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

Guidelines for Base Buildings
4. Tower Heights + Floorplates
Toronto’s skyline consists of towers in the range of 110 to 170m height.
Waterfront towers are organized into height categories above base buildings at 26 or 48 meters.
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.
Towers will be allowed up to 165 meters at the intersections of Lakes Shore Blvd. with Church Street, with Jarvis Street, and at the intersection of Lake Shore Blvd. and Yonge Street.
Residential Towers up to 165 m

Max Floor Plate: 750 sm
Max Plan Length: 32 m
Max Diagonal: 40 m
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.
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)
View Study – View A
(Toronto Skyline from Center Island Ferry Terminal)
Toronto Skyline from Ward’s Island Ferry Terminal
Prior to guidelines

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

Good Urban Form
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

Good Urban Form
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
7. 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

Current Activities

Phase 1: Existing Conditions
   Problem Identification

Phase 2: Alternative Solutions

Phase 3: Alternative Design Concepts for Preliminary Preferred Solution

Future Activities

Phase 4: Environmental Study Report

Phase 5: Implementation
### PROCESS: Transportation Alternatives and Screening Process

#### Table 2: Alternative Components Screening Evaluation

<table>
<thead>
<tr>
<th></th>
<th>Transportation: Prioritizes Local, Regional, or Balances the Two</th>
<th>Transportation: Local Accessibility</th>
<th>Regional Connectivity</th>
<th>Balance</th>
<th>Supports Sustainable Transportation</th>
<th>Supports Ease of Movement</th>
<th>Vehicular Capacity</th>
<th>Safety</th>
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<tr>
<td>8</td>
<td>Harbour St. Extension - One-way traffic (eastbound, two lanes)</td>
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<td>Harbour St. Extension - Two-way traffic (two lanes with turn lanes at intersection)</td>
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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
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)
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

New PATH
New Street
New Bike connection
New Pedestrian path

Lower Jarvis St.
Lake Shore Blvd. W.
Lake Shore Blvd. E.
Cooper St.
Freeland St.
Yonge St.
Union Station
ALTERNATIVE 2: Neighborhood Streets
Reconfiguration of the Bay St On-Ramp

- Allow southbound left
- Eliminate northbound right
ALTERNATIVE 2: Neighborhood Streets
S-Curve is Eliminated

Connect Lake Shore to Yonge Street
Eliminate S-Curve
ALTERNATIVE 3: Closing the Gap

New PATH
New Street
New Bike connection
New Pedestrian path
ALTERNATIVE 3: Closing the Gap
New Eastbound Lake Shore and Two-Way Harbour Street

Eastbound Lake Shore Connection
Eliminate S-Curve
Two-way Harbour

Yonge Street
Lake Shore Boulevard
Harbour Street
Bay Street
ALTERNATIVE 3: **Closing the Gap**
Eastbound Lake Shore continues across Yonge Street

Lake Shore Connector continues across Yonge Street
ALTERNATIVE 3: Closing the Gaps
- Cooper Street connection to downtown
- Connect Harbour to Jarvis

Cooper Street Connection
Jarvis Off-Ramp lands at Cooper Street
Harbour Street connects through to Jarvis Street
ALTERNATIVE 4: Regional Connections

- New PATH
- New Street
- New Bike connection
- New Pedestrian path
ALTERNATIVE 4: **Regional Connections**

**New Off-Ramp to Yonge Street**

- Close Bay Street on-ramp
- Construct new Gardiner off-ramp to Yonge Street
- Two-way Harbour Street
ALTERNATIVE 4: Regional Connections
Lake Shore Connection

Connect Lake Shore to Yonge

Construct new off-ramp to Yonge
ALTERNATIVE 4: Regional Connections
Cooper Street Extension

- Cooper Street Connection
- Remove existing Gardiner off-ramp to Jarvis Street
- Harbour Street connects through to Jarvis Street
- Simplified intersection at Jarvis Street by removing off-ramp improves circulation.
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

<table>
<thead>
<tr>
<th>Density</th>
<th>Total Buildable Area = 71,645 minus 20% Park Land</th>
<th>Total GFA</th>
<th>Commercial GFA</th>
<th>Projected Employees (1 per 25 sq m)</th>
<th>Residential GFA</th>
<th>Residential Unit Count</th>
<th>Projected residents (1.6 per unit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11x Net and 8.8x Gross</td>
<td>57,316</td>
<td>630,476</td>
<td>252,190</td>
<td>10,088</td>
<td>378,286</td>
<td>5,328</td>
<td>8,525</td>
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</table>

(Consistent with the average development density between Yonge and Lower Simcoe, and 33 Bay)

- Trip Generation Rates from City

<table>
<thead>
<tr>
<th>Land Use</th>
<th>AM</th>
<th>PM</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Inbound</td>
<td>Outbound</td>
<td>Two-way</td>
</tr>
<tr>
<td>Commercial (Office)</td>
<td>0.11</td>
<td>0.01</td>
<td>0.12</td>
</tr>
<tr>
<td>Residential</td>
<td>0.02</td>
<td>0.09</td>
<td>0.11</td>
</tr>
</tbody>
</table>

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

- **Existing Condition**: 50,000 vehicles/hour
- **2031 Future Base**: 60,000 vehicles/hour, with a 9% net increase from background.
- **2031 Future With Project**: 62,000 vehicles/hour, representing a 10% net increase.

Regenerated land uses are indicated by a lighter shade.

Legend:
- **Project Traffic**
- **Future Land Use**
- **Land uses replaced in future**
- **Background**
MODEL: Future Base (AM)

1. Volumes comparable to York-Bay-Yonge Traffic Analysis
2. uncongested operations along Harbour Street, balanced left turning volumes
1. Similar operations to Future Base

2. Weave becomes a capacity constraint with higher volumes

3. Site traffic exiting eastbound uses Lake Shore, site traffic exiting westbound uses Queens Quay.

MODEL: Alternative 1 (AM)
1. Replacing “S curve” with normalized intersection reduces eastbound throughput at Harbour/Yonge

2. Vehicles can now turn southbound left on to Lake Shore.

3. Approximately 400 vehicles use Lake Shore as a pass-through route.

4. Less than 50 vehicles use Harbour as a pass-through route.
1. Additional northbound traffic on Jarvis impact at Lake Shore intersection

2. Approximately 300 vehicles use Lake Shore as a pass-through route

3. Approximately 100 vehicles use Harbour as a pass-through route

4. High Gardiner off-ramp volume must stop at signalized intersection at Cooper St.
**MODEL: Alternative 4 (AM)**

1. Gardiner off-ramp at Yonge makes Harbour less attractive.
2. Approximately 600 vehicles use Cooper extension to access site.
3. Eastbound leg operates more efficiently by combining the Gardiner and Lake Shore traffic streams.
4. Eastbound site traffic uses Lake Shore Blvd, westbound site traffic uses Harbour.

- **Eastbound**
- **Exiting Site**
- **Pass-Thru**
1. Modeled volumes comparable to reported volumes from York-Bay-Yonge Traffic Analysis.

2. Generally performs better than the AM. Harbour Street less congested.

3. Queens Quay used by vehicles heading west.
1. Similar operations to Future Base

2. Site traffic exiting eastbound uses Lake Shore, site traffic exiting westbound uses Queens Quay.
1. Harbour becomes the main westbound access for outbound vehicles

2. Vehicles can now turn southbound left on to Lake Shore.

3. Approximately 500 vehicles use Lake Shore as a pass-through route
1. Additional traffic on Jarvis causes impact on Lake Shore intersection

2. Cooper Street acts as an outlet but Lake Shore/Gardiner off-ramp flows limit its capacity

3. Harbour becomes the main westbound and eastbound access for site vehicles
1. Gardiner off-ramp at Yonge allows vehicles to turn up Yonge rather than Jarvis.

2. Approximately 600 vehicles use Cooper extension to access site.

3. Eastbound leg more efficiently by combining the Gardiner and Lake Shore traffic streams.

4. Eastbound site traffic uses Lake Shore Blvd, westbound site traffic uses Harbour.

MODEL: Alternative 4 (PM)
## RESULTS: Level of Service (AM)

<table>
<thead>
<tr>
<th>Study Area Intersections</th>
<th>Future Base</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
<td>Delay</td>
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<tr>
<td>1 Harbour / Lower Simcoe</td>
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<tr>
<td>2 Harbour / York</td>
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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
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:

1. Ease of Movement
   - Connected Streets
   - Increased Porosity
   - Pedestrian Scaled Blocks
   - Waterfront Access
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:

1. Open Space Network
2. Convenient Location
3. 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
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.
Public Parkland
Location of parkland and adjacent new development should maximize access to existing amounts of sunlight to limit shadow impacts.

Public Realm: Public Parkland
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
1. Public Parkland
2. Privately-Owned Publicly Accessible Open Spaces
3. Streetscape
   - Street Network
   - Sidewalk Zones
   - Harbour Street
   - North-South Street
4. Public Art
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 neighborhoods should be extended through the Precinct.
- On-street parking provided
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.
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
3. Ground Floor Animation
4. Parking Loading & Servicing
5. Towers: Height
6. Towers: Floor Plates
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.

Base Buildings: Massing & Articulation
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
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
A consistent building edge along the view corridor to the waterfront is recommended – varying from 10-17 metres.

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

Setbacks

Yonge Street

Built Form: Base Building Setbacks
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
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: Ground Floor Animation**
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
Parking, Loading & Servicing

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

Built Form: Parking, Loading & Servicing
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.

Built Form: Tower Height - Skyline Analysis
Built Form: Tower Heights - Surrounding Context

Tower heights step down to the east and the waterfront.
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

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
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

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
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.

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 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.

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 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 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
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.

\[
\text{TAR} \, (\%) = \frac{\text{Total Tower Floor plate Area}}{\text{Development Block Area}}
\]
Built Form: Tower Area Ratio
**Tower Separation**
Minimum Tower Separation distance increases with building height. (Tall Building Design Guidelines 3.2.3 Separation Distances)

**Built Form: Tower Stepbacks & Separation**
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.

Built Form: Tower Area Ratio
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
Built Form: Tower Area Ratio - Option 3

**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.
Massing Option 1

Massing & Views: Option 1
Massing Option 2

Massing & Views: Option 2
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 & Views: View B
(Toronto Skyline from Ward’s Island Ferry Terminal)
Lower Yonge Precinct from Yonge Street looking South
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
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

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
- 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
TRANSPORTATION

Context

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

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

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

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

<table>
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<th></th>
<th>Union Station</th>
<th>Downtown Center (Queen St)</th>
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</thead>
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<td>1 km</td>
<td>1.4 km</td>
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<tr>
<td>Time</td>
<td>14 min</td>
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</tr>
<tr>
<td>Lanes Crossed</td>
<td>11 (Yonge, Bay, Lake Shore)</td>
<td>28</td>
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<tr>
<td>Sound Issues</td>
<td>- Expressway traffic</td>
<td>- Trains</td>
</tr>
<tr>
<td>Other Issues</td>
<td>- Multiple under-crossings</td>
<td>- Complex intersections</td>
</tr>
</tbody>
</table>

ACTIVE TRANSPORTATION: Cyclists

- Provide sufficient bicycle infrastructure

<table>
<thead>
<tr>
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<th>Downtown Center (Queen St)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance</td>
<td>1 km</td>
<td>1.4 km</td>
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<tr>
<td>Time</td>
<td>5 min</td>
<td>7 min</td>
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<td>Traffic Lanes Crossed</td>
<td>11 (Yonge, Bay, Lake Shore)</td>
<td>28</td>
</tr>
<tr>
<td>Sound Issues</td>
<td>- Expressway traffic</td>
<td>- Trains</td>
</tr>
<tr>
<td>Other Issues</td>
<td>- Cycle network gaps</td>
<td>- Complex intersections</td>
</tr>
</tbody>
</table>
HARBOUR STREET

SUSTAINABLE TRANSPORTATION

- Convenient connections to future light rail

SUSTAINABLE TRANSPORTATION

- Support a range of transportation options

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 at York Street**

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

**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 west of Yonge Street**

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

**EXISTING** AT LOWER SIMCOE ST

**PROPOSED** AT LOWER SIMCOE ST

**PRECEDENTS**

[Link to Toronto City website](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
Lower Yonge Precinct - Context and Study Area

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

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.
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.

Why is a Precinct Plan Required?

Waterfront Planning at the Precinct Level

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

Included in Urban Design Guidelines Work:
1. A streets and blocks structure
2. Standards for building height and massing
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

What is Included in a Precinct Plan?

Creating the Lower Yonge Precinct Plan: Process

What is Included in a Precinct Plan?

Creating the Lower Yonge Precinct Plan: Process

What is Included in a Precinct Plan?

Creating the Lower Yonge Precinct Plan: Process

What is Included in a Precinct Plan?

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

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
Five new intersections within the precinct meet LEED ND standards.

LEED ND
5.4 Intersections / 10 Hectare
Lower Yonge Site
5.6 Intersections / 10 Hectare

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

Open spaces along Toronto Waterfront are typically located 200 to 250 metres apart, approximately a 2.5 to 3 minute walk.

A consolidated, new public open space at the centre of the Lower Yonge Precinct would continue this pattern.
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.

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)

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

Harbour Street: East of Yonge Street (Yonge to Jarvis)
The ratio of street width to streetwall height will provide a comfortably scaled public realm.

2. **Setbacks + Ground Floor Animation**
3. Base Buildings + Stepbacks
Solar access envelopes shown here, maximize sun on open spaces and north/south streets leading towards Queens Quay, the “waterfront street”.

Base Building: Access to Spring/Fall Sun

Building stepbacks at upper levels will reduce the perception of building massing from the public realm and allow greater access to sunlight along Queens Quay, Harbour Street and Lake Shore Blvd.

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

Building stepbacks at upper levels along streets that lead to Queens Quay will open views to the waterfront.

Stepbacks: Streets that parallel the waterfront

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

26 m

Stepbacks: Streets that lead to the Waterfront

Building stepback along the Lake Shore Boulevard frontage to preserve heritage building’s visual prominence.

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

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.

4. Tower Heights + Floorplates

Base Buildings: Height zones

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

Surrounding Lower Yonge waterfront towers are organized into four height categories above base buildings.
Towers in specific locations. Low towers between Queens Quay and Harbour Street and medium towers north of Harbour Street.

Taller towers located adjacent to Lake Shore Blvd. at Yonge Street and Cooper Street.

Residential Towers
- Max Floorplate: 750 sm
- Max Plan Length: 32 m
- Max Diagonal: 40 m
5. **Urban Form and View Studies**

- Commercial Towers
  - Max Floorplate: 2200 sm
  - Max Plan Length: 60 m
  - Max Diagonal: 70 m

- 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**

- **Design Guidelines – Option 1**

- **Urban Form: Option 1**
Design Guidelines – Option 1

Urban Form: Option 1

View Study VIEW A

Toronto Skyline from Center Island Ferry Terminal

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)
View Study  **VIEW B**  
(Toronto Skyline from Ward’s Island Ferry Terminal)

**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)

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

View Study – View D
(Lower Yonge Precinct from Yonge Street looking South)

Design Guidelines – Option 1

Massing – 1 to 7 Yonge Street Re-zoning Application
(From Yonge & Front at ‘The L Tower’ looking south)
View Study – View D
(From Yonge & Front at 'The L Tower' looking south)

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

Landowner Development Concepts

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

Design Guidelines – Option 1

View Study VIEW E

Lower Yonge Precinct from St. Lawrence Neighborhood

Design Guidelines – Option 1
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