Base Building Guidelines:

- **Solar access envelopes will ensure base buildings maximize direct sun on open spaces and north/south streets**
  - Podiums:
    - Up to 26 meters above grade.
    - Up to 48 meters above grade along Lake Shore Blvd and the north block along Yonge Street.

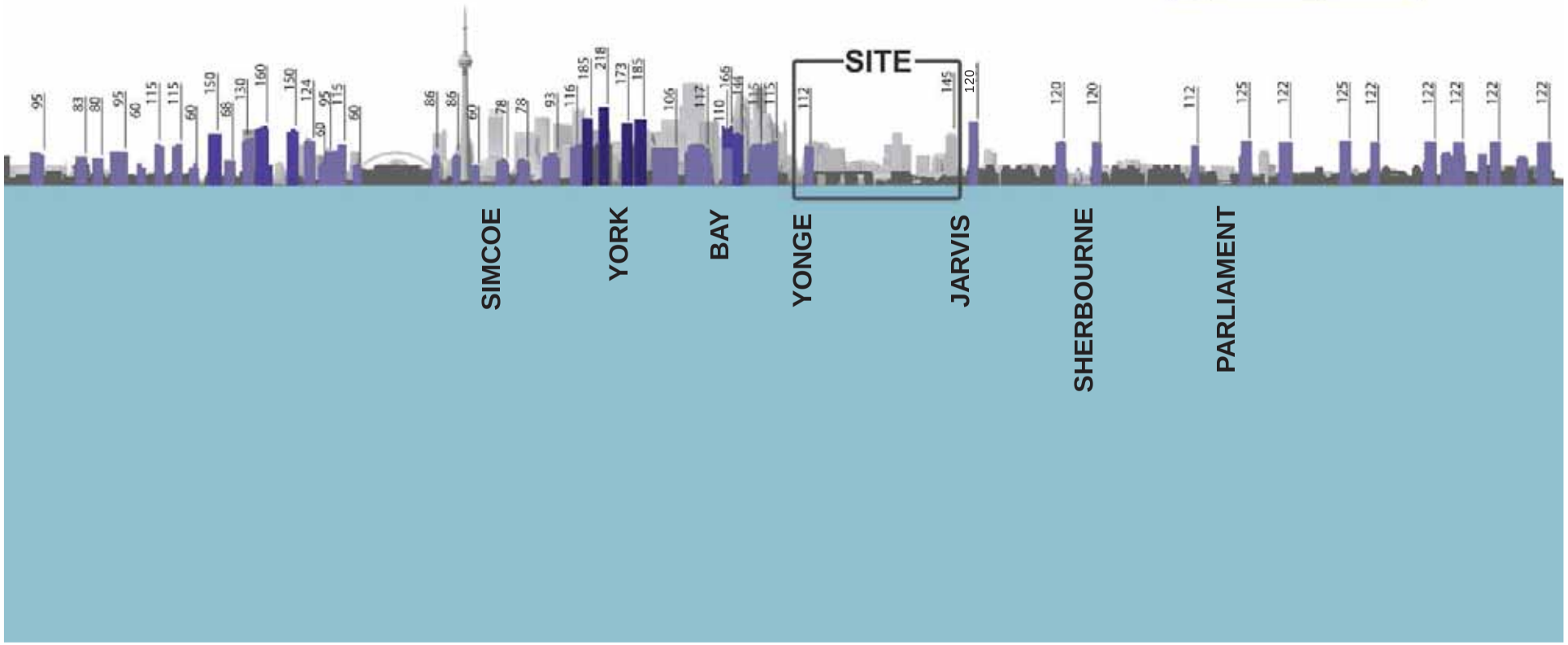
Stepback Guidelines:

- Provide a
  - 10 meter stepback at 26 meters above grade along Queens Quay
  - 8 meter stepback at 26 meters above grade along Yonge, Freeland, Cooper, New and Jarvis Street
  - 3 meter stepback at 26 meters above grade along Harbour Street and the heritage building frontage and at 48 meters along Lake Shore Boulevard

4. Tower Heights + Floorplates

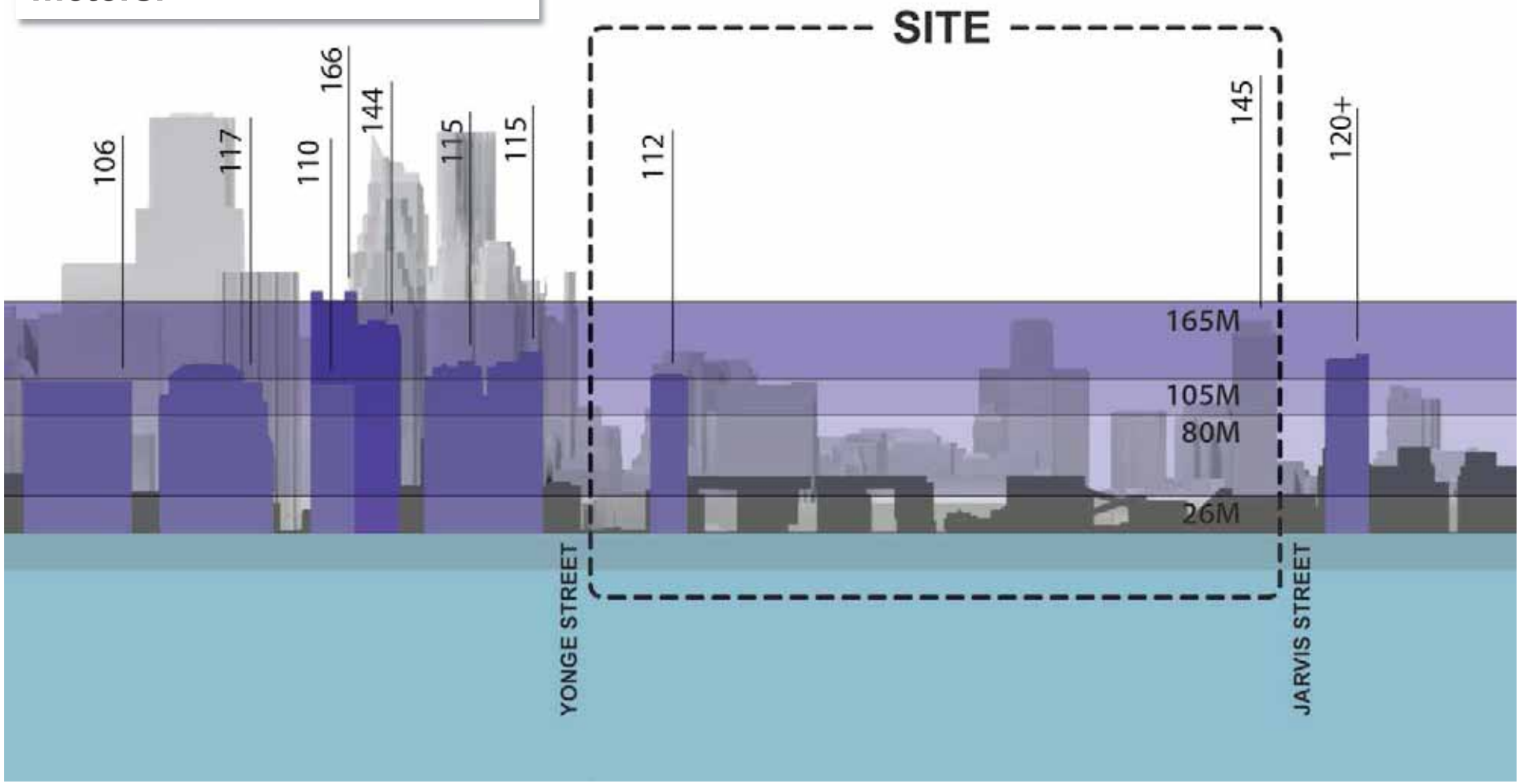
Toronto' s skyline consists of towers in the range of 110 to 170m height.

Height Range	Numbers of Towers
210-220	1
180-189	2
170-179	1
160-169	2
150-159	1
140-149	2
130-139	1
120-129	12
110-119	9
100-109	1
90-99	5
80-89	7
60-69	6

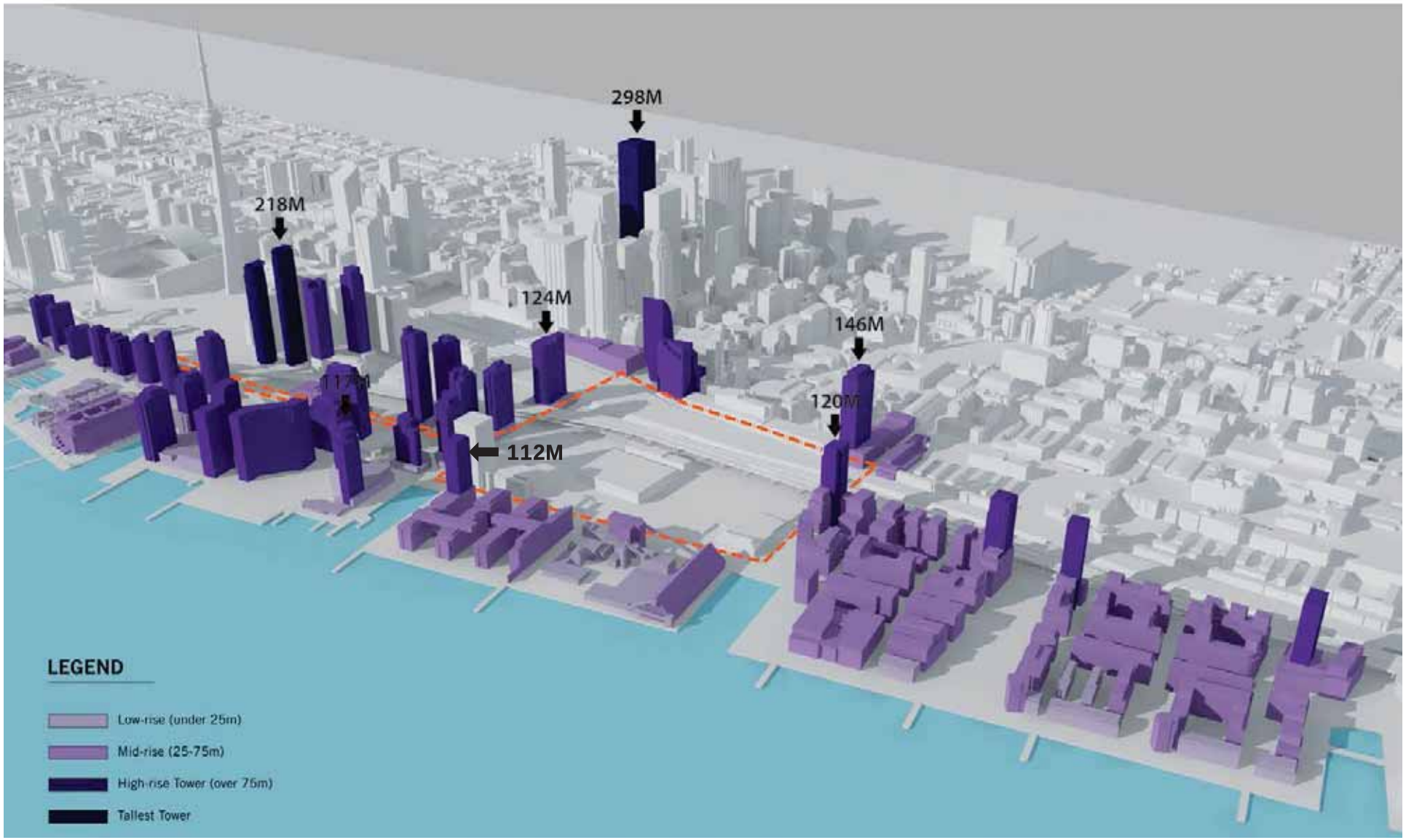


Tower Heights: Skyline Analysis

Waterfront towers are organized into height categories above base buildings at 26 or 48 meters.

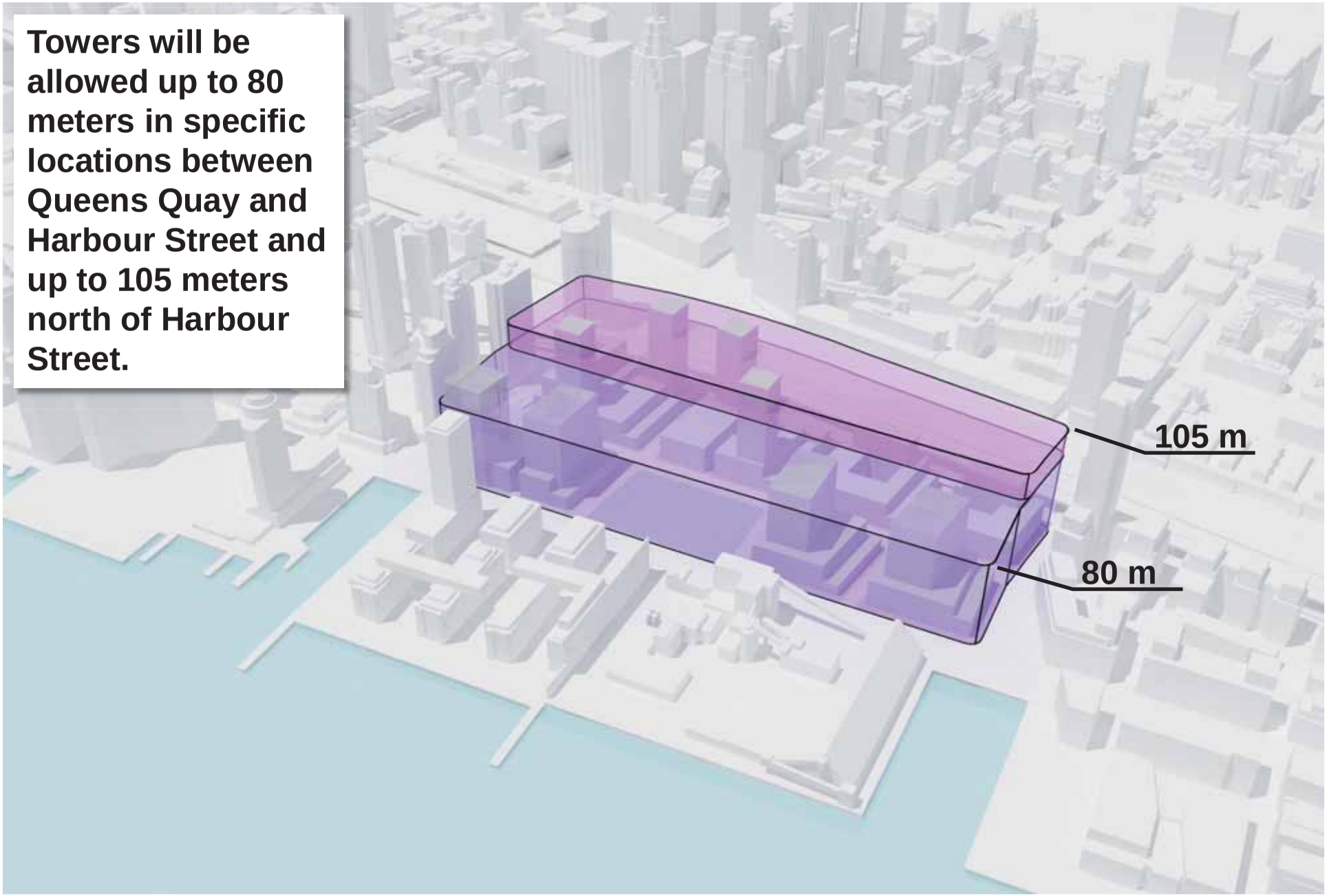


Tower Heights: Skyline Analysis



Tower Heights: Surrounding Context

Towers will be allowed up to 80 meters in specific locations between Queens Quay and Harbour Street and up to 105 meters north of Harbour Street.

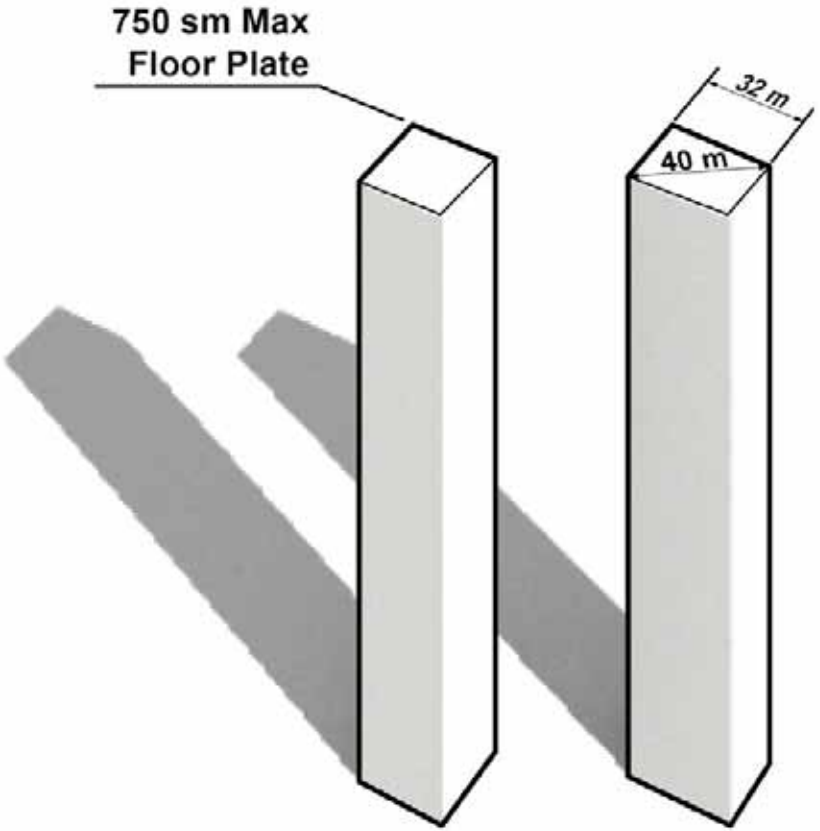


Tower Heights: Maximum height zones

Tower Heights: Maximum height zones

Residential Towers up to 165 m

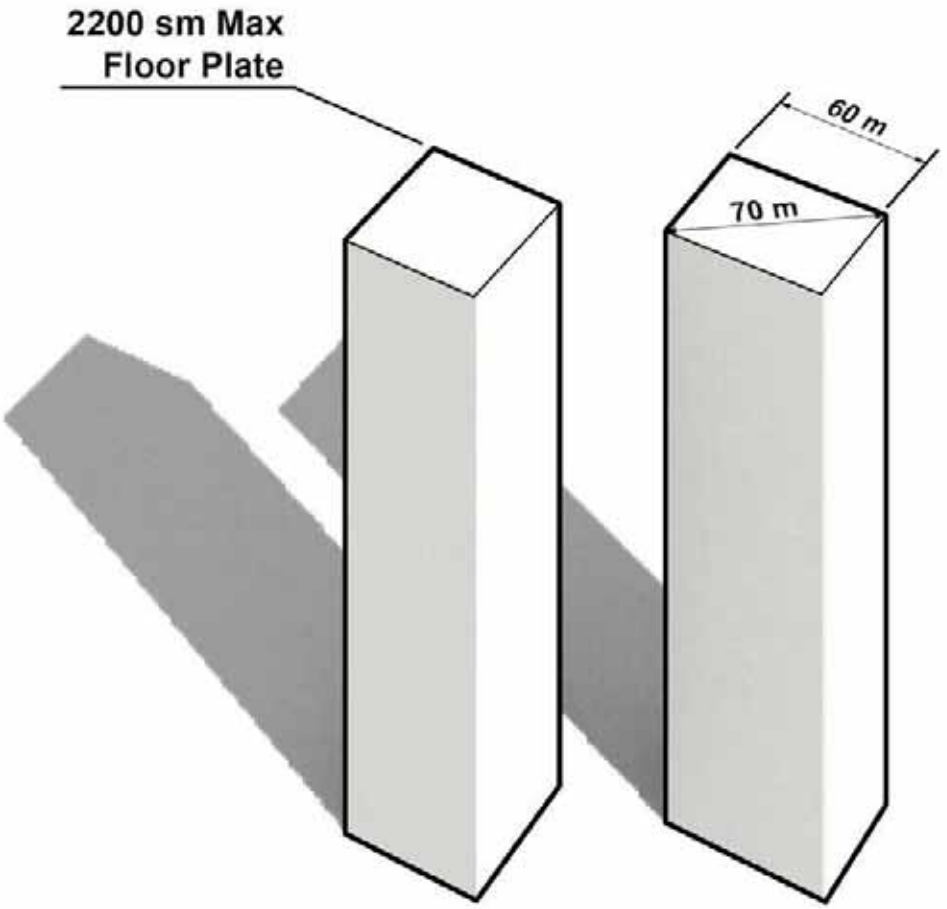
Max Floor Plate:	**750 sm**
Max Plan Length:	**32 m**
Max Diagonal:	**40 m**



Tower Floorplates: Residential Towers

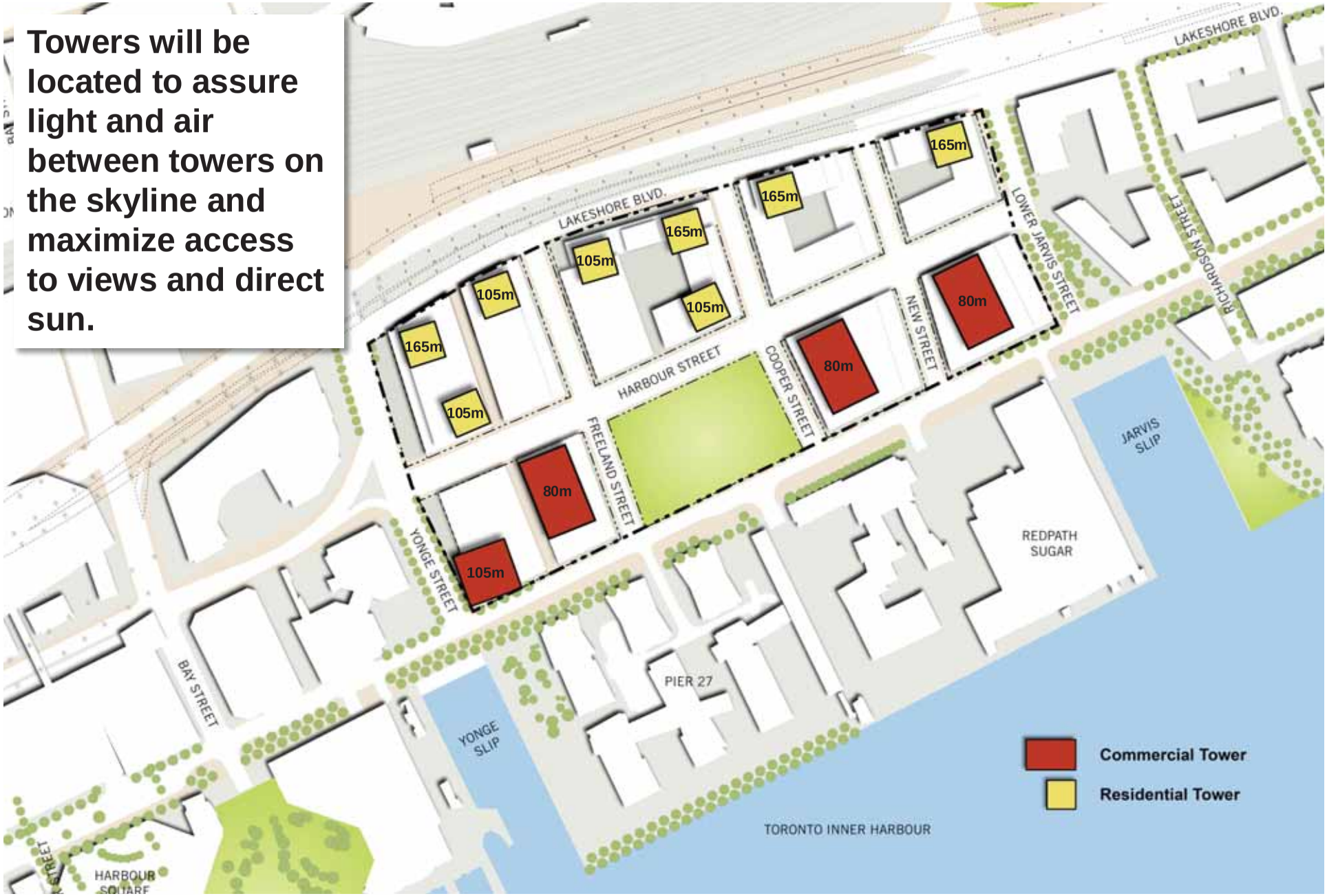
Commercial Towers up to 165 m

Max Floor Plate:	2200 sm
Max Plan Length:	60 m
Max Diagonal:	70 m



Tower Floorplates: Commercial Towers

Towers will be located to assure light and air between towers on the skyline and maximize access to views and direct sun.



Appropriate Tower Location

Tower Height Guidelines:

- Towers heights:
  - Allowed to go up to 80 meters between Queens Quay and Harbour Street.
  - Allowed to go up to 105 meters between Harbour Street and Lake Shore Blvd.
  - Allowed to go up to 165 meters at the intersections of Lake Shore Blvd. with Church Street, with Jarvis Street and at the intersection of Lake Shore Blvd. with Yonge Street.

Tower Floor Plate Guidelines:

- Towers are divided into 2 categories:

1. Residential Towers:

   750 square meter maximum floorplate

   32 meter maximum plan length

   40 meter maximum diagonal

2. Commercial Towers:

   2200 square meter maximum floorplate

   60 meter maximum plan length

   70 meter maximum diagonal

7. Urban Form and View Studies

Urban Form: Consistent with Guidelines

(Note: urban form illustration consistent with guidelines)

Urban Form: Prior to guidelines

Urban Form: Consistent with Guidelines

(Note: urban form illustration consistent with guidelines)

Toronto Skyline from Center Island Ferry Terminal

View Study **VIEW A**

Prior to guidelines

View Study – View A
(Toronto Skyline from Center Island Ferry Terminal)

Consistent with Guidelines

View Study – View A
(Toronto Skyline from Center Island Ferry Terminal)

Toronto Skyline from Ward's Island Ferry Terminal

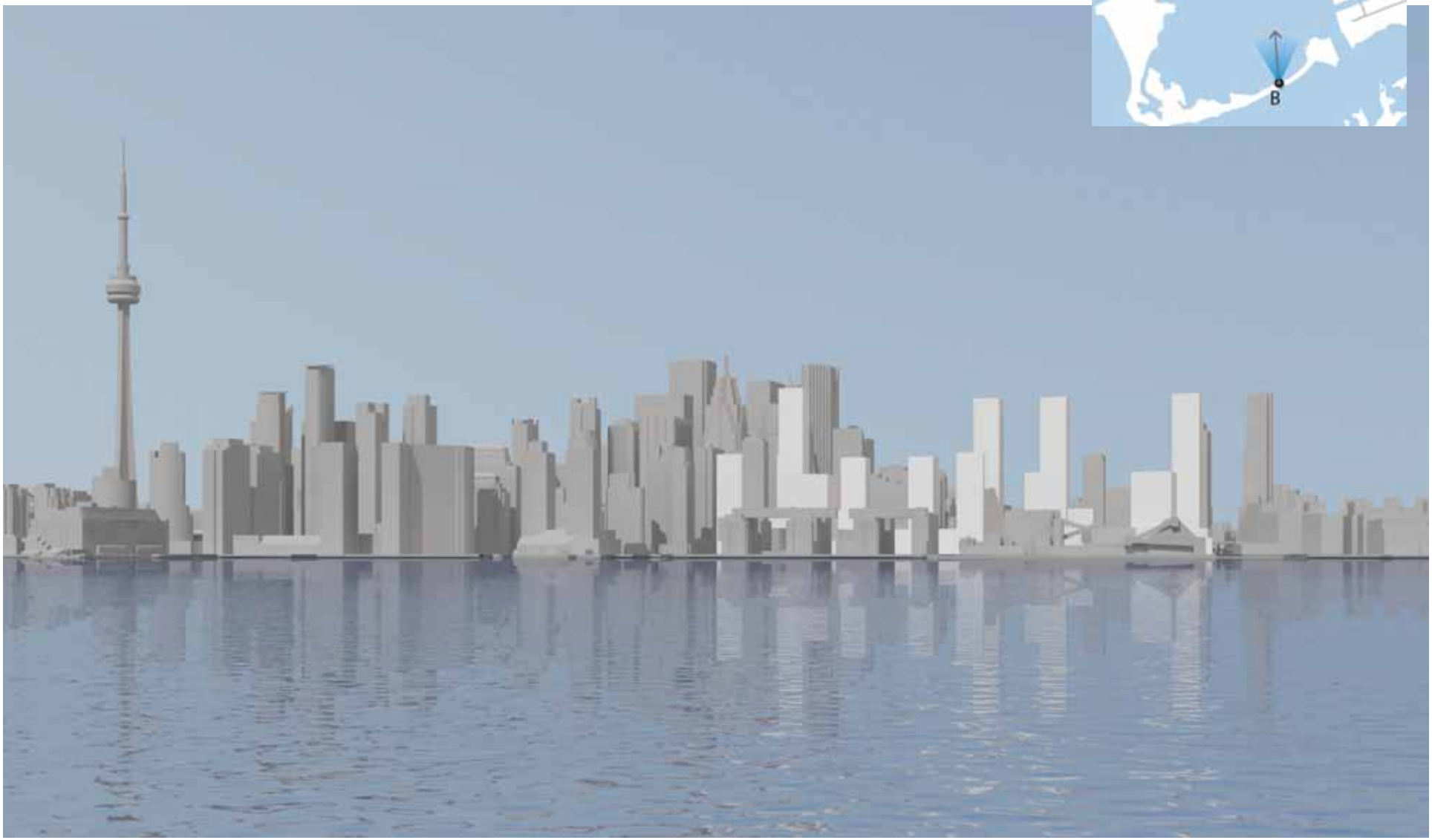
View Study **VIEW B**

Prior to guidelines

View Study – View B

(Toronto Skyline from Ward's Island Ferry Terminal)

Consistent with Guidelines

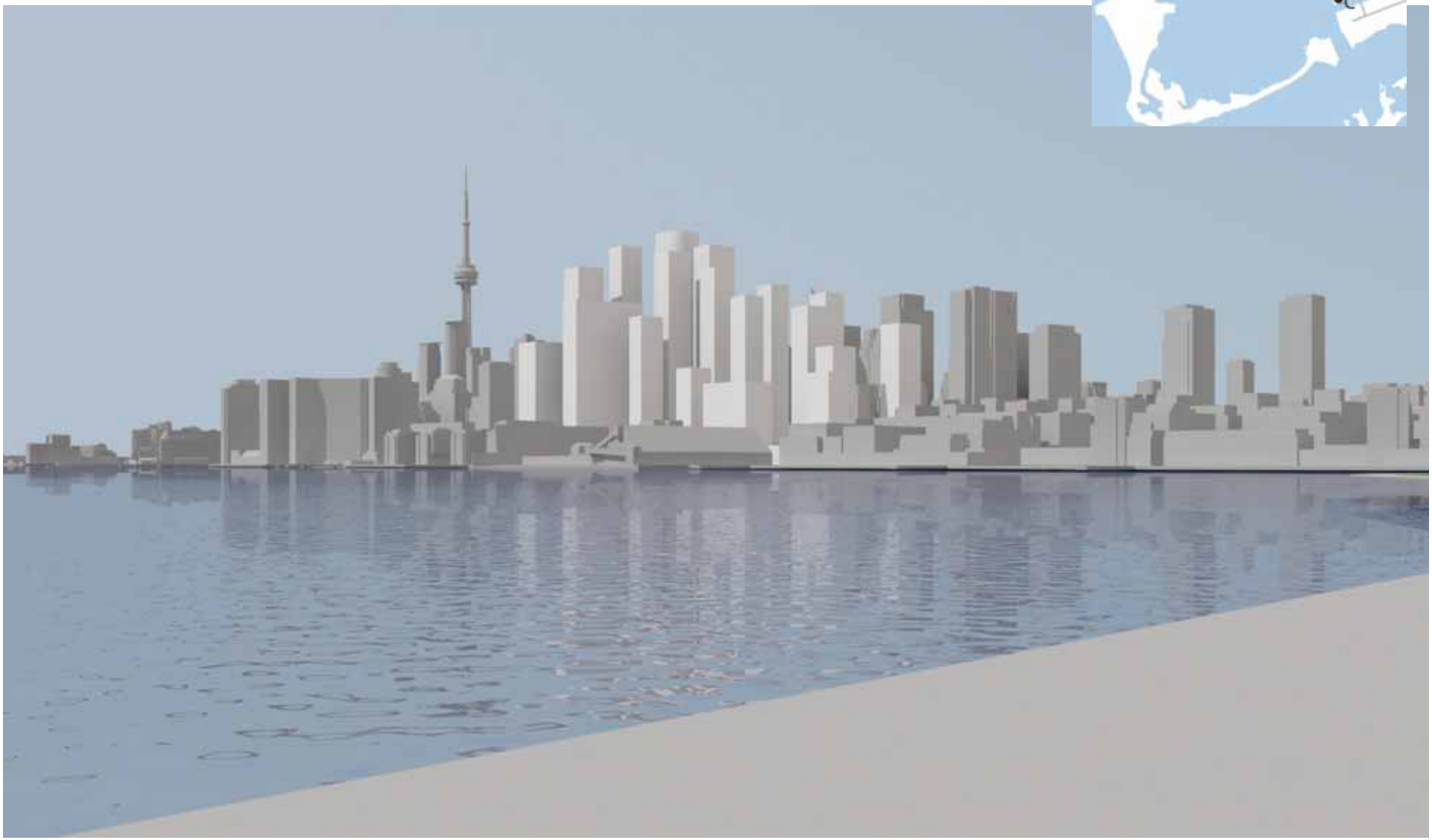


View Study – View B
(Toronto Skyline from Ward's Island Ferry Terminal)

Toronto Skyline from Portlands

View Study **VIEW C**

Prior to guidelines



View Study – View C
(Toronto Skyline from Ward's Island Portlands)

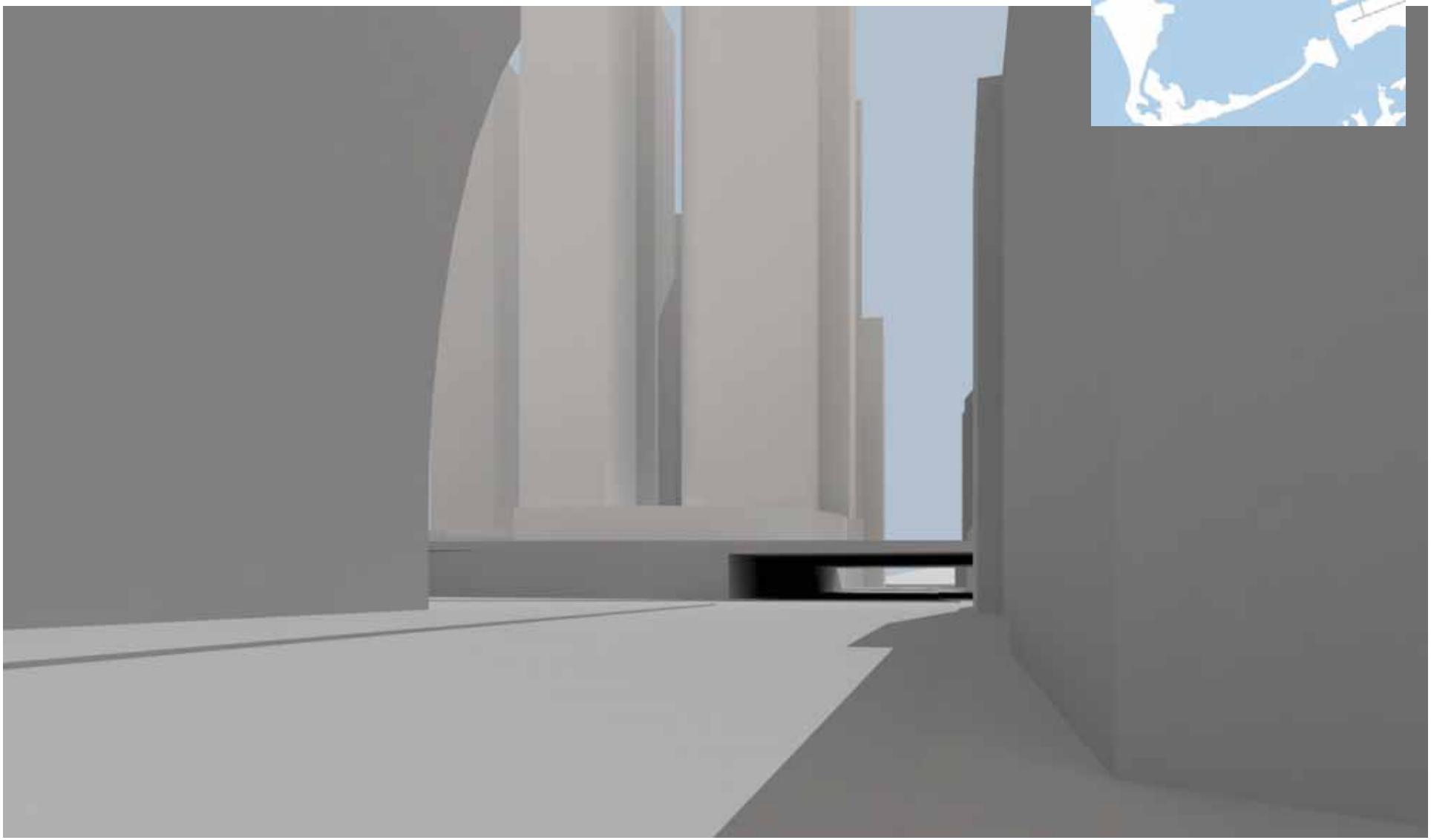
Consistent with Guidelines

View Study – View C
(Toronto Skyline from Portlands)

Lower Yonge Precinct from Yonge Street looking South

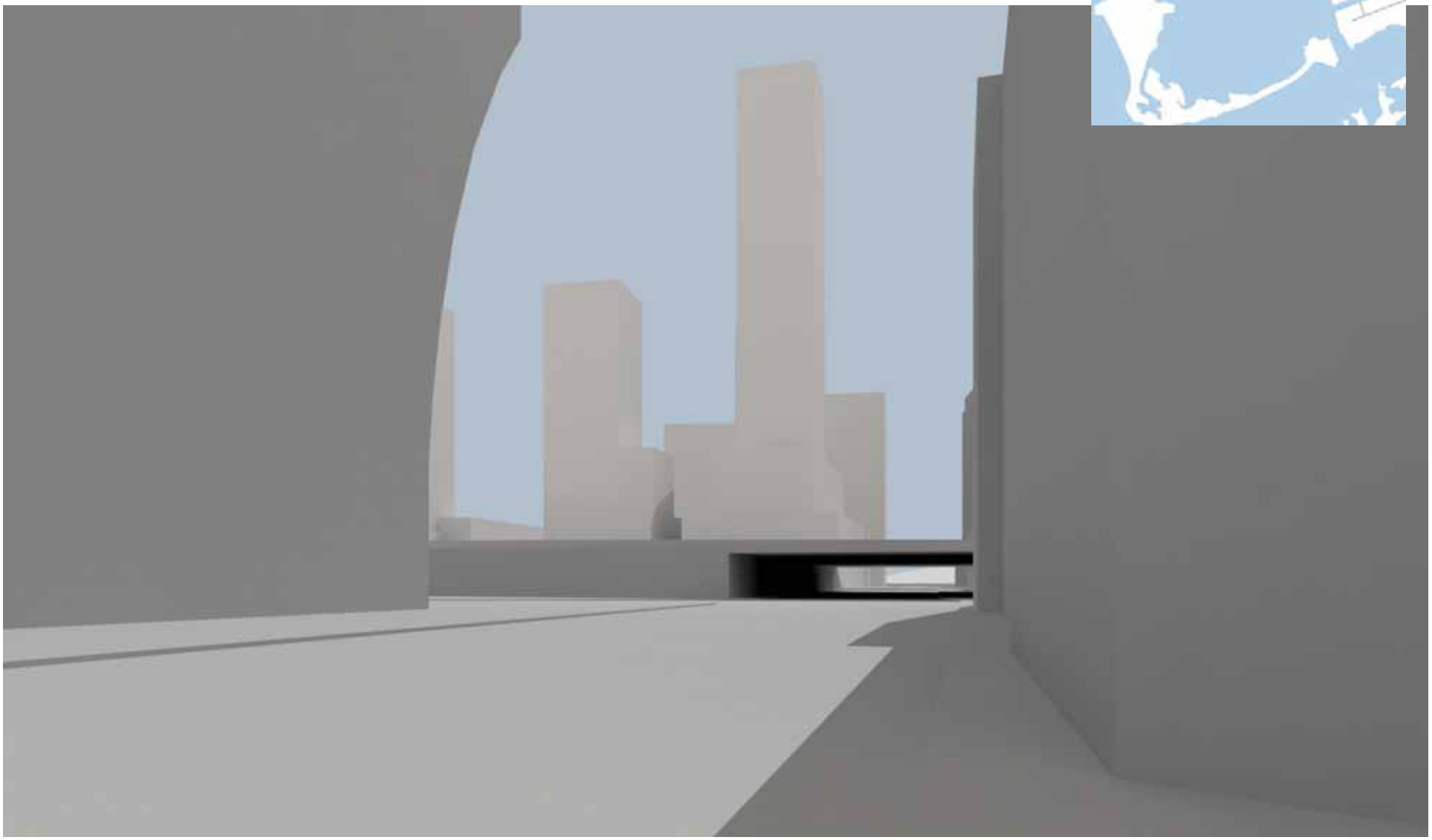
View Study **VIEW D**

Prior to guidelines



View Study – View D
(From Yonge & Front looking south)

Consistent with Guidelines

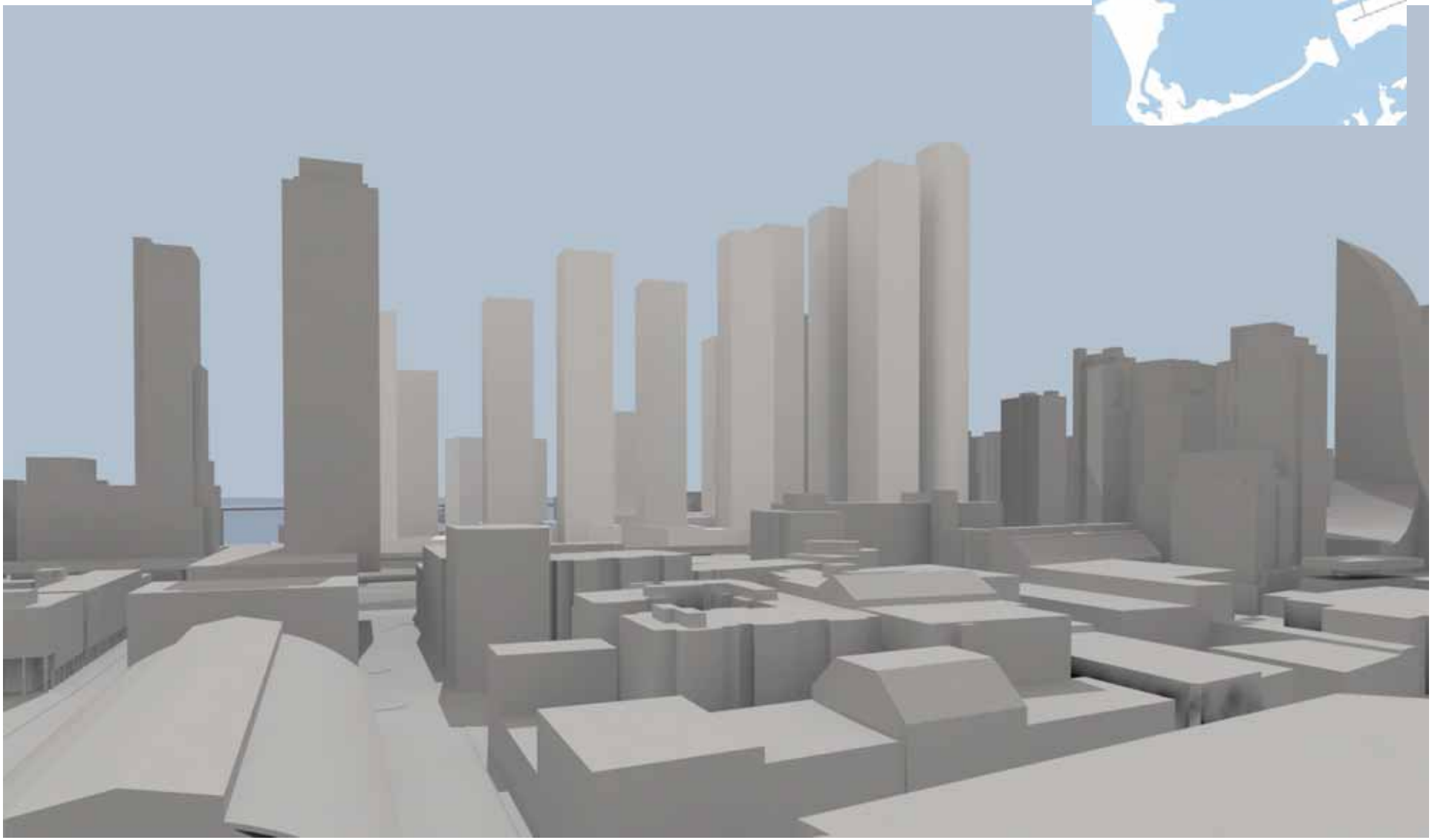


View Study – View D
(From Yonge & Front looking south)

Lower Yonge Precinct from St. Lawrence Neighborhood

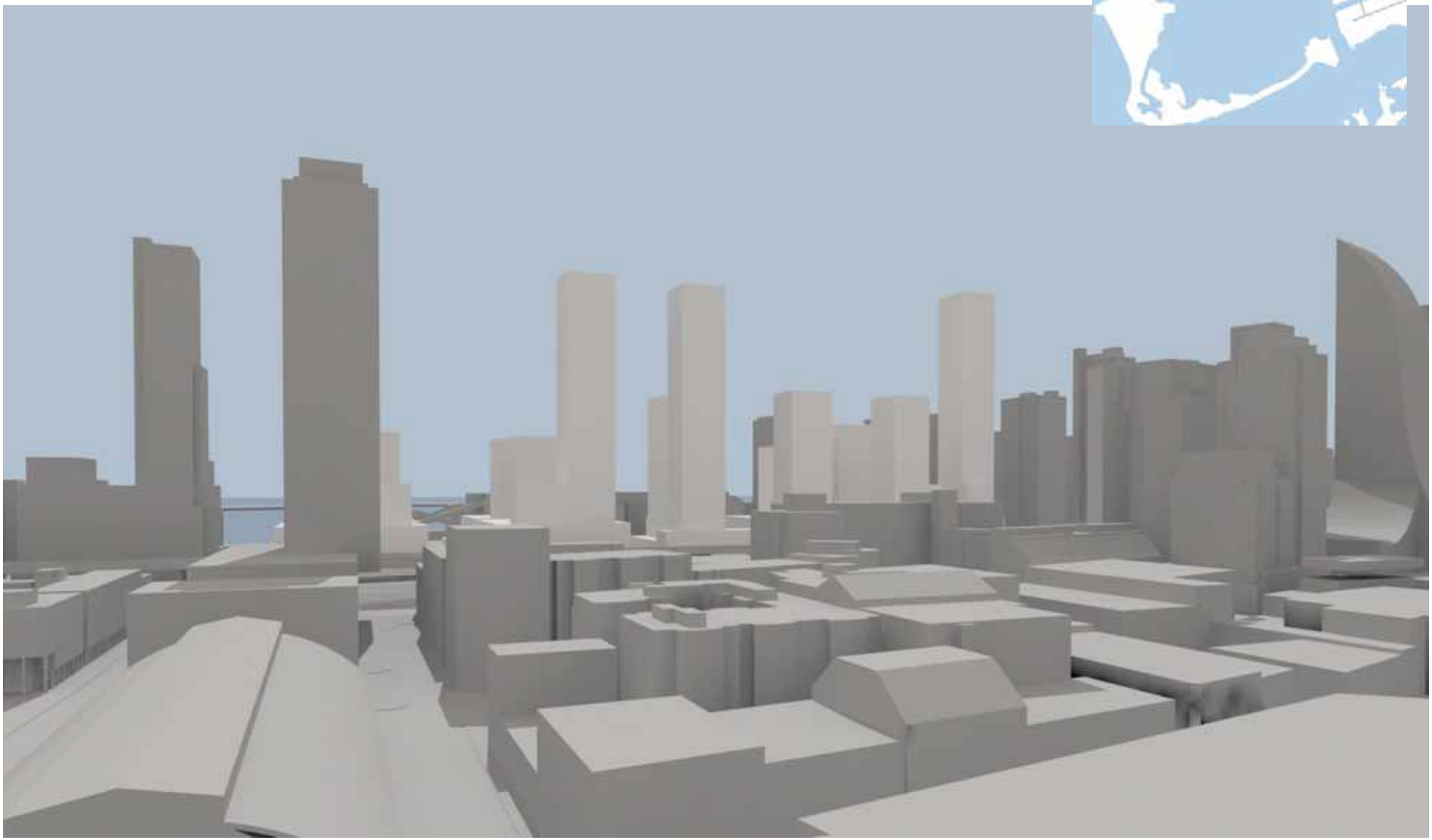
View Study **VIEW E**

Prior to guidelines



View Study – View E
(From Front & Market looking south)

Consistent with Guidelines



View Study – View E
(From Front & Market looking south)

Summary Guidelines Toward Good Urban Form

Positive Addition to the Waterfront

- **Respect for Context** - A respectful relationship to surrounding urban context both built and planned.
- **Pedestrian Experience** -- Building scales immediately adjacent to public ways that provide pedestrian comfort, light, air and inviting pathways to the waterfront.

View Corridors from City to Waterfront

- **Bulk and massing controls** for buildings to protect view corridors from City to the waterfront and back, while also preserving light, air and views to and from the buildings
- **Stepbacks** – Stepping back higher portions of the buildings on north/south streets to open views to the water and sky from the public realm

Appropriate tower placement – guidance to avoid the creation of a solid wall of towers that blocks visual access through the site from public sites and spaces in districts to the north

Variety of Building Types – by varying the height and form of buildings (range of towers + variation in podium height) & showcasing the Heritage building from Lake Shore Boulevard

Solar Access – formulating the building envelope to preserve solar access to open space and regulating the height and stepping of building podiums

TRANSPORTATION MASTER PLAN:

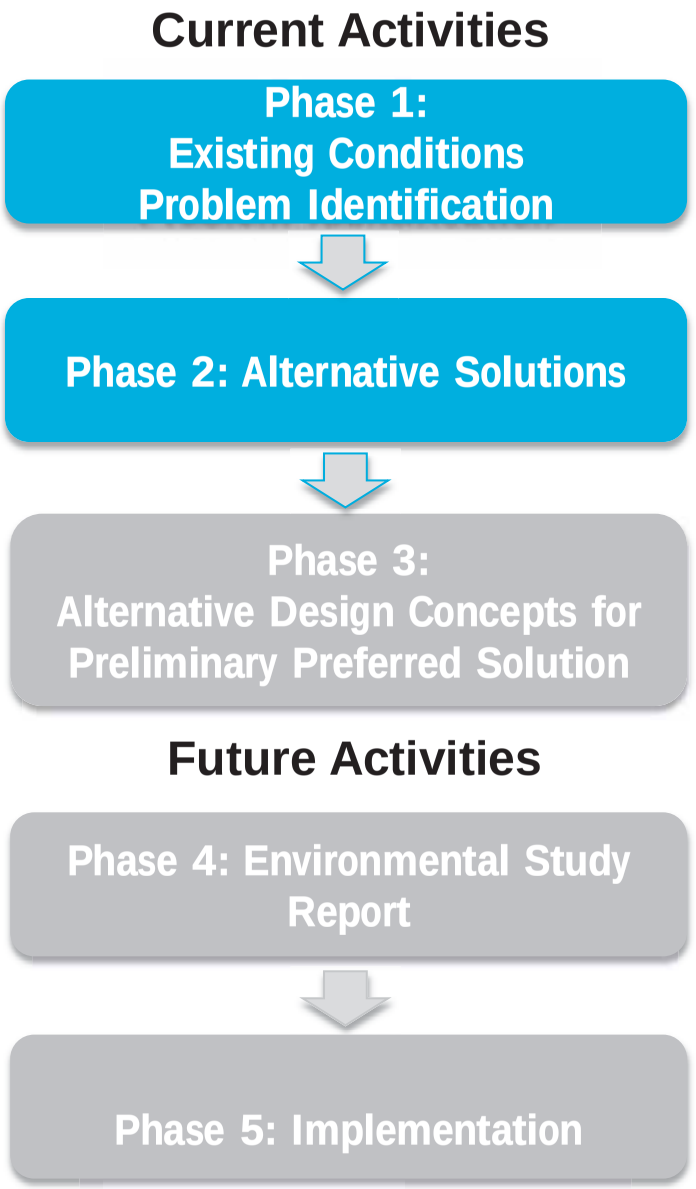
1. Transportation Master Plan Process
2. Existing Conditions
3. Principles
4. Key Issues and Opportunities (Transportation Components)
5. Transportation Alternatives
6. Transportation Modeling Development and Results

1. Transportation Master Plan Process

PROCESS: Overview

Following Phases 1 and 2 of the Municipal Class EA process:

- Create Problem/Opportunity Statement
- Assess existing conditions and develop guiding principles
- Develop transportation components and conduct initial screening
- Develop 4 network-wide transportation alternatives
- Analyze, and select a preferred alternative



PROCESS: Transportation Alternatives and Screening Process

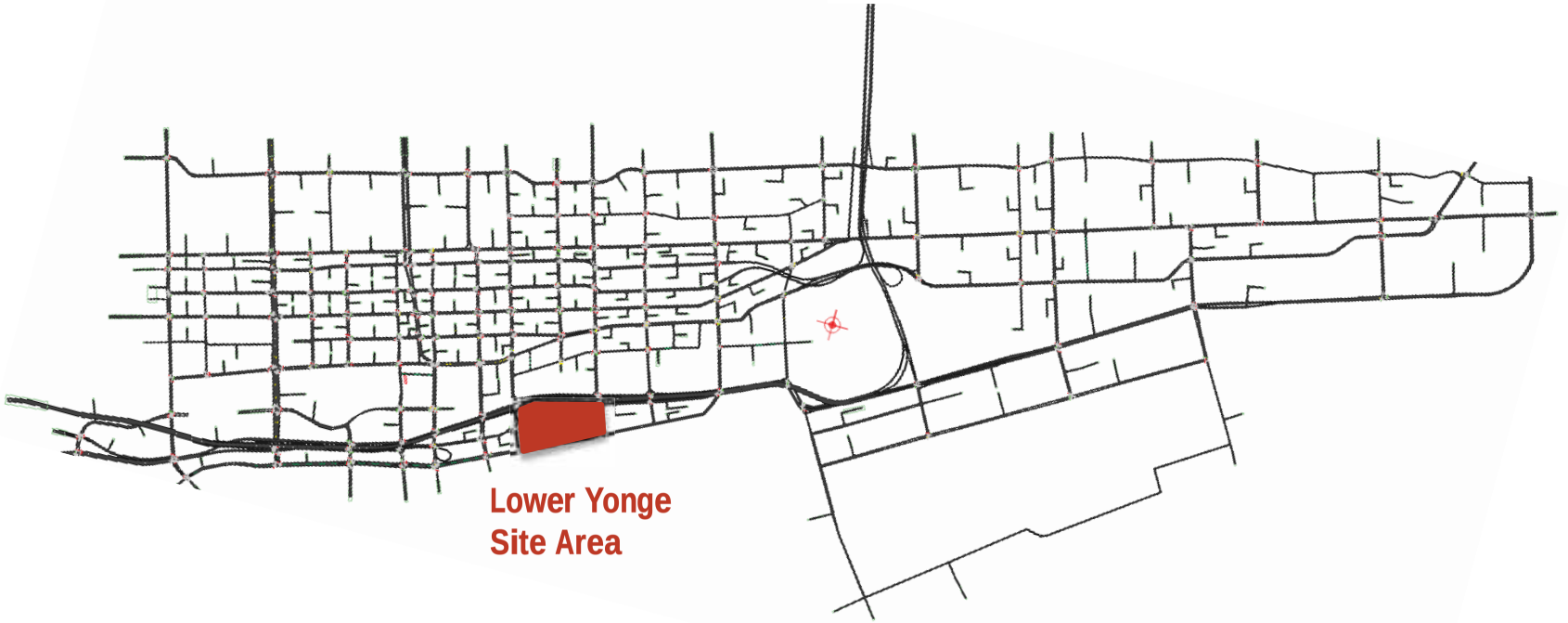
Table 2: Alternative Components Screening Evaluation		Transportation: Prioritizes Local, Regional, or Balances the Two			Transportation: Local Transportation Circulation Changes and Access			
		Local Accessibility	Regional Connectivity	Balance	Supports Sustainable Transportation	Supports Ease of Movement	Vehicular Capacity	Safety
8	Harbour St. Extension - One-way traffic (eastbound, two lanes)	🔴	🟢	🔴	◒	◒	🟢	◒
9	Harbour St. Extension - Two-way traffic (two lanes with turn lanes at intersection)	🟢	◒	◒	🟢	🔴	◒	🟢
10	Harbour St. Extension - Two-way traffic (four lanes with turn lanes at intersection)	🟢	◒	◒	🟢	◒	◒	🟢

Combine Transportation Components into Four Alternatives

Analyze in Detail and Develop a Preferred Alternative

PROCESS: Analyze Alternatives in Detail

- Analyze the four alternatives using the City's traffic simulation model
- Assess how well the alternatives satisfy the Principles
- Select a preferred alternative



2. Existing Conditions

EXISTING CONDITIONS: Congested and Auto-oriented

- Heavy regional traffic between the Gardiner and Downtown Street
- Right-of-way constraints and large inefficient intersections

EXISTING CONDITIONS: Metres of Misery

- Train tracks greatly impede mobility of all modes to waterfront
- Lower Yonge street grid cut off from downtown

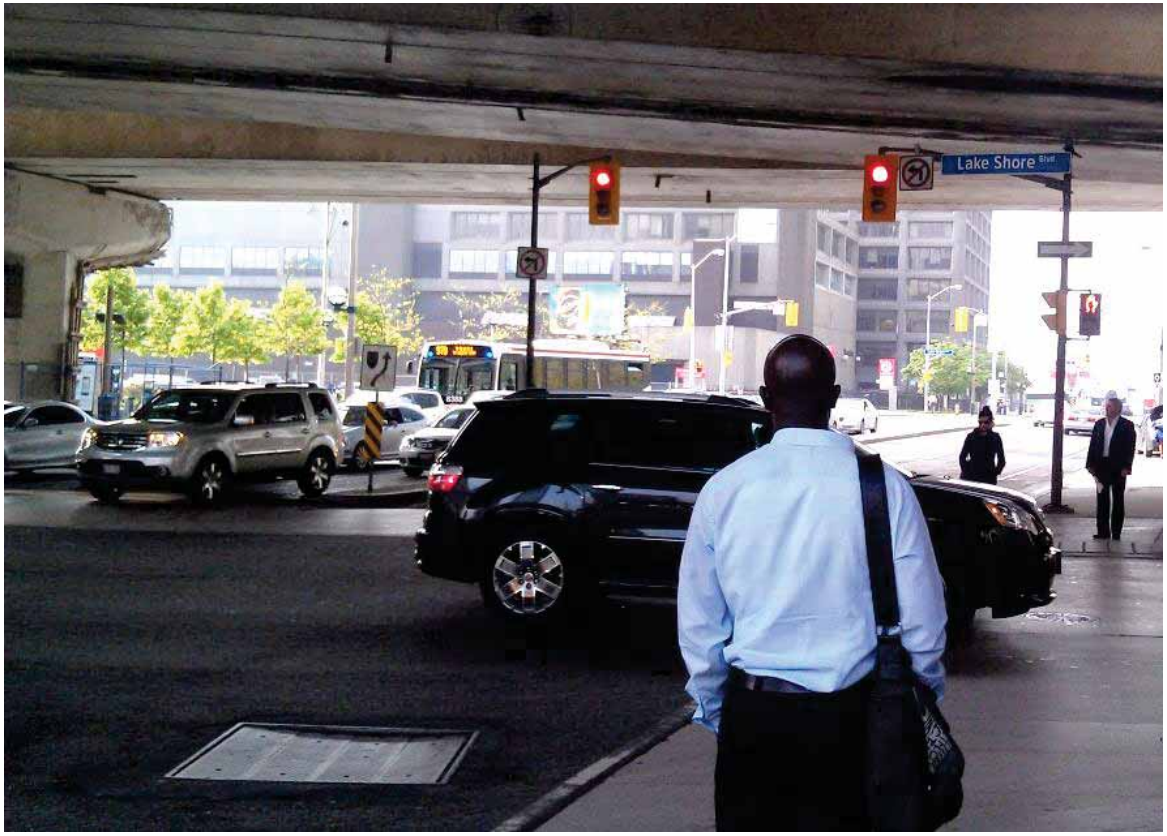
EXISTING CONDITIONS: Transit Access

- Existing service and sheltered accommodation are limited in the precinct
- System of one-way streets creates indirect transit routes
- Long, indirect routes for pedestrians accessing Union Station

EXISTING CONDITIONS: Bicycle Access

- Vehicular orientation is unwelcoming to cyclists
- Limited bike lanes and parking
- Cycling conditions under the rail corridor and the Gardiner are poor

EXISTING CONDITIONS: Pedestrian Connections



- High traffic volumes and speeds create a poor walking environment
- Wide streets and intersections create long crossing distances
- Large block sizes impede circulation
- Gardiner and rail underpasses are not attractive for walking

3. Guiding Principles

PRINCIPLE: Promote Sustainable Transportation

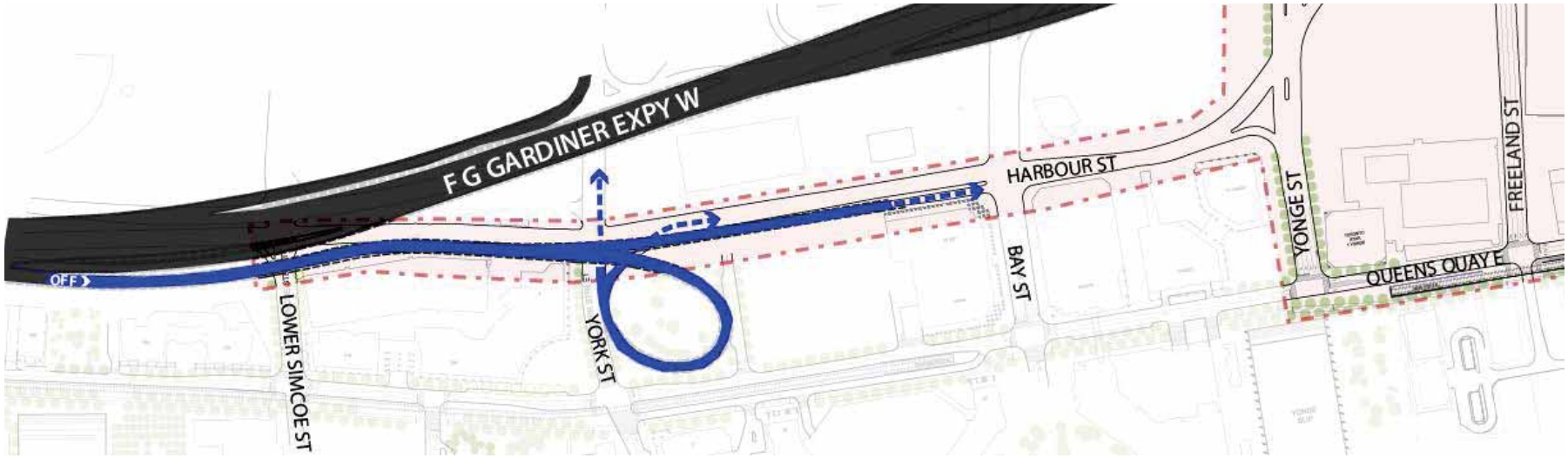
SUPPORT A RANGE OF TRANSPORTATION OPTIONS

PRINCIPLE: Promote Sustainable Transportation

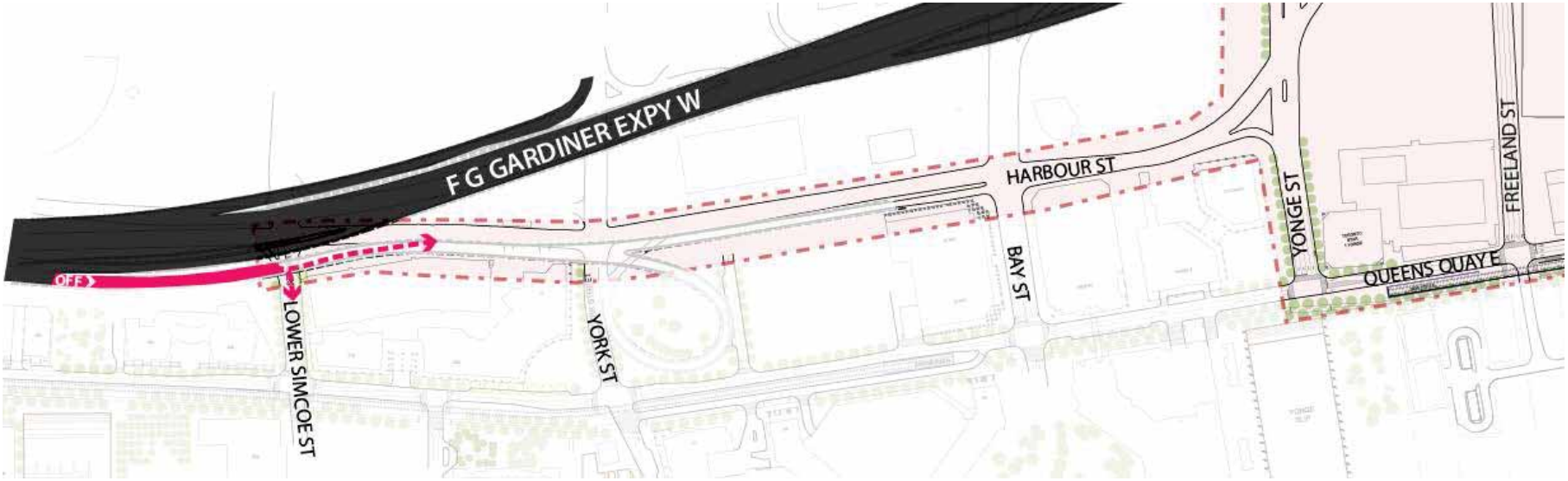
CONNECT TO FUTURE LIGHT-RAIL AND BIKE PATH

PRINCIPLE: Support Ease of Movement

EXISTING YORK-BAY-YONGE OFF RAMPS



FUTURE YORK-BAY-YONGE RAMPS



PRINCIPLE: Support Ease of Movement

EXISTING AT LOWER SIMCOE ST

PROPOSED AT LOWER SIMCOE ST

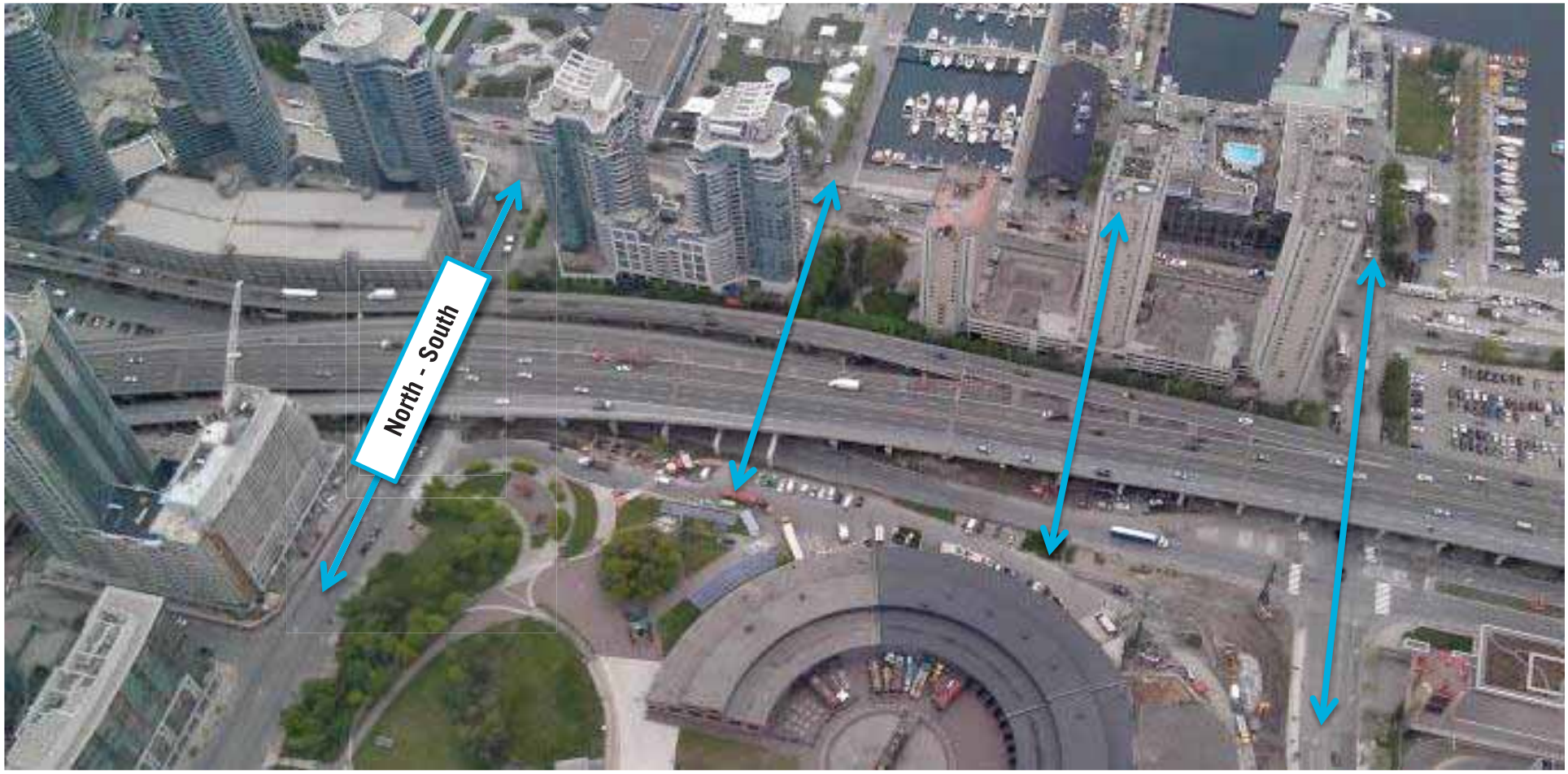
http://www.toronto.ca/

PRINCIPLE: Balance Regional and Local Access

MAINTAIN REGIONAL ACCESS FROM THE GARDINER

IMPROVE CONNECTIVITY AND ACCESS TO THE PRECINCT

PRINCIPLE: Reconnect Downtown with the Waterfront



ENHANCE ACCESS BETWEEN WATERFRONT AND DOWNTOWN

4. Key Issues and Opportunities (Components for Alternatives)

KEY ISSUE #1: Significant Peak Hour Congestion

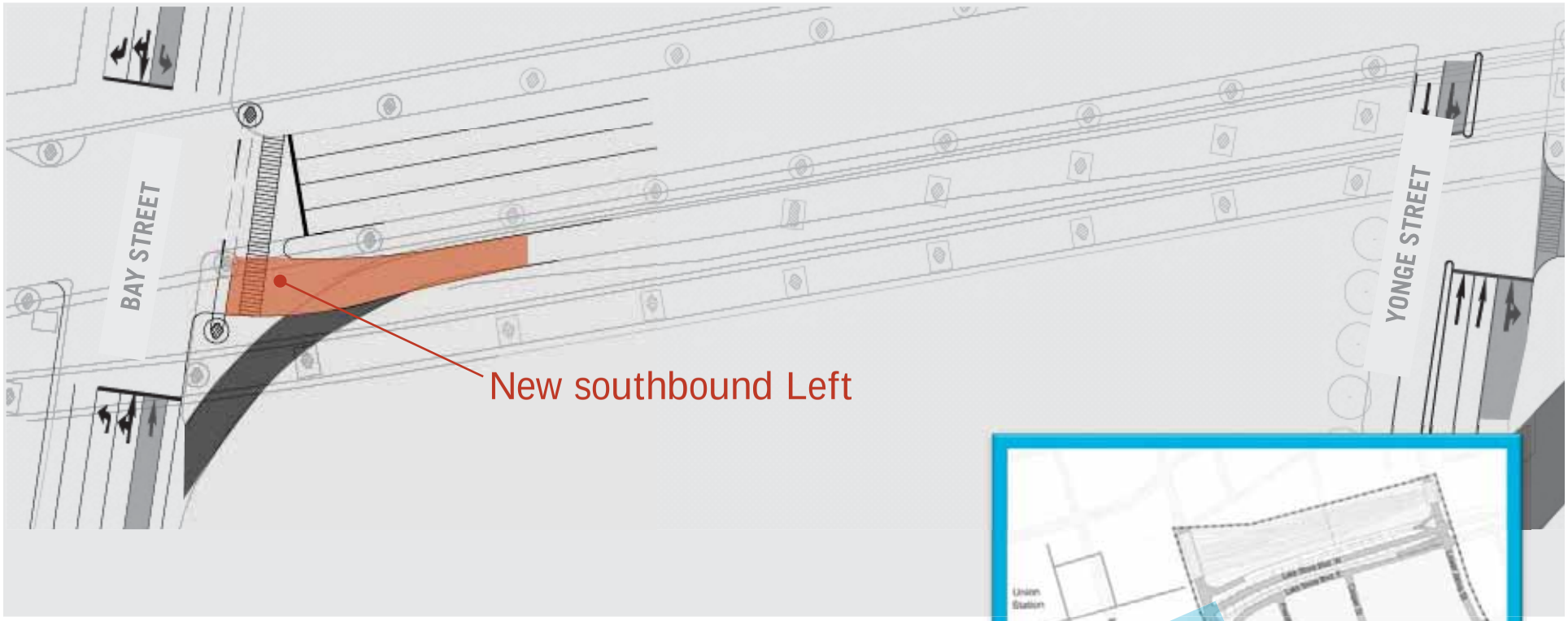
Generated from regional traffic to/from Gardiner

Opportunities

- Reconfigure space occupied by the off-ramps between Bay Street and Yonge Street
- Manage regional traffic to minimise intrusion into precinct
- Improve mobility within precinct

KEY OPPORTUNITY #1A: Reuse space next to Gardiner

Remove the Bay St on-ramp to allow a new southbound left

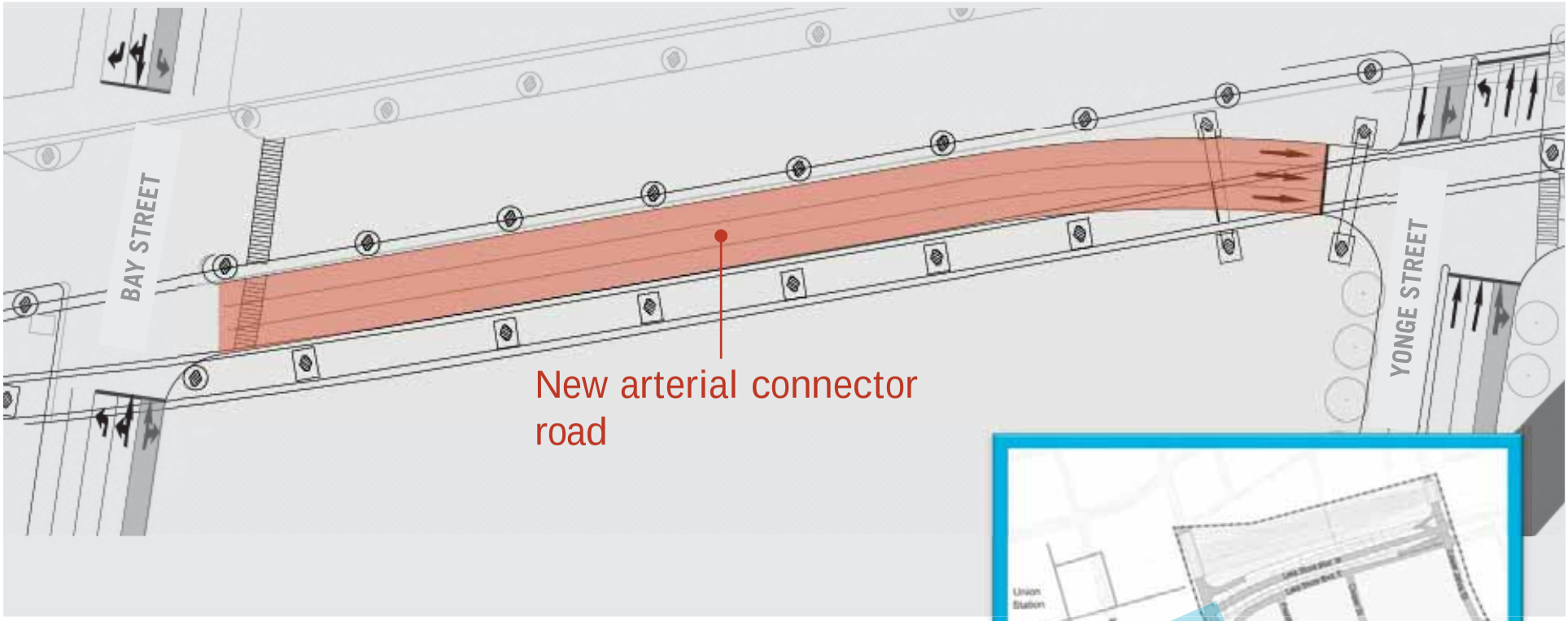


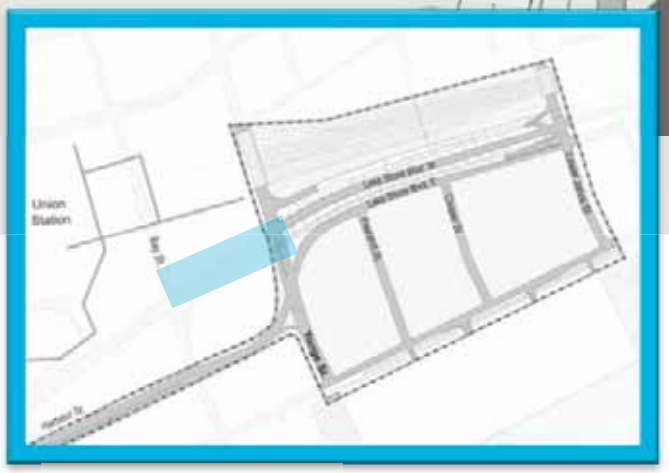
Benefit

- Diverts outbound traffic heading from Downtown to the eastbound Gardiner from using Harbour Street to reach Jarvis St

KEY OPPORTUNITY #1B: Reuse space next to Gardiner

Remove the Bay St on-ramp and construct a new arterial connector road between Bay and Yonge St



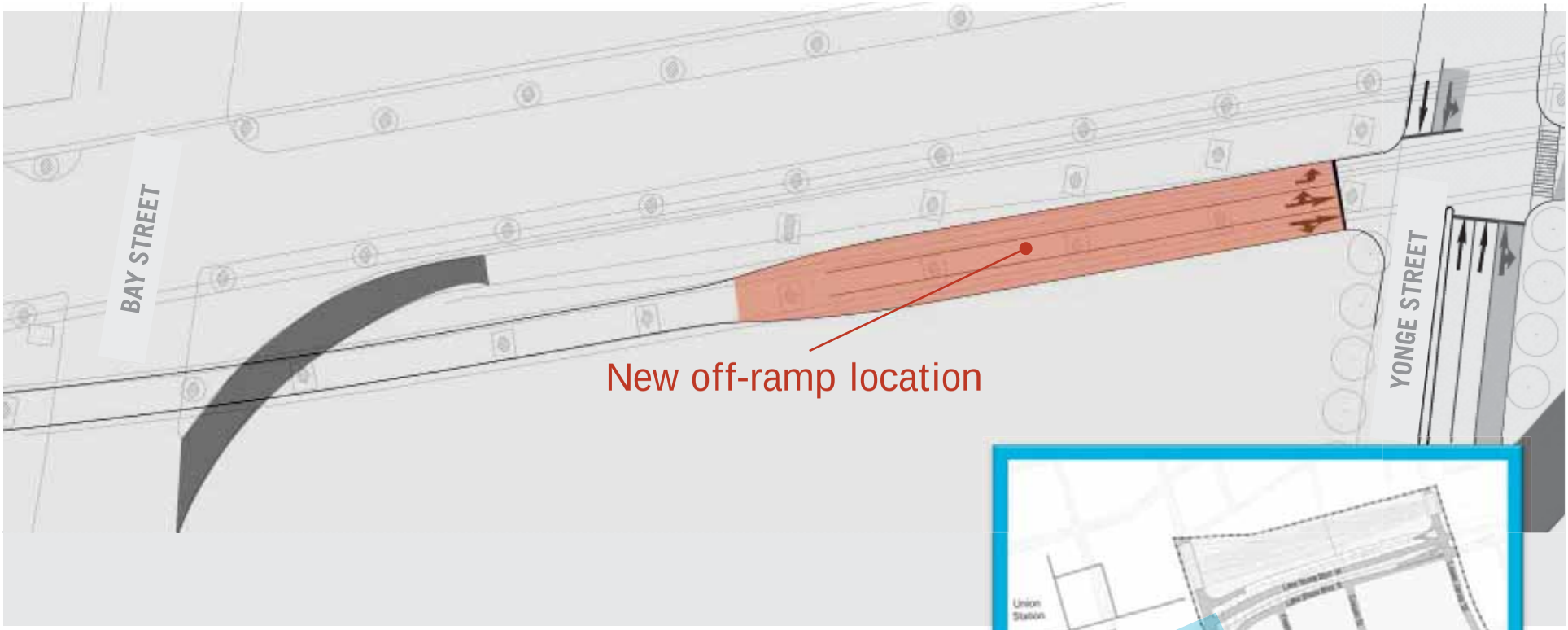


Benefit

- Collects outbound traffic from Bay St and uses the new connector to direct traffic to Lake Shore and the Gardiner on-ramp at Jarvis St

KEY OPPORTUNITY #1C: Reuse space next to Gardiner

Remove the Bay St on-ramp, and construct a new off-ramp to Yonge St replacing the existing Jarvis ramp



Benefit

- Creates a new off-ramp to Yonge Street (replacing the Jarvis off-ramp) to provide a convenient way for inbound traffic to reach downtown

KEY ISSUE #2: Lack of Connectivity

Access impeded by Physical Barriers

Opportunities

- Improve existing connections for pedestrians, bicyclists and vehicles
- Regulate block sizes to encourage active circulation
- Locate a new north-south crossing under the Gardiner and the rail

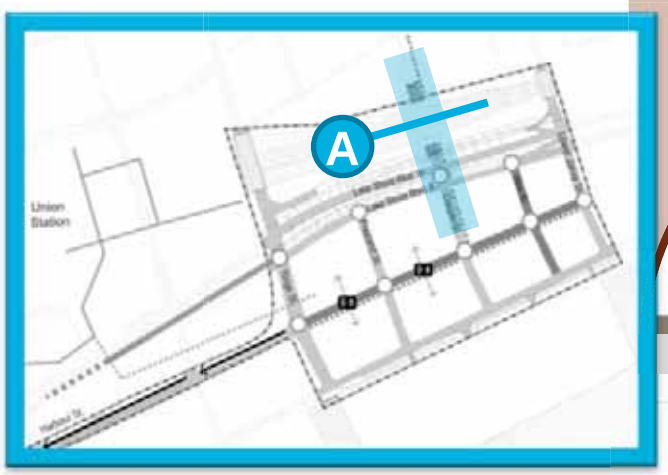
KEY OPPORTUNITY #2: Connection under Gardiner

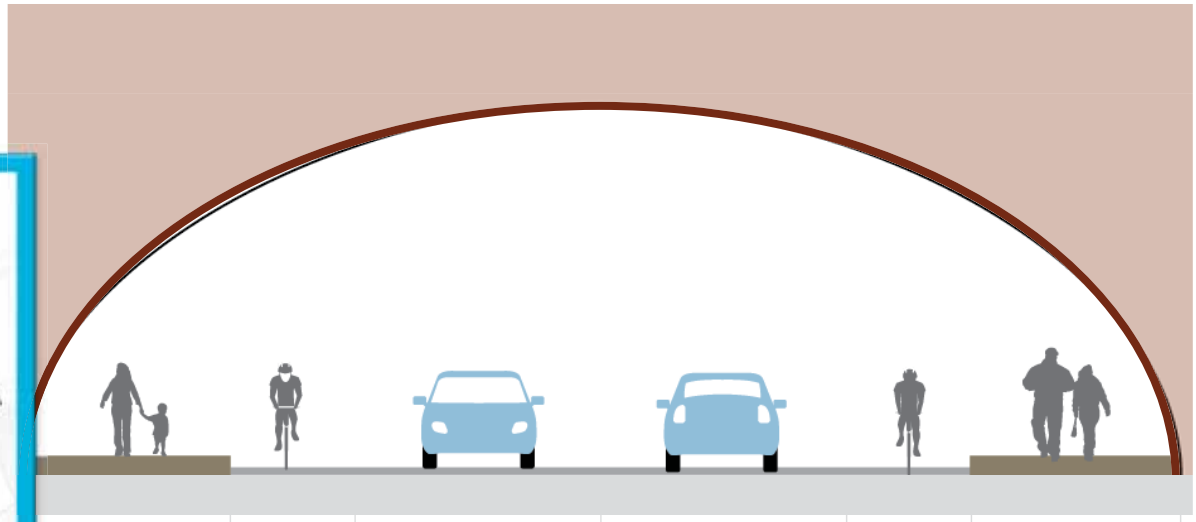
New underpass between Cooper and Church St

Benefits

- Attractive local vehicle access
- Lower volume and more attractive bicycle and pedestrian connection

Section A





Sidewalk (3m) | Bike Lane (1.8m) | Traffic (3.5m) | Traffic (3.5m) | Bike Lane (1.8m) | Sidewalk (3m)

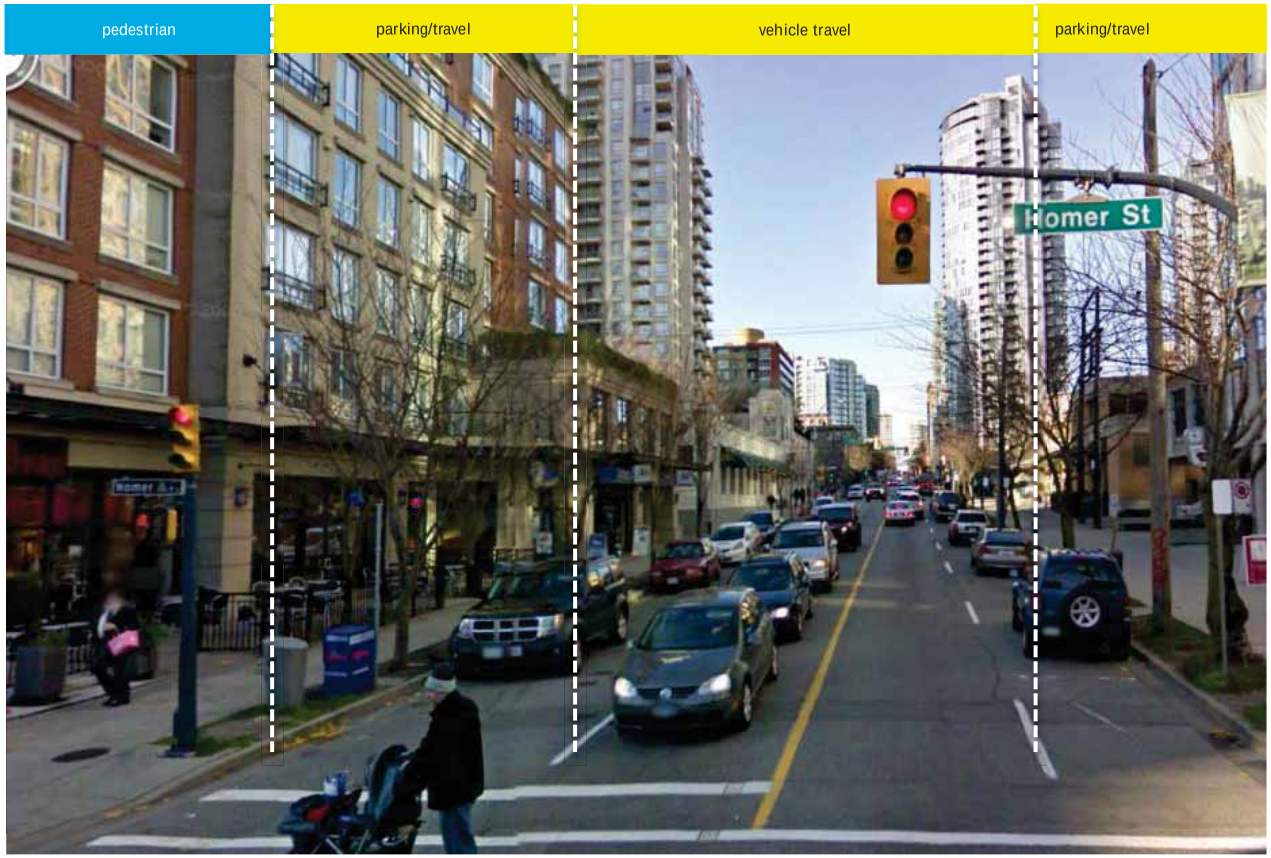
PERKINS + WILL ARUP

KEY ISSUE #3: Auto-oriented Harbour Street

Functions to serve mostly regional pass-through traffic at high speeds.

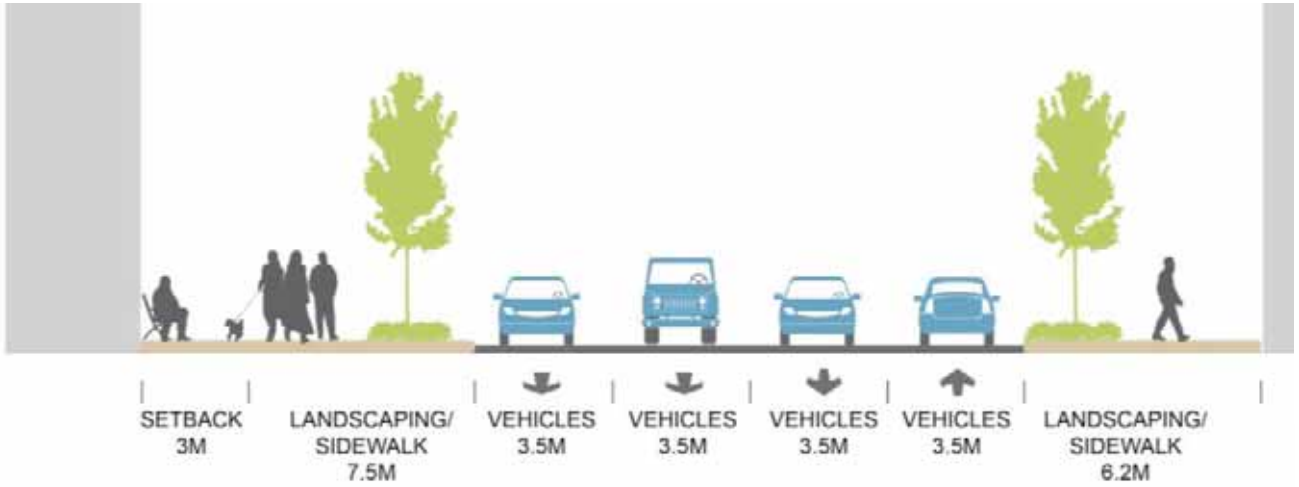
Opportunities

- Redesign around multimodal principles
- Enhance local access with Two-way operation
- Divert regional traffic from Harbour Street

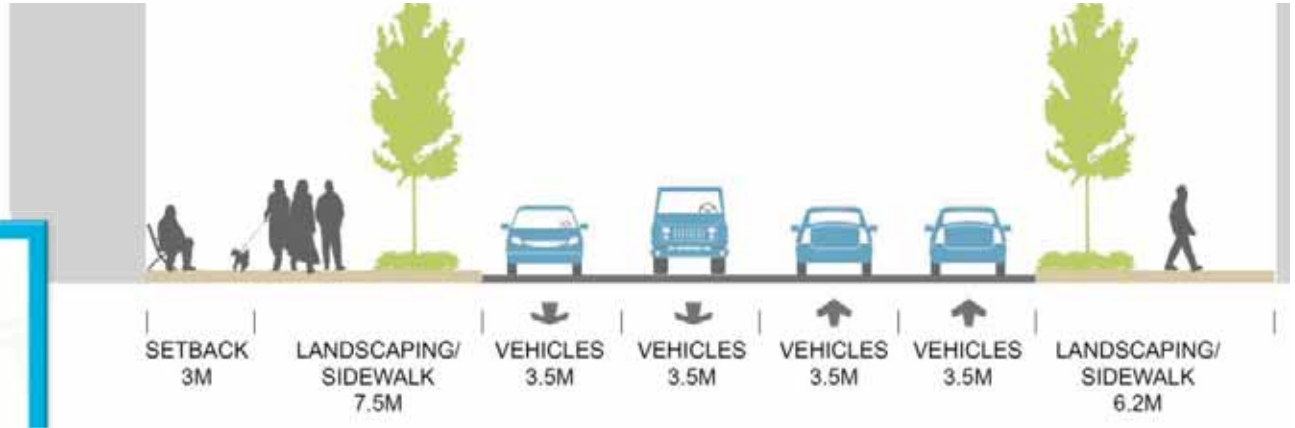


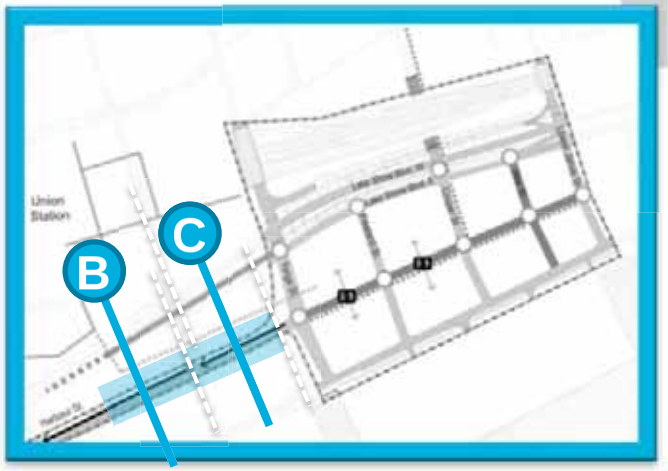
KEY OPPORTUNITY #3: New Vision for Harbour St
(York to Yonge)

Section B



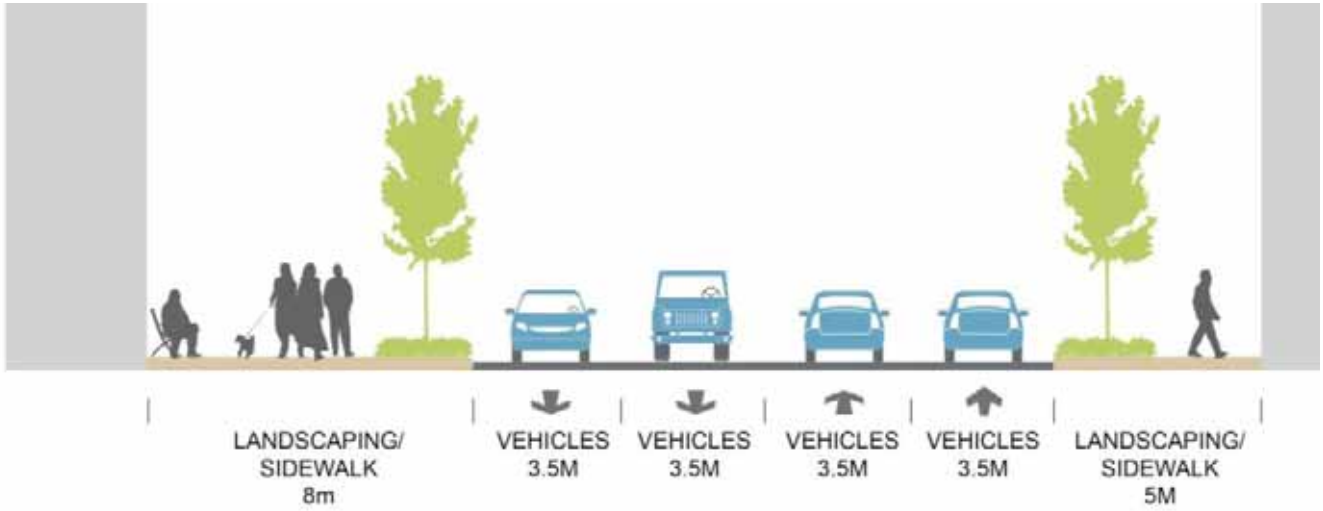
Section C



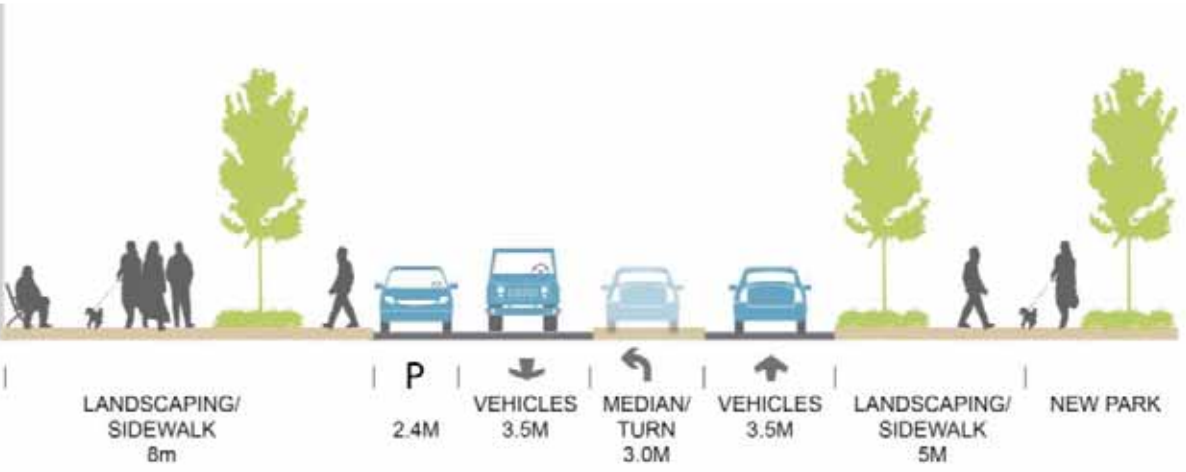


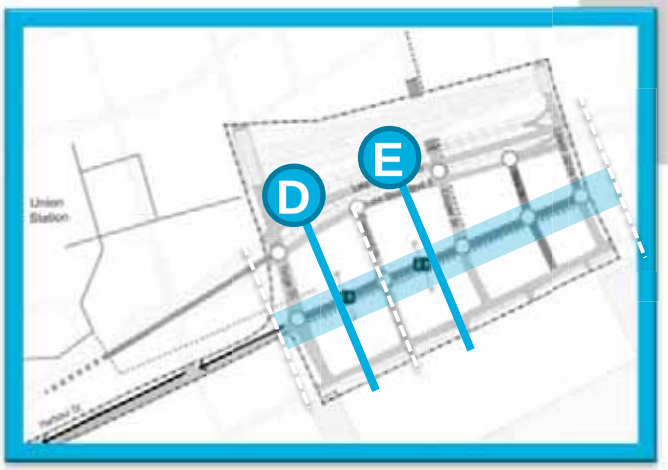
KEY OPPORTUNITY #3: New Unified Vision for Harbour St
(Yonge to Jarvis)

Section D



Section E

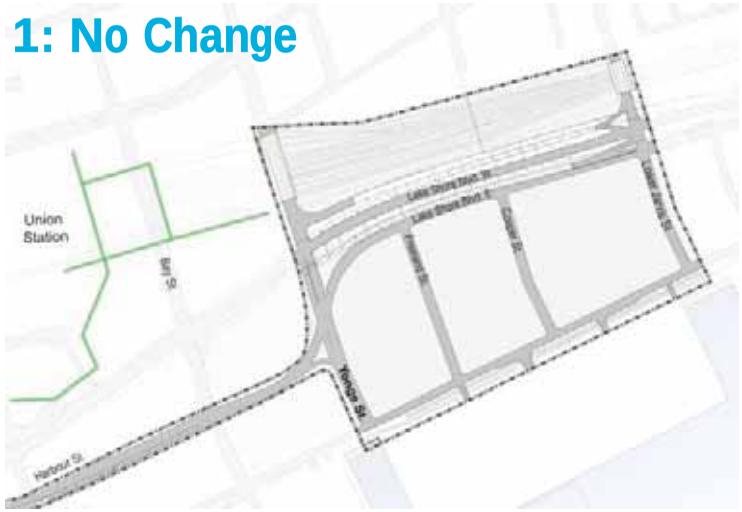




5. Transportation Alternatives

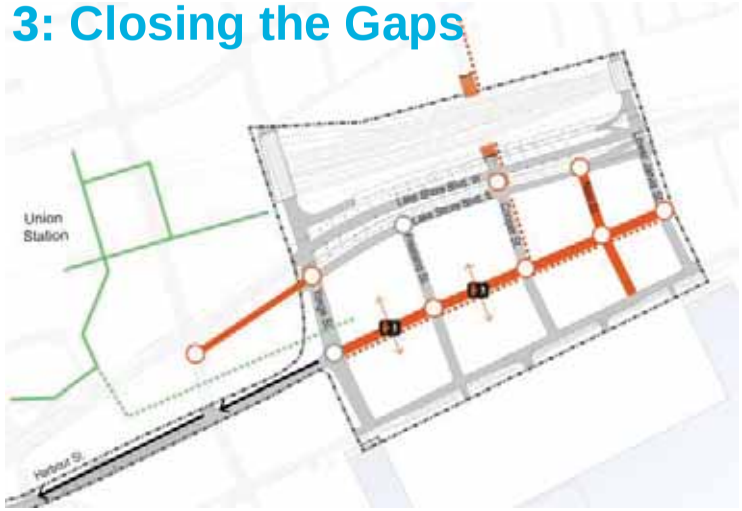
TRANSPORT ALTERNATIVES

1: No Change



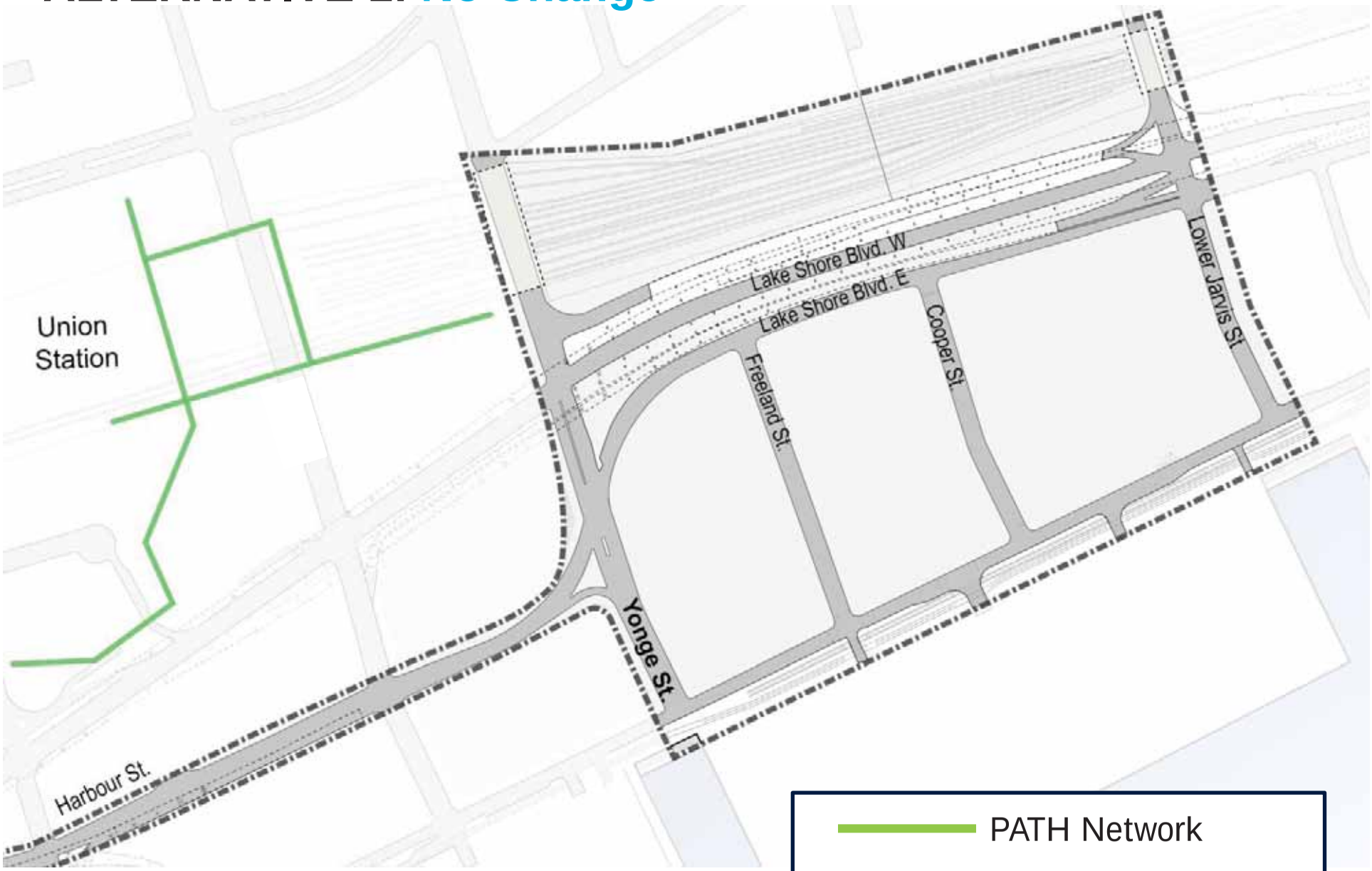
2: Neighborhood Streets

3: Closing the Gaps

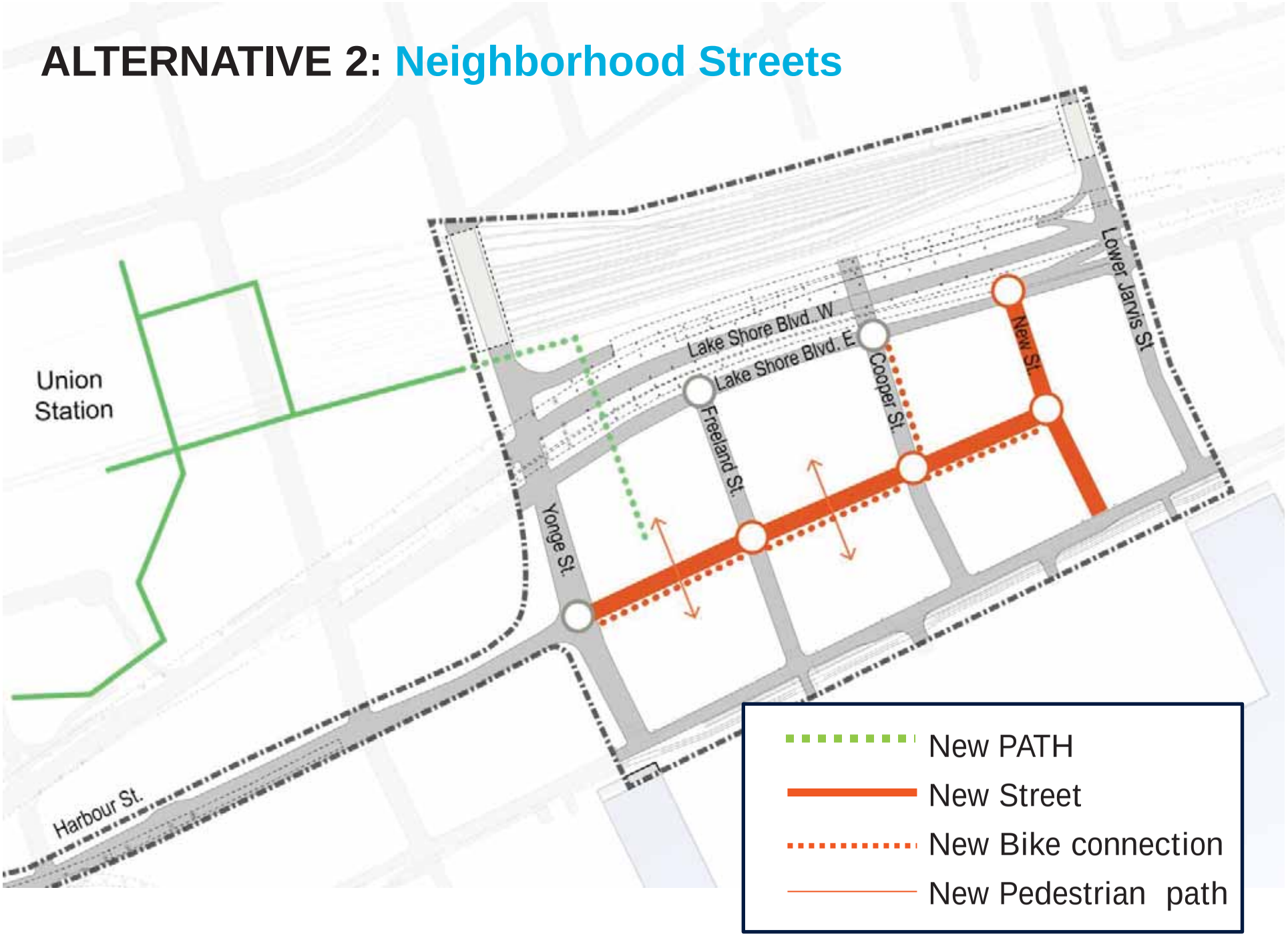


4: Regional Connections

ALTERNATIVE 1: No Change

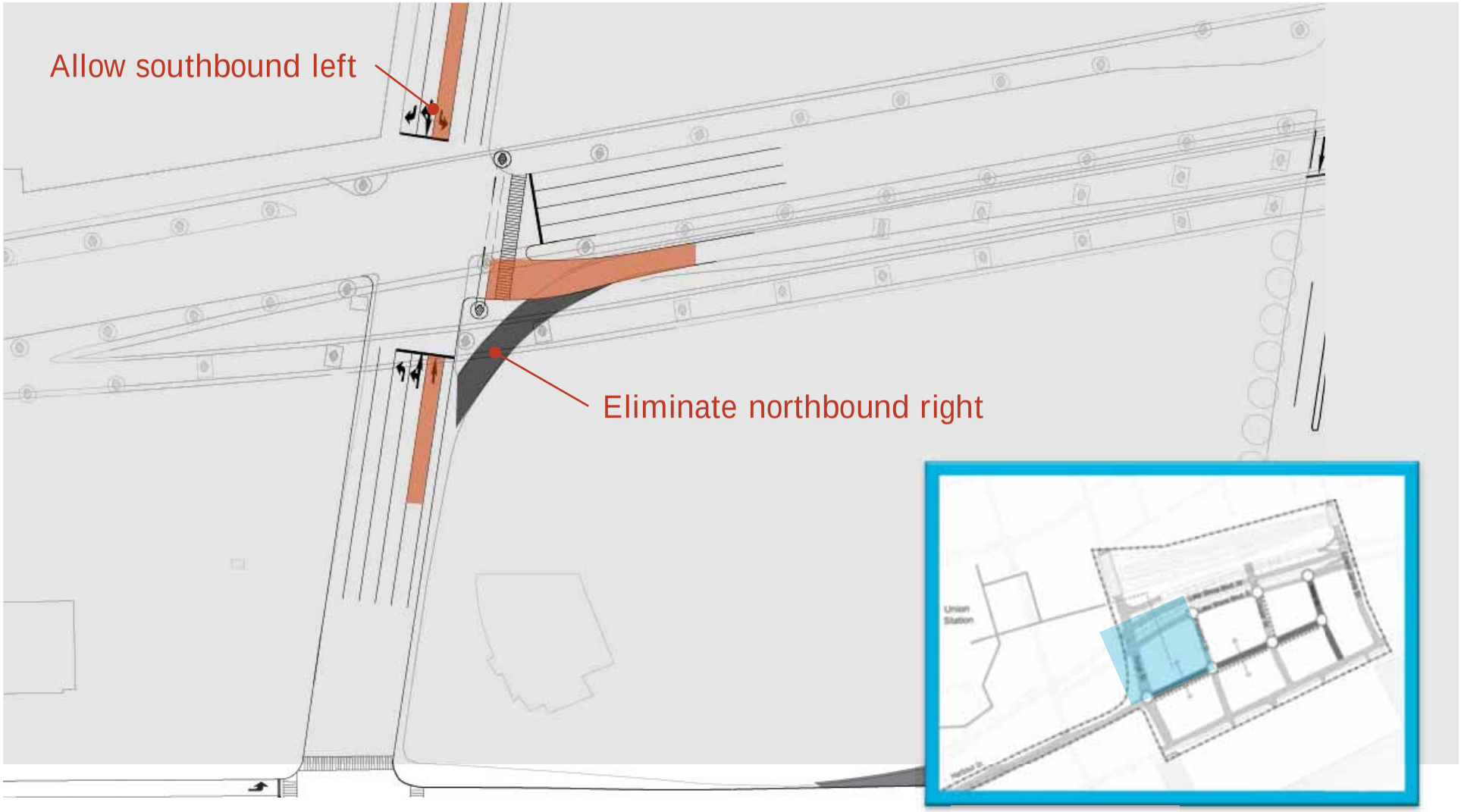


ALTERNATIVE 2: Neighborhood Streets



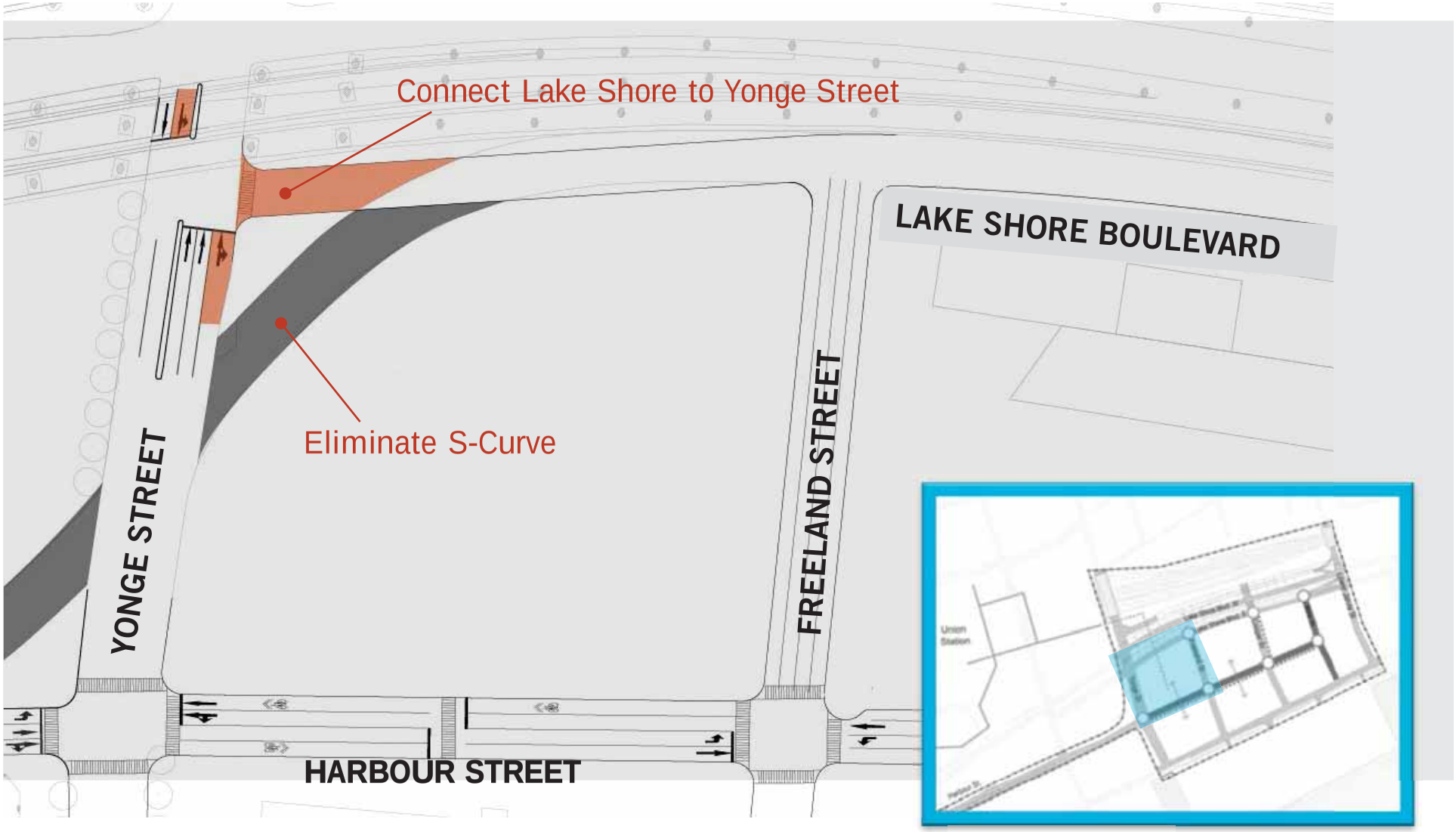
ALTERNATIVE 2: Neighborhood Streets

Reconfiguration of the Bay St On-Ramp

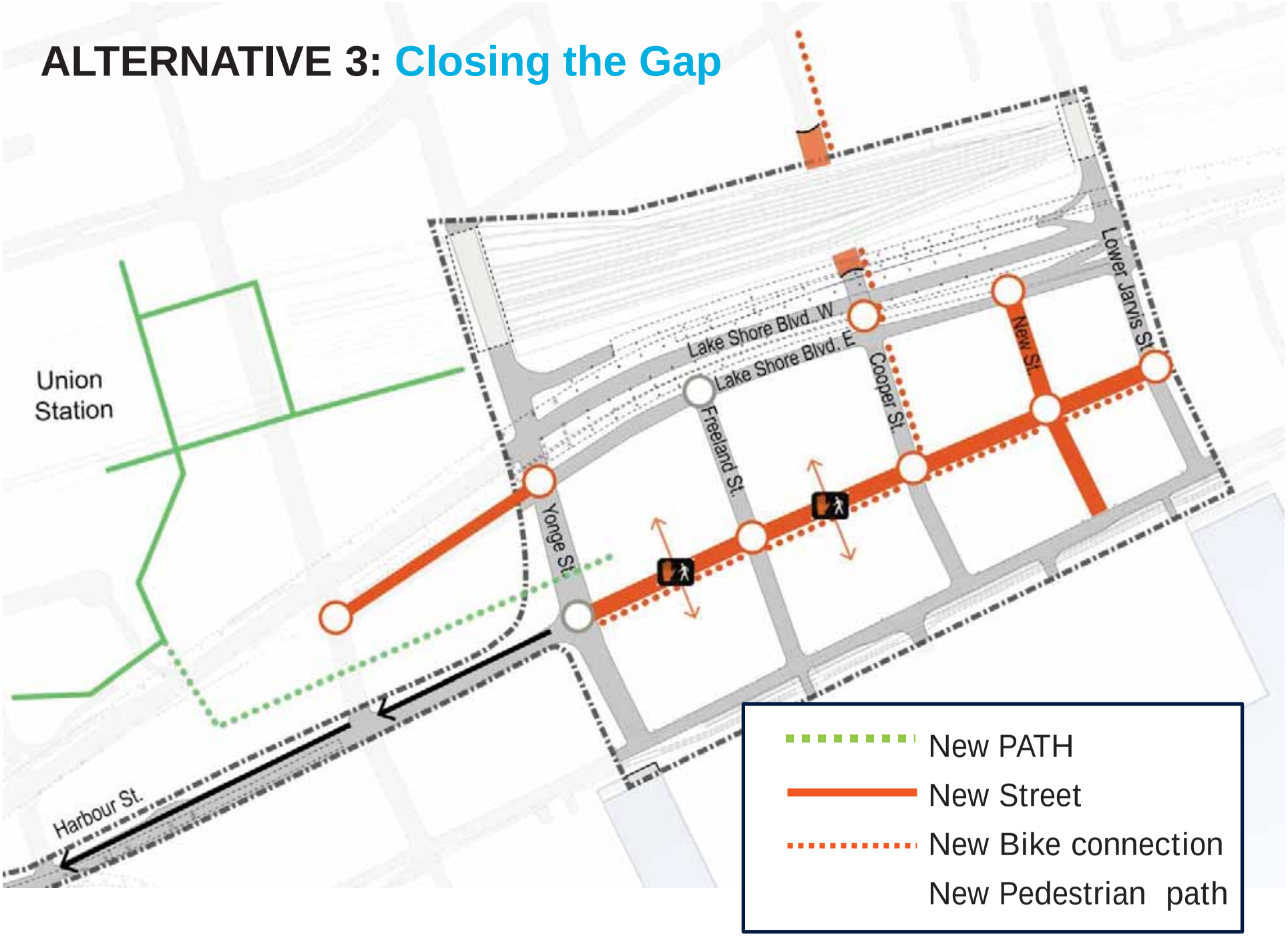


ALTERNATIVE 2: Neighborhood Streets

S-Curve is Eliminated

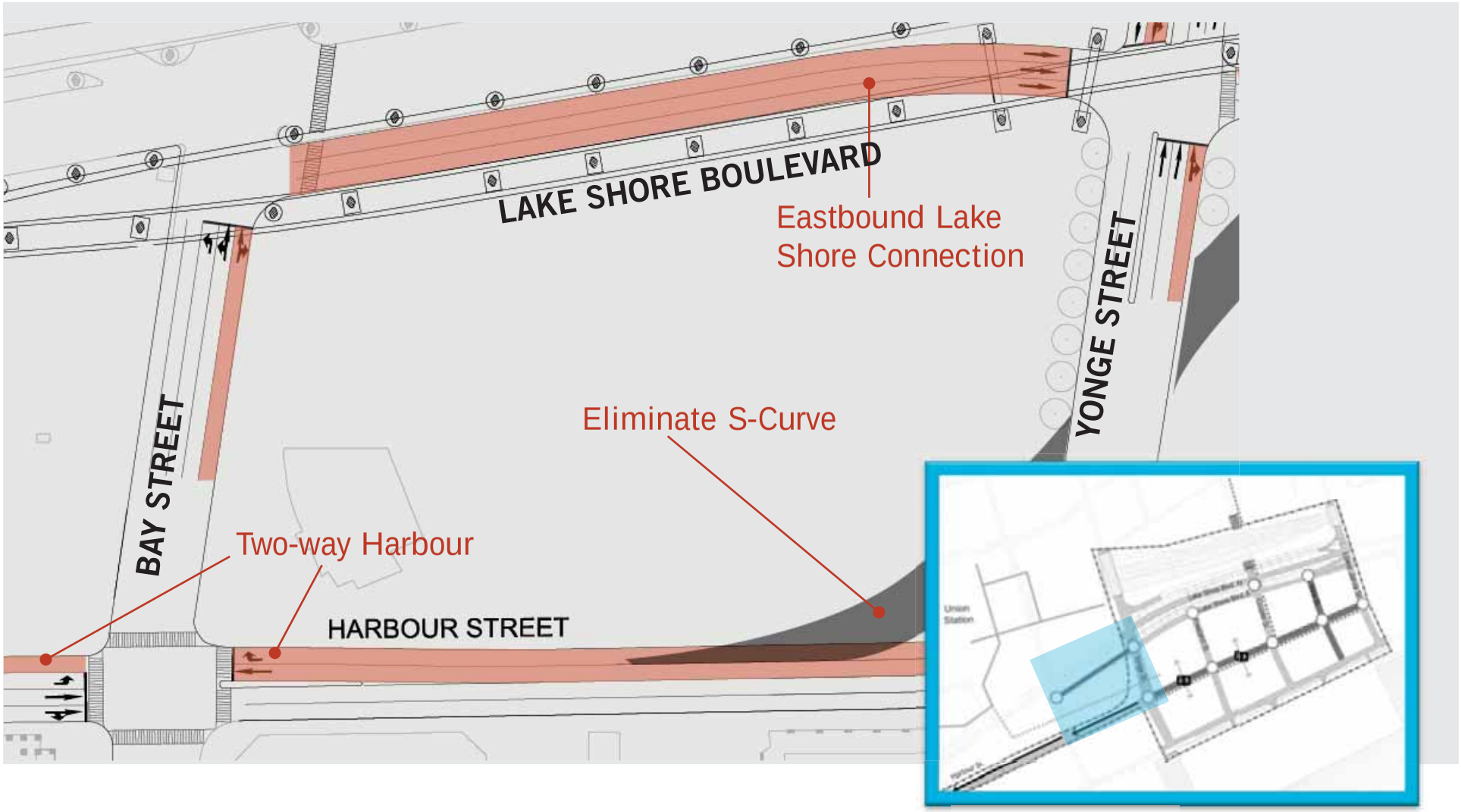


ALTERNATIVE 3: Closing the Gap



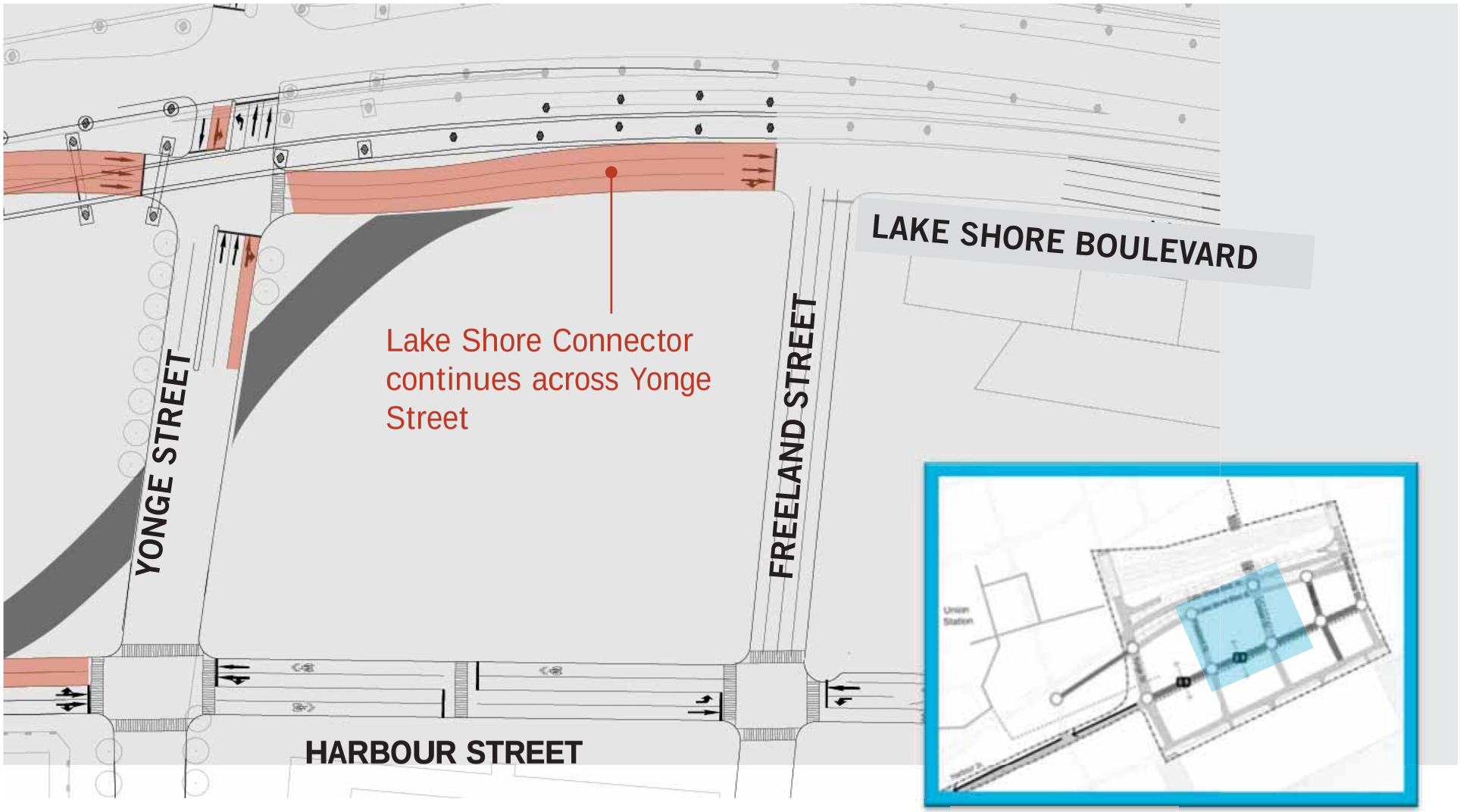
ALTERNATIVE 3: Closing the Gap

New Eastbound Lake Shore and Two-Way Harbour Street



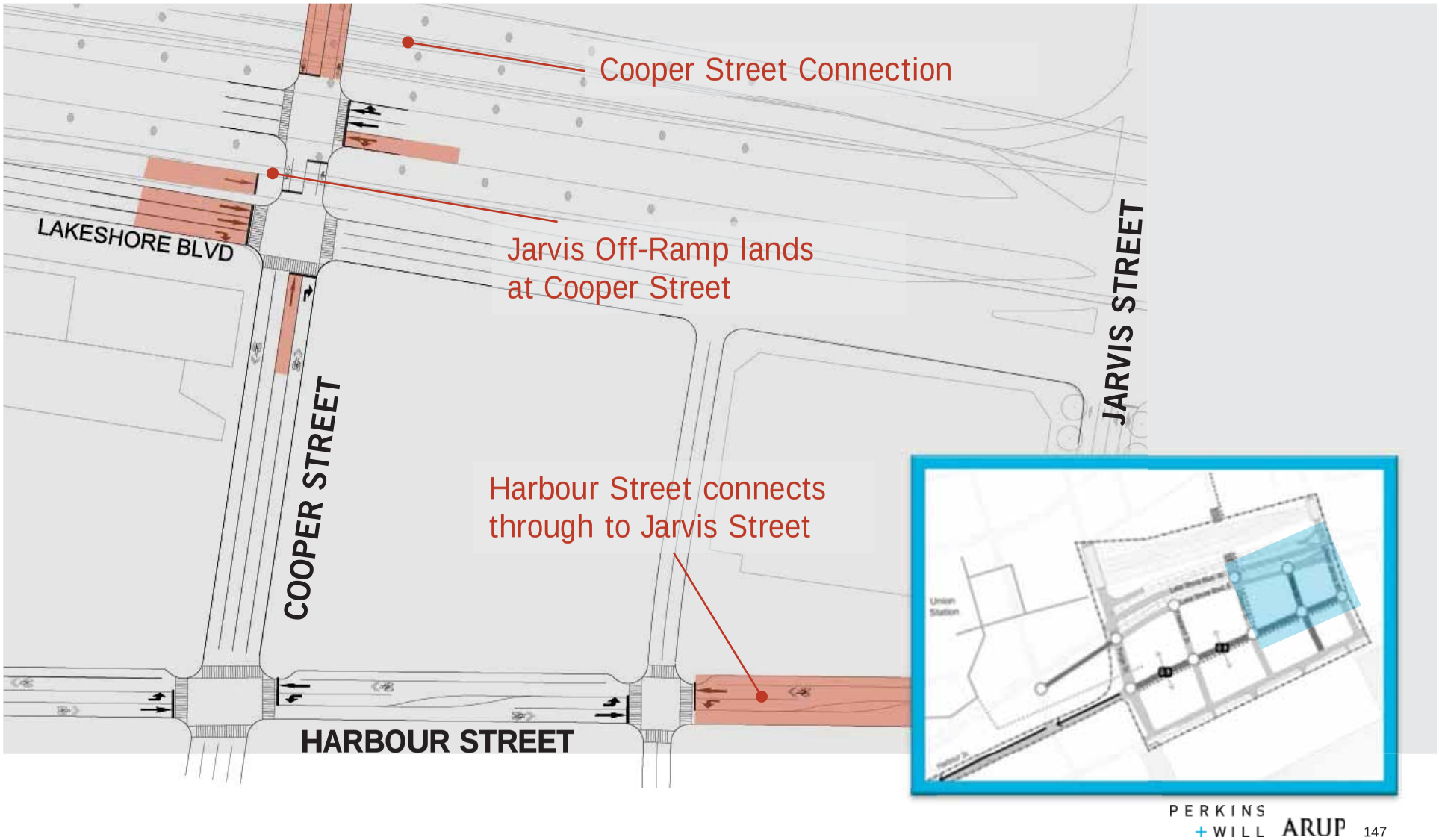
ALTERNATIVE 3: Closing the Gap

Eastbound Lake Shore continues across Yonge Street

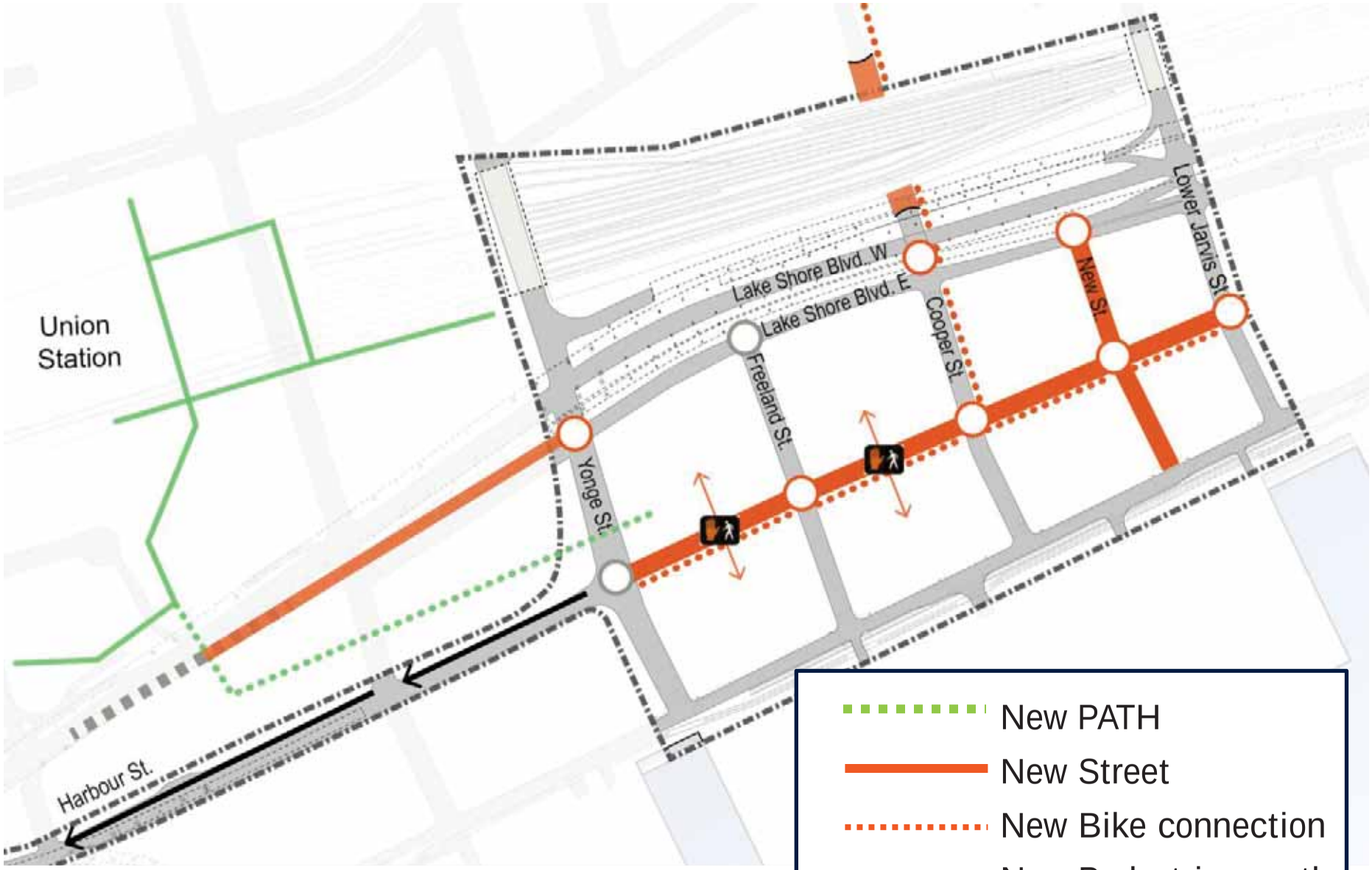


ALTERNATIVE 3: Closing the Gaps

- Cooper Street connection to downtown
- Connect Harbour to Jarvis

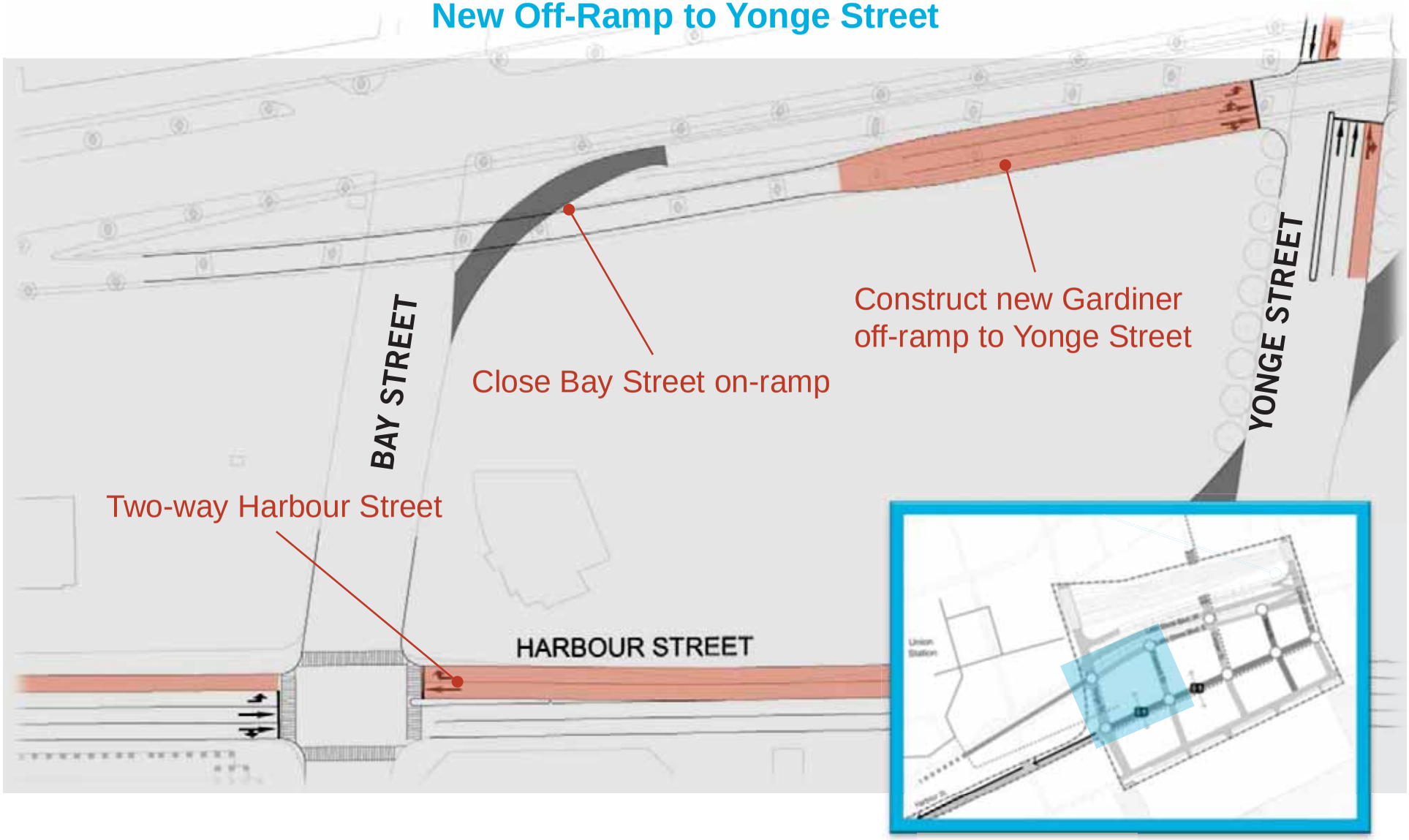


ALTERNATIVE 4: Regional Connections



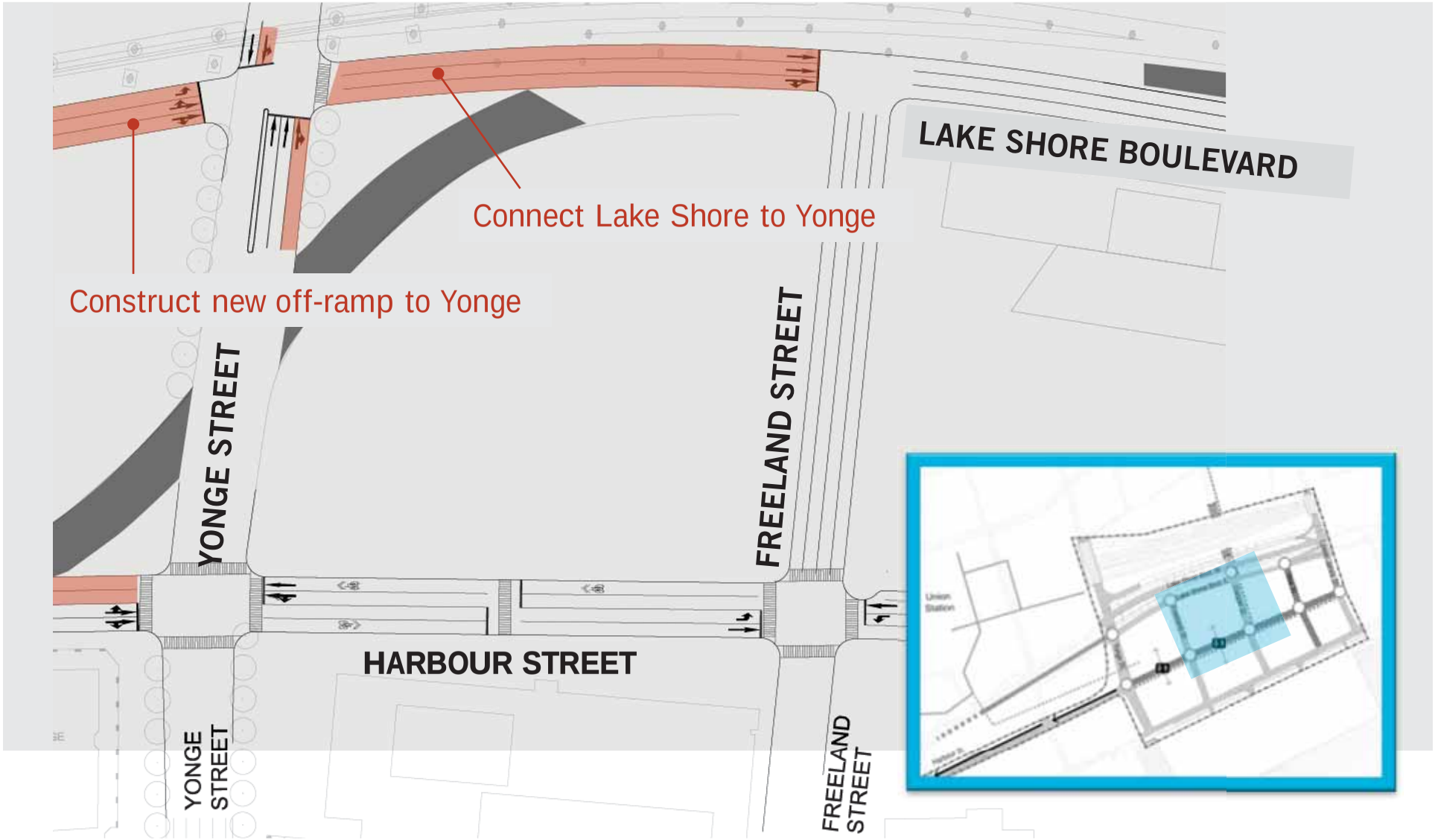
ALTERNATIVE 4: Regional Connections

New Off-Ramp to Yonge Street



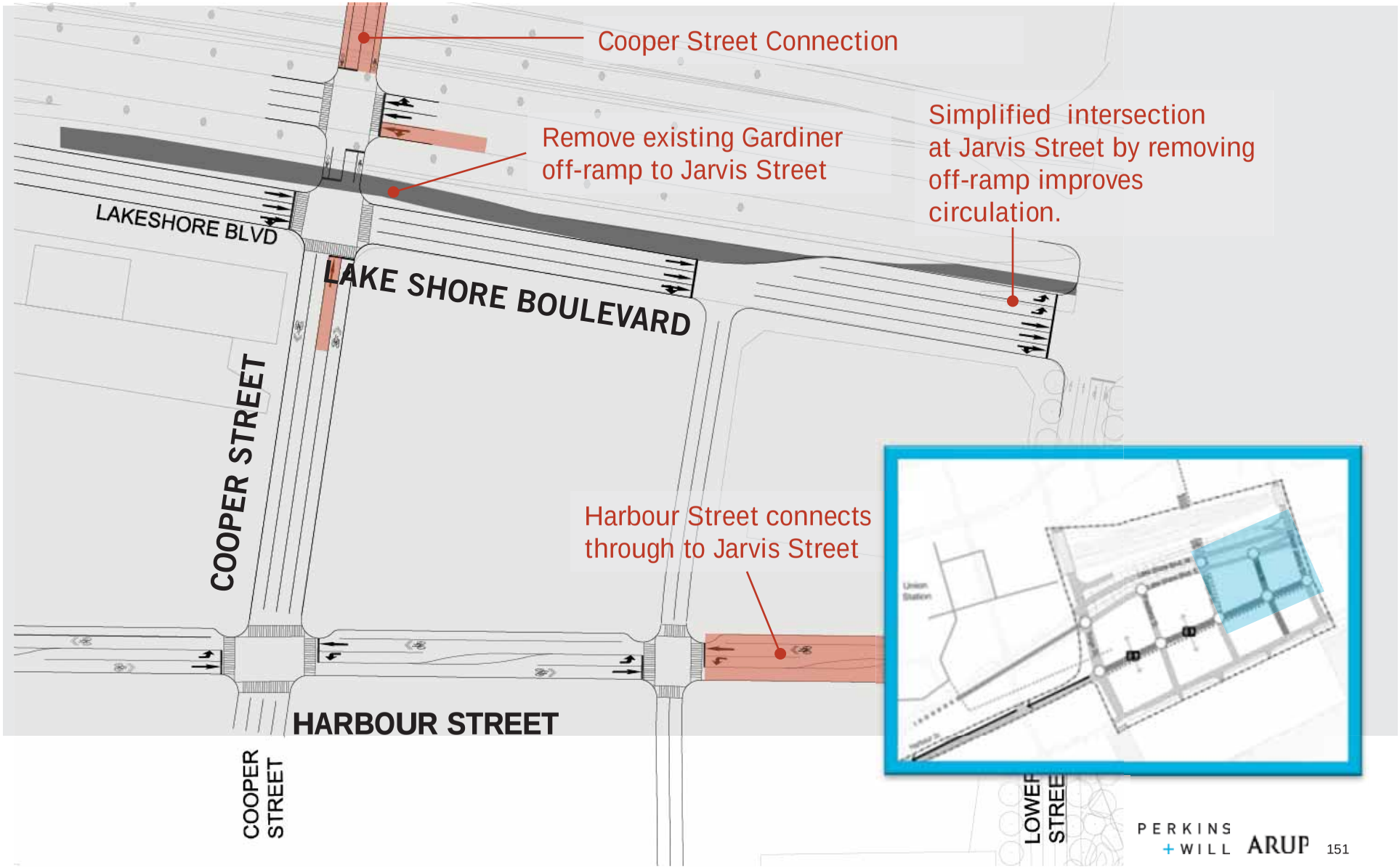
ALTERNATIVE 4: Regional Connections

Lake Shore Connection



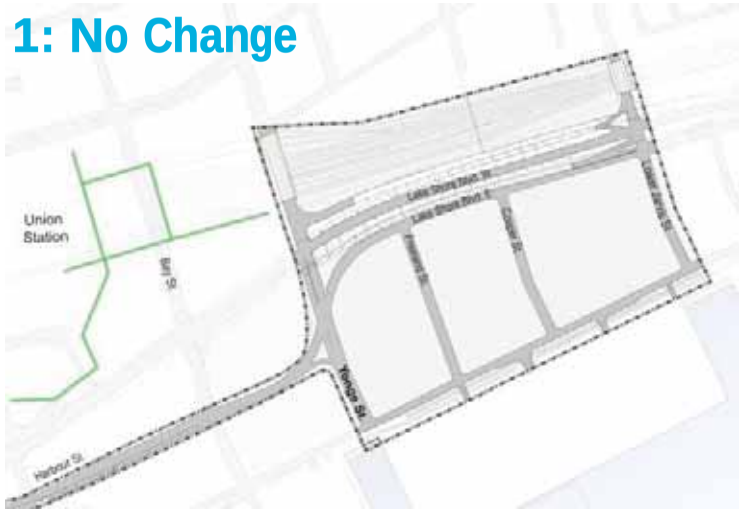
ALTERNATIVE 4: Regional Connections

Cooper Street Extension



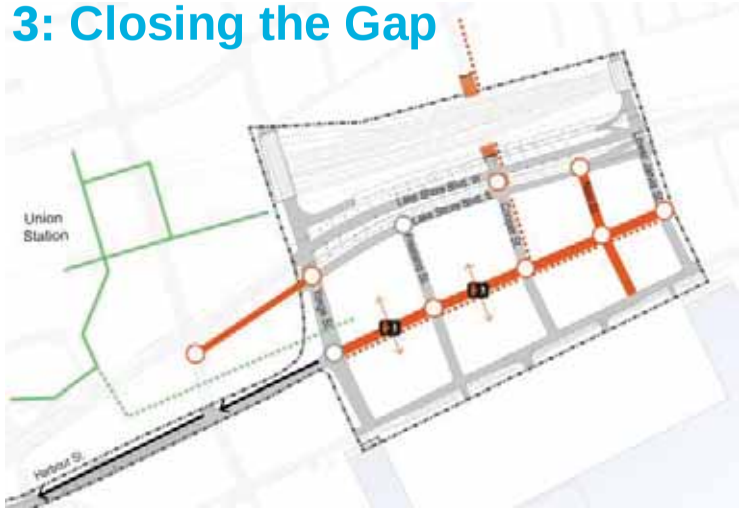
TRANSPORT ALTERNATIVES

1: No Change



2: Neighborhood Streets

3: Closing the Gap



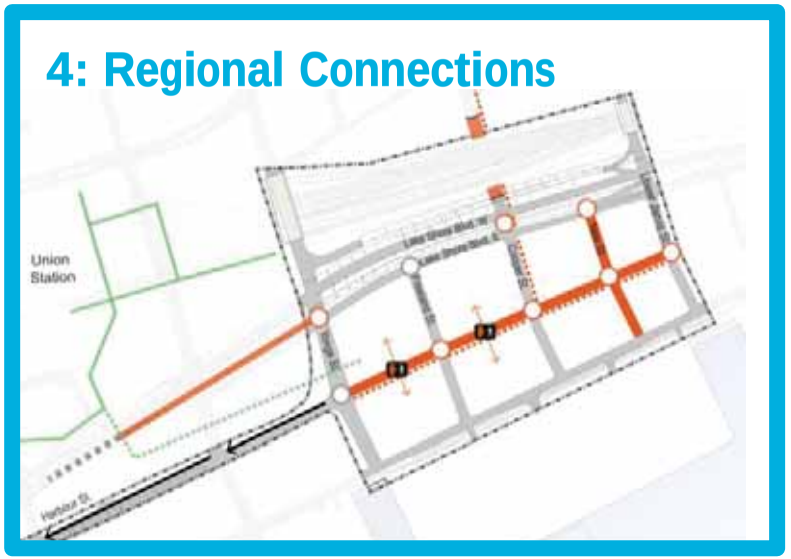
4: Regional Connections

TRANSPORT ALTERNATIVES CONCLUSION

Alternative 4 provides the best overall performance

Benefits

- Provides adequate regional and local traffic capacity
- Provides convenient access to downtown, diverting some traffic from Harbour Street
- Provides improved local access for all modes
- Provides a better pedestrian and urban design experience



6. Transportation Model Development and Results

ASSUMPTIONS

Future Base Model

- Includes assumed future transportation projects and population and employment forecasts
- Uses the regional model to generate traffic outside of the study area

ASSUMPTIONS

- Lower Yonge Land Uses (11x density scenario) from City

Density	Total Buildable Area = 71,645 minus 20% Park Land	Total GFA	Commercial GFA	Projected Employees (1 per 25 sq m)	Residential GFA	Residential Unit Count	Projected residents (1.6 per unit)
11x Net and 8.8x Gross	57,316	630,476	252,190	10,088	378,286	5,328	8,525
(Consistent with the average development density between Yonge and Lower Simcoe, and 33 Bay)							

- Trip Generation Rates from City

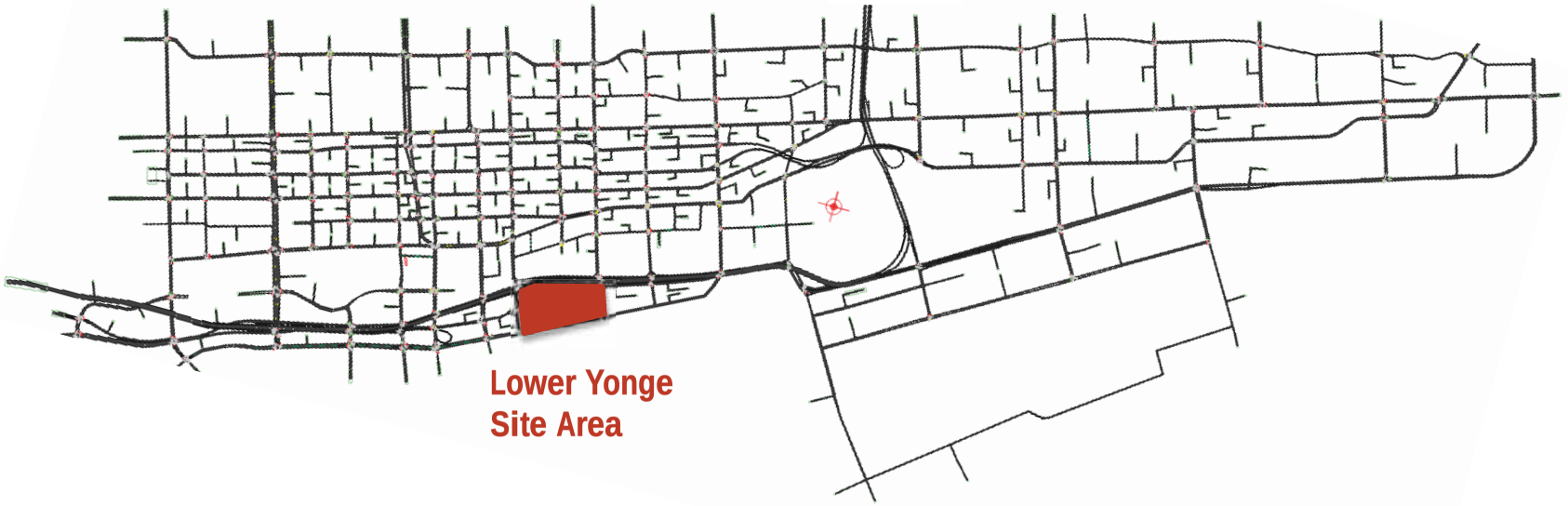
Lower Yonge Trip Rates by Land Use							
Land Use	AM			PM			Unit
	Inbound	Outbound	Two-way	Inbound	Outbound	Two-way	
Commercial (Office)	0.11	0.01	0.12	0.04	0.05	0.09	Trips per 100m2
Residential	0.02	0.09	0.11	0.07	0.04	0.11	Trips per residential unit

- Total Vehicle Trip Generation for the Lower Yonge Precinct
  - AM Peak Hour: 890 vehicles
  - PM Peak Hour: 820 vehicles

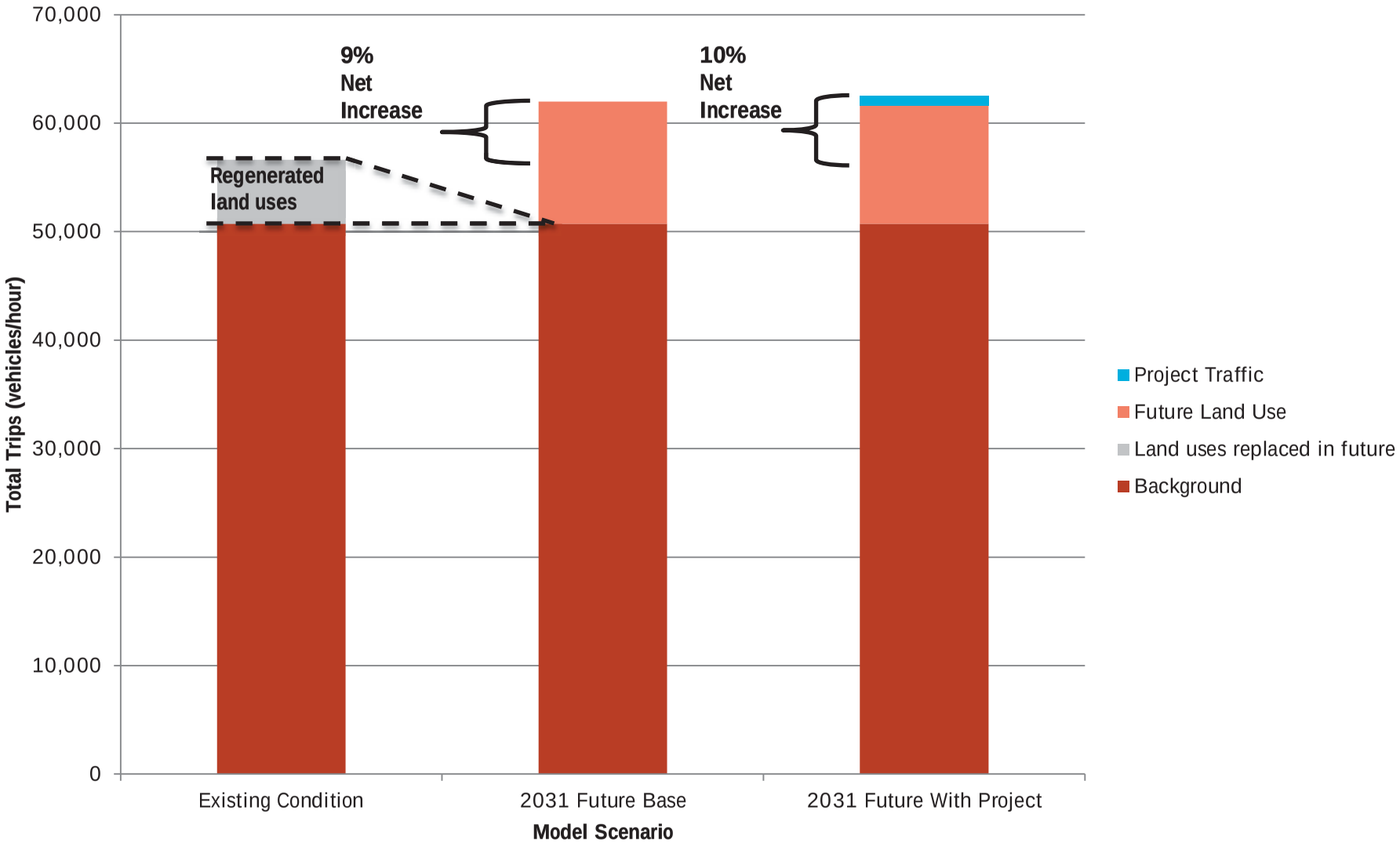
MODEL: Overview

Overview

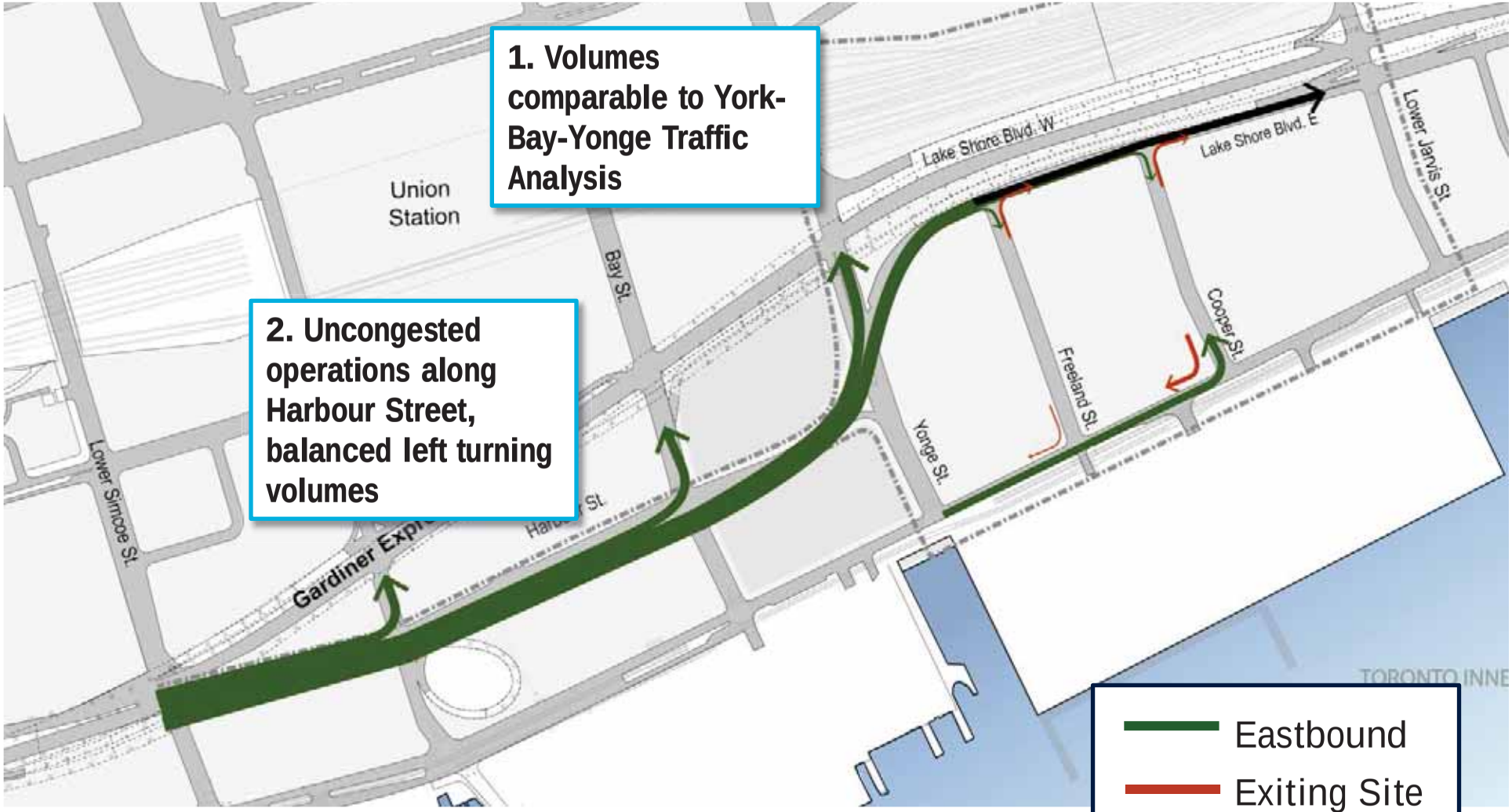
- Based on Braidwood 2009 DTOS Model
- Model Extent from Bathurst to Woodbine, Dundas to Waterfront
- Maintained current extent for use with Gardiner study



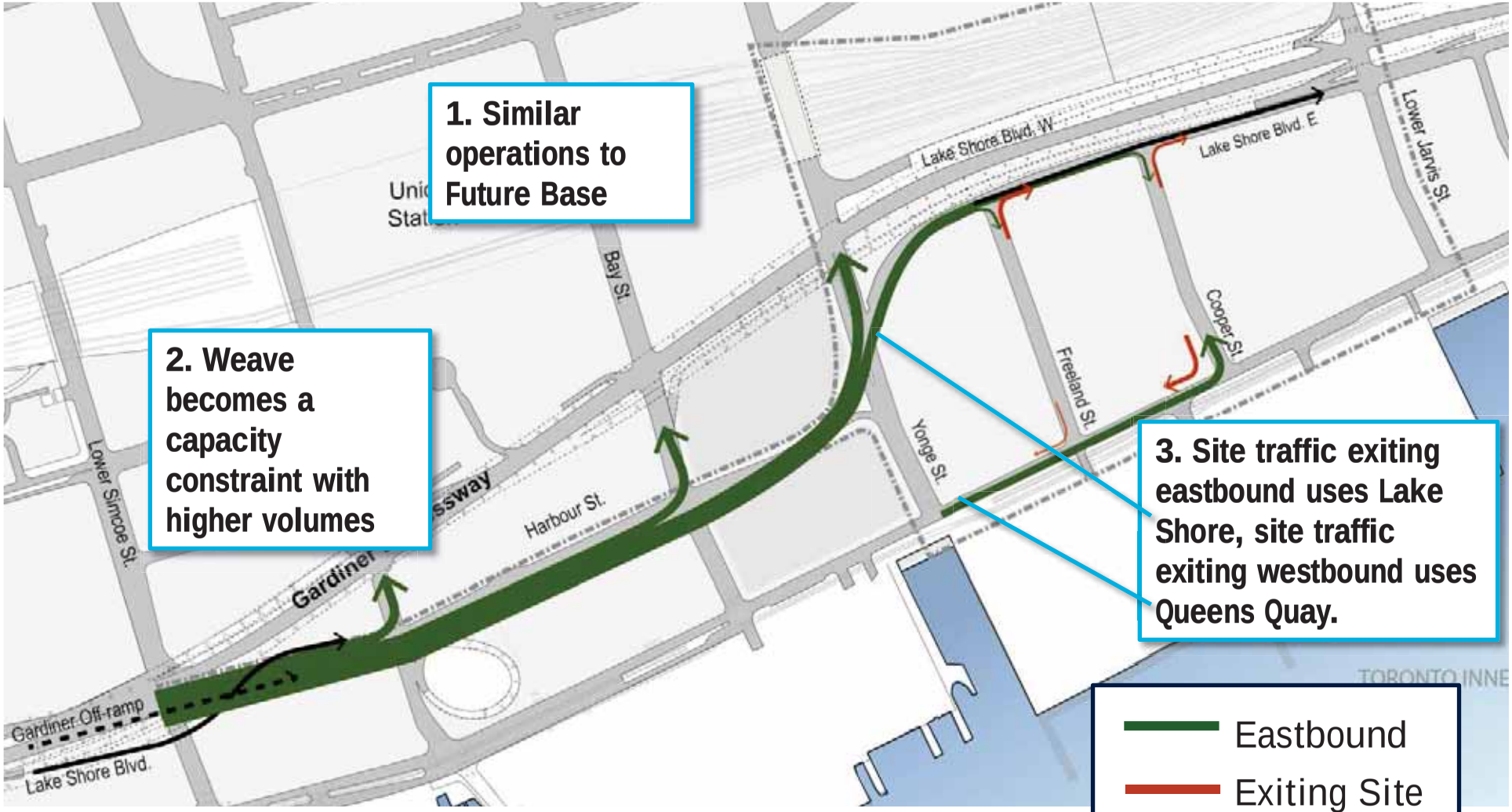
MODEL: Total Traffic (AM)



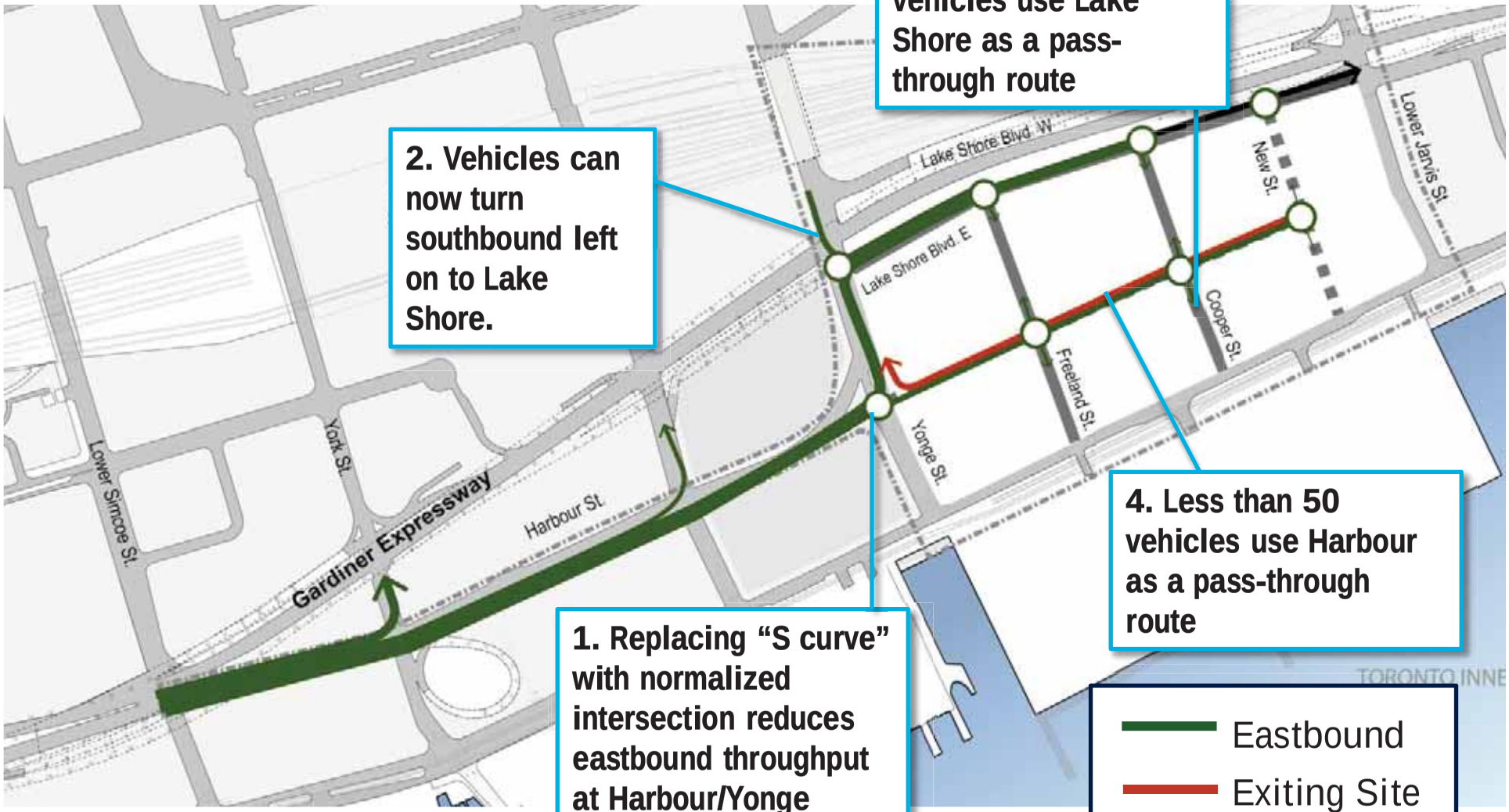
MODEL: Future Base (AM)



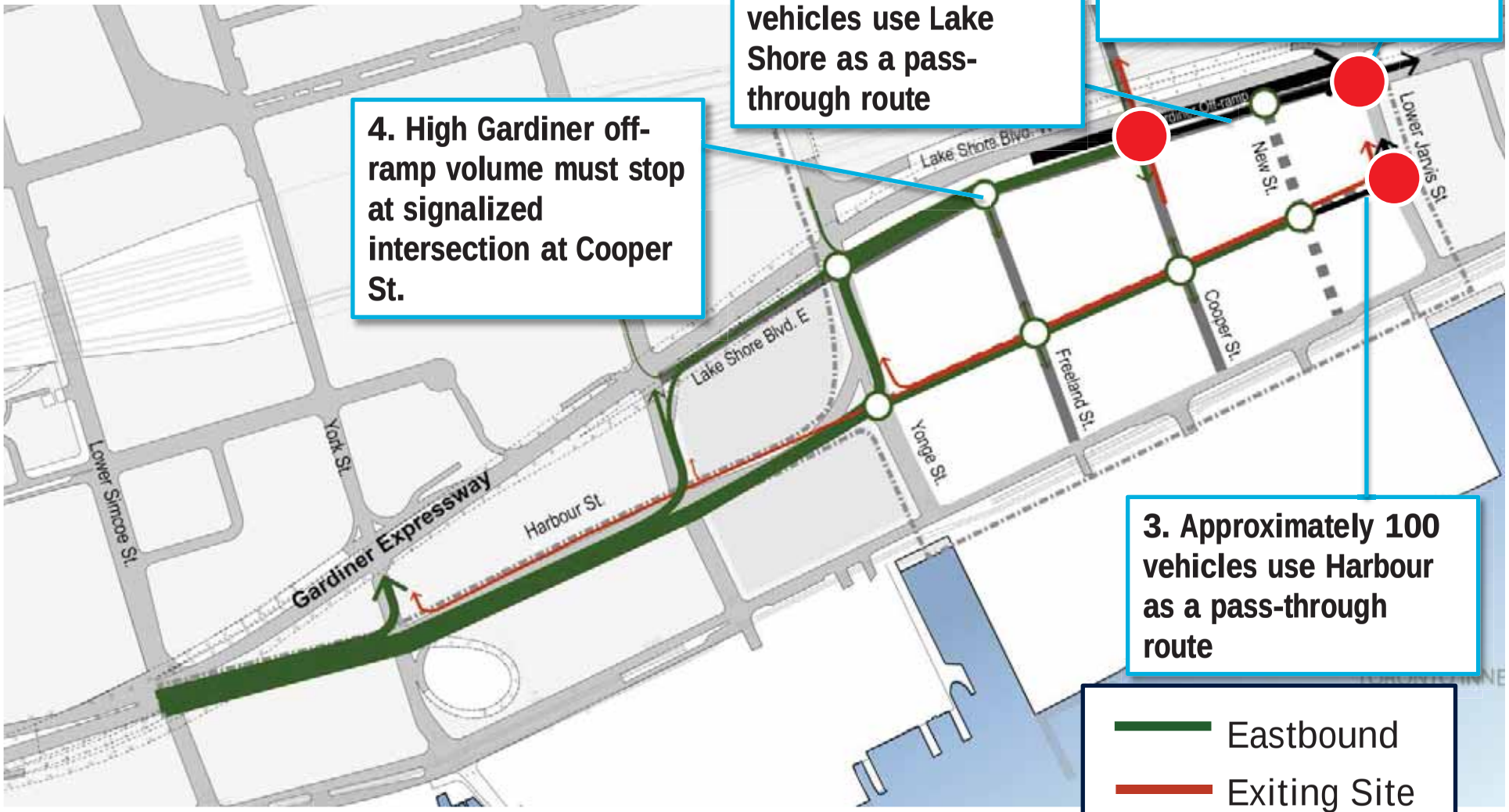
MODEL: Alternative 1 (AM)



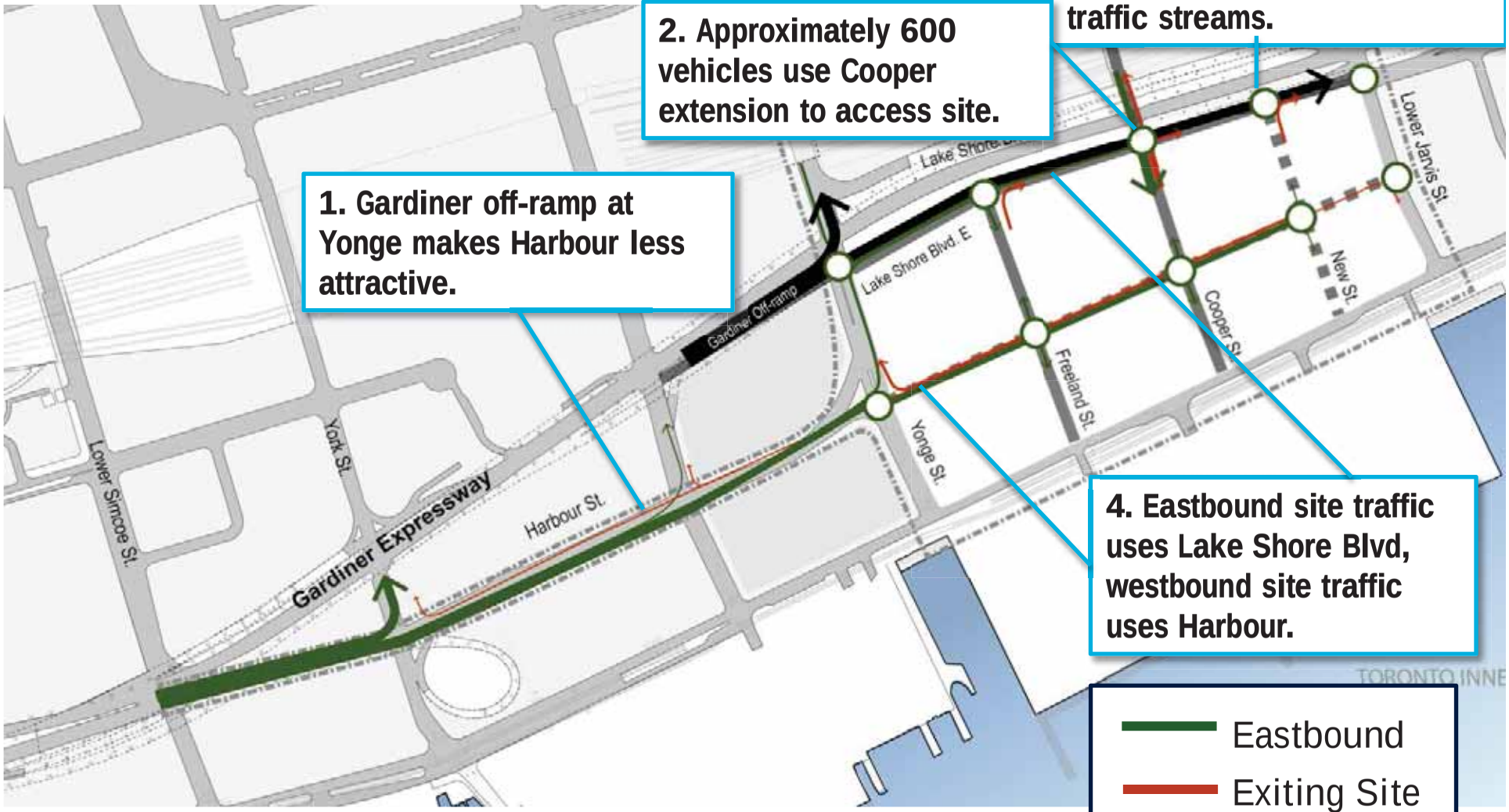
MODEL: Alternative 2 (AM)



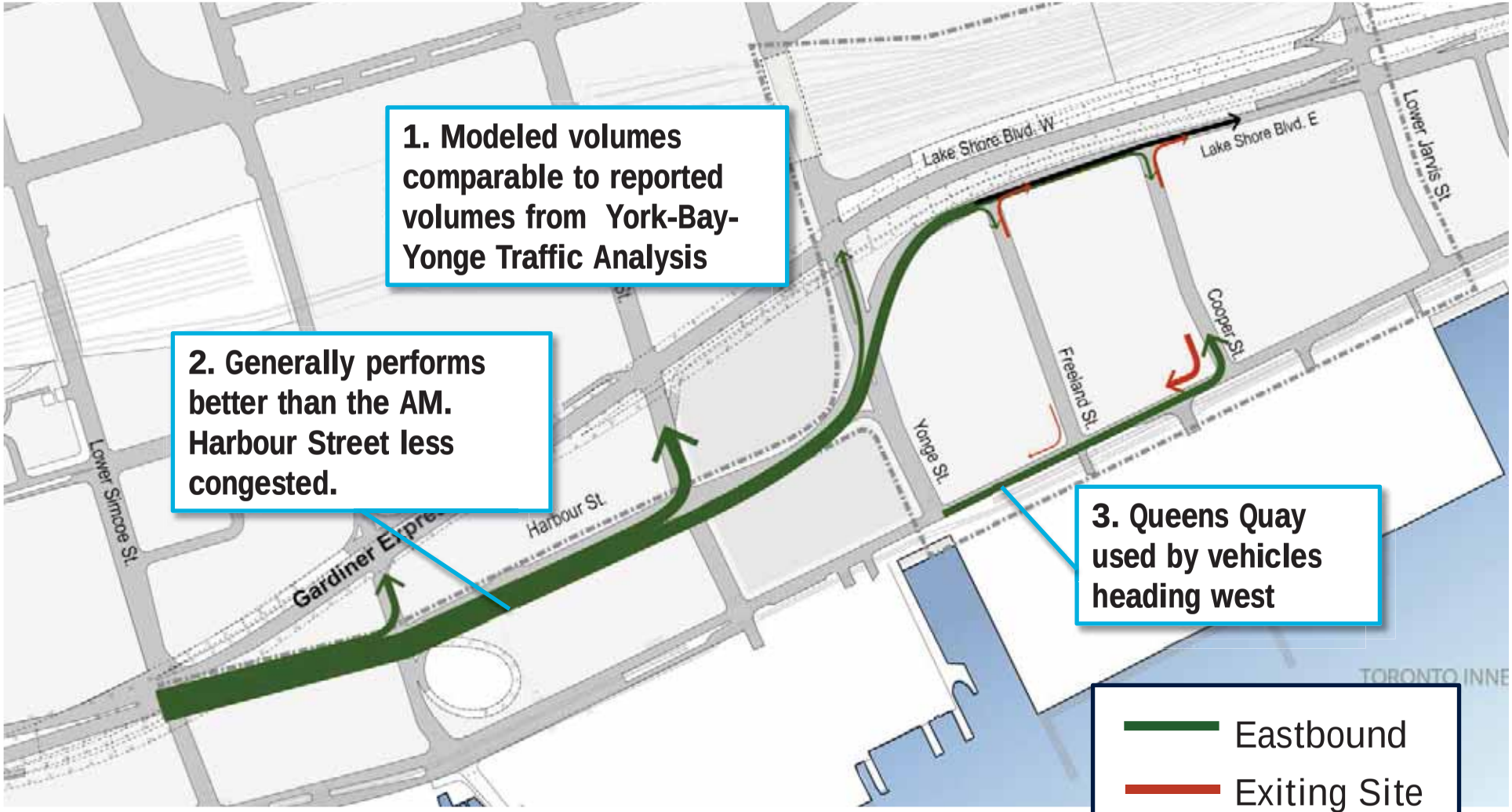
MODEL: Alternative 3 (AM)



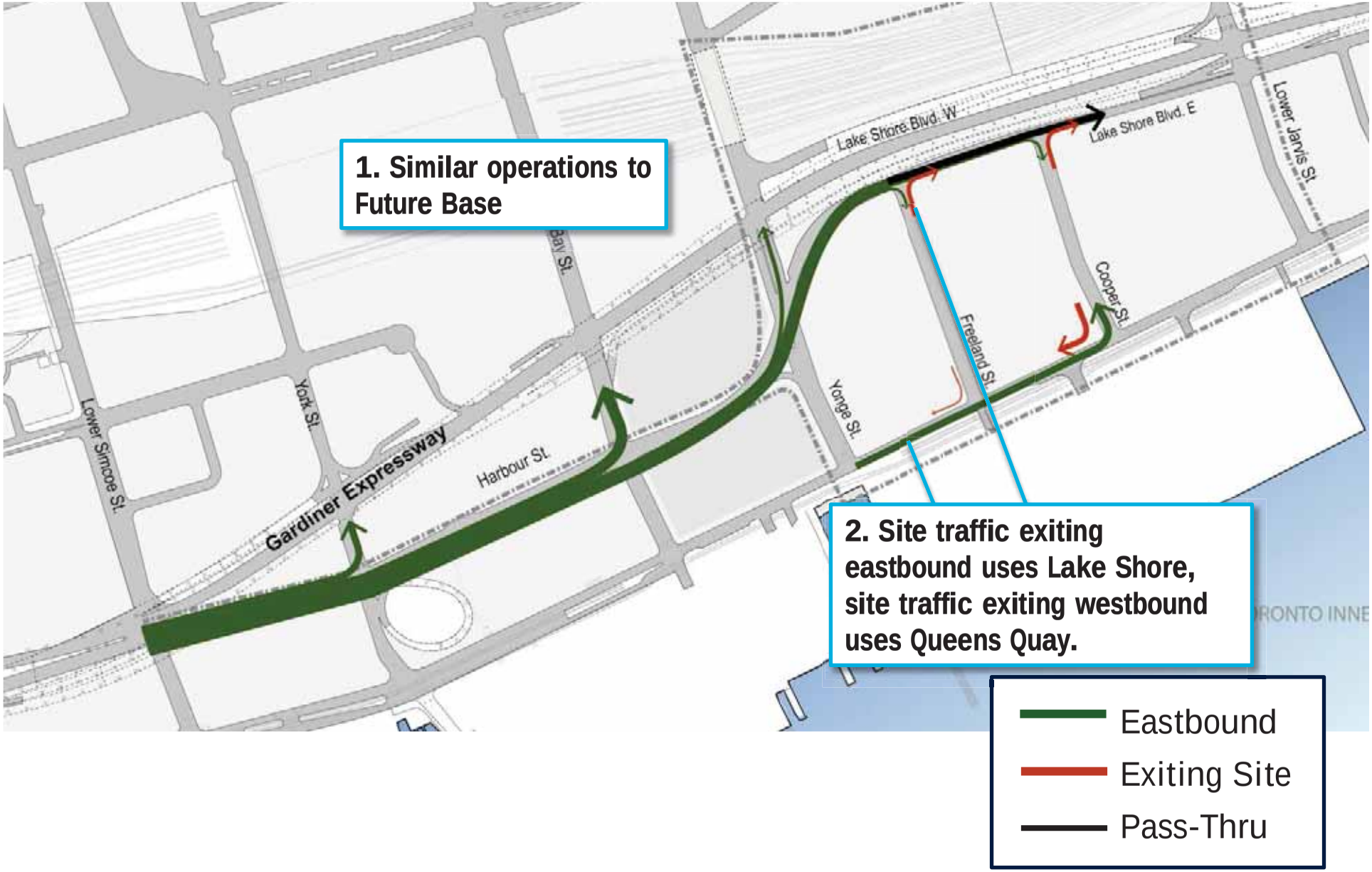
MODEL: Alternative 4 (AM)



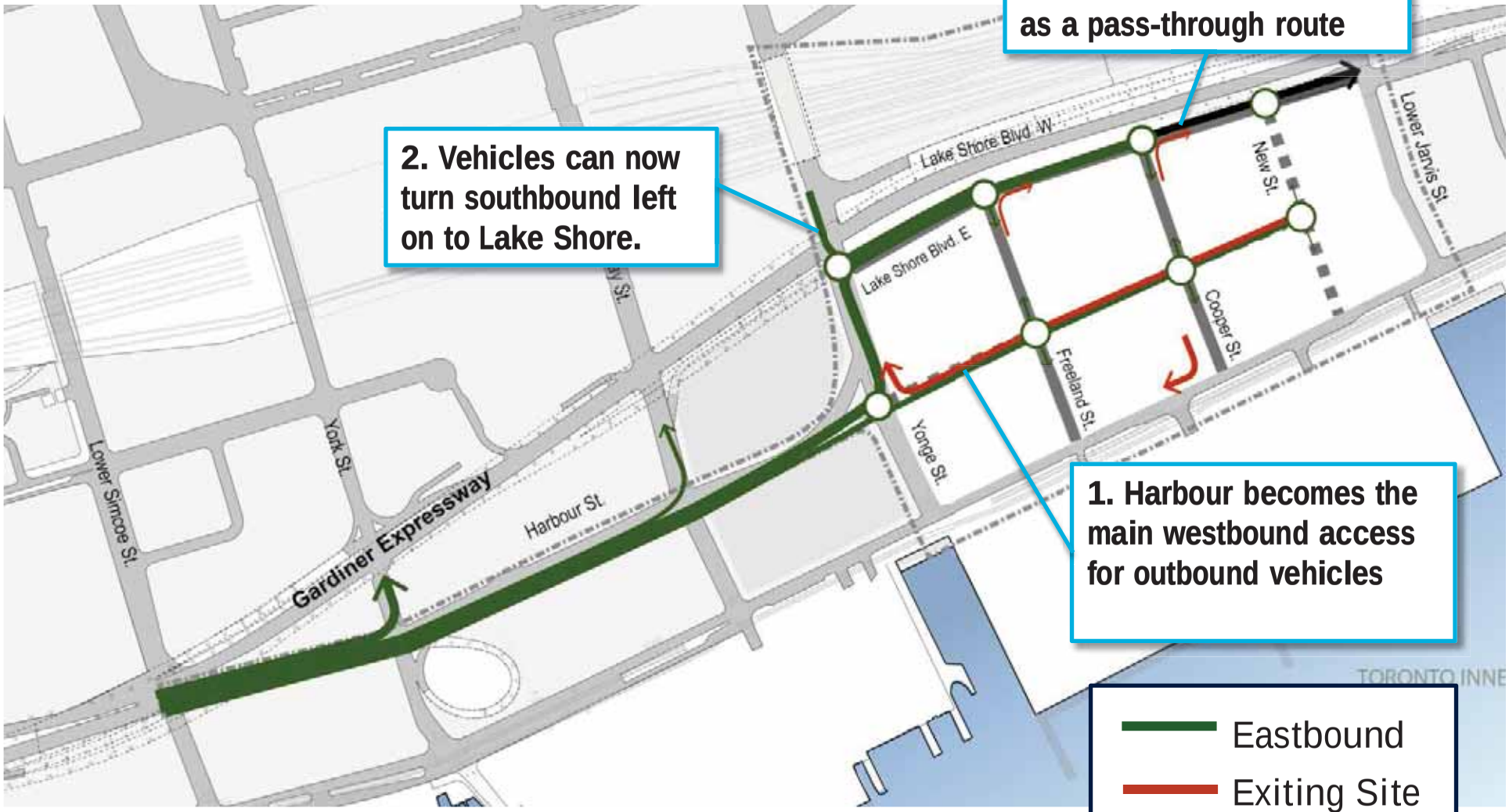
MODEL: Future Base (PM)



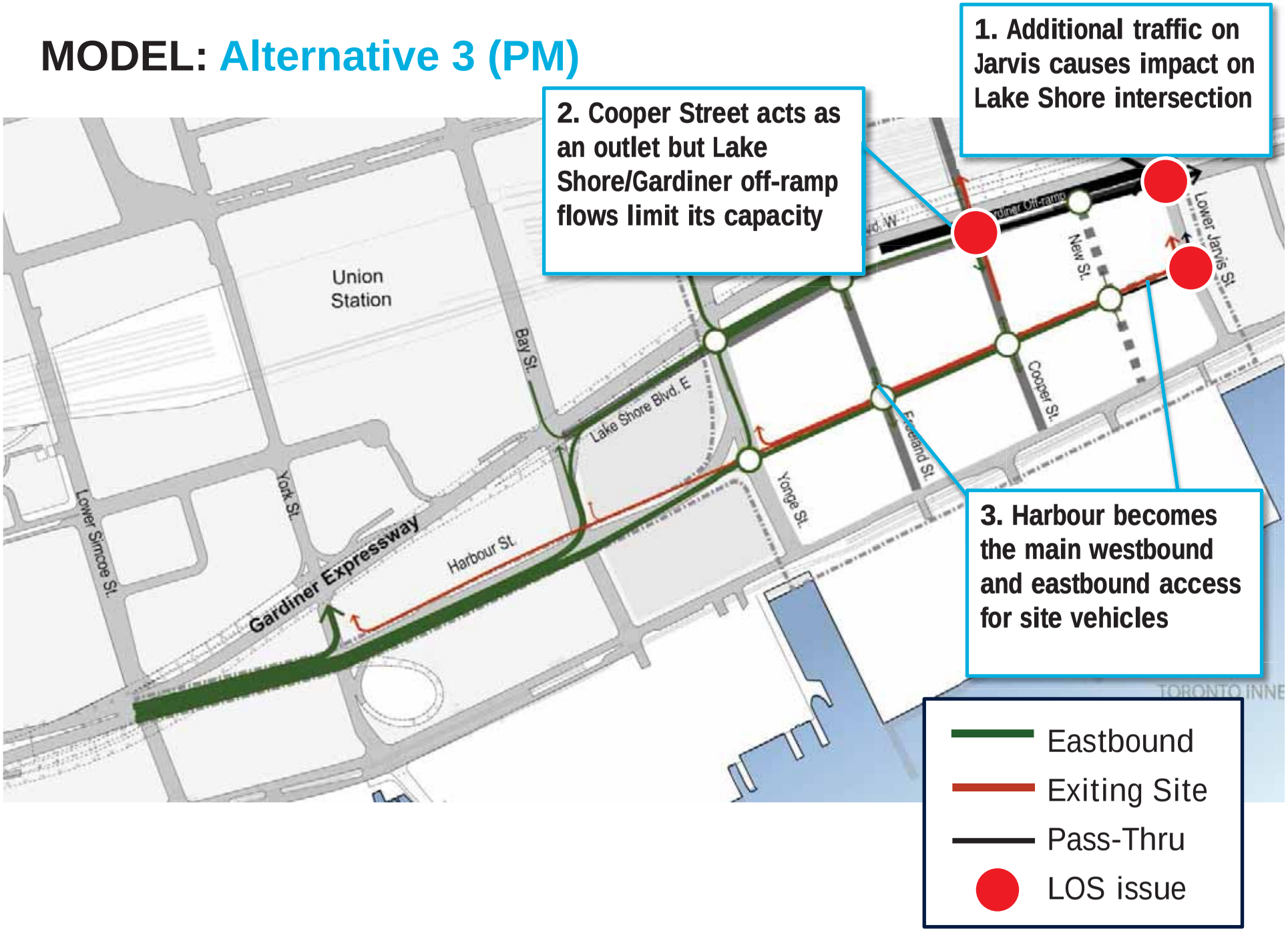
MODEL: Alternative 1 (PM)



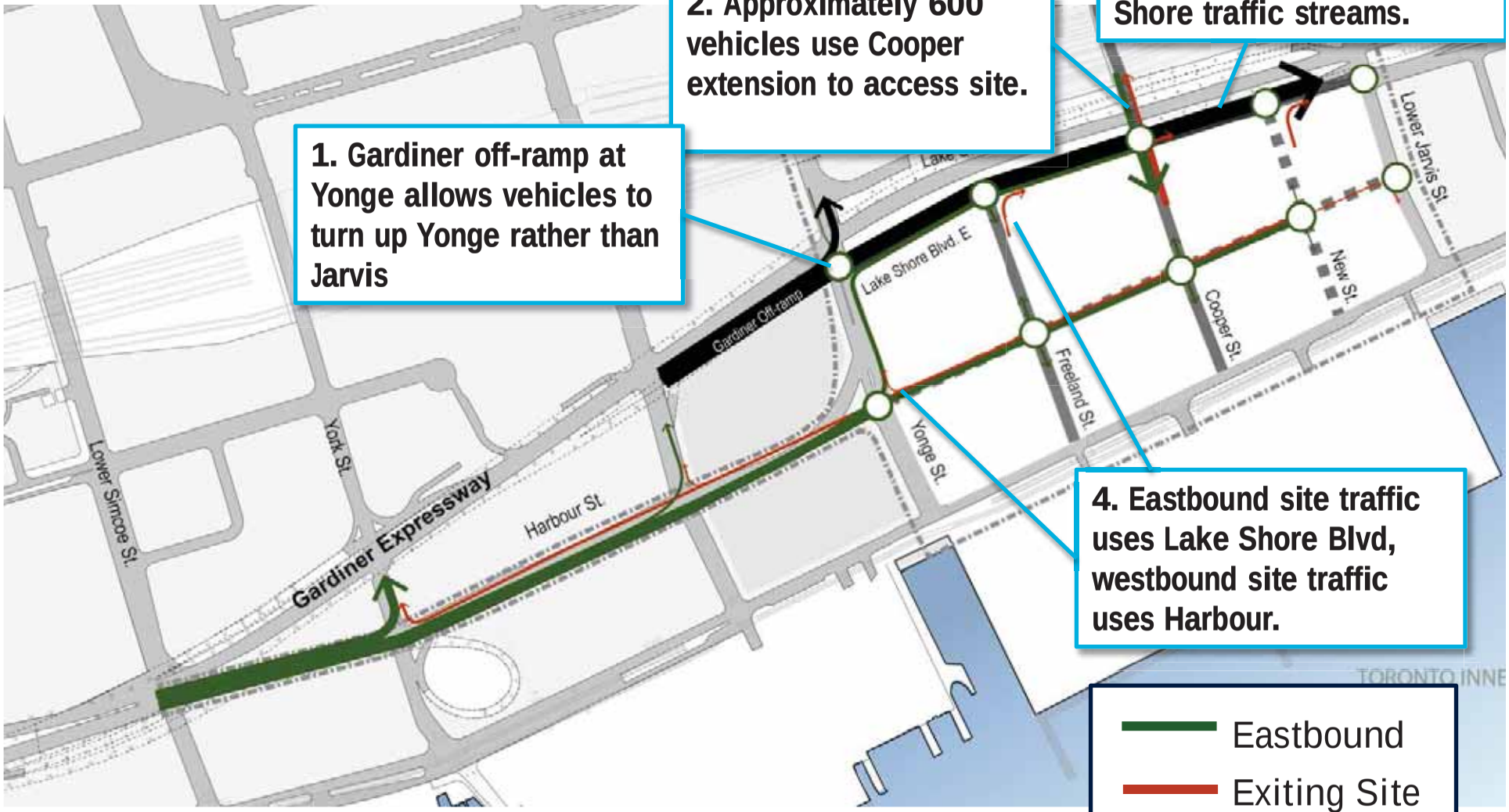
MODEL: Alternative 2 (PM)



MODEL: Alternative 3 (PM)



MODEL: Alternative 4 (PM)



RESULTS: Level of Service (AM)

		Future Base		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	Study Area Intersections	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Harbour / Lower Simcoe	42.9	D	33.5	C	23.2	C	33.9	C	18.8	B
2	Harbour / York	34.4	C	35.4	D	35.0	C	47.8	D	27.9	C
3	Harbour / Bay	21.3	C	20.2	C	25.6	C	23.0	C	20.5	C
4	Lake Shore Westbound / Yonge	21.8	C	19.0	B	27.6	C	20.8	C	28.9	C
5	Lake Shore Eastbound / Yonge	-	-	-	-	14.1	B	19.1	B	39.2	D
6	Harbour / Yonge	10.1	B	9.9	A	18.8	B	19.2	B	26.0	C
9	Harbour / Freeland	-	-	-	-	13.8	B	17.0	B	13.5	B
11	Lake Shore Eastbound / Cooper	1.1	A	2.0	A	3.8	A	20.6	C	17.2	B
12	Harbour / Cooper	-	-	-	-	20.2	C	18.7	B	12.4	B
14	Lake Shore Eastbound / New	-	-	-	-	2.7	A	40.1	D	9.2	A
15	Harbour / New	-	-	-	-	13.1	B	10.9	B	9.4	A
17	Lake Shore Westbound / Lower Jarvis	43.1	D	38.2	D	42.2	D	47.7	D	43.3	D
18	Lake Shore Eastbound / Lower Jarvis	34.9	C	33.1	C	46.0	D	**69.0**	**E**	35.6	D
19	Harbour / Lower Jarvis	-	-	-	-	-	-	12.0	B	11.4	B

RESULTS: Level of Service (PM)

		Future Base		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	Study Area Intersections	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Harbour / Lower Simcoe	16.0	B	15.9	B	24.9	C	15.8	B	15.5	B
2	Harbour / York	32.7	C	32.7	C	36.7	D	32.0	C	28.2	C
3	Harbour / Bay	15.8	B	18.0	B	33.4	C	21.0	C	19.6	B
4	Lake Shore Westbound / Yonge	23.0	C	23.0	C	34.4	C	26.2	C	52.7	D
5	Lake Shore Eastbound / Yonge	-	-	-	-	21.4	C	25.7	C	40.9	D
6	Harbour / Yonge	9.7	A	11.3	B	30.2	C	22.9	C	34.8	C
9	Harbour / Freeland	-	-	-	-	13.6	B	13.9	B	15.5	B
11	Lake Shore Eastbound / Cooper	1.9	A	5.0	A	2.7	A	35.2	D	36.5	D
12	Harbour / Cooper	-	-	-	-	18.6	B	17.9	B	13.3	B
14	Lake Shore Eastbound / New	-	-	-	-	5.5	A	6.7	A	6.5	A
15	Harbour / New	-	-	-	-	14.0	B	13.8	B	15.8	B
17	Lake Shore Westbound / Lower Jarvis	**55.7**	**E**	**56.3**	**E**	52.5	D	**65.7**	**E**	50.2	D
18	Lake Shore Eastbound / Lower Jarvis	51.1	D	53.2	D	53.1	D	**71.1**	**E**	28.2	C
19	Harbour / Lower Jarvis	-	-	-	-	-	-	6.9	A	17.8	B

MODELING CONCLUSIONS

- **Alternatives 2 and 4** have the best traffic performance (no LOS E or F conditions).
- Alternative 3 has a few poor performing locations
- Alternative 2 provides minimal changes to the existing transportation network
- Alternatives 3 and 4 would require the highest level of infrastructure change and the highest level of connectivity
- Harbour Street extension could be reduced to 3 lanes + parking in Alternative 2 and still operate acceptably

MODELING NEXT STEPS

- Identify Alternative 5 and the Preferred Alternative
- Alternative 5 to be determined
- Test and report results back to project team

TORONTO

WATERFRONTToronto

LOWER YONGE

Urban Design Report : Principles and Recommendations

July 7-8, 2014

PERKINS
+ WILL ARUP

URBAN DESIGN PRINCIPLES AND RECOMMENDATIONS

1. Principles
2. Public Realm Recommendations
3. Built Form Recommendations

PRINCIPLES

1. Ease of **Movement**

2. Diversity of **Uses**

3. Well-Loved public **Places**

4. Pedestrian **Comfort**

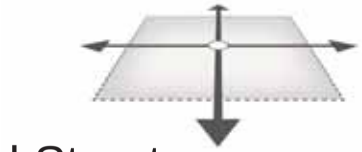
5. Good **Urban Form**

Principles

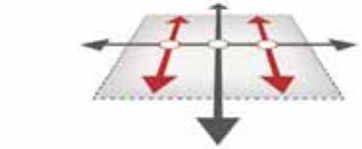
Goals:

- Getting to and from the precinct is easy locally and regionally.
- Active transportation is integral to precinct life.
- Connections to downtown and the waterfront are enhanced.

Strategies:

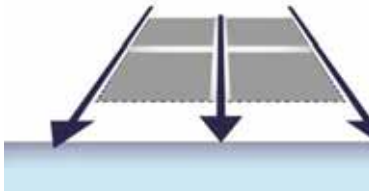


Connected Streets



Increased Porosity

Pedestrian Scaled Blocks



Waterfront Access

1. Ease of **Movement**

Goals:

- Variety of services and amenities are within a convenient walking distance.
- Diversity of uses extend the day/night life and vibrancy of the precinct.
- Office uses are encouraged in proximity to transit.

Strategies:

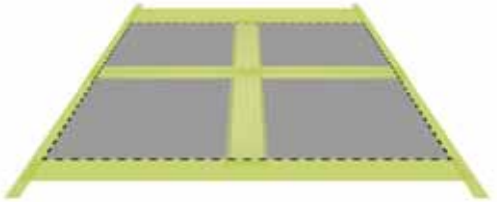
Diverse Uses

Active Ground Floor + Small Shops

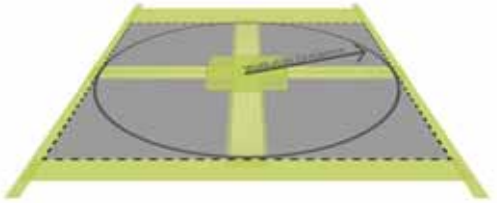
Goals:

- Public and publicly accessible open space increases livability of high density precincts.
- People feel safe in active public places.
- Comfortable and attractive pedestrian and bike network is provided.

Strategies:



Open Space Network



Convenient Location

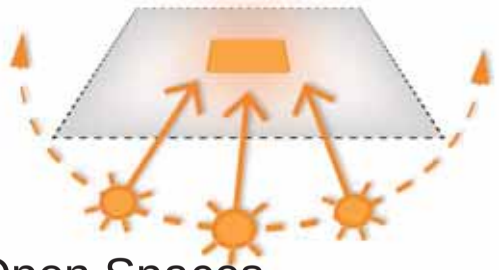
Outdoor Recreation

3. Well-Loved Public Places

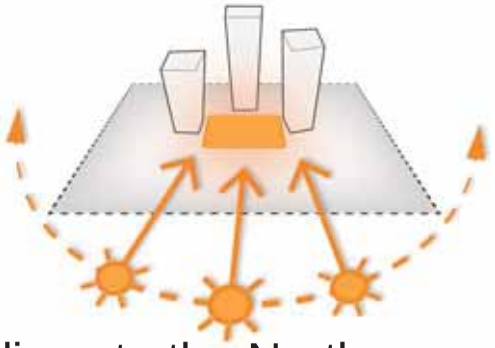
Goals:

- Sunny places for people to sit, gather and enjoy outdoors.
- Wind protected outdoor places are active all year round.
- Streets and paths make a comfortable precinct-wide network

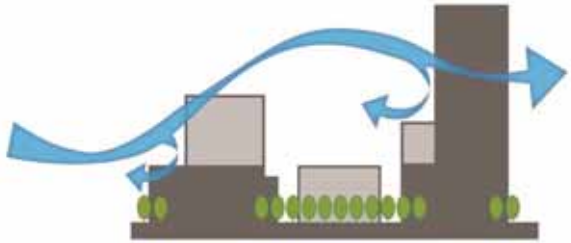
Strategies:



Sunny Open Spaces



Tall Buildings to the North

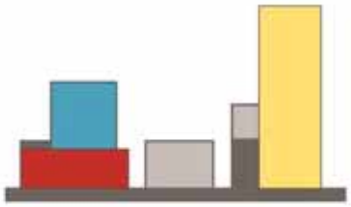


Buffer Against Winter Winds

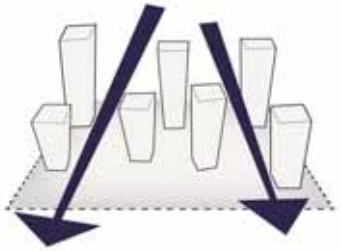
Goals:

- Diversity of building form creates an interesting skyline, allows sunlight to reach streets and lessens wind impacts.
- Heritage buildings and sites are respected.
- Setbacks and stepbacks broaden view corridors to the waterfront and the City.

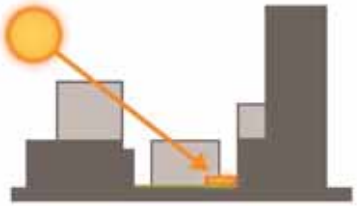
Strategies:



Variety of Building Types



View Corridors



Solar Access

5. Good Urban Form

PUBLIC REALM RECOMMENDATIONS

1. Public Parkland
2. Privately-Owned Publicly Accessible Open Spaces
3. Streetscape
    - Street Network
    - Sidewalk Zones
    - Harbour Street
    - North-South Street
4. Public Art

PUBLIC REALM RECOMMENDATIONS

1. **Public Parkland**
2. Privately-Owned Publicly Accessible Open Spaces
3. Streetscape
    1. Street Network
    2. Sidewalk Zones
    3. Harbour Street
    4. North-South Street
4. Public Art

Public Parkland Recommendations

- Minimum Public Parkland Requirement
- Parkland Plan
- Consolidated Parkland
- Sunlight Access Prioritization
- Park Character

Option 1

Option 2

Public Parkland

The Lower Yonge Precinct must include a consolidated, new public parkland equal to a minimum of 15% of the total precinct area.

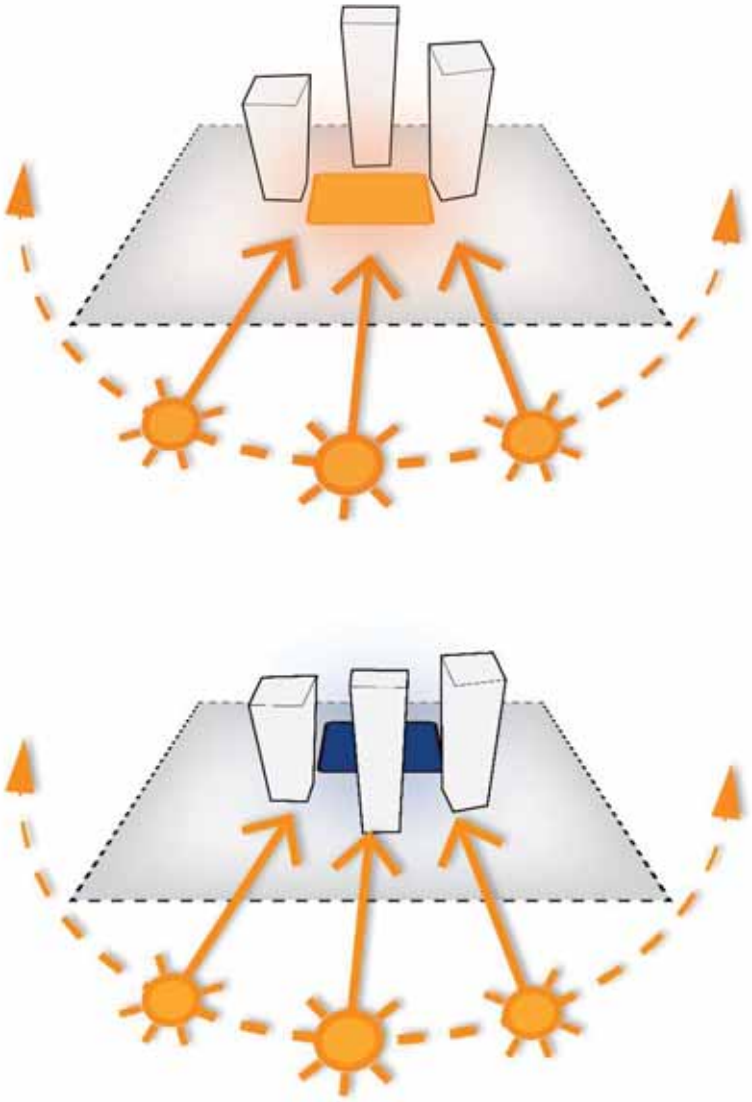
The new public parkland can be configured in a variety of ways but must include one large park space to maximize park programming opportunities.

Option 1

Option 2

Public Parkland

Location of parkland and adjacent new development should maximize access to existing amounts of sunlight to limit shadow impacts.



PUBLIC REALM RECOMMENDATIONS

1. Public Parkland
2. **Privately-Owned Publicly Accessible Open Spaces**
3. Streetscape
   - Street Network
   - Sidewalk Zones
   - Harbour Street
   - North-South Street
4. Public Art

POPS

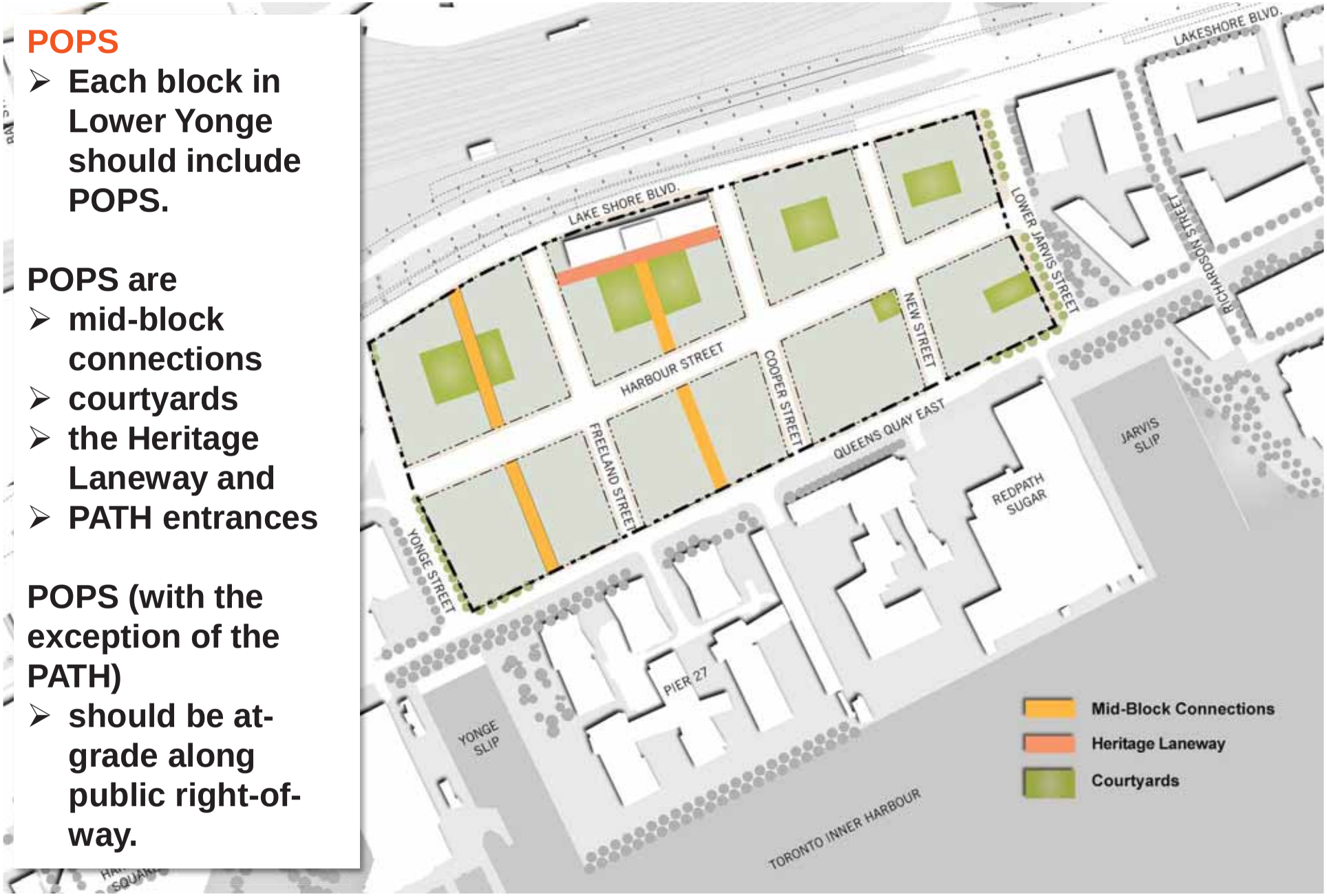
- Each block in Lower Yonge should include POPS.

POPS are

- mid-block connections
- courtyards
- the Heritage Laneway and
- PATH entrances

POPS (with the exception of the PATH)

- should be at-grade along public right-of-way.

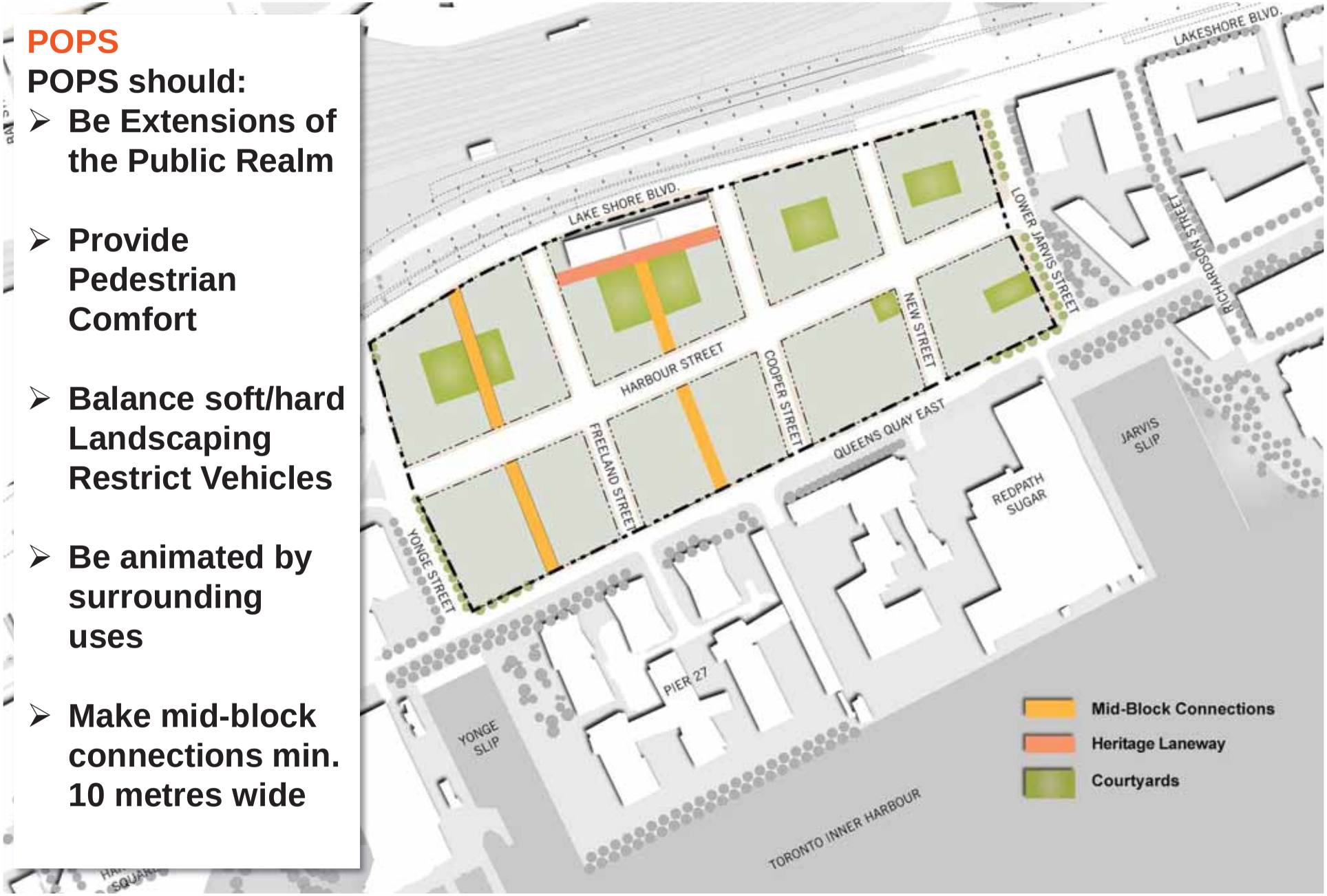


Public Realm: POPS

POPS

POPS should:

- **Be Extensions of the Public Realm**
- **Provide Pedestrian Comfort**
- **Balance soft/hard Landscaping Restrict Vehicles**
- **Be animated by surrounding uses**
- **Make mid-block connections min. 10 metres wide**

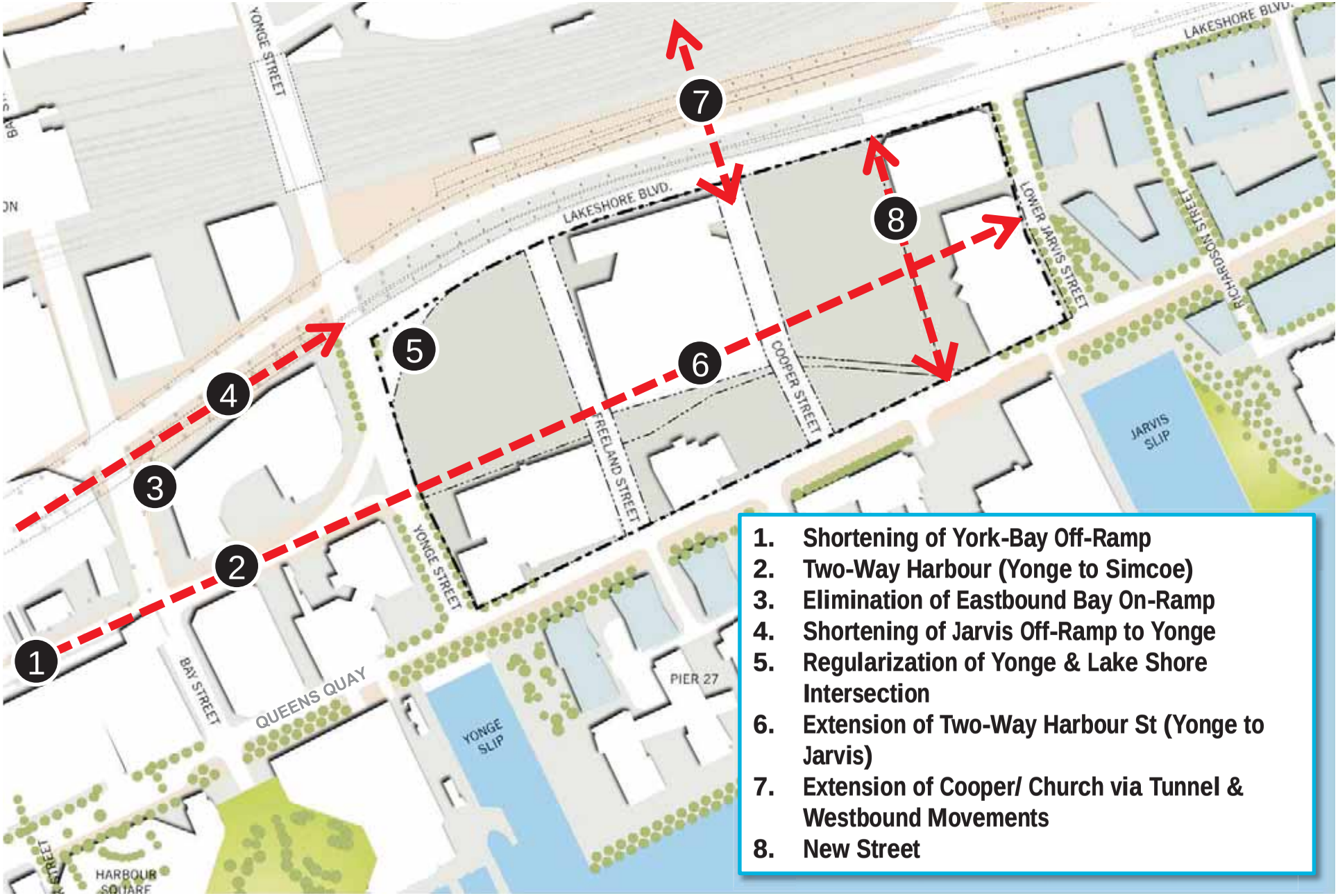


Public Realm: POPS

PUBLIC REALM RECOMMENDATIONS

1. Public Parkland
2. Privately-Owned Publicly Accessible Open Spaces
3. **Streetscape**
   - **Street Network**
   - **Sidewalk Zones**
   - **Harbour Street**
   - **North-South Street**
4. Public Art

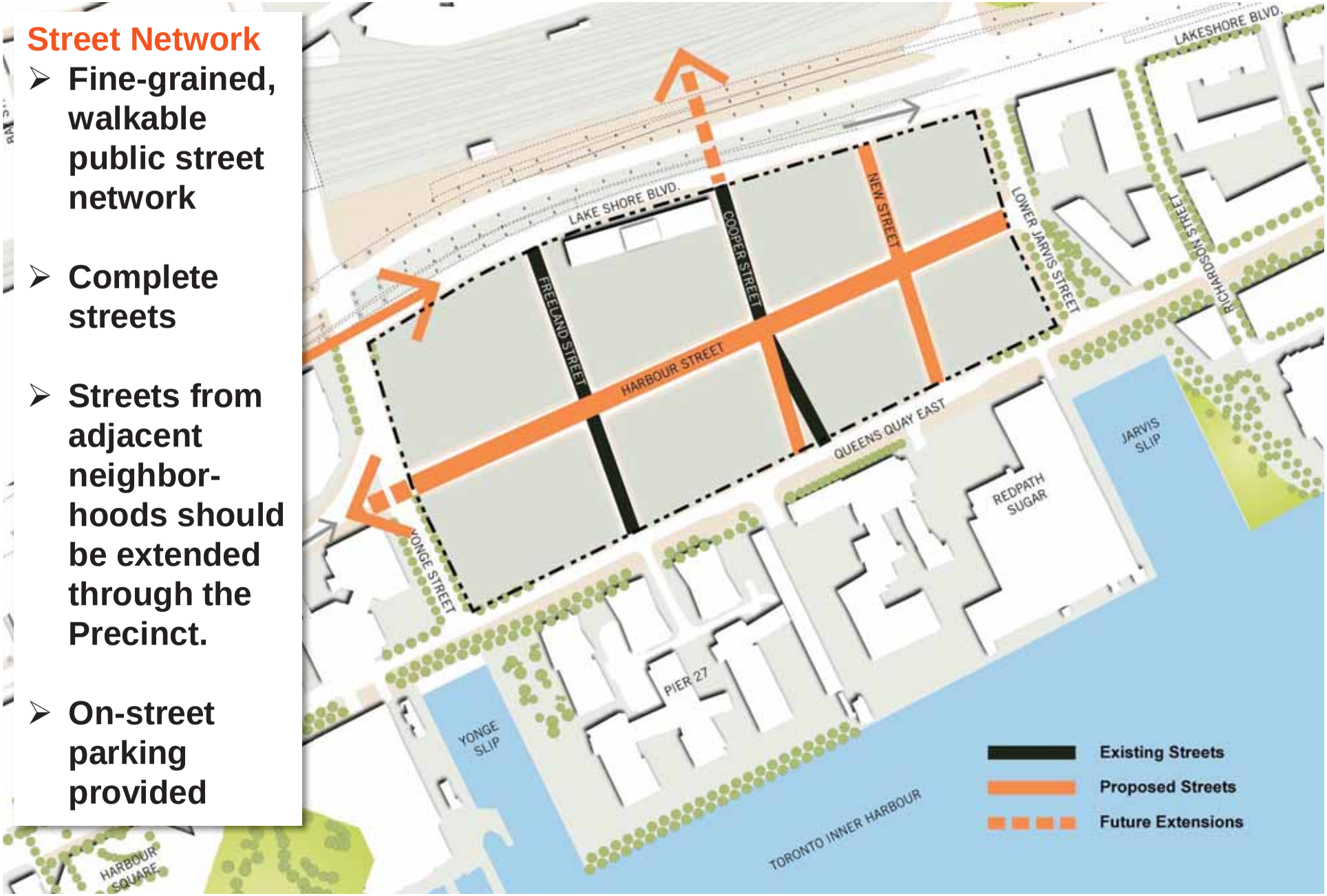
Transportation Master Plan EA Recommendation Highlights



1. Shortening of York-Bay Off-Ramp
2. Two-Way Harbour (Yonge to Simcoe)
3. Elimination of Eastbound Bay On-Ramp
4. Shortening of Jarvis Off-Ramp to Yonge
5. Regularization of Yonge & Lake Shore Intersection
6. Extension of Two-Way Harbour St (Yonge to Jarvis)
7. Extension of Cooper/ Church via Tunnel & Westbound Movements
8. New Street

Street Network

- Fine-grained, walkable public street network
- Complete streets
- Streets from adjacent neighbor-hoods should be extended through the Precinct.
- On-street parking provided



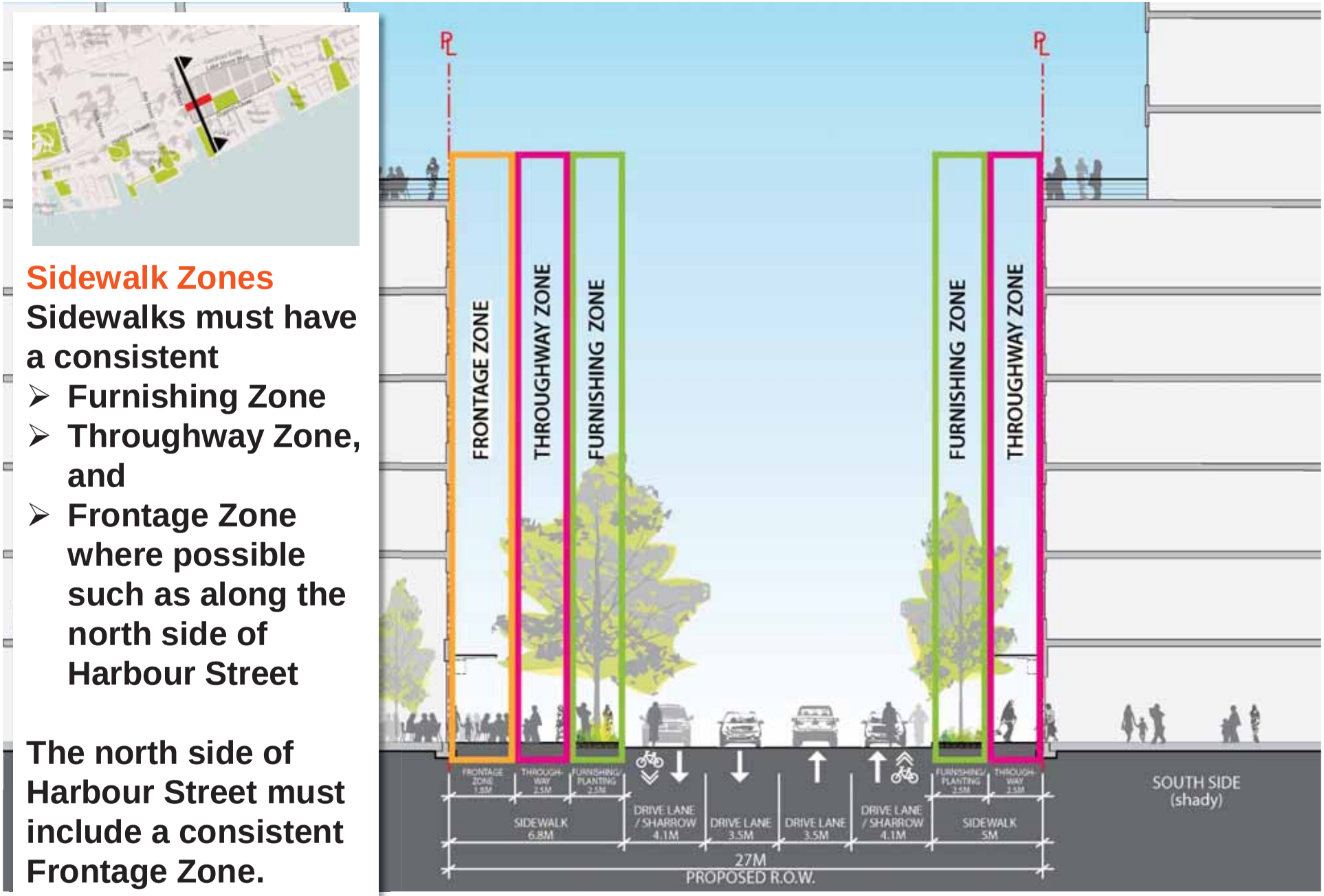
Public Realm: Streetscape - Street Network

Sidewalk Zones

Sidewalks must have a consistent

- **Furnishing Zone**
- **Throughway Zone, and**
- **Frontage Zone where possible such as along the north side of Harbour Street**

The north side of Harbour Street must include a consistent Frontage Zone.

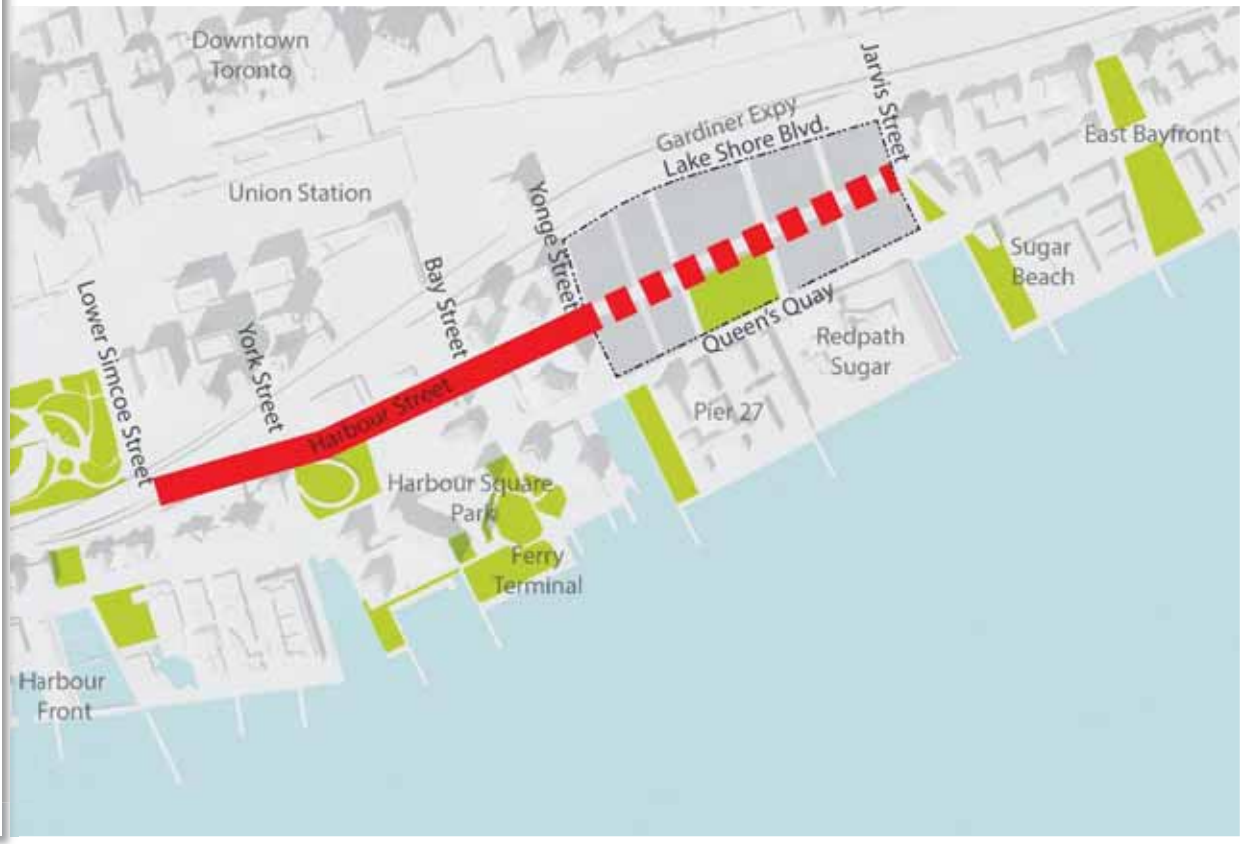


Public Realm: Streetscape - Sidewalk Zones

Harbour Street

- **Consistent Character & Right-of-way Width –** Harbour Street within the Lower Yonge Precinct should have a consistent urban design character and right-of-way width of 27 metres
- **North Sidewalk Wider**
- **Curb-Cut Prohibition**

- **Alignment West of Yonge and East of Yonge**
  Alignment of Harbour east of Yonge should be straight to Jarvis Street. West of Yonge should align to the centerline



Public Realm: Streetscape - Harbour Street

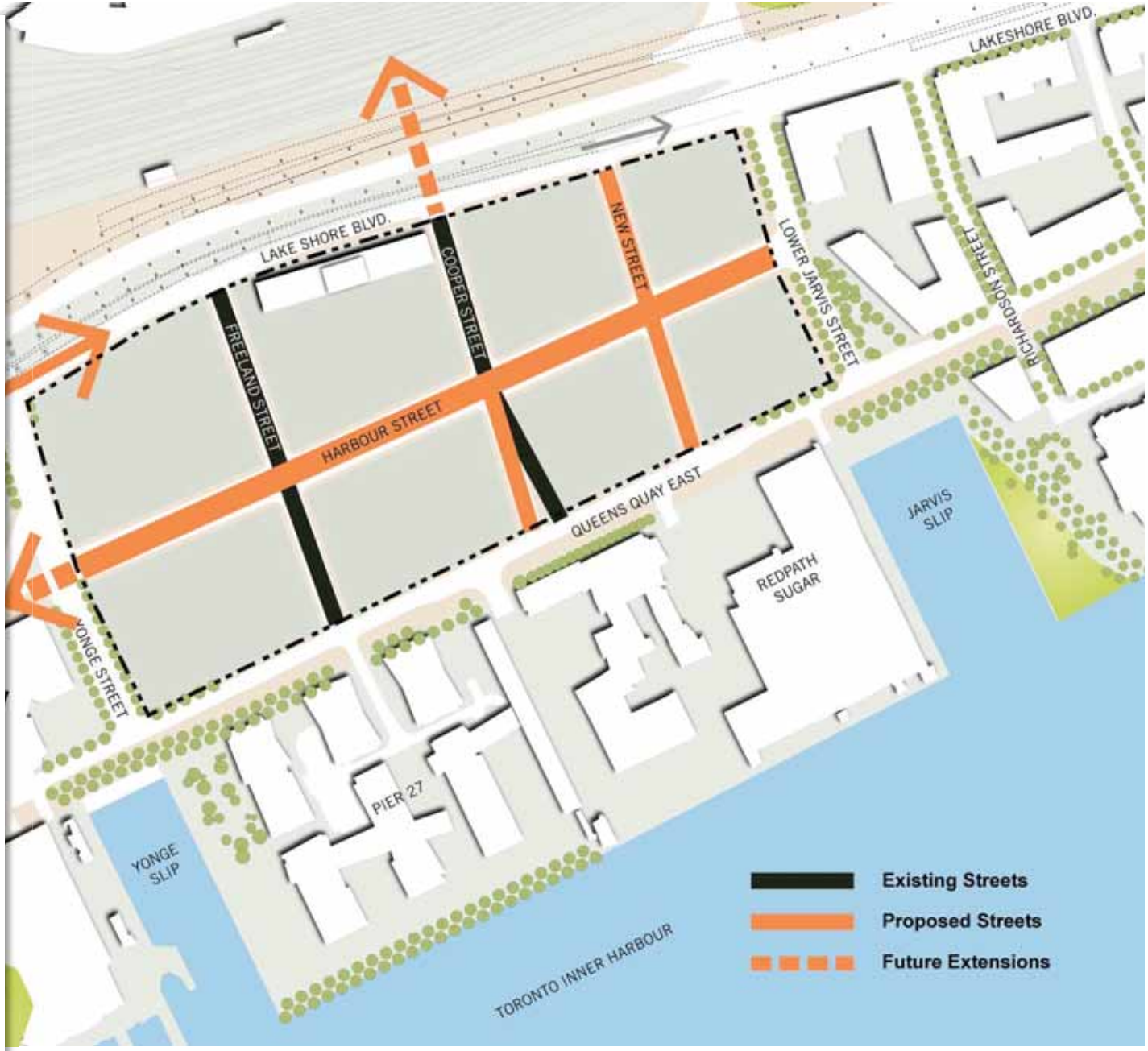
North-South Streets

- **Extended Sidewalk Width**

Harbour Street within the Lower Yonge Precinct should have a consistent right-of-way width of 20 metres plus setbacks on either side to provide building face to face of 26 feet

- **Realign Cooper Street**

Make alignment consistent between Lake Shore and Queens Quay



Public Realm: Streetscape – North-South Street

PUBLIC REALM RECOMMENDATIONS

1. Public Parkland
2. Privately-Owned Publicly Accessible Open Spaces
3. Streetscape
    - Street Network
    - Sidewalk Zones
    - Harbour Street
    - North-South Street
4. **Public Art**

Public Art

- **Provision of Public Art**

- **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 spaces in the Lower Yonge Precinct.

BUILT FORM RECOMMENDATIONS

1. Base Building Massing & Articulation
2. Base Building Setbacks
3. Ground Floor Animation
4. Parking Loading & Servicing
5. Towers: Height
6. Towers: Floor Plates
7. Towers: Stepbacks & Separation
8. Towers: Tower Area Ratio

BUILT FORM RECOMMENDATIONS

1. **Base Building Massing & Articulation**
2. Base Building Setbacks
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5. Towers: Height
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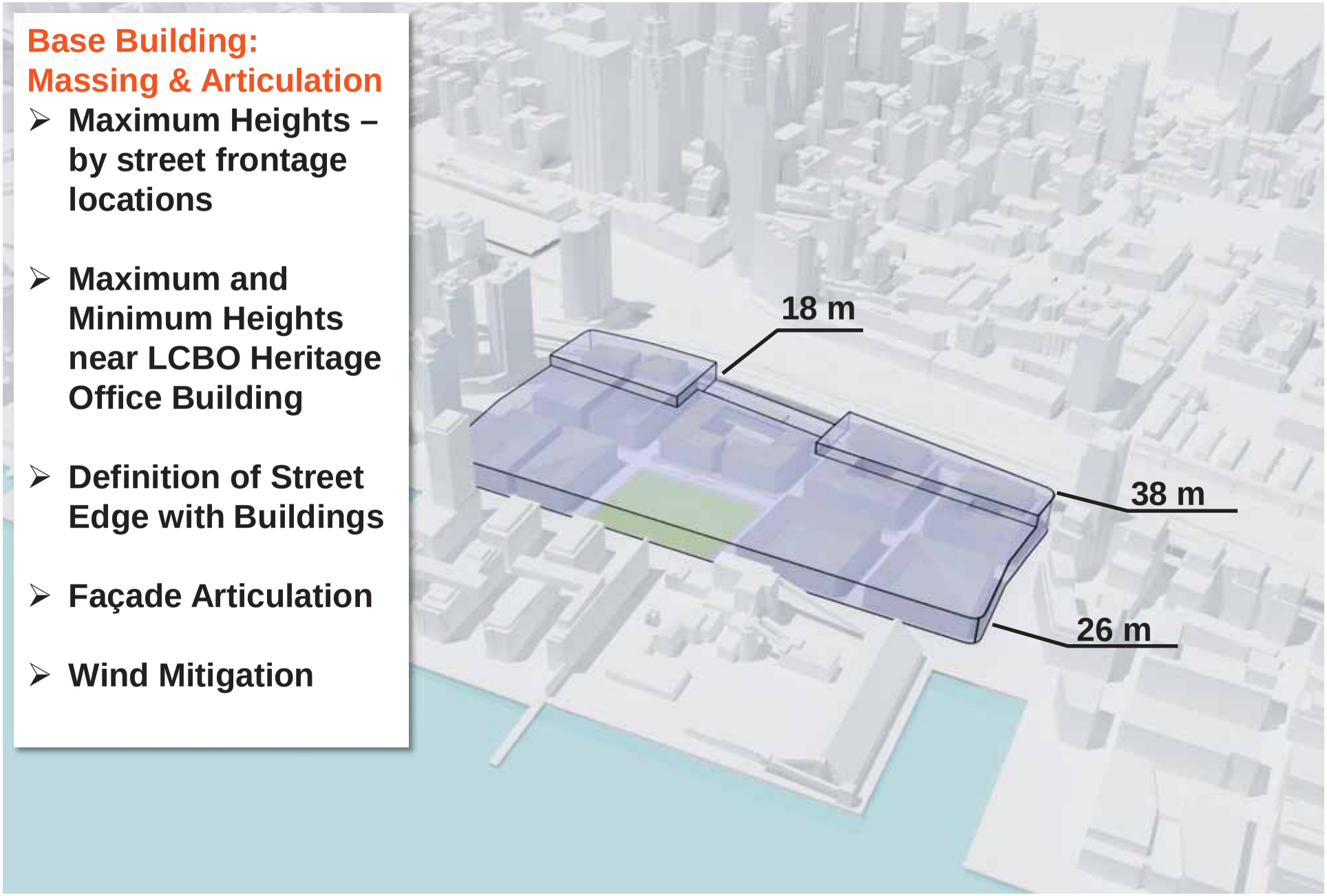
7. Towers: Stepbacks & Separation
8. Towers: Tower Area Ratio

Base Building: Massing & Articulation

- Maximum Heights – by street frontage locations
- Maximum and Minimum Heights near LCBO Heritage Office Building
- Definition of Street Edge with Buildings
- Façade Articulation
- Wind Mitigation

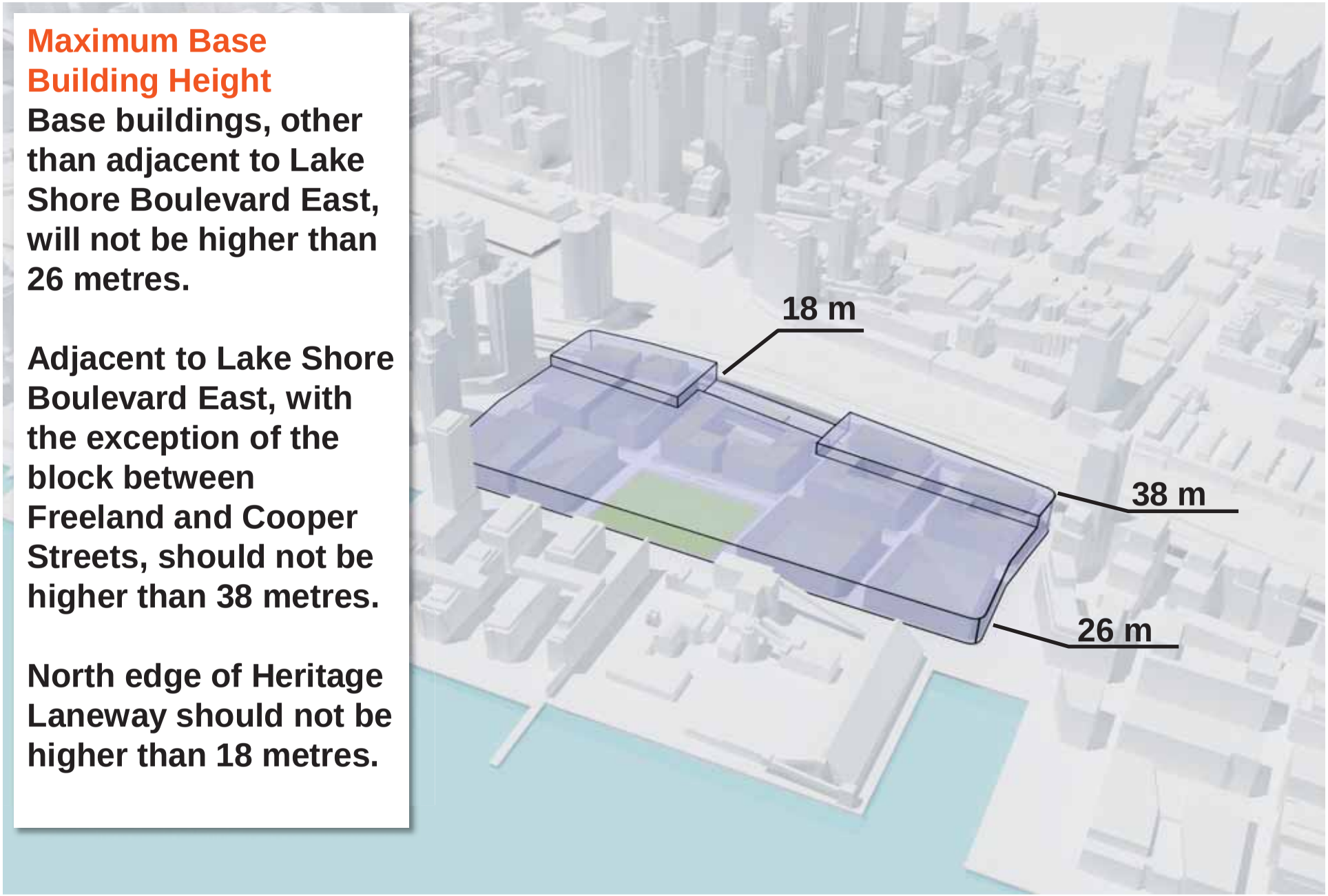


Maximum Base Building Height

Base buildings, other than adjacent to Lake Shore Boulevard East, will not be higher than 26 metres.

Adjacent to Lake Shore Boulevard East, with the exception of the block between Freeland and Cooper Streets, should not be higher than 38 metres.

North edge of Heritage Laneway should not be higher than 18 metres.



BUILT FORM RECOMMENDATIONS

1. Base Building Massing & Articulation
2. **Base Building Setbacks**
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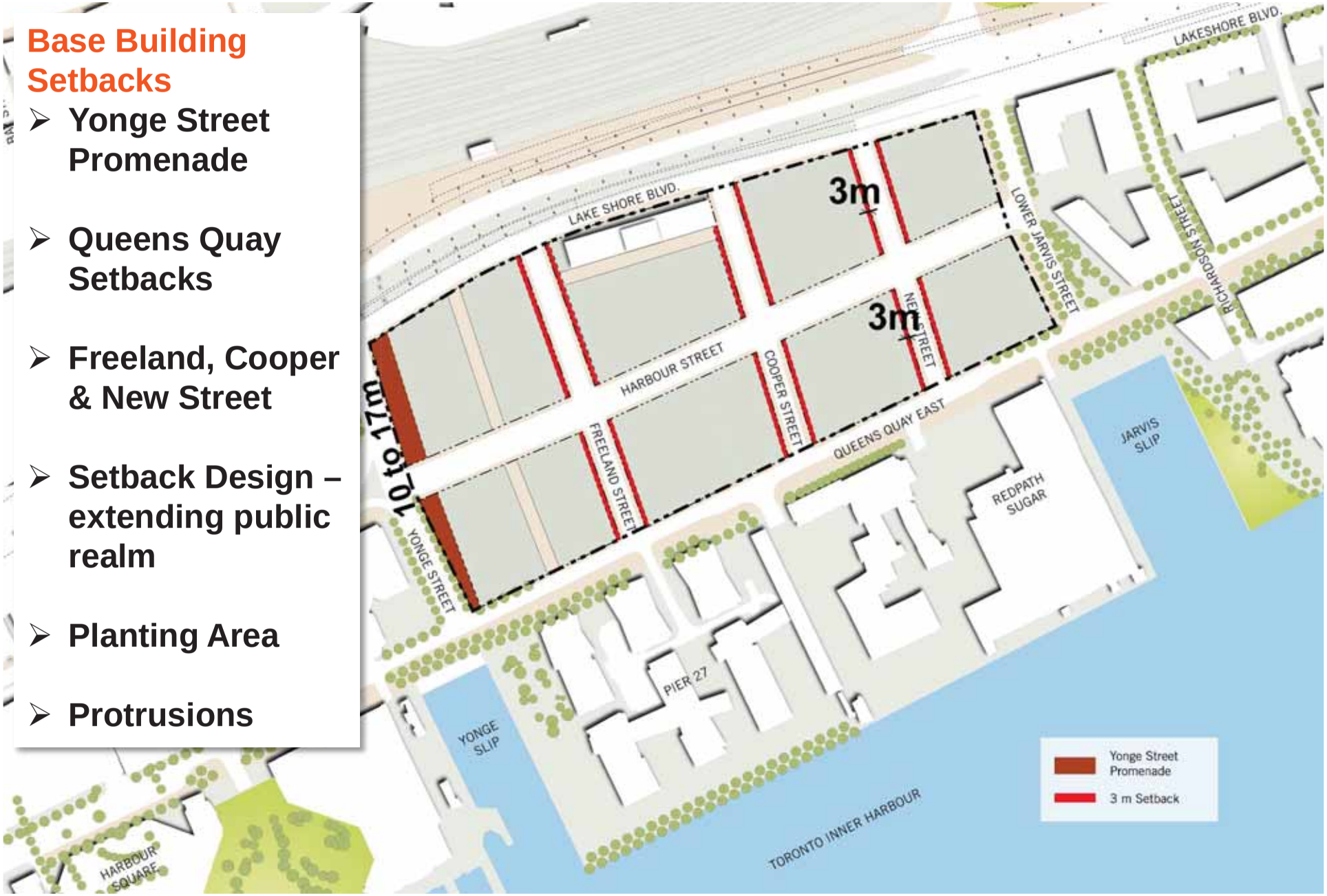
Base Building Setbacks

- Yonge Street Promenade
- Queens Quay Setbacks
- Freeland, Cooper & New Street
- Setback Design – extending public realm
- Planting Area
- Protrusions



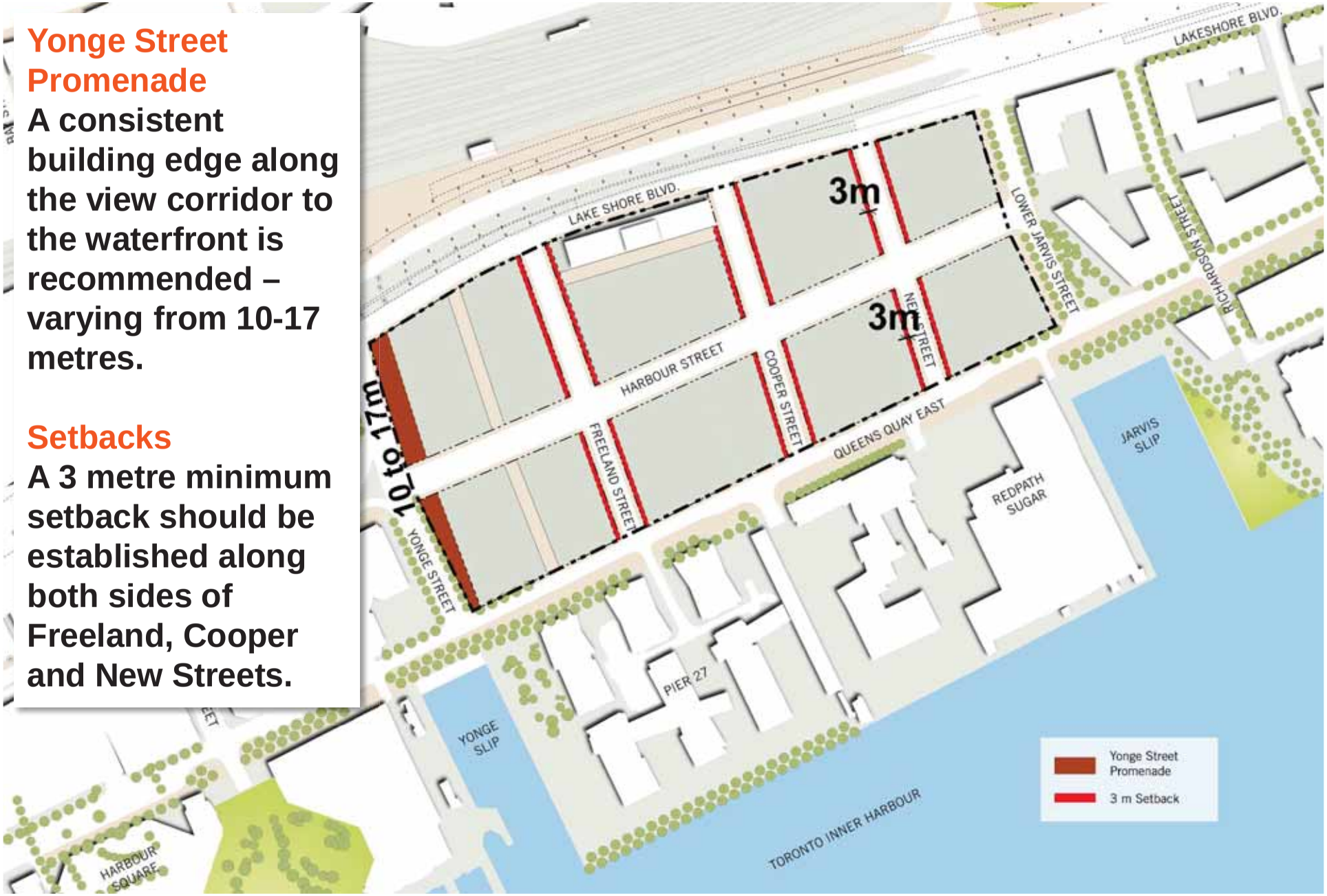
Built Form: Base Building Setbacks

Yonge Street Promenade

A consistent building edge along the view corridor to the waterfront is recommended – varying from 10-17 metres.

Setbacks

A 3 metre minimum setback should be established along both sides of Freeland, Cooper and New Streets.



Built Form: Base Building Setbacks

BUILT FORM RECOMMENDATIONS

1. Base Building Massing & Articulation
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3. **Ground Floor Animation**
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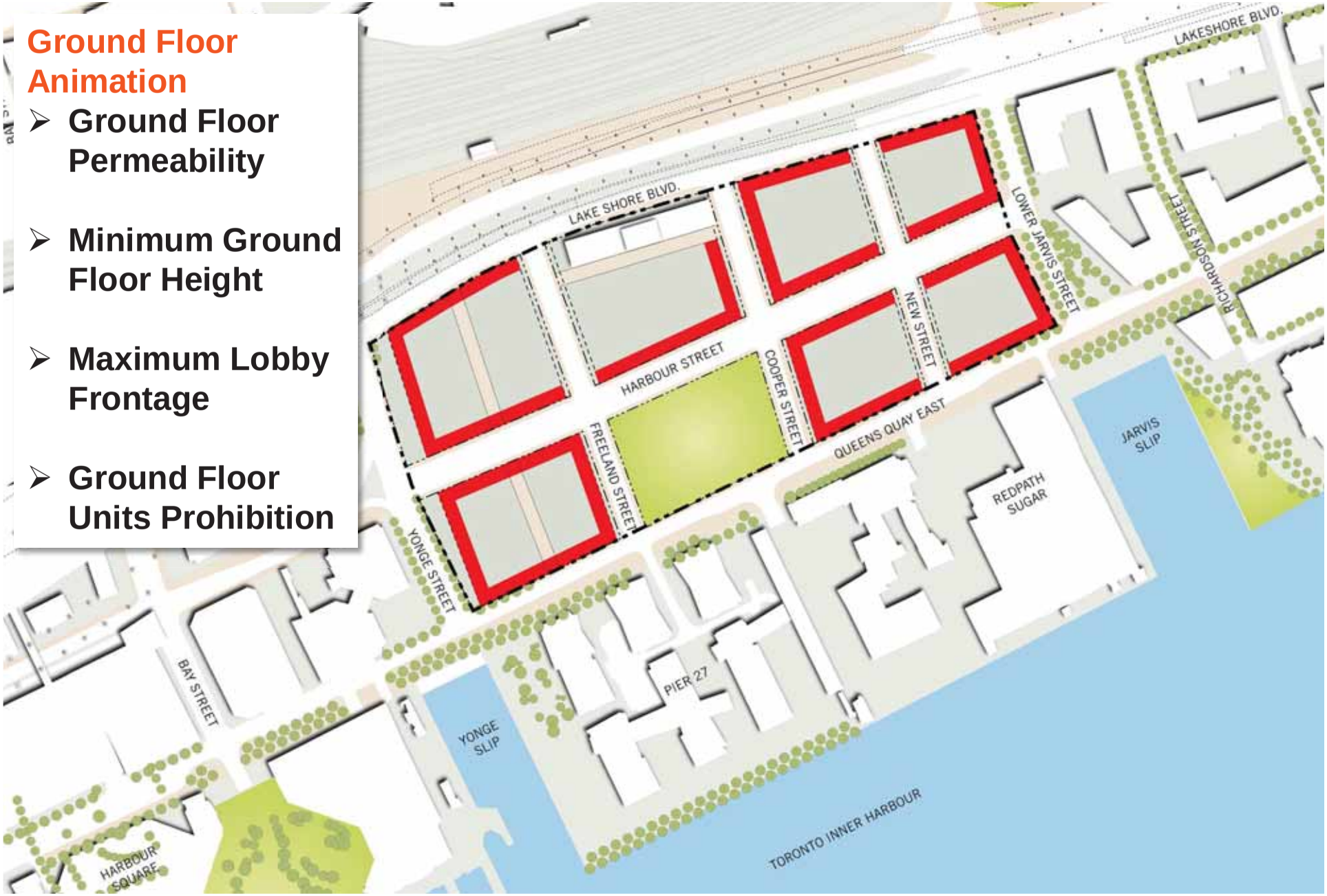
Ground Floor Animation

- Animation Plan
- Active Use
- Retail on High Order Streets
- North-South Streets
- Fine Grain Retail Bays
- Maximum Retail Frontage

Built Form: Ground Floor Animation

Ground Floor Animation

- Ground Floor Permeability
- Minimum Ground Floor Height
- Maximum Lobby Frontage
- Ground Floor Units Prohibition



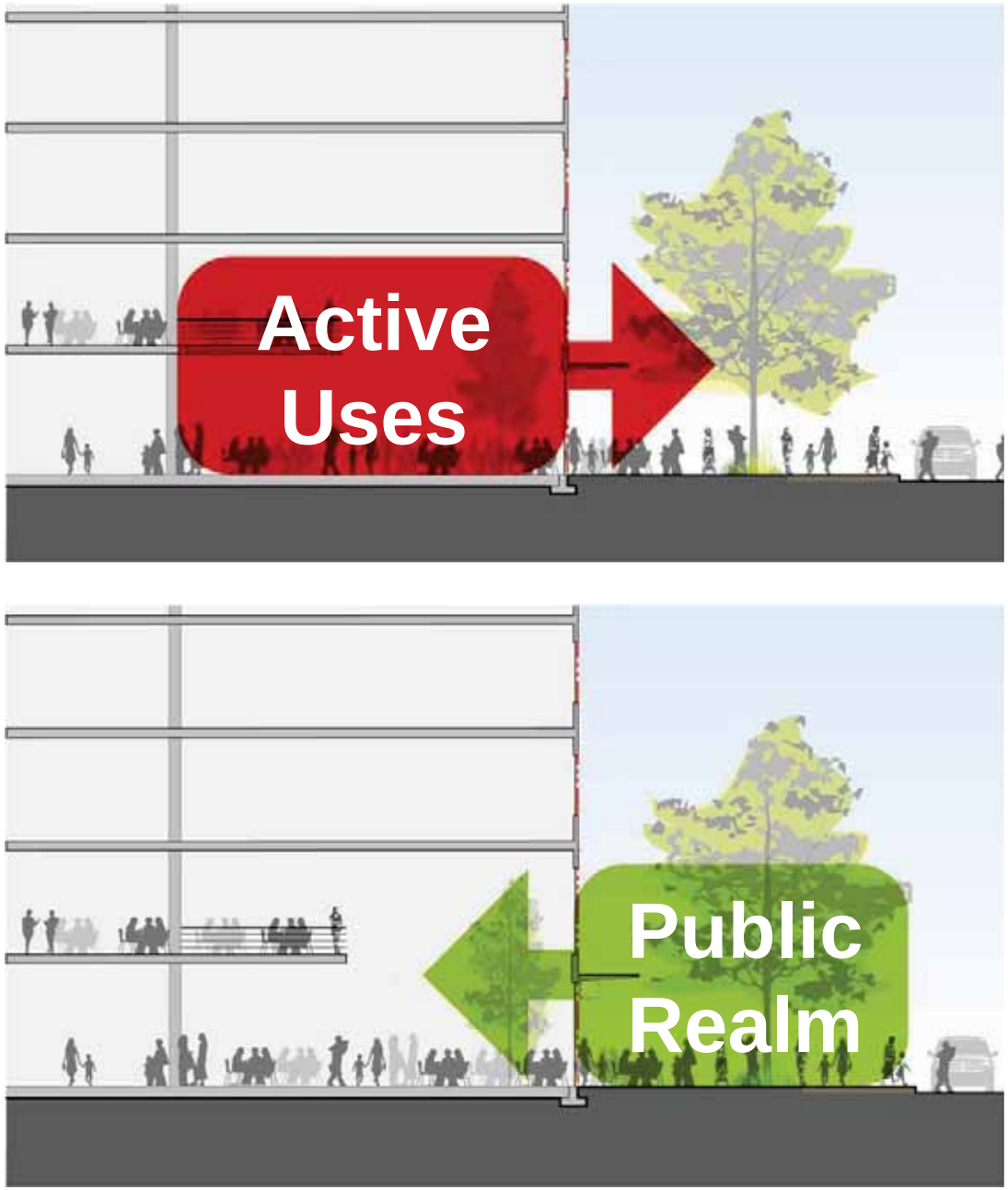
Built Form: Ground Floor Animation

Active Uses

Ground floor active uses must include generous ceiling heights, greater transparency and outdoor seating or other publicly oriented activities.

Public Realm

Ground floor spaces must provide visual and physical access, inviting the public to use ground floors of buildings adjacent to neighbourhood streets.



BUILT FORM RECOMMENDATIONS

1. Base Building Massing & Articulation
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4. **Parking Loading & Servicing**
5. Towers: Height
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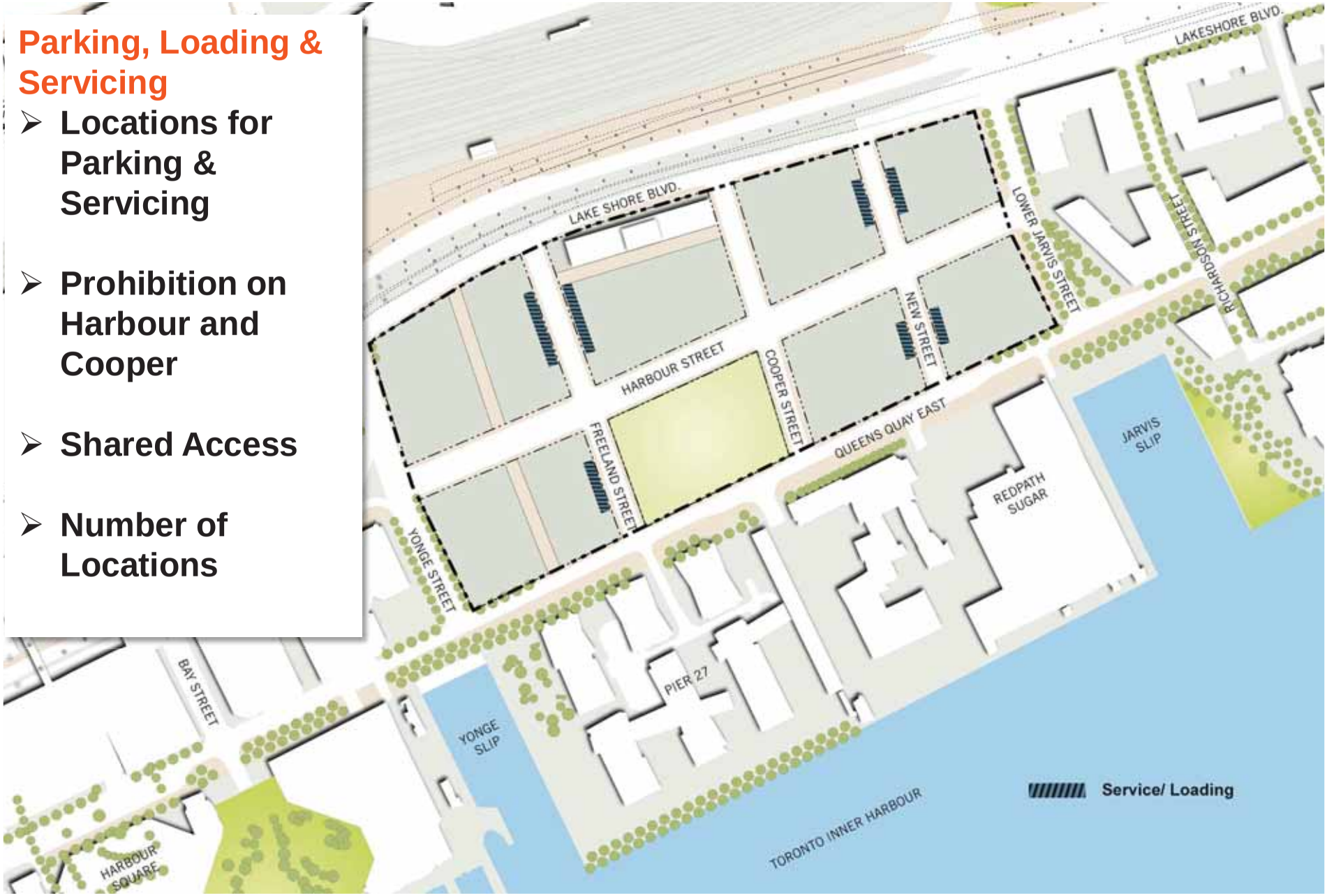
8. Towers: Tower Area Ratio

Parking, Loading & Servicing

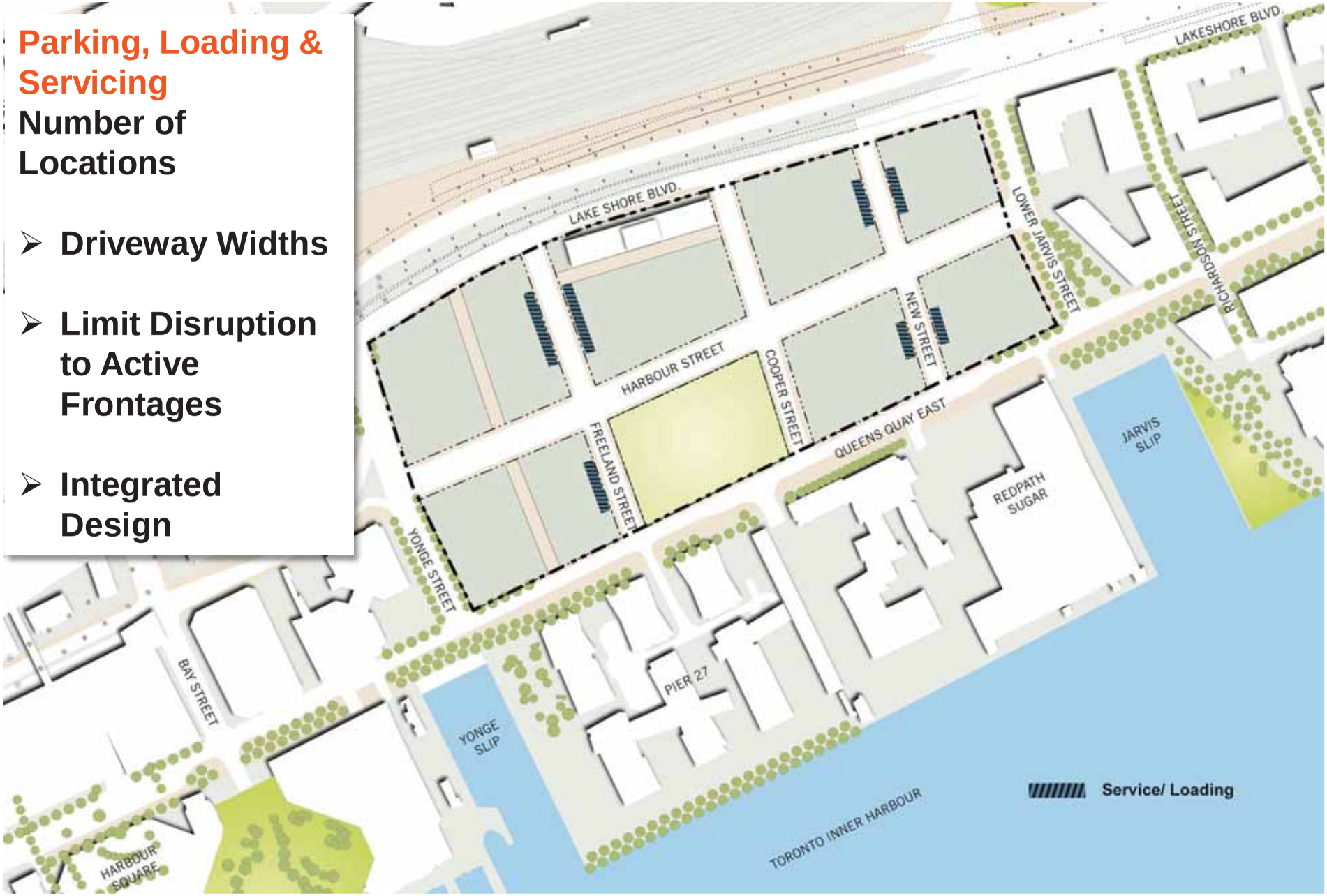
- Locations for Parking & Servicing
- Prohibition on Harbour and Cooper
- Shared Access
- Number of Locations



Parking, Loading & Servicing

Number of Locations

- **Driveway Widths**
- **Limit Disruption to Active Frontages**
- **Integrated Design**



Built Form: Parking, Loading & Servicing

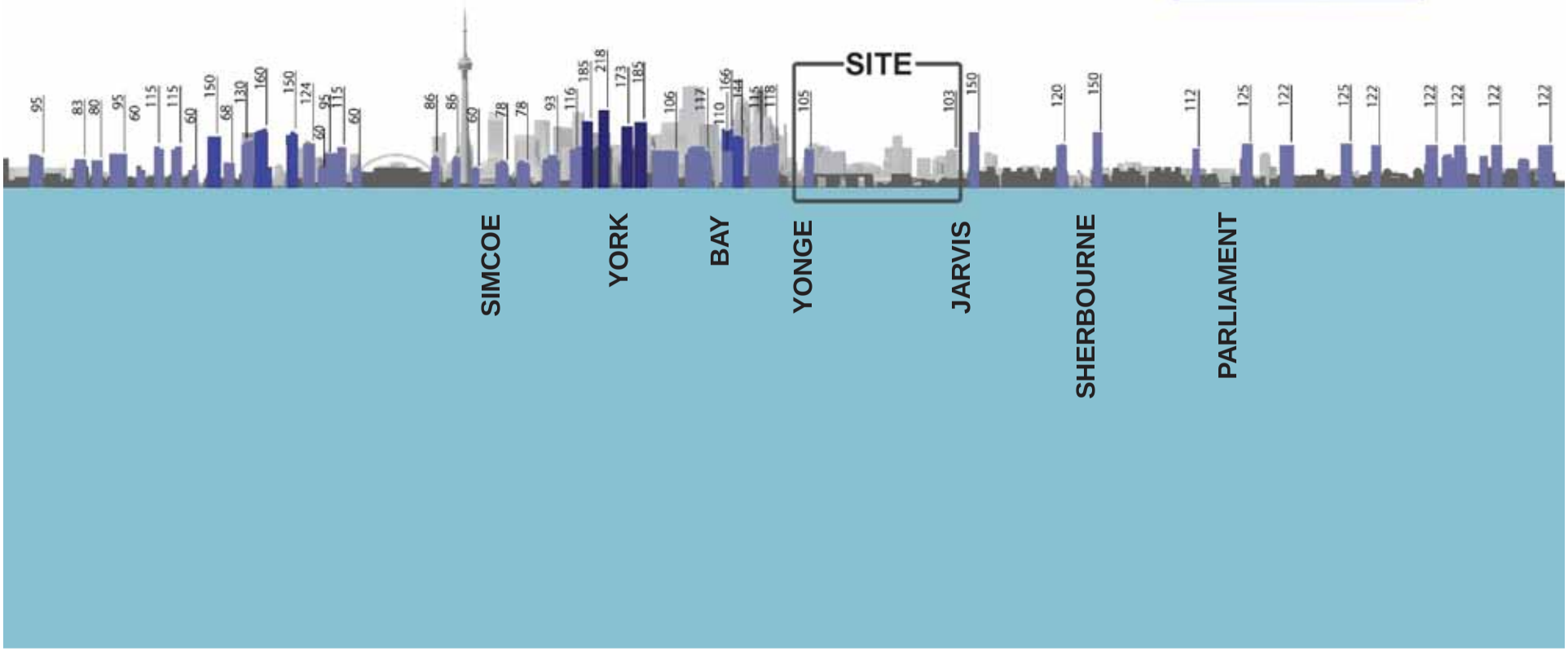
BUILT FORM RECOMMENDATIONS

1. Base Building Massing & Articulation
2. Base Building Setbacks
3. Ground Floor Animation
4. Parking Loading & Servicing
5. **Towers: Height**
6. Towers: Floor Plates
7. Towers: Stepbacks & Separation
8. Towers: Tower Area Ratio

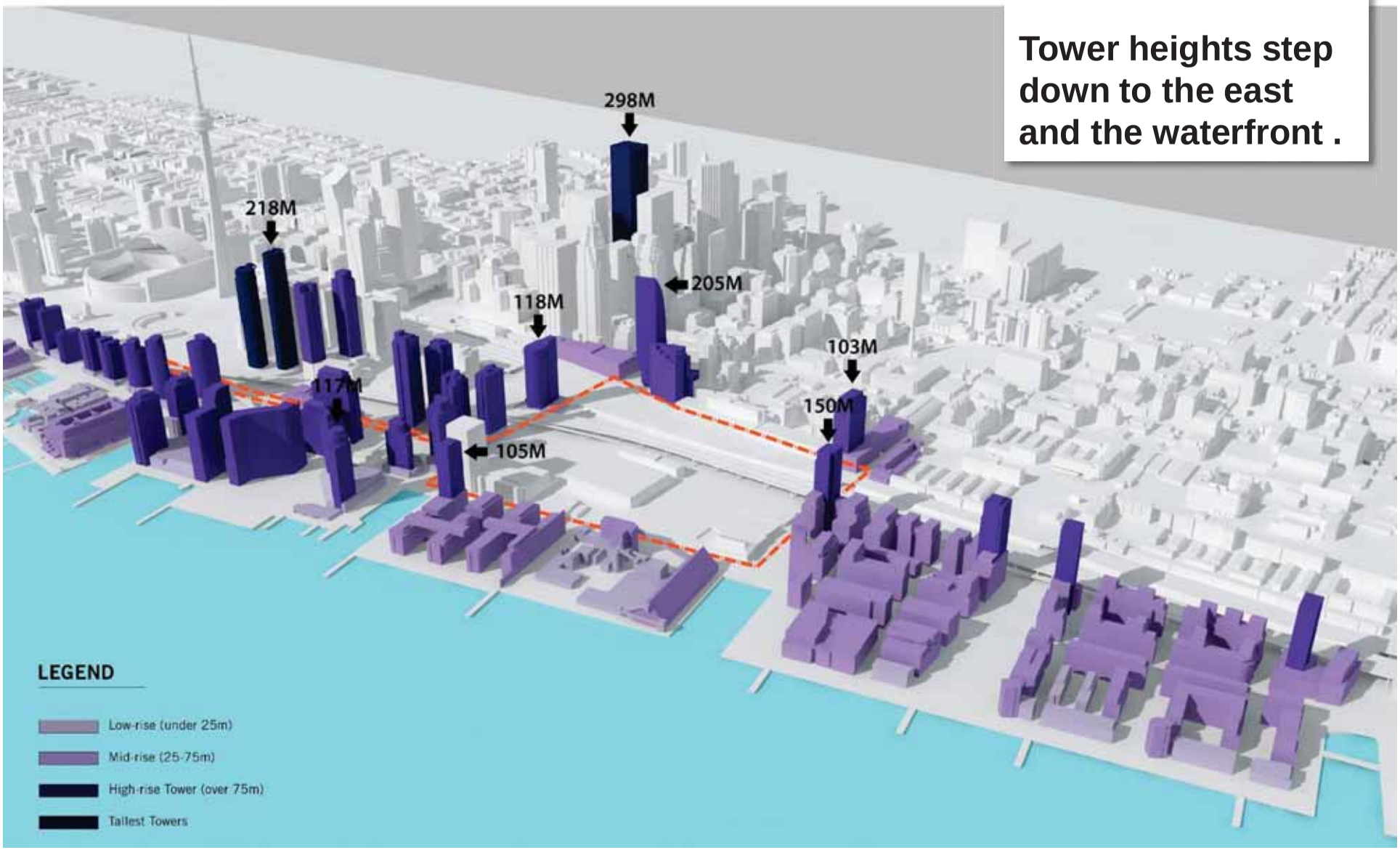
Skyline Analysis

Toronto' s skyline viewed from the waterfront consists of towers in the range of 60 to 220m height.

Height Range	Numbers of Towers
210-220	1
180-189	2
170-179	1
160-169	2
150-159	1
140-149	2
130-139	1
120-129	12
110-119	9
100-109	1
90-99	5
80-89	7
60-69	6



Built Form: Tower Height - Skyline Analysis

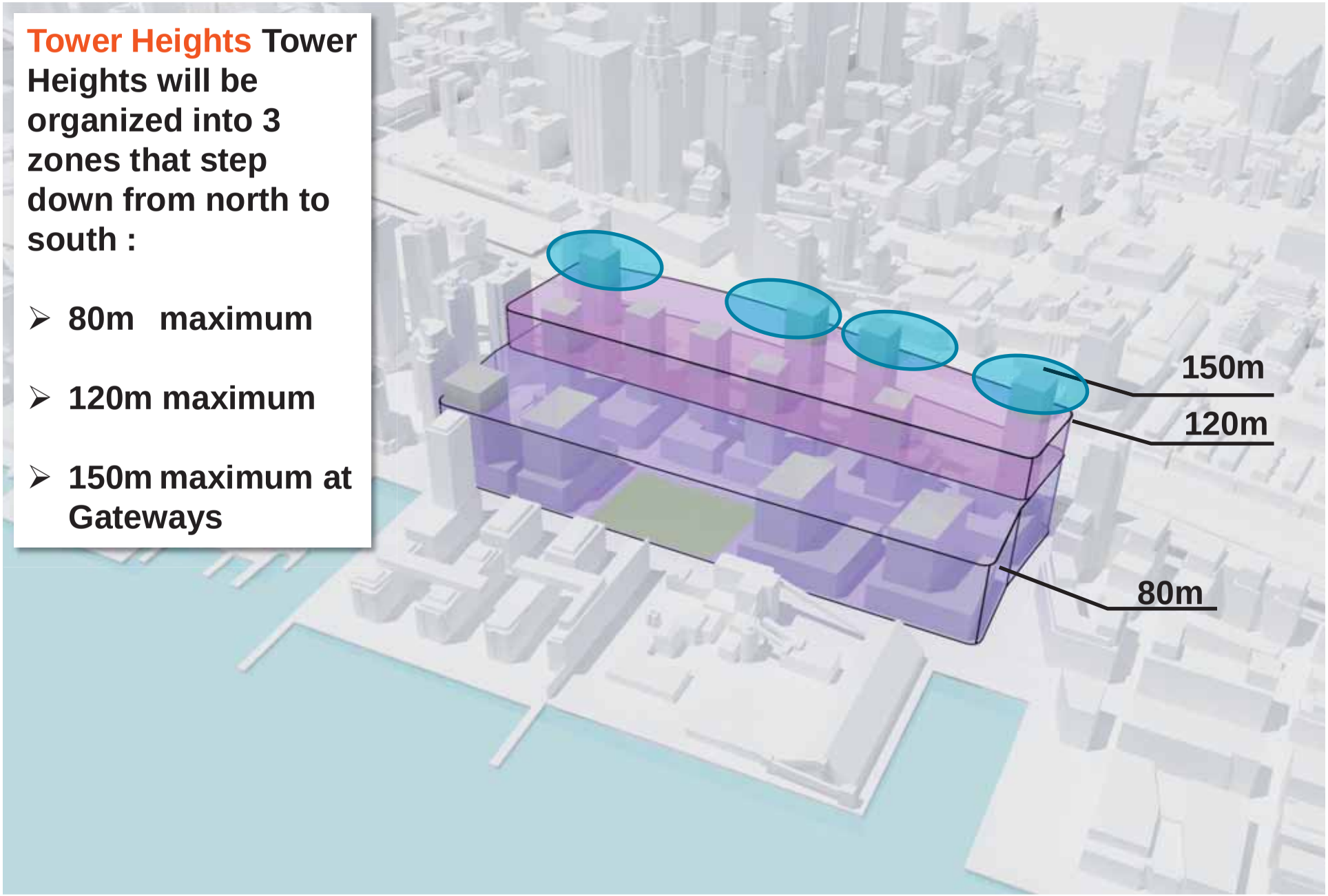


Tower heights step down to the east and the waterfront .

Built Form: Tower Heights - Surrounding Context

Tower Heights Tower Heights will be organized into 3 zones that step down from north to south :

- 80m maximum
- 120m maximum
- 150m maximum at Gateways



Built Form: Tower Heights - Maximum height zones

BUILT FORM RECOMMENDATIONS

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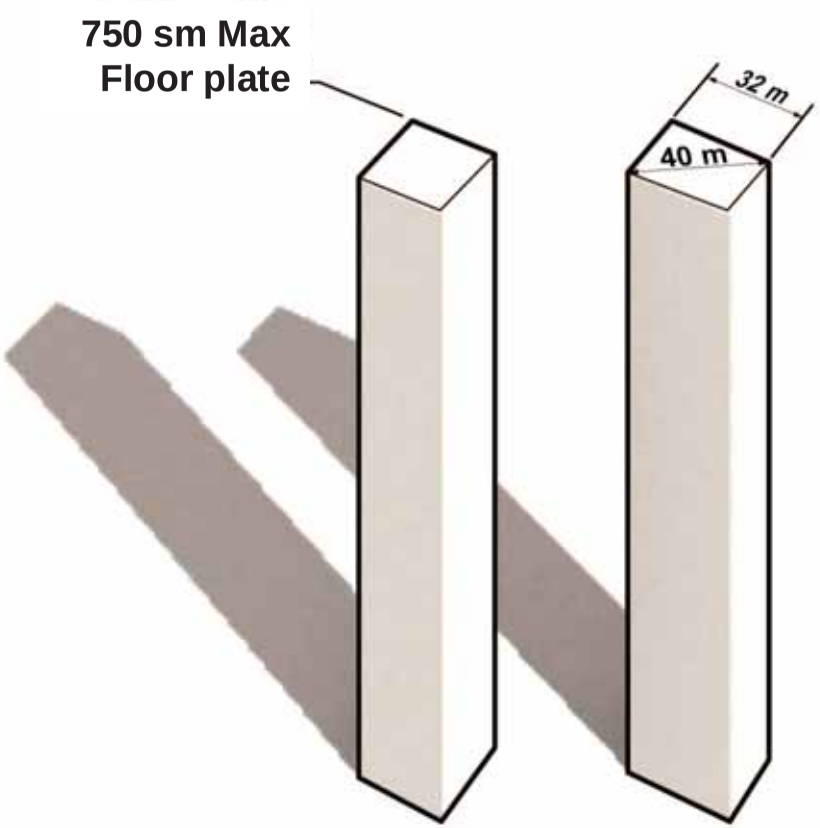
5. Towers: Height
6. **Towers: Floor Plates**
7. Towers: Stepbacks & Separation
8. Towers: Tower Area Ratio

Tower Floor Plates

- **Residential Towers**

Max Floor Plate:	**750 sm**
Max Plan Length:	**32 m**
Max Diagonal:	**40 m**

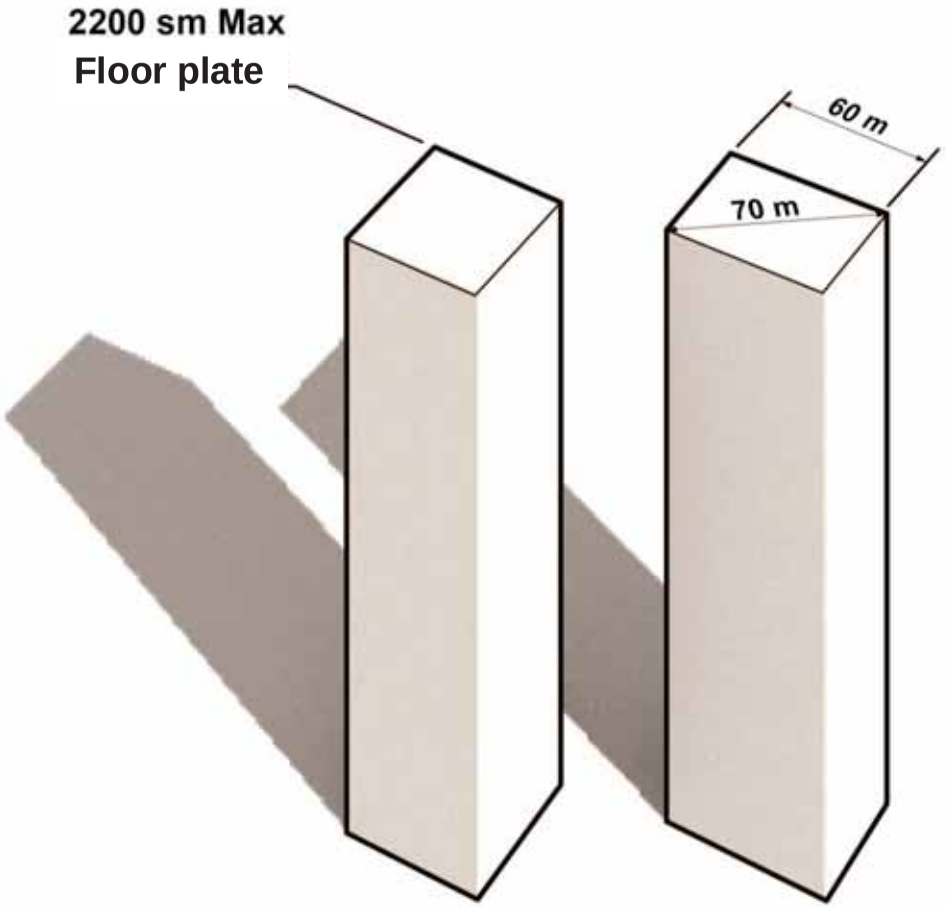


Built Form: Tower Floor Plates

Tower Floor Plates

- **Commercial Towers**

Max Floor Plate:	**2200 sm**
Max Plan Length:	**60 m**
Max Diagonal:	**70 m**



BUILT FORM RECOMMENDATIONS

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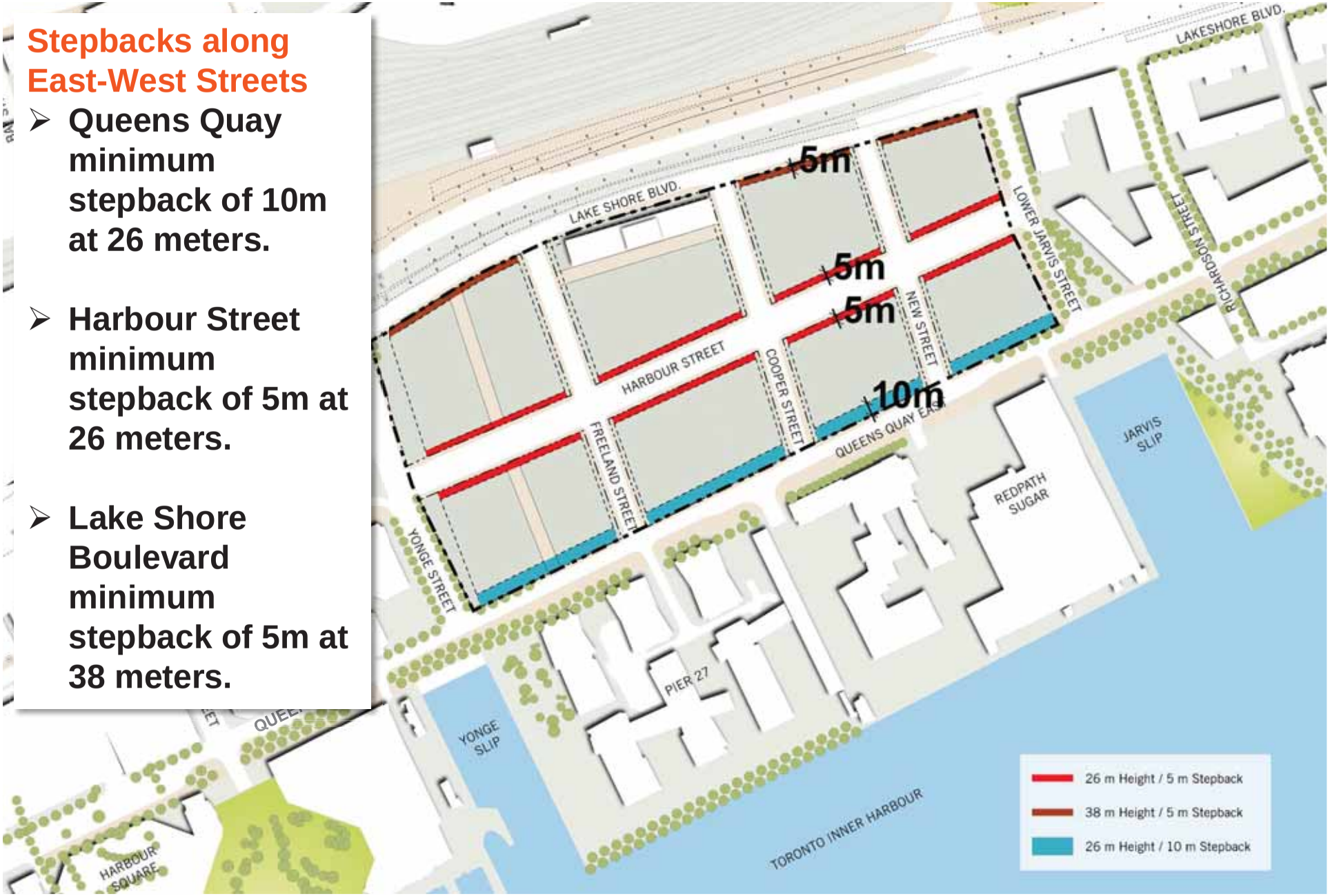
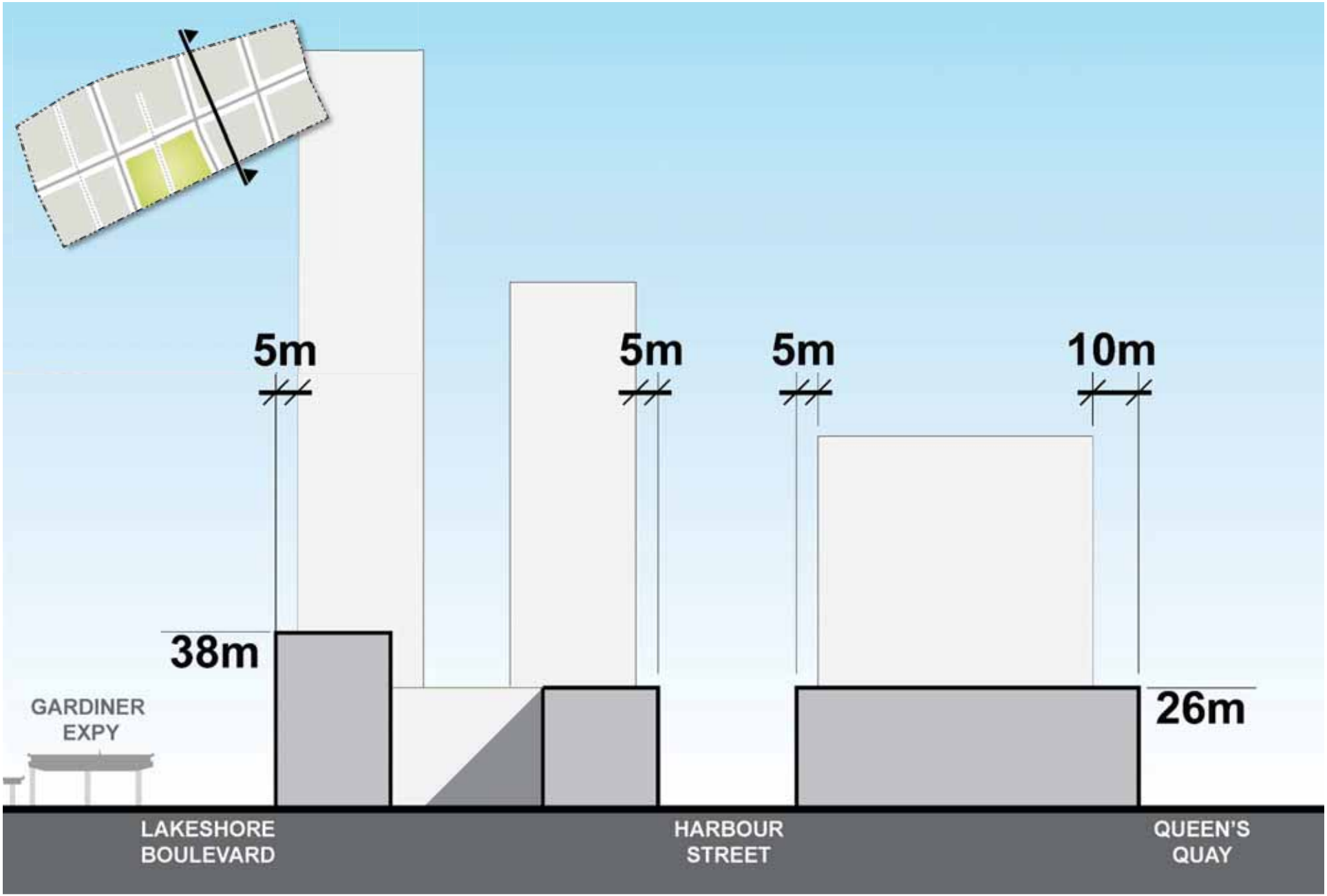
8. Towers: Tower Area Ratio

Stepbacks along East-West Streets

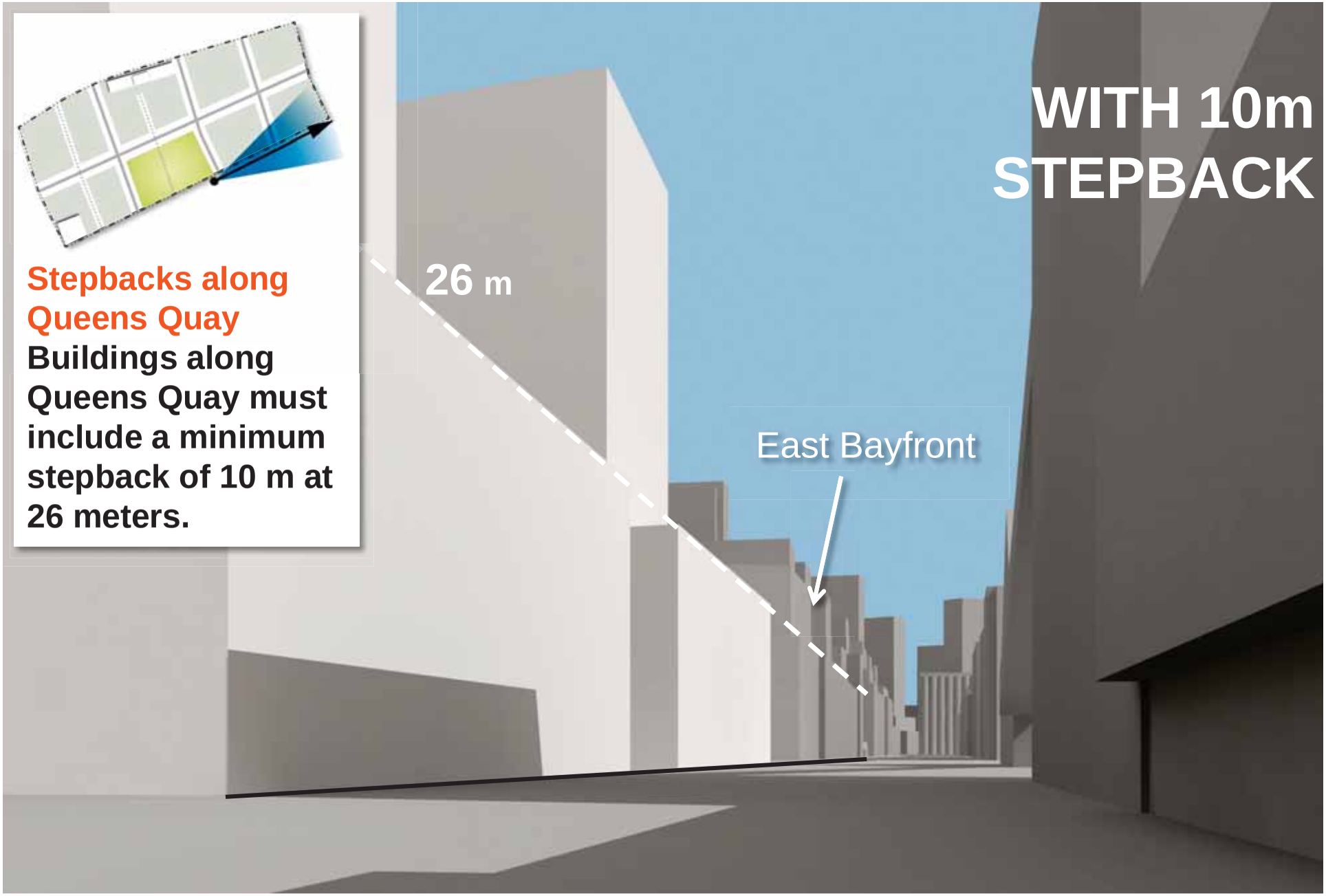
- Queens Quay minimum stepback of 10m at 26 meters.
- Harbour Street minimum stepback of 5m at 26 meters.
- Lake Shore Boulevard minimum stepback of 5m at 38 meters.



Built Form: Tower Stepbacks & Separation



Built Form: Tower Stepbacks & Separation

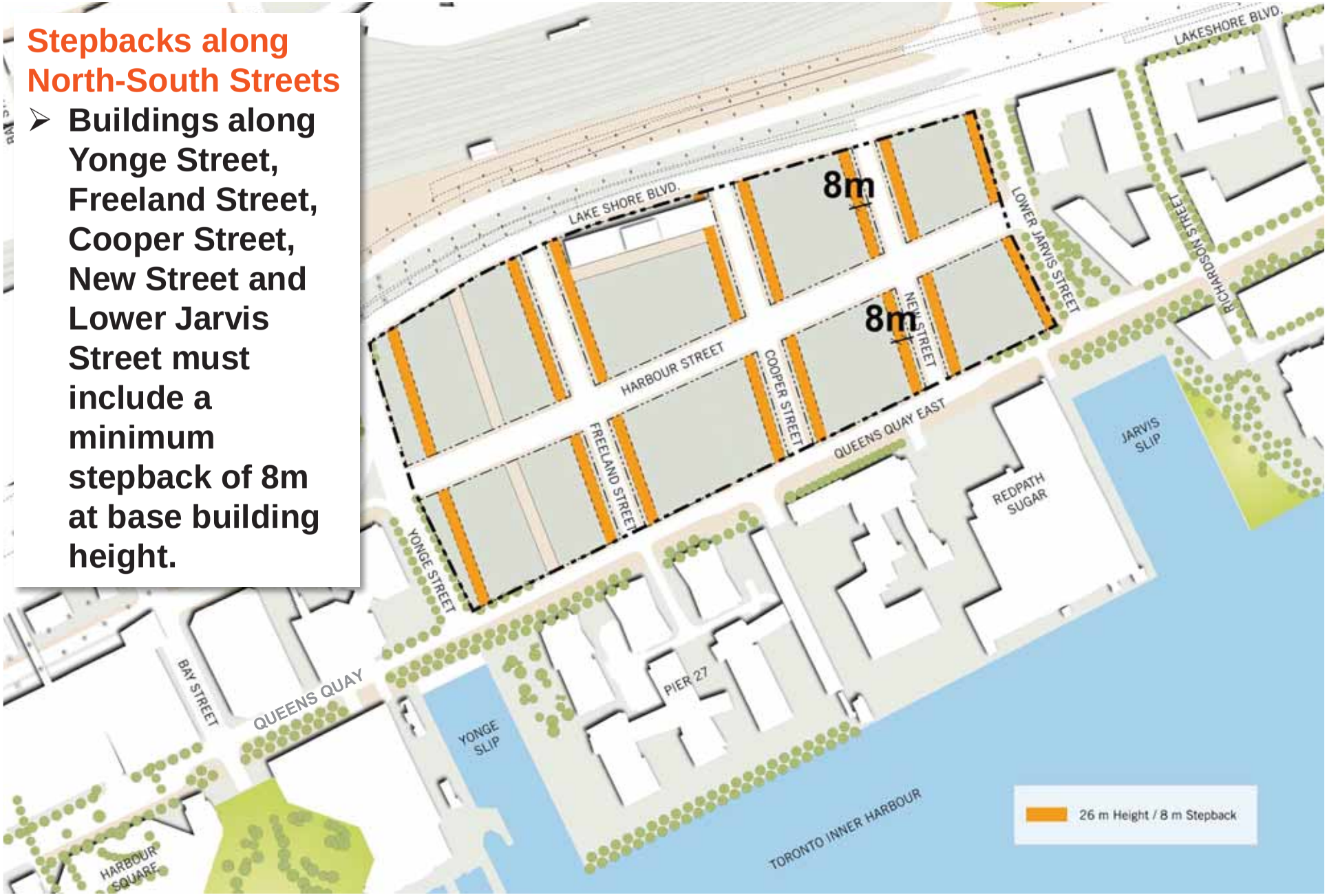


Stepbacks along Queens Quay

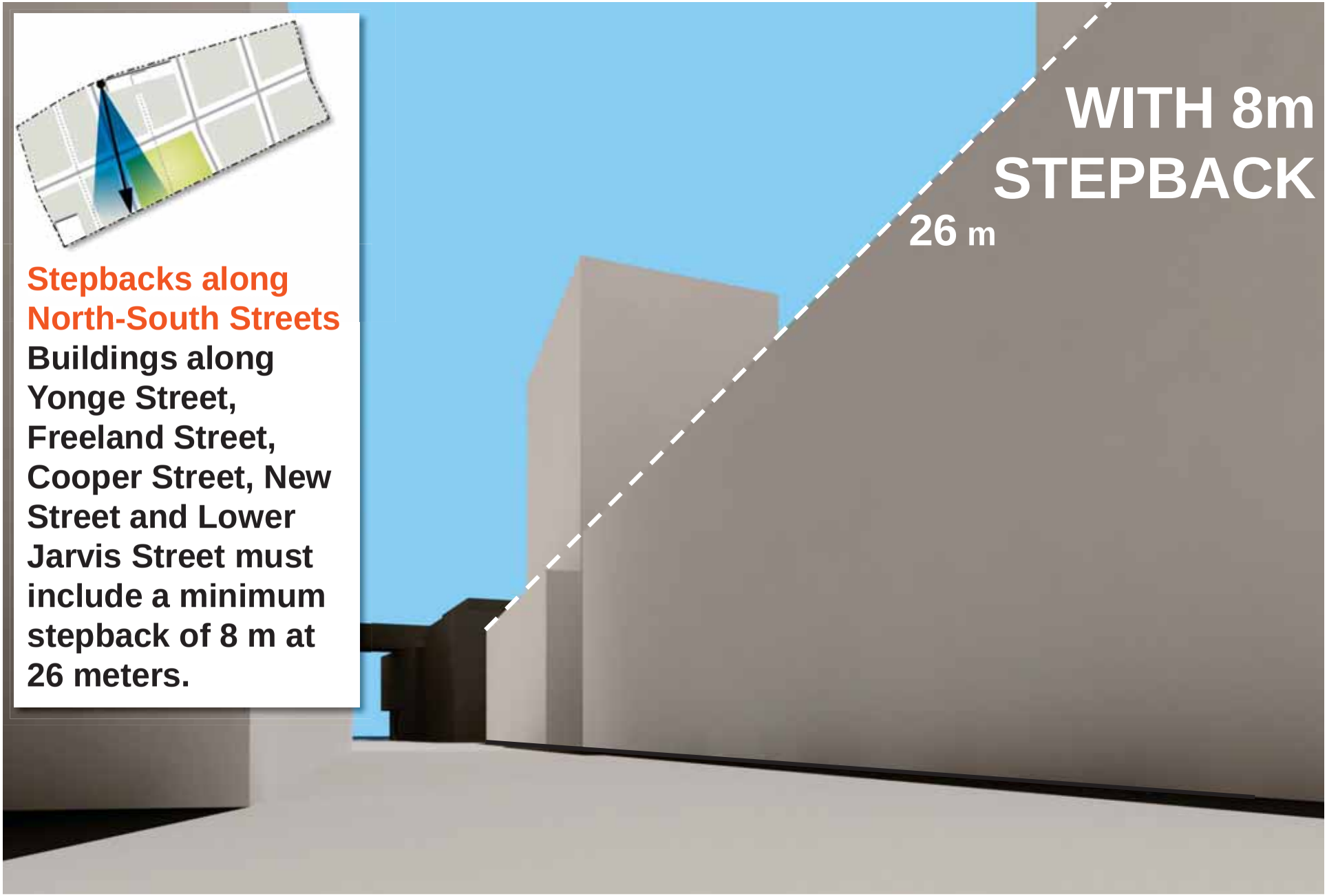
Buildings along Queens Quay must include a minimum stepback of 10 m at 26 meters.

Stepbacks along North-South Streets

- Buildings along Yonge Street, Freeland Street, Cooper Street, New Street and Lower Jarvis Street must include a minimum stepback of 8m at base building height.



Built Form: Tower Stepbacks & Separation

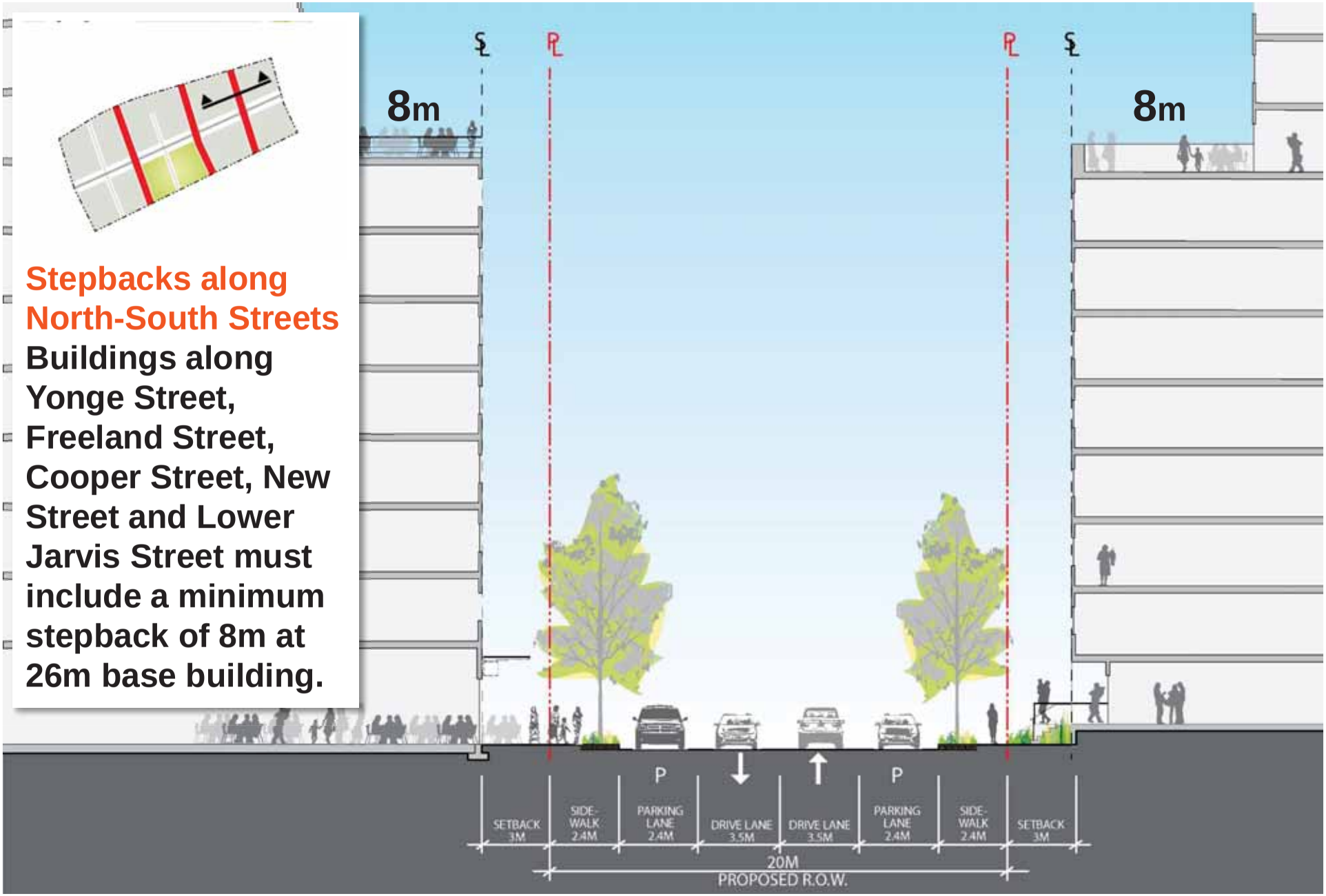


Stepbacks along North-South Streets

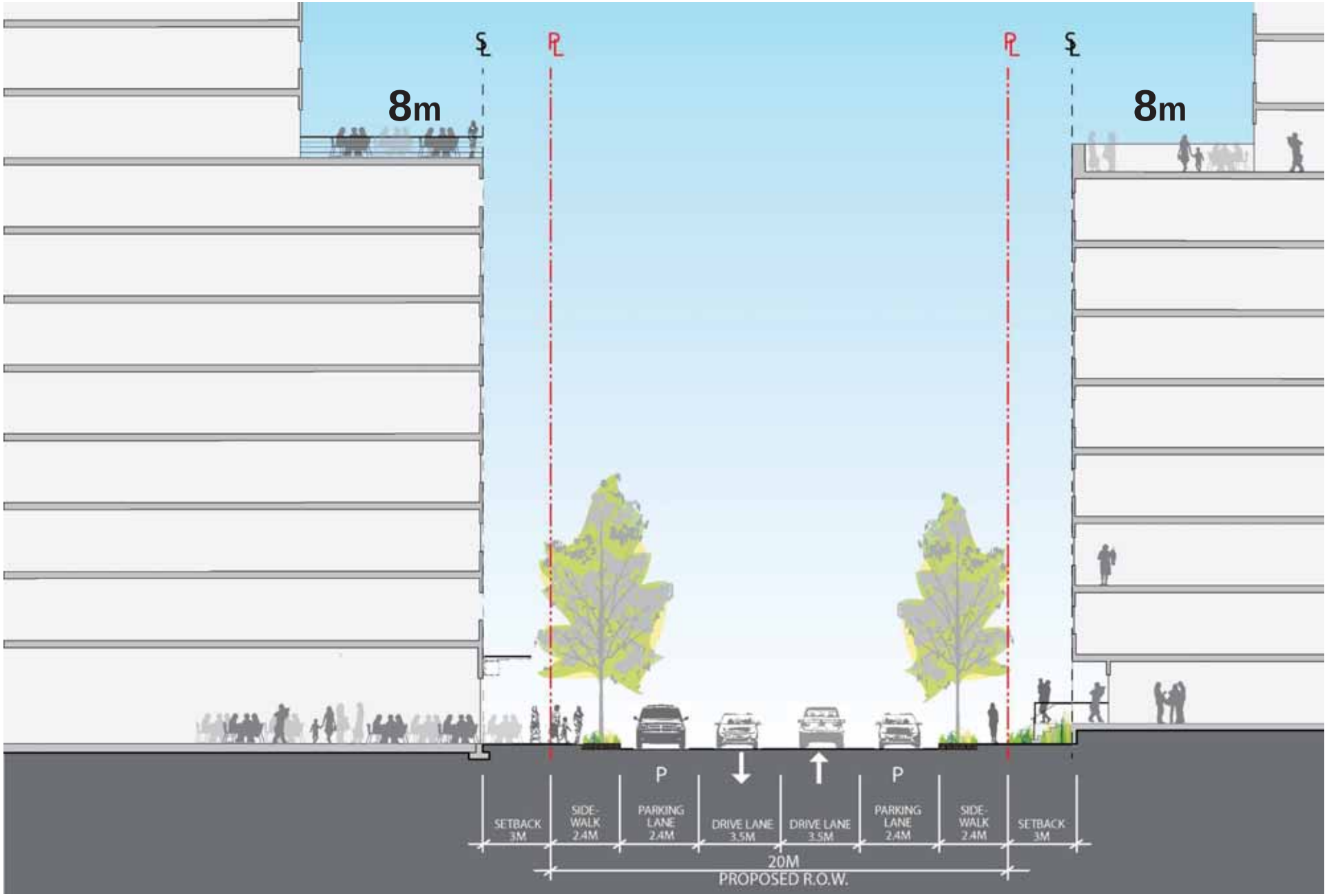
Buildings along Yonge Street, Freeland Street, Cooper Street, New Street and Lower Jarvis Street must include a minimum stepback of 8 m at 26 meters.

Stepbacks along North-South Streets

Buildings along Yonge Street, Freeland Street, Cooper Street, New Street and Lower Jarvis Street must include a minimum stepback of 8m at 26m base building.



Built Form: Tower Stepbacks & Separation

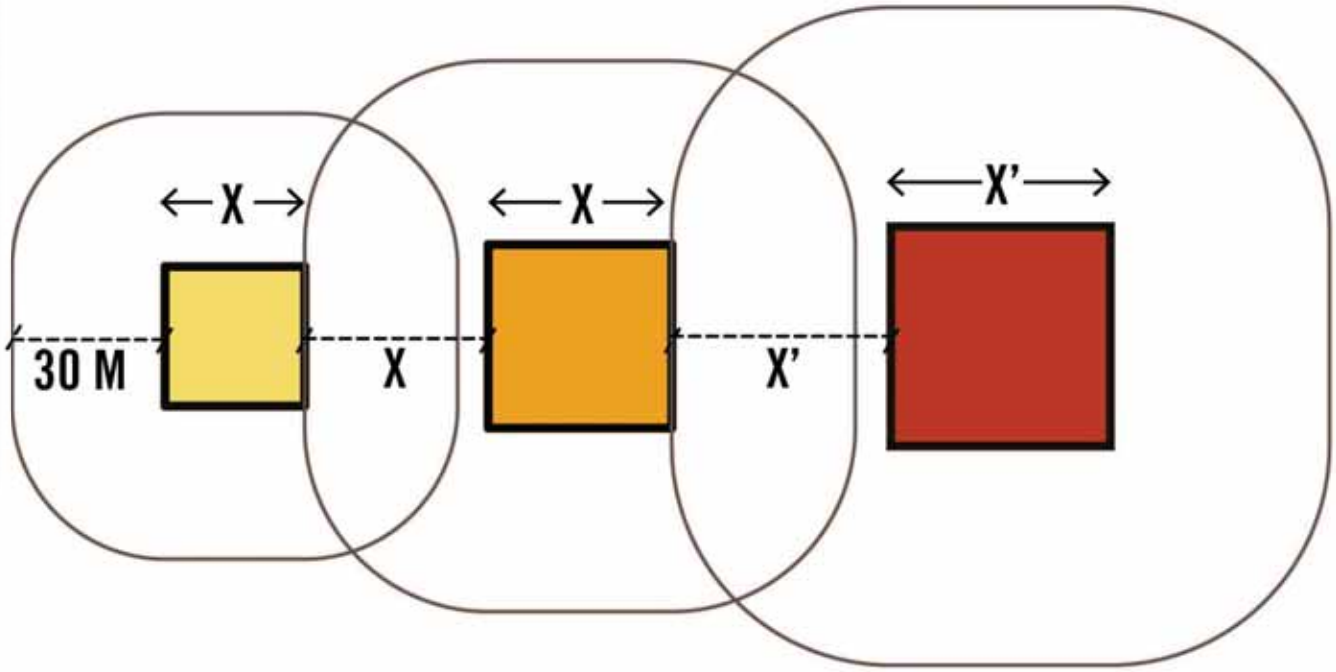


Built Form: Tower Stepbacks & Separation

Tower Separation

- **Minimum separation distances**

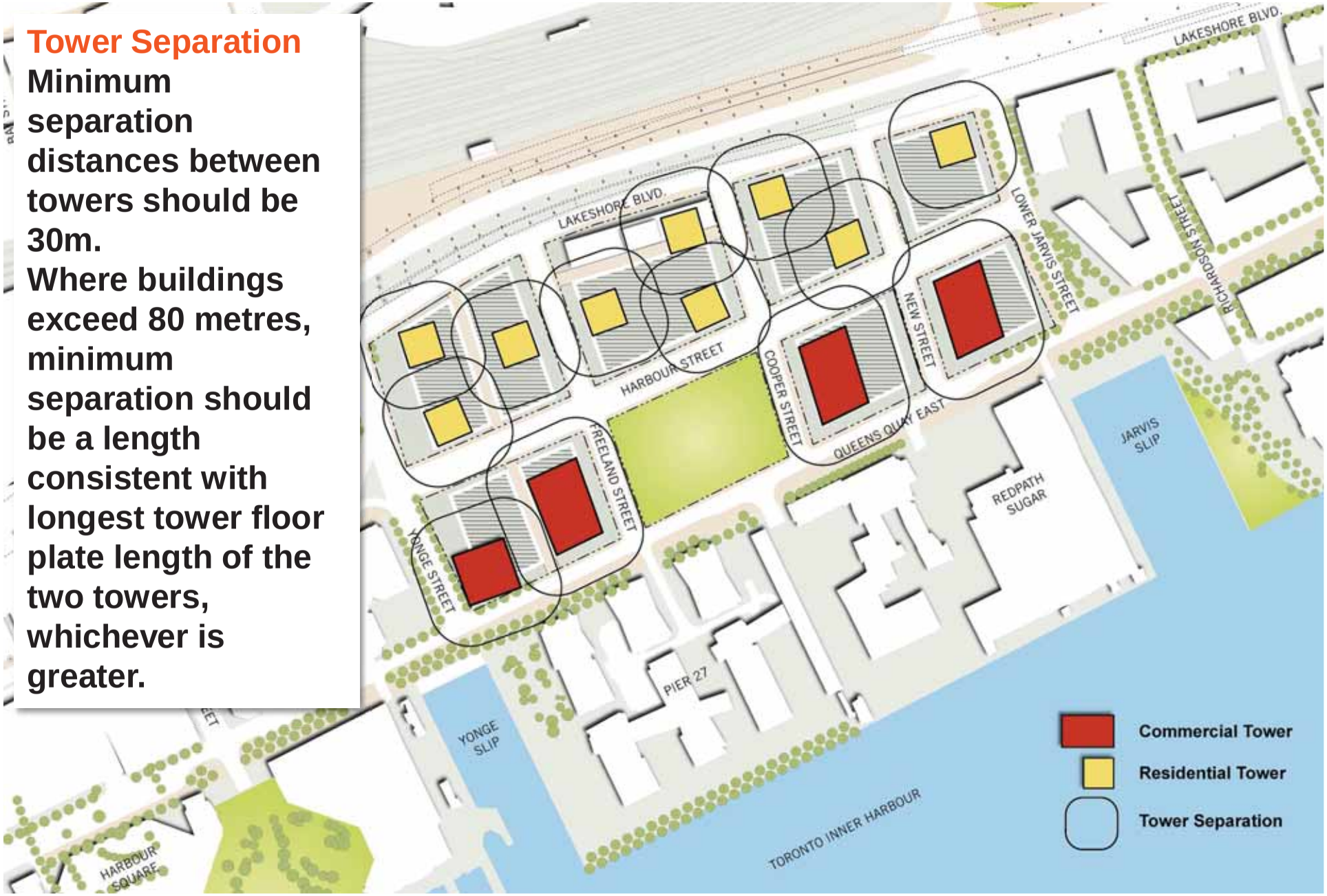
Between towers should be 30m or if more than 80m high, a length consistent with longest tower floor plate of the two towers, whichever is greater.



Tower Separation

Minimum separation distances between towers should be 30m.

Where buildings exceed 80 metres, minimum separation should be a length consistent with longest tower floor plate length of the two towers, whichever is greater.

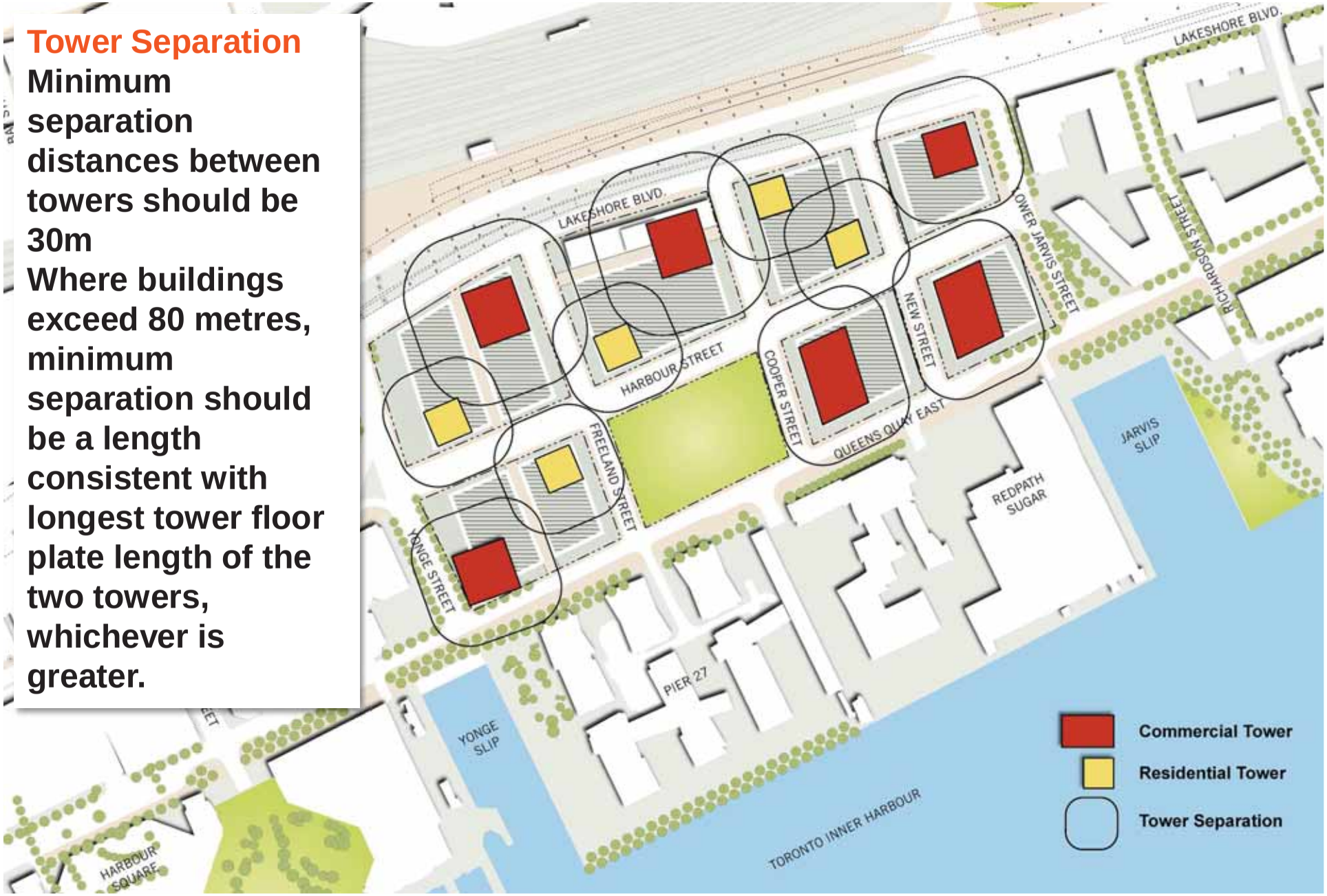


Built Form: Tower Stepbacks & Separation – Option 1

Tower Separation

Minimum separation distances between towers should be 30m

Where buildings exceed 80 metres, minimum separation should be a length consistent with longest tower floor plate length of the two towers, whichever is greater.

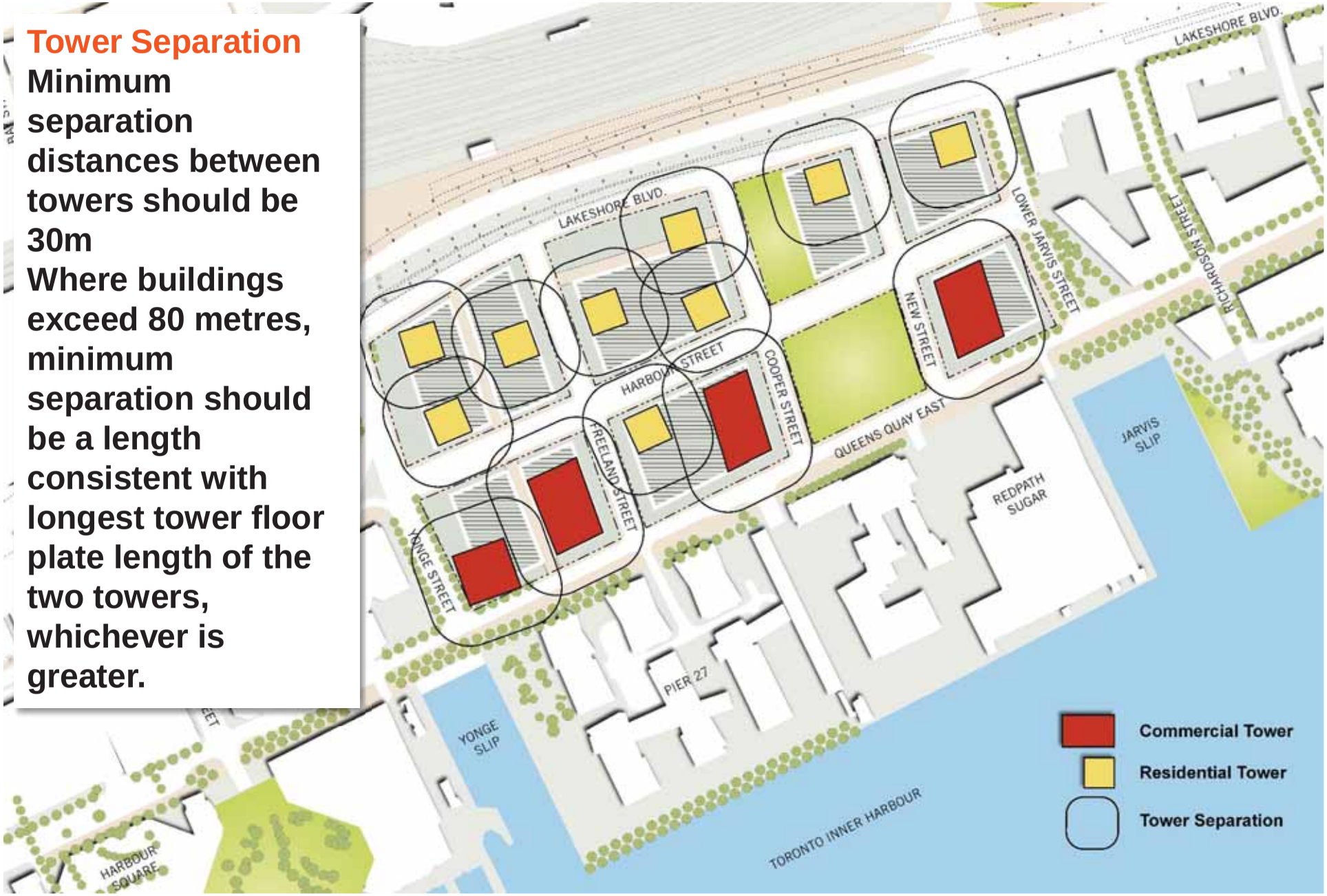


Built Form: Tower Stepbacks & Separation – Option 2

Tower Separation

Minimum separation distances between towers should be 30m

Where buildings exceed 80 metres, minimum separation should be a length consistent with longest tower floor plate length of the two towers, whichever is greater.



Built Form: Tower Stepbacks & Separation – Option 3

BUILT FORM RECOMMENDATIONS

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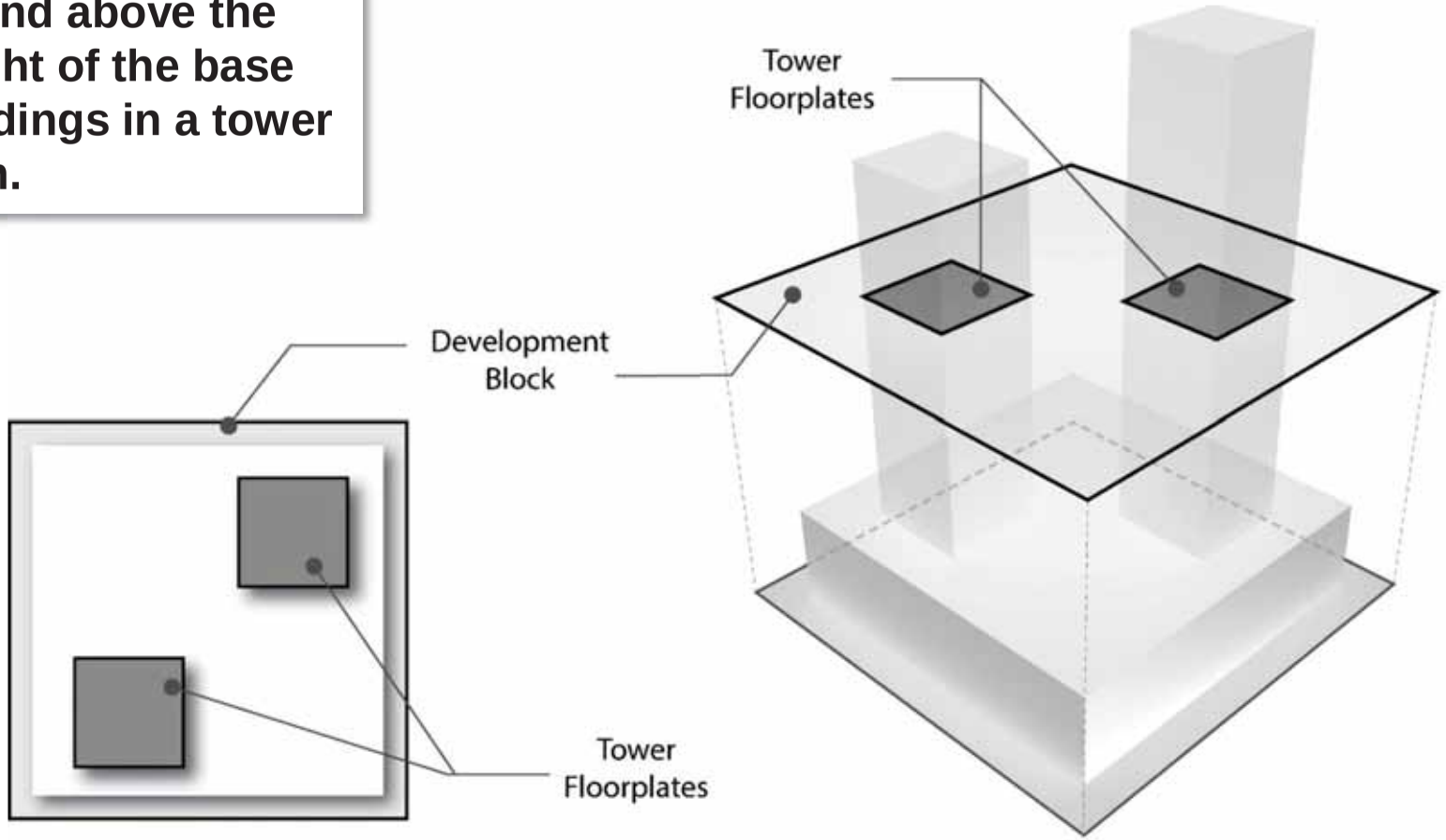
2. Base Building Setbacks
3. Ground Floor Animation
4. Parking Loading & Servicing
5. Towers: Height
6. Towers: Floor Plates
7. Towers: Stepbacks & Separation
8. **Towers: Tower Area Ratio**

Tower Area Ratio

TAR recommends the percentage of the development block that may extend above the height of the base buildings in a tower form.

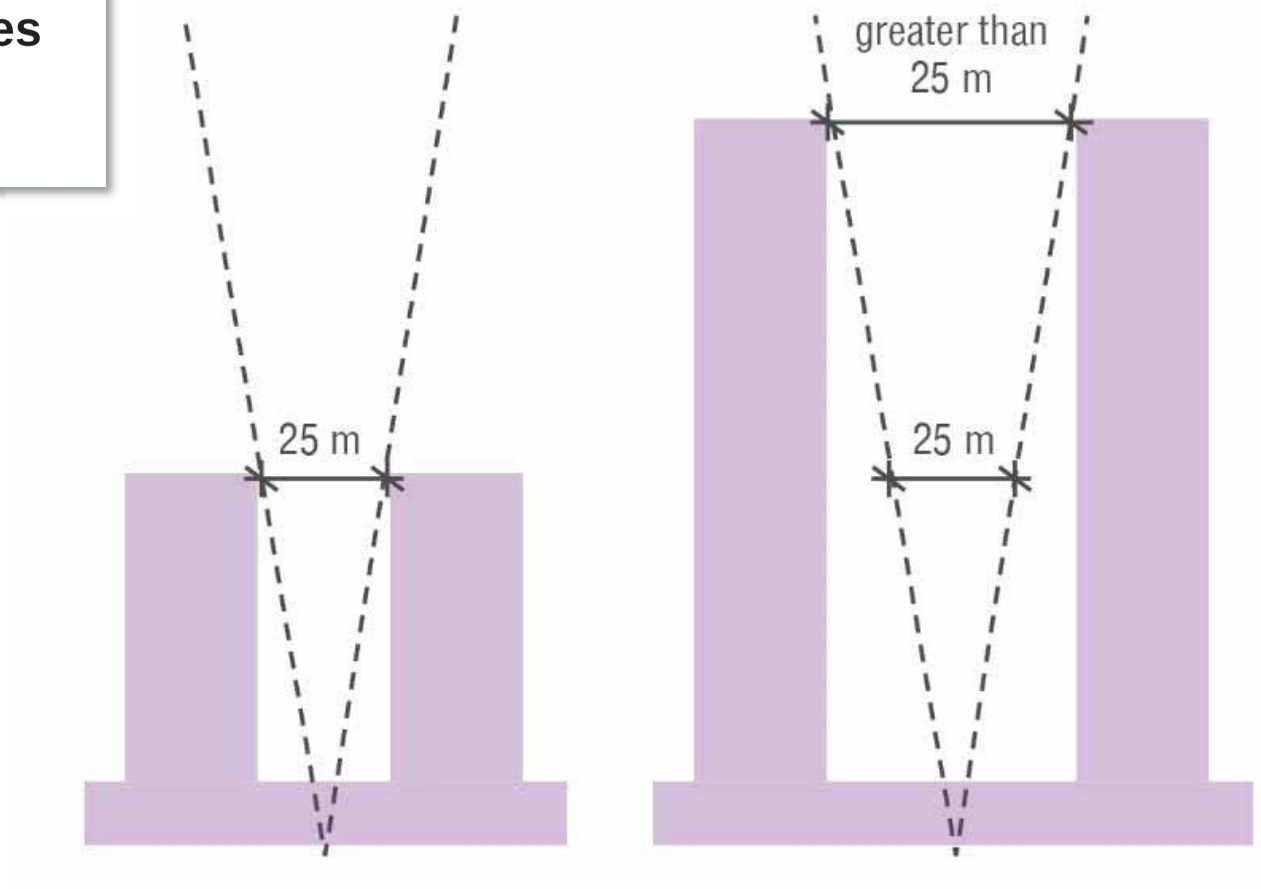
TAR (%) = Total Tower Floor plate Area / Development Block Area



Built Form: Tower Area Ratio

Tower Separation

Minimum Tower Separation distance increases with building height. (Tall Building Design Guidelines 3.2.3 Separation Distances)

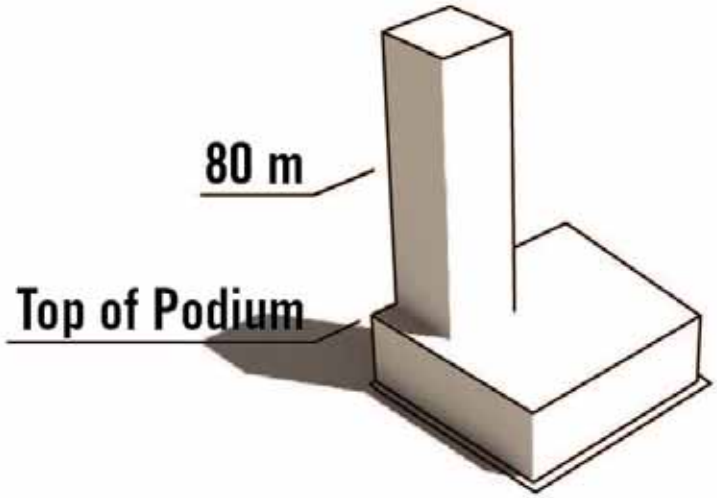


Tower Area Ratio

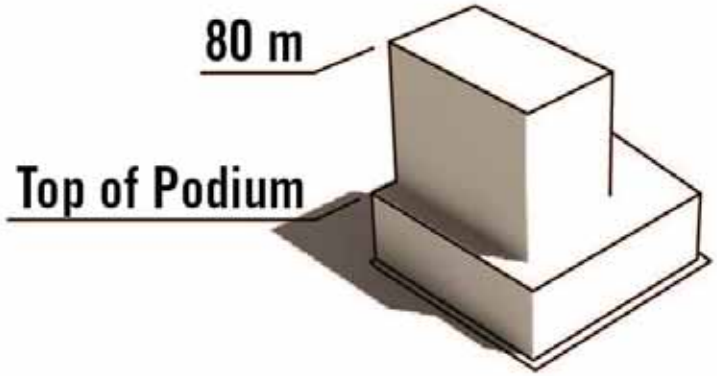
- North of Harbour Street for towers, a maximum of 20% of the total site area may project above the base building.

Tower Area Ratio

- South of Harbour Street for towers, a maximum of 35% of the total site area may project above the top of the base building.



TAR = 20% of Site Area



TAR = 35% of Site Area

Tower Area Ratio

North of Harbour Street on blocks with predominantly taller towers a maximum of 20% of the total site area may project above the base building.

Tower Area Ratio

South of Harbour Street on blocks with moderate height a maximum of 35% of the total site area may project above the top of the base building.

Built Form: Tower Area Ratio - Option 1

Tower Area Ratio

North of Harbour Street on blocks with predominantly taller towers a maximum of 20% of the total site area may project above the base building.

Tower Area Ratio

South of Harbour Street on blocks with moderate height a maximum of 35% of the total site area may project above the top of the base building.

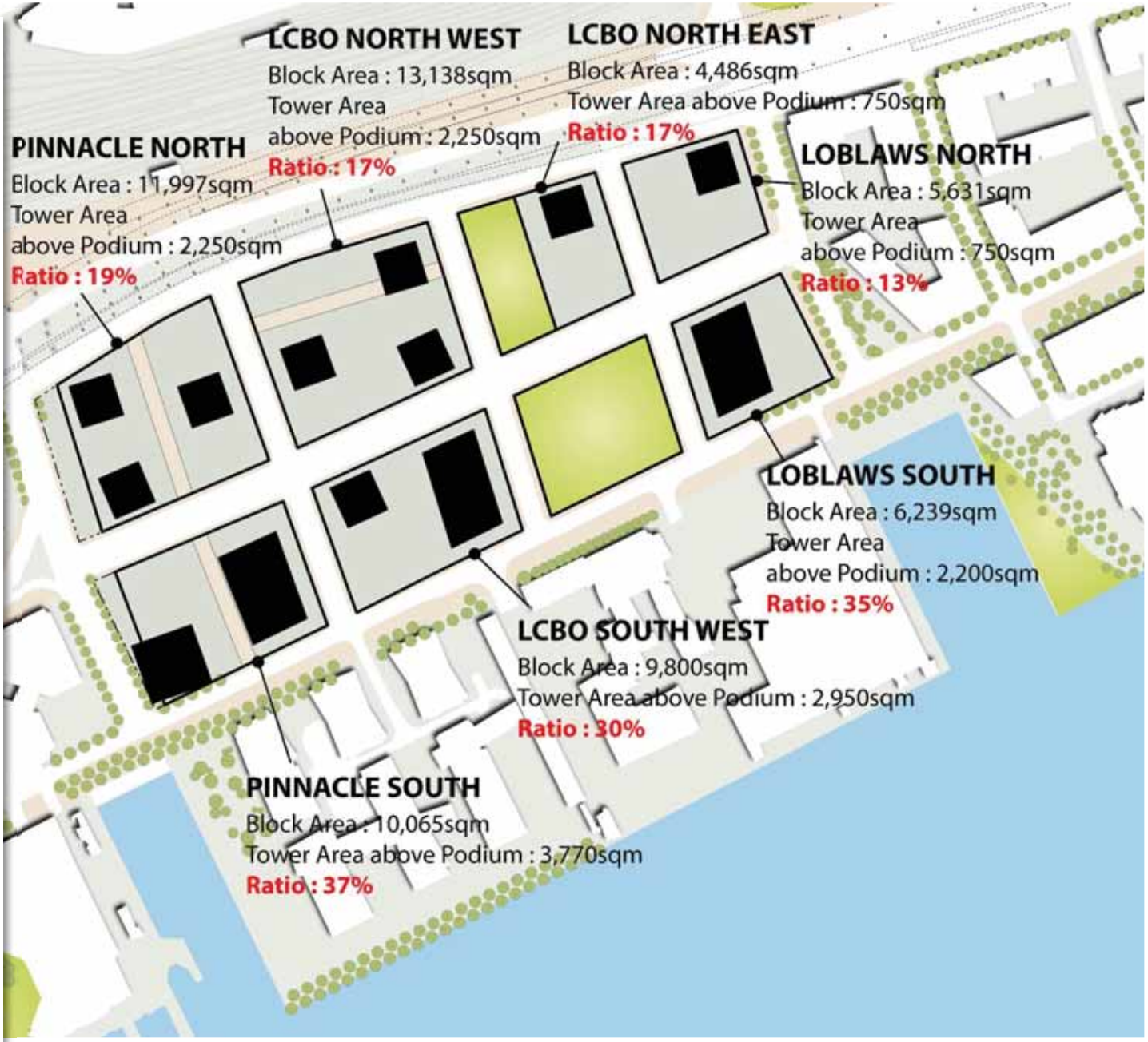
Built Form: Tower Area Ratio - Option 2

Tower Area Ratio

North of Harbour Street on blocks with predominantly taller towers a maximum of 20% of the total site area may project above the base building.

Tower Area Ratio

South of Harbour Street on blocks with moderate height a maximum of 35% of the total site area may project above the top of the base building.



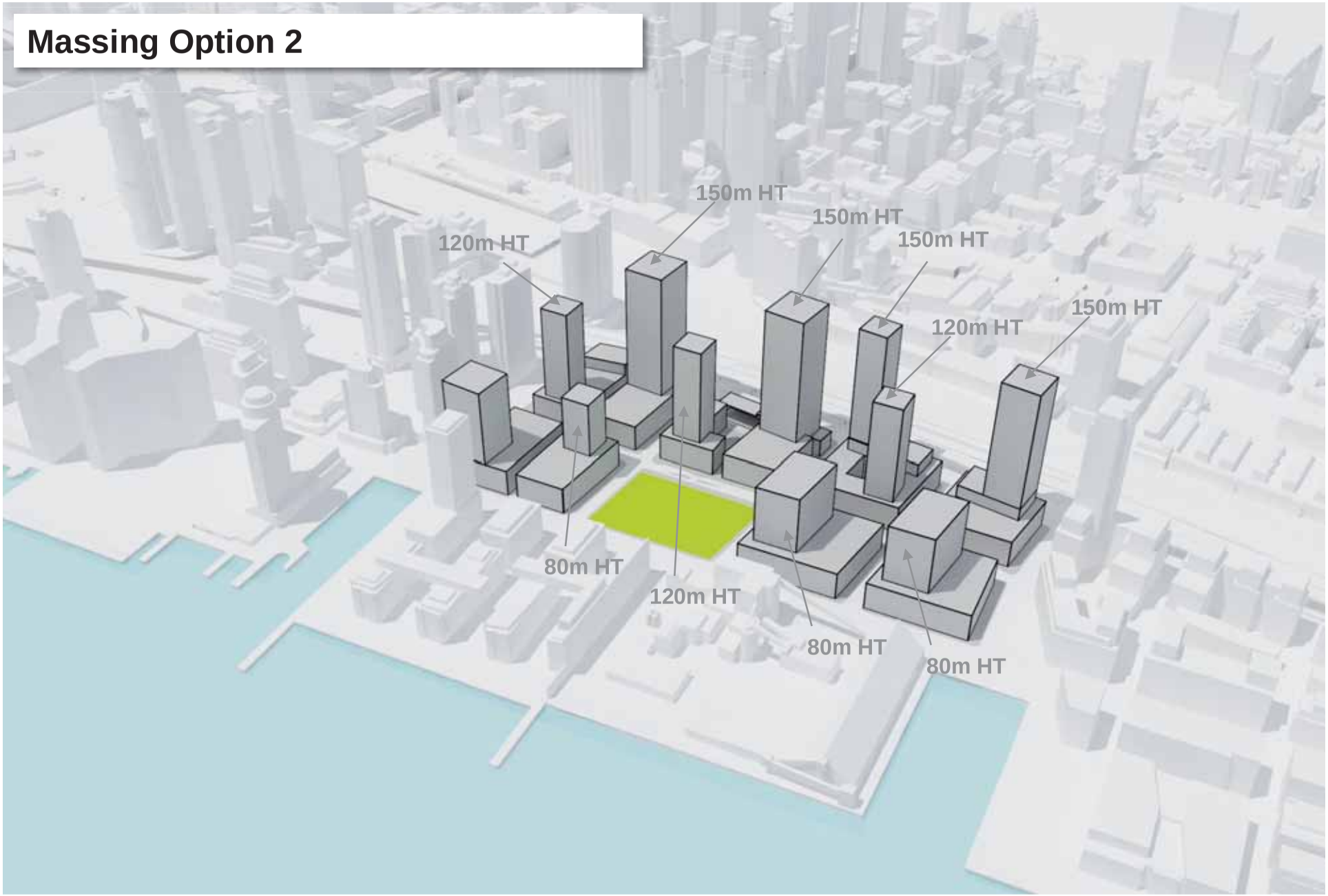
Built Form: Tower Area Ratio - Option 3

MASSING AND VIEWS

Massing Option 1

Massing & Views: Option 1

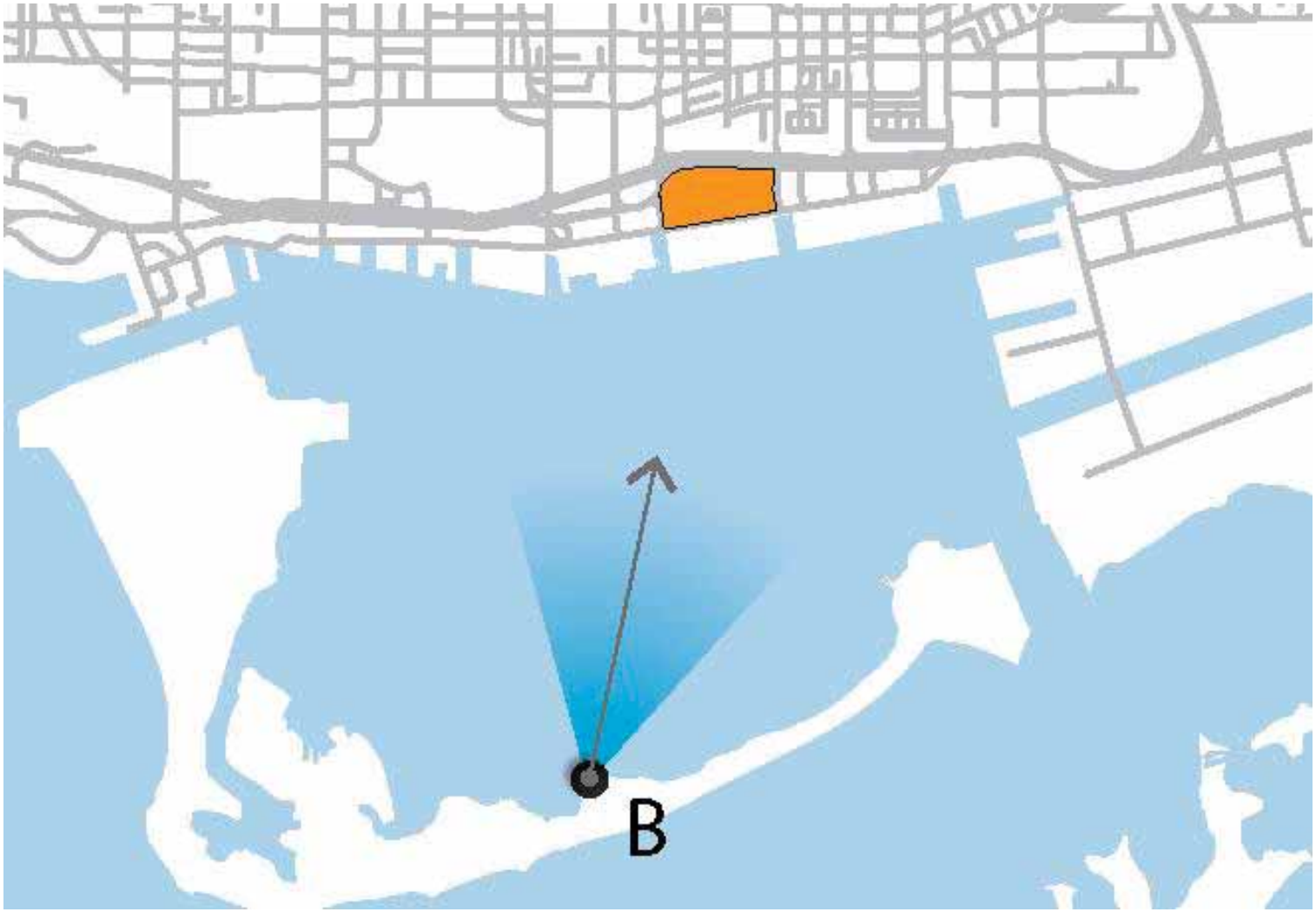
Massing Option 2



Massing & Views: Option 2

Massing Option 3

Massing & Views: Option 3



Toronto Skyline from Ward's Island Ferry Terminal

View Study **VIEW B**

Massing Option 1

Massing & Views: View B

(Toronto Skyline from Ward's Island Ferry Terminal)

Massing Option 2

Massing & Views: View B

(Toronto Skyline from Ward's Island Ferry Terminal)

Massing Option 3

Massing & Views: View B
(Toronto Skyline from Ward's Island Ferry Terminal)

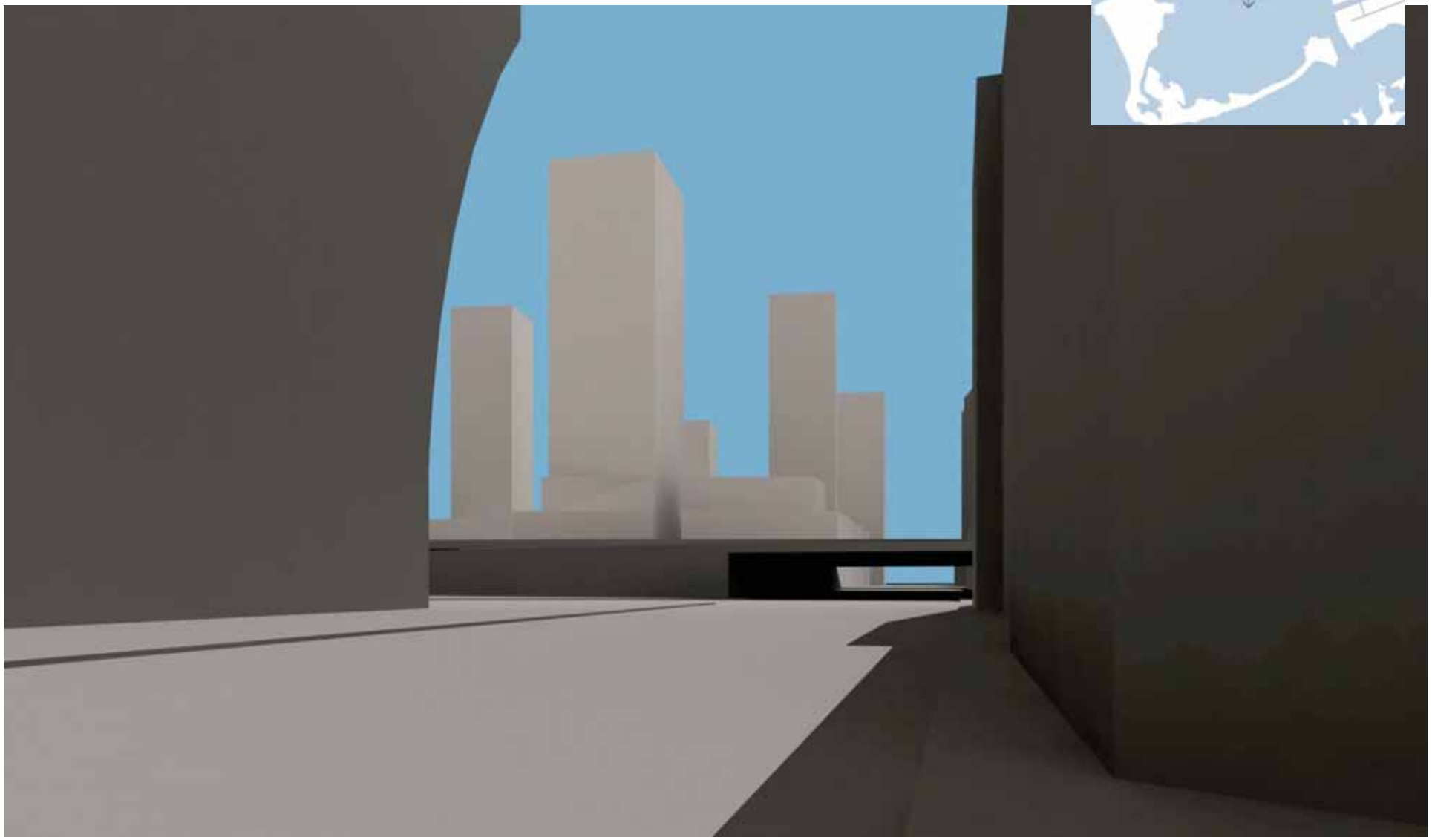
Lower Yonge Precinct from Yonge Street looking South

View Study **VIEW D**

Massing Option 1

Massing & Views: View D
(From Yonge & Front looking south)

Massing Option 2



Massing & Views: View D
(From Yonge & Front looking south)

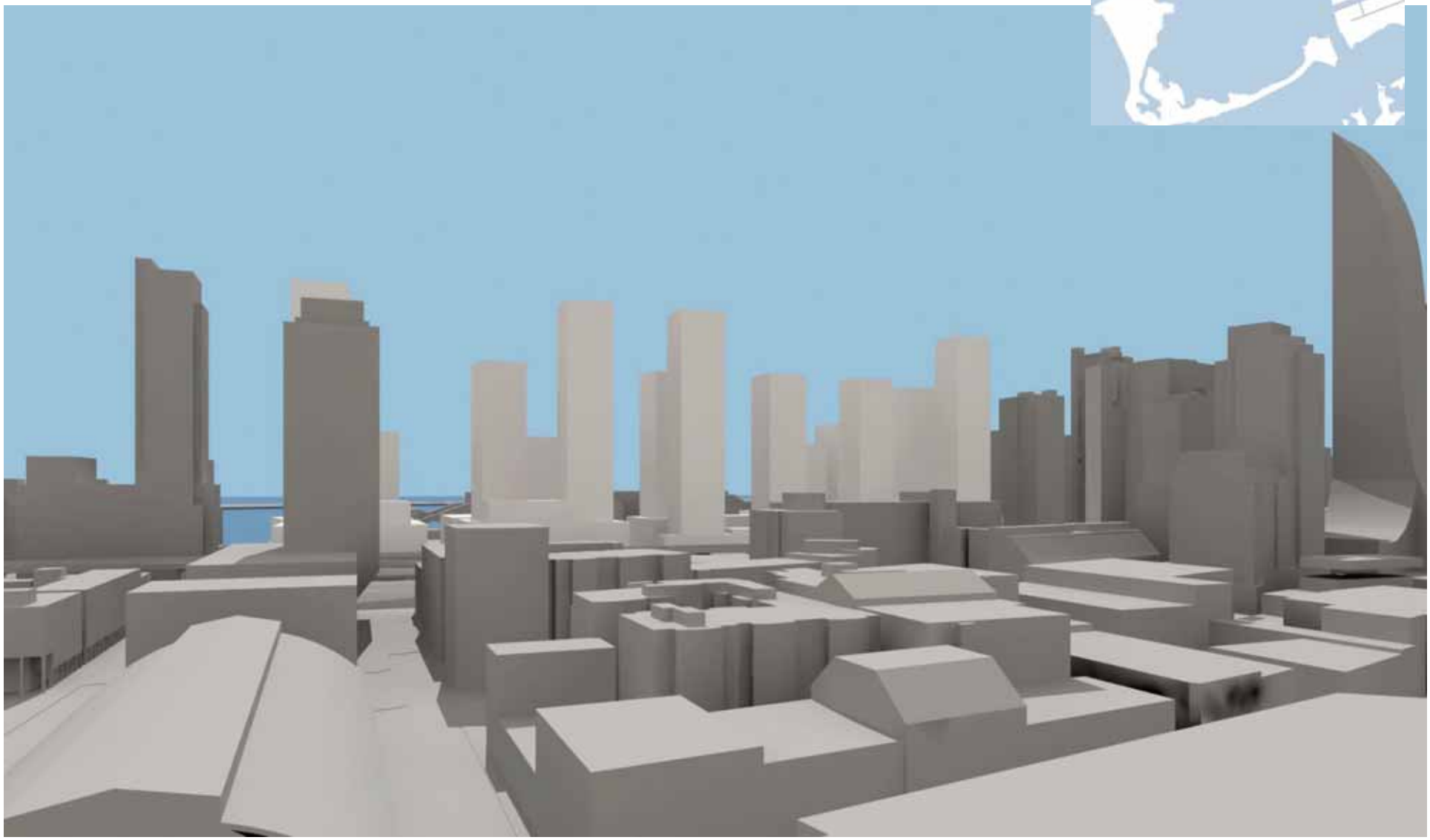
Massing Option 3

Massing & Views: View D
(From Yonge & Front looking south)

Lower Yonge Precinct from St. Lawrence Neighborhood

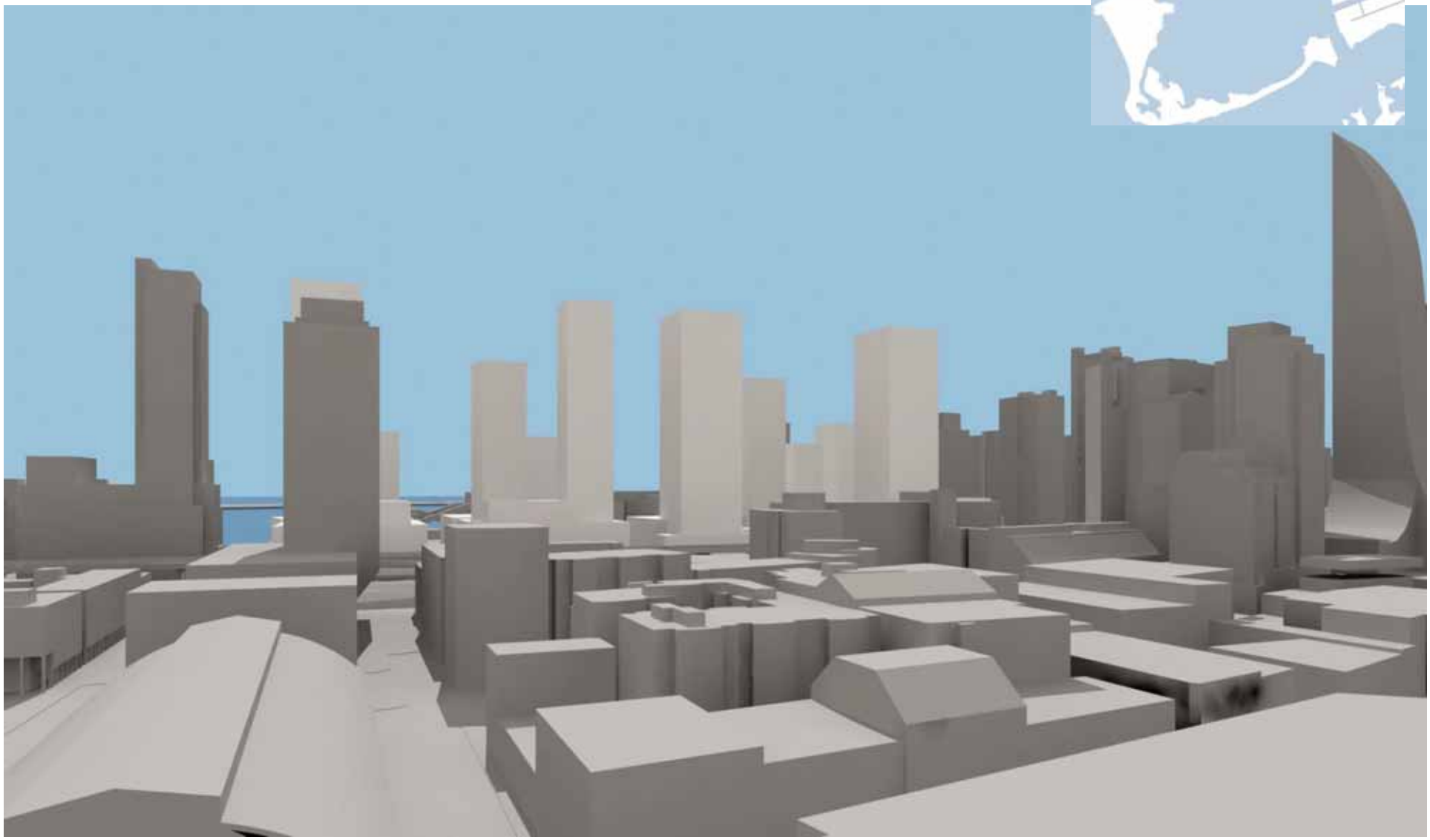
View Study **VIEW E**

Massing Option 1



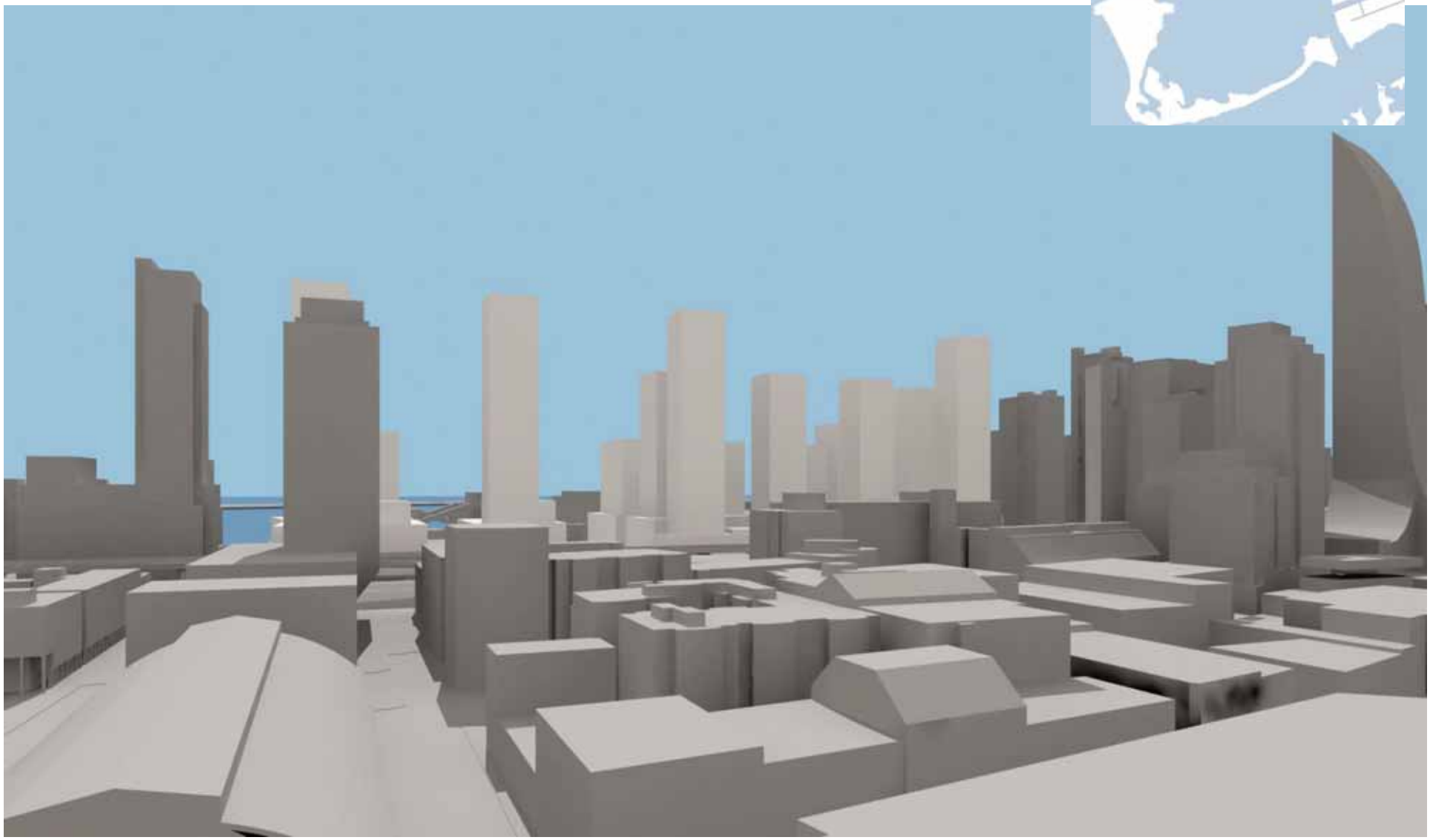
Massing & Views: View E
(From St. Lawrence Neighborhood)

Massing Option 2



Massing & Views: View E
(From St. Lawrence Neighborhood)

Massing Option 3



Massing & Views: View E
(From St. Lawrence Neighborhood)

TRANSPORTATION MASTER PLAN EA

Study Area

Study Area

Overview

- Existing Conditions Analysis
- Problems and Opportunities Statement
- Development and evaluation of alternatives
- Transportation Masterplan document
- Ongoing community dialog
- Linkages to Urban Design guidelines

Current Activities

Phase 1
Problem Identification

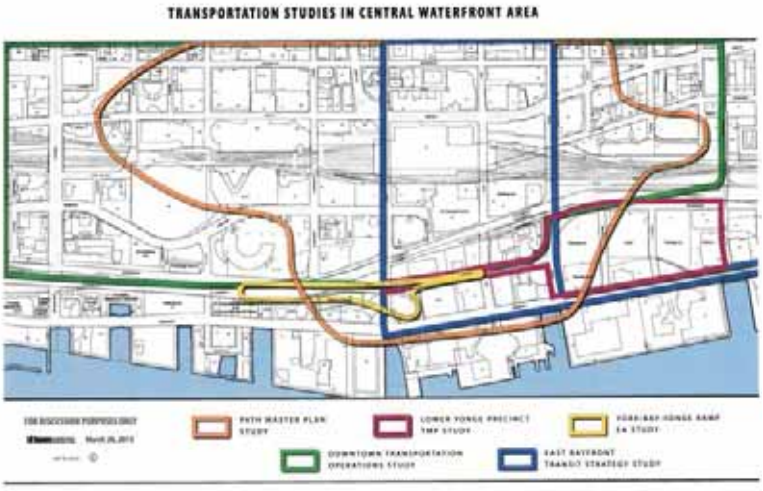
Phase 2
Alternative Solutions

Future Activities

Phase 3
Alternative Design Concepts for Preliminary Preferred Solution

Phase 4
Environmental Study Report

Phase 5
Implementation

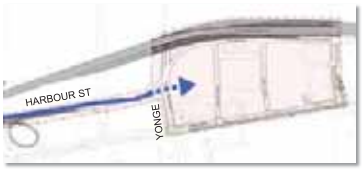


Existing Conditions

- Observation and analysis of existing conditions
  - Overall Street Network
  - Pedestrian
  - Cycling
  - Transit
  - Vehicle
- Initial traffic analysis using traffic model
- Problems and Opportunities Statement

Alternatives Investigation

- Possible network changes:
  - Harbour Street extension
  - Realignment of Yonge/Harbour intersection
  - Harbour Street (west of Yonge) operations
  - Lakeshore Blvd East opportunities
  - Potential removal of Bay Street on-ramp to Gardiner Expressway
  - Gardiner off-ramp changes at Lower Jarvis
  - Extension of PATH network
  - On-street parking considerations
  - Any additional alternatives



MICROSIMULATION MODEL

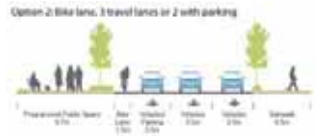
Lower Yonge Study Area

Alternative Solutions

- Identify long list of solutions
- Screen long list to develop short list of most promising alternatives
- Analyze short list
- Preliminary Preferred Streets and Blocks and Transportation Networks

Transportation Masterplan

- Streets and Blocks Plan
- Linkages to Urban Design Guidelines
- Ongoing community dialogue



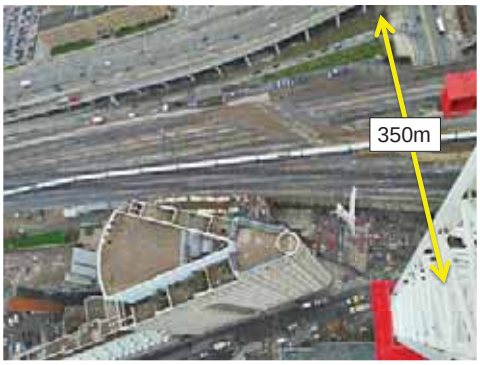
TRANSPORTATION

Context

CONNECTING WITH THE DOWNTOWN

- Poor Pedestrian/Cyclist connections under Gardiner Expressway
- Limited vehicular circulation

METRES OF MISERY



- Train tracks greatly impede mobility of all modes to waterfront
- Lower Yonge street grid cut off from downtown

NETWORK OPTIMIZATION

ACTIVE TRANSPORTATION: Pedestrians

	Union Station	Downtown Center (Queen St)
Distance	1 km	1.4 km
Time	14 min	18 min
Lanes Crossed	11 (Yonge, Bay, Lake Shore)	28
Sound Issues	- Expressway traffic - Trains	
Other Issues	- Multiple under-crossings - Complex intersections - Long crossing distances	

- Pedestrian flow within precinct
- Pedestrian connections to Light Rail, Union Station, and downtown

ACTIVE TRANSPORTATION: Cyclists

	Union Station	Downtown Center (Queen St)
Distance	1 km	1.4 km
Time	5 min	7 min
Traffic Lanes Crossed	11 (Yonge, Bay, Lake Shore)	28
Sound Issues	- Expressway traffic - Trains	
Other Issues	- Cycle network gaps - Complex intersections - Assumes 2-way Harbour St.	

- Provide sufficient bicycle infrastructure

SUSTAINABLE TRANSPORTATION

- Convenient connections to future light rail

SUSTAINABLE TRANSPORTATION

- Support a range of transportation options

HARBOUR STREET

HARBOUR STREET: **Today**

- Transitions from highway to auto-oriented surface street
- Vehicle movement emphasized
- Major arterial
- Limited access to driveways
- Minimal pedestrian/cyclist amenities
- ~ 27m wide
- Speed Limit: 50 km/hr

HARBOUR STREET: Existing Conditions
Harbour Street at Lake Shore

- One-Way Eastbound
  - One-way pair with westbound Lakeshore Blvd.
- Limited / no property access
- No pedestrian or bicycle facilities

HARBOUR STREET: Existing Conditions
Harbour Street at York Street

- Supports off-ramp traffic from Gardiner Expressway
- Some access to public parking
- Sidewalk on north side of street

HARBOUR STREET: Existing Conditions
Harbour Street at Bay Street

- Some complete street elements:
  - Sidewalks on both sides of street
  - Splits from Gardiner Expressway
- Vehicle access to properties

HARBOUR STREET: Existing Conditions
Harbour Street west of Yonge Street

- More pedestrian amenities
- Difficult pedestrian crossings:
  - Few crossing opportunities
  - Irregular intersections

HARBOUR STREET: Looking Ahead

Influencing factors:

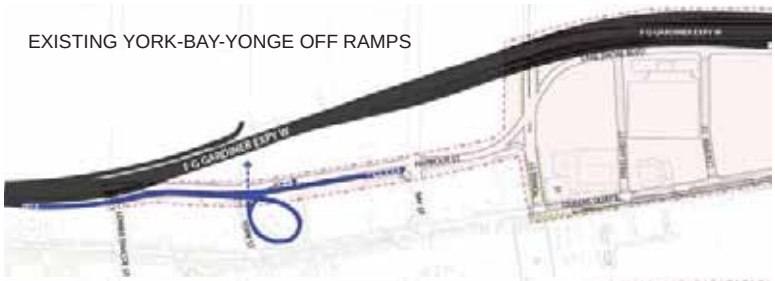
- New planned and proposed developments
- Gardiner ramp reconfiguration
- Extension of Harbour Street east of Yonge Street

Elements to consider:

- 1-way vs. 2-way street
- Neighborhood street vs. Lake Shore extension
- Modes to accommodate / prioritize
- Street character: Landscaping and other amenities
- Safety for all modes

RAMP RECONFIGURATION: Impacts to Harbour Street

EXISTING YORK-BAY-YONGE OFF RAMPS



FUTURE YORK-BAY-YONGE RAMPS

RAMP RECONFIGURATION

EXISTING AT LOWER SIMCOE ST

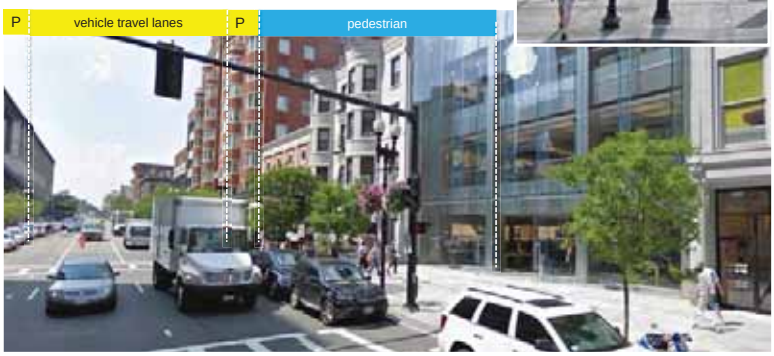
PROPOSED AT LOWER SIMCOE ST

PRECEDENTS

http://www.toronto.ca/

EXAMPLE #1: Harbour Street, West of Yonge Street

- **1-WAY COMMERCIAL STREET**
- BALANCED VEHICLE / PEDESTRIAN
- BOYLSTON STREET, BOSTON MA: ROW~27m

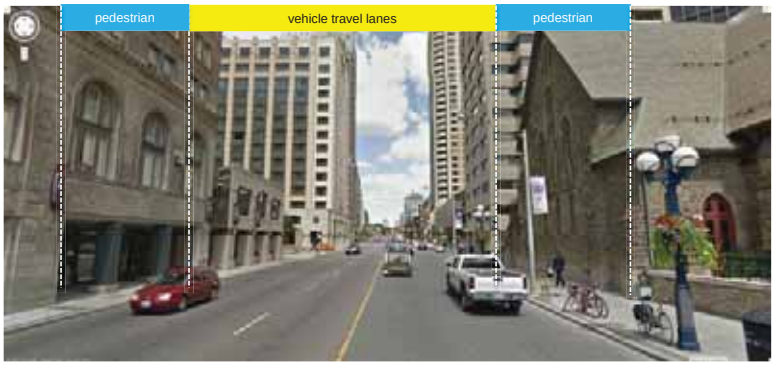


EXAMPLE #2: Harbour Street, West of Yonge Street

- **2-WAY MAJOR ARTERIAL**
- VEHICLE PRIORITY, PEDESTRIAN / TRANSIT ACCOMODATION
- S. MICHIGAN AVE, CHICAGO IL: ROW ~ 27m

EXAMPLE #3: Harbour Street, West of Yonge Street

- **2-WAY COMMERCIAL STREET**
- VEHICLE PRIORITY, PEDESTRIAN ACCOMODATION
- AVENUE RD, TORONTO, ON: ROW~24m



EXAMPLE #4: Harbour Street Extension (East of Yonge Street)

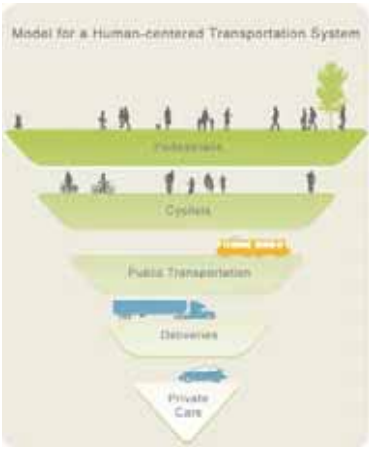
- **2-WAY BALANCED ACTIVITY STREET**
- DAVIE STREET, VANCOUVER, B.C.: ROW ~25M

EXAMPLE #5: Harbour Street Extension (East of Yonge Street)

- **2-WAY BALANCED RESIDENTIAL MIXED USE STREET**
- 23RD St and I St NW, Washington DC: ROW ~25M

HUMAN CENTRIC APPROACH

Model for a human-centered transportation system



TORONTO

LOWER YONGE

Urban Design Guidelines and Transportation Master Plan EA

22 May 2013

PERKINS
+WILL ARUP

TORONTO

LOWER YONGE

Urban Design Guidelines + Transportation Master Plan

Public Meeting #2
October 10, 2013

PERKINS + WILL ARUP

PRECINCT PLAN PROCESS

1. Context + Study Area
2. What is a Precinct Plan?
3. Creating the Lower Yonge Precinct Plan
4. Going Forward – Next steps

Lower Yonge Precinct - Context and Study Area

Central Waterfront Secondary Plan

City of Toronto Official Plan Land Use Map 18 *Regeneration Areas* designation

WATERFRONTtoronto

TORONTO

What is a Precinct Plan?

A Precinct Plan is a planning document that provides for the comprehensive and orderly development of areas in the waterfront.

When complete, the precinct plan and implementation tools will be adopted by City Council and will be used to guide the review of development applications.

Policy tools include area specific Official Plan policies, Zoning By-laws and Design Guidelines. Holding by-laws to secure further assessment of development impact and equitable cost sharing are used to phase and order development.

WATERFRONTtoronto

TORONTO

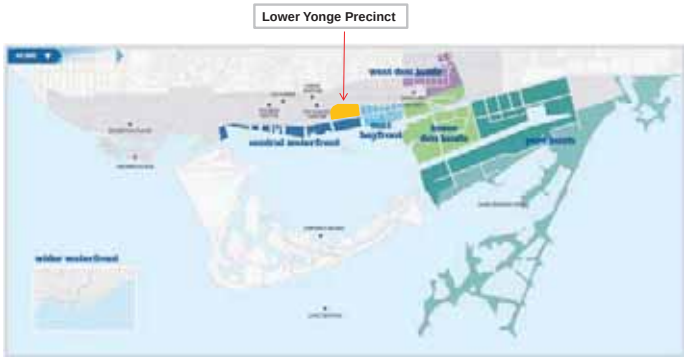
Why is a Precinct Plan Required?

The **Central Waterfront Plan** is built on four core principles:

1. Removing Barriers/Making Connections
2. Building a Network of Spectacular Waterfront Parks and Public Spaces
3. Promoting a Clean and Green Environment
4. Creating Dynamic and Diverse New Communities

A **Precinct Plan** helps ensure that these objectives are implemented in *Regeneration Areas*.

Waterfront Planning at the Precinct Level



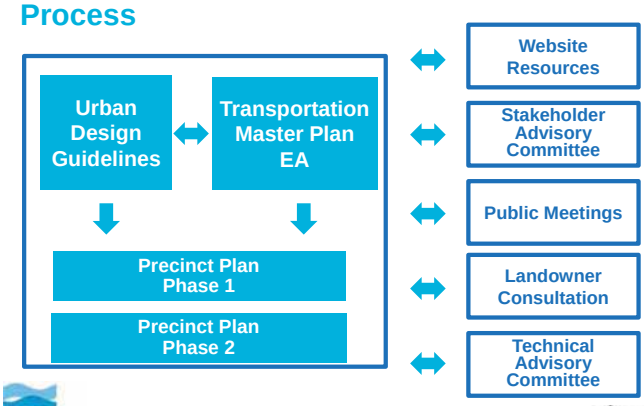
What is Included in a Precinct Plan?

1. A streets and blocks structure
2. Standards for building height and massing

Included in Urban Design Guidelines Work

3. Strategies to ensure residential/employment-based development balance
4. Strategies for achieving affordable housing targets
5. Location/phasing of parks, open spaces, public use areas, trails/connections
6. Location/phasing of schools, libraries, community/rec centres, daycare, etc
7. Servicing and infrastructure
8. Environmental performance standards
9. Provisions for securing the retention of heritage buildings
10. Urban design and public art provisions
11. Provisions to secure necessary roads, transit, trails and bicycle paths
12. Financial mechanisms to ensure implementation

Creating the Lower Yonge Precinct Plan: Process



Creating the Lower Yonge Precinct Plan Parks Priorities

Downtown and Central Waterfront are the largest growth areas of the City. Need for parkland in these areas is increasing.

The Challenge:
- larger park blocks for active recreation
- children's play areas and space for dogs
- local programming for neighbourhood recreation

Lower Yonge projected residential population is similar to West Don Lands and East Bayfront**.**

These precincts each have both **a large central park space** and a network of smaller open spaces.

Creating the Lower Yonge Precinct Plan: Other Considerations

The team used the following considerations to develop the Urban Design Guidelines and Transportation Master Plan:

1. Average density of surrounding areas/sites of 11x FSI for transportation modeling

2. Commercial /residential land use balance
--East Bayfront and Keating Precincts have targets of 25% commercial
--Lower Yonge 40% commercial for transportation modeling

3. Street Network Opportunities

Creating the Lower Yonge Precinct Plan: Other Considerations

4. Preferred locations for commercial uses

5. City's requirement of percentage of site as parkland (public open space): 15%

6. Built form

7. Heritage Preservation

Development Application: 1 to 7 Yonge (Pinnacle)

The review of the application is pending the outcome of the Precinct Plan work currently underway.

- Application to amend zoning by-law
- 7 Towers
- 88, 80, 80, 75, 70, 40, and 35 storeys
- 1 office tower proposed
- Addition to Toronto Star building
- 1 hotel/residential
- 4 residential towers with 8 storey base building with mixed commercial/retail
- 22.1x Floor Space Index

Going Forward: Next Steps

Precinct Plan Status Report to be considered by Council
(late 2013)

Ongoing review of inputs, consultation and community meeting
(late 2013/early 2014)

Precinct Plan and implementation tools (Phase 1)
(Spring 2014)

URBAN DESIGN & TRANSPORTATION

Study Area and Context

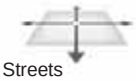
1. Ease of **Movement**
2. Diversity of **Uses**
3. Well-Loved public **Places**
4. Pedestrian **Comfort**
5. Good **Urban Form**

Principles (Shared at May 22 Meeting)

Goals:

- Getting to and from the precinct is easy locally and regionally.
- Active transportation is integral to precinct life.
- Connections to downtown and the waterfront are enhanced.

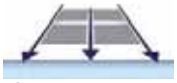
Strategies:



Connected Streets

Increased Porosity

Pedestrian Scaled Blocks



Waterfront Access

1. Ease of **Movement**

Goals:

- Variety of services and amenities are within a convenient walking distance.
- Diversity of uses extend the day/night life and vibrancy of the precinct.
- Office uses are encouraged in proximity to transit.

Strategies:

Diverse Uses

Active Ground Floor + Small Shops

2. Diversity of **Uses**

Goals:

- Public and publicly accessible open space increases livability of high density precincts.
- People feel safe in active public places.
- Comfortable and attractive pedestrian and bike network is provided.

Strategies:

Open Space Network

Convenient Location

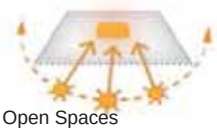
Outdoor Recreation

3. Well-Loved Public **Places**

Goals:

- Sunny places for people to sit, gather and enjoy outdoors.
- Wind protected outdoor places are active all year round.
- Streets and paths make a comfortable precinct-wide network

Strategies:



Sunny Open Spaces

Tall Buildings to the North

Buffer Against Winter Winds

4. Pedestrian **Comfort**

Goals:

- Diversity of building form creates an interesting skyline, allows sunlight to reach streets and lessens wind impacts.
- Heritage buildings and sites are respected.
- Setbacks and stepbacks broaden view corridors to the waterfront and the City.

Strategies:

Variety of Building Types

View Corridors

Solar Access

5. Good Urban Form

What We Heard

at the First Public Meeting, 5.22.2013

- **CREATE AN APPEALING NEIGHBORHOOD** through community-loved public open spaces and safe, comfortable streets.
- **ADDRESS IMPACTS OF INCREASED DENSITY**, such as vehicle congestion issues and lack of green open space.
- Create an urban form that **RESPECTS THE SURROUNDING CHARACTER OF THE WATERFRONT** and does not negatively impact views from the public realm.

Response to What We Heard

at the First Public Meeting, 5.22.2013

CREATING AN APPEALING NEIGHBORHOOD

- Add a significant new green public open space - signature of the neighbourhood
- Reduce building massing adjacent to public open spaces – podium heights, sun access, building setbacks and step-backs, generous public realm network

ADDRESSING IMPACTS OF INCREASED DENSITY

- Provide more space between towers and maintain an open skyline
- Open up views to the waterfront from public spaces, minimize over shadowing

CREATING AN URBAN FORM THAT RESPECTS THE SURROUNDING CHARACTER OF THE WATERFRONT

- Establish a height transition between Downtown to the west and East Bayfront to the east; and step building heights down towards the waterfront
- Locate taller towers along major north-south streets as visual gateways to the Lower Yonge Precinct and the waterfront

Other Comments

at the First Public Meeting, 5.22.2013

To be part of continuing studies for the precinct…..

- **Dedicated Bike Lanes**
- **Ferry Terminal Access**
- **Transit**
- **Parking Ratio**
- **Libraries/Schools/Daycare**
- **Infrastructure/Utilities to Support Density**

URBAN DESIGN STUDY:

1. Streets + Open Space
2. Setbacks + Ground Floor Animation
3. Base Buildings + Stepbacks
4. Tower Heights + Floorplates
5. Urban Form and View Studies

1. Streets + Open Space

A. Streets & Blocks
B. Open Space
C. Harbour Street Character

1. Streets + Open Space

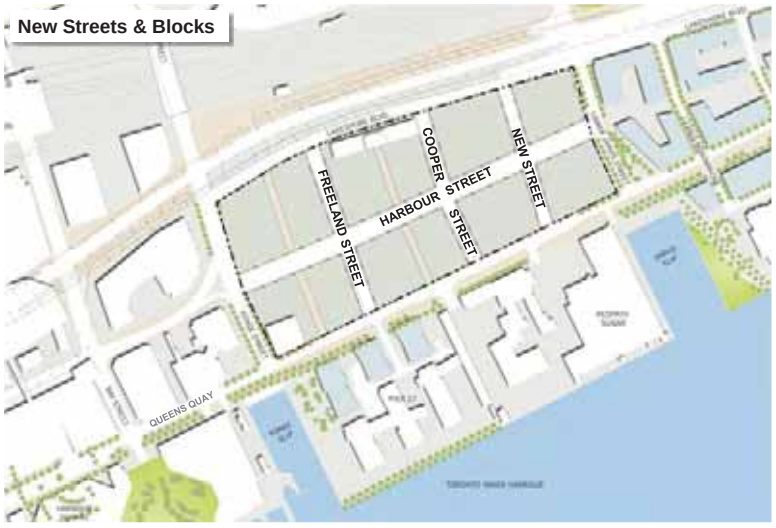
A. Streets & Blocks
B. Open Space
C. Harbour Street Character

Streets & Blocks – Existing and Planned

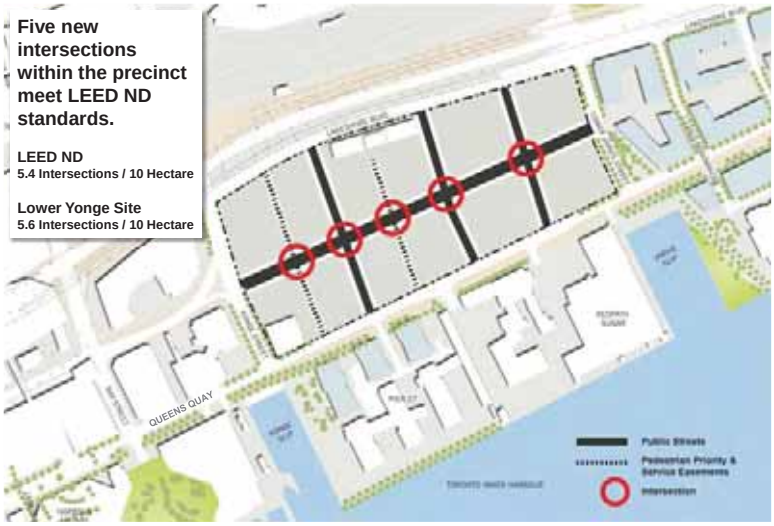
Streets & Blocks – Harbour Street Extension

Streets & Blocks – New North-South Street

Streets & Blocks – New Underpass Connection to Church Street



Streets & Blocks – New Pathways



Streets & Blocks – Internal Connectivity

1. Streets + Open Space

A. Streets & Blocks
B. Open Space
C. Harbour Street Character

Open Space: Pattern of existing/planned waterfront open spaces

Open Space: Pattern of existing/planned waterfront open spaces

A consolidated, new public open space will equal 15% of the total Lower Yonge site area and can be configured in a variety of ways.

Additional publicly accessible landscaped open space at grade will extend the public realm.

Option 1 -

Option 2 -

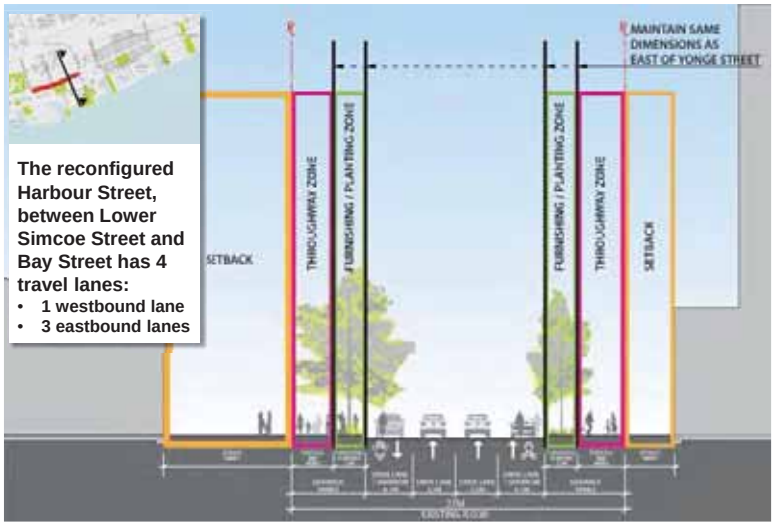
1. Streets + Open Space

A. Streets & Blocks
B. Open Space
C. Harbour Street Character

Consolidated Open Space: 15% of total precinct area

Harbour Street

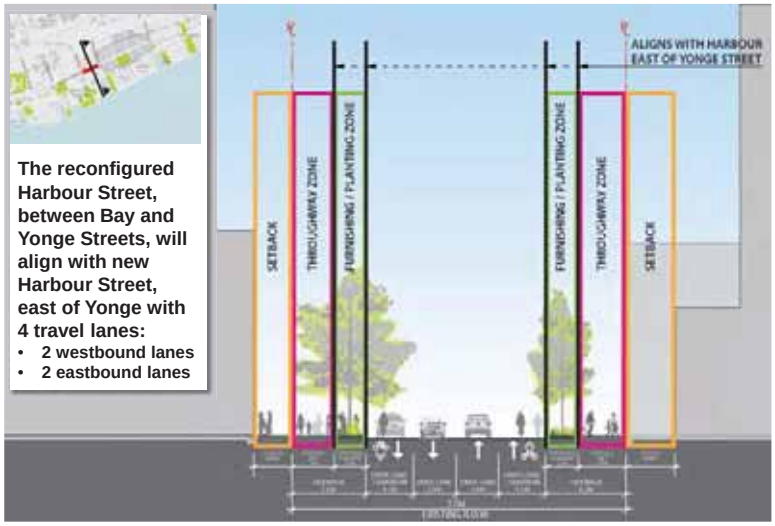
Harbour Street: West of Yonge Street



The reconfigured Harbour Street, between Lower Simcoe Street and Bay Street has 4 travel lanes:

- 1 westbound lane
- 3 eastbound lanes

Harbour Street: West of Yonge Street (York to Bay)

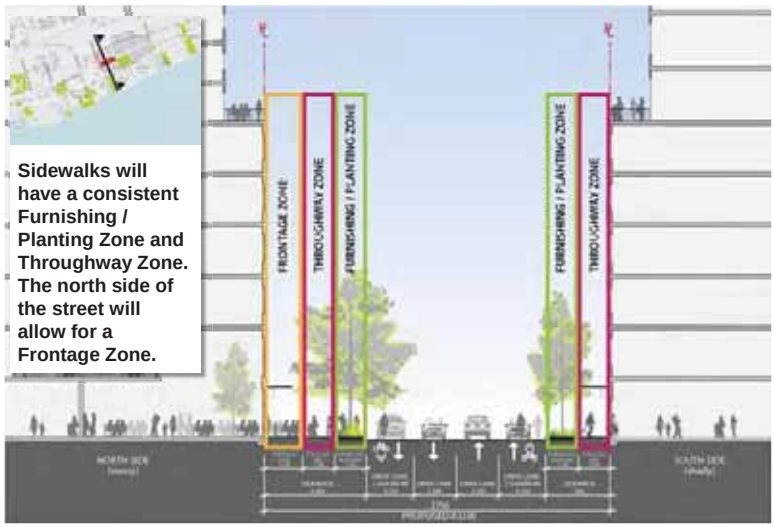


The reconfigured Harbour Street, between Bay and Yonge Streets, will align with new Harbour Street, east of Yonge with 4 travel lanes:

- 2 westbound lanes
- 2 eastbound lanes

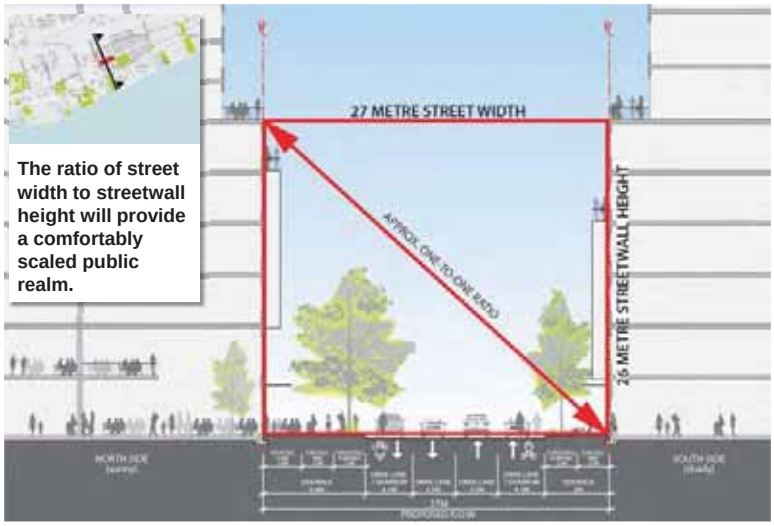
Harbour Street: West of Yonge Street (Bay to Yonge)

Harbour Street: East of Yonge Street



Sidewalks will have a consistent Furnishing / Planting Zone and Throughway Zone. The north side of the street will allow for a Frontage Zone.

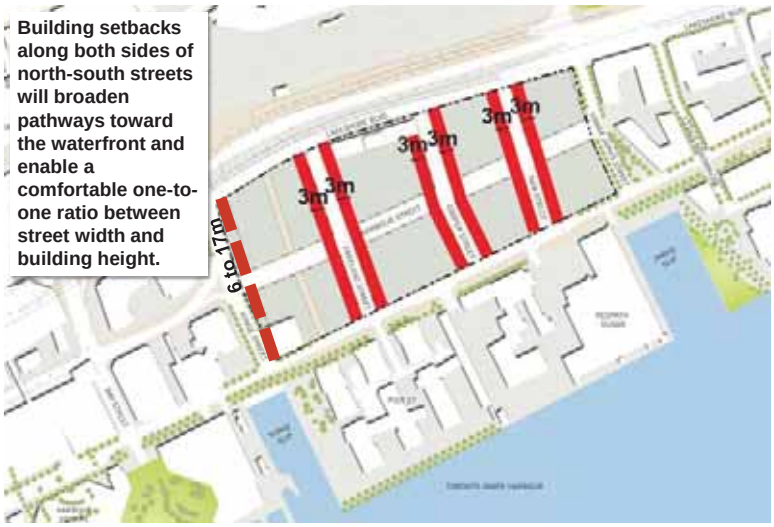
Harbour Street: East of Yonge Street (Yonge to Jarvis)



The ratio of street width to streetwall height will provide a comfortably scaled public realm.

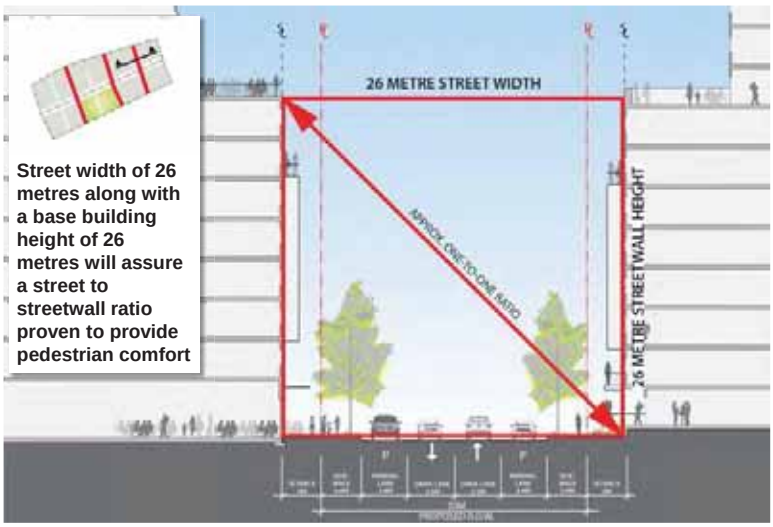
Harbour Street: East of Yonge Street (Yonge to Freeland)

2. Setbacks + Ground Floor Animation



Building setbacks along both sides of north-south streets will broaden pathways toward the waterfront and enable a comfortable one-to-one ratio between street width and building height.

Building Setbacks: North-South Streets *(setbacks not to scale)*



Street width of 26 metres along with a base building height of 26 metres will assure a street to streetwall ratio proven to provide pedestrian comfort

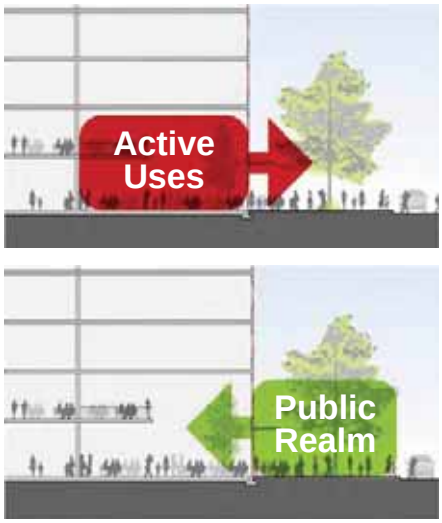
Building Setbacks: North-South Streets

Ground floor active uses will be located where they can bring visual interest, activity, multiple entries and orientation to the public realm of streets in key pedestrian areas

Ground Floor Animation: Active Frontages

Ground floor active uses will include generous ceiling heights, greater transparency and outdoor seating or other publicly oriented activities.

Ground floor spaces will provide visual and physical access, inviting the public to use ground floors of buildings adjacent to neighbourhood streets.



Ground Floor Animation: Active Uses & Public Realm

3. Base Buildings + Stepbacks

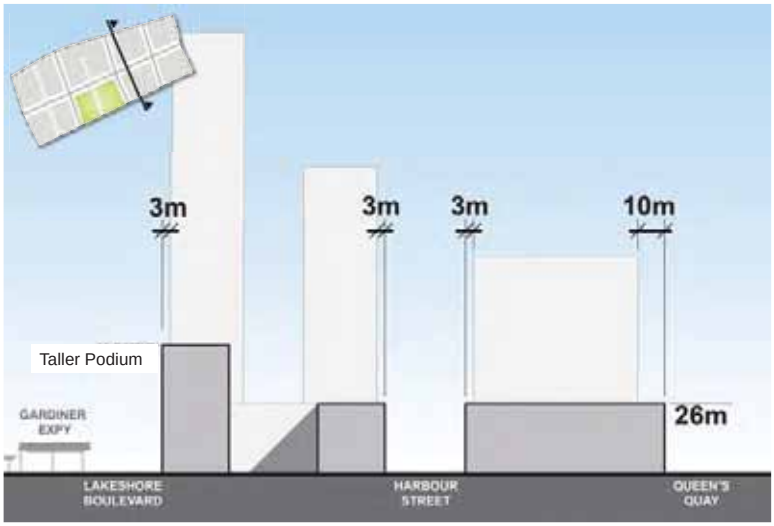
Existing sun conditions in the precinct offer great potential to plan for sunny spaces – both public and private.

9:30 am | 12:00 pm | 2:30 pm

Open Space: Existing Sun Conditions, Spring and Fall

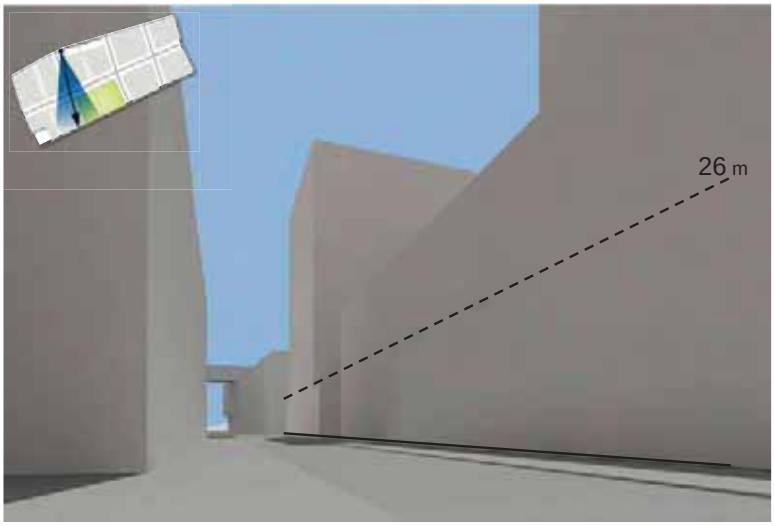
Base Building: Access to Spring/Fall Sun

Stepbacks: Queen’s Quay, Harbour Street and Lake Shore Blvd *(stepbacks not to scale)*

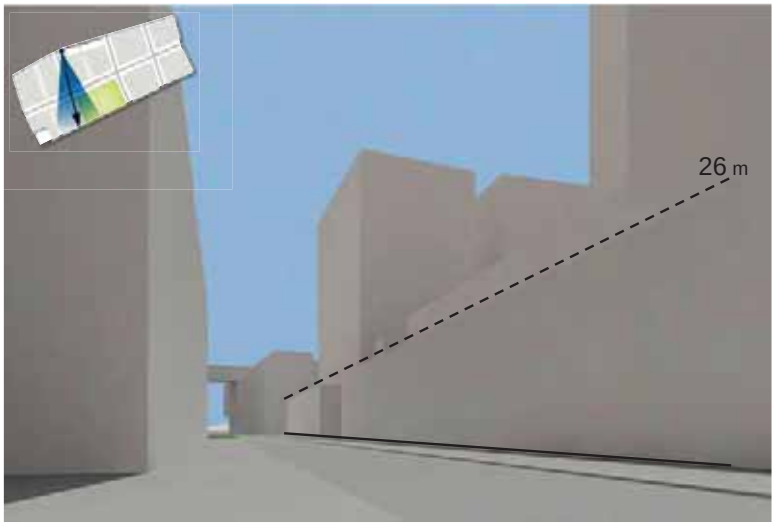


Stepbacks: Streets that are parallel to the waterfront

Stepbacks: Streets that lead to the Waterfront *(stepbacks not to scale)*



Stepbacks: Streets that lead to the Waterfront



Stepbacks: Streets that lead to the Waterfront

Stepbacks: Heritage Building

Base Buildings: Height zones

Podium heights up to 26 meters across the entire precinct. Taller building elements may be permitted along Lake Shore Blvd and the north block along Yonge Street.

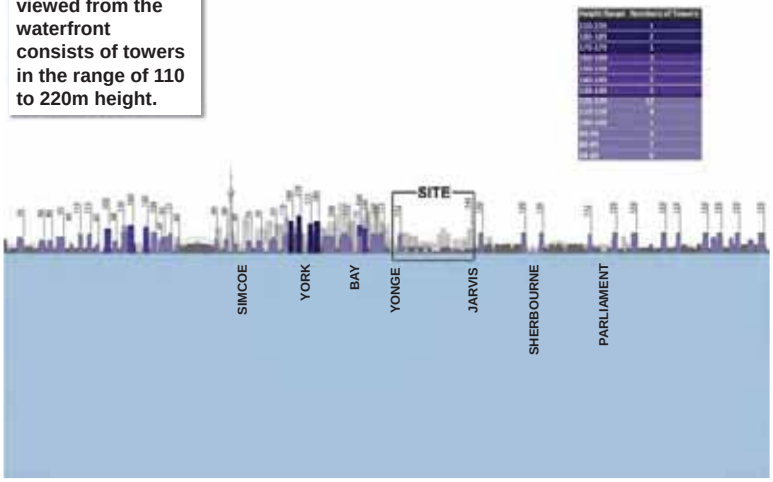
26m podium

Taller podium

Base Buildings: Height zones

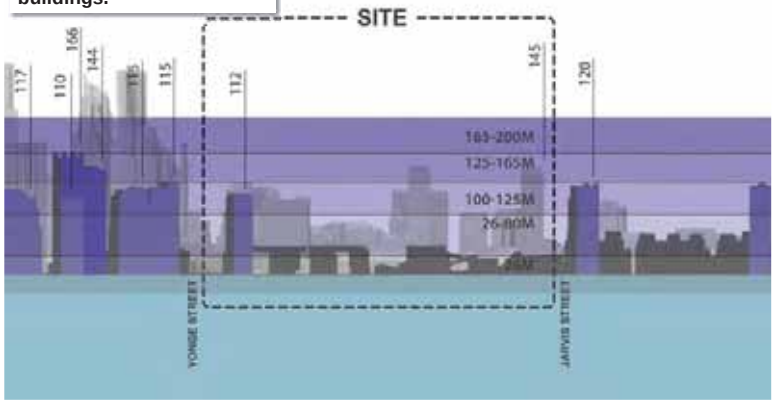
4. Tower Heights + Floorplates

Toronto' s skyline viewed from the waterfront consists of towers in the range of 110 to 220m height.

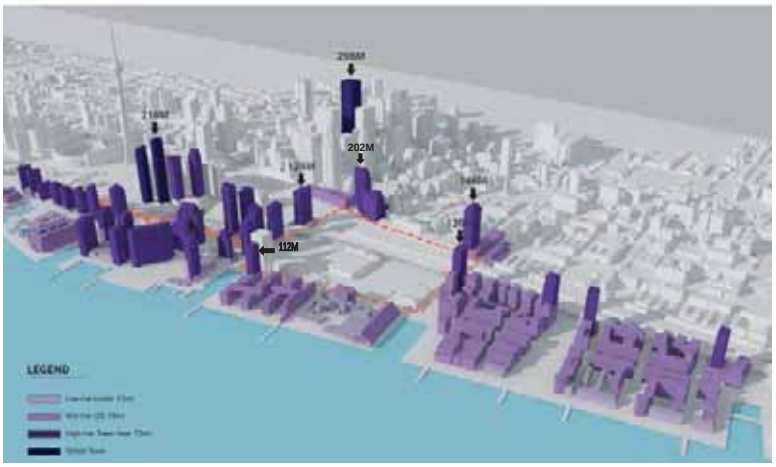


Tower Heights: Skyline Analysis

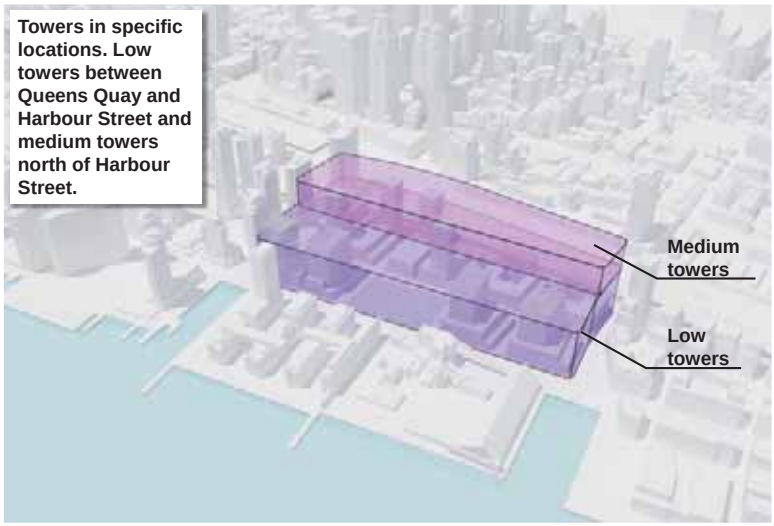
Surrounding Lower Yonge waterfront towers are organized into four height categories above base buildings.



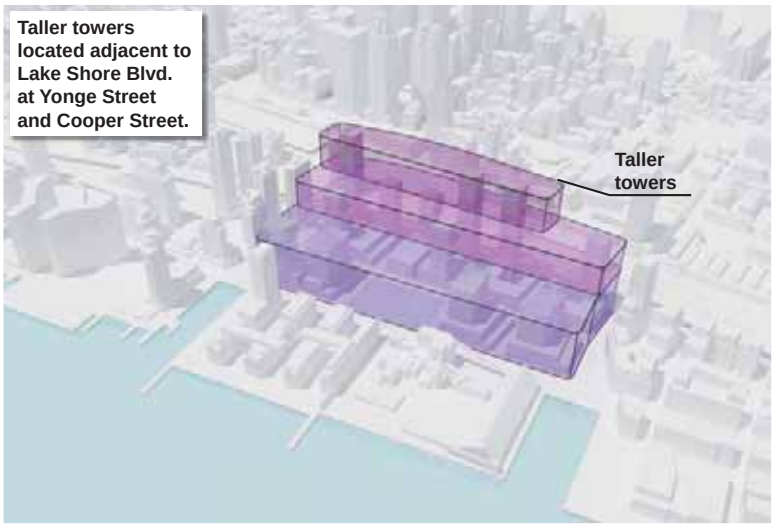
Tower Heights: Skyline Analysis



Tower Heights: Surrounding Context



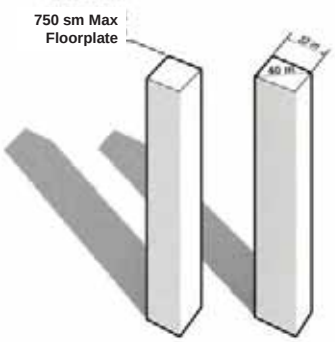
Tower Heights: Maximum height zones



Tower Heights: Maximum height zones

Residential Towers

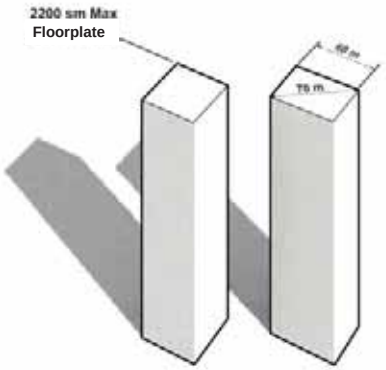
Max Floorplate:	750 sm
Max Plan Length:	32 m
Max Diagonal:	40 m



Tower Floorplates: Residential Towers

Commercial Towers

Max Floorplate:	2200 sm
Max Plan Length:	60 m
Max Diagonal:	70 m



Tower Floorplates: Commercial Towers

Towers located to provide an open skyline with light and air between towers, enhanced views and ample sunlight on streets and open spaces.

- **Low towers between Queens Quay and Harbour**
- **Medium towers between Harbour and Lake Shore Blvd.**
- **Taller towers on Lake Shore Blvd. at major north/south streets**

Conceptual Tower Organization

5. Urban Form and View Studies

Design Guidelines – Option 1

Urban Form: Option 1

Urban Form: Option 2

Urban Form: Option 3

Urban Form: Option 4

Urban Form: Landowner Development Concepts

Design Guidelines – Option 1

Urban Form: Option 1

Toronto Skyline from Center Island Ferry Terminal

View Study **VIEW A**

Landowner Development Concepts

View Study – View A
(Toronto Skyline from Center Island Ferry Terminal)

Design Guidelines – Option 1

View Study – View A
(Toronto Skyline from Center Island Ferry Terminal)

Toronto Skyline from Ward's Island Ferry Terminal

View Study **VIEW B**

Landowner Development Concepts

View Study – View B
(Toronto Skyline from Ward's Island Ferry Terminal)

Design Guidelines – Option 1

View Study – View B
(Toronto Skyline from Ward's Island Ferry Terminal)

Toronto Skyline from Port Lands

View Study **VIEW C**

Landowner Development Concepts

View Study – View C
(Toronto Skyline from Port Lands)

Design Guidelines – Option 1

View Study – View C
(Toronto Skyline from Port Lands)

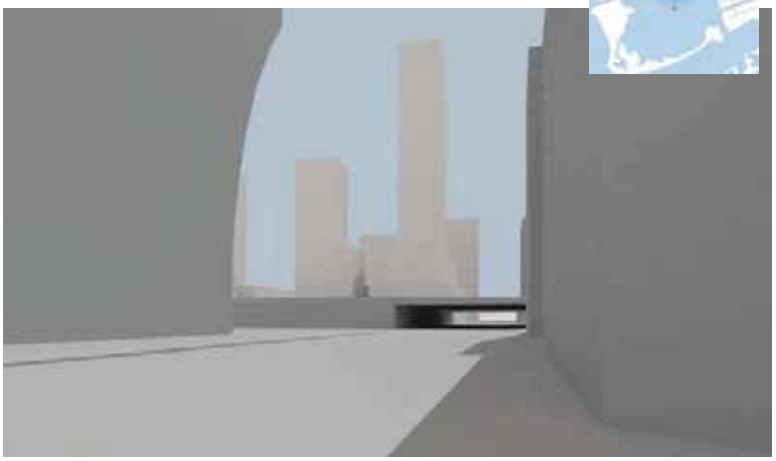
Lower Yonge Precinct from Yonge Street looking South

View Study **VIEW D**

Massing – 1 to 7 Yonge Street Re-zoning Application

View Study – View D
(From Yonge & Front at 'The L Tower' looking south)

Design Guidelines – Option 1

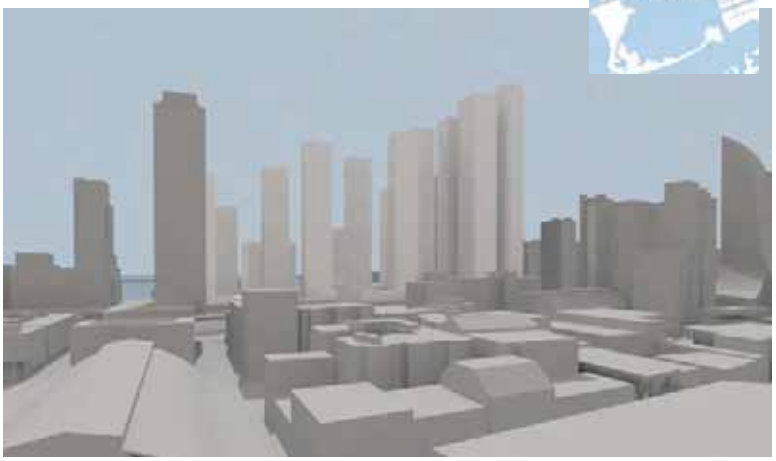


View Study – View D
(From Yonge & Front at 'The L Tower' looking south)

Lower Yonge Precinct from St. Lawrence Neighborhood

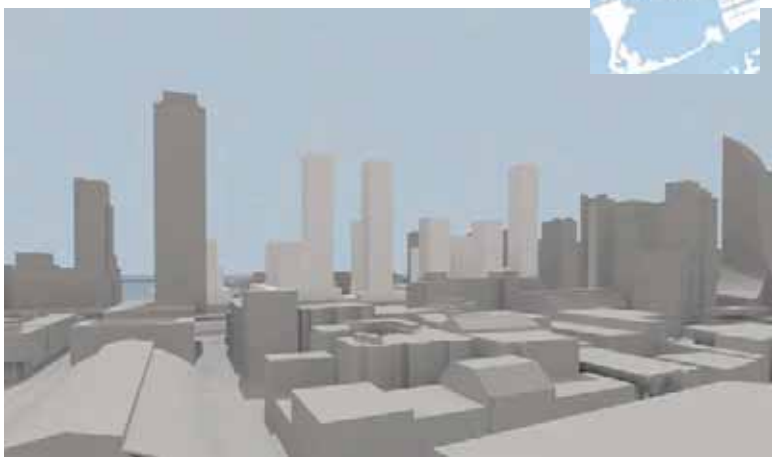
View Study **VIEW E**

Landowner Development Concepts



View Study – View E
(From St. Lawrence Neighborhood)

Design Guidelines – Option 1



View Study – View E
(From St. Lawrence Neighborhood)

Summary of Guidelines - Toward Good Urban Form

Positive Addition to the Waterfront

- **Respect for Context** - A respectful relationship to surrounding urban context, both built and planned.
- **Pedestrian Experience** - Building scale adjacent to public open spaces that provide a high level of pedestrian comfort, sunlight, air and inviting pedestrian routes to the waterfront.

View Corridors from City to Waterfront

- **Bulk and massing controls** for buildings to protect and enhance view corridors within the precinct and between the precinct and the City, while also preserving sunlight on public open spaces, air and views to and from buildings.
- **Stepbacks** – Stepping back higher portions of the buildings on north/south streets to enhance views to the waterfront and provide skyviews from the public realm.

Appropriate Tower Placement – create a waterfront urban form that distinguishes the precinct from the Financial District by avoiding clusters and solid walls of towers.

Variety of Building Types – varying the height and form of buildings to provide visual interest, provide an appropriate scale adjacent to public open spaces, and to showcase the Heritage building on Lake Shore Boulevard.

Pedestrian Comfort – modulating the building envelope, including the height and stepping of building podiums, to preserve solar access and improve wind conditions in all public open spaces.

TRANSPORTATION MASTER PLAN:

1. Transportation Master Plan Process
2. Principles
3. Key Issues and Opportunities (Transportation Components)
4. Transportation Alternatives
5. Transportation Modeling Development and Results

1. Transportation Master Plan Process