

Attachment 6: Lawrence-Allen Urban Design Guidelines

LAWRENCE-ALLEN

Urban Design Guidelines





OCTOBER 17, 2011

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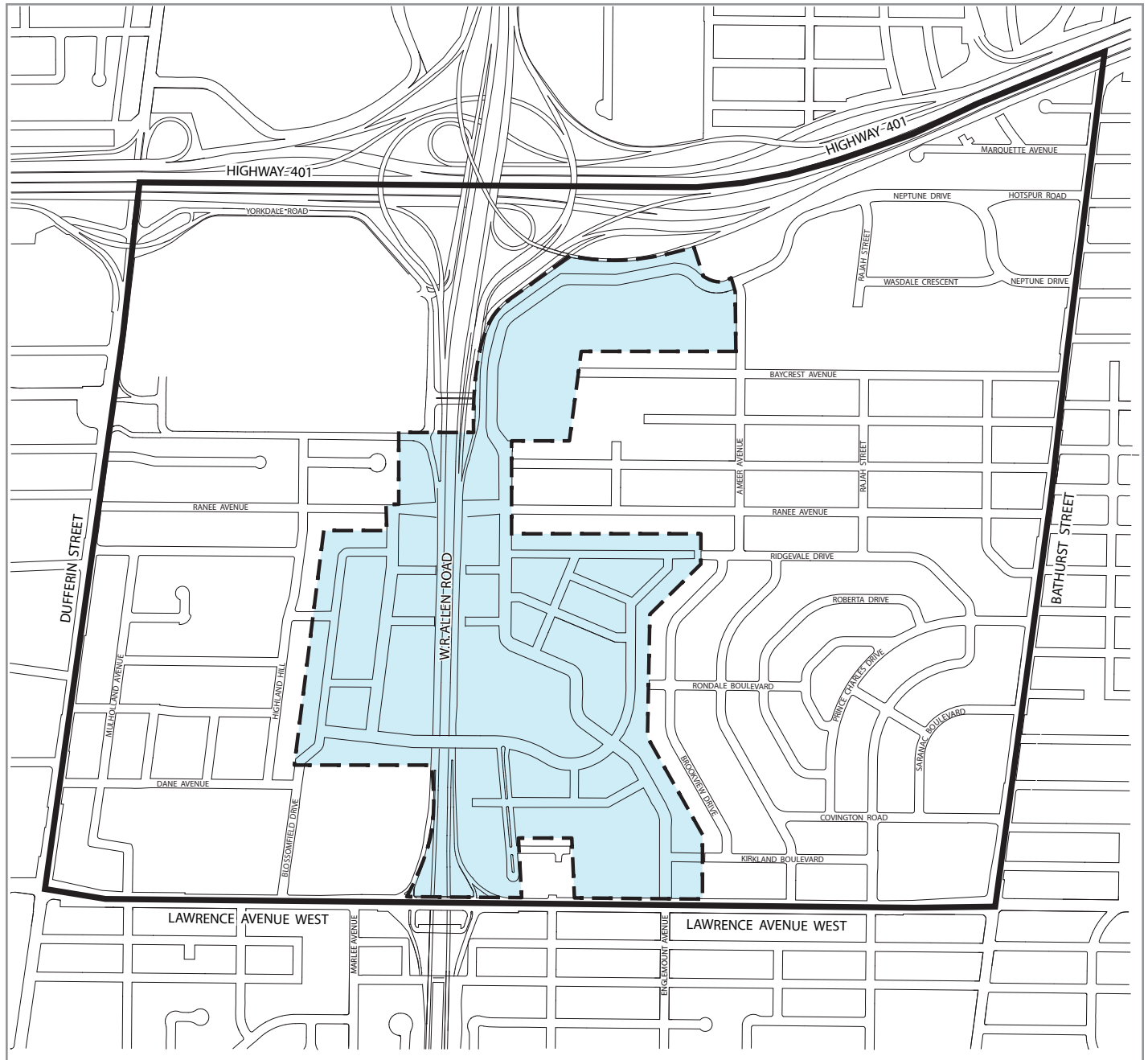
Introduction

Urban Design Guidelines are a place-making tool consisting of a set of written guidelines, illustrative plans, diagrams and images of buildings and places that demonstrate preferred urban design physical relationships. Urban Design Guidelines for the Lawrence-Allen Secondary Plan area will, among other matters, establish a context for coordinated development of the Focus Area. The Urban Design Guidelines will be used as a tool to ensure appropriate development that is consistent with the Official Plan and the Secondary Plan. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in implementing Zoning By-law(s) and to evaluate applications for approval of plans of subdivision and site plans.

The Urban Design Guidelines together with the Public Realm Master Plan set out a framework for creation of a high quality community design. The Urban Design Guidelines will give direction for development on private lands. The guidelines will be complemented by a Public Realm Master Plan that provides direction for development of a green, cohesive and high quality public realm.

The Urban Design Guidelines apply to the entire Secondary Plan Area with emphasis on the Focus Area where intensification and investment will be concentrated. The plan titled Lawrence-Allen Study Area, outlines the Focus Area and the Secondary Plan Area. Areas within the Secondary Plan Area that are subject to area-specific urban design guidelines are shown on the Special Building Blocks Plan.

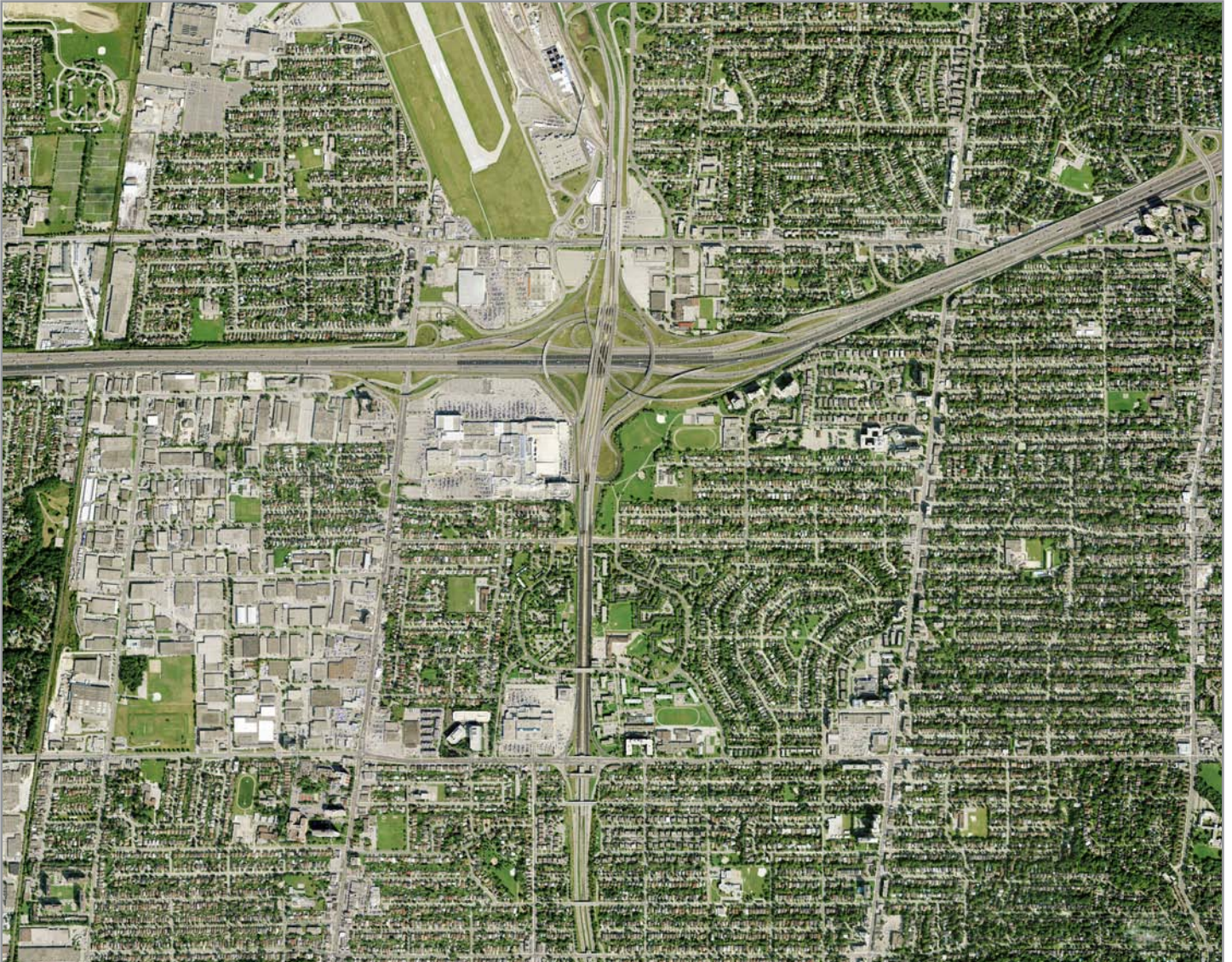
The Lawrence Allen Urban Design Guidelines in conjunction with the other applicable urban design guidelines will provide direction to developers in the design of development proposals and provide direction to City staff in their review of development proposals. In the event of conflict between these Urban Design Guidelines and other approved guidelines, these guidelines will take precedence in consideration of area-specific conditions, opportunities and constraints.



Lawrence-Allen Study Area

— Secondary Plan Boundary

Focus Area



Aerial Photo of Existing Area.

1.0 Vision: Parks Focused Communities

Vision: Parks Focused Communities

The vision statement for Lawrence-Allen describes the area twenty years into the future:

The Lawrence-Allen community is a mixed-income, mixed-use community located in central Toronto's urbanizing suburbs. The community is at once distinct, celebrating the area's rich history, cultural diversity, and sense of community, and fully integrated with the broader city.

The community showcases an innovative approach to revitalization, one that prioritizes the development of a complete community through coordinated public and private investment in housing, infrastructure and the public realm. Innovative building and municipal infrastructure technologies ensure the long-term sustainability of the community. As a complete, liveable community, the Lawrence-Allen area offers residents of all ages and backgrounds a range of housing options – including revitalized social housing – as well as a range of employment, social and recreational options.

The Lawrence-Allen community is a beautiful human-scaled and walkable place. New connections across Allen Road and to neighbouring communities provide safe, pedestrian-oriented links between neighbourhoods and to the Community Commons, where community services, facilities, schools, recreational programming and local retail come together in a park setting. A distributed system of neighbourhood parks offers all residents access to both passive and active recreational programming.

The community includes connections for all modes of transportation in a manner that balances the needs of pedestrians, cyclists, transit users, and automobile drivers. A fine-grain mix of land uses around Lawrence West and Yorkdale subway stations enables transit-supportive densities, recognizing the unique potential of the community to support intensification around existing transit infrastructure. Access to transit is improved and many residents live within a five-minute walk of a subway station.



Excerpt from Secondary Plan

The neighbourhood design concept for the Lawrence-Allen area is based on a connective open space network of parks and streets surrounding a central open space – a community park identified in the Secondary Plan anchors “The Community Commons”. The Community Commons provides a large civic green space and community facilities centrally and prominently located to be widely visible and legibly connected by public streets to other parks, walkways and publicly accessible private open spaces.

Supporting the Community Commons are neighbourhood parks and school yards distributed within each neighbourhood of the Focus Area. These new open spaces are surrounded on at least three sides by local streets, providing a more intimate though no less civic and prominent space for local residents' daily recreation. The deliberate siting of park space within the Focus Area at the



Illustration looking west into the northeast Neighbourhood Park - Rendering produced by Sweeny Sterling Finlayson & Co Architects

termination of street and open space view corridors and with residences' front doors and windows facing directly onto them reinforces the City's public realm objectives for prominence, accessibility, safety and animation of public spaces and reinforces the green and park-like image of this community.

The Public Realm Structure Plan illustrates the key components and relationships within the public realm of streets, parks, open spaces and civic building sites. It provides a framework for creating coherent and integrated public space that can be developed incrementally. The Urban Design Guidelines describe how built form on private lands will support and enhance the public areas described in the Public Realm Structure Plan.



Townhouses frame a local playground

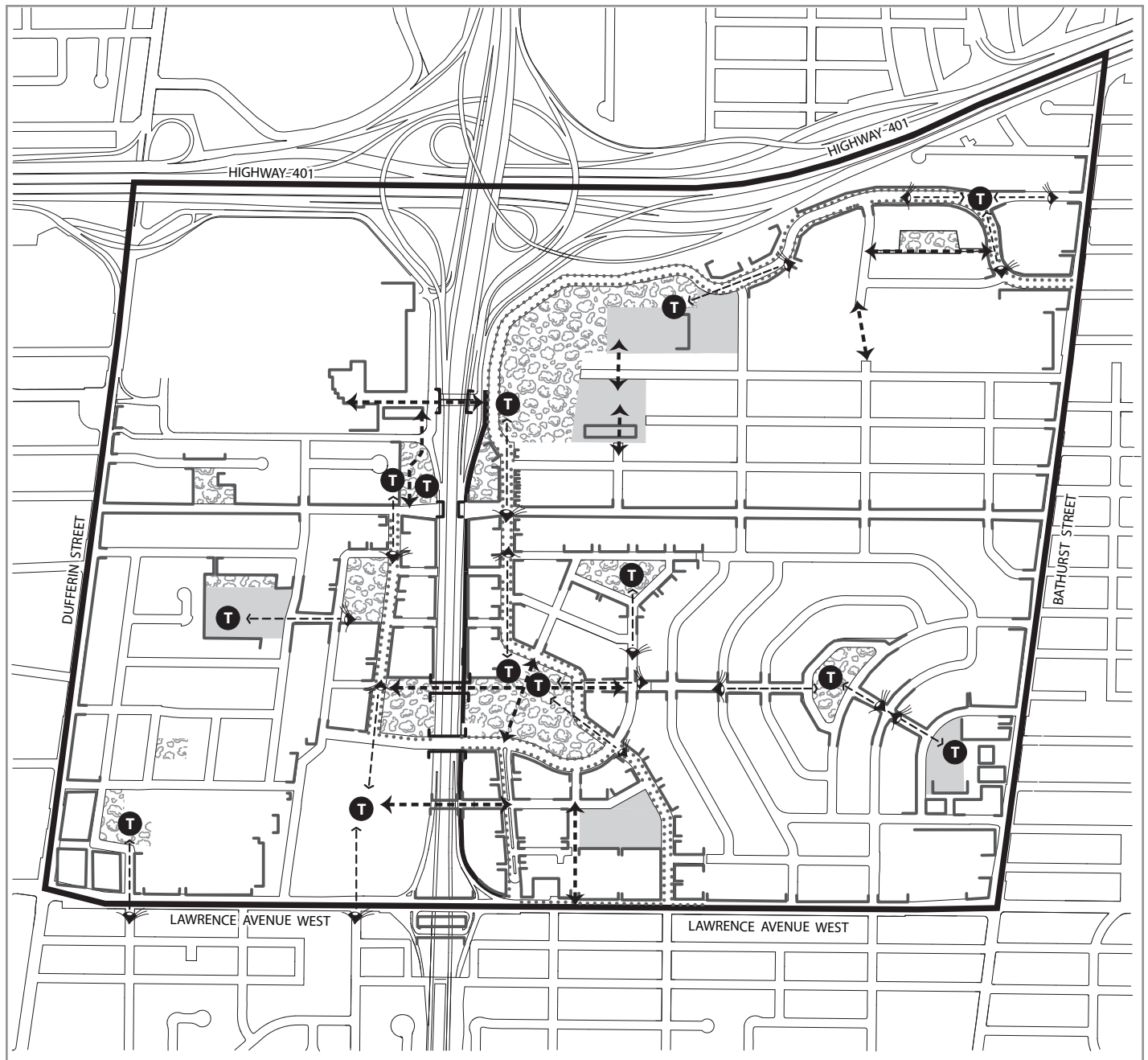
Development within the stable residential neighbourhoods outside of the Focus Area will be low scale, maintaining the character, scale and form of the existing grade-related residential neighbourhood. The urban design guidelines support the parks focused plan by promoting:

- intensification and investment
- protection of Stable Residential Neighbourhoods
- a high quality public realm environment
- green development



A Park Focused Plan: Local parks provide a setting for community life





Public Realm Structure Plan

- | | | | | | |
|--|-------------------------|--|--------------------|--|---------------------------------------|
| | Secondary Plan Boundary | | View Termini | | Bridge and Underpass Improvements |
| | Greenway | | Landscape Edges | | View Corridor |
| | Parks | | Mid-block Walkways | | Potential and Existing Building Edges |
| | Schoolyards | | | | |

2.0 Built Form - General

- 2.1 Relationship of Buildings to Streets, Parks and Open Space
- 2.2 Transition
- 2.3 Landscaped Setbacks
- 2.4 Landscaped Courtyards and Other Landscaped Open Space
- 2.5 Pedestrian and Bicycle Circulation: Walkways and Trails
- 2.6 Building Entrances
- 2.7 Vehicular Access, Parking and Servicing
- 2.8 Shared Private Driveways or Lanes
- 2.9 General Landscaping and Lighting
- 2.10 Public Art
- 2.11 Environment and Sustainability

Built Form - General

2.1 Relationship of Buildings to Streets, Parks and Open Space

Buildings and structures will be organized on their sites to have landscaped setbacks adjacent to streets, mid-block open space areas and landscaped pedestrian connections to support and enhance a green and well-treed community character.

Buildings and building sites will be designed to support the public realm of streets, parks and open spaces by providing active, safe and attractive interface conditions that:

- Discourage blank walls, loading doors and other servicing areas from being located at grade along street frontages, parks, publicly accessible open space and pedestrian connections;
- Locate activity generators such as retail, indoor common rooms near lobbies and main entrances with windows visible to streets, parks or other publicly accessible spaces;
- Promote a fine-grain of doors for grade-related apartments, retail stores and offices;
- Promote the creation of clearly defined, well-proportioned outdoor open spaces on development blocks that can accommodate high quality landscaping and active organized shared uses such as community gardens, play and leisure areas; and
- Define private residential yards with low fences and landscaped edges balancing privacy and enclosure with openness and visual connection.

2.2 Transition

New development within the Focus Area has been organized to achieve appropriate transition of built form and height. The Secondary Plan maintains the low scale of the existing



Active uses and glazing promote safe use of parks and open space.



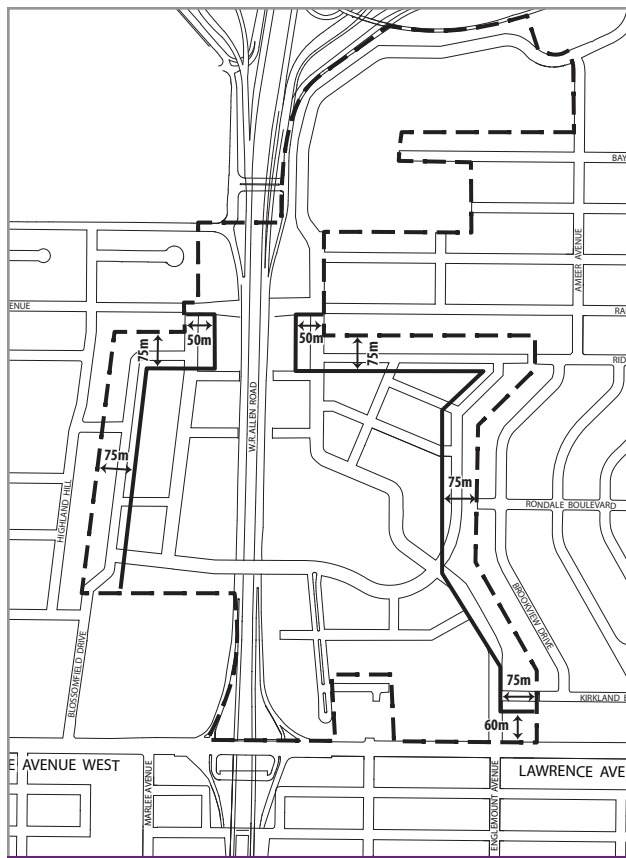
Define private residential yards with low fences and landscaped edges balancing privacy and enclosure with openness and visual connection.



A fine-grain of retail uses along a street promotes a walkable and lively community. Credit: K. Greenberg



Larger buildings wall step down to lower scale neighbourhoods.



11-Metre Height Restriction

- Secondary Plan Boundary
- - - Focus Area Boundary
- Boundaries 11-metre Height Limit
- ↔ Dimensions in Metres

neighbourhoods at the Focus Area's edges and provides, while putting forward a new, largely mid-rise neighbourhood, with some tall buildings located on top of mid-rise base buildings.

New buildings within the Focus Area will be located in the following manner to provide appropriate transition between new development and the surrounding stable residential areas:

- A built-form transition zone along the east and west edges of the Focus Area adjacent to existing stable residential neighbourhoods limits development to townhouses and other low-rise buildings of four storeys or less, excluding stacked townhouses. The transition zone is identified on The 11-metre Height Restriction Map.
- Mid-rise blocks will generally be located with frontage on Primary Streets or Allen Road. Mid-rise blocks located along Allen Road will be taller than mid-rise buildings on Primary Streets;
- Tall buildings will be located south of Flemington Road east of Allen Road; and,
- Tall buildings surround the Lawrence West subway station, Lawrence Avenue West and Allen Road and result in the highest development densities on blocks closest to the Lawrence West subway station.

The building height for all building types will be restricted in consideration of the flight approach to the Downsview Airport runway. Refer to Height Limitations Based on Airport Flight Paths.

Characteristically, building blocks within the Focus Area are long blocks with extensive street frontage. Buildings on these long blocks need to be massed and articulated to avoid creating excessively long continuous building facades. Mid-rise buildings and/or the base of tall buildings located on blocks having frontage in excess of 60 metres along any public street, park or open space will need to be designed to reduce the visual length of a continuous building wall. This may be achieved by:

- Introducing additional local streets;

- Creating multiple buildings separated by driveways, mid-block pedestrian connections, or open space;
- Breaking up building facades through the use of vertical breaks and step-backs; and/or
- Providing deep landscaped setbacks along the street frontage to create generously scaled courtyards and forecourts.

2.3 Landscaped Setbacks

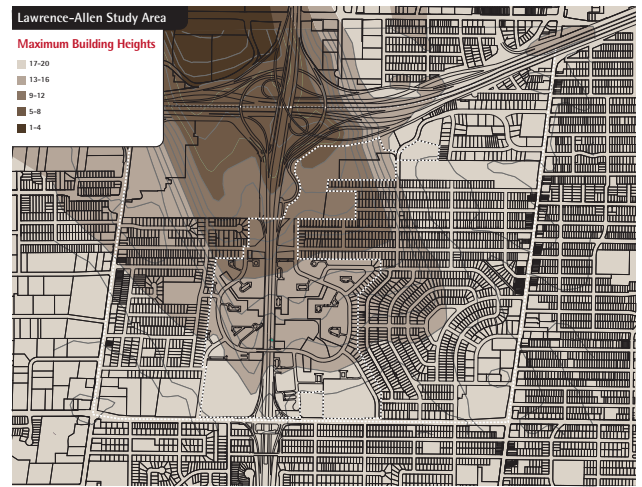
Buildings will have landscaped setbacks along streets and park edges to provide privacy for ground floor units in residential areas and space for cafes, retail display and related outdoor uses in retail areas.

Generally, buildings will have the following setbacks:

- 2 to 3 metre landscaped setback from streets, parks and pedestrian connections;
- 3 metre landscaped setback from the Greenway park block; and
- 9 metre landscaped setback from the west side of Allen Road. Within the setback will be a publicly accessible multi-use trail.

At least 60 percent of any building's façade will be built to the minimum setbacks identified by these guidelines. A portion of the building frontage may provide for a more generous setback from the street, park, the Greenway park block or pedestrian connection.

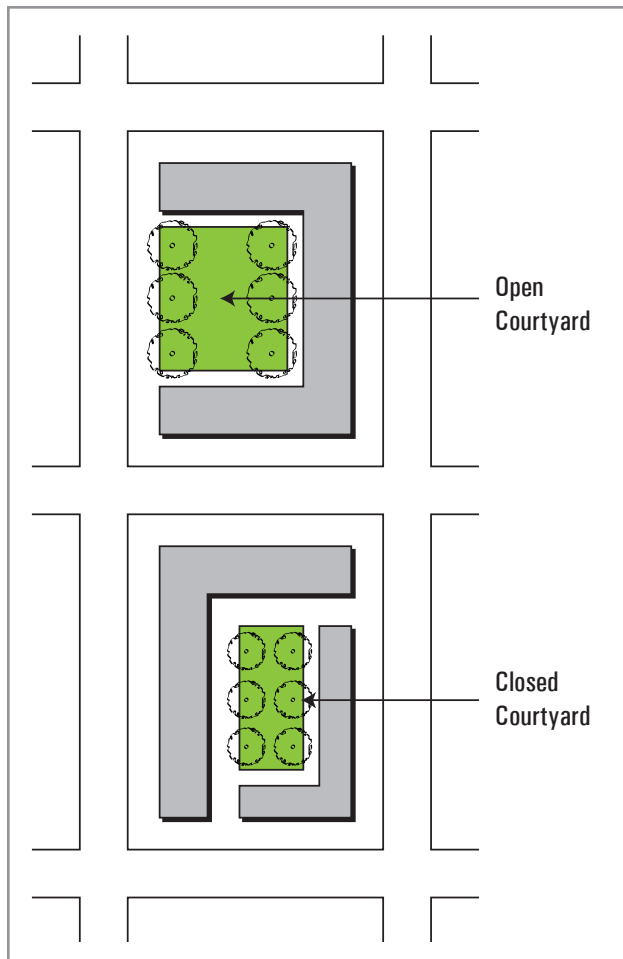
Notwithstanding the above, schools, community centres, and other public buildings will provide for a deeper building setback from streets to distinguish their presence within the community. These spaces will be landscaped to extend the program and activity of their buildings to the outside.



Height limitations based on Airport Flight Path.



Civic buildings should provide landscaped open space designed to extend program and activity of their building to the outside.



Landscaped courtyards maybe either partially open to streets or parks, or surrounded by buildings on all sides.

2.4 Landscaped Courtyards and Other Landscaped Open Space

Open space within development blocks may take the form of a forecourt, walkway, urban garden, plaza or courtyard. At-grade open space within development blocks will be designed to be:

- Generously scaled to support the intended uses;
- Visible and accessible from surrounding public streets, parks and other public spaces;
- Visible from and overlooked by many surrounding residences and units;
- Accessible and complementary to indoor amenity areas; and
- Supportive of a range of activities and programming opportunities.

All mixed-use and residential buildings will provide at-grade open space and outdoor amenity areas. Outdoor amenity areas will include shared amenity space, and, where appropriate, private outdoor amenity space.

Additional common amenity area on rooftop terraces is encouraged to augment and/or complement at-grade open space and amenity.



Landscaped courtyards will be designed to provide shared amenity for residents of the block.



A landscaped courtyard that is open on one side to a street provides landscaped amenity for the whole neighbourhood.

Outdoor amenity areas will include generously scaled areas of soft landscaping capable of supporting shade trees.

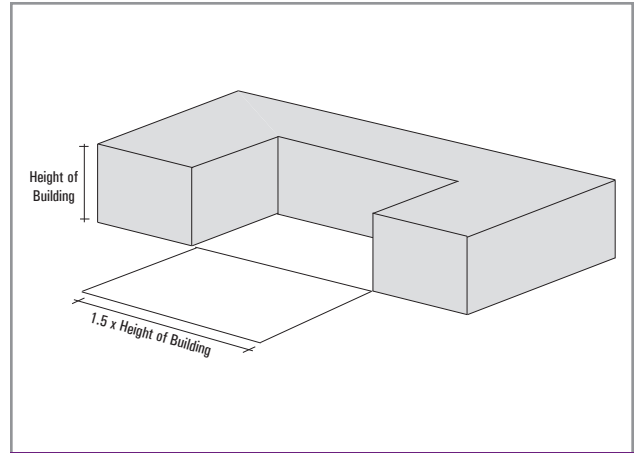
Landscaped courtyards may be either partially open to streets or parks, or surrounded by buildings on all sides. Courtyards will be designed to extend and enhance the public realm of streets, parks and open spaces.

Landscaped courtyards within a block will be scaled and proportioned to be wider than the height of the surrounding buildings to allow for sunlight and comfort within the open space to promote their use. Courtyards will be generally scaled with a minimum 1:1.5 height to width ratio of building height to open space width within a block.

Courtyards should be designed primarily to provide landscaped amenity space and to create a landscaped setting for buildings. The courtyard character will be green and well-treed with outdoor uses that promote pedestrian circulation as well as recreational, gathering and other social uses. Vehicular access and servicing areas will generally be discouraged from being located within a courtyard.

Where service areas and/or vehicular access are to be located within a courtyard, as an exception, they will be limited in scale, and designed and located to integrate with the design and amenity uses of the courtyard. Hard surface areas for vehicular use will be minimized.

Small scale pedestrian drop-off areas and limited short-term parking may, in exceptional cases as determined during the development planning process, be incorporated into a courtyard. They will be integrated into a landscaped courtyard using high quality paving materials, intensive landscaping and creative design strategies.



Landscaped courtyards should be designed to be wider than the height of the enclosing building.



Appropriate building heights allow for sunlight into landscaped courtyards promoting their use in all seasons.



Walkways through development blocks should be landscaped and surrounded by buildings with active uses to promote their use.



Walkways and trails should provide building address, where possible.

2.5 Pedestrian and Bicycle Circulation: Walkways and Trails

Mid-block walkways and bicycle trails are included at the pedestrian connection at Rondale Avenue and at multi-use trail along the west side of Allen Road, as shown on the Public Realm Structure Plan. Additional mid-block walkway and cycling routes may be encouraged on development blocks to extend and enhance pedestrian and cycling linkages.

Development on either side of a neighbourhood connection at Ridgevale Drive, Rondale Boulevard and Kirkland Boulevard, pedestrian walkway or cycle route will be designed to support and enhance the pedestrian and/or cycling environment.

The Greenway park block located along the east side of Allen Road will include a landscaped multi-use trail for pedestrians and cyclists moving through the community and linking the park system into the City's larger network of trails. Design directions for the Greenway park block will be included in the Public Realm Master Plan. Development along the Greenway park block will be designed with connections to streets, bicycle trails and walkways in a way that facilitates pedestrian and bicycle circulation and supports the green character of this important public open space.

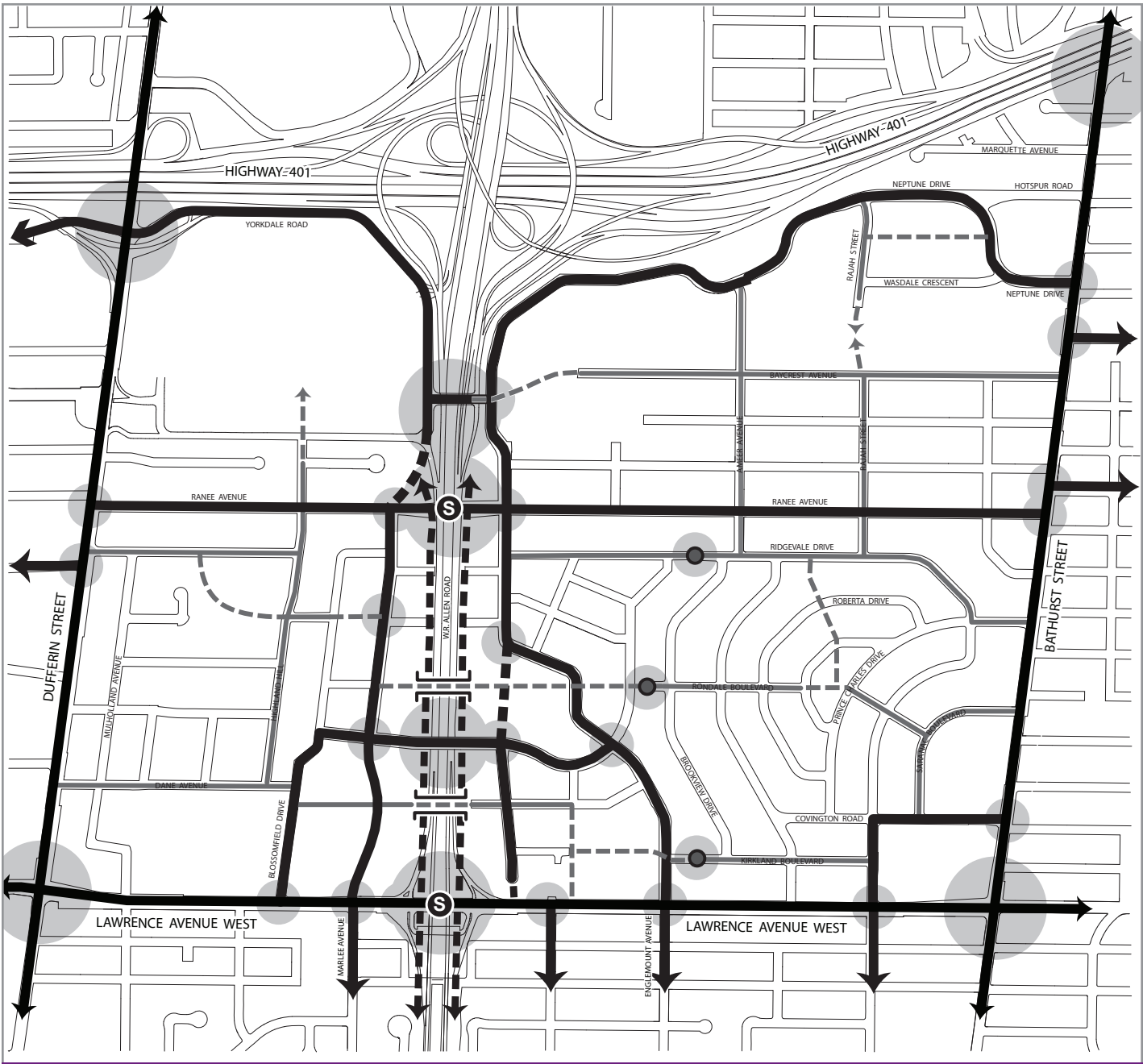
A publicly accessible multi-use trail on private lands will be provided by development located on the west side of Allen Road. This trail will be located within a landscaped building setback from the west side of Allen Road. The multi-use trail will be publicly accessible and have connections to streets, bicycle trails and walkways to facilitate pedestrian and bicycle circulation. The trail will be developed incrementally as development proceeds along the west side of Allen Road. The green and well-treed character of the publicly accessible landscaped space will be coordinated to the designed character of the Greenway park block. The routing, design and features of the landscaped multi-use trail will be coordinated along its length.

Pedestrian walkways and cycling trails will be provided through development blocks to:

- Create through routes that connect within a comprehensive pedestrian and cycling network;
- Provide opportunities for multiple connections along pedestrian and cycling routes to avoid channeling pedestrians over great distances, improve safety, provide alternative routes and maximize connections within and between neighbourhoods;
- Eliminate unnecessary corners, planters, walls and fences that could create unsafe areas that are blocked from view or overlook, especially at entrances and exits;
- Combine paths with different functions or modes (e.g. cycling routes with pedestrian trails) to increase usage;
- Provide lighting to pedestrian walkways and cycling trails expected to be used at night (e.g. the Greenway park block); and
- Limit planting along edges of pedestrian walkways and cycling trails to low lying vegetation and/or high branching deciduous trees to promote visibility and safety.



Illustration looking north of the Greenway next to Allen Road - Illustration from Planning Alliance



Pedestrian Plan

- Major On-Street Pedestrian Route
- Major Off-Street Pedestrian Route
- Minor On-Street Pedestrian Route
- Minor Off-Street Pedestrian Route
- New Bridges Over Allen Road
- Neighbourhood Connection
- Existing Subway Station
- Pedestrian Priority Area

Landscaped mid-block pedestrian walkways and/or bicycle trails should be at least 6 metres wide to provide room for the path and soft landscape. Narrower spaces that limit visibility and safety are discouraged.

Building facades fronting onto neighbourhood connections, pedestrian walkways and/or bicycle trails should include entrances, open porches, terraces, covered entries or similar features to overlook and animate the route.

Fencing along neighbourhood connections, pedestrian walkways and/or bicycle trails should be low and allow for views from surrounding buildings and areas to promote safety. A coordinated approach to fencing design, location and height along these routes will be encouraged.

2.6 Building Entrances

Main building entrances will be located adjacent to the public street, or a publicly-accessible courtyard physically and visually connected to the street. Building entrances are encouraged to be provided along the Greenway park block

Residential building entrances will be located and oriented to have direct access from the street. Porches, stoops and balconies are encouraged at all entrances to create opportunities for overlook and social interaction along the street.

Entrances to individual grade-related residential units are encouraged to be provided along streets and park edges. A modest grade change will create a threshold between public and semi-private space at the entrance and limit direct views into residential units.

Retail activities and other non-residential or commercial activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries to promote overlook, and enliven and support the public street.



Residential entrances to individual units are encouraged along the edges of streets and parks.



Retail streets should provide direct access to the sidewalk with continuous weather protection.

2.7 Vehicular Access, Parking and Servicing

Vehicular access, ramps, servicing and loading access should be provided from local streets wherever possible, to minimize impacts on vehicular and pedestrian traffic on Primary Streets.

Ramps, servicing and loading facilities should be integrated into the buildings they serve to minimize impacts on landscaped open space.

At-grade parking will be minimized. Where permitted, surface parking areas will be carefully located and screened to minimize impacts on adjoining streets or parks. Parking will be encouraged to be provided in underground parking.

Underground parking areas will be designed to promote safe, accessible, legible pedestrian circulation for residents and visitors by incorporating the following design strategies:

- Provide lit, generously scaled, well-defined, direct pedestrian access routes to exits and elevators;
- Maintain unobstructed sightlines within and to parking areas;
- Ensure sight lines for attendants are unobstructed;
- Incorporate glazing, as much as possible, into elevator lobbies and exit stair doors;
- Maximize informal opportunities for surveillance;
- Locate lighting above parked cars to provide a clear view of car's back seat; and
- Paint interior surfaces with light coloured high reflectance paving.



Parking garage ramp integrated within a building.



Garage lighting and active uses promote safe use of underground parking.

2.8 Shared Private Driveways and Public Lanes

To avoid locating servicing uses along edges of streets and parks, blocks shown on the Public Realm Structure Plan may be further divided for functional reasons using public lanes or private shared driveways.

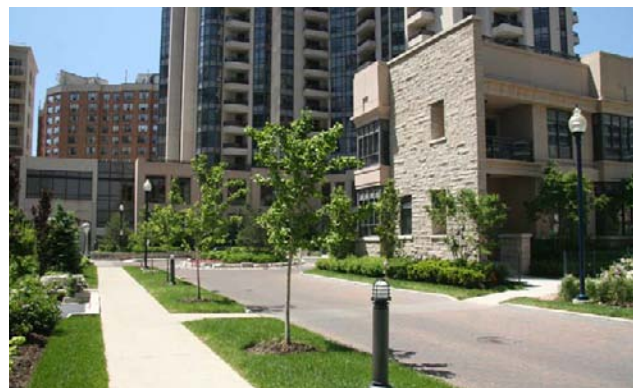
Shared private driveways or public lanes will provide vehicular and servicing access to development blocks. Shared private driveways or public lanes will be coordinated within the block to give access to multiple buildings. They are encouraged to limit curb cuts along public streets and sidewalks, and to reduce the extent of impervious paving within a block.

Shared private driveways or public lanes will be designed to meet technical requirements and enhance pedestrian safety by:

- Providing adequate lighting;
- Limiting their length to maintain end-to-end visibility;
- Connecting with a street at both ends;
- Ensuring all lanes be through lanes not dead ends;
- Creating a straight alignment, wherever possible, to maximize visibility; and
- Providing appropriate screening, landscaping and/or fencing between vehicular lanes and adjacent or nearby outdoor amenity areas.



A public lane provides access to servicing within the block.



Shared Private Driveway has been designed to provide access to servicing within the block as well as provide safe pedestrian walks through blocks



Outdoor amenity can be provided on a roof top. Planters, furniture and shade are required to make roof tops comfortable.



Continuous tree pits can help provide the necessary soil volume to support healthy tree growth.



Pedestrian lighting promotes safety and enhances local neighbourhood character.

2.9 General Landscaping and Lighting

The size and configuration of the landscaped area, depth of planting medium, and quality of planting medium and light conditions within amenity areas will be sufficient to support tree growth. Planting areas located above underground parking structures or “on-slab” will need to provide a minimum depth of 1.2 metres of high quality planting medium to support trees.

Where, for technical reasons, shade trees cannot be supported, shade structures such as trellises or arbours will be provided along with intensive lower level landscaping.

All landscaped areas planted on-slab or on rooftops will be irrigated. Automatic irrigation is preferred. Alternatively, water sources for manual watering programs, such as hose bibs will need to be identified on submitted landscape plans.

The planting medium for all landscaped areas will be topsoil, a fertile, friable natural loam capable of sustaining vigorous plant growth. It shall be free of any admixtures of subsoil, clay lumps and free of stones, roots and other extraneous matter. If this is not attainable from the topsoil on site, then either this topsoil shall not be used or it shall be mixed with imported material. The reuse of native topsoil is encouraged, but the use of native sub-soils for planting beds is discouraged.

Lighting is an important safety component for outdoor areas and will be designed to improve visibility and maintain light levels in all publicly accessible outdoor spaces by:

- Locating light fixtures to illuminate pedestrian routes and spaces, with special emphasis on increased illumination at any perceived problem areas;
- Illuminating all publicly accessible spaces to a minimum of 4.0 light candles unless otherwise specified by OBC;
- Locating lights to maintain consistent illumination throughout and minimize contrast between light and shadow; and
- Using light fixtures which minimize vandalism potential and encourage simple, easy maintenance.

2.10 Public Art

Public Art is encouraged within the Secondary Plan Area to contribute to local identity, enhance character and to reflect the creative diversity of the Lawrence Allen Secondary Plan Area. Development proposals within the Secondary Plan Area will contribute in accordance with the policies of the Secondary Plan. Significant development proposals outside of the Focus Area will generally be expected to provide a public art contribution. Development blocks within the Focus Area identified on the Potential Public Art Locations within the Focus Area Plan will make a contribution to public art.

Potential public art sites on public lands and facilities including sites identified within the Community Commons and proposed pedestrian bridges sites over the Allen Road are shown on the Potential Public Art Locations within the Focus Area Plan. To facilitate the provision of public art in public places within the Focus Area, a minimum of twenty percent of a public art contribution for a site within the Secondary Plan area is encouraged to be directed to a pooled fund for public art to be located on public lands.

The provision of public art will be carried out in compliance with the Percent for Public Art Program Guidelines.

The public art sites are strongly associated with pedestrian priority areas, landmark sites, view corridors and view termini shown on the Secondary Plan's Public Realm Structure Plan and the Pedestrian Plan. Alternative sites for public art may also be considered if the proponent can demonstrate that the site is highly prominent and supportive of the public realm.

Public Art will be of durable materials and construction. Public art will be carefully sited to avoid obstructing important views.



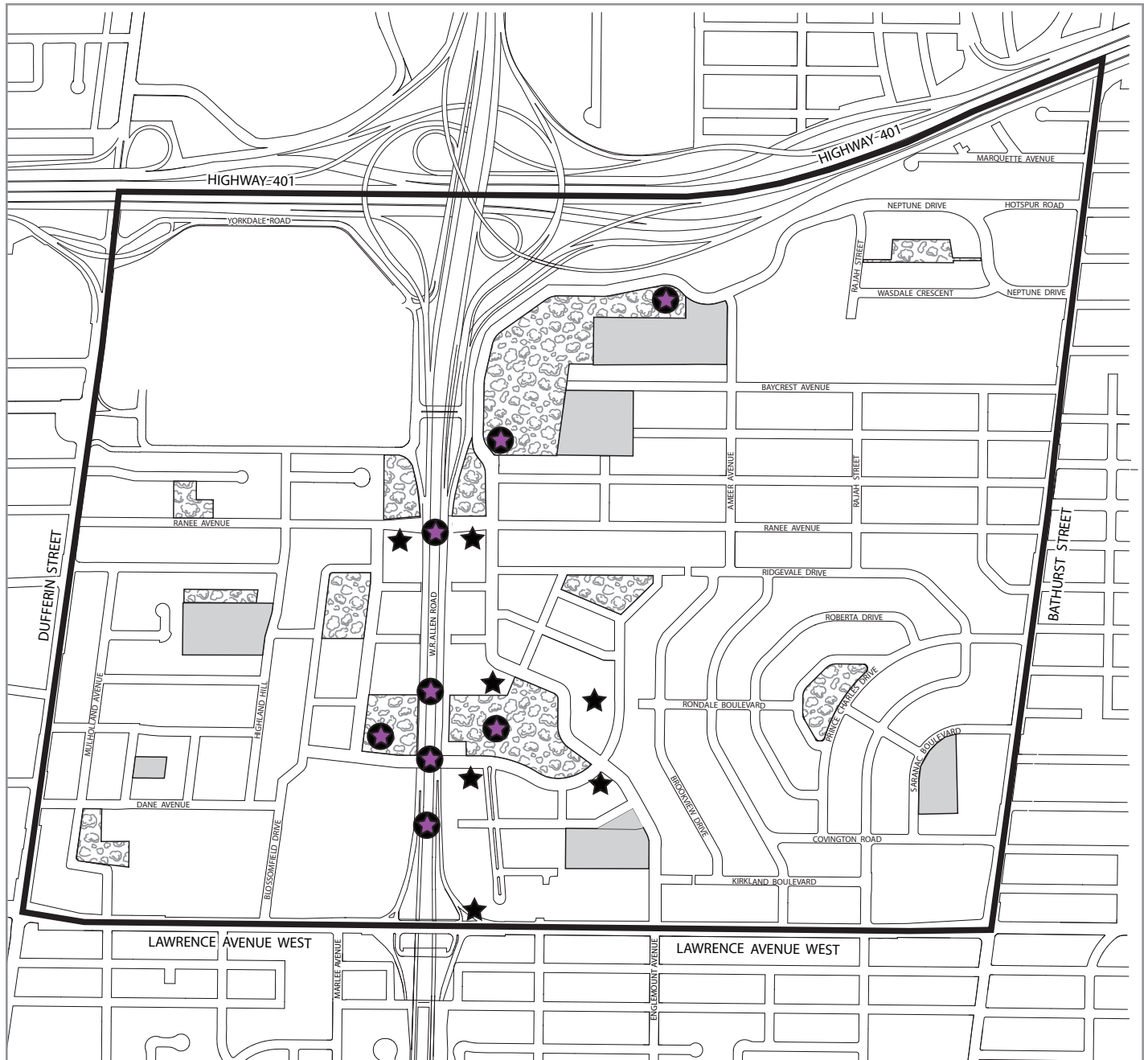
Public Art can be integrated into bridges, underpasses, parks, community centers to celebrate the cultural diversity and creativity of the community.



The Percent for Public Art Program can be integrated into the building, enhancing entrances, pedestrian portion and streetscapes.



Public art can contribute to the identity and character of a community.



Potential Public Art Locations
within the Focus Area

— Secondary Plan Boundary

 Parks

 Schoolyards



Locations with Public Art Potential - Private Land



Locations with Public Art Potential - Public Land

2.1.1 Environment and Sustainability

Development will incorporate environmentally sustainable design into all new buildings and landscapes to promote and support the area's green and well-treed character and promote the environmental objectives of the Secondary Plan area.

Energy efficiency, and sustainable development features, technologies and construction techniques are encouraged to be provided at the highest standard and, wherever possible, to exceed, the City's minimum requirements as per the Toronto Green Standards. Development will be encouraged to meet or exceed Tier 2 of the Toronto Green Standards.

Mitigation of identified noise impacts arising from Allen Road and Highway 401 will be required to be addressed through appropriate site planning, building design and massing, grading and landscaping, in a way that does not detract from the Allen Road streetscape, the Greenway park block design or the outdoor amenity of abutting private open space, or community safety issues.

Noise attenuation measures, if required along the Greenway park block, will not create a barrier between the landscaped setback area on private lands and The Greenway park block, or the Greenway park block and the Community Commons, or any other park block. Noise attenuation measures will be integrated with the landscape design of the Greenway park block and may be located between the Greenway park block and the Allen Road right-of-way. The Public Realm Master Plan will provide direction for noise attenuation strategies affecting public lands and buildings.

If noise attenuation measures are required, the form and design, whether walls, berms or other mitigation, will complement the Allen Road streetscape, abutting parkland and the abutting private development landscaping. Long, blank unrelieved noise attenuation walls will be discouraged. Opportunities to incorporate variation, architectural detailing, landscaping and other features of interest with the design of the noise attenuation measures will be encouraged.



The Green Roof By-law promotes a healthy environment.



Appropriate window applications to reduce glass reflection for the first 12 metre above grade are essential for a building to be considered bird-friendly.

3.0 Building Location, Organization and Massing by Block Types

- 3.1 Low Rise Building Blocks
- 3.2 Mid-Rise Building Blocks: Primary Streets
- 3.3 Mid-Rise Building Blocks: Allen Road
- 3.4 Tall Building Blocks



Building Location, Organization and Massing by Block Type

— Secondary Plan Boundary

■ Tall Building Blocks

■ Mid-Rise Building Blocks on Primary Streets

■ Mid-Rise Building Blocks on Allen Road

■ Low-Rise Building Blocks

■ Special Building Blocks

Building Location, Organization and Massing by Block Type

The Building Location, Organization and Massing by Block Type Map illustrates where different types of buildings are proposed to be distributed within the Focus Area: low-rise blocks, mid-rise building blocks on Primary Streets blocks, mid-rise building blocks on Allen Road, tall building blocks and special building blocks. Guidelines are provided for each building type with site specific guidelines provided for the special building blocks identified on the plan.



3.1 Low Rise Building Blocks

Buildings on low-rise blocks within the 11 metre height restriction area will not exceed 11 metres in height. Outside of the height restriction area, buildings on low-rise blocks may not exceed 12.5 metres.

Low-Rise Building Blocks are planned with enough depth to support townhouses with backyards and small front gardens.

On low-rise blocks with frontage on a Primary Street, or facing onto a public park, vehicular access to buildings will be provided from lanes or private shared driveways. Direct access to individual units with street-side integral garages will be limited to locations on Local streets not facing a public park. Townhouse units with street-side integral garages will not be less than 6 metres wide to allow for on-street parking and proper spacing for street trees.

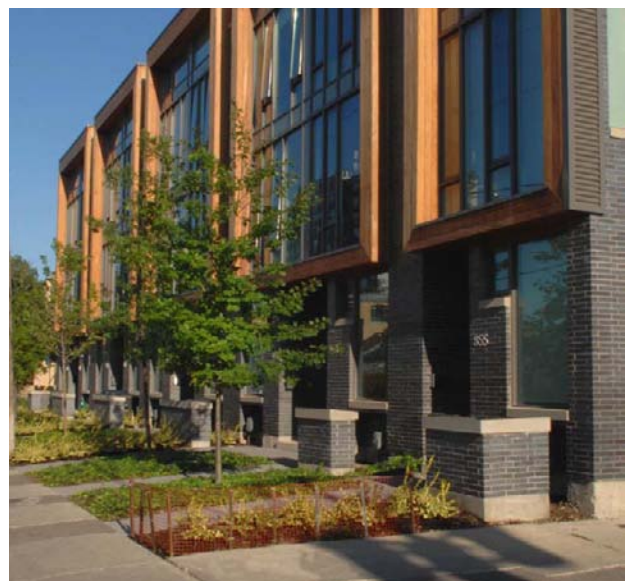


Townhouses with frontages narrower than 6 metre will provide auto parking and storage at the rear to promote safe comfortable streets. Rear garages can be free standing or integrated.

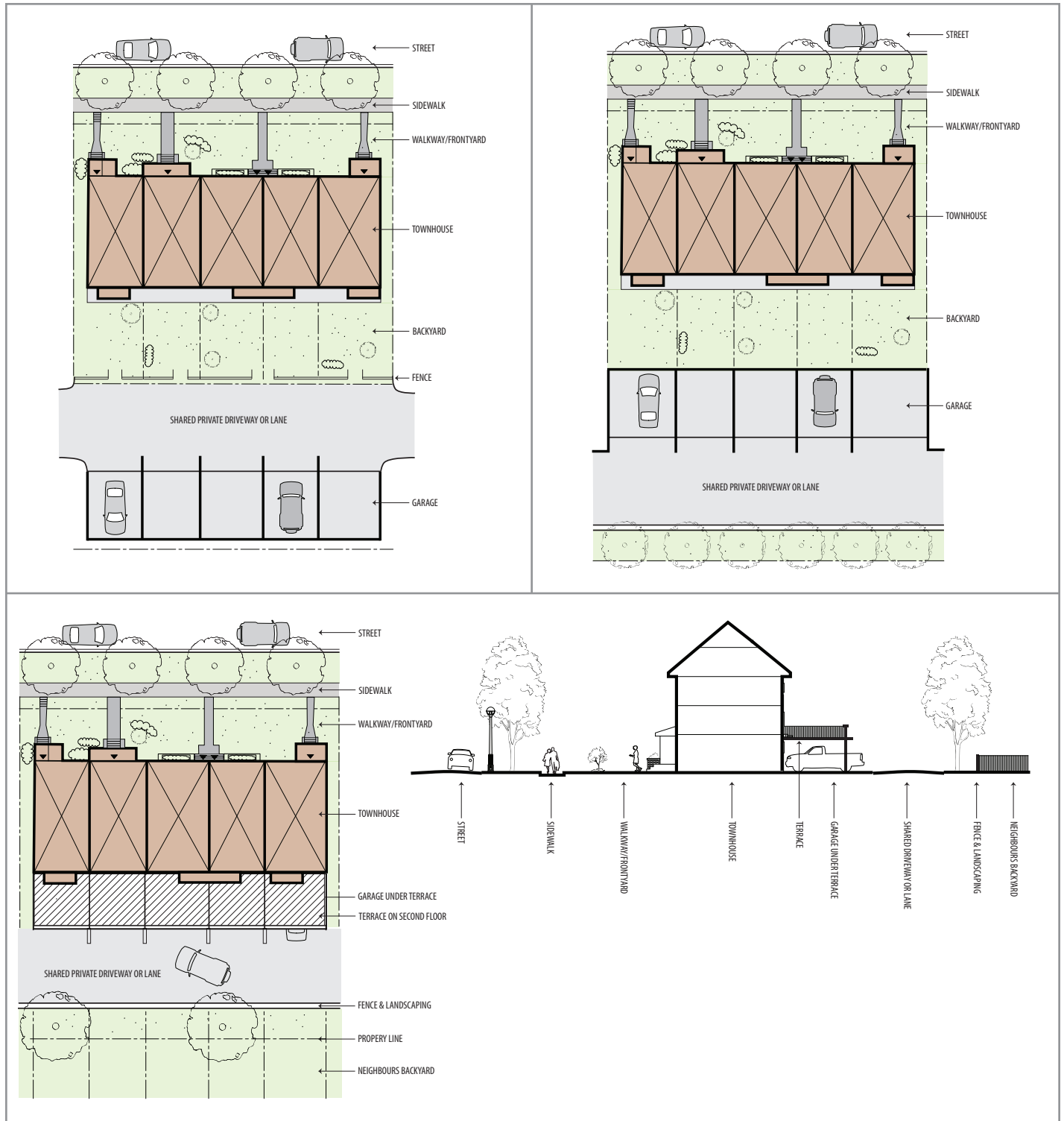
Half blocks for townhouses have been located along the west, north, and east sides of the Focus Area, placing the backs of new townhouses against the backs of existing single detached homes. Townhouse features including garages, lanes and backyards will be organized to minimize potential impacts on the abutting stable residential area. Appropriate landscaping, fencing, lighting and screening will be provided.

All low-rise development and all development on low rise building blocks will comply with the City of Toronto Development Infrastructure Policy and Standards for Public Local Residential Streets and Private Streets.

Individual townhouse buildings will generally not exceed 36 metres in length to encourage pedestrian permeability.



Townhouses can be designed with many kinds of character.



Townhouses with garages at the back can be organized in different ways.

3.2 Mid-Rise Building Blocks: Primary Streets

The height of buildings on mid-rise blocks will not exceed the width of the right-of-way of the fronting street. Generally Primary Streets, have a 27 metre right-of-way allowing for mid-rise building heights of 6 to 8 storeys.

Mid-Rise buildings located on Primary Streets will generally comply with the performance standards included in the Avenues and Mid-Rise Buildings Study subject to these urban design guidelines, and the following exceptions and special conditions:

- Mid-rise buildings will be built to applicable setbacks identified by these guidelines;
- Facing distances between buildings on the same block will be a minimum of 11 metres;
- Minimum 5.5 metres sideyard setbacks will be provided to allow facing buildings to have windows;
- Minimum 5.5 metres setback will be provided between a building wall with windows to a blank building wall;
- Side yard setbacks are encouraged for buildings not located on Lawrence Avenue, Bathurst Street and Dufferin Street;
- For building façades facing Primary Streets, parks or local streets, balconies may be provided for all storeys, including the first 3 storeys;
- Pedestrian perception step-backs between the third floor and 80% height of the facade are encouraged on all street and park frontages; and
- The building envelope should allow for a minimum of 5 hours of sunlight onto the Local, Primary and Major street sidewalks from March 21 to September 21.



Diagram illustrating key components of the Performance Standards

A. Rooftop amenity space and/or green roof	H. Continuity of streetwall (set frontage - ideal 20m min.)
B. Mechanical penthouse (with angular plane)	I. Rear lane access/ limit vehicle interruption on the Avenue
C. Transition to adjacent neighbourhood (angular plane & setbacks)	J. Lot depth (30m min.)
D. Min. 10.5m / 3 storey building base	K. Tall ground floor
E. Streetwall up to 6 storeys	L. Wide sidewalk with trees
F. 36m / 11 storeys max. building height	M. Animated ground floor
G. 1.5m min. step-back above streetwall	N. Allow for sunlight on the opposite sidewalk

Guidelines Summary from Mid-rise and Avenues Building Study.
Credit: Brook McIlroy



6 Storey Mid-Rise Building.

Where mid-rise buildings and low-rise buildings are built on the same development block, the mid-rise buildings will be oriented to the Primary Street, and the townhouses will be oriented to the Local streets. The block will be planned comprehensively to ensure that:

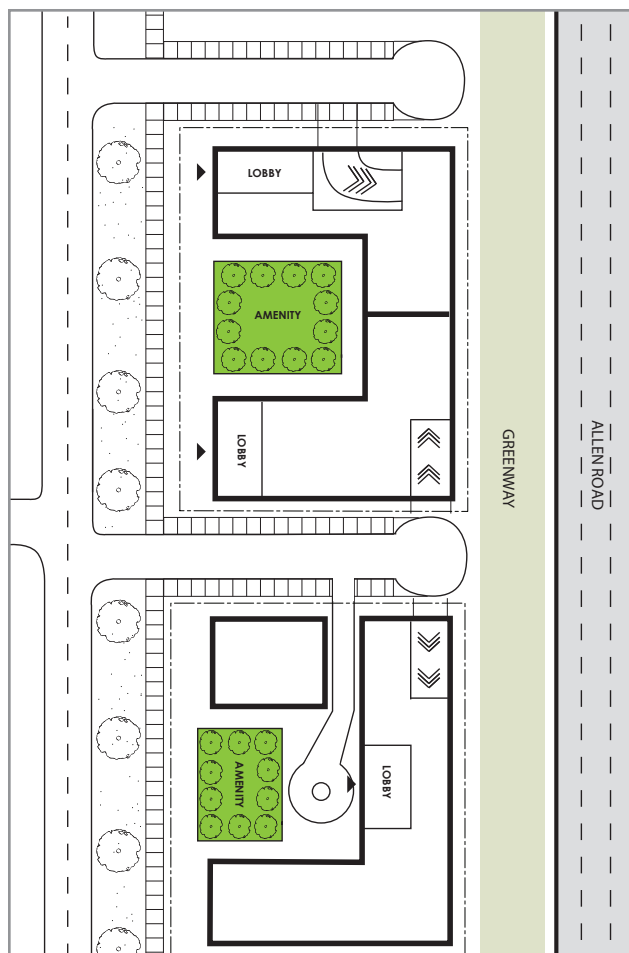
- The middle of the block will be developed with a landscaped open space;
- Servicing, loading functions and parking access will be co-located, or shared within the block; and
- A shared private driveway or public lane will provide access and service to development on the block in a way that minimizes curb cuts and interruptions to the sidewalk on the public streets.

3.3 Mid-Rise Building Blocks: Allen Road

Allen Road is generally more than 45 metres wide providing conditions that allow for mid-rise buildings to be built to a maximum mid-rise height of 12 storeys. Any buildings exceeding 12 storeys in height will be designed as tall buildings in accordance with tall building guidelines.

Buildings along Allen Road will be located, organized and designed to balance the need for built form that frames Allen Road at good proportion with the need to limit shadow impacts on the new neighbourhood's streets and open spaces. Buildings located on mid-rise blocks abutting the west side of Allen Road will have a maximum height of 12 storeys.

On the west side of Allen Road, the 12-storey mid-rise buildings and/or tall buildings will be located within 30 metres of the Allen Road and oriented parallel to Allen Road. There will be a gradation of building heights on these blocks. Buildings will step down from Allen Road to the Primary Street and along all other streets to allow for sunlight along the sidewalks on public streets, private driveways or pedestrian connections.

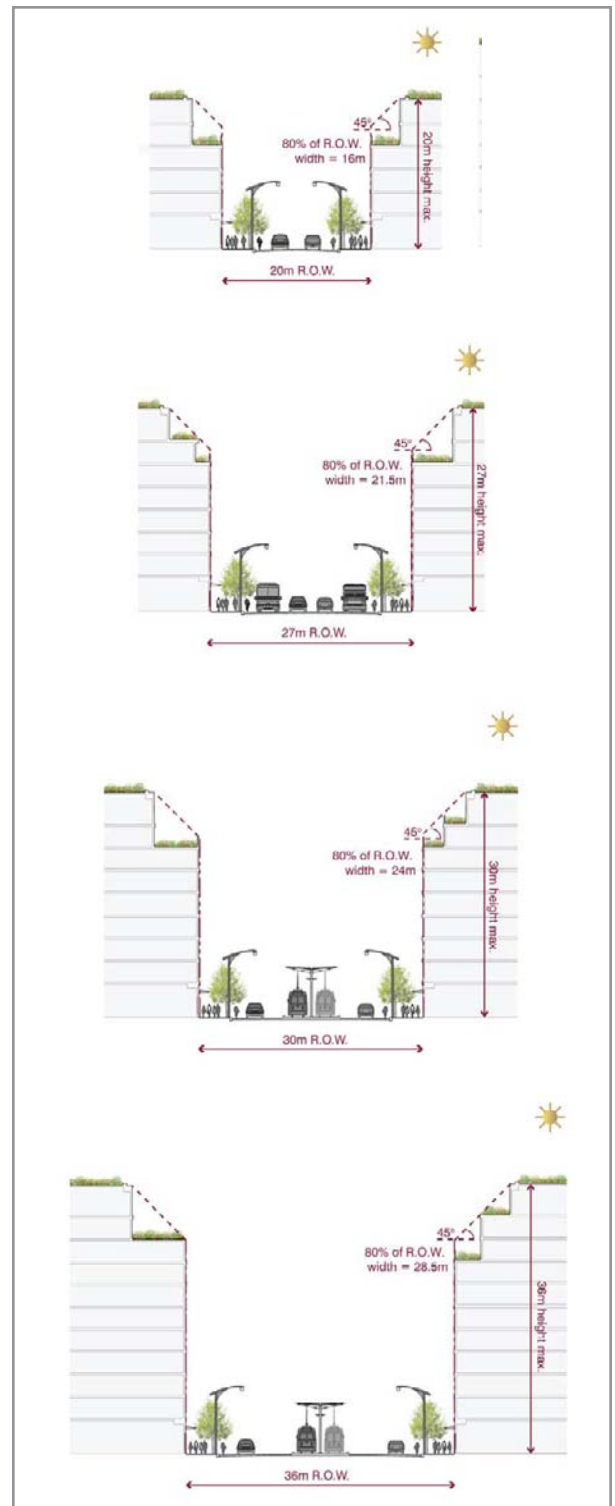


Possible building organization along the greenway.

On the east side of Allen Road, buildings located on mid-rise blocks abutting The Greenway park block on the east side of Allen Road will also have a maximum height of 12 storeys. These 12-storey mid-rise buildings will be located within 30 metres of the Greenway park block and oriented parallel to it. The mid-rise buildings will step down in height from Allen Road along all other streets or private driveways to allow sunlight along the sidewalks on public streets, private driveways or pedestrian connections.

Development along Allen Road will be designed to support and enhance the public use and amenity of the Greenway park block and new multi-use trails on either side of the Allen Road. Buildings along the Allen Road and along the Greenway park block will:

- Provide appropriate setbacks, step backs and active uses at grade, both indoors and outdoors, as well as entrances, extensive glazing and lighting to support this public edge;
- Provide a building envelope that allows for a minimum of 5 hours of sunlight onto the Local, Primary and Major street sidewalks from March 21 to September 21.
- Provide landscaped outdoor areas to extend, enhance and complement the Greenway park block on the east side of Allen Road;
- Provide a publicly accessible landscaped linear multi-use trail coordinated as an extension of outdoor open space associated with new buildings along the west side of Allen Road;
- Provide visual connections and physical links between the Greenway park block and surrounding streets;
- Provide noise attenuation through building massing, site organization and landscaping, where needed;
- Facilitate comfortable, generously scaled well-designed pedestrian connection bridges across Allen Road, where appropriate; and
- Feature high-quality architectural and landscape architectural design to create visual landmarks and a positive community image along Allen Road.



Guidelines to achieve 5 hour sunlight window on streets with midrise building types. Credit: Brook McLroy



Tall building on Merton Street rise from a consistent base building height.

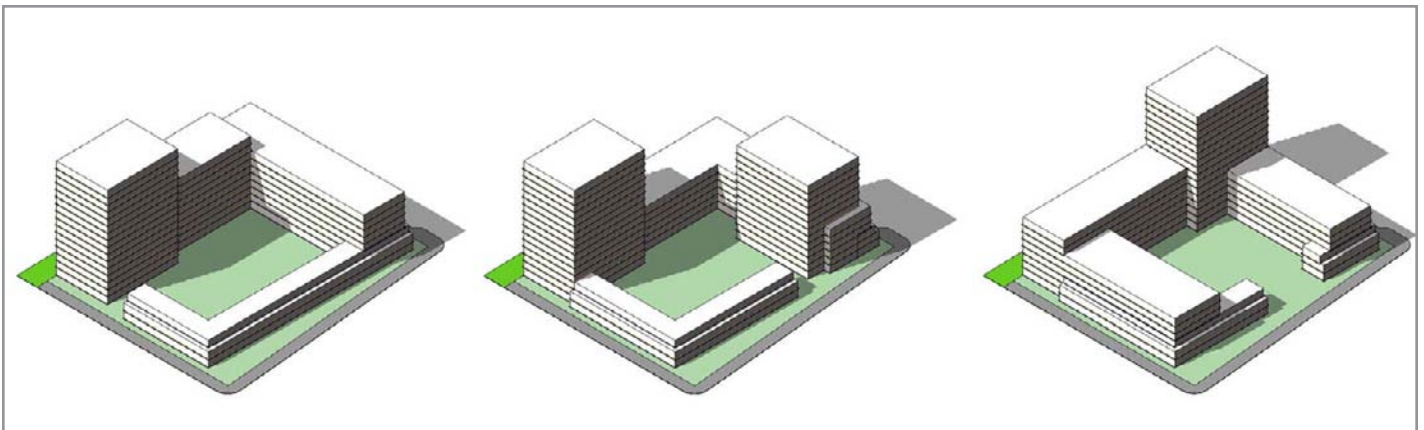
3.4 Tall Building Blocks

Tall buildings are buildings that are taller than the width of adjacent streets.

Tall buildings will consist of three parts: base, shaft and top integrated into a single whole. The base defines and supports the edge of streets and open spaces. The shaft is the tall part of the building, and will be designed, sized and located on a block to limit its shadow and sky view impacts on adjacent streets, parks and neighbouring properties, as well as on open space within the block. The top of the building should be designed to integrate the mechanical penthouse as part of the skyline.

The base of a tall building will work together with other base buildings, townhouses and mid-rise buildings to define and support streets, parks and open space shown on the Public Realm Structure Plan.

The base of a tall building will take the form of a thickened tower, mid-rise building or a townhouse. A multi-tiered base or upper podium form is discouraged.



Alternative layouts of blocks with tall buildings, midrise buildings and townhouses all organized around a landscaped courtyard.

Tall buildings will:

- Have a base with a minimum height of 3 storeys and a maximum height of 6 storeys;
- Provide not less than a 3 to 5 metre stepback from the tower to the base;
- Ensure tall building shafts are at least 25 metres apart;
- Ensure tall building shafts are no closer to a property line on the block than 12.5 metres; and
- Have a slender shaft with a floor plate no larger than 750 square metres.

Balconies will be located to minimize additional shadow impacts beyond the tall building's 750 square metre floor plate.



Townhouses and the base of a tall building work together to define a street with a pedestrian scale.



Provide a minimum of 25 metre between tall buildings.

4.0 Special Areas

- 4.1 Lawrence Avenue West, Area A
- 4.2 Lawrence Avenue and Varna Drive, Area B
- 4.3 650 Lawrence West Transition Area, Area C
- 4.4 Ramee Avenue at Yorkdale Subway Station, Area D
- 4.5 Yorkdale Shopping Centre, Area E
- 4.6 School Sites



Special Building Blocks

— Secondary Plan Boundary

Special Building Blocks

- A Lawrence Avenue West
- B Lawrence Avenue and Varna Drive
- C 650 Lawrence West Transition Area
- D Rane Avenue at Yorkdale Subway Station
- E Yorkdale Shopping Centre

Special Areas

Areas within the Secondary Plan that need area specific urban design guidelines are shown on the Location for Building Types Plan for the Focus Area. These areas have unique characteristics and/or special circumstances such that the general urban design guidelines do not provide a sufficient framework for addressing their built form and city planning issues. The general urban design guidelines will continue to apply to new development in the identified areas and will be supplemented by the area specific guidelines are provided. In the event of conflicting guidelines or urban design direction, the site specific guideline should be followed.

4.1 Lawrence Avenue West, Area A

Along Lawrence Avenue West, the existing context of a 6 storey (18 to 20 metre) built form will be supported, respected and extended within the Focus Area while ensuring that taller buildings may be incorporated on deeper lots. New buildings will be designed to ensure that the following urban design objectives are addressed:

- Create a generously scaled landscaped setback that supports, enhances and extends the streetscape along Lawrence Avenue;
- Create opportunities for at-grade uses and building design to activate the Lawrence Avenue West streetscape;
- Locate, and scale buildings taller than 6 storeys to ensure that a six-storey built form predominates along Lawrence Avenue West; and
- Maximize pedestrian comfort conditions along Lawrence Avenue West.

Development along Lawrence Avenue West will contribute through design, programming, infrastructure improvements and other means to the improvement of the Lawrence Avenue pedestrian environment. New development could provide at-grade retail uses



Lawrence Avenue West, Area A



Lawrence Avenue West will be defined by building 6 storeys in height. Taller buildings or taller portions of buildings will step back from Lawrence Avenue West.

with entrances, extensive landscaping and continuous weather protection as well as outdoor uses such as cafes, patios, display and seating areas.

The buildings that will be built on the tall building blocks having frontage on Lawrence Avenue will incorporate a 6 storey base aligned with Lawrence Avenue. The shaft or tower will step back 6 metres to 10 metre from the base building.

Development of a new school on the John Polanyi Secondary School site will maintain the existing athletic field on the north portion of these lands as at-grade open space. This large site could accommodate a tall building. Buildings will be located, massed and articulated to minimize shadow impacts on and maximize active frontages overlooking the private open space. Service areas will not be located abutting the private open space.

A generously scaled, landscaped and well-lit publicly accessible mid-block pedestrian and cycling link between the Lawrence Avenue and Flemington Road will be provided connecting Replin Road with Lawrence Avenue West. The alignment of the link will be coordinated amongst the development blocks located between Allen Road and the 650 Lawrence West properties. The link will be landscaped, lit and have direct pedestrian and bicycle connections with the abutting development.

4.2 Lawrence Avenue and Varna Drive, Area B

A new development block is planned for at the northeast corner of Varna Road and Lawrence Avenue as a result of the realignment of Varna Road. Development on this block will need to ensure an appropriate transition to the existing stable residential neighbourhood that it abuts. This shallow site also has an opportunity to develop a mid-rise building along its Lawrence Avenue frontage. This block's development will be designed to:



Lawrence Avenue and Varna Drive, Area B



A midrise building will step down on a 45 degree angular plane from the neighbourhood boundary.



650 Lawrence Avenue West Transition Area, Area C



The building at 650 Lawrence Avenue West has a 6 storey height along Lawrence Avenue West.

- Respect the 11 metre height restriction that affects the north portion of the site;
- Promote a mid-rise built form along Lawrence Avenue West that steps down under a 45 degree angular plan from the neighbourhood boundary;
- Develop a coordinated development and design for the block;
- Provide an appropriate amount of open space within the block;
- Minimize curb cuts, ramps, driveway entrances, at-grade loading areas and servicing areas; and
- Address the urban design objectives identified for Lawrence Avenue West, Area A.

4.3 650 Lawrence Avenue West Transition Area, Area C

The new development block abutting the north boundary of the 650 Lawrence West residential site will be designed to provide transition of built form to respect the existing context. The 650 Lawrence West site supports townhouses on the north portion of its site. New development will address the following urban design objectives to ensure appropriate transition is achieved:

- Create an appropriate transition of built form within the site to respect the scale and character of the existing low-rise built form abutting the block's south boundary;
- Create a mid-rise built form on the north portion of the site;
- Develop a coordinated development and design for the block;
- Provide an appropriate amount of open space within the block that maximizes the opportunity for residential units to face onto green space;
- Minimize curb cuts, ramps, driveway entrances, at-grade loading areas and servicing areas; and
- Provide opportunities for publicly accessible connections through the block and connecting to the surrounding public streets.

4.4 Ranee Avenue at Yorkdale Subway Station Entrance, Area D

The Mid-Rise Block: Allen Road guidelines, section 3.3 of these guidelines, will be applicable to the two blocks fronting onto the south side of Ranee Avenue, east and west of Allen Road. In addition, new development will address the following urban design objectives:

- Respect the 11 metre transition zone;
- Create active frontage at grade along Ranee Avenue. Retail uses are encouraged;
- Maximize sunlight and limit shadowing impact on the surrounding streets and open spaces;
- Provide generously scaled open space within the block, located and organized to maximize the number of units that can face onto it;
- Create active high quality pedestrian environment including opportunities for cafes, outdoor display or landscaped forecourts along Ranee Avenue from curb to building face; and
- Create a predominately soft landscaped setback from other streets.
- A public right-of-way or private street will be provided at the south end of the blocks.

A 9 metre landscaped setback from Allen Road designed to include a publicly accessible multi-use trail will be required for the mid-rise block located west of Allen Road.



Ranee Avenue at Yorkdale Subway Station Entrance, Area D



Retail will be provided along Ranee Avenue. Stairs, ramps and planting will promote direct access on retail as well as promote pedestrian use.



Yorkdale Shopping Centre, Area E

4.5 Yorkdale Shopping Centre, Area E

Development within the Yorkdale Mall site located in the northwest portion of the study area is anticipated to occur incrementally. The following urban design objectives will need to be addressed by new development on the Yorkdale Mall site:

- Develop a comprehensive pedestrian and cycling network, to provide connections within the site and with surrounding streets and neighbourhoods;
- Improve safety, way-finding, landscaping and visibility along established pedestrian links between Yorkdale Mall and Baycrest Park, and Yorkdale Mall and Yorkdale Park;
- Improve the exterior retail storefront and pedestrian environment;
- Reduce the visual and environmental impacts of surface parking lots.
- Improve the pedestrian environment along the driveway located along the south boundary;
- Improve pedestrian crossings across driveways.;
- Incorporate environmentally sustainable features into development.

4.6 School Sites

The school sites are not shown individually on the Location for Building Types Map. The following urban design guidelines will apply for all schools within the Secondary Plan Area.

Schools will be designed and developed as civic buildings within a high quality public realm. Schools will be located on landmark sites that are visually prominent within the community, having address and frontage on a primary street or an arterial street. Schools may be located to terminate view corridors or define vistas.

Schools will be co-located with The Community Commons or Baycrest District Park, or large at-grade sports field to reinforce a green character within the community.

Generally, schools will be integrated within the lower floors of mixed use buildings. Their architecture, landscape and other design features will distinguish the school component from all other uses within the building.

Free-standing schools will be multi-storey buildings limiting the building footprint and maximizing at-grade open space.

The design of schools will include the following:

- Well defined and distinct entrances that clearly announce a civic presence by virtue of their location, designed prominence, scale and architectural features;
- Primarily underground parking for students, teachers and visitors. For schools integrated into the bases of buildings, the sharing of vehicular access ramp amongst several of the building tenants is encouraged, especially for schools.;
- Separate entrances for vehicles and pedestrians;
- Drop-off facilities separated from other vehicular routes on a shared site. Drop off facilities and routes should not be located



A school with its own identity, entrance and landscape open space can be built as part of a larger building.



A school with its own identity, entrance and landscape open space can be built as part of a larger building.



Free-standing schools should be multi-storeyed to maximize landscaped open space on the site.



High quality landscapes should be constructed for schools.

between school and street or school and park edge;

- Direct access to extensive landscaped and green grounds whether wholly on-site or shared with adjacent grounds or parks;
- Main building entrances and playgrounds visible from and located near the street;
- Unobstructed view of the main building entrance from the main office;
- Windows that allow staff to watch indoor and outdoor activities;
- Deep landscaped setbacks from the street and outdoor amenity areas; and
- Shade tree planting.



OCTOBER 17, 2011

Front cover rendering produced by Sweeny Sterling Finlayson &Co Architects Inc.