

1. VISION STATEMENT

1.1 Introduction

The King Liberty Village (“KLV”) lands are quickly developing into an important community within the City of Toronto. The KLV lands were formerly a thriving industrial centre but by the early 1980’s had become a vacant brownfield site as various industries, like Inglis Manufacturing relocated to outlying areas such as Mississauga or closed. By the late 1980’s the KLV lands were a collection of derelict, blighted properties and were providing little to no tax base to the City of Toronto, and no viable social economic activity. This former employment area remained unserved, “brown” from contamination, isolated from the surrounding urban fabric, and generally formed a barrier to the lands north, west and south of it in spite of being surrounded by existing infrastructure (including access to TTC, streets and main sewer/water services).

Since 1999 the owners of these lands, 863880 Ontario Limited, with the assistance of IBI Group has been working closely with City of Toronto staff to transform this abandoned brownfield site into a new vibrant downtown community that blends into and extends the urban fabric.

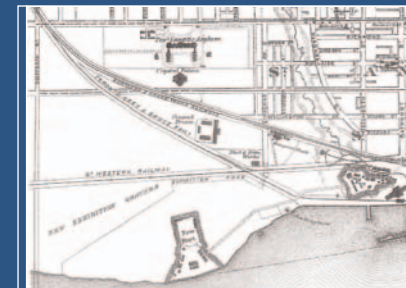
The KLV lands are minutes from the core of downtown Toronto. The KLV lands are generally bounded by King Street West to the north, Strachan Avenue to the east, Hanna Avenue to the west, and the CN rail line to the south. To the north of the KLV lands are the former Massey Ferguson manufacturing lands, now a new residential community; (ii) to the south is Exhibition Place and Lake Ontario; (iii) to the west is the Liberty Village BIA; and (iv) to the east is the Niagara neighbourhood.

The KLV lands will be linked, both visually and physically, by East Liberty Street, a new east/west street that will contain a diversity of uses, that will be pedestrian friendly, and will provide for a range of mobility choices including vehicular, cyclists, transit which will include a future bus route, and will provide quick access to the existing King Street West streetcar line.



October 2004 aerial; Townhouse Block 1

The footer chronologically represents the development of the KLV lands



1.2 Summary of Recent Approvals / Achievements

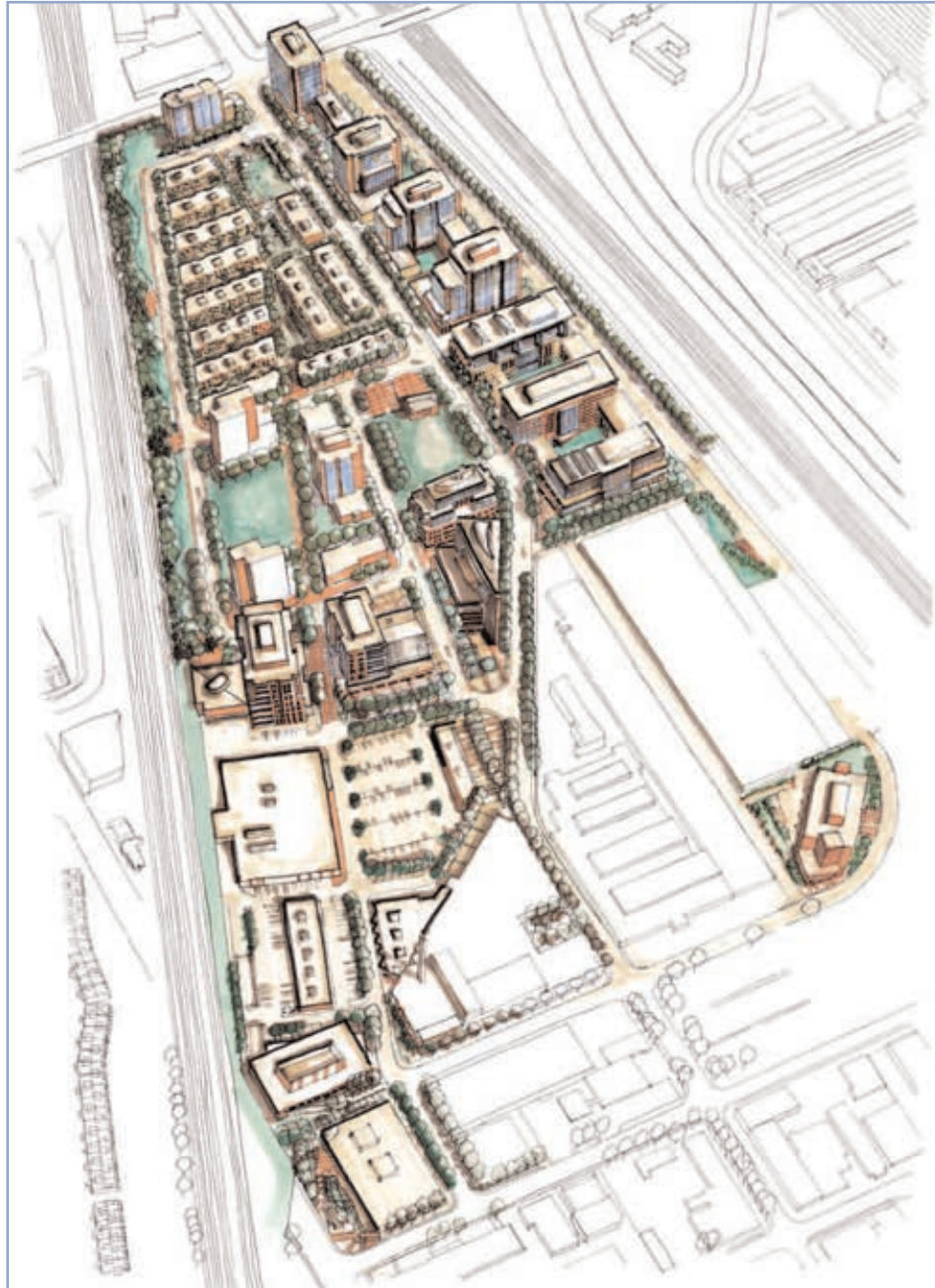
In August 2000 Toronto City Council unanimously approved site specific Official Plan (By-law 565-2000) and Zoning By-law (By-law 566-2000) Amendments that established permissions to develop a comprehensive mixed-use neighbourhood, complete with streets, parks and distinct land use components on these vacant lands. Since securing these approvals the owners of these lands have made substantial progress in transforming these lands from a brownfield into a new thriving community, specifically:

- In the **fall of 2001** the owners completed arrangements and entered into long-term leases with the owners of 80 Lynn Williams Street (Block 8) and 132R East Liberty Street (lands immediately east of Block 8). The intent of entering into these long-term leases was to incorporate these lands into the KLV development, as these owners wanted to redevelop their lands and become part of this exciting venture;
- In **spring 2002** the City of Toronto WES staff approved comprehensive plans to provide services on these lands. It should be noted that all of these services and roads, and most of the Northern Linear Park have been installed except for the following: (i) construction of Pirandello Street and Western Battery Road is now underway; and (ii) the installation of infrastructure on Lynn Williams Street. Further, work on the Gateway Park is underway, and work on the Central Park will be commencing in the spring of 2005;
- Between **May and September 2002** the owners completed three (3) separate Site Plan Undertakings (i) for a Dominion store, at 100 Lynn Williams Street; (ii) for 61-85 Hanna Avenue which provides for three (3) additional commercial buildings west of the Dominion store and (iii) for (Block 1) residential. It should be noted that the north west section of the site containing the retail component is now built and is now successfully operating. Most of the 467 town homes have been sold, and in September 2004 the first occupancies occurred and further occupancies will occur throughout the fall of 2004 into the winter of 2005;
- In further implementation of the planning approvals the owners on **September 19 2002** registered Plan of Subdivision 66M-2934 (the Plan) over the entire northern portion (lands north of East Liberty Street) of the KLV lands and a Subdivision Agreement was registered thereon as Instrument No.AT11470 (the "Agreement");

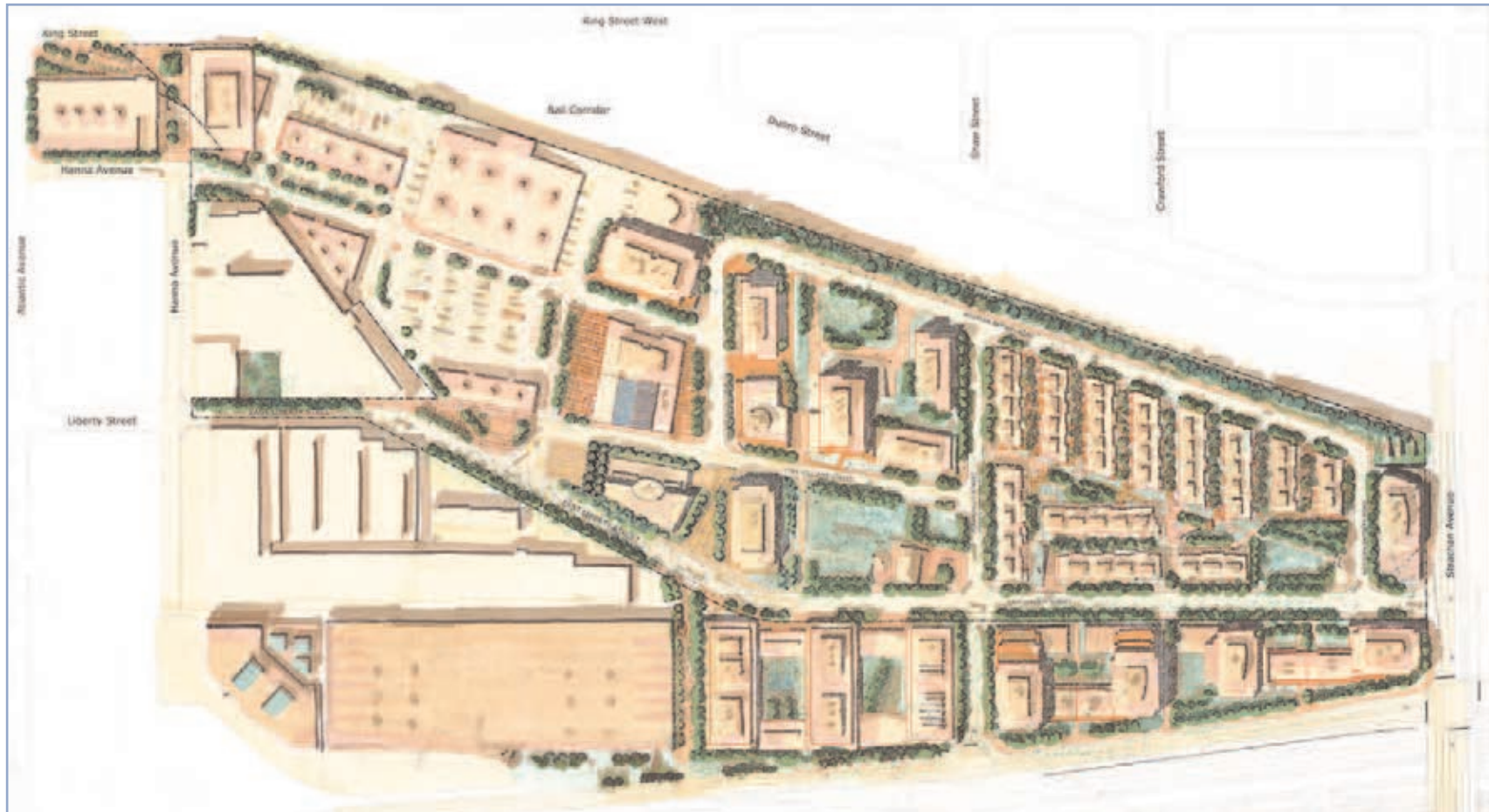


Westerly view along East Liberty Street (showing Chapel)

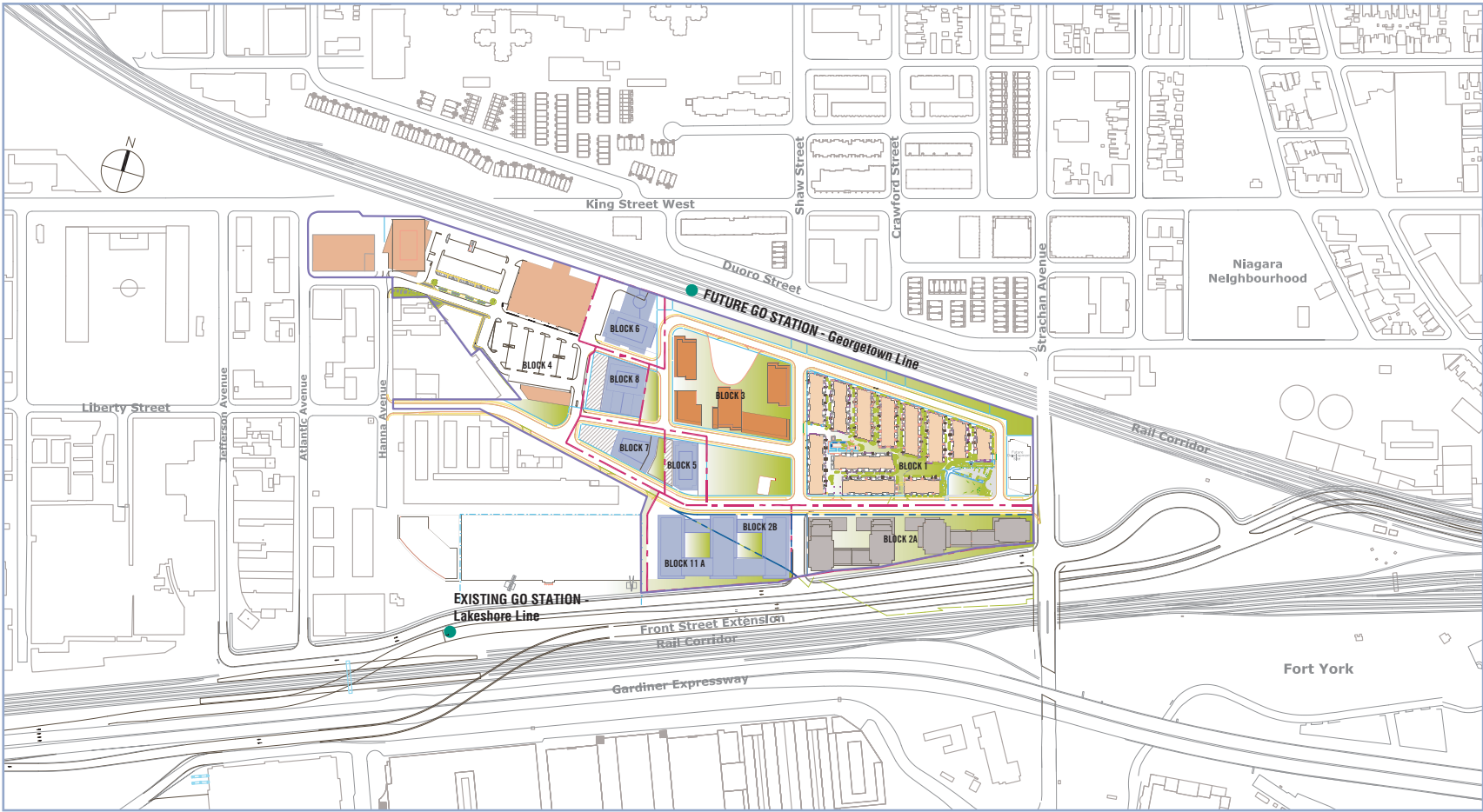




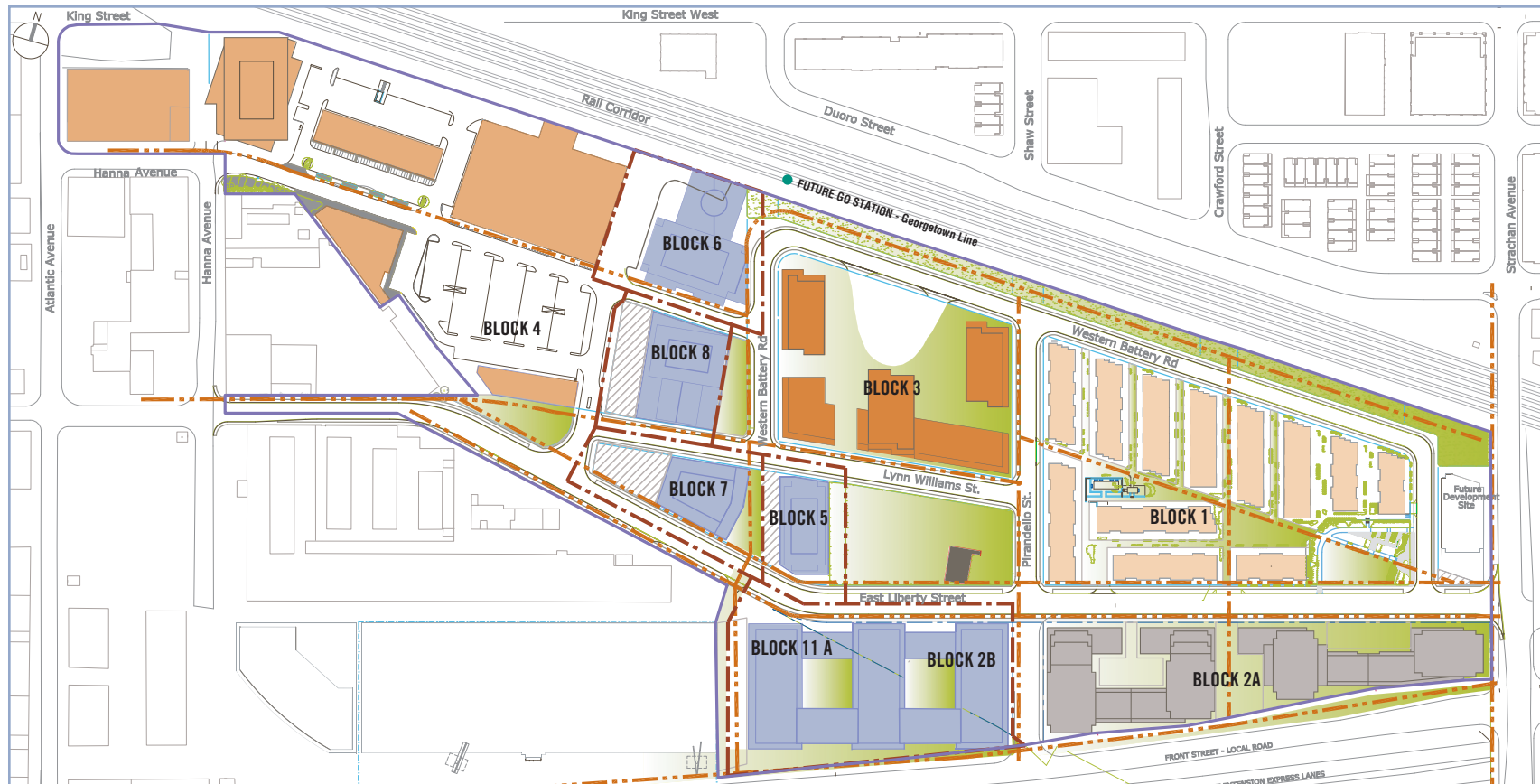
Aerial sketch of King Liberty Village



Site Plan with proposed amendments



Area Plan



Context Plan

LEGEND

- | | |
|---|--|
| AT GRADE PEDESTRAIN ROUTES | RETAIL - COMPLETE |
| URBAN EDGE SUBJECT BLOCKS | MONARCH DEVELOPMENT |
| PUBLICLY ACCESSIBLE OPEN SPACE | TOWNHOUSES - UNDER CONSTRUCTION / OCCUPIED |
| PUBLICLY ACCESSIBLE OPEN SPACE (HARD SURFACE) | PROPOSED BUILDING |
| PROPOSED BUILDING | BOUNDARY OF KING LIBERTY VILLAGE LANDS |
| BLOCK 2A - ZONING APPROVED IN 2003 | |

- In the **fall of 2002** the owners entered into a binding arrangement with Monarch (Liberty Village) Developments whereby Monarch will develop at least two (with an option for a third) residential buildings on Block 3. Since this time, Monarch has secured the approvals they require to construct the first building on this block, known as Battery Park, sales of these units went well, and in November 2004 construction commenced; and
- In **July 2003** Toronto City Council unanimously approved site specific Zoning By-law 684-2003 (amending By-law 566-2000) for Block 2A, as well as Urban Design Guidelines. The purpose of this amendment was to give effect to the residential uses already contained in the Official Plan Amendment (By-law 565-2000) and to complete the approval process for this portion of the KLV lands. The enactment of this By-law ensures that these lands have the same development rights and potential as those located immediately to the north of these lands (Block 1, residential).

1.3 Status of Blocks 2B-8 Applications

From January to July 2004, IBI Group and City of Toronto staff undertook an extensive charette process related to Blocks 2B/11A, 5, 6, 7, and 8 ("Blocks 2B-8") Official Plan and Zoning By-law Amendment applications. Specifically, this charette process has refined the planning and urban design of the middle portion of the KLV lands, located west of the town homes on (Zoning Block 1), and east of the retail block (Zoning Block 4). In working with City staff on these applications over the past year, it was appropriate to enhance the public realm surrounding and refine the design of Blocks 2B- 8 as follows:

1. Certain events gave rise to improving north/south linkages on the KLV lands. These events were (i) the City of Toronto acquiring 9 Hanna Avenue (see point No.3 below); (ii) the proposal by City staff for the adaptive reuse of the southern portion of the A.R Williams Machinery Building, 80 Lynn Williams Street (see point No.2 below); and (iii) the existing GO station, south of the site, and the future GO station that will be located on the northern tracks, somewhere on Zoning Block 4, the retail component of the site;
2. As noted above, 80 Lynn Williams Street was not part of the original approvals. There was no intention or requirement for preserving the existing building on this site. The



Site Plan of Blocks 2B-8

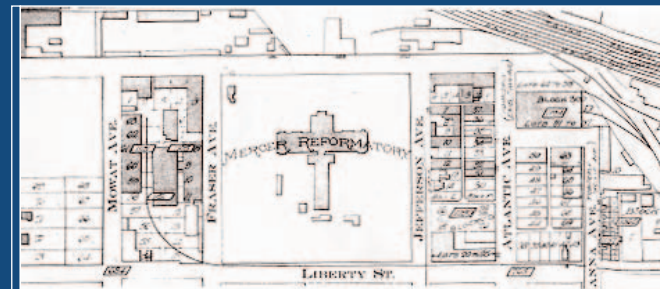


inclusion of these lands into the KLV development provided the opportunity to refine the planning and urban design strategy for the middle portion (comprised of Blocks 5, 7, and 8) of the KLV lands. An extensive charette process followed, addressing Block 2B-8 in which it was agreed that the southern half of the A.R. Williams building on Block 8 be adaptively reused, and that in turn altered the design, massing, views and public space requirements for this specific site, as well as the entire middle portion of the KLV lands (consisting of Blocks 5, 7 and 8);

3. 9 Hanna Avenue was originally an industrial building that had evolved into storage and marginal uses. It was acquired by 360 Networks who invested substantially to convert the building into a telecommunication facility. This initiated the potential for a technology core of uses (i.e. Hanna Avenue Technology District) to locate in this area. The collapse of the technology boom a few years ago resulted in the cancellation of this effort. The City has since purchased the property for its purposes (police department). The City proposes that the parking lot south of the building on the eastern half of the property be established as an open space providing the opportunity for a pedestrian connection to the GO station serving Exhibition Stadium and this area; these changes provided an opportunity for a refinement of the pedestrian linkages (including pedestrian access to the possible GO station on the Airport/Georgetown line); and
4. Live/work as a land use principle was proposed for Blocks 2B/11A, 6 and 8 of the KLV lands. Live/work uses promote and encourages workspace in conjunction with living space. Live/work space provides a flexible form of use that has been evolving in this part of the City. For centuries, the concept of live/work has been a well established use and principle of living, working, and co-habiting in flexible spaces in urban areas throughout the world. It has recently become fashionable and once again is in high demand in urban areas throughout North America and Europe. In addition to the employment uses already permitted on Blocks 2B/11A, 6 and 8, and the residential uses permitted on Blocks 5 and 7, the introduction of live/work uses in the central portion of the KLV lands is appropriate because it is (i) flexible and provides for a response to changing social and economic needs on these lands over time; (ii) it will complement existing uses; and (iii) it will attract more diversity to this area, which in turn will enliven amenities such as the Central Park, and related services. The development of live/work uses in the middle portion of the KLV lands will be a synthesis between the residential uses to the east (Zoning Block 1), and the employment area to the west (Zoning Block 4). For a summary of live/work uses please see Appendix A; and to view some examples of live/work buildings please see Appendix B.



Rendering of plaza on Block 7 (south of Block 8)



In summary, all of the above clearly illustrates that within a span of four (4) years, the owners have transformed this derelict, vacant, brownfield site into the realisation of a new downtown mixed-use community.

The following generally describes the location of each of the blocks that these guidelines pertain to within the KLV site:

- **Blocks 2B and 11A** are two adjoining blocks and are bounded on the north by East Liberty Street; on the south by the FSE, local road component; on the west by 9 Hanna Avenue, and the proposed City of Toronto laneway; and on the east by Pirandello Street/Laneway and Block 2A (specifically 49 East Liberty Street, being the most westerly parcel of Block 2A);
- **Blocks 5 and 7** are two adjoining lots in the centre of the neighbourhood and are bounded on the north by Lynn Williams Street; on the south by East Liberty Street; on the west by East Liberty Street; and on the east by the Central Park;
- **Block 6** is bounded on the north by the CNR railway line; on the south by a private road; on the west by a Dominion Grocery store, municipally known as 100 Lynn Williams Street; and on the east by Western Battery Road; and
- **Block 8** is located immediately south of Block 6 and as such is bounded on the north by a private road; on the south by Lynn Williams Street; on the west by the private road that provides access to the retail component (Zoning Block 4) of the KLV lands; and on the east by Western Battery Road.

It should also be noted that these guidelines can be applied to the future development of 5 Hanna Avenue, as well as the future redevelopment of 9 Hanna Avenue (following its use as a Toronto police headquarters).

1.4 History and Significance of the Site

In the 1880's the KLV lands were used as a provincial prison and following this became a thriving industrial centre, containing the Canadian headquarters of Inglis Manufacturing. Inglis closed the doors on this location in 1991 and demolished its plant. It should be noted that parts of this site had been idle for over 50 years, and developed into a brownfield.



Site Plan of Blocks 2B-8



All that remains of the former uses that existed on site is (i) the Chapel building of the former prison, that will be incorporated into the Central Park; and (ii) the former A.R. Williams Machinery building that is located on lands that are now municipally known as 80 Lynn Williams Street, also known as Block 8.

The area now known as the KLV Lands was part of the former Garrison Common. When York (Toronto) was established as the capital of the Province of Upper Canada in 1793, over 1000 acres of land along the north shore of Lake Ontario, between the town site and the Humber River, were set aside for military use. Fort York was built at the mouth of Garrison Creek.

As early as 1797, the Town of York began expanding westward into the military reserve. "New Town" was created between the Old Town and Peter Street as an exclusive residential district that also attracted the original Upper Canada College and the Third Parliament Buildings. In the 1830s, additional land in Garrison Common was opened for residential development that extended to Bathurst Street. With the incorporation of the City of Toronto in 1834, the municipality's west boundary was moved to Dufferin Street.

At the west end of the city, portions of Garrison Common, south of Queen Street, were devoted to institutional use, including the Provincial Lunatic Asylum on Queen Street West, west of Strachan Avenue, in the 1840s. Plans to develop the remaining lands for residential purposes changed abruptly during the 1850s when the Ontario Simcoe and Huron Railway (later Canadian National Railways) and the Great Western Railway (later Canadian Pacific Railway) extended their tracks west and northwest through Garrison Common.

In 1871, the provincial government allocated 20 acres of land south of King Street and west of Strachan Avenue for the Central Prison for Men. The prison's Roman Catholic Chapel, added to the south end of the complex in 1877, survives today. Remnants of the former Central Prison Paint Shop are incorporated in the Liberty Storage Warehouse (later the A. R. Williams Machinery Company) on East Liberty Street. Following the closure of the Central Prison in 1915, the property was used as an army base and as a centre for the processing of new immigrants. By 1920, the buildings were sold and the centre block and wings demolished. Hobbs, Dr. Ballard's and, during the late 20th century, John Inglis and Sons were among the subsequent occupants of the site.

Directly northwest of the Central Prison, the Andrew Mercer Reformatory for Women opened in 1878. Today, the 'gardener's house' at 1177 King Street West is the only remaining structure associated with that institution.



View of Chapel building



By the end of the 1800s, the area between the Central Prison and Dufferin Street, south of King Street West, was surveyed for residential uses. However, with the proximity of the railway tracks and the completion of the King Street Railway Overpass, industry gravitated here in the late 19th and early 20th centuries. Inglis, producers of electrical appliances, occupied the former Central Prison lands southwest of King and Strachan. Directly north, the Massey-Harris (later Massey-Ferguson) Company, built an industrial complex along King Street West to produce agricultural implements that were sold around the world. On a less ambitious scale, companies including Canadian General Electric and the Brunswick Balke Collender Company, manufacturers of billiards tables and bowling alley installations, moved into the area between Hanna Avenue (formerly Pacific Avenue) on the east and Dufferin Street to the west.

Please note that the Urban Design Guidelines prepared in support of Block 2A in June 2003, as well as these Guidelines promote an industrial character for new buildings so that it (a) reflects the history of this area; (b) reflects the existing buildings on site being (i) the Chapel building, and (ii) the southern portion of the A. R. Williams buildings that will be adaptively reused; and (iii) reflects the warehouse district to the west of the KLV lands. The promotion of a “gritty”, industrial architectural character, and related built form has been incorporated into the retail buildings on the north-west portion of the site, and will also be incorporated into new residential and live/work buildings, where appropriate.

1.5 Role of Urban Design Guidelines

Urban design guidelines are used by the City of Toronto to clarify the urban design objectives of the Official Plan and zoning by-laws. They assist in the translation of policies and performance standards into a variety of three-dimensional options, for consideration by the municipality during the development approval process.

The City of Toronto Official Plan states that urban design guidelines are an important part of its implementation strategy. The King Liberty Village urban design guidelines will outline the diversity of the various precincts in the area and inform on the creation of the development which is sensitive and responsive to the Heritage and character of the area. These Urban Design Guidelines, the product of an extensive and interactive design process, are intended to assist architects, professional planners in making more informed decisions related to the urban design framework; provide a context for coordination of development; and assist in evaluating development applications for Blocks 2B-8. The former manufacturing plants, trains, rails and industrial character that once defined these lands are now being replaced with a new mix of uses including live/work, offices,



Plan view of Central Prison



residential, and various types of retail uses, that will be contained in a mix of architectural building types, including town house forms, tall slender buildings, mid-rise type buildings, with a few existing buildings blended in; reflective of this sites rich past. The wide range of uses, and architectural textures, will be cohesively linked through well thought out urban design and landscaping that will create a rich pedestrian friendly environment.

Buildings within the KLV lands have been organized to permit views and to create dramatic skylines. Base buildings have been located to define the public realm, and to create design opportunities where the buildings meet the streets and open spaces such that there is richness in the ground plane: that will result in an interesting place to walk, discover and experience.

The Urban Design Guidelines for Blocks 2B-8 of the KLV lands are comprised of the following three components:

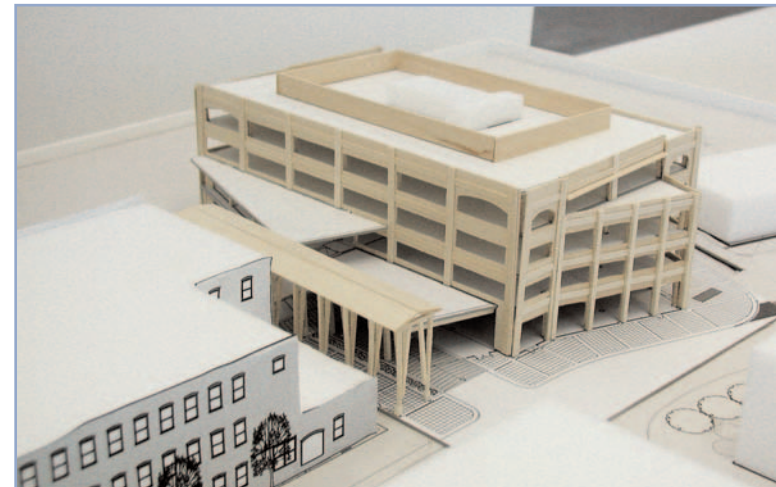
1. Development Context;
2. Public Realm; and
3. Design Parameters.

It is anticipated that these blocks of land will be developed in phases, and the Guidelines have been prepared to provide more detail for the future Site Plan application(s) that will be reviewed under Section 41 of the [Planning Act](#). The Urban Design Guidelines will provide the framework to:

- Ensure a consistent and high level of design for each of these blocks;
- Describe the anticipated approach to site planning, built form, and amenity;
- Provide a coordinated approach to design, and define the public realm;
- Allow for a range of development scenarios, architectural and landscape expressions;
- Describe the character and quality of public spaces such as streets, parks and open spaces; and
- Provide a context to facilitate a vibrant mixed-use community to develop on these blocks.

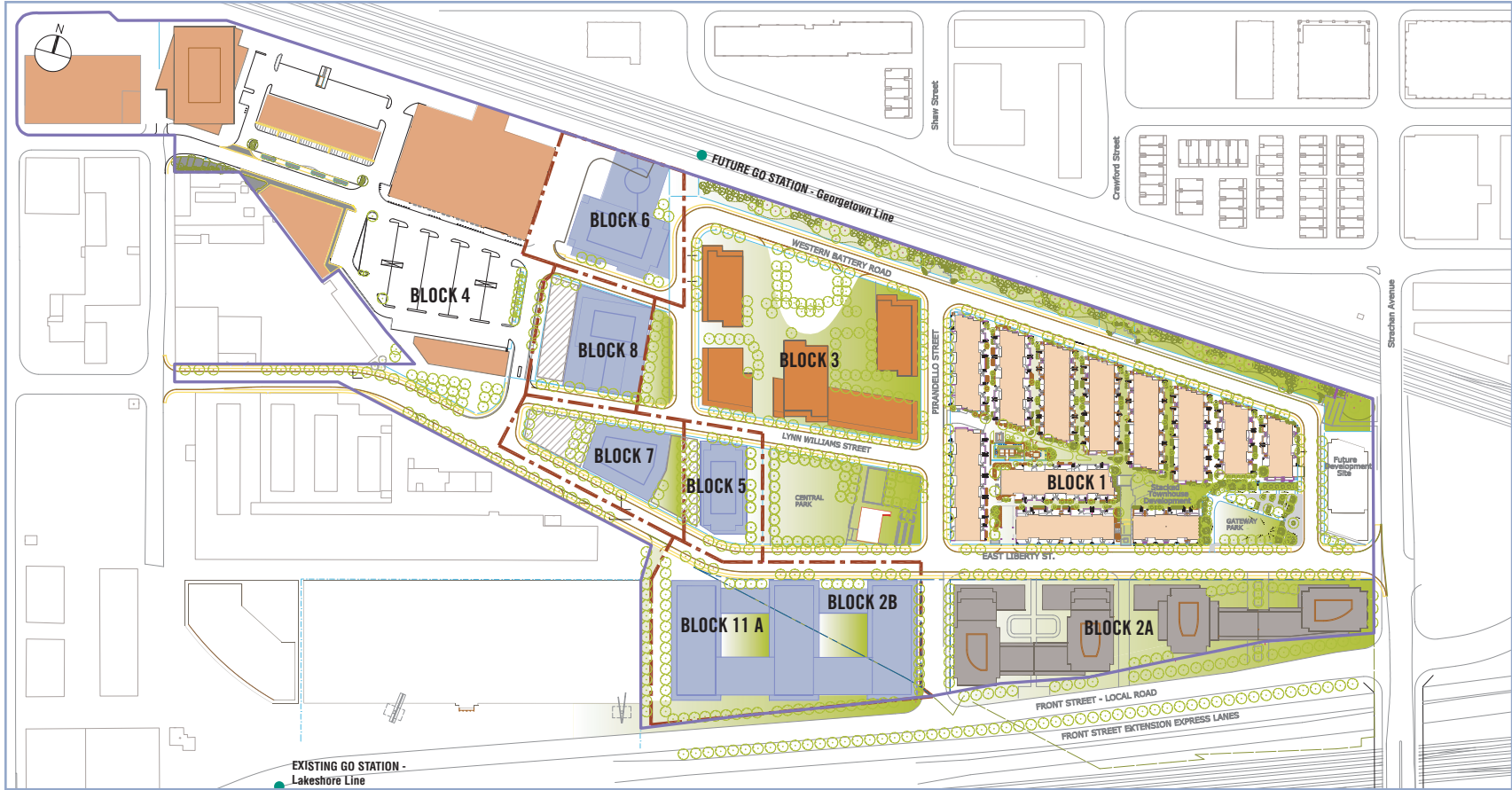


Elevation of Building 41 and existing Barrymore building



View of model; Building 41 and existing Barrymore building





Site Plan

LEGEND			
	URBAN EDGE SUBJECT BLOCKS		RETAIL - COMPLETE
	PUBLICLY ACCESSIBLE OPEN SPACE		MONARCH DEVELOPMENT
	PUBLICLY ACCESSIBLE OPEN SPACE (HARD SURFACE)		TOWNHOUSES - UNDER CONSTRUCTION / OCCUPIED
	PROPOSED BUILDING		BOUNDARY OF KING LIBERTY VILLAGE LANDS
	BLOCK 2A - ZONING APPROVED IN 2003		

2. GOALS AND OBJECTIVES OF THE GUIDELINES

The Urban Design Guidelines for Blocks 2B-8 of the KLV lands are comprised of the following three components:

1. Development Context (see Section 2.1 of these Guidelines for further details): The goal of the Development Context is to guide development on the blocks to:
 - Provide context for coordinating incremental development in relation to adjacent conditions including streets, open spaces and blocks;
 - Assist City staff in evaluating the conformity of the development on a block by block basis with the Garrison Common North Secondary Plan, as well as the Garrison Common North Part II Plan; and
 - Assist the City in evaluating site plan applications for each of these blocks.
2. Public Realm Master Plan (see Section 2.2 of these Guidelines for further details): The goal of the Public Master Plan is to guide the development of the public realm by describing:
 - The conceptual streetscape plans and how these blocks fit into this scheme;
 - The relationship and linkages between public open spaces and private open spaces, as well as connections from the KLV lands to lands surrounding it; and
 - The vertical datum of buildings, describing the relationship between the (i) ground plane, (ii) base/podium condition, (iii) middle condition; and (iv) upper condition.
3. Design Parameters (see Section 4.0 of these Guidelines for further details): The goal of the Design Parameters is to provide a cohesiveness to the development that will occur on each of these blocks so that:
 - An interesting and diverse urbane neighbourhood evolves;
 - The vertical datum (please see Section 2.1.1(D)(i-iv) and Section 4.1 for further details) promotes the development of a positive public realm throughout the site; and



Model view (2001) of King Liberty Village



- Varied architectural expression and high quality architectural design results on each parcel of the KLV lands.

2.1 Development Context

2.1.1 Objectives

The original development concept for the KLV lands was approved by City Council in 2000 and was refined in July 2003 by way of the site specific approvals that City Council approved for Block 2A. The extensive charette process that was undertaken from January to July 2004 has enhanced the design of Blocks 2B-8 of the KLV lands. The structure Plan (p. 18) illustrates the development context, as well as the urban design objectives for these blocks, within the context of existing in-process development applications. Specifically, the development context for each of these blocks shall have regard to the following objectives:

- Enhance the new public environment that will develop along the various streets to be contained in the KLV neighbourhood. And to also promote a new public environment along the new local road that will be developed with the FSE;
- Preserve and integrate the Chapel building, and preserve and adaptively reuse the southern half of the A.R. Williams Machinery building (similar to the adaptive reuse being undertaken by the owners of the Irwin Toy building located at 43 Hanna Avenue), and ensure that new development shall have regard for these building forms, materials and treatments, and views. Further, the development of these blocks will also provide continuous views to (i) the waterfront; and (ii) the downtown skyline;
- Ensure that the buildings on these blocks have regard for the public domain, enable views, and minimize shadow impacts on public spaces throughout the KLV lands. In this regard a plaza that will be publicly accessible is proposed to be located on the western edge of Block 7, being the lands immediately south of Block 8. On this plaza, the public will be able to gather and to view the southern portion, which is proposed to be retained, of the existing building located on Block 8;
- The physical development and design of each block is to promote a positive community relationship. This will be achieved through the application of the following vertical datum:



- (i) **Ground Plane:** The public realm consists of the spaces between buildings. The public realm is further enhanced by buildings which define streets and open spaces. While architecture can be appreciated from a distance or from within a building, the public realm is experienced primarily at ground level. This includes streets, open spaces such as parks and publicly accessible courtyards or pathways between building frontages, sidewalks, front yard landscaping and plantings, as well as larger buildings. The look and feel of the ground plane will embrace the qualities and character of Liberty Village west of the KLV neighbourhood such that it will become an extension of these characteristics so that the two areas can become one cohesive, distinctive area;
- (ii) **Base/Podium condition:** Building on the texture of the ground plane, the base/podium of each building will be designed so that it positively relates to and promotes pedestrian activity, that will in turn assist in creating a community feel to this new neighbourhood. The base/podium condition will be comprised of up to the first 25 metres of each building on each block. With regards to the live/work uses to be located on Blocks 2B/11A, 6 and 8, a two storey exterior façade will be provided on each of these buildings, so that it reflects and complements the industrial architectural character of the BIA to the west of the KLV lands. On Blocks 2B/11A, 6 and 8, live/work uses as defined by the 2005 zoning by-law amendment will be located in the base/podium. The exact size of the base/podium will vary with each block depending on its location, use, and height as established in the Height Schedule contained in the 2005 zoning by-law amendment;
- (iii) **Middle condition:** The middle portion of each building will reflect the uses it contains. The exact size of the middle portion of each building will vary depending on its location, use, and height as outlined in Section 3.0 of these Guidelines, as well as the Height Schedule in the 2005 zoning by-law amendment. Typically, the middle portion of each building will vary somewhere between 15-35 metres (again, this will depend on the location, use and height of the specific building); and
- (iv) **Upper condition:** The upper condition of each building on the aforementioned blocks will typically range in height of between 10-20 metres, again, this will depend on the location, use and height of each building. The upper component of each building will be comprised of “lighter” condition/materials (which are compatible with the industrial character found in the area).



- E. Assist in the development of a series of public open spaces throughout the KLV lands. Specifically, this site will contain (i) a Gateway Park, (ii) a Central Park, and (iii) a Northern Linear Park (NLP). The NLP will also provide a north/south pedestrian connection, connecting it with the Central Park as well as continuing connections to the southern boundary of the community, to 9 Hanna Avenue, as well as to Exhibition Place and Lake Ontario;
- F. Better enable the redevelopment of this brownfield site, specifically the aforementioned blocks, to become a new urban neighbourhood that will encourage and support pedestrian uses and activities, as well as contribute to the growing downtown King West neighbourhood; and
- G. Reflect the textures, bold details, and materials of the Liberty neighbourhood (to the west of these lands).

2.2 Public Realm

- The KLV lands is a new vibrant mixed-use community that is an extension of the warehouse area to the west. The intent of these guidelines is to create a comfortable new urban neighbourhood, containing a variety of uses, a well-defined public realm of streets, parks and open spaces throughout;
- Generally, the streets, parks and open spaces of the KLV lands have been designed to (i) enhance the pedestrian experience; (ii) establish a coordinated approach to design; and (iii) create a unified image for this development;
- The overall design and scale of development along the streets throughout the KLV lands contributes to a well-defined pedestrian scale that will promote pedestrian activity; and
- Transitional elements (i.e. upper floors above 25 metres) will be stepped back 2 metres to reduce negative impacts on the public realm.

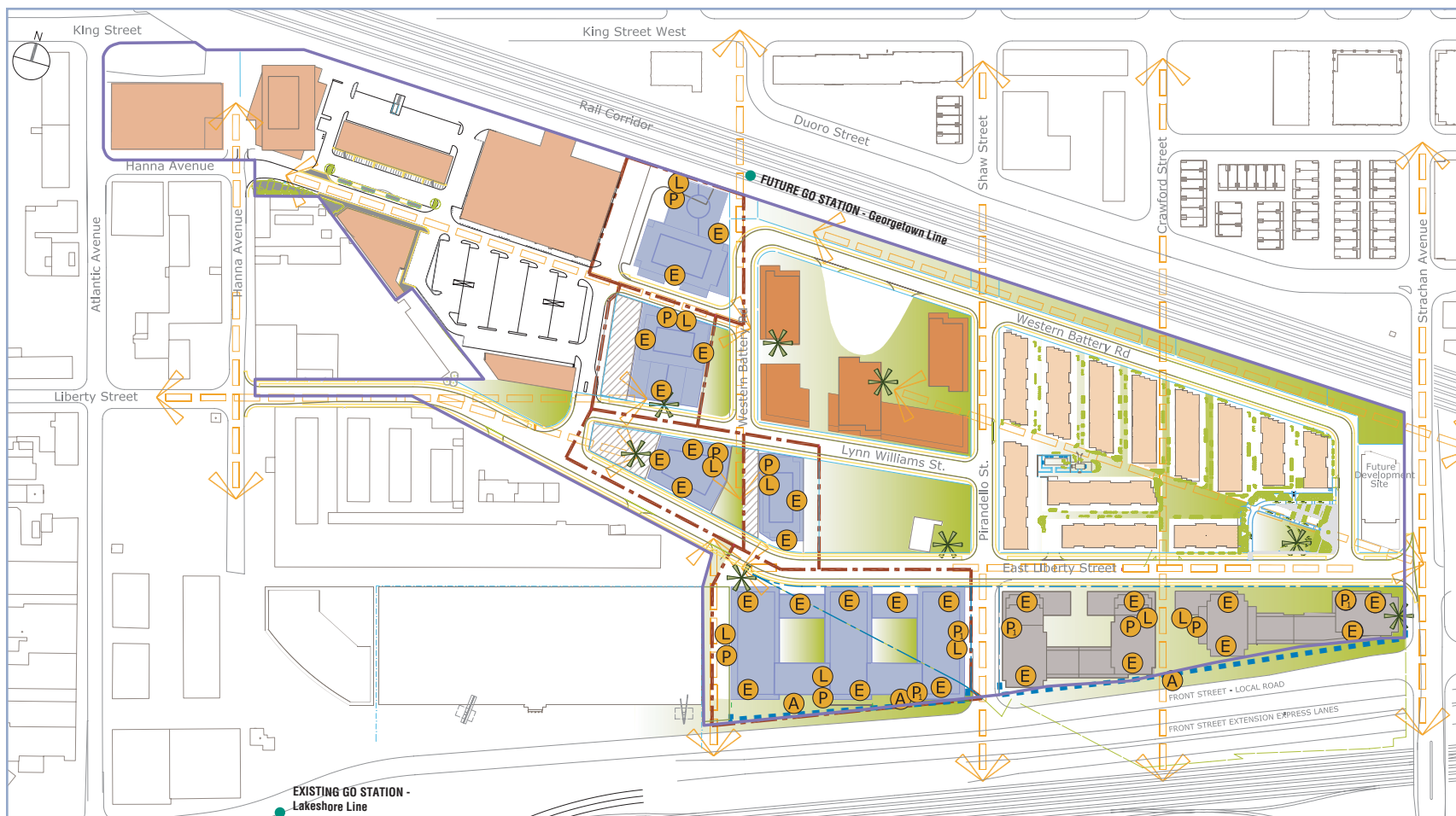


Example of public realm in the King Liberty Village Lands



KING LIBERTY VILLAGE

URBAN DESIGN GUIDELINES



Structure Plan

LEGEND

	FSE LANDSCAPED EDGE		EXISTING BUILDING EDGE		LOADING ACCESS
	URBAN EDGE		PROPOSED BUILDING		PARKING ACCESS
	SIGNIFICANT CORNER		RETAIL - COMPLETE		POTENTIAL PARKING ACCESS
	CONNECTIONS		MONARCH DEVELOPMENT		OPTIONAL ACCESS
	PUBLICLY ACCESSIBLE OPEN SPACE		TOWNHOUSES - UNDER CONSTRUCTION / OCCUPIED		POSSIBLE LOCATIONS FOR MAIN ENTRANCE FOR TOWERS
	PUBLICLY ACCESSIBLE OPEN SPACE (HARD SURFACE)		BOUNDARY OF KING LIBERTY VILLAGE LANDS		

2.2.1 Parks and Open Spaces

- Whenever possible, any private open spaces or courtyards that are provided on the KLV lands will be located to reinforce the pedestrian realm with the public open space, parks and streetscape plan (as approved by the City of Toronto). This in turn will maximize the amount of green space throughout the KLV development, will enhance the dedicated park spaces, and will enrich the pedestrian experience while remaining as private outdoor landscaped space;
- The parks that have been dedicated to the City of Toronto (consisting of the NLP along the rail corridor, the Gateway Park and the Central Park) as per the September 19, 2002 Subdivision Agreement between the City of Toronto and the owners of the lands, will be publicly accessible by streets, and/or well defined walkways on at least two (2) sides, and preferably three (3) or four (4) sides. Public parks and publicly accessible open spaces are to be surrounded predominately by residential and live/work uses that will provide “eyes on the street”, create usable urban space, and reinforce the pedestrian scale of the KLV lands;
- The enhancement of a neighbourhood open space character is an important objective for the KLV lands. Streetscape character is an important element in achieving a better development outcome. The KLV lands will contain attractive streetscapes that will enhance the amenity of buildings, and will be sensitive to the built form, and landscaped conditions. The Streetscape Plan as approved by the City of Toronto depicts a coordinated approach to the location, type and species of landscaping elements in order to avoid monocultures, and to ensure an interesting and enriched environment;
- A plaza that will be publicly accessible is proposed to be located on the western edge of Block 7, being the lands immediately south of Block 8. On this plaza, the public will be able to gather and to view the southern portion, which is proposed to be retained, of the existing building located on Block 8;
- The courtyards/open spaces located on Blocks 2B-8 will be publicly accessible but privately owned. As a result, the character of these open spaces will be reflective of the NLP, Gateway Park, and the Central Park and will contain similar vegetation, depending on the blocks relationship to these public open spaces. Further, these public open spaces will be enhanced by the north-south pedestrian connection that



Pedestrian linkages



will extend from the NLP to the Central Park, to the public open space adjacent 9 Hanna Avenue, at which point it will provide access to Exhibition Place and Lake Ontario; and

- The surface and landscape treatment of the courtyards/open spaces will be an extension of the public realm landscape design vocabulary thereby maintaining and extending the continuity of the public realm throughout the site.

2.2.2 Street Hierarchy

A hierarchy of streets has been established for the KLV lands as per the Agreement. Specifically, Schedule “C”, section 4.0 of the Agreement indicates the owners shall provide and maintain a minimum road allowance of 20 metres for East Liberty Street (which can narrow to 16.5 metres between 37/43 Hanna Avenue), and a minimum of 15 metres for all other public streets. To this end, the following rights-of-way are being provided in the KLV lands:

- Primary Gateway Street:** East Liberty Street has a 20 metres right-of-way. East Liberty Street will be a new major east/west connection that will house a variety of uses including residential, office, technological, along with ancillary retail/service uses, and live/work uses as defined by the 2005 zoning by-law amendment. This street will be similar to other major east/west streets in Toronto such as King, Queen and Dupont Streets;
- Neighbourhood Street:** Lynn Williams Street and Pirandello Street (formerly Lower Shaw Street) has a 16.5 metres right-of-way. These streets will be similar to other typical residential streets that exist throughout Toronto;
- Minor Neighbourhood Street:** Western Battery Road has a right-of-way of 15 metres. This street will be similar to other typical residential streets that exist throughout Toronto. It should be noted that this road as per the Agreement will be constructed in phases; and
- Private Street/Lane:** off of East Liberty Street and Lynn Williams Street that will serve the retail component (Zoning Block 4) of the KLV lands as well as provide access to/from Blocks 6 and 8.



King Liberty Village Site Plan (excerpt)



- Together the streetscape and landscaping of these streets will define a design theme for each street, complement their form and function, enhance opportunities for pedestrian comfort, achieve lines of sight for pedestrians, cyclists and vehicles, and provide adequate lighting for pedestrians and vehicle safety;
- The streets throughout the KLV neighbourhood will reflect typical Toronto residential streets as they will provide access to the buildings to be erected on each of the blocks, as well as provide continuous access to the remainder of the KLV development; and
- Street related retail/service uses will be allowed on the corner of (i) East Liberty Street and Strachan Avenue; (ii) East Liberty Street and Pirandello Street; (iii) Lynn Williams Street and Western Battery Road; and (iv) throughout Zoning Block 4 (being all the lands west of Blocks 6 and 8).

2.2.3 Front Street Extension (FSE) Local Road

- The FSE is being proposed by the City of Toronto. The current plan contains two (2) components, the first is the high speed lanes connecting to the Gardiner Expressway to the west of Block 2A, and the second being the local road component;
- The FSE Local Road is proposed to have a right of way of 32 metres. The intent of the FSE local road will be to act as a typical Toronto street and green promenade leading into the City. It is hoped that once this street is constructed it will adopt some of the pedestrian characteristics being provided along East Liberty Street; and
- The elevation of the FSE local road from Strachan Avenue to Pirandello Street (the southern boundary of Block 2A) should be maintained between 86.5 to 87 metres. Please note that once the FSE local road is constructed Pirandello Street will become a local road. In the event that the FSE does not proceed, Pirandello Street would become a laneway.

2.2.4 Access

- Public access for pedestrians will be encouraged throughout the site, consistent with the access approach to site designs already approved and implemented. The Structure Plan on p.18 of this document denotes these access points;



- North/south pedestrian access routes which form a continuation of the north/south street grid of the City, have been extended through the KLV lands to provide continuous views, and pedestrian access through the site, from the CNR rail track to the north, to the proposed FSE on the southern boundary of the site;
- Pedestrian routes, as well as open spaces will be designed to clearly communicate that they are publicly accessible through the use of elements, plantings, pavings, lighting, and street furniture consistent with that of the public streets and parks;
- A new north/south pedestrian connection will be provided from the possible GO station north west of the A.R. Williams Machinery Building to the Central Park, to the proposed City laneway and public open space adjacent to 9 Hanna Avenue, where it will provide access to the proposed FSE, to Exhibition Stadium and Lake Ontario; and
- Main entrance to buildings will be clearly defined in public streets. Low-rise building elements will be well defined, to promote a “Front Door” vocabulary.

2.2.5 Parking and Servicing

- All residential parking, including visitors, will be accommodated in below grade parking garages;
- Garbage and service rooms will be provided in the first level or basement with access to loading areas and associated service rooms. Refuse should be stored internally and if stored below grade will be brought up to the grade level for pick-up;
- General locations of loading and automobile parking access is shown on the Structure Plan (p.18); and
- Locations for servicing and automobile parking access are intended to be kept hidden from public spaces.



East view along East Liberty Street



2.2.6 Safety

- The City of Toronto's Safe City Guidelines will be incorporated into all aspects of design both in the public and private realms;
- Visitor parking should be separated from residents parking and have access to elevators;
- "Eyes on the Street" will be encouraged through design of street facing windows and doors minimizing areas which are, by reason of function, unoccupied the majority of time;
- Lighting levels in both public and private realms will be designed to enhance safety and security through placement of fixtures and suitable levels of illumination to create a comfortable environment; and
- Clear and legible orientation and way finding signage will be provided.



3. SUMMARY OF BLOCK CHARACTERISTICS

The general massing and layout of these blocks has evolved through a series of design workshops with City of Toronto staff. The illustrated massing and site layout will be secured through building envelopes contained in the 2005 specific zoning by-law amendment, and through municipal Services Agreement. The following generally describes the development that will be located on Blocks 2B-8:

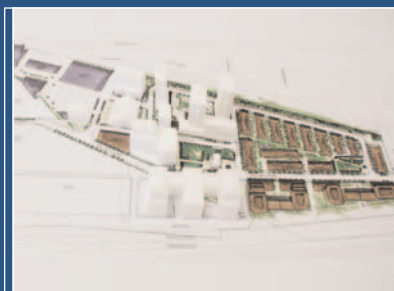
BLOCK	USE	HEIGHT	TOTAL GFA	BUILDING CHARACTERISTICS
2B/11A	Live/work	55m	2B/11A = 86,864 sq.m	<p>The base/podium of the (three) north/south facing buildings will be 25 metres. The connector buildings along East Liberty Street will not exceed 20 metres in height; and the connector buildings along the Front Street Extension local road will not exceed 40 metres. The first floor of this building will contain the full range of uses permitted by the Inglis Lands by-laws, excluding dwelling units. The remaining 20 metres of the base/podium will contain the full range of uses permitted by the Inglis Lands by-laws, and live/work units as defined by the 2005 zoning by-law amendment. This portion of the building will be reflective of the building materials found in the ground plane in the Liberty Village BIA to the west of this site (See Notes 1 and 3);</p> <p>Floors above the base/podium will contain the full range of uses permitted by the Inglis Lands by-laws. The middle and upper sections of this building will be comprised of the remaining 30 metres and will consist of lighter construction materials (see Note 2);</p>
5	Residential	45m	19,655 sq.m	<p>The base/podium of this building will not exceed 20 metres in height, and will be similar to the base/podium building condition that is now under construction on Block 3 (Monarch Developments). The ground plane of this building will be comprised of typical residential building materials;</p> <p>The next 25 metres of this building (middle/upper conditions) will also be comprised of typical residential building materials (see Note 2);</p>
6	Live/work	70m	39,651 sq.m	<p>The base/podium of this building will be approximately 16 metres in height. The first floor will contain the full range of uses permitted by the Inglis Lands by-laws, excluding dwelling units. The base/podium will contain the full range of uses permitted by the Inglis Lands by-laws, as well as the live/work units as defined by the 2005 zoning by-law amendment. Floors above the base/podium will contain the full range of uses permitted by the Inglis Lands by-laws. The base/podium of this building will be comprised of building materials reflective of the ground plane found in the Liberty Village BIA to the west (see Notes 1 and 3). The middle and upper sections of this building will be constructed of lighter building materials (see Note 2);</p>



BLOCK	USE	HEIGHT	TOTAL GFA	BUILDING CHARACTERISTICS
7	Residential	61m	38,339 sq.m	<p>The base/podium will comprise the first 13 metres in height of this building and will be constructed of typical residential building materials;</p> <p>The middle and upper sections of this building, comprising the remaining 48 metres, will be comprised of lighter building materials (See Note 2);</p>
8	Live/work	52m	16,722 sq.m	<p>The ground floor of the existing building to be retained and refurbished on the southern portion of this block may contain the full range of uses permitted by the Inglis Lands by-laws, excluding dwelling units. The ground floor of the northern portion of this site to be redeveloped may contain the full range of uses permitted by the Inglis Lands by-laws, as well as live/work uses as defined by the 2005 zoning by-law amendment. As a guideline live/work units as defined by the 2005 zoning by-law amendment should be accommodated in areas that do not directly interface with significant public movement;</p> <p>The building to be constructed on the northern portion of this block will have a height of 52 metres. The lower levels of the building to be developed on the northern portion of this block, is to be designed in accordance with the provisions contained in the 2005 zoning by-law amendment taking into account the vertical and horizontal dimensions of the existing building to be retained on the southern portion of this block (See Note 3); and</p> <p>The levels above grade to a height of approximately 15.5 metres, being the height of the existing building may contain the full range of uses permitted by the Inglis Lands by-laws, as well as live/work units as defined by the 2005 zoning by-law amendment. Floors above the base/podium will contain the full range of uses permitted by the Inglis Lands by-laws. The middle and upper conditions of the new building (northern portion of this site) will be constructed of lighter building materials (See Note 2) and will complement the existing building on site.</p>

Notes:

1. Materials such as brick, masonry, industrial steel siding and fenestration, and detailing.
2. Materials that are compatible with the industrial character found in the area.
3. The live/work uses provided for in the 2005 zoning by-law amendment are to be located in the podium of each building located on Blocks 2B/11A, 6 and 8. The podium of these buildings will contain (i) two storey high units as provided for in the 2005 zoning by-law amendment; (ii) larger windows; (iii) higher floor loading capacity; (iv) oversized corridors and elevators; (v) deeper floor plates; and (iv) flexible ventilation.



3.1 Blocks 2B and 11A

- Will contain three north/south facing buildings, and will also contain two (a north and a south) “connector” buildings. The first floor of this building will contain the full range of uses permitted by the Inglis Lands by-laws, excluding dwelling units. The remaining 20 metres of the base/podium will contain the full range of uses permitted by the Inglis Lands by-laws, and live/work units as defined by the 2005 zoning by-law amendment. This portion of the building will be reflective of the building materials found in the ground plane in Liberty Village to the west of this site. These buildings will have regard for the vertical datum described in Section 2.1.1(D)(i-iv) and Section 4.1;
- The northern “connector” building will front onto East Liberty Street and will maintain the base line condition established by the town homes located on Block 1, being generally three storeys in height (20 metres). The southern “connector” building will front onto the FSE local road and will not exceed 13 storeys (40 metres) and will respond to the built form context of this street; and
- The north/south facing buildings will have a bulkier base/podium, 25 metres in height and the remaining 30 metres will be comprised of lighter building materials that are compatible with the industrial character found in the area.



Block 2B/11A



Blocks 5 and 7

3.2 Blocks 5 and 7

- Block 5 will contain a 45 m high residential building that will be located immediately west of the Central Park. This building will have a 20m base/podium that will assist in framing the Central Park, as it will create a similar edge condition as being established by the residential development located on Block 3 (lands immediately north of the Central Park);
- The remaining 25m of this building shall have regard for the vertical datum described in Section 2.1.1(d)(i-iv) and Section 4.1 as it will be comprised of lighter building materials (which are compatible with the industrial character found in the area) than the base/podium condition;
- Block 7 will contain a 61 metres high rectangular shaped residential building that will be located west of Block 5. This building will have a four storey (13 metre) high base/podium. The middle and upper portion of this building will be comprised of 17



storeys (approximately 48 metres), and this building will have regard for the vertical datum described in Section 2.1.1(D)(i-iv) and Section 4.1;

3.3 Block 6

- Block 6 will contain a 70 metre high building that will be located immediately north of block 8. The base/podium will contain the full range of uses permitted by the Inglis Lands by-laws, as well as the live/work units as defined by the 2005 zoning by-law amendment. Floors above the base/podium will contain the full range of uses permitted by the Inglis Lands by-laws. This building will have regard for the vertical datum described in Section 2.1.1(D)(i-iv) and Section 4.1; and
- This site may also contain a future GO station connection as it abuts an existing CN railway track that will be located north of the proposed building. Should a GO station develop at this location, various service/retail uses could be supported at grade on this block.

3.4 Block 8

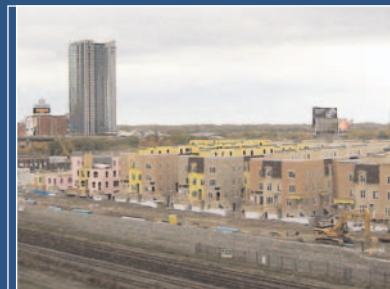
- Block 8 currently contains the former A. R. Williams Machinery building that was constructed sometime in the 1920's. It should be noted that this site is under different ownership from the KLV lands, but the owner of this parcel has entered into a long-term lease arrangement with the owners of the KLV lands in order to redevelop this site, which will occur in phases.
- During the charette process, this block was extensively reviewed. The southern portion of the building facing the main east west public movements south of the site was deemed the most appropriate part of the building to be retained, and to limit new construction to the northern portion of this block. The retention of the southern portion of the existing building, together with the provision of a publicly accessible open space on Block 7 (lands south of Block 8), will enable views to and from this building, which is representative of the existing built form and architectural language of buildings in the King Liberty area. The portion of the existing building so retained should be used for publicly accessible uses such as commercial retail.
- The new development to occur on the northern portion of Block 8 will respect the existing geometry of the site, the street, and block patterns and will complement the redevelopment of this block. Further, the new development on the northern portion



Blocks 6 and 8



North view of Block 8



of Block 8 will also together with the live-work development to be located on Block 6 (being the lands immediately north of Block 8) enable the establishment of an enclave centred on the “mews” street between the blocks. The development on Block 8 will contain a wide range of uses that in turn will attract more people to this area and will animate this part of the KLV lands.

- The new building to be located on the northern portion of the site is the final phase of the development of this block. This building will have a height of 52 metres, part of which will be comprised of a 6.5 metres high first floor that will complement and reflect the height of the existing building to be retained on the southern portion of this block. The building to be located on the northern portion of the site will have regard for the vertical datum described in Section 2.1.1(D)(I-iv) and Section 4.1 of these Guidelines. The levels above grade to a height of approximately 15.5 metres (of the new building) should relate to the three levels of the exiting building that consists of (i) the ground floor (6.5 metres), (ii) the clear storey second level, being 4 metres and (iii) the level, to the peak being 5 metres. These lower floors may contain the full range of uses permitted by the Inglis Lands by-laws as well as live-work units as defined by the 2005 zoning by-law amendment. The remainder of the building may contain the full range of uses permitted by the Inglis Lands by laws.

3.5 Shadow Studies

In determining the massing for Blocks 2B-8 care was taken to examine the impact on the public domain, adjacent buildings, views to and from each building, and in particular shadowing impacts on public open spaces. In this regard detailed shadow studies were prepared to determine the appropriate heights for each block. The table in Section 3.0 of these Guidelines summarize the appropriate heights that were determined based on this extensive review.

3.6 Massing/Built Form

The built form on these blocks will:

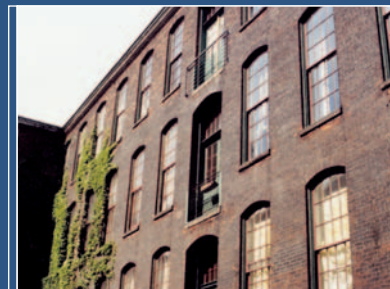
- Contain a variety of building heights and forms. The arrangement of buildings will maximize views (from the units) to the waterfront as well as to the City, and will also improve and maintain view corridors, throughout the site, at grade, and will contribute to the creation of an urban and interesting pedestrian environment;



Northwest view of Block 8



Western elevation of Block 8



- Ensure that the buildings on Blocks 2B/11A achieve appropriate facing distances between the three north/south facing buildings; and that the bulk and massing of these buildings respond to the tougher, grittier edge condition that surrounds these lands (similar to Block 2A);
- Ensure that massing, building forms, and views to the existing Chapel building on Blocks 5, as well as the southern half of the A.R. Williams Machinery building on block 8, to be adaptively reused, are maintained;
- Encourage buildings on the central portion of the KLV lands specifically Blocks 5, 7 and 8 to positively relate to each other. In this regard, attention to design, massing, built form, shadowing, views to and from these buildings, scale and transition is required to ensure that these buildings compliment and positively respond to one another;
- Provide an appropriate north/south facing distance between buildings on Blocks 6 and 8, so that the views, light and privacy of each building is maintained;
- Ensure that the tallest portions of buildings on each block will be articulated through the use of stepped sections in order to minimize the shadow effect on public spaces and encourage a high quality of urban design for new buildings and structures, which will harmonize with neighbouring developments. Further, massing of new buildings is to be appropriate and to respect the relationship to neighbouring developments;
- Encourage compatibility of design where new developments are proposed for sites adjacent to, or integrated with, existing buildings (specifically Blocks 5-8), and streetscapes; and
- Incorporate the vertical datum described in Section 2.1.1(d)(i-iv) and Section 4.1 that being ground plane, base/podium, middle, and upper condition, and comply with the 2005 zoning by-law amendment that will establish the height and building envelopes for each site. The site plan process will sculpt the buildings within these envelopes to achieve the objectives of these guidelines.

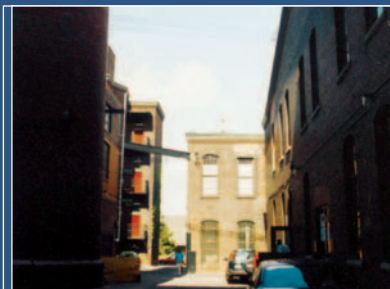
3.7 City Scale

Continuing from the Block 2A Guidelines, the following describes the context of the area surrounding the KLV lands at a City and locale scale:

- Blocks 2B/11A, similar to Block 2A as both parcels are (i) highly visible from the



Aerial view of Block 1



Gardiner Expressway; and (ii) located adjacent to a rail line and the proposed Front Street Extension. Blocks 2A, and 2B/11A are a transition between the existing scale of City streets, built edges and blocks, which is being preserved and extended through this new neighbourhood. The area south of these blocks is characterized by large-scale infrastructure elements (Gardiner Expressway, CN Rail Corridor, proposed Front Street Extension, and CNE grounds), which provide large open-space views to the south. Accordingly, the larger built form and massing that will locate on Blocks 2B/11A is appropriate. Further, the massing on this block will respond to the low rise condition at its northern edge (i.e. the town homes on Block 1, as well as the Central Park), and will also respond to its southern condition (the FSE/local road component);

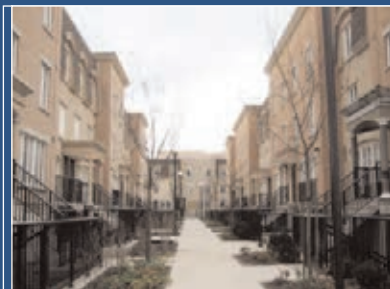
- Block 6 is similar to Blocks 2A, 2B/11A, as it is located next to a railway line. The area north of Block 6 is characterized by large-scale infrastructure, such as the CN rail corridor, which provides for large open space views to the north. It is therefore fitting to have a taller building at this location because it will have minimal shadow impact, and maximizes light, air, views;
- Heights are more restrained on Blocks 5, 7, and 8 in order to (i) reduce shadowing impacts; (ii) provide for improved views to and from buildings throughout the site; (iii) enhance the pedestrian realm; and (iv) provide for a more interesting streetscape and overall urban area;
- The building designs will vary in their architectural detail and materiality while relating to each other, and adjacent developments in a positive neighbourhood context; and
- Along the north and south boundaries of the site, bolder massing and articulation of towers and base buildings will provide legibility to passing motorists and rail passengers. Mechanical penthouses are to be integrated into the design of buildings and provide a positive upper conclusion to the building designs.

3.8 Local Scale

- Block 6 and Blocks 2B/11A face similar urban conditions as outlined in the Block 2A Guidelines. Both Blocks 2B/11A and 6 are located adjacent to rail corridors and as a result are an appropriate location for additional height, density and massing because it does not pose any shadow, light, view, privacy impacts on other buildings. Further, Block 6 also acts as a terminus for the NLP;

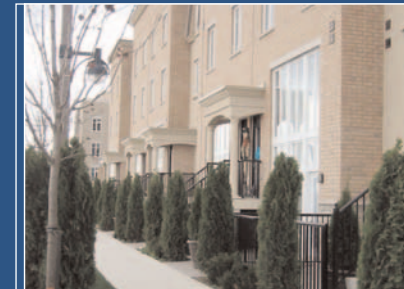


Townhouses on Block 1



- Both Blocks 2B/11A and 6 have dual edge conditions. While the height of the building on Block 6 is appropriate along the rail corridor, it also needs to respond to its southern condition being smaller scale (i.e. 16 metre high base/podium), streets, and open spaces that abut Western Battery Road and Lynn Williams Street. Similarly, the northern edge of Blocks 2B/11A also needs to be compatible with the smaller scale texture of City streets, and open spaces abutting East Liberty Street, while the southern edge of development on Blocks 2B/11A will be grittier, and slightly taller (maximum 40 metres);
- Buildings on the middle portion (Blocks 5, 7, and 8) of the KLV lands will contain a mixture of historically significant buildings, and new construction. The new construction will enhance the qualities of the existing buildings to provide for an interesting and diverse public realm. The built form, massing and height of these buildings will respond to the existing built conditions and ensure that views to and from these buildings are maintained and enhanced;
- The base condition of the buildings on Blocks 2B-8 will be detailed to provide an appropriate relationship with the pedestrian oriented environment around them and provide comfortable edge conditions to pedestrians and local motorists;
- Open space landscaped courtyards will be provided where possible on each site to augment the approved streetscape and public parks. Design of landscaped areas will be consistent with and complementary to the public realm. Landscaping is to provide a seamless transition from public open space to private open space; and
- Landscaped courtyards will be provided along:
 - (i) East Liberty Street near Blocks 2B/11A;
 - (ii) Blocks 5 and 7, so that views from East Liberty Street to Block 8 are maintained; and
 - (iii) In front of each respective building on Blocks 6 and 8, as well as the eastern edge (abutting Western Battery Road) of both of these Blocks.

The intent of the landscaped courtyards/open spaces are to complement the approved parks system that will be located throughout the KLV lands, as well as promoting a north/south, as well as an east/west pedestrian connection between the Gateway, Central and NLP. As well, these courtyard/open space areas will also provide for north/south and east/west view corridors.



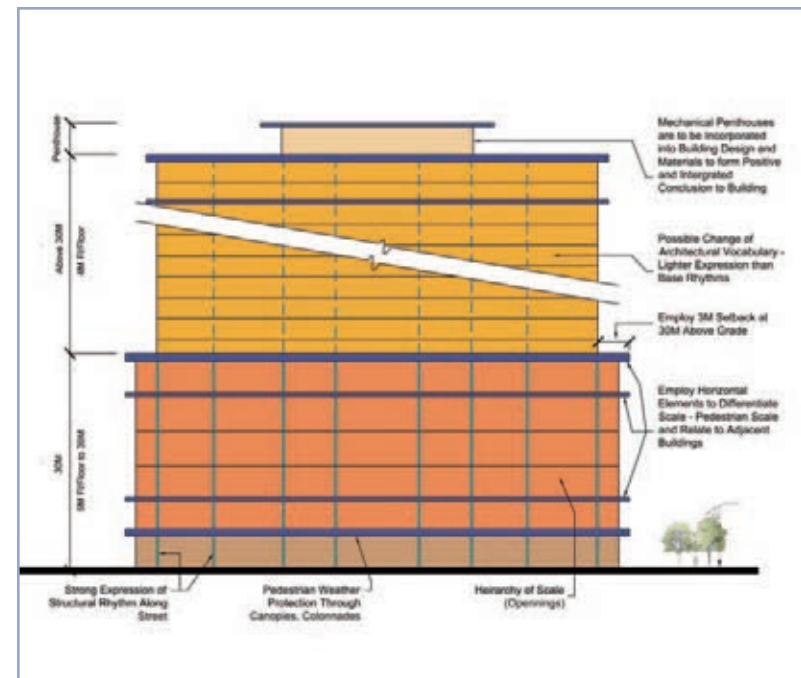
4.0 DESIGN PARAMETERS

Buildings will clearly define and give form to the edges of streets, parks and open spaces. An intensive development of street frontages provides for clear public/private demarcation and helps promote an active public realm. The goal of the architectural qualities is to achieve:

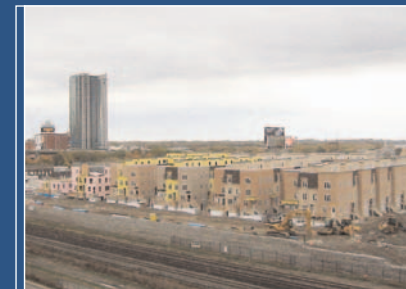
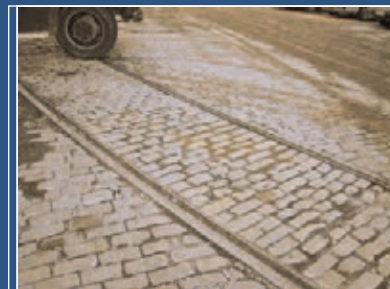
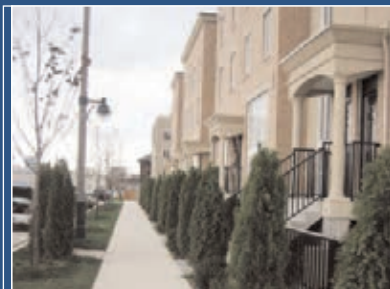
- A well defined public realm;
- Adequate streetwalls through appropriate base building heights adjacent to public streets and open spaces. On Blocks 2B/11A, 6 and 8, a two storey high exterior expression will be provided in the base/podium of these buildings that will complement the industrial architectural character of the BIA to the west;
- Design flexibility: The design of each building should anticipate and allow for flexibility so that the function of the units contained in the live/work buildings specifically, can transform over time to provide for its varied users;
- Flexibility within the zoning by-law envelopes;
- Recognition of East Liberty Street as the principle spine and support of this mixed-use neighbourhood;
- Minimization of negative sun shadows and wind effects on the pedestrian realm;
- Buildings will be arranged to provide views, to help frame open spaces, and to create gateways; and
- Architectural expression and high quality architectural design.

4.1 Building Functionality

The physical development and design of each block is to promote a positive community relationship. Currently, the KLV site contains an existing (former) industrial building, an historic Chapel, new residential town homes on Block 1, and a commercial node on Zoning Block 4. This mix of buildings, along with the development to be contained on



Principles of vertical datum



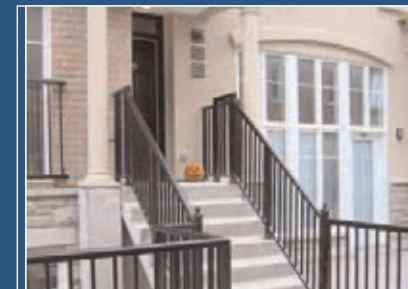
the blocks governed by these Guidelines will ensure a sustainable neighbourhood develops on the KLV lands.

The existing Liberty Village BIA to the west exhibits robustness in design and materials characterized by extensive brick and stone masonry, industrial steel siding, and fenestration and detailing. New development that is to occur on these blocks shall have regard for these qualities. This will be achieved through the application of the following vertical datum:

- (i) **Ground Plane:** The public realm consists of the spaces between buildings. Further, buildings assist in defining street and open spaces. While architecture can be appreciated from a distance or from within a building, the public realm is experienced primarily at ground level. This includes streets, building frontages, sidewalks, front yard landscaping and plantings, as well as larger open spaces such as parks and publicly accessible courtyards or pathways between buildings. The look and feel of the ground plane will embrace the qualities and character of the Liberty Village west of the KLV neighbourhood such that it will become an extension of these characteristics so that the two areas can become one cohesive, distinctive area;
 - Architectural elements (such as cornice lines, water lines, and scale of fenestration) are to be consistently applied throughout the ground plane;
 - Architectural elements can provide for the harmonious composition of several buildings into a single street wall and when they are applied to buildings on opposing sides of the street, will help to unify the space between the buildings; and
 - The general location for these elements will be further examined at the time of site plan review for each of these blocks.
- (ii) **Base/Podium condition:** Building on the texture of the ground plane, the base/podium of each building will be designed so that it positively relates to and promotes pedestrian activity, that will in turn assist in creating a community feel to this new neighbourhood. The base/podium condition will be comprised of up to the first 25 metres of each building on each block. With regards to the live/work uses to be located on Blocks 2B/11A, 6 and 8, a two storey exterior façade will be provided on each of these buildings, so that it reflects and complements the industrial architectural character of the BIA to the west of the KLV lands. On Blocks 2B/11A, 6 and 8, live/work uses as defined by the 2005

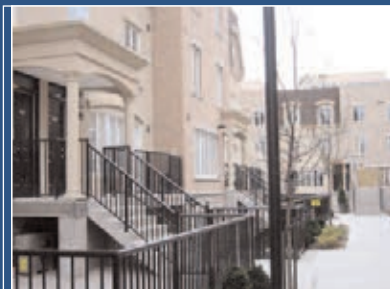


Townhouses completed



zoning by-law amendment will be located in the base/podium. The exact size of the base/podium will vary with each block depending on its location, use, and height as established in the Height Schedule contained in the 2005 zoning by-law amendment;

- Permitted projections will be allowed into setback areas for certain building elements including cornices, canopies, lighting fixtures and other building elements;
 - The design of adjacent buildings on the same block should be coordinated to provide continuity to any street wall elements such as canopies, arcades and projecting cornices; and
 - In keeping with the vertical datum (summarized on pp. 16 and 32), it is appropriate, particularly in the base/podium condition (street wall height), that design and materiality of buildings on each of these blocks reflect the textures, bold details, and materials of the existing Village to the west. Essentially, the buildings on these blocks should be designed to animate the street and pedestrian entrances.
- (iii) **Middle condition:** The middle portion of each building will reflect the uses it contains. The exact size of the middle portion of each building will vary depending on its location, use, and height as outlined in section 3.0 of these Guidelines and established in the Height Schedule contained in the 2005 zoning by-law amendment. Typically, the middle portion of each building will vary somewhere between 15-35 metres (again, this will depend on the location, use and height of the specific building);
- With regards to the middle and upper conditions of the buildings to be developed on these blocks, these portions of the buildings are to be distinctly “lighter” (materials that are compatible with the industrial character found in the area.).
- (iv) **Upper condition:** The upper condition of each building on the aforementioned blocks will typically range in height of between 10-20 metres, again, this will depend on the location, use and height of each building. The upper component of each building will be the “lightest” condition (materials that are compatible with the industrial character found in the area);
- The upper portions of buildings on these blocks should include distinctive architectural treatments, where appropriate.



4.2 Pedestrian, Parking and Service Entrances

To reinforce the street as a primary public space, the location of pedestrian, parking and service entrance needs to be carefully considered. In general, principle pedestrian entrances for large buildings will occur off major streets while parking and servicing access should occur off minor streets.

4.2.1 Principle Pedestrian Entrances

- Principle pedestrian entrances should be located away from major intersections to avoid unnecessary congestion and conflict associated with pick-up and drop-off;
- Where possible, principle pedestrian entrances should be located along primary roads and defined using a canopy or similar protective architectural element;
- Live/work or residential units directly accessed from grade are encouraged at the base of buildings along streets, in courtyards and at mid-block connections to assist in animating the public realm; and
- It is intended that the final location of principle pedestrian entrances will be determined in the context of full site plan review for any given block.

4.2.2 Parking and Service Entrances

- Ensure vehicular, pedestrian and cyclist safety. Ramps and access to underground servicing and parking should take place within the mass of a building, not in the public realm; and
- Where possible, service and parking access should be consolidated within blocks and off lanes and coordinated on the blocks.



Pedestrian entrances to townhouses



APPENDIX A: LIVE/WORK SUMMARY

The concept of live/work has a long history that originated in Paris, in the mid 19th century as artist ateliers inhabited buildings where they both worked and lived, in order to make ends meet. By the turn of the 20th century the live/work movement had spread to New York City and other larger North American centres. The original live/work units were custom built studios with large paned windows and high ceilings suitable for over scale academic, painting, sculpting and various other uses.

Since the mid 1900's industry in the urban areas of North American cities has steadily moved away from manufacturing of goods to information technology. Further, due to changing economies of scale, the manufacturing that remains throughout North American (including Toronto) and European cities has moved out of urban areas and has relocated to the suburbs where the cost of land and taxes are more affordable. As a result, former industrial areas have been left vacant and undeveloped for some time, the KLV lands being one such example.

In large part the shift from a manufacturing to an information technology based economy, as well as smart growth principles (i.e. brownfield redevelopment) has focused attention to re-incorporating these former industrial buildings and land into the urban fabric. Former manufacturing buildings typically have a bulkier footprint, large paned windows, post and beam construction, and higher floor to floor heights all of which lends itself to be converted into "universal space" that can easily provide for a range of work uses, as well as providing an interesting place to live.

The simple and solid architecture of former manufacturing buildings, has also heavily influenced the design of new live/work loft (see Appendix B for examples) buildings. These new live/work loft buildings, like the former industrial buildings, for the most part contains "universal" space that can be transformed by its various users over time. Specifically, universal space is based on a permissive built form which contains the following features:

- Column structure allows for partition flexibility;
- High floor to floor heights allows multi level infill or mezzanine space within a unit;
- Large windows permits increased light penetration that provides for a favourable living space and is also conducive to several work related activities that could occur in these units;
- Higher floor loading capacity;
- Oversized corridors and elevators;
- Deeper floor plates (i.e. window to corridor depth, minimum 9 m/30');
- Flexible ventilation, which again will be conducive to various work activities;



Dumbo, New York

- Tenant fit-up: the idea of a “white box”, being another term for universal space, promotes the idea, that the space will adapt to its users and is easily transformed over time; and
- Result of all of the above is a bulkier building mass that provides for flexible tenancies.

Whereas a restrictive built form contains the following qualities:

- Purpose built residential buildings;
- Shear wall construction (+/- 20' o.c.);
- 9.0' foot floor to floor heights;
- Maximum 30' window to corridor depth;
- Maximum 750 sq.m. gross floor area; and
- Conversion potential of such buildings is difficult.

In summary our research on universal permissive space indicates the following principles are required in order to develop a successful live/work building:

- **Principle No.1:** Sustainable space, that can be adopted over time.
- **Principle No.2:** Permissive built form vs. restrictive built form is better; and
- **Principle No.3:** Efficient use of built space.

As a result of the indepth charette process related to Blocks 2B-8 it has been determined that the concept of universal permissive space can be applied to the new live/work buildings that will be erected on Blocks 2B/11A, 6 and 8 of the KLV lands. In terms of defining this live/work space City staff has advised that the current definition of a live/work unit as contained in the City of Toronto Zoning By-law 438-86, as amended will be applied to these buildings that being:

A live/work unit means a dwelling unit that is also used for work purposes, provided the resident or residents of such accommodation work in the dwelling unit, and the dwelling unit may also be used for work purposes by any number of persons.

It should also be noted that the aforementioned definition was also included in the recent (September 2004) approvals for the Irwin Toy Factory, 43 Hanna Avenue. The live/work units to be developed on Blocks 2B/11A, 6 and 8 of the KLV lands will contain universal permissive space that will allow its users the flexibility they require in order to work and live, and will have regard for the aforementioned definition. Further, 50% of the dwelling units to be located in the base/podium of Blocks 2B/11A, 6 and 8 (excluding common areas) shall have “studio” spaces (work rooms/living rooms) that are two storeys in height, and which comprise a minimum 50% of the lower floor area in such dwelling units. In order to understand what these live/work buildings will look like IBI Group reviewed several live/work examples that are summarized in Appendix B of these Guidelines.



Dumbo, New York

APPENDIX B: LIVE/WORK EXAMPLES

1. SoMa District: San Francisco, CA

The south market (SoMa) area of San Francisco became internationally recognized as a mecca for people with new ideas in the field of information technology and as a result these people needed somewhere to live. Developers keenly aware of this influx of young people with discretionary income began to promote live/work as a perfect solution. Live/work uses were seen as a good fit for this area as the only land available to develop near the growing information technology area was industrial. Another advantage to developing on industrial lands in the SoMa district was that there were less restrictive building standards and planning requirements.

As a result, live/work projects were built in an ad-hoc manner throughout the area. Before 1996, there were 425 live/work units in the SoMa community plan area. Since January 1996, almost 2,000 new units were completed. Most striking, however, is the fact that there are about 1,500 additional live/work units either currently under construction or approved to begin construction.

These units typically contain open concept floor plans: loft style apartments. These units have been targeted to small, adult households. The present day live/work interior layout evokes earlier live/work spaces that were warehouses divided into smaller spaces in which people could live and work. These loft style apartments are sold as condos or rented at market rate levels. Over the past five to six years, sale prices have escalated as the number of workers and residents has expanded with the economy and as a result a demand for these types of units has increased.



SoMa District

2. Kleinpolderplein: Rotterdam, Germany

This scheme adds live/work uses to an existing employment area near Kleinpolderplein, a major traffic hub in Rotterdam Germany. The intent of this design is to allow an individual to work at home or live at the office. The basis for this design is to promote working and living space together that will increase the need and use of existing facilities. It also solves a number of the problems afflicting many older working premises, such as a dreary mono-functionality, lack of flexibility, and improve unsafe (underused) environments.

This design relates function to scales of access and gives those functions their place in the design. This means that all activities required locally can be concentrated at the place where all scales of access converge. The outcome is buildings that provide for work and habitation, plus the necessary communal facilities. Refining the scale of access within the building makes the functions more specific, more private and smaller in scale. So, for example living space can be provided above a business through a vertical separation of access. This design gives the dwelling component individuality and privacy. In this design the residents rise above the bustle of the street, with a view of the city, and a sense of its urbanity.



Kleinpolderplein

3. Toronto, Ontario: Various Examples

Over the past five years there have been several former industrial buildings that have been converted to lofts containing live/work uses including the District Lofts, the Merchandise Lofts, The Ideal Lofts, and the Toy Factory Lofts; some of these buildings are new construction that have incorporated some of the principles of universal permissive space.

All of these buildings (old or new) have the following characteristics in common;

- (i) higher floor to floor heights;
- (ii) larger windows;
- (iii) oversized corridors & elevators;
- (iv) deeper floor plates (i.e. window to corridor depth); and
- (v) column structure.

The high demand for this type of space resulted in all of these buildings being successfully marketed. Collectively, these spaces are transforming the neighbourhoods where they have been built as they are revitalizing these underused areas. We anticipate that the live/work space to be developed on Blocks 2B/11A, 6 and 8 of the KLV lands will transform these specific sites, will add character to the KLV development, and will be equally successful.



District Lofts



245 Carlaw Avenue (Wrigley Lofts)



43 Hanna Avenue (Toy Factory Lofts)



333 Adelaide Street East (MoZo Lofts)



90 Sumach Street (Brewery Lofts)