

# 04 Shaping Future Development

## 4.6.1. Block Specific Guidelines

### 4.6.1.1. The Lake Shore Blvd. Block

- The blocks fronting onto Lake Shore Boulevard West are the commercially-zoned areas which average 38 metres in depth.
- The depth of buildings should generally allow for the provision of a 7 metre curb-to-curb laneway flanking the south side of the buildings within the boundary of the commercially zoned property.
- The laneway should be a publicly accessible but privately owned, continuous and dedicated laneway providing unobstructed public access to public streets at the east and west ends of the lane.
- The laneway should provide service and parking access for both commercial uses to the north and residential/mixed-uses to the south.
- No vehicular access to building services or parking shall be provided from Lake Shore Boulevard West
- As residential uses will overlook the laneway its design should be of a high quality incorporating attractive paving, lighting and street trees where possible.
- Buildings abutting an adjoining development property within the Lake Shore Blvd. Block should be designed as party wall buildings and the general floor heights, massing, and rhythm of façade articulation should be consistent between adjacent developments.
- Building heights are recommended to be a minimum of 2 floors and a maximum of 7 floors or 27.0 metres
- All ground floors should be a minimum of 4.25 metres in height.



The study area was further divided into 4 district blocks, design guidelines for each block is identified in this Section and should be considered in addition to the previous general guidelines.

- Floor-to-floor heights for commercial uses above the ground floor should generally be a minimum of 3.65 metres with the exception of hotel uses which may be a minimum of 3.0 metres floor-to-floor.
- A setback above the 5th floor should occur for buildings 6 and 7 floors in height. Exceptions to this setback guideline should be considered where variety in façade massing is appropriate for a minor portion of the façade width.
- Structured parking is generally encouraged below-grade.
- The design of the streetscape on the south side of Lake Shore Boulevard West should accommodate a minimum of 4.0 metres from the building wall to the curb.
- Street trees planted a minimum of every 5-7 metres should be provided and supported by a below-grade, connected, linear trench.
- Pedestrian-scaled downcast street lights should be provided in addition to downcast street lighting.
- Shared-use poles combining street lights and signals should be used where possible.
- Banner attachments should be provided onstreet light poles.
- To support the existing and remaining commercial uses along Lake Shore Boulevard West an on-street parking lane with a width of 2.5 metres should be provided on the south side. The parking areas should be designated by the use of unit pavers. Bump-outs should be provided at all intersections and places of pedestrian crossings.
- Street benches, decorative planters and high quality paving should be provided as part of the streetscape treatment of Lake Shore Boulevard West.
- Some appropriate streetfront commercial uses for the Lake Shore Boulevard West Block include hotels, outdoor cafés, restaurants, art galleries, service retail and destination retail.



*Lake Shore Blvd. W. has the potential to become a street front commercial area that services the entire area.*



*New and innovative building designs and façades will provide visual interest along the streetscape, side street patios should be created where possible.*

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## 4.6.1.2 The Mid-Block

- The Mid-Block area is located between the proposed east-west laneway (described in section 4.3) and Street 'C'.
- It is recommended that Street 'C' have a right-of-way dimension of 18.5 metres.
- As illustrated in the Preferred Master Plan, Street 'C' should be located further south relative to the location of Right-of-Way 'C' as configured in the existing developed portion of the Humber Bay Shores area.
- This provides for a deeper block depth which can accommodate the tallest buildings in the area.
- Street 'C' has a curved road configuration which adds complexity and interest to building form and streetscape.
- Tall Point Tower buildings with a maximum floor plate of 743 sq. m. are proposed to be located in the Mid-Block area.
- Building heights shall be based on allocated densities, with a portion of density utilized to create street-related base buildings that consistently form an active street wall along Street 'C' as illustrated in the draft Precinct Master Plan. The building bases should be a maximum of 5 storeys.
- The minimum separating distance between buildings over 24 floors in height should be 35 metres.
- The minimum separating distance between buildings between 14-24 floors in height should be 30 metres.
- The minimum separating distance between buildings 8-14 floors in height should be 25 metres.
- Lower buildings should be separated by a minimum of 15 metres.
- All ground floor lobby or commercial uses should be a minimum of 4.25 metres in floor-to-floor height.
- Floor-to-floor heights for commercial uses above the ground floor should generally be a minimum of 3.65 metres with the exception of hotel uses which may be a minimum of 3.0 metres floor-to-floor.
- Residential floor-to-floor heights should be a minimum of 3.0 metres
- Entrances to tall buildings should be expressed through a variety of possible treatments as illustrated in Section 4.4 Building Massing and Siting .
- Street-related buildings fronting onto the north side of Street 'C' should be a minimum of 3 floors and maximum of 8 floors.
- Generally a minimum setback of 1.5 metres should occur above the 2nd or 3rd floor of street-related buildings. Exceptions to the setback guideline should be considered where variety in façade massing is appropriate for a minor portion of the façade width.
- A transition zone of 4 to 6 metres from the street right-of-way is required for all portions of buildings containing residential units at-grade.



*A diversity of building designs and shared courtyard spaces will contribute to a high quality public realm.*



- Residential units at-grade shall incorporate street facing entrances and a ground floor elevation that is a minimum of between 0.6 and 1.1 metres above sidewalk level.
- Individual expression of at-grade residential units should be designed through a variety of treatments including a rhythm of individual unit entrances, bay windows, overhangs, front terraces, setbacks and material change.
- Transition treatments including landscape screening for residential buildings should be designed in accordance with the Section 4.3.1 Streets and Street Hierarchy.
- Access to servicing, loading, garbage rooms and parking garages for development on the north side of Street 'C' shall, to the greatest extent possible, be located in the laneway on the north boundary of the Mid-Block.
- Access to servicing, loading, garbage rooms and parking garages for development on the south side of Street 'C' shall be from the Street 'C', however, the width and visibility of entrances should be minimized as much as possible.
- The design of the streetscape on the north side of Street 'C' and on the north-south streets should accommodate a minimum of 4.0 metres from the building wall to the curb at its tightest condition.
- Street trees planted a minimum of every 5-7 metres should be provided and supported by a below-grade, connected, linear trench.
- Pedestrian-scaled downcast street lights should be provided in addition to downcast street lighting.
- An on-street parking lane with a width of 2.5 metres should be provided on the north side of Street 'C' and where possible on north-south streets.
- On-Street parking lanes should be designated by the use of permeable unit pavers. Bump-outs should be provided at all intersections and places of pedestrian crossings.
- Street benches and decorative planters should be provided as part of the streetscape treatment of Street 'C'.



*Mid-block connections provide hardscaped connections within new development.*



*Innovative landscaping and storm water management techniques should be used to minimize new infrastructure.*

# 04 Shaping Future Development

## 4.6.1.3. The Marine Parade Block

- Mid-Tall Point Tower buildings with a maximum floor plate of 743 sq. m. are proposed to be located in the Marine Parade Block area in three locations as illustrated in the Preferred Master Plan.
- The maximum height for Mid-Tall buildings within the Marine Parade Block is 24 floors to a maximum of 75 metres not including mechanical penthouse.
- Mid-Rise Terrace buildings with a maximum north-south floor plate width of 20 metres are proposed to be located in 4 locations in the Marine Parade Block area.
- Tall Terrace buildings (defined as slab buildings in the Tall Building Guidelines) range in height from 7 to 14 floors to a maximum of 45 metres and have a maximum floor plate of 1000 sq.m.
- Building heights shall be based on allocated densities, with a portion of density utilized to create street-related base buildings that consistently form an active street wall along Marine Parade Drive as illustrated in the preferred Master Plan.
- Street related base buildings facing Marine Parade Drive shall generally be a maximum of 4 floors.
- Generally a minimum setback of 1.5 metres should occur at the 4th floor of these street-related buildings. Exceptions to the setback guideline should be considered where variety in façade massing is appropriate for a minor portion of the façade width.
- All ground floor lobbies or commercial areas should be a minimum of 4.25 metres floor-to-floor height.
- Floor-to-floor heights for commercial uses above the ground floor should generally be a minimum of 3.65 metres with the exception of hotel uses which may be a minimum of 3.0 metres floor-to-floor.
- Residential floor-to-floor heights should be a minimum of 3.0 metres
- Entrances to Mid-Tall and Mid-Rise Terrace buildings should be expressed through a variety of possible treatments as illustrated in Section 4.4.
- A transition zone of 4 to 6 metres from the street right-of way



*Spill out space for retail and restaurants should be provided along Marine Parade Drive.*



*Building bases along Marine Parade should be 2-3 storeys with a 1.5 metre setback above the 3rd storey to a maximum of 4.*



is required for all portions of buildings containing residential units at-grade.

- Residential units at-grade shall incorporate street facing entrances and a ground floor elevation that is a minimum of between 0.6 and 1.1 metres above sidewalk level.
- Individual expression of at-grade residential units should be designed through a variety of treatments including a rhythm of individual unit entrances, bay windows, overhangs, front terraces, setbacks and material changes.
- Transition treatments including landscape screening for residential buildings should be designed in accordance with Section 4.3.
- Access to servicing, loading, garbage rooms and parking garages shall be from Street 'C' located on the north boundary of the Marine Parade Block.
- No vehicular access to building services or parking shall be provided from Marine Parade Drive.
- The design of the streetscape on the north side of Marine Parade Drive should accommodate a minimum of 6.0 metres from the building wall to the curb at its tightest condition.
- The design of the streetscape on the north-south streets in the Marine Parade Block should accommodate a minimum of 4.0 metres from the building wall to the curb at its tightest condition.
- Street trees planted a minimum of every 5-7 metres should be provided and supported by a below-grade, connected, linear trench.
- Pedestrian-scaled downcast street lights should be provided in addition to downcast street lighting.
- An on-street parking lane with a width of 2.5 metres should be provided on the north side of Marine Parade Drive and where possible on north-south streets.
- On-Street parking lanes should be designated by the use of permeable unit pavers. Bump-outs should be provided at all intersections and places of pedestrian crossings.
- Street benches and decorative planters should be provided as part of the streetscape treatment of Marine Parade Drive.



*Residential uses should be located above an active ground floor.*

# 04 Shaping Future Development

## 4.6.1.4. Private Open Space Block

The Private Open Space Block is identified as parkland in the Official Plan. The requirements for parkland in this specific area should be reviewed as part of a development application for the site and would need to conform to parkland dedication requirements. Outlined below are the guidelines specific to the design buildings and open spaces within this area.

- All applicable guidelines for public realm, streets and street hierarchy that are outlined in this document should also apply to any development that is to occur within this area.
- Taller buildings, if allowed, are to have a maximum floor plate of 743 sq. m. (8000 sq.ft)
- Parkland dedication in the area should be amalgamated into a single open space.
- Key views through the site towards the Lake and the Humber Bay Parks should be maintained and observed. Any new development proposed for the area would have to clearly demonstrate the key view corridors.
- Street related base buildings facing Marine Parade Drive shall generally be a maximum of 4 floors.
- Generally a minimum setback of 1.5 metres should occur at the 4th floor of these street-related buildings. Exceptions to the setback guideline should be considered where variety in façade massing is appropriate for a minor portion of the façade width.
- All ground floor lobby or commercial area should be a minimum of 4.25 metres floor-to-floor height.
- Floor-to-floor heights for commercial uses above the ground floor should generally be a minimum of 3.65 metres with the exception of hotel uses which may be a minimum of 3.0 metres floor-to-floor.
- Residential floor-to-floor heights should be a minimum of 3.0 metres
- Entrances to taller buildings should be expressed through a variety of possible treatments as illustrated in Section 4.4.
- A transition zone of 4 to 6 metres from the street right-of-way is required for all portions of buildings containing residential units at-grade.
- Residential units at-grade shall incorporate street facing entrances and a ground floor elevation that is a minimum of between 0.6 and 1.1 metres above sidewalk level.
- Individual expression of at-grade residential units should be designed through a variety of treatments including a rhythm of individual unit entrances, bay windows, overhangs, front terraces, setbacks and material change.
- Transition treatments including landscape screening for residential buildings should be designed in accordance with Section 4.3.
- Access to servicing, loading, garbage rooms and parking garages shall be from a continued Street 'C'.
- No vehicular access to building services or parking shall be provided from Marine Parade Drive.



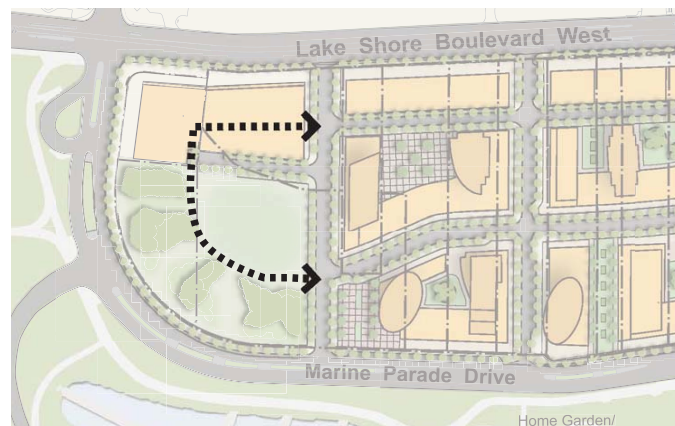
The Private Open Space Block is located along the western curve of Marine Parade Drive. The study area is heavily vegetated, existing trees should be retained where possible.



- The design of the streetscape on the north side of Marine Parade Drive should accommodate a minimum of 6.0 metres from the building wall to the curb at its tightest condition.
- A combination of public and private pedestrian connections should be established through the entire site.
- The design of the streetscape on the north-south streets should accommodate a minimum of 4.0 metres from the building wall to the curb at its tightest condition.
- Street trees planted a minimum of every 5-7 metres should be provided and supported by a below-grade, connected, linear trench.
- Pedestrian-scaled downcast street lights should be provided in addition to downcast street lighting.
- An on-street parking lane with a width of 2.5 metres should be provided on where possible.
- On-street parking lanes should be designated by the use of permeable unit pavers. Bump-outs should be provided at all intersections and places of pedestrian crossings.
- Street benches and decorative planters should be provided as part of the streetscape treatment of any new streets.
- Built form should transition changes in height and where possible should be articulated with exterior staircases and ramps.



*There is a large transition in height that is currently bermed or contained with retaining walls.*



*Completing the road network would create an interconnected community structure.*



*A cul-de-sac design would minimize roads and would increase availability of land for a large public open space but would also limit accessibility through the site.*



*This option would create another connection to Marine Parade Drive but has to be further investigated as the changes in elevation might not make it feasible.*



# 05 Implementation

## 5.1. Next Steps

### 5.1.1. Policy Updates and Amendments

The City By-laws, the Toronto Official Plan, and the Secondary Plan do not reflect the recommendations of these Urban Design Guidelines. It is recommended that the policy framework be updated to reflect the recommendations of this document, as to present a consistent vision for the Humber Bay Shores Area

### 5.1.2. Development of Land Owners Precinct Plan

A Land Owners Precinct Plan should be developed by the study area land owner and their representatives, in consultation with the City. This precinct plan is intended to guide future development and development applications. The Precinct Plan must reflect the recommendations of this document and should refer to the Preferred Master Plan as a guide. The Preferred Master Plan demonstrates how the area can be developed through cooperation and coordination between land owners. Consolidation is not precluded within the Preferred Master Plan but the existing land ownership configurations were observed. A demonstration of on-going coordination between study area land owners should be required for future development approvals.

### 5.1.3. City of Toronto Design Review Panel Review

The final Urban Design Guidelines for Humber Bay Shore should be presented to the Design Review Panel for their comment and consideration. The Land Owners Precinct Plan should also be presented to the committee as the tool to that will guide coordination between properties as future development applications come forward.

### 5.1.4. Existing Motel Strip Urban Design Guidelines

The Motel Strip Urban Design Guidelines that are superseded by this document should be reviewed, evaluated and if applicable rescinded.

## 5.2. Recommended Official Plan, Secondary and Zoning Amendments

In order to coordinate the existing policy framework with the Updated Humber Bay Shores Urban Design Guidelines the following policy and implementation issues should be addressed:

- Coordination of Land Use Designations;
- Existing land uses including properties with a “hold” designation should be evaluated and updated;
- Maintaining existing density allocations;
- Determination of Public Open Space Requirements;
- Assessment of On-Street Parking Locations;
- Height Amendments;
- Introduction of a Continuous Rear Lane System along Lake Shore Boulevard West; and,
- Introduction of Public Parking Spaces in New Development.

## 5.3. Updates and Reviews

A periodic review of these urban design guidelines, the Preferred Master Plan and the Land Owners Precinct Plan should be undertaken at the completion of each substantial portion of development.

## 5.4. Glossary of Key Terms

*Preferred Master Plan* - The concept plan developed to reflect these Humber Bay Shore Urban Design Guidelines

*Land Owners Precinct Plan* - A precinct plan for the study area that is developed through a coordinated and collaborative process between land owner, based on these guidelines, . The precinct plan is to be accepted by the City and reviewed by the City of Toronto Design Review Plan. The Preferred Master Plan can be the basis for the Land Owners Precinct Plan.

## 5.4. Document References

City of Toronto Green Development Standard  
[www.toronto.ca/environment/greendevlopment.htm](http://www.toronto.ca/environment/greendevlopment.htm)

City of Toronto Tall Building Guidelines  
[www.toronto.ca/planning/pdf/tallbuildings\\_udg\\_aug17\\_final.pdf](http://www.toronto.ca/planning/pdf/tallbuildings_udg_aug17_final.pdf)

City of Toronto Standards for Local Roads  
[www.toronto.ca/wes/techservices/involved/transportation/future\\_streets/index.htm](http://www.toronto.ca/wes/techservices/involved/transportation/future_streets/index.htm)

# Appendices



**a. Charrette Summary - Nov 8, 2007**

**b. Design Review Panel Minutes - Nov 22, 2007**

[www.toronto.ca/planning/designreviewpanel.htm](http://www.toronto.ca/planning/designreviewpanel.htm)





Prepared by BMI/Pace

# Working Together ...



Humber Bay Shore Urban Design Guideline Update & Public Realm Plan

## CHARRETTE SUMMARY REPORT

November 8, 2007



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# 1.0 Introduction

This document is a summary of the Humber Bay Shores Design Charrette held on November 8, 2007. The charrette provided an important opportunity for the City and consultant team to consult with key stakeholder about their vision for the Humber Bay Shores area and the remaining lands to be developed. The objective of the charrette was to gather feedback and ideas on the development that has happened to date and the successes of existing policy framework as well as to determine guiding principles for the remaining developable land. The charrette scope was designed to assist in the review and update of the existing Urban Design Guidelines and the Public Realm Plan.

The charrette was attended by area residents, land owners, land owner representatives, city staff and the consulting team lead by BMI/Pace. Approximately fifty participants attended and participated in the days events.

The day's events followed the schedule outlined below (a detailed charrette schedule is located in appendix A):

- Introductions
- Context and Background Presentations
- Post-It note Visioning Exercise
- Site Tour
- Lunch (provided)
- First Exercise: A Framework for the Future
- Second Exercise: Area Visioning and Development Concepts Group Presentations

A "Visioning Post-It" notes exercise was conducted by BMI/Pace after Context Presentations. Each participant was asked to write their top three issues or ideas for the area. The participant's top priorities are as follows:

## # 1 - Building Design

Allow for taller, slender, well-designed buildings to achieve a high quality public realm, new public open spaces and to facilitate views to the lake

## # 2 - Public Open Spaces

Build on the strength of the existing open spaces with new connections including new public spaces within new developments

## # 3 - Pedestrian Realm

Increase overall pedestrian connections throughout the area especially between Lake Shore Boulevard West and Marine Parade Drive



Image of Study Area looking North



Image of Secondary Plan area looking east

#### # 4- Street Design

Create high quality streetscapes with well designed ground floors and retail at grade where appropriate, with increased activity along Marine Parade Drive

#### #5- Traffic and Transportation

Minimize curb cuts and private access along Lake Shore Boulevard West to minimize traffic impacts

#### Other Key Comments

- Maximize views
- Consolidate properties
- Accommodate existing land uses

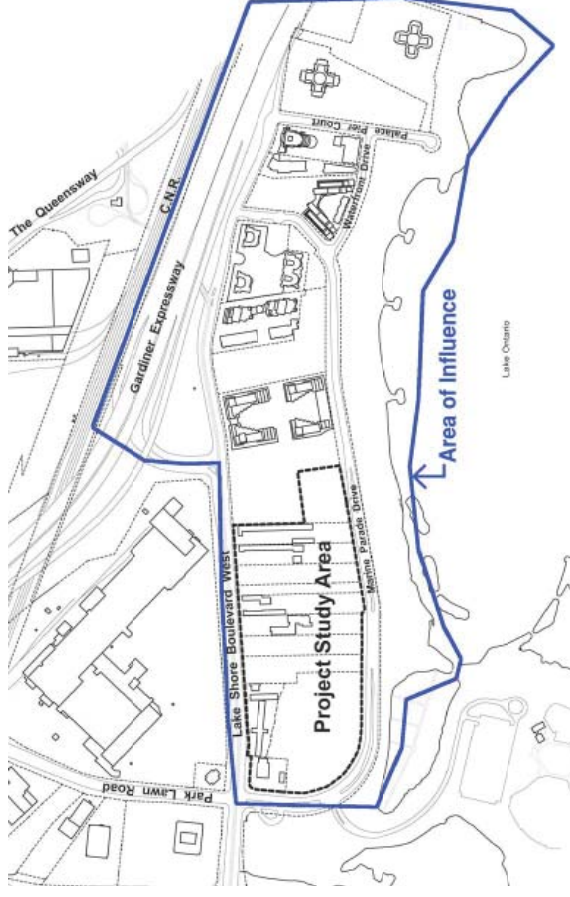
In the afternoon, the participants were divided in to six groups to undertake a visioning exercise. Each of groups was provided with aerial photographs, key maps and other materials to be used for the duration of the charrette.

In the first exercise "A Framework for the Future" groups discussed and developed their recommendations for key guiding principles, key opportunities, transportation framework, access and egress, key views and green spaces.

In the second exercise "Area Visioning and Development Concepts" groups focused on developing site plan designs and typical block layouts, street design and hierarchy, public open space design, building design: height, massing, architectural characters, etc.

At the end of the day, each group presented their sketches, plans and sections and summarized their common overviews. BMI/Pace conclude the charrette by presenting the summary of "Post-It" notes, concluding remarks and next step schedules

The Urban Design Guidelines Update and Public Realm Plan is anticipate for completion early 2008 , the study's recommendations are intended to shape future growth/redevelopment and potential civic improvements and will identify an implementation strategy for achieving a high quality public and private realm for the remaining Humber Bay Shores Lands.



Charrette Study Area



Working Group Image



## 2.0 Visioning Exercises

The following section provides a summary of the recommendations made by each of the charrette groups

# Group 1

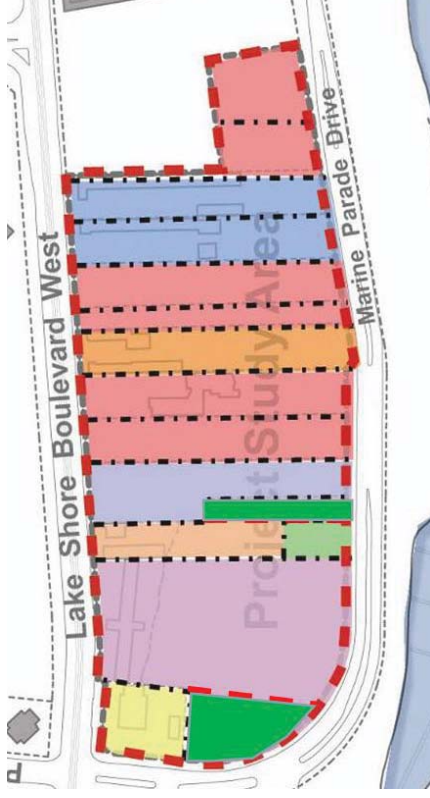
### Summary

Group 1 focused on the west end of the site suggesting a new configuration of open space. The group proposed a north-south open space corridor. The new configuration of this open space would allow for better integrated development at the surrounding sites. This group also identified the on-street parking as a key issue for successful commercial uses along Lake Shore Blvd. West.

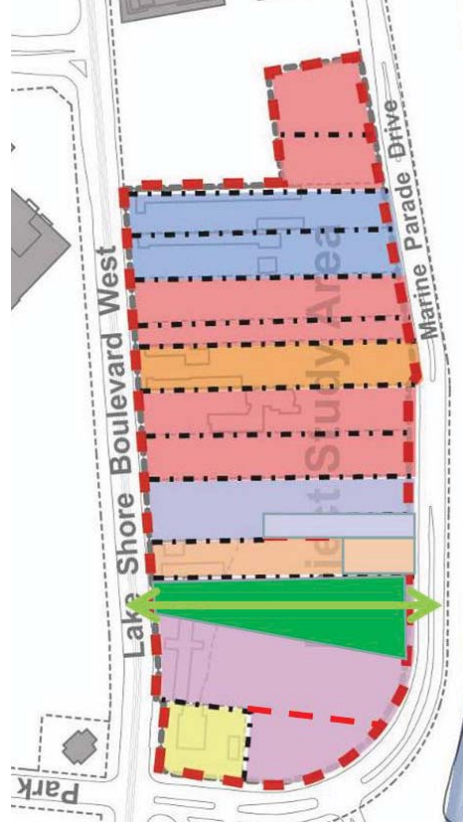
### EXERCISE 1: A FRAME WORK FOR THE FUTURE

#### Key Direction

- Strategic configuration of open space at the west end
- North-south open space corridor as opposed to flanking Marine Parade
- Is Marine Parade angular plane setback necessary?
- Commercial at 38 metre depth is not a problem ... BUT could be considered differently
- Commercial allocation 500,000 sq. ft. need on-street parking ... could be off-peak if commuter traffic is an issue
- Examine the cross section of Lake Shore
- Where can we get 2.8 metres for on-street parking – from streetcar row or setback of properties?



Current land ownership



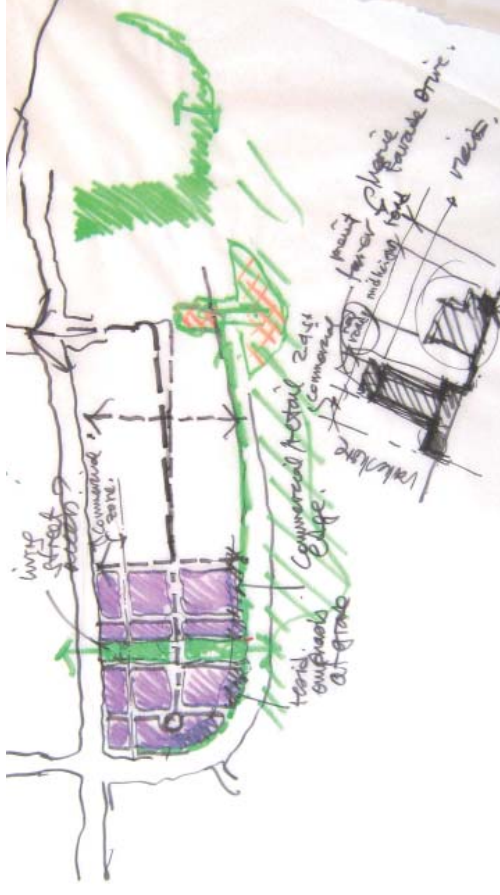
Potential relocation of open spaces



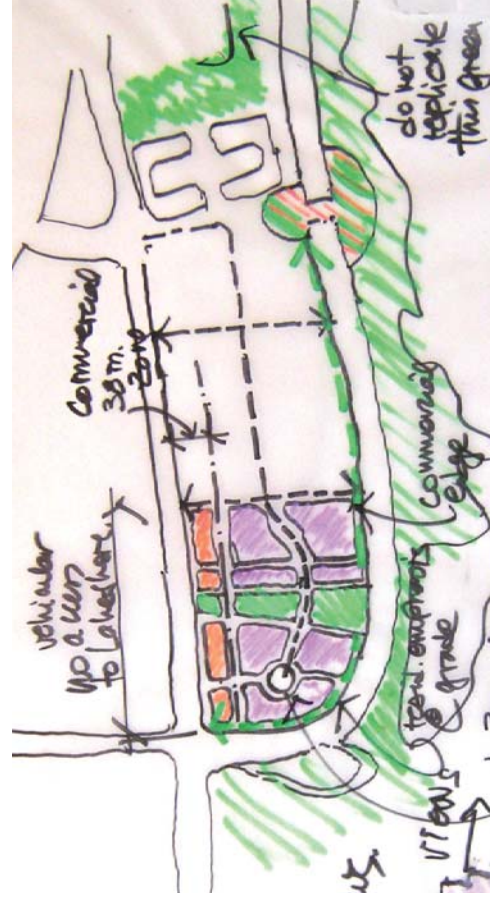
## EXERCISE 2: AREA VISIONING & DEVELOPMENT CONCEPTS

### Key Directions

- Rear vehicular access to commercial – not from Lake Shore Blvd. West
- Don't replicate the park flanking Marine Parade Drive
- Dip right of way "C" to the south to facilitate development site on the west side of study area
- Taller building along Lake Shore Blvd. West and lower Building along Marine Parade Drive



Potential block configuration 1



Potential block configuration 2

# Group 2

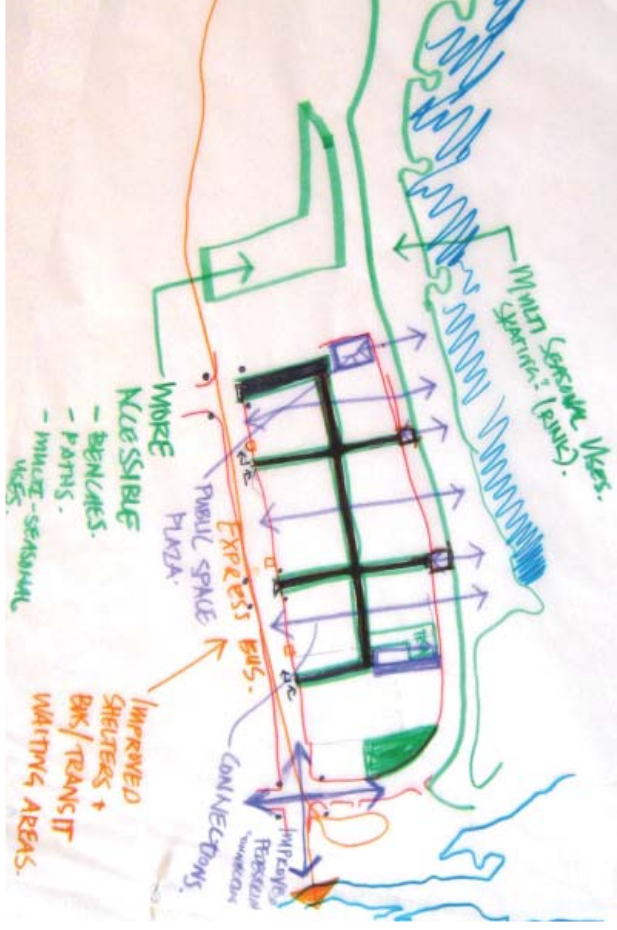
## Summary

Group 2 focused on creating a pedestrian friendly environment. They suggested minimizing the private access along Lake Shore Blvd. West while providing more public accesses to waterfront. The group identified the appropriate signage, street furniture and multi-seasonal uses as critical to achieve pedestrian friendly streets. This group also suggested Monarch's building as the most important landmark at the site. Other buildings should step down toward Marine Parade Drive.

## EXERCISE 1: A FRAME WORK FOR THE FUTURE

### Key Direction

- Signage and way finding is critical
- Co-ordination of common vision for the corner area
- No private access along Lake Shore (Minimize curb cuts)
- Green landscaped street (with trees)
- Multi-seasonal use of park area
- Pedestrian friendly waterfront connections are recommended
- Streetscape at Marine Parade Drive should be improved by providing more active uses

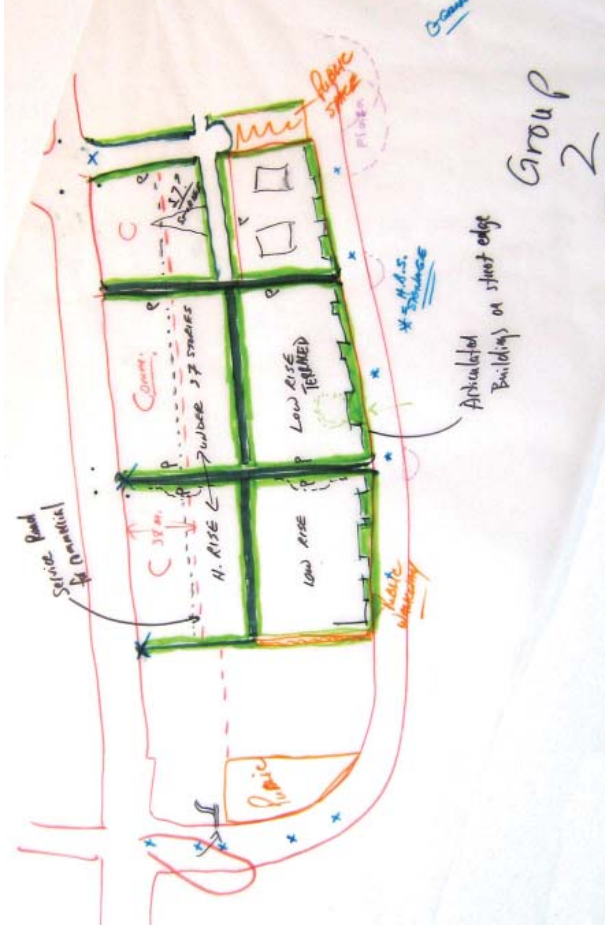


Site analysis

## EXERCISE 2: AREA VISIONING & DEVELOPMENT CONCEPTS

### Key Direction

- Buildings should tier up from low-rise on Marine Parade Drive
- Monarch should be the highest building at site (37 storeys)
- Buildings should step down from this height
- A East-West access road should be considered as a main access to site
- Another East-West service road should be considered for commercial use along Lake Shore Blvd. West
- Terraced low rise buildings are preferred along Marine Parade Drive
- North-South streets should be landscaped and combined with public space
- Continuous building street wall along Marine Parade Drive



Potential block configuration

# Group 3

## Summary

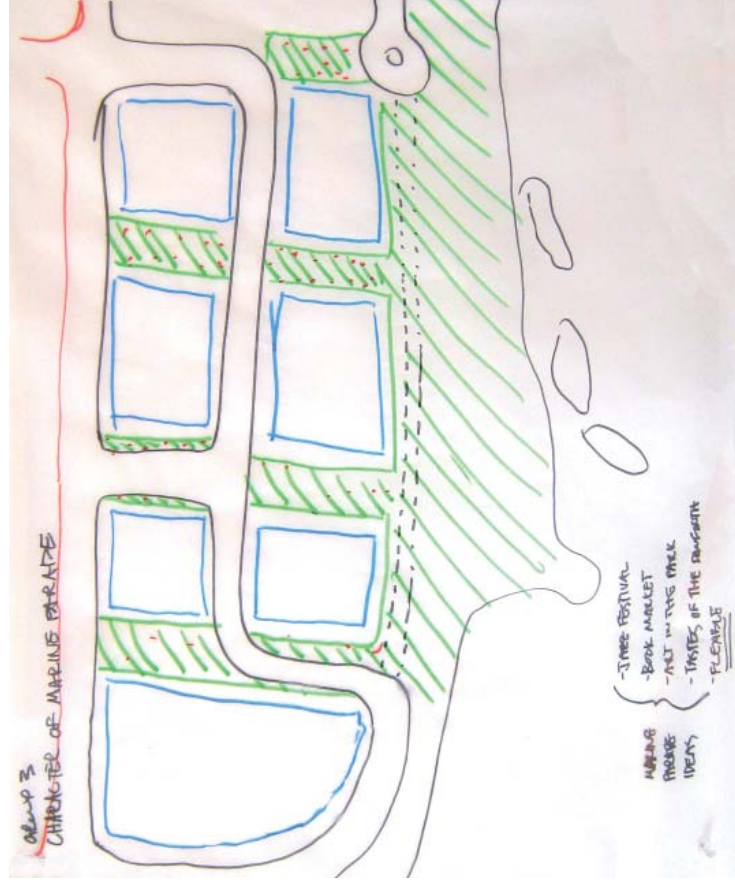
Group 3 focused on "green". They suggested park spaces within blocks linking to the waterfront and most of the residential units facing open space and waterfront.

This team also thought a variety of uses along Marine Parade Drive was critical for active street life.

## EXERCISE 1: A FRAME WORK FOR THE FUTURE

### Key Direction

- Marine Parade Drive should allow for varied uses such as parking, markets, festivals etc and should not be dominated by cars.
- Marine Parade Drive and waterfront park should be programmed with year round uses such as Jazz festival, book market and art exhibition in the park etc.
- Park space within the block should link to the waterfront
- Grade access/related units should face the park spaces
- Servicing, commercial access and resident access should be thoroughly resolved and considered
- Pedestrian/bicycle friendly development is a must



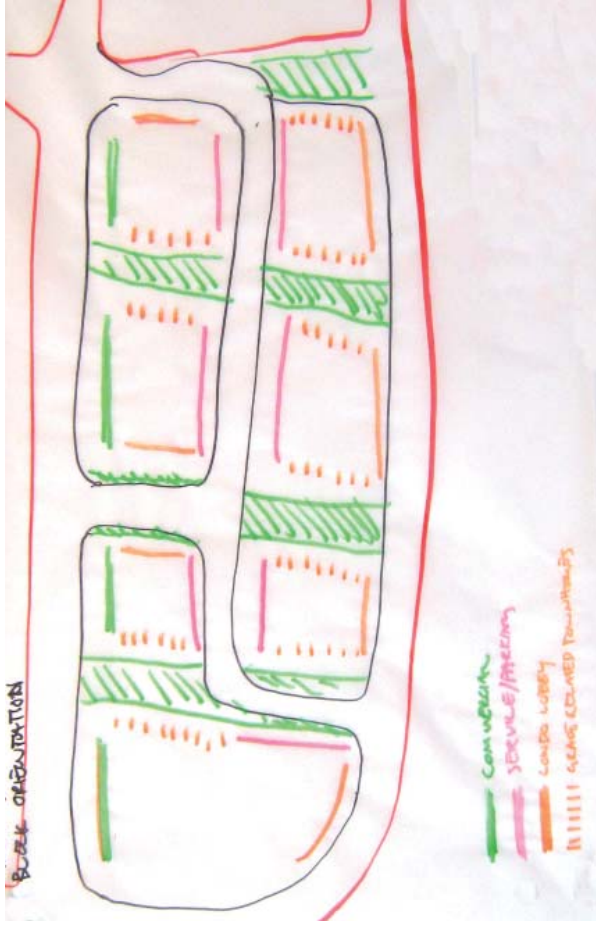
Potential character of the site



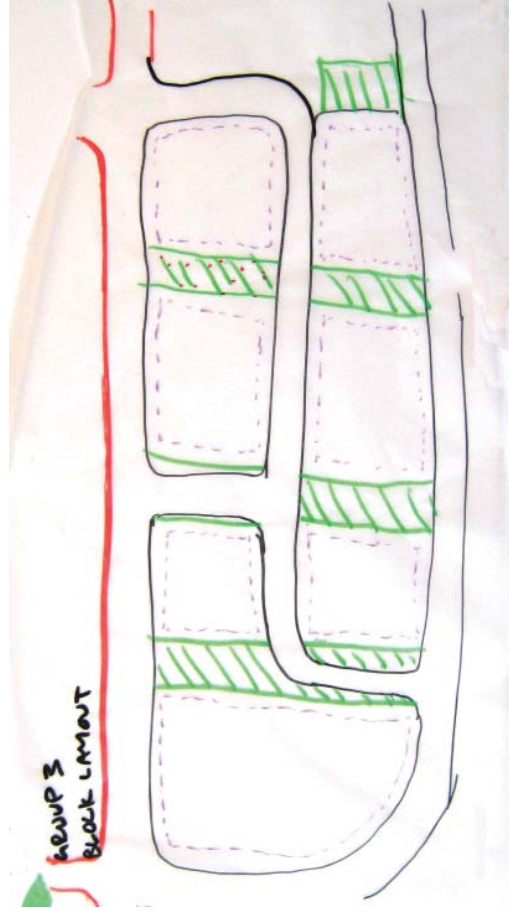
## EXERCISE 2: AREA VISIONING & DEVELOPMENT CONCEPTS

### Key Direction

- The orientation of blocks is important
- An internal east-west road is needed for service and parking
- Access to residential units (condo/townhomes) preferred facing open space or waterfront
- Regular block and open space pattern was recommended



Potential block orientation



Potential block layout

# Group 4

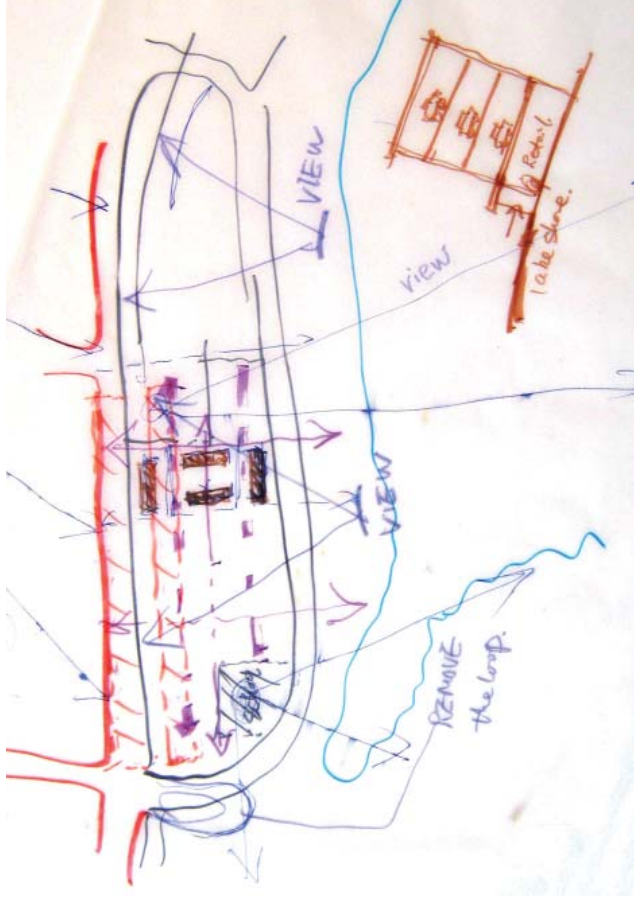
## Summary

Group 4 focused on the 38m commercial strip along Lake Shore Blvd. West. The group suggested other uses such as parking structures with retail at ground level. They also suggested integrating the school site with community amenity areas. The team also identified preferred high-rise and low-rise zones in the site. In this team's vision, North-south streets are more important than east-west streets. These streets should be well landscaped with full movements. More over, the group thought the Village-Court should serve as a vibrant retail street rather than just a green space.

## EXERCISE 1: A FRAME WORK FOR THE FUTURE

### Key Direction

- Integrate school site (if required) with community amenities in a joint-use facility.
- Require double sided retail uses along Lake Shore Blvd. West with on street parking, if retail is expected.
- Consider relocation of TTC loop.
- Improve the quality of existing open space with better programming and amenities
- Respect and incorporate the heritage (i.e. past motel use) of the site
- Consider other uses on Lake Shore Blvd. West such as parking structures with retail at ground as opposed to pure commercial uses

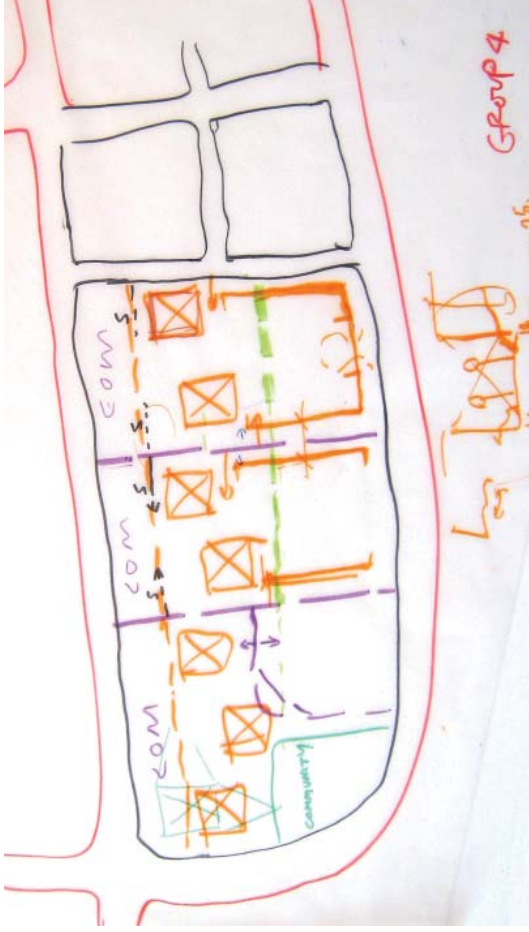


Site analysis and potential use along Lake Shore Blvd. West

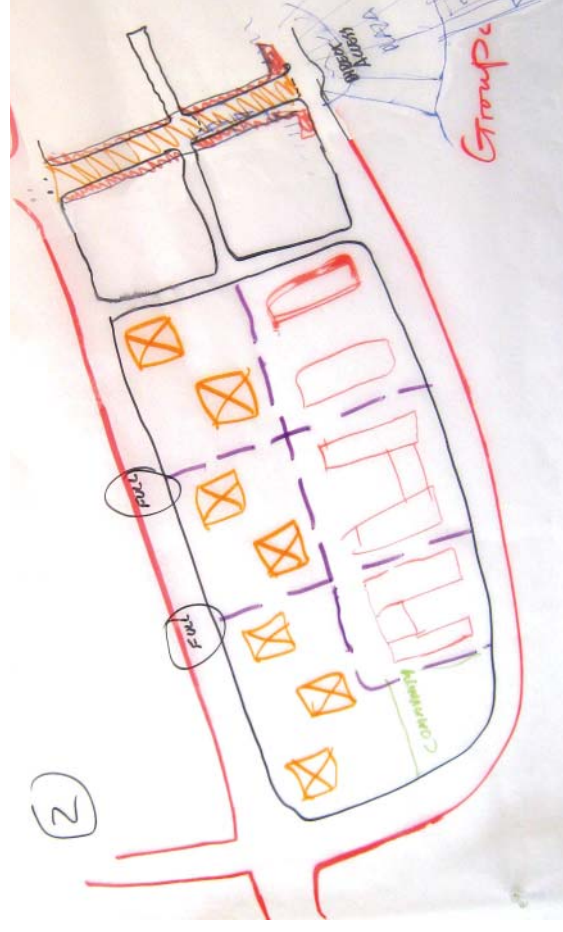
## EXERCISE 2: AREA VISIONING & DEVELOPMENT CONCEPTS

### Key Direction

- Mid-block east-west street may not be required if north-south streets are closely spaced and have a strong character
- Perhaps Village-Court could serve as a retail street with shops along both sides leading to a plaza at waterfront
- View is an important issue of the site.
- Design of building should allow view toward & from the lake.
- Buildings visible from Gardiner requires high quality of architecture
- Maximize the space between buildings.
- Local roads need full movement at Lake Shore Blvd
- Minimum separation of high-rise building is 30m
- High-rise zone should be considered to provide flexibility for design of towers.



Potential block configuration - option 1



Potential block configuration - option 2

# Group 5

## Summary

Group 5 expressed the importance of pedestrian accesses to waterfront and suggested making entire development pedestrian friendly. The group also recommended incorporating sustainable elements such as rooftop garden and making Park Lawn more park like. In this group's vision, there should be a variety of built forms with different heights and styles. These buildings should tier up from the waterfront with at least 30m separations.

## EXERCISE 1: A FRAME WORK FOR THE FUTURE

### Key Direction

- Provide street furniture at public open space
- Make Park Lawn Road more park like
- Create green area with year-round uses such as playgrounds, skating rinks, markets and other activities
- Make entire development pedestrian friendly
- Improve the transit and traffic infrastructures before planning major development
- Consider school site at west side of the site
- Have landscaping and retail on both side of Lake Shore Blvd. West



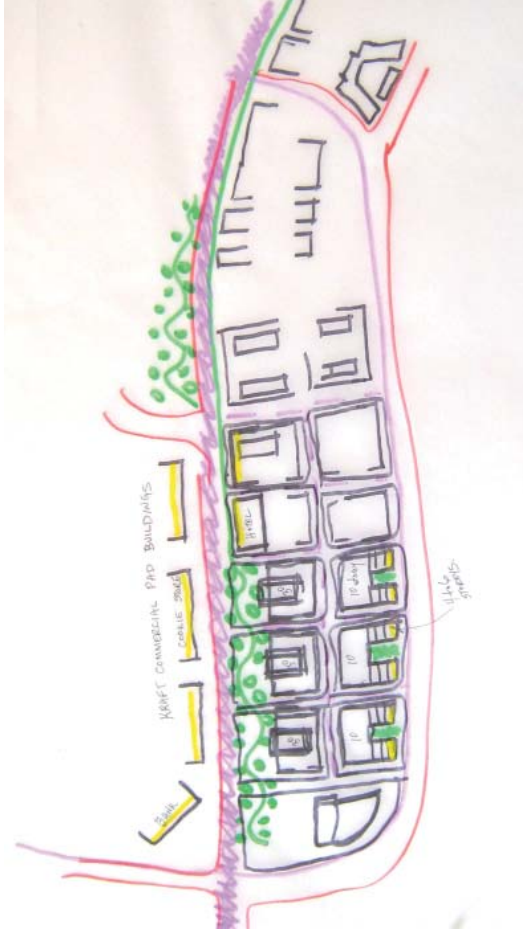
Site analysis and potential use along Lake Shore Blvd. West



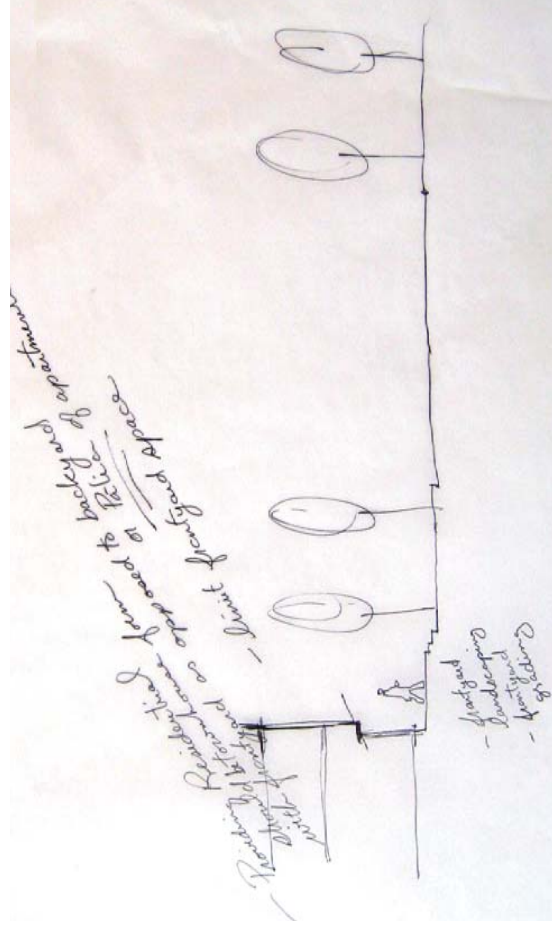
## EXERCISE 2: AREA VISIONING & DEVELOPMENT CONCEPTS

### Key Direction

- Buildings should tier up from the waterfront.
- Variety of height/ styles is preserved
- The space between buildings should be about 30-40m.
- Rooftop gardens and other sustainable elements should be incorporated
- 4-6 storey high buildings are preferred along Marine Parade Drive
- Theme based public art and green spaces is recommended



Potential block and building configuration



Potential road section of Marine Parade Drive

# Group 6

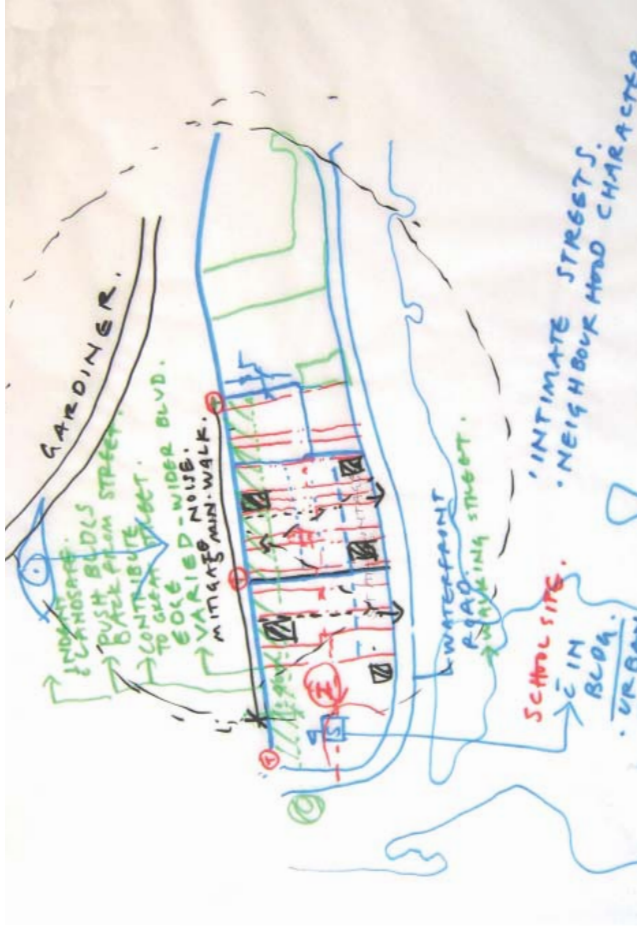
## Summary

Group 6 concentrated on the importance of “street walls” and “podiums”. The group felt the continuous podiums would create an unsightly wall blocking the views towards waterfront. They suggested pushing buildings back from streets with varying setbacks, which would create opportunities for sidewalk café, restaurants, etc and bring active street life.

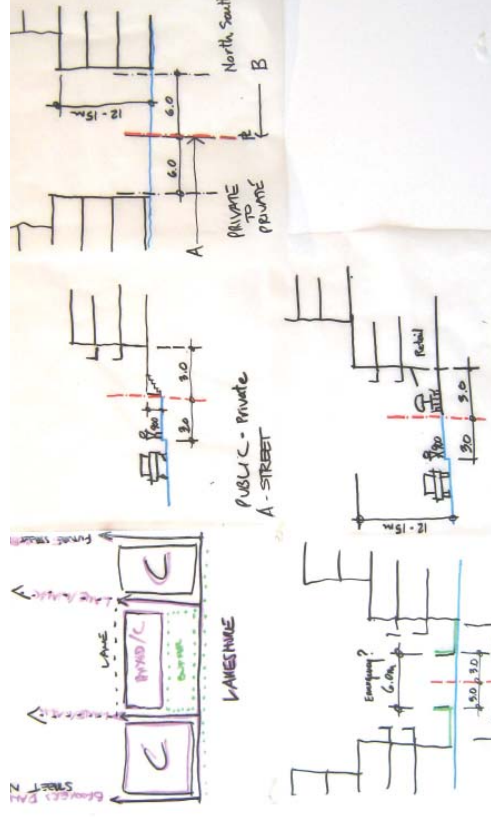
## EXERCISE 1: A FRAME WORK FOR THE FUTURE

### Key Direction

- Development should incorporate community services and ensure the continuity of open public space.
- Number of streets could be reduced through private-to-private lots with public easements
- Community services could be integrated in school site
- Is Monarch to be the central iconic development in terms of height, or can there are buildings over 37 stories?
- The Lake Shore Blvd. West street edge does not need to be continuous; there could be setbacks of varying depth. This would create opportunities for sidewalk cafés and weather protection
- Make streets more narrow and more pedestrian friendly



Site analysis

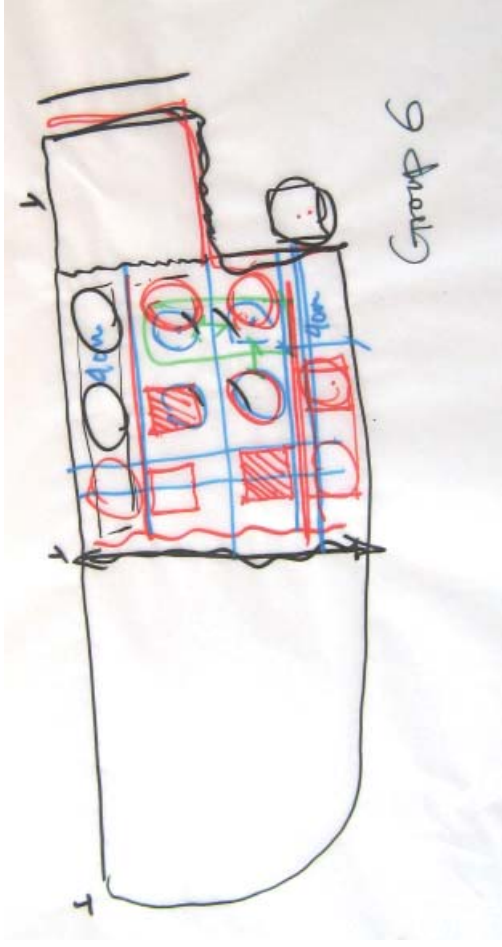


Potential road sections

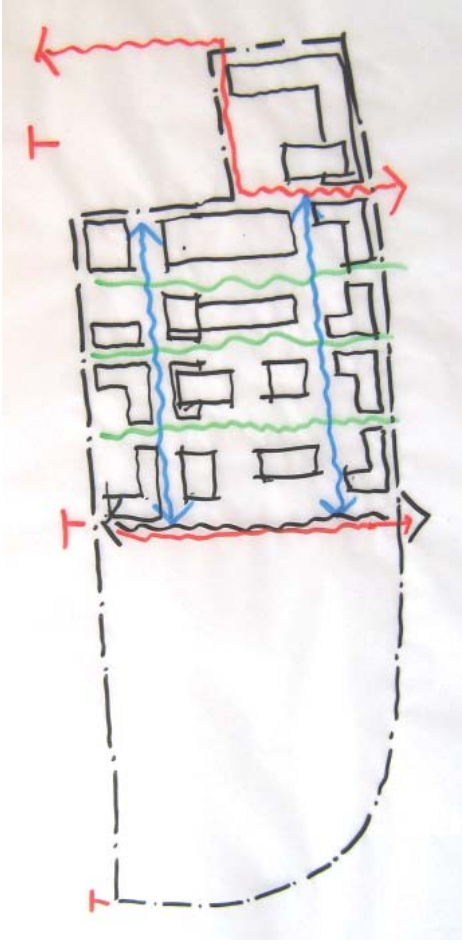
## EXERCISE 2: AREA VISIONING & DEVELOPMENT CONCEPTS

### Key Direction

- Continuous podiums can create an unsightly wall
- Variety of building types and unique landmarks
- North-South streets for access, East-West streets for service connections
- Prefer 12-15m podium height
- Consideration of 38m zone with mix of uses
- Location of central area should be rethought
- Lower buildings along Lake Shore; taller buildings along Marine Parade Drive



Potential block and building configuration



Potential block and building configuration

## 3.0 Concluding Remarks

The future success of the Humber Bay Shores Areas depends largely on the collaboration between the City of Toronto and area landowners and their commitment to development that contributes to a unified vision for the area. The city itself can also demonstrate its commitment to renewal in the area through investment in the public realm and support for desirable proposals

The ideas developed over this charrette have been summarized in this document. These ideas are intended to guide future discussion with the City and the development of the urban design guideline update.

This charrette provided an opportunity for a variety of stakeholders to express their views on what constitutes desirable development in the area. The intent of this charrette was to shape the long term vision of the area, not to develop finalized designs, and this session was merely one step in the process of engaging landowners and other stakeholders in a discussion about important issues within the area.



# 4.0 Appendix

## The Charrette Groups

1

Calvin Brook (BMI)  
Sol Wassermulh (Page + Steele)  
Nick Rassenii (Page + Steele)  
Larry Field (TRCA)  
Sal Vitello (E.I. Richmond Architects Ltd.)  
Ted Shore (Quadrangle Architects)  
Moiz Behar (2175 Lake Shore)  
Steven Warsh (S&R Development)  
Stephen Fagyas (Planner)  
Bob Johnson (Landowner)

2

David McKillop (City of Toronto)  
Jessica Hawes (BMI)  
Mike Wehkind (City of Toronto)  
Nancy Gaffney (TRCA)  
Gabriel DiMartino (Graywood)  
Shirley Hitchcock (Resident)

3

Nathaniel Llyod (BMI)  
Brian Mercer (City of Toronto)  
Victor Gottwald (City of Toronto)  
Mary-Ann George (TTC)  
Frank Yona  
Daniel Guizzetti (Empire)  
Angie Chiu (Resident)  
Josie Petrolo (Resident)

4

Lorna Day (City of Toronto)  
Zhongwei Shi (BMI)  
Antonella Nicaso (City of Toronto)  
Al Smithies (City of Toronto)  
Mario Silva (TDSB)  
Ed Gadzala (Hillcrest)  
David Gadzala (Hillcrest)  
Kurt Franklin (Weston Consulting)  
Peter Swinton

5

Emilia Floro (City of Toronto)  
Adriana Gomes (City of Toronto)  
Laura Nash (Resident)  
Leo Blindenbach (Resident)

6

Anne McIlroy (BMI)  
Edna Cuvin (City of Toronto)  
Karen Harris (City of Toronto)  
Enzo Corazza (Monarch's Architect)  
Craig Hunter (Monarch's Planner)  
Thanh Le (City of Toronto)  
Lino Pellicano  
Ken Young (Landowner)

# The Charrette Schedule

11/28/2007	Schedule prepared by BMI	11/28/2007	Schedule prepared by BMI
<b>DESIGN CHARRETTE SCHEDULE</b> <b>November 8, 2007</b>			
<b>Urban Design Guidelines Update and Public Realm Plan</b> <b>Humber Bay Shores</b>			
9:00 – 9:15	<b>Sign-In and Charrette Team Allocation</b>		Groups are to prepare for presentation: <ul style="list-style-type: none"> <li>• Key guiding principles</li> <li>• Key opportunities</li> <li>• Plans</li> <li>• Sections</li> <li>• Sketches</li> <li>• Development criteria: What is required to make the area a great place?</li> </ul>
9:20 – 9:35	<b>Introductions (City Staff)</b>	4:00 – 5:00	<b>Team Presentations: Frameworks for the Future</b> <ul style="list-style-type: none"> <li>• Each group presents overview for 5 - 10 minutes</li> <li>• Final comments</li> </ul>
9:35 – 9:40	<b>Opening Remarks</b>	5:00 – 5:15	<b>Concluding Remarks and Next Steps</b>
9:40 – 9:50	<b>Post-It Note Exercise (BMI)</b> Name your top 3 priorities for redevelopment of the remaining Humber Bay Shore Lands		
9:50 – 10:50	<b>Context and Background Presentations</b> <ul style="list-style-type: none"> <li>• Area context and background (City Staff)</li> <li>• How the charrette will work: Overview of Agenda (BMI)</li> <li>• Best practices: successful examples from other places (BMI)</li> <li>• Development opportunities and constraints (BMI)</li> <li>• Transportation overview and update (City Staff)</li> </ul>		
10:50 – 11:20	<b>Land Owner Site Concept Presentations</b> 5 minutes each		
11:20 – 12:15	<b>Site Tour</b> – (Groups 1, 2, and 3 with Cal and Groups 4, 5, and 6 with Anne)		
12:15 – 12:45	<b>LUNCH</b> Teams assemble at their stations		
12:45 – 2:00	<b>First Team Exercise: A Framework for the Future</b> <ul style="list-style-type: none"> <li>• Key guiding principles</li> <li>• Key opportunities</li> <li>• Transportation framework, access and egress</li> <li>• Key views</li> <li>• Green spaces</li> <li>• Pedestrian and cyclist connections</li> </ul>		
2:00 – 4:00	<b>Second Exercise: Area Visioning and Development Concepts</b> <ul style="list-style-type: none"> <li>• Sustainable site plan design and block layouts</li> <li>• Streetscape design and hierarchy</li> <li>• Public open space design</li> <li>• Building design: height, massing, architectural characters</li> <li>• Public art &amp; green spaces</li> </ul>		

**INVITATION TO A DESIGN CHARRETTE**  
**THE HUMBER BAY SHORE URBAN DESIGN GUIDELINE UPDATE AND PUBLIC REALM PLAN**

As local landowners/key stakeholders the City of Toronto invites you to participate in a day long **Design Charrette** and Visioning exercise for the Humber Bay Shores Area. The Charrette will provide a unique opportunity to shape the long term vision of the area. The charrette will gather feedback and ideas to assist in the review and update of the existing Urban Design Guidelines and the development of a Public Realm Plan that will shape future area development and potential civic improvements. Several key opportunities that the Charrette will address include:

- Review and update existing Urban Design Guidelines.
- Optimize and enhance existing open spaces.
- Harmonize new development with existing uses.
- Improve the pedestrian environment.
- How new buildings can be best integrated on the remaining lands.
- Where public spaces can be created.
- Improve existing open spaces with better connections.
- Where landscaping should happen and green strategies



This is your opportunity to contribute to the vision for the Humber Bay Shores Urban Design Guidelines and Public Realm Plan. The Charrette is scheduled for **Thursday November 8, 2007**.

**The Charrette**

The Design Charrette will include presentations highlighting the study area and examples of successful areas from similar communities. Discussion groups of 6-8 will be formed, each with a facilitator, and asked to discuss the opportunities outlined above. The discussion will be aided by plans of the study area.

The resulting input will be summarized to guide the work of the Consultant Team for the remainder of the project. The preliminary schedule for the Charrette is as follows:

**Draft Schedule: (9:00 am to 5:00 pm)**

- Introductions
- Context and Background Presentations
- Post-It note Visioning Exercise
- Site Tour
- Lunch (provided)*
- First Exercise: A Framework for the Future
- Second Exercise: Area Visioning and Development Concepts
- Third Exercise: Site Specific Concepts: Presentation Materials
- Group Presentations

*As space is limited please confirm your attendance with the City by Nov 2, 2007*

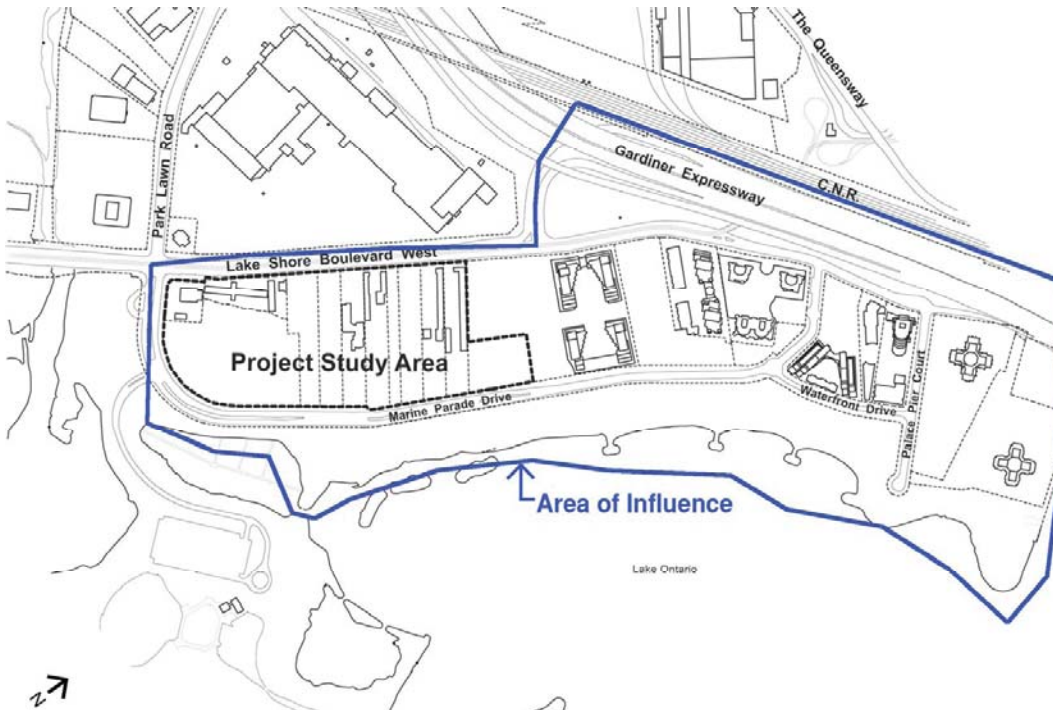
*Emilia Floro  
 Senior Urban Designer, City of Toronto  
 City Planning, Urban Design*

*tel 416 394-2558  
 fax 416 394-6063  
 efloro@toronto.ca*



**INVITATION TO A DESIGN CHARRETTE**  
**THE HUMBER BAY SHORE URBAN DESIGN GUIDELINE UPDATE AND PUBLIC REALM PLAN**

*Map of Charrette Study Area*







# MINUTES OF THE DESIGN REVIEW PANEL

## MEETING 4 – NOVEMBER 22, 2007

The Design Review Panel met on Thursday, November 22, 2007 in Meeting Room 310, Metro Hall, 55 John Street, Toronto, at 12:00 p.m.

### Members Present:

Gordon Stratford, Chair  
Daniel Leeming, Vice Chair  
Robert Allsopp  
Paul Ferris  
Ralph Giannone  
Michael Leckman  
David Pontarini  
Sol Wassermuhl

### Regrets:

Shirley Blumberg  
Janet Rosenberg  
Peter Halsall  
Eric Turcotte

### Recording Secretary:

Hamish Goodwin, Urban Design

### Confirmation of Minutes

On motion by Daniel Leeming, the Design Review Panel:

- (1) amended Page 6 of the Minutes of Meeting 3 held on October 24, 2007, by replacing the words "green roofs" with the words "consider developing a green roof" **(Carried)**
- (2) confirmed the amended Minutes of the meeting held on October 24, 2007.

## MEETING 4 INDEX

[Project 1 Humber Bay Shores Urban Design Guidelines](#)

[Project 2 4917-4995 Yonge Street: North York Centre](#)

[Project 3 18-28 Inez Court: North York Centre](#)

Note: Panel's Vote at the First Stage of Design Review:

The Panelist's vote demonstrates, in addition to the review comments, their position on the proposed urban design of the project. The vote is not connected to the development application approvals process, and speaks only to the design issues discussed here today.

**Support:** The Panelist agrees that if the proposal continues through the development approvals process, the proposed design should continue to evolve in the proposed direction, including improvements or refinements of certain aspects of the project that have been pointed out.

**Non-support:** The Panelist does not support the proposed project's design direction and advises that it needs to be rethought to respond more appropriately to the proposed project's physical context, the planning context, or to the other design-related issues that were noted during the discussion.

# Project 1 – Humber Bay Shores Urban Design Guidelines

Humber Bay Shores Urban Design Guidelines Update	
Address	Humber Bay Shores
Use	Not applicable
Zoning	Not applicable
Threshold Criteria	Public realm implication
Project Management (City Division)	Urban Design, City Planning Division
Consultant	Brook McIlroy Planning and Urban Design / Pace Architects
Review	First
City Staff	Lorna Day, Urban Design

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## Conflict of Interest

none

## Evaluation: Support (6-0)

## Introduction

City staff outlined the area context, history and area policy priorities, and sought the Panel's advice on the following:

- Given the question and discussion the panel had regarding the Monarch Application at its September meeting, are the consultant's recommendations heading in the right direction?
- Given the pattern of development in the past, can any property consolidation be a valid assumption for this next set of Urban Design Guidelines?

Calvin Brook, Planner and Architect, described the design rationale and the applicant team responded to questions from the Panel.

## Panel's Consensus on Key Aspects Needing Improvement

### Sustainable Design

- Develop and integrate a comprehensive sustainable design strategy throughout the study area (consider LEED Neighbourhood-Construction and LEED Neighbourhood-Design as guides for developing the strategy)

### Response to Context

- Develop the Lake Shore Boulevard West portion of the plan:
  - anticipate potential land use changes north of the study area
  - verify the market acceptance of the amount, location and type of future retail along this street to ensure its long term success
  - provide on-street parking
- Develop study area skyline prominence relative to "entry point" views to the City seen from the Gardiner Expressway

### **Site Plan Design**

- Consider limitations of the Vancouver precedent relative to study area, including:
  - podium height (heights shown in study are more appropriate than those in precedent)
  - waterfront edge (study area needs more variety/density of uses to ensure active life along Marine Parade Drive)
- Provide convertible space for residential and/or retail uses along Marine Parade Drive
- Develop urban design to address design guideline consistency/continuity given small sites
- Develop the presence and placement of towers at ground level
- Give highest priority to “street and block making” throughout study area, including:
  - street width and edge conditions
  - continuity of street level activity
  - block edge shaping
  - well formed outdoor spaces avoiding vague, “left over” conditions
  - consider decreasing the number of east/west streets
  - consider precedents of successful streets/blocks (including in Toronto)
  - particular focus on proposed east/west street immediately south of Lakeshore

### **Pedestrian Realm**

Further develop the pedestrian realm to ensure:

- high quality street level vitality
- well demarcated public/private transition and points of entry

### **Built Form and Articulation**

Further develop the placement and form of towers to:

- attain optimum sky view, “permeability” and tower spacing
- refine slender point tower strategy
- address sustainable design principles relative to orientation
- avoid “orphan towers” distanced from main cluster of towers
- enhance strategy of some towers turned off axis

### **Landscaping Strategy**

- The concept of park space extending from Lake Shore Boulevard West through to Marine Parade Drive is positive:
  - consider the impact of this space relative to potential future redevelopment on the north side of Lake Shore Boulevard West
- Develop the quality and continuity of park setting:
  - along Marine Parade Drive
  - at southwest end of study area
  - consider transfer of building density from this area to achieve optimum size/character of park space
  - develop relationship of park space to other open spaces near the study area (especially on lake side of Marine Parade Drive)

### **Comments to City Staff**

- The Panel appreciates and supports the quality of thought put into the evolving urban quality of the study area beyond the existing Humber Bay Shores development to east

### **Submission Package**

- Provide information regarding future context west and southwest of study area

## Related Commentary

### Sustainable Design

The Panel urged the proponent to incorporate a more formalized plan for sustainable development into the Urban Design Guidelines, which currently addresses the issue broadly through land uses and built form. The purpose of the plan, which could include LEED NC (Neighbourhood-Construction) and LEED ND (Neighbourhood-Design), would be to provide guidance to all stakeholders on how sustainability issues in the study area should evolve.

### Response to Context

The Panel appreciated how the plan is sensitive to the views of Toronto and the waterfront that can be seen through the study area as one drives eastwards along the Gardiner Expressway. This approach was viewed as a significant improvement over the previous urban design guidelines for the study area.

In terms of the site specific context, the Panel was in agreement that the plan should make accommodations for smaller building footprints given the limited block consolidation that has taken place in the study area to date. In doing this, the plan must therefore be sensitive to the narrow site dimensions that are typical in the study area; some of these may need to be addressed on a site by site basis.

The Panel recognized the challenges of delivering vibrant and successful land uses to the Lake Shore Boulevard West frontage of the study area. One Panelist commented that a market analysis may be required to determine whether or not retail uses could survive along the strip, while another commented that retail should be viable there given the residential density that is proposed for the study area. It was suggested that retail success in this location would be dependent upon the provision of adequate on-street parking, and that it would also be a function of the proximity of residential towers to these uses. It was also suggested that the future of Industrial uses to the north side of Lake Shore should also be taken into consideration when making accommodations for this portion of the study area.

### Site Plan Design

Much of the discussion relating to Site Plan Design focused on the emerging streets and blocks pattern in the plan, and the Panel was firm about the need for all new streets to make a positive contribution to the emerging community. The proposed streetscape expression of Marine Parade Drive was identified as a positive element of the plan, and the proponent was encouraged to examine ways of extending this expression inwards to the other streets. The Panel was satisfied with the general intent of allowing for retail uses along the Marine Parade Drive frontage, although it was suggested that it may be difficult to establish vibrant spaces on larger extensions of these blocks. It was also suggested that it may be necessary to allow for a phased, or gradual, implementation of retail uses along this frontage in recognition that the conditions for retail success will not be realized in the immediate future. Incorporating flexibility into the condominium agreements of future development along Marine Parade Drive, whereby developers are required to allow for future retail uses, was suggested as a suitable method of allowing for this.

Further to the issue of creating successful and vibrant streets, the Panel suggested that the Vancouver model for waterfront development may not be entirely appropriate for the study area. The reasoning for this was that the Vancouver model seems more suited to local streets that primarily service residential uses, whereas the area of application in the study area, particularly Marine Parade Drive, has the potential to become a lively and vibrant space that services retail and recreation uses, in addition to residential. Correspondingly, it was suggested that it may be necessary to develop a model that accommodates these different layers, and that this model could be derived from a generalized pattern of successful main streets in Toronto.



On the specific streets and blocks layout, there was general agreement that the plan currently includes too many streets in the east-west direction. Following from this, the “service road” to the south of Lake Shore Boulevard West was identified for further refinement. The proponent was also encouraged to re-examine the block layout for the potential school building towards the western edge of the study area, and to give it a street address

### **Pedestrian Realm**

The Panel was satisfied with the general intent of the plan to create the conditions for a lively pedestrian realm. The proponent was encouraged to develop active street edges that include well demarcated transitions between public and private spaces, and points of entry.

### **Built Form and Articulation**

The Panel was generally satisfied with emerging built form for the study area, given that it has been developed in the absence of a Precinct, or Master Plan. While acknowledging that the built form – particularly the tower locations - will ultimately be shaped by the streets and blocks plan, the Panel provided a number of suggestions for the proponent to consider on this matter. It was suggested that the plan should include “minimums” for height and spacing in order to ensure that podiums are developed at relatively consistent heights, and to ensure the street edges develop in a relatively continuous manner without too many gaps or breaks in them.

The Panel was generally satisfied the with proposed treatment of the density component of the plan, being within tall slender towers, and the Monarch proposal (2123 Lake Shore Boulevard West, Nautilus Condominium) was suggested as being suitable evolving direction on this matter.

### **Landscaping Strategy**

Most Panelists supported the concept to introduce a north-south oriented parcel of open space at the western edge of the study area, as it would provide a link through the study area in that direction between the waterfront and Lake Shore Boulevard West. It would also compliment the existing north-south park that is located further east within the Humber Bay Shores (Humber Bay Park East). One Panelist indicated that while the proposed public space is significant, it may be possible to leverage additional benefits to the overall community by introducing other potential land uses, such as residential, to this area. Doing this would also introduce an element of built form continuity to this portion of the plan, which is otherwise disrupted by the proposed north-south park.

### **Additional Comments**

The Panel was satisfied with the overall direction of the plan, and appreciated its flexibility given the challenges presented by thin land parcels and varied ownership within the study area. Specific issues identified for further examination as the plan progresses include particular details of how development will take shape on the ground, such as the material palette and the articulation of street-edges (public, semi-public and private realm). It was suggested that it may be useful to develop a model for one block of the study area to test the plan prior to implementation.

## Project 2 – North York District, North York Centre

Yonge-Spring Garden-Hollywood, Proposed Condominium/Commercial Development	
Address	4917-4995 Yonge Street
Use	Residential (Condominium)
Zoning	Site specific by-law 459-2005; RM 6 (155) – mixed use
Application Status	Site Plan Application, Committee of Adjustment
Architect	Sal Vitiello, E.I. Richmond Architects Tarek El-Khatib, Zeidler Partnership Architects
Owner	Rosedale Development Inc.
Applicant/Agent	Rosedale Development Inc.
Review	First
City Staff	Mark Chlon, Community Planning; Helene Iardas, Urban Design

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### Conflict of Interest

none

### Evaluation: Support (5-1)

### Introduction

City staff outlined the site context and area policy priorities, and sought the Panel's advice on the following:

- How can the building massing and articulation, building design elements, streetscape, publicly accessible open space and other aspects of the proposed development be improved to enhance and support the emerging pedestrian environment on Yonge Street and on the local streets?
- What improvements can be made to how the building base is massed, articulated and organized in relationship to the slab form tower and the ground plane on Yonge Street? Are there suggestions as to how the slab tower's overall massing and appearance can be improved given the importance of the Yonge Street context?

Sal Vitiello and Tarek El-Khatib described the design rationale of the proposal and the applicant team responded to questions from the Panel.

### Panel's Consensus on Key Aspects Needing Improvement

#### Sustainable Design

- Develop and integrate a comprehensive sustainable design strategy within the proposal
- Develop proposed green roofs as active amenity for project residents

#### Pedestrian Realm

- Further develop side street setbacks to ensure high quality pedestrian environment
- Residential entry/lobby on Hollywood Avenue is a long way from the residential elevators
  - provide major residential access from Yonge Street
- Develop pedestrian realm with focus on:

- improving quality of space along the west side of building
- providing attractive green space at grade
- Develop street corner concept to ensure attractive civic spaces
- Consider shifting the building north to provide a larger civic space at corner of Yonge Street and Spring Garden Avenue
- Consider providing a commercial entry/lobby along Yonge Street

#### **Building Form and Articulation**

- Develop east/west facades of tower and top of tower, including:
  - further development of syncopated façade expression to alleviate “slab building” impact along Yonge Street
  - use of point tower shaping/setbacks from north/south facades of building to provide slender shaping along the Yonge Street facade
  - consider the possibility of increasing the number of podium floors in order to decrease the tower size/mass
  - setback tower from west podium face to reduce impact on Yonge Street
- Develop podium/building base, including:
  - use of podium “bars” expression (currently seen on north/south facades) along the Yonge Street to break down long façade and provide more articulation/verticality
  - develop the spacing of retail entrances along Yonge Street, including the potential for outdoor retail extensions (outdoor cafes, etc.)
- Maintain the high level of detail and materiality of design concept shown in the submission
- Assess wind conditions on proposed design and address as required to ensure the provision of a usable, high quality environment

#### **Landscaping Strategy**

- Further development of landscape strategy, including:
  - double row of trees along Yonge Street sidewalk
  - resident accessibility to podium green roofs as major green space

#### **Submission Package**

- The following items are needed in order to more fully assess the submission:
  - landscape strategy (plans, sections, etc.)
  - surrounding context information
  - model (real or virtual) that relates project to context
  - cross sections to show relation of building to surroundings (street level, podium, etc.)

### **Related Commentary**

#### **Sustainable Design**

The Panel urged the proponent to incorporate a comprehensive sustainable design strategy as the proposal is further developed. This should include the green roofs on the 3<sup>rd</sup> and 4<sup>th</sup> levels of the proposal that are shown in the submission materials.

#### **Response to Context**

In the absence of certain details, such as a detailed context plan and landscape plan, it was somewhat difficult for Panellists to comment on how the proposal relates to its surrounding context. The proponent team provided a general indication of this context, outlining the massing of this proposal (34 storeys; 9,000 sq feet) and the other towers on the subject block (37 storeys; 11,000 sq feet and 36-storeys; 9,000 sq feet).

## **Site Plan Design**

Many of the site plan details for this proposal have been previously determined at a hearing of the Ontario Municipal Board. Other site planning issues that were discussed by the Panel are outlined below (Pedestrian Realm and Built Form).

## **Pedestrian Realm**

Given the spatial challenges presented by the urban context of this proposal, the Panel suggested shifting the building base in order to create more useable space for pedestrians on either the north-west (Hollywood Ave) or south-west corner (Spring Garden Ave). The preference was to shift the base northwards, as it would create a corner space with maximised sunlight.

With the only residential entrance located on the northern edge of the proposal, Hollywood Avenue, the Panel expressed concern with the route that a resident would be required to take when entering or leaving the proposed building. It was also suggested that the residential entrance, being located on a side street beside the service-way, may be difficult to locate. The proponent was encouraged to consider introducing a residential entrance to the western frontage (Yonge Street) of the proposal in order to increase the convenience of the building's occupants and visitors. It was suggested that doing this would help to animate this portion of Yonge Street during periods when the retail uses within the building are closed.

## **Building Form and Articulation**

The Panel was appreciative of some specific design elements of the proposal, such as the north and south elevations, and the textured treatment of the west façade. However, a number of concerns were raised with other elements, and how they join to form the overall structure:

### Base/podium

Spanning one full block along Yonge Street, the Panel was concerned that the base and podium design is too consistent and is not reflective of the traditional rhythm of retail uses that are common to this prominent street. The proponent was encouraged to examine ways of introducing a finer grain of articulation to the building base, similar to what is found along other successful retail strips within the City. It was also suggested that the proposal would benefit from a larger setback between the podium and the tower.

### Articulation

As previously indicated, the Panel was appreciative of the proposed treatment of the west façade of the tower, indicating that it was urbane and essential for texture. However, the Panel also expressed concerns about the difficulty of actually delivering this type of articulation in the design and engineering phase of construction. It was suggested that the form of the proposal would be significantly reduced if this detail was lost, or diluted, if this treatment is not delivered.

The Panel was supportive of the proposed design of the north and south elevations of the proposal. It was noted, however, that these two narrow elevations are expressed as two pieces yet the west façade, which is much broader and bulky, has been provided with just the one type of articulation.

### Massing

Several Panellists were concerned about the broad north-south massing of the proposal, which is a general response to the dimensions and orientation of the land parcel. These concerns largely related to the impact this massing will have on sky views as well as wind impacts. It was noted from other experiences that strong prevailing westerly winds can be exacerbated at the pedestrian level by large building masses that are constructed in the path of these winds. The proponent was encouraged to update the wind study that was undertaken for the balance of the development block by including the existing proposal within the study and to make any appropriate changes to the design. It was suggested that one way of addressing the large north-south massing would be to deliver a more slender tower and to increase the height of the podium.



### Materiality

The Panel was appreciative of the proposed material palette and encouraged the proponent to ensure that this palette is delivered during the construction stage of development.

### **Landscaping Strategy**

The Panel noted that since the only portion of public realm within this proposal is along the street edges, it is important that these spaces receive an appropriate quality of landscaping detail. It was suggested that this quality would also help to refine and disrupt the continuous Yonge Street façade at the pedestrian scale. The Panel commented that it was difficult to tell from the submission materials whether or not a double row of trees was being incorporated along Yonge Street.

In the overall context of open space shortages, the Panel was supportive of the proposed green spaces at the 3<sup>rd</sup> and 4<sup>th</sup> roof levels, indicating that access to these areas to residents of the building should be enhanced as much as possible.

### **Comments to Staff**

The Panel requested staff to include specific information within briefing binders about the stage of application for each project review. Staff and the proponent were also requested to provide a package of materials that allows for better understanding of the context of the proposal, and it was suggested that a model (digital or physical) would be a useful component of this package.

### **Additional Comments**

The proponent was requested to provide additional submission materials, including cross-sections showing the first floors of the building, the landscaping strategy, and general contextual materials as previously noted.

## Project 3 – North York District, North York Centre

18-28 Inez Court, Hallstone Rodeo Drive	
Address	18-28 Inez Court
Use	Residential (Condominium)
Zoning	R4 residential
Application Status	Site Plan and Rezoning Application
Architect	Clifford Korman
Owner	The Hallstone Group of Companies
Applicant/Agent	The Hallstone Group of Companies
Review	First
City Staff	Robert Gibson, Community Planning; Jacqueline Chan, Urban Design

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### Conflict of Interest

None

### Evaluation: Non-support (6-0)

### Introduction

City staff outlined the site context and area policy priorities, and sought the Panel's advice on the following:

- Are there alternative ways to organize the site and mass buildings to better respond to the long term planned context, and this site's location and role in North York Centre?

Clifford Korman, Architect, described the design rationale and the applicant team responded to questions from the Panel.

### Panel's Consensus on Key Aspects Needing Improvement

#### Sustainable Design

- Develop and integrate a comprehensive sustainable design strategy into the proposal

#### Response to Context

- Look to North York precedents in considering future context and the most appropriate design strategy, including Doris Avenue as a potential precedent for quality/character of Service Rd
- Develop design through considering the Service Road as a major thoroughfare
- Develop design for future area context, including:
  - consideration of planned density for the area, including to west of site
  - means of access to sites immediately east of site
  - transformation of current setting from suburban to urban environment

#### Site Plan Design

- Conduct wind study and design accordingly, ensuring a high quality environment
- Develop design to avoid "left over" spaces on site:
  - for current option consider flipping plan with courtyard on east side, providing pedestrian-focused outdoor amenity space

- Develop design alternatives to “vestige site” conditions, including:
  - alternatives to suburban, vehicle-dominated cul-de-sac entry
  - alternatives to axial, symmetric concept
- Develop design to support the creation of a high quality street frontage

#### **Pedestrian Realm**

- Develop a strong street presence and address along the Service Road, including:
  - primary residential entries
  - successful public/private transition
  - high quality pedestrian environment

#### **Building Form and Articulation**

- Develop design concepts to:
  - integrate sustainable design strategies regarding building orientation and massing
  - provide strong, urban, built edge to the Service Road
  - consider massing alternatives (building height variation, tower/townhouse podium, etc.)

#### **Landscaping Strategy**

- Develop high quality landscape environment, including:
  - enhanced ground level amenity space
  - high quality streetscape along the Service Road

#### **Comments to City Staff**

- Provide comprehensive future context information, including:
  - 3D representation (digital or physical) of planned density and built form
  - anticipated access to adjacent sites
  - Service Road design intent
  - park space design intent

#### **Submission Package**

- The Panel appreciated the proponent’s submission at such an early stage in the project, and their presentation of very preliminary concept work for review and comment.

## **Related Commentary**

#### **Sustainable Design**

The Panel encouraged the proponent to develop and incorporate a sustainability plan into the proposal.

#### **Response to Context**

Much of the discussion during the review of this project related to the context of this site, both from within the boundaries of the site as well as beyond it. From within, it seemed apparent to the Panel that the existing site conditions, which are dominated by a vehicular cul-de-sac, had played a significant role in shaping the proposed built form response. For example, the entrance of the proposal appears to be shaped around the cul-de-sac; the shape of built form appears to follow from this.

Given that the cul-de-sac will be removed as part of redevelopment, the Panel urged the proponent to develop a proposal that is more responsive and engaging to the planned future context rather than the existing one. Future conditions will promote a shift from the existing suburban environment to a more high density, urban environment, and will include replacement of the internalized road layout with new a linear north-south road (Service Road).

Staff described this Service Road as being similar to a continuation of Beecroft Road, which currently terminates further south of this site. It will be constructed in tandem with this development, and is envisioned to act as a collector road which compliments the north-south capacity of Yonge Street. As such, it will have a significantly more built up and urban feel about than the existing road network. It was suggested that the character of the Service Road could be similar to that of Doris Avenue, which is another recently constructed street located to the south-west of this site.

The Panel felt strongly that it is possible to re-organize the site and mass to better respond to this long term planning context of the study area. In demonstrating this, the Panel gave consideration to potential development scenarios that would reasonably be anticipated near this site, including to the east along Yonge Street and to the west. For example, one Panelist noted that the built form could be shaped by the introduction of a vehicular access point to the south of the site which would be used to service properties on the east side of Yonge Street. Although this example was speculative, it illustrated the point that it is possible for the proposal to be more responsive to the emerging context in this study area.

### **Site Plan Design**

The Panel suggested that a wind study may be required in order to test the conditions of the current proposal, given that it forms a catchment shape for the strong westerly winds.

### **Pedestrian Realm**

The Panel encouraged the applicant to develop the built form in a way that enhances the quality street edge and pedestrian realm.

### **Built Form and Articulation**

In general terms, the Panel was in agreement that the built form should be less formal/symmetrical and less responsive to its existing context. Specific suggestions for alternative arrangements to the built form included providing more density, possibly on the north corner to increase access to natural sunlight, as well as using the built form to define the edges of the new street. It was suggested one way of achieving this would be to rotate the current proposal 180 degrees, so that the lengthier bulk of the proposal lines the new service road, and the two end pieces wrapping around the eastern portion of the site to form an amenable pedestrian-scaled common space.

### **Landscaping Strategy**

The proponent was encouraged to develop a landscaping strategy that enhances the ground plane, including a common space for occupants of the proposed building.

### **Comments to Staff**

The Panel indicated that additional contextual information from staff would have been useful to assist with the review of this proposal. These included more information about the general vision for the new Service Road (including cross-sections) and more information about the future direction of this area (including other development applications in the area).

### **Additional Comments**

The Panel was appreciative of the proposal coming forward this early on in the application process. Given the early nature of this application, it was suggested that it would have been interesting to see alternative concepts that had been developed for the proposal.