

Lower Yonge Public Realm Concept Plan – Final Report

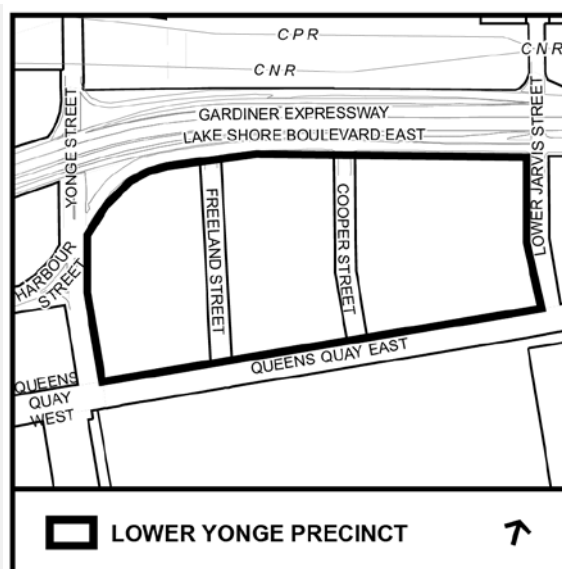
Date:	May 17, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 28 – Toronto Centre-Rosedale
Reference Number:	18 150580 STE 28 TM

SUMMARY

This report recommends that City Council endorse the Lower Yonge Public Realm Concept Plan which establishes a public realm framework and set of principles, strategies and standards to ensure a high quality Lower Yonge streetscape design that enhances walkability, accessibility, safety, connectivity and character within the Precinct, as well as public realm direction for parks, plazas and other public spaces. The Public Realm Concept Plan is one of the Municipal Class Environmental Assessment (MCEA) outcomes that will be used to guide future development.

The 9 hectare Lower Yonge Precinct is anticipated to grow up to 28,000 workers and residents. This Concept Plan will support the daily activities of residents and workers in a pedestrian and cycling friendly, transit-oriented environment.

The purpose of the Concept Plan is to communicate a consistent approach for the design of the public realm in support of the Lower Yonge Precinct Plan, Lower Yonge Official Plan Modification (OPM) and MCEA. The Concept Plan represents a design framework for Lower Yonge public spaces including a hierarchy of streets, priority public realm improvements, and strategic direction regarding palette, furnishings, and materials. In this way, the Lower Yonge Public Realm Concept Plan



clarifies important requirements for public spaces and streetscape design. The Concept Plan will be considered when reviewing Site Plan Control applications within the Lower Yonge Precinct.

The City is continuing to work with Waterfront Toronto on a Central Waterfront-wide public realm standard, including the selection of a Waterfront Standard Concrete Paver. The Concept Plan will be updated in the future to include a Waterfront Standard Concrete Paver.

RECOMMENDATIONS

The City Planning Division recommends that City Council:

1. Endorse the Lower Yonge Public Realm Concept Plan, as outlined in this Report (May 18, 2018), from the Acting Director, Community Planning, Toronto and East York District, contained in Attachment 1.
2. Authorize the Acting Director, Community Planning, Toronto and East York District and the Executive Director, Transportation Services staff to update the Lower Yonge Public Realm Concept Plan as necessary.
3. Request appropriate City staff to consider the Lower Yonge Public Realm Concept Plan contained in Attachment 1 in the review of development applications within, and adjacent to, the Lower Yonge Precinct.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On August 25, 2014, City Council adopted recommendations to receive the "Lower Yonge Urban Design Report" and the "Lower Yonge Transportation Master Plan Environmental Assessment", endorsed the planning and policy directions in the staff report, and directed City Planning to complete the Lower Yonge Precinct Plan in consultation with Waterfront Toronto, other City Divisions, landowners, community members and other stakeholders. The staff recommendations were adopted without amendment:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.95>

On March 31, 2015, City Council endorsed the recommendations of the Environmental Assessment, and authorized the issuance of the Notice of Completion. City Council further directed the preparation of an OPM to secure various planned rights-of-way and to evaluate opportunities for securing protected bicycle lanes on Yonge Street between Queens Quay and Front Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW2.4>

At its meeting on June 7, 8 and 9, 2016, City Council endorsed the Lower Yonge Precinct Plan and instructed Staff to request that the Ontario Municipal Board modify the former City of Toronto Official Plan and Central Waterfront Secondary Plan, substantially in accordance with the draft OPM attached to the staff report. The Lower Yonge Precinct Plan recognized the MCEA process and that additional studies are required to further define the key TMP initiatives.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE16.4>

At its meeting on July 4, 2017, City Council endorsed the preferred designs of the Lower Yonge MCEA. As well, staff were directed to publish a Notice of Completion and file the Environmental Study Report for the MCEA on the public record for a minimum of 30 days in compliance with the MCEA.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW22.7>

ISSUE BACKGROUND

The Central Waterfront has a rich industrial and cultural heritage and is considered to be one of the most vibrant, walkable and recognizable waterfront redevelopment initiatives in North America, with the creation of high quality public realm environments in East Bayfront, West Don Lands and Queens Quay West. These characteristics, along with the significant role played by the waterfront's public spaces, contribute to Toronto's unique identity, liveability and urban vitality. Past public and private investments in the waterfront's urban fabric have created a number of walkable districts in and around the Central Waterfront and Downtown core with distinct visual identities and prominent destinations for both visitors and residents.

The City's waterfront public realm and open spaces link a host of key destinations, services and attractions both within and outside the Central Waterfront. In addition, key corridors such as Queens Quay, Simcoe Street, Yonge Street, Bay Street and Lower Jarvis Street connect major citywide attractions and destinations and provide key points of entry into the waterfront area. A unique and evolving waterfront public realm identity has created a consistent and memorable walking and cycling environment, with a combination of Waterfront-specific streetscape elements and elements referenced in the City's Streetscape Manual.

Continued growth in the number of people living and working in the Central Waterfront increases the importance of public streets and open spaces to function as high-quality amenity spaces and outdoor living rooms. The development of the Lower Yonge Precinct, as a gateway to the Central Waterfront, its high density of future residents and employees, and its connectivity to other waterfront precincts, requires a consistent waterfront public realm treatment that reinforces the Central Waterfront design identity.

Lower Yonge

Comprised of former industrial lands in close proximity to both the downtown and Lake Ontario, the Lower Yonge Precinct is well-suited for revitalization. The Lower Yonge Precinct Plan and Official Plan Modification (OPM) envision approximately 8,000 residential units and 380,000 square metres of non-residential gross floor area, providing

future homes and workplaces for up to 13,000 residents and 15,000 employees. In its current state, the Precinct lacks a public realm, infrastructure and services necessary to support this scale of development.

The Lower Yonge Urban Design Report, developed in tandem with the Transportation Master Plan (TMP), provided public realm design direction for exterior social spaces in the Precinct that are generally open and accessible to all people. These public spaces include streets, greenways, promenades, plazas, parks, linkages, transit hubs, views and the waterfront.

The Lower Yonge Urban Design Report formed the basis of the Lower Yonge Precinct Plan by providing a background and context to the area as well as recommendations on land use, public realm design, and built form. The Urban Design Report and Precinct Plan provide strategic direction for the development of the Public Realm Concept Plan.

The staff report, titled "Final Report-Lower Yonge Precinct – City-initiated Official Plan Amendment and Precinct Plan", provided direction regarding key elements considered in the design of complete streets in the Precinct, acknowledging that further refinement of streetscape public realm design would be undertaken through the Public Realm Concept Plan component of the MCEA process.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) provides policy direction Province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. Section 1.5 provides direction for municipalities to plan public streets and spaces to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region, including Section 2.2.1 which directs that development include a vibrant public realm and Section 5.2.5 which supports intensification through the development and implementation of urban design policies and supporting documents to achieve a high quality public realm.

The Lower Yonge TMP, MCEA, Precinct Plan and Public Realm Concept Plan were informed by the policy direction of the PPS and Growth Plan, undertaking an integrated planning approach for the creation of a complete community with a compact and high quality built form, an attractive and vibrant public realm, and a focus on active transportation and transit.

Official Plan

The Lower Yonge Public Realm Concept Plan was developed with consideration of a number of Official Plan policies that provide guidance on streetscape design and public realm in the City.

A number of policies provide guidance on streetscape design and public realm in the City, including within the Central Waterfront. Section 3.1.1 of the Official Plan includes a number of policies to ensure the City's streets, parks and public open spaces are beautiful, comfortable, safe and accessible.

Central Waterfront Secondary Plan

The CWSP envisioned multi-modal complete street design that prioritizes active modes of transportation, transit and the creation of a vibrant and well-designed public realm. The direction on complete street requirements includes providing a sufficient road right-of-way to accommodate vehicle travel lanes, transit, pedestrian and cycling facilities, landscaping and public realm design elements.

The public realm will be defined by a coherent framework of streets, parks, plazas, promenades and other open space elements, reflecting the exceptional waterfront setting of Lower Yonge. Streets in the waterfront have been identified as places with distinct identities, including design approach, character, urban connectivity, high-quality urban design, landscaping and amenities.

COMMENTS

Lower Yonge Public Realm Concept Plan Overview

This Concept Plan is based upon the land use direction and policies within the Lower Yonge Precinct Plan and the TMP preferred street network. Guided by the precinct planning process, and informed by the streetscape refinements identified through the MCEA, the Concept Plan provides guidance on streetscape design that emphasizes walkability and pedestrian comfort, amenity and connectivity. The Concept Plan streetscape approach establishes Lower Yonge streets as public spaces with distinct identities, encouraging the creation of social spaces that improve the quality of life for residents, employees and visitors.

The Concept Plan is intended to guide property owners, developers, City Staff and Waterfront Toronto towards achieving the vision for the Lower Yonge public realm as it develops. This design guidance seeks to establish a Lower Yonge identity and character that is consistent with waterfront design excellence, reflect the unique location at the Foot of Yonge Street, and is seamlessly integrated into the broader waterfront public realm. The Concept Plan was developed with consideration of other Central Waterfront public realm initiatives, including the East Gardiner Public Realm Implementation Plan, Queens Quay East streetscape design, and public realm improvements in East Bayfront.

The Public Realm Concept Plan focuses on public realm design, providing direction regarding materiality, palette, planting details and applicable public realm standards and specifications. The Concept Plan is intended to be considered through the site plan application approval process to ensure a consistent Lower Yonge public realm design is advanced as the precinct builds out. Although the Plan will be used to guide decisions, streetscape design decisions for specific developments and public realm improvements

will be made on a case-by-case basis. This guiding document illustrates the typical public realm design concept that is envisioned for the Lower Yonge Precinct.

The Public Realm Concept Plan recommends that a standard palette of materials and furnishings will be coordinated and used within the Lower Yonge Precinct. The materials include:

- City-approved waterfront standard concrete unit pavers in select pedestrian zones and concrete sidewalks in remaining pedestrian zones;
- Raised tree plates;
- Soil cells for improved tree growth;
- Wood and metal street furnishings including benches, trash receptacles, cycle rings and racks; and,
- Waterfront standard lighting fixtures.

Materials were selected based on durability, ease of maintenance and longevity that meet the needs and abilities of the City's long-term asset management strategies.

Although streetscape elements have been well-defined within the Concept Plan, paver details require further exploration by City staff, in partnership with Waterfront Toronto. The exact specifications for a Waterfront Standard Paver, approved by the City, are the subject of an ongoing process. It is recommended that Council authorize staff to update the Lower Yonge Public Realm Concept Plan as necessary to incorporate City-approved streetscape materials, furnishings and elements, including a Waterfront Standard Paver.

Implementation

Implementation of this Concept Plan's streetscape furnishing and material standards will occur gradually over time through a combination of the following three mechanisms:

1. City of Toronto Streetscape Manual: The streetscape design specifications will be translated into the City's Streetscape Manual once all appropriate City approvals have been obtained regarding design and materiality.
2. Developer-Initiated Improvements: Lower Yonge streetscape standards will be implemented as part of improvements undertaken for new development in the Lower Yonge Precinct either through required frontage improvements, construction of new streets to service developments or through negotiated public realm investments. The City's *Guidelines for the Use of Pavers on City Streets* and *City of Toronto Terms and Conditions for Third Party Installation of Pavers in the Sidewalk* apply to developer-initiated streetscape improvements.
3. Capital Plan and Projects: Priority public realm improvements identified in the Concept Plan or other public realm initiatives, such as streetscape improvements to Queens Quay East or Lake Shore Boulevard East, will be planned and implemented with consideration of the Concept Plan.

The City and Waterfront Toronto will provide further details and specifications to applicants regarding applicable waterfront streetscape standards that are referenced within the Concept Plan, to ensure a continuous and consistent waterfront public realm identify is reflected in the Lower Yonge Precinct as it develops.

Consultation

Extensive consultation was undertaken throughout the Lower Yonge planning process, which informed the TMP, Precinct Plan and MCEA. Urban design principles, public realm concepts and streetscape design were the subject of input throughout this planning process. Input from the public, landowners and stakeholders is reflected in the streetscape design and public realm concept that is further articulated within the Lower Yonge Public Realm Concept Plan.

Development Applications

Development applications have been filed for 1-7 Yonge Street and 55 Lake Shore Boulevard East (known as the LCBO lands) and pre-application discussions are ongoing for other lands within the study area. A goal of the Public Realm Concept Plan is to ensure that development is considered through an integrated approach that advances the guiding principles of the Precinct Plan to support the development of a vibrant and complete community with a coherent and consistent public realm design. Development should not be considered in isolation from the broader public realm context.

CONTACT

Anthony Kittel, Project Manager
Tel. No. 416-392-0758
E-mail: anthony.kittel@toronto.ca

SIGNATURE

Lynda H. Macdonald
Acting Director, Community Planning
Toronto and East York District

(P:\2018\Cluster B\pln\TEYCC\14305213083.doc) – ca

ATTACHMENTS

Attachment 1: Lower Yonge Public Realm Concept Plan

Attachment 1: Lower Yonge Public Realm Concept Plan



TABLE OF CONTENTS

1.0/	INTRODUCTION	01	4.0/	DESIGN STANDARDS	38
	1.1 Process	01		4.1 Materials	39
	1.2 Purpose	01		4.1.1 Granite	39
				4.1.2 concrete Unit Paver	40
				4.1.3 Concrete	41
2.0/	BACKGROUND AND CONTEXT	03		4.2 Waterfront Signature Lighting	42
	2.1 Lower Yonge Precinct Plan	04		4.3 Street Furniture	43
	2.1.1 Area Context	05		4.4 Trees/Planting Details	44
	2.1.2 Vision	08			
	2.1.3 Land Use and Block Plan	09			
	2.1.4 Open Space	10	5.0/	APPENDIX	45
	2.1.5 Public Realm/Mid-Block Connections	12			
	2.1.6 Street Types	13			
	2.1.7 Public Art	14			
	2.1.8 Transportation Master Plan Key Initiatives and Street Network	15			
	2.1.9 Existing Transit Routes	16			
	2.1.10 Cycling Network	17			
	2.2 Municipal Class Environmental Assessment	18			
	2.2.1 Street Sections	19			
	2.2.2 Proposed Transit Network	24			
3.0/	PUBLIC REALM CONCEPT PLAN	25			
	3.1 Lower Yonge Streetscape Plan	26			
	3.1.1 Waterfront-District Street- Single Row of Trees	27			
	3.1.2 Waterfront-District Street- Promenade	29			
	3.1.3 Waterfront-District Street- Harbour Southside	31			
	3.1.4 Waterfront-Service Street	33			
	3.1.5 Gardiner Public Realm Streetscape	35			
	2.1.6 Queens Quay Interim Condition	37			

KEY MAPS

MAP 1	AREA CONTEXT	05
MAP 2	LOWER YONGE: LOCATION, OWNERSHIP AND CONTEXT	06
MAP 3	LAND USE AND BLOCK PLAN	09
MAP 4	OPEN SPACE NETWORK PLAN	10
MAP 5	PUBLIC REAL/ MID BLOCK CONNECTIONS	12
MAP 6	STREET TYPES	13
MAP 7	PUBLIC ART PLAN	14
MAP 8	TMP KEY INITIATIVES AND STREET NETWORK	15
MAP 9	EXISTING TRANSIT ROUTES PLAN	16
MAP 10	CYCLING NETWORK PLAN	17
MAP 11	PROPOSED TRANSIT NETWORK PLAN	24
MAP 12	PROPOSED STREETSCAPING DETAILS PLAN	26

1.0 / INTRODUCTION

The Lower Yonge Precinct (the 'Precinct') is envisioned as a vibrant, mixed-use, complete community, which will support high densities by providing a sustainable mix of uses and a fine-grained network of varied and distinct public spaces. These spaces are aimed at drawing people into and around the Precinct and connecting it with surrounding neighbourhoods and Lake Ontario.

1.1 Process

Phase 1

Phase 1 was completed in August 2014 and culminated in three reports adopted by City of Toronto Council:

- a. Lower Yonge Precinct Plan – Proposals Report
- b. Lower Yonge Transportation Master Plan (TMP) Environmental Assessment (Phases 1 + 2 of the Municipal Class Environmental Assessment)
- c. Lower Yonge Urban Design Report (UDR): Principles and Recommendations

Collectively, the three reports addressed the major directions required for the comprehensive planning of the Precinct.

Phase 2

Phase 2 was completed in June 2016 when the Lower Yonge Precinct Plan and Official Plan Amendment (OPA) were adopted by City Council. These planning tools assist in the facilitation of the evaluation of planning applications within the Precinct and help to ensure that with the anticipated densities, appropriate infrastructure and amenities will be provided.

Phase 3

Phase 3 was the completion of the Municipal Class Environmental Assessment (MCEA). MCEA Phases 3 and 4 were undertaken from December 2015 to March 2018 and focused on the various transportation, public realm and servicing initiatives proposed as part of the Precinct Planning Process. An Environmental Study Report (ESR) was completed to evaluate and select transportation infrastructure improvements for the Precinct.

All three phases in the planning process included several forms of consultation with stakeholders, land owners and the public. Communications throughout the process were provided in newspapers, online and through social media. More details on the consultation process can be found in the Lower Yonge Precinct Plan or ESR.

While the Precinct Plan and Urban Design Report articulated the overall planning and urban design vision for the Precinct, a Public Realm Concept is required to ensure that the engineering and design details of the streets and public realm has been sufficiently coordinated.

1.2 Purpose

The Lower Yonge Public Realm Concept Plan provides a detailed technical design framework for the plazas, promenades, open spaces, streetscapes and other public spaces within the Lower Yonge Precinct. This plan is intended to guide property owners, developers, design consultants, and City staff towards the achievement of the vision for Lower Yonge. While these design guidelines seek to create a consistent look and feel for the Precinct, they also enable flexibility, creativity and innovation as the Precinct develops and grows over time.



Figure 1.1 Artistic Rendering of the Toronto Skyline. (Extracted from the *Lower Yonge Precinct Plan 2016*)

2.0 / **BACKGROUND AND CONTEXT**

2.1 Lower Yonge Precinct Plan

2.1.1 Area Context

2.1.2 Vision

2.1.3 Land Use and Block Plan

2.1.4 Open Space

2.1.5 Public Realm/Mid-Block Connections

2.1.6 Street Types

2.1.7 Public Art

2.1.8 Transportation Master Plan Key Initiatives and Street Network

2.1.9 Existing Transit Routes

2.1.10 Cycling Network

2.2 Municipal Class Environmental Assessment

2.2.1 Street Sections

2.2.2 Proposed Transit Network

2.1 / LOWER YONGE PRECINCT PLAN

The Lower Yonge Precinct Plan (the “Precinct Plan”) provides a vision and framework for comprehensive development of this central waterfront area. This Precinct is expected to accommodate significant height and density which makes it imperative to provide a framework to ensure that new development is appropriately planned and sensitive to the Precinct’s prominent location on the waterfront. The public realm must be generous and well designed, and there needs to be an appropriate mix of uses, services and amenities for future residents and workers.

The Precinct Plan is the blueprint for a functional, complete community that supports a high density by providing a sustainable mix of uses, and a fine-grained network of varied and distinct public spaces. These spaces are aimed at drawing people into and around the Precinct and connecting it with surrounding neighbourhoods and to Lake Ontario. With a mix of residential, institutional, civic, office and retail uses, the Precinct will provide homes, workplaces, and local services and facilities for thousands of Torontonians, balancing residential and commercial development to create an active mixed-use community.



2.1.1 / AREA CONTEXT

The Lower Yonge Precinct comprises approximately nine hectares of industrial and commercial lands at the edge of Toronto's transforming and rapidly growing Central Waterfront community. It is located between Yonge Street and Jarvis Street, extending from Lake Shore Boulevard down to Queens Quay.

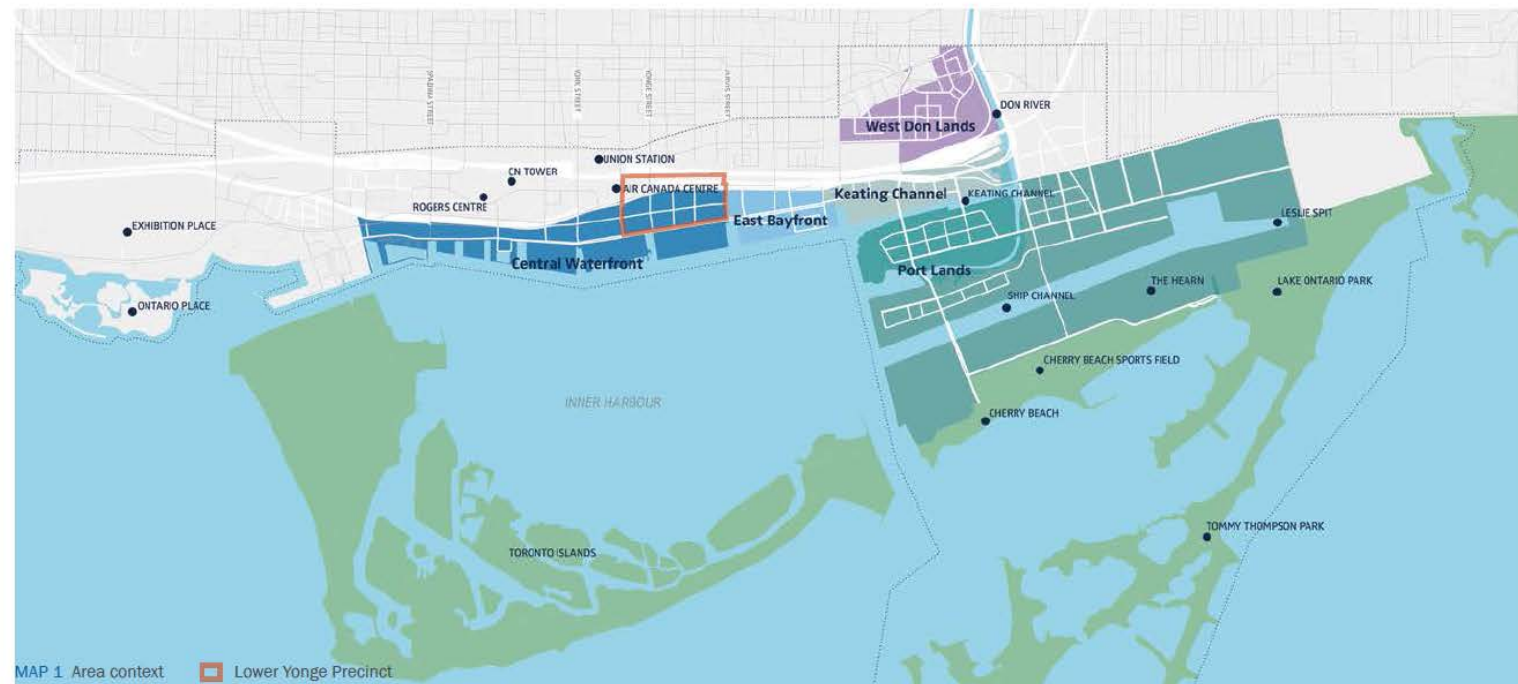
It is situated in the heart of many existing and emerging communities, including:

- Harbourfront Community;
- South Core Community;
- Financial District;
- Old Town Toronto;
- St. Lawrence Neighbourhood; and
- East Bayfront Community.

The Lower Yonge Precinct today consists of three large, undivided parcels, which are comprised of the following uses and ownerships:

i. 1 to 7 Yonge Street: This property currently consists of: the 25-storey Toronto Star office tower (1 Yonge Street) at the corner of Yonge Street and Queens Quay East; the one and five-storey former Toronto Star production facilities (now office suites) to the north and east of the tower; and a surface parking lot (7 Yonge Street) on the north half of the site. The property is approximately 2.7 hectares (6.7 acres) in size. This property is owned by Pinnacle International.

ii. 55 to 95 Lake Shore Boulevard East and 2 Cooper Street: The central property in the Precinct is bisected by Cooper Street. On the west side of Cooper Street, the property is comprised of: an LCBO retail store (2 Cooper Street); LCBO warehouse building and head office building (55 Lake Shore Boulevard East), both of which are listed on the City's Inventory of heritage properties; and a rail spur at 15 Freeland Street, which runs east-west across the block. On the east side of Cooper Street is a large surface parking lot,



another rail spur (15 Cooper Street), which cuts diagonally through the southern half of the property and a small parkette at the northeast corner of Cooper Street and Queens Quay East. The property is approximately 4.6 hectares (11.3 acres). This property is owned by Menkes Developments, which purchased the property from the Province and the rail spurs from TPLC in 2016.

iii. 10 Lower Jarvis Street and 125 Lake Shore Boulevard East: This property contains a two-storey supermarket (and ancillary retail) store on the southern two-thirds of the block and a two-level parking structure on the northern third. It is owned by Choice Properties REIT, the real estate division of Loblaws. The property is approximately 2.7 hectares (6.7 acres) in size.

Some of the surrounding existing and planned land uses include:

East: East of Lower Jarvis Street is the East Bayfront Precinct, which includes Sugar Beach, Sherbourne Common, the Corus Quay building (2), George Brown College's Waterfront Campus building (1) and Aqualina/Aquavista (4)

(under construction), Monde (6) and Lighthouse Tower (5) developments (under construction).

South: On the south side of Queens Quay East, the Pier 27 development (3) at 25 Queens Quay East abuts the Yonge Street Slip. This seven-building residential development with civic and retail spaces on the ground floor is comprised of primarily mid-rise buildings with one 35-storey tower at the northwest corner of the site. Abutting Pier 27 to the east is the Redpath Sugar Refinery (8) at 95 Queens Quay East.

West: Immediately west of the precinct is the 'World Trade Centre' development, with 26 and 37-storey towers at 10 Queens Quay West and 10 Yonge Street, respectively, and Harbourfront Centre further to the west. To the northwest is the mixed-use 'Pinnacle Centre' development at 33 Bay Street, 18 Harbour Street, and 12 and 16 Yonge Street with heights ranging from 30 to 54 storeys.

North: To the north are the elevated Gardiner Expressway, Lake Shore Boulevard below, and the CN rail corridor.

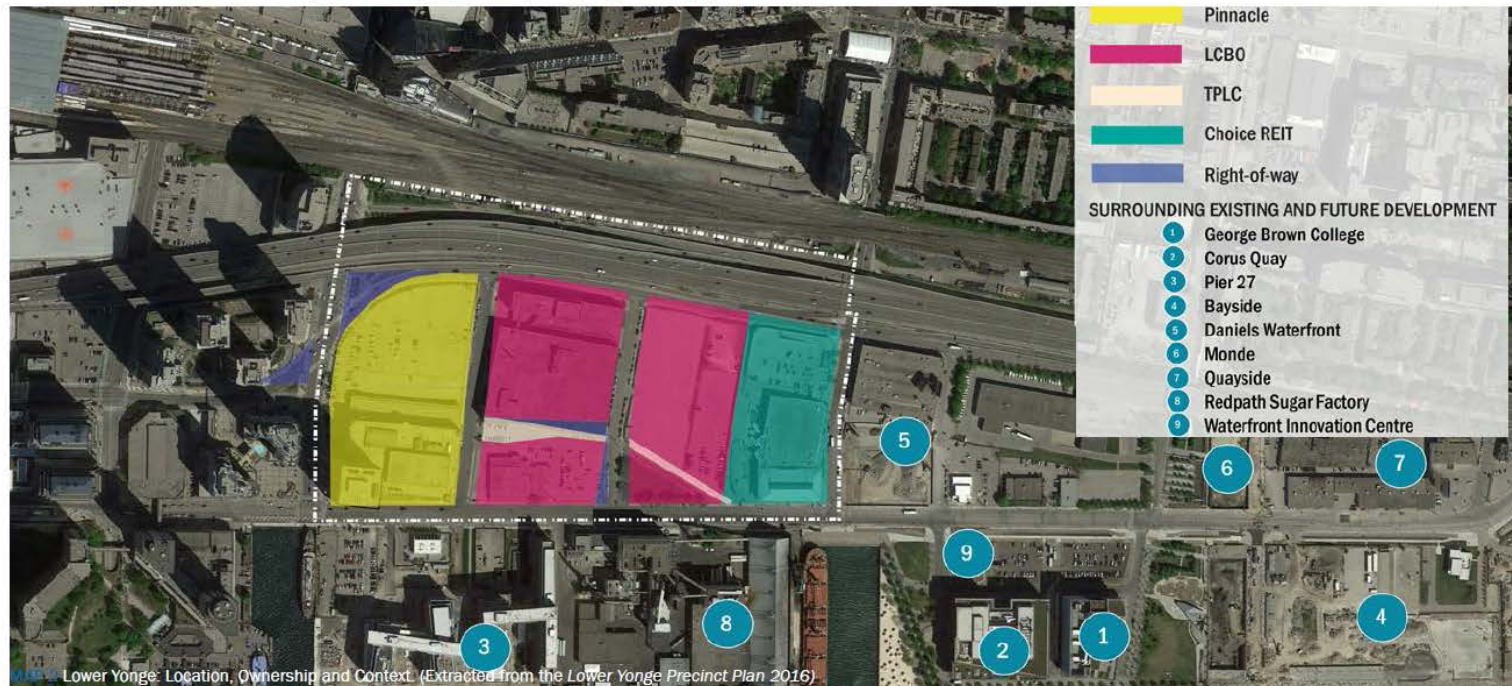




Figure 1.2 Artistic Rendering of Harbour Street. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.2 / VISION

The Lower Yonge Precinct is envisioned as a transition from the high-density, office-based Financial Core to the west to the mixed-use neighbourhoods being developed in the East Bayfront and Keating Channel precincts to the east. Its built form and land use patterns must be carefully considered to create the character, vibrancy, comfort and quality of life that will attract both residents and businesses and make that transition as seamlessly and coherently as possible.

The Lower Yonge Precinct will be a vibrant, mixed-use, complete community that derives its character from its waterfront context and the large central park at its heart. A home and workplace for people of all incomes, as well as a destination to visit, Lower Yonge will be a green, sustainable neighbourhood with streets and sidewalks that are inviting to both pedestrians and cyclists.

The area will be characterized by mid-rise base buildings framing the public realm at a human scale, and broadly spaced towers ensuring sunlight, good wind conditions and ample views of the sky are realized on all streets and in the park.

The uniquely central location of the Lower Yonge Precinct makes its revitalization critical not only to the success of the waterfront, but to the growth of the City of Toronto as a whole. Complete communities rely on a successful public realm, transportation access, and a mix of uses and housing options in order to thrive.



Figure 1.3 Artistic Rendering of Harbour Street. (Extracted from the Lower Yonge Precinct Plan 2016)



Figure 1.4 Artistic Rendering of Queens Quay. (Extracted from the Lower Yonge Precinct Plan 2016)



Figure 1.5 Artistic Rendering of Cooper Street. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.3 / LAND USE AND BLOCK PLAN

Ensuring an appropriate balance of residential and non-residential uses is an integral part of creating a vibrant and complete community. The Lower Yonge Precinct targets a mix of uses that is 25% to 40% non-residential uses and 60% to 75% residential uses. The community will represent a diverse mix of uses that will be characterized by high-density residential with commercial, recreational and cultural uses. Highly urban in nature, different mixes of uses and a pedestrian-friendly public realm will create a vibrant, urban hub and meeting places for both local residents and visitors. Active street frontages and improved sidewalks that connect to a wide range of uses and open spaces will encourage recreation, interaction and a sense of community within the Precinct. It is also an appropriate location for new employment uses, given its location within the Downtown and Central Waterfront, and proximity to Union Station and the planned East Bayfront LRT.

Office/commercial development will be located south of Harbour Street, along Queens Quay, and will help to buffer the more sensitive residential uses north of Harbour Street from the Redpath Sugar facility.

Retail should be concentrated along Harbour Street, and adjacent to higher order streets including Yonge Street, Cooper Street, Lower Jarvis Street and Queens Quay East, which are important connections to and across the waterfront.

Cultural, civic and tourist attractions are also important to communities of this scale. They act as a catalyst, drawing people and interest to the community and fostering economic growth and resiliency.



MAP 3 Land Use and Block Plan. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.4 / OPEN SPACE

Map 4 illustrates the rhythm of the large open spaces and parks established along Queens Quay East. It also highlights the Lower Yonge Precinct's connections to surrounding parks and open spaces in relation to key north-south streets within the downtown area. Underutilized, publicly-owned spaces in the vicinity of the Precinct (i.e., under the Gardiner Expressway) will be evaluated for use as landscaped spaces for recreational facilities.

Yonge Street and Jarvis Street are major north-south streets that connect key landmarks of the downtown to the waterfront. Church Street is proposed to be another key connection with a tunnel to Cooper Street. The new Bay Park Centre at Bay Street and Front Street (45 and 141 Bay Street) proposes a new open space over the railway, which establishes a north-south connection along

Bay Street south from Union Station down to Queens Quay East and the lake. The Esplanade, Queens Quay East and the future Harbour Street extension establish major east-west 'green' corridors within the waterfront, and major open spaces, such as Sherbourne Common, Sugar Beach, and the proposed Foot of Yonge Park and the Ferry Terminal Park, connect along these corridors.

The public realm in the Lower Yonge street network area is intended as a continuation and connectivity of the open space network.



Map 4 Open Space Network Plan. (Extracted from the Lower Yonge Precinct Plan 2016)

Lower Yonge Park

A large, roughly one hectare, contiguous, centrally-located park is proposed for the Lower Yonge Precinct. It will be a park that is within a short walking distance from nearby residents and would accommodate a host of active and passive recreational uses.

As well, a central park will reinforce the pattern of open spaces that has been established across the waterfront. Along Queens Quay, parks are typically located 200 to 250 metres apart. A new public park in the centre of the precinct would continue this pattern, while providing a central focal point and social heart for the area.

The central park will be located to maximize access to existing amounts of sunlight and limit shadow impacts from anticipated development throughout the year, especially during the fall and winter months (between September 21 and March 21). The park will also have ample soft landscape in order to expand the variety of waterfront parks, support the park's identity as a neighbourhood amenity, and provide environmental benefits including cooling the urban environment, storm water infiltration and promoting biodiversity.



2.1.5 / PUBLIC REALM/ MID-BLOCK CONNECTIONS

The Public Realm/Mid-Block Connections Plan (Map 5) illustrates a finer-grain network to connect people to places through the building sites and to enhance pedestrian permeability. It aims to encourage walking within and around the precinct while discouraging the use of automobiles for short trips. Mid-block connections provide alternate and interesting routes for pedestrians, reinforcing the north-south and east-west connections.

North and south of Harbour Street, east-west mid-block linkages are planned between building sites or through the use of interior atrium spaces. An east-

west mid-block link runs between Lake Shore Boulevard and Harbour Street, providing a continuous connection from Yonge Street to Lower Jarvis Street and beyond. Similarly, between Harbour Street and Queens Quay East, an east-west mid-block connection will run through building sites, giving local residents and employees easy access to the proposed Lower Yonge Park and to Lower Jarvis Street, which connects to Queens Quay East, Sugar Beach and the water's edge. Additionally, north-south mid-block connections are planned to facilitate ease of movement from Lake Shore Boulevard to Harbour Street and from Harbour Street to Queens Quay East.



MAP 5 Public Realm/ Mid Block Connections. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.6 / STREET TYPES

The Lower Yonge Precinct street types are categorized as follows:

1. Primary "Main Street": Queens Quay East
2. Local "Main Street": Harbour Street
3. Promenade Streets: Yonge Street, Cooper Street, Lower Jarvis Street
4. Neighbourhood Streets: Freeland Street, New Street



Map 6 Street types. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.7 / PUBLIC ART

The Public Art Plan (Map 7) outlines a program of art opportunities which set out a vision of how the art program will function within the public realm.

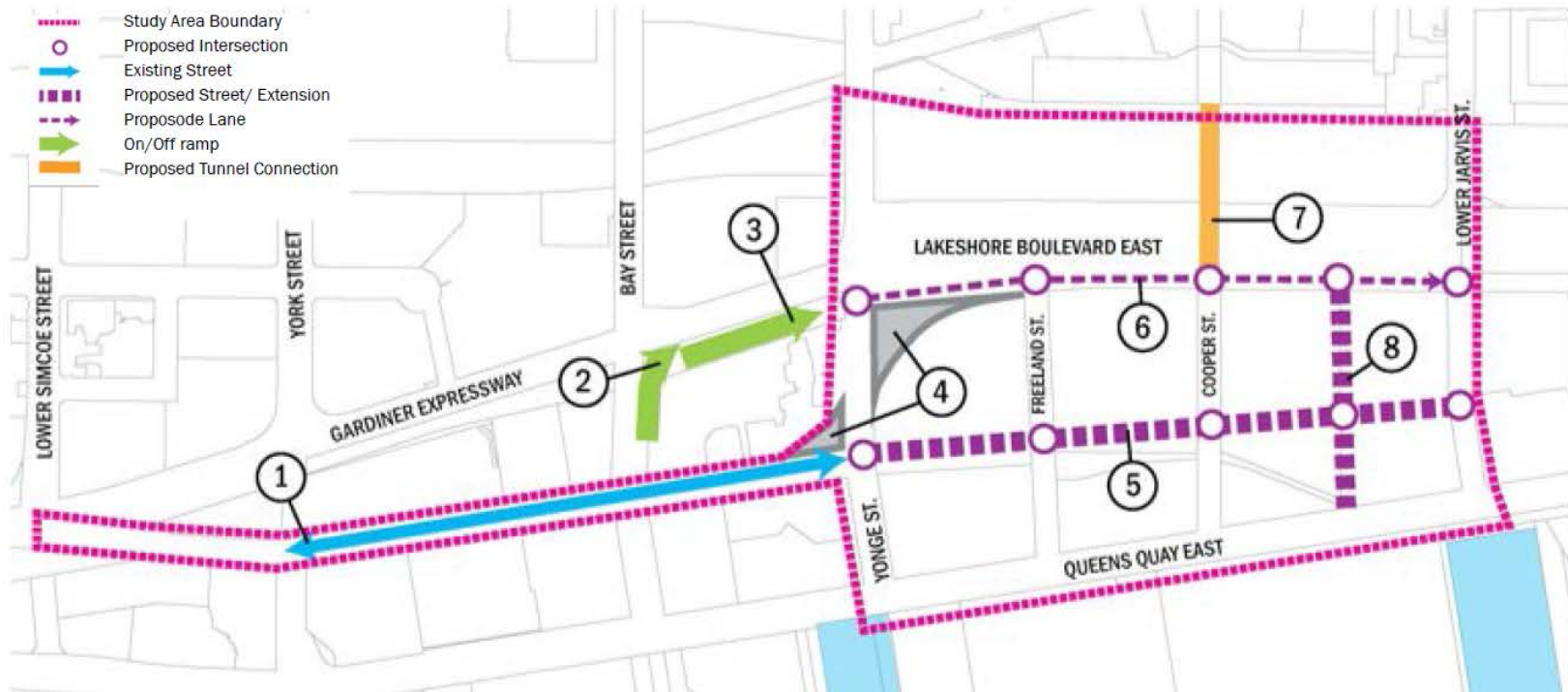
Linear sites are focused on the linear spaces, both exterior and interior (atriums, winter gardens, etc.) where an artwork will promote flow and invite movement from one site to another, playing an important role in pedestrian animation and significantly reducing perceived boundaries between public and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



MAP 7 Public Art Plan. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.8 / TRANSPORTATION MASTER PLAN KEY INITIATIVES AND STREET NETWORK



MAP 8 TMP Key Initiatives and Street Network. (Extracted from the Lower Yonge Precinct Plan 2016)

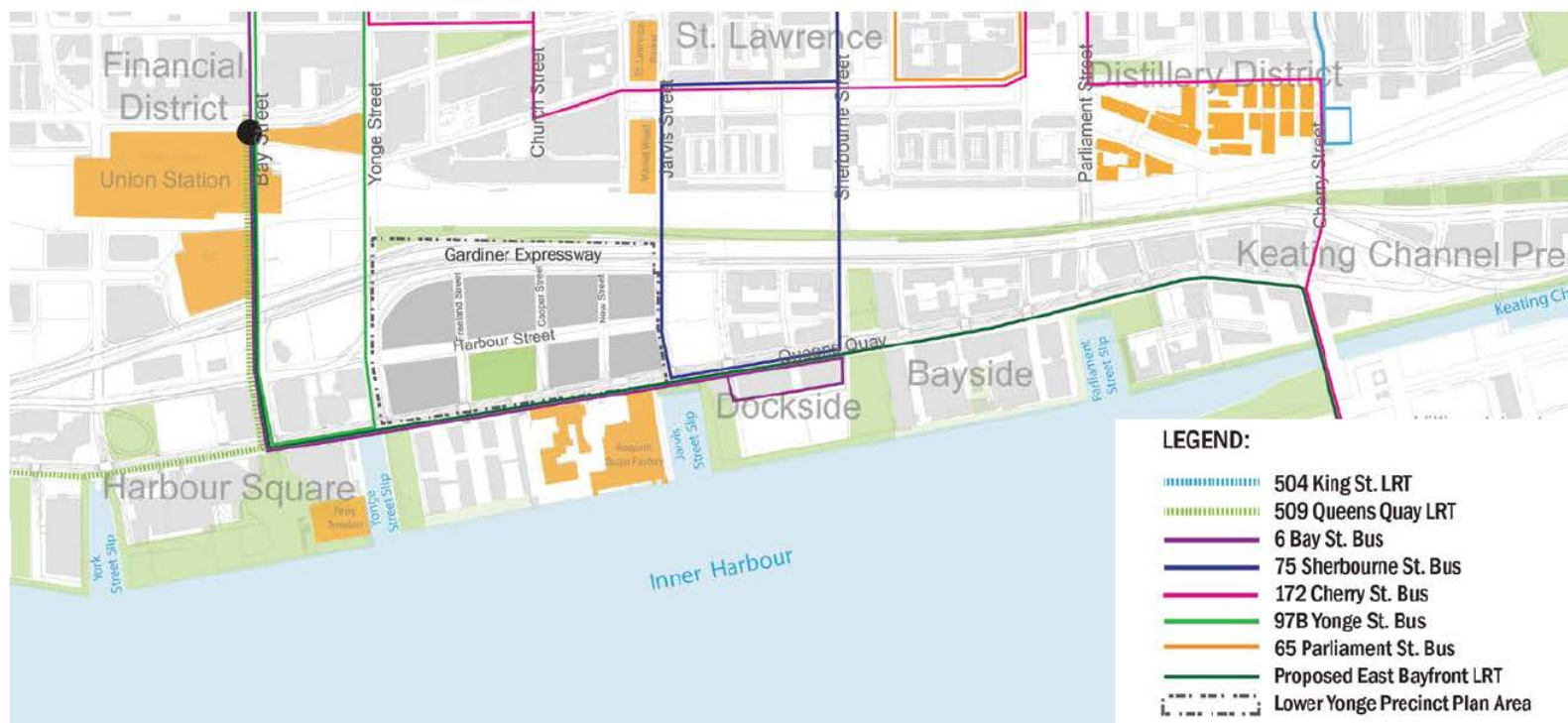
The street network divides the precinct into eight large development blocks, similar in size and scale with the typical grid pattern found throughout the downtown. The resulting block plan establishes a pedestrian-friendly, multi-modal street network that balances local and regional needs. Changes to the street network will facilitate the reconnection of the city to its waterfront, improve connectivity across the waterfront among emerging neighbourhoods, and establish appropriately sized blocks to support new mixed-use development.

The following key moves will contribute to ease of movement in and around the precinct:

- Extension of Harbour Street as a pedestrian and bicycle-friendly, "main" street from Yonge Street to Lower Jarvis Street;
- Creation of a local "New Street" between Cooper Street and Lower Jarvis Street;

- Insertion of north-south and east-west pedestrian mid-block connections;
- Elimination of the "S" curve and regularization of the Yonge Street/Harbour Street and Yonge Street/Lake Shore Boulevard intersections;
- Removal of the Bay Street on-ramp to the eastbound Gardiner Expressway;
- Shortening of the Gardiner Expressway eastbound Lower Jarvis Street off-ramp to land at Yonge Street;
- Conversion of Harbour Street between York Street and Yonge Street into a two-way street;
- Extension of Cooper Street across Lake Shore Boulevard, under the Gardiner Expressway and through the rail corridor embankment to connect with Church Street to the north; and
- Potential "straightening" of Yonge Street and Cooper Street, south of Harbour Street.

2.1.9/ EXISTING TRANSIT ROUTES



Map 9 Existing Transit Routes Plan. Extracted from the Lower Yonge Precinct Plan 2016

The current transportation system within Lower Yonge is auto-oriented, prioritizing vehicular circulation over other modes, such as transit, walking and cycling. There are a number of TTC transit routes that are adjacent to the site, including the 6 Bay Bus, the 97 Yonge Bus, and 75 Sherbourne Bus. Approximately 300 metres from the northwest corner of the Precinct, Union Station has inter-city rail service (VIA Rail), commuter rail and bus facilities (GO Transit) and subway service (TTC).

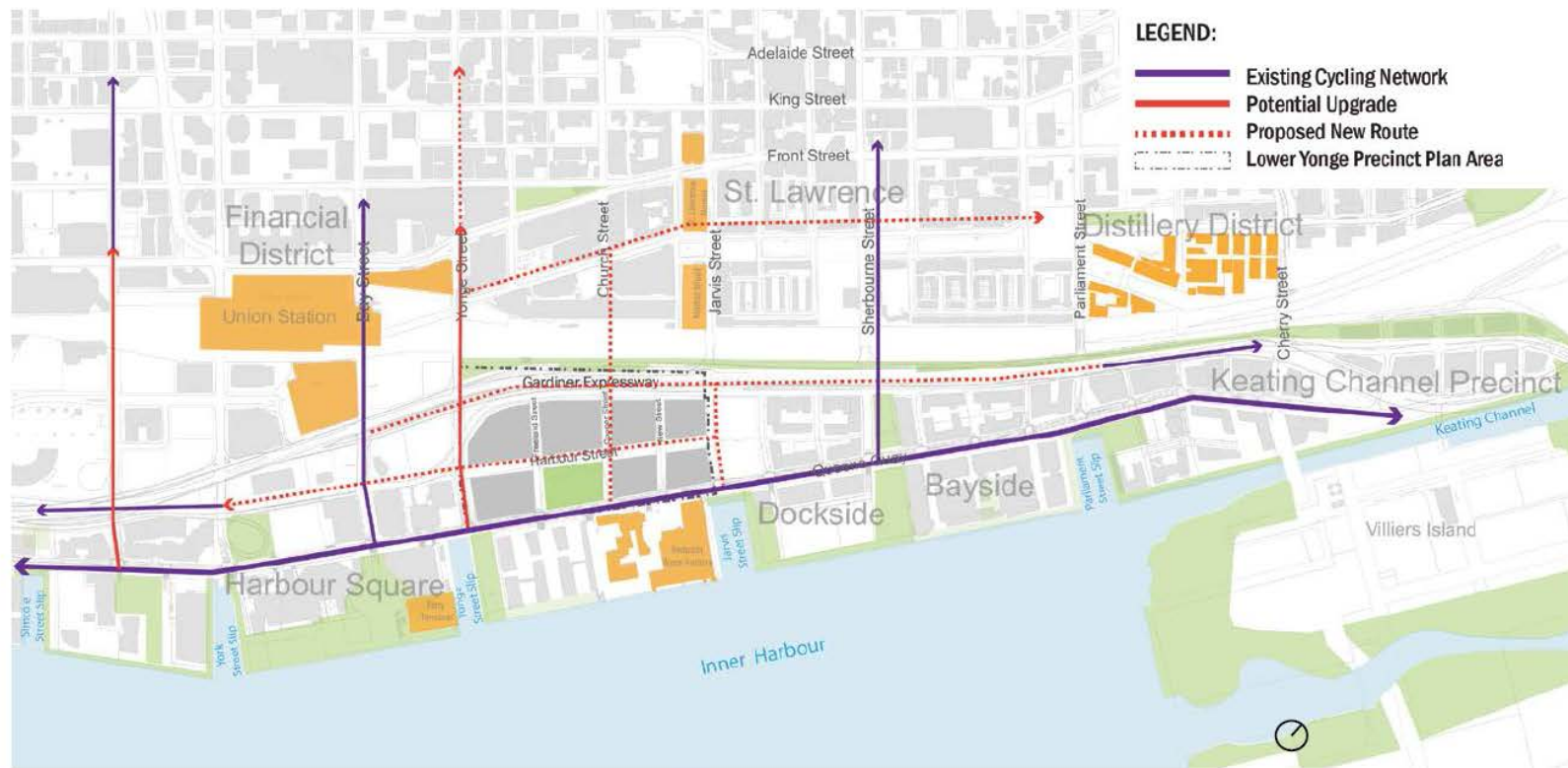
2.1.10/ CYCLING NETWORK

Queens Quay East, Yonge Street and the Harbour Street extension are designed as Complete Streets and are proposed to accommodate separated cycling facilities.

Separated bike lanes proposed along Yonge Street will connect Queens Quay East (and the Martin Goodman Trail) to Front Street East and enhance connectivity north into the downtown core. They will also provide access to the approved off-road trail along the north side of Lake Shore Boulevard from Cherry Street to Bay Street. The bike facility on the Harbour Street extension east of Yonge Street to Lower Jarvis Street will connect to the existing/

proposed cycle track that runs along the south side of Harbour Street and south side of Lake Shore Boulevard, west of Yonge Street. It will also connect to the proposed separated bike lanes on Yonge Street and Lower Jarvis Street. Bike lanes on Lower Jarvis Street will provide an important link between Queens Quay East, Harbour Street and Lake Shore Boulevard East.

The proposed Cooper Street tunnel will provide a cycling connection between Cooper Street and Church Street. This integrated cycling network has been designed to facilitate connections and provide viable cycling options for residents, employees and visitors to the area.



MAP 10 Cycling Network Plan

2.2 / MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Waterfront Toronto and the City of Toronto completed an Municipal Class Environmental Assessment (MCEA) to identify a long-term vision and area-wide transportation infrastructure improvements to aid with the evaluation of the Lower Yonge Precinct for the long-term planning horizon.

A Transportation Master Plan (TMP) was completed in 2015, which identified the transportation infrastructure required to support development within the Precinct. The TMP addressed the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA).

Phases 3 and 4, which were carried out between December 2015 and April 2018, defined specific road alignments, lane configurations, and other technical aspects, such as integrating active transportation. An Environmental Study Report (ESR) was completed to evaluate and select preferred transportation infrastructure improvements.

2.2.1/ STREET SECTIONS

As part of Phase 3 and 4 of the MCEA, cross sections for the following streets within the Lower Yonge Precinct were established:

- Harbour Street
- Yonge Street
- Freeland Street
- Cooper Street (including the future tunnel)
- 'New' Street
- Lower Jarvis Street

HARBOUR STREET: BAY STREET- YONGE STREET

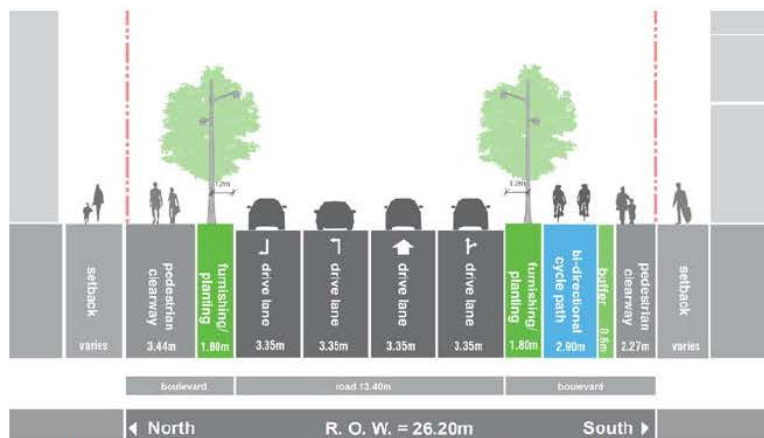


Figure 2.1 Harbour Street: Bay Street – Yonge Street (Facing East) 4-Lane + Bi-Directional Cycle Path (26.20m R.O.W.).

From the Lower Yonge Municipal Class EA process.

HARBOUR STREET: YONGE STREET-LOWER JARVIS STREET

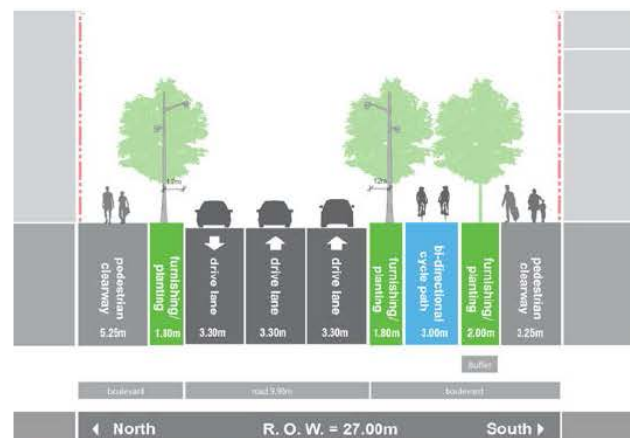


Figure 2.2 Harbour Street: Yonge Street - Lower Jarvis Street (Facing East) 3-Lane + Bi-Directional Cycle Path (27.00m R.O.W.).

From the Lower Yonge Municipal Class EA process.



FREELAND STREET: QUEENS QUAY- HARBOUR STREET

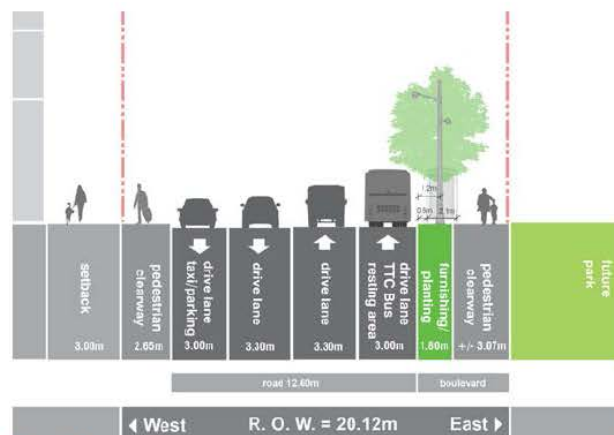


Figure 2.5 Freeland Street: Queens Quay - Harbour Street (Facing North)
2 - Lane+ TTC Bus Resting Area (20.12m R.O.W.).
From the Lower Yonge Municipal Class EA process.



FREELAND STREET: HARBOUR STREET- LAKE SHORE BLVD

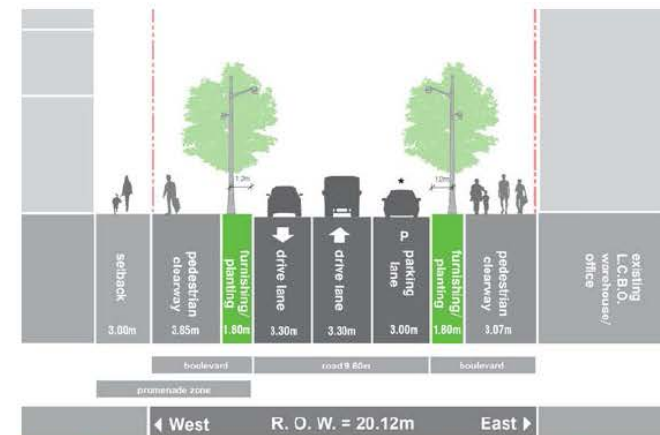


Figure 2.6 Freeland Street: Harbour Street - Lake Shore Blvd EB (Facing North)
2 - Lane + Parking (20.12m R.O.W.).

Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.

From the Lower Yonge Municipal Class EA process.



LOWER JARVIS STREET: QUEENS QUAY- LAKE SHORE BLVD

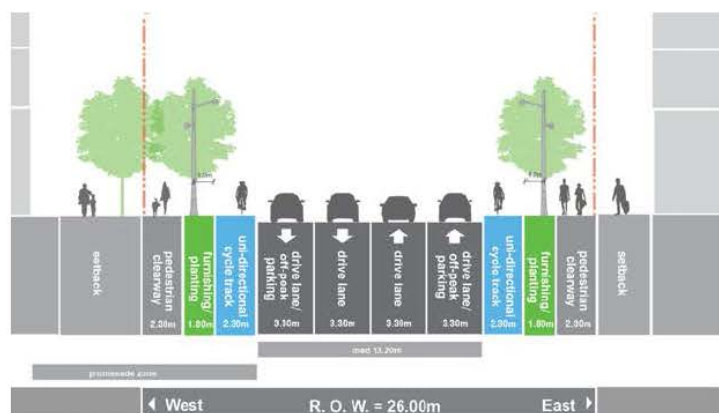


Figure 2.9 Lower Jarvis Street: Queens Quay - Lake Shore Blvd (Facing North)
4-Lane + Off-Peak Parking + Uni - Directional Cycle Tracks (26.00m R.O.W.)
Note: *Parking will be permitted where appropriate to accommodate truck movements.
From the Lower Yonge Municipal Class EA process.



LAKE SHORE BLVD: YONGE STREET-LOWER JARVIS STREET

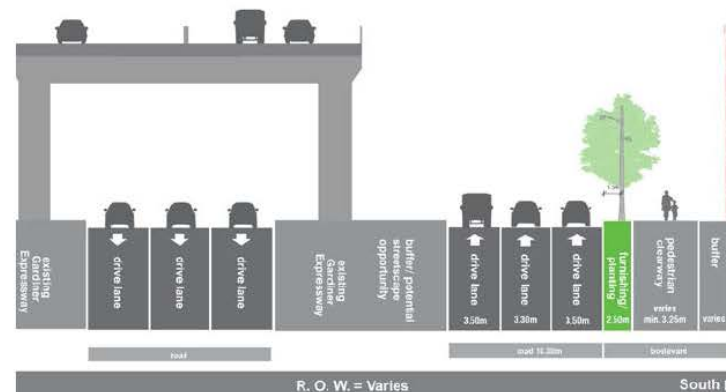


Figure 2.10 Lake Shore Boulevard : Yonge Street - Lower Jarvis Street 3-Lane + Wider Boulevard.
From the Lower Yonge Municipal Class EA process.



2.2.2/ PROPOSED TRANSIT NETWORK

Accommodations have been made for transit routes that will enter into the Precinct from Bay Street, Yonge Street, Cooper Street (after the tunnel under the rail corridor is constructed), and Lower Jarvis Street.

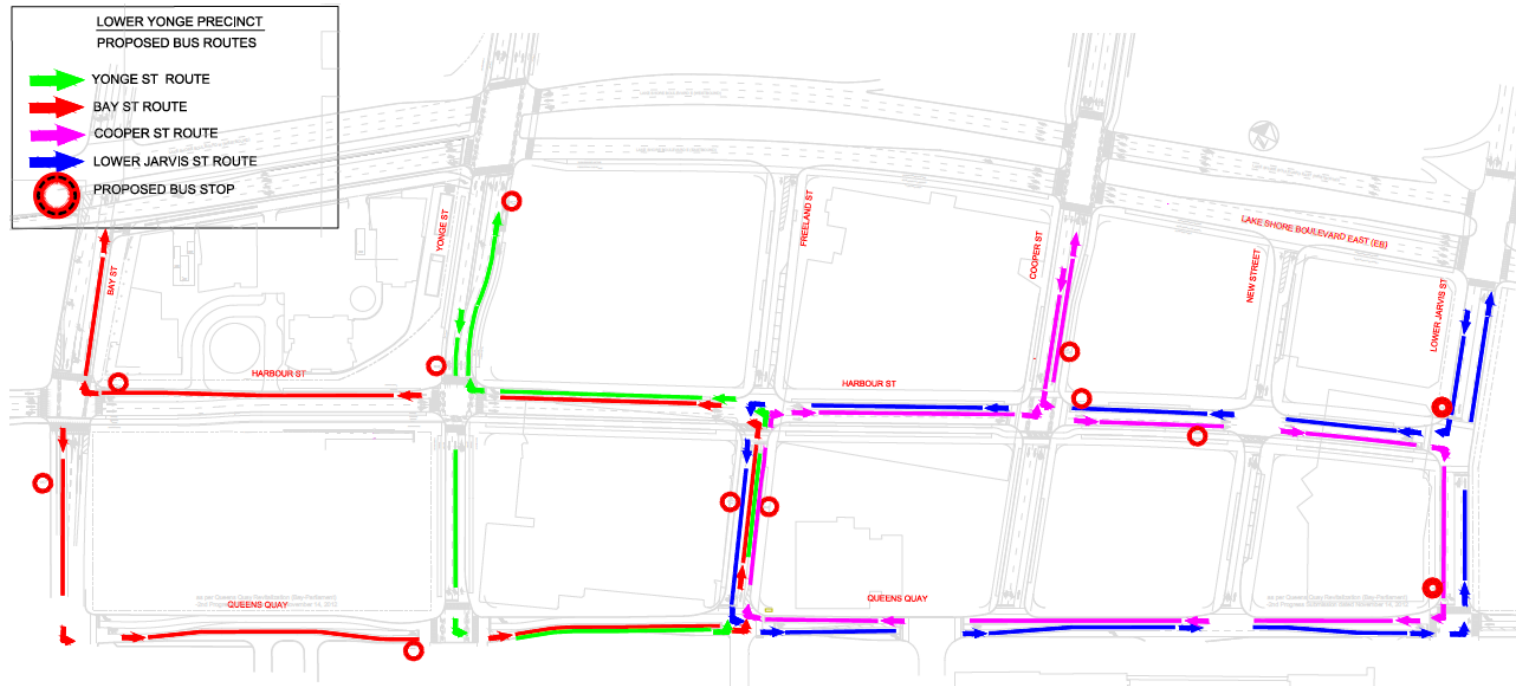
Bay Street – southbound on Bay street, east on Queens Quay, north at Freeland Street, west along Harbour Street, and then return north on Bay Street.

Yonge Street – south on Yonge Street to Queens Quay East, east to Freeland Street, west on Harbour Street, and then return northbound on Yonge Street.

Cooper Street – southbound on Church/Cooper Street to Harbour Street, east

on Harbour Street, south on Lower Jarvis Street, west on Queens Quay East, north on Freeland Street, east on Harbour Street, and then return northbound on Cooper/Church Street.

Lower Jarvis Street – southbound on Lower Jarvis Street, west on Harbour Street, south on Freeland Street, east on Queens Quay East, and then return northbound on Lower Jarvis Street.



MAP 11 Proposed Transit Network Plan.

3.0 / PUBLIC REALM CONCEPT PLAN

3.1 Lower Yonge Streetscape Plan

3.1.1 Waterfront-District Street- Single Row of Trees

3.1.2 Waterfront-District Street- Promenade

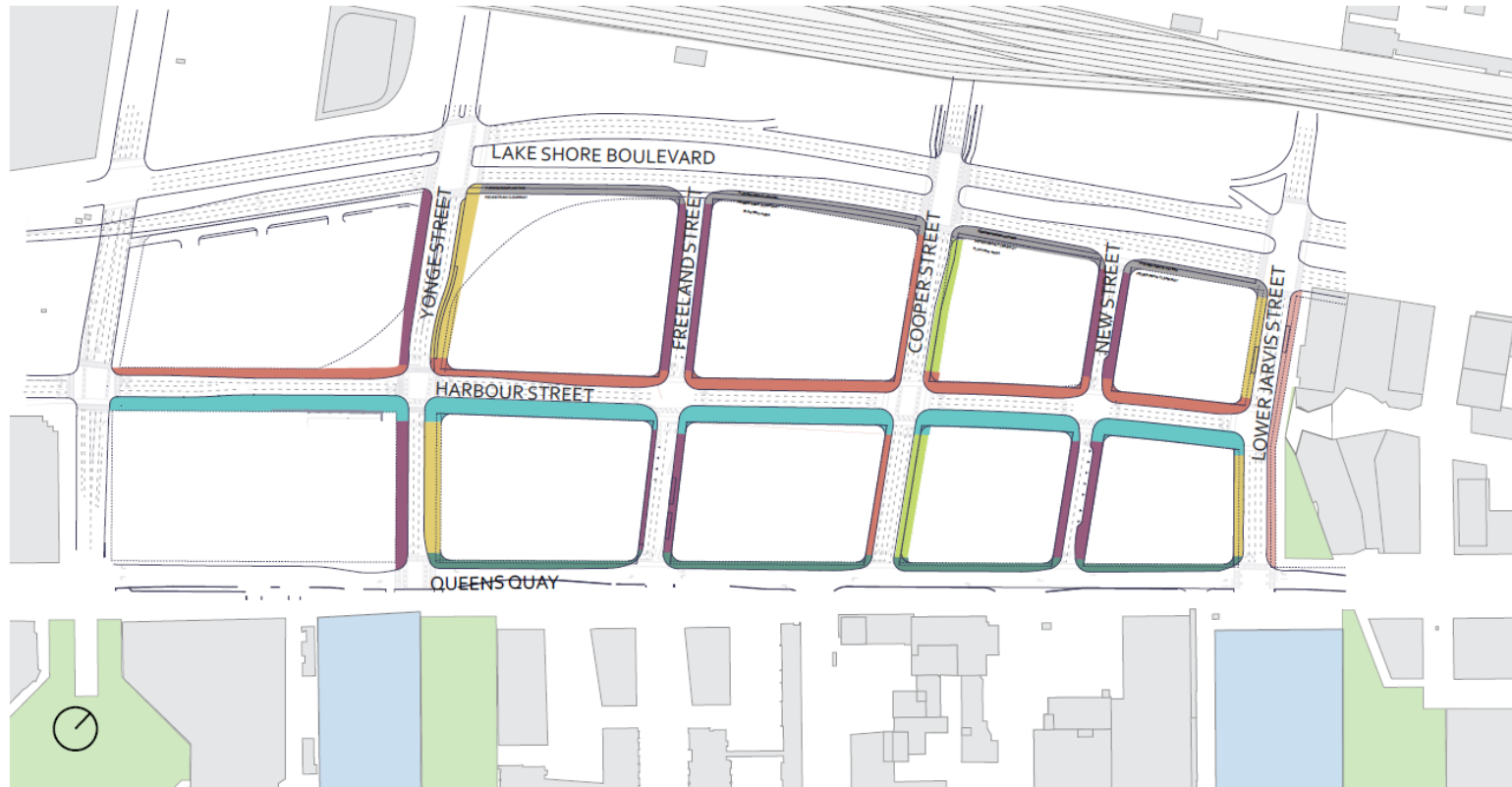
3.1.3 Waterfront-District Street- Harbour Southside

3.1.4 Waterfront-Service Street

3.1.5 Gardiner Public Realm Streetscape

2.1.6 Queens Quay Interim Condition

3.1 / LOWER YONGE STREETSCAPE PLAN



Map 12 Proposed Streetscaping Details Plan. (Refer to Appendix for additional information)

- Waterfront-District Street - Single Row of Trees (P.BIA 34)
- Waterfront-District Street - Single Row of Trees with Cycle Track (P.BIA 34.b)
- Waterfront-District Street- Promenade (with on-street Bikelane P.BIA 35)
- Waterfront-District Street- Promenade with Cycle Track (P.BIA 35.b)
- Queens Quay Northside Interim Condition*
- Waterfront-District Streets Harbour Southside (P.BIA 38)
- Waterfront-Service Streets (P.BIA 39)
- Gardiner Public Realm Streetscape *

* Details to be provided at a later date

The proposed Streetscaping Plan provides a palette of paving designs for the street types proposed in the Precinct Plan (refer to Map 12). The common palette including paving details and dimensions would help create a coherent sense of identity within the Precinct and provide consistency throughout the Central Waterfront. The palette consists of both existing details already built in the East Bayfront Precinct and Queens Quay, and new details developed through other public realm initiatives such as the Gardiner Public Realm Plan. The streetscape elements follow the cross sections as established in the MCEA (refer to dwgs 2.1-2.10), and provides a minimum of 2.1m or wider pedestrian clearways using in some instances, a combination of public and private property. As per Map 12, 9 paving details have been established as part of the Waterfront Streets detail. The following pages illustrate the standard paving details that should be maintained into the future.

3.1.1/ WATERFRONT-DISTRICT STREET - SINGLE ROW OF TREES P.BIA 34

Located in Harbour Street- north-side, Cooper Street- west-side, and Jarvis Street- east-side.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width

**Waterfront Standard Concrete Paver to be shown in all Site Plan Approval drawings with the understanding that it is a placeholder until such time that the Waterfront Paver is approved by the City of Toronto.*

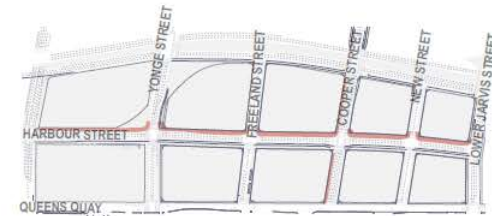


Figure 3.1 Concrete Paver

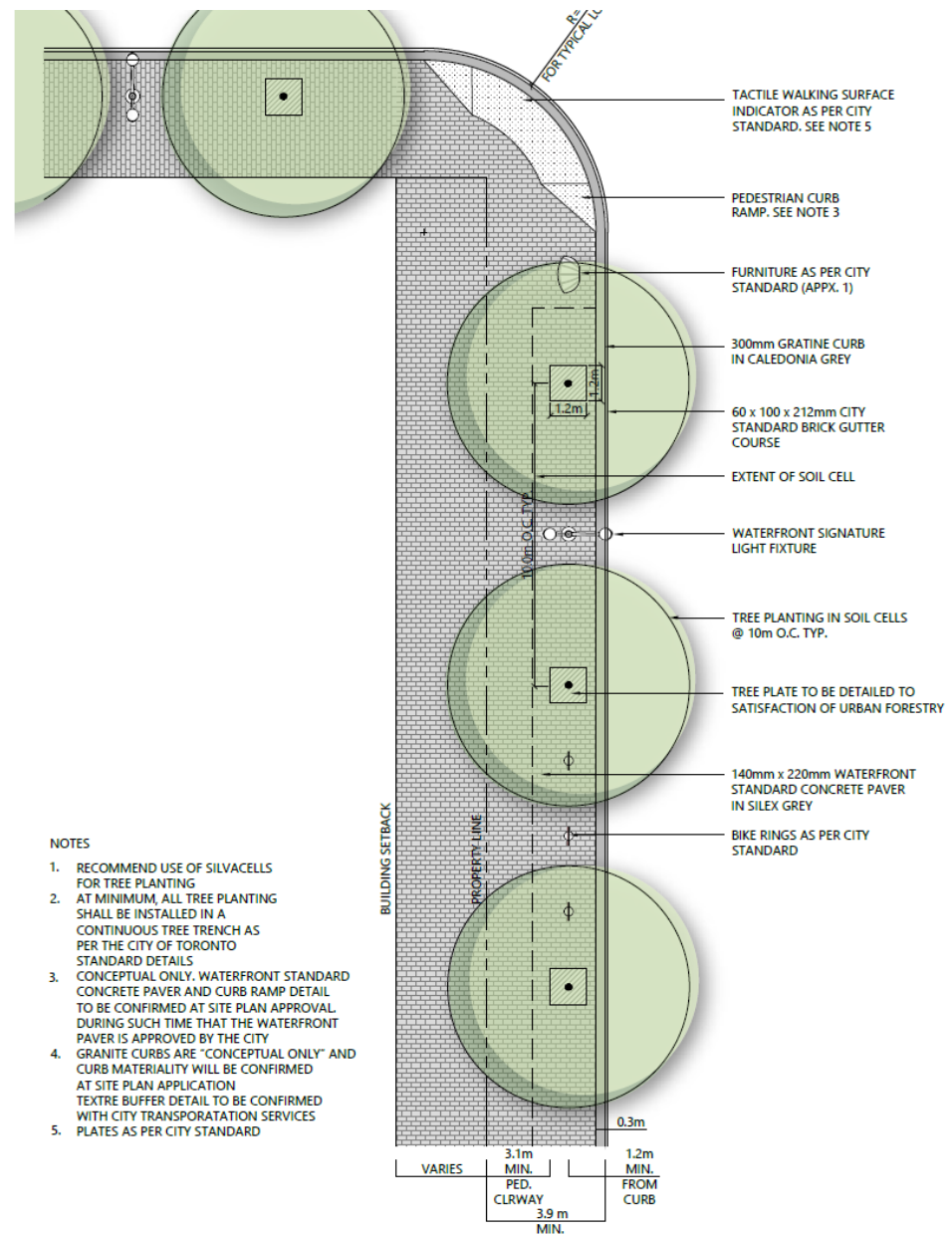


Figure 3.2 Concrete Paver



Figure 3.3 Merchants' Wharf looking west

Figure 3.4 Waterfront District Street P.BIA 34 Paving Detail



NOTES

1. RECOMMEND USE OF SILVACELLS FOR TREE PLANTING
2. AT MINIMUM, ALL TREE PLANTING SHALL BE INSTALLED IN A CONTINUOUS TREE TRENCH AS PER THE CITY OF TORONTO STANDARD DETAILS
3. CONCEPTUAL ONLY. WATERFRONT STANDARD CONCRETE PAVER AND CURB RAMP DETAIL TO BE CONFIRMED AT SITE PLAN APPROVAL DURING SUCH TIME THAT THE WATERFRONT PAVER IS APPROVED BY THE CITY
4. GRANITE CURBS ARE "CONCEPTUAL ONLY" AND CURB MATERIALITY WILL BE CONFIRMED AT SITE PLAN APPLICATION
5. TEXTRE BUFFER DETAIL TO BE CONFIRMED WITH CITY TRANSPORTATION SERVICES

LOWER YONGE PUBLIC REALM CONCEPT PLAN

PUBLIC REALM CONCEPT PLAN 28

3.1.2/ WATERFRONT-DISTRICT STREET- PROMENADE P.BIA 35

Located in Yonge Street-east-side, Cooper Street-east-side, and Jarvis Street- west-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m

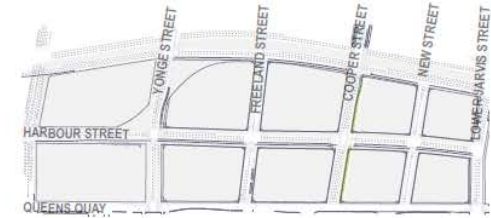


Figure 3.5 Concrete Paver

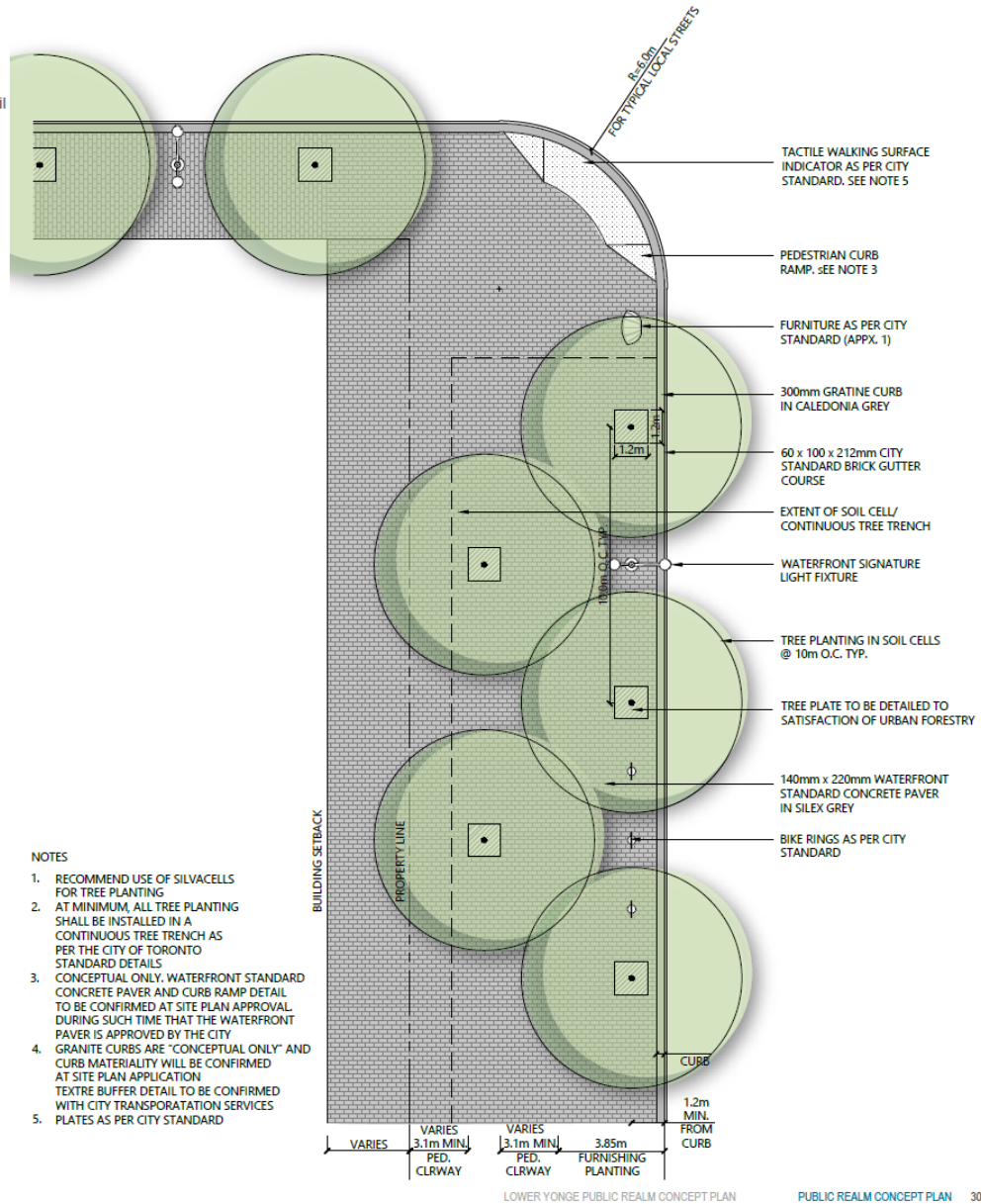


Figure 3.6 Concrete Paver



Figure 3.7 Double alley tree at Sherbourne Common with different paver detail

Figure 3.8 Waterfront District Street Promenade P.BIA 35 Paving Detail



3.1.3/ WATERFRONT-DISTRICT STREET- HARBOUR SOUTHSIDE P. BIA 38

Located in Harbour Street-south-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width

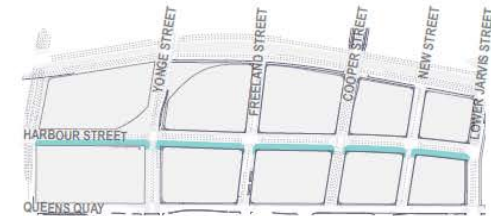


Figure 3.9 Concrete

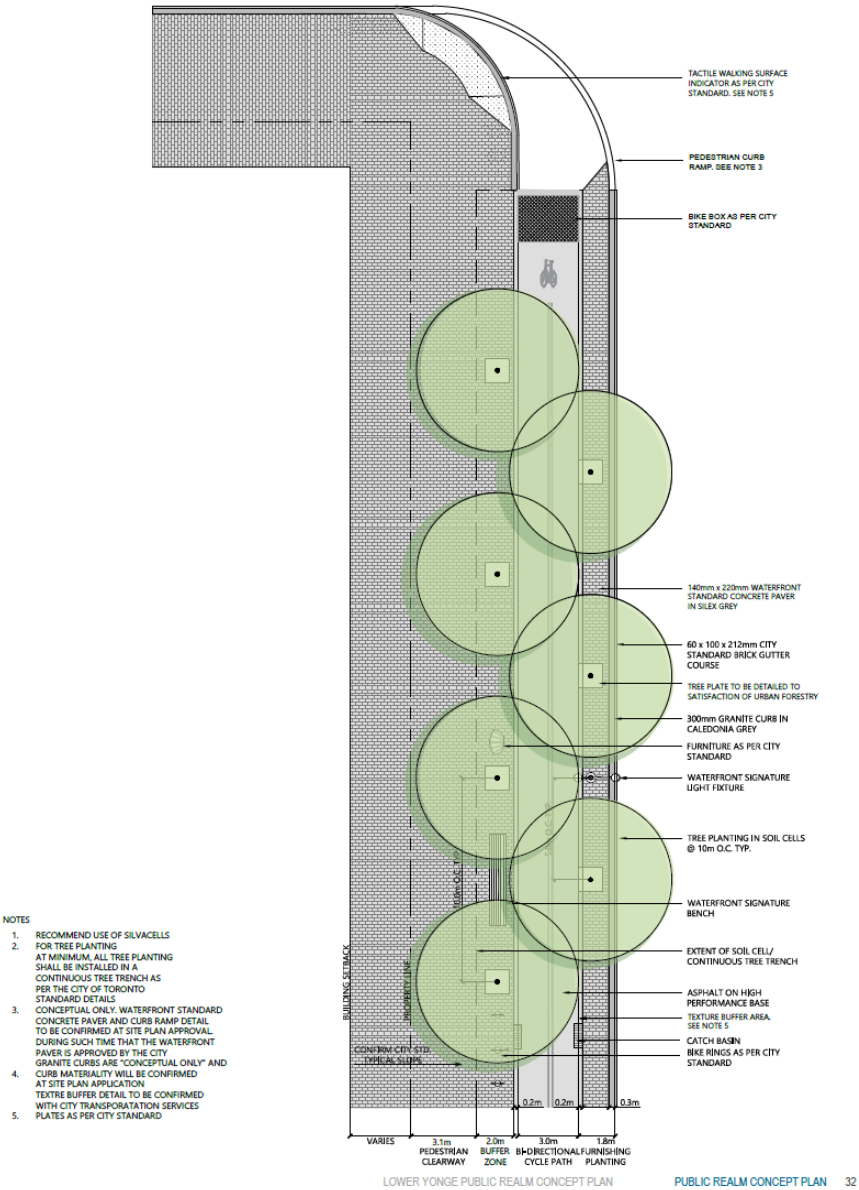


Figure 3.10 Concrete Paver



Figure 3.11 Harbour Street render

Figure 3.12 District Streets Harbour South Side P.BIA 38



3.1.4/ WATERFRONT-SERVICE STREETS P.BIA 39

Located in Yonge Street-west-side, Freeland Street, and New Street.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 2.5 m

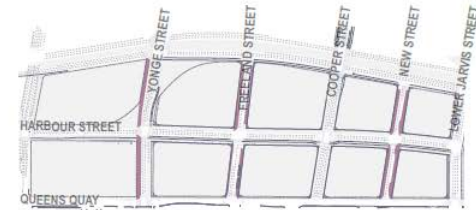


Figure 3.13 Granite curb example

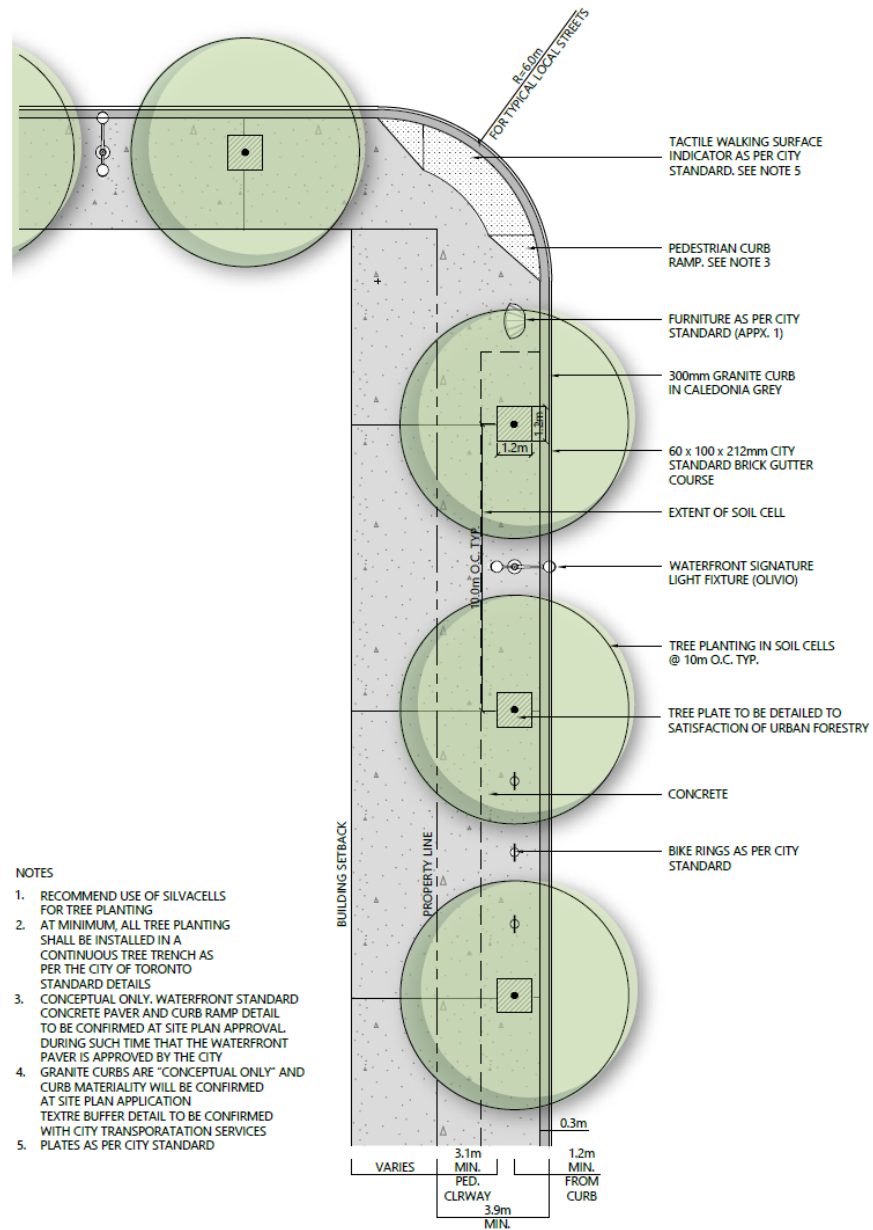


Figure 3.14 Concrete



Figure 3.15 Granite Curb and concrete sidewalk example

Figure 3.16 Waterfront District Street Paving Detail P.BIA 39



LOWER YONGE PUBLIC REALM CONCEPT PLAN

PUBLIC REALM CONCEPT PLAN 34

3.1.5/ GARDINER PUBLIC REALM STREETSCAPE*

* More details to be provided at a later date

The Gardiner Public Realm project will provide a coherent design vision and identity for the Gardiner East corridor from Jarvis to Logan St. and complete 100% construction drawings for the south side boulevard between Jarvis and Cherry St. The design includes public realm improvements to the Lake Shore Boulevard streetscape and residual spaces between the Gardiner Expressway and Rail Corridor, improved cycling and pedestrian connections, as well as a coherent identity for the public realm frontages of new developments to the south.

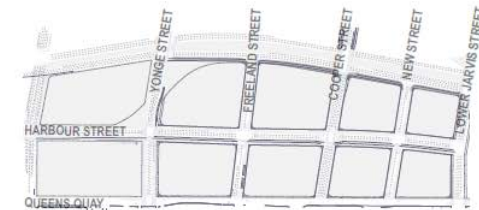


Figure 3.17 Illustration of the south side Lower Jarvis-Sherbourne Street

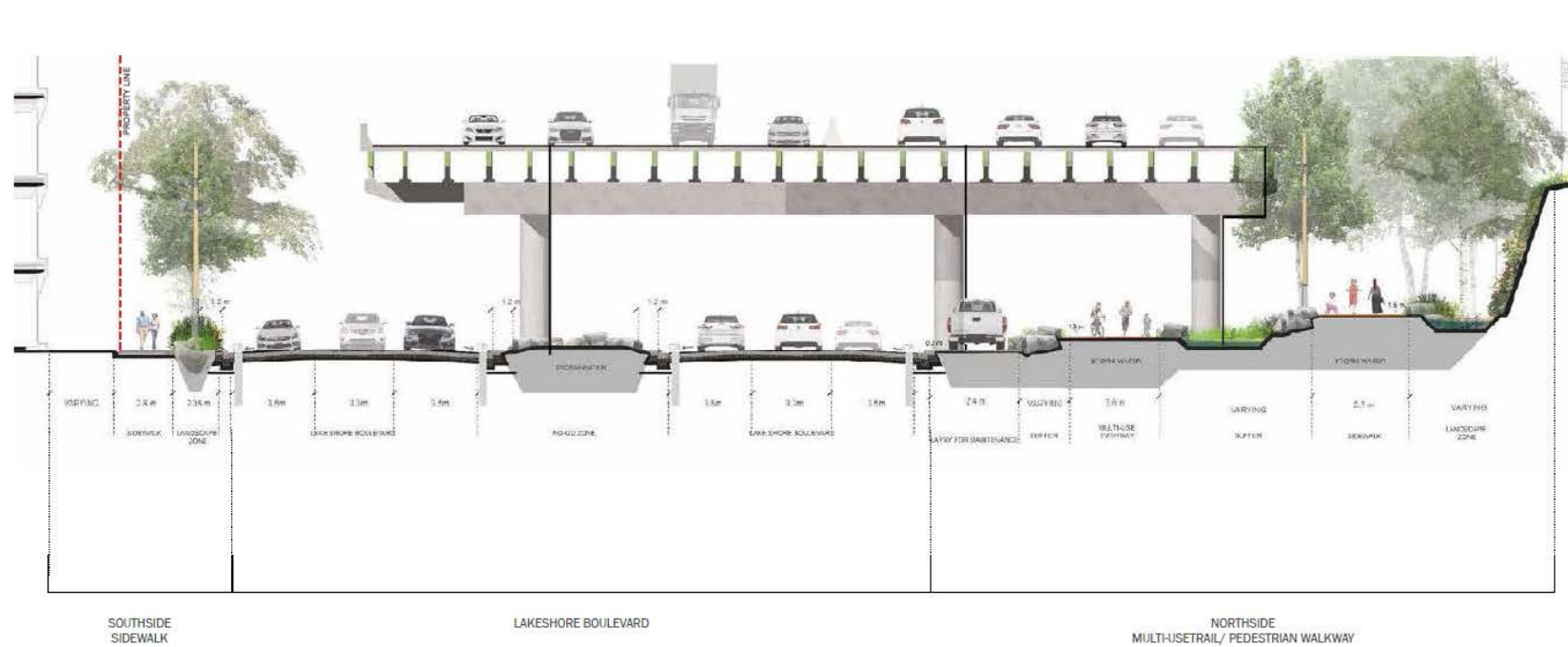


Figure 3.18 Illustration south side of Lake Shore Boulevard



Figure 3.19 Illustration of the vision for Lakeshore Boulevard

Figure 3.20 Lower Jarvis/Cherry Street Typical Cross Schematic Section



3.1.6 / QUEENS QUAY NORTHSIDE INTERIM CONDITION

- Double row of trees on south-side and single row of trees on north-side;
- Tree planting in soil cells;
- Bi-Directional cyclepath (south side);
- TTC (south-side); and
- Pedestrian clearways of 3.1 m.

To be designed and built by Waterfront Toronto. Interim condition (City Standard) to be built by Developer.

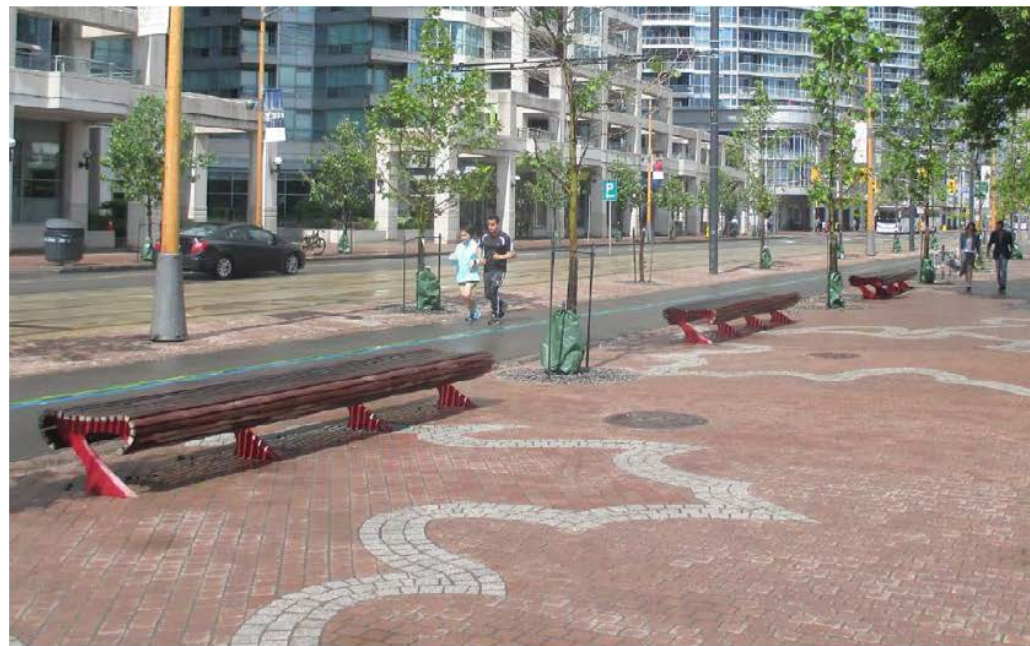
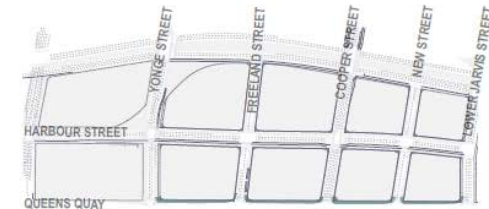


Figure 3.21 Queens Quay-

4.0 / DESIGN STANDARDS

4.1 Materials

4.1.1 Granite

4.1.2 concrete Unit Paver

4.1.3 Concrete

4.2 Waterfront Signature Lighting

4.3 Street Furniture

4.4 Trees/Planting Details

4.1 / MATERIALS

4.1.1 / Granite

Key considerations for the use of granite:

- A robust and enduring material which becomes more beautiful with time;
- A sustainable material according to material life-cycle analysis compared to concrete or other paving materials (See Sustainability section, Design Protocol 7);
- Patterned areas using granite pavers will provide high contrast to emphasize the hierarchy of linear systems along the waterfront (Water's Edge Promenade and Queens Quay Boulevard);
- Surface material textures and finishes must be adequate for wheeled carriers such as wheelchairs, carriages as well as incorporate tactile visual detection 'information' for the visually impaired;
- Curbstones should be a consistent element throughout the entire Central Waterfront; they should be broad, bold and made from granite.



Royal Canadian Red
Size: 90 x 90x80mm
Top finish: Light waterjet
Side finish: Split
Joints: 5-8mm joints

Used along Queens Quay



San Sebastian Grey
Size: 90 x 90x80mm
Top finish: Light waterjet
Side finish: Split
Joints: 5-8mm joints

Used along Queens Quay



Caledonia Grey
Size: 90 x 90x80mm
Top finish: Light waterjet
Side finish: Split
Joints: 5-8mm joints

Used along Curbs



4.1.2 / Concrete Unit Paver

Interlocking concrete unit paver precast pavers

Dimensions: 140 x 220 mm

Thickness: 100 mm

Compressive strength: 45 MPa minimum

Resistance to freeze/thaw cycles in a 3% saline solution

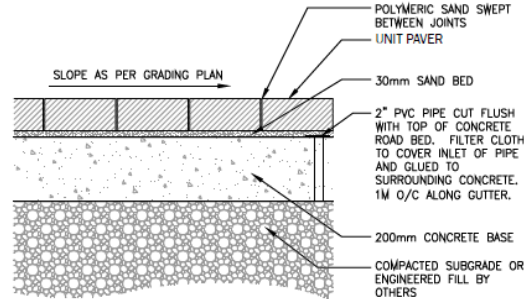
Absorption: Maximum 4%

In compliance with NQ2624-120 and CAN3.A231.2 Standards

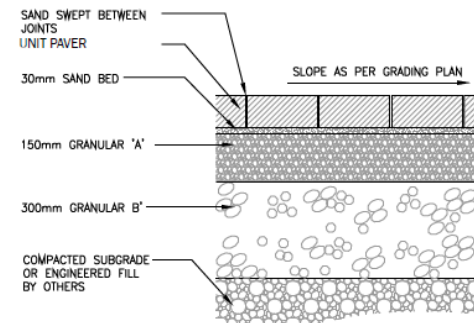
Colour: Silex (Grey Range)

Base: Granular 'A' or Concrete

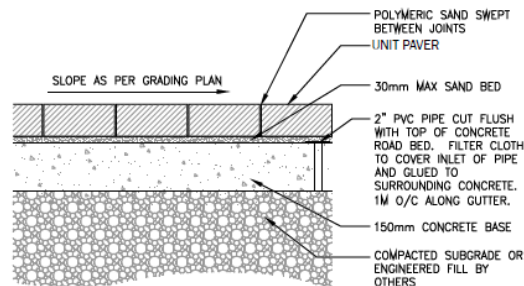
Setting Bed: Concrete Sand conforming to CSA A23.1-94. Gradation for fine aggregate.



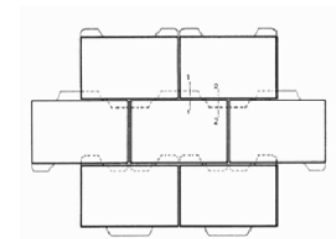
Paver on Concrete Slab in Public Right of Way (vehicular)



Paver at Publicly Accessible Private Road



Paver on Concrete Slab in Public Right of Way (Pedestrian Sidewalk)



4.1.3 / Concrete

Key considerations for the use of Concrete:

- Strength and durable concrete mix;
- Good workability
- Surface material textures and finishes must be adequate for wheeled carriers such as wheelchairs, carriages as well as incorporate tactile visual detection 'information' for the visually impaired;



Saw Cut Concrete

Concrete saw cuts should be done at a predetermined spacing to control cracking due to shrinkage

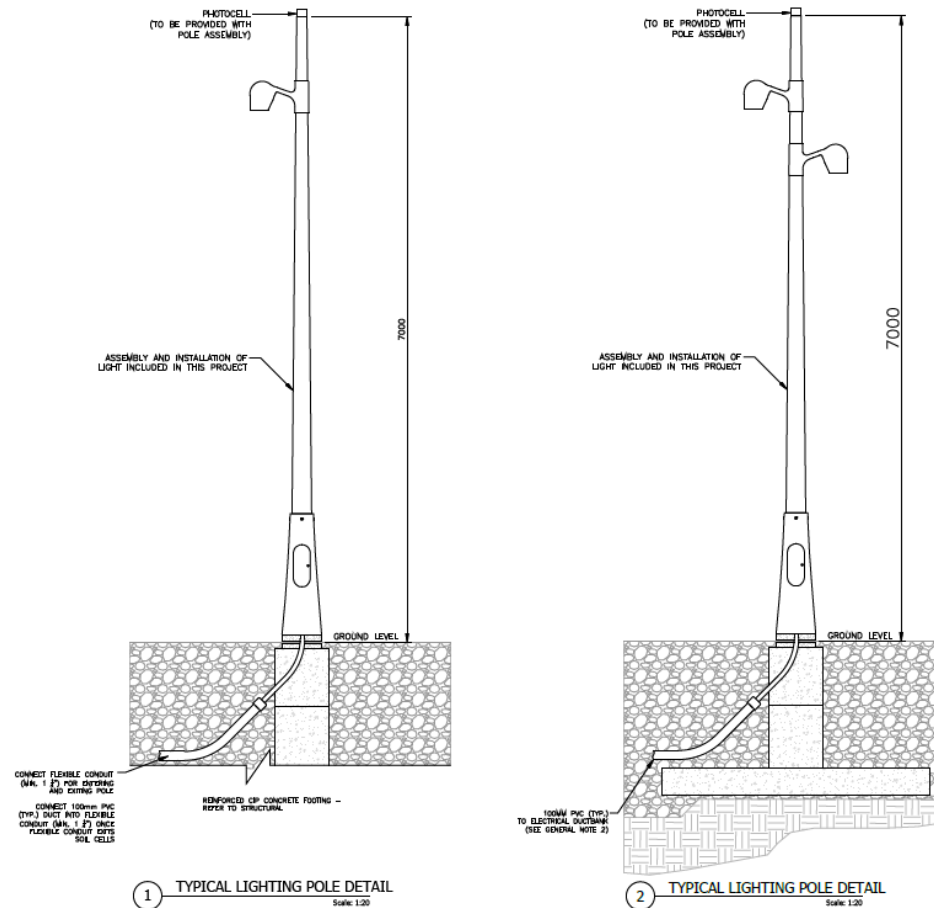


Concrete

Concrete close-up

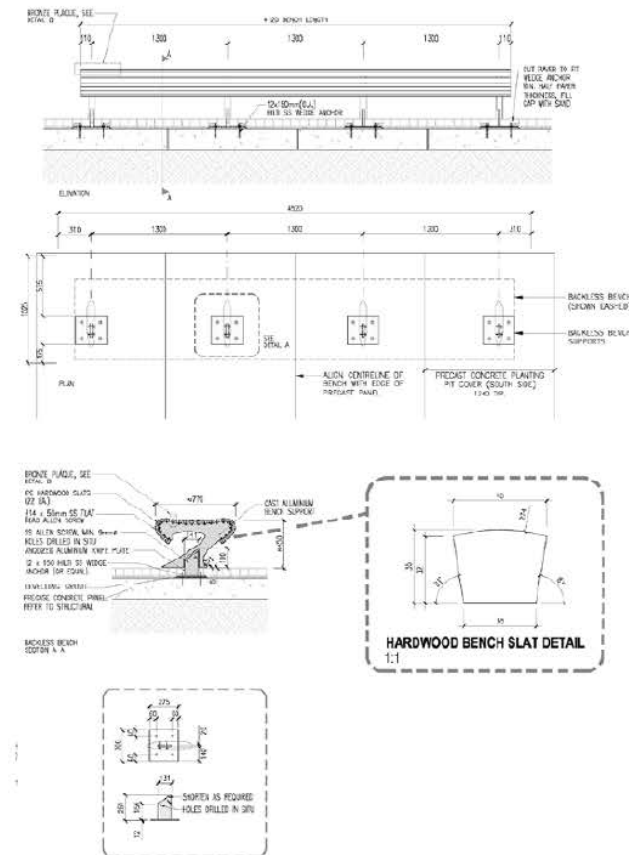
4.2 / WATERFRONT SIGNATURE LIGHTING

Lighting is considered part of the comprehensive vision, a distinctly important element in defining both the identity and experience of the Waterfront.



4.3 / STREET FURNITURE

The simple bench without backrest supports has been designed to be laser cut out of steel or cast aluminum with hardwood rails. With this bench is part of a bigger family of benches that together accentuate the visual continuity of the waterfront.



View south of the lakeside bench from Spadina Wavedeck

4.4 / TREES/ PLANTING DETAILS

Opportunities for new tree planting along all streets and the use of City of Toronto planting standards (City's Hardscape Streetscape Details Guidelines) to maximize the success of tree health is encouraged. Please refer to City of Toronto tree planting details for more information.

The Precinct should contribute to the growth of the urban forest by diversifying the species to create a healthier and more dynamic presence of street trees. Adding a double row of trees along the Promenade Streets (refer to Section 3) will help transform the Precinct into a greener, more vibrant place. Sidewalk widths (distance between the street curb and building face) for Promenade Streets are a minimum of 10m to ensure ample space for double row of trees and pedestrian clearway. For all other streets, a single row of trees will create a green canopy over the precinct.

The following is recommended/should be considered:

- A minimum of a 1200x1200 opening (in order to plant a typical, 50 to 60 mm caliper B & B tree);
- An open tree planting bed slightly higher than the surrounding sidewalk (the extent to which the tree planting area is raised should be done in consultation with City of Toronto Urban Forestry);
- Treatment (for 1200x1200 opening): Mulch, with an appropriate perennial plant material beyond the root ball;
- Each tree must have access to 30 cubic metres of soil volume (20 cubic metres if the trees share the soil volume); and
- Seasonal planting is encouraged to be placed in appropriate removable containers.

The following is not recommended/strongly discouraged:

- Planting larger caliper trees;
- In-ground tree pits where the rootball is lower than the surrounding sidewalk; and
- Planting of annuals (in larger planting beds, annuals may be considered once the tree root system has been established).

Please Note:

- Nothing should be placed within a tree planting area that may impede the removal and replanting of trees;
- Application of the Toronto Green Standards (TGS) will be required to ensure sufficient soil volumes that will make the achievement of the streetscape possible; and
- All tree planting details must be approved by applicable City of Toronto departments through the Site Plan Approval process; and

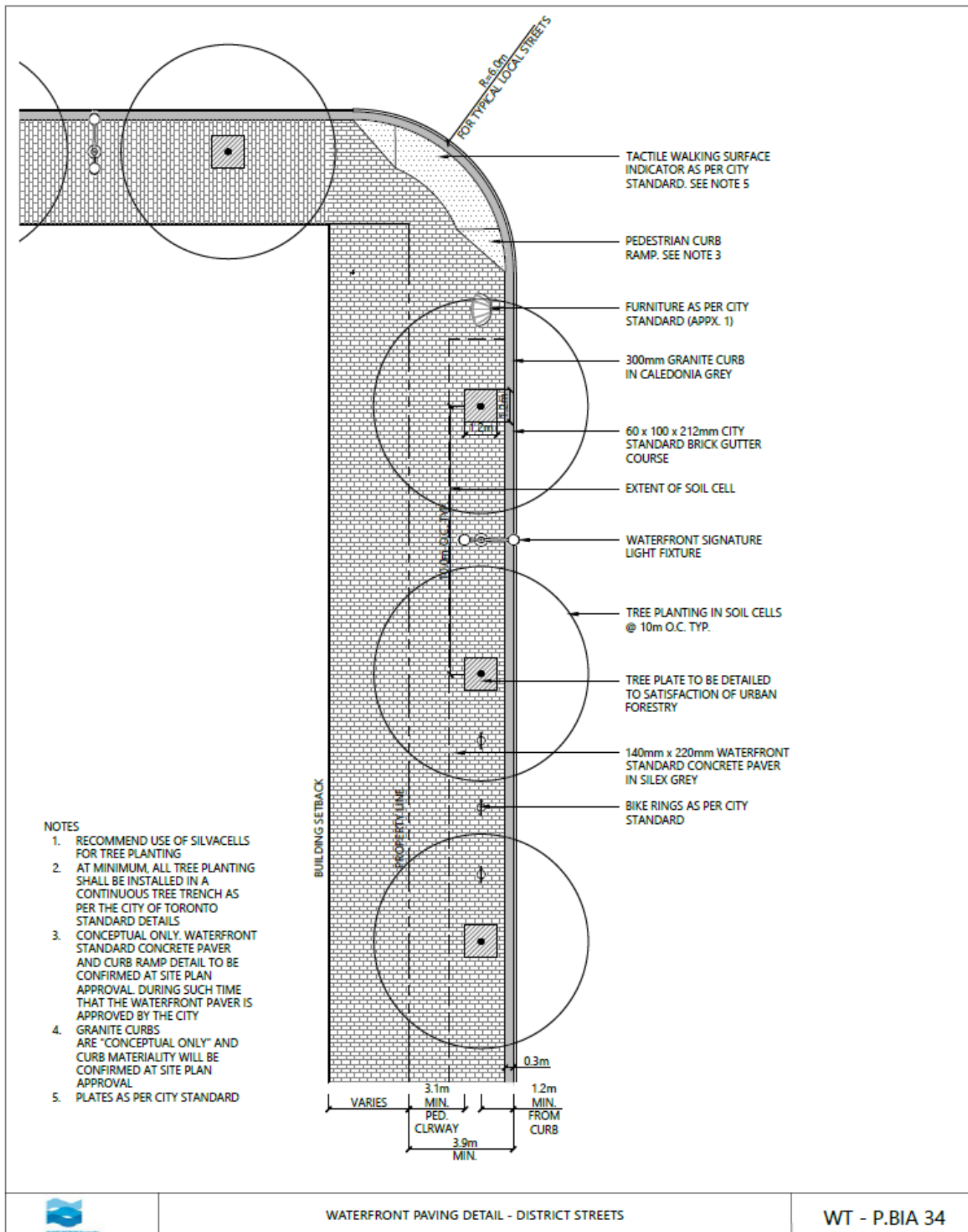


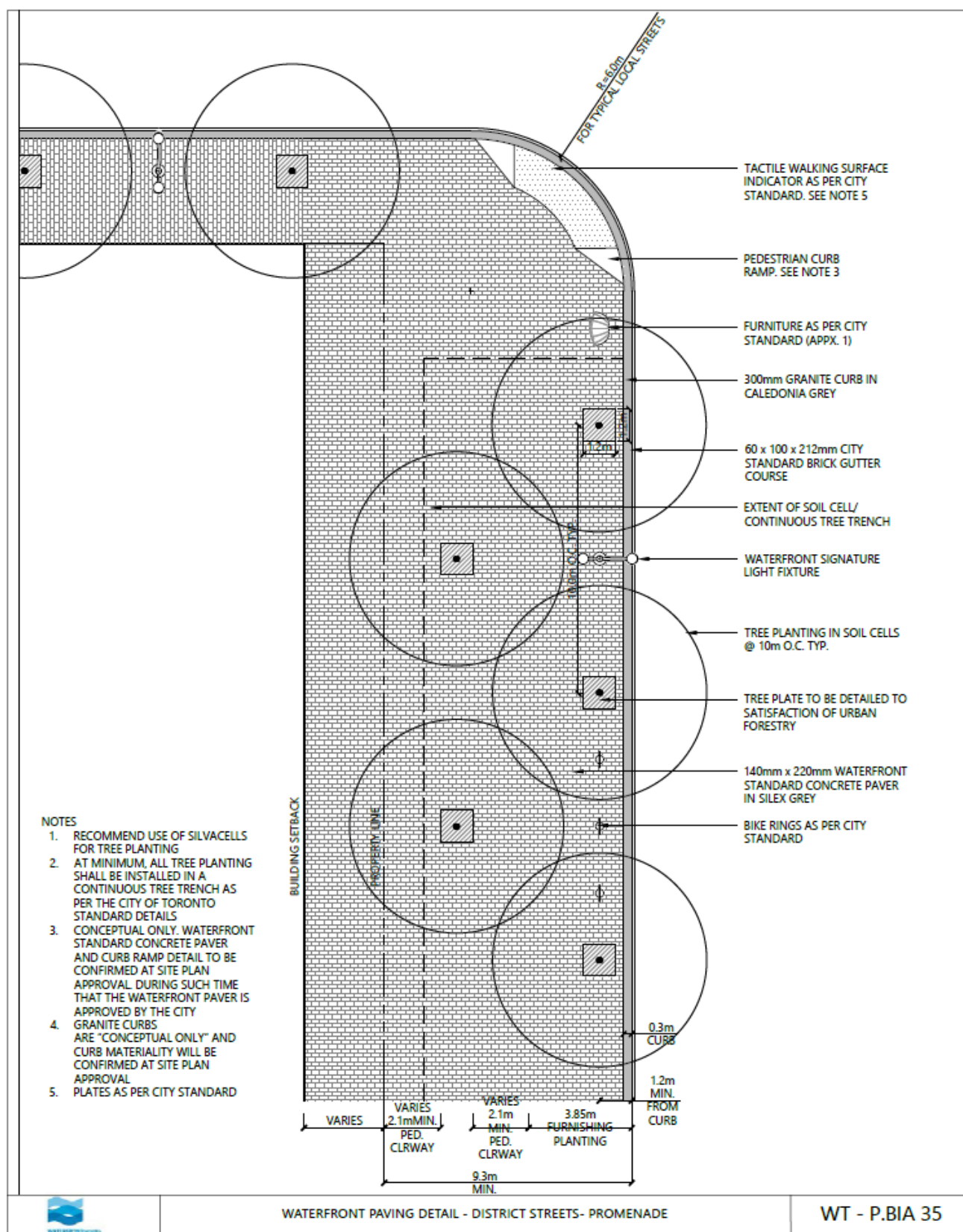
05 / **APPENDIX**

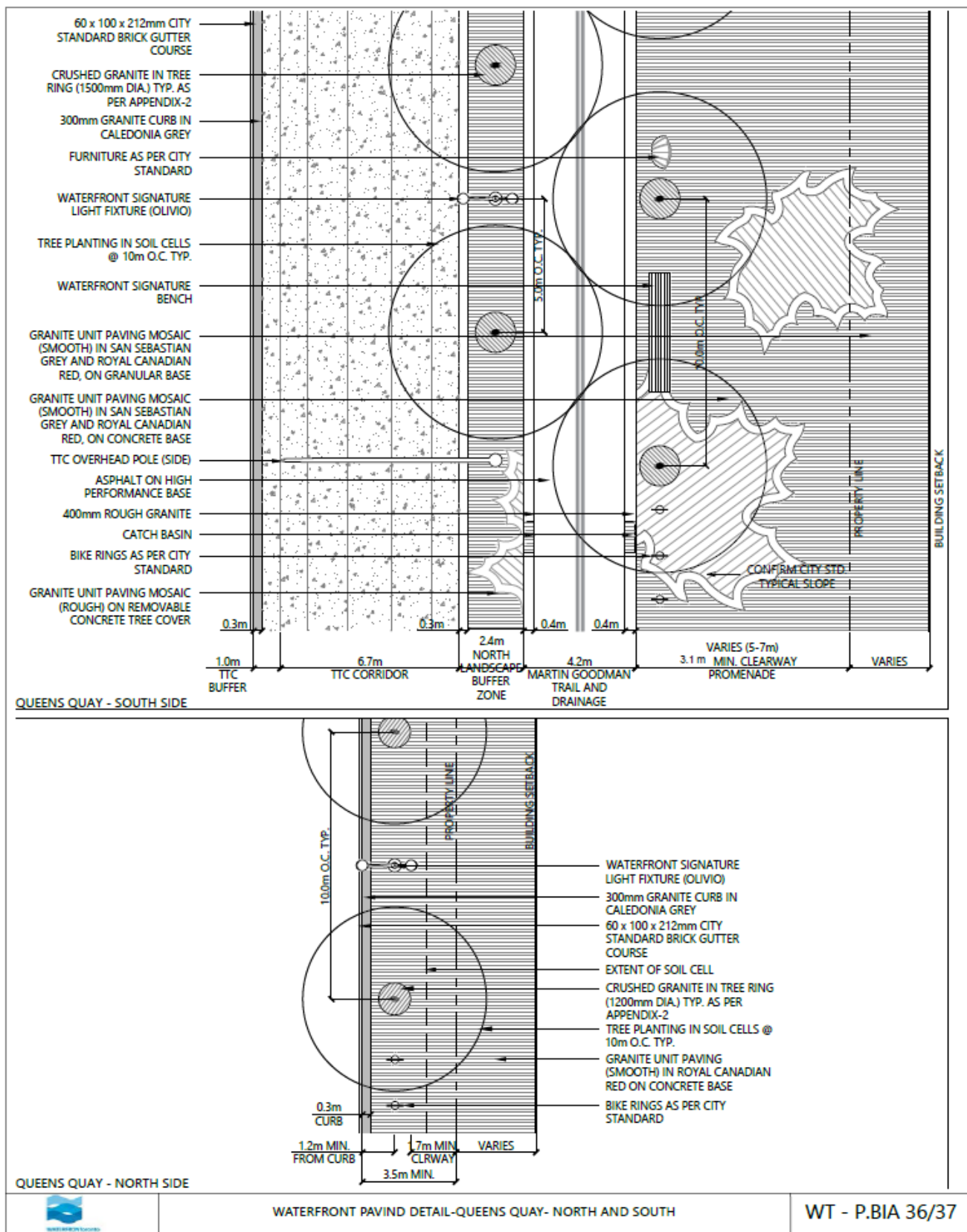
5.1 Waterfront Toronto Standards

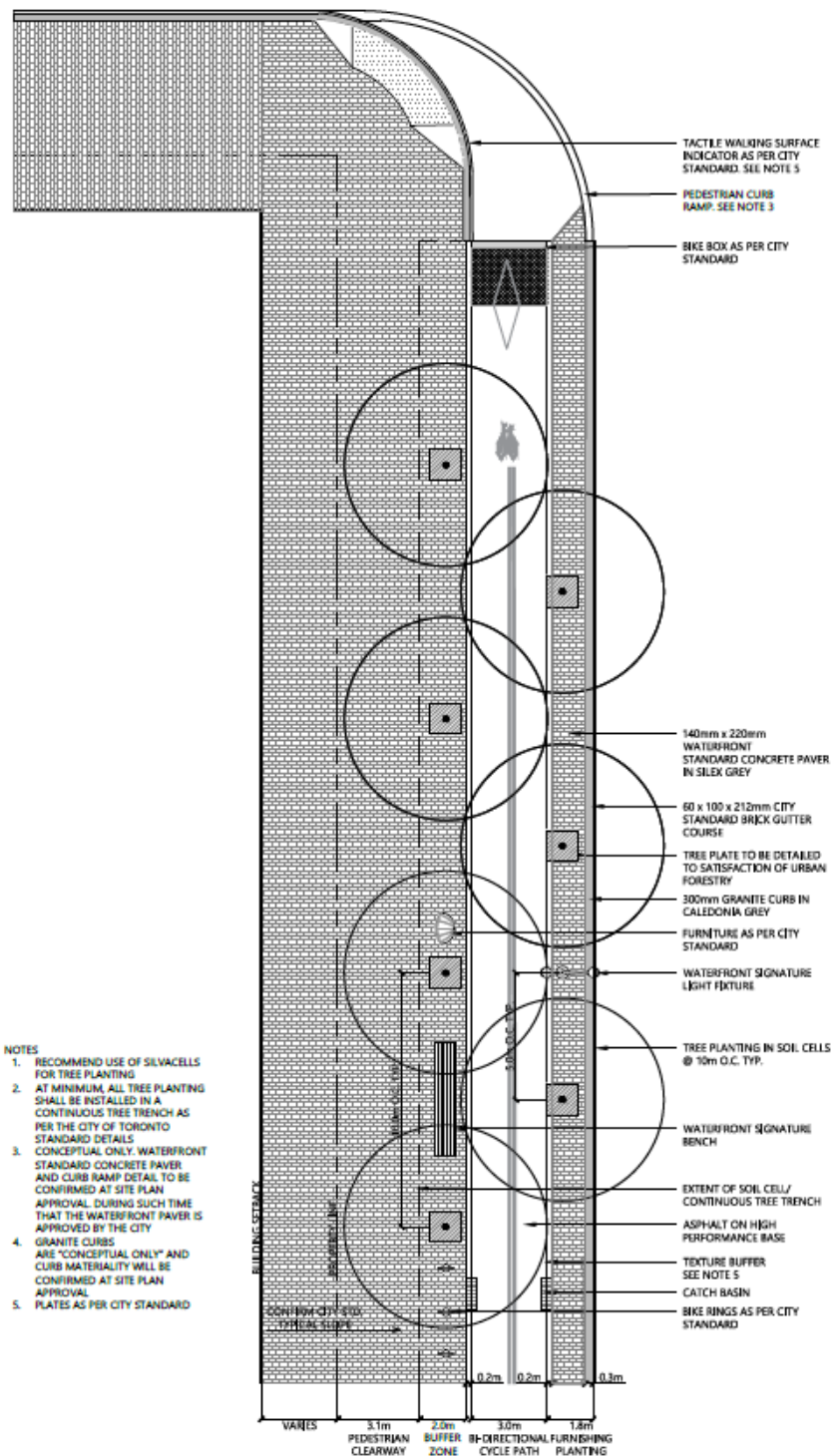
5.2 Waterfront Toronto Typical Sections

5.3 City Standards



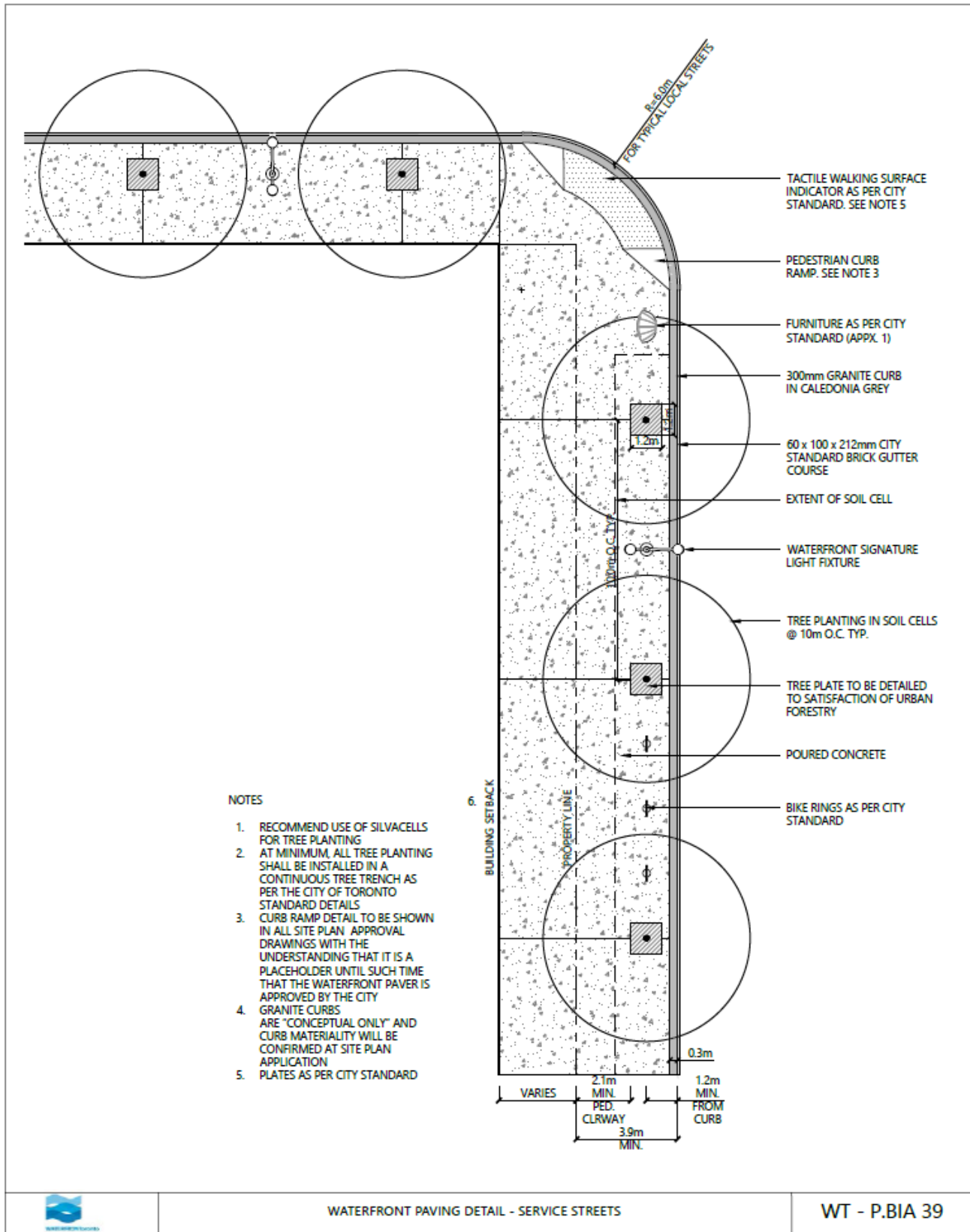


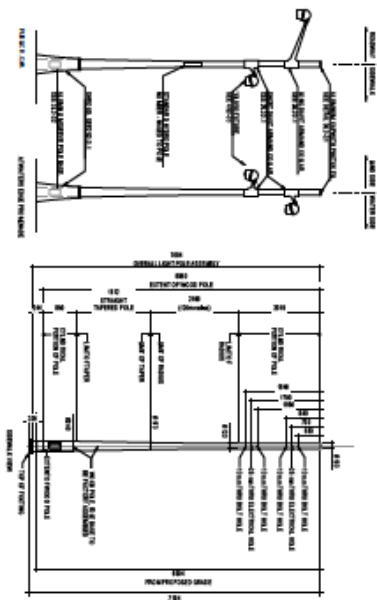




WATERFRONT PAVING DETAIL - DISTRICT STREETS-HARBOUR

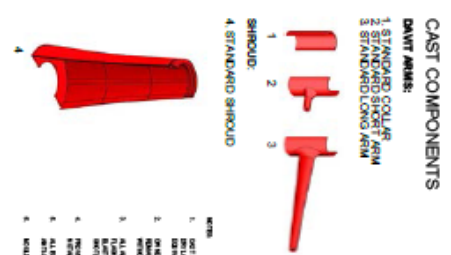
WT - P.BIA 38





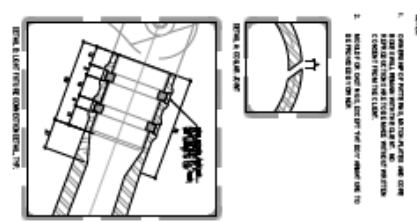
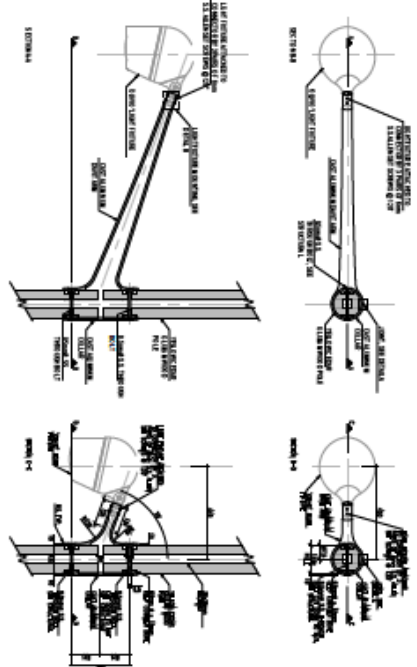
- NOTES:
1. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 2. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 3. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 4. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 5. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 6. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 7. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.

1 SIGNATURE LIGHTING - GENERAL ARRANGEMENT AND WOOD POLE - PROVIDE SHOP DRAWINGS
SCALE 1:50



- NOTES:
1. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 2. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 3. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 4. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 5. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 6. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 7. ALL LIGHT POLES TO BE 100% GALVANIZED STEEL OR ALUMINUM.

2 CAST COMPONENTS
N.T.S.



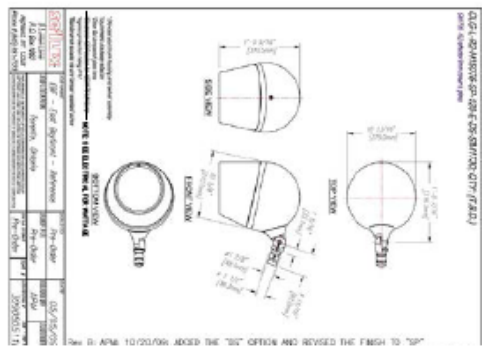
LONG ARMATURE

SHORT ARMATURE

3 STANDARD ARM
SCALE 1:10

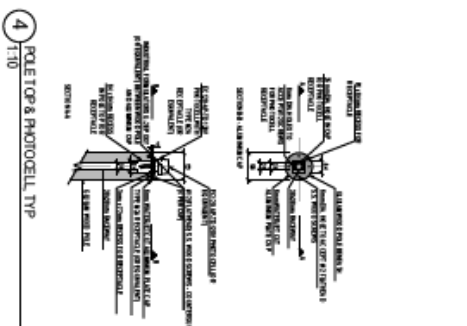
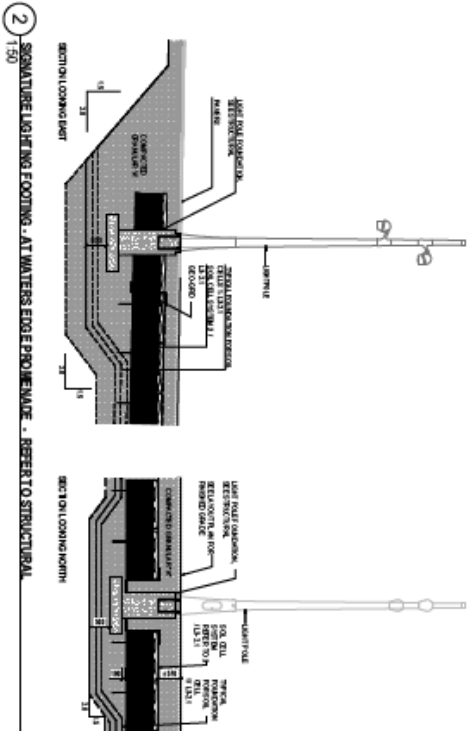
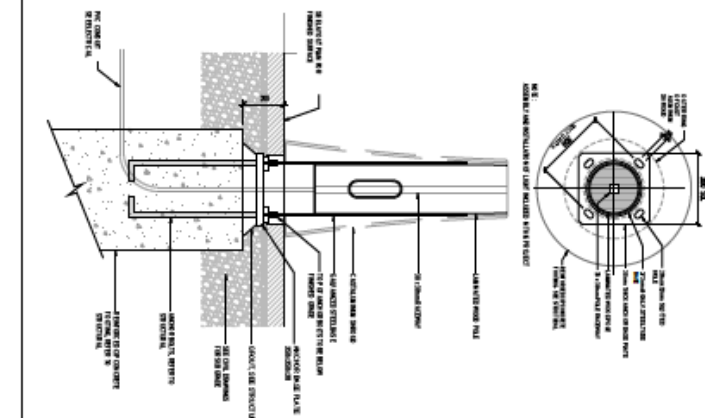
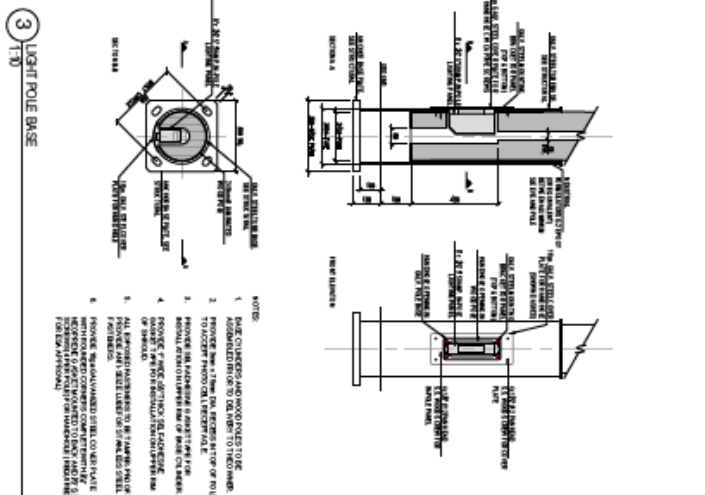
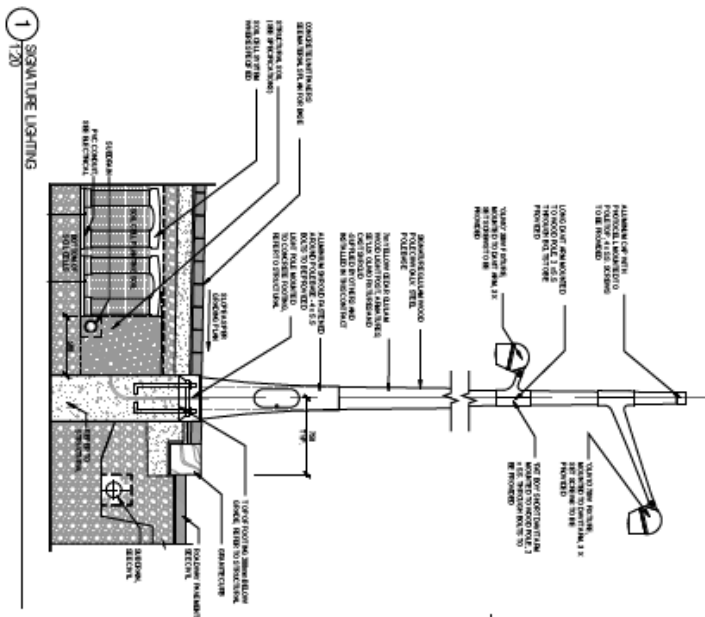


- NOTES:
1. LIGHT FIXTURE TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 2. LIGHT FIXTURE TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 3. LIGHT FIXTURE TO BE 100% GALVANIZED STEEL OR ALUMINUM.
 4. LIGHT FIXTURE TO BE 100% GALVANIZED STEEL OR ALUMINUM.

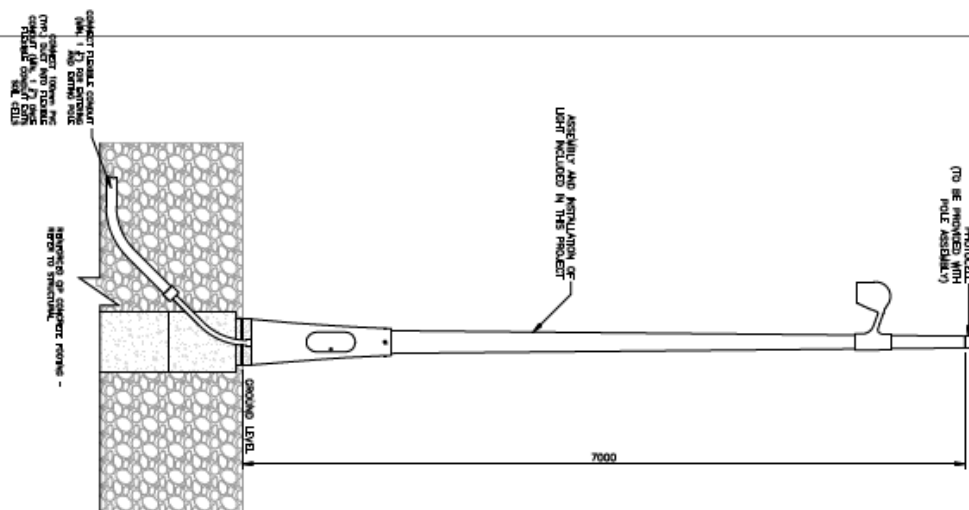


4 GRANDE LIGHT FIXTURE (OR APPROVED EQUIV.)
N.T.S.

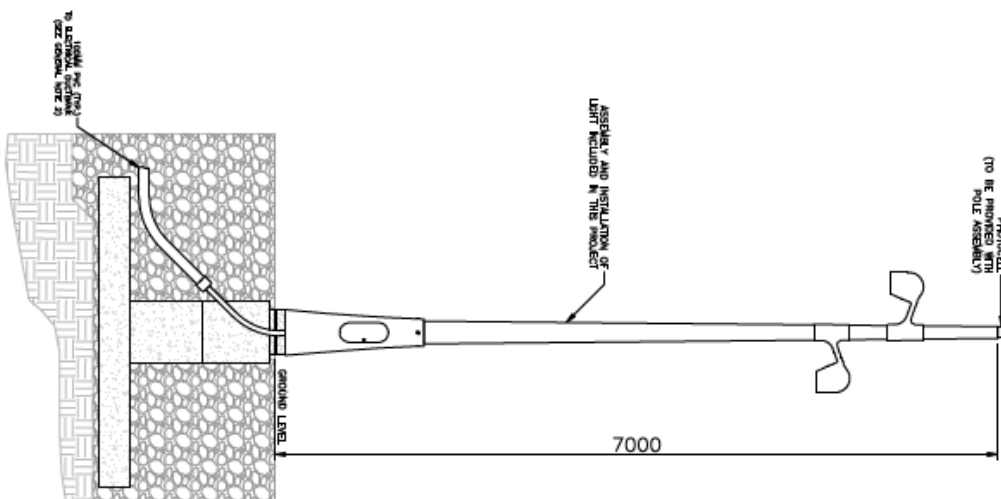




1 TYPICAL LIGHTING POLE DETAIL
Scale 1:20

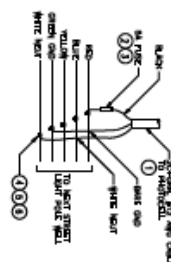


2 TYPICAL LIGHTING POLE DETAIL
Scale 1:20

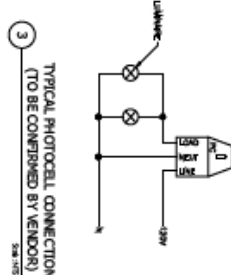


BILL OF MATERIALS (SEE GENERAL NOTE 2)

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE POLE BASE 30" DIA. X 30" HIGH	1	EA
2	PHOTOCELL ASSEMBLY 10" DIA. X 10" HIGH	1	EA
3	POLE BASE - 30" DIA. X 30" HIGH	1	EA
4	CONCRETE POLE BASE 30" DIA. X 30" HIGH	1	EA
5	POLE BASE - 30" DIA. X 30" HIGH	1	EA
6	POLE BASE - 30" DIA. X 30" HIGH	1	EA

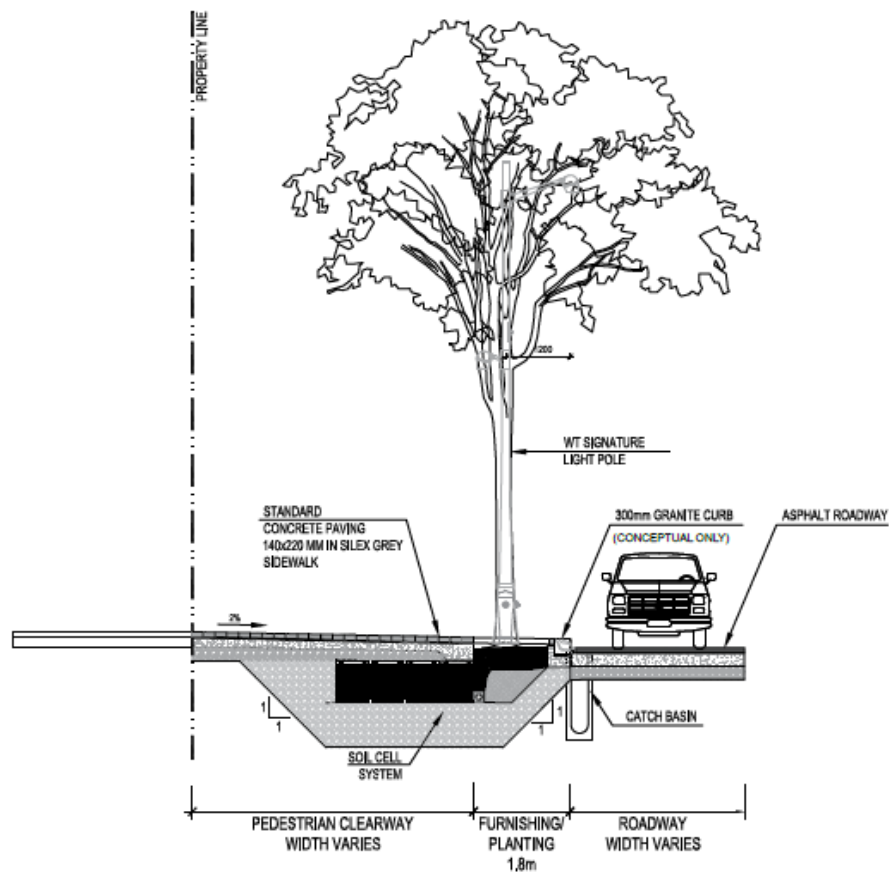


2 TYPICAL POLE WIRE FASING AND CONNECTION INSIDE POLE
Scale 1:20



- GENERAL NOTES**
1. REFER TO TYPICAL LIGHTING POLE DETAIL FOR POLE BASE AND POLE DETAIL.
 2. PHOTOCELL TO BE PROVIDED WITH POLE ASSEMBLY.
 3. POLE BASE - 30" DIA. X 30" HIGH.
 4. POLE BASE - 30" DIA. X 30" HIGH.
 5. POLE BASE - 30" DIA. X 30" HIGH.
 6. POLE BASE - 30" DIA. X 30" HIGH.

DISTRICT STREETS



WATERFRONT TYPICAL SECTION- DISTRICT STREET

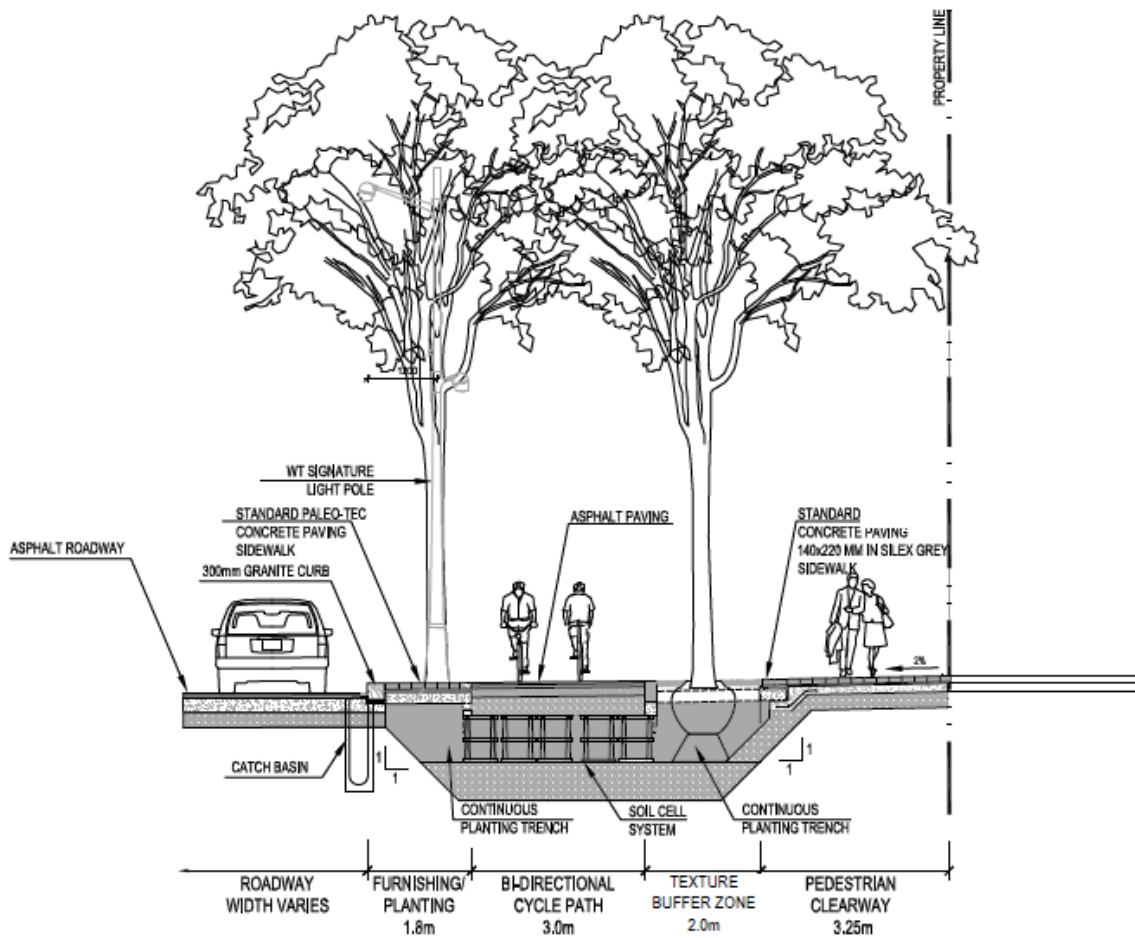
P.BIA 34



P.BIA 36/37

HARBOUR STREET
(YONGE STREET TO LOWER JARVIS STREET)

SOUTH SIDE



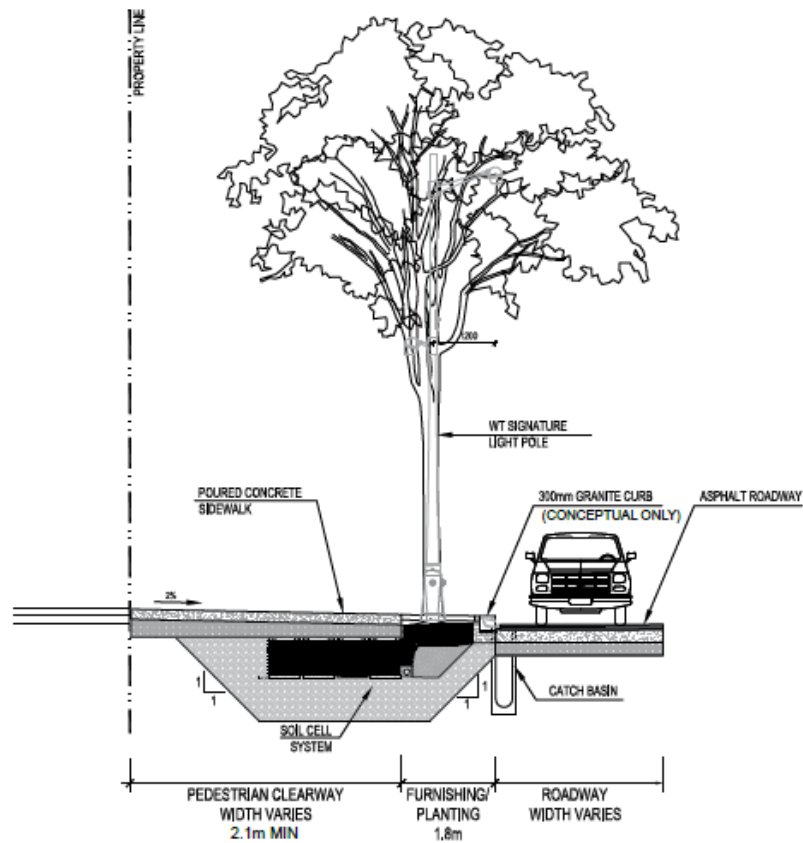
WATERFRONT TYPICAL SECTION - DISTRICT STREET- HARBOUR ST

P.BIA 38

LOWER YONGE PUBLIC REALM

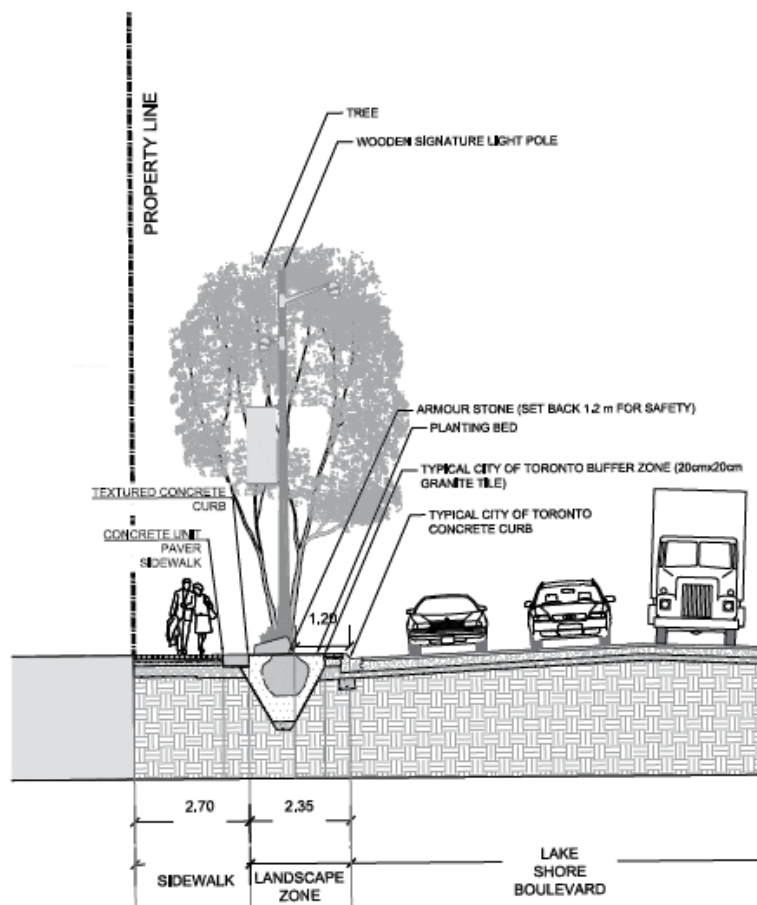
APPENDIX 57

DISTRICT STREETS
(POURED CONCRETE)



WATERFRONT TYPICAL SECTION - SERVICE STREET

P.BIA 39



WATERFRONT TYPICAL SECTION - LAKE SHORE BLVD

STREET FURNITURE



BUS SHELTER



LITTER BIN



BICYCLE LOCK-UP



BENCH



INFORMATION COLUMN



NEWSPAPER BOX



POSTING COLUMN



PUBLICATION STRUCTURE



WASHROOM



CITY STANDARD FURNITURE