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Christie's Urban Design and Streetscape Guidelines

CHRISTIE'S URBAN DESIGN AND STREETSCAPE GUIDELINES

URBAN DESIGN GUIDELINES

2021

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

City of Toronto Christie's Planning Study Urban Design and Streetscape 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 Streets Guidelines
- Complete Streets 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.

Christie's Planning Study Urban Design and Streetscape Guidelines Team:

- City of Toronto Urban Design West District Staff
- City of Toronto Strategic Initiative Staff
- City of Toronto Community Planning West District Staff
- City of Toronto Parks, Forestry & Recreation Division Staff
- City of Toronto Economic Development & Culture Division Staff
- Allies and Morrison Architects
- Urban Strategies Inc.
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- Gross.Max.
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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 north, Lake Ontario shoreline to the south and the Mimico Creek ravine to the west. The area includes tall building developments within the Humber Bay Shores area and tall building developments along Park Lawn Road.

1.1 Background
1.2 Area Description
1.3 Vision
1.4 Guiding Principles
1.5 Master Plan Vision
1.6 Master Plan
1.7 Structural Moves
1.8 Guideline Development and Consultation
1.9 Phasing
1.10 Transit Hub

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 of 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. The Guidelines are intended to be read in conjunction with the Official Plan, the 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

For the purpose of these Guidelines, the Christie's Plan Area is on the north side of Lake Shore Boulevard West and Lake Ontario is to the south. Park Lawn Road is on the west side of the Christie's Plan Area. On the west 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 south side of Lake Shore Boulevard West, the Humber Bay Shores neighbourhood that was planned and built to replace the former Motel Strip includes tall buildings 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 west, the Humber River valley to the east, and the Lake Ontario shoreline, waterfront parks and Martin Goodman Trail to the south. 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. Some of the non-residential developments along Lake Shore Boulevard West 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 West to the lower heights transitioning to the east and then bordered by taller building heights further east of Palace Pier Court.

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 the Mimico GO 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. Humber Bay Park East (c stanbalik, pixabay.com)

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 Guidelines 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 and mobility, employment generation, design excellence, affordable housing, parkland, community services, sustainability and climate mitigation and resilience.”

Figure 6. Dundas Square - Public Realm - Toronto

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 West and Park Lawn Road. The new transit hub in combination with extended bus services and a street car 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 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.

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, senior's 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.

1.5 MASTER PLAN VISION

High Quality Public Realm: To create attractive and comfortable spaces focused on high quality public realm and design excellence.

A high quality and attractive public realm will feature public squares, parks, public art, and community gardens that prioritizes pedestrian, cyclist and public transit users and supports people of all ages and abilities will create a vibrant and lively neighbourhood. The community will have a strong sense of place which will support residents and attract visitors 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, school(s), daycares, a community centre, 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.

Building upon the Secondary Plan vision and the guiding principles, the Master Plan vision provides directions for the design of different public realm and built form elements within the study area. The Master Plan vision along with the guiding principles of the Secondary Plan contribute to the creation of a complete community that is context sensitive and delivers design excellence.

Urban and Green

Positioned in proximity to downtown, Christie's study area aims to deliver the best of the city with access to green and open spaces.

New development within the study area seeks to capture the vibrancy of a high density community as well as the vitality of Toronto's parks and ravines. It will do so through a careful balance of building typologies integrated with a landscape optimized for microclimate performance and biodiversity.

Completing a Puzzle

The Christie's study area aspires to be the heart for a new community located within a well established high-rise community in Humber Bay Shores.

Surrounded by a high-rise community to the south and to the west, and facing expressway and railway lines to the north, the site of the former cookie factory will play a critical role in defining the future character of the area. As a large vacant site, Christie's study area has a unique opportunity to deliver a comprehensive level of placemaking that will contribute to what was achieved through other developments in the vicinity.

The Christie's site will be a convivial neighbour, looking to blur the boundaries along Park Lawn Road and Lake Shore Boulevard West. Through a sensitive and inviting public realm along these edges, the Master Plan aims to uplift the pride of "place" across all of the surrounding context. Moreover, it will provide the amenities, community services and job opportunities needed to establish a complete community, serving the needs of existing and future residents.

Spaces, then Buildings

The aim of the new development will be to deliver a robust network of public realm elements that are framed by buildings that will contribute to design excellence of the Christie's study area.

Rather than competing for individual attention, buildings will collaborate to create a dynamic variety of new spaces, framing squares, parks, streets and promenades. The experience of pedestrians and cyclists will be paramount to the design of the Christie's study area with street alignments calibrated for interesting views and streetscapes.

The proportioning of space between buildings and the interconnection of these spaces has been baked into the structure of the Master Plan, through blocklines, building height limits, setbacks and public rights-of-way. Design guidelines will promote the conscientious detailing of street-level façades– encouraging a high quality public realm through attention to materiality, comfort, sociability and safety.

Well Connected

A new multi-modal transit hub integrated into the urban fabric of the Christie's study area will be a fundamental provision of the Master Plan.

A new GO station will help make the area an attractive employment destination. The station will reduce transit time to downtown to 12 minutes, and make the study area accessible to a larger commuter pool within the Golden Horseshoe of southern Ontario.

The design of the street network within the study area and the transit hub have been co-ordinated to 'normalize' inter-modal transfers into the life of the city. Rather than isolating all exchanges within a single facility, connections to buses, streetcars, bikes, and pedestrian networks are to be spread throughout the study area in order to benefit street animation and footfall to the wider area.

A continuous, safe and convenient network of pedestrian walkways and cycle tracks encourages the residents of the new development as well as the existing community to use active transportation to reach destinations including the GO station, parks, community facilities, retail and employment uses.

A Place of "The Place"

The new development in the Christie's study area aims to contribute to and develop a sense of place for the broader community.

1.6 MASTER PLAN

The Christie's development aspires to be more than a master plan and become an integrated piece of the city. Its gravitas, scale, and visibility will contribute to the image of Toronto at large, from aerial approaches into Pearson Airport to commuter perceptions from the Lakeshore GO train and the Gardiner Expressway.

Even more crucial than this outward image will be the local sense of place and the new quality of life it will bring. New development will pay careful attention to the experiential qualities of space so that this community will count its name amongst the other well-loved neighbourhoods of Toronto.

The Master Plan begins with a strong public realm hierarchy, comprised of a tightly integrated network of streets, squares, parks, and laneways.

Building massing is crafted to support this public realm structure. Deployed throughout the massing is a refined mixed-use strategy.

Street level frontages are animated by retail, office, and select residential typologies, and key sites are dedicated to civic uses and community services.

Mid-range levels are designated for suitable office, retail and commercial uses, and the tallest buildings will focus on residential provision.

Figure 7. Christies Master plan (c Allies and Morrison)

Housing

Sensitive housing design can contribute to both public and private life, forming the social infrastructure for new communities. New residential developments must take into consideration the sensitivity of high-density building types, and the impact they make to existing places.

A strategic range of residential products should be set to create an inclusive and diverse community, embracing all ages and cultures.

Institutional Uses and Community Facilities

The Master Plan will provide community service uses currently missing from the broader area to support a complete community. It will also introduce facilities that contribute to the social economic and cultural vibrancy of the city and create a livable community.

Retail

Retail plays a central role in the placemaking of the Master Plan. It will also be a destination providing experiences and services unmatched by e-commerce and other competitors.

A wide range of retail unit size, heights and locations provides flexibility and diversity of offer: high-visibility showrooms along the boulevards, character-setting units on prominent corners and around public spaces and squares, and smaller retailers strategically located between the larger anchors.

Offices

A cluster of new employment uses will be focused on the north-western edge of the study area to take advantage of its proximity to the new GO station and the Gardiner Expressway.

A mix of building typologies will also be explored to provide a range of workspaces catering to the needs of employers today. Emerging trends in workspace flexibility, social amenity, and environmental quality will inform the design and layout of employment areas in the Master Plan.

Network of Parks and Open spaces

The Master Plan comprises an intricate network of public spaces which will provide a vibrant place for a spectrum of public activities and allow for a creative synergy of living, working and cultural entertainment.

The public landscape of the ground plane visually extends upwards with landscaped podium decks and terraces at varying heights, blending architecture and nature into a panoramic skyline.

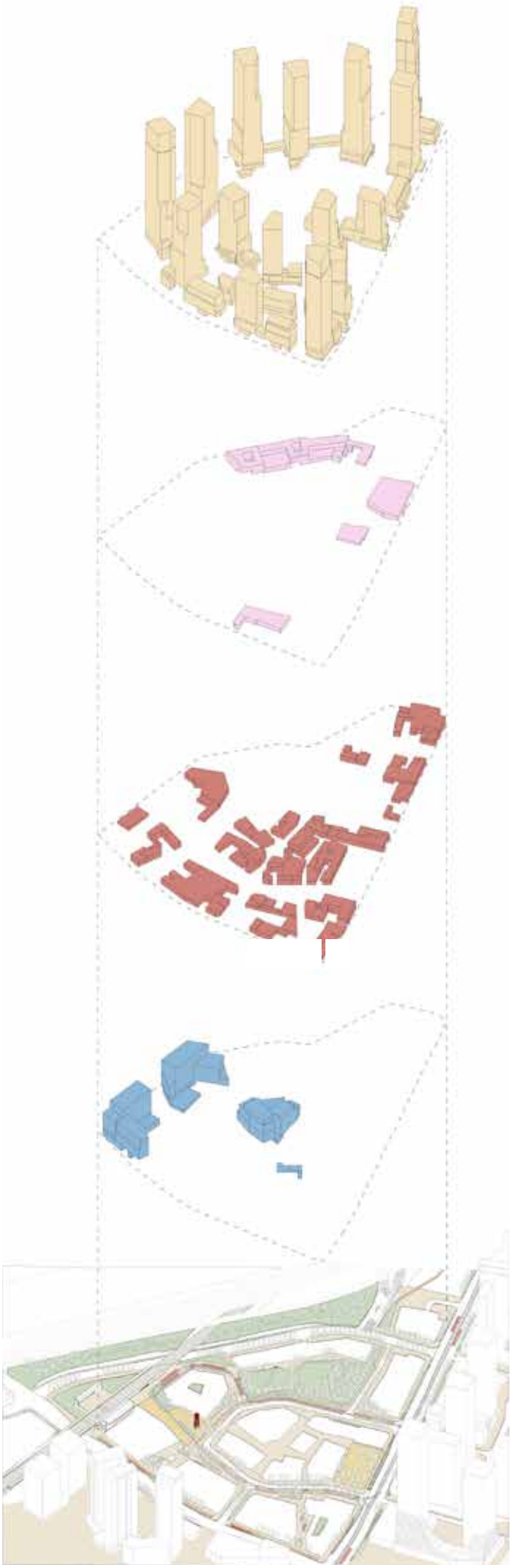


Figure 8. Land Use Exploded Axonometric Diagram (c Allies and Morrison)

1.7 STRUCTURAL MOVES

A New GO station

Introduce the Park Lawn GO station.

The Master Plan will provide a new GO station, with the platform spanning across Park Lawn Road, enhancing transportation choice and relieving vehicular traffic in the area. The GO station will contribute to the overall connectivity of the study area and broader community. It will create a multi-modal transit hub which provides opportunities for modal change and access to the GO station via active transportation.

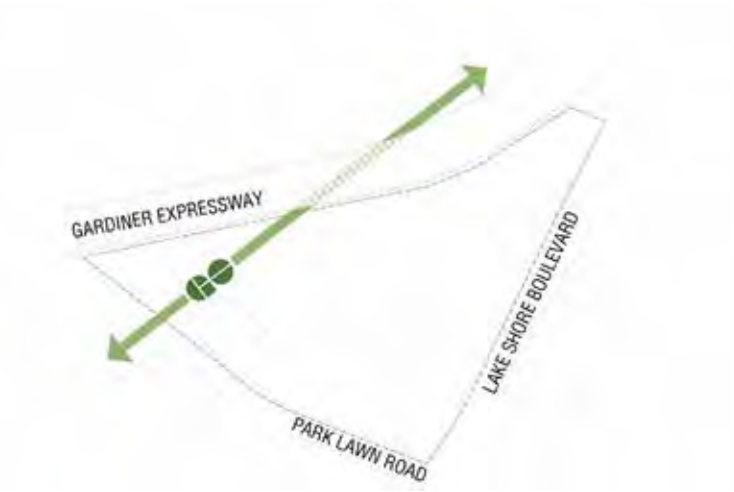


Figure 9. A New Go Station (c Allies and Morrison)

A Rich Open Space Strategy

Deliver new public parks and privately-owned publicly accessible (POPS) for the community.

Larger parks and open spaces are complemented by a series of smaller open spaces to create a dynamic community oriented public realm experience spread across the entire site. The new public parks will provide outdoor amenities and greenery, with the POPS providing local places of gathering focused on different surrounding uses: retail, employment, transport, and entertainment

Figure 10. Open Space Strategy (c Allies and Morrison)

Blurred Boundaries

Extend connections into the site through street and block pattern.

New internal streets extend from the surrounding street network, creating new connections and enhancing permeability that will draw pedestrians, cyclists, transit vehicles and cars into the study area, creating a multi-modal transit node at the GO station.

The non-orthogonal street network mediates between the regular street grid of the surrounding context with the triangular shape of the site, creating picturesque street views and also enhancing the microclimate at street level by deflecting wind coming through the channels of the surrounding block grid.

Figure 11. Site Connections (c Allies and Morrison)

Job Opportunities

Establish a new employment area to relate to the Gardiner, Rail Corridor and Ontario Food Terminal.

A cluster of new office uses are concentrated around the GO station, transit plaza and the community park. These uses contribute to a transition and buffer, supporting land use compatibility between sensitive uses to the south and the movement corridors and Food Terminal to the north. Office uses also complete the mix of residential, retail and community services and facilities anticipated in the study area, creating a range of local, transit-oriented jobs – an important part of a complete community.

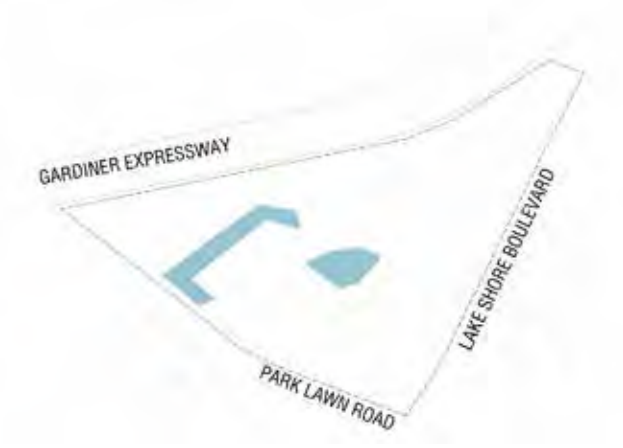


Figure 12. Employment Area (c Allies and Morrison)

Community Facilities and Destinations

Create a system of publicly accessible covered spaces to draw pedestrians into and through the study area to access the community facilities and destinations.

The Galleria is conceived of as a covered pedestrian street, open to the elements but offering protection from wind, rain and snow, creating connections through the heart of the study area. Potential community facilities such as school(s), a library, daycares and a community recreation centre will be provided within the study area to address the needs of the existing and future residents. They will be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access.

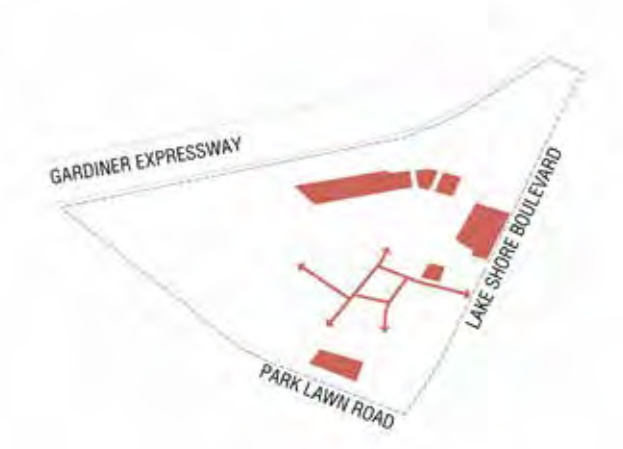


Figure 13. Covered Spaces and Community Uses (c Allies and Morrison)

The New Public Street A

Provide traffic relief for the neighbourhood with Street A

Street A is a service road and bypass route running along the northern edge of the study area, connecting the Park Lawn Road Gardiner Expressway access ramp with the Gardiner Expressway ramp to the east. This diverts commuter traffic away from Park Lawn Road and Lake Shore Boulevard West, also providing access to below grade parking and servicing areas within the site. Diverting new and existing traffic north of the study area to calm Park Lawn Road and Lake Shore Boulevard West will allow these streets to take on a more pedestrian friendly, main street character.

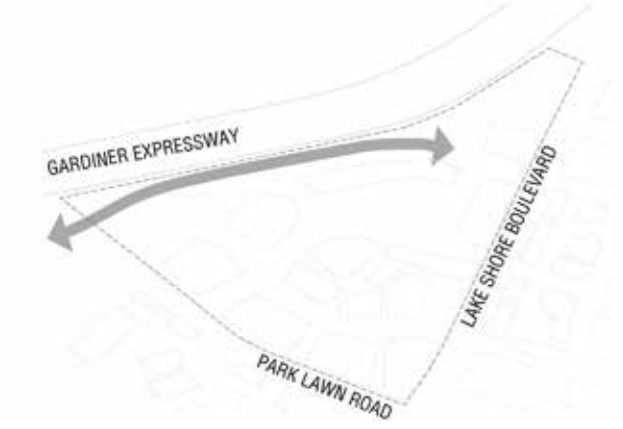


Figure 14. Street A (c Allies and Morrison)

1.8 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.

The 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 community provided comments on the guiding principles outlined in the Secondary Plan.

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. A virtual community consultation meeting was held in November 2020 along with a virtual EngageTO platform to collect input from the community.

In addition to the broader community consultation meetings, a series of stakeholder meetings were conducted 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 consultations is included in the 2150 Lake Shore Boulevard staff report and the Christie's Planning Study report to Council Dated September 30, 2020 (Item PH16.2).

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.

Figure 15. Christie's Planning Study, Community Consultation October 17 2020

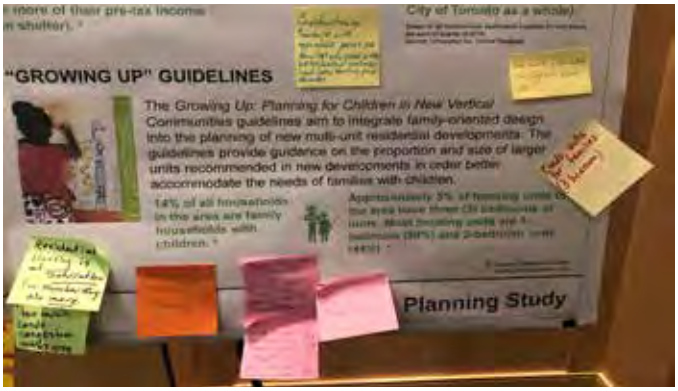


Figure 16. Christie's Planning Study, Community Consultation October 17 2020

1.9 PHASING

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

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

1.9.2 Each phase will contribute to a complete community with the necessary design elements.

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

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

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

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

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

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

Figure 17. Focus Areas and Phasing

1.10 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.

1.10.1 The new Park Lawn GO Station will be approved with secured funding as part of Phase 1 of development within the study area.

1.10.2 The station will be located on the northwest side of the study area and will include entrances on both sides of Park Lawn Road.

1.10.3 The station will have two side platforms and as such, the entrance pavilion will have access on both sides of the rail corridor.

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

1.10.5 The station building and its associated elements will not preclude the redevelopment of the parcel located between the Lakeshore rail corridor and the Gardiner Expressway on the north side of the study area.

1.10.6 The station will be fully accessible and will include the necessary amenities for the passengers.

1.10.7 The GO station building will be built as an urban station and will be integrated into other facilities and buildings where feasible.

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

1.10.9 The station building and its associated elements will be visible from the public streets.

1.10.10 The loading, servicing and back of house operations associated with the GO Station are encouraged to be located below grade wherever possible to minimize impacts on the public realm.

Figure 18. Location of the new Park Lawn GO station (c Joshua Bassett)

Figure 19. 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

2.2 Micro-Climate Studies

2.3 Public Health Approach to Design

2.1 INTRODUCTION

Sustainability

Development on the Christie's study area will prioritize limiting the environmental impact of the new development and enhancing 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. The Christie's study area has set an ambitious sustainability vision which has been translated into the Master Plan's sustainability strategy.

The new development on the Christie's site will set a benchmark for sustainability and will inspire new master plans in Canada and around the world that are resilient to a changing climate.

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 the 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.

The structure of the Christie's sustainability strategy uses a hierarchy of themes, objectives and criteria to articulate and define how the vision will be achieved. Seven themes, drawn from analysis of the project's impact on and/or contribution to each of the 17 United Nations Sustainable Development Goals, capture the breadth of the project's response to the development's ambitious sustainability aspirations and opportunities unique to the study area.

2.1.1 The new development will strive to achieve the highest tiers of the Toronto Green Standards and support the City of Toronto's Resilience Strategy and contribute to TransformTO, the City's ambitious climate action strategy.

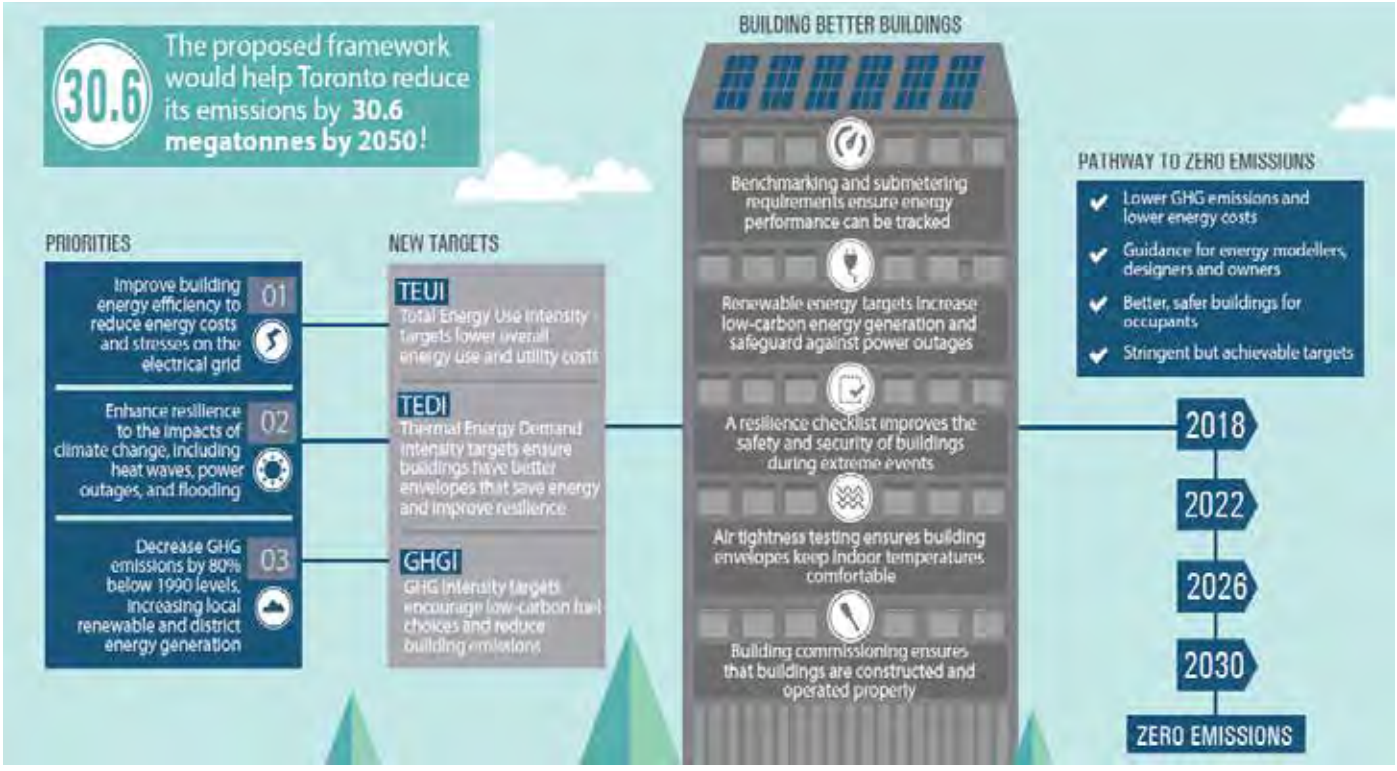


Figure 20. City of Toronto Zero Emission Building Framework - 2017

Resiliency

New development in the Christie's study area will set a benchmark for sustainability and resiliency and will inspire future master plans. It supports the City of Toronto's Resilience Strategy and contributes to its ambitious sustainability and resiliency vision.

The measures embedded in the Master Plan design will minimize the development's environmental impact, encourage biodiversity, enhance the wellbeing of residents, and contribute to the creation of a sense of place, and of a community connected to the local area.

The Master Plan sustainability and resiliency strategy uses a hierarchy of themes, objectives and criteria to articulate and define how the vision will be achieved. The breadth of the strategy is given structure by the themes.

The seven themes identified for the study area are:

- Biodiversity and access to nature
- Site-wide water management
- Towards zero carbon
- Materials and resource efficiency
- Transport and mobility
- Wellbeing and social value
- Adaptable and climate resilient
- Biodiversity and access to nature

Figure 21. Image showing the overview of built form in the study area and the surrounding context (c Allies and Morrison, Cityscape Digital)

The Master Plan is maximizing greenspace across the study area, with tree cover being a key priority. Tree planting will be functional as well as aesthetic; mitigating wind and creating sunny and shady spots for use by the public. Collaboration with the non-profit Fatal Light Awareness Program (FLAP) Canada is ongoing.

The design emphasizes native and adapted plant species, pollutant removing vegetation (particularly along vehicular oriented spaces) and is investigating a long-term habitat management plan.

Site-wide water management

The flood risk and drainage strategy has an ambitious retention target for rainfall from across the study area considering infiltration, evapotranspiration, and reuse strategies. Water efficiency measures and non-potable water supply for indoor and outdoor water use has been considered and will be evaluated in detailed design.

Towards zero carbon

The Master Plan explores options to minimize carbon emissions and preserve and improve the local air quality, while striving to recommend economically feasible solutions for the project. Energy-related resilience considerations such as energy storage, backup power and the contribution of renewable energy strategies have also been considered.

Materials and resource efficiency

Considerations during detailed design include assessing opportunities to reduce embodied carbon of materials used to construct the building envelope of future buildings within the study area. Operational waste considerations, informed by circular economy principles, have resulted in the recommendation to consider a sharing, reuse and repair hub within the Christie's study area. This type of hub would enhance the community spirit and help raise awareness about waste prevention, material reuse, and prolonging the useful life of materials.

Transport and mobility

The proposed design aims to enhance the cyclist and pedestrian experience with pedestrianized areas, safe cycle lanes and facilities, and healthy street design. The project incorporates a new GO station on the Christie's site and promotes transportation sharing schemes. It will seek to deliver mobility options by reducing car usage, encouraging active transportation and enhancing the sense of community.

Wellbeing and social value

Wellbeing is a key priority for the Christie's study area and the inclusion of recreation facilities, open space networks, public artwork and food growing areas will foster community cohesion and improve liveability for residents and visitors. Specific consideration is given to accessibility and safety to ensure that the public realm is an inclusive environment.

Designing spaces to be flexible and adaptable to changing community uses and forming potential partnerships with local assets such as the Food Terminal will help to deliver greater breadth of sustainability impacts and enhance social value.

Adaptable and climate resilient

Embedding resilient strategies is critical for future proofing the Master Plan. Addressing the key issues of the urban heat island effect and reducing flood risk directly align with Toronto’s Resilience Strategy. A preliminary hazard assessment was completed to identify the most critical weather, geological and man-made hazards for the Christie's study area. Informed by the results of this analysis, and in alignment with the Toronto Green

Standard, decentralized back-up power strategies are being considered for the study area. Designing for playful and engaging spaces that provide benefits for residents on a day-to-day basis and can adapt during extreme events are important.

2.2 MICRO-CLIMATE STUDIES

Pedestrian wind comfort

Existing condition

The results in this section show the existing pedestrian wind comfort levels at ground, based on the existing buildings within the surrounding the Christie's study area.

As the study area is very open and exposed to the elements, the existing pedestrian comfort levels are shown as relatively windy. Most of the site during the summer season falls within the Leisurely Walking category, with significant patches to the south falling into the Fast Walking category.

In addition, it is clear that the neighbouring grid-like streets to the south of the site, such as Brooker Lane and The Marginal Boulevard, are creating wind canyons, with strong winds blowing perpendicular over Lake Shore Boulevard West, with uncomfortable conditions coming into the study area.

During the winter season, the conditions worsens as the wind speeds are higher, and these effects are pronounced even further with large areas of the study area falling into the Fast Walking category, with some significant areas highlighted as Uncomfortable. These conditions do not account for temperature effects, and will be more pronounced when the effects of wind chill are considered.

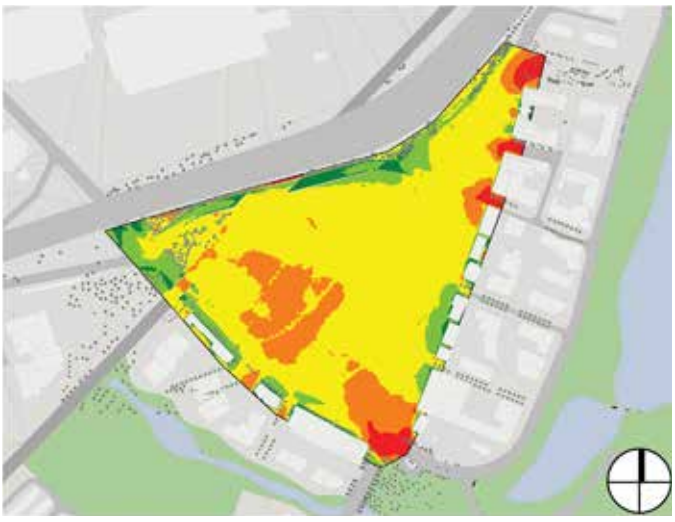


Figure 22. Pedestrian Level Wind Condition - Summer Season - Existing (c AKT II)

The effect of the grid-like street on the north east of the site are clearly visible, as well as an area to the southwest which is directly caused by the collection of tall buildings to the west side of Park Lawn Road. The southwest corner of the site, where Park Lawn Road meets Lake Shore Boulevard West, is particularly windy. As the wind gets funneled between the opening on this corner, approaching over Lake Ontario and Humber Bay, it blows freely towards the Christie's study area, with a large area during the winter showing uncomfortable conditions.

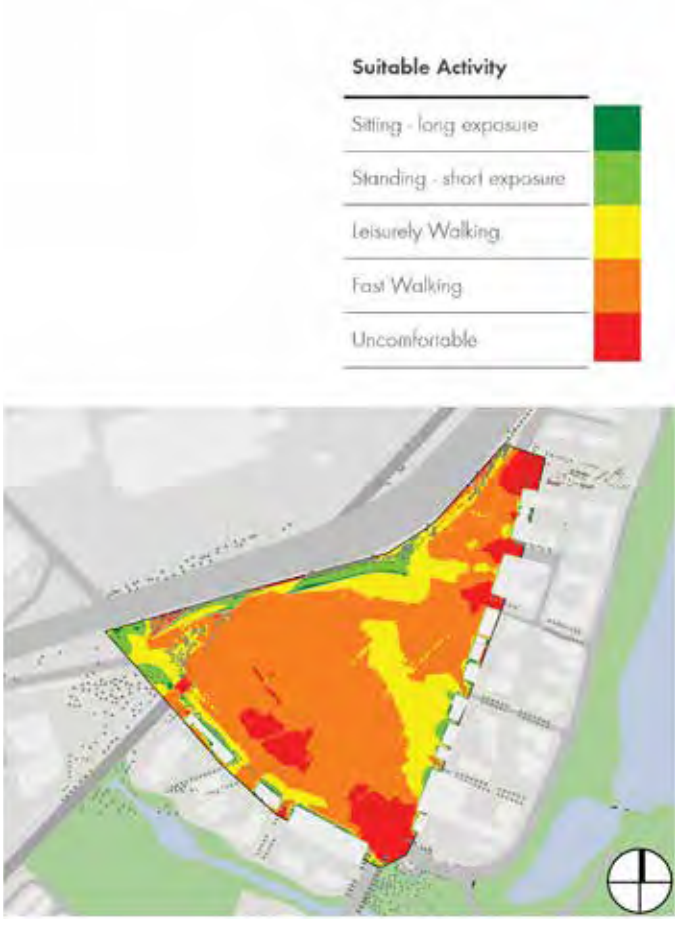


Figure 23. Pedestrian Level Wind Condition - Winter Season - Existing (c AKT II)

Proposed condition

2.2.1 New development will be designed in a way to maximize the pedestrian comfort level through reduction in uncomfortable wind conditions.

2.2.2 New buildings will be designed, oriented and articulated in a way to reduce wind downwashing and wind tunneling within the pedestrian oriented spaces, public realm and landscaped open spaces.

2.2.3 The public spaces and private amenity spaces will be suitable for all activities including long term sitting in summer and intended activities during all seasons.

2.2.4 Active frontages and spaces such as lobby entrances, restaurants, cafe terraces, parks and picnic places will be strategically located based on wind condition to encourage extended uses of these spaces in colder weather.

2.2.5 Creating comfortable pedestrian level wind conditions will be one of the focuses of the detail design stages of the development in each phase.

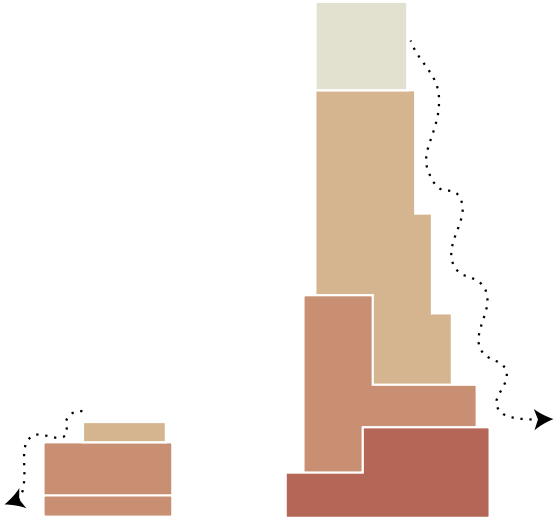


Figure 24. Building articulations, design and orientation will reduce wind downwashing and tunneling. (c Allies and Morrison)

Wind Speed

The Master Plan takes the irregular shape of the site to explore an informal street layout, not only for a picturesque cityscape, but for the shielding effect and the wind speed reduction that oblique building blocks can provide.

2.2.6 Buildings, landscaping areas and public realm elements will be strategically located along the irregular street pattern within the Christie's study area to reduce wind funneling through the existing surrounding streets.

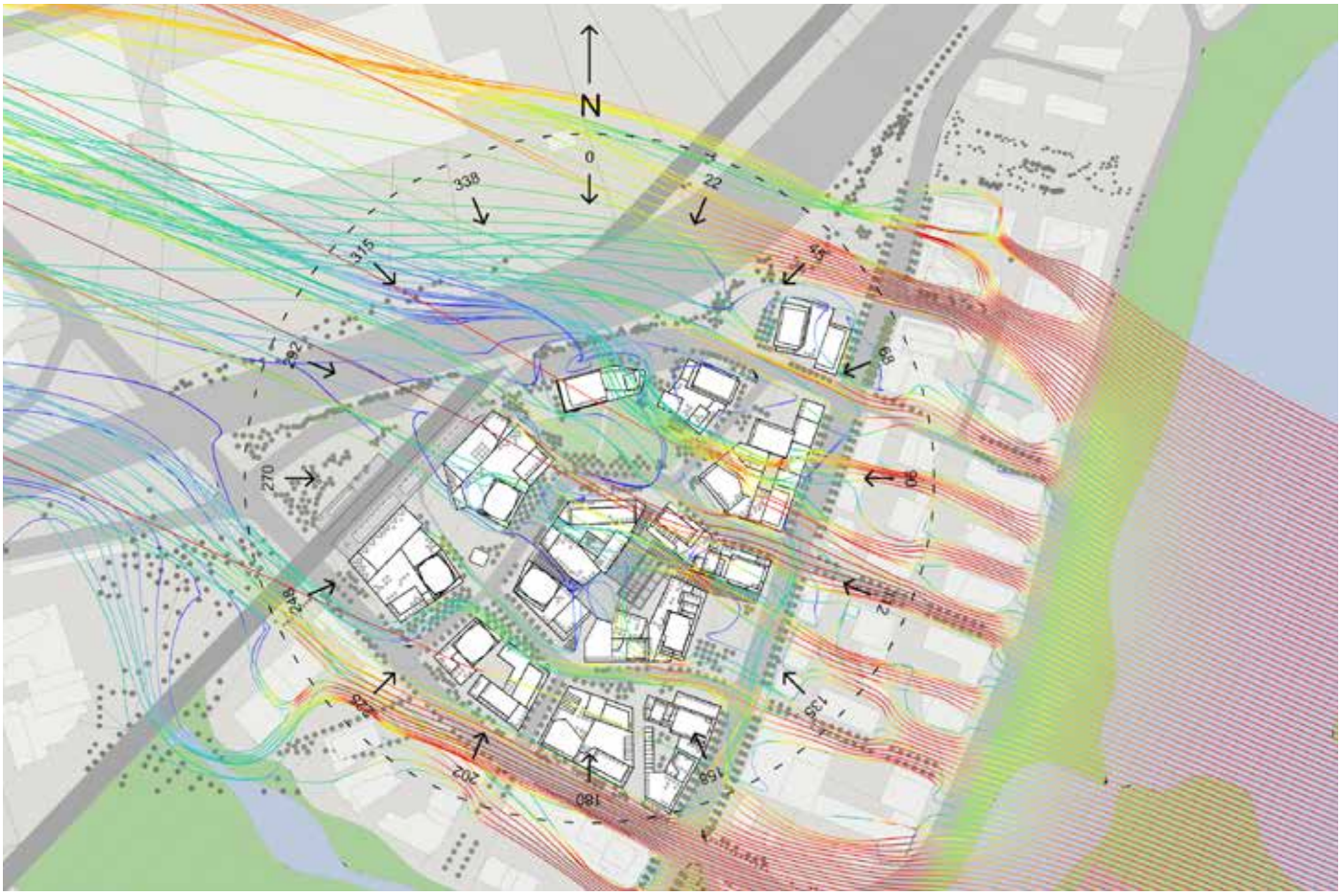


Figure 25. Non-gridded street pattern helps dissipate wind speeds and improve environmental conditions (c AKT II)

Sun-Shadow Study

Existing condition

Appropriate exposure to sunlight not only ensures growth and expansion of the green infrastructure of the study area but also enhances the comfort levels of pedestrians and cyclists while using the public realm elements, especially in the shoulder seasons (spring and fall).

As the study area is located within an already established tall building community, existing shadows cast by the existing and planned tall building in Humber Bay Shores and Park Lawn Road communities are taken into account when determining the location of the public realm elements including the public parks.

Proposed Condition

2.2.7 The new buildings will be located, designed, articulated and oriented in a way to minimize their shadows and maximize the sun exposure on parks and public realm elements within the study area.

Figure 26. Cumulative shadow analysis (March 21th) based on the existing context

2.3 PUBLIC HEALTH APPROACH TO DESIGN

The quality of the public realm and built form of a city contributes to the health of its citizens. Access to open spaces, sunlight, fresh air, nature and places that shelter from the elements are all vital aspects that contribute to public health. A Public Health approach to design will contribute to the resiliency of the new development and facilitates crisis management in the future. Physical distancing is instrumental in slowing the transmission of communicable diseases from person to person. The design of new developments should incorporate spaces that can remain operational while allowing for physical 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 sq.ft. (9.3 sq.m.) per person as a benchmark when calculating the occupancy capacity of a space. It also recommends that planners and architects use (6 ft) 1.8 m radii as a space planning unit.

2.3.1 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.

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

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

2.3.4 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 public health 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

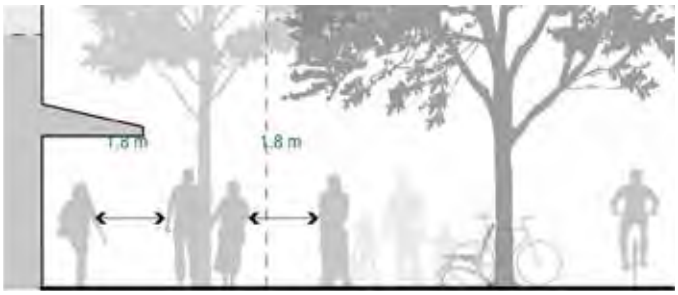


Figure 27. Wider sidewalks will facilitate physical distancing measures

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 Public Realm Elements
3.2 Parks and Open Spaces
3.3 Streets and Pedestrian Connections
3.4 School Yard
3.5 Views and Vistas
3.6 Entrances and Grade-related Uses
3.7 Public Art

3.1 PUBLIC REALM ELEMENTS

Public realm guidelines establish the structure and design qualities of public spaces that will define the experience of being in the Christie's study area. They help guide the character of various places in the area by defining expectations of use, quality, landscaping, microclimate, amenities and services to be provided, as well as the contribution of the buildings that interface with those places.

Figure 28. Public Ream Elements (c Allies and Morrison)

Existing 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 safely and comfortably 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 development in Humber Bay Shores and along Park Lawn Road, additional POPS, parks and landscaped areas have contributed to the existing green infrastructure.

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

Figure 29. Martin Goodman Trail - Toronto

Figure 30. Existing open space and green infrastructure in the surrounding context

New Open Space Network - A Diversity of Spaces

A robust network of public realm elements is comprised of a series of connected parks, open spaces, mid-block connections and landscaped setbacks that are integrated within the system of open spaces and natural resources in its surrounding. A large variety of spaces bring richness to the experience of the public realm. New development in the Christie's study area will deliver a collection of spaces that are varied in size, function, character and design:

Figure 31. Public Ream Elements (c Allies and Morrison, Gross.Max.)

Largos

A largo in a piece of music is a part of a longer piece that is played slowly. In the Christie's study area, it refers to the string of open spaces of various sizes alongside the spine road which provide places to sit, relax and play. The variety of angles of adjacent building plots facing the central spine creates a pictorial serial vision with differing levels of intimacy. The planted zones also act as rain gardens capturing water from the surrounding surfaces.

Groves

A series of groves consisting of a mixture of deciduous and coniferous trees punctuate the public realm; they are part of a series of nodes creating a visual network of sightlines and places to meet, play and relax below the tree canopies.

Mews

The mews consist of a linear public realm in between the residential blocks; it provides a pedestrian street and combines a variety of planting and surfaces to accommodate both formal and informal play spaces.

Figure 32. Public Ream Elements (c Allies and Morrison, Gross.Max.)

3.2 PARKS AND OPEN SPACES

Parks

Parks, alongside other types of 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 and open spaces contribute to the creation of a sense of inclusion, place and belonging and provide the community with various environmental, health, economic and social benefits. These open spaces will form a network of interconnected green spaces that support seamless connectivity, mobility, community gathering and active lifestyles 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.

Figure 33. Location of the public parks (c Allies and Morrison)

3.2.1 The parkland dedication from the development within the Christie's study area will consist of a large community park that provides an opportunity for various recreational activities and programing, and a smaller local park that is programed to serve as a space for civic gathering and public events.

Figure 34. Crombie Park - Esplanade - Toronto

3.2.2. Parks are to abut and have generous frontage on public streets in order to maximize visual and physical access.

3.2.3 The location of the parks are to ensure maximum access to sunlight in the 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 plant material in the parks and contributes to the green character and natural resources of the study area and the surrounding context.

3.2.4 The existing shadows within the study area are to be taken into account when determining the location of the parks and public realm elements.

Figure 35. Walmer Road Circle - Toronto

3.2.5 Pedestrian level wind conditions in the parks are to be suitable for all activities envisioned, accommodating 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 throughout the parks.

3.2.6. Public parks and open spaces are to form a network, provide appropriate space for recreational needs, and ensure good visibility, inclusion, access and safety.

3.2.7 Recognizing the distinct opportunities in the local park and larger community park, the designs should strive to:

- incorporate storm water management and other green infrastructure practices;
- contain naturalized areas;
- minimize non-porous surfaces;
- include drought tolerant native species of plant material including high branching deciduous shade tree and biodiverse landscapes; and
- expand the natural habitat for wildlife within the context.

Figure 36. Image illustrating the character of the Local Park as a civic space (c Allies and Morrison)

The Community Park

The community park will be the heart of the new neighbourhood. It provides a place to experience the seasons, serves as the front door for the potential community centre and schools to the north, and is an integrated part of the neighbourhood pedestrian movement network.

3.2.8 The design of the community park should:

- include a tree planting strategy that creates comfortable microclimates.
- provide plantings near vehicular routes that are robust and resistant to salt spray.
- relate well with adjacent buildings.
- provide pet-friendly amenities.
- be designed for safe transitions to adjacent streets and transit rights of way.
- provide provision for play integrated with the general landscape design.
- take advantage of topography, where applicable, to create interesting and functional spaces with comfortable microclimates, such as terraced seating, and have well designed boundaries with adjacent properties to express clear ownership for maintenance responsibilities.

3.2.9 The diagram to the right and the following notes capture the initial conceptualization of the community park through the Master Planning process, which may help to inform the detailed design of the park:

- Edge A should provide a welcoming frontage and foreground for residential towers and potential schools, and provide east-west connectivity to the transit hub and the community centre blocks.
- Edge B should provide a welcoming frontage including a shared surface connection to the potential community centre to the south, a good entry experience from the east and a link to Street B and Largo 4.
- Edge C should provide a welcoming and safe off-loading experience for streetcar stops, and connectivity to the transit hub and Largo 3.
- Edge D should create a strong urban edge in relation to the loop road, the Galleria entrance, and the active frontages along buildings to the south. Trees along this edge should both frame the park and provide visual connection into the park, through mature planting with high canopies and clear sightlines at eye level.
- Interior zones should provide a mix of flexible open green space for general use, as well as a variety of active and passive recreation environments and amenities, such as sports fields and/or courts, play features and woodlands. A pedestrian pathway network should also be provided.
- Planting strategies on the roofs and podiums of adjacent buildings - the "Borrowed Landscapes" - should contribute to the overall perception of the park landscape.

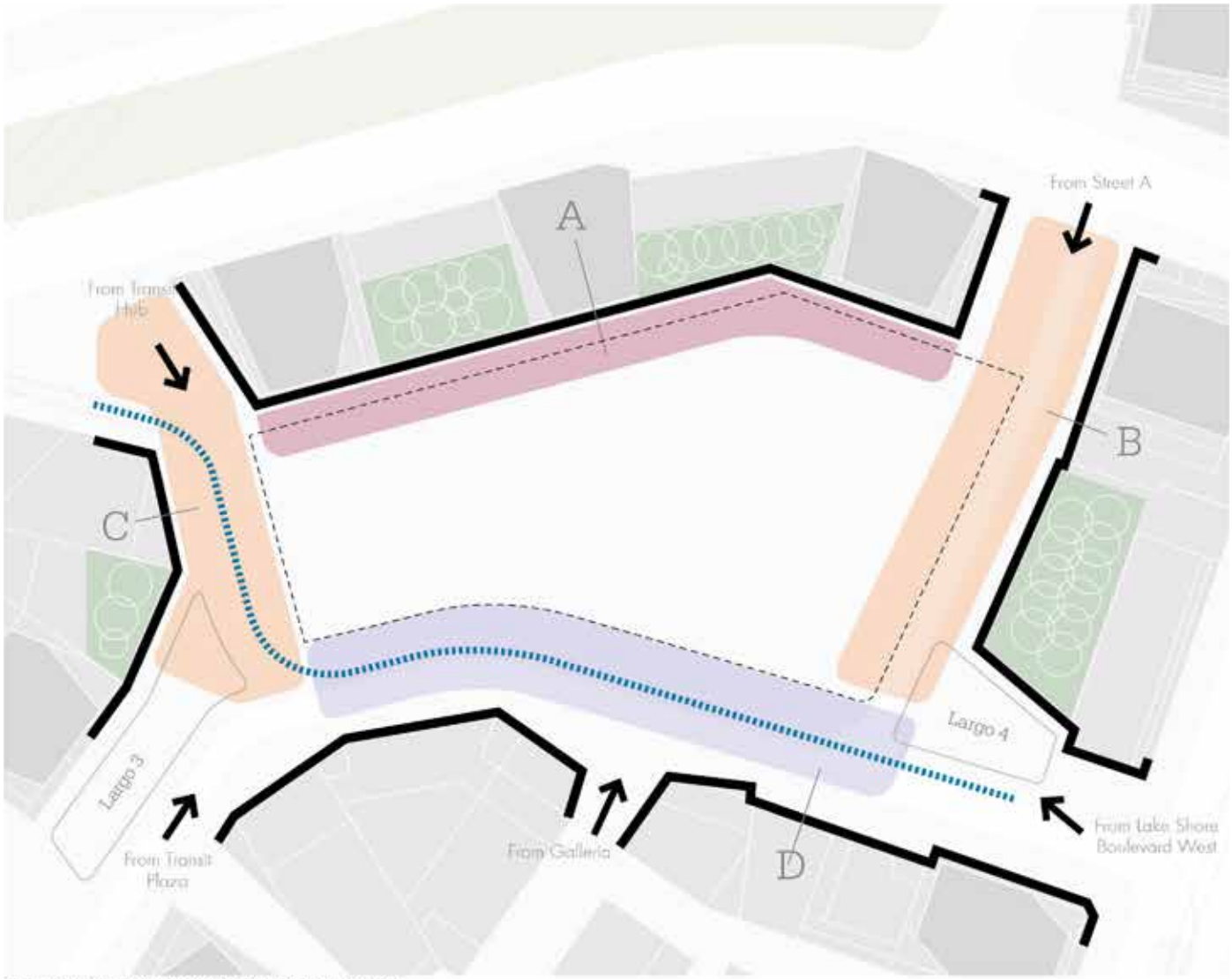


Figure 37. Community Park Diagram (c Allies and Morrison)

Figure 38. Open space for a variety of activities and uses (c Angelito Jusay, bryantpark.org)

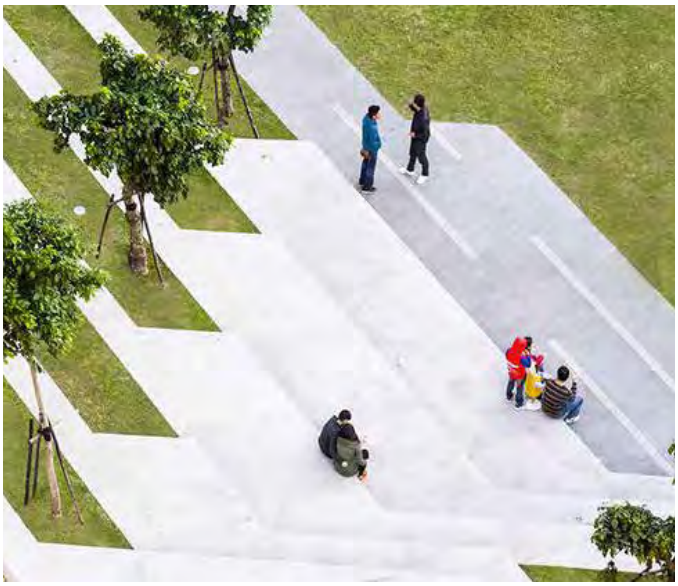


Figure 39. Topography of site used to create terraces and rest areas (pinterest.com)

Figure 40. Mixed biodiverse planting creating structure and seasonal interest

Figure 41. Open space for a variety of activities and uses

Figure 42. Pedestrian walkways and rest areas (c Wagner Hogson, wagnerhodgson.com)

Figure 43. Mixed biodiverse planting creating structure and seasonal interest

Figure 44. View of the community park (c Allies and Morrison, Cityscape Digital)

The Local Park

The local park will serve as a year-round place of civic gathering for Humber Bay Shores through its role as an animated community square. The park will function as an "urban room", created by the setback of a family of towers, and provide a welcoming forecourt for the Galleria and the new community.

3.2.10 The design of the local park should:

- be designed for flexibility of use and outdoor programming throughout the year.
- provide infrastructural support for temporary events and installations, such as lighting, power, and water hook-ups.
- have landscape design that is integrated with that of Lake Shore Boulevard West for a sense of continuity.
- use landscape design that creates a positive microclimate for users of the square.

3.2.11 The diagram to the right and the following notes capture the initial conceptualization of the local park through the Master Planning process, which may help to inform the detailed design of the park:

- Edge A should frame the park and provide visual connection into the park through mature planting of trees with high canopies and clear sightlines at eye level.
- Edge B connects to Largo 1 and Street B edge.
- Edge C should be comprised of hardscape supportive of adjacent ground floor active frontages.
- Edge D should co-ordinate landscape design with the covered pedestrian approach to the Galleria and the ground floor active frontages.
- Interior Zone E should have an open area allowing for a space for events and different programs.

Figure 45. Local Park Diagram (c Allies and Morrison)

Spatial Enclosure

Primary Connections

Public Transit

Edge A

Edge B

Edge C

Edge D

Largos

Interior Zone

Figure 46. Large canopy trees give character along Lake Shore Boulevard West

Figure 47. Paving details give space character and sense of place (c Michael van Gessel, arcam.nl/artisplein)

Figure 48. Flexible open space for variety of uses (gasholder.london)

Figure 49. Active edge connecting square to ground floor uses (c Ballymore, ballymoregroup.com)

Figure 50. Tree planting provide shelter and gathering spaces (c Lemay, lemay.com)

Figure 51. Active edges provide outdoor seating areas (c PWP Landscape Architecture, pwpla.com)

Figure 52. Image illustrating the winter character of the local park as a civic space (c Allies and Morrison, Cityscape Digital)

POPS

Privately Owned Publicly-Accessible Spaces (POPS) are open spaces that are open to, and accessible by 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 study area. The location of 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.

3.2.12 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, are to be provided and maintained.

3.2.13 The edges of the open space are to be animated with uses that are operational at varying hours of the day.

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

3.2.15 Provisions should be made for pet friendly amenities such as dog off-leash areas and appropriate disposal facilities.

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

Figure 53. Village Court POPS - Humber Bay Shores - Toronto

Figure 54. Byng Avenue POPS - Toronto

Figure 55. 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.

3.2.17 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.

3.2.18 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.

3.2.19 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.

3.2.20 The plaza should be designed to include programmable spaces to accommodate events and live performances. Temporary and pop-up activities such as food carts, kiosks, and musical performances will be encouraged by careful placements of utilities and services as well as informal sitting areas and waste receptacles. Programmable spaces will need to be scaled and carefully planned so as not to disrupt access to the GO station and movement through this space.

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

3.2.22 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.

3.2.23 The design of the transit plaza is to be cohesive and continuous, seamlessly incorporating streetcar, pedestrian and cyclist movements while minimizing conflicts and creating a safe, unified space.

Figure 56. Location of the transit plaza (c Allies and Morrison)

Figure 57. 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 58. Use of soft landscape to structure movement, Centraal Station, Rotterdam

3.2.24 To enlarge the sense of the plaza and emphasize pedestrian priority, explore potential for a shared surface across Street B to the entrance of the Galleria.

3.2.25 The diagram to the right and the following notes capture the initial conceptualization of the transit plaza through the Master Planning process, which may help to inform its detailed design:

- Zone A connects pedestrian traffic to Largo 3 and the community park beyond, as well as the connection across Street B to the Galleria. This area will be a potential location for the iconic Christie water tower.
- Zone B connects commuters to and from the transit hub to the Largo system along Street B, and the bus stands beyond the pedestrian plaza. Where safe and amenable to commuter traffic, ground floor frontages should be permitted outdoor seating areas.

Figure 59. Streetcar tracks protected by raised planted edges (archiexpo.fr)

Figure 60. Streetcar tracks protected by raised planted edges (c Pexels, energieleben.at)

Figure 61. Image illustrating transit plaza (c Allies and Morrison, Cityscape Digital)

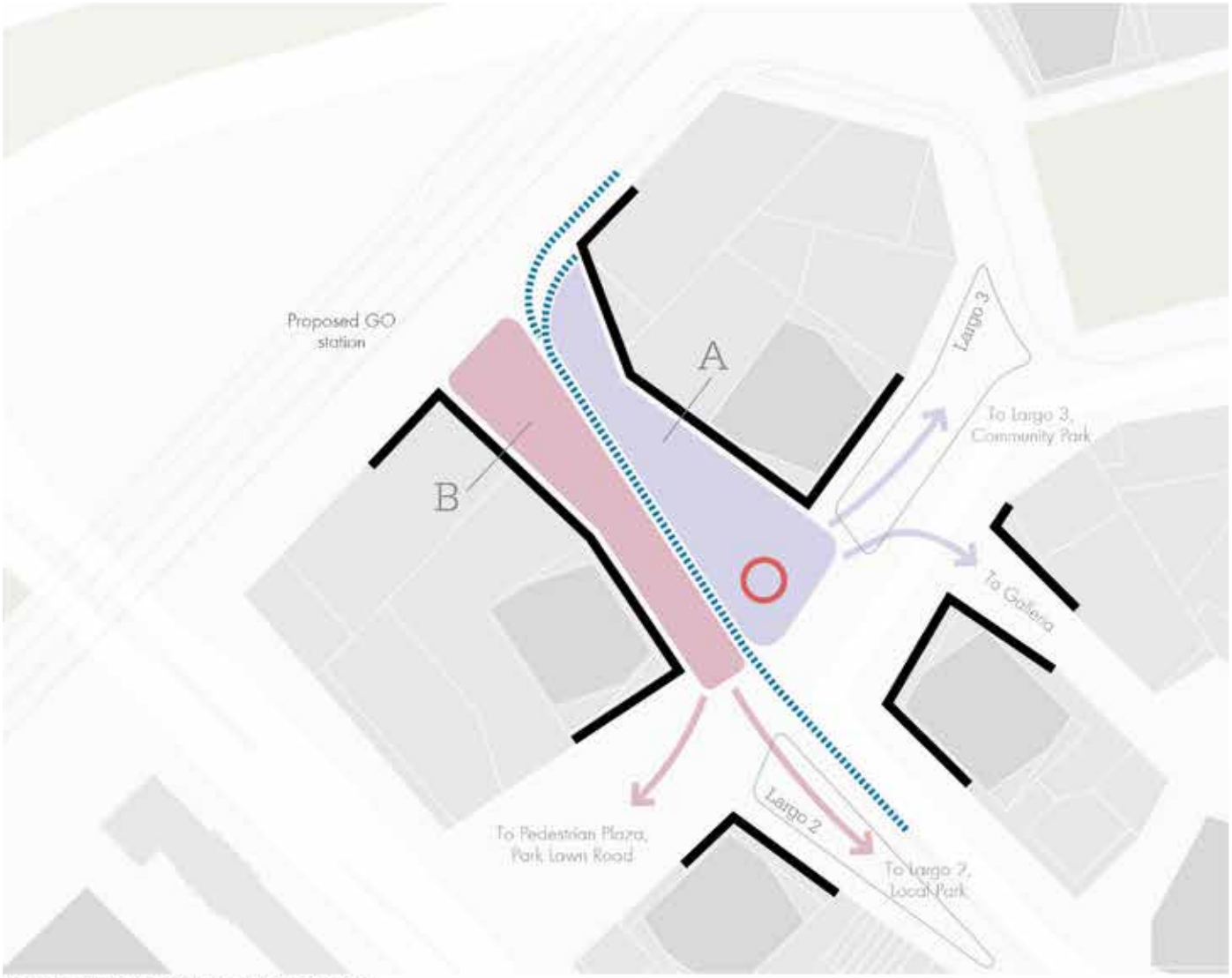


Figure 62. Transit Plaza Diagram (c Allies and Morrison)

Spatial Enclosure

Public Transit

Zone A

Zone B

Zone A Connections

Zone B Connections

Christie Water Tower Potential Location

Largos

Pedestrian Plaza

Pedestrian plaza will connect the transit hub, the 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 convenient access to bus bays as well as a safe crossing to access the developments on the west side of Park Lawn Road and the trail adjacent to the Mimico Creek Ravine System. By forming a green entrance, the plaza provides an important address and amenity for adjacent buildings, and ties into the sequence of Largo spaces on Street B.

3.2.26 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.

3.2.27 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. These features should balance the role of circulation and movement with that of an attractive place to linger.

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

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

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

3.2.31 The diagram to the right and the following notes capture the initial conceptualization of the pedestrian plaza through the Master Planning process, which may help to inform its detailed design:

- Edge A should accommodate active frontages and entrances for adjacent buildings, including outdoor seating and spill-out areas.
- Edge B should establish an attractive interface with Park Lawn Road, creating a threshold into the neighbourhood and improving the environmental and spatial quality of the pedestrian plaza.
- Edge C should maintain the quality of Street B and experience and promote connectivity with transit plaza and Largo 2.
- Interior Zone should provide an attractive microclimate through tree planting and landscape to encourage use. The design of vent structures should be integrated into the overall landscape design.

Figure 63. Pedestrian Plaza Diagram (c Allies and Morrison)

Figure 64. Active edges frame the space and create central focus (c Townshend Landscape Architects, landezine.com)

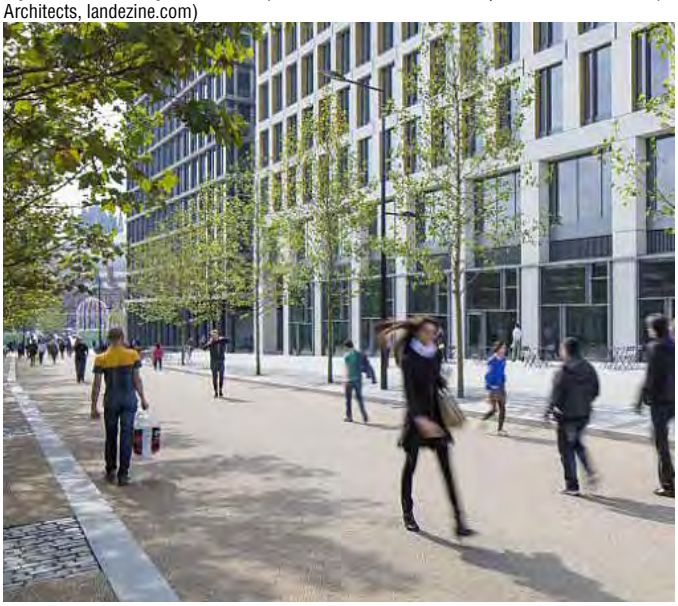


Figure 65. Pedestrian connectivity (c Townshend Landscape Architects, townshendla.com)

Figure 66. Raised planted landform to help achieve soil depth (c. MKSK, mkskstudios.com)

Figure 67. The plaza design is to accommodate level changes (c Townshend Landscape Architects, landezine.com)

Figure 68. Tree planting creates different character zones (c Rafael Vinoly Architects, vicoly.com)

Figure 69. Objects in the plaza to integrate seating and venting shafts (c. scape Landschaftsarchitekten, landezine.com)

Figure 70. Image illustrating Pedestrian Plaza (c Gross.Max.)

Galleria

The Galleria will be a distinct feature at the heart of the Christie's study area. The Galleria will reinvent this familiar and recognizable building type into a new, historically resonant retail space that projects a strong urban character. Providing public mid-block connections within the central block of the new development, the Galleria will play a significant role in the permeability and connectivity of the study area and facilitate ease of access to the GO station from surrounding communities.

The Galleria does two things simultaneously. It creates a link to the public parks and open spaces, providing convenient pedestrian access across the study area. At the same time it is a destination: the central space at the confluence of the pedestrian routes which will be a place of meeting and encounter. As such, the Galleria should be both an icon and a passageway, both a foreground and a background element. The covered but environmentally open nature of the Galleria will be connected to the seasons, with an architecture that mitigates its most extreme conditions for a more hospitable public space that can be used year round. Interwoven within the Galleria will be intimate walkways with smaller scale retail frontages and narrow exposures to the sky, to add variety and commercial range to the retail complex. Balancing the informality of the alleyways, the central zone will be a singular space in the middle, indisputably at the top of the Galleria spatial hierarchy.

3.2.32 The Galleria will be highly permeable to pedestrians, providing access from major nodes across the community through a variety of passageways. The surface treatment should be robust and feel like an outdoor material.

3.2.33 The Galleria will open up to the outdoor spaces, while providing protection from wind, rain, sun and snow.

3.2.34 The Galleria roof will take into consideration its year-round performance to extend microclimate comfort both in summer and winter.

3.2.35 The design of the roof will consider and mitigate the effects of snowdrifting and ice-damming.

3.2.36 The design of the roof and the lighting strategy should be considered visually from below and from above, as seen from adjacent roof tops and from towers above. It should accentuate the architectural and structural form of both roof and buildings, and minimize glare and light pollution upon neighbours.

3.2.37 The use of rooftop space for outdoor amenities should be maximized. In particular, buildings surrounding the Galleria should be designed with rooftop amenity spaces complementary to the design of the Galleria roof.

3.2.38 Buildings that form the perimeter of the Galleria should be read as distinct architectural elements, though structural systems may be shared. The Galleria should be a complex space made up of straightforward buildings.

3.2.39 The diagram to the right and the following notes capture the initial conceptualization of the Galleria through the Master Planning process, which may help to inform its detailed design:

- Central Zone A should accommodate a multiprogram and flexible space for various events, activities etc.
- Central Zone B should establish an attractive interface with the market building and the active frontages, and include outdoor seating and spill-out areas for the retail and F&B uses.
- East and West primary routes (green arrows) should provide connection to the Largos 1&2 and Park Lawn Road to the west, and the community park to the east.
- North and South routes (purple arrows) should provide connectivity to Largo 3, transit plaza and the transit hub on the north entrance, and a connection to the local park, Lake Shore Boulevard West, and the Lake via the south entrance.
- Secondary Connection should promote an easy access to Street B, Largo 1 and the pedestrian mews through which a connection is established to Park Lawn Road.

Figure 71. Galleria Diagram (c Allies and Morrison)

Spatial Enclosure

Public Transit

Market Building

Central Zone A

Central Zone B

North & South Primary Connections

East & West Connections

Secondary Connection

Interface of Zone B With the Active Uses

Figure 72. Location of the Galleria (c Allies and Morrison)

Figure 73. Borough Market - London (Bloomberg.com - Photo: Irene Garcia Perez/ Bloomberg)

Figure 74. Galleria cental space (c Allies and Morrison, Cityscape Digital)

Figure 75. View of the back alley of the Galleria (c Allies and Morrison, Cityscape Digital)

Largos and Groves

Largos and Groves will contribute to the quality of Street B streetscape by providing spatial variety, offering places to occupy and enjoy, and by mediating building frontages and the public realm. They will be places to go through as well as places to go to.

3.2.40 The Largos and Groves should be designed to:

- Provide enjoyable spaces to occupy within the streetscape, encouraging social interaction between neighbours.
- Provide comfortable microclimates through a tree planting strategy.
- Acknowledge different edge conditions in its design (see diagram notes).
- Potentially provide pet-friendly amenities.
- Contribute to biodiversity and wildlife connectivity across the Master Plan.

3.2.41 The four diagrams to the right and the following notes capture initial conceptualization of the Largos through the Master Planning process, which may help to inform their detailed design:

- Fast edges are Largo edges facing fast-flowing circulation routes (cycles, LRT, vehicles). They should be detailed for safe transition and visibility of pedestrians.
- Slow edges are Largo edges facing building entrances, residential front yards and active frontages. They should have a more porous interface that encourages occupation of the Largo space.
- Movement network edges are Largo edges facing potentially high-use pedestrian routes that are part of the larger neighbourhood network. They may be porous but should be detailed to protect the intimacy of the Largo space.
- Interior zones of the Largos and Groves are the space of informal inhabitation. They should be designed to encourage informal play and congregation.

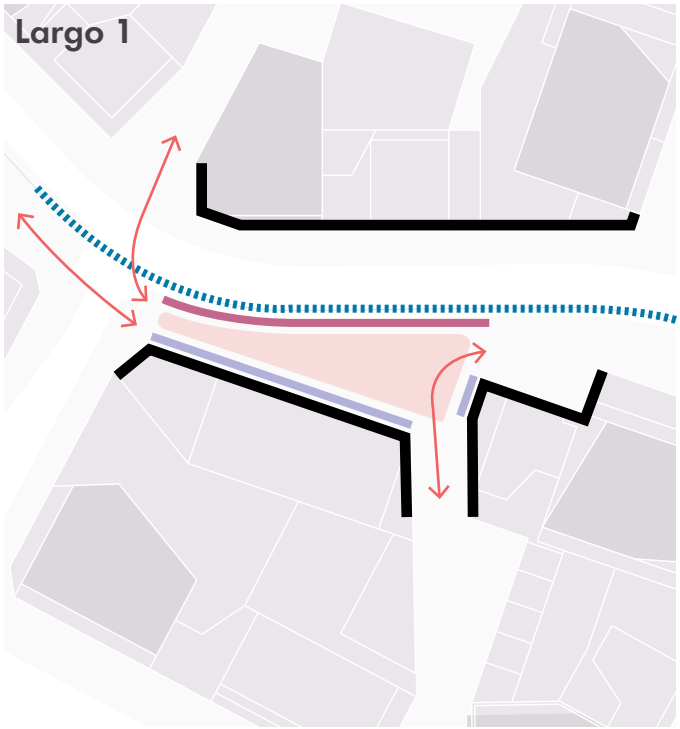


Figure 76. Largo 1 Diagram (c Allies and Morrison)

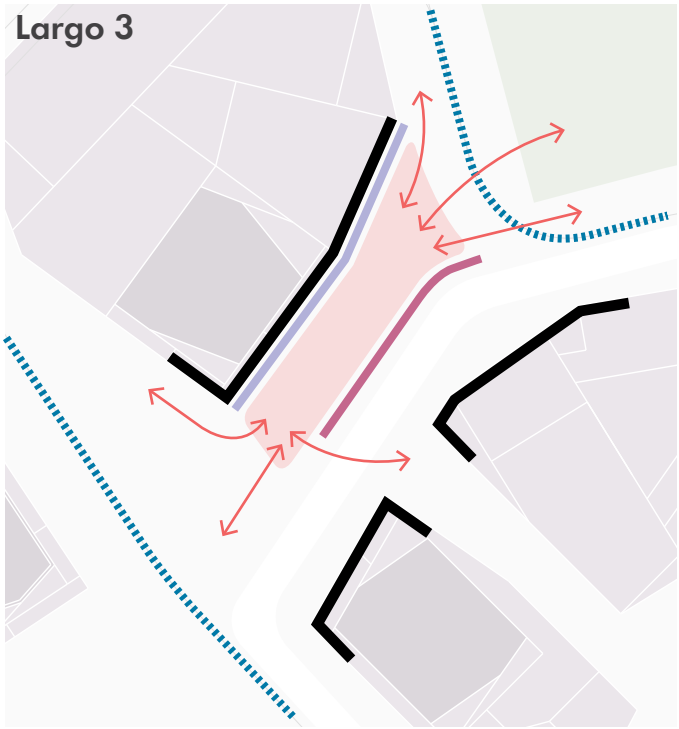


Figure 78. Largo 3 Diagram (c Allies and Morrison)

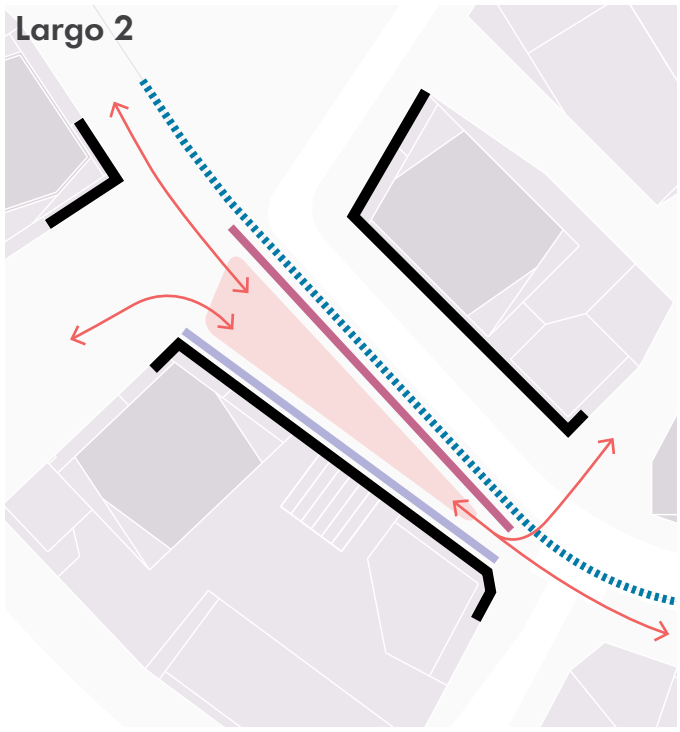


Figure 77. Largo 2 Diagram (c Allies and Morrison)

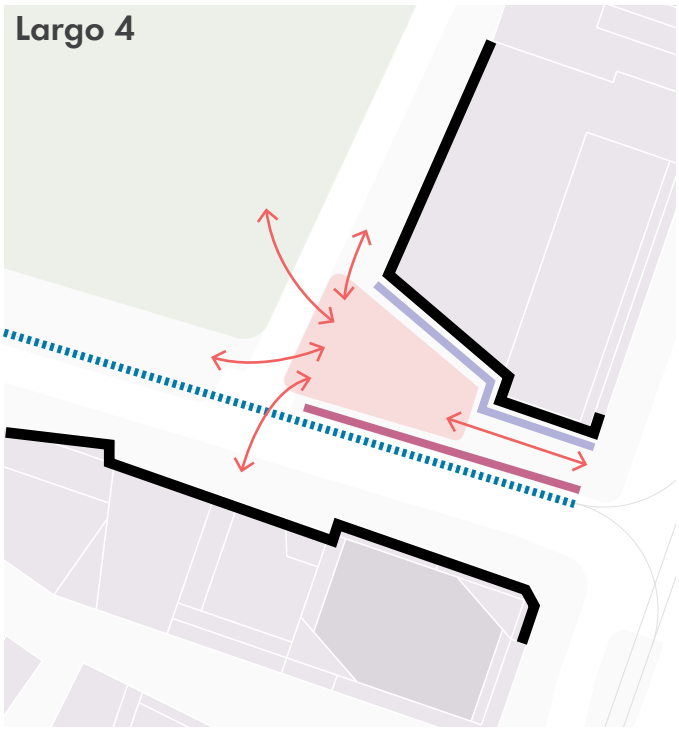


Figure 79. Largo 4 Diagram (c Allies and Morrison)

Figure 80. Tree groves provide character and a sense of place (c J Blough, flickr,com)

Figure 81. Planted largo provides places for play and rest (c AJ Landskap, aj-landskap.se)

Figure 82. Rest spaces underneath the tree canopies (c The Office of James Burnett, Thomas Phifer and Partners, archdaily.com)

Figure 83. Seasonal interest and biodiverse planted areas (c AJ Landskap, aj-landskap.se)

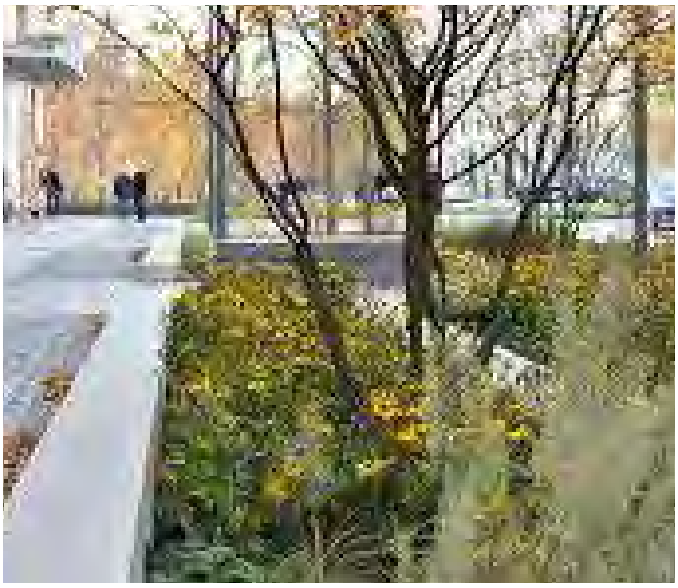


Figure 84. Planted areas can accommodate stormwater management features

Figure 85. Well designed play structures (c Aldo van Eyck, futurearchitectureplatform.org)

Figure 86. Flexible Largo spaces for array of ground floor uses (pinterest.com)

Figure 87. Sculptural seating elements

Figure 88. Places for play spaces underneath tree planting canopies (c Nieto Sobejano, nietosobejano.com)

Figure 89. Raised planters and integrated seating

Figure 90. Paving materials help to give spatial definition

Small Moments

An enriched public realm strategy must pay equal attention to large scale moves and smaller ones, as the experience of a city is acquired one step at a time. The public realm network in the Christie's study area will be enhanced with many such small moments to animate life on the street.

3.2.42 Barrier free access design should be integrated into the overall landscape strategy. Accessible paths should not look like an afterthought.

3.2.43 Play provision and public art should be distributed strategically throughout the area and implemented at a variety of scales to create a sense of serendipity and discovery across the area.

3.2.44 Street furniture and landscape design should encourage civic inhabitation in advantageous locations, such as sunny corners, POPS, plazas and parks.

3.2.45 Street art can be anticipated in a positive fashion by deliberate framing or material strategies in the design of buildings and civil structures (blank walls, retaining walls, underpasses, bridges).

3.2.46 Where street art is not desired, surfaces should be designed to be easily refreshed, or protected by unobtrusive measures such as planting.

3.2.47 Bike parking will be located in convenient locations in landscaped setbacks.

Figure 91. Small moments within the streetscape of Street B (c Allies and Morrison, Gross.Max.)

Figure 92. Small moments within the streetscape of Street B (c Allies and Morrison, Cityscape Digital)

Figure 93. Street B small moments (c Allies and Morrison, Cityscape Digital)

3.3 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.

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

3.3.2 Trees should line both sides of each street to enhance the pedestrian and cyclist experience and comfort level as well as improve the micro-climatic condition of the streets.

3.3.3 Cycling infrastructure and sidewalks wider than the City standards should be planned to encourage and facilitate active transportation for transit users and create a pedestrian friendly atmosphere on the street.

3.3.4 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.

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

3.3.6 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 Streets Technical Guidelines.

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

3.3.8 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 94. Streetscape, Bloor Street - Toronto

Figure 95. Queens Quay streetscape - Toronto

3.4 SCHOOL YARDS

Incorporating schools with the new development will help create walkable, complete communities. The schools within the area will include required outdoor play areas. Schools are to be located in proximity to parks and open spaces in order to access these spaces for recreational activities, and to create a consolidated community open space hub.

3.4.1 The school yards/ outdoor play areas should be located where there is good access to sunlight and sky view, protection from wind, and provide comfortable and safe places to sit, play and gather.

3.4.2 The school yard/ outdoor play areas are to be located away from the Gardiner Expressway and other arterial roads and are to be buffered from any adverse conditions by a combination of built form and landscaping.

Figure 96. The Bishop Strachan School Rooftop Playground (c www.naturalplaygrounds.ca)

3.5 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 study area and the Gardiner Expressway.

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

3.5.2 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.

3.5.3 The natural context and the green character of the area should be reinforced by framing views and vistas from the public realm with trees and generous soft landscaped setbacks.

Figure 97. View of Downtown Toronto from the Humber Bay Shores Area (c Joshua Bassett)

3.6 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.

3.6.1. 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.

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

3.6.3 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.

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

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

Figure 98. Marin Gateway Project (c www.canadianarchitect.com - Photo: Ed White)

Figure 99. Face to Face project by PLANT Architect (c Landezine.com)

Figure 100. Redesign of Stationsstraat by Sweco Belgium (c Landezine.com - Dirk Vertommen)

3.7 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 City of 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, making it a place making tool. It is intended to reinforce the sense of place, identity, cultural, natural, and indigenous history.

3.7.1 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.

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

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

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

Figure 101. Echo by Jim Hodges - Toronto

Figure 102. Lake Iroquois by John McEwen - Toronto

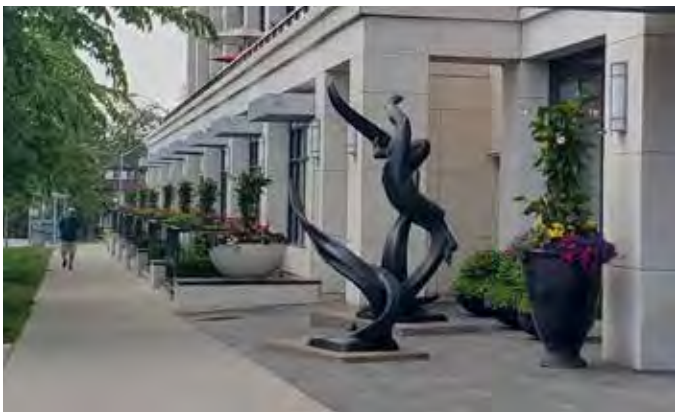


Figure 103. Navigator by Alexander Moyle - Toronto

4.0 Built Form

It is anticipated that the new developments on the Christie's study area will occur over time and be built out in phases. The built form guidelines are intended to allow for flexibility and a wide range of architectural expressions, allowing 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 Grouping of Buildings
4.2 Building Blocks
4.3 Building Clusters
4.4 Building Heights and Organization
4.5 Building Typologies
4.6 Floor Plates and Layouts
4.7 Density and Materiality
4.8 Pedestrian Scaled Design
4.9 Micro-Climatic Conditions and Sustainability Measures
4.10 Servicing and Parking
4.11 Amenity Spaces

4.1 GROUPING OF BUILDINGS

The development blocks within the Christie's study area will each be a deliberate exercise in urban assemblage, the choreographing of individual buildings to create an attractive and engaging public realm, as well as a dynamic and civil relationship between neighbouring structures. The block-level guidelines balance the need for diversity and commonality between buildings, to establish the right level of individuality and collectivity to create a strong block composition. General conditions applicable to all buildings describe the baseline for delivering a stimulating, human-scaled urban environment.

4.1.1 Buildings will play roles in different grouping narratives simultaneously, particularly when seen from different distances and experienced at different scales.

4.1.2 Building designers are encouraged to support all grouping narratives that apply to their project.

4.1.3 The grouping narratives are described as ‘blocks’ and ‘clusters’:

- Block narratives are driven by their relationship to roads and the surrounding urban fabric. As such their requirements tend to be expressed in terms of access, permeability, massing and the spatial framing of streets.
- Cluster narratives are driven predominantly by the framing of larger spaces such as the public parks or the urban squares, the projection of building hierarchy across the entire study area, and how they are perceived from longer distances.

Figure 104. Grouping of Buildings (c Allies and Morrison, Cityscape Digital)

4.2 BUILDING 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.

4.2.1 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 105. Developmvent Blocks

General Block Guidelines

4.2.2 Urban blocks will be comprised of a diversity of building types and sizes as a compositional assembly to form a varied cityscape. They should not be composed entirely of a singular type.

4.2.3 Blocks will have continuous streetwalls. Building gaps will be introduced above the podium intermittently to improve daylight access to streets and interior courtyards, and increase the number of double aspect units.

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

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

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

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

4.2.8 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 façades should incorporate recesses, projections or vertical design details. These moves contribute to interesting, active façades by creating a rhythm of fine grained building elements at street level.

Promote diversity of buildings

Figure 106. Building Gaps (c Allies and Morrison)

Improve solar exposition to courtyards and sidewalks

Figure 107. Improved daylight access (c Allies and Morrison)

4.2.9 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.

4.2.10 Buildings should be stepped to reduce down drafts.

4.2.11 The proposed design of buildings and urban blocks should be visually tested through accurate visual representations. Renderings must reflect their context in a faithful manner. Visual tests should be conducted from a diverse range of distances to assess the different aspects of architecture and urban design.

Figure 108. Increased number of double aspect units (c Allies and Morrison)

Figure 109. Bird's eye view of development blocks (c Allies and Morrison, Cityscape Digital)

Heart Blocks

The Heart Blocks are comprised of an urban/commercial centre in the Galleria, and an adjacent green centre in the community park that together shape the "heart" of the new development. This duality captures the ambitions of the new development to deliver high quality place making and a sense of belonging.

4.2.12 The urban/ commercial component of the heart block should be serviced through underground connections. Vehicular service entrances should not be located on surrounding streets.

4.2.13 Buildings within the urban/ commercial heart block should contribute to a green roofscape for all mid-rise and low-rise components. Intensive green roofs supporting larger trees and plants are envisioned.

4.2.14 Private and semi-private outdoor spaces should be carefully delineated with boundary treatments to protect the amenity value to occupants. Overlooks of private space should be mitigated and minimized.

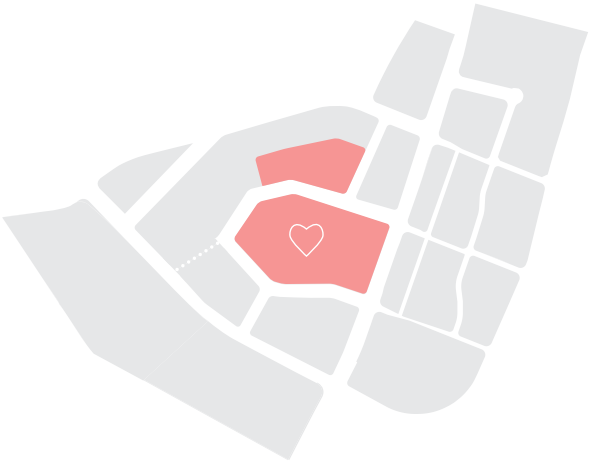


Figure 110. Buildings within a block or a cluster addressing the street (c Allies and Morrison)

Figure 111. View of the Dual Heart (c Allies and Morrison, Cityscape Digital)

Connector Blocks

Connector blocks interface with existing streets and blocks to create a continuous urban fabric, reconciling the layout of the study area with the existing street grid of the surrounding blocks.

4.2.15 The massing and setbacks of connector block buildings should respond to the scale of their respective streets and buildings across the road. Connector blocks should aid in the transition of scale between the major arterial road and interior access streets.

4.2.16 Where suitable, publicly accessible cross-block pedestrian pathways should be introduced to improve permeability of the area.

4.2.17 The visual impact of connector block buildings should be assessed with pedestrian-level perspective renderings along Lake Shore Boulevard West and Park Lawn Boulevard Road, including the context of existing buildings.

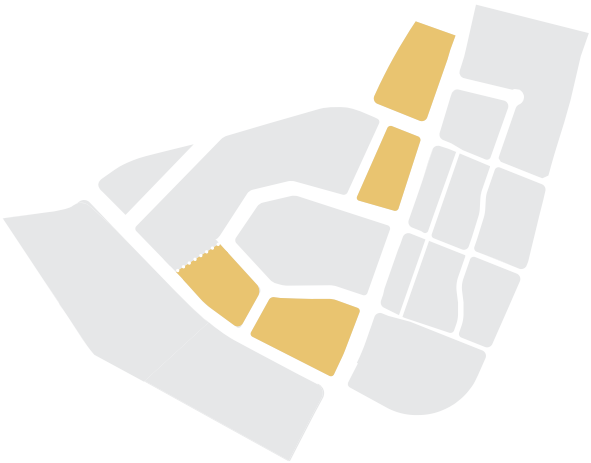


Figure 112. Buildings within a block or a cluster addressing the street (c Allies and Morrison)

Figure 113. View of the Connector Blocks (c Allies and Morrison, Cityscape Digital)

Edge Blocks

Edge blocks will play a crucial role integrating the development with the Gardiner Expressway and the GO station to the north, ameliorating environmental impacts and providing for traffic and access requirements.

4.2.18 Edge blocks will help mitigate noise emanating from transportation corridors to the north of the study area, through massing, material treatment, and landscape strategies.

4.2.19 Edge blocks will take advantage of their location adjacent to the Gardiner Expressway by housing appropriate office and commercial uses, visible from the corridor.

4.2.20 Edge blocks will reinforce and contribute to the quality of the street walls through appropriate frontages, setbacks and sensitive façade design.

4.2.21 Edge blocks should not appear to be part of a single megastructure. The block composition should be tested through views from the Gardiner Expressway.

Figure 114. Buildings within a block or a cluster addressing the street (c Allies and Morrison)

Figure 115. Image showing the overview of the built form in the Christie's site, including the Edge Blocks (c Allies and Morrison, Cityscape Digital)

4.3 BUILDING CLUSTERS

Grouping Strategies

Buildings should be co-ordinated in massing, materiality and design with each other to support distinct grouping narratives and create a strong sense of place. All building types (low, mid-rise and tall buildings) can contribute to grouping narratives.

Grouping strategy 1: Orientation. Buildings should have a deliberate sense of orientation, responding to the group context, the environment, adjacent streets and spaces, and views. Orientation may be achieved by, amongst other means, volumetric shape, façade differentiation, and location of architectural elements. Orientation may introduce hierarchy to building façades (i.e. primary, secondary, tertiary), but this does not imply the creation of fronts and backs. Some buildings may respond to more than one orientation.

Grouping strategy 2: Horizontal datum lines. Expanding on the City of Toronto Tall Building Design Guidelines' concepts of tops, middles and bases, building groups can refer to common horizontal datum lines to enclose open spaces and establish a sense of collectivity. Horizontal datums can be created through, amongst other means, roof heights, stepping in mass, terrace locations, cornices and parapet design.

Grouping strategy 3: Façade design. Shared approaches to materiality, window and entrance design, reveal depths, window-wall ratios and structural expression can bind groups together.

Differentiating façade treatments can also contribute to a building's sense of orientation.

Grouping strategy 4: Shared elements. Reference to shared architectural elements, such as lanterns, distinct roof profiles, bays and balconies can bind groups together.

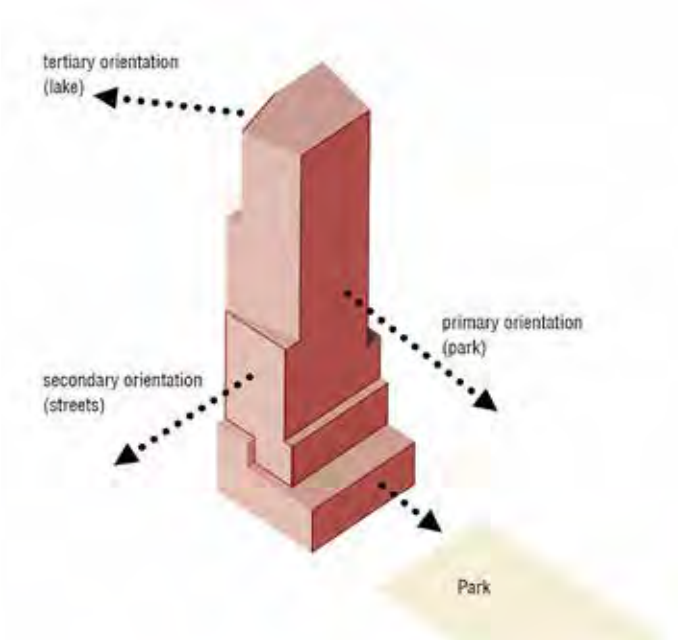


Figure 116. Grouping strategy 1: Building Orientation (c Allies and Morrison)

Figure 117. Grouping strategy 2: Horizontal datum lines (c Allies and Morrison)

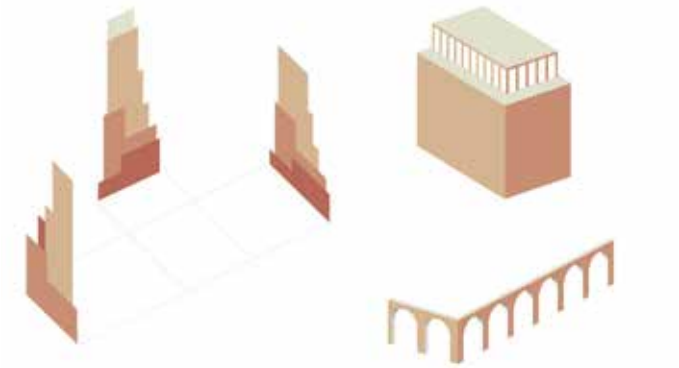


Figure 118. Grouping strategy 4: Shared elements (c Allies and Morrison)

Transit Plaza Cluster

As the tallest cluster in the study area, the transit plaza buildings act as a landmark that clearly marks the location of the transit hub.

4.3.1 At lower levels, buildings should have their primary façades addressing the transit plaza.

4.3.2 At upper levels, buildings may vary their orientation to respond to the framing conditions created by neighbouring buildings within the cluster.

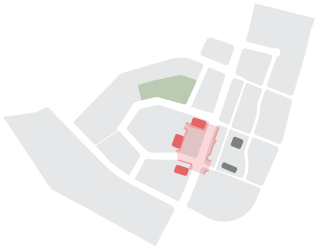
4.3.3 The use of intermediate horizontal datums in addition to top-middle-base is encouraged to breakdown the massing and height of the buildings.

4.3.4 Shared elements at the upper levels will help unify the buildings and create a distinct landmark for the community.

4.3.5 Long distance views should test the impact of buildings on the skyline as perceived along the Gardiner Expressway and from the lake.

Figure 119. Transit Plaza Cluster (c Allies and Morrison)

Local Park Cluster



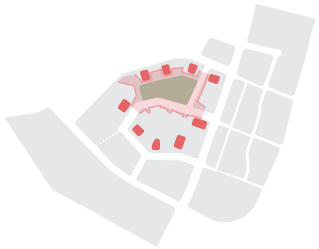
The buildings around the local park create an urban room on Lake Shore Boulevard West to establish a sense of arrival for a distinct place on this very long street.

4.3.6 The park will be framed by buildings exposing their wider frontage towards it to create a strong sense of enclosure.

4.3.7 Lower levels will be massed to create a loose horizontal datum corresponding to existing buildings south of Lake Shore Boulevard West and will be massed to work well with the entrance to the Galleria, and to contribute to a comfortable microclimate.

Figure 120. Local Park Cluster (c Allies and Morrison)

Community Park Cluster



The buildings around the community park are diverse in type and use, but they will all contribute to the park's sense of enclosure. This sense will be expressed in different ways depending on the building orientation in relation to the park.

4.3.8 At lower levels, the western edge should be comprised of discrete mid rise buildings with intermittent views in, creating a threshold for the heart block.

4.3.9 At upper levels, the western edge may be defined by taller building elements further away, with architectural features that respond to the park.

4.3.10 The buildings along the northern edge will work as a built form buffer between the park and the Gardiner Expressway. The park-side building façades may be more open and transparent with more window glazing than the Gardiner Expressway-side, which may be more solid in nature. A horizontal datum should relate to the western edge heart block buildings.

4.3.11 The buildings at both the north and south ends of the park will form visual anchors, terminating vistas across the park with prominent building façades.

4.3.12 The visual impact of park buildings will be tested along various approaches to it: Street B, entrances and exits to the Galleria, and Street D.

4.3.13 Visual impact should be tested from aerial renderings emulating views of the park from residential units above.

Figure 121. Community Park Cluster (c Allies and Morrison)

4.4 BUILDING HEIGHTS AND ORGANIZATIONS

Height Transition

4.4.1 Proposed buildings are to be located in the study area in a manner which maximizes access to sunlight and skyview on proposed parks and open spaces.

4.4.2 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.

4.4.3 Taller buildings will be located along the eastern edge of the study area. The buildings on the east 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.

4.4.4 The edge of the study area closest to Park Lawn Road will accommodate tall 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.

4.4.5 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 community 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 the Guidelines.

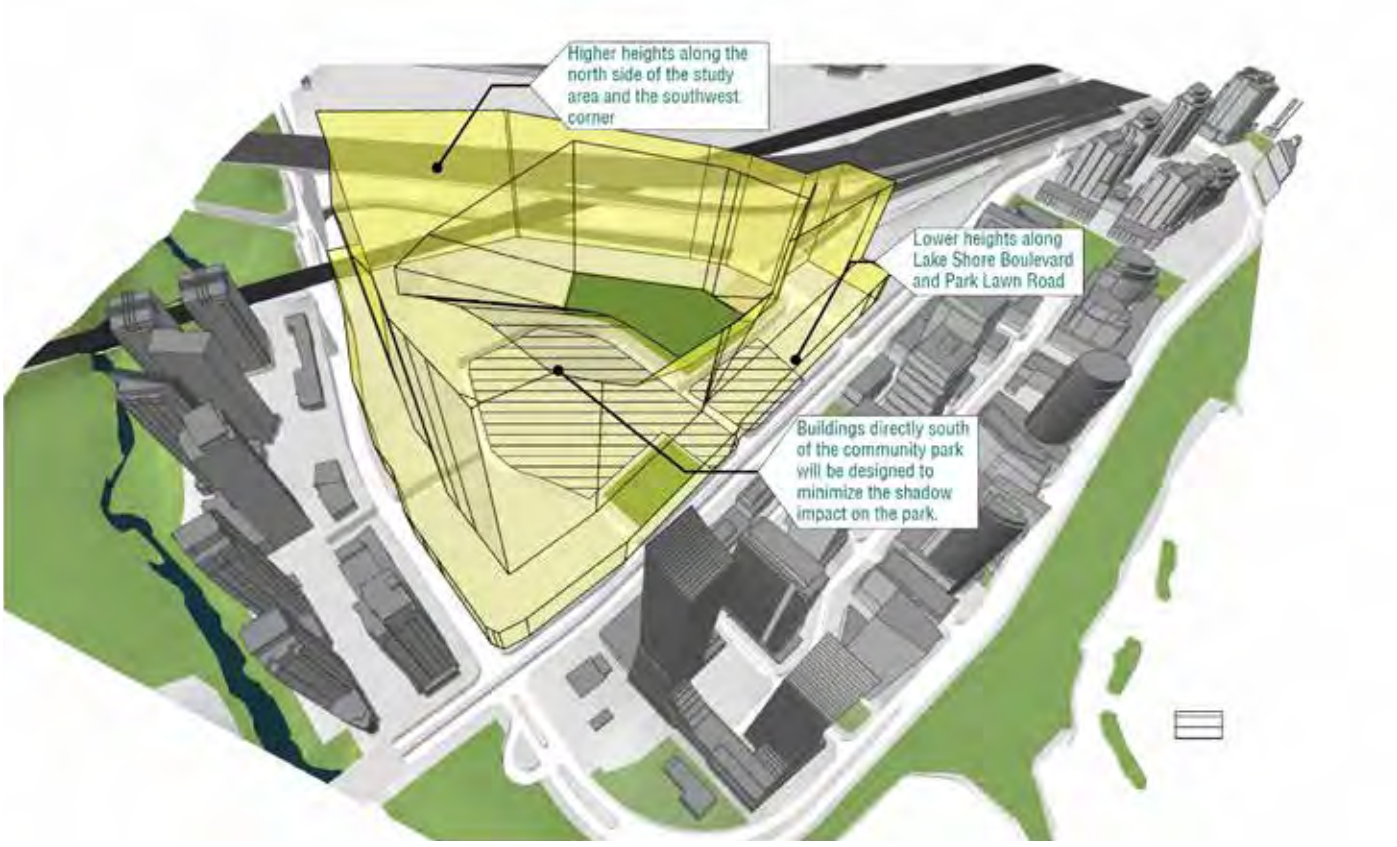


Figure 122. Height Transition Zones

Skyline

4.4.6 The height of the buildings should be assessed based on their contributions to or impacts on the skyline of the area, as seen from important viewpoints. The design of new buildings will illustrate fit with a skyline view from eastern and western approaches along the Gardiner Expressway, as well as along the waterfront and the lake. New buildings should create appropriate clustering and transitions with existing buildings and the anticipated height of future buildings, and contribute towards creating dynamic skyline views.

Figure 123. Humber Bay Shore Skyline - built to date

Figure 124. Planned Humber Bay Shore skyline (c Allies and Morrison)

The towers contribute to the overall skyline with building designs and materiality.

Figure 125. Site approach from the Gardiner Expressway heading east (c Allies and Morrison)

Figure 126. Site approach from Park Lawn Road heading south (c Allies and Morrison)

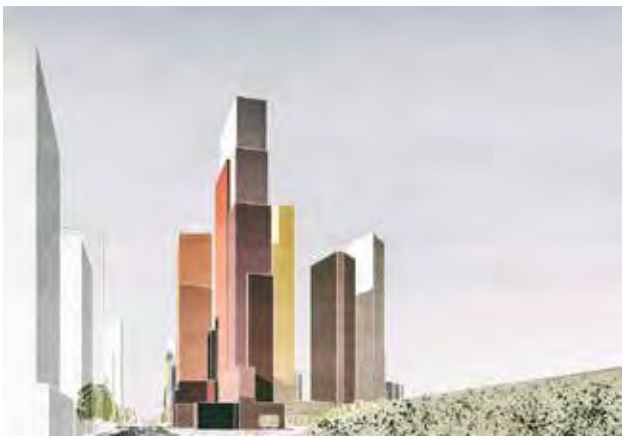


Figure 127. Site approach from Lake Shore Boulevard West heading west (c Allies and Morrison)

Figure 128. Image showing the overview of built form in the Christie's site and the surrounding context (c Allies and Morrison)

4.5 BUILDING TYPOLOGIES

Diversity of Buildings

The Christie's study area will include buildings that are designed uniquely to address their surrounding context and micro-climatic conditions. The building design may vary from the typical podium and tower typology while meeting the City of Toronto design guidelines and the Official Plan policies.

The Christie's study area creates street proportionality for buildings by including a range of building sizes to create an urban gradient, letting buildings land naturally, while still using local setbacks and stepbacks to address micro-climate concerns and define pedestrian scaled street walls.

Figure 129. Diversity of buildings (c Allies and Morrison)

Figure 130. Diversity of buildings (c Allies and Morrison)

Building Massing Principles

4.5.1 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.

4.5.2 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. Where appropriate, towers may introduce mid-rise extensions as part of the building to increase the diversity of built form throughout the study area, and be guided by 'An Alternative Approach to Tower and Podium Form' section (guidelines 4.5.8 - 4.5.10) of the Guidelines.

4.5.3 Along Park Lawn Road and Lake Shore Boulevard West frontages, a large stepback is to be provided above the base of the buildings for mid-rise buildings and the tower components 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.

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

4.5.5 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.

Stepped Forms

4.5.6 Taller elements in the Christie's study area will respond to both ground and sky through the stepping of forms. This strategy will mitigate downdraft effects, improve daylight access at street level, and provide variety in tower floor plates as well as special outdoor amenity spaces at upper levels.

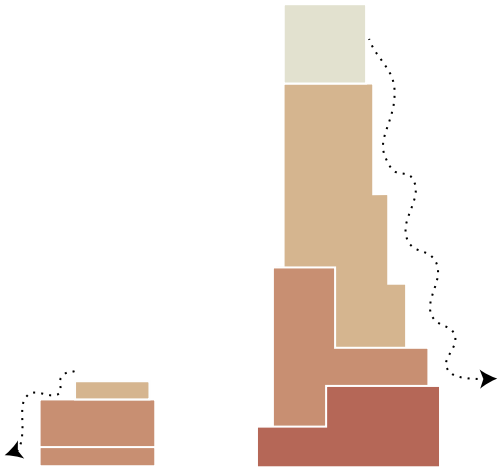


Figure 131. Stepped Forms (c Allies and Morrison)

Towers Shaped by Shadows

4.5.7 Each tower contains purposefully located steps and folds to minimize shadow impacts to key public spaces within the Christie's study area, including the parks, and privately owned publicly-accessible spaces. These stepbacks also ensure that the tower footprints reduce with building height, helping to create slender silhouettes with smaller, faster moving shadows at ground level.

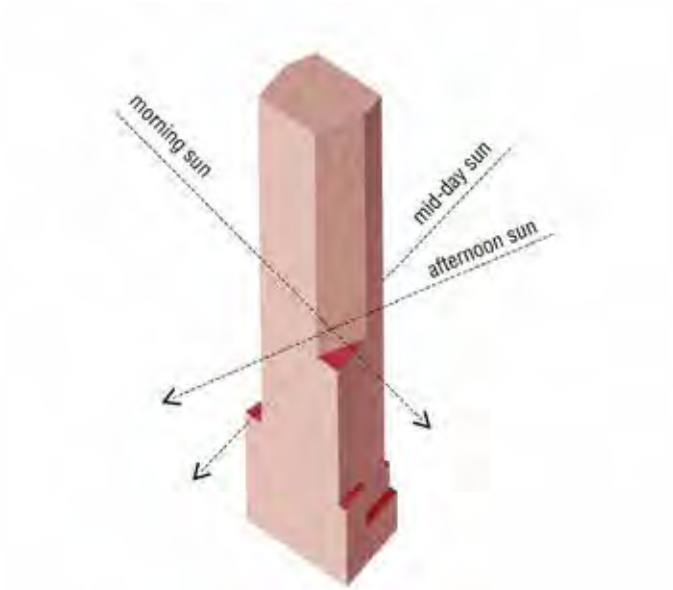


Figure 132. Towers Shaped by shadows (c Allies and Morrison)

An Alternative to Tower and Podium Form

4.5.8 To achieve a diversity of buildings and avoid creating a continuous horizontal datum across the site, a mid-rise element that is extended from the tower may be introduced where appropriate as an alternative to providing a tower podium. These mid-rise extensions should have different architectural treatments from the tower to read as a separate building with a party wall condition.

4.5.9 The portion of the mid-rise extension that joins to the tower should provide a notch to create an internal courtyard and increase the access to light and skyview within the building.

4.5.10 When windows are provided facing an internal courtyard, the mid-rise extensions should be angled to limit a direct facing relationship with the tower portion. Primary windows are discouraged from being located along these faces to mitigate overlook.

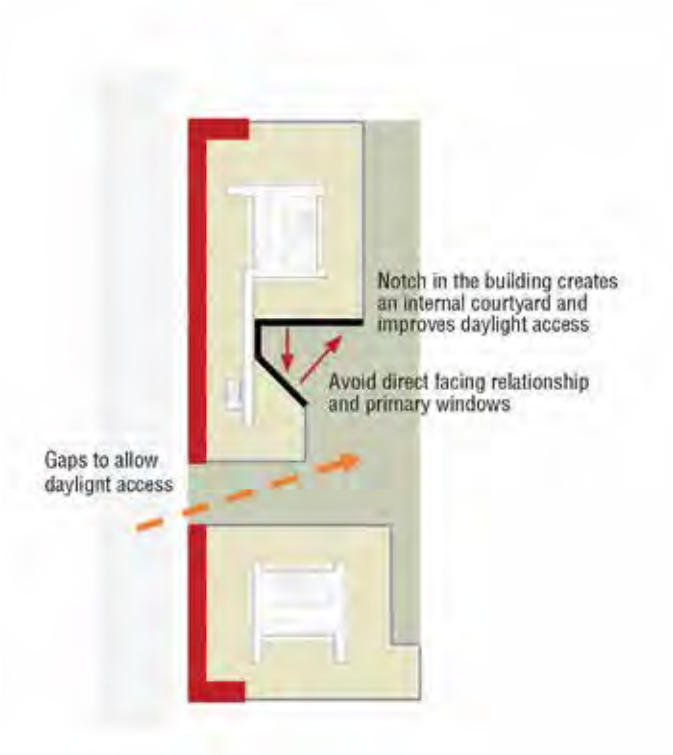


Figure 133. Mid-rise extensions from towers as an alternative to tower and podium form (c Allies and Morrison)

Figure 134. Mid-rise extension is connected to the tower with a common hallway, however reads as a separate building with the use of different materiality (c Allies and Morrison)

Figure 135. Overlooking solutions to be applied (c Allies and Morrison)

Mid-Rise Buildings

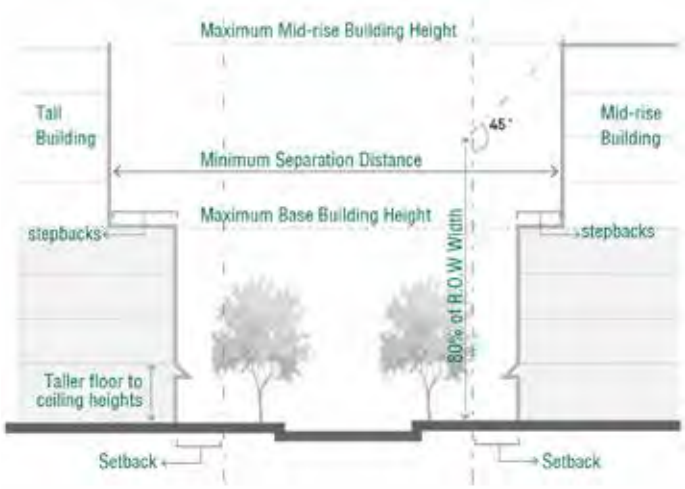
Mid-rise buildings are the appropriate form of built form where taller buildings cannot be located due to negative shadow and wind impacts. Transition in height from tall building to parks, open spaces and other public realm elements can be successfully achieved with mid-rise buildings.

Mid-rise buildings within the Christie's study area have multiple functions. Perimeter blocks act as edges, helping to create a continuous urban fabric for the street edge, working in parallel with the opposite neighbouring buildings to form distinct streets that have a sense of place and character. Many of the perimeter buildings act as gateways, often forming a compositional pair with one of the towers to create a transition into the study area.

Mid-rise buildings within the study area have a role of defining streets and squares, in addition to key public spaces such as the parks and Galleria.

4.5.11 The blocks adjacent to 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 West 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 West 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 West.

4.5.12 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 to 1 ratio.



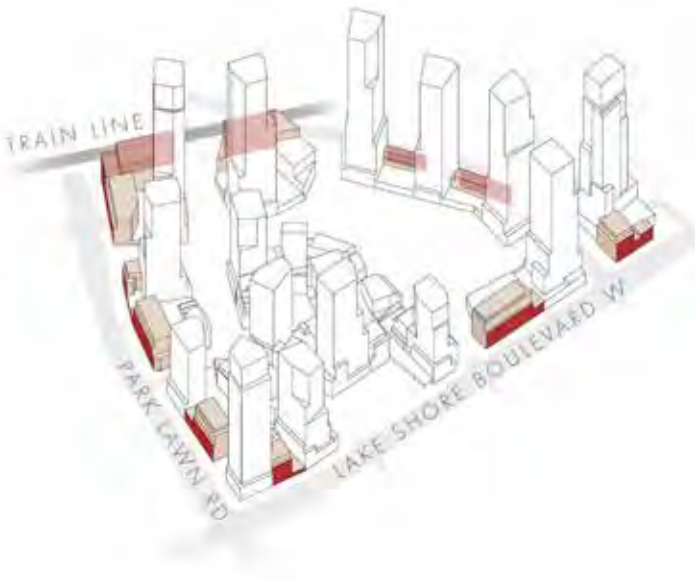


Figure 136. Mid-rise Buildings - Edges (c Allies and Morrison)

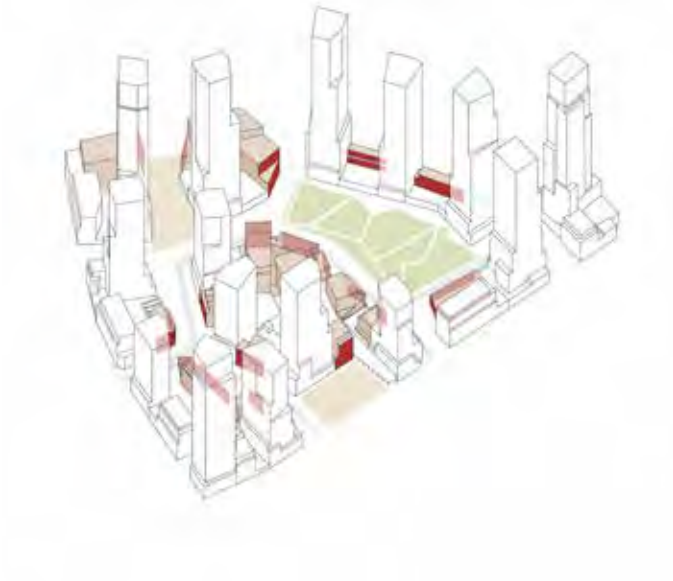


Figure 137. Mid-rise Buildings - Framing spaces (c Allies and Morrison)

Base Buildings

4.5.13 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.

4.5.14 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

4.5.15 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.

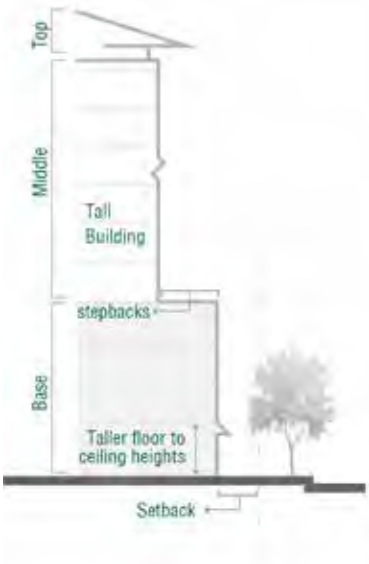
Middle portion:

4.5.16 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.

4.5.17 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:

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



4.6 FLOOR PLATES AND LAYOUTS

4.6.1 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. The 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.

4.6.2 Mid-rise building 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.

4.6.3 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.

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

4.6.5 The floor plate layout and size in each level will be determined by building articulations that are designed to enhance the micro-climate conditions of the study area and pedestrian comfort levels.

4.6.6 The floor plate will become smaller as building height increases to allow for increased separation distance, access to skyview and openness between towers.

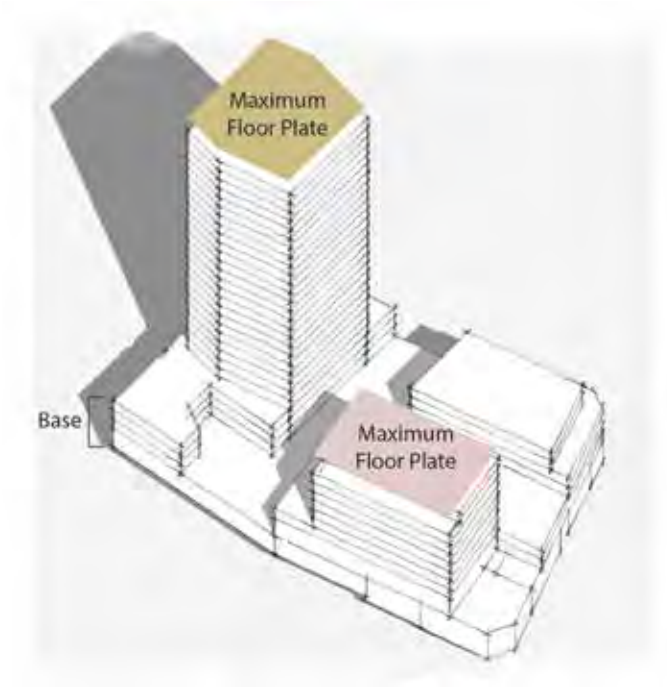


Figure 138. Maximum Floor Plates

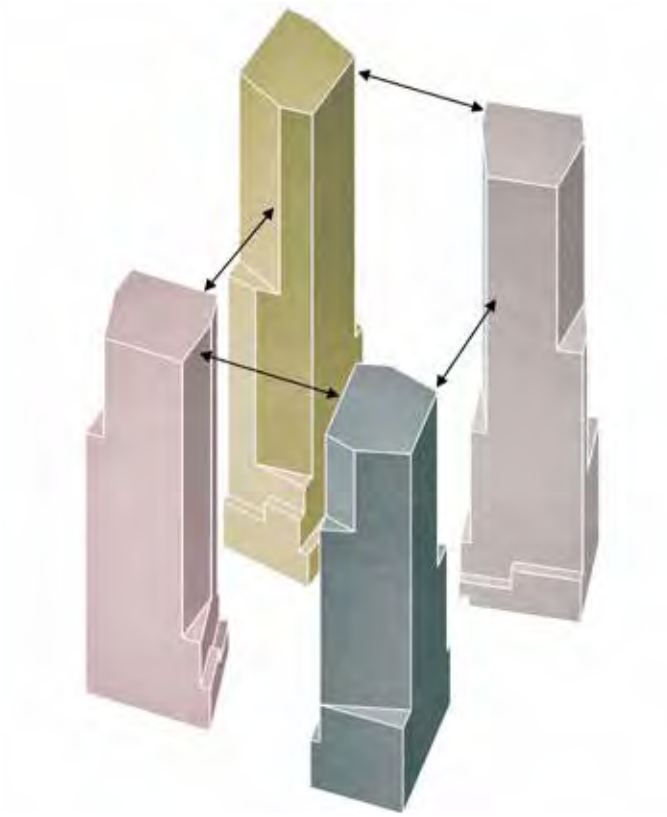


Figure 139. Tower distances (c Allies and Morrison)

4.7 DESIGN AND MATERIALITY

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

4.7.2 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.

4.7.3 Employment buildings located in different blocks should contribute to the urban composition and relate to the architectural language of the buildings in their immediate context.

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

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

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

4.7.7 The location of the building entrances, and façade elements on lower levels of the buildings along 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.

4.7.8 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 Road, parks and the station building, should be designed in unique ways to provide a landmark, enhance the views and help with intuitive wayfinding.

Figure 140. Facade articulations and the use of colors and material to add interest (c Allies and Morrison, Cityscape Digital)

Figure 141. Hanwha Headquarters by UNStudio Office - Seoul (c dezeen.com)

Figure 142. Use of canopy, planters and landscaping to enhance the public realm - Yonge Street - Toronto

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

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

4.7.11 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.

4.7.12 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.

4.7.13 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.

4.7.14 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 façades and a level of articulation. This may include, detailed brick work, recesses or reveals and other forms of ornamentation.

Figure 143. Incorporating art in blank façades

4.8 PEDESTRIAN SCALED DESIGN

4.8.1 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.

4.8.2 Public and publicly accessible spaces should provide visual relief and breaks from a 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.

4.8.3 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.

Figure 144. Facade articulations and the use of colors and material to add interest (c Allies and Morrison, Cityscape Digital)

4.9 MICRO-CLIMATIC CONDITIONS AND SUSTAINABILITY MEASURES

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

4.9.2 The buildings located closest to the Gardiner Expressway and the 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.

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

4.9.4 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.

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

4.9.6 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.

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

4.9.8 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.

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

4.9.10 Thermal bridges must be mitigated at balconies.

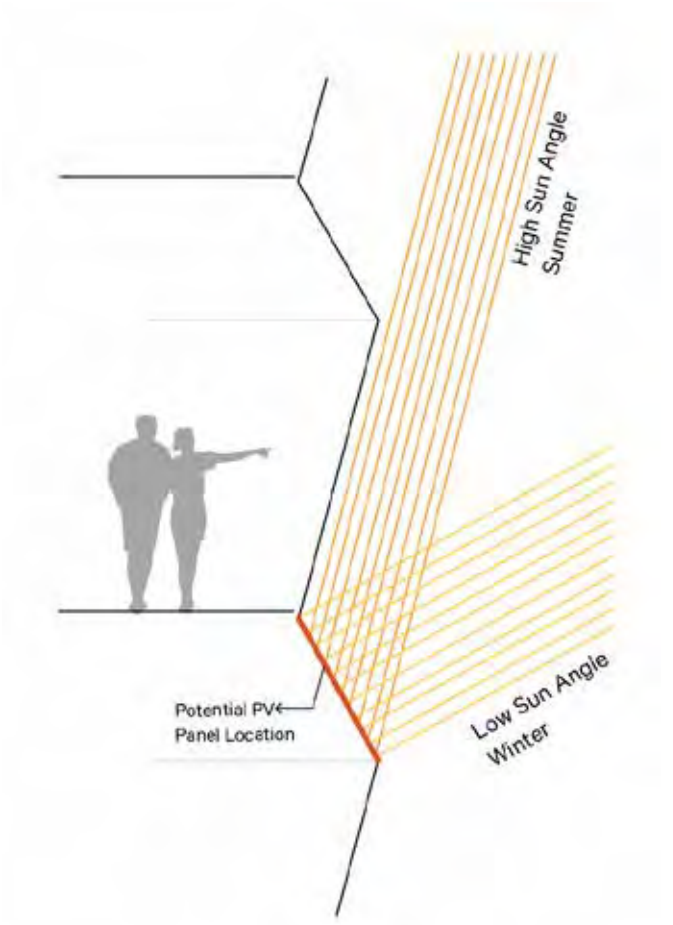


Figure 145. Passive Solar Mitigation and PV panels (c Multitasking Facade: How to combine BIPV with Passive Solar Mitigation Strategies in High-Rise Curtail Wall - International Journal of High Rise Buildings Vol 6 N 4 - Juan Betancur et al.)

4.10 SERVICING AND PARKING

4.10.1 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.

4.10.2 Below grade parking must provide a minimum 1.2 metres of high-quality soil depth above a well drained sub-soil or drainage layer in order to support tree planting and growth as well as additional landscaping.

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

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

4.10.5 Locate underground exhaust vents away from public sidewalks, parks, 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.

4.10.6 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.

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

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

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

Figure 147. Wayfinding through the use of color - Colorful Architecture of Europe's Metro Stations - (c archdaily.com - Chris Forsyth)

4.11 AMENITY SPACES

Residential and Office Amenity Spaces and Balconies

Amenity spaces are especially important in vertical communities. They provide convenient and accessible gathering and recreational space for the residents and contribute to the sense of community by providing places for social interaction.

4.11.1 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.

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

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

4.11.4 Avoid locating balconies on the façades of the buildings facing the Gardiner Expressway and the rail corridor.

4.11.5 In the first 4 storeys of 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.

4.11.6 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.

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

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

Pet Friendly Spaces

4.11.9 Development is to 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.

4.11.10 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.

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

Figure 148. Phoebe Condo Courtyard - Toronto

Figure 149. City Hall Green Roof - Toronto

5.0 HISTORY and COMMEMORATION

Historically, the development of the Christie's 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

5.2 Study area and Commemoration and Interpretation

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 east 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 south 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 the 18th century, the land was subdivided and reassembled many times and sawmills, and brick making were the industrial use of the site. The site was also used as a 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 150. 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 study area 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 in the study area 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 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.

5.2.3 An Interpretation Plan will address the study area'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 engagement and consultation with Indigenous stakeholders is recommended in order to make indigenous placemaking an initiative for the future.

Figure 151. Water Tower visible from Gardiner Expy - 2150 Lake Shore Boulevard

Figure 152. Using special pavement engraving as a story telling tool - Six Points Project - Toronto

Figure 153. 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

6.2 Streetscape Design

6.3 Landscape and Streetscape Materials

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 points along the west side of Park Lawn Road and the south side of Lake Shore Boulevard West 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 West, public parks, community facilities, retail and employment uses, schools, POPS, and other transit facilities.

6.1.1 The streets 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 Guidelines, and will apply the complete streets approach to develop a network that balances the needs and priorities of various users within the public right-of-way.

Figure 154. Existing and proposed Street Network

Pedestrian Circulation

6.1.3 The pedestrian clearway (sidewalk) along Street B will be a minimum of 3 metres 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 pedestrian pathways and sidewalks should provide weather protection, wind mitigation, and thermal comfort for pedestrians through a range of solutions such as overhangs, canopies, and 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, 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 West 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 safer and more convenient and comfortable access to and from the transit hub.

Figure 155. Existing and Proposed Pedestrian and Cycling Network

Cycling Facilities

6.1.8 Access to natural resources and the natural heritage system 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 156. Pedestrian Infrastructure expanded by additional building setbacks - RBC building - Toronto

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 for public streets wherever possible and practical. Fully separated cycling facilities should be prioritized on Street B, Lake Shore Boulevard West and Park Lawn Road.

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.

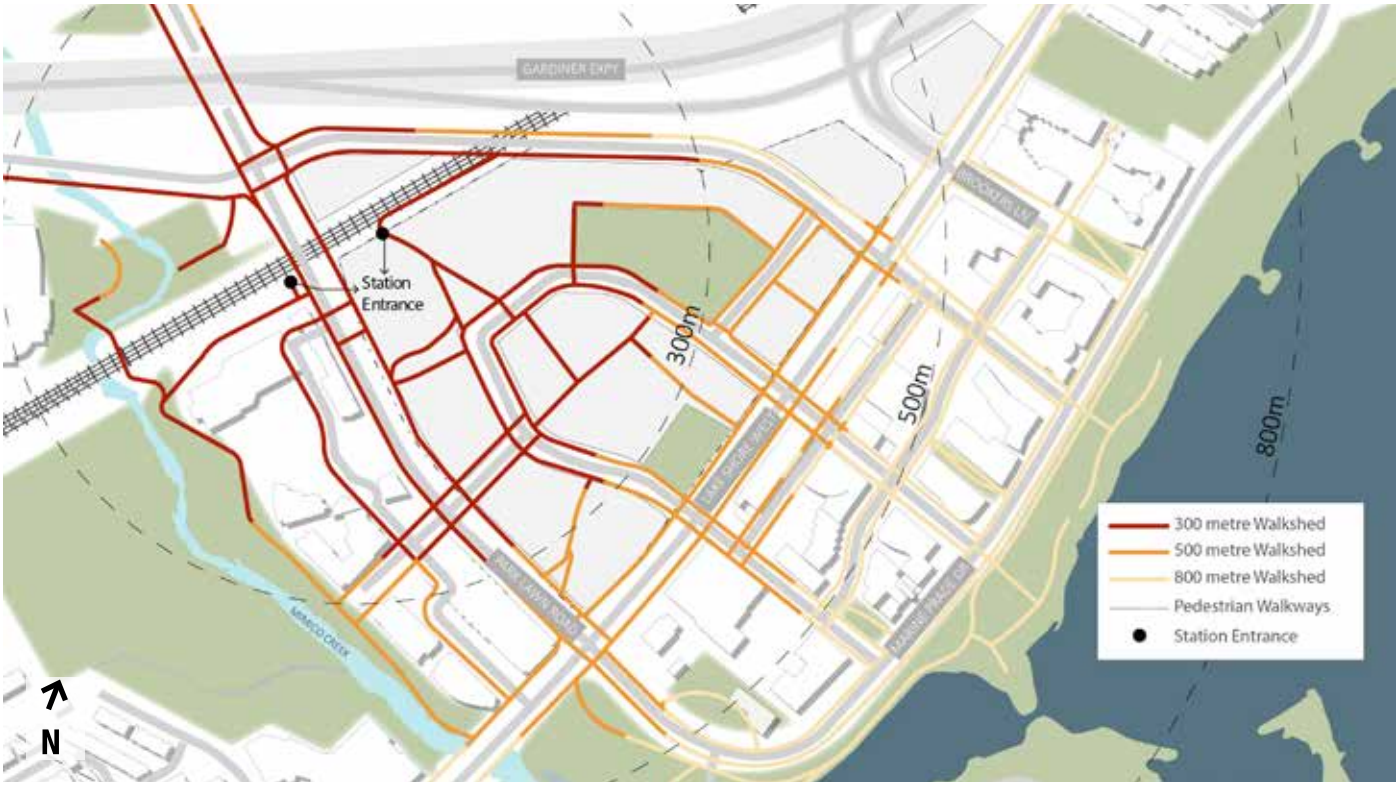


Figure 157. Walking distance from the transit station entrance building - Each color on the map represents part of the pedestrian network that is within the respective distance from the station building.

Figure 158. 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 159. 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.

6.2 STREETSCAPE DESIGN

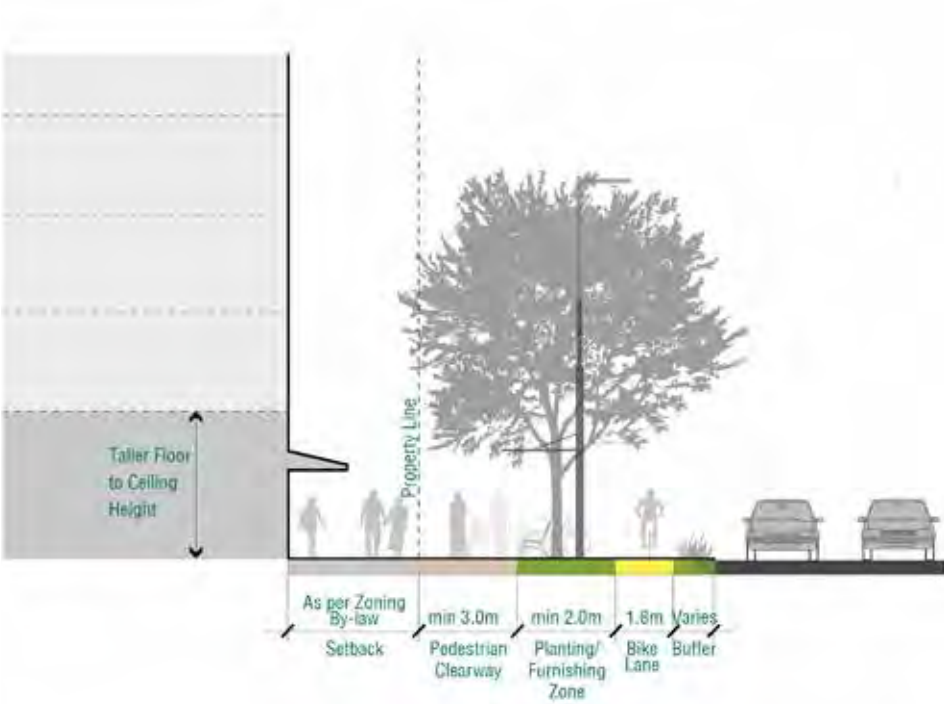
Lake Shore Boulevard West

Lake Shore Boulevard West, defined as an Avenue in the Official Plan, is one of the main interface of the developments with the existing context. Along with Park Lawn Road, Lake Shore Boulevard West will facilitate the integration of the new development within the existing and planned surrounding developments.

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

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

Figure 160. Lake Shore Boulevard - Street Frontage (c Allies and Morrison)



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

Figure 161. Lake Shore Boulevard - Typical Cross Section

6.2.3 Wherever possible, public boulevards along Lake Shore Boulevard West 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.

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

6.2.5 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 West should be coordinated to provide an integrated and seamless pedestrian environment.

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

6.2.7 Crossing points traversing Lake Shore Boulevard West should be located to efficiently and safely connect cycle paths to the Martin Goodman Trail in Humber Bay Shores Park.

6.2.8 The planting strategy on Lake Shore Boulevard West should mitigate pedestrian level wind speed and microclimate to improve human thermal comfort along this street.

Figure 162. Lake Shore Boulevard - Street View Rendering (c Allies and Morrison, Cityscape Digital)

Park Lawn Road

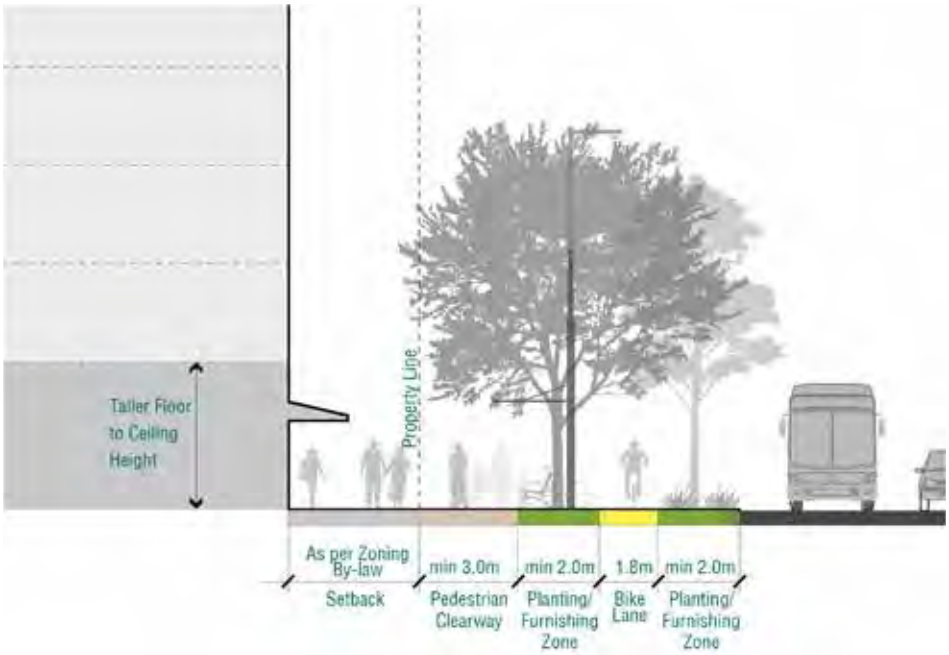
Park Lawn Road is the secondary face of the development within its existing context. Park Lawn Road will incorporate transit stops and access to the transit hub outside the new development. The right of way width of Park Lawn Road will be expanded to allow for transit stops as well as comfortable and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

6.2.9 Wherever possible, 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.

6.2.10 The tree planting strategy on Park Lawn Road should consider the north-south orientation to maximize shading throughout the day during the warmer months, to mitigate pedestrian level winds, and improve human thermal comfort.

6.2.11 The greenery of this street should be complementary with that of Marine Parade Drive to the south.

Figure 163. Park Lawn Road - Street Frontage (c Allies and Morrison)



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

Figure 164. Park Lawn Road - Typical Cross Section

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

6.2.13 The crossings will take into consideration, the existing driveway entrances and streets on the west 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. Crossing points traversing Park Lawn Road should be located to efficiently and safely connect cycle paths to the South Mimico Creek Trail access points.

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

6.2.15 With wider sidewalks, the landscape design along Park Lawn Road should be more articulated and generous, with planting groves, seating areas and street furniture to provide areas of rest.

6.2.16 Vehicular entrances to underground service areas and parking should be well considered, designed as part of the overall façade composition, and detailed for pedestrian safety.

Figure 165. Park Lawn Road - Street View Rendering (c Allies and Morrison, Cityscape Digital)

Public Street A

Street A will be a public street connecting the intersection of Lake Shore Boulevard West 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 development 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 development by concentrating the vehicular accesses away from the ground floor and significantly reduce the pedestrian, cyclists and transit users' conflicts with vehicular activity.

Figure 166. Location of Street A (c Allies and Morrison)

6.2.17 Street A will include pedestrian clearways as per City standards.

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

6.2.19 Planting along Street A should promote biodiversity.

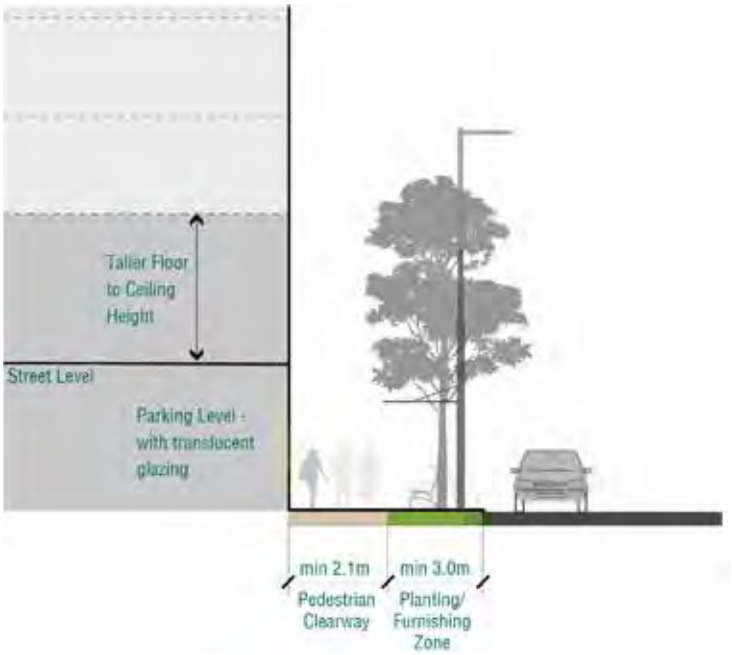


Figure 167. Street A Typical Cross Section

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

6.2.20 The façades 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 façades of the buildings for pedestrians and cyclists.

6.2.21 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.

6.2.22 The design of the retaining wall structure for the northern embankment of the road should be simple yet attractive, forming a strong northern boundary to the study area and contributing to the pedestrian experience of Street A.

6.2.23 The Street A embankment alongside the northern boundary will be graded and landscaped to become a green buffer which forms a visual screen, act as an acoustic barrier, reduce air pollution and filters water run-off from the Gardiner Expressway, and create an attractive backbone to the entire study area. This embankment creates a green corridor connecting the upper Mimico Creek to Lake Shore Boulevard West and then onto Humber Bay Shores and to Lake Ontario.

6.2.24 The design of the underpass under the rail tracks will be complementary to the design of the retaining wall structure and should include opportunities for public art.

Figure 168. St. Clair Avenue Underpass Public Art in Toronto (c. As I Walk Toronto)

Figure 169. Street A - Precedent Images

Figure 170. Street A - Precedent Images

Public Street B

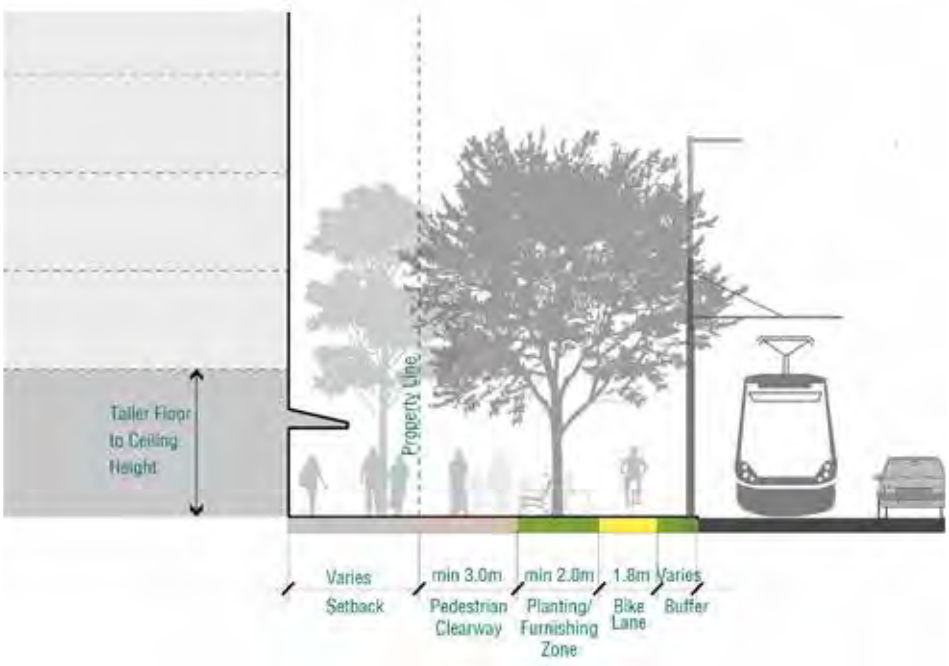
Street B is the central organizing feature within the new development connecting the Lake Shore Boulevard West and existing Humber Bay Shores developments to the transit hub, public parks, POPS, retail, employment uses and community facilities. The design of Street B will prioritize pedestrian, cyclist and transit users and will implement the green streets and complete streets 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 West, 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 West 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 and will be inviting and welcoming, representative of a green, sustainable, walkable and transit-oriented community.

Street B will have distinct yet unified characters in its different segments. The street places a high priority on the safety and comfort for the most vulnerable users.

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 landscaped 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 community 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.



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

Figure 171. Street B - Typical Cross Section

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

6.2.25 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.

6.2.26 A landscape zone with a minimum of 2 metres in width will be located in the boulevard between the pedestrian clearway and the cycling and vehicular zones within the roadway.

6.2.27 A grade-separated cycling trail designed as per the latest City standards and guidelines with appropriate buffers zones will be provided along Street B.

6.2.28 Vehicular entry points, loading spaces and ramps will not be located along Street B to provide safe, comfortable and seamless pathways for pedestrians and cyclists.

6.2.29 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.

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

Figure 172. Street B - Street View Rendering (c Allies and Morrison, Cityscape Digital)

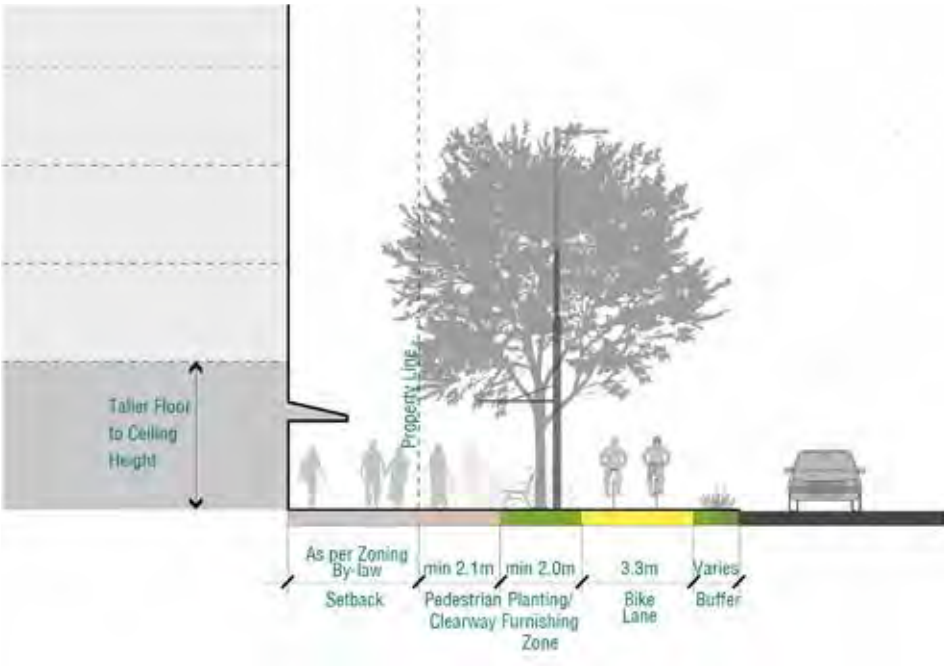
Public Street C

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 west side of Park Lawn Road. The street will also connect the new development with Mimico Creek.

6.2.31 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.

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

Figure 173. Street activation with retail - Toronto



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

Figure 174. Street C - Typical Cross Section

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 community park. This road has the potential to be designed in a woonerf configuration to further balance the needs of all users and will be designed to the 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.

6.2.33 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 community park to demonstrate a continuation of the park space within the public boulevard.

Figure 175. The Holyrood North project by Harrison Stevens (c Landezine.com)

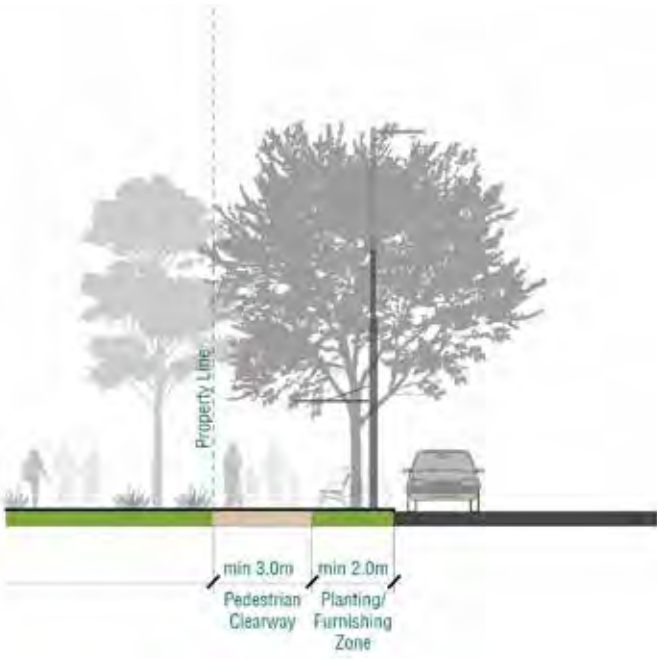


Figure 176. Street D - Typical Cross Section

On street facilities subject to discussion with Transportation

Services - Dimensions are minimums

6.3 LANDSCAPE AND STREETSCAPE MATERIALS

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.

A carefully composed landscape framework of interconnected green spaces will express spatial hierarchy and create cohesion, orientation and legibility between the various parts of the development. The combined landscape of public realm, semi-private podiums and private roof gardens is imagined as a three-dimensional structure; creating the effect of a (raised) woodland in the sky within a high rise community.

Figure 177. Image of landscape and streetscape in the Christie's study area (c Gross.Max.)

Figure 178. Existing and proposed landscape infrastructure

Phasing

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

6.3.2 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.

6.3.3 In the first phases of the development, pedestrian and cyclist routes to the GO station should be considered when developing the landscape strategy.

Figure 179. Tree Farm (photo c : https://www.klomps.ca/tree-farm/)

Figure 180. Proposed landscape strategy for Phase 1 (c Gross.Max.)

Planting Strategy

Extensive planting throughout the scheme will provide a wide range of environmental, ecological, social, cultural and economic benefits.

Trees are a big part of what makes Toronto a liveable city; often described as a City within a Park. Toronto has over 25% of tree cover; and City Council has adapted the goal of increasing the tree canopy.

Trees within the Christie's study area are to be selected to give spatial structure, ameliorate the micro-climate, improve air quality and intermediate between the scale of the towers and the on the ground experience of the study area. Emphasis is to be placed on native species to support habitat and bio-diversity. Careful attention will be given to select trees that are likely to perform well due to changing conditions of climate change and contribute to the experience of the seasons creating interest and variety year-round.

The tree planting will consist of a variety of native deciduous and coniferous trees. Deciduous trees provide an ideal balance of shade in summer while allowing the penetration of sunlight in winter. The inclusion of evergreen broadleaf and conifers might be beneficial in respect to combatting air-pollution and providing wind mitigation in Toronto's four season climate in suitable locations within the study area. Specific attention will be given to building height and orientation in respect to shade and wind.

6.3.4 Groves of trees will provide individual identity and character to each of the open spaces and contribute to varied streetscapes. As such, tree planting will contribute to the orientation and legibility of the study area.

6.3.5 Trees will be categorized according to their attributes such as size and physical structure. Trees of the first order will be utilized for avenues and boulevards while trees of the second or third order will be utilized for smaller streets and podium gardens.

6.3.6 An importance aspect of trees will be to combat air pollution, such as carbon reduction, provide the capacity to absorb fine particles and produce oxygen.

6.3.7 Planting also will be utilized to create a green buffer zone along the Gardiner Expressway and adjacent to the rail corridor.

6.3.8 Trees, where possible, will be planted in open ground with adequate soil volume and space for canopy development.

6.3.9 Location of trees will be coordinated with underground service trenches. To support the growth of a large canopied tree 30 cubic metres of soil is desired whenever possible.

6.3.10 Trees are to be planted at an appropriate distance from façade and curb lines.

6.3.11 Throughout the public realm, semi-private podium gardens and private roof gardens, mixed ground plantings of herbaceous, marginal and groundcover plants and wildflower meadows will be utilized to create atmospheric and aesthetic affects while forming strong bio-diverse and ecological zones across the entire study area.

6.3.12 The extensive areas of planting will create truly memorable and engaging experiences for people, encouraging exploration and discovery. Within the overall designed and enhanced natural aesthetic there will be a number of distinct planting types that come together as 'building blocks', creating the structure of the new landscape.

6.3.13 The plantings will be a joyful interaction, native plant communities mixing freely. As such, this will be a 'future nature' resilient to current environmental challenges, and poised and adapted to meet those of years to come.

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

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

6.3.16 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.

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

6.3.18 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.

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

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

6.3.21 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 in order for the area to support the natural environment within the context.

6.3.22 The area adjacent to Street A and the railway will be 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.

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

6.3.24 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.

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

6.3.26 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.

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

Figure 181. Street tree planting - 18 Yorkville - Toronto

Figure 182. Vanke Wangjing Garden by Instinct Fabrication (c Landezine.com)

Planting Typologies in Public Spaces

Street Trees

Street trees provide visual separation between vehicles and pedestrians/cyclists. The tree pits are linked together, providing maximum rooting space in unencumbered, uncompacted aerated soil, giving the trees the best opportunity of attaining species potential. As well as the aesthetic attractiveness, these trees also provide a measure of pollution absorbency, and help cope with stormwater management by treating water run-off from the paving areas through the tree pit soil. These trees are a variety of species, chosen to give visual interest all year round, with different leaf colours, blossom and shape, carefully selected to enhance the street scene. Typical species may include Linden, Oak, Maple, Celtis occidentalis, Hackberry, Kentucky Coffee Tree.

Figure 183. Street Trees (c Gross.Max.)

Groves

The groves consist of grouping of trees to define space, create visual interest and ameliorate the micro climate. The tree pits are combined into areas of unencumbered, un-compacted aerated soils. These groves are a variety of species to provide seasonal interest, create a canopy while allowing free movement and gathering below. Below the tree canopy there will be play space for the community, benches for seating and areas for socializing. The groves are carefully positioned to mitigate the effects of wind tunnelling in between the high-rise tower blocks. Typical species may include Maple, Oak, Spruce, Tulip Tree, Liriodendron.

Figure 184. Groves (c Gross.Max.)

Arboretum

The community park may contain an arboretum of deciduous and conifer trees native to southern Ontario allowing for educational interpretation and monitoring of tree performance in times of climate change. The area below the tree canopy will allow for natural play and understory planting of ground covers and shrub layer. Typical tree species may include Maples, Oaks, Spruce as well Ohio Buckey, Hackberry, Kentucky Coffee Tree, Tulip Tree, Cucumber Tree, Black Gum and Ironwood.

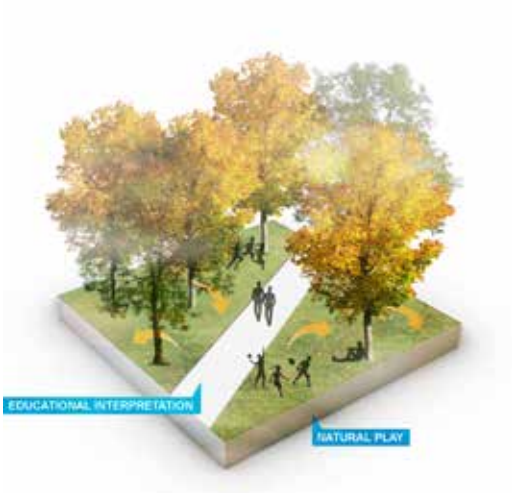


Figure 185. Arboretum (c Gross.Max.)

Gateway

Special emphasis will be placed on iconic tree planting to accentuate the arrival spaces such as the local park and transit plaza. These distinctive shapes will be suitable to the urban and climatic conditions but might be composed of non-native species. Typical species may include trees such as Gingko, Gleditsia or Liriodendron.

Figure 186. Gateway (c Gross.Max.)

Embankment

The planting on the steep slope creates a green buffer and backdrop. Tree planting will consist of a mixture of deciduous and coniferous trees which will be selected for their capacity to filter out air pollution, reduce noise and stabilise the soil. Typical species may include trees such Birch, Maple, Larch and Spruce.

Figure 187. Enbankment (c Gross.Max.)

Galleria

The Galleria is in effect a covered outdoor space of lofty height. The public will be moving through airy colonnade spaces with ample daylight provided by a glazed roofscape. The Galleria will be enhanced by occasional and strategically positioned foliage tree planting. The canopy trees will be representative of the temperate climate and contribute to create a unique sense of place and assist in orientation and wayfinding. Typical species may include Magnolia and Gleditsia.

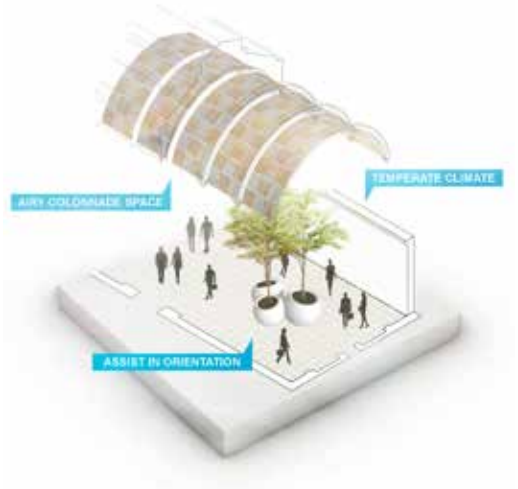


Figure 188. Galleria (c Gross.Max.)

Green Wall

A variety of vertical greenery systems may be applied. The ‘green wall’ or vegetated façade is defined as a system in which plants grow on a vertical surface such as a building façade in a controlled fashion and with regular maintenance. Support may be provided by trellises or cable wire. Further categories to include tree planting may include stepped terraces and cantilevering tree balconies.

Figure 189. Green Wall (c Gross.Max.)

Rain Gardens

Rain gardens are an attractive way of absorbing rainwater run-off, helping to reduce the amount of water going into the sewers, cutting the impact of heavy rainfall and potential flooding. They form part of a strategy of water sensitive urban design and contribute to greening the area. The rain gardens capture rainwater runoff from buildings, pavements and other hard surfaces which then temporarily store, clean and slowly release that water back into the soil and piped drainage system.

The rain gardens will consist of a naturalistic mix of grasses and perennials to deliver a low-maintenance, beautiful and long season visual effect. They will provide biodiversity, with a wealth of flowering plants to support pollinating insects. The chosen species are tolerant of a wide range of environmental conditions e.g. periodic wet conditions but also prolonged dry conditions. Low lying areas can fill temporarily with excess rainwater, channeled and fed from the external plazas, allowing the water to be captured, cleansed and slowly infiltrate back into the soil. Masses of cheerful marsh marigolds flower in the spring, along with flag irises, meadowsweet, tall grasses and rushes, and majestic royal ferns.

Figure 190. Rain Gardens (c Gross.Max.)

Meadow Flower Fields

The meadow flower field is a highly designed naturalistic garden experience, composed of wildflowers, perennials and decorative grasses. Variety in height, color, form and density creates a vibrant mix and dynamic year-round landscape composition of textures and atmospheres. The meadow flower field creates continuous and successive waves of colour over long periods of time, through orchestrating a series of dramatic colour washes from spring through to late autumn, and then to finish of the year with a textural array of seed heads, plant structures and foliage.

Figure 191. Meadow Flower Fields (c Gross.Max.)

Diverse Park Edge

A complex western park edge defines the boundaries of the community park and streetcar route. Following the line of the streetcar tracks, dense in some places, open in others, and semi-transparent elsewhere, the park edge creates a permeable sense of enclosure while still enabling views in and out of the park. Clumps of hazels are festooned with catkins in late winter and can be coppiced periodically to rejuvenate. Groups of evergreen Holly create permanent structure and vitality in winter. Amelanchier and crab apples light up with spring blossom and autumn fruits. The foliage of wild Sweet Briar roses scent the air on still days, and honeysuckle winds its way amongst the stems. In more open areas of dappled sunlight, tall grasses create movement. Winter flowering Viburnums and Mahonias release strong perfumes in the darkest months.

Figure 192. Diverse Park Edge (c Gross.Max.)

Woodland Carpet

The proposed arboretum tree canopies will create a cool and calm framework within which will flow a tapestry of woodland wildflowers, ferns and sedges. There will be visual splendor here throughout the year, and the clear uncluttered sightlines will generate a sublime impression. From the earliest sheets of snowdrops, hellebores, violets and primroses and wild daffodils through to breath-taking expanses of bluebells, the late winter through to early summer will produce an experience unlike any other Toronto park.

Figure 193. Woodland Carpet (c Gross.Max.)

Paving

6.3.28 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.

6.3.29 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.

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

Figure 194. Pavement Patterns - New Ludgate by Gustafson Porter + Bowman (c Landezine.com)

Figure 195. City of Toronto Pavement Standard - Bloor Street West - Toronto

Furnishing

6.3.31 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.

6.3.32 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.

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

6.3.34 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 196. Contemporary furnishing - Zorra Street Park - Toronto

TORONTO

URBAN DESIGN GUIDELINES

2021