
PARK LAWN-LAKESHORE

Development in the Park Lawn Road-Lake Shore Boulevard area will be consistent with the following urban design guidelines. The guidelines correspond to Site Specific Policies #14, 15, 16, 17 and 18 found in Chapter 7 of the Official Plan. The guidelines are to be read in conjunction with the urban design policies in the Official Plan.

LOCATION

The area bounded by the Gardiner Expressway, Grand Avenue (and its extension), Park Lawn Avenue and Lake Shore Boulevard West

GUIDELINES

SITE DESIGN

Buildings located at the easterly end of Manitoba and Algoma Streets will be sited and designed to enhance existing view corridors of downtown Toronto and vistas of the valleylands and beyond.

New developments will be located and designed to enhance the views of the valleylands, waterfront landmarks and the north/south corridors along Fleeceline and Legion Roads.

Buildings will be sited at the edge of the road allowance along Lake Shore Boulevard, Park Lawn Road and Legion Road to reinforce the street edge.

Development at the Lake Shore Boulevard-Park Lawn Road intersection will be designed to establish an urban character.

Buildings at the Legion Road-Lake Shore Boulevard and Park Lawn Road-Lake Shore Boulevard intersections will be designed to provide exterior space for pedestrians at grade and be suitably integrated as attractive places for people to gather.

NATURAL FEATURES

A continuous public open space trail along the Mimico Creek Valley, with linkages to the existing neighbourhood will be developed in accordance with the criteria and regulations of the Toronto Regional Conservation Authority.

The natural features in the vicinity of the top-of-bank of the valleylands will be enhanced with landscaping and integrated with proposed development.

A valley nature trail for year round use will be provided in the development of the valleylands.

BUILT FORM

New development along Grand Avenue will maintain a build-to-line 3m from the edge of the road allowance.

New developments will respect existing low density residential by adhering to a 45 degree angular plane originating at the lot line of the nearest existing neighbourhood property line.

Buildings will adhere to a 45 degree angular plane from the top-of-bank.

New development along Grand Avenue will have a maximum height of four storeys and will emulate the traditional housing form along Grand Avenue.

Buildings which have a height of 12m (4 storeys) or greater will be defined by a base, shaft and cap.

Building heights easterly from Grand Avenue will range from 24m to 30m adjacent to The Gardiner Expressway.

A “landmark” development will be permitted to a maximum height of 54m at the east end of Manitoba Street provided that the existing view corridors and vistas are preserved.

Massing of buildings will be articulated to provide visual interest to the tops of buildings along the expressway., the valleyland and the park.

Developments will incorporate architectural diversity through the use of materials, façade treatments and detailing.

Buildings along Lake Shore Boulevard, Legion Road and Park Lawn Road will maintain a maximum street wall height of 20m (6 storeys) to the edge of the road allowance. Above 6 storeys, buildings will be set back from the edge of the road allowance a minimum of 3m.

STREETSCAPE

Special sidewalk treatment will be required in areas of high pedestrian activity and/or in areas of civic importance such as the Park Lawn Road–Lake Shore Boulevard and Legion Road–Lake Shore Boulevard intersections.

All boulevard areas will be sodded, or hard surfaced with a material other than asphalt, or planted with a low maintenance plant material to complement adjoining features.

Street parking will be encouraged where possible to separate pedestrians from vehicular traffic.

The Grand Avenue boulevard will be improved on both sides of the street. The south end of Grand Avenue will be developed to create a defined corner.

A bicycle route will be incorporated into the boulevard treatment where appropriate to help link areas north of the expressway to the Waterfront Trail.

The Mimico Creek Trail will be connected on the north side of Lake Shore Boulevard West to the intersection of Park Lawn Road and Lake Shore Boulevard West with additional boulevard treatment.

PEDESTRIAN MOVEMENT

Proposed developments will incorporate mid-block pedestrian connections to enhance the Public Open Space system.

Pedestrian walkways in the vicinity of the railway will incorporate noise attenuation features.

MICRO-CLIMATE

Buildings which have a height in excess of 12m (4 storeys) will provide a study of shadow cast on publicly accessible areas and on surrounding buildings. Shadows will be shown on December 21, June 21 and September & March 21.

The shadows cast by proposed buildings will not overshadow neighbouring areas, internal courtyards and publicly accessible areas for a period of at least 2 hours between 8:00 a.m. and 4:00 p.m. on December 21st.

New buildings will be designed and located to ensure wind speed does not generally exceed 12 kilometres per hour in seating areas within private and publicly accessible areas.

New buildings will be designed and located to ensure wind speed does not generally exceed 18 kilometres per hour in private and public pedestrian routes.