



West Don Lands Block 20

Issues Identification

December 11th, 2019

Project Description & Background

West Don Lands Block 20

Proponent: Dream, Kilmer, Tricon

Design Team: Henning Larsen Architects

Review Stage: Issues Identification

Background

- In September 2017, Dream, Kilmer and Tricon were the successful proponents of Infrastructure Ontario's RFP for Blocks 8, 20, 3W, 4W and 7W in West Don Lands.
- The District Energy building described in the 2006 Block Plan is no longer contemplated for this site.
- The proponent is speaking with the City on options for developing the site.
- Rail protection is required along the southern boundary with the rail corridor.
- The historic Cherry Street Switching Tower south of the streetcar loop will be relocated to the east of Block 20.

Preliminary Development Timeline

- 2020 Q1 ZBA Application Submission
- 2020 Q3 SPA Application Submission
- 2021 Q2 Start of Construction

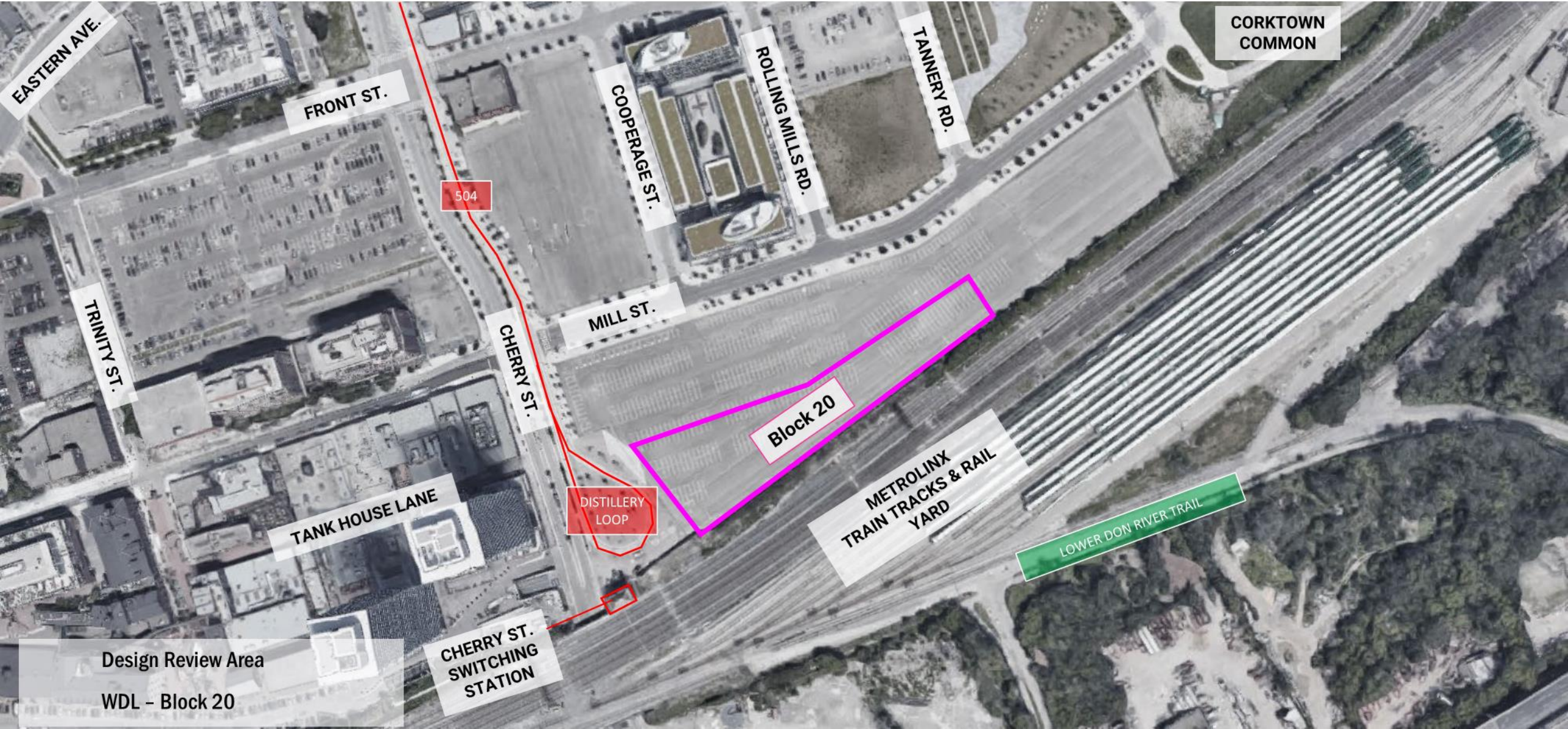
Existing Site Context

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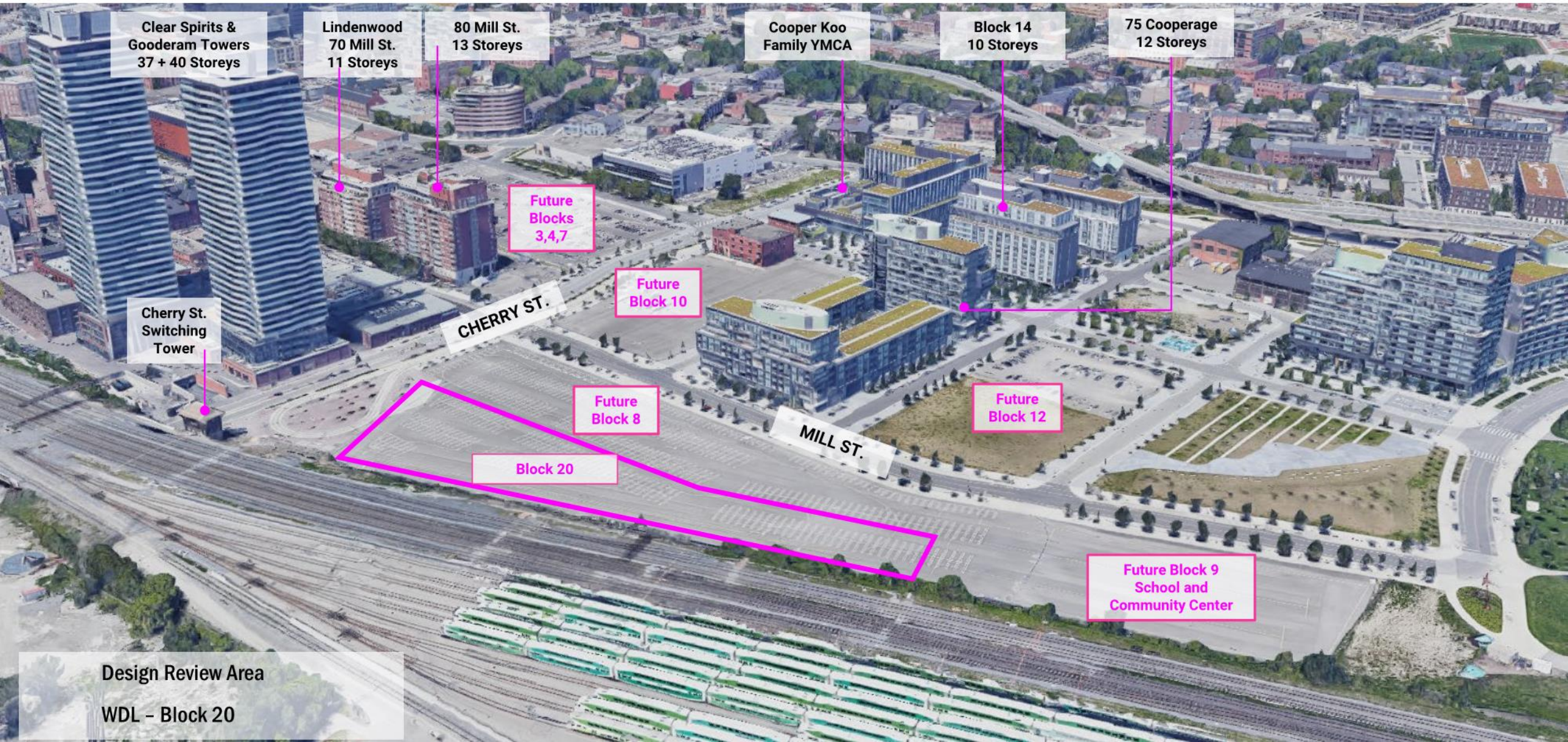
Existing Site Context

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Policy Context– Central Waterfront Secondary Plan

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D21_A NEW BEGINNING FOR THE WEST DON LANDS

The West Don Lands will be redeveloped into diverse mixed-use communities. These communities will capitalize on their strategic downtown location, the synergy created by the simultaneous development of the Port Lands and their historic roots as part of the original town of York, as well as the Don River's new environmental health.

Creating Dynamic and Diverse New Communities

(P32) New development will be located...and massed to **protect view corridors...and frame...the public realm...**

(P33) A **balance of places to live and work** will contribute to the...vitality of new waterfront communities

Building a Network of Spectacular Waterfront Parks

(P10) The **design of the public realm** will be of a standard of excellence...of the great city waterfronts...

(P11) The public realm will be defined by a coherent framework of **streets, parks...buildings...walkways...**

West Don Lands Precinct Plan 2005

Precinct Context

West Don Lands Block 20










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West Don Lands Built Form

Precinct Block Plan 2006

West Don Lands Block 20
Proponent: Dream, Kilmer, Tricon
Design Team: Henning Larsen Architects
Review Stage: Issues Identification

	4 STOREYS / 13M
	15M
	5 STOREYS (16M) + PENTHOUSE / 19M
	5 STOREYS / 18M
	6 STOREYS (21M) + PENTHOUSE / 24M
	8 STOREYS (27M) + PENTHOUSE / 30M
	10 STOREYS + PENTHOUSE / 36M
	14 STOREYS + PENTHOUSE / 48M
	24 STOREYS + PENTHOUSE / 78M



Frontages, Setbacks, Heights and Stepbacks

Precinct Block Plan 2006

West Don Lands Block 20

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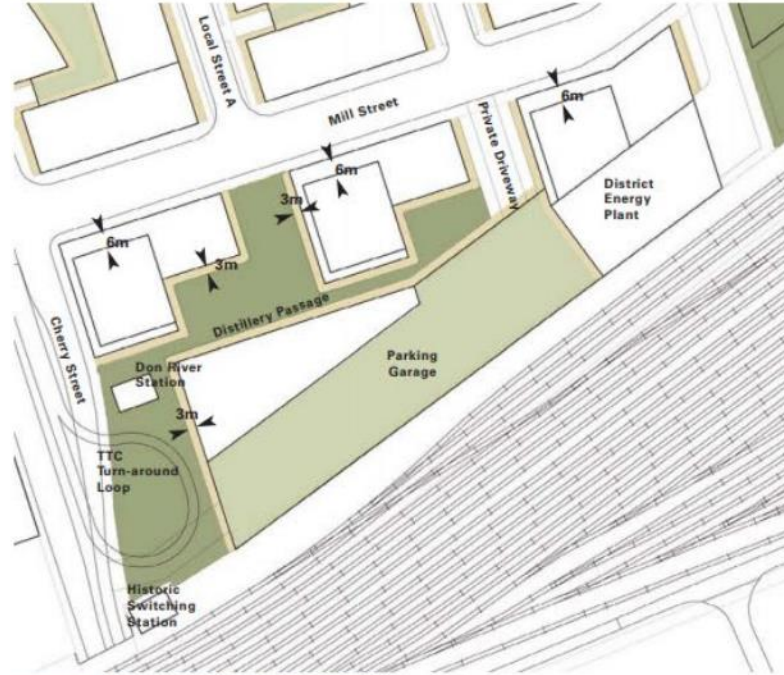


FRONTAGES AND GROUND FLOOR USES

Live/Work frontage should dominate Mill Street as well as the Distillery Passage to continue the diverse mix of uses being developed throughout the Distillery District.

*Architectural treatment and / or potential non-residential ground floor uses should be considered in this zone to activate the pedestrian experience.

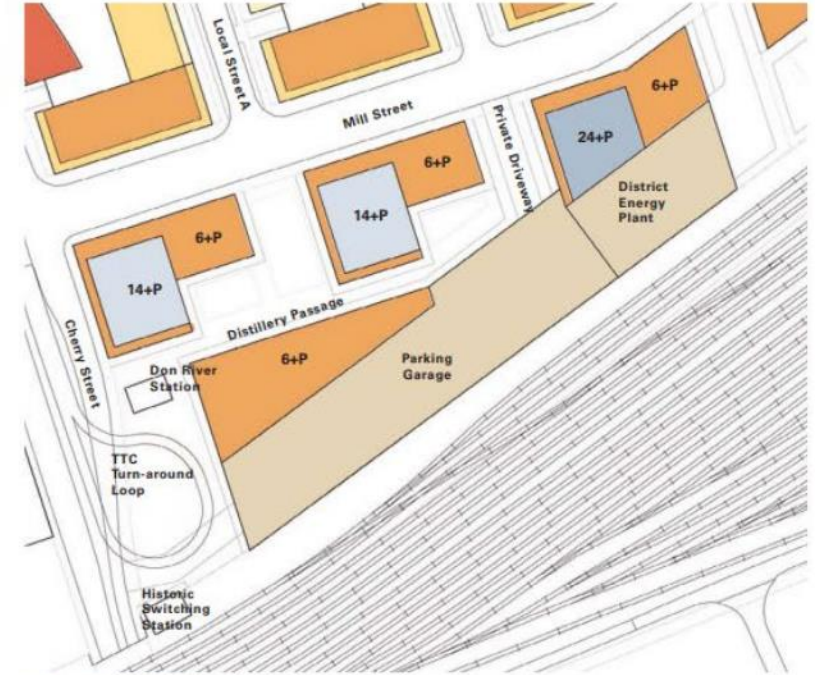
- LIVE/WORK FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE
- HERITAGE BUILDING



SETBACKS, COURTYARDS, AND OPEN SPACE

A 3.00m setback zone is developed along the Distillery Passage as a private entry zone. A 3.00m setback is also developed along the southern extension of Local Street B as it enters the parking structure. The top of the above-grade parking structure will be developed as a semi-public open space and green roof. The Distillery Passage is an important connective public open space for the Precinct, and includes a linear walk connecting to the Distillery, as well as a series of courtyards and a plaza where the TTC turn-around loop will be located. The historic Don River Station should be relocated to define the transit plaza, and the existing switching station will need to be preserved as a heritage resource. There is no ground floor setback zone along Mill Street or Cherry Street. The buildings on the north and south sides of Mill Street at Cherry should have aligned frontages on Cherry Street.

- SETBACK ZONE
- COURTYARD
- PUBLIC AND PUBLICLY-ACCESSIBLE OPEN SPACE



HEIGHTS AND STEPBACKS

Six-storey loft buildings dominate the block, and are podiums from which the towers rise. Three towers are located in this block, two at 14-storeys and one at 24-storeys. The 24-storey tower is meant to house the exhaust stacks required by the adjacent District Energy Plant. The towers may be sculpted as they rise from the podiums. A parking garage up to 15 metres in height is also located in this block. The West Don Lands District Energy Plant is located along the eastern edge of the block.

- PARKING GARAGE; DISTRICT ENERGY PLANT / 15M
- 6 STOREYS+PENTHOUSE / 24M
- 14 STOREYS+PENTHOUSE / 48M
- 24 STOREYS+PENTHOUSE / 78M

Parking and Massing

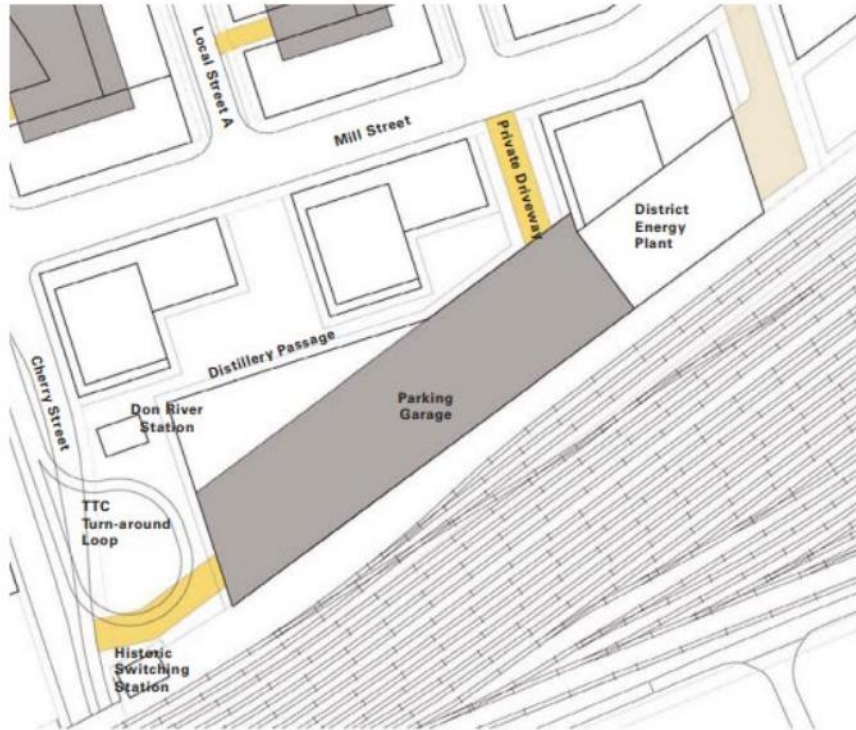
Precinct Block Plan 2006

West Don Lands Block 20

Proponent: Dream, Kilmer, Tricon

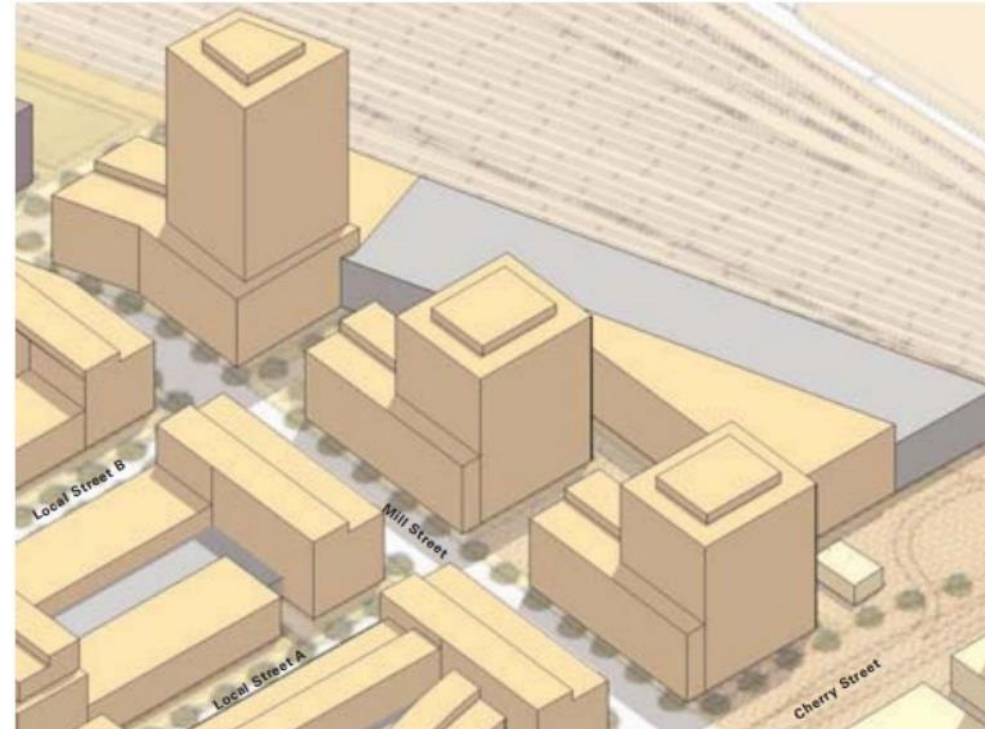
Design Team: Henning Larsen Architects

Review Stage: Issues Identification



PARKING AND SERVICING

Accessways penetrate the block from Cherry Street and on the alignment of Local Street B. A 2-storey parking garage is located in this block, and its rooftop is to be developed as a semi-public courtyard and green roof.



OVERALL MASSING

Large apartment buildings developed with loft spaces line Mill Street and the Distillery Passage. Towers rise from these base forms. Lower structures housing parking and the District Energy Plant buffer the development block from the adjacent rail lines to the south.

West Don Lands District Energy Center

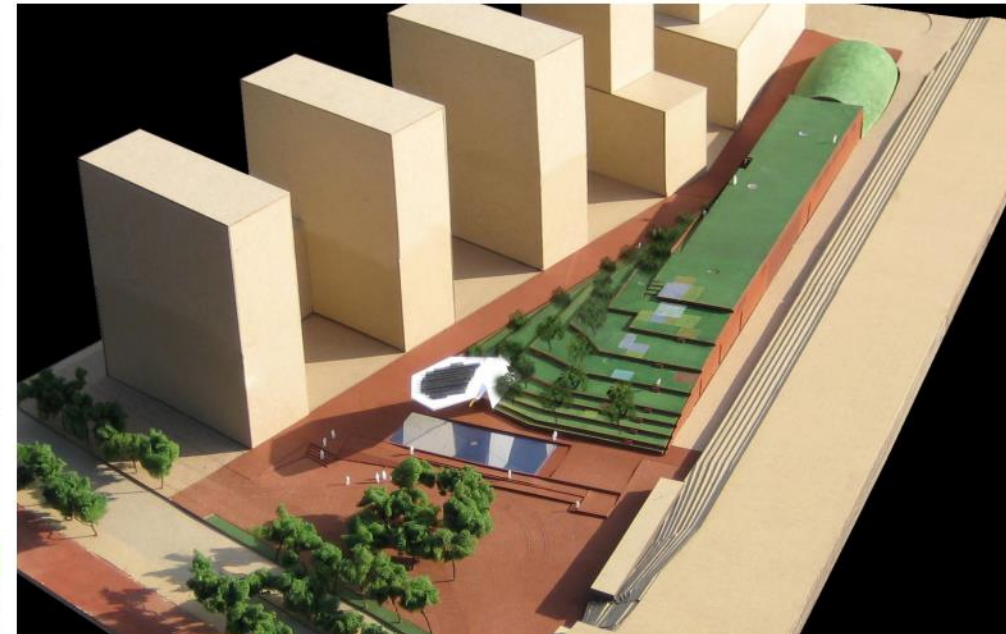
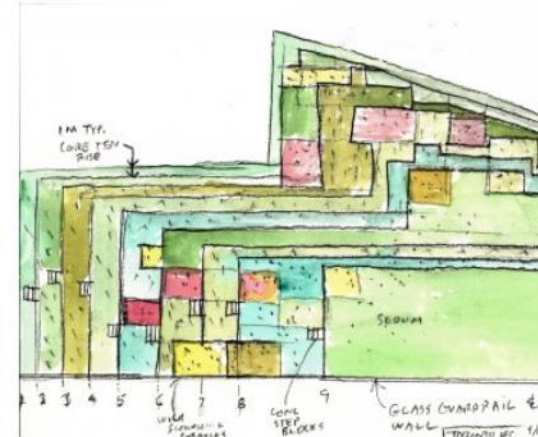
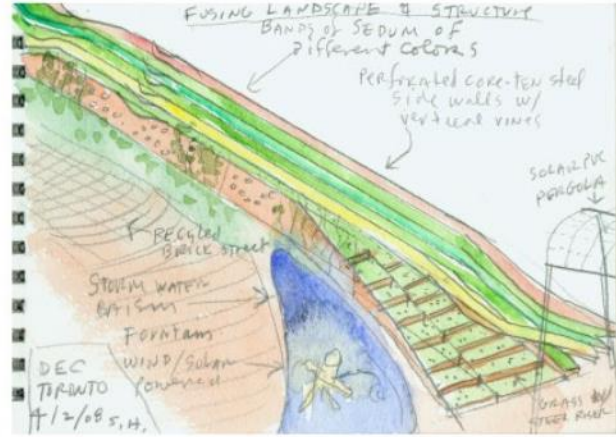
Precinct Block Plan 2006

West Don Lands Block 20

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 Review Stage: Issues Identification

February 2009 DRP
 Schematic Design

Project Team:
 Steven Holl Architects
 Bortolotto Design Architect
 MVVA

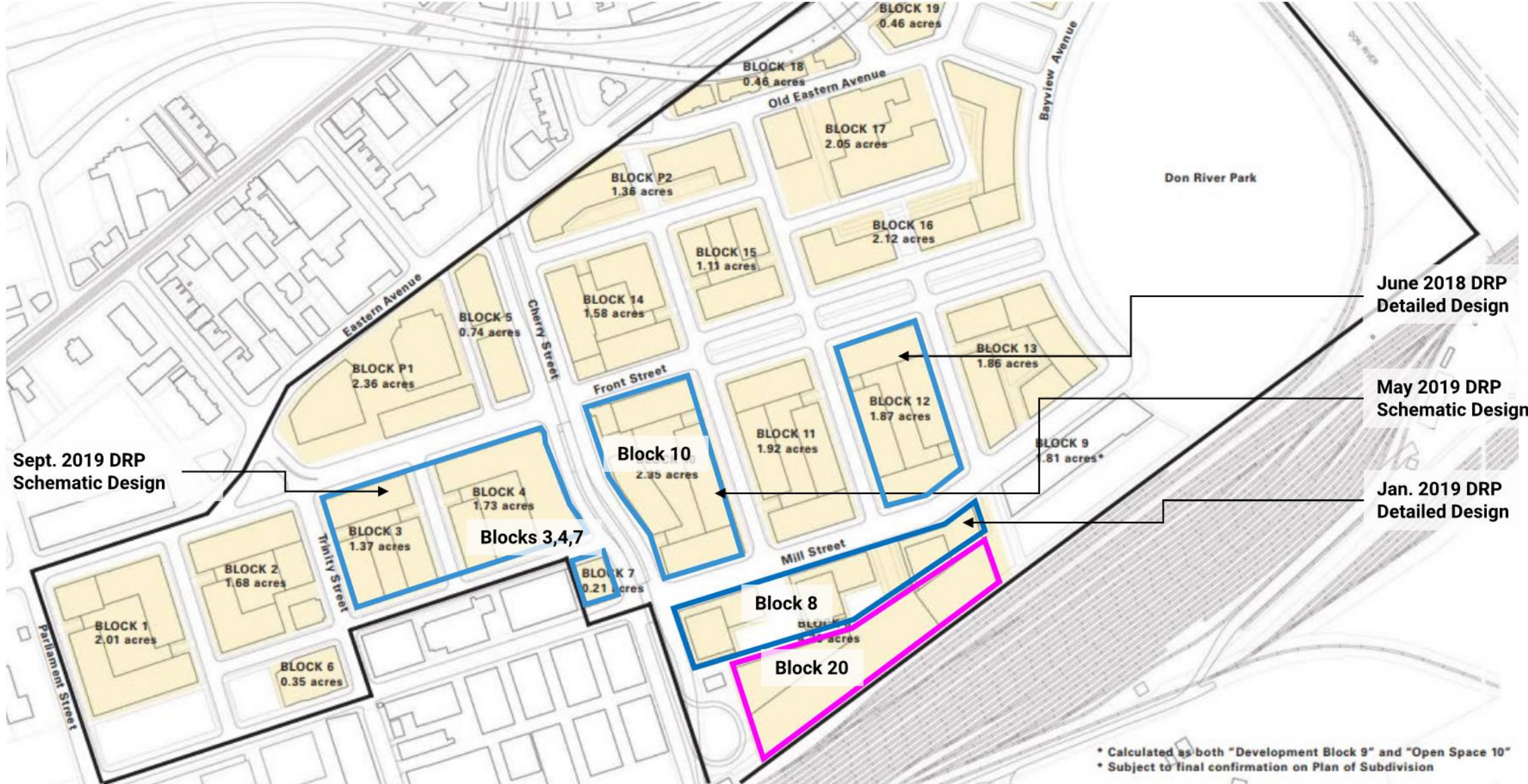


Recent DRP Projects

Development Context

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Review Stage: Issues Identification



* Calculated as both "Development Block 9" and "Open Space 10"
* Subject to final confirmation on Plan of Subdivision

Jan. 2019 DRP – Block 8 Detailed Design

Development Context

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Review Stage: Issues Identification



DRP Stream 1: Private land – Site Plan Approval

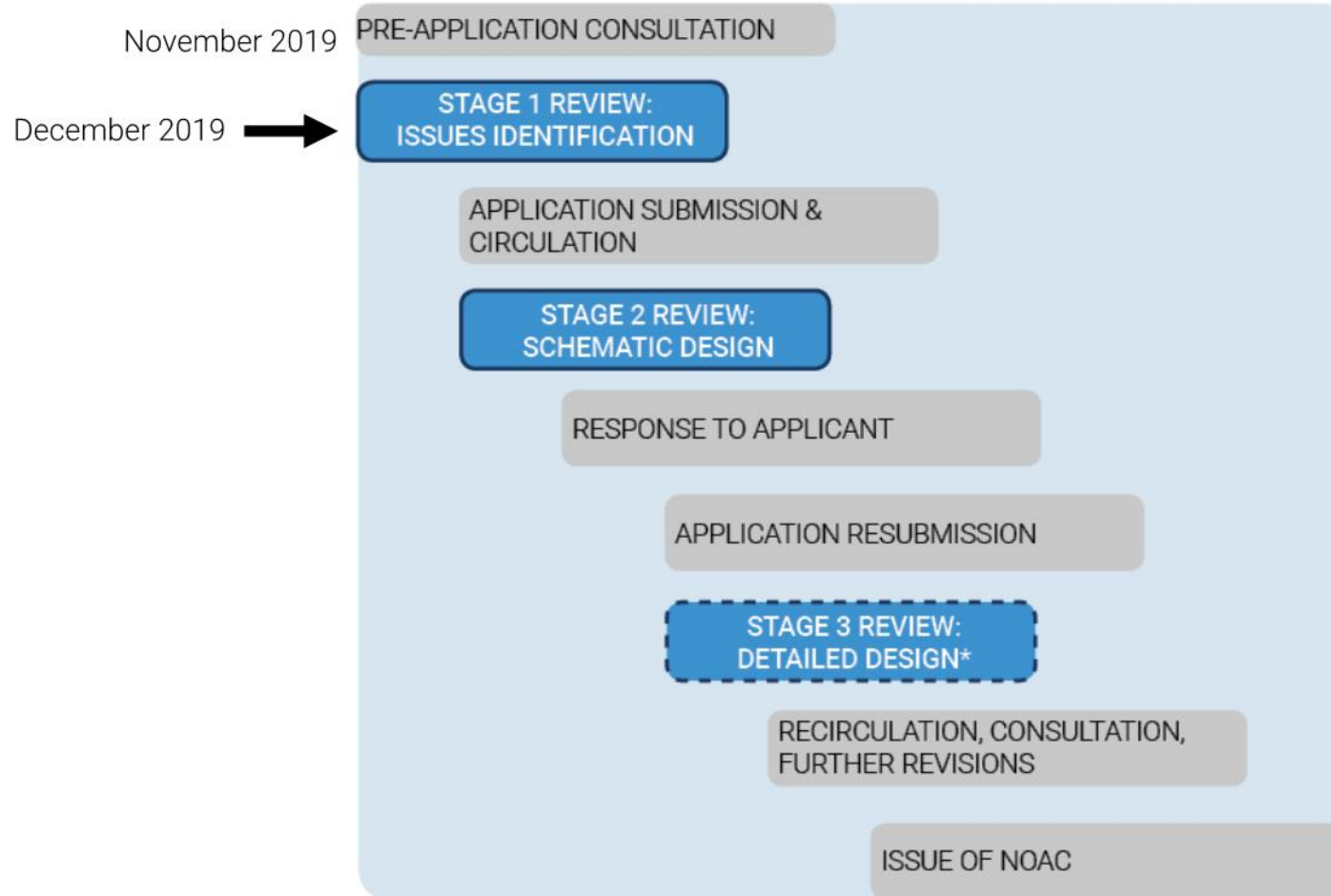
Project Approval Stage

West Don Lands Block 20

Proponent: Dream, Kilmer, Tricon

Design Team: Henning Larsen Architects

Review Stage: Issues Identification



Zoning

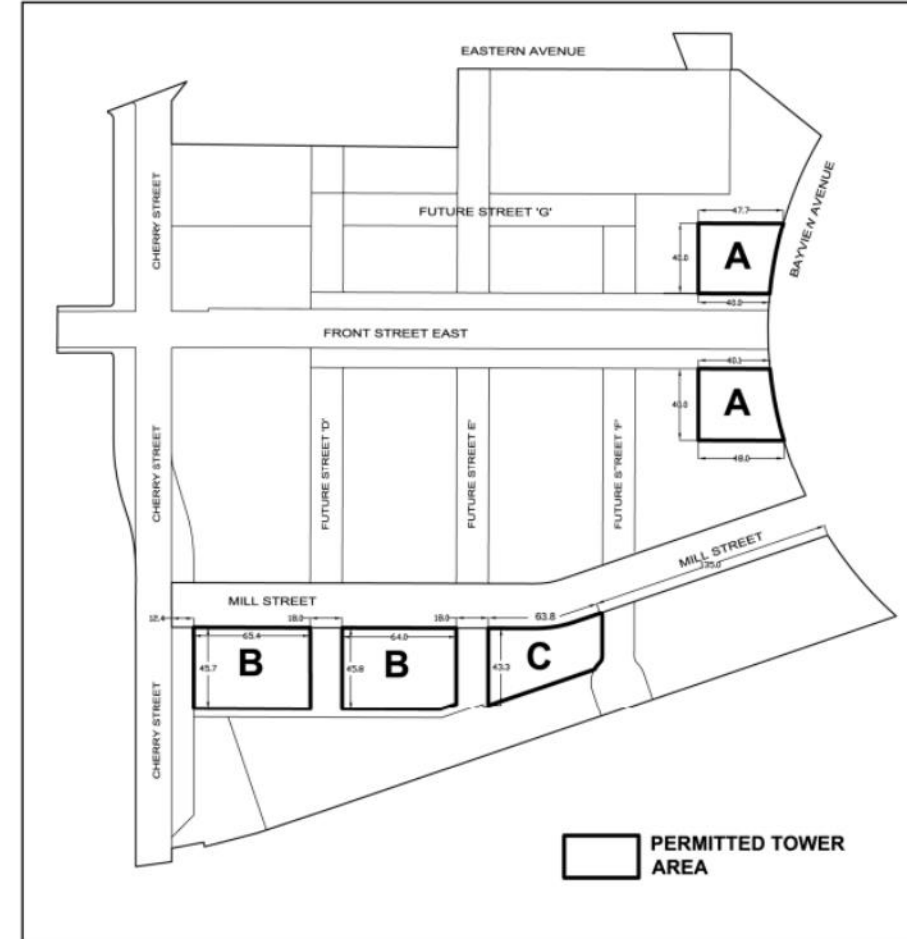
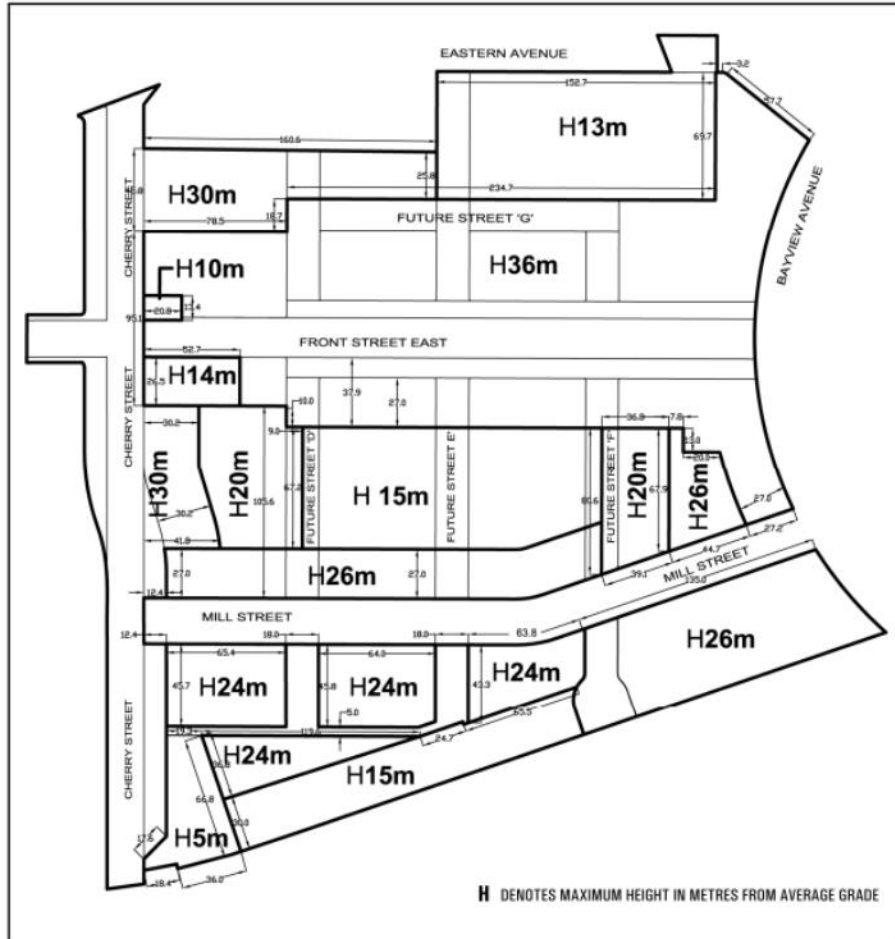
By-Law 04-2011 (Enacted: Dec. 2010)

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Zoning

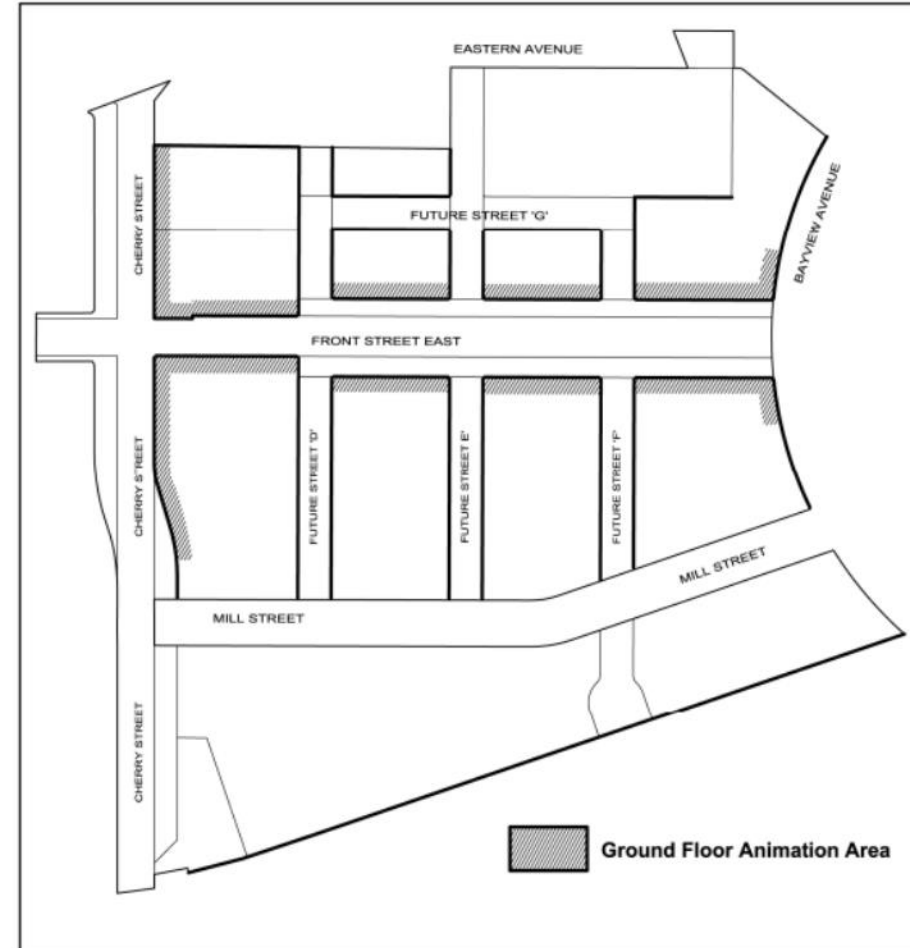
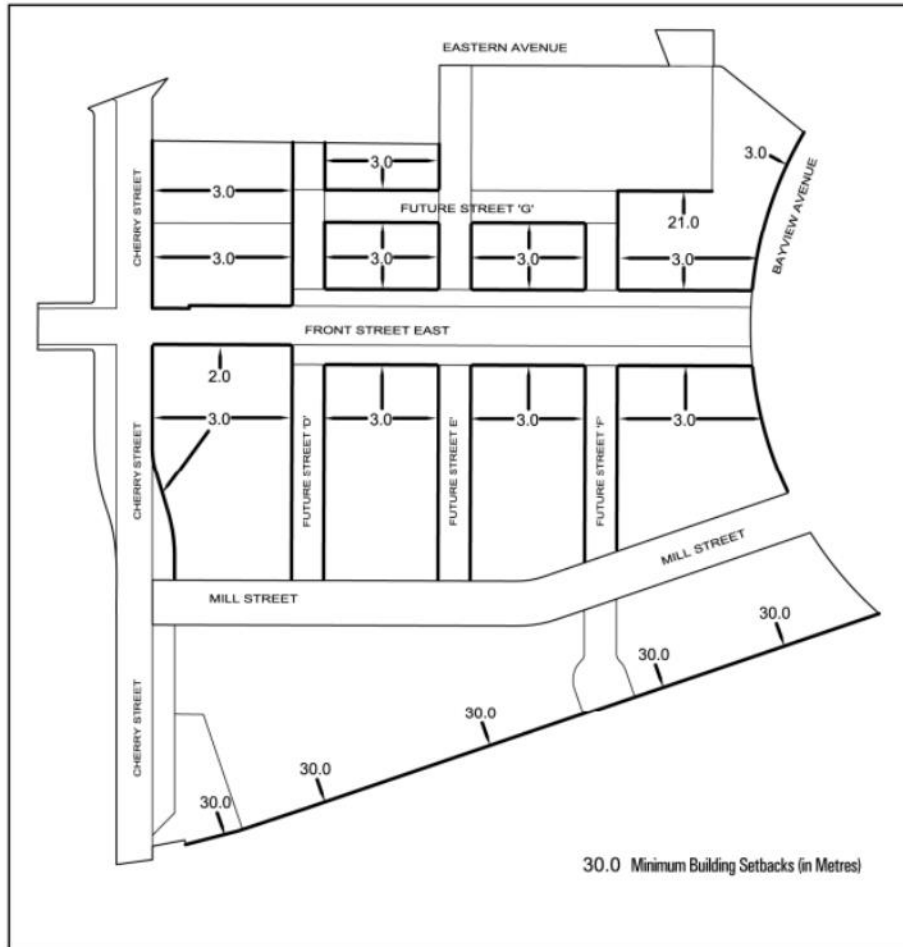
By-Law 04-2011 (Enacted: Dec. 2010)

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Areas for Panel Consideration

City Planning Issues

West Don Lands Block 20

Proponent: Dream, Kilmer, Tricon

Design Team: Henning Larsen Architects

Review Stage: Issues Identification

1. Transportation Infrastructure:

- How will construction be sequenced so that the necessary rail protections will be in place for Block 8 while Block 20's crash wall is being built?

2. Public Realm:

- How can the public realm integrate with Block 8 and the future school site on Block 9?

Areas for Panel Consideration

Waterfront Toronto

West Don Lands Block 20

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Review Stage: Issues Identification

Site Context

- What are other site context parameters to consider in the design of a building or buildings on this parcel?

Public Realm

- Does the Panel have any recommendations on the design of open space on the property?
- What are the public realm considerations in relation to the adjacent blocks?

Sustainability

- Given the sustainable ambition for the site previously, what sustainability targets should be considered for any proposed development?
- Does the Panel support the Proponent's proposed sustainability strategies and targets?

BLOCK 20

DRP 1 - Constraints & Opportunities

December 11th, 2019



KILMER GROUP



Henning
Larsen —

Development Premise

The introduction of a crash wall fundamentally alters the character of the site and allows us to reimagine Block 20 with respect to potential land uses and built form in ways that would not have been possible at the time the West Don Lands planning framework was established.

Development Premise

Within this context, what considerations should be given to ensure that the introduction of compatible uses and built form continues to achieve the broader city-building objectives set out in the West Don lands planning framework?

Please consider this with regard to:

- ***Types of land uses that support complete communities;***
- ***The creation of a vibrant and connected public realm;***
- ***Appropriate built form relationships between existing and new buildings;***
- ***The provision of community facilities and open spaces;***

- 1. Site & Context**
- 2. Design Goals**
- 3. Constraints**
- 4. Opportunities**
- 5. Sustainability**
- 6. Schedule**

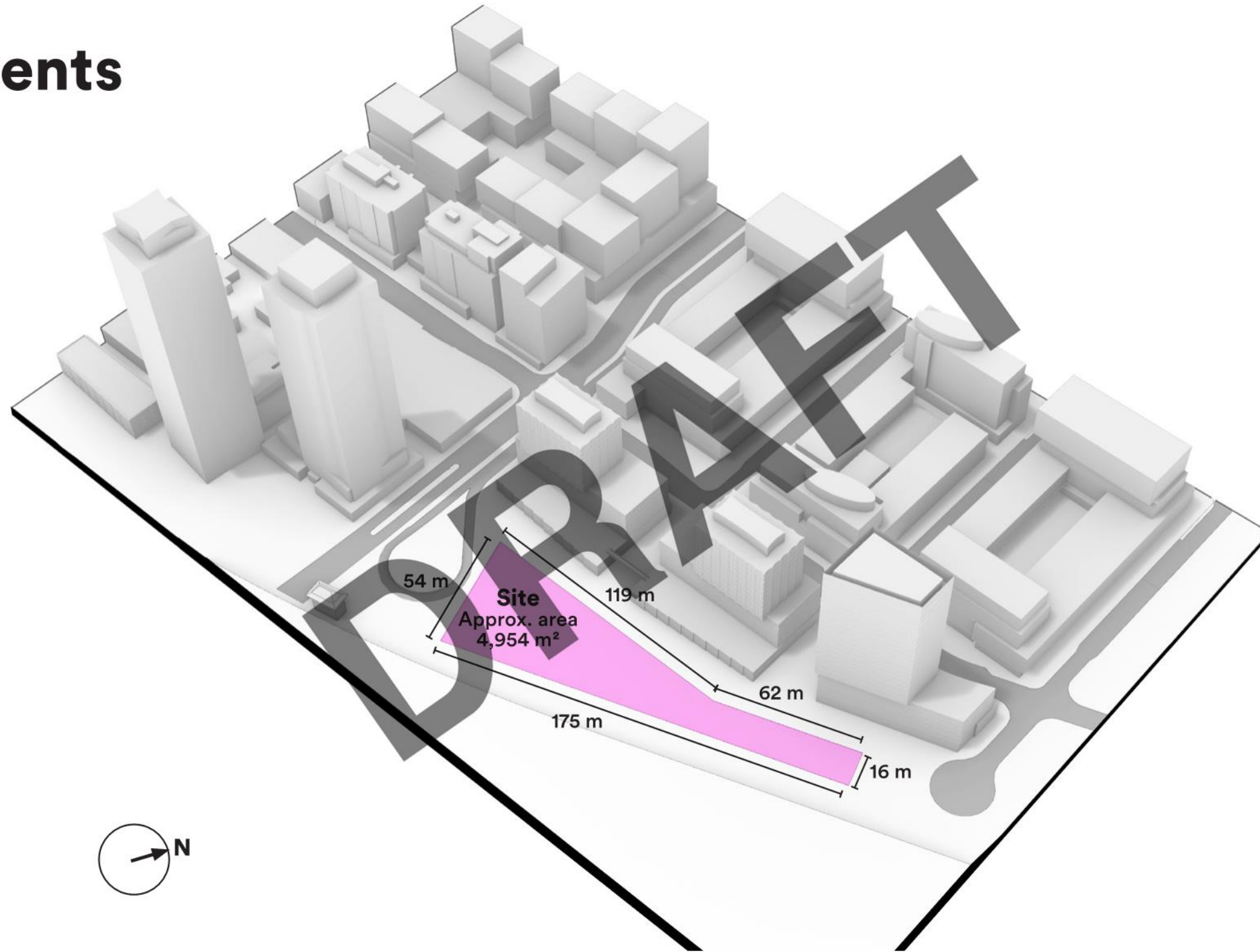
1. Site & Context

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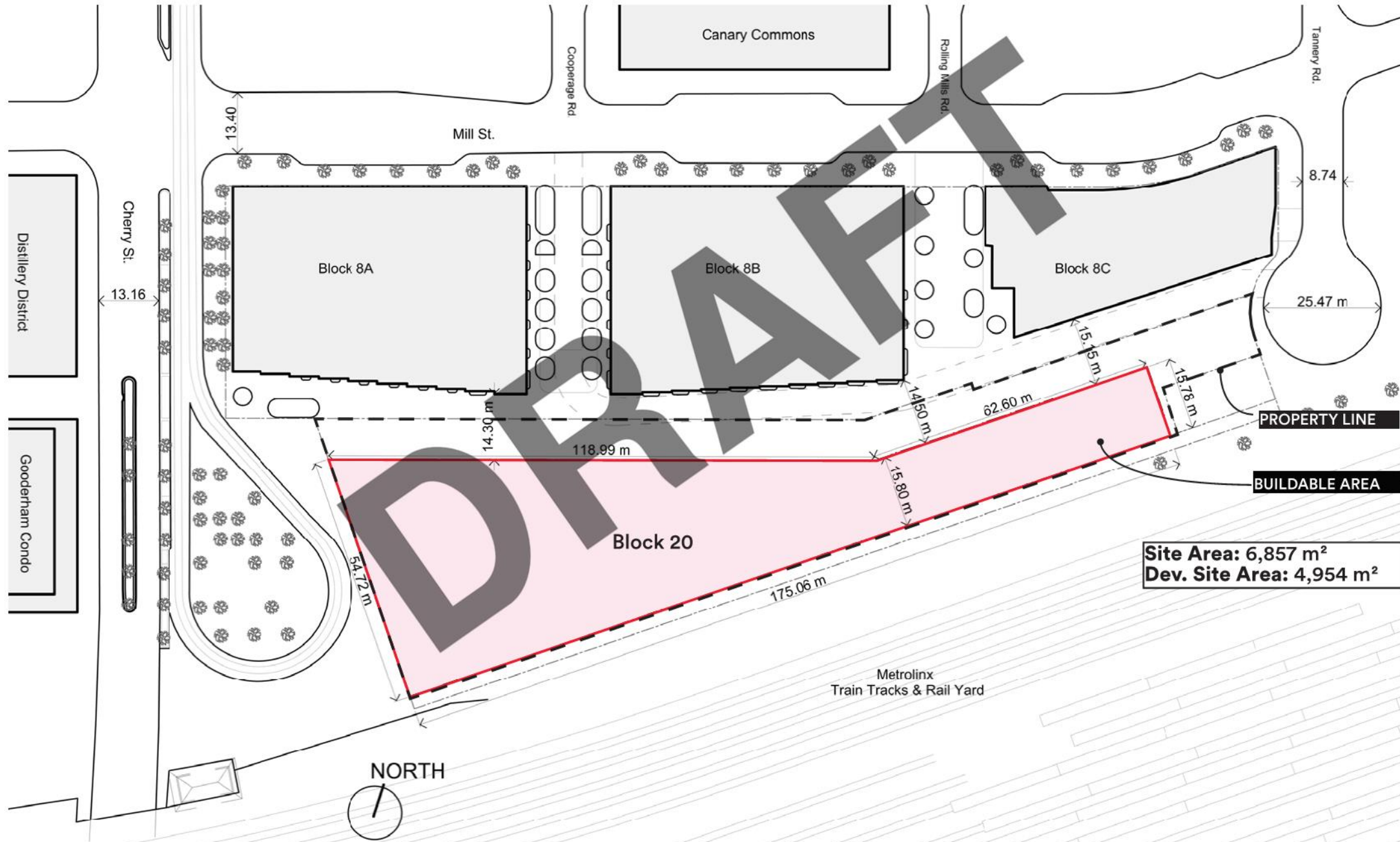
Site

Site

Site Extents



Site Boundaries



Corner Conditions



Mill St. and Cherry St. Corner



Southwest Cherry St. Corner



Northeast corner at Mill St.



Southeast Corner

Edge Conditions



View Looking North on Cherry St.



TTC Streetcar stop at west edge of site



View looking West on Mill St.



North Edge of Site



South Edge with Metrolinx Rail



East Edge of Site

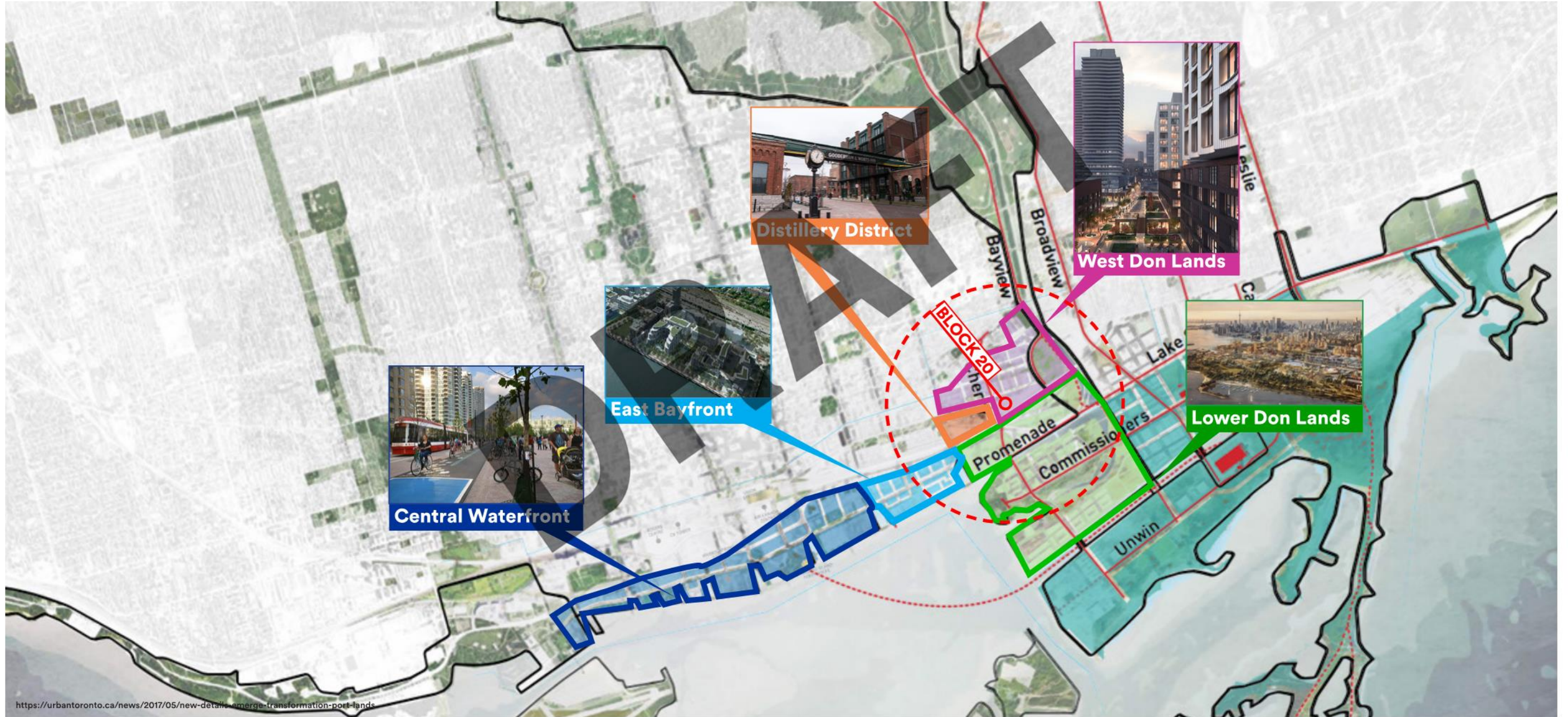
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Context

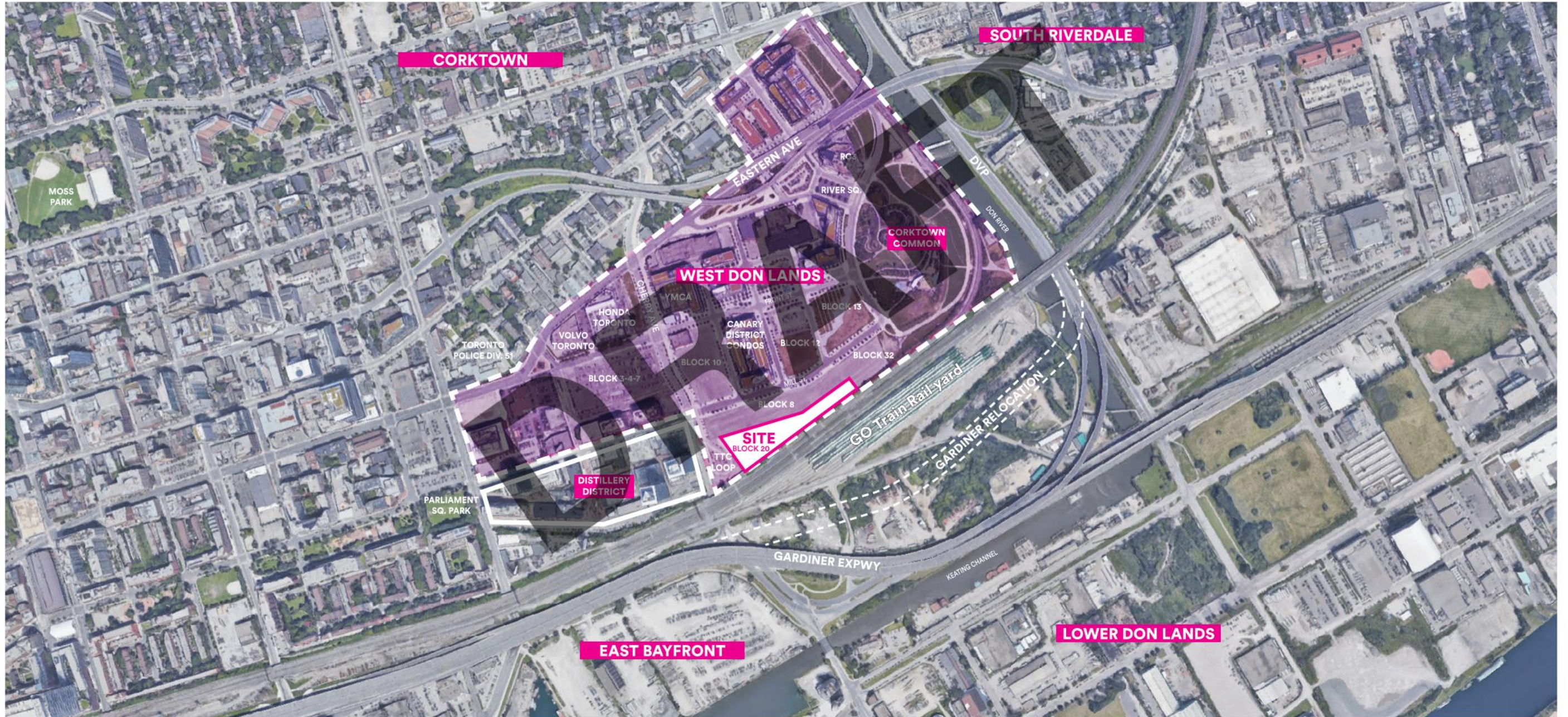
Block 20 Location



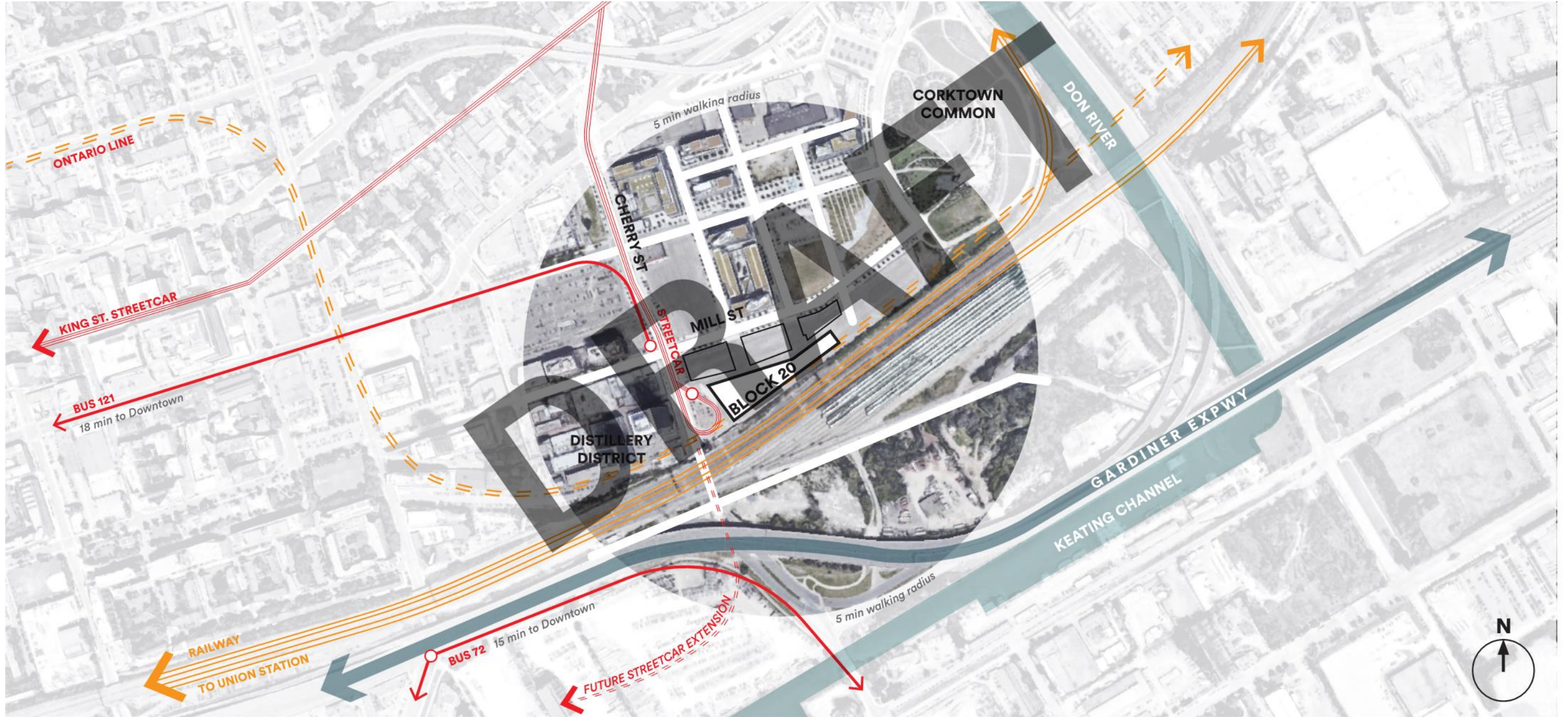
Surrounding Districts



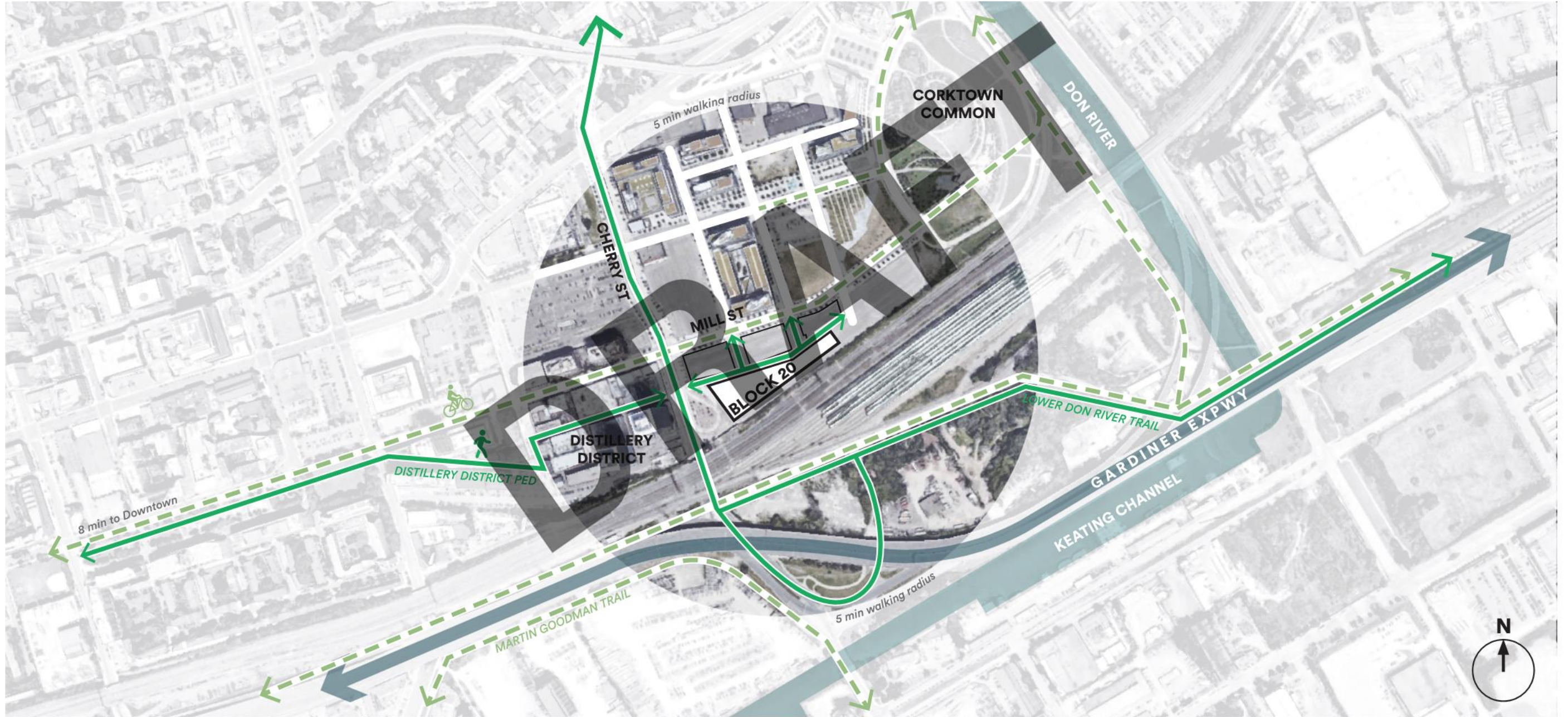
West Don Lands



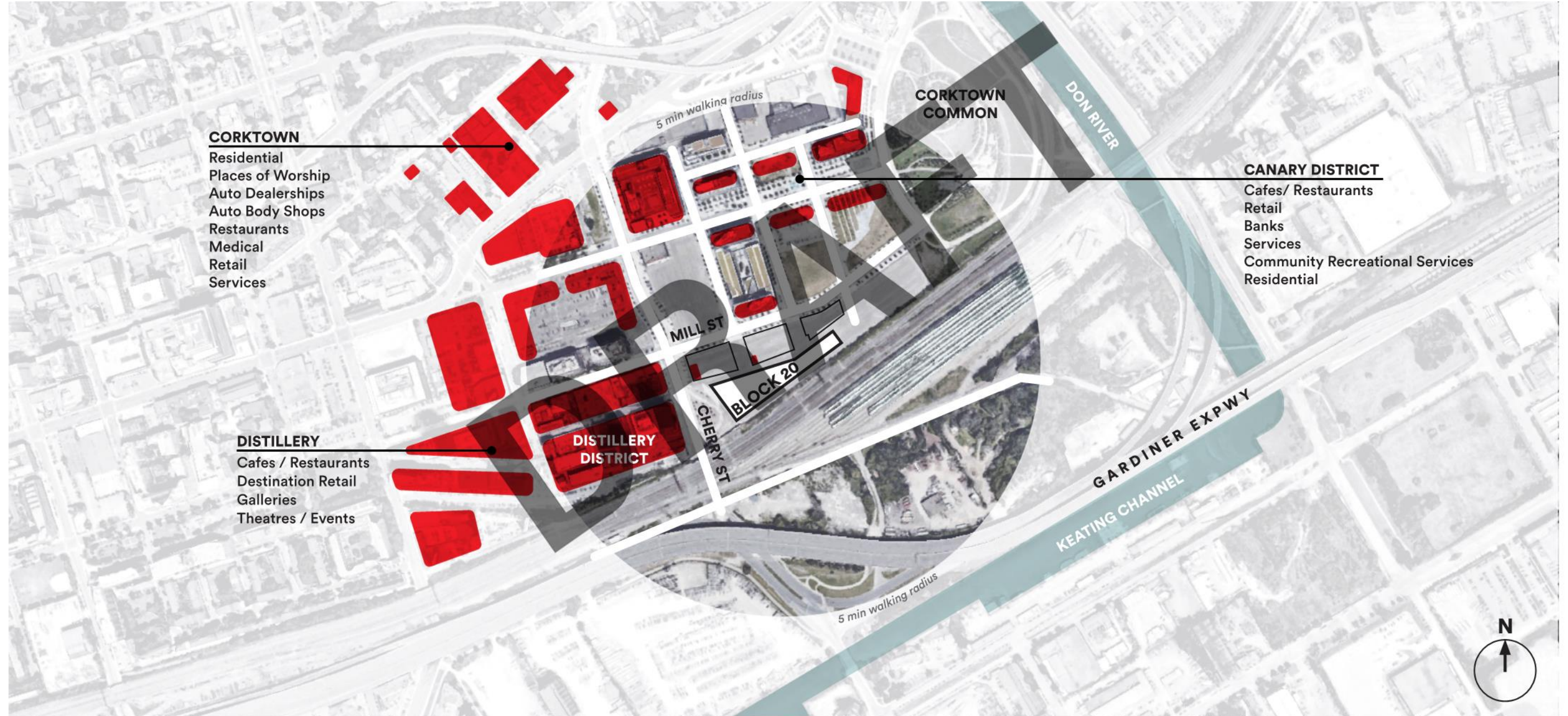
Public Transportation



Bikes and Pedestrians



Ground Floor Uses



History

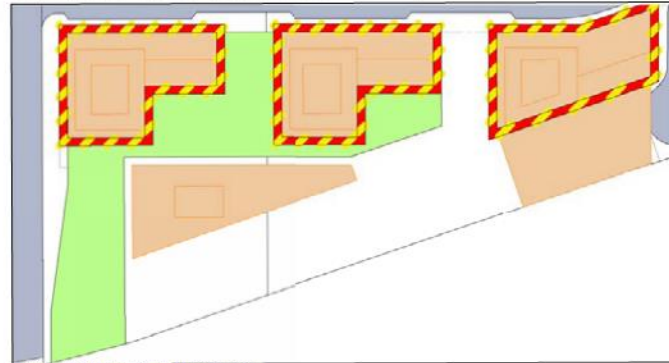


West Don Lands Block Plan (2011)



West Don Lands Block Plan (2011)

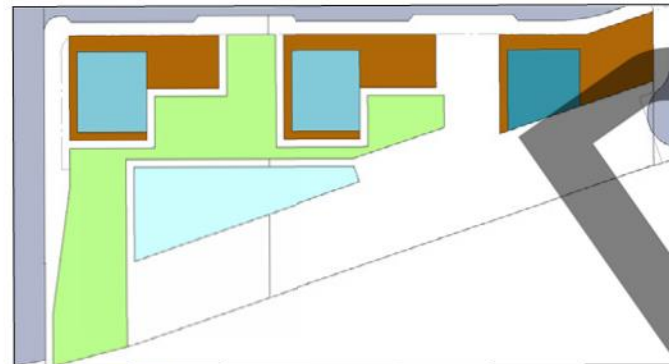
Block 8 & 20 (Block 8 in 2006 Block Plan)



FRONTAGES AND GROUND FLOOR USES

A mix of residential and non-residential frontage, including live/work space frontage should dominate Mill Street as well as the Distillery Passage to continue the diverse mix of uses being developed throughout the Distillery District. Architectural treatment and/or potential non-residential ground floor uses should be considered in this zone to activate the pedestrian experience.

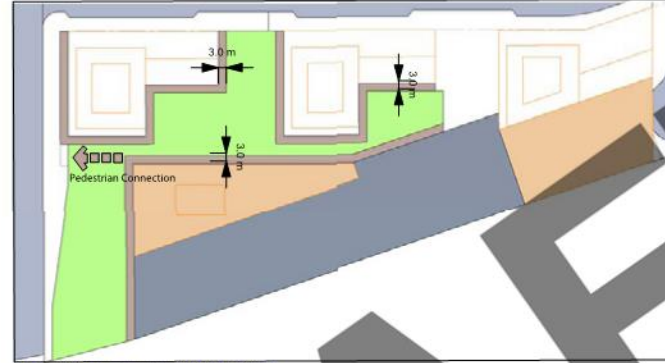
- ACTIVE USE FRONTAGE
- RESIDENTIAL USE FRONTAGE
- ACTIVE OR RESIDENTIAL FRONTAGE
- HERITAGE BUILDING



HEIGHTS AND SETBACKS

Six-storey loft buildings dominate the block, and are podiums from which the towers rise. Three towers are located in this block, two at 14-stories and one at 24-stories. If District Energy proceeds, the 24-storey tower will house the exhaust stacks required by the adjacent District Energy Centre. The towers may be sculpted as they rise from the podiums.

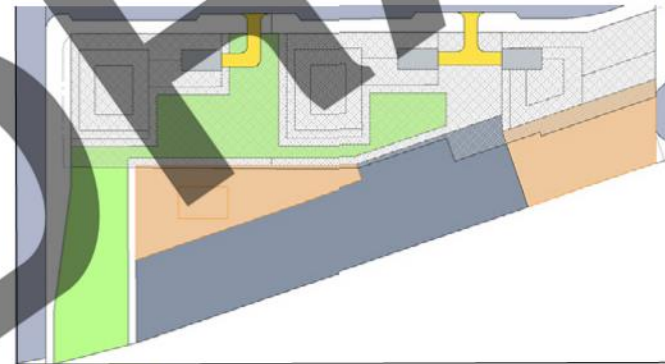
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- 10 STOREYS + PENTHOUSE 36m
- 14 STOREYS + PENTHOUSE 48m
- 24 STOREYS + PENTHOUSE 78m



SETBACKS, COURTYARDS AND OPEN SPACE

A 3.0m setback zone is encouraged between buildings and a publicly accessible open space. A 3.0m setback zone is required along Cherry Street. The Distillery Passage is an important connective open space, and includes a linear walk that is required to align with the pedestrian connection to the Distillery and connect to the TTC turn-around loop. This will provide a critical pedestrian connection from the Distillery District through Block 8. Depending on the mix of uses within the block, consideration should be made of a potential pedestrian connection to the land east of Block 8. There is no ground floor setback zone along Mill Street.

- SETBACK ZONE
- PUBLIC & PUBLICLY ACCESSIBLE OPEN SPACE
- COURTYARD - PRIVATE OPEN SPACE



PARKING AND SERVICING

Accessways penetrate the block from Mill Street and on the alignment of Local Street D and E.

- ABOVE GRADE PARKING RAMPS / LOADING AREAS
- BELOW GRADE PARKING
- ACCESS WAY



OVERALL MASSING

Large apartment buildings developed with loft spaces line Mill Street and the Distillery Passage. Towers rise from these base forms. A District Energy Centre and a parking garage were initially proposed for this site in the 2006 Block Plan. If District Energy does not proceed, a mixed use development would be an appropriate alternative subject to the completion of the appropriate studies including a site specific noise and vibration study and an the evaluation of railway adjacency issues.

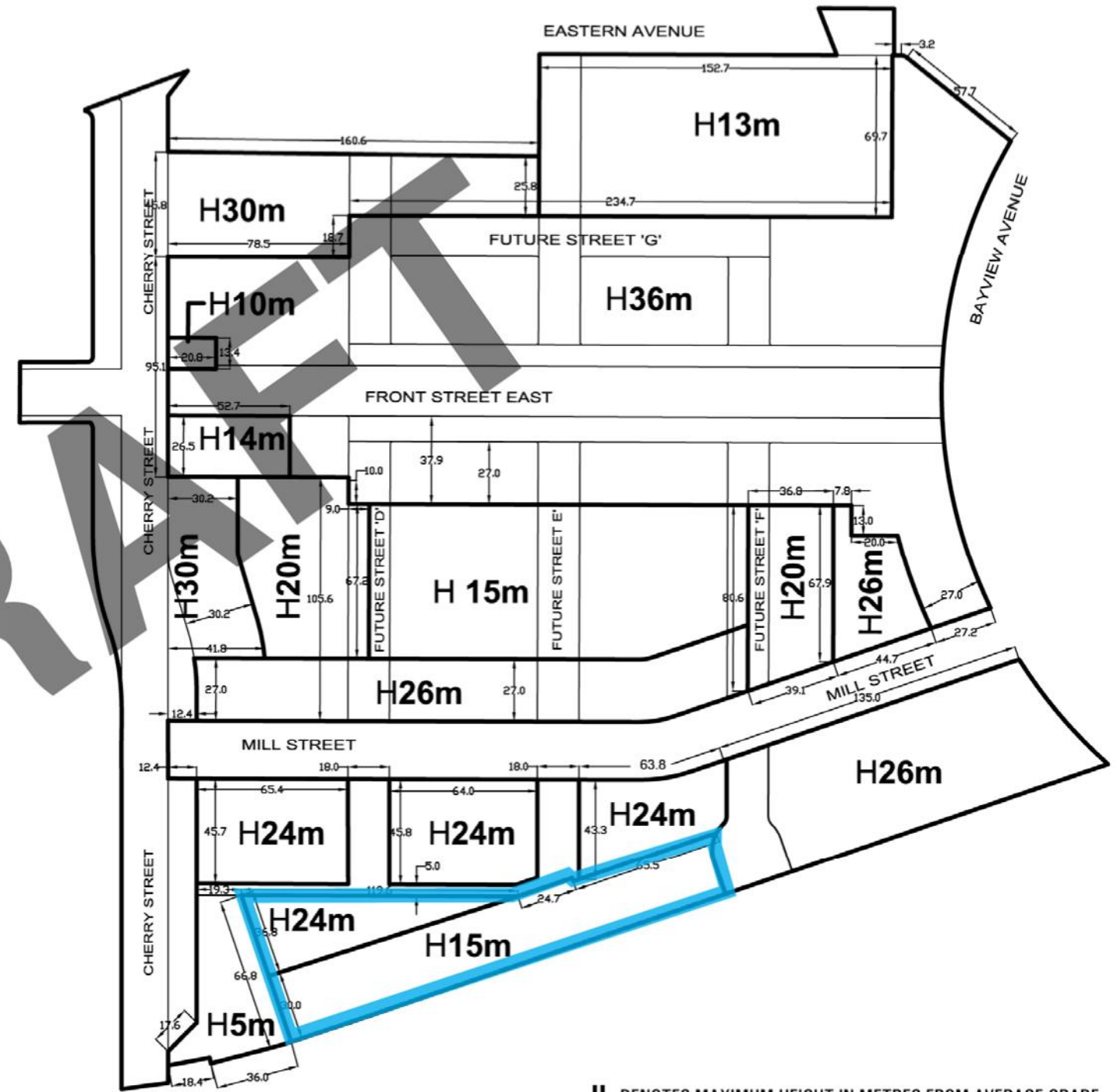
BLOCK 8 ILLUSTRATIVE DEVELOPMENT PROGRAM

Residential	57,880 s.m.
Approximate Residential Units	579



Zoning (04-2011)

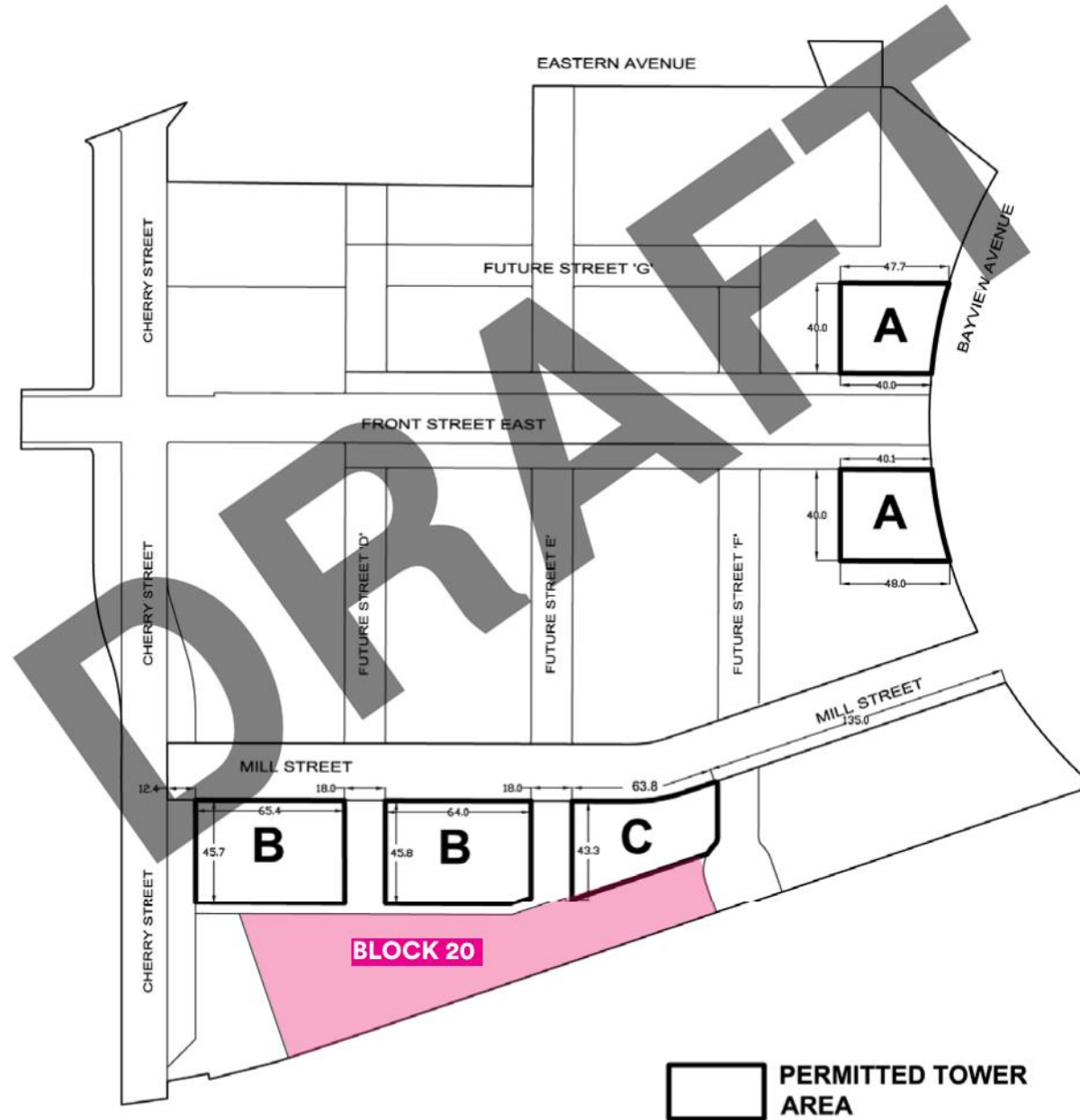
- Block 20 is subject to the General Zoning By-law 438-86, which was implemented prior to the West Don Lands Block Plan.
- Zoning By-law Amendment 04-2011 also sets specific provisions for the WDL Phase 2 lands.
- **Current max. height: 15 m and 24 m**
- **Current permitted uses:** include a commercial parking garage, and any of the uses permitted within all blocks in the Phase 2 lands provided that no component of a building or structure above grade is closer than 30 metres to the southern boundary of the area.



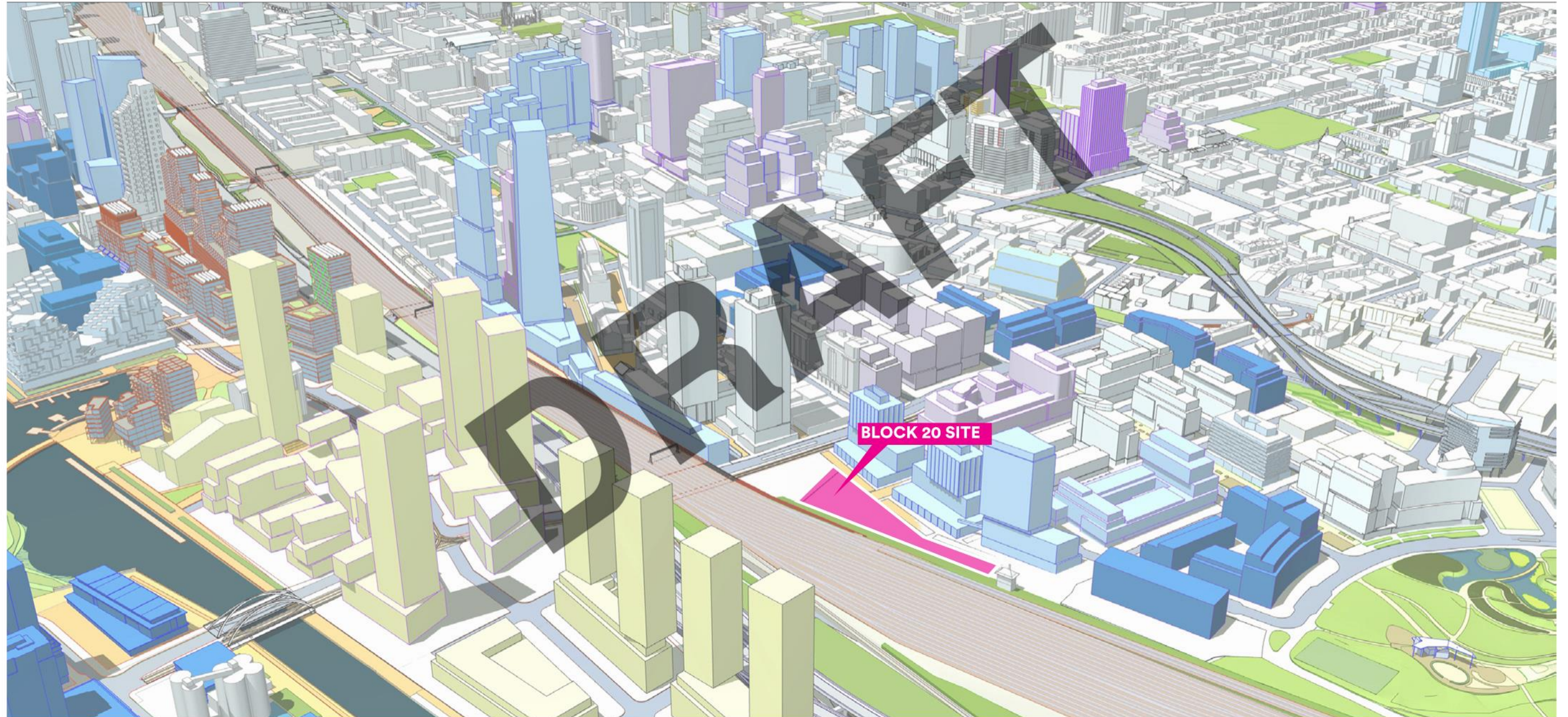
Map 2 - Heights

H DENOTES MAXIMUM HEIGHT IN METRES FROM AVERAGE GRADE

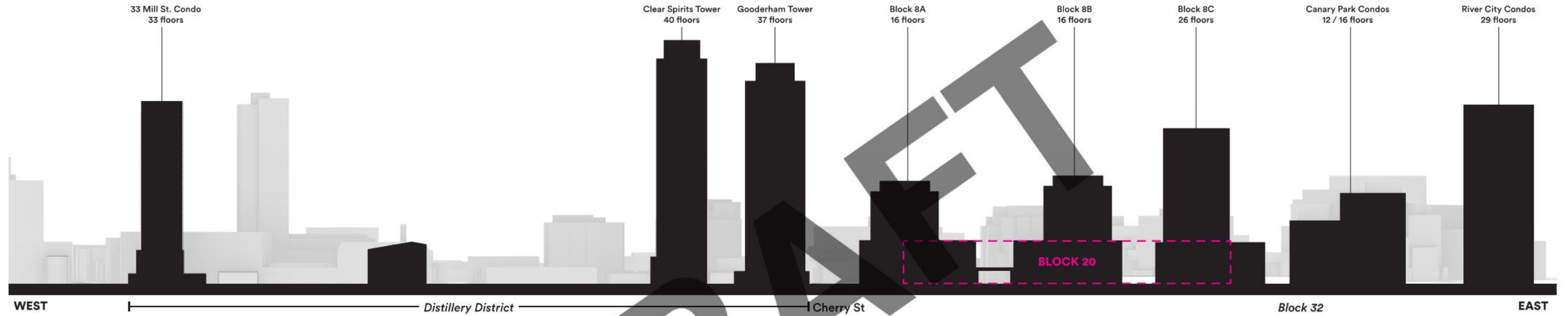
Zoning (By-Law 04-2011)



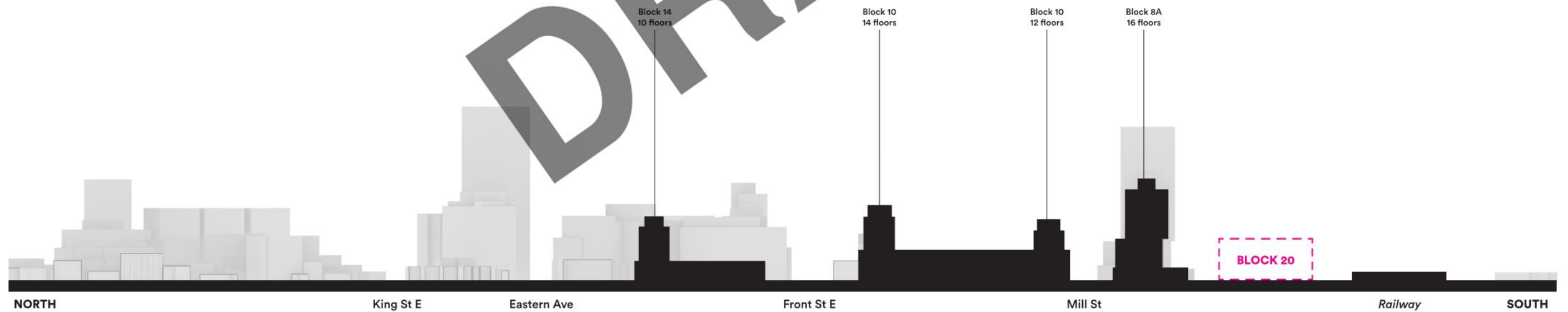
Future Development



Height Analysis



East-West Section along railway



North-South Section along Cherry St.

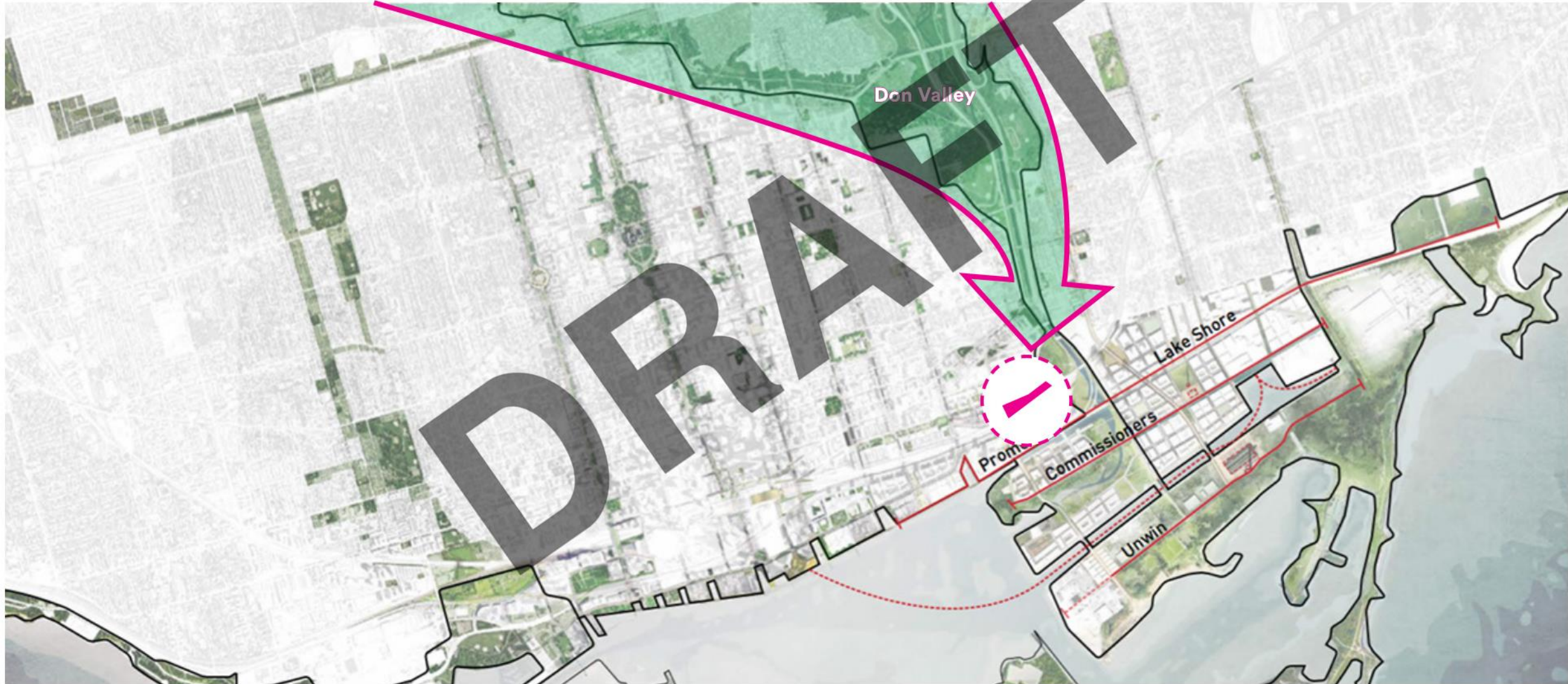
Surrounding Buildings



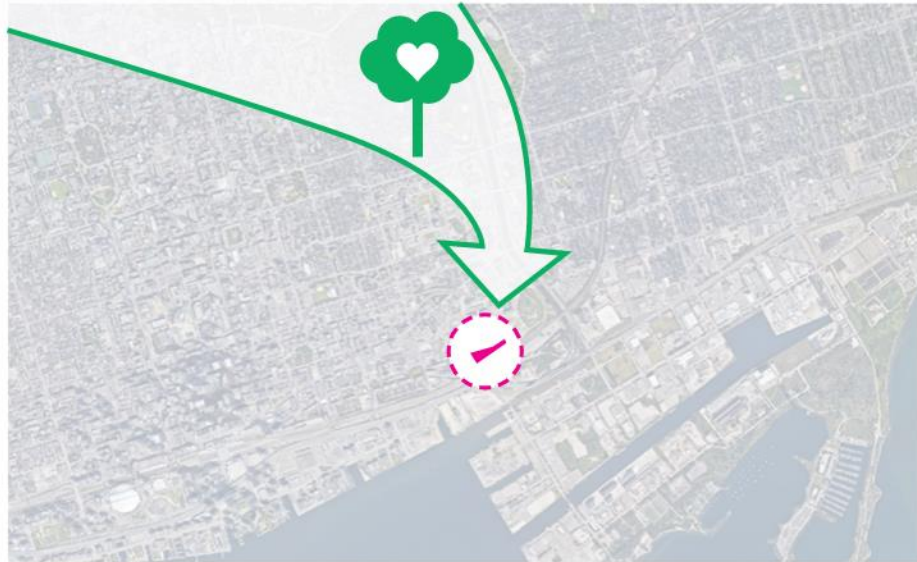
2. Design Goals

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Green Link



Connecting the Site



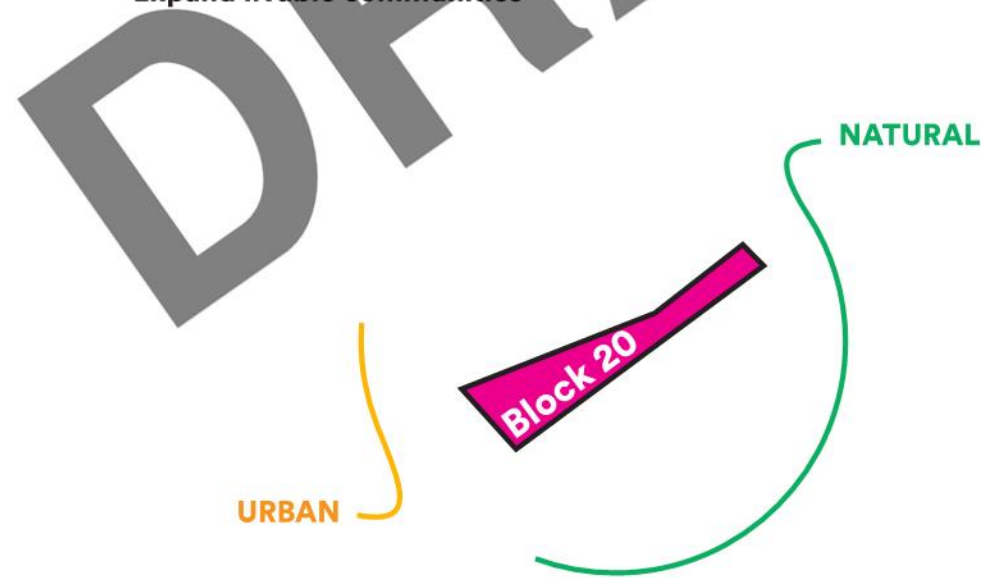
Extend Natural Heritage



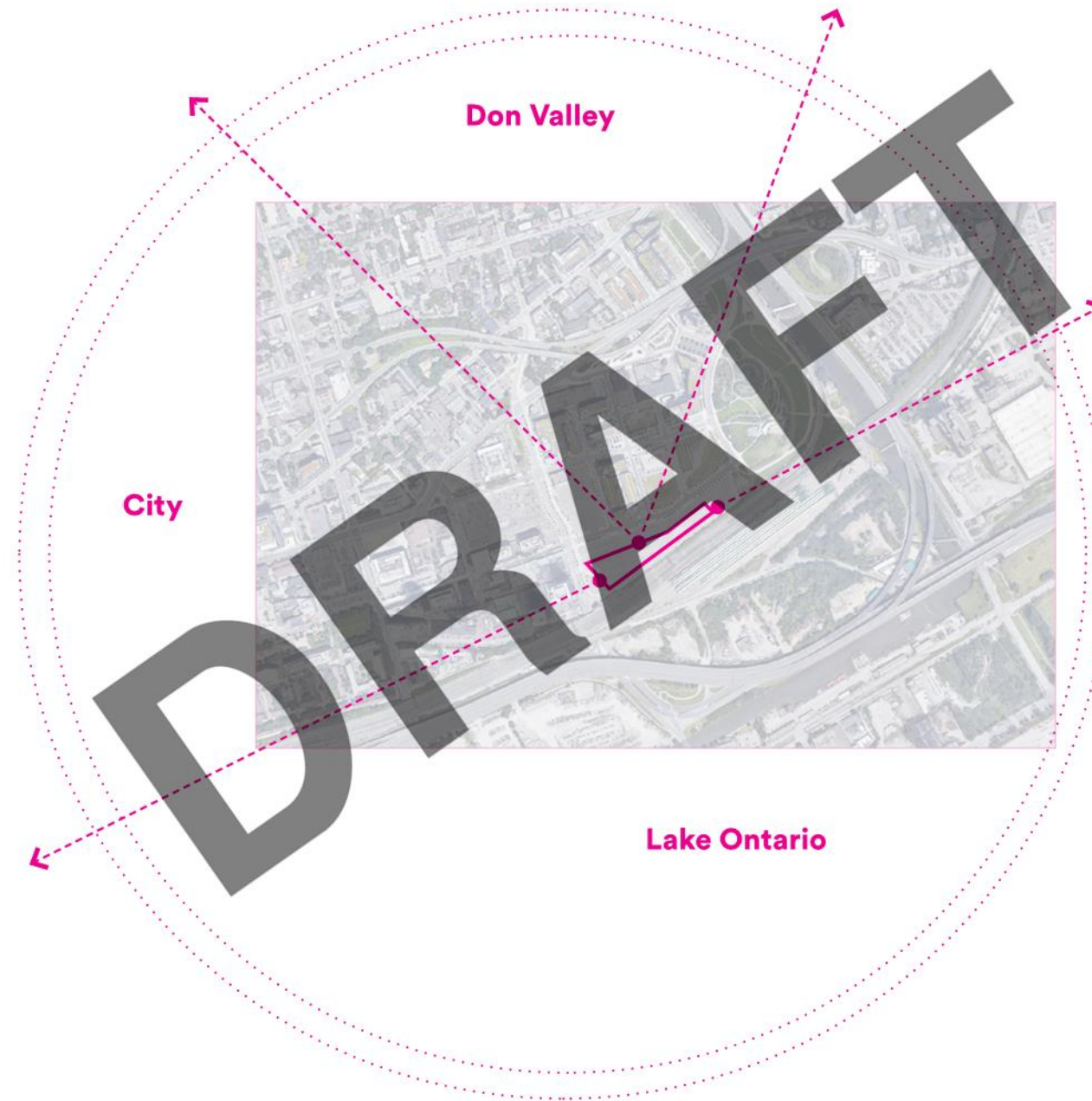
Expand livable communities



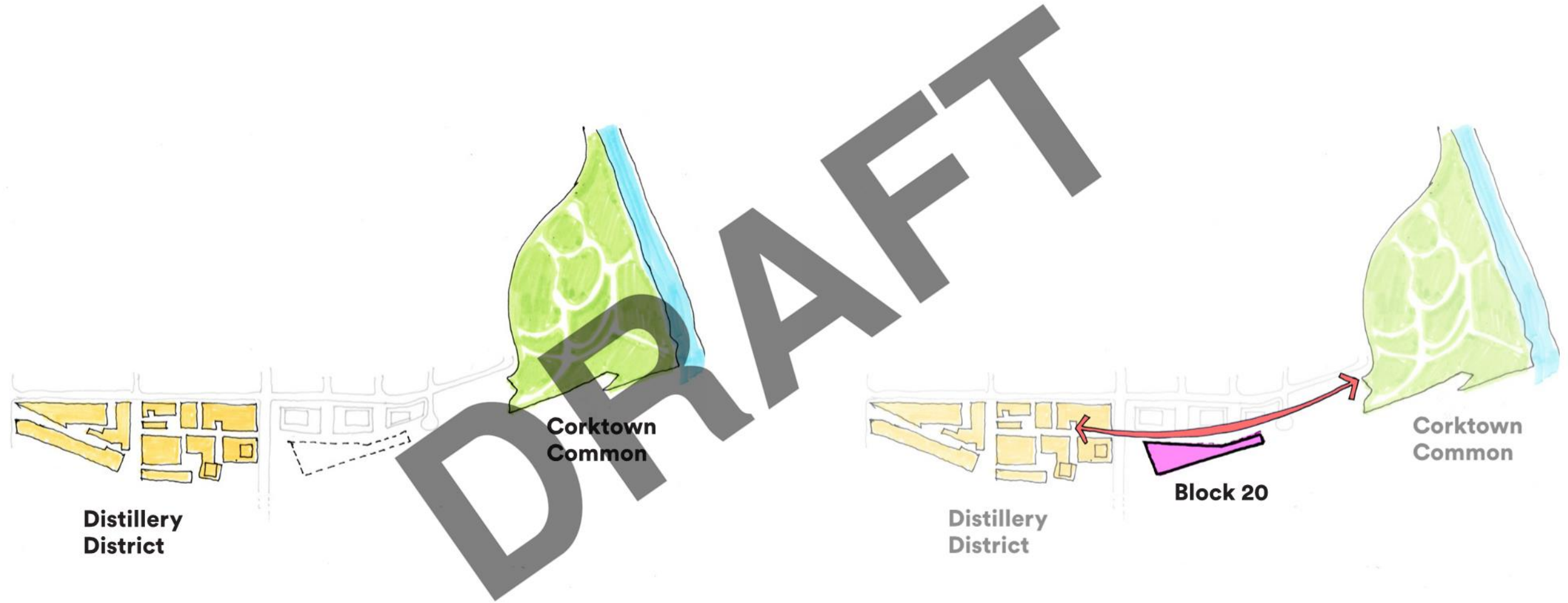
Integrate workplace & promote density



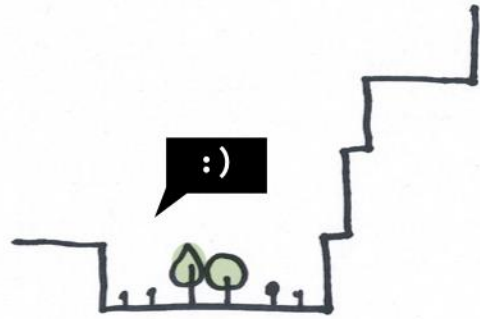
Orientation



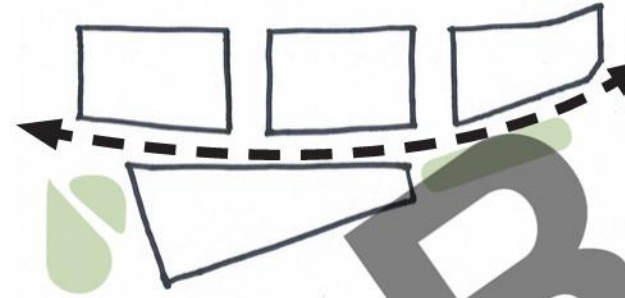
Bridging Nature and City



Design Principles



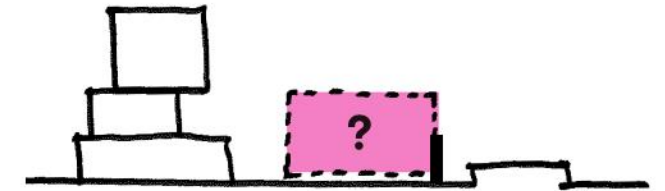
Create people first streetscape



Connect pedestrians between existing public spaces



Bridge natural and urban contexts

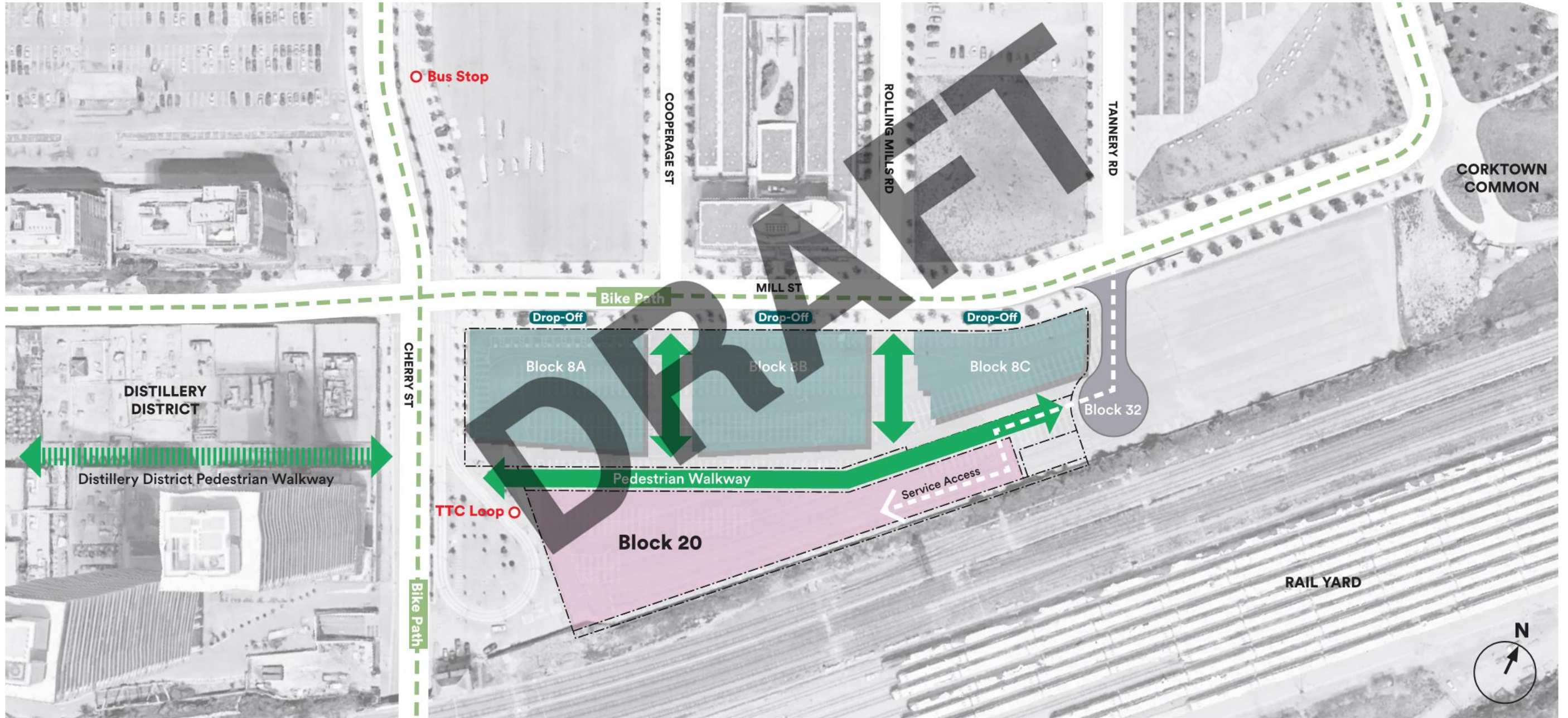


Respond to context and constraints

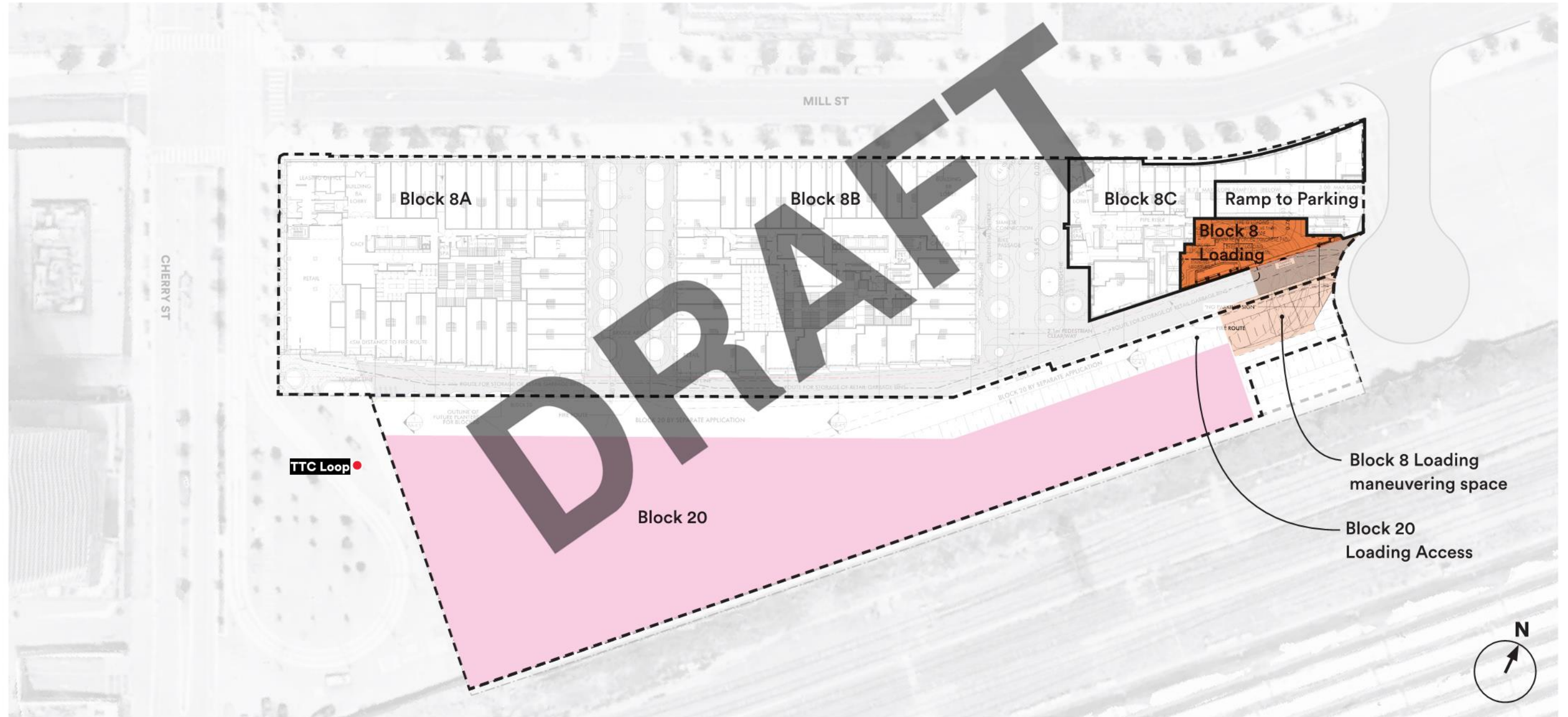
3. Constraints

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Site Access



Loading Constraints



Cherry St. Tower Relocation

BRIDGES AND UNDERPASSES: CHERRY STREET PORTAL



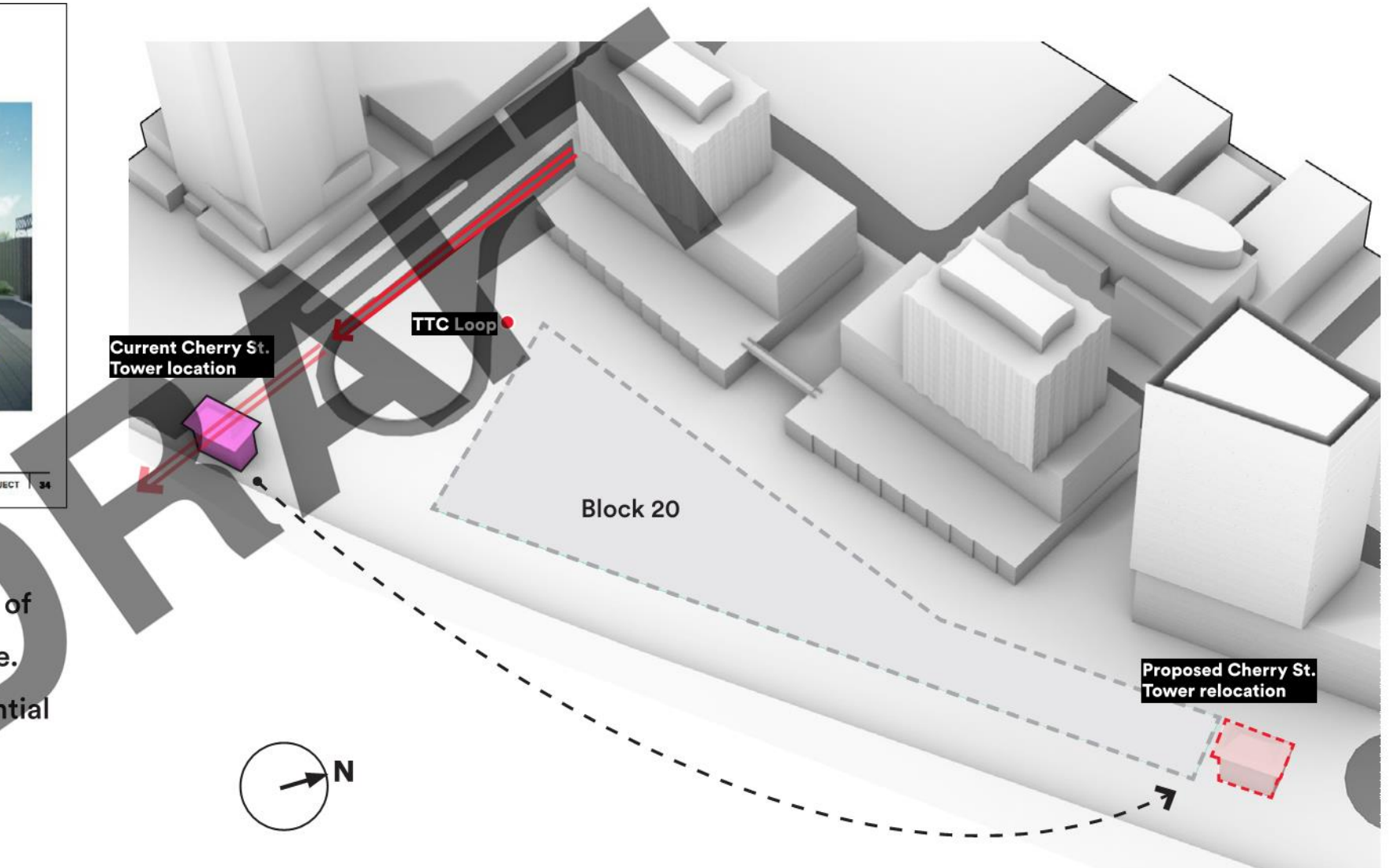
Diagram: north side portal

Rendering: north side portal

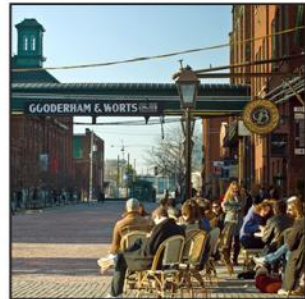
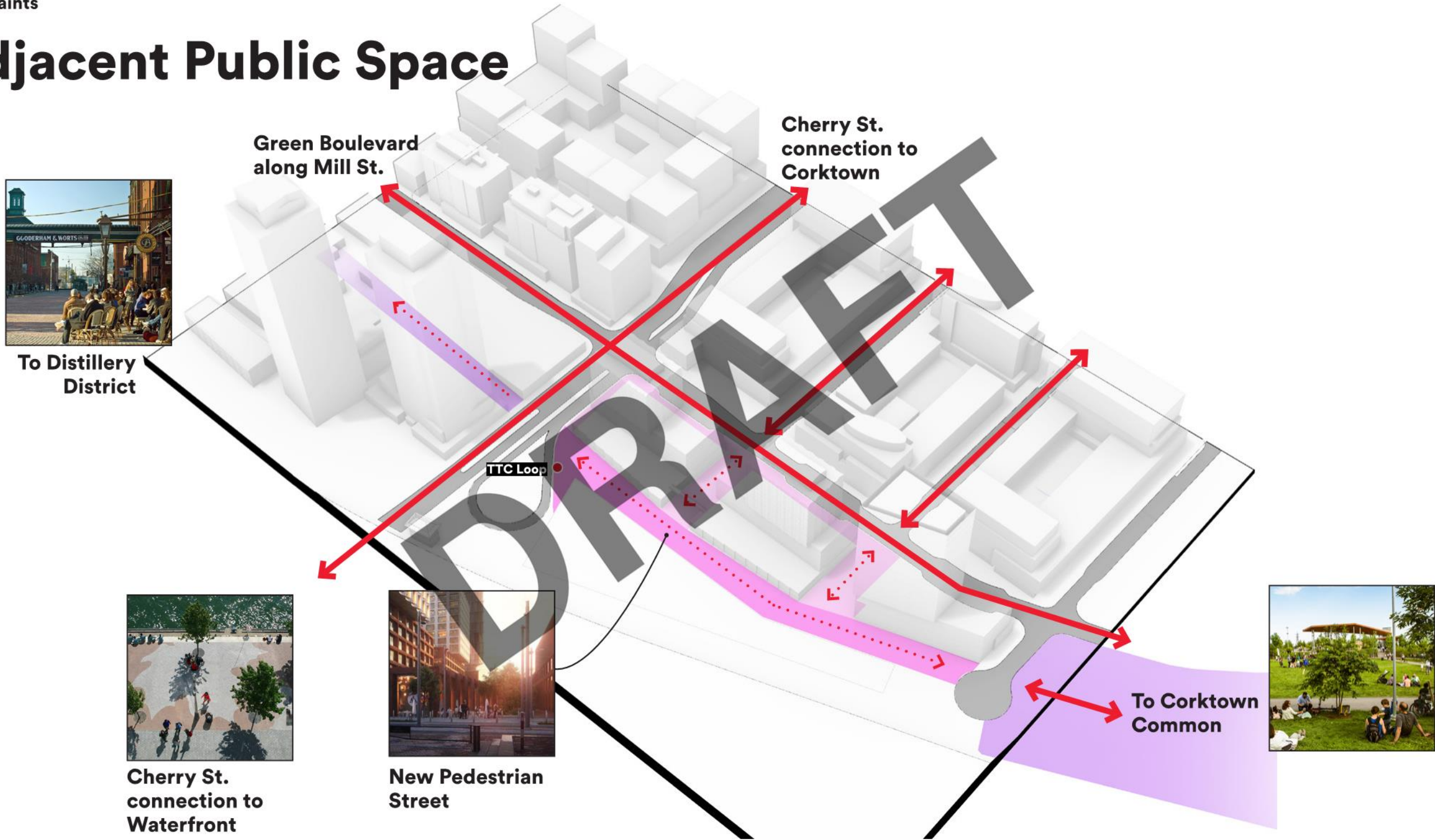
METROLINX UNION STATION RAIL CORRIDOR EAST ENHANCEMENTS PROJECT 34



- Tower to be moved to accommodate extension of Cherry streetcar in future.
- Limited options for potential re-location of tower.
- New location of tower needs to be adjacent to corridor and reflect its original function.



Adjacent Public Space



To Distillery District



Cherry St. connection to Waterfront

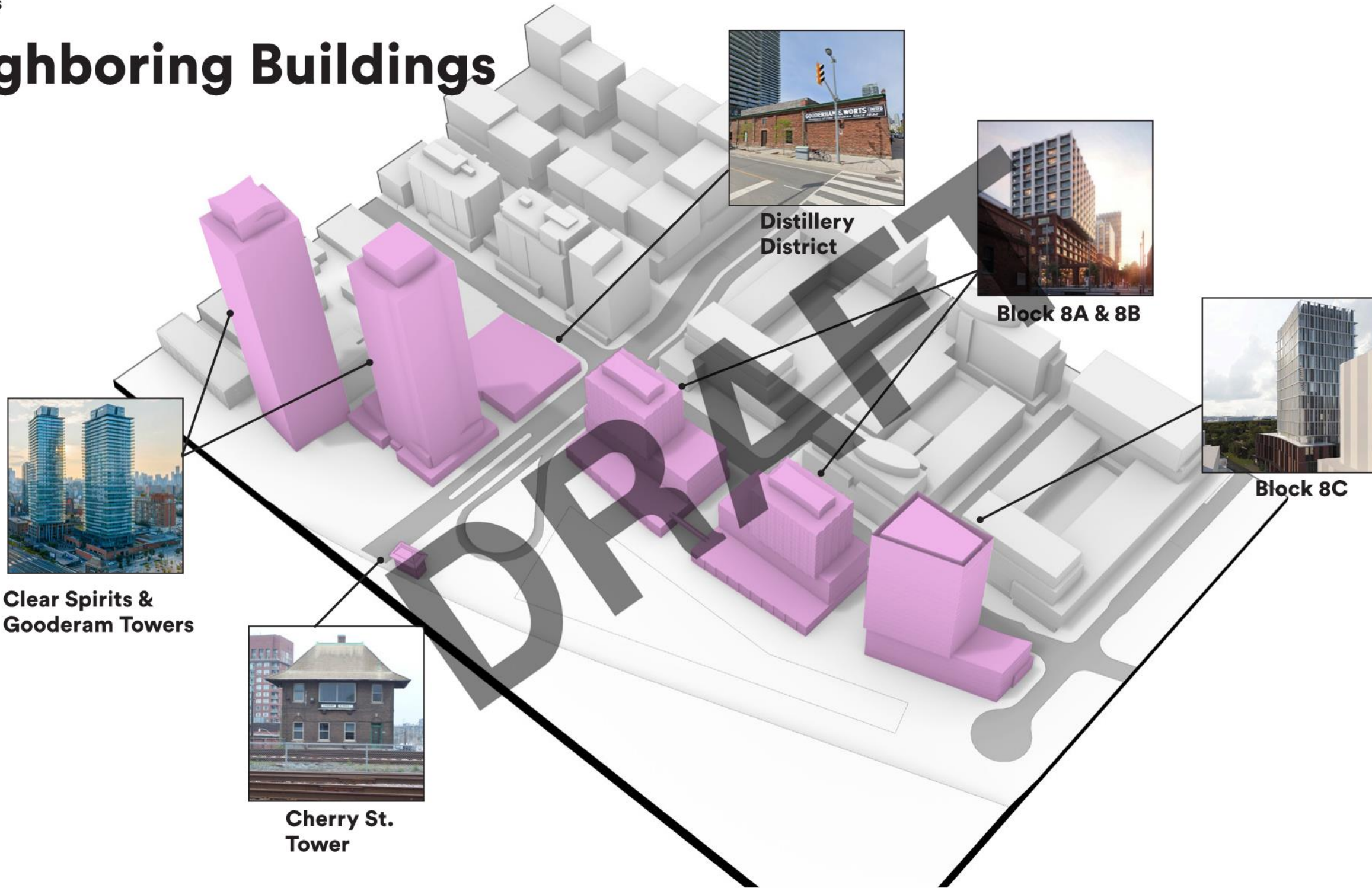


New Pedestrian Street



To Corktown Common

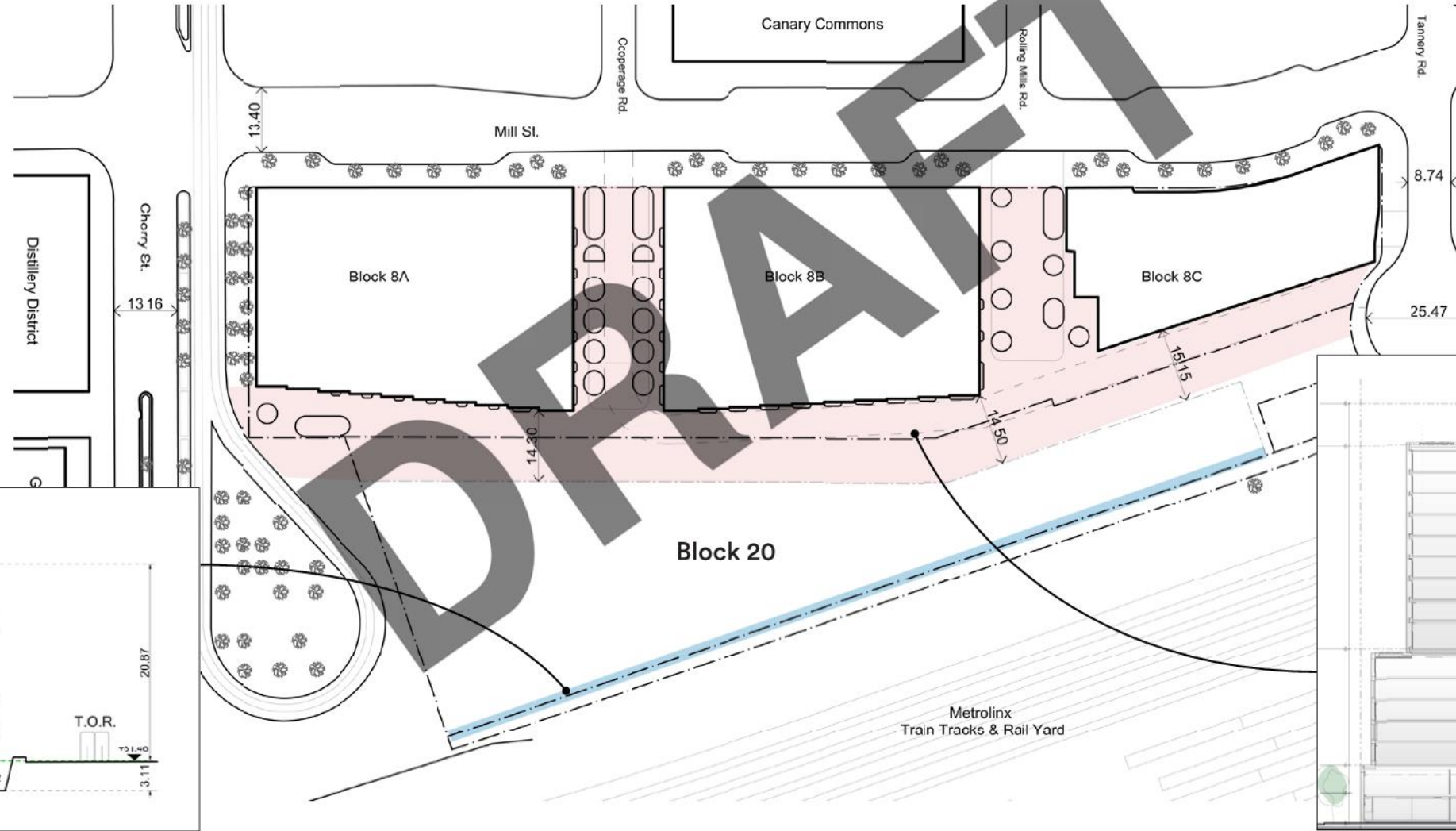
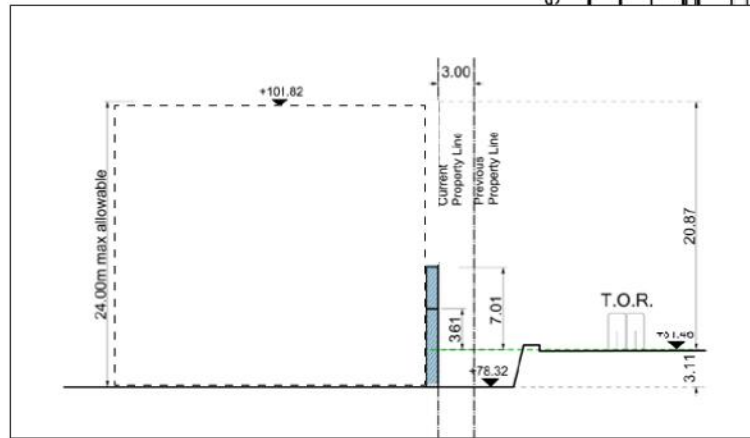
Neighboring Buildings



Site Edge Conditions

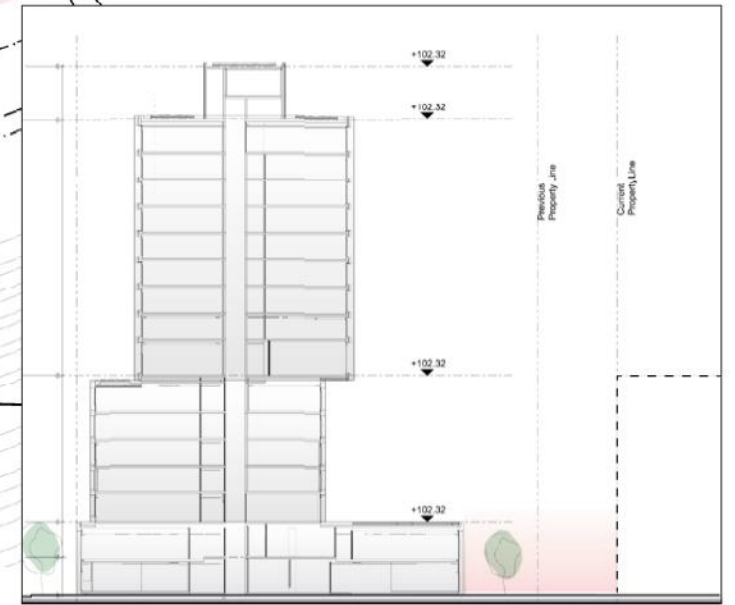
Metrolinx Rail Corridor

Existing GO Train/Metrolinx tracks necessitate a concrete crash wall be built along the southern edge of the site. Along this edge it may be apt to fit in back-of-house program.



Block 8 / 20 Pedestrian Corridor
(4,975 m² of new POPS
vs. original block plan POPS
area of 2,025 m²)

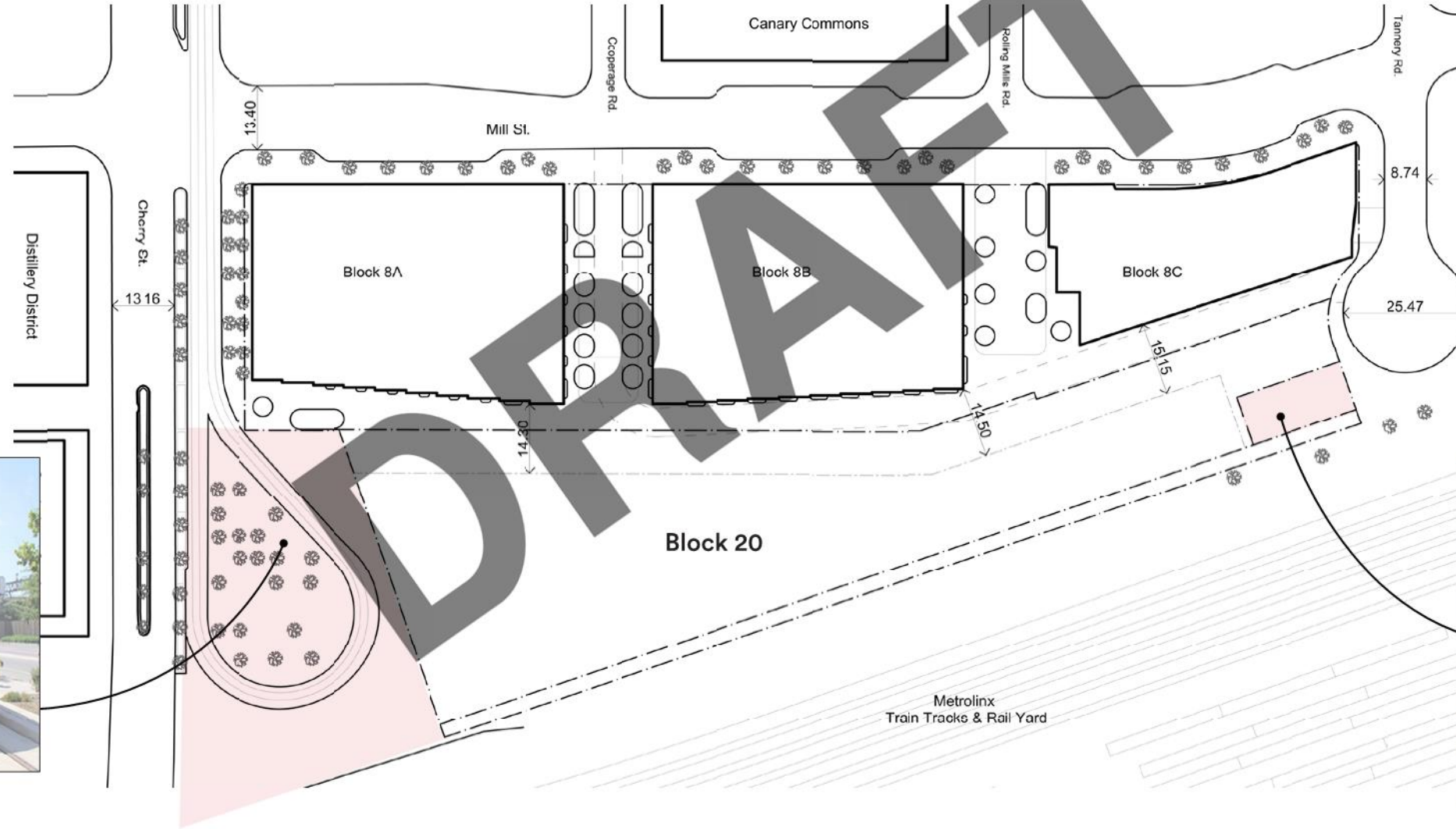
The approved Block 8 project includes the creation of a new pedestrian-only lane way running East-West along the block. Active ground floor program that mirrors the townhouse uses in Block 8 could be appropriate along this corridor.



Site Edge Conditions

Cherry Street Loop

TTC Street car stop at Cherry St. will be a higher foot traffic location appropriate for some more active program on the ground floor of Block 20



Cherry Street Tower Relocation

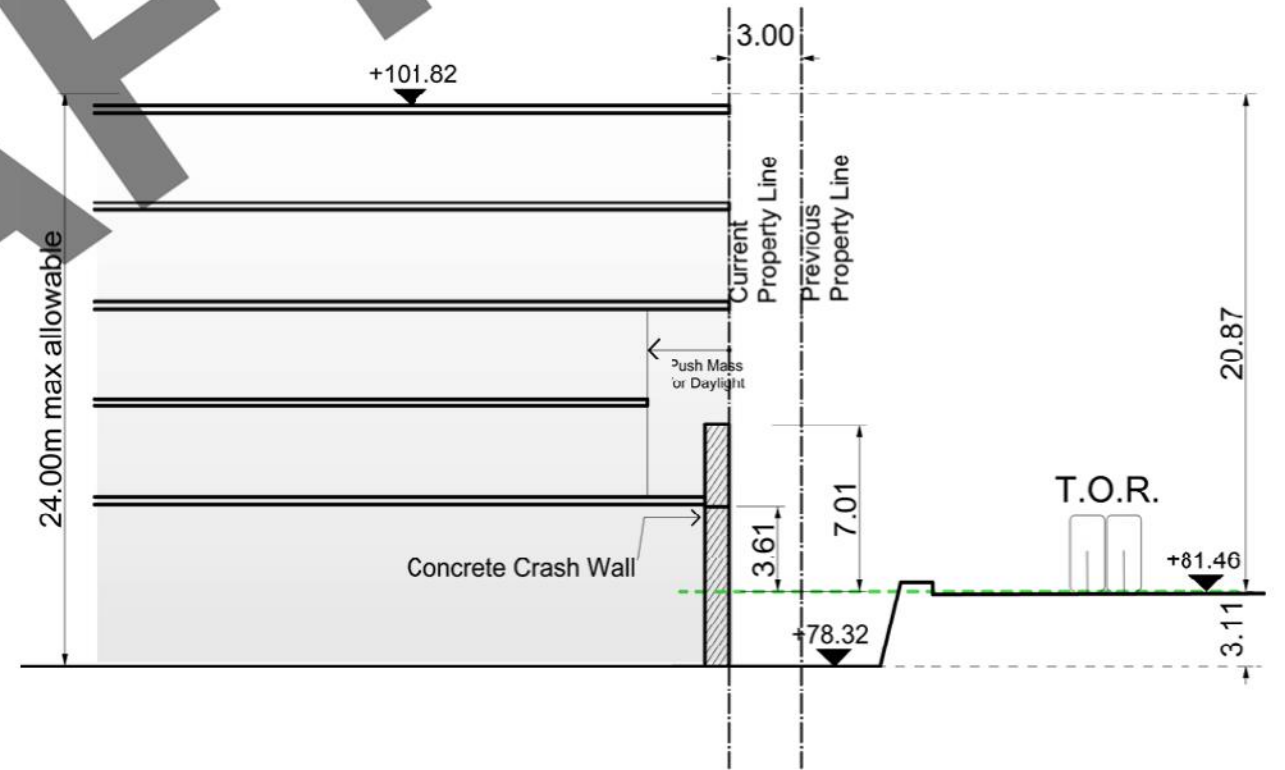
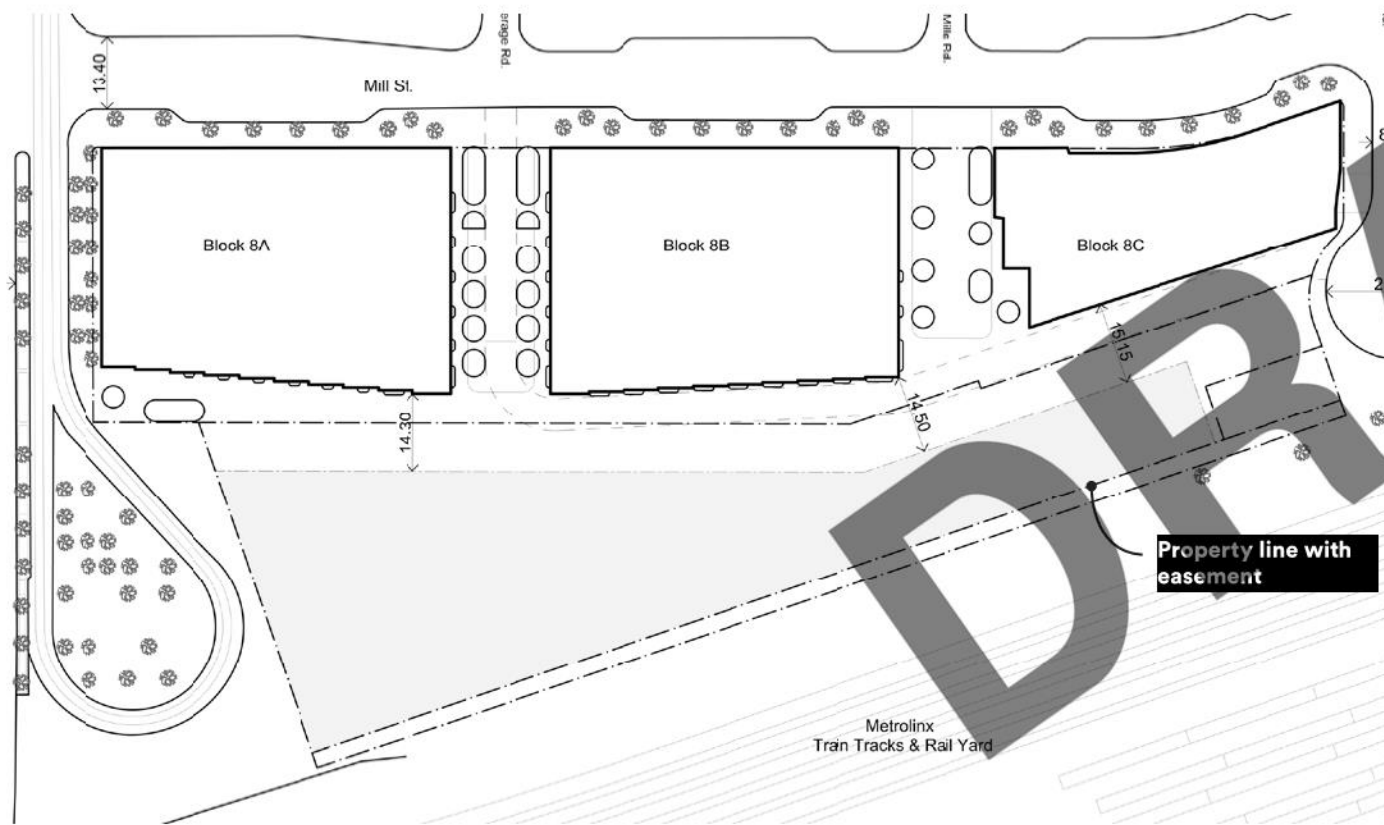
Cherry St. Tower is intended to be relocated onto this designated plot as shown on page 35.



4. Opportunities

DRAFT

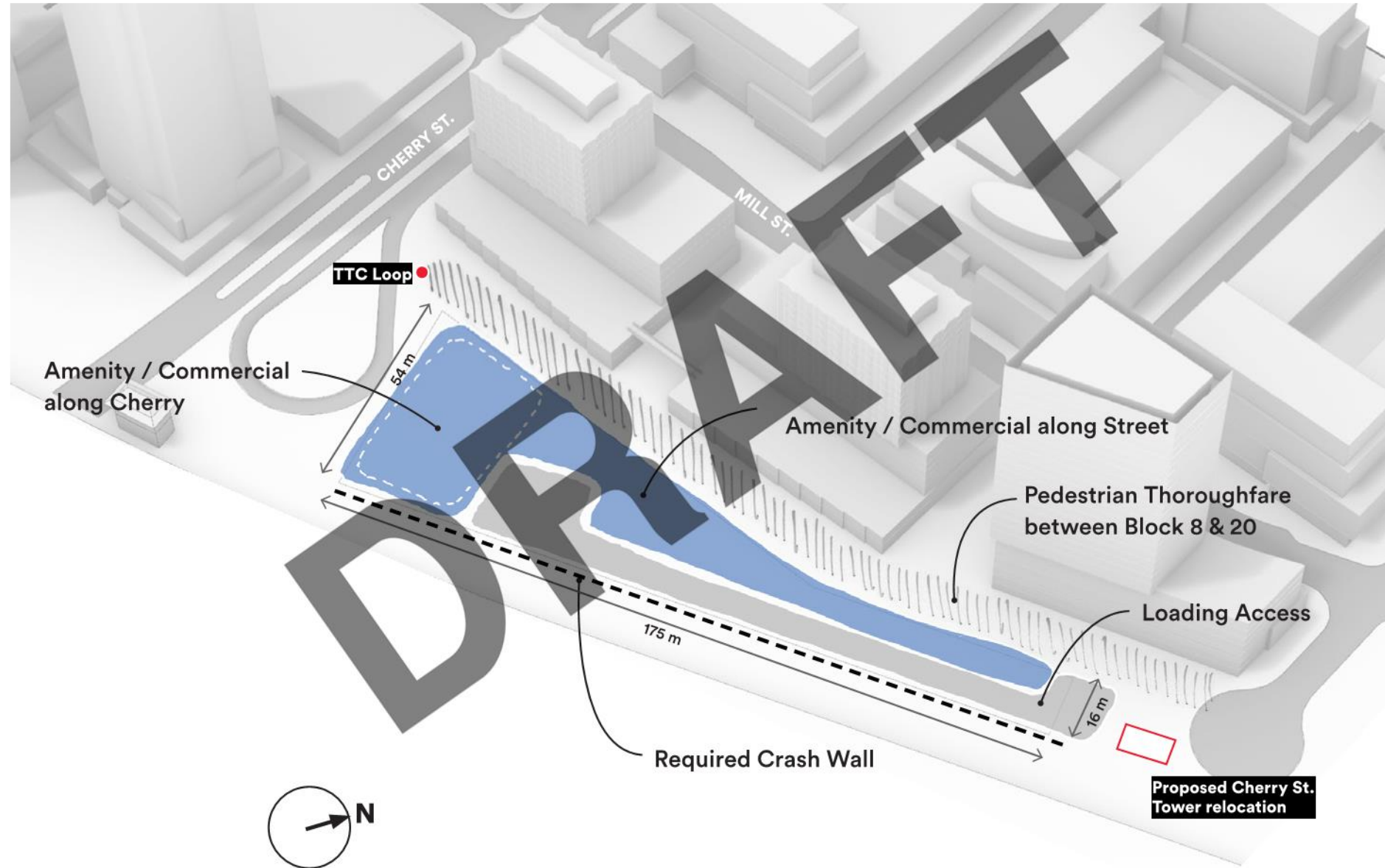
1. Introduction of Crash Wall



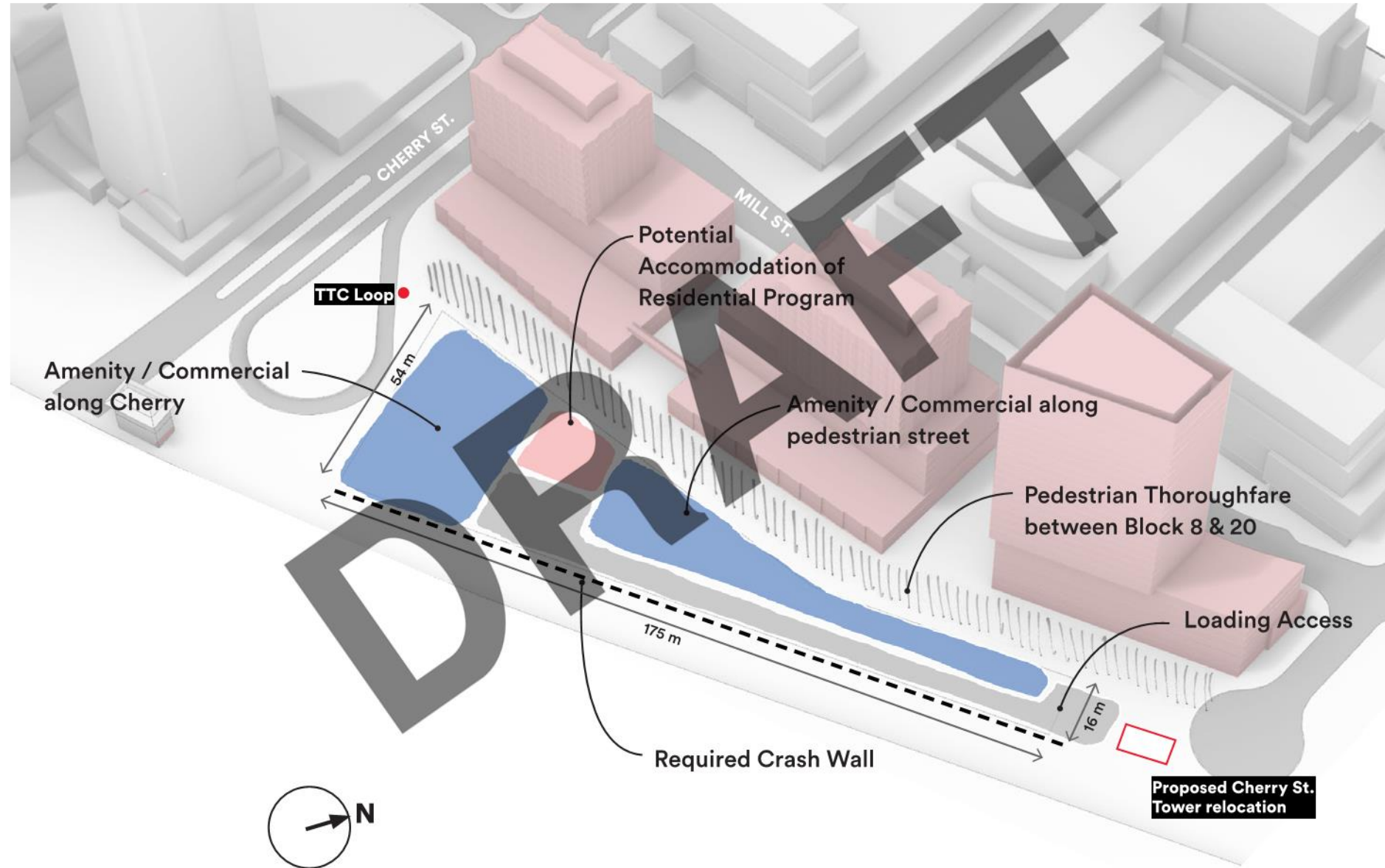
Reference Project - 31A Parliament



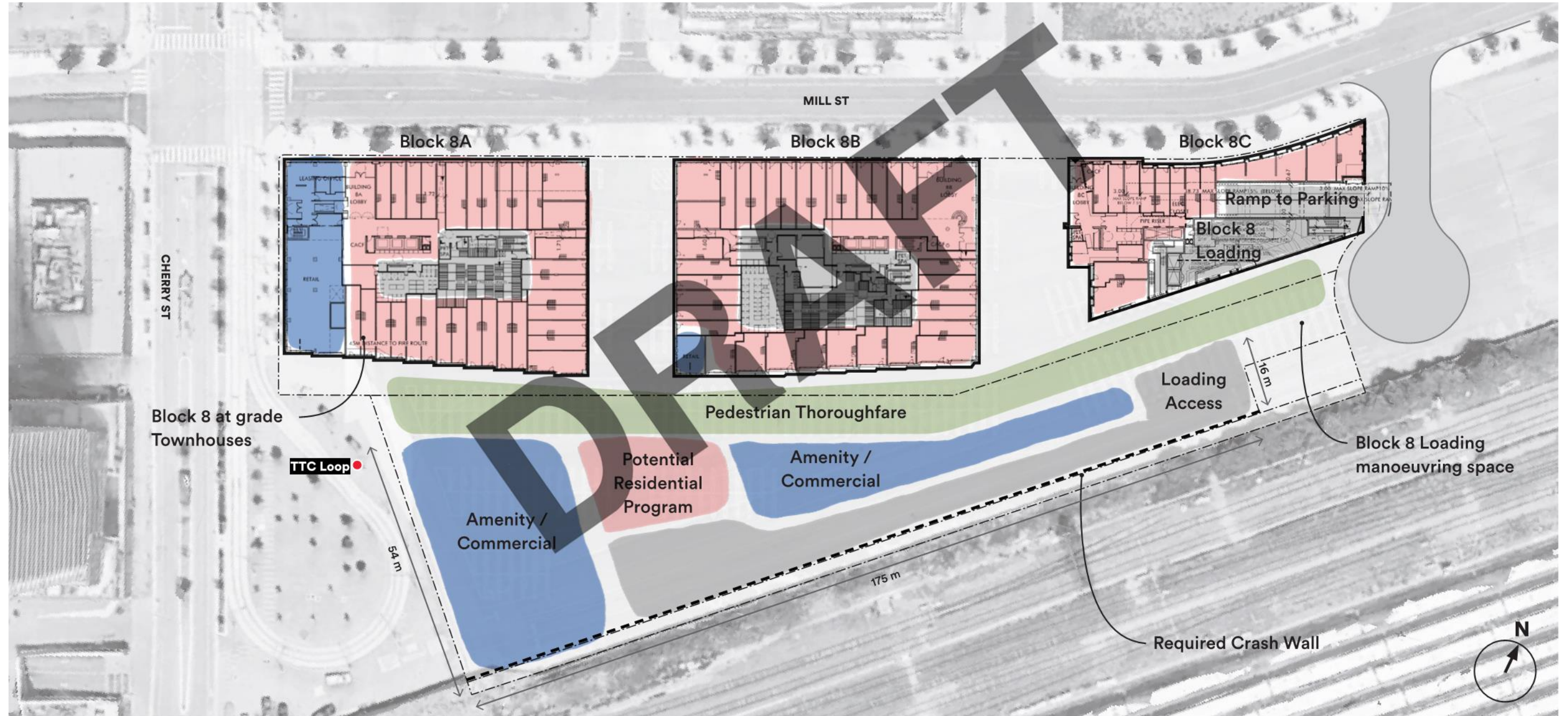
2. Expand Functional Use



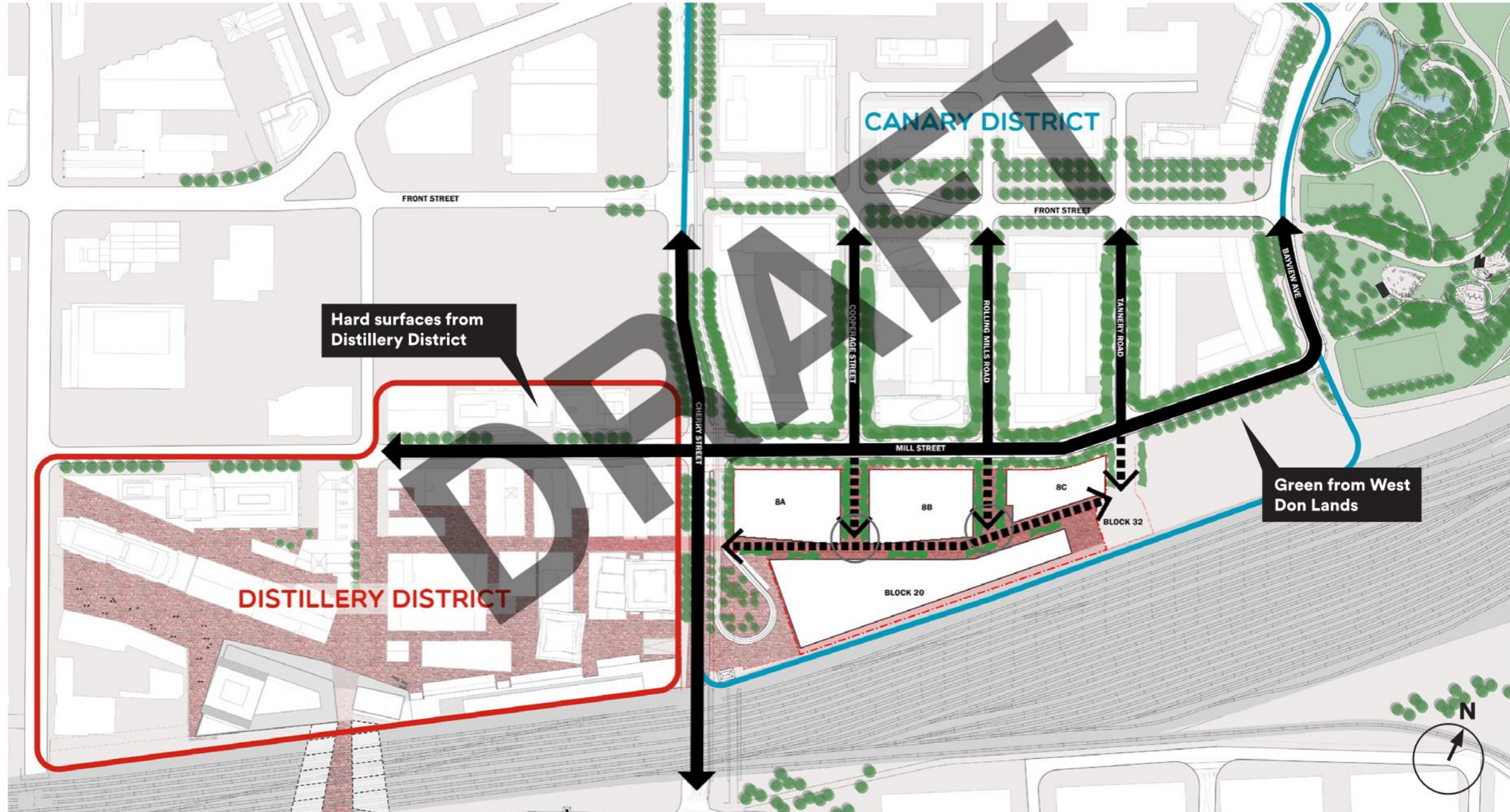
3. Introduce Rental Residential Uses (30% Affordable Component)



4. Active Ground Floor



5. Integrate Public Realm



Block 8 + Block 20



Block 8 + Block 20



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5. Proposed Sustainability Strategies

60% Vision Glass to Solid Wall Ratio
LEED BD+C V4 Gold Certification

6. Schedule

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Schedule

2019	December 11 th	Waterfront DRP
	Q4 2019 / Q1 2020	Community Engagement

2020	Q1	ZBA Application Submission
	Q3	SPA Application Submission

2021	Q1	ZBA Approved
	Q3	SPA Approved

2022	Q2	Start of Construction
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Thank you

**Henning
Larsen —**