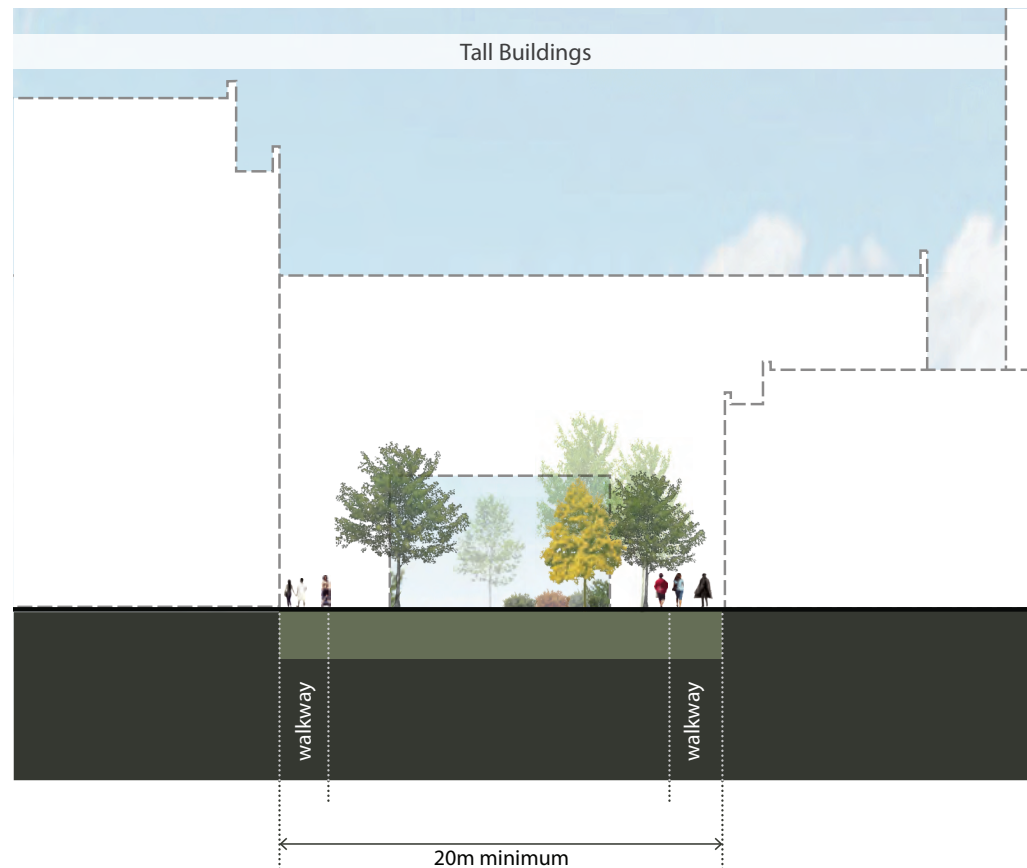


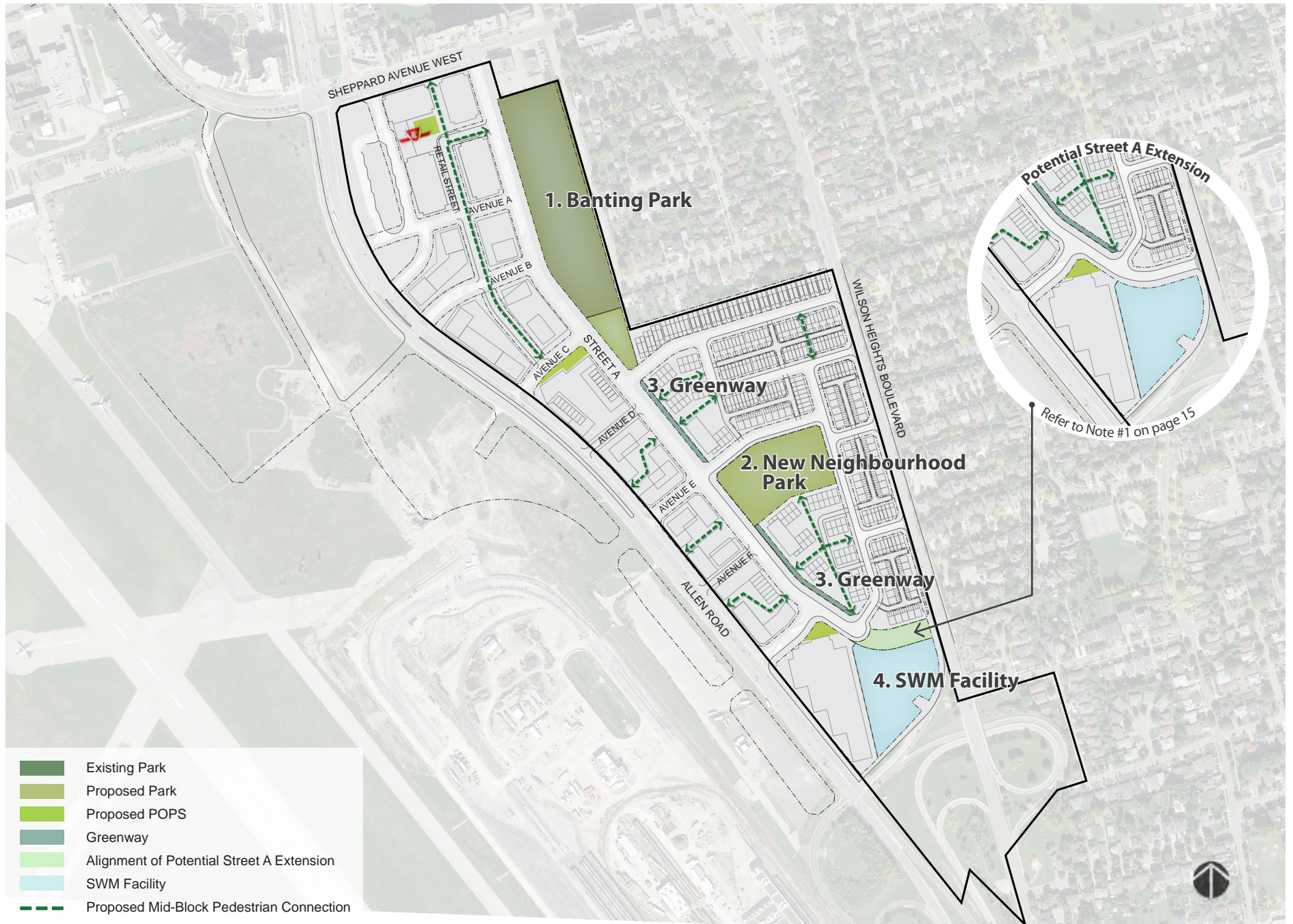
Courtyards: Apartment Neighbourhood

Courtyards in the *Apartment Neighbourhood* are spaces located internally to the blocks and framed by the podiums of the surrounding tall buildings. These spaces serve several functions; they act as private outdoor amenity areas for residents, publicly accessible pedestrian connections and provide vehicular access for servicing.

While courtyards are publicly accessible private spaces which enhance connectivity in the community, they also allow for opportunities to provide access and below grade parking to serve the *Apartment Neighbourhood* blocks.

Please refer to sections 4.2.2.a thru 4.2.2.e for details regarding courtyard design, surrounding built form and mid-block connections.





Map 6 - Parks and Open Space

3.2 Parks and Open Space Strategy

Goals:

- To create places of interest and destination;
- To provide a balanced range of options for passive and active recreation;
- To encourage walking, cycling and transit;
- To make the most efficient use of existing and future transportation infrastructure.

The open space system has been planned as a series of landscaped open spaces, both public and private, that are connected by sidewalks, pedestrian and bicycle paths, and a *Greenway*, which are appropriately setback from buildings. These spaces include:

1. Banting Park (existing size: 2.3ha; addition: 0.26ha): an existing public *Park* that interfaces with the existing and new neighbourhoods/areas, and will be adjusted at its south end to accommodate the alignment of Street A, resulting in an increase to its overall size.

2. Neighbourhood Park (1.22 ha): a new public *Park* will be centrally located in the *Neighbourhood* and *Apartment Neighbourhood* lands, framed on the west side of Street A by tall buildings with podiums and on the east side of Street A by a combination of low to mid-rise apartment buildings and townhouses that have front doors facing the space. It will be visible and accessible from Street A and Wilson Heights Boulevard.



Harmony Village Park



Urban Parkette at 18 Yorkville Ave., Toronto



Garrison Woods, Calgary



Courtyard at 550 Wellington Street West, Toronto



Indianapolis Cultural Trail, USA



Tanner Springs SWM Facility - Portland

3. Greenway (0.19ha): a new *Greenway* will connect Banting Park with the new neighbourhood *Park* and extend further south to connect to the SWM and proposed OTA facilities at the south end of the District.

It should be noted that the detailed design, construction and maintenance of the new public *Parks* and *Greenway* will be the responsibility of the City; however, alternate arrangements such as the developer front-ending the *Park* development for a development charge credit against the *Parks* and Recreation component of the Development Charges, may be possible, subject to negotiations with the City.

4. Stormwater Management Facility (SWM): a stormwater management facility which, as part of the City's infrastructure, performs the required function of collecting and treating runoff and controlling flood potential in the low-rise *Neighbourhood*. It will be designed to serve this primary function, however it may also be used as a passive open space anchoring the south end of the District which may include features such as walking trails, seating, lighting and viewing areas.

In addition to the engineering design criteria such as the Province's Stormwater Management Planning and Design Manual, the design of the SWM facility will be guided by the City of Toronto's Landscape Design Guidelines for Stormwater Management Ponds. It provides detailed guidelines for planting, grading, spillways, inlet and outlet structures and maintenance paths.

5. POPS: a series of privately owned publicly-accessible spaces, located throughout the District, will form an added layer of open spaces that enhance the connectivity, livability and character of the community.



Demonstration Concept for POPS at proposed OTA site and SWM facility at the south end of Allen East District

4.0

BUILT FORM





Allen East District (Demonstration Plan Only)

Built form in the Allen East District will respond to the character of each of its neighbourhoods/areas, as well as the immediate adjacent context.

The **Neighbourhood** contains a range of townhouse and low-rise apartment unit types within a primarily lane-based environment. Townhouses provide a transition to the existing residential area on the east side of Wilson Heights Boulevard; semi-detached units provide a transition to the existing single detached homes immediately to the north (fronting onto Reiner Road).

Built form in the **Apartment Neighbourhood** will include high-rise buildings with podiums that may integrate grade-related units at their base. These buildings provide transition between the *Mixed Use* area and the *Neighbourhood*. Low to mid-rise apartment buildings and back-to-back stacked townhouses located on the east side of Street A, provide transition between the townhouses in the *Neighbourhood* and the high-rise building typology on the west side of Street A.

Built form in the **Mixed Use** area will include high-rise buildings with either residential units or commercial/retail uses at grade. These buildings will reflect and support the activities along Sheppard Avenue West and the TTC station.

Note #1:

The Demonstration Plan/Model on pages 44 and 45 shows a design scenario for a possible connection between Street A and Wilson Heights Boulevard which is based on urban design principles only; the design scenario is not supported by any technical feasibility studies and is entirely subject to Council direction, including the removal of the existing ramps.

Note #2:

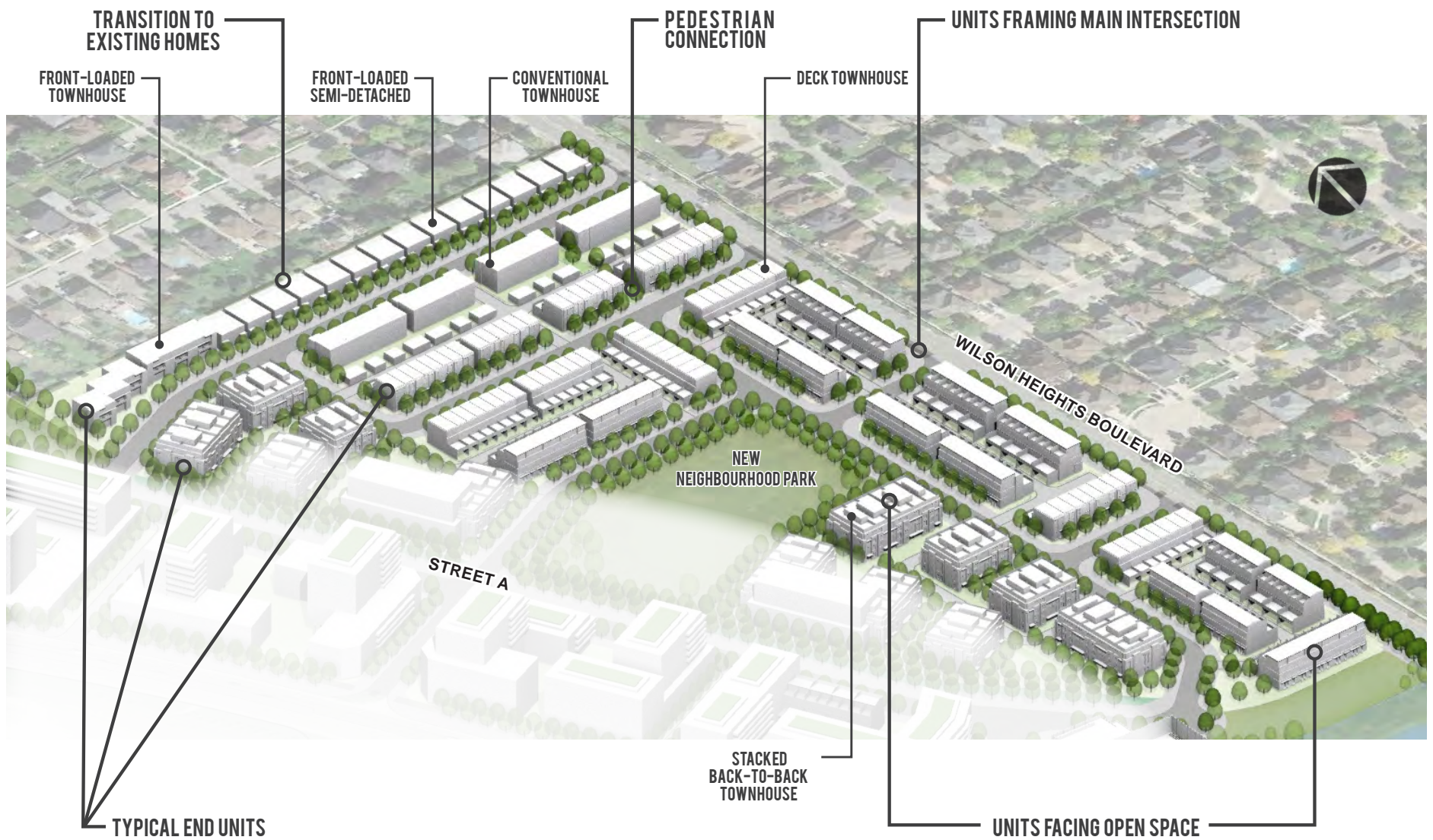
The Demonstration Plan/Model on pages 44 and 45 shows a possible long term scenario for the transit station and station area that is conceptual only and strictly for the purpose of demonstrating the principles of the Allen East District Plan. The feasibility and details of the development of the station and station area do not form part of this planning exercise and will be subject to future study by others.



6-storey building across the street from 3-storey townhouses - Port Credit, Mississauga



Allen East District (Demonstration Model Only - Refer to Notes #1 and #2 above)



Neighbourhood (Demonstration Plan Only)

4.1 NEIGHBOURHOOD

4.1.1 Demonstration Plan

The demonstration plan for the *Neighbourhood* represents a density of 0.80 gross FSI with 430 units. It illustrates a scenario that includes primarily lane-based forms, with the exception of the semi-detached dwellings along the north, backing onto existing residential lots. The demonstration plan shows:

- Deck and stacked townhouse forms closest to Wilson Heights Boulevard, and,
- Stacked and back-to-back stacked townhouses towards the west, as a transition to the low-rise apartments fronting onto Street A.

Although built form within the *Neighbourhood* will be subject to the Townhouse and Low-rise Apartment Design Guidelines, particular attention shall be given to achieving the following principles:

- For those blocks that are closest to the *Apartment Neighbourhood*, explore opportunity to consolidate parking underground, where feasible.
- Establish setbacks that provide buffer between private and public space, and encourage 'eyes-on-the-street'.

- Create a human scale environment and allow for streetscaping that will result in an urban tree canopy;
- Provide transition to adjacent built form through combinations of height and massing, building siting and orientation, form and materials;
- Reinforce prominent/highly visible locations; these 'Special Conditions/Priority Lots' warrant an enhanced level of design considerations (refer to Map 7: *Neighbourhood* Special Conditions); and,
- Create a consistent street character.

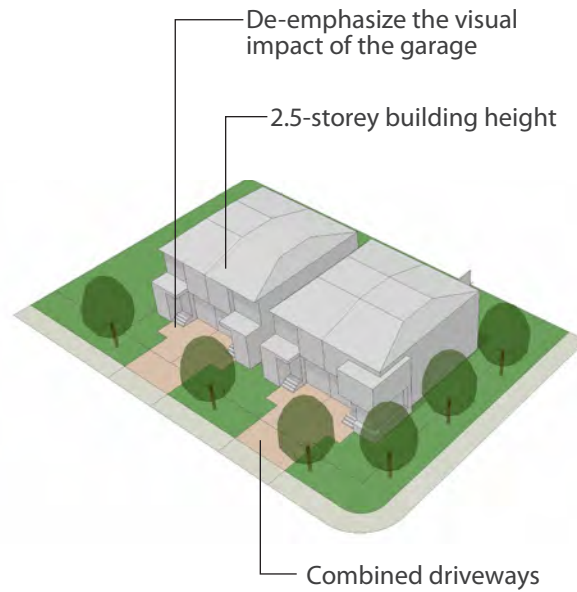
4.1.2 Building Typologies

For the purpose of demonstrating the structure and character of the *Neighbourhood* as well as 'testing' the transit-supportive densities envisioned by the Secondary Plan, a palette of low-rise building typologies are presented as part of this Plan. These typologies are found within the City's Townhouse and Low-rise Apartments Guidelines; however, emerging and innovative forms of development are encouraged as long as they fit within the structure of the *Neighbourhood* and support the underlying urban design principles for the community and are generally consistent with City-wide guidelines.

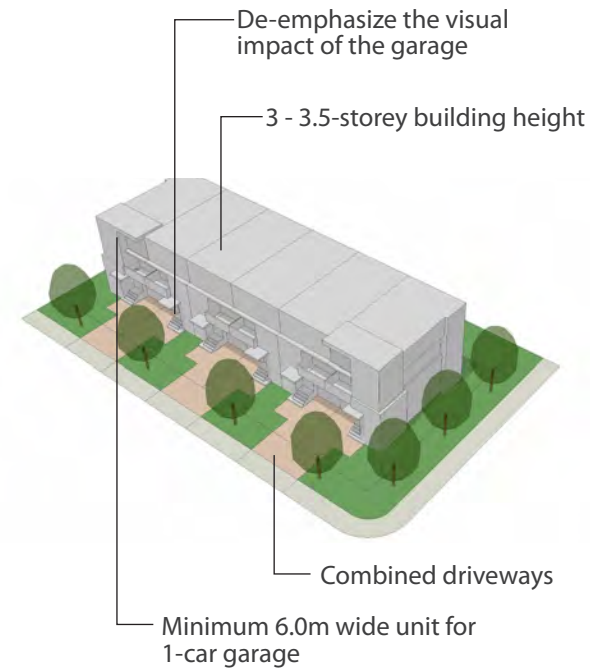


This demonstration plan and other options for housing typologies are acceptable and will be subject to the Townhouse and Low-rise Apartment Guidelines.

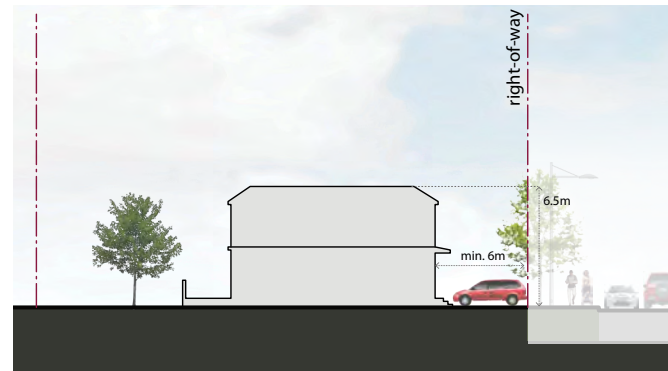
a. Front-Loaded Semi-Detached



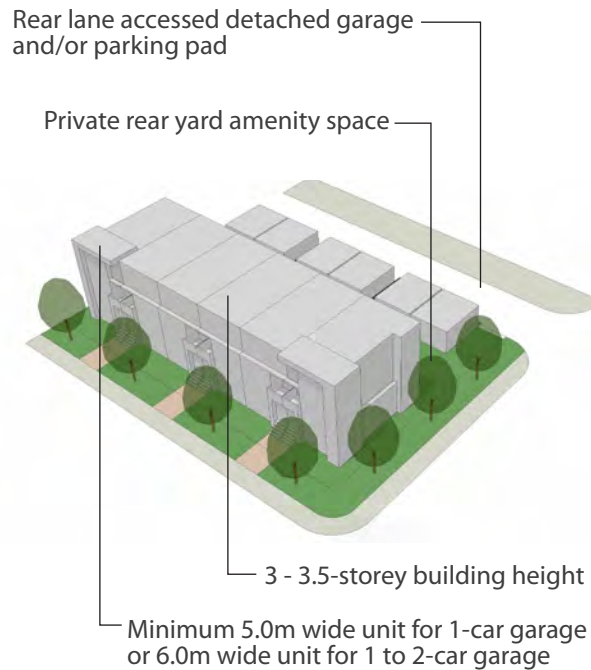
b. Front Loaded Conventional Townhouse



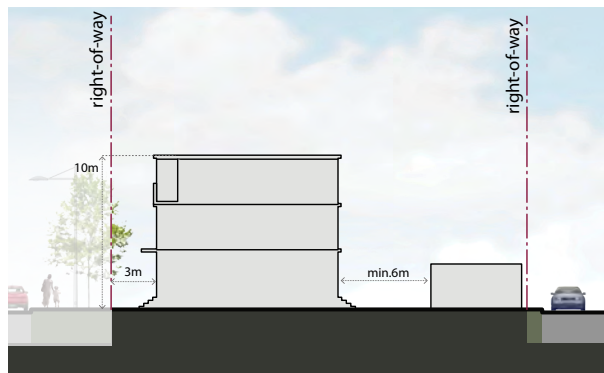
section (a & b)



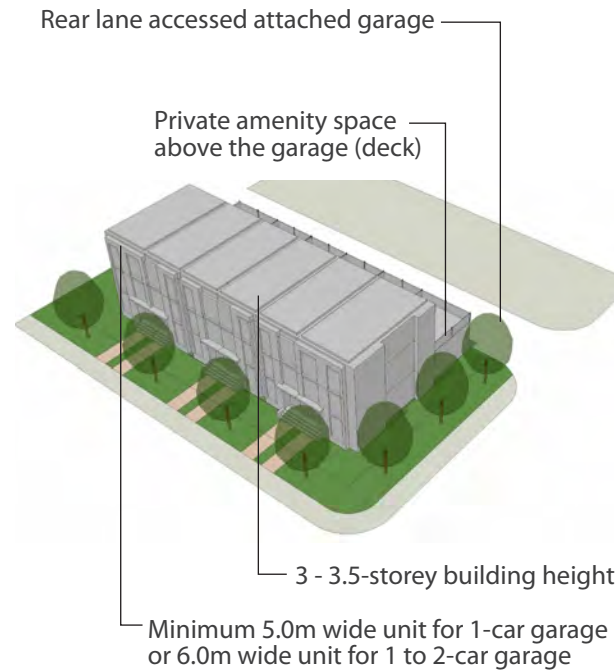
c. Conventional Townhouse



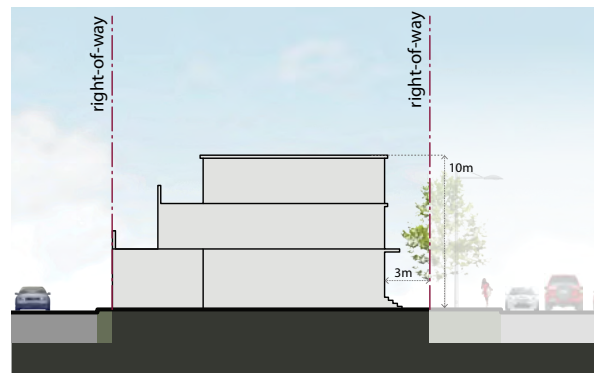
section (c)



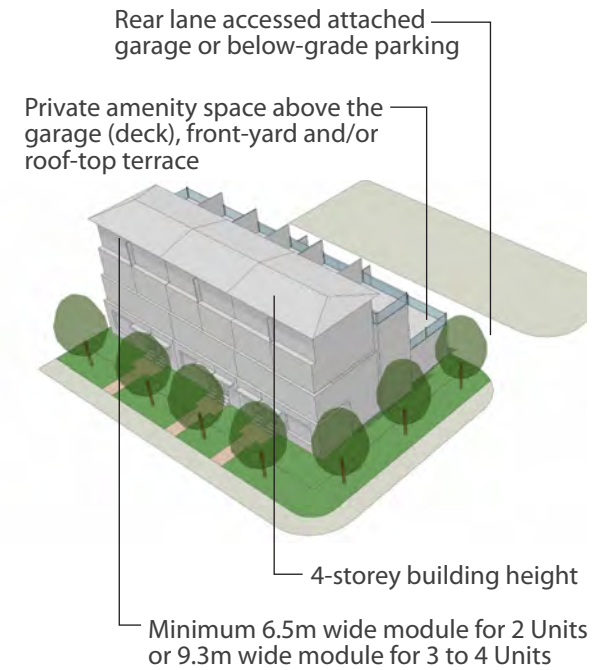
d. Deck Townhouse



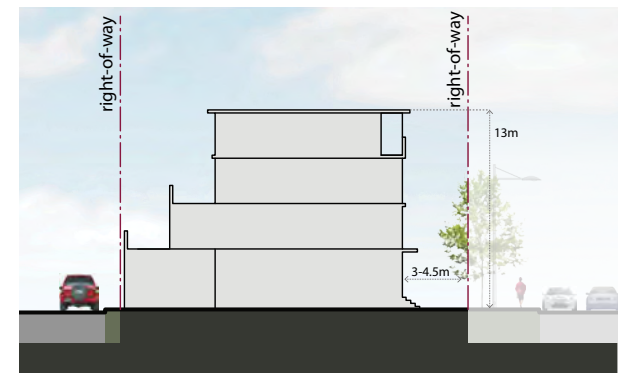
section (d)



e. Stacked Townhouse

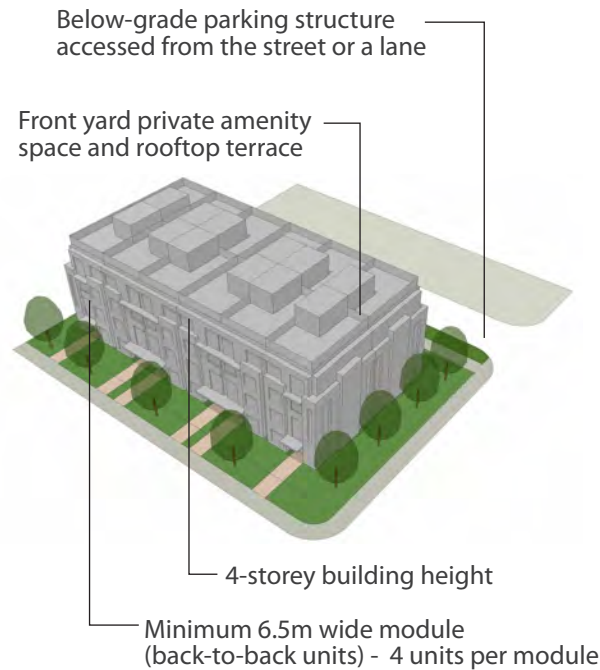


section (e)





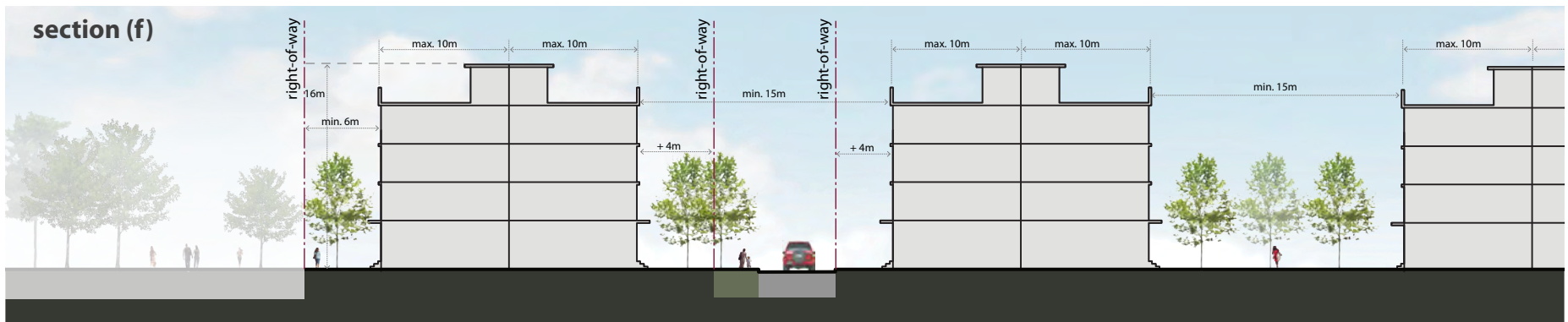
f. Stacked Back-to-Back Townhouse



Service Areas and Waste Collection

For built form types a, b, c, and d, waste storage would be provided in each unit and waste collection is presumed to be based on a 'single family curbside collection' type. Where these built form types are fronting onto Wilson Heights Boulevard, waste collection may be from the residential lane at the rear, subject to Solid Waste Management.

For built form types e and f, waste storage may require a shared and centrally located facility and waste collection may be based on a 'shared multi-residential curbside collection' type. Any requirements for staging, loading and storage areas shall be addressed through detailed site plan designs.



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Map 7 - Neighbourhood Special Conditions

4.1.3 Special Conditions

Special conditions in low-rise areas are considered as Priority Locations throughout the community. They are identified on Map 7, and include:

- Corner / End Units
- T-Intersection Units
- Open space facing Units

In these locations the following shall be considered:

- Upgraded façade treatment on all exposed side and rear elevations visible from the public realm (street or open space);
- Architectural features such as second storey porch, bay window, or gable elements.
- Where the floor plan allows, a front door should be provided on the side elevation of the dwelling, with access to the sidewalk.
- Wrap-around porches for corner units; where this is not possible, the unit may include some of the following elements:
 - Multiple window openings; and,
 - The provision of wall articulation/jogs and details such as bay or boxout windows, gables on the flanking elevation appropriate to the building's architectural style.

- Maximize window openings on the elevations facing the public realm.
- Active interior space facing the open space to encourage 'eyes-on-the-park'.

In addition to the City's Townhouse & Low-Rise Apartment Guidelines, any Back-to-Back Stacked Townhouse forms located within the *Apartment Neighbourhood* will also be subject to the guidelines outlined in this section ('Special Conditions').



Townhouses Facing Open Space, Toronto



Unit face at "t", Baldwin Village, Orlando



End unit with enhanced design, Port Credit, Mississauga



End Units with Side Entry, Toronto



End Façade Consistent with Front, Regent Park

4.2 APARTMENT NEIGHBOURHOOD

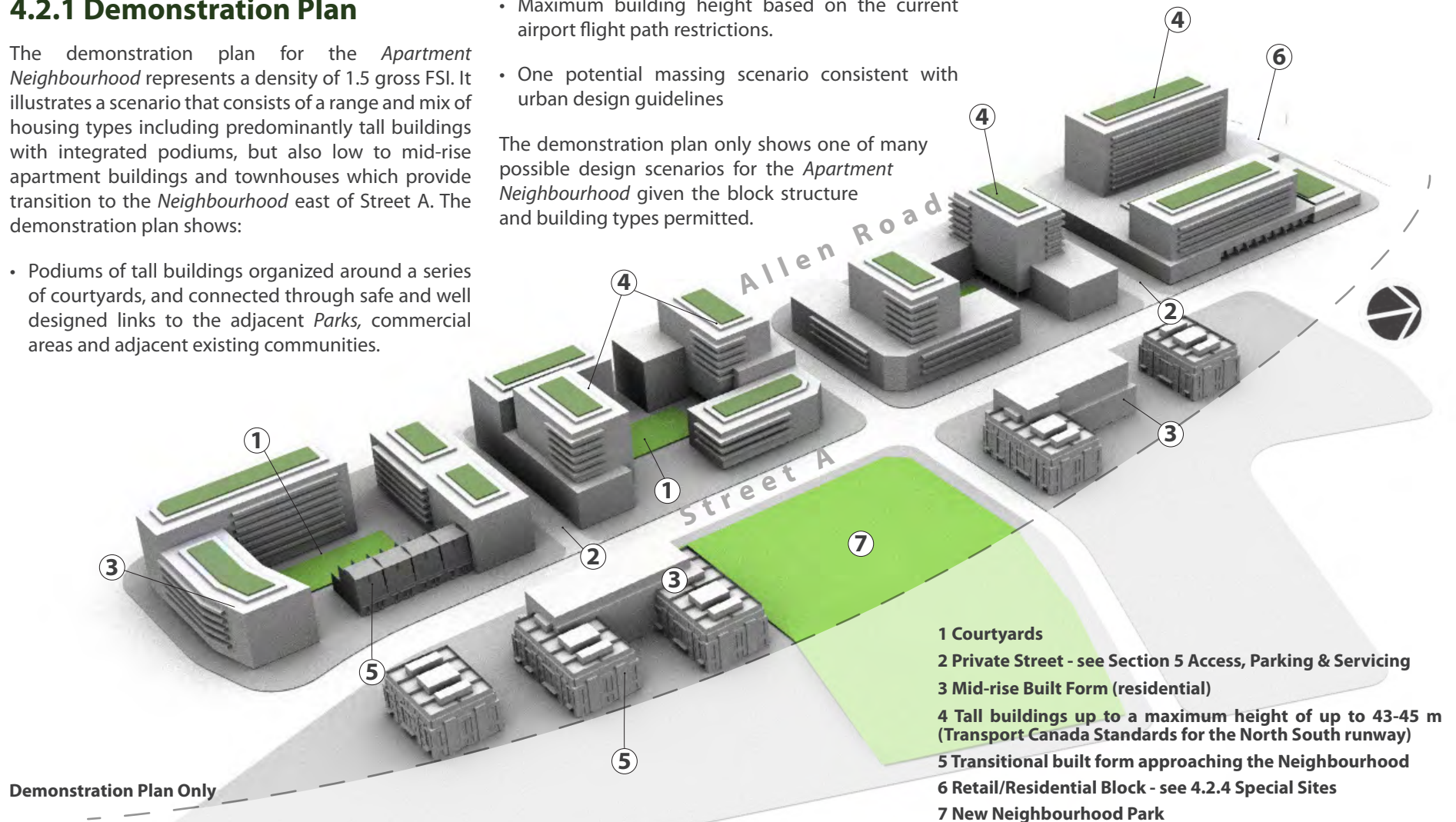
4.2.1 Demonstration Plan

The demonstration plan for the *Apartment Neighbourhood* represents a density of 1.5 gross FSI. It illustrates a scenario that consists of a range and mix of housing types including predominantly tall buildings with integrated podiums, but also low to mid-rise apartment buildings and townhouses which provide transition to the *Neighbourhood* east of Street A. The demonstration plan shows:

- Podiums of tall buildings organized around a series of courtyards, and connected through safe and well designed links to the adjacent *Parks*, commercial areas and adjacent existing communities.

- Maximum building height based on the current airport flight path restrictions.
- One potential massing scenario consistent with urban design guidelines

The demonstration plan only shows one of many possible design scenarios for the *Apartment Neighbourhood* given the block structure and building types permitted.



4.2.2 Site / Block Design

The structure of the *Apartment Neighbourhood* provides balanced flexibility for future build-out, while also adhering to the development framework, density and height limits associated with this land use. The development framework follows the Tall Building Design Guidelines, and allows for a limited number of tall buildings, all organized around central courtyards. Development within the *Apartment Neighbourhood*, east of Street A, will provide appropriate transition with regards to height and massing to the adjacent *Neighbourhood*.

This structure generates practical development parcels that will provide high quality spaces and connections for the community.

The Guidelines are intended to establish a set of general relationships for the built form and massing.



Map 8 - Apartment Neighbourhood Master Plan

a. Courtyards

Accessible private open spaces will form the primary structure around which each block is organized. These courtyards will act as gathering spaces and amenities for residents. These open spaces will also serve to transition between the taller built form, generally anticipated along Allen Road and the lower heights along Street A. Courtyards will be designed to:

- Where possible, provide accessible outdoor amenity space complementary to indoor amenity space;
- Be generously scaled to support a wide range of activities;
- Be animated by active uses at grade;
- Potentially act as publicly accessible mid-block connections; and,
- Include a combination of hard and soft landscaped areas.

b. Setbacks

3m setbacks will be incorporated along all streets. These will augment the planned wide boulevards and provide space for thresholds or transitions to residential uses (e.g. porches, stoops, canopies, etc.) that provide additional level of comfort and amenity.

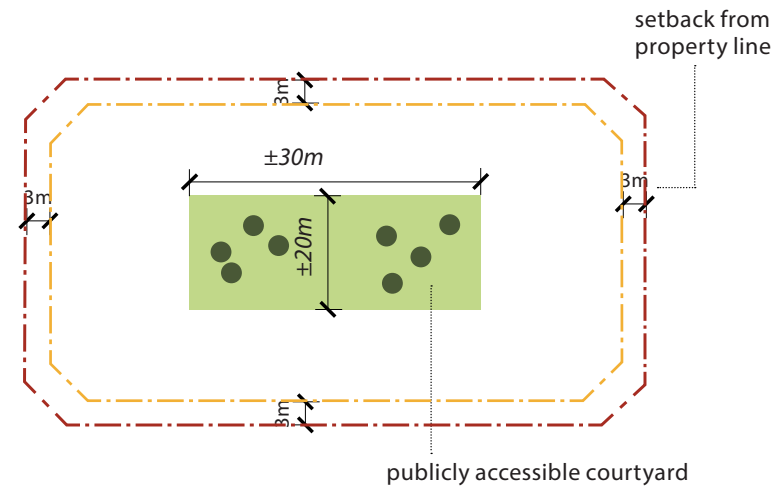
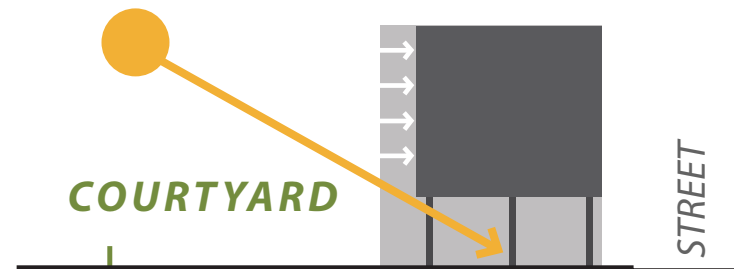


Diagram demonstrating setbacks and publicly accessible courtyards



Increase natural light at breezeways by reducing the width of buildings above breezeways.

c. Mid Block Connection

A series of pedestrianized mid-block connections to be introduced to provide public access to the courtyards and act as an element to break up a continuous street-wall. The design of mid-block connections should be consistent with the Privately Owned Publicly-Accessible Spaces (POPS) Guidelines. Breezeways will be permitted as mid-block connections, provided that they are a minimum of 2 storeys tall and include setbacks on the inner façade that will increase sunlight penetration into the breezeway.

d. Building Frontage & Façades

Buildings will be sited to maintain a continuous street-wall along all four sides of the block, however, façades longer than 80m will be articulated in a manner consistent with the Tall Building Design Guidelines.

Buildings are to be articulated in a way that highlights prominent façades and enhances the over-all architectural appeal of the *Apartment Neighbourhood*. Architectural elements such as walls, entrances, roofs, canopies, projections and recesses are to be arranged in a manner that is consistent with a building's structure, and interior program.

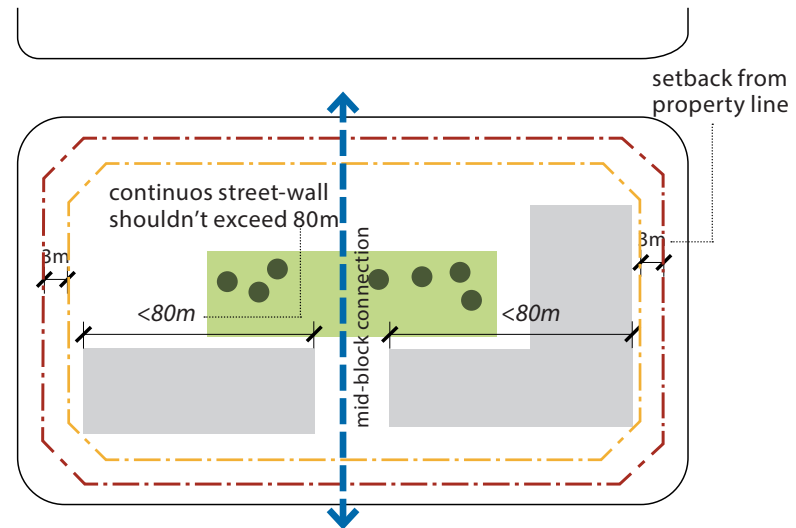


Diagram demonstrating mid-block connections

e. Height and Massing

The *Apartment Neighbourhood* will be characterized by tall buildings with podiums that are organized around the courtyards on each block. Podiums will be broken up by mid-block connections (outlined in section 4.2.2.c) and heights will respond to the context of Allen Road and Street A as follows:

- Podiums along Allen Road will be limited 6-8 storeys; and,
- Podiums along Street A will be limited to 4-6 storeys.

Additionally, building heights within the *Apartment Neighbourhood* are ultimately limited by the Transport Canada standards for the North South runway currently operated by Bombardier. These standards set out maximum height limits up to approximately 45m (depending on specific grade).

Should Schedule 'D' Airport Hazard Zoning Map be repealed in the future, additional height may be considered in the *Apartment Neighbourhood*, west of Street A, and the *Mixed Use* area subject to further study at the time a Zoning By-law Amendment application is submitted. Such study, will, at a minimum examine the following:

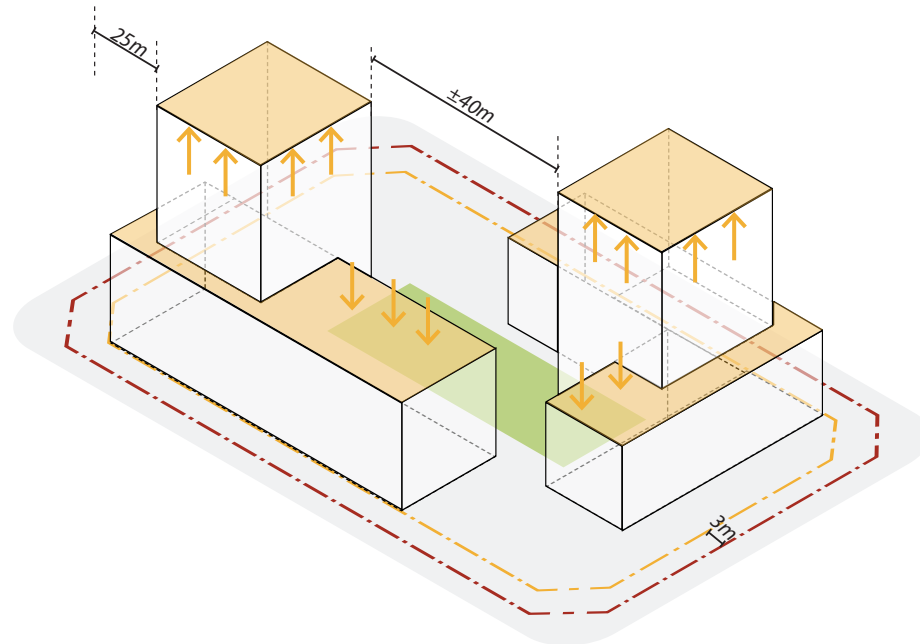
- Planning Rationale and Urban Design brief identifying how the proposal meets the Official Plan, Secondary Plan and urban design standards for tall buildings and all other applicable urban design guidelines; and,
- Cumulative analysis of additional heights demonstrating the wind and shadow impacts on the public realm, parks and adjacent sites.

Specific built form guidance is provided below.

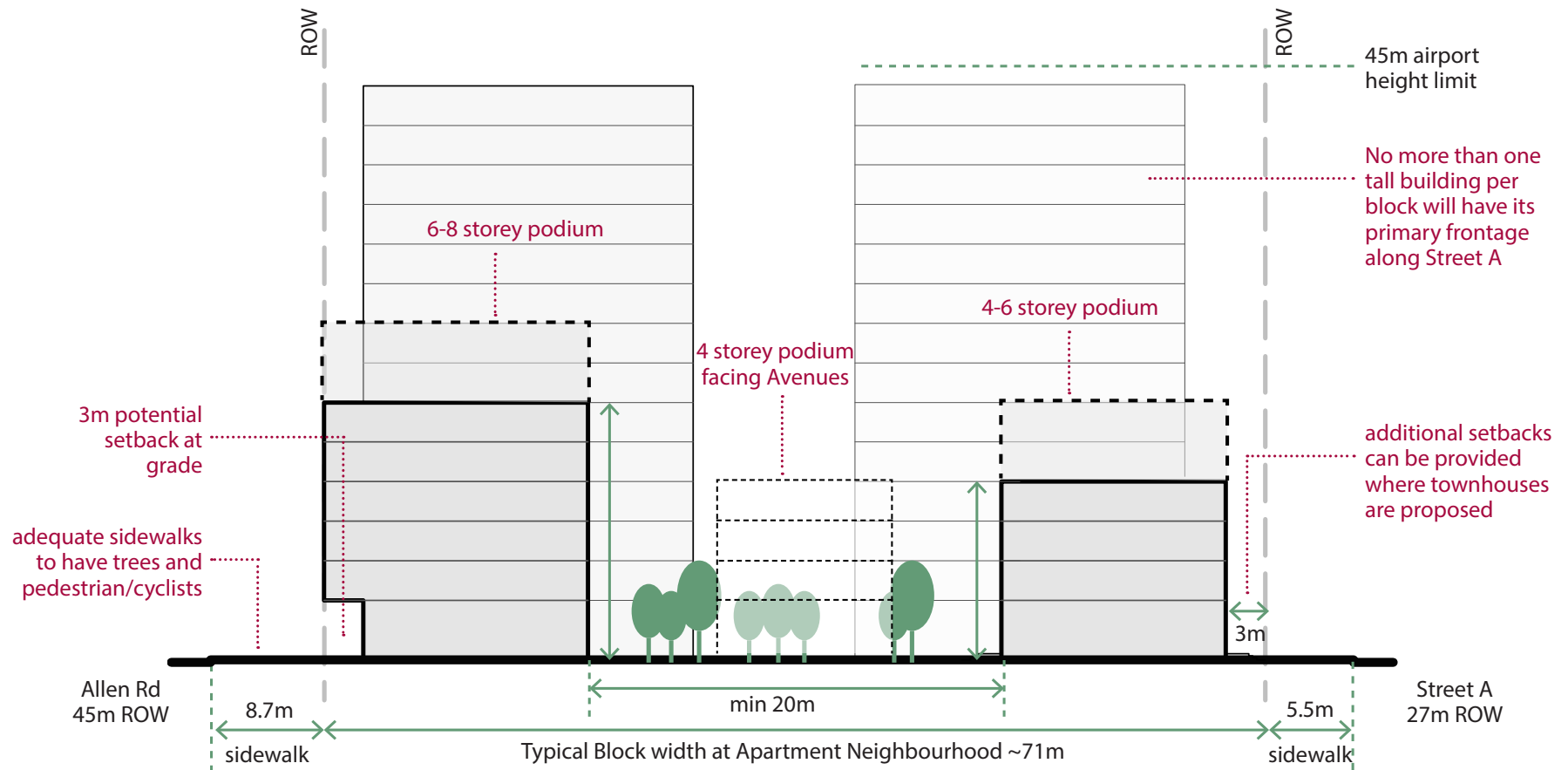
Tall Buildings

Tall buildings, consistent with the Tall Building Design Guidelines, will be permitted within the *Apartment Neighbourhood* provided that:

- No more than two tall buildings will be permitted on a single block;
- Tall buildings will maintain a separation distance of 25m in general, and 40m within a single block; and,
- No more than one tall building per block will have its primary frontage along Street A."



Applying the push-pull of building heights to allow for built form diversity and improved architectural articulation



4.2.3 Building Typologies

The following building types are the types permitted in the *Apartment Neighbourhood* given the block structure and design. (Please refer to the demonstration plan):

Low-Rise Built Form (refer to section 4.1.2)

High-Rise Built Form

The demonstration plan suggests having a minimum of one high-rise built Form at each block to have an even distribution of residential density across the *Apartment Neighbourhood*.

High-Rise Built Form

Tall buildings will be permitted within the *Apartment Neighbourhood* under the conditions outlined in 4.2.2 f) and will conform to the Tall Building Guidelines.

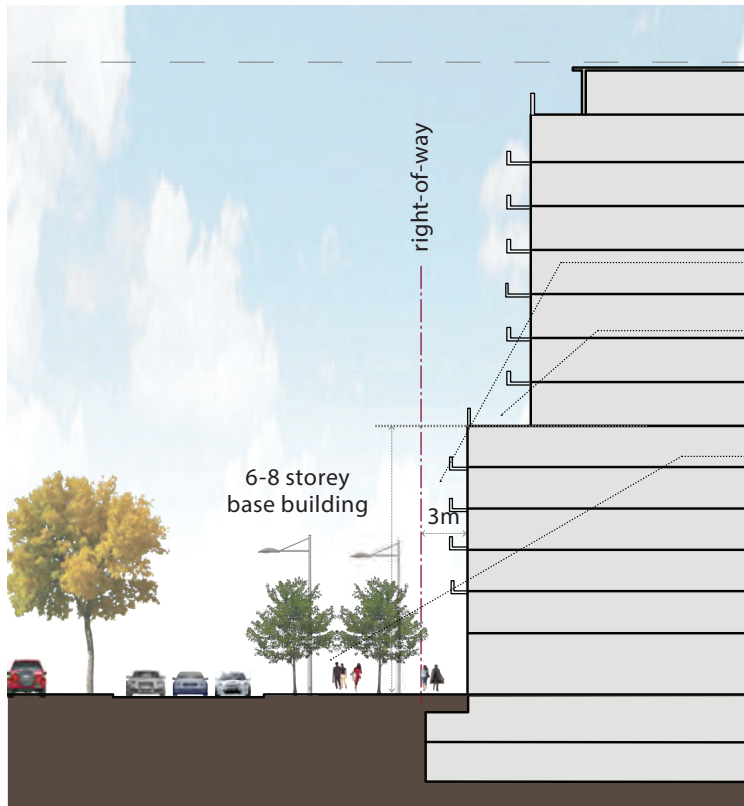
Consistent with the Secondary Plan, tall buildings will be located at the intersections of major streets and fronting onto major streets. Building heights will be governed by the airport height limit.



Residential tower gradually transition through a mid-rise to stacked town houses (Duplex and Eglinton Ave)



Residential tower with attached stacked townhouses to respond to adjacent context (Beercroft and Churchill Ave)



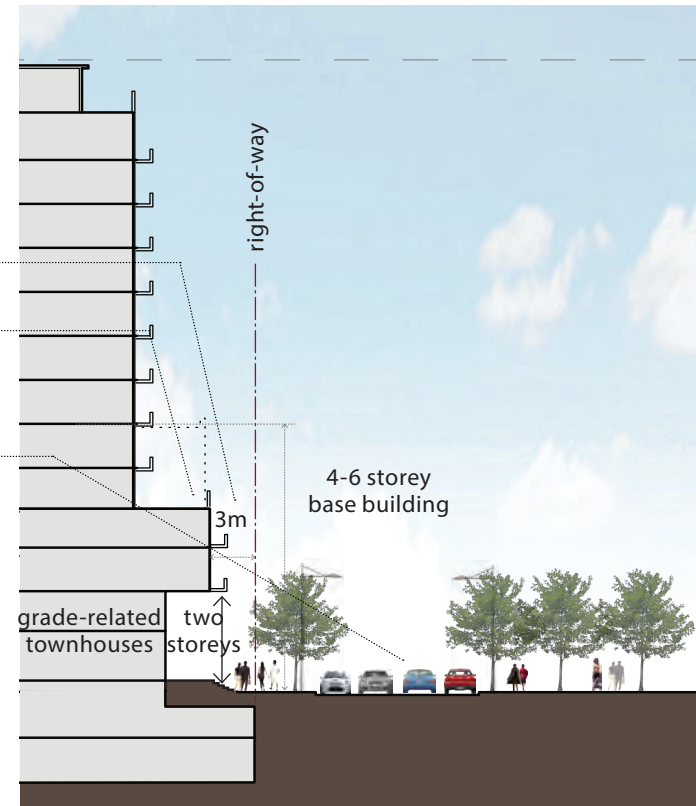
Street section of high-rise residential building fronting Allen Road

existing airport
height limit 45m

3m setback

tower stepback

Refer to Public
Realm Sections



Street section of high-rise residential building fronting Street A

4.2.4 Special Sites

a. Retail/Residential Block (Potential Location for Retail)

A retail/residential block is intended to anchor the retail street to the north and act as a link between the *Apartment Neighbourhood* and *Mixed Use* area.

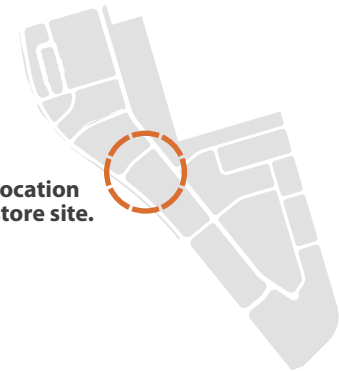
Due to its prominent location and high visibility, it is important that the buildings positively address the public streets on all three public sides. On this basis, the design of the block will consider:

- The northern façade will be designed to anchor the Retail Street and include enhanced architectural treatments.
- A potential privately owned publicly-accessible space (POPS) at the north-east corner of the block will act as a gathering space and a potential secondary *Gateway* between the *Apartment Neighbourhood* and the *Mixed Use* area.
- The retail portion of the building will be of a low-rise scale, with the major public entrance and local retail uses clustered along its length.
- The western façade, facing Allen Road, should take advantage of its prominent location by providing enhanced architectural design.
- The eastern façade, facing Street A and the public *Park*, will address the public spaces across the street where townhouses will be located.
- Generally, entrance and exit facilities for the retail parking will be located at the southern private street

to mitigate traffic impacts, and articulated at a finer scale of architectural detail.

- For the purpose of promoting walkability and creating Complete Streets, a 3m setback from Street A will be landscaped to buffer between the on-street parking and the pedestrian sidewalk.
- The residential portion will be located along the east and west portion of the site and take on a tall building form, atop the retail podium. Residential amenity facilities may be integrated as an accessible roof at the main roof of the retail.

**Recommended location
for the grocery store site.**



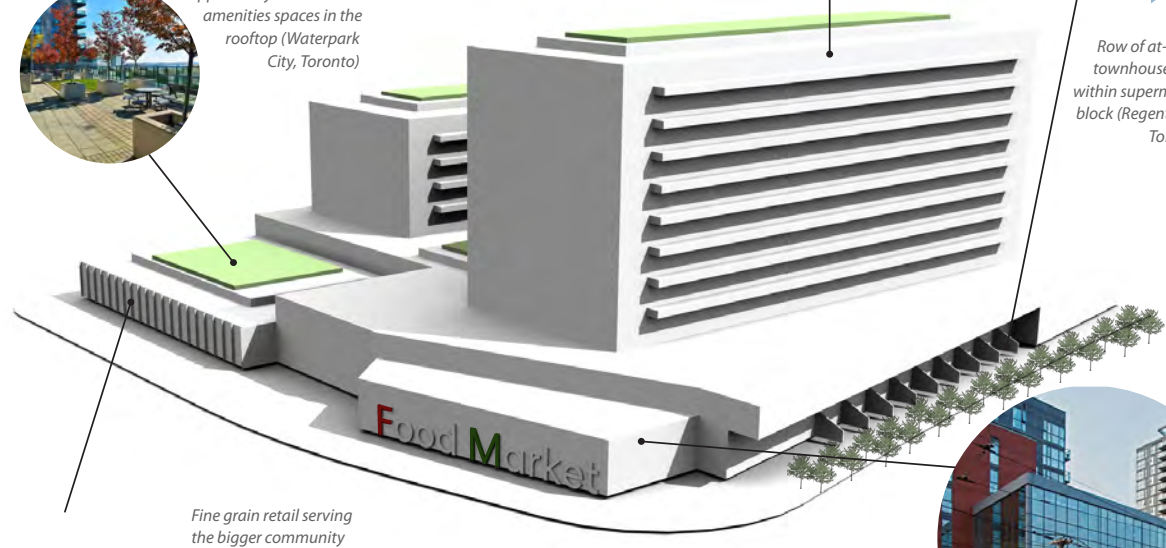
*Residential building
integrated with retail
uses at grade*



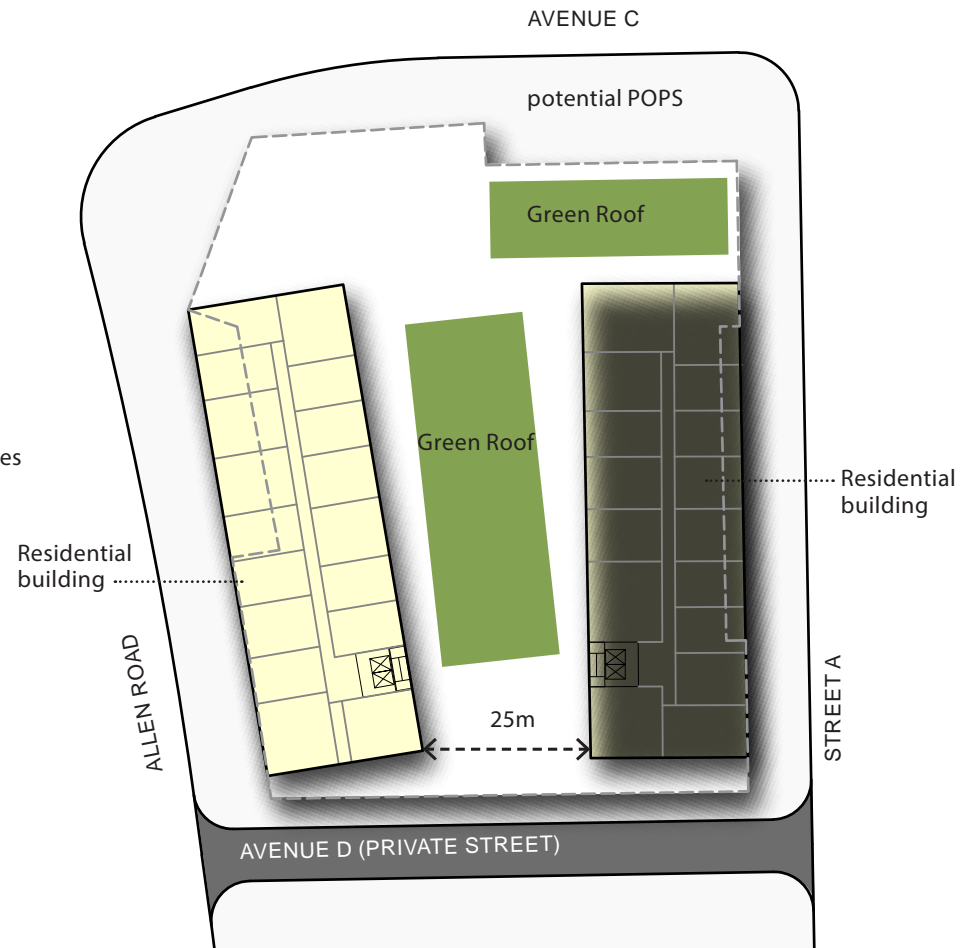
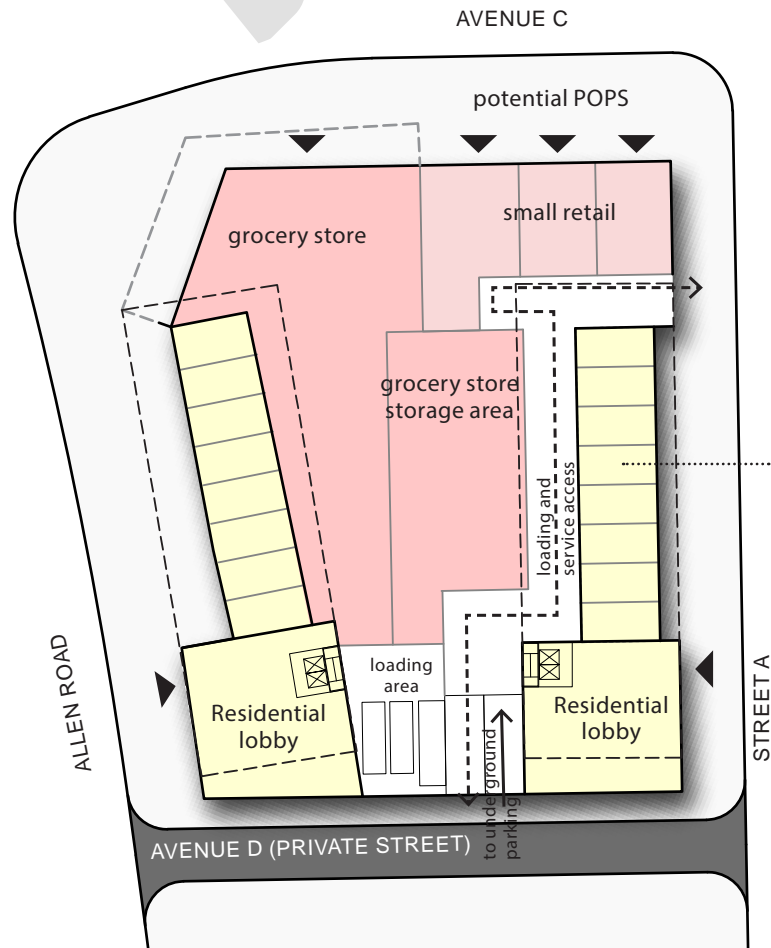
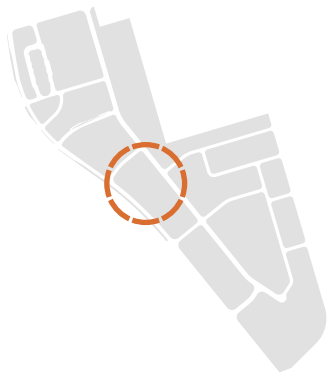
*Row of at-grade
townhouse units
within supermarket
block (Regent Park,
Toronto)*



*Opportunity for extensive
amenities spaces in the
rooftop (Waterpark
City, Toronto)*



Retail / Residential Block - Demonstration plan only



Sample residential/retail block plan demonstrating the different components at grade and typical floors

b. Ontario Tennis Association (OTA) site

The proposed Downsview Training Center for the Ontario Tennis Association (OTA) presents a unique opportunity to provide a state of the art facility supporting the burgeoning growth of competitive tennis in Canada. Located in the Allen East District, the proposed Centre will be a landmark location for training and recreation.

The facility is proposed to provide twenty regulation tennis courts to train the next generation of athletes. Ten of these courts will be indoor, within a fully conditioned space, with another ten at the roof top level, with an operable enclosure allowing for open air play. Supporting these courts are a generous entry lobby and change facilities at the ground floor level and a pro-shop for equipment and repair. The facility will also provide a generous dry training area for the athletes, a number of community multi-purpose rooms, with kitchenette and catering support, available to the broader public, as well as large community function spaces. Supporting the facility is an administration area at the upper level, as well as a 200 space underground parking facility.

The facility's location adjacent to the stormwater management facility (SWM) will require careful coordination to ensure that the two sites present an attractive presence in this important *Gateway* location and that the sites' design enhances the public realm. The design of the proposed OTA facility should consider the following design principles:

- Appropriate massing to address its location as *View Terminus* and secondary *Gateway* to the community along both Allen Road and Street A.
- Unique architecture that highlights its presence as a landmark in the community and the broader context.
- Maximized opportunities for views to and from the tennis courts to activate the edges of the buildings and animate the public realm.
- Materials that reflect the use of the building and differentiate it from the surrounding residential uses.
- Design and layout of indoor and outdoor spaces to take advantage of the overlook opportunities onto the SWM facility.
- Design as a four-sided building with active elevations facing streets and open spaces; the east elevation shall be articulated and animated to the same degree as the other elevations (i.e. no expansive blank walls).
- Where blank walls are unavoidable, they should be articulated and/or screened with planting or green features.
- Landscaped areas that reflect the adjacent streetscape while supporting the building's internal program; this may include:
 - Along Allen Road, a landscaped strip that is designed to complement the proposed streetscape.
 - At the intersection of Allen Road and Street A, an 'urban' plaza (POPS) that serves as the main entry to the building. It may also be an appropriate location for public art.
 - At the north-east corner, a gathering space for the community; this may include seating, lighting and planting features, wall screens, among other elements.
 - Along the boundary with the SWM facility, landscaping that provides appropriate transition from the building to the more naturalized landscape of the pond.
- Where possible, the planting and walkway design between the proposed OTA and SWM sites should be integrated to create a seamless transition between the two sites, including from the exit doors of the proposed OTA facility.
- If feasible, no fencing should be erected between the proposed OTA and the SWM facilities.



Demonstration Concept for POPS at proposed OTA site at the south end of the Allen East District



Birkerød Sports Centre (Denmark) and Schulich School of Business (Toronto)



Public Screens at Edinburgh Airport and Teesside University (UK)



Pavers and benches as integral part of the landscape design

4.3 MIXED USE AREA

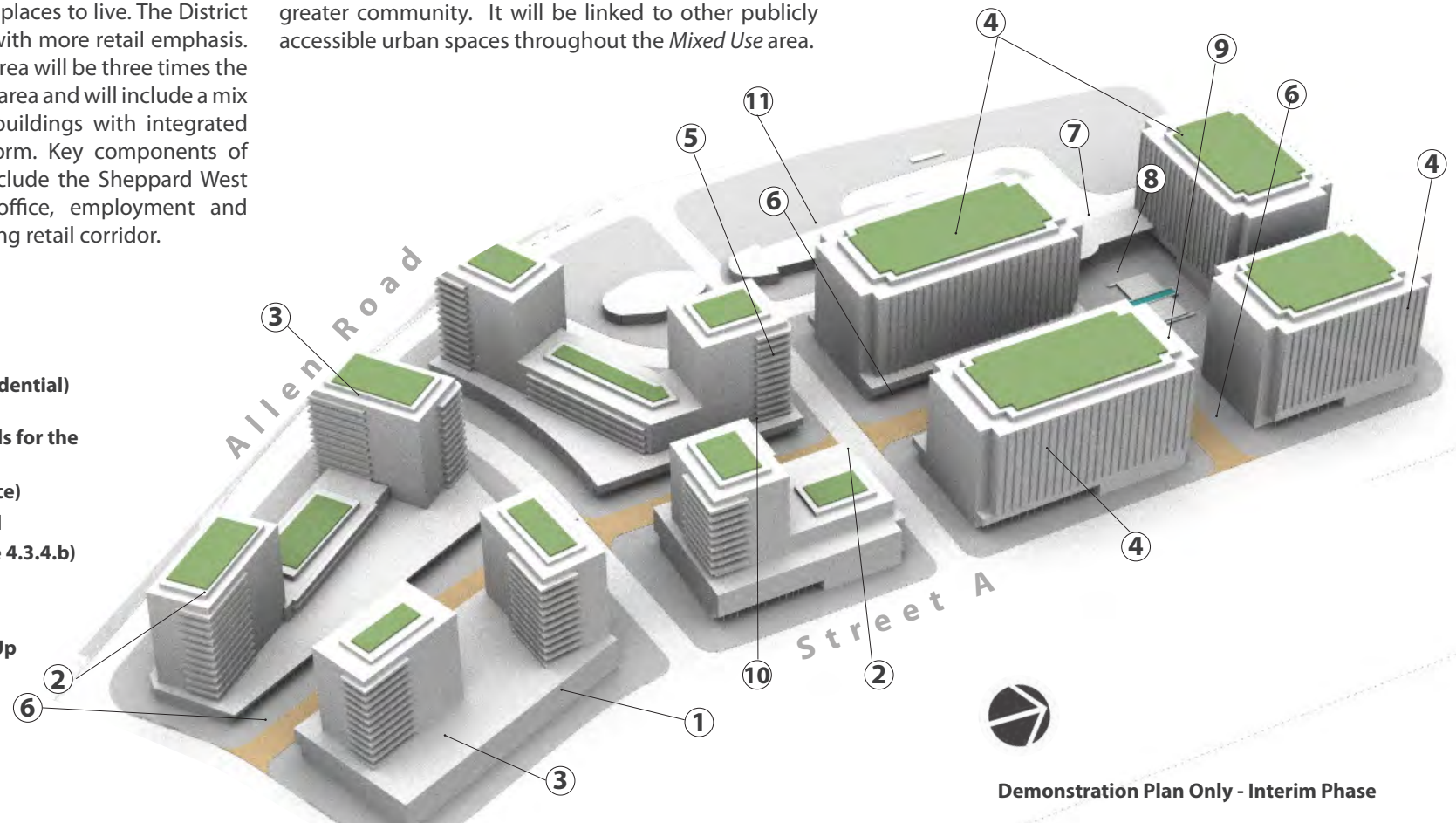
4.3.1 Demonstration Plan

The *Mixed Use* area in the Allen District will be the core of activity in the District. This transit-oriented development will provide a range of jobs, including office and retail, as well as places to live. The District plan offers a mix of uses, with more retail emphasis. The overall density of the area will be three times the gross area of the *Mixed Use* area and will include a mix of office and residential buildings with integrated retail in a tall building form. Key components of the *Mixed Use* area will include the Sheppard West station; bus terminal; office, employment and residential uses; and a strong retail corridor.

The combination of these uses will ensure that this hub will be vibrant, animated, and well used during the days, evenings, and weekends. Banting Park, in addition to providing a transition to the existing neighbourhood to the east, provides an amenity for this area and the greater community. It will be linked to other publicly accessible urban spaces throughout the *Mixed Use* area.

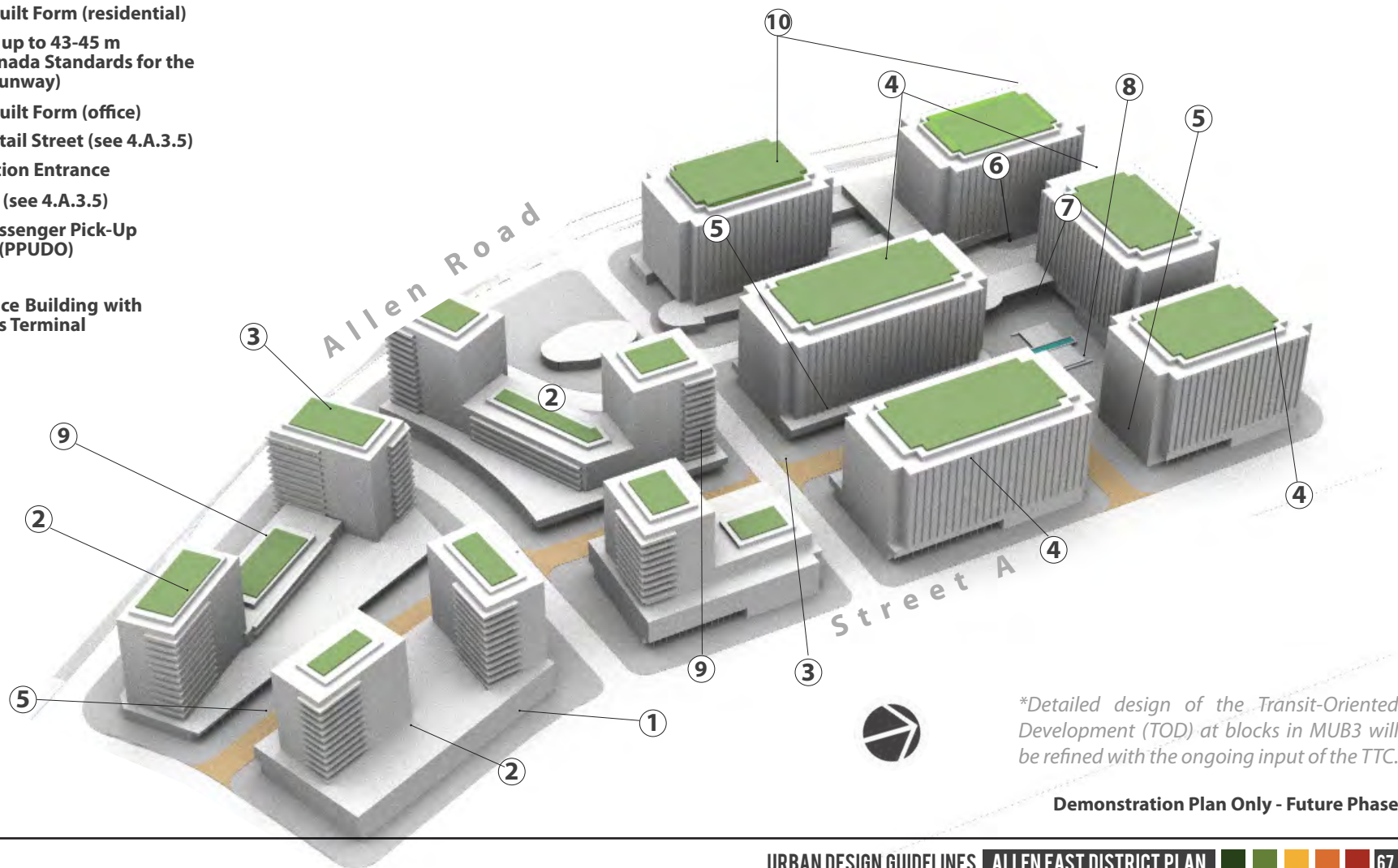
The linkages in and across the *Mixed Use* area are designed to maximize the walkability of the area by providing an intimate retail private street that runs across the area to energize and encourage walkability to and from the subway station.

- 1 At-grade Townhouses
- 2 Mixed Use Built Form (residential)
- 3 Max. height up to 43-45 m (Transport Canada Standards for the North South runway)
- 4 Mixed Use Built Form (office)
- 5 Bus Access to Bus Terminal
- 6 Potential Retail Street (see 4.3.4.b)
- 7 Subway Station Entrance
- 8 Urban Plaza (see 4.3.4.a)
- 9 Potential Passenger Pick-Up and Drop-Off (PPUDO)
- 10 Green Roofs
- 11 Bus Terminal



Demonstration Plan Only - Interim Phase

- 1 At-grade Townhouses
- 2 Mixed Use Built Form (residential)
- 3 Max. height up to 43-45 m
(Transport Canada Standards for the
North South runway)
- 4 Mixed Use Built Form (office)
- 5 Potential Retail Street (see 4.A.3.5)
- 6 Subway Station Entrance
- 7 Urban Plaza (see 4.A.3.5)
- 8 Potential Passenger Pick-Up
and Drop-Off (PPUDO)
- 9 Green Roofs
- 10 Future Office Building with
integrated Bus Terminal



**Detailed design of the Transit-Oriented Development (TOD) at blocks in MUB3 will be refined with the ongoing input of the TTC.*

Demonstration Plan Only - Future Phase

4.3.2 Site / Block Design

The *Mixed Use* area is a tall-building area structured around access to transit: a new retail street will provide a vibrant, safe and accessible route to the Transit Plaza and subway station beyond. Commercial and residential uses will frame the Retail Street which will be lined by 1-2 storey podiums housing a variety of retail uses.

A coherent and connected public and private realm is essential for healthy and complete communities. In the *Mixed Use* area, accessibility to private open spaces will be important to achieving this goal. Access through publicly accessible lobbies will also contribute to the walkability of the area. The following sections describe the publicly accessible open spaces in the area, including the subway station plaza area at the north end, the access to the subway station, the retail street and the retail plaza at the south end. In addition to these areas, depending on the ultimate design of the *Mixed Use* area, some of the streets may be publicly accessible private roads. The design of these streets and the public realm are described in section 3.

Access to transit during the interim and future phase will be maintained and enhanced by integrating high quality architecture and public realm design around the station entrance.

The structure of the *Mixed Use* area has been planned to provide maximum flexibility in the future build-out of the area, based on the need to phase development particularly with respect to the area around the subway station and ensure that current and future bus infrastructure is protected for. It has been designed

around the retail and pedestrian oriented street as well as the activity around the subway station. The plan concept provides practical development parcels that will allow for high quality spaces, active public amenities and connections for the community.



Map 9 - Mixed Use Area Master Plan (Interim Phase)

a. Setbacks

In addition to the wide sidewalks, a 3m setback will be incorporated along all streets to allow for larger landscaped areas and enhance the pedestrian public realm. The generous sidewalks have the potential to enhance the retail experience at grade and provide space for patios and street furniture.

b. Heights

Building heights within the *Mixed Use* area are ultimately limited by the Transport Canada Standards for the North South runway currently operated by Bombardier. These standards set out maximum height limits up to approximately 45m. *Please refer to Map 10.*

Should Schedule 'D' Airport Hazard Zoning Map be repealed in the future, additional height may be considered in the *Apartment Neighbourhood*, west of Street A, and the *Mixed Use* area subject to further study at the time a Zoning By-law Amendment application is submitted. Such study, will, at a minimum examine the following:

- Planning Rationale and Urban Design brief identifying how the proposal meets the Official Plan, Secondary Plan and urban design standards for tall buildings and all other applicable urban design guidelines; and,
- Cumulative analysis of additional heights demonstrating the wind and shadow impacts on the public realm, *Parks* and adjacent sites.

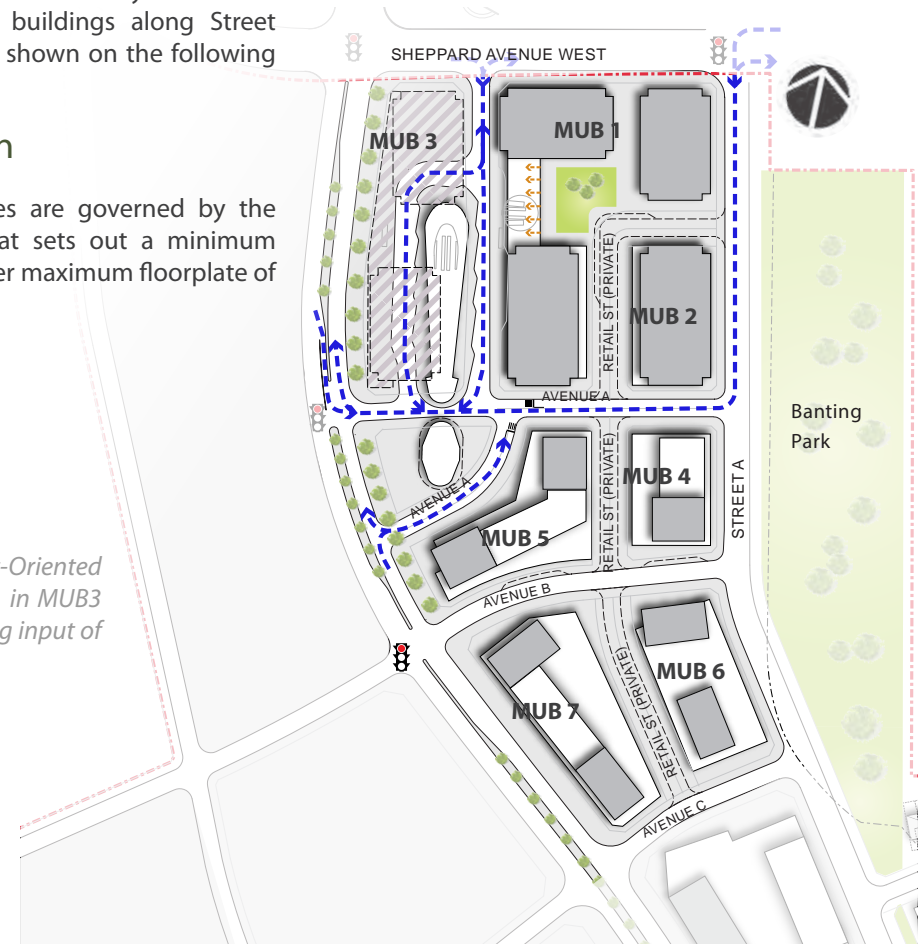
In order to maintain a consistent streetwall, podiums along the Retail Street will be two storeys. Residential buildings along Street A will have a four to six storey podium (consistent with the *Apartment Neighbourhood*). The first two storeys of both residential and commercial buildings along Street A, will be further setback, as shown on the following sections.

c. Building Separation

Building separation distances are governed by the Tall Buildings Guidelines that sets out a minimum separation of 25m and a tower maximum floorplate of 750m².

**Detailed design of the Transit-Oriented Development (TOD) at blocks in MUB3 will be refined with the ongoing input of the TTC.*

- Bus Circulation
- ▨ Future Phase
- Base Buildings
- Tall Building Built Form
- * MUB Mixed Use Block
- ⬇ Existing Traffic Light
- ⬆ Proposed Traffic Light



Map 10 - Mixed Use Area Master Plan (Future Phase)

4.3.3 Building Typologies

The following building types are the types permitted in the *Mixed Use* area given the block structure and design. Building typologies include:

High-Rise Buildings

Mixed Use Buildings

Commercial/Office Buildings

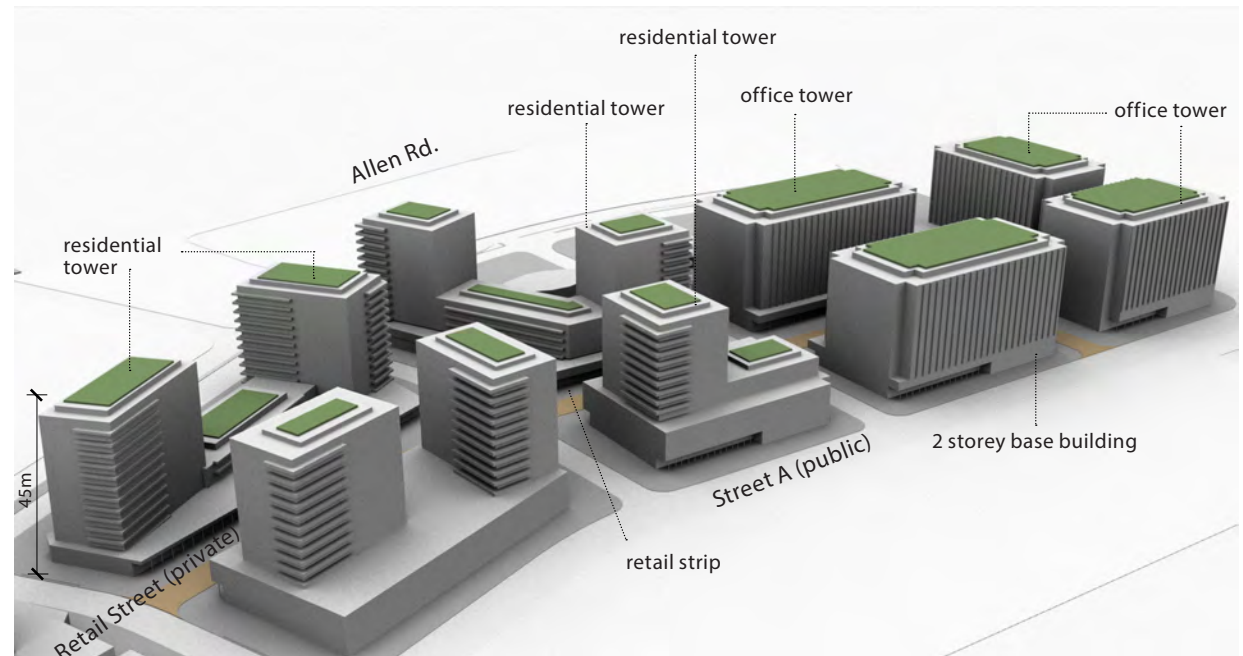
High-Rise Built Form

The demonstration plan illustrates high-rise building forms in the *Mixed Use* area. Heights of the tall buildings will be governed by the airport height limits, and will be situated on top of base buildings (podiums), which vary in height as outlined on the previous page.

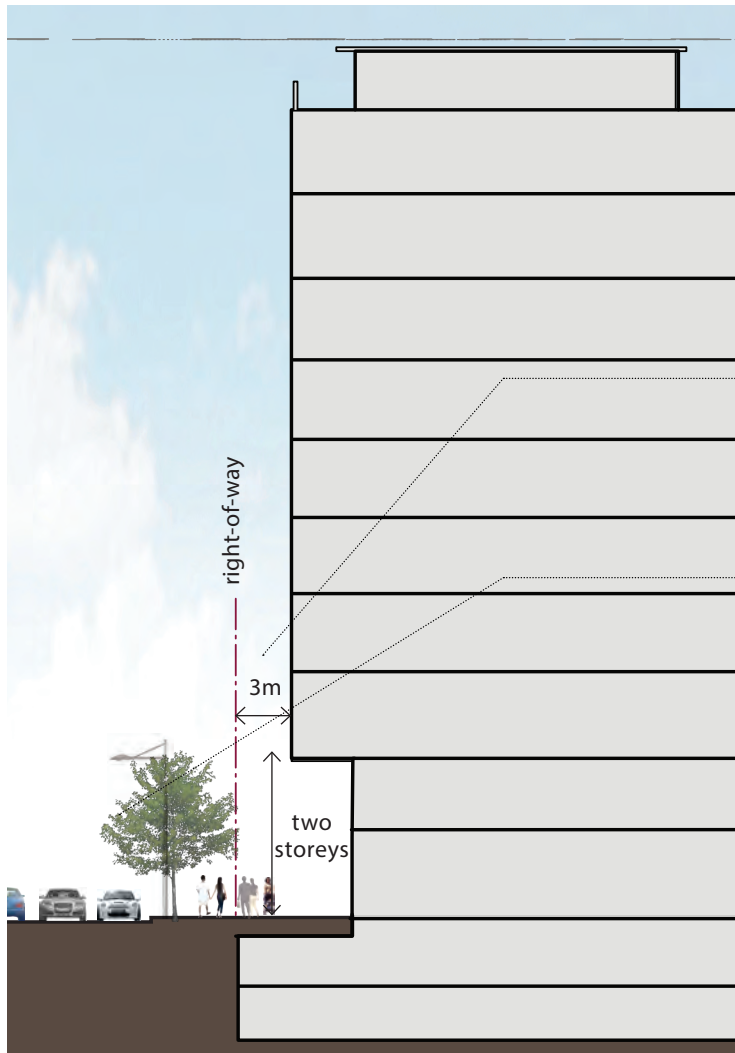
The built form will accommodate two types of uses; residential and office. Both types may incorporate retail uses at grade along the private Retail Street to activate and animate the area. Residential towers may incorporate grade related units as an active frontage. The retail component of the development will be guided by the City's recently approved Retail Design Manual and residential buildings will be guided by the Tall Building Design Guidelines.



Mixed use development with retail at grade (One Grove Street)



Demonstration plan only - Mixed Use Built Form



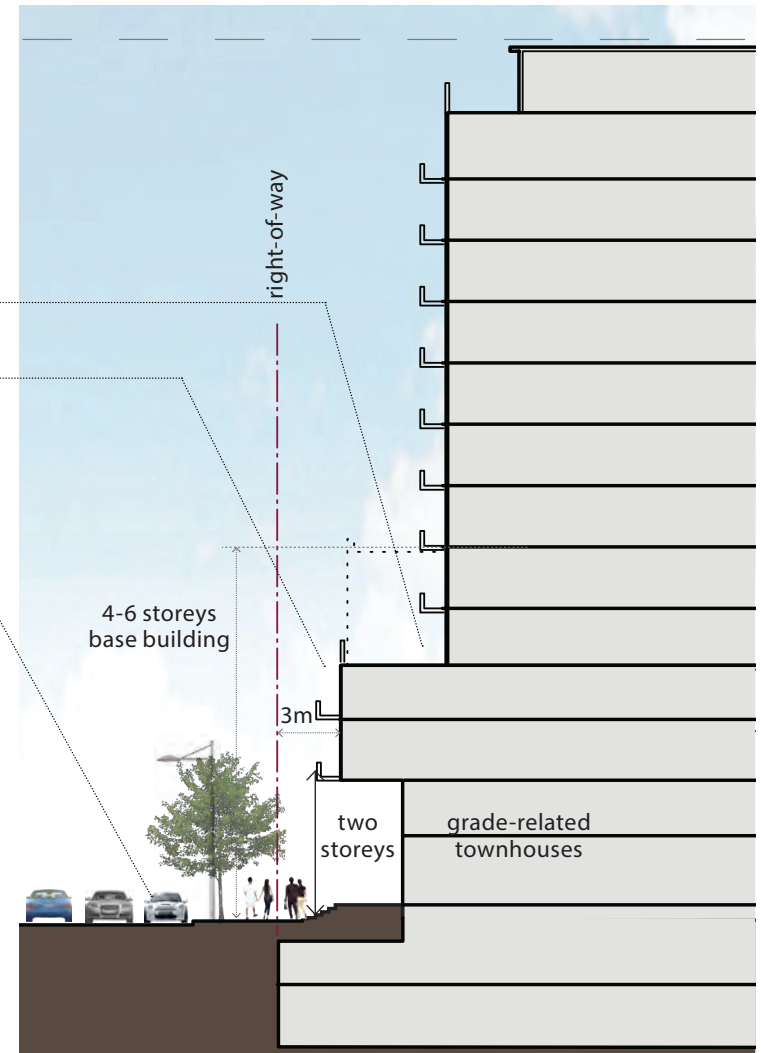
Street section of high-rise office building fronting Street A

existing airport
height limit 45m

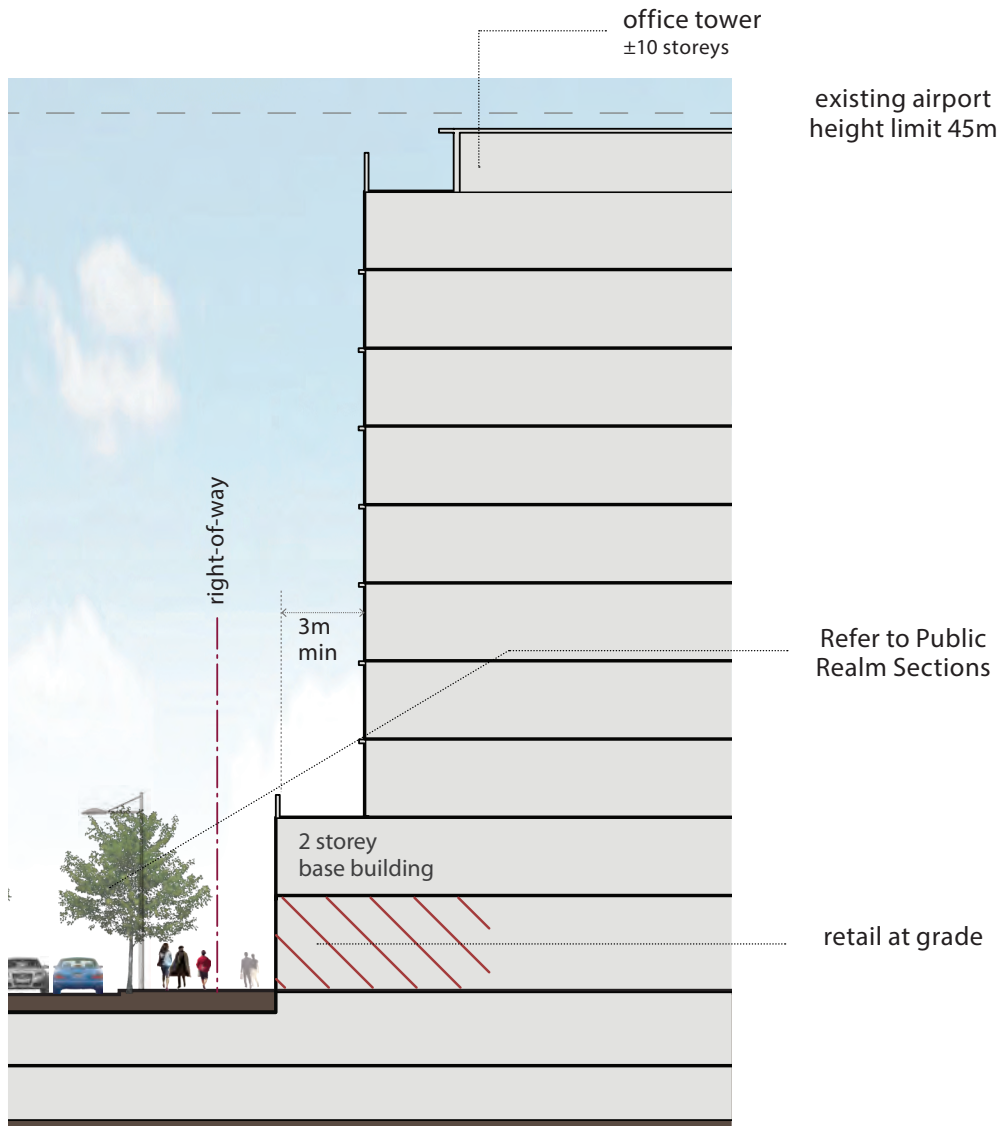
tower stepback

3m setback

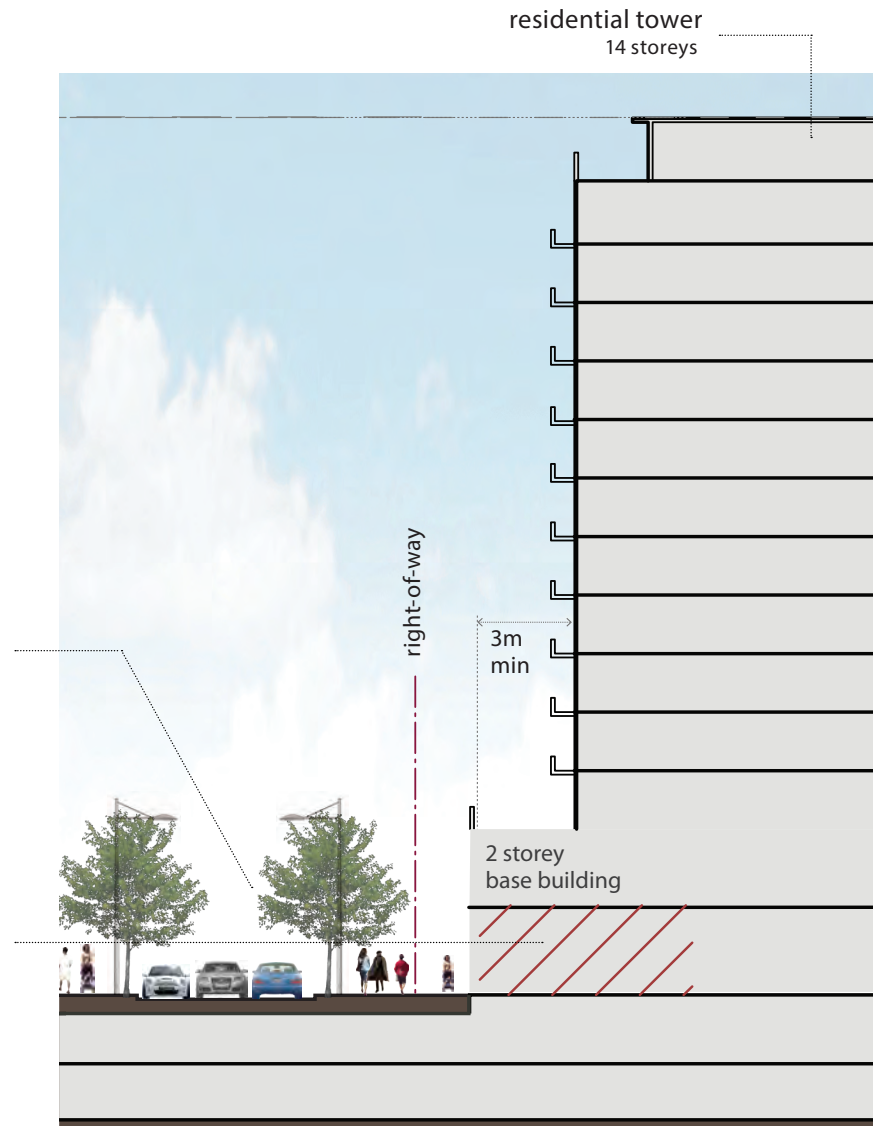
Refer to
Public Realm
Sections



Street section of high-rise residential building fronting Street A



Street section of high-rise office building fronting Retail Street



Street section of high-rise residential building fronting Retail Street

4.3.4 Special Sites

a. Urban Plaza

The design of the subway station plaza area at the north end of the *Mixed Use* area could be developed in conjunction with the office site. At such time, key design considerations may include:

- The plaza should be designed with an entrance to the subway. Bicycle parking and storage facilities should be located conveniently for cyclists.
- Ideally, the plaza would be framed by buildings on the north and east sides. At ground level, access to retail spaces should be provided with outdoor patios such as coffee shops and restaurants.

- Paving and street furniture should be designed to enhance pedestrian and vehicular circulation, while creating a coordinated and visually seamless space that includes the street.
- The design of the plaza may provide an opportunity to integrate public art, which could be located to take advantage of site lines from along the retail spine street.
- The plaza should be designed to accommodate flexible uses throughout the year.

- The planting strategy for this space will be coordinated with the design of below-grade parking structures in order to ensure adequate soil volumes for tree growth.
- Openings to the plaza will be provided to ensure that the physical and visual connection will be created between plaza and the public streets.



Open spaces in proximity to transit are well-used year round (Sound Transit's International District Station, Seattle)



b. Retail Street (Private)

The Retail Street runs between the subway station plaza and the retail/residential block. These spaces act as *Gateways* and *View Terminus* for the Retail Street and serve as a main pedestrian path to access the subway station for the different areas in the District. As such, it should be appropriately designed and furnished to enhance the pedestrian experience.

- Retail will be highly encouraged to locate at grade on this street; the design of the ground floor of the buildings forming this street will be adapted to fit these uses and on-street parking will be provided.
- Expanded sidewalks will be designed to enhance pedestrian circulation and accommodate retail activity; street trees and street furniture shall be coordinated, located and arranged to support these functions.
- Lighting should be designed as an integral part of the buildings and the streetscape throughout the year.
- The continuous, consistent and coordinated design of the retail street shall be maintained along both the public and private portions of the road (see *Public Realm Sections*).



Example of parking structure integrated in a commercial street (National Harbour, Washington DC)



Appropriate pavements, street furniture and landscaping may enhance the pedestrian character of the street (National Harbour, Washington DC)



Colourful signage, streetlights and planters animate the streetscape (Shops on Don Mills)