



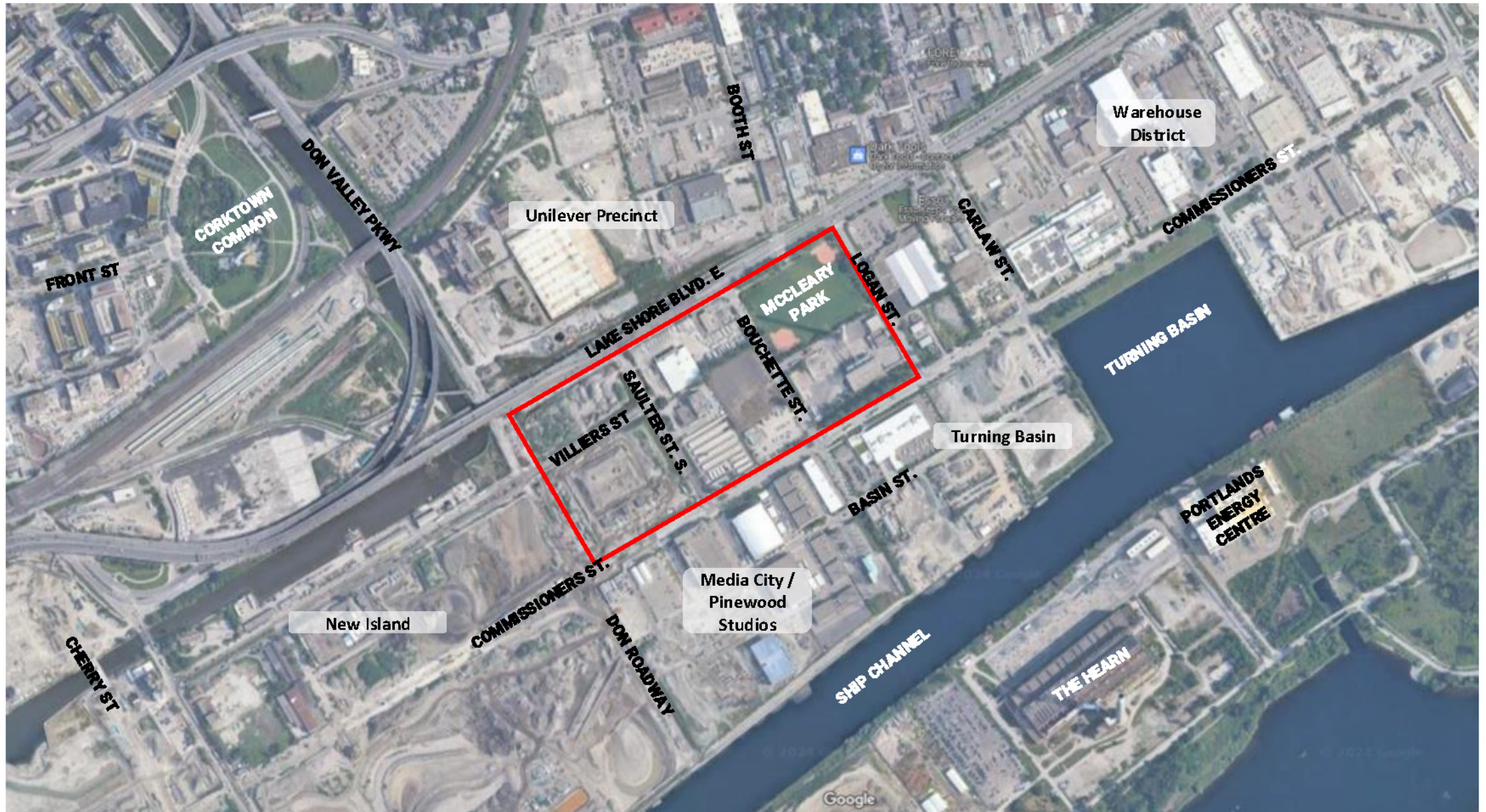
McCleary District Phase 1 Precinct Plan and Zoning By-Law

**Waterfront Design Review Panel
Preliminary Draft Plan**

24.07.2024

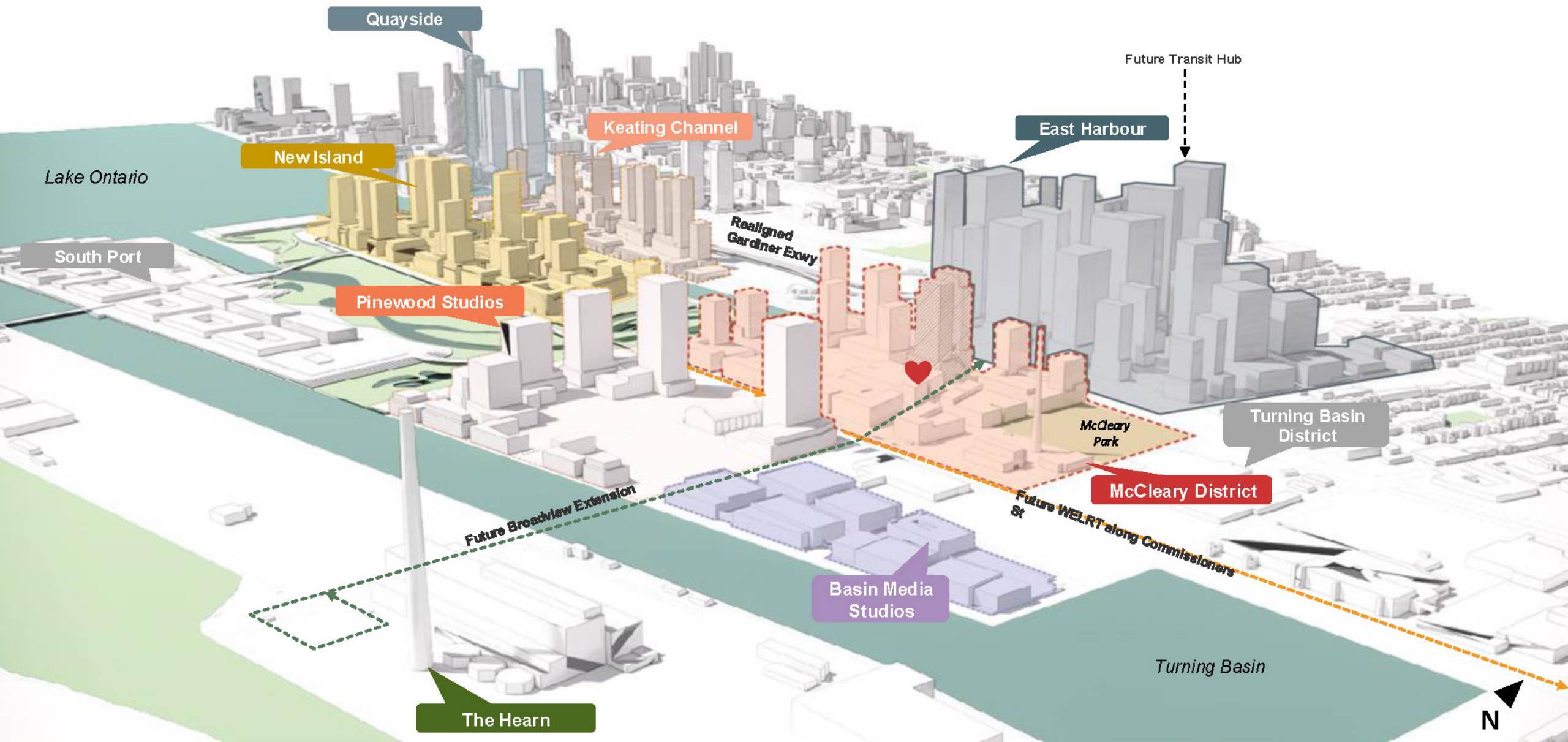
Site Context

McCleary District Precinct Plan Phase 1
Proponent: CreateTO, City of Toronto, Waterfront Toronto
Design Team: Perkins&Will, Diamond Schmitt, DTAH
Review Stage: Preliminary Draft Plan



Future Context

McCleary District Precinct Plan Phase 1
Proponent: CreateTO, City of Toronto, Waterfront Toronto
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Review Stage: Preliminary Draft Plan



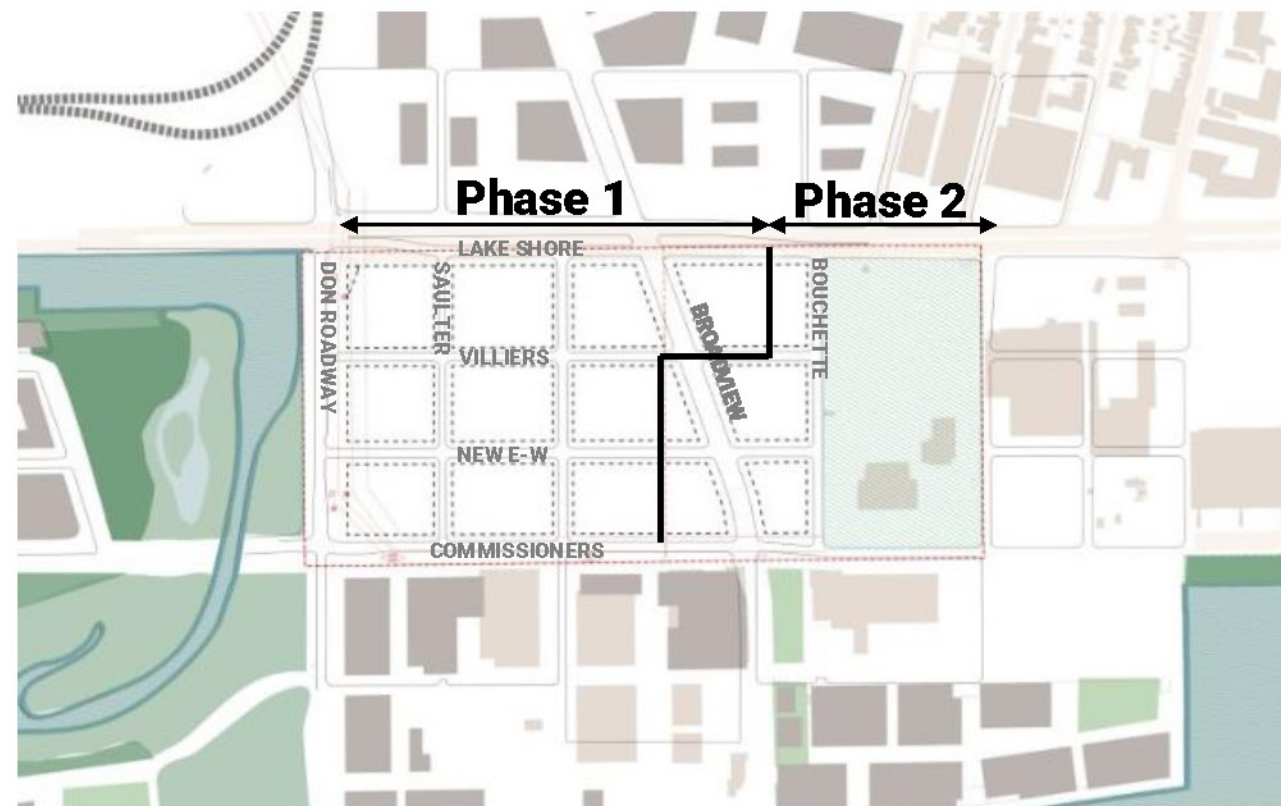
Project Background and Description

Project Description

- McCleary District Precinct Plan (MDPP) and enabling zoning and official plan amendments for Phase 1 Area
- Implementation of direction from the Port Lands Planning Framework
- Working concurrently with review of private applications
- CreateTO is leading the project in collaboration with the City of Toronto and Waterfront Toronto.
- Approximately 60% of Phase 1 Area lands are under public ownership.

Anticipated Timeline

- July 2024 – Stage 2 Preliminary Draft Plan
- October 2024 – Stage 3 Final Draft Plan
- December 2024 – Report to Planning & Housing Committee and Council



Fixed vs. Flexible

Fixed elements derived from and consistent with the Port Lands Planning Framework and Central Waterfront Secondary Plan:

- Major streets
- Height peak along Lake Shore Boulevard East, stepping down towards Commissioners Street
- 40m tower separation
- Policies supporting a high quality public realm
- Emphasis on Production, Interactive and Creative ("PIC") uses to support the film cluster and create a distinctive use mix
- View corridors

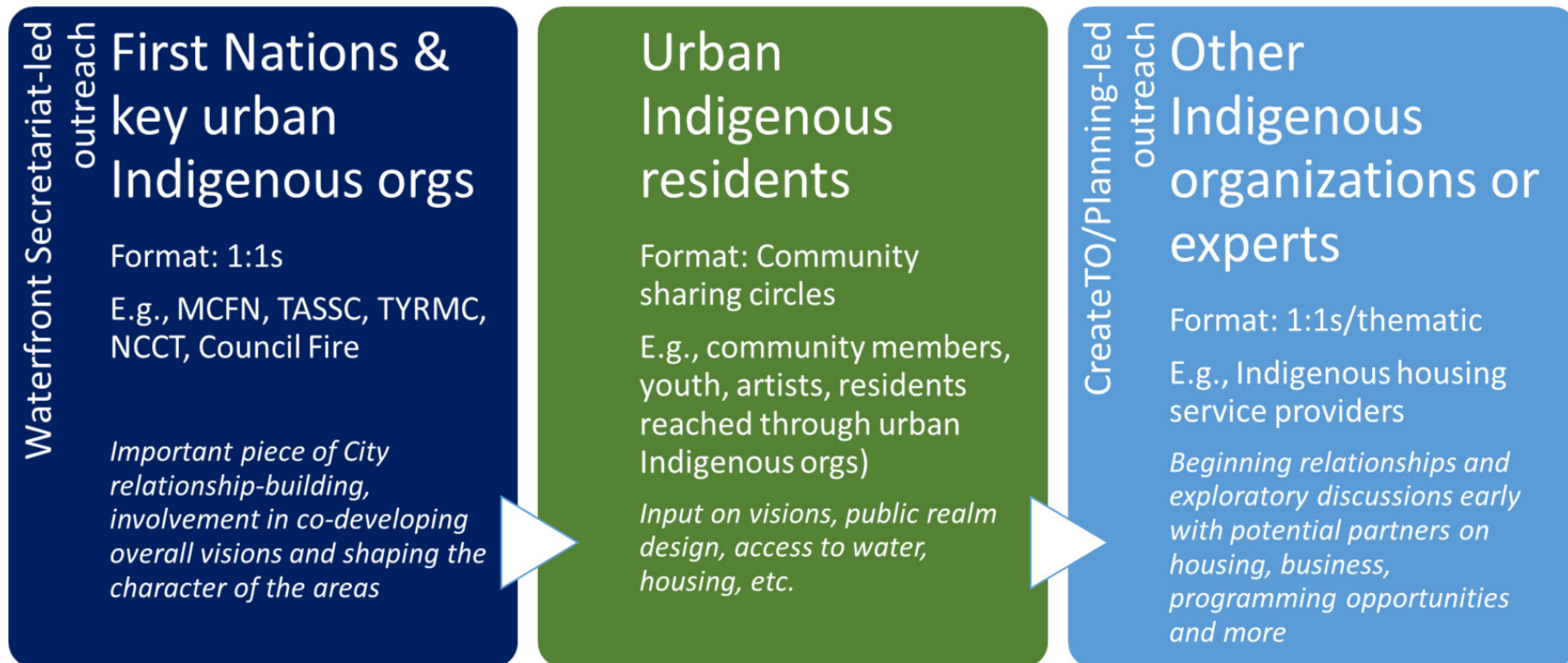
Elements we are **testing**:

- Local street character
- Open space network
- Density and height
- Building typology
- PIC use and commercial activation strategies

Additional considerations to be factored in:

- Airport flight path
- Noise, odour and air quality
- Sustainability

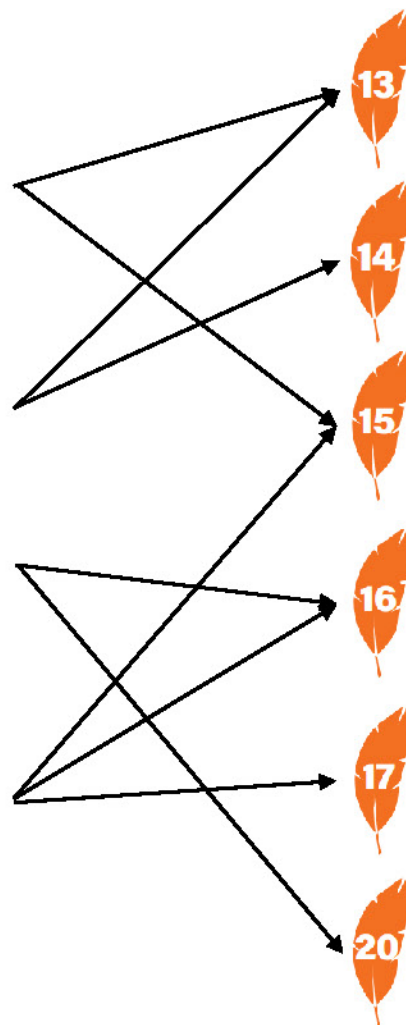
Indigenous Engagement Strategy



Delivering on TO's Reconciliation Action Plan

What We've Heard (So far)

- Environment & Climate Change
 - Connect the land and water (less concrete, more planting; relate and connect to the river valley)
- Housing & Intensification
 - Co-develop Indigenous-led solutions to the growing housing challenges.
 - Provide economic opportunities for Indigenous businesses.
- Placemaking & Placekeeping
 - Incorporate Indigenous languages, arts and culture in public spaces



RAP Alignment

- Support Indigenous Health and Well-being
- Increase Access to Affordable Housing
- Support Indigenous Placekeeping
- Celebrate Indigenous Arts and Culture
- Support the Revitalization of Indigenous Languages
- Improve Indigenous Economic Development

Sustainability Plan

Priority Areas



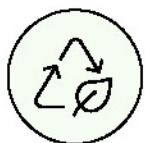
Low-Carbon Transportation

Prioritizing walking, cycling, and public transit



Zero Carbon Buildings

Delivering net-zero development



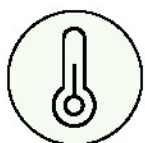
Clean Energy Sources

Enabling all buildings to be fossil-fuel free



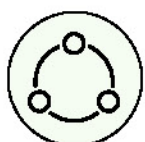
Landscape and Biophilic Design

Designing with nature and its systems



Resilience and Climate Adaptation

Readying for climate-related shocks and stressors



Circular Economy and Solid Waste

Reducing waste and material flow to landfills

Deliverable

McCleary District Sustainability Plan

The Sustainability Plan will help inform the broader Precinct Planning exercise. It will ensure that the McCleary District delivers the sustainability requirements advanced by the Port Lands Planning Framework.

Consultant Team

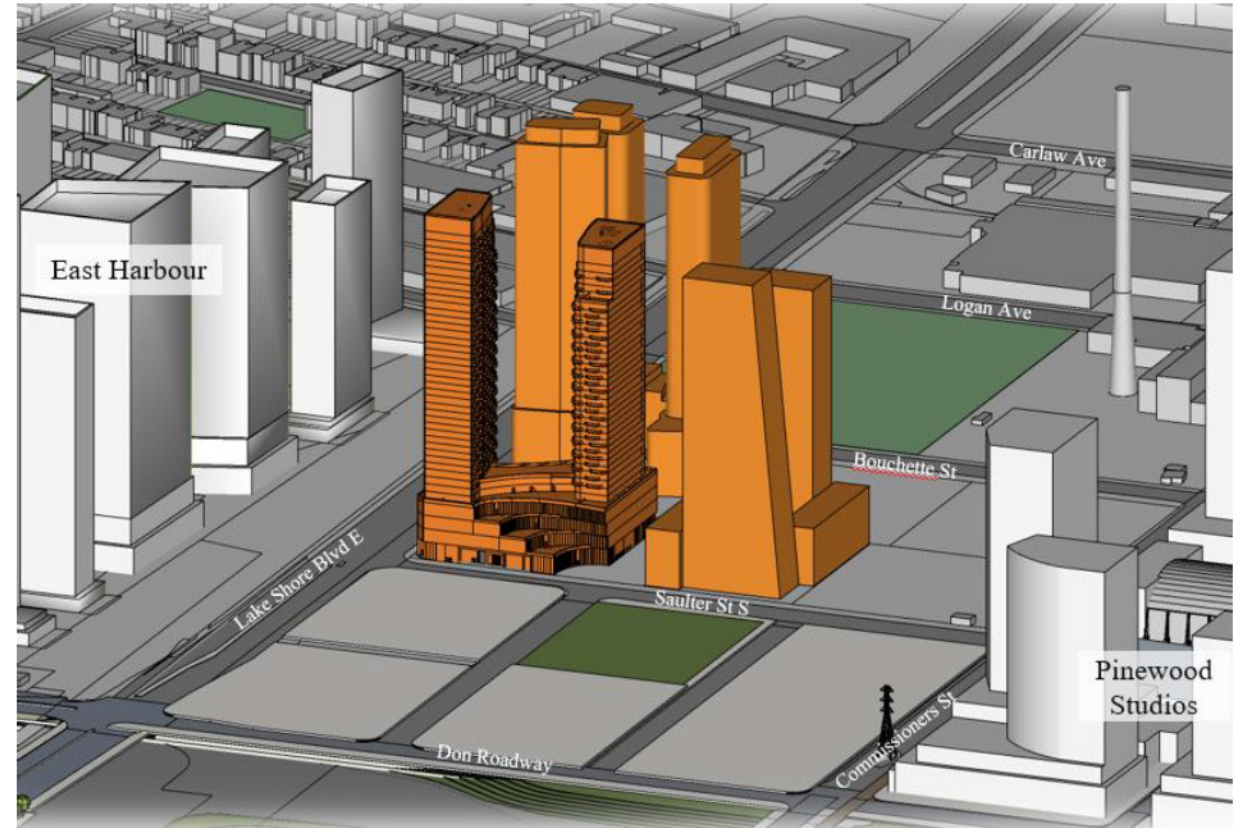


Design Context

Three private applications have been received:

- 685 Lake Shore Boulevard East
- 120 Bouchette
- 115 Saulters

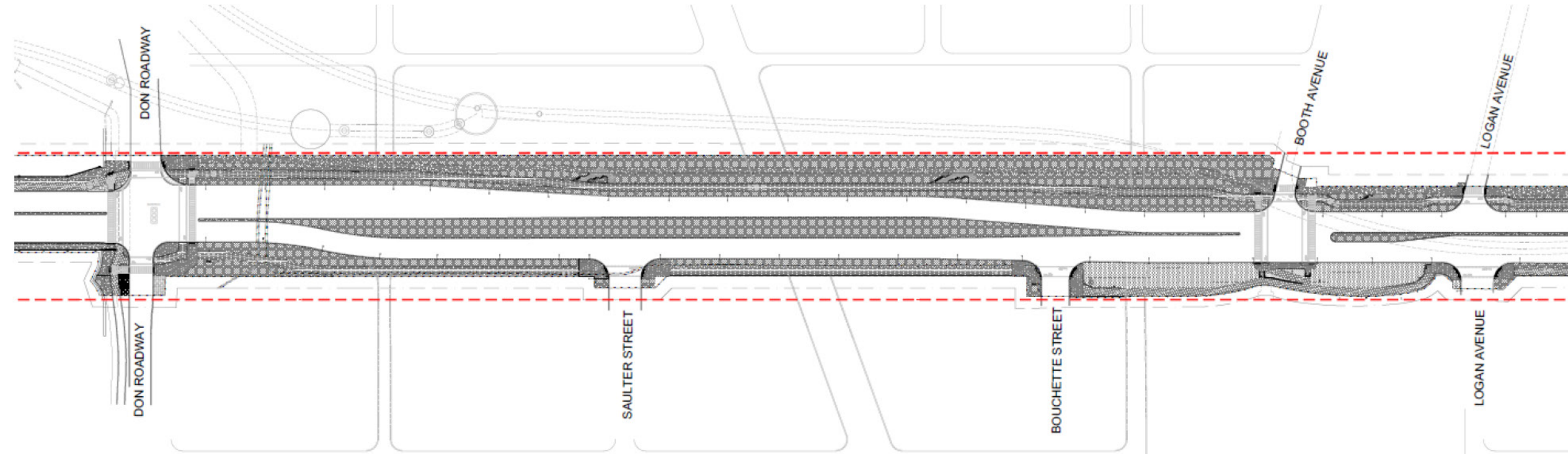
Key components that need to be resolved during the current phase to respond to applicants include the street network, PIC uses, tower separation and affordable housing.



Design Context

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Lake Shore



Design Context

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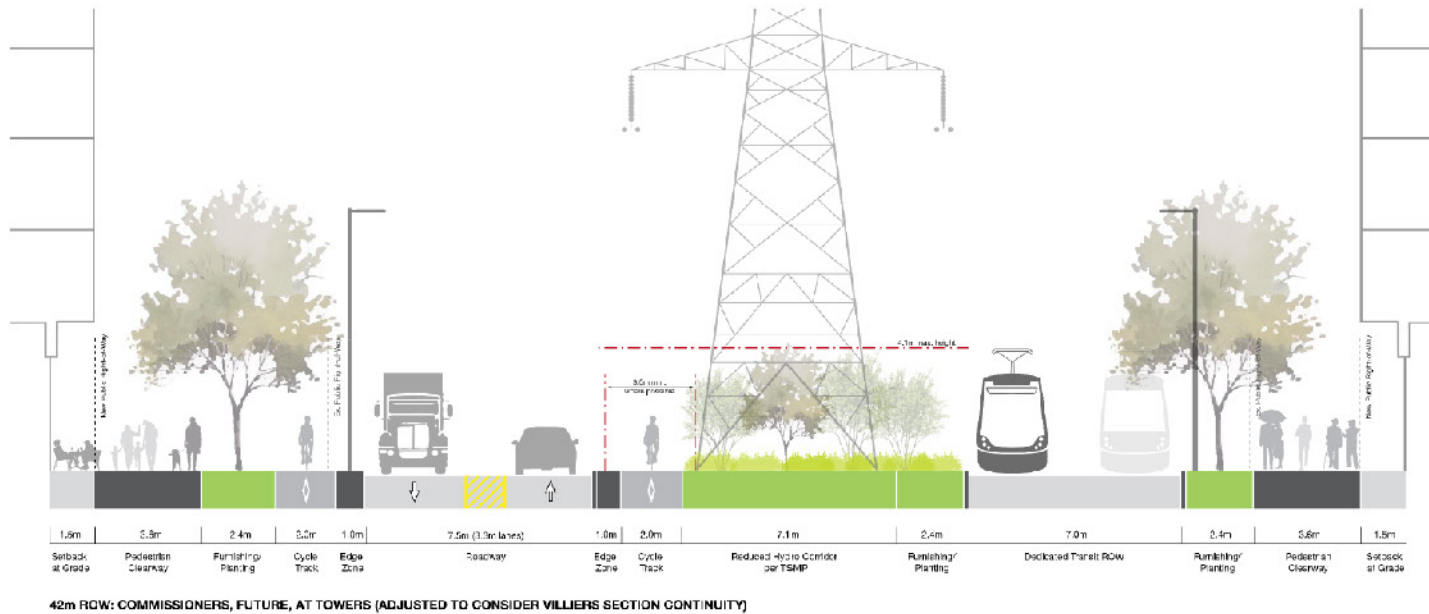
Don Roadway: “A Rivers Edge” street identity



Design Context: Future EA Streets

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Commissioners Street



Design Context: Future EA Streets

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Broadview Avenue Extension: The “Spine”



South of Lake Shore (TSMP; 2017)

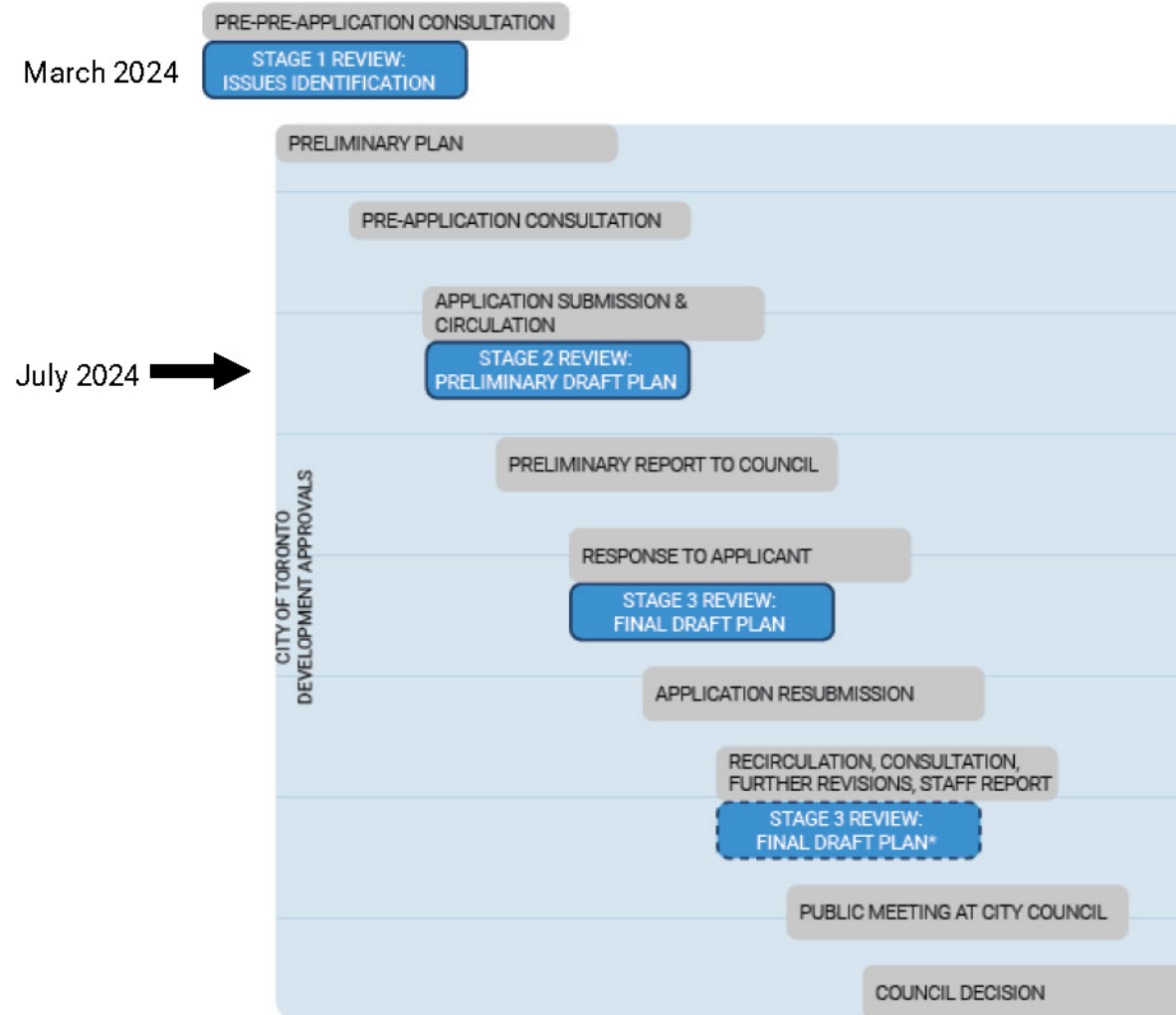


North of Lake Shore (Phase 3/4 EA; 2023)

Project Approval Stage

DRP Stream : Public land – OPA / Rezoning

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Stage 1 Consensus Comments

March 27, 2024

McCleary District Precinct Plan Phase 1
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General

- The waterfront has a successful history of leading with landscape in the planning of new neighbourhood, encouraged the team to strongly consider how this strategy can be leveraged at McCleary.
- It is important to establish a clear vision to celebrate the uniqueness of the district – provide a clear big idea and demonstrate how the design stands out.
- Consider bold ideas in developing the precinct vision, including:
 - Prioritization of green space and restore the natural heritage in addition to the industrial heritage of the site. The site should build on the relationship between land and water - a confluence of these elements.
 - Go beyond the existing street grid and explore a finer grain block pattern and open space network.
 - Expand the network of green spaces.
- Provide clear rationale on the changes from the Port Lands Planning Framework, present studies and analysis to support the proposed strategies at the next review.
- Provide more information on the energy analysis and sustainability strategy for the district and consider a bold strategy here.

Stage 1 Consensus Comments

March 27, 2024

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Urban Design

- Reconsider the need for vehicular access between the Commissioners Street Transfer Station Stack and McCleary Park, consider devoting it to pedestrian only.
- Provide a robust retail strategy at the next review. Consider a concentrated retail area along Broadview Avenue and McCleary Park.
- Given the width of the future Broadview Street extension, it is important to allocate a high level of density along the street.

Built form

- Explore building typologies that permit flexible uses while creating a distinctive character for the district.
- Study the built form in King West as a precedent, create guidelines and zoning that would permit uses that can be flexible to respond to future market, and floor plates and facades that work with both retail/ PIC uses, commercial, and residential occupancy.
- In response to the high-water table of the site, consider the following parking strategies:
 - Above-grade parking in the podium that is 'wrapped' with other programs.
 - Parking structures that can be converted to other uses in the future.

Public Realm

- Do you support the proposed design refinements to the District's street network?
- For the District Park, what do you believe are the critical factors to inform the preferred direction between the two options?

Built Form

- Does the variety of building types address the need to substantially increase residential density while maintaining liveability in McCleary District?
- Are the proposed base building massings appropriate for providing flexibility in land use and protecting for a high quality public realm?

McCleary District Phase I

Precinct Plan and Zoning By-Law

Waterfront Design Review Panel #2

24.07.2024

Agenda

1. RECAP VISION AND PRINCIPLES
2. BIG MOVES
3. OPTIONS FRAMING
4. DEMONSTRATION PLANS
5. PUBLIC REALM
6. BUILT FORM

Vision

McCleary District as a nexus!

McCleary District will be a vibrant, inclusive, mixed-use community that brings together the many disparate functions and characters of the Port Lands and its surroundings. It will be a mixing ground of scale, building type and use, transitioning from high-rise to mid-rise and combining the residential uses that predominate to its west with the Production, Interactive and Creative uses that are focused to its south. The District will be tied together by a spectacular open space and public realm network that stretches from the renaturalized mouth of the Don River through a new district park to McCleary Park and extends nature, water and habitat throughout. McCleary District's proximity to the East Harbour Transit Hub and the new waterfront transit and active transportation network will support a dense, walkable and transit-oriented community.

Guiding Principles

1. Create a **complete community** with new homes for households of all sizes and income levels, including **affordable housing, workforce housing and family-oriented housing**.

2. Foster the economic development of the waterfront by planning for **PIC uses to enhance the Port Lands film and digital cluster** and promote new opportunities for growth industries.

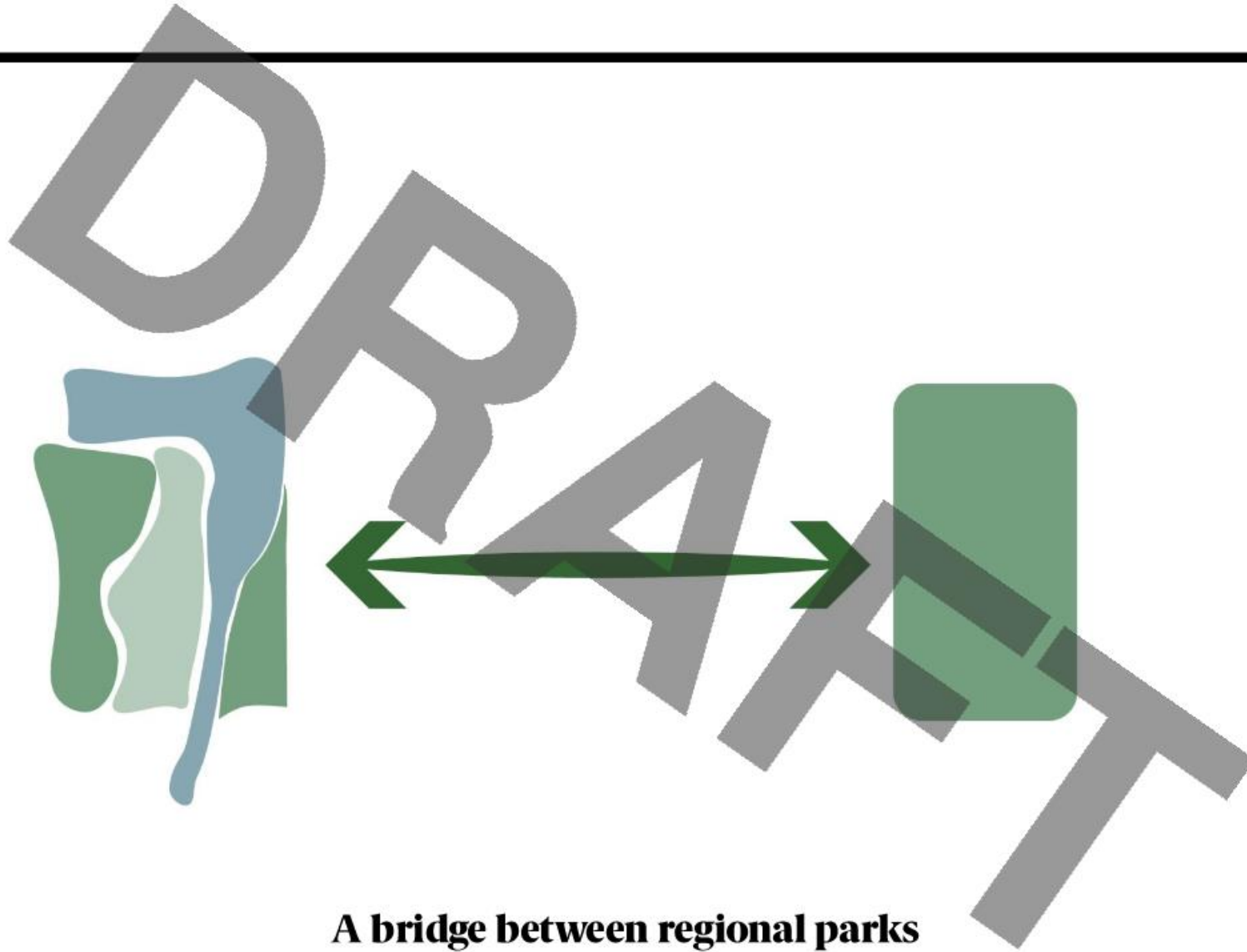
3. Incorporate a **variety of building forms** that prioritize **design excellence and sustainability** and serve the needs of the diverse uses in McCleary District.

4. Prioritize the pedestrian experience with a **walkable, varied street network**, ground floor animation and comfortable microclimate conditions to promote **year-round activation of the public realm**.

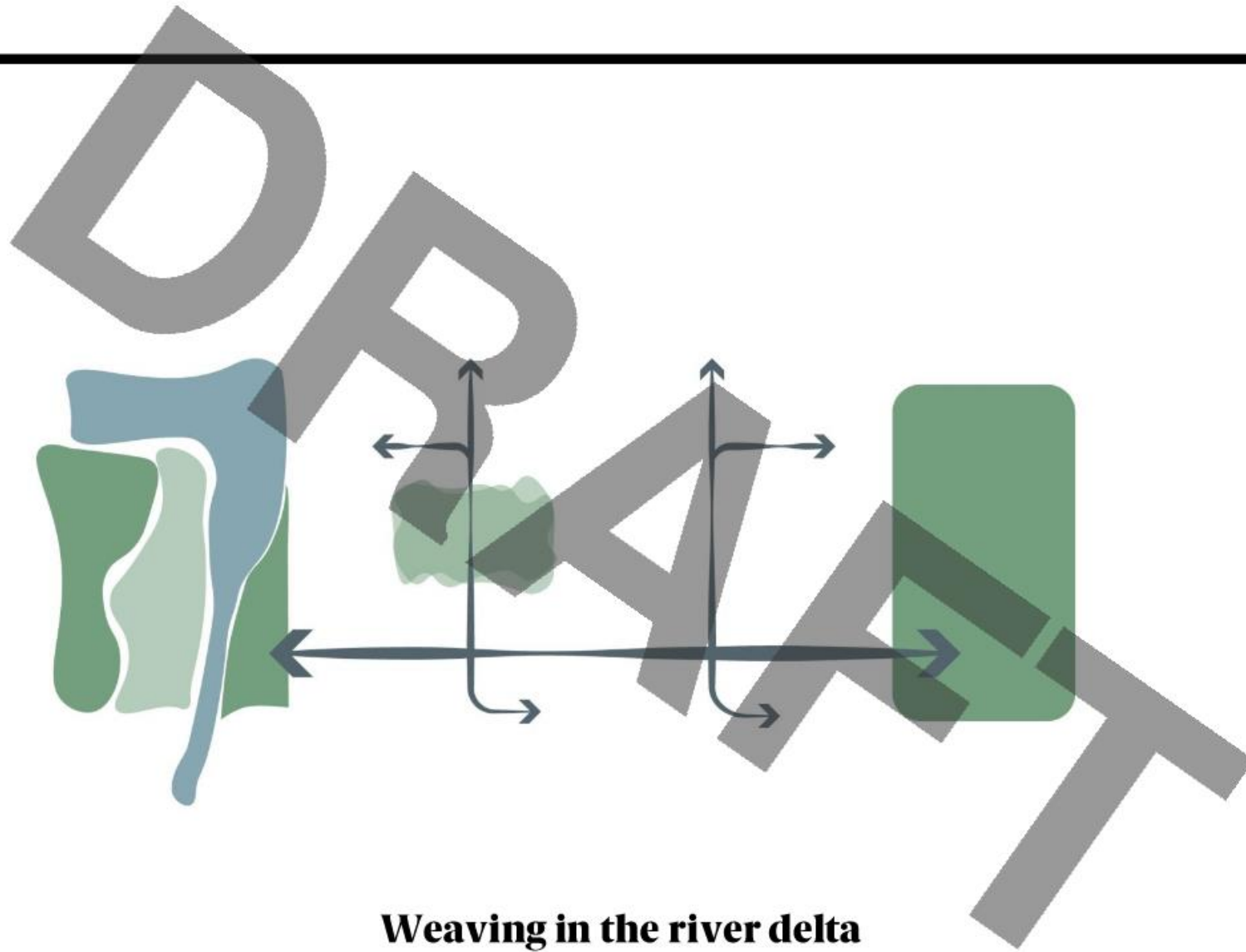
5. **Enhance the Indigenous presence in the Port Lands** by including First Nations, Inuit and Métis traditions, culture and worldviews in planning and implementing the McCleary District.

6. Support a **dynamic and resilient community** with a **blue-green network** of open spaces, including a **new district park** that complements the recreational amenities in McCleary Park and the river valley.

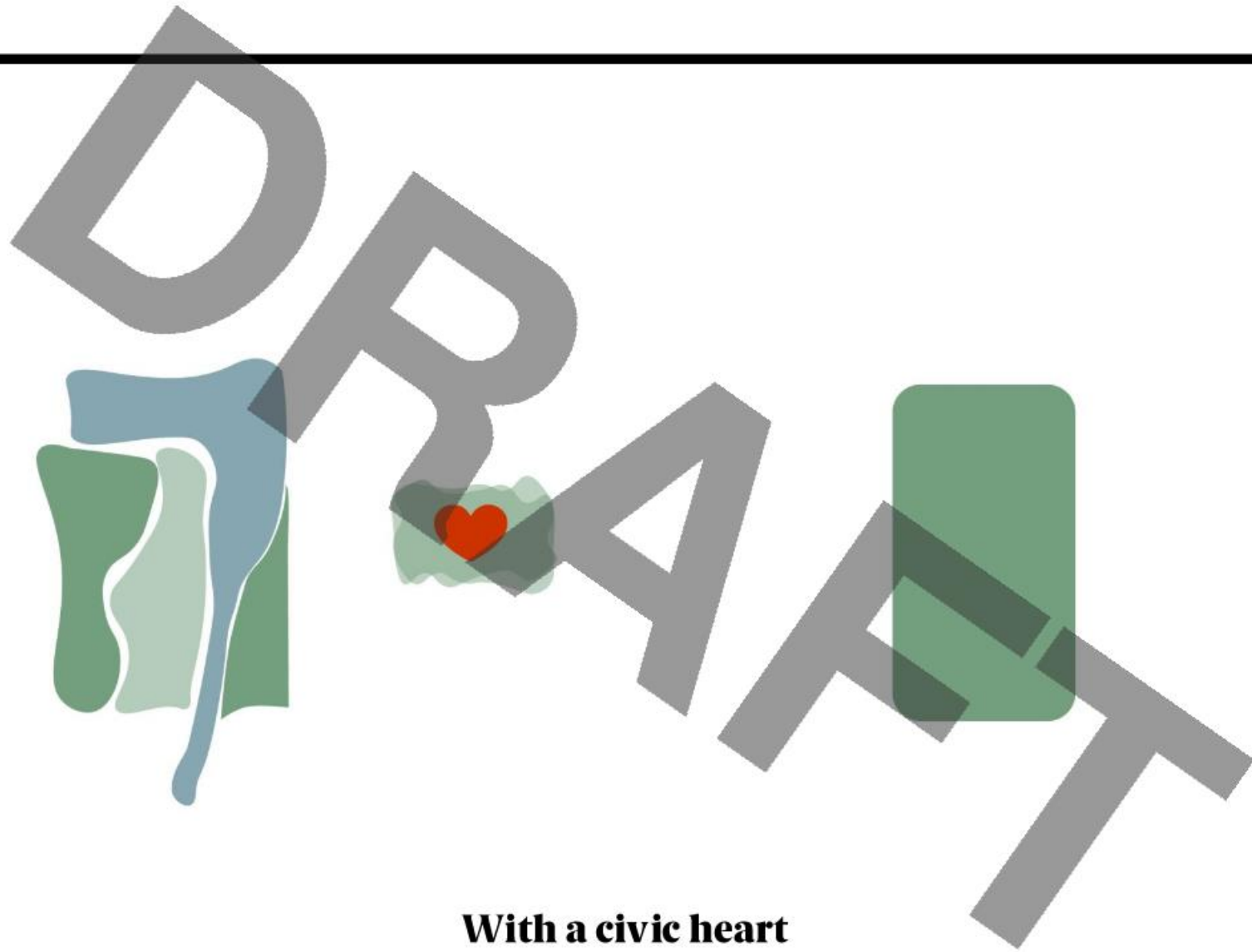
Big Moves



A bridge between regional parks

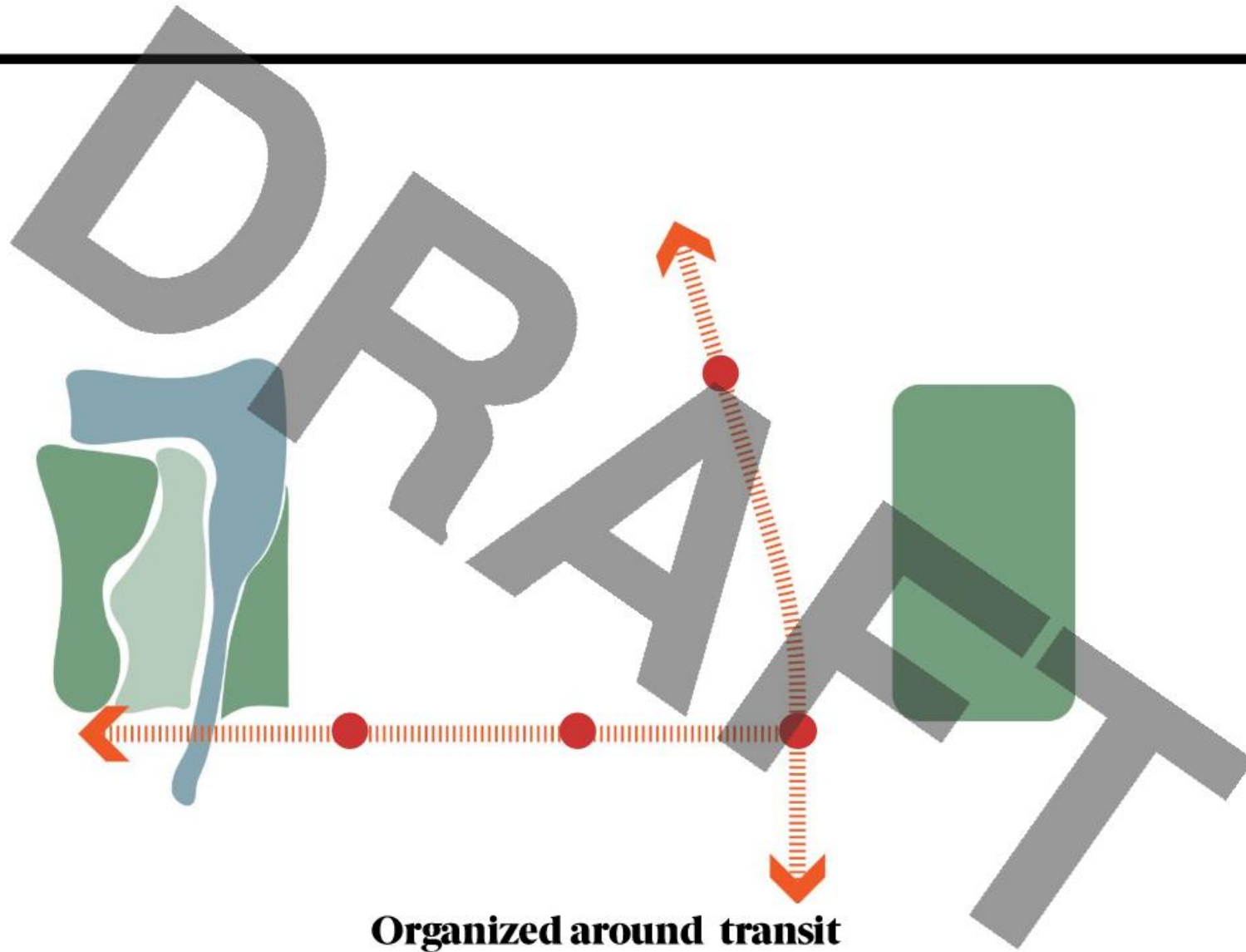


Weaving in the river delta

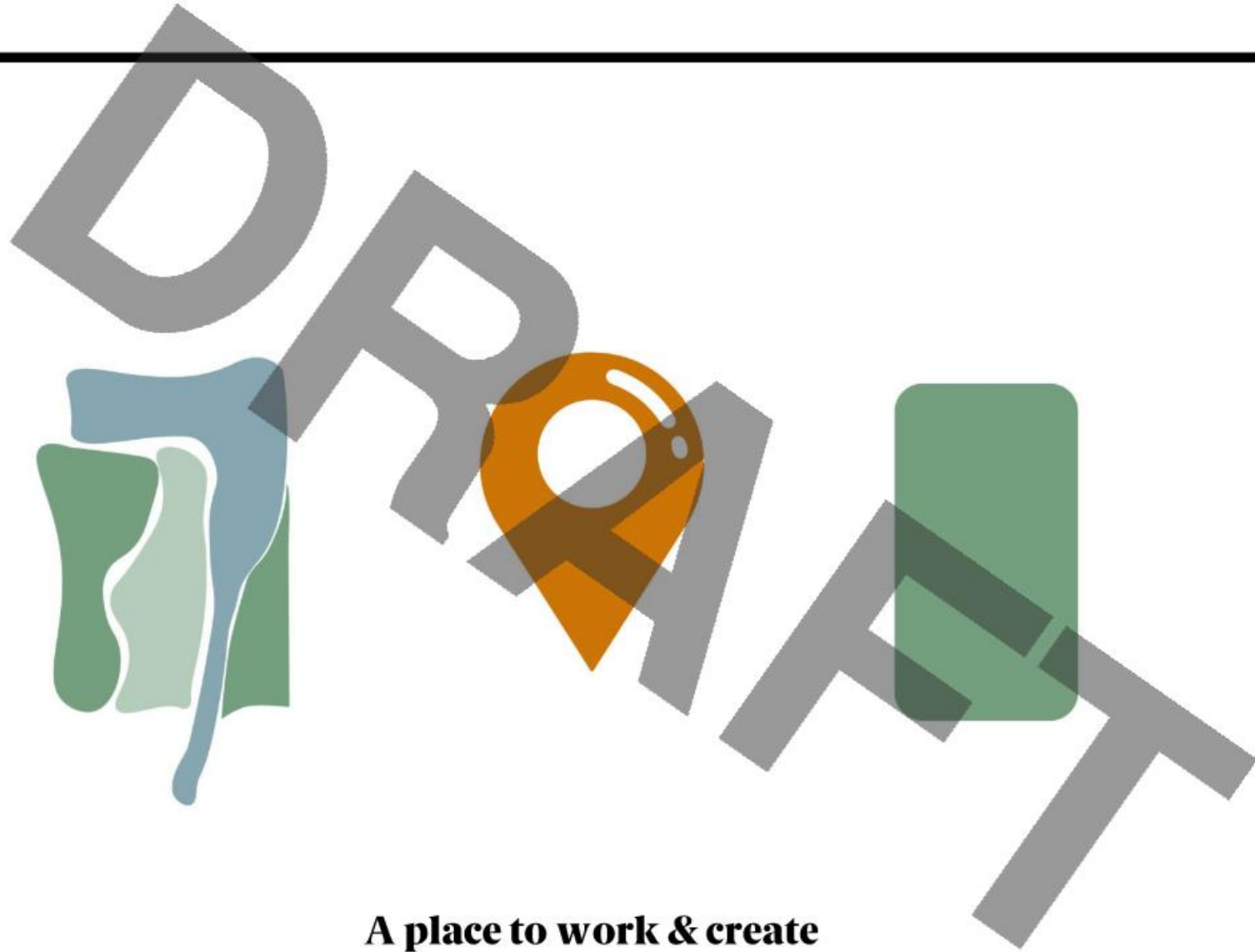


With a civic heart

Big Moves



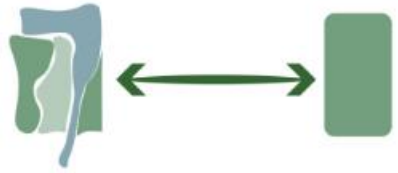
Big Moves



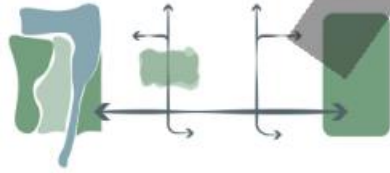
A place to work & create

Big Moves

10



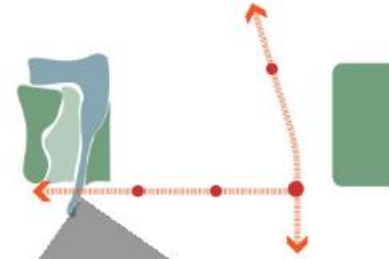
**A bridge between
regional parks**



**Weaving in
the river delta**



**With a civic
heart**

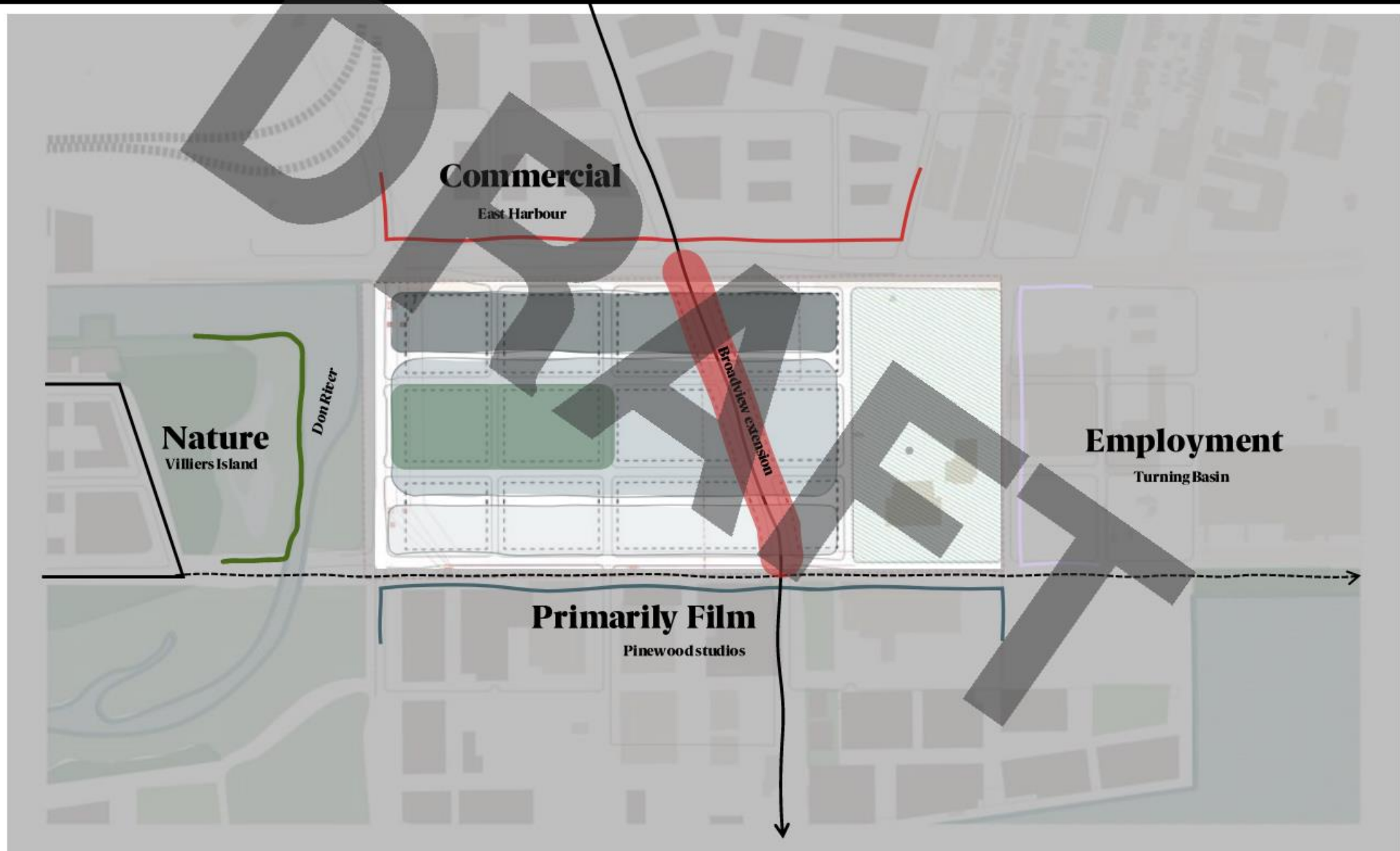


**Organized around
transit**

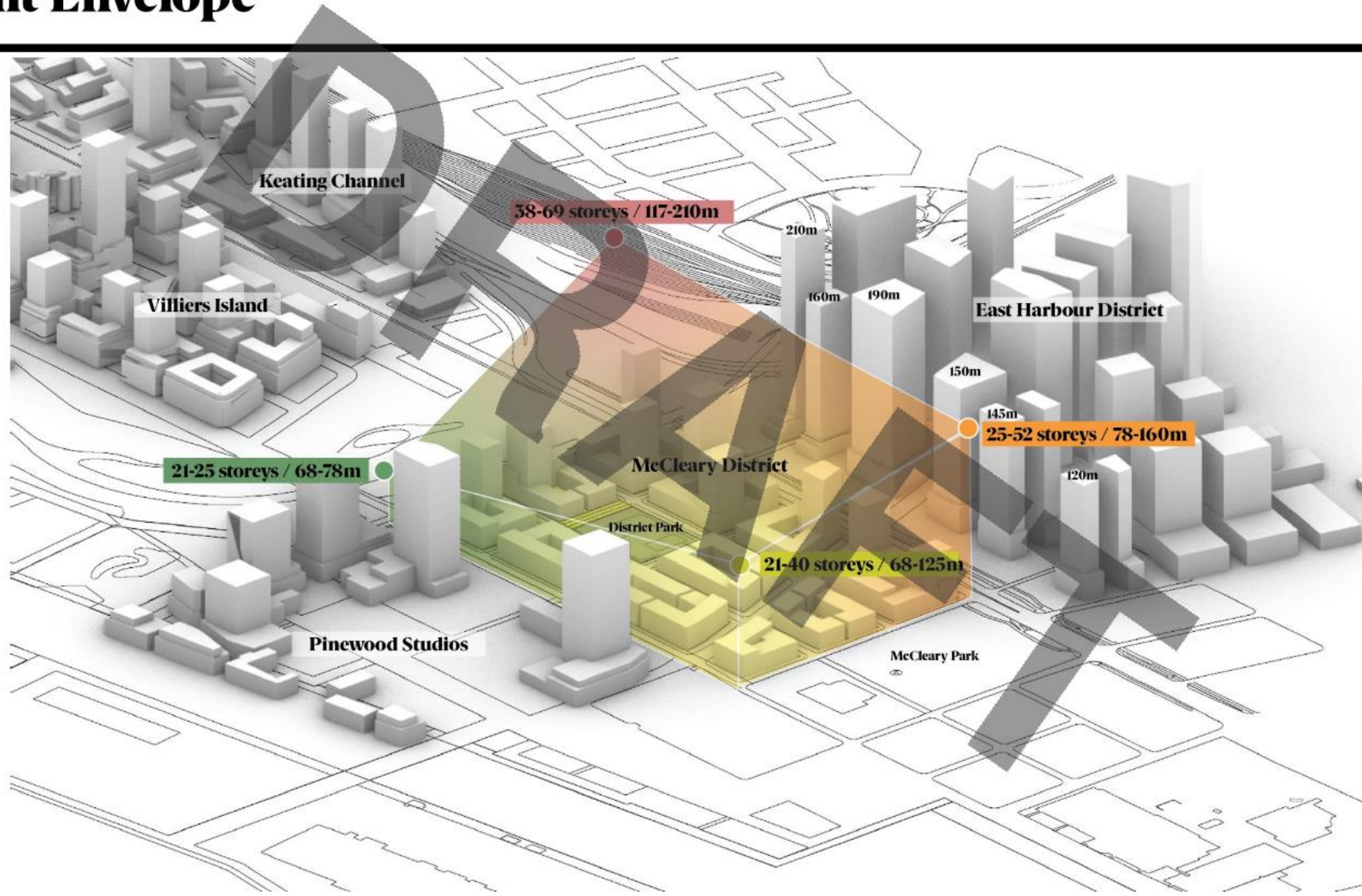


**A place to
work & create**

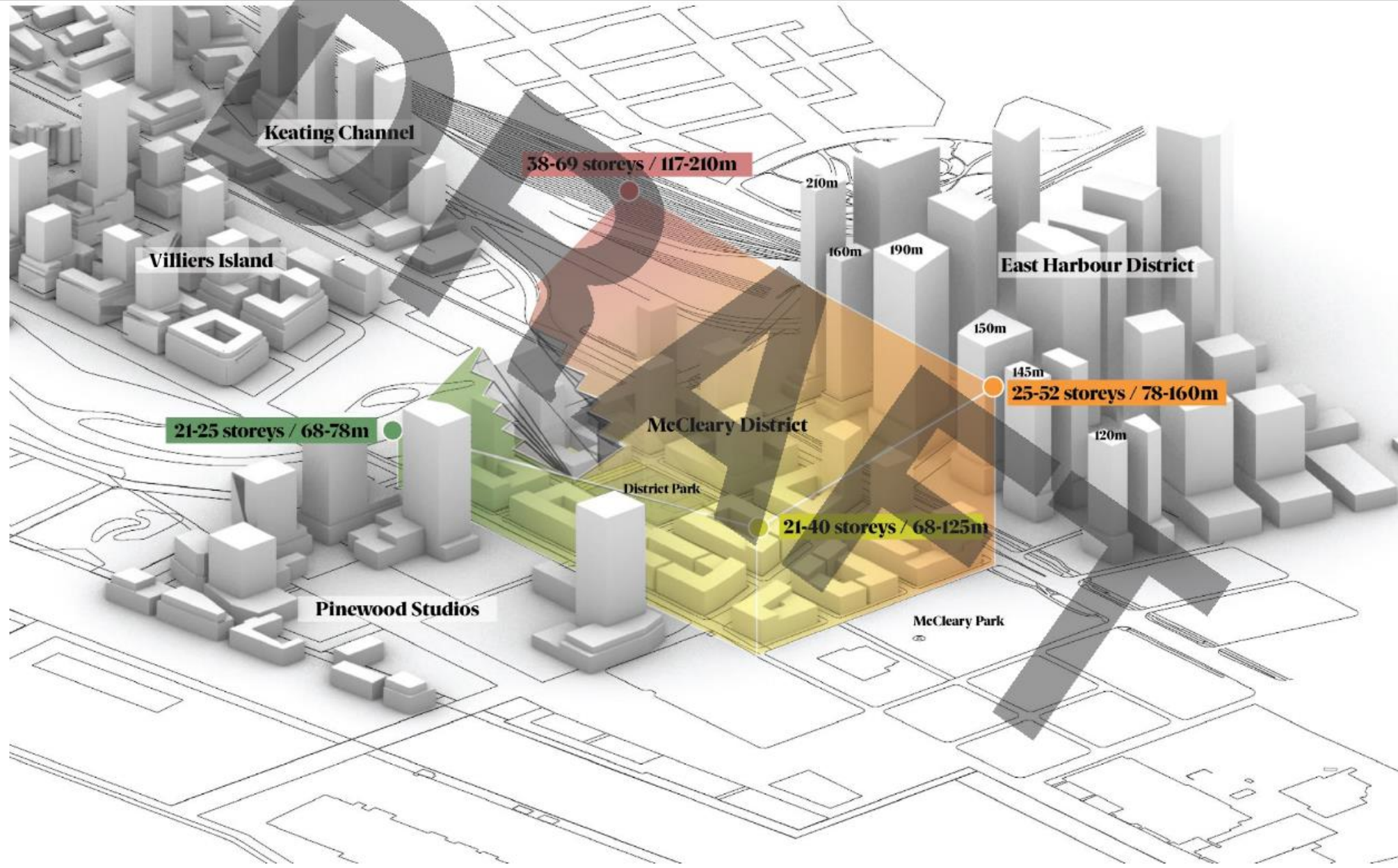
Area Characteristics



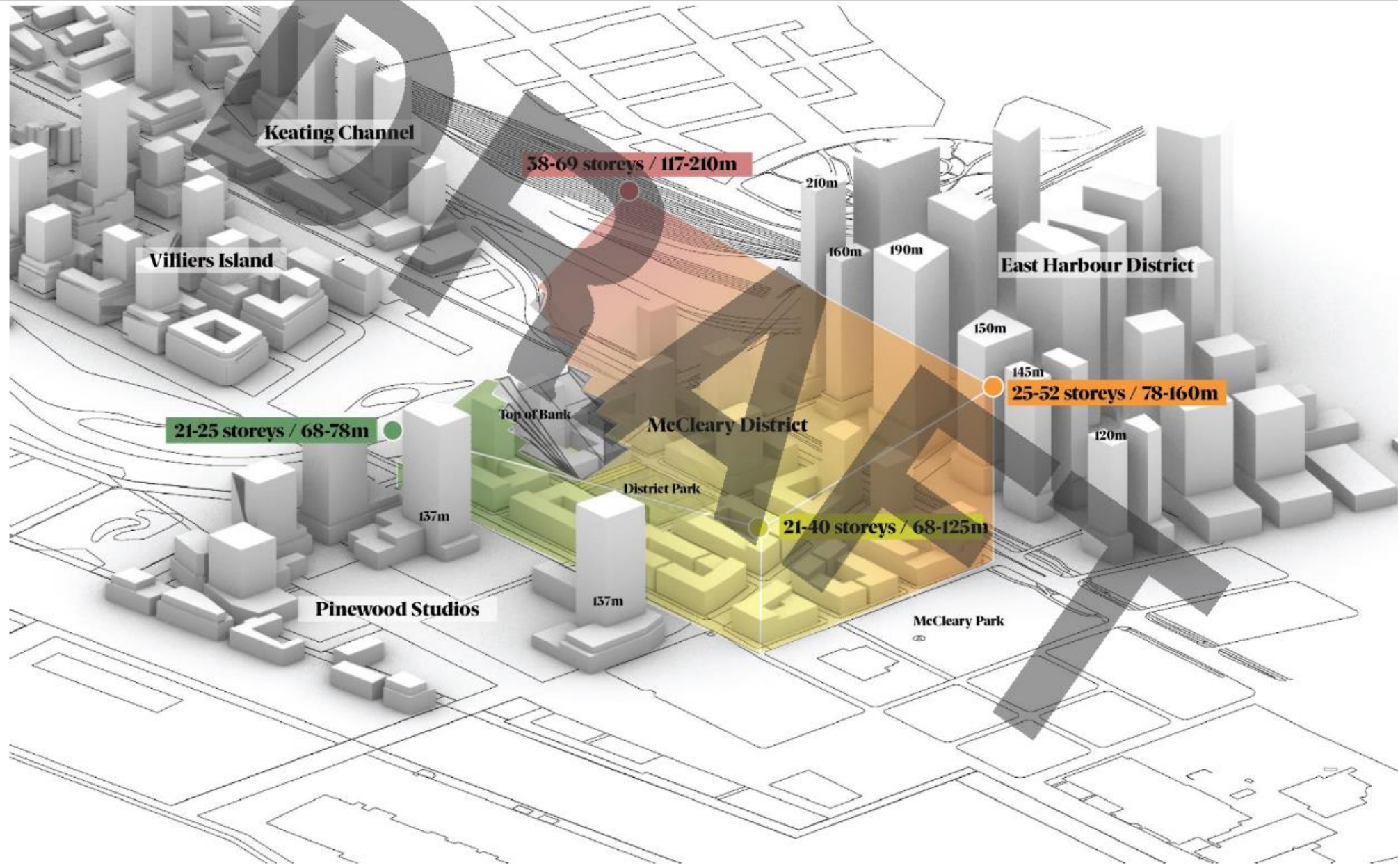
Height Envelope



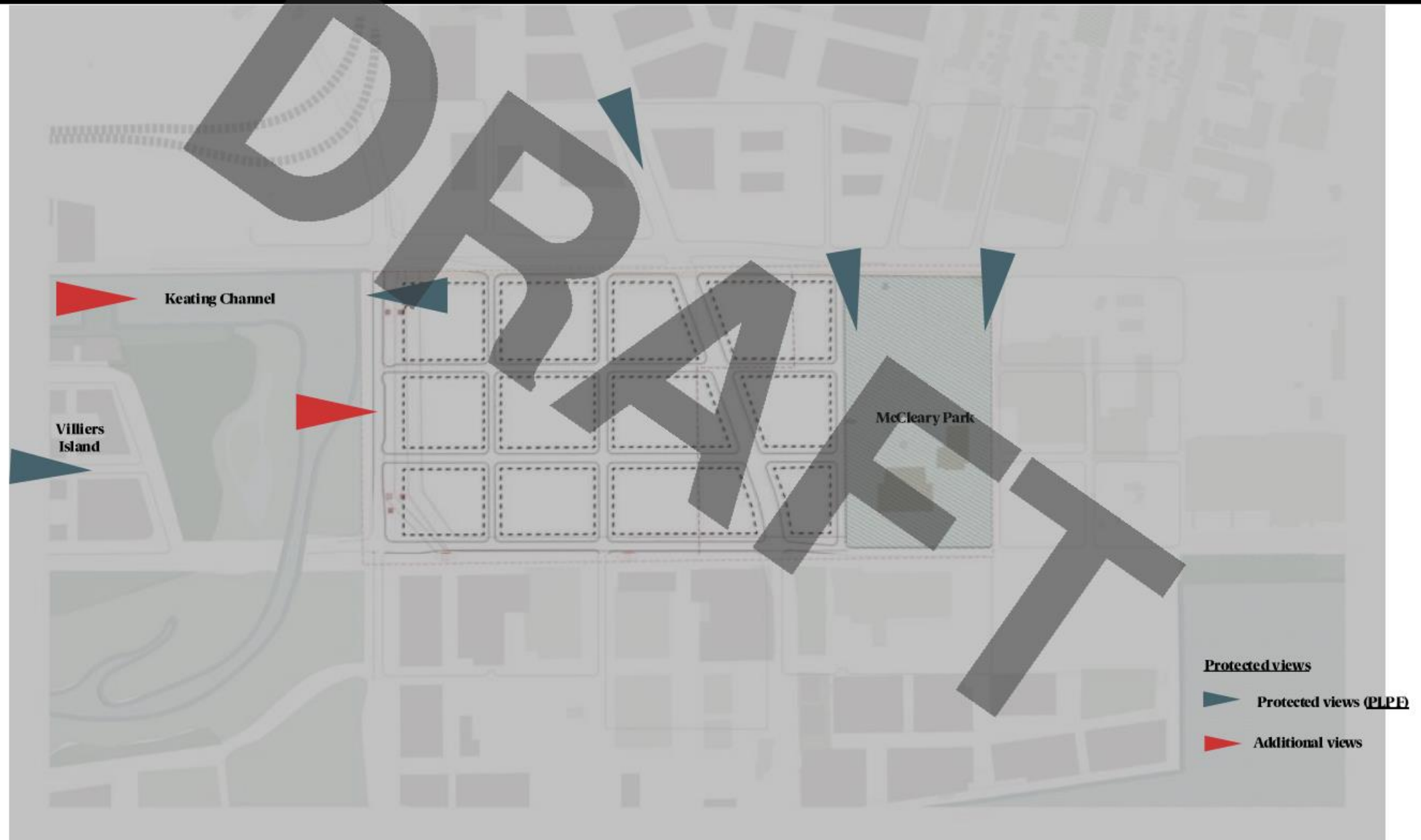
Height Envelope, less park



Height Envelope, less park, less top of bank



Landmarks and Views

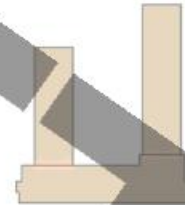


Key explorations

Park Location

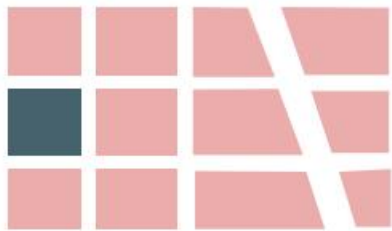


Building Types

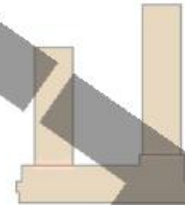


Key explorations

Park Location



Building Types

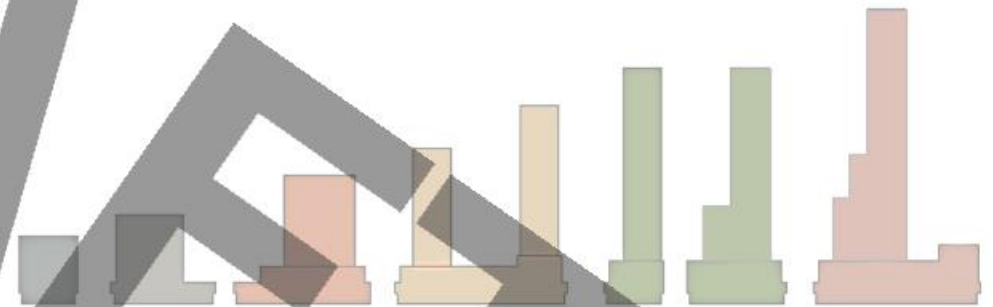


Key explorations

Park Location



Building Types



To summarize

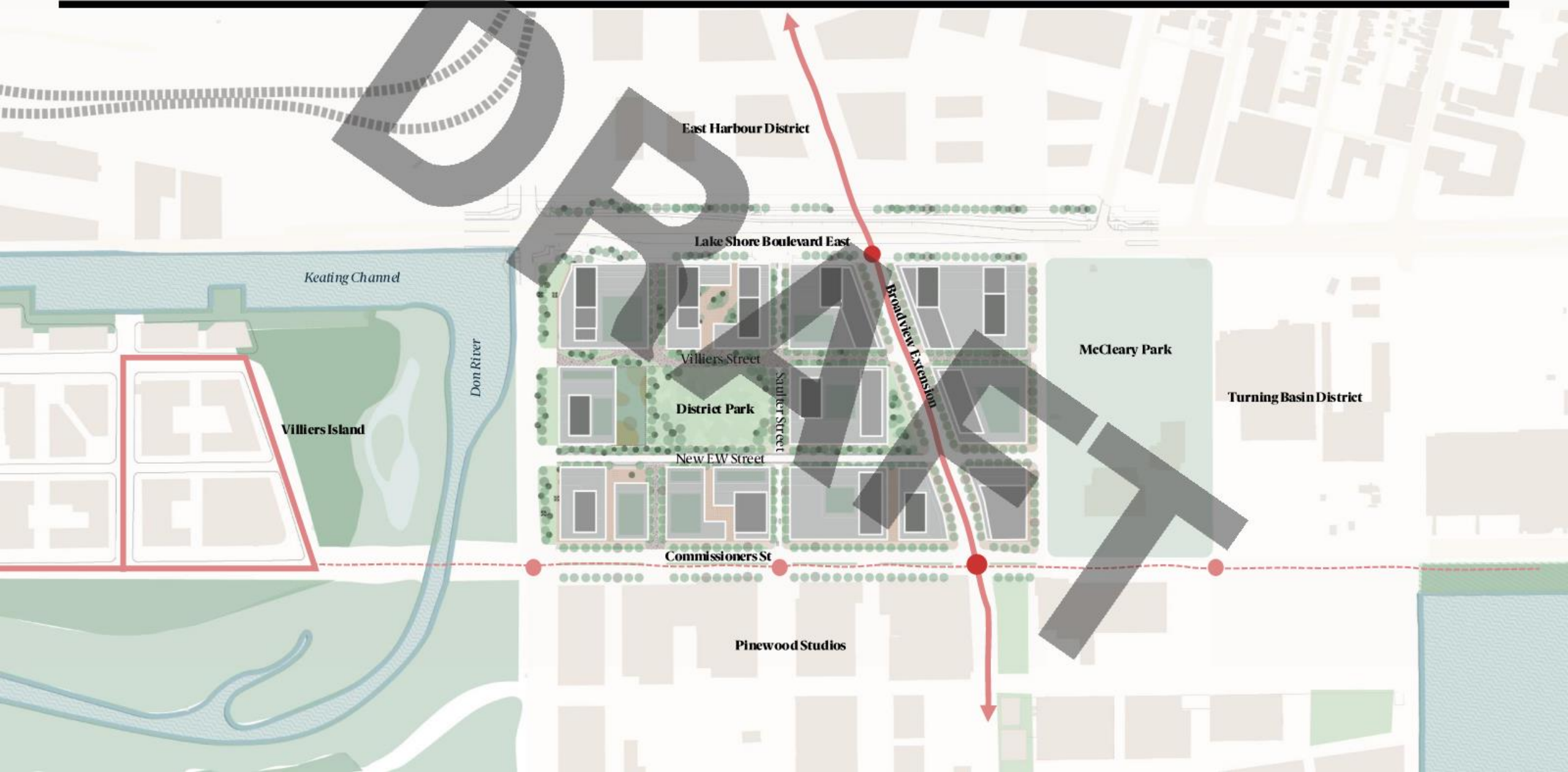
Consistent Elements

- streets & block network
- public realm framework
- height strategy
- total yield

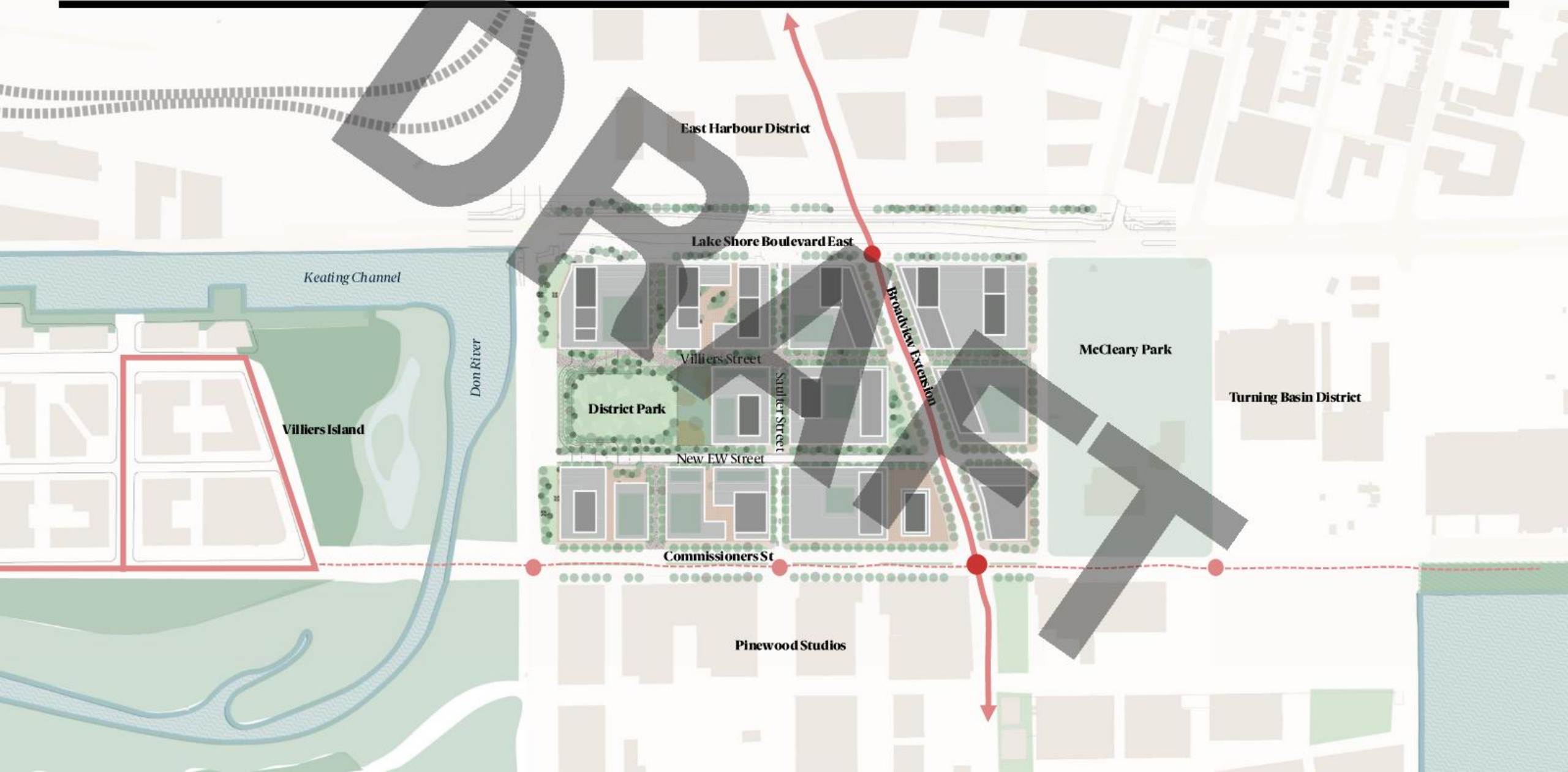
Explorations

- park location
- building types

Demonstration Plan 1: Central Park & Podium-Tower



Demonstration Plan 2: Western Park & Tall-Midrise



Public Realm

DRAFT

Public Realm: Approach

Ecology

Design with—and for—nature, making space for Indigenous approaches to the public realm with streets and spaces that are green, climate responsive, adaptive and resilient.

Culture

Promote a rich public life to advance equity, social responsibility and cohesion, economic prosperity, and contribute to a high quality and healthy city.

Movement

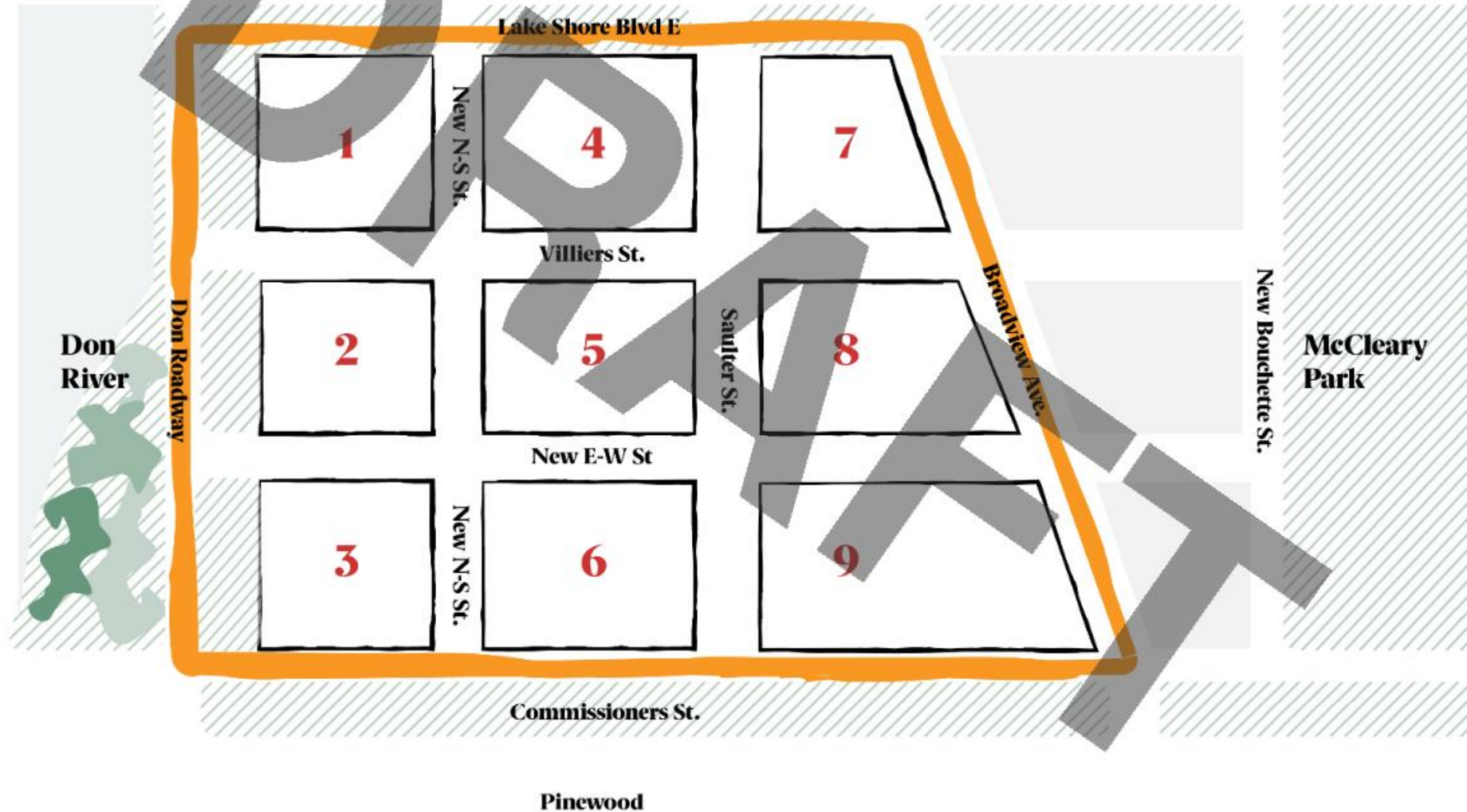
Establish a safe, varied and inclusive experience for all users, with attractive and inviting routes for walking and cycling, efficient transit, and logical vehicular circulation and access.

Public Realm: PLPF to MDPP, Departures and Refinements

- 1. Advanced place keeping + place making opps**
- 2. More parkland + POPs**
- 3. Local park » district park**
- 4. Improved pedestrian porosity**
- 5. More complete + greener streets**
- 6. Refined retail + animation strategy**

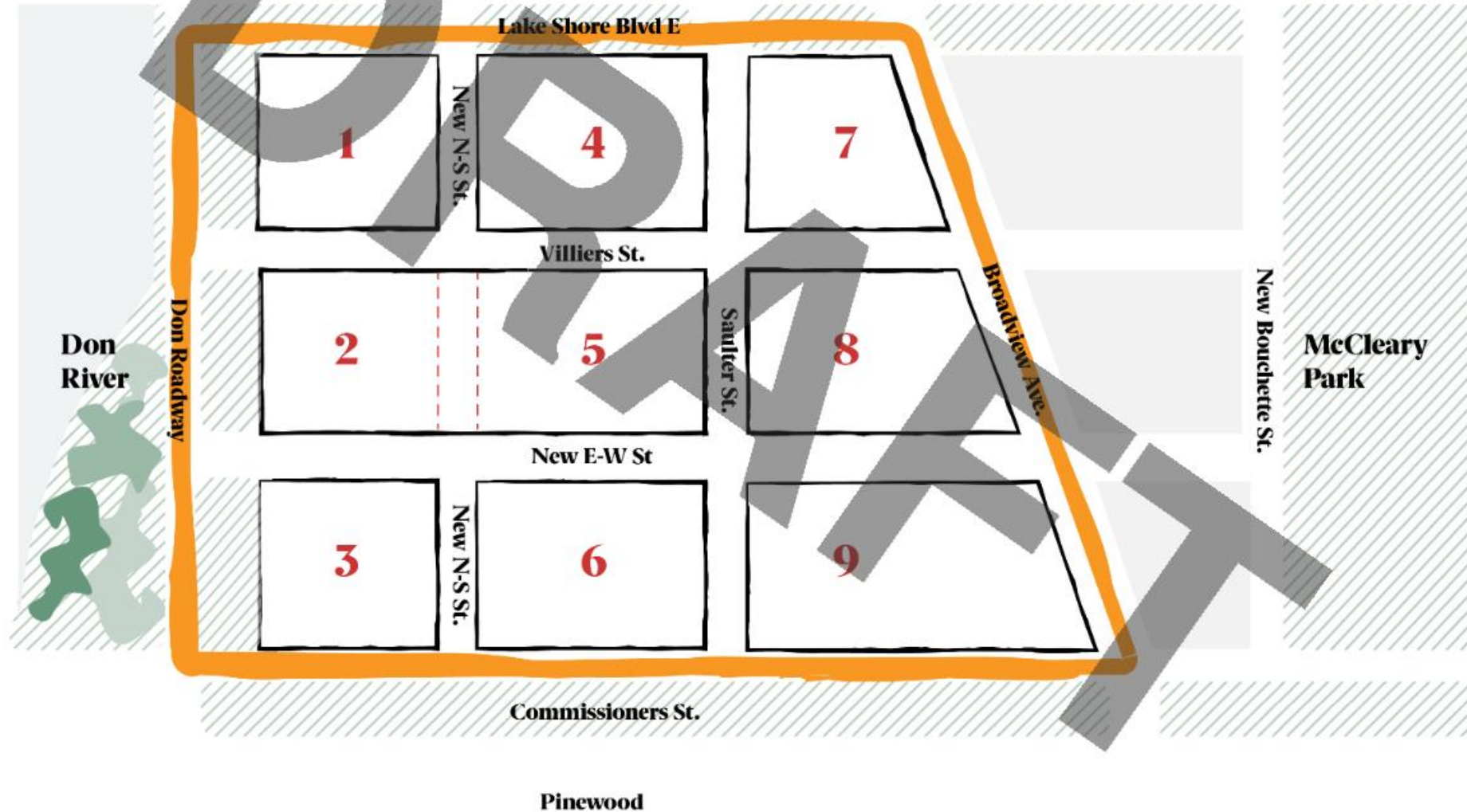
Public Realm: Framework

Phase 1: Streets and Block Structure_PLPF



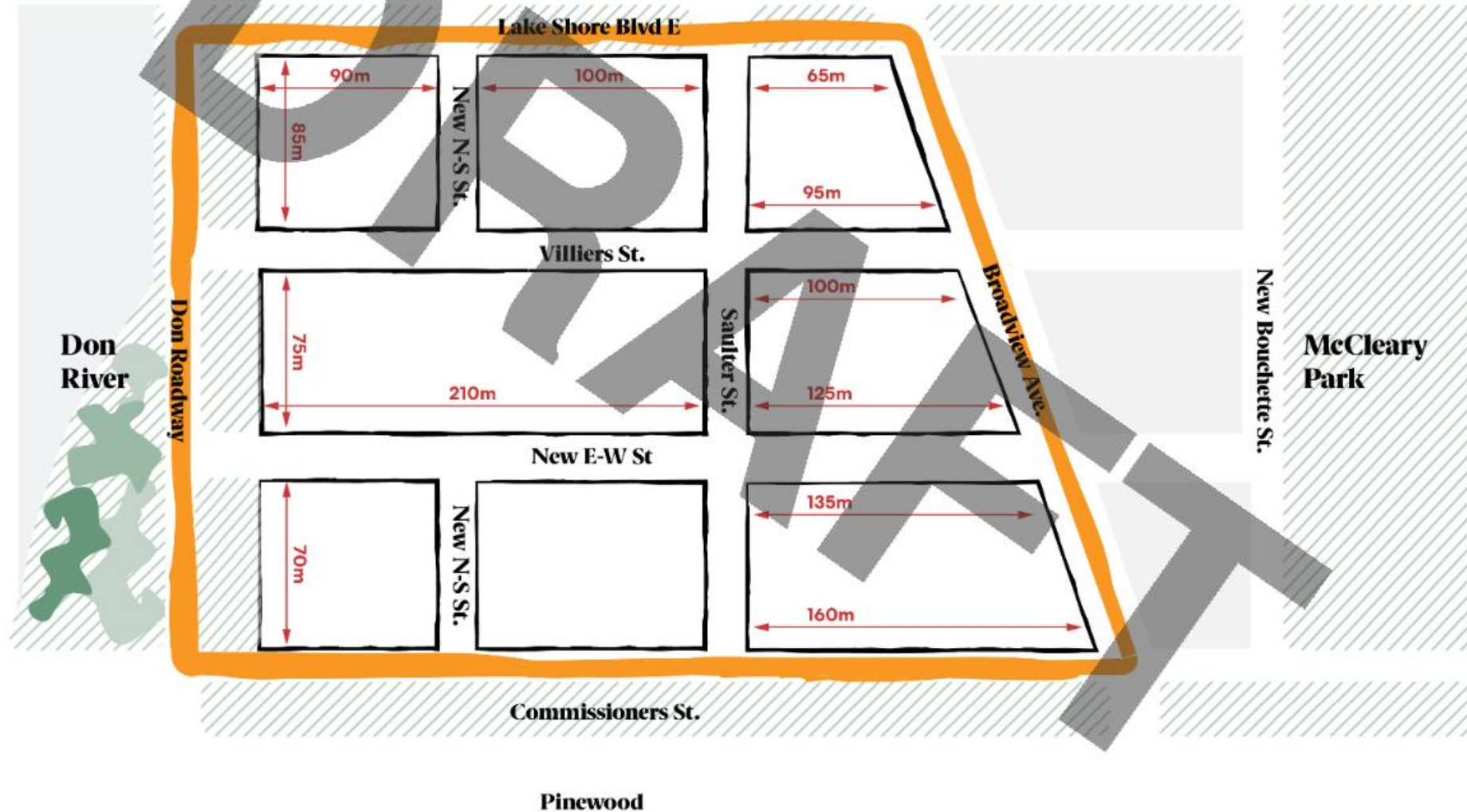
Public Realm: Framework

Phase 1: Streets and Block Structure_MDPP



Public Realm: Framework

Phase 1: Streets and Block Structure_MDPP, Block Size



Public Realm: Framework

Scale Precedents, East Bayfront



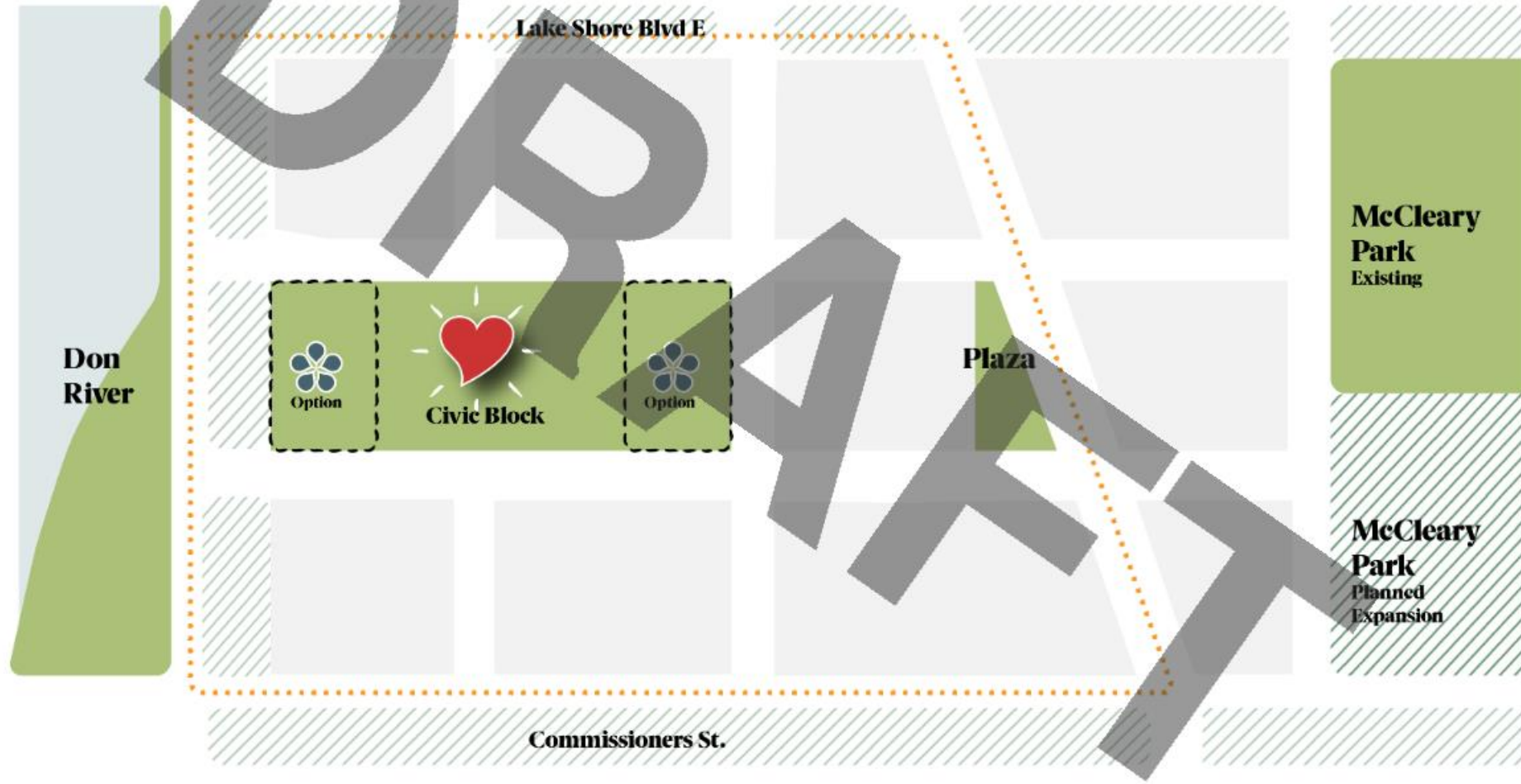
Corus Quay: 90m x 80m
No mid-block connections



Aqualuna: 40m x 130m
One mid-block connection

Public Realm: Framework

Parks + Open Spaces



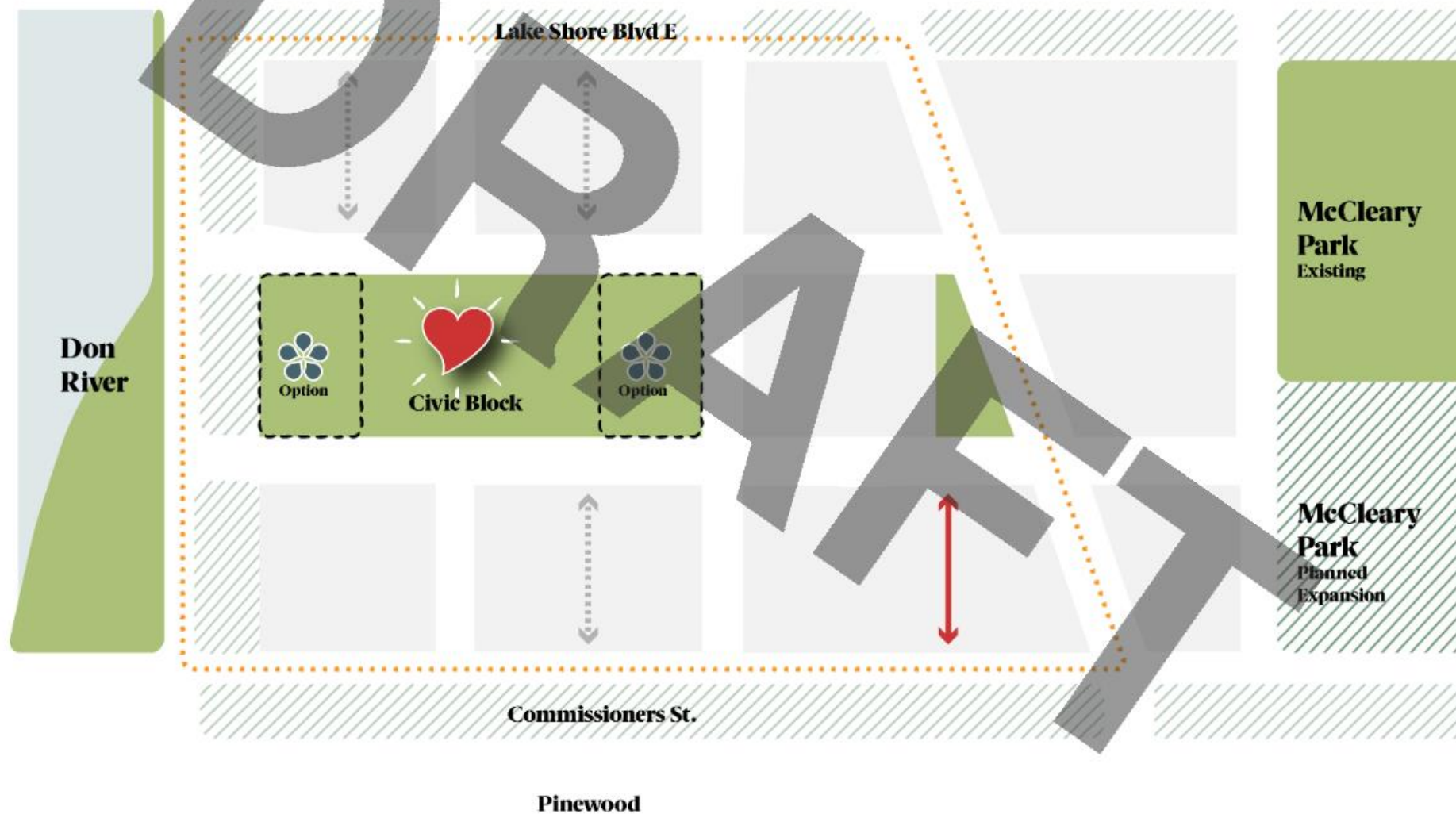
Two District Park options in Civic Block: Central and West.
Will discuss in greater detail later in presentation.

Pinewood



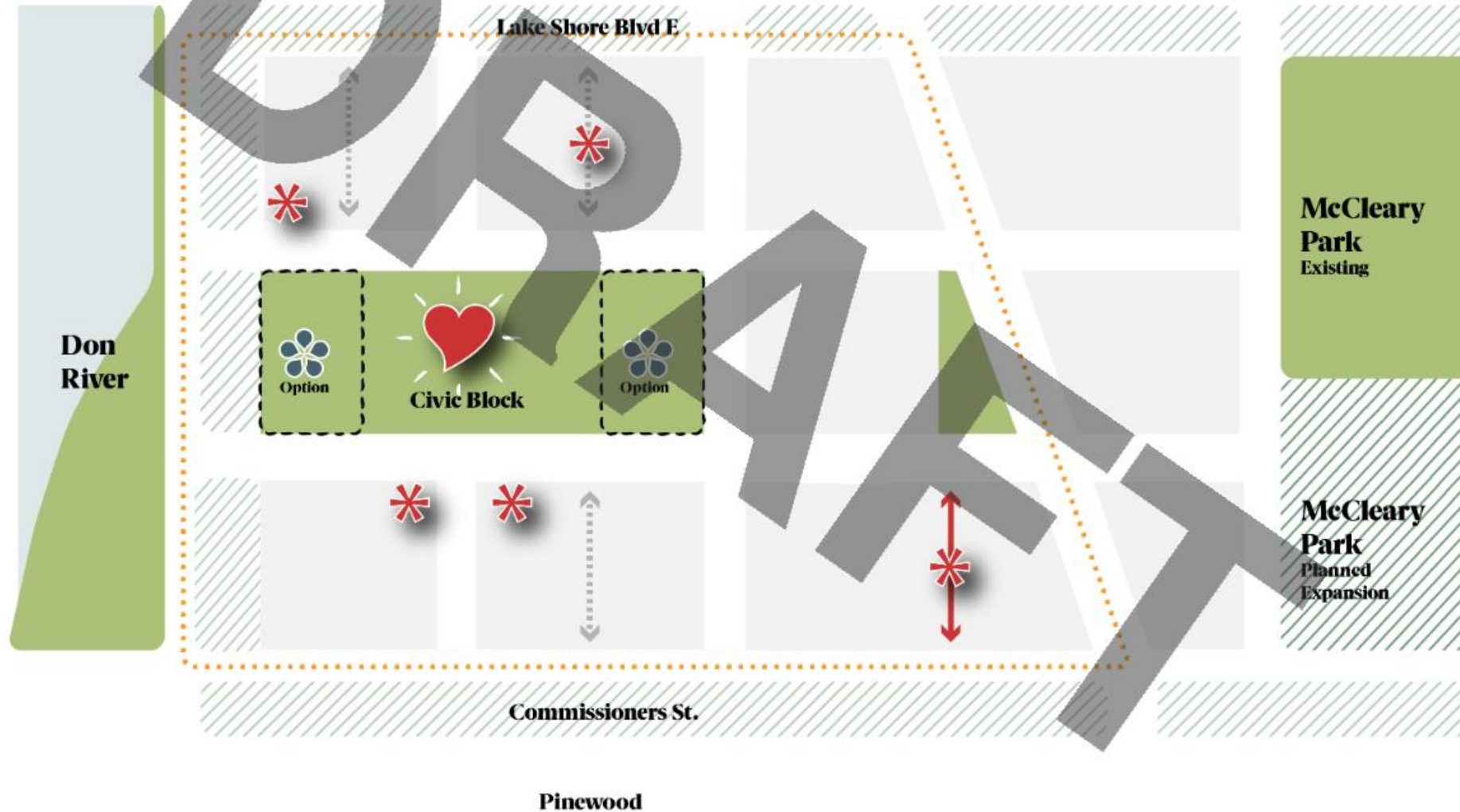
Public Realm: Framework

Phase 1: Connections

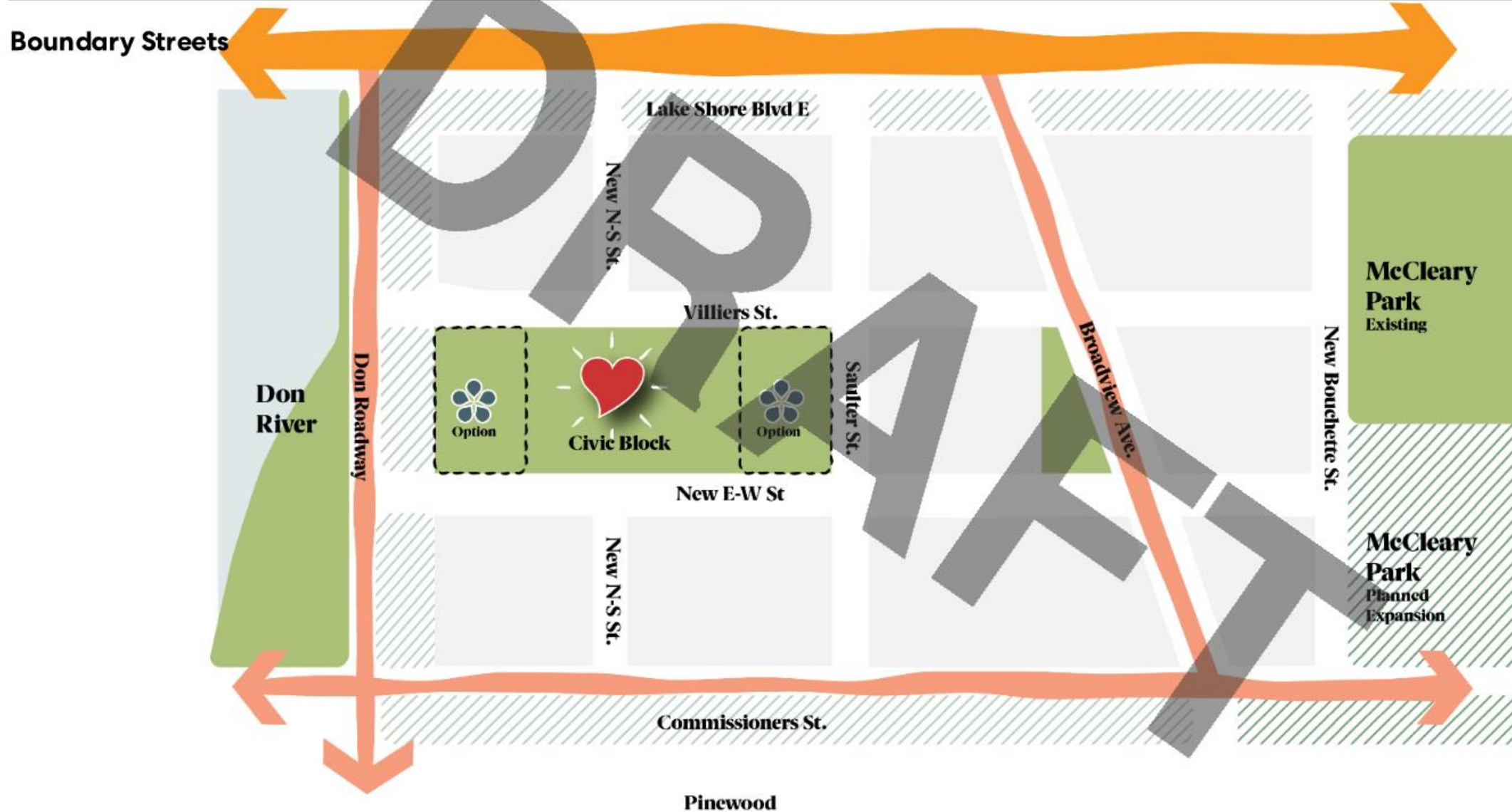


Public Realm: Framework

Phase 1: POPs



Public Realm: Framework

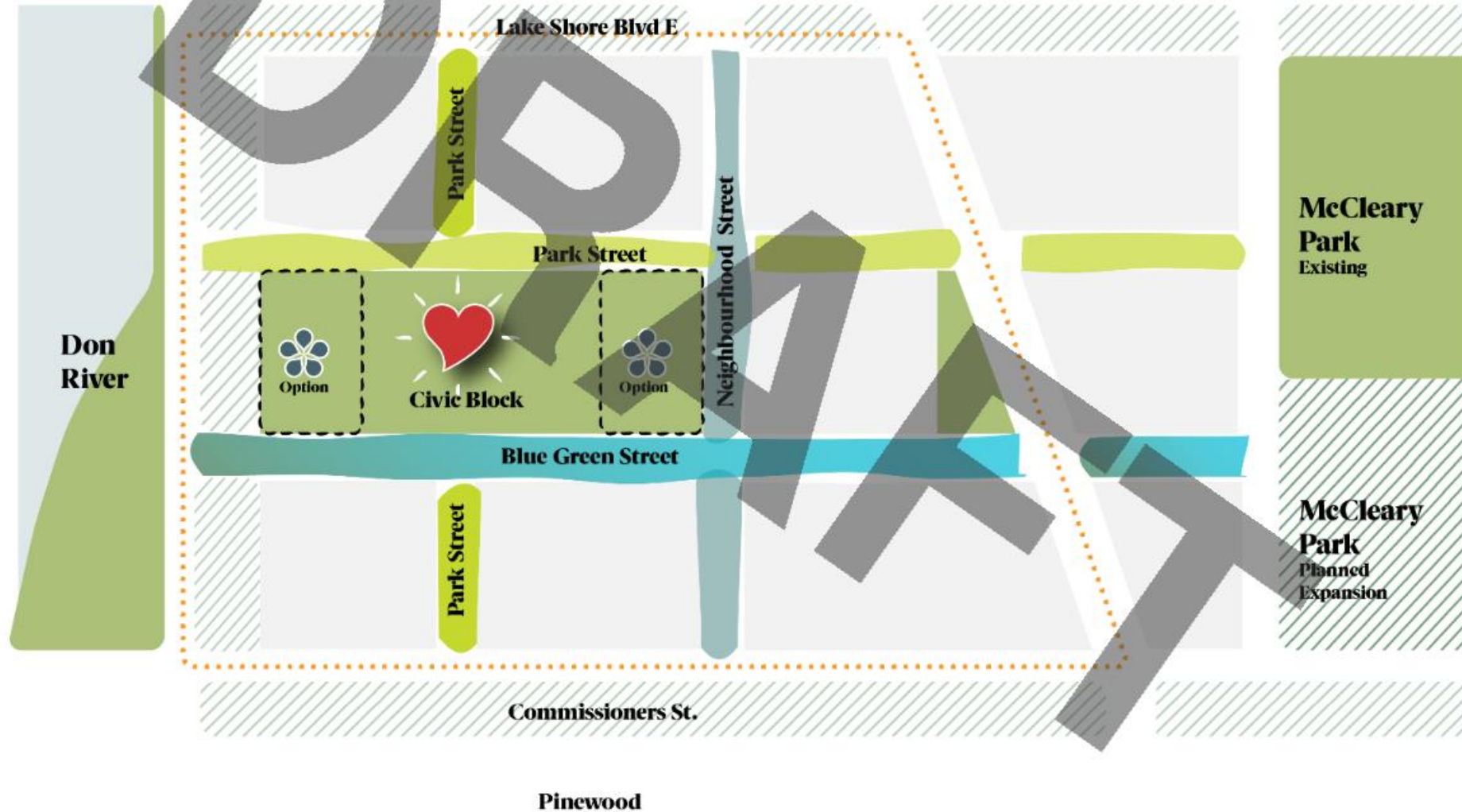


Pinewood



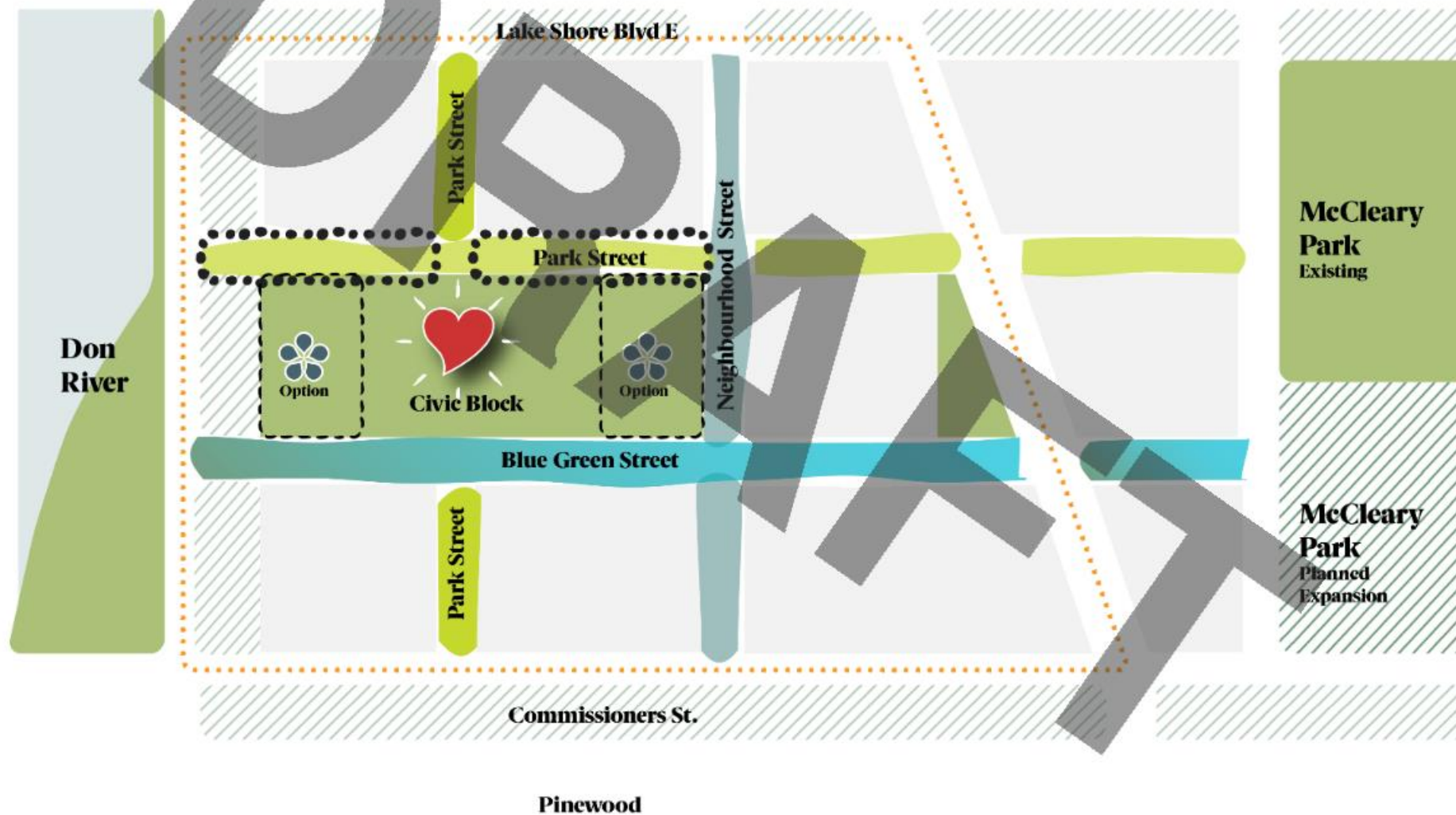
Public Realm: Framework

Character: District Streets



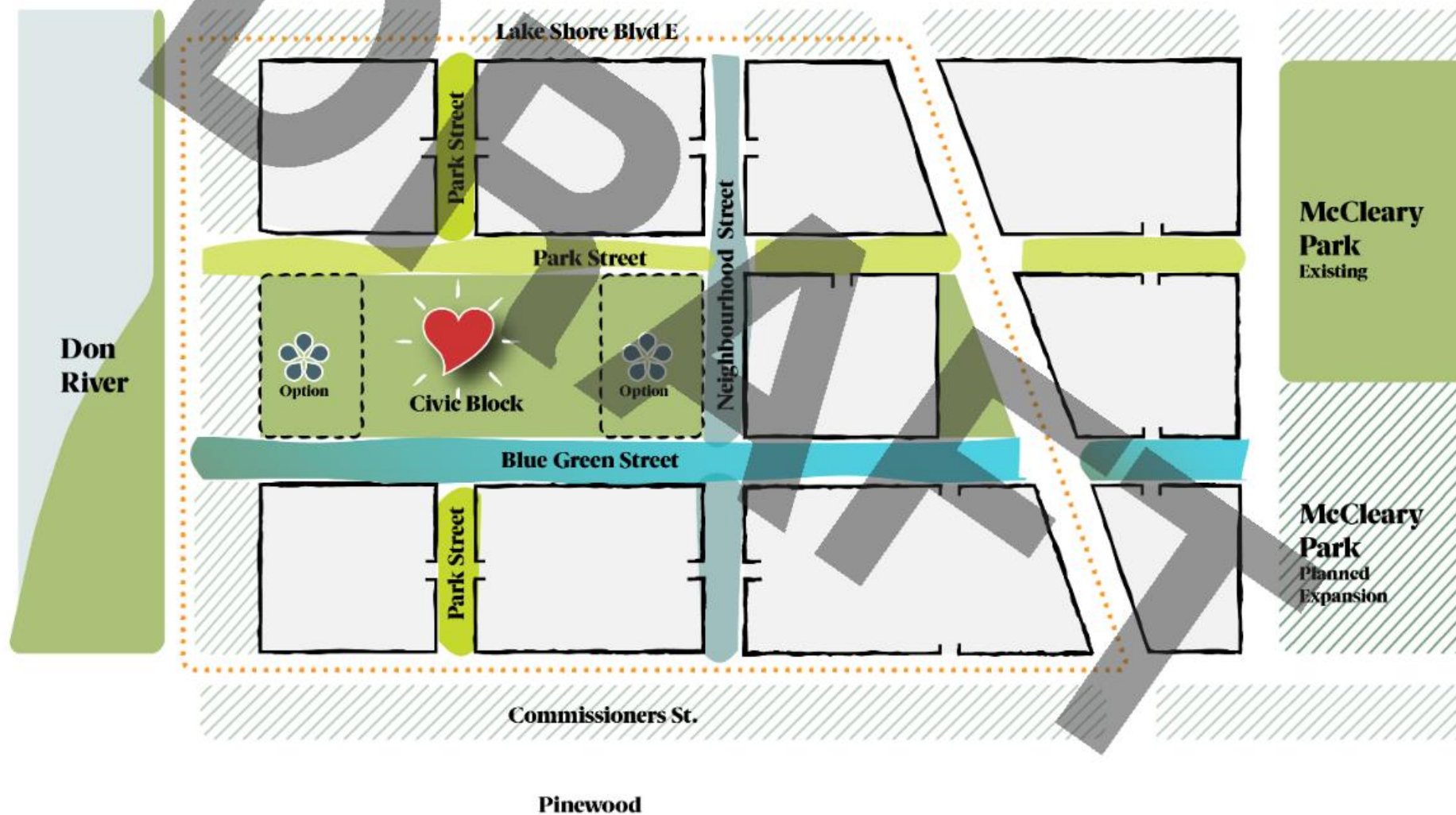
Public Realm: Framework

Potential Flexible Street Segments



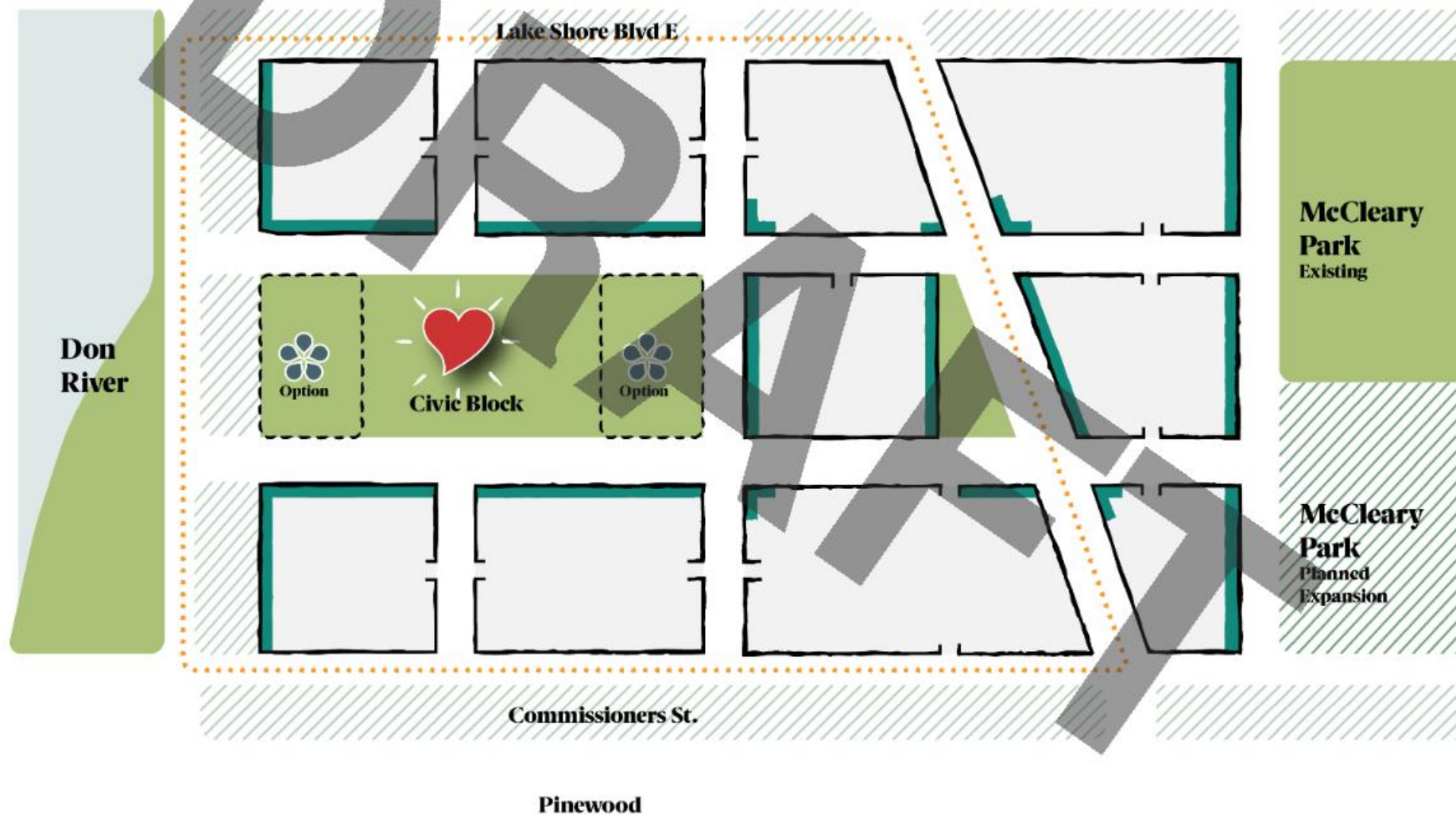
Public Realm: Framework

Frontages



Public Realm: Framework

Address towards Parks + Open Spaces



Landscape Character / Habitat Analogue

“River Echo”

Water + Urban Wilderness

Spaces + Streets Together

Embed Indigenous Perspectives: Directions & Opportunities

Natural Elements: Plants, Stone, Water

Make water in the landscape more visible through rainwater collection in planters, with culturally & ecologically appropriate species into planting design.



Use of stone: Seating and gathering



Mark moments of interest



Quayside Public Realm, Inner Streets 60% DD
(West 8 + DTAH)

Embed Indigenous Perspectives: Directions & Opportunities



Indigenous Cultural Markers, Humber College
(c: Ryan Gorrie, Indigenous Design Studio)



Terry Fox Legacy Art Project (c: DTAH, Jon Sasaki, Trophic Design)



Ethennonnhawahstihnen' Park (c: DTAH, Michael Belmore)



TMU Land Acknowledgement (c: Two Row Architect)

District Park



District Park: Key Factors Considered

Size: minimum area 7500sm

Ability to accommodate active recreation uses

Adjacencies + views

Noise + air quality

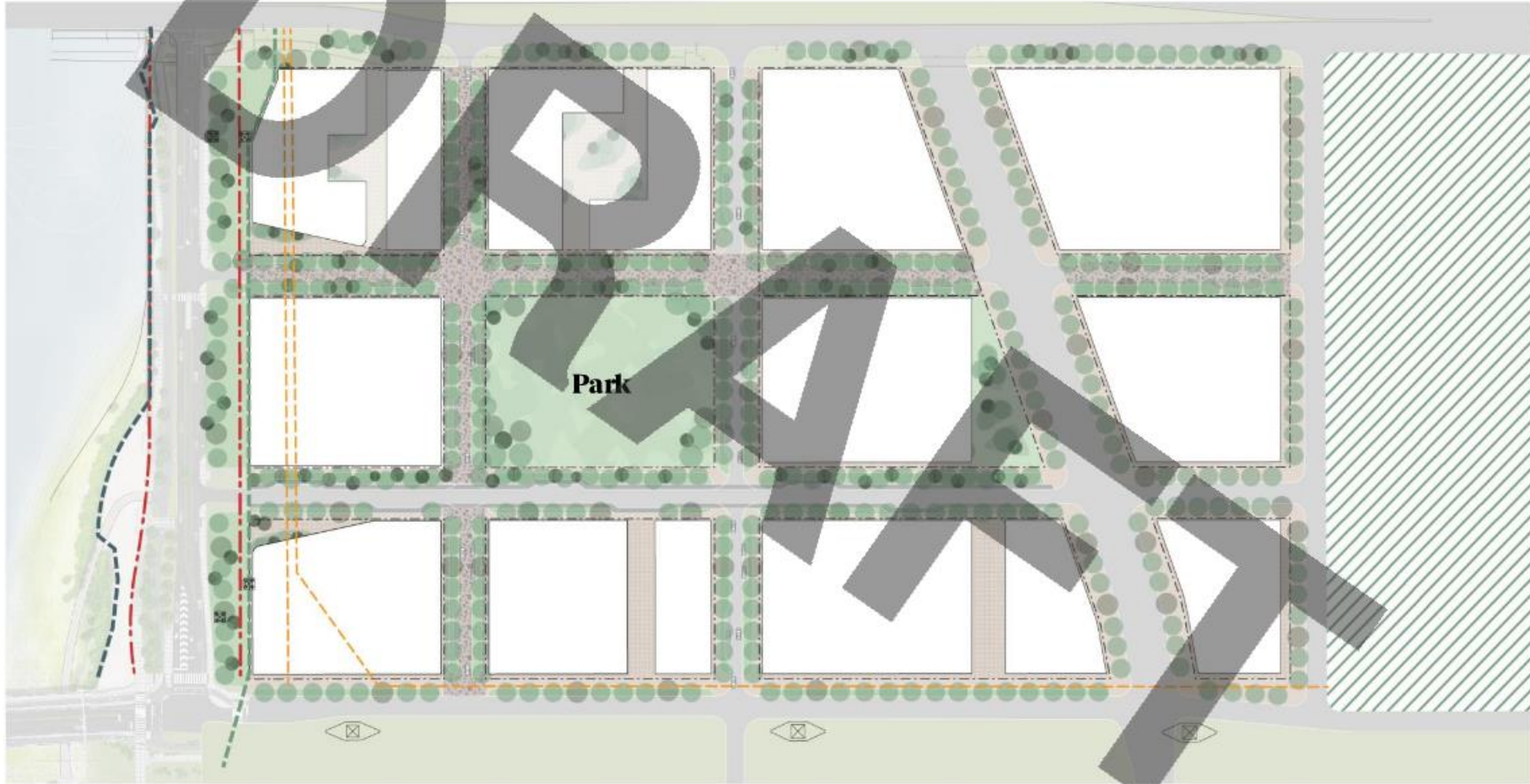
Microclimate / thermal comfort

Grading

Implementation timing

Don Roadway HONI corridor

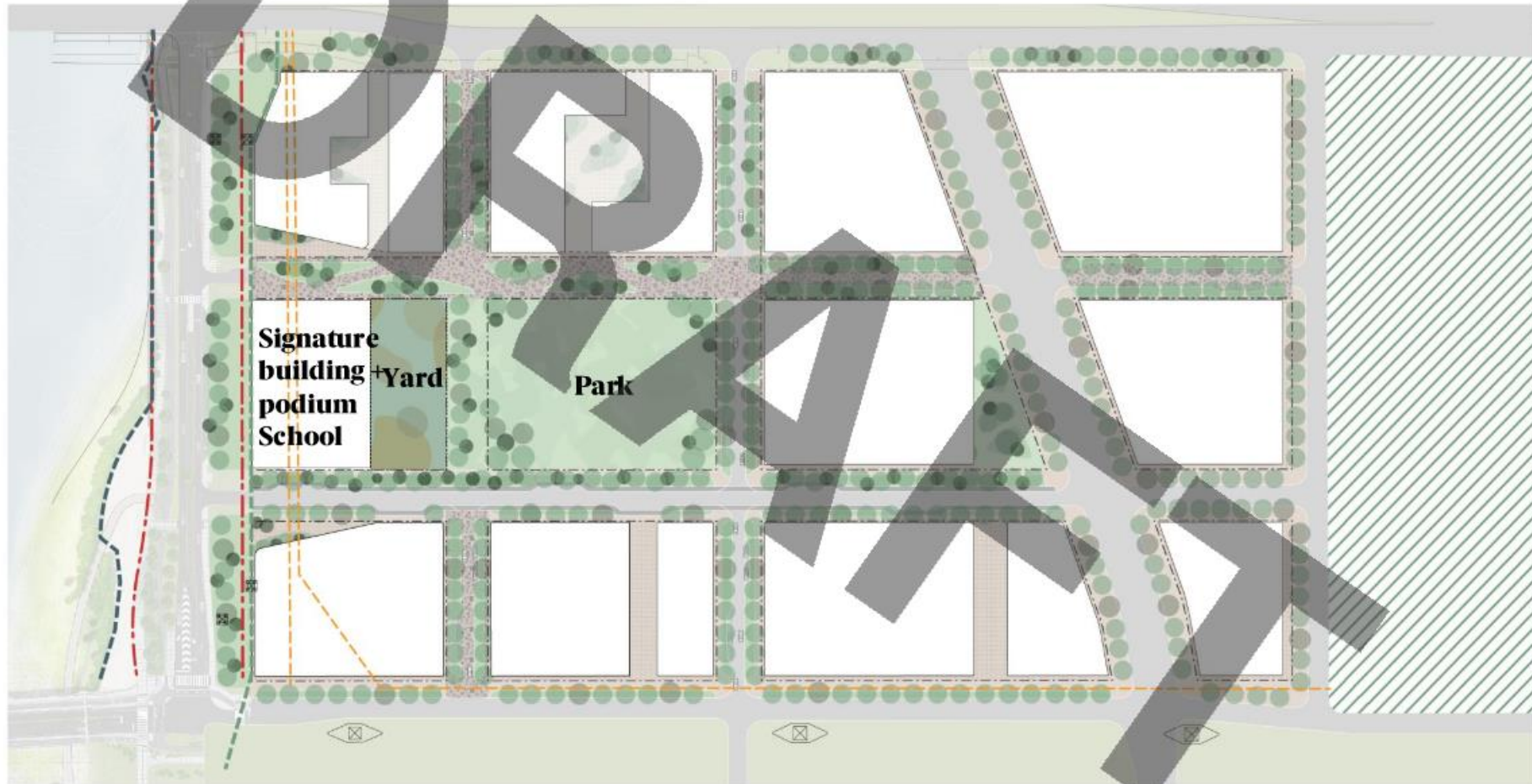
Local Park, PLPF: Does not meet District Park area requirements



Local Park Area: 7,000sm
District Park: 7,500sm minimum



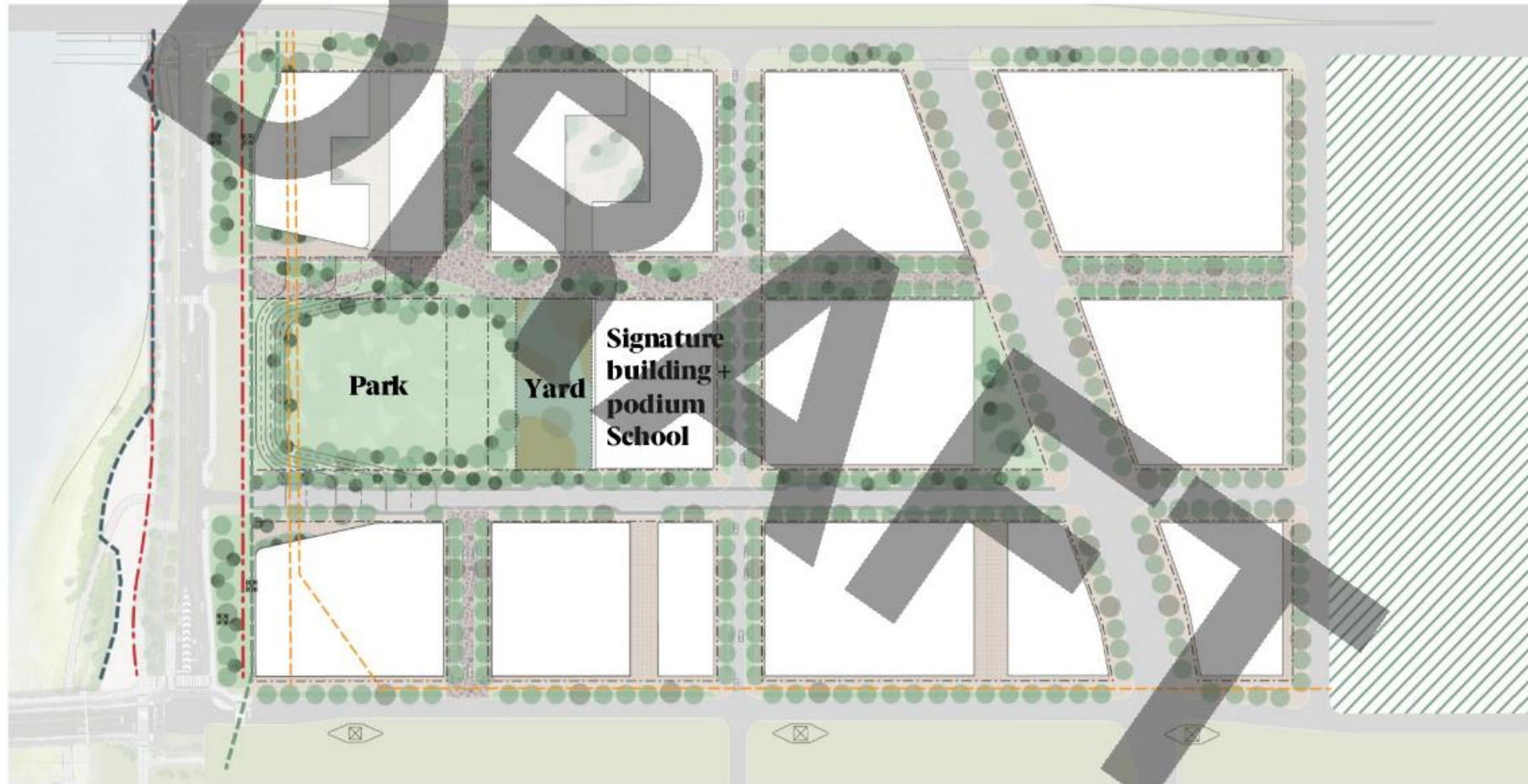
District Park, Option 1: Central Park



District Park Area: 9,300sm park
2,600sm school yard



District Park, Option 2: Western Park



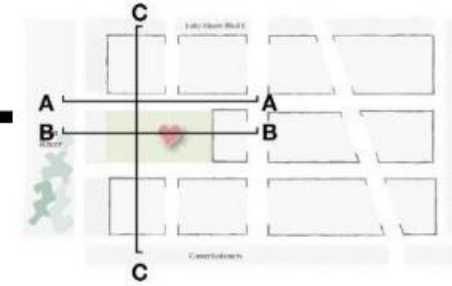
District Park Area: 9,300sm park
2,600sm school yard



District Park, Option 2: Conceptual Grading



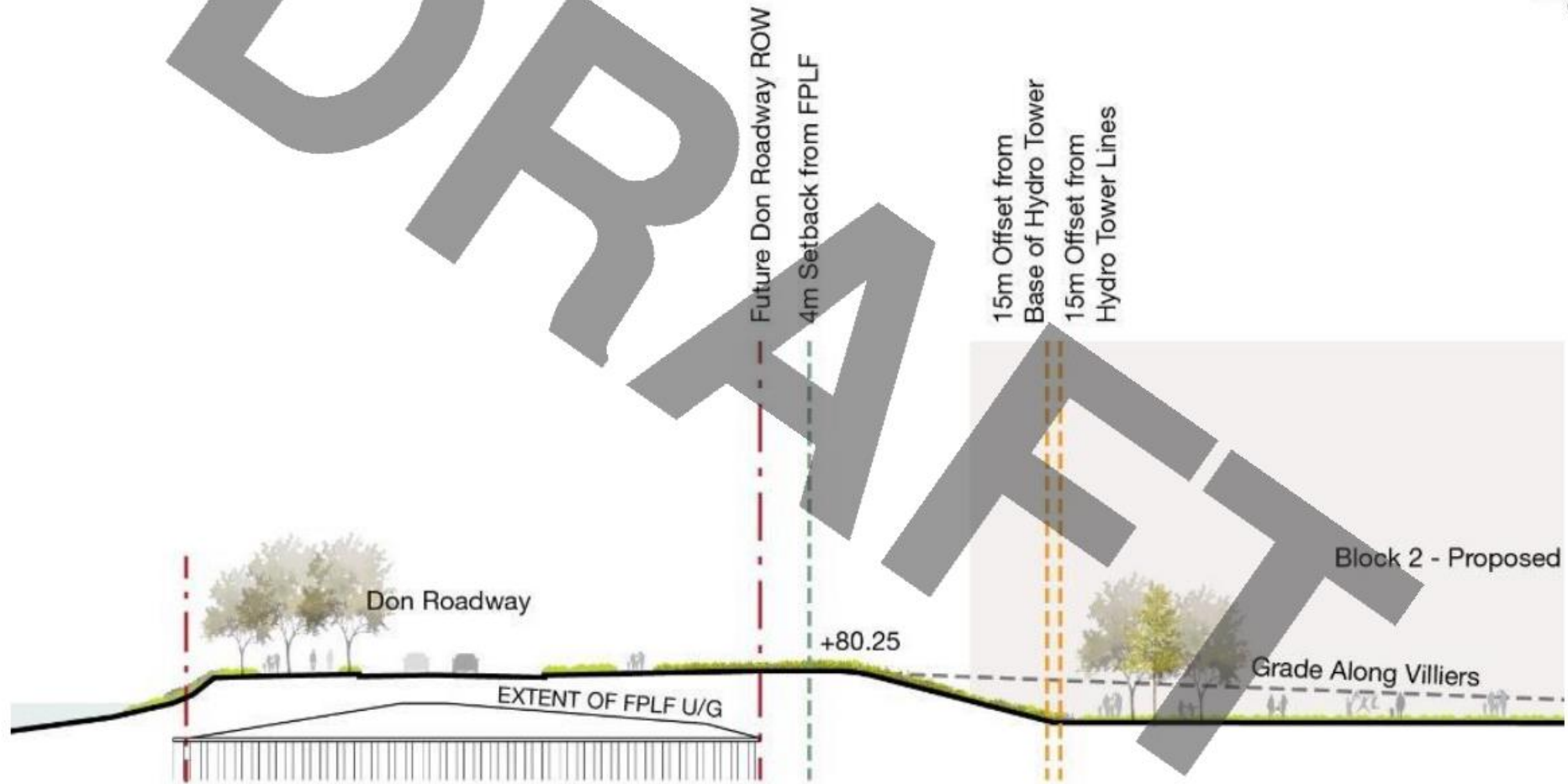
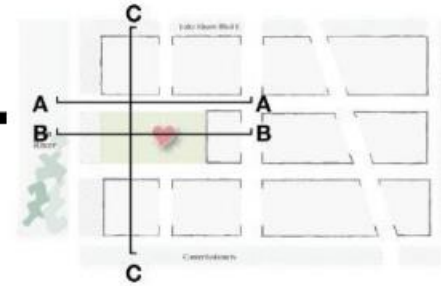
Section: E-W, from River to Saulter Street



SECTION B-B: PROPOSED PARK - BLOCK 2 LOCATION

Section: E-W, from River to Western Park

Grade Difference between Park, Don Roadway, and River



Broadview Plaza



Broadview Plaza

Local Toronto Scale Comparison



POPs



Don Roadway: River's Edge to Civic Plaza



Streets: for Nature + Public Life



Sheffield, UK (c: Nigel Dunnet)



Jaktgatan and Lovangsgatan, Stockholm, SE (c. A.J. Landskap)



Bell Street Park, Seattle, WA (c. MIG)



Bell Street Park, Seattle, WA (c. MIG)



Henriksdalsamen, Stockholm, SE (c. Kaspar Dudzik)

Streets: Design direction, PLPF/TSMP

Complete Streets

- Generous pedestrian clearways
- Space for animation/public life
- Safe cycling infrastructure
- Right sized travel lanes

Green Streets

- Advance the visible water theme and SWM strategy
- More than trees: open planters, bioswales, and urban channels with robust planting

Streets: Design direction, Precinct Plan

Test and confirm different street rights-of-way

- Explore narrower dimensions than in PLPF/TSMF
- Rationale: reduce carbon footprint, more efficient use of land, enhance pedestrian scale

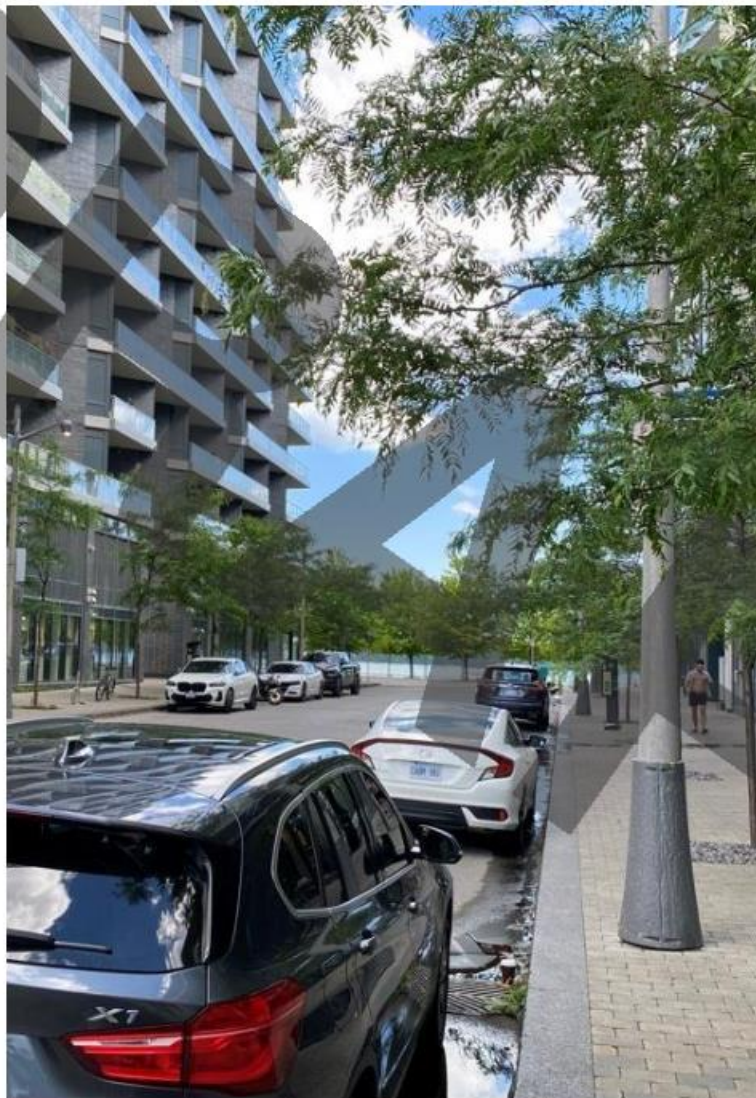
Develop options for 'next practice' Toronto streets

- Refer to latest local and beyond best practices
- Align with and advance City's current CS/GS efforts
- Promote exemplar street design

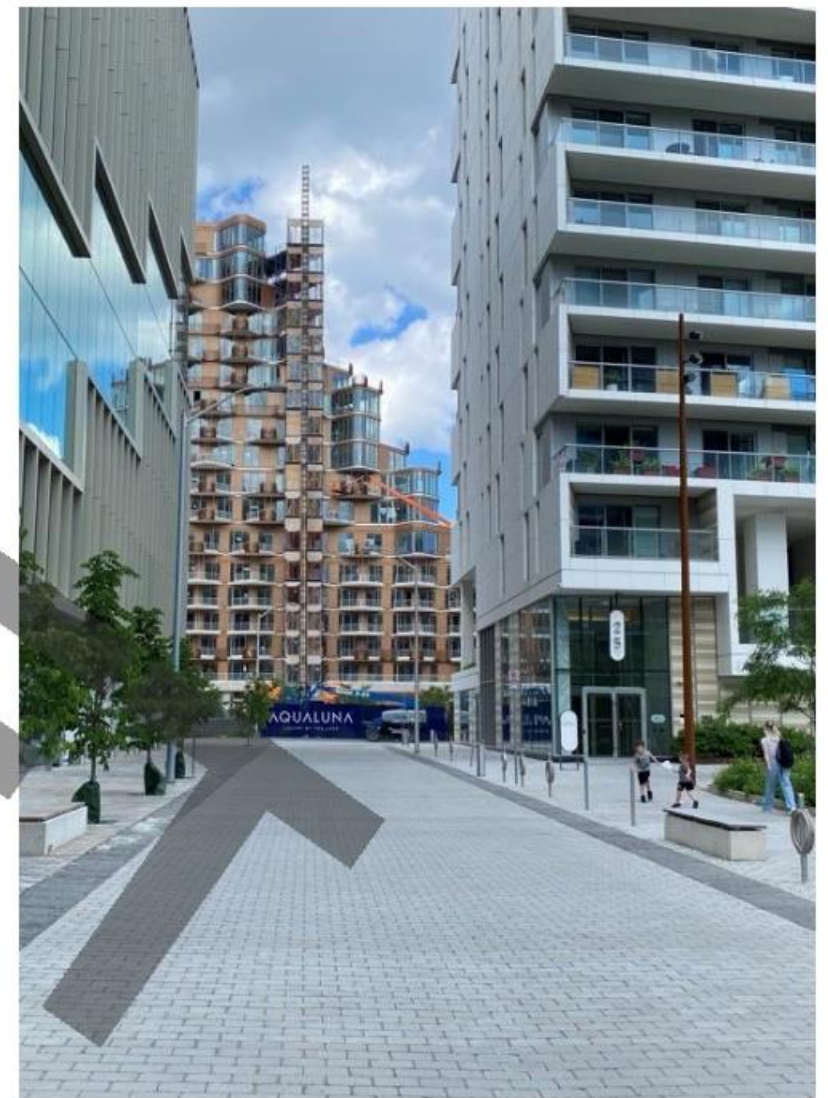
Streets: Lessons Learned_East Bayfront



2012: Dockside Drive (West 8 + DTAH)



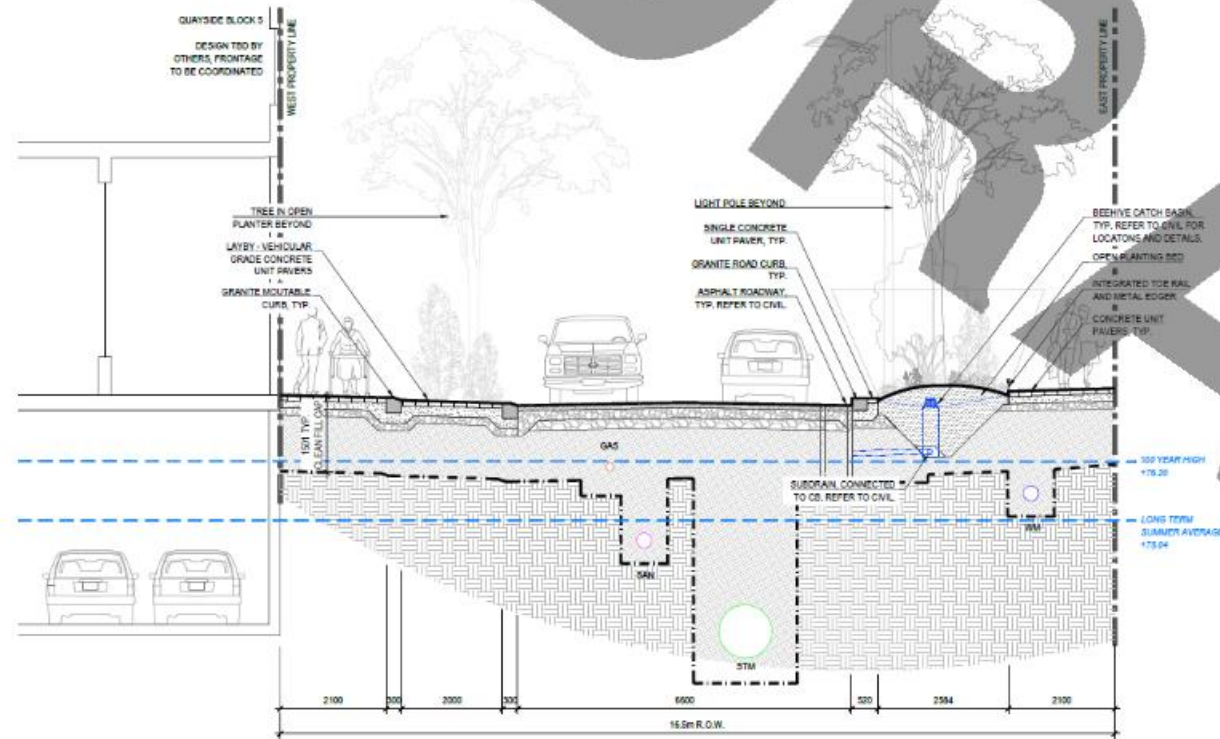
2016: Merchants Wharf, Bayside (West 8 + DTAH)



2017: Edgewater Drive, Bayside (FORREC + Balsley)

Streets: Lessons Learned_Quayside Inner Streets (60% DD)

Current/2024: West 8 + DTAH



6 STREET 'D'
1:75



Rendering of Inner Street Grove concept (West 8 + DTAH)

Street Network

Major Streets

Lakeshore Boulevard*

Don Roadway*

Commissioners Street**

Broadview Avenue**

New E/W Street**

Connector Streets

Saulter Street

New Bouchette (P2)**

Inner Streets

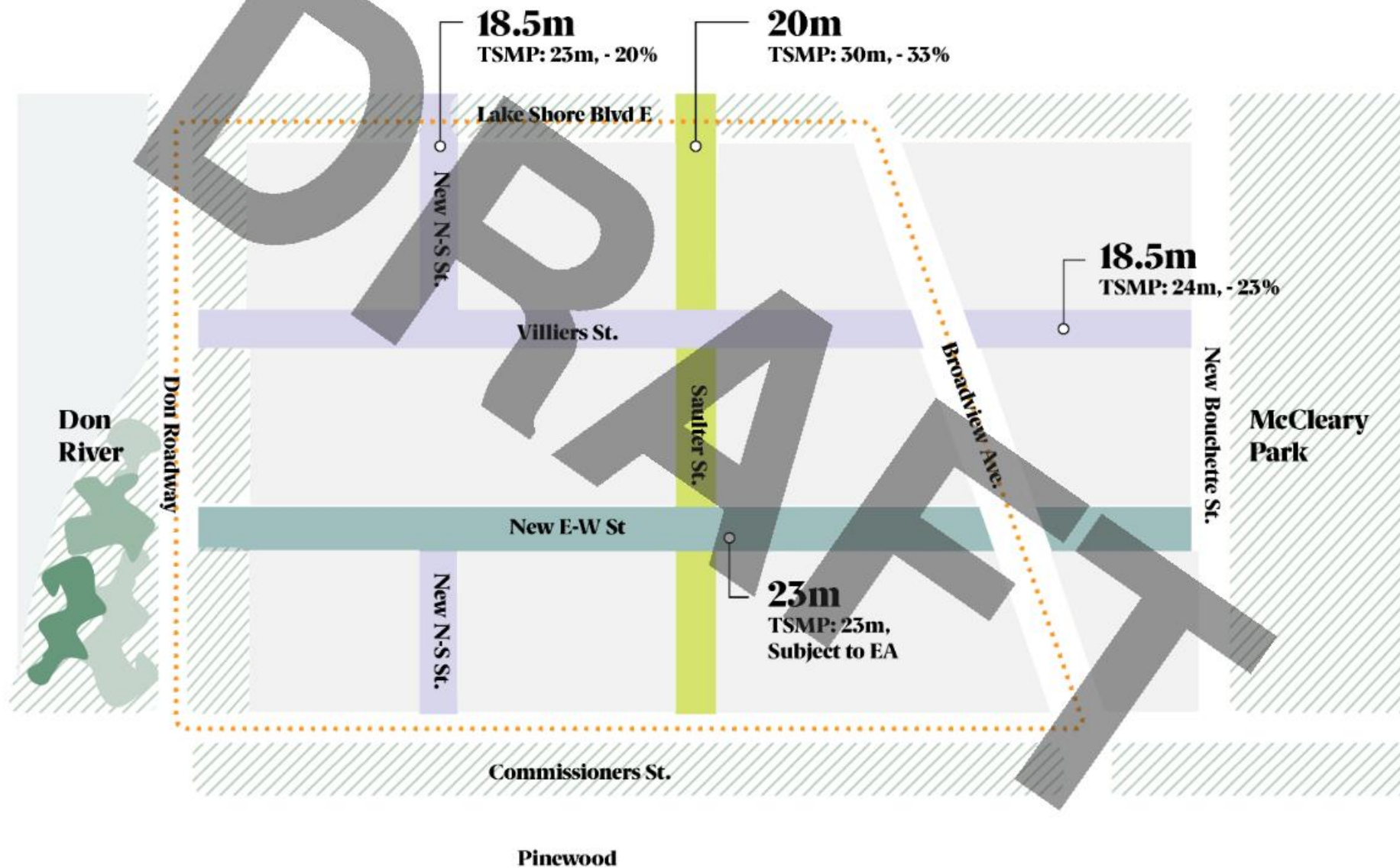
Villiers Street

New N/S Street

* Design Completed, Construction Underway

** Subject to future Municipal Class EA process

Street Rights-of-Way



Villiers Street (24m): Existing



Local Street (23-24m): PLPF/TSMP

New N/S Street and Villiers Street



Park Street (18.5m): Straight



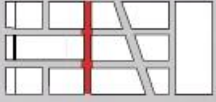
Park Street (18.5m): Wiggle



Saulter Street (30m): Existing



Saulter Street (20m): Typical 2+2_PLPF/TSMP Adjusted



Saulter Street (20m): Neighbourhood



E-W Street (23m): PLPF/TSMP*

View looking west



* Subject to future Municipal Class EA process

E-W Street (23m): Blue-Green_Bikes + Bio-Swales*

View looking west



* Subject to future Municipal Class EA process

E-W Street (23m): Blue-Green_Slow, Shared, Max Green*

View looking west



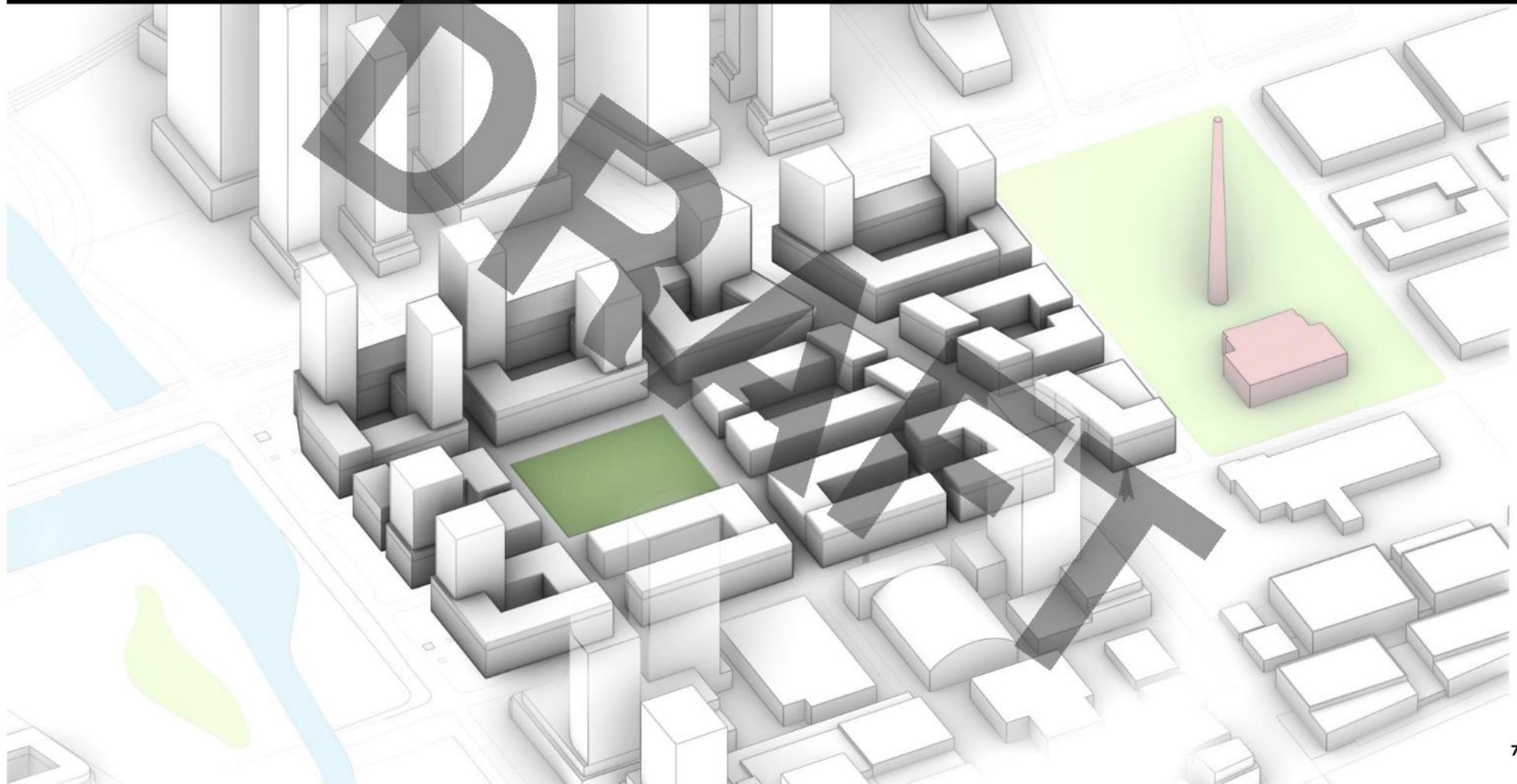
* Subject to future Municipal Class EA process

Built Form

DRAFT

Port Lands Planning Framework (PLPF)

70



Port Lands Planning Framework (PLPF)

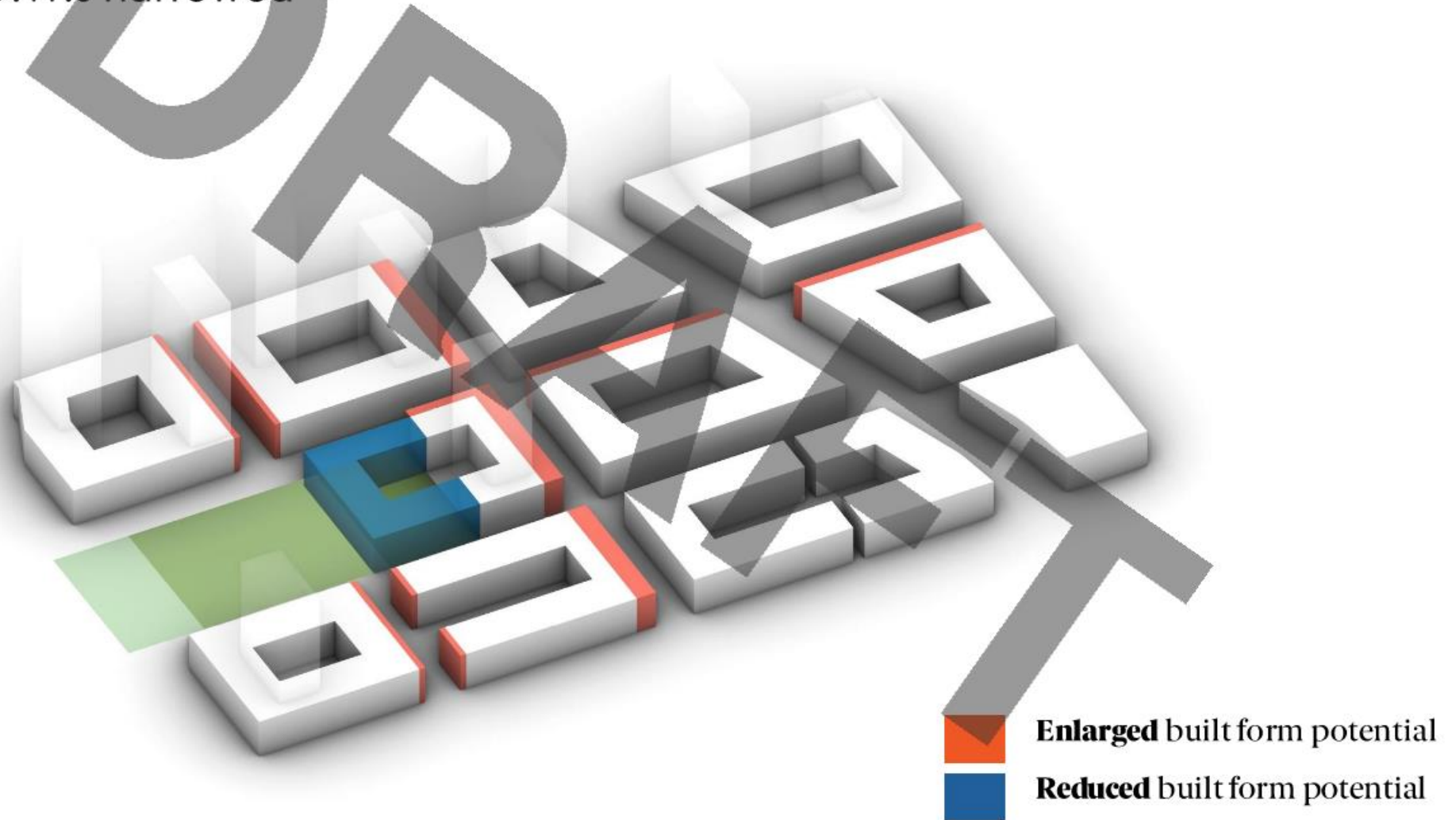
71

June 2024: following an extensive two-year density study the Villiers Island District Plan is amended adding approx. 60% more residential yield.

The McCleary District Precinct Plan (MDPP) is re-examined.

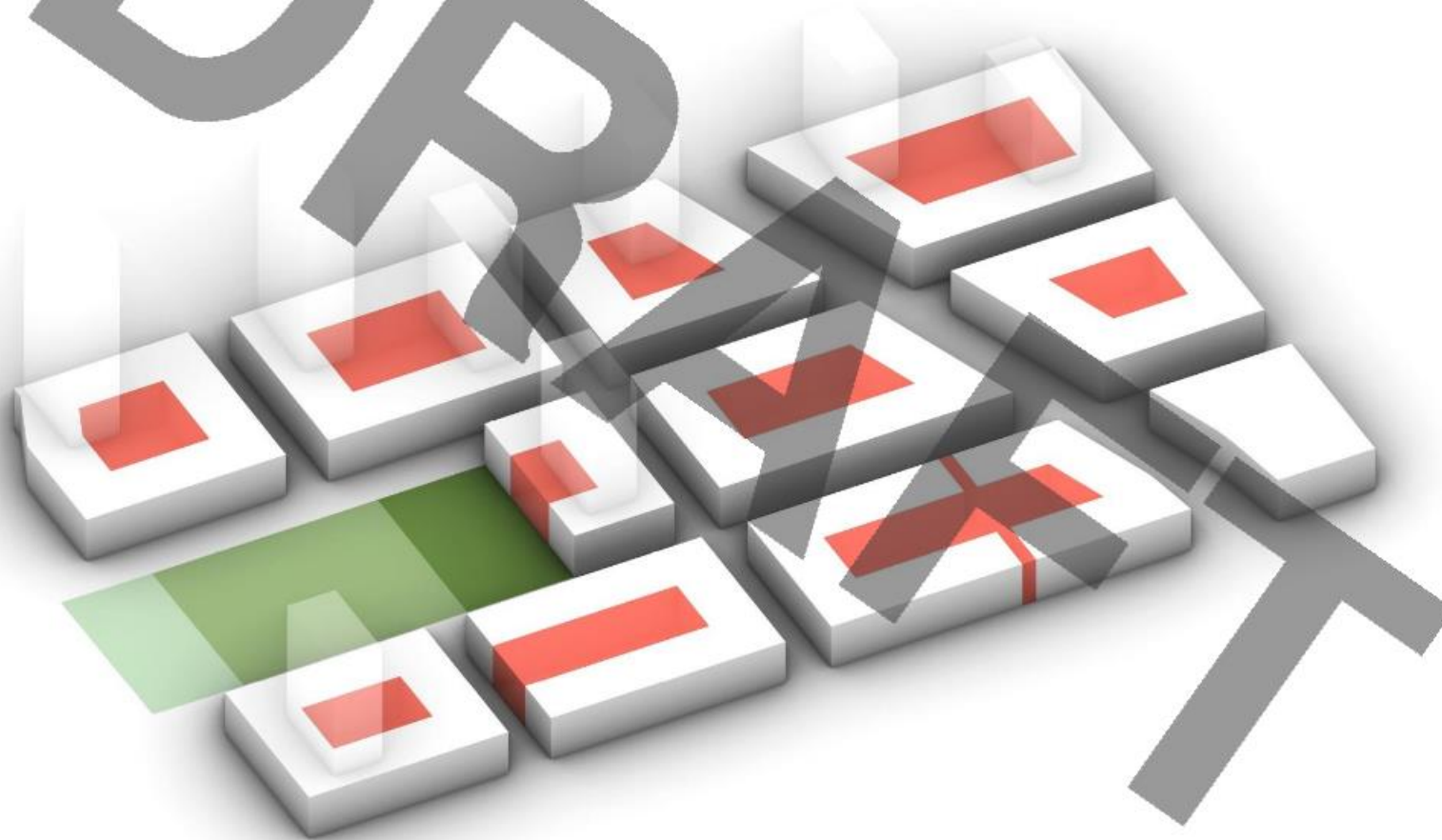
MDPP Intensification & Improvement

school gets schoolyard
internal street R.O.W.s narrowed



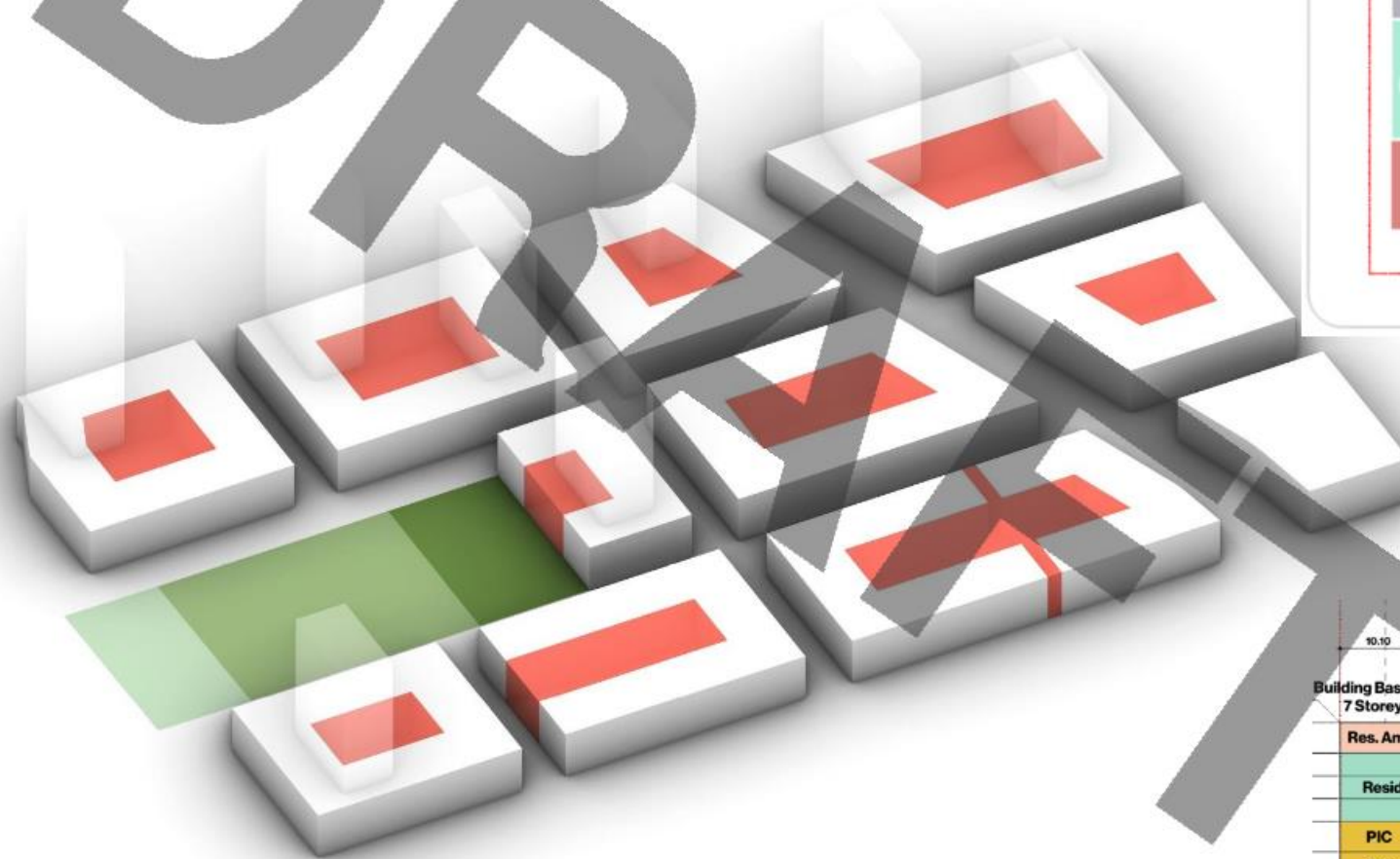
MDPP Intensification & Improvement

block interiors filled out for flexible use
courtyard residential... + PIC use, amenity, parking, large
retail



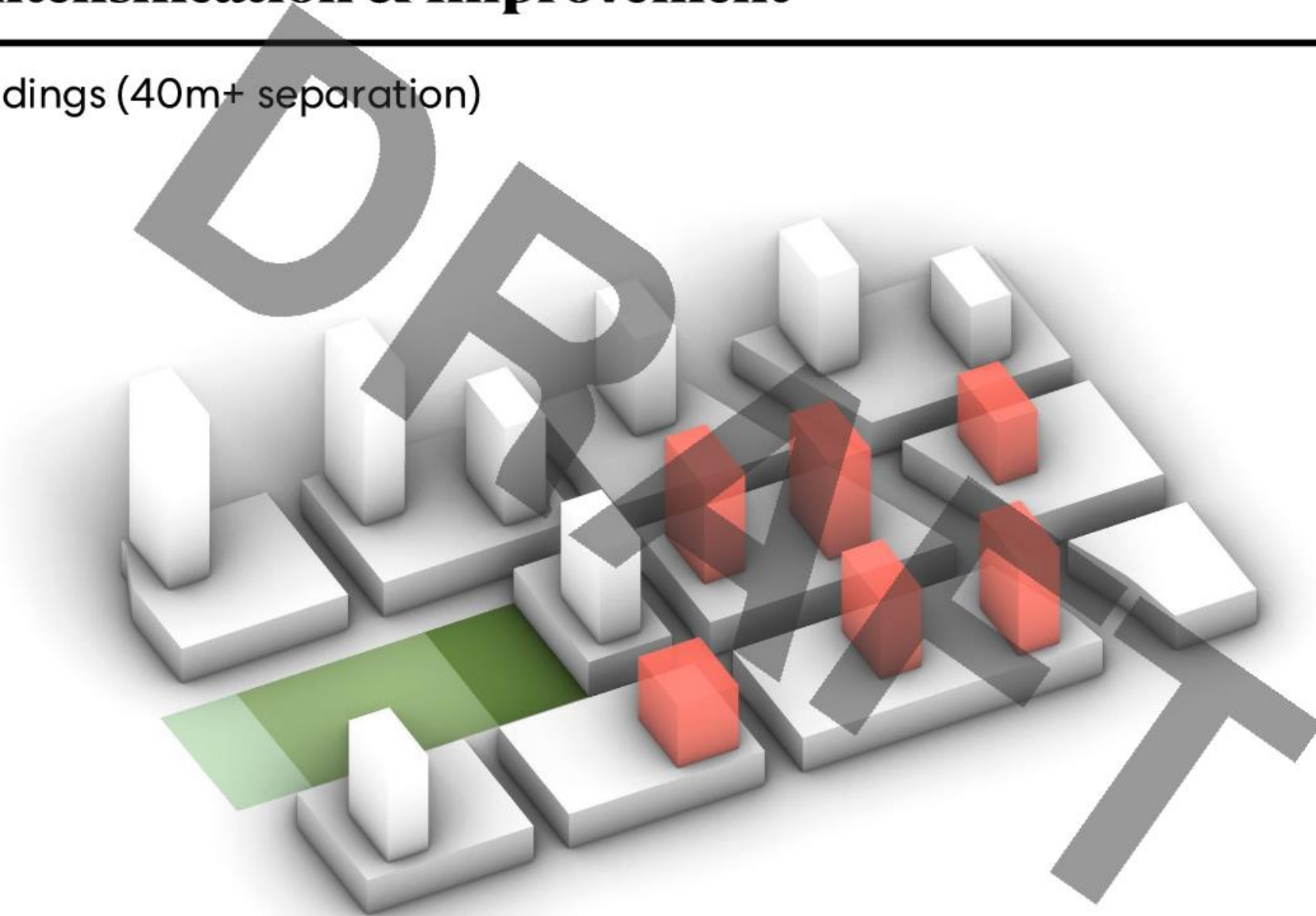
MDPP Intensification & Improvement

block interiors filled out for flexible use
courtyard residential... + PIC use, parking, large retail



MDPP Intensification & Improvement

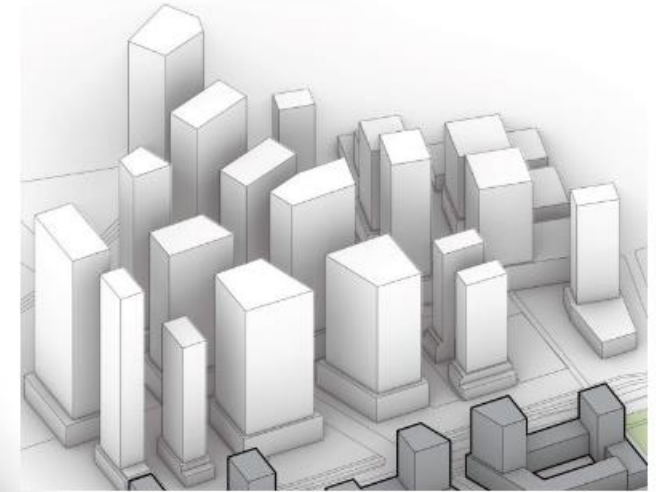
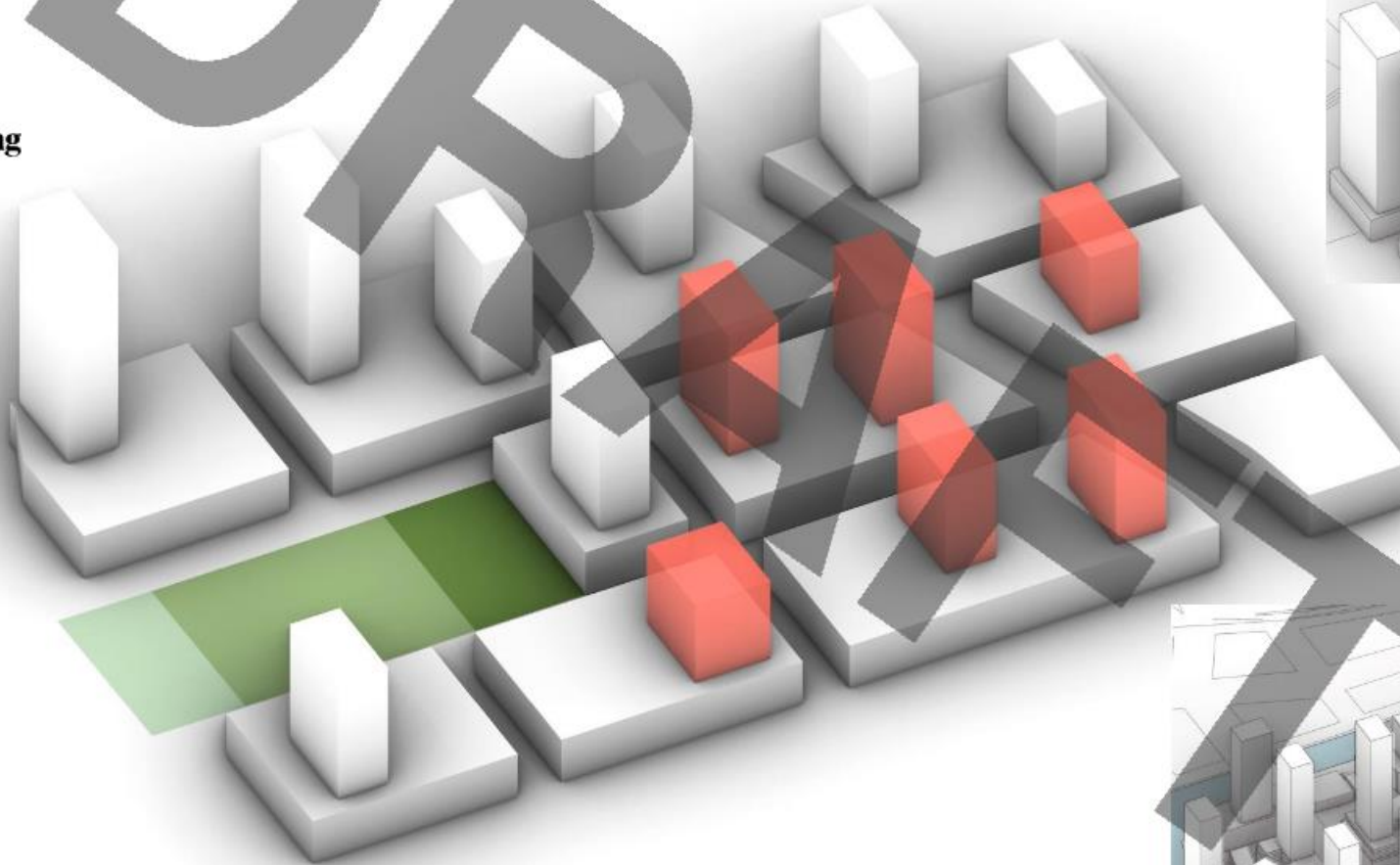
add tall buildings (40m+ separation)



MDPP Intensification & Improvement

add tall buildings (40m+ separation)

Maple House at Canary Landing



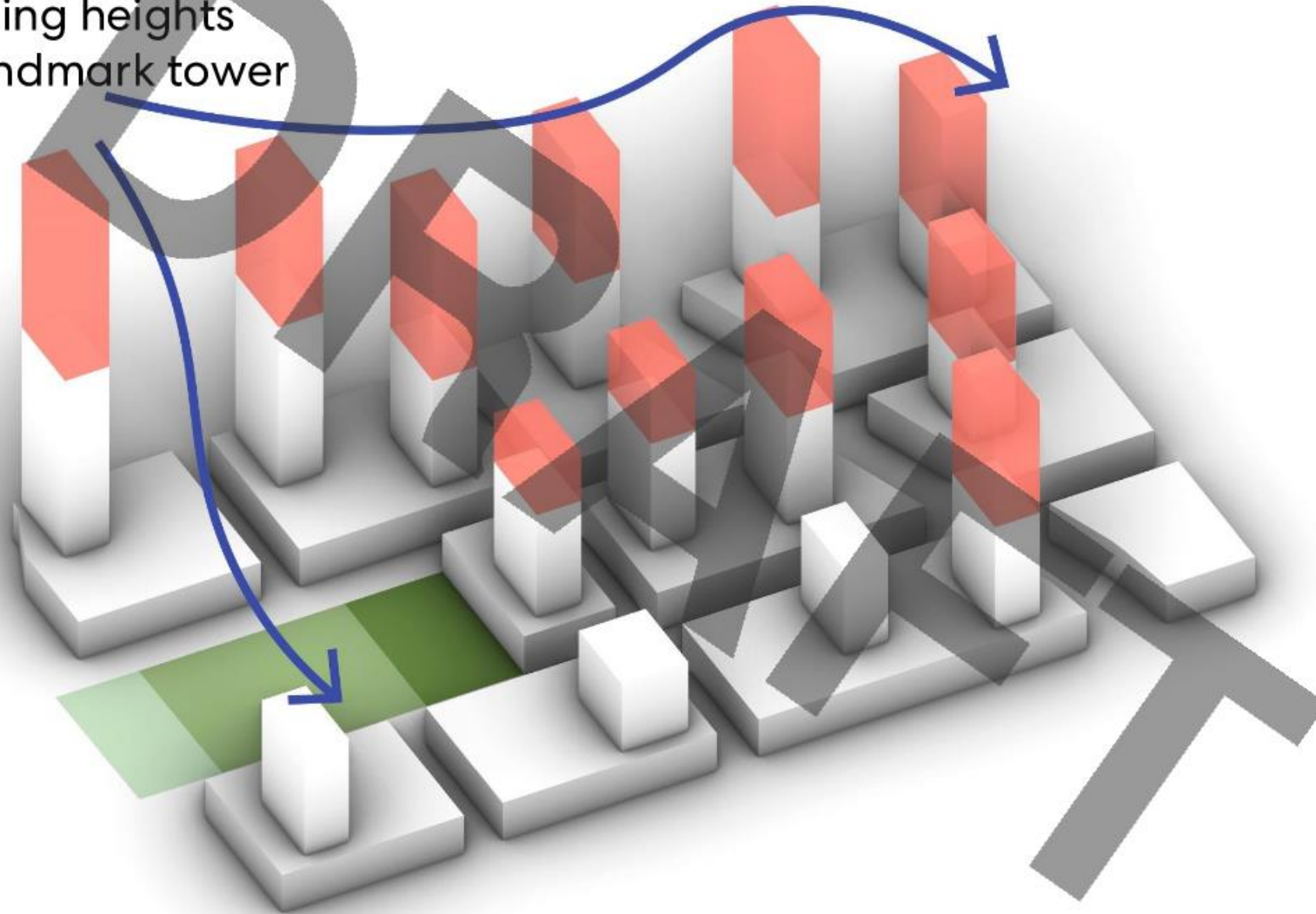
Approved East Harbour



Approved Villiers Island

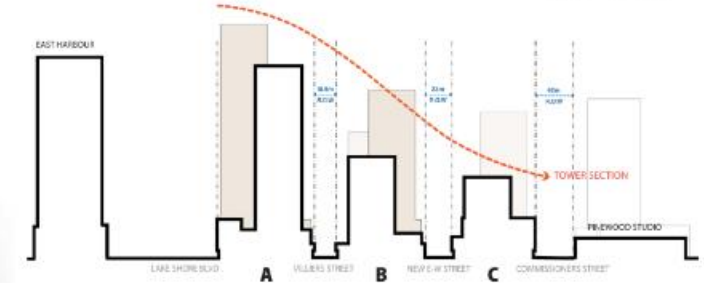
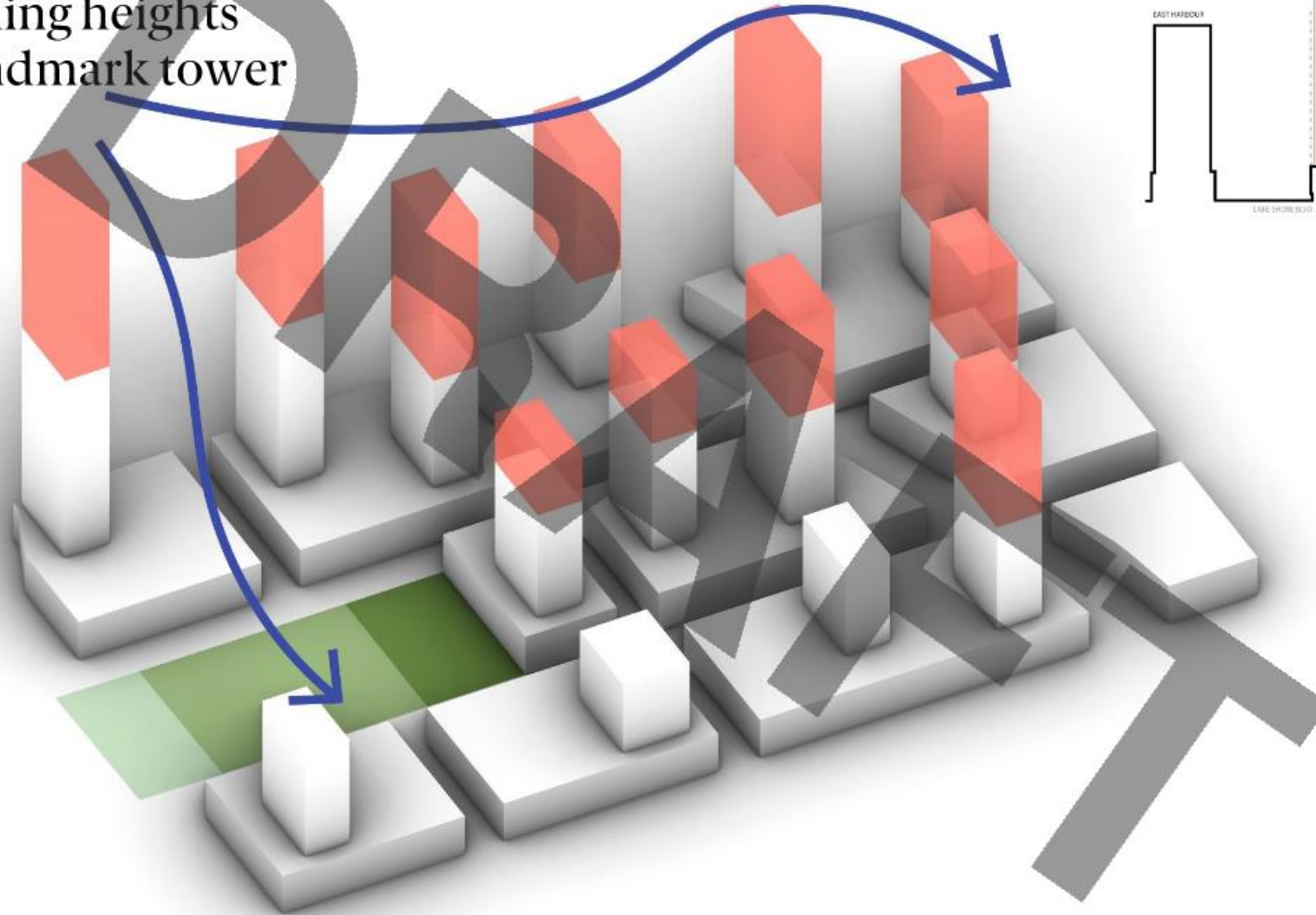
MDPP Intensification & Improvement

increase tall building heights
height peak at landmark tower



MDPP Intensification & Improvement

increase tall building heights
height peak at landmark tower



MDPP Intensification & Improvement

tower forms varied along Lakeshore
minimize shadow impact + inboard bedrooms

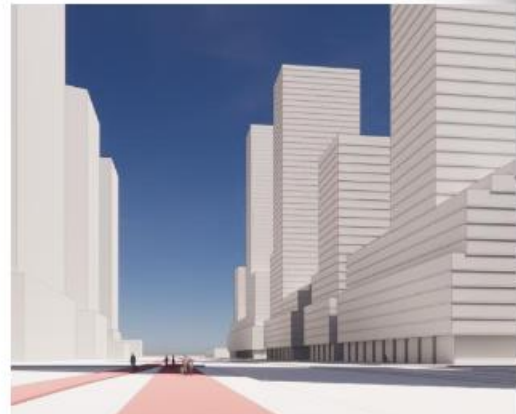


MDPP Intensification & Improvement

tower forms varied along Lakeshore
minimize shadow impact + inboard bedrooms



Lakeshore Multi-Use Path Shadow Study



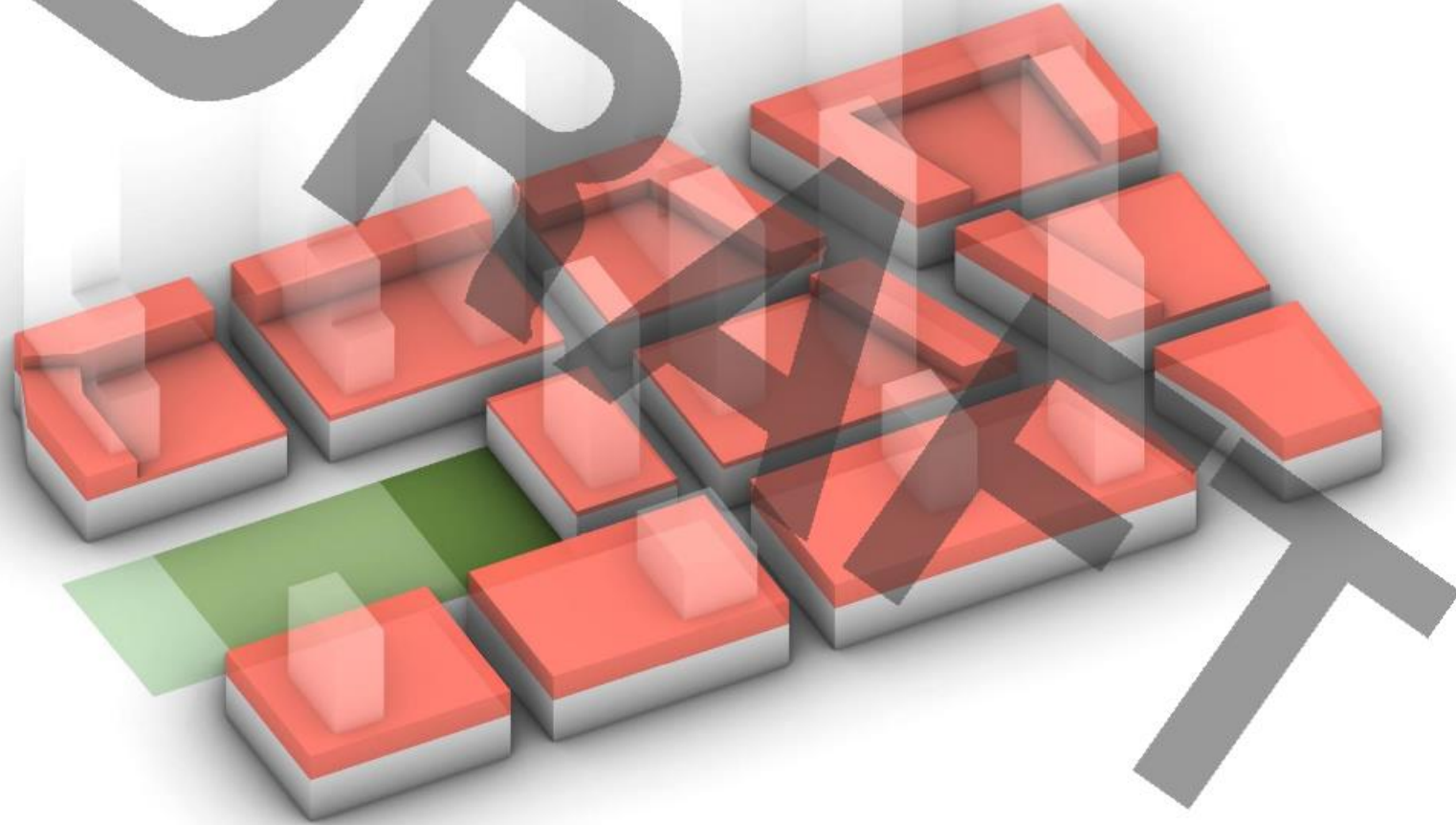
Street View of Massing Envelope Proposed Lakeshore



Conceptual Residential Tower Floor Plate Study⁸⁰

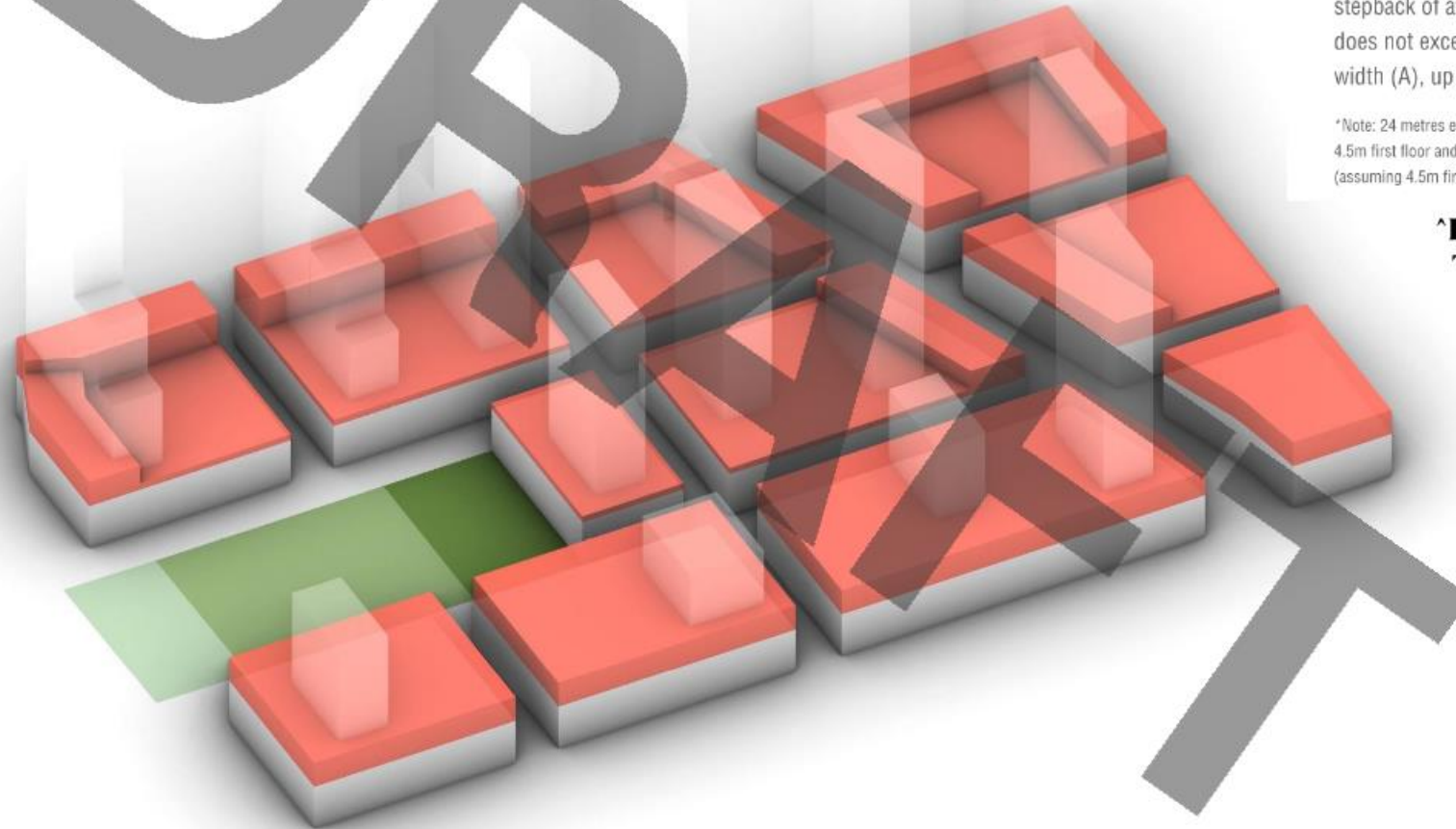
MDPP Intensification & Improvement

podium heights adjusted



MDPP Intensification & Improvement

podium heights adjusted



- b. In the absence of a consistent streetwall height context, provide a minimum base building height between 10.5 metres and 80% of the adjacent street right-of-way width (A), up to a limit of 24 metres* in height.

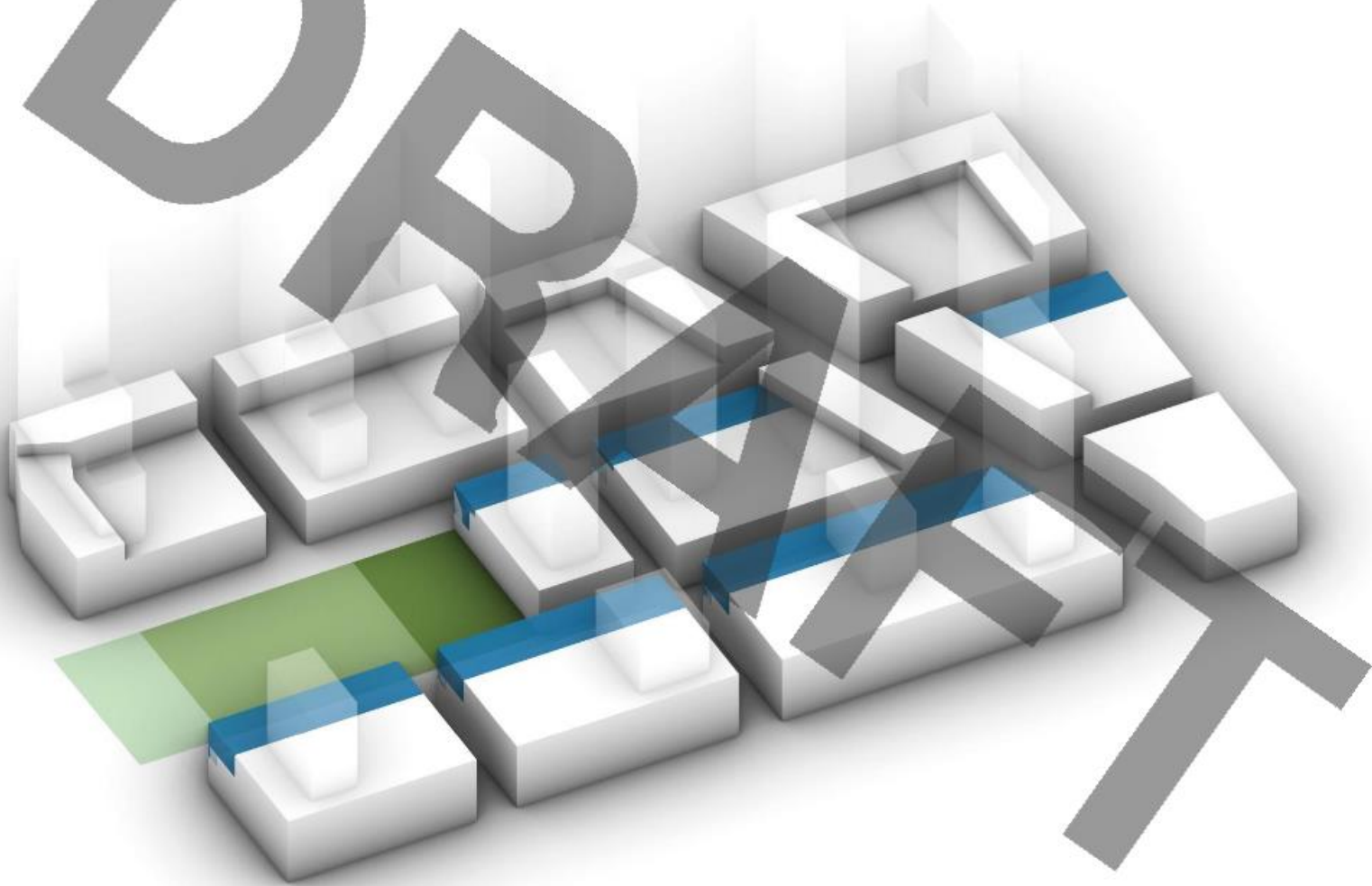
Additional base building height may be appropriate with a stepback of at least 3 metres, provided that the total height does not exceed 100% of the adjacent street right-of-way width (A), up to a limit of 24 metres* in height.

*Note: 24 metres equals approximately 7 storeys for a mixed-use building (assuming 4.5m first floor and 3m for all other floors) or 6 storeys for a commercial-only building (assuming 4.5m first floor and 3.6m for all other floors).

**^Excerpted from City of Toronto
Tall Building Design Guidelines**

MDPP Intensification & Improvement

podium edges refined to bring sunlight to sidewalks



MDPP Intensification & Improvement

podium edges refined to bring sunlight to sidewalks



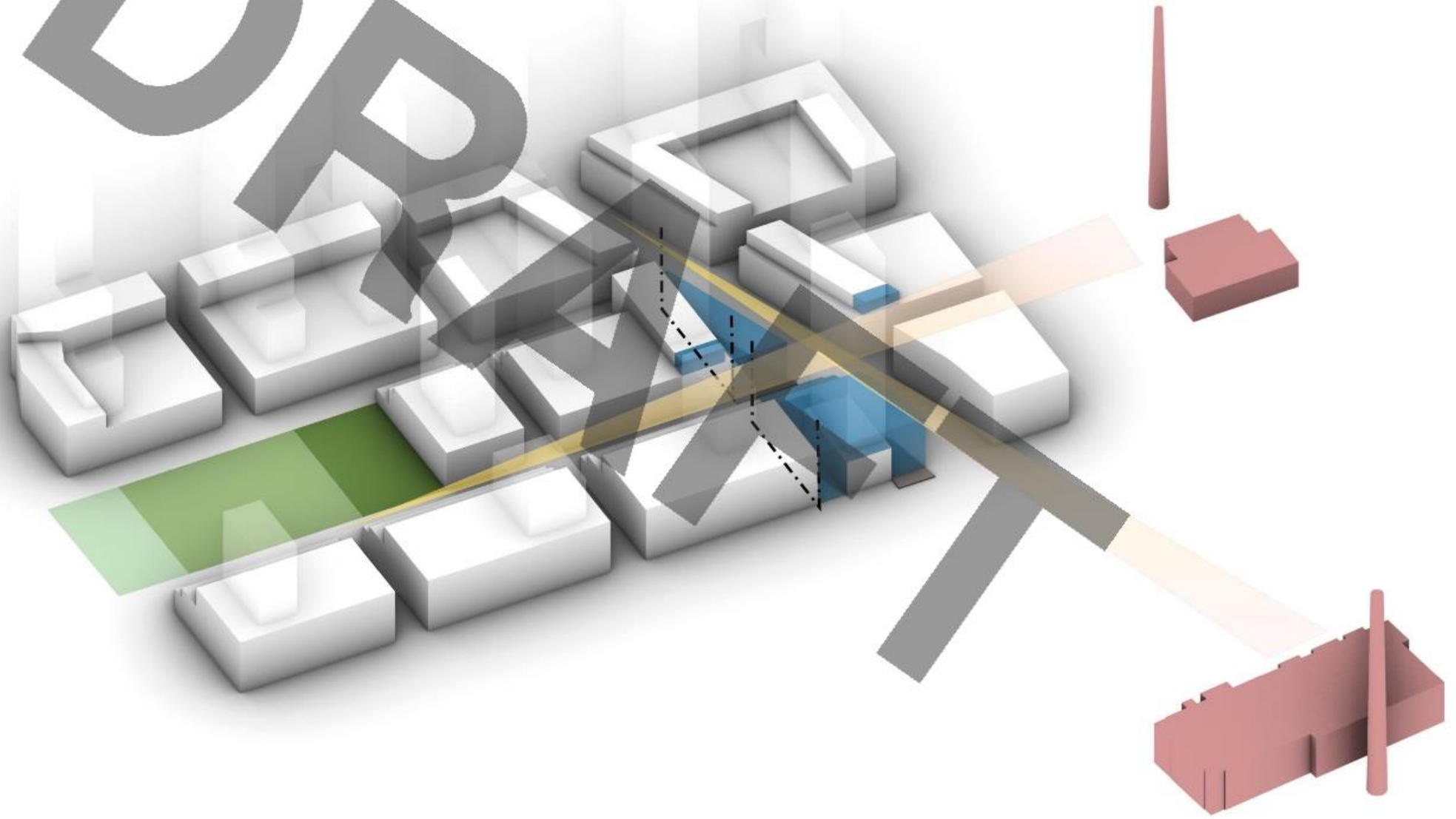
Merchant's Wharf, East Bayfront



Street View of Proposed New E-W Street Massing Envelope⁸⁴

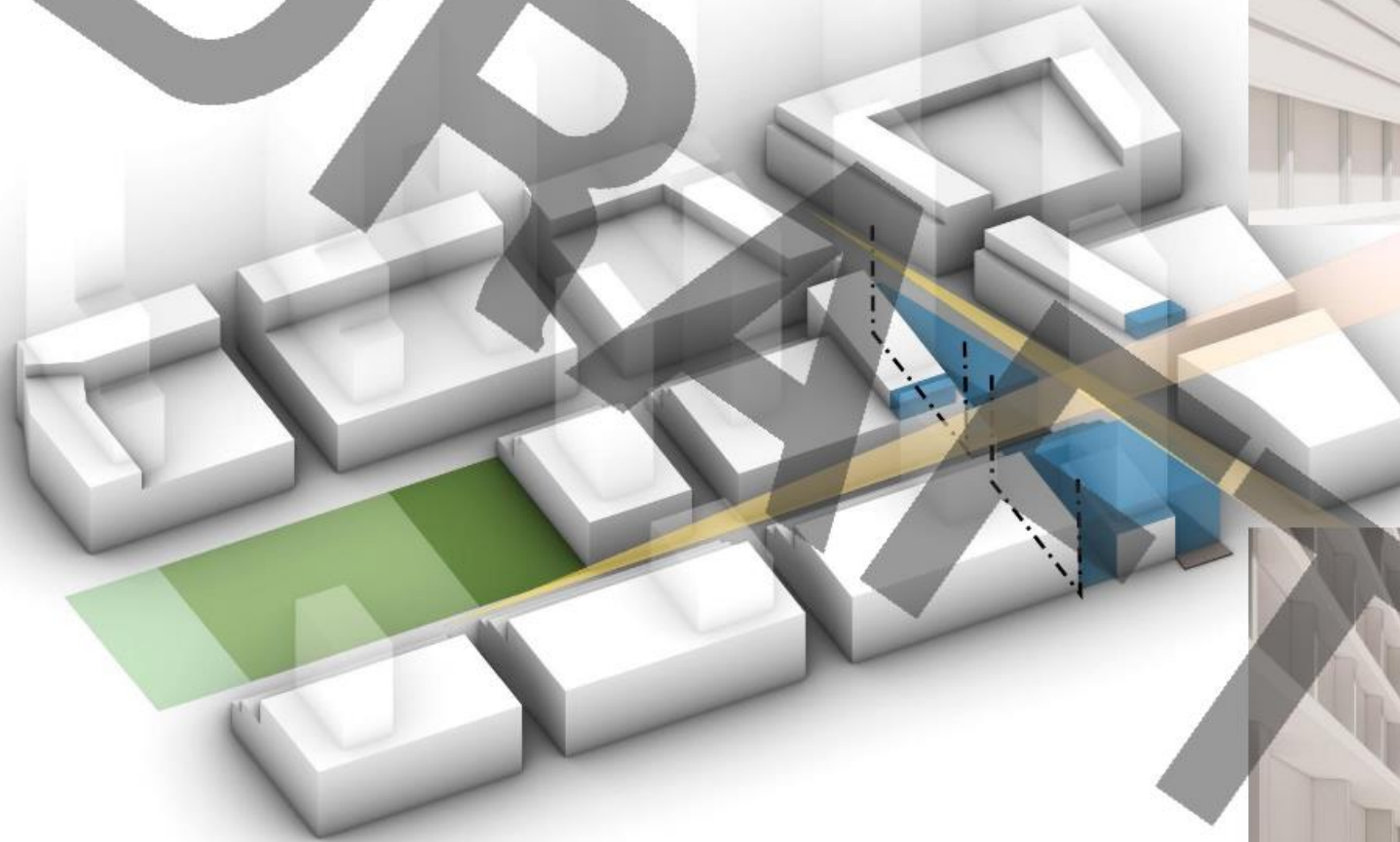
MDPP Intensification & Improvement

residual Phase 2 development sites removed
new civic space created + critical view corridors optimized



MDPP Intensification & Improvement

residual Phase 2 development sites removed
new civic space created + critical view corridors optimized



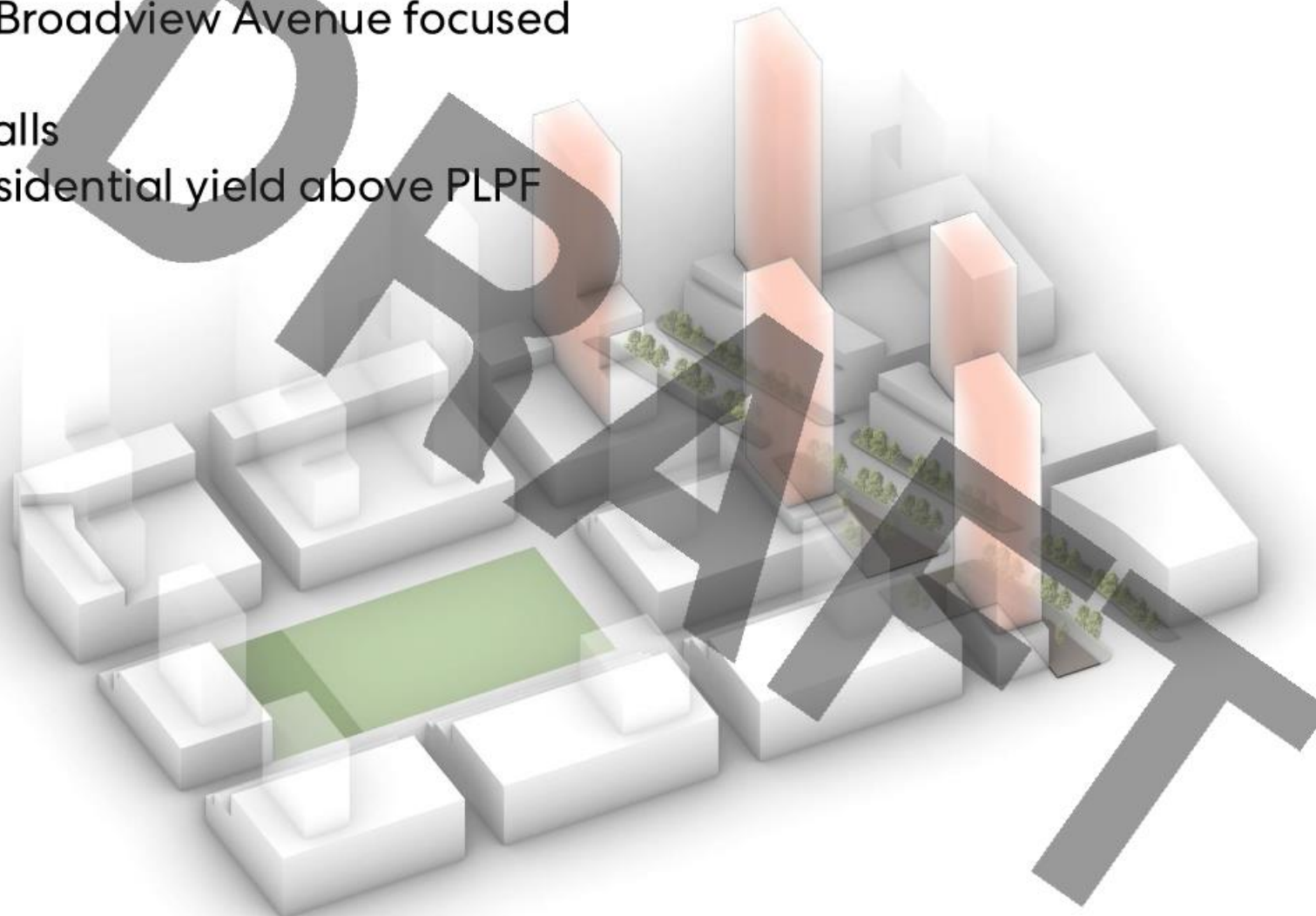
View of Transfer Station Stack

View of Hearn Stack



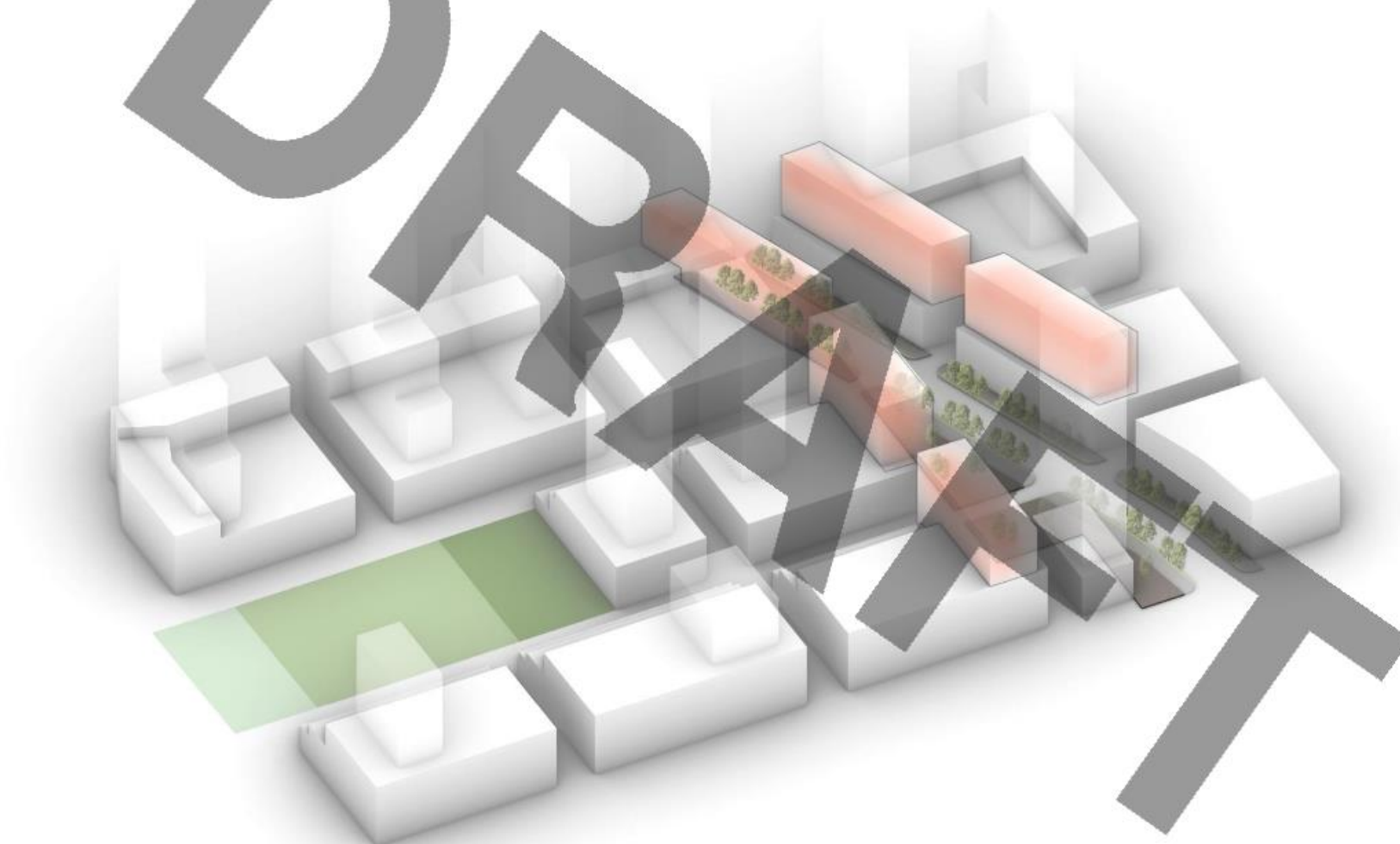
MDPP Intensification & Improvement

Don Roadway → Broadview Avenue focused
intensification
widened street walls
overall +2/3rds residential yield above PLPF

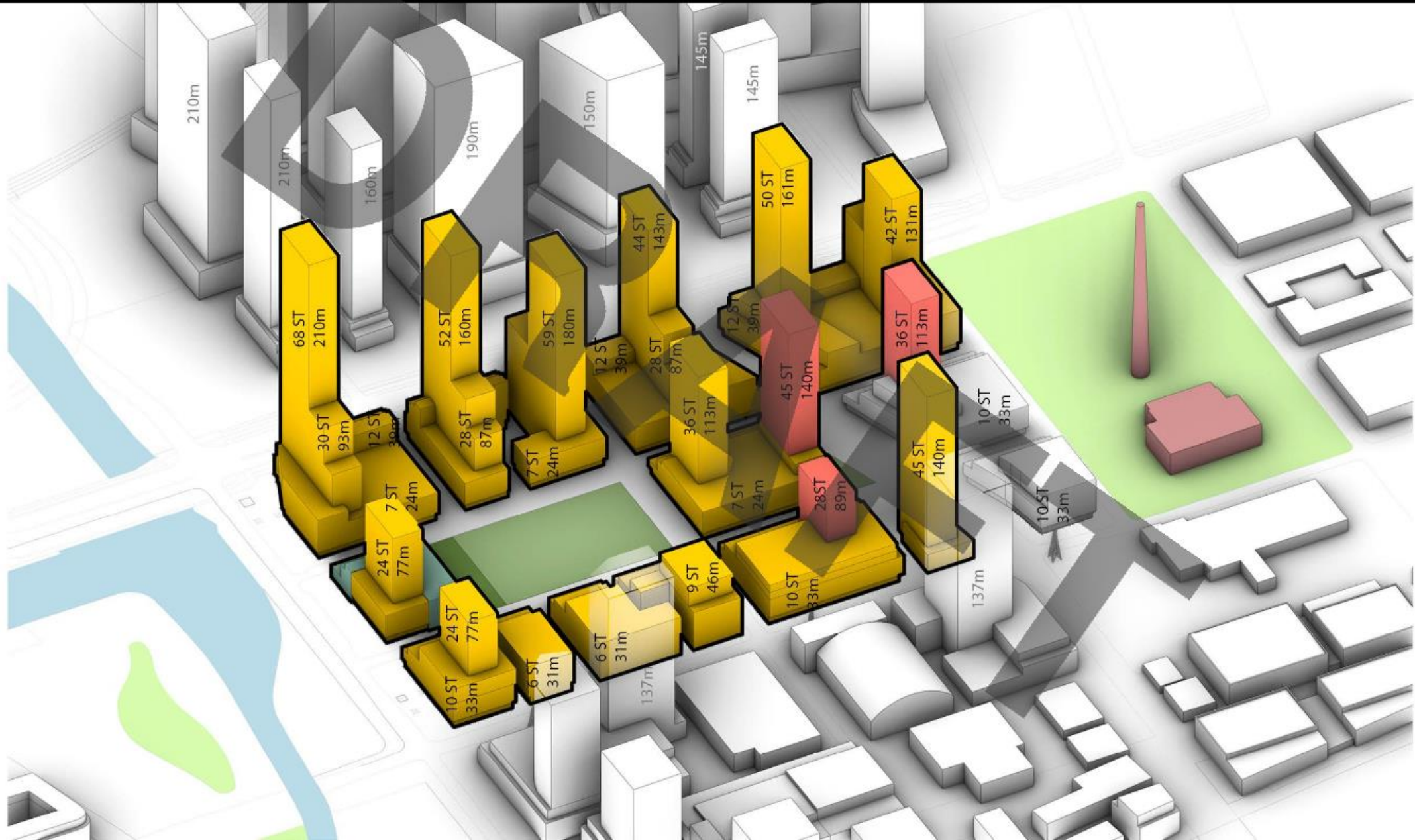


MDPP Intensification & Improvement

Broadview Avenue focused intensification (tall mid-rise)



Demonstration Plan 1: Central Park & Podium-Tower



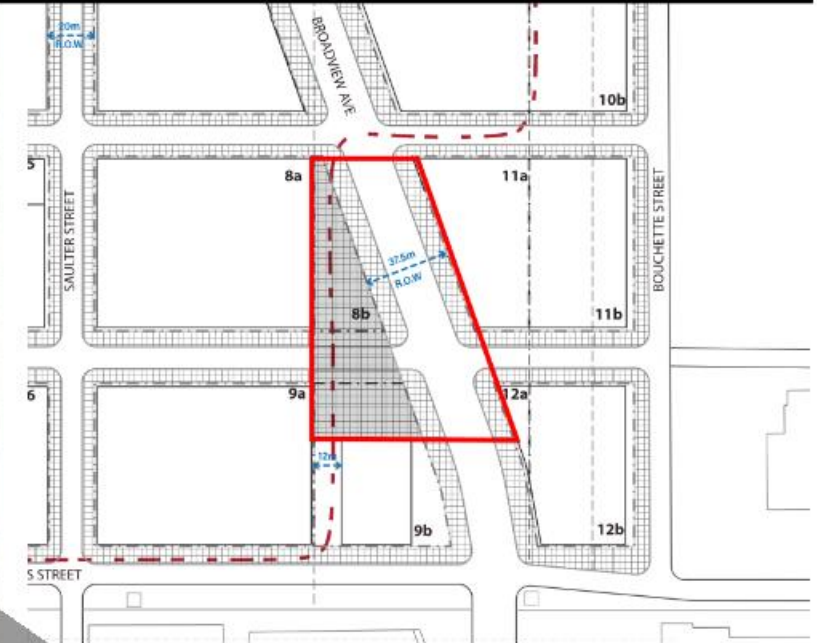


Precedents (Framed Views)

New Proposed Civic Space at Broadview Avenue

50-90m width x 145-170m length

16-18 storey tall flanking
tall mid-rise buildings + tower



University Ave (South of Queen)

40-60m width x 210m length

Flanking building heights vary
(9 / 14 commercial storeys tall)



Precedents (Tapering Civic Space Flanked w/ Tall Mid-Rise Bldgs)

June Callwood Park

50-65m width x 150m length

15/16 storey tall flanking tall mid-rise buildings + towers



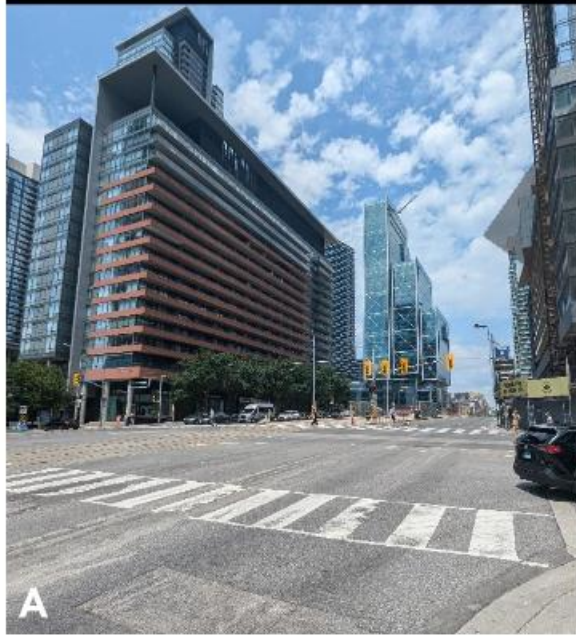
Berczy Park

60-100m width x 135m length

Varied flanking building heights (up to 21 storeys)



Precedents (Recent Tall Mid-Rise)



A



B

A. Spadina Ave at Fort York Blvd

50m street W x 65m bldg L
16 storeys

B. 629 King St W

24m street W x 75m bldg L
15 storeys

C. 88 Bathurst Ave

30m street W x 125m bldg L
17 storeys tall

D. Bathurst Ave at Front/Niagara St

30m street W x 105m bldg L
15-19 storeys tall

E. 370 Queen's Quay W (Tower 3)

n/a street W x 60m bldg L
21 storeys tall



C



D



Precedents (Tall Mid-Rise w/ Expressed Setback)



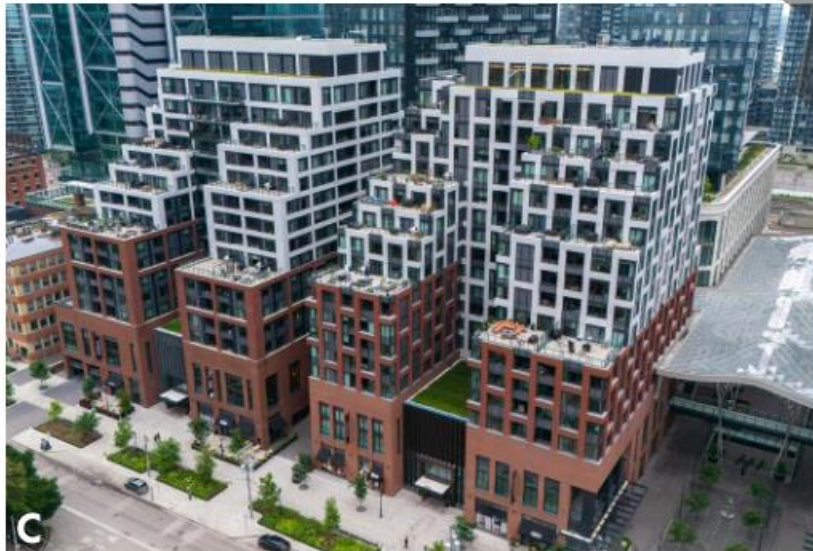
A. 318 Wellington St W
20m street W x 50m bldg L
16 storeys (6 at street)



B. 123 Portland St
20m street W x 22m bldg L
14 storeys (8 at street)



C. The Well
Wellington St W
45m street W x 100m bldg L
16 storeys (7 at street)



D. 520 Richmond St W
21m street W x 30m bldg L
15 storeys (7 at street)

Park Options – Built Form Analysis

Central Park Option

Shadow Impact – none (study control)

Residential Yield Potential – slightly worse

Retail Potential – slightly improved (more park frontage + visibility)

Building Service Access – slightly worse (Block 2 + 8 access moves to E-W streets)

Proposed Elementary School Location Impact – worse (less central, hydro tower + busy road adjacencies)

OVERALL slightly worse, but built form is not a major determining factor



Areas for Panel Consideration

Public Realm

- Do you support the proposed design refinements to the District's street network?
- For the District Park, what do you believe are the critical factors to inform the preferred direction between the two options?

Built Form

- Does the variety of building types address the need to substantially increase residential density while maintaining liveability in McCleary District?
- Are the proposed base building massings appropriate for providing flexibility in land use and protecting for a high quality public realm?

Appendix

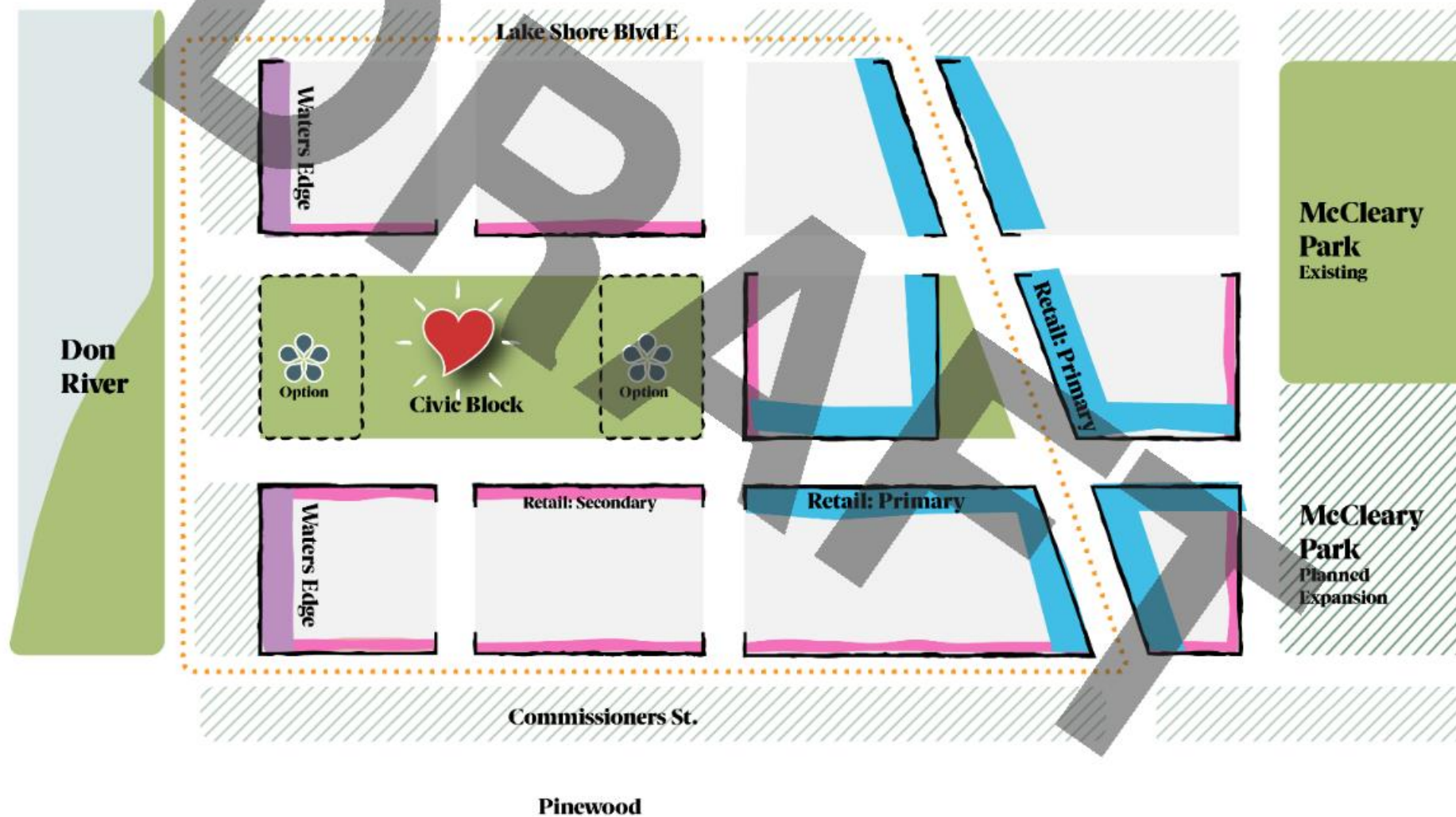
Public Realm

DRAFT

Public Realm: Framework

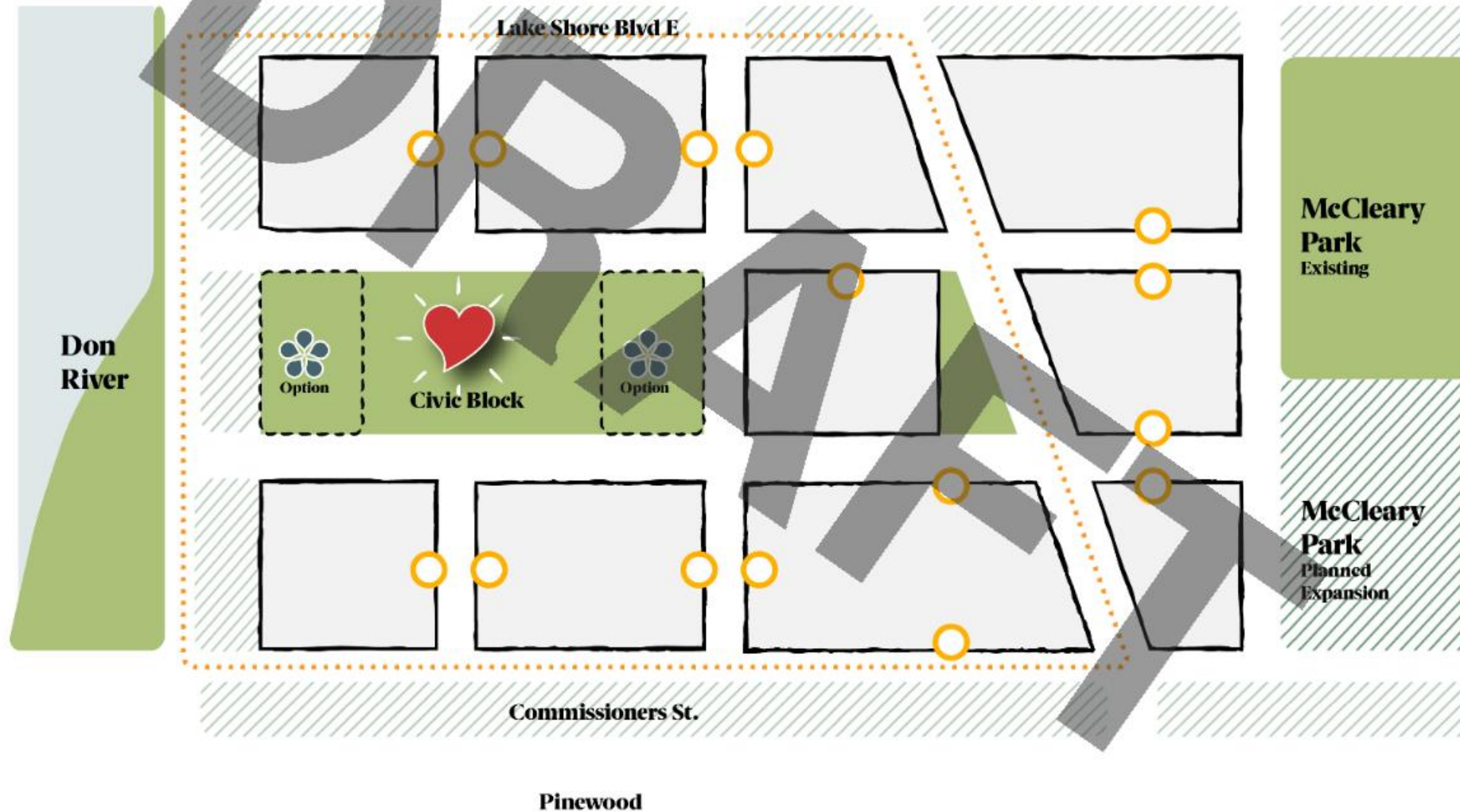
98

Retail and Animation



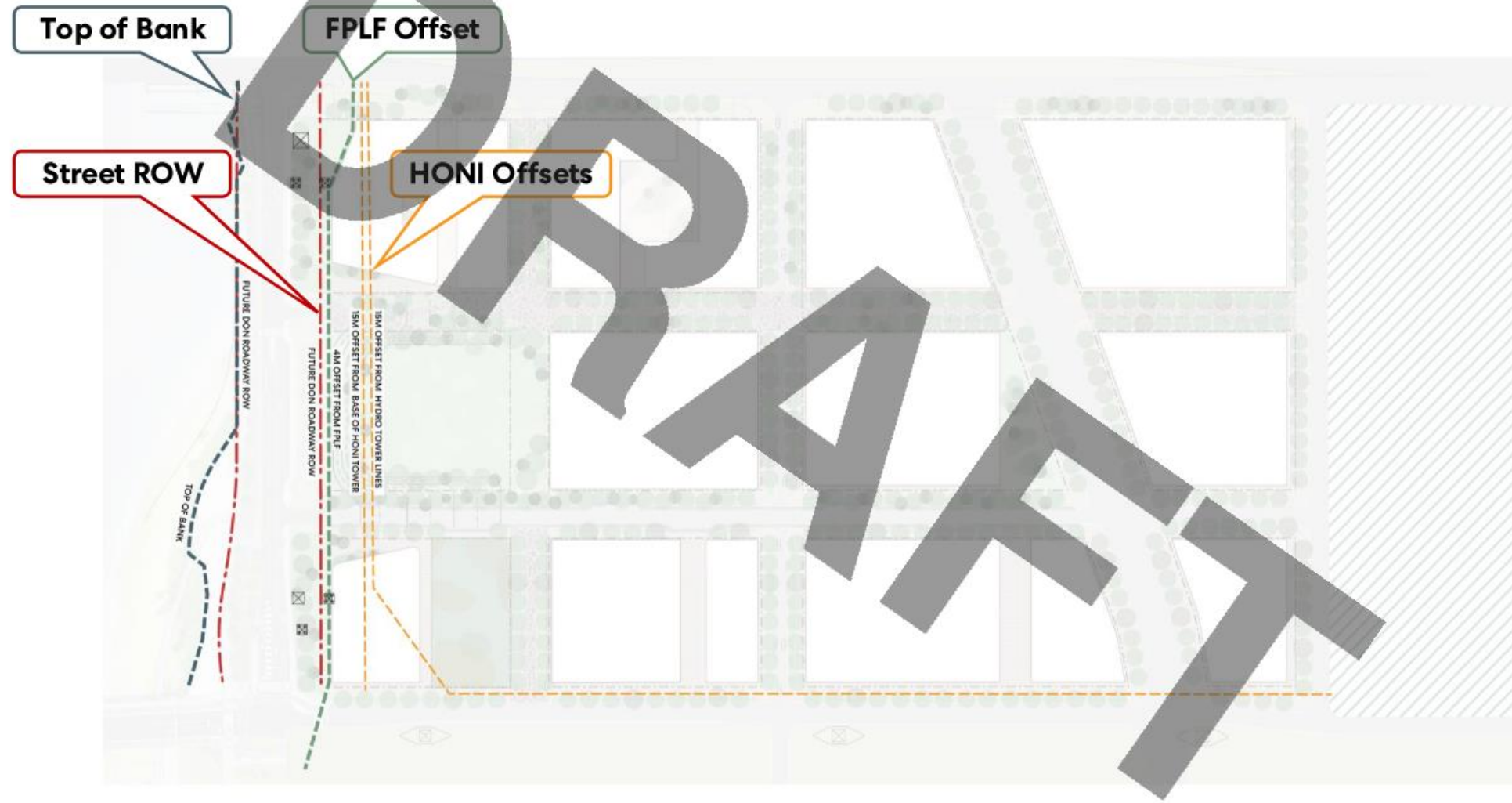
Public Realm: Framework

Site Access



Influence of River, Don Roadway, HONI, FPLF

100



These conditions influence both public realm and built form opportunities

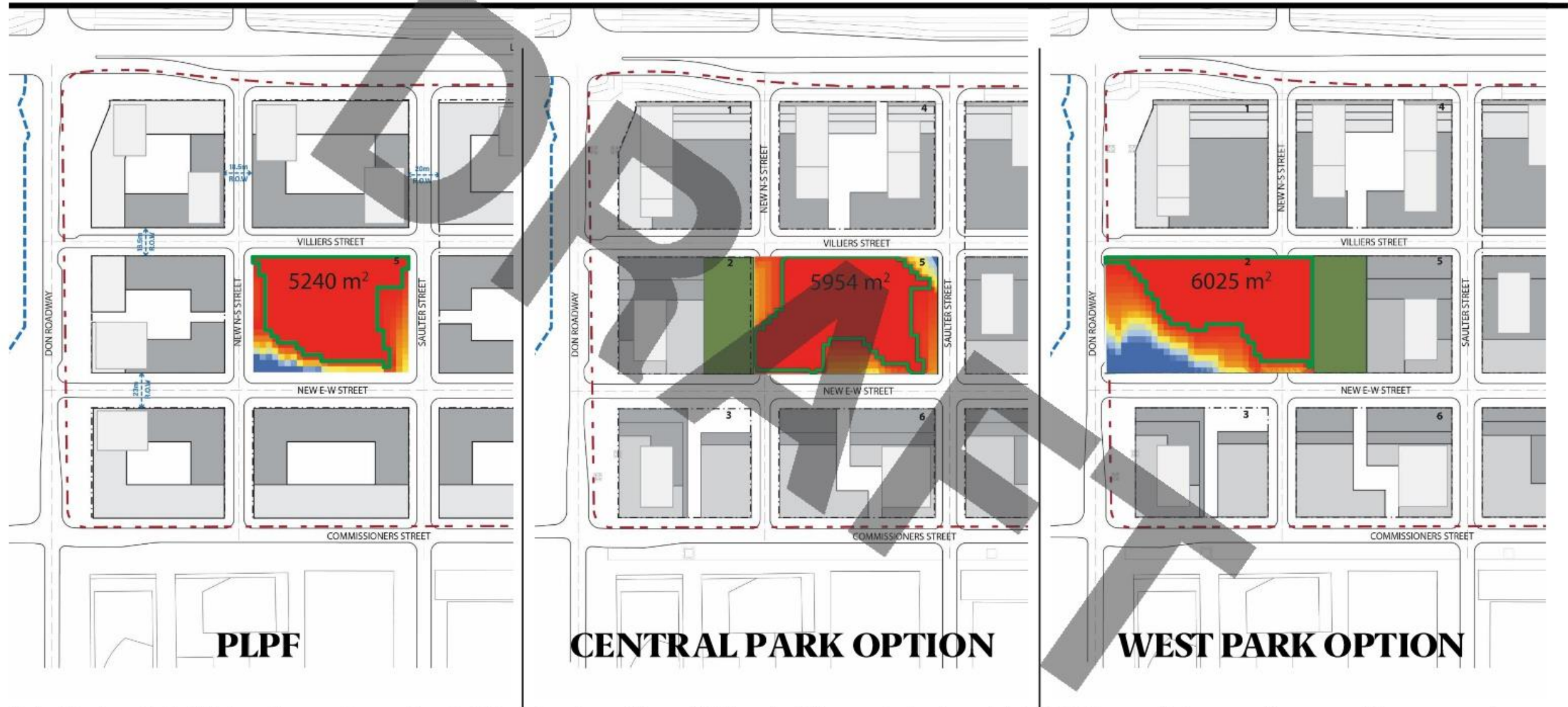
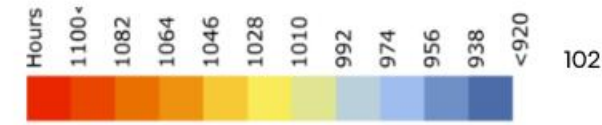


Appendix

Built Form

DRAFT

Sunlight on Parks Analysis

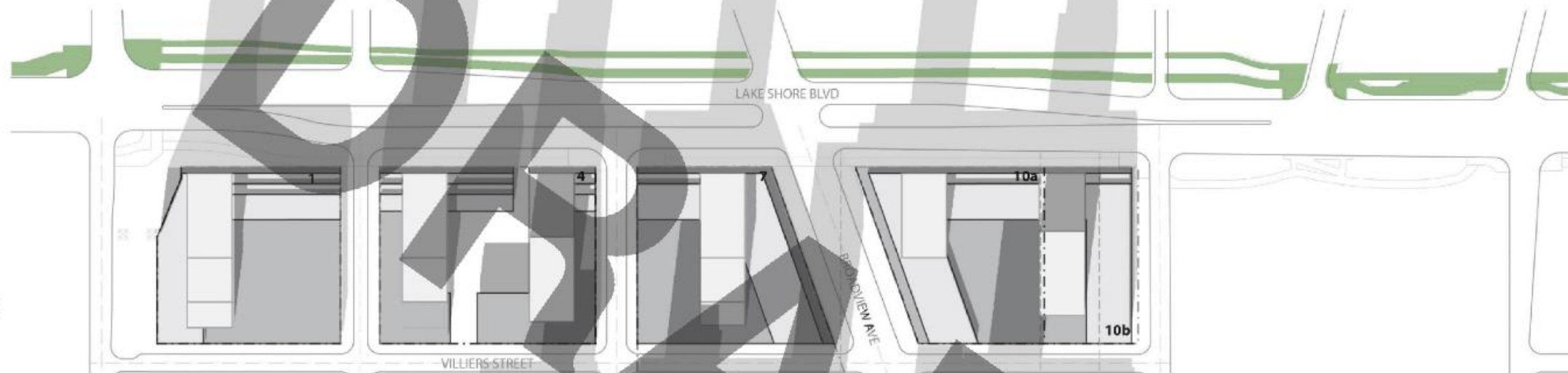


Note: Study period is 184 days (from spring equinox to fall equinox) consisting of 10:18am to 4:18pm each day for a total of 1104 hours. Red zones with green outlines represent 100% sun exposure over the study period. Darkest blue areas indicate an average of one hour less direct sun exposure per day over the study period ($1104 - 184 = 920$).

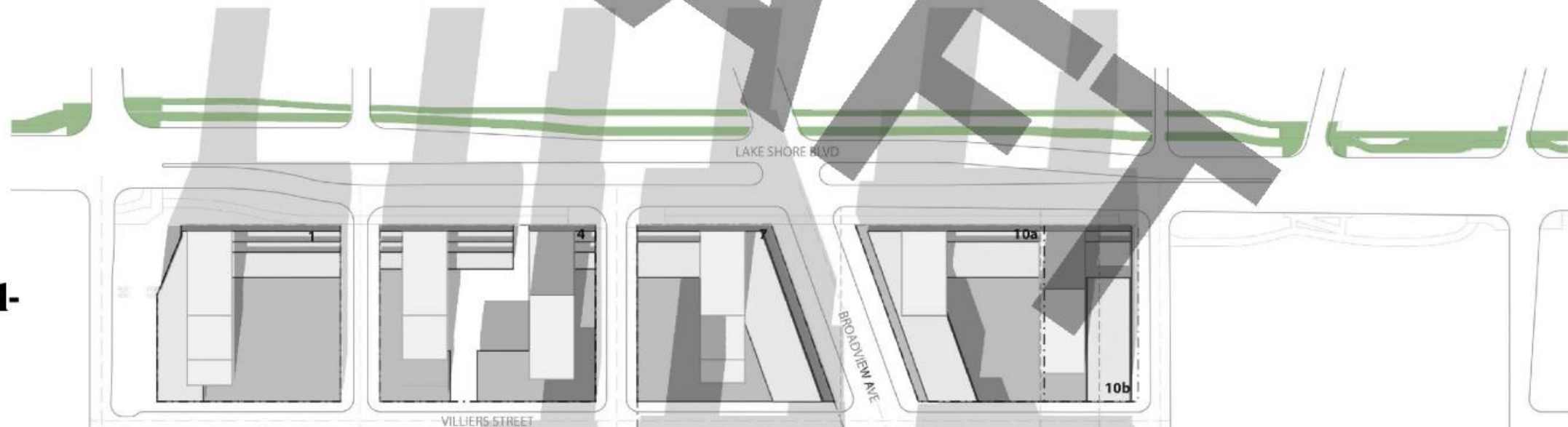
Shadow Impact Analysis

Lakeshore Blvd Multi-Use Trail (12:18pm) ¹⁰³

**Base
Scheme**

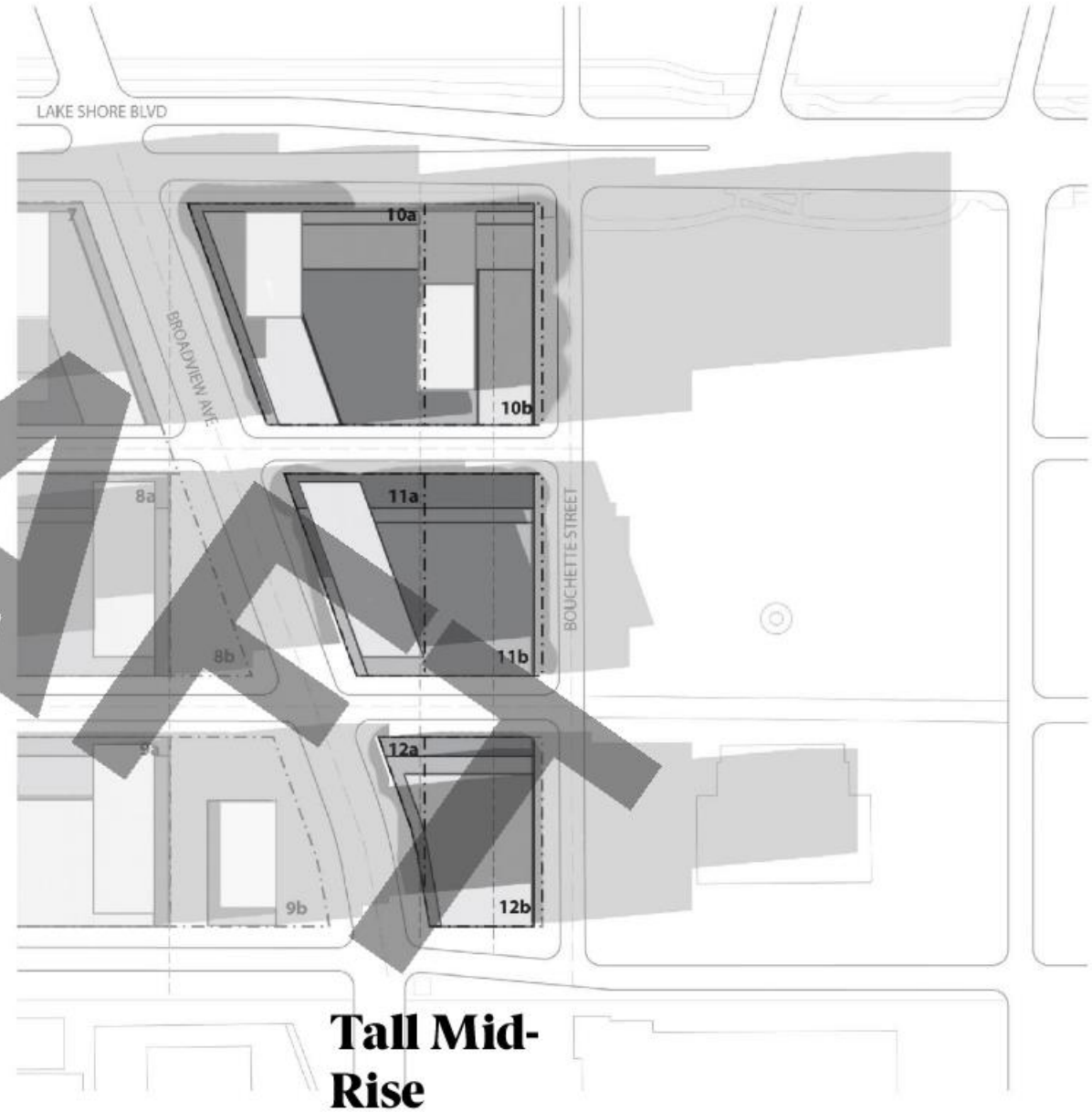
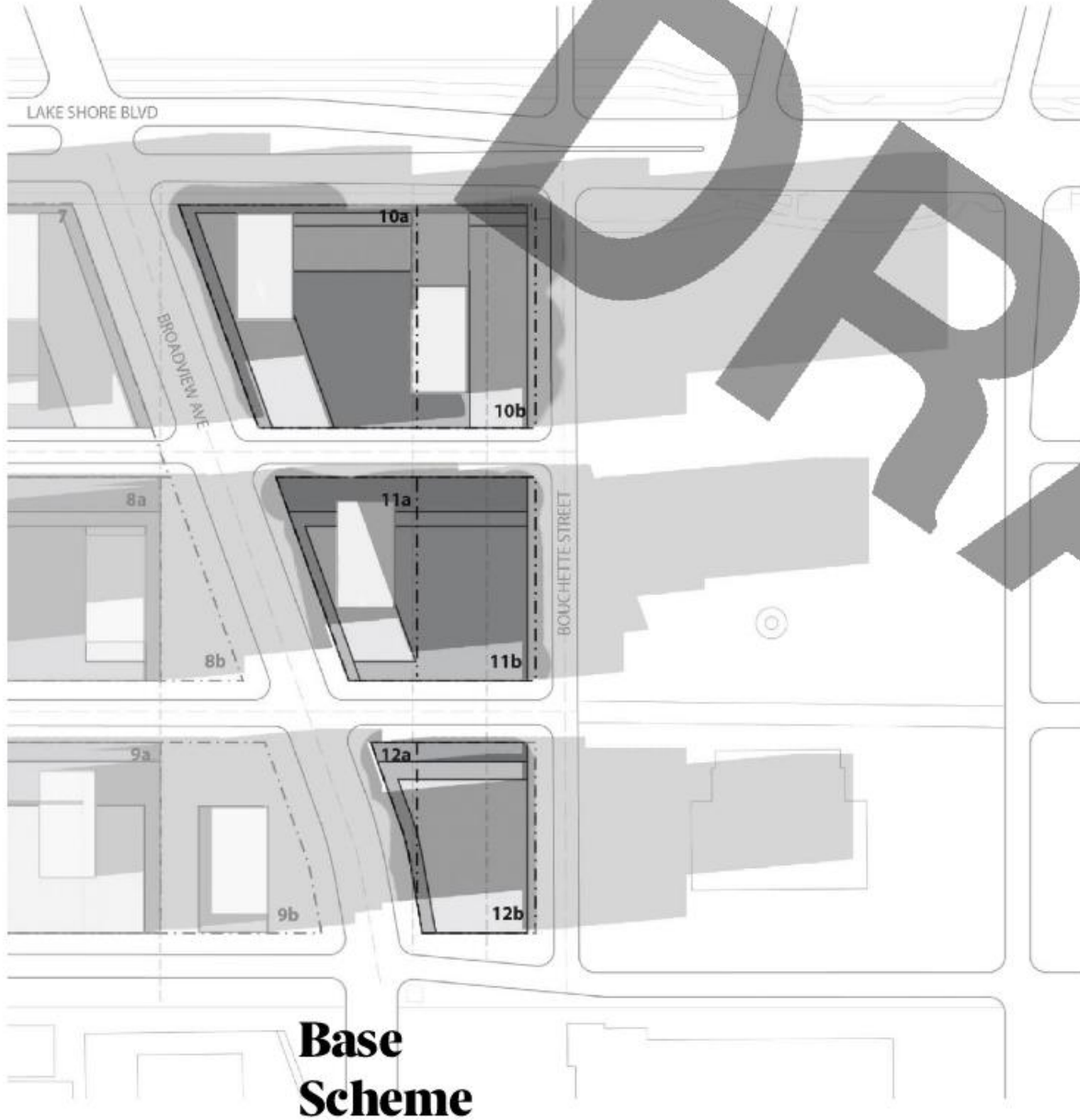


**Tall Mid-
Rise**



Shadow Impact Analysis

McCleary Park (4:18pm) ¹⁰⁴



Shadow Impact Analysis

New Park (10:18am) ¹⁰⁵



**Central Park
Option**

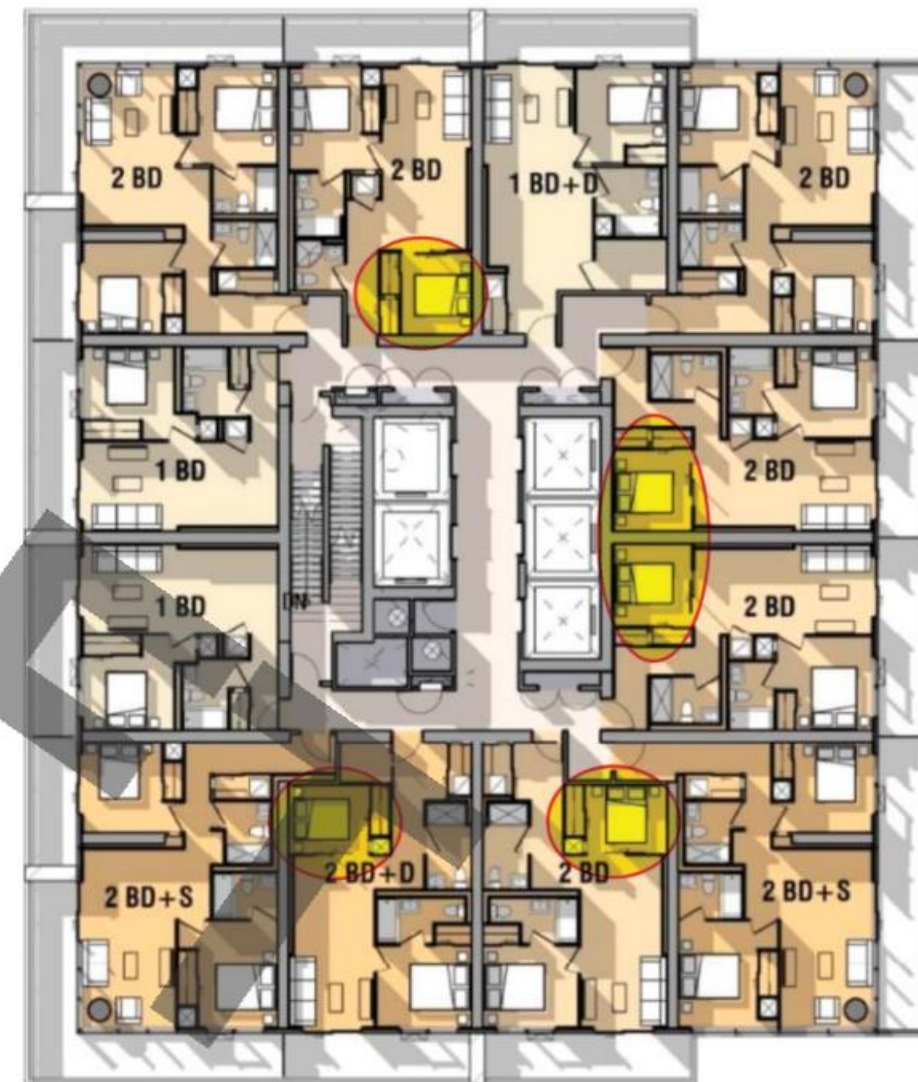


**West Park
Option**

Conceptual Residential Tower Floor Plate Study

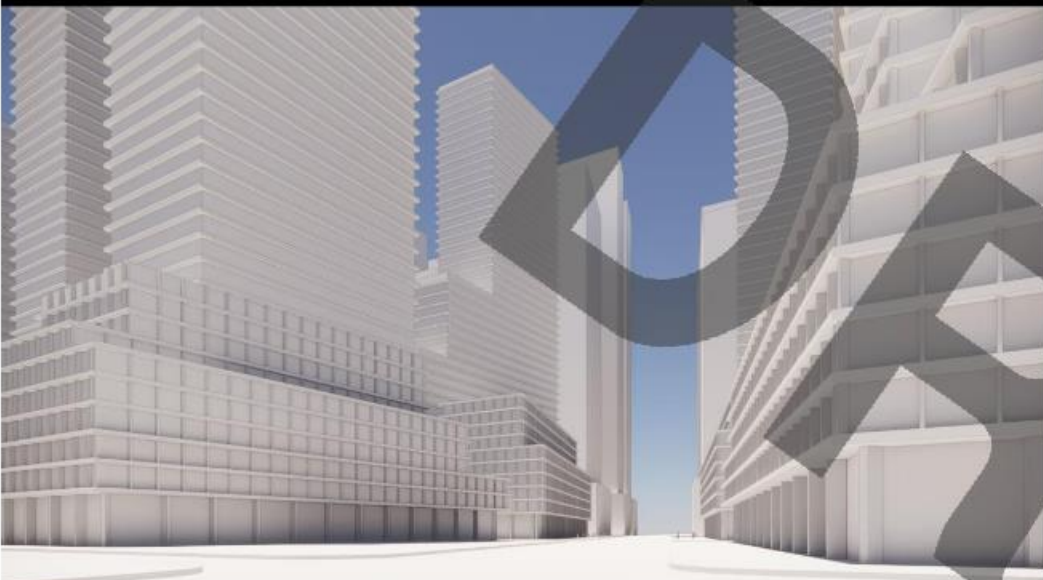


Floor plates exceeding approximately 22m in width add GFA almost entirely at the core. The City of Toronto's 2015 *Affordable Rental Housing Guidelines* require all bedrooms to have direct access to sunlight. Planning tower locations using 850sm floorplates 22m in width promotes high quality housing development.



A completed 866sm tower floor plate example exceeding 22m in each direction with corresponding inboard bedrooms highlighted. All non-corner 2+ bedroom units rely on indirect "borrowed light".

Street Level Views



View Looking North Along Broadview Towards East Harbour

**Base
Scheme**



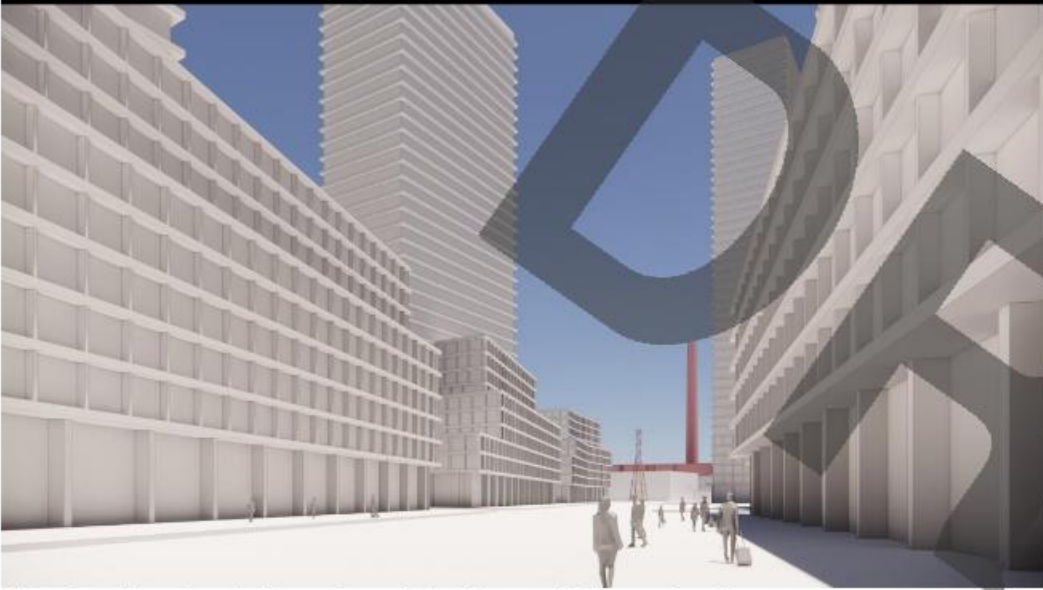
View Looking South Along Broadview From Lakeshore Towards Hearn Stack



**Tall
Mid-Rise**



Street Level Views



View Looking South Along Broadview Towards Hearn Stack



**Base
Scheme**



View Looking East Along New E-W Street Towards Transfer Station



**Tall
Mid-Rise**