



# EAST BAYFRONT WEST-PRECINCT URBAN DESIGN GUIDELINES

February 2007

*DRAFT FOR DISCUSSION PURPOSES ONLY*

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## East Bayfront-West Precinct Urban Design Guidelines

### Prepared for

Toronto Waterfront Revitalization Corporation  
City of Toronto

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# 1.0

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## Overview

The vision for the East Bayfront precinct is to create a vibrant mixed use waterfront neighbourhood set within a network of diverse public open spaces. The new neighbourhood will demonstrate leadership and innovation in sustainable community development.

A comprehensive planning and design framework has been developed to implement the plans for the area and bring the vision to life. The **East Bayfront-West Precinct Urban Design Guidelines** are a key element of the revitalization framework.

### 1.1 Purpose of the East Bayfront-West Precinct Design Guidelines

The East Bayfront-West Precinct Design Guidelines are a companion to the approved East Bayfront Precinct Plan, illustrating and elaborating the design principles for the area. The guidelines provide an urban design framework with a primary focus on ensuring that any development in the area contributes to its longterm sustainability and the vitality, attractiveness and comfort of the public realm.

This document is designed to give guidance to developers, architects, development review authorities, the TWRC's Design Review Panel and the general public when considering East Bayfront development proposals. The guidance is focused on built form, privately-maintained open space and the relationship of private development to adjacent public realm such as parks, open spaces and streets. Planning and design work within the public realm will be developed by the City of Toronto and the Toronto Waterfront Revitalization Corporation (TWRC).

The East Bayfront-West Precinct Urban Design Guidelines are to be considered in conjunction with the Central Waterfront Plan, the East Bayfront Precinct Plan, the East Bayfront Zoning By-law and other applicable City of Toronto and TWRC policies and design guidelines. Development in the East Bayfront must be consistent with the Urban Design Guidelines provided in this document and the design intent provided in the companion documents. The East Bayfront-West Precinct Urban Design Guidelines will be used in the evaluation of Site Plan applications in the area.

## 1.2 Waterfront Design Review Panel

Excellence in design is expected for all waterfront projects. The TWRC has established a Waterfront Design Review Panel that will provide objective and professional advice to developers and designers working in the East Bayfront. The panel consists of respected professionals from a range of disciplines: architecture, urban design, planning, landscape architecture and engineering.

It is the intention that development proposals related to Site Plan applications on East Bayfront lands will be reviewed by the Waterfront Design Review Panel. The design review process will be directed by the TWRC and the Panel. The process will generally involve a two or three steps, depending in the nature of the project. At each step there would be a presentation by the proponent to the Panel, followed by oral and written feedback. Presentations will generally be organized around three stages of the design process:

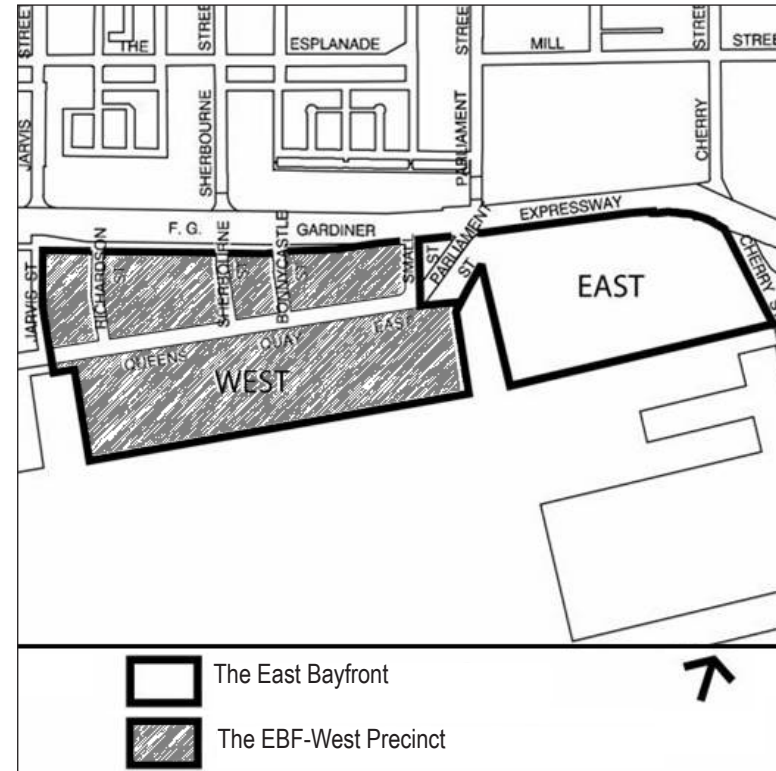
1. Concept
2. Massing and Built Form
3. Architectural Detailing

Together with the Central Waterfront Plan, the East Bayfront Precinct Plan, City Zoning By-laws and other relevant City policies and design guidelines, the East Bayfront Urban Design Guidelines provided here are the framework in which the Waterfront Design Review Panel will evaluate development proposals. The findings and advice of the Panel will be presented to the City of Toronto as part of the Site Plan Review process.

## 1.3 Location

The East Bayfront is a downtown lakefront precinct that extends northward to the Lake Shore/Gardiner Expressway corridor between Jarvis Street in the west to Cherry Street in the east. The urban design guidelines that follow are focused on the western portion of the precinct between Jarvis and Parliament streets - "East Bayfront-West Precinct."

The design direction for the lands in the eastern portion (between Parliament and Cherry Streets) requires further analysis as a result of complex infrastructure projects in that area. Most notably, additional work is being carried out on: the renaturalization of the mouth of the Don River; flood proofing; and, the extension of Queens Quay to Cherry Street. Once studies in the East Precinct are complete, additional guidelines will be developed in that area.



The East Bayfront Urban Design Guidelines apply to the west portion of the precinct between Jarvis and Parliament streets (shaded area). Once technical studies are complete, additional guidelines will be developed for the east portion.

## 1.4 Relationship to Companion Documents

The Toronto Waterfront Revitalization Corporation (TWRC) is the agency created by Government of Canada, the Province of Ontario, and the City of Toronto to lead the revitalization of Toronto's Waterfront. TWRC has assisted in the preparation of plans and policies for the East Bayfront and has worked with the City of Toronto to amend the City's Zoning By-law to reflect the Precinct Plan and to adopt these urban design guidelines as part of the policy framework.

### *Central Waterfront Secondary Plan*

Developed in accordance with the City of Toronto's Official Plan, the foundation for Toronto waterfront planning is the Central Waterfront Secondary Plan. The Secondary Plan establishes a waterfront-wide system of land uses, public spaces, streets and transit service. It also describes waterfront-wide policies, such as requirements for the provision of affordable housing and sustainable design objectives.

### *East Bayfront Precinct Plan*

The East Bayfront Precinct Plan (November 2005) is a detailed master plan which illustrates the comprehensive concept for the design and development of the East Bayfront lands. The plan's intent is to provide a precinct design which implements the direction set by the Central Waterfront Plan; capitalizes on the City's intensification policies to support efficient transit and other infrastructure; and, guarantees a public and amenable waterfront of city-wide, regional and national importance. Locations for streets, public open space, waterfront promenades and land assigned to building construction are identified within the plan.

### *East Bayfront-West Precinct Zoning By-law*

The principles of the Precinct Plan have been incorporated into the East Bayfront -West Precinct Zoning By-law, which provides the primary statutory mechanism for managing development in the area. The Urban Design Guidelines elaborate how the Zoning By-law should be implemented by providing more detailed guidelines and illustrated examples.



TORONTO WATERFRONT  
REVITALIZATION CORPORATION

## East Bayfront Precinct Plan

November 2005



Urban Design Consultant  
Parks & Public Space Consultant  
Precinct Planning Coordinator/  
Program Manager

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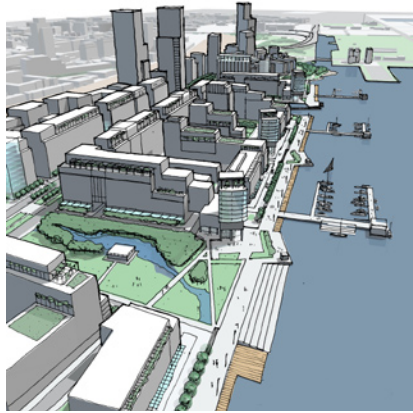
East Bayfront Precinct Plan



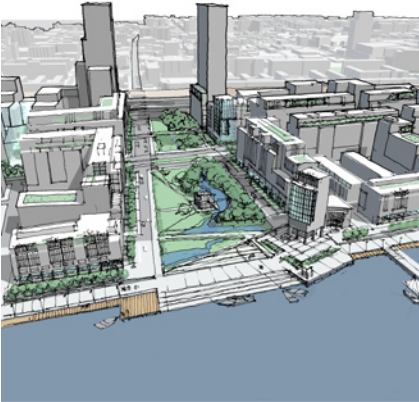
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## The Precinct Plan



Water's Edge Promenade



Sherbourne Park



Queens Quay

### 2.1 Precinct Plan Vision and Principles

The vision for East Bayfront precinct is for a new urban waterfront community, a place of design excellence, high levels of sustainability and strong relationships to the water's edge. The East Bayfront will accommodate a mix of uses and a range of urban built form. Buildings will be arranged to give appropriate definition, identity and scale to the public realm.

The East Bayfront will be a full-time mixed use place of living, employment, recreation, entertainment and public/cultural activities. The new community will be attractive to many different types of households and represent a wide range of incomes. In addition to a new school, community centre and other new community facilities, a mix of affordable and market housing will be provided throughout the community.

Plans and polices for the new community are designed to:

- Encourage active, publicly-engaging ground floor uses along Queens Quay Boulevard and the water's edge promenade.
- Support a wide variety and flexibility of uses across the site, including significant employment, as well as residential uses.
- Create an overall mid-rise built form that steps down to the water's edge and only permits taller buildings along the Gardiner/Lake Shore corridor to frame major points of entry to East Bayfront.
- Create a new district that serves as a model of environmental responsibility, energy efficiency, sustainable design and livability with an urban setting.

## 2.2 | A Sustainable Waterfront Community

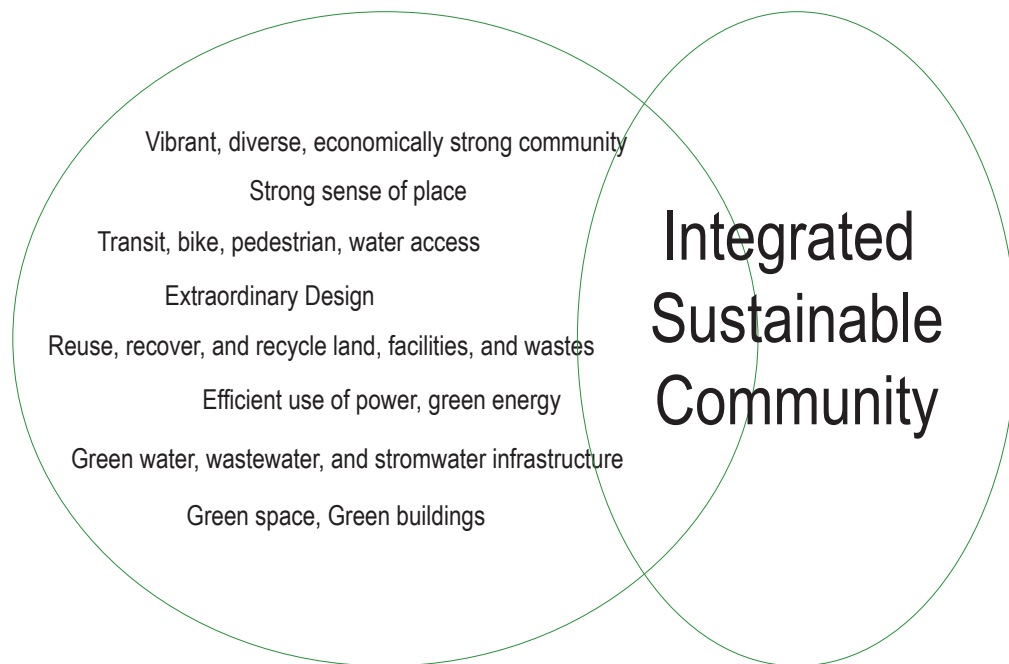
The vision for the East Bayfront is centred on creating an urban waterfront community that demonstrates leadership, excellence and innovation in sustainability. The TWRC and their local, provincial and federal partners are committed to making waterfront revitalization a national and global model for social, economic and environmental sustainability. Their approach to sustainability comprises a broad scope from intensification of under-used lands and enhancing transit systems, to provision of affordable housing and encouraging a diversity of economic activity including new office and retail employment opportunities.

The East Bayfront Precinct Plan, Zoning By-law and Urban Design Guidelines set the foundation for achieving a healthy, sustainable community. These plans and policies are designed to ensure that the building blocks of a sustainable community are in place, including requirements for affordable housing; high quality parks, open spaces and streets; district energy; schools and community centers and, shops, services and employment close to where people live.

### ***Integrating Sustainability into All Facets of Revitalization***

The TWRC Sustainability Framework translates the Corporation's commitment to sustainability into a clear, vision, goals, actions and targets. The framework is made up of a series of objectives that relate to all facets of waterfront revitalization: Energy, Land Use, Transportation, Sustainable Buildings, Air Quality, Human Communities, Cultural Resources, Natural Heritage, Water, Materials and Waste & Innovation.

All projects within the waterfront lands, including the East Bayfront, will be held to a high standard of sustainable development. Both the private and public realm should demonstrate the Corporation's commitment to implementing the framework and demonstrating leadership in sustainability. Development proposals in the precinct will be considered in the context of the TWRC sustainability objectives. On lands within public ownership, sustainable design will be an integral part of the tendering, design and approval processes. Similarly, on private lands every effort should be made to support the sustainability objectives and promote innovation in sustainable design.



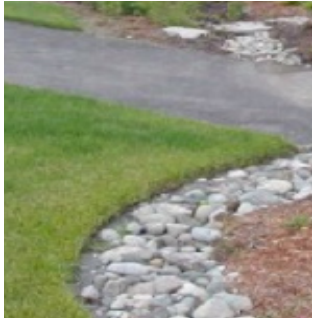
## Sustainable Building Design

Green, energy efficient buildings are one of the ways that the TWRC will demonstrate innovative, environmentally-responsible design and technologies in the development of Toronto's waterfront. To support the use of green building technologies, the TWRC is developing plans for a district energy plant that will serve the waterfront precincts, including the East Bayfront. New buildings constructed in the community will be required to connect to the district energy system once it is operational.

The TWRC has established a target of LEED<sup>1</sup> Gold Certification for all buildings in the East Bayfront. South of Queens Quay, the lands are owned by the public sector and proposal calls for the development of public lands will require design that achieves the LEED Gold standard. North of Queens Quay, the goal is to promote and support building design that also meets the Gold standard. At a minimum, development proposals for private lands in the East Bayfront must demonstrate design to LEED Silver specifications.

Green building design can be achieved through a full range of approaches to sustainable site development, water savings, energy efficiency, materials selection, and indoor and outdoor environmental quality. The TWRC's Green Building Initiative, as well as the City of Toronto Green Building Standard ([www.toronto.ca/environment/greendevlopment.htm](http://www.toronto.ca/environment/greendevlopment.htm)) and the Canadian Green Building Council ([www.cagbc.org](http://www.cagbc.org)) provide a number of suggestions of possible implementation strategies. The City of Toronto's Bird Friendly Design Guidelines (<http://www.toronto.ca/lightsout/>) should also be considered in building design.

1 LEED stands for Leadership in Energy and Environmental Design. It is the widely accepted North American standard for design, construction, and operation of high performance green buildings. To register for LEED certification, a building project must demonstrate certain prerequisites and performance benchmarks. Projects accumulate credits for each benchmark achieved and awarded Certified, Silver, Gold, or Platinum certification depending on the number of credits earned.



Landscaping for Stormwater Management



Solar paneled facades and sun shades on south building faces



Accessible and non-accessible green roofs



York University Computer Science Facility in Toronto is considered the most energy efficient green building built in a cold-climate location in Canada. Features include: 1,875 sq. metre green roof, flyash concrete to minimize greenhouse gases, "mixed mode" ventilation, orientation and building layouts to reduce effects of sun exposure on south side.

## 2.3 | Precinct Structure

### ***Diversity of Connected Open Spaces***

The East Bayfront is organized around a system of public places which reserve the most accessible and amenable parts of the site for public enjoyment. These include:

- new public parks at the foot of the primary north-south streets;
- a continuous public water's edge promenade; and,
- a redeveloped Queens Quay Boulevard as is the community's east-west spine.

These key public spaces are complemented by open spaces and pedestrian routes located within, and between, blocks.

### ***Network of Streets, Passages and Connections***

A system of existing and new public streets has been established for the East Bayfront that creates a safe and logical circulation system and encourages pedestrian activity. This system, combined with public open spaces, anchors the development blocks within the precinct.

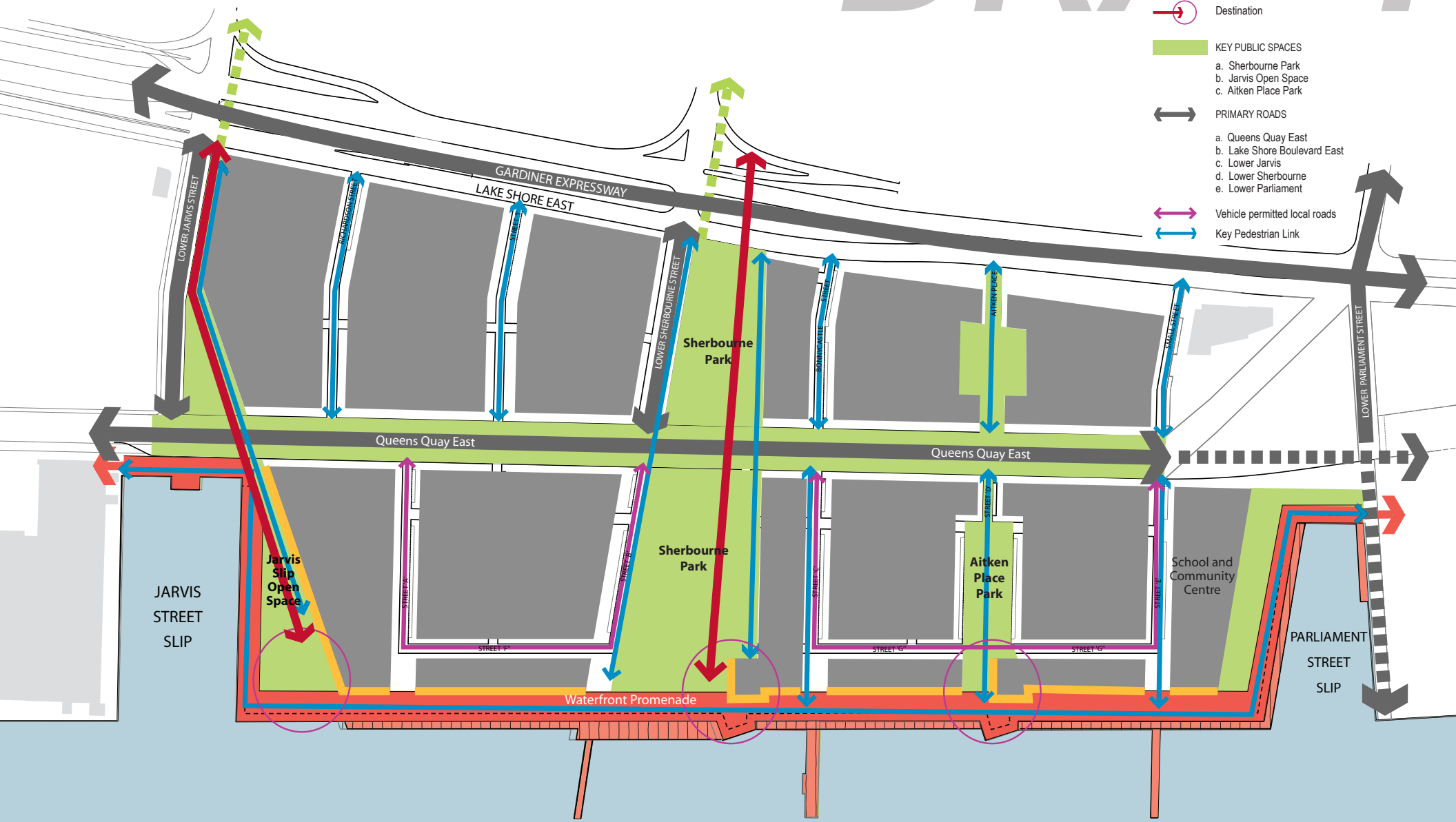
### ***A Mix of Uses within Flexible Development Parcels***

Revitalization of the East Bayfront Precinct will bring a variety of new uses that will support a sustainable community, which is rich in beauty and amenity, and is a desirable place to live, work and visit. Development parcels in the East Bayfront are large enough to allow a number of uses and development scenarios.

- The configuration of development parcels provides a high degree of flexibility in building type, size and architectural style.
- On a single parcel, any number of combinations of residential, office, retail and community uses are possible and encouraged.
- Lower floor retail and large floor plates that allow for commercial or office use are encouraged, particularly on primary streets.
- Engaging more than one architect in the design of buildings on the same block is desired.
- Regular use of a single building type or configuration should be avoided, as diversity of built form is desired.

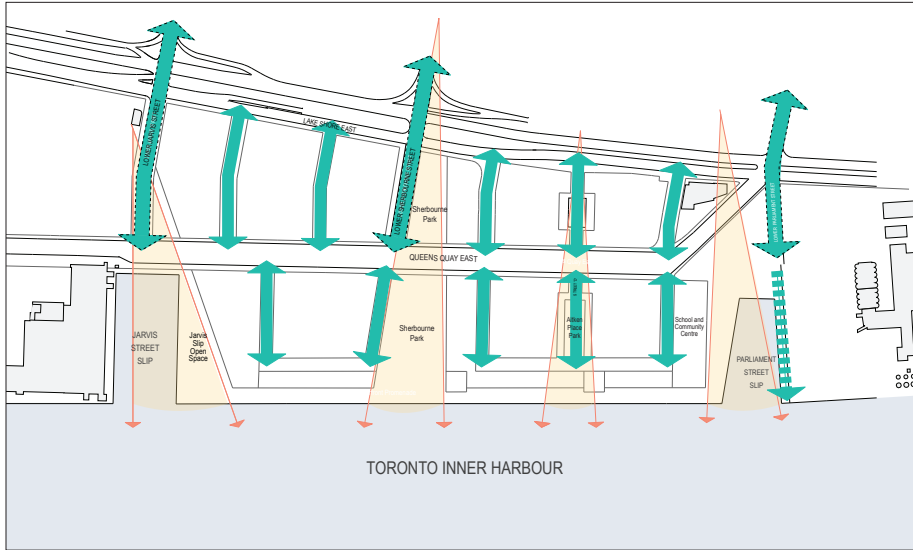


- Legend:**
- Mixed Commercial/Residential Development
  - Waterfront Promenade
  - Extended Pedestrian Deck
  - Public Engagement Frontage
  - Destination
  - KEY PUBLIC SPACES
    - a. Sherbourne Park
    - b. Jarvis Open Space
    - c. Aitken Place Park
  - PRIMARY ROADS
    - a. Queens Quay East
    - b. Lake Shore Boulevard East
    - c. Lower Jarvis
    - d. Lower Sherbourne
    - e. Lower Parliament
  - Vehicle permitted local roads
  - Key Pedestrian Link

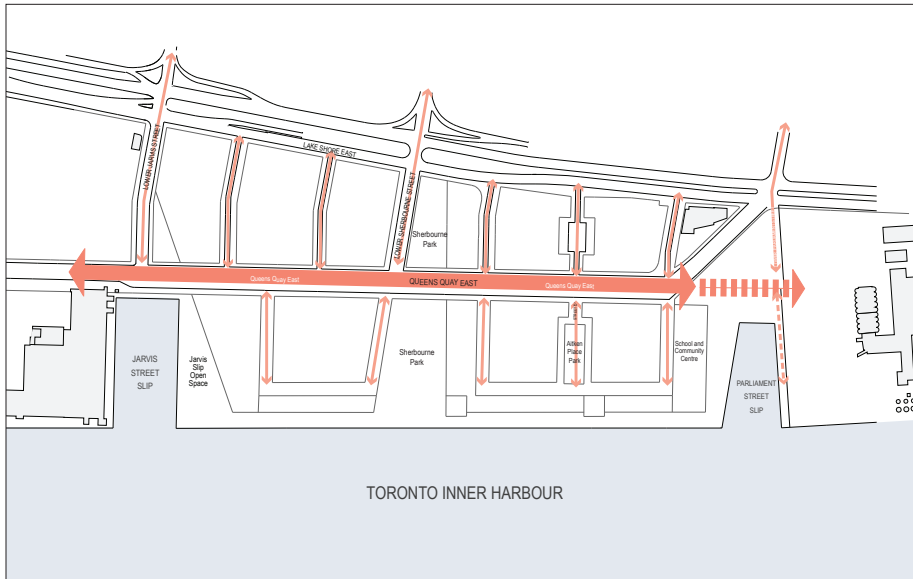


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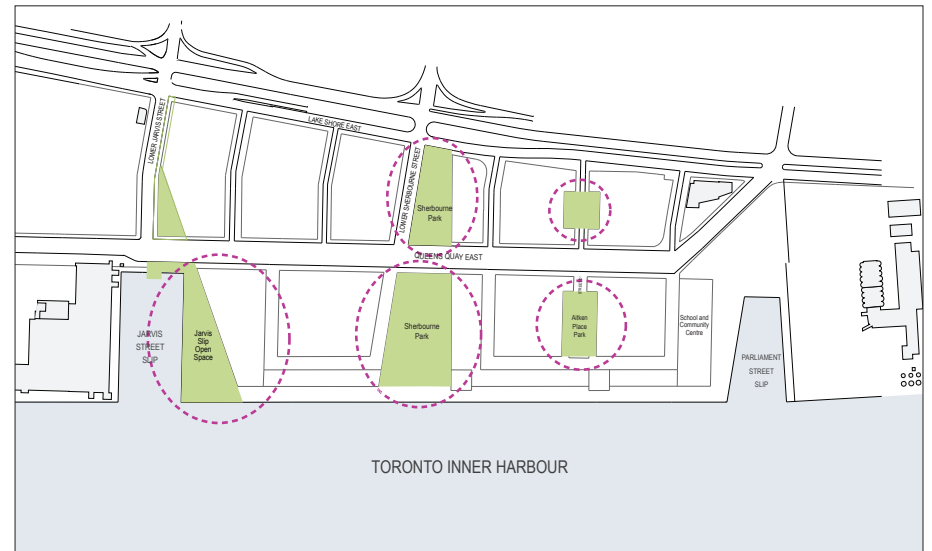
## 2.4 Design Principles



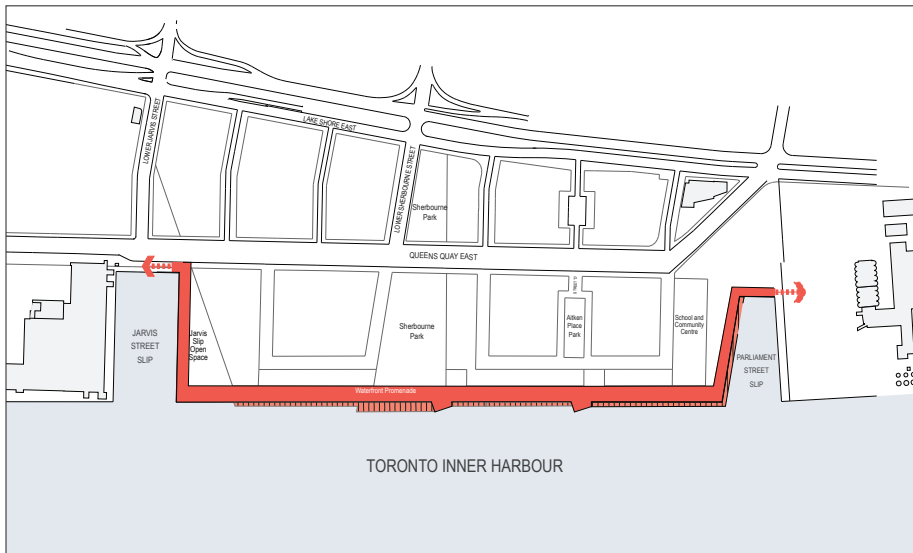
**Strengthen physical and visual connection to the water from the city**



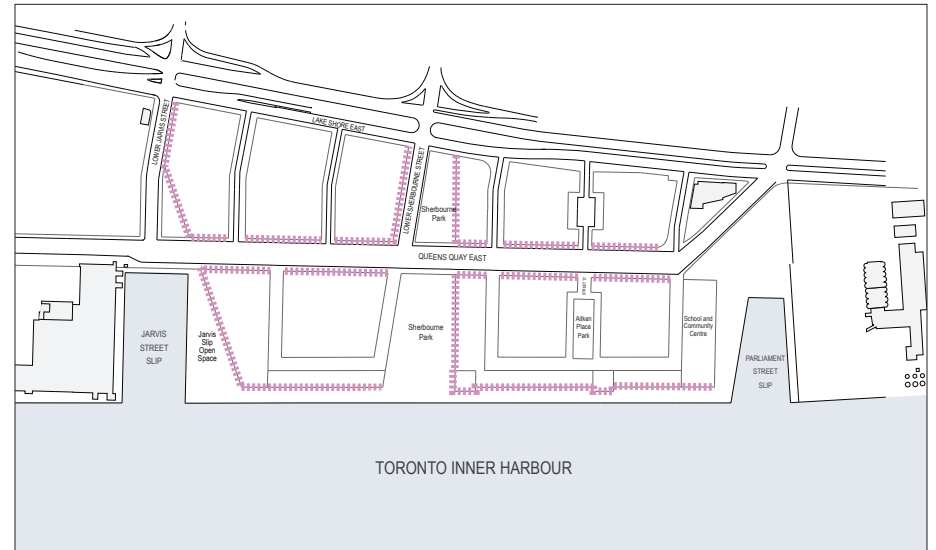
**Establish Queens Quay East as the main east-west spine**



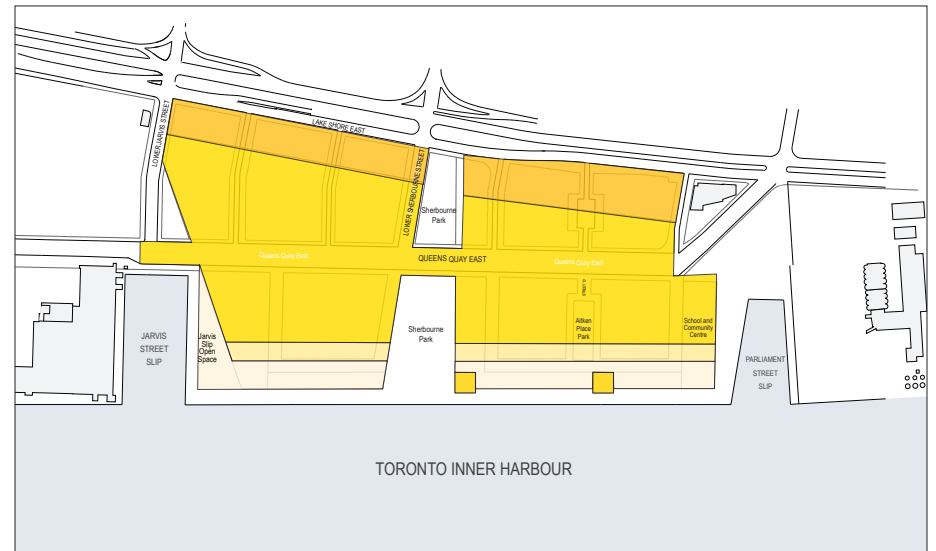
**Create focal points around public open spaces**



***Develop a continuous and active public water's edge***



***Promote active ground floor uses along main public corridors***



***Create an overall built form that steps down to the water's edge***

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## East Bayfront Open Space System

Legend:

- Primary Open Space
- Queens Quay East Boulevard
- 19m Waterfront Promenade
- 5m Extended Pedestrian Deck



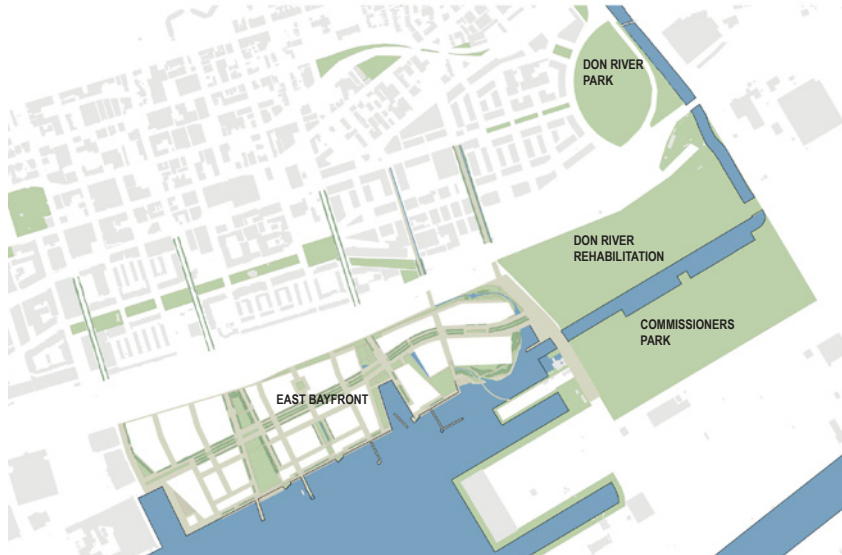
## TORONTO INNER HARBOUR



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## The Public Realm



The East Bayfront open spaces will extend and connect the waterfront system of parks and open spaces.



Public open spaces in the East Bayfront are designed to maximize connectivity and open views to the lake front.

The public realm system of open spaces and richly landscaped streets is the central organizing element of the East Bayfront redevelopment. It will contain:

- public parks and squares;
- the Jarvis and Parliament slips;
- the waterfront promenade;
- pedestrian, cyclist and transit-oriented streets; and,
- privately-maintained publicly-accessible spaces.

The network of public and publicly-accessible open spaces will total approximately 65,000 square meters or approximately 30 percent of overall site area.

Recognizing the precinct's role as both a destination for the city, the region and international visitors, as well as a vibrant community in which to live and work, the public realm system will support a wide array of activities. The system will also link to open spaces in adjacent waterfront precincts, the downtown core, and key park destinations such as the naturalization of the mouth of the Don River, Don River Park and Commissioners Park.

This section provides a contextual overview of the open spaces and streets in the East Bayfront. Guidelines are provided throughout this document to direct the design of buildings and outdoor amenity areas so as to complement the East Bayfront's public parks, streets and open spaces. Buildings should be designed so as to reinforce the public realm design objectives, and ensure its comfort, security and accessibility.

Detailed design of the public realm is not provided here, but will be directed by the TWRC in cooperation with their municipal, provincial and federal government partners. Public realm plans are being created for the East Bayfront that will provide the design parameters for the community's streets, boulevards and parks and open spaces. Design services for each of the public parks and open spaces will be engaged by the TWRC through proposal calls and design competitions.

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## 3.1 | The Waterfront Promenade

A continuous public promenade along the full length of the water's edge will provide the opportunity for the community and public to access and experience the lake. It will be an active, year-round public passage with space for sitting, walking, cycling or blading. The 19 metre-wide promenade will link the major waterfront public spaces in the East Bayfront - the Jarvis Slip, Sherbourne Slip, Aitken Place and Parliament Slip. It will also link the East Bayfront to the Central Waterfront and the Renaturalized mouth of the Don River, and ultimately connect to the Portlands and Eastern Beaches.

The design and function of the water's edge promenade system results from worldwide best practices research and a prototype application at York Quay constructed by the TWRC.

The 19m promenade area is divided in two sections:

- 1) A lower 6m area - for walking along the water's edge; and,
- 2) A 13m wide upper terrace - for walking, cycling, special events and other recreation, as well as extension of activities in ground floors areas of adjacent buildings.

An additional 5m pedestrian deck will be provided at a lower elevation outside the bulkhead line to provide public access right to the water's edge. The waterfront promenade structure is designed to achieve many benefits including:

- Provisions of ledges and benches for seating accommodation
- Avoidance of railings and other visual barriers
- In depth view of the water's edge
- Separation of pedestrians from bicyclists and joggers

In 2006, the TWRC held an international competition to redesign Queens Quay and the waterfront promenade from Bathurst Street to Cherry Street. The Rotterdam-based urban design and landscape architecture firm, West 8, won the competition and has been engaged by the TWRC to carry out the design of Queens Quay and the waterfront promenade in the East Bayfront. Plans for parcels adjacent to these areas should respond to the results of West 8's work.

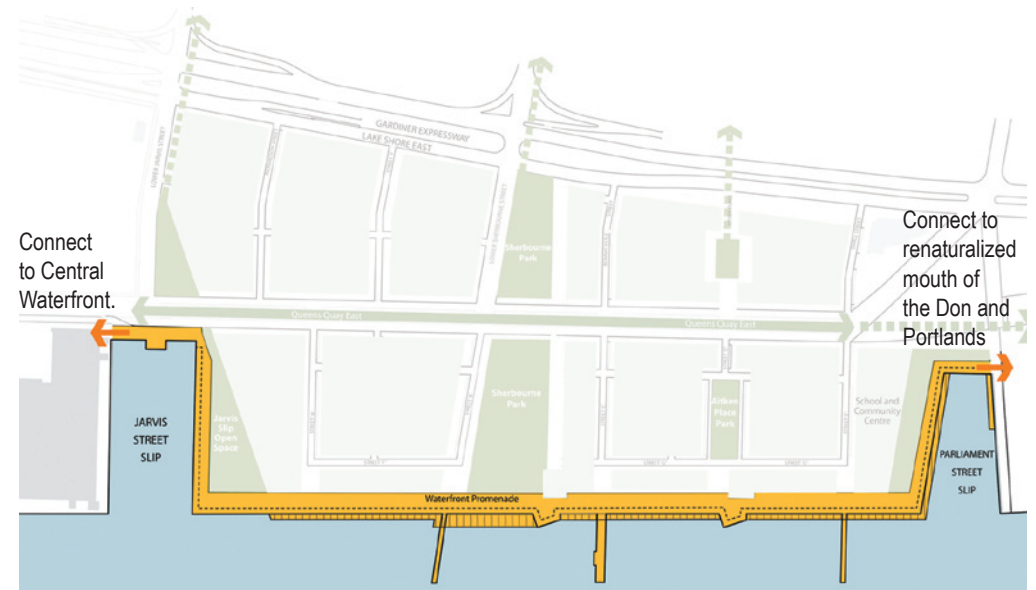


Figure 3.1 - The Waterfront Promenade - a 19 metre-wide dynamic public space running the full length of the water's edge in the East Bayfront and connecting to the Central Waterfront and the Portlands.





The Waterfront Promenade already constructed in the Central Waterfront - The East Bayfront Promenade will extend this pedestrian connection to the east.



Animation uses on the Central Waterfront Promenade - In the East Bayfront, animation uses on the ground floors of buildings fronting onto the promenade will be permitted to use the first 5m of the promenade for outdoor patios and open air sales.

## The Promenade - A Focal Point of Marine Activity

A range of existing and new marine uses will enhance the success of the East Bayfront precinct. Many of these uses are ideally located along the promenade and the Jarvis and Parliament Street Slips, where a variety of marine uses are permitted, including recreational boating schools, rentals, launches and marina facilities.

Existing marine users, including cargo ships, naval ships and commercial charter boats, will continue to add interest to the water's edge and contribute to the area's vitality. Additional marine activities could include commercial tour operations and facilities to accommodate water taxi service. Office and support space for marine users, especially commercial tour boat operators, would be ideally located in the ground floor retail areas along the water's edge. Plans for development parcels adjacent to the dock wall should consider the access requirements of marine uses, including space for ticketing facilities and waiting passengers and access for service vehicles.

## Relationship to Adjacent Development

Ground floor uses and buildings adjacent to the promenade should be designed to encourage, stimulate and support active, publicly-accessible use. Combined with built form guidelines in this document, the following provisions are provided to guide development along the promenade:

- Ground floor animation uses are required for at least 70% of the ground-level building frontage along the water's edge promenade.
- Ground floor animation uses are permitted to make use of the first 5m of the promenade section for outdoor patios and open air market-style sale of goods.
- Ground floor areas should be designed to encourage interaction with the public realm, including the use of transparent materials, signage, seating and weather protection.
- A pedestrian colonnade, which may be enclosed in winter, must be provided at ground-level.
- To help ensure the year-round viability of this destination, the colonnades should be designed to include glazed panels that can be opened or closed according to the season (see Section 4.5).

### 3.2.1 Sherbourne Park

Sherbourne Park, located midway between the Jarvis and Parliament Street Slips, will be designed to evoke a sense of neighbourhood and belonging for surrounding residents. The fan shape of the park maximizes views and frontage and extends the Sherbourne Street sight line to the water. Along the eastern edge, buildings fronting the park will include pedestrian-oriented ground-level amenities to reinforce this important link between the downtown core and the waterfront.

**South of Queens Quay**, the park program might feature a large open lawn for informal play, sunning and picnicking and include water as a central element. The use of water could draw on the historic role of the site as an industrial port and provide a symbolic connection between the new community and past uses of these lands. At the southernmost extent, the park will blend with, and become part of, the continuous water's edge promenade.

**North of Queens Quay**, a smaller extension of the park might include more community oriented uses such as children's play areas. The park will act as an opening along the pedestrian route through the northern development blocks.



Figure 3.2.1 - Sherbourne Park - a 15,000 square metre neighbourhood park that provides an attractive connection to the downtown core and opens views to the lake.



Adjacent development frames the park and a small waterfront tower extends into the park providing a focal point and architectural feature.



The 5m building set back along the eastern side of Sherbourne Park provides great opportunities for adjacent uses to animate the space.



The south side of Sherbourne Park will include space for informal play, sunning, and picnicking.

### ***Relationship to Adjacent Development***

In both the northern and southern sections of Sherbourne park, a 5m above-grade building set back has been created to provide a transition between private development blocks and the public realm.

- The design and function of the set back area should evoke a sense of public space and contribute to the quality and amenity of the park.
- The set back area is an ideal location for patios and outdoor market-style sales associated with ground floor uses in adjacent buildings. Such uses should be used to animate the park and complement its design and programming.
- Active ground floor uses, such as retail and restaurants, are required for at least 70% of the building frontage onto the eastern park boundary.

South of Queens Quay, the buildings fronting the eastern park edge will also provide a weather-protected colonnade to encourage pedestrian movement to the waterfront during all seasons.

At the southeastern corner of the park, a distinctive building of up to 40m in height that will act as a waterfront gateway into the precinct. This architectural feature will be built to the park edge and will not be subject to the 5m set back requirement, so as to create a focal point at the park terminus. The design and architectural detailing of this building must be of a quality that reflects its location and civic and urban design purpose. The merits of development proposals for this building will be evaluated to the highest standard.

### 3.2.2 Jarvis Slip Open Space

The intersection of Jarvis Street and Queens Quay Boulevard is the point of primary connection to the downtown core -- a place of introduction from the city centre to East Bayfront. The open space at the Jarvis Slip is envisioned as a regional and city-wide attraction with uses and programmed activities sufficient to draw people in numbers during all seasons of the year.

**North of Queens Quay**, the open space on the east side of Jarvis Street creates a viewing platform overlooking the slip. The building frontage onto the space is oriented to create a strong diagonal view cone to the lake. The design vision for the space is of an urban plaza which could be programmed with kiosks for farmer's markets, booksellers and artists.

**South of Queens Quay**, the park is envisioned as a busy, urban and largely hard-surfaced open space, with a contemporary design approach. It should be designed to accommodate large scale gatherings and performances without compromising its day-to-day usefulness for informal occupation. The location of this part of the park may also be reconfigured to enhance the opportunities for developing the Jarvis Slip Special Use Site, provided that at least 3000 sq. metres of open space are provided with frontages onto both the Jarvis Slip and the lakefront (see figure 3.2.2b).

Park structures - potentially a pavilion(s) - may also be provided to support the park's programming. The pavilion could house any number of alternative programs that contribute to the quality of the space including museums, galleries, community facilities or an aquarium. It is also contemplated that this cluster of uses may include a specialized shopping offering -- a market hall or shopping arcade -- benefiting from the combined presence of the park and employment uses on the adjacent development parcel.

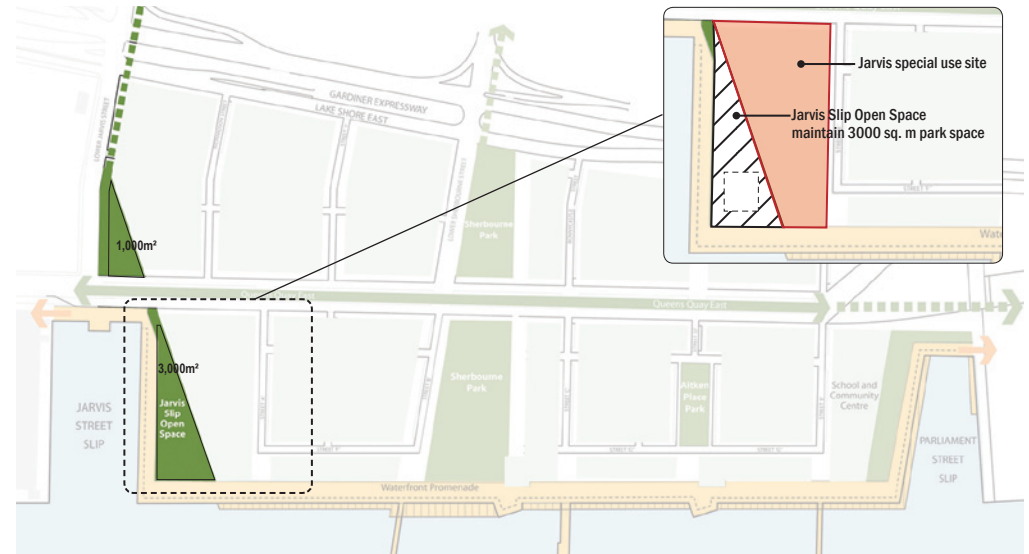


Figure 3.2.2 - The Jarvis Slip Open Space - a 4000 sq.m. open space around the Jarvis Slip. (1000 sq.m. on the north side and 3000 sq. m on the south side). The ultimate configuration of the park may vary to allow for uses on the adjacent development site.



The Jarvis Slip Open Space is envisioned as a major Toronto waterfront destination. Special structures and uses are permitted in the space to support a high-level of amenity and attraction.



Relationships to adjacent development are particularly important at the Jarvis Slip, where physical and programmatic connections between the open space and the adjacent special use site are possible, and the Redpath facility is on the opposite side.



Location of the Jarvis Slip Open Space and Special Use Site.

### Relationship to Adjacent Development

In support of the desired open space uses, the development parcel on the east side of the park is considered a “special use site” where large-scale employment or commercial uses are planned (See Section 4.1). Both the use and design of this site should be integrally connected to the programming and design of the open space, particularly at the ground level.

- Buildings fronting the park must include active ground floor uses along the park and water’s edge.
- The configuration of the Jarvis Slip Open Space and the adjacent development block may vary to accommodate desired uses. A number of massing options are possible provided that 3000 square metres of open space is provided in areas shown as the Jarvis Slip Open Space and Special Use Site.
- Buildings on the special use site may extend to include any park pavilion(s) provided that an 8m separation between the building and the pavilion is provided at the ground-level. This separation is designed to maintain a degree of public accessibility through the park.

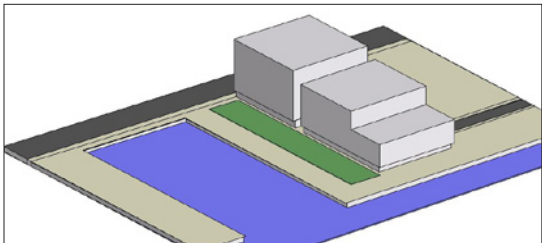
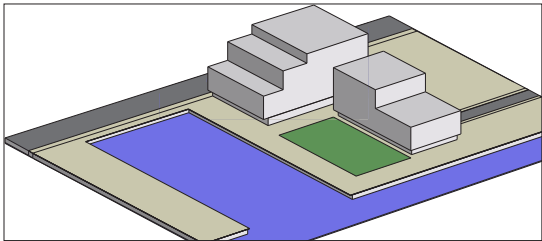
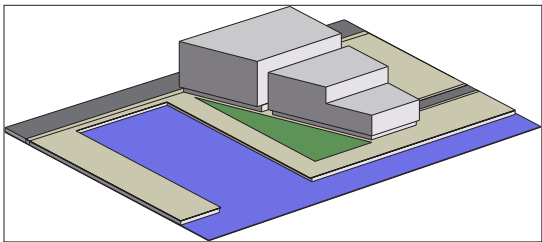




Figure 3.2.2b - Possible alternatives for the configuration of the Jarvis Slip Open Space and Special Use Site - 3000 sq.m of publicly-accessible open space must be maintained with frontages onto the eastern edge of the Jarvis Slip and the lakefront to the south.

-  Open Space
-  Special Use Site Buildings

Tate & Lyle’s Redpath industrial facility is located immediately adjacent to the open space on the west side of the Jarvis Slip. The design and programming of the open space and the adjacent development block must consider potential noise, vibration and emissions from the facility, particularly for those uses defined as sensitive in the Zoning By-law. Section 4.2 provides detail on the requirements for sensitive land uses.

### 3.2.3 Aitken Place Park

North and south of Queens Quay, a new street and green spaces will form Aitken Place Park - an open space connection between Lake Shore Boulevard and the water's edge. These will spaces provide an assured public amenity in the extended development area between Bonnycastle and Small Streets. The park is conceived as an open space formed by buildings and streets, comparable to the vest pocket squares of London.

**South of Queens Quay**, Aitken Place is envisioned as a place for children's play and for social interaction among neighbours. Passive seating areas could provide a quiet spot to enjoy a water feature.

**On the north side of Queens Quay**, the street opens to create an intimate open space that is integrated within the streetscape. The design of the space is flexible in terms of configuration, landscaping and program. The space could take a number of forms from a central treed median to a more hard surfaced square, or two distinctive spaces separated by a narrow street. Wide sidewalks on the east and west sides of the square could accommodate sunny, wind-protected seating areas. The street configuration and paving treatment should be designed to slow traffic and facilitate pedestrian crossings.

#### **Relationship to Adjacent Development**

The Aitken Place open spaces are created by the surrounding built form, which is likely to have a more residential character.

Primary frontages onto the park spaces must be set back 2 - 2.5m from the lot line to create a transition from the public to the private realm. The set back area is ideally fully or partially comprised of soft landscaping to complement the adjacent open space. Building faces should be between 18m and 20m high to frame the space, and should step back above the 20m base height.

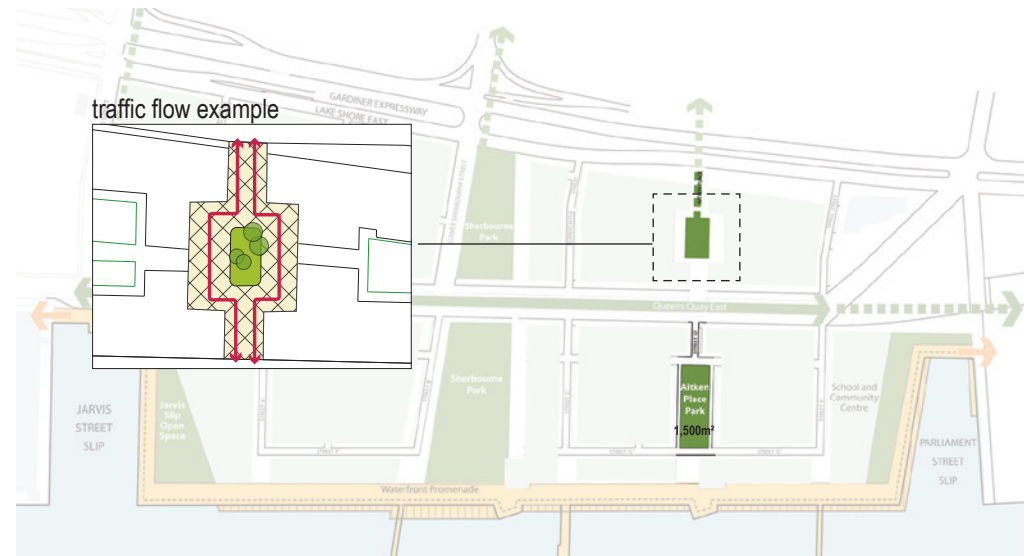
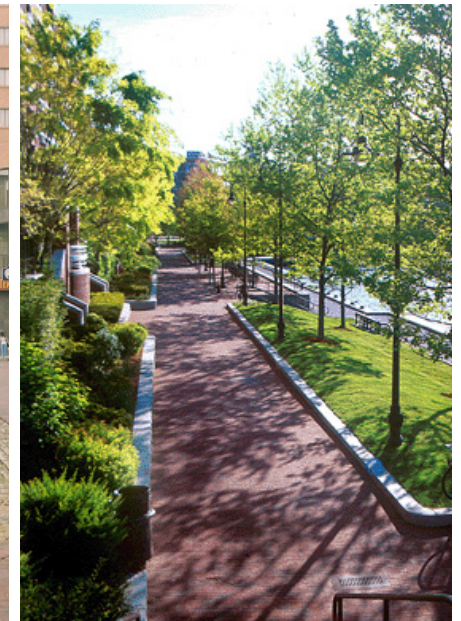


Figure 3.2.3 - Aitken Place Park - North of Queens Quay, Aitken Place park should have a uniform spatial realm through detailing such as continuous paving, urban furniture and landscaping. The final configuration of the space will be determined through the Site Plan approval process.







Parliament Park will be a contemporary neighbourhood park with a view to the water's edge and boating activity. South of Queens Quay, the park will serve the needs of the adjacent school and community centre.

### 3.2.4 Parliament Slip Open Space

Following the pattern created at Jarvis and Sherbourne, a new public park will be created along the western edge of Parliament street and around the Slip. Until the future alignment of Queens Quay is resolved, this space has not been defined in City policy and is not formally part of the East Bayfront - West Precinct. However, plans for the parcels in the West Precinct should anticipate and allow for the park and the design intent provided here.

**North of the future alignment of Queens Quay**, Parliament Street will be realigned and extended to end at the slip, and the new Parliament Park will extend westward to adjacent development parcels.

**South of Queens Quay**, the park is intended to extend the waterfront promenade. Revitalization of the slip area as part of the open space system presents an opportunity to integrate lake habitat enhancements. It is envisioned that the end of the slip could include an ecological water garden and a biofiltration system for storm water entering the lake.

Along the western side of the slip, the park will serve the needs of the adjacent school and community centre. The design and programming of this area will be part of future studies and plans related to the school/community centre site.

# DRAFT

## 3.3 | Street Hierarchy

The East Bayfront revitalization includes an extensive network of streets and lanes that builds on the typical downtown urban street grid. The circulation network is intended to assure the ease, comfort and compatibility of pedestrian, cyclist, transit and vehicle movement. Enhancements to the East Bayfront circulation system will improve access to the water's edge and make connections between the East Bayfront and Downtown Toronto more attractive.

Queens Quay acts as the literal spine of the district, organizing all of the lands on an east-west axis. Its future alignment east of Parliament Street Slip will connect the western and eastern sections of the Precinct, as well as connect to the Naturalized Mouth of the Don River and the Portlands.

Secondary arterial streets - Lower Jarvis, Sherbourne, and Parliament - run north-south and constitute streets of arrival from the city to the water. Local streets, some existing and some new, will allow for enhanced pedestrian connections, local movement and the creation of logical development blocks.

The following chart shows the classification of East Bayfront's street hierarchy:

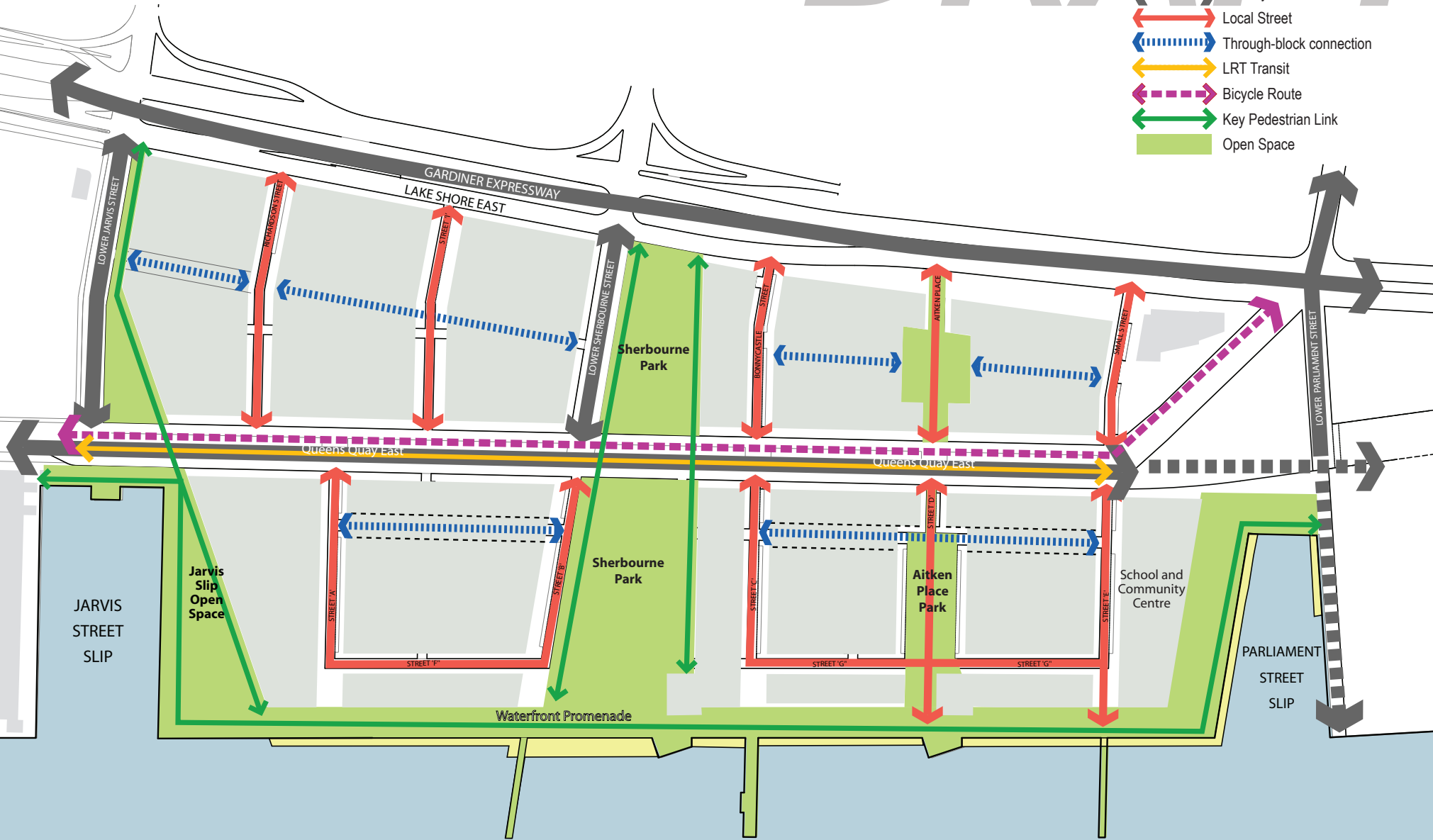
Classification	Street Type
Primary	Queens Quay East, Lake Shore Boulevard East Lower Jarvis, Lower Sherbourne and Lower Parliament Streets
Local	Richardson, Bonnycastle, Small Streets New streets: Streets A through I
Through block connections	North side of Queens Quay & South side of Queens Quay

The following section provides an overview of the circulation and movement system for the East Bayfront. The detailed design of the street rights-of-way and streetscape is not provided here, and will be part of public realm plans to be prepared by the TWRC.



The system of movement in the East Bayfront will enhance pedestrian, cyclist, transit and vehicular connections to the water's edge, downtown Toronto, the Portlands and the Central Waterfront.

- Legend:
- Primary Street
  - Local Street
  - Through-block connection
  - LRT Transit
  - Bicycle Route
  - Key Pedestrian Link
  - Open Space



### 3.3.1 Queens Quay East

Queens Quay is a major city boulevard which acts as the East Bayfront's central street. It is a strategic corridor connecting the Portlands to the downtown core. It has a number of functions:

- Distributor Street – the principal local east-west street providing access and address to the precinct
- Main Street – the primary shopping and service street for East Bayfront
- Transit Street – the corridor within which higher order transit, a street car system, will be situated
- Civic Realm – a coherent civic realm connecting the places and networks of East Bayfront. It is a grand promenade.

In order for the Queens Quay corridor to effectively perform all of these functions, a wider right-of-way of 38 metres will be required.

As with the other public spaces in East Bayfront, buildings form the space at the street's periphery and play a central role in defining the public realm. The general building height should be proportional to the street width not exceeding the 1:1 ratio standard, that is, the normative height of buildings should not exceed the street width to assure adequate sunlight and sky exposure to the public realm at grade.

Continuity of sidewalks, weather protection, active frontages and civic amenity should reinforce the quality of the street as a public space and facilitate its intensive use. All parking and building service access should be arranged off of secondary and side streets, avoiding vehicular penetrations of building frontages.

Detailed design of Queens Quay Boulevard is being developed by the TWRC and the West 8 design team.



Queens Quay will be the East Bayfront's beautiful "Grand Boulevard" with designated spaces for people, bicycles, transit and cars.



Figure 3.3.1 - Queens Quay Boulevard at night (image by West 8).



### 3.3.3 Jarvis, Sherbourne and Parliament Streets

The primary north-south streets - Lower Jarvis, Lower Sherbourne and Lower Parliament - are important public places signifying the city's arrival at the waterfront. They are the primary entry points into the precinct from the north. A pattern is emerging in the waterfront whereby these points of convergence are celebrated with public place - Bathurst Park at the foot of Bathurst; the Music Garden at Spadina; urban plazas at York and Yonge; and, Ferry Terminal Park at Bay. This pattern is reinforced in the East Bayfront.

The right-of-way width for these streets will be 26m.

**Lower Jarvis & Lower Sherbourne Streets** - Both Jarvis and Sherbourne Streets play a significant role as the western frontages to public open spaces in the precinct. Buildings fronting the streets should define the public place physically, provide suitable microclimate protection and supply active ground floor uses to support the public realm. Ground floor areas should be active frontages, adding interest to the street and park.

On the north side, the existing Jarvis and Sherbourne Streets perform primary access and view corridor functions. While Jarvis is envisioned to maintain its general alignment, Sherbourne Street will be reconfigured to allow for the new Sherbourne Park space and a local street connection to the south.

South of Queens Quay, Jarvis street terminates at the waterfront promenade and the Jarvis Slip. Sherbourne becomes a much narrower local street at this point and acts the interface between development parcels to the west and the park to the east.

**Lower Parliament Street** - The section of Parliament Street from the Lake Shore Corridor to Queens Quay Boulevard is not formally part of these guidelines. However, Parliament Street will be similar to its 'sister' arterials Jarvis and Sherbourne, and should establish similar relationships to adjacent buildings and open spaces. It is expected that once Queens Quay is realigned, Parliament Street will be extended to terminate at the Parliament Slip.

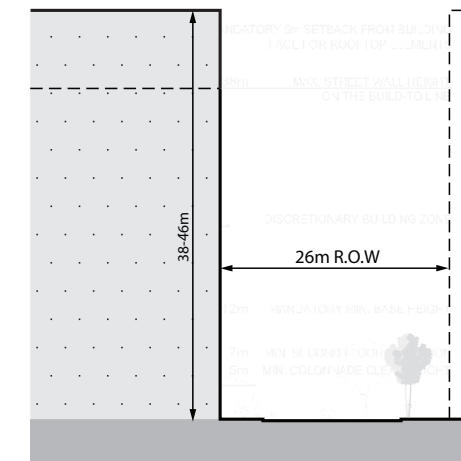
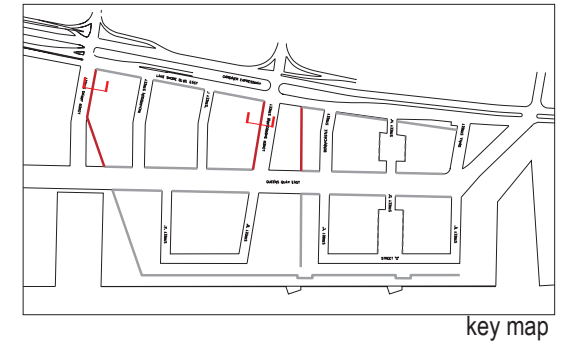


Figure 3.3.3 - Section through the Jarvis and Sherbourne ROWs



### 3.3.4 Local Streets

In addition to Jarvis, Sherbourne and Parliament streets, a series of narrower streets (16-20m) is planned to extend the urban street grid in a north-south direction.

**North of Queens Quay**, some of the streets - Richardson, Bonnycastle and Small - already exist. Additional streets, between Richardson and Sherbourne Streets and between Bonnycastle and Small Streets, are also planned to enhance pedestrian movement and create urban-scale development blocks.

**South of Queens Quay**, two U-shaped local street systems are planned to enhance pedestrian and vehicular movement and to facilitate access to mid-block locations.

The TWRC and the City of Toronto will lead the design of these streets through the East Bayfront Public Realm Plan. The precise location of new roads, and any required improvements to existing roads, will be determined at the Site Plan Approval stage. Additional streets or pedestrian connections may be required or desired once detailed development plans are prepared.

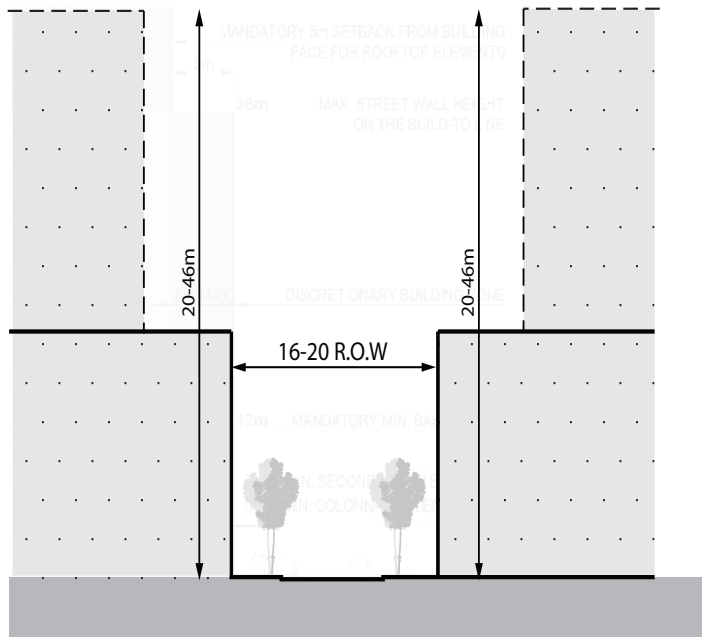
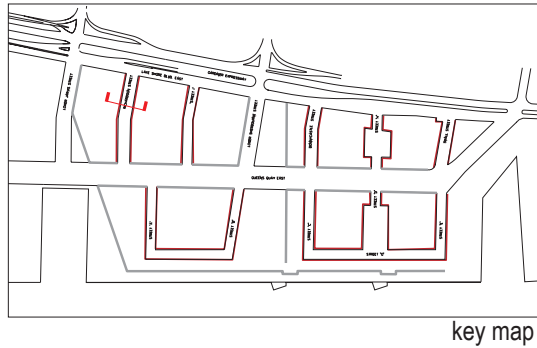


Figure 3.3.4 - Local street rights-of-way will generally be from 16-20m wide. Building faces at the street edge should respond to ROW width and be stepped back above a 20m base height.



# DRAFT

## 3.4 Mid-block Connections

Mid-block connections are publicly-accessible pedestrian routes which provide a supplementary system of access. In some instances, mid-block connections may provide supplementary vehicular connections in the form of private laneways or public mews streets. They may also be designed to include a variety of open spaces such as gardens, child play spaces, public art locations and seating areas.

At least two east-west connections are planned for the area: one between Jarvis and Small Streets on the north side of Queens Quay and a second between Street A and Street E south of Queens Quay.

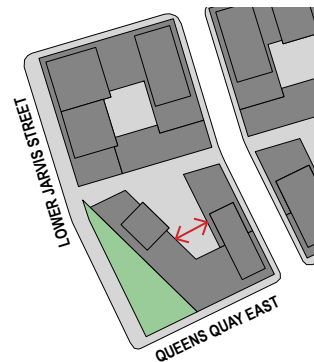
**On the north side of Queens Quay**, mid-block connections may be either pedestrian or vehicular. However, an east-west vehicular connection may be required in order to provide service and parking access to these deep blocks.

**South of Queens Quay**, at least one east-west vehicular connection should be provided between the new Streets A and B and the new Streets C and E.

- Technical standards for the design of mid-block vehicular connections will be determined at the time of Site Plan Review.
- The minimum width of pedestrian connections should be 9m, where vehicular access is provided connections should be at least 16m wide.
- Mid-block connections may penetrate buildings provided that a clear minimum width of 9m and the clear minimum height of 6m is maintained.
- Connections may be provided at grade or as above-grade pedestrian connections or bridges between buildings, provided that the design meets accessibility guidelines.
- Physical and visual continuity with public streets should be maintained, including landscaping and materiality that relate to the public realm.
- Connections should be overlooked by adjacent building occupants.
- Edges should distinguish the connection from at-grade private uses and ensure that persons traversing the passage do not unnecessarily compromise the privacy and security of building occupants.
- Below-grade areas may be used for parking or other purposes related to adjacent buildings.



Figure 3.4 - East Bayfront mid-block connections and open spaces. Note: Shaded areas suggest potential areas for the north and south mid-block connections and open spaces, but do not illustrate their precise location and size.



Generally a 20m separation between facing mid-block residential uses is desired. However, for the development parcel on the north side of Queens Quay at Jarvis Street, reduced separation distances will be permitted to protect the important public open space to the west. The minimum window separation distance of 11m stipulated in the Zoning By-law for the precinct must be maintained.





Mid-block connections may be pedestrian or vehicular, and should be publicly-accessible in each case. They may also include wider openings for courtyards onto which mid-block units look.



**Mid-block open spaces** - In addition to pedestrian connections, publicly-accessible private open spaces are encouraged at inner-block locations. These spaces act as more intimately scaled extensions of the public realm, which are complementary and supplementary to the East Bayfront's larger scale open spaces.

The mid-block open spaces serve as places of interface with the residential environment. Most mid-block open spaces also act as spatial relief and outdoor amenity to area residents. The geometry and landscape design of these places will vary. The scale of program and activity should respond to the smaller size of these spaces. Programming might include:

- Quiet seating areas
- Allees and promenades
- Tot lots
- Small scale courts and play spaces
- Water features/wading pools
- Allotment gardens

Where residential units front onto a mid-block open space, a minimum distance of 20m between opposing faces should be maintained.

Mid-block open spaces may be provided at ground level or may be located above building structures such as parking levels, provided that accessibility standards are maintained.

# DRAFT

## East Bayfront Land Use

### Legend:

- Ground Floor Animation Zone
- Jarvis Special Use Site
- Community Use
- Mixed Commercial/Residential
- Open Space

Note: Map illustrates areas and frontages that require active ground floor use for minimum 70% of its length. Specific use and activity may vary.



## TORONTO INNER HARBOUR

## 4.0 Land Use & Ground Floor Design

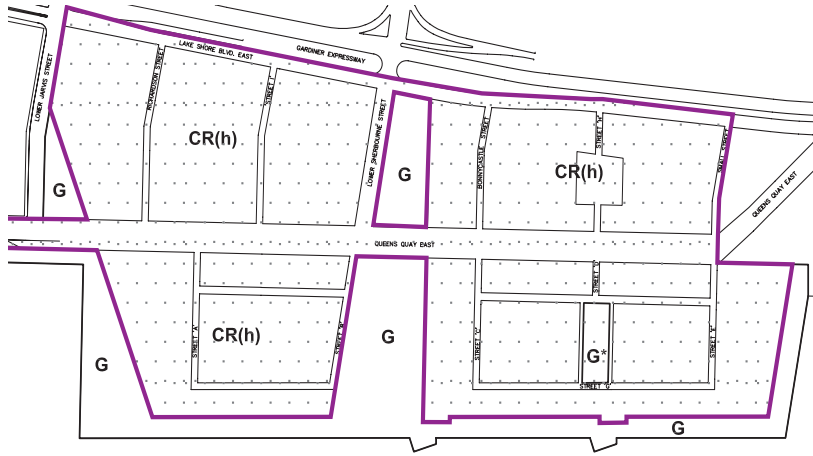


Figure 4.0- East Bayfront Zoning Map- Zoning in the East Bayfront generally follows the City's "CR" land use designation, which allows for a mix of commercial, residential, institutional and community uses on all of the development parcels. Public open spaces uses are enshrined in the zoning under the "G" designation.

The East Bayfront is undergoing a transformation from a busy industrial port into a mixed use community. A variety of new uses are encouraged to make the East Bayfront a beautiful, desirable and sustainable place to live and work. A variety of commercial and industrial uses are already on the lands and are permitted to continue in existing facilities. As new uses and activities develop in the community, design of new structures will need to ensure compatibility with existing and new uses.

Plans and policies for the area are designed with the flexibility to allow for a variety of housing types, school and community uses, retail and entertainment facilities and office and other employment uses:

- Approximately 6300 new housing uses, including nearly 1600 affordable units, will be developed in community.
- Lands adjacent to Parliament slip have been reserved for a new primary school and community centre.
- Two million square feet, or 25% of the gross floor area, is targeted for commercial use, including offices, studios and retail.

### 4.1 Special Use Sites

**The Jarvis Slip development site** is targeted for commercial uses and a major employment centre for the East Bayfront. Uses on this site may also support the Jarvis Slip open space as a regional destination. Section 3.2.2 of this document provide design guidelines for how uses and buildings in this space might respond to this premier waterfront location.

**The Parliament Slip development site** is reserved as the future location of a primary school, community centre and associated open space. Open spaces provided for the school and community centre will connect to the water's edge promenade and the waterfront park system providing additional amenity and recreational opportunity and expanding the open space area at the water's edge. Additional residential or commercial uses may also be incorporated into site where appropriate, provided that a conceptual design for the school and community uses is prepared to the satisfaction of the City and the relevant school board(s).



Trinity-Bellwoods Community Centre - the facility is integrated into a public park space. A similar condition is envisioned for the Parliament Slip school and community centre.



The Jarvis Slip special use site is intended to support major employment and/or commercial uses. Uses should form a strong relationship to the adjacent Jarvis Slip Open Space.

# DRAFT

## 4.2 Sensitive Land Uses

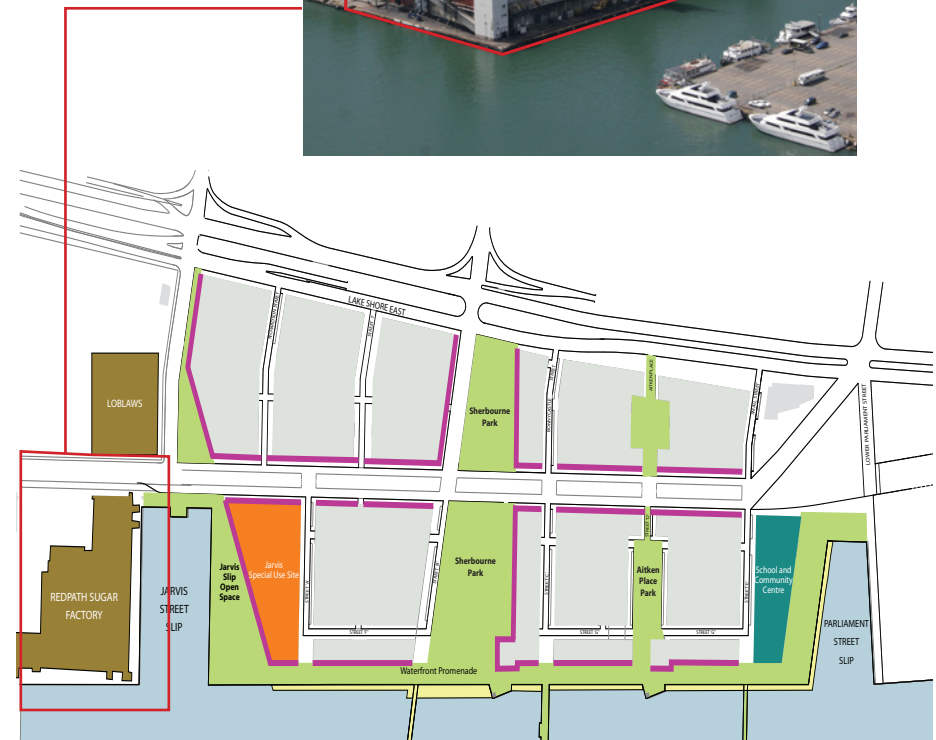
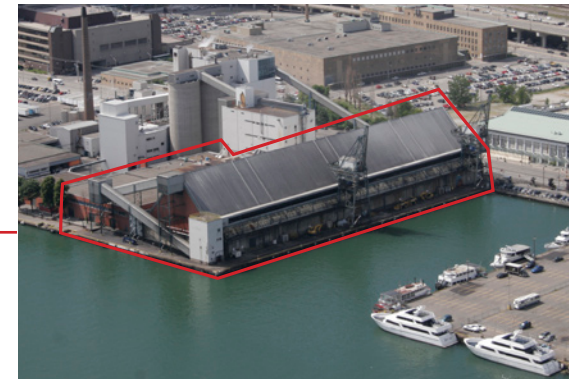
Certain land uses are considered more sensitive to the potential noise, odour and vibration impacts created by existing industrial uses, such as the Redpath Facility on the east side of the Jarvis Slip.

The Zoning By-law for the East Bayfront defines sensitive land uses to include:

- all permitted residential uses;
- hotels, and trade schools;
- general institutions (including hospitals and post-secondary education centres); and,
- community services such as schools, libraries, community centres and day nurseries.

Where sensitive land uses are proposed in the East Bayfront, noise and emissions studies, and any associated mitigation measures, will be required as part of a Site Plan Application. Where sensitive land uses are proposed within 75 meters of rail lines along Queens Quay East, a vibration study, and any associated mitigation measures will also be required.

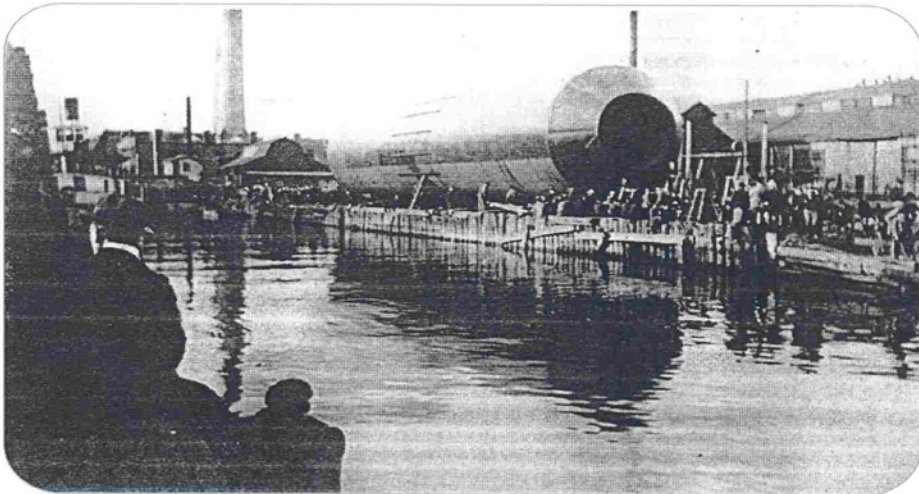
In general, the massing, orientation, architectural detailing and materiality of buildings containing sensitive land uses should be designed to promote compatibility with adjacent uses, including industrial facilities such as Redpath. Noise, vibration and emissions control measures might include, but are not limited to: design of windows, thickness of window panes, building orientation and layout, screening, use of balconies and other architectural detailing.



The Redpath Sugar industrial facility owned by Tate & Lyle Canada Ltd. is a longstanding industry and landmark on the Toronto waterfront. It is located on the west side of the Jarvis Slip.



Knapp's Rollerboat in Prescott between 1898 and 1908. Photo by Marsden Kemp, Archives of Ontario Item C 110-3-0-22-J



Workers prepare to launch Knapp's Rollerboat, September 1897

The eastern portion of Toronto's waterfront has been extensively modified over the last 175 years. Much of the existing shoreline consists of modern fill which was dredged, dumped and shaped in the early part of the 20th century.

The area which comprises the East Bayfront was predominantly open-water until the Toronto Harbour Commission's lakefilling activities in the 1930's. One of the potential archaeological features which may still be found in lake-fill within the East Bayfront is the unique cylindrical-shaped Knapp's Roller Boat (1897). An archaeological investigation has not been conducted in the area surrounding the proposed location of the boat which is in the area of Lake Shore Boulevard and Richardson and Sherbourne Streets.

Toronto City Council has enacted a zoning by-law with an "h" holding symbol for the property located at 215 Lake Shore Blvd East; the presumed modern-day location of Knapp's Roller Boat. The holding symbol will be removed when the property owners retain an archaeological consultant and prepare and implement a plan for completing a Stage 2 archaeological resource assessment of the property prior to any land disturbance activity.

The protection of cultural heritage resources is a priority for the Toronto Waterfront Revitalization Corporation. Well in advance of any future re-development, the TWRC commissioned Archaeological Services Inc to prepare the "Stage 1 Archaeological Assessment of the East Bayfront, West Donlands and Portlands Areas, City of Toronto, April 2004" to provide a more detailed review of existing conditions and determine archaeological potential within these lands.

The TWRC will be commissioning a further study to examine opportunities for the management, interpretation, commemoration and on-site preservation of significant archaeological features throughout the Central Waterfront. The former Polson Iron Works which was located to the north of the precinct may also provide similar heritage interpretive and commemoration opportunities. It is intended that this study will be a companion document to the Urban Design Guidelines. Any findings and recommendations resulting are to be incorporated into the design of the public realm in order to provide a framework for cultural heritage resource interpretation throughout the East Bayfront – West Precinct.

Designated prominent street frontages must contain, and be designed to support, active ground floor uses. While active ground floor uses are encouraged and permitted throughout the community, it is anticipated that buildings on internal streets or at mid-block locations will primarily contain residential ground floor uses. Whether commercial or residential, ground floor areas must support an inviting and comfortable relationship to the public realm.

The following section includes design guidelines for residential and commercial ground floor uses and their interface with the public realm. It also includes guidelines for pedestrian colonnades - which are a required feature in designated ground floor areas.

### 4.4.1 Ground Floor Animation Areas

It is intended that approximately 200,000 net square feet of ground floor space throughout the community will be used for non-residential activities. Figure 4.4.2 illustrates the Ground Floor Animation Areas - the designated street and park frontages where active ground floor uses are required. The ground floor animation frontages provide for:

- Creation of an inviting and comfortable public realm that is supported by building use; and,
- A reserved critical mass of space for services and facilities serving residents and visitors.

In the animation areas at least 70% of the length of the ground floor frontage must contain active uses. Active ground floor uses include a wide variety of retail, service, gallery, studio and community uses. The remaining 30% allows for such elements as building breaks and entrances to uses above the ground floor. Within ground floor animation areas:

- Each ground floor unit must have direct access from a public walkway
- Ground floor projections such as signage and canopies are encouraged and may be permitted to encroach into public rights-of-way.
- Materials with a high level of transparency should be used.
- Residential units at-grade fronting onto the street are prohibited.

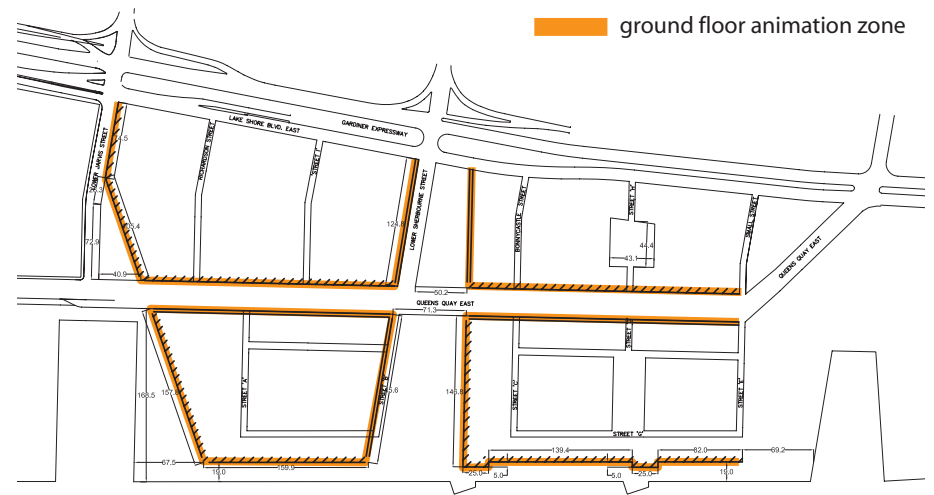


Figure 4.4.2 East Bayfront Animation Areas - Areas shown in orange require active ground floor use for minimum 70% of the length.





East Bayfront will have animated retail/commercial streets and quieter residential streets, both should be designed to promote the quality of the public realm.



#### 4.4.2 Ground Floor Animation Areas at Park Frontages

Where development parcels front onto the Jarvis Slip Open Space, the Waterfront Promenade and Sherbourne Park, active ground floor uses are required.

On the waterfront, ground floor uses in adjacent buildings are encouraged to “spill-over” into the first 5 metres of the Promenade through the provision of patios and open air market-style sales.

Along the eastern edge of Sherbourne Park, ground floor uses are encouraged to use the 5 metre set back area to support activity and amenity in the park. Uses may include patios, seating areas, open air markets or specialized landscaping.

Residential units at-grade are prohibited on these frontages.

#### 4.4.3 Residential Ground Floor Frontages

Outside of designated ground floor animation areas, residential units are permitted in ground floor levels. As with commercial ground floor uses, residential ground floor uses should be designed to define the public realm and support its objectives.

- Ground floor units fronting on public streets must have individual entrances onto the street.
- Residential ground floor units may be set back from the street edge to allow for landscaping, porches or other architectural treatment.
- Windows into residential units should be at least 1.2m above-grade and should be designed to ensure the privacy of occupants.

# DRAFT

## 4.5 Colonnade Frontages

Figure 4.5 indicates the locations where a pedestrian colonnade is required as part of the ground floor building structure.

A continuous convertible colonnade along selected frontages is a signature element of the East Bayfront design. The first version of this was developed by Corneil and Stinson at York Quay Centre in Harbourfront. The idea is to provide a colonnade with a movable glazing screen that allows two modes of operation: glazing screen up – traditional colonnade, and glazing screen down – a climate modified single aspect galleria.

The minimum colonnade provision for East Bayfront requires a **clear passage width of 3.5m and clear height of 5m.**

- The colonnade opening may be as much as 8.5m to allow for an effective underground parking grid and retail visibility at ground level.
- Retail signs may be placed on the exterior wall or glazing screen.
- The minimum height of a retracted glazing screen is 3m.

As part of the implementation of the East Bayfront Precinct Plan, the TWRC is carrying out a study of the colonnade frontages, resulting in detailed design specifications. Once developed, these specifications will act as the primary design guidance for colonnades in the East Bayfront.

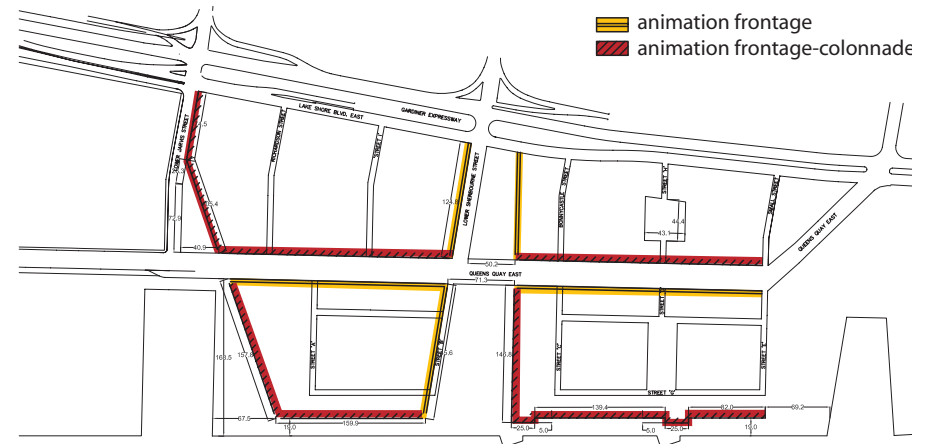


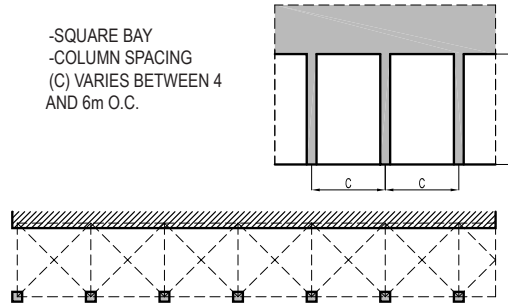
Figure 4.5 East Bayfront Colonnade Frontages: Areas shown in red must include a continuous colonnade with a clear passage at least 3.5m wide and a clear height of at least 5m.





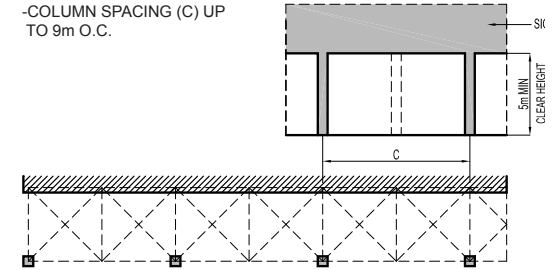
### EUROPEAN BASE MODEL

- SQUARE BAY
- COLUMN SPACING (C) VARIES BETWEEN 4 AND 6m O.C.



### NORTH AMERICAN ADAPTATION

- RECTANGULAR BAY
- COLUMN SPACING (C) UP TO 9m O.C.

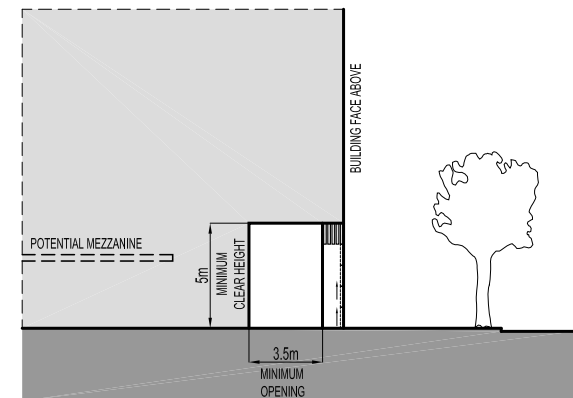
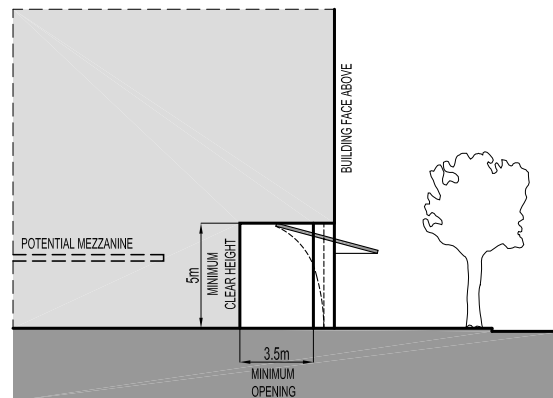
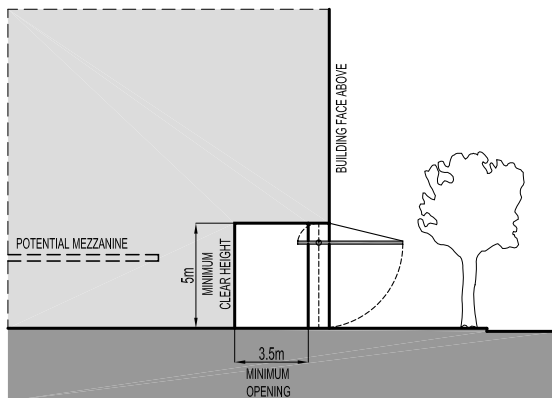


The colonnade should be dimensionally rooted in the evolved colonnade traditions but adapted to North American conditions. European colonnades have a large degree of consistency regardless of which period they were constructed from the Renaissance to the Torino modern version at Via Del Roma. The consistency is rooted in anthropomorphic arrangements such as couples passing which produces a minimum clear passage and a comfortable height to width ratio.

CONVERTIBLE COLONNADE  
Option 1 - PIVOT TYPE

CONVERTIBLE COLONNADE  
Option 2 - SLIDE TYPE

CONVERTIBLE COLONNADE  
Option 3 - LIFT TYPE



A colonnade with a movable glazing screen, “convertible colonnade” is desired in the East Bayfront. This configuration will allow two modes of operation: glazing screen up – traditional colonnade, and glazing screen down – a climate modified single aspect Galleria.

# DRAFT

Legend:

- 20m height zone
- 32m height zone
- 38m height zone
- 46m height zone
- 40m tower zone
- 120m tower zone



## TORONTO INNER HARBOUR

# 5.0

## Built Form and Massing

# DRAFT



The built form guidelines provided here are designed to ensure a high-quality public realm and vibrant, healthy and sustainable community life. Variety in built form and architectural expression is encouraged and positive relationships between structures are paramount. The guidelines may be applied in a variety of different ways. They provide flexibility to allow for creative design solutions and adaptation to changes in land use needs, market demand, architectural styles and material technologies.

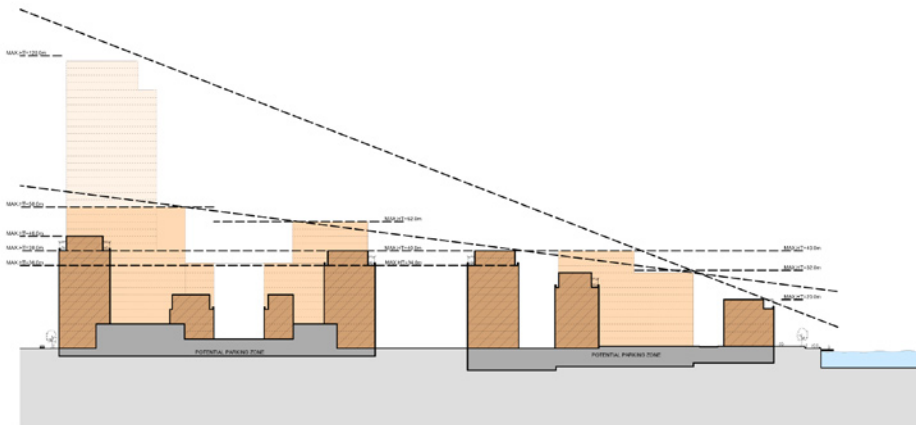
Built form in the East Bayfront is intended to be predominantly of medium height and mass, with taller buildings at key locations. Building height and orientation will establish a terraced relationship from the Lake Shore corridor stepping down to the water's edge to facilitate views to the lake and good sunlight access.

Wind study assessment of pedestrian comfort will be required for the towers and all buildings adjacent to public parks. These studies must be carried out by an accepted wind simulation agency and should demonstrate that building orientation and massing results in minimum impact on the public realm.

Sun/shadow studies will also be required for the point towers and all buildings adjacent to public parks. These studies should demonstrate that building massing and orientation results in minimum impact on the public realm.

The following section details built form guidelines based on the following elements:

- Building Heights
- Building Types
- Build-to Lines, Set backs and Step backs
- Block-by-block massing scenarios



Generally, buildings in the East Bayfront are mid-rise and step down toward the waters edge. Primary gateways are highlighted by distinctive architectural treatments.

### 5.1.1 General Building Height

The height of buildings in East Bayfront is regulated by both a general height provision and special height districts (see figures 5.1.1 and 5.1.2). Minimum and maximum building heights are stipulated throughout the district to achieve the principles for sun and lake orientation and the intended relationship to the public realm. Generally, building heights step down toward the waters edge and primary gateways are highlighted by distinctive architectural treatments.

### 5.1.2 Exceptional Height Districts

Exceptional height districts in the East Bayfront enable building forms that will mark gateways into precinct from downtown and the waterfront. These exceptional areas also allow for 3 - 4 storey penthouse structures above the base height limit for building articulation and as a distinctive design quality in the East Bayfront.

Additional built form rules and guidelines apply in the exceptional height districts to ensure that built form is compatible with the desired quality of the public realm and achieves the design objectives for the precinct.

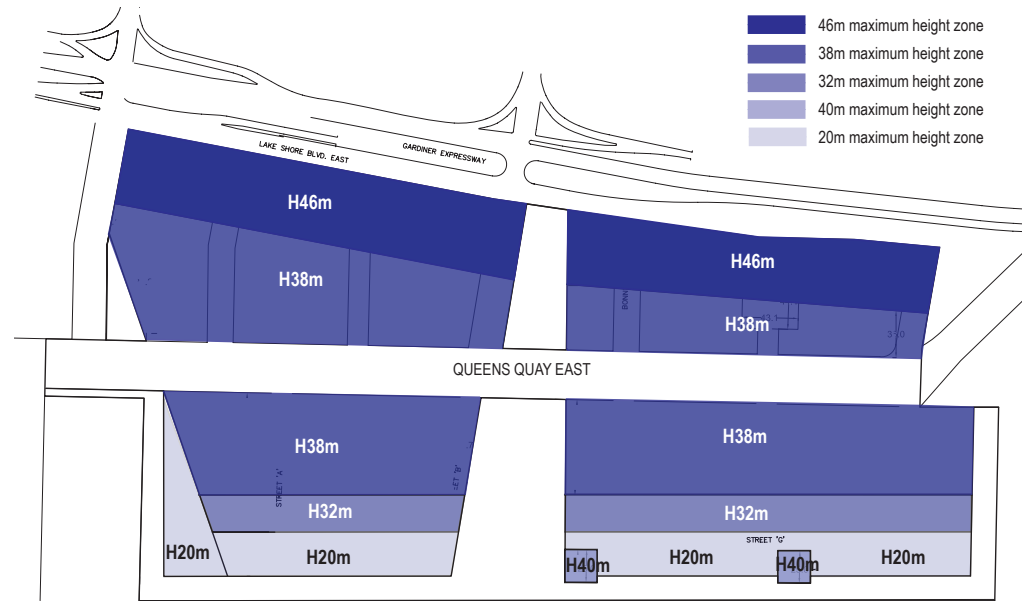


Fig. 5.1.1. General maximum building height zones in the East Bayfront

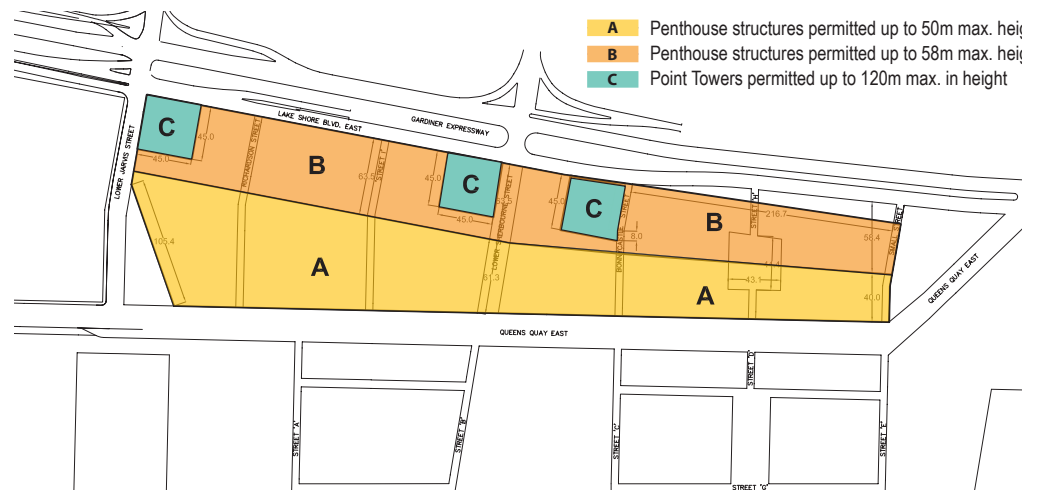


Fig. 5.1.2 Exceptional Height Districts - Penthouse structures are permitted up to 12m above the general height limit are permitted in areas A and B. Point towers are permitted in Area C. Restrictions on width, depth and set backs apply to these areas.

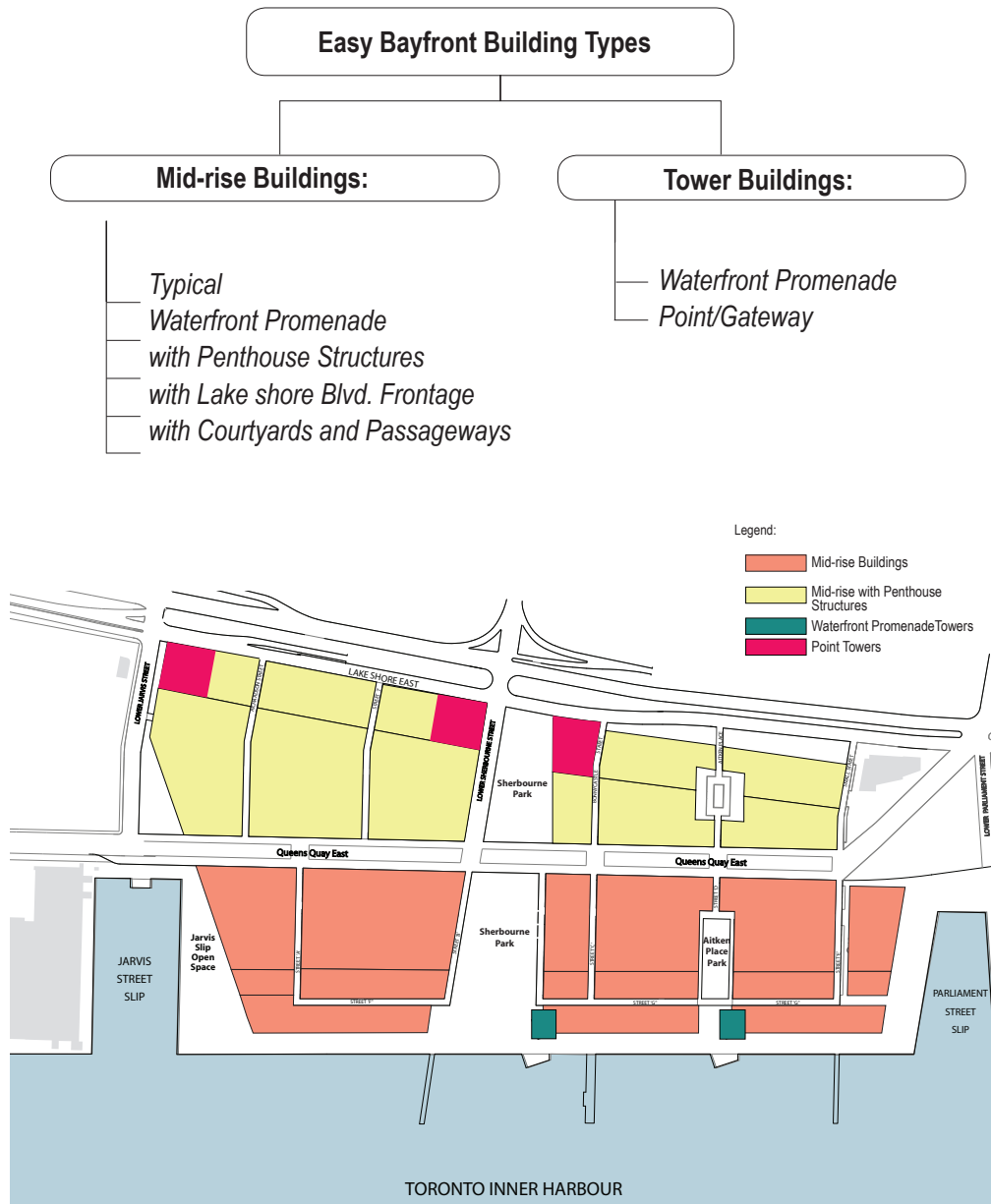


Fig. 5.2 East Bayfront building types by location.

**Mid-rise buildings** are the primary building type in the precinct. They form the street wall, which is designed to frame the public realm. Base building heights are generally scaled to the street environment using the principle of a 1:1 street width to building height ratio.

A variety of mid-rise building forms are anticipated, which vary according to site specific conditions. General mid-rise building forms will include:

- Typical Mid-rise
- Waterfront Promenade Mid-rise (along Waterfront Promenade)
- Mid-rise with penthouse structures (North side of Queens Quay)
- Mid-rise with Lake shore Boulevard frontage (North side of Queens Quay)
- Mid-rise facing courtyards and passageways

**Point towers** are envisioned at the primary gateways into the community: Jarvis Street, Sherbourne Street and, in future, Parliament Street. These landmark structures are given exceptional height but with assured slenderness.

**Waterfront promenade towers** at the foot of Sherbourne Street and Aitken Place Parks mark key nodes and act as destination points at the water's edge.

The Jarvis Slip development site and the school/community use site have been identified as special sites in both the Precinct Plan and the Zoning By-law (see section 4.1). Alternative building types and more flexibility in design approach may be required in these areas in order to facilitate their anticipated use.

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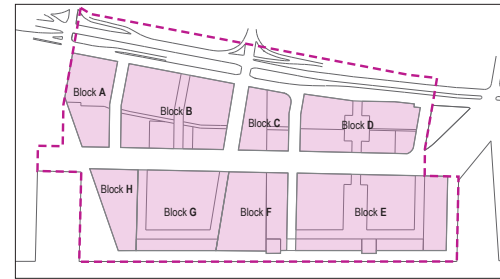
## 5.2.1 Mid-rise Building Types

### a) Typical Mid-rise

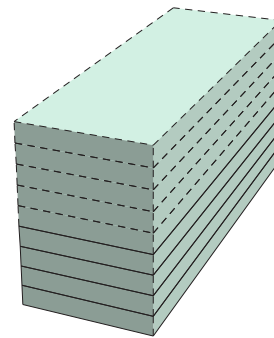
Mid-rise buildings are the predominant building type in the East Bayfront. In response to their location and adjacencies, the mid-rise buildings serve a variety of functions, including:

- Forming the frontages to public streets and parks and frame the public realm.
- Providing locations for active ground floor retail, service and community uses on primary streets.
- Providing for a variety of residential built form, including lofts, apartments, mews-style housing and townhouses, and are well-suited to family housing.
- Defining interior block courtyards and laneways and providing passive security to mid-block locations.
- Integrating point towers and other taller structures, where permitted.

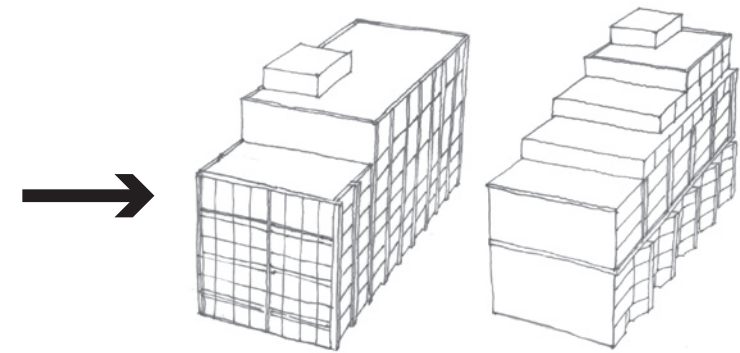
The mid-rise buildings are generally less than 38m in height, except on the Lake Shore Boulevard frontage, where the right of way width supports taller buildings up to 48m. Along key street and park frontages, there are rules imposed on base buildings to assure the desired public realm relationship. In general, however, the design parameters for base buildings are intended to encourage diverse architectural expression and allow maximum flexibility in building form and use.



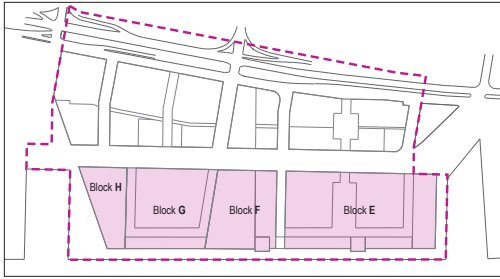
key map- blocks with typical mid-rise building type



Mid-rise Buildings -envelope



Typical Mid-rise- Loft or Apartment



key map- blocks with waterfront promenade mid-rise building type



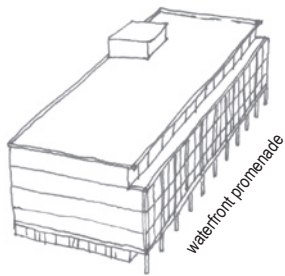
## b) Waterfront Promenade Mid-rise

Mid-rise buildings provide the frontage along the promenade. The location of these structures demands particular design consideration as the frontage onto a public space of local and regional significance.

The maximum permitted building height along the promenade is 20m to provide an appropriate scale relative to the 19m water's edge promenade. The ground floor areas fronting the promenade will contain animation uses and a continuous colonnade.



or



Waterfront Promenade Mid-rise

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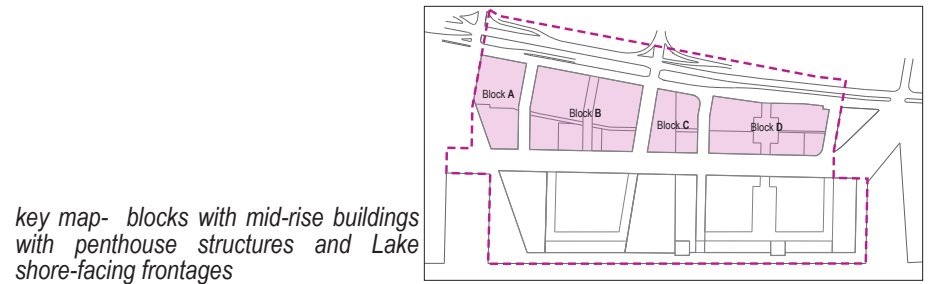
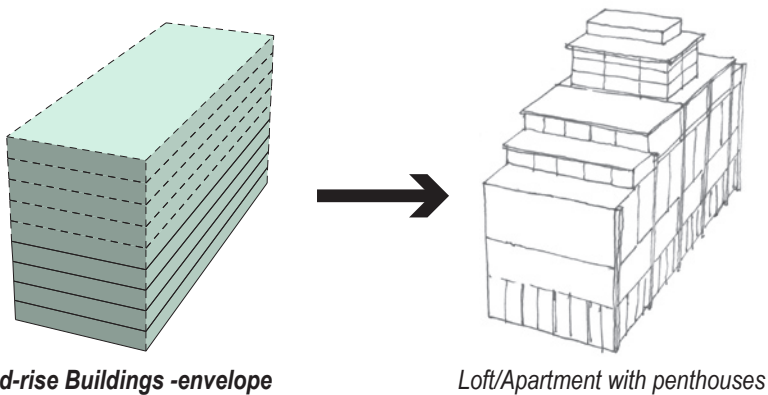
## c) Mid-Rise with Penthouse Structures

The East Bayfront Precinct Plan and Zoning By-law provide for additional penthouse elements above the base building height on the north side of Queens Quay. The structures are intended to:

- To allow for architectural detailing within the upper levels of mid-rise buildings
- To facilitate the intended terraced formation on the north-south axis
- To promote and facilitate use of roof tops as private and semi-private open space.

Penthouses are limited in width, depth, step back and spacing. As illustrated in Figure 5.2.1c, the following rules apply to penthouse structures:

- height: should not exceed 12m above the height of buildings on which they are situated;
- width: should not exceed 20m when viewed from the Lake Shore Boulevard and Queens Quay frontages;
- depth: should not exceed 40m when viewed from the Lake Shore Boulevard and Queens Quay frontages;
- Set backs: 5m from frontages onto Queens Quay or a public park and 3m from frontages onto all other streets;
- Spacing: a minimum of 30m spacing between penthouse levels facing onto Queens Quay and 10m spacing between structures facing onto Lake Shore Boulevard.



key map- blocks with mid-rise buildings with penthouse structures and Lake shore-facing frontages

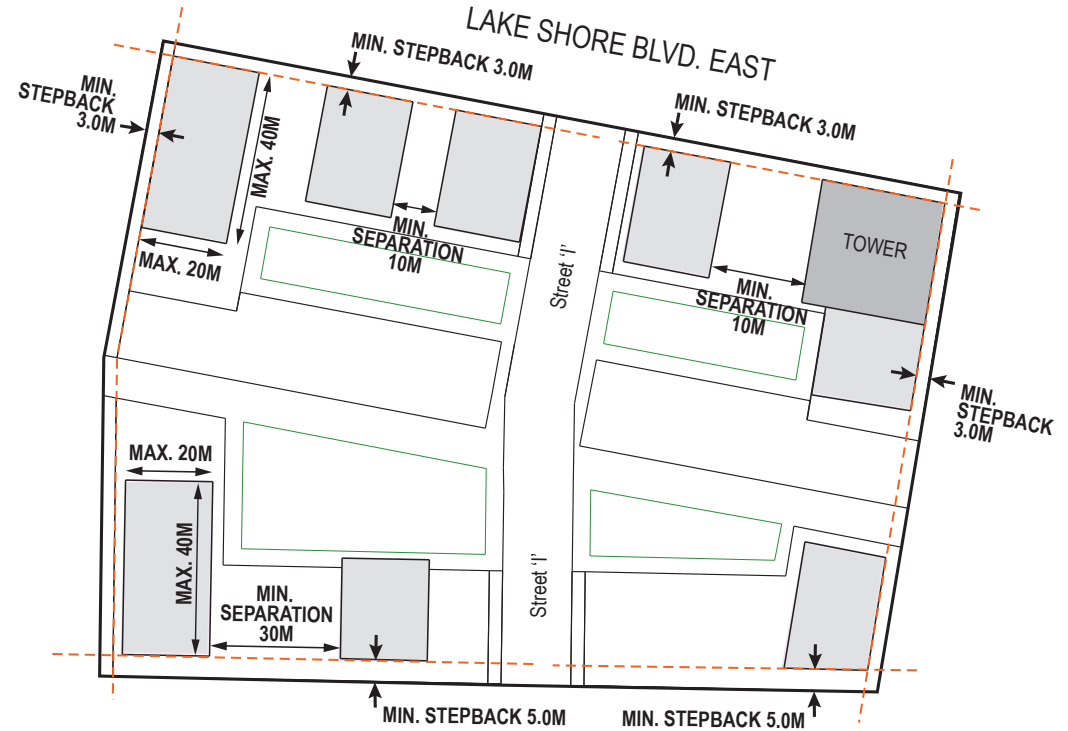


Fig. 5.2.1c. Penthouse structure parameters- dimensions, step backs, and separation distance. \*For penthouse structures adjacent to Point Towers, refer to Fig. 5.2.2b



## d) Mid-rise Buildings with Lake shore Boulevard Frontage

The current condition of the Lake Shore frontage poses unique challenges to development due to the close proximity of the Gardiner Expressway and its ramps. While the future of the Gardiner Expressway is unknown, development of parcels along the Lake Shore frontage should be designed to respond to current, and potential future, conditions with the Gardiner removed.

With or without the Gardiner, the aspiration for the corridor is a boulevard, a well-landscaped street with associated pedestrian sidewalks.

The street wall height along Lake Shore can range between 24-48 metres, and build-to lines and other built form conditions are reduced to allow for additional flexibility in responding to current conditions and the expansive width of the corridor.

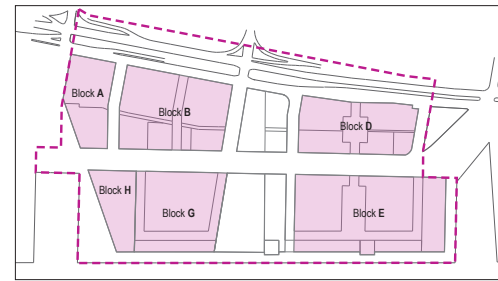
It is anticipated that with the Gardiner in place, there will be a desire to orient buildings to the south. Building types that would permit units to have primary living spaces oriented south towards the lake or overlooking an internal courtyard should be considered and explored.



## e) Mid-rise Buildings facing Courtyards and Passageways

Several of the blocks in the East Bayfront are large enough to allow for interior open spaces or courtyards. Since buildings facing courtyards do not have the benefit of fronting on public streets and parks that create good spacing relationships, additional design detailing is generally required to ensure logical building addressing and adequate open sky, sunlight and privacy.

- Opposing buildings facades that contain residential units, and do not front onto the public realm, should be at least 20m apart.
- The base height of residential building facades should be no greater than 20m at mid-block locations.
- Above the 20m base height, the building facade should be stepped back to allow greater sun and sky exposure.
- Bay terraces and other architectural articulations may have closer facing relationships provided that exposure to sky and sunlight are not compromised. These exceptions should be carefully designed to avoid overlook and ensure privacy.
- Where mid-block buildings have inside corner conditions, they should be designed to prevent views into adjacent units and buildings by controlling windows including size, type, location, transparency and screening.

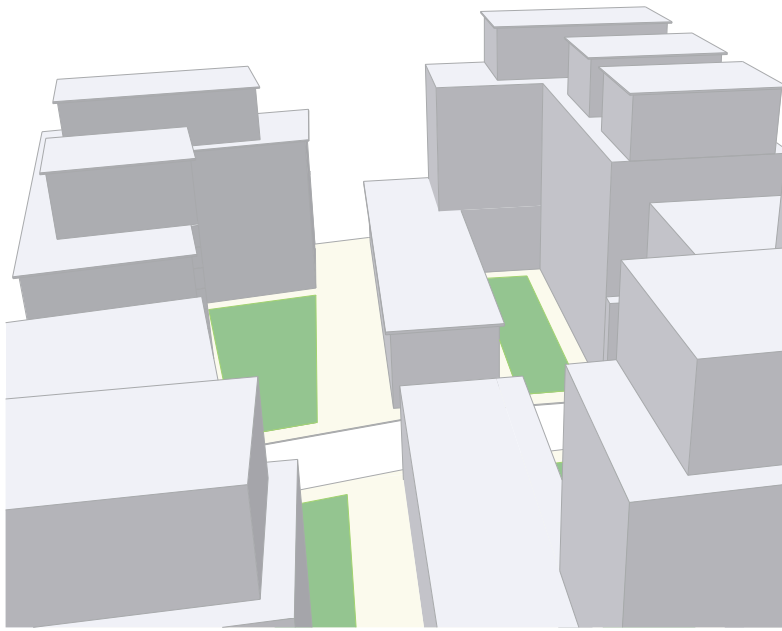


key map- blocks with mid-rise building types facing courtyards and passageways



Figure 5.2.1e - Sample block with residential units facing interior courtyards. Mid-block passageways, both pedestrian-only or with vehicles, provides east-west physical and visual connections.

# DRAFT



*Mid-rise Buildings facing courtyards and passageways -envelope*



*courtyards and passageways*



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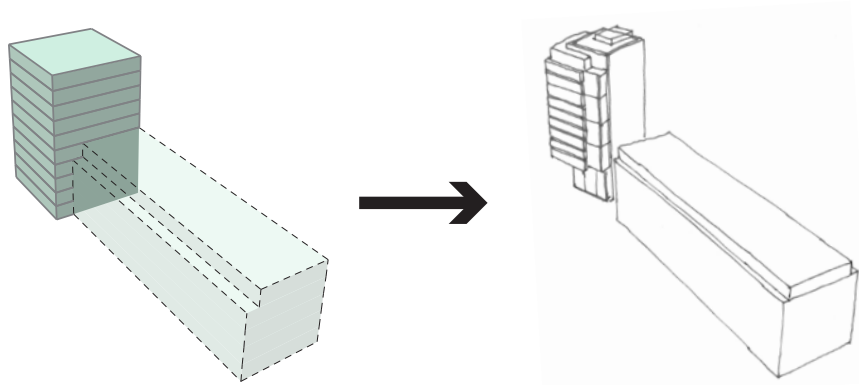
## 5.2.2 Tower Buildings

### a) Waterfront Promenade Towers

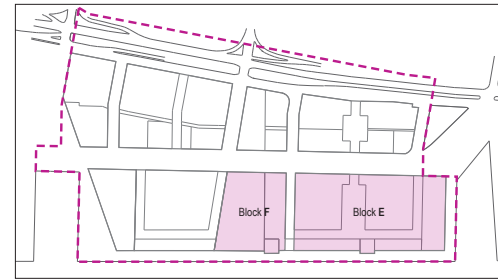
The Precinct Plan calls for two special gateway buildings along the waterfront promenade and located as focal points at the foot of both Sherbourne and Aitken Place Parks. These are intended as distinct buildings having iconic purpose in the community. In each case, the structures may be free standing or may form part of mid-rise buildings along the water's edge.

These structures:

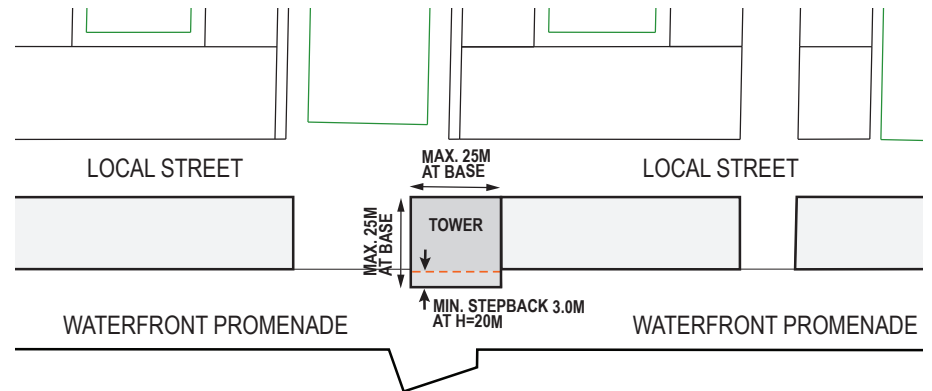
- May be occupied by any permitted non-residential uses above the ground level.
- Must contain active ground floor uses for at least 70% of the ground floor frontage onto public open spaces.
- May not exceed 40m in height.
- Must be set back a minimum of 3m from the face of the building base above the 20m base height.
- Should include architectural detailing that is consistent with their roles as prominent buildings along the water's edge and adjacent to public parks.



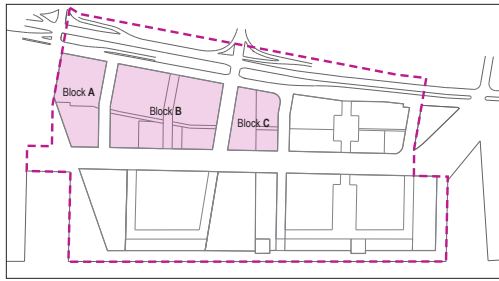
**Waterfront Promenade Towers -envelope**



*key map- blocks with waterfront promenade tower type*



*Fig. 5.2.2a. Waterfront promenade tower parameters - dimensions and step backs. Tower structure may form part of waterfront promenade mid-rise buildings.*



key map- blocks with point tower type

## b) Point Towers

The tower sites at Jarvis and Sherbourne Streets allow structures of up to 120m in height. These buildings are designed to achieve intensification objectives and provide a civic purpose as gateways into the precinct.

### *Iconic Obligations*

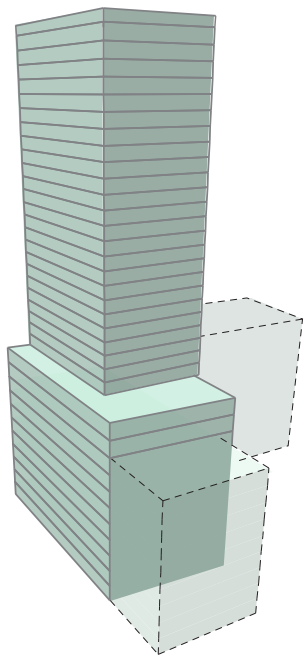
Point towers in the East Bayfront form sentinels at significant points of entry to the waterfront. Their visibility in the skyline, as seen from the water and to the lake, places obligations on the buildings to be elegant objects. Design guidelines for the point towers are meant to provide flexibility for an array of design interpretations. The final design of these buildings will be reviewed for their quality as iconic elements.

### *Slenderness and Floor Plate*

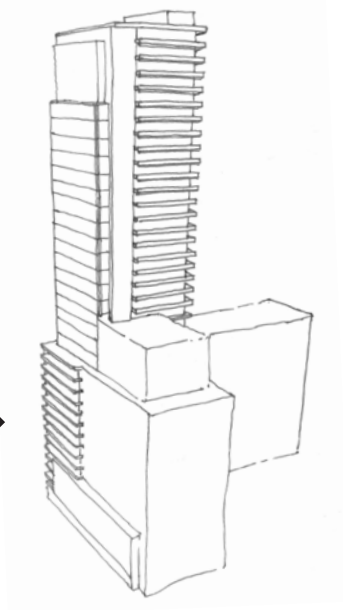
Point towers will be visible from many angles and directions, therefore, a special principle will be utilized to assure their slenderness: the 40m diameter rule. The intention of this rule is to assure slenderness from all directions while allowing a wide range of configurations and floor plate sizes. **No portion of the tower above a height of 58m will be allowed to have a dimension greater than 40m, measured from exterior wall to exterior wall at the level of the floor.**

### *Transition*

Special provisions are in place to facilitate more complex design relationships between tower structures and contiguous street wall buildings. A transition is allowed between the relevant base building height and the portion of the tower above 58m. In this transition zone, the dimension of the tower may be greater than 40m, provided that the width of the building does not exceed 60m, measured parallel to any lot line facing a street (see figure 5.2.2b on page 54)

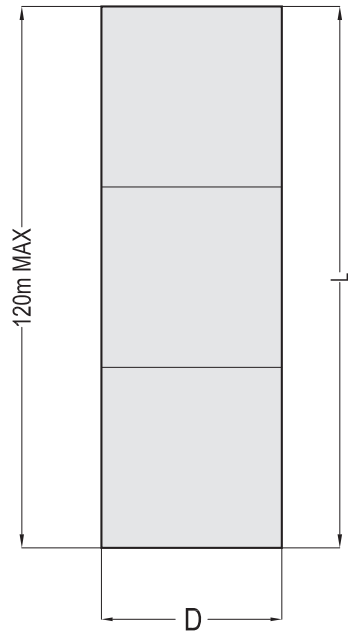


Point Towers -envelope



Point tower above base height buildings with penthouse structures

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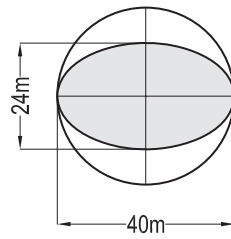
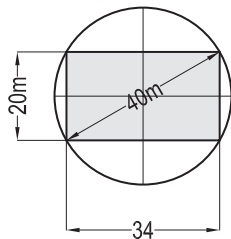
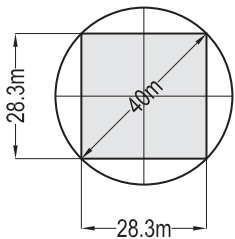
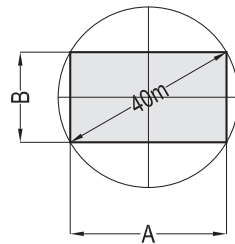
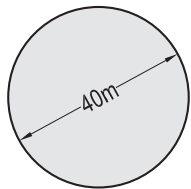


D - MAXIMUM FLOOR PLATE DIAMETER (DIAGONAL) IN ANY DIRECTION

L - TOWER HEIGHT

A - TOWER WIDTH

B - TOWER DEPTH



The Slenderness Rule- Tower dimensions are governed by a maximum 40m in any direction from any floor plate above 58m height.

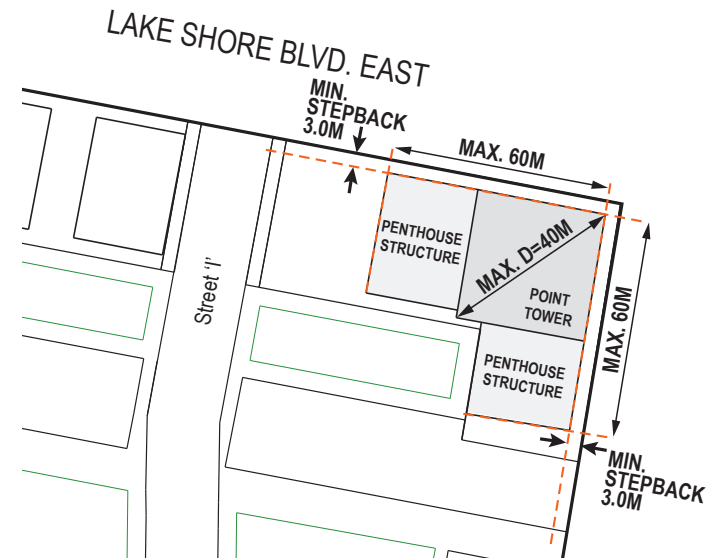


Fig. 5.2.2b. Point tower parameters- dimensions, step backs penthouse structures adjacent to towers.

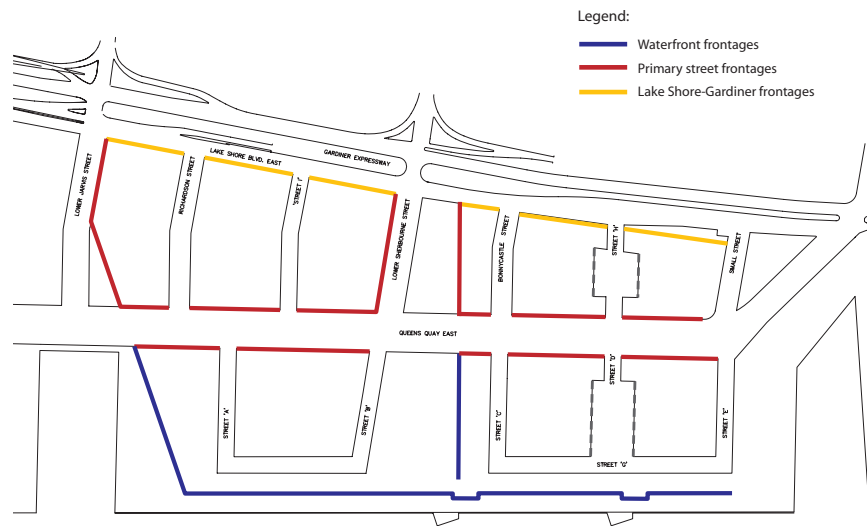


Figure 5.3 - East Bayfront Build-to Lines on Primary Frontages

Buildings in the East Bayfront are to be built to stipulated build-to lines and set backs, which define both the height of the building base and the distance of the building face edge from the street edge. These parameters are designed to promote:

- Public open space and street visual cohesion
- Aligned pedestrian frontages for retail continuity
- Built form that preserves the amenity of the interior of blocks
- Visual screening of taller elements behind principal frontage

The parameters for the built-to lines and set backs vary in response to five general types of street conditions:

- Queens Quay Boulevard, Lower Jarvis and Lower Sherbourne frontages
- Sherbourne Park frontage
- Lake Shore-Gardiner corridor frontage
- Aitken Place Park frontage
- Waterfront Promenade frontage

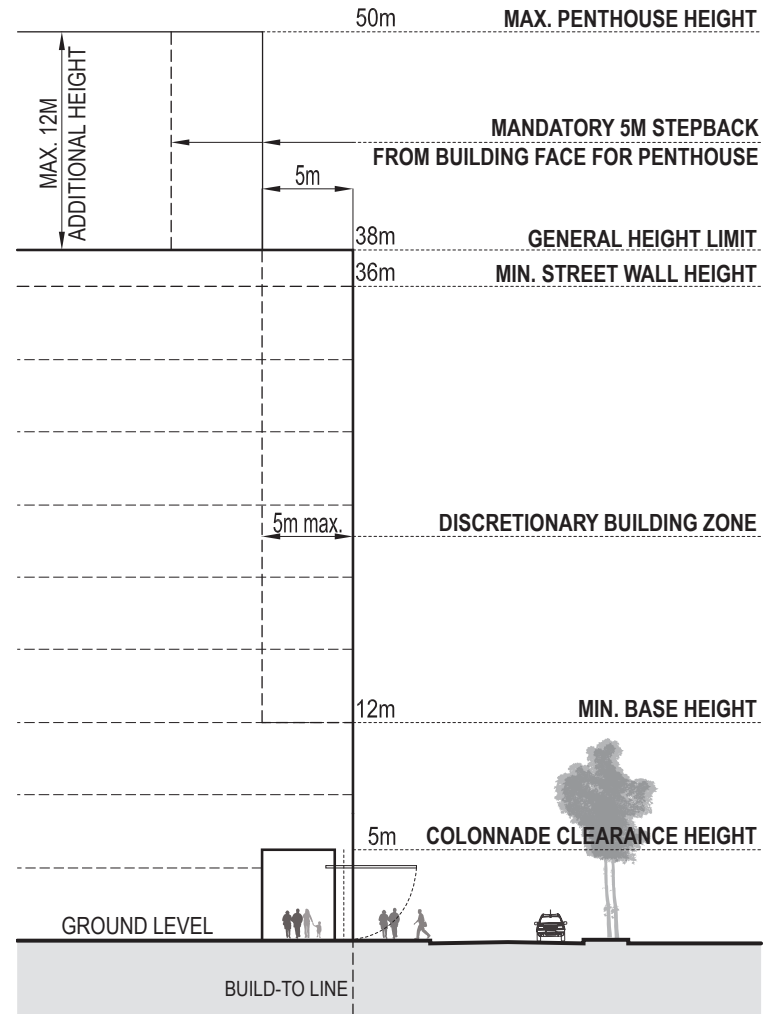
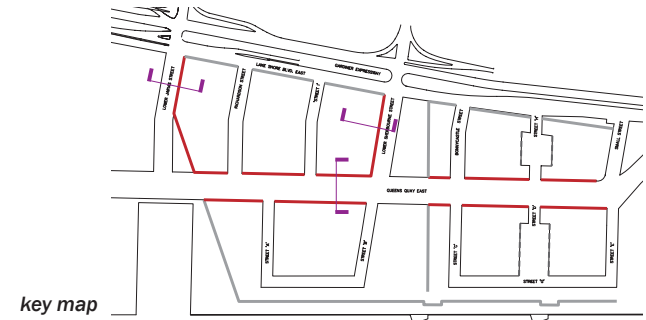
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## A Queens Quay, Lower Sherbourne and Lower Jarvis Frontages

Along Queens Quay, the north side of Lower Sherbourne Street and Lower Jarvis Street, the following parameters apply:

Base height:	<ul style="list-style-type: none"> <li>• Minimum 12m</li> </ul>
Base build-to line:	<ul style="list-style-type: none"> <li>• Exterior building face of the building base must be within 15cm of the lot line abutting the street.</li> </ul>
Street wall height:	<ul style="list-style-type: none"> <li>• Min 36m</li> </ul>
General height limit:	<ul style="list-style-type: none"> <li>• Max 38m or 46m depending on location</li> </ul>
Step back above 12m base height:	<ul style="list-style-type: none"> <li>• Max 5m from the lot line</li> </ul>
Penthouse height (north of Queens Quay only):	<ul style="list-style-type: none"> <li>• Max 12m above general height limit (50m or 58m depending on location)</li> </ul>
Penthouse and Tower Step backs Queens Quay and Park Frontages:	<ul style="list-style-type: none"> <li>• Min 5m set back from building face at applicable general height limit</li> </ul>
All other street frontages including local streets:	<ul style="list-style-type: none"> <li>• Min 3m set back from the building face at applicable general height limit</li> </ul>

Note: General height limits and base built-to line requirements are mandatory for at least 85% of the building frontage. Recessed balconies or colonnades may be included as part of the building face area.

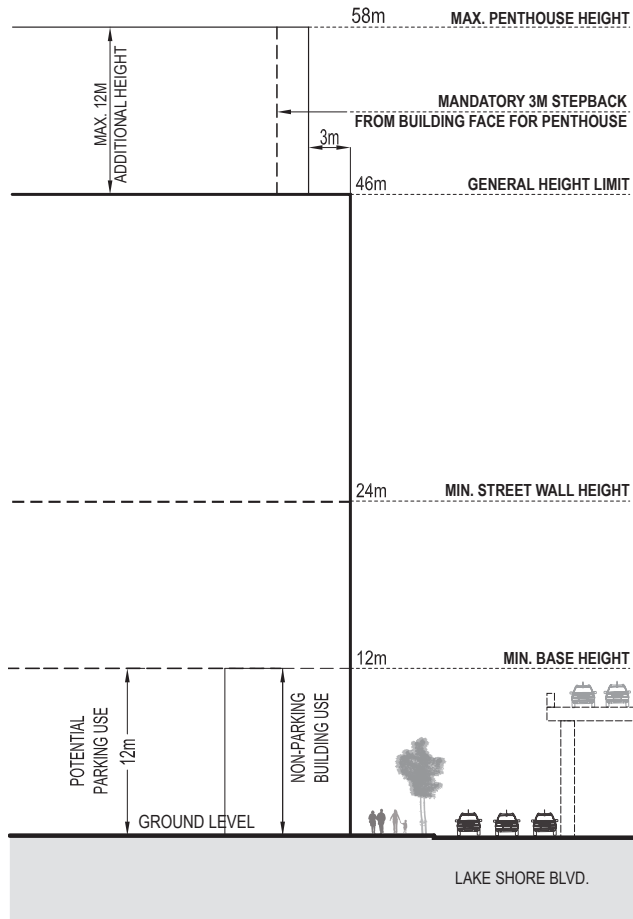
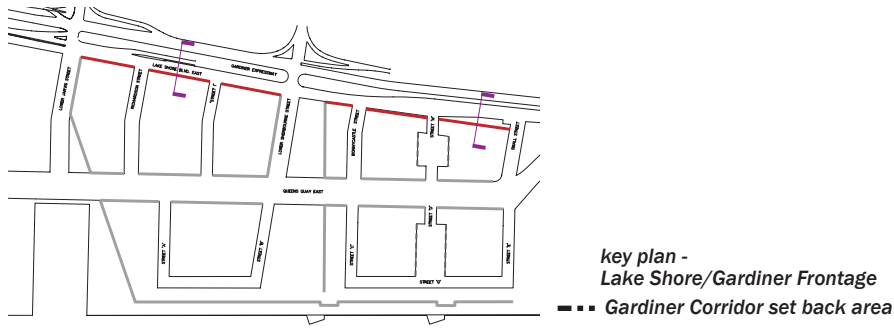


Frontage A - Queens Quay East - North Side



## B Lake Shore Boulevard East Frontage

The Lake Shore Road frontage requires special treatment due to the proximity of the Gardiner Expressway structure. Along the Lake Shore Road East frontages the following parameters apply:



Frontage B - Lake Shore Boulevard East Gardiner corridor frontage

Street wall height	<ul style="list-style-type: none"> <li>• Min 24m</li> </ul>
General height limit:	<ul style="list-style-type: none"> <li>• Max 46m - Maximum street wall height corresponds to probable Lake Shore Corridor width should the Gardiner Expressway be removed.</li> </ul>
Penthouse height:	<ul style="list-style-type: none"> <li>• Max 12m above general height limit (58m)</li> </ul>
Penthouse step back:	<ul style="list-style-type: none"> <li>• Min 3m from the floor below</li> </ul>
Lake Shore/ Gardiner set back:	<ul style="list-style-type: none"> <li>• A special set back provision is defined in the Zoning By-law for lands at the eastern extent of the Lake Shore Road frontage to ensure adequate separation of built form from the Gardiner Expressway.</li> </ul>

Note: Street wall height requirements are mandatory for at least 85% of the building frontage.

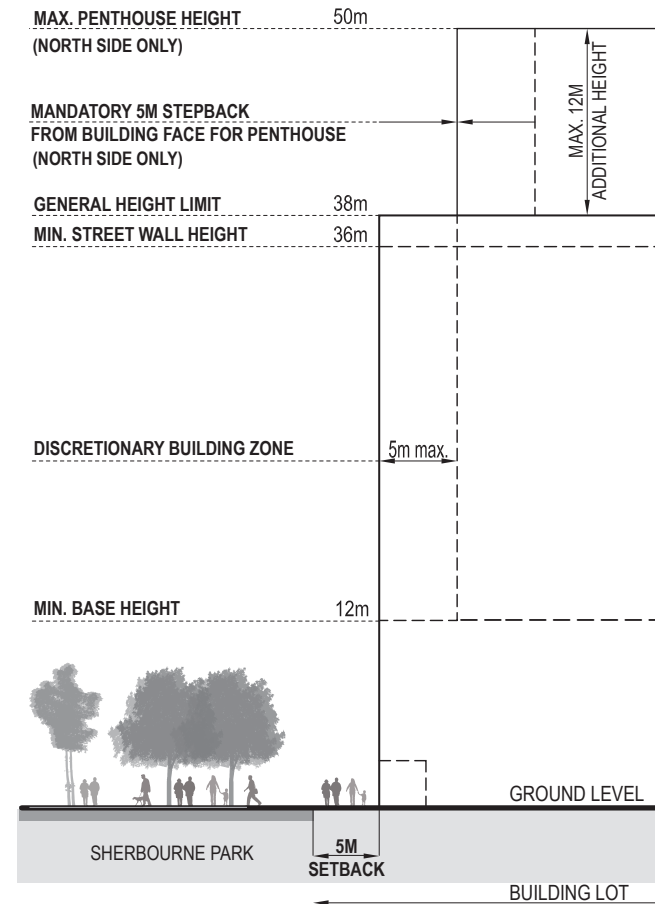
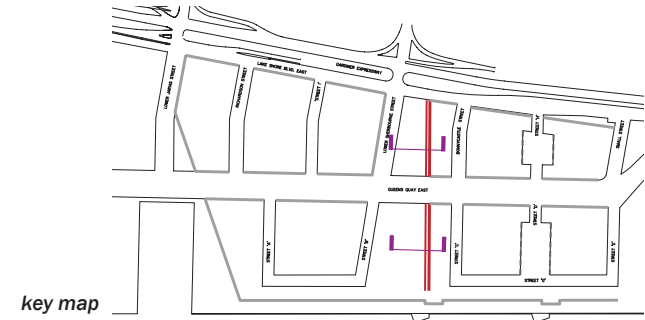
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## C Sherbourne Park Frontage

Along the eastern edge of Sherbourne Park, the following parameters apply:

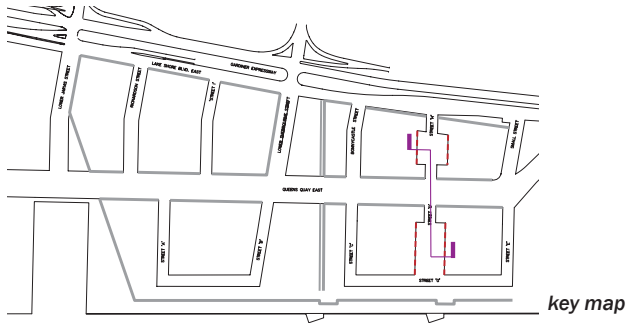
Above-grade set back to Sherbourne Park:	<ul style="list-style-type: none"> <li>• 5m from the lot line</li> </ul>
Base height:	<ul style="list-style-type: none"> <li>• Minimum 12m</li> </ul>
Base build-to line:	<ul style="list-style-type: none"> <li>• Exterior building face of the building base must be within 15cm of the setback line on the north side and 10cm on the south side.</li> </ul>
Street wall height:	<ul style="list-style-type: none"> <li>• North side: Min 36m</li> <li>• South side: Min 20m</li> </ul>
General height limit:	<ul style="list-style-type: none"> <li>• North side: Max 38m or 46m depending on location</li> <li>• South side: Max 32 to 38m depending on location</li> </ul>
Step back above 12m base height:	<ul style="list-style-type: none"> <li>• Max 5m from set back line (north side only)</li> </ul>
Penthouse height:	<ul style="list-style-type: none"> <li>• Max 12m above general height limit (north side only)</li> </ul>
Penthouse and Point Tower Step backs:	<ul style="list-style-type: none"> <li>• Min 5m set back from building face at applicable general height limit on primary street and park frontages (3m on local streets)</li> </ul>
Waterfront Promenade Tower Step back:	<ul style="list-style-type: none"> <li>• Min 3m set back from the building face at applicable general height limit</li> </ul>

Note: General height limits and base built-to line requirements are mandatory for at least 85% of the building frontage. Recessed balconies or colonnades may be included as part of the building face area.



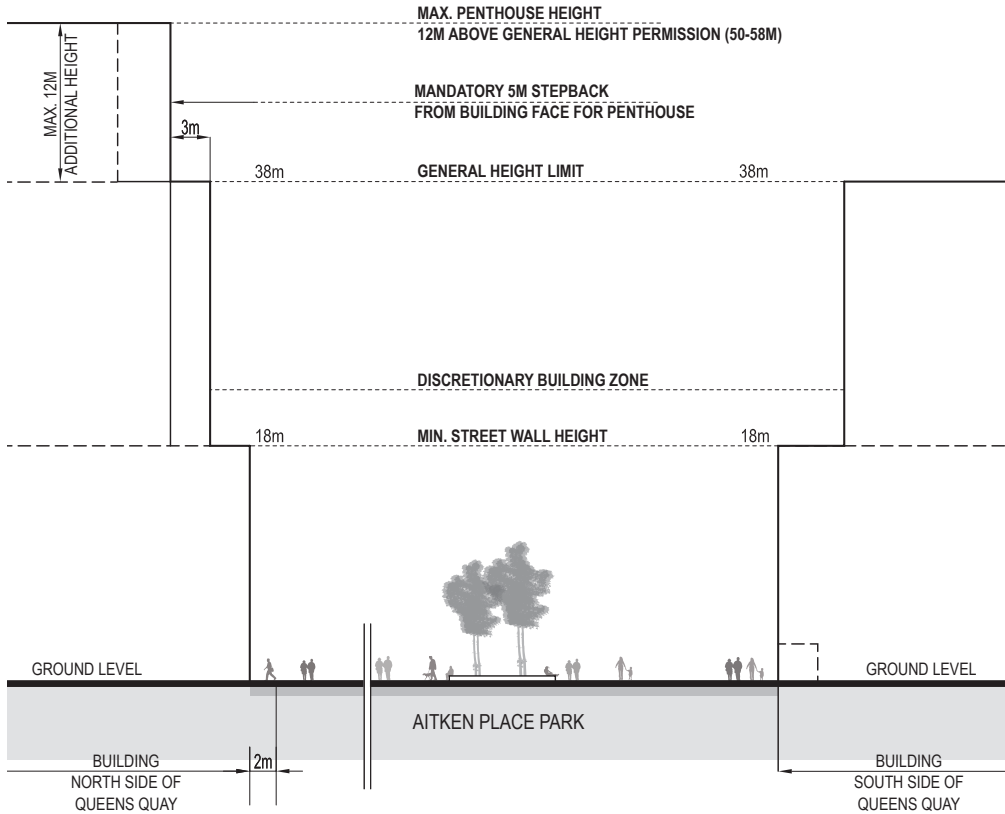
Frontage C - Section through Sherbourne Park North of Queens Quay

## D. Aitken Place Frontage



Street wall height	<ul style="list-style-type: none"> <li>• Min 18m</li> </ul>
General height limit:	<ul style="list-style-type: none"> <li>• Max: varies based on distance from water's edge</li> </ul>
Set backs:	<ul style="list-style-type: none"> <li>• Buildings must be set back a minimum of 2m and a maximum of 2.5m from the lot line.</li> </ul>
Penthouse height (north of Queens Quay)	<ul style="list-style-type: none"> <li>• Max 12m above general height permission (50m or 58m depending on location)</li> </ul>
Penthouse step back (north of Queens Quay)	<ul style="list-style-type: none"> <li>• Min 3m from the face of the building base</li> </ul>
Promenade tower height limit:	<ul style="list-style-type: none"> <li>• Min 18m Max 40m</li> </ul>
Promenade tower set back (south of Queens Quay):	<ul style="list-style-type: none"> <li>• Min 3m above 20m base condition fronting the park or promenade</li> </ul>

Note: General height limits are mandatory for at least 85% of the building frontage.



Frontage D - Section through Aitken Place North of Queens Quay

Section through Aitken Place South of Queens Quay

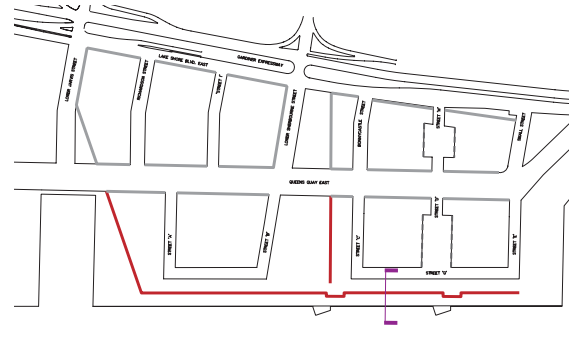
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## E Waterfront Promenade Frontage

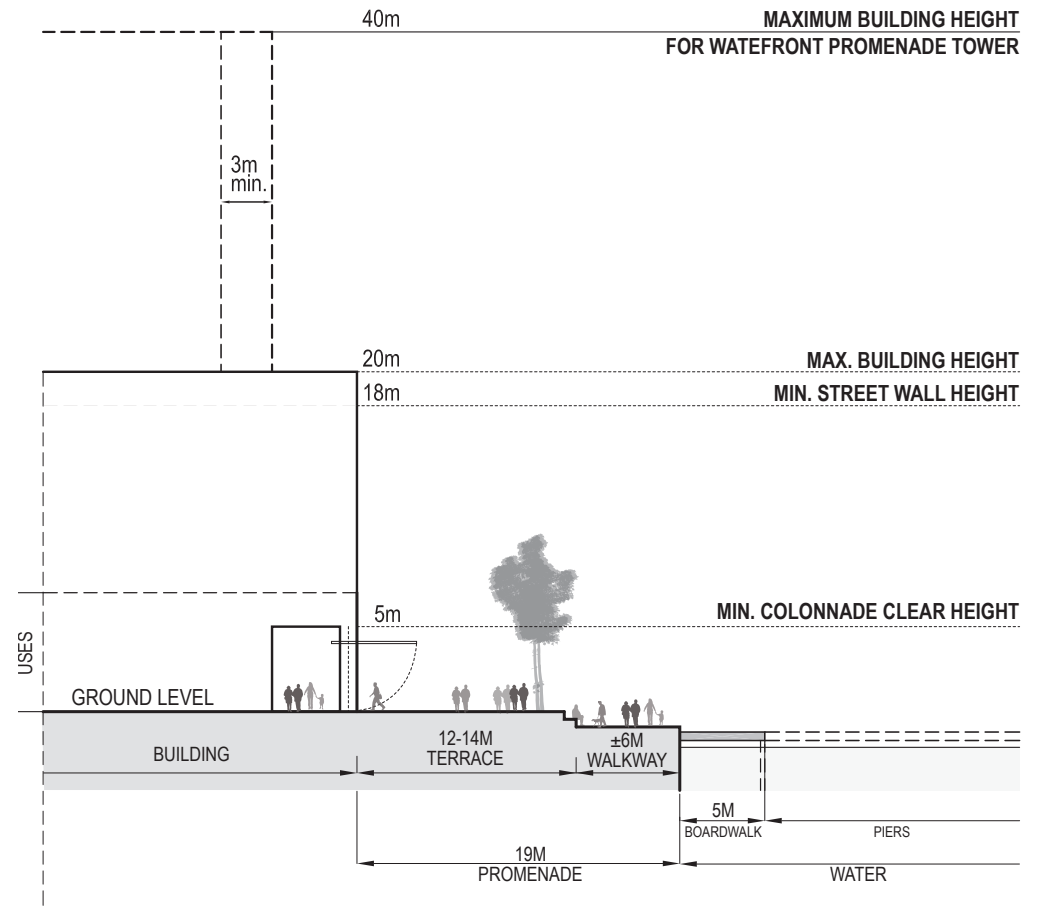
Along waterfront promenade frontages the following parameters apply:

Minimum street wall height:	• Min 18m
General height limit:	• Max 20m
Build-to lines:	• Exterior building face of building base must be within 10cm of lot line abutting the waterfront promenade
Promenade tower height limit (where permitted):	• Min 18m Max 40m
Promenade Tower Step back above 20m:	• Min 3m from the face of the building base fronting onto the promenade

Note: General height limits and built-to line requirements are mandatory for at least 85% of the building frontage which allows for entrances, building breaks and architectural variation. Recessed balconies or colonnades may be included as part of the building face area.



key map



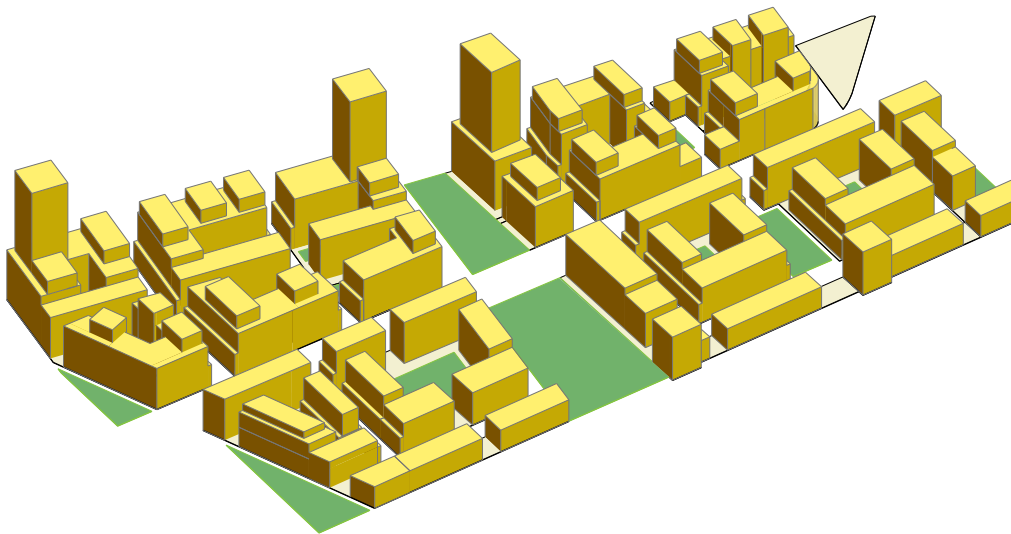
Frontage E - Section through waterfront promenade showing mid-rise buildings and small tower in the background.

# DRAFT

## 5.4 Block-by-Block Massing Scenarios

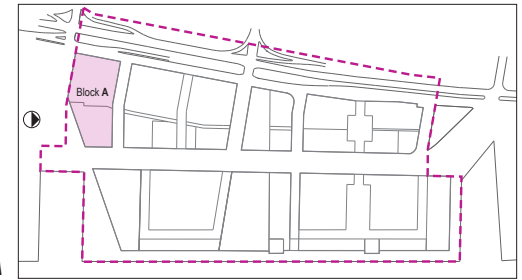
This section complements the general open space and built form guidelines as an illustrative example of how the rules and guidelines might be applied to each block. Each block plan illustrates build-to lines and setbacks and general building types, as well as possible massing, building locations and heights. Frontages at prominent locations, are identified, as are primary building frontages that relate to the street.

The intent of the block plans is to suggest one potential massing approach, based on Zoning By-law controls for setbacks, step backs, height, floorplate sizes, land use, building spacing and landscaping provision. Many other design approaches are possible. Final massing and detailing of the blocks can differ from the plans illustrated in this section, but should, as much as possible, maintain the overall East Bayfront vision and principles and be consistent with the intent of the urban design guidelines.

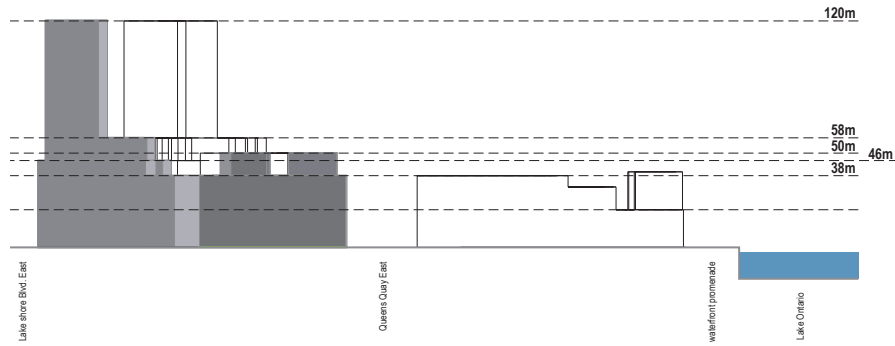


# DRAFT

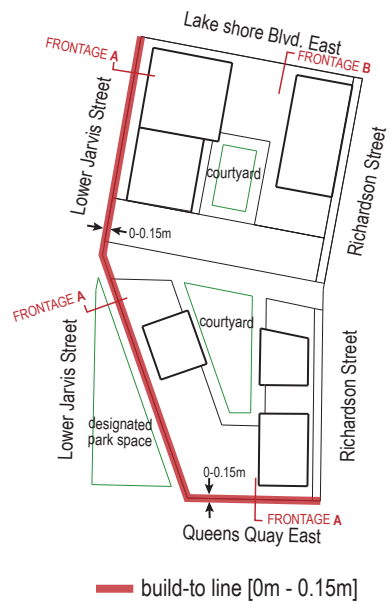
## Development Block A



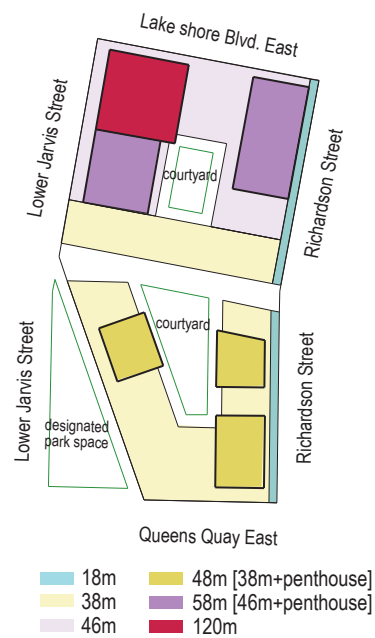
key map- Development Block A



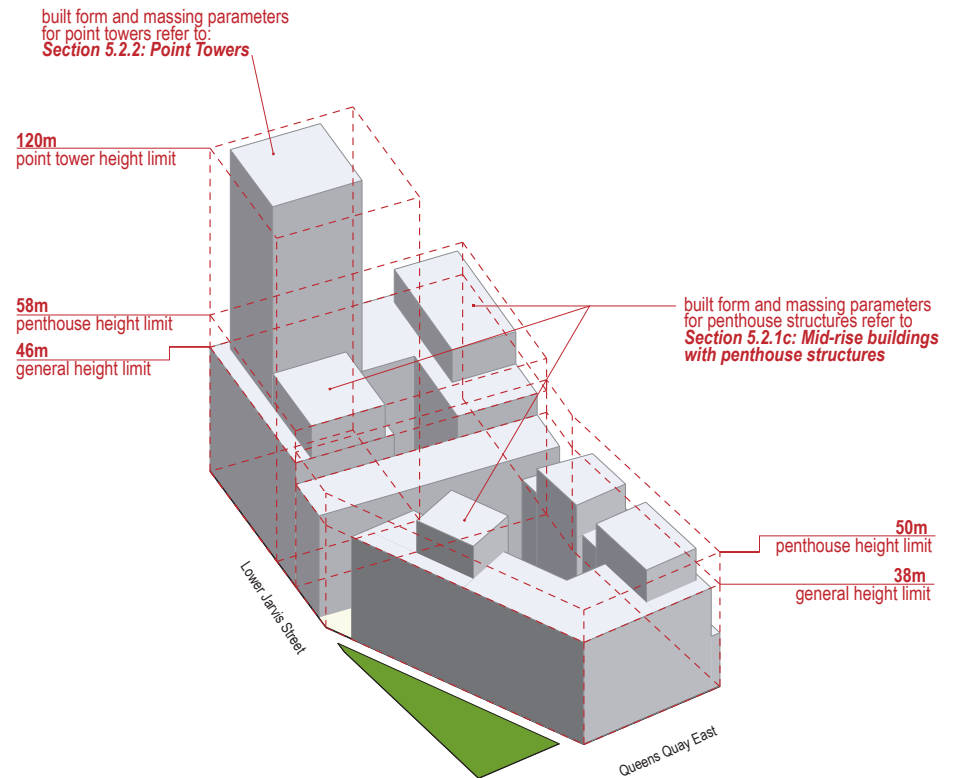
Block A elevation



Build-to Lines and Setbacks: Block A  
\*\*for Frontage conditions see Section 5.3 Setback and Step backs



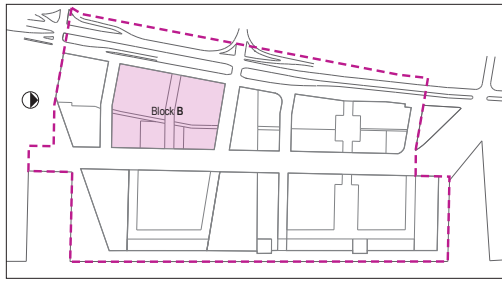
Heights and Step backs: Block A



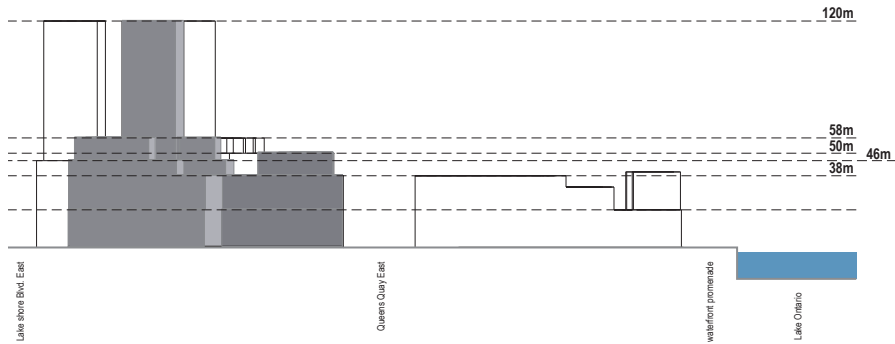
Building Envelope -Block A  
\*\*for built form and massing parameters refer to Section 5.2 Building Types

# DRAFT

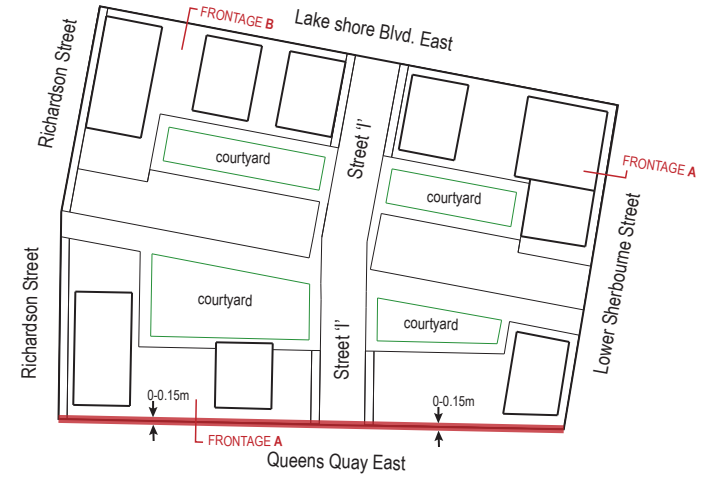
## Development Block B



key map- Development Block B



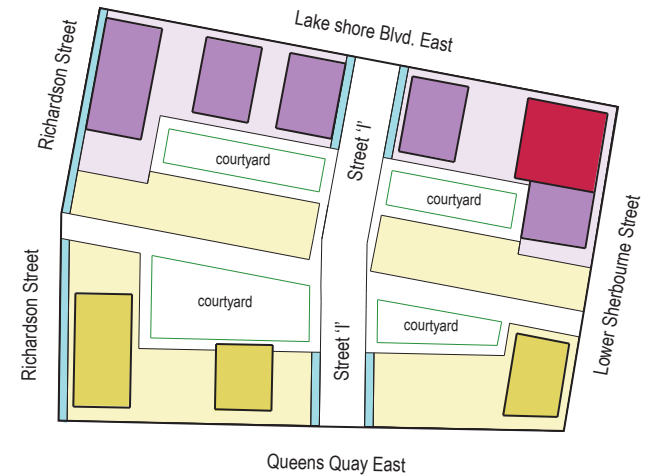
Block B elevation



— build-to line [0m - 0.15m]

Build-to Lines and Setbacks: Block B

\*\*for Frontage conditions see Section 5.3 Setback and Step backs



18m 48m [38m+penthouse]  
 38m 50m [46m+penthouse]  
 46m 58m [46m+penthouse]  
 120m

Heights and Step backs: Block B

built form and massing parameters for point towers refer to: **Section 5.2.2: Point Towers**

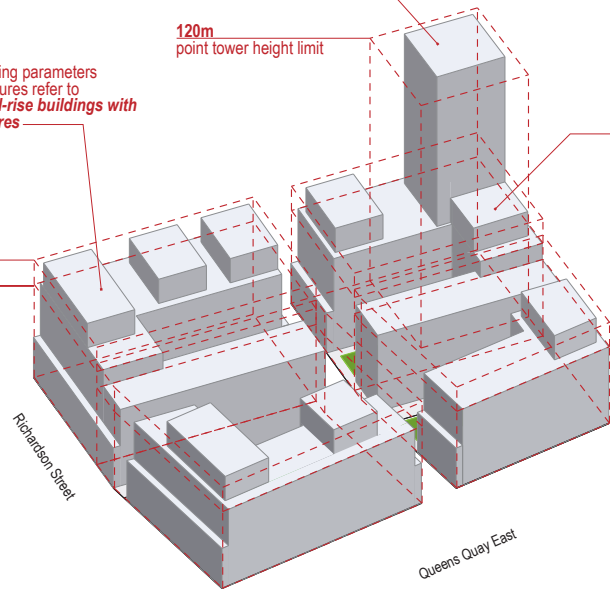
120m point tower height limit

built-form and massing parameters for penthouse structures refer to **Section 5.2.1c: Mid-rise buildings with penthouse structures**

built-form and massing parameters for penthouse structures refer to **Section 5.2.1c: Mid-rise buildings with penthouse structures**

58m penthouse height limit  
46m general height limit

50m penthouse height limit  
38m general height limit

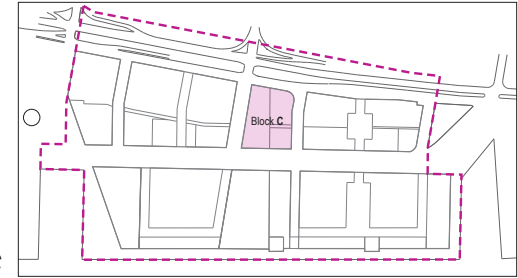


Building Envelope -Block B

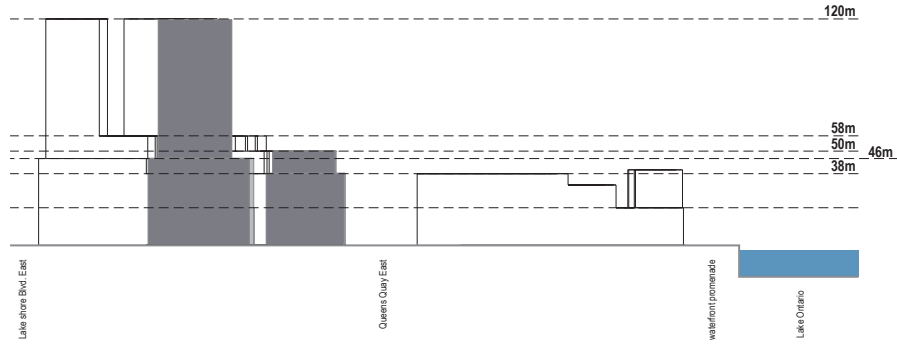
\*\*for built form and massing parameters refer to Section 5.2 Building Types

# DRAFT

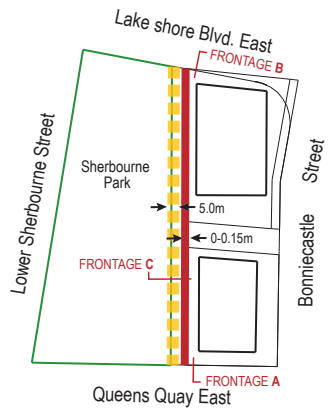
## Development Block C



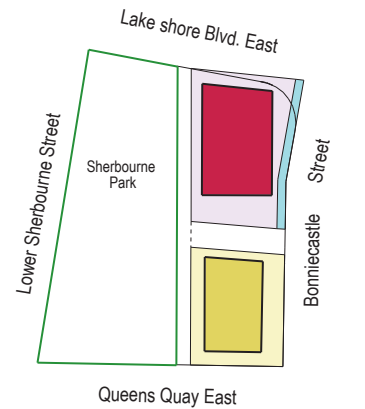
key map- Development Block C



Block C elevation



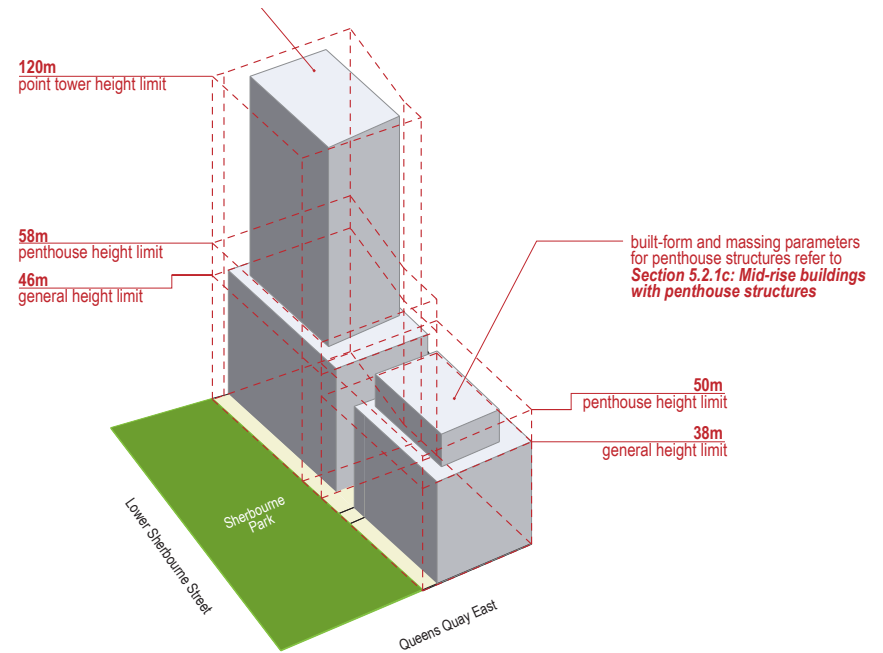
- build-to line [0m - 0.15m]
- setback [5m]



- 18m
- 38m
- 46m
- 58m [46m+penthouse]
- 120m
- 48m [38m+penthouse]

Build-to Lines and Setbacks: Block C  
\*\*for Frontage conditions see **Section 5.3 Setback and Step backs**

Heights and Step backs: Block C

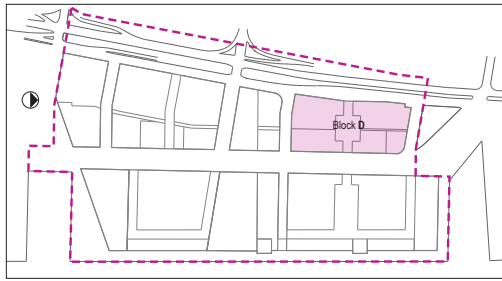


Building Envelope -Block C  
\*\*for built form and massing parameters refer to **Section 5.2 Building Types**

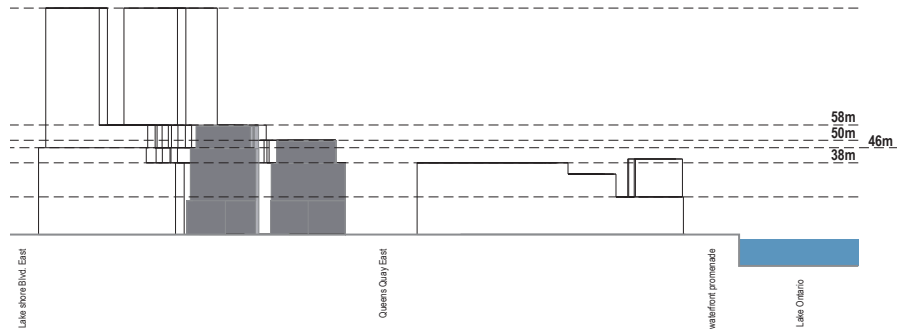


# DRAFT

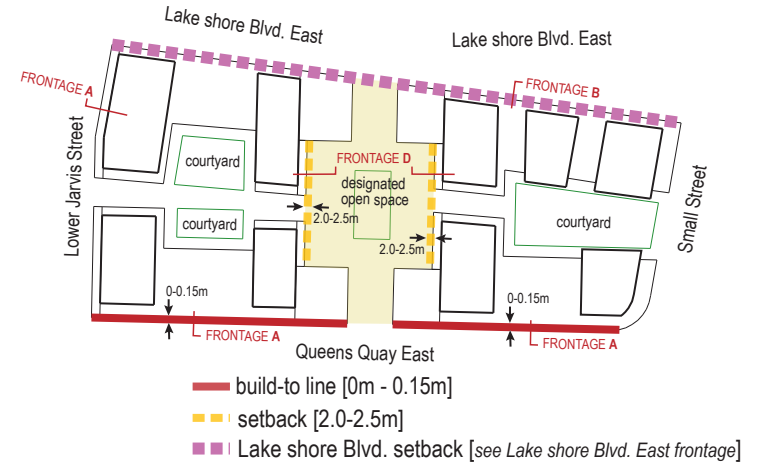
## Development Block D



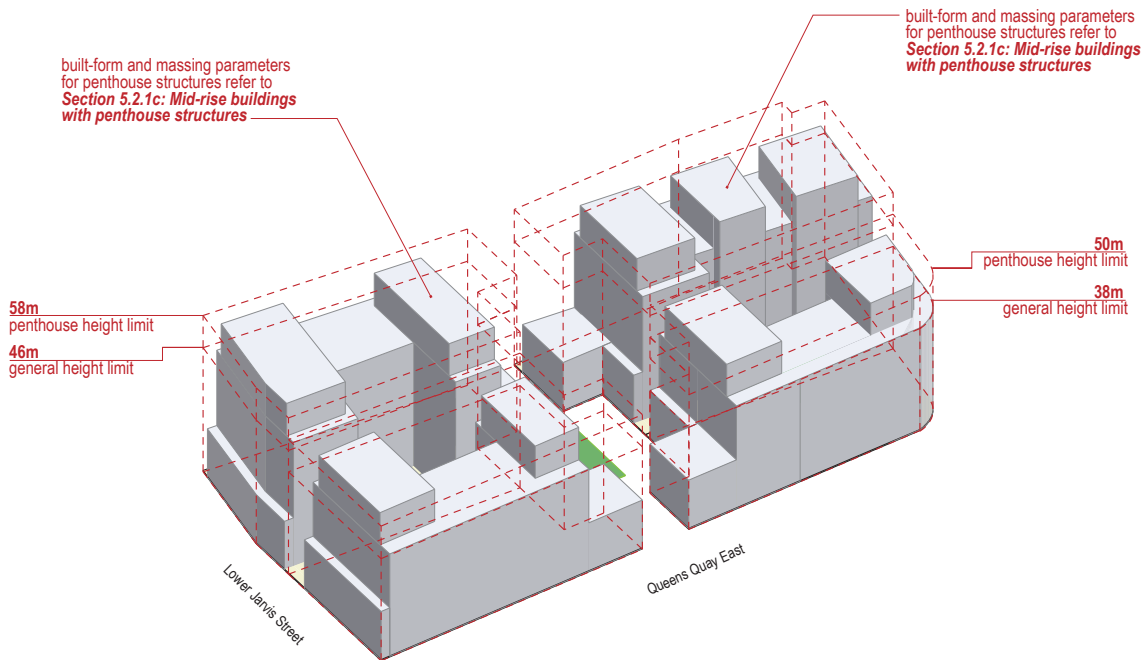
key map- development Block D



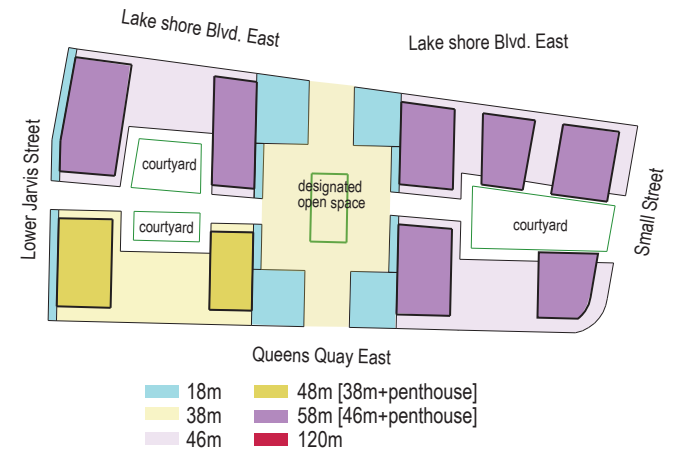
Block D elevation



Build-to Lines and Setbacks: Block D  
 \*\*for frontage conditions see Section 5.3 Setback and Step backs



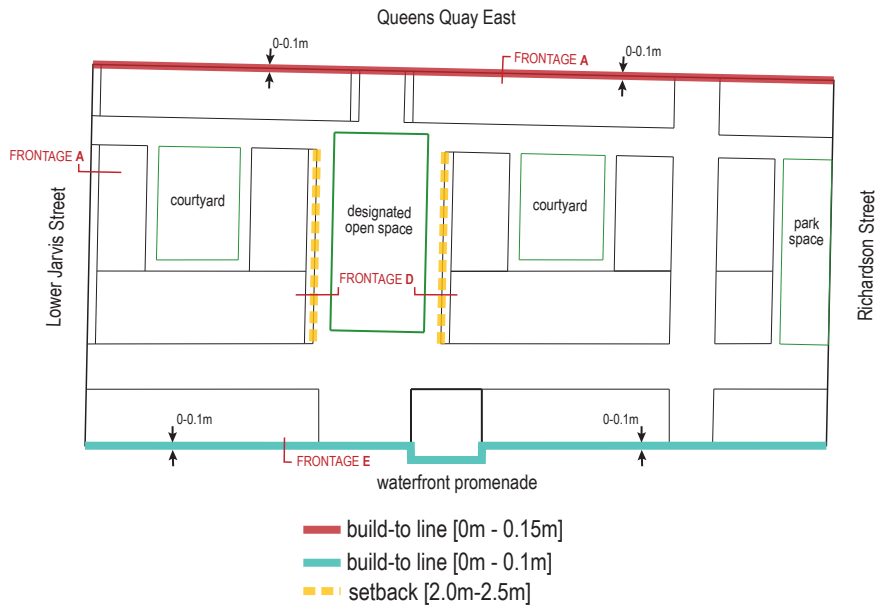
Building Envelope -Block D  
 \*\*for built form and massing parameters refer to Section 5.2 Building Types



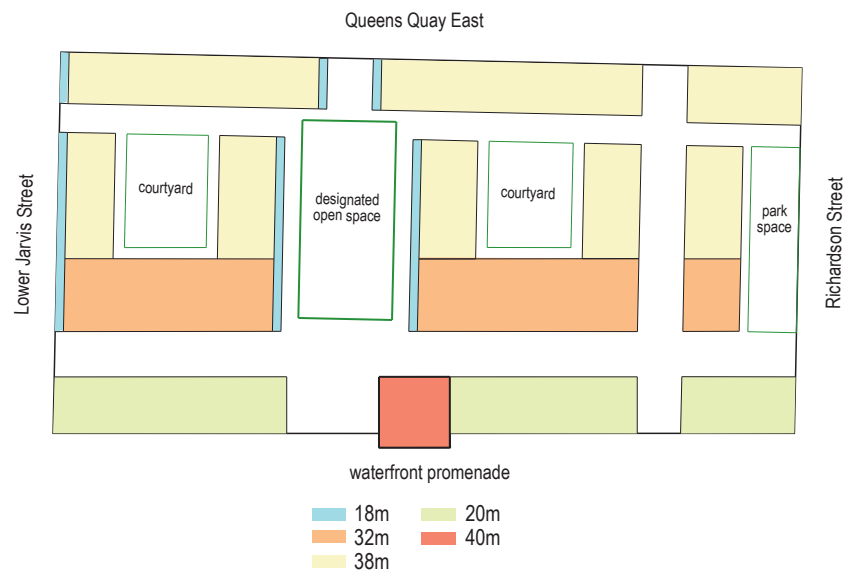
Heights and Step backs: Block D

# DRAFT

## Development Block E

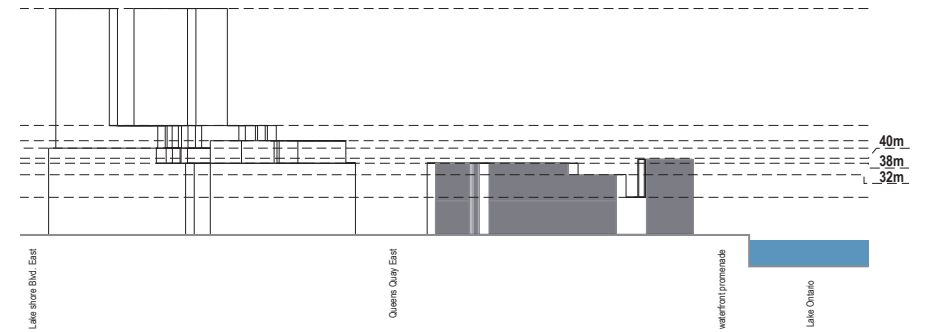
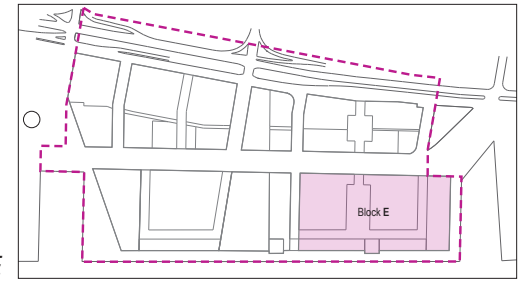


**Build-to Lines and Setbacks: Block E**  
**\*\*for frontage conditions see Section 5.3 Setback and Step backs**

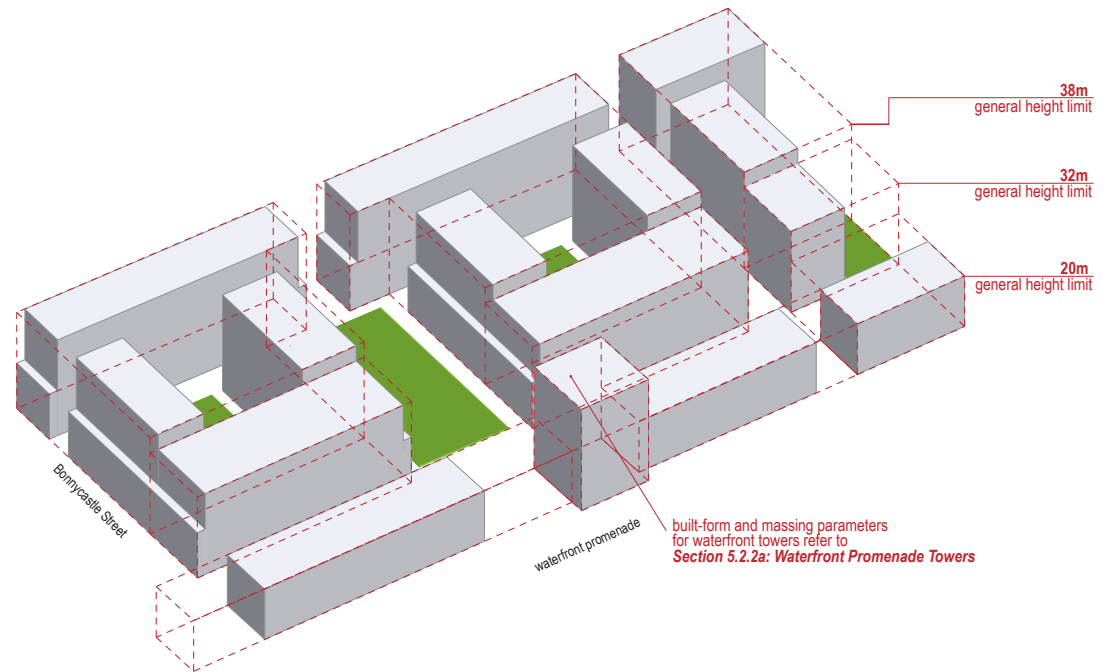


**Heights and Step backs: Block E**

key map- Development Block E



Block E elevation

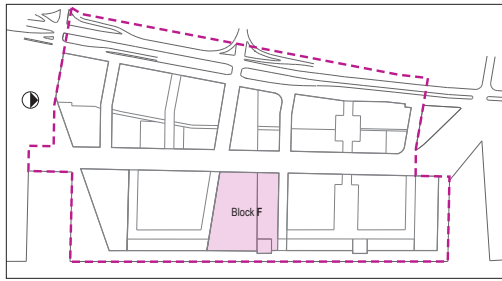


Building Envelope - Block E

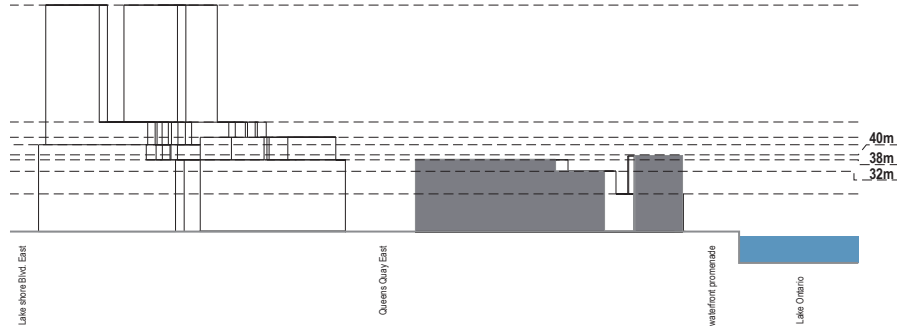
**\*\*for built form and massing parameters refer to Section 5.2 Building Types**

# DRAFT

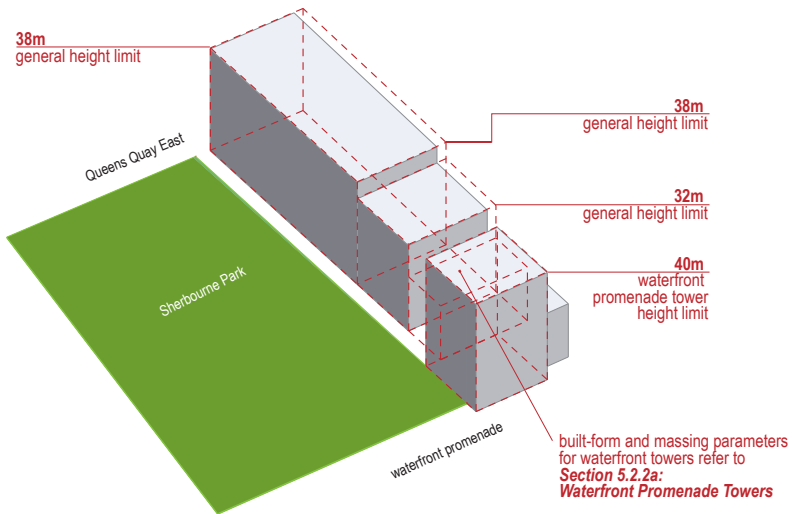
## Development Block F



key map - Development Block E

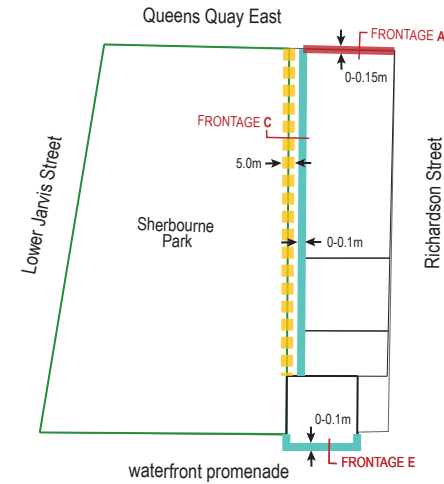


Block F elevation



Building Envelope - Block F

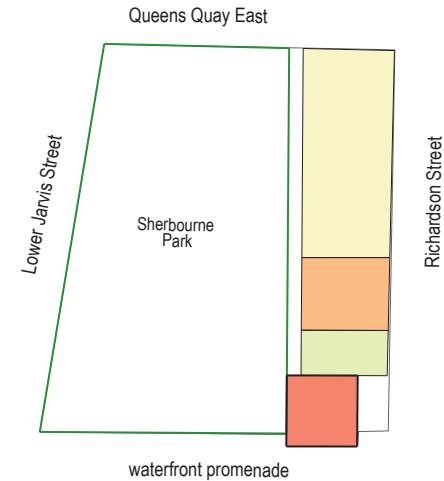
\*\*for built form and massing parameters refer to **Section 5.2 Building Types**



- build-to line [0m - 0.15m]
- build-to line [0m - 0.1m]
- setback [5m]

Build-to Lines and Setbacks: Block F

\*\*for Frontage conditions see **Section 5.3 Setback and Step backs**

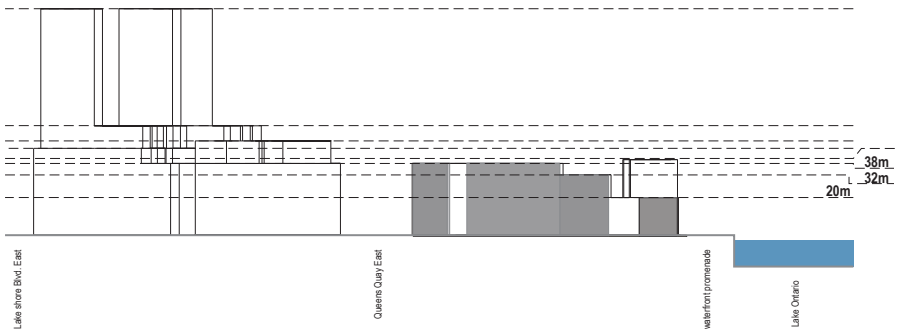


- 18m
- 20m
- 32m
- 38m
- 40m

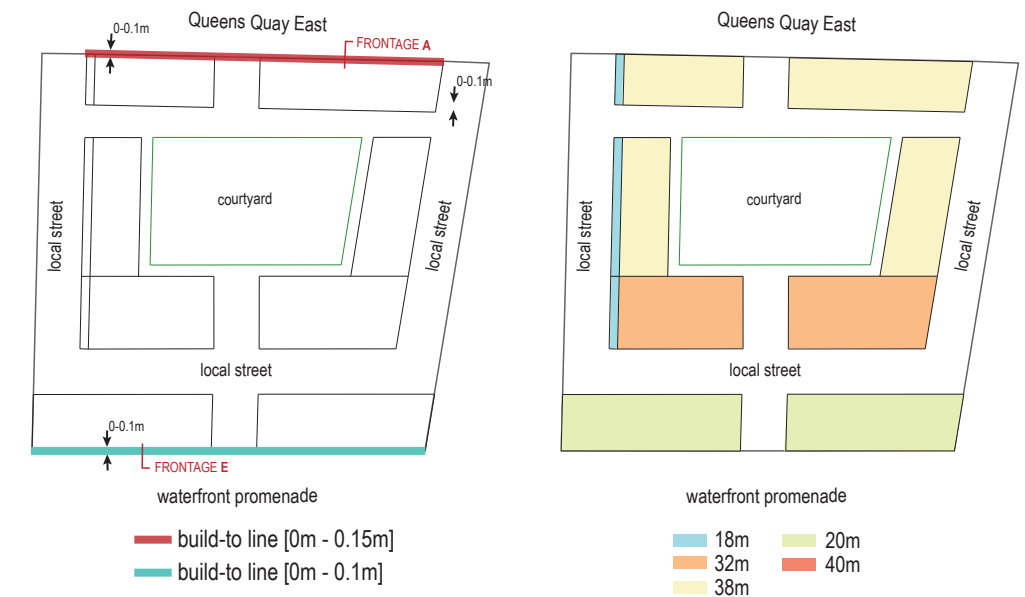
Heights and Step backs: Block F

# DRAFT

## Development Block G



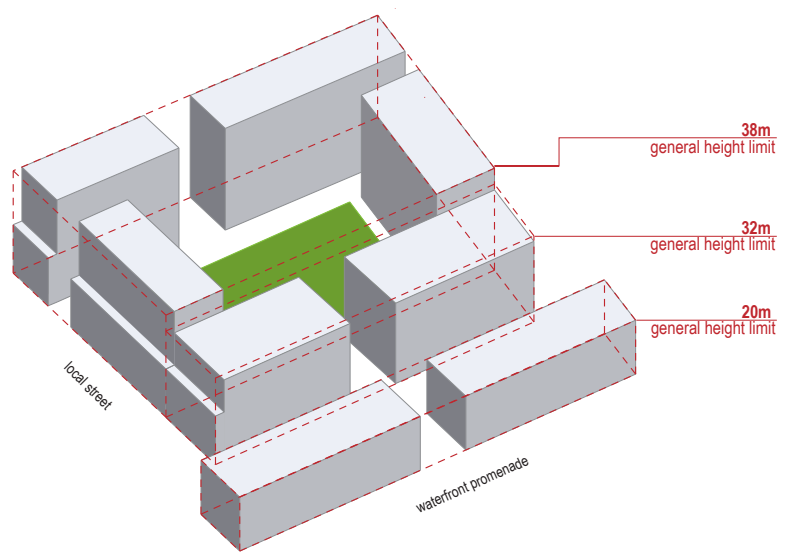
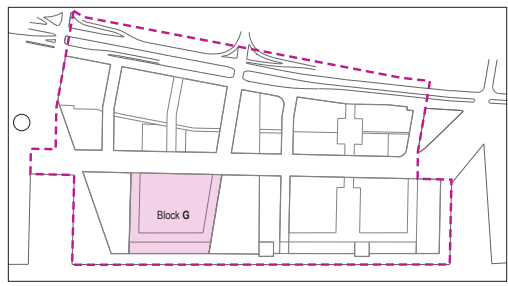
Block G elevation



Build-to Lines and Setbacks: Block G  
 \*\*for Frontage conditions see Section 5.3 Setback and Step backs

Heights and Step backs: Block G

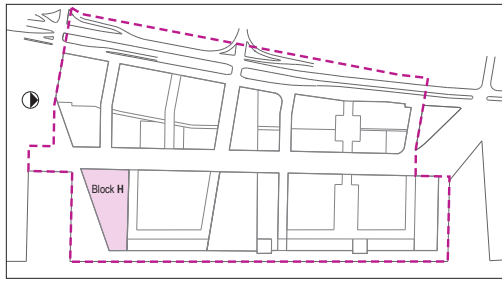
key map - Development Block G



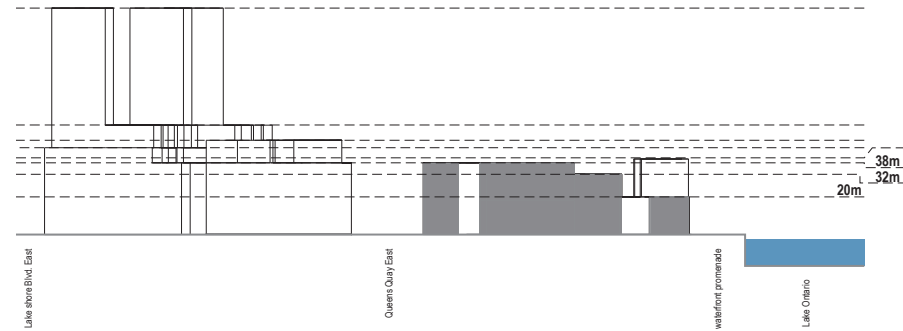
Building Envelope - Block G  
 \*\*for built form and massing parameters refer to Section 5.2 Building Types

# DRAFT

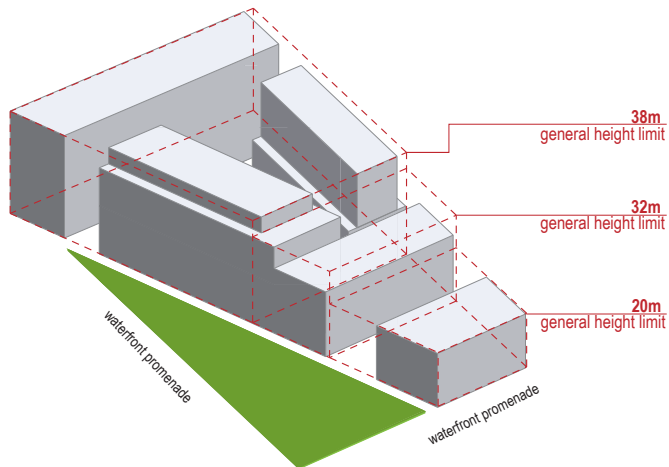
## Development Block H



key map - Development Block H

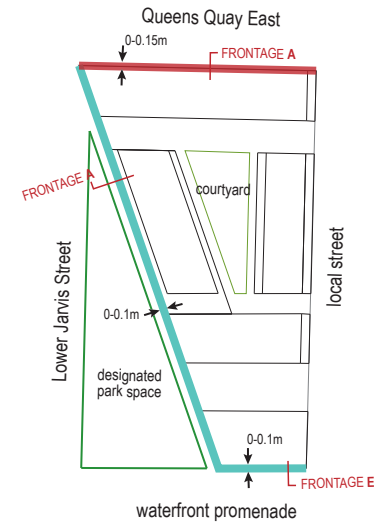


Block H elevation



Building Envelope - Block H

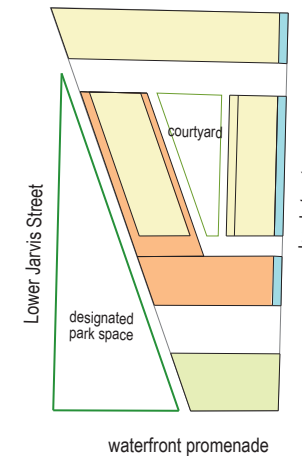
\*\*for built form and massing parameters refer to **Section 5.2 Building Types**



- build-to line [0m - 0.15m]
- build-to line [0m - 0.1m]

Build-to Lines and Setbacks: Block H

\*\*for Frontage conditions see **Section 5.3 Setback and Step backs**  
Queens Quay East



- 18m
- 32m
- 38m
- 20m
- 40m

Heights and Step backs: Block H

# DRAFT

## 6.0 Access, Parking and Servicing

Parking and access areas in the East Bayfront should be designed to ensure compatibility between all forms of movement - pedestrian, wheelchair, cyclist and vehicular (including service and emergency vehicles). They should ensure the safety, efficiency and visual quality of movement and access. Detailed parking, access and servicing plans will be required as part of Site Plan Approval.

### 6.1 Parking Structures

Parking structures for the precinct could take a number of forms including underground structures, partially recessed structures and above-grade structures.

- Open parking at grade is not permitted; nor are exposed parking decks above-grade.
- Below-grade parking is encouraged where possible and practical.

Where above-grade parking is provided:

- The building façade should entirely camouflage the parking use.
- The facade should be clad with an occupied fronting use such as shops, offices, dwelling units and common area space.
- Flat floors (vs. sloped floors) are encouraged on outer tiers of above-grade garages since they facilitate conversion to other uses in the future.
- The adequacy of above-grade parking design will be confirmed as part of design review and during Site Plan Approval.

Where venting is required for parking structures, they should be integrated into hard surface areas with minimum impact on pedestrian amenity or landscape areas. Vents should not be located in, or directed toward, pedestrian areas.

For the smaller developments, there may be a need for parking structures to encroach on public spaces below-grade, in order to ensure the feasibility of site development. Where below-grade encroachments for parking are warranted, approval from the City of Toronto will be required. Detailed agreements addressing such issues as the depth of parking structures below the surface and maintenance will also be required.

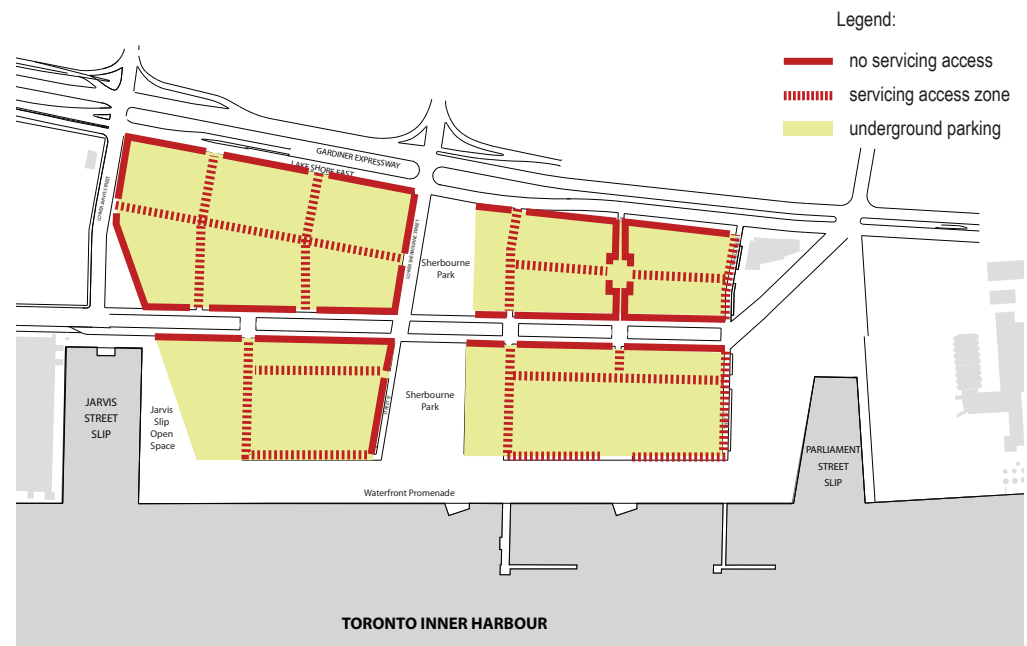


Figure 6.0 - East Bayfront Parking and Servicing Plan



Above-grade parking structures may be permitted in the East Bayfront provided that they are adequately screened. The parking structure shown here is integrated into the building structure at a mid-block location, and its roof provides a courtyard for overlooking mid-block units.

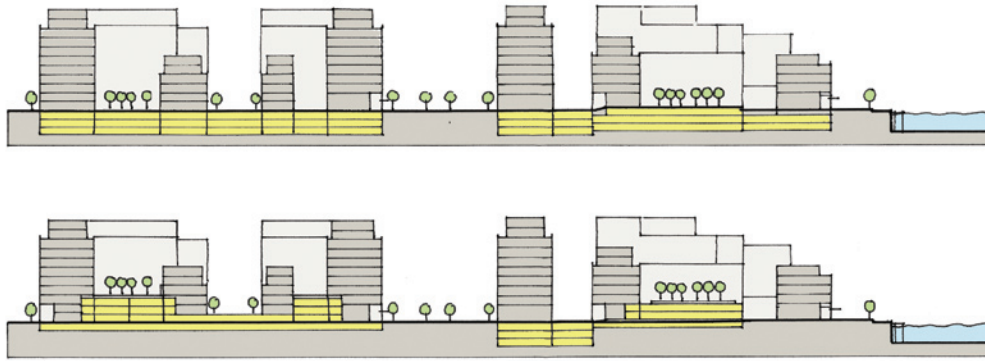


Figure 6.1 - Section showing examples of potential locations for underground or above ground parking structures



These above-grade parking structures are screened from the street and open spaces by residential and commercial uses. Roof areas provide amenity space.

## 6.2 Access, Egress and Servicing

In general, parking and servicing access to development parcels should be designed to minimize the impact on the public realm and ensure pedestrian safety. Access and egress to parking facilities is to be provided off of secondary streets and lanes.

- Service and parking access from Jarvis Street, Queens Quay, Sherbourne Street, Parliament Street and Lake Shore Boulevard will be prohibited.
- For landlocked sites, mid-block laneways should be created for access and servicing.
- Right in, right out movement may be permitted from primary streets, if a coordinated block plan offers no other option.
- Wherever possible, parking access and access to drop-offs and site servicing facilities are to be consolidated into a limited number of access points per block.
- Access areas on opposing blocks should face each other.
- All servicing facilities such as recycling and garbage, on site standing parking and shipping docks are to be screened from view on perimeter streets.



The objective of built form rules and guidelines is to allow for a variety of building types and architectural styles, while reserving maximum flexibility in the form architectural expression and detailing. While no style is prescribed, it is expected that architects will develop buildings which promote the East Bayfront vision and community cohesion, and contribute to quality of the public realm. Both the TWRC's design review panel and the City of Toronto will review architectural expression as part of the Site Plan Approval Process.

### 7.1 Building Entrances

Primary building entrances should:

- address the street and be marked and articulated so that they are identifiable from a distance.
- provide a direct relationship between the external space of the street and the internal spaces of the building.
- be scaled and styled to relate directly to its function, with the highest profile, most public buildings having the most visually impressive entrances.
- be accessible for people of all abilities and meet City of Toronto accessibility guidelines.
- promote pedestrian comfort, weather protection in the form of overhangs, awnings and canopies is encouraged.
- open directly onto the street and interior spaces should be visible, where there are commercial and community uses.

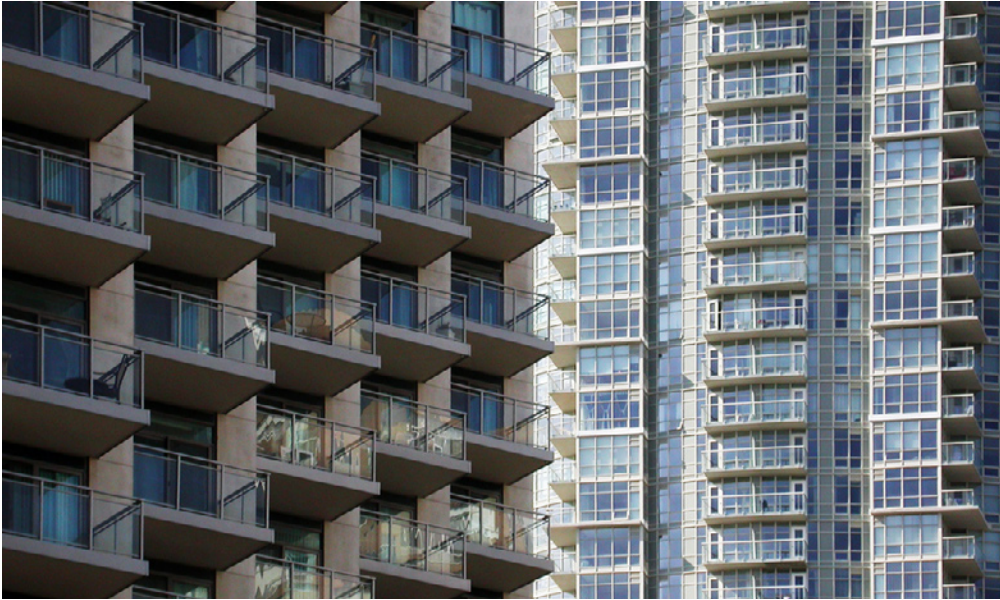
In many cases, buildings will have both formal street addresses which are evident from the main streets of the precinct, as well as drop-offs within blocks. It is desirable both for cognitive clarity, and to animate street frontages, that the content of a block is evident from its perimeter streets.

Street entrances to ground floor residential units should :

- be designed to delineate the transition between the public and private realm using elements such as front gardens, terraces, steps, landscaped areas, patios and recessed entry areas.
- allow for individual expression through planting, paving treatments and façade treatments.







## 7.2 Balconies

Balconies are encouraged as a means of creating visual interest on building façades, articulating frontages and providing important outdoor living spaces for residents. In addition, balconies will play a role in providing passive security to the street and open spaces below.

Balconies should:

- be located to balance the need to provide daylight to lower levels of both residents and the street.
- be coordinated with an eye to the overall impact on a facade's composition.
- contribute positively to a structure's overall appearance, particularly when addressing the public elevations of a building.
- where possible, be coordinated between adjacent and facing walls and buildings.

## 7.3 Canopies, Awning and Overhangs

Canopies, awnings and overhangs are desired for weather protection and streetscape consistency along public street frontages.

- Various types of residential and/or commercial canopy shapes, sizes, materials and colours may be used to create diversity along the street edge.
- Canopies may include addresses or business names or logos to aid in identification.
- Canopies may be permitted to encroach over public sidewalks where buildings are required to be built to the lot line (i.e. Queens Quay).
- Canopies may be included as part of colonnade structures.
- Where canopies encroach into a public right of way, they must be cantilevered.



## 7.4 Lighting

The lighting of the public realm will be generally provided by natural hue public street lights. The lights should be low level and shielded to prevent light penetration into lower level occupied floors.

- Public passages within blocks should be provided with path making clarity.
- Lighting should be provided to promote the safety and comfort of the public realm
- Care should be taken to shield adjacent buildings from light pollution.

## 7.5 Signage

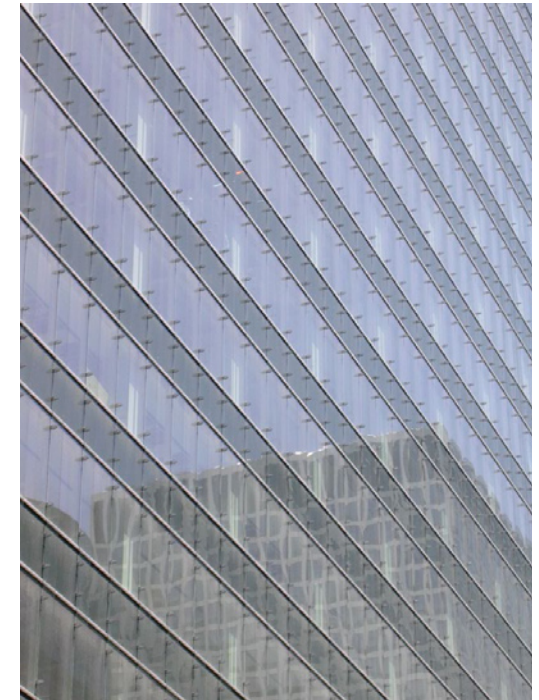
- Building signage should comply with City of Toronto by-laws.
- Along animation frontages, signs should be located on the building face between 5 and 7m above-grade.
- Where, colonnades are provided signage should be located on the interior and exterior of the colonnade.
- Large illuminated backlit box format signs are to be avoided.
- Commercial buildings may have rooftop signs.
- No billboards or aerial signs are permitted.

## 7.6 Building Materials

The TWRC is developing plans for the design and materiality of the public realm. In the private realm, materials and colours are at the discretion of the designer, however, buildings materials, paving, landscape materiality and colour must be consistent or complementary with the design of the public realm and the materiality throughout the precinct. The aesthetic quality and durability of materials must support and promote the quality of the public realm.

Sustainable building materials and energy efficient technologies should be used to the greatest extent possible.

Given the unique natural lighting conditions on the waterfront, lighter colours will provide a generally luminous effect and are preferred. Glass with reflective, mirror coatings should not be used. Large surfaces of darkly coloured materials should be avoided. Lighter materials should be used on upper storeys to enhance the feeling of lightness.





Ground floor building materials should be durable and easily cleaned.

Juxtaposition of materials:

- Materials should be carefully combined in such a way that mutually enhances the natural properties of each.
- The built form should express a sensitivity to the relationship of materials as seen from a distance as well as up close.
- High quality architectural details such as reveals, transition pieces that elegantly treat the connections between materials are encouraged.

## 7.7 Paving

Paving should assume intensive pedestrian use and periodic vehicular access where applicable. This requires both durable construction materials and a properly prepared base to provide both loading and drainage. Where possible, permeable paving surfaces are encouraged to promote ecologically-responsible stormwater management.



