

## 1.0 INTRODUCTION

### 1.1 Site Location and Description

The study area consists of approximately 74 acres (30 ha) located in the Keele Street and Wilson Avenue area. It is bounded by Wilson Avenue to the north, Keele Street to the east, Highway 401 and its westbound on-ramp to the south and the Ridge Road low to mid-rise mixed residential area to the west. The study area excludes the commercial property at the southwest corner of Keele St. and Wilson Ave.

### 1.2 Framework of the 401/Master Concept Plan

The concept plan for the 401/Keele Street site provides an overall framework for redevelopment that realizes the vision of a provincial campus which includes institutional, office and mixed use functions within a revitalized urban fabric. That fabric will be characterized by a system of public streets, blocks and open spaces that are connected with the surrounding community and accommodate a new major employment and public service node in this area of the City.

The concept plan evolved over a period of lengthy consultation between numerous stakeholders including Provincial Government agencies such as Ontario Realty Corporation and Infrastructure Ontario, institutions such as HRRH and FSCC and representatives of the City of Toronto. These consultations have formed the basis for creation of a concept that accommodates the specific functional, program and scheduling needs of the entities that will be locating on the site and also the retains the flexibility to accommodate future program and uses which have yet to be determined.



Figure 1 - Location map

The concept plan for the campus will:

- Provide Blocks that accommodate major institutional functions such as the Humber River Regional Hospital Acute Care Centre and the provincial Forensic Services and Coroners' Complex,
- Provide Development parcels that accommodate existing and new provincial office buildings and future mixed use,
- Create a new connected street network that includes public walkways, cycling paths and enhanced transit access,
- Structure Downsview Ave. as an active campus spine with a significant linear open space boulevard,
- Provide a variety of open spaces and streetscapes that enhance both the public and private realm and encourage pedestrian movement,
- Recognize Wilson Ave. as an avenue with an improved pedestrian environment,
- Present a clear campus image to Highway 401,
- Create upgraded transportation and servicing infrastructure to support this scale of redevelopment,
- Provide parking in a manner that significantly reduces the current impact of surface parking areas,
- Be based upon design principles that create a vibrant and attractive community, and that foster sustainability in design and specifically based upon achieving LEED status for the neighbourhood, and for individual developments within it.

The framework of the concept plan is formed by extending Julian and Agate Roads southwards from Wilson Ave. to Downsview Avenue. Downsview Ave. forms an east-west spine for the campus and at the centre of the plan bends southwards to create a semi-public open space focus before it continues westwards to meet Julian Rd. The creation of a wide linear open space boulevard along Downsview Ave. either side of this central focus enriches the

public realm with a unique open space extending through the centre of the plan. The resulting block pattern accommodates the HRRH and FSCC developments in the northern half of the site, while provincial office and future mixed use parcels are located in the southern portion of the site.

Implementation of the concept plan will be phased over a period of up to 25 years. Notably, the major elements of the concept are projected to be in place within the first 7 to 10 years. These include construction of new infrastructure, HRRH, FSCC, the first new office building and retention of some of the provincial office buildings. The resulting community will already provide in this interim phase:

- An urban fabric connected to surrounding communities,
- Substantial new open space and a generous public realm on Downsview Ave.,
- Major reduction in surface parking and
- Significant improvements to Wilson Ave.

The framework will guide the transformation of this site from a gated and fenced MTO complex to an urban employment and mixed use campus. The concept sets out general strategies for street layout, block and development parcel pattern, open spaces, streetscapes, transit, cycling, general built massing and density, and phasing.

Particulars with respect to specific buildings, their design, site development and adjacent streetscaping will evolve as detailed design is generated by the respective Planning Design and Compliance consulting teams for each project. Urban Design Guidelines for guiding that process are outlined in Section 2.0 of this report.



**Figure 2 – Interim Concept Plan**



**2.0**  
**URBAN DESIGN**  
**GUIDELINES**

The concept plan forms an overall framework that illustrates the pattern of future redevelopment and the general structures and context in which that redevelopment will take place. The concept is based upon the stated design principles and objectives and will promote a vibrant public realm, pedestrian convenience, sustainability of design, multiple modes of transit and a high quality of built form. Design solutions specific to the individual projects within the plan will take place as design compliance teams complete detail design of respective site plans and buildings. These will evolve further as additional detail design is completed by the design teams of the respective consortiums charged with implementing each project. The following urban design guidelines are intended as a flexible tool to guide implementation of the concept plan towards realization of the vision for the provincial campus.

They are organized as follows:

**2.1 Public Realm Guidelines, dealing with:**

**2.1.1 Streets**

**2.1.2 Open spaces**

**2.2 Built Form**

**2.2.1 Site Organization**

**2.2.2 Building Massing**

**2.3 Landscape Design**

**2.4 Sustainable Development Guidelines**

**2.5 Public Art**



**Figure 3 – Concept Plan**

## 2.1 Public Realm Guidelines

The campus streets and public open spaces comprise the public realm of the 401/Keele campus. These streets and open spaces are intended to be active places that:

- provide for pedestrian comfort, convenience and safety, and provide a barrier free environment
- create high quality landscape and open spaces, enhance the transit system, and provide bicycle route linkages,
- provide both visual and physical amenity for the public, and
- are based on principles of sustainability.

### 2.1.1 Streets

The new street network extends existing surrounding community streets into the site to create a public street pattern that is the framework for the public realm. These streets, as illustrated in the Concept Plan and The Street network Plan, create the new development blocks, and are configured to provide vehicular, pedestrian, cycling and transit access. They will provide prominent addresses for new and existing buildings, and define spaces for pedestrians, cars, transit and cycling amenities.

The street pattern is based on a hierarchy of streets with different characters:

- Wilson Avenue. Future streetscape improvements will reinforce its character as the major east-west urban avenue providing access to the site.



- Keele Street. Enhancement of its western streetscape is intended to create a better pedestrian experience along the eastern edge of the provincial campus.
- Downsview Avenue. Downsview Ave. becomes the new central spine of the campus with planted boulevards, median and a vibrant public realm.
- Julian Road. This street will be a new extension of a local street developed as a scenic route into the campus.
- Agate Road. Agate Road will also be a new extension of a local street and will be developed with a more formal urban streetscape entrance into the campus.



Figure 4 – Pedestrian Sidewalk with consistent tree rows

## .1 General

The design of streets and their streetscape elements will be configured to reinforce the pedestrian character of the public realm, create visually attractive settings for new development and a sense of place for the campus.

- Street boulevards will have continuous pedestrian sidewalks lined with consistent tree rows to provide pedestrian comfort. Pedestrian sidewalks shall generally have a minimum width of 1.7 metres.
- Special attention should be given to address the treatment and articulation of intersections and to specifically address the interface between vehicular, pedestrian and bicycle traffic through the delineation of pedestrian and bicycle crossing through public and private roads. Such crosswalks shall be of high quality paving with accent strips to clearly designate their presence.



Figure 5 - Articulated intersection paving



- Configurations of tree rows are proposed in the boulevard landscape strips of the streets to provide a unified streetscape and to emphasize pedestrian amenity. Where multiple tree rows are proposed they should generally be planted in parallel to provide symmetry, rhythm and repetition of form.
- Pedestrian sidewalks will generally be concrete paved to City of Toronto standards. However the development of accent paving strips in the design of sidewalks and adjacent paved plaza areas, and the use of special paving in expanded boulevard paved areas is encouraged to develop a campus theme. Such accent paving develops visual amenity and may be used to tie major entrance areas and private open spaces to the public realm.
- Pedestrian sidewalks and public areas will be well-lit. A consistent lighting standard, with energy efficient design, will be employed throughout the campus contributing to the overall campus image.
- Bicycle paths will be a minimum 1.5 meters wide for single direction use and 3.0m for dual direction or multi-use trail. The use of partial porous materials which allow for the infiltration of storm water run-off is encouraged.
- Streetscape boulevards should include bicycle parking in proximity to major entrances of buildings and their adjacent open spaces.
- The design of public streets and sidewalks shall ensure barrier free accessibility. Curb cuts, gently sloped walks and ramps shall be employed as appropriate to ensure accessibility.



**Figure 6 – Symmetrical row of trees at pedestrian side walk**



**Figure 7 – Lighting, Montreal**

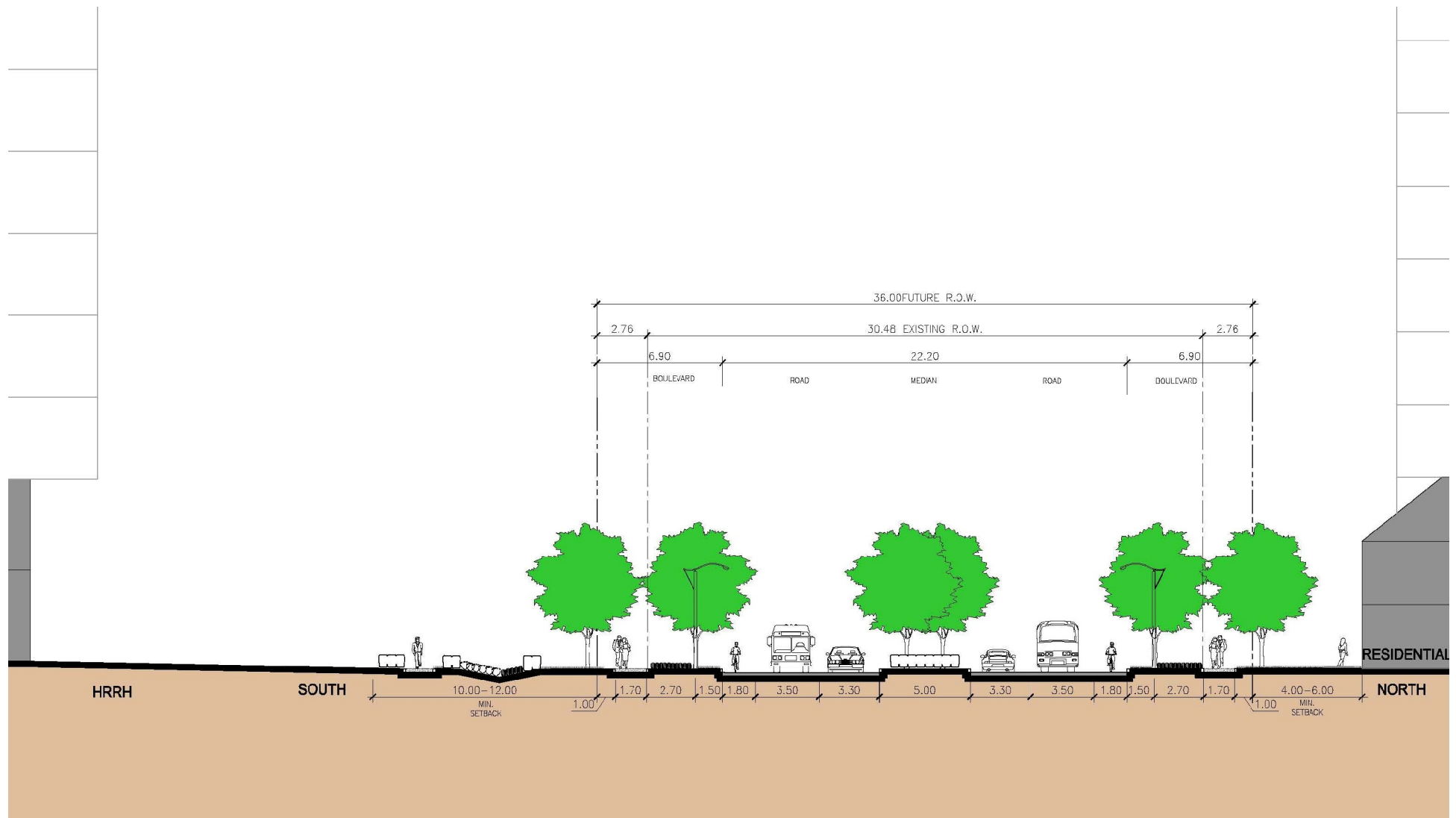
- Streetscape development will be enhanced by the high quality design of street furniture. These will include seating, lighting, bicycle racks or poles, waste receptacles and bollards. A consistent palette of street furniture design should be chosen for the redevelopment of the campus.
- Transit stops should be conveniently located to maximize pedestrian access and convenience. They should be located in proximity to major nodes and major building entrances. Transit stops shall have shelters that provide weather protection, seating, lighting and route information.
- Planting layouts in boulevards shall be coordinated with existing and proposed utilities and site services.
- Organizing the utilities, so that the impact of servicing functions on streets and accessible open space is minimal.
- A streetscape master plan will be provided to illustrate the integration of pedestrian walkways, landscaping, lighting and design features of the streetscapes.



**Figure 8 - Transit shelter with seating**

.2 Wilson  
Avenue

The transformation of Wilson Avenue is projected over time to reflect its importance as the main east-west urban avenue designated in the City's Official Plan, and a public setting for the new HRRH and FSCC institutional developments. The roadway will remain as four traffic lanes, but its widening to a 36 metre right of way will accommodate a number of proposed improvements including: landscaped medians where possible, future bicycle paths on both sides, tree rows in the boulevards, pedestrian sidewalks and landscaping.



**Figure 9 - Wilson Ave., Proposed Street Section**



## Guidelines

- The landscape and treatment of pedestrian zones on Wilson Ave. should generally be consistent in the north and south boulevard areas.
- A minimum 2.5 to 3.0m street tree planting zone is projected at the curb with a continuous tree row of high branching deciduous trees acting as spatial definition to this wide streetscape. A future 1.5m wide one-way bicycle paths is proposed and its location will be determined through discussions with the City. Landscape strips adjoining the pedestrian sidewalk offer opportunities for additional low landscape plantings. Planted medians are proposed, where possible, to enhance Wilson Avenue.
- On the north side of Wilson Avenue at the outside edge of the right of way, a continuous row of high branching deciduous trees is proposed as redevelopment occurs, resulting in a double boulevard.
- Along the hospital site, this frontage will be characterized by open landscaping to promote well-lit secure areas adjacent to the hospital. This part of the boulevard will be augmented at gateway locations such as entrances and nodal points by adjacent semi-public landscaped space with high quality plantings, street furniture, pedestrian lighting and campus thematic paving accents.
- Paving changes at pedestrian crossings of Wilson Avenue should be considered to define major pedestrian movement at key points.
- Building enclosure along the south side of Wilson will



Figure 10 – Yonge St. Median at North York Centre

not be continuous. At Block 3, the modest setback of the building base will spatially define the streetscape before pulling back to open into its entry plaza. At Block 2, a larger setback of 12m offers a landscape foreground to the massing of the hospital. Future development at the eastern part of this block will provide a transition between the hospital site and the Forensic building.

**.3 Downsview Avenue**

Downsview Avenue will be developed as an urban boulevard to reinforce its role as the primary street at the centre of the campus and a major access to the hospital and the office buildings. The roadway will accommodate four traffic lanes with a potential for off-peak parallel parking and a central landscaped median.

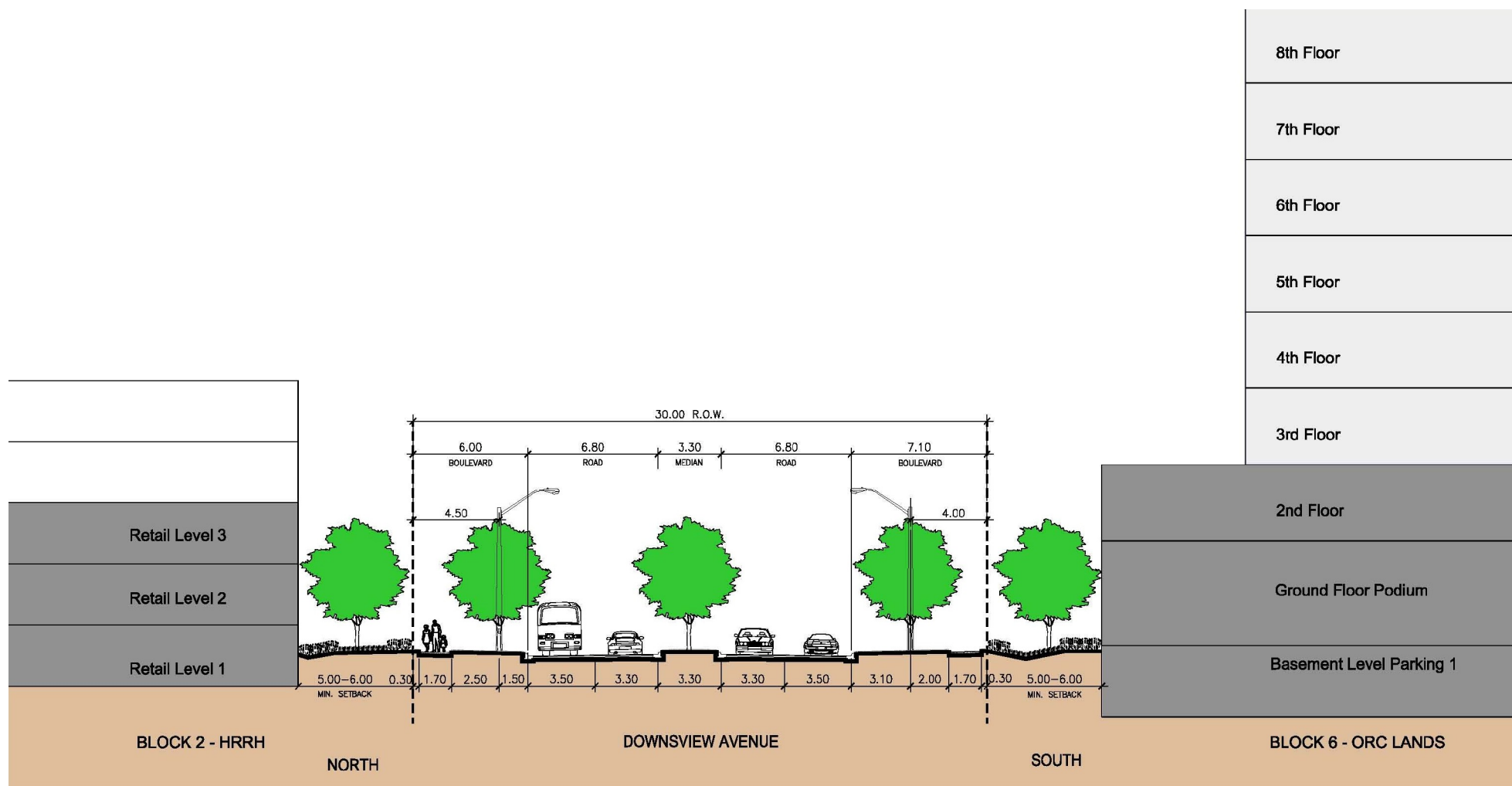
Its street section and adjacent landscape buffers will create the linear park boulevards that are a feature of the campus.

**Guidelines**

- Downsview Ave. will have a 30 metre right-of way. This street will be designed to accommodate multiple rows of trees, pedestrian movement, opportunities for seating with decorative paving and soft landscaping. A minimum 3.3m wide landscape median is provided to assist the creation of a tree lined campus environment.
- The street boulevards, of 6.0m and 7.1m respectively, shall include a continuous tree row on either side with



**Figure 11 – Montreal Streetscape**



**Figure 12 - Downsview Avenue, Proposed Street Section**

high-branching deciduous trees spaced in a consistent linear pattern (refer figure 39) and these will be augmented by other landscaping where appropriate.

- The ground plane of the street boulevards is envisioned to include opportunities for large soft landscape planting and select decorative paving area for seating.
- The design of the boulevards will include high quality design of street furniture and pedestrian level lighting for pedestrian safety and convenience.
- The central median will be planted with low level landscaping and trees where appropriate, contributing to the urban boulevard character of the street. It will also provide opportunities for turning lanes in select locations.
- The character of Downsview's landscaping will transform from a more formal urban boulevard in its eastern half to a more natural less-formal landscaped character as it proceeds westward from the centre to Julian Road. Refer 7.1.2.2.
- Streetscape development on Downsview will feature campus thematic paving elements. The central zone of the street, where it curves, will have substantial pedestrian paving through the roadway linking the two linear open spaces and their adjacent semi-public spaces.
- Pedestrian walkway crossings at Julian and Agate Roads will utilize similar unit paving elements in the roadway.
- A varied character of building enclosure of the Downsview streetscape will develop over time. A mix of



**Figure 13 – Decorative paving and tree planting, Vancouver**



**Figure 14 – Street furniture, Montreal**





1-3 storey building base with mid-rise office buildings will augment the existing buildings on the south side, while the main mass of the hospital is setback in the central zone to create a landscaped entrance court.

- .4 Agate Road      Agate Road, will function as an important street providing access into the neighbourhood. Its four lane configuration will be developed with an urban streetscape character linking Wilson Ave. to the eastern portion of Downsview Ave.

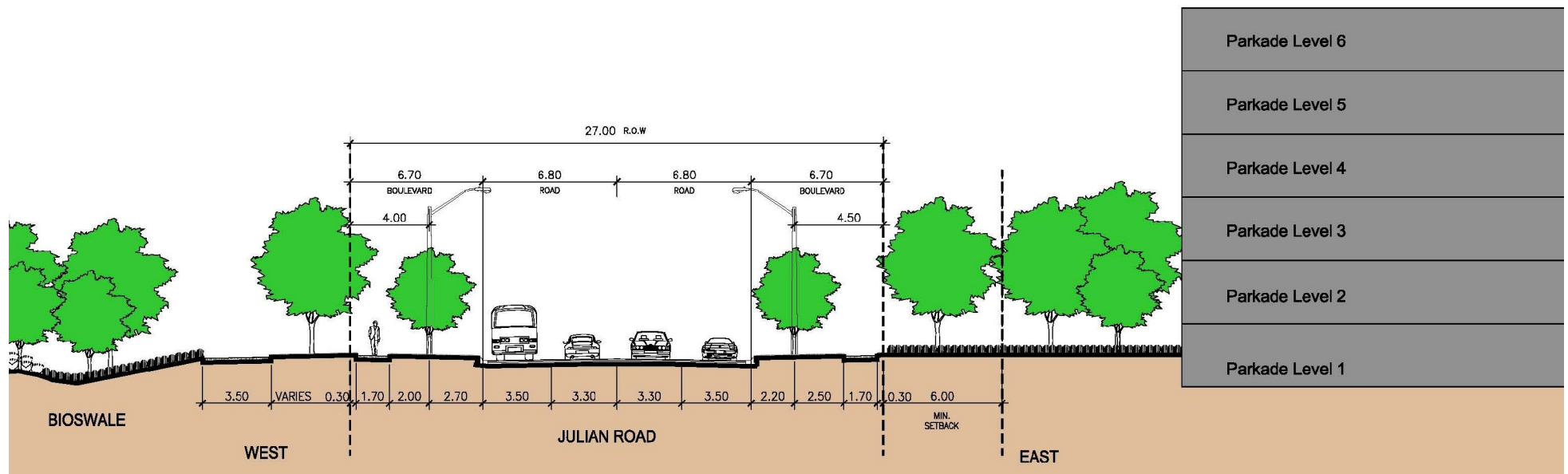
**Guidelines**

- The four lane roadway will be positioned centrally in a 27.0m Right-of-Way creating boulevard widths of 6.75m on both side.
- The streetscape will accommodate a continuous row of high-branching deciduous trees planted in these boulevards on either side at 1.5m from curb, to enhance pedestrian comfort. Pedestrian sidewalks on either side will be a minimum 1.7m .
- A publicly accessible urban plaza is projected adjoining the northeast zone of the streetscape as a major entrance feature of the FSCC. The paving and landscaping design of this feature shall be integrated with the public streetscape.

- .5 Julian Road      Julian Road, will function both as an important street providing access into the campus and as a landscaped connecting element. It will be developed with an informal natural landscape character, linking Wilson Ave. and the parklands to the north with Downsview Ave., its linear park boulevards and Ridge Park.



**Figure 16 – Treed boulevard, Leslie Street, Montreal**



**Guidelines**

- The four lane roadway of Julian will be positioned centrally in a 27.0m Right-of-Way creating boulevard widths of 6.70m on both sides. In the southernmost portion this central alignment will be adjusted to allow a wider boulevard of 7.4m on the west side.
- The streetscape of Julian Road is proposed to have an informal character to merge with its curvilinear nature and adjacent naturalized landscape development on Block 1, abutting the west side. Species selection, configuration of plantings and pedestrian path alignment within the right-of-way on the west side shall reflect that naturalized character and integrate with the landscaping of Block 1.
- The streetscape on the east side will accommodate both high-branching deciduous trees planted in the boulevard, and a pedestrian sidewalk of minimum 1.7m width, in conjunction with naturalized species selection to reflect the street's more informal landscape character.
- A multi-use trail of 3.5m width is proposed for the west side of Julian Road to accommodate bicycle and pedestrian traffic. The trail will meander from Wilson Ave. through Block 1, into the public streetscape and west to Ridge Park.
- An informal pattern of varying building setbacks is encouraged along the east side to reinforce the informal nature of the streetscape with private landscaped areas. Landscape species selection in these areas should reflect the naturalized character of the streetscape.



**Figure 18 – Two way bicycle path**



- .6 Keele Street    The campus' frontage along Keele St. is limited, offering limited opportunities for improvements to Keele St. in the near term. The potential for enhancement of the boulevard at the intersection with Downsview Avenue will be realized to create a distinctive gateway for the campus.

**Guidelines**

- At Block 4, relatively dense tree plantings in the private setback create a landscape character to the east side of Keele. This character should be reinforced further south on Block 5, where a partial row of trees exists. Some infilling of gaps in the tree row along with additional low landscape plantings should be considered to improve and unify the streetscape to provide more continuity.
- The MTO landscape setback at Block 5 is of sufficient dimension to be enhanced through low plantings and with informal tree groupings. This will create a green gateway to the site at the Downsview Ave. intersection and southwards towards the 401 ramp.
- The design of future institutional identification signage in the vicinity of the Keele St. / Downsview Ave. intersection should have a distinctive character and a high quality of detailing to reinforce the intersection's gateway status.

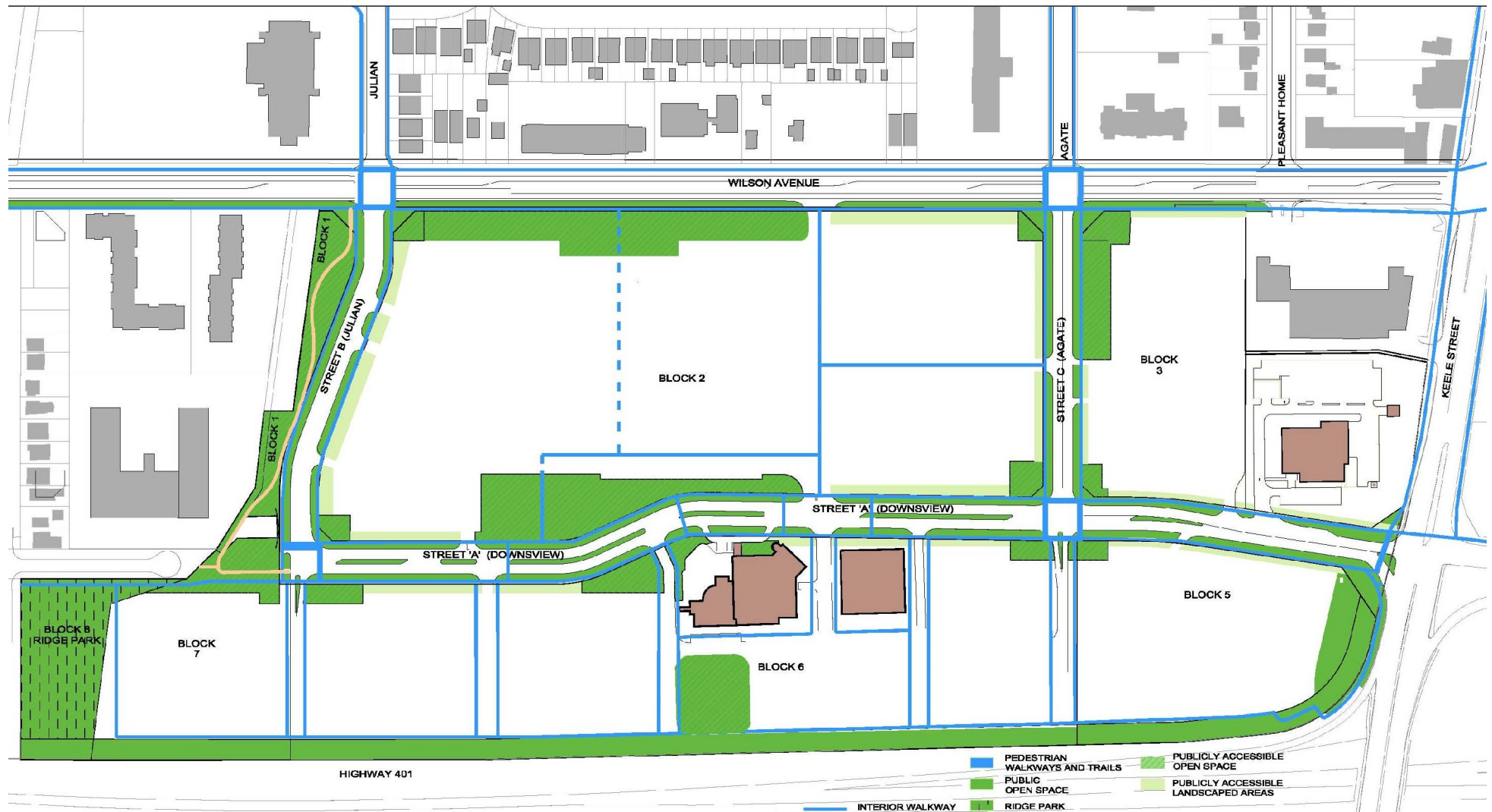
## 2.1.2 Open Space Guidelines

The Open Space system of the 401/Keele Provincial Campus is comprised of open spaces within the public realm that combine with a number of key spaces on private lands that will be configured as publicly accessible open space.

The character of open spaces will vary to suit their function and the adjacent uses they support. The components of the open space system include:

- Landscaped and well-treed boulevards along Downsview Avenue,
- An enhanced Ridge Park,
- Publicly accessible plazas and defined landscaped open spaces at corner nodes and at the central focal space,
- A naturalized linear open space on the west side of Julian Rd.,
- An improved green buffer zone and private green court along the southern interface with the 401.

This system of streetscapes, public and semi-public spaces will be enhanced to create a campus character with high quality landscaping and other public amenities. The system will develop in phases as redevelopment proceeds.



**Figure 19 - Open Space Plan**

**.1 General**

**Guidelines**

- Open space shall be well connected to the street system through direct pedestrian connections to street boulevards and pedestrian links.
- Landscape treatments of different open spaces shall be appropriate to their activity, character and function within the public realm.
- Provision for the inclusion of site amenities (seating, waste receptacles, bicycle posts, lighting) for pedestrians and cyclists should be implemented at all nodes and areas of pedestrian activity/congregation. The design of such amenities will be coordinated for the entire campus to assist in creating a campus design theme for all public areas.
- Open space shall be well- lit for pedestrian safety and convenience.
- A design theme for decorative paving and paving accents will be developed for public open space in the campus.
- The design of paved areas shall provide for universal physical access. In general, changes in grading shall be accommodated gradually wherever possible to facilitate a barrier-free environment.



**Figure 20 - Open Space, Montreal**



- .2 Downsview  
Boulevards
- The configuration of the boulevards and adjacent private lands on Downsview Ave. will accommodate pedestrian pathways, paved places for seating, and areas of soft landscaping. Their design is envisioned as a unified entity with a character that transforms from urban to less formal as one moves westwards.

**Guidelines**

- The eastern portion of Downsview will have a more formal urban character. This will feature regular continuous tree rows set within soft landscape and balanced with some decorative paving areas for seating.
- New buildings on the south side of Downsview Ave. should have a 1-3 storey base providing continuation of the street wall definition started by existing Buildings B and D.
- The western portion of Downsview will have a formal urban landscape to the hospital's landscaped entrance court, and an informal natural park-like character appropriate to the character of Julian Road. The continuous tree rows in this boulevard will be set within areas of soft landscaping and species selection for plantings should reflect its transition to a more natural character. It will accommodate a sidewalk of 1.7m minimum width in proximity to the northern street boundary. The ground plane in portions of this boulevard will slope to accommodate grading changes. The landscape



**Figure 21 – Continuous rows of trees at pedestrian sidewalk, The Esplanade, Toronto**

slope shall not exceed 3:1 ratio in order to plant trees and shrubs.

- At the curved central section of Downsview Ave., the design of the northern boulevard will transition into a publicly accessible landscaped entrance court for HRRH. This focal zone will be connected to the south side of Downsview Ave. with special pedestrian paving that crosses the roadway.
- Hospital buildings will be set well back from the central portion of Downsview Ave. for much of the length of this boulevard to create the HRRH entrance court.
- The design of the street boulevards will include open planters, street furniture, waste receptacles, decorative paving and pedestrian level lighting.
- Bicycle parking posts shall be included in the boulevard design in proximity to plazas and entry walkways and open spaces..
- Fences or walls adjoining the lineal park boulevards shall, wherever possible, be no higher than 0.9m and be placed beyond the 3m landscape buffer line. The landscape buffer portion of these boulevards shall remain publicly accessible at all times, and their landscape and paving design shall be integral to the boulevard design.



Figure 22 - Pedestrian walkway

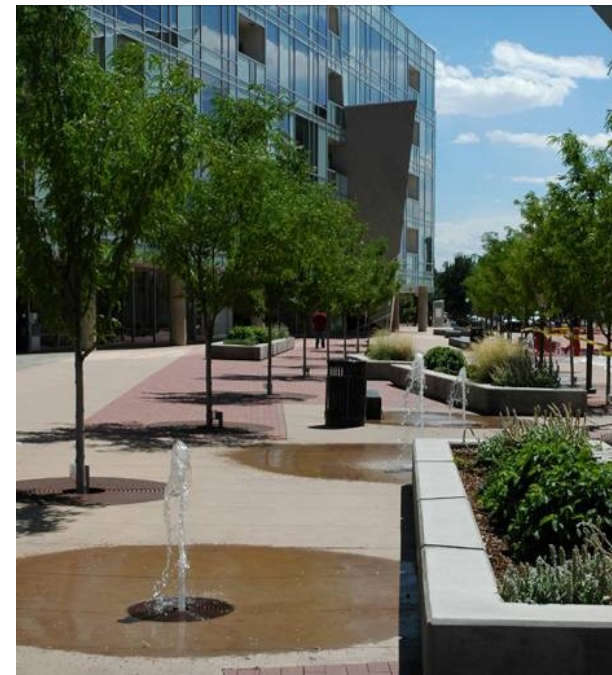


Figure 23 - Urban Plaza, Denver

**.3 Ridge Park  
and  
Pedestrian  
Link**

Ridge Park will continue its function as municipal neighbourhood park space for the surrounding community and will also accommodate a stormwater facility. Open space, pedestrian and bicycle connections to Ridge Park shall be enhanced with a new publicly-accessible open space that links westwards from the Downsview Ave.-Julian Rd. corner to the area of the existing Downsview cul-de-sac and the northeast corner of the park.

**Guidelines**

- The link, approximately 30m wide, will be predominantly soft landscaping. It will accommodate tree plantings, naturalized low-level landscaping, and a 3.5m wide multi-use trail for cyclists and pedestrian movement. This link, located on Block 7, south of the natural gas distribution facility, shall be accessible to the public at all times.
- Design of the multi-use trail shall accommodate emergency vehicular access for the hospital to and from the west, as a component of their emergency planning.
- The link shall be well-lit with pedestrian lighting.
- Landscape enhancements to the park itself shall be considered.



**Figure 24 – Valley Path and Garden**

- A 10m landscape buffer on Block 7 along the east side of Ridge Park is recommended within a 15m building setback that assists the transition to the park and the adjoining residential neighbourhood.

## 2.2 Built Form

Site organization and built form of individual developments within the campus will be key to achieving the urban design objectives for the 401/Keele redevelopment. Their design can contribute to activating the public realm, enhancing pedestrian comfort and safety, reducing the impact of the car within the campus environment, creating a compact urban form with a high quality of architecture, and promoting sustainable design.

### 2.2.1 Site Organization

Site planning on each of the blocks in the campus will take into consideration the following factors:

- Building siting and organization
- Building entrance location and orientation
- Driveways and vehicular entries
- Parking and servicing layout and organization
- Pedestrian linkages; and
- Grading relationships.



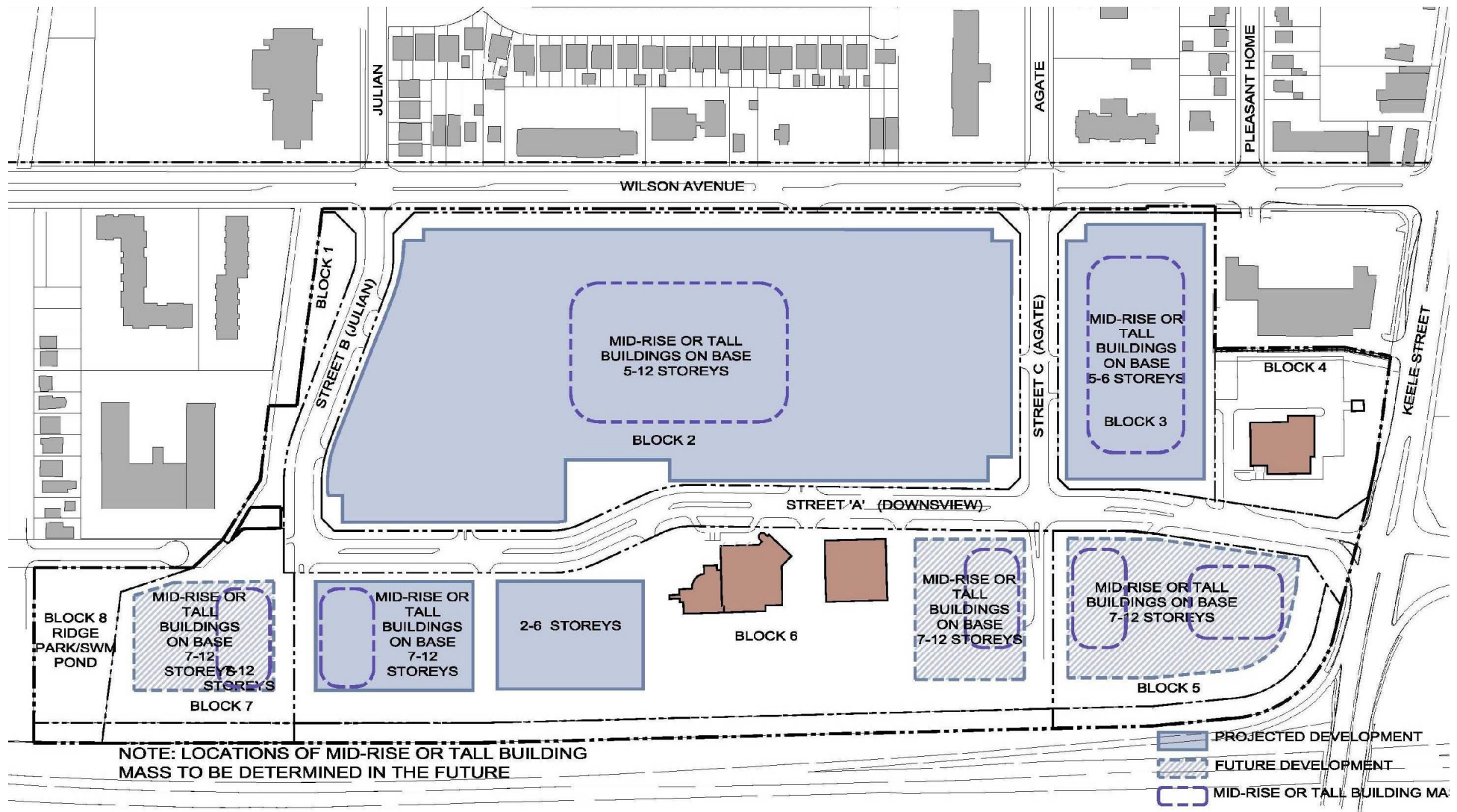


Figure 25 - Height/Massing Diagram

.1 Building  
Siting and  
Organization

**Guidelines**

- Buildings shall be sited to address adjacent public streets and are to be oriented to be directly accessible from public sidewalks or public plazas.
- Buildings shall be sited, wherever possible so that the base of buildings frame adjacent streetscapes and public open spaces.
- Where buildings are located on their sites in proximity to street corners, their design shall address both streets through massing, building articulation and landscape design and give prominence to the street corner.
- Site planning of individual parcels shall allow for direct pedestrian access to public destinations such as transit stops, public and semi-public open space and retail uses.

.2 Building  
Entrance

- Major buildings entrances shall face public streets or plazas, with clear orientation that affords direct accessibility from public sidewalks, plazas or courtyards.
- Major entrances shall be connected to public sidewalks with direct pedestrian pathways that are well-defined and designed to promote pedestrian convenience.
- Building entrance areas shall be well-lit to promote pedestrian safety.
- Building entrances should have an at-grade relationship with the pedestrian sidewalk, plaza or path that leads to them to promote universal accessibility.



Figure 26 - Building frames the streetscape at a corner

**.3 Driveways  
and  
Vehicular  
Entries**

The public street network will be augmented by private drives and roads within development parcels. On the FSCC site, a private drive will run along the eastern boundary providing parking and service access to the FSCC. Another drive will provide access to underground parking on the west side at mid-block. On Block 6 a continuous east-west private drive is envisioned north of the MTO setback at the 401 boundary that will link parking and accommodate service links across the development parcels. A series of north-south private drives also link Block 6 developments to Downsview Ave. The hospital will also have east-west and north-south drives on Block 2 providing access from the local streets to hospital functions for emergency vehicles, drop-off, parking and service. An entrance roadway access from Wilson Ave. will be provided at or near the current Maple Dr. location.

**Guidelines**

- The number and width of vehicular driveway entries into each block should be minimized, where possible, to reduce their negative effect on pedestrian sidewalks and streetscapes. Shared drive entries for adjacent development parcels or functions are encouraged.
- The radii of driveway and parking entries should be minimized, within functional criteria, to reduce their impact on pedestrian continuity.
- Side-yard locations for vehicular drop-offs are preferred in order to minimize their impact on streetscapes.
- Where front yard locations are required for driveways and drop-offs due to functional considerations, their design should be configured to minimize vehicular impact on

pedestrian connectivity. In such cases, architectural and landscape integration through the use of porte-cocheres, screen walls, architectural features and landscape plantings should be employed to mitigate views from adjacent streetscapes. Such driveways are projected for both HRRH and the FSCC.

- The use of decorative or unit pavers within driveway design is encouraged at highly visible locations and at pedestrian crossings.
- The design of internal vehicular drives shall accommodate adjacent on-site pedestrian sidewalks where appropriate and tree rows as well as pedestrian lighting to promote pedestrian convenience.

**.4 Parking and  
Servicing  
Layout**

A variety of parking facilities are planned to accommodate parking needs. Facilities will be a mix of structured, surface and some underground parking. Parking will be provided on each development block or parcel.

**Guidelines**

- Parking and service areas should be sited to minimize their visual impact on streetscapes and the public realm. In general, rear yard, side yard and below grade locations are preferred wherever possible, while keeping in mind the safety and security concerns of the users.
- Surface parking should not be located in the front yard between buildings and street frontages. At the Hospital site, where very limited parking in front yard locations



**Figure 27 – Landscaping to reduce scale of parking**



may be functionally required, design strategies for mitigating the impact of parking with landscaping and other measures shall be employed.

- The design of surface parking areas within the Provincial Campus shall have regard for the City of Toronto's "Draft Design Guidelines for Greening Surface Parking Lots".
- Parking areas should be connected to main building entrances and the streetscape by pedestrian paths.
- The scale of surface parking areas shall be reduced through the use of landscaped parking islands, differentiated paving materials and the provision of pedestrian routes. Large, unbroken surface parking areas are to be avoided.
- Landscaping at the perimeter of surface and structured parking areas shall be designed to mitigate views of these areas from public streetscapes and open spaces.
- Structured parking facilities may be located in certain areas of the plan as a strategy to promote intensification of the site and reduce surface parking.
- The design of structured parking shall mitigate its visual impact on the public realm. A variety of design measures should be considered, including architectural façade development, detailing and landscape design that provides partial screening.
- Where possible, the integration of adjacent podium built form with active uses to line parking structures and create an active public façade at the streetscape is encouraged.



**Figure 28 – Façade design mitigates impact of parking**

Such opportunity may exist for public and retail uses on blocks 5, 6 and 7 and potentially on parts of Block 2.

- Service areas shall be located to minimize their impact on streetscapes and the public realm. Their impact on streetscape views shall be mitigated, where possible, with architectural or landscape features. Storage areas at service/ loading functions will be internal to the buildings.
- Utilities and services such as vents, transformers, hydro vaults, cable boxes and grates shall be located away from public streets, walkways, corners and entrances wherever possible. Where such equipment is visible from the public realm it shall be screened by landscaping or built features.

**.5 Pedestrian &  
Bicycle  
Linkages**

Site design within individual blocks of the 401/Keele Provincial Campus is intended to foster a system of pedestrian linkages within and between sites that will encourage pedestrian activity within the campus and provide a finer grain of pedestrian movement.

**Guidelines**

- Pedestrian linkages shall be provided through the larger blocks to promote pedestrian access and convenience. Major pedestrian linkages shall have a minimum width of 1.7m and be lit with modern light standards that reflect the campus design theme.
- On Block 2 north-south mid-block pedestrian access may take the form of a public corridor through the HRRH main building complex. An east-west pedestrian link integrated with the south façade is encouraged to link from Julian

Road and the parking facility to the various hospital uses and outwards to Downsview Ave. at mid-block.

- On Block 5 & 6 a system of pedestrian walkways will connect through the Blocks. An east-west landscaped pedestrian route of 1.7m width will be provided within the 14.0m MTO setback connecting developments to each other, to the GO bus stop, to the public sidewalk, to parking and to Ridge Park. Landscaping enhancements along its length will infill portions of the existing tree row and along with the provision of lighting and other pedestrian amenities will enhance its function as a secondary pedestrian connection.
- The pattern of existing north-south pedestrian sidewalks south of Downsview Ave. will be reinforced alongside new entry drives, creating a system of pedestrian links from the east-west path at the MTO setback to Downsview Ave. These will be enhanced with tree rows and pedestrian lighting.
- Pedestrian routes in adjacent developments shall be linked to increase walkability and pedestrian connectivity throughout the campus.
- An east-west pedestrian route will link from Downsview Ave. and Julian Rd. to Ridge Park. Refer 7.1.2.3.
- Bicycle routes will be on both sides of Wilson Ave. and the west side of Julian Rd. The design of the bicycle route on the west side of Julian Rd. will be a recreational trail associated with naturalized landscape. This route will be continued to Ridge Park.

## .6 Grading

Despite changes in grade that occur across the 401/Keele Provincial Campus, site design will encourage gradual transitions wherever possible, that promote convenient access from the public realm to entrances and open space.

The nature of existing topography will necessitate design elements such as retaining walls and sloped areas in some instances. The potential to internalize grade differentials within the building design should be considered.

### Guidelines

- Site grading shall generally be designed to avoid abrupt grade changes at the public realm or within the publicly accessible private open space. Gradients should allow for ease of pedestrian accessibility throughout the site.
- The design of major building entrance elevations should generally be within an elevation of 0.9m from adjacent public sidewalks to facilitate gentle gradients for pedestrians and a direct at-grade relationship between ground floor areas and adjacent public space.
- Where existing conditions and building function necessitate elevational differences greater than 0.9m, the design of pedestrian approaches and plaza areas shall incorporate gentle gradients for pedestrian accessibility and landscape design that minimizes the impact on pedestrian access.
- The impact of retaining walls should be minimized, between public sidewalks and building frontages. In general, retaining wall heights of less than 0.6m are



Figure 29 – Retaining wall examples



preferred, and heights of greater than 1.0m should be avoided, where possible. High quality materials should be used to reduce the visual impact of retaining walls and integrate them with landscape design.

- Where higher retaining walls are required their design should reflect a high degree of integration with adjacent built form and landscaping. Design strategies including stepped walls, high quality of materials and plantings shall be incorporated to reduce their visual impact and integrate them within the overall architecture and landscape design of the site. The design of such walls will be reviewed on a case by case basis.
- Where substantial grade separations across development parcels occur, the integration of level changes within buildings is encouraged in order to minimize the impact.
- South of Downsview Ave., new buildings are encouraged to be built into the slope to afford the potential for ground floor at-grade relationship to Downsview, combined with lower level podium parking at grade to the southern edge. Similarly the lower podium level of the HRRH may have an at-grade relationship with adjacent outdoor space to the southwest.

**2.2.2**  
**Building Massing**

Buildings within the Provincial Campus will be designed to define and support campus streets and open spaces with a scale that balances height and massing with street width and that provides appropriate transition to adjacent areas.

Buildings will generally be a combination of podium levels comprising a 1-3 storey building base that defines the street space

with mid-rise upper levels. Mid-rise building forms will generally create a rhythm of intermittent higher building masses that frame streets but allow sunlight penetration rather than a continual building wall.

## .1 General Built Form and Massing

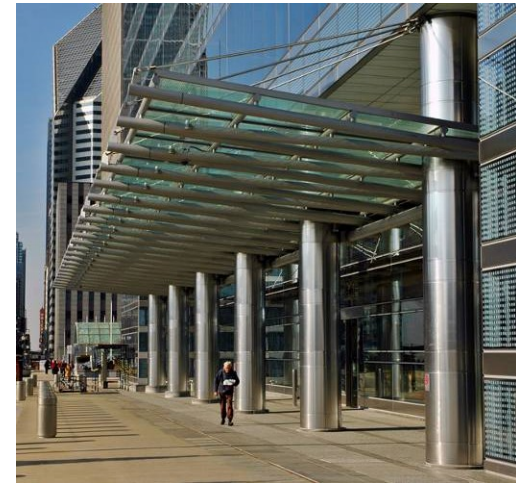
### Guidelines

- Generally, where buildings exceed a low-rise height, their design should create a pedestrian scale at their base of one to three storeys. This can be achieved by a variety of means: setting back the mass of upper storeys to create a building base, use of material changes or projections to create a datum at low-rise building base height, or the use of canopies and awning elements scaled to pedestrians.
- Mid-rise and tall sections of buildings will generally be stepped back from their base portions to allow sufficient sunlight and sky view on the public streets and open space, although portions of higher building mass may rise directly from grade. Generally, a five hour window of sunlight at the equinox in the mid day should be provided for at least one side of the public sidewalks at equinox.
- The design of mid-rise buildings will be in general not higher than the width of the adjacent street (R.O.W.). Refer to the City of Toronto's 'Design Criteria for Review of Tall Building Proposals' for higher building mass.
- The design of buildings shall be formed to animate the public street and open spaces. In general, buildings should be configured at grade to convey an active relationship with portions of the streetscape. These include entrances, glazed areas, canopies, awnings, arcades and variations in wall articulation.



Figure 30 - Canopies and glazing at street

- Consideration should be given to orienting internal public functions of buildings at the building base to animate the streetscape at grade, where possible. These include lobbies, atriums, retail functions, cafeterias, public reception areas and other public functions such as service counters that deal with the public.
- Building massing shall be configured to create a balanced proportion for the streetscape and to foster an appropriate pedestrian scale within the public realm.
- The provision of elements that provide weather protection for pedestrians along public streetscapes and open spaces is encouraged, particularly at building entrances. These elements include canopies, building overhangs, arcades and horizontal projections and should be used where appropriate to building use, function and location. Projection of weather protection features, such as canopies and awnings, beyond the property line may be considered where adequate height clearances are provided.
- The massing and design of buildings at corners, at focal public spaces and that terminate important view corridors should be configured to reflect their landmark status and provide a high level of architectural amenity to the campus.
- Articulation of building mass at the roof or upper floors of tower elements is encouraged in order to create visual interest at the skyline.



**Figure 31 – Provision of weather protection is encouraged at building entrances**



**Figure 32 – Base building massing to create a pedestrian scale street space**

- Building design should employ a high quality of materials, consistency of finish and detailing that will contribute to a positive image for the campus.
- Mechanical penthouses, elevator penthouses and other building services equipment should be integrated into the overall design of all buildings. All mechanical and building services equipment at rooftops shall be screened or integrated into architectural massing features.
- The parking structures facing 401, public streets and open spaces shall be designed with high quality materials, façade development, architectural elements and landscaping that mitigates their visual impact on the public realm.

**.2 Street  
Enclosure and  
Relationship to  
Neighbouring  
Development**

The relationship of building massing to adjacent streets, open spaces and neighbouring development will vary on respective blocks within the campus. A varying rhythm of lower base and mid-rise massing will typify street enclosure rather than a continuous street wall or towers.

The Height/Massing Diagram outlines respective building heights on the development parcels.

**Downsview Ave.**

- Along the south side of Downsview Ave. new building form shall be based upon creation of 2-3 storey bases that frame the Downsview Ave. frontage.

- The massing of taller buildings above these building bases shall be configured to maximize sunlight penetration to the Downsview Ave. streetscape and open spaces with taller section widths(east-west) that are not more than 40m. A general north-south orientation of taller building elements is preferred. A minimum separation of 30m between adjacent mid-rise and tall building elements shall be maintained.
- Setbacks of 6m to the building base will be provided along the southern street line to accommodate on-site landscaping and facilitate grade changes that may occur as a result of the sloping nature of Downsview Ave.
- Mid-rise elements shall step back an additional minimum of 5m from the street face of podium bases to facilitate appropriate street proportions and wider entry plazas.
- At Block 5 similar setback relationships to Downsview are recommended for future development on this block, in order to provide continuity to the streetscape. The building podium base should be setback 6m, with upper mid-rise storeys stepping back further.
- Along the north side of Downsview Ave. the massing relationships of new buildings on the HRRH site will vary. The main hospital building will have a base of 2-3 storeys with mid-rise upper floor towers of up to 9-10 storeys. Adjacent low-rise parking structures of 2 to 5 storeys are envisioned on the southeast and southwest corners of the site.



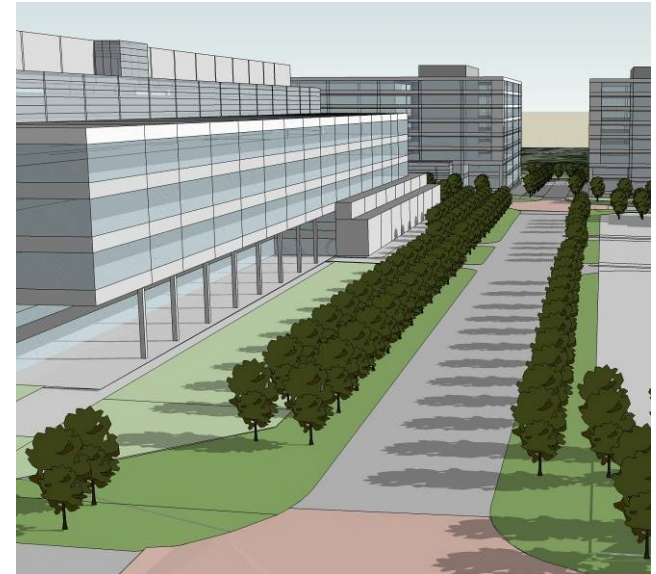
- A substantial portion of the HRRH complex will be set back from the Downsview Ave. street frontage to create the landscaped entrance court that acts as a focal open space and allow gentle gradients to the main entrance.
- The parking structures on either side of the main hospital building will provide definition to that entry court and frame the Downsview Ave. streetscape. Their building setbacks shall be 6m from Downsview Ave. East of the entrance court, the setback shall be from the street line, while west of the entrance court it shall be measured from the 3m landscape buffer of the linear park boulevard.

**Wilson Ave.**

- Along Wilson Ave. a generous building setback of minimum 12m is recommended as appropriate to the high building mass of the hospital's tall buildings. More generous setbacks are likely in order to accommodate drop-off drives that relate to departmental functions at that side of the building.
- On Block 3, a one storey podium base of the FSCC will provide street definition to Wilson Ave. A minimum building setback of 4m is recommended for this façade. The upper storeys of the mid-rise building mass will step back a minimum of 9m.

**Agate Road/Block 3**

- Along the east side of Agate Road, the building mass of the FSCC forms a continuous street wall of 5-6 storeys, but with a varying setback.
- In the southern half of the block a minimum setback of 4-6m is established for the podium to frame the street, while the upper storeys step back further.
- In the northern half of the block the podium setback will be greater, close to that of the upper storeys, to create an urban plaza at the northeast corner. A setback of approximately 15m or greater is envisioned in this area.
- The building setback of the FSCC building to the north street line of Downsview shall be 6m. The upper mid-rise levels will step back further.



**Figure 33 – Agate Road View – Street level**

**Julian Road**

- Along the east side of Julian Road a minimum building setback of 6m is proposed. Building massing should adopt varying setbacks along this frontage to reflect the informal natural character of the streetscape.

**Highway 401**

- Along the southern Highway 401 frontage MTO's required setback of 14.0m shall be maintained. Actual building setbacks are expected to be greater.

## Transitions to Neighbouring Development

- Building massing at the west and east of the site should create appropriate transitions of scale to neighbouring developments. Massing at Block 7 shall transition to 3-4 storey heights at the site boundary to create an appropriate scale transition to the residential neighbourhood and park. The projected mid-rise height of the FSCC building on Block 3 creates an appropriate transition to Keele Street.
- Massing and design articulation of buildings on Block 6 should provide a positive image of the provincial campus to the 401. A vertical rhythm of office towers on their podium base will create a good basis for the neighbourhood's identity. This should be further reinforced through a high quality of architectural development.

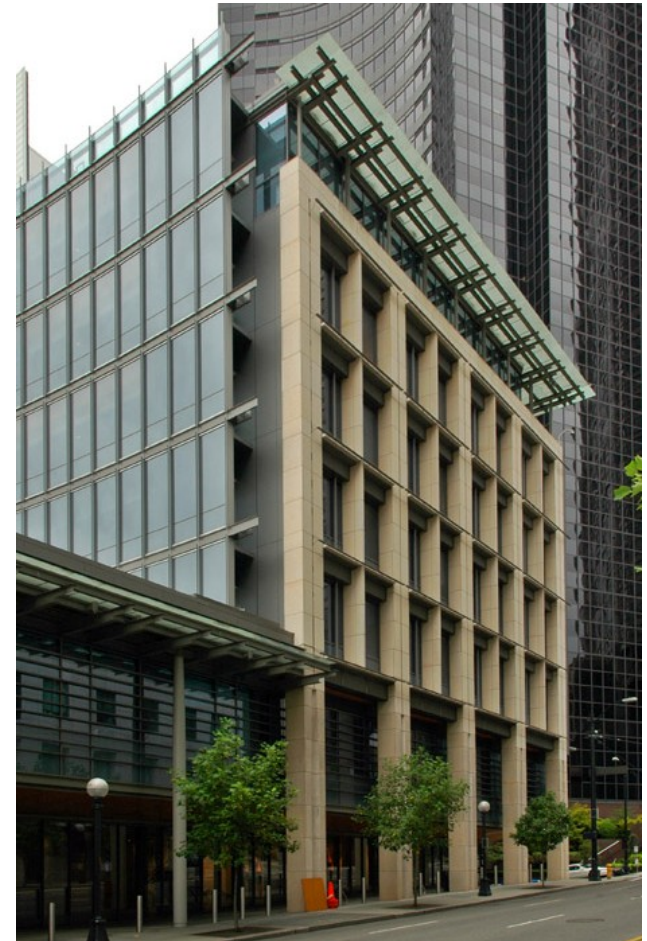


Figure 34 - High quality of materials and detailing

## 2.3 Landscape Design

- A pattern of publicly accessible open space on private lands shall be created to reinforce the public realm and provide a variety of open space opportunities for pedestrians and passive recreation. The range of spaces may include urban plazas or squares, green courtyards and forecourts and landscaped setback areas.
- These publicly accessible spaces will be created in the following locations:
  - a garden court at the central focus on Downsview Avenue in conjunction with the hospital entrance,
  - an urban plaza at the main entrance to the FSCC linking the entrance to the corner of Wilson Ave. and Agate Rd.,
  - landscaped areas providing seating and plantings at other nodal locations in the plan such as the corners of Agate and Downsview, Julian and Downsview, and the northeast and northwest corners of Block2,
  - small entrance plazas at the new office buildings south of Downsview Ave. and at the intersection with Agate Rd.,
  - a garden courtyard with enhanced landscaping at the existing central southern court facing the 401,
  - at other internal locations on development parcels where appropriate.
- Such semi-public open spaces should be well defined and scaled to pedestrian activity. Their design should reflect a distinct character related to their location and adjacent uses. That character may range from urban plaza to green landscaped gardens creating a varied palette of open space for the campus. These spaces are encouraged to be visually and physically connected to public streetscapes.



Figure 35 – provision of seating in private open space

- Private open space should be designed to encourage pedestrian convenience, passive recreation and a safe outdoor environment through the provision of seating, pedestrian lighting and streetscape furniture elements.
- All open space plantings shall provide a high level of integration with streetscape treatments. Plantings shall be used to: define specific uses and differentiate between site areas, accentuate and articulate built form and define building edges and entrances and enhance the visual image of building functions.
- Landscape treatments shall be provided along major entrance drives and roadways through parking areas. The use of tree and shrub plantings is encouraged in these locations to develop defined scale.
- Planting layouts shall be coordinated with existing and proposed utilities and site services.
- Existing trees in certain locations shall be incorporated into the landscape plan of the new campus. The existing trees of the tree buffer along the 401 and the green courtyard defined by Buildings C and E shall be preserved in the plan. Other opportunities for including existing landscape features will be considered.



**Figure 36 - Existing tree buffer at 401**



## 2.4 Sustainable Development Guidelines

The concept plan for the 401/Keele Provincial Campus achieves objectives of land efficiency through redevelopment of existing developed lands, compactness of form and density intensification. Successive phases shall build upon this framework of land efficiency and intensification.

The design of the Provincial Campus has incorporated numerous sustainable design strategies and is targeting LEED Neighbourhood (ND) status.

### Guidelines

- Sustainable development initiatives shall be incorporated in the design of the public and private realm that promote environmentally beneficial design strategies.
- The use of bio-swales and infiltration trenches in the design of naturalized areas, such as Block 1, shall be considered as part of the overall stormwater strategy for the campus. They are also encouraged within and around the periphery of surface parking areas and within other landscaped areas of the blocks .
- Other sustainable initiatives in the design of open space areas shall be considered during successive detail design stages. These may include selection of native species for streetscape landscaping, rainwater recycling for irrigation, materials selection that promotes resource efficiency, energy efficient street lighting and solar energy for parking, driveway, and shelter lighting.
- New buildings within the Provincial Campus will be

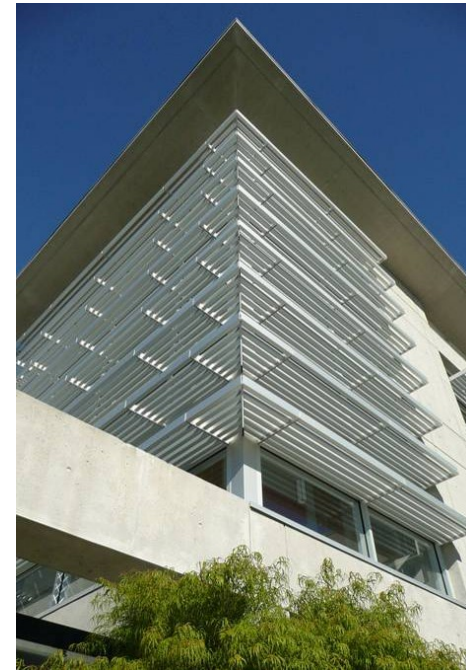


Figure 37 - Building design for energy efficiency



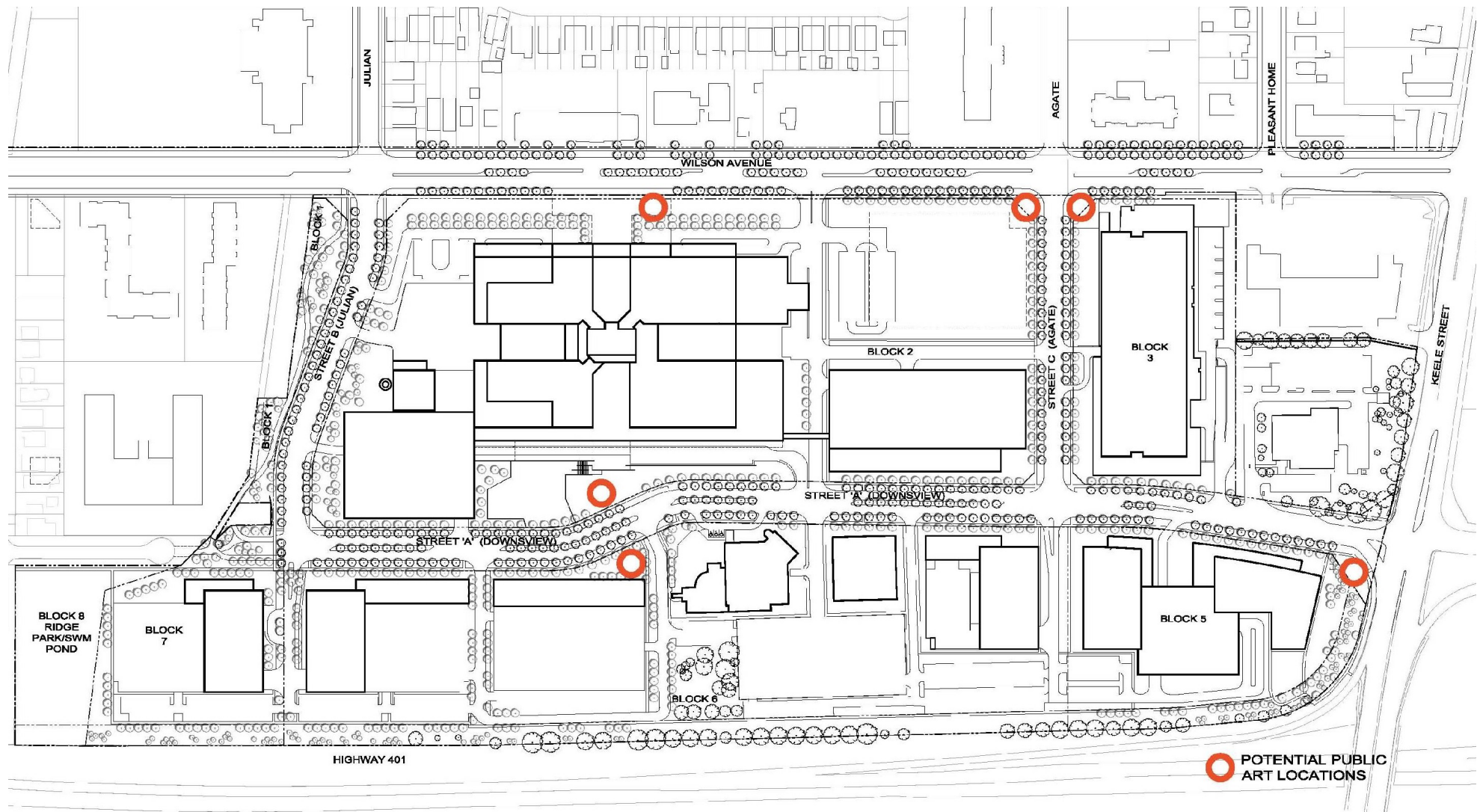
Figure 38 - Stormwater infiltration at Street Boulevard

designed to achieve LEED certification. Reference shall also be made to the City of Toronto's Green Standard Guidelines. The campus will have regard for the framework of ORC's evolving Sustainability Plan.

**2.5**  
**Public Art**

The masterplan for the Provincial Campus provides multiple opportunities for incorporating public art within the open spaces and streetscapes of the campus.

- The inclusion of public art is strongly encouraged to reinforce the importance of key locations in the campus, enhance the public realm, promote sense of place and reinforce the urban design goals of this plan
- The location of the public art should be highly visible, publicly accessible and amenable to the public. Potential locations include gateways, the park-like setting of the northwestern area of Block 1, the pedestrian link to Ridge Park, and the open spaces listed in 7.3.
- A variety of public art types are encouraged in the campus.



**Figure 39 - Height/Massing Diagram**

3.0  
CONCLUSIONS AND  
RECOMMENDATIONS

3.1  
Conclusions

The 401/ Keele site provides a rare opportunity to develop a multiple use provincial campus in an urban area that can appropriately accommodate a range of public service, office and mixed uses. Its size combined with its high percentage of open lands can incorporate a range of public service uses identified by the Government of Ontario as appropriate in this part of the GTA. It possesses excellent access to the region through its proximity to transit and the 401 interchange at Keele St.

The site is within the catchment area of the Humber River Regional Hospital. It has been selected and approved as the site for the hospital's new acute care facility and clinical programs. In addition, it provides excellent vehicular access for a provincial use such as the Forensic Services and Coroners' Complex, for which such access is a positive and crucial aspect. The site already accommodates provincial office uses and thus is appropriate to further intensification of those and other office uses. Its proximity to existing transit supports the common objective of increased transit use.

The proposed uses are appropriate for the subject lands. The site will transform from a gated complex to become a provincial campus forming an urban neighbourhood that is connected to its surrounding community and with potential for future mixed use at Keele Street, including residential.

The proposal for the subject lands is consistent with the Provincial Policy Statement, Places to Grow and aligns well with the

Metrolinx Regional Transportation Plan.

The application for zoning by-law amendment is supported and represents good planning.

The concept plan forms an overall framework that illustrates the pattern of future redevelopment and the general structures and context in which that redevelopment will take place. The concept is based upon the stated design principles and objectives to promote a vibrant public realm, pedestrian convenience, sustainability of design, multiple modes of transit and a high quality of built form.

The concept plan for the campus is appropriate and will:

- Provide Blocks that accommodate major institutional and office functions, and future mixed use potential;
- Create a new connected street network;
- Structure Downsview Ave. as an active neighbourhood spine with a significant linear open space boulevard;
- Provide a variety of open spaces and streetscapes;
- Recognize Wilson Ave. as an Avenue;
- Present a clear neighbourhood image to Highway 401;
- Create upgraded transportation and servicing infrastructure;
- Provide parking in a manner that significantly reduces the current impact of surface parking areas;
- Be based upon design principles that create a vibrant and attractive community, and that foster sustainability in design and specifically based upon achieving LEED status.

The 401/Keele lands are proposed to be subdivided through the plan of subdivision process. The plan will create public streets and nine blocks.



The proposed draft plan of subdivision represents good planning.

The urban design guidelines are intended as a flexible tool to guide implementation of the concept plan towards realization of the vision for the campus. They include guidelines for the public realm dealing with streetscapes, open spaces and sustainable development along with private realm guidelines dealing with site planning, landscaping and private open space, parking and service areas and built form.

The proposed urban design guidelines represent high quality urban design principles.

### 3.2 Recommendations

We recommend that Toronto Council take the following steps to guide the future development of the 401/Keele Provincial Campus:

- 1) Approve the draft plan of subdivision;
- 2) Approve the application for Zoning By-law Amendment;
- 3) Approve the concept plan and urban design guidelines.