



Figure 9.8 Scott Eunson and Marianne Lovink, *Site Specific*, 2015, Toronto

Implementation of the opportunities shown here will result in a neighbourhood art program that will help to address all four core principles in the Central Waterfront Secondary Plan:

- Removing Barriers/Making Connections
- Building a network of spectacular waterfront parks and public spaces
- Promoting a Clean and Green Environment
- Creating Dynamic and Diverse New Communities

Consideration was given to the following criteria in identifying locations for art:

- High visibility;
- Publicly accessible;
- Supports urban design initiatives and the Central Waterfront Secondary Plan policies; and
- Afford opportunities for art that will be unique in the City and create a distinctive, even iconic neighbourhood.

The plaza space planned at the southeast corner of Yonge and Harbour Streets has the potential to become a signature site in the city's streetscape with the commission of a large-scale, bold landmark artwork. The generous pedestrian boulevards designed for Yonge, Cooper Street and Jarvis Streets are public sites that offer potential for the creation of a series of artworks that provide different moments of interpretation, reflection, interaction and thought, not unlike those recently completed along the new stretch of Front Street in the West Don Lands.



Figure 9.9 Tadashi Kawamata, *Untitled (Toronto Lamp Posts)*, 2015, Toronto



Figure 9.10 Paul Raff, *Mirage*, 2012, Toronto



Figure 9.11 Mehmet Ali Uysal, *Clothspin Sculpture*, 2010, Liege, Belgium (Festival of the Five Seasons)



Figure 9.12 Fiona Banner, *Full Stop*, 2004, London



Figure 9.13 Jeppe Hein, *Mirror Labrynth*, 2013, New York City

9.4 The Public Art Plan

From this site review, this Public Art Plan outlines a program of art opportunities which set out a vision of how the art program will function within the public realm. This approach allows for flexibility. The criteria of form and media and other site specifics will be determined once more is known about the actual scope of the various sites and the possibilities and restrictions that these parameters will dictate. Both of the following program components encompass both public sites and privately owned public sites.

Linear sites are focused on the linear spaces, both exterior and interior (atriums, winter gardens, etc.) where an artwork will promote flow and invite movement from one site to another, playing an important role in pedestrian animation and significantly reducing perceived boundaries between public and private space.

Nodal/Landmark artworks are conceived as more stand-alone pieces. Nodal artworks are to be located at significant points of connection within or at the edge of the precinct. Landmark artworks are to be located on sites of particular interest or animation that may become meeting points or location identifiers.



Figure 9.14 Public Art Plan



Figure 9.15 *The Water Guardians*, 2015, Toronto

10.0 Phasing and Implementation

- 10.1 Implementation Tools
- 10.2 Phasing/Funding

10.1 Implementation Tools

The preparation of this Precinct Plan is one of the first steps towards realizing the vision for the Lower Yonge Precinct. This Precinct Plan provides the overall vision and objectives for the Lower Yonge Precinct, while further providing detailed planning and policy directions and recommendations on the Lower Yonge Precinct's Public Realm, Infrastructure, Development and Implementation plans.

These planning directions and recommendations support the adoption of a City-initiated Official Plan Amendment ("OPA"). This OPA will amend the CWSP with an appropriate Site and Area Specific Policy ("SASP") to guide development in the Lower Yonge Precinct. By amending the CWSP with an appropriate SASP, and by bringing the CWSP into effect for the Lower Yonge Precinct, the appropriate planning and policy framework will be in place to guide the orderly development and revitalization of the Lower Yonge Precinct in a manner consistent with this Precinct Plan.

Implementing zoning by-laws for development within the Precinct will be initiated upon application by the respective landowners, pursuant to Section 34 of the *Planning Act*. Such by-laws will need to conform to the Official Plan, including the CWSP and SASP referred to above.

To ensure the orderly development of the Lower Yonge Precinct, Holding Symbols (H), pursuant to Section 36 of the *Planning Act*, will be used. The use of a Holding Symbol (H) on future implementing zoning by-laws within the Lower Yonge Precinct will ensure that development cannot proceed until the appropriate private and public investment in required infrastructure,

transportation improvements, and park and community facilities have been completed and/or secured.

This Precinct Plan also recommends that private landowners in the Lower Yonge Precinct, with the assistance of the City of Toronto and Waterfront Toronto, enter into agreements to clarify obligations with respect to phasing and delivery of hard infrastructure, regional transportation improvements, affordable housing, community facilities and public amenities. Appropriate land division and land conveyances for public streets and parks (through Plans of Subdivision, pursuant to Section 50 of the *Planning Act*) will be required.

Municipal Approvals

Implementation of this plan will require the following processes:

- Official Plan Amendments (where necessary);
- Zoning By-law Amendments;
- Plan of Subdivision;
- Site Plan Control; and
- Removal of holding symbol (H) when applicable.

Together, these allow for the orderly development and municipal ability to secure all the necessary components of the plan, ensuring a successful and well planned community.

Servicing

A coordinated Master Functional Servicing Plan for the Lower Yonge Precinct study area will be jointly prepared by the landowners. The servicing plan will illustrate the utility improvements (including upsizing) required to support all proposed development. The study area will encompass the servicing network outside the precinct area in order to demonstrate how the adjacent servicing networks will maintain the standard performance following implementation of each development and associated utility upgrades. The coordinated municipal servicing plan will include an implementation strategy that identifies the required timing for upgrades and a strategy for fair and equitable cost sharing.

Landowners within the Lower Yonge Precinct will work with Toronto Water to respond to the capacity constraints associated with the Scott Street Sewage Pumping Station and any resulting phasing/timing constraints. It is anticipated that holding provisions will be used to limit the amount of development that can be accommodated by the existing sanitary servicing infrastructure, until necessary upgrades are completed. Landowners will also work with Toronto Water to address the approved outcome of Waterfront Sanitary Servicing Master Plan Class EA update.

Developers will be required to provide and pay for new infrastructure, or improvements to existing infrastructure required to serve the proposed development (including roads, sanitary and storm sewers, municipal water and electricity supplies and any telecommunication networks).

Municipal Class Environmental Assessment for Transportation and Public Realm Elements

Landowners will work with Waterfront Toronto and the City of Toronto to ensure that development proposals appropriately respond to the work undertaken as part of the MCEA for the Lower Yonge Precinct, initiated in late 2015 and expected to be completed in late 2016. The Lower Yonge MCEA is the follow up to the Lower Yonge Transportation Master Plan, completed in 2014 and approved in 2015. The TMP fulfilled Phases 1 and 2 of the MCEA process for transportation initiatives and the MCEA will represent Phases 3 and 4. Landowners will respond to the following items within the scope of work for the EA:

- a. The Environmental Study Report, which will complete MCEA Phases 3 and 4 requirements for all Schedule C initiatives identified in the Lower Yonge TMP, including confirmation of road alignments and right-of-way requirements.
- b. Conceptual Design for the existing and proposed streets within the Lower Yonge study, as well as Harbour Street between Yonge and Bay Streets.
- c. Functional Design for all EA Schedule A, A+, B and C initiatives identified in the Lower Yonge TMP
- d. Public Realm Concept Plan with streetscape designs for all streets within the study area, including identification of pedestrian clearways, street tree details, cycling facilities, street lighting, street furniture, patio areas,

crosswalks, curb cuts, pavers, cross-sections and utility coordination.

- e. Potential separated cycling facilities along Yonge, Harbour and Lower Jarvis Streets.
- f. An implementation/phasing plan for the improvements identified in the EA, including an evaluation of costs for regional versus local benefits and timing requirements for each improvement.

Landowner Agreements

To ensure that property owners in the Lower Yonge Precinct contribute equitably towards the provisions of community and infrastructure facilities such as community centres, daycares, public art, parks, local infrastructure and provision of affordable housing, all property owners may be required to enter into a landowners agreement(s) which includes cost sharing as a condition of development approval for their lands, providing for the equitable distribution of the costs (including lands) of such facilities and infrastructure.

Design Review Panel

Lower Yonge is located within the Designated Waterfront Area (see Figure 10.1 below). As such, all buildings, site development, and public realm plans will be required to complete Waterfront Toronto's Design Review Panel process. The Design Review Panel is an advisory body to Waterfront Toronto, and it regularly recommends ways to enhance design to improve the overall benefits of any project within the waterfront area to aesthetics and public realm. Comments provided by the panel help Waterfront Toronto and City of Toronto staff in the review of development applications.



Figure 10.1 Designated Waterfront Area

10.2 Phasing and Funding

Lower Yonge is a large precinct in terms of both size and anticipated density. Development will need to be implemented over a number of years, with full build-out taking approximately 20-25 years. With multiple owners in the precinct, private land interests will ensure that the market plays a significant role in the timing of development. It is important, therefore, to phase development to proceed logically, providing a full range of public realm improvements, community amenities and required regional transportation infrastructure in order to service new developments. In terms of implementation, the precinct is presently comprised of three major landowners with differing development aspirations. It is therefore imperative that the landowners work together to ensure that the phasing of development within the Precinct is logical and achievable.

Given the scale and intensity of the proposed development blocks within the precinct and the impact market absorption rates will have on development timelines, multiple phases of development are anticipated within each block. Providing buffering from Redpath Sugar will also be a consideration for phasing. As such, property owners will be expected to demonstrate phasing plans for their properties. The phasing plans will illustrate the anticipated timing of office, retail, and market housing in addition to timely delivery of community services, parkland and local infrastructure. The timely delivery of affordable housing in relation to market housing will also need to be demonstrated and a plan illustrating the proposed location of the affordable housing units is expected.

It is anticipated that development will occur from west to east with some overlap expected between the Pinnacle and LCBO sites. The timely implementation and consolidation of the park space will be integral to the overall success of the precinct as it will add value to the community once completed. Detailed phasing plans will be required to ensure timely delivery of all the various components and community benefits to ensure these amenities are available to future residents as the precinct builds out incrementally.



Figure 10.2 Artistic Rendering of Lower Yonge Precinct seen from Toronto Islands