

Street Wall Definition

Base buildings which are higher than the preferred street wall height should be stepped back, or articulated at the top of the street wall, in such a way as to ensure the visual primacy of the street wall.

In general, a step-back of at least 1.5 to 2.0 metres is the preferred means of achieving a clearly discernable top to the street wall. These dimensions also provide sufficient space for small roof terraces in the step-back areas.

Minor step-backs, projecting cornices, changes of material or other architectural elements may be used to define the street wall of taller buildings but are considerably less effective, particularly in cases where building façades can be seen from a wide angle.

Breaks in the street walls within the development block, should have plantings, walls, archways, fences, etc. in order to define the spatial edge of the streets.



Street Wall with large step-back - Queens Quay, Toronto

Balconies, Terraces and Bay Windows

Private balconies, outdoor terraces and bay windows should be integral to the overall form and design of the buildings.

In relation to the street walls, their design should be guided by the following:

- Balconies on the street walls to be partly or fully recessed from the face of exterior building walls with approximately 50% of their perimeter contained by the exterior walls of the building;
- French balconies and bay windows are encouraged on street walls of local streets and mews;
- Projection of balconies on the street walls of local streets and mews to be limited to approximately 0.5m;
- Private terraces are encouraged at the step-backs of the upper levels of buildings, and in combination with the stoops of townhouses at the base of apartment buildings;
- Balconies or terraces should not project beyond the street property line (except grade level stoops/terraces on Fort Street, which will require an encroachment agreement).



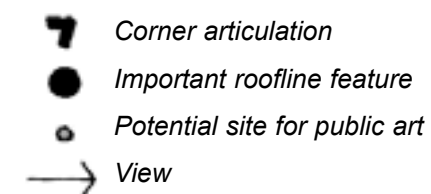
Balconies integral to the building - Arbutus Industrial Lands, Vancouver

Corners and Prominent Sites

Buildings on corners and in other prominent locations should have special architectural treatment and emphasis.

- Be articulated, or have special wall or roof line features, to emphasize their prominent location;
- Exploit the special landmark opportunities of particularly prominent corners such as: at the intersection of two major streets, at a significant bend in a street or at the terminus of a long view. This may be achieved with a higher corner building element, changes of material and/or retail emphasis of the corner;

- Exploit the unusual qualities of an angular street geometry with unconventional building forms, such as a 'flatiron' building, and by developing complementary public spaces;
- Develop "paired" corner buildings on either side of a street to emphasize a sense of entry or to distinguish one part of the street from another;
- Site public art elements to mark and articulate special corner sites.



Corners and Prominent Sites

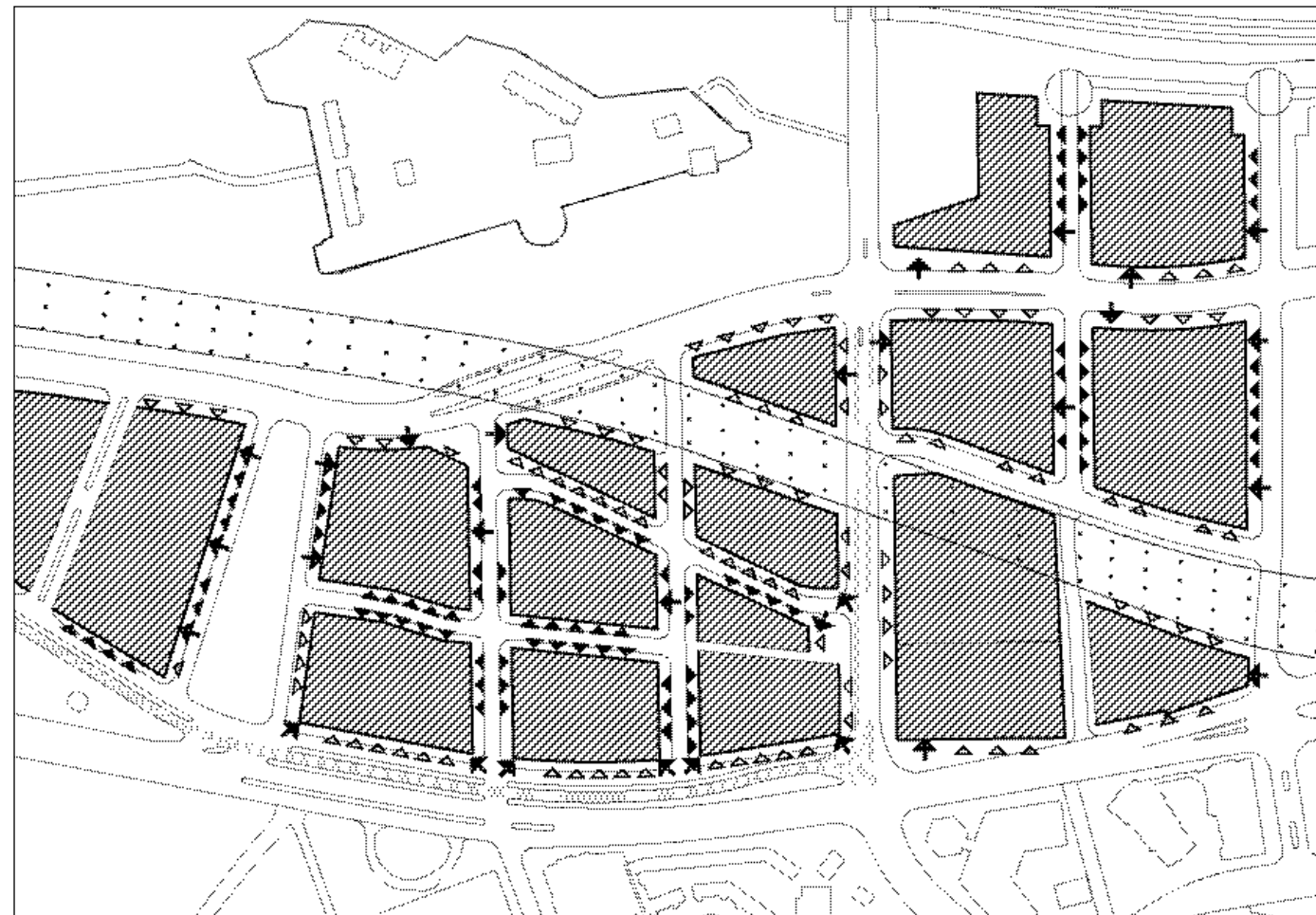
Entrances

Grade-related street entrances to individual residential, live/work or commercial/retail units should be provided on street frontages throughout the neighbourhood.

All buildings should be designed to have multiple entrances, accessed directly from the street.

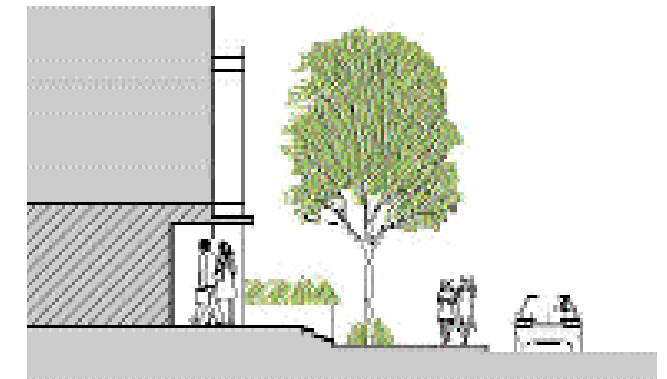
Three types of building entrances have been established:

- Residential entrances - associated with access to townhouses, either freestanding or at the base of buildings. It is important that the ground floors be raised above the sidewalk (4 or 5 steps) in order to create a separation between the passer-by and the resident and enhance privacy of the lower units. These entrances should be spaced frequently and combined with steps, terraces or stoops.
- Residential Lobby entrances - should take up a limited part of the street frontage. Ground floors to be level with sidewalk grade, or accessed by a ramp in order to meet accessibility requirements. Entrances to lobbies will be reviewed as part of Site Plan approval with respect to the safety and operation of roads and intersections nearby.
- Live/Work and Retail entrances - should be level with sidewalk grade in anticipation of retail uses, and subsequent need for full accessibility.

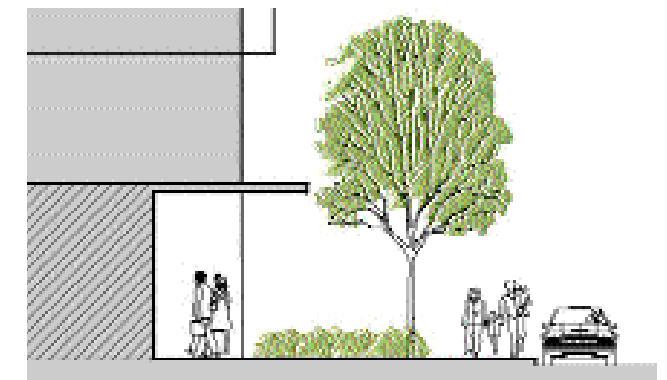


Entrances

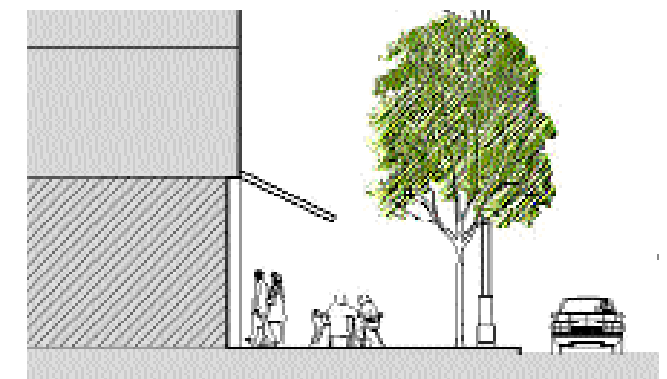
- ▶ Residential
- ▶ Residential Lobby
- ▶ Live-work / Retail



Individual residential entrances



Residential lobby entrances



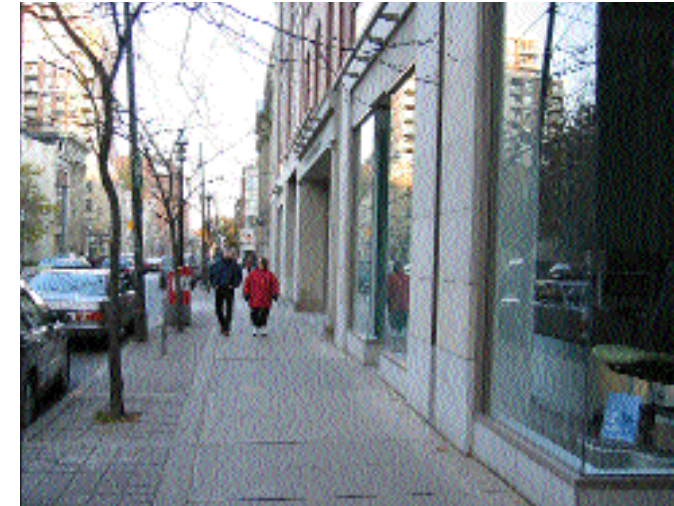
Retail (or Live-work) entrances



Townhouse entrances - St. Nicholas Street, Toronto



Lobby entrance - King Street East, Toronto

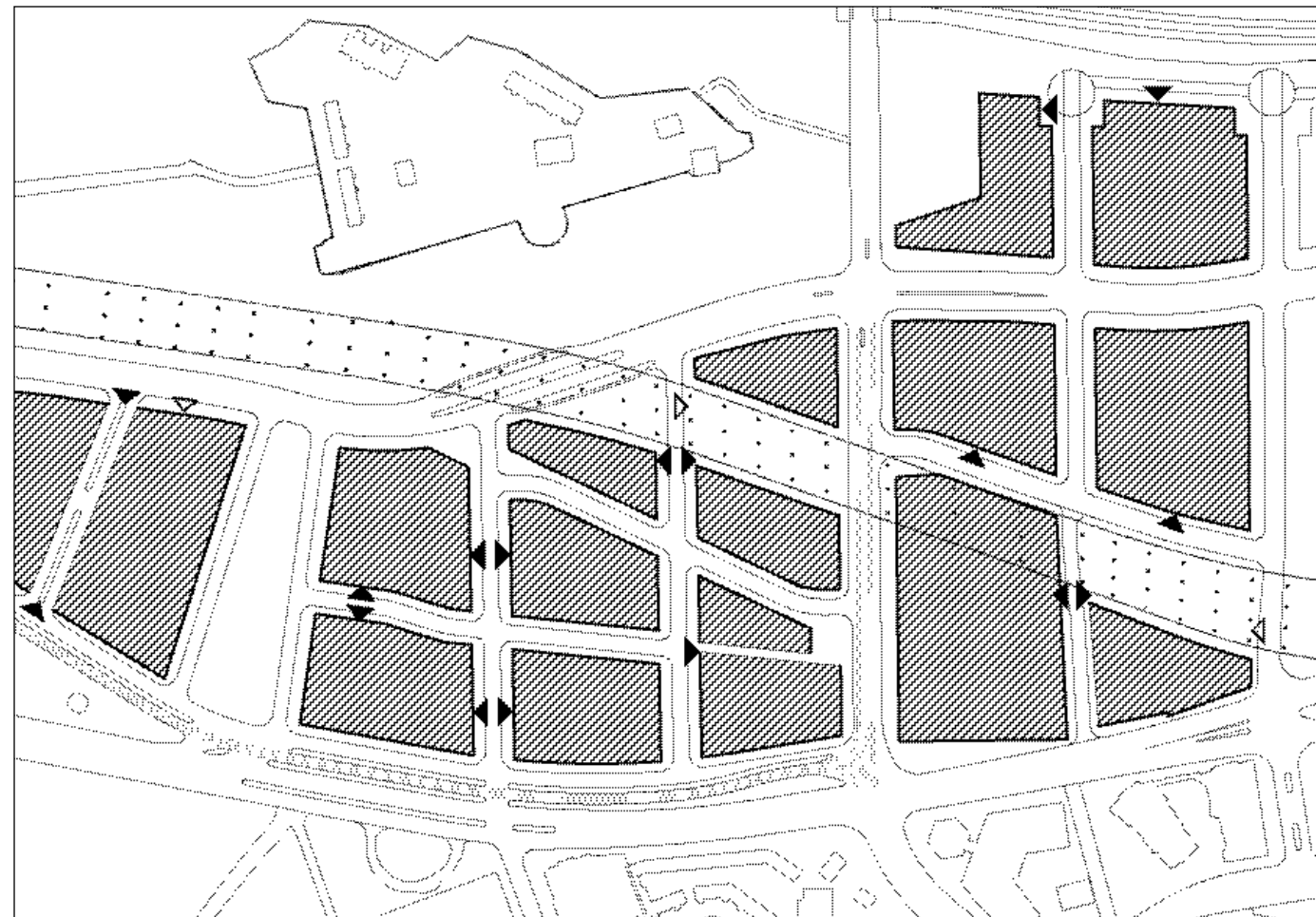


Retail entrance - King Street East, Toronto

Parking and Service Entrances

Parking and service areas should be in the interior of the blocks and accessed from local streets. The vehicular entrances should be integrated with the design of the buildings' street walls.

- Vehicular entrances should be consolidated to serve multiple buildings within each block in order to minimize the number of interruptions in the street wall and to reduce the number of potential conflicts with pedestrians and cyclists.
- Vehicular entrances designed as portals or archways which do not unduly break-up the continuity of the street wall, are encouraged.
- Where parking access and service areas are located in courtyards, the buildings and landscapes should be designed to minimize the visual and noise impacts on the quality of the outdoor space.
- Service access should not front onto Fleet Street, Bathurst Street, Bremner Boulevard or the Link Park.
- Service access across the lands under the Gardiner is under review with respect to sightlines and other safety issues.
- It is the City's preference that access to Block 2B be via easement from the adjoining landowner's property, rather than from Fort York Boulevard, if possible.



Parking and Service Entrances

- ▶ Parking and service entrances
- ▷ Parking and service entrances subject to further review



Service access integrated with retail frontage – King Street East, Toronto



Parking and service entrance – Jarvis Street, Toronto



Service lane entrance integrated with residential day-care frontage – Market St, Toronto.

Street Designs

All streets in the neighbourhood should be designed as public spaces which have a strong sense of spatial enclosure, meet the appropriate engineering standards, and support a wide range of social/ recreational activities.

It is often assumed that the main purpose of streets is to accommodate the movement of vehicles, and to provide for the routing of public utility lines. Most current standards and criteria for the design of streets reflect those priorities.

Beyond their utilitarian purposes, streets have many other equally important dimensions. Streets are highly valued civic spaces as settings for public social life and activity.

Streets as Public Spaces

Streets should be seen as 'urban rooms' with floors, walls, ceilings or canopies, and furnishings. The quality of this space relies heavily on the attention given to the design, materials and finishes applied to the area that is closest to the pedestrian.

- Provide coherent street walls, street trees, and other elements which give enclosure to the street spaces;
- Provide clear (and possibly subtle) indications of what is public and what is private, in the choice of paving, walls, steps, materials, planting, etc.

Streets as Engineering

Engineering standards should be appropriate to the type and use of the particular streets.

- Dimension traffic lanes, intersection geometries, and other vehicular traffic design standards to be consistent with the type and multi-purpose use of each street;
- Coordinate and consolidate underground utilities to ensure operational and maintenance efficiency and the protection of undisturbed areas for tree planting;
- Provide for the extension of private underground structures where appropriate.

Streets as Settings

The best streets are supportive settings for a wide range of social and recreational activities - places for sidewalk games, cycling, strolling, walking the dog, porch sitting, people watching, window shopping and unplanned social encounters that make for good gossip, news gathering and conversation. Residents will often use their place on the street as a means of personal expression and a display of their horticultural prowess. Merchants use displays to inform and entice potential customers restaurateurs expand their seating capacity in the summer months with outdoor café seating.

The necessary support for these kinds of activities requires careful design coordination for example:

- Allow for on-street parking;
- provide minimum necessary pavement dimensions on local residential streets to encourage low traffic speeds;
- Provide uninterrupted sidewalk dimensions that allow two pedestrians to pass or to walk side by side;
- Provide paving surfaces, catch basins, grates, etc. that are not hazardous to pedestrians or cyclists;
- Provide tree canopies over sidewalks for summer shade;
- Provide stoops, canopies, porches, terraces etc. to encourage residents to linger outside the entrance to the homes.

The First Five Feet

The area between the sidewalk and the building is where, in established Toronto residential neighbourhoods, one usually finds gardens and other elements that are, cumulatively, a source of richness and liveliness in the landscape of the street.

The design of this area should reflect the type of uses at the ground level, provide the opportunity for personal presentation, and perform the transition between the public and private realms.



The 'First Five Feet' on Collier Street, Toronto

The First Couple of Floors

The lower storeys are in the central cone of vision of a person on the street, and are the most critical in defining the quality and purpose of the buildings. The lower levels of the buildings should be well designed and executed with high quality materials and finishes. There should be many windows at the observable level of the street to provide 'eyes on the street', and there should be frequent private entrances to ensure the comings and goings of many 'feet on the street'.



The 'First Couple of Floors' at Battery Park City, New York

The following pages present the concept designs that have been developed for the various streets in the Fort York Neighbourhood. The layout and combination of elements of each street is presented in cross-section and part-plan together with precedents, drawn from Toronto and other cities, which illustrate the character and qualities provided for the Public Realm Plan.

The street cross-sections shown in this Plan are conceptual only and will be finalized at the detailed design stage.

Fort York Boulevard

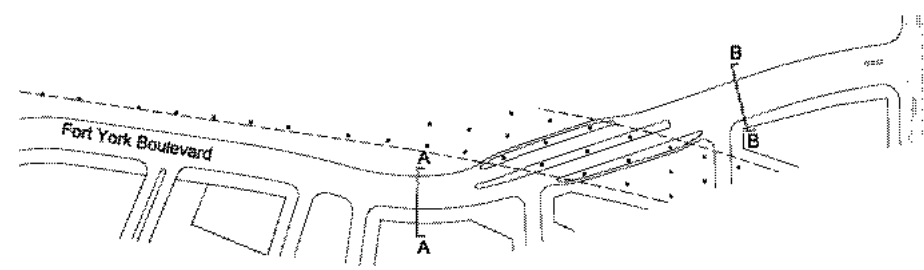


Fort York Boulevard is the main "spine" and identifying street of the Fort York Neighbourhood, and the address of Fort York. It is a major city boulevard, lined with wide sidewalks, multiple rows of trees and entrances from adjacent buildings.

Fort York Boulevard currently goes from Lake Shore Boulevard to Bathurst Street. With the construction of Bremner Boulevard, it will extend through the Railway Lands West Neighbourhood to the Air Canada Centre on the east.

The Public Realm Plan proposes a strong building and planted frontage towards Fort York, through the implementation of a generally continuous 7-storey street wall along the south side and dense planting within the setback areas. The ground floors of the buildings should be level with the sidewalk grades.

The space under the Gardiner Expressway at Block 4 has the potential to become a plaza-like area, relating to the street and fronted by the adjoining building.



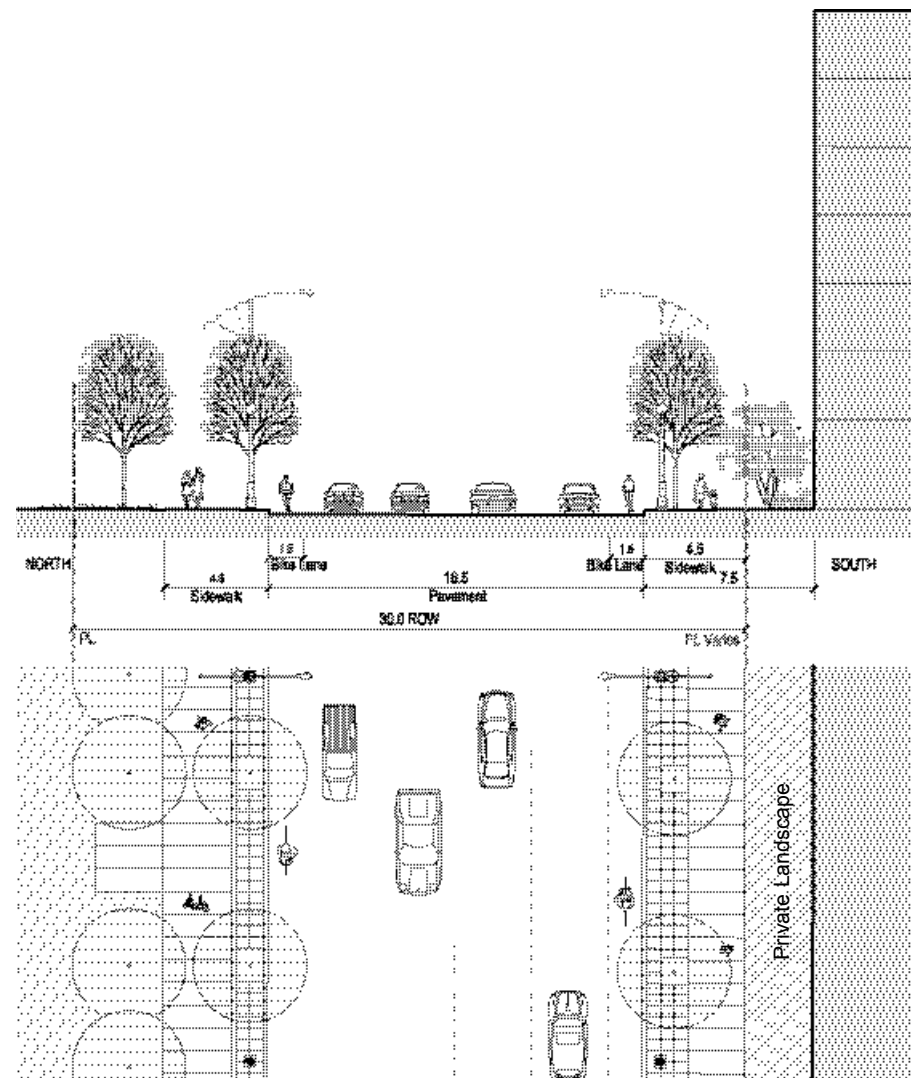
Fort York Boulevard, close to Bathurst Street, looking west



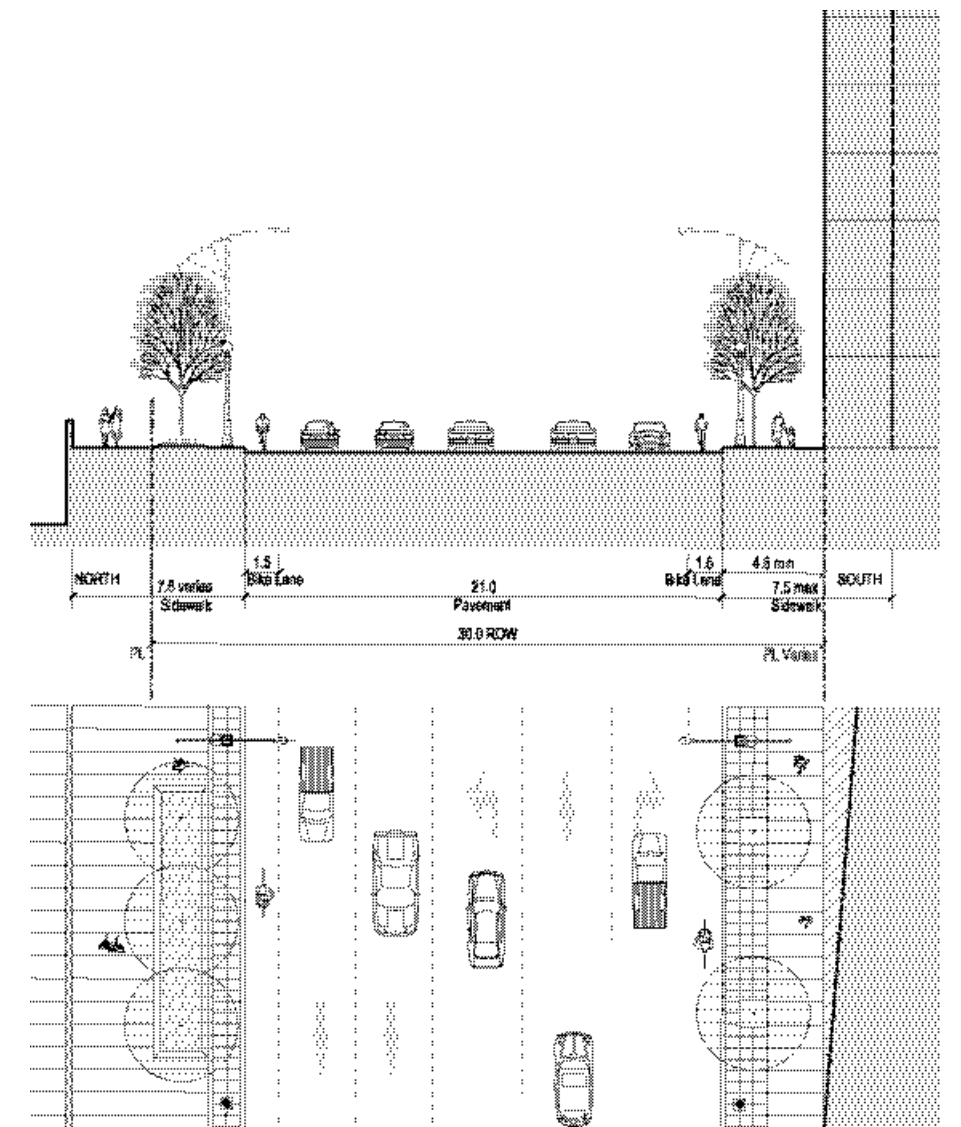
Fort York Boulevard, looking west



Market Square, on Front Street, exemplifies the expected 7-storey street wall for Fort York Boulevard



Section-Plan A-A, west of Street D



Section-Plan B-B, between Street E and Bathurst Street