterns.

R126. Use natural resources in a practical and discrete manner use locally produced materials where possible.

R127. Reuse and maintain as much of the existing streetscape as possible, such as the curbs and below grade infrastructure.

R128. Apply the standards for planting and management of street trees in hard surface boulevards as adopted by the City of Toronto Tree Planting Solutions Project (2011).

R129. Encourage planting of native species especially in proximity to the natural heritage areas, to minimize irrigation water use and to discourage invasive or aggressive competition.

R130. All new lighting is to be energy efficient and 'night sky' compliant, with the opportunity to adapt to LED fixtures once the technology has advanced sufficiently and is accepted by the City of Toronto and Toronto Hydro.

R131. All new projects will comply with the most recent City of Toronto Green Initiatives, such as the Toronto Green Standards and Design Guidelines for Greening Surface Parking Lots.

R132. Multi-modal transportation and connection systems will be employed to ensure complete streets.

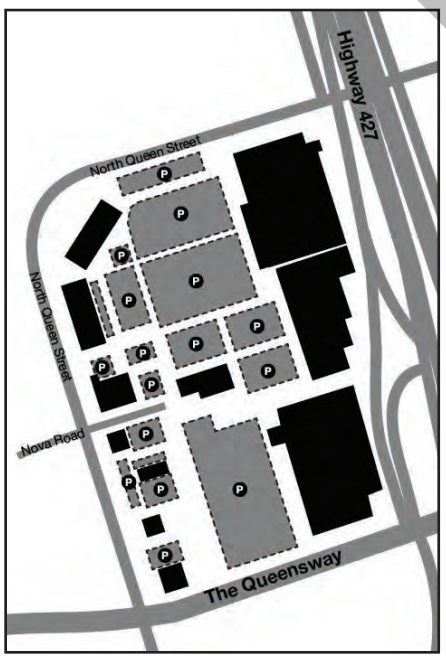
R133. Environmentally conscious materials and stormwater management best practices will be employed throughout the available open space network.

R134. Refer to the City's Green Streets Technical Guidelines for sustainable street infrastructure and systems.

2.13 Comprehensive Precinct Development

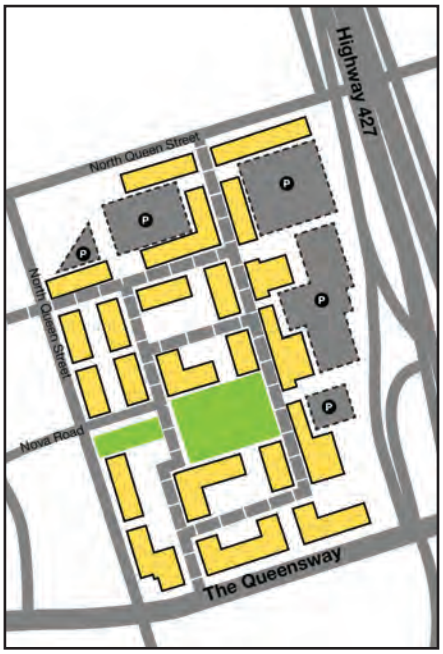
The configuration of each comprehensive precinct and adjacent blocks should allow for phased development.

The overall build out of the entire Study Area—for the most part consisting of large blocks in multiple and consolidated ownership—may take many years to complete. As stated in the overall Planning Study Report, Comprehensive Precinct Plans are recommended for each of the larger blocks. Preparing these plans prior to implementation will help to ensure that essential elements are not precluded or challenged over time, and assist with defining priorities and individual phases. Phasing of each precinct should occur in such a way to mindfully consider the impact of each phase on the overall Comprehensive Precinct Plan. The Phasing Plan shall protect the essential elements defined in these guidelines such as the proposed street and block network and proposed parks and open spaces. A phasing plan can also help to define interim strategies that will lead to cost effective and successful following phases. An example of the phasing of a large block, such as Precinct D, can be seen below.



Precinct D - Existing

Precinct D -Mid-Range



Precinct D -Long-Range

2.14 Demonstration Plan

As part of the study process, the Study Team developed a Demonstration Plan to illustrate the potential full build-out, with all sites developed, in compliance with the recommendations in this study.

A Demonstration Plan is one iteration of the guidelines into form. It is presented for illustrative purposes only and it is not the only potential outcome of the recommendations, which give flexibility for a number of different approaches.

Potential demonstration of future built form based on the Urban Design Guidelines