Attachment 8

STEELES - REDLEA URBAN DESIGN GUIDELINES

URBAN DESIGN GUIDELINES

September 2016

TORONTO

TABLE OF CONTENTS

Use of the Guidelines

Urban Design Guidelines will, among other documents, establish a framework for coordinated high quality development of the Regeneration Area for items such as a streets and blocks network, open space, pedestrian links, landscaping and built form.

The Urban Design Guidelines will be used as a tool to ensure appropriate development that is consistent with the municipal Official Plan, provincial Growth Plan and PPS. The Urban Design Guidelines will also be a tool to inform development standards that will be included in the implementation of future site specific Zoning By-laws and used as criteria to evaluate applications for approvals in conjunction with all other applicable City Urban Design Guidelines and Official Plan policies.

Consultation on the study with key stakeholders such as Metrolinx, local residents, and employment land owners and operators has contributed to the development of these guidelines.
City staff reports on the Steeles-Redlea Regeneration Area Study should be referred to for more information.

Note:
The Milliken GO Station improvements are shown schematically as per the ESR. (Stouffville Corridor Rail Service Expansion Environmental Study Report 2014).
The future Steeles grade separation is drawn schematically as per the 2004 ESR (Steeles Ave East/CN Rail Grade Separation Environmental Study Report 2004 Addendum) and is also subject to change with a new Environmental Assessment study which commenced in the fall of 2015.

The Redlea Ave Extension is drawn schematically as per information at the time of the writing of the guidelines and is subject to change.

Study Background

The Steeles – Redlea Regeneration Area Study includes lands south of Steeles Avenue East and east of Kennedy Road at the City's northern boundary with the City of Markham. The study area abuts the west limit of the Stouffville GO rail corridor and includes the Milliken GO Station site.

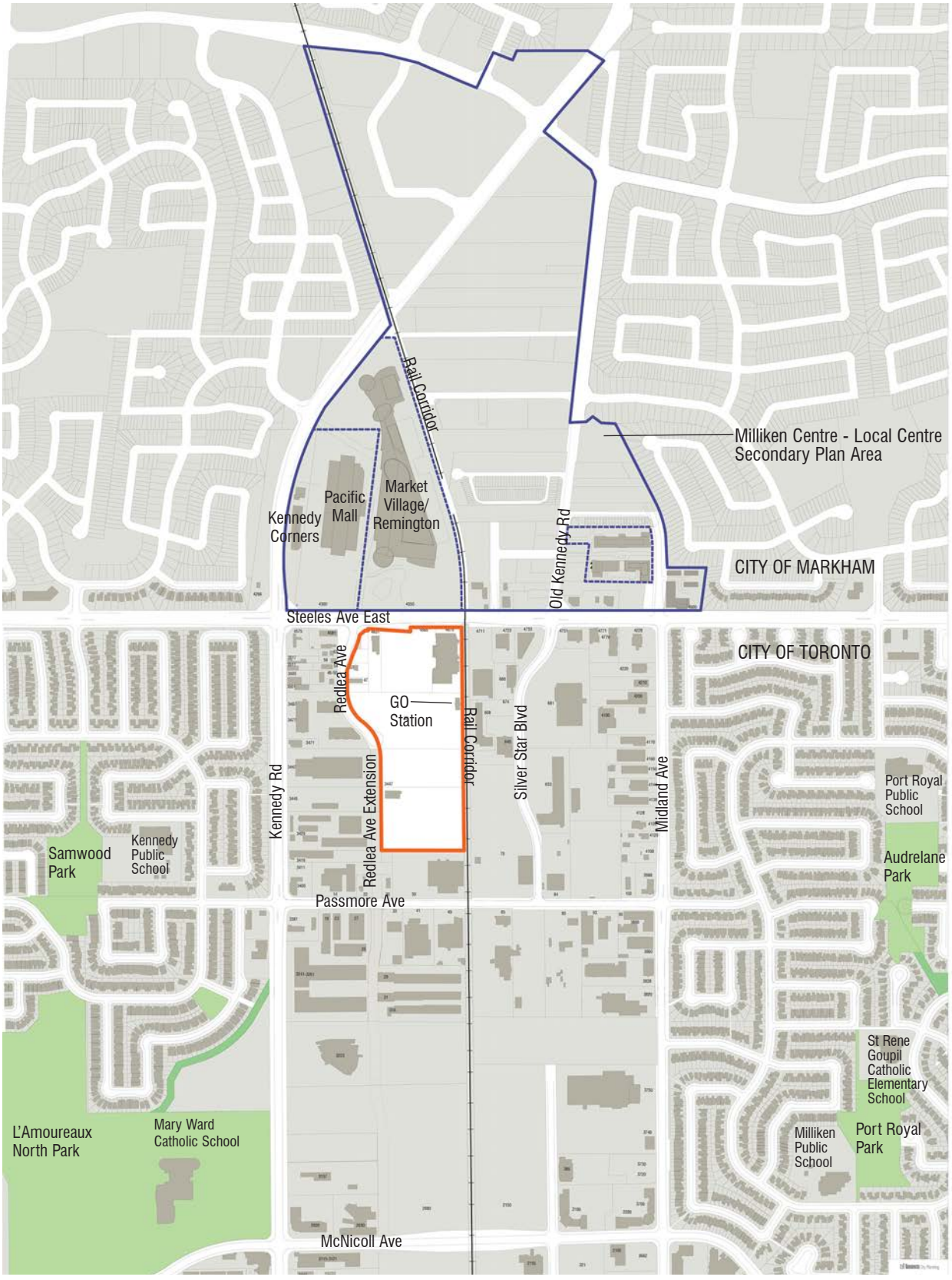
These lands were redesignated as *Regeneration Areas* through the adoption of Official Plan Amendment No. 231 (OPA 231) which is now in force and effect as it relates to this Regeneration Area. OPA 231 also established a Site and Area Specific Policy No. 395 (SASP 395) for the area that states that development will proceed in accordance with a framework to be established through a study of the area that addresses specific matters. The Steeles-Redlea Regeneration Area Study was initiated to establish the required development framework for the study area and future land use designations.

The study includes an Official Plan Amendment that redesignates lands within the study area that front on the south side of Steeles Avenue East, and adjacent lands on the east side of Redlea Avenue, to *Mixed Use Areas*. (Areas in Block 1)

The balance of the lands within the study area, including the Milliken GO Station lands, are proposed to be redesignated to *Employment Areas*. All of the study lands, with the exception of those owned and used by Anchor Shoring & Caissons Ltd., will be subject to an amended SASP 395 that establishes the development framework for the lands within it.

These urban design guidelines have been prepared to further inform this framework and to ensure appropriate development occurs within the SASP 395 area.

Context Map - Regeneration area shown in red outline.



1.0 OVERVIEW AND BACKGROUND INFORMATION

1.1 DESCRIPTION OF REGENERATION AREA AND CONTEXT

The Regeneration Area has historically been part of the larger Milliken Employment District which is an area bounded by Steeles Avenue East to the north, Kennedy Road to the west, Midland Avenue to the east and Finch Avenue East to the south.

North: North of Steeles Avenue is the City of Markham. Immediately across Steeles Avenue East are Kennedy Corners, Pacific Mall and Market Village retail commercial establishments. Within the area in close proximity to the Regeneration Area, there are no approvals or applications for residential development at the time of the writing of the guidelines.

South: K-Line Insulators Limited, an industrial employment operator, abuts the south limit of the study area. Lands on both the north and south sides of Passmore Avenue, between Kennedy Road and Midland Avenue, are exclusively used for industrial-commercial employment uses with the exception of 3988 Midland Avenue which contains a place of worship use.

East: GO Transit Stouffville rail corridor, beyond which are retail-commercial, restaurant and industrial employment lands on Silver Star Boulevard.

West: Mix of one-two storey buildings with retail, office and industrial-commercial uses and two places of worship located on lands between Kennedy Road and Redlea Avenue and its proposed extension south to Passmore Avenue.

Lands west of Kennedy Road and east of Midland Avenue are generally considered to be stable residential areas, comprised primarily of grade related housing.

The Stouffville GO rail line crosses Steeles Avenue with an at-grade level crossing, mid-way between Redlea Avenue and Silver Star Boulevard and is currently a single track line only. The rail corridor is also the boundary between Wards 39 and 41.

Lands between Kennedy Road and Midland Avenue, along both sides of Steeles Avenue East, contain a wide range of commercial and office uses. These commercial uses include plazas, large enclosed commercial malls, low-rise office buildings, financial institutions, a large format grocery store and auto-related uses.

Developer rendering: In 2011, the City of Markham approved (with conditions) a retail mall expansion on the Market Village site. This report included elevation drawings of a 20 storey tower, however, this was "not part of the subject applications".
(City of Markham Preliminary Recommendation Report Jun 2011, The Remington Group and Pacific Mall)

Area Transportation Improvements Underway

The streets and rail corridor that bound the Regeneration Area are undergoing changes.

i. GO Rail Corridor

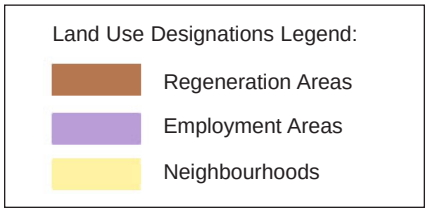
As per the Stouffville Corridor Rail Service Expansion Report 2014, there is increased rail service planned with renovations to the Milliken GO station and platform. The twinning of GO rail lines will have a large impact on the area. At present it is a surface rail with crossings at-grade. Increased GO rail service creates a greater need for a grade separation.

ii. Steeles Ave East Grade Separation

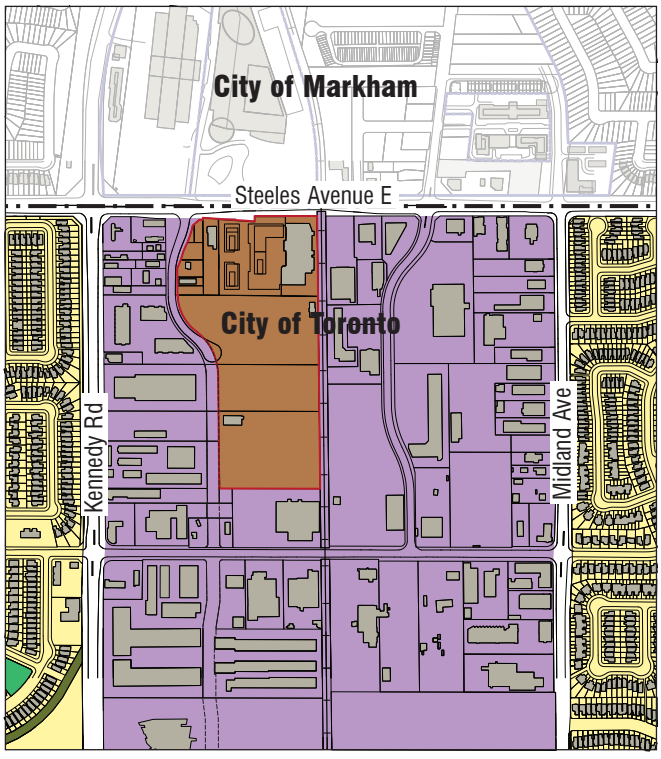
As per the Steeles Ave East/CN Rail Grade Separation Environmental Study Report 2004: As a result of Steeles going under the grade separated rail crossing, retaining walls will be necessary and affect the frontage of parcels and 4665 and 4675 Steeles lots in the Regeneration Area. A new study commenced in fall of 2015. Drawings and information in these guidelines use the 2004 study to estimate future conditions but is subject to change depending on the new study outcomes.

A pedestrian/cycling bridge crossing over Steeles should be provided to mitigate the effects of the grade separation.

Significant design attention will need to be paid to the new grade-separated conditions including retaining walls, stairs, ramps, streetscaping, and a pedestrian and cycling friendly street section.



Land Use Map - Official Plan



iii. Redlea Ave

The existing Redlea Ave will extend southwards from its current termination at the south of the GO/Metrolinx lands. Refer to Chapter 3 on Streets for more information.

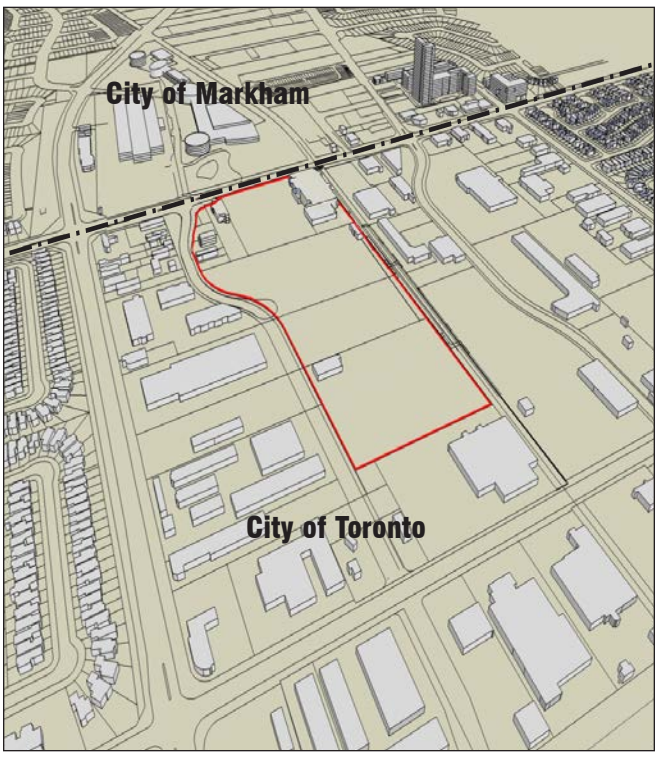
1.2 REGENERATION AREA BOUNDARY

The Steeles-Redlea Regeneration Area is approximately 10 hectares (25 acres) in area and comprises 12 parcels of land. The Steeles-Redlea Regeneration Area is bounded by Steeles Avenue East to the north, Redlea Avenue and its proposed extension to the west, the Stouffville GO Rail corridor to the east and the north boundary of lands on the north side of Passmore Avenue.

Existing Steeles Ave and Redlea Ave Improvements

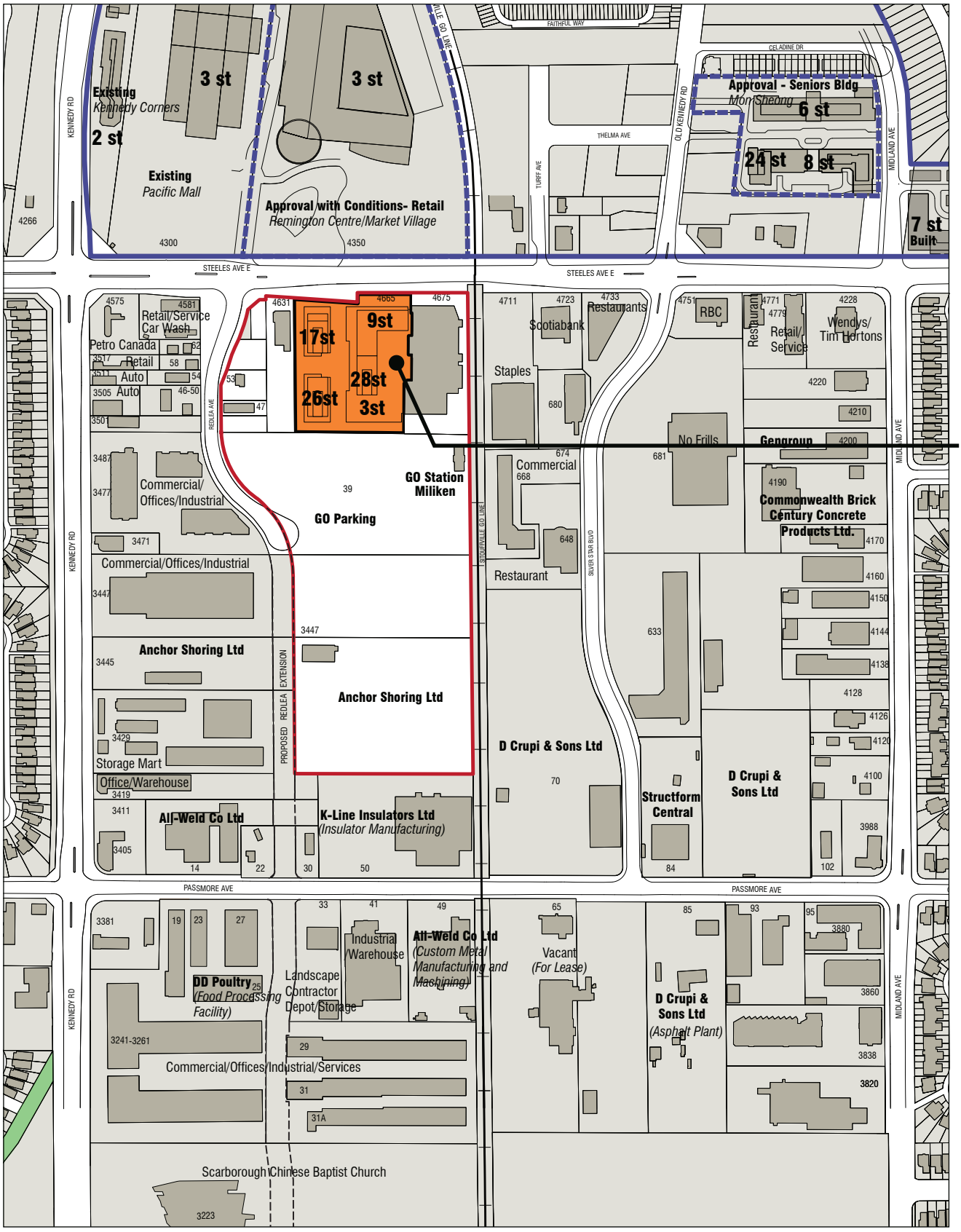
Streetscape plans and details on Steeles will extend beyond the Regeneration Area, from Kennedy to Midland, and will be coordinated with both sides of Steeles with the City of Markham. Similarly, details will apply to Redlea Ave and its proposed extension south of Passmore Ave.
The guidelines will apply in order to achieve high quality streetscape, landscaping and materials on these streets.

Perspective View - Aerial of Existing



Context Map - Current Applications in the Regeneration Area

Current applications are shown as submitted at the time of the writing of the guidelines



4665 Steeles Ave East

1.3 HEIGHT CONTEXT

Heights in the area and surroundings are predominantly all low-rise buildings at 2-3 storeys tall.

Steeles Ave East Photos

1 Steeles Ave looking south: Rail corridor and Splendid China

2 Splendid China and 4665 Steeles Ave Parking Lot

3 4665 Steeles Ave Parking Lot

4 4631 Steeles Ave East

Redlea Ave Photos

5 Steeles Ave looking south at Redlea Ave

6 53 and 47 Redlea Ave

7 Redlea Ave driveways to Steeles properties and to GO station

8 Redlea Ave terminus at 3447 Kennedy Rd (Rear)

There are 4 buildings above three storeys tall:

City of Markham near Midland:

9 7 storey mid-rise building at Midland Ave

10 Under construction - a 24 storey senior's tower located 30m away from Steeles (does not have Steeles Ave East frontage) known as Mon Sheong with 6-8 storey base buildings.

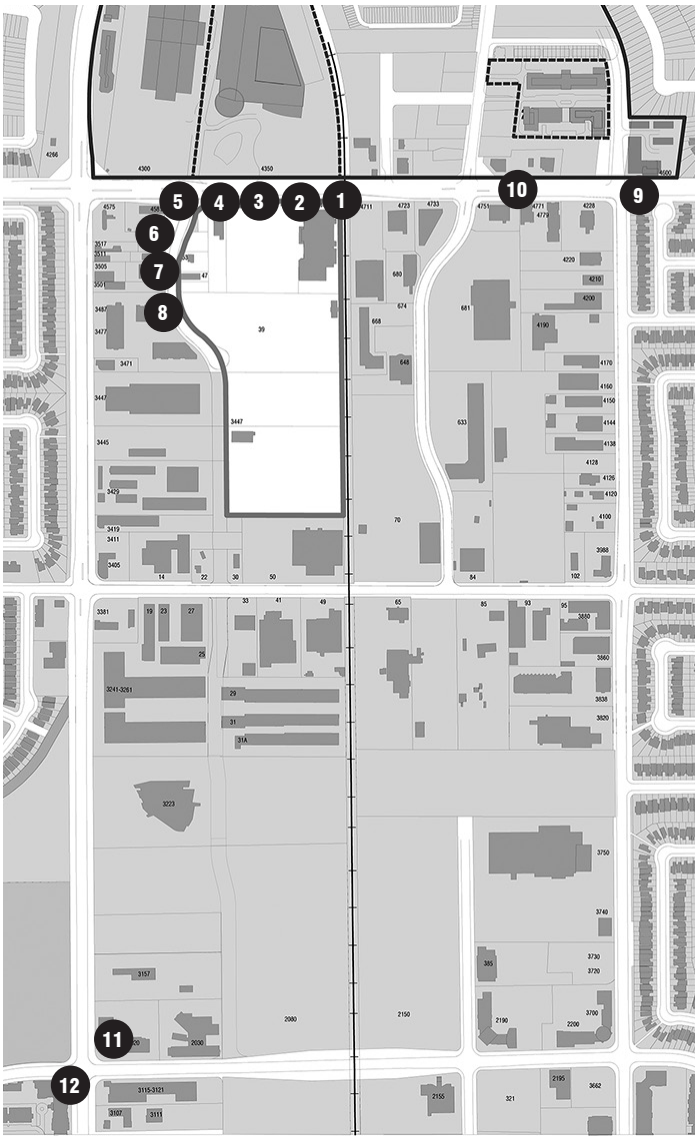
City of Toronto-Kennedy and McNicoll:

Southwest of area, at the intersection of Kennedy and McNicoll :

11 Seniors buildings 8-11 storeys (northeast corner),

12 Seniors building 12 storeys with a higher portion at 15 storeys at the corner (southwest corner)

Key Map




d
4621
4611
e
0
c
4631
b
a
f
53
g
47
h
0
BLOCK 1
4665 Steeles Ave E
Splendid China
BLOCK 2
GO/Metrolinx
39 Redlea
BLOCK 3
3447 Kennedy Rd
(Rear)
Anchor Shoring
BLOCK 4
Anchor Shoring
D Crupi & Sons
All-Weld
K-Line
All-Weld
D Crupi & Sons

1.4 LANDS IN THE REGENERATION AREA

Following are descriptions of each parcel in the Regeneration Area. The Regeneration Area has been labelled as Blocks 1 to 4 for ease of use in referring to parcels.

BLOCK 1 LOTS

a. 4675 Steeles Ave East

Lot dimension: Approx. 56-65m wide by 141m deep

A 2 storey retail building known as 'Splendid China Tower' (Phase 1 of the Splendid China Square Development), with commercial condominium ownership exists on the site. All of the frontage on Steeles for the lot will likely be affected by the planned grade separation for the rail corridor and will prevent vehicular access onto Steeles.

b. 4665 Steeles Ave East

Lot Dimension: Approx.110m wide by 141m deep

This is an existing surface parking lot which provides the required parking for 4675 Steeles Ave E.

The Global Fortune Group lands at 4665 Steeles Avenue East and the Splendid China Mall lands at 4675 Steeles Avenue East are intrinsically linked and have a long history of association. The lands were previously owned by Splendid China Square Inc. and consisted of one site containing a two storey, retrofitted commercial building along with approximately 370 surface parking spaces.

Prior to a planned redevelopment proposal which did not proceed, the commercial building was multi-tenanted and registered as a commercial condominium (TSCC 1858). The two parties entered into an easement and operating agreement in 2007. The condominium registration divided the lands upon which the Splendid China Mall sits from the lands to the west where most of the required surface parking (331 spaces) is located. This renders TSCC 1858 almost entirely reliant on 4665 Steeles Avenue East for vehicular access and required parking.

Given this reliance, it is imperative that any development approvals, of any sort, on the Global Fortune lands are required to legally accommodate the Splendid China Mall lands as it relates to servicing (where warranted), pedestrian access, vehicular access, and parking.

There is a current application proposing 3 towers (17,26 and 28 storeys) and retail/commercial building connecting to 4675 Steeles Ave East. Portions of the frontage on Steeles will likely be affected by the planned grade separation for the GO rail corridor.

c. 4631 Steeles Ave East

Lot dimension: Approx. 27m wide by 135m deep

A 2 storey multi-tenanted medical office building exists on this deep and narrow lot. A 10m easement to Redlea exists on the site.

The site is a dimensionally constrained lot when evaluated as a mid-rise building lot. It is similarly not large enough to accommodate a tall building as per the Tall Building Guidelines.

d. 4611 and 4621 Steeles Ave East

These are small City-owned lots (Transportation Services) that were used to create the Redlea Ave re-alignment when the Milliken GO Station was developed, in combination with the large boulevard across Redlea Ave. When the Steeles Ave Grade Separation EA is completed, a determination on whether these lands are surplus may occur. If they are surplus, then either the creation of open space or development with consolidation of lots, could potentially occur.

e. 0 Redlea Ave

Lot dimension: Approx. 30m wide by 28-40m deep

This is a small vacant lot with the same landowner as the vacant land to the south of 47 Redlea.

f. 53 Redlea Ave

Lot dimension: Approx. 30m wide by 40-46 m deep

An existing industrial 2 storey building is on a small lot.

g. 47 Redlea Ave

Lot dimension: Approx. 15m wide by 46 m deep

An existing industrial 2 storey building is on a narrow lot .

h. 0 Redlea Ave

Lot Dimension: Approx. 17m by 46m deep

This narrow small lot is vacant with the same landowner as the vacant land to the north of 53 Redlea (site e).

BLOCK 2 LOT

39 Redlea Ave
(Metrolinx GO Station and surface parking lot)
At the time of the writing of these guidelines, there are no plans to redevelop the existing surface parking lot. This site contains the Milliken GO station and over 700 parking spaces. Plans to alter the existing GO station platform, and provide stairs and tunnels associated with the twinning of the tracks, are in progress as per the Stouffville Corridor Rail Service Expansion Environmental Study Report June 2014.

BLOCK 3 LOT

3447 Kennedy Rd (Rear)
The site is vacant and was previously part of the lot at 3447 Kennedy Rd prior to the acquisition of lands for the extension of Redlea Ave, which separated the original lot into two lots.

These lands were rezoned in 2013 to allow for what was previously referred to as Phase 3 of the Splendid China Square Development. The lands were proposed to be developed with a two storey retail mall and adjoining food store. This use permission conforms to the Official Plan SASP 133 policies as noted earlier in this report. In addition to the standard SDC uses noted above, a mall food court and grocery store use were added as additional uses and a density of development of 0.85 times the area of the lot permitted.

Applicant rendering for commercial building at 0 Redlea / 3447 Kennedy Rear.

The site has a commercial zoning approval known as Festival Square (rezoning report on Sept 27, 2012). It was rezoned to 'SDC' (Special District Commercial) to allow for retail uses, increase density and provide site-specific provisions.
-12,077sm total gfa (grocery store at 5,295sm; retail at 5,852sm; restaurant at 929sm)
- 0.85 fsi; 2 storeys; 10m height

The site plan submitted in August 2013 (currently on hold) indicated a total area of 6,552sm (4160sm of retail; 2,392sm of restaurant). A one storey building with the main pitched roof at a height of 9.4m, and with a higher tensile roof feature with minor elements up to 22.8m

BLOCK 4 LOT

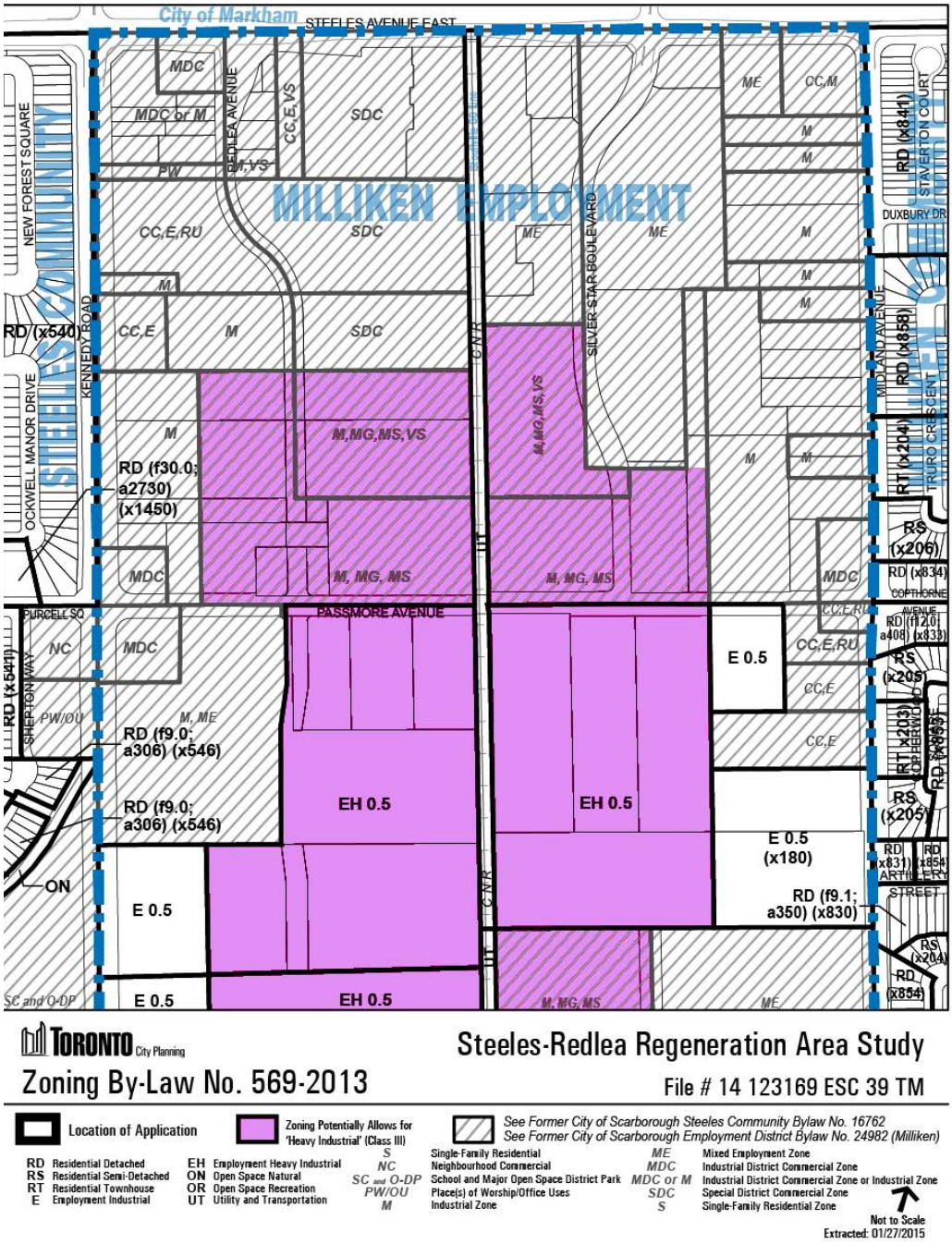
0 Redlea Ave (was previously part of 3445 Kennedy)
Anchor Shoring & Caissons Ltd (Anchor Shoring)
This parcel is owned and operated by Anchor Shoring in conjunction with the lot at 3445 Kennedy Road and was divided due to the acquisition of land for the purposes of the future Redlea Ave expansion. Anchor Shoring has advised that they intend to maintain their operations on these lands as per existing conditions.

Anchor Shoring is a construction company with their main office, shop and yard located at 3445 Kennedy Road and on lands located to the rear (east) on the proposed Redlea Avenue extension and adjacent to the GO rail corridor. The shop and yard area perform many functions (day & night) such as crawler cranes and trucks used to fabricate and move materials, welding operations, and equipment repairs and maintenance.

1.5 PLANNING FRAMEWORK - EXISTING ZONING BYLAW

The Regeneration Area is subject to the former City of Scarborough Employment Districts Zoning By-law 24982, as amended. Lands south of Passmore and not hatched, are subject to the new Zoning By-law 569-2013 (under appeal).

Map - Zoning By-law



TORONTO City Planning

Steeles-Redlea Regeneration Area Study

Zoning By-Law No. 569-2013

File # 14 123169 ESC 39 TM

Location of Application

Zoning Potentially Allows for 'Heavy Industrial' (Class III)

See Former City of Scarborough Steeles Community Bylaw No. 16762
See Former City of Scarborough Employment District Bylaw No. 24982 (Milliken)

RD Residential Detached
RS Residential Semi-Detached
RT Residential Townhouse
E Employment Industrial
EH Employment Heavy Industrial
ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation
S
NC
SC and O-DP
PW/OU
M
Single-Family Residential
Neighbourhood Commercial
School and Major Open Space District Park
Place(s) of Worship/Office Uses
Industrial Zone
ME
MDC
MDC or M
SDC
S
Mixed Employment Zone
Industrial District Commercial Zone
Industrial District Commercial Zone or Industrial Zone
Special District Commercial Zone
Single-Family Residential Zone

Not to Scale
Extracted: 01/27/2015

Areas in purple indicate current zoning that permits heavy industries such as Class III,as defined by MOE guidelines.

2.0 CONCEPTUAL MASTERPLAN AND DEMONSTRATION PLAN

The conceptual masterplan is to be used to provide guidance in the development of the Regeneration Area with the detailed elements of implementation to be secured incrementally during the review of development applications. Milliken GO station improvements and possible connections will be achieved through Metrolinx initiatives. Connections between Kennedy Rd and Redlea Ave are long-term and outside of the Regeneration Area.

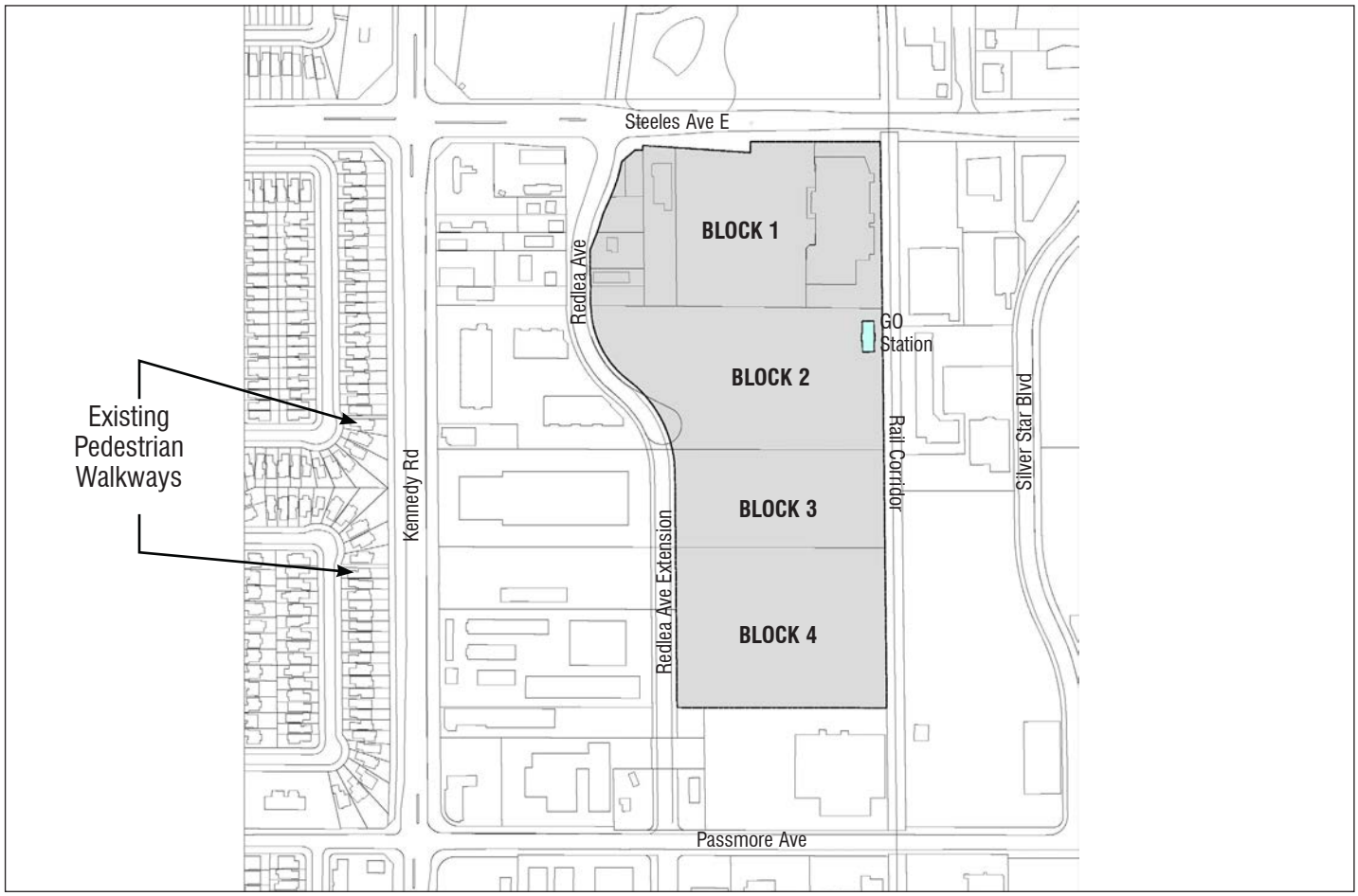
2.1 NEW PUBLIC STREETS AND BLOCKS

New public streets and smaller block sizes with a high quality public realm will support surface transit, vehicular and pedestrian access, and provide connectivity for the site to surrounding areas. For development sites, new public streets provide increased public street frontage, visibility and access to City services and utilities.

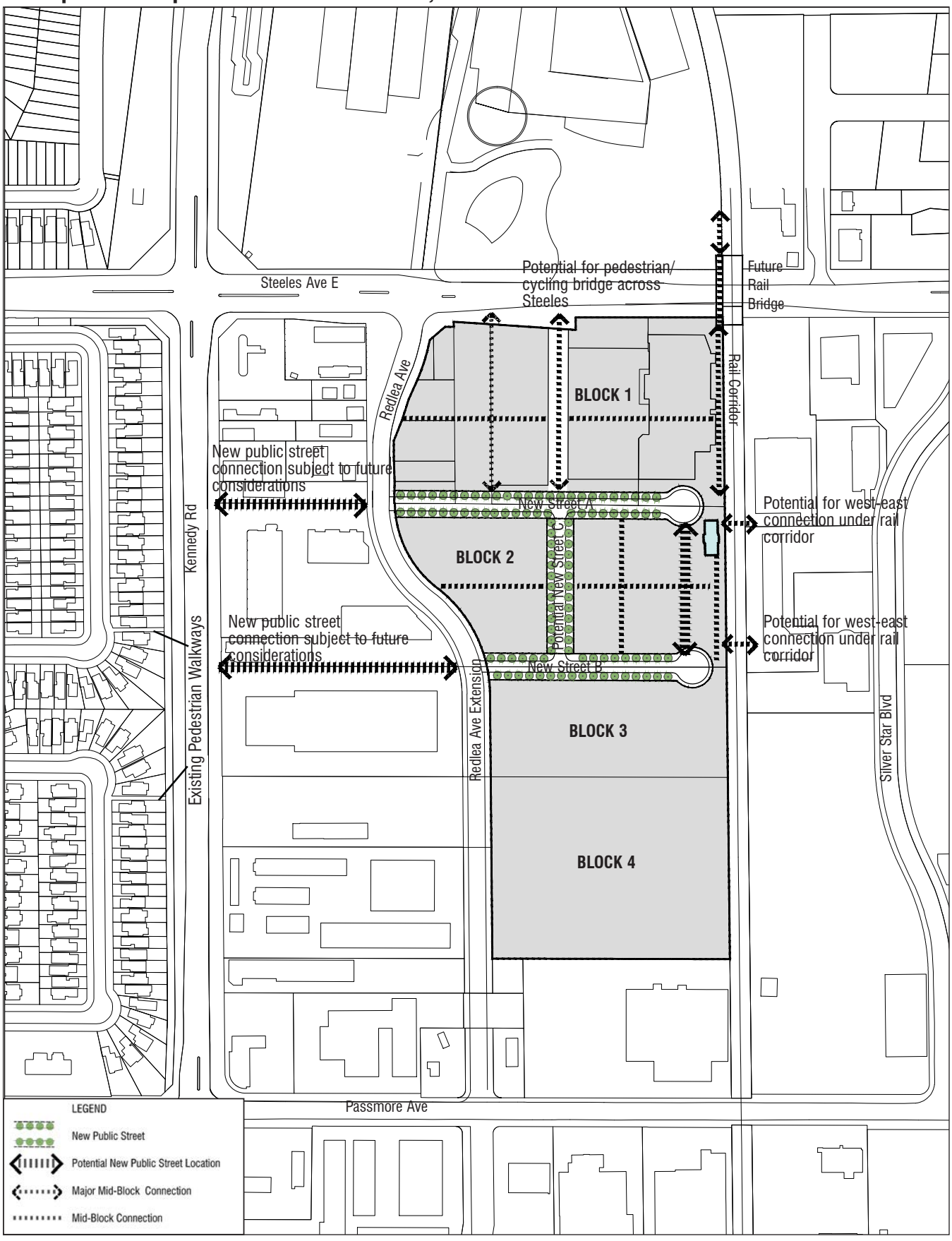
New public streets and smaller block sizes will also provide a more pedestrian oriented area with 'walkable' blocks. (Maximum 80-120m block lengths are recommended, with additional mid-block connections)
The new public streets, along with the mid-block connections, will also allow for public access and surface transit to the GO station.

The street network concept includes 2 new west-east public streets, shown as Street A and B, that are at the north and south edges of the GO/Metrolinx lands. Should the GO/Metrolinx lands redevelop in the future, additional north-south public streets should be provided and different configurations are possible.

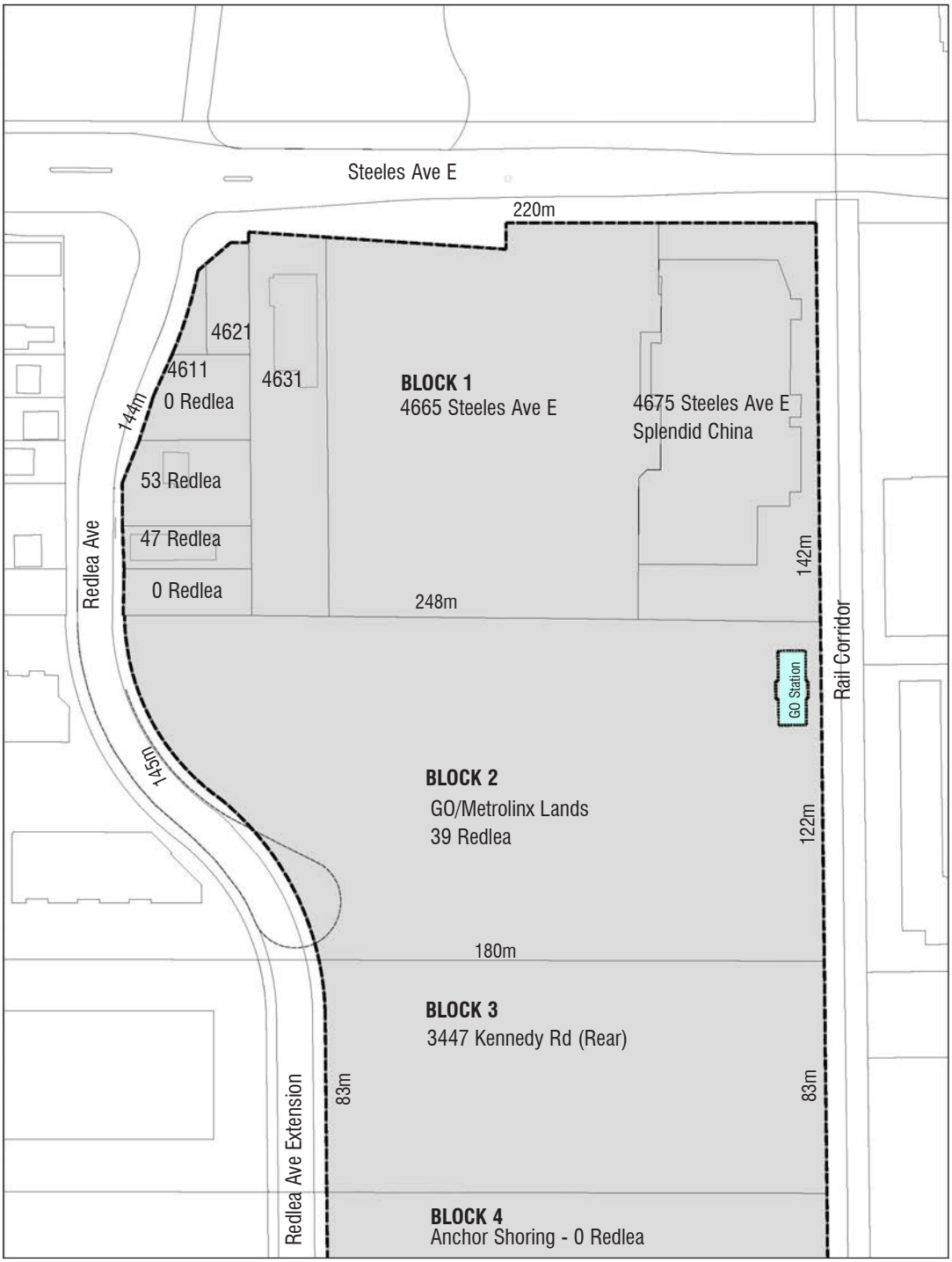
Map: Existing Streets and Blocks



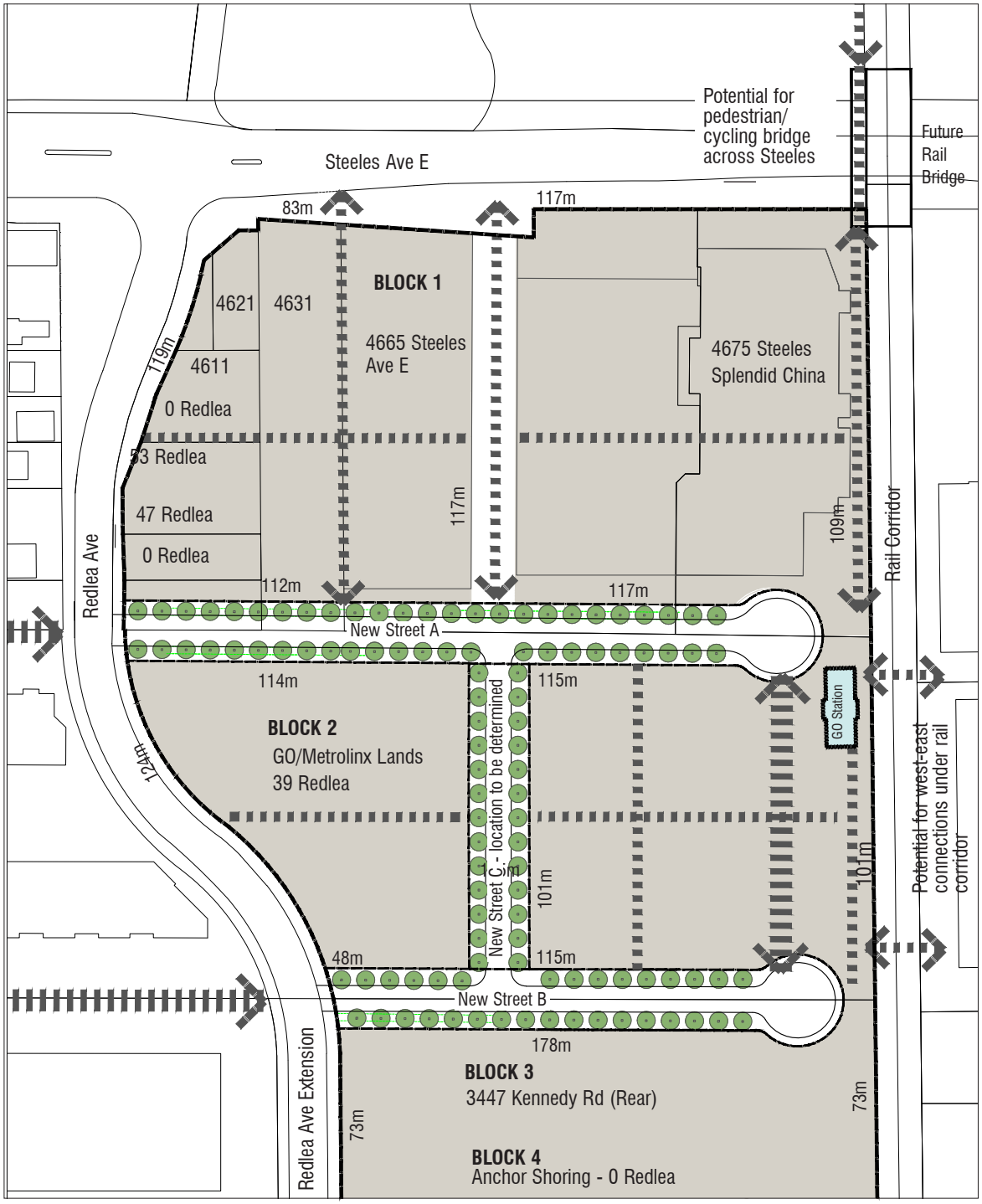
Conceptual Masterplan in Context - New Streets, Blocks and Connections

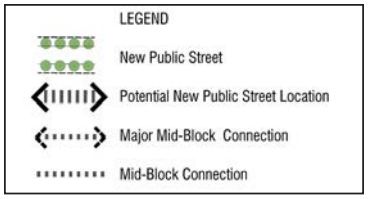


Map: Existing Streets and Blocks

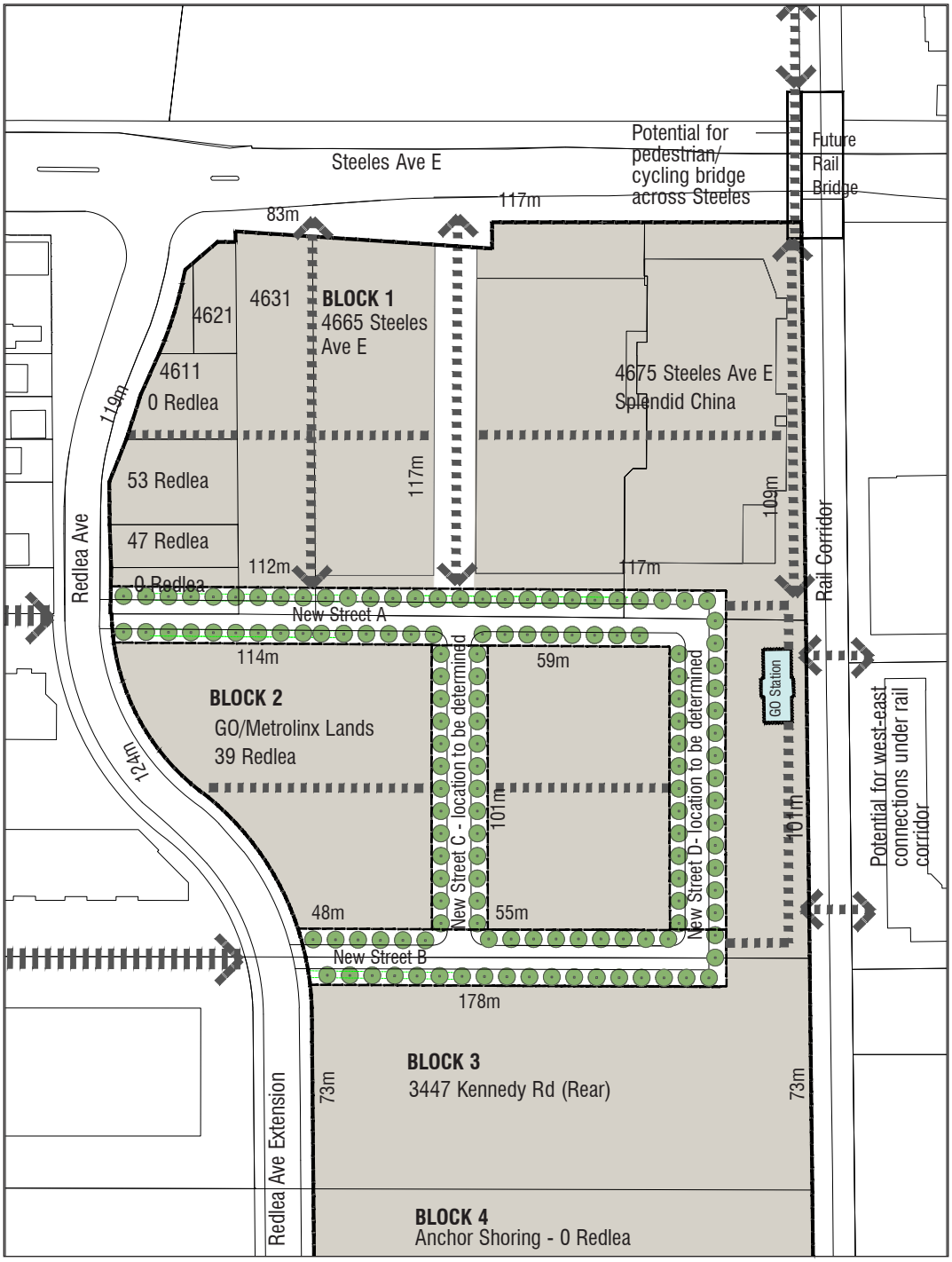


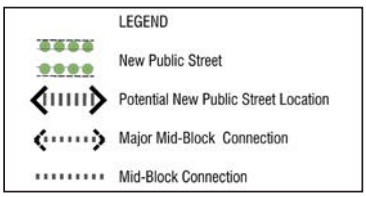
Conceptual Masterplan - New Streets, Blocks and Connections





Conceptual Masterplan - New Streets, Blocks and Connections
Example of Additional Street in Block 2





This plan illustrates an additional new public street north-south for Block 2 (New Street D) to provide public access to the GO station. If in the future, Block 2 has proposed redevelopment, the final street network on the site will be determined at that time.

2.2 CONNECTIONS TO SURROUNDING CONTEXT

Of particular importance is the provision of publicly accessible pedestrian and cycling links to and from the GO station. These should be of sufficient dimensions and configuration to be attractive, safe and universally accessible. High quality design, materials, landscaping and lighting are to be appropriately provided.

a. North-South

There should be a strong link north-south from Steeles between City of Markham to the Milliken GO station:

i) An attractive and commodious pedestrian/cycling connection along the east edge of the existing Splendid China building should be provided. The anticipated increase in pedestrian/cycling activity along this area warrants significant improvements to the connection. Landscape improvements such as planting areas, shade trees, well-detailed fences, and pedestrian/cycling amenities should be considered. Some redesign to the existing servicing areas will be required to satisfy current City standards and to provide an improved pedestrian environment. Connections and integration with the existing GO platform walkway should be coordinated with Metrolinx.

ii) A pedestrian/cycling bridge and stair is recommended across Steeles to mitigate the effects of the GO rail grade separation and to connect future developments. This is subject to review with Metrolinx and the findings of the Steeles Environmental Assessment. It is recommended to have enhancements above functionality for these important elements. These important pedestrian/cycling connections should be attractive with high-quality design.

b. West-East

Currently there are two informal pedestrian links in residential areas west of Kennedy with no formal way to cross Kennedy Rd. The pedestrian routes east of Kennedy to the GO station are informal and need to be formalized to ensure safe and convenient access to the Milliken GO station.

i) Outside of the Regeneration Area from Kennedy Rd to Redlea Ave, pedestrian/cycling links in conjunction with potential new streets and walkways, with crosswalks or traffic lights, would provide greater connectivity. This is subject to further review and although is outside the scope of the study, benefits from being identified as a starting point. Should redevelopment be proposed on the Employment lands west of the Regeneration Area, pedestrian walkways or streets may be secured.

ii) Outside of the Regeneration Area, pedestrian/cycling connections across the rail corridor would be desirable links west-east and are subject to requirements of Metrolinx. Tunnels under the rail corridor are currently proposed as part of the draft of proposed Milliken Station improvements by Metrolinx. These tunnels will need to be further reviewed to ensure full public access.

c. Links to other Transit

Transit stops on Steeles Ave and Redlea Ave should be provided with good pedestrian links to the GO station and future development in the Regeneration Area. The relocation of bus stops due to the future grade separation of Steeles should be considered in the design of the area. Bus loops into the GO station would be desirable for transit user convenience and is subject to further review.

From 2012 Draft report Stouffville Pre-EA:

TTC is considering rerouting some services to make GO service more efficient and customer-friendly.

Current routes servicing the Milliken station are:

TTC buses: 53 on Steeles Ave East, 43 on Kennedy Rd, 57 on Midland

York Region: YR8 bus route which operates on Kennedy and terminates on the Markham side of Steeles.

View on Steeles looking south along Rail Corridor: The existing pedestrian path beside the rail corridor is in need of improvement. A walkway on the east side of Splendid China is recommended.

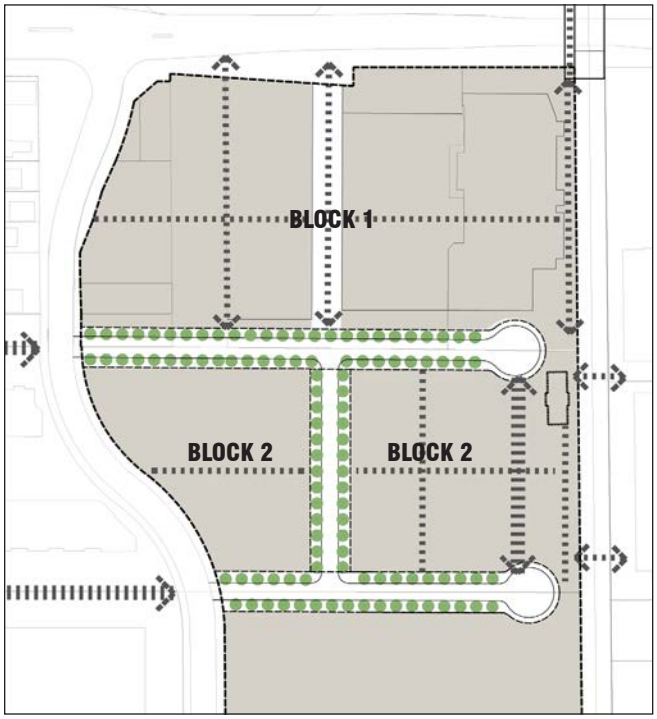
2.3 MID-BLOCK CONNECTIONS

Mid-block connections are important in providing a positive pedestrian-oriented environment with increased walking and cycling connections in addition to those provided by the street network, especially in areas with large land parcels. Locations for mid-block connections are identified and located where longer block lengths exist. These connections help to break down the scale of the block, allowing for more access and permeability of the site for pedestrians while maintaining efficient development blocks.

When mid-block connections are well-designed with appropriate separation distances, they can potentially help to create an attractive, non-street frontage for a development in addition to public street frontages. Exterior connections are preferred to provide all-hour access through the sites.

Some connections can accommodate vehicular circulation provided that the connections are designed attractively with high-quality design, finishes and landscape elements, with the look and feel of the public street. Servicing areas such as loading/garbage areas and garage ramps are to be internalized within the building massing and designed to be discreet and enclosed.

Carefully consider the pedestrian-level comfort of the mid-block connections in terms of wind, access to sunlight and skyview, as well as the landscape design.



Excerpt from Conceptual Masterplan - New Streets, Blocks and Connections

Mid-block walkway in the Distillery District

BLOCK 1

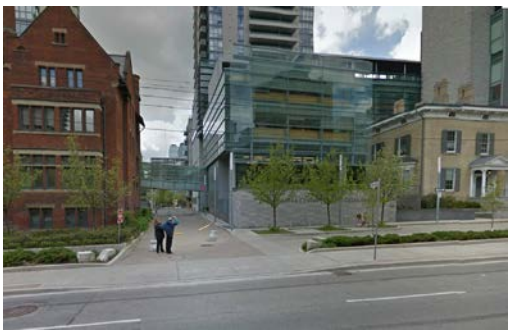
A major north-south mid-block connection should be provided from Steeles Ave to the new public street at the south end of Block 1 (Street A). The pedestrian connection should provide unrestricted public access at all hours.

Additional mid-block connections in Block 1 include a north-south pedestrian and vehicular connection from Steeles to Street A and a west-east pedestrian connection from Redlea to 4631 and 4665 Steeles Ave. Consider shared accesses and vehicular lanes between landowners to potentially increase developable areas by reducing vehicular circulation and service areas.

BLOCK 2

Additional mid-block connections are shown in Block 2 west-east from Redlea to the GO station, and north-south between Street A and Street B.

Mid-block connection in Yorkville.

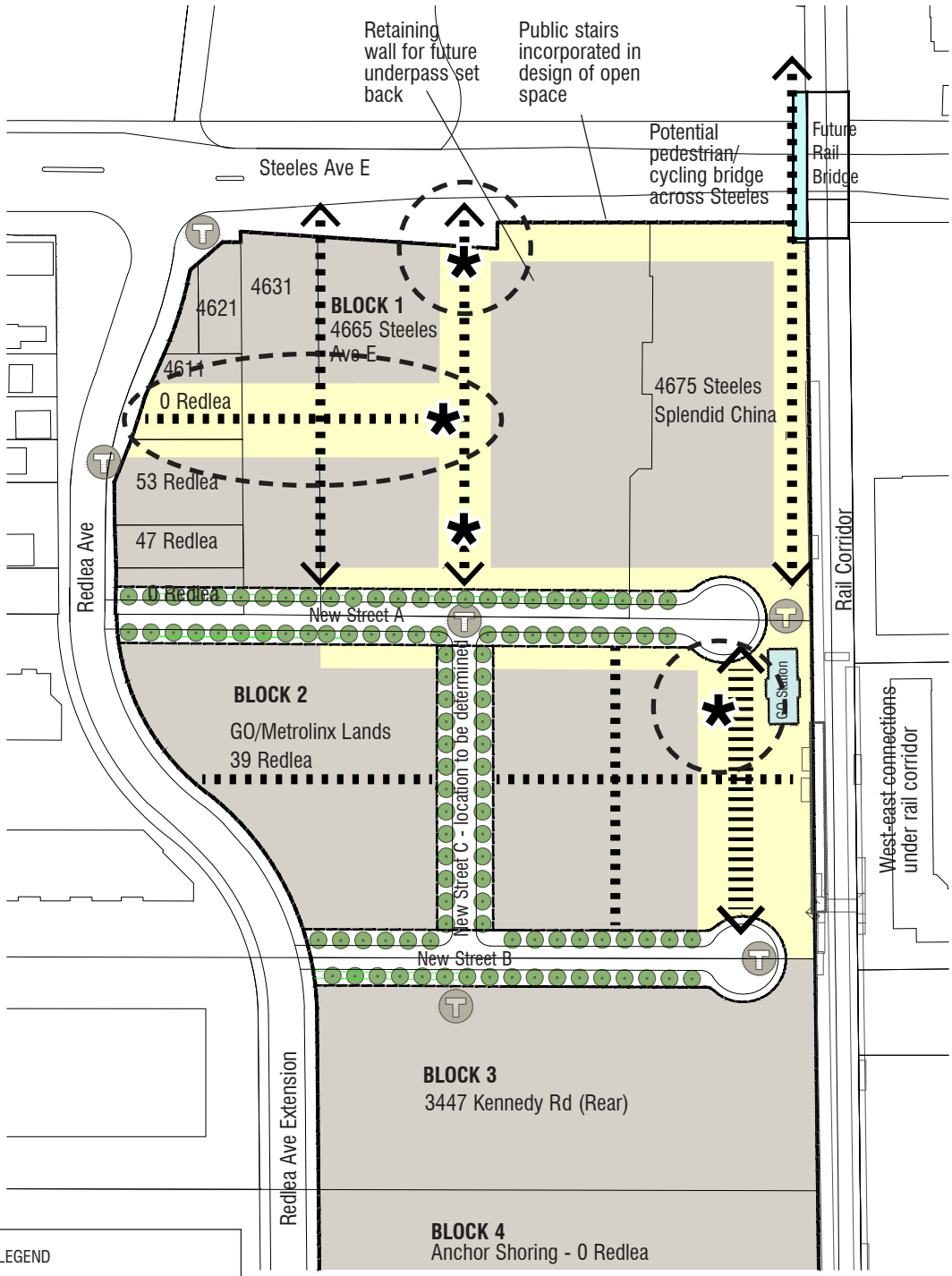


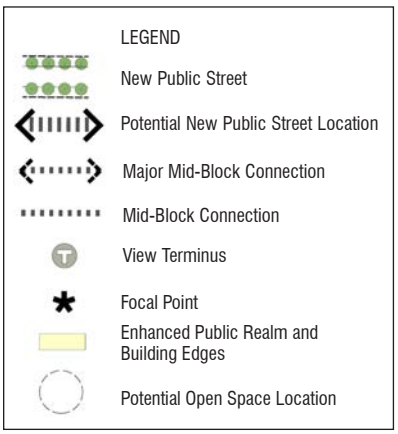
Mid-block walkway and service laneway - Jarvis St to Mutual St

Public Art in mid-block walkway and service laneway - Jarvis St to Mutual St

Mid-block walkway with adjacent retail and office uses - King St West near Hanna

Conceptual Masterplan





Note: All open space and outdoor amenity areas must be designed and located to eliminate or minimize conflicts between industry and residents/tenants/ other landowners, and should have compatibility and mitigation measures provided for and agreed-upon by parties, and City Planning in the early stages of design.

2.4 FOCUS AREAS AND OPEN SPACES

As shown on the Conceptual Masterplan on the previous page, a series of open spaces linked by clear well-designed pedestrian/cycling walkways that connect to the GO station and development sites will help create animated focus areas.

(Top circle in map)
The frontage at 4665 Steeles has the opportunity to provide a focus area and gateway, via the mid-block pedestrian connection, into the central open space of the block. Landscape areas and careful streetscape design should be considered and integrated into the design of the Steeles underpass to create an attractive public realm along Steeles Avenue.

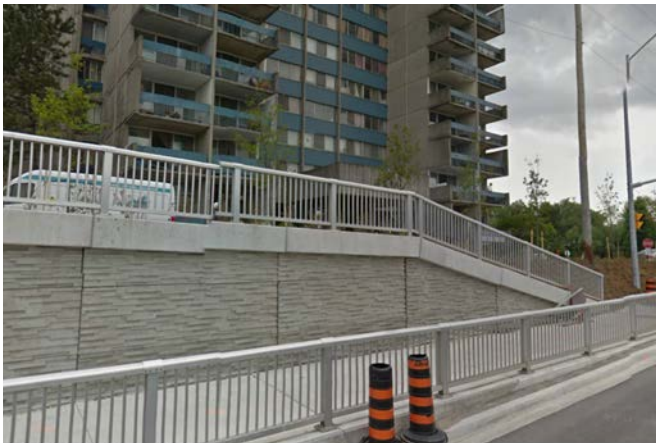
(Middle circle in map)
A central open space in the middle of Block 1 can provide a community focal point. This open space should be programed to accommodate all age groups with various active and passive uses in a landscaped setting. Refer to item a. Privately Accessible Public Open Spaces/Parks on the next page.

(Bottom circle in map)
The provision of a Milliken station square or forecourt should be provided with attractive paving, landscaping, and street furniture. It should have clear connections with the pedestrian/cycling network and retail frontages. Refer to item a. Privately-Owned Publicly Accessible Spaces/ Parks on the next page.

(Yellow areas)
Provided an enhanced public realm connecting Steeles Ave, retail areas, development, GO station, open spaces and other special places within or surrounding the community. Employ high quality design and materials to create an area that has a distinct, interesting, and welcoming character using special paving, landscaping, street furniture, public art, and weather protection.

A pedestrian bridge across Steeles Ave is an opportunity to create a unique feature for the area through enhance-

Sheppard Ave East and Kennedy Rd: Existing recently constructed bridge. Improvements to the landscaping in the median and along the sidewalk is encouraged to improve overall user experience.



Sheppard Ave East and Kennedy Rd: Existing recently constructed underpass and retaining wall condition. For Steeles, a future grade separation would benefit from increased landscaped setbacks.

King St West and Atlantic Ave: As compared to the photo above, the underpass retaining wall is set back from the street to provide a landscaped open space and stair, and an attractive retail frontage

ments such as the addition of enclosing elements (roof, glazed walls), well-designed materials, lighting and public art. Incorporate pedestrian and cycling-friendly elements and landscaped setbacks for the Steeles grade separation along with well-designed and high quality detailing.

a. Open Spaces: Privately-Owned Publicly Accessible Spaces (POPS) / Parks

Privately-Owned Publicly Accessible Spaces (POPS) are to be provided particularly on large sites. Parks, where deemed appropriate by City staff, will be located in areas with public street frontage.

These areas must be designed and located to minimize conflicts between industry and residents/tenants/other landowners. Mitigation measures provided for and agreed-upon by parties and City Planning should be identified in the early stages of design.

Generous open spaces should be designed to provide flexible multi-use settings for employees, pedestrians and residents. They should be urban and intimate; capable of accommodating all day-to-day uses; and incorporate a mix of hard and soft landscaping, including shade trees, planting, high-quality seating, paving and lighting.

The City's POPS guidelines (Council approved July 2014) should be referred to in the development of these spaces.

b. Enhanced Public Realm

The areas suggested are shown in yellow on the Conceptual Masterplan which are intended to connect different buildings and open spaces so that they read as a whole and expand and enhance the pedestrian network. Distinctive paving and planting, high quality street furniture and lighting should be provided.

c. View Termini

Termini are shown on the Conceptual Masterplan. The terminus of prominent views from streets and pedestrian links should be particularly well designed in terms of built form, architecture and landscaping to create distinctive focal points within the area.

d. Public Art

Public Art should be provided and secured in redevelopment proposals, where appropriate. On-site art is encouraged to add interest and create a sense of place. The owner of the lands is encouraged to prepare a "project/block public art plan" detailing how public art is incorporated into the development site.

Public open space: Distinctive paving and seating enliven a space with a few well-designed elements.

Shops at Don Mills: A retail-oriented open space features animated edges with public seating, and successfully works with retail frontages to create an active place.

Victoria Park station: A modestly sized forecourt in front of the station successfully incorporates public seating.

2.5 PRINCIPLES OF REDEVELOPMENT

Lands within the Regeneration Area may experience existing conditions that are discordant and potentially inhospitable for residential uses ranging from heavy industrial operations, rail traffic, GO station commuter traffic and surface parking lots. In addition to appropriate separation from industry, of high importance will be the creation of an attractive pedestrian-oriented open space as a focal point for the area, well-designed public realm, contextually appropriate massing responsive to existing low-rise areas, as well as new public streets to facilitate movement and development. The absence of these elements may potentially create a bleak, unsafe, shadowed area unsuitable for residential uses and pedestrians, and increase the likelihood of conflict with existing or future industrial operations.

The following are principles: (not in order of importance.)

1. To 'plan for, protect and preserve Employment Areas for current and future uses'. (Growth Plan 2.2.6.2c) New development should maintain existing industries, minimize disruption to industrial operators and businesses and avoid future use compatibility issues. The conversion of lands are not to have an adverse effect on the overall viability of the Employment Area.

2. To provide a public street network to facilitate movement with connections for pedestrians, cyclists and vehicles, and facilitate development with increased access, street frontage and links.
Given the predominantly large parcels in the Regeneration area, smaller block sizes and mid-block links are important to achieve successful redevelopment and 'support transit, walking and cycling for everyday activities'. (Growth Plan 2.2.3.7d)

3. To provide a high quality pedestrian and Cycling Network with links to the GO Train Station and bus services connecting communities and destinations. Traffic conflicts and safety impacts on pedestrians should be minimized and attractiveness enhanced through careful site plan design and planning. In addition to new public streets, additional mid-block and pedestrian connections should be provided. Existing streets should be upgraded with sidewalk and street trees to City standards, with cycling lanes provided where possible and appropriate.

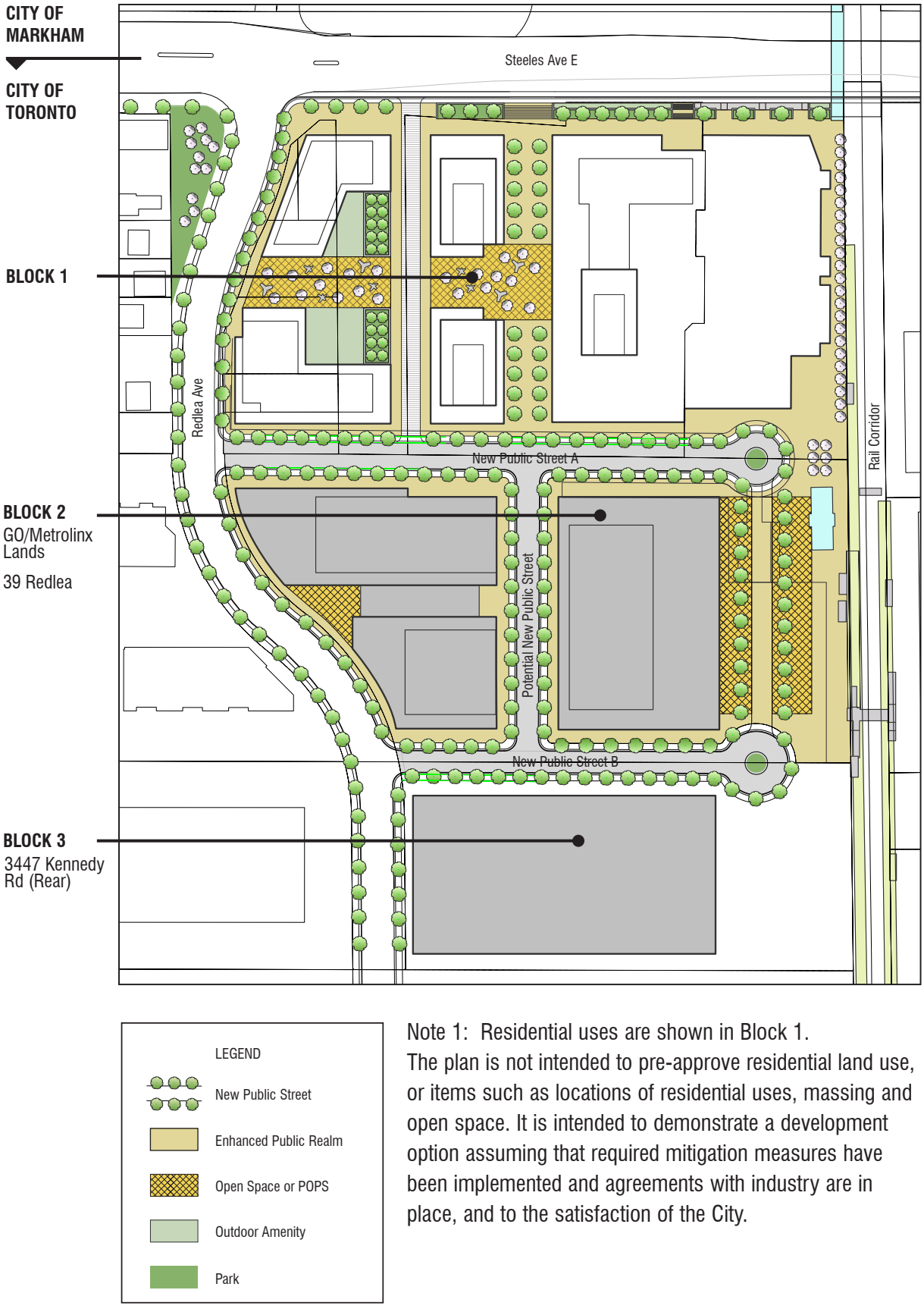
4. To increase the attractiveness of the area for residents and workers by creating open space focus areas. The area should provide a community focal point within easy walking distance of the neighbourhood's residents and workers' with high quality materials, design and public art. These areas should be seamlessly integrated with good links to the GO station and surrounding context. (Official Plan chapter 3.3.2a)

5. To provide contextually appropriate development in support of the GO Station, to harmoniously fit with the existing low-rise context: achieve appropriate overall height and 'achieve an appropriate transition of built form to adjacent areas'. (Growth Plan 2.2.3.7f) . It is imperative that sunlight and skyview be provided to create a good area to live, visit and work.

6. To minimize negative impact on existing neighbourhoods. Avoid the impact of new development on existing communities by providing appropriate land uses, transportation infrastructure, massing, community facilities and open space.

7. To provide appropriate built form by having adequate separation distances, setbacks, stepbacks, and transitions to reduce built form impacts such as shadow, skyview, and wind.

Demonstration Plan



Note 1: Residential uses are shown in Block 1.
The plan is not intended to pre-approve residential land use, or items such as locations of residential uses, massing and open space. It is intended to demonstrate a development option assuming that required mitigation measures have been implemented and agreements with industry are in place, and to the satisfaction of the City.

2.6 DEMONSTRATION PLAN / DEVELOPMENT OPPORTUNITY SITES

BLOCK 1

a. 4675 Steeles Ave East - Splendid China Existing Building

This site is closest to the north-south pedestrian/cycling access to the GO station and is potentially along the route connecting to a future pedestrian/cycling bridge across Steeles and the Milliken GO station platforms and station. Alterations to the organization of servicing, building functions, and facade should be undertaken in order to attract pedestrians into the retail operations and provide animated uses and improved facades facing this area.

Currently, the east and south sides of the site serve as loading/servicing areas with a few surface parking spaces. An existing vehicular route exists for servicing as a loop around the east of the site. In addition to revising these areas to provide pedestrian access, the future grade separation will affect the functionality of the service loop. An alternate configuration for fire servicing and general loading and garbage must be worked out to be in compliance with City standards.

On the existing south side, the space occupied by surface parking/servicing spaces could be better utilized (while keeping City standards for parking and loading) to create attractive and animated frontages facing the GO station. If some service areas are required to remain in place, upgraded paving, landscaping, screening, and lighting would provide a more welcoming pedestrian route and frontage to the GO station.

The current application for the adjacent lot at 4665 Steeles proposes to remove the west wall of Splendid China and build a retail addition that connects to and integrates with the existing retail mall. This arrangement is assumed in the Conceptual Masterplan and Demonstration Plan. If this arrangement does not proceed, alternate plans should be developed to provide appropriate access to entries, parking and loading, and development options respecting the existing mall.

New public street frontage should be provided to compensate for the loss of existing street frontage on Steeles due to the planned grade separation. This can be achieved by the provision of New Street A on the south side of the site.

b. 4665 Steeles Ave East - Current Application Site

Residential uses are shown on this lot. Refer to Note 1 on the previous page.

Open space has been strategically located to align with street networks and view terminus locations. Refer elsewhere in Chapter 2.0 for guidelines on Mid-Block Connections and Focus Areas and Open Space.

Given the large size of the block, mid-block connections to break down the scale of the block should be provided. Exterior publicly accessible private open spaces and walkways should be provided in the north-south direction. West-east connections mid-block should also be provided.

For massing, refer to chapter 4.0 Built Form. The Demonstration Plan is intended to illustrate massing in compliance with the Angular Plan Diagram and Height Transition Diagram. Larger stepbacks are shown along public open spaces and mid-block connections.

c. Other Sites in Block 1

Residential uses are shown on these lots. Refer to Note 1 on the previous page.

All other lots in Block 1 are constrained dimensionally for residential redevelopment as Mid-rise buildings. Consolidation of lots is assumed in the Demonstration Plan as an example for illustration purposes, and other development scenarios are possible.

Development on these lands should be predominantly mid-rise.

No other individual lots in Block 1, except for 4665 Steeles, are suitable for Tall Buildings. However, a tower could be considered on these small lots with appropriate consolidation of lots that provide adequate separation distances as per Tall Building Guidelines, provision of massing transition down to lower scaled buildings as per the Height Transition Diagram in these guidelines, provision to avoid overlook and impact to existing industries, and other planning framework provisions.

City lands are shown as development sites but may not be deemed surplus and available for redevelopment. Alternatively if deemed surplus and unable to be consolidated with other lots for redevelopment, provision of open space on those sites could be beneficial to the area.

An overall strategy for providing servicing and open space should be designed to maximize landscaped open space and include shared service lanes, service areas, garages, and access points.

BLOCK 2 - Metrolinx

This block is designated for Employment uses only. Mid-block connections should be provided particularly through the west parcel.

Although this block has no imminent redevelopment plans, if the block redevelops, north-south public streets should be provided. A public plaza should be provided at the GO station and linked to other open spaces and connections.

Parking and pickup areas associated with the GO station should be appropriately located, screened, and landscaped.

BLOCK 3 - 3447 Kennedy Rd (Rear)

This block is designated for Employment uses only. All visible facades and public frontages should be particularly well designed, acknowledging existing and future highly visible conditions: across the existing GO parking lot, and future view terminus locations at new north-south streets.

BLOCK 4 - Anchor Shoring

This block is designated for Employment uses only. The existing industrial operator/owner has indicated their intention to maintain and/or expand existing operations on the site. These lands have been included for contextual purposes only and are not considered a development opportunity site.

3.0 PUBLIC REALM

3.1 STREETS

New public streets shall be provided where deemed appropriate by City Planning.

All streets will be public and designed in accordance with the City's Development Infrastructure and Policy Standards (DIPS).

All streets will be designed with sidewalks and street trees to City standards to create attractive pedestrian-oriented environments.

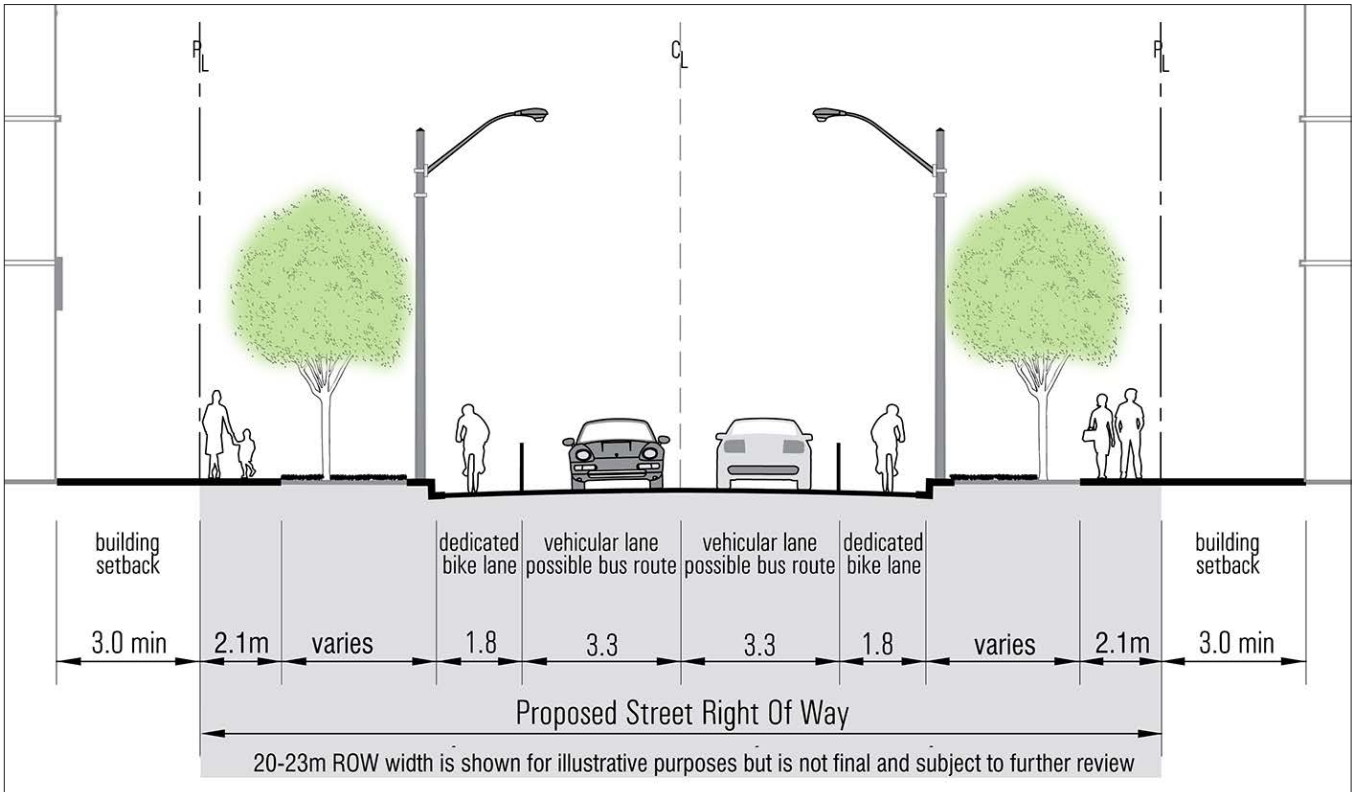
Cycling should be accommodated where appropriate.

Curb cuts and curb radii should be minimized to provide a comfortable pedestrian environment.

3.2 NEW STREETS

The schematic drawing below for Streets A and B is intended to illustrate the accommodation of dedicated cycling lanes, vehicular lanes with potential for buses, and sidewalk and trees to City standards. Further review with landowners and City staff is required to determine the final street section design.

Schematic Section - Street A and B



All dimensions are subject to review and have been shown for illustrative purposes

3.3 REDLEA AVE: EXISTING STREET AND EXTENSION

This street will extend from its current terminus south of Steeles Avenue East to connect with Milliken Boulevard. This will result in a continuous north-south street between Finch Avenue East and Steeles Avenue East.

The configuration of the street should be as per the Oct 2007 Council-approved final ESR:

"The extension is a 23m ROW in keeping with property previously protected by the former City of Scarborough for this facility.

- A 12-metre wide pavement, consisting of a 4.0-metre through lane in each direction and a 4.0-metre wide continuous centre left-turn lane
- A northbound approach to the Steeles Avenue East/ Redlea Avenue intersection to include two left-turn lanes, one through lane and one shared through/right-turn lane

The above items will be refined as necessary, and with the Complete Streets initiatives.

Enhancements in the streetscape with well-designed planting beds, street trees, and seating areas improve overall pedestrian experience.

Streetscape

The existing streetscape will be upgraded to have sidewalks and street trees to City standards. Current conditions have no sidewalk on the west side of Redlea, and a substandard sidewalk with no street trees and a narrow landscape zone.

The width of the boulevard and the paved vehicular surface vary in plan, at the time of the writing of the guidelines. Further detailed study is required to finalize the streetscape.

Bicycle parking rings in street furniture zone

Cycling

Refer to section 3.5 Cycling for more information on dedicated cycling lanes on Redlea.

3.4 STEELES AVENUE EAST

As per the Steeles Ave East/CN Rail Grade Separation Environmental Study Report Addendum in 2004, an underpass grade separation was approved by Council. A new Environmental Assessment study commenced in the fall of 2015, given that the 2004 approval has lapsed. The preliminary street plan is shown in the plans as per the 2004 ESR Addendum, but is subject to change as per the findings of the new EA study.

A pedestrian/cycling bridge over Steeles Ave should be provided and is schematically shown.

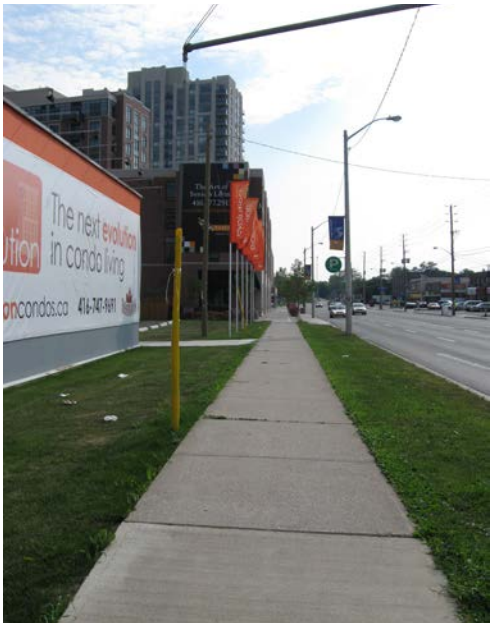
Steeles Ave Streetscape
The current conditions have a landscaped boulevard at the curb with few trees.

The current details of the City's Streetscape Manual will be applied to provide:

- a curb apron with upgraded paving
- a landscaped tree zone
- a sidewalk to City standards

Both sides of the Steeles Ave frontage are under the jurisdiction of the City of Toronto. The Steeles Ave streetscape will be coordinated with the City of Markham.

The streetscape details will apply to areas:
-Steeles Ave, both sides of the street, from Kennedy to Midland Ave
-Redlea Ave, on both sides of the street
-Opportunities for additional tree planting will be sought on private property, where conditions are appropriate



Before: Existing site on Dundas St W has similar existing conditions for sidewalk and boulevard.

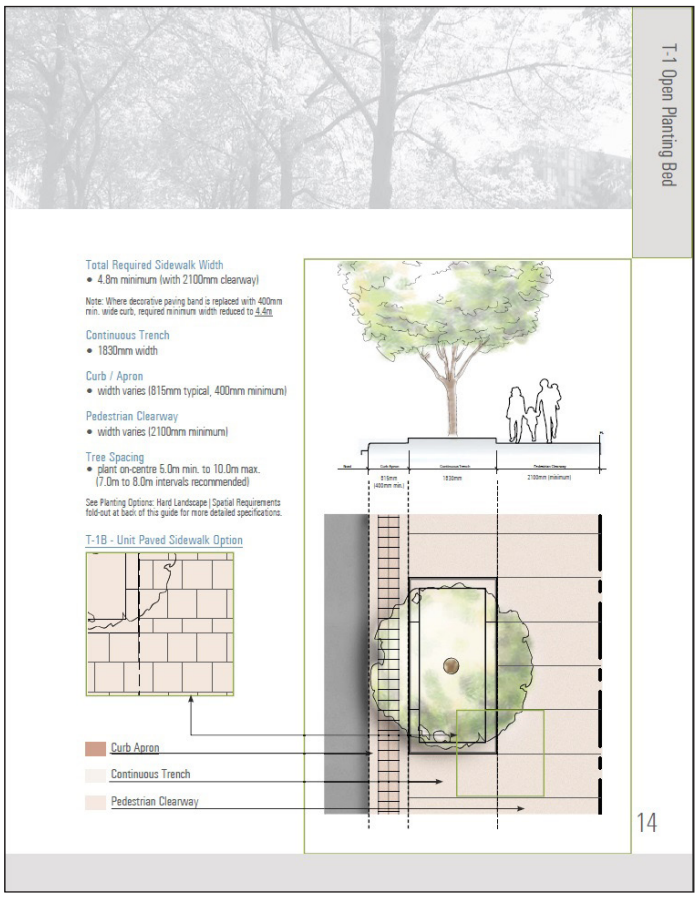
After: Improved streetscape was provided with redevelopment of the site.

3.5 STREETSCAPE DETAILS

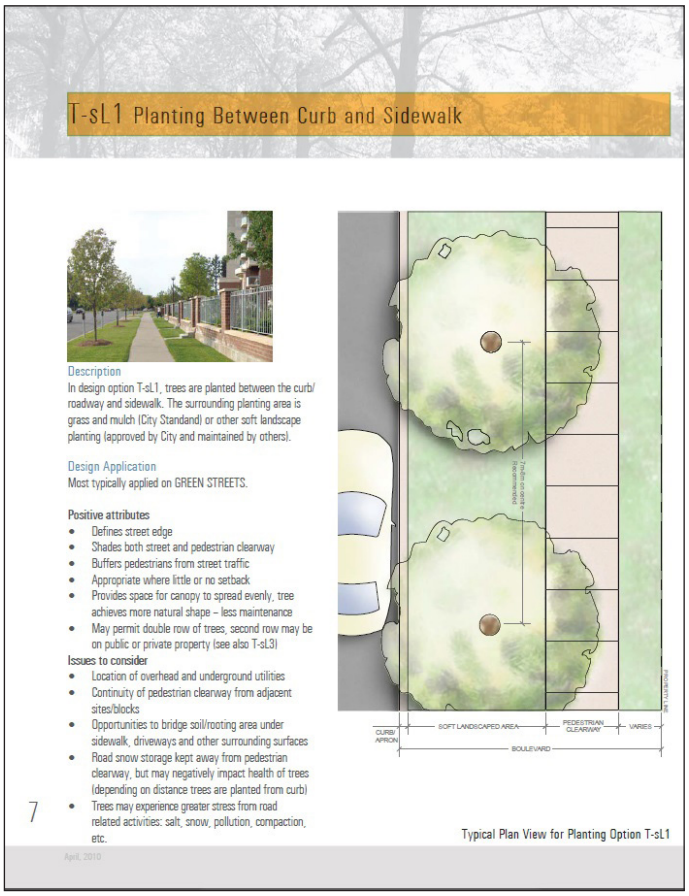
Streetscape improvements should be as per the Streetscape Manual.

- Existing Steeles Ave East from Kennedy Rd to Midland Ave
- Existing Redlea Ave and future extension

Excerpt below is from Toronto Street Trees: Guide to Standard Planting Options found online.



T-1 Open Planting Bed: New development will have similar details with variations as necessary.



T-sL1 Planting Between Curb and Sidewalk: Existing conditions are similar to this detail and may be used depending on site conditions such as boulevard width and extent of new development.

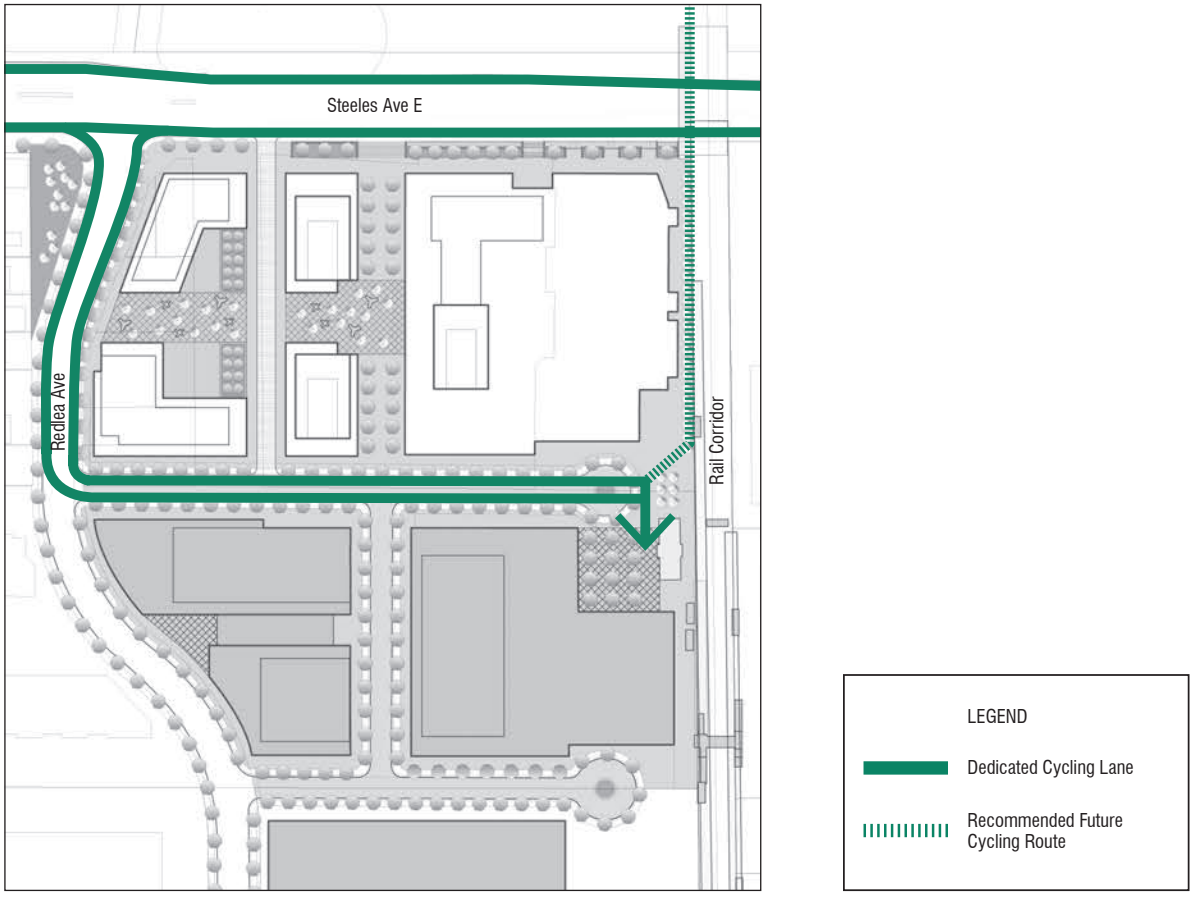
3.6 CYCLING

Cycling to the GO station and areas should be encouraged by the provision of continuous cycling routes in existing and new streets, and the provision of cycling facilities. At the time of writing of these guidelines, there had been planned dedicated bike lanes on Steeles Ave East as per the previous Steeles Ave ESR Addendum from 2004. These are illustrated in the maps as a demonstration plan but are subject to change with the new EA which commenced in the fall of 2015.

The existing Redlea Ave and extension as currently planned does not accommodate dedicated cycling lanes. However, at a minimum, cycling from Steeles along Redlea and New Street A should be provided in order for ease of travel to and from the GO station.

To accomplish this, the existing Redlea Ave could have dedicated cycling lanes near its north end along Block 1, through the use of the City boulevard area usually used for street trees, for a small portion of the street. Private street trees would need to be provided instead on approximately 4 lots on each side of Redlea. The other lots along Redlea within Block 1, are City lands or have wide boulevards that could accommodate street trees. This is shown in the Conceptual Masterplan using currently available information. Further details are to be worked out through a detailed design process.

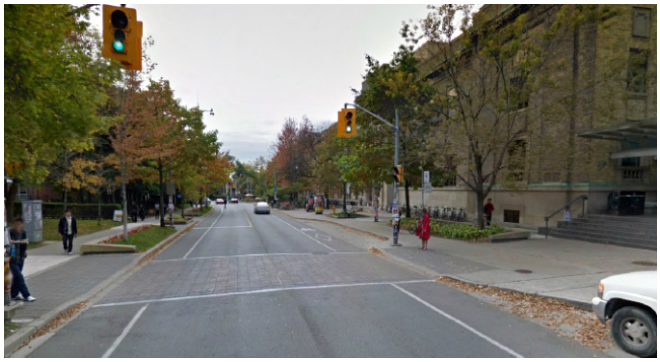
Conceptual Masterplan - Cycling



3.7 PEDESTRIAN-PRIORITY DESIGN

The smooth flow of pedestrians and cyclists should be provided for in the design and traffic calming measures. Subject to review by transportation staff, sidewalk 'bump-outs' are encouraged where possible. The bump-outs provide a safer pedestrian-priority route by creating closer distances between curbs when crossing the street, as well as providing more opportunities for landscaped space and demarcating on-street parking areas.

Should the need for a vehicular lane arise in the future, bump-outs that are more readily removable have been installed in other parts of the City. Bump-outs which are temporary have a removable curb detail with sod and pavers which allows for easier removal compared to concrete.



St. George St. near Russell St.: Example of a 'bump-out' at pedestrian crossing

3.8 GENERAL LANDSCAPING AND MATERIALS

Adequate good quality soil and soil volume as per the Toronto Green Standard must be provided to support the growth of mature tree growth. Where trees are located beside buildings there should be a minimum 2-3m setback to building faces to ensure room for tree canopy growth.

Generous landscaping of the site and the adjacent public rights-of-way will assist in creating an attractive and comfortable pedestrian-oriented public realm.

Surface parking and driveways parallel to streets between the sidewalk and building face are not permitted.

Top photo shows an existing building on Steeles Ave East that would benefit from improved landscaping and building materials. All buildings should be provided with upgraded materials and landscaping as per the example in the bottom photo at 85 Laird.

Attractively landscaped public spaces, open spaces and pedestrian areas will be designed to accommodate a variety of activities, to promote pedestrian safety and a safe cycling environment, and to assist in mitigating seasonal weather.

All building edges should be designed with elements to delineate public and private areas with careful design of planting and paved areas within an adequate setback.

Building material and landscaping should be of high quality materials and design.

Example of an outdoor amenity area that extends and contributes to the success of the public realm.

3.9 OUTDOOR AMENITY SPACES

At-grade outdoor amenity spaces increase the percentage of landscaped open space, and extend and enhance the public realm for residents, workers and the general public.

Outdoor amenity spaces should be provided as per policies and be carefully designed. Further consideration with respect to the impacts on industry, and the impacts generated by industry, should be studied in the early stages of the design on these spaces as well as the placement of these areas, in consultation with City Planning.

3.10 PUBLIC SAFETY

All areas will be designed using Crime Prevention through Environmental Design (CPTED) principles to create safe environments. CPTED is a crime prevention strategy used by landscape and architecture designers, police and security professionals to reduce the incidence of crime and improve quality of life through design strategies. Some of the main principles involve providing spaces with natural surveillance and animated uses, also referred to as “eyes on the street” or natural overlook, clear views and sightlines, adequate lighting, and avoiding entrapment areas in the design.

4.0 BUILT FORM

4.1 TRANSITION

To create a high quality area with new development, it is important to establish harmonious appropriate relationships to context. Abrupt discordant massing relationships should be avoided.

Block 1
Building massing transition should be provided to the south, west and east. These surrounding areas are to remain as Employment Lands, which typically result in lower-scaled buildings with industrial/commercial land use requirements as per the zoning bylaw. (Blocks 2, 3 and 4 are intended to have Employment uses only.)

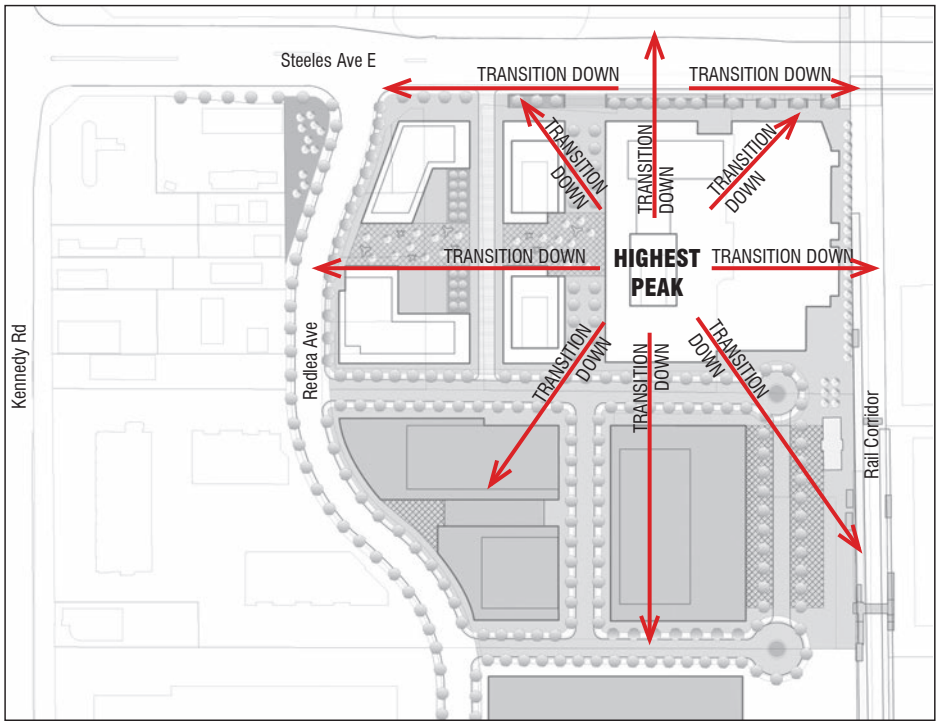
Generous stepbacks and location of the buildings within the sunlight angular plane will provide appropriate massing fit and street proportion, and will minimize shadowing on the north side of Steeles.

Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks, and open space. *(Tall Building Guidelines, 1.3)*

Appropriate fit and transition in scale may mean that not all sites are suitable for tall buildings, or that the existing or approved massing and scale of a tall building on one site can be applied or used as a reference point for redeveloping a neighbouring site *(Tall Building Guidelines, 1.3d)*

a. Height Transition Diagram
The highest peak of development within the Regeneration Area should be located as per the diagrams with:

- heights transitioning downwards to all lower-scaled buildings
- heights transitioning downwards to Steeles Ave for massing and sunlight provisions, with all massing contained within the Angular Plane Diagram



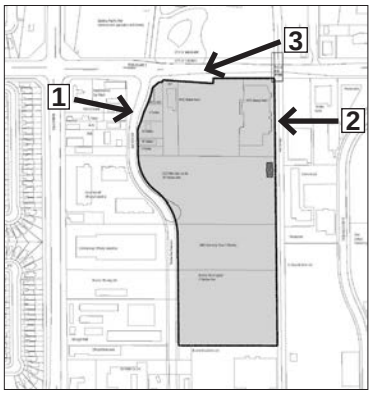
Height Transition Diagram
The diagram shows the peak and the transition downward to lower-scaled buildings and context.

b. Perspective Views

Perspective views from the surrounding areas should demonstrate a gradual transition down to lower scaled context. This will ensure that development avoids abrupt incongruous transitions in scale. Development in the Regeneration Area will form a 'skyline' type view and should demonstrate a clear transition down to lower scaled buildings. The skyline view '*must be coordinated and appear well-integrated with the overall composition of the view.' (Tall Building Guidelines, 1.5)*

In addition to Official Plan policies for Built Form 3.1.2:

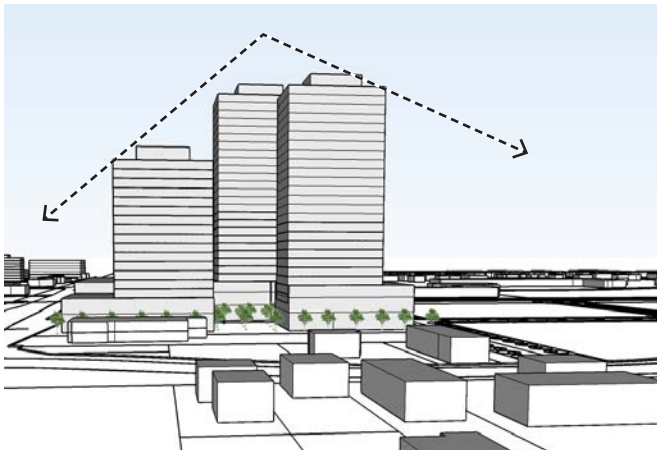
All intensification areas will be planned and designed to... achieve an appropriate transition of built form to adjacent areas. (Growth Plan, 2.2.3.7 General Intensification)



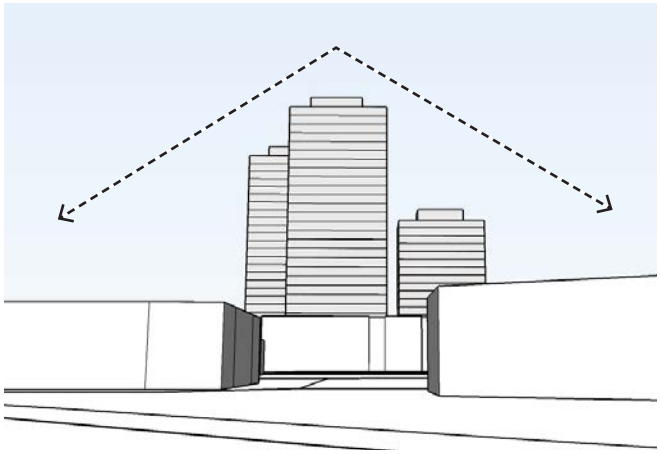
Key Map for Perspective Views:

Perspective Views

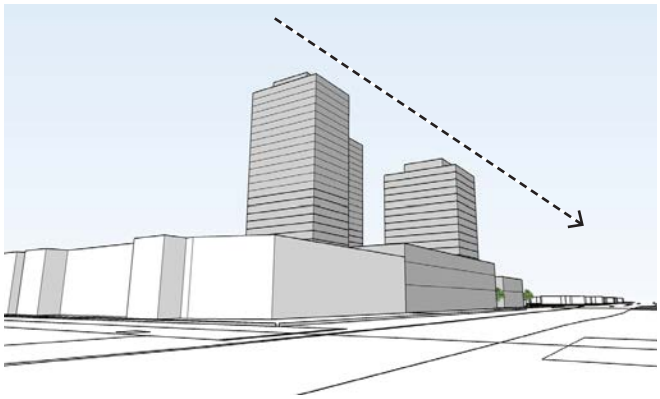
The perspective views shown are for illustrative purposes and do not negate the requirement to study views from other areas. They are to illustrate massing transition downwards to lower scale context as per the Height Transition Diagram.



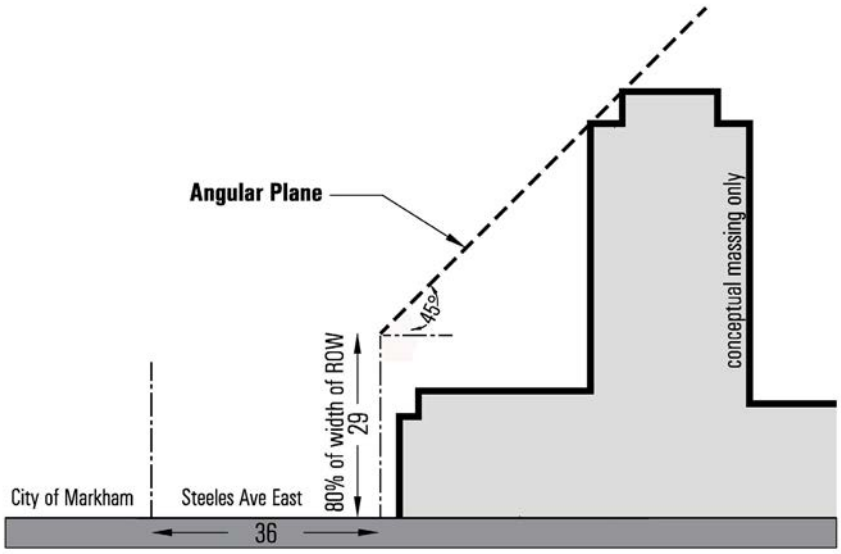
Perspective 1: View from West. Due to perspective from this particular view, the southernmost tower (shown at the right of this image) appears tallest, however the building height steps down to the south.



Perspective 2: View from East



Perspective 3: View from North of Steeles Ave looking westward.



Angular Plane on Steeles Ave East
All development on south side of Steeles is to be massed within the Angular Plane to provide appropriate massing and sunlight along Steeles Ave E.

4.2 SETBACKS

In general, buildings shall be setback to a minimum of 3m to streets and parks/open spaces with residential uses setback 30m from the rail corridor.

4.3 BUILDING STEPBACKS

Building stepbacks assist in providing appropriate, comfortably scaled buildings at street frontages, parks and open spaces. Upper levels are further stepbacked to mitigate the impact of additional massing on the public realm.

Stepbacks should be in keeping with the City's Tall Building Guidelines and Mid-Rise Guidelines.

- For Tall buildings, a minimum 5m stepback shall be provided from the face of the base building to the upper building face
- For Mid-Rise buildings, a minimum 3m stepback shall be provided in keeping with the angular plane as shown in these guidelines

4.4 BUILDING PLACEMENT AND MASSING FRONTING STEELES AVE EAST

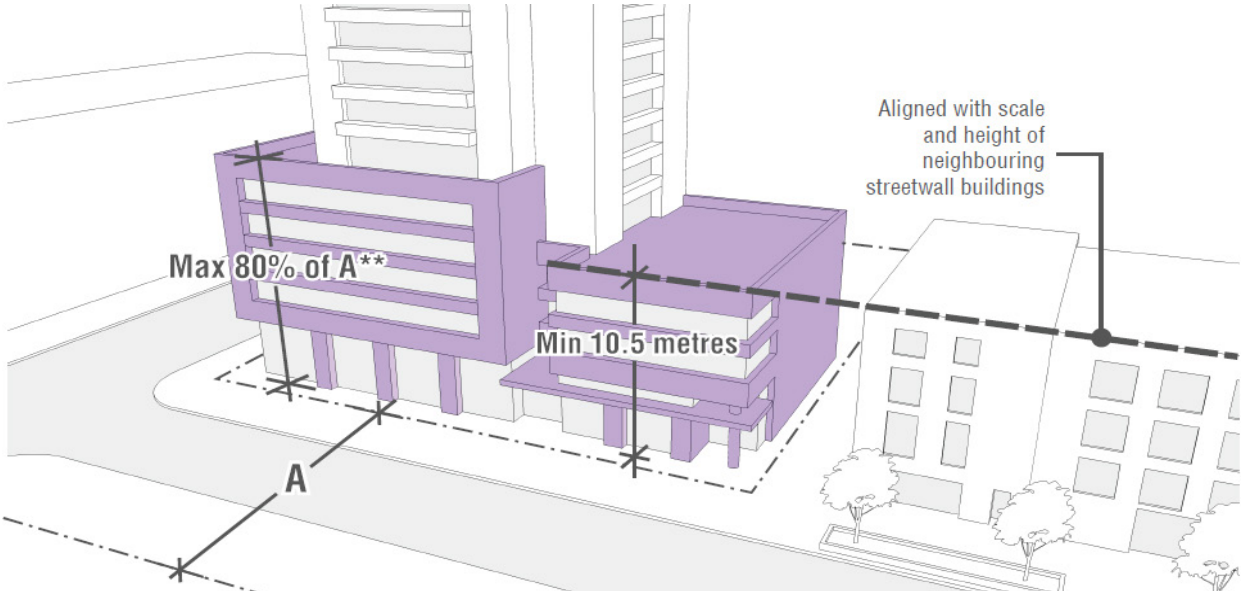
On the south side of Steeles, generous stepbacks will be achieved through compliance with the Angular Plane for all buildings. Massing within this angular plane helps provides sun and appropriate scale of massing facing Steeles Ave East.

4.5 BASE BUILDINGS FOR TOWERS

A common streetwall height will establish a consistent scale at the street throughout the project for all buildings. (Streetwall height is the height of the wall closest to the street lot line, usually from the ground to the height of the first stepback)

Given the low-rise context of the area, generally, base buildings of towers and Mid-Rise buildings should express a maximum 5-6 storey streetwall from which upper levels will setback.

Some architectural deviations from this datum line should be provided in appropriate locations to provide visual interest and punctuation. This is important particularly along long frontages to break down the scale of massing. Indents and lower scaled elements to create a varied facade should be used.



Tall Building Guidelines Base Building Diagram

Base buildings of towers, and lower levels of Mid-Rise buildings are encouraged to have additional stepbacks at levels 2-3 to express a finer grain massing along the streets, open spaces and public areas.

Base buildings for towers should be as per the City-wide Tall Building Guidelines 3.1.1.

Base buildings for towers as outlined in the City-wide Tall Building Guidelines, should not be confused with mid-rise buildings such that towers are placed on top of mid-rise buildings as outlined in the Mid-Rise Guidelines. This can lead to overwhelming and bulky massing, as well as significant shadow impacts.

Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open space. (Tall Building Guidelines, 3.1.1)

Given the site has an absence of consistent streetwall height context, provide a minimum base building height between 10.5 metres and 80% of the adjacent street right-of-way width (A), up to a limit of 24 metres in height. (Tall Building Guidelines, 3.1.1b)

The height and scale of the base building should respond to the scale of neighbouring buildings and the street proportion by aligning with the scale of neighbouring streetwall buildings. (Tall Building Guidelines, fig 1 p 38)

For sites where the adjacent context is lower in scale and not anticipated to change, provide a transition in the base building height down to the lower-scale neighbours. Match at least a portion of the base immediately adjacent to the lower-scaled context with the scale and height of neighbouring buildings.(Tall Building Guidelines, 3.1.1d)

On corner sites, vary the height and form of the base building to respect and respond to the height, scale and built-form character of the existing context on both streets. (Tall Building Guidelines, 3.1.1c)

4.6 BUILDING SEPARATION DISTANCES AND TOWER FLOORPLATE SIZE

Separation distances for towers should be as per the City-wide Tall Building Guidelines. The Guidelines recognize areas with an absence of consistent streetwall context and recommend that the separation distances should be greater than the minimum so that future development provides generous sun and skyviews, and does not read as a bulky mass abruptly emerging from low-rise buildings.

Building setbacks for towers should be a minimum of 12.5m to lot lines except where fronting streets (refer to Tall Building Guidelines). This provides for adequate separation distances between adjacent properties between towers, and also provides for adequate buffer, skyview, sunlight and mitigation from overwhelming massing for adjacent landowners.

Separation distances between base buildings or between a base building and mid-rise building should be a minimum of 20m. Separation distances between mid-rise buildings should be a minimum of 15m as per the City's Mid-Rise Guidelines.

Tall buildings should be sited strategically, designed with appropriate compact floorplates, and consider best locations of living spaces to avoid overlook and maximize privacy and sky view. Floor plate sizes should be a maximum area of 750sm as per the Tall Building Guidelines.

4.7 BUILDING OVERLOOK TO INDUSTRY

Building design should minimize overlook and be informed by detailed environmental reports which will identify mitigation measures at the time of zoning.

Avoiding overlook to Industries from residential units is important, along with other measures, to allow for ease of industrial operations which may be considered unsightly, unpleasant and potentially alarming when seen from above. In addition to appropriate separation, this is an important element to avoid or minimize complaints and conflicts between these land uses.

Buildings will be designed to have 'primary windows' of units and balconies located, oriented and designed, with views that minimize overlook to industrial operators within the Regeneration Area and surrounding area.

Possible strategies to reduce overlook to industry:

- refrain from locating windows on the south side of the tall buildings
- locate elevator cores, stairwells, and other internal building services to the south side of the tall buildings
- orient unit windows to face away from the industry on the east side of the buildings
- limit open balconies on the east side of the buildings

4.8 SHADOWS

a. Shadow impacts on Neighbourhoods should be adequately limited in both the City of Toronto and Markham.

b. Shadows on streets, particularly on Steeles Ave East, should also be adequately limited through the location and massing of buildings as per the Angular Plane diagram.

c. Shadows on publicly accessible open spaces and parks should be minimized to promote their utility and enjoyment.

4.9 WIND

Wind studies will be required to ensure appropriate height, massing and location of elements on the entire site. The cumulative impacts of wind, including future massing, should be provided for a comprehensive review and should occur at the early stages of design. Wind mitigation measures such as appropriate massing, increased stepbacks, canopies and landscaping should be provided accordingly.

4.10 MITIGATION MEASURES AND LIVEABILITY

At the time of the writing of these guidelines, detailed mitigation measures are not complete. All required mitigation measures for residential uses should result in conditions that are liveable, comfortable, safe and attractive. They should contribute to the positive redevelopment of the Regeneration Area as per planning policies, and should be agreed upon by all affected stakeholders and City Planning.

4.11 BUILDING EDGES AND FACADE ARTICULATION

The overall design of building edges along streets and publicly visible areas such as open spaces, should contribute to the creation of an interesting and varied 'urban street wall'. As a large site, parcels should contain several individual urban buildings with distinctive and interesting built form.

Articulation
Long blocks should be massed and articulated to avoid creating excessively long continuous building facades. Generous breaks and indents in massing should be provided particularly at streetwall levels to break down the scale of the building and provide visual interest in the facade. Upper levels should also have generous breaks between masses, to provide skyview, appropriate massing and further break down the scale of the building.

As per Mid-Rise Guidelines, where mid-rise building frontages are more than 60m in width, building massing should be articulated or "broken up" to ensure that facades do not appear to be overly long.

Side Walls
Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as the more active and animated frontages.(Tall Building Guidelines 3.1.4d)

High quality materials and architectural expression is required to not only minimize impacts of blank walls and side walls, but have them be integrated with the rest of the building.

Side walls at the base buildings of towers or mid-rise buildings should have stepbacks at upper levels and indents to provide a façade that is integrated with the rest of the building as a three-dimensional object. Facades should 'turn the corner'.

Animation and Uses
Retail, office uses, and residential entries, when successfully designed are preferred to animate street frontages, and publicly accessible areas, over private indoor amenity areas for condominiums. All street, open space and public walkway edges should be designed to maximize animated uses for their frontages with service and blank areas minimized or located elsewhere.

Care should be taken to have generous and high quality landscaping and furniture, low planters, inviting and permeable facades, strategic placement of doors and landscaped open space to maximize social interactions and animation of the streets, walkways and open spaces.

Massing along Open Spaces and Mid-block Connections
Built form along these areas is important since they are highly visible and can set the tone for the entire area. Architecture should be of particularly high quality in design and materials, with comfortable low to mid-rise scales of adjacent buildings. Upper levels should have increased stepback dimensions.

4.12 BALCONIES

Shadow and massing studies should include the cumulative effects of balconies from all buildings. Balconies should be avoided on the first 3 levels of buildings and projecting balconies should also be avoided on the street frontage between 3-6 storeys. Enclosed balconies may be appropriate in certain locations as a mitigation strategy and to improve liveability for residents.

For Mid-Rise Buildings and Base Building for Towers: *Balconies on the front facades should not be located within the first 3 storeys. Balconies on the street-facing facade should be inset behind the street wall between 3-6 storeys.*(Mid-Rise Guidelines Performance Standard no. 12)

Similarly on base buildings of towers: *avoid locating balconies (projecting or inset) within the first 10.5m of the base building. Between 3 and 6 storeys, inset balconies behind the streetwall. (Tall Building Guidelines* 3.1.4)

For Tall Buildings: *(From Tall Building Guidelines* 3.2.5)

Avoid balcony arrangements that significantly increase the physical and apparent visual building mass.

When balconies are contiguous and wrap the entire tower, the result can sometimes be a building envelope that appears much larger than the tower floor plate, even when it meets the 750 sm maximum size.

Inset or partially inset balcony arrangements can provide greater privacy and be more comfortable particularly on upper floors.

Balcony arrangements which are not carefully planned and integrated with the tower massing can contribute to additional shadow impacts and a reduction in privacy, sky view and daylight. A decrease in floor plate size or increase in separation distances may be required to mitigate the impact of balconies on the public realm and neighbours.

4.13 MECHANICAL EQUIPMENT

Mechanical equipment and other building systems should be designed to minimize visual impact and protect the design integrity of all buildings. Roof top mechanical equipment shall be screened and/or enclosed to minimize noise and visual impacts.

Adverse visual impacts from substations, transformers, telephone system equipment, cellular antennas, microwave dishes, and similar facilities shall be minimized. These elements will not be placed along, nor be visible from, public roads; and will be located in such a manner so as to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks, open spaces etc. Coordination with utility providers should be initiated early in the design process.

Mechanical penthouses may not penetrate any angular planes and should be considered in the design of the building.

4.14 VEHICULAR ACCESS, PARKING AND SERVICING

The commuter traffic for the GO station may have a disruptive impact to the area due to the large volumes of traffic entering and leaving at specific times.

In the future, refinements to the Conceptual Masterplan as development is proposed may be considered to limit the traffic infiltration and disruption within the area. For example, in Block 1, redirecting some traffic flows away from the main pedestrian routes to the GO station would potentially make more comfortable walking conditions and enhance residential/retail access. Limiting disruption to surrounding industrial, commercial and residential areas should also be reviewed.

Access to vehicle parking and servicing areas should be shared between buildings where possible and deemed appropriate. These areas should be screened from view and their adverse visual impacts minimized as much as possible to give precedence to animated uses.

Parking

- parking will be located below grade.
- areas may have technical issues that prevent the feasibility of multi-level below grade parking structures. If this condition is demonstrated to exist to the satisfaction of the City, some above grade parking structures may be permitted in certain areas at the discretion of City Planning.
- where above grade parking structures are permitted by City Planning, they are to be enclosed and surrounded by active frontages, such that the parking structures are not visible from adjacent streets and open spaces.
- all development will accommodate convenient and safe public bicycle parking in clearly visible, publicly accessible locations.

5.0 BIBLIOGRAPHY

In addition to planning framework policies (Growth Plan, Official Plan, Zoning By-law):

REFERENCES TO REPORTS AND CONSULTANT STUDIES:

1. Addendum to the Steeles Ave East/CN Rail Grade Separation Environmental Study Report 2004, City of Toronto consultant R.V. Burnside Associates.

Note: Drawings have been used for reference in the Masterplan but are subject to change since the Study has been initiated again and is underway.

2. Stouffville Corridor Rail Service Expansion Environmental Study Report, 2014, Metrolinx consultant R.V. Burnside Associates.

N*ote: Drawings from this ESR have been used for reference in the Masterplan but are subject to change.*

3. Steeles-Redlea Regeneration Area Air, Odour, Noise and Vibration Impact Study, Golder Associates Ltd, 2015

N*ote: It should not be assumed that the consultant report is reflective of the policies and recommendations of City Planning.*

CITY GUIDELINES AND STANDARDS

5. Tall Building Design Guidelines, City of Toronto, 2013

6. Mid-Rise Building Guidelines: Avenues and Mid-Rise Buildings Study, Brook McIlroy and City of Toronto,2010

7. POPS Guidelines for Privately-Owned Publicly Accessible Spaces, 2014

8. Development Infrastructure Policy and Standards

9. Toronto Green Standards, City of Toronto

10. Urban Design Streetscape Manual, City of Toronto

PLANNING A GREAT CITY
TOGETHER