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**2020**

 **URBAN  
DESIGN  
GUIDELINES**

**5415-5481, 5485 AND 5487 DUNDAS STREET WEST  
AND 15 AND 25 SHORNCLIFFE ROAD**

**CITY OF TORONTO**

**PREPARED FOR:  
PINNACLE INTERNATIONAL/  
MONDIALE DEVELOPMENT LTD.**





Job Number - 17163-2

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# TABLE OF CONTENTS

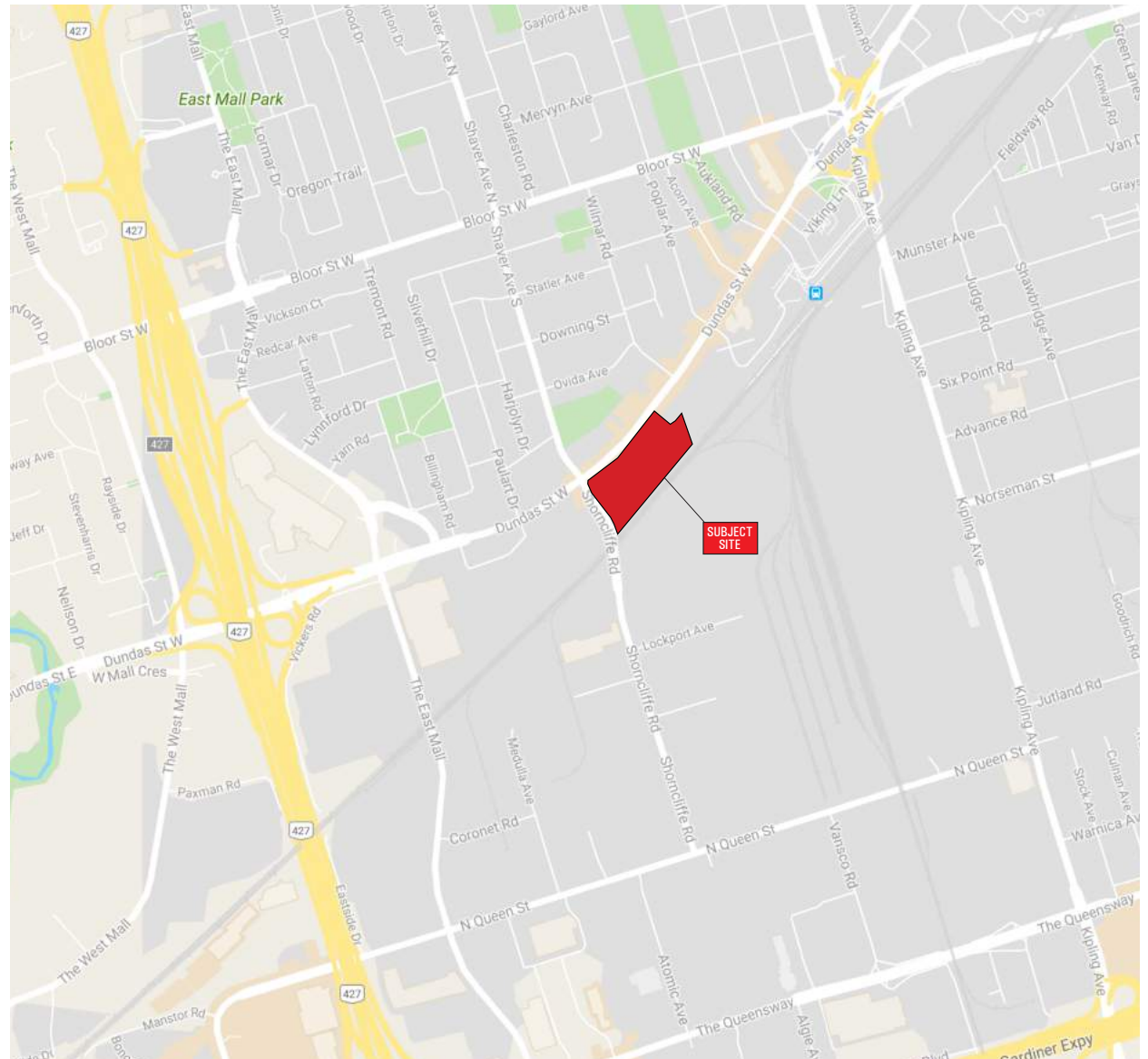
|  |           |
|--|-----------|
| <b>1.0 INTRODUCTION</b>  | <b>1</b>  |
| 1.1 SITE BACKGROUND AND ROLE OF THE GUIDELINES                 | 3         |
| 1.2 AREA CONTEXT   | 4         |
| 1.3 VISION   | 8         |
| 1.4 DESIGN THEMES  | 8         |
| <b>2.0 COMMUNITY CHARACTER AND IDENTITY</b>                    | <b>13</b> |
| <b>3.0 PUBLIC REALM AND OPEN SPACE</b>                         | <b>15</b> |
| 2.1 PUBLIC PARKLAND AND OPEN SPACE                             | 17        |
| 2.2 PUBLIC AND PRIVATE STREETS AND STREETScape                 | 20        |
| 2.3 CONNECTIVITY   | 23        |
| 2.4 LANDSCAPE ELEMENTS   | 24        |
| 2.5 PUBLIC ART   | 25        |
| <b>4.0 SUSTAINABILITY AND GREEN DESIGN ELEMENTS</b>            | <b>27</b> |
| <b>5.0 BUILT FORM</b>  | <b>29</b> |
| 5.1 BUILDING TYPES, HEIGHT AND FLOOR PLATES                    | 30        |
| 5.2 BUILDING PLACEMENT AND ORIENTATION                         | 31        |
| 5.3 BUILT FORM   | 32        |
| 5.4 BUILDING ENTRANCES, GRADE RELATED USES AND RETAIL ELEMENTS | 34        |
| 5.5 SUNLIGHT AND SKY VIEW                                      | 35        |
| 5.6 PEDESTRIAN LEVEL WIND                                      | 36        |
| 5.7 ARCHITECTURAL ARTICULATION                                 | 37        |
| <b>6.0 SITE SERVICING</b>                                      | <b>39</b> |
| 6.1 CIRCULATION, ACCESS AND PARKING                            | 40        |
| 6.2 PET-FRIENDLY FACILITIES                                    | 43        |

TOC

# 1.0

## INTRODUCTION

These Urban Design Guidelines (“the Guidelines”) have been prepared by Bousfields Inc. to guide the development of a 4.38-hectare site located east of Shorncliffe Road and south of Dundas Street West within the Etobicoke Centre Area. The site is municipally known as 5415-5481, 5485 and 5487 Dundas Street West and 15 and 25 Shorncliffe Road (the “site”) (see **Figure 1** – Location Map).



**Figure 1 - Location Map**

## 1.1 SITE BACKGROUND AND ROLE OF THE GUIDELINES

In October 2010, an application for a Zoning By-law Amendment was received with respect to a proposed development on 5415, 5421-5429, 5453, 5475 and 5481 Dundas Street West and 15 and 25 Shorncliffe Road. The application proposed six residential condominium towers, up to 35 storeys in height, and two 12-storey mixed-use buildings with ground floor, street-related commercial uses fronting on Dundas Street West. The proposal also included a public park component.

In December 2010, an application for a Zoning By-law Amendment was received with respect to a proposed development on 5485-5487 Dundas Street West. The application proposed a 25-storey condominium building with a 9-storey component on the Dundas Street West frontage with a total of 382 units. Given the sites abutted one another, and the issues and aspects of the proposals were similar, the applications were processed and considered concurrently.

In 2016, City Council adopted site-specific By-laws for the two proposals; By-law 769-2016 was enacted by Council on July 15, 2016 for the proposal at 5415, 5421-5429, 5453, 5475 and 5481 Dundas Street West and 15 and 25 Shorncliffe Road, and By-law 1100-2016 was enacted by Council on November 9, 2016 for the proposal at 5485-5487 Dundas Street West. Shortly thereafter, the properties were acquired by Pinnacle International/Mondial Development Ltd. ("Pinnacle") with the intention to comprehensively redevelop the lands.

In July 2016, Pinnacle filed a Site Plan application for the Phase 1 lands for the development of a 25-storey mixed-use building and a public park of 2,468 square metres. In July 2018, City Council adopted By-law 1139-2018, which amended site-specific By-law 769-2016 to lift the Holding symbol (H) for the Phase 1 lands. The building is currently under construction.

In June 2017, a Zoning By-law Amendment application was submitted by Pinnacle for the remainder of the lands to permit a proposed mixed-use development which consisted of residential, commercial and office uses within six buildings with nine tower components ranging in heights from 25 to 56 storeys. A public park and privately owned publicly accessible space (POPS) were also proposed. The proposal has since been revised and comprises a phased mixed-use development including residential, retail and office uses, comprised of four buildings with eight tower components ranging in height from 26 storeys to 44 storeys. The development includes a significant new public park area of approximately 4,127 square metres located at-grade along the Dundas Street frontage and separated by a new public road and publicly accessible private street that runs parallel to Dundas Street West. In addition to the public park, the proposal provides for ample landscaped open space comprised of hard and soft landscaping in addition to open space in the transitway. Approximately 1,172 square metres of privately owned publicly accessible open space (POPS) is also provided.

The purpose of these Urban Design Guidelines is to establish urban design and architectural design objectives and performance standards to ensure a high standard of quality for the proposed development through a number of Design Themes, each of which is discussed in detail in this document. The Guidelines also describe the urban design vision and strategy for the site in the context of the development proposed by Pinnacle International/Mondial Development Ltd.

## 1.2 AREA CONTEXT - EXISTING AND PLANNED BUILT FORM

The site is located within Etobicoke Centre, which is generally bounded by Montgomery Road to the east, the south side of Bloor Street West/Fieldway Road/CN Rail line to the south, Shorncliffe Road/Shaver Avenue to the west, and the north side of Dundas Street West to the north. The Centre is focused around the Kipling and Islington subway stations.

From an urban structure perspective, Etobicoke Centre serves as a western gateway into the central and Downtown areas of Toronto. As such, a primary objective of this area is to establish an identity and sense of place that is supportive of this function. In its current form, the lack of landmarks, civic spaces and meaningful architectural and public realm treatments, the surrounding area is underutilized and possesses great potential to be revitalized and re-envisioned as a complete community of significance to Etobicoke and its residents and visitors.

The Dundas Street West corridor is a defining element of Etobicoke Centre's urban structure. The corridor is comprised of an episodic series of nodes, of varying characters and functions, that establish distinct interfaces including an industrial node to the south, a stable residential node to the north, and a commercial and emerging mixed-use corridor.



Figure 2 - Aerial Photo

Highway 427 and the CN rail corridor serve as major organizing features that shape the development and built form pattern. Highway 427 generally marks the western extent of the City of Toronto, while the CN Rail Corridor separates the Dundas Street West Corridor from the industrial node to the south. Along the Dundas Street West corridor, the built form and land use pattern shifts to a more auto centric and incohesive cluster of commercial buildings. The wide right-of-way and commercial uses that flank Dundas Street West provide separation from established low-rise residential neighbourhoods, while the CN Rail corridor provides separation from industrial uses, effectively creating a corridor that is well situated for intensification. As such, this corridor presents an opportunity to redevelop into a pedestrian friendly urban area that will revitalize the corridor into a prominent corridor fitting of its function as a city centre.

The Etobicoke Centre is planned to redevelop into urban node intended to accommodate a vibrant mix of employment and housing with a close-knit, pedestrian oriented and visually stimulating urban fabric, focused around the Kipling and Islington subway stations.

The existing built form context of Etobicoke Centre varies. The majority of the Etobicoke Centre lands, including the site, continue to consist of low-intensity, automobile-oriented commercial and residential uses, with large areas of surface parking. There has been, however, a number of higher-density developments proposed, approved and/or constructed in Etobicoke Centre since the opening of Kipling Subway Station in 1980.

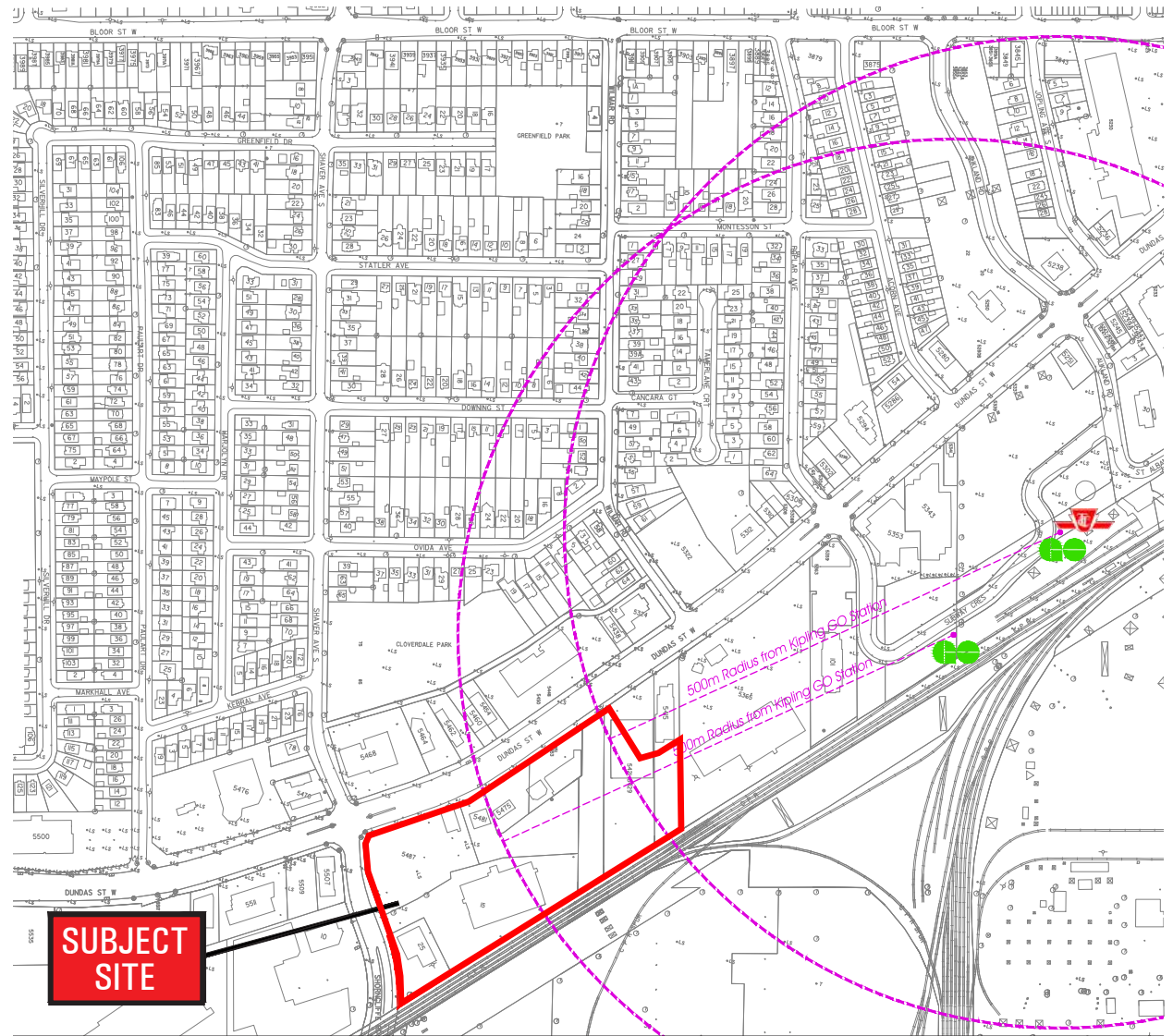
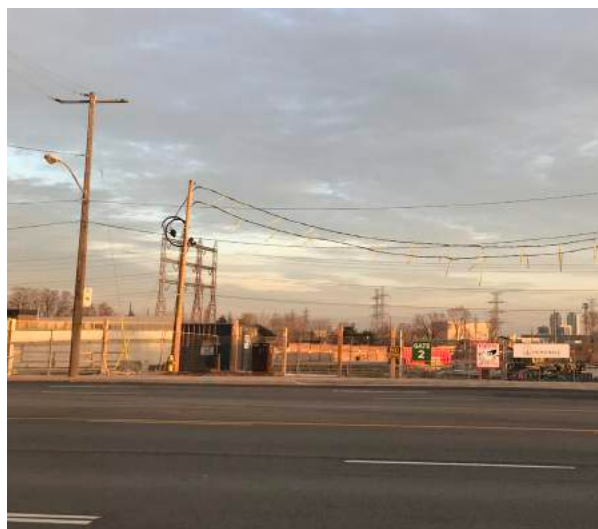


Figure 3 - 500 metre radius from Kipling GO station

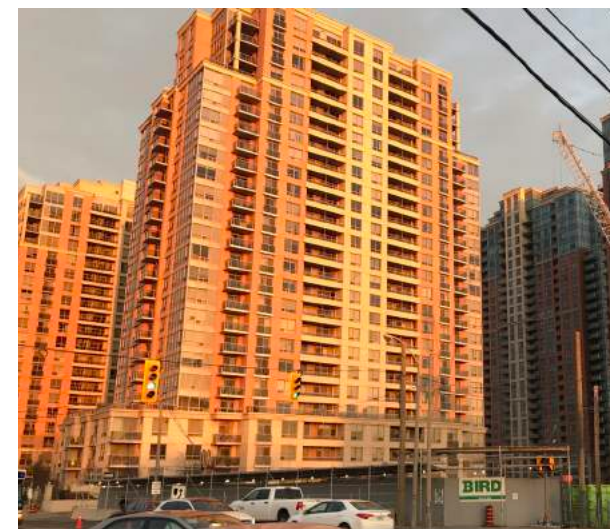


The immediate context consists of a mix uses in both low- and high-density forms. To the north, on the opposite side of Dundas Street West there is a collection of low-rise office, retail, restaurant, medical/pharmacy, personal service and automobile related uses. Further north beyond the Dundas Street West corridor is Cloverdale Park, a 1.7-hectare City-owned public park with outdoor tennis courts, a children's playground, open space and surface parking for visitors. North, east and west of the public park is a residential neighbourhood comprised of 1-2 storey residential detached dwellings.

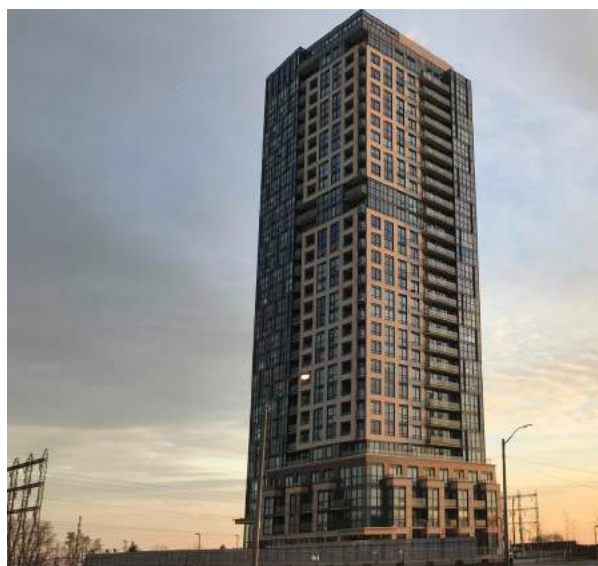
Immediately east of the site are the Pinnacle Phase 1 lands, which consist of a 25-storey tower with a 9-storey podium element and public park. East of the Phase 1 lands is a 3-Phase development known municipally as 5365 Dundas Street West. Phase 1 is complete and consists of a 28-storey tower. Phases 2 and 3 are approved with heights of 21 and 24 storeys, respectively, with Phase 2 currently under construction. Publicly accessible private open space and landscaped open space is proposed as part of the masterplan for the site. Further east is are taller buildings that range in height from 25 to 37 storeys as well as 3 and 7-storey office buildings with commercial uses at-grade. Kipling Station pick up/drop off area is approximately 500 metres to the east of the site along the rail corridor.



**Phase 1 development lands**



**Southeast corner of Auckland Road and Dundas Street West**



**Constructed 'Kip District' building (5365 Dundas Street West)**

Immediately south of the site is the CN Rail corridor. Further south of the rail corridor are medium to large scale industrial operations which benefit from their proximity to the rail corridor and access to spur lines. Industrial operations occupy a significant area of land south of the site.

Immediately west of the site, on the opposite side of Shorncliffe Road, are large scale wholesaling operations which occupy the majority of the southwest corner of Dundas Street West and Shorncliffe Road. A 21-storey purpose-built rental building is proposed on the vacant lot at 5509 Dundas Street West. Further west, on the south side of Dundas Street West are automobile related uses, including two automobile dealerships and an automobile service station, with mainly industrial and interspersed retail and office uses further west along Dundas Street West toward Highway 427.

Consistent with the City's policy directives that have an emphasis on intensification and the development of an urban character in Etobicoke Centre, the Dundas West Corridor has experienced high-rise, mixed use redevelopment. Given its strategic location, the planned built form context consists of a wide range and vibrant mix of uses, including residential and employment uses in addition to cultural, social and recreational uses. Its proximity to public transit will allow residents an opportunity to live, work and recreate in their community and reduce the use of the automobile. It is anticipated that Etobicoke Centre will continue to evolve with its eventual realization as the true mixed-use Centre that it is envisioned to be.



**City block on the north side of Dundas Street West, looking east along Dundas Street West**



**Northeast corner of Shaver Avenue South and Dundas Street West**



**10 Shorncliffe Road, looking southwest from Shorncliffe Road**



**5507 & 5509 Dundas Street West, looking southeast towards Shorncliffe Road**

### 1.3 VISION

From an urban design perspective, the proposed revitalization and redevelopment of the site is based upon establishing a major destination within the Etobicoke Centre that is grounded in its relationship to the surrounding built form context as a residential, mixed-use and publicly accessible area with improved pedestrian connectivity and new, distinct parks and open spaces. The revitalization is prefaced on the site's astounding location on the western edge of Etobicoke Centre, acting as a prominent entrance and gateway to the Centre, with proximity to the newly revitalized Six Points, which is located a short distance east of the site.

The proposed redevelopment should be designed to contribute to, establish and define the urban design and land use character of Etobicoke Centre and the surrounding area.

The redevelopment should give strong consideration to its frontage on Dundas Street West, which is an important corridor in the City of Toronto and beyond. Its historical function as a military road utilized for the movement of troops and war supplies and later serviced with public transportation places a particular prominence on Dundas Street West that should be reflected in its treatment. Development along the Dundas Street West frontage should achieve a mix of identifiable and well-designed built form, informed by the surrounding context, that frames the street and provides a strong relationship, with at-grade land uses that animate its frontage. Dundas Street is also the former location of the Lake Iroquois Shoreline, which ran across the full length

of the subject site on Dundas Street West stretching as far east as Scarborough and as far west as Etobicoke Creek at Dundas Street East. It represents a significant geological feature in the City of Toronto and is reflected in the site's existing topography. The site and surrounding area's topography also presents an opportunity for the redevelopment to contribute to Etobicoke Centre's skyline.

The creation of a complete community with a true mix of uses that will contribute to establishing a destination in this strategic location can be achieved through the fostering of a sense of place and community character and by reflecting on the historical land uses and features, in addition to the character of the existing and planned context.

The promotion of public transit use, cycling, walking and the use of landscaped open spaces and community facilities will foster the development of a healthy and complete community. The proposed public road network offers an opportunity for connectivity through the site, from both Dundas Street West and Shorncliffe Road, with additional future connection to the Kip District development to the east, together will allow for meaningful circulation. The internal public road network should be well-treated from a streetscape perspective, with a human-scale built form that reflects that of a secondary road network.

In addition to the public road network, there is an opportunity for an extensive network of parks and open spaces which takes advantage of the size of the subject site and maximizes the green space. This extensive green network can comprise public parks, POPS, streetscape elements and landscaping and will provide for an uninterrupted pedestrian experience. Along the Dundas Street West frontage, consideration should be given to designing a streetscape and landscape which represents an extension of the Six Points revitalization. These elements of the public realm will cultivate social interaction within the site and Centre with linkages to the broader community and green network.

The vision for the proposed development is to provide for a mixed-use community with an emphasis on the connectivity of new and existing spaces on and surrounding the site through pedestrian-oriented development with strong built form relationships to new and existing streets and increased and improved landscaped areas and open spaces.

## 1.4 DESIGN THEMES

The Official Plan, and specifically the Etobicoke Centre Secondary Plan, encourage achieving livable and identifiable communities, by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment, institutional, recreation, parks and open space, and other uses. The urban design vision for the proposed development is predicated upon the following five Design Themes:

### 1. COMMUNITY CHARACTER AND IDENTITY



### 2. PUBLIC REALM AND OPEN SPACE



### 3. SUSTAINABILITY AND GREEN DESIGN ELEMENTS



### 4. BUILT FORM



### 5. SITE SERVICING



### 1.4.1 COMMUNITY CHARACTER AND IDENTITY

The intent of this guideline is to ensure that the proposal reflects and defines the urban design and land use character of Etobicoke Centre and the surrounding area by:

- Recognizing the importance of the Dundas Street West frontage;
- Acknowledging the location of the site as the gateway to Etobicoke Centre;
- Fostering the development of a healthy and complete community;
- Fostering a sense of place and community character;
- Creating a complete community with a true mix of uses;
- Fostering social interaction and providing opportunities for passive and active recreation; and
- Introducing parks and open spaces that create a focal point within the site and Etobicoke Centre.

### 1.4.2 PUBLIC REALM AND OPEN SPACE

This guideline seeks to ensure the proposed development will contribute to the creation of a human-scaled and visually interesting built environment. The main objective of the public realm and open space design is to therefore provide a comprehensive, consistent and coherent streetscape and landscape that helps to define and animate the street edges and visually improve the Etobicoke Centre area as a whole. The proposal should be designed to encourage a safe, accessible and active pedestrian environment, enhanced through:

- The introduction of well-designed and located public parks and privately owned publicly accessible spaces (POPS) to act as greater community elements and provide opportunities for active and passive recreation and social interaction;
- The introduction of well-connected hard and soft landscaped walkways and areas, street trees, coordinated street furnishings, strategically located site and building lighting, highly articulated buildings clad with high-quality architectural finishes, visible building entrances with pedestrian weather protection elements that are directly accessible from public sidewalks,
- The improvement of the experience of pedestrians and cyclists by making it easier, safer and more comfortable to walk or ride between buildings, open spaces and adjacent properties/ areas;
- The provision of a right-of-way that allows space for the passage of automobiles, flanked by clear walkways for active pedestrian traffic, but

separated from vehicular traffic with landscaping, street furniture, bicycle parking, curbs and on-street parking where appropriate;

- Within sidewalk zones, space for passive recreation should be incorporated through patios and/or retail display areas;
- Encouraging continual activity within the street area, with pedestrian safety encouraged through the incorporation of wide, clearly demarcated areas for crossing roads at regular intervals;
- Increasing the porosity across and interconnectivity throughout the site;
- Creating an internal system of grid-like streets and blocks;
- Improving pedestrian movement throughout the site through the integration of pedestrian circulation with the existing and planned pedestrian system in the surrounding area in addition to providing a safer, more comfortable environment for pedestrians, cyclists, and area residents;
- Promoting the integration and interconnection of the site with adjacent development lands with respect to the indoor and outdoor public and publicly accessible open space system;
- Providing landscape features at various locations within the site to contribute to a high pedestrian experience and public realm; and
- Providing opportunity for public art to enhance the public realm and neighbourhood character.

### 1.4.3 SUSTAINABILITY AND GREEN DESIGN ELEMENTS

The intent of this guideline is to encourage the use of sustainable design strategies in the proposed development to reduce emissions, increase environmental resiliency and mitigate climate change. Consideration will be given to the following:

- Exploring the use of non-roof hard landscaping to reduce Urban Heat Island effect;
- Incorporating energy efficiency strategies into the building design (above the Ontario Building Code requirements) to reduce energy consumption;
- Retention and reuse of stormwater;
- Planting trees on-site;
- Exploring the use of Bird Friendly Glazing in the design and consider the City's "Best Practices for Bird-Friendly Glass";
- Utilization of green elements including green roofs and permeable paving;
- Exploration of sustainable construction materials;
- Incorporating energy and water efficient fixtures, fittings and appliances in the buildings; and
- Providing Electrical Vehicle Charging (ECV) and bicycle infrastructure.

### 1.4.4 BUILT FORM

The intent of this guideline is to ensure that built form impacts are limited in nature and constitute a positive contribution to the achievement of the goals and objectives for Etobicoke Centre. The achievement of well-designed built form that is sited, massed and designed with consideration for the adjacent and surrounding existing context will assist in the creation of a liveable, functional and attractive environment by:

- Designing built form which is harmonious with the character of the existing stable low-rise neighbourhoods to the north of Dundas Street West;
- Placing buildings parallel to streets with direct access provided from the public sidewalk and set back from the street edge to accommodate a generous sidewalk zone;
- Providing strong built form relationships to the proposed and adjacent streets that are compatible with the existing and planned built form pattern;
- Locating and designing buildings such that they define and frame the public realm and influence the site design and function;
- Considering the placement of retail elements and grade-related uses that provide a relationship to the public realm;
- Siting and articulating buildings to limit built form impacts such as shadowing and winds on the streets, sidewalks and surrounding open spaces;

- Designing architecturally interesting buildings and create a cohesive design composition through their orientation, proportion, scale, massing, use of materials and architectural character; and
- Design high-rise towers to feature a well-defined base building that will frame the street with good proportion and emphasize the human scale of a pedestrian-oriented streetscape with base buildings that should be designed to provide a relatively consistent and contiguous street edge that defines and gives a strong identity to new streets.

## 1.4.5 SITE SERVICING

The intent of this guideline is to direct the servicing components of the proposed development with respect to parking, loading and servicing to ensure minimal impact on the public realm and adjacent residential uses. Additionally, accommodating pets in the proposed development should be a key consideration. Consideration will be given to the following:

- The introduction of a new street network thereby expanding access to the site for both vehicles and pedestrians;
- The provision of an uninterrupted pedestrian realm along new streets and their connection to the proposed parks;
- Designing parking and loading facilities below grade corresponding to changes in grade, with vehicular access provided to limit interference with other modes of transportation including pedestrian and cyclists;
- The provision of a small amount of on-street parking for short-term use by visitors;
- The consolidation and internalization of service areas and garbage storage areas; and
- Designing areas that are conducive to the increasing pet population with opportunities for pet amenities in order to ensure there is less burden on the public realm.



# 2.0

## COMMUNITY CHARACTER AND IDENTITY



The site has a number of attributes that provide an opportunity to create a unique character and identity. These include its size, its locational attributes, its historical land uses and its topography. Given the prominence of the site in relation to these attributes, it is important to establish a community character and identity that reflects and defines the urban design and land use character of Etobicoke Centre and the surrounding area, both existing and planned. This can be achieved through consideration of a number of elements.

Recognizing the importance of Dundas Street West is an important consideration for redevelopment. Dundas Street West is a vital corridor in Etobicoke Centre, the City of Toronto as a whole, and beyond. The proposed development should consider the context of Dundas Street West through the introduction of a cohesive and identifiable built form that is oriented towards Dundas Street West, informed by the surrounding context. This built form should be unique and recognizable, giving the site architectural prominence.

Similarly, acknowledging the site's location as the western gateway to Etobicoke Centre, with the opportunity to create a public realm and streetscape that is both unique to the site itself and which reflects the Six Points revitalization to the east should be a consideration with respect to developing the site's character and identity. Building placement, siting and orientation will impact the City's skyline, given the site bearings in relation to its location in Etobicoke Centre. The northwest corner of the site should be treated with distinction given its location on the block at the heart of the gateway.

Fostering a sense of place and community character can also be achieved by introducing landmark buildings and public spaces which distinguish the development from others in Etobicoke Centre. High quality architecture, with buildings that are well designed and articulated and that provide visual interest, will establish identity for the site and provide a benchmark for Etobicoke Centre. Public spaces should be designed to be easily recognizable, accessible, functional and memorable to cultivate a sense of place.

The creation of a healthy and complete community can be achieved through the provision of a true mix of uses which complement the public realm elements of the proposed development. The siting of the buildings, with non-residential uses at-grade along both Dundas Street West, Shorncliffe Road and the public park with provide residents with an opportunity for walkable amenity. The promotion of alternative modes of transportation including public transit use, cycling and walking can be fostered through use of a network of parks and landscaped open spaces which allow for easy navigation and travel through and within the subject site.

These public realm elements, in combination with destination uses, such as restaurants, coffee shops and retail uses, also nurture social interaction by providing opportunities for passive and active recreation and chance meet-ups on the site. The introducing of parks and open spaces create a focal point within the site and within Etobicoke Centre, particularly given the expanse of parks and open spaces, create linkages to the broader green network and community.

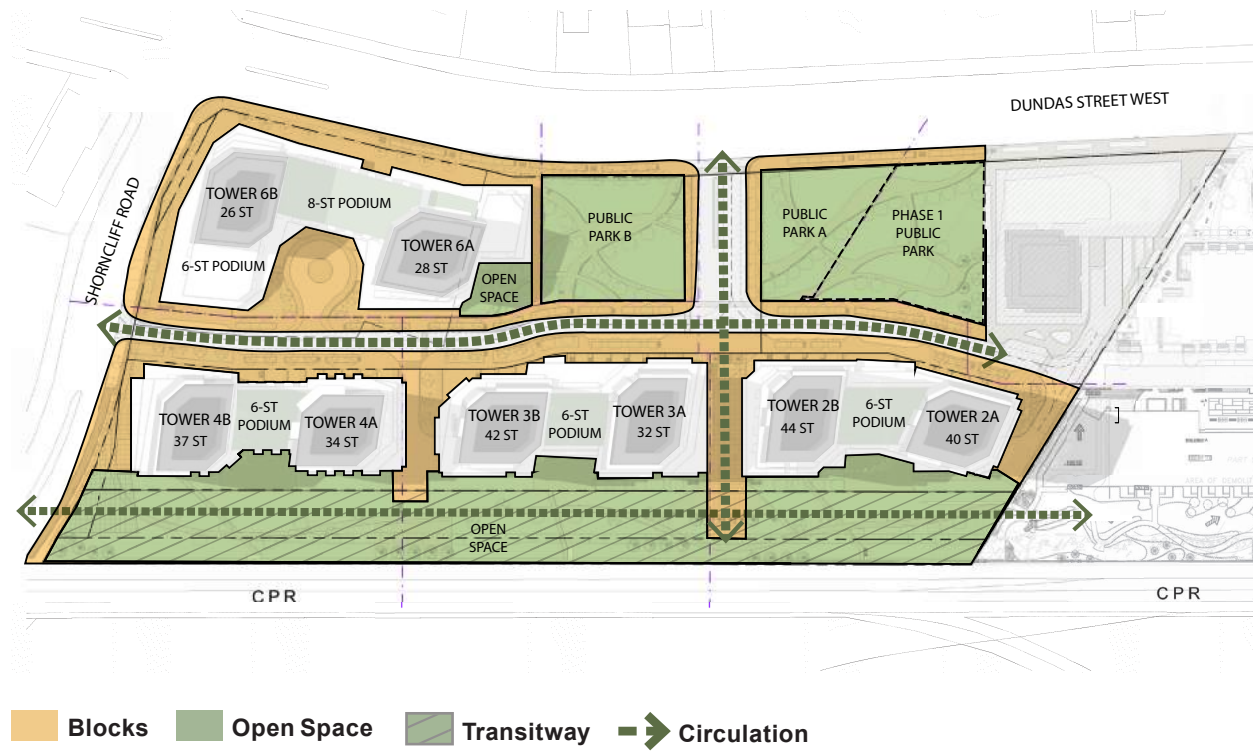


**3.0**  
**PUBLIC REALM AND OPEN SPACE**

Given the Indigenous history of the area, the public realm and streetscape along the periphery of the site should reflect, through existing and proposed grades, the location of the Lake Iroquois Shoreline.

The public realm and open space components of the proposed development should also give consideration to a seamless continuity and connectivity to the lands to the immediate east, particularly through the publicly accessible private road and transitway, where appropriate.

The public realm features for the proposed development should include flexible open space, generous sidewalk widths, street trees, landscaping, coordinated furnishings, bicycle parking and street lighting. These elements should provide a basis for the urban character of the Etobicoke Centre and a new high-rise community, contributing to the creation of a safe, lively and attractive neighbourhood. Having strong regard for the pedestrian-oriented nature of the development, the design of the streetscape and public realm should introduce an appropriate design language to carry forward in the future build-out of the adjacent and surrounding area to create a prominent node within the west end of the City in accordance with the planned context.



**Figure 4 - Site Organization Diagram**

### 3.1 PUBLIC PARKLAND AND OPEN SPACE

The proposal should support the development of a high quality, attractive and sustainable public realm that includes both public parkland and open spaces which will allow for both passive and active recreation opportunities. The site is of a sufficient size that a range of open space types and opportunities is achievable. These opportunities include public parkland, privately owned publicly accessible space (POPS), landscaped plazas and other open space for active and passive recreation.

#### Public Parkland

New public parkland should be strategically located within the site to provide the greatest amount of exposure to the larger community. As such, public parkland should be located with frontages on both Dundas Street West and the proposed public street network.

The primary design objectives related to the proposed parkland spaces are to create a highly animated gathering space that allows for year-round programming and use by visitors and neighbourhood residents and maximizes flexibility in the park design so as to allow for a wide range of programming options. The public park should afford a substantial amount of amenity and recreation space and create an environment supportive of its function as gateway from the north and a flexible and vibrant social, meeting and gathering place designed with pedestrian accessibility and comfort in mind.

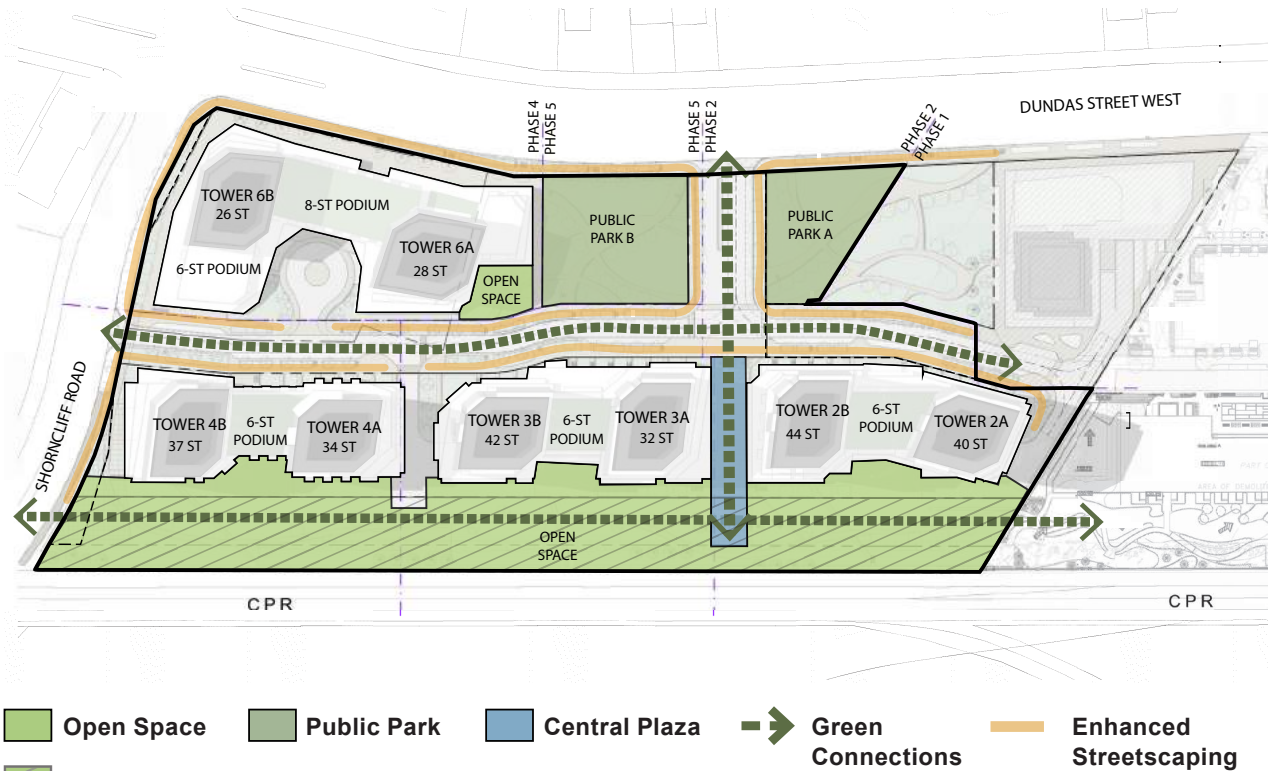


Figure 5 - Public Realm Diagram

### *Privately Owned Publicly-Accessible Spaces (POPS)*

Privately owned publicly accessible space (POPS) should be designed with a similar landscaping treatment to the public park and serve as a seamless extension, and should have regard for the City's Privately Owned Publicly-Accessible Space Urban Design Guidelines (2014) and the Urban Design Streetscape Manual. As illustrated in the POPS Guidelines, examples of open spaces include courtyards, plazas, gardens, walkways and mid-block connections (exterior or covered), forecourts or landscaped setbacks/boulevards and publicly-accessible interior pedestrian connections. The organization and orientation of the subject site provides for an opportunity to include linear, mid-block connections as well as destination open spaces, such as a plaza or garden.

The site's locational adjacency to the rail corridor affords an opportunity to provide for a linear open space area that extends along the southern edge of the site. This space has the potential to be programmed to accommodate a variety of passive and active recreational uses, such as walking, sitting and gathering, in addition to providing a strong east-west pedestrian connection across the entire site. Specifically, there is opportunity for a multi-use path that will connect to the Shorncliffe Road public realm which also has the potential to be extended further east to the adjacent property.



**Examples of park and square POPS design and landscape treatments**



**Examples of linear POPS design and landscape treatments**



Similarly, to connect the public park area to the open space area along the rail corridor, there is opportunity for a landscaped plaza that functions like a mews which can provide a further block division and create a north-south connection through the site, providing another direct pedestrian access route from either side of the site. Enhanced landscaping should be incorporated throughout the hardscaped area to add vibrancy to the space and provide for a green linkage between the park spaces the linear east-west open space. Similarly, this space has the potential to be programmed to accommodate passive walking, sitting and gathering uses, however, clear pedestrian pathways should be maintained to accommodate pedestrian traffic from the flanking buildings and within the site as a whole.

The organization of the building blocks provides for the opportunity to incorporate a landscaped plaza within the central core of the subject site. A plaza would complement the public realm network and enhance views and vistas to and from the public parkland. This space has the potential to be programmed for casual and passive uses, such as walking and gathering but may also include pet facilities such as relief areas. The plaza should use materiality and soft landscaping to create a transition in design to the street network and public park.

### *Microclimate and Pedestrian Comfort*

In the design of the above mentioned parks and open spaces, consideration should be given to the microclimate and pedestrian comfort of these spaces. The use of built features, such as trellises and canopies, can cover a substantial portion of these areas and improve the microclimate for pedestrians and passive users. Similarly, features such as wind screens and dense coniferous or marcescent landscaping can be incorporated into park spaces and POPS to mitigate and provide protection from wind.

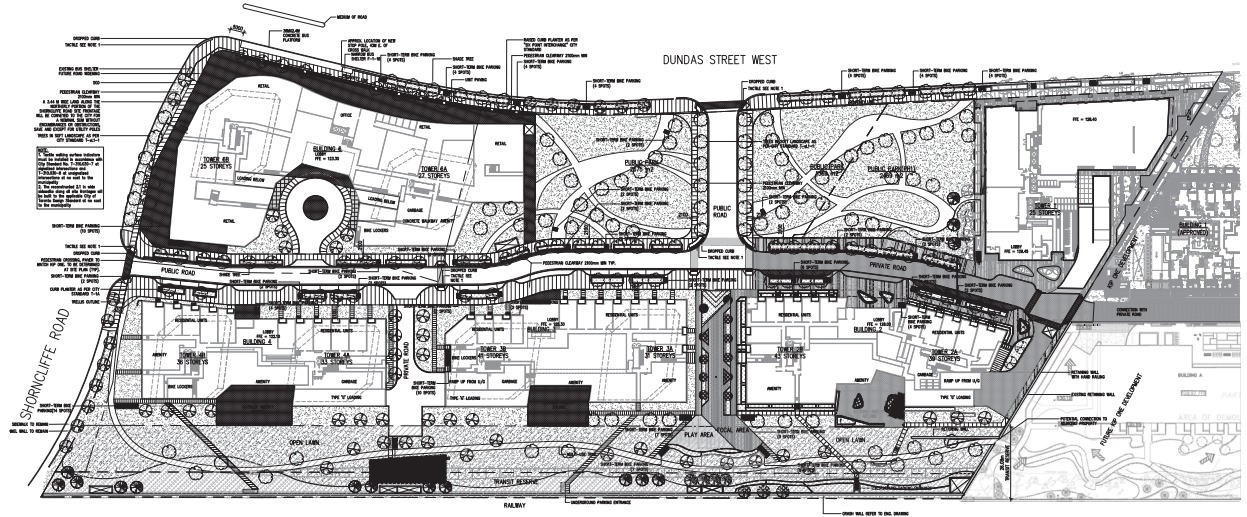
Consideration should be given to the mitigation of pedestrian level wind impacts as a priority. This can be achieved through the integration of wind features into the permanent built form, massing and building articulation.

### 3.2 PUBLIC AND PRIVATE STREETS AND STREETSCAPE

The site is of sufficient size that it has the opportunity to be designed to incorporate complete streets that accommodate all modes of transportation, including walking, cycling, transit and driving.

Any proposed public and publicly accessible private streets should be designed as wide, landscaped and pedestrian-oriented boulevards that will create both east-west and north-south thoroughfares providing connection from Dundas Street West and Shorncliffe Road, with the potential to extend further east beyond the site with subsequent redevelopment of the area. Any portion of the new road network which is private should be designed to look and function like a public road and the point at which the public and private roads meet should be seamless in function and design. In particular, the proposed east-west road has the opportunity to connect with the development to the immediate east (the Kip District). The treatment of the connection should be seamless in terms of its grading, streetscape and landscape elements. It is important that built form at this connection is identifiable to its development block while also ensuring it is compatible with and complementary to one another.

The new road network has the opportunity to provide for the creation of a new and expanded public realm with continuous frontage and human-scale development. Ultimately, the addition of a new street system on the site can contribute to the creation of a fine grain street network throughout the Etobicoke Centre area that improves connectivity and the pedestrian experience and strengthen links to existing public spaces.



1 LANDSCAPE PLAN — GROUND FLOOR TO 0.00

Figure 7 - Landscape Plan



Figure 6 - Six Points - Dundas Street West Streetscape Renderings (Source: City of Toronto)

In that respect, the new development should provide for a continuous, articulated building frontage along the new public streets to contribute to an active and animated public realm and streetscape. Building entrances should serve as an extension of the pedestrian environment and should be accessible and visible from the sidewalks, marked by canopies and overhangs which also function as pedestrian weather protection elements. The new street should feature pedestrian-oriented sidewalks complete with clear pathways, coordinated furnishings, building lighting, street trees, and landscaping. The streetscape elements of this complete street will encourage walking and provide space for outdoor retail spill-out opportunities and restaurant patios to encourage lingering within the public realm.

The landscape elements of the public realm should be chosen from an appropriate palette of materials and plants, with an emphasis on the use of native species, which will unify the pedestrian environment by creating a consistent character throughout the space. The pedestrian environment should be characterized by generous planting areas, interspersed with other elements of the public realm, such as street furniture, to add variety and interest. The subject site is of a size which allows for significant landscaped areas comprised of both soft and hard landscaping with substantial green areas located along the public and private streets as well as adjacent to proposed buildings.

With respect to streetscape improvements and pedestrian comfort, which can include widened sidewalks, new landscaping along frontages and buildings located close to the street lines, the following should be taken into consideration to maintain the intent of the Etobicoke Centre Public Space and Streetscape Plan by:

- Removing existing curb cuts along Dundas Street West and Shorncliffe Road;
- Providing a 2.1-metre wide sidewalk along all property lines on Dundas Street West and Shorncliffe Road, as well as along the north side of new public roads and publicly accessible private streets;
- Providing a row of new street trees along either side of the sidewalk where buildings are adjacent streets. Street trees should be provided along either side of all new public roads and publicly accessible private streets;
- Situating the podia close to the street lines to reinforce pedestrian activity and amenity of adjacent streets as well as providing direct connections to the public sidewalks from main building entrances;
- Providing a dropped curb with decorative paving to the buildings, which should be set back from intersection with hardscaping to allow for spill-out space for social gatherings; and
- Providing a multi-use trail within the open space lands to the south of the site to improve connections to adjacent areas including the Kipling Subway station.

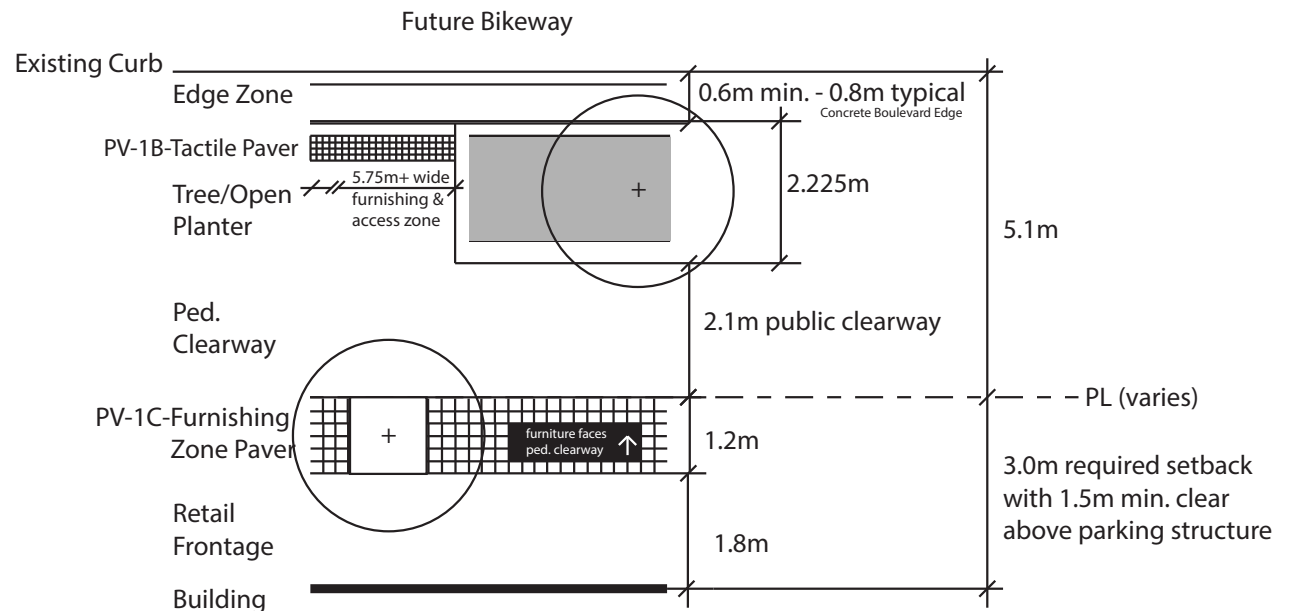


Figure 8 - Dundas Streetscape Section





Example of public street streetscape



Example of public street streetscape



Example of public street streetscape



Example of private street streetscape



Example of private street streetscape



Example of private street streetscape

### 3.3 CONNECTIVITY

The pattern of open spaces and the creation of vistas and gateways between buildings should provide clear and legible pathways throughout the site. Open spaces proposed as part of the development should be designed to facilitate access into the site from both Dundas Street West and Shorncliffe Road, but also from the existing and approved mixed use developments to the east. To that end, further open spaces and landscaped connections across the site should be coordinated with adjacent development.

The street network should be designed to provide for increased permeability and interconnectivity across the site and the Etobicoke Centre area south of Dundas Street. Specifically, the location of streets proposed for the site should be designed to extend logically into adjacent areas and connect directly with transit stops, public sidewalks as well as the proposed community amenities, parks and open spaces.

The proposed streets and blocks should provide permeability for pedestrians, cyclists and vehicles and promote a connected and continuous grid-like street network. The site's network of streets should provide vehicular access to the retail and office commercial businesses, as well as the residential buildings and their below-grade parking. Together, these streets provide for a grid-like connection to the new parks, open spaces, retail, office and residential uses.

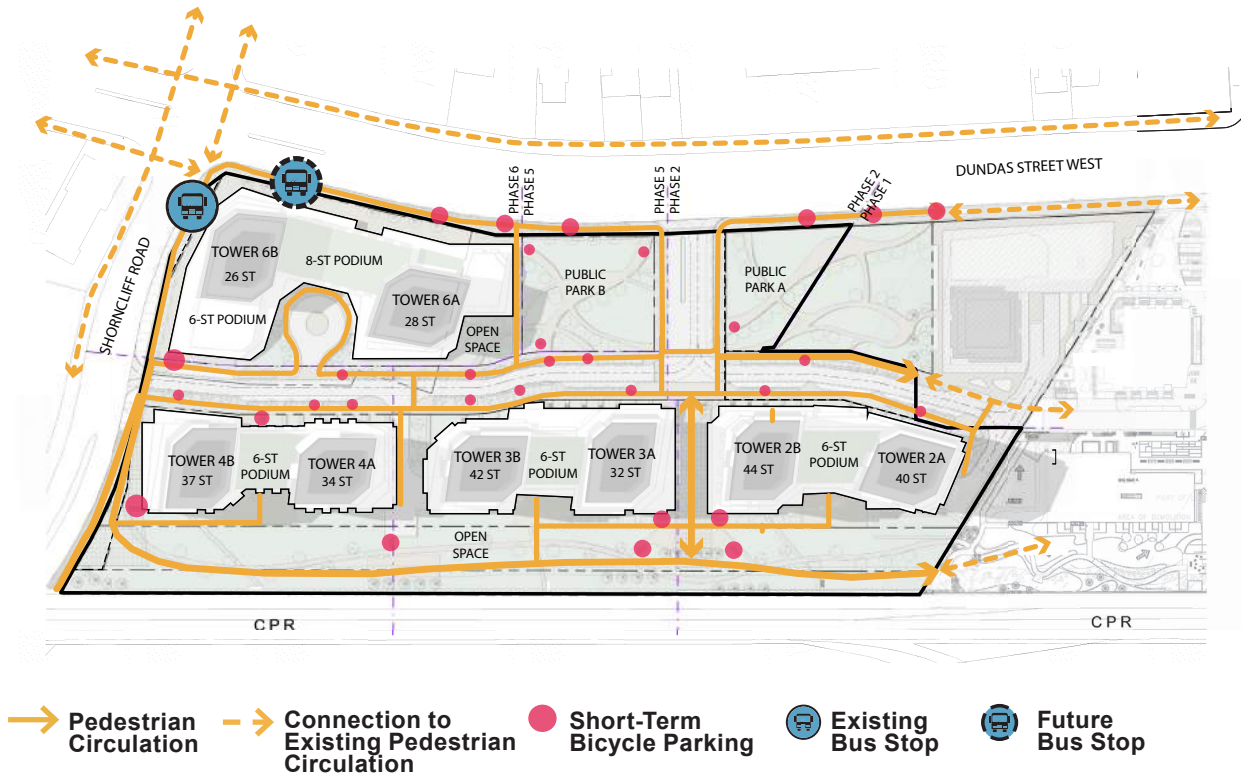


Figure 9 - Pedestrian Circulation Diagram

### 3.4 LANDSCAPE ELEMENTS

The proposed development provides ample opportunity for high quality landscaping to be dispersed throughout the site.

The landscape elements of the public realm should be chosen from an appropriate palette of materials and plants to unify the public realm and create a consistent character throughout the site. Along public frontages, sidewalks and plazas within the site, similar paving materials should be used to establish a unified character for the development. Paving choice and design should be considerate of the existing and planned context surrounding the site, with pavers comprised of different materials, design and permeability encouraged to visually distinguish the various spaces and connections in the development.

Within landscaped open spaces and plazas, native plant species which complement the surrounding area should be used, with tree species that include, but are not limited to, deciduous, marcescent and coniferous. Street trees and landscape plantings should be used to create an attractive and comfortable pedestrian environment with protection from elements such as sunlight and wind. Trees and planters should be strategically located to create naturalized buffers between adjacent sidewalks and streets and offer pedestrians with partial visual screening of nearby vehicular traffic.

The site should be appropriately illuminated, with consideration to lighting along pathways, roads and shared open space areas to facilitate a safe and comfortable pedestrian environment, as well as encourage activity in and throughout the site.

The development should strive for a balance of hard and soft landscaping throughout the site in order to achieve a harmonious relationship between the naturalized and built environments. In addition to grasses and sod, soft landscaping may include marcescent shrubs and perennials.



**Example of landscape elements**



**Example of landscape elements**



**Example of landscape elements**

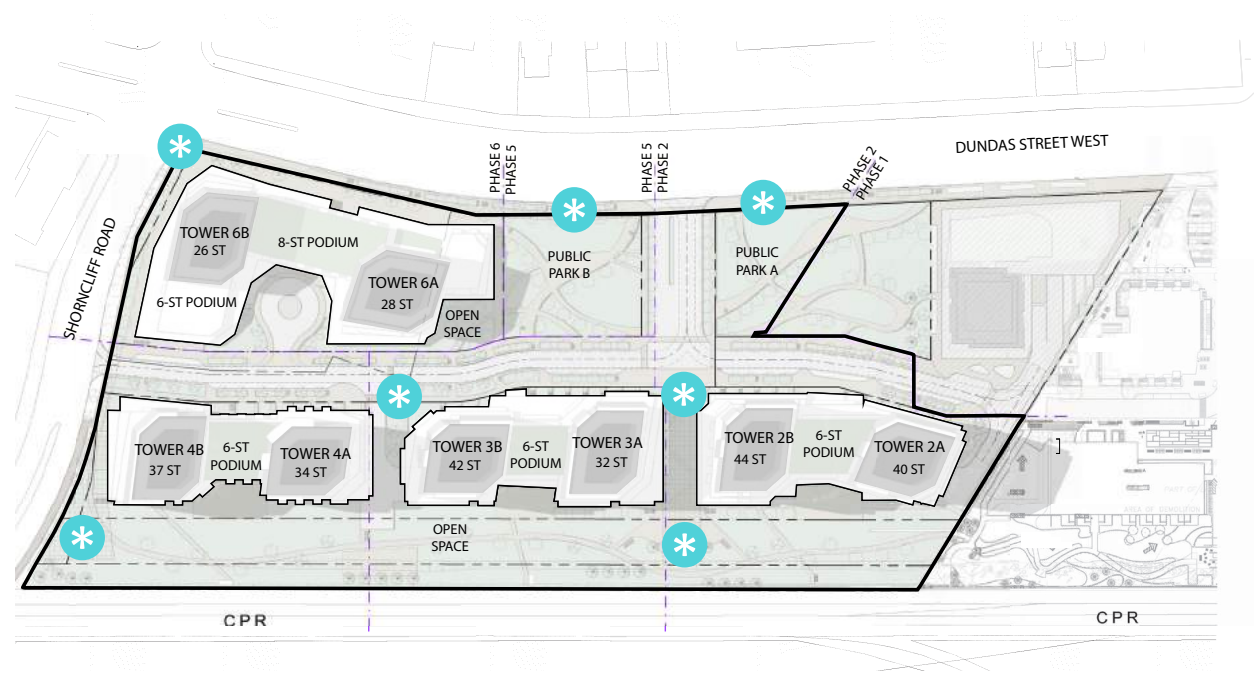
### 3.5 PUBLIC ART

The site is the gateway to Etobicoke Centre and should consider a potential art contribution through the built form of the towers and canopy projections.

A potential public art contribution can take many forms including structures and statues, markings and paving design within the road and street networks, wind screens and other building elements, murals and installations.

The subject site contains a number of possible locations for public art installations, including the spaces on and between the proposed buildings. There are four (4) podium buildings proposed for the site that should consider incorporating art and design into the canopies and exterior walls. In particular, public art would be appropriate for the portions of the podium fronting onto the public realm. With that, art and design should be integrated into the landscaping and materiality of the public spaces and boulevards.

The subject site will contain two new public parks and several open space / POPS areas, all of which could be a possible location for a public art installation. In particular, the subject site has two main entrances (Shorncliff Road and Dundas Street West) which could be considered locations for public art installations (i.e. gateway entrances to the mixed use community).



 Potential Public Art Locations

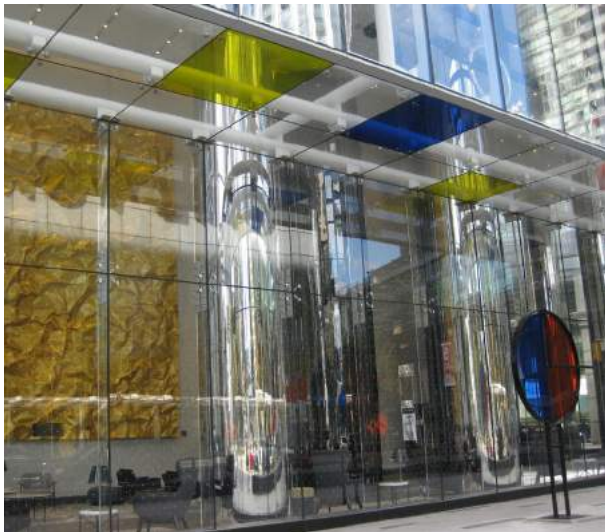
**Figure 10 - Potential Public Art Locations Diagram**



**Example of public art (Climate Change by Jaakko Pernu)**



**Example of public art (Maple Leaf Square Canopy by United Visual Artists)**



**Example of public art (Sundial by Josephine Meckseper)**



**Example of public art (Drizzle by Troika)**

# 4.0

## SUSTAINABILITY AND GREEN DESIGN ELEMENTS

The site should be developed with sustainability in mind, with priority given to methods that incorporate green design into all aspects of the development, from construction to full build out and beyond through the lifespan of each building.

The following should be taken into consideration:

- Exploring the use of non-roof hard landscaping to reduce Urban Heat Island effect;
- Incorporating energy efficiency strategies into the building design (above the Ontario Building Code requirements) to reduce energy consumption;
- Retention and reuse of stormwater;
- Planting trees on-site;
- Exploring the use of Bird Friendly Glazing in the design and consider the City's "Best Practices for Bird-Friendly Glass";
- Utilization of green roof technology and permeable paving as a means to manage stormwater and rain runoff;
- Exploring the use of sustainable and low emitting construction materials;
- Incorporating energy and water efficient fixtures, fittings and appliances into individual units and shared amenity spaces;
- Providing Electrical Vehicle Charging (ECV) infrastructure in publicly accessible parking areas located at- or below-grade;
- Providing appropriate bicycle infrastructure to encourage active transportation.

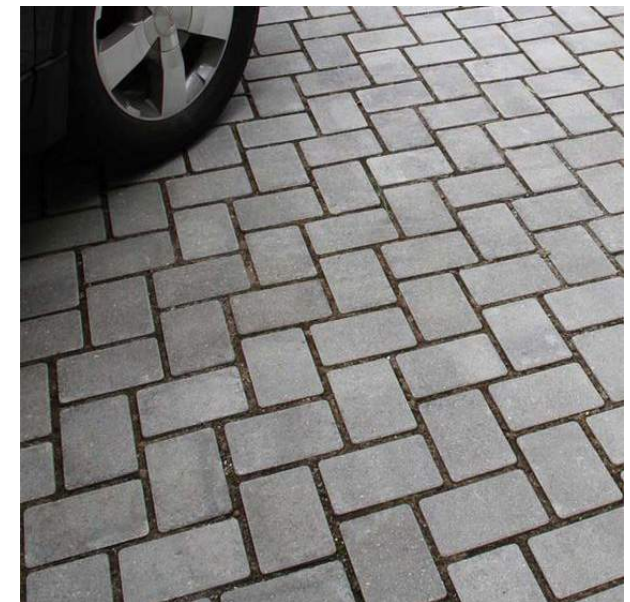
- Advancing the sustainable sidewalk and enhanced landscape, including raised planters and a double row of street trees from the Six Points Interchange along the Dundas Street West frontage;
- Incorporating green street design opportunities within the new public street;
- Promoting bio-diversity, year-round landscapes, interpretive/educational landscapes and community gardening opportunities; and
- Reducing window-to-wall ratios, where appropriate.



**Example of green roof**



**Example of sustainable landscape treatments**



**Example of permeable paving**



**5.0**  
**BUILT FORM**



## 5.1 BUILDING TYPES, HEIGHT & FLOOR PLATES

The subject site should be developed with buildings that respect and reinforce the existing and planned area context and take advantage of the site's prominent location at the western edge of Etobicoke Centre, reinforcing its status as a prominent gateway, with buildings that are supportive of the function. Buildings located at gateway locations should be of a scale and design that signify a sense of arrival and to that end, the proposed development should strive to create a visual marker that demarcates the urban edge of Etobicoke Centre and the west end of the City of Toronto.

Consideration should be given to building types and heights that vary in nature across the site, with buildings strategically sited and articulated to provide transition in scale to the surrounding built form context. This diversity in scale will also add character to the skyline and create a sense of place. Each building component should comprise a balanced design with its own individual architectural character and expression which forms part of a larger cohesive design composition to generate local landmarks.

The expression of the base buildings should provide architectural interest from the public realm and be designed to provide a relatively consistent and contiguous street edge that defines and gives a strong identity to its facing street or open space/park element. To that end, the base buildings will be treated with appropriate architectural articulation to break up overly long building facades.

Along the Dundas Street West frontage, the building should provide for a cohesive and identifiable built form that is oriented towards the street, with base building heights that provide for a continuous street wall that frames the street edges and provides for maximum transparency. The height and scale of the podium along Dundas Street West should be relative to the wide right of way along both street frontages. Towers located atop the podium base should be articulated so as to be distinguished from the towers located along the new public streets.

Internal to the site along the local street network, a typical tower/podium design should be considered with a lower building form which will provide for an enhanced pedestrian scale streetwall that frames the parks and public realm elements. Grade-related residential units should provide natural breaks within the lower façade, which is further articulated by setbacks and vertical and horizontal architectural expressions to enhance the building design and provide an attractive pedestrian streetscape. The vision along the new public street is different than that along Dundas Street West given its residential character and smaller scale local street network.

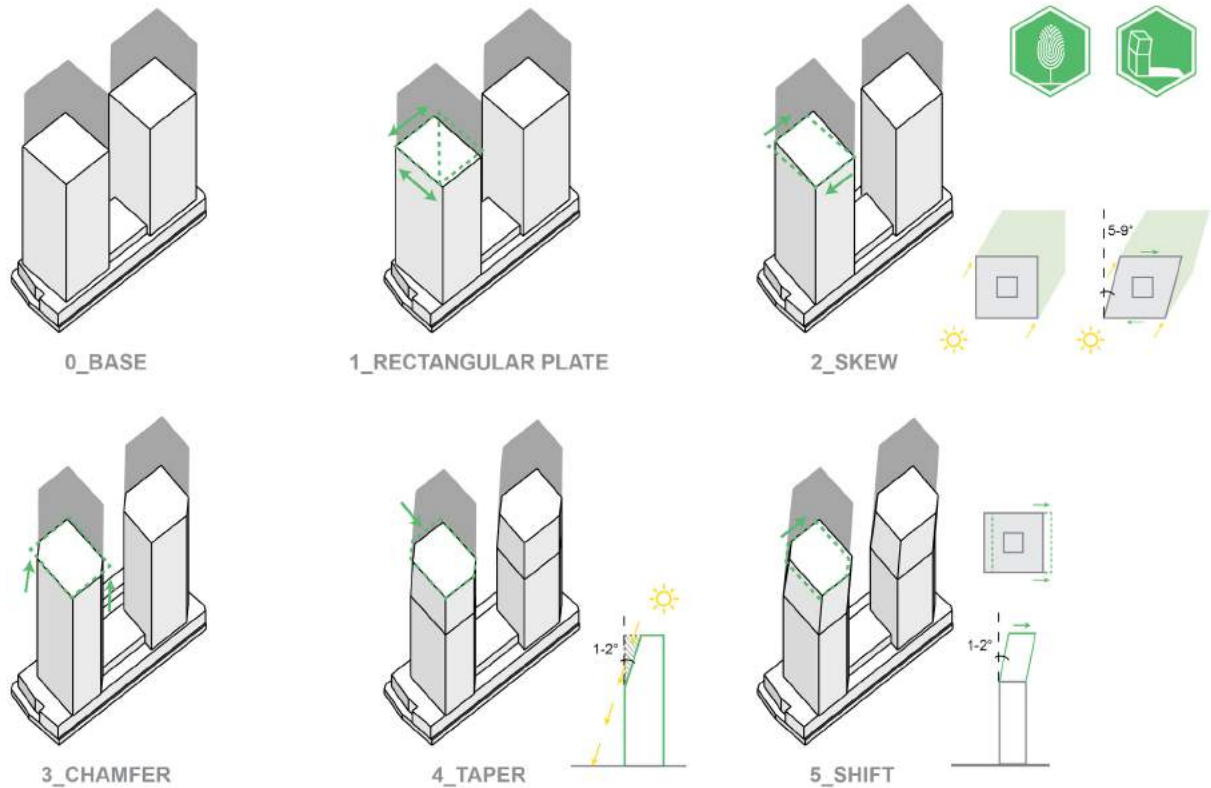
The site-specific zoning by-law will contain provisions to establish the individual building designs, which will be further instituted through the site plan approval process.

## 5.2 BUILDING PLACEMENT & ORIENTATION

The site should be developed in an appropriate manner such that it frames and supports adjacent streets with building placement that corresponds to the existing and planned context, limiting impact on neighbouring streets, parks, open spaces and properties. Understanding that much of the area to the north of the site area contains stable low-density residential neighbourhoods, considerations should be made through the siting of tall buildings to limit impacts on these communities.

The vision for the site should reflect taller building elements placed away from the established low-rise community to minimize shadow and wind impacts on nearby low-rise neighbourhoods. Buildings should be located central to the larger block area and provide appropriate transition to adjacent areas of lower density. To that end, the site should be organized with proposed public parks and open spaces that are strategically located to provide an additional buffer between buildings and to more sensitive uses.

Proposed base buildings should be oriented parallel to Dundas Street West and to new public and private streets, which will ensure an appropriately scale to frame the adjacent rights-of-way and establish a pedestrian-oriented street edge. Additional transition can be achieved through the architectural treatment of the base buildings which should strive to incorporate a series of setbacks along all facades, with particular attention paid to the relationship between the southern and western interfaces.



**Figure 11 - Tower Placement and Orientation Illustration**

Building placement and orientation should have regard for the microclimate conditions within the subject site. In the podium levels, additional stepping and/or terracing should be incorporated into the massing to further break up the down washing effect from the towers on to the pedestrian realm. In the tower levels, the floor plate should be skewed 5-9° and corners chamfered to reduce shadow cast onto public park spaces. Furthermore, the upper levels of the towers should be tapered on the north and

shifted to the east 1-2° to allow for more sunlight to reach the streets and articulate the tops of the towers. Lastly, proposed open spaces should feature trellises that cover a substantial area to moderate the microclimate, such as landscaped plazas adjacent to proposed buildings. These mentioned strategies should be integrated into the overall design of the buildings and spaces.

## 5.3 BUILT FORM

### *Built Form Vision*

A guiding principle for the urban design vision for the site is street-related built form. The intent of this urban design strategy is to achieve well-designed built form that is sited, massed and designed with consideration for the adjacent and surrounding existing context to create a liveable, functional and attractive environment. Building heights, setbacks and set-backs have been designed with regard for the creation of a comfortable human scale and public realm, the provision of sunlight on sidewalks, and the mitigation of uncomfortable wind conditions. These elements also provide for an appropriate scale and massing having regard for the surrounding context.

### *Gateway*

The subject site is located at gateway at the western edge of Etobicoke Centre, at a prominent view terminus aligned with the curvature of Dundas Street West. Buildings located at gateway locations should be of a scale and design that signifies a sense of arrival. To that end, the proposed development will create a sense of place and provide a visual marker that demarcates the urban edge of Etobicoke Centre and the west end of the City of Toronto by introducing buildings that contribute to the character of the skyline and enhance the public realm at grade in a manner that is supportive of the site's function as a gateway.

### *Street Proportion*

The proposal ensures that the site is developed in an appropriate manner such that it frames and supports adjacent streets and is massed and designed to fit harmoniously into its existing and planned context. The proposed base buildings are oriented parallel to Dundas Street West and the new proposed public street and massed to up to 8-storeys, stepping down to 6-storeys along the new road. The base buildings should be articulated to reinforce a pedestrian scale, including fine grained detail of entrances and high-quality materials to enrich the pedestrian experience.

Buildings fronting onto Dundas Street are predominantly mid-rise with generous tower setbacks, so the towers are secondary to the strongly defined mid-rise streetwall that will establish a pedestrian-oriented street edge. The vision along the new public street is different with a lower pedestrian scale streetwall that is more typical of point tower-podium type buildings. This streetwall is proportionate to the proposed right-of-way, framing the parks and POPS and establishing its character as a more intimate neighbourhood street in relation to the main-street character of Dundas Street West. The height and scale of the proposed base buildings allows for appropriate enclosure of the street, relative to both its right-of-way and function, while providing access to sunlight and sky view from the public realm.

### *Building Heights*

In terms of building height, the proposed tower heights of 25 to 43 storeys are compatible with the surrounding context. The proposed tower heights should respect the 45 degree angular plane to the adjacent Neighbourhoods-designated properties to the north. In this regard, given the site is significantly separated from low-rise residential neighbourhood, parks and open spaces by the generous right-of-way of Dundas Street West, in addition to the commercial uses along the north side of the street, a 45 degree angular plane is achievable. As such, the built form impacts are limited in nature and the proposal will constitute a positive contribution to the achievement of the goals and objectives for Etobicoke Centre.

Building Heights should be informed by the emerging tall building context of the site's immediate surroundings, including approved buildings of up to 37 storeys at the southeast corner of Dundas Street West and Auckland Road. The proposed building heights are compatible with the existing and emerging tall building context, provide a transition down in height in height from the east to the west and add diversity to the skyline. The heights of the proposed development scheme will fit harmoniously while adding prominence to west end of Etobicoke Centre conducive of its function as a gateway into the city.

In terms of fit and transition in scale, buildings step up in height towards the south and away from the low-rise residential neighbourhood to the north. Transition is also provided within the subject site itself as the taller towers have been located in order to provide the most significant separation distance from the low-rise residential neighbourhood north of Dundas Street West.

## Separation and Setbacks

With respect to matters of sunlight, sky view, privacy, and daylighting, the cumulative effect of the tall building elements of the site has been appropriately addressed and mitigated. The tower floor plates do not exceed the recommended 750 square metre floor plate size, orientation and articulation of the tower elements limits shadow impacts and impacts on sky views and meet the intention of the guideline. Separation distances between towers are a minimum of 25 metres throughout the subject site. Additionally, variation in tower and orientation has been used to increase actual and perceived separation distance. To that end, tall building elements incorporate a well-articulated floor plate that have been skewed, tapered and shifted in a manner that further increases actual and perceived separation to preserve access to sunlight and sky view and mitigate overlook and privacy impacts. The proposed setbacks vary across the subject site, the location of the towers in relation to their respective podiums provide variety and interest are desirable in order to facilitate appropriate tower separation distances.

The site-specific zoning by-law will contain provisions to establish specific setback and separation distances, which will be further instituted through the site plan approval process.

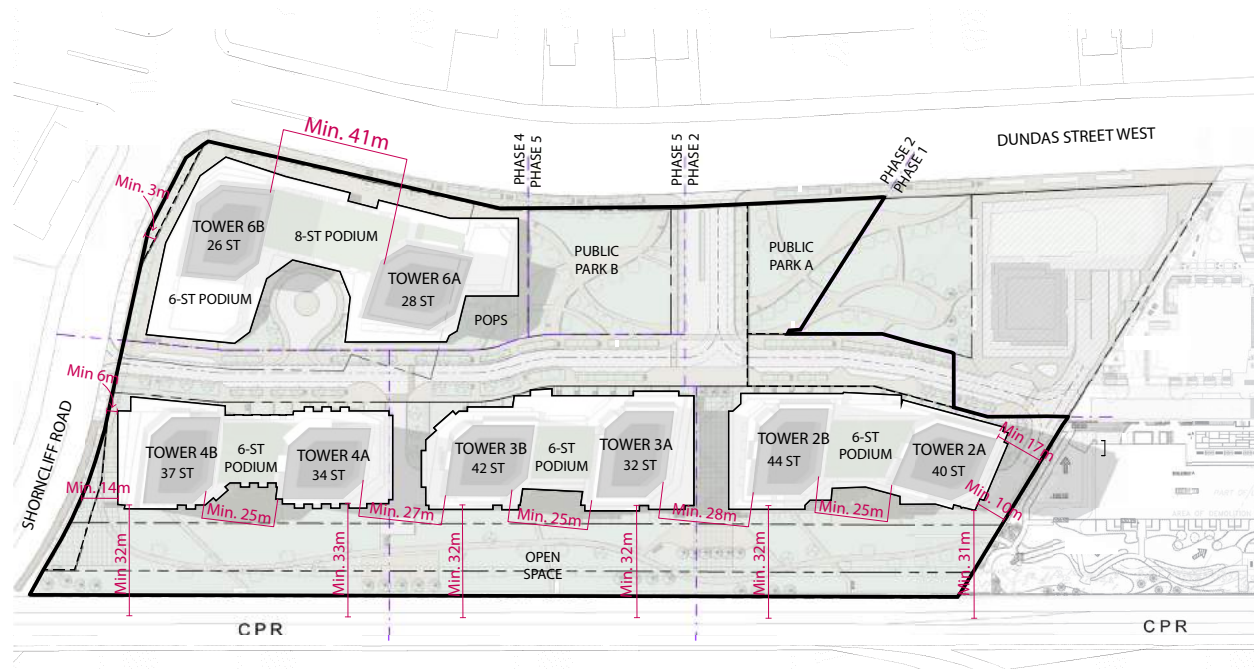


Figure 12 - Setback Diagram

## 5.4 BUILDING ENTRANCES, GRADE-RELATED USES & RETAIL ELEMENTS

Given the size and location of the site and adjacency of public and publicly accessible private streets, a significant opportunity exists to enhance the at-grade relationship of the streetscape and future buildings. The proposed development should be designed to ensure that there is strong interface between the buildings and the public realm with visible entrances at-grade.

Main building entrances for each building should be prominent and face the public street. They should serve as an extension of the pedestrian environment and should be accessible and visible from the public sidewalks. Along Dundas Street West, Shorncliffe Road and new public and publicly accessible private streets, consideration should be given to marking by building entrances with canopies and overhangs which also function as pedestrian weather protection elements. Variations in grade should be resolved through stepped floor plates in order to maintain active frontages and ensure multiple building entrances are accessed directly from the public sidewalks. Additionally, grade-related residential units within the development should provide natural breaks within the lower façade of the buildings, further articulated by stepbacks and vertical and horizontal architectural expressions. This will enhance the building design at the pedestrian level and provide an attractive streetscape.

Retail elements should generally be located along Dundas Street West, Shorncliffe Road and the new north-south public street. To enhance the relationship with proposed retail elements, the podium treatment at-grade where retail uses are

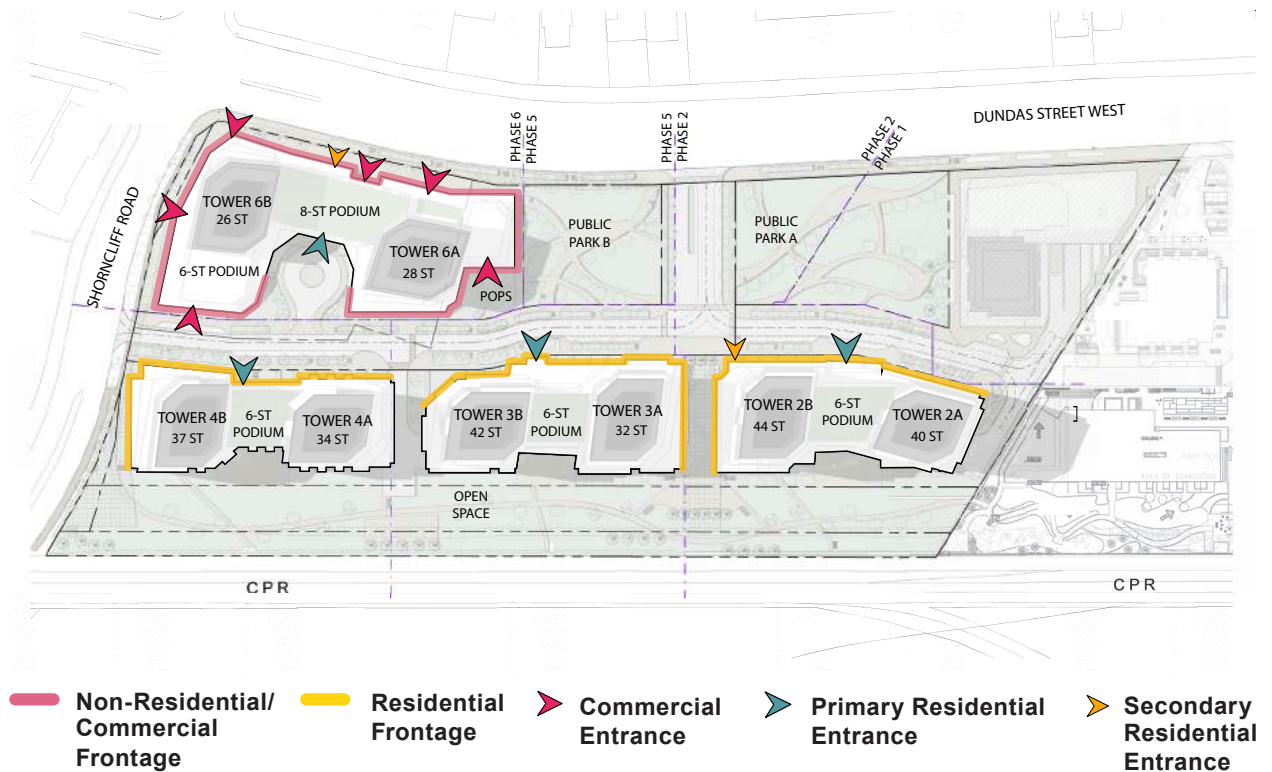


Figure 13 - Public Entrances Diagram

provided should be highly transparent to provide a visual connection to the public realm, with entrances that are easily accessible. Given the subject site's topography, which generally slopes to the south away from Dundas Street West, careful consideration should be given to the treatment of at-grade uses and building entrances, ensuring universal access and appropriate streetscape elements to provide for a safe and attractive public realm.

## 5.5 SUNLIGHT & SKY VIEW

Buildings should be appropriately sited and oriented, with articulation of the tower elements, to adequately limit shadow impacts, maximize separation distances, skyview and sunlight between buildings and within the adjacent streets and parks.

The proposed development should promote a dynamic and interesting skyline that supports its prominent location as a gateway and fosters the unique identity of the Etobicoke Centre.

Consideration should be given in the proposed development to include appropriate design features to mitigate sun impact to both the adjacent community and within the site. This can be achieved through various means including tower siting, with placement away and set back from streets, parks, open spaces and neighbouring properties to reduce impacts. Additionally, the incorporation of well-articulated floor plates for tall building elements which are skewed, tapered and shifted in a manner that increases actual and perceived separation is another means to preserve access to sunlight and sky view.

Floor plates should not exceed the recommended 750 square metres and proposed towers should be appropriately located so as to maximize their proximity to the closest low-rise residential neighbourhood on the north side of Dundas Street West. Transition within the site should be a priority, with buildings that step up in height towards the south and away from the low-rise residential neighbourhood to the north.

Additionally, variation in tower height and orientation can also be used to increase actual and perceived separation distance, which ensures adequate access to sky view for proposed and future uses of these areas.



**Example of adequate tower separation and access to sky view**



**Rendering of proposal demonstrating adequate tower separation and access to sky view**

The tall building design of each phase of the proposed development should give consideration to elements that relate to other buildings within the community, but also, as importantly, introduce unique design approaches to ensure variety in the overall tall building collection.

## 5.6 PEDESTRIAN LEVEL WIND

The site should be designed with consideration given to the articulation and placement of buildings to appropriately address and mitigate wind impact on adjacent areas including the streets, sidewalks and surrounding open spaces. Consideration should also be given to built form and landscaping features as methods of mitigating pedestrian wind conditions and comfort. Wind mitigation should be a priority throughout the building massing and articulation and may be incorporated through other permanent built form elements.

Given the size of the site, building organization and orientation can provide opportunities to minimize wind impacts. Taller building elements can be located away from areas of low-rise development and appropriate separation distances between buildings on the site and to adjacent tall buildings can mitigate uncomfortable wind conditions. Similarly, the building elements can be massed to incorporate wind control measures into the built form. Recessed entrances, for example, can provide wind protection at building entrances. Alternatively, windscreens and planters adjacent to building entrances can also assist in mitigating wind. Further to this, canopies can also provide overhead protection from vertically downwashing winds.

The spaces between buildings, such as parks and open space, can assist in providing additional buffers between tall building elements and more sensitive uses. Vertical wind control elements, such as trellises, windscreens and/or dense coniferous or marcescent landscaping can be incorporated into these spaces to manage wind conditions.

Integrating wind control measures into the site, whether through site organization, design or structures, can assist with minimizing uncomfortable wind conditions for pedestrians.



**Example of wind mitigation measures**



**Example of wind mitigation measures**



**Example of wind mitigation measures**

## 5.7 ARCHITECTURAL ARTICULATION

The architectural and urban design character of the proposed development should strive to establish a high-quality benchmark for the Etobicoke Centre area, which has begun to see recent revitalization and redevelopment. To that end, the towers and integrated base buildings should be designed with a high degree of articulation. This assists in breaking up the overall perceived mass and scale of the development.

The expression of the base buildings should provide architectural interest from the public realm and frame the street with good proportion. The base buildings should strive to provide a relatively consistent and contiguous street edge that defines and gives a strong identity to the adjacent public and publicly accessible roads. To that end, the base buildings should be treated with appropriate architectural articulation to break up long building facades that may run adjacent to the roads. Specifically, grade-related residential units can provide natural breaks within the lower façade, which can be further articulated by stepbacks and vertical and horizontal architectural expressions to enhance the building design and provide an attractive pedestrian streetscape.

With respect to the tower elements, building facades should be designed to create visual interest through a combination of step-backs, articulation and use of varied - yet cohesive treatments. Tower elements should be designed with angular facades and silhouettes that respond the orientation and placement of one another. Should balconies be incorporated into the residential towers, they should be located in such a manner that they provide additional horizontal breaks in the façade.

In terms of materiality, the proposed development should incorporate a variety of high quality materials, such as masonry, stone, pre-cast and metal panels in combination to further enhance the unique design expression. The podium treatment at-grade, where retail uses are provided, should be highly transparent to provide a visual connection to the public realm. To provide visual interest and ground the base buildings, consideration should be given to appropriate glazing which can be contrasted by heavier materials. A clear differentiation between the materiality and architectural expression of shared entrances, amenity spaces, commercial uses and residential dwellings within the base building design should be employed. In order to provide distinction and interest, taller building elements should utilize lighter and more translucent materials to mitigate perception of mass. These materials can assist in creating both diversity and harmony with surrounding buildings both within and adjacent to the site.





**Examples of tower articulation**



**Examples of podium articulation, non-residential uses at grade**

**Examples of podium articulation, grade-related residential units**

# 6.0

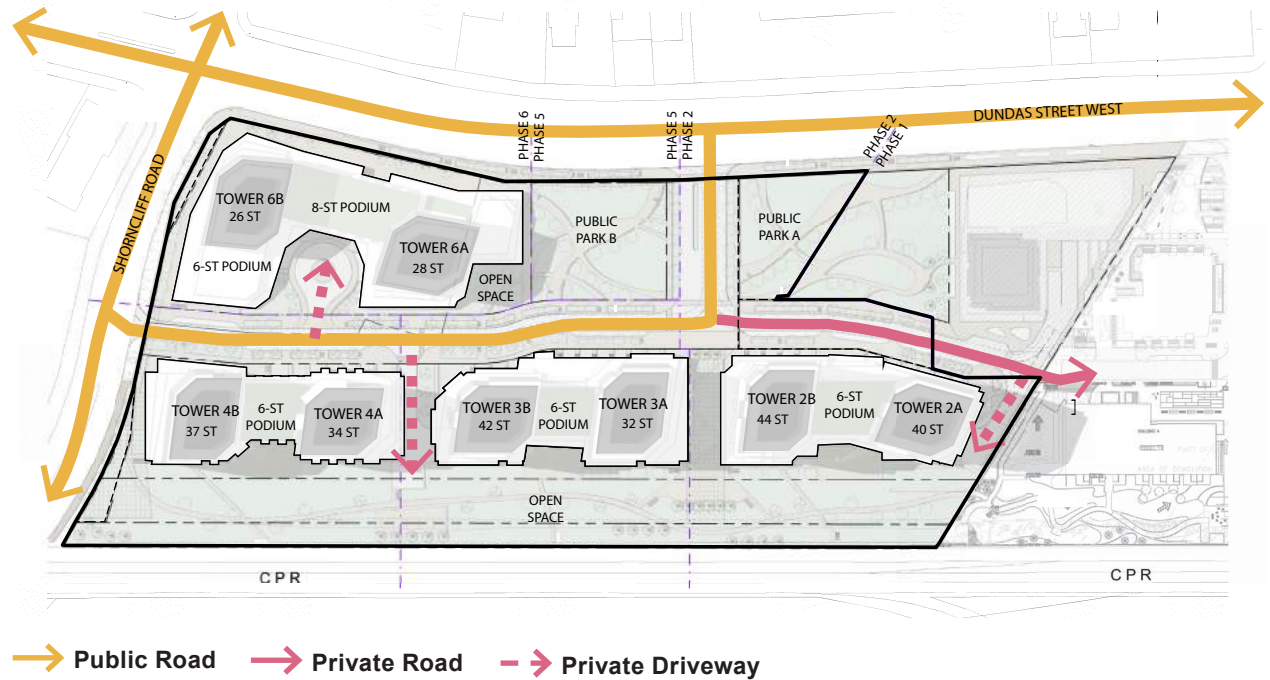
## SITE SERVICING

## 6.1 CIRCULATION, ACCESS AND PARKING

Vehicular circulation throughout the site and the surrounding area should be improved by the introduction of a new public and private road network. The site has the opportunity to eliminate existing curb cuts along Dundas Street West by providing a new public road connection which will assist in the improvement of the public realm and sidewalk conditions along Dundas Street West by providing a continuous streetscape that is pedestrian oriented.

A primary objective of the site redevelopment should be to improve access for both vehicles and pedestrians. A new internal road network has the opportunity to create additional pedestrian, cycling and vehicular connections to arterial roads and provide for centrally located access to the public parks other open space areas. Further opportunities include the provision for buildings that front onto and frame both streets and future public parks.

The pedestrian environment can be improved by making it easier, safer and more comfortable to walk between buildings, public sidewalks, transit stops, parking areas and adjacent properties. The proposed pedestrian walkways should be separated from vehicular intrusion by landscaping and/or curbs, with paving materials that alternate wherever possible and paving that is differentiated at crosswalks to indicate clear spaces for the interaction of pedestrians and vehicles.



**Figure 14 - Vehicular Circulation Diagram**

The development should consider an intricate system of pedestrian walkways and linkages with sidewalks along all building frontages. A new internal east-west street and adjacent public park area has the opportunity to define circulation through the public realm and provide enhanced permeability throughout the site. Additionally, the multi-use path within the open space area along the rail corridor can better connect to and provide access across the site and into the existing fabric of the surrounding transit infrastructure, neighbourhoods and commercial areas.

Additionally, there is opportunity for a central landscaped plaza to serve as mid-block north-south connection to provide access to new public roads, parks and open space areas. These connections will further improve walkability of the site and connect it to surrounding amenity areas with a comfortable and vibrant outdoor public realm. Pedestrian crosswalks and boulevards along the streetscape should be incorporated to connect the proposed uses throughout the site, with linkages to future walkways provided by the multi-use trail connection. This porosity will provide for enhanced walkability in the Etobicoke Centre area.



**Example of multi-use trail**



**Example of landscaped promenade**

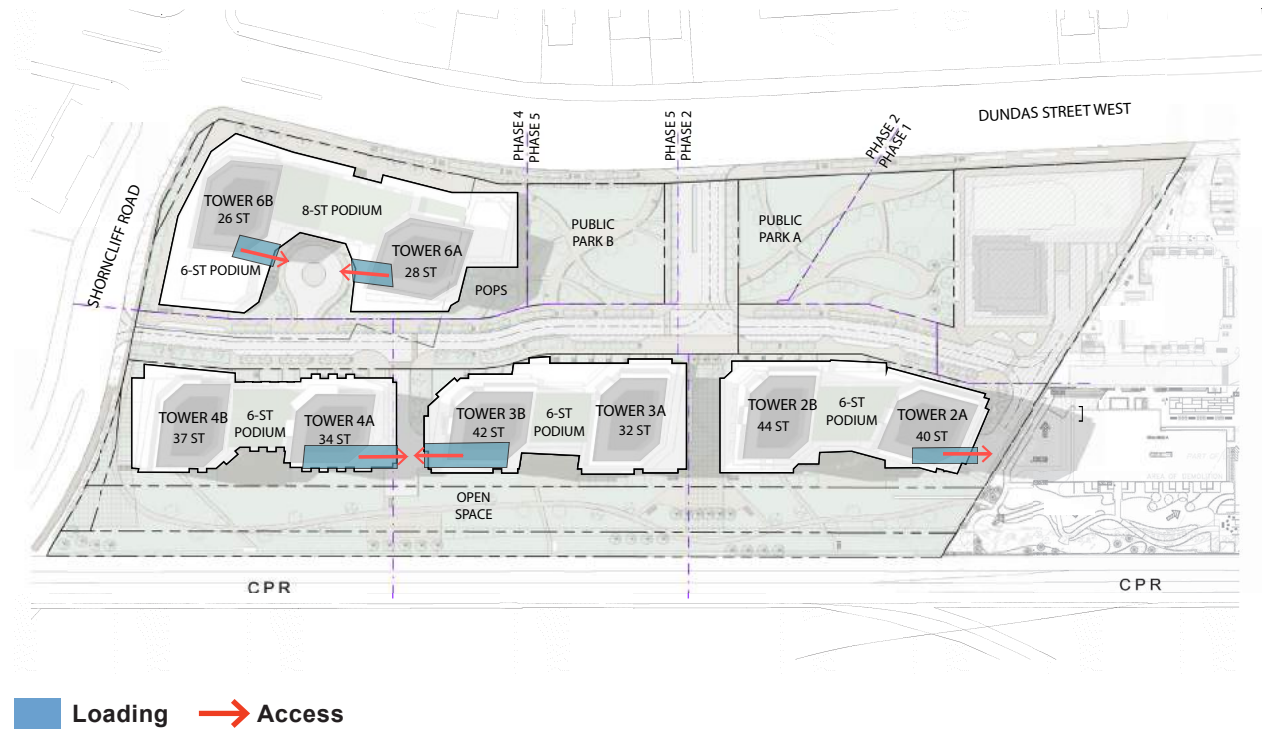


**Example of pedestrian pathways**

The principal strategy for parking and loading on the site should ensure that these activities are primarily located below grade in order to minimize their visual impact from the public realm and adjacent residential uses.

Consideration should be given to the provision of a nominal amount of on-street parking for short-term use by visitors to the area, located via lay-bys along a new public street system. All parking and loading facilities associated with new buildings should be located below grade in parking garages with access provided via ramps located from private roads or driveways adjacent to each building. This will assist in limiting interference with the higher vehicular and pedestrian traffic occurring at-grade on the public road network and provide for an uninterrupted pedestrian realm.

Automobile drop-off and servicing access should be appropriately designed so as to minimize interference with the continuity of public sidewalks and regularity of street tree planting. Residential drop-off areas should be located internal to the site, with parking located below grade, and accessed by internalized parking ramps. Similarly, service areas and garbage storage should be consolidated and internalized, located away from street view.



**Figure 15 - Parking Loading Diagram**

## 6.2 PET-FRIENDLY FACILITIES

Development on the subject site should give consideration to the City's Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings as a means to reduce potential impact on the public realm and open space network. Purpose-built pet areas within the development should preserve the utility and function of the proposed landscaped and open space areas within the site.

The proposal is encouraged to create a network of pet friendly spaces and resources within the site. As a multi-building comprehensive development, pet-friendly design considerations should be implemented at the local scale (building and adjacent area) and community scale:

- Local Scale – within and adjacent to the proposed buildings, facilities and assigned areas should be provided for pets, such as: dog wash areas, relief areas, small off-leash dog runs, separate pet service elevators. In-building pet amenity areas should be provided, if possible, in various levels of the building to reduce elevator use and travel with pets. In particular, the location of amenities such as dog-wash and relief areas should consider their impact and relationship with other building amenities (i.e. lounge areas, party rooms etc.).
- Community Scale – within the site, facilities and amenities should be provided that can be used by all residents such as designated off leash areas, large dog runs, accessible connections to the wider pedestrian and trail networks and ample waste bins and baggie dispensers. Development of these larger pet facilities should have regard for the provisions related to materiality and design outlined in the City's Pet Friendly Design Guidelines.



Example of dog off-leash run



Example of large dog off-leash area

The design of any pet-amenity area, whether at the local or community scale, indoors or outdoors, should be safe and accessible. In order to protect the safety of owners and their pets the development should provide appropriate fencing around off-leash areas, clear signage and lighting around pet-areas (in particular, those outdoors), waste disposal and drainage strategies, winterized paths and warming stations.

As it relates to signage, the development is encouraged to integrate wayfinding into the public realm to mark and identify pet-friendly areas, pathways and amenities. Such tools may include signage on sidewalks and paths to identify the location and direction of shared pet amenity areas; and materiality and/or design to distinguish outdoor pet areas from a recreational POPS or open space. Signage will be beneficial to residents with pets, and those without.



**Example of pet relief area with signage**





