



WATERFRONTToronto



Lower Yonge Precinct Plan

April 2016

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Cicada Design Inc.
Golder Associates
MMM Group Limited
Perkins + Will
Swerhun Facilitation

Waterfront Toronto, City of Toronto and the Consulting Team acknowledge the contribution of the following to the project:

Stakeholders

The Residences of the World Trade Centre (10 Queens Quay & 10 Yonge Street) - Angela Griffith and Richard Whitelaw
Build Toronto/Tridel (10 York Street/ 120 Harbour Street) - Don Logie, John MacIntyre, Steve Daniels, Gabriella Sicheri

Oxford Properties (10/20 Bay Street & 85 Harbour Street) - Dion DiFebo, Beverly Tay, Mark Cote
Pinnacle Condos (12/16 Yonge Street, 33 Bay Street, 16/18 Harbour Street) - Grace Wang, Cameron Duff, Andy Seto, Karina Perdomo
18 Yonge Street - Noeleen Barron, Wayne Howell (Del Property Management Inc.)
Ports Toronto/Oxford Properties (60 Harbour Street/30 Bay Street) - Bill Jackman, Mark Cote
Menkes (90 Harbour Street) - Alan Menkes, Jude Tersigni, Jennifer McKinlay
Pier 27 (Cityzen) - Kristine Janzen
Cycle Toronto (formerly Toronto Cyclist Union) - Clay McFayden, Alison Stewart, Antony Hilliard
Daniels Waterfront Condos - Neil Pattison, David Aird
Financial District BIA - Grant Humes, Evan M. Weinberg
Glen Murray's Office - Matt Edwards
Gooderham Worts Neighbourhood Association - Julie Beddoes
Office of Councillor Joe Cressy (Ward 20); formerly Councillor Ramkhalawansingh - Brent Gilliard
Office of Councillor Pam McConnell (Ward 28) - Tom Davidson
Ontario Motor Coach Association - Dave Carroll
Redpath Sugar - Andrew Judge, George Carter
St. Lawrence Market BIA - Al Smith
St. Lawrence Neighbourhood Association - Lorrie Naylor, David S. Crawford
The Riviera (228/230 Queens Quay) - Vesna Saltagic

Toronto Centre for Active Transportation - Thomas Smahel
Toronto Entertainment District BIA - Janice Solomon, Dana Duncanson
Toronto Island Community Association - Pam Mazza, Anna Prodanou, Baye Hunter
Transit Advocate - Steve Munro
Water Club Condos (208/218 Queens Quay, 8 York Street) - Daniel Bonea
The Waterfront BIA - Kevin Currie, Carol Jolly
West Don Lands Committee - Larry Webb
Westin Harbour Castle - Tim Reardon
YMCA - Leigh Coffey
York Quay Neighbourhood Association - Ulla Colgrass, Braz Menezes

Landowners

Pinnacle International
LCBO/Infrastructure Ontario
Choice Properties REIT
Toronto Port Lands Company

Note: All graphics contained herein are for illustrative purposes only.

TABLE OF CONTENTS

1.0	Introduction	1
2.0	Area Context	7
2.1	The Area Today	8
2.2	Evolution of the Area	9
2.3	Land Ownership	13
2.4	Existing and Planned Context	13
2.4.1	Land Use and Development	15
2.5	Heritage and Archaeology	11
3.0	Precinct Plan Vision and Principles	17
3.1	Vision	19
3.2	Objectives	19
3.3	Five Guiding Principles	20
4.0	Public Realm	23
4.1	Streets and Blocks	27
4.2	Street Types	28
4.2.1	The “Main Streets”	30
4.2.2	Promenade Streets	35
4.2.3	Neighbourhood Streets	38
4.3	Streetscape Design	39
4.4	Transit	41
4.5	Cycling Network	44
4.6	Parks and Open Space	47
4.6.1	Open Space Network	49
4.6.2	Lower Yonge Park	51
4.6.3	Mid-Block Connections	52
4.6.4	Privately Owned Publicly-Accessible Spaces (POPS)	53
4.6.5	The PATH	56
5.0	Development	59
5.1	Land Use	60
5.1.1	Mixes of Uses	60
5.1.2	Housing	64
5.2	Built Form	66
5.2.1	Base Buildings	68
5.2.2	Tall Buildings	78
5.2.3	Base Buildings - Heritage	78
5.3	Parking and Loading	84
6.0	Community Services and Facilities	87
6.1	School	90
6.2	Childcare	91
6.3	Community Recreation Centres	91
6.4	Library Facilities	91
6.5	Emergency Services	92
6.6	Human Services	92
7.0	Sustainability	93
7.1	Buildings	95
7.2	Energy	99
7.3	Resiliency and Adaptation to Climate Change	102
7.4	Mobility	104
7.5	Biodiversity	105
7.6	Wise Use of Resources	106
7.6.1	Water	106
7.6.2	Waste	107
7.6.3	Materials	108
7.6.4	Human Health and Well-being	109
8.0	Innovation and Economy	111
9.0	Public Art	113
9.1	Public Art Context	115
9.2	Method and Approach	118
9.3	Site Selection	118
9.4	The Public Art Plan	120
10.0	Phasing and Implementation	123
10.1	Implementation Tools	124
10.2	Phasing/Funding	127

1.0 Introduction



Figure 1.1 Aerial Photo of the Lower Yonge Study Area (2006)

1.0 Introduction

The Lower Yonge Precinct Plan (the “Precinct Plan”) provides a vision and framework for comprehensive development of this central waterfront area. This Precinct is expected to accommodate significant height and density which makes it imperative to provide a framework to ensure that new development is appropriately planned and sensitive to the Precinct’s prominent location on the waterfront. The public realm must be generous and well designed, and there needs

to be an appropriate mix of uses, services and amenities for future residents and workers.

The Precinct Plan is the blueprint for a functional, complete community that supports a high density by providing a sustainable mix of uses, and a fine-grained network of varied and distinct public spaces. These spaces are aimed at drawing people into and around the Precinct and connecting it with surrounding

neighbourhoods and to Lake Ontario. With a mix of residential, institutional, civic, office and retail uses, the Precinct will provide homes, workplaces, and local services and facilities for thousands of Torontonians, balancing residential and commercial development to create an active mixed-use community. Lower Yonge will meet the high standard for comprehensive planning and development set by previous waterfront precinct planning initiatives.



Figure 1.2 Artistic Rendering of the Toronto Skyline

The Central Waterfront Secondary Plan (“CWSP”) identifies “Precinct Implementation Strategies” (Precinct Plans) as a tool for comprehensive planning and as a prerequisite for the transformation of Regeneration Areas in the waterfront. Through incorporating the elements and strategies of precinct planning, as outlined in the CWSP, this Precinct Plan establishes objectives for the Lower Yonge area’s built form and public realm, the overall urban design vision, and how the precinct will relate to adjacent neighbourhoods and districts.

The CWSP identifies the foot of Yonge Street as an ‘Inner Harbour Special Place’ which is to be designed with developments that will contribute to the special nature of this area. With this as a guiding principle, the precinct has been comprehensively planned to turn these lands into a gateway to Toronto’s Waterfront and into a vibrant, connected, landmark community.

The Precinct Plan was developed in two phases. Phase One addressed the larger structural elements of the precinct plan. It focused on a new streets and blocks plan, local and regional transportation network changes, land use and compatibility, built form and massing, and public realm considerations. The first phase culminated in the receipt and endorsement, in part, by City Council in August 2014, of three reports:

1. The Lower Yonge Transportation Master Plan (“TMP”) Environmental Assessment (“EA”) Report, prepared by Arup, dated August 2014;
2. The Lower Yonge Urban Design Report: Principles and Recommendations, prepared by Perkins and Will, dated August 2014;
3. The Lower Yonge Precinct Plan – Proposals Report (“Proposals Report”), dated August 5, 2014.



Figure 1.3 Artistic Rendering of the Lower Yonge Precinct

The City Staff report contained a set of draft Planning and Policy Directions for this Precinct Plan.

The recommendations contained within the TMP were further endorsed by City Council in March 2015 and accepted by the Ministry of Environment and Climate Change shortly thereafter. These three reports established the foundations on which the precinct planning process was based and set the stage for the second phase.

Phase Two focused on refinements to the earlier Phase One work, particularly with respect to built form and massing, public realm, compatibility with existing uses and transportation infrastructure.

Additional work has been conducted on community services and facilities, affordable housing, active transportation measures and implementation mechanisms.

A Municipal Class Environmental Assessment (MCEA) has been initiated to move forward phases 3 and 4 the TMP EA, building on the recommendations made in phase 1 and 2 of the TMP EA. As part of the MCEA, an Environmental Study Report is required to fulfill the applicable Environmental Assessment (EA) requirements under Schedule C of the Municipal Class EA process.

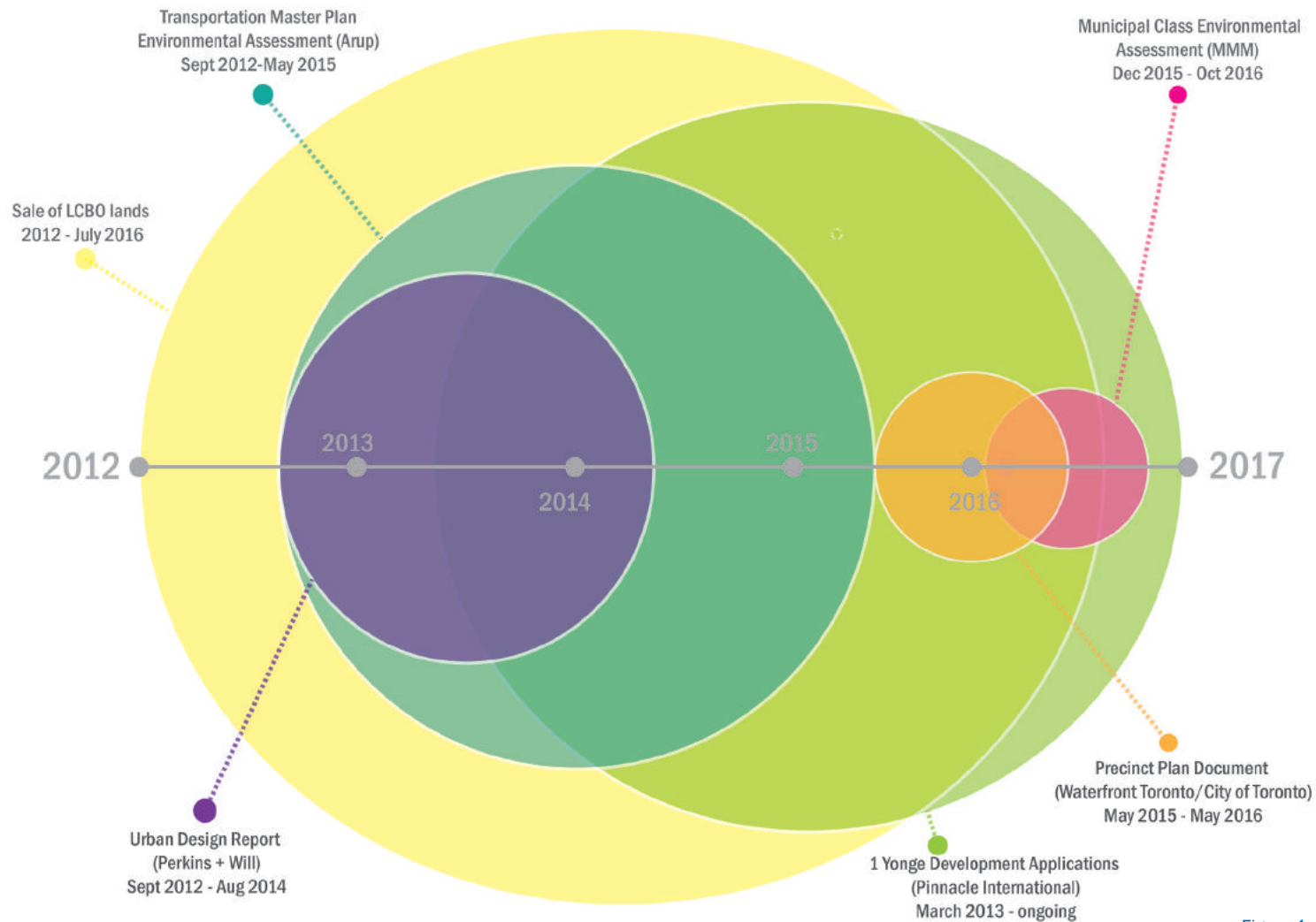


Figure 1.4 Flow Chart of Phases

Also required are the complete functional designs for:

1. Preferred alternative design concepts that will be identified from the completion of Phase 3 of the MCEA for the Precinct; and

2. Transportation infrastructure changes identified in the already completed TMP.

Overall, the MCEA will focus on refinements to the TMP EA, as well as introduce a public realm concept, local servicing options, costing and phasing recommendations for the ultimate design.

It is anticipated that the MCEA will be completed by the end of 2016.

The Precinct Plan is built upon the Phase One and Two work, which included extensive consultation with community members, landowners and other stakeholders.

Implementation

The Plan is intended to be read in conjunction with, and be implemented through, the CWSP, the Lower Yonge Official Plan Amendment (“OPA”), and the City Planning staff report dated April 22, 2016.

The Precinct Plan provides background to the OPA, as well as detailed planning directions and recommendations on the area’s public realm, infrastructure, development and implementation and phasing plans. As such, the Precinct Plan, the staff report, and the OPA provide the foundation and context against which all future development applications in the Lower Yonge Precinct will be evaluated.

The Precinct Plan should be interpreted as a guiding document. It provides a framework within which to achieve the vision set out for Lower Yonge. Specific performance standards such as building setbacks and parking standards will be set out in site-specific zoning by-laws for the development of each property. Environmental Assessments (EAs) for the development of public infrastructure will further prescribe final street and block configurations and public realm concepts.

The Precinct Plan is organized into ten main sections:

- 1.0 Introduction
- 2.0 Area Context
- 3.0 Precinct Plan Vision and Principles
- 4.0 Public Realm
- 5.0 Development
- 6.0 Community Services and Facilities
- 7.0 Sustainability
- 8.0 Innovation and Economy
- 9.0 Public Art
- 10.0 Phasing and Implementation

2.0 Area Context

- 2.1 The Area Today
- 2.2 Evolution of the Area
- 2.3 Land Ownership
- 2.4 Existing and Planned Context
- 2.5 Heritage and Archaeology

2.1 The Area Today

The Lower Yonge Precinct comprises approximately nine hectares of industrial lands at the edge of Toronto's transforming and rapidly growing Central Waterfront community. It is located between Yonge Street and Jarvis Street, extending from Lake Shore Boulevard down to Queens Quay. Nearby are the Harbourfront Community, the emerging South Core area, the Financial District, Old Town Toronto, the St. Lawrence Neighbourhood, the new East Bayfront Community and the Toronto Inner Harbour.



Figure 2.1 Aerial photo of the Study Area



Figure 2.2 View looking south on Cooper Street from Lake Shore Boulevard East

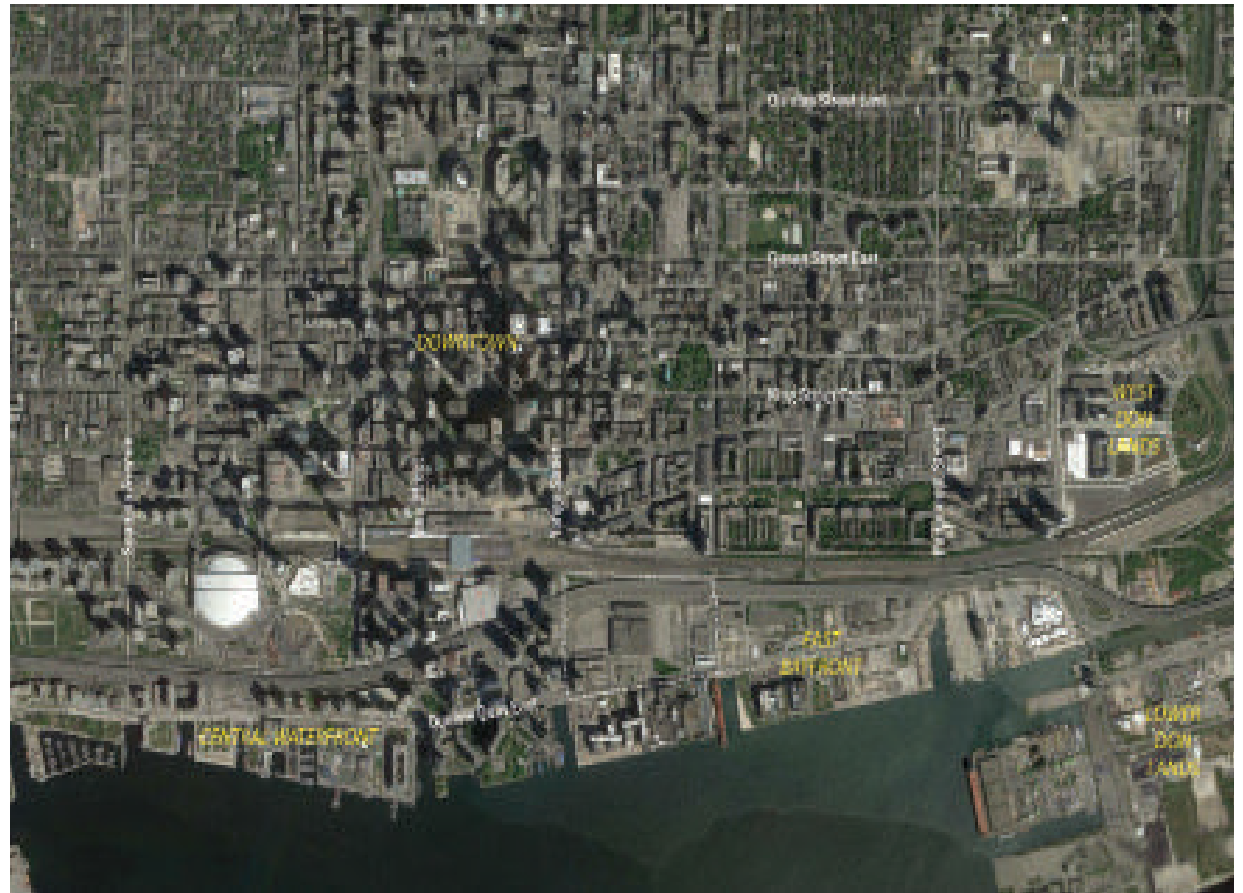


Figure 2.3 Aerial photo of the Study Area and surrounding neighbourhoods

2.2 Evolution of the Area

Archaeological Services Inc. prepared an Archaeological Conservation and Management Strategy in October 2008 that investigates the history and evolution of the Central Waterfront, including the precinct and surrounding area, that formed part of the land-reclamation operations in the nineteenth and twentieth centuries. Summarized below is a detailed depiction of the evolution of the area.

Early developments extended the shoreline wharves between Simcoe and Church Streets to the New Windmill Line. This was followed by extensive campaigns of filling to the Harbour Head Line. Construction of the Harbour Head Line began in 1916 at the foot of Bathurst and had reached the foot of Yonge Street by 1923. The shorewalls, slips and docks associated with this section of the Head Line were made of timber cribbing capped with concrete. The areas behind were filled using hydraulic dredges working in the harbour. Using this material for the fill behind the Head Line also deepened the harbour.

Filling of the Central Waterfront between Yonge Street and Jarvis was completed in the mid- to late-1920s. This work also involved construction of a timber retaining wall, known as the Pierhead or Bulkhead Line, between the New Windmill Line and the Harbour Head Line (along the future alignment of Queens Quay), stretching from Yonge to Berkeley. The final campaign of filling took place between the 1930s and the 1950s, extending to the Harbour Head Line to achieve the modern configuration of the central waterfront.

Following the basic proposal outlined in the 1912 Harbour Commission Plan, the areas developed in the twentieth century were occupied by a mix of industrial uses. Proceeding from west to east, north of the Pierhead Line, developments on the lands formed in the 1920s included the emergence of a largely industrial precinct at the foot of Bathurst Street; the reconfiguration and expansion of the Canadian National Railway's Spadina Yard; the continued use of the Canadian Pacific Railway's John Street Yard; and the construction of as many as 17 commercial and civic wharves between Simcoe and Jarvis streets.



Figure 2.4 View looking southeast along Queens Quay East from Royal York Hotel (1929) (image Credit: Archeological Services Inc.)

Two short-lived developments of note in the central and eastern sections of the precinct were the Air Harbour at the foot of Freeland Street (1929-1939) and the Royal Canadian Air Force's Equipment Depot No. 1 (1940-1946), which encompassed the grounds between Yonge, Sherbourne, Fleet (Lake Shore Boulevard) and Queens Quay.

The newly created land south of the railway corridor remained largely vacant until the late 1940s when large industrial buildings were built, taking advantage of the industrial transportation opportunities afforded by the waterfront to the south and railway corridor to the north.

The Liquor Control Board of Ontario ("LCBO") office, warehouse and retail store at 55 Lake Shore Boulevard East were built in 1954.

Redpath Sugar, located immediately south of the Precinct, started crafting sugar as the Canada Sugar Refining Company in 1854 in Montreal, Quebec. It was the first of its kind in Canada, using sugar cane imported from the British West Indies. In 1930, Redpath Sugar merged with Canada Sugar Refining Company Limited of Chatham, Ontario. The Redpath Sugar Refinery was built in its current location on the waterfront in the mid 1950s, at the time of the completion of the Saint Lawrence Seaway.

The Gardiner Expressway north of Lower Yonge was completed in 1964 above Lake Shore Boulevard. The expressway was built as a continuous elevated structure to avoid conflicts with the roads and railway corridors that serviced the industrial waterfront.

The waterfront's industrial past is visible today in the form of industrial-sized development blocks, wide and prominent roads and expressways, and a railway corridor. These physical conditions, along with the lack of public realm, contribute to the prevailing perception of the Lower Yonge Precinct as an area devoted to industry.

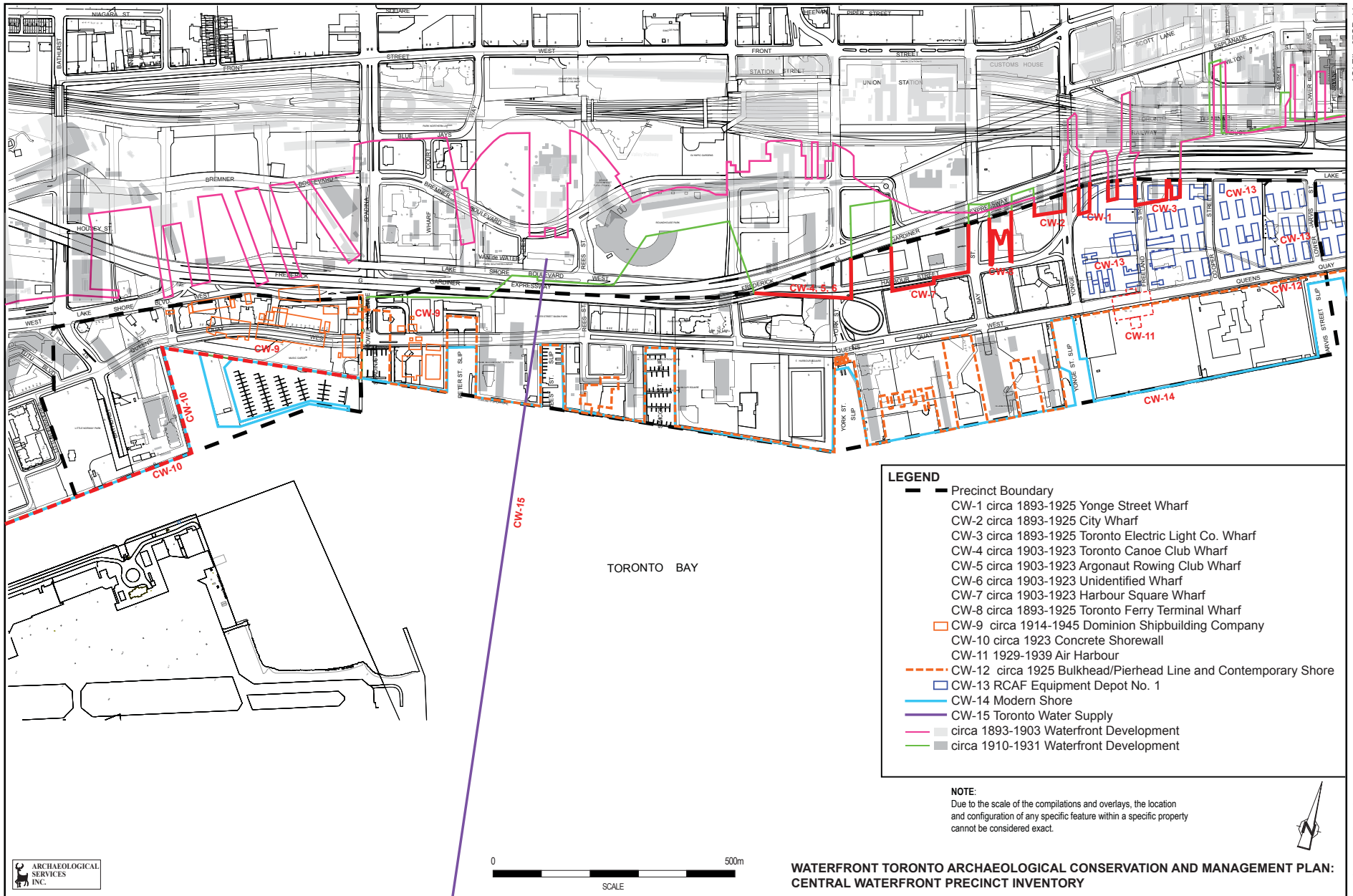


Figure 2.5 Shoreline Progression Map (image Credit: Archeological Services Inc.)

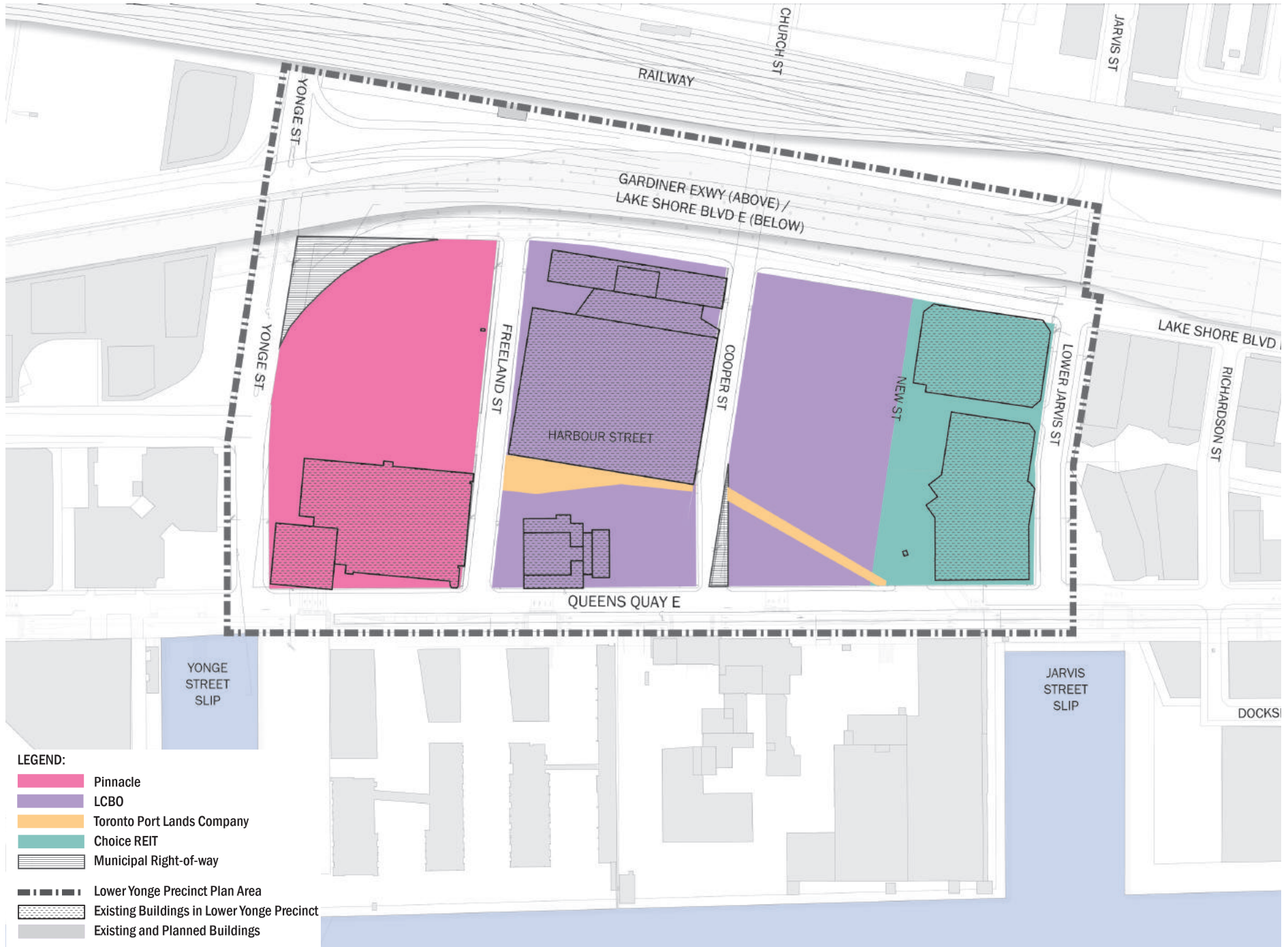


Figure 2.6 Lower Yonge Precinct - Existing Ownership

2.3 Land Ownership

The Lower Yonge Precinct currently comprises three large, undivided parcels, totaling nine hectares in area. Current uses and ownership are as follows:

- i. 1-7 Yonge Street (Pinnacle International): 25-storey office building, with a five-storey base building to the north and east, and a large surface parking lot to the north.
- ii. 55-95 Lake Shore Boulevard East and 2 Cooper Street: The LCBO through Infrastructure Ontario (“IO”) is the current owner. LCBO head offices, the LCBO warehouse, an LCBO retail outlet and a large surface parking lot on the east side of Cooper Street. These lands are currently in the process of being disposed of to a private development consortium.
- iii. 10 Lower Jarvis Street (Choice Properties REIT): Loblaws grocery store with ancillary retail and an above-grade parking structure.
- iv. 15 Freeland Street and 15 Cooper Street: Toronto Port Lands Company rail spurs.

2.4 Existing and Planned Context

2.4.1 Land Use and Development

The Lower Yonge Precinct is located southeast of the South Core and Financial District, south of the Old Town and St. Lawrence Neighbourhoods and to the west of East Bayfront and North Keating Precincts. Some of the surrounding existing and planned land uses include:

East: East of Lower Jarvis Street is the East Bayfront Precinct, which includes Sugar Beach, Sherbourne Common, the Corus Quay building, George Brown College’s Waterfront Campus building and Aqualina/Aquavista (under construction), Monde and Lighthouse Tower developments (under construction).

South: On the south side of Queens Quay East, the Pier 27 development at 25 Queens Quay East abuts the Yonge Street Slip. This seven-building residential development with civic and retail spaces on the ground floor is comprised of primarily mid-rise buildings with one 35-storey tower at the northwest corner of the site. Abutting Pier 27 to the east is the Redpath Sugar Refinery at 95 Queens Quay East.

West: Immediately west of the precinct is the ‘World Trade Centre’ development, with 26 and 37-storey towers at 10 Queens Quay West and 10 Yonge Street, respectively, and Harbourfront Centre further to the west. To the northwest is the mixed-use ‘Pinnacle Centre’ development at 33 Bay Street, 18 Harbour Street, and 12 and 16 Yonge Street with heights ranging from 30 to 54 storeys.

North: To the north are the elevated Gardiner Expressway, Lake Shore Boulevard below, and the CN rail corridor.



Figure 2.7 Toronto Star Building, looking south east



Figure 2.9 Sugar Beach looking west at Redpath Sugar



Figure 2.8 Corus Quay and Sugar Beach



Figure 2.10 55 Lake Shore Boulevard LCBO Head Office, looking east from Freeland Street

2.5 Heritage and Archaeology

The Lower Yonge Precinct has been identified as an area with a rich source of archaeological information regarding the city's historical relationship to Lake Ontario and its industrial past.

The conservation of heritage and archaeological resources will play a vital role in creating a special and distinctive waterfront. The Provincial Policy Statement (2014), the City's Official Plan and the CWSP all intend for heritage buildings and features to be conserved, archaeological resources to be protected, and lost heritage to be commemorated. Properties of cultural heritage value are listed on the City's Inventory of Heritage Properties. Heritage Preservation staff have reviewed properties in the Precinct to identify archaeological features worthy of investigation or commemoration.

There is one listed property within the Lower Yonge Precinct at 55 Lake Shore Boulevard East. This is the site of the LCBO head office and warehouse buildings, each identified as heritage resources. The LCBO buildings are the last remaining structures in the Precinct from the mid-twentieth century industrial era. Designed by the prominent Toronto architectural firm Mathers and Haldenby, the modernist buildings exhibit high quality detailing and finishes.

The Precinct Plan envisions conservation of the entire LCBO head office building and the majority of the warehouse. Any alterations to these two connected buildings will be premised upon a zoning amendment application that conserves and interprets the buildings in a meaningful way, in the context of the Lower Yonge Precinct Plan. Modifications are, however, necessary in order to accommodate the proposed easterly extension



Figure 2.11 Rail Corridor looking east from Yonge Street

of Harbour Street and the siting of towers on the block. The Precinct will benefit from the retention of these older structures, as they will add historic interest and distinction to the area.

The conservation of these buildings, to the greatest extent possible, provides a valuable opportunity to imbue this new neighbourhood with a uniqueness often best achieved through the retention of older structures. Their height and massing will provide a contextual reference point for new development. The warehouse loading area may enhance and extend the public realm as a mid-block pedestrian connection.

With respect to archaeological resources, Heritage Preservation Services staff reviewed properties within the Precinct looking for potential below-grade features that may be affected by a soil disturbance. Features identified as worthy of commemoration include:

- Structures associated with the Royal Canadian Air Force Equipment Depot No. 1 (1940- 1946) which were scattered throughout the study area; and
- The 1925 Bulkhead/Pierhead line, the temporary extent of lake fill operations along the south edge of the Lower Yonge Precinct.

The head of the Toronto Electric Light Co. Wharf (1893 – 1925), potentially located at 55 Lake Shore Boulevard East, may require further archaeological investigation. The large wharf was expanded between 1903 and 1910 and featured up to two structures. Substantial portions of the foundation may survive; therefore, any deep soil disturbance activity would be subject to a program of archaeological monitoring to photograph and fully document any remains.



Figure 2.12 Yonge Slip looking north, 1926 (Image Credit: Toronto Archives)

3.0 Precinct Plan Vision and Principles

- 3.1 Vision
- 3.2 Objectives
- 3.3 Five Guiding Principles



Figure 3.1 Artistic Rendering of Lower Yonge Precinct seen from Toronto Islands

3.1 Vision

The Lower Yonge Precinct is envisioned as a transition from the high-density, office-based Financial Core to the west to the mixed-use neighbourhoods being developed in the East Bayfront and Keating Channel precincts to the east. Its built form and land use patterns must be carefully considered to create the character, vibrancy, comfort and quality of life that will attract both residents and businesses and make that transition as seamlessly and coherently as possible.

The uniquely central location of the Lower Yonge Precinct makes its revitalization critical not only to the success of the waterfront, but to the growth of the City of Toronto as a whole. Complete communities rely on a successful public realm, transportation access, and a mix of uses and housing options in order to thrive.

The Lower Yonge Precinct will be a vibrant, mixed-use, complete community that derives its character from its waterfront context and the large central park at its heart. A home and workplace for people of all incomes, as well as a destination to visit, Lower Yonge will be a green, sustainable neighbourhood with streets and sidewalks that are inviting to both pedestrians and cyclists. The area will be characterized by mid-rise base buildings framing the public realm at a human scale, and broadly spaced towers ensuring sunlight, good wind conditions and ample views of the sky are realized on all streets and in the park.

3.2 Objectives

The Lower Yonge Precinct has the following objectives:

1. Create a unique place of beauty and exemplary design that extends the existing and planned public realm network across the Central Waterfront and strengthens the relationship between the Lower Yonge Precinct, Lake Ontario and surrounding neighbourhoods.
2. Establish a fine-grained network of public streets and pedestrian connections to improve connectivity both within and surrounding the Precinct.
3. Organize the Precinct around a large, central park that provides outdoor recreational opportunities for residents, employees and visitors.
4. Promote opportunities for active transportation and recreation.
5. Establish a complete, mixed-use community that is active both day and night, with an appropriate land use mix that includes affordable housing opportunities, employment uses, community services and facilities, and open space.
6. Provide a built form and massing in good proportion that includes consistent, prominent base buildings punctuated by broadly spaced towers that provide adequate sky view from the public realm, and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.
7. Ensure land uses and built form are compatible with and do not negatively impact surrounding land uses and neighbourhoods.
8. Create a community that is a model for sustainability across Toronto, Ontario and Canada with a focus on energy, efficiency, resiliency and green infrastructure.

3.3 Five Guiding Principles

Five principles have guided the development of the Precinct Plan from the very beginning to ensure that the vision is achieved:

- 1 Ease of movement (multiple, connected circulation paths)
- 2 Accessible public places (high quality, safe and vibrant outdoor destinations)
- 3 Pedestrian comfort (sidewalks and public places that are physically comfortable)
- 4 Diversity of uses (a live-work-play-shop-environment)
- 5 Good urban form (context at a human scale)

These principles and related goals are explained in greater detail below.

1 Ease of Movement

Short block dimensions, frequent intersections and a variety of engaging pedestrian and cycling routes should form a neighbourhood pattern of streets and blocks that encourages walking and biking. A network of interconnected routes and multiple connections between the precinct and surrounding areas must be developed to enhance ease of movement, facilitating links to multiple public destinations including open spaces, transit and the waterfront. Bicycle use among riders of all ages and capabilities should be encouraged through separated or standard bike lanes. Wide sidewalks and pedestrian safety strategies, such as reduced curb-to-curb dimensions, should be implemented to make walking safe and comfortable.

Goals:

- Getting to, from and through the precinct will be easy, locally and regionally;
- Active transportation will be an integral part of precinct life;
- Connections to downtown and the waterfront will be enhanced; and
- Comfortable and attractive pedestrian and bike networks will be provided.

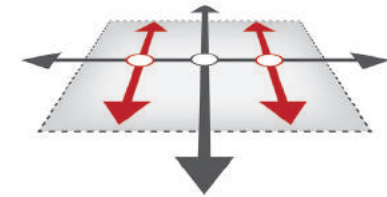


Figure 3.2 Connected Streets

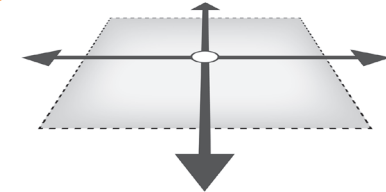


Figure 3.3 Increased Porosity



Figure 3.4 Pedestrian-scaled Blocks

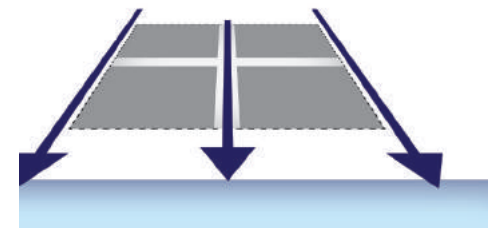


Figure 3.5 Waterfront Access

2 Accessible Public Places

Public spaces that are accessible, comfortable and flexible in their use should be created to offer residents a variety of services, amenities and cultural venues with easy access to public transit. Restaurants, cafes, public art and cultural venues should face onto open public places to contribute to a fulfilling, sustainable urban lifestyle that promotes physical and psychological health.

Goals:

- Public and publicly accessible open space will increase the livability of the precinct;
- People will feel safe and linger in the precinct's public places; and
- A variety of open spaces will be available.

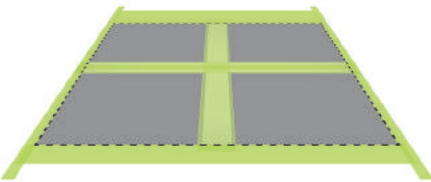


Figure 3.6 Network of Open Space

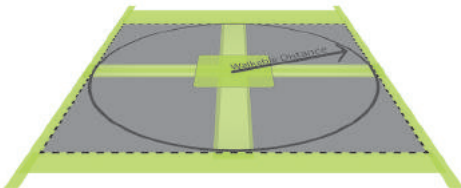


Figure 3.7 Convenient Location

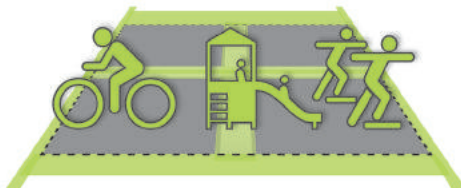


Figure 3.8 Outdoor Recreation

3 Pedestrian Comfort

Buildings and public open spaces should be designed to maximize pedestrian comfort in all seasons. Streets, parks and open spaces should be sunny places protected from unpleasant wind conditions. Spaces between buildings should be comfortable, interesting and attractive to contribute to a vibrant, urban neighbourhood that is pleasant, walkable and provides varied experiences.

Goals:

- The public realm will be made up of sunny places for people to sit, gather and enjoy the outdoors;
- Outdoor public places will be protected from strong winds so they will be active all year round; and
- Streets, paths and parks will make a comfortable precinct-wide network of open spaces.

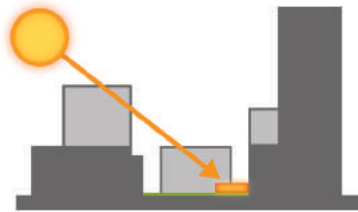


Figure 3.9 Sunny Parkland and Public Realm

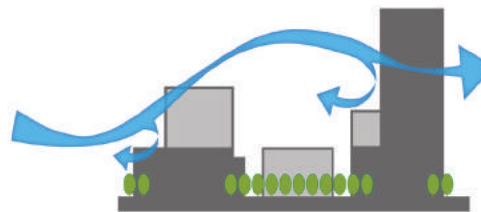


Figure 3.10 Buffer Against Winter Winds

4 Diversity of Uses

The precinct should include a variety of uses, adding vibrancy and animation to the area both day and night. It should also provide workers and residents the option of commuting and fulfilling their daily needs without the use of a car. With services and amenities located within a comfortable walking distance, people will be able to walk their children to daycare on their way to the train in the morning and stop at the market to pick up groceries on their way home from work.

Goals:

- A variety of services and amenities will be located within a convenient walking distance;
- A diversity of uses will extend the day/night life and vibrancy of the precinct; and
- Office and commercial uses will be distributed throughout the precinct.



Figure 3.11 Diverse Uses

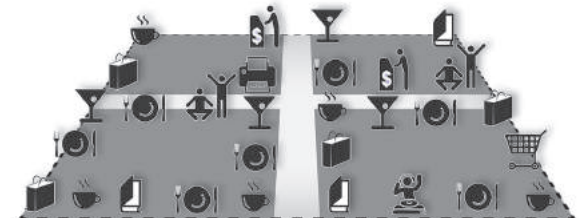


Figure 3.12 Active Ground Floor + Small Shops

Buildings in the Lower Yonge Precinct should be appropriately scaled at ground level to create well-defined street and park edges at a human scale, and be organized to preserve views of the waterfront. Base buildings should convey a sense of activity and liveliness, and taller buildings should be located where they will not overwhelm adjacent open spaces. Residential towers should be slender and commercial towers should not be too broad, so as to ensure sunlight on adjacent streets and views of the sky throughout the precinct. Buildings with historic significance should be preserved and sensitively incorporated into new developments to add to the character and variety of the built fabric.

Goals:

- Building forms will create interest and comfort within streets and parks, allowing sunlight to reach streets and lessening wind impacts;
- Heritage buildings and sites will be respected;
- View corridors towards Lake Ontario will be protected; and
- Ample sky views will be preserved.

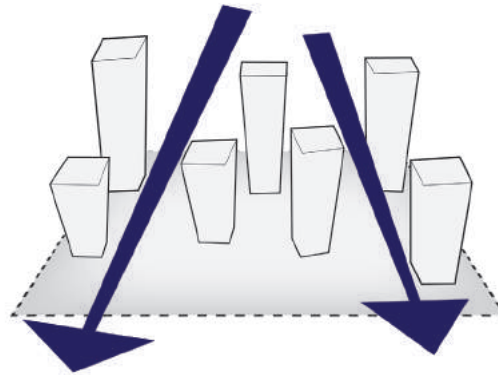


Figure 3.13 View Corridors Protected

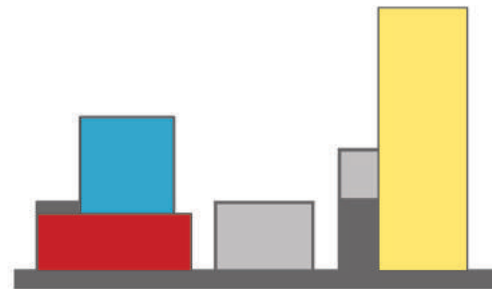


Figure 3.14 Variety of Building Types

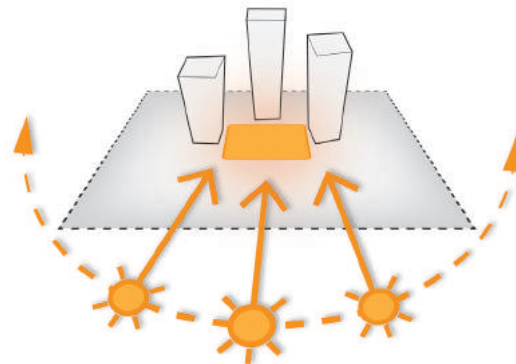


Figure 3.15 Sunny Parkland and Public Realm - Tall Buildings to the North

4.0 Public Realm

- 4.1 Streets and Blocks
- 4.2 Street Types
- 4.3 Streetscape Design
- 4.4 Transit
- 4.5 Cycling Network
- 4.6 Parks and Open Space



Figure 4.1 Looking west from Rees Street on Queens Quay West

4.0 Public Realm

A beautiful, lively and spacious public realm is vital to creating a healthy and successful community, especially in high-density areas. Outdoor spaces where local residents, employees and visitors can congregate, shop and move through the neighbourhood give the streets life and foster a sense of community. A well-planned public realm also results in other benefits to communities. The location and spacing of trees can slow traffic, thereby creating a safer environment. Ample public space enables retail, cafes and restaurants to spill out into the sidewalks, helping to animate these areas.

The Lower Yonge Public Realm Plan is built upon the principles and policies developed for the CWSP and other waterfront revitalization initiatives. The CWSP emphasizes the significance of the public realm by identifying it as one of its four core principles. The CWSP notes that “building a network of spectacular waterfront parks and public spaces” is key to transforming the Central Waterfront into a place with the appropriate amenities for visitors, workers and residents.

The Central Waterfront has a vibrant public realm west of Bay Street with active public destinations, including well-loved parks, plazas, beaches, playful decks, boardwalks, footbridges, a bike path and the waterfront promenade along Queens Quay West (See Figure 4.1).

Investments in the public realm east of Yonge Street have begun, laying the groundwork for a public realm of equal richness and vibrancy. The public realm recommendations of this report build upon that existing network of parks (See Figure 4.2) and public spaces and connect to them both visually and physically.

The Precinct will allocate a significant amount of space to an enhanced public realm, including high-quality parks and public spaces, courtyards, mid-block connections, covered walkways and landscaped streets. It is intended that these spaces will integrate key public amenities and community facilities within and surrounding the Precinct.



Figure 4.2 Corktown Common in West Donlands, looking north west

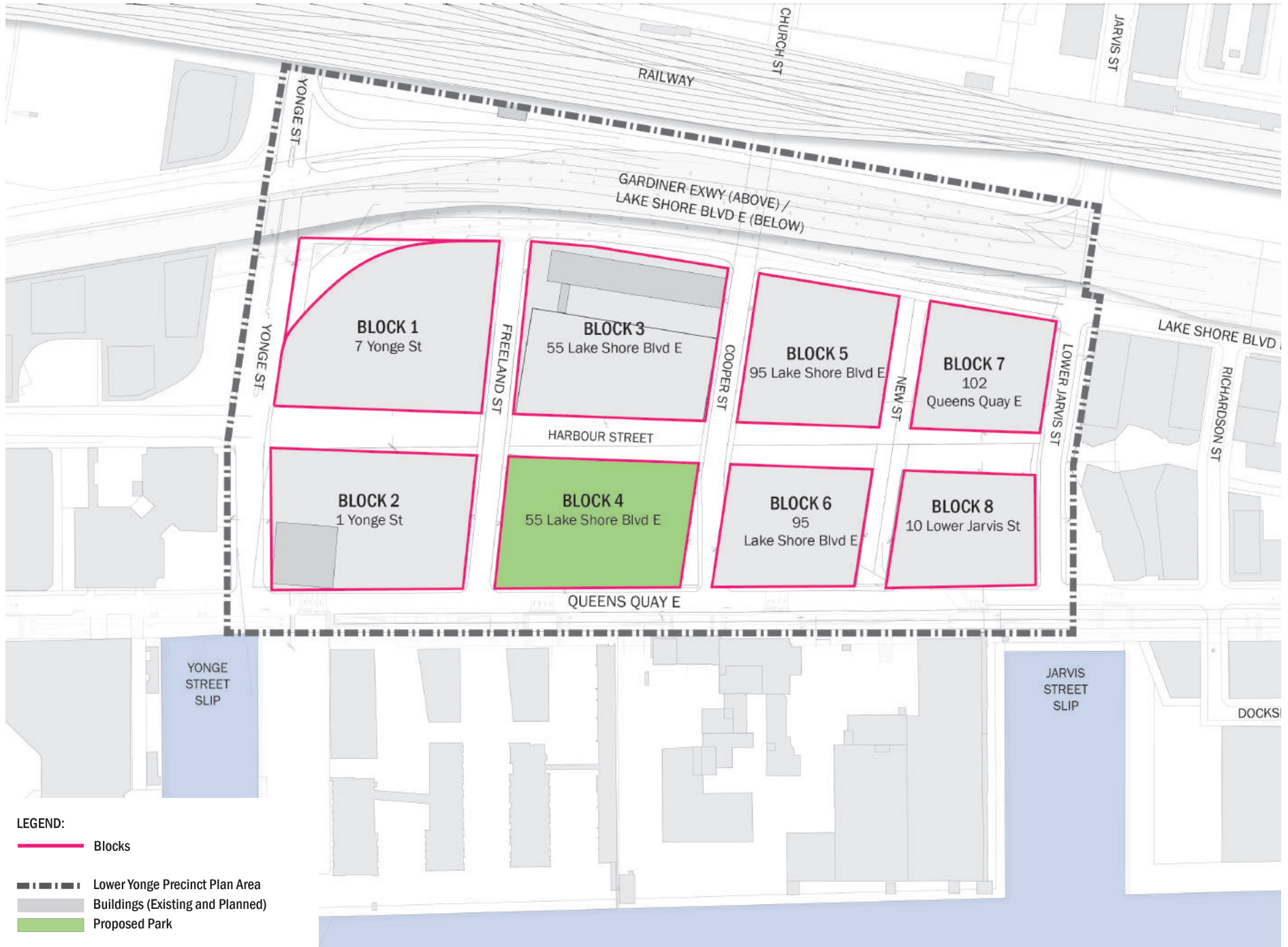


Figure 4.3 Proposed Streets and Blocks Plan

4.1 Streets and Blocks

A comprehensive network of public streets and pedestrian laneways will ensure the community is well connected and offer multiple convenient routes to, from, and through the precinct. Surrounding the precinct, the Gardiner Expressway/Lake Shore corridor, Lower Jarvis Street and Queens Quay East are each in the process of undergoing independent transformations. To the north, the Gardiner Expressway/Lake Shore corridor is currently being studied as part of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA. To the east, Lower Jarvis Street will be realigned in accordance with the East Bayfront Municipal Class EA. To the south, Queens Quay East is planned to be revitalized as per the East Bayfront Transit EA with two-way vehicular traffic, a dedicated transit line and a grade-separated multi-use trail.

Key recommendations for the street network have been carried forward from the Urban Design Report:

- A fine-grained, walkable public street network should be established to extend a typically scaled city street pattern through the precinct. The finer street grid will maximize pedestrian permeability and contribute to good light conditions in the public realm and within adjacent development as per the Proposed Street and Block Plan (Fig.4.3).
- Streets should be designed to be multi-modal and promote active transportation.
- Streets from adjacent neighbourhoods should be extended through the precinct to achieve maximum integration with the surrounding city fabric and connections to surrounding waterfront communities and the downtown.

The Lower Yonge Precinct street network described in this report was developed in coordination with the Lower Yonge TMP EA. It is being refined as part of the Lower Yonge MCEA.

To improve the pedestrian environment and to enhance street connections, primary and local streets within the Precinct will be Complete Streets designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, cyclists, transit users and people with limited mobility is not an afterthought, but an integral planning feature. They should also be sustainable, safe and planned comprehensively to ensure their long-term viability. The street network in the Lower Yonge Precinct has been planned with a coordinated approach to allocating transit and cycling routes while ensuring sufficient public realm for pedestrians and an adequate portion of road space for motor vehicles.

The street network divides the precinct into eight large development blocks, similar in size and scale with the typical grid pattern found throughout the downtown. This results in a more fine-grained network, encouraging people to move fluidly throughout the community. As described in section 4.6.3, the blocks will be further refined with strategically located mid-block linkages to create ample pedestrian permeability and promote walking rather than vehicular trips. The resulting block plan establishes a pedestrian-friendly, multi-modal street network that balances local and regional needs. Changes to the street network will facilitate the reconnection of the city to its waterfront, improve connectivity across the waterfront among emerging neighbourhoods, and establish appropriately sized blocks to support new mixed-use development.

The following key moves will contribute to ease of movement in and around the precinct:

- Extension of Harbour Street as a pedestrian and bicycle-friendly, “main” street from Yonge Street to Lower Jarvis Street;
- Creation of a local “New Street” between Cooper Street and Lower Jarvis Street;
- Insertion of north-south and east-west pedestrian mid-block connections;
- Elimination of the “S” curve and regularization of the Yonge Street/Harbour Street and Yonge Street/Lake Shore Boulevard intersections;
- Removal of the Bay Street on-ramp to the eastbound Gardiner Expressway;
- Shortening of the Gardiner Expressway eastbound Lower Jarvis Street off-ramp to land at Yonge Street;
- Conversion of Harbour Street between York Street and Yonge Street into a two way street;
- Extension of Cooper Street across Lake Shore Boulevard, under the Gardiner Expressway and through the rail corridor embankment to connect with Church Street to the north; and
- Potential “straightening” of Yonge Street and Cooper Street, south of Harbour Street.

4.2 Street Types

The Lower Yonge Precinct street types are categorized as follows:

1. **Primary “Main Street”:** Queens Quay East
2. **Local “Main Street”:** Harbour Street
3. **Promenade Streets:** Yonge Street, Cooper Street, Lower Jarvis Street
4. **Neighbourhood Streets:** Freeland Street, New Street



Figure 4.4 Street Hierarchy Plan

4.2.1 The “Main Streets”

Queens Quay East

Queens Quay East will be the primary main street for the Lower Yonge Precinct. Queens Quay connects all of the emerging communities on the waterfront from Bathurst Quay to the Port Lands. It runs parallel to the lakefront and forms the southern boundary of the Lower Yonge Precinct. As the main street of the Central Waterfront, Queens Quay West from Bay Street to Bathurst Street is now a Complete Street with wide sidewalks, new street furniture and granite pavers, dedicated streetcar lanes, a continuation of the Martin Goodman Trail, and two lanes of vehicular traffic along the north side of the street. These components combine to create a safe environment for people of all abilities to travel via all modes of transportation. The Queens Quay Revitalization initiative began in 2006 with plans to transform Queens Quay into a world-class boulevard. The western half has been completed and was opened in the summer 2015. The eastern half, from Bay Street to Parliament Street, is approved but awaiting funding commitments.

Queens Quay has played a critical role in reinforcing a consistent, harmonized streetscape design across the waterfront. Queens Quay East should have a public realm character consistent with elsewhere in the Central Waterfront. With a right-of-way width of 38 metres, Queens Quay East will provide ample space for transit, cyclists and pedestrians. A grand promenade designed with the waterfront’s signature granite maple leaf mosaic will run adjacent to a cycling facility flanked by a double row of trees. Services and access from Queens Quay will be limited in order to achieve a continuous active public realm.



Figure 4.5 Queens Quay West and Martin Goodman Trail, looking east from York Street



Figure 4.6 Queens Quay Waterfront Connections



Figure 4.7 Artistic Rendering of Harbour Street looking east from Yonge Street

Harbour Street

Harbour Street's central location within the Lower Yonge Precinct will make it the east-west, central neighbourhood street around which the precinct is structured. It will become the 'local main street'.

West of Yonge Street, Harbour Street is currently an auto-oriented corridor that primarily serves regional through traffic from the Gardiner Expressway to northbound Bay and Yonge Streets. The completed EA for the relocation of the Gardiner Expressway York-Bay-Yonge off-ramp to Lower Simcoe Street will dramatically change the character of Harbour Street. The associated reduction of ramp infrastructure creates space for a two-way traffic street, serving both regional and local needs.

Harbour Street should have a consistent public realm design from Lower Simcoe Street to Lower Jarvis Street, with a right-of-way width of 27 metres from Yonge Street to Lower Jarvis Street. The alignment of Harbour Street east of Yonge Street should align with the midpoint of Lower Jarvis Street between Queens Quay East and Lake Shore Boulevard East to enhance visual and physical connectivity within the precinct and with the neighbourhood to the east. The sidewalk on the north side of Harbour Street should be wider with enlarged frontage and furnishing zones to take advantage of the sunshine available on the north side of the street and to encourage active street life. Sidewalks on Harbour Street should not be interrupted with parking access and service driveways. Vehicle access to development blocks should be located on Freeland Street and New Street. Harbour Street will also have dedicated cycling lanes.

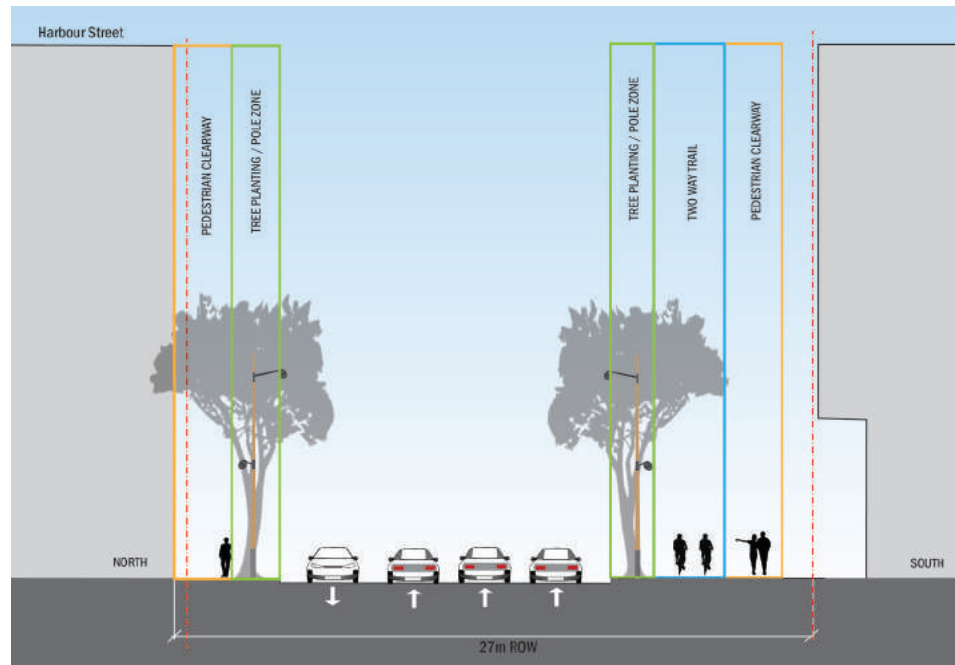


Figure 4.8 Harbour Street Cross Section



Figure 4.9 Artistic Rendering of Yonge Street from Proposed Harbour Street, looking south east

4.2.2 Promenade Streets

Promenade Streets are Yonge Street, Cooper Street and Lower Jarvis Street. These north-south streets will potentially allow for an enhanced pedestrian environment with an extended boulevard width of 10 metres from curb to the building face. This widened walkway will accommodate high volumes of pedestrian traffic but may also provide space for a double row of trees, street furniture such as benches and bike rings, and spill-out areas for restaurants and shops. Promenade streets also facilitate strong connections through the precinct to achieve maximum integration with the downtown while providing views south to Queens Quay East and Lake Ontario.

Yonge Street

Yonge Street will become the western Promenade Street of the precinct. With the shortening of the Gardiner Expressway off-ramp, the intersection at Lake Shore Boulevard will be regularized. While four vehicular lanes with bike facilities on each side will be provided on Yonge Street between Harbour Street and Lake Shore Boulevard, northbound vehicular lanes will potentially be minimized between Queens Quay East and Harbour Street in order to accommodate a wider sidewalk along the east side (at the foot of the former Toronto Star Building).

Yonge Street should have a consistent right-of-way width of 30 metres that will allow a bike facility between Queens Quay East and Lake Shore Boulevard and the extended sidewalk width. (Figure 4.10)

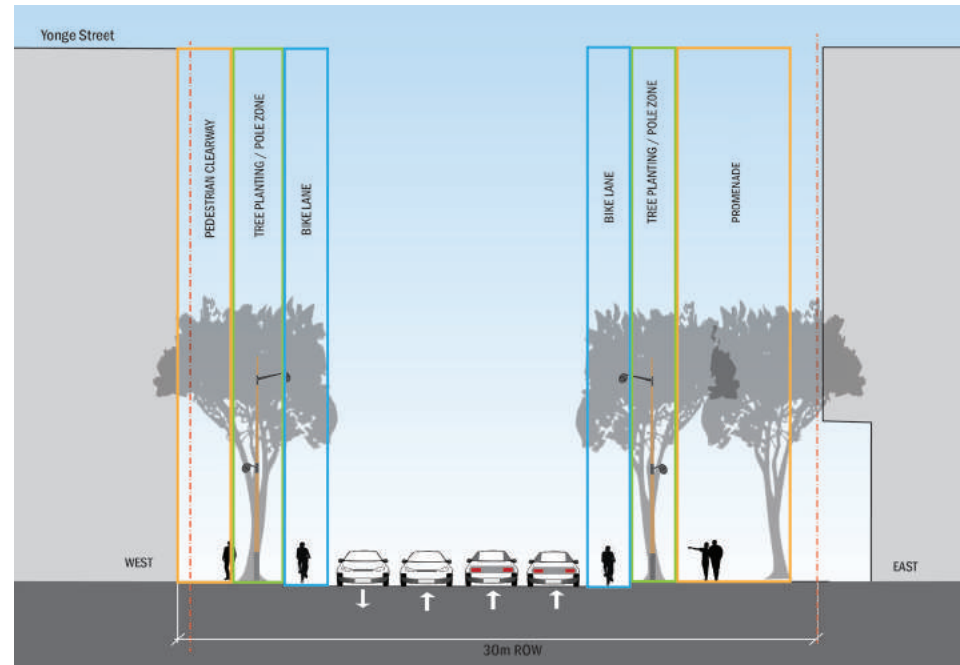


Figure 4.10 Yonge Street Cross Section (illustrative)



Figure 4.11 Artistic Rendering of Cooper Street, looking north from Queens Quay East

Cooper Street

Cooper Street will be the central Promenade Street of the precinct and will eventually provide a much-needed connection north to the St Lawrence Neighbourhood by connecting to Church Street. The southern half of Cooper Street, between Harbour Street and Queens Quay East, should be straightened so that the street alignment is consistent between Lake Shore Boulevard and Queens Quay East and aligns with the future Church Street extension.

Cooper Street will have a consistent right-of-way width of 20 metres that could accommodate separated bike lanes, with an extended sidewalk width.

Lower Jarvis Street

Lower Jarvis Street will be the eastern Promenade Street of the precinct, with the potential extension of the 10-metre boulevard on the west side, providing enhanced access to Queens Quay East and Sugar Beach.

The preferred alternative in the TMP includes operational improvements to the existing Lower Jarvis intersection at Lake Shore East Boulevard through the expansion of Lake Shore Boulevard East from two lanes to three between Yonge Street and Jarvis Street. The additional lane will occupy the footprint of the shortened Gardiner off-ramp to Jarvis Street. A new intersection between Lake Shore East Boulevard and Queens Quay East along Lower Jarvis Street will be introduced with the extension of the two-way Harbour Street. Pedestrian improvements are also anticipated for the Lake Shore Boulevard/Lower Jarvis Street intersection.

Lower Jarvis Street will have a consistent right-of-way width of 26 metres, which could accommodate separated bike lanes and the proposed promenade.

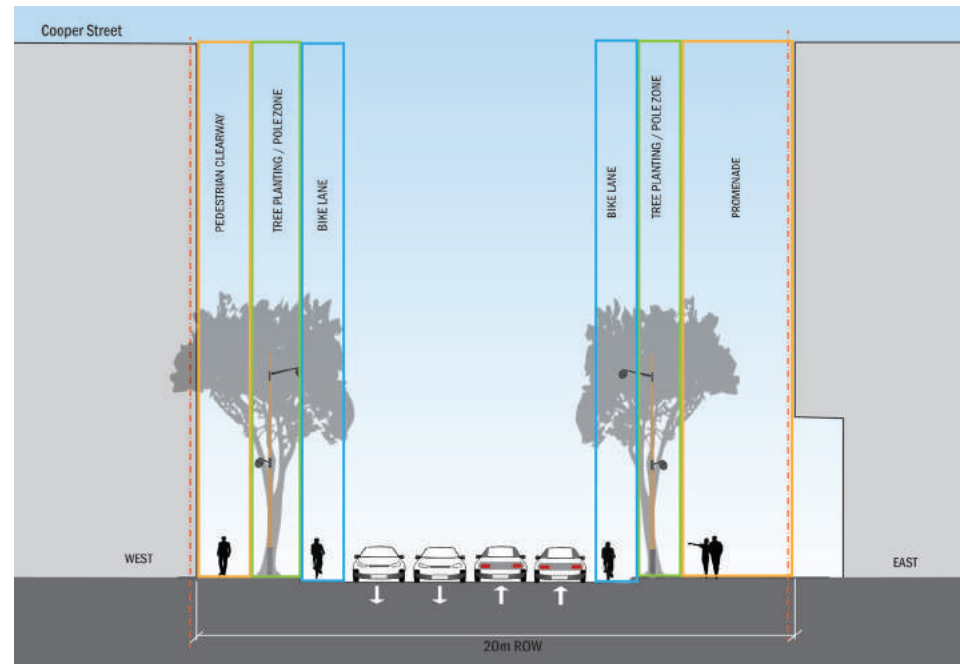


Figure 4.12 Cooper Street Cross Section (illustrative)

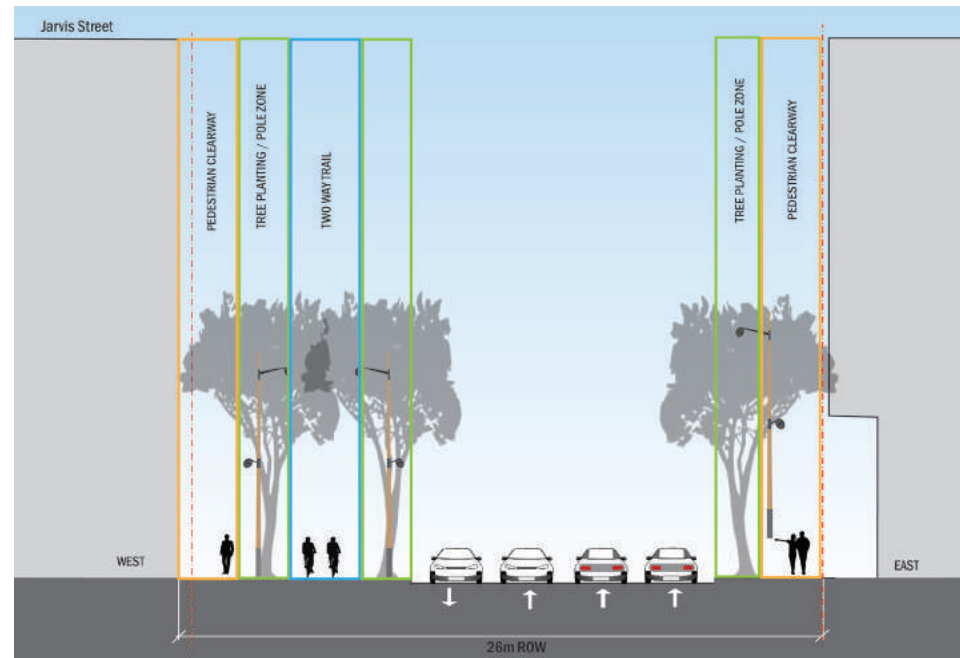


Figure 4.13 Lower Jarvis Street Cross Section (illustrative)

4.2.3 Neighbourhood Streets

Freeland Street and New Street are the Neighbourhood Streets within the precinct. Neighbourhood Streets enhance local access by providing alternative pedestrian, cycling and vehicular routes, and vehicular access points for new development. The only recommended vehicular access points for residents, employees, visitors and commercial users are on Freeland and New Streets.

Freeland Street and New Street

Freeland and New Streets will be important north-south local streets. They will break down the precinct into urban-scaled blocks. They will provide the primary access points for parking and loading facilities and views south to Queens Quay East and Lake Ontario beyond.

Freeland Street and New Streets will have a consistent right-of-way width of 20 metres.

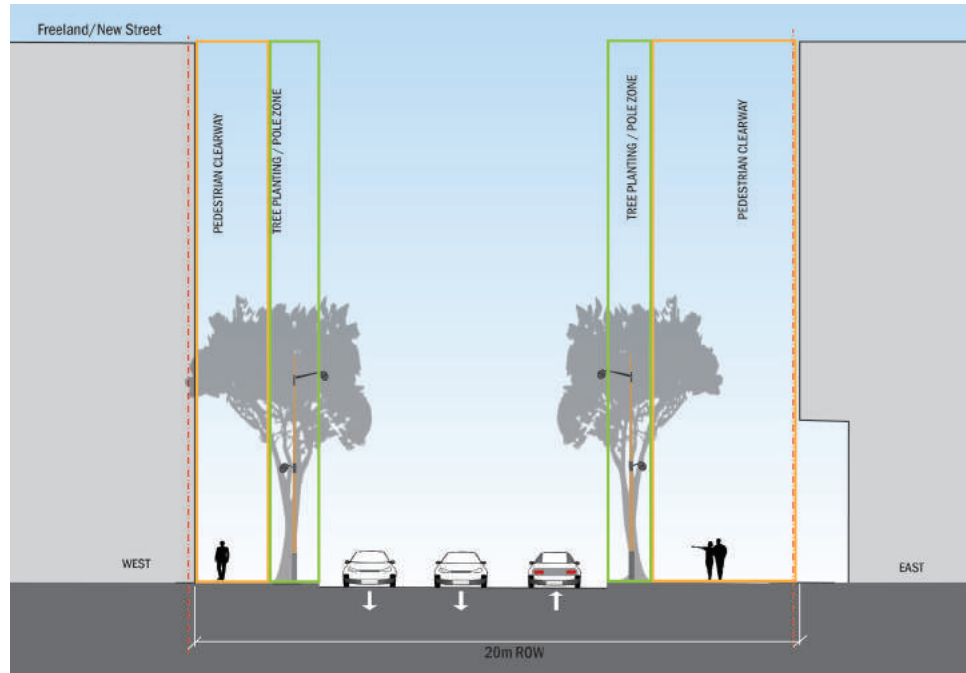


Figure 4.14 Freeland and New Street Cross Section (illustrative)

4.3 Streetscape Design

Due to its proximity to Union Station, Air Canada Centre, Toronto Islands Ferry Terminal, Sony Center for the Performing Arts, St. Lawrence Market, Harbourfront and the waterfront itself, this precinct will be alive with pedestrian activity. However, in many instances, the existing routes connecting these facilities and attractions do not enhance the walking experience. They include narrow sidewalks, difficult connections across sweeping turning lanes, and physical barriers.

The existing auto-oriented public realm and streetscape design facilitate higher vehicle speeds

and require long pedestrian crossing distances. Narrow sidewalk widths discourage pedestrian activity. The existing Harbour Street functions as a through street with limited accommodation for pedestrians or cyclists. With the exceptions of Yonge Street and Queens Quay, none of the streets have bike facilities.

Streets should be designed with distinct sidewalk zones that facilitate accessible, unobstructed pedestrian travel, while allowing space for adjacent uses that might include sidewalk cafes, bike parking, art installations, and public amenities

including tree plantings and street furniture. Figure 4.15 shows an example of streetscape design in East Bayfront.

Streetscapes in the Lower Yonge Precinct will be designed with the following sidewalk zones: Furniture Zone, Throughway Zone and Frontage Zone.

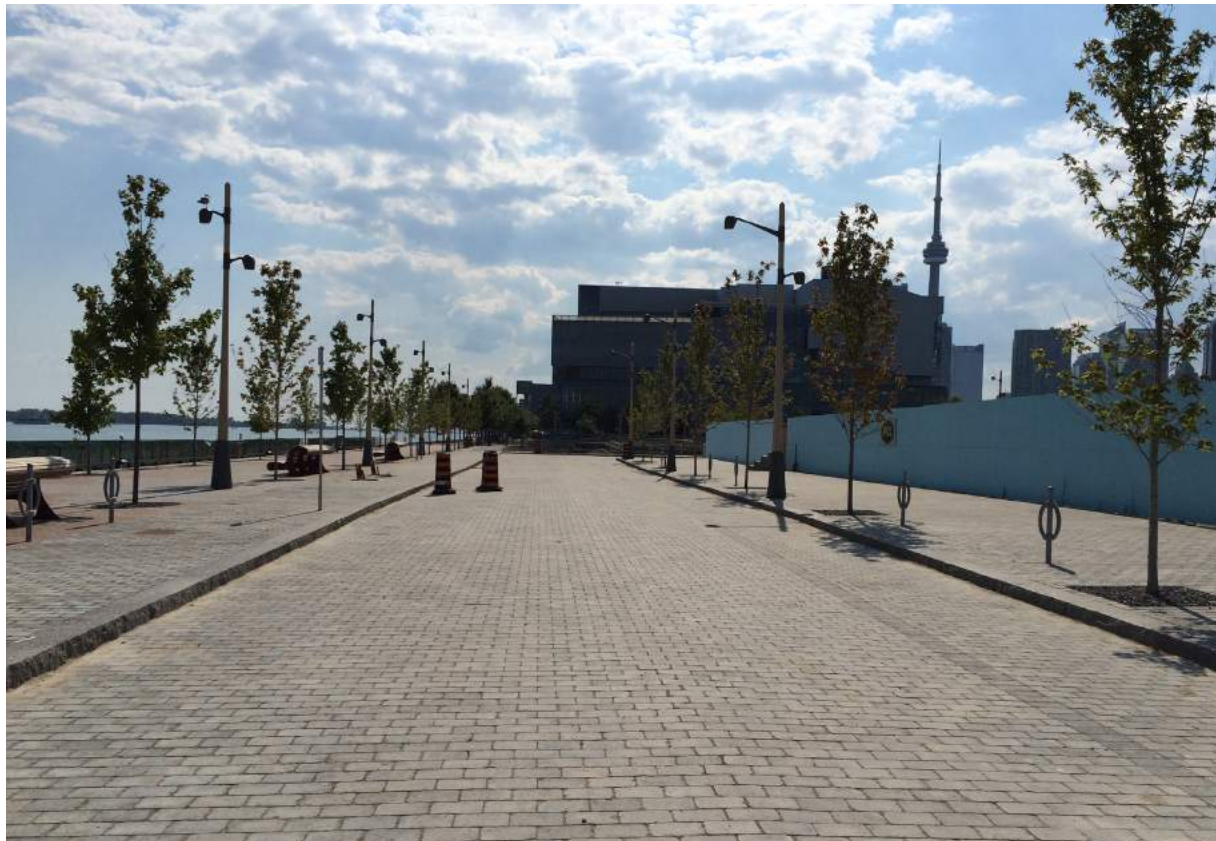


Figure 4.15 Merchant's Wharf in East Bayfront looking west towards Sherbourne Common

Furnishing Zone

The Furnishing Zone of the sidewalk is used for street trees, landscaping, transit stops, street lights, and street furniture. This zone acts as a buffer between the active pedestrian clearway and street traffic, and provides a space where streetscape elements can be organized in a comprehensive and orderly manner. Traffic and parking poles, fire hydrants, and utility boxes should also be located in this zone.

Throughway Zone

The Throughway Zone of the sidewalk is exclusively for accessible pedestrian travel along the street and should be clear of all obstacles, including vertical obstructions and changes in grade such as driveway aprons. This is also called the pedestrian clearway.

Frontage Zone

The Frontage Zone extends from the face of buildings to the property line and is a transition zone between the public sidewalk and the semi-public or private space within buildings. Ground floor uses adjacent to this zone may occupy this area with outdoor displays, café or restaurant seating and plantings, with appropriate permits. Architectural elements, such as awnings, canopies and marquees, may also occupy this zone. Frontage Zones could include both public and private property, but should all be publicly accessible.



Figure 4.16 St. George Street between College Street and Bloor Street (Image Credit: Brown and Storey Inc.)



Figure 4.17 Market Street between Front Street and The Esplanade (Image Credit: DTAH)

4.4 Transit

The current transportation system within Lower Yonge is auto-oriented, mostly prioritizing vehicular circulation over other modes, such as transit, walking and cycling. As the waterfront evolves into a series of mixed-use districts, containing residential, institutional, and commercial uses, a rebalancing of modes is required to manage regional and local traffic demands, and better accommodate non-vehicular movement. Approximately 300 metres from the northwest corner of the Precinct, Union Station has inter-city rail service (VIA Rail), commuter rail and bus facilities (GO Transit) and local transit in the form of a subway line, bus and light rail (TTC).



Figure 4.18 TTC Transit Stop along Queens Quay West

East Bayfront LRT

The future East Bayfront LRT is planned to run along Queens Quay East at the southern edge of the study area. This LRT line will extend from North Keating in the east, along Queens Quay before heading north to Union Station along Bay Street. This LRT, together with the new pedestrian-friendly streets, will greatly expand the transit accessibility of the precinct. Further changes to the existing local and regional transit service would be considered as residential and commercial development proceeds.



Figure 4.19 Queens Quay West, looking west near York Street

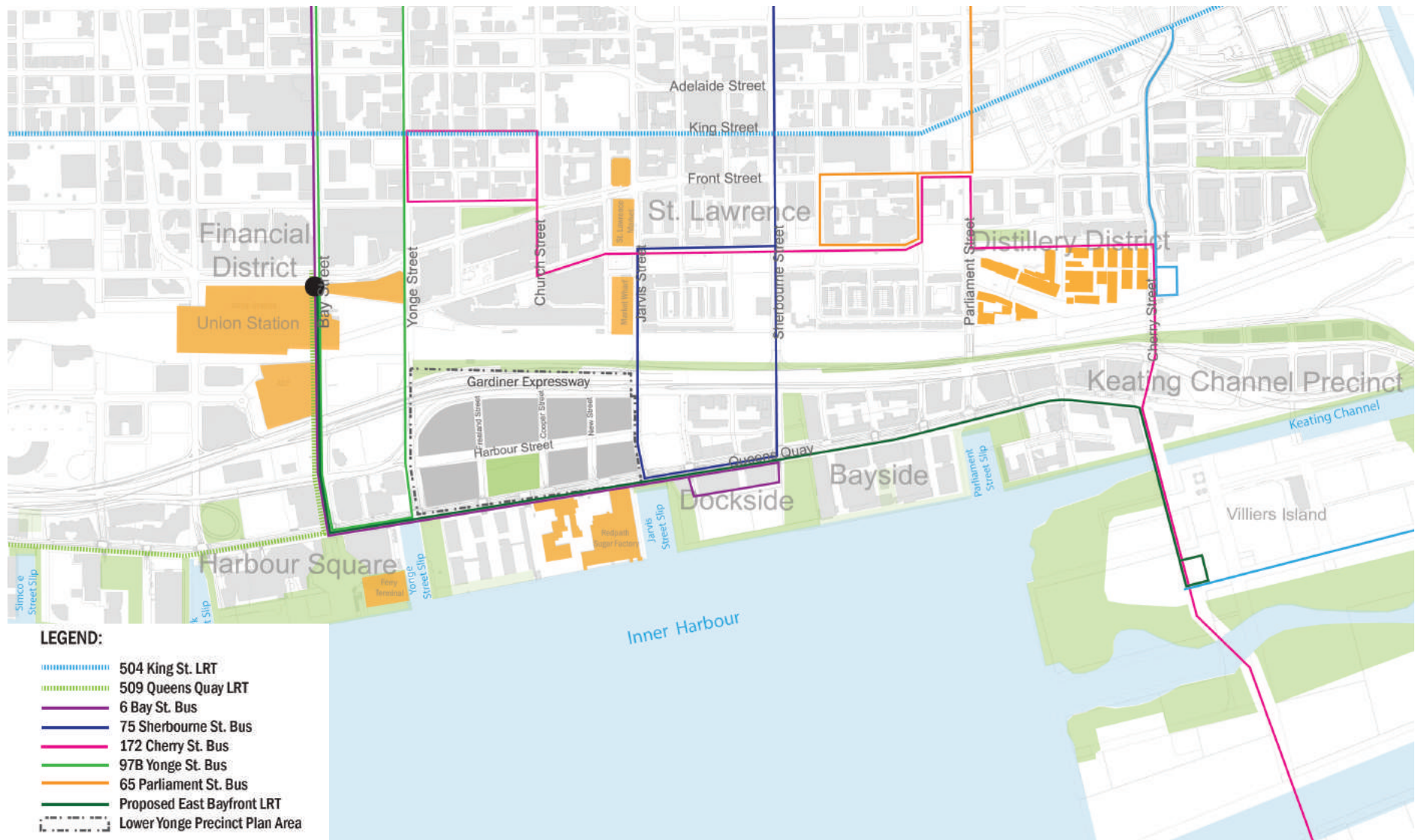


Figure 4.20 Existing / Proposed Transit

4.5 Cycling Network

Queens Quay East, Yonge Street and the Harbour Street extension are designed as Complete Streets and are proposed to accommodate separated cycling facilities.

Separated bike lanes proposed along Yonge Street will connect Queens Quay East (and the Martin Goodman Trail) to Front Street East and enhance connectivity north into the downtown core. They will also provide access to the approved off-road trail along the north side of Lake Shore Boulevard from Cherry Street to Bay Street. The bike facility on the Harbour Street extension east of Yonge Street to Lower Jarvis Street will connect to the existing/proposed cycle track that runs along the south side of Harbour Street and south side of Lake Shore Boulevard, west of Yonge Street. It will also connect to the proposed separated bike lanes on Yonge Street and Lower Jarvis Street. Bike lanes on Lower Jarvis Street will provide an important link between Queens Quay East, Harbour Street and Lake Shore Boulevard East.

The proposed Cooper Street tunnel will provide a cycling connection between Cooper Street and Church Street. This integrated cycling network has been designed to facilitate connections and provide viable cycling options for residents, employees and visitors to the area. (Fig.4.22)



Figure 4.21 Martin Goodman Trail on Queens Quay West, looking east from Lower SImcoe Street

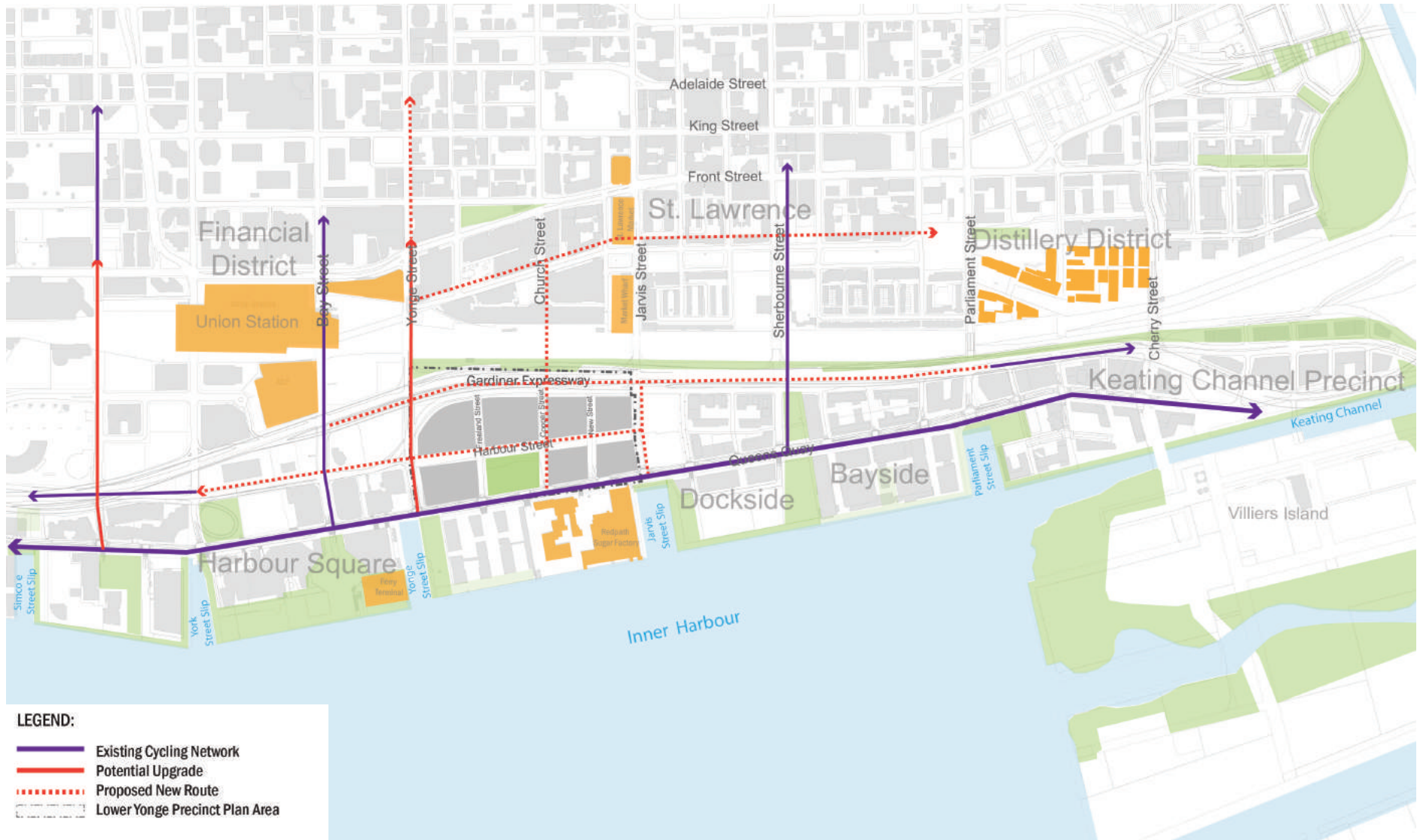


Figure 4.22 Cycling Connections Plan



Figure 4.23 Regent Park (Image Credit: Daniels)

4.6 Parks and Open Space

Public parkland and open spaces make Toronto a healthy and livable city. Investing in parkland and planning for robust open space networks are an integral part of city building. Downtown and Central Waterfront contain the largest percentage of new residential development in all of the city's growth areas. With the increased residential population, the need for parkland also increases. Commercial development has further fueled the demand for parkland. Park users have also specified the need for parkland facilities that cater specifically to children and dogs (Fig.4.24).

The Lower Yonge Precinct has a projected future residential population of approximately 13,000 people, who will generate demands for parkland and recreational amenities, with additional demand from the approximately 15,000 employees projected for the Precinct. Parks in the broader waterfront area, outside of Lower Yonge, serve either a destination or specialized function or serve their own respective communities.



Figure 4.24 Underpass Dog Park, Boston



Figure 4.25 Open Space Network

4.6.1 Open Space Network

The Open Space Network map (Fig. 4.25) illustrates the rhythm of the large open spaces and parks established along Queens Quay East. It also highlights the Lower Yonge Precinct's connections to surrounding parks and open spaces in relation to key north-south streets within the downtown area. Underutilized, publicly-owned spaces in the vicinity of the Precinct (i.e., under the Gardiner Expressway) will be evaluated for use as landscaped spaces for dog runs or other recreational facilities.

Yonge Street and Jarvis Street are major north-south streets that connect key landmarks of the downtown to the waterfront. Church Street

is proposed to be another key connection with a tunnel to Cooper Street. The new Bay Park Centre at Bay Street and Front Street (45 and 141 Bay Street) proposes a new open space over the railway, which establishes a north-south connection along Bay Street south from Union Station down to Queens Quay East and the lake. The Esplanade, Queens Quay East and the future Harbour Street extension establish major east-west 'green' corridors within the waterfront, and major open spaces, such as Sherbourne Common, Sugar Beach, and the proposed Foot of Yonge Park and the Ferry Terminal Park, connect along these corridors.



Figure 4.26 Parliament Street Parkette



Figure 4.27 Artistic Rendering of Lower Yonge Park looking north west from Queens Quay East at Cooper Street

4.6.2 Lower Yonge Park

In order to support the density projected for the Precinct, sufficient park space is essential. A large, roughly one hectare, contiguous, centrally-located park is proposed for the Lower Yonge Precinct (See Fig. 4.37). It will be a park that is within a short walking distance from nearby residents and would accommodate a host of active and passive recreational uses. As well, a central park will reinforce the pattern of open spaces that has

been established across the waterfront. Along Queens Quay, parks are typically located 200 to 250 metres apart. A new public park in the centre of the precinct would continue this pattern, while providing a central focal point and social heart for the area.

The central park will be located to maximize access to existing amounts of sunlight and limit shadow

impacts from anticipated development throughout the year, especially during the fall and winter months (between September 21 and March 21). The park will also have ample soft landscape in order to expand the variety of waterfront parks, support the park's identity as a neighbourhood amenity, and provide environmental benefits including cooling the urban environment, storm water infiltration and promoting biodiversity.



Figure 4.28 Corktown Common

4.6.3 Mid-Block Connections

The Precinct Plan has been designed to enable a series of mid-block connections to ensure ease of movement through the precinct and to surrounding neighbourhoods.

The Public Realm Plan (Fig. 4.37) creates a finer-grain network to connect people to places through the building sites and to enhance pedestrian permeability. It aims to encourage walking within and around the precinct while discouraging the use of automobiles for short trips. Mid-block connections provide alternate and interesting routes for pedestrians, reinforcing the north-south and east-west connections.

North and south of Harbour Street, east-west mid-block linkages are planned between building sites or through the use of interior atrium spaces. An east-west mid-block link runs between Lake Shore Boulevard and Harbour Street, providing a continuous connection from Yonge Street to Lower Jarvis Street and beyond. Similarly, between Harbour Street and Queens Quay East, an east-west mid-block connection will run through building sites, giving local residents and employees easy access to the proposed Lower Yonge Park and to Lower Jarvis Street, which connects to Queens Quay East, Sugar Beach and the water's edge. Additionally, north-south mid-block connections are planned to facilitate ease of movement from Lake Shore Boulevard to Harbour Street and from Harbour Street to Queens Quay East.

Heritage Mews

A Heritage Mews will be located to the south of the existing LCBO office building, running east-west. This will provide a vehicular access point to the block, but will also create a mid-block pedestrian and cycling connection.



Figure 4.29 Mid-block Connection, West Donlands (Image Credit: Scott Torrance)



Figure 4.30 55 Lake Shore Boulevard LCBO Head Office, looking east from Freeland Street

4.6.4 Privately Owned Publicly-Accessible Spaces (POPS)

Privately owned, publicly accessible spaces (“POPS”) are a key part of the city’s public realm network and provide open space in much needed locations. Like other parts of the public realm, POPS should be used to reinforce the structure of the city. For instance, they might mark an important intersection, provide context for a heritage building, or provide a mid-block connection that reveals an important view. POPS can take the form of courtyards, plazas, gardens, mid-block pedestrian connections or atriums. Provided and maintained by private developers, they supplement and complement public parks, but do not replace them.



Figure 4.33 Mid-block Connection, Toronto

The City’s Urban Design Guidelines for POPS (2014) help to ensure that these spaces are attractive, comfortable, safe, and an asset to the public realm.

Based on the City of Toronto’s POPS guidelines, which were approved by Council to use in draft form, POPS will be designed to be:

- Located at the same grade as the public right-of-way (with the exception of the PATH);
- Safe environments for users with consideration for Crime Prevention Through Environmental Design (CPTED) principles;

- Environments that are comfortable with users throughout the year;
- Suitable for sitting and standing, based on wind conditions;
- Oriented to achieve maximum access to sunlight;
- Illuminated appropriately at night;
- Equipped with an appropriate number, location and type of seating spaces;



Figure 4.34 Mid-block connection with public art, 300 Front Street, Toronto (Image Credit: Urban Toronto)

- A balance of hard and soft landscape (to soften the appearance of the urban environment, and provide environmental benefits including cooling the urban environment, stormwater infiltration and promoting biodiversity);
- Pedestrian priority areas (access by motorized vehicles will be restricted, utilization as drop-off areas, and access to on-site parking and loading will be prohibited);
- A minimum of 10 metres wide as outdoor mid-block connections; and
- Surrounded with active uses including food services, stores and restroom facilities, when provided as interior spaces.

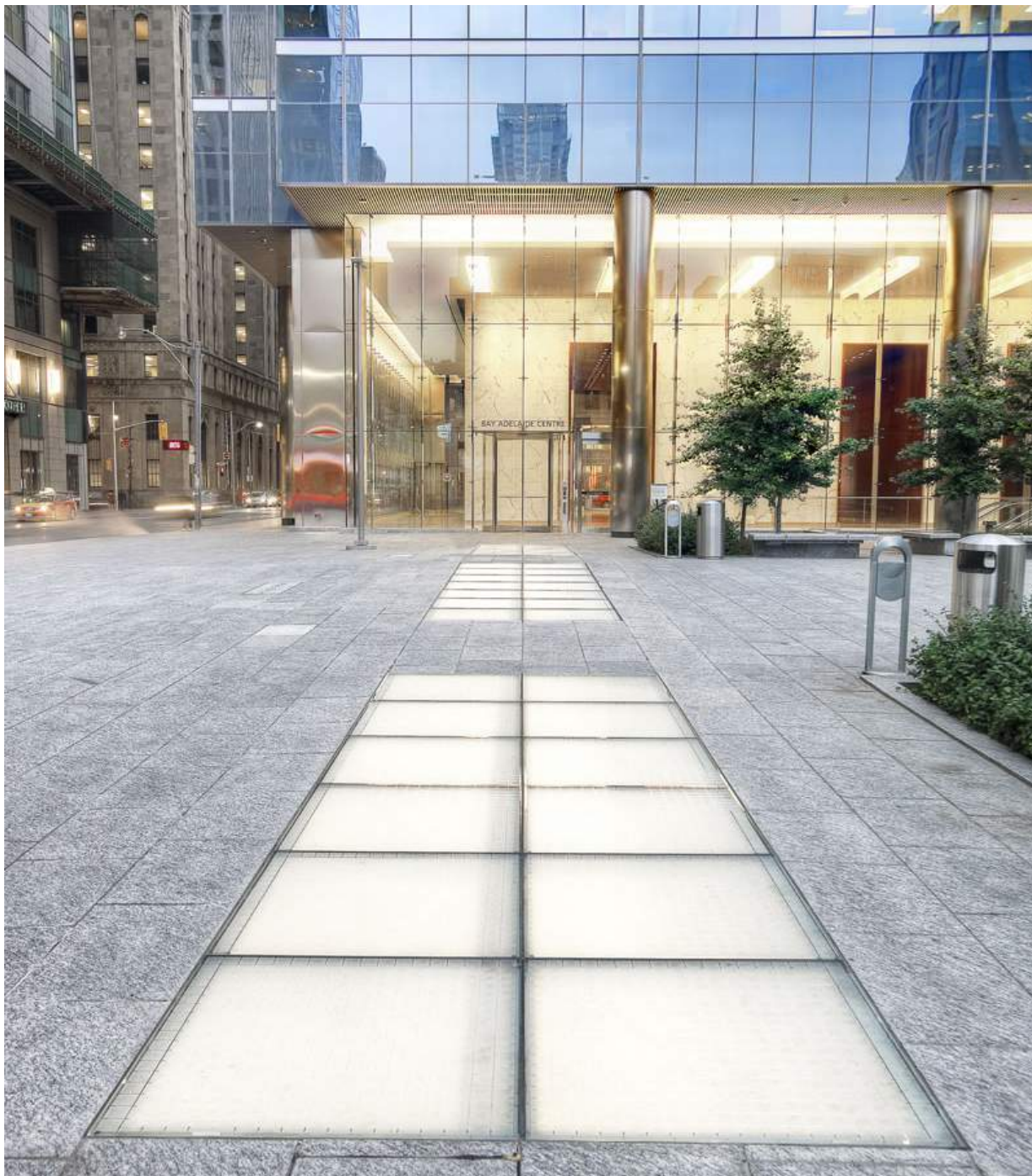


Figure 4.36 Bay Adelaide Centre, entrance courtyard with glass skylight paving, Toronto (Image Credit: The Architectural Glass Group)



Figure 4.37 Public Realm Plan

4.6.5 The PATH

The PATH system facilitates pedestrian linkages to public transit, accommodating business-day commuters, tourists and residents en route to a variety of destinations in a safe and weather-protected environment. The PATH has historically been located underground north of Lake Shore Boulevard. With the recent development of Harbour Plaza (90 Harbour Street and 1 York Street) and Waterpark Place Phase 3 (85 Harbour Street and 88 Queens Quay West) south of Lake Shore, the PATH has now been connected above grade from Union Station south to Queens Quay.



Figure 4.38 PATH along Roy Thomson Hall courtyard
(Image Credit: TT n Sheldy)

While the City of Toronto PATH Master Plan Study (2012) recommends connecting the Lower Yonge Precinct to the PATH network, PATH connections within the precinct are recommended to be limited to at-grade or below-grade connections. Above-grade bridge connections within the precinct are proposed to be limited to a connection over Lake Shore Boulevard.



Figure 4.39 A new pedestrian bridge over Simcoe Street connecting the South Core to the Skywalk (Image Credit: Vik Pahwa)

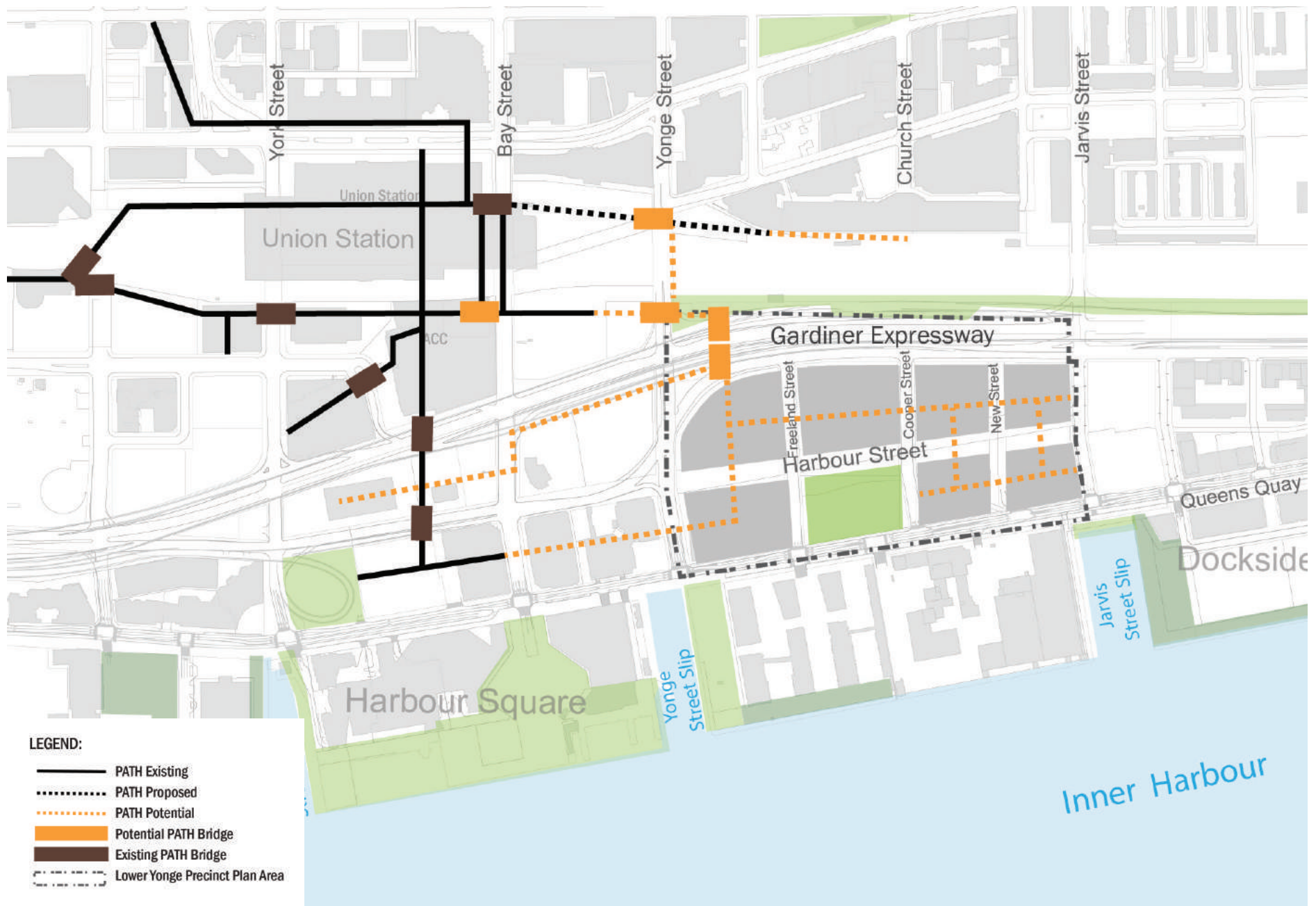


Figure 4.40 PATH Plan



Figure 4.41 Corktown Common in West Donlands, looking south west

5.0 Development

- 5.1 Land Use
- 5.2 Built Form
- 5.3 Parking and Loading

5.1 LAND USE

5.1.1 Mix of Uses

Ensuring an appropriate balance of residential and non-residential uses is an integral part of creating a vibrant and complete community. The Lower Yonge Precinct targets a mix of uses that is 25% to 40% non-residential uses and 60% to 75% residential uses based on the directions of this plan for built land use. The community will represent a diverse mix of uses that will be characterized by high-density residential with commercial, recreational and cultural uses. Highly urban in nature, different mixes of uses and a pedestrian-friendly public realm will create a vibrant, urban hub and meeting places for both local residents and visitors. Active street frontages and improved sidewalks that connect to a wide range of uses and open spaces will encourage recreation, interaction and a sense of community within the Precinct. It is also an appropriate location for new employment uses, given its location within the Downtown and Central Waterfront, and proximity to Union Station and the planned East Bayfront LRT.

The Lower Yonge Precinct Plan will support development of appropriate employment (i.e. non-retail) uses, and will require a portion of total development to be employment related. Nearby areas are planned or developed with 25% to 40% of floor area dedicated to employment uses. These are starting points to assess an appropriate proportion of employment and to consider tools to secure its development alongside residential uses.

A sufficient percentage of non-residential uses, including office and retail, ensures that there are people in the community at all hours of the day. Accompanying development proposals, a phasing plan will be required to demonstrate that the non-residential component will be delivered with the residential component.



Figure 5.1 Artistic Rendering looking southeast from Yonge Street and proposed Harbour Street

5.1.1.1 Location of Non-Residential Uses

This plan identifies lands along Yonge Street and south of Harbour Street as the ideal locations for office development. Proximity to higher order transit at Union Station and the planned LRT along Queens Quay East factored into this decision. Building on strategies to the east, land use compatibility with the Redpath Sugar facility was another determining factor. Commercial uses fronting on Queens Quay East will help to buffer the more sensitive residential uses north of Harbour Street (See Figure 5.3).

5.1.1.2 Location of Retail Uses

Retail should be concentrated along Harbour Street, and adjacent to higher order streets including Yonge Street, Cooper Street, Lower Jarvis Street and Queens Quay East, which are important connections to and across the waterfront.

5.1.1.3 Location of Cultural, Civic and Tourist Attractions

Cultural, civic and tourist attractions are also important to communities of this scale. They act as a catalyst, drawing people and interest to the community and fostering economic growth and resiliency.

According to the CWSP, the foot of Yonge Street should be treated as a special place on the waterfront, the place where Yonge Street meets the lake. It is to be designed to include major public amenities of high quality, distinctive cultural buildings, appropriate tourist facilities and a range

of public uses and other development that will contribute to the special nature of this area.

5.1.1.4 Compatibility with Surrounding Uses

As part of the East Bayfront planning, the Ministry of the Environment and Climate Change (MOECC) acknowledged the need for a better relationship between existing industrial uses and urban renewal and revitalization. As such, it established new guidelines for urban areas where sensitive land uses are located in proximity to existing industrial facilities.

Sugar refinery and processing factory Redpath Sugar (formerly Tate & Lyle) has been in operation on Toronto's waterfront since 1955. It is situated on a 10-acre site and is on the City of Toronto's listing of heritage buildings. Redpath Sugar imports bulk raw cane sugar from Central and South America by ship through the St. Lawrence Seaway. It employs close to 300 people, operates 24 hours a day, has the capacity to operate seven days a week, and produces approximately 2,000 tons of sugar per day. Roughly 100 trucks enter and exit the site each day and 25-30 ships import raw materials to the factory between April and mid-December. Raw sugar is also stored in the Port Lands at Marine Terminal 51 west of Cherry Street, and at another facility in Belleville.



Figure 5.2 Redpath Sugar (Image Credit: Redpath Sugar)



Figure 5.3 Land Use Map

As part of the precinct planning exercise, a noise, odour and air quality assessment was conducted on behalf of the City to ensure compatibility between Redpath's operations and the proposed mixed-use community in Lower Yonge. The study confirmed initial findings that the proposed location of non-residential uses south of Harbour Street will act as a buffer between Redpath and the residential uses proposed north of Harbour Street (Fig. 5.3). The non-sensitive uses within the buffer zone must be constructed prior to the development of sensitive buildings and the design of those buildings must take advantage of the specific heights, dimensions and locations that maximize their potential benefits when used as part of the buffer zone.

Air quality modelling indicated that there is potential for development within the Precinct that would cause Redpath to fall out of compliance with the MOECC's guidelines. However, it is anticipated that these impacts could be mitigated, either through at-source or at-receptor mitigation. A mitigation framework (agreed upon by the City, Redpath and other key stakeholders) should be established at the outset of any development before any detailed designs are investigated.

The study further confirmed that developments will be required to submit additional site-specific noise, odour and air quality studies in accordance with MOECC regulations and guidelines in support of future planning applications in order to identify the requisite mitigation measures to be implemented within the new developments.



Figure 5.4 View of Sugar Beach looking towards Redpath Sugar and Lake Ontario



Figure 5.5 View of Financial District, Redpath Sugar and Sugar Beach, looking northwest from the Inner Harbour

5.1.2 Housing

Waterfront Toronto and the City of Toronto are committed to creating mixed-income neighbourhoods and will work with private landowners in order to achieve this. In pursuit of these objectives, provision for the following is essential within the Lower Yonge Precinct:

- Housing units with a range of sizes suitable for families with children;
- Opportunities for aging in place, including housing for seniors and appropriate support services;
- A mix of tenure types;
- The distribution of affordable housing throughout the Lower Yonge Precinct; and
- A variation of densities and building typologies to reflect diverse building forms.

The following affordable housing principles will help guide the provision of affordable housing within the Lower Yonge Precinct.

- **Timely Provision:** Affordable units will be delivered at the pace of market development to ensure provision of affordable units within each phase of development.
- **Permanency:** Aim to achieve permanent affordable units, contributing to a resilient community.
- **Flexibility:** Use a combination of delivery methods to achieve a lasting mix and balance between timeliness and permanency.



Figure 5.6 Housing in Canary District, West Don Lands
(Image Credit: <http://blog.newinhomes.com/news/coming-together-canary-district-toronto/>)



Figure 5.7 Housing in East Bayfront
(Image Credit: Urban Toronto)



Figure 5.8 Housing in Canary District, West Don Lands (Image Credit: James Bombales)

5.1.2.1 Affordable Housing

Both the Official Plan and CWSP support the development of complete communities, including a full range of housing types to support a mix of incomes and people living in their neighbourhoods throughout their lives. According to the CWSP, the overall goal for the Central Waterfront is that affordable rental housing and low-end-of-market housing comprise 25% of all housing units. Waterfront Toronto and the City of Toronto will work with private landowners to achieve the affordable housing targets identified in the CWSP.

Waterfront Toronto and the City of Toronto will work with private landowners to achieve the affordable housing targets identified in the CWSP. To meet this objective, a combination of built units (between 5%-10% of built units based on total residential gross floor area), land (equivalent to the land necessary to accommodate 20% of the residential gross floor area), and cash in lieu, will be secured to generate affordable rental housing, with priority given to units and land alone or in combination. Affordable rental housing is defined in the Official Plan as housing with total monthly costs that do not exceed the average rent across the City of Toronto for each unit size, as calculated by the Canada Mortgage and Housing Corporation.



Figure 5.9 Toronto Community Housing Corporation development at 60 Richmond Street East (Image Credit: Teeple Architects Inc.)



Figure 5.10 Mixed-use development in Regent Park, looking east along Dundas Street East from Sackville Street
(Image Credit: Urban Toronto)

5.2 BUILT FORM

Buildings in the Lower Yonge Precinct will be appropriately scaled for the waterfront context and be designed to achieve the high standards of design excellence expected on the Waterfront. They will create well-defined street and park edges at a moderate, human scale, and be organized to preserve views of the waterfront and convey a sense of activity and liveliness, as befits this pedestrian-focused precinct. Taller buildings will be located where they will not overwhelm adjacent open space, or adversely impact the surrounding urban context.

The scale of the buildings within the study area should reflect the high-density, urban character of adjacent areas, but also recognize the sensitivity of developing along the Toronto waterfront. Consideration should be given to protecting the amenity of streets and the public realm and to ensure optimum climatic and light conditions such as providing a scale of building that will demonstrate the importance of streets and the public realm. They should give careful consideration to shadow impacts on streets and public spaces ensure adequate access to sun and prevent impacts from wind.



Figure 5.11 Illustrative rendering of Lower Yonge Precinct Plan

Key objectives for development within the Lower Yonge Precinct are based upon the principles and policies of the CWSP, precedents established during previous precinct planning exercises, and a detailed consideration of the surrounding development context. They include:

- Built form will have a predominantly mid-rise character adjacent to streets to create an intimate, neighbourhood feel and achieve good sunlight conditions on public streets and open spaces;
- Building heights and density will transition downward from north to south, as well as from west to east;

- Towers will be broadly spaced to ensure sky views, access to light, minimize shadow impacts and preserve views; and
- Sidewalks, where high volumes of traffic are anticipated, will be lined with active uses at grade, to promote pedestrian activity, safety and visual interest.

5.2.1 Base Buildings

Base buildings will play a major role in establishing the precinct's character and in determining the quality of pedestrian experience. Base buildings will be scaled to:

- Achieve the desired neighbourhood character and scale;
- Ensure that tall buildings do not overwhelm the pedestrian environment; and
- Maintain access to sunlight and sky views for pedestrians and surrounding properties.



Figure 5.12 Skyline view of Lower Yonge Precinct towers

Most base buildings in the precinct will be built with a height of 27 metres, consistent with the proposed right-of-way width of Harbour Street (Fig. 5.14). A height limit of 27 metres, or approximately six or seven storeys, will also allow significant levels of sunlight to reach neighbourhood streets, while presenting a prominent street wall adjacent to Queens Quay East and Yonge Street. This consistency of base building is intended to create a pedestrian-oriented, mid-rise character for the Precinct.



Figure 5.13 Illustration of the view looking east along Lake Shore Boulevard East from Freeland Street

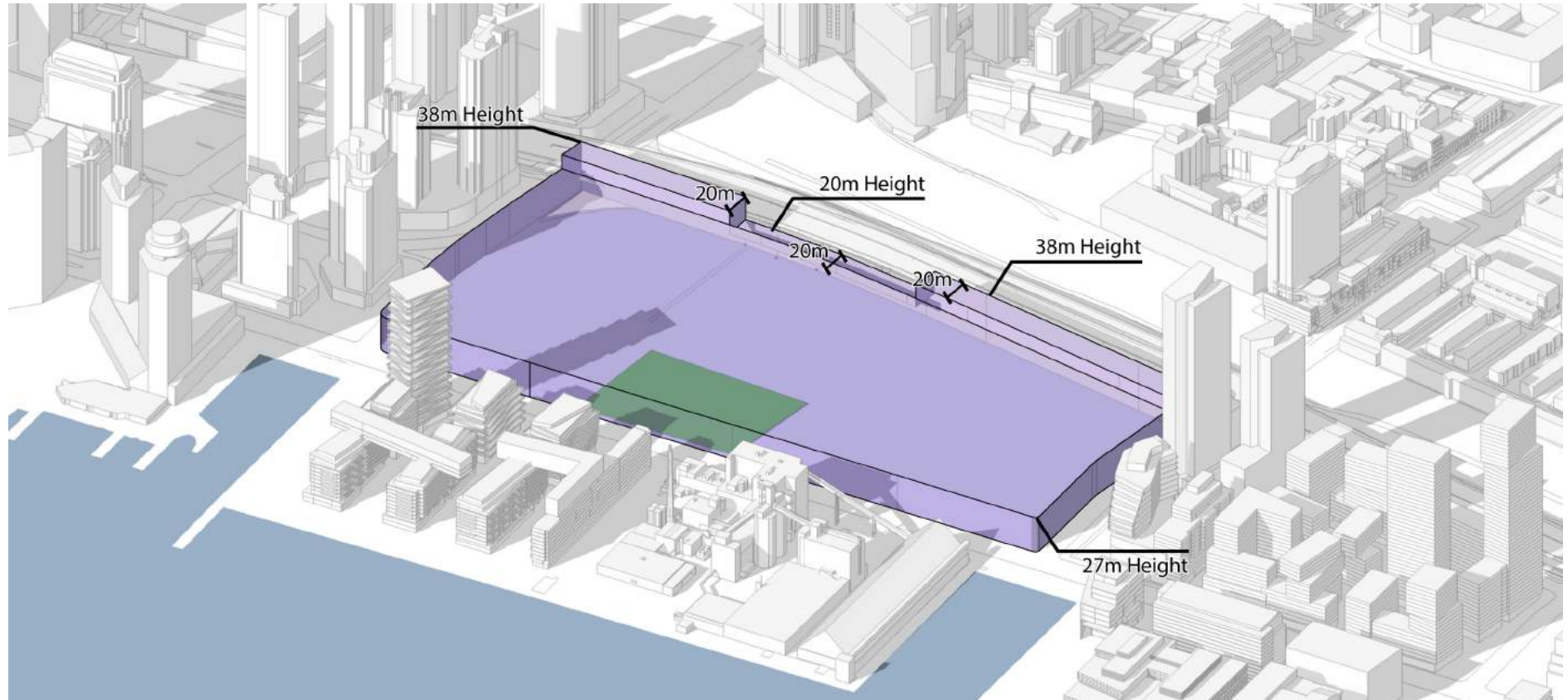


Figure 5.14 Base building heights

Base buildings adjacent to Lake Shore Boulevard East will be taller, with a maximum height of 38 metres in recognition of the wider adjacent right-of-way. An exception, however, is the proposed 20-metre base building height limit along Lake Shore Boulevard East between Freeland and Cooper Streets. This was instituted to reflect the height of the existing listed heritage building (LCBO head office) and ensure its conservation (see Fig.5.14). Consideration should be given to the adjacent base buildings transitioning from 20 metres on this block to the 38 metre maximum base building height on abutting blocks.

Base building facades should break up their horizontal massing through articulation such as breaks in the facade (architectural elements, entranceways, canopies/projections) to create a more finely-textured streetwall (see Fig. 5.15,5.16). This will facilitate further subdivision into retail bays, and distinguish Lower Yonge from office districts where monolithic base buildings are more common.



Figure 5.15 Artistic rendering of 1 Bloor Street base building (Image Credit: Urban Toronto, Hariri Pontarini Architects)



Figure 5.16 Articulated Base building, Gooderham Tower, Distillery District (Image Credit: architectsAlliance)

To create well defined street walls, a minimum of 85% of the length of base building facades should be constructed within one metre of either the property line or required setback along all public rights-of-way. Acceptable minor variations to the street wall may include recessed building entrances, recessed balconies, and privately-owned publicly accessible open spaces. Drop-off areas should be contained within the site.

The architecture of base buildings adjacent to a public right-of-way or public open space should be articulated to achieve a fine-grained precinct character. This articulation may be achieved with changes in materials, architectural detailing

or vertical recesses. Tower and base buildings should be massed and articulated to mitigate wind impacts on public rights-of-way and public and publicly accessible open spaces. Wind conditions at grade should be suitable for sitting and standing, with higher standards applying within parks and other places where people are expected to linger. To assist with inclement weather in the public realm, it is recommended that continuous weather protection, with a minimum depth of 3 metres, be provided on all street frontages where feasible. In the case of a conflict between weather protection and street trees, the street trees will take priority.



Figure 5.17 Residential development (Montevideo), Rotterdam
(Image Credit: Pedro Kwok on Flickr)

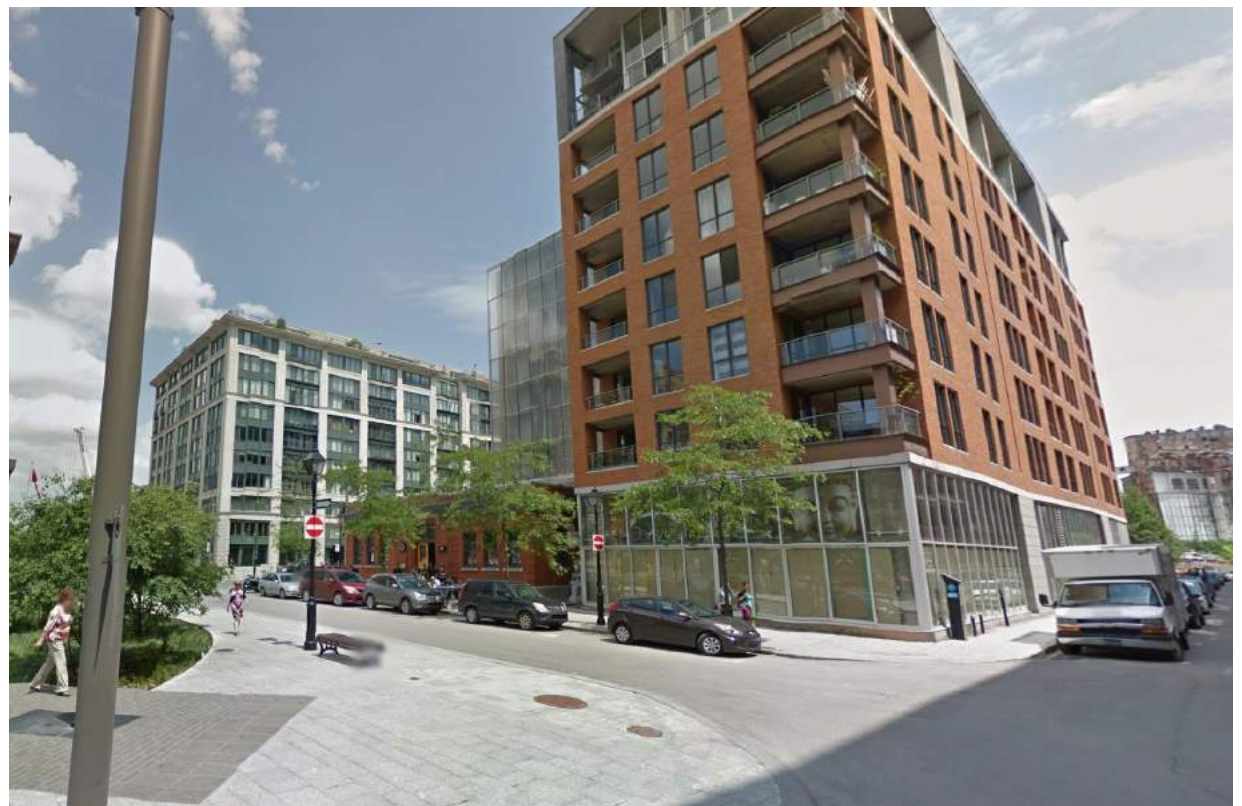


Figure 5.18 Residential building (Novel Europa) in Old Montreal



Figure 5.19 Base building Setback and Promenade zones

Setbacks

Setbacks are extensions of the public realm and should be designed as seamless continuations of the public sidewalk with consistent materials, grades and design elements. Setbacks will be established to broaden sidewalks and provide spaces that can be animated to enrich the public realm. Along both sides of north-south local streets within the precinct, base buildings will be set back to expand views south towards Queens Quay and the lake, and allow more sunlight to reach the street by achieving a one-to-one ratio between street-width and building height. In order to achieve this, the following are proposed:

- Along the east sides of Yonge Street and Cooper Street and the west side of Lower Jarvis Street, a 10-metre setback from curb to building face will provide a wide pedestrian walkway with a double row of street trees and views south to the water's edge to help achieve a continuous, active streetscape.
 - To address substandard existing sidewalk widths, provisions should be made to allow for the public realm to extend under the existing tower at Yonge and Queens Quay.
 - The overall north sidewalk of Queens Quay is required to be a minimum of 6 metres unobstructed in width to comply with relevant City policies.
 - Buildings along Cooper Street, Freeland Street and New Street with the exception of the block containing the LCBO office and warehouse heritage buildings (north of Harbour Street between Freeland and Cooper Streets), will have a minimum setback of 3 metres to allow for activation and animation to spill out into the public realm.
- Occupiable space, including balconies and vertical elements that block views, should not encroach into setbacks above grade. Balconies should be inset behind the street wall.



Figure 5.20 Ground Floor Animation Map

Base Buildings: Ground Floor Animation

Ground floor animation is achieved through both use and design. The types of uses on the ground floor will dictate the amount of activity that these spaces create and the design, both interior and exterior, can help or inhibit the successful interplay of these uses with the public realm.

Ground floors should accommodate uses that spill out and enliven the public realm. The Ground Floor Animation Map (Fig. 5.20) shows active uses located along frontages identified within the Ground Floor Animation Zone. Active uses include, but are not limited to: stores, cafes and restaurants, commercial uses that service local residents and workers, recreational and arts facilities, and building lobbies. Retail uses should be concentrated primarily along Queens Quay East and Harbour Street, but also along Yonge Street, Cooper Street and Lower Jarvis Street. They should occupy a minimum of 60% of those frontages to support their individual roles: Queens Quay as the “main” street, Harbour as a local retail street and Yonge, Cooper and Lower Jarvis Streets as important north-south connections to the waterfront.

To enhance public sidewalks as pedestrian priority zones, the ground floors of all buildings within the precinct should provide unobstructed views both to and from the public realm, as well as numerous doorways to engage the public realm. In areas where this cannot happen, interruptions should be brief and intervening spaces should be well designed with high-quality materials and design elements that provide visual interest. At least 80% of the length of ground floor facade within this zone should be devoted to transparent windows and doors, or visually open to allow maximum visual interaction between sidewalk areas and interior spaces.

Other recommendations for the Ground Floor Animation Zone and base building treatment include:

- Articulation of ground floor facades (fenestration pattern, material, vertical recesses, etc.) is encouraged to achieve a fine-grained streetscape at a comfortable human scale. Articulation also creates a high degree of visual variety and interest when viewed from the adjacent sidewalk.
- Ground floor uses, including retail stores within the Ground Floor Animation Zone, should have separate and unique entries from the adjacent street spaced, on average, every 7 to 10 metres.
- Ground floor uses should have a minimum floor-to-ceiling height of 5 metres to convey the publicly oriented nature of internal uses. Building lobbies should not be more than 10 metres wide along the street frontage to preserve available frontage for more animated uses.
- Retail signage will be designed and implemented to prioritize the architectural character of a building.
- Grade-related residential uses are not recommended for the Lower Yonge Precinct.



Figure 5.21 Ground floor retail / commercial, King Street East (Image Credit: Designstor Inc.)



Figure 5.22 Proposed Ground floor retail, Monde at Sherbourne Common (Image Credit: Urban Toronto)

5.2.2 Tall Buildings

Tower Height

There are a number of planning and design considerations for high-rise towers given the substantial impact they have on the public realm. Height should be considered in the wider waterfront context and should transition down from the Gardiner/Lake Shore corridor towards the waterfront. Stepping height down towards the water allows light to infiltrate into the precinct and



Figure 5.23 One Bloor East tower
(Image Credit: Urban Toronto/Hariri Pontarini Architects)



Figure 5.24 Residential towers, Distillery District
(Image Credit: architectsAlliance)

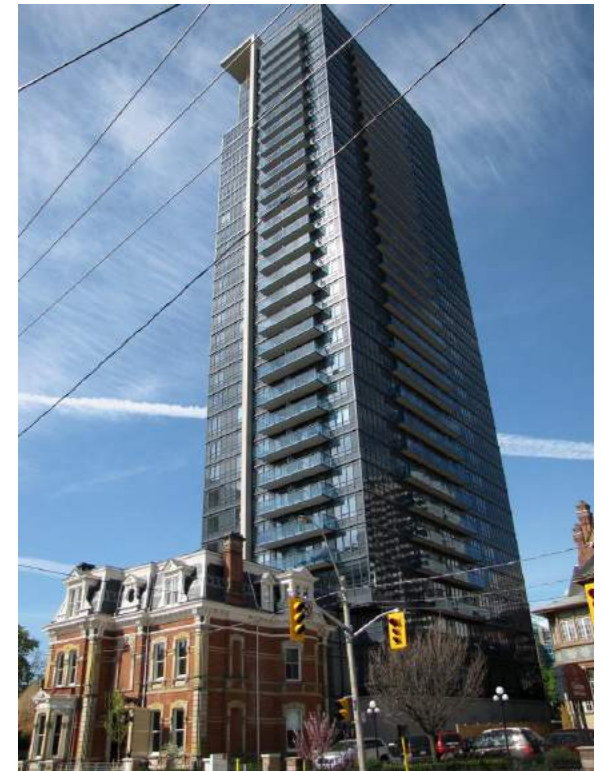


Figure 5.25 Residential towers, Sherbourne Street
(Image Credit: Urban Toronto/Tridel)

provide sky views. Heights should also transition down from Yonge Street towards Lower Jarvis Street, in order to acknowledge the prominence of Yonge Street, the context of approved towers in East Bayfront and the general trend of heights stepping down from the Financial District.

Tower heights and built form will also consider the view of the Precinct from the Inner Harbour and Toronto Islands. The design of the skyline for developments should be complementary and contextual with the existing skyline.

An iconic, landmark tower, with unique and innovative architectural attributes is contemplated to be located adjacent to Yonge Street on the Toronto Star site at 7 Yonge Street.

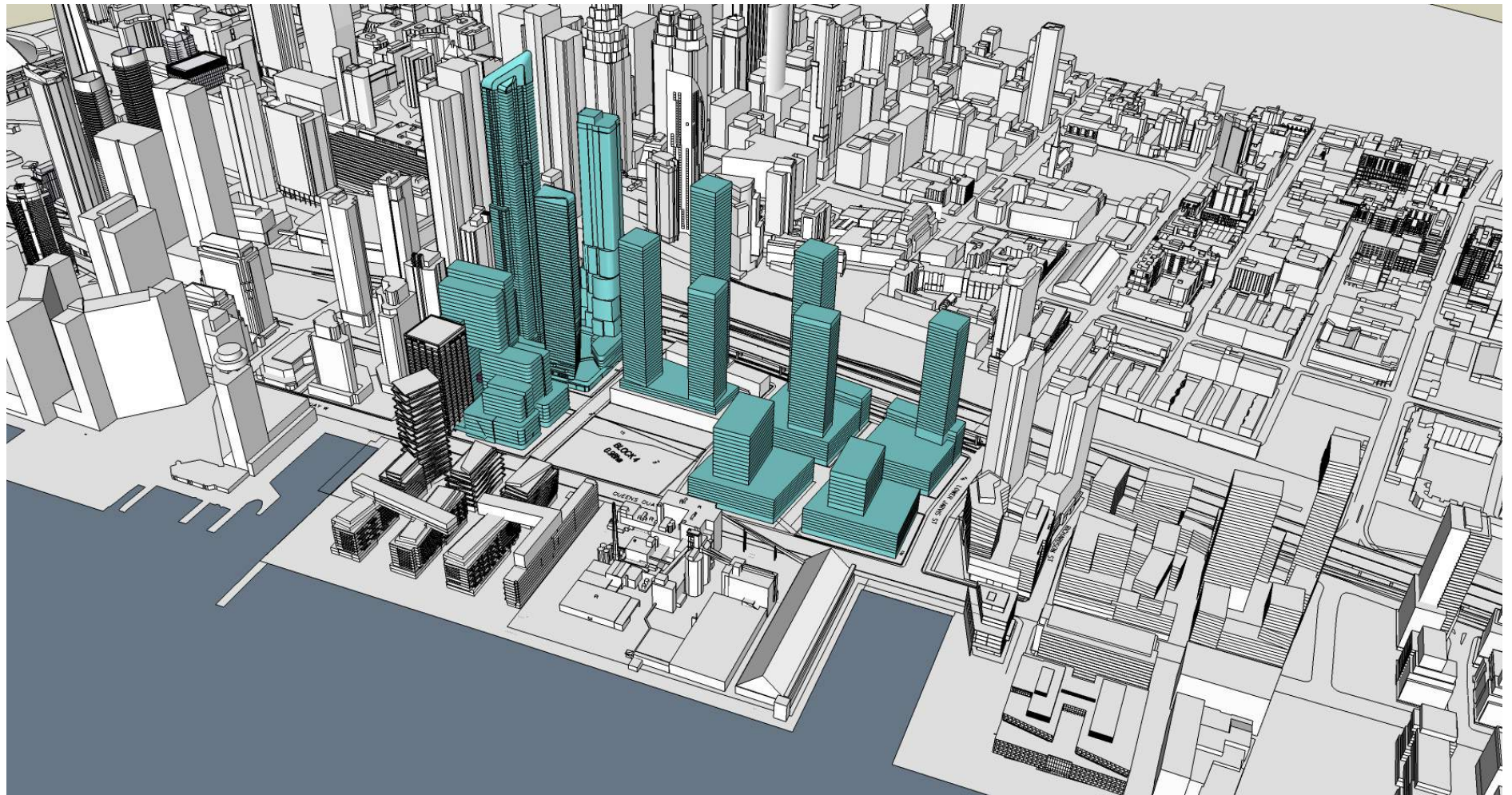


Figure 5.26 Illustration of the aerial view of Lower Yonge Precinct looking northwest

Tower Stepbacks

Tower stepbacks are intended to guarantee the prominence of the base building by ensuring that it becomes the precinct's dominant built form and reducing the perception of towers from the street level. Tower stepbacks also reinforce the comfortable one-to-one ratio between street width and building height, provide open sky views, mitigate wind impacts and protect direct access to sunlight.

Stepbacks are greater on north-south streets to broaden views towards the waterfront allowing for more sunlight to penetrate into the precinct. Tower stepbacks are also greater adjacent to Queens Quay East to enhance the character of the waterfront's "main" street and mitigate the substantial visual impact of the anticipated, broader office buildings.

Tower stepbacks from base buildings will be provided generally in accordance with the following minimum distances:

- Towers adjacent to Queens Quay should step back a minimum of 10 metres at a height no greater than 27 metres from the face of the building below.
- Towers adjacent to Harbour Street should step back a minimum of 5 metres at a height no greater than 27 metres from the face of the building below.
- Towers adjacent to Lake Shore Boulevard East, where permitted, should step back a minimum of 5 metres at a height no greater than 38 metres from the face of the building below.

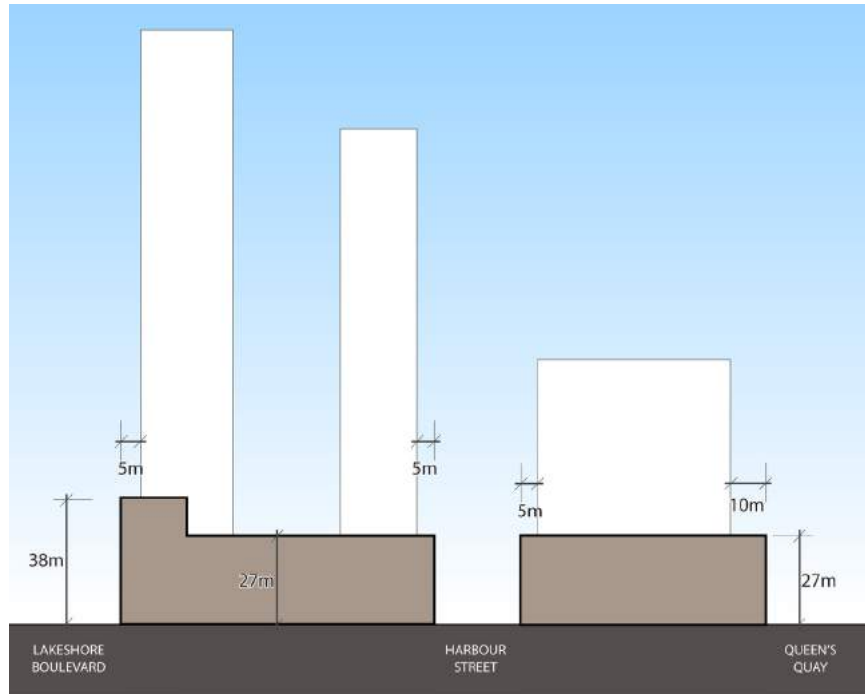


Figure 5.27 Tower Stepback (north-south section)

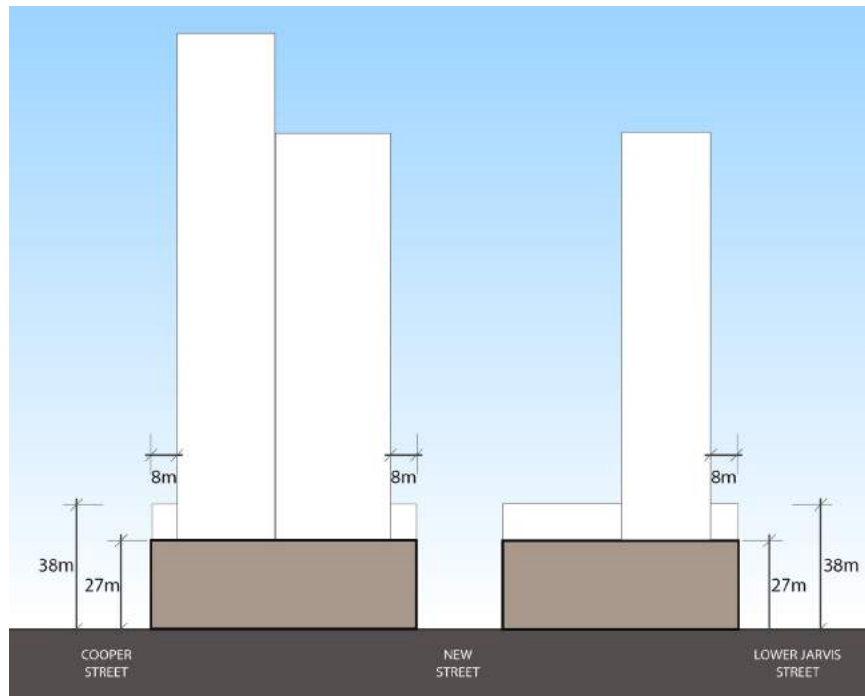


Figure 5.28 Tower Stepback (east-west section)

- Towers adjacent to Yonge, Freeland, Cooper, New and Jarvis Streets should step back a minimum of 8 metres at a height no greater than the permitted height of the base building, from the face of the building below.
- Towers on the block containing the LCBO office and warehouse heritage buildings should step back 10 metres from the heritage building facades on the Lake Shore Boulevard East, Cooper Street and Freeland Street frontages.

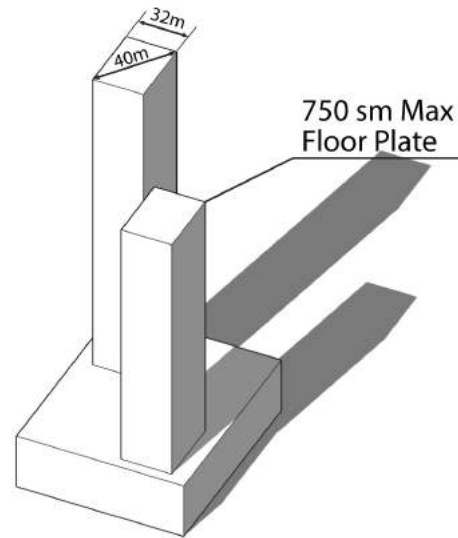


Figure 5.29 Tower floorplates - Residential

Tower Floor Plates

The size and shape of a tower's floor plate, together with its height and placement, determine its impact on the surrounding streets, parks and open spaces. The Lower Yonge Precinct Plan recommends the following:

- Maximum residential tower floor plate length: 32 metres
- Maximum residential tower diagonal dimension: 42 metres
- Limit commercial tower floor plate to 2,200 square meters or less
- Maximum commercial tower floor plate width: 60 metres
- Maximum commercial tower diagonal dimension: 70 metres

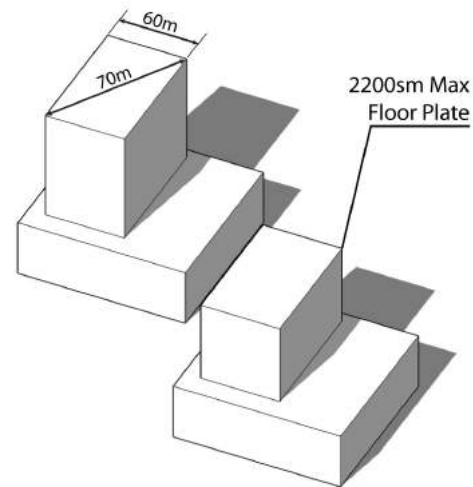


Figure 5.30 Tower floorplates - Commercial



Figure 5.31 Tower Location (illustrative) and Tower Separation

Tower Separation

Providing minimum distances between towers helps to limit negative impacts on the public realm, while also protecting neighbouring towers and properties from loss of sunlight and views. The City's Tall Building Design Guidelines anticipate that large sites will require master plans that define appropriate spatial separation between towers in consideration of a broad range of site-specific factors and objectives.

Given the waterfront's public objectives, separation distances in the Lower Yonge Precinct should be established in excess of the minimum prescribed by the Tall Building Design Guidelines, in order to avoid the "wall of condos" effect along the waterfront. For this reason, a 30 metre minimum separation distance has been established for all towers in the Lower Yonge Precinct. Wider separation will also help to preserve views to the waterfront.

Tower Area Ratio (TAR)

The Tower Area Ratio (TAR) measures the ratio of the total area of the average tower floorplate(s) above base buildings to the area of the development block (see Fig. 5.32,5.33). The TAR is a new implementation tool responding to the recommendation in the City's Tall Building Design Guidelines that, as the height of tall buildings increase, the separation distance between towers should also increase to ensure the protection of skyview, privacy and daylighting. The City's Tall Building Design Guidelines provide guidance to increase distances but do not prescribe a specific measure. Given the waterfront prominence of Lower Yonge, it is appropriate to address this direction in the Lower Yonge Precinct Plan.

As part of the UDR, a study was undertaken to determine the target percentages for the Lower Yonge Precinct. Residential developments described as creating a "wall of condos" had a TAR

or 27% or greater. These residential developments were characterized by tightly spaced towers that appear as a consolidated mass of development when viewed from adjacent streets, blocking long views.

Residential development characterized by open sky views and access to sunlight were typically found to have a TAR of below 20%. Therefore, this Precinct Plan sets a maximum TAR of 20% for mixed-use/residential towers north of Harbour Street.

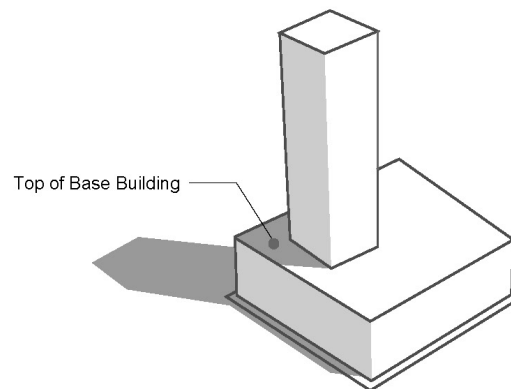


Figure 5.32 Maximum TAR of 20% or mixed-use/residential towers north of Harbour Street

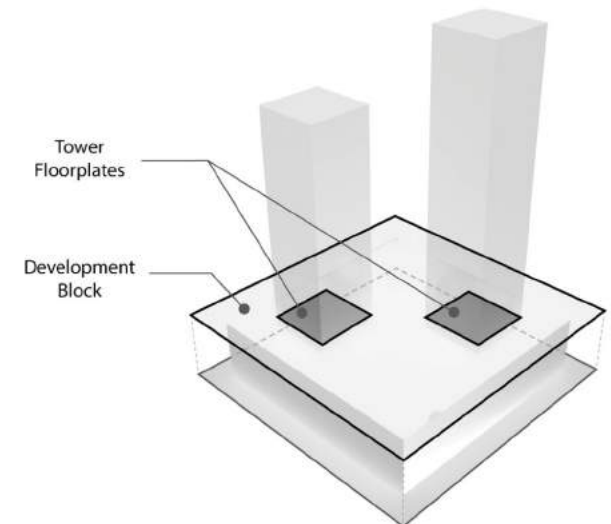


Figure 5.33 Tower Area Ratio (TAR) Concept diagram

5.2.3 Base Buildings – Heritage

The LCBO office building has a strong presence along Lake Shore Boulevard East and the connected warehouse building currently defines the streetwall height along Freeland Street and Cooper Street, effectively framing the public realm.

Any new vertical additions or alterations to the LCBO complex should conserve the legibility of the three-dimensional quality of these buildings along Lake Shore Boulevard East, Cooper Street and Freeland Street. On these frontages, a minimum stepback of 10 metres to any vertical addition or alteration for the entirety of the facade of the vertical addition, including any balconies, is recommended.

5.3 Parking and Loading

Development within the Lower Yonge Precinct must have well organized parking, loading and servicing to enable the delivery of a high quality public realm. Successful organization locates these “back of house” activities away from the public realm and out of view. Parking and loading will be located below grade.

Parking and loading access points should be located on Freeland and New Streets (Fig. 5.38). Service and parking access driveways should not be located on Harbour or Cooper Streets in anticipation of their future development as higher order streets that will connect beyond the precinct and carry increased pedestrian traffic. Yonge Street, Queens Quay East, Lower Jarvis Street and Lake Shore Boulevard East should also not be streets with vehicle access points, as they are major streets with higher traffic and pedestrian volumes. Curb cuts on these streets would create unnecessary vehicular/pedestrian conflicts. Every reasonable effort should be made to reduce the



Figure 5.34 5 St. Joseph Street, Toronto



Figure 5.35 Distillery District, Toronto (Image Credit: architectsAlliance)

adverse effects of parking/loading functions on the quality of the pedestrian environment. Loading and servicing areas at grade should be wrapped with active uses a minimum of 6-10 metres in depth to limit the disruption to the building's activated frontage.

Parking and loading will be shared to reduce the number of interruptions to the public sidewalk. To the extent possible, access points should be limited to one frontage and parking per street, and loading and servicing functions should share access points to reduce the number and width of vehicle routes across public sidewalks.

Service driveways and parking access driveways for two-way traffic should not be wider than 6 metres. In case of one-way traffic, driveways should not be wider than 4 metres. Vehicle access points will be well integrated into the design of building facades and may be concealed behind discrete garage doors or paired with a pedestrian route and finished with high quality materials.

Ventilation shafts and other site servicing equipment will be located away from the public sidewalk and, to the extent possible, incorporated into the building itself.

Parking requirements in the Precinct may be reduced, as it is within 300 metres of Union Station. Car-share and bike-share facilities are also encouraged in lieu of residential parking spaces and will be assessed at the rezoning stage. Garage, loading and service entry areas will be designed to:

- Be integrated with the overall design facade;
- Have attractive garage door panels;
- Be resistant to damage from vehicle impact; and
- Obscure views during both daytime and nighttime (lit conditions).



Figure 5.36 Parking and loading entrance



Figure 5.37 Parking access lane, River City condos, Toronto



Figure 5.38 Servicing Map

6.0 Community Services and Facilities

- 6.1 School
- 6.2 Childcare
- 6.3 Community Recreation Centres
- 6.4 Library Facilities
- 6.5 Emergency Services
- 6.6 Human Services

The Community Services and Facilities Study for the Lower Yonge Precinct prepared by the City of Toronto in August 2014 provides a strategy for assessing community services and facilities that are available to the local population in the Lower Yonge Precinct. Community services and facilities include both non-profit and public services, such as schools, public libraries, childcare, community and recreation centres, arenas, swimming pools, human services, senior services and community meeting/gathering spaces.

A key objective in the planning of community services for the Lower Yonge Precinct is to ensure that the services are integrated with services that are available or planned in the wider area. The overall guiding principles for the provision of community services include:

- Provide key services such as schools, daycares and community centres at the earliest possible opportunity;
- Integrate the community space into the neighbourhood fabric;
- Co-locate services where appropriate;
- Locate community services adjacent to parks where appropriate; and
- Ensure accessibility for all, including seniors, children and people with disabilities.

The Lower Yonge Precinct is projected to be home to roughly 13,000 people and 15,000 employees. As part of any new community, it is integral to provide community services and facilities to support residents. A community services and facilities study based on the populations projected in the plan established that the precinct will need one large community centre (with pool), two child care centres, potentially a library, and space for human services. Discussion with the Toronto District School Board established a need for a public elementary school to accommodate the community.



Figure 6.1 Community Services Map

6.1 School

Based on predicted pupil yield factors of 0.02 for market condominium units, 0.18 for rental units and 0.36 for affordable rental housing, the Precinct is expected to generate over 400 elementary school students. This is sufficient to warrant a school in the precinct. The Toronto District School Board (TDSB) is exploring more urban format school typologies. This involves flexibility in the design of facilities in order to facilitate co-location with other uses. Initiatives such as reducing the size of the catchment area to eliminate bussing and encourage walking to school are anticipated. Additionally, the school board can explore new ideas such as satellite schools in the Precinct to accommodate the prevalent age cohort in the precinct.

Typically, the TDSB requires that a sufficient population base be in place prior to opening a new school, so the school location should correspond with the final phases of development. That said, ensuring the timely delivery of a school into the community would help entice families to move into the community. The LCBO property is the preferred location for the school as it is centrally located, close to the proposed park and community centre, will house the greatest proportion of units, and will likely be phased.

Currently, the closest TDSB elementary schools are Downtown Alternative School on Lower Jarvis Street and Market Lane Public School on the Esplanade near Sherbourne Street. The closest catholic elementary schools are St. Paul Elementary School on Sackville Street and St. Michael Annex on George Street South. Nearby high schools include Inglenook Community Secondary School on Sackville Street and St. Michael Choir Catholic School on Bond Street.



Figure 6.2 North Toronto Collegiate Institute, Toronto (Image Credit: ShonTron/Urban Toronto)

6.2 Child Care

Two child care centres are planned for the community, one on the LCBO site and one on the Loblaws site. These spaces will be provided and secured through Section 37 agreements. Child care centres will be in compliance with the Ontario Day Nursery's Act and will include both indoor and outdoor space. Ideally, one of the daycares could co-locate with the potential school to accommodate the growing need for before and after school care. There is also a childcare centre planned for the Pier 27 development located south of the Precinct.

6.3 Community Recreation Centres

A 50,000-square-foot community recreation centre, including a gym and indoor pool, is planned for the northern block of the 1-7 Yonge Street site. The centre will be secured through a Section 37 Agreement and built as part of the early phases of development for the property.

6.4 Library Facilities

Toronto Public Library has indicated that there is a need for a neighbourhood or district library in the Precinct, but it does not have sufficient operating or capital budget to accommodate one at this time. The precinct can be serviced by the existing St. Lawrence Library and a new district library abutting the West Don Lands, planned for the First Parliament site at Front Street East and Parliament Street.



Figure 6.3 Regent Park Aquatic Centre, Toronto (Image Credit: MacLennan Jaunkalns Miller Architects)



Figure 6.4 Fort York Branch Library, Toronto (Image Credit: KPMB Architects)

6.5 Emergency Services

The precinct is serviced by the following emergency services. There are no plans for additional facilities in and around the precinct.

- Fire: Station 333 located at 207 Front Street East
- Police: 51 Division located at 51 Parliament Street
- EMS: Station 40 located at 58 Richmond Street East

6.6 Human Services

Human service space is flexible space that is typically between 15,000 to 20,000 square feet to accommodate a variety of different public and not-for-profit agencies at the same time or a number of different agencies over time. Agency and City Division partnerships will maximize use of space, including sharing of resources such as staff and parking. Human services space can function as a community hub based on particular partnerships and services such as health, family and children's services and seniors. They typically provide for temporary or permanent 'designated workspaces' to serve clients. No specifically-dedicated human service space is currently planned for the Precinct, although space could be incorporated into developments as proposals emerge.

7.0 Sustainability

- 7.1 Buildings
- 7.2 Energy
- 7.3 Resiliency and Adaptation to Climate Change
- 7.4 Mobility
- 7.5 Biodiversity
- 7.6 Wise Use of Resources

Sustainability is integrated into every aspect of waterfront revitalization. The Lower Yonge Precinct will develop green, livable, and prosperous communities. It will enhance greenspace, create social and cultural gains for everyone, and stimulate innovation and economic development. Given its prominence on the waterfront, coupled with the heights and high densities planned for the area, developments in this precinct will be held to world-class standards of sustainability. The Precinct is expected to be an example for environmental stewardship on the waterfront.

In view of the recent agreement adopted at the 21st Conference of the Parties (COP21) in Paris governing greenhouse gas (GHG) emissions and the transformational role that cities play in delivering results. Representing the majority of emissions, cities play a critical role in reshaping the economy and transitioning to a low carbon future. Recognizing that climate change is one of the most important issues of our time, City Council unanimously adopted Toronto's Climate Change Action Plan in 2007. The Action Plan set the GHG emission reduction target at 30% by 2020 and 80% by 2050. In 2015, city council adopted a work plan for TransformTO, a 2 year project to develop a strategy to meet these targets.

Using the Lower Yonge Precinct, the City of Toronto can showcase all that is possible to limit the global temperature rise to 2°C and create a carbon neutral world.

7.1 Buildings

Buildings account for a substantial portion of Toronto's energy consumption, natural resource extraction, waste generation and GHGs. High-performance green buildings are therefore critical to transforming the Lower Yonge precinct into a sustainable and resilient community and

in meeting the City of Toronto's GHG emission reduction targets.

The Toronto Green Standard (TGS) is a two-tier set of performance measures for sustainable site and building design. Tier 1 is required for new

construction in Toronto and Tier 2 is a higher, voluntary level of performance with a financial incentive. Projects that achieve Tier 2 may be eligible for a partial refund on Development Charges paid to the City. New development in the Lower Yonge Precinct is expected to achieve Tier 2 of the TGS.



Figure 7.1 585 King Street East, Toronto (LEED Gold certified)



Figure 7.2 George Brown College, East Bayfront, (LEED Gold certified and targeting TGS Tier 2)

In addition to TGS, Waterfront Toronto's Minimum Green Building Requirements (MGBR), which are mandatory performance standards that apply to building projects on the lands controlled by Waterfront Toronto, support the development of advanced, high-performance buildings. Development in the Lower Yonge Precinct is expected to comply with TGS Tier 1 and 2 and support the objectives of the MGBR.

Leveraging one of the most internationally recognized green building standards in the world, the MGBR includes requirements for Leadership in Energy and Environmental Design (LEED) Gold certification. The MGBR also includes the following requirements:

- 1) LEED Gold Certification, including credits in:
 - a. Water-efficient landscaping
 - b. Water use reduction
 - c. Energy efficiency
 - d. On-site renewable energy
 - e. Measurement and verification
- 2) Smart Building, including:
 - a. Suite-level electricity, gas and water metering and data collection
 - b. Intelligent Community infrastructure
- 3) Electric Vehicle Infrastructure
- 4) Green Roof (minimum 60%)
- 5) Engagement and Support
- 6) Bicycle Parking and Storage
- 7) Waste Management
- 8) District Energy

- 9) High Efficiency Appliances
- 10) Community Integration
- 11) Long-term Flexibility, including:
 - a. Column and slab structural system
 - b. Minimum ground floor height
 - c. Minimum heights for typical floors above ground
 - d. Minimum heights for above grade parking
- 12) Integrated Design Process
- 13) Progress Tracking System

While private developers need not pursue LEED Gold certification, it is expected that buildings located in the waterfront community demonstrate how they intend to meet equivalent levels of sustainability performance with the ultimate goal of net zero energy buildings.



Figure 7.3 UTSC Environmental Science and Chemistry Building (LEED Gold certified) (Image Credit: UTSC)



Figure 7.4 Sherbourne Commons, stormwater management system that is integrated into the park design

7.2 Energy

The City of Toronto Environment & Energy Division (EED) prepared a Community Energy Plan for the Lower Yonge Precinct. The Plan considers energy early in the land-use planning process and calculates potential energy consumption, demand, and GHG emissions based on development estimates provided by City Planning and Waterfront Toronto.

The purpose of the Plan is to identify opportunities to integrate efficient, resilient, and low-carbon local energy solutions in both, individual buildings and district-wide. When implemented, these opportunities will contribute to meeting the City of Toronto's targets for reduced energy consumption, demand, and GHG emissions, as well as renewable energy generation, and help create a sustainable community.

Developers in the precinct will be expected to demonstrate how they intend to meet the following key recommendations:

- Designing new buildings to Tier 2 of the Toronto Green Standard, which could reduce energy use, electricity demand, and emissions by 23%, 17%, and 25%, respectively;
- Incorporating on-site power generation from high efficiency combined heat and power plants and renewables such as solar PV, in order to help alleviate local electricity constraints and also reduce emissions;
- Implementing thermal networks (i.e. district energy) – including locations of pipes and energy centres, as well as district energy ready buildings – to act as a platform for large-scale renewable energy sources (e.g. lake water cooling, sewer heat, and biomass);

- Providing strategic backup power capability for multi-unit residential buildings – including water pumps, elevators, and common areas – to allow residents to withstand area-wide power outages for at least 72 hours.

The Plan also suggests next steps for implementation, in particular:

- 1) Require developers to submit an Energy Strategy as part of a complete application, whether for an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, or Plan of Condominium. The Energy Strategy should identify how the development will incorporate opportunities identified in the report and others strategies they may have to integrate efficient, resilient, low-carbon energy solutions. The EED will provide a Terms of Reference for the Energy Strategy and a list of suggested qualified consultants to the developer, as well as be responsible for review of the Energy Strategy once submitted, and will work with the developer on implementation.
- 2) Designate the planned Community Centre to act as an Emergency Reception Centre for displaced individuals during area-wide power outages.

Waterfront Toronto Carbon Tool Results

In collaboration with the C40-Climate Positive Development Program, Waterfront Toronto developed a Carbon Tool to help understand how to achieve low carbon development. The tool analyzes and compares the sustainability performance of projects at the design and planning phase. It provides carbon outputs for a baseline (which is a build-as-usual scenario assuming compliance with Ontario Building Code and Toronto Green Standard Tier 1), Scenario 1 (which includes compliance with Waterfront Toronto’s MGBR and sustainability best practices), and a Scenario 2 (which includes longer term stretch objectives to achieve a climate positive outcome). This is done to understand how well a project is expected to perform over a ‘build-as-usual’ scenario and what additional strategies and targets need to be applied to achieve carbon

reductions. The tool does this by quantifying and visualizing the relationships between development decisions and sustainability outcomes. During this process, there is an ability to see how sustainability strategies in energy, water, waste, transport, and materials impact carbon reductions and explore new ways of improving performance.

The Carbon Tool produced preliminary results on projected carbon emissions for the Lower Yonge Precinct. Below is the detailed breakdown of estimated reductions in carbon emissions.

Focus Areas	Baseline (TGS Tier 1 and Ontario Building Code)	Scenario 1 (Assuming compliance with MGBR and Sustainability Best Practices)	
Total Carbon (mton/p/yr)	4.1	3.0	-25%
Total Primary Carbon (mton/p/yr)	3.9	3.0	-24%
Energy (kWh/m2/yr)	213	144	-32%
• Electrical	71	48	-32%
• Thermal	142	96	-32%
Water (L/p/d)	408	300	-26%
Wastewater (L/p/d)	311	213	-32%
Materials (mtonCO2/m2/yr)	0.14	0.07	-49%
Waste Landfilled (kg/p/yr)	683	516	-24%
Transport (mtonCO2/yr)	17,483	15,807	-10%
TOTAL	19,319.14	17,130.07	

Figure 7.10 Waterfront Toronto Carbon Tool - Projected carbon emissions for Lower Yonge Precinct

Window-wall ratio

Consistent with objectives to pursue energy efficient designs and low carbon community development, building design is encouraged to achieve progressively low window-to-wall ratios. It is recommended that all residential buildings provide a maximum window to wall ratio of 60% window (i.e. minimum 40% non-glazed exterior treatment). For non-residential buildings, it is recommended that they provide a maximum window to wall ratio of 75% window.

It is further recommended, that where applicable, curtain wall, as opposed to window wall treatment is used to provide enhanced thermal performance.



Figure 7.6 High window-to-wall ratio and curtain wall system, Theatre Park Condos, Toronto (Image Credit: Urban Toronto)



Figure 7.7 Low window-to-wall ratio and window wall system, 132 Berkeley Street, Toronto



Figure 7.8 Curtain wall system, Ice Condos, Toronto (Image Credit: Urban Toronto/architectsAlliance)

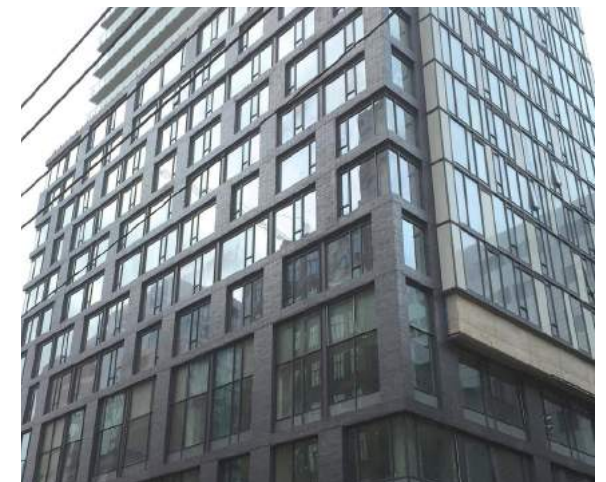


Figure 7.9 Window wall system, Peter Street Condos, Toronto (Image Credit: Urban Toronto)

7.3 Resiliency and Adaptation to Climate Change

The table below demonstrates the contribution of each focus area to overall carbon emissions in the Lower Yonge Precinct. Energy and transport contribute the greatest amount to carbon emissions. As such, the aim must be to focus efforts to reduce carbon predominantly in those two areas.

To continue to push the bar on sustainability and achieve low carbon community development, the energy solutions noted in Section 7.2 must be considered. They should also be incorporated in combination with reducing transportation emissions through compact development, convenient active transportation options, transit connectivity and zero-emission vehicles.

In Toronto, and elsewhere around the world, the impacts of climate change are apparent. Extreme weather events are more frequent and severe, and changes in weather patterns are becoming more evident. To tackle these urgent issues created by climate change, new ways of planning and design need to be considered to reduce the vulnerability of human and natural systems and promote safe, resilient communities.

Focus Area	% Contribution to Overall Carbon Emissions (Baseline Scenario)
Electrical Energy	57%
Thermal Energy	
Potable Water Use	<1%
Waste Landfilled	6%
Materials	3%
Transport	34%
TOTAL	100%

Figure 7.11 Waterfront Toronto Carbon Tool - Contribution of each focus area to overall carbon emissions in Lower Yonge Precinct.

For example, to better mitigate water-related climate change impacts, an advanced green infrastructure approach that employs strategies to significantly reduce stormwater runoff is recommended. Green infrastructure is defined as natural systems and human-made vegetative technologies that provide ecological and hydrological functions and processes that enhance the ability for healthy and sustainable living strategies may include the installation of roof-top water storage solutions, permeable surfaces, bioswales, green roofs and walls, and other greenspace enhancements.

Further, to mitigate the increase in the number of heat days, strategies to reduce the urban heat island effect becomes even more critical. Developments shall include mitigation measures such as tree and vegetation plantings and the use of high albedo material. Finally, in order for the precinct to be resilient to power disruptions from extreme storm events, developers are encouraged to establish community reception centres and reliable multi-residential backup power systems.



Figure 7.12 Solar Panels on washroom facility in Corktown Common

7.4 Mobility

Sustainable mobility is key to developing complete and healthy communities and reducing carbon emissions. The Lower Yonge Precinct will strive to direct and/or re-shape people's travel patterns towards walking, cycling and transit use. This is achieved by living close to everyday needs, providing higher-order transit connections to the City, and developing the necessary infrastructure, such as separate bicycle lanes and generous sidewalks. This will encourage active and sustainable transportation by making it safe, convenient, and attractive. In Lower Yonge, all residents shall be within a 5-minute walk from a transit stop and dedicated bike lanes. The future East Bayfront LRT line will considerably enhance sustainable mobility within the Precinct.

Transportation Demand Management

Transportation Demand Management (“TDM”) is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. In other words, TDM is about changing the behaviors of commuters in order to reduce congestion and encourage a balance of commuter trips by walking, biking, transit, and driving.

The City of Toronto has often required the submission of TDM Studies for proposed office buildings in the Downtown core. Given its planned mixed-use nature, and the significant anticipated office components of each of the proposed sites in the Lower Yonge Precinct, new applications will be required to provide a TDM report/study. The study will outline how a project will address congestion generated by employees, including the nature of parking facilities, carpooling programs, cycling infrastructure (showers and bike parking), flexible hours, transit access and shuttle services, among other initiatives.



Figure 7.13 Queens Quay East streetcar



Figure 7.14 Sherbourne Street, separated bike lane

7.5 Biodiversity

A healthy ecosystem makes for a more sustainable and inviting community. Improving the biodiversity of the Precinct can take the form of tree planting, bioswales, and parks. These strategies not only provide habitat, linear linkages and contribute to overall biodiversity, but also help clean the air, beautify our public spaces, foster a sense of place, and support active and healthy lifestyles. Developments will be encouraged to meet or exceed the minimum green roof requirements and provide opportunities for enhanced on site landscaping.

Green roofs are another useful tool to promote and enhance biodiversity. The City of Toronto adopted a bylaw in 2010 to require the construction of green roofs on most types of new building development. The City also encourages green roofs through the Eco-Roof incentive program and by providing explanatory tools and resources through the City's green roof website. Green roofs help reduce the urban heat island effect and associated energy use, manage stormwater runoff (reducing the pollutants that enter our waterways), and beautify our city. All buildings in the Lower Yonge Precinct are expected to provide green roofs in accordance with Waterfront Toronto's MGBR.



Figure 7.15 Corktown Common



Figure 7.16 Green Roof, East Bayfront

7.6 Wise Use of Resources

7.6.1 Water

Implementing best management practices to reduce potable water consumption, protect water quality, and promote low impact development are opportunities that will be expected of developments in the Precinct.

Reducing potable water consumption can be achieved at the building scale through high-efficiency fixtures and appliances, as well as by implementing water reuse strategies, such as utilizing non-potable water sources for irrigation and toilets. These objectives are achieved through reducing outdoor and indoor water use in line with credits achieved through LEED Gold certification. Minimizing stormwater runoff can be achieved by integrating green infrastructure into every element of urban development. Developments will be expected to follow these practices.

Developers are encouraged to look for innovative ways to reduce demands on municipal water resources. For example, a decentralized anaerobic treatment system for wastewater and blackwater to reduce the demand on municipal water resources and infrastructure may be considered. Using the biogas produced from the system as a green energy alternative and reusing the treated effluent for irrigation or other non-potable uses offers further opportunities to showcase innovation and leadership.

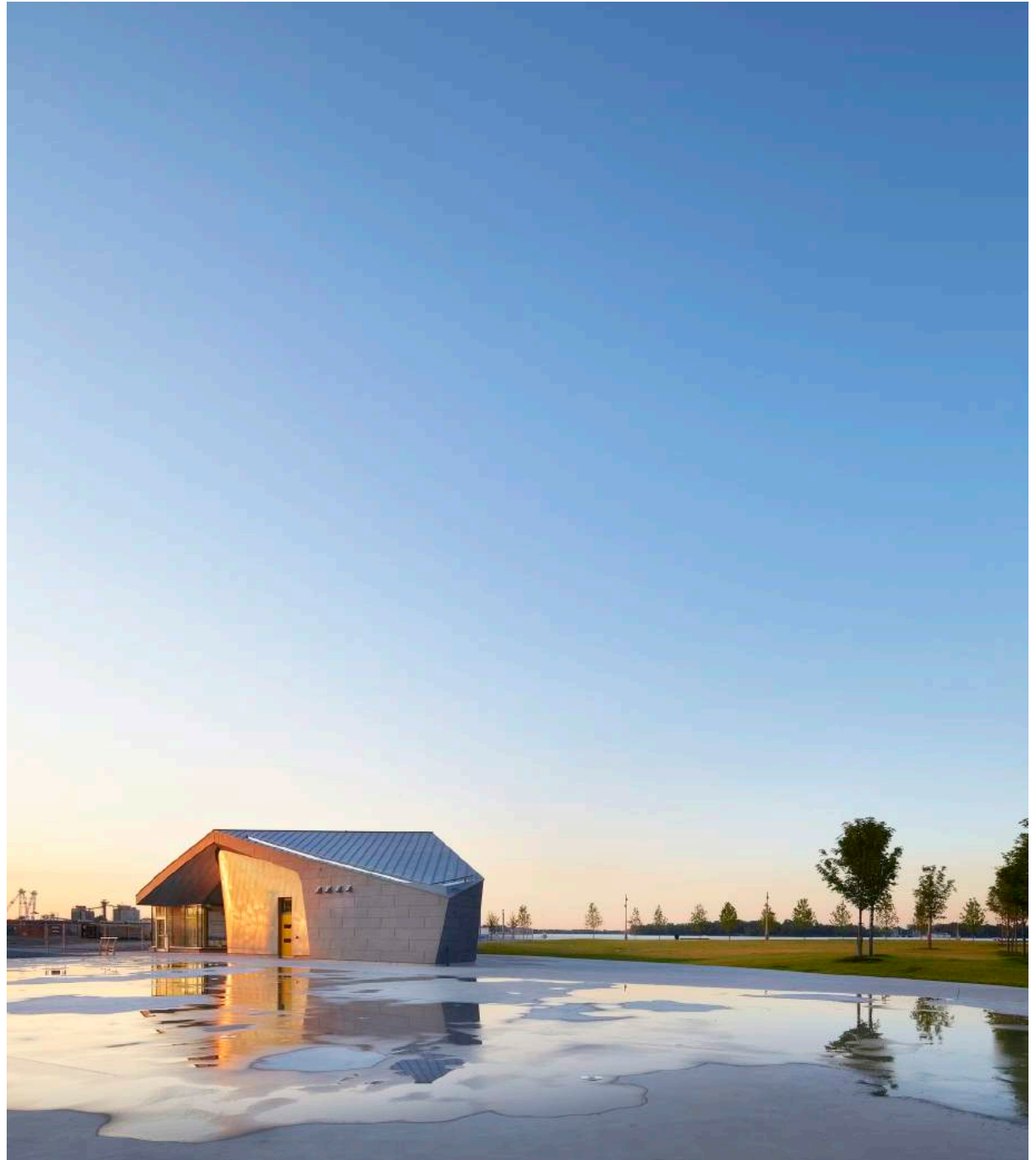


Figure 7.17 Sherbourne Common, East Bayfront

7.6.2 Waste

With landfill space in short supply and an increasing population, waste management is a critical issue for the City of Toronto. Strategies that may be implemented on the building scale may include tri-sorting, collection areas for hazardous waste, and designing kitchens with separated cabinet space for the segregated collection of recyclables, organics and waste.

Construction, demolition and excavation-related waste must also be addressed by mandating aggressive diversion targets for builders. Developers are encouraged to achieve 75% waste diversion from construction, demolition and excavation activities.

Several construction projects along the waterfront have successfully reduced the amount of construction waste going to landfill as a result of aggressive waste diversion measures (see Fig. 7.18).

SHERBOURNE COMMON PAVILION

Mixed Waste	Wood	Cardboard/Paper	Steel
77	157	11	1544
Concrete	Gypsum	Dirt	Plastic
372	2	45	1
Glass	Insulation Styrofoam	Organic	
0	0	16	

97% DIVERTED
3% LANDFILL

WEST DON LANDS PUBLIC REALM

Mixed Waste	Wood	Cardboard/Paper	Metal/Steel
117	31	8	1
Concrete/Stone	Gypsum	Plastic	
177	0	0	
Glass	Dirt/Organic	Blue Box Waste	
0	0	3	

65% DIVERTED
35% LANDFILL

YORK QUAY REVITALIZATION

Asphalt	Dirt	Concrete/Block
301	3	721
Steel	Wood	Miscellaneous (Misc./GFR/Placo)
0	61	2
Mixed Waste		
45		

97% DIVERTED
3% LANDFILL

GEORGE BROWN COLLEGE

Wood	Concrete	Metal	Drywall
639	1253	196	59
Plastic	Cardboard	Paper	
11	104	2	
Blue Box	Insulation	Mixed Waste	
23	1	228	

84% DIVERTED
16% LANDFILL

QUEENS QUAY BOULEVARD REVITALIZATION

Wood	Cardboard/Paper	Metal	Concrete
145	23	15	30641
Asphalt	Plastics	Organic	Mixed Waste
3737	11	0	40

99.8% DIVERTED
0.2% LANDFILL

BAYSIDE

Concrete	Asphalt	Granular	Organic
232	689	1263	0
Mixed Waste			
131			

94% DIVERTED
6% LANDFILL

AVERAGE % DIVERTED FROM LANDFILL } **89%**

■ Recycled ■ Landfilled ■ Composted

Note: All the waste category numbers are in tonnes.

Figure 7.18 Waste diversion statistics in the waterfront

7.6.3 Materials

The use of environmentally sound materials for both a public realm and building-level application is essential to save valuable forest and quarry resources. Industry continues to provide an increasing number of sustainable material options. New development will be encouraged to use local, reclaimed, recycled, certified, sustainably harvested, renewable, and high-albedo materials as much as possible.



Figure 7.19 Corus Quay, East Bayfront



Figure 7.20 Dai Nagoya Building, Tokyo (Image Credit: Skyscraper City)

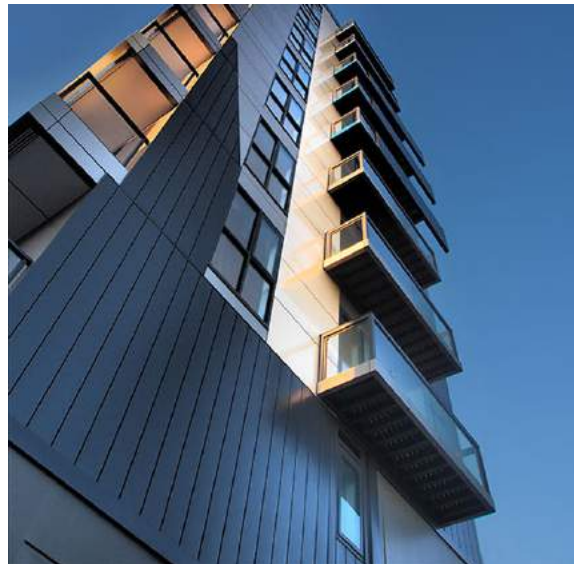


Figure 7.21 Melbourne Apartments, Melbourne (Image Credit: the Hickory Group)

7.6.4 Human Health and Well-being

The Lower Yonge Precinct will be a place that combines the best of urban living, amenities, and built form for people in every walk and stage of life. Ensuring a vibrant mix of residents, employees, visitors and activities, the area will feature a variety of community services, parks and open spaces, affordable housing, and various housing types and sizes. The Lower Yonge Precinct will be a showcase for inclusive, diverse, and equitable living designed for everyone. By catering to all people, stable communities are created, allowing residents to benefit from the enrichment of diversity and to remain in the neighbourhood as their demographic situations change.



Figure 7.22 Sherbourne Common North, East Bayfront



Figure 7.23 Sherbourne Common North, East Bayfront



Figure 7.24 Corktown Common

8.0 Innovation and Economy

The Lower Yonge Precinct will provide lasting economic benefits by creating new employment opportunities. The precinct has the opportunity to be connected to the intelligent community network and the development of high-quality buildings and valuable public amenities, which will also contribute to the economic success of the area.

Working with its partners, Beanfield Metroconnect, Waterfront Toronto has established Canada's first ultra-high-speed broadband network. This network could be expanded into the Lower Yonge Precinct. Expansion of the network into the Precinct would allow residents and employers to have access to industry-leading technology. The intelligent community network is guaranteed to be maintained among the best in the world for at least 10 years after occupancy of the final building within the Designated Waterfront Area.

Planned waterfront-wide outdoor Wi-Fi network access in the public realm will provide community access to the Internet, bridging the digital divide to make essential data and services available to all residents.

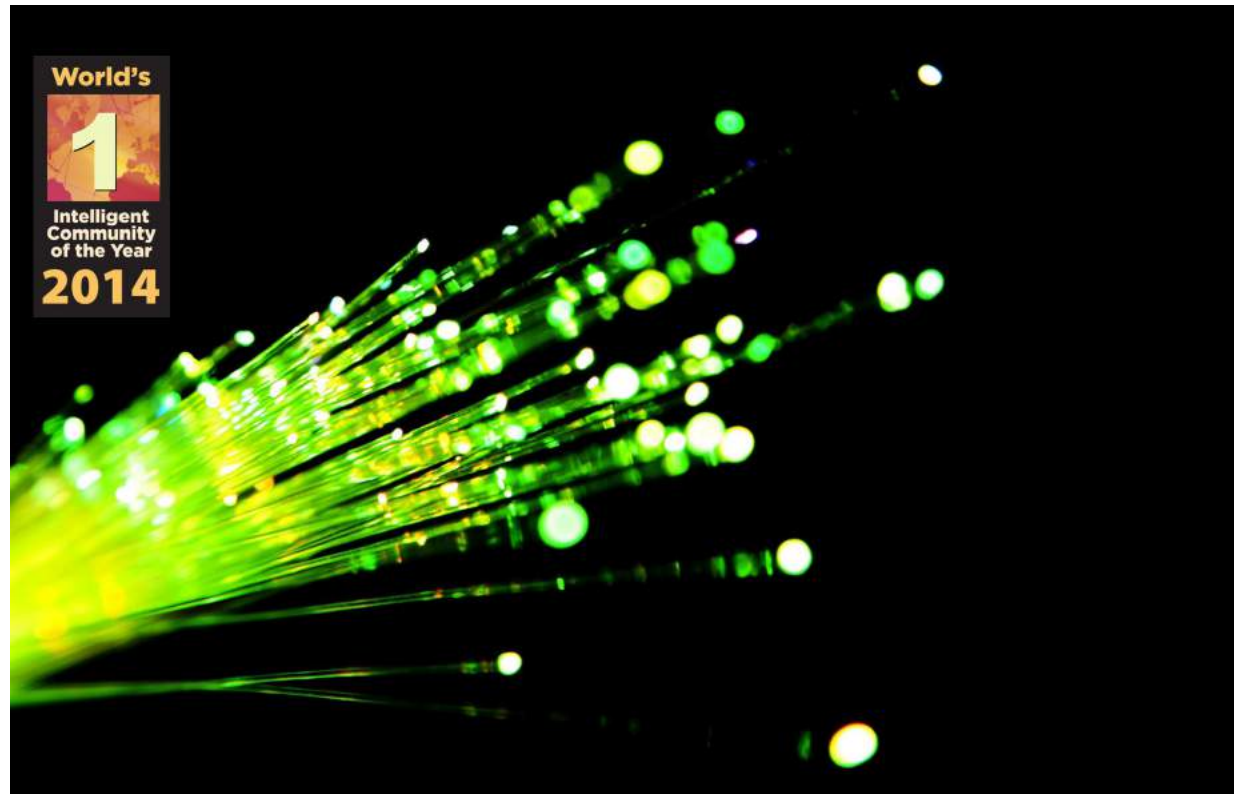


Figure 8.1 In 2014, the Intelligent Community Forum selected Toronto as its Intelligent Community of the Year.

9.0 Public Art

- 9.1. Public Art Context
- 9.2. Method and Approach
- 9.3. Site Selection
- 9.4. The Public Art Plan

9.0 Public Art

Public art has played a vital role in major urban revitalization initiatives around the world. When a neighbourhood is being reinvented, as is the case with the Lower Yonge Precinct, public art can be a window onto an area's context and reference aspects that are not immediately apparent, be they social, natural, cultural, physical, political or historical. Art in public places can infuse the urban experience with moments of reflection, and weave the human perspective seamlessly into the urban fabric.

Across the development of Toronto's waterfront, Waterfront Toronto and the City of Toronto are working closely on planning and implementing inspiring public art programs as integral components of a successful public realm.

Both the City of Toronto and Waterfront Toronto strongly support public art as an important part of city building and seek to secure it as part of all significant private sector developments. Development in the Lower Yonge Precinct will

follow the City's Percent for Public Art Guidelines, which recommend that a minimum of 1% of the gross construction cost of each significant development be dedicated to public art.

The Central Waterfront Secondary Plan outlines policies for the public realm, including Paragraph 14, which recommends: "a coordinated Central Waterfront public art program for both public and private developments". Waterfront Toronto, along with the City, has produced this high level Public Art Plan for the Lower Yonge Precinct that outlines a scope of public art opportunities which support the Central Waterfront Secondary Plan and Precinct Plan objectives. Channeling public art benefits into public rights-of way and open spaces supports the City of Toronto Official Plan as well as City of Toronto Urban Design's Percent for Public Art Guidelines.



Figure 9.1 Tom Otterness, *Immigrant Family*, 2007, Toronto



Figure 9.2 Daniel Borins and Jennifer Marman, *The Water Guardians*, 2015, Toronto

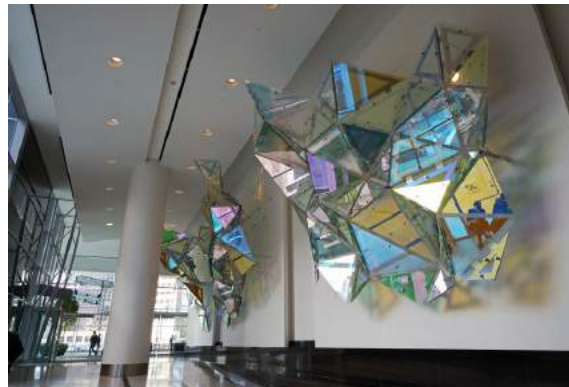


Figure 9.3 Christian Eckart, *Glass Hexagonal Perturbation - HAT Trick*, 2012, Calgary (Centennial Place)



Figure 9.4 Richard Deacon, *Between the Eyes*, 1990, Toronto

9.1 Public Art Context

The East Bayfront neighbourhood adjacent to the Lower Yonge Precinct is being developed with a comprehensive public art program offering a rich public realm. This document anticipates that the Lower Yonge Precinct will be a continuation of this precedent. Further, there are significant existing public artworks and future art opportunities immediately outside the boundary of this precinct, but informing the public art landscape for Lower Yonge.



Figure 9.5 Thomas Heatherwick, *Bleigiessen*, London UK (Wellcome Trust)



Figure 9.6 Katharina Grosse, *Just the Two of Us*, 2013, New York City (Public Art Fund)



Figure 9.7 Zhang Huan, *Rising*, 2012 Toronto

9.2 Method and Approach

Waterfront Toronto has had tremendous success to date in implementing and planning for ambitious public art programs in the West Don Lands and East Bayfront precincts.

These achievements demonstrate that a dynamic program of art in public places, when planned purposefully and holistically, has the potential for a much greater impact than each of the individual pieces.

Planning for public art within the Waterfront Toronto public art program is based on two main guiding principles:

1. Strategic distribution of public art contributions throughout a precinct ensures that the neighbourhood as a whole benefits, with high profile locations for art attracting a high caliber of artist and real opportunities for public engagement.
2. A successful art program will build character and distinct identity for a community with a cohesive collection of artworks that are commissioned with acknowledgement of each other, speaking to a loose thematic thread, creating a bigger picture, enhancing quality of place for those who will live, work, learn and play here.

It is the intention of this Public Art Plan that these two guiding principles will be implemented at all times, guided by the City's Planning Percent for Art Program in consultation with the City's Cultural Services Public Art Office and Waterfront Toronto. Commissioning public art on key public sites and within POPS, which link the neighbourhood together and integrate it into the larger urban network, will result in a program of work that succeeds in achieving much greater impact than each of the individual pieces.

Channeling public art benefits into public rights-of-way and open spaces supports the City of Toronto Official Plan, as well as Urban Design's "Percent for Public Art Program Guidelines" which state:

"There may be other instances, such as an on-going City initiatives in a local park, where it is appropriate to pursue off-site public art contributions regardless of potential on-site opportunities. Contributions to the off-site, pooled, ward-based fund will be used towards City-supported public art plans on publicly owned lands in the local community."

Building on the collaboration between Waterfront Toronto, the City of Toronto and private developers that has been fundamental to the successful implementation of the West Don Lands Public Art Strategy and the approval of the East Bayfront Public Art Master Plan, the Lower Yonge Precinct Public Art Plan recommends that city planners and private developers work collaboratively to contribute to a holistic vision for public art in Lower Yonge.

Typically, developers are provided with three options for the provision of public art: on-site commissions; cash contribution towards a high profile local public site(s); or a combination of the two.

By the time the Lower Yonge Precinct is under development, there will be numerous examples, in both the West Don Lands and East Bayfront precincts, of successful commissions implemented through exercising both the off-site and onsite/off-site combination options.

Throughout the West Don Lands and the majority of East Bayfront, developers contribute off site to high-profile public locations. Where private developers have elected to keep a portion of

their art contribution on their site (on-site/off-site combination), they have agreed to coordinate their on-site plans with the larger precinct vision expressed in the Waterfront Toronto art plan.

These are compelling precedents for application of the Lower Yonge Public Art Plan, particularly with respect to the public sites and POPS sites identified in this plan. There are numerous opportunities identified herein for developers to exercise the off-site and combination options. Commissioning artwork at the sites shown on this plan will ensure a strong identity for the neighbourhood that is framed by a unique, compelling art collection. Artworks commissioned within POPS will be realized through the typical City Planning Percent for Art program and procedures. Artworks commissioned at public sites within the precinct will be implemented by Waterfront Toronto, working closely with the City's Cultural Services Public Art Office and City Planning.

Both of these channels will remain in communication and the elements will unfold with full, accurate and current knowledge of activity within the other program in order to ensure a seamless and meaningful final program. Through both channels, artwork will be commissioned using best practices in artwork selection, guided by the principles of artistic excellence and the international direction of public art.

9.3 Site Selection

The Lower Yonge Precinct is an important site within the Designated Waterfront Area. Although the development blocks within this precinct will all eventually be privately owned, there will be some spectacular public open space sites that will offer unique opportunities for art that will help define the identity of this area.



Figure 9.8 Scott Eunson and Marianne Lovink, *Site Specific*, 2015, Toronto

Implementation of the opportunities shown here will result in a neighbourhood art program that will help to address all four core principles in the Central Waterfront Secondary Plan:

- Removing Barriers/Making Connections
- Building a network of spectacular waterfront parks and public spaces
- Promoting a Clean and Green Environment
- Creating Dynamic and Diverse New Communities

Consideration was given to the following criteria in identifying locations for art:

- High visibility;
- Publicly accessible;
- Supports urban design initiatives and the Central Waterfront Secondary Plan policies; and
- Afford opportunities for art that will be unique in the City and create a distinctive, even iconic neighbourhood.

The plaza space planned at the southeast corner of Yonge and Harbour Streets has the potential to become a signature site in the city's streetscape with the commission of a large-scale, bold landmark artwork. The generous pedestrian boulevards designed for Yonge, Cooper Street and Jarvis Streets are public sites that offer potential for the creation of a series of artworks that provide different moments of interpretation, reflection, interaction and thought, not unlike those recently completed along the new stretch of Front Street in the West Don Lands.



Figure 9.9 Tadashi Kawamata, *Untitled (Toronto Lamp Posts)*, 2015, Toronto



Figure 9.10 Paul Raff, *Mirage*, 2012, Toronto



Figure 9.11 Mehmet Ali Uysal, *Clothespin Sculpture*, 2010, Liege, Belgium (Festival of the Five Seasons)



Figure 9.12 Fiona Banner, *Full Stop*, 2004, London



Figure 9.13 Jeppe Hein, *Mirror Labrynth*, 2013, New York City

9.4 The Public Art Plan

From this site review, this Public Art Plan outlines a program of art opportunities which set out a vision of how the art program will function within the public realm. This approach allows for flexibility. The criteria of form and media and other site specifics will be determined once more is known about the actual scope of the various sites and the possibilities and restrictions that these parameters will dictate. Both of the following program components encompass both public sites and privately owned public sites.

Linear sites are focused on the linear spaces, both exterior and interior (atriums, winter gardens, etc.) where an artwork will promote flow and invite movement from one site to another, playing an important role in pedestrian animation and significantly reducing perceived boundaries between public and private space.

Nodal/Landmark artworks are conceived as more stand-alone pieces. Nodal artworks are to be located at significant points of connection within or at the edge of the precinct. Landmark artworks are to be located on sites of particular interest or animation that may become meeting points or location identifiers.

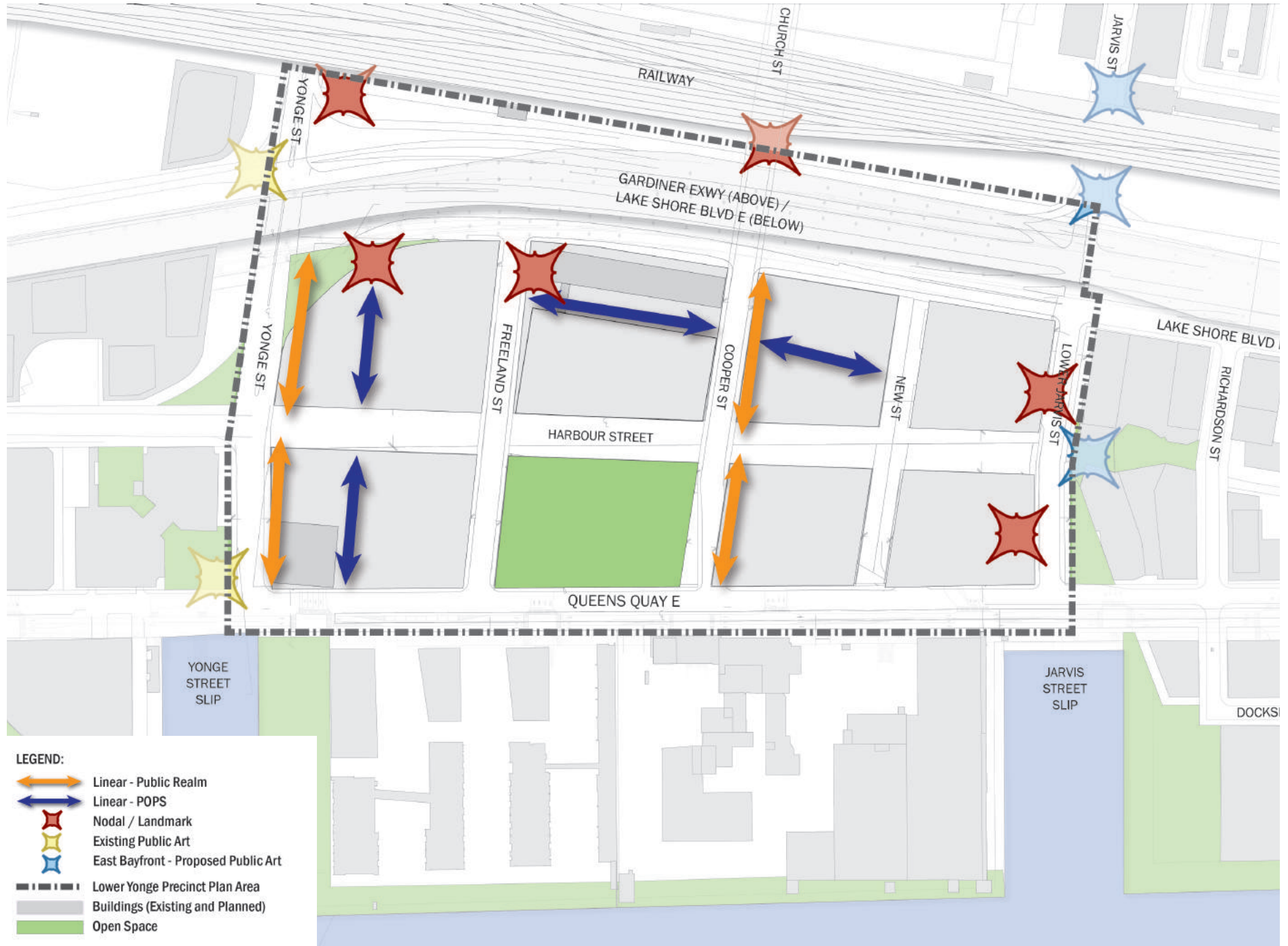


Figure 9.14 Public Art Plan



Figure 9.15 *The Water Guardians*, 2015, Toronto

10.0 Phasing and Implementation

- 10.1 Implementation Tools
- 10.2 Phasing/Funding

10.1 Implementation Tools

The preparation of this Precinct Plan is one of the first steps towards realizing the vision for the Lower Yonge Precinct. This Precinct Plan provides the overall vision and objectives for the Lower Yonge Precinct, while further providing detailed planning and policy directions and recommendations on the Lower Yonge Precinct's Public Realm, Infrastructure, Development and Implementation plans.

These planning directions and recommendations support the adoption of a City-initiated Official Plan Amendment ("OPA"). This OPA will amend the CWSP with an appropriate Site and Area Specific Policy ("SASP") to guide development in the Lower Yonge Precinct. By amending the CWSP with an appropriate SASP, and by bringing the CWSP into effect for the Lower Yonge Precinct, the appropriate planning and policy framework will be in place to guide the orderly development and revitalization of the Lower Yonge Precinct in a manner consistent with this Precinct Plan.

Implementing zoning by-laws for development within the Precinct will be initiated upon application by the respective landowners, pursuant to Section 34 of the *Planning Act*. Such by-laws will need to conform to the Official Plan, including the CWSP and SASP referred to above.

To ensure the orderly development of the Lower Yonge Precinct, Holding Symbols (H), pursuant to Section 36 of the *Planning Act*, will be used. The use of a Holding Symbol (H) on future implementing zoning by-laws within the Lower Yonge Precinct will ensure that development cannot proceed until the appropriate private and public investment in required infrastructure,

transportation improvements, and park and community facilities have been completed and/or secured.

This Precinct Plan also recommends that private landowners in the Lower Yonge Precinct, with the assistance of the City of Toronto and Waterfront Toronto, enter into agreements to clarify obligations with respect to phasing and delivery of hard infrastructure, regional transportation improvements, affordable housing, community facilities and public amenities. Appropriate land division and land conveyances for public streets and parks (through Plans of Subdivision, pursuant to Section 50 of the *Planning Act*) will be required.

Municipal Approvals

Implementation of this plan will require the following processes:

- Official Plan Amendments (where necessary);
- Zoning By-law Amendments;
- Plan of Subdivision;
- Site Plan Control; and
- Removal of holding symbol (H) when applicable.

Together, these allow for the orderly development and municipal ability to secure all the necessary components of the plan, ensuring a successful and well planned community.

Servicing

A coordinated Master Functional Servicing Plan for the Lower Yonge Precinct study area will be jointly prepared by the landowners. The servicing plan will illustrate the utility improvements (including upsizing) required to support all proposed development. The study area will encompass the servicing network outside the precinct area in order to demonstrate how the adjacent servicing networks will maintain the standard performance following implementation of each development and associated utility upgrades. The coordinated municipal servicing plan will include an implementation strategy that identifies the required timing for upgrades and a strategy for fair and equitable cost sharing.

Landowners within the Lower Yonge Precinct will work with Toronto Water to respond to the capacity constraints associated with the Scott Street Sewage Pumping Station and any resulting phasing/timing constraints. It is anticipated that holding provisions will be used to limit the amount of development that can be accommodated by the existing sanitary servicing infrastructure, until necessary upgrades are completed. Landowners will also work with Toronto Water to address the approved outcome of Waterfront Sanitary Servicing Master Plan Class EA update.

Developers will be required to provide and pay for new infrastructure, or improvements to existing infrastructure required to serve the proposed development (including roads, sanitary and storm sewers, municipal water and electricity supplies and any telecommunication networks).

Municipal Class Environmental Assessment for Transportation and Public Realm Elements

Landowners will work with Waterfront Toronto and the City of Toronto to ensure that development proposals appropriately respond to the work undertaken as part of the MCEA for the Lower Yonge Precinct, initiated in late 2015 and expected to be completed in late 2016. The Lower Yonge MCEA is the follow up to the Lower Yonge Transportation Master Plan, completed in 2014 and approved in 2015. The TMP fulfilled Phases 1 and 2 of the MCEA process for transportation initiatives and the MCEA will represent Phases 3 and 4. Landowners will respond to the following items within the scope of work for the EA:

- a. The Environmental Study Report, which will complete MCEA Phases 3 and 4 requirements for all Schedule C initiatives identified in the Lower Yonge TMP, including confirmation of road alignments and right-of-way requirements.
- b. Conceptual Design for the existing and proposed streets within the Lower Yonge study, as well as Harbour Street between Yonge and Bay Streets.
- c. Functional Design for all EA Schedule A, A+, B and C initiatives identified in the Lower Yonge TMP
- d. Public Realm Concept Plan with streetscape designs for all streets within the study area, including identification of pedestrian clearways, street tree details, cycling facilities, street lighting, street furniture, patio areas,

crosswalks, curb cuts, pavers, cross-sections and utility coordination.

- e. Potential separated cycling facilities along Yonge, Harbour and Lower Jarvis Streets.
- f. An implementation/phasing plan for the improvements identified in the EA, including an evaluation of costs for regional versus local benefits and timing requirements for each improvement.

Landowner Agreements

To ensure that property owners in the Lower Yonge Precinct contribute equitably towards the provisions of community and infrastructure facilities such as community centres, daycares, public art, parks, local infrastructure and provision of affordable housing, all property owners may be required to enter into a landowners agreement(s) which includes cost sharing as a condition of development approval for their lands, providing for the equitable distribution of the costs (including lands) of such facilities and infrastructure.

Design Review Panel

Lower Yonge is located within the Designated Waterfront Area (see Figure 10.1 below). As such, all buildings, site development, and public realm plans will be required to complete Waterfront Toronto's Design Review Panel process. The Design Review Panel is an advisory body to Waterfront Toronto, and it regularly recommends ways to enhance design to improve the overall benefits of any project within the waterfront area to aesthetics and public realm. Comments provided by the panel help Waterfront Toronto and City of Toronto staff in the review of development applications.



Figure 10.1 Designated Waterfront Area

10.2 Phasing and Funding

Lower Yonge is a large precinct in terms of both size and anticipated density. Development will need to be implemented over a number of years, with full build-out taking approximately 20-25 years. With multiple owners in the precinct, private land interests will ensure that the market plays a significant role in the timing of development. It is important, therefore, to phase development to proceed logically, providing a full range of public realm improvements, community amenities and required regional transportation infrastructure in order to service new developments. In terms of implementation, the precinct is presently comprised of three major landowners with differing development aspirations. It is therefore imperative that the landowners work together to ensure that the phasing of development within the Precinct is logical and achievable.

Given the scale and intensity of the proposed development blocks within the precinct and the impact market absorption rates will have on development timelines, multiple phases of development are anticipated within each block. Providing buffering from Redpath Sugar will also be a consideration for phasing. As such, property owners will be expected to demonstrate phasing plans for their properties. The phasing plans will illustrate the anticipated timing of office, retail, and market housing in addition to timely delivery of community services, parkland and local infrastructure. The timely delivery of affordable housing in relation to market housing will also need to be demonstrated and a plan illustrating the proposed location of the affordable housing units is expected.

It is anticipated that development will occur from west to east with some overlap expected between the Pinnacle and LCBO sites. The timely implementation and consolidation of the park space will be integral to the overall success of the precinct as it will add value to the community once completed. Detailed phasing plans will be required to ensure timely delivery of all the various components and community benefits to ensure these amenities are available to future residents as the precinct builds out incrementally.



Figure 10.2 Artistic Rendering of Lower Yonge Precinct seen from Toronto Islands