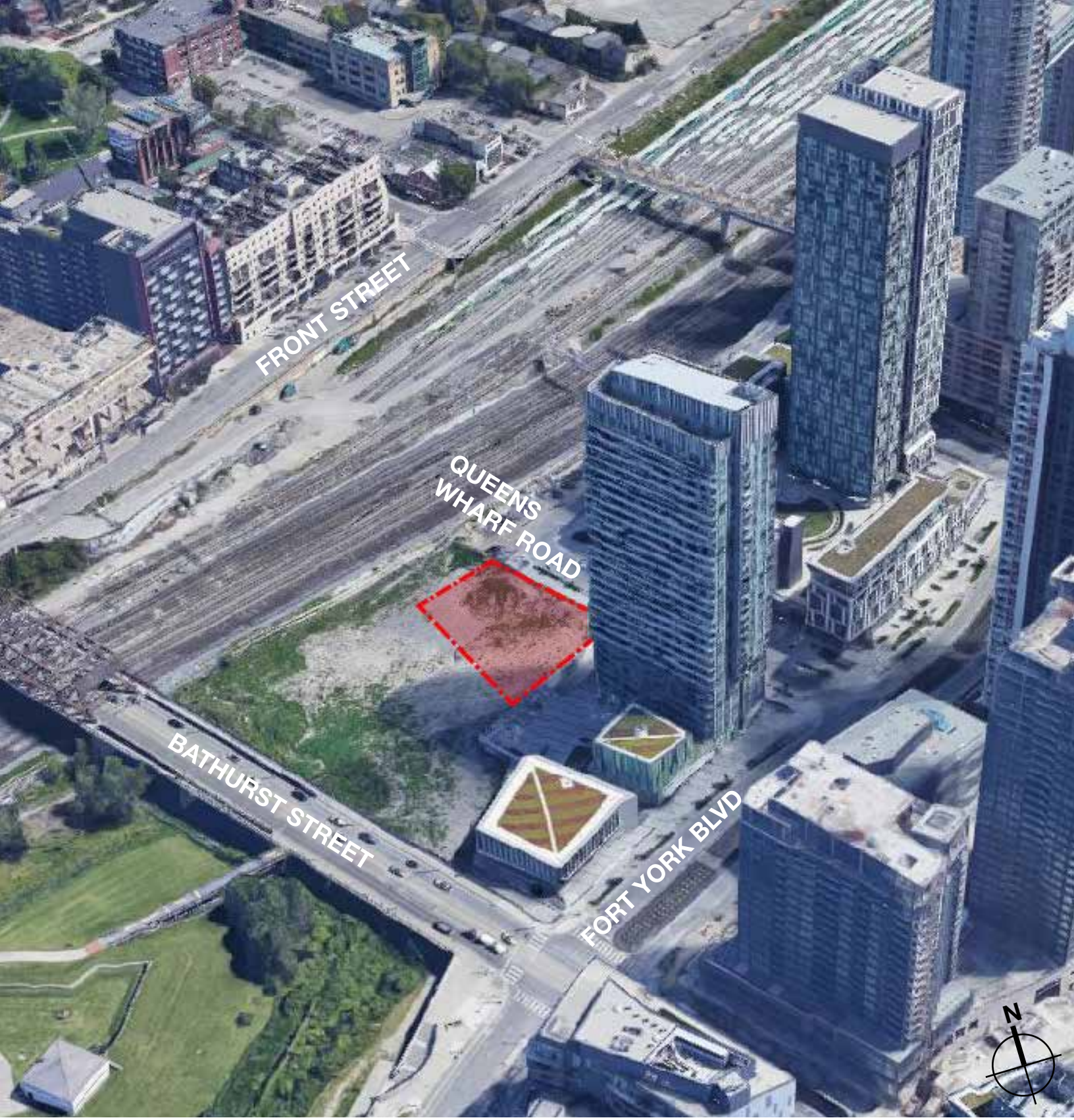

CreateTO HOUSING NOW

150 Queens Wharf Road Design Brief

CREATE TO

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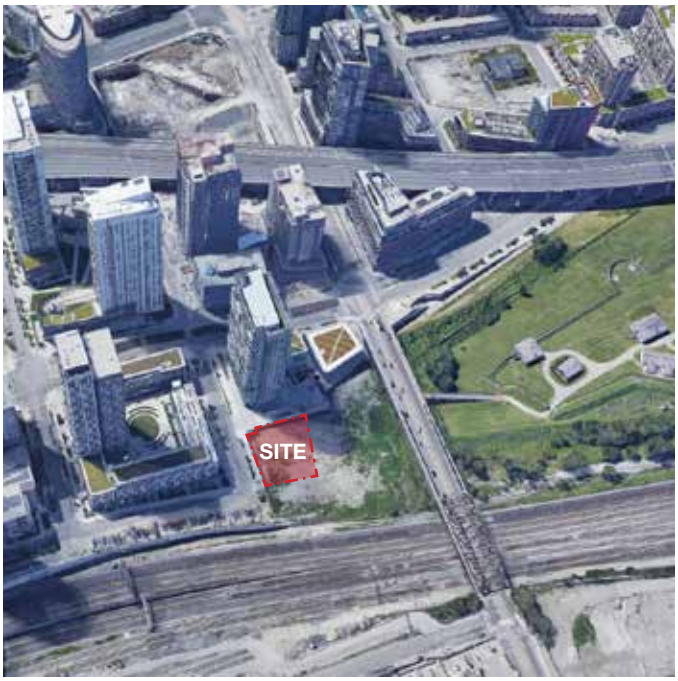
3 Sept 2021

TABLE OF CONTENTS

1.0 BACKGROUND & CONTEXT

The site at 150 Queens Wharf Road is proposed to be developed as a mixed market/affordable residential development, including proposed community space at grade and an enhanced public realm, as part of the City's Housing Now Initiative.

The purpose of this Design Brief document is to help guide future development on the subject site by identifying key conceptual development principles and design considerations, in order to achieve a contextually responsive urban design, incorporating a high quality combination of architectural expression, sustainability and public realm design.



Aerial View of Site from north

1.1 HOUSING NOW

The Housing Now Initiative is modelled on using City-owned, transit accessible lands to increase the supply of affordable housing within mixed-use, mixed-income, complete communities. The development of new housing through the Housing Now initiative is guided by the following principles:

1. Activate sites to achieve the highest possible public benefits;
2. Maximize the development of affordable and market rental housing with a mix of unit types and sizes;
3. Create energy efficient homes that are affordable for a diverse range of incomes, including deeply affordable homes;
4. Appropriately address and accommodate existing City and other operations and uses which increase city-building opportunities to create complete communities;
5. Prioritize the public retention of sites, including long-term land leases;
6. Support participation by the nn-profit and co-op housing sectors and help build capacity in the sectors; and,
7. Actively engage with City Councillors and local communities in the planning and development of each site.

View from Bathurst Bridge looking east

View from Bathurst Bridge looking south

View looking west toward Bathurst Bridge

View from Library Terrace looking north

View from Existing Parking Ramp looking west

View of Site from Queens Wharf Road

Existing Site Aerial Context

1.2 SITE CONTEXT

Municipally known as 150 Queens Wharf Road, the subject site is 1450 sq.m in size, currently vacant and represents the last remaining undeveloped site in the Railway Lands. The property is located on the north side of Fort York Boulevard, south of the Union Station Rail Corridor and east of Bathurst Street. Within the City's Official Plan, the Site is designated for Mixed Use Areas.

It is uniquely situated, bounded by the 43 acre Fort York National Historic Park, Bathurst Bridge and the future Lower Garrison Creek Park immediately to the west; the Northern Linear Park and Rail Corridor (and future potential Rail Deck Park) to the north; Queens Wharf Road and the Block 32 TCHC Affordable Housing high/mid-rise development to the east; and the recently completed 30-storey Library District Condominium development and Fort York Public Library to the south.

An important part of the vision for the block is the high degree of pedestrian connectivity envisaged throughout the whole block, linking up existing pedestrian and cycling networks to the west, south and east.

The Site and surrounding neighbourhood is very well served by open space and community services, including two schools and two community daycares. It is within easy walking distance of both surface transit and cycling networks and will be developed based on principles of Transit Oriented Development (TOD), which integrates compact, walkable, pedestrian-oriented areas with a diverse mix of uses and incomes, and at densities which support transit ridership so that people can access alternative modes of transportation and transit services quickly and conveniently from the places they live, work, shop and play.

The Site will further benefit from Metrolinx's planned Spadina-Front Station, a part of their GO Regional Express Rail Expansion Program as a new stop on the GO Transit Barrie line, to be located at the southwest corner of Front Street and Spadina Avenue.

1.3 QUEENS WHARF ROAD FRONTAGE

The east side of Queens Wharf Road is characterized by a continuous 8-10 storey street wall built form with two storey townhomes at grade. Front doors are located in close proximity to the sidewalk, up a few steps with appropriate landscaping treatment, providing an inviting, pedestrian-friendly frontage.

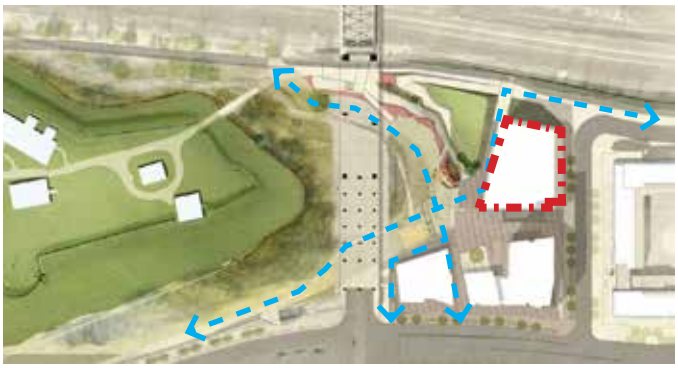
The larger residential condominium development at the northwest corner of Queens Wharf Road and Fort York Boulevard exhibits a larger scale architectural presence at grade, enlivened by a striking use of colour and pattern in its cladding treatment.

Bathurst Bridge

Fort York Historical Site

Queens Wharf Road Streetwall Context (Block 32)

Future potential Rail Deck Park



Railway Lands Existing Built Form south of Rail Corridor

Future Lower Garrison Creek Park

2.0 PUBLIC REALM

2.1 LANDSCAPE ANIMATION

To animate the Site throughout the day and in the evening, a few urban design strategies are proposed:

- Crime Prevention Through Environmental Design (CPTED) is employed in the Site design through many natural access control and natural surveillance methods. Providing well lit and clear sightlines between public spaces as well as providing transparent barriers to minimize any opportunities to hide.

- Allow for a pedestrian connection though the Site from Queens Wharf Road to the Lower Garrison Creek Park with sufficient lighting throughout.

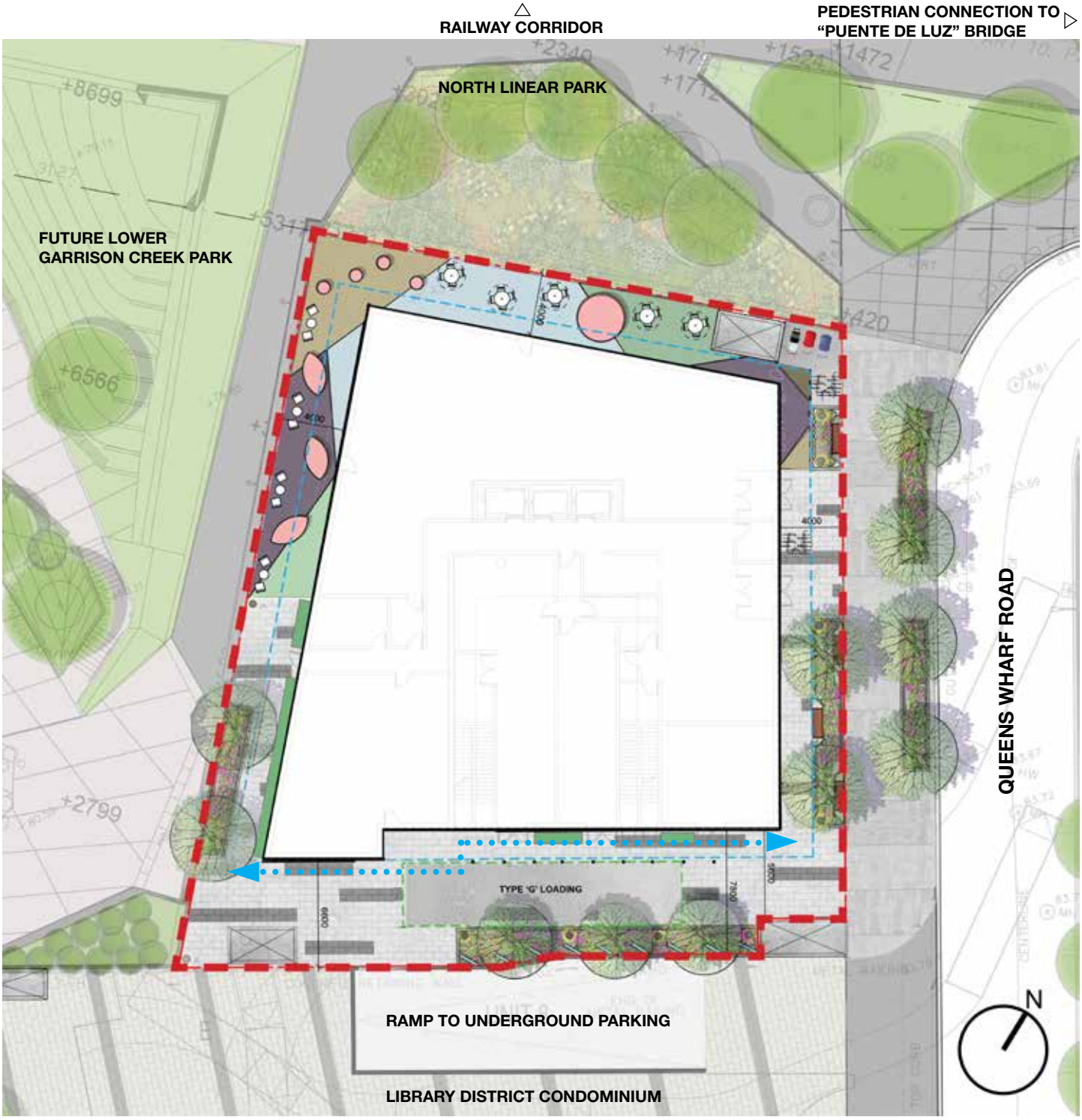
- For the Queens Wharf Road, provide clear and visible entry ways and ensure there is no tall landscaping adjacent to the building.

- Provide street trees and widened sidewalks (minimum 2.1 metres) to create a pleasant pedestrian environment in keeping with City standards and the neighborhood's urban fabric. Trees should be spaced a minimum 7-8m apart as per City guidelines.

- Provide ornamental landscaping along the east edge of the building along with seating to enhance views from the public sidewalk, help provide privacy to residents, and define the edge of the private development.

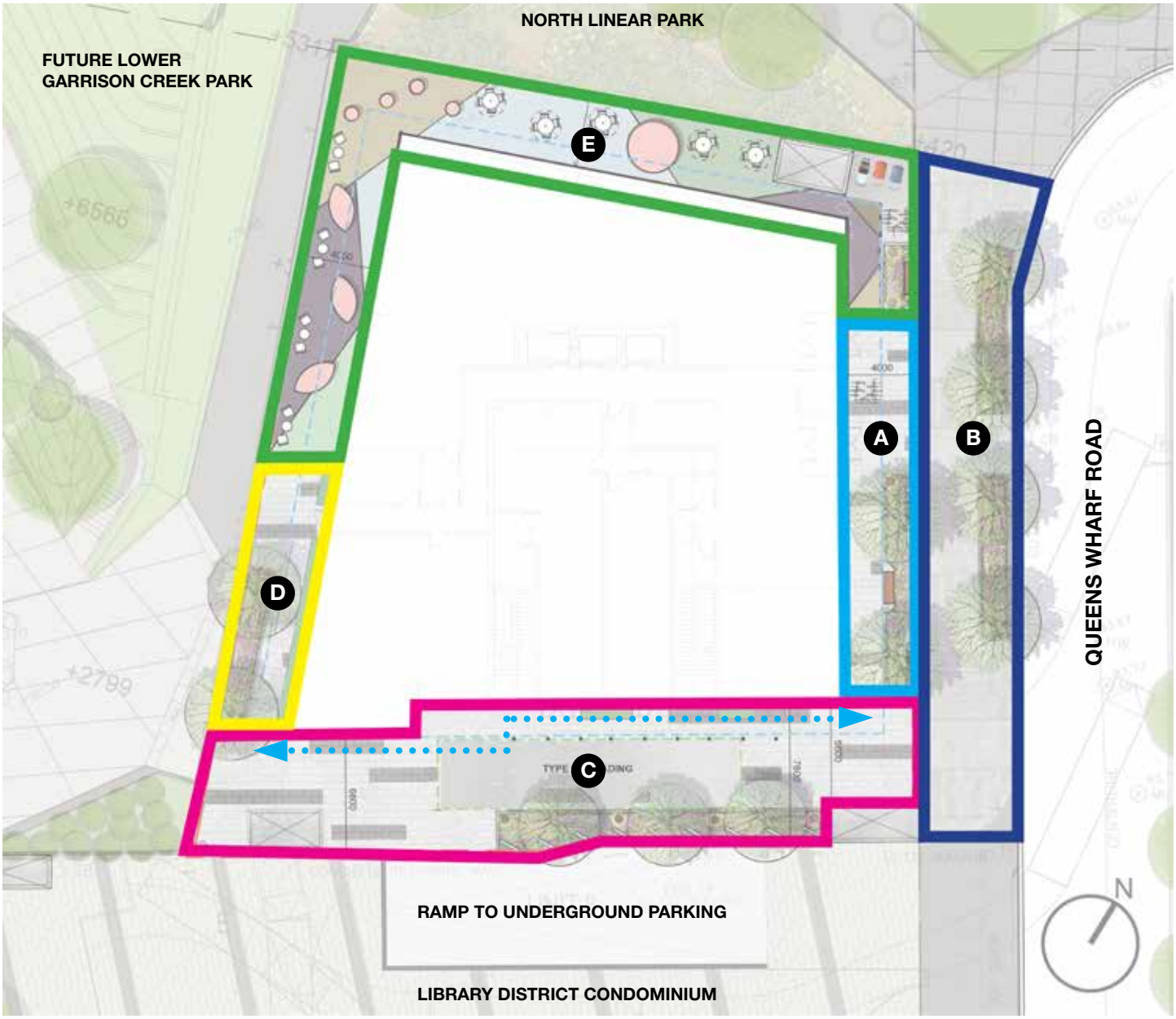
- Ample pedestrian and building lighting shall be provided within the public realm surrounding the building in order to keep the Site well-lit.

- The outdoor community space located along the north edge is anticipated to be an EarlyON centre. This space shall adhere to the EarlyON guidelines manual for ideas on space usage and requirements.



Landscape Plan

2.2 CHARACTER ZONES



Landscape Character Zones

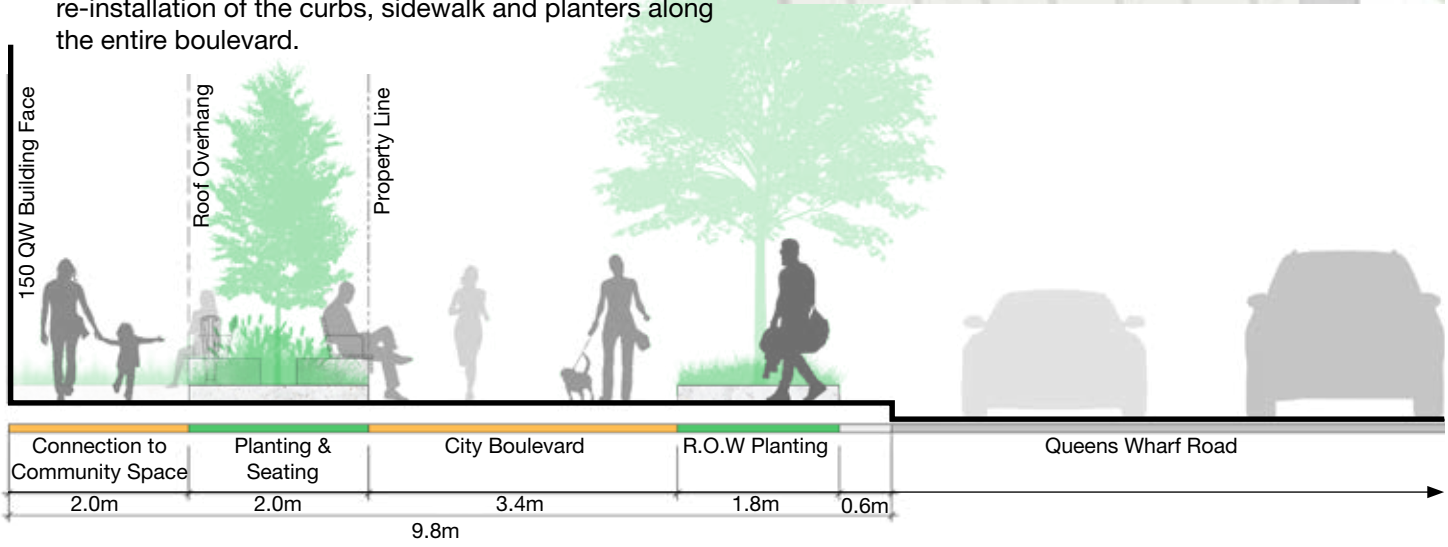
- **A** **Primary Residential Entrance**
- **B** **Queens Wharf Road Boulevard**
- **C** **Pedestrian Mews Connection**
- **D** **Lower Garrison Creek Park Connection**
- **E** **Outdoor Community Space (Anticipated EarlyON Centre)**

A: PRIMARY RESIDENTIAL ENTRANCE

- The space provided within the property boundary is proposed to be a minimum 4.0m. Unit Paving will be enhanced to draw attention to the main entrance. This area will also lead to the proposed walkway along the railway corridor that leads to the Lower Garrison Creek Park or south towards the pedestrian mews connection. A secondary row of planting and seating has been provided along the east edge of the building to create additional green space while also acting as a buffer to the public R.O.W where people can sit and converse.

B: QUEENS WHARF ROAD BOULEVARD

- The proposed 5.8m public R.O.W will provide a dedicated 3.4m sidewalk along with planter curbs for street trees and low level planting.
- A new access driveway at the south edge of the building will require new curb, sidewalk and planter construction. Any construction access or damage to the City boulevard may also require additional removal and re-installation of the curbs, sidewalk and planters along the entire boulevard.



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C: PEDESTRIAN MEWS CONNECTION

- Located along the south edge of the building, this area ranges from 5.6-7.8m in width. The area be predominantly hardscaped and open to vehicular and pedestrian traffic.
- Perforated screens, planting , seating and adequate lighting along the ramp edge will better define our mews, softening the feel and making the mews more welcoming for pedestrian activity.
- This area will also serve as the Type G loading area but will also function as our pedestrian mews bringing people from Queens Wharf Road and leading them to the Lower Garrison Creek Park.
- Public accessible space will be inset from the podium level. With the use of bollards, this will aid in separating the loading space from pedestrian access routes during operational hours.
- The loading zone shall be demarcated with a different surface material to help visualize the space usage.

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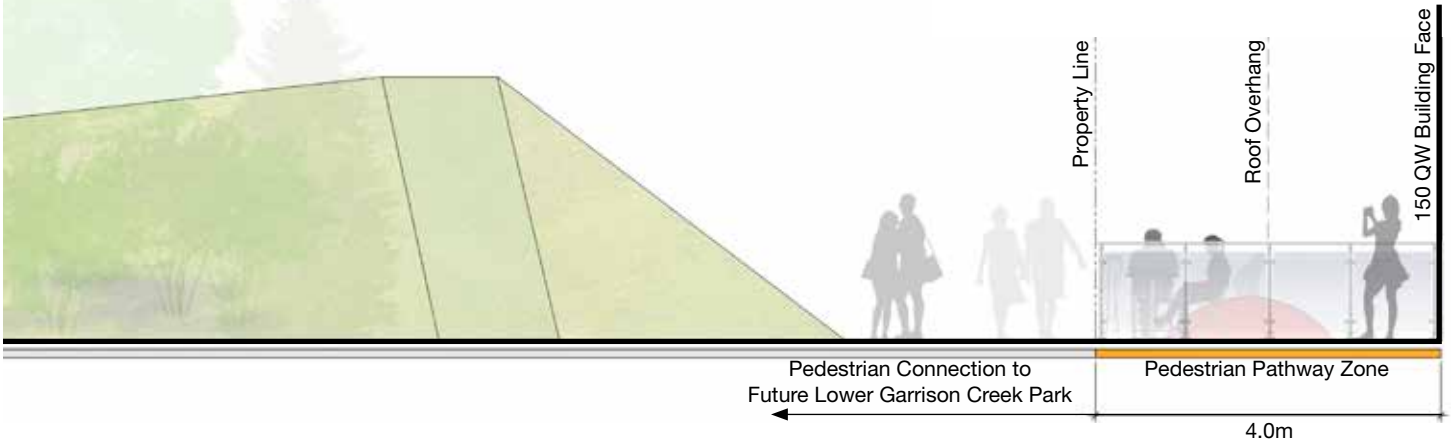
D: LOWER GARRISON CREEK PARK CONNECTION

- This area will serve as the primary entrance to the park from the Site. At 4.0m in width, the west side of the community space will not only lead to the park but also provide for great sightlines into the park from the community space.
- The ground floor area will be inset as shown in the sections below.
- Should this space move forward as the anticipated EarlyOn centre; the surface treatment for this area will be designed in accordance with the EarlyOn guidelines and programming to create a safe, fun place for children.
- The anticipated EarlyON space shall also be enclosed with a continuous glazed barrier to help contain the children and to create a visual separation from the secondary entrance. This will aid in keep the public out during operational hours.



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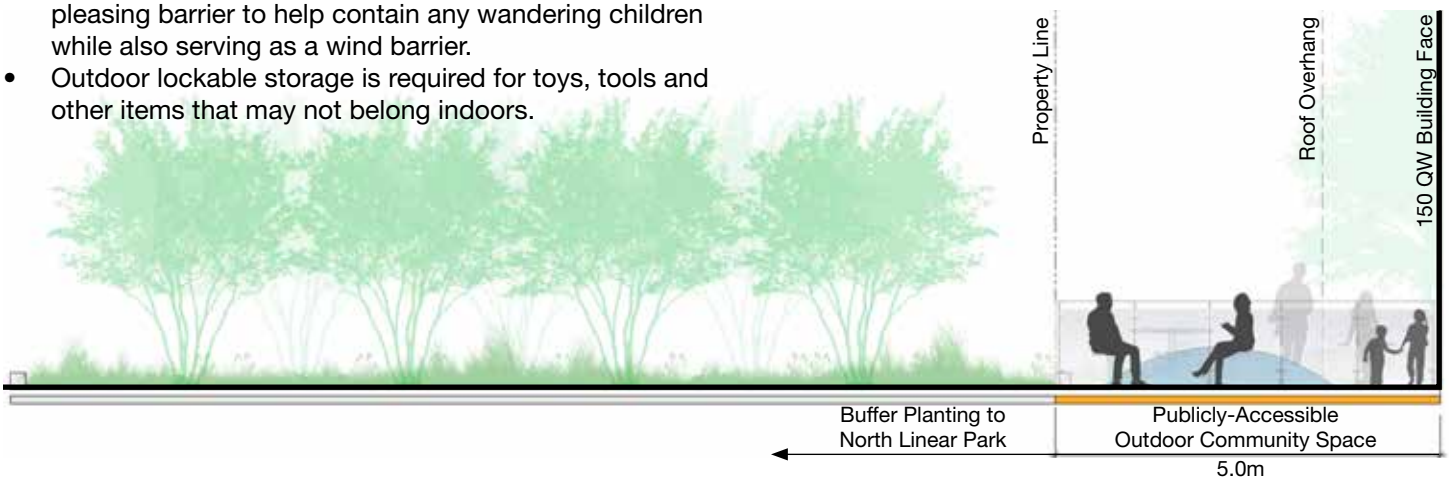
E: OUTDOOR COMMUNITY SPACE - EARLYON CENTRE

- The north edge will primarily consist of an outdoor community space, with the primary users being children. The space shall make use of colour and shapes to better suite it users.
- The community space will further be enhanced by the adjacent berm planting to the north. While acting as a secondary buffer to the public realm it will also help to soften the environmental as it is against the face of the building.
- The outdoor community space located along the north edge shall adhere to the EarlyON guidelines manual for ideas on space usage and requirements.
- This space will require adequate lighting for evening activities and overall safety.
- Bike/Stroller and wagon storage shall be required with close proximity to the main entrance.
- Shaded areas for children's play during the hotter hours of the day should be considered.
- The outdoor space should be enclosed with an eye pleasing barrier to help contain any wandering children while also serving as a wind barrier.
- Outdoor lockable storage is required for toys, tools and other items that may not belong indoors.



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RENDERING

Mews Connections along South Facade looking west

Northeast corner looking west toward the Lower Garrison Creek Park

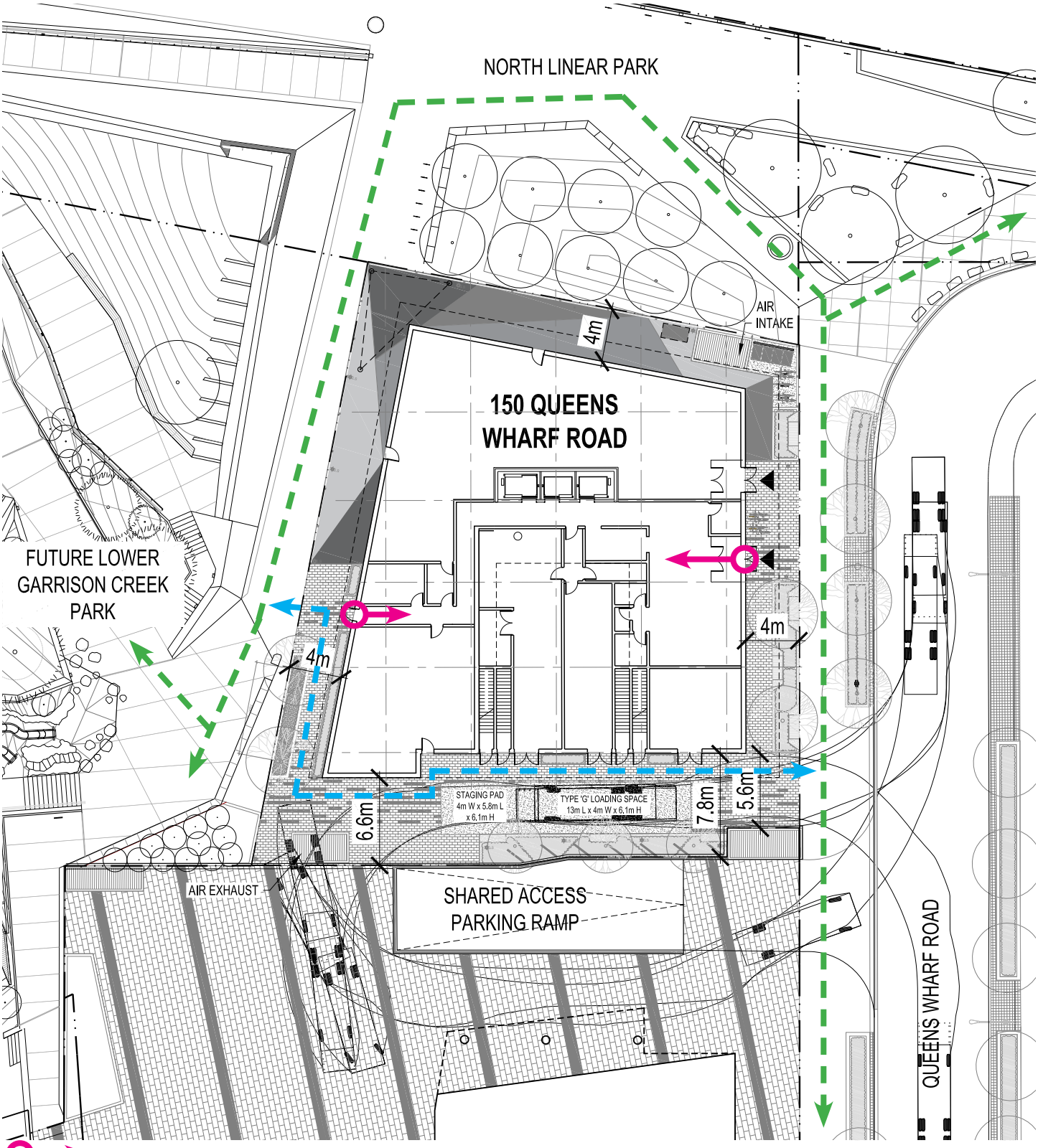
3.0 SITE ORGANIZATION

3.1 ACCESS & CIRCULATION

The following strategies are proposed to optimize layout on the site:

- Primary at-grade building entrances, to both residential building lobby and community space, to be located on the east façade accessed directly from Queens Wharf Road; in line with City objectives to encourage active uses, animation and glazing along street and park edges.
- Community space to be located in northern portion of ground floor, opening out to outdoor activity/ landscaped space, helping to animate park-side edges.
- Community Space is anticipated to be an EarlyON Parent-Child Centre, including exterior bicycle/ stroller/wagon storage, entry vestibule/welcoming area with stroller storage, indoor and outdoor "Gathering Places" with connecting door(s), kitchen area, washroom areas, administrative and ancillary spaces (all in accordance with EarlyON guidelines, to be provided); separate garbage room, separated mechanical & electrical systems, metering and localized controls. Provide 2.0m high transparent screening around perimeter of outdoor space to provide security, user safety and wind & noise mitigation. Final materials and details to be confirmed at Site Plan Approval stage.
- At-grade service uses and related vehicle access (garbage/recycling storage, layout space and pick-up, moving room, transformer vault, primary exit stair discharge) to be positioned along the south side of the building in a recessed portion of the facade.
- Along the south side of the building, the space is proposed to function as a "shared access" laneway for pedestrians, cyclists, and service vehicles. A separate pedestrian route defined by bollards shall be provided north of the loading space zone (shown by the blue dashed line on the diagram) to enable safe pedestrian access when vehicles are occupying the laneway. This pathway is proposed to be a minimum 1.5m wide (measured from building face), however elements such as plants, trees, retaining walls, door swings, bollards, planters or other landscape and/ or architectural features make encroach into this proposed minimum pathway. Further details will be confirmed during the Site Plan Approval process to further define this connection
- A substantial at-grade bicycle storage facility is proposed at the southwest corner of ground floor with substantial perimeter glazing, in order to showcase bicycle usage in a highly visible, convenient location that will encourage resident use.
- Secondary residential building entrance is proposed centrally along west side facade, adjoining direct access point to Lower Garrison Creek Park, helping to animate west façade at grade.
- Service vehicle egress to Queens Wharf Road to be via existing Library District Condominium (170 Fort York Blvd) open paved courtyard to the south; as per shared access permitted under the Shared Facilities Agreement.
- Vehicle access to 150 Queens Wharf underground parking garage to be via existing parking ramp to Library District Condominium parking garage , and via knockout panels located at both P1 and P2 levels); as per shared access permitted under Shared Facilities Agreement.

Precedents



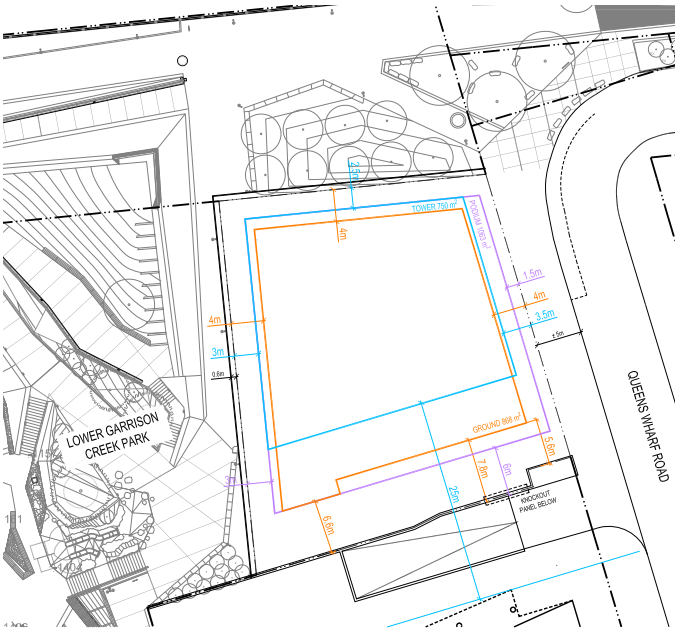
Ground Floor / Site Plan

4.0 BUILT FORM & ARCHITECTURAL EXPRESSION

4.1 MASSING & BUILT FORM

The following design strategies are proposed to optimize massing and built form on the site:

- Built form design and architectural expression shall be consistent with the City of Toronto's Tall Building Design Guidelines.
- Minimum setbacks to tower, podium and ground floor faces shall be provided on all sides as shown: from the future Lower Garrison Creek Park to the west and north, Queens Wharf Road to the east, and Library District Condominium to the south.
- The massing/built form for this special site shall be a distinctive hybrid of tower and podium; a podium street wall of 8 storeys shall be provided along Queens Wharf Road, relating to the scale of the Block 32 TCHC building to the east, and shall also wrap around the south side of the site; the tower shall extend down to grade on the west and north park facades in a simple, bold architectural gesture.
- Built form design shall aim at minimizing negative wind impacts, especially at grade along the west and north park frontages, and at rooftop areas accessible to residents (refer to Wind Mitigation CFD Study for recommended mitigation strategies).



Site Setbacks Diagram

3D massing from northwest

3D massing from southeast

3D massing from northeast

4.1 SUSTAINABILITY

The Housing Now program is aiming at state-of-the-art sustainable design – achieving Toronto Green Standard Version 3 Tier 2 will be a minimum requirement, with the higher levels of Tier 3 or Tier 4 strongly encouraged.

The following building design strategies will be relevant, and will need to be carefully considered and balanced by the design team:

- Building layout and orientation that optimizes energy performance, solar access and views
- Simple massing, minimizing perimeter plan articulation, repetitive floor plan and units
- High-performance building envelope with continuous high R-value insulation
- Smaller, high performance openings, lower window to wall ratio
- Improved airtightness to minimize heat gains and losses; potential prefabrication, panellization to minimize gaps and seals
- Minimizing thermal bridges, especially at balconies: reducing number and/or size of balconies, or thermally isolating
- Energy efficiency & conservation measures: efficient lighting, appliances, low-flow water fixtures, in-suite smart thermostats, heat recovery systems from exhaust; low-carbon emitting electric systems; air source heat pumps for heating/cooling; sustainable storm water management
- Construction and commissioning best practices

361 Bolueta, Bilbao, Spain

The House, Cornell Tech, NY

CG Tower, Vaughan ON

Eddington Key Worker Housing, UK

4.3 ARCHITECTURAL EXPRESSION

The following design strategies are proposed to guide the architectural expression:

- The project shall exhibit high levels of design quality in all aspects, including its built form and the surrounding public realm. From massing and profile through to materials, finishes and details, the development will demonstrate that design excellence, sustainability and affordability are fully compatible and essential ingredients of successful new communities.

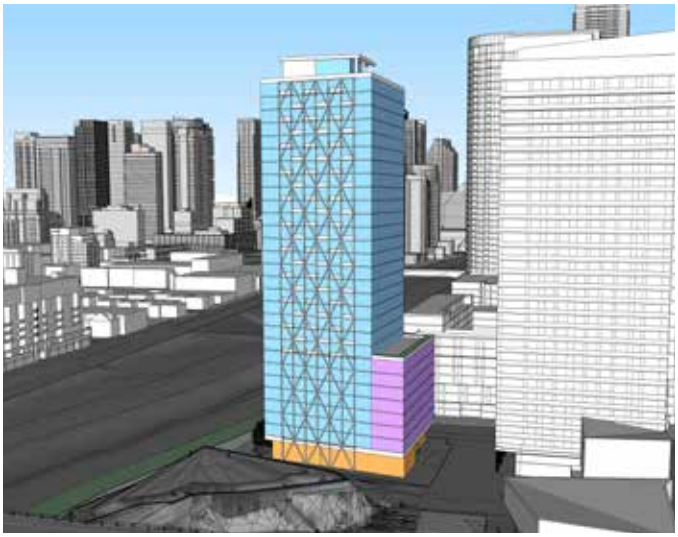
- Architectural expression and materiality shall respond appropriately to the unique “historic meets modern” context: Fort York National Historic site; Bathurst Bridge; Fort York Library and Library District Condominium; Railway Lands built form and green space; proposed Lower Garrison Creek Park; future potential Rail Deck Park.

- Clear glazing shall be maximized along ground floor frontages to provide at-grade animation and promote CPTED principles, particularly on west, north, east facades, and the proposed bicycle storage portion of south façade.

- Flat roof areas shall be used as primary locations for outdoor amenity space, ideally opening out off indoor amenity space and should be accessible and inviting for all residents, through all seasons; provide continuous 2.0m high solid transparent screening around perimeter of rooftop outdoor amenity spaces for wind mitigation. Mechanical penthouse footprint and height shall be minimized, and its architectural expression shall be visually cohesive with the main building.

- Careful consideration shall be given to the incorporation of balconies within the design; balconies can provide a valuable means for residents to connect with the outdoors, take advantage of views and provide shading (especially on the west façade), as well as contributing visual interest to the overall architectural expression. However they can be a weak point from a sustainability perspective; proponent should consider how balconies can be designed so as not to act as a thermal bridge, and how different approaches might be optimized on different facades.

- Projecting-type balconies will not be permitted on the north facade, or below the ninth storey on west, south and east facades, and shall not extend more than 1.5m from building face.



Design Explorations









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Prepared for:

CREATE TO

CreateTO
200 King St W, Suite 200
Toronto, ON M5H 3T4

Prepared by:

dtah

DTAH Architects Ltd
50 Park Rd
Toronto, ON M4W 2N5