



LOWER YONGE

Urban Design Report: Principles and Recommendations

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1 INTRODUCTION

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1 INTRODUCTION

1.1 INTRODUCTION

This Lower Yonge Urban Design Report: Principles and Recommendations (“UDR”) articulates the overall urban design vision for the Lower Yonge precinct and is intended to provide guidance to the public, stakeholders and decision makers in implementing that vision. The UDR was jointly developed by Waterfront Toronto and the City of Toronto.

As with all waterfront precincts, in accordance with the Central Waterfront Secondary Plan (“CWSP”), Lower Yonge is intended to be “a unique place of beauty and quality” with an identity that is integrally tied to its waterfront context. The CWSP provides direction for the mixed-use revitalization of waterfront lands and are thus legislatively required to be comprehensively planned at a precinct level. This Urban Design Report is an important first step in the precinct planning process and provides the vision for the precinct as articulated by its principles and recommendations.

Concurrently with the UDR, the Lower Yonge Transportation Master Plan Environmental Assessment (“TMP”) was undertaken and completed. The TMP is the road map for the transportation and infrastructure investments required to support the redevelopment of Lower Yonge. Together, the UDR and TMP have been coordinated to develop a comprehensive streets and blocks plan and identify the transportation infrastructure requirements for the precinct.

This document provides recommendations to be refined and included in the future Lower Yonge Precinct Plan (“Precinct Plan”) and subsequent implementation instruments, which may include Official Plan Amendments, re-zonings, and plans of subdivision, among other tools. The Precinct Plan will undertake further analysis and confirm the requirements for community services and facilities, servicing infrastructure, heritage, affordable housing and the development of phasing and implementation tools.



Figure 1.1 - Toronto's skyline



Figure 1.2 - Urban Design Vision for the Lower Yonge Precinct

1 INTRODUCTION

1.2 STUDY AREA

The Lower Yonge Precinct is an approximately 12-hectare area at the heart of Toronto's transforming Central Waterfront and part of Toronto's fastest growing community. The study area is prominently positioned within the waterfront and bounded by Queens Quay East to the south, Gardiner/ Lake Shore Blvd corridor to the north, Yonge Street to the west and Lower Jarvis Street to the east.

Since this waterfront precinct is so centrally located, its skillful and appropriate revitalization is critical to the waterfront's success. Currently comprising a range of employment and retail uses, the Lower Yonge Precinct has large opportunity sites with the potential to accommodate growth and vibrant mixed-use community. The precinct also has the potential to provide a much-needed critical link between other waterfront precincts and the downtown core through its proposed public realm and built form elements.



Figure 1.3 - Lower Yonge Site with Study Area Boundary

1.3 REPORT SUMMARY

This Urban Design Report: Principles & Recommendations (“UDR”) proposes land use, public realm and built form recommendations based on a set principles. The following is a high level summary of the key recommendations:

- The UDR and TMP recommends that the scale of the existing three large blocks be broken down to create eight city blocks by reconfiguring and extending Harbour Street from Yonge Street to Lower Jarvis Street and introduction of a “New Street” north-south between Cooper Street and Lower Jarvis Street. The Harbour Street extension also serves to improve connectivity of the precinct to the waterfront and the downtown while balancing regional and local transportation needs;
- The UDR recommends the creation of a central park which serves as the heart of the community and key to creating a new waterfront neighbourhood that achieves the core principles in the CWSP: making connections, spectacular parks and open spaces, greening and building new communities;
- Built Form Recommendations have been developed to be consistent with past waterfront precinct plans to the east while acknowledging its contextual relationship to the downtown core to the west and the St Lawrence community to the north. Built Form Recommendations were carefully considered for the base buildings and towers to ensure they address consultation feedback and respond to human scale;
- Collectively the principles and recommendations in this report have been developed in concert to ensure the precinct

has a good mix of uses, a pedestrian and bike friendly environment, safe and comfortable public spaces, animated ground floors for a vibrant public realm, appropriate building base heights, tower dimensions, and tower placement that meet the objectives of for all waterfront communities.

Overall, the precinct seeks to set a high standard for urban design, appropriate for its large opportunity sites and its privileged waterfront location and in the tradition of prior waterfront precinct planning initiatives to date.

1.4 CONSULTATION

The TMP and UDR were developed concurrently in consultation with the public and stakeholders. These consultations included Stakeholder Advisory Committee (SAC) meetings (May 2, 2013, September 9, 2013,

July 7, 2014), Technical Advisory Committee (TAC) meetings (May 22, 2013, September 9, 2013, July 7, 2014), Landowner consultation meetings (May 2, 2013, September 9, 2013, July 8, 2014), and Public Information meetings (May 22, 2013, October 10, 2013). Each public meeting was publicly advertised in addition to being promoted on social media.

The feedback provided by the above noted meetings has played a significant role in the development of the principles and recommendations. At each meeting, the team presented a summary of work to date and sought input from participants on a range of issues and opportunities relevant to each stage of the process. The Urban Design Report: Principles and Recommendations will be presented to the SAC, TAC, Landowners and the public for additional feedback as the Precinct Plan and its implementing policies are developed and potentially refined as a result of subsequent work.

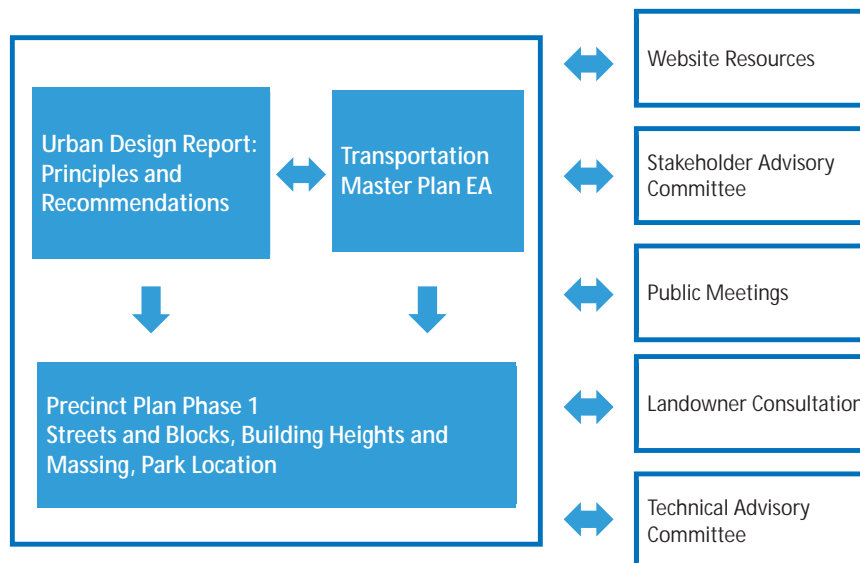


Figure 1.4 - Process Diagram Representing How This Report Was Developed

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2 BACKGROUND AND CONTEXT

2.1 POLICY CONTEXT

2.1.1 OFFICIAL PLAN POLICIES

The Lower Yonge Precinct is located in the Downtown and Central Waterfront (Urban Structure map of the Official Plan Figure 2.1), and is within the area of the CWSP. It is a designated Regeneration Area, with the exception of the Yonge Street frontage, which is designated Parks and Open Space.

The Downtown and Central Waterfront offer opportunities for employment and residential growth. However, growth in the Central Waterfront will be guided by the Central Waterfront Secondary Plan. The Official Plan policies will address the importance of well-designed connections between the rest of the city and the Central Waterfront. The renewal of the Central Waterfront will create new opportunities for business development, as well as new neighbourhoods with homes for Downtown workers. These policies also acknowledge the opportunity to extend the Financial District south of the rail corridor, which has the potential to significantly add to the supply of premier commercial office space.

Regeneration Areas are blocks of land that may be subdivided for a wide variety of mixed-use redevelopment. The Official Plan states that for each Regeneration Area, a framework for new development will be set out in a Secondary Plan and development should not proceed prior to its approval. The CWSP does not itself contain a framework for new development but instead requires the development of precinct implementation strategies, while setting out how these strategies will determine the scale of future development, range of uses and the relationship between building massing, density and public spaces for Regeneration Areas. Lands designated Parks and Open Space Areas in the vicinity of Regeneration Areas may be subject to Precinct Implementation Strategies.

2.1.2 CENTRAL WATERFRONT SECONDARY PLAN POLICIES

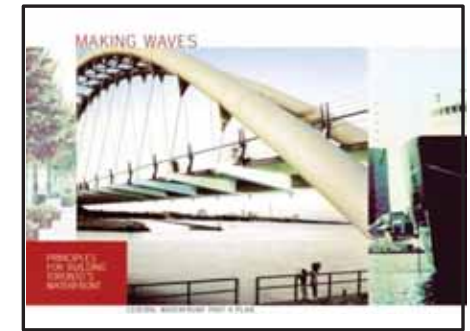
The purpose of the CWSP is to identify key public priorities and opportunities, and provide an implementation process. The Central Waterfront Plan is built on four core principles:

- A. Removing Barriers/Making Connections;
- B. Building a Network of Spectacular Waterfront Parks and Public Spaces;
- C. Promoting a Clean and Green Environment; and
- D. Creating Dynamic and Diverse New Communities.

The CWSP was approved by City Council in 2003, and is subject to various appeals to the OMB, it has been the guiding policy document for waterfront redevelopment and policy implementation. The CWSP is in force for specific areas where precinct plans and implementing by-laws have been adopted.

Precinct plans and subsequent implementing zoning by-laws have been developed for the East Bayfront Precinct, West Don Lands Precinct, and the Keating Channel Precinct of the Lower Don Lands. Other precinct planning processes are underway for Cousin's Quay (Villier's Island), and the Film Studio Precinct.

Precinct implementation strategies are detailed in Section 2.1 of the CWSP to provide "comprehensive and orderly development" and to implement the policies of the CWSP. The Study Area falls within the "Regeneration Areas" Land Use designation, and is subject to Precinct Implementation Strategies by the CWSP. To achieve what is envisioned in the CWSP, the approval of new zoning for lands within the Regeneration Areas will take place at a precinct level. The policies require that, prior to the preparation of zoning by-laws or development permit by-laws within the Regeneration Areas, Precinct Implementation



CENTRAL WATERFRONT SECONDARY PLAN



CWSP - LAND USE PLAN



TORONTO OFFICIAL PLAN URBAN STRUCTURE



LOWER YONGE PRECINCT PLAN

Figure 2.1 - Policy Context

Strategies will be prepared in accordance with the policies in Section 2.2. As well, individual site rezonings within Regeneration Areas will generally be considered only once a context has been established through the Precinct Implementation Strategies, for the evaluation of specific applications. In addition, area-wide infrastructure requirements are required to have been determined with fair and equitable means for ensuring appropriate financial contributions for their provision.

Section 2.2 of the CWSP defines the elements of Precinct Implementation Strategies (“Precinct Plans”), including:

- A streets and blocks structure;
- Minimum and maximum standards for building height and massing;
- Strategies to ensure a balance between residential and employment based development;
- Strategies for achieving affordable housing targets;
- Location and phasing of local and regional parks, open space, public use areas and trails;
- Location and phasing of schools, libraries, community/recreation centres, day care, etc;
- Environmental performance standards;
- Provisions for securing the retention of heritage buildings;
- Urban design and public art provisions;
- Provisions to secure necessary roads, transit, trails and bike paths; and
- Financial mechanisms

This Urban Design Report is intended to provide input into a Precinct Plan for Lower Yonge, which will comprehensively address the elements of Precinct Implementation Strategies identified in the CWSP. Together with the Precinct Plan and TMP, a context for the evaluation of future applications for municipal development approvals will be established, and may result in modifications to the Secondary Plan framework to provide more specific direction for new development.

2.1.3 FORMER CITY OF TORONTO OFFICIAL PLAN

The CWSP is the guiding document for waterfront redevelopment and precinct level planning in the waterfront. However, at the time of preparation of this Urban Design Report, the former City of Toronto Official Plan is the in-force Official Plan for this area. Planning decisions must conform to the OP and be consistent with its intents. The former Official Plan supports the precinct planning approach and level of analysis.

Chapter 14 of the former City of Toronto Official Plan sets out a policy framework, and goals and objectives for the waterfront that were carried forward in the development of the CWSP. These include the primary goal for the waterfront, as set out in Policy 14.2, to promote increased and sustainable public enjoyment and use of the area by ensuring that future developments and action by both the public and private sectors will help achieve CWSP objectives, including: the improvement of public access to the waterfront, increased public parkland across the waterfront, and enhancing the quality of the waterfront as a destination. Development heights are to step down towards the water and views of the lake from the City to the water are to be preserved. Site-specific policies for 1-7 Yonge Street state that building heights are to generally decrease in a west to east direction across the site, resulting in lower buildings along Freeland Street, which respect the built form scale of the East Bayfront. These principles are reflected and supported in the recommendations of this report.

2 BACKGROUND AND CONTEXT

2.1.4 WATERFRONT TORONTO

In 1999, Prime Minister Jean Chretien, Premier Mike Harris and Mayor Mel Lastman announced the formation of a task force to make recommendations for developing Toronto's waterfront. The task force determined that revitalization of Toronto's waterfront is essential. Notable recommendations were the notions that a "compelling comprehensive concept" for the waterfront is necessary, and that "the waterfront must be, and be seen and understood to be, public to the greatest extent possible," and that new built form must reinforce the public nature of the waterfront, including access ways to the water's edge. Waterfront Toronto was established in 2001, largely in response to the recommendations of the Task Force report.

Waterfront Toronto has led the preparation of precinct plans for numerous precincts. Immediately east of Lower Yonge are the East Bayfront and Keating Channel precincts, both of which are south of the Gardiner Expressway and incorporate Queens Quay. Although each precinct along the waterfront will vary in design and character, the precinct plans prepared are for these areas are grounded in the principles of the CWSP and include the following common characteristics:

- an extensive network of park spaces connected by well designed, tree lined streets and augmented with publicly accessible open space on private lands;
- a predominantly mid-rise character;
- a limited number of strategically located taller buildings;
- a mix of commercial, residential uses, as well as community services and amenities;
- easy access to public transportation and
- a supply of affordable rental accommodation as well as market housing.

Like the East Bayfront and Keating Channel precincts, Lower Yonge's planning context is the waterfront framework, which is most strongly articulated in the CWSP and advanced through precinct plans. It is appropriate for the primary objectives noted above to be integrated into the Lower Yonge Precinct plan, although with consideration of Lower Yonge's site-specific context, including its proximity to the downtown core.

The built form and planning context of Lower Yonge have been carefully reviewed to inform the development of urban design principles and recommendations, and will continue to be considered in the development of the Lower Yonge Precinct Plan.

2.1.5 ZONING

The base zoning within the Lower Yonge Precinct includes permission for commercial and industrial development with total densities ranging from 3.0 to 6.0 times the area of the lot. Height limits are generally not specified.

In addition to the base zoning, site specific zoning by-law exception 12(2)297 was approved in 1995 as part of an OMB settlement and, establishes height and massing standards for the site located at 1-7 Yonge Street. The exception does not change the zoning designation.

The site specific zoning by-law exception, 12(2) 297, approved as part of an OMB settlement in 1995, established maximum height limits for the 1 Yonge site, but did not change the zoning designation. The permitted height and massing steps down west to east, and seeks to preserve views to the south. Maximum base building height adjacent to all streets is 19 metres. Above this height upper storeys must step back a minimum of 2 metres. Adjacent to Queens Quay and Freeland upper storeys must step back again, 12 metres, at a height of 30 metres. Above this a maximum height of 85 metres is permitted along

the Yonge Street frontage; a maximum height of 60 metres is permitted for the Lake Shore Boulevard and Freeland Street portion of the site, and a maximum height of 44 metres is permitted for the Queens Quay East and Freeland Street portion of the site.

2.1.6 URBAN DESIGN GUIDELINES 1 YONGE STREET

Policy 1 in Section 5.3.2 - Implementation Plans and Strategies for City-Building of the Official Plan, states that guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban design guidelines are specifically intended “to provide a more detailed framework for built form and public improvements in growth areas.” This report builds on the directions of existing guidelines by providing area-specific recommendations for the comprehensive design of the Lower Yonge Precinct.

Specific urban design guidelines for the 1 Yonge property support the 1995 site-specific zoning by-law exception for the site. The concepts outlined include subdividing the block with a future extension of Harbour Street, a maximum building height of 85 metres adjacent to Yonge with massing stepping down west to east and north to south, and setbacks at grade to the west, south and east in favour of the public realm. The setback adjacent to Yonge Street ranges from 6 to 17 metres and is designated as Parks and Open Space Area in the CWSP. The guidelines also call for a visual connection between landscaped open space on the 1 Yonge site and the property south of Queens Quay, now Pier 27, and an open arrangement of towers to allow views of the sky through the property from the street. The guidelines also address microclimate and call for an angular plane along Yonge.

2.1.7 CITY-WIDE TALL BUILDING DESIGN GUIDELINES

The city-wide Tall Building Design Guidelines were approved by City Council in May 2013. The Design Guidelines are a consolidated set of performance measures for all tall building development applications city-wide. The Lower Yonge Precinct is located within the CWSP and is therefore not subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013).

The large opportunity sites in Regeneration Areas, such as those within the Lower Yonge Precinct, are distinct from infill sites elsewhere in the City which may have multiple existing built form constraints and an existing development context to respond to. As such, the building specific requirements established in the City-wide Tall Building Design Guidelines represent minimum standards, which are to be refined through area-specific plans that establish a comprehensive built-form approach. The Tall Building Guidelines call for the development of Master Plans to provide a framework to guide development of large or complex areas.

There will still be a role for site-specific master plans for large sites within precinct, including those over 2 hectares, and for those with potential for multiple tall buildings, or new open spaces, and for developments that will be built out in multiple phases.

2 BACKGROUND AND CONTEXT

2.2 BUILT FORM CONTEXT

Precinct Planning must address the requirements of the CWSP's, but also acknowledge the unique context of each precinct and best practices.

2.2.1 EXISTING LAND OWNERSHIP & STRUCTURES

The Lower Yonge Precinct is owned by four major landowners: Pinnacle Development (1-7 Yonge Street), Liquor Control Board of Ontario (LCBO) (55-95 Lake Shore Blvd E), Toronto Port Lands Company (TPLC) (15 Freeland Street and 15 Cooper Street) and Choice Properties (10 Lower Jarvis Street). The current uses on each property include:

- the 25-storey Toronto Star office building with five-storey base building, head office of the Toronto Star Newspaper and former home of the paper's printing presses at the northeast corner of Yonge Street and Queens Quay East. Immediately north on the same lot is a large surface parking lot;
- the LCBO head offices adjacent to Lake Shore Boulevard East between Freeland and Cooper Street, with a LCBO warehouse mid-block and a LCBO retail outlet at the south of the lot, adjacent to Queens Quay East. East of Cooper is a large surface parking lot owned by LCBO;
- parking lot on land formerly occupied by a railway spur running through the lower portions of the LCBO lands owned by TPLC; and
- a Loblaw's grocery store with ancillary retail and an above-grade parking structure, immediately west of Jarvis street.



Figure 2.2 - Existing Landownership

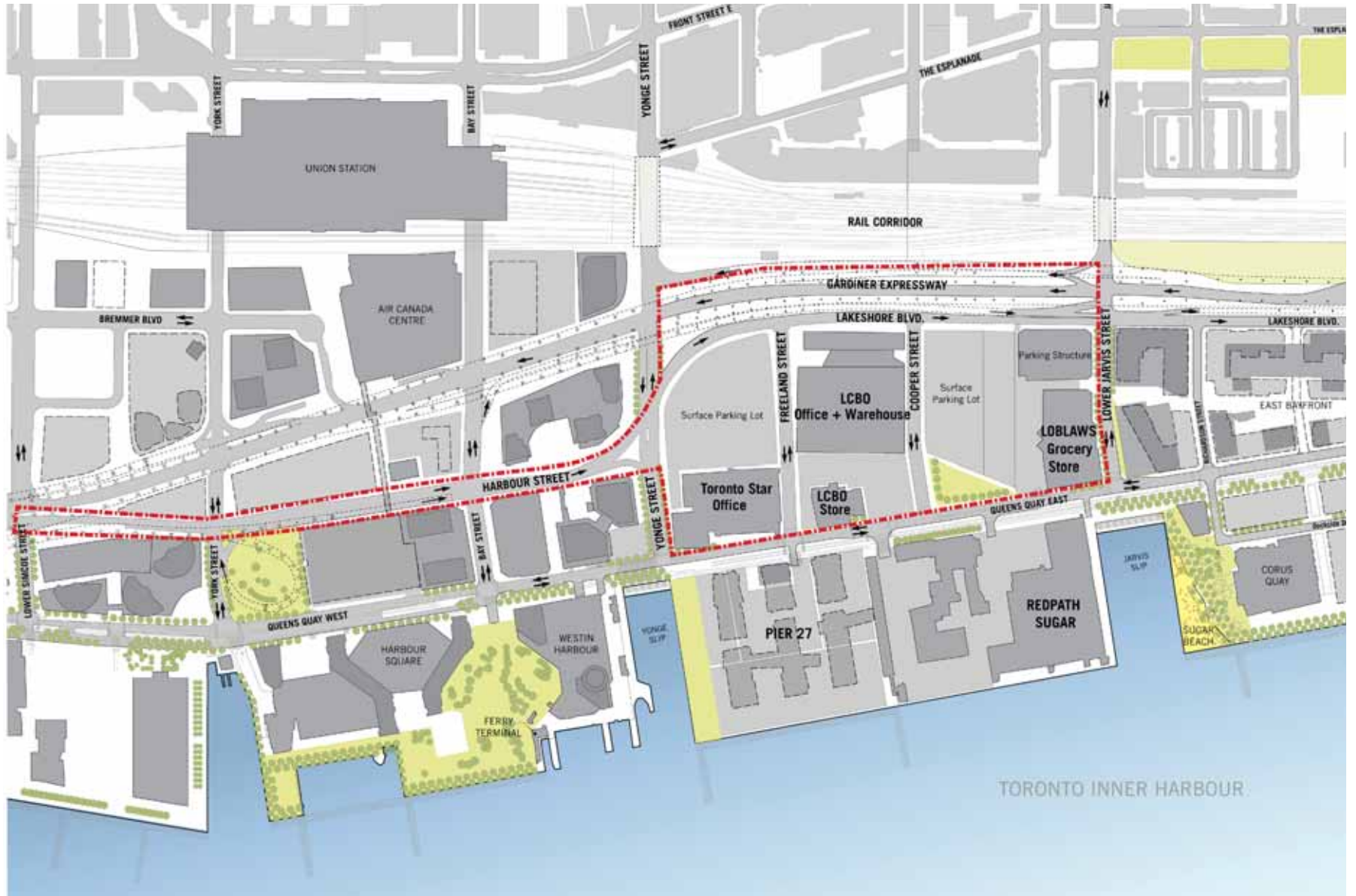


Figure 2.3 - Current Uses within the Study Area

2 BACKGROUND AND CONTEXT

2.2.2 EAST BAYFRONT

The East Bayfront is similar to Lower Yonge in history and physical context. The East Bayfront Precinct Plan prioritizes quality of the public realm and creates a desirable living environment by stepping built form down in height from north to south. Buildings are intended to be mid-rise in character, with towers located along the major north-south streets with Lake Shore Boulevard East. However, buildings on or near the north side of Lake Shore Boulevard are permitted to reach 46 metres with periodic “bump-ups” to 58 metres while those on or near Queens Quay are permitted to rise to 38 metres with “bump-ups” to 50 metres.

The East Bayfront Precinct Plan and implementing zoning are deliberately focused only on built form provisions, but the result is an average development density that is approximately 7 FSI net and 4 FSI gross. East Bayfront Development is proceeding in accordance with the Precinct Plan. Development in the area to date includes an eight-storey office building for Corus Entertainment (2010) and George Brown College’s Centre for Health Sciences (2012) at the foot of Jarvis Street, south of Queens Quay. New residential development is also underway. Monde Condominiums east of Sherbourne Common North is currently under review, as are the Aqualina Condominiums to the east of Sherbourne Common South. Significant investments have also been made by all levels of government in the public realm in accordance with the East Bayfront Precinct Plan in advance of much of the future development. New open spaces include Sugar Beach, and Sherbourne Common South and North. The first phase of the Water’s Edge Promenade, a public parkland has been built between Jarvis Slip and Bonnycastle Street.

2.2.3 BUILT FORM CONTEXT TO THE SOUTH

Recommendations have been proposed to make the blocks between Queens Quay and Harbour, be reserved for employment / office uses. Employment

uses are considered to be more compatible with the industrial area along Queens Quay.

Redpath Sugar, located at 95 Queens Quay East, is a storage facility and sugar refinery, reliant upon lake access and the dockwall for operations. Redpath is acknowledged by the CWSP to be a symbol of the waterfront’s industrial heritage, and an important employment generator. The compatibility of the facility’s operations with new development must be considered when establishing directions for the Lower Yonge Precinct.

Future developments should not result in any adverse effects that could impact Redpath’s operations; the CWSP defines it as an Existing Use Area and provides criteria for achieving land use compatibility. Recent redevelopment approvals for residential and other uses near Redpath have been required to submit technical analysis to evaluate potential adverse effects and identify appropriate buffering and mitigation measures in order to ensure there will be no impacts on Redpath’s continued operation.

Pier 27 has several positive attributes that contribute to Lower Yonge Precinct. Its tallest element will be the 105 metre tall tower at the north-west corner of the site. The tower stands across Queens Quay from the 100 metre tall Toronto Star office building and will form a gateway to the eastern waterfront precincts along the waterfront’s main street. The built form framework for the Precinct proposes that office buildings lining the north side of Queens Quay east of this point be lower and setback from Queens Quay to preserve their prominence.

The majority of the project will be developed at a height of 38 metres, 11 storeys. A 105-metre tall residential tower will be located at the north-west corner of the site. Phase 1 of this proposal is under construction. Phase 2 has been appealed to the Ontario Municipal Board.

The 4 hectare site will be redeveloped at a density of approximately 4 times coverage, and will accommodate seven buildings oriented in a north-south direction, to provide episodic views to the water from Queens Quay and the Lower Yonge Precinct. Waterfront Toronto has planned for the development of a 0.7 hectare park between Pier 27 and the Yonge Street Slip at the foot of Yonge Street. This park is envisioned as an important civic space and will be developed as funding permits.

2.2.4 BUILT FORM CONTEXT TO THE NORTH

The Gardiner Expressway, Lake Shore Boulevard East and the railway embankment define the Precinct’s condition along its northern edge, but the Gardiner and Lake Shore corridor is anticipating a make-over. . In 2008 an environmental assessment (EA) was initiated by Council, the City and Waterfront Toronto (WT) to act as co-proponents to evaluate WT’s proposal to remove the elevated Gardiner Expressway from Jarvis Street to east of the Don Valley and to replace it with an at-grade waterfront boulevard. Decisions regarding changes to the east section of the Gardiner have been deferred until February 2015, however development should be prepared to respond to a reinvented Lake Shore Boulevard and Gardiner Expressway.

Immediately north of the Lower Yonge Precinct is the St Lawrence Neighbourhood area that has the dual significance of being a historic core and site of the City’s most successful urban renewal project. These developments include 25 The Esplanade, a 97-metre tall tower, and 40 The Esplanade, which includes a 96 metre tall tower and a 16-storey tower (approx. 50m). New development is encouraged to be respectful of the area’s current height and density sensitivities. More recent residential condominium projects include: 18 Lower Jarvis Street, 1 Front Street East and 5-7 The Esplanade. Immediately south of the Sony Centre, condominiums have been approved at 5-7 The Esplanade, and will be 112 metres and 32 storeys tall, consistent with current development adjacent to Yonge Street south of the railway embankment.

Another consideration is the pattern of development adjacent to Jarvis and Yonge Streets. The 103m condominium at 18 Lower Jarvis is the tallest building within its immediate context and the surrounding area is addressed by its substantial mid-rise base building. Tower height south of the railway embankment and Lake Shore Boulevard can be expected to be between 88 and 118 metres tall.

On larger sites towers adjacent to Yonge have been matched with slightly lower towers immediately to the west; 10 Yonge Street, in close proximity to the Toronto Star Building, is 110 metres while its companion tower, 10 Queens Quay is 81 metres tall.

2.2.5 BUILT FORM CONTEXT TO THE WEST

Between Bay and Lower Simcoe Streets, immediately south of the Financial District are four residential towers between 212 and 234 metres, transitioning downward to between 110 and 118 along the west side of Yonge Street. The Westin Harbour Castle immediately south west of the Lower Yonge Precinct, includes twinned, broadly spaced 34 storey towers above an approximately four-storey base. 10 Yonge Street sits at 37 storeys (110 metres) and 10 Queens Quay at 26 storeys (81 metres) tall. The buildings rise above a linked two storey base building that frames the publicly accessible landscape open spaces at the north-west and south-east corners of the property where public art is prominently on display.

33 Bay Street, 16 Harbour Street, 12 and 16 Yonge Street), immediately to the north, extends from Yonge to Bay Street, and from Harbour Street to the Gardiner. The site is built out with a 40-storey tower at the property's north-west corner adjacent to Yonge and a 30 storey tower to the south and slightly east near the intersection of Yonge and Harbour Streets. Moving west the towers increase to 54 storey towers mid-block, with a 50 storey tower at the intersection of Yonge and Bay. They sit atop a four storey podium that has a large drop-off court cut from its south side adjacent to Harbour Street.

18 Yonge, immediately north of 33 Bay, fell within the Railway Lands East Part II Plan area (1998). That plan included a desire to sculpt massing to provide transition between adjacent buildings and step-down building height from the central city to the lake. The resultant building includes a 39 storey with a 5 storey podium. The tower is stepped back 6 metres from its base adjacent to Yonge, and the podium is set back from the curb 15 metres inclusive of the public right-of-way and a setback on private property that varies between 5 and 12 metres.

Viewed more broadly, development between Yonge Street and Lower Simcoe, south of the railway embankment has been intensively developed with an average density for new construction of approximately 11 times area of the lot.

North-west of the Lower Yonge Precinct is Toronto's Financial District, an area that has given Toronto its distinctive skyline, and that the Official plan states should remain the prime location for prestige commercial office buildings and landmark buildings. It is also located within walking distance from Union Station. More than a quarter-million people use Union Station daily. The Toronto Transit Commission (TTC) Subway/RT, regional GO Transit commuter trains, VIA Rail and long-distance railway systems all provide service from this one central location. Union Station is also undergoing revitalization and restoration, and, when complete will accommodate an increased number of passengers with improved pedestrian flow through the station.



Figure 2.4 - Corus Entertainment



Figure 2.5 - Redpath Sugar Facility



Figure 2.6 - Built Form Context to the West

2 BACKGROUND AND CONTEXT

2.2.6 APPLICATION TO THE LOWER YONGE PRECINCT

The tallest towers adjacent to the west side of Yonge Street are significantly lower than those further to the west. This report did not regard individual projects located further west and south of the Financial District as indicative of appropriate area-wide densities and observed that towers generally step downward in height towards Yonge Street with the majority of tower being below forty stories.

The development density of approximately 11 FSI south of the railway embankment and north of Queens Quay, between Yonge Street and Lower Simcoe Street is based on recent development, and not historic development on “under-utilized” lots. Development density in excess of the west of Yonge Street may be considered excessive and inappropriate in consideration of the previously established pattern of reducing height and density as one moves southward and eastward across the waterfront.

Development on the east side of Yonge Street should respect this tapering downward in height and density from the west and respect the datum line that has been established adjacent to Yonge Street.

2.3 HERITAGE CONTEXT

The Lower Yonge Precinct, like the other waterfront precincts, provides an opportunity to tell Toronto’s story by preserving the waterfront’s cultural and natural heritage assets and developing new private and public spaces. It is the City’s intent that remaining heritage resources, including buildings and buried archaeological sites, be conserved for future use and study, in keeping with the CWSP. Designated heritage buildings are to be conserved for creative reuse in their original locations.

The LCBO Office and Warehouse at 55 Lake Shore Boulevard East is a listed heritage building. Built in 1948 and designed by the prominent Toronto architectural firm Mathers and Haldenby, the complex includes three buildings: an office building, the LCBO’s head office; a warehouse which formerly acted as a distribution point and bottling facility; and a free-standing garage, converted in the early 1950s to a retail store. Heritage studies have identified features of the complex with cultural heritage value, especially in relation to its function as an industrial warehouse. As such, the complex offers a rich opportunity for significant conservation, potentially in conjunction with redevelopment. These buildings’ street wall height and building envelope provide an existing context for new development to reference.

The lands comprising the Lower Yonge Precinct were created by lake filling after 1893, making the area a rich source of archaeological information regarding the City’s relationship to the lake and our industrial past. The 2008 Archaeological Conservation and Management Strategy is designed to protect the history, heritage, and artifacts of the industrial waterfront and the inhabitants and users of the waterfront district over time. This study provides documentation to better inform the planning and development review process and address issues pertaining to preservation and documentation of archaeological resources discovered during the

waterfront revitalization process. As well, it provides a framework to identify opportunities, constraints and best practices for the preservation, interpretation, commemoration and exhibition of these archaeological resources and features within a holistic archaeological approach. Heritage Preservation Services staff reviewed the study area and potential resources that include structures associated with CW-13 the Royal Canadian Air Force Equipment Depot No. 1 Military Base, 1940 to 1946 and areas subject to prior shoreline development from 1893 -1903 and 1910 -1931 were noted. Each of these successive waves of shoreline development including the circa 1925 shoreline and military base are worthy of interpretation and commemoration as part of this study and as part of Waterfront Toronto’s overall heritage interpretive planning process.

Precinct implementation strategies are to include provisions for securing the retention of heritage buildings within new developments and an archeological resource assessment of high potential sites prior to development. Further detail on the opportunities and policy direction on Heritage and Archaeology will be articulated in the Precinct Plan.



Figure 2.7 - Northern facade of LCBO's head office building which is designated a heritage property

2 BACKGROUND AND CONTEXT

2.4 TRANSPORTATION CONTEXT

The precinct's transportation network was primarily built at a time when the waterfront was a working industrial area and serviced regional commuters. The transportation system is largely auto-oriented and prioritizes vehicular circulation over other modes, such as transit, walking and cycling. As the waterfront evolves into mixed use residential and commercial districts, a rebalancing of modes is required to balance regional and local traffic demands.

The precinct has multiple, convenient transit choices within walking distance. Union Station, the primary transit hub in the Greater Toronto Area, is one of the busiest intermodal transportation terminals in North America. Union Station has inter-city rail service (VIA Rail), commuter rail and bus facilities (GO Transit) and local transit in the form of a subway line, bus and light rail (TTC). Plans have been developed for the transformation of Queens Quay into a two-lane, two-way roadway with a two-way dedicated light rail line and a continuous separated multi-use path, plus streetscaping and sidewalks.

Plenty of pedestrian activity enlivens the precinct, thanks to its close proximity to Union Station, Air Canada Center, Toronto Islands Ferry Terminal, Sony Center for the Performing Arts, St Lawrence Market, Harbourfront and the waterfront itself. In many instances, however, the routes connecting these facilities and attractions were not designed to enhance the walking experience. They have narrow sidewalks, convoluted routes across sweeping turning lanes and physical barriers.

The auto-oriented public realm and streetscape design encourage greater vehicle speed and require long pedestrian crossing distances. Narrow sidewalk widths discourage pedestrian activity. Existing Harbour Street functions as a through street with limited accommodation for pedestrians or cyclists. With the exceptions of Yonge Street and Queens Quay, none of the streets have bike facilities.



Figure 2.8 - Union Station



Figure 2.9 - GO Transit Access



Figure 2.10 - Queens Quay at Lower Simcoe Looking West

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3 PRINCIPLES AND GOALS

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3 PRINCIPLES AND GOALS

3.1 INTRODUCTION

Urban design goals define the expectations of both the private and public sectors and ensure that the future development of the Lower Yonge Precinct achieves the desired character, vibrancy, comfort and convenience necessary to attract residents and businesses. Through a series of public and stakeholder consultation meetings, urban design goals and principles were formulated, in conjunction with the development of the TMP.

Building upon the CWSP, five broad urban design principles form the basis for all recommendations and guidelines elaborated in Chapter 3 – Public Realm and Chapter 5 – Built Form. These principles are:

1. Ease of movement;
2. Well loved public places;
3. Pedestrian comfort;
4. Diversity of uses; and
5. Good urban form.

03

3.2 EASE OF MOVEMENT

Short block dimensions, frequent intersections and a variety of engaging pedestrian and cycling routes form a neighbourhood pattern of streets and blocks that encourages walking and biking. A network of interconnected routes and multiple connections between the Lower Yonge Precinct and surrounding areas is intended to enhance ease of movement, facilitating links to multiple public destinations including open spaces, transit and the waterfront.

Bicycle use among riders of all ages and capabilities will be encouraged through sharrows and mid-block laneways that weave through the precinct. Wide sidewalks and pedestrian safety strategies, such as reduced curb-to-curb dimensions, will be implemented to make walking safe and comfortable.

Principle:

Multiple, connected circulation paths make all forms of movement easier and more convenient.

Goals:

- Getting to, from and through the precinct will be easy, locally and regionally;
- Active transportation will be an integral part of precinct life;
- Connections to downtown and the waterfront will be enhanced.

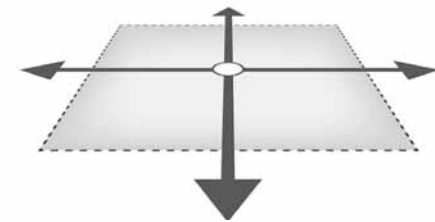


Figure 3.1 - Connected Streets

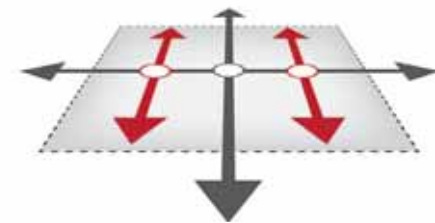


Figure 3.2 - Increased Porosity



Figure 3.3 - Pedestrian-scaled Blocks

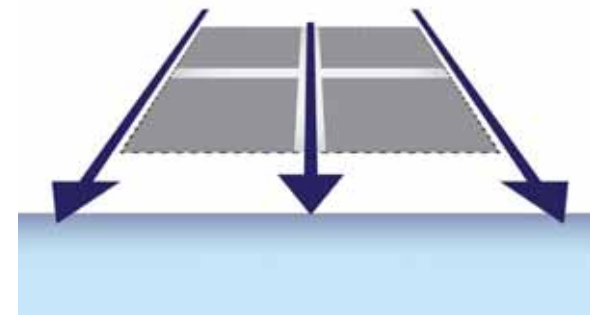


Figure 3.4 - Waterfront Access

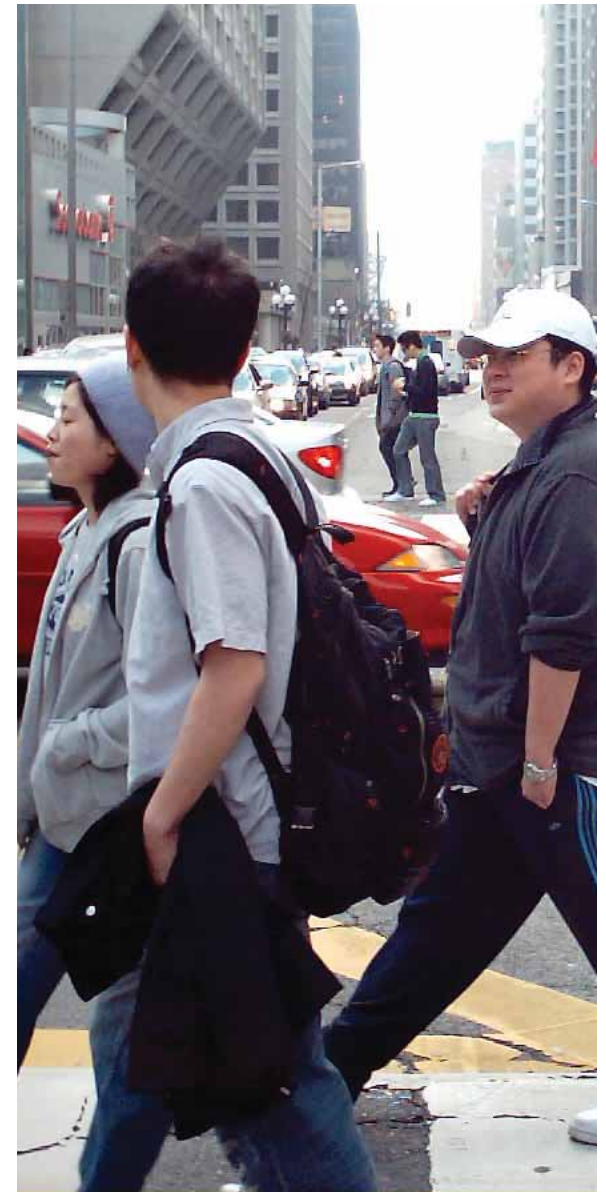


Figure 3.5 - Ease of Movement

3 PRINCIPLES AND GOALS

3.3 WELL LOVED PUBLIC PLACES

Places that are well loved have their own unique character. They offer residents a variety of services, amenities and cultural venues, are flexible in their use and comfortable, contribute to an attractive pedestrian-oriented public realm and have easy access to public transit. Restaurants, cafes, public art and cultural venues facing open public places provide a setting for a fulfilling, sustainable urban lifestyle that provides not just psychological and recreational benefits, but also enhances health and wellbeing.

Principle:

People love and are drawn to places that offer high quality, safe and vibrant outdoor destinations.

Goals:

- Public and publicly accessible open space will increase the livability of the precinct;
- People will feel safe and linger in the precinct's public places;
- Comfortable and attractive pedestrian and bike networks will be provided.

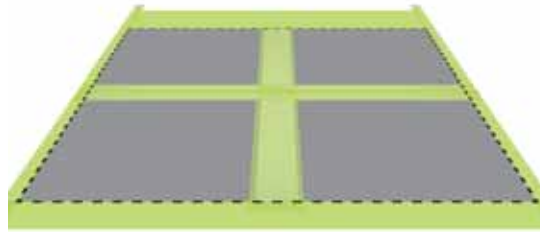


Figure 3.6 - Network of Open Space

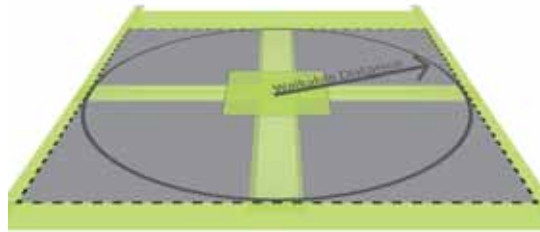


Figure 3.7 - Convenient Location



Figure 3.8 - Outdoor Recreation



Figure 3.9 - Well-loved Public Places

3 PRINCIPLES AND GOALS

3.4 PEDESTRIAN COMFORT

Buildings and public open spaces will be designed to maximize pedestrian comfort in all seasons. Streets, parks and open spaces will be sunny places protected from wind conditions that would discourage remaining outside. Spaces between buildings will be comfortable, interesting and attractive to extend the public realm and contribute to a vibrant, urban neighbourhood – defining an urban fabric that is pleasant, walkable and provides varied experiences in a comfortable setting.

Principle:

People enjoy and prefer places that are physically comfortable.

Goals:

- The public realm will be made up of sunny places for people to sit, gather and enjoy the outdoors;
- Outdoor public places will be protected from strong winds so they will be active all year round;
- Streets, paths and parks will make a comfortable precinct-wide network of open spaces.

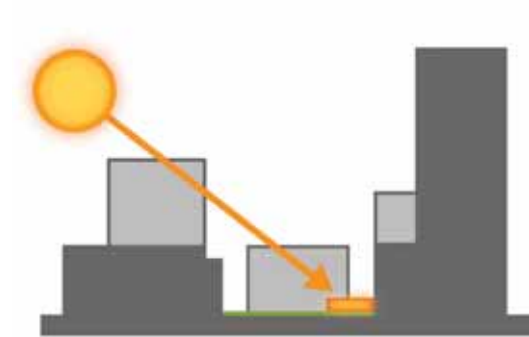


Figure 3.10 - Sunny Parkland and Public Realm

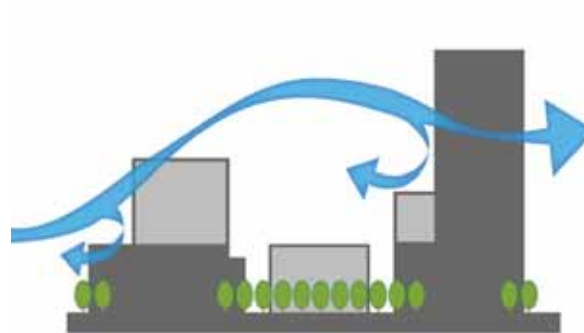


Figure 3.11 - Buffer Against Winter Winds



Figure 3.12 - Diverse Uses

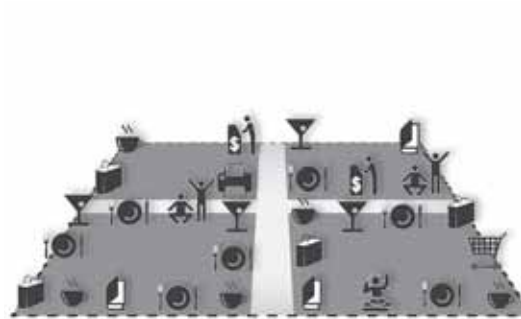


Figure 3.13 - Active Ground Floor + Small Shops

3.5 DIVERSITY OF USES

The precinct is intended to include a variety of uses, giving workers and residents the option of commuting and fulfilling their daily needs without use of a car. With services and amenities located within comfortable walking distance, people will be able to walk their children to daycare on their way to the train in the morning and stop at the market to pick up groceries on their way home from work.

To ensure long-term economic vitality, flexible use strategies will encourage an even greater mix of uses as the area develops. A stone's throw from Union Station and the downtown core, the precinct will be seen as a prime destination for new office uses. Focusing jobs and social interaction around transit and key neighbourhood spaces encourages people to engage with and inhabit the public realm and enjoy their lives without needing cars.

Principle:

A diversity of uses, conveniently located near each other, creates a work-live-play-shop-environment where getting into a car is not necessary.

Goals:

- A variety of services and amenities will be within convenient walking distance;
- A diversity of uses will extend the day/night life and vibrancy of the precinct;
- Office and commercial uses will be distributed throughout the precinct.

3 PRINCIPLES AND GOALS

3.6 GOOD URBAN FORM

Buildings in the Lower Yonge Precinct will be appropriately scaled for the waterfront context. They will create well defined street and park edges at a moderate, human scale, and be organized to preserve views of the waterfront and convey a sense of activity and liveliness, as befits the a pedestrian-focused district. Taller buildings will be located where they will not overwhelm adjacent open spaces, diminishing their impacts on the surrounding urban context.

Individual building types will be well-proportioned and not clustered or overcrowded. While residential towers will be slender, commercial towers will not be too broad to ensure lots of sunlight on adjacent streets and views of the sky throughout the precinct. Buildings with historic significance will be preserved and sensitively incorporated into new developments to add to the character and variety of the built fabric.

Principle:

People are inspired by and drawn to places framed by good urban forms that graciously respond to their context at a human scale.

Goals:

- The shaping of building form will create interest and comfort within streets and parks, allowing sunlight to reach streets and lessen wind impacts;
- Heritage buildings and sites will be respected.

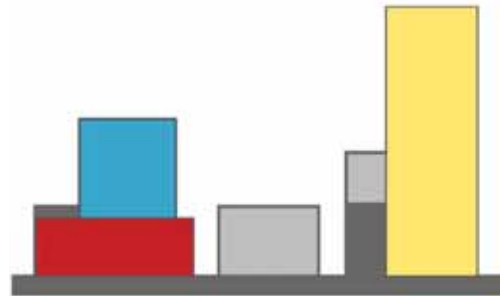


Figure 3.14 - Variety of Building Types

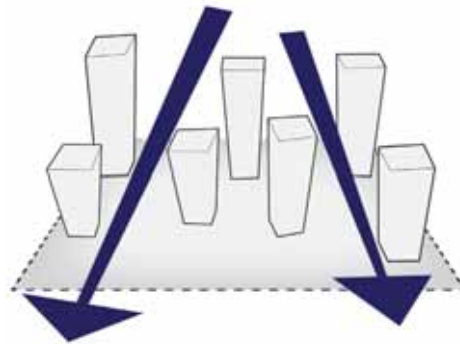


Figure 3.15 - View Corridors Protected

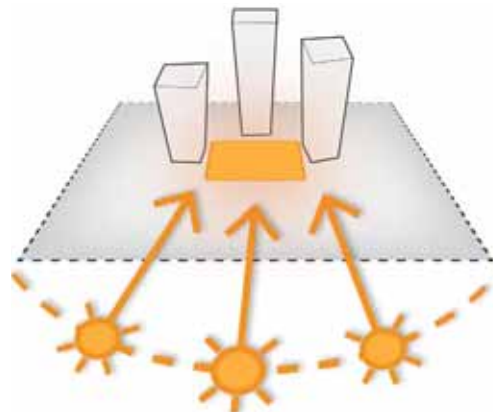


Figure 3.16 - Tall Buildings to the North



Figure 3.17 - Toronto's Skyline

4 LAND USE RECOMMENDATIONS

4 LAND USE RECOMMENDATIONS

The report's urban design recommendations address the balance and organization of land uses within the Precinct, as they have a direct impact on the appearance and character of Lower Yonge's built form and public realm.

It is the intent of the CWSP that Toronto's waterfront communities have a balance of places to live and work together with community services, facilities and parks that are necessary for complete communities. It is recommended that a specific target for employment uses be identified to help secure the appropriate land-use balance. This report does not propose a specific target, however, concentrations of employment uses in adjacent areas will be reflected. To the west of the Precinct between Lower Simcoe Street and Yonge Street, in close proximity to Union Station, approximately 40 percent of new development has been built for employment uses. To the east, the Precinct Plan for East Bayfront established a target of 25 percent for employment, including offices, studios, retail and institutional uses.

Two factors have influenced the recommendations with respect to the location of commercial uses: the Precinct's proximity to Union Station and the need to locate new uses in order to minimize impacts on Redpath Sugar's operations

The Official Plan integrates land use and transportation planning for many reasons, including promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips. As part of the City's 5-year Official Plan Review, Toronto City Council has adopted policies that guide the location of office development to areas including Regeneration Areas in the Downtown and Central Waterfront and/or within 500 metres of a transit station. Policies identify such area as appropriate locations for major freestanding office buildings with 10,000 square metres or more of gross floor area, or the capacity for 500 jobs or more. The proximity of Union Station of the western portion of the Precinct is a clear opportunity for office development.

Redpath Sugar is a second consideration in identifying locations for office development. The CWSP requires that future development should ensure that there are no undue negative impacts on Redpath's activities. Evaluation of compatibility to Redpath includes reviewing impacts from noise, vibration, dust, odour, air quality and illumination between the Redpath lands and new development and public realm initiatives. Compatibility measures can be implemented by regulating the location of sensitive land uses in proximity to Redpath and identifying specific development standards Lower Yonge will be an important location for future office and employment uses.

Finally, there are many appropriate locations for retail uses in the Lower Yonge Precinct, to provide amenities for residents, employees, and visitors and to animate the public realm. Retail should be concentrated along Harbour Street to serve the local community. Yonge Street, Jarvis Street, and Cooper Street will provide opportunities for retail on streets that connect to the larger city and which have promenades and/or setbacks to accommodate activity. Retail adjacent to Queens Quay will be one type of use to animate this civic waterfront avenue.

RECOMMENDATIONS:

1. Location of Employment Uses

Employment uses should be concentrated between Yonge Street and Freeland Streets to take advantage of proximity to Union Station, and on the north side of Queens Quay East (south of Harbour Street) to enhance compatibility of proposed uses with the existing Redpath Sugar operations, and to take advantage of future adjacent transit.

2. Mixed-Use Precinct

Achieve a balance of commercial and residential uses within the Precinct appropriate to the Precinct's close proximity to the downtown and to transit. A specific target for commercial development should be established.

3. Location of Retail Uses

Retail should be concentrated along Harbour Street, the central spine of the new community, and adjacent to higher order streets including Yonge Street, Cooper Street, Jarvis Street and Queens Quay East, which are important paths to and across the waterfront.



Figure 4.1 - Retail Concentrated along Harbour Street

5 PUBLIC REALM RECOMMENDATIONS

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5 PUBLIC REALM RECOMMENDATIONS

5.1 INTRODUCTION

The Lower Yonge Public Realm Recommendations encompasses parks and streets, as well as privately owned, publicly accessible spaces including the PATH, mid-block connections and plazas. The Public Realm Recommendations build upon the principles and policies of the CWSP and other waterfront revitalization initiatives including the Queens Quay transformation. The CWSP emphasizes the significance of the public realm by identifying it as one of its four core principles. The principle, “building a network of spectacular waterfront parks and public spaces,” is key to transforming the Central Waterfront into a place with parks and public realm amenities for visitors, workers and residents.

Toronto’s Central Waterfront has a vibrant public realm west of Yonge Street with active public destinations and well-loved parks, plazas, beaches, playful decks, boardwalks, footbridges, a bike path and the waterfront promenade. Investments in the public realm east of Yonge Street have begun, laying the ground for a public realm of equal richness and vibrancy. The Public Realm Recommendations of this report build upon that existing network of parks and public spaces and connects to them both visually and physically.



Figure 5.1 - Vibrant Public Park in the Lower Yonge Precinct

5 PUBLIC REALM RECOMMENDATIONS

5.2 STREET NETWORK

The Lower Yonge Precinct street network described in this report was developed in coordination with Lower Yonge Transportation Master Plan Environmental Assessment (“TMP”). The resulting plan will establish a pedestrian friendly multi-modal street network that balances local and regional needs. Changes to the street network will facilitate the reconnection of the city to its waterfront, improve connectivity across the waterfront among emerging neighbourhoods, and establish appropriately sized blocks to support new mixed-use development. The following key recommendations of the TMP will contribute to ease of movement in and around the precinct:

1. Extension of Harbour Street as a pedestrian and bicycle friendly neighbourhood main street from Yonge Street to Lower Jarvis Street.
2. Creation of a local “New Street” between Cooper Street and Lower Jarvis Street.
3. Insertion of two north-south pedestrian mid-block connections, one between Yonge Street and Freeland Street and one between Freeland Street and Cooper Street and insertion of an east-west Heritage Laneway.
4. Elimination of the “S” curve and regularization of the Harbour Street and Yonge Street intersection.
5. Shortening of the Gardiner Expressway eastbound Lower Jarvis Street off-ramp to land at Yonge Street and regularization of the Yonge Street and Lake Shore Blvd intersection.
6. Make Harbour Street between Lower Simcoe Street and Yonge Street a two way street with improve pedestrian amenities.
7. Extension of Cooper Street across Lake Shore Blvd, under the Gardiner Expressway and through the rail corridor embankment to connect with Church Street to the north.



Figure 5.2 - Harbour Street Extension



Figure 5.5 - Heritage Laneway



Figure 5.3 - New Street between Cooper and Jarvis Street

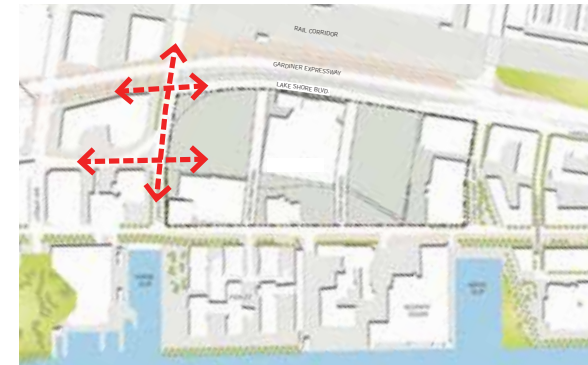


Figure 5.6 - Regularized Intersections



Figure 5.4 - Mid-block Connections



Figure 5.7 - Cooper Street Extension

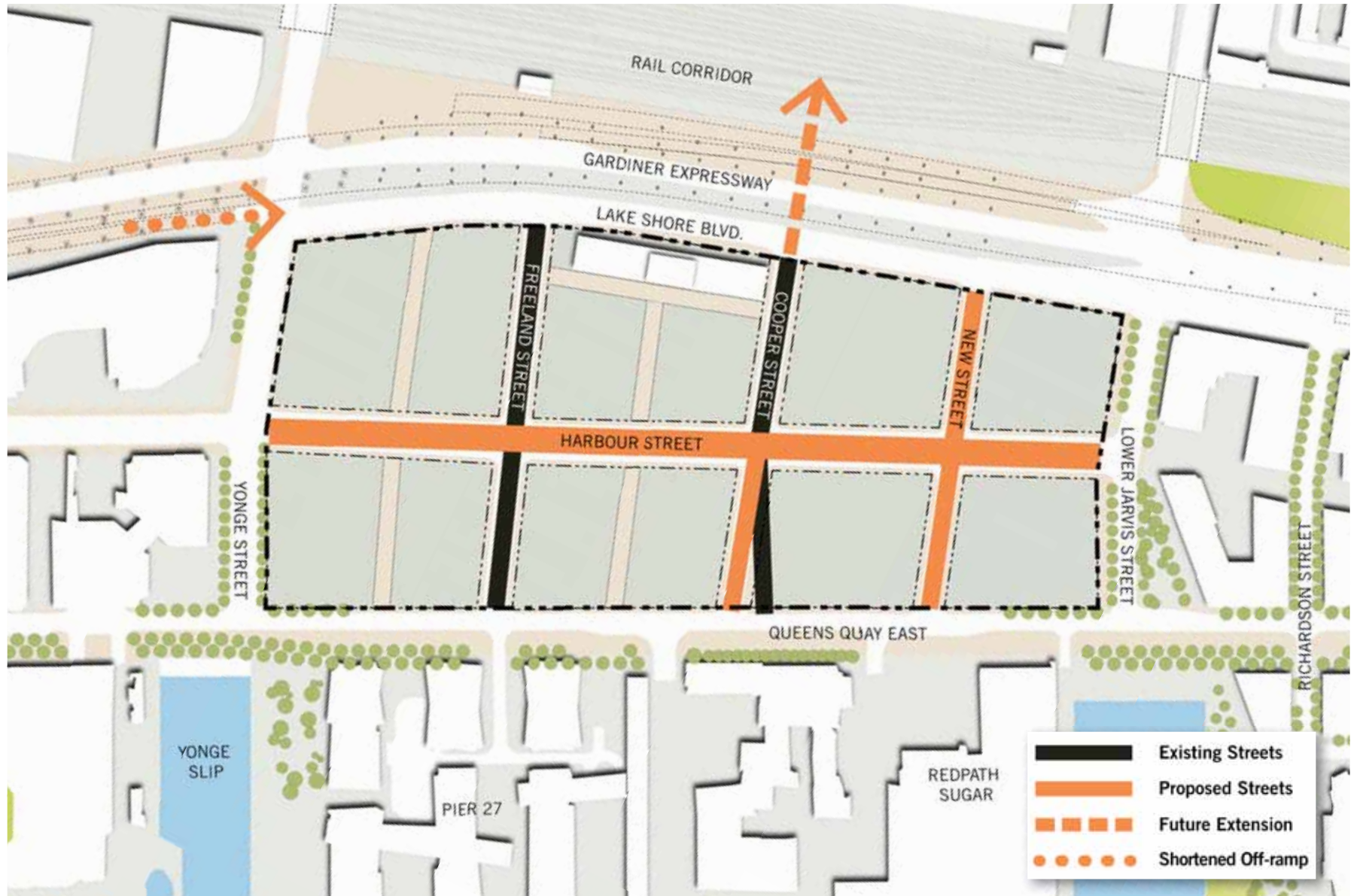


Figure 5.8 - Street Network Plan

5 PUBLIC REALM RECOMMENDATIONS

A comprehensive network of public streets and pedestrian laneways will ensure the community is well connected and offer multiple convenient routes to, from, and through the precinct. Surrounding the precinct, the Gardiner/ Lake Shore corridor, Lower Jarvis Street and Queens Quay East, are each in the process of undergoing independent transformations. To the north, Gardiner/ Lake Shore corridor is currently being studied as part of a comprehensive environmental assessment that includes public realm objectives for improving its urban condition. To the east, Lower Jarvis Street will be widened in accordance with the East Bayfront Municipal Class EA. To the south, Queens Quay East is planned to be revitalized as per the East Bayfront Transit EA with a two-way vehicular traffic, a dedicated transit line and a grade-separated multi-use trail.

RECOMMENDATIONS:

- 1. Fine-Grained Street Network Plan**
A fine-grained, walkable public street network should be established to extend a typically scaled city street pattern through the precinct. The finer street grid will maximize pedestrian permeability and contribute to good light conditions in the public realm and within adjacent development as per the Street Network Plan (See Figure 5.8).
- 2. Complete Streets**
All internal streets should be designed to be multi-modal and promote active transportation.
- 3. Improved Connections**
Streets from adjacent neighbourhoods should be extended through the precinct to achieve maximum integration with the surrounding city fabric and connections to surrounding waterfront communities and the downtown consistent with the Street Network Plan.
- 4. On-Street Parking**
On-street parking should be provided to support a mix of uses, slow traffic and provide an additional buffer between the sidewalk and passing traffic.

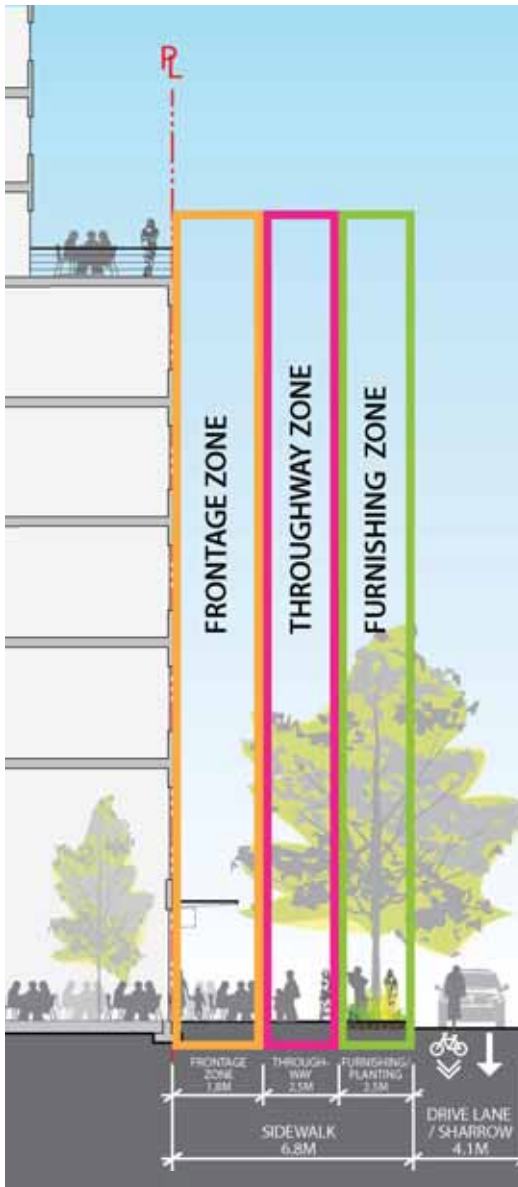


Figure 5.9 - Sidewalk zone

5.3 SIDEWALK ZONES

Toronto's city-wide Tall Building Guidelines acknowledge the importance of generous sidewalks to safely and comfortably accommodate pedestrian movement, especially where adjacent development is densely concentrated. They establish a minimum standard for sidewalks of 6 metres, but are clear that additional sidewalk width may be necessary to accommodate traffic generated by significantly taller buildings.

This report provides more specific recommendations in accordance with the ambitions for the precinct's public realm. The street should be designed with distinct sidewalk zones that serve to facilitate accessible, unobstructed pedestrian travel, while allowing space for adjacent uses that might include sidewalk cafes, bike parking, or art installations, and public amenities including street tree plantings and street furniture.

RECOMMENDATIONS:

- 1. Furnishing Zone**
 The Furnishing Zone of the sidewalk is used for planting street trees, landscaping, transit stops, street lights, and street furniture. This zone acts as a buffer between the active pedestrian clearway and street traffic, and provides a space where streetscape elements can be organized in a comprehensive and orderly manner. Traffic and parking poles, fire hydrants, and utility boxes should also be located in this zone. Subject to confirmation during detailed design. (See Figure 5.9)
- 2. Throughway Zone**
 The Throughway Zone of the sidewalk is exclusively for accessible pedestrian travel along the street and should be clear of all obstacles, including vertical obstructions and changes in grade such as driveway aprons. Subject to confirmation during detailed design. (See Figure 5.9)
- 3. Frontage Zone**
 The Frontage Zone extends from the face of buildings to the property line and is a transition zone between the public sidewalk and the semi-public or private space within buildings. Ground floor uses adjacent to this zone may occupy this area with outdoor displays, café or restaurant seating and plantings, with appropriate permits. Architectural elements, such as awnings, canopies and marquees, may also occupy this zone. Subject to confirmation during detailed design. (See Figure 5.9)

5 PUBLIC REALM RECOMMENDATIONS

5.4 HARBOUR STREET

The study area of both this report and the TMP includes Harbour Street from Lower Simcoe Street to Yonge Street in addition to the proposed Harbour Street extension within the precinct area.

West of Yonge Street, Harbour Street is currently an auto-oriented corridor that primarily serves regional pass-through traffic. The completed EA for the relocation of the Gardiner Expressway York-Bay off-ramp to land at Lower Simcoe Street will dramatically change the character of Harbour Street. The associated reduction of ramp infrastructure allows for the street to be reimaged as a two-way traffic street better balancing regional and local needs of the neighborhood. This new Harbour Street will provide enhanced local access and be pedestrian and bike friendly.

Within Lower Yonge, Harbour's central location will contribute to its importance as the spine around which the precinct is structured. Harbour Street is envisioned as having a consistent public realm design from Lower Simcoe Street to Lower Jarvis Street with bicycle and pedestrian facilities as described in this report.



Figure 5.10 - Consistent Public Realm Design along Harbour Street



RECOMMENDATIONS:

- 1. Consistent Character and Right-of-Way Width**
 Harbour Street should have a consistent public realm character from Lower Jarvis Street to Lower Simcoe Street. The right-of-way width of 27 metres should be consistent with the width of Harbour Street west of Yonge Street.
- 2. Alignment of Harbour Street**
 Harbour Street east and west of Yonge should align at the centerline of the street. The alignment of Harbour east of Yonge should be straight to Jarvis Street to enhance visual and physical connectivity within the precinct and with the neighbourhood to the west.
- 3. North Sidewalk**
 The sidewalk on the north side of Harbour Street should be wider with enlarged frontage and furnishing zones to take advantage of the sunny north side of the street and to encourage active street life.
- 4. Curb-Cut Prohibition**
 Sidewalks on Harbour Street should not be interrupted with parking access and service driveways. Vehicle access to development blocks should be located on north-south local streets.

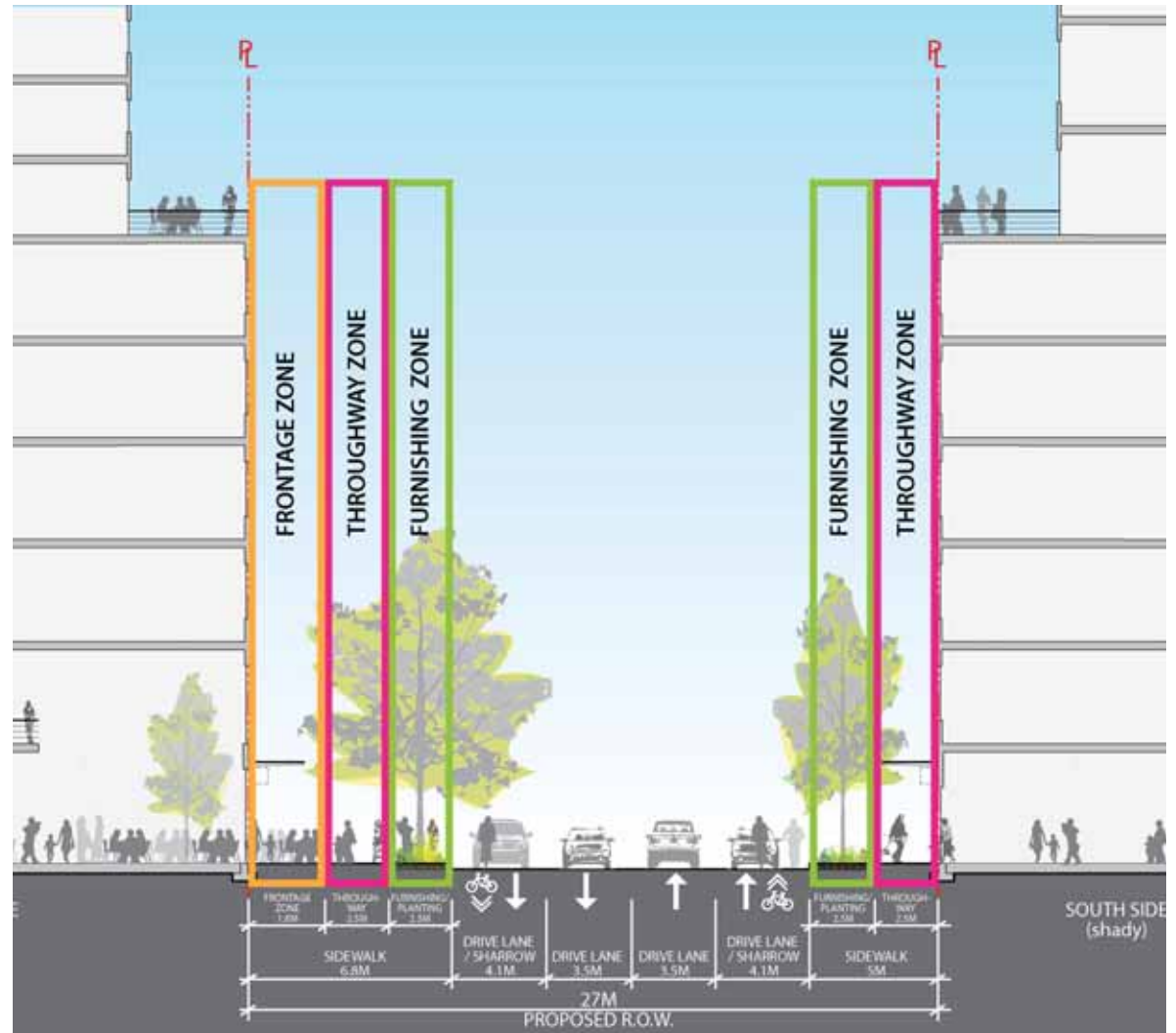


Figure 5.11 - Harbour Street Section between Yonge and Freeland Street

5 PUBLIC REALM RECOMMENDATIONS

HARBOUR STREET SECTIONS WEST OF YONGE STREET

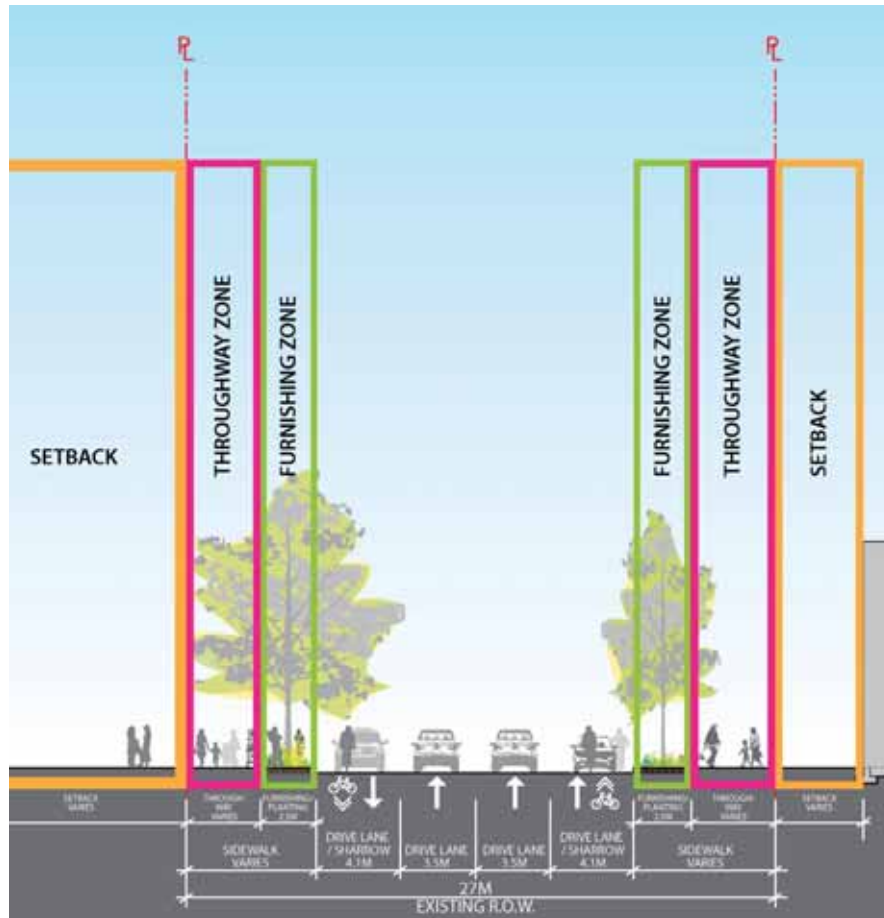


Figure 5.12 - Harbour Street Section between York and Bay Street

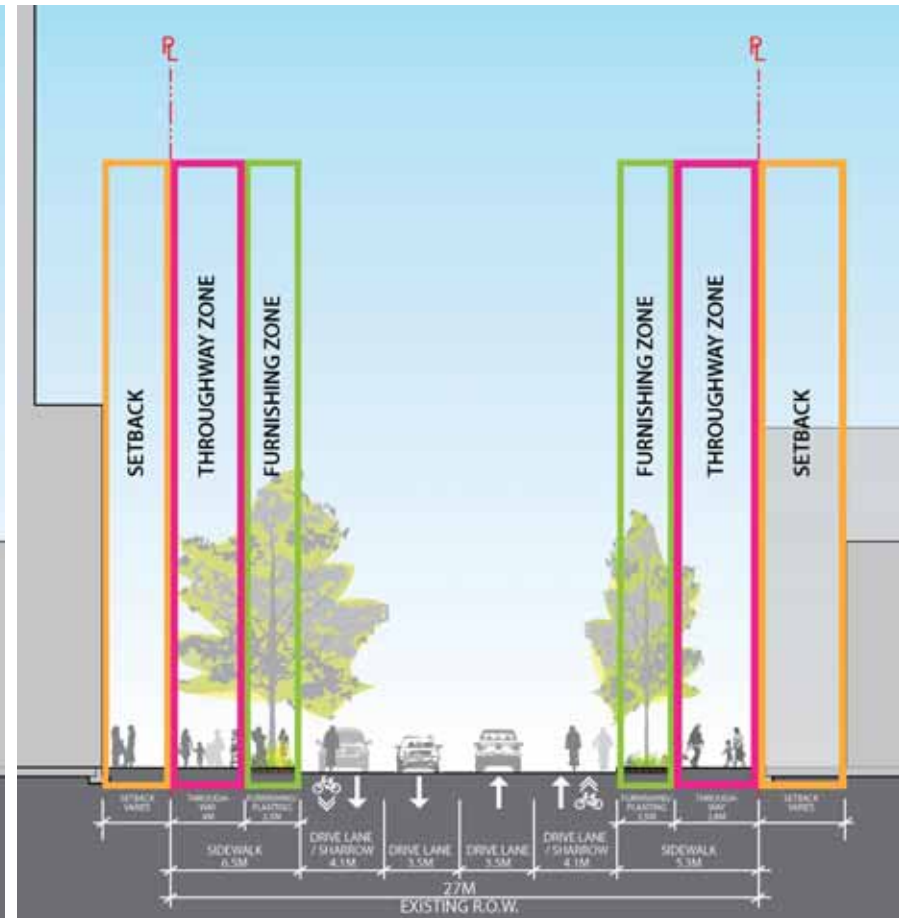


Figure 5.13 - Harbour Street Section between Bay and Yonge Street

HARBOUR STREET SECTIONS EAST OF YONGE STREET

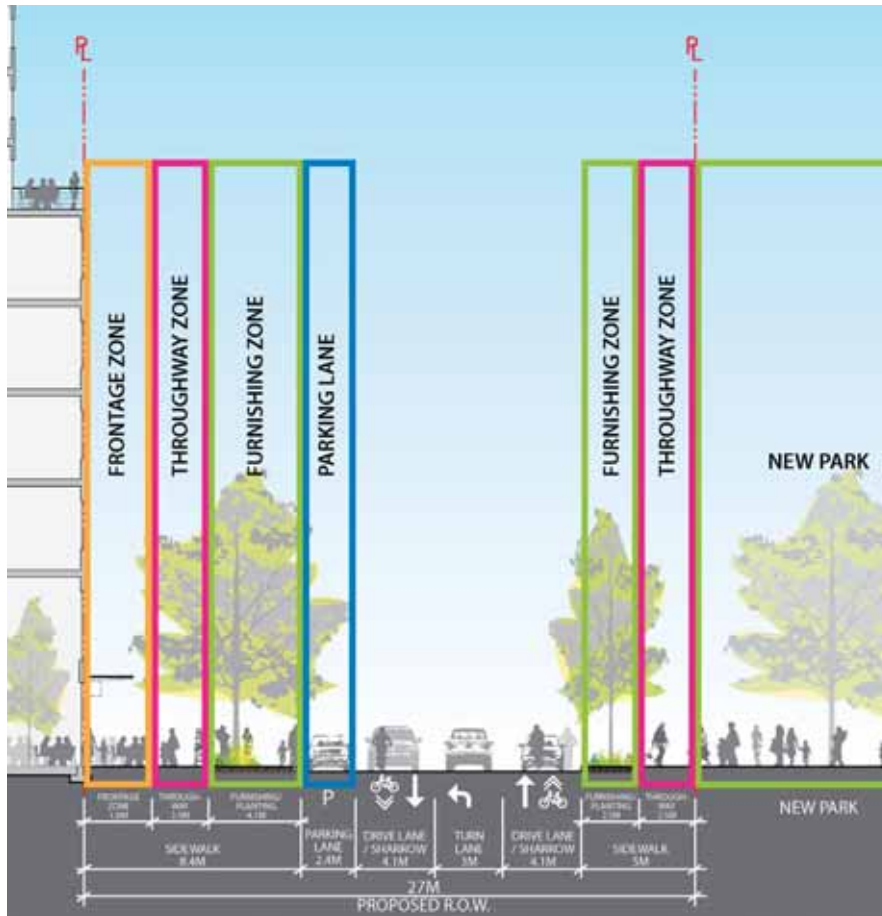


Figure 5.14 - Harbour Street Section between Freeland and Cooper Street

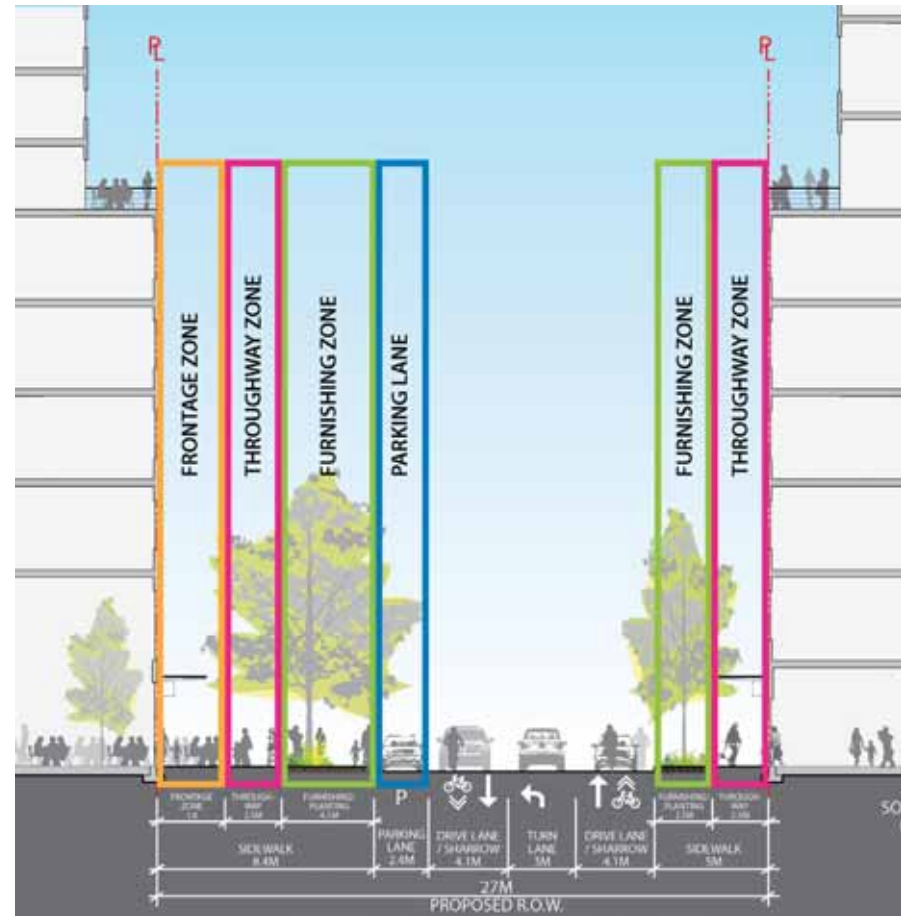


Figure 5.15 - Harbour Street Section between Cooper and Jarvis Street

5 PUBLIC REALM RECOMMENDATIONS



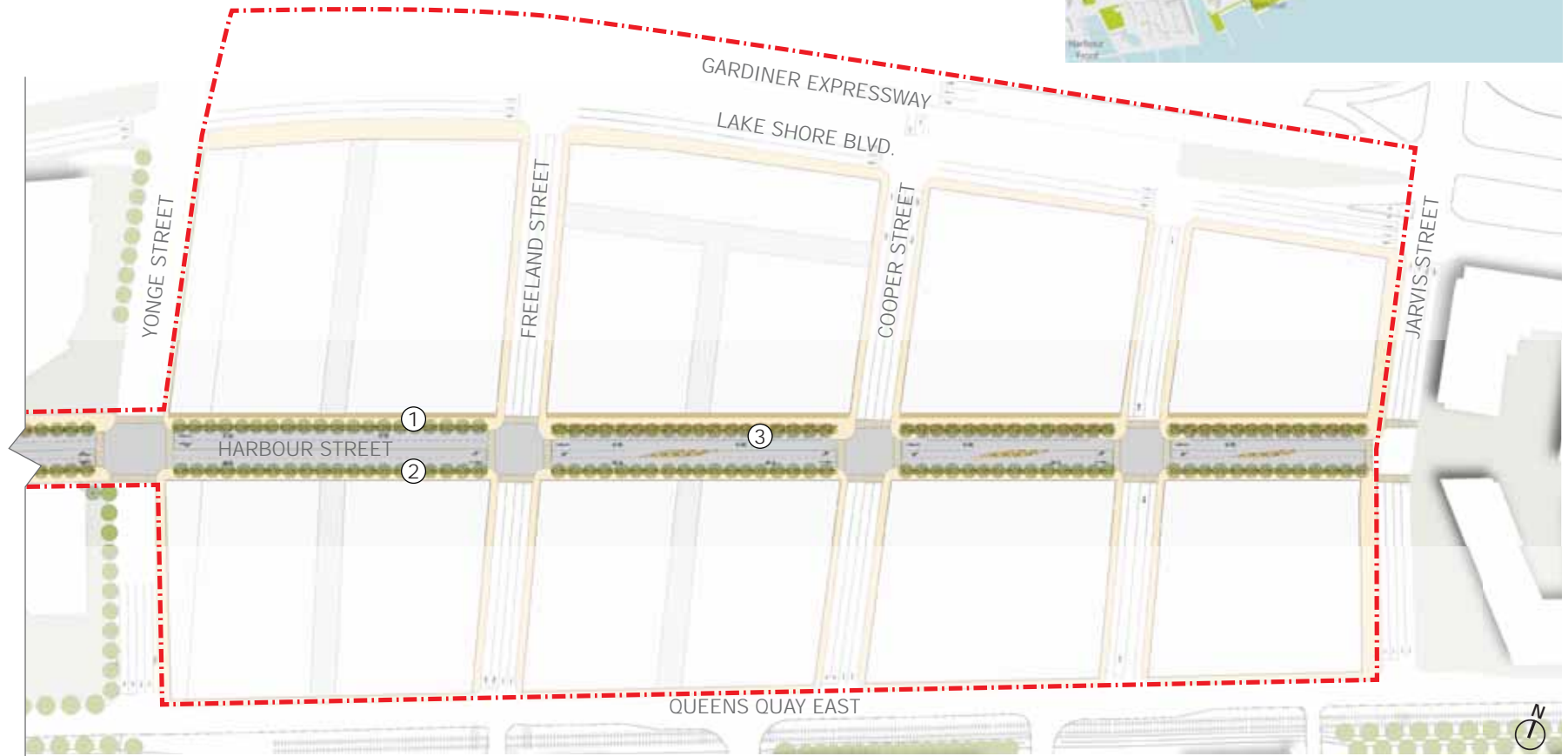
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Figure 5.16 - Harbour Street Concept Plan (continued overleaf)

Harbour Street Design Features

1. Wide north sidewalk with frontage zone and pedestrian amenities
2. Generous south sidewalk with pedestrian amenities
3. Curb lanes as sharrows + parallel parking along north edge from Freeland to Jarvis Street



5 PUBLIC REALM RECOMMENDATIONS

5.5 NORTH-SOUTH STREETS

The north-south streets are Freeland, Cooper and New Street. Cooper Street will eventually provide a needed connection north to the St Lawrence Neighbourhood by connecting to Church Street. Equally important, Cooper Street will connect the city to the north with Queens Quay East and the waterfront. Freeland Street and New Streets will be valuable local streets that break down the precinct into urban scaled blocks and provide alternative pedestrian and vehicular routes, residential and commercial addresses, servicing access points and regular views south to Queens Quay and the lake beyond. The recommendations below will be used to ensure the north-south streets are functional, while remaining attractive, pedestrian friendly connections.

RECOMMENDATIONS:

1. Extended Sidewalk Width

All north-south streets should have a consistent right-of-way width of 20 metres, plus building setbacks on either side of the street for a minimum building face to building face dimension of 26 metres to accommodate an enhanced sidewalk environment for pedestrians and facilitate views south to Queens Quay and the lake.

2. Re-Align Cooper

The southern half of Cooper Street between Harbour Street and Queens Quay East should be aligned so that street alignment is consistent between Lake Shore and Queens Quay and aligns with the future Church Street extension.

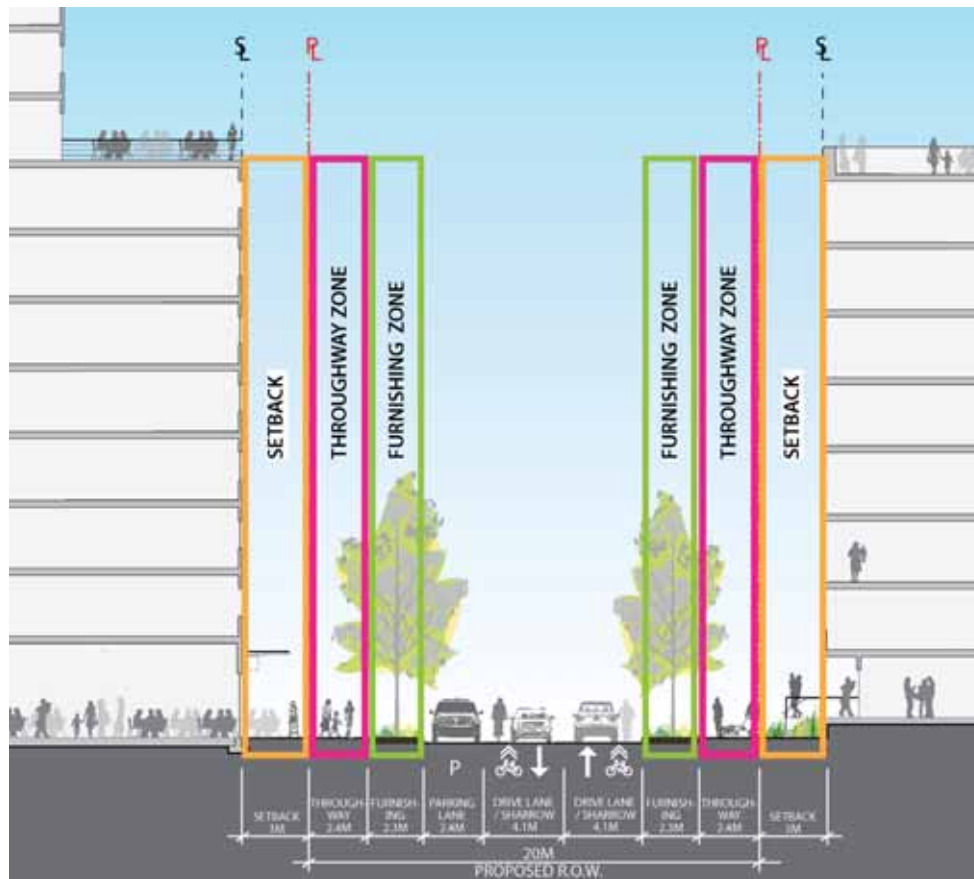


Figure 5.17 - North-South Street Section

5.6 PUBLIC PARKLAND

Public parklands make Toronto a healthy and livable City. Investing in parkland is an integral part of city building and never has it been more essential than when concentrated urban living conditions are anticipated. The downtown and Central Waterfront contain the largest percentage of new residential development in all of the city's growth areas. With increased residential growth, the need for parkland also increases. Notably, there has been significant demand from condominium residents for more parkland, more facilities for children, and more space for dogs.

The Lower Yonge Precinct is projected to have a future residential population between 6,000 and 10,000 people, who will generate their own demands for parkland and recreational amenities, with an additional demand from a projected 7,500 to 12,500 employees. Parks in the broader waterfront area, outside of Lower Yonge, serve either a destination or specialized function or are focused toward their own respective communities. There are limited options for parks and recreation uses for the Lower Yonge community within a reasonable walking distance that will address the neighbourhood park needs of future residents.

The precinct will need a park that is somewhere between a neighbourhood park and a community park to accommodate programming for local residents (multi-purpose lawn area, wading pools, splash pads, playgrounds, dog runs and picnic areas, etc.) and to fulfill its role in the context of the broader waterfront parks system. Neighbourhood parks average between 1.5 and 1.8 hectares. Community parks typically exceed 3 hectares. Smaller parcels of parkland would be inadequate in accommodating the necessary space for facilities and buffering for adjacent uses and circulation space.

A central location for such a park would be preferred, one that would be within a short walking distance from all surrounding residents. As well, a central park would reinforce the pattern of open spaces that has been established across the waterfront. Along Queens Quay, parks are typically located 200 - 250 metres apart. Figure 5.18 highlights the regularity of the rhythm established by these spaces. A new public park in the centre of the precinct would continue this pattern, while providing a central focal point and social heart for the area.

5 PUBLIC REALM RECOMMENDATIONS



Figure 5.18 - Rhythm of Open Spaces along the Waterfront

RECOMMENDATIONS:

1. **Minimum Public Parkland Requirement**
A minimum of 15 percent of land within the precinct not allocated for public streets should be dedicated for use as public parkland. A significant parkland dedication is appropriate in consideration of precedents established by prior precinct planning processes, and the higher levels of density anticipated within Lower Yonge.
2. **Parkland Plan**
Parkland should be centrally located to provide a focal point for the community, be within a short walking distance of all residential and commercial uses within the precinct and be situated to be clearly identifiable as a public park. Two potential locations have been identified as shown on the Parks Plan (See Figure 5.19 and 5.20). Parkland should be located and organized to ensure it is perceived as public space and to discourage the privatization of any portion of it.
3. **Consolidated Parkland**
At least one large consolidated block of parkland should be provided to facilitate the development of a large neighbourhood park that will be able to accommodate a maximum range of programming opportunities for families and in recognition of the role the park will play as a community park.
4. **Sunlight Access Prioritization**
Parkland should be located to maximize access to existing amounts of sunlight and limit shadow impacts from anticipated development throughout the year, especially during the fall and winter months between September 21st and March 21st.

5. **Park Character**
Parkland should have a high percentage of soft landscape area to expand the variety of waterfront parks, support the park's identity as a neighbourhood amenity, and provide environmental benefits including cooling the urban environment, storm water infiltration and promoting biodiversity.
6. **Public Art**
Public art should be incorporated into parkland design as a functional element, an interpretive element or landmark.



Figure 5.19 - Public Park Location Option 1



Figure 5.20 - Public Park Location Option 2



5.7 PRIVATELY OWNED PUBLICLY ACCESSIBLE SPACES (POPS)

Privately owned, publicly accessible spaces (“POPS”) are a key part of the city’s public realm network and provide open space in much needed locations. Like other parts of the public realm, POPS should be used to reinforce the structure of the city. For instance, they might mark an important intersection, provide context for a heritage building, or provide a mid-block connection that reveals an important view. POPS can take the form of courtyards, plazas, gardens, mid-block pedestrian connections or atriums. Provided and maintained by private developers, they supplement and complement public parks, but do not replace them.

Mid-block connections provide alternate and interesting routes for pedestrians and, if wide enough, for cyclists. The PATH is also largely composed of privately owned publicly accessible interior spaces, although portions of the network beneath rights-of-way or through TTC stations are publicly owned. The PATH is an interconnected network of indoor walkways and open spaces that have evolved in downtown Toronto. In 2012, City Planning oversaw the completion of a PATH Master Plan Study. Urban design guidelines associated with the study are available for use and provide guidance to improve safety, accessibility and wayfinding.

It is anticipated that City Council will soon adopt Privately-Owned Publicly Accessible Spaces Urban Design Guidelines. While the City has been securing POPS for years, the new guidelines will help to ensure that, going forward, these spaces are attractive, comfortable, safe and an asset to the public realm. The following guidelines echo and augment the City’s, and provide additional guidance relevant to the Lower Yonge context.

RECOMMENDATIONS:

1. Provision of POPS

Each block in Lower Yonge should include POPS to enlarge the pedestrian network through the precinct. It is recommended that this contribution to the public realm be substantial and that a standard allocation be established.

2. POPS Plan

A POPS Plan has been developed that identifies the locations of mid-block connections, courtyards, the Heritage Laneway and PATH, consistent with the recommendations of this document (See Figure 5.21):

- Mid-block connections should connect to a public right-of-way on each end, and, when possible, align with water views to the south;
- Courtyards should connect to a public right-of-way or mid-block connection;
- The Heritage Laneway should be located to the south of the existing LCBO office building, running east-west; and
- PATH entrances should connect to other POPS spaces and be highly visible.

3. POPS as Extensions of the Public Realm

POPS (with the exception of the PATH) should be located at-grade with the public right-of-way.

4. Pedestrian Comfort in POPS

Privately owned publicly accessible spaces should be located and designed to provide a comfortable environment for users with wind conditions that do not exceed those suitable for sitting and standing, access to sunlight, and lighting at night. Ample seating should be provided.

5. Soft Landscaping

POPS should be designed with a balance of hard and soft landscape to soften the appearance of the urban environment, and provide environmental benefits including cooling the urban environment, storm water infiltration and promoting biodiversity.

6. Motorized Vehicle Restriction

POPS are pedestrian priority areas. Access by motorized vehicles should be restricted. Utilization as drop-off areas and access to on-site parking and loading should be prohibited.

7. POPS Animation Requirement

When provided as interior spaces, POPS should be surrounded with active uses including food services, stores and restroom facilities.

8. Mid-block and LCBO Heritage Laneway Connections Minimum Width

Outdoor mid-block connections should be a minimum of 10 metres wide.



Figure 5.21 - Privately Owned Publicly Accessible Open Spaces (POPS) Plan

5 PUBLIC REALM RECOMMENDATIONS

5.8 PUBLIC ART

While enhancing the visual appeal of streets and open spaces, public art can evoke or reinforce a sense of place. It is especially valuable when a neighbourhood is being reinvented, as with the Lower Yonge Precinct. Public art can be a landmark, a play structure, or a window onto an area's context, referencing aspects that are not immediately apparent, be they social, natural, cultural, physical, political or historical. Opportunities for public art range from independent sculptures to art integrated into streetscape, landscape or a built form design.

Both the City of Toronto and Waterfront Toronto strongly support public art and seek to secure it as part of all significant private sector developments. The City's "Percent for Public Art Program" identifies public art opportunities and funding strategies for public art located either in publicly accessible visible areas within private lands or on publicly owned lands. Waterfront Toronto has been consistent in intent, but taken a different approach: pooled funds are used to implement precinct-specific public art programs that place all art within the public realm.

Development in the Lower Yonge Precinct will follow the City's Percent for Public Art Program Guidelines, which recommend that a minimum of one percent of the gross construction cost of each significant development be dedicated to public art. Each developer will decide whether their contribution will fund art on the publicly accessible portions of their property, be allocated for art within nearby public lands, or a combination of the two.

RECOMMENDATIONS:

- 1. Provision of Public Art**
Development projects within the Lower Yonge Precinct will participate in the City of Toronto's Percent for Public Art Program.
- 2. Location of Public Art**
All public art will be located on publicly accessible portions of development parcels: within setbacks adjacent to the public sidewalk, within areas on-site subject to public access easement agreements, or, in the instance of funds allocated for art off-site, within publicly owned parks and open space in the Lower Yonge Precinct.



Figure 5.22 - *Flow Blue*, Percent for Public Art Program Project



Figure 5.23 - Distillery District Public Art



Figure 5.24 - Civic Center Public Art



Figure 5.25 - Sherbourne Common Public Art

6 BUILT FORM RECOMMENDATIONS

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6 BUILT FORM RECOMMENDATIONS

6.1 INTRODUCTION

Key objectives have been identified for development within Lower Yonge based upon the principles and policies of the CWSP, precedents established during previous precinct planning exercises and a detailed consideration of the surrounding development context. They include:

- Built form will have a predominantly mid-rise character adjacent to streets to create an intimate, neighbourhood feel and achieve good sunlight conditions on public streets and open spaces;
- Building heights and density will transition downward from north to south;
- Towers will be broadly spaced in the tradition of prior precinct plans;
- Optimal micro-climatic conditions will be achieved within the public realm around buildings;
- Pedestrian sidewalks, where high volumes of traffic are anticipated, will be lined with active uses at grade.

These objectives are expanded upon in the detailed sections below.



Figure 6.1 - View of Lower Yonge Precinct from Ward's Island Ferry Dock

6.2 BASE BUILDINGS: HEIGHT AND ARTICULATION

Base buildings will play a major role in establishing the precinct's character and in determining the quality of pedestrian experience. Base buildings will be scaled to:

- Achieve the desired neighbourhood character and scale;
- Ensure that tall buildings do not overwhelm the pedestrian environment;
- Maintain access to sunlight and sky views for pedestrians and surrounding properties.

Most of the precinct will be built out with base buildings that achieve a maximum height of 26 metres, consistent with the dimension between building faces on local streets (20 metre rights-of-way plus 3 metre setbacks on either side of the street) and roughly consistent with the width of Harbour Street (27 metres). Twenty-six metres, approximately 6 or 7 storeys, will also allow significant levels of sunlight to reach neighbourhood streets and present a substantial but not overwhelming height adjacent to Queens Quay and Yonge Street, streets with wider rights-of-way.

Adjacent to Lake Shore Boulevard East, base building heights will be taller, 38 metres, in recognition of the wider adjacent rights-of-way and the 38 metre height limit within the surrounding context. An 18 metre height limit will apply to Lake Shore Boulevard East between Freeland and Cooper Streets to preserve the integrity of the listed heritage building on that block. Tower setbacks will be used within the precinct to reinforce the prominence of the base buildings and mitigate the perception of height.

Finally, base buildings will be broken into smaller subdivisions with architectural articulation to create a more finely textured streetwall. This will reinforce the neighbourhood context, be conducive to further subdivision into retail bays and distinguish Lower Yonge from the Financial District where monolithic base buildings are more common.

RECOMMENDATIONS:

1. Maximum Base Building Height

Base buildings, other than those adjacent to Lake Shore Boulevard East, will not be higher than 26 metres, as shown on the Building Height Plan (See Figure 6.2)

- **Maximum Base Building Height – Lake Shore Boulevard East**
Base buildings adjacent to Lake Shore Boulevard East, with the exception of the block between Freeland and Cooper Streets, should not be higher than 38 metres (See Figure 6.2)
- **Maximum Base Building Height – LCBO Heritage Office Building**
Base buildings between Freeland and Cooper Streets to the south edge of Heritage Laneway should not be higher than 18 metres to preserve the integrity of the existing listed heritage building and east/west open space. (See Figure 6.2)
- **Minimum Base Building Height**
Base buildings should not be lower than the LCBO office building and warehouse, listed heritage buildings at 55 Lake Shore Boulevard East, which reach a height of 18 metres. (See Figure 6.2)

2. Define Street Edges with Buildings

A minimum of 85% of base building facades should be constructed within 1 metre of the property line or required setback along all public rights-of-way to create well defined street walls. Acceptable minor variations to the street wall may include recessed building entrances, recessed balconies, and privately-owned publicly accessible open spaces. Exceptions are not to include drop-off areas which should be contained within the site.

3. Facade Articulation

The architecture of base buildings adjacent to a public right-of-way or public open space should be articulated to achieve a finer grained precinct character. This articulation may be achieved with changes in materials, architectural detailing or vertical recesses.

4. Wind Mitigation

Tower and base buildings should be massed and articulated to mitigate wind impacts on public rights-of-way and public and publicly accessible open spaces. Wind conditions at grade should be suitable for sitting and standing, with higher standards applying within parks and other places where people are expected to linger.

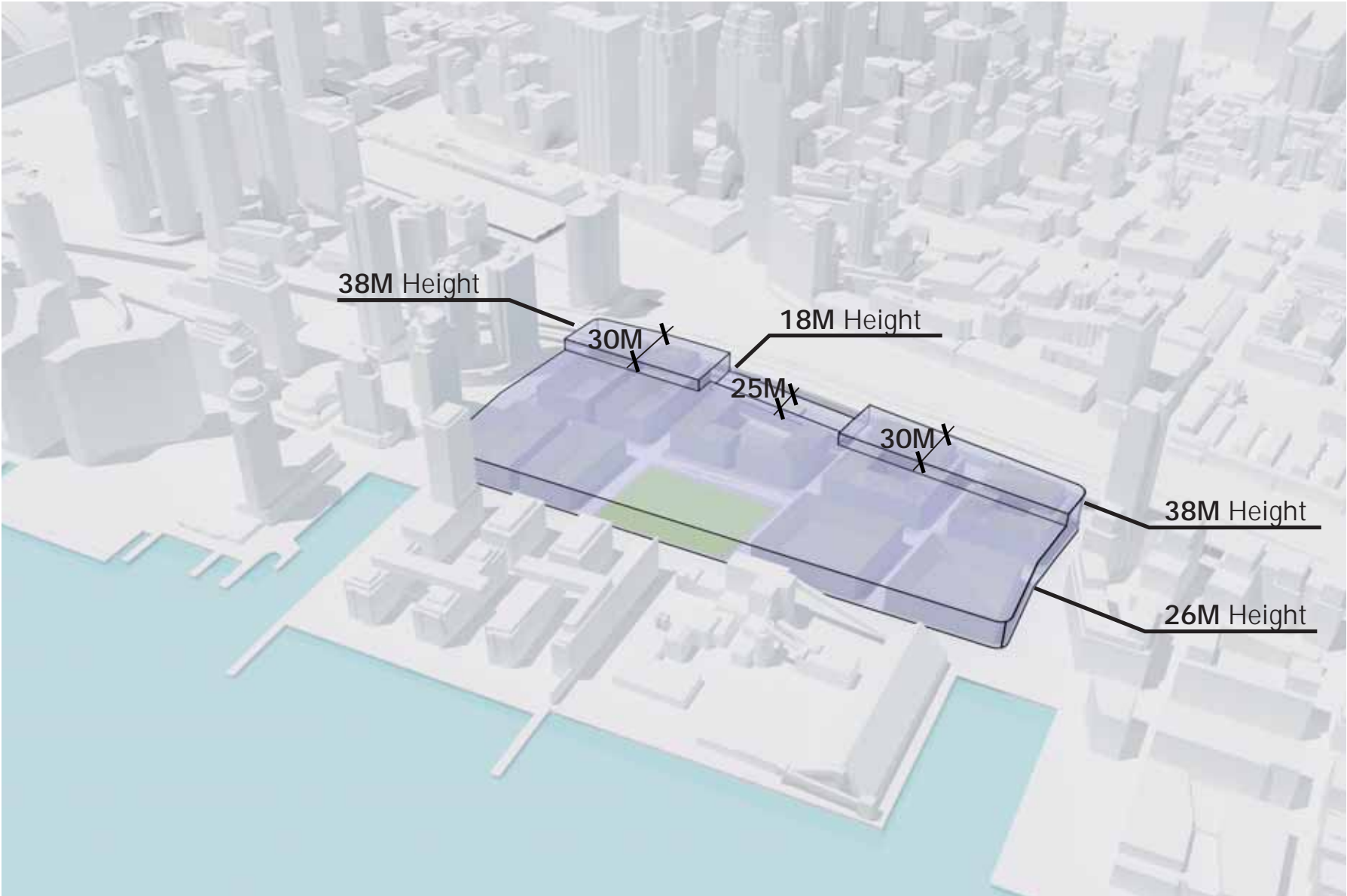


Figure 6.2 - Base Building Concept

6 BUILT FORM RECOMMENDATIONS

6.3 BASE BUILDINGS: SETBACKS

Setbacks will be established to broaden sidewalks and provide spaces that can be animated to enrich the public realm. Along Yonge Street wide setbacks will facilitate views south to the Yonge Street Slip, the future park along its eastern edge, and help to achieve an active streetscape on Yonge Street similar to that along the York Street Promenade.

Along both sides of north-south local streets within the precinct, development will be setback 3 metres and sidewalks widened to improve the quality of the pedestrian environment, expand views south towards Queens Quay and the lake, and allow more sunlight to reach the street by achieving a one-to-one ratio between street-width and building height.

RECOMMENDATIONS:

1. Yonge Street Promenade

The setback along the east side of Yonge Street should be aligned with view corridors between Lake Shore Blvd and the waterfront. The view corridor results in a setback line that is straight from Lake Shore Blvd to Queens Quay East and varies in width due to the varying alignment of Yonge Street which results in a setback with between 10 to 17 metres. Existing structures/ conditions are exempt. (see Figure 6.4)

2. Queens Quay Setback

Provisions to allow for the public realm to extend under the existing tower at Yonge and Queens Quay should be made to address substandard existing sidewalk widths. Additionally, the overall north sidewalk of Queens Quay is required to be a minimum of 6m unobstructed in width to comply with relevant City policies.

3. Freeland, Cooper and New Street Setbacks

A 3 metre minimum setback should be established along both sides of Freeland, Cooper and New Streets. (See Figure 6.4)

4. Setback Design - Extensions of the Public Realm

Setbacks are extensions of the public realm and should be designed as seamless continuations of the public sidewalk with consistent materials, grades and design elements. (See Figure 6.3)

5. Provision of Planting Area

Setbacks that are wider than 4 metres should accommodate street tree planting, coordinated with that of the adjacent public sidewalk.

6. Protrusions into Setbacks

Occupiable space, including balconies and vertical elements that block views, should not encroach into setbacks above grade. Balconies should be inset behind the street wall to preserve the prominence of the base building and views along the street.

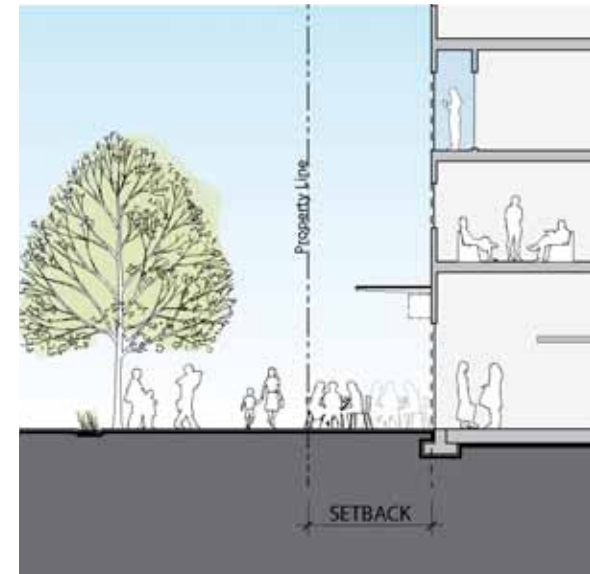


Figure 6.3 - Setback, an Extension of the Public Realm



Figure 6.4- Setback Plan

6.4 BASE BUILDINGS: GROUND FLOOR ANIMATION

To enhance public sidewalks as pedestrian priority zones, the ground floors of all buildings within the precinct should provide unobstructed views in from the public realm, numerous doorways to enter from the public realm and accommodate uses that spill out and enliven the public realm. In areas where this cannot happen, interruptions should be brief and intervening spaces should be well designed with high-quality materials and design elements that provide visual interest.

Streets within the precinct will each have their own distinct character. Queens Quay will be a broad, beautifully designed street with transit, public promenade and a dedicated bike trail. Retail and service providers along that street might be anticipated to cater to either workers from the buildings above or visitors to the waterfront, as well as area residents. There will be office lobbies as well as coffee shops.

By contrast, Harbour Street will be less formal and more locally oriented, with retail outlets, cafes and services more in demand in this residential neighbourhood. Freeland and New Streets will be attractive pedestrian environments with sunny corners that have lots of potential, although parking and loading access points will be taken from these streets to limit interruptions to the pedestrian environment on higher order streets. Yonge Street, Cooper Street when it is extended, and Lower Jarvis Street will each play important regional roles in bringing people to the waterfront.

RECOMMENDATIONS:

1. Ground Floor Animation Plan

Active uses should be located along frontages identified within the Ground Floor Animation Zone (See Figure 6.7 and 6.8). At least 80% of the length of ground floor facade within this zone should be devoted to transparent windows and doors, or visually open to allow maximum visual interaction between sidewalk areas and interior spaces.

2. Promote Active Uses

Active uses should be located on the ground floor of buildings, facing public streets. Active uses include, but are not limited to: stores, cafes and restaurants, commercial uses that service the local residents and workers; recreational and arts facilities; and building lobbies.

3. Concentrate Retail Uses on Higher Order Streets

Retail uses should be concentrated along Queens Quay, Harbour Street, Cooper Street, Yonge Street and Jarvis Street and occupy a minimum of 60% of those frontages to support their individual roles: Queens Quay as a civic street, Harbour as a local “main street”, and Yonge and Jarvis as important connections to the waterfront.

4. Major North-South Street

Buildings adjacent to Yonge, Cooper and Lower Jarvis Streets should be designed to accommodate retail uses. Parking and servicing access points should not be located on Cooper Street and the finished floor elevation of ground floors adjacent to Cooper Street should be low enough to provide direct access from the adjacent sidewalk.

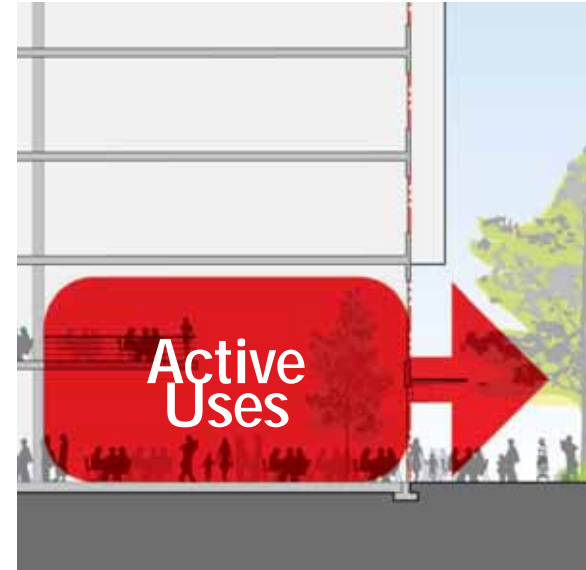


Figure 6.5 - Ground floor active uses enlivening the public realm

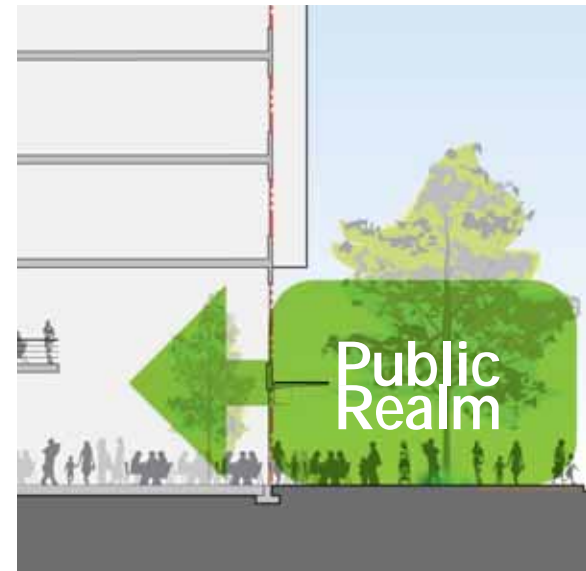


Figure 6.6 - Building ground floors provide access from the public realm



Figure 6.7 - Ground Floor Animation Plan with One Consolidated Park Option



Figure 6.8 - Ground Floor Animation Plan with Alternative Park Option

- 5. Articulate Fine Grained Retail Bays**
 Ground floor facades should be subdivided into bays with maximum widths of 10 metres and correspond with the width of interior retail outlets. This will establish a fine grained streetscape at a comfortable human scale and a high degree of visual variety and interest when viewed from the adjacent sidewalk. Bays may be articulated by employing: a change in fenestration pattern; change in material; and a pronounced vertical recess or a protruding pier or column.
- 6. Maximum Retail Frontage**
 Single retail tenants should not occupy more than 20 linear metres along any single street frontage to allow for a wider variety of retail along the street. Larger retail outlets and entertainment facilities, such as grocery stores and movie theaters, should be located above grade, below grade or deeper within the building behind a regular rhythm of small retailers at the street edge.
- 7. Maximize Ground Floor Permeability**
 Ground floor uses including retail stores within the Ground Floor Animation Zone should have separate and unique entries from the adjacent street spaced, on average, every 7 to 10 metres. Ground floor active uses should be visually as well as physically accessible from the adjacent street. Windows should be transparent. Dark or mirrored glass should not be used.
- 8. Minimum Ground Floor Height**
 Ground floor uses should have a minimum floor-to-ceiling height of 5 metres to convey the publicly oriented nature of internal uses.
- 9. Maximum Lobby Frontage**
 Building lobbies should not be more than 10 metres wide along the street frontage to preserve available frontage for more animated uses.
- 10. Grade Related Unit Prohibition**
 Grade related residential uses are not recommended for the Lower Yonge Precinct.

6.5 BASE BUILDINGS: PARKING, LOADING AND SERVICING

Development within the Lower Yonge Precinct must have well organized parking, loading and servicing to permit the delivery of a high quality public realm. Successful organization locates these “back of house” activities away from the public realm and out of view. Parking will be located below grade, as will loading and servicing if at all possible. Access points for parking and loading will often be shared to reduce the number of interruptions to the public sidewalk. Vehicle access points will be well integrated into the design of building facades and may be concealed behind discrete garage doors or paired with a pedestrian route and finished with high quality materials. Ventilation shafts and other site servicing equipment will be located away from the public sidewalk and, to the extent possible, incorporated into the building itself. Every reasonable effort should be made to reduce the adverse effects of “back of house” functions on the quality of the pedestrian environment.

RECOMMENDATIONS:

06

- 1. Parking and Servicing Access Locations**

Parking, loading and servicing access points should be located on the east and west sides of Freeland and the east and west sides of New Street, as indicated on the Parking, Loading and Servicing Plan (See Figure 6.12 and 6.13)
- 2. Service Access Prohibition on Harbour and Cooper Streets**

Service and parking access driveways should not be located on Harbour or Cooper Streets in anticipation of their future development as higher order streets that will connect beyond the precinct and carry increased pedestrian traffic. Vehicle access to development blocks should be located on north-south local streets.

- 3. Shared Access Locations**

Buildings on the same block should share access points from the public street for parking, loading and servicing.
- 4. Limit the Number and Width of Access Locations**

Parking, loading and servicing access points should be kept to a minimum number and not dominate any particular facade. To the extent possible, access points should be limited to one per street frontage and parking, loading and servicing functions should share access points to reduce the number and width of vehicle routes across public sidewalks.
- 5. Driveway Widths**

Service driveways and parking access driveways for two-way traffic should not be wider than 6 metres. In case of one-way traffic, driveways should not be wider than 4 metres.
- 6. Limit Disruptions to Active Frontages**

Loading and servicing areas at grade should be wrapped with active uses a minimum of 10 metres in depth to limit the disruption to the building's activated frontage.
- 7. Design Access Locations**

Garage, loading and service entry areas should be designed to be integrated with the overall design of the facade. Service doorways should have attractive garage door panels. Loading entries should be designed to be resistant to damage from vehicle impacts and obscure views in during both daytime and nighttime (lit conditions).



Figure 6.9 - Building drop-offs incorporated into massing



Figure 6.10 - Parking entries integrated into architecture



Figure 6.11 - Loading and servicing frontages minimized



Figure 6.12 - Parking, Loading + Servicing Plan with One Consolidated Park Option



Figure 6.13 - Parking, Loading + Servicing Plan with Alternative Park Option

6 BUILT FORM RECOMMENDATIONS

6.6 TALL BUILDINGS: HEIGHT

There are a number of planning and design considerations for towers given the substantial impact they have on the public realm. Height should be considered in the wider waterfront context and be consistent with the principle of having tall buildings step down from north to the south. Stepping height down towards the waterfront allows light to infiltrate north into the precinct and provides sky views. Height should transition from the super tall core of the Financial District to the height regime established along the waterfront including East Bayfront. This approach to east-west height is consistent with the prevailing pattern of the City's skyline.

Heights to the north of the precinct should be no more than 150 metres which is consistent with the tallest buildings achieved between Yonge Street and Bay Street to the west, and within the East Bayfront precinct to the east. From this point, tower heights will descend to 120 metres, consistent with maximum tower heights immediately adjacent to the west side of Yonge Street, and, again echoed by some towers within the East Bayfront and the St Lawrence Neighbourhood to the north. Commercial towers along the north side of Queens Quay will be limited to 80 metres in height, lower than the existing Toronto Star Building and the residential tower at Pier 27, but higher than development adjacent to Queens Quay through the East Bayfront.

RECOMMENDATIONS:

1. Tower Height Zones

Tower Heights should be organized into three maximum height zones that step down from north to south. These zones should have height limits as follows:

• Taller Zones

150 metres in height on either side of major north-south streets (Yonge Street, Cooper Street and Lower Jarvis Street) within the precinct boundary. One tower permitted per zone. (See Figure 6.14)

• High-Rise Zone

120 metres height with exception of locating towers between the Taller Zones. (See Figure 6.14)

• Mid-Rise Zone

80 metres in height. (See Figure 6.14)

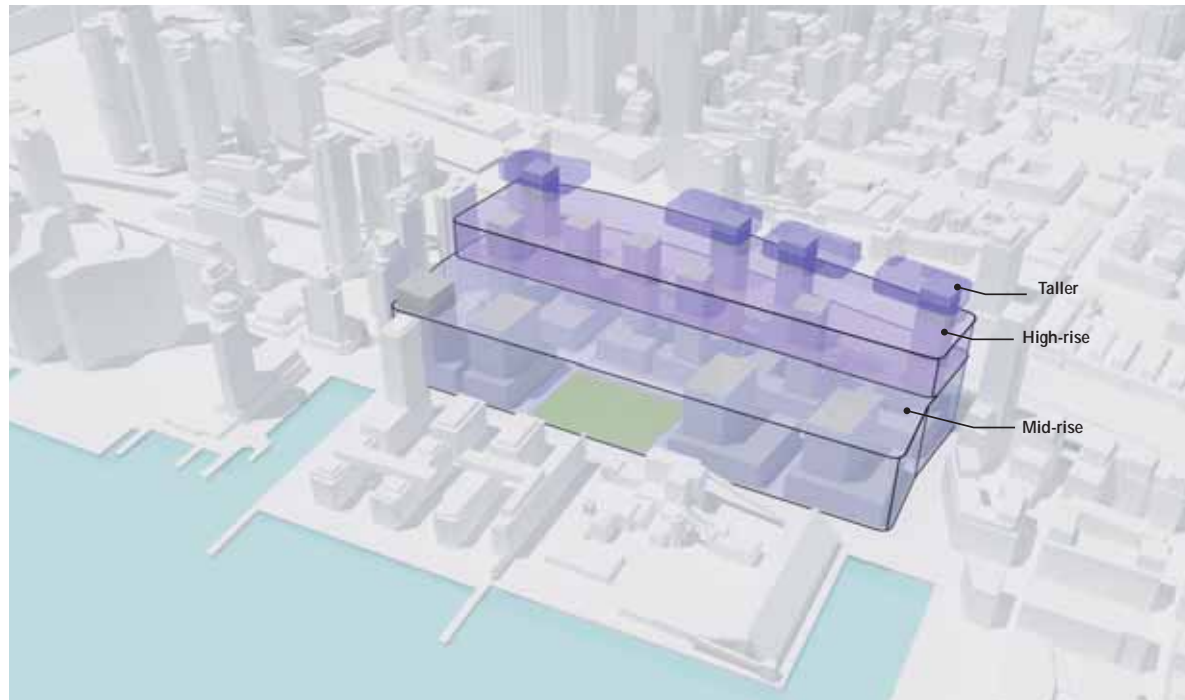


Figure 6.14 - Building Height Zones

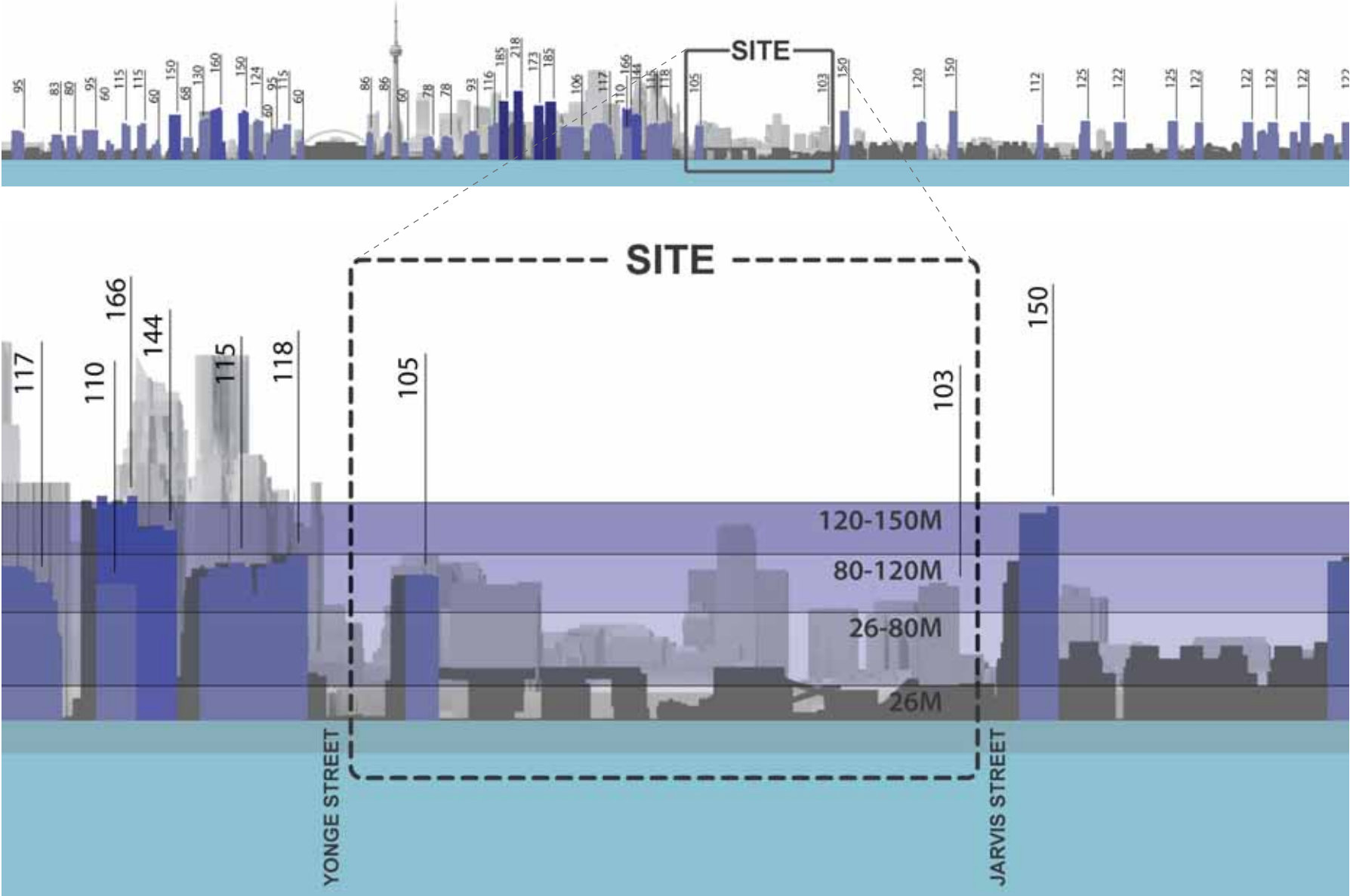


Figure 6.15 - Waterfront Skyline Analysis

6 BUILT FORM RECOMMENDATIONS

6.7 TALL BUILDINGS: FLOOR PLATES

The size and shape of a tower's floor plate, together with its height and placement, determine its impact on the surrounding streets, parks and open spaces. The Tall Building Design Guidelines, March 2013, like their precursor, recommends limiting residential tower floor plates to 750 square metres or less. High levels of compliance (since 2006) have confirmed this maximum floor plate size is feasible. For office buildings a review of recent office development within the downtown provides numerous examples or buildings with floor plates between 2,100 and 2,400 square metres. The recommended floor plate size is 2,200 square metres. The intention is to encourage office development within the precinct due to its proximity to transit.

RECOMMENDATIONS:

1. Maximum Residential Floor Plates

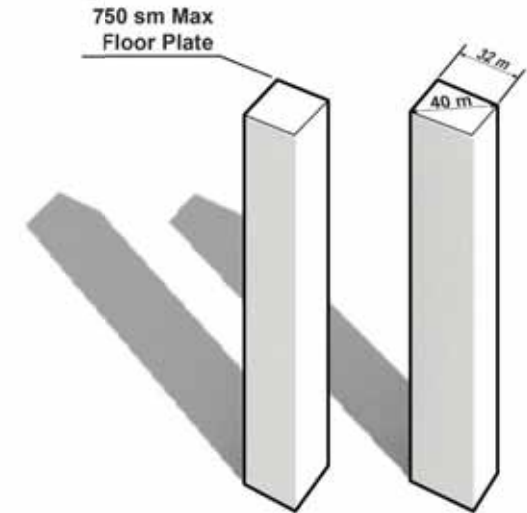
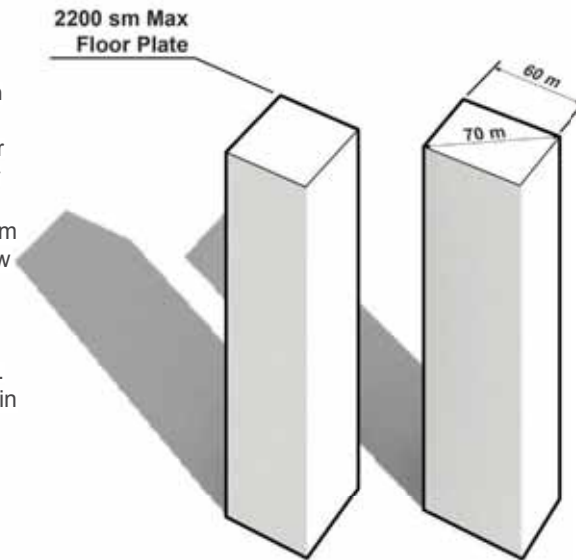
Residential towers dimensions should not exceed the following:

- Maximum tower floor plate: 750 square metres
- Maximum tower floor plate length: 32 metres
- Maximum tower diagonal dimension: 40 metres

2. Maximum Commercial Floor Plates

Commercial towers dimensions should not exceed the following:

- Maximum tower floor plate: 2,200 square metres
- Maximum tower floor plate length: 60 metres
- Maximum tower diagonal dimension: 70 metres



Max. Floor Plate:
2,200 sq. meters

Max. Plan Length:
60 meters

Max. Diagonal:
70 meters

Figure 6.16 - Commercial Tower Floor Plates + Massing



Max. Floor Plate:
750 sq. meters

Max. Plan Length:
32 meters

Max. Diagonal:
40 meters

Figure 6.17 - Residential Tower Floor Plates + Massing



Figure 6.18 - Tower Location Plan

6 BUILT FORM RECOMMENDATIONS

6.8 TALL BUILDINGS: STEPBACKS

Tower stepbacks are intended to guarantee the prominence of the base building by ensuring that it becomes the precinct's dominant built form and reducing the perception of towers from the street. Tower stepbacks also reinforce the comfortable one-to-one ratio between street width and building height, provide open sky views, mitigate wind impacts and direct access to sunlight, and on public streets.

Stepbacks are greater on north-south streets to broaden views towards the waterfront allowing for more sunlight to penetrate into the precinct. Tower stepbacks are also greater adjacent to Queens Quay to enhance the character of the waterfront's important civic street and mitigate the substantial visual impact of the anticipated, broader office buildings. Tower stepbacks adjacent to Harbour Street and Lake Shore Boulevard East are more typical of those found elsewhere in the City, but broad enough to be effective in mitigating wind impacts.

RECOMMENDATIONS:

- 1. Tower Stepbacks Adjacent to Queens Quay**
Towers adjacent to Queens Quay should stepback a minimum of 10 metres at a height no greater than 26 metres from the face of the building below. (See Figure 6.22)
- 2. Tower Stepbacks Adjacent to Harbour Street**
Towers adjacent to Harbour Street should stepback a minimum of 5 metres at a height no greater than 26 metres from the face of the building below. (See Figure 6.22)
- 3. Tower Stepbacks Adjacent to Lake Shore Boulevard East**
Towers adjacent to Lake Shore Boulevard East, where permitted, should stepback a minimum of 5 metres at a height no greater than 38 metres from the face of the building below. (See Figure 6.22)
- 4. Tower Stepbacks Adjacent to North-South Streets**
Towers adjacent to Yonge, Freeland, Cooper, New and Jarvis Streets should stepback a minimum of 8 metres at a height no greater than the permitted height of the base building, from the face of the building below. (See Figure 6.22)

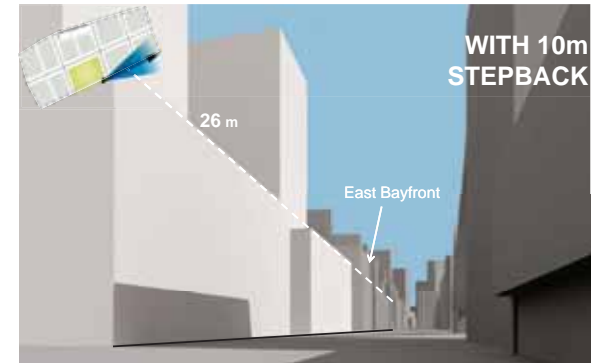


Figure 6.19 - View of Queens Quay with 10m Stepback

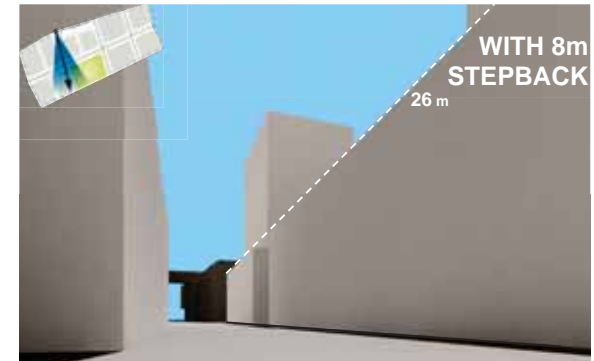


Figure 6.20 - View of Freeland Street with 8m Stepback

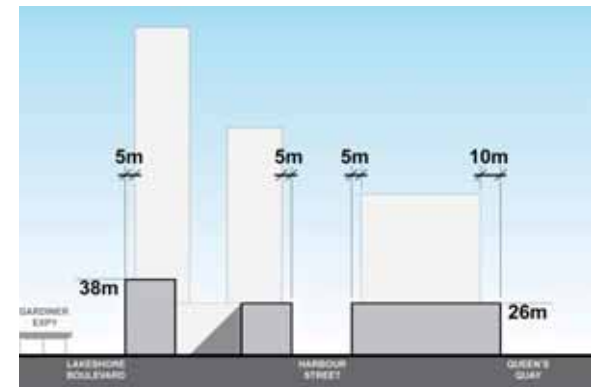


Figure 6.21 - Site Section with Stepbacks



Figure 6.22 - Stepback Plan

6.9 TALL BUILDINGS: TOWER AREA RATIO AND SEPARATION

The “Tower Area Ratio” (TAR) measures the percentage of the tower(s) floor plate area as a ratio of the total block area (development parcel). The TAR is an implementation tool based on the City’s Tall Building Design Guidelines recommendation that as the height of tall building increases, the separating distance between towers should also increase. The City’s Tall Building Design Guidelines provides guidance on the intent to increase distances but does not prescribe a measure.

A study was undertaken to determine the target percentages to be used for the Lower Yonge Precinct. It was found that residential developments described as creating a “wall of condos” had a TAR of 27% or greater. These residential developments were characterized by tightly spaced towers that overlap each other when viewed from adjacent streets, blocking long views and appearing as a consolidated mass of development. Residential development characterized by open sky views and access to sunlight were typically found to have a TAR of below 20%. For commercial developments it was found that a maximum TAR of 35% was appropriate for buildings less than 80m in height.

Minimum tower separation distances limit negative impacts on the public realm, while also protecting neighbouring towers and properties from loss of sunlight and views. The City’s Tall Building Design Guidelines anticipate that large sites will require master plans that define appropriate spatial separation between towers in consideration of a broad range of site specific factors and objectives. Given the waterfront’s public objectives, the recommendation is that separation distances be established in excess of the minimum prescribed in order to address the prevailing concern of creating a “wall of condos” along the waterfront.

RECOMMENDATIONS:

- 1. TAR North of Harbour Street**
For towers north of Harbour Street, a maximum of 20% of the total site area may project above the base building.
- 2. TAR South of Harbour Street**
For towers South of Harbour Street, a maximum of 35% of the total site area may project above the base building.
- 3. Minimum Separation Distances**
Towers should be separated by 30m or if more than 80m high, a length consistent with the longest edge of the tower, whichever is greater.

TALL BUILDING DESIGN GUIDELINES 3.2.3

Where taller buildings or larger tower floor plates are proposed, provide greater setbacks and separation distances proportionate to increases in building size and height.

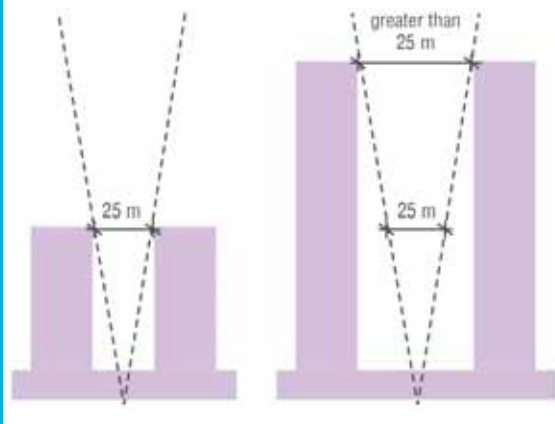
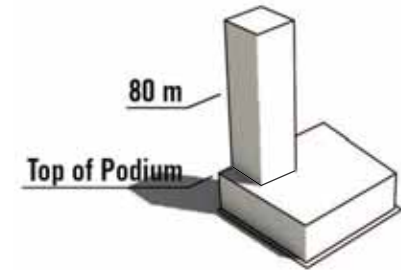
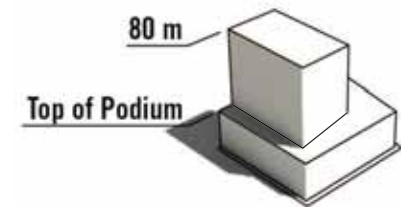


Figure 6.23 - Tower Separation Distance with Building Height (Tall Building Design Guidelines 3.2.3)



TAR = 20% of Development Block



TAR = 35% of Development Block

Figure 6.24 - 20% and 35% of Tower Area Ratio

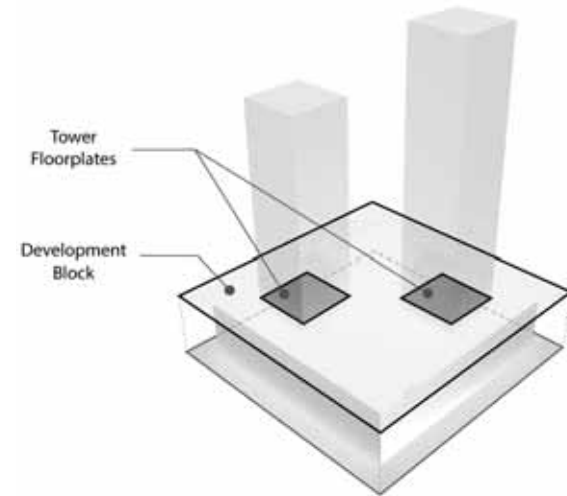


Figure 6.25 - Tower Area Ratio Concept Diagram



Figure 6.26 - Tower Separation Plan

6 BUILT FORM RECOMMENDATIONS

6.10 DEMONSTRATION PLANS

The urban design principles and recommendations were tested for three development scenarios. Figures 6.27 through 6.29 illustrate three different mix of land uses, park location and built form massing that all achieve the overall urban design vision for the Lower Yonge Precinct.

The mix of uses illustrated in these scenarios are:

Development Scenario 1 - Residential towers concentrated north of Harbour Street and one central park area;

Development Scenario 2 - Mix of residential and office towers north and south of Harbour Street and one central park area;

Development Scenario 3 - Mix of residential and office towers north and south of Harbour Street and two park parcels along Cooper Street.



Figure 6.27 - Development Scenario 1



Figure 6.28 - Development Scenario 2



Figure 6.29 - Development Scenario 3



Figure 6.30 - Urban Design Vision for the Lower Yonge Precinct





