
RAILWAY LANDS WEST AND CENTRAL

Re-development in the former railway lands will be consistent with the following urban design guidelines. The guidelines correspond to the Railways Lands West and Central in Sections 18 and 19 of Chapter 6 of the Official Plan. The guidelines are to be read in conjunction with the urban design policies of the Official Plan.

LOCATION

The Railway Lands West and Central is the area of the city generally bounded by Front Street, the Gardiner–Lake Shore Corridor, Bathurst Street and Simcoe Street. It includes SkyDome and the CN Tower at the east end, and abuts Front Street at its west. These urban design guidelines, are intended to provide a context for development of the lands into a predominantly residential neighbourhood for approximately 7,500 residential units, along with non-residential and entertainment uses, new streets, parks, schools, day cares and other amenities.

The guidelines illustrate and describe an urban design framework, and provide a context for co-ordinated incremental development and for evaluating development applications.

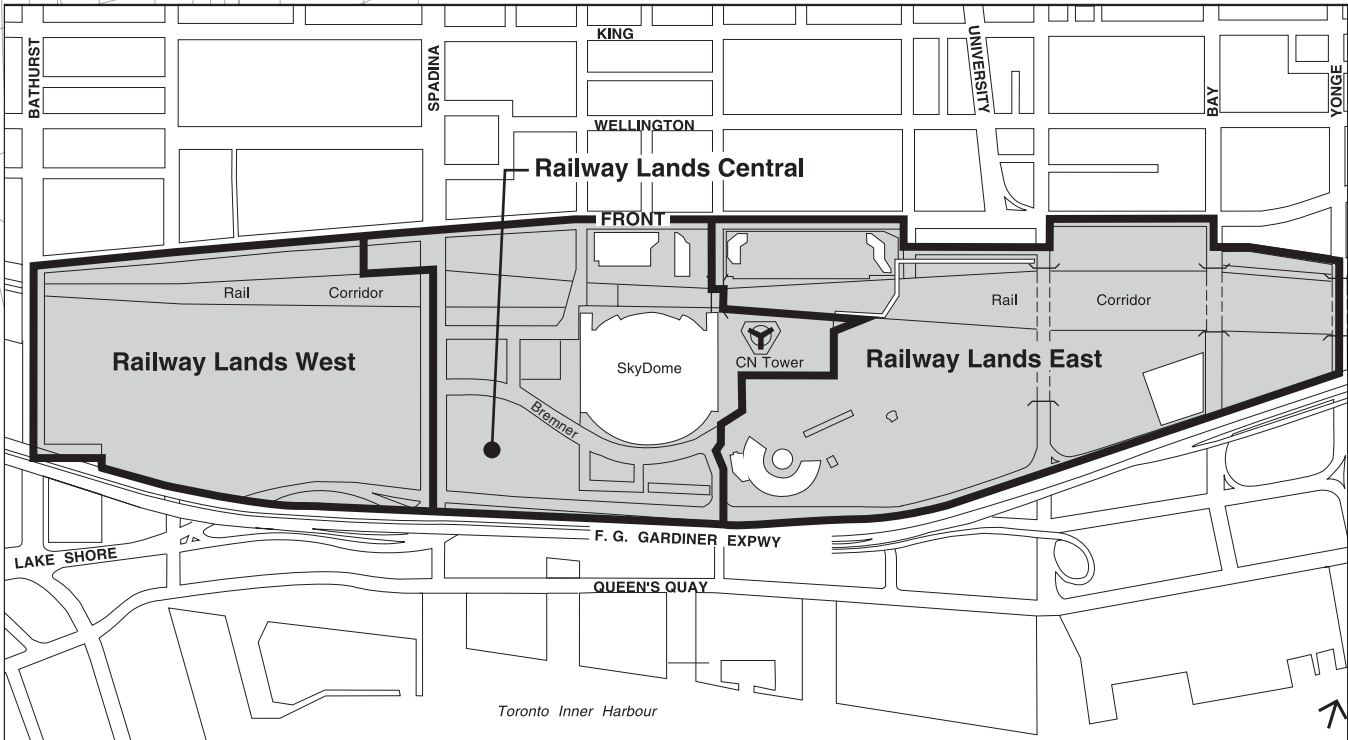
GUIDELINES

These guidelines:

- Promote the highest quality of design
- Describe the anticipated approach to site planning, built form and amenity
- Provide a coordinated approach to the design and definition of the public realm
- Allow for a range of development scenarios, ownership patterns, architectural and landscape architectural expressions and phasing approaches.

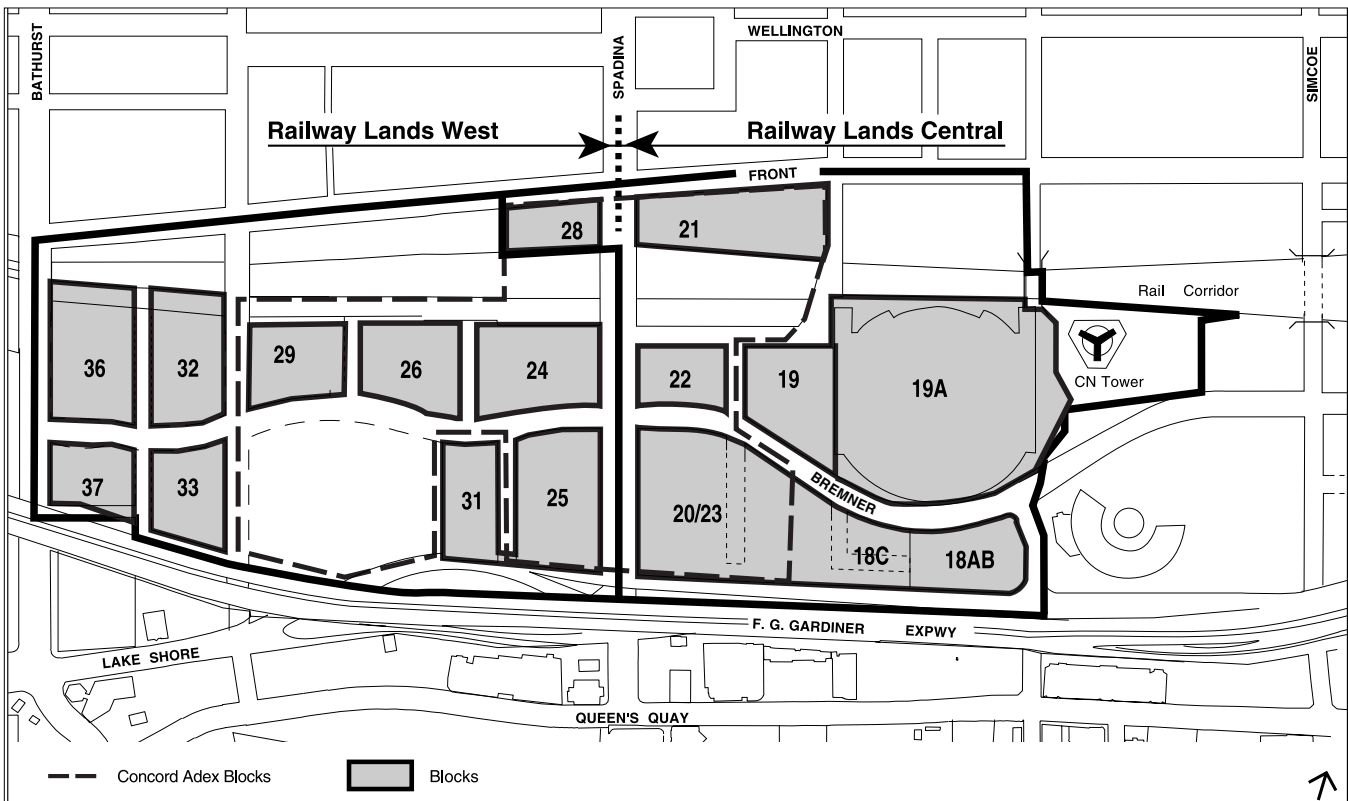
While these guidelines apply to the public realm for the entire Railway Lands West and Central, the blocks currently owned by the City of Toronto (18AB, 31, 32 and 36), Canada Lands Corporation (18C) and Wittington (33 and 37) continue to be governed by zoning by-laws passed in 1994.

RAILWAY LANDS WEST AND CENTRAL



The Railway Lands Location

Map 1



Block Map

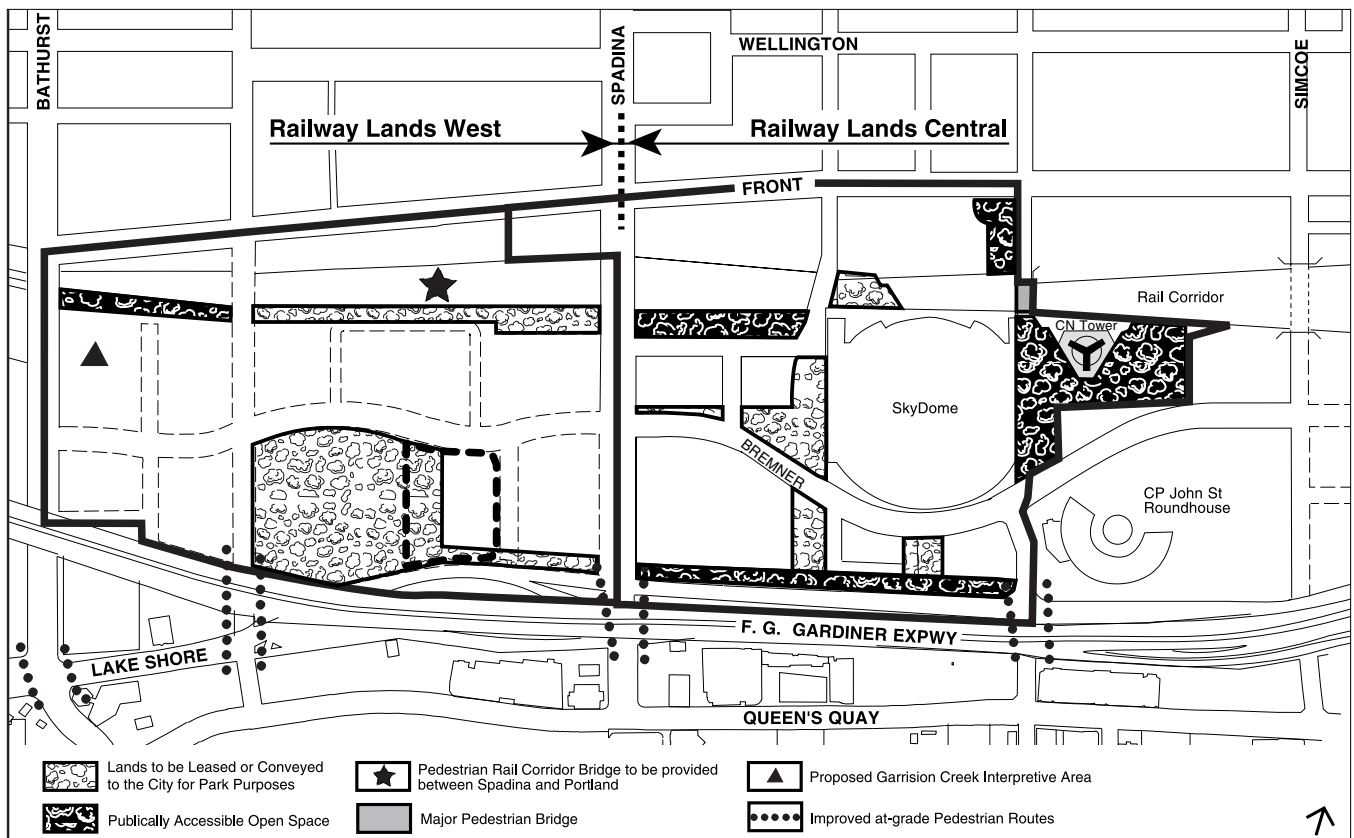
Map 2

RAILWAY LANDS WEST AND CENTRAL

SITE PLAN REVIEW AND DEVELOPMENT CONTEXT PLAN

The Railway Lands West and Central Secondary Plans require that a Development Context Plan be prepared as a part of any site plan application to provide context, ensure coordinated incremental development, and assist City Council in evaluating site plan applications. The Development Context Plan will assist the City in coordinating new developments with existing and anticipated developments in the vicinity, and will be reviewed by the ongoing Urban Design and Environment Advisory Group for the Railway Lands, as well as City staff.

The City has developed a Public Art Master Plan for the Railway Lands West and Central identifying opportunities and priorities for the Public Art program on these lands as a companion to these urban design guidelines.



Task Force Mandate Map

Map 3

HISTORY AND SIGNIFICANCE OF THE SITE

The Railway Lands historically were occupied by rail lines and railway related infrastructure as passenger and freight access to the city was focused on the water. As industry and related freight services moved out of the city core, plans began to evolve for this area to permit more urban uses and to provide connections from the central city to the waterfront. Along with the numerous opportunities to acknowledge the railway heritage of this site as it develops, the Railway Lands also includes parts of the former shoreline of Lake Ontario and the mouth of Garrison Creek.

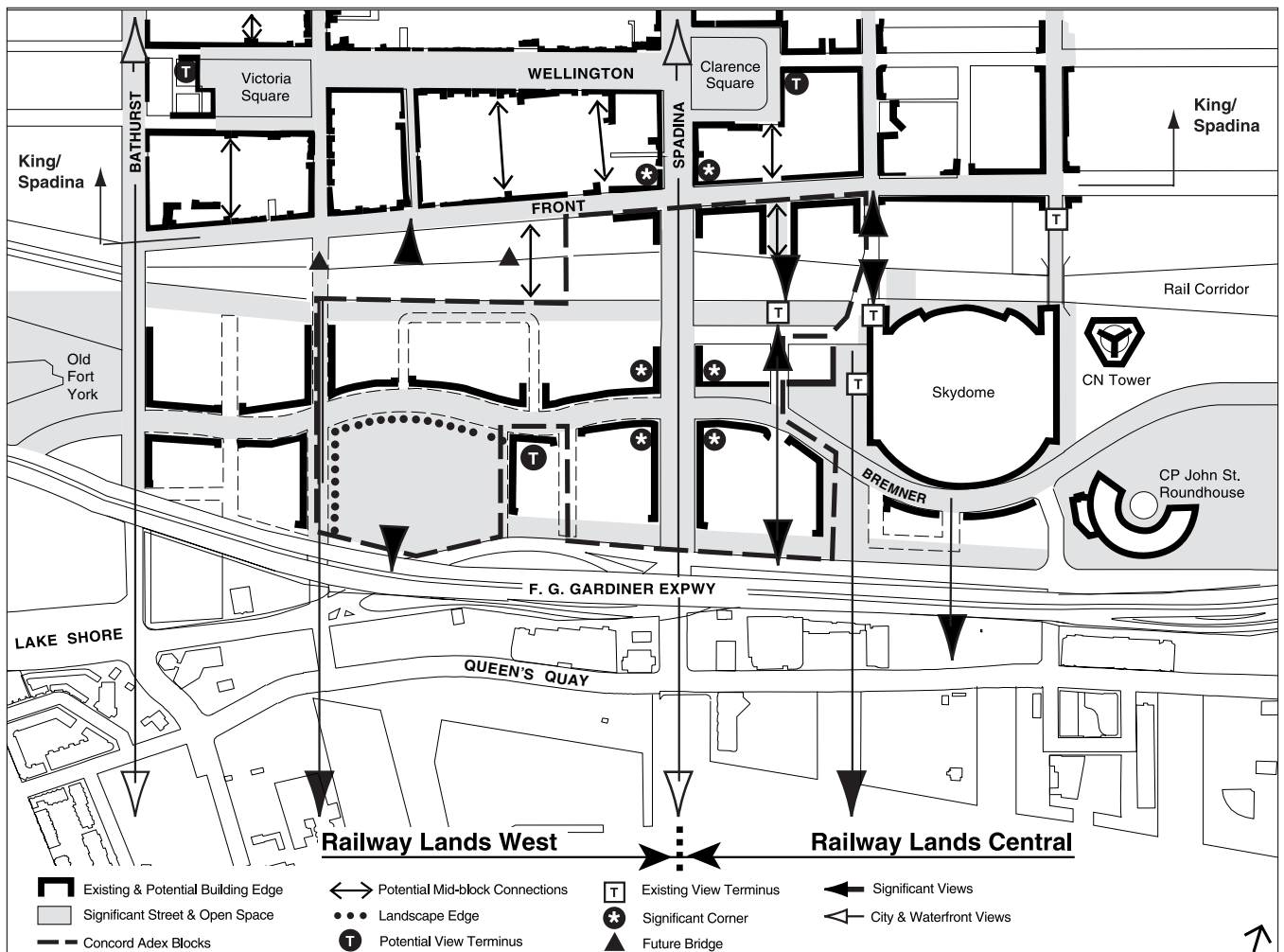


figure 1

RAILWAY LANDS WEST AND CENTRAL

THE STRUCTURE PLAN

The structure plan (Map 4) summarizes the urban design objectives for the area and shows this neighbourhood in the context of the Harbourfront, Bathurst–Strachan and King–Spadina districts.



Structure Plan for Urban Design Guidelines

Map 4

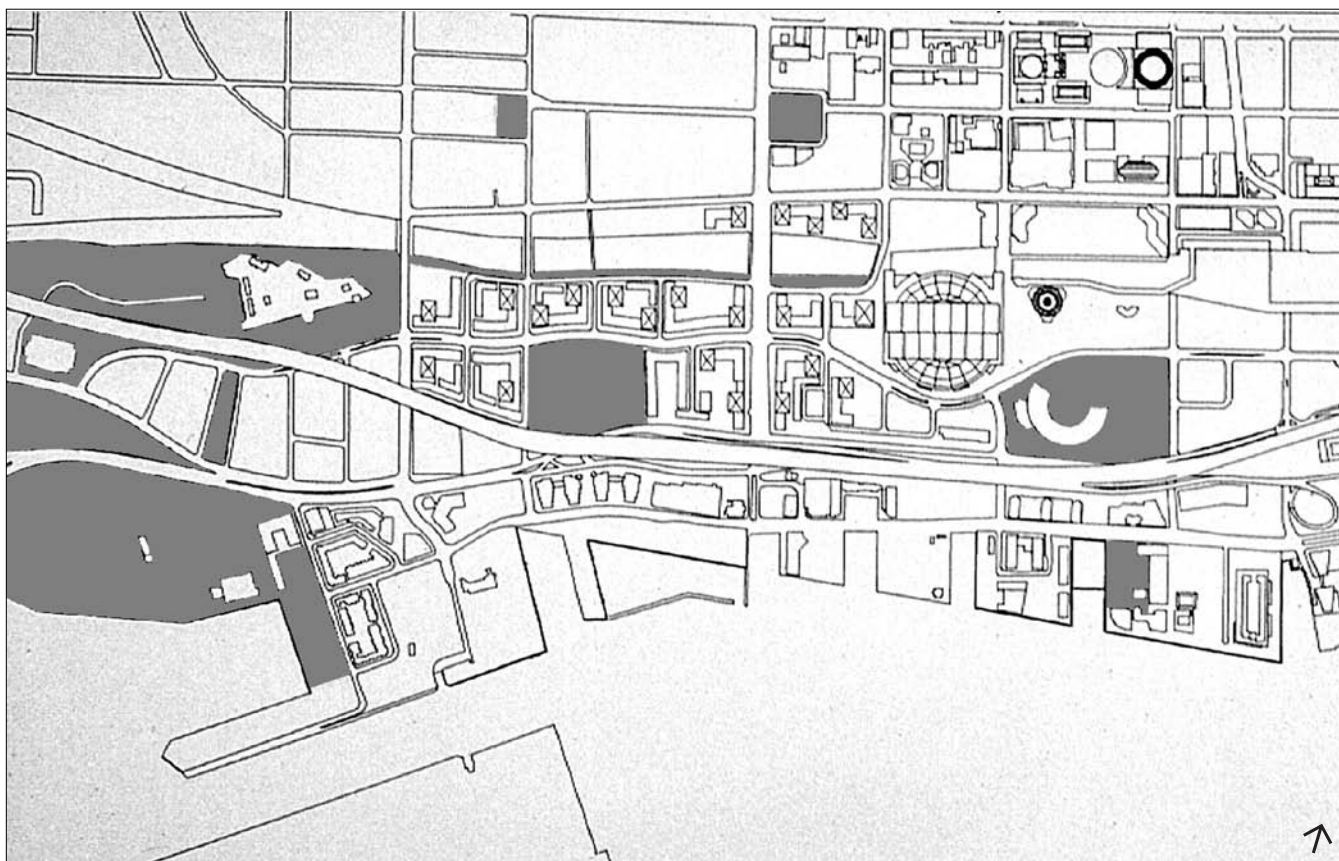
OBJECTIVES

Objective 1: Parks and Open Space Systems

The Railway Lands West and Central are structured around a system of high quality useable, linked parks, open spaces and setbacks which provide spatial relief to, and appropriate settings for, adjacent development.

An Open Space Master Plan has been prepared as a part of these guidelines which illustrates the location of existing and future open spaces, both public and privately owned, and indicates how and where connections should be made (see Map 10).

The connected system of parks and open spaces will consist of a variety of spaces and extend existing city patterns wherever possible. Optimum microclimate, noise and vibration conditions will be achieved throughout the system.



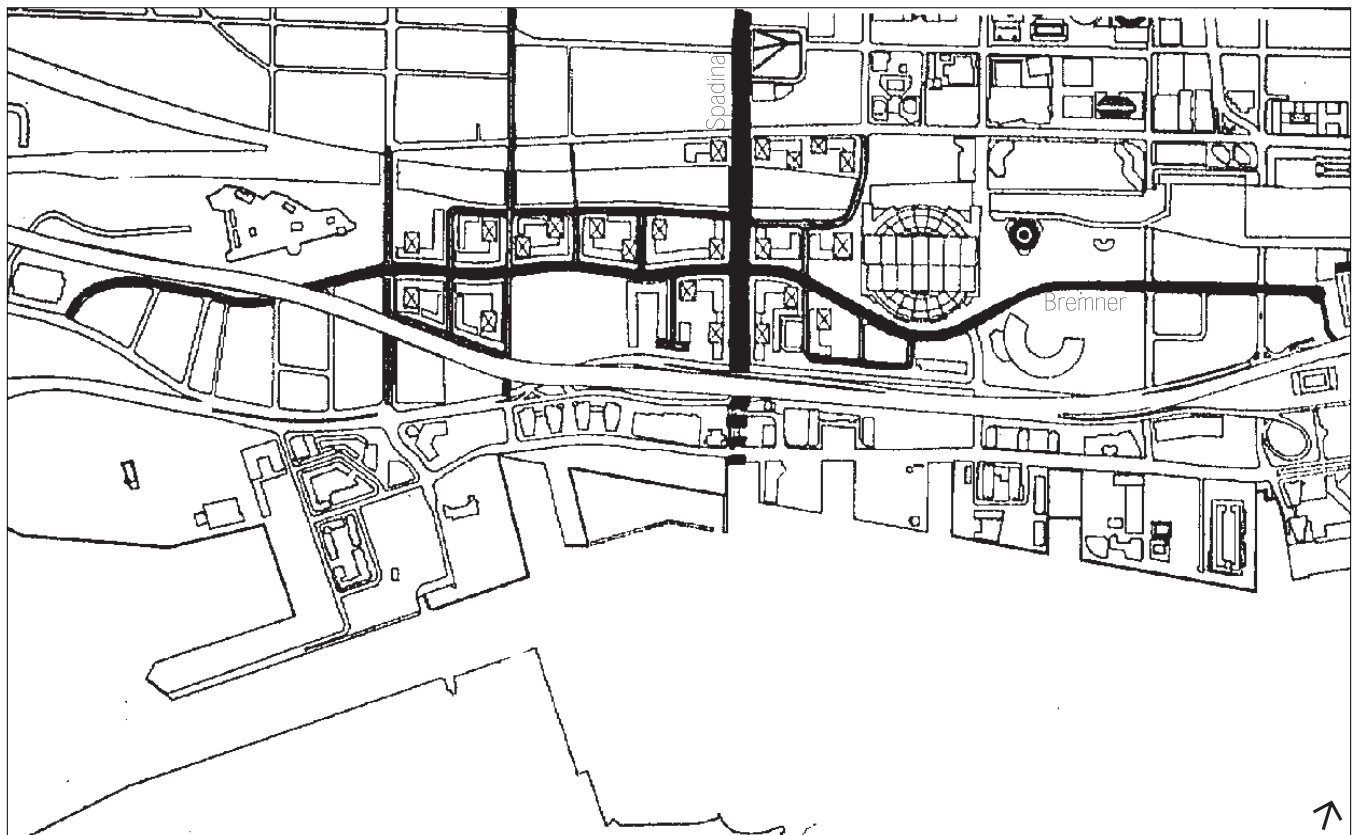
Open Spaces

Objective 2: Connections to the City

An important objective in developing the Railway Lands West and Central is to unite the central city with the waterfront by extending the urban pattern southwards towards the waterfront and by decreasing the impact of the existing Rail Corridor and Gardiner Expressway barriers. This is combined with the objective to create a new neighbourhood with a strong sense of place centred at the intersection of Spadina Avenue and Bremner Boulevard / Bremner Extension.

To support this objective, development will:

- Establish Bremner Boulevard and its extension as a significant public street acting as an east-west spine for the entire Railway Lands
 - Incorporate Bremner Boulevard and its extension as a new street joining the major open spaces in the Railway Lands and acting as an address for public buildings and community facilities in the district, in addition to its functional role of providing frontage for new development and accommodating pedestrians, cyclists, public transit and private vehicles.
- Strive to have public infrastructure in place as early as possible, recognizing its key role in creating a positive public realm
 - Provide a continuous public realm linking to the King-Spadina neighbourhood, Harbourfront Railway Lands East and Bathurst-Strachan



Street Pattern

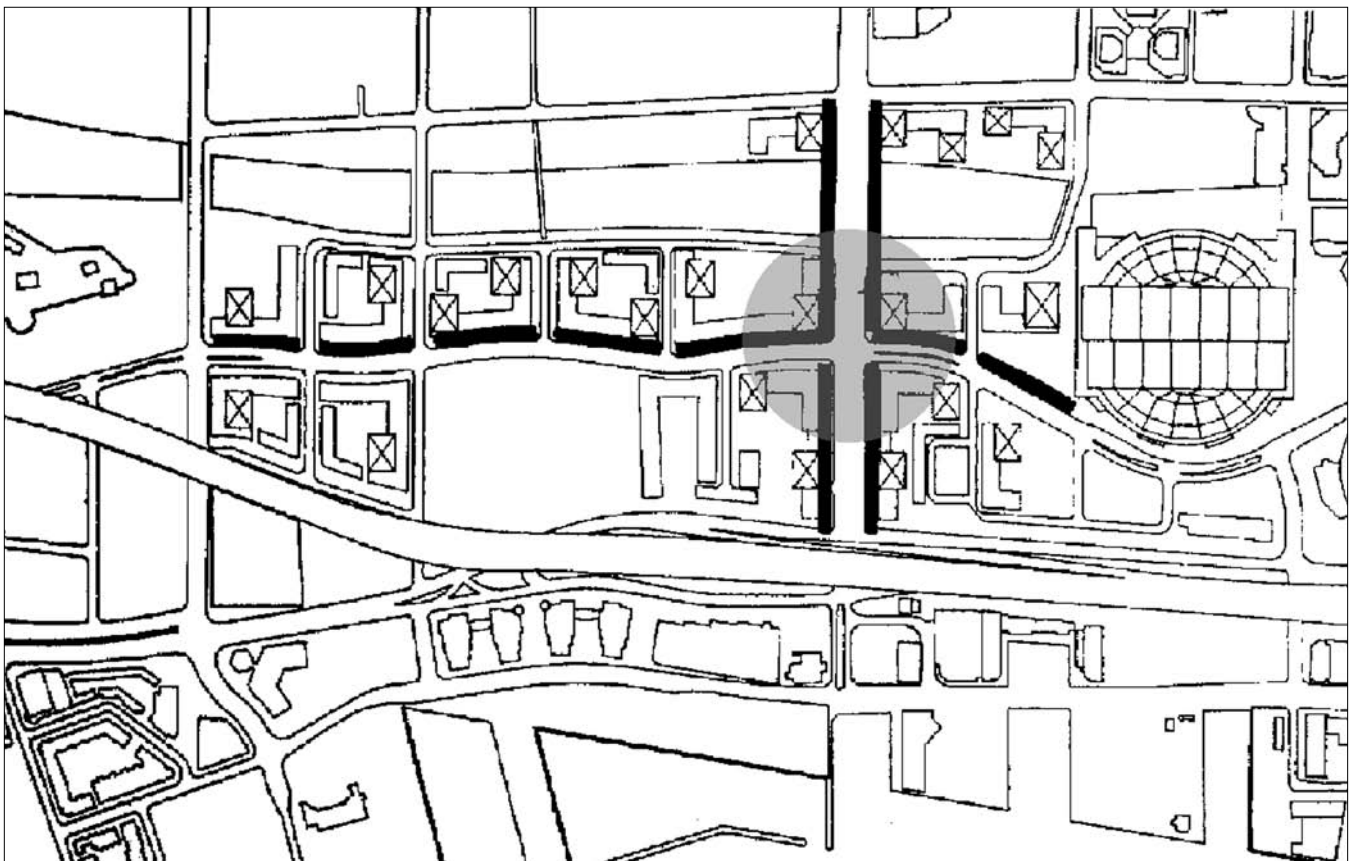
Objective 3: Creating the Pedestrian Realm – Built Form

The public pedestrian realm is the structure, setting and support for public life in Toronto. A public realm that is well-proportioned, connected, legible, comfortable, safe and attractive contributes to the quality of life for all citizens. In the Railway Lands West and Central, as the public realm is the framework around which private development will occur, it will:

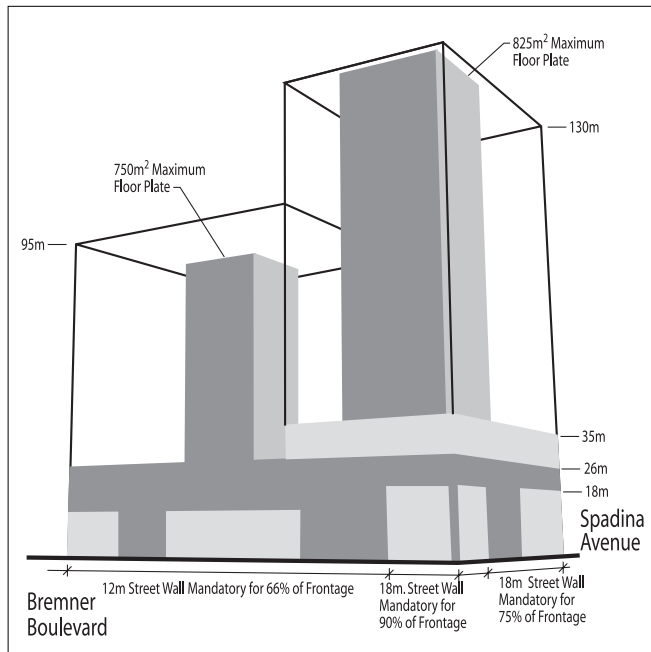
- Be made up of appropriately proportioned public streets, parks and publicly accessible open spaces
- Be defined by buildings that help to create a public realm that is amenable, safe and inviting for the residents, workers and visitors to the neighbourhood

- Establish edges created by adjacent buildings and landscape elements, with such uses at grade as retail, which help to animate the pedestrian realm.

The sidewalks of the public streets, paths in public parks and areas of private property where the public is welcome are shown on Map 11 as the general location of public pedestrian routes.



Intersection of Two Great Urban Streets



Zoning Envelope

GUIDELINES FOR BUILT FORM

Objectives

The aim of the built form guidelines is to achieve the following.

- Ensure adequate street walls through appropriate base building heights adjacent to public streets and open spaces.
- Built form will recognize Spadina Avenue and Bremner Boulevard / Bremner Extension as the principal spines to the new neighbourhood, and their intersection as a significant place.
- Allow for flexibility within the Zoning By-law envelopes (see figure illustrating the building envelopes).
- Allow for architectural expression and permit high quality architectural design, particularly on the landmark tower on Block 22, through design competitions, wherever possible.
- Create “gateways” to the neighbourhood at the intersections of Spadina Avenue and Front Street and Spadina Avenue at Lake Shore Boulevard West with streetwalls and towers to clearly define the public realm at both the pedestrian and cityscape scales.
- Contribute to mitigating against the impact of the Gardiner Expressway and the Rail Corridor through building massing.
- Arrange towers to allow views through the Railway Lands, frame open spaces, and create gateways.

Participation in Design

- The use of one architect to design multiple buildings is not appropriate and will not achieve the objective of these guidelines.
- The use of multiple architects will ensure diversity in architectural styles in the context of a co-ordinated development plan.
- A single architect may design individual projects across the street from each other to create a sense of cohesive containment and to generate a “gateway” where appropriate.
- Over time, the entire Railway Lands West and Central will be the result of the collaborative effort of many architectural firms.

BUILT FORM GUIDELINES

Build-to Zone

The Railway Lands include build-to zones along major streets, which ensure that buildings will provide a substantial presence along the build-to position at the street edge. The exception to this principle is on Bathurst Street north of Bremner Boulevard Extension where the “street wall” has been eroded to open the site to the street for the interpretation of historic Garrison Creek and to improve views from Fort York’s “West Gate” toward the skyline view of the financial district towers. Where the lot is not fronted with buildings, additional building or landscape elements will be considered to define the edge of the public realm.

Street Wall Height

An appropriate street wall height depends on many factors, including the width and intended character of the street. The Railway Lands Zoning By-law sets out minimum and maximum street wall heights for new buildings. Within this range of heights, the urban design guidelines include a preferred street wall height that reflects the scale and importance of each street.

Spadina Avenue and Bremner Boulevard and its extension are two generously scaled streets, which traverse the Railway Lands, north-south and east-west. These unifying elements of the plan will have the characteristics of great urban boulevards including well-defined edges, lively uses and attractive sidewalks. A strong and continuous street wall system will be established for these two streets. Building setbacks along the north side of the Bremner Boulevard / Bremner Extension will follow the curve of the street.

The public realm will be defined with the following appropriate street wall heights:

- 12 metres on side streets
- 20 metres on the Bremner Boulevard / Bremner Extension and Dan Leckie Way (between Bremner Boulevard / Bremner Extension and Lake Shore Boulevard)
- 30 metres on Spadina Avenue and Front Street.

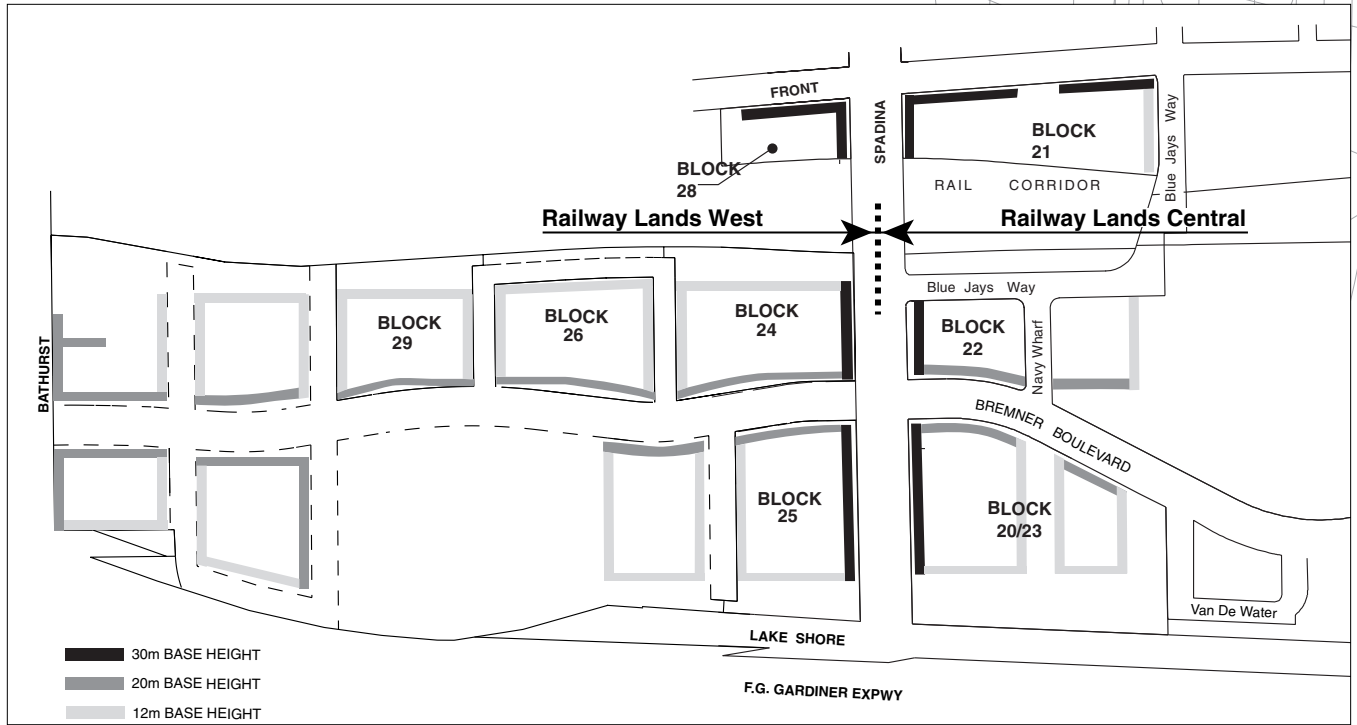


Spadina Avenue street wall from College Street to Front Street

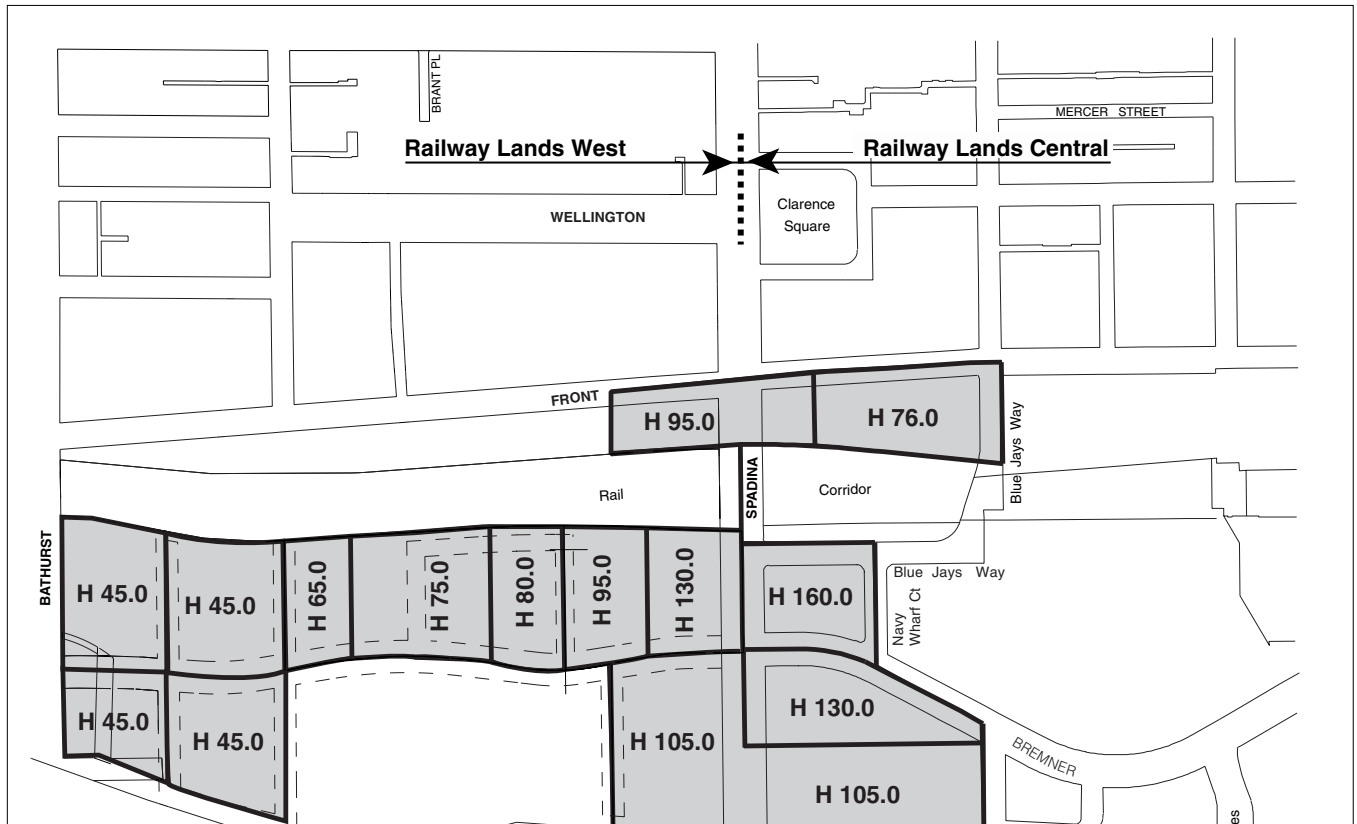


Leslie Frost Building following the curve of Queens Park Crescent

RAILWAY LANDS WEST AND CENTRAL



Map 5



Map 6

RAILWAY LANDS WEST AND CENTRAL

Spadina Avenue

- The built form guidelines recommend a street wall height of 30 metres for 75% of the frontage of base buildings along Spadina Avenue and a maximum of 35 metres. This ensures compatibility with the King-Spadina built form to the north.

Bremner Boulevard / Bremner Extension and Dan Leckie Way

- A street wall height of 20 metres is recommended for the north side of Bremner Boulevard / Bremner Extension and Dan Leckie Way. Along these streets, a minimum of 66% of the block frontage must be occupied with a building, and the maximum height for a base building is 26 metres.

Corner Conditions: Spadina and Front, Spadina and Bremner Boulevard / Bremner Extension

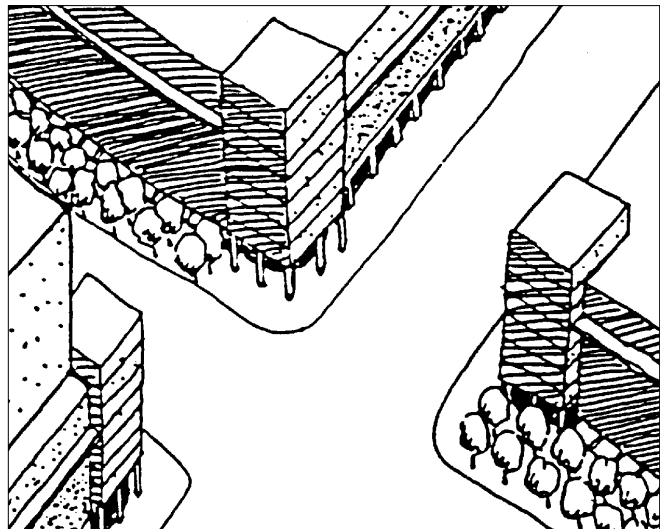
- A zone extending 18 metres to either side of the building envelope corner will be developed in a particular manner other than that which governs the respective constituent streets, as long as adequate wind deflection and pedestrian weather protection is maintained.
- At the intersection of Bremner Boulevard / Bremner Extension and Spadina Avenue, modified build-to requirements permit more flexibility and allow for a range of massing alternatives. The minimum percentage of build-to is increased from 75% to 90% to ensure that the corners are defined and occupied.

Local Streets

- The recommended street wall height for buildings along minor north-south streets is 12 metres.
- Buildings constructed on these frontages will form generally contiguous facades at the build-to zones within the 12 to 18 metre height zone.
- Individual expression of buildings is encouraged through the provision of a two-metre lateral zone for the build-to. At grade, this zone will allow for the building of porches, stoops and other residential building elements appropriate for grade accessible units that are encouraged in these locations. Above grade, this allows for the provision of habitable bay windows and other residential building elements.



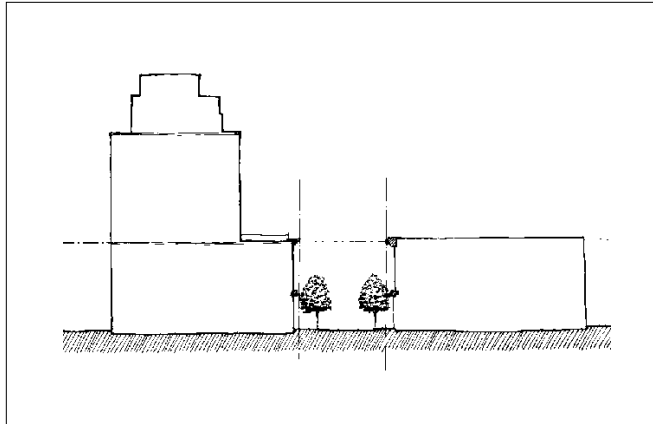
Corner Building at King Street and Springhurst



Corner Expression



Typical Victorian Toronto local street



Section of Setbacks

Building Massing

Building elements rising above the street wall heights may be the source of undesirable wind effects which could, at least locally, compromise sunlight and sky exposure. Street wall buildings and other lower building elements can mitigate against the effects of tall building downdrafts. Taller building elements above the base building height will be reviewed in conjunction with the requirements for the street wall and base buildings on each block.

Setback

- Buildings rising above the maximum street wall height will step back a minimum of two metres from the street wall, to ensure that the primary definition of the street is in proportion with the width of the street and that the adjacent streets and open spaces are protected from adverse wind effects.

Cornices

- The consistent use of such architectural elements as a cornice and belt courses on individual street wall buildings is encouraged.
- These types of 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.
- The general location for these elements is up to individual builders and will be examined at the time of site plan review.
- To allow for building articulation, reveals and variations in the thickness of construction materials, all build-to zones allow for a building face to be located within a specific distance of the setback line. Depending upon which building face it is, this thickness is either 1.2 or 2.0 metres.
- Permitted projections are 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 will be coordinated to provide continuity to any street wall elements such as canopies, arcades, and projecting cornices.

RAILWAY LANDS WEST AND CENTRAL

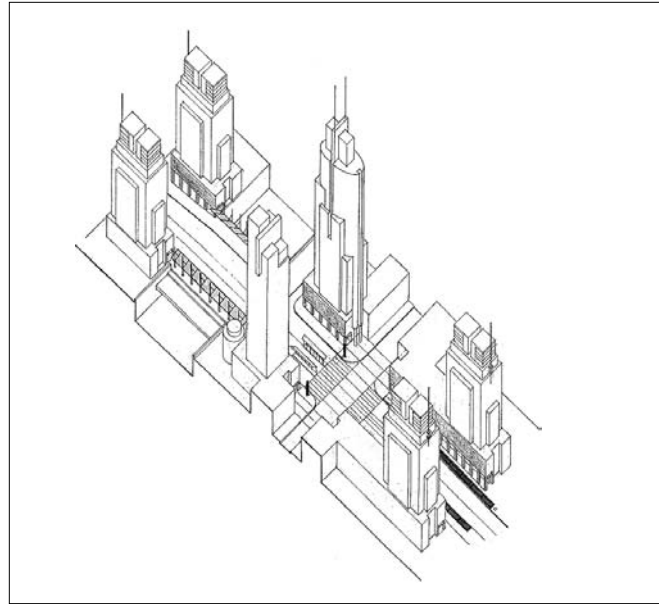
Towers

The relationship of tall buildings in the Railway Lands West to others in adjacent areas is an important consideration. Tall buildings will develop architectural character and contribute to the visual coherence of the city. The greatest permitted building heights are along Spadina Avenue and range in total height between 95 and 160 metres. Height at these locations is encouraged to assist in establishing Spadina Avenue as a significant, processional street, and a street of arrival to the city. A building of up to 160 metres in height at the northeast corner of Bremner Boulevard / Bremner Extension and Spadina Avenue will provide a landmark for other heights and buildings in the area. All other heights descend from this location. An architectural competition will be held for this building.

Tower locations have been coordinated to ensure views from and across the Railway Lands. Map 7 shows the preferred placement of towers to ensure landmark elements, framing of public spaces, skyline composition, and coordinated views.

Location

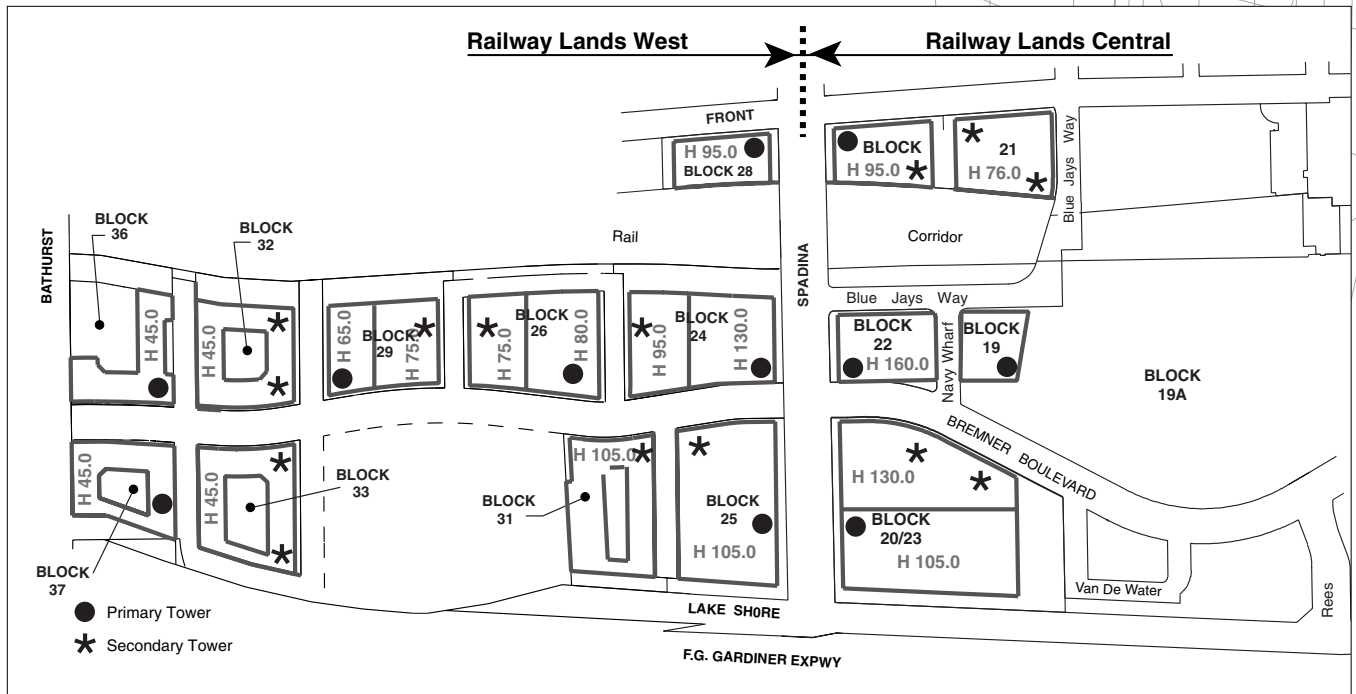
- Most development blocks can accommodate more than one tower. In each case, a primary and a secondary tower for each block will be established and placed to reflect the primary and secondary streets in the area. Map 7 shows their preferred location.
- The position and shape of the towers will be considered as one composition to create urban design coherence, frame streets and parks, and define intersections.
- Significant pairings of towers are encouraged between Bremner Boulevard / Bremner Extension and Lake Shore Boulevard and at Front Street. The design of each pair will create a gate at these important threshold locations.
- Towers will be placed to form a cluster opposite the two corners of the community park on the north side of Bremner Boulevard Extension.



Spadina Avenue with arcades



36-50 Lombard Street: well designed residential tower



Tower placement

Map 7

Orientation and Floor Plate Restrictions

- The orientation of the towers will generally be in a north-south direction to permit views and sunlight.
- Floor plate restrictions provide a maximum floor area for towers on some development blocks. This is to ensure slender towers, which cast smaller shadows, have shorter hallways and permit better sky views between buildings and through the site.
- It is anticipated that residential towers in the Railway Lands will be “point towers” or concentric rather than elongated slab construction.

Design

- Given the visual prominence of the landmark tower on Block 22 against the skyline of the city every effort to ensure architectural design excellence will be pursued, including the possibility of a design competition. Detailed design guidelines for the landmark tower on Block 22 will include a description of base, shaft and cap definitions, and potential for a tapering floor plate.

Grade-Related Uses

The design of each building will anticipate and allow for residential, live/work and retail to occur at grade.

- A floor-to-ceiling height of at least 3.6 metres for grade level spaces will ensure flexibility of use for these spaces over time.
- Along Bremner Boulevard, Spadina Avenue and Front Street, the ground floor level of buildings will follow the level of abutting sidewalks.
- Residential uses at grade will be either set back an additional 2.0 metres from the build-to line or be elevated a half level above the grade of the finished sidewalks in order to generate some protection and privacy from the street (particularly Bremner Boulevard).
- Commercial and live/work uses will be constructed at the same grade as the sidewalk, or within 0.2 metres.

RAILWAY LANDS WEST AND CENTRAL

Pedestrian, Parking and Service Entrances

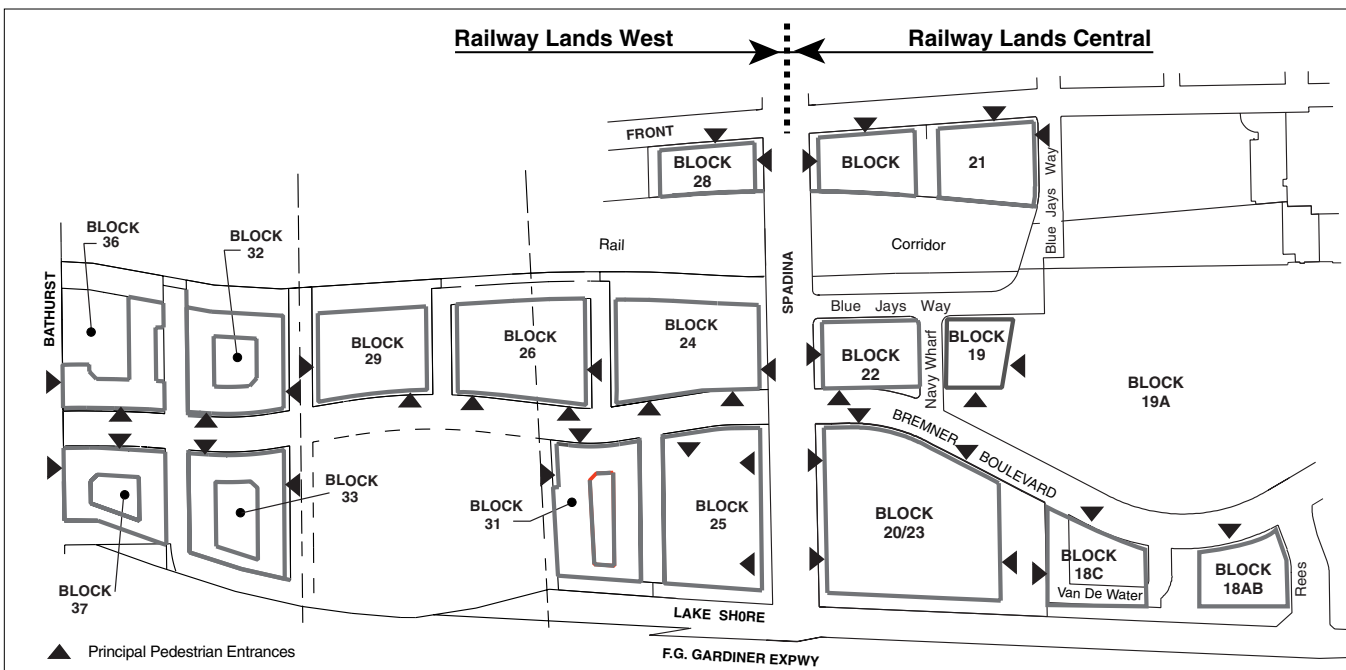
Pedestrian Entrances

- The general location of principal pedestrian entrances is indicated on Map 8.
- Principal pedestrian entrances have been located away from major intersections in order to avoid unnecessary congestion and conflict associated with pick-up and drop-off.
- Buildings on north-south streets will reflect the topography of the site by having entrances at the same grade as the adjacent sidewalk.
- Residential units directly accessible 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.
- The use of traditional elements like stoops, small porches and gardens to provide privacy are encouraged at the base of taller apartment buildings on both street and lane faces, and on interior courtyards.

- It is intended that the final location of principal pedestrian entrances will be determined in the context of full site plan review for any given lot. All applicants will be expected to demonstrate a coordinated solution, which does not provide unnecessary congestion with adjacent development on the block.



Grade related uses, Market Square



Location of principal pedestrian entrances

Map 8

RAILWAY LANDS WEST AND CENTRAL



Residential entrances, 942 Yonge Street on McAlpine Street



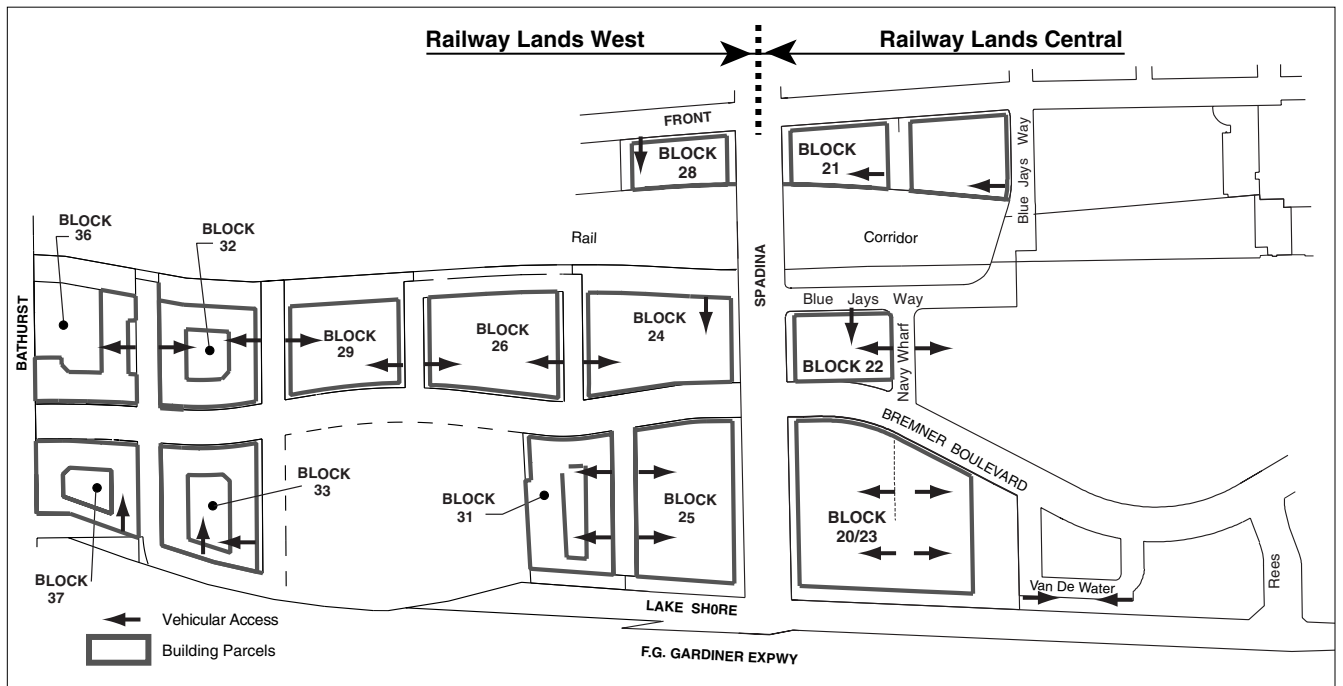
Vehicular service entrance integrated into the street wall

Parking and Service Entrances

- The general location of service and vehicular access has been identified on Map 9.
- Access to underground servicing and parking will take place within the mass of buildings, not in open space.
- Placement of exhaust vents will be incorporated into building faces at 2.0 metres or greater above grade, or remote from pedestrian activity.

Above-Grade Parking Garages

- Above-grade parking garages will have animated facing uses. These uses will occur for the full height of the parking structure, and will resemble adjacent residential or commercial buildings with respect to windows, entrances, materials, roof lines and grade uses.
- The facing uses will be directly accessible for pedestrians from the adjacent public areas.
- The parking will be directly accessible for pedestrians from the street or adjacent public areas.



Location of parking and service entrances

Map 9

BLOCK SPECIFIC GUIDELINES

The following guidelines have been prepared to ensure that site specific issues are addressed during the preparation of site plans for these blocks.

Block 20/23 (east side of Spadina Avenue))

- The extension of the public street system through Block 20/23 may be appropriate and will be reviewed at the time of site plan review.
- The design of the publicly accessible open space on the east edge of Block 20, will be coordinated by Urban Development Services.
- Residential uses will have a landscaped setback of 3.0 metres.
- Each retail space located on these blocks must have a direct street-related entrance.

Block 21 and 28 (Front Street)

- The Front Street parcels north of the rail corridor help to visually define the north limit of the neighbourhood, and act as a gateway between the neighbourhoods. The “pairing” of towers is encouraged at the Spadina and Front Street intersection to create this gateway.
- These parcels are permitted to be commercial or residential, and will include street-related retail.
- Careful shadow studies are required as part of any submission on these blocks to examine impact on the public realm along Front Street, Clarence Square and adjacent private developments.
- Views and pedestrian walkways will be continuous and consistent on both sides of Front Street.

Block 22 (Landmark Tower)

- The design of this building by way of an open design competition will be considered.
- Detailed design guidelines for the landmark tower on Block 22 include a requirement for distinct base, shaft and cap definitions and potentials for a tapering floor plate.

Blocks 24 and 25 (west side of Spadina Avenue))

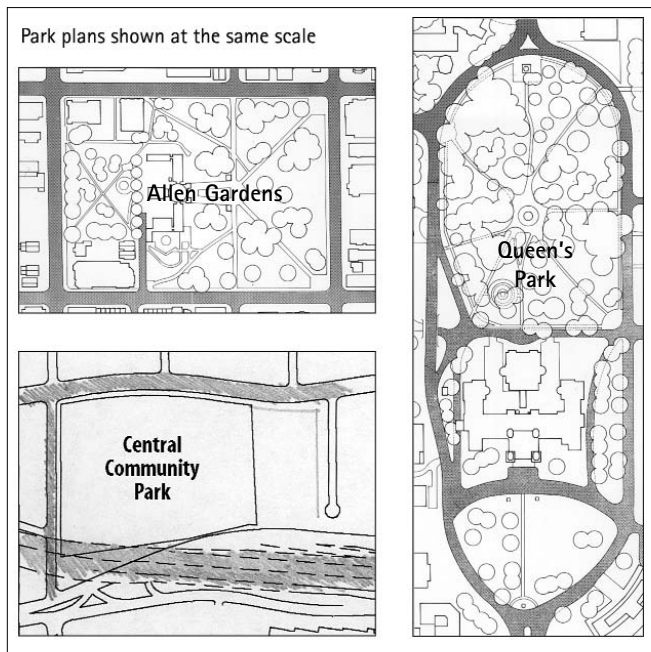
- Permission is maintained for an emergency access route along the northern limit of Block 24.
- Each retail space on these blocks must have a direct street related entrance.

Blocks 26 and 29 (north of the Park)

- Towers on these blocks north of the community park will be placed to frame the park, and mark its east and west limits (as shown on Map 7).
- Views from the park to the base building and towers will be terminated architecturally.
- Entrances at grade will reflect the park design, entry points, and crosswalks.
- Permission is maintained for a lane along the northern limit of Block 29.



Park Citroen, a 12 hectare park, is a green focus for a new district in Paris



Comparison of major urban parks in Toronto.

GUIDELINES FOR THE PUBLIC REALM

Parks and Open Space Systems

The Open Space Master Plan for the Railway Lands west of SkyDome (Map 10) includes a full network of parks, linkages into publicly accessible open space, and public streets.

A plan for an interconnected system of bicycle and pedestrian routes within the Railway Lands is shown on (Map 11).

Views

All major view corridors and termini are indicated on the Structure Plan (Map 4).

Central Community Park

The community park located south of Bremner Boulevard / Bremner Extension between Dan Leckie Way and the proposed school/community centre is the principal public open space in the Railway Lands west of Spadina Avenue. The Round House Park and the Central Community Park are the two major public places located along the serpentine Bremner Boulevard / Bremner Extension as it traverses the land between Fort York and the Air Canada Centre.

Program and Design Considerations

- Active and passive uses, (e.g. playing fields, strolling)
- Community centre programming, (e.g. outdoor classes, community events)
- School requirements, (e.g. hard and soft play areas)
- Preschool daycare requirements for secure outdoor play space
- Hard and soft areas
- Adult and children's programs
- Local circulation patterns and views
- Planting and greening
- Historic references, (e.g. shoreline)
- Storm water detention

Grading

- There is an approximately eight-metre change in elevation across the north-south section of the park, and this could be used creatively in the design of the park.
- Any changes in grade across the park space will be carried out in a manner that minimizes stairs and is accessible to everyone.
- The perimeter of the park will be maintained at the same elevation as the adjacent streets.

View Corridor

- The 20-metre zone at the east end of the community park will provide a view corridor across the park to the Toronto Harbour south of Queens Quay.
- This space will be designed as an extension at the same level as the Nelson Mandela Boulevard sidewalk connecting to the southern linear park.
- This space will contain elements of the design language of the adjacent public realm including decorative paving, pedestrian-scale lighting and street furnishing including benches, landscape and bicycle storage.
- Any paved area necessary for service access to the adjacent block or park will be minimized and integrated into the larger landscape design for the space. The space will be accessible at all times.

Linear Parks

In addition to the Community Park, two linear parks (northern and southern) are planned within the Railway Lands West. They are to be considered extensions of the public street system, and will be treated as streets with an address and visual overlook.

Northern Linear Park

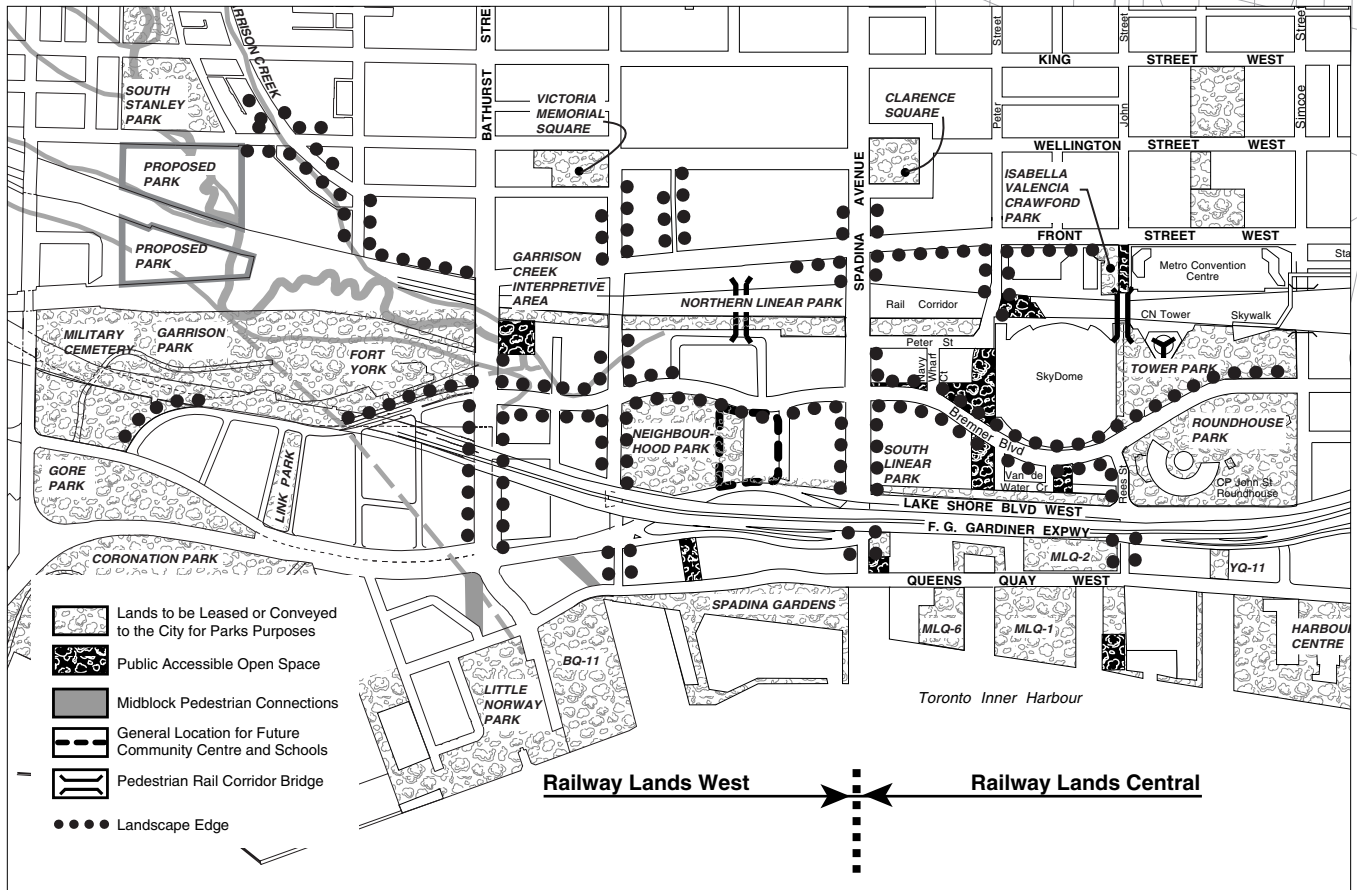
The northern linear park is south of the rail corridor and is intended for the interpretation of Garrison Creek. The Garrison Creek system begins within the Railway Lands West (Block 36) where the old shoreline met the creek (see Map 10). Interpretation of the mouth of the creek is proposed at this location to orient and commemorate this system. Northern linear park design strategies will include: a privacy zone adjacent to residential uses; provision for pedestrian and bicycle passage; and coordinated tree and shrub planting.

- This linear park may have a private road to service the adjacent development blocks on its southern 15 metres. The design will complement the linear park's primary role of providing pedestrian, bicycle circulation and landscaping that will help provide a buffer to the rail corridor.
- The northern linear park will be defined and designed as a public route in its entirety.
- A lane along the northern limit of Block 32 will be considered as an extension of the road system, and materials used in the lane will be the same as those used in the park.
- Planting will be introduced along the northern limit of the park, possibly a double row of trees.
- The design of the space will allow for informal play areas for children.
- There will be no street or lane along the northern limit of Block 36, immediately east of Bathurst Street.



Northern Linear Park - Blue Jay Way to Spadina Avenue

RAILWAY LANDS WEST AND CENTRAL



Map 10

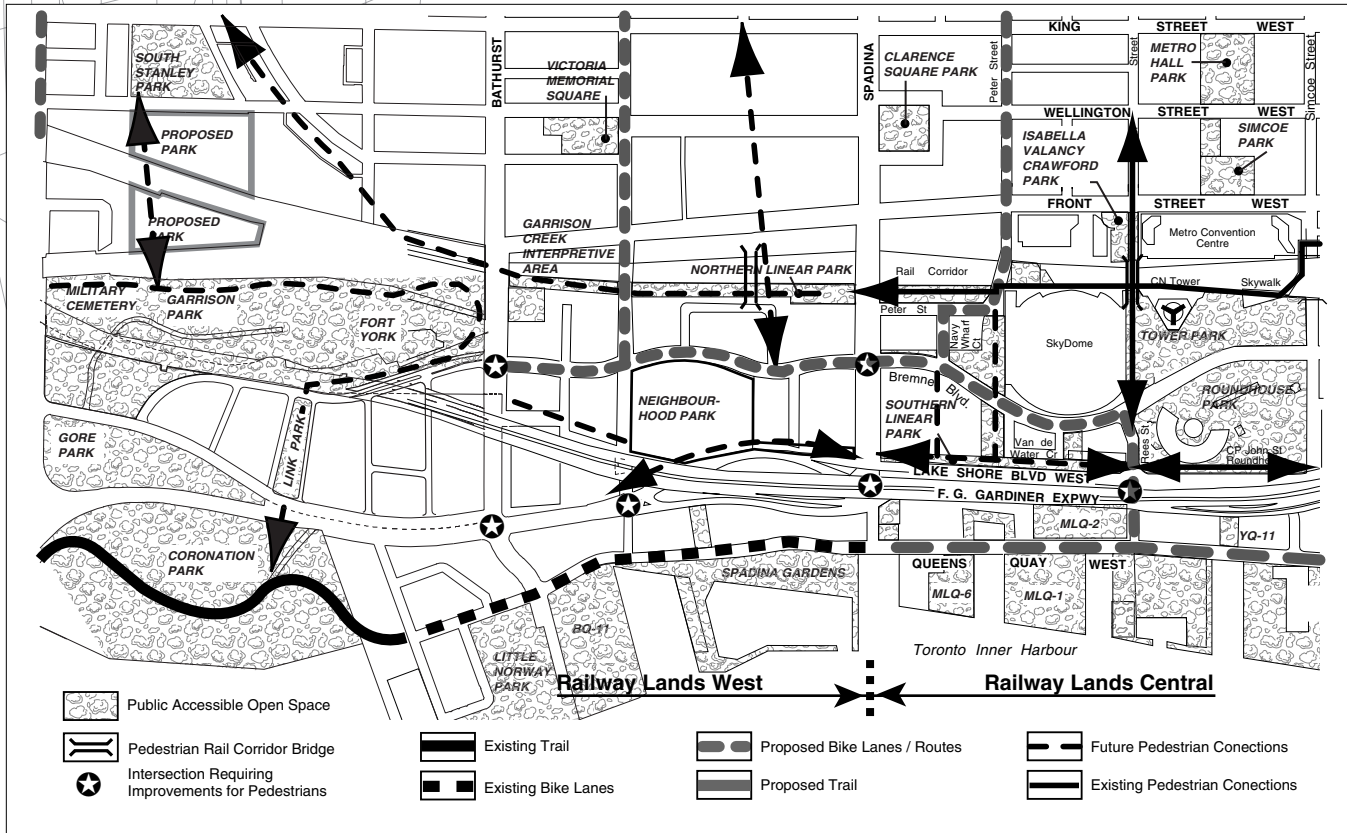
- Grade the northern linear park to permit connections under the Bathurst Street bridge, under or over the Dan Leckie Way Bridge abutment, under the Spadina Avenue Bridge, and connections to the Garrison Creek system.
- The change in elevation from the finished park level and the railway track level will be either a retaining wall or absorbed as part of the landscape design.
- The fire route along the northern limit of Block 24, visually an extension of Blue Jay Way and an entrance into the northern linear park, will be designed to read as a public route, with standard city pavers, lighting, curbs and benches. The fire access route will have a clear dimension of 6.0 metres. A stair and/or ramp in this area will connect the northern linear park under Spadina Avenue.

Southern Linear Park

Adjacent to Lake Shore Boulevard, along the south edge of the Railway Lands West, a 12-metre wide linear park is proposed. Its role is to provide a transition between the development on the adjacent blocks and the Gardiner Expressway–Lake Shore Boulevard Corridor and to connect the Roundhouse Park, across Spadina Avenue, to the community park. The park will also provide an opportunity for pedestrian circulation, bicycle circulation and linkage between blocks, and in particular will link Spadina Avenue, Globe Street and the Bathurst–Spadina community park.

- The southern linear park will be graded to be compatible with adjacent development blocks and provide barrier-free connections to all adjoining public streets and parkland.

RAILWAY LANDS WEST AND CENTRAL



Bicycle and Pedestrian Routes

Map 11

Bicycle Planning

A Master Plan for Bicycle and Pedestrian Routes in the entire area of the Railway Lands West and Central conforms with the Open Space Master Plan. See map 8/10.

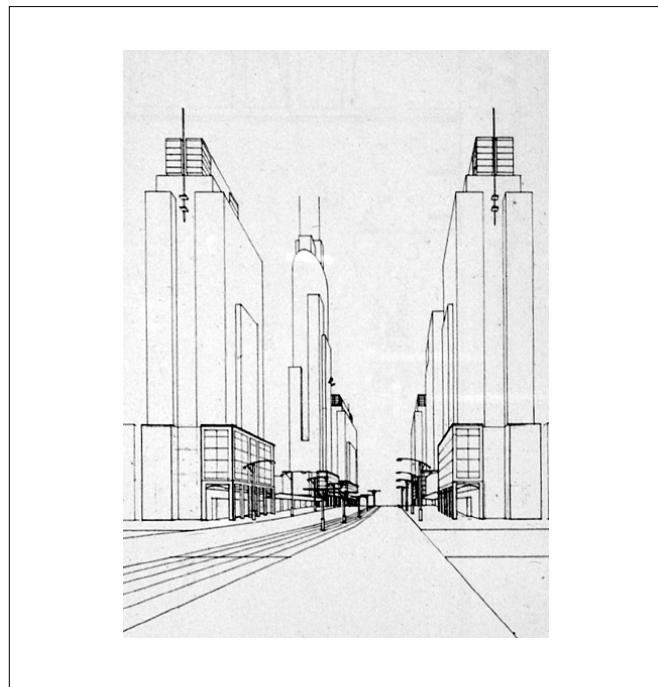
- Separate bicycle and pedestrian routes will be provided in the parks, particularly in the northern and southern linear parks.

City Connections – Streets and Pedestrian Routes

Streets

Spadina Avenue

Spadina Avenue is a major north-south street, which passes through the railway lands and connects the city to the waterfront. Development along both sides of Spadina Avenue will be set back an additional 7.5 metres from the street line allowing for generous sidewalks, landscaped areas and, where possible, a continuous double row of trees. It is also an important area for street-related retail and service uses.



Proposed Spadina Avenue built form

- The existing public sidewalk and the setback from the street line will be treated as continuous landscape space that reinforces pedestrian passage to the waterfront.
- Conceptual “gateways” to the neighbourhood at the intersections of Spadina Avenue and Front Street and Spadina Avenue at Lake Shore Boulevard will be created through street design and adjacent building design.

Bremner Boulevard / Bremner Extension

To facilitate its role as an east-west primary spine, the Bremner Boulevard / Bremner Extension right-of-way is wider than normal streets at 30 metres. This boulevard creates important intersections, links public open spaces, is the address for public institutions in the area, and accommodates pedestrians cyclists, public transit and private vehicles. The intended landscape quality and pavement width for this street has been realized in the section of Bremner Boulevard adjacent to the Round House Park between Rees Street and York Street.

- A generous landscaped boulevard (approximately 10 to 14 metres wide) is proposed along the north side of Bremner Boulevard / Bremner Extension and is meant to connect the open spaces with significant street tree-planting, cafes, benches and weather protection.

- Buildings on both sides of Bremner Boulevard / Bremner Extension will be set back and have weather protection canopies and/or colonnades at the significant corners.

Gardiner–Lake Shore Corridor

- All north south streets will be designed for future extension across the Gardiner–Lake Shore Corridor.

Local Streets

New local north-south streets will serve as addresses for adjacent development as well as connect the northern linear park to Bremner Boulevard / Bremner Extension.

- The minor streets and open spaces will be narrower, with less traffic, smaller sidewalks and lower-scaled buildings.
- Dan Leckie Way will continue as a bridge across the rail corridor to Front Street, connecting northwards to the existing Portland Street, and southwards to Lake Shore Boulevard and Queen’s Quay. The local north-south streets between Spadina Avenue and Dan Leckie Way will connect south of the Bremner Extension into a public park.



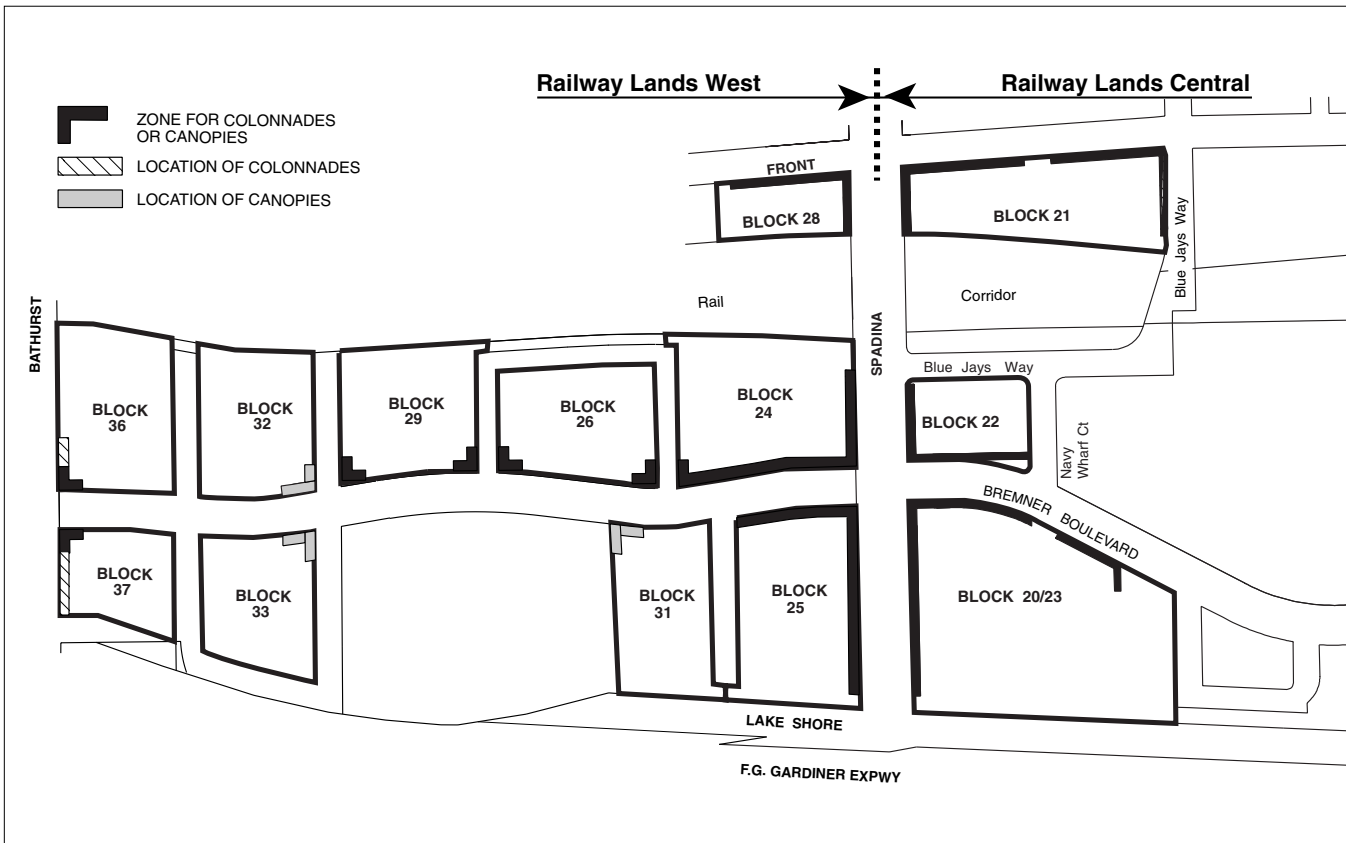
St. Nicholas Street local street character

RAILWAY LANDS WEST AND CENTRAL

- The proposed bridges at Dan Leckie Way, and approximately midway between Dan Leckie Way and Spadina Avenue, and the existing bridges at Spadina Avenue and Bathurst Street will be the major pedestrian connectors to the waterfront. On these streets, buildings will be systematically set back, allowing for generous sidewalks, landscaped areas and, where possible, a continuous double row of trees.

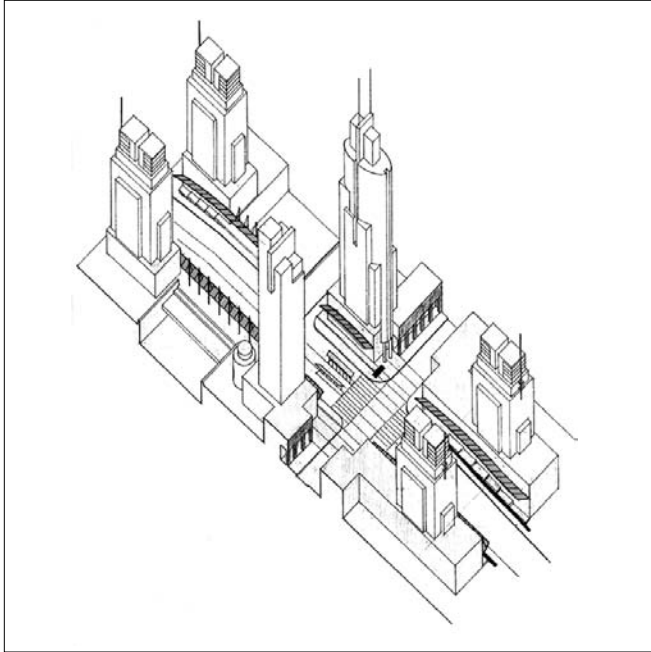
Weather Protection

- A continuous colonnade or canopy will be built along the length of Spadina Avenue from Front Street to Lake Shore Boulevard, including spaces between buildings and across the bridge. Upon submission of the context plan for this street, a single and consistent treatment will be determined. The first building on either the east or west side of Spadina will dictate whether this entire section of street is arcades or canopies, in order to ensure cohesiveness.



Columnnades and Canopies

Map 12



Spadina Avenue with continuous canopies



Continuous canopy: Dundas Street East

- Weather protection along Bremner Boulevard / Bremner Extension beyond that which is required in the By-law is encouraged and could vary depending on the type of building facing the street.
- Colonnades or canopies must be provided at the following corners: Bremner Boulevard / Bremner Extension and Spadina Avenue, and the Bremner Extension and Bathurst Street.
- Canopies will be permanent, well-maintained, and of the appropriate height and width.
- At the south edge of Blocks 22 and 25 along Spadina Avenue adjacent to the Gardiner where there is no build-to requirement, a permanent colonnade structure is preferred, which can either be stand-alone as part of the park entrances or incorporated into a building.
- Bathurst Street and Spadina Avenue will each have a continuous colonnade system to provide weather-protected access across to the waterfront.
- Bathurst Street may be reconstructed after the development of Blocks 36 and 37. Integrated colonnades within the new development for pedestrian circulation are to be linked by bridges to the existing Bathurst Street bridge as an interim condition.

Bridges

Design of Permanent Pedestrian Bridge

A design competition is encouraged for the permanent pedestrian bridge and the design team will include an artist. Similar bridges in the Toronto region are the John Street bridge (52-metre span, 15 metres wide), the Humber bridge (100-metre span, 6.5 metres wide), the Mimico bridge, the Wallace Avenue rehabilitation and the Innis Avenue bridge. The design process for this bridge will include further participation of the Railway Lands Urban Design Advisory Group.

The following considerations will be included in the design brief for the pedestrian bridge:

- Sufficient widths to accommodate two-way, bicycle and pedestrian use
- Use/lane distinctions: colour, texture changes, low barrier or edging
- Connections to the northern linear park, the community park, the community centre and the school
- Locations for public art
- Lighting (including low-level lighting of the bridge deck)
- “Landmarking” or identification features such as the verticals of the John Street bridge, or the arch of the Humber bridge, for example
- Improve sidewalks along Front Street and south secondary street
- Signage
- Seating

Temporary Pedestrian Bridge

The objectives and guidelines for the temporary bridge at Dan Leckie Way are the same as in the previous section, except that this bridge will be constructed for at least a 20-year life span.

Dan Leckie Way Bridge

- The Dan Leckie Way bridge will be built early, including the vehicular bridge over the rail corridor and connections across Lake Shore Boulevard West.



John Street pedestrian bridge: connecting the city to the Railway Lands



Humber River pedestrian/cycling bridge

- The phasing of the bridge will not take precedence over the construction of the Bremner Boulevard Extension.

Design of Spadina Avenue Bridge

- A split-level sidewalk could be constructed along the Spadina Avenue bridge, with one level following the grade of the street, and another level aligning with the finished floor level of the adjacent buildings. Both levels will be designed as part of a single public walkway, with frequent connections and clear views.
- The design of the bridge will recognize the long-term potential for retail uses being incorporated into the structure of the Spadina Avenue bridge.



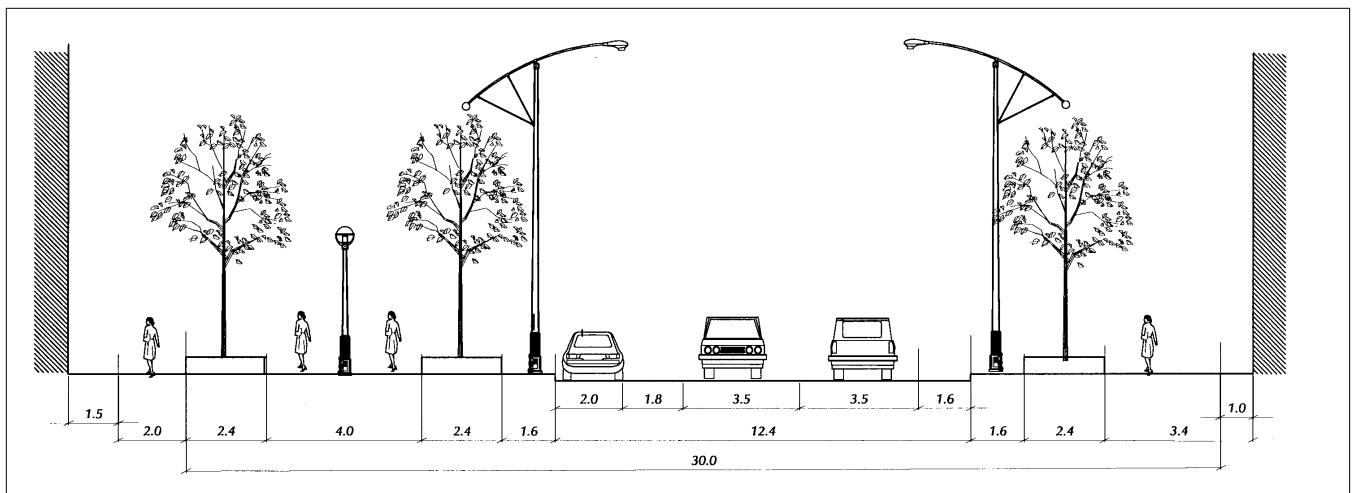
Esplanade sidewalk, Crombie Park

Streetscapes

- On Spadina Avenue, Dan Leckie Way and the north side of Bremner Boulevard / Bremner Extension, a second row of trees to complement curb-side street trees will be secured and coordinated at the time of site plan approval.
- Pedestrian scale lighting and general street lighting are proposed to follow the theme as developed by the City and implemented along the constructed Railway Lands streets.
- Lighting fixtures are to be “Railway Lands” types, and will be both high level and pedestrian-level luminaires. This fixture type will extend into parks and other publicly accessible open spaces. Smaller residential streets will have a lower-scaled, closer-spaced, lower-intensity light quality.

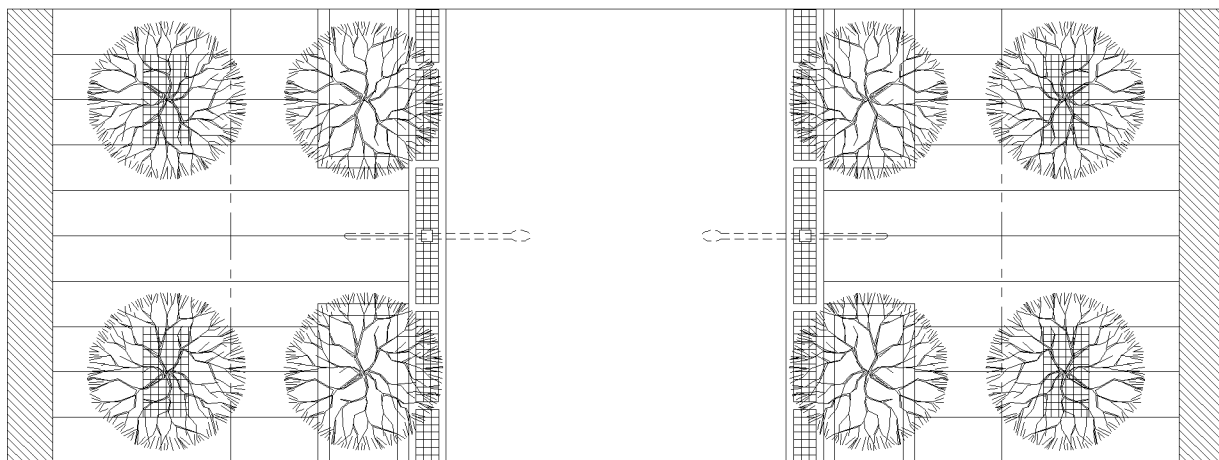
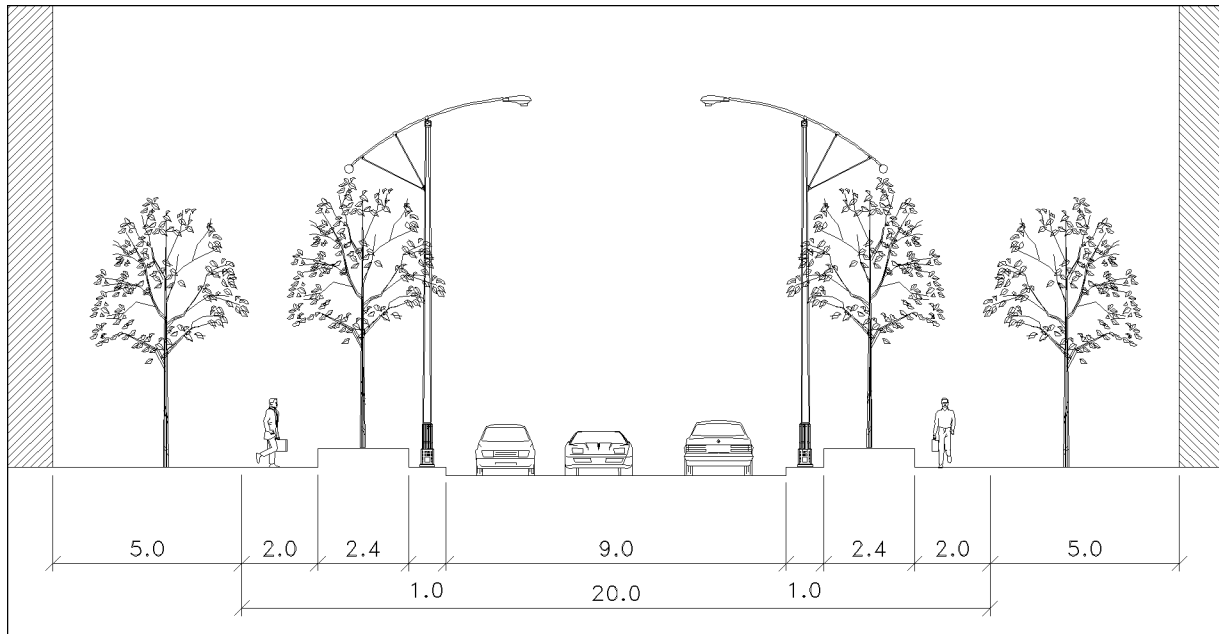
Pedestrian Crossings at Major Intersections

- Preliminary designs will be reviewed for the intersections at: Lake Shore Boulevard and Bathurst Street, Dan Leckie Way, Spadina Avenue and Rees Street; Spadina Avenue and Bremner Boulevard / Bremner Extension; and Bathurst Street at Bremner Extension–Fort York Boulevard. Full pedestrian movements and signals will be incorporated.



Bremner Boulevard, Spadina to Bathurst preferred option, north side promenade

RAILWAY LANDS WEST AND CENTRAL



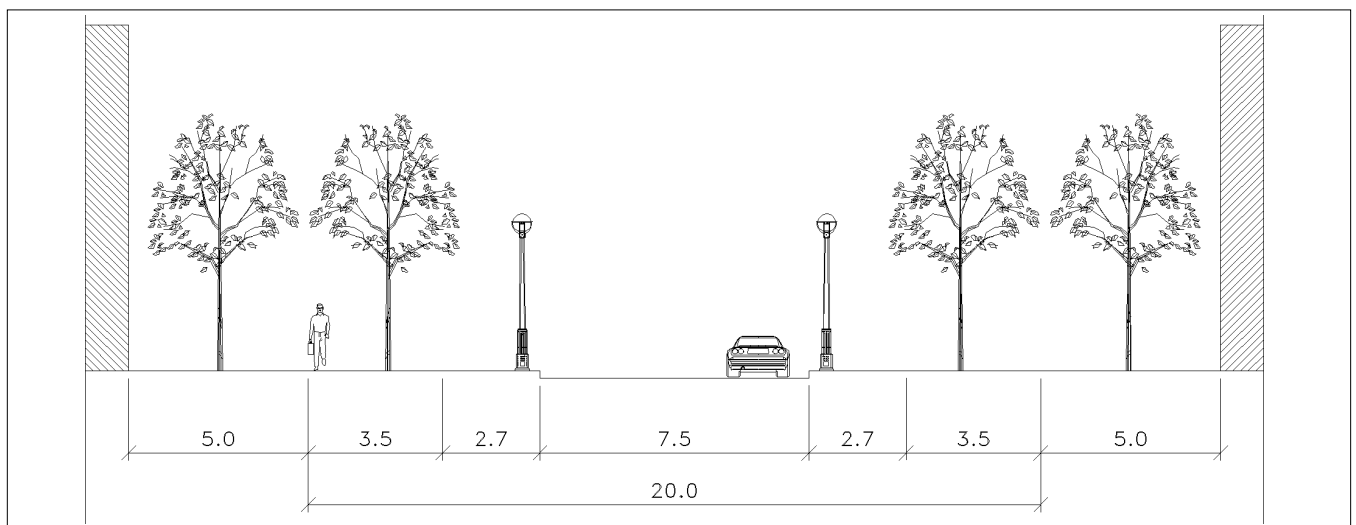
Portland Street

Setbacks, Mid-Block Pedestrian Connections and Courtyards

Privately Owned Setbacks and Open Spaces

The provision of publicly accessible, privately owned open spaces in the Railway Lands West and Central continues a tradition in Toronto of providing high quality open spaces as part of development. These open spaces will complement the public open space system and proceed incrementally with development.

- Develop private gardens, setbacks and courtyards as complementary spaces related to the public open space system.
- Developments facing Spadina Avenue and at the corners of Bremner Boulevard / Bremner Extension will extend the public streetscape to the building face on setbacks. Additional trees will be placed level with the ground and on privately owned setbacks at regular intervals.
- The primarily residential streets running north and south from Bremner Boulevard / Bremner Extension may have soft landscaped setbacks between the public sidewalk and building face. This area will provide an additional zone for landscaping. Elements in the setback, including hedges and trees, will be planted flush with the adjacent sidewalk or provide a transition up from the public sidewalk to the finished floor of adjacent residential units.
- Architectural elements of traditional residential architecture are encouraged here, including stoops, low hedges, fences and gates.



Local streets meeting 5 metre landscape setback

Mid-block Connections

Mid-block pedestrian connections are encouraged within the development parcels, and are intended to be designed as pedestrian landscaped mews.

- The design of these spaces will visually and physically connect Bremner Boulevard / Bremner Extension sidewalks to the linear parks.
- The sidewalks will be flush to and connected to the public sidewalks to the north and south. Any changes in grade will be taken up in a manner that minimizes stairs and is accessible.
- On Block 20, the east edge will define an open space. If there are residential units at grade they will face this open space and have a transitional landscaped “front yard” zone.
- Mid-block connections will provide pedestrian access and an address to individual residential units along their frontage.
- Any paved area necessary for service access to the adjacent blocks will be integrated into the larger landscaped design for the space. The space will contain elements of the design language of the adjacent public realm such as decorative paving, pedestrian scaled lighting, benches and if practical, be accessible to the general public.

Residential Courtyards

Courtyards will be formed by most of the residential developments. Their principal role will be to provide for an on-site open space amenity for the residents in the adjacent development. In the context of site plan review for the first development on a block, applicants will be expected to demonstrate a coordinated design concept which will provide appropriate grading, facilities for pedestrian circulation and landscaping, coordinated servicing and automobile access and connectivity to the adjacent lands to maximize amenity and usefulness for pedestrians. To be most effective, the courtyard will have a unified landscape design with open space amenity such as gardens and play areas on individual sites shared with those of the block.

The design of residential courtyards will consider:

- Venting for parking garage below
- Air quality
- Noise quality



Tree and shrub planting between base buildings and sidewalk

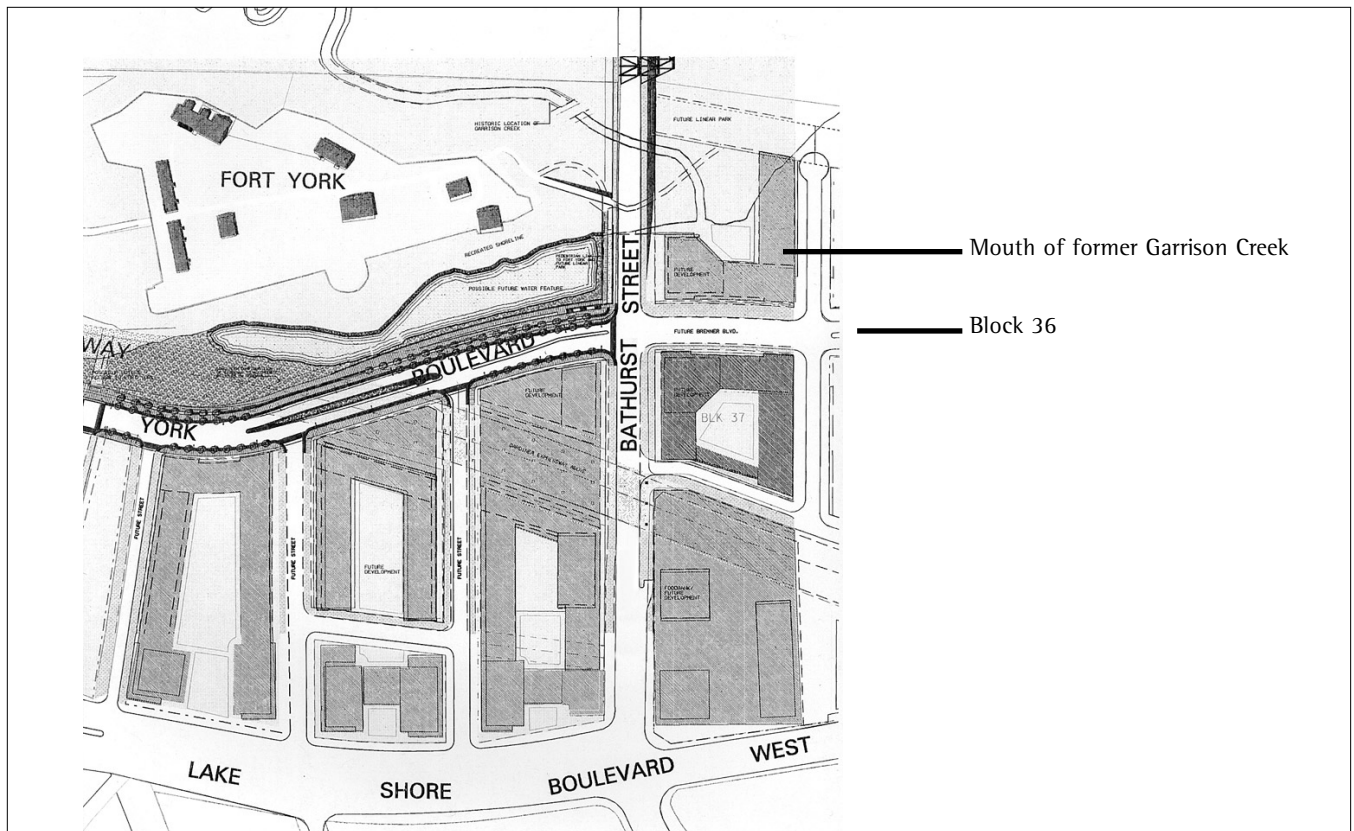


Well landscaped residential courtyard at Queen Street and Brooklyn Avenue

- Sun/shade patterns
- Access from units
- Access from street
- Impact of rail corridor (particularly Blocks 21 and 28).
- In addition to the above, courtyards will have low-level lighting, wheelchair access, solid surface pathways, benches, garbage receptacles and weather protection. Secured gates will prevent the general public from access, but will be designed to be visible and accessible to residents. A view into the courtyards from adjacent streets, parks, walkways and surrounding units allows informal surveillance.
- Elevated courtyards will not have any service functions.
- Trees planted on slabs in courtyards will have appropriate soil cover on top of waterproofing to permit the design intent to be met.

Block 36

- A portion of the Block 36 residential courtyard has been given to the interpretation of the mouth of the former Garrison Creek. The on-site amenity and uses are reduced by the change in size of the courtyard. The amenity and uses associated with courtyards in the district will be relocated to the roofs of the buildings on this block.
- Special care will be taken in designing roof-top amenity space to provide adequate shelter from prevailing winds with architectural and landscape elements to promote comfortable use.



Public Transit Facilities

- TTC stops along Bathurst Street, Spadina Avenue and Bremner Boulevard / Bremner Extension will be co-ordinated with building entrances, location of adjacent weather protection, crosswalks and pedestrian routes through and around adjacent blocks.

Phased Implementation and Long-Term Planning

The development of the Railway Lands will occur incrementally over a long period of time. It is important to consider the following interim measures and long-term strategies as these lands develop.

Landscaping Undeveloped Blocks

- Undeveloped blocks will have setback areas planted as part of the public sidewalk area, a fence or barrier at the build-to lines, and hydroseed planting.
- Streetscape paving, planting and lighting will occur at the time of the road construction.

Dismantling of the Gardiner

- Blocks abutting the Gardiner Expressway will be designed to anticipate future dismantling of the structure with appropriate setbacks, window treatment, building access, and openings between buildings.
- The ongoing recommendations of the Gardiner-Lakeshore Task Force will be taken into consideration for the design of the southern edge of the Railway Lands West and Central.
- View corridors will be graded to allow for views over the Gardiner where possible.

Building over the Rail Corridor

- Initial grading of the lands immediately south of the rail corridor between Dan Leckie Way and Spadina Avenue will not preclude the construction of a deck over the rail corridor. Development along the northern linear park will not preclude this possibility.
- All temporary uses and structures on these lands will have regard for these guidelines.

Landscaping of interim at-grade parking

- In order to minimize the visual impact of parking at-grade within the Railway Lands, all parking will be screened from the street in a manner that contributes to the continuity of the street edge and provides for the safety of the parking lot user and the pedestrian on the public sidewalk.