

A horizontal band across the top of the page featuring a dark background with vertical, blurred streaks of light in various colors (blue, red, green, yellow) reflecting on water.

LOWER YONGE

Urban Design Guidelines and Transportation Master Plan EA

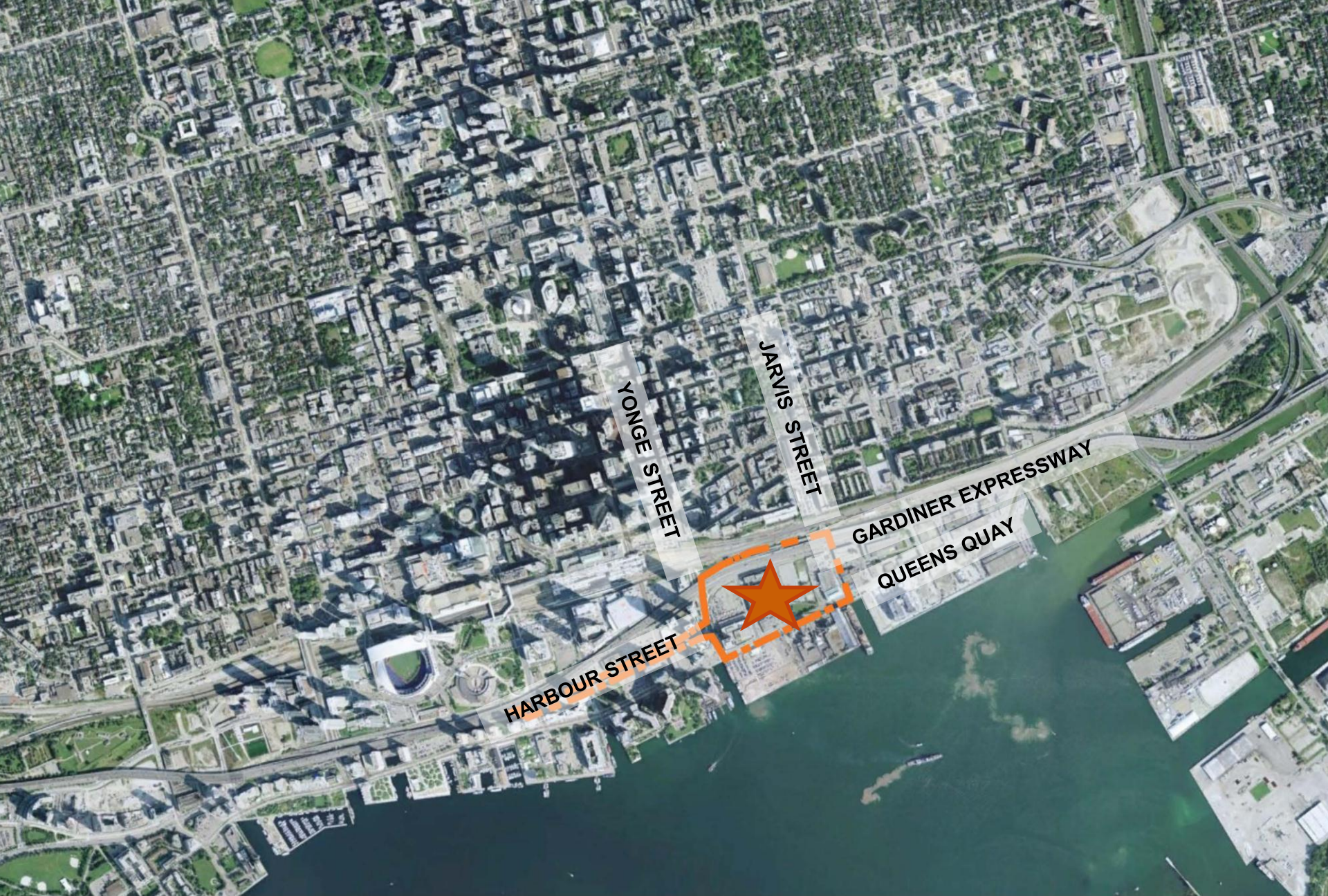
22 May 2013

PERKINS
+ WILL ARUP

DESIGN GUIDELINES

Karen Alschuler, Perkins + Will

SITE CHARACTERISTICS AND POTENTIAL



YONGE STREET

JARVIS STREET

GARDINER EXPRESSWAY

QUEENS QUAY

HARBOUR STREET

Study Area



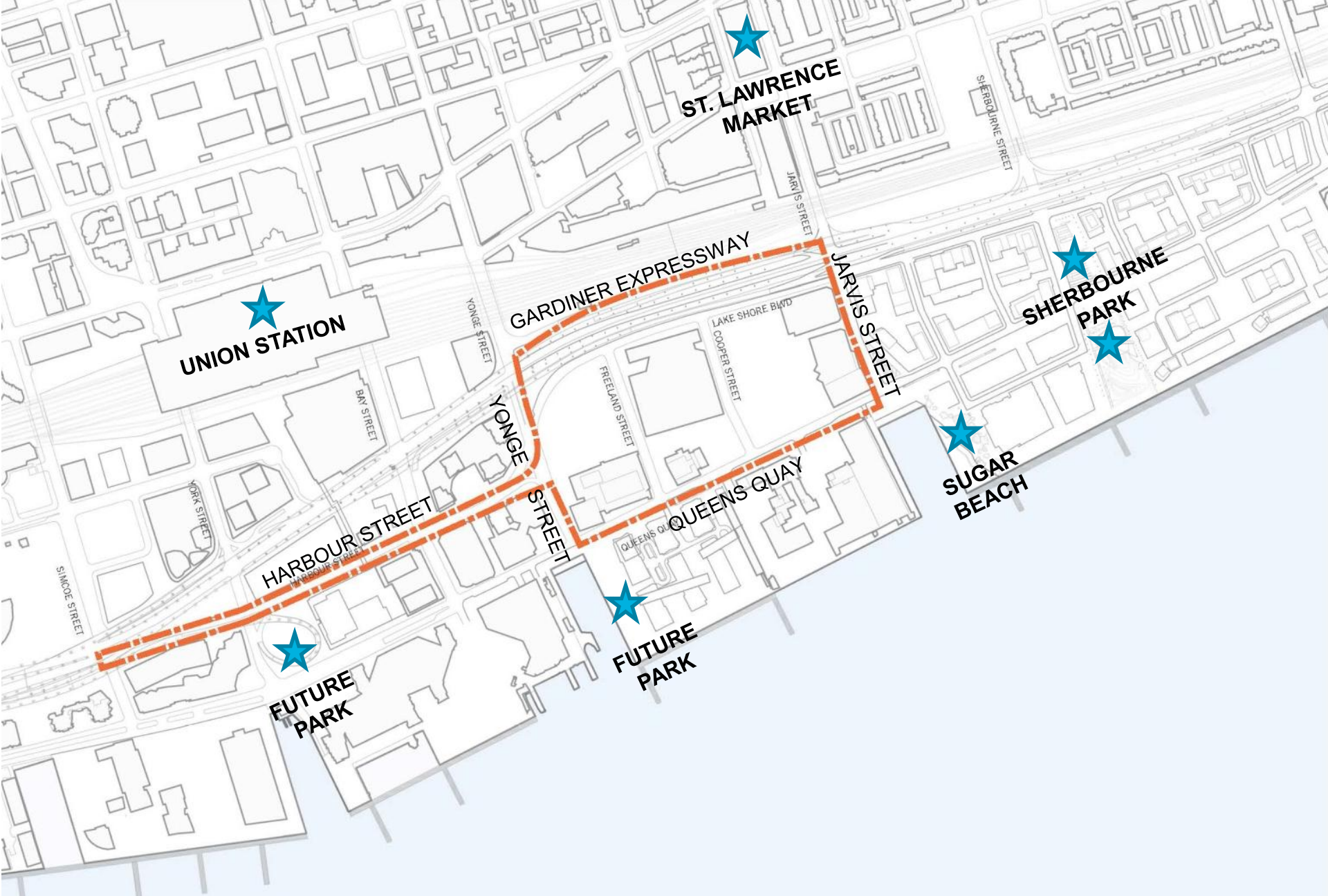
Downtown Core Extending to the Waterfront

Concentration of tall buildings



Downtown Core Extending Out Towards Lower Yonge

 Concentration of tall buildings



Site Extents and Context





St. Lawrence Market on Jarvis Street

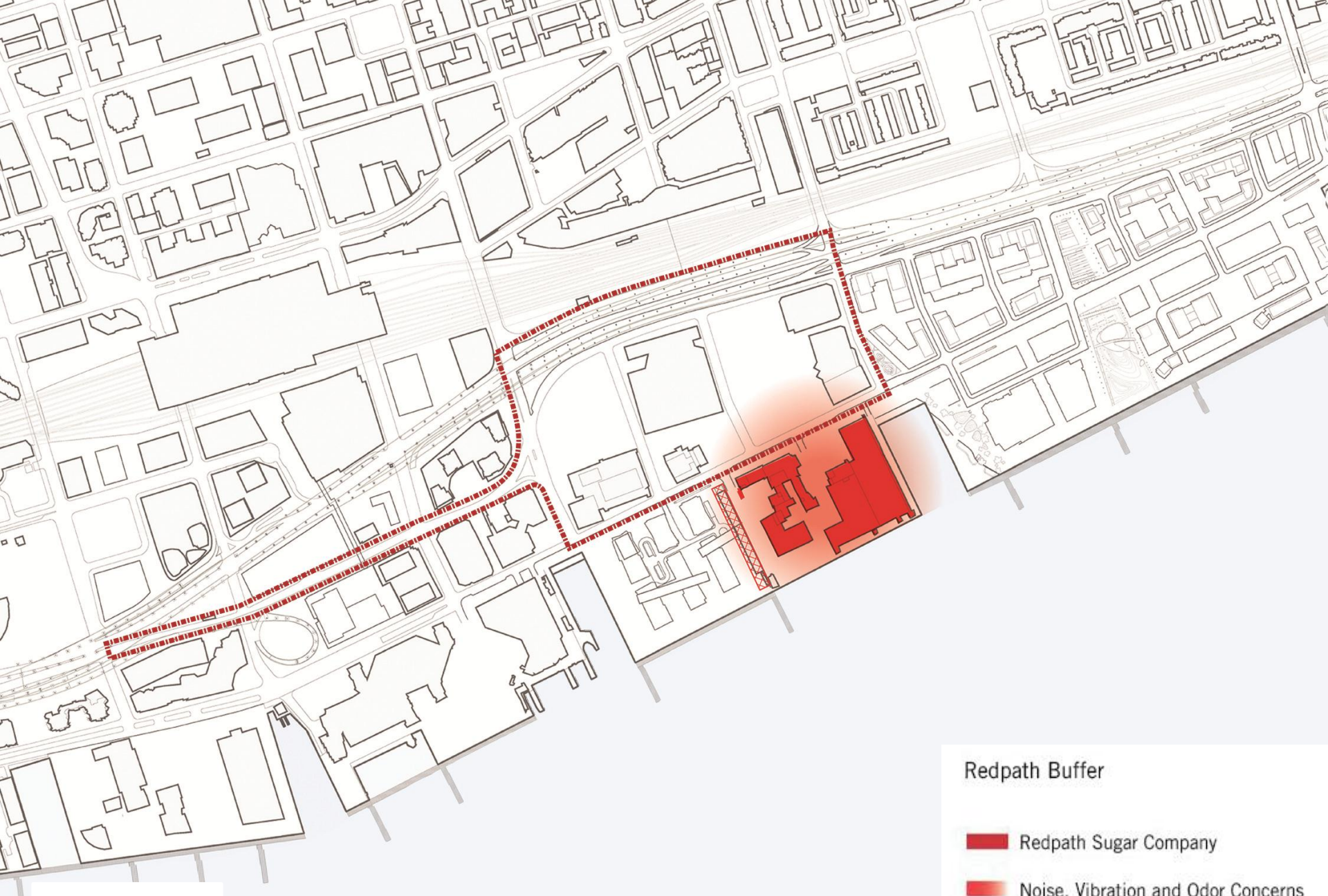


Sherbourne Park







Redpath Facility along Queens Quay



Redpath Buffer

 Redpath Sugar Company

 Noise, Vibration and Odor Concerns

Redpath Buffer for Sensitive Uses



Yonge Street at Queens Quay looking North

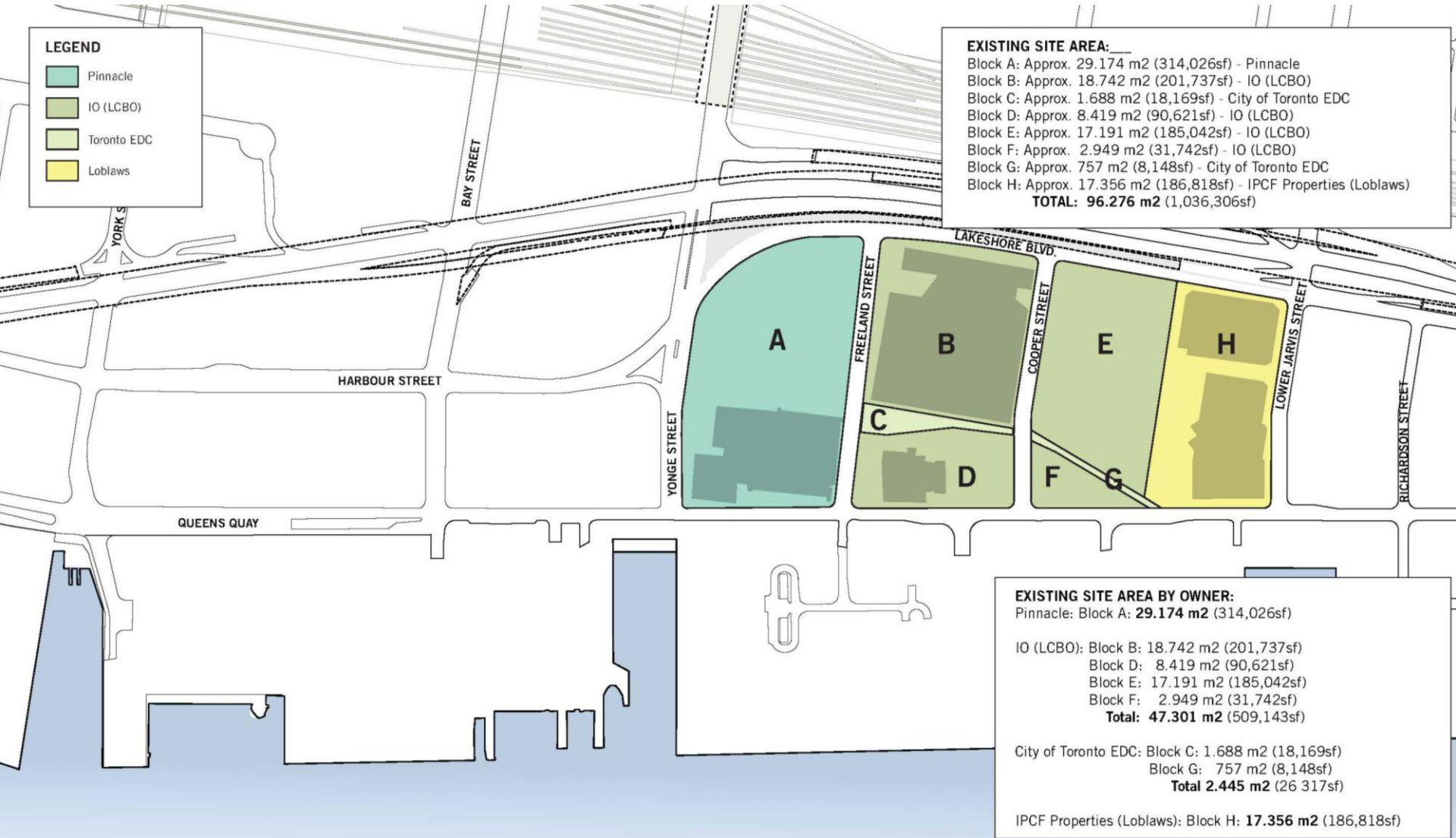
Strong Downtown Connection

LEGEND

- Pinnacle
- IO (LCBO)
- Toronto EDC
- Loblaws

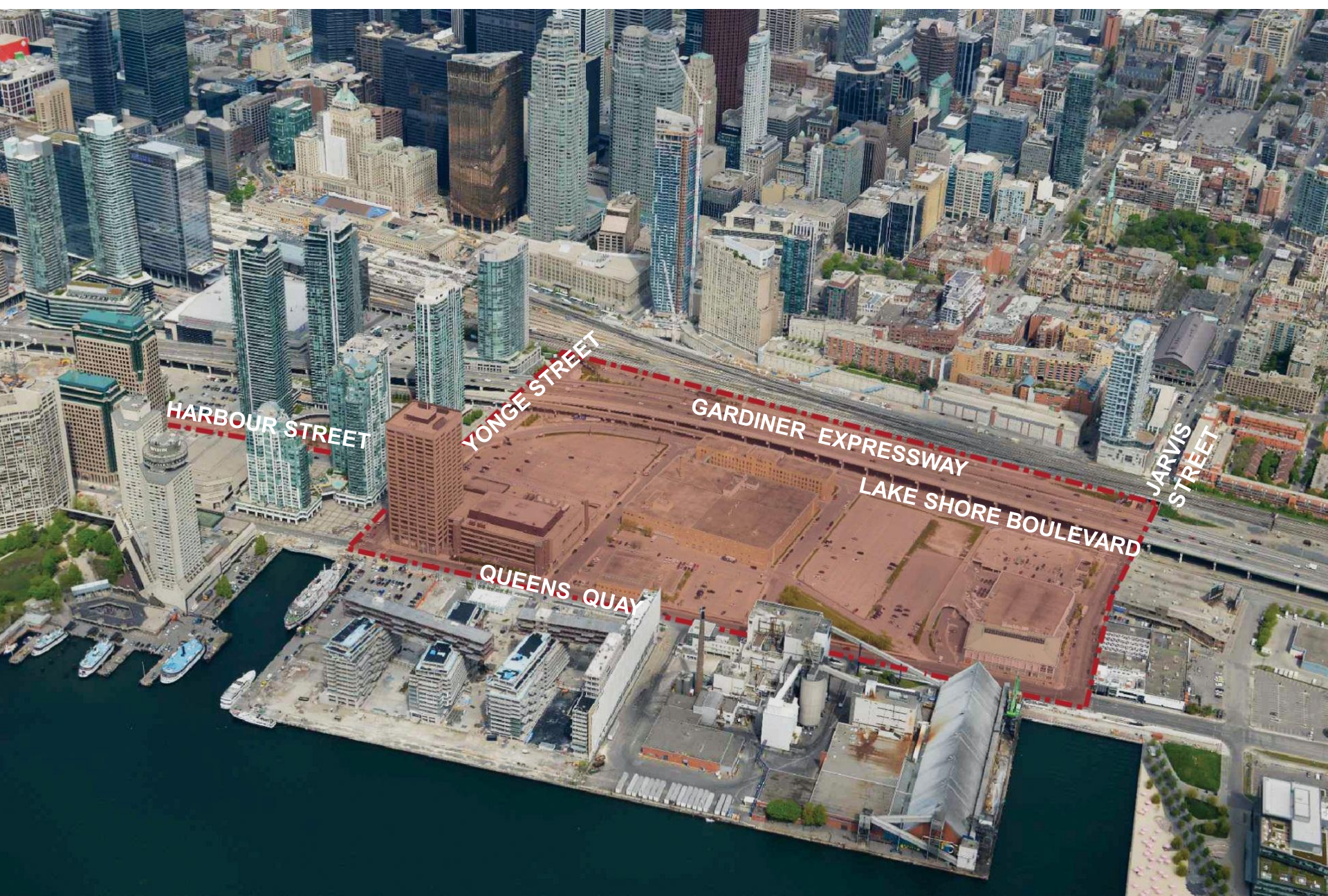
EXISTING SITE AREA:

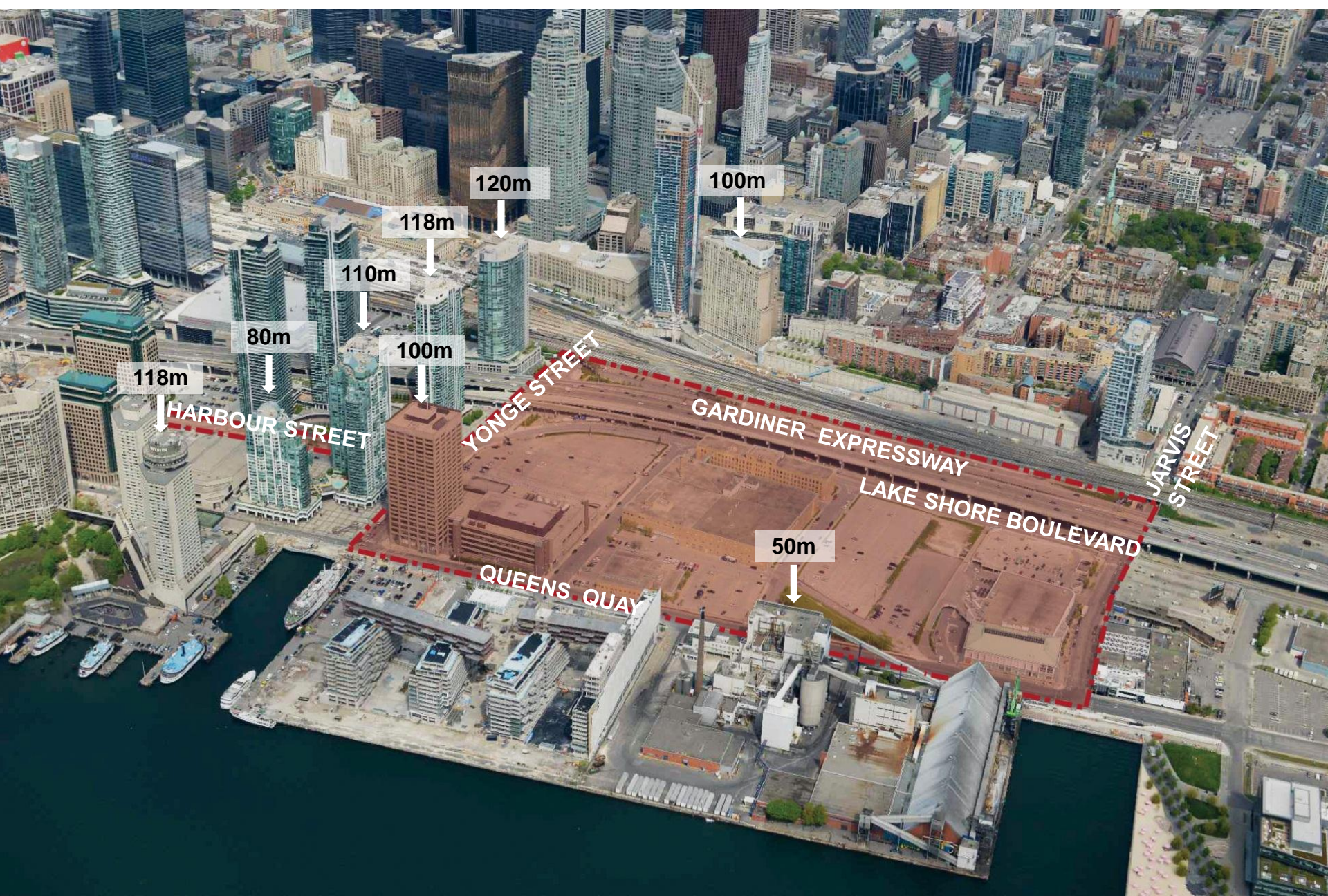
Block A: Approx. 29,174 m² (314,026sf) - Pinnacle
 Block B: Approx. 18,742 m² (201,737sf) - IO (LCBO)
 Block C: Approx. 1,688 m² (18,169sf) - City of Toronto EDC
 Block D: Approx. 8,419 m² (90,621sf) - IO (LCBO)
 Block E: Approx. 17,191 m² (185,042sf) - IO (LCBO)
 Block F: Approx. 2,949 m² (31,742sf) - IO (LCBO)
 Block G: Approx. 757 m² (8,148sf) - City of Toronto EDC
 Block H: Approx. 17,356 m² (186,818sf) - IPCF Properties (Loblaws)
TOTAL: 96,276 m² (1,036,306sf)



EXISTING SITE AREA BY OWNER:

Pinnacle: Block A: **29,174 m²** (314,026sf)
 IO (LCBO): Block B: 18,742 m² (201,737sf)
 Block D: 8,419 m² (90,621sf)
 Block E: 17,191 m² (185,042sf)
 Block F: 2,949 m² (31,742sf)
Total: 47,301 m² (509,143sf)
 City of Toronto EDC: Block C: 1,688 m² (18,169sf)
 Block G: 757 m² (8,148sf)
Total 2,445 m² (26,317sf)
 IPCF Properties (Loblaws): Block H: **17,356 m²** (186,818sf)





Site Area



QUEENS QUAY

GARDINER EXPRESSWAY

HARBOUR STREET

JARVIS STREET

YONGE STREET



Buildings on Site



Working Industrial Waterfront

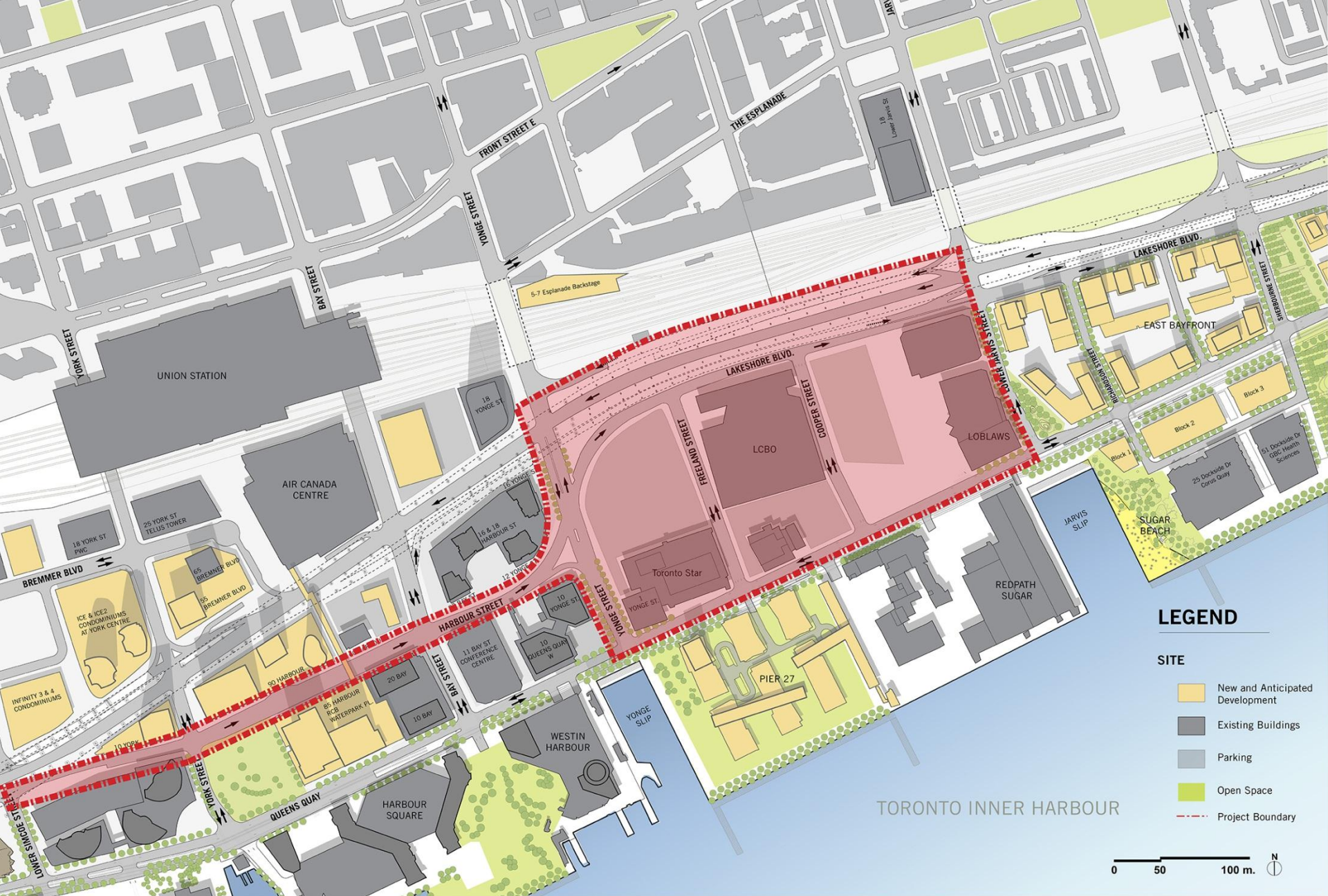


© 2013 Google Image Date: May 2012

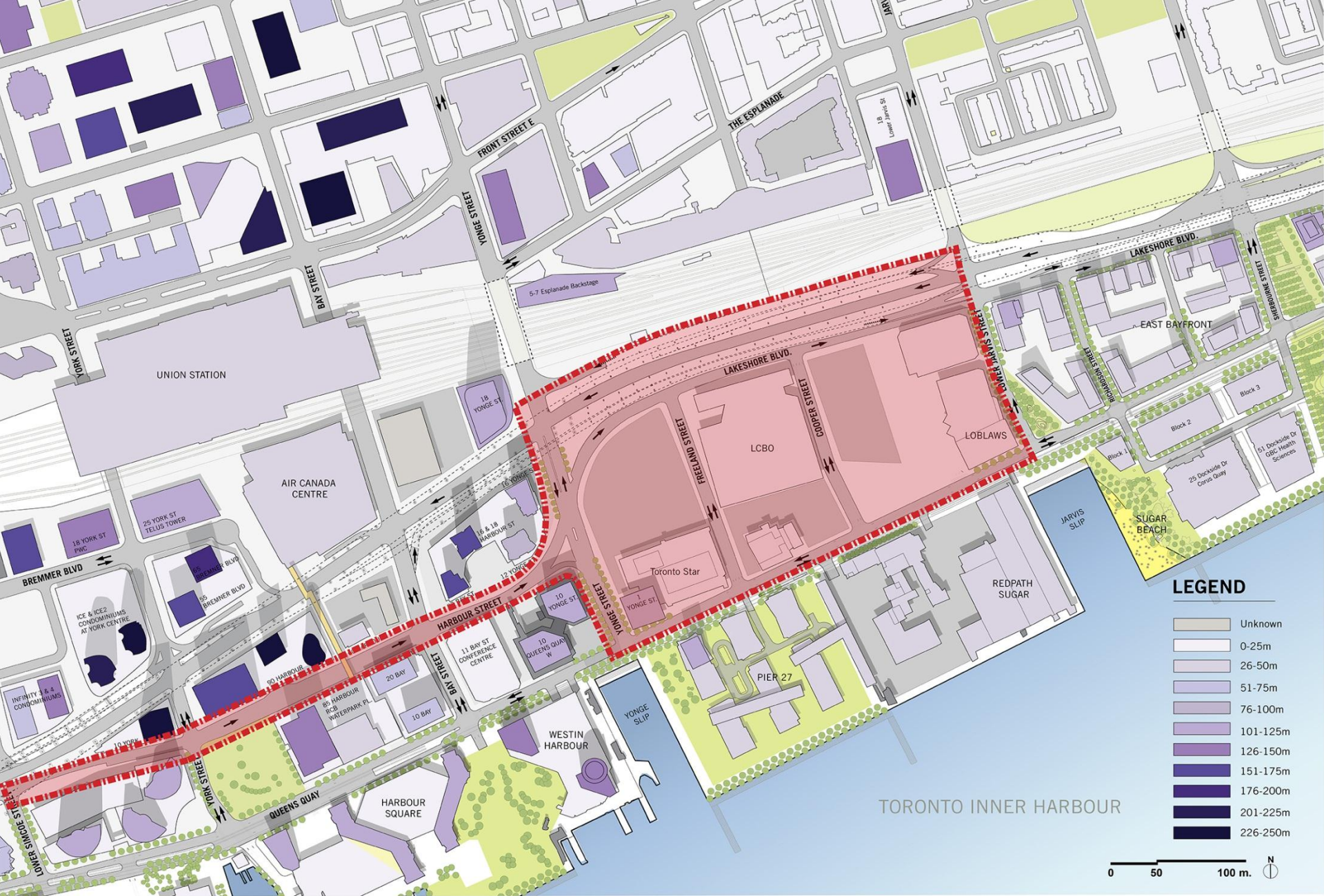


LCBO Building along Lake Shore facing the Gardiner

Listed Heritage Building along Lake Shore Boulevard



Context Buildings – Existing & Anticipated



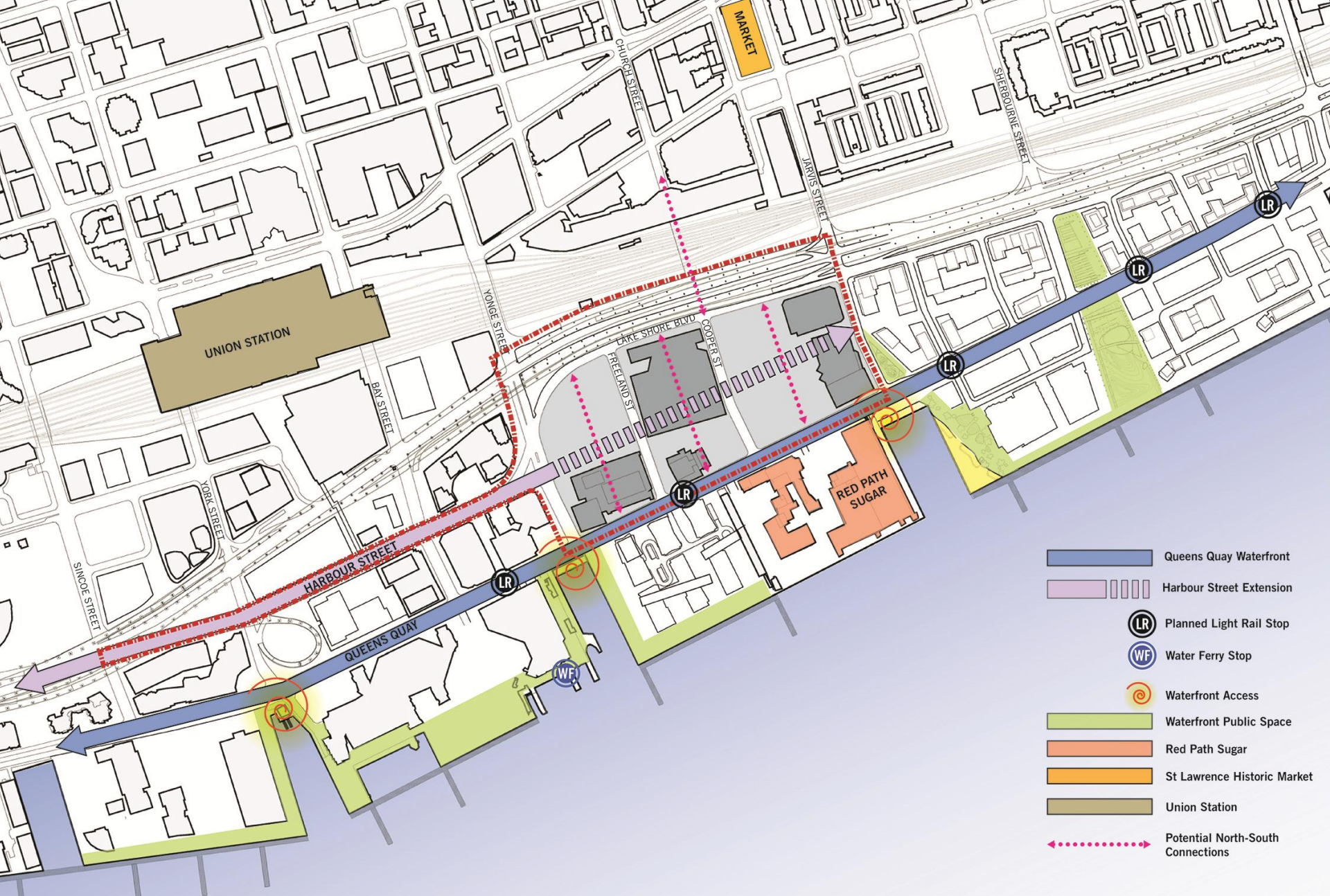
Context Buildings by Height




3D Context Buildings – Existing & Anticipated



Existing + Plans in Process, Including Lower Yonge Area



-  Queens Quay Waterfront
-  Harbour Street Extension
-  Planned Light Rail Stop
-  Water Ferry Stop
-  Waterfront Access
-  Waterfront Public Space
-  Red Path Sugar
-  St Lawrence Historic Market
-  Union Station
-  Potential North-South Connections

Key Elements for Urban Design Strategy

URBAN DESIGN STRATEGIES:

Movement

Use

Places

Comfort

Urban Form

1. Ease of **Movement**

Multiple, connected circulation paths make all forms of movement easier and more convenient.

GOAL: Getting to and from the precinct is easy locally & regionally.



Beijing, China

1. Ease of **Movement**

GOAL: Active transportation is integral to precinct life.



Copenhagen, Denmark

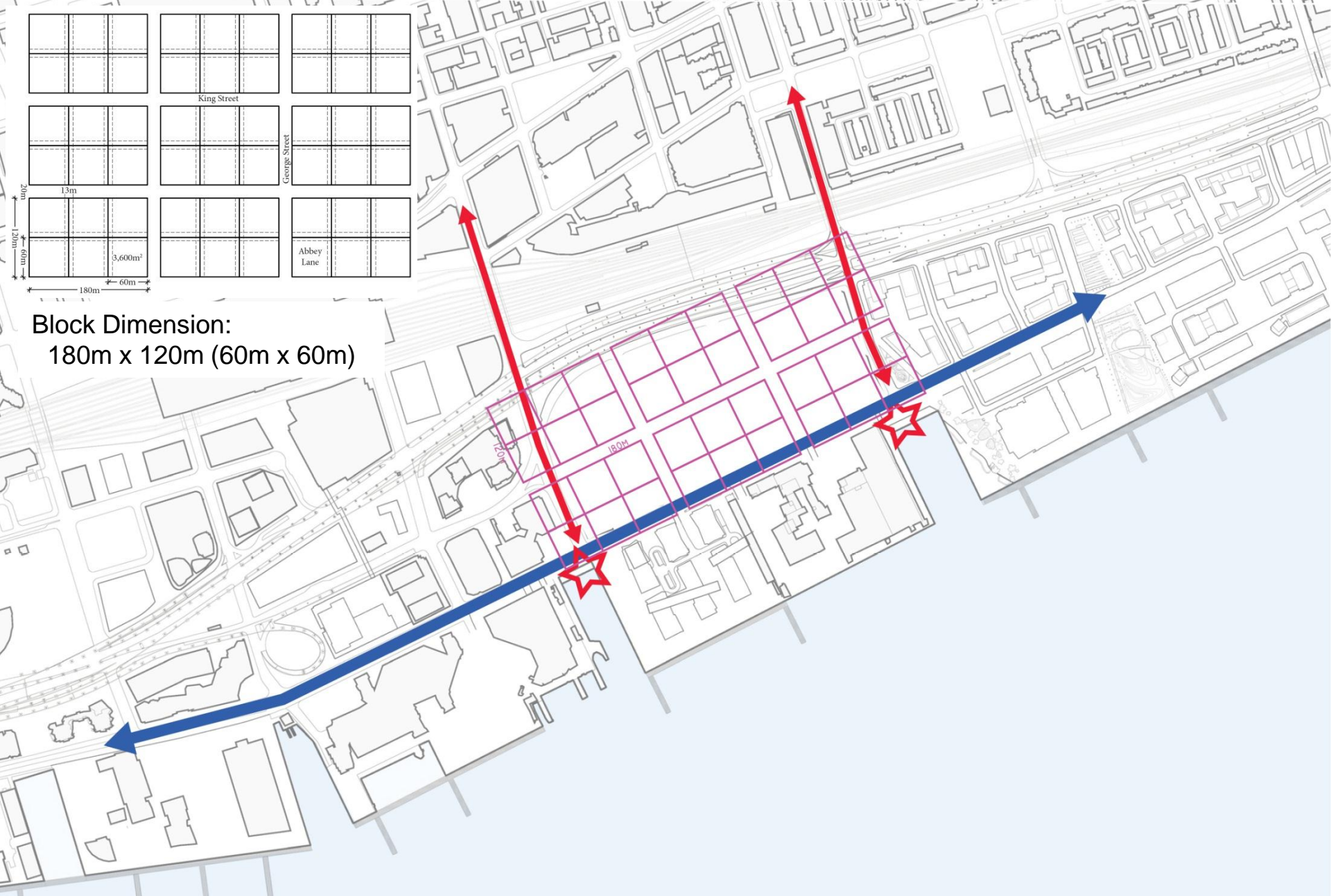
1. Ease of **Movement**

GOAL: Connections to downtown and the waterfront are enhanced.



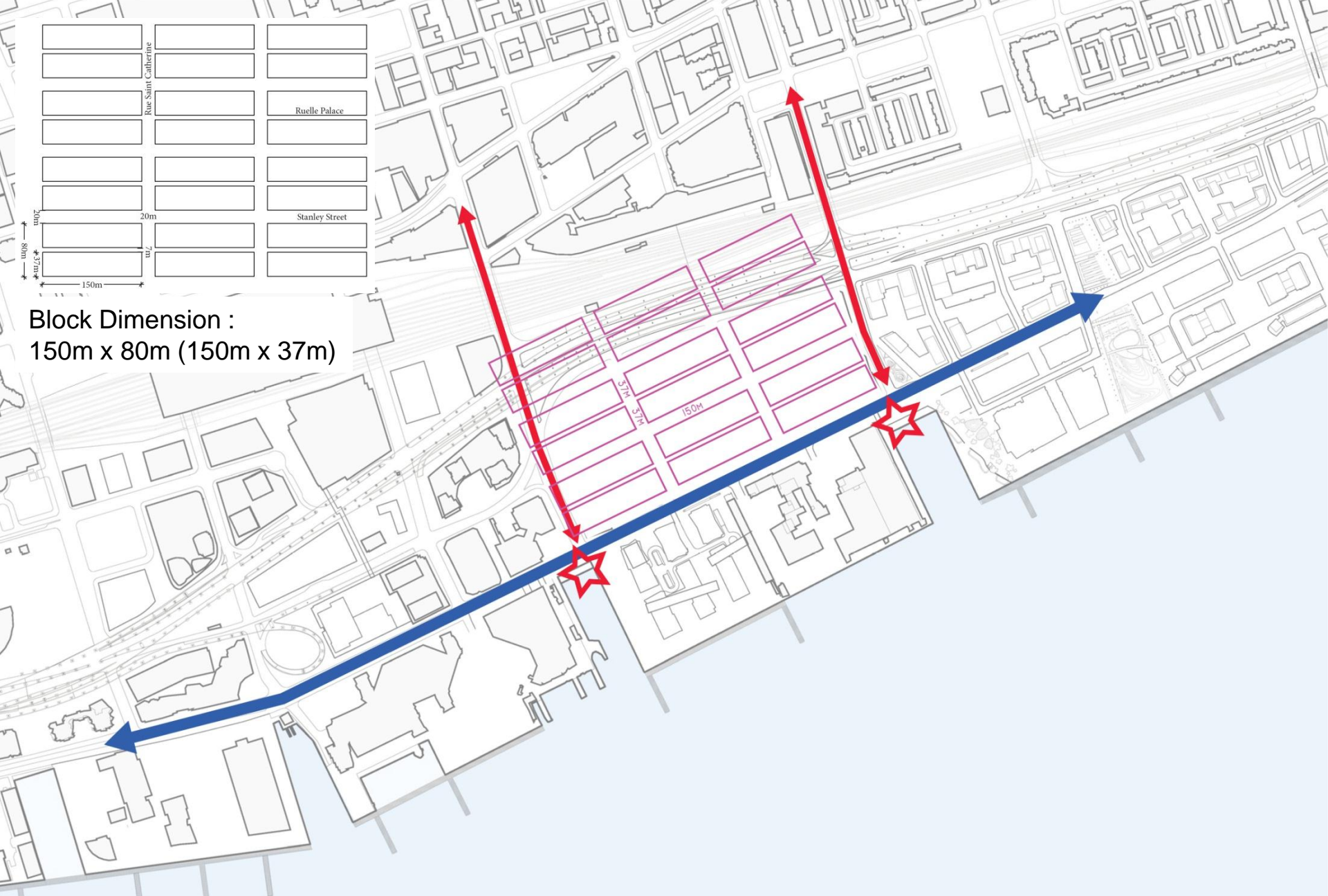
Toronto, Canada

1. Ease of **Movement**



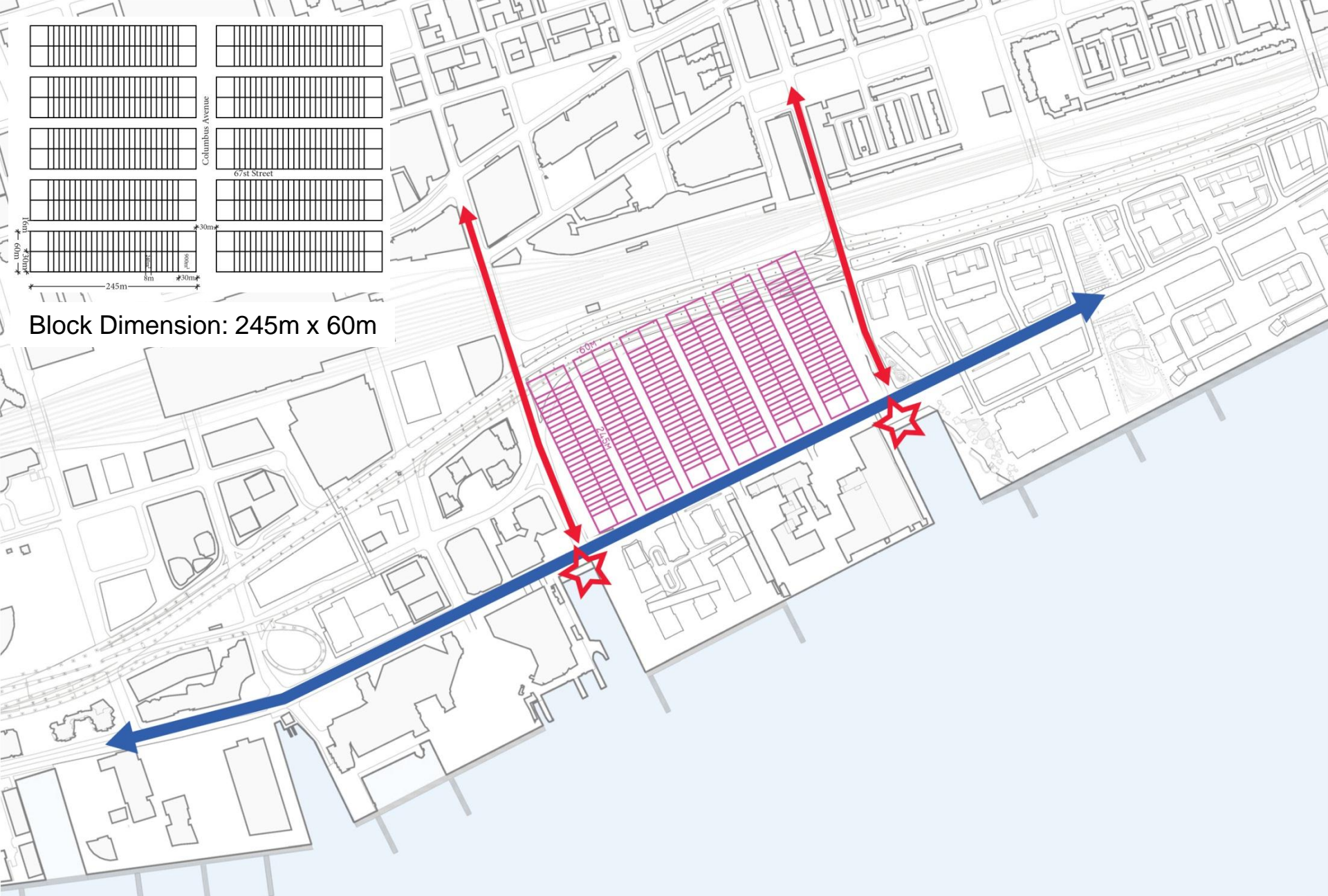
Block Dimension:
180m x 120m (60m x 60m)

Block Precedents - Historic Toronto Grid



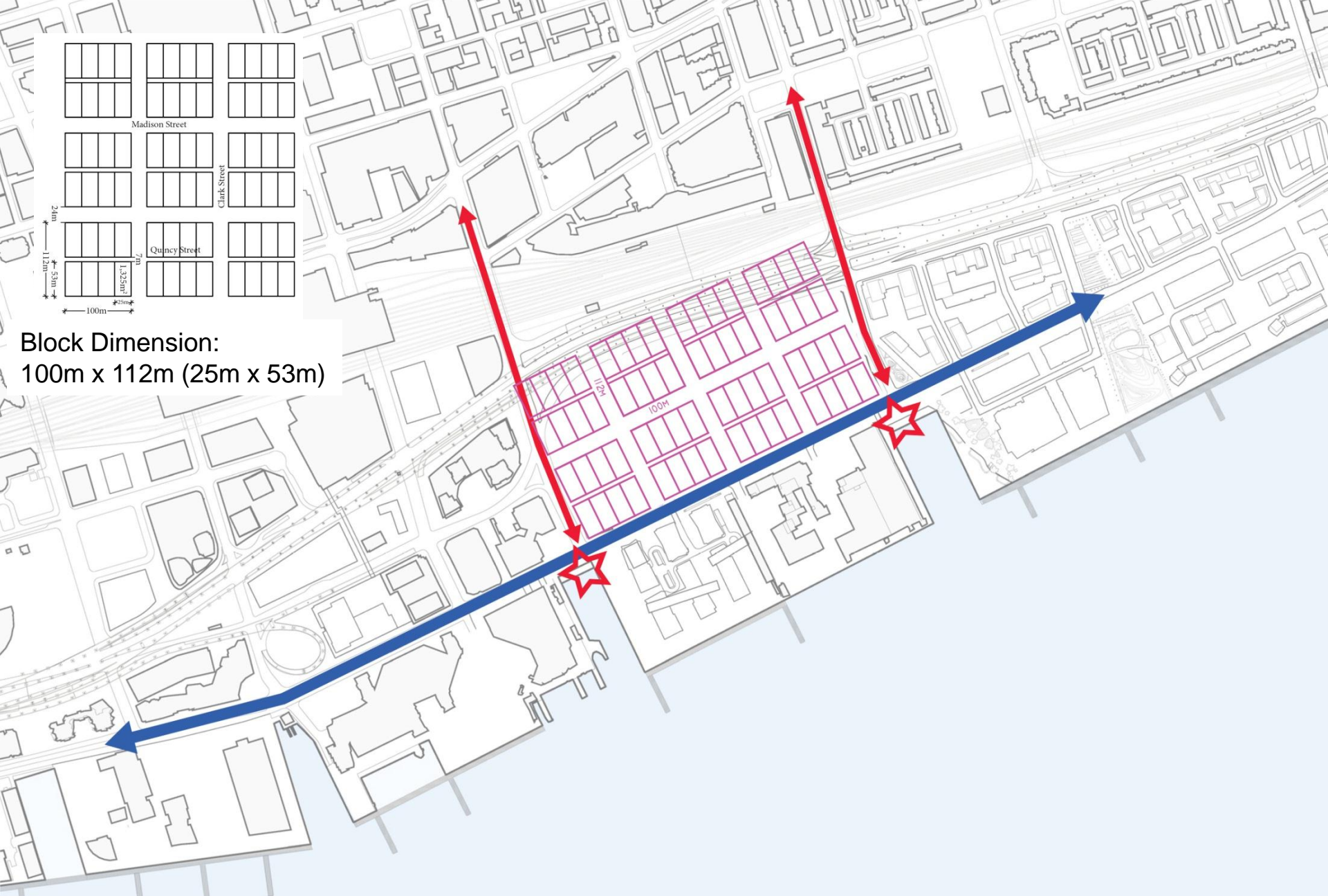
Block Dimension :
150m x 80m (150m x 37m)

Block Precedents - Montreal Grid



Block Dimension: 245m x 60m

Block Precedents - New York Grid



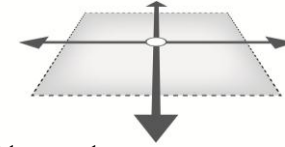
Block Dimension:
100m x 112m (25m x 53m)

Block Precedents - Chicago Grid

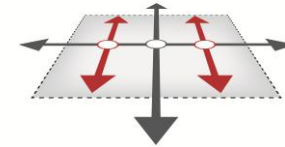
Goals:

- Getting to and from the precinct is easy locally and regionally.
- Active transportation is integral to precinct life.
- Connections to downtown and the waterfront are enhanced.

Strategies:



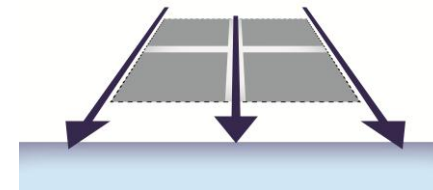
Connected Streets



Increased Porosity



Pedestrian Scaled Block



Waterfront Access

2. Diversity of **Uses**

A diversity of uses, conveniently located near each other, allows a work- live- play- shop- environment without having to get into a car.

GOAL: Variety of services & amenities are within a convenient walking distance.



Portland, USA

2. Diversity of **Uses**

GOAL: Diversity of uses extend the day/night life and vibrancy of the precinct.



Austin, USA

2. Diversity of Uses

GOAL: Office uses are encouraged in proximity to transit.



London, England

2. Diversity of Uses

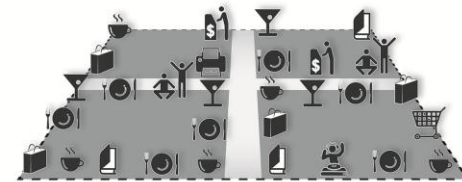
Goals:

- Variety of services and amenities are within a convenient walking distance.
- Diversity of uses extend the day/night life and vibrancy of the precinct.
- Office uses are encouraged in proximity to transit.

Strategies:



Diverse Uses



Active Ground Floor + Small Shops

3. Well-Loved public **Places**

People love and are drawn to places that offer high quality outdoor destinations that are safe and vibrant.

GOAL: Public open space increases livability of high density precincts.



Copenhagen, Denmark

3. Well-Loved Public **Places**

GOAL: People feel safe in active public spaces.



Vancouver, Canada

3. Well-Loved Public **Places**

GOAL: Comfortable & attractive pedestrian/bike network is provided.



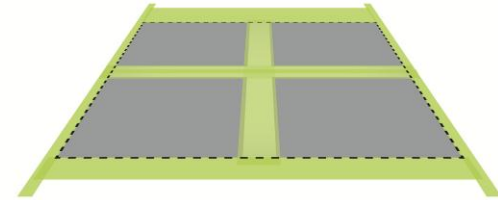
Toronto, Canada

3. Well-Loved Public **Places**

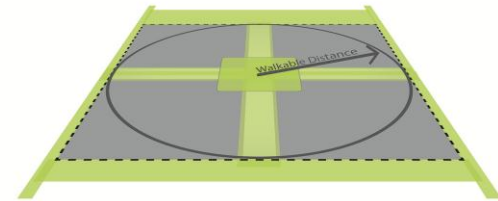
Goals:

- Public open space increases livability of high density precincts.
- People feel safe in active public places.
- Comfortable and attractive pedestrian and bike network is provided.

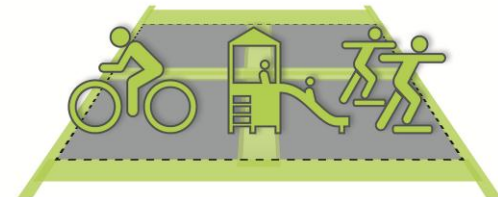
Strategies:



Open Space Network



Convenient Location



Outdoor Recreation

4. Pedestrian **Comfort**

People enjoy / prefer places that are physically comfortable.

GOAL: Sunny places for people to sit, gather and enjoy outdoors.



Copenhagen, Denmark

4. Pedestrian COMFORT

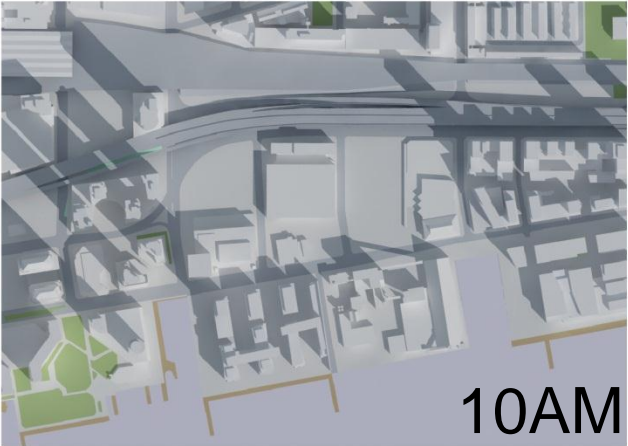
GOAL: Wind-protected public spaces are active year round.



Post Office Square, Boston

4. Pedestrian COMFORT

SPRING EQUINOX



10AM

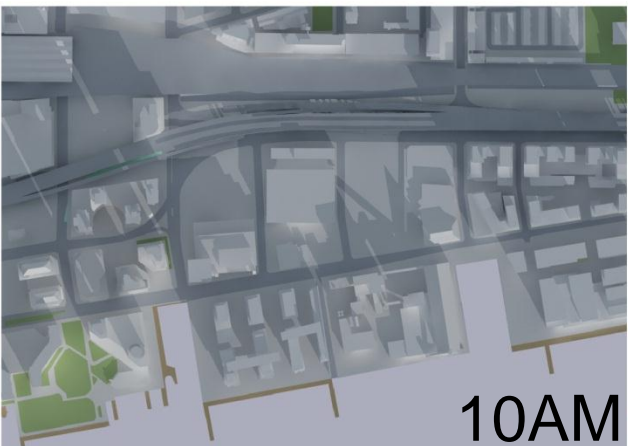


12PM

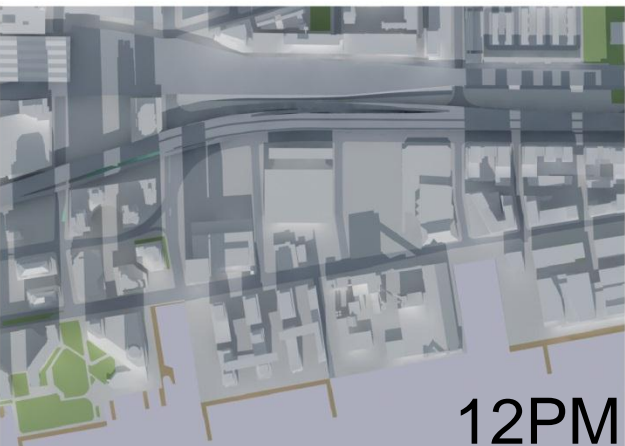


2PM

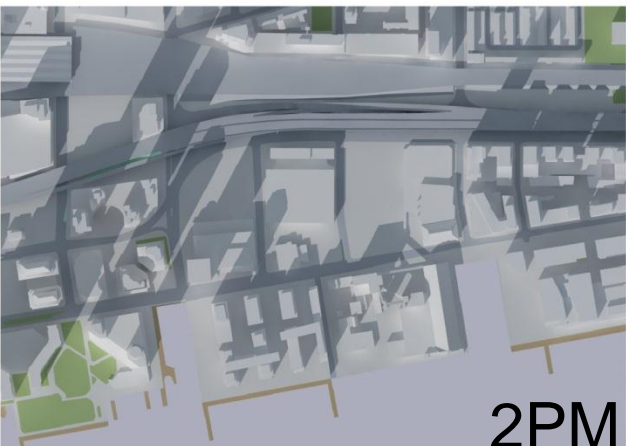
WINTER SOLSTICE



10AM

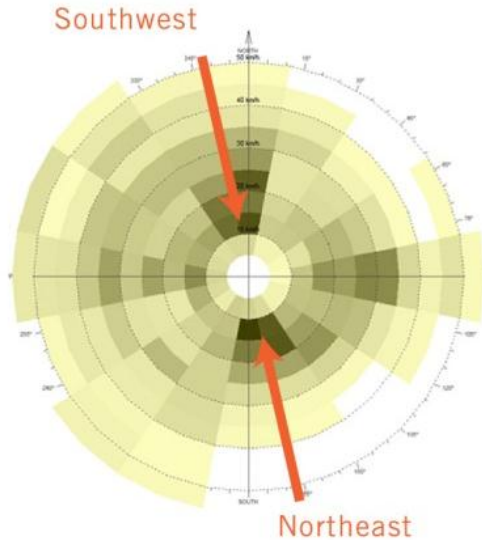


12PM

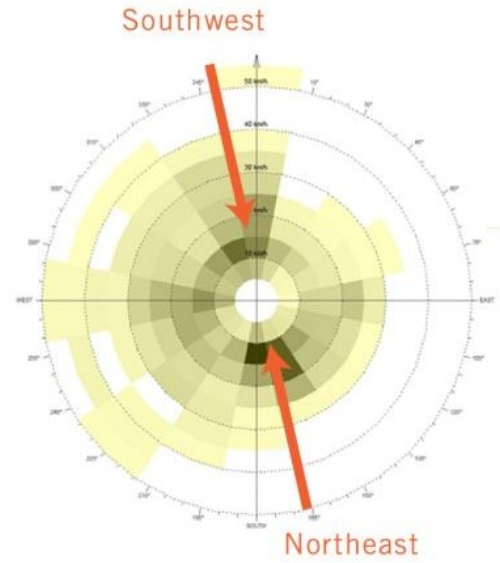


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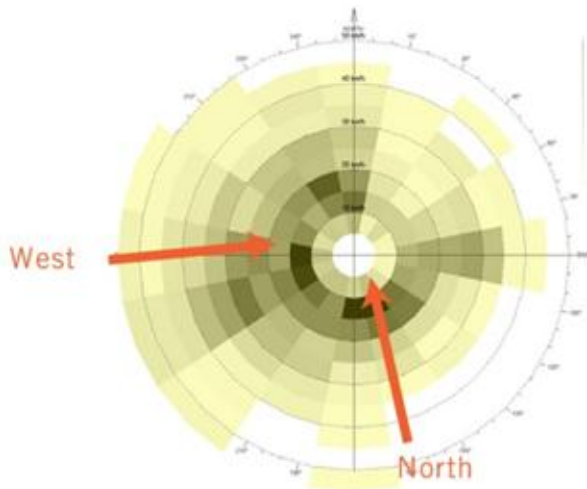
SPRING



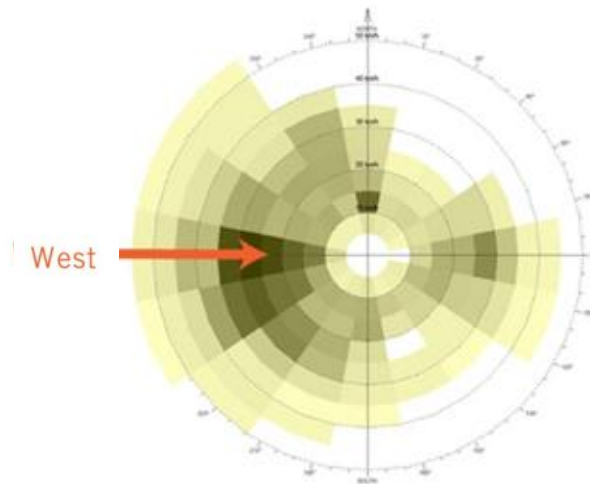
SUMMER



AUTUMN



WINTER



Wind Study – Prevailing Wind Frequency by Season

GOAL: Streets and paths make a comfortable precinct-wide network.



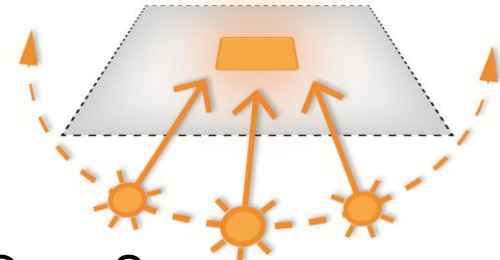
Beijing, China

4. Pedestrian COMFORT

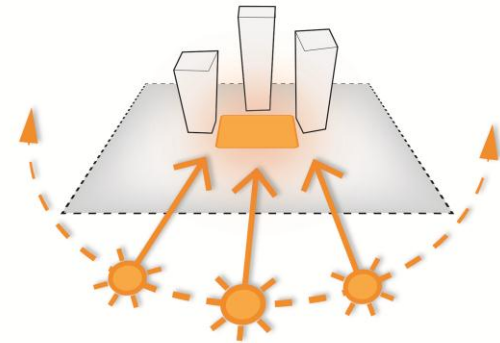
Goals:

- Sunny places for people to sit, gather and enjoy outdoors.
- Wind protected outdoor places are active all year round.
- Streets and paths make a comfortable precinct-wide network

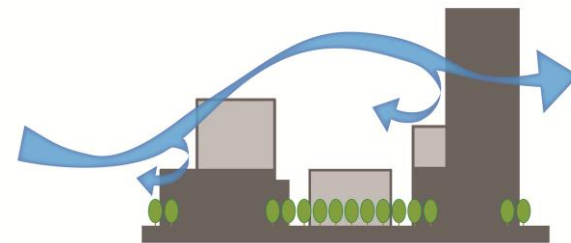
Strategies:



Sunny Open Space



Tall Buildings to the North



Buffer Against Winter Winds

5. Good **Urban Form**

People are inspired by and drawn to good urban form that graciously responds to context and human scale.

GOAL: Diversity of building form brings interest within a distinctive city skyline.



Toronto, Canada

5. Good **Urban Form**

GOAL: Heritage buildings and sites are respected.



5. Good **Urban Form**

GOAL: View corridors open views to the waterfront and the City.



Toronto, Canada

5. Good **Urban Form**

GOAL: Views are maximized while negative impact on public realm is minimized.



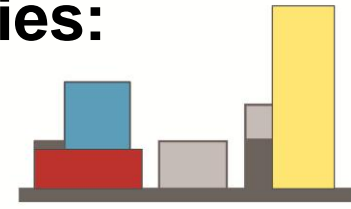
Vancouver, Canada

5. Good **Urban Form**

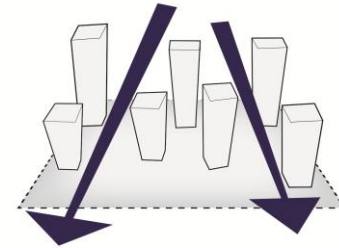
Goals:

- Diversity of building form brings interest within a distinctive City skyline.
- Heritage buildings and sites are respected.
- View corridors open views to the waterfront and the City.
- Views are maximized while negative impact on public realm is minimized.

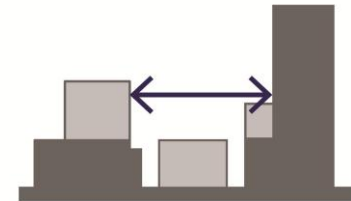
Strategies:



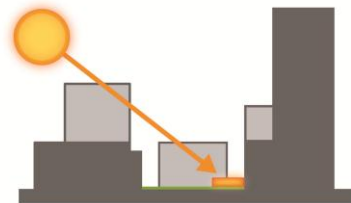
Variety of Building Types



View Corridors



Tower Separation



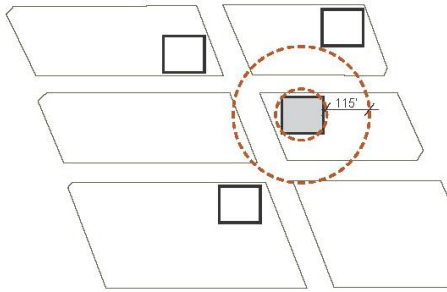
Solar Access

GETTING TO GUIDELINES

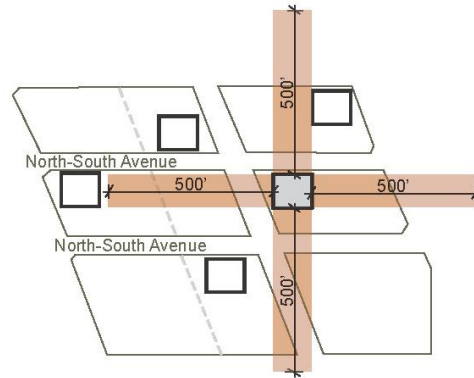


Waterfronts Demand Design Attention

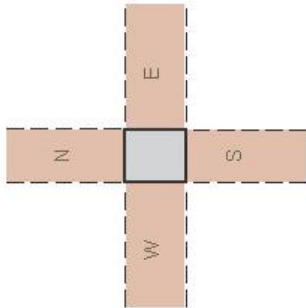
Rule 1



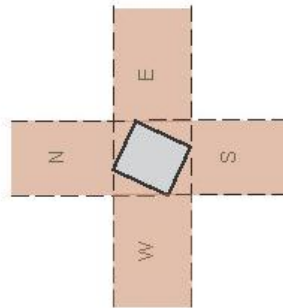
Rule 2



Rule 3



Building orthogonally aligned to north-south avenues.



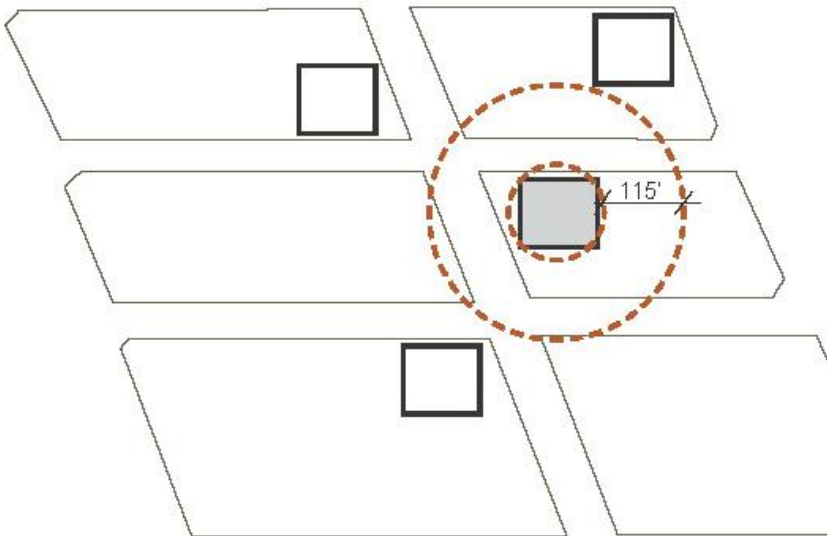
Building not orthogonally aligned to north-south avenues.



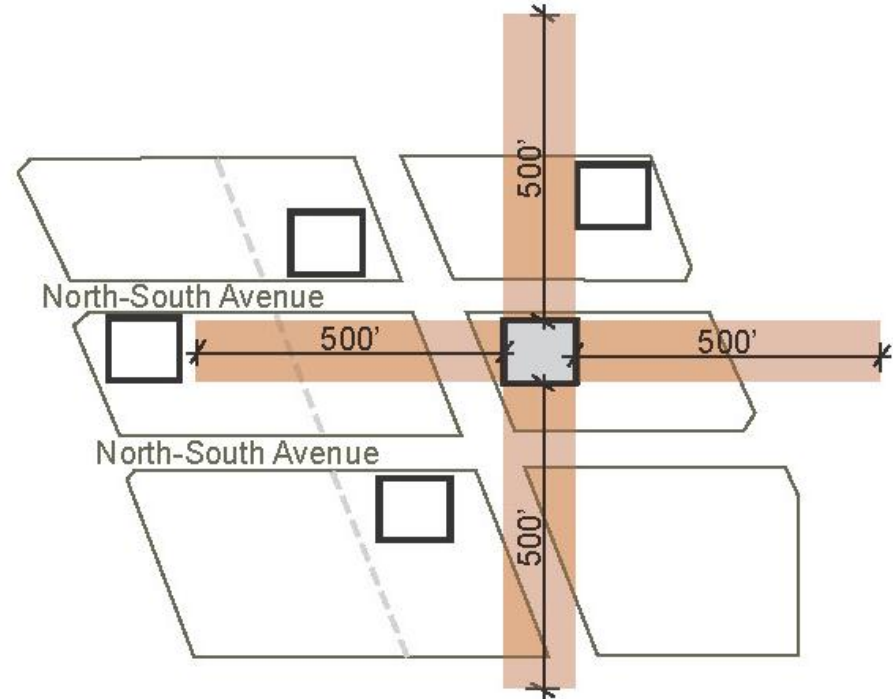
Waterfronts Demand Design Attention

BUILDING SEPARATION & VIEW CLEARANCE

Separation



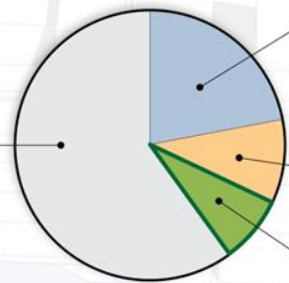
View Clearance



Waterfronts Demand Design Attention

EXISTING SITE

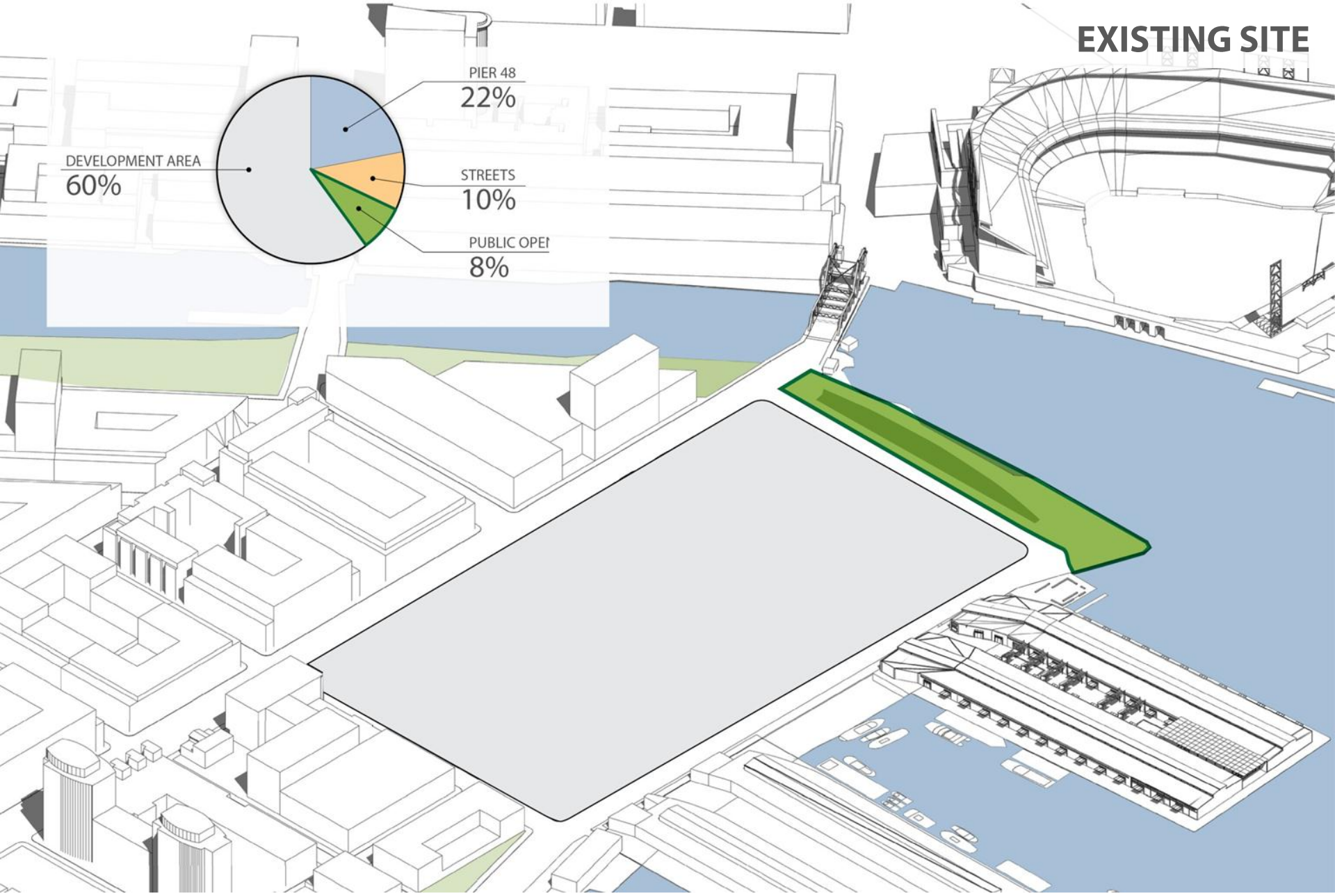
DEVELOPMENT AREA
60%



PIER 48
22%

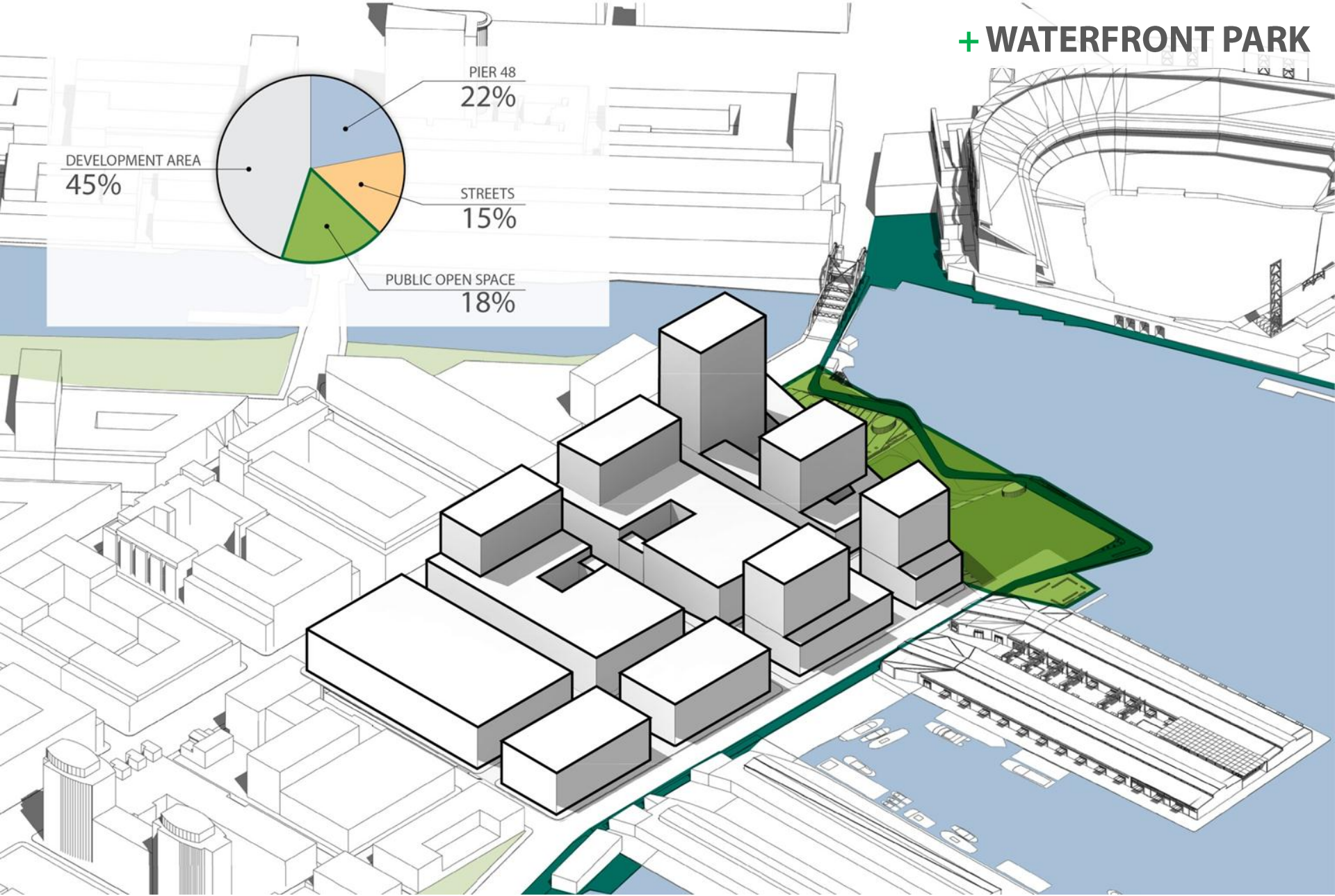
STREETS
10%

PUBLIC OPEN
8%



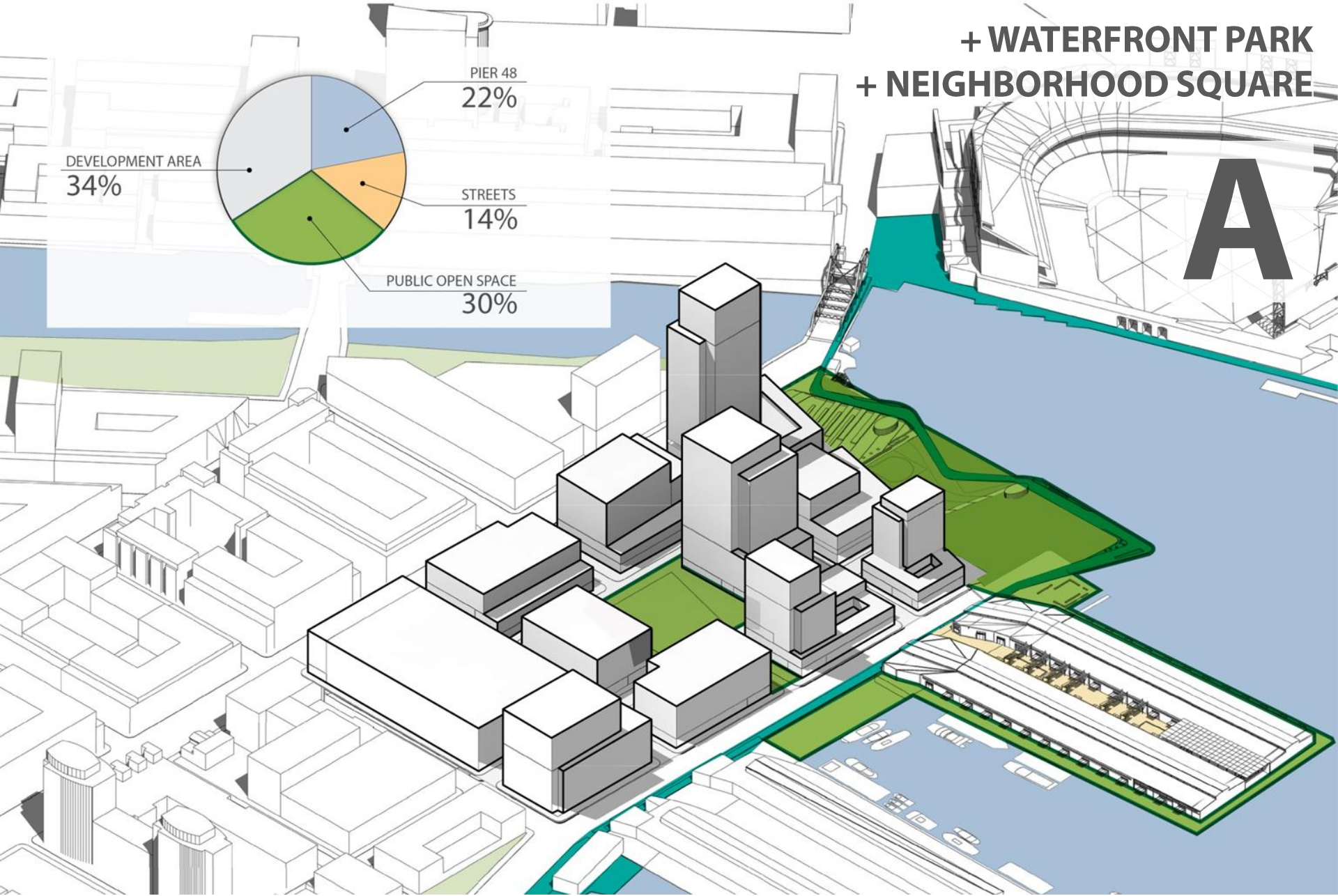
Waterfronts Demand Design Attention

+ WATERFRONT PARK



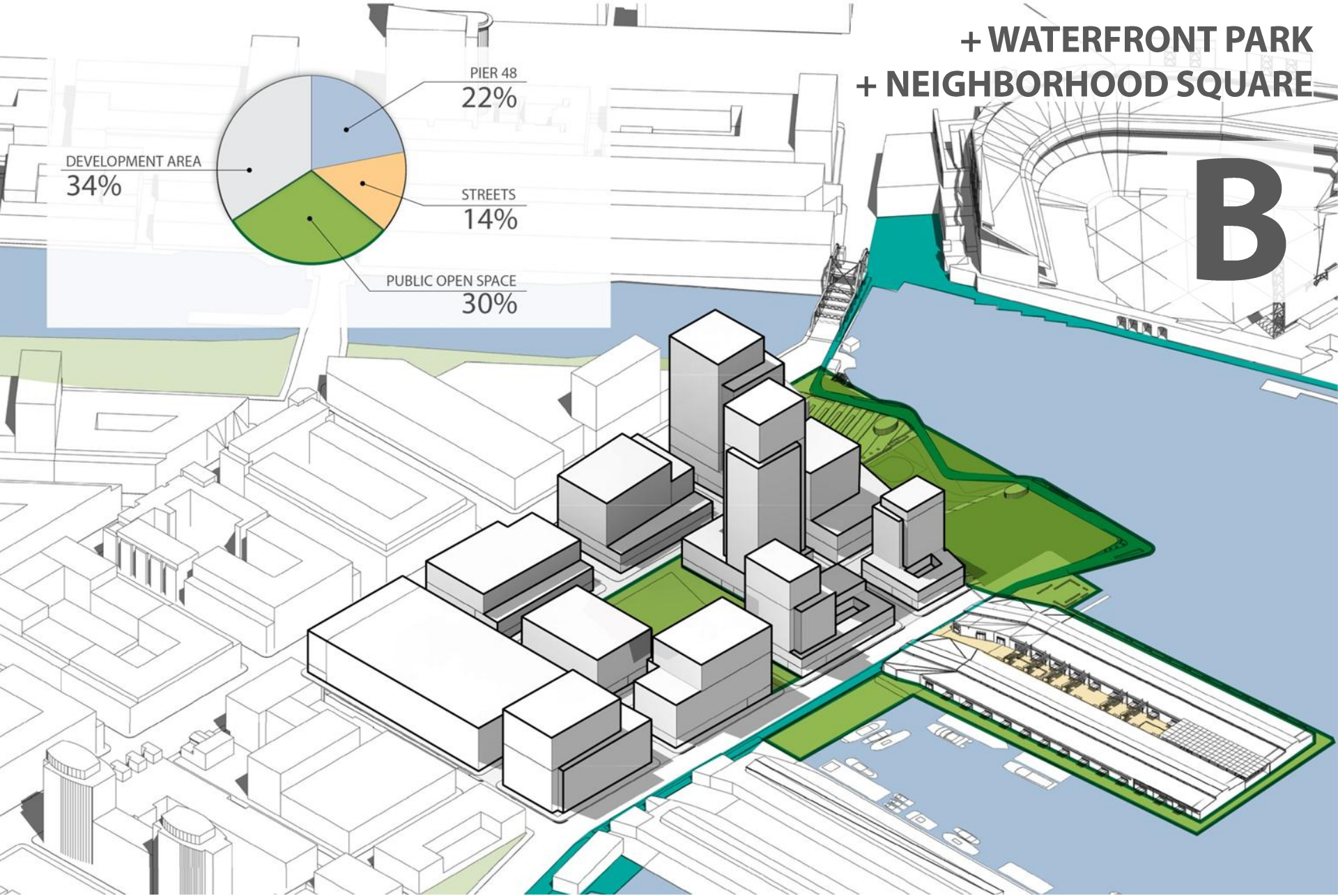
Waterfronts Demand Design Attention

+ WATERFRONT PARK + NEIGHBORHOOD SQUARE



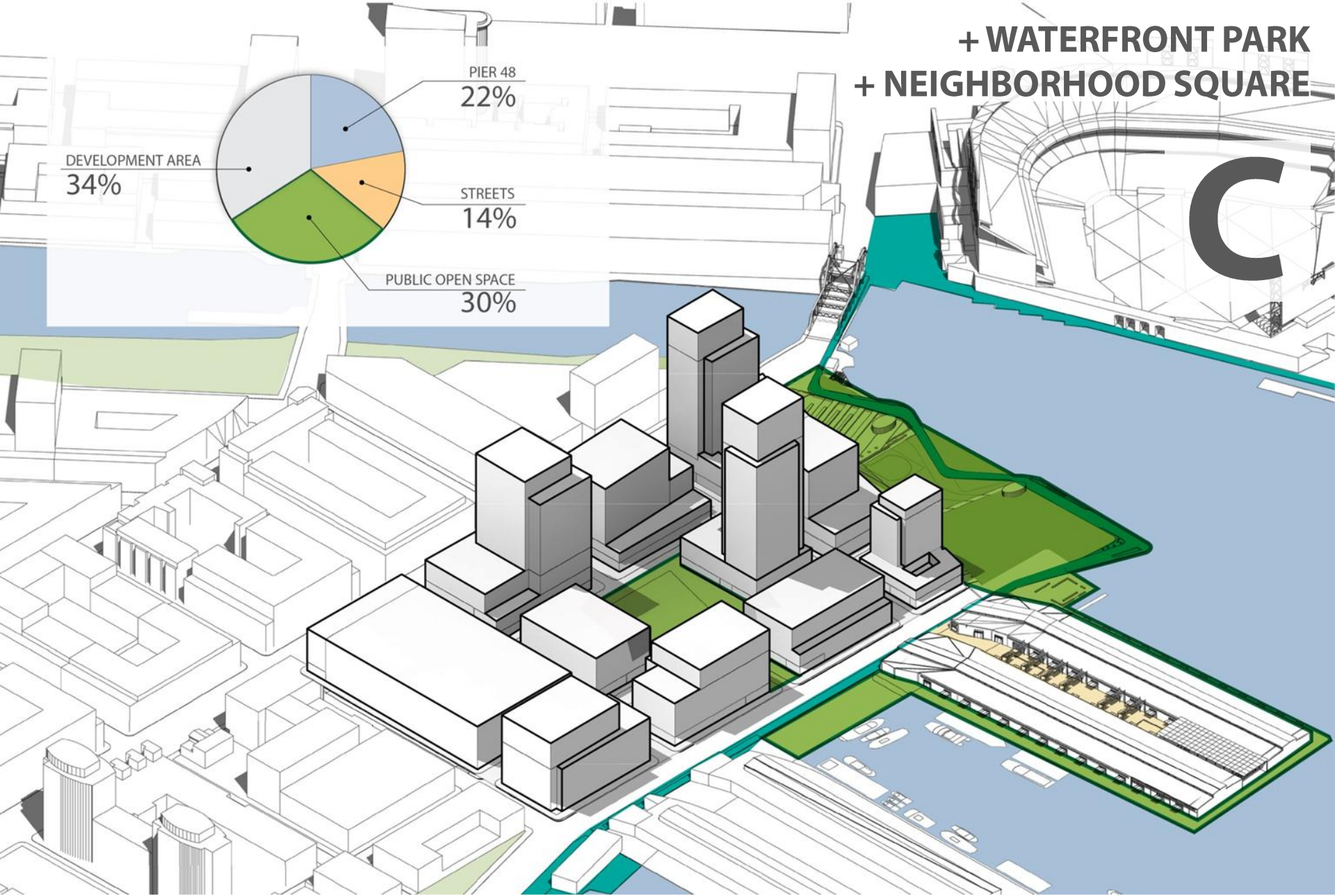
Waterfronts Demand Design Attention

+ WATERFRONT PARK + NEIGHBORHOOD SQUARE

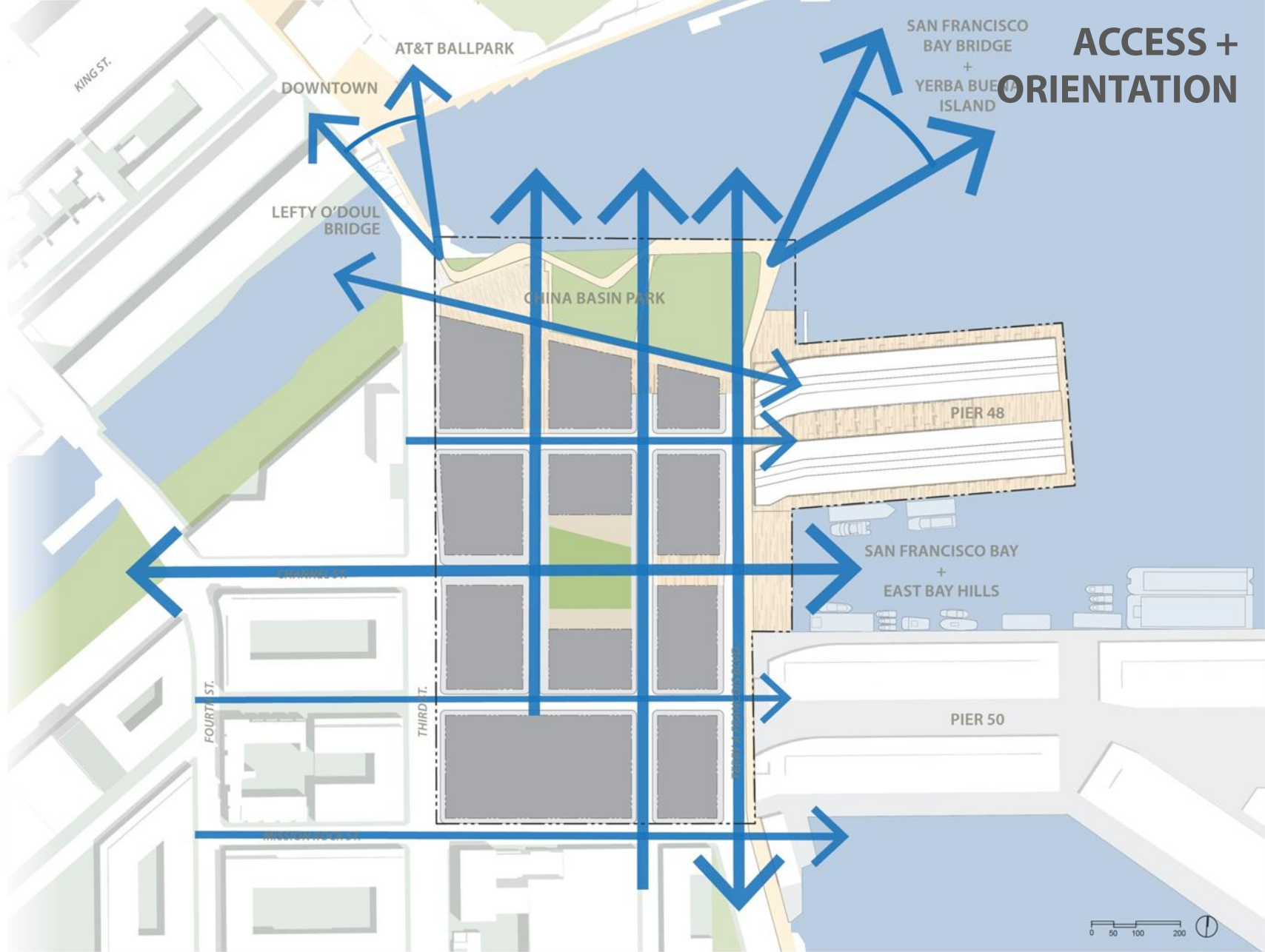


Waterfronts Demand Design Attention

+ WATERFRONT PARK + NEIGHBORHOOD SQUARE



Waterfronts Demand Design Attention

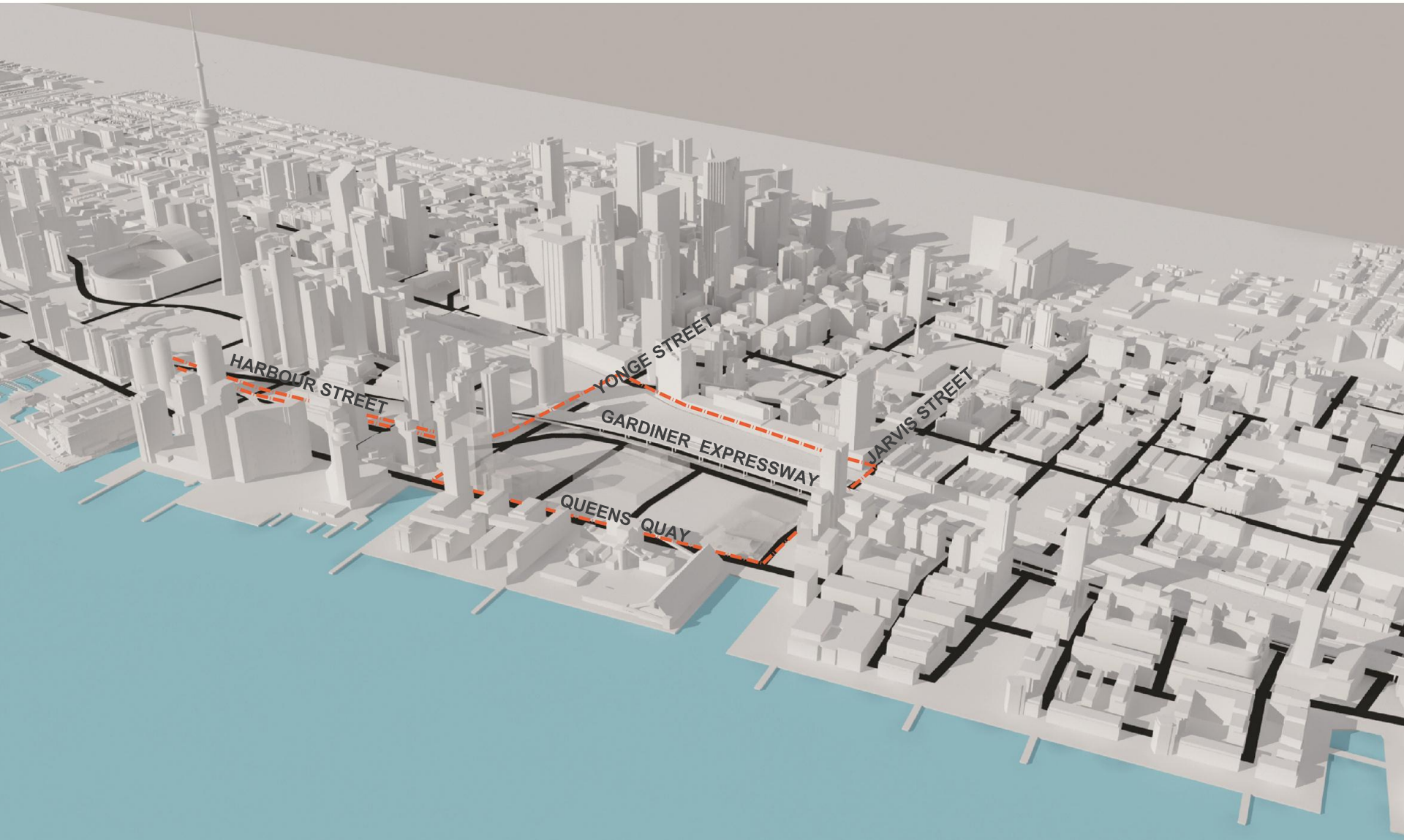


Waterfronts Demand Design Attention

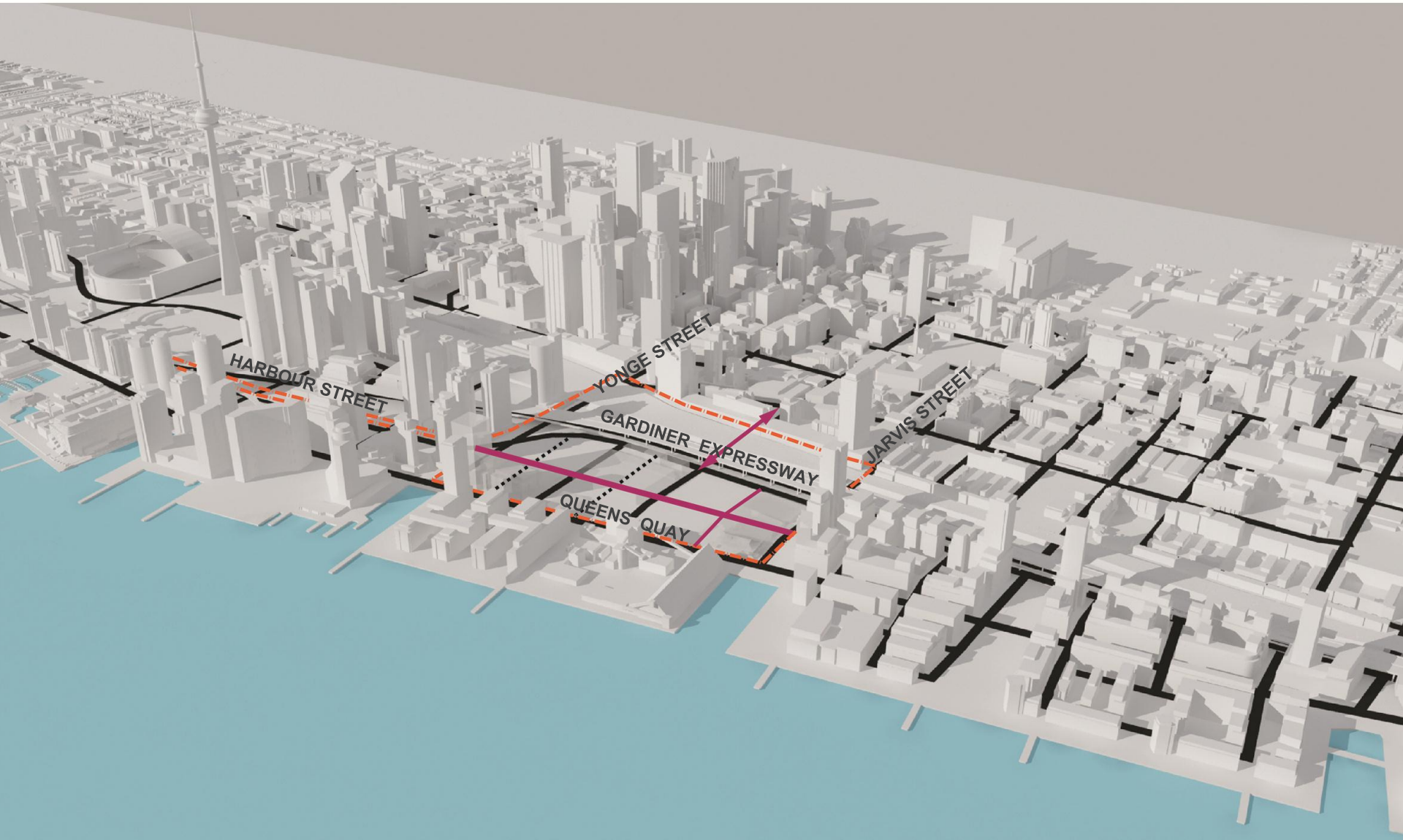


Toronto, Canada

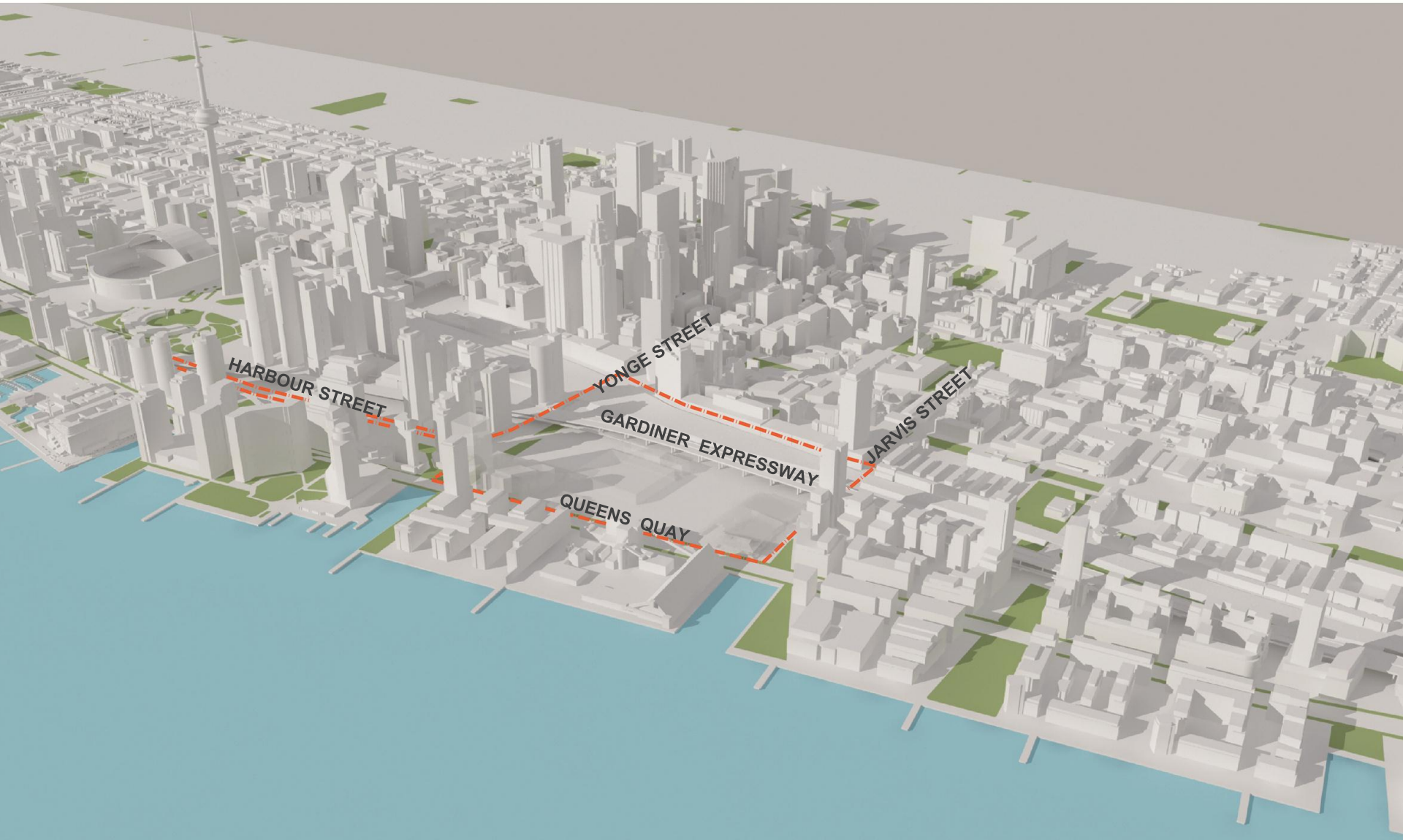
Toronto Waterfront Demands Design Attention



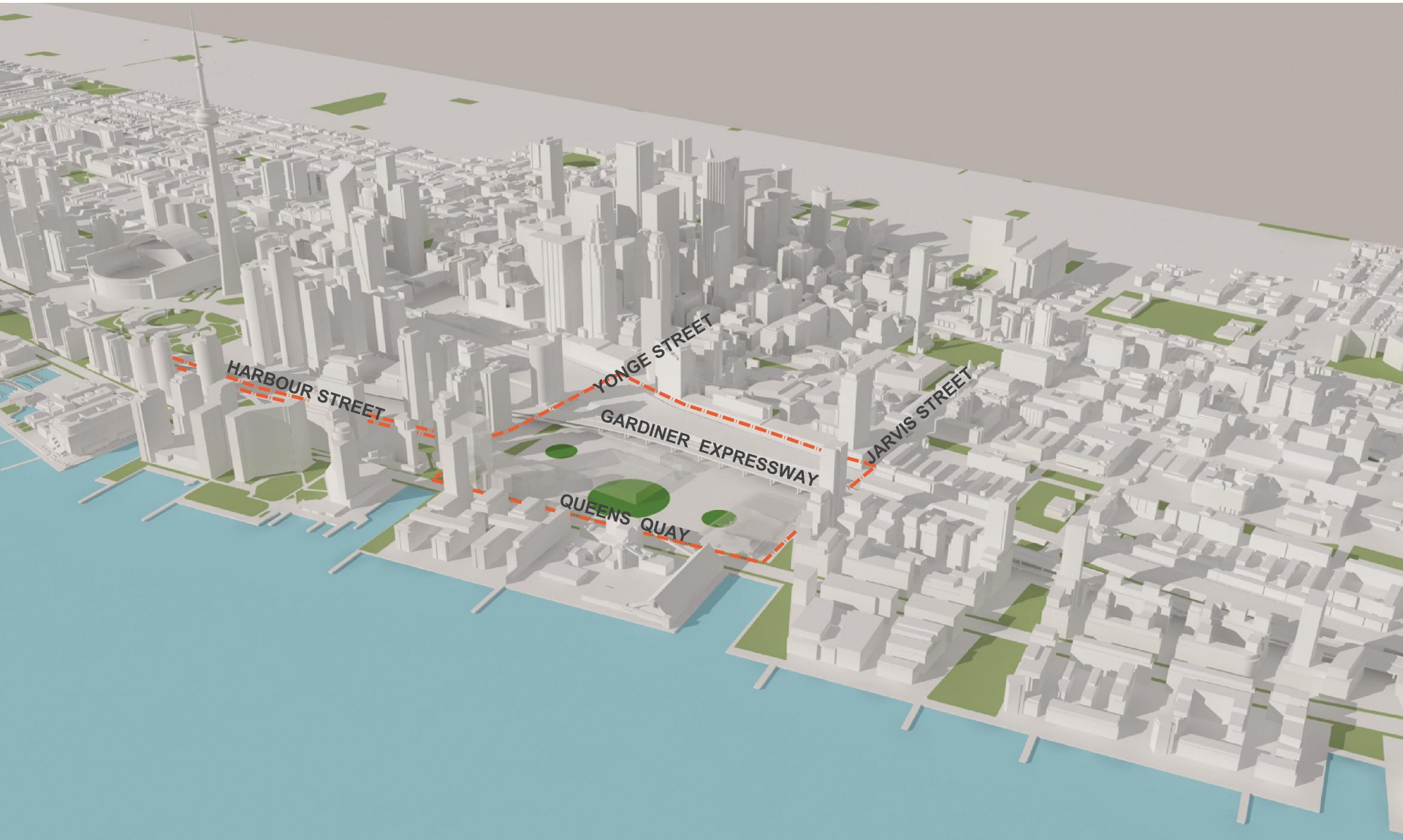
Existing Streets



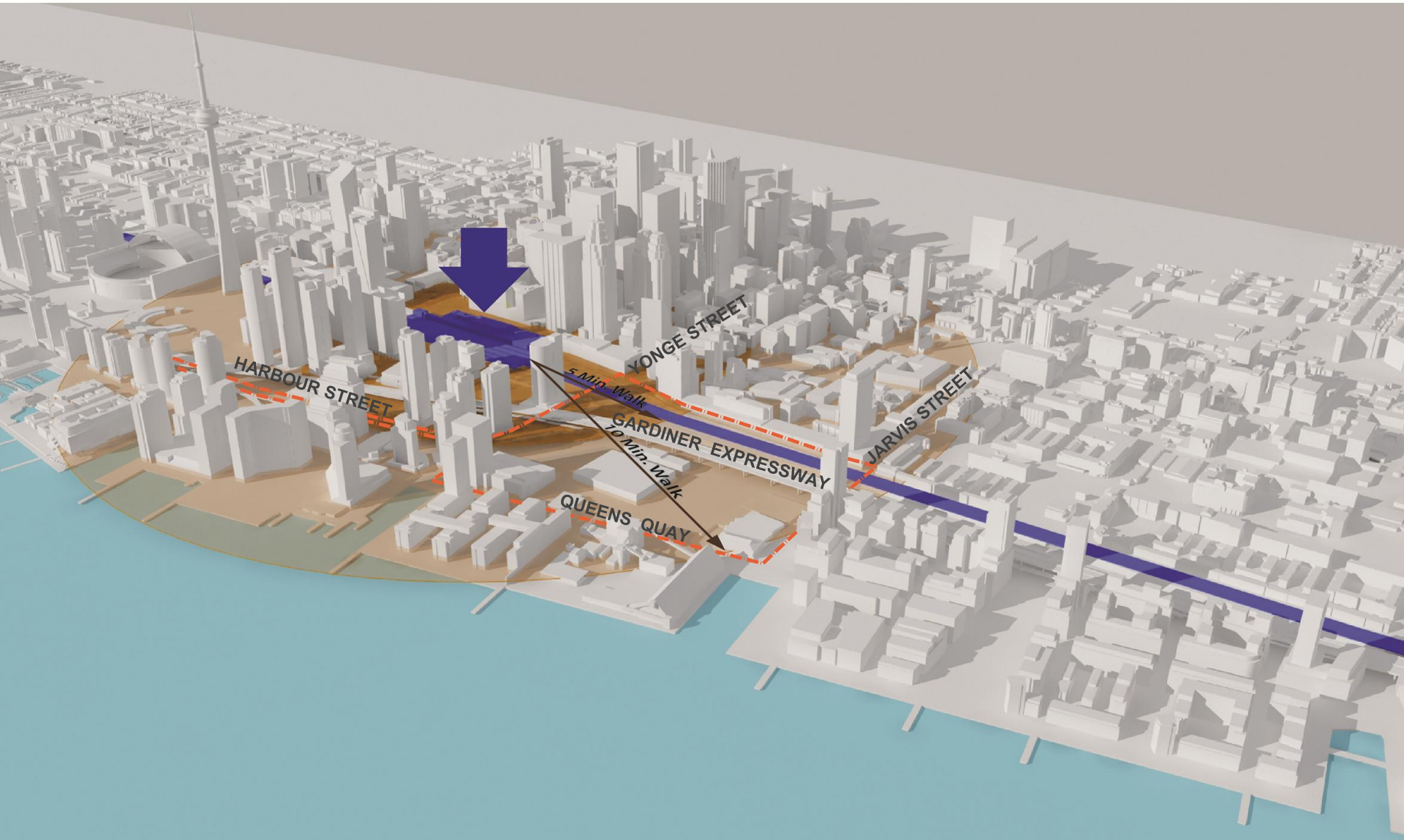
Increasing Connectivity



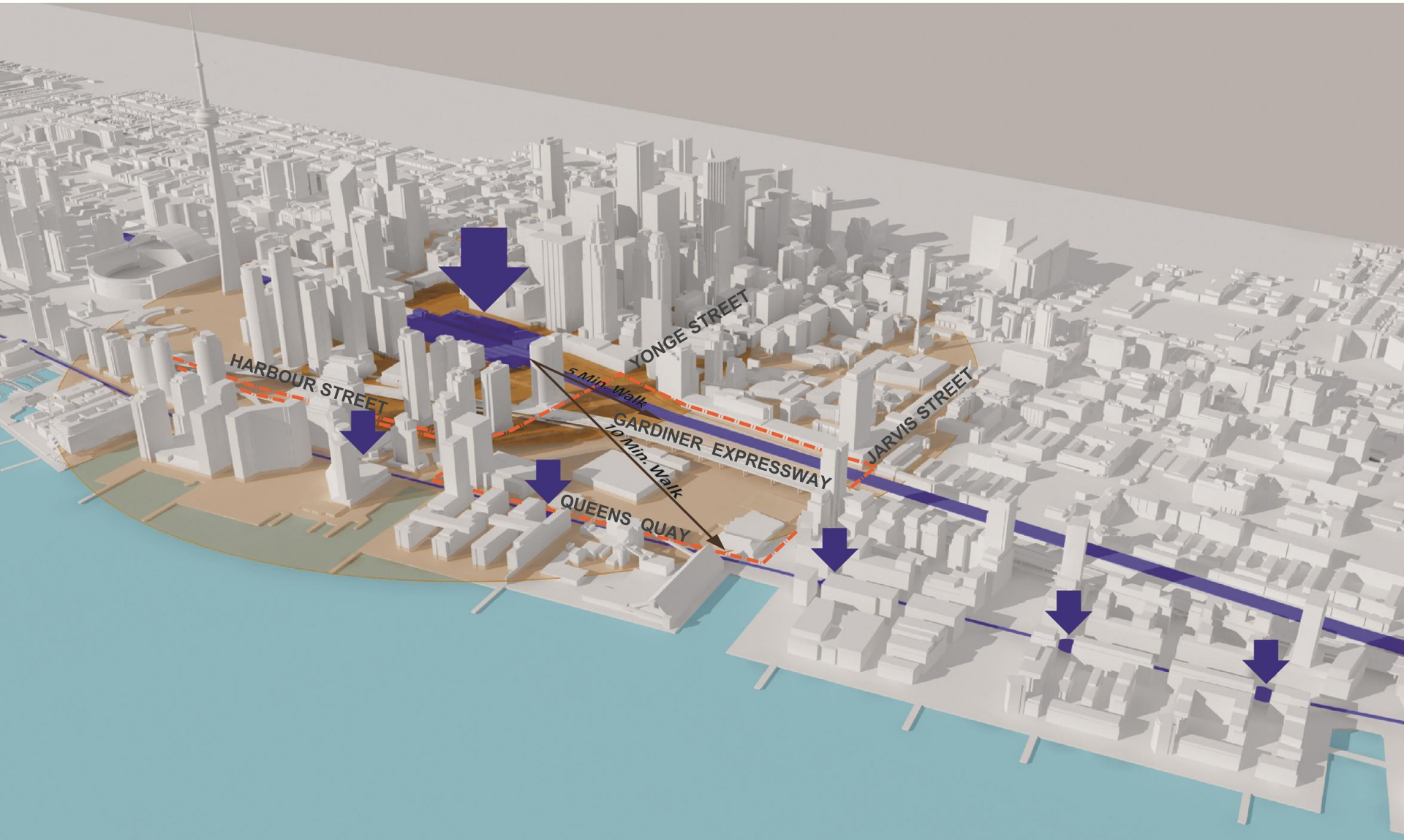
Existing Open Space



Strengthening the Open Space Network



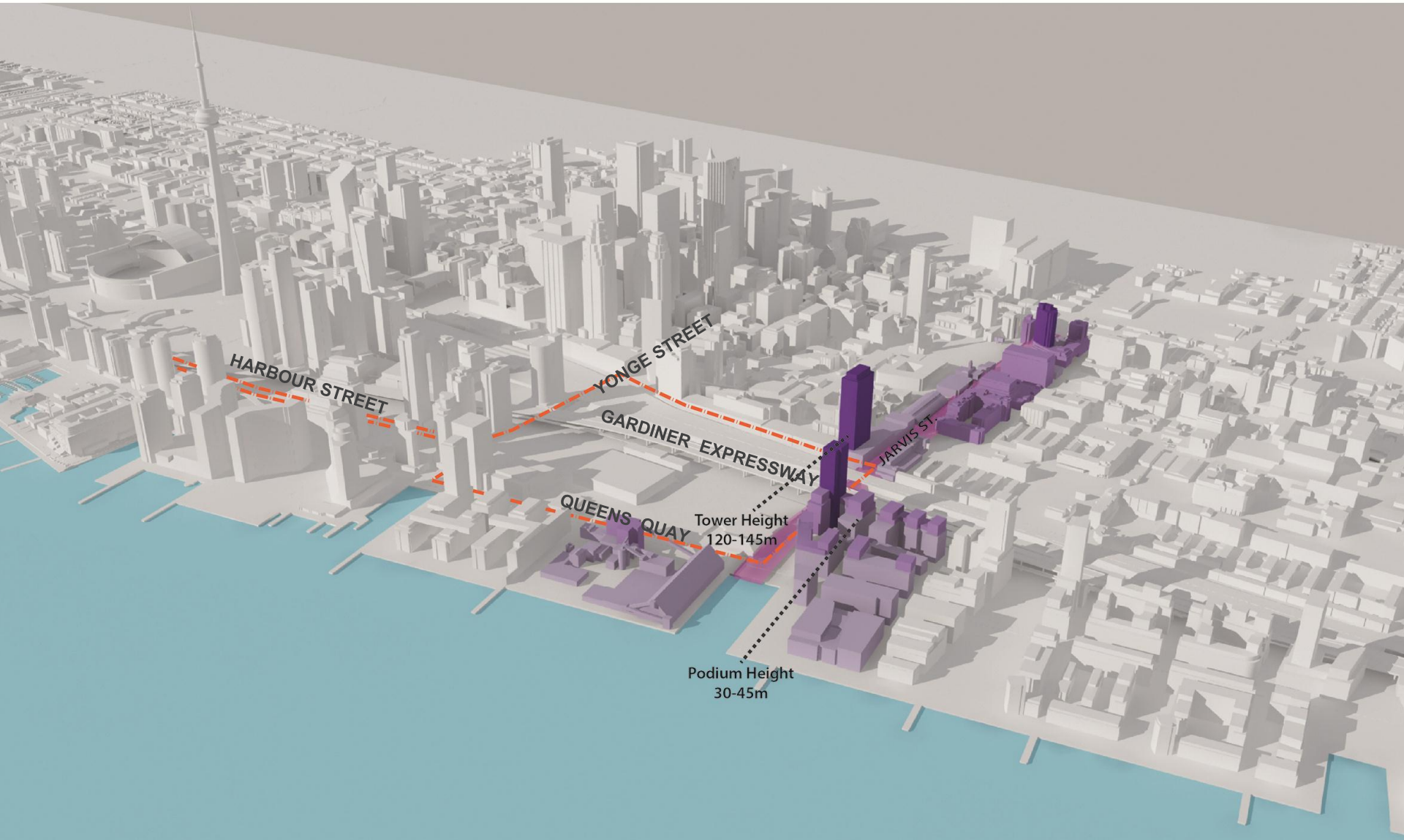
Proximity to Union Station



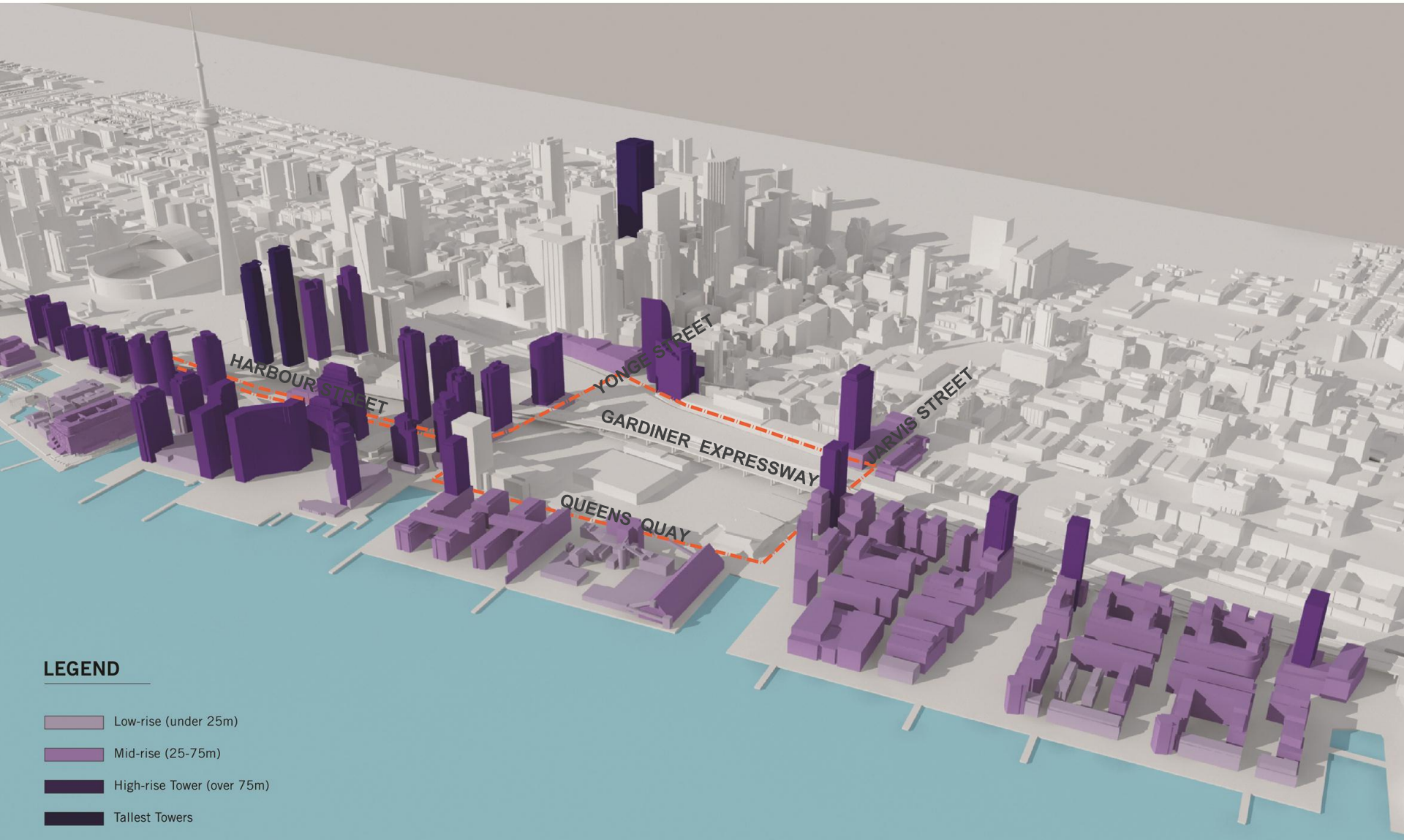
Building to Benefit from Existing & Future Transit Access



Yonge Street Context

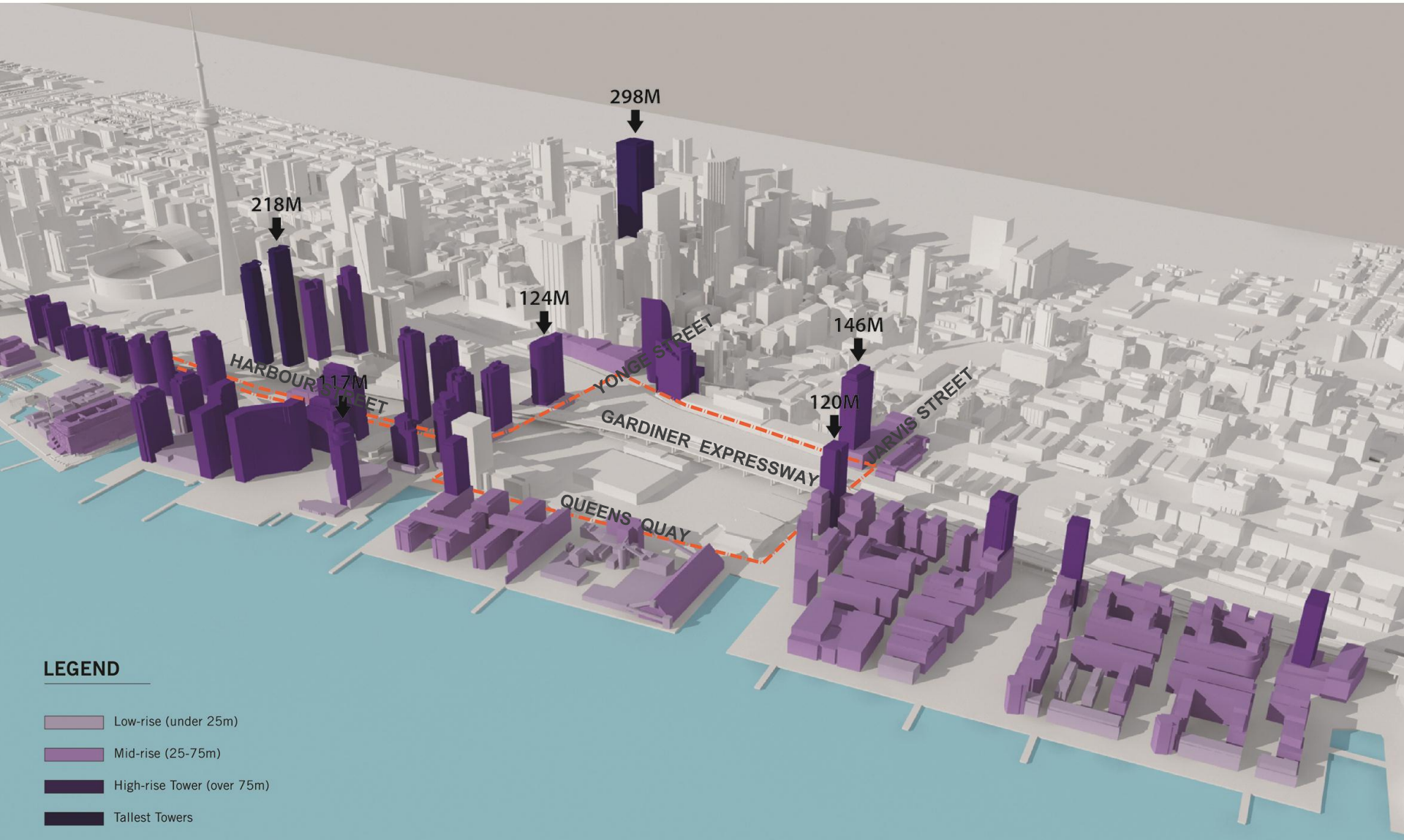


Jarvis Street Context



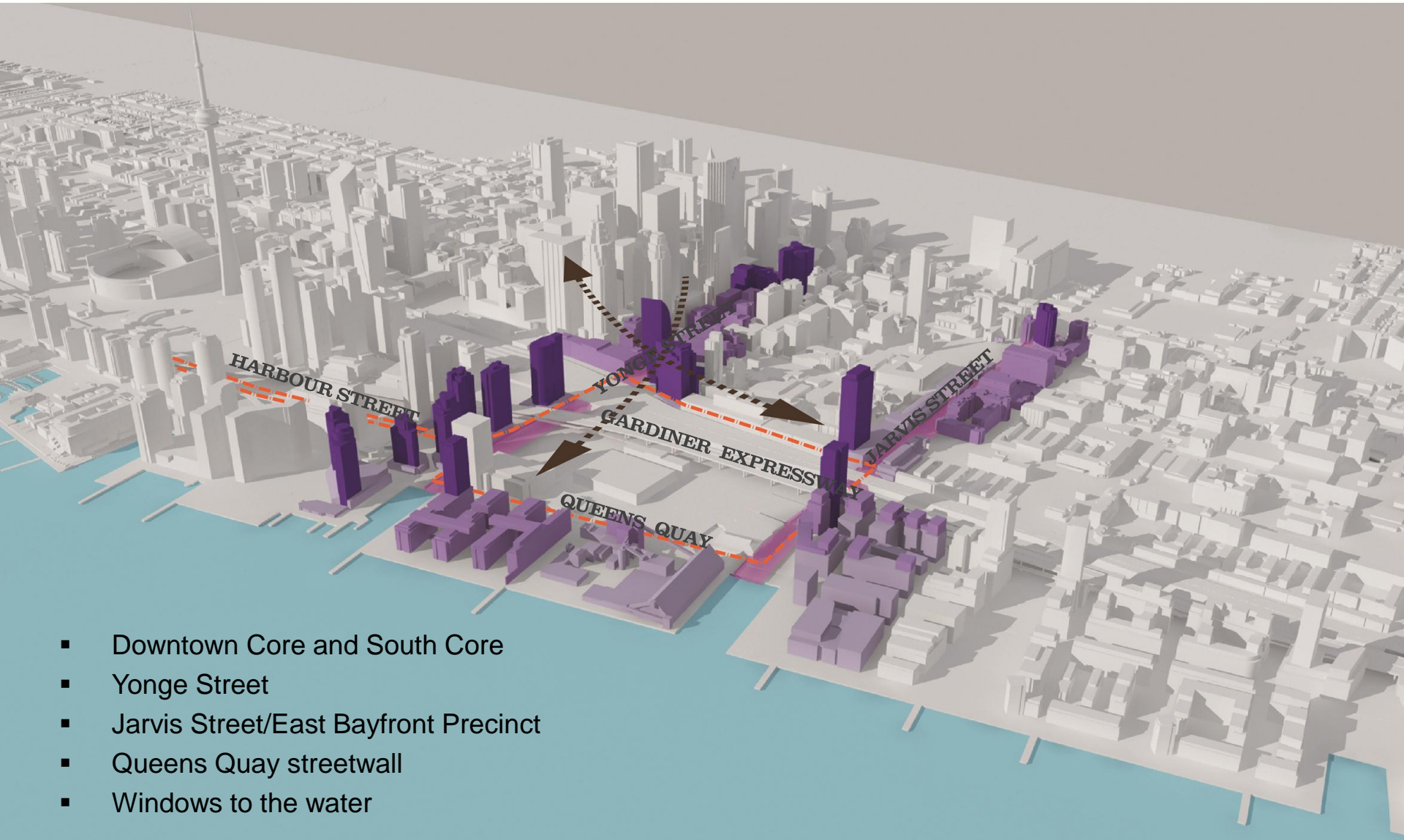
LEGEND

- Low-rise (under 25m)
- Mid-rise (25-75m)
- High-rise Tower (over 75m)
- Tallest Towers



LEGEND

- Low-rise (under 25m)
- Mid-rise (25-75m)
- High-rise Tower (over 75m)
- Tallest Towers



- Downtown Core and South Core
- Yonge Street
- Jarvis Street/East Bayfront Precinct
- Queens Quay streetwall
- Windows to the water

Key Context for Height Recommendations