TORONTO

Draft Aug 2020

Christie's Urban Design and Streetscape Guidelines

PH16.2 Attachment 4

CHRISTIE'S URBAN DESIGN AND STREETSCAPE GUIDELINES

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URBAN DESIGN
GUIDELINES

2020

City of Toronto
Christie's Planning Study Urban Design and Streetscape Guidelines

City of Toronto Christie's Planning Study Urban Design and Streetscape Guidelines:
https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/

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Mandate

In July 2019, City Council adopted a settlement on a site-specific appeal to Official Plan Amendment 231 (OPA) for the former Mr. Christie's lands at Park Lawn Road and Lake Shore Boulevard West, which was subsequently approved by the Local Planning Appeal Tribunal in August 2019. In October 2019, City staff initiated the Christie's Planning Study with the goal of creating a comprehensive planning framework for the study area. As part of the Christie's Planning Study, these Urban Design Guidelines have been developed to guide the character and quality of the design of new development within the lakefront community.

Developed as a direct outcome of the Council-directed Christie's Planning Study, these Guidelines are intended as an accompanying document to the Christie's Secondary Plan and are intended to support high quality, appropriately scaled development on the study area coupled with a cohesive, green and vibrant public realm.

These guidelines are intended to be read in conjunction with the policies of the Official Plan and all applicable City policies and guidelines including but not limited to:

- Tall Buildings Design Guidelines
- Mid-rise Guidelines
- Retail Design Manual
- Toronto Green Standards
- Green Street Guidelines
- Complete street Guidelines
- Percent for Public Art
- Streetscape Manual
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities

The new development will meet and strive to exceed the requirements of the above mentioned guidelines.

1.0 Introduction

The Christie's study area is the last piece in the development of the planned and built tall building community located in the triangle shaped area bordered by the CNR rail corridor to the west, Lake Ontario shoreline to the east and the Mimico Creek ravine to the south. The area includes tall building developments within the Humber Bay Shores area and tall building developments along Park Lawn Road.

1.1 BACKGROUND

These Urban Design Guidelines are one important component of the required studies based on SASP 15. Along with the Secondary Plan, the Urban Design Guidelines identify the quality of design envisioned for the built form, preferred road network and block plan, public realm and streetscape improvements, parks and open space linkages, servicing and community infrastructure requirements.

The guidelines establish the essential elements of the design and set out their design parameters. They are an implementation tool that helps realize the intent of the Christie's Secondary Plan policies. The design criteria outline the structure of the study area based on the public road network, the public parks and public realm elements and define the potential pattern of development blocks. The guidelines will support the ongoing and phased implementation of the Secondary Plan policies and present quantitative and qualitative direction to guide the incremental development of the study area.

These guidelines are based on the background analysis, technical understanding of the study area constraints and opportunities, community and stakeholder feedback and testing many alternatives to achieve the best possible and most appropriate outcome. The guidelines are also inspired by the collaborative design process that has included community members, stake holders, City staff, commenting agencies as well as the proponent and the consultant team.

The Urban Design Guidelines are a reference document to help direct private development as well as the delivery of public realm improvements and community facilities and services. The guidelines are intended to be read in conjunction with the Official Plan, Secondary Plan as well as other applicable City Planning policies and guidelines.

Figure 1. Village Court POPS - Humber Bay Shores - Toronto

Figure 2. Skyline Humber Bay Shores and Park Lawn road developments - Toronto

1.2 AREA DESCRIPTION

The Christie's Secondary Plan study area is bound by the Gardiner Expressway and the CNR rail line to the west and north, Lake Shore Boulevard West to the east and Park Lawn Road to the south. On the south side of Park Lawn Road, recent developments represent a highly developed tall building neighbourhood that sits between the Park Lawn Road and Mimico Creek. On the east side of Lake Shore West Boulevard, the Humber Bay Shore neighbourhood that was planned and built to replace the former motel strip includes towers and mid-rise developments.

The study area was home to the former Mr. Christie's factory that had operated in this location since 1950.

The area context is rich in natural features and green spaces with the Mimico Creek ravine to the south, the Humber River valley to the north and the Lake Ontario shoreline, waterfront parks and Martin Goodman Trail to the east. Humber Bay Shores Park and Trails and Marine Parade Drive were the result of pre development conditions, required prior to development commencing on the Motel Strip lands.

The built form within the area context consists of primarily tall buildings with mid-rise buildings located and planned for the edges of Lake Shore Boulevard West and Park Lawn Road. The adjacency to the former employment site at 2150 Lake Shore Boulevard resulted in developing a lower scaled context of non-residential uses along these two streets to establish a transition from the residential developments to the employment use. Some of the non-residential developments along Lake Shore Boulevard have not been built to date and are part of the last phase of development within the larger parcels of land.

The height of the towers within the Humber Bay Shores area transitions from taller towers mid-block to the lower tower heights closer to the lake. The heights also transition from taller towers located closest to the intersection of Park Lawn Road and Lake Shore Boulevard to the lower heights transitioning to the north and then bordered by taller building heights just to the north at the Palace Pier and Palace Place.

The current public transit infrastructure is limited within the context and the existing residents primarily rely on the 501 Queen Streetcar as well as surface bus routes for transit connectivity. The closest higher order transit station in the area is Mimico Station.

The Martin Goodman Trail provides further connectivity for cyclists and pedestrians and presents an opportunity for the new development to establish a strong connection to the existing cycling and pedestrian network.

Figure 3. Martin Goodman Trail, Humber Bay Shores Park and Waterfront Green Spaces - Toronto (c Joshua Bassett)

Figure 4. Village Court POPS - Humber Bay Shores - Toronto

Figure 5. Study Area Boundary

1.3 VISION

The Christie's Secondary Plan outlines the vision for the new development as an area with an “exemplary model of transit-supportive development by creating a new walkable, pedestrian-oriented, mixed-use community centered on transit investment and integration.” The accompanying urban design guideline and the zoning by-law will provide the necessary tools to achieve this objective and other policies of the Secondary Plan.

The Christie's study area will be developed in phases and “Over the next 25 years a complete community will be created with a focus on transit, employment generation, design excellence, affordable housing, infrastructure, community services and climate resilience”.

1.4 GUIDING PRINCIPLES

Multi-modal transit hub and transit supportive development: To enhance mobility choices and connections by establishing a new transit hub, a new street network, and quality pedestrian and cycling infrastructure.

The Christie's study area will include a new transit hub including a GO Station, extended TTC services and proximity to the Gardiner Expressway, Lake Shore Boulevard and Park Lawn Road. The new transit hub in combination with extended bus services and streetcar loop, extended cycling facilities and new pedestrian pathways and connections associated with the development will create a lively and active multi-modal transit hub. The transit plaza adjacent to the transit hub will become the design’s focal point to integrate and link together various transportation modes.

The new development as well as the existing developments within the context will be part of the transit supportive community that promotes access to sustainable mobility options for more users. This will include the use of transit infrastructure as well as encouraging active transportation through enhanced, well connected and well integrated cycling and pedestrian infrastructures.

Figure 6. Dundas Square - Public Realm - Toronto

Diversity and compatibility: To design the new community with a variety of building types and to ensure that the built form is compatible with the context.

The City's Official Plan directs all new developments to contribute to the range of housing types and affordability options throughout the City. Providing a wide range of housing options catering to different demographics with varied backgrounds, will result in a diverse and culturally rich community that is inclusive and accessible. By providing options for larger families as well as new and smaller families, seniors housing and affordable housing, the community can accommodate multiple generations, provide support for more vulnerable populations and equity seeking groups and create a sustainable community where one can live, work, learn, play and age in place.

Mixed-use community: To create a vibrant mixed-use community with a balance of employment, residential, retail and community uses.

The new development will include a variety of uses including residential, retail, employment and community facilities. This will create a complete community where one can live, work, learn, and play. It will contribute to the sustainability goals by creating a vibrant walkable complete community and reducing the trips outside the area by providing necessary facilities within walking distance of the employment and residential uses.

High Quality Public Realm: To create attractive and comfortable spaces focused on high quality public realm and design excellence.
Building a high quality and attractive public realm featuring public squares and parks, public art, community gardens, that prioritizes pedestrian, cyclist and public transit users and supports people of all ages and abilities create a vibrant and lively neighbourhood. The community will have a strong sense of place which will support residents and attract visitors resulting in resulting in an improved sense of belonging, increased transit ridership to and from the area and a population which will support local retail and businesses.

Complete Communities: To build a complete community that provides community services and facilities to support a diverse and growing community.
The new development will include community services and facilities such as parks, schools, daycares, community centres, retail and offices.

Housing affordability and diversity: To provide a range of housing types, tenure, and affordability.
A range of housing types and tenure will be provided within the new development to increase affordability and access for a wide range of demographics with varied backgrounds. This will allow a culturally rich neighbourhood that could be home to many large and small families. The housing types, unit mix and unit sizes will conform to the "Growing Up: Planning for Children in New Vertical Communities" guidelines and other City of Toronto guidelines and policies. The housing tenure will include a wide variety of affordable and market units, as well as rental and condo units to provide more housing options for the new residents.

Resilient community: To create a resilient community integrating sustainable design in new buildings, landscapes, parks and open spaces to minimize energy demand, achieve near-zero emissions, absorb and retain stormwater, protect natural areas and enhance biodiversity.

1.5 GUIDELINE DEVELOPMENT AND CONSULTATION

The purpose of the guiding principles in the Secondary Plan and the Urban Design Guidelines is to guide development applications associated with the new development to achieve City policy.

City of Toronto conducted a community consultation meeting on the Secondary Plan in October 2019 and a second community consultation meeting in November 2019 on the Official Plan Amendment application. In these meetings, the residents provided comments on the guiding principles outlined in the Secondary Plan.

In addition, the community consultation meeting scheduled for March 2020 was postponed due to the emergency conditions related to the pandemic. The boards and materials associated with the meeting were shared with the members of the public virtually. In addition to the broader community consultation meetings, a stakeholder meeting was conducted in February 2020 in which Local community groups, resident and ratepayer associations, non-for-profit organizations, and Business Improvement Areas (BIA) in the Park Lawn Lake Shore and South Etobicoke area identified their priorities for the area and when the priorities should be delivered.

The summary of the community consultation is included in the 2150 Lake Shore Boulevard preliminary staff report and the Christie's Planning Study information report to Council.

These Urban Design Guidelines represent the results of an extensive analysis of the existing context, streetscapes and open space patterns in the area, as well as the evaluation of the planning context and policy framework, professional and technical expertise and substantial input from the local community.

1.6 PHASING

New development within the Christie's study area will be realized in phases and over time. The Secondary Plan and the Urban Design Guideline help maintain a cohesive and coordinated approach to the design in each phase as well as the entirety of the study area.

1.6.1 Each phase will incorporate a wide range of uses, housing types, amenities and services and public realm elements.

1.6.2 Each phase will contribute to and deliver a complete community with the necessary design elements.

1.6.3 Each phase will deliver a public realm element such as parks, POPS, squares and their associated pedestrian and cyclists connections.

1.6.4 Each phase will be responsive to user's patterns, market and housing demands and travel behaviours at the time it is delivered.

1.6.5 E Each phase will strive to achieve the City's highest standards, design excellence and quality of development at the time it is delivered.

1.6.6 Each phase will incorporate the lessons learned from the previous phases while keeping the intentions and cohesiveness of the plan.

1.6.7 The transit hub will be delivered in the first phase.

1.6.8 The landscaping will be coordinated with the phasing to reduce injury to plant materials. Creative interim solutions such as on-site tree nursery, pop up markets, gardens and event spaces may be introduced to occupy spaces that will remain undeveloped for a period of time in each phase.

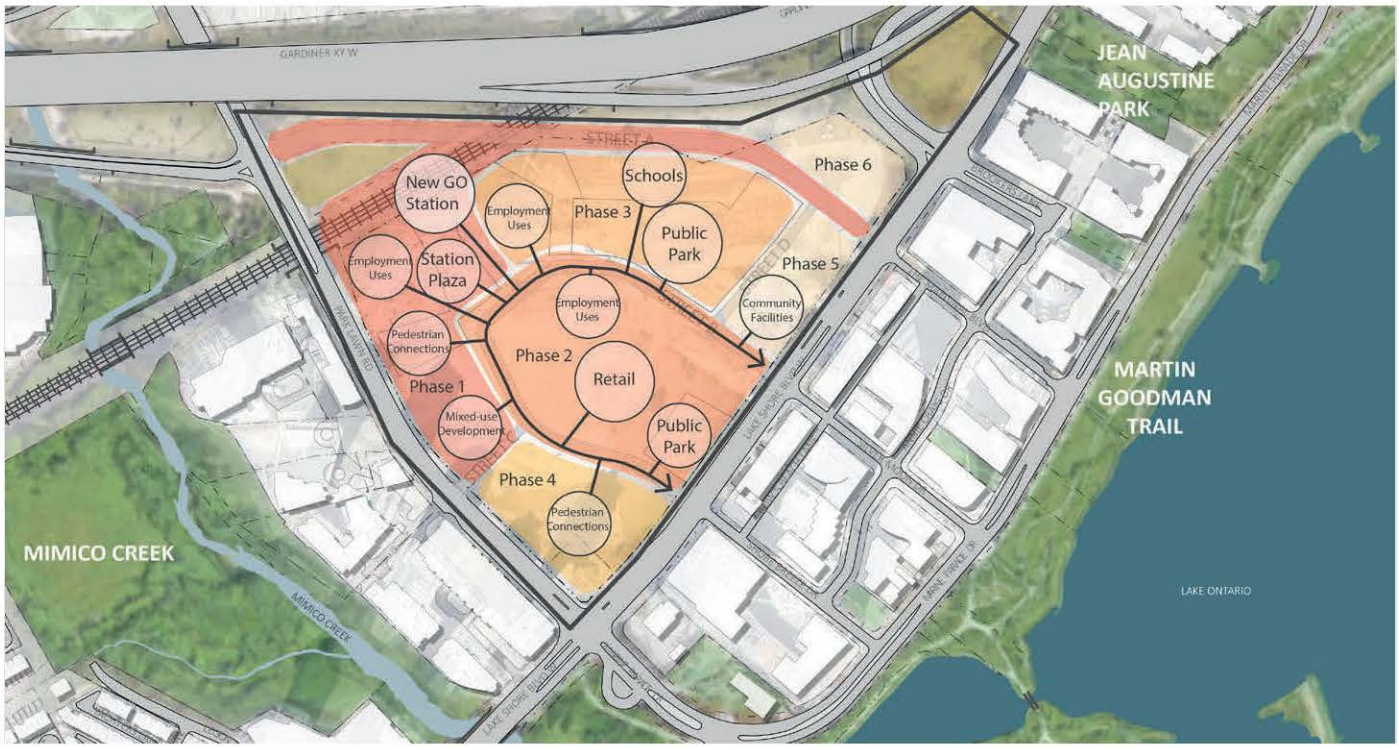


Figure 7. Landscape Construction

1.7 TRANSIT HUB

Improving the transit infrastructure is key to a successful and sustainable development. Enhanced public transit infrastructure will provide more access to a wider network of resources within the City for the new and the existing residents. It will reinforce and encourage active modes of transportation and will improve the existing challenges in traffic operations within the context by providing more reliable and convenient means of transportation. The transit hub includes a new GO Station, existing and planned TTC routes for buses and streetcars and active modes of transportation.

1.7.1 The new GO Station will be planned, funded and implemented in the first phase of development within the study area.

1.7.2 The GO Station will be located on the west side of the study area and will include entrance pavilions on both sides of Park Lawn Road.

1.7.3 The GO Station will have two side platform and as such the entrance pavilion will have access on both sides of the rail corridor.

1.7.4 The new development will provide convenient, safe and comfortable pedestrian and cyclist access to the station.

1.7.5 The GO Station building and its associated elements will not preclude development on the parcel located between the CNR rail corridor and the Gardiner Expressway on the west side of the study area.

1.7.6 The GO Station will be fully accessible and will include the necessary amenities for the passengers.

1.7.7 The GO Station building will be built as an urban station and will be integrated into other facilities and buildings if feasible.

1.7.8 The GO Station buildings and elements will be carefully designed to achieve design excellence as prominent public assets within the public realm.

1.7.9 The GO Station building and its associated elements will be visible from the public streets.

1.7.10 The loading and servicing operations associated with the GO Station will occur on the east side of the rail corridor through the underground parking within the new development.

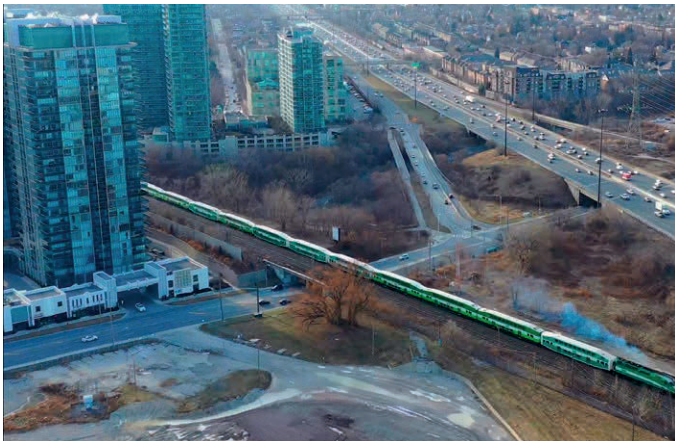


Figure 8. Location of the new Park Lawn GO Station (c Joshua Bassett)

Figure 9. Skyttlebron railway bridge by Metro Arkitekter with zigzagging stairs (c dezeen.com)

2.0 Sustainability

On October 2nd 2019, Council voted unanimously to declare a climate emergency and accelerate efforts to mitigate and adapt to climate change. Evaluating every design decision through the lens of sustainability helps achieve the sustainable development goals of the City of Toronto.

The sustainable development goals are the blueprint to achieve a better and more sustainable future for all. Sustainable cities and communities reinforce the responsible consumption and productions of goods and energy, provide affordable and clean energy for all and realize Climate Action plans. Sustainability capitalizes on the opportunities to improve the environment and natural resources and also enhances the social and economic conditions of the City.

2.1 Introduction

2.1 INTRODUCTION

Development on the Christie's study area will prioritize limiting the environmental impact of the new development and enhancing and augmenting the natural environment currently present in its context through responsible and sustainable best practices and a focus on an enhanced public realm, stormwater management, water quality, energy efficiency and sustainable materials that contribute to the healthy evolution and long-term viability of the area.

Each section of the guidelines incorporates sustainability measures that should not only direct the design and implementation of the new development but should also be accompanied and augmented by other City Standards and guidelines including Toronto Green Standards and recommendations from the energy and sustainability consultants at the time of implementation to achieve the full potential of the study area in terms of energy savings and other sustainability matters.

2.1.1 The new development will strive to achieve the highest tiers of Toronto Green Standards and meet the objectives and goals set out in the City's TranformTO initiative.

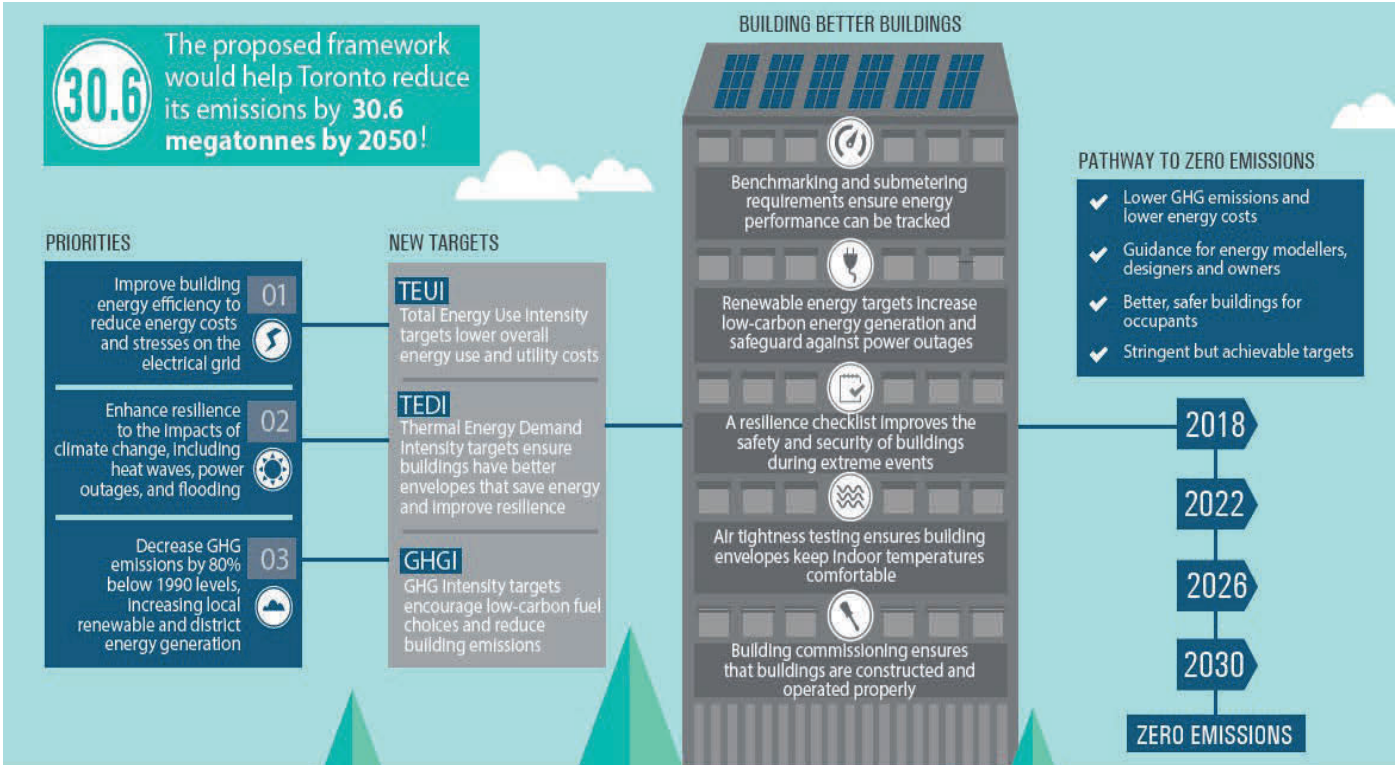


Figure 10. City of Toronto Zero Emission Building Framework - 2017

3.0 Public Realm

Phased development of the Christie's study area will complement the built form within the study area and its surrounding context with a network of public and private open spaces and natural elements. It will ensure access to Public Parks, POPS and pedestrian connections for existing and future residents of the area.

3.1 PARKS AND OPEN SPACES

Parks

Parks, alongside Publicly Accessible Open Spaces play an important role in supporting a complete community by providing amenity, enhancing the identity and reinforcing the green character of the Area. Parks contribute to the creation of a sense of place and belonging. Parks and Open Spaces provide the community with various environmental, health-related and economic benefits and provide a place for inclusion and community activities. These spaces within the study area will form a network of interconnected green spaces that support seamless connectivity, mobility and an active lifestyle within the study area and throughout the broader context. The network will feature a series of public realm elements that are designed uniquely and cohesively through the use of distinct yet visually connected materials and details.

3.1.1 Public Park dedication should be in the form of a large community park space that provides an opportunity for various recreational activities and programing and another local park that is programmed to serve as a space of civic gathering and public events.

3.1.2. Parks should be located adjacent to Public Streets providing for maximum visual and physical access.

3.1.3 The location of the Parks should ensure maximum access to sunlight in Spring and Fall, extending pedestrian comfort levels in the shoulder seasons and allowing for maximum usability and utility of the park spaces. In addition, adequate exposure to sunlight allows for continued growth of the plant material in the park and contributes to the green character and natural resources of the study area and the surrounding context.

3.1.4 The existing shadows within the study area should be taken into account when determining the location of the parks and public realm elements. Figure 15, demonstrates the cumulative shadow impacts of the existing and planned built form in the surrounding context on the study area in March.

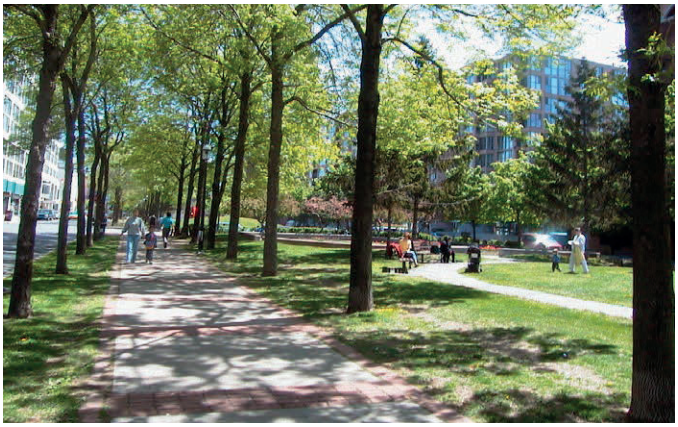


Figure 11. Crombie Park - Esplanade - Toronto

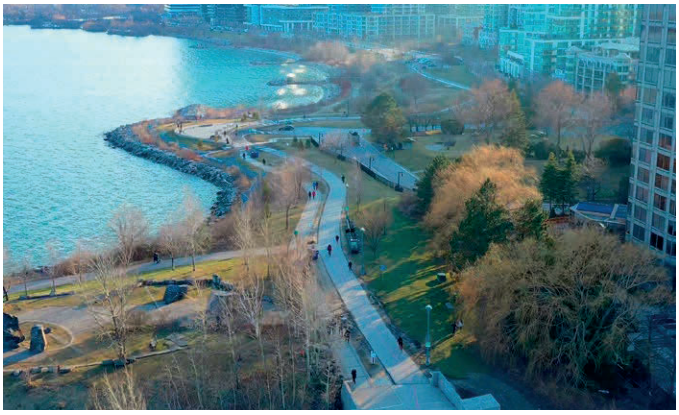


Figure 12. Martin Goodman Trail, Humber Bay Shores Park and Waterfront Green Spaces - Toronto (c Joshua Bassett)

Figure 13. Berczy Park - Toronto

3.1.5 Pedestrian Level Wind conditions in the parks should be suitable for all activities envisioned, including pedestrian level comfort in passive areas intended for sitting and in active areas intended for playing and engaging in physical activity. Pedestrian level wind comfort is to be maximized.

3.1.6. Public Parks and Open Spaces are to form a network, provide appropriate space for recreational needs and ensure good visibility, inclusion, access and safety.

3.1.7 The design of parks should strive to:

- incorporate storm water management and other green infrastructure practices;
- contain naturalized areas;
- minimize non-porous surfaces;
- incorporate bird friendly design,

Figure 14. Walmer Road Circle - Toronto

- include drought tolerant native species of plant material including high branching deciduous shade tree and biodiverse landscapes; and
- expand the natural habitat within the context.

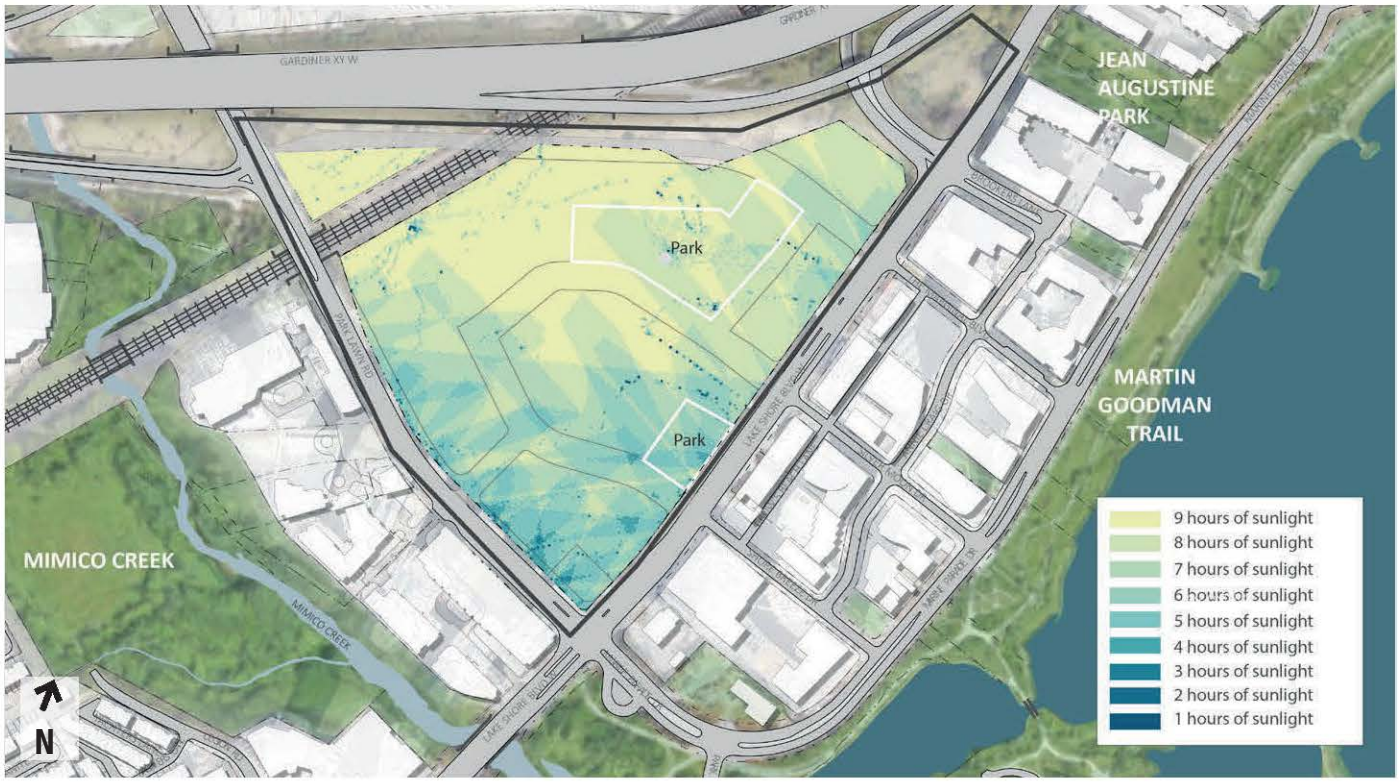


Figure 15. Cumulative shadow analysis (March 21th) based on the existing context

Open Space Network

There are a number of well-established open spaces and parks within the proximity of the study area. Proposed open spaces, parks and POPS within the development are to connect to the open spaces within the broader context through a series of Green Streets, extended landscaped boulevards, pedestrian connections and paths. This will create a convenient and integrated network of open spaces where pedestrians can enjoy traveling from one space to another using the green infrastructure.

Jean Augustine Park, Village Court, Humber Bay Shores Park, Martin Goodman Trail and landscape system, Butterfly Gardens, and Mimico Creek Ravine System are amongst the open spaces, parks and natural infrastructure within the context. As part of the new developments in Humber Bay Shores and along Park Lawn Road, additional POPS and parks and landscaped areas have contributed to the existing green infrastructure.

Similarly, the new development within the study area will enhance the network of green spaces with additional green elements to ensure an integrated and connected green infrastructure and reinforcing the green character of the Area.

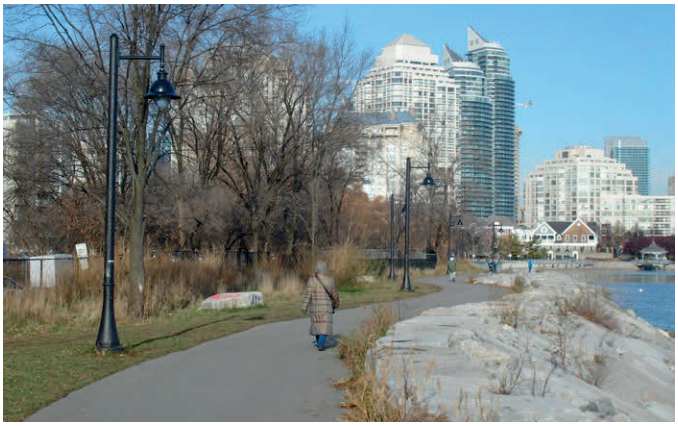


Figure 16. Martin Goodman Trail - Toronto

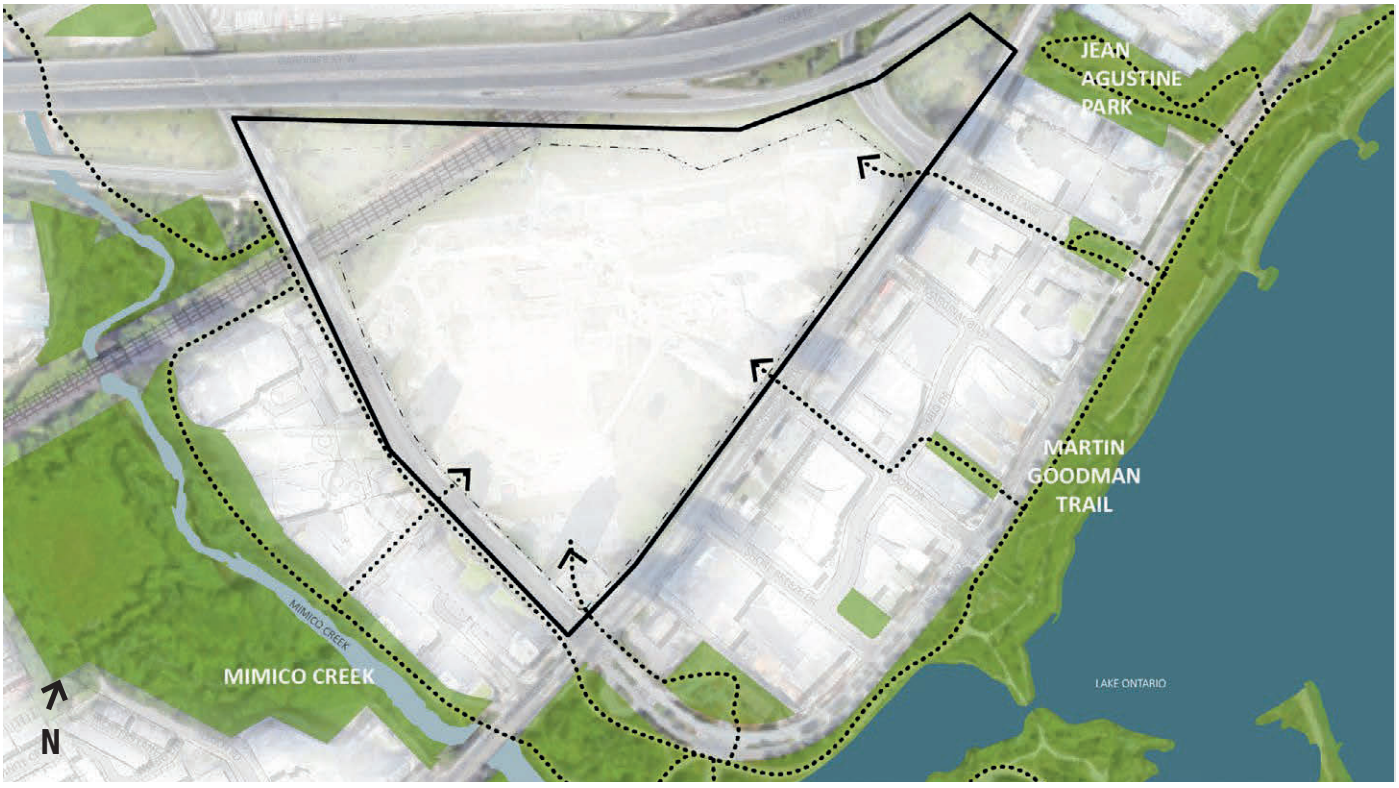


Figure 17. Existing open space and green infrastructure in the context

POPS

Privately Owned Publicly-Accessible Spaces (POPS) are open spaces that are open to the public, but remain privately owned and maintained. POPS augment and complete the network of green spaces by connecting to existing and new public parks, open spaces and natural systems. They provide relief and a sense of openness between the built components and deliver diverse functionality for different users. A variety of types, sizes and functions of POPS, including but not limited to urban plazas, squares, transit plaza, courtyards, landscaped setbacks and mid-block connections are encouraged throughout the area. The location of the POPS should be driven by a deliberate decision related to massing and space and balancing the need for openness and enclosure. POPS should fill in the gaps between public parks where necessary, creating new focal points, protecting important views, providing for social functions that are diverse and distinct in the broader context and which enliven the public realm.

3.1.8 Maintain and provide high-quality, primarily grade-related landscaped open spaces within and in between development blocks that include good access to sunlight and sky view, protection from wind, as well as comfortable and safe places to sit, play and gather.

3.1.9 Animate the edges of the open space with uses that are operational at different hours of the day.

3.1.10 The design of POPS should strive to incorporate storm water management and other green infrastructure practices including permeable pavers.

3.1.11 Provisions should be made for Pet Friendly amenities including dog off-leash areas.

3.1.12 POPS are to include weather protected areas and may include internalized spaces with public access.

Figure 18. Village Court POPS - Humber Bay Shores - Toronto

Figure 19. Byng Avenue POPS - Toronto

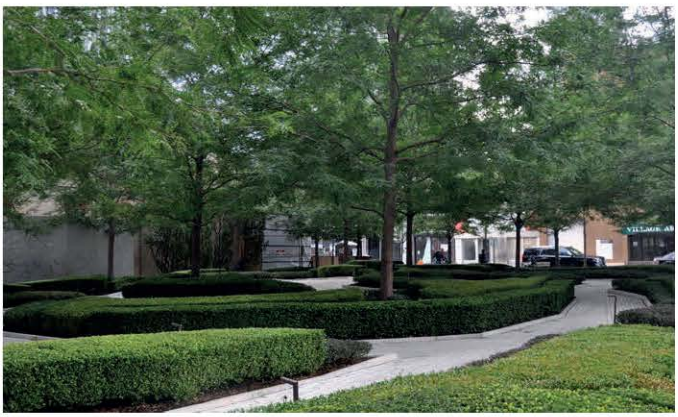


Figure 20. Four Season POPS - Toronto

Transit Plaza

Transit Plaza will be a publicly accessible private plaza adjacent to the GO Station building along the northern edge of the property. This space will be an extension of a multi-modal transit hub and will provide amenities to transit users.

3.1.13 The transit plaza should seek to incorporate a consistent design language with the station building and provide a transition zone where the architectural character of the transit hub expands into the public realm to assist in wayfinding and place making. Color schemes and cohesive details and materials could be used to achieve this objective.

3.1.14 The station building should be visible from the public streets where the transit plaza starts and be a prominent feature and the focal point of the transit plaza design.

3.1.15 The edges of the plaza should be activated with uses that are operational at different hours of the day to ensure animation and achieve a sense of security for transit users.

3.1.16 The plaza should be designed to include programmable spaces to accommodate events and live performances.

3.1.17 The Plaza will include weather protected areas where transit users can access the transit hub and be sheltered from harsh weather conditions.

3.1.18 Tree planting and green infrastructure is to be incorporated within the plaza design. The presence of trees in addition to other environmental benefits, will enhance the micro climate and increase pedestrian comfort levels all year round.

3.1.19 The design of the transit plaza is to be cohesive and continuous, seamlessly incorporating the components of the streetcar with pedestrian and cyclist movements while minimizing conflicts and creating a unified space rather than distinct isolated parts.

Figure 21. Kengo Kuma design for a station in new Paris Metro line (c dezeen.com) - The station is fully integrated into the station plaza and its public realm elements

Figure 22. Budapest Széll Kálmán Square - by Építész Stúdió, Lépték-Terv (c archdaily.com - Gergely Kenéz) - The square incorporates a station as well as light rail and bus bays that are all seamlessly integrated within the public realm of the transit plaza

Figure 23. Zaha Hadid Architects and A-Lab design stations for new Oslo metro line (c dezeen.com) The station building is prominent and highly visible from adjacent streets and the transit plaza is incorporating a consistent design language

Pedestrian Plaza

A pedestrian plaza will connect the transit hub, transit plaza, the internal road network and pedestrian connections with Park Lawn Road and bus facilities. The space will also provide a relief and openness in massing and streetwall along Park Lawn Road. It will allow for a convenient access to bus bays as well as a safe crossing to access the developments on the south side of Park Lawn Road and the trail adjacent to the Mimico Creek Ravine System.

3.1.20 The design of the space should include high branching deciduous tree planting, bio diverse landscapes with year-round activity and visual interest, bird-friendly pedestrian- scaled lighting and other features for pedestrian amenity such as seating, wayfinding and weather protection.

3.1.21 The pedestrian plaza will incorporate unique and playful features that add interest to the pedestrian experience as well as provide amenities such as seating areas.

3.1.22 The buildings adjacent to the pedestrian plaza will provide overlook and active ground floor uses into the plaza space to promote pedestrian safety and securities.

3.1.23 The design of the plaza should incorporate low impact development measures and integrate drainage and permeable surfaces into the design.

3.1.24 Opportunities for public art, performances, food vendors and markets should be accounted for in the design. This will enhance the quality of the plaza while engaging local artists, communities and business owners.

Figure 24. Seaport Common - Boston

Figure 25. Waller Park by Meyer Studio Land Architects (c Landezine.com)

Figure 26. Distillary District - Toronto

3.2 STREETSCAPE AND PEDESTRIAN CONNECTIONS

Streets are a key component of the public realm network. They are the back bone of the structure of a community where the majority of the activities and movements take place. The streets and pedestrian connections are the major contributors to creating a walkable, permeable, transit oriented community.

The design of the streets within the area should reinforce a green character through green infrastructure, trees and plant material and provide amenities for pedestrians and cyclists throughout the study area.

3.2.1 Generous setbacks on either side of each street are to augment the space available within the public boulevards.

3.2.2 Trees should be lined on both sides of each street to enhance the pedestrian and cyclist experience and comfort level as well as improve the micro-climatice condition of the streets.

3.2.3 Sidewalks and cycling infrastructure should be provided on both sides of each street with wider sidewalks (wider than the City standard) on Street B to encourage and facilitate active transportation for transit users and create a pedestrian friendly atmosphere on the street.

3.2.4 Benches, planter wall seating, bicycle parking, waste receptacles and other street furnishings should be installed as appropriate to enhance pedestrian and cycling amenity and adequately serve the needs of the residents and transit users.

3.2.5 The design of the public boulevard and the private setbacks adjoining them should be coordinated and create a cohesive public realm experience.

3.2.6 All street trees within the private and public portions of the public realm are to benefit from adequate soil volume and be spaced appropriately in accordance with Toronto Green Standards and Green Street Guidelines.

3.2.7 Green infrastructure and stormwater management practices are to be incorporated within the streetscape design.

3.2.8 Safe and comfortable mid-block pedestrian connections with direct visual and physical access from the public realm are to be provided where possible to enhance the permeability and increase walkability throughout the study area.

Figure 27. Streetscape, Bloor Street - Toronto

Figure 28. Queens Quay streetscape - Toronto

3.3 SCHOOL YARDS

Incorporating schools within new development will help create walkable, complete communities. The schools within the area will include the required outdoor play areas. Schools are to be located in proximity to parks and open spaces in order to take advantage of these spaces for recreational activities, however, the school outdoor play area for day-to-day activities is to be provided independent of the public parks and open spaces.

3.3.1 The school yards should be located where there is good access to sunlight and sky view, protection from wind, as well as comfortable and safe places to sit, play and gather.

3.3.2 The school yard should be away from the Gardiner Expressway and other arterial roads or be shielded from the noise and air pollution by a combination of built form and landscape buffers.

Figure 29. The Bishop Strachan School Rooftop Playground (c www.naturalplaygrounds.ca)

3.4 VIEWS AND VISTAS

The City of Toronto's Official Plan provides directions to maintain and preserve views from the public realm to important natural and human-made features that are identified in Map 7a and 7b of the Official Plan including the view to the skylines of the Downtown and Central Waterfront visible from the Christie's Site and the Gardiner Expressway.

3.4.1. The placement, orientation and massing of buildings should take advantage of the views and vistas to the lake and natural resources within the context

3.4.2 New parks, streets, publicly accessible open spaces and connections are encouraged to create or extend views from the public realm to the lake, existing parks, public open spaces, and natural features.

3.4.3 Reinforce the natural context and the green character of the area by framing views and vistas from the public realm with trees and generous soft landscaped setbacks.

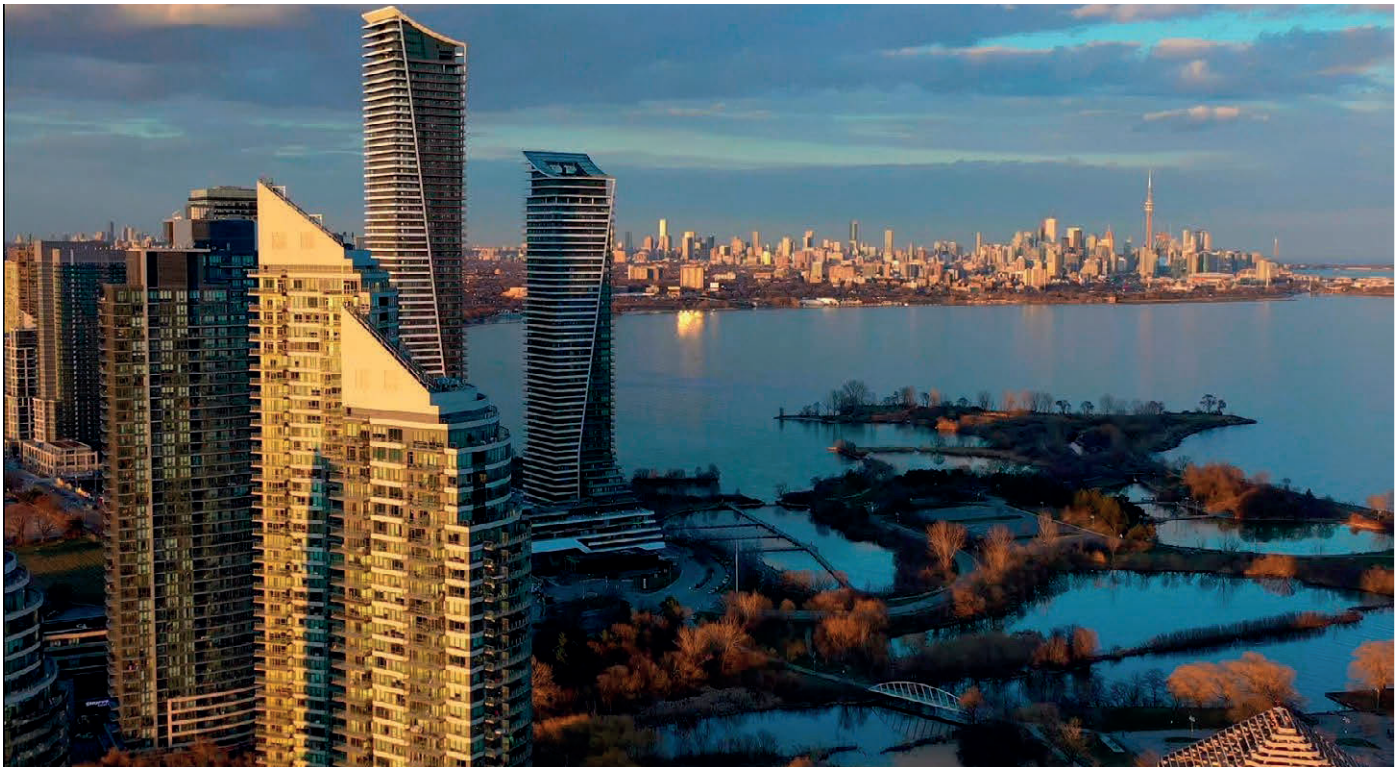


Figure 30. View of Downtown Toronto from Humber Bay Shores Area (c Joshua Bassett)

3.5 ENTRANCES AND GRADE-RELATED USES

Grade related activities and animation provide important physical and visual connections to the public realm and open spaces between buildings and are a vital component of vibrant streets. The natural surveillance created by active frontages allows pedestrians to feel safe when using the adjacent spaces. Retail frontages, where appropriate, help create a sense of place, create character, enhance the liveliness of the streets and create an animated and attractive pedestrian environment.

3.5.1. Grade related uses are encouraged along all street fronts to ensure streetscape animation and allow 'eyes on the street', providing ample pedestrian movement opportunities along the street fronts through varying uses and points of interest.

3.5.2 Provide appropriate retail frontages at grade to create a lively and vibrant pedestrian environment along the streets and, pedestrian plazas.

3.5.3 Design buildings to provide direct physical and visual connections to public sidewalks, mid-block routes, landscaped setbacks along street edges and open spaces within the block.

3.5.4 Enhance buildings entrances with generous weather protection, bird-friendly pedestrian scale lighting and other architectural and landscape design features.

3.5.5 Design buildings to avoid long spans of blank facades along the main streets. Avoid having any "back of house" activities and spaces along the streets, transit plaza and other pedestrian oriented spaces.

Figure 31. Marin Gateway Project (c www.canadianarchitect.com - Photo: Ed White)

Figure 32. Face to Face project by PLANT Architect (c Landezine.com)

Figure 33. Redesign of Stationsstraat by Sweco Belgium (c Landezine.com - Dirk Vertommen)

3.6 PUBLIC ART

Public art is a major contributor to an active, interesting and attractive public realm and adds to the quality of public spaces. It softens the environment by bringing color, diversity and interest to the space. The Toronto Official Plan encourages the inclusion of public art in all significant private sector developments. The governing principle for the Percent for Public Art Program is that art is to be enjoyed and experienced by residents and visitors throughout the city. Public art is a place making tool. It is intended to reinforce the sense of place, identity, cultural and natural heritage, and indigenous history.

3.6.1 A Public Art Master Plan should be developed for the entire study area and should incorporate contributions in each phase of the new development for both public and private areas, including POPS.

3.6.2 Place public art elements within public and private open spaces where visible and accessible from public streets and plazas.

3.6.3 Prominent locations throughout the study area including the private development areas, public park, the streets, the transit plaza, and other pedestrian oriented spaces and connections are well suited to accommodate public art elements.

3.6.4 Public art will contribute to the overall cultural vitality of the area, complement specific qualities of the study area, and enhance wayfinding.

Figure 34. Echo by Jim Hodges - Toronto

Figure 35. Lake Iroquois by John McEwen - Toronto

Figure 36. Navigator by Alexander Moyle - Toronto

4.0 Built Form

It is anticipated that the new developments on the Christie Study area will occur over time and it will build out in phases. The built form guidelines are intended to allow for flexibility and a wide range of architectural expressions allowing for creativity for each individual building while establishing the overarching design principles to maintain a cohesive design language throughout the study area.

Buildings are to frame, define and animate the public spaces and create a consistent street edge which will shape, enclose and reinforce the pedestrian realm. The proposed development will be seamlessly integrated with the existing built context.

4.1 BLOCKS

The streets and blocks pattern has been developed in order to integrate the development within the larger context. Blocks will contain plazas, forecourts, open spaces and mid-block connections which will contribute to the overall public realm network. Buildings are components within the block structure and will be intrinsic to the public realm network. Individual buildings will contribute to the character of the area and the character of the public realm through massing, orientation, materiality, hierarchy, transitions, access and permeability. The buildings within a block will balance originality of design with a sensibility of adjacencies to establish a complementary architectural language. Buildings will contribute to and define the spaces between them. The building massing and open spaces will be deliberately and thoughtfully designed to create a lively and attractive public realm, comfortable mid-block connections and exemplary landscapes.

4.1.1 As part of the development of each individual building, a block plan is to be created to demonstrate the relationship between the building and adjacent buildings as well as the open spaces within the block.

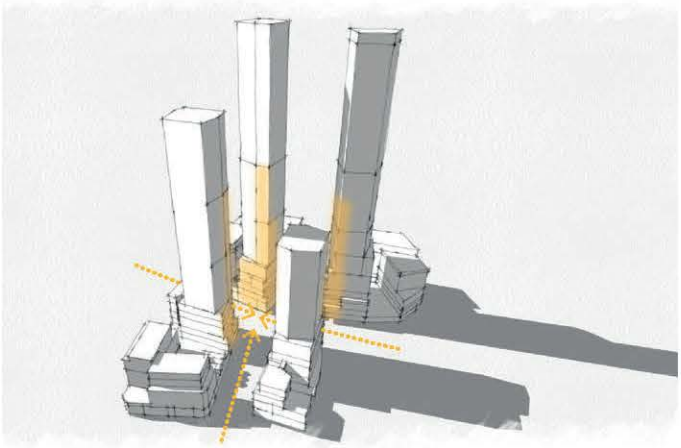


Figure 37. Buildings within a block or a cluster addressing the street

Figure 38. Development Blocks

4.2 BUILDING HEIGHTS AND ORGANIZATIONS

Height Transition

4.2.1 Proposed buildings are to be located on the study area in order to maximize access to sunlight and skyview on proposed parks and open spaces.

4.2.2 A transition in building height will be established with lower building heights located to the south of parks and significant open spaces and higher building heights located to the north of parks and significant open spaces.

4.2.3 Taller buildings will be located along the northern edge of the study area. The buildings on the north side of the large public park could accommodate more flexibility in height given the shadow impacts on the park and other public elements from the buildings are minimal.

4.2.4 The edge of the study area closest to Park Lawn Road may accommodate taller buildings provided that it can be demonstrated through a shadow and wind impact analysis that no significant negative impacts will result on the parks and other public realm elements.

4.2.5 The interior block is a height sensitive area. The buildings located within the height sensitive area will be carefully analyzed in terms of shadowing and wind impacts on the Large Public Park. The height allocation will be based upon achieving adequate sun-exposure and comfortable pedestrian level wind condition on the park as outlined in the Public Realm section of these guidelines.

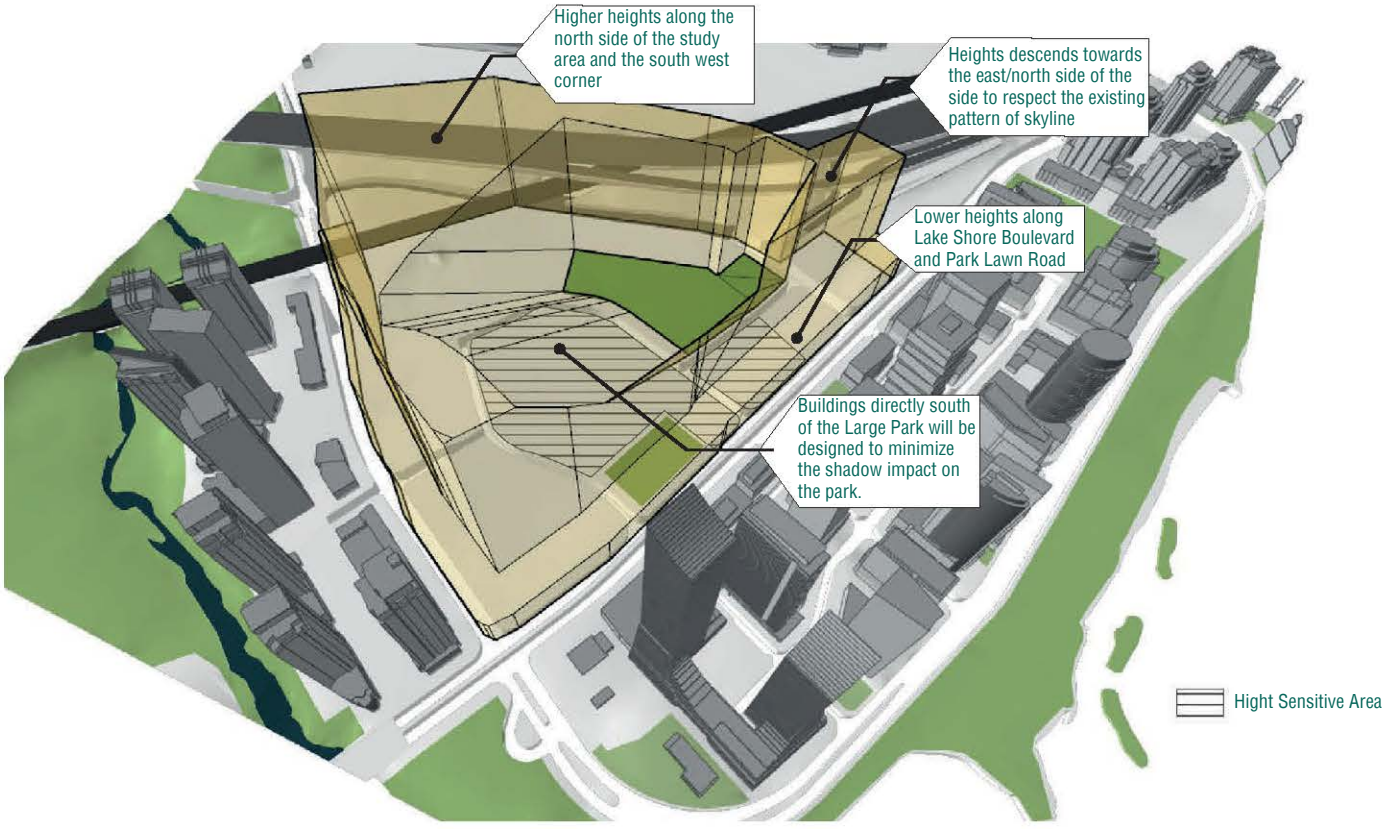


Figure 39. Height Transition Zones

Skyline

4.2.6 The height of the buildings should be assessed based on their contributions to, or impacts on the skyline of the area. The design of new buildings will illustrate fit with a skyline view from the Gardiner Expressway, the waterfront and the lake as well as from far north, east and west which will be analyzed to create a smooth transition between the existing buildings and the proposed buildings. The skyline transition within the context should be respected and emphasized through a careful allocation of the height for the proposed towers.

Figure 40. Humber Bay Shore Skyline - built to date

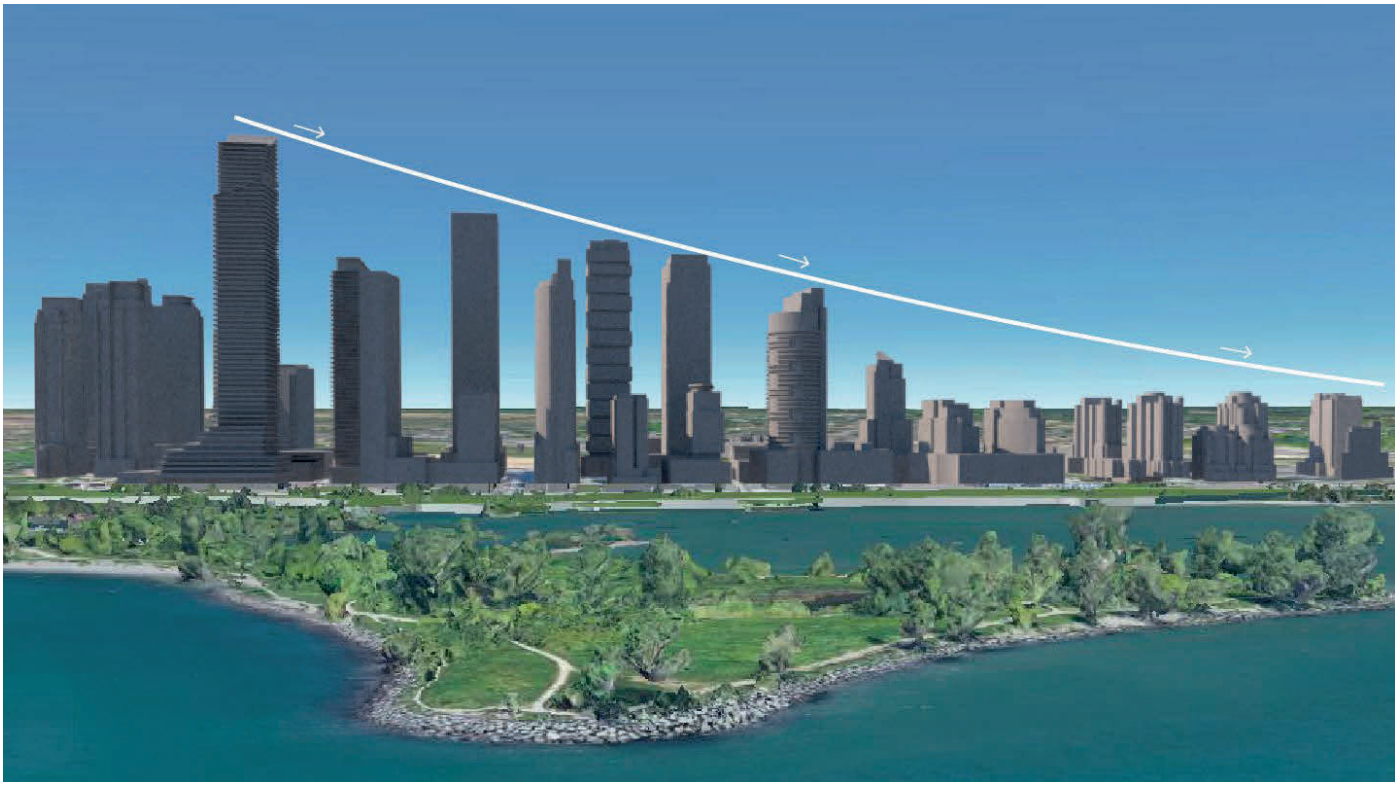


Figure 41. Planned Humber Bay Shore skyline

General Height Principles

4.2.7 Buildings will include a street related base distinguished through massing and height variations to create a pedestrian perception zone and a continuous street wall along the street edges. The base of the building will contribute to the pedestrian scale of the building and include details, articulations, and materials that add visual interest to the adjacent public realm.

4.2.8 To increase daylight and sky view access for interior spaces and public realm elements, generous separation distances will be applied to tall and mid-rise building components above the base building. The separation distance will also assist in maximizing privacy and reduce the wind tunneling effect between the buildings.

4.2.9 Along Park Lawn Road and Lake Shore Boulevard West frontages, above the base of the buildings, a large stepback is to be provided for mid-rise buildings and the tower components of the tall building to establish a pedestrian scaled streetwall along these streets that corresponds to the planned and existing low rise and mid-rise built form on the east side of Lake Shore Boulevard and south side of Park Lawn Road.

4.2.10 Along internal streets, a stepback is to be provided from each tall building and mid-rise building elements to contribute to pedestrian perception zone and reduce the impacts of wind down-washing.

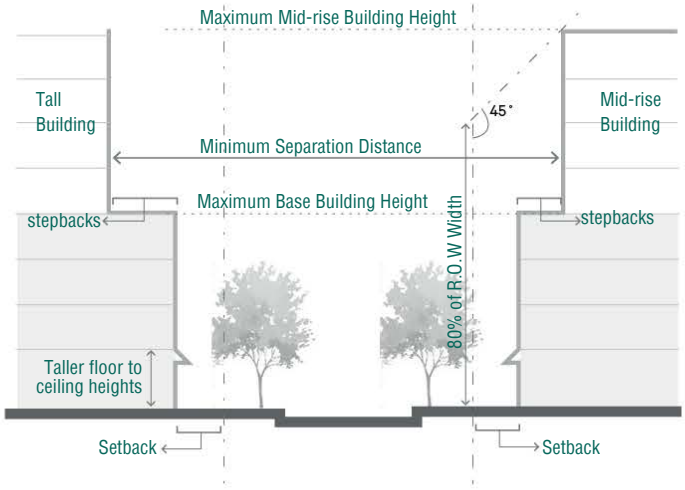
4.2.11 Extensive and generous building setbacks are to be provided to expand and enhance the public boulevards, particularly in high pedestrian traffic areas and in front of destinations such as entrances to retail, offices , schools, community facilities and transit stations.

Mid-Rise Buildings

4.2.12 Mid-rise buildings are the appropriate form of built form where taller buildings cannot be located due to negative shadow and wind impacts. Transition in height from tall building to parks, open spaces and other public realm elements can be successfully achieved with mid-rise buildings.

4.2.13 The blocks adjacent to the Lake Shore Boulevard West and Park Lawn Road should incorporate a mid-rise component to correspond with the mid-rise and lower scaled street edges on the opposite side of the streets. A pedestrian-scaled environment is to be created for Lake Shore Boulevard and Park Lawn Road which provides for access to sunlight and skyview on sidewalks and the public realm on either side of the street. Where taller buildings are located close to the Lake Shore Boulevard edge, a generous stepback from the street wall will allow for a continuous pedestrian perception zone of lower scale at the street edge along Lake Shore Boulevard.

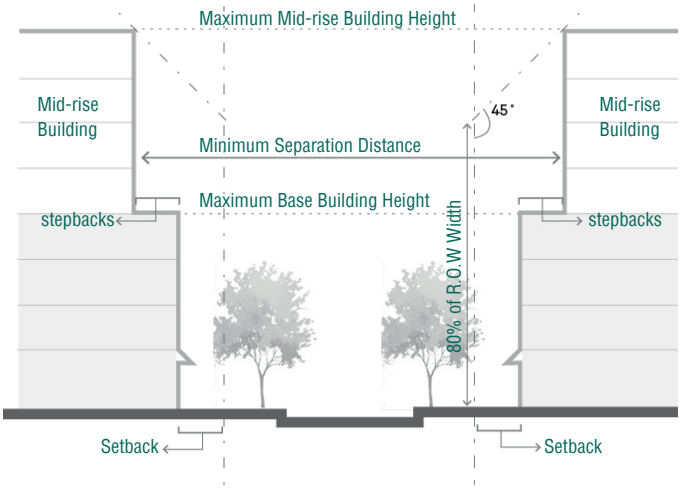
4.2.14 The overall height of the mid-rise buildings will respect the 1 to 1 ratio with the width of the adjacent right- of-way up to the maximum heights allowed in the Zoning By-Law and the Secondary Plan. When additional setbacks and stepbacks can be incorporated in the design of the building, the additional space will be added to the width of the ROW when calculating the 1 to1 ratio.



Base Buildings

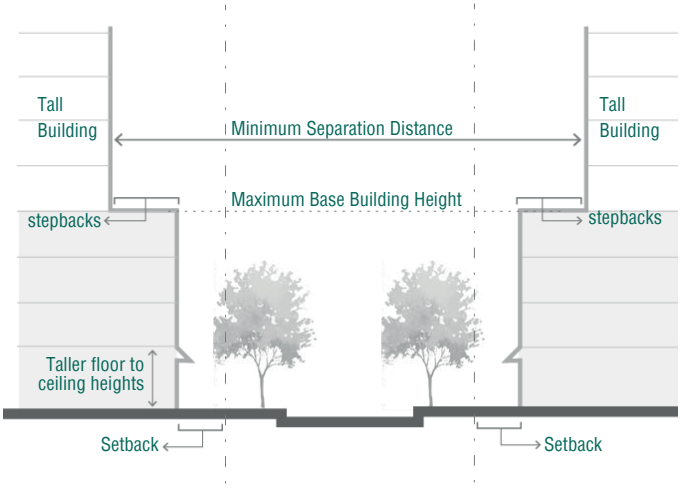
4.2.15 On lower levels, the primary face of the buildings should address the public elements in the following order: public streets, public (or publicly accessible) open spaces, private streets, and private spaces. The secondary faces or entrances of the building could address other elements of the public realm adjacent to the building.

4.2.16 The streetwall of buildings will vary in height and materiality to create interest and variety in composition along the edge of the public realm.



Tall Buildings

4.2.17 Location of the tall buildings will be carefully and deliberately determined based on the location of the other tall buildings within the block, location of the parks and open spaces within the overall study area, the shadowing and pedestrian level wind conditions created by the buildings, the skyline and views created by the accumulation of the tall buildings within the study area and the context.



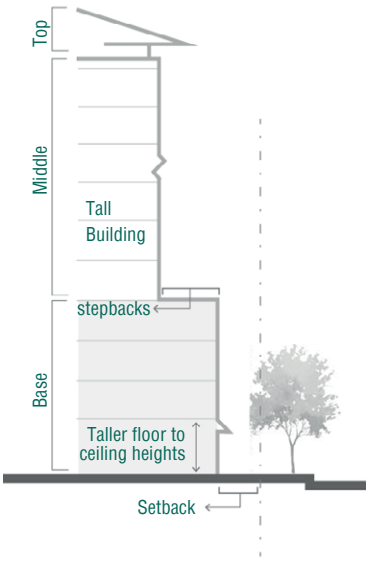
Middle Portion:

4.2.18 The middle portion of the tall buildings should be designed and oriented to reduce any negative micro-climatic impacts on the building components and adjacent public realm elements using limited floor plates sizes and building stepbacks.

4.2.19 The architectural elements, materiality and design of the building in the middle portion of the towers should contribute to the unique character of the cluster of buildings within that block.

Top Portion:

4.2.20 The top component of the towers should be uniquely designed to positively contribute to the overall skyline of the study area and the existing context.



4.3 MASSING AND ORIENTATION

4.3.1 The placement and orientation of buildings, and in particular tall buildings influences energy performance, natural ventilation, privacy and daylighting, as well as sunlight, wind and sky view conditions, all of which contribute to quality of life within the area.

4.3.2 The orientation of each building will be deliberately set to increase energy efficiency within the building and optimize pedestrian comfort levels on the streets and open spaces in its adjacency. It will also define the spaces on the ground floor with a meaningful relationship between the buildings and the adjacent open spaces.

4.3.3 Building orientation and distinct environmental conditions on each building facade create opportunities for building designs which address resilience and sustainability. Some buildings may respond to more than one orientation.

4.3.4 Differentiating façade treatments will contribute to a building's sense of orientation.

4.3.5 Buildings will be located and organized to minimize direct facing conditions and maximize spatial separation for light and privacy between buildings.

4.3.6 Building lengths should be limited through the introduction of vertical breaks, recesses and niches. Where different building masses abut, and site dimensions allow, the adjacent facades incorporate recesses, projections or vertical design details. These moves contribute to interesting, active facades by creating a rhythm of fine grained building elements at street level.

4.3.7 Building face alignments should vary to create compression and expansion of the streetscape, and permit opportunities for generous landscaping and street furniture while maintaining a continuous streetwall within the pedestrian perception zone

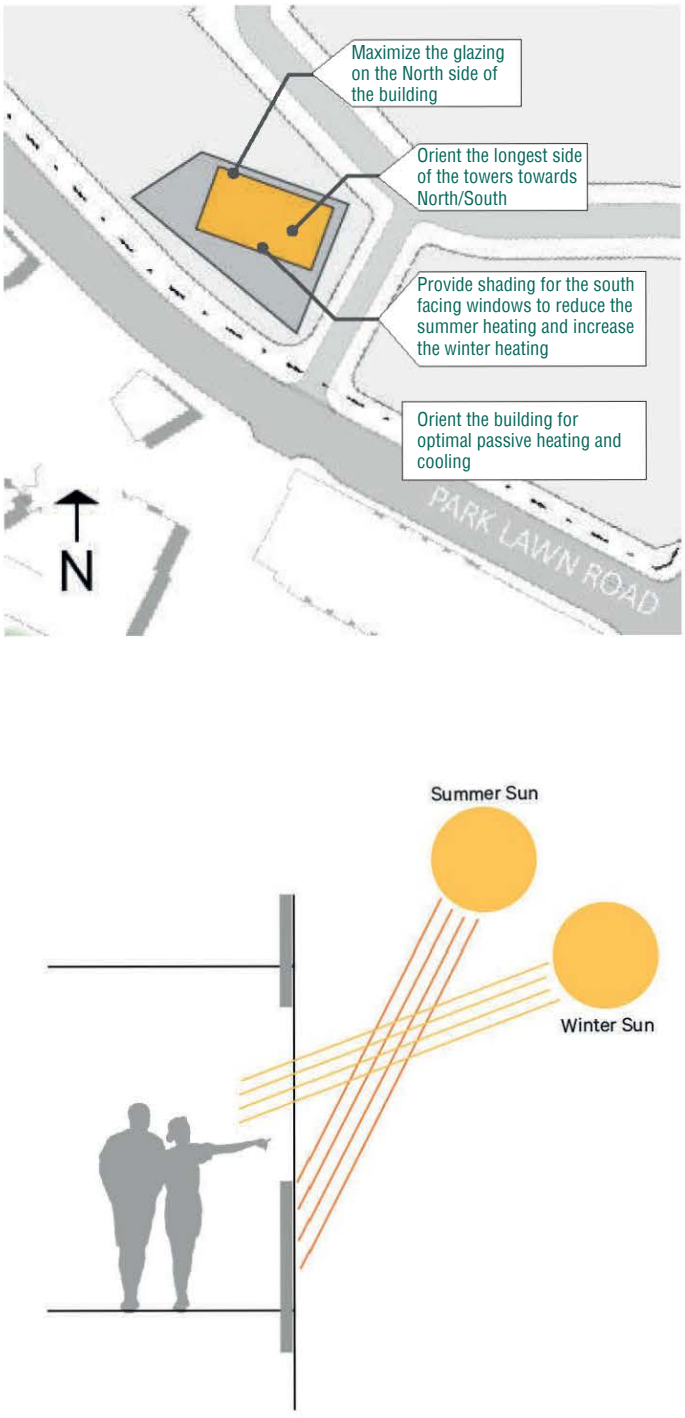


Figure 42. Building Orientation, Facade treatment and massing influencing the energy performance of the building

4.4 FLOOR PLATES AND LAYOUTS

4.4.1 Tall building tower floor plates will be limited, including all built areas, within the tower envelope exterior wall to exterior wall, with the exception of balconies. Zoning By-Law will direct the maximum allowable floorplate area for tower buildings. Recognizing that these building footprint and floor plate sizes are maximums, provide smaller dimensions as necessary to achieve an appropriate massing that meets all of the required open space and built form policies and guidelines for the study area.

4.4.2 Mid-rise buildings floor plates will also be limited to allow for breaks in the massing and separation between the components of the building above the building base, maximizing sun penetration, sky view access and cross ventilation as well as the number of dual aspect units.

4.4.3 The unit mix and size should at a minimum meet the requirements of the latest standards and guidelines including the Growing UP: Planning for Children in new Vertical Communities Guidelines.

4.4.4 Flexible, reconfigurable units are encouraged so that homes can grow with their occupants. Nonstructural knock-out walls could be provided internal to units to provide for flexibility, and between some units to cater to multi-generational households.

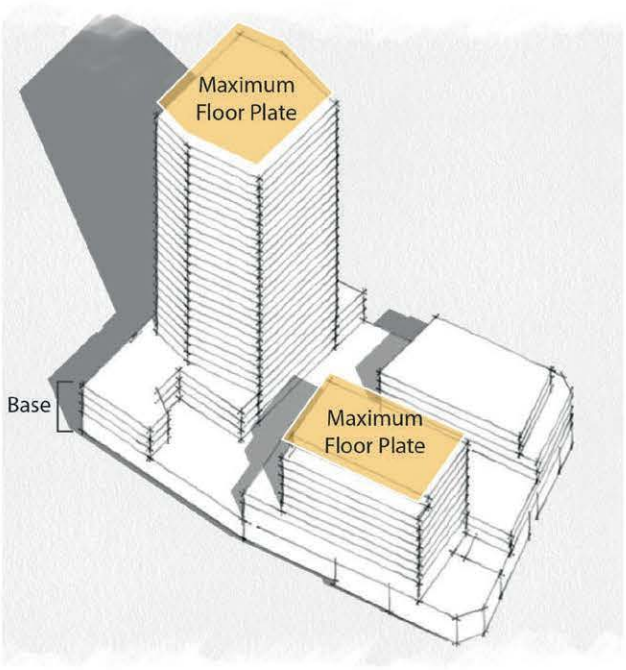


Figure 43. Maximum Floor Plates

Public Health Approach to Design

Spatial implications of public health considerations are a vital aspect of design for the future in case of a health emergency. Social Distancing is instrumental in slowing the transmission of viruses from person to person. The design of new developments should incorporate spaces that can remain operational while allowing for social distancing measures. The American Institute of Architects (AIA) issued a "re-occupancy assessment tool" in response to the COVID 19 Pandemic in which it recommends to allow for 100 sqft (9.3 sqm) per person as a benchmark when calculating the occupancy capacity of a space. It also recommends that planners and architects use (6ft) 1.8m radiuses as a space planning unit.

4.4.5 Programing, interior space allocation, space syntax and the relationship between interior and exterior spaces within a building are part of the considerations in a public health approach to design.

4.4.6 Other than interior design measures, the building massing and typology should allow for maximum flexibility for a variety of uses to occupy the building. It should also permit the expansions and additions to the building and facilitate retrofitting the interiors to allow for change of use.

4.4.7 Employment related buildings should include spaces that can be transformed from conventional office spaces to larger footprints, multi-storey warehouses, tech companies, call centres etc..

4.4.8 The following interior and exterior elements of the buildings should be carefully considered with a public health lens during the design of each individual building to ensure social distancing practices are feasible:

- Wider pedestrian clearways
- Extended and protected cycling facilities
- Larger spaces for outdoor active programming
- Incorporating balconies and larger outdoor amenity areas
- Dispersed, temporary outdoor working areas
- Outdoor amenities such as seating areas that are weather protected
- Wider weather protection canopy above transit stops
- Outdoor courtyards or recessed entrances for retail
- Allowing for queuing zones in front of retail entrances outside the pedestrian clearway area
- Operational windows to allow for natural ventilation in office spaces
- Enhanced HVAC systems, considering maximum number of people per HVAC system
- Touchless waste receptacles close to the entrances of the building
- Allocating benches with distancing measures
- Dedicating larger spaces for transit stops such as bus stops
- Larger shared circulation paths, stair cases, entry points and lobby spaces with buildings
- Incorporating two parallel paths of pedestrian travel where feasible
- Introducing outdoor movie theatres and performance art spaces within parks and POPS

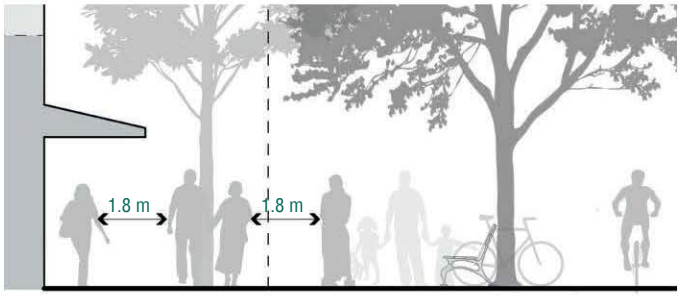


Figure 44. Wider sidewalks will facilitate social distancing measures

4.5 DESIGN AND MATERIALITY

4.5.1 A progressive contemporary expression of art, architecture and landscape architecture is encouraged throughout the study area.

4.5.2 Office buildings along the northern edge of the study area, closest to the Gardiner Expressway, will be designed in a unique way to take advantage of their exposure and contribute to the skyline visible from the transit corridor.

4.5.3 Employment buildings located in different blocks will be designed with similar materials, architectural articulations and other visible attributes to form a unified and evenly contiguous Employment Area.

4.5.4 An identifiable, visually prominent office cluster will be provided in the Employment Lands in a way that establishes a distinct identity.

4.5.5 The buildings within the Employment Area should be designed in a way that could allow for future expansions and additions.

4.5.6 The frontage of Street A should be soften by providing appropriate openings and translucent facades as well as entrances to secondary lobby spaces that connect to upper floors and should avoid large spans of blank and non-active facades.

4.5.7 The location of the building entrances, and façade elements on lower levels of the buildings along the Lake Shore Boulevard West and Park Lawn Road should take into account the buildings and street wall on the opposite side of the street in the existing context.

4.5.8 Buildings that are located on the terminus of a significant view corridor, including views from the intersection of the internal roads with Lake Shore Boulevard West and Park Lawn, parks and the station building, should be designed in unique way to provide a landmark, enhance the views and help with intuitive wayfinding.

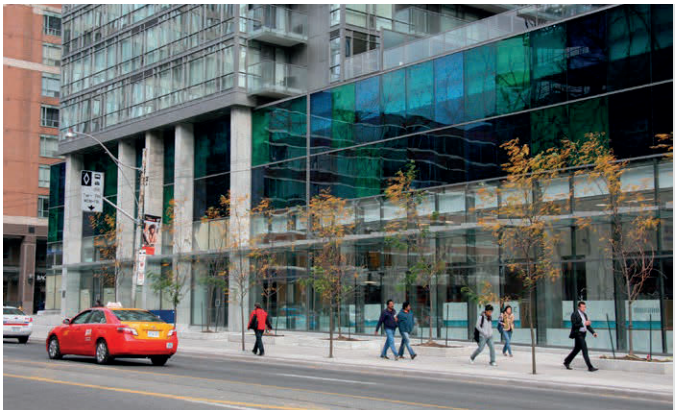


Figure 45. Facade articulations and use of colors and material to add interest - Murano Building - Toronto

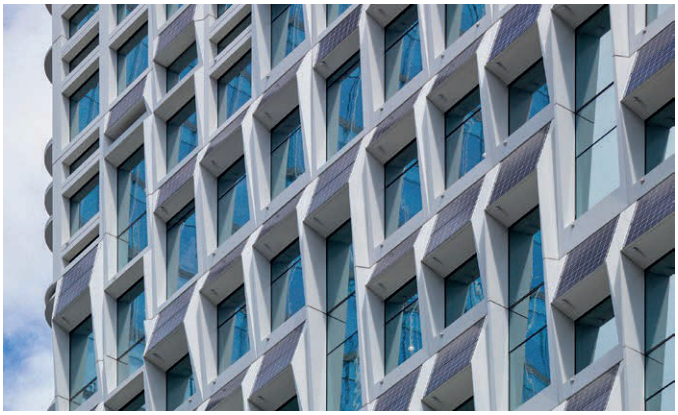


Figure 46. Hanwha Headquarters by UNStudio Office - Seoul (c dezeen.com)

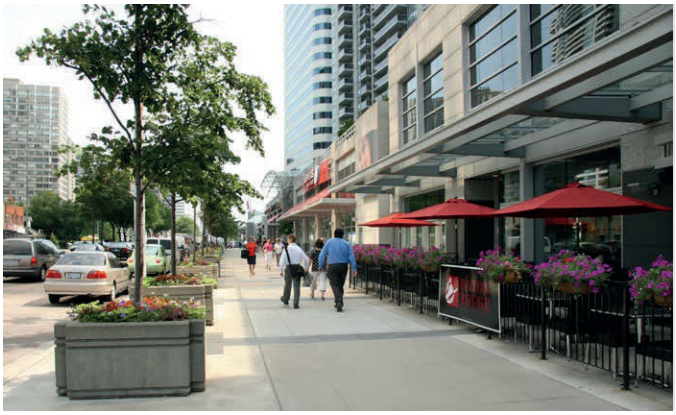


Figure 47. Use of canopy, planters and landscaping to enhance the public realm - Yonge Street - Toronto

4.5.9 Ground level material and facade design should be rich and engage in the senses; the use of brickwork, stone and natural materials with special patterning, finishing and texturing are encouraged.

4.5.10 The use of awnings, canopies and signs should be incorporated in street-facing facades to reduce the perception of building height from a pedestrian level, provide weather protection and add life to adjacent pedestrian areas.

4.5.11 Where commercial uses are less desirable, street-related residential units are encouraged to articulate the building frontages, reduce their perceived scale, and act as a transition from the taller, more intense building types. Residential units at grade are to be designed with individual front doors, front yard landscaping and front yard grading in order to add to the quality of the public realm of the street and boulevards.

4.5.12 All new buildings and developments should integrate mechanical building elements, such as vents, rainwater leaders, utility meters or boxes within the wall plane or other façade features during the architectural design process to mitigate any potential negative impacts on public and pedestrian areas.

4.5.13 Façade design will be carefully co-ordinated with the layout of service conduits, lighting and drainage elements. Ad-hoc, surface mounted elements will be minimized.

4.5.14 Buildings should not have blank façades. Where buildings are prohibited from having windows on an elevation for example, party wall conditions where future adjacent development is anticipated, the side façades are to incorporate upgraded building materials comparable with the main building facades and a minimum level of articulation. This may include, detailed brick work, recesses or reveals and other forms of ornamentation.

Figure 48. Incorporating art in blank facades

4.6 PEDESTRIAN SCALED DESIGN

4.6.1 Blocks should incorporate publicly accessible mid-block connections and spaces connecting with the public sidewalk network and transit stops to increase permeability throughout the study area and encourage active transportation throughout the area.

4.6.2 Public and publicly accessible spaces should provide visual relief and breaks from a continuous street wall along the Lake Shore Boulevard West and Park Lawn Road frontages, enhancing access to skyview and sunlight exposure on the public boulevards as well as providing a sense of openness along the pedestrian perception zone.

4.6.3 It is recommended that a variety of building base conditions be created with clearly defined semi-private transition zones. Site plan applications should include a description of each transition zone and how it mediates between public and private realms. Transition zones could include private setbacks and landscaping areas.

4.7 MICRO-CLIMATIC CONDITIONS AND SUSTAINABILITY MEASURES

4.7.1 Building heights, orientation, massing and architectural elements will be designed in a way to reduce the negative micro-climatic impacts such as wind down washing and channelization and shadowing on adjacent public realm elements. All buildings should be designed to maximize sunlight and sky exposure on public parks.

4.7.2 The buildings located closest to the Gardiner Expressway and Rail Corridor will function as a buffer to minimize the noise and improve air quality on the public realm elements within the study area. These buildings will be designed with adequate measures, mechanical systems and exterior building materials to maximize the comfort level and standard of living internal to the building and at outdoor amenity areas and open spaces for residents.

4.7.3 Buildings should be designed to minimize thermal bridging for occupant comfort and building resilience.

4.7.4 Buildings will be designed to ensure appropriate wind conditions for the intended use of the outdoor spaces throughout the year for outdoor amenity spaces, balconies, parks and open spaces, building entrances and pedestrian paths and sidewalks.

4.7.5 Mitigate wind impacts through modifications to building massing and with the addition of building features, such as projections and recesses, overhangs and canopies.

4.7.6 As part of the comprehensive strategy for bird-friendly design, effective lighting and building energy performance within the study area, the use of lower glazing-to-wall ratios, generous and prominent balconies integrated within the overall building composition and the absence of rooftop and façade architectural illumination are encouraged.

4.7.7 Floor-to-ceiling heights, room depths and window sizes should be optimized for daylighting and thermal comfort.

4.7.8 Shared office amenities should support sustainability goals of the development, for example, showering facilities and repair centres for cyclists, electric vehicle charging stations, and prioritized parking for car-pooling.

4.7.9 Tenants should have access to building systems monitoring in a clear and easily understood form to encourage sustainable behaviour in resource usage

4.7.10 Thermal bridges must be mitigated at balconies.

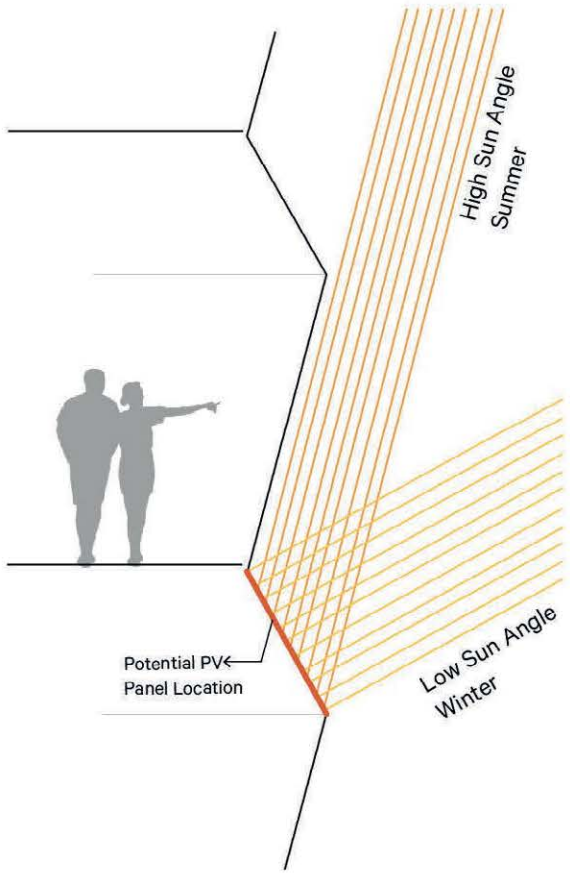


Figure 49. Passive Solar Mitigation and PV panels (c Multitasking Facade: How to combine BIPV with Passive Solar Mitigation Strategies in High-Rise Curtail Wall - International Journal of High Rise Buildings Vol 6 N 4 - Juan Betancur et al.)

4.8 SERVICING AND PARKING

4.8.1 All buildings will be serviced through Underground connections. Vehicular access to underground levels, ramps and servicing entrances will be minimized on street frontages. Vehicular accesses to parking and servicing elements cannot be located on frontages of the main streets and Lake Shore Boulevard West.

4.8.2 Below grade parking must provide a minimum 1.5 metres of high-quality soil volume above a well-drained sub-soil or drainage layer.

4.8.3 Provide well-lit, weather-protected bicycle parking facilities near building entrances for resident and visitor convenience.

4.8.4 Provide clear glazing and other design strategies within underground elevator lobbies, bicycle parking areas and storage lockers to promote visibility, personal safety and security.

4.8.5 Locate underground exhaust vents away from public sidewalks, mid-block pedestrian connections, building entrances and private and shared outdoor amenity areas.

Wayfinding

Wayfinding is an important aspect of underground parking and servicing areas. It will help users orient themselves in physical spaces and navigate from one place to another. Wayfinding is especially important and difficult where the typical intuitive wayfinding tools such as streets, buildings and public realm elements are not visible and the context include homogenous elements such as columns, parking spaces and lobbies that can be visually similar.

4.8.6 Differentiated colors, materials and treatments will be used to facilitate wayfinding and assign an identity and distinct look to areas associated with different blocks above grade.

4.8.7 Underground parking associate with each building or group of buildings will be distinctive and recognizable so that the users can identify their whereabouts in the underground space.

4.8.8 The tunnels connecting the blocks underneath the public streets will incorporate adequate signage to indicate where they are in the context of the block.

4.8.9 The lobby spaces and accesses to buildings within the new development will be prominent and will have a unique, distinguishable look and identity through the use of color, material and lighting.

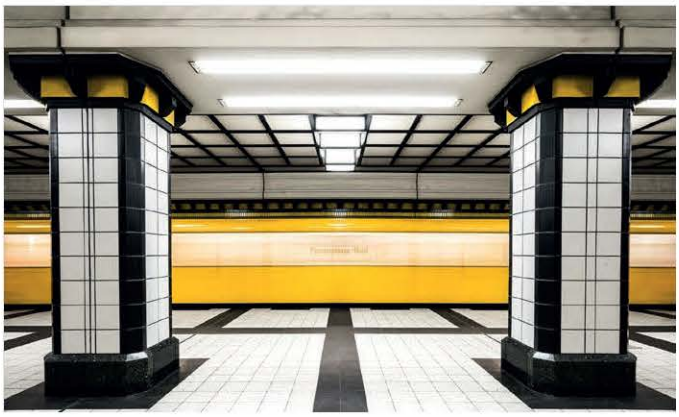


Figure 50. Wayfinding through the use of color - Colorful Architecture of Europe's Metro Stations - (c archdaily.com - Chris Forsyth)

Figure 51. Wayfinding through the use of color - Colorful Architecture of Europe's Metro Stations - (c archdaily.com - Chris Forsyth)

4.9 AMENITY SPACES

Residential and Office Amenity Spaces and Balconies

Amenity spaces are especially important in vertical communities. They provide a convenient and accessible gathering and recreational space for the residents and contribute to the available parks and open spaces within the context.

4.9.1 Provide adequate indoor and outdoor amenity space within each building. The buildings in a grouping should each be self-sufficient in the amount of amenity spaces they incorporate.

4.9.2 Child-specific areas will be provided in the outdoor amenity areas away from the Gardiner Expressway and CNR rail corridor.

4.9.3 All roof tops visible from adjacent buildings will be green roofs or incorporate rooftop amenity spaces where appropriate.

4.9.4 Avoid locating balconies on the facades of the buildings facing the Gardiner Expressway and the CNR rail Corridor.

4.9.5 In the first 4 stories of the buildings, balconies are to be inset to allow for larger tree canopies, and to reduce the visual scale of the massing of the building from the pedestrian perspective.

4.9.6 Balcony design should be suitable for the floor level which they serve. At high building elevations, the use of inset balconies, loggias, and winter gardens may be preferable instead of projecting balconies, for the creation of useful outdoor amenity space.

4.9.7 Privacy and sightlines should be considered where different units and balconies are in close proximity.

4.9.8 The soffits of balconies should be well detailed for visual cleanliness and to aid daylight penetration of residential units.

Pet Friendly Spaces

4.9.9 Provide dedicated dog relief areas and other indoor and outdoor pet-friendly facilities on site to minimize conflicts with the quality and enjoyment of other passive and active recreation areas within the block and to mitigate pressures from pet use within public parks.

4.9.10 Install mulch within designated dog-relief areas and other pet-designated outdoor spaces and provide hose bibs and drains connected to the sanitary sewer, as appropriate, to clean and maintain pet relief areas.

4.9.11 Provide indoor pet wash and grooming facilities with direct access from outdoor pet-friendly areas.

Figure 52. Phoebe Condo Courtyard - Toronto

Figure 53. City Hall Green Roof - Toronto

5.0 HISTORY and COMMEMORATION

Historically, the development of the Christie study area included several different industrial and commercial uses and is close to a number of natural resources. An understanding of the rich and varied history of the study area and its surrounding area will be informed through commemoration and interpretation initiatives.

5.1 HISTORY OF THE AREA

"Archaeological evidence suggests that Toronto has been home to indigenous peoples since at least the 15th century. An ancient indigenous trail ran south of the Study area along what is now Lake Shore Boulevard West, connecting the area to a greater network of trails, including the Toronto Carrying Place on the east side of the Humber River. " (1)

"At 45km, the Toronto Carrying Place was one of the longest portage routes in North America, used for millennia by Indigenous people and then as a fur trade corridor by Europeans such as Alexander Henry and La Salle. A huge bronze globe made for Louis XIV of France in 1690 was said to have clearly depicted it. Only after John Graves Simcoe's decision to build Yonge St. in 1795 did it become redundant." (2)

"To the west of the Site, the mouth of Mimico Creek was a favoured nesting ground for passenger pigeons, which may have provided an important food source for indigenous groups." (1)

From 18th century, the land was subdivided and reassembled many times and sawmills, and brickmaking were the industrial use of the site. The site was also used as campground featuring cabins for motor tourist due to the rapid improvements in highway qualities and motor vehicle use in early 20th century. (1)

In 1946 Christie, Brown & Co. eventually assembled the land. "The new Lakeshore Bakery was built to accommodate a workforce that arrived by automobile. Designed by Toronto-based architecture firm Mathers & Haldenby, the factory was opened in 1950. It was low and expansive to easily move baked goods from production to packaging and storage. The water tower is contemporary to the factory and was painted between 1950-1982." (1)

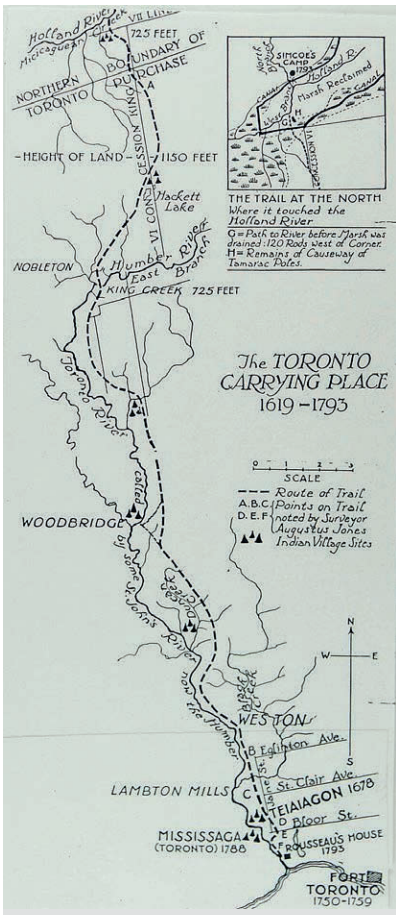


Figure 54. Toronto Carrying-Place Trail - " The Toronto Carrying Place Trail along the Humber River. The Site is located to the west (left) of the River, and trails passed adjacent to and through the Site to connect to the Toronto Carrying Place pictured here (C.W. Jeffreys,1933)." (c ERA 2150 Lake Shore Heritage Impact Assessment) (1)

References:

(1) 2150 Lake Shore Heritage Assessment Report, Prepared by ERA Architects Inc.

(2) Freeman, V. (2016). Compte rendu de [The Toronto Carrying Place: Rediscovering Toronto's Most Ancient Trail by Glenn Turner]. Ontario History, 108 (1), 134–135. https://doi.org/10.7202/1050619ar

(3) Patrick Robert Reid Stewart (2015). [Indigenous Architecture through Indigenous Knowledge] University of British Columbia

5.2 SITE COMMEMORATION AND INTERPRETATION

Establishing relationships between the new and historic development of the site as well as its surrounding natural resources and related themes will be supported by commemoration, interpretation, place-making and story-telling initiatives in an effort to create a sense of place and correspondence between people and places.

5.2.1 The water tower is a well-known structure and is the only remaining feature on the site associated with the Christie, Brown & Co. industrial bakery activities. The water tower will be retained on site as a commemorative element of the historic former industrial use.

5.2.2 It is preferred that the water tower remain in its current, original location in an effort to continue to act as a commemorative marker to travelers along the Gardiner Expressway. If the current location of the water tower cannot be maintained, a new location with continued visibility from the Gardiner Expressway is recommended. If visibility of the water tower from the Gardiner Expressway is not possible, a new location with visibility from the public realm should be explored. Additionally, in an effort to retain the water tower's historic association with the former Christie bakery, the tower will not be used for advertising but will be reverted to its original one-colour painted appearance.

5.2.3 An Interpretation Plan will address the site's other industrial connections and should also address other identified themes including natural systems and resources, key transportation routes and leisure and recreation. Initiatives commemorating and/or interpreting the Indigenous history of the area following First Nations engagement and consultation is recommended.

Figure 55. Water Tower visible from Gardiner Expy - 2150 Lake Shore Boulevard

Figure 56. Using special pavement engraving as a story telling tool - Six Points Project - Toronto

Figure 57. The Gathering Circle in Thunder Bay, Ontario has garnered over 20 awards since opening in 2013. Made of bent spruce trees, the waterfront pavilion is a collaboration between Anishinaabe architect and artist Ryan Gorrie and Toronto firm Brook McIlroy." (c azuremagazine.com)

6.0 Streets and Streetscape

The mobility infrastructure is one of the most important organizing features of the development. New streets will increase the permeability and accessibility within the study area and encourage pedestrian, cycling and transit movement in an attractive and comfortable environment. The street network within the study area will provide opportunities for active modes of transportation that would alleviate vehicular congestion and support transit operation.

6.1 GENERAL PRINCIPLES

New streets will provide access and frontage to individual development parcels within the study area, the transit hub, public parks, privately owned public spaces (POPS) and community facilities. The design of these streets will prioritize pedestrian, cyclist and transit users' circulation.

The location of the new streets will align with the existing street network within the context. Streets and driveway access along the south side of Park Lawn Road and the east side of Lake Shore Boulevard are considered when developing the new streets and pedestrian network and connections.

New streets will be designed uniquely based on their function and character and in accordance with City Standards.

Street B is the spine of the development providing access to and from the transit hub, Lake Shore Boulevard, public parks, community facilities, retail and employment uses, schools, POPS, and other transit facilities.

6.1.1 The street should be designed to include additional pedestrian and cycling amenities above and beyond the minimum requirements of the City of Toronto Standards and Guidelines in order to enhance and augment the pedestrian and cyclist experience.

6.1.2 The design of the new streets will implement the elements of the Toronto Urban Design Streetscape Manual, will include green infrastructure of the Green Street Technical Guide and will apply the Complete Street approach to develop a network that balances the needs and priorities of various users within the public right-of-way.

Figure 58. Existing and proposed Street Network

Pedestrian Circulation

6.1.3 The pedestrian clearway (sidewalk) along Street B will be a minimum of 3 metres wide to allow for a comfortable walking environment. This space may be augmented with generous landscaped setbacks in high traffic areas and entrances to destinations such as community facilities, and retail spaces.

6.1.4 The setbacks and the location and orientation of the street walls should vary and be deliberately set to enhance wayfinding and placemaking by creating spaces adjacent to the public boulevards that could function as gathering spaces and gateways to key elements of the development within the block.

6.1.5 Buildings adjacent to the pedestrian pathways and sidewalks will provide weather protection and wind and thermal comfort for pedestrians by incorporating overhangs and canopies as well as additional landscape materials.

Pedestrian circulation networks will be designed to allow for safe, comfortable and continuous pedestrian walkways and sidewalks to access all public and private elements within the study area.

6.1.6 The pedestrian network will be maintained continuously within the development blocks through sidewalks and pedestrian connections and connected lobbies as well as retail and office concourses.

6.1.7 The connection between the transit hub and the major streets within the context such as Lake Shore Boulevard and Park Lawn Road will be assessed as part of the design for each development block and enhancement to the permeability of each block will be incorporated to allow for increased permeability throughout the study area and more convenient, safer and comfortable access to and from the Transit Hub.

Figure 59. Existing and Proposed Pedestrian and Cycling Network

6.1.8 Access to natural resources within the context from the development will be established by the addition of safe pedestrian connections and crossings.

6.1.9 New street lighting and street furniture will be introduced throughout the study area to enhance pedestrian amenity, and at transit stops to support the growing ridership.

Figure 60. Pedestrian Infrastructure expanded by additional building setbacks - RBC building - Toronto

Cycling Facilities

Cycling infrastructure will be enhanced to provide a comfortable and safe network connecting the study area to the existing cycling network.

6.1.10 On-street, fully separated cycling facilities will be provided on all public streets.

6.1.11 Bike parking facilities will be provided along the streets and in locations that are in close proximity to the key destination buildings such as community facilities, schools, parks, POPS, the transit hub, and entrances to retail and employment uses.

6.1.12 At grade sheltered bike parking will be included within every new development.

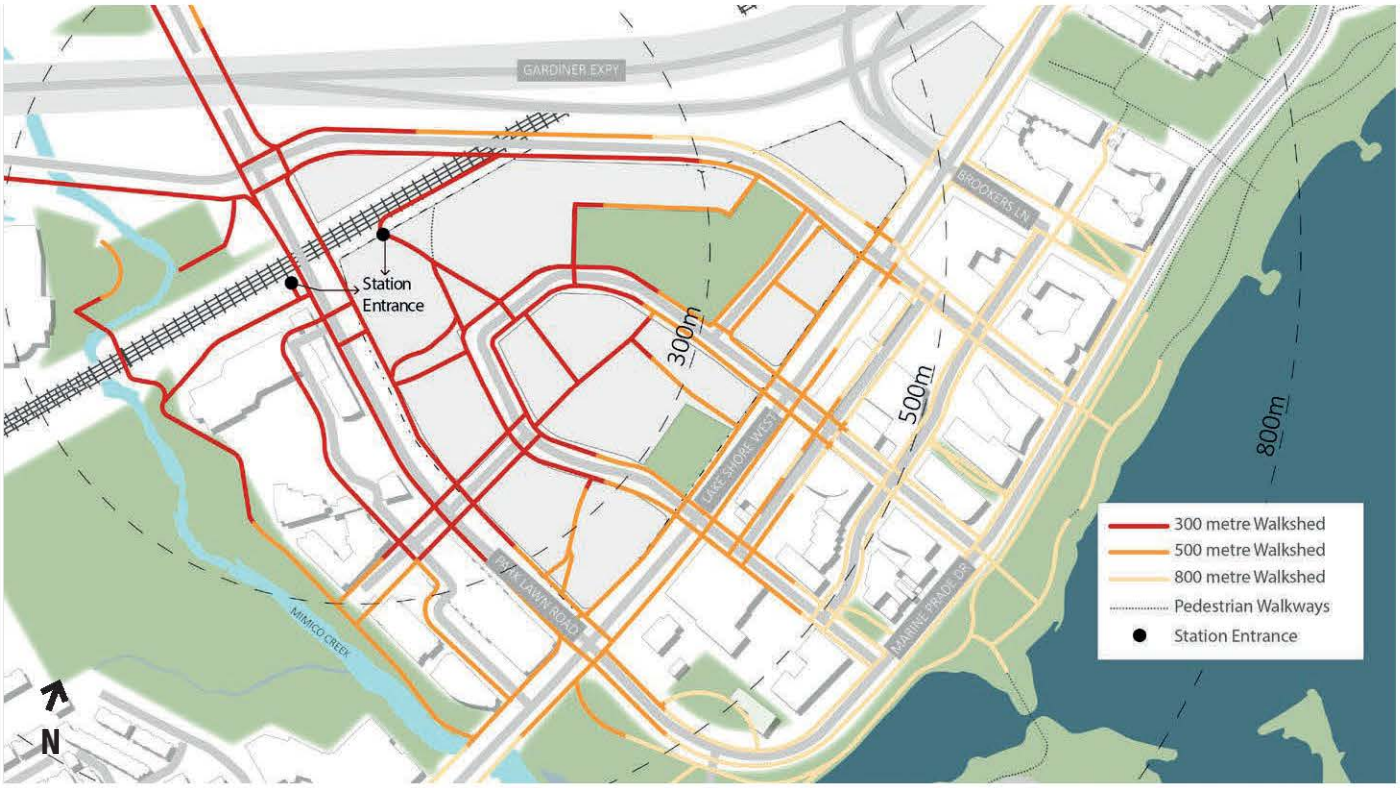


Figure 61. Walking Distance from the Station Entrance Building - Each color on the map represents part of the pedestrian network that is within the respective distance from the station building.

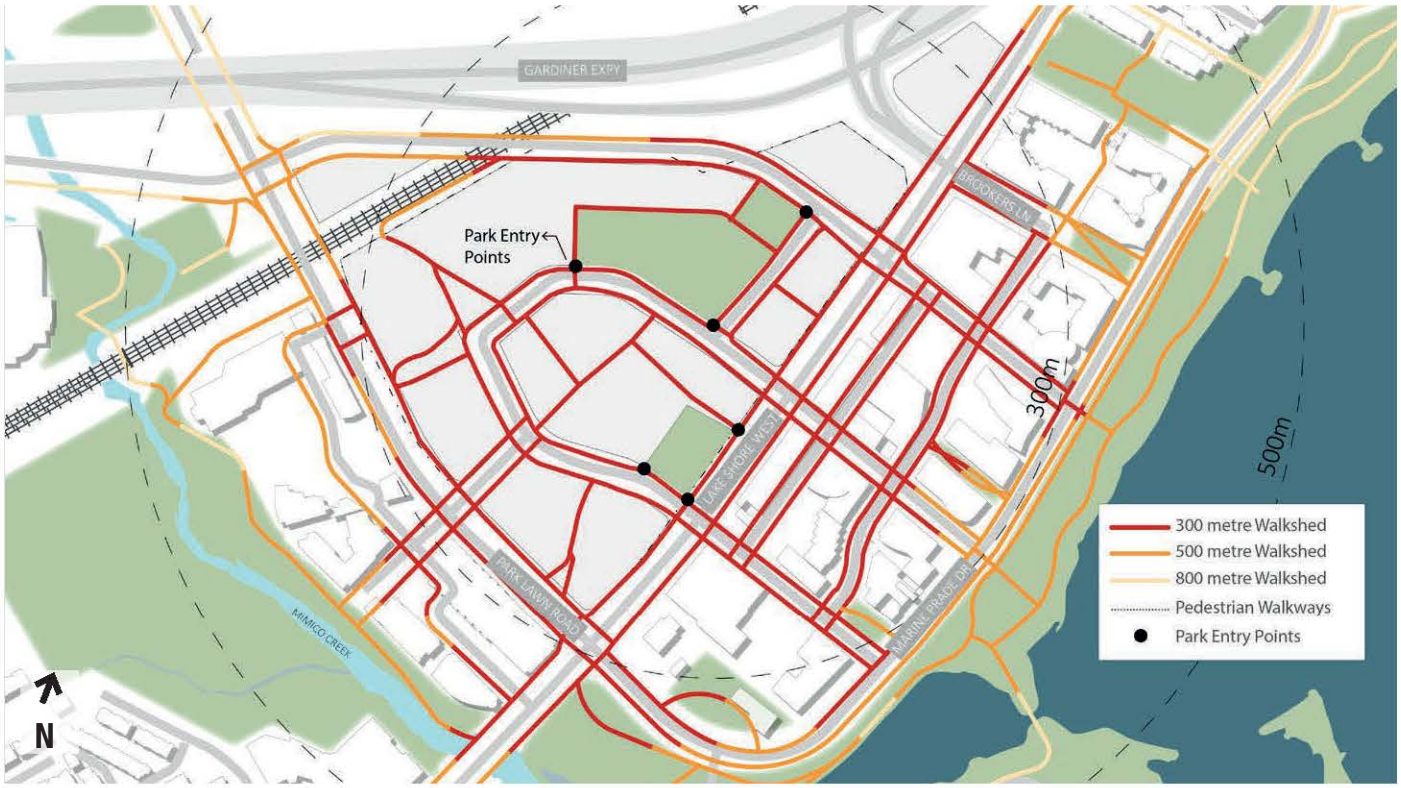


Figure 63. Walking Distance from the public parks points of entry - Each color on the map represents part of the pedestrian network that is within the respective distance from the public parks' multiple points of entry.

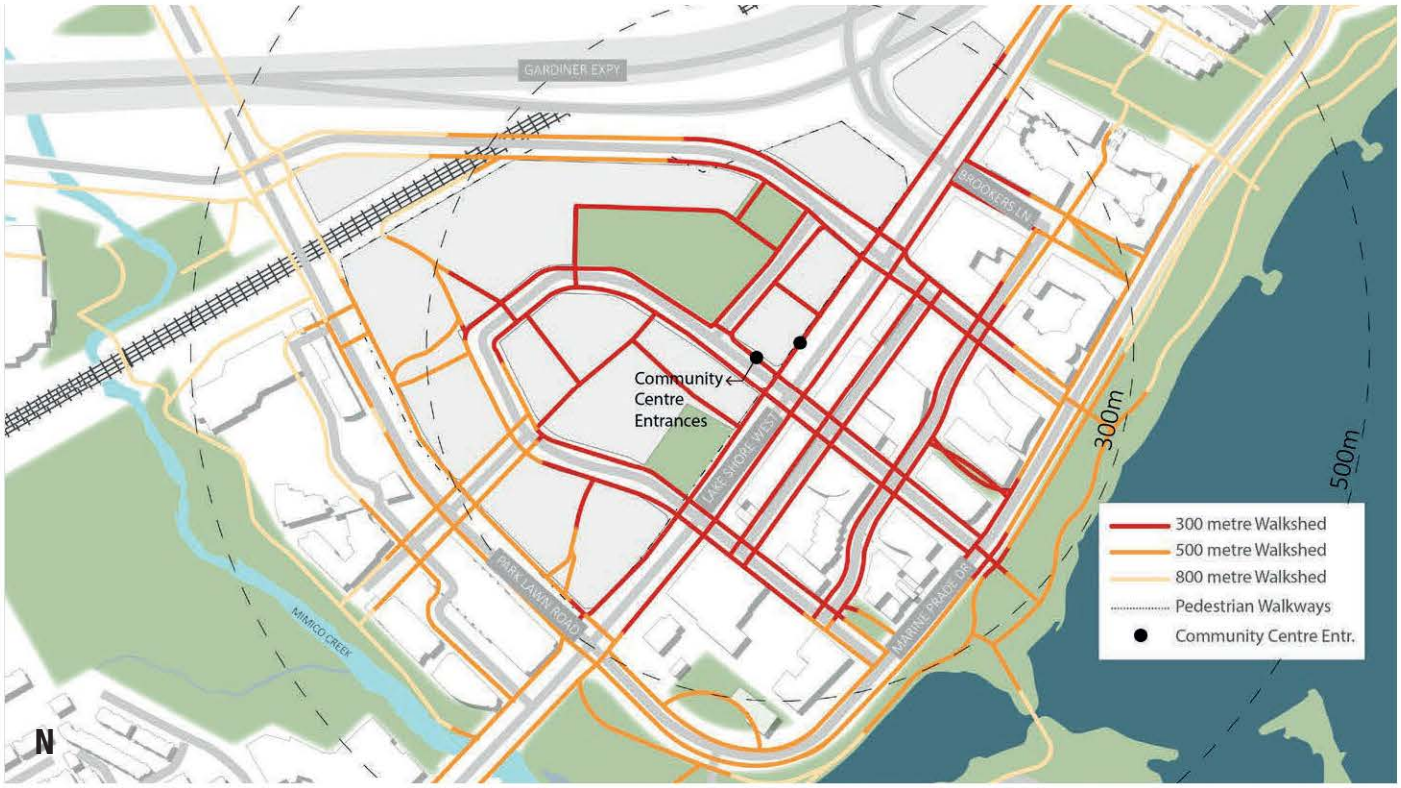


Figure 62. Walking Distance from the Community Facility Entrance - Each color on the map represents part of the pedestrian network that is within the respective distance from the community facility.

Lake Shore Boulevard West

Lake Shore Boulevard West, defined as an Avenue in the Official Plan, is the main interface of the development with the existing context. Along with Park Lawn Road, Lake Shore Boulevard will facilitate the integration of the new development within the existing and planned developments in its surroundings. The right-of-way width of Lake Shore Boulevard in this location will be expanded to accommodate generous and green public boulevards as well as cycling facilities.

6.1.13 Vehicular accesses to underground parking and loading spaces will not be located on the Lake Shore Boulevard frontage.

6.1.14 New buildings will be setback from the Lake Shore Boulevard property line in order to expand the public realm and add weather-protected features and space to allow for a comfortable pedestrian environment as well as retail spill out.

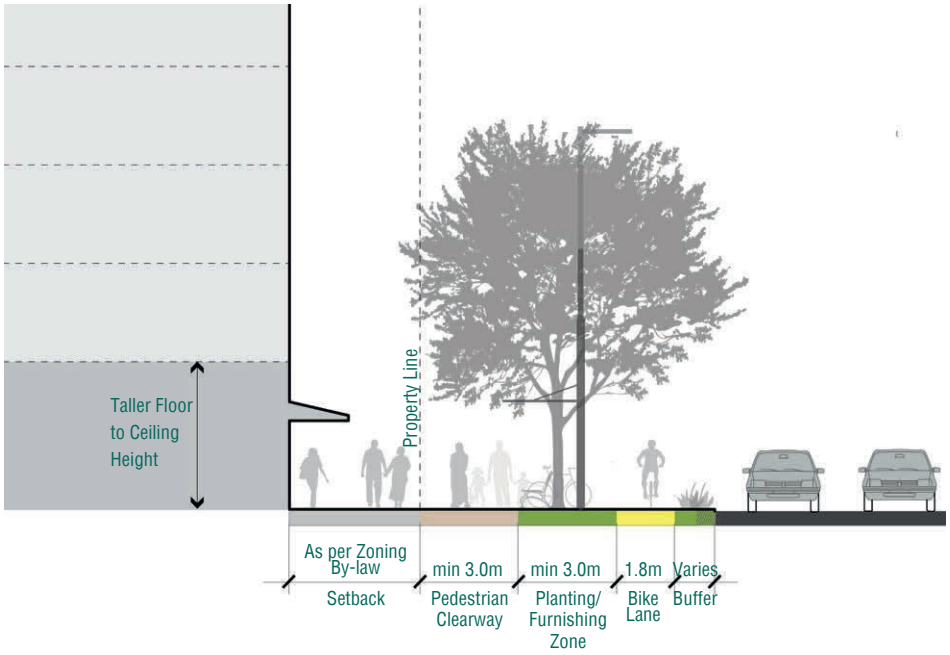
6.1.15 Grade-separated cycling facilities along Lake Shore Boulevard will connect the cycling network within the new development with the existing cycling infrastructure.

6.1.16 Public boulevards along Lake Shore Boulevard will accommodate a pedestrian clearway that is at its minimum, 3 metres wide, separated from the roadway and cycling facilities, by a landscape zone including tree planting and street furniture that is a minimum of 2 metres wide.

6.1.17 The design of the public boulevard along Lake Shore Boulevard will take into consideration the existing public boulevard design on the east side of Lake Shore Boulevard.

6.1.18 A public park along Lake Shore Boulevard will provide a break from the continuous street wall along the street. The design of the park and the public boulevards along Lake Shore Boulevard should be coordinated to provide an integrated and seamless pedestrian environment.

6.1.19 The developments fronting Lake Shore Boulevard will incorporate street-related uses to create a vibrant, comfortable and pedestrian-oriented environment.



Lakeshore Boulevard is being assessed by the Park Lawn - Lakeshore Transportation Master Plan. Currently, the Official Plan identifies the right-of-way width of Park Lawn Road to be 36 metres. Any conveyances required beyond 36m to provide the below requests will be addressed through the Secondary Plan and the development application process. - Dimensions are minimum

Park Lawn Road

Park Lawn Road is the secondary face of the development within its existing context. Park Lawn Road will incorporate transit stops and access to the transit hub outside the new development. The right of way width of Park Lawn Road will be expanded to allow for transit stops as well as comfortable and safe public boulevards.

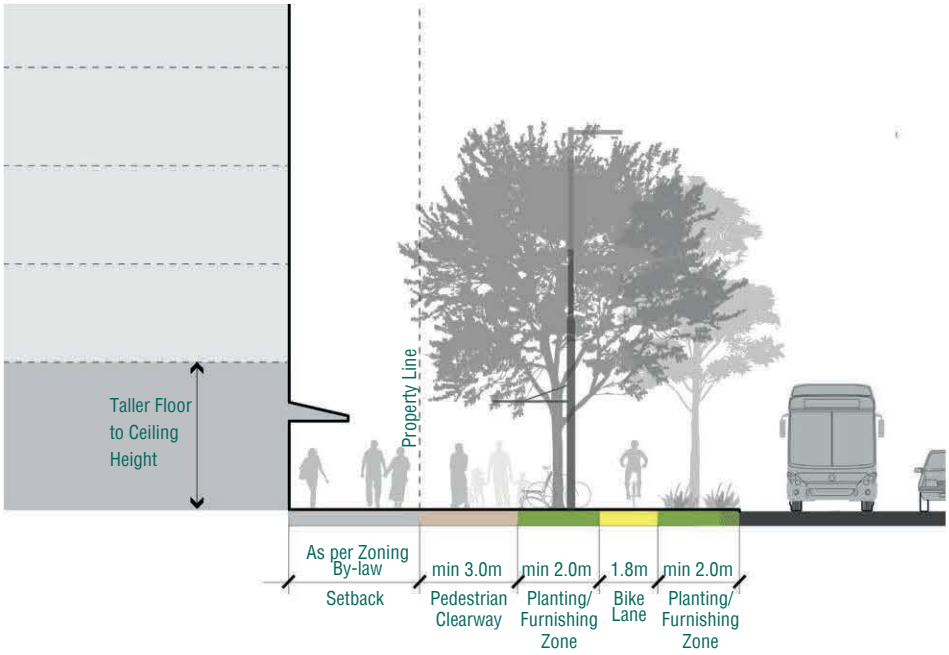
6.1.20 The Park Lawn Road streetscape will include double rows of trees within the public boulevard to enhance the green character of the street and to provide a buffer for pedestrian and cyclist movements from the bus bays and bus stops.

6.1.21 Convenient access to transit stops will be provided through public pedestrian spaces and publicly accessible mid-block connections.

6.1.22 The crossings will take into consideration, the existing driveway entrances and streets on the south side of Park Lawn Road and will align to provide a convenient and safe crossing for pedestrians and cyclists and minimize the conflicts with vehicular and transit movements.

6.1.23 The pedestrian clearway (sidewalk) within public boulevards have a minimum width of 3.0 metres.

6.1.24 The buildings facing Park Lawn Road will be set back to expand and augment the pedestrian circulation spaces of the public boulevards.



On street facilities subject to discussion with Transportation Services - Dimensions are minimums

Public Street B

Street B is the central organizing feature within the new development connecting the Lake Shore Boulevard and Humber Bay Shores developments to the transit hub, public parks, POPS, retail and employment uses and community facilities. The design of Street B will prioritize pedestrian, cyclist and transit users and will implement the green street and complete street design approaches. The public right-of-way is augmented and complemented by generous landscape setbacks within development blocks to support spaces with a variety of uses and characters.

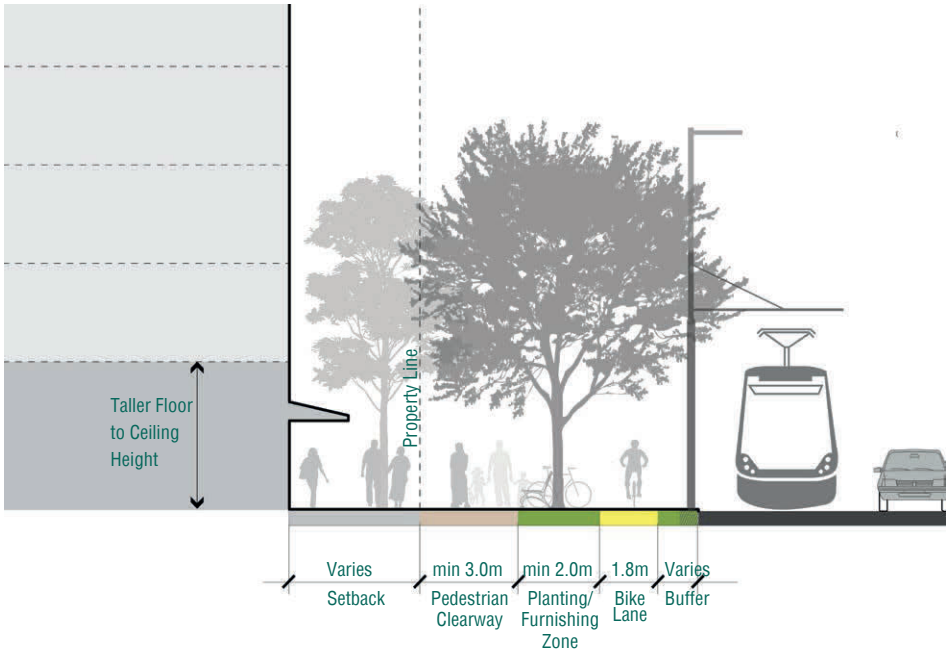
Street B at its intersection with Lake Shore Boulevard will be aligned with the intersection of Silver Moon Drive and Shore Breeze Drive and will incorporate safe crossings for pedestrians and cyclists. These intersections are the main gateways to the development from Lake Shore Boulevard and the point of entry for transit users when using the streetcar to access the transit hub. These entry points will be treated to enhance wayfinding and placemaking approaches will be inviting and welcoming and representative of a green, sustainable, walkable and transit-oriented community.

Street B will have distinct yet unified characters in its different segments.

The inner side of the street will be adjacent to the retail components as well as the employment uses. The streetscape on this side of the street will be expanded with generous landscape setbacks to allow for retail spill outs and event spaces as well as adding interest and unique character where key destinations such as the entrance to the retail space are located.

The outer side of the street on the northern segment is located adjacent to the large public park and will complement the park space using Green Infrastructure within the public boulevards. The street furniture and planting material in this segment will be coordinated with the design of the furniture and plant material within the park to demonstrate a continuation of the park space within the public boulevard and Street B.

The outer side of the street on its southern segment will be adjacent to the Tall buildings and development blocks and will be softened by additional setbacks and varied street wall conditions



On street facilities subject to discussion with Transportation Services - Dimensions are minimums

to provide a more pedestrian-scaled environment. Development blocks will incorporate stepbacks to allow for appropriate pedestrian perception zones and access to sunlight and sky view in public boulevards.

6.1.25 Given the large number of pedestrians traveling through Street B to access the transit hub, the retail spaces, the parks and the community facilities, the pedestrian clearway on both sides of this street will be 3 meters or greater in width, complemented by generous setbacks on the development blocks to allow for more comfortable, lively and interesting pedestrian environment.

6.1.26 A landscape zone 2 metres in width will be located in the boulevard between the pedestrian clearway and the cycling and vehicular zones within the roadway.

6.1.27 A grade-separated cycling trail designed as per the latest City Standards and guidelines with appropriate buffers zones will be provided on each side of the street.

6.1.28 Vehicular entry points will not be located within Street B to provide safe, comfortable and seamless pathways for pedestrians and cyclists.

6.1.29 Developments along Street B will address the street with the primary elevation and main building entrances. Back of house elements of the development will be located away from the street frontages.

6.1.30 The development facades facing Street B will be active, interesting and contribute to design excellence throughout the new development.

Figure 64. Walker Park by msla (c Landezine.com)

Figure 65. Street activation with retail - Toronto

Figure 66. The Holyrood North project by Harrison Stevens (c Landezine.com)

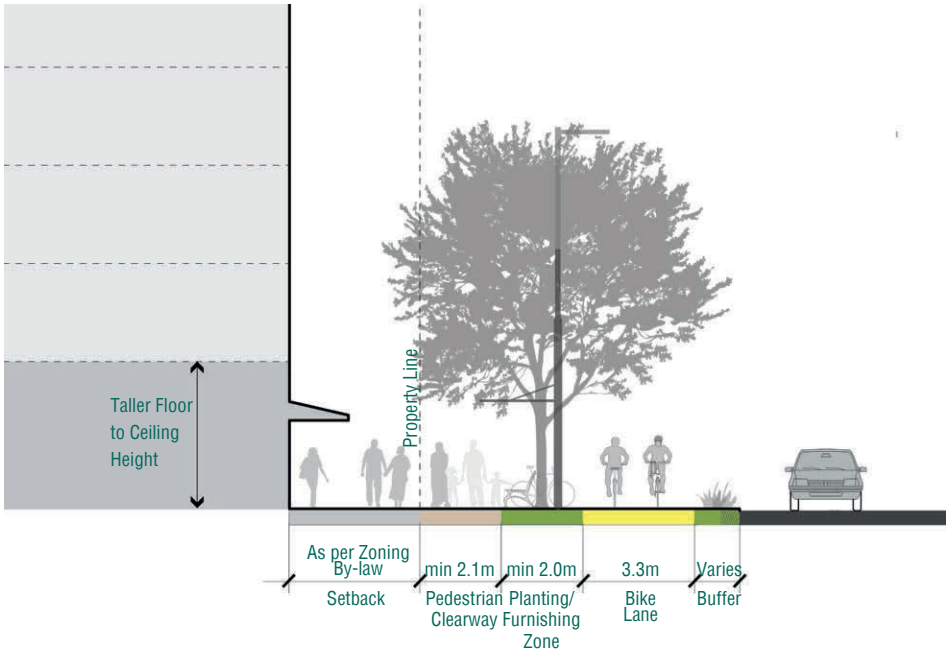
Public Street C

Street C will be a public street connecting Street B and Park Lawn Road. This street will be the point of entry to the new development for residents of the developments to the south side of Park Lawn Road. The street will also connect the new development with Mimico Creek.

6.1.31 A continuous boulevard on either side of the street will be provided to include a pedestrian clearway (sidewalk) with a minimum width of 2.1 metres and a landscape zone with a minimum width of 3 metres.

6.1.32 The developments along this street will have a minimum of 3 metres setback on the ground floor to expand the pedestrian circulation spaces and allow for retail spill outs where appropriate.

6.1.33 Street furniture including bike racks, benches, and waste receptacles will be accommodated within the public right-of-way.



On street facilities subject to discussion with Transportation Services - Dimensions are minimums

Private Street D

A private road connection will connect Street B with Street A on the north side of the development and on the east side of the large public park. This road will be designed to City of Toronto's standards as directed by the City of Toronto Official Plan and will include pedestrian clearways and landscape zones and street furniture on both sides of the street.

6.1.34 The streetscape on the west side of the street (closer to the park) will complement the park space using Green Infrastructure within the public boulevards. The street furniture and planting material in this segment will be coordinated with the design of the furniture and plant material within the park to demonstrate a continuation of the park space within the public boulevard.

On street facilities subject to discussion with Transportation Services - Dimensions are minimums

Public Street A

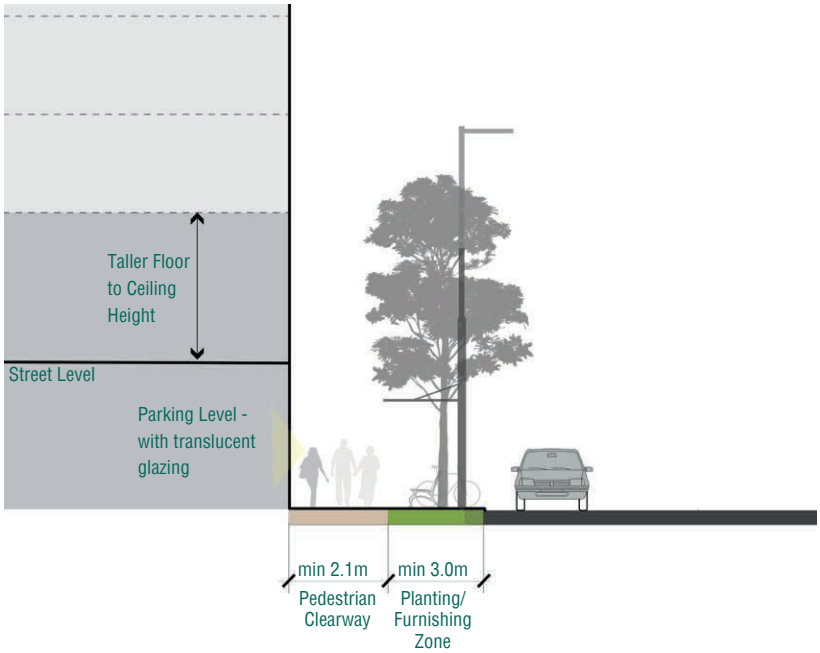
Street A will be a public street connecting the intersection of Lake Shore Boulevard and The Marginal Boulevard to the intersection of Park Lawn Road and the Gardiner Expressway / Park Lawn Road ramp. This road will accommodate the majority of vehicular movement and entrances to underground parking and loading spaces. The grade differences between this street and the ground floor of the new developments adjacent to Street A provide an opportunity for the entrances to parking spaces to be directly from the underground levels. This will further enhance the public realm within the new developments by concentrating the vehicular accesses away from the ground floor and significantly reduce the pedestrian, cyclists and transit users' conflicts with vehicular activity.

6.1.35 Street A will include pedestrian clearways as per City Standards.

6.1.36 Tree planting and landscaping will be provided to soften the vehicular oriented environment for pedestrian and cyclists.

6.1.37 The facades along Street A should include translucent glazing into the parking areas to allow for natural light penetration and increased safety within the parking lot as well as interest and articulations on the external facades of the buildings for pedestrians and cyclists.

6.1.38 The buildings located close to Street A will include secondary entrances, elevators and stairs, lobby spaces or other appropriate amenities on Street A level to provide activation along this road and allow for pedestrians and cyclist to access the buildings without having to enter or exit through the underground parking.



On street facilities subject to discussion with Transportation Services - Dimensions are minimums

6.2 LANDSCAPE AND STREETSCAPE MATERIALS

Planting

The landscape design within the streetscape and publicly accessible open spaces will be part of a wider green infrastructure network within the context connecting to the natural landscape of the Mimico Creek ravine, the Humber River Valley and the Lake Ontario shoreline and will beautify the area, provide relief from the hard surfaces of streets and buildings, improve the air quality and enhance the microclimate. Wayfinding and directional orientation within the new development will be enhanced and the unique character of the area will be emphasized with a comprehensive landscape strategy.

6.2.1 The landscape design of the study area will be coordinated with the phasing of the development to reduce injury to plant materials.

6.2.2 Opportunities to use the undeveloped land areas in earlier stages of the phasing should be taken advantage of to encourage the use of the space for creative purposes such as food production and on-site plant nurseries.

6.2.3 Within all boulevard areas high branching, deciduous street trees will be planted, with adequate soil volume per tree and spaced at regular intervals depending on tree species.

6.2.4 A diversity of species which supports canopy resilience and complements the natural environment of the area will be planted.

6.2.5 A minimum of 75% of the plant material within the study area will be selected from native species.

6.2.6 Along a stretch of the street or planting area, a combination of different species of trees of a similar form and structure, with distinct canopy height, leaf shape, colors will be planted with no one species to include more than 25% of the total plant material. This approach will lessen the impact of one pest or disease specific to a particular tree species and will result in canopy resiliency and visual interest within the streetscape.

Figure 67. Existing and Proposed Landscape Infrastructure

6.2.7 The selection of trees will take into account biodiversity, study area locations, ecological compatibility, amount of shade and sun-exposure, air pollution conditions, level of hardiness required, and wind mitigation requirements.

6.2.8 Trees and vegetation will be selected in accordance with the recommendations of the Biodiverse Landscape Manual for the area and provide soil volume and planting conditions that meet the requirements of the Toronto Green Standard and other applicable City standards, manuals and best practices.

6.2.9 Use salt-tolerant plants near vehicular and pedestrian areas.

6.2.10 Rooftop spaces will create an opportunity to provide urban agriculture spaces for the community.

6.2.11 Habitat structures and opportunities will be provided where appropriate, including a diversity of native planting types and sizes, shallow water features, cavity nesting birdhouses, biodiverse green roof gardens particularly within the first 30 metres from grade and woody debris, leaf litter and mulch within landscaped areas, in accordance with the recommendations of the Biodiverse Landscape Manual for the area to support the natural environment within the context.

6.2.12 The area adjacent to Street A and the railway will be heavily landscaped with tree planting and will function as a green buffer to reduce negative air and noise pollution impacts and filter the water run-off from the Gardiner Expressway.

6.2.13 On streets where pedestrian activity is more modest, trees will be surrounded by naturalized groundcover, soft landscape plantings and surfaces.

6.2.14 On streets with high pedestrian activity, protected soft landscaped areas will be provided around trees, particularly within curbside boulevards. A raised planter with a short 200mm wide granite or concrete curb may be used to provide an opening for air and water exchange and help to reduce the cost of structural elements. These planters should be used only where the boulevard width is greater than 6 metres.

6.2.15 Strategically locate hard surfaced connections and furnishing areas between tree planting zones to minimize impacts to tree roots.

6.2.16 Street B is to function as a green and complete street with dedicated space for transit, pedestrians, cyclists, motorists, on-street parking, trees, biodiverse plantings, stormwater management, bird-friendly lighting and high-quality surfaces, street furnishings and wayfinding elements.

6.2.17 Shallow water features will be created to offer opportunities for rainwater harvesting, resident amenity and benefit to birds and wildlife.

Figure 68. Street tree planting - 18 Yorkville - Toronto

Figure 69. Vanke Wangjing Garden by Instinct Fabrication (c Landezine.com)

Paving

6.2.18 Walkways and other hard surfaced areas within the study area will be provided with high-quality, high-albedo and universally accessible materials and decorative permeable paving will be installed where appropriate to promote water infiltration.

6.2.19 Where patterns or non-standard materials are part of an approved streetscape master plan or are proposed and deemed appropriate in principle, all such installations must be AODA compliant and may be subject to review and approval from the City.

6.2.20 All paving details will refer to the City of Toronto Streetscape Manual and standards.

Figure 70. Pavement Patterns - New Ludgate by Gustafson Porter + Bowman (c Landezine.com)

Figure 71. City of Toronto Pavement Standard - Bloor Street West - Toronto

Furnishing

6.2.21 Benches, planter wall seating, bicycle parking, waste receptacles and other street furnishings will be provided within the public right-of-way and private landscaped setbacks as appropriate to enhance pedestrian and cycling amenity and adequately serve the needs of the community.

6.2.22 Street lighting and pedestrian-scaled lighting will be provided on all street and pedestrian routes for safety, to extend the use of public spaces, and further reinforce the aesthetic design of the study area.

6.2.23 The lighting fixtures will meet the requirements of the Toronto Green Standards and other applicable City Standards while incorporating unique characteristics specific to the study area to enhance placemaking and wayfinding.

6.2.24 Furniture within the study area will present a clean, contemporary and refined aesthetic. Any furnishing should complement the City Of Toronto Street Furnishings Program.

Figure 72. Contemporary furnishing - Zorra Street Park - Toronto

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