



Artistic rendering of the River at the Cherry Street crossing



## 4.7

# BUILT FORM DIRECTION

Built form in the Port Lands will exhibit dynamic variety with inherent contrasts reflecting the land use mix and the area's resilient urban structure. It will be both high and low, dense and open. New development will frame and define the public realm to create a legible city fabric between the network of blue and green open spaces. It will reinforce unique local identities for each district by capitalizing on the Port Lands' landscape and historic character.

Design guidance for both buildings and site layout is provided. The guidance clarifies the core principles and policy direction in the Central Waterfront Secondary Plan (CWSP), and will ensure an attractive, interesting and high quality public realm. The guidance recognizes the Port Lands' context and its unique attributes. The built form direction and design guidance results from:

- An inventory and evaluation of the Port Lands exceptional features;
- Development of initial built form considerations consistent with the vision and consultation with the public and stakeholders;
- View corridor analysis and high-level built form testing and analysis;
- Detailed built form modeling and testing for Villiers Island;
- The completion of the Noise and Air Quality Feasibility Study; and
- Aligning the design guidance with other objectives of the Framework, such as ensuring abundant biodiversity and sustainability.



The CWSP currently provides high-level built form direction for the Central Waterfront, but also specifically for the Port Lands. Development should be low to moderate scale and result in comfortable conditions for people on streets, plazas and other parts of the public realm in all seasons of the year. Particular care is to be taken when designing development at the water's edge. For the Port Lands, the CWSP identifies that the area will generally be developed at a medium scale with some lower elements and higher buildings in appropriate locations.

The CWSP provides no specific direction for where higher buildings should be located, or the heights of buildings. Further, the direction to locate low to moderately scaled buildings at the water's edge requires reconsideration in some areas in light of the final configuration of the naturalized river mouth. The CWSP initially located the naturalized mouth of the Don River at the Keating Channel. The final plan for the Don River maintains the Keating Channel and locates the river valley through the heart of the Lower Don Lands. This introduces a number of additional water side edges in the Port Lands and necessitated rethinking where different building typologies should be located.

Design guidance is also required to address the diversity of land uses proposed, and the numerous and varied character defining elements. While the CWSP always anticipated a range of different land uses, there is little direction for the scale and heights of buildings, or other built form considerations, associated with the range of land uses envisioned.

The buildings and associated landscapes anticipated across the Port Lands need to respond to the diversity of land uses proposed, but always with consideration for the resulting impact on the public realm and the identity of the Port Lands. In this way, the best of its current attributes will be preserved, and the area will remain forever distinct from the rest of the city while its districts develop their own vibrant characters. In all instances, the design guidance will ensure that built form is well proportioned and visually interesting, promoting activity in the street where appropriate, and preserving access to sunlight.

All development within the Port Lands, whether public or private and irrespective of use, will continue to exemplify design excellence, including best practice environmental design in light of the climate challenge. Precinct planning for districts slated for residential permissions will continue to be used to:

- Establish local street and block patterns;
- Explore the siting, scale and massing of buildings in more detail; and
- Develop urban design standards and guidelines to support site and/or area rezonings.

Lastly, continued architectural ingenuity and creativity will need to be applied to subsequent precinct planning or development review to further shape the design guidance outlined in this Framework. All development will participate in a design review process.

## 4.7.1 Built Form Approach

While it is one fundamental objective of this Framework to create a series of unique and memorable districts, there are traits, considerations and valued attributes that are common within the different districts. Taking these into consideration, three distinct built form zones emerge (Figure 58 Built Form Zones) - the Mid-rise Core, the Work and Warehouse Quadrant and the Outer Edge. Design guidance for each zone is informed in part by underlying

land use and the anticipated prevalence and/or desirability of certain built form typologies within the districts, as well as an appreciation for shared natural features, waterways and historic resources. More detailed direction related to the scale and heights of buildings is provided for the Mid-rise Core zone in recognition that these districts will be more intensively developed.

Figure 58: Built Form Zones





## The Mid-rise Core

Districts in the Mid-rise Core will have a new image, new activity and a diversity of uses. Villiers Island and the McCleary District are envisioned to accommodate new residential and employment uses, with the potential for residential uses in Polson Quay and South River in the longer-term.

Villiers Island and McCleary District will have the greatest intensity and mix of uses in a dense, compact form, with a system of fine-grained streets and blocks. In Polson Quay and South

River, the initial development of a mix of employment uses, and the naturalized mouth of the Don River, will prime these areas for their potential future evolution to a mixed-use residential area.

High intensity does not require or mean tall buildings on every site, or even within every district. There are many examples from around the world of dense areas where the dominant building typology is mid-rise development with strategically located and modestly-scaled tall



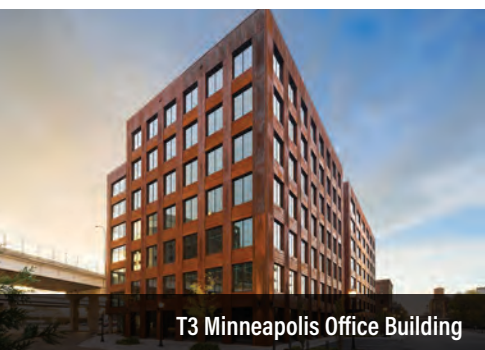
Cenni di Cambiamento, Milane



La Confluence, Lyon



Southeast False Creek, Vancouver



T3 Minneapolis Office Building



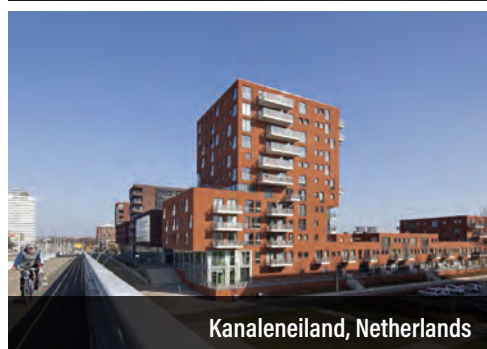
West Don Lands



Parkrand, Amsterdam



Rive Gauche, Paris



Kanaleneiland, Netherlands



LP2 office building with louvered wooden facades, Tehran

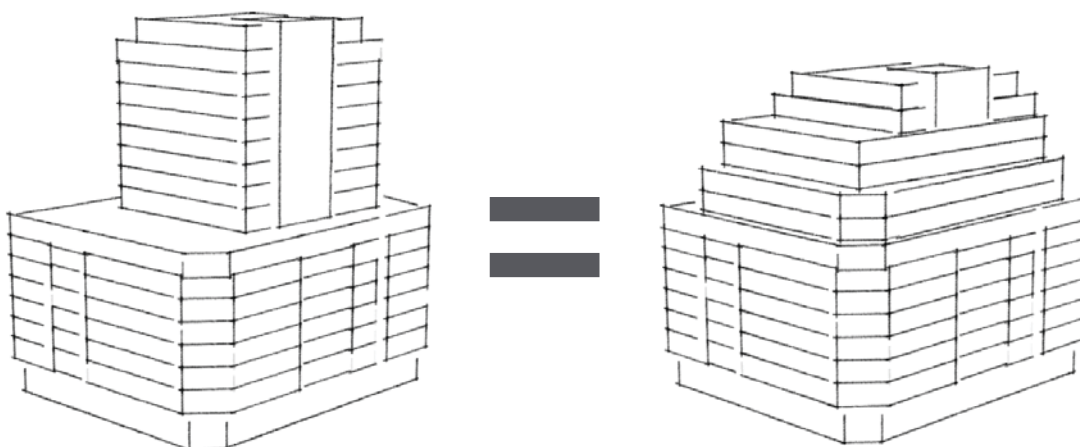
buildings. Overall, districts within the Mid-rise Core will have a dense, mid-rise character. The dominant building typology in these areas will consist of well-proportioned mid-rise buildings that will not overshadow, dominate or compromise the amenity of adjacent streets, open spaces and buildings. Tall buildings, where permitted, will be generously spaced and strategically located to preserve a district's mid-rise character and ensure high standards for the provision of sunlight and sky view within the public realm and living/working environments. Moreover, each district will have distinct height regimes for tall buildings, including placement, that punctuate and sculpt the skyline.

The typical mid-rise, with modifications to maximize sun access, and the slender tall building typologies that are prevalent in Toronto both provide a starting point for the design guidance. As part of the precinct planning or rezoning process, imaginative, contemporary new building typologies will be encouraged to differentiate the Port Lands and

support a unique identity for the area. Where new typologies are pursued, detailed study will be needed to ensure the resulting built form continues to meet the high standards established for the character of the district and for the quality of both the public realm and living environments. Any new typologies advanced will result in commensurate reductions in the overall height regime of a district based on gross floor area (See Figure 59 and the recommended policy direction) and contribute to the sustainability of the area. This could also benefit skyline views to the Port Lands and enable additional prominence of important heritage landmarks.

Importantly, built form in the different districts within the Mid-rise Core will be required to relate and respond to its civic context, public realm and natural setting in such a way as to universally enhance the surrounding environment, including the naturalized river valley, historic fabric, various waterways, streets, parks and open spaces, and the district's collective character.

**Figure 59: Building Typology Floor Area Comparison**



For demonstration purposes only



## Work and Warehouse Quadrant

Districts in the Work and Warehouse Quadrant include the Media City, the Turning Basin and Warehouse districts. Built form in this zone will accommodate the desired uses and contribute to the urbanization of the Port Lands, while supporting the evolutionary potential of these districts. The districts will not be as intensively developed as the Mid-rise Core zone, but will be populated with compact, urban, multi-storeyed buildings. A minimum height of three storeys with active uses at grade on

key frontages will be required. This is not dissimilar to Pinewood Toronto's head office building, which is a four-storey office building that includes three production studio spaces.

Buildings will also be designed to be flexible and adaptable to enable conversion to a wide range of future uses, and capable of attracting creative talent and innovative new industries to the Port Lands. To facilitate this intent, buildings will have robust, lasting materiality and high-quality design.



Three-storey adaptive reuse of an industrial building



Adaptive re-use of a warehouse building in the LA Design District



Faba Office Building, Warsaw



Cheswick Business Park, London



Woodframe office proposal in Liberty Village



Five-storey office in Aker Brygge, Oslo



Pinewood Toronto Studios head office



Adaptive re-use of a seven-storey industrial building for film production and related uses



Sport Hall, Slangen



# Outer Edge

The Outer Edge zone consists of the East Port district and lands south of the Ship Channel north of Unwin Avenue, excluding the Hearn. It has a strong, gritty industrial character that adds interest to the area. The existing and proposed **Port** and **Industrial** land uses in these areas necessitate larger buildings and structures, and in some instances, the need for outdoor storage. The area is surrounded by natural areas, beaches, wildlife and waterways. Site and building design in these areas will respond to these ecologically

sensitive areas with generous, beautiful, native and sustainable plantings. Bulk storage of materials can continue to be accommodated, but for environmental reasons will be enclosed where technically possible while preserving the industrial character and scale of the area. The use of simple materials, detailing and clear architectural expression for buildings is essential. Additionally, attractive screening that could double as canvasses for cultural activation projects adjacent to the dockwall will be secured in key areas.



Lely Industries LV, Netherlands



Sesc Pompeia, Brazil



Pasadena Water and Power building



Smestad Recycling Centre, Oslo



Research building in Cologne, Germany



Levering Trade building in Zapopan, Mexico



Salt Crystal and Works Yard, New York City



Decorative tarps on salt piles in Boston



Bermuda Point office building

## 4.7.2 Design Guidance

Design guidance is needed to strengthen the character and ‘sense of place’ in the Port Lands as it develops over the coming decades. The design guidance is based on a set of key principles that apply either broadly across the Port Lands, or within a smaller geographic area of one or

more built form zones. The design guidance will shape development in the Port Lands, while leaving flexibility for architectural creativity and ingenuity. It will also allow for subsequent more detailed planning and design work in the different areas of the Port Lands.

### Identity

The water features, landscapes, wild natural areas, built heritage and landmarks in the Port Lands are valuable commodities not found elsewhere in the city. Their potential will be harnessed to create a unique sense of place and identity for the

Port Lands and the design, layout and orientation of buildings will capitalize on these exceptional features in order to further contribute to the local identity of each district (Figure 60 Civic, Public and Natural Realms).



Climbing Silos, Montreal

**IDENTITY**



Promenade in La Confluence, Lyon

**LEGIBILITY**



Ragnarock, Copenhagen

**DIVERSITY**



Rendering of a 5 storey wood frame office building

**ADAPTABILITY**



King Edward Street, Leeds

**ACTIVITY**

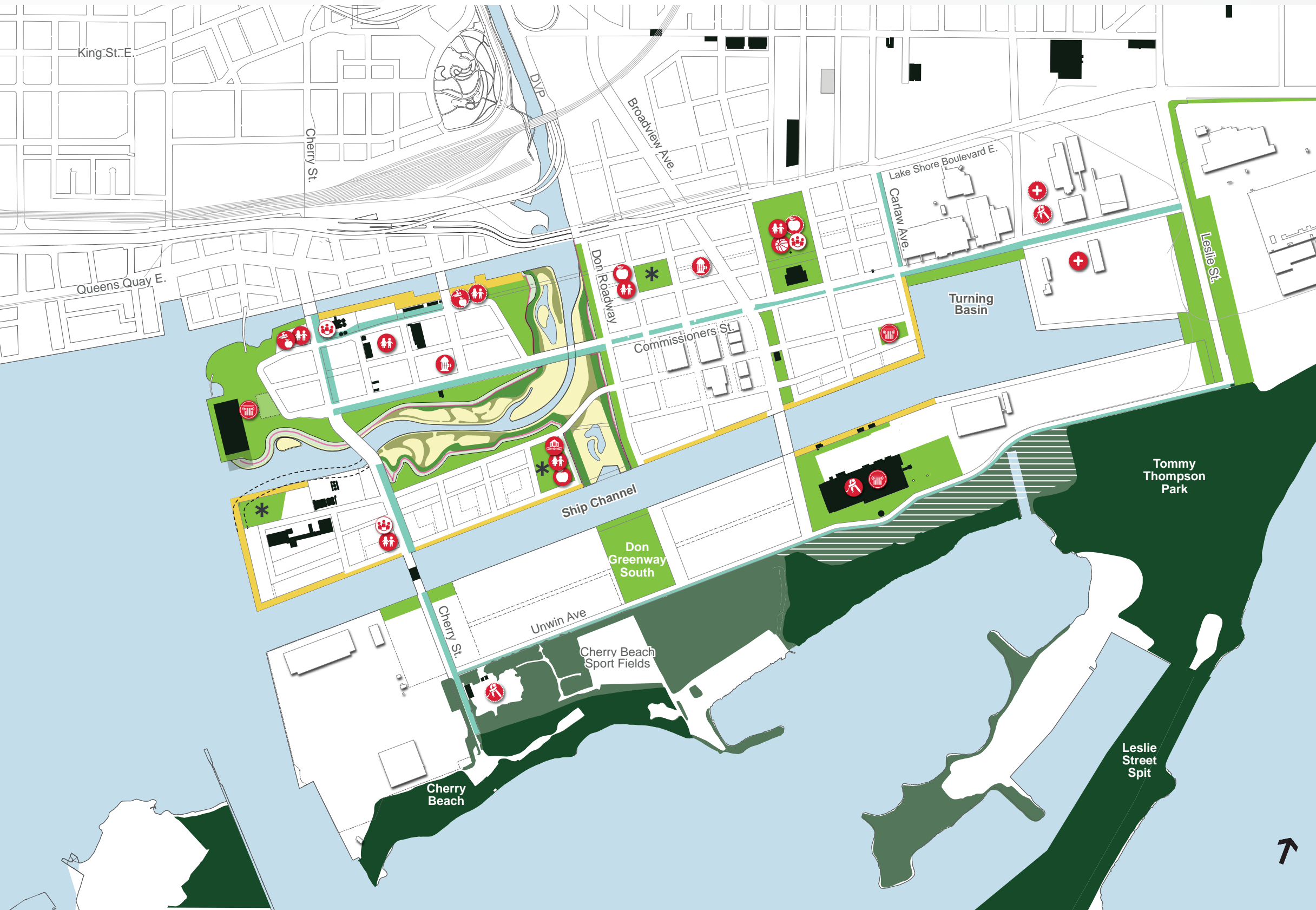


Artistic rendering of the view to the Port Lands from Sugar Beach

**SKYLINE TOPOGRAPHY**



Figure 60: Civic, Public and Natural Realms



- Aquatic Habitat/Waterways
- Lake Connected Wetlands
- Wetland Levee System
- Valley Slope Transition
- River-related Habitat
- Top of Bank
- Future Naturalization
- Heritage Buildings/Structures
- Parks and Open Spaces
- Water's Edge Promenades
- + Community Infrastructure
- Linear Open Spaces
- Natural Areas
- Net Environmental Gain Zone
- Environmentally Significant Areas

\*Final size and configuration of local parks is to be determined during precinct/concept planning





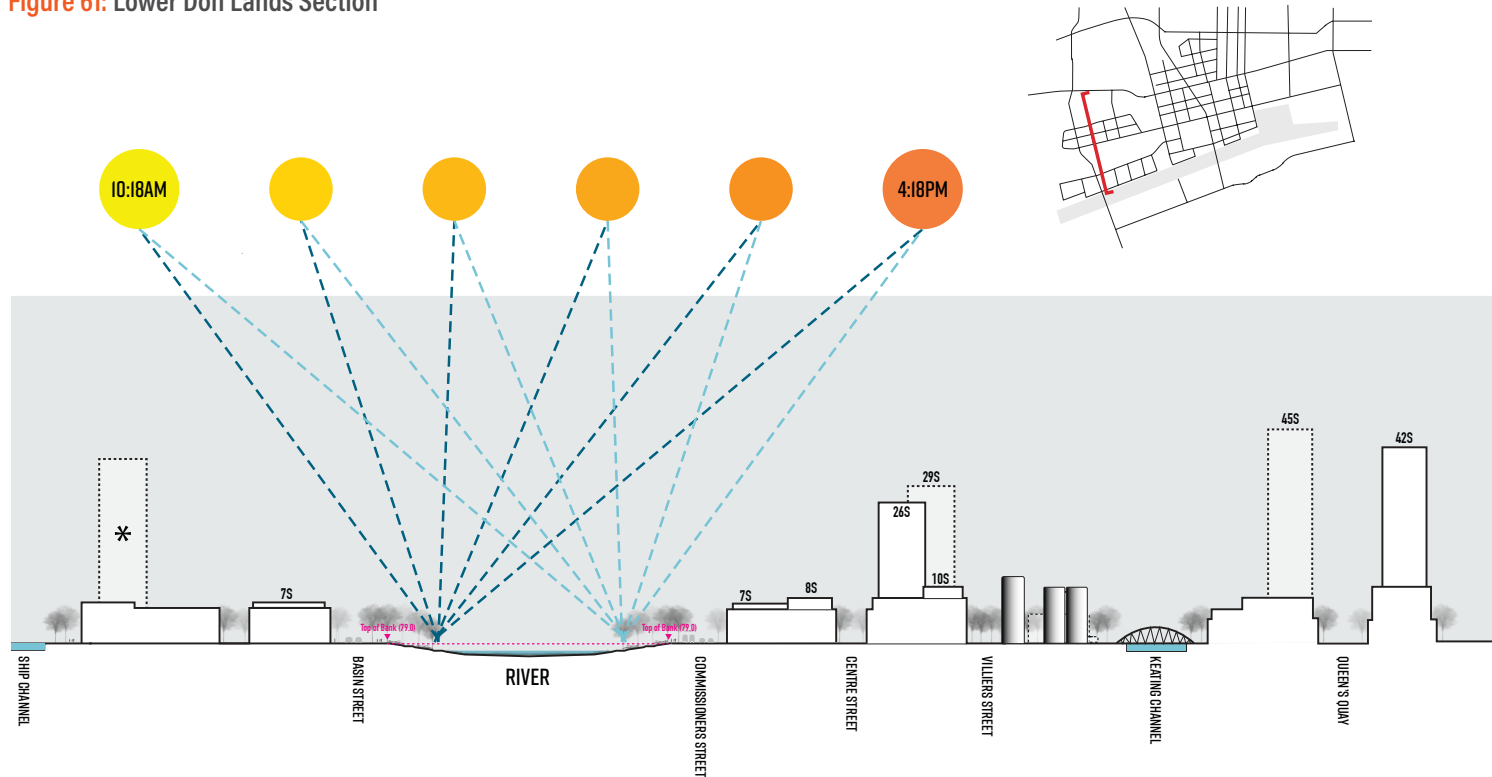
The naturalized mouth of the Don River, including the Don Greenway, is a primary focus around which development will be organized in the Mid-rise Core (Figure 61 Lower Don Lands Section). The Don River and Greenway will create physical separation between districts, but will link them together through their shared proximity to one of Toronto’s most attractive new open space amenities.

Mid-rise buildings north and south of the River will create continuity and enclosure, framing these significant open spaces. A similar approach has been applied elsewhere in the city to protect the city’s valleys and ravines and accentuate their scenic qualities.

The City’s Official Plan directs that these features will be protected with particular care, and consideration will be given to the heights and massing of surrounding buildings. In accordance with this direction, shadowing impacts on the natural areas within the future mouth of the Don River and Greenway below top-of-bank are to be minimal, with no shadow permitted during the spring/fall equinoxes during a large portion of the day (10:18 and 4:18 pm). This will:

- Protect the viability of native plant communities, helping vegetation to flourish in the 25 hectares of aquatic, wetland and terrestrial habitat associated with the Don River and Greenway;

**Figure 61: Lower Don Lands Section**



\*Residential uses and tall buildings in Polson Quay/South River TBD at precinct planning

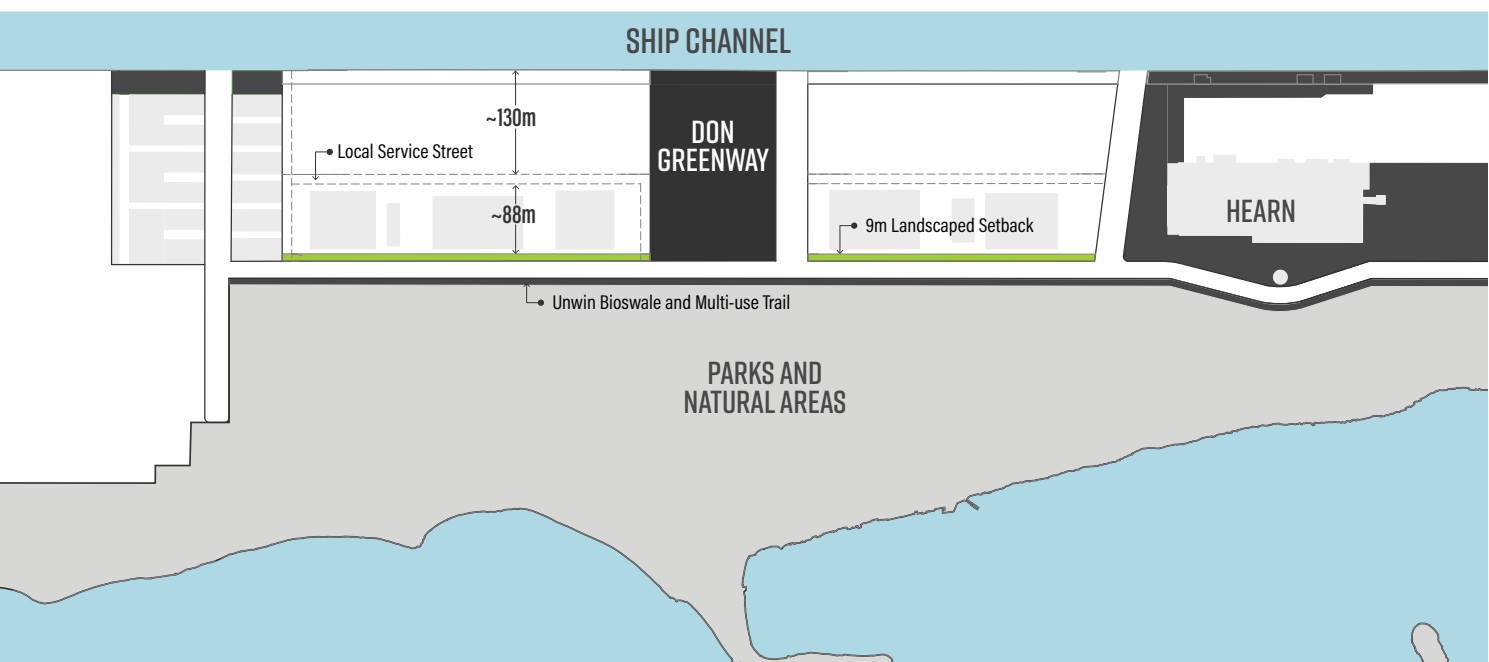
- Recognize the magnitude of the public investment, and its significance to Toronto's continued evolution; and
- Maximize the recreational potential of the Don River and Greenway.

South of the Ship Channel, development will complement and reinforce the area's sense of remoteness, and the wild character of prominent natural areas. A wide, naturalized landscape setback (Figure 62) capable of supporting robust tree and native understorey planting will be provided along the length of the Unwin Avenue frontage. This setback will complement the recent naturalization efforts advanced at the Port Lands Energy Centre. It will also reinforce the juxtaposition between the area's natural and man-made landscapes. The landscaped setback will work in tandem with the renewed Unwin Avenue streetscape design to beautify the port and mitigate the impact of the industrial development anticipated along this frontage. It will also support the retention and expansion of biodiversity and green infrastructure in the Port Lands.



Photos of existing naturalized condition adjacent to Unwin Avenue (left) and PEC naturalization (right)

Figure 62: Block Plan Showing 9 Metre Setback and Resulting Lot Depths





# Legibility

A clear and legible urban environment reinforces a sense of place, and assists with orientation and ease of movement. The creation of a legible environment requires strong visual connections, coherent architectural form and articulation, and a deferential and responsive approach to local landmarks and landscape qualities.

## Visual Connections

Views to prominent buildings, structures, landscapes and natural features are defining characteristics of public spaces. Cumulatively, they form the image of a city. Toronto was built to include important landmark public buildings at the terminus of view corridors that acted as focal points for adjacent public spaces. A key tenet of the Official Plan is that view corridors to important natural or human-made features contribute to our experience of the city. From a

heritage perspective, the preservation or creation of view corridors can support the retention of heritage resources and raise awareness of them by giving them prominence in a contemporary setting. The City recently amended its Official Plan to recognize the importance of many of the city's important view corridors. Secondary Plans will continue to be utilized to identify additional view corridors. Visual connections between spaces and areas also create a sense of security and aid in the understanding of one's surroundings.

The Port Lands protrude into the Inner Harbour and can be prominently viewed from Toronto's downtown, from along the city's waterfront, and vice versa. Skyline views from the surrounding city to the Port Lands today feature a collection of dramatically scaled heritage buildings,



View down the Keating Channel



Villiers Street looking west



Carlaw Avenue looking south with the Hearn's chimney stack at the terminus

cultural resources and natural gems that both anchor and brand the Port Lands (see Skyline Topography for more detail). Preserving and showcasing views of the Port Lands exceptional features, both from a distance and from within the Port Lands itself, will define the Port Lands'

character and lend prominence to the landmarks and landscapes around which the area will evolve. Figure 63 identifies the views that will both be protected and created. Appendix 4 provides additional detail, including key aspects of each view and its vantage point.



Artistic rendering of McCleary Park looking down Logan Avenue



Artistic rendering looking west down the Keating Channel







Artistic rendering of the view to the Port Lands from Sugar Beach



Figure 63: Views



-  Skylines
-  Prominent and/or Heritage Buildings, Structures and Landscapes
-  Protect view corridor through any redevelopment
-  Views to the Water and Across Districts





## Extend the Public Street Network

The public street and block pattern in the Port Lands today is characteristic of typical industrial areas. Blocks are large and lack porosity. In contrast, the construction of a fine-grained public street network will encourage more intensive pedestrian and transit use, and support active street frontages.

A fine-grained grid of public streets with smaller blocks will maximize connectivity and create multiple options for moving between destinations. Optimal blocks in an urban environment are typically 70 to 100 metres by 100 to 150 metres. Blocks of this scale are efficient and able to accommodate a variety of uses, allow for good walkability and activity at grade, and enable servicing, access and open space amenity within the interior of blocks. At the same time the range of potential block sizes will allow for the variety of block types and scales needed to accommodate the proposed land use mix.

In contrast to other parts of the city, streets in the Port Lands will be more heavily used for film production and other **PIC** uses. In both the **PIC Core** and **PIC Mixed-Use** areas, these uses will be able to be accommodated on typical urban blocks, but they may require security and restricted access areas. They will also require circulation routes, much like any other development, and so a network of streets, which may be private initially, will be required. These will provide space for the staging of production vehicles during filming, much as the Film Friendly streets discussed in Section 4.6.

In the Outer Edge, where lands will continue to be earmarked for port purposes, large contiguous areas of land will continue to be needed. It is anticipated that this will necessitate the retention of larger blocks with fewer street connections for the foreseeable future.

Where there will be less ability to accommodate a fine-grained public street and block pattern it will be crucial to ensure that any development on large lots is located adjacent to the public street, designed with high-quality and well-fenestrated façades and that buildings are located and oriented to permit the extension of the public street network in time.



Yaletown, Vancouver - An example of a fine-grained, evolutionary block fabric

### A Sunny, Cohesive Human-scaled Public Realm

Access to sunlight makes streets and public spaces more pleasant to be in, improves the usability and enjoyment of outdoor spaces, and allows trees and vegetation to thrive. Poorly designed buildings can adversely impact enjoyment of the public realm. The quality of surrounding areas is also negatively impacted by the loss of sky view, the overshadowing of streets, parks, and public or private open spaces, the obstruction of other buildings, and by creating uncomfortable wind conditions.

Within an exposed waterfront context, like the Port Lands, consideration to climatic factors is particularly important. The scale and massing of buildings, irrespective of use, should result in significant amounts of sunlight and good wind conditions in adjacent public spaces. As such, high standards for sun on public streets, parks and open spaces will be required with attention to building placement and orientation, as well as building height

and other considerations. Another condition that significantly impacts the pedestrian experience is the quality of streetwalls framing a public space. Cohesive streetwalls will positively impact how people will experience the new districts of the Port Lands. Robust ground floor heights and architectural treatments, coupled with a human-scaled streetwall of a consistent height, achieved through the application of stepbacks when necessary, will establish a strong, recognizable image for the built environment. Streetwalls of a consistent height will help to unify buildings constructed at different times and designed for different purposes and fashion them into a visually cohesive streetscape. At times, the Port Lands' heritage buildings may interrupt the pattern and rhythm of buildings along a street, providing an anticipated and significant reprieve that signals a special moment.

Lastly, a character common to both public and private open spaces will be established for each district to reinforce the cohesion of the public realm, guaranteeing that all aspects of it will be of a high quality and contribute to the legibility of the place. The Port Lands districts will all have an inherently green quality as a result of the retention and expansion of naturalized landscapes and the objective for abundant biodiversity, although some districts will be greener than others. Districts will be defined by a common design language for open spaces, whether public or private. This can be achieved through the use of consistent or complementary surface materials, lighting, furnishings and landscaping palettes.



An adaptive Re-use and Mid-rise project in Baltimore

# Diversity

The mix of uses and activities, and resultant building types will vary across the Port Lands, and will differ from district to district. The Port Lands' land use mix will naturally foster varying building types across the landscape, from mid-rise with some tall buildings in the Mid-rise Core, to multi-storeyed, robust and flexible buildings in the Work and Warehouse Quadrant, and larger industrial buildings and structures in the Outer Edge.

At the district level, a variety of scales and textures will be needed to further differentiate the places within the Port Lands. Each district will have its own built form character and approach, contributing to diversity and the creation of a dynamic urban mix. A variety of approaches will be utilized to achieve this differentiation and provide visual interest.

## **Diversity and Variety at the District Scale**

Each of the districts within the Mid-rise Core and Work and Warehouse Quadrant will vary the approach to local streets and blocks and built form. This will contribute to achieving the objective of unique and memorable districts in the Port Lands. Additionally, vertical and horizontal articulation will be required to relieve the expansiveness of large and undifferentiated blocks and sustain pedestrian interest and activity.

## **Shifts in the Heights of Buildings**

Another approach to relieving the expansiveness of large, undifferentiated blocks in a regeneration context like the Port Lands is to provide subtle shifts in the heights of buildings at the district and block scale up to any height limits established by this Framework. In the new mixed use communities, height shifts will naturally be achieved at the block scale, in part by ensuring buildings are proportional to the streets they front on and/or maximizing daylighting within the interior of blocks. In the Work and Warehouse Quadrant and Outer Edge, providing variation in building massing will assist in breaking down undifferentiated monolithic structures.

## **Varied Façades**

Enhanced architectural detailing and well-articulated façade design will also be required to contribute to built form variety within districts and to the visual interest and overall quality of the public realm. At the street level, attention to detail and the design of façades will be utilized to contribute to overall variation in the urban landscape and the quality of the streetscape. Tools or approaches could include varying building materials and/or colours, while continuing to evoke an overall cohesiveness of buildings along a street. On upper floors, distinctive features, such as terraces, balconies, apertures in the building volume or recessed façade elements, could also be utilized to ensure diversity in the urban landscape.



### Beautifying Industry

The port and industrial districts in the Outer Edge will continue to support the growth of Toronto's downtown and the city's economic competitiveness for the foreseeable future. However, as the Port Lands urbanizes and a range of new uses are introduced, it will be necessary to carefully manage how new port and industrial uses are located, organized and designed to limit potential conflicts. A balance must be struck. Further, the **Port** and **Industrial** uses are land consumptive and have fewer built form and site planning opportunities. Therefore, alternative approaches are required to achieve high quality built form and attractive urban edges.

The nine metre landscaped setback and minimum building heights adjacent to Unwin Avenue will contribute immensely to the character of the area. Additional building and site design considerations for beautifying industry includes:

- The provision of attractive screens or other design features in key areas (such as adjacent to the Turning Basin's eastern dockwall) to add additional interest, particularly for large sites or to accentuate activities. These could also serve to mitigate impacts and provide a canvas for cultural activation projects; and
- Utilization of interesting and attractive enclosed storage structures for the bulk storage of any raw materials, such as salt and aggregate, where technically possible. Any use of structures will ensure the strong, gritty industrial character of these areas are maintained. These in turn would assist in eliminating environmental problems relating to run-off of toxic substances, and control and prevent dispersal of airborne particulate matter.



New York City Salt Shed



Adémia Office Building and Industrial Warehouse



# Adaptability

The Port Lands, like any city, will continue to evolve beyond the lifetime of this Framework. The legacy potential and future reuse of buildings is an important aspect for achieving the vision. Buildings designed to anticipate a long life and future reuse are more sustainable as they not only can be adapted over time, but also reduce the demand on raw materials and energy needed to produce new building materials.

Designing non-residential buildings that can convert to residential buildings or other non-residential uses creates flexible living and workspaces of different types, sizes and costs. This approach will ensure buildings can be easily retrofitted, or reconfigured to better meet changing needs. Adaptable buildings can also meet different needs and respond to social and economic change.

The Port Lands' non-residential buildings will be designed to ensure they can be easily retrofitted to better meet changing needs. For instance, a warehouse building built in initial phases could convert to production studios and offices, much like has been the foundation of Toronto's film industry, or vice versa. In the fullness of time, and as the Port Lands continue to evolve, the building could potentially further transition into new live-work housing.

The approach requires:

- Minimum building heights along key frontages and an urban street-edge relationship which will also ensure pedestrian interest and a more compact urban form;
- High quality architectural finishes and landscaping;
- Robust and durable building envelopes and structural systems, and resilient cladding materials, such as brick, wood and stone. Where possible, salvaged materials from demolition should be used in new building construction to avoid the waste and pollution of new production; and
- An urban street-edge relationship with buildings built to the lot line adjacent to public streets in the Work and Warehouse Quadrant districts.



Industrial/Office building in the Netherlands that used salvaged shipping crates for the building's siding

## Activity

The streets in the Port Lands not only need to be vibrant people places, they also have to feel safe - day and night. There will inevitably be different degrees of 'activeness' in the Port Lands. The challenge in the new mixed-use communities will be to ensure daytime activity that will, in part, be achieved through the requirement for a minimum of non-residential uses and the destinations envisioned in these areas. In the Work and Warehouse Quadrant, maintaining activity and eyes on the street into the evening is desirable, but also presents a key challenge.

Irrespective of the underlying land use for a district, tall, roomy, and permeable ground floors with active uses at grade will serve to animate sidewalks, while well-designed buildings with a mix of different uses and activity will assist in enlivening areas and providing day-to-night vibrancy. Many of Toronto's traditional and historic main streets are characterized by narrow shopfronts with recessed store entrances, consistent ground floor heights, cornice lines and fascia. These qualities contribute to the character and success of the city's main streets. The

opportunity in the Port Lands is to set in place a contemporary architectural context and character for its main streets. This will be achieved by:

- Narrow frontages and a wealth of details such as recessed entrances, signage, weather protection, and architectural detailing and finishes to create visual unity along a streetscape, while continuing to enable visually distinctive developments;
- Ground floors that are as transparent as possible to allow for a two-way visual exchanges. Façades should be 70% transparent to permit a clear view inward from the street; and
- A relatively consistent ground floor height. Ground floor heights will be a minimum of 5 metres on priority and secondary retail streets and frontages and water's edge animation areas.

On secondary frontages and water's edge animation areas, ground floors also need to be designed to enable conversion to narrow frontage retail. Space capable of conversion requires:

- A well-defined retail presence with at-grade and separate entrances from residential lobbies;
- Convenient column grid spacing allowing for suitably-sized retail stores or enabling the subdivision of a ground floor;
- Floorplates that are 15 to 30 metres deep with access to a convenient loading area and storage space.



Example of a retail ground floor with a high ground floor and transparency along the main street

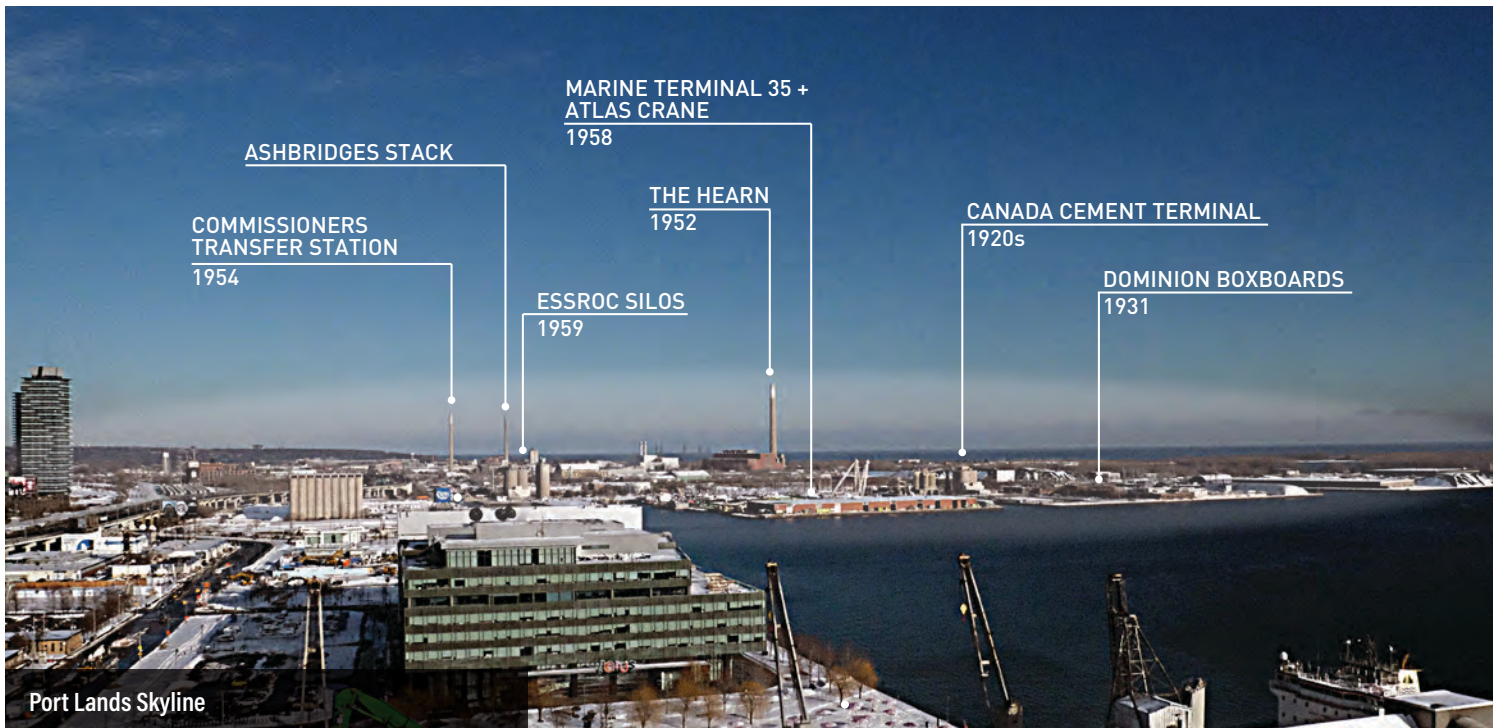
# Skyline Topography

A city's or an area's skyline consists of its buildings seen collectively, silhouetted against the sky. This accumulation of buildings, if carefully planned, sited and massed can become synonymous with the image of that city or area, a graphic symbol or civic emblem. In the case of the Port Lands it is the intention of this Framework that the skyline will be intentionally designed and carefully controlled to create a specific brand for this visually prominent area.

The Port Lands skyline will change dramatically with the introduction of mixed-use residential development, and the intensification and rationalization of port, industrial, and production studio uses. This skyline change will judiciously build upon the Port Lands existing skyline, currently dominated by monumental heritage

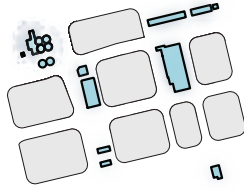
buildings and landmark structures, incrementally contributing to its iconic character, to the broader city skyline and to the international image of the city. It needs to be curated and sculpted to convey the identity of the evolving city district.

New development will be carefully sited and building heights controlled to ensure the Port Lands' landmarks remain dominant within the evolving skyline. Additionally, sculpting and curating the skyline will contribute to the objective of diversity and the creation of unique and memorable districts by applying different approaches to tall buildings in the different districts, where these are permitted. Distinct height regimes for each district will enable the districts to be immediately recognizable from a distance.

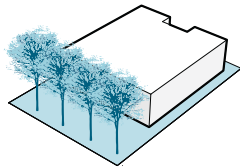




## IDENTITY

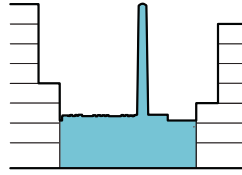


Buildings Will Respond To Surrounding Context And Character Defining Features

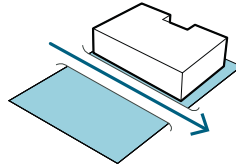


Wide, naturalized, landscaped setbacks required adjacent to key streets

## LEGIBILITY

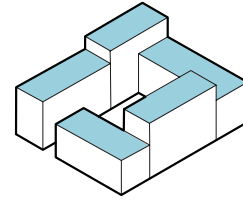


Buildings heights and placement will preserve, create and accentuate views

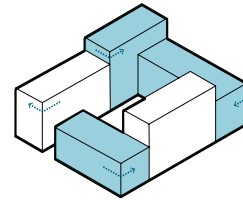


Building placement will permit the extension of the public street network

## DIVERSITY

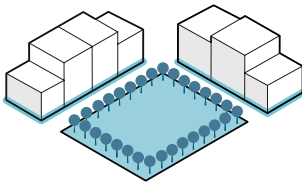


Diversity through different building heights and height shifts

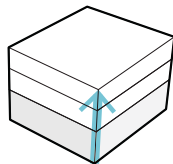


Diversity through strong, repeating vertical articulation and facade designs

## ADAPTABILITY

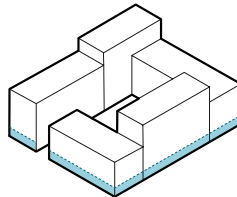


Urban street-edge relationships with buildings framing the public realm

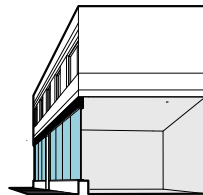


Minimum building heights and floor to floor ceiling heights for non-residential on key frontages

## ACTIVITY

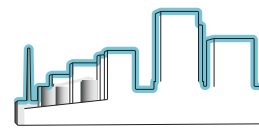


Activate with high ground floor ceiling heights and a wealth of details

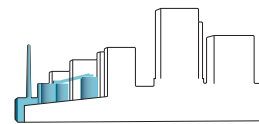


Ground-level facades should be 70% transparent

## SKYLINE TOPOGRAPHY



Buildings will contribute to the creation of a distinct and dynamic skyline



New buildings will not detract from or dominate the port lands existing skyline

## 4.7.3 Scale and Height in the Mid-rise Core

The districts in the Mid-rise Core will be more intensively developed than the Work and Warehouse Quadrant and Outer Edge. They require additional built form guidance and direction to ensure the types of buildings within this built form zone contribute positively to the urban character of the Port Lands. This additional guidance will also serve to clarify what constitutes the desired form and scale of buildings within the context of the overall urban structure of the Port Lands.

Figure 64 illustrates the overall built form variability anticipated within the Port Lands, and the built form envisioned in the Villiers Island Precinct Plan. The heights of low-rise and mid-rise buildings in other districts, and the locations specified for tall buildings in the McCleary District, are indicative and shown for illustration purposes only, but reflect a built form scenario that achieves the design intentions outlined in this Framework.

---

### Mid-Rise Buildings

Within the Mid-Rise Core, mid-rise buildings (or the base of tall buildings) will be between six to ten storeys in height. The heights of the mid-rise buildings take into account a wide range of factors, such as the desired character of different streets, setbacks at grade, maximization of sun access and terracing of heights of buildings within a district to open spaces or other features. A proportional relationship to a street's width (or building face to building face) in some areas and the resultant height of the mid-rise buildings was likewise a factor, but not the sole determinant, for height. Additionally, modifications to some of the typical Toronto mid-rise building performance guidelines are proposed to maximize sun access and reflect unique characteristics within the Port Lands. Examples of these modifications include:

- Step-backs applied to the rear of mid-rise buildings located on the south side of blocks to enable sunlight to penetrate into the interior spaces of the block.

- Additional height restrictions and/or step-backs on the south side of east-west streets to ensure a minimum of 5 hours of sun and/or diversification of built form; and



Richardson Apartments, San Francisco

## Tall Buildings

The tall buildings contemplated in both Villiers Island and McCleary District have been carefully and deliberately massed and located to ensure they respond appropriately to their context. They will effectively contribute to an overall critical mass of population and activity in the new communities, setting in place a distinct character and identity for the

two districts without diminishing the quality of the public realm or living/working environments. Tall buildings will also play an important visual role, making a positive contribution to the skyline of the Port Lands.

Tall buildings, within a Port Lands context, are defined as building portions that exceed the maximum mid-rise height limits established by this Framework. A suite of universal built form controls for tall buildings are needed to both ensure the dominant mid-rise character is achieved and enable high standards for liveability, sustainability and amenity. The controls will also ensure impacts of the tall buildings on the Port Lands' many character-defining elements and exceptional features are minimized, while appropriately framing important views. Detailed direction for locating and massing tall buildings, including the identification of zones best suited for tall buildings, specific height regimes or other considerations, are also detailed for each Mid-rise Core district.

### Form, Profile and Orientation

Slender, tall building forms generally with a north-south orientation and rising above well-proportioned and articulated base buildings will serve to minimize shadow impacts on the public realm.

A maximum tall building floor plate of 750 square metres is specified to ensure that daylight penetrates through to the streets and that the perceived visual bulk of the tall buildings does not dominate the human-scale quality of the street.



Bâtiment Home, Paris



Figure 64: Indicative Building Heights



- 1 Storeys
- 2 Storeys
- 3 Storeys
- 4 Storeys
- 5 Storeys
- 6 Storeys
- 7 Storeys\*\*
- 8 Storeys\*\*
- 9-10 Storeys
- Mid Teens
- High Teens
- Low Twenties
- Mid Twenties
- High Twenties
- Low Thirties\*
- Mid Thirties\*
- High Thirties\*

\* Heights subject to appropriate air quality mitigation

\*\* Commercial buildings to be equivalent in height



As noted earlier, new tall building typologies may be advanced in more detailed planning subject to a number of criteria and demonstrating the high standards for built form in the Port Lands will be achieved.

### **Separation Distances**

Tall buildings in the Port Lands must not unduly compromise access to natural daylight, limit views or compromise privacy within adjacent buildings. The space between tall buildings in the Port Lands will ensure open sky views from streets, reinforce the Port Lands' overall mid-rise character and reduce extreme wind effects. To achieve these objectives a minimum separation distance of 40 metres between tall buildings will be required. In addition, 40 metre separation distances between tall buildings and heritage buildings/ structures will also be required to provide transition in scale to the low-rise resources. The separation distance will be to the predominant face of the heritage building.

### **Stepbacks**

Stepping back tall buildings from a base building contributes to the definition of the street wall, opens up sky views for pedestrians, and assists in bringing daylight into the street and nearby open spaces. It also reduces the perception of tall buildings and enables sky view around significant heritage landmarks. Given the varied context in the different districts in the Mid-rise Core, different stepback requirements will be employed in different areas.

### **Sun and Wind Considerations**

Sunlight and wind conditions play a critical role for people's comfort in open spaces and along side-walks.

People will benefit from direct sunlight and protection from wind. This is particularly important in a waterfront context like the Port Lands. As such, and consistent with the CWSP, high standards are required for sunlight to enable year-round activation.

The primary objective will be to ensure no or minimal shadowing throughout the majority of the day on the Port Lands' parks and open spaces through the strategic placement and massing of tall buildings. Additionally, every effort will be made to provide 5 hours of sun continuous within public streets that would be minimally interrupted by tall buildings, with at least two hours of full sun on east-west streets. This in turn will have the added benefit of contributing to the environmental performance of buildings.

From a wind perspective, high wind zones are most likely to occur along exposed east-west streets and near tall buildings. Winter winds from the east, east-northeast, west-southwest and west (see Figure 65) have the potential to create uncomfortable or even unsafe wind conditions, depending upon the site exposure or building design.

### **Noise, Air Quality and Other Environmental Considerations**

The placement and heights of tall buildings also bear a direct relationship to the quality of living environments that will be created. Impacts from existing port and industrial uses, as well as with the airport flight paths associated with the Billy Bishop Airport, must also be considered. While some degree of source and receptor mitigation will be required with the introduction of new sensitive uses,

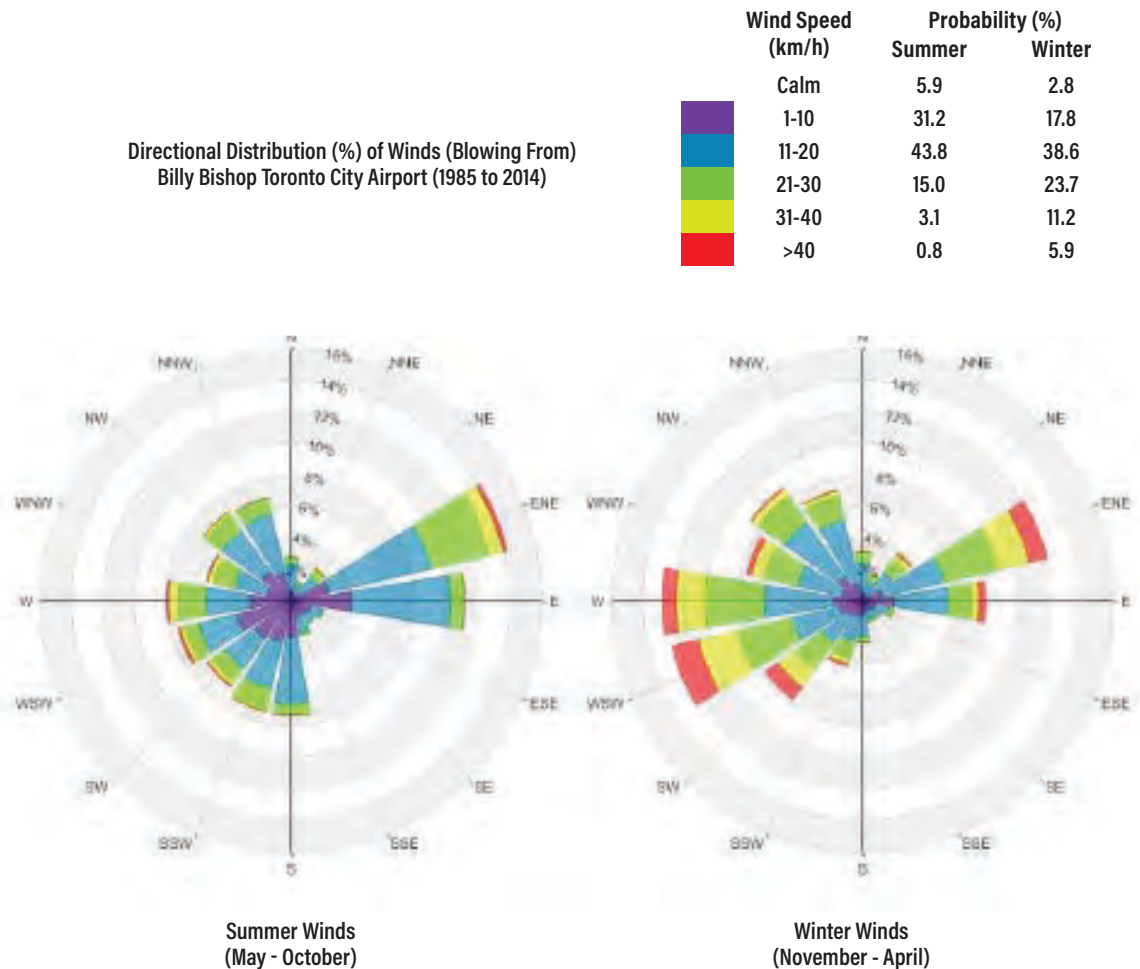


the degree and extent of impacts can be minimized with the thoughtful siting and massing of buildings. In all instances, the heights of buildings will need to be within established height limits associated with the flight paths to and from the Billy Bishop Airport.

Noise and air quality impacts from the industrial and port operations vary across the different districts, with stationary and impulse noises sources impacting some districts more than others and sometimes from multiple sources. Likewise, some districts are more impacted from an air quality

perspective. There is no one size fits all solution; tailored and detailed study is required in each area. In some instances, this detailed study will need to occur on a district-wide basis prior to permitting sensitive uses, such as in Polson Quay and South River. In other districts, such as in Villiers Island, detailed study at the building-scale can be completed when zoning is advanced for specific sites or areas given the Noise and Air Quality Feasibility study undertaken for this Framework. Impacts from the Cement Terminal on Polson Quay was a key consideration in the placement of tall buildings within the Island.

Figure 65: Directional Distribution of Winds



# Villiers Island

Villiers Island is envisioned as a sustainable, urban island community in the midst of the big city, surrounded by water on all sides. Overall, the Island will have a human-scaled, mid-rise character with some tall buildings of moderate height strategically located and scaled.

The built form established for the Island was predicated on setting the Island apart from other emerging waterfront communities and advancing a sustainable agenda to create high-caliber and resilient living and working environments. Built form direction for the Island will also be informed by the Island’s varied urban, industrial, and

natural landscapes, and creation of five distinct character areas.

Precinct planning for the Island advanced concurrently with the development of this Framework. The precinct planning established built form principles for the Island, the street and block network, height and massing standards and public realm direction. The results of this more detailed planning has been incorporated into this Framework and its recommendations. Key aspects of the Plan are summarized below. For additional detail refer to the Villiers Island Precinct Plan (October 2017).



Rendered bird's eye view of Villiers Island

### Character Areas

There are five character areas (Figure 66) planned for Villiers Island, each with a distinct but interconnected place-making vision.

#### Keating Channel Promenade and Old Cherry Street

The Keating Channel Promenade and Old Cherry Street character area will be a distinctive and intimate public gathering space with a cohesive cluster of heritage buildings and structures. There will also be new low-rise civic and commercial buildings flanking the Keating Channel Promenade and the east side of Old Cherry Street, contrasted by an urban intensity to the north, south and west. The area will function as the central living room for the Island and the Keating Channel Precinct to the north.

#### Harbourside and New Cherry Street

This character area will be the point of arrival to the Island and a hub of

activity, anchored to its west and east by Promontory Park and a transit hub. Mid-rise buildings of a consistent height will generally frame the park. The Cherry Street and Villiers Street intersection, and main gateway to the Island, will be marked by tall buildings located and scaled to contribute to an interesting and dynamic skyline and maintain the prominence of important heritage landmarks.

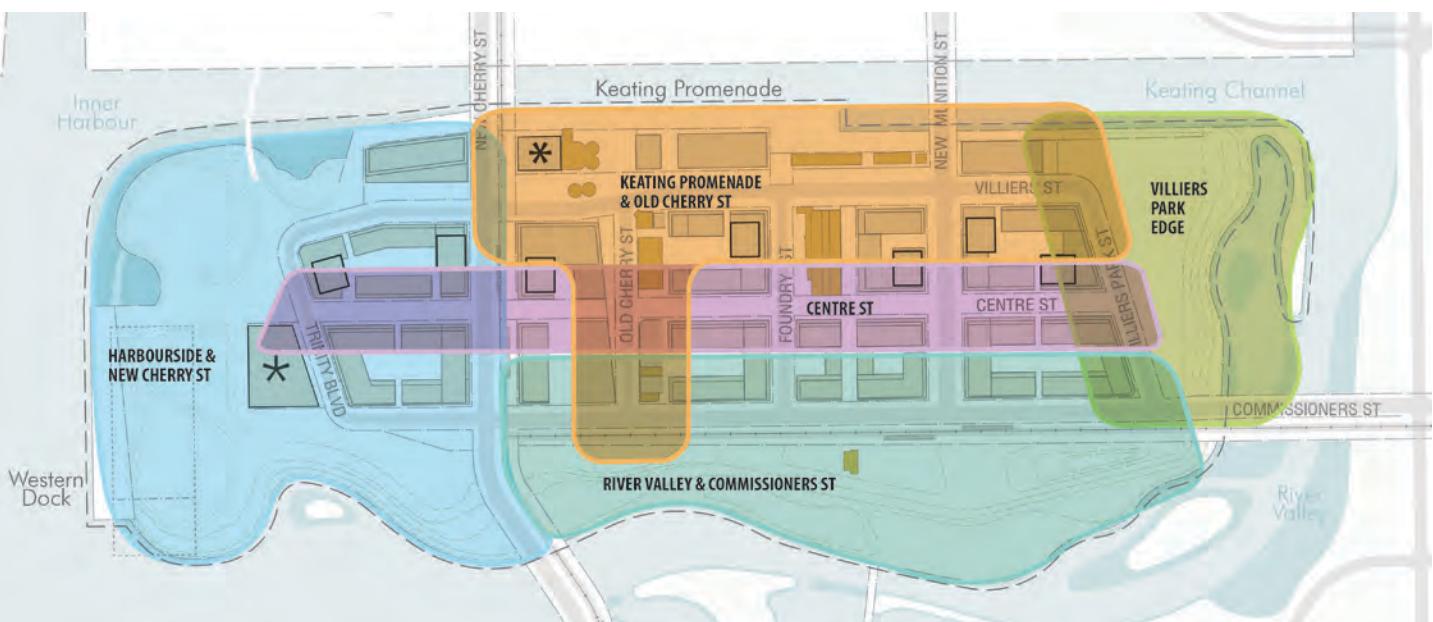
#### Centre Street

The Centre Street character area will function as the central pedestrian spine for the Island with a distinctly neighbourhood feel. Well-proportioned and sculpted mid-rise buildings, punctuated by a limited number of tall buildings along the north side of the spine and at key points, will line the pedestrian-oriented shared street.

#### Commissioners Street and River Park

The picturesque Commissioners Street and River Park character area,

Figure 66: Villiers Island Character Areas





with a tree-lined and transit-oriented Commissioners Street lined by consistently scaled seven storey mid-rise buildings, capitalizes on its adjacency to the naturalized mouth of the Don River. The area will elicit a relationship between city living and nature.

### **Villiers Park**

The Villiers Park character area, located at the eastern end of the Island, will feature an elementary school and the Island's locally-oriented park. It will be the threshold between the more urban areas to the west and Villiers Park to the east with a mid-rise streetwall framing the park edge.

### **Built Form Principles**

The Island's built form will be guided by the following built form principles that address its unique qualities as an island community:

- Create a varied and dynamic built form that contributes to the city and Port Lands skyline;
- Reinforce distinct character areas and places in the Island;
- Contribute to high-quality, inviting, all-season parks, open spaces, and destinations;
- Design the built form to frame and animate streets, parks, and open spaces and respond to water edge conditions;
- Maintain and celebrate the built, cultural and natural heritage of the Island and surrounding Port Lands;
- Showcase views to the water and industrial landmarks;

- Position tall buildings in strategic locations to provide easy access to transit nodes, define gateways, and frame major open spaces; and
- Leverage passive solar gain and enable daylighting within buildings and open spaces.

### **Built Form Direction**

Buildings have been carefully planned for the Island to ensure a special place is created with an exceptional public realm and that contributes to a low-carbon future for the Port Lands. The dominant building typology in Villiers Island will consist of mid-rise buildings. New low-rise buildings, intermixed between existing heritage resources, will largely characterize the Keating Channel Promenade and Old Cherry Street character area. Tall buildings will only be permitted in select locations.

### **Low-Rise, Base and Mid-Rise Buildings**

Low-rise buildings will range in height from one to five storeys (5-17 metres), depending on the specific context, and will be the only permitted building type adjacent to existing heritage character areas and buildings. The mid-rise buildings and the base of tall buildings will range in height from six to ten storeys. Mid-rise and base buildings will be designed to frame streets and create a consistent streetwall. The height of base and mid-rise buildings will vary based on the character area and the relationship to heritage buildings, street width, and sun access. The overall distribution of mid-rise buildings on the Island is based on a staggered height strategy, designed to maximize passive solar gain on a precinct-wide basis and step down to River Park.

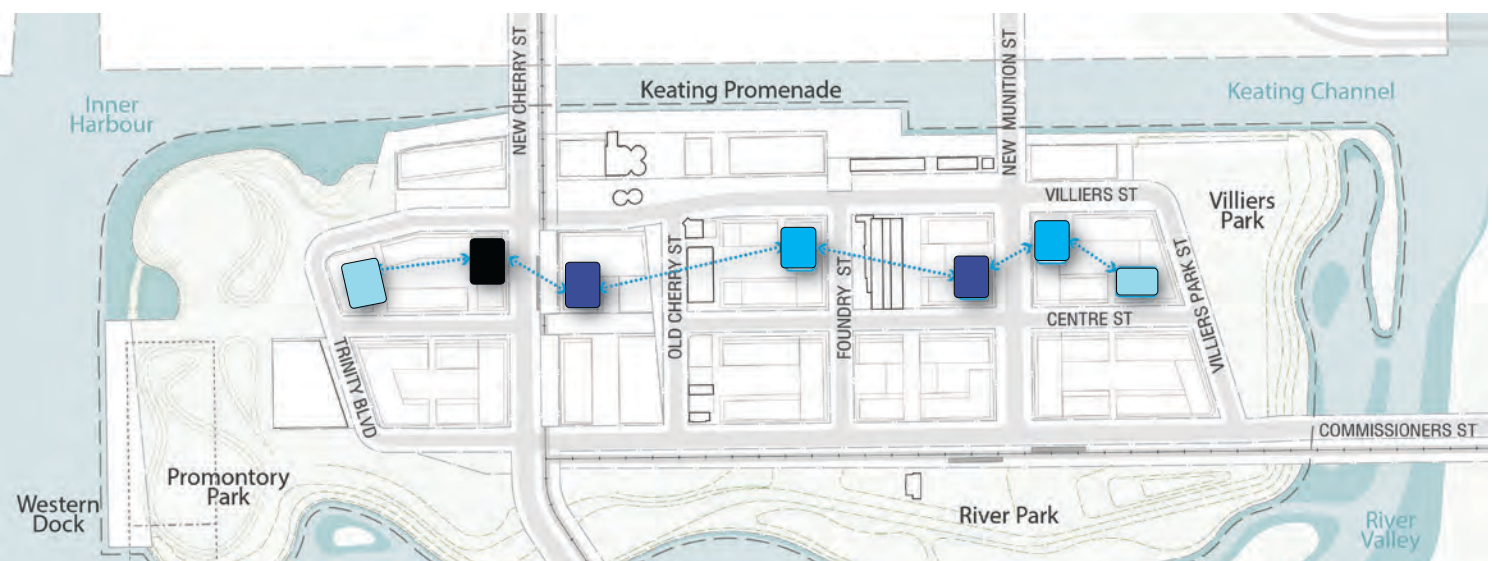
### Tall Buildings

The select locations, and heights, for tall buildings in the Island are identified on Figure 67. Heights of tall buildings in the Island will be in the teens and twenties. The heights have been selected to contribute to a varied and dynamic skyline for the Island. The location and massing of the tall buildings demanded careful attention and balancing a number of competing objectives. The key planning and design considerations included:

- Ensuring high standards of sunlight on the public realm and mitigating pedestrian wind impacts;
- Providing a sensitive transition to heritage buildings through enhanced setbacks of six or ten metres, depending on location, and separation distances;
- Enabling skyview around heritage landmarks in association with key views;
- Situating tall buildings to maximize separation distance to the Cement Terminal on Polson Quay; and
- Leveraging passive solar gain.
- Marking gateways and Promontory Park and Villiers Park at either end of the Island;
- Staggering tall buildings and ensuring a minimum tall building separation of 40 metres to reduce the perception of tall buildings;

Based on these considerations, tall buildings will be located within the development blocks bounded by Centre Street to the south and Villiers Street to the north.

**Figure 67: Villiers Island Tall Building Locations and Heights**



- Tall 1: up to 29 storeys (89m)
- Tall 2: up to 26 storeys (80m)
- Tall 3: up to 24 storeys (74m)
- Tall 4: up to 16 storeys (50m)

# McCleary District

McCleary District will be a lively, dense, mixed-use area across from the future office destination in the Unilever Precinct. The District itself will be defined by its own robust mix of uses that support growing key economic clusters. The District will be bookended by two exceptional parks and open spaces - the Don River and Greenway to the west, and the expanded McCleary Park to the east. The historic Commissioners Incinerator building and its landmark, 137 metre, high stack are key character defining features. Development will also be arrayed around a sunny, centrally located local park, differentiating the district from other areas.

The District will have higher densities than in Villiers Island given the District's proximity to planned higher order transit stations. These higher densities will be achieved with predominantly mid-rise buildings, but also with a geographically confined concentration of generously spaced tall buildings, located in blocks adjacent to the Don Roadway and Lake Shore Boulevard. These locations will minimize impacts on parks and open spaces and allow good sunlight within them.

A height peak, not to exceed 39 storeys (approximately 119 metres) and subject to appropriate mitigation from nearby industrial operations, will be permitted at the corner of the Don Roadway and Lake Shore Boulevard. The resultant skyline will differentiate the District from other parts of the Port Lands. From this peak, tall building heights will terrace down in height to the east and south to guarantee ample sunlight on both the central local park and

expanded McCleary Park. In addition, the height peak and terracing down of tall buildings will ensure that the landmark stack, located in McCleary Park, will retain its prominence, perceptibly taller than new buildings in the District.

Publicly accessible mid-block connections through the center of the District are conceptually identified as part of a system of open spaces that could also feature naturalized green infrastructure to support biodiversity. Heights of mid-rise buildings adjacent to this system are proposed at a modest height of six storeys with stepbacks in the interior of the blocks. This form will have the added benefit of facilitating access to daylight for building interiors, including common areas and live/work environments.



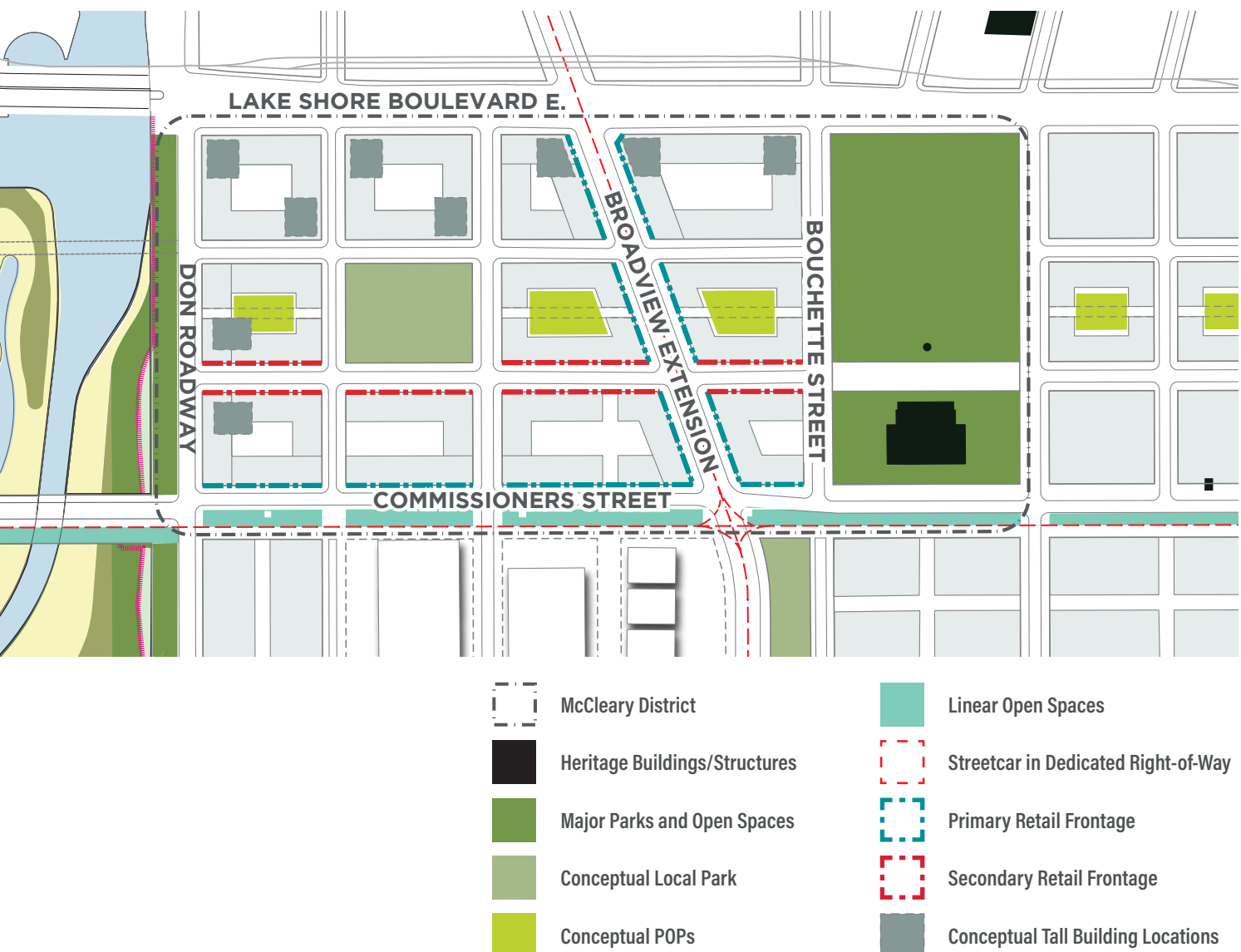
Artistic rendering of the McCleary District looking southwest



Precinct planning is required to be completed for the District. The precinct planning will finalize the location and configuration of local streets, parks, and open spaces. Urban design guidelines would also be generated to inform Zoning By-law amendments. Additional built form assessment

may be undertaken to explore new built form typologies suitable for the desired land use mix. Phases 3 and 4 of the Environmental Assessment for the major streets will solidify their designs, as well as confirm the relocation of Bouchette Street.

Figure 68: McCleary District Concept Plan



## Polson Quay and South River

Polson Quay and South River are regarded as transitional areas from a built form perspective. They will have a distinctly urban character, with adaptable buildings to enable the area to transition over time to a more live-work area in the longer-term. In the near- to medium-terms, the area is envisioned to become a scenic location for production, interactive and creative industries housed in multi-storeyed, adaptable buildings with active uses at street level.

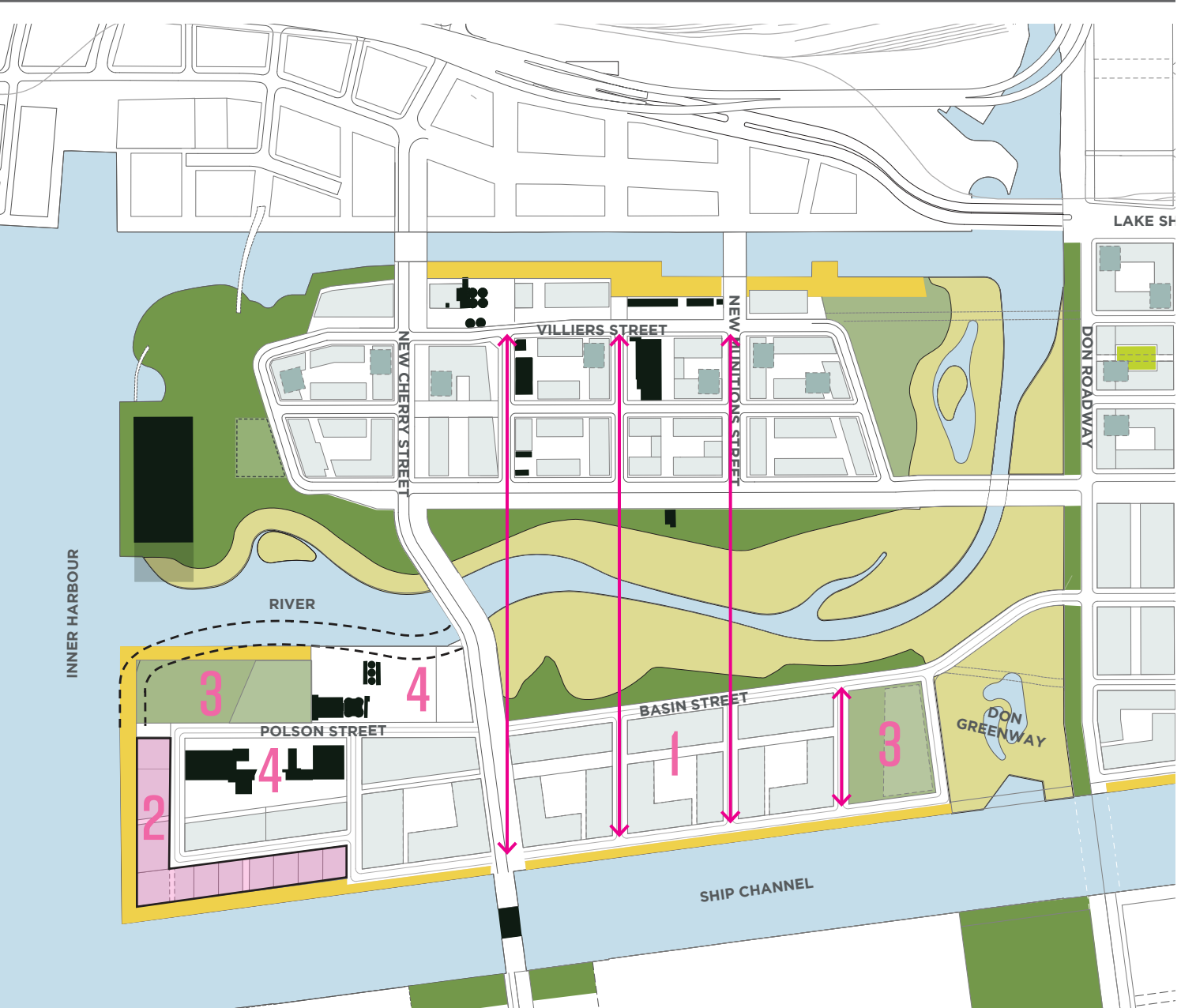
Irrespective of land use, the existing fabric of the two districts enables the creation of distinct identities and characters. Polson Quay has exceptional views to the city and a number of historic resources. Sites abutting the Inner Harbour and Ship Channel are well-suited for small, tight-knit, and intimate multi-storeyed building complexes with shifts in height that would form a contrast to the scale of the large open water surfaces and waterways. South River is a blank slate, enabling the introduction of new buildings within a grid network of streets that would take its cues from Villiers Island to the north.

Key considerations for the two districts include ensuring buildings are massed and sited so as not to obstruct views to the Hearn chimney stack or Canada Cement Company silos, as well as maintaining a high degree of visibility surrounding the Hearn chimney stack, as viewed from the public promenade at the foot of Yonge and eastward to

Sherbourne Common. Approaches could include utilizing and siting local parks and controlling building heights to maintain and preserve views.

Detailed assessment of the suitability of the area for residential and other sensitive uses will occur during precinct planning. The precinct planning will address both the Cement Terminal and port and industrial uses south of the Ship Channel. Should it be determined that a package of source and receptor mitigation measures is feasible, and would result in high-quality living environments, a comprehensive vision for the two districts would be advanced. This would include assessing the suitability of the districts for tall buildings in accordance with the design and heights for tall buildings, if any.

Figure 69: Polson Quay and South River Built Form Considerations



- 1 Villiers Island and South River Grain
- 2 Tight-Knit Building Typology
- 3 Conceptual Local Parks
- 4 Historic Resources



## 4.7.4 Recommendations

The recommendation identified below will shape and guide built form in the Port Lands over the coming decades. The overall built form approach and design guidance recognizes the unique and memorable districts that will be created in the Port Lands and the diversity of land uses. At its core, the design guidance will ensure a high-quality public realm and places to live and work. Collectively the directions will work to beautify the Port Lands' landscape irrespective of land use. The approximate building heights specified in the Official Plan Policy Direction below are based on a 5 metre ground floor height, a conventional 3 metre storey height for residential buildings and a conventional 4 metre storey height for commercial, office or institutional buildings.

### DESIGN GUIDANCE



Development in the Port Lands will contribute to the identity of the Port Lands by:

- Responding to surrounding context and character defining features, including but not limited to, heritage resources, the river, waterways and the large tracts of renaturalizing wilderness;
- Framing the naturalized mouth of the Don River adjacent to Commissioners Street and the Basin Street Extension with a built form condition that reinforces a coherently scaled mid-rise character; and
- Providing a naturalized, landscaped setback adjacent to Unwin Avenue of not less than nine (9) metres in the South Port East, Hearn and South Port districts. Buildings, structures, surface parking and other port/ industrial functions will not be permitted within the setback.



A legible environment will be created that will enable ease of movement and orientation by:

- Ensuring the heights and placement of buildings will preserve or create views to specific focal points and heritage resources, as identified on Figure 64 and described in Appendix 4. The heights and placement of buildings will accentuate respective views and, where applicable, reinforce the scale of heritage resources. Accentuating views is not to be interpreted to mean tall buildings are permitted outside of tall building zones or allow for heights regimes greater than those identified in this Framework;
- Organizing and siting all development to permit the extension of the public street network, and in particular to break-up large sites and increase permeability in and through the area;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- Providing high standards for sun on public streets, parks and open spaces;
- Providing a human-scaled streetwall condition that relates to the proportion of streets and planned development on either side of a street; and
- Providing on-site landscaping that complements the built form, contributes to the overall consistent character of any particular district and assists in achieving the biodiversity objectives of this Framework.



Development will contribute to creating diverse places in the Port Lands, and also achieve variation and visual interest at the block scale.

- A variety of approaches will be utilized for new buildings to achieve visual interest, including, but not limited to:
  - a) Utilizing vertical and horizontal articulation for building mass to relieve the expansiveness of large and undifferentiated blocks and sustain pedestrian interest and activity;
  - b) Providing shifts in the heights of buildings up to any height limits established in other policies of this Framework; and/or
  - c) Providing varied building materials and/or colours, among others, with an attention to detail to support architectural variety.
- The provision of attractive, enclosed storage structures or screening for the bulk storage of salt, aggregate or other materials in Port and Port and Industrial districts will be utilized, where technically possible, to provide visual interest and reduce environmental impacts.



Buildings, irrespective of use, need to leave a legacy and be capable of adaptive reuse. This will be achieved by:

- Requiring buildings to be a minimum of three-storeys adjacent to major public streets (Figure 53), with the exception of:
  - a) Sites adjacent to Cherry Street south of the Ship Channel that are part of the Maritime Hub, where alternative building/structures will be encouraged to contribute to the character of the Hub; and
  - b) Sites adjacent to the east side of Cherry Street (Old) in Villiers Island, where building heights may be one- or two-storeys to complement the scale of heritage resources;
- Designing buildings with high quality architectural finishes and landscaping;
- Using robust and durable materiality for buildings that enables longevity of the buildings allowing them to withstand deterioration and contribute to the sustainability of buildings. Salvaged materials from demolition in new building construction, avoiding the waste and pollution of new production, will also be encouraged. Development proposals, through the submission of a Sustainability Strategy, will be required to demonstrate how the building materiality supports longevity and sustainability objectives; and



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- Providing an urban street-edge relationship for buildings in the McCleary, Media City and Turning Basin Districts and for buildings in the Warehouse District with buildings built to the lot line adjacent to public streets.



Activity at grade will be provided to enliven areas, and provide day-to-night vibrancy and eyes on the street. This is will be achieved by:

- Animating the public realm with retail and other active uses at grade with narrow frontages and a wealth of details such as recessed entrances, signage, weather protection, and architectural detailing and finishes that complement the character of the building and create visual unity of the streetscape;
- Making the ground-level facades of new buildings as transparent as possible to allow for a two-way visual exchange. In the priority and secondary retail frontage areas, façades should be 70 per cent transparent to permit a clear view inward from the street; and
- Providing a minimum ground floor height of 5 metres from floor to ceiling on Priority Retail Streets and Frontages as shown on Figure 39 and protecting for at-grade street-related retail and service uses on Secondary Retail Frontages and Water’s Edge Animation areas shown on Figure 39. To protect for retail in these areas:
  - a) Floor to ceiling heights will be a minimum of 5 metres in height; and
  - b) Ground floors will be designed to enable conversion to narrow frontage retail through ensuring the ability for entrances at-grade, suitable layout with regularized column spacing or ability to subdivide a ground floor, suitable depth to accommodate retail and service uses and convenient access to loading and storage.



Development will positively contribute to the creation of a distinct and dynamic skyline topography for the Port Lands for the views identified on Figure 64. This will be achieved by sculpting built form to:

- Reinforce and showcase the existing Port Lands’ skyline to ensure the continued prominence of the collage of heritage buildings and structures within the Port Lands as viewed from prominent locations along the central waterfront and to promote an understanding of the historic contribution of the Port Lands to Toronto’s working waterfront. New buildings will not detract from or dominate the Port Lands existing skyline. Heights and placement of buildings will be carefully controlled;
- Contribute to the objectives of diversity and the creation of unique and memorable districts by applying different approaches to tall buildings in the different districts, and where tall buildings are permitted, including, but not limited to, distinct height regimes for each particular district; and
- Include a variety of building types within the districts that are full of contrasts - high and low, dense and open - that both differentiate the Port Lands from the rest of the city and differentiate the districts from each other. Building types will also be informed by the land use mix permitted in the Port Lands and diverse street and block patterns.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



## TALL BUILDINGS



Tall buildings are buildings that exceed the mid-rise heights identified in this Framework. Where tall buildings are permitted:

- Residential tall building floorplates will not exceed 750 m<sup>2</sup> measured from the exterior of the main walls at each floor above the base building, excluding balconies, except where new building typologies are advanced as part of precinct planning or a City-initiated district-wide review of building typologies, to achieve sustainability objectives and/or differentiate built form both within the different districts in the Port Lands and from the rest of the city. Where new typologies are proposed they will:
  - a) ensure that high standards for sunlight on the public realm will be achieved;
  - b) result in commensurate reductions in the height of the respective tall buildings based on comparing the floor area of a typical, 750 m<sup>2</sup> tall building floorplate with the floor area of the new tall building typology, and proportionately reducing the heights of new tall building typologies based on the total gross floor area achievable with a typical 750 m<sup>2</sup> tall building floorplate; and
  - c) demonstrate that the impacts of a larger floorplate, such as reduction of sunlight, increase in shadow, transition, sky view and wind, can be sufficiently mitigated.
- Their design, in terms of form and profile, will make a positive contribution to the Port Lands skyline topography.
- In order to achieve excellent sky view, light penetration and a predominant mid-rise character, a minimum separation distance of 40 metres between tall buildings is required. Additional separation distance will be encouraged to maximize sky view.
- A minimum separation distance of 40 metres is required between tall buildings and the predominant face of heritage buildings/structures.

The tall building will be stepped back from the base building frontage by a minimum of:

- a) 10 metres adjacent to Villiers Street in Villiers Island;
- b) 6 metres adjacent to Cherry Street (Old) and Centre Street in Villiers Island, and the new East-West Street in the McCleary District; and
- c) at least 3 metres on all other public streets, or as determined through precinct planning to limit shadowing on key parks and open spaces and to minimize the perception of tall buildings at grade from the public realm.

All potentially enclosable or roofed space, such as balconies, must be clear of the stepback requirements.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

Tall buildings will be located, oriented and massed to:

- a) Maximize sunlight access on streets, and parks and open spaces;
- b) Not shadow the Don Greenway and naturalized river valley below top of bank during the spring and fall equinoxes between 10:18 am and 4:18pm; and
- c) Mitigate pedestrian wind impacts to enable comfortable climatic conditions in all seasons. Adjustments to building design may relate to the form, setbacks or stepbacks of building mass to mitigate impacts. Protective screens and other incidental add-ons or landscaping within public spaces may be utilized, but should not be relied upon as the preferred wind mitigation.

## VILLIERS ISLAND



The overall character of Villiers Island will be mid-rise in nature, punctuated by a limited number of tall buildings in strategic locations.



Buildings adjacent to the Keating Channel and on the east side of Cherry Street (Old) will be low-rise and complement the scale of heritage resources, and will not exceed a height of three storeys (approximately 11 metres). A five-storey (approximately 17 metres) building may be permitted on the west side of the re-aligned Cherry Street adjacent to the Keating Channel provided the building does not significantly obscure the historic silos. Buildings will be sited and articulated to reinforce and showcase the heritage resources of these areas.



Mid-rise buildings and base buildings of tall buildings will ensure an appropriate human-scale and will be designed to enable high standards of sunlight on public streets, solar gain and daylighting within the interior of blocks. They will have a height no greater than:

- a) Ten storeys (approximately 32 metres) for mid-rise buildings and eight storeys with a tall building on the south side of Villiers Street;
- b) Eight storeys (approximately 26 metres) on Cherry Street (New), Munitions Street, Centre Street, Trinity Boulevard, and Villiers Park Street; and
- c) Seven storeys (approximately 23 metres) on Commissioners Street.



To achieve additional variation in built form, mid-rise building heights should be six storeys (approximately 18 metres) for portions of buildings flanking north-south local streets. Mid-rise buildings flanking north-south local streets will not exceed a height greater than a 1:1 ratio of building face to building face, except at the southern part of Cherry Street (Old) at Commissioners Street where a six storey (approximately 25 metre) commercial building is permitted.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Tapering of buildings heights and/or setbacks will be utilized to:

- a) Ensure high standards of sunlight on public streets;
- b) Enable sunlight penetration to interior outdoor amenity spaces and south façades of buildings within a development block in support of liveability and sustainability objectives; and
- c) Contribute to a consistent street wall condition.



Tall buildings will only be located within the development blocks bounded by Centre Street to the south and Villiers Street to the north. Additional considerations for locating tall buildings within this zone include:

- a) Marking the New Cherry Street and Munitions Street gateways;
- b) Staggering tall buildings within the tall building zone to reduce the negative impacts of closely spaced tall buildings and the perception of tall buildings at grade, and to prevent the appearance of a wall of towers;
- c) Marking Promontory Park and Villiers Park at either end of the Island;
- d) Mitigating pedestrian wind impacts;
- e) Providing a sensitive transition to heritage buildings;
- f) Ensuring high standards of sunlight on east-west streets, the Keating Channel promenade, Promontory Park, Villiers Park and the river/Don Greenway;
- g) Situating the tall buildings to maximize separation distance to the Cement Terminal on Polson Quay;
- h) Situating the highest permitted tall buildings in areas closest to transit stops within the tall building zone; and
- i) Leveraging passive solar gain.



A variety of tall building heights will be provided to punctuate the skyline within the mid-teens (approximately 50 metres), low-twenties (20 to 23 storeys or approximately 62 metres to 71 metres) to mid-twenties (24 to 26 storeys or approximately 74 metres to 80 metres), or as determined to limit shadow impacts on parks and open spaces in accordance with the policies of this Framework.



Notwithstanding the policy above, one tall building may be permitted in the high twenties (up to 29 storeys or approximately 89 metres) at Cherry Street (New) and Villiers Street without amendment to contribute to overall built form variability of the Island and provided the building has exceptional architectural features to positively reinforce the building identity within the overall Port Lands skyline.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



## McCLEARY DISTRICT



The overall character of the McCleary District will be a lively, dense, mixed-use area with an overall mid-rise character that contributes to broader economic objectives for the Port Lands and complements the employment destination north of Lake Shore Boulevard.



Development in the District will be organized around a centrally-located local park.



Tall buildings are permitted within the development blocks adjacent to the Don Roadway and Lake Shore Boulevard East.



A height peak that is not to exceed 39 storeys (approximately 119 metres) is permitted at the corner of the Don Roadway and Lake Shore Boulevard East and subject to appropriate source and receptor mitigation of industrial operations. South and east of the height peak, the heights of tall buildings will terrace down in height to the low-twenties (20 to 23 storeys or approximately 62 metres to 71 metres) at Commissioners Street and Bouchette Street respectively.



Mid-rise buildings and the base of tall buildings will have a height no greater than (unless otherwise determined through a Council-endorsed precinct planning exercise):

- a) Ten storeys (approximately 30 metres) immediately adjacent to Lake Shore Boulevard and the Don Roadway and terracing down to eight storeys (approximately 26 metres) to the east and south;
- b) Eight storeys (approximately 24 to 26 metres) immediately adjacent to Commissioners Street, the Broadview Extension and on the north side of Villiers Street; and
- c) Six storeys (approximately 18 to 20 metres) on all remaining streets.



The siting of tall buildings adjacent to the new east-west street north of Commissioners Street will ensure long-views to the Commissioners Incinerator Stack from Centre Street in Villiers Island and sky view around the stack.

## POLSON QUAY AND SOUTH RIVER



Building type and form will be differentiated between Polson Quay and South River to assist in achieving diversity and variety.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Buildings will be massed and sited so as not to obstruct views to the Hearn chimney stack or Canada Cement Company silos, as well as to maintain a high degree of visibility surrounding the Hearn chimney stack as viewed from the public promenade at the foot of Yonge and eastward to Sherbourne Common.



Should residential uses be permitted, considerations for the placement, height and location of mid-rise and tall buildings at precinct planning will include:

- a) Maintaining the visual prominence and dominance of heritage landmarks, and in particular the Hearn's chimney stack, by ensuring heights complement and do not exceed the perceived height of the stack as viewed from the public promenade at the foot of Yonge Street;
- b) Creating distinct identities that differentiate the two districts both from themselves and other districts within the Port Lands; and
- c) Assessing noise and air quality impacts and limiting building heights accordingly.

An Official Plan Amendment implementing the resultant built form directions from the Precinct Plan will be required to be adopted by City Council prior to considering any applications to amend the Zoning By-law.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

