

WEST DON LANDS  
BLOCK PLAN AND DESIGN GUIDELINES



TORONTO WATERFRONT  
REVITALIZATION CORPORATION

Toronto, Ontario U R B A N D E S I G N A S S O C I A T E S

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# West Don Lands Block Plan and Design Guidelines

**PREPARED FOR**

Toronto Waterfront Revitalization Corporation

**FUNDED BY**

Toronto Waterfront Revitalization Corporation

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# Purpose of the Block Plan and Design Guidelines



**THE WEST DON LANDS PRECINCT PLAN** The West Don Lands will become a district as varied as the neighbourhoods surrounding it. (Image from West Don Lands Precinct Plan, December 2004)

THE TORONTO WATERFRONT REVITALIZATION CORPORATION (TWRC) has prepared a Block Plan and Design Guidelines document to provide more detailed resolution to the recommended pattern of streets and development blocks created in the West Don Lands Precinct Plan. The purpose of the Block Plan and Design Guidelines is:

- 1 To uphold the tenets of the West Don Lands Precinct Plan (endorsed by City Council in the Spring of 2005), and to refine the overall vision for the West Don Lands in accordance with new information and current conditions;
- 2 To bridge the gap between the master planning ideas envisioned in the public process and the eventual built product;
- 3 To provide guidelines for implementation that assure a high degree of design latitude without compromising the overall intent of the Precinct Plan itself.

The Block Plan and Design Guidelines document is primarily concerned with the role buildings play in creating and animating the public realm. Specifically, the general principles of height and massing, the distribution of uses, and scale and character of the buildings’ facades defining the public rights-of-way are illustrated in the Block Plan and Design Guidelines.

This document will have several uses and audiences. It will be used as supporting documentation for planning approvals for the West Don Lands. It will be a part of the Proposal Call in order to guide developers and their designers in their submissions to the TWRC and the City of Toronto. This document will also be used by the Design Review Panel as criteria for evaluating development proposals.

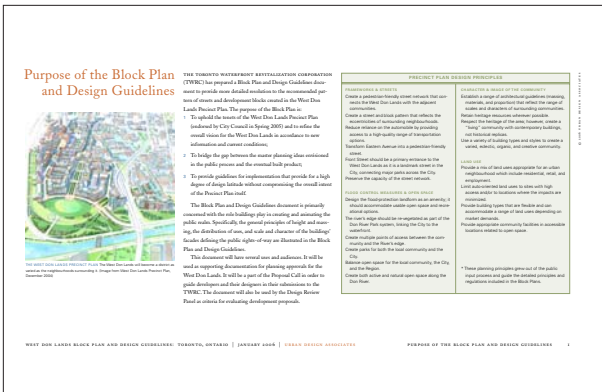
PRECINCT PLAN DESIGN PRINCIPLES	
<p><b>FRAMEWORK &amp; STREETS</b></p> <p>Create a pedestrian-friendly street network that connects the West Don Lands with the adjacent communities.</p> <p>Create a street and block pattern that reflects the eccentricities of surrounding neighbourhoods.</p> <p>Reduce reliance on the automobile by providing access to a high-quality range of transportation options.</p> <p>Transform Eastern Avenue into a pedestrian-friendly street.</p> <p>Develop Front Street as a primary entrance to the West Don Lands as it is a landmark street in the City, connecting its major parks.</p> <p>Preserve the capacity of the street network.</p>	<p><b>CHARACTER &amp; IMAGE OF THE COMMUNITY</b></p> <p>Establish a range of architectural guidelines (massing, materials, and proportion) that reflect the range of scales and characters of surrounding communities.</p> <p>Retain heritage resources wherever possible.</p> <p>Respect the heritage of the area; however, create a “living” community with contemporary buildings, not historical replicas.</p> <p>Use a variety of building types and styles to create a varied, eclectic, organic, and creative community.</p>
<p><b>FLOOD CONTROL MEASURES &amp; OPEN SPACE</b></p> <p>Design the flood-protection landform as an amenity to accommodate usable open space and recreation options.</p> <p>Re-vegetate the river’s edge as part of the Don River Park system, linking the City to the waterfront.</p> <p>Create multiple points of access between the community and the River’s edge.</p> <p>Create parks for both the local community and the City.</p> <p>Balance open space for the local community, the City, and the Region.</p> <p>Create both active and natural open space along the Don River.</p>	<p><b>LAND USE</b></p> <p>Provide a mix of land uses appropriate for an urban neighbourhood which include residential, retail, and employment and public uses.</p> <p>Limit auto-oriented land uses to sites with high access and/or to locations where the impacts are minimized.</p> <p>Provide building types that are flexible and can accommodate a range of land uses depending on market demands.</p> <p>Provide appropriate community facilities in accessible locations related to open space.</p>

\* These design principles were developed in a public process endorsed by the TWRC Board and City Council. They are the foundation of the guidelines and regulations contained in this document



# Organization of the Document

THE WEST DON LANDS BLOCK PLAN and Design Guidelines are organized into six sections. The six sections progress from general to specific descriptions of the West Don Lands. A thorough reading of this document assures full understanding of how the West Don Lands is intended to be built-out. The first section describes the overall purpose of the report as well as its organization. The second section describes the relationship of this report to its parent document, The West Don Lands Precinct Plan, through development of Precinct-wide maps. The third section of the report describes in detail the primary neighbourhoods and addresses within the Plan. The fourth section describes the range of building types to be built in the West Don Lands. The fifth section of the report describes, in detail, the expected build-out of all development blocks within the West Don Lands and the requirements to which all developers must adhere. The final section summarizes development yields for the Precinct in an illustrative manner.



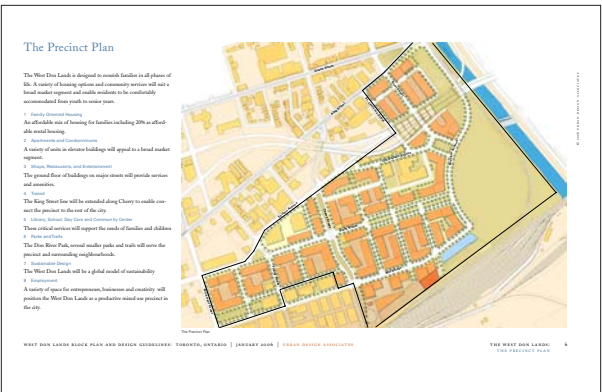
## 1 Purpose, organization, and definitions



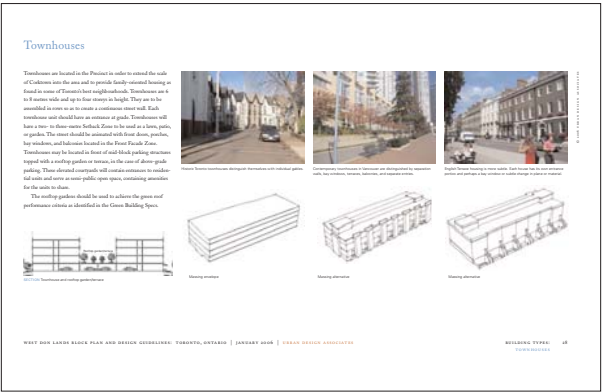
## 3 Precinct neighbourhoods



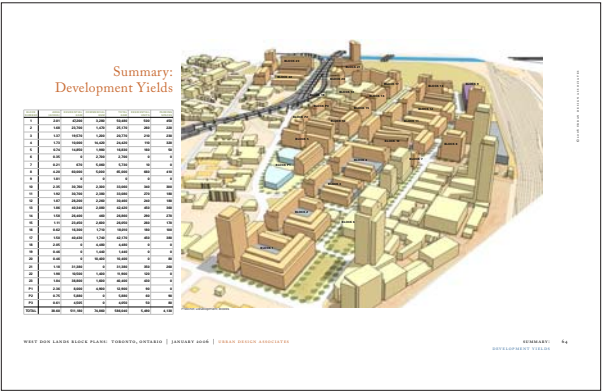
## 5 Block descriptions



## 2 Precinct-wide maps



## 4 Building types



# Precinct Plan Definitions

MANY ELEMENTS DESCRIBING URBAN FORM are used throughout the Block Plan and Design Guidelines. In order to provide clear expectations for development throughout the Precinct, a set of definitions have been created to ensure that all readers of this document understand that which is being prescribed. The following definitions cover comprehensive issues consistent throughout the entire Precinct. These brief definitions set the design guidelines and the urban design terms and elements used to regulate the build-out of the West Don Lands as a whole.

## FRONT FACADE ZONE

- The *Front Facade Zone* is the dimensioned area behind the *Setback Zone* within which the front facade of the building must be located.
- The front edge of the *Front Facade Zone* describes the maximum extent of the building envelope.
- Above-grade building extensions such as balconies, awnings, shading devices, and signs may extend beyond the *Front Facade Zone* into the *Setback Zone*.
- Porches, arcades, and stoops must be located within the *Front Facade Zone*.

## SETBACK ZONE

- The *Setback Zone* is the dimensioned area between the front property line and the *Front Facade Zone*; no buildings or porches may be located in the *Setback Zone*.
- Above-grade extensions from the building such as awnings, bay windows, and balconies may project into the *Setback Zone*.
- Along Active Frontages, the *Setback Zone* should be designed as an extension of the public sidewalk to the buildings, providing opportunities for additional outdoor space.
- Along Residential Frontages, the *Setback Zone* should be designed as a yard, garden, or patio.

## FRONTAGES AND GROUND FLOOR USES

- A building's *Frontage* is the manner in which it meets the ground and the public realm.
- A *Frontage* is defined by several elements including, but not limited to, the particular use at grade, the height of the first floor relative to grade, the elements of the building that extend from the facade, and the scale of window and door openings.
- *Frontages* are defined as Active Use, Residential, Live/Work, or Community Use.
- Active Use *Frontages* include office, commercial, and retail uses.

## UPPER STOREY STEPBACK

- *Upper Storey Stepbacks* create horizontal regulating lines at a defined height.
- *Upper Storey Stepbacks* define basic requirements for how selected buildings shall be sculpted. However, they do not dictate design

- approach or style.
- *Upper Storey Stepbacks* shall be 3.00 metres and Tower Stepbacks shall be 6.00 metres along Mill Street.

## PENTHOUSE

- A *penthouse* is the top floor of a building with a GFA less than 50% of the overall floor below.
- Mechanical enclosures, elevator equipment, stair access, and chimneys are permitted to extend above the *penthouse* level, but must be within the permitted *penthouse* floor zone.
- *Penthouses* should be designed in conjunction with the green roof standards contained in the Green Building Specifications.

## COURTYARDS

- *Courtyards* must be provided mid-block atop parking structures, or at-grade above underground parking (desired condition).
- Individual townhouse units should open onto all *courtyards*.
- *Courtyards* should be landscaped to provide a semi-public gathering space for residents.

## PARKING AND SERVICING

- A blended *parking ratio* for market-rate units of 0.75 cars per unit is assumed.
- Affordable housing unit *parking ratio* is 0.40 cars per unit
- One private laneway to *parking and servicing* is permitted in the street wall of a block. The particular location is at the discretion of the developer, however, no access ways may be located on main streets, such as King Street, Bayview Avenue, Front Street, or the north side of Mill Street.
- Below-grade *parking* will likely be required for specific blocks as noted in order to meet *parking requirements*.
- Above-ground *parking* was studied but below-grade *parking* is encouraged in the development of all blocks.
- *Servicing area* should be located in the interior of blocks and should be screened from view.
- Facades of *parking structures* visible from public areas should receive architectural treatment.



# The West Don Lands

THE WEST DON LANDS PRECINCT PLAN establishes four major character areas, based on the character of adjacent neighbourhoods and natural areas. These adjacent neighbourhoods and natural areas are extended into the Precinct and influence the form and typologies of the architecture and public space. By embracing these major influences, development in the West Don Lands will fit comfortably into the continuous urban fabric of the City.

## River Square Neighbourhood

Mid-rise residential buildings will form the south side of King Street and face the Don River corridor. River Street will be extended south as a family-oriented street of townhouses and small apartment buildings. River Square on the Don River Park will be a gracious address of mid-rise residential buildings.

## Don River Park Neighbourhood

Front Street will widen into a gracious boulevard East of Cherry Street, forming the heart of the Precinct, with ground floor shops, restaurants, and community services in ten-storey residential buildings. Don River Park will be edged by a graciously curving wall of residential buildings. The delicate nature of Corktown as a series of family-oriented townhouse streets, courts, and mews will also be an influence.

## Mill Street Neighbourhood

The unique qualities of the Distillery District, a rich collection of rehabilitated and new masonry buildings, will extend east into the West Don Lands along Mill Street. New buildings will be designed with loft style living and live/work opportunities.

## Front Street Neighbourhood

The lively nature of Front Street in the Old Town of York will be extended into the West Don Lands, forming an urban core with shops, restaurants, offices, and residences.



RIVER SQUARE NEIGHBOURHOOD River Street



MILL STREET NEIGHBOURHOOD Mill Street



DON RIVER PARK NEIGHBOURHOOD Front Street Esplanade



FRONT STREET NEIGHBOURHOOD Front Street



# The Precinct Plan

The West Don Lands is designed to nourish families in all phases of life. A variety of housing options and community services will suit a broad market segment and enable residents to be comfortably accommodated from youth to senior years.

## 1 Family-Oriented Housing

An affordable mix of housing for families will include 20% of the total units for affordable rental housing.

## 2 Apartments and Condominiums

A variety of units in elevator buildings will appeal to a broad market segment.

## 3 Shops, Restaurants, and Entertainment

The ground floor of buildings on major streets will provide services and amenities.

## 4 Transit

The King Street line will be extended along Cherry Street to connect the Precinct to the rest of the City.

## 5 School, Day Care Facilities, and Community Centre

These critical services will support the needs of families and children

## 6 Parks and Trails

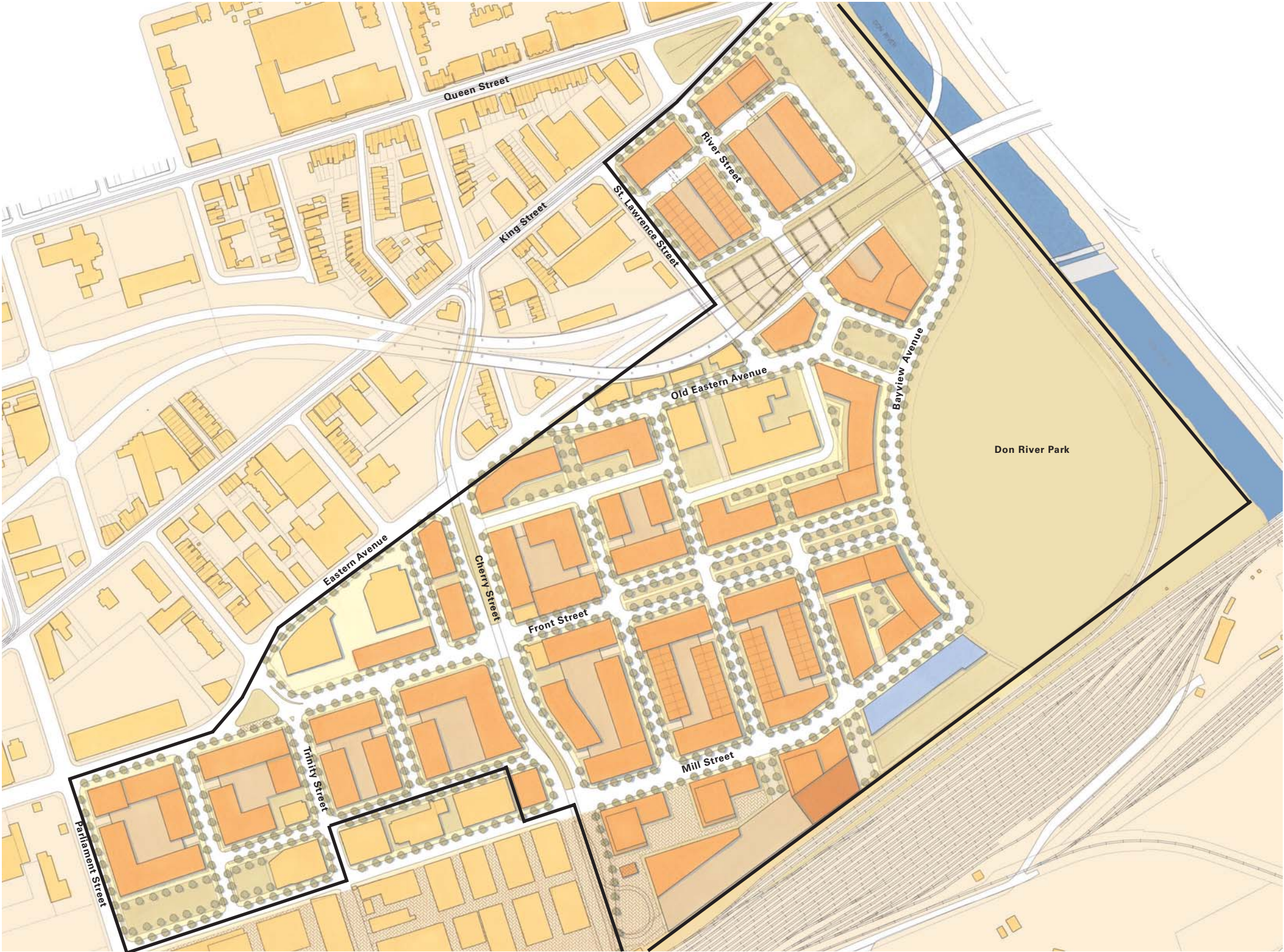
The Don River Park as well as several smaller parks and trails will serve the Precinct and surrounding neighbourhoods.

## 7 Sustainable Design

The West Don Lands will be a global model of sustainability.

## 8 Employment

A variety of space for entrepreneurs, businesses, and creativity will position the West Don Lands as a productive, mixed-use Precinct within the City.



The Precinct Plan

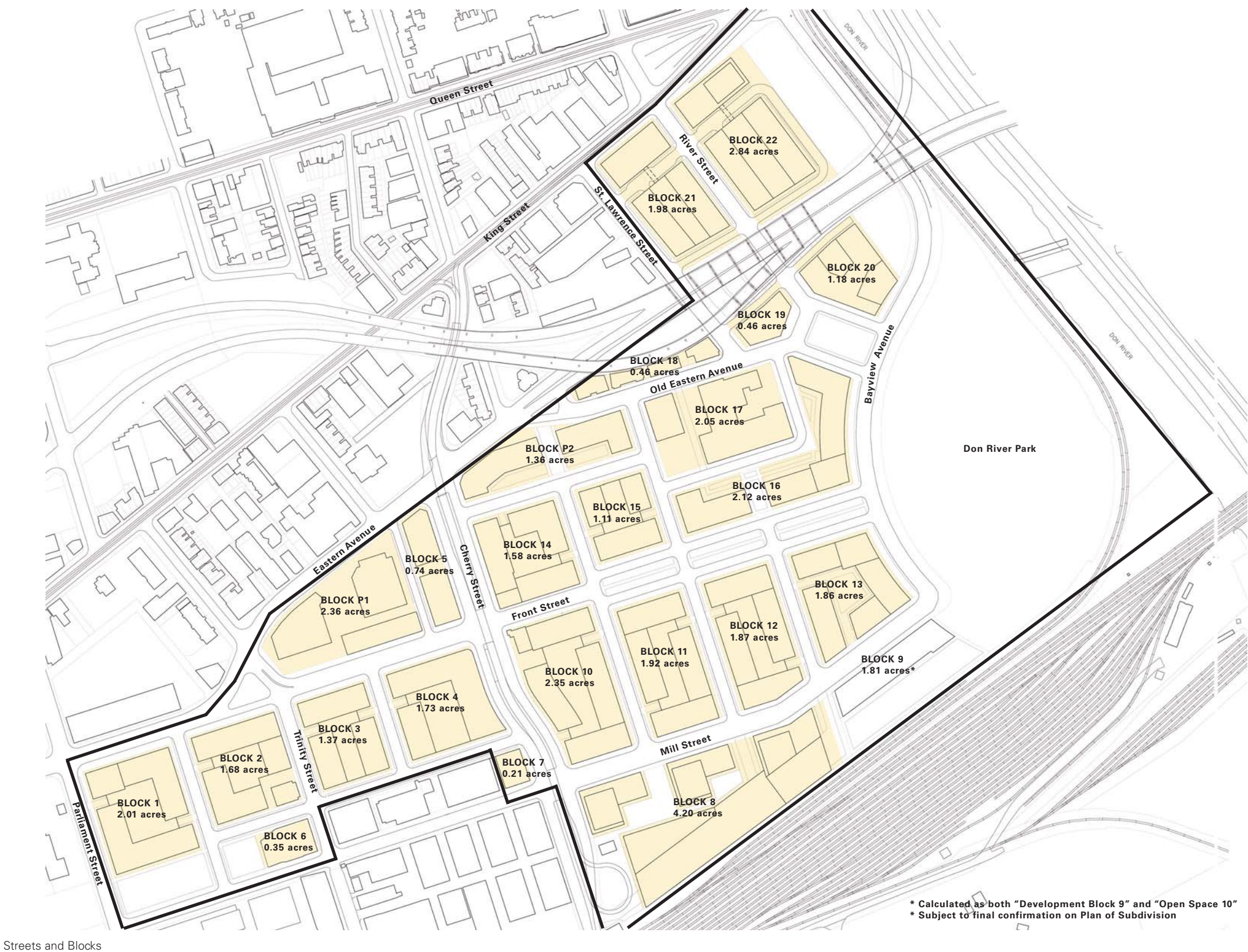


# Streets and Blocks

The West Don Lands is comprised of carefully-dimensioned streets and blocks. The arrangement of the streets and blocks creates a precinct that is cohesive internally as well as interconnected to the surrounding neighbourhoods. The primary framework of streets and blocks is derived from the extension of Front Street, Cherry Street, Mill Street, River Street, Trinity Street, and Bayview Avenue into the West Don Lands. Several local streets internal to the Precinct complete the pattern of streets and blocks.

All east/west streets connect to Don River Park and all north/south streets are regularly spaced across the Precinct. The block pattern within the West Don Lands is carefully dimensioned to flexibly accommodate the types of development and densities as defined in the Precinct Plan Neighbourhoods section of this report. Consistent with the surrounding neighbourhoods, most blocks in the West Don Lands are oriented north/south with parking internal to the block and buildings forming the perimeter.

This precinct is designed with small blocks and many streets to create a pedestrian-friendly neighbourhood with a rich diversity of public space.





# Public and Publicly-Accessible Open Space

A wide variety of open space supports a range of uses throughout the Precinct. These public open spaces will be further developed as specific park design commissions. The following is a list of the different spaces with a short description of how they are envisioned in the Precinct Planning and Block Plan processes.

### OS 1: Don River Park

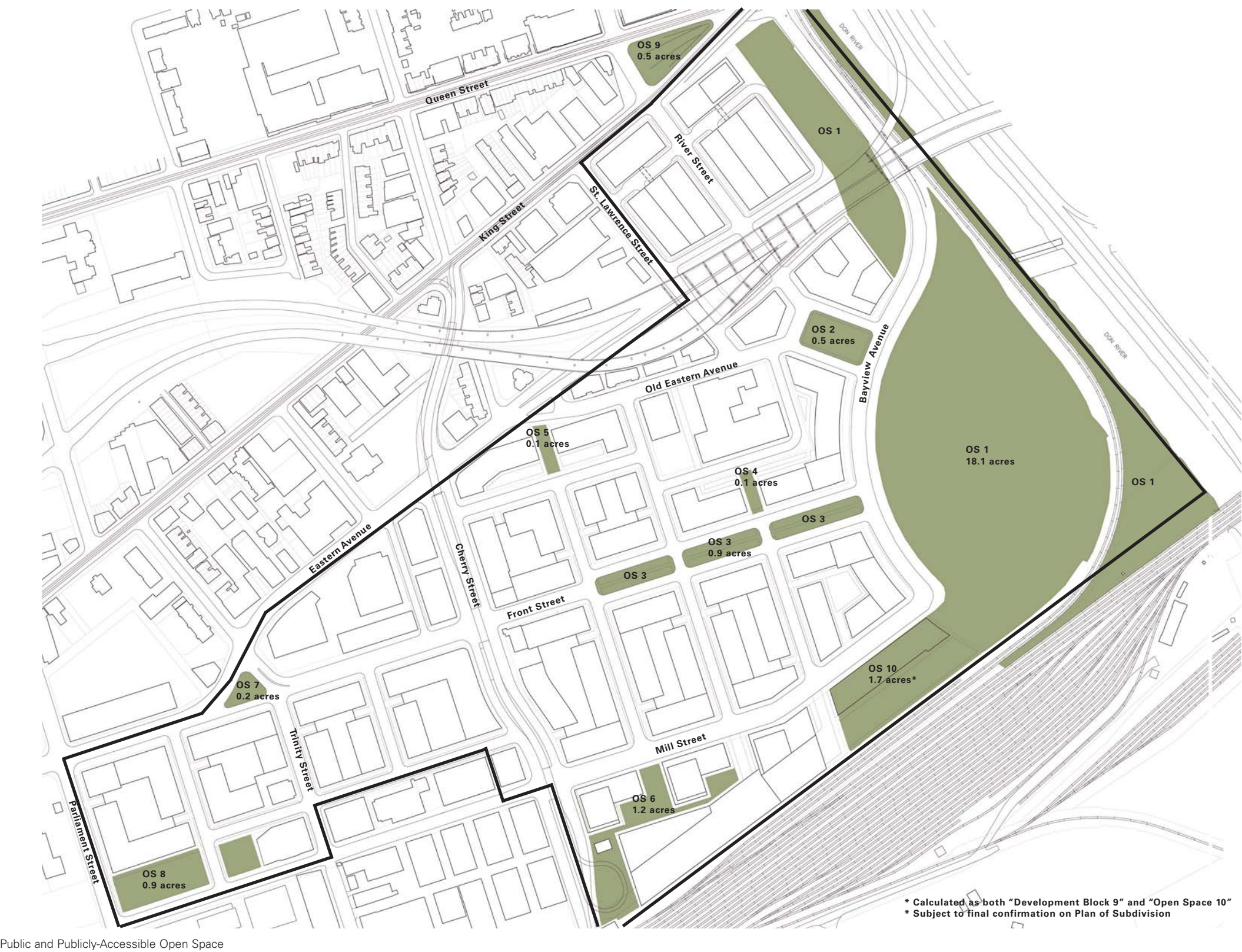
Don River Park will be the signature space of the new Precinct. Flood protection for the Precinct will be an integral component of the Park design. This park will be an important resource for both passive and active uses for several neighbourhoods, and incorporates pedestrian and bicycle trails and paths throughout. This grand space will connect the City to the Don River corridor and adjacent natural areas, and will act as a primary public space and regional destination.

### OS 2: River Square

Connected to but tucked along the edge of Don River Park, River Square is meant to be a highly-designed, more intimate space for informal gathering and passive recreation. Views both into and from this space will take advantage of the grandeur of adjacent Don River Park. Residential entrances will activate the streets surrounding it and the green will be a wonderful neighbourhood park.

### OS 3: Front Street Esplanade

This linear promenade will connect the Don River Park back into the greater Precinct. Front Street will be the heart of the community with generous space for a range of neighbourhood activities including street fairs and informal gathering. This space will be one of the signature addresses within the Precinct, and will be lined with retail, restaurants, and services which enliven the boulevard with activity.



Public and Publicly-Accessible Open Space



OS 4: Dominion Foundry Mews

A unique aspect of the Precinct is the collection of heritage buildings scattered throughout and integrated into the development of the area. This mews, or pedestrian space, will connect the unique uses of the Dominion Foundry Complex to the activity along Front Street. This space will be lined with active uses, such as shops or restaurants, and will provide a small gathering space for the neighbourhood.

OS 5: Corktown Mews

The Precinct is strengthened by its connections to existing adjacent neighbourhoods. Corktown Mews will be a pedestrian passage connecting to the Corktown neighbourhood north of the Precinct. It will also provides pedestrian linkage to Eastern Avenue without interfering with the complicated existing traffic flow in this area. As a small space, it will be a park meant to serve nearby residents of the area.

OS 6: Distillery Passage

Another strength of the Precinct is its adjacency to the redeveloping, mixed-use Distillery District, a new city-wide destination. This linear space will connect to courtyards and building entrances south of Mill Street which can be programmed in a variety of ways. The Passage will provide a direct pedestrian linkage to the intricate spaces within the Distillery itself. Adjacent to the Passage is a plaza with a TTC transit loop and transit stop. The historic Don River Station should be relocated to this space. Combined with the switching station and trolley loop, the plaza will have a transportation theme.

OS 7: Front Street Triangle

A triangular plaza will be located at the intersection of Front, Eastern, and Trinity Streets. This highly-visible space is prominently

located and will be formed by the geometries of the adjacent streets. This gateway location will provide a great opportunity to locate a major work of art, visible from many directions. The space should be designed to encourage pedestrian flow from Corktown into the Precinct.

OS 8: Parliament Street Park and Trinity Square

Parliament Street Park will be located along the north side of Mill Street between Parliament and Trinity Streets. This park will be one of a series of interconnected open spaces between the Precinct and the St. Lawrence neighbourhood. Trinity Square will be located across Local Street D, adjacent to 18 Trinity, a handsome heritage building at its eastern head. Both spaces will provide important outdoor space related to the unique uses planned for the reuse of 18 Trinity and the new adjacent residential buildings.

OS 9: King Street Triangle

The confluence of King and Queen Streets as they cross the Don River is an important space within the City. This open space will act as a Downtown gateway, as well as a gateway into the Precinct. This triangle should be designed with a pedestrian connection to the Don River Park. This gateway space will provide a unique opportunity for the display of art as a component of the design.

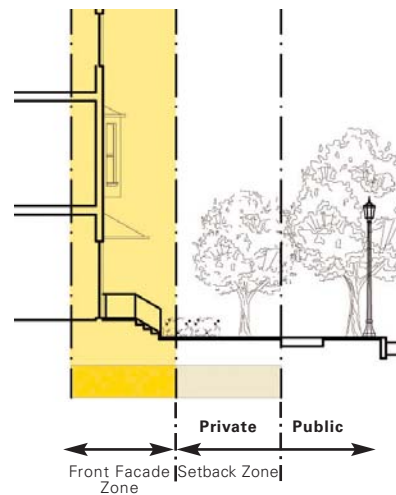
OS 10: School/Community Centre Site

Public lands for the development of a school and community centre adjacent to Don River Park have been planned for the future of the Precinct. This area will house not only building facilities but also play yards associated with the school and community centre.

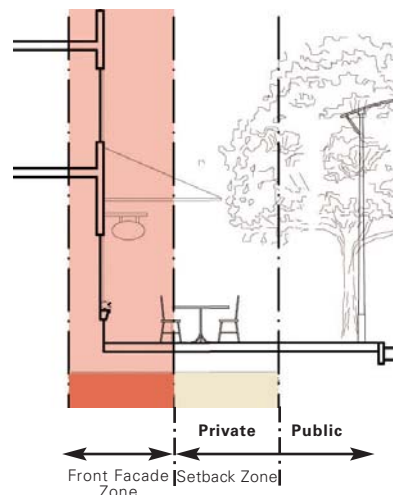
Public and Publicly-Accessible Open Space	
OS 1: Don River Park	18.1 Acres
OS 2: River Square	0.5 Acres
OS 3: Front Street Esplanade	0.9 Acres
OS 4: Dominion Foundry Mews	0.1 Acres
OS 5: Corktown Mews	0.1 Acres
OS 6: Distillery Passage	1.2 Acres
OS 7: Front Street Triangle	0.2 Acres
OS 8: Parliament Street Park and Trinity Square	0.9 Acres
OS 9: King Street Triangle	0.5 Acres
OS 10: School/Community Centre site	1.7 Acres
<b>Total</b>	<b>24.2 Acres*</b>
* Calculated as both “Development Block 9” and “Open Space 10”	
* Subject to final confirmation on Plan of Subdivision	



# Building Envelopes and Frontages



Residential Frontage



Active Frontage

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE
- LIVE/WORK FRONTAGE ZONE
- COMMUNITY USE
- HERITAGE BUILDINGS





# Required Open Space and Building Locations





# Building Heights and Stepbacks

- 2 STOREYS / 15M
- 4 STOREYS / 12M
- 5 STOREYS + PENTHOUSE / 21M
- 6 STOREYS + PENTHOUSE / 24M
- 8 STOREYS + PENTHOUSE / 30M
- 10 STOREYS + PENTHOUSE / 36M
- 14 STOREYS + PENTHOUSE / 48M
- 24 STOREYS + PENTHOUSE / 78M



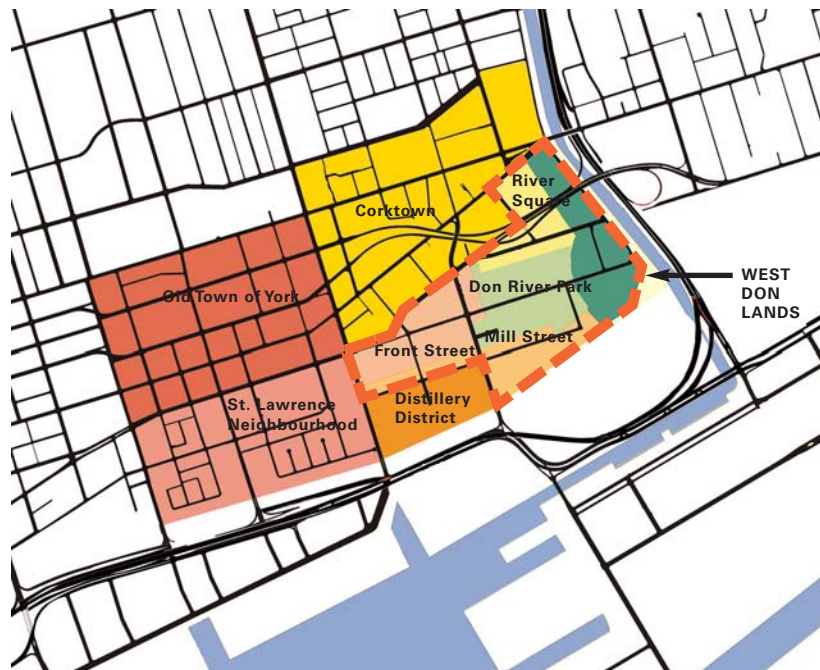


# Parking and Service





# Precinct Plan Neighbourhoods



The multiple neighbourhoods within the Precinct

THE BASIS OF THE WEST DON LANDS Precinct Plan is its context and adjacency to four established neighbourhoods, as well as the Don River itself. The new streets, blocks, and building types are based upon these rich places. The inherent and diverse qualities of its neighbours extend into the Precinct itself, so that the area is grounded within the context of the City.

The West Don Lands is surrounded by strong, influential neighbourhoods. The Old Town of York features a dense fabric of low- to mid-rise, multi-use buildings. Newer buildings, while generally taller, are quite respectful of the old character in their selection of form and materials. The St. Lawrence Neighbourhood features a broad mix of housing types, from three-storey townhouses to mid-rise tower blocks, in a range of brick colours. The Distillery District, a unique 19th century industrial enclave, houses a rich, dense collection of Victorian buildings, alleyways, and courtyards, and combines residential and non-residential uses. Corktown consists of a tightly-knit mixture of low-rise buildings within an idiosyncratic street pattern that adjusts to suit local conditions.

The West Don Lands Precinct Plan proposes four distinct character areas: the River Square Neighbourhood, the Don River Park Neighbourhood, the Mill Street Neighbourhood, and the Front Street Neighbourhood. The quality and character of each of the neighbourhoods is drawn from the inherent qualities of the surrounding areas.

## STREET & BLOCK PATTERN



Old Town of York



St. Lawrence



Distillery District



Corktown

## NEIGHBOURHOOD CHARACTER



**ADJACENCIES & OPPORTUNITIES** The West Don Lands Precinct borders a rich variety of neighbourhoods that provide valuable lessons and cues in how to reweave this area into the rest of the City fabric.



# River Square Neighbourhood



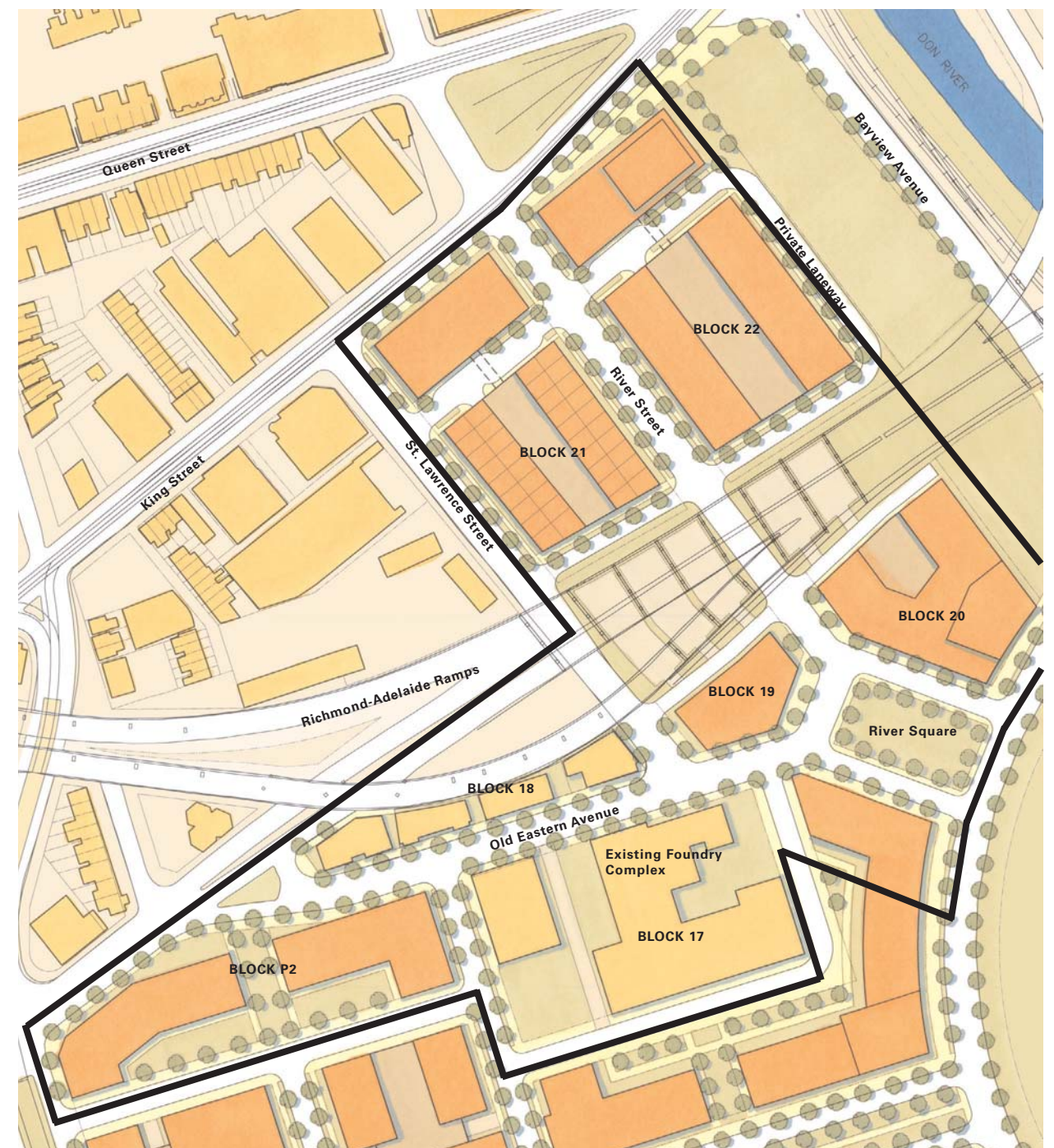
**RIVER SQUARE NEIGHBOURHOOD** The River Square Neighbourhood balances employment and residential uses as well as provides a visual gateway into Downtown Toronto.

THE PRECINCT PLAN calls for the creation of River Square, an eclectic neighbourhood whose primary intent is to strengthen Corktown by extending it into the West Don Lands, and to provide connections that downplay the presence of the Richmond-Adelaide ramps. A series of 8 and 10 storey apartment buildings will form the south side of King Street, the edge of the Don River Park and River Square. Small apartment buildings and townhouses will flank River and St. Lawrence Streets. An iconic residential tower will be located at the junction of Don River Park and River Square.

A new River Street will extend south to River Square, creating an intimate space adjacent to the main park. Old Eastern Avenue will house employment and production uses. Activities such as small-scale distribution, production, and showroom retailing is envisioned for this area, along with other compatible employment opportunities.

Additional study and environmental constraints have prompted modifications to the Precinct Plan.

- 1 The flood protection landform required modification of the development setback line and renders the Precinct Plan configuration not feasible. Therefore, square block formats are now proposed in this area.
- 2 The east/west street connecting St. Lawrence Street to the Don River Park is realigned as a private laneway will provide access to the buildings fronting onto Don River Park. This passage will also link back to St. Lawrence Street, thereby creating a connection between the residential neighbourhood and Don River Park.





# King Street

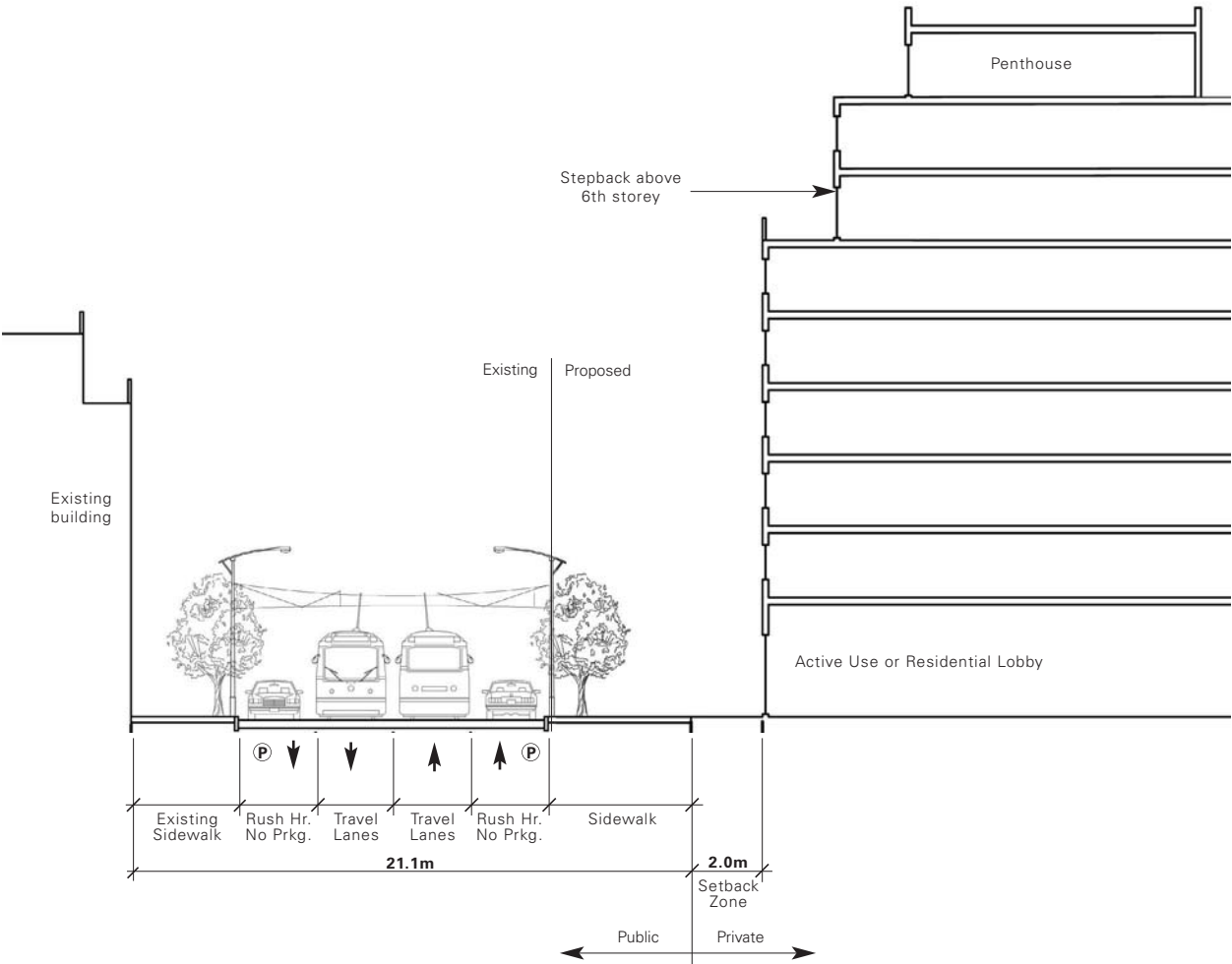


Two buildings are planned along King Street on part of what was formerly known as the McCord Site. This northern edge of the West Don Lands will define the convergence of King, Queen, and River Streets marking a significant point in the City. The resulting urban form at King and Queen Street will be a triangular space which greets westbound traffic headed to the City Centre. The King Street buildings will form a substantial southern edge to this important gateway.

The King Street buildings will also act as a gateway for travelers entering the City from the east due to their high visibility. A 14-storey tower punctuating the corner of King Street and the Don River Park will provide a unique opportunity for developers to celebrate this entrance and prominent corner.

The buildings on King Street will be mixed-use with active ground floor uses and upper floor residential units. The ground floor could be commercial to extend the pattern of the existing street. A publicly-accessible pedestrian walk will be located between the bridge across the Don River and the eastern building on King Street to provide access to the Don River Park. Vehicular and service access for these buildings will be located on a private laneway behind King Street. Parking for these buildings will reside in mid-block, above-grade garages since underground parking is prohibited due to the constraints of the flood protection landform.

Pedestrian access to the Park should be created along the north side of the building located at King Street and Bayview Avenue. This pedestrian space will be terraced down from King Street to the Park. There will also be Park access from the private laneway.

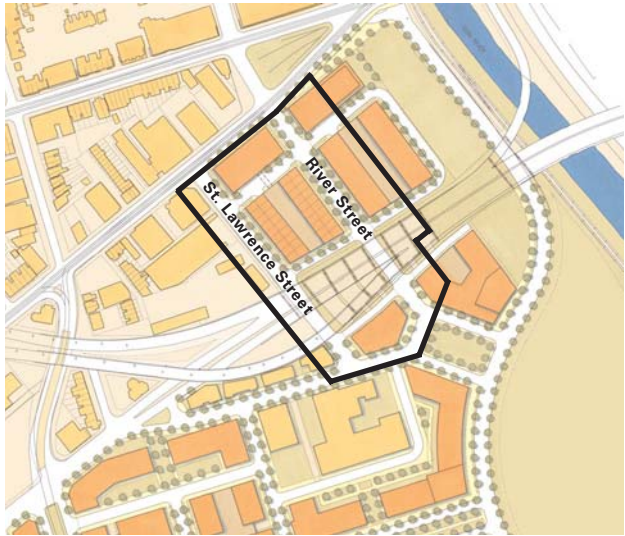


STREET SECTION King Street, looking east

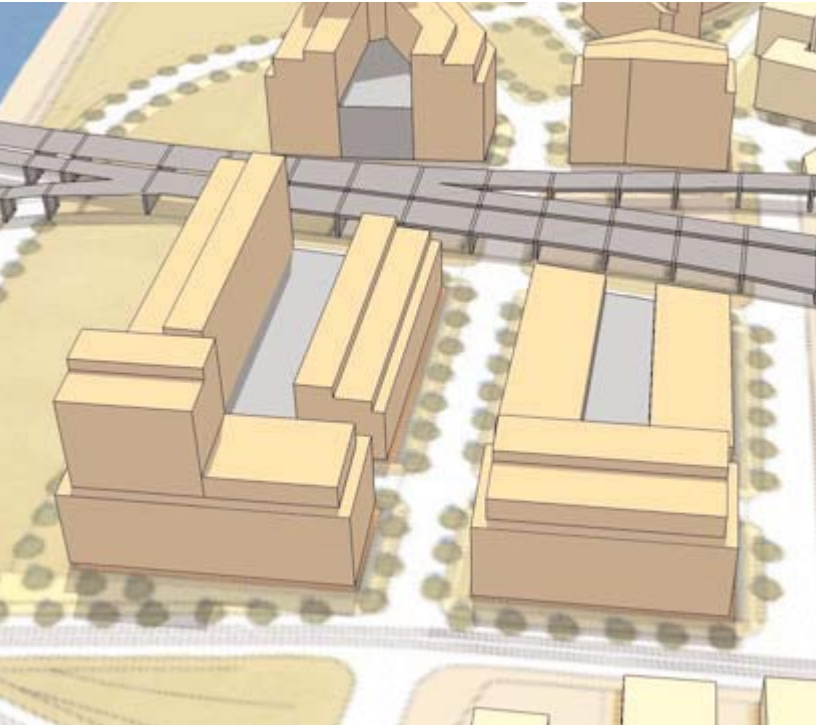
© 2006 URBAN DESIGN ASSOCIATES



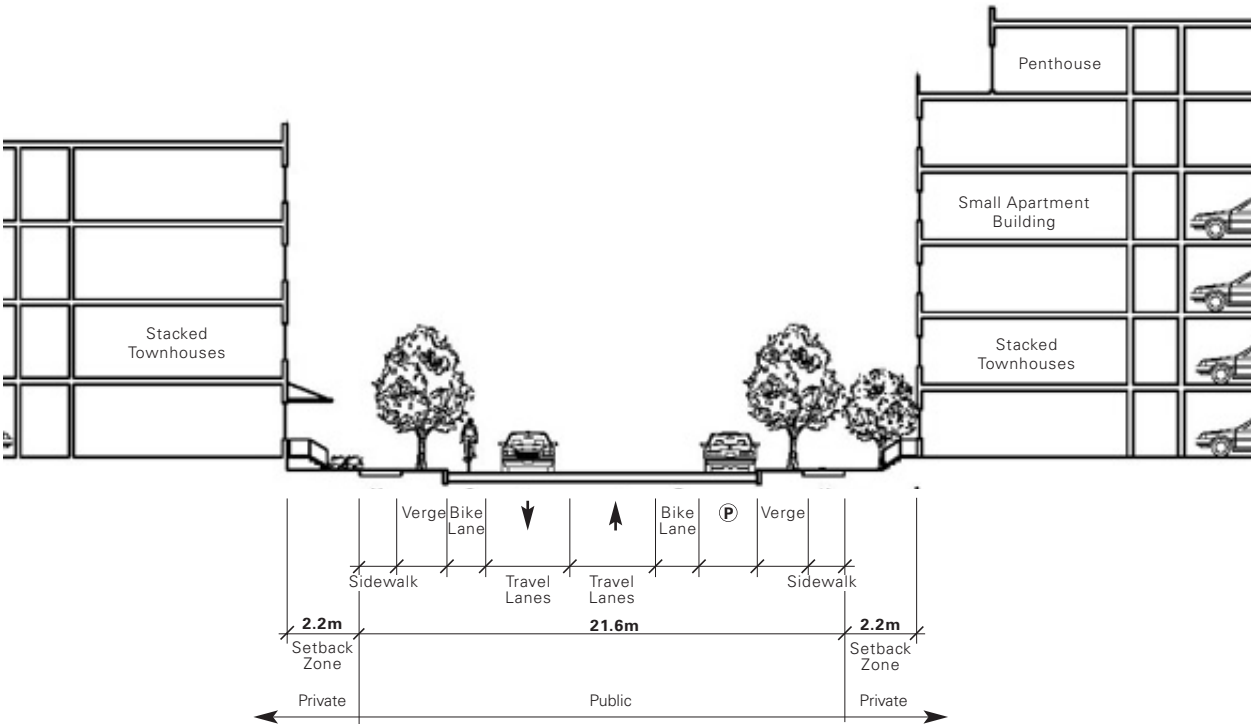
# St. Lawrence and River Streets



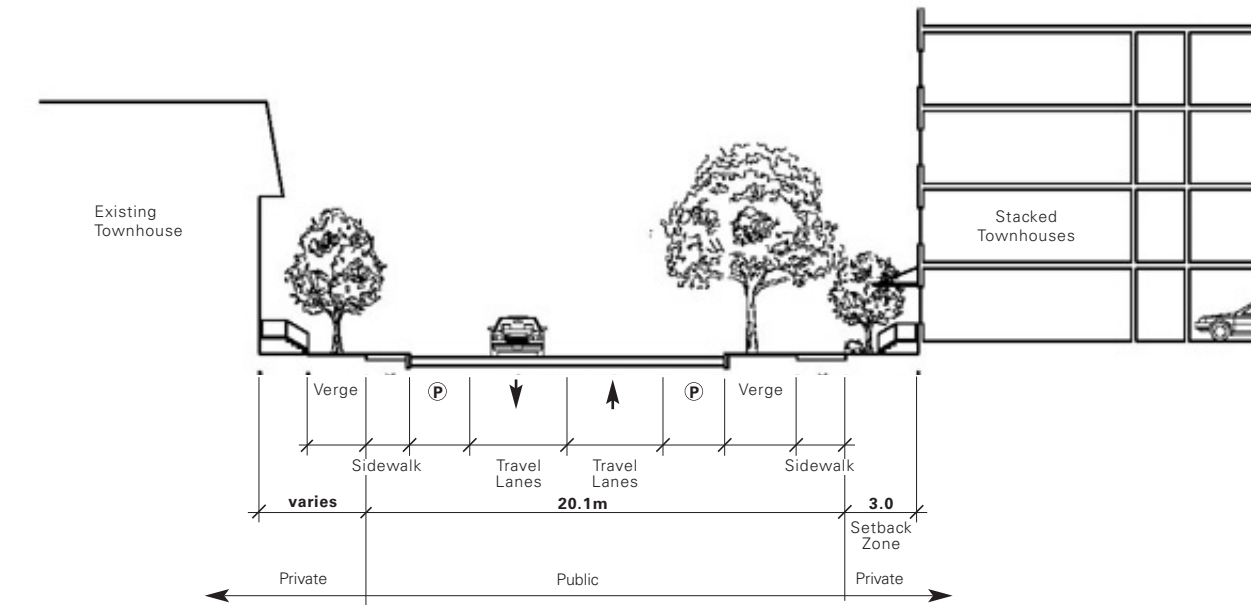
St. Lawrence Street and the extension of River Street south into the Precinct are designed to echo the character of streets in Corktown, a delicately-scaled neighbourhood north and west of the Precinct. The Precinct Plan locates ground-related townhouse units along St. Lawrence Street. The extended River Street will also contain ground-related townhouses on its west side and small apartment buildings on its east side. These addresses will provide a variety of family-oriented housing choices for residents. These streets will be residential in character and animated with narrow front gardens, porches, bay windows, and many front doors opening onto the street. Townhouses and apartments will be located in front of mid-block parking structures, topped with a garden terrace, providing semi-public space for residents.



AERIAL VIEW St. Lawrence Street



STREET SECTION River Street, looking north



STREET SECTION St. Lawrence Street, looking north

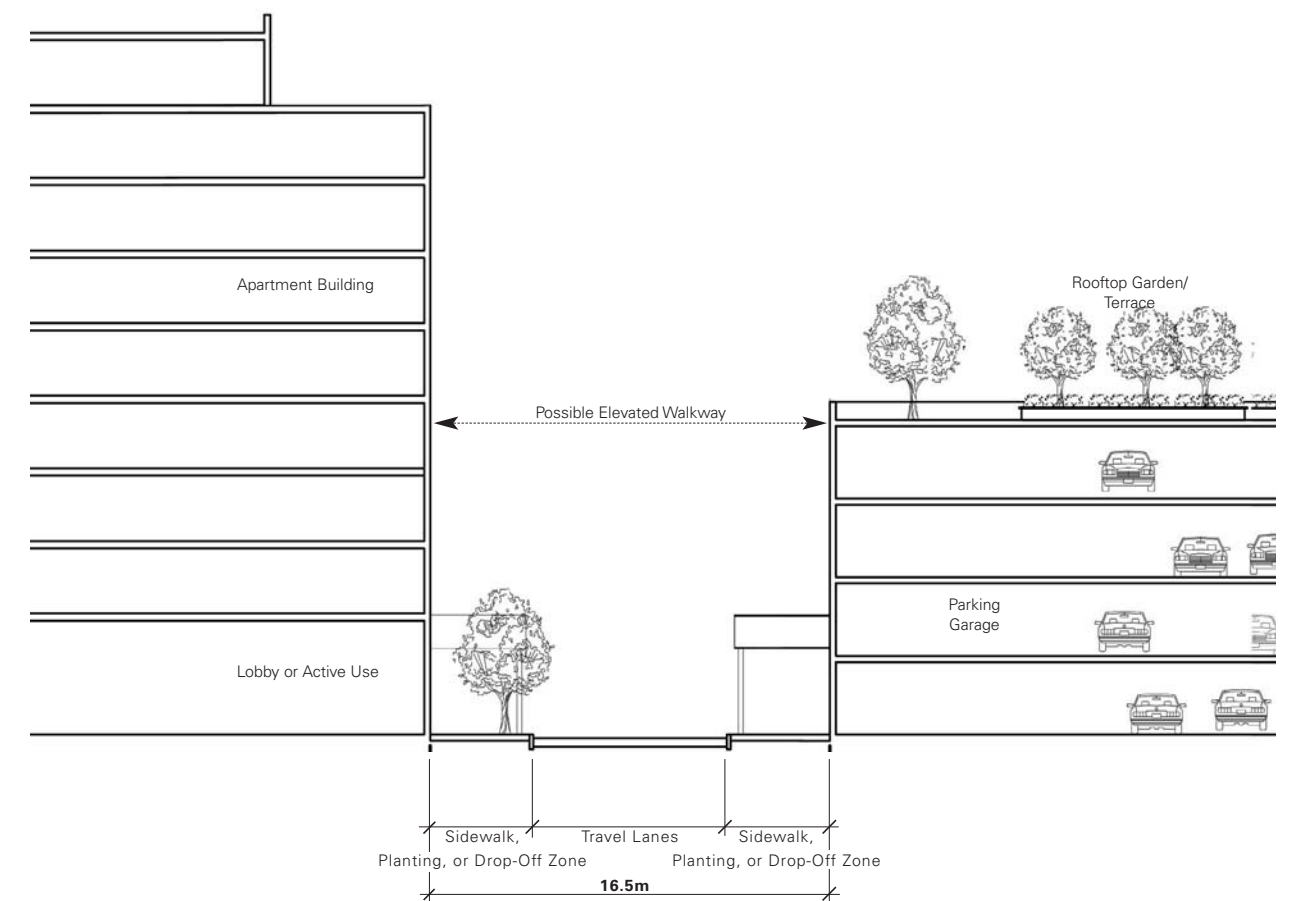
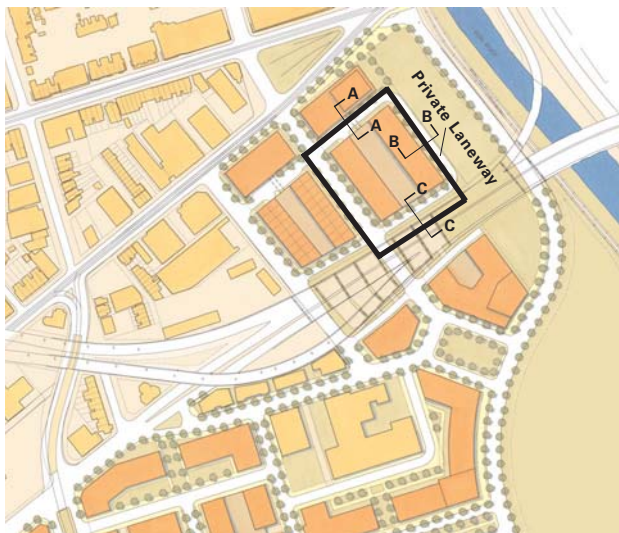


## Private Laneway

Within Block 22, there will be a single, continuous private laneway. The multiple functions of this private laneway are to provide access to the interior of the blocks, to create a pedestrian passage to the Don River Park, to create an upper promenade to the Park, and to create a buffer to the Richmond-Adelaide ramps. This private laneway should be designed as a pedestrian-friendly space and planned for public accessibility. As many active uses or residences as possible should line this laneway.

The segment of the laneway parallel to King Street (Section A–A) should:

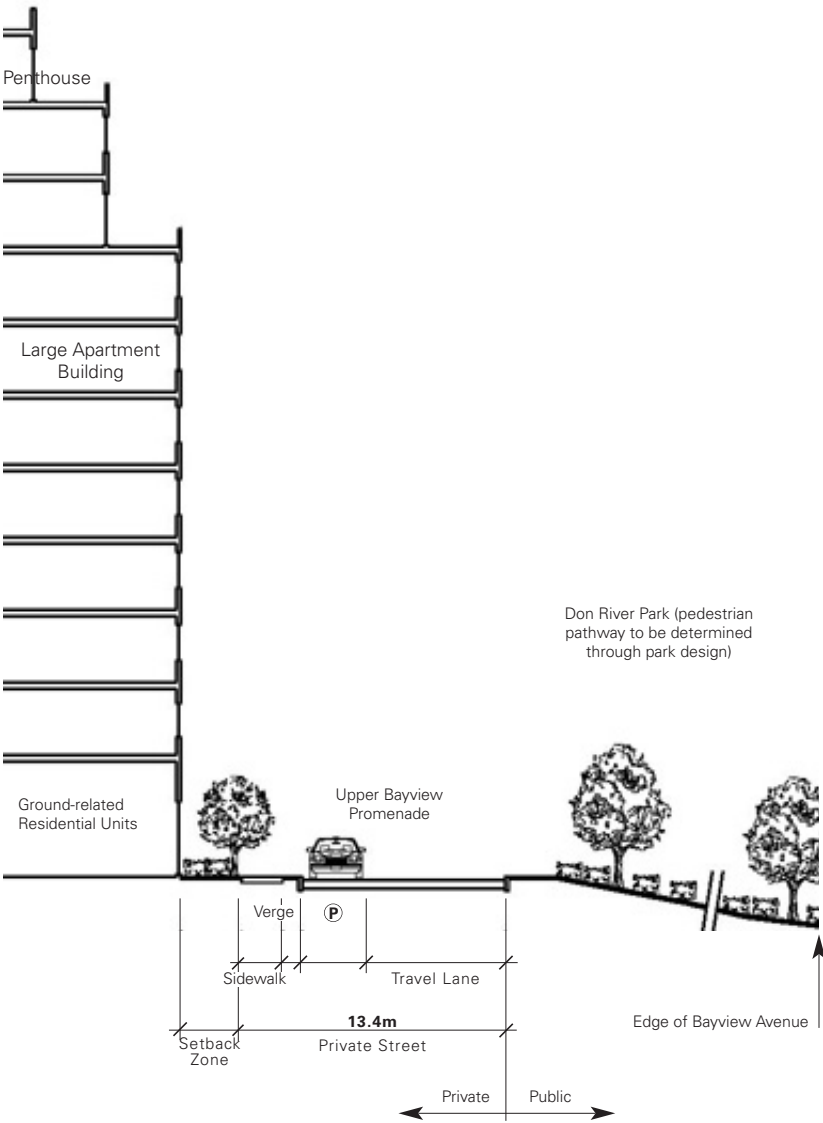
- >> contain vehicular-drop areas, porte-cocheres, and lay-bys for larger apartments;
- >> be surfaced with pavers or bricks and have a continuous sidewalk
- >> be animated on both sides with balconies and windows from the residential units above;
- >> have high-quality landscaping and street trees (along the north side);
- >> minimize garage openings and frontage;
- >> have no exposed dumpsters or loading docks.



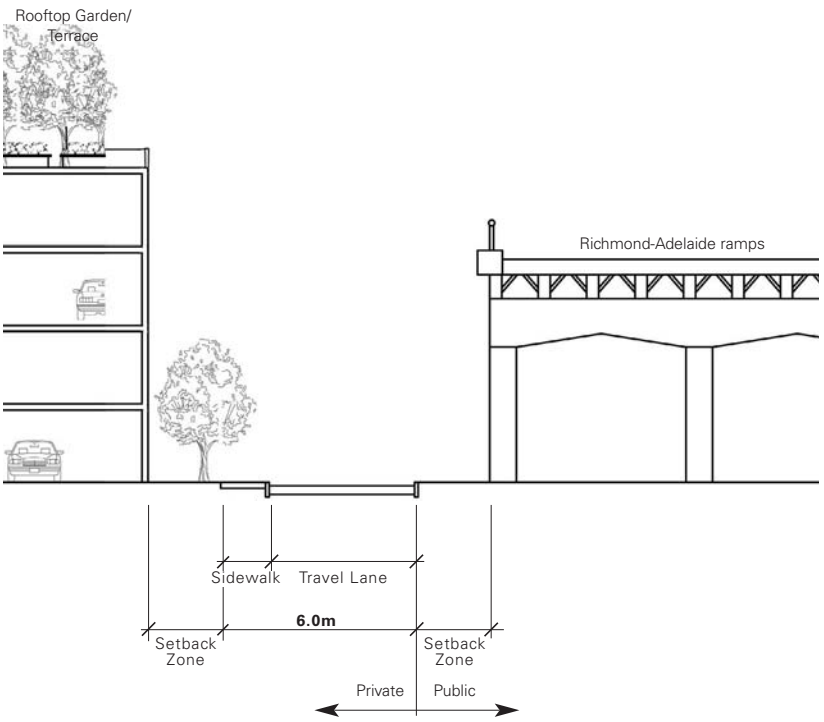
STREET SECTION A–A Private Laneway parallel to King Street buildings, looking east

- The segment of the private laneway that is parallel the flood protection landform (Section BB) should:
- >> be designed as an upper promenade to the Don River Park so as to become the primary address of ground-related units in the apartment building;
  - >> have high-quality landscaping and street trees;
  - >> provide vehicular drop areas and street parking for ground-related units that face onto the Park;
  - >> have a continuous sidewalk.

- The segment of the Private Laneway that is on the north edge of the Richmond-Adelaide ramps (Section CC) should:
- >> be designed as a safe, attractive, publicly-accessible access-way to the Park and the adjacent residential units;
  - >> be designed as a buffer to the ramps
  - >> provide access to the mid-block parking garage
  - >> have a continuous sidewalk to provide access to Don River Park;
  - >> contain landscape buffers that mitigate the existing walls and ramps.



STREET SECTION B-B Upper Bayview Promenade



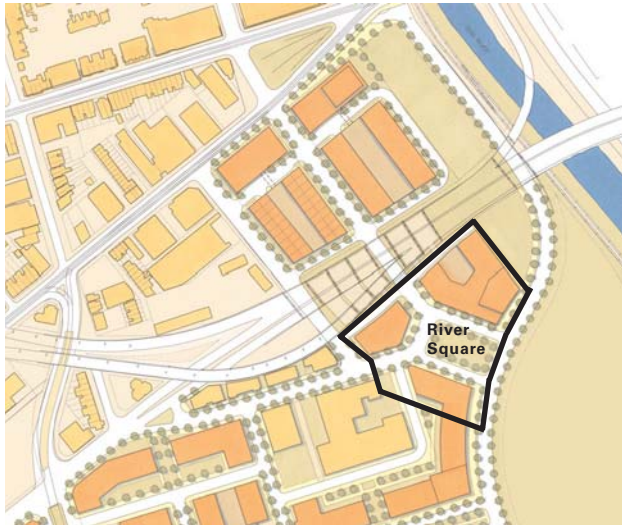
STREET SECTION C-C Private Laneway north of Richmond-Adelaide Ramps



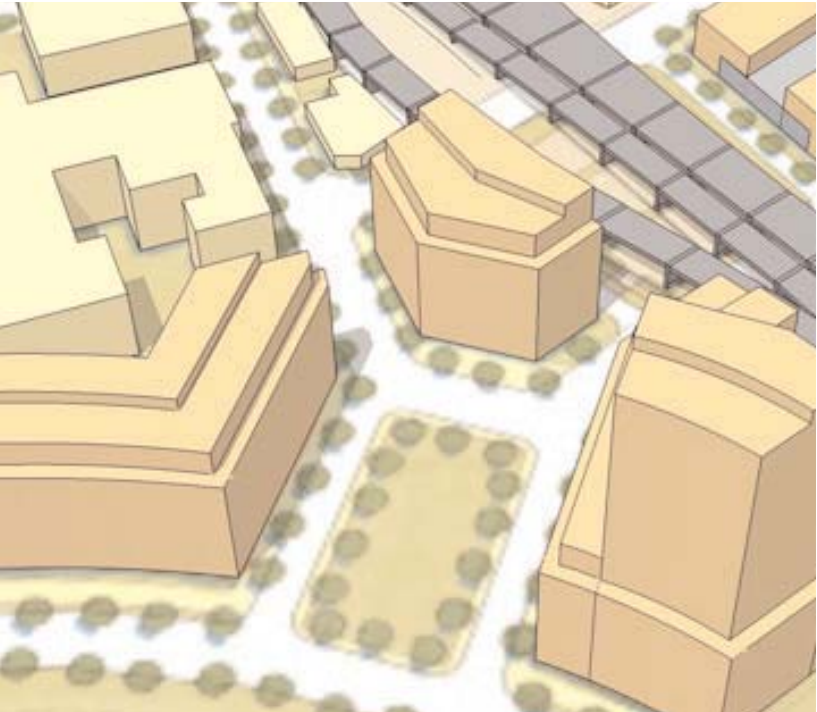
# River Square and Old Eastern Avenue



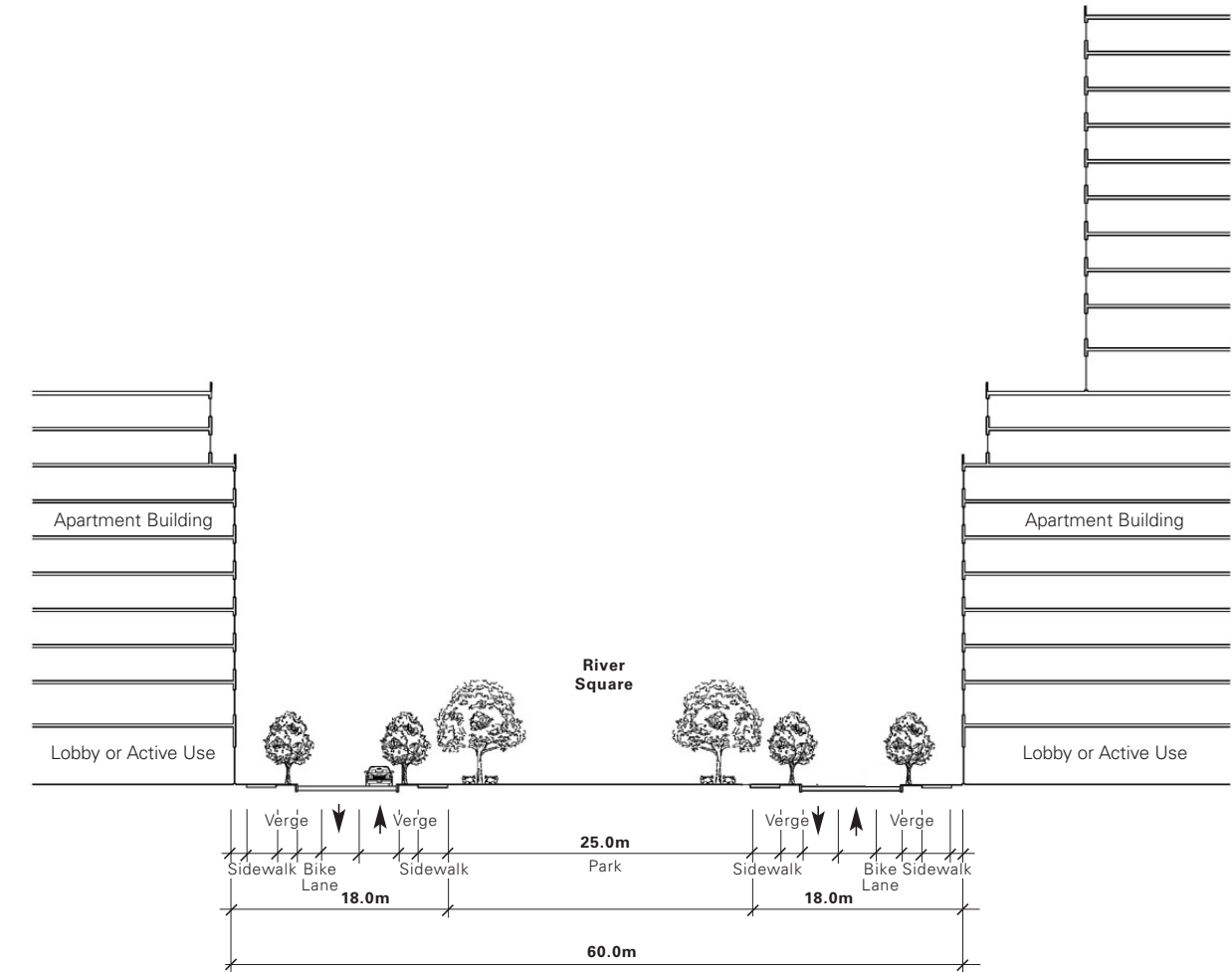
Detail of River Square



River Square, located at the terminus of Old Eastern Avenue and River Street is an important public space in the West Don Lands. A park at this location resolves the geometries of Old Eastern Avenue and River Street while creating regularly shaped developable blocks that face onto both the Don River Park and River Square. River Square will be a public park bound by narrow two way streets easily traversed by pedestrians. River Square will be defined by 10 storey buildings on all sides with a consistent stepback at 8 storeys. Buildings will have active ground floor uses with residential uses above. Old Eastern Avenue will continue to be a center for employment and creative activity. Existing buildings will be preserved and complemented with new buildings at selected locations.



AERIAL VIEW River Square



STREET SECTION River Square

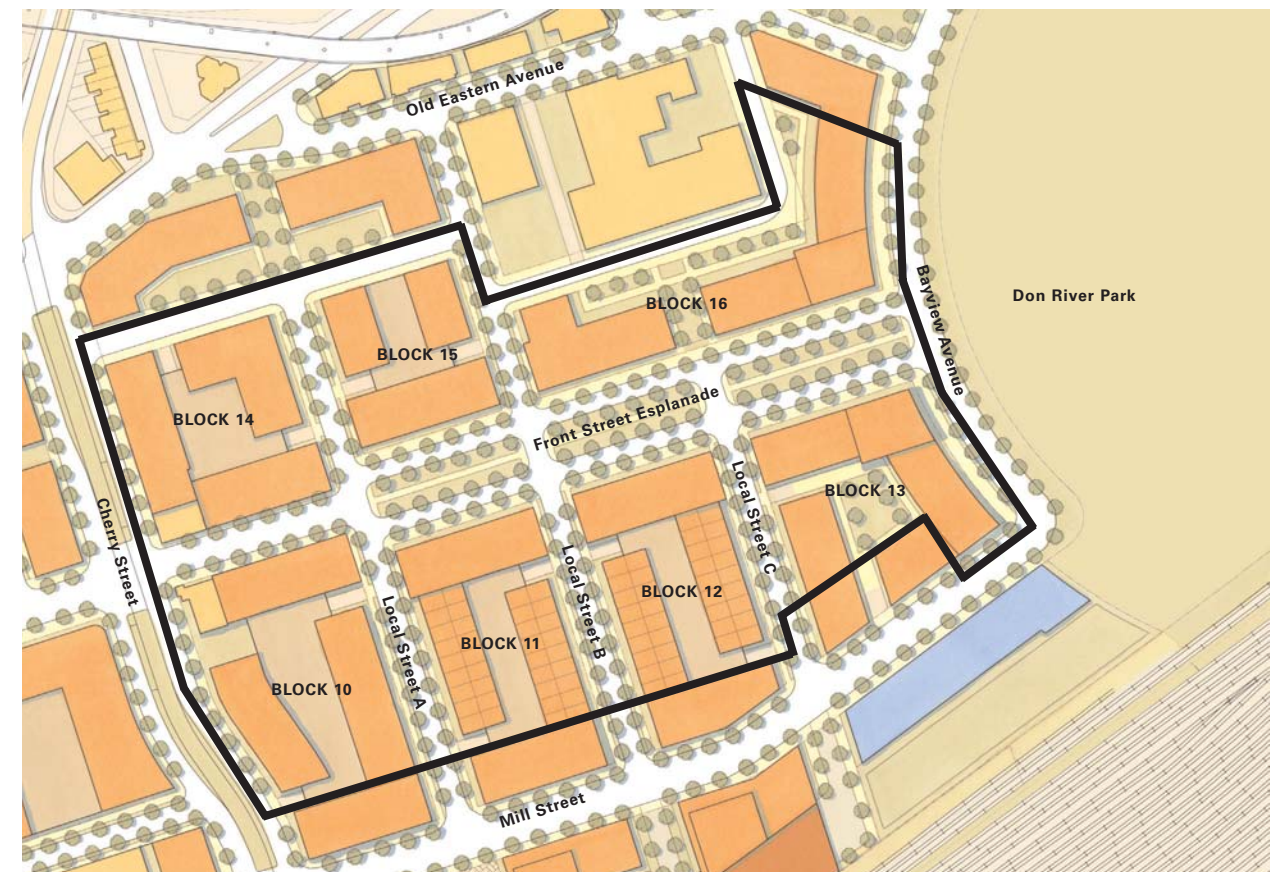


# Don River Park Neighbourhood



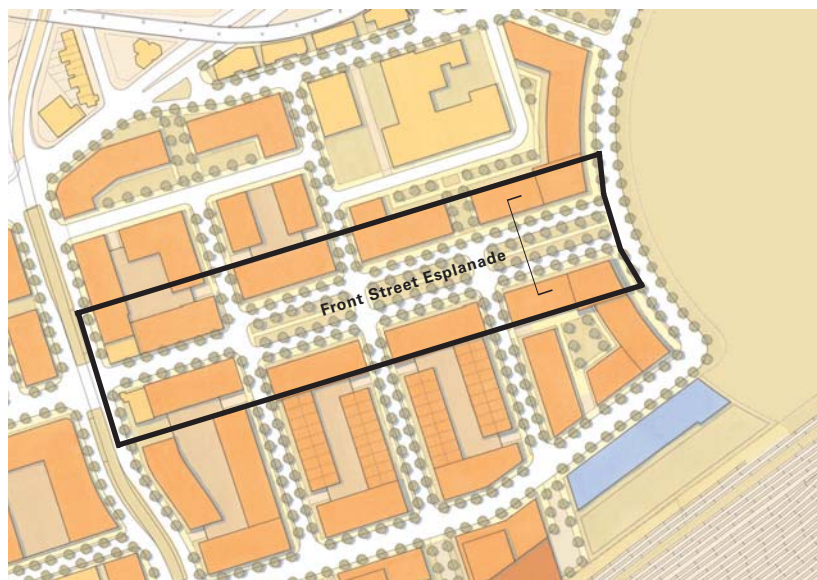
THE PRECINCT PLAN called for the creation of a district that draws upon the new Don River Park as its main address. Front Street will be extended east of the Canary Restaurant as a broad esplanade to connect the Precinct to Don River Park. Apartment buildings will line this space as well as form a crescent defining the west edge of the Park. The Don River Neighbourhood contains these notable public spaces that recall park addresses in Chicago, Boston, Paris, and London. Similar to the Esplanade in the St. Lawrence Neighbourhood, Front Street will be a linear park, immediately accessible to residents and visitors alike. Local streets perpendicular to the Esplanade will be lined with townhouses and small apartment buildings. Additional study and environmental constraints have prompted modifications to the Precinct Plan.

- 1 Below-grade parking was deemed cost prohibitive as a requirement for all development and therefore mid-block garages were provided. However, developers are strongly encouraged to plan underground parking wherever possible.
- 2 The land use along Front Street changed from exclusively residential to residential with active uses at grade.





## Front Street

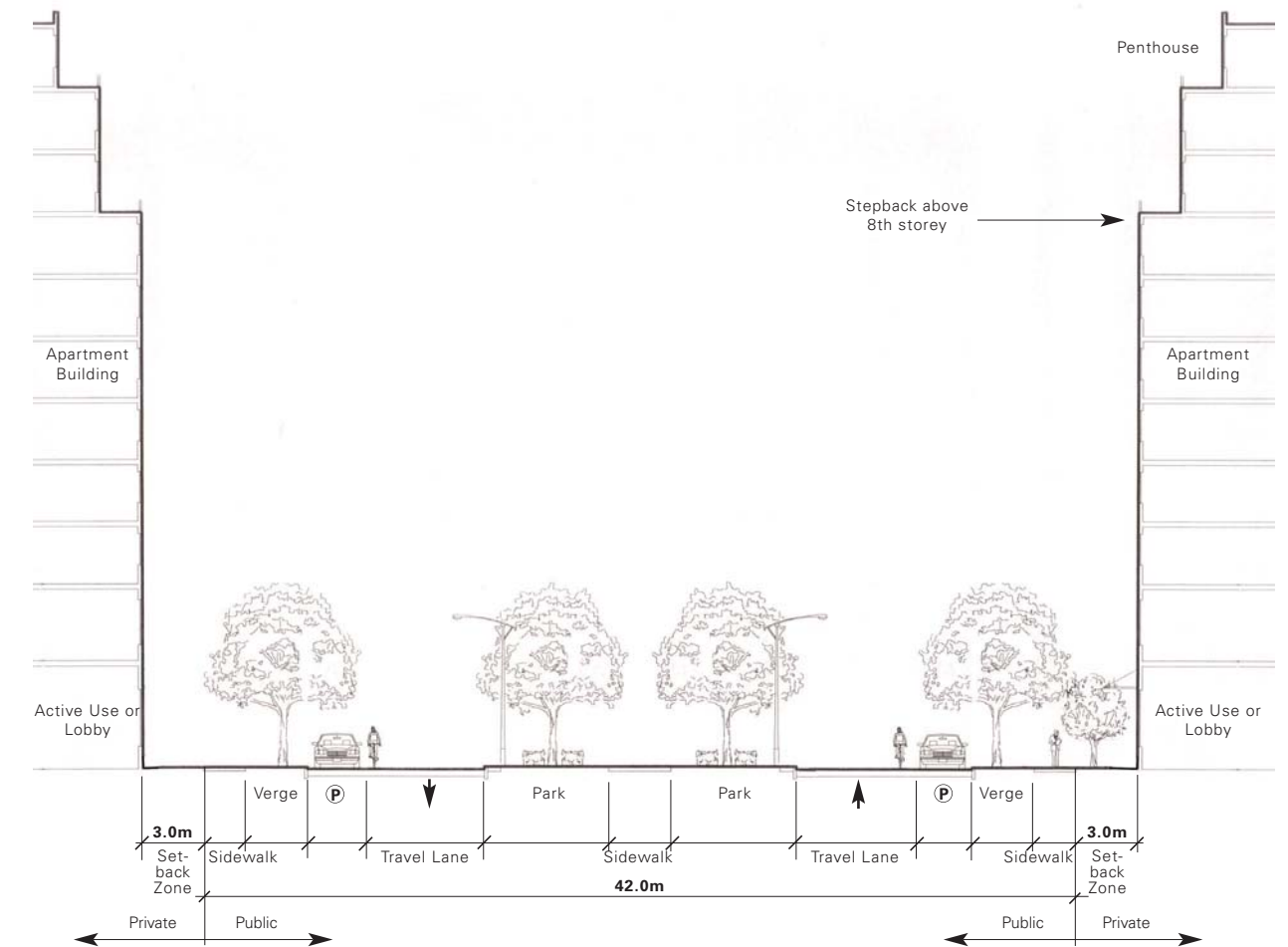


Front Street is a major east-west esplanade creating a gracious active, residential address. At its eastern terminus, Front Street will intersect with Bayview Avenue, a curving street that skirts the edge of the Don River Park, and form a broad, green edge to the City.

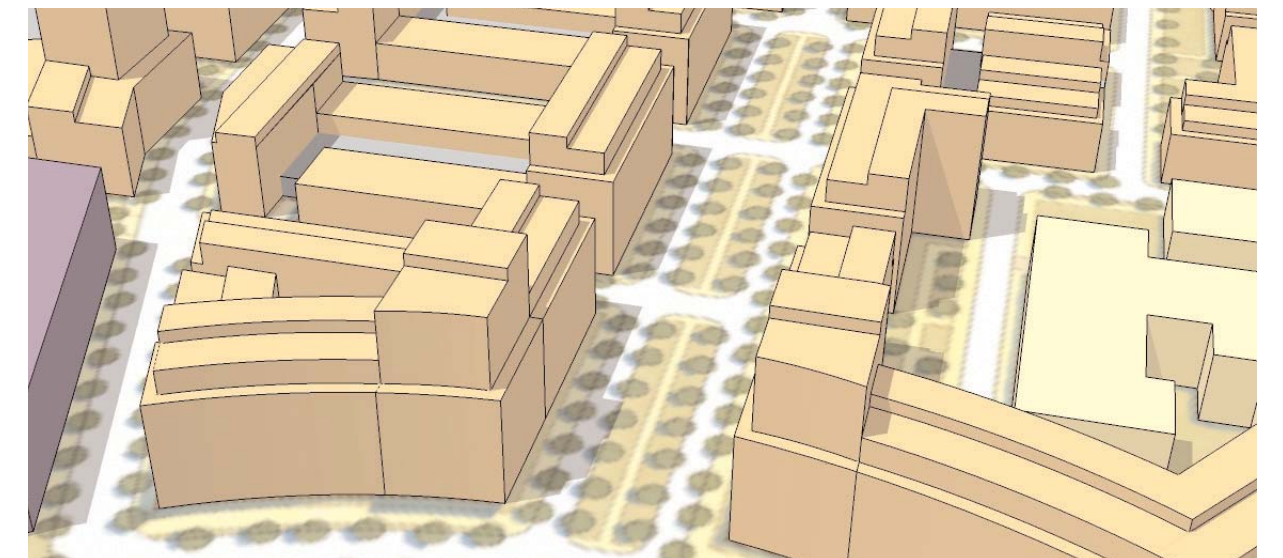
Front Street and its esplanade will be contained and defined by buildings that will form a rich and varied urban wall. Buildings will be 10 storeys in height with continuous active uses lining the ground floor. At the eastern end of Front Street, 14-storey towers will rise from the 10-storey buildings, creating a dramatic and iconic gateway to Don River Park.

Front Street is designed with a central lawn area underneath a broad canopy of trees, providing places for strolling and relaxing in a park setting. This space can accommodate neighbourhood festivals and other special events. The sidewalk areas are wide to accommodate outdoor dining, shop areas, awning structures, and generous planting areas for trees and attractive ground cover. The street itself provides space for on-street parking, bike lanes, and vehicular travel lanes.

The overall proportions of the street cross section are in conformance with the City's design guidelines for space and light. Buildings are designed with stepbacks at the eighth floor to increase sunlight penetration. The facade compositions should read as multiple architectural solutions within each block to reduce the chance of continuous horizontal expressions.



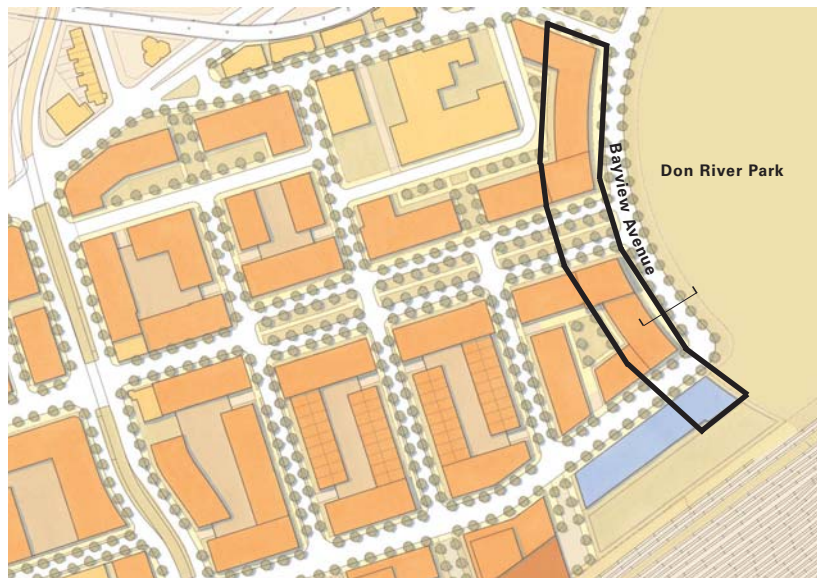
STREET SECTION Front Street



AERIAL VIEW Front Street Esplanade



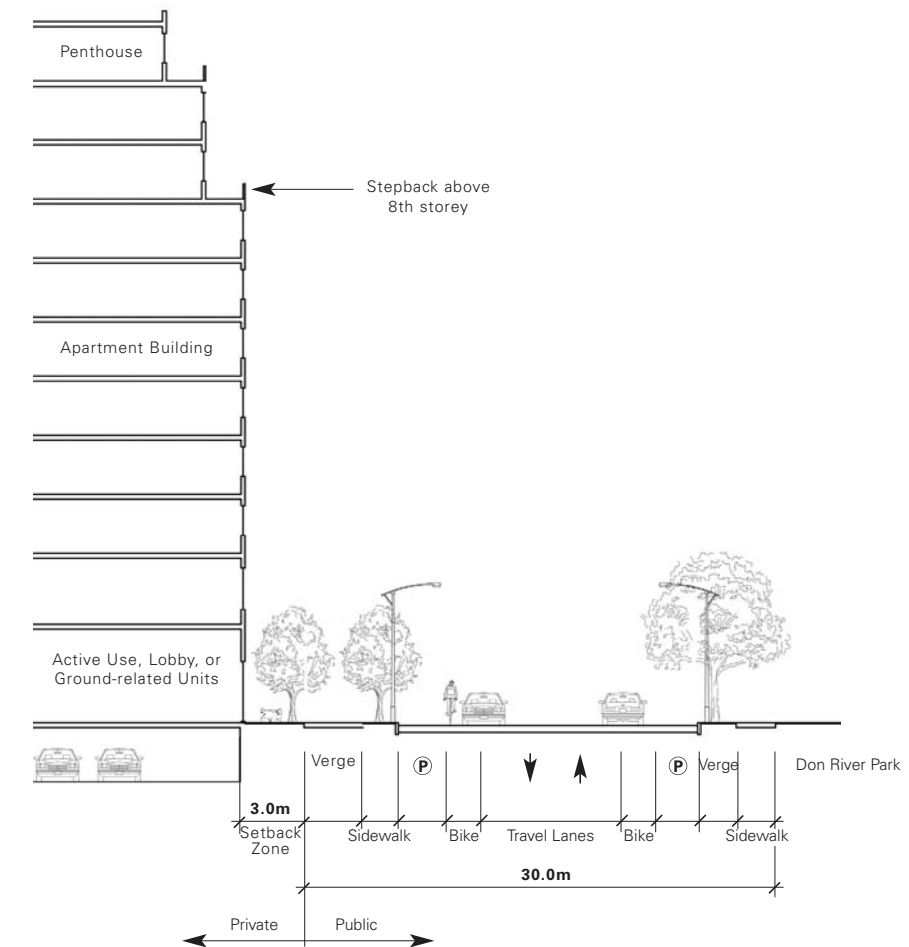
## Bayview Avenue



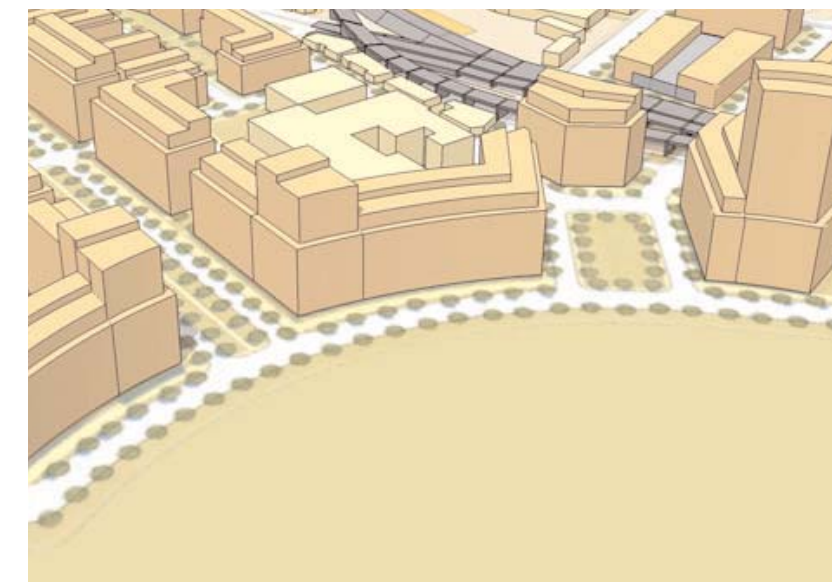
Bayview Avenue will create the dramatic crescent form of the new Don River Park. Bayview Avenue will become a park drive, and the landmark residential address of the West Don Lands. The form of Bayview will be replicated in the buildings as they will gracefully curve with the street. Buildings on Bayview will be primarily residential and ten storeys in height, in-scale with the grand scale of the park. The corners of Bayview Avenue and Front Street will contain taller 14 storey towers that rise from the 10 storey buildings. They will create a gateway to the City as one approaches downtown from the Don River Park.

Bayview Avenue will contain primarily residential uses. The buildings at the corner of Front Street and Bayview should contain a moderate amount of retail at grade, however, the remainder of Bayview Avenue frontage should be residential. The Setback Zone along the residential portions of the Bayview Avenue street frontage should be landscaped front lawns. Frequent entrances directly to units are encouraged along the street.

Multiple architectural solutions are encouraged for the facades facing the park to provide a rich humanly scaled urban wall. Facade compositions with a base, middle and top and a regular pattern of openings are encouraged. The architectural expressions and articulation of buildings on Bayview Avenue should extend along the Front Street Esplanade.



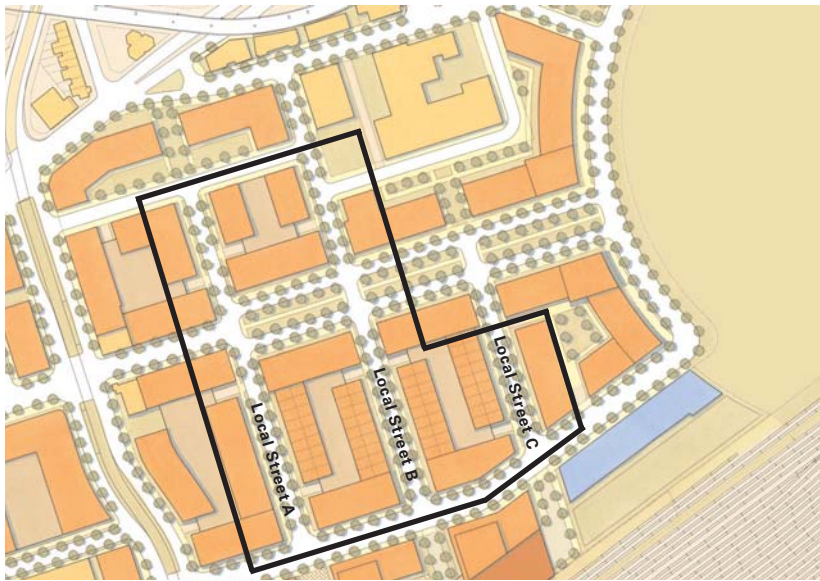
STREET SECTION Bayview Avenue



AERIAL VIEW Bayview Avenue



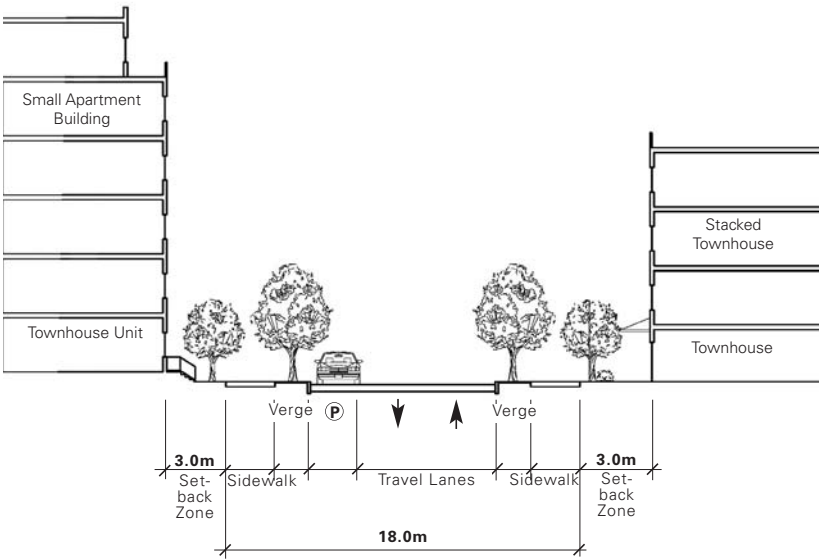
# Local Streets East of Cherry Street



The Local Streets in the Don River neighbourhood are intended to be an extension of the scale of housing found in Corktown and the St. Lawrence neighbourhoods. These will be intimate, small-scaled public streets framed by townhouses and small apartments that feature porches, stoops, bay windows, front yards, and housing entrances used to animate the street. In order to maximize the presence of townhouses on these streets, the townhouses should extend to share a wall with a building located on either Front or Mill Streets. Each unit should be distinguished from its neighbour in some fashion to establish a neighbourhood scale. Some houses may have two or more stacked units within; back-to-back units are encouraged so that units face onto internal courtyards.

Small apartment buildings should also be designed with units that enter directly from the street to be compatible with townhouses.

The Local Streets are designed with on-street parking on one side and two-way traffic and are narrow enough to discourage speeding. Generous tree lawns and sidewalks will provide adequate space for root structure and pedestrians. Front yards are required and townhouses are encouraged to be elevated with steps above street level to create adequate separation between public and private areas. A maximum of one block penetration is permitted in each street wall to access parking, service areas, and interior courtyards.



TYPICAL LOCAL STREET SECTION Small apartment buildings and townhouses frame the local streets



Detail of local streets



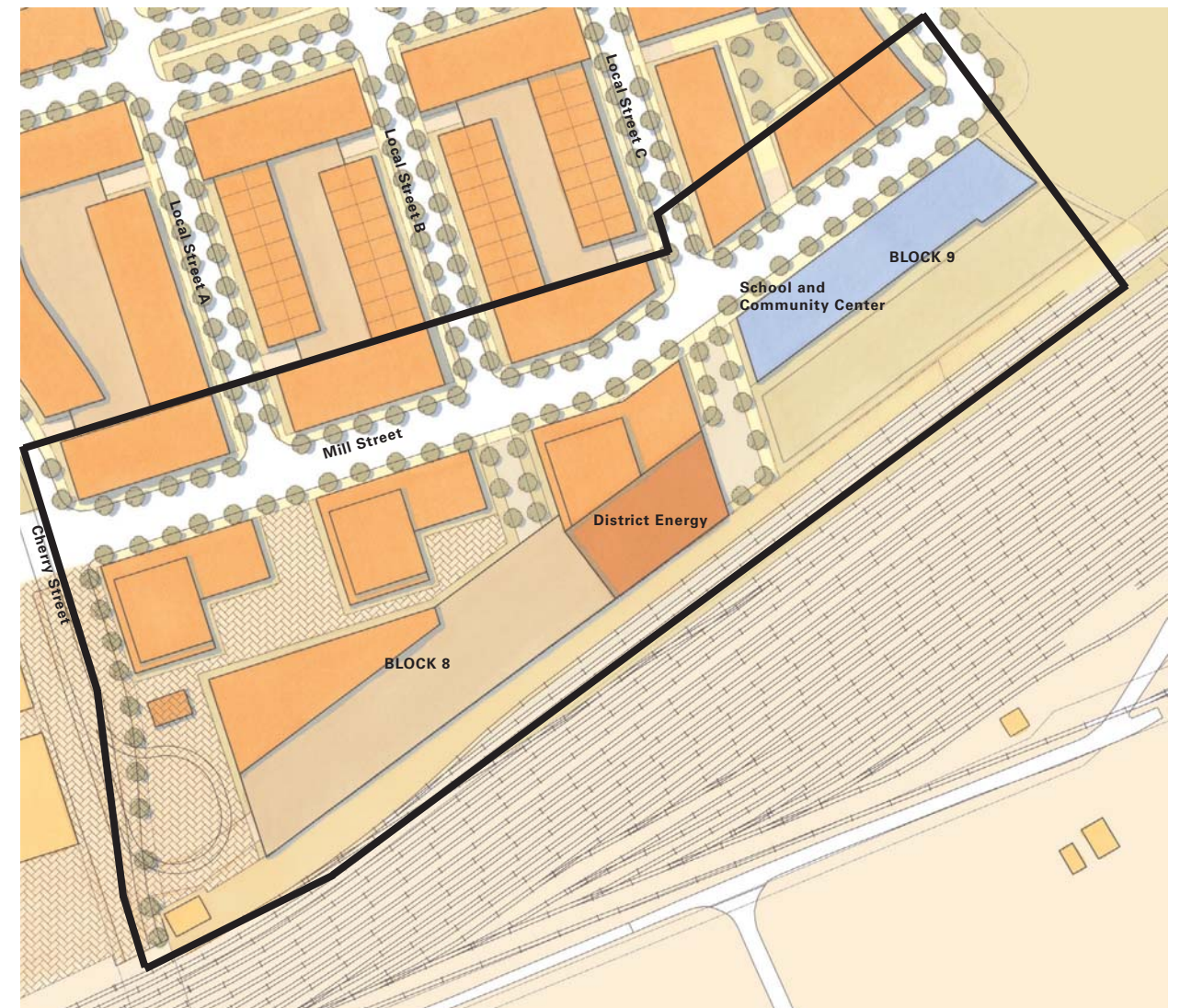
# Mill Street Neighbourhood



THE PRECINCT PLAN calls for the extension of the rich character of the Distillery District into the West Don Lands. Buildings and public spaces along Mill Street should resemble those in the Distillery District to compliment this heritage area. The intent is to continue both the success and historic character of the Distillery District into the West Don Lands in order to celebrate the entire area's industrial heritage.

The land use in the Mill Street Neighbourhood is recommended to be predominantly residential, though it may evolve into a live/work area over time. Buildings will have large ground floor spaces suitable for retail, galleries, offices, or residences. Upper floors will be residential, in the manner of flexible, loft-style space. Additional study and environmental constraints have required modifications to the Precinct Plan.

- 1 The community facilities program was increased to include a district energy plant, day care, and community center. The form of the school was altered to better reinforce the crescent form of Don River Park.
- 2 Residential towers, once located atop the parking garage, were moved north to sit atop podium buildings along Mill Street.
- 3 The Cherry Street alignment was further developed during the West Don Lands EA Process, prompting dimensional changes to the development blocks and streets adjacent to it.

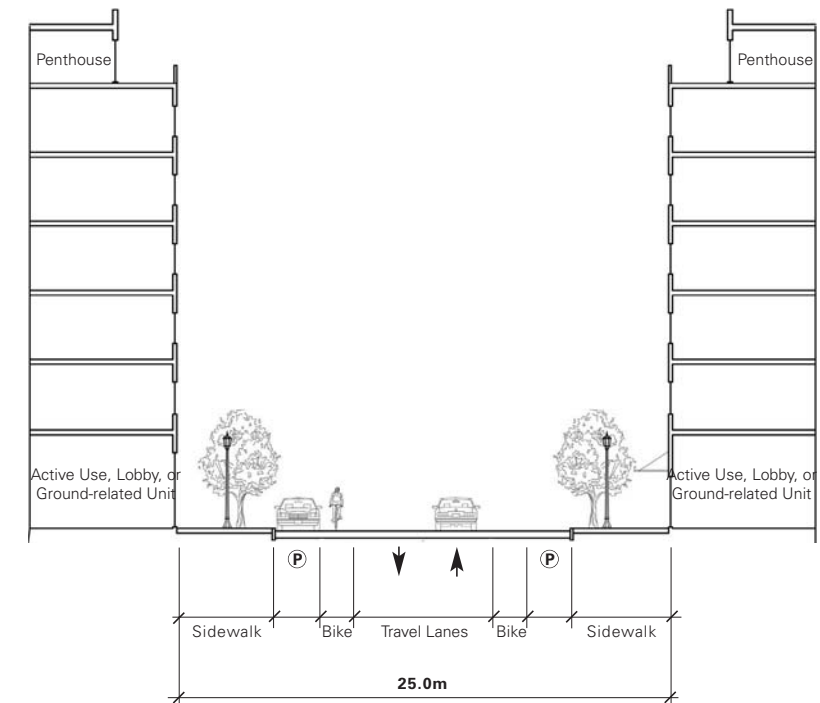




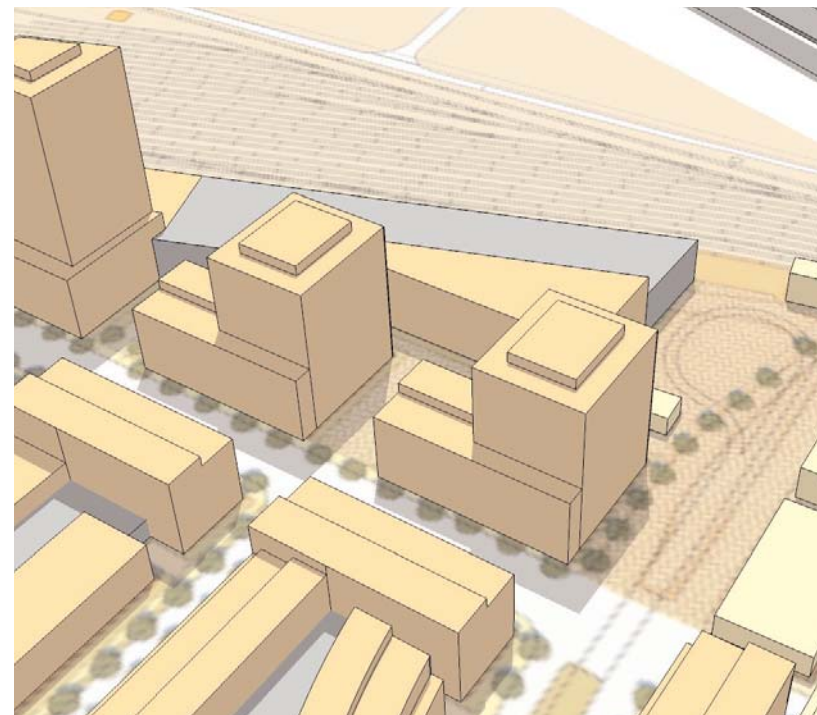
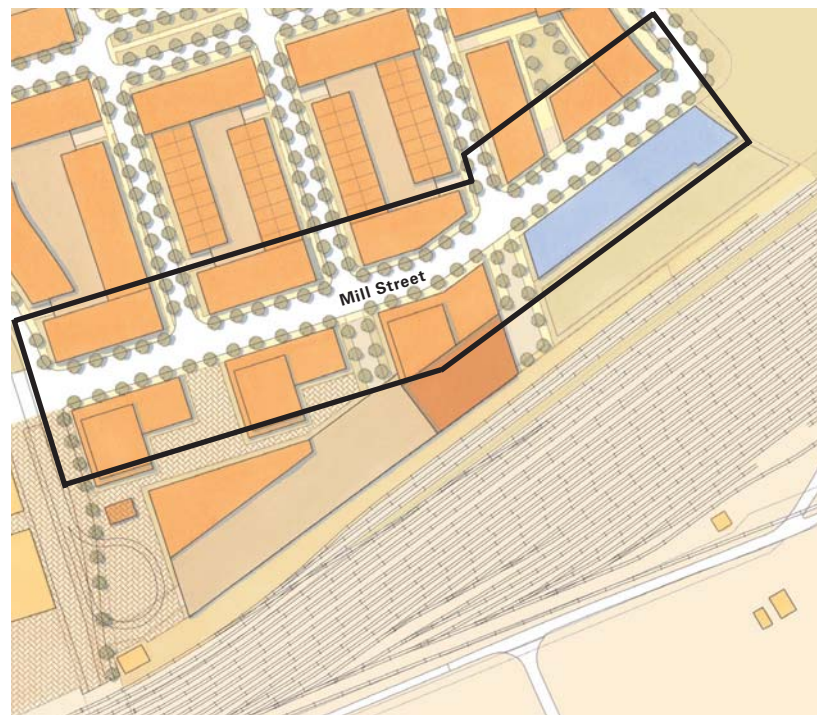
## Mill Street

Mill Street, west of Cherry Street will become a mixed-use street similar to that of Mill Street in the Distillery District. It will become an eclectic urban space animated with live/work uses located in six-storey loft buildings on both sides of the street. The loft buildings will be topped with taller towers ranging between 14 and 24 storeys, stepped back six metres from Mill Street. Mill Street will be fed by perpendicular local streets from the north and the extension of the Distillery Extension from the south. The Distillery Extension will become the primary address for the Towers, while Mill Street will become the primary address for the Loft Buildings.

Mill Street will terminate at the new Don River Park. A new school/community building will be located at the terminus of Mill Street, overlooking the new park.



STREET SECTION Mill Street



AERIAL VIEW Mill Street



Detail of Mill Street



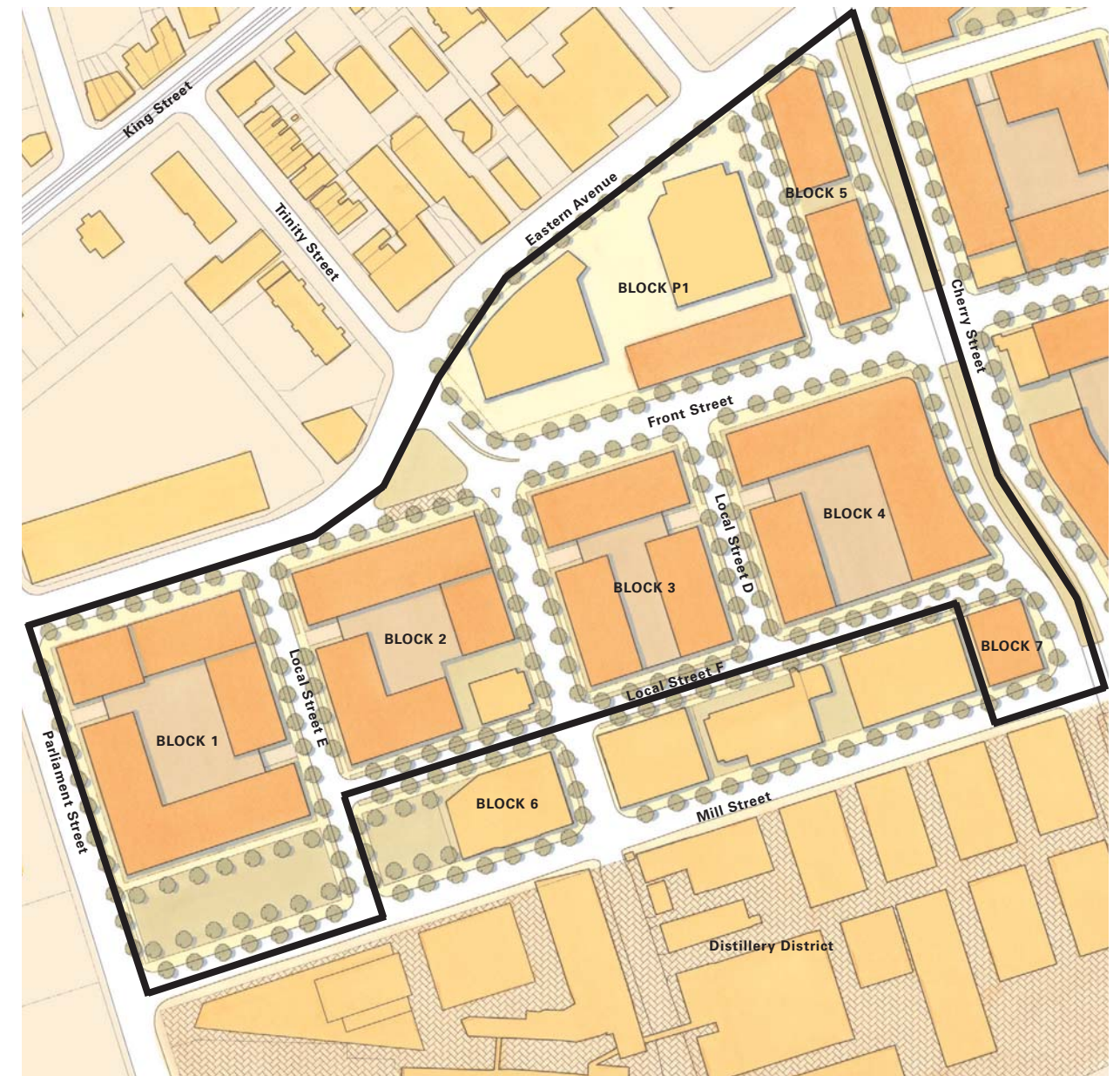
# Front Street Neighbourhood



THE FRONT STREET NEIGHBOURHOOD is located between the Distillery District to the south, Corktown to the north and St. Lawrence to the west. The neighborhood will be well-served with transit along its east, west, and north edges. The Precinct Plan envisioned this section of Front Street as the retail core of the West Don Lands with retail at grade and a grocery store anchoring the south west corner of the Cherry Street/Front Street intersection.

The scale of Corktown will be extended into the Front Street Neighborhood with small apartment buildings located along north/south local streets; the scale of the St. Lawrence and York neighborhoods will be extended into neighborhood with mid-rise apartment buildings located along Front Street and Cherry Street. A single 24 storey tower will be located at the important intersection of Front Street and Parliament Street. The Front Street neighborhood will become a mixed-use community with a strong residential component. Active retail uses will be located at grade along the perimeter of the neighborhood. Additional study and environmental constraints have prompted modifications to the Precinct Plan.

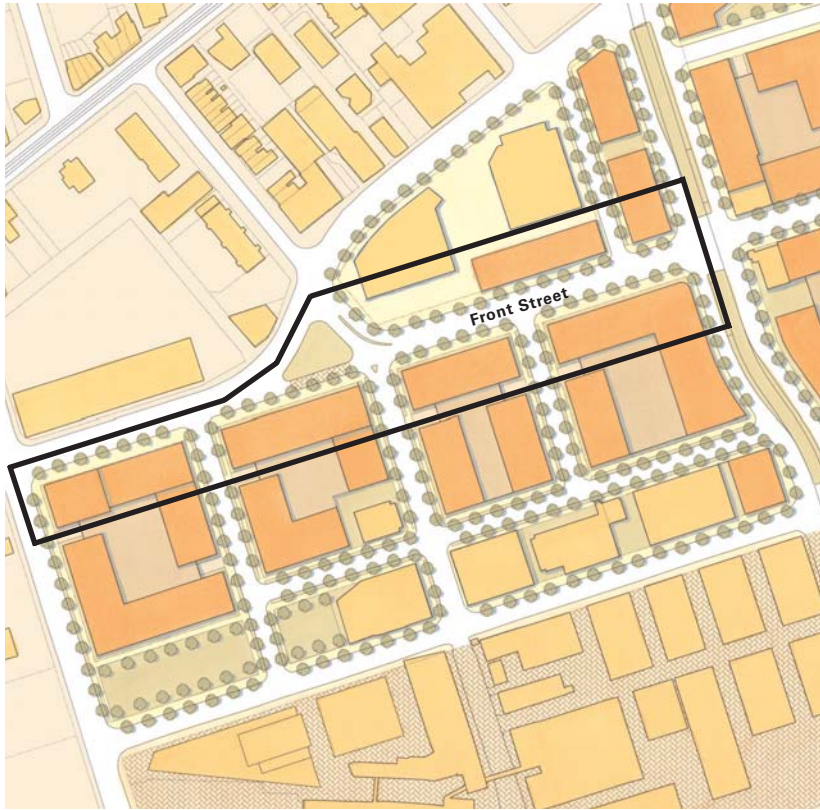
- 1 Block P1 (north of Front Street) was modified due to an approved site plan for a car dealership. As a result, the retail core of the West Don Lands was moved to the east side of Cherry Street.
- 2 Parliament Street Park has been added to provide for more functional open space in the west end of the Precinct.



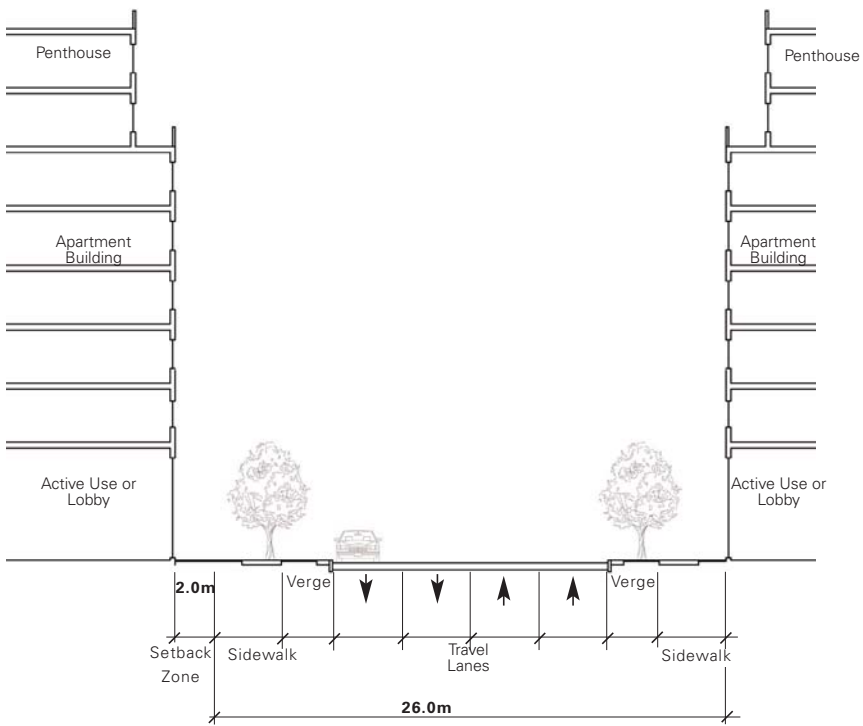


# Front Street

Mid-rise 8 storey buildings along the south side of Front Street will contain active uses at grade with residential uses above. A single 24-storey tower, marking the entrance to the West Don Lands, will be located at the intersection of Parliament Street and Front Street. A small park will be located at the intersection of Front Street and Trinity Street. This park will be bound on the north by Eastern Avenue and a narrow lane of Front Street on the south. If transit is introduced on Front Street the right of way would expand from 26 metres to 30 metres in width.



AERIAL VIEW Front Street



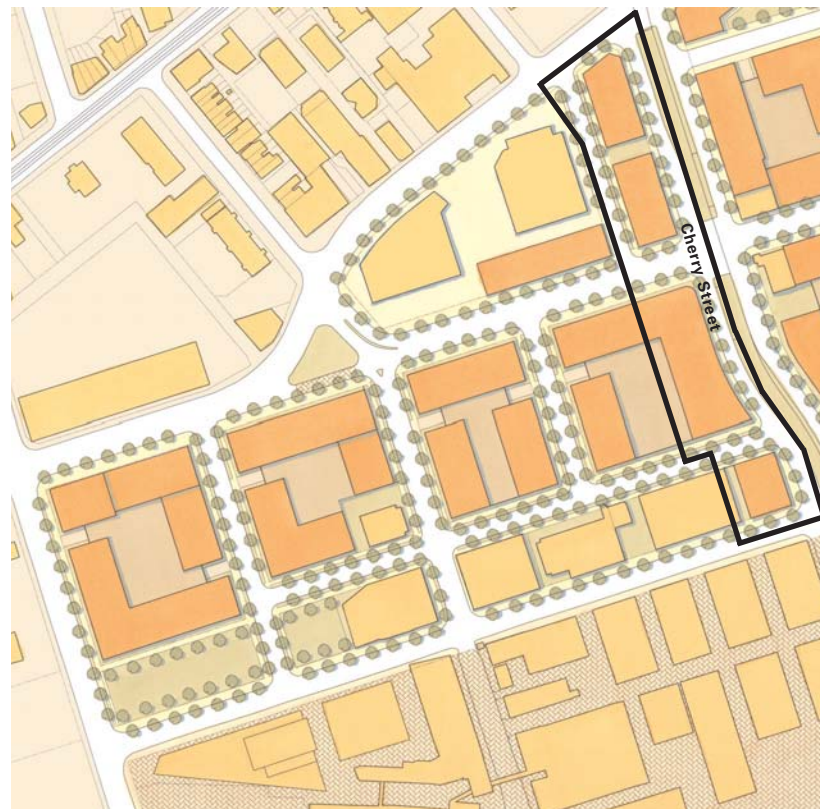
Detail of Front Street



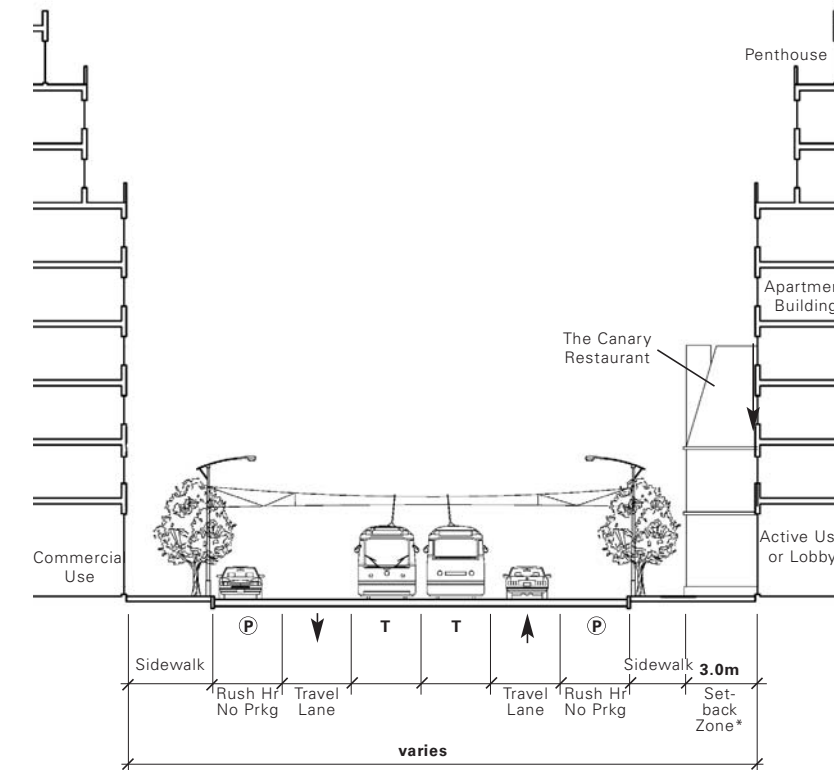
# Cherry Street

Cherry Street will become a main connection to the emerging Portlands, south of the West Don Lands. Cherry Street is designed to accommodate street cars in a dedicated right of way. Cherry Street will contain primarily 8- to 10-storey apartment buildings with active uses at grade. Two heritage buildings, the Canary Restaurant and the CN Police Building are located at the intersection of Cherry Street and Front Street.

Cherry Street will have a wide right-of-way with a dedicated transit way for the proposed streetcar. Both sides of the street will have on-street parking during non-rush hours only.



AERIAL VIEW Cherry Street



STREET SECTION Cherry Street

\* Refer to Block Plan



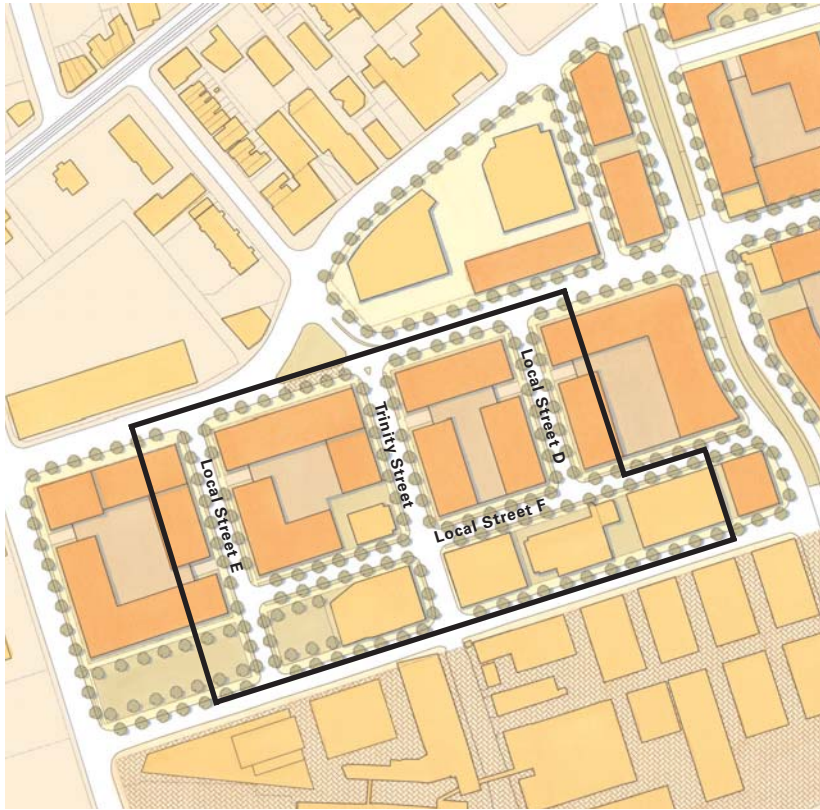
Detail of Cherry Street frontage



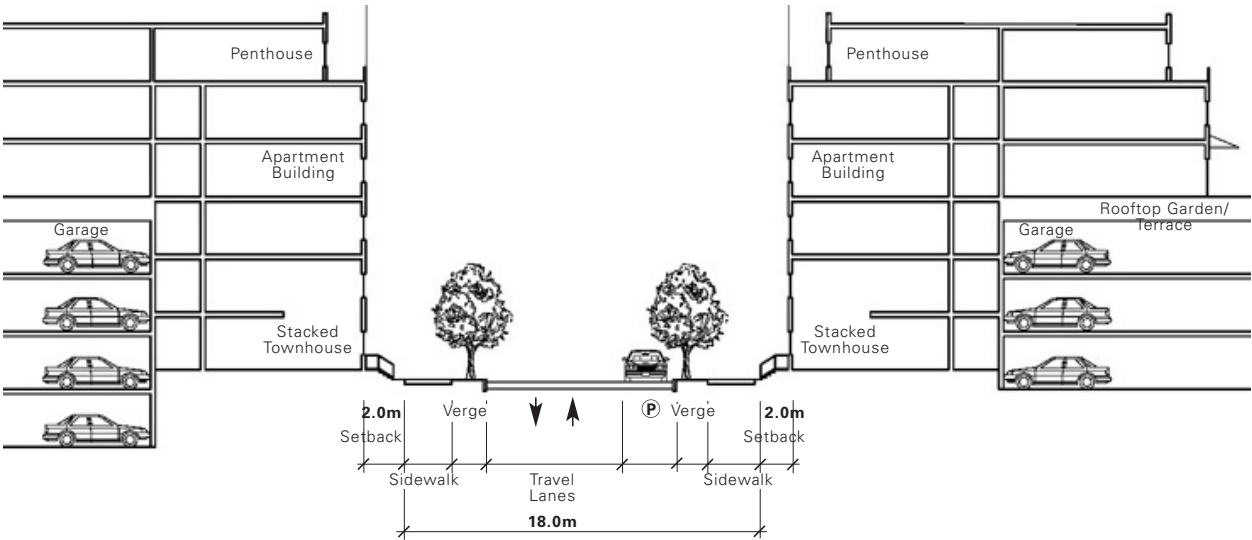
# Trinity Street and Local Streets West of Cherry Street

Trinity Street in Corktown is the precedent for the new local streets in the Front Street Neighbourhood. They will be narrow, intimate urban streets with townhouses and small apartments set 2.0 metres from the back of the sidewalk in order to create small gardens, yards or terraces. All ground related residential units will face onto these local streets, each with its own individual front door. In order to assure privacy and security on the narrow street, all ground related units will be raised slightly from the sidewalk.

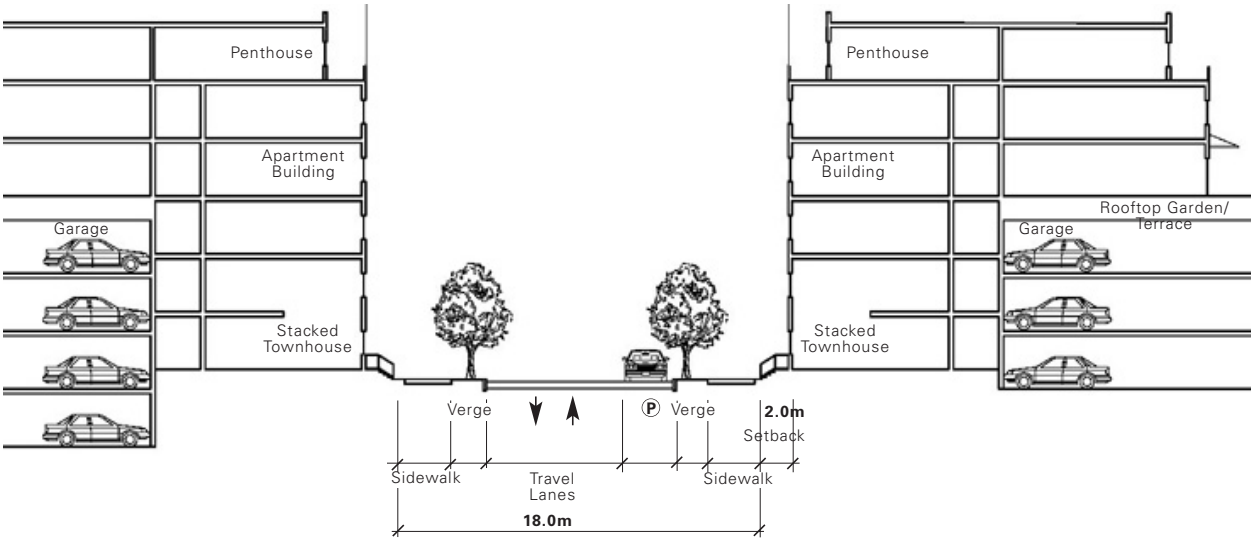
Trinity Street and the other local streets will have two way traffic, one lane in each direction. There will be parking on one side of the street only.



AERIAL VIEW Trinity Street



STREET SECTION Local streets west of Cherry Street

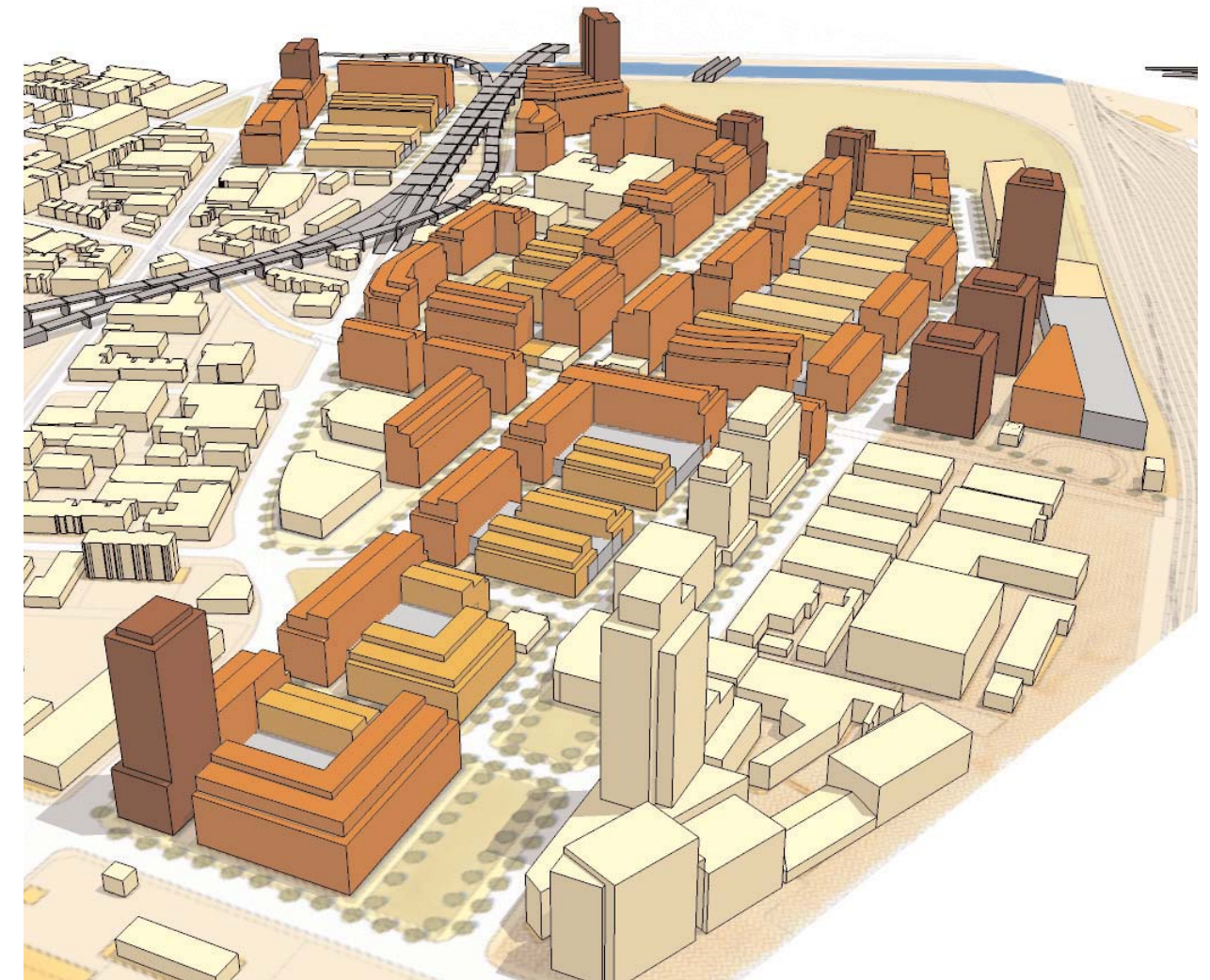


STREET SECTION Trinity Street



# Building Types

The Precinct Plan and the Block Plan use a variety of building types to create the desired urban form for the Precinct. A building type is determined by a variety of characteristics, including use, disposition on the block, height, and massing. There are four main building types used throughout the Precinct: Townhouses, Small Apartments, Large Apartments, and Towers. These building types are to be arranged on the blocks according to the Precinct Plan.



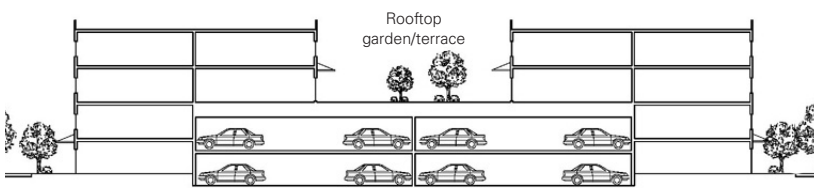
- TOWNHOUSES
- SMALL APARTMENT BUILDINGS
- LARGE APARTMENT BUILDINGS
- TOWERS



# Townhouses

Townhouses are located in the Precinct in order to extend the scale of Corktown into the area and to provide family-oriented housing as found in some of Toronto’s best neighbourhoods. Townhouses are 6 to 8 metres wide and up to four storeys in height. They are to be assembled in rows so as to create a continuous street wall. Each townhouse unit should have an entrance at grade. Townhouses will have a two- to three-metre Setback Zone to be used as a lawn, patio, or garden. The street should be animated with front doors, porches, bay windows, and balconies located in the Front Facade Zone. Townhouses may be located in front of mid-block parking structures topped with a rooftop garden or terrace, in the case of above-grade parking. These elevated courtyards will contain entrances to residential units and serve as semi-public open space, containing amenities for the units to share.

The rooftop gardens should be used to achieve the green roof performance criteria as identified in the Green Building Specifications.



SECTION Townhouse and rooftop garden/terrace



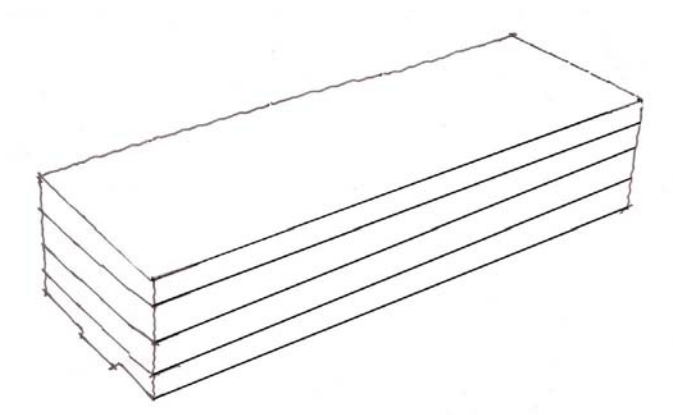
Historic Toronto townhouses distinguish themselves with individual gables.



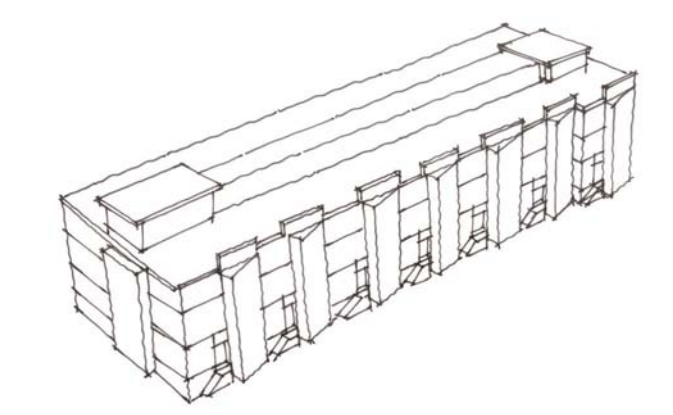
Contemporary townhouses in Vancouver are distinguished by separation walls, bay windows, terraces, balconies, and separate entries.



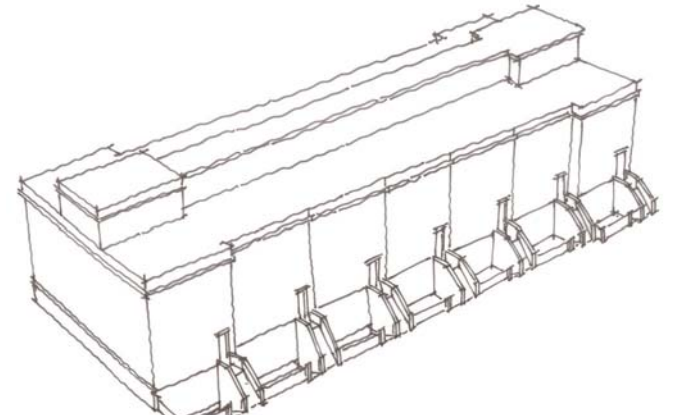
English Terrace housing is more subtle. Each house has its own entrance portico and perhaps a bay window or subtle change in plane or material.



Massing envelope



Massing alternative



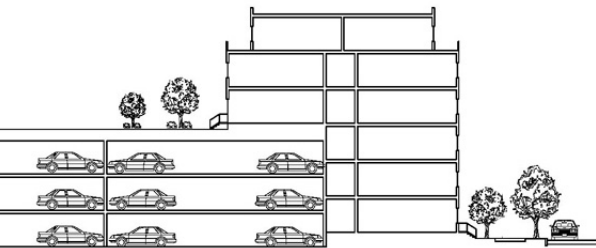
Massing alternative



# Small Apartment Buildings

The Small Apartment Building mitigates the scale change from the Townhouses located on the local streets. Located in front of a garage, this building will be a single-aspect liner building on the lower floors. Ground floor units are encouraged to have individual front doors, similar to Townhouses or be planned as imbedded townhouses. A Front Setback along the street will provide room for entries, porches, and a landscaping zone of three metres. The long facade of these buildings should be articulated to break the massing of the block down vertically into a series of houses. The upper floors of the Small Apartment Building should be double-loaded and units should open to the rooftop garden or terrace atop the parking garage. At-grade residential units fronting onto the courtyard will have entrances opening onto this small, semi-public open space. The courtyard gardens will be generously landscaped with high-quality materials, containing amenities for the units to share.

All Apartment Buildings require 50% vegetated green roofs according to the Green Building Specifications.



SECTION Small apartment building



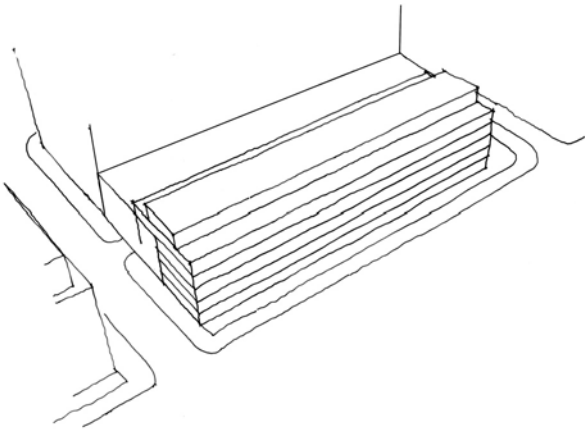
The Toronto apartment building shown is set back with a front lawn and individual entrances to ground floor units



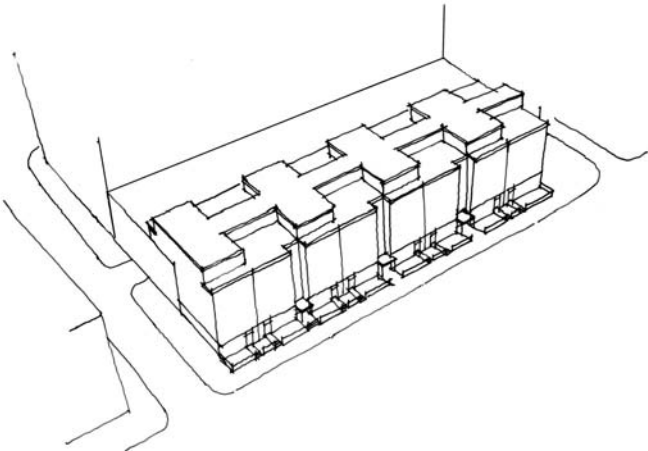
The London apartment building shown animates the street with frequent entrances, balconies, and a rich roofscape.



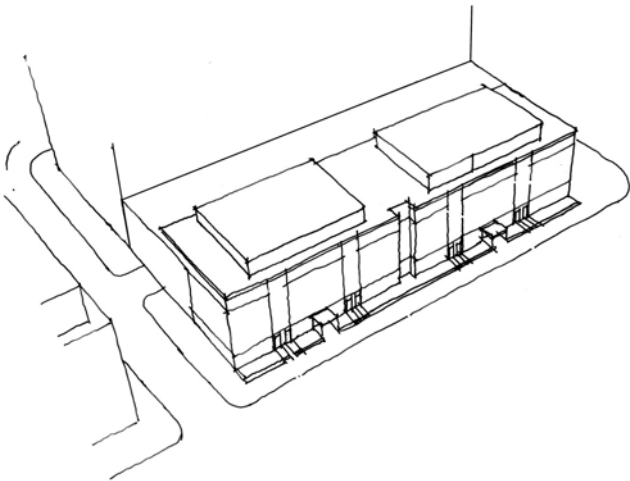
A Toronto apartment divides itself vertically.



Massing envelope



Massing alternative; Developers have flexibility in the location of the penthouse to create a varied roof profile.



Massing alternative

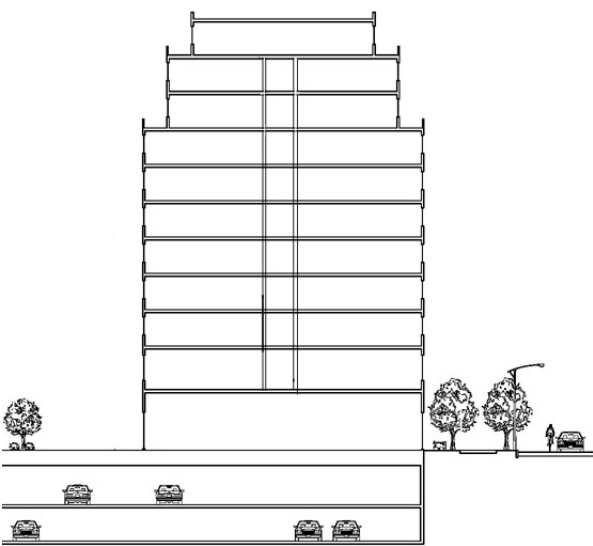


# Large Apartment Buildings

Large Apartment Buildings are approximately 25 metres wide and contain a central corridor and units on both sides of the building. The primary pedestrian entrances to these buildings are located in central lobbies facing the public streets. Vehicular access is at the rear or side local streets. Large Apartment Buildings should extend the length of the block. Therefore, in order to avoid the horizontal skyscraper effect that they might otherwise have, Large Apartment Buildings should be carefully composed and articulated with vertical elements to appropriately scale facades.

Large Apartment Buildings that face onto the rooftop gardens or terraces should be designed with entrances onto this space from units at the terrace level. The terrace will be shared and should therefore contain semi-public space that is an amenity to all units.

All Large Apartment Buildings require 50% green roofs according to the Green Building Specifications.



SECTION Large apartment building



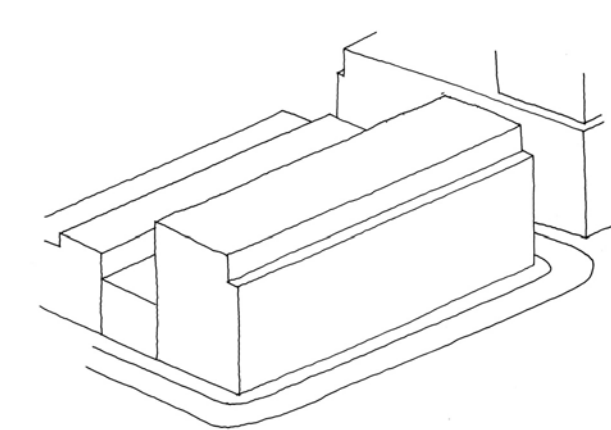
A Vancouver apartment building with directional bay windows, balconies, and roof terraces responds to view and solar orientation.



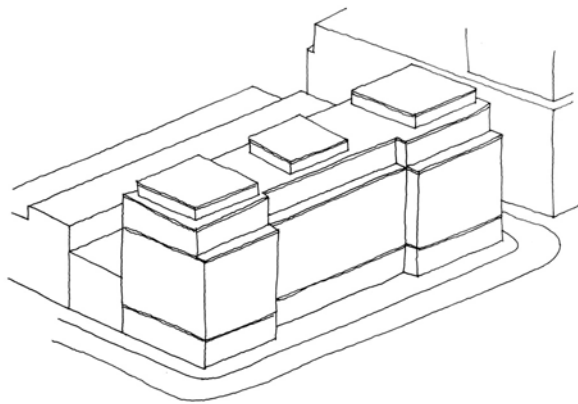
A mix of materials and façade compositions within a large building mass creates vertical regulating lines.



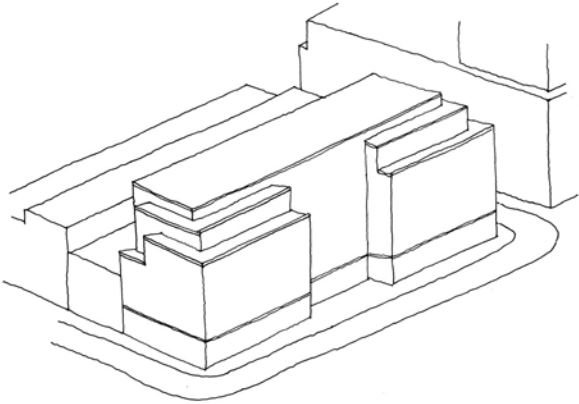
This Toronto apartment building has stepbacks with terraces and a rich composition of wall planes and materials.



Massing envelope



Massing alternative; Developers have flexibility in the location of the penthouse to create a varied roof profile.



Massing alternative



# Towers

## Strategic Location

The Precinct Plan provides eight locations for residential towers. The three tallest towers are located at the corner of Parliament and Front, the eastern most tower south of Mill Street, and adjacent to River Square on Bayview. Five locations are provided for 14-storey towers – two south of Mill, two at the Don River terminus of Front Street, and one on King Street. The towers are situated to take advantage of dramatic views, anchor important locations and form gateways. They are carefully located to avoid blocking critical view corridors and to minimize shadows on adjacent residential areas.

## Small Floor Plates

All towers floor plates are limited to 800 square metres to minimize their bulk and to encourage slenderness.

## Massing

Towers present unique opportunities to emphasize the form of public space at key locations. The 14-storey towers at the end of Front Street and at the terminus of King Street on Don River Park are located to create gateways with their mass. The taller towers will be important sculptural objects in the precinct. Towers should be sculpted to emphasize their unique locations and responsibilities. The tops of towers should be carefully composed because they are so visible.

## Facades

The tower facades should be designed as a series of vertical planes to emphasize their height and relieve the horizontal mass of the tower. Towers in Toronto have large areas of glazing which is part of their market appeal and attractiveness. Towers in the West Don Lands should be mindful of their solar orientation as well as the orientation of views. Towers should be designed with bases that continue street walls and integrate seamlessly with adjacent lower buildings.



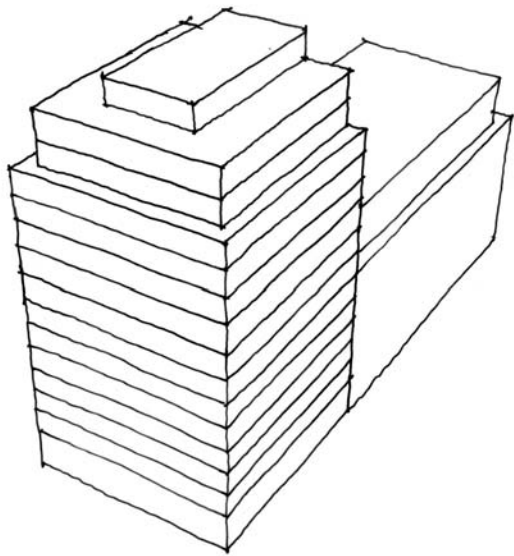
A Toronto tower is composed of vertically oriented elements that give it a graceful appearance.



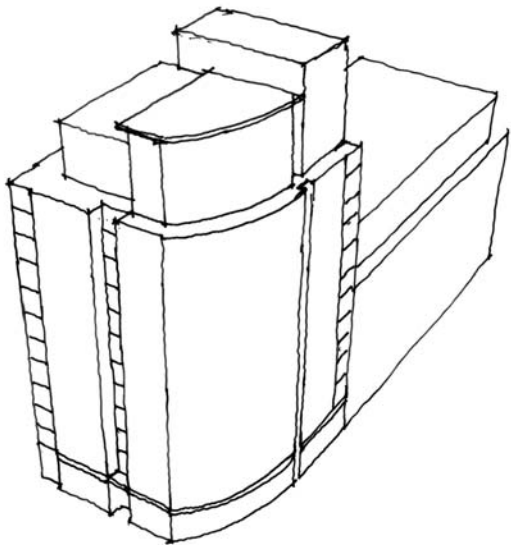
The Vancouver tower shown is molded to respond to its urban location and to the distant views.



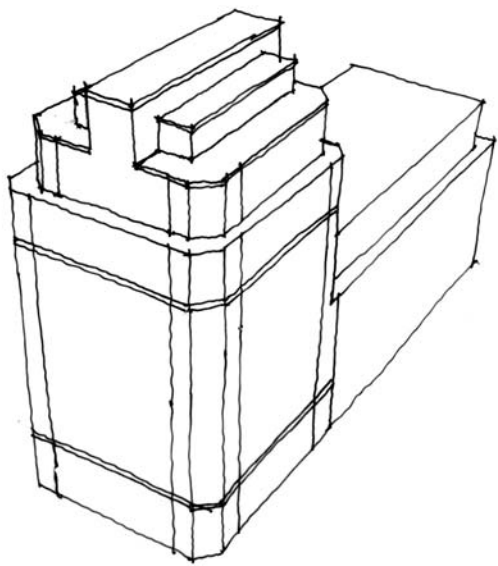
The Toronto tower continues the character of nearby loft buildings and has a well-designed base that responds to the street.



Massing envelope



Massing alternative



Massing alternative



# Affordable Rental Housing

The TWRC is committed to developing the waterfront with a target of 20% of all units being developed as affordable rental housing. It is also committed to ensuring that such housing is distributed throughout the waterfront and made available in a variety of housing forms. The TWRC will work with the City of Toronto and the Toronto Community Housing Corporation in the development of those parcels and will partner with the private sector to deliver them as part of an overall mixed-income and mixed-tenure development.

AFFORDABLE RENTAL HOUSING GUIDELINES
A variety of housing types should be designated as affordable rental housing to provide the widest range of living accommodations possible.
Affordable rental housing should not be concentrated in any one area of the West Don Lands. To the degree possible, developers should be encouraged to integrate affordable rental housing with other tenure types within buildings, or across blocks at the least.
All affordable rental housing should be located proximate to public parks and open space.
All affordable housing for families with children should be ground-related to provide direct access to the outdoors, as well as dedicated shared play spaces, to the degree possible.
All affordable housing should be located within a five-minute walk of public transit nodes and stops.
All affordable rental housing should be located near neighbourhood-serving uses and retail.



# Development Blocks

THE WEST DON LANDS PRECINCT has been divided into 23 publicly-owned development blocks, and two blocks of privately-owned lands within the precinct boundary. These development blocks range in size and some blocks include existing heritage buildings which will be integrated into the overall design of the neighbourhood. A development block contains the land defined for private development, not its adjacent public or publicly-accessible open space, whose design will be the subject of an associated Public Open Space planning exercise.

Throughout the following pages, each development block will be described according to the design regulations developed for it throughout the Block Plan process. The frontage types, private open space, building heights, and parking and servicing will be addressed for each block, laying out the ground rules for private development. Also, an illustration of the general massing and illustrative development yields will be provided to understand the form and density of each block. For privately-owned lands, some aims have been outlined so that these properties can be redeveloped in the spirit of the precinct, thus fitting into the overall neighbourhood.

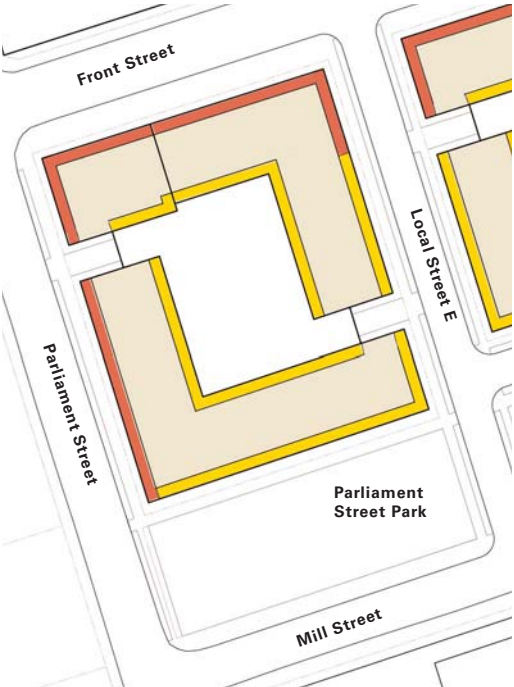
The illustrative development program on the following pages was derived from the overall floor area of the maximum build out of each block. Generally it was assumed 90 square metres per unit and 34 square metres per parking space. However, on some blocks, different multipliers were used to take into account townhouses that are likely to be larger than 90 square metres per unit and affordable units that are likely to be less than 90 square metres per unit.



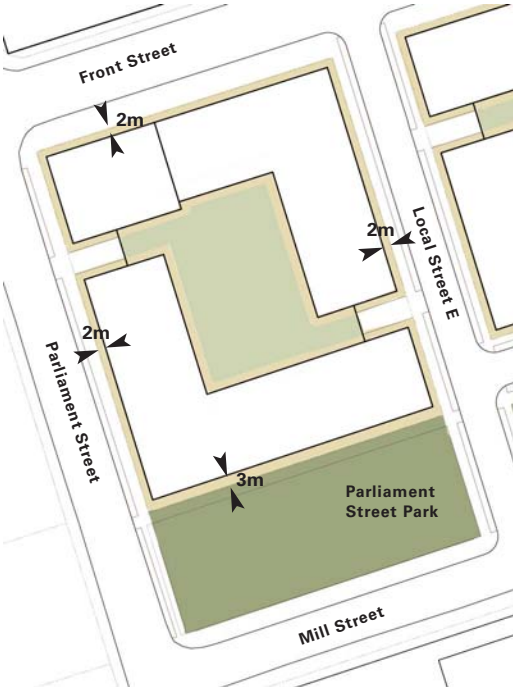
Precinct Development Blocks



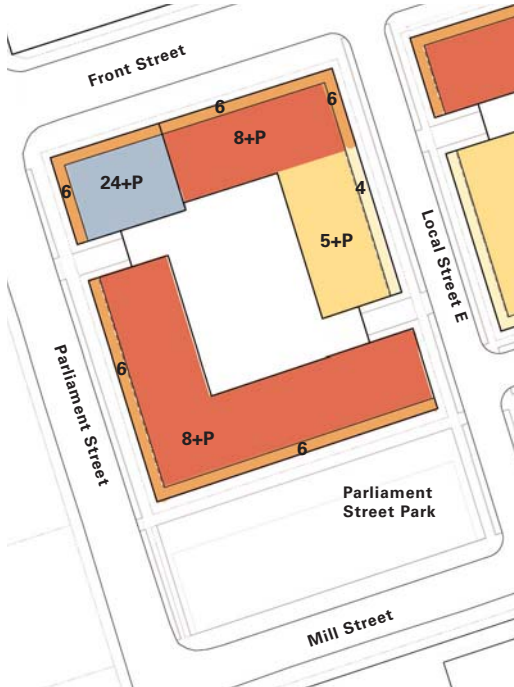
Block 1



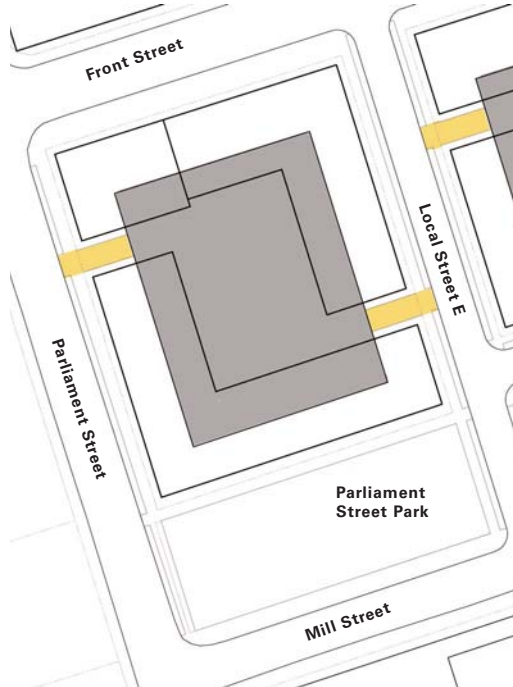
**FRONTAGES AND GROUND FLOOR USES**  
Front and Parliament Streets will be lined with active uses on the ground floor in order to continue the pattern of the existing fabric of the City. Local Street E and Parliament Street Park will be lined with residences.



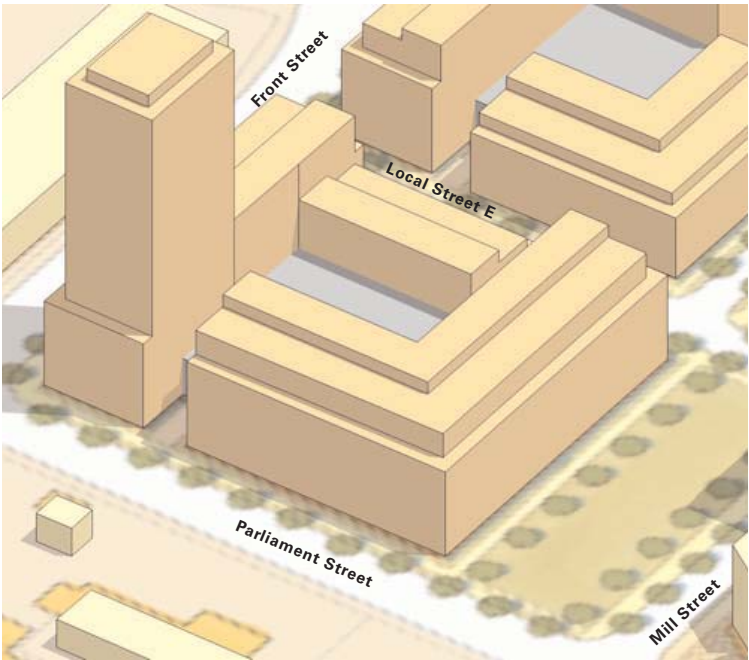
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
2.00m setbacks will occur along Parliament, Front, and Local E Streets. A courtyard will be developed mid-block either at grade, or atop a parking structure for above-grade parking solutions. Parliament Street Park will provide public open space for the area, as well as act as a gateway to the West Don Lands from the south and west.



**HEIGHTS AND STEPBACKS**  
An 8-storey building massing with a setback at 6 stories will dominate the block. However, a small apartment building of 5 storeys will front Local Street E, and a 24-storey tower will be located at the corner of Parliament and Front Streets to punctuate the entrance to the Precinct.



**PARKING AND SERVICING**  
Access ways will be located along Parliament Street and Local Street E. Parking will occur mid-block, concealed on all sides. Though an above-grade parking solution is illustrated, developers are encouraged to explore below-grade parking solutions for development density and grade-related courtyards.



**OVERALL MASSING**  
Large apartment buildings define the edges of the block, with the exception of a small apartment building with imbedded townhouses lining Local Street E. A 24-storey tower serves as a gateway into the Precinct.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE

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

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 24 STOREYS+PENTHOUSE / 78M

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



BLOCK 1 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	47,200
Commercial GSM	3,280
<b>Total GSM</b>	<b>50,480</b>
Approximate residential units	500
Approximate parking spaces	450

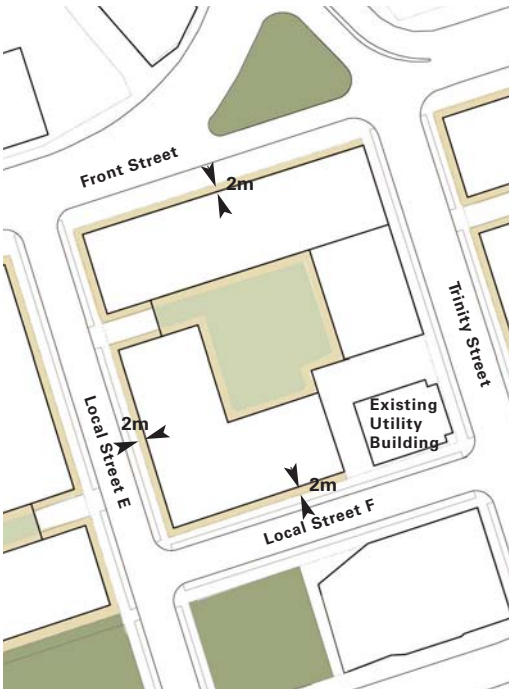


Block 2



**FRONTAGES AND GROUND FLOOR USES**  
Front Street will be lined with active uses, to continue its character throughout the City, and to act as a connection to Downtown Toronto. All local streets and the courtyard will be lined with residences, preferably ground-related townhouse units imbedded in the apartment buildings. An existing utility building remains on the block that is not part of the Block Plan. If not functionally needed, reuse should be in concert with the rest of the block.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE
- HERITAGE BUILDING



**SETBACKS, COURTYARDS, AND OPEN SPACE**  
2.00m setbacks ring all block faces with the exception of Trinity Street, which has a 0.00m setback due to its existing alignment. A courtyard will be developed mid-block either at grade, or atop a parking structure for above-grade parking solutions.

- SETBACK ZONE
- COURTYARD



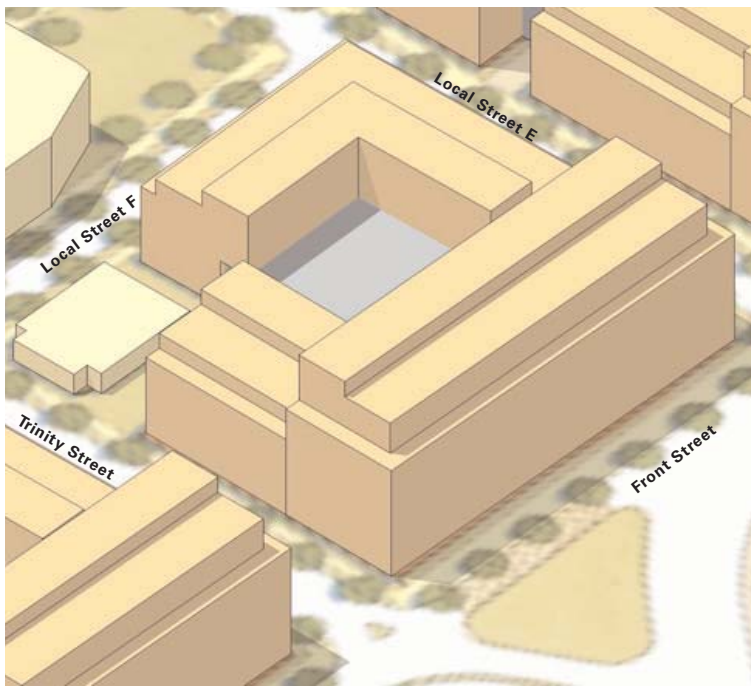
**HEIGHTS AND STEPBACKS**  
Buildings along Front Street will be 8 storeys in height with a required setback after the 6th floor. All other block faces will be 5 storeys in height with setbacks after the fourth floor to maintain a smaller scale along the local streets.

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M



**PARKING AND SERVICING**  
Access ways will be located along Local Street E and Trinity Street. Parking will occur mid-block, concealed on all sides. Though an above-grade parking solution is illustrated, developers are encouraged to explore below-grade parking solutions for development density and grade-related courtyards.

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



**OVERALL MASSING**  
A large apartment building defines Front Street while small apartment buildings line the local street network. Ground-related units should be imbedded in the small apartment buildings along streets and courtyards in order to provide direct outdoor access for residents.

BLOCK 2 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	23,700
Commercial GSM	1,470
<b>Total GSM</b>	<b>25,170</b>
Approximate residential units	260
Approximate parking spaces	220

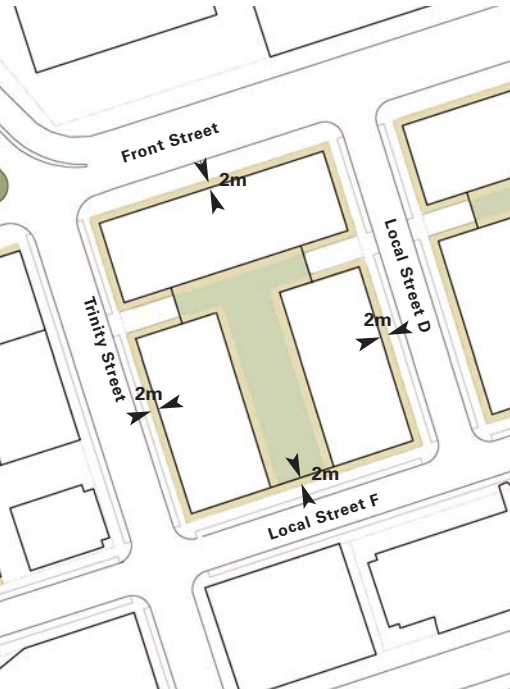


Block 3



**FRONTAGES AND GROUND FLOOR USES**  
Front Street will be lined with active uses, to continue its character throughout the City, and to act as a connection to Downtown Toronto. All local streets and the courtyard will be lined with residences, preferably ground-related townhouse units imbedded in the apartment buildings. Any exposed parking structure wall should be articulated or landscaped in such a way as to support the pedestrian experience.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE



**SETBACKS, COURTYARDS, AND OPEN SPACE**  
2.00m setbacks are required along all block faces. A courtyard will be developed mid-block either at grade, or atop a parking structure for above-grade parking solutions.

- SETBACK ZONE
- COURTYARD



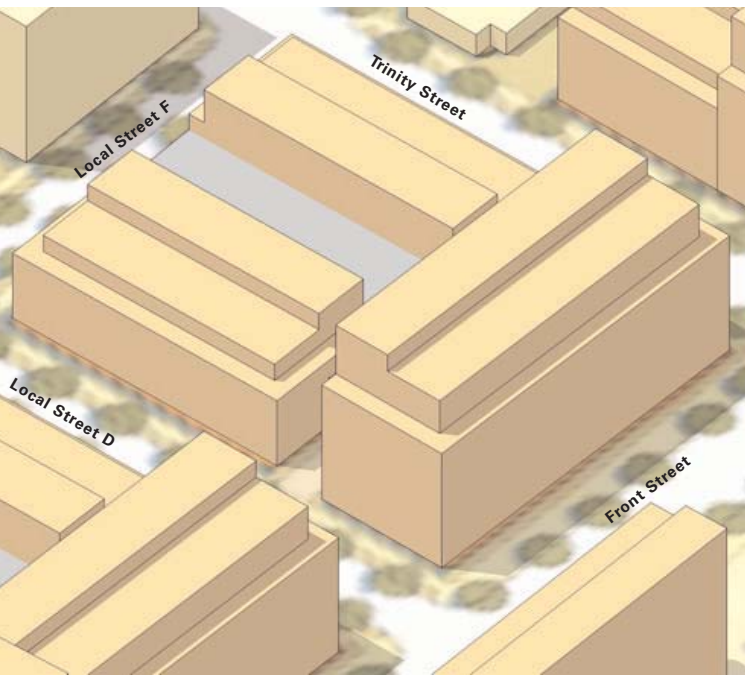
**HEIGHTS AND STEPBACKS**  
Buildings along Front Street will be 8 storeys in height with a required setback after the 6th floor. All other block faces will be 5 storeys in height with setbacks after the fourth floor to maintain a smaller scale along the local streets.

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M



**PARKING AND SERVICING**  
Access ways will be located along Trinity Street and Local Street D. Parking will occur mid-block, concealed on all sides and well-screened or landscaped where exposed along Local Street F. Though an above-grade parking solution is illustrated, developers are encouraged to explore below-grade parking solutions for development density and grade-related courtyards.

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY

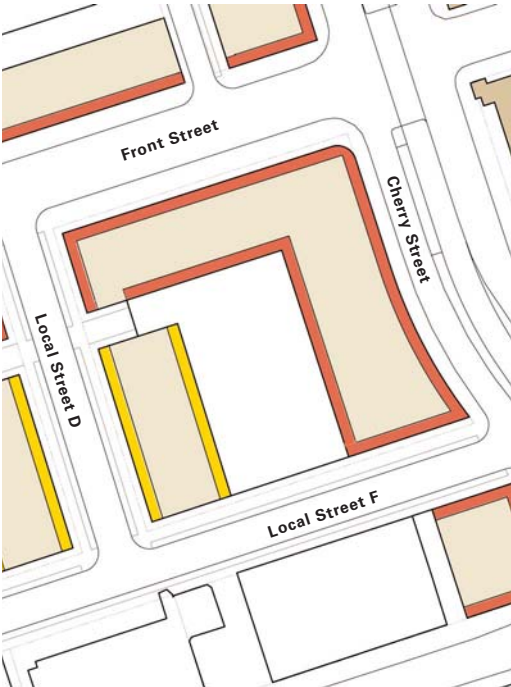


**OVERALL MASSING**  
A large apartment building defines Front Street while small apartment buildings line the local street network. Ground-related units should be imbedded in the small apartment buildings along streets and courtyards in order to provide direct outdoor access for residents. Measures should be taken to mitigate the effect of the small area of parking garage visible along Local Street F.

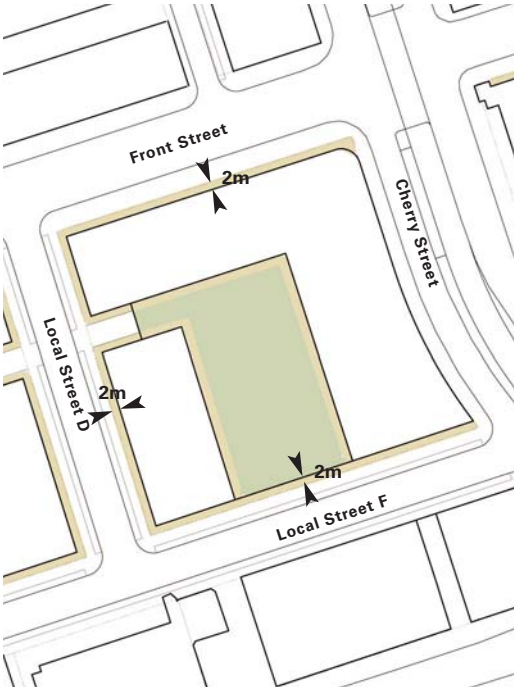
BLOCK 3 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	19,570
Commercial GSM	1,200
<b>Total GSM</b>	<b>20,770</b>
Approximate residential units	210
Approximate parking spaces	230



Block 4



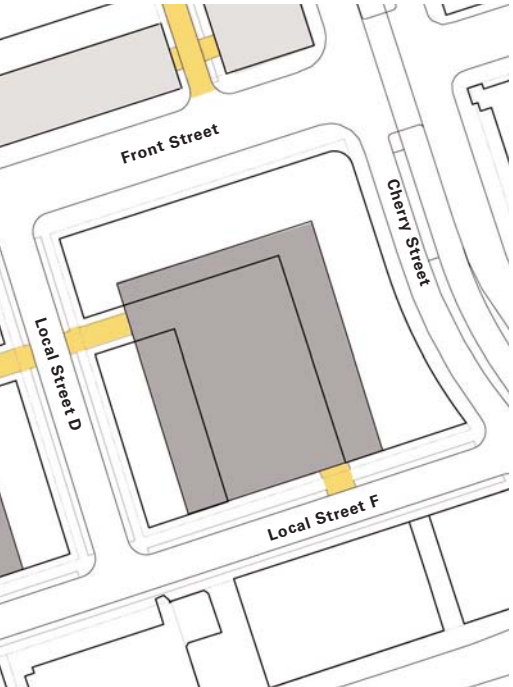
**FRONTAGES AND GROUND FLOOR USES**  
Front Street will be lined with active uses, to continue its character throughout the City, and to act as a connection to Downtown Toronto. The building along Cherry Street will be a commercial building. Local Street D will be lined with residences, preferably ground-related townhouse units imbedded in the apartment buildings.



**SETBACKS, COURTYARDS, AND OPEN SPACE**  
2.00m setbacks are required along Front Street and Local Streets D and F. No setback will be required along Cherry Street. A courtyard will be developed mid-block atop a parking structure.



**HEIGHTS AND STEPBACKS**  
Buildings along Front and Cherry Streets will be 8 storeys in height with a required stepback after the 6th floor. Buildings along the local streets will be 5 storeys in height with a stepback after the 4th floor to maintain a smaller scale for these intimate streets.



**PARKING AND SERVICING**  
Access ways will be located along Local Streets D and F. Above-grade parking will occur mid-block, concealing it on all sides. The parking for Block 7 to the southeast must also be accommodated in the Block 4 parking structure since it cannot self-park.



**OVERALL MASSING**  
A large apartment building defines Front Street while a small apartment building lines Local Streets d and F. Ground-related units should be imbedded in the small apartment buildings along streets in order to provide direct outdoor access for residents. The large commercial building lining Cherry Street should compliment that of its residential counterpart on Front Street to the degree possible.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE

- SETBACK ZONE
- COURTYARD

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



BLOCK 4 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	10,000
Commercial GSM	14,420
<b>Total GSM</b>	<b>24,420</b>
Approximate residential units	100
Approximate parking spaces	320



# Block 5



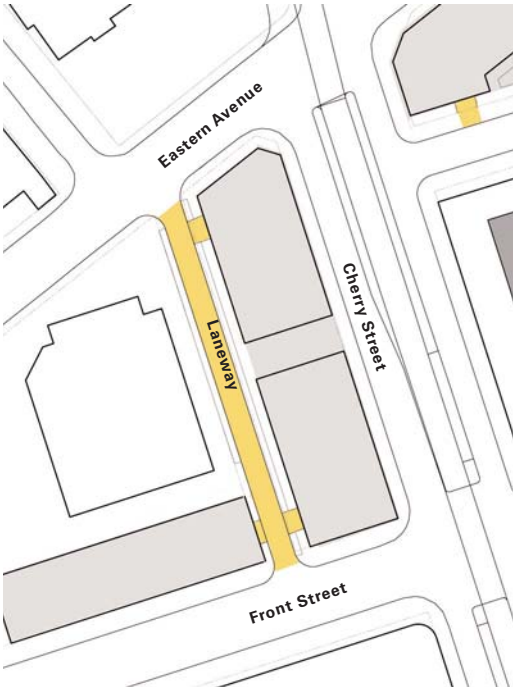
**FRONTAGES AND GROUND FLOOR USES**  
Active uses line Eastern Avenue, Front Street, and Cherry Street, a main north/south street connecting the City through the West Don Lands to the Portlands.



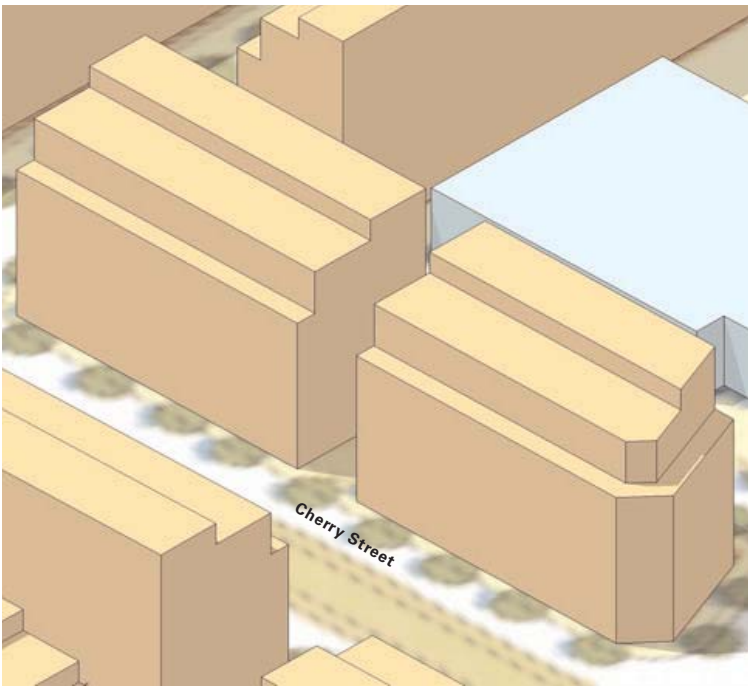
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
Development on the block extends to the property lines on all sides.



**HEIGHTS AND SETBACKS**  
Buildings facing Cherry Street will be 8 storeys in height with a setback above the 6th storey.



**PARKING AND SERVICING**  
Parking for these buildings must be accommodated below-grade within the designated block boundary due to the dimensional constraints of the site.

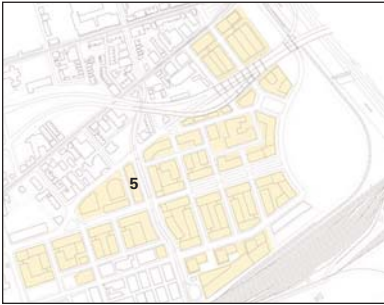


**OVERALL MASSING**  
Large apartment buildings define and contain this area of Cherry Street.

ACTIVE USE FRONTAGE ZONE

6 STOREYS+PENTHOUSE / 24M  
8 STOREYS+PENTHOUSE / 30M

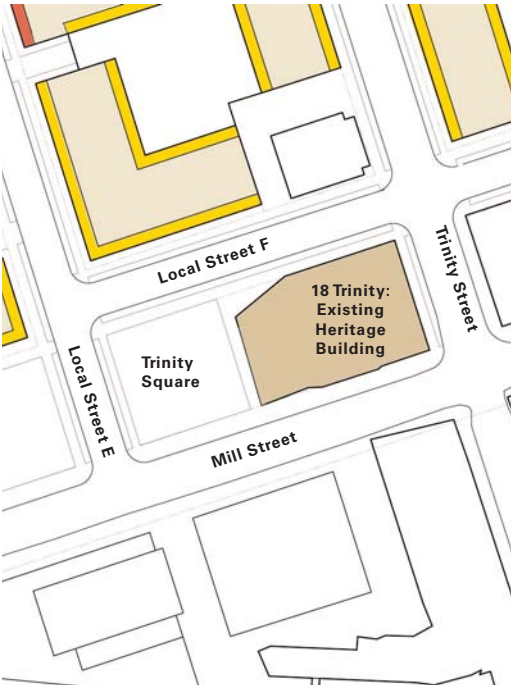
REQUIRED BELOW-GRADE PARKING LOCATION  
ACCESS WAY



BLOCK 5 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	14,850
Commercial GSM	1980
<b>Total GSM</b>	<b>16,830</b>
Approximate residential units	160
Approximate parking spaces	50

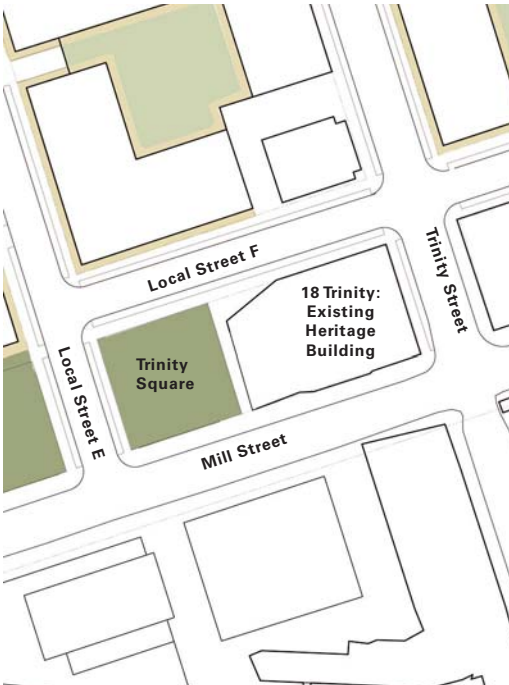


Block 6



**FRONTAGES AND GROUND FLOOR USES**  
18 Trinity is an existing heritage building just north of the Distillery District. It will be redeveloped as commercial uses. The development of this block will include heritage preservation of the edifice itself. This building should house interesting uses and diverse tenants. Integration with the aims and future planning of the Distillery District is encouraged.

HERITAGE BUILDING



**SETBACKS, COURTYARDS, AND OPEN SPACE**  
Trinity Square is an extension of Parliament Street Park across Local Street E. Its program should be related to the uses in the building itself, and complimentary to the spaces of the Distillery District.

PUBLIC OR PUBLICLY-ACCESSIBLE OPEN SPACE



**HEIGHTS AND STEPBACKS**  
This building is 2 tall stories in height. The later, non-permanent addition onto its west side should be removed in order to maximize the size of Trinity Square while retaining the entire original heritage structure. Thoughtful, architecturally-relevant additions may be made to these buildings to support their use. In all cases, existing architectural elements should be renovated to preserve heritage characteristics.



**PARKING AND SERVICING**  
There is no on-site parking provided for the building. Parking must be accommodated on-street and as a shared solution throughout the immediate area.



**OVERALL MASSING**  
18 Trinity is a blocky, two-storey building constructed in the era and character of the adjacent Distillery District. The form of 18 Trinity should not be modified with significant horizontal or vertical additions. Minor additions for code compliance may be considered. The exterior of the buildings should be carefully restored and a range of uses can be considered for the interior.



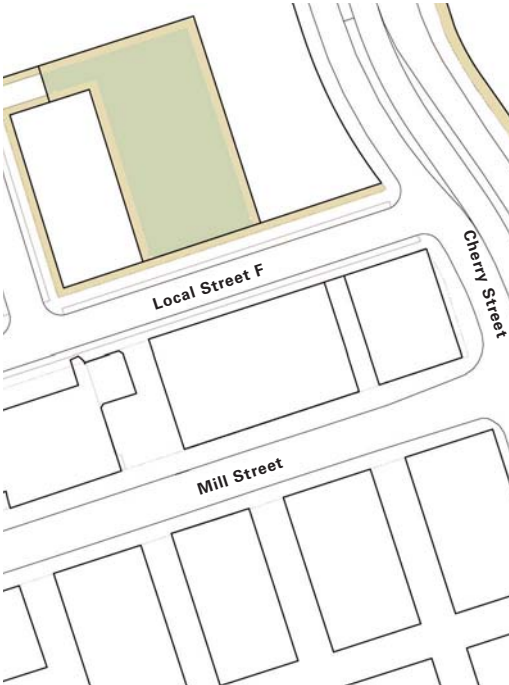
BLOCK 6 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Commercial GSM	2,700
<b>Total GSM</b>	<b>2,700</b>
Approximate residential units	0
Approximate parking spaces	0



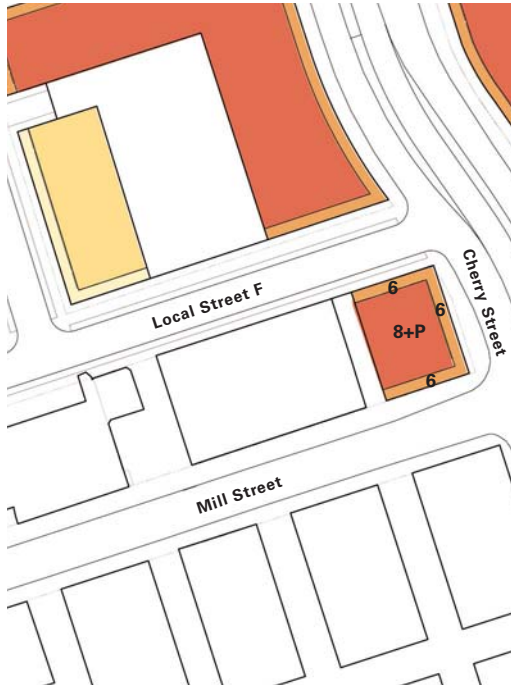
# Block 7



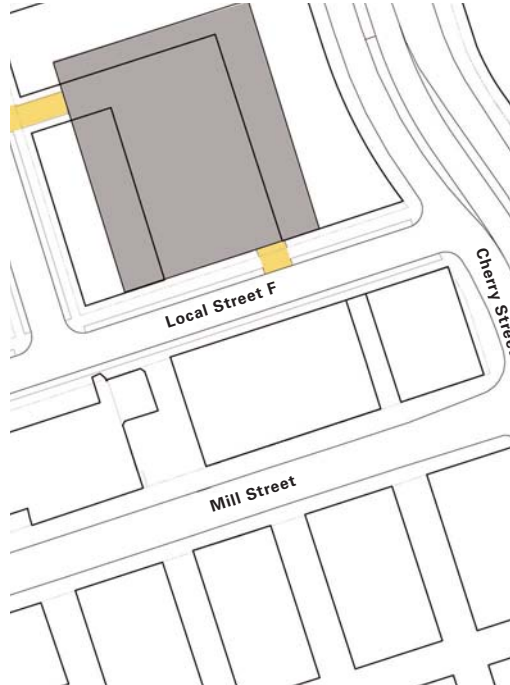
**FRONTAGES AND GROUND FLOOR USES**  
Active uses are planned for the ground floor of this building due to its adjacency to both the Distillery District, and its location along Cherry Street.



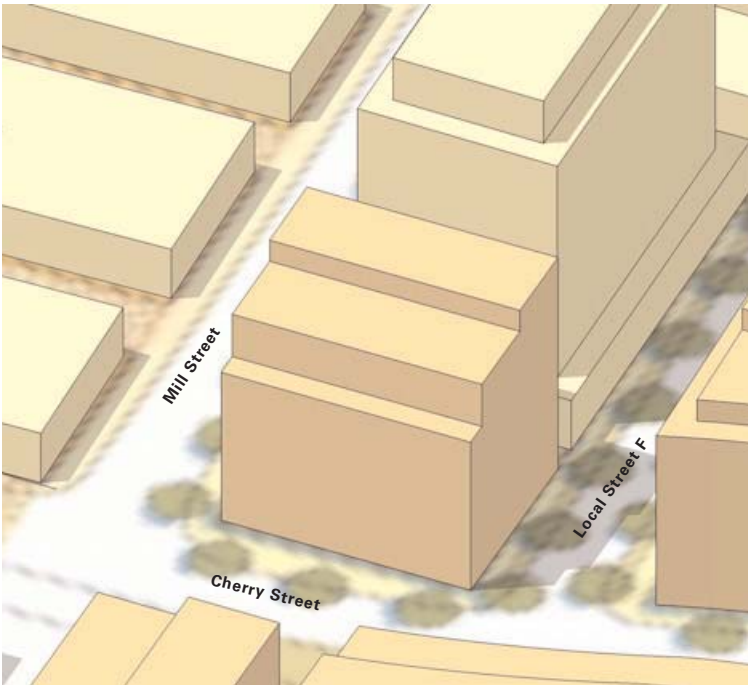
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
Development on the block extends to the property lines on all sides, though it is planned 5.50m from the adjacent, existing apartment building.



**HEIGHTS AND STEPBACKS**  
The building will be 8 storeys in height with a setback above the 6th storey.



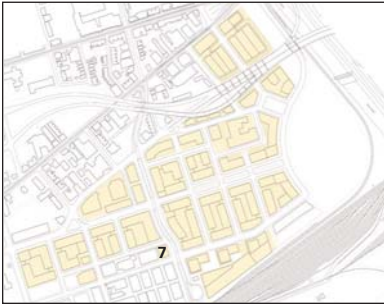
**PARKING AND SERVICING**  
There is no on-site parking for this development block. Its parking requirement must be accommodated within Block 4 to its immediate northwest across Local Street F.



**OVERALL MASSING**  
A large apartment building defines Cherry Street, Local Street F, and Mill Street.

ACTIVE USE FRONTAGE ZONE

6 STOREYS+PENTHOUSE / 24M  
8 STOREYS+PENTHOUSE / 30M

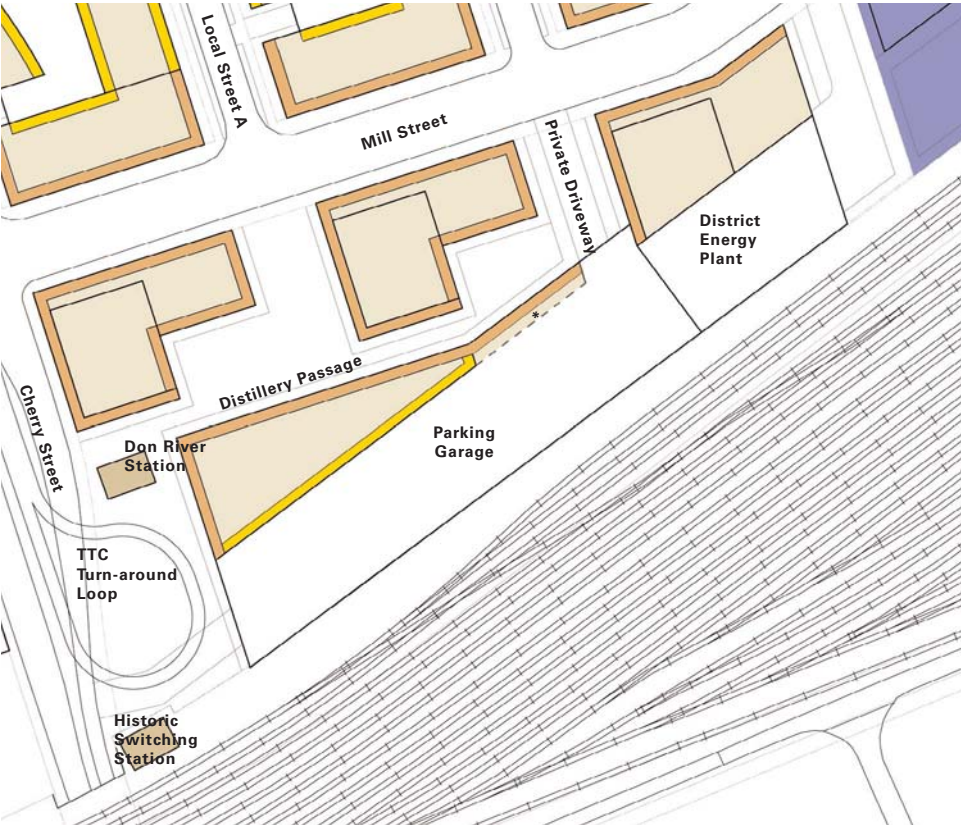


18 Trinity

BLOCK 7 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	5,060
Commercial GSM	670
<b>Total GSM</b>	<b>5,730</b>
Approximate residential units	55
Approximate parking spaces	0



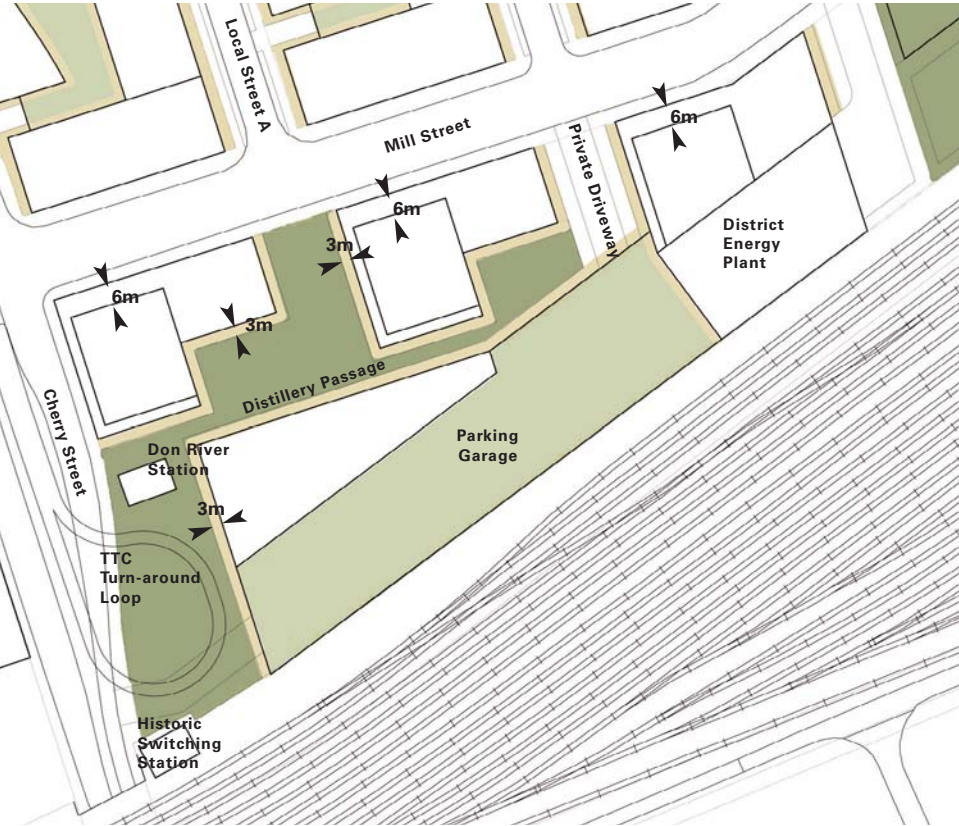
Block 8



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

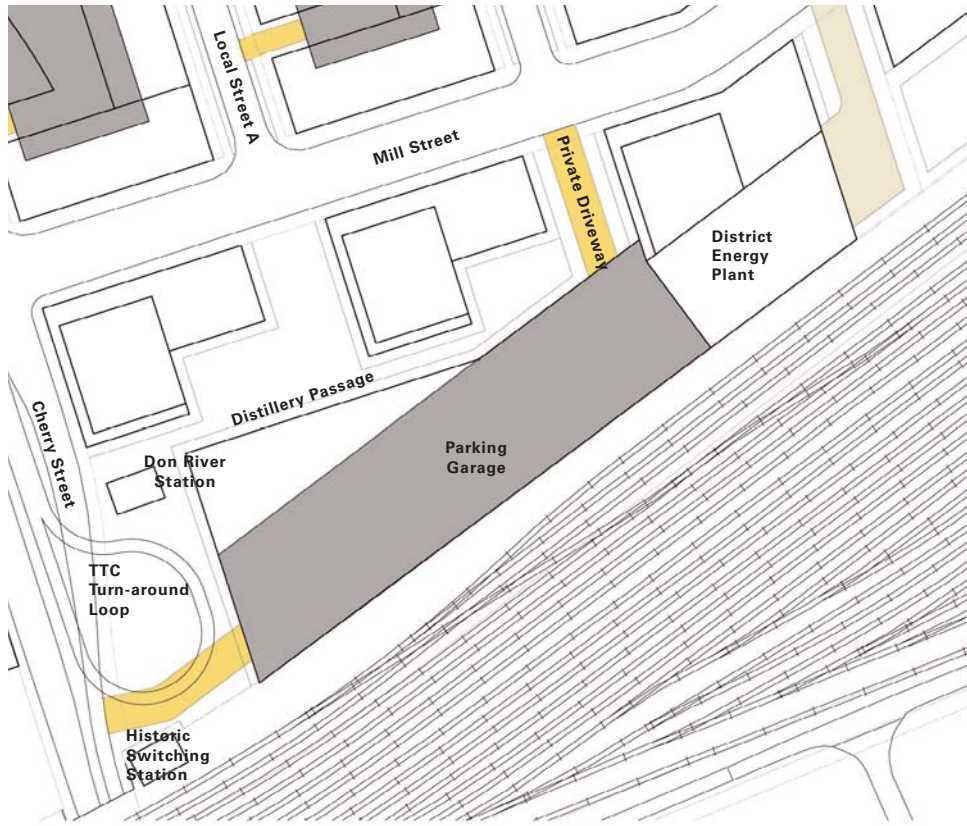


HEIGHTS AND STEPBACKS

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

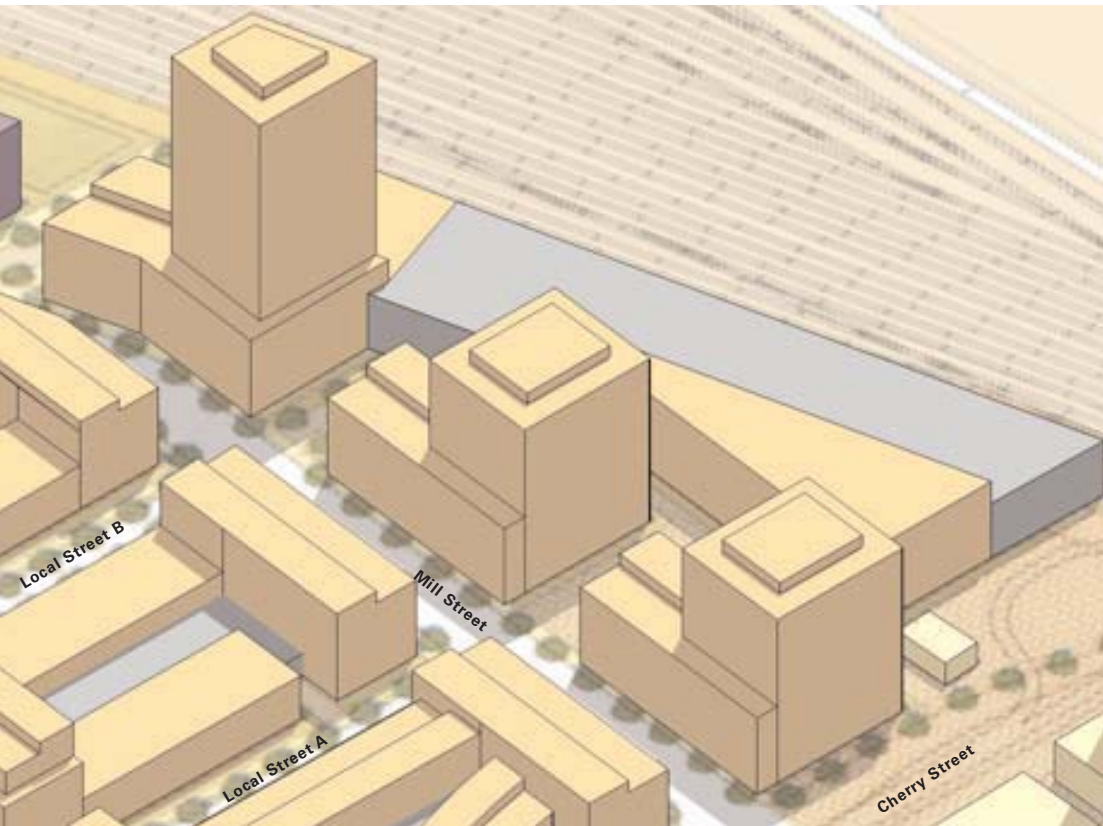




**PARKING AND SERVICING**

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.

- SURFACE PARKING
- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



**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.

BLOCK 8 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	60,000
Commercial GSM	5,000
<b>Total GSM</b>	<b>65,000</b>
Approximate residential units	660
Approximate parking spaces	410



Historic Switching Station



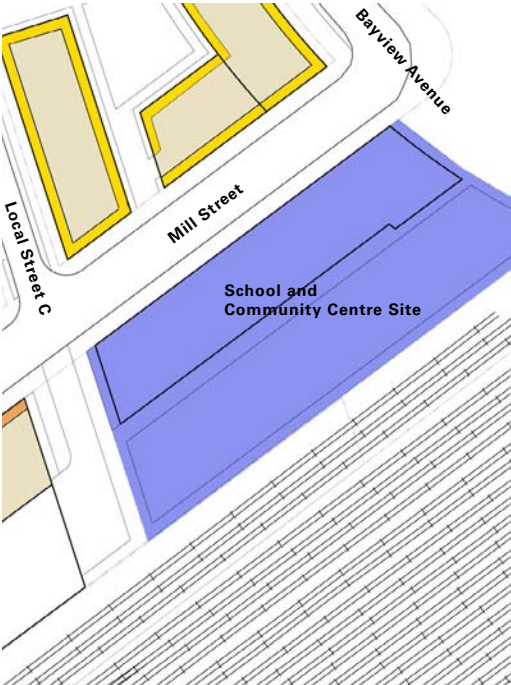
Historic Railroad Station



Historic Switching Station



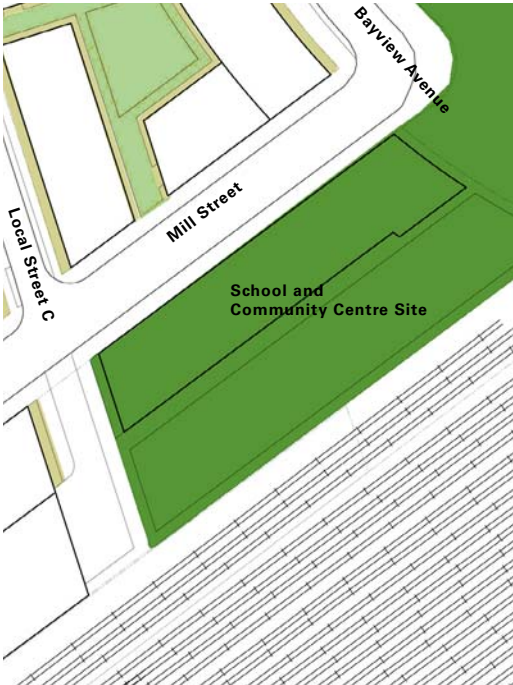
# Block 9



### FRONTAGES AND GROUND FLOOR USES

This block will be developed as a community use, as the site of a school and community centre adjacent to Don River Park. The wall of any buildings facing the Park should reflect the crescent form followed by the buildings on the adjacent development blocks to the north.

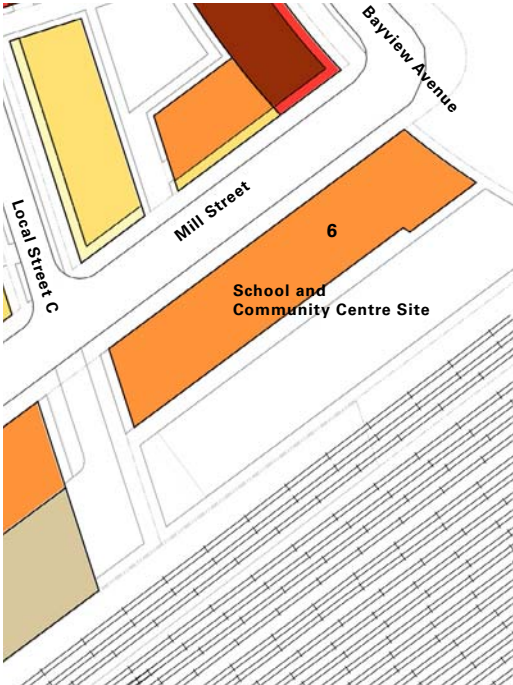
COMMUNITY USE



### SETBACKS, COURTYARDS, AND OPEN SPACE

The site is public land and will be developed as public facilities. Some adjacent courtyard space should be developed in concert with the school for its use.

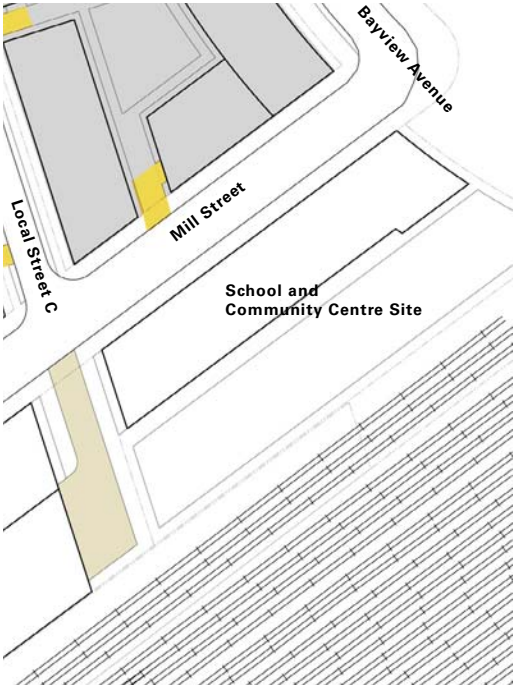
PUBLIC AND PUBLICLY-ACCESSIBLE OPEN SPACE



### HEIGHTS AND STEPBACKS

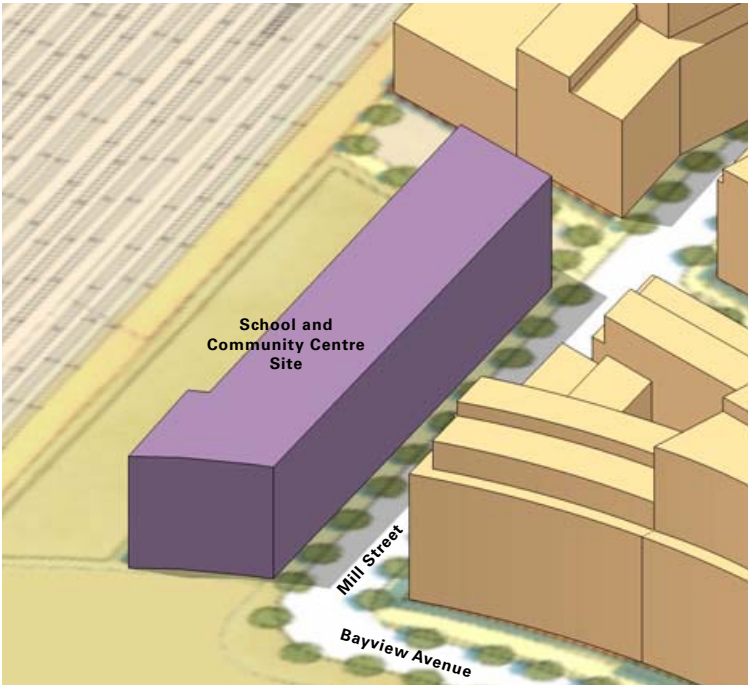
Consistent with other buildings along Mill Street, this site can accommodate a building of six storeys. However, the City of Toronto and the School Boards will need to determine the final program requirements and decide upon the built form.

6 STOREYS / 24M



### PARKING AND SERVICING

Parking should be developed in concert with the eventual facility needs.



### OVERALL MASSING

The school and community centre should be developed in the spirit of the overall character of the Precinct. The wall of any buildings facing the Park should reflect the crescent form followed by the buildings on the adjacent development blocks to the north.

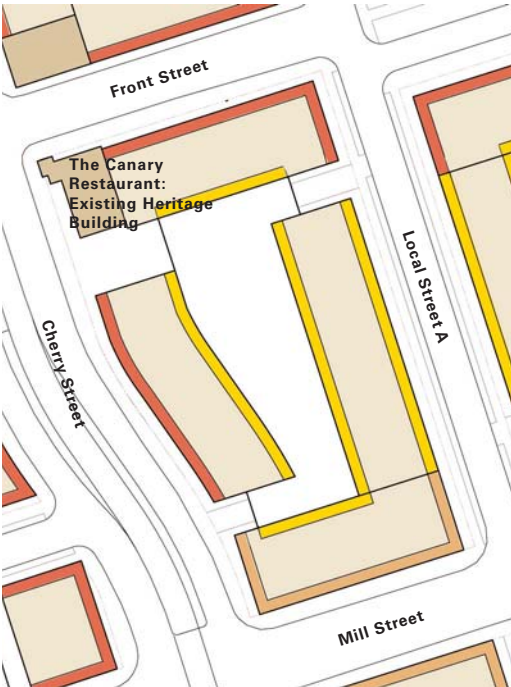


### BLOCK 9 ILLUSTRATIVE DEVELOPMENT PROGRAM

Overall Block Size	1.8 acres
Total GSM	9,250

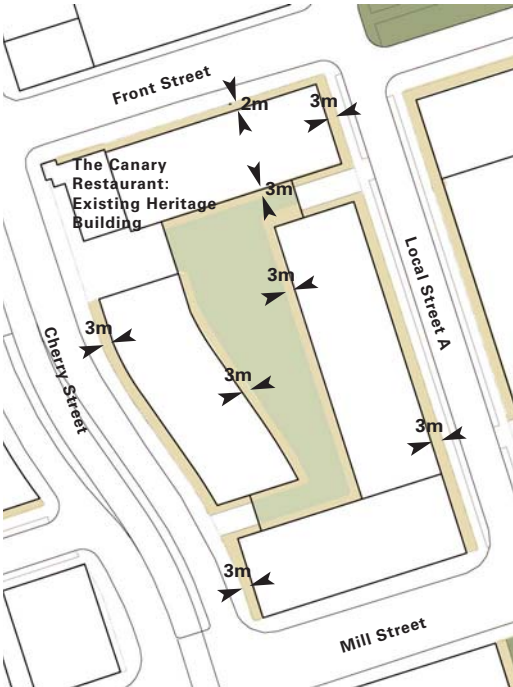


Block 10



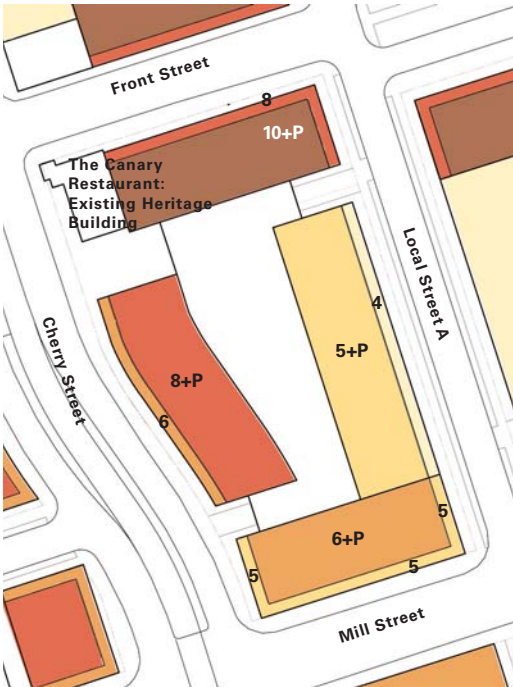
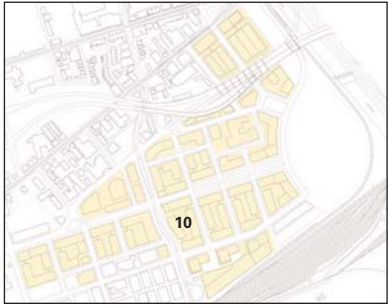
**FRONTAGES AND GROUND FLOOR USES**  
Front and Cherry Streets will be lined with active uses on the ground floor in order to establish a mixed-use core for the Precinct. The block's interior courtyard and Local Street A will be lined with residences that are grade-related units. The buildings facing Mill Street will be developed as live/work. The Canary Restaurant stands at the corner of Front and Cherry Streets and acts as a gateway into the heart of the West Don Lands. The front portion of the building will be preserved, though the later additions will be removed.

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



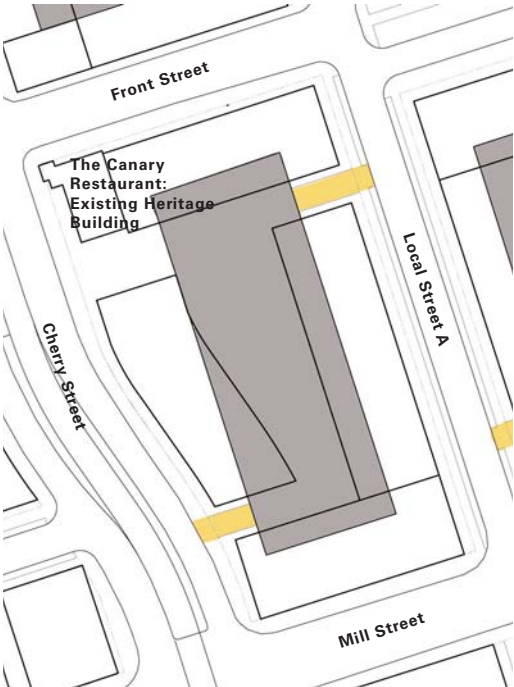
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
3.00m setbacks exist on Cherry and Local Street A. Front Street, however, has a 0.00m setback due to the preservation of the Canary Restaurant, one of the Precinct's functioning heritage buildings. Mill Street has a 0.00m setback as well to preserve the more industrial feel of the street. A courtyard will be developed mid-block either at grade, or atop a parking structure for above-grade parking solutions.

- SETBACK ZONE
- COURTYARD



**HEIGHTS AND SETBACKS**  
Buildings along Front Street will be 10 storeys in height with a required setback after the 8th floor. Buildings on Cherry Street will be 8 storeys in height with a setback after the 6th floor. Buildings on Mill Street will be 6 storeys in height with a setback after the 5th floor. Local Street A will be 5 storeys in height with a setback after the fourth floor to maintain a smaller scale along the intimate, neighbourhood streets.

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M

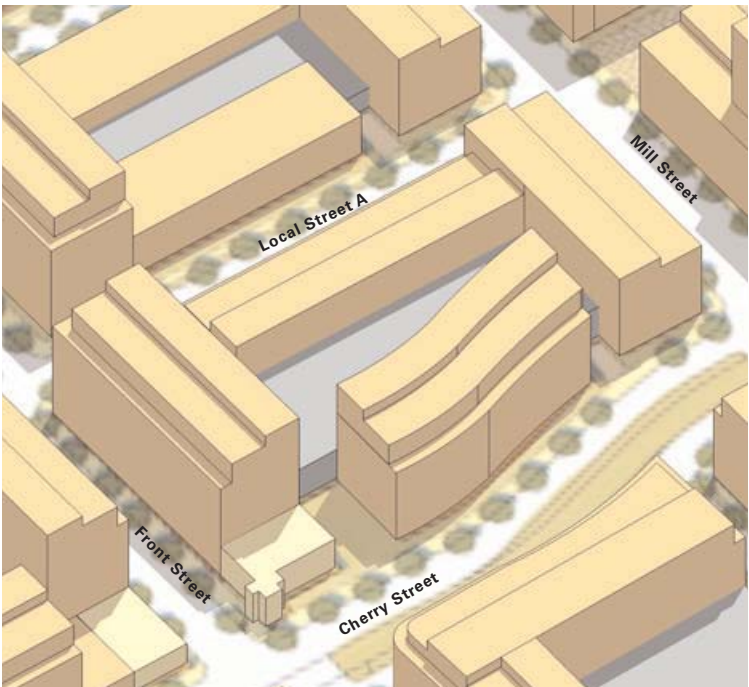


**PARKING AND SERVICING**  
Access ways will be located along Cherry Street and Local Street A. Parking will occur mid-block, concealed on all sides by buildings. Though an above-grade parking solution is illustrated, developers are encouraged to explore below-grade parking solutions for development density and grade-related courtyards.

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



Canary Restaurant

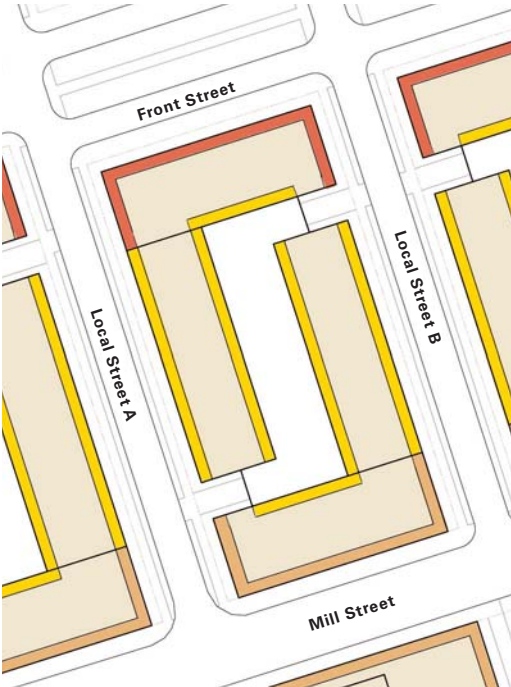


**OVERALL MASSING**  
Large apartment buildings define Front and Cherry Streets while a small apartment building lines Local Street A. Ground-related units should be imbedded in the small apartment buildings along streets and courtyards in order to provide direct outdoor access for residents. Large apartment buildings with loft-like spaces are planned along Mill Street.

BLOCK 10 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	30,760
Commercial GSM	2,300
<b>Total GSM</b>	<b>33,060</b>
Approximate residential units	340
Approximate parking spaces	300

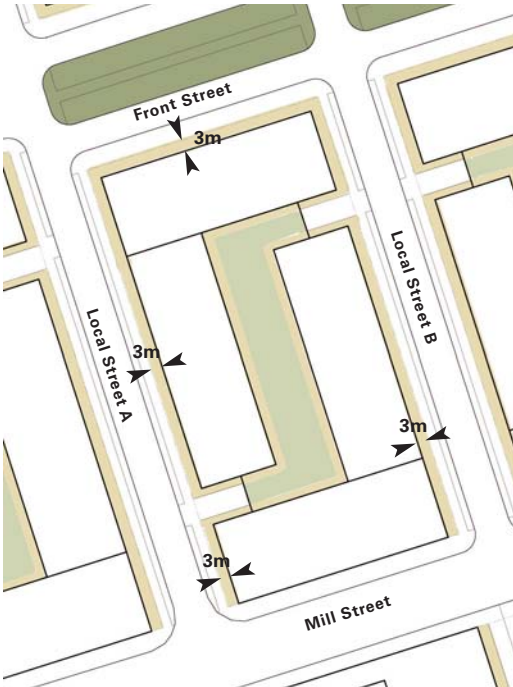


Block 11



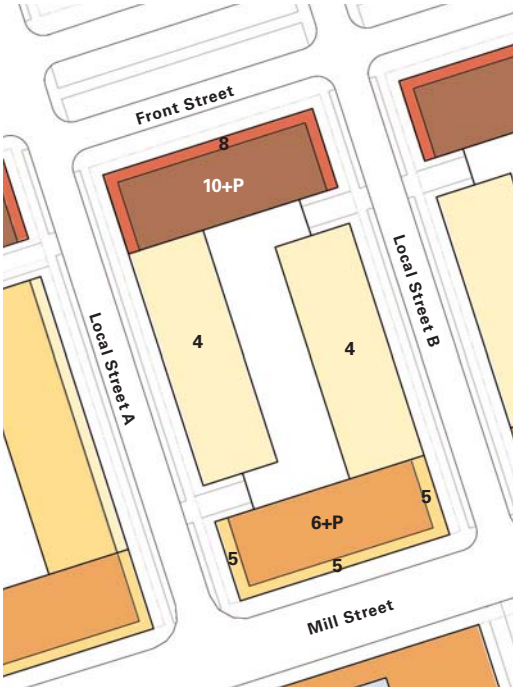
FRONTAGES AND GROUND FLOOR USES

Front and Mill Streets will be lined with active uses on the ground floor. The block’s interior courtyard and Local Streets A and B will be lined with residences that are grade-related units. The buildings facing Mill Street will be developed as live/work.



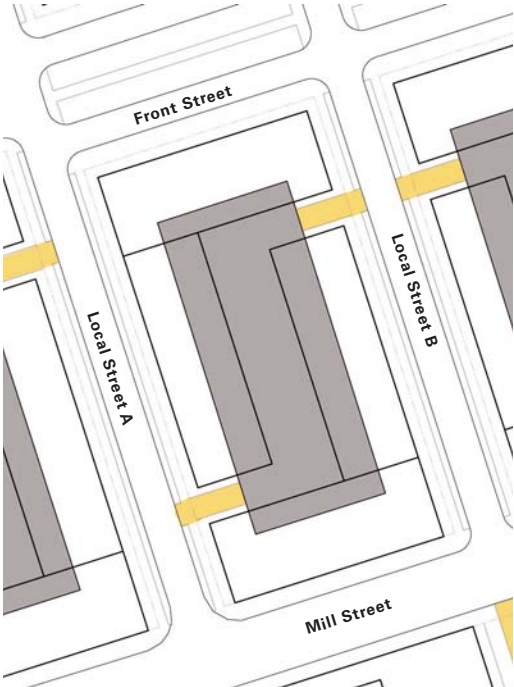
SETBACKS, COURTYARDS, AND OPEN SPACE

3.00m setbacks exist on Front Street, and Local Streets A and B. No setback zone occurs on Mill Street. A courtyard will be developed mid-block either at grade, or atop a parking structure for above-grade parking solutions.



HEIGHTS AND STEPBACKS

Buildings along Front Street will be 10 storeys in height with a required stepback after the 8th floor. Buildings on Mill Street will be 6 storeys in height with a stepback after the 5th floor. Local Streets A and B will be 4 storeys in height to maintain the scale of intimate, neighbourhood streets.



PARKING AND SERVICING

Access ways will be located along Local Streets A and B. Parking will occur mid-block, concealed on all sides by buildings. Though an above-grade parking solution is illustrated, developers are encouraged to explore below-grade parking solutions for development density and grade-related courtyards.



OVERALL MASSING

Large apartment buildings define Front Street while townhouses line Local Streets A and B. Large apartment buildings with loft-like spaces are planned along Mill Street.

- ACTIVE USE FRONTAGE ZONE
- LIVE/WORK FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE

- SETBACK ZONE
- COURTYARD

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



BLOCK 11 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	30,700
Commercial GSM	2,380
<b>Total GSM</b>	<b>33,080</b>
Approximate residential units	270
Approximate parking spaces	180



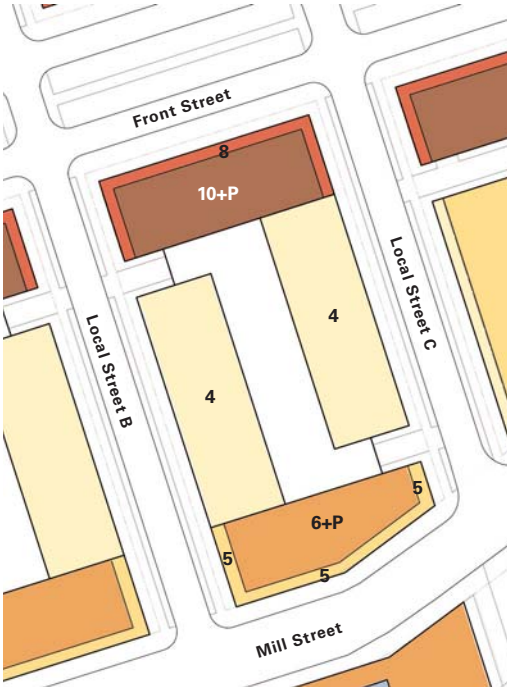
Block 12



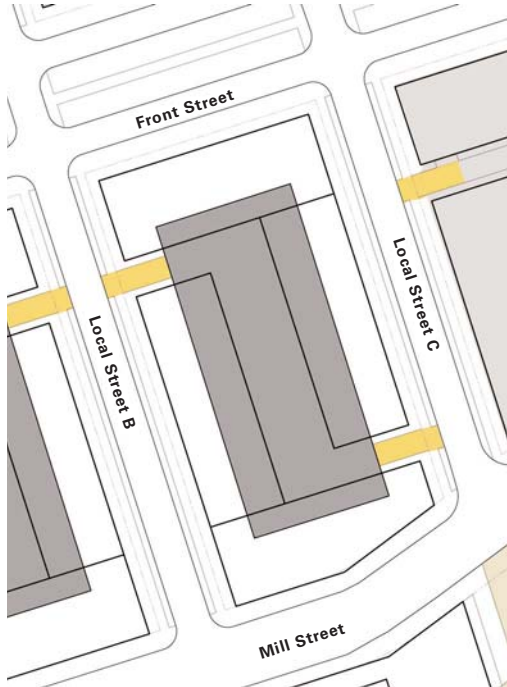
**FRONTAGES AND GROUND FLOOR USES**  
Front and Mill Streets will be lined with active uses on the ground floor. The block’s interior courtyard and Local Streets B and C will be lined with residences that have grade-related units. The buildings facing Mill Street will be developed as live/work.



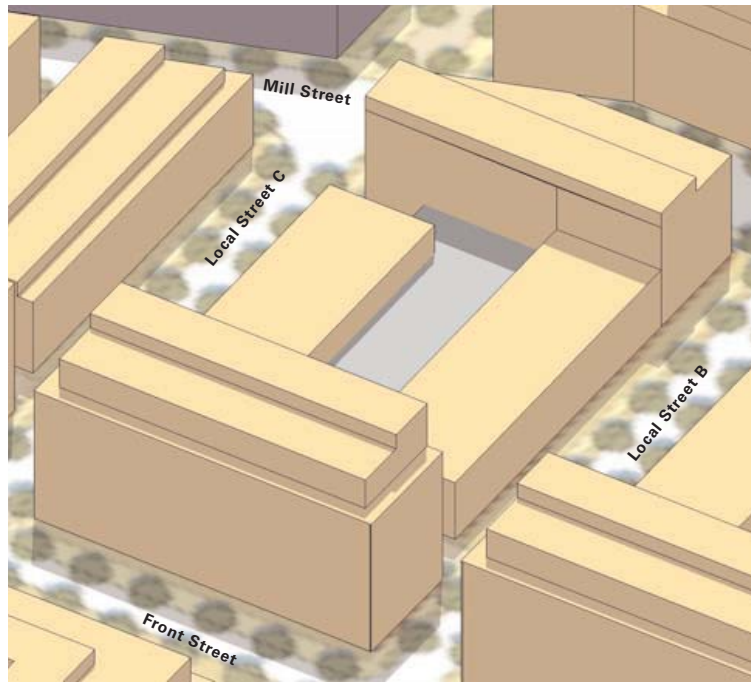
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
3.00m setbacks exist on Front Street, and Local Streets B and C. No setback zone occurs on Mill Street. A courtyard will be developed mid-block either at grade, or atop a parking structure for above-grade parking solutions.



**HEIGHTS AND STEPBACKS**  
Buildings along Front Street will be 10 storeys in height with a required setback after the 8th floor. Buildings on Mill Street will be 6 storeys in height with a setback after the 5th floor. Local Streets B and C will be 4 storeys in height to maintain the scale of intimate, neighbourhood streets.



**PARKING AND SERVICING**  
Access ways will be located along Local Streets B and C. Parking will occur mid-block, concealed on all sides by buildings. Though an above-grade parking solution is illustrated, developers are encouraged to explore below-grade parking solutions for development density and grade-related courtyards.



**OVERALL MASSING**  
Large apartment buildings define Front Street while townhouses line Local Streets B and C. Large apartment buildings with loft-like spaces are planned along Mill Street.

- ACTIVE USE FRONTAGE ZONE
- LIVE/WORK FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE

- SETBACK ZONE
- COURTYARD

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M

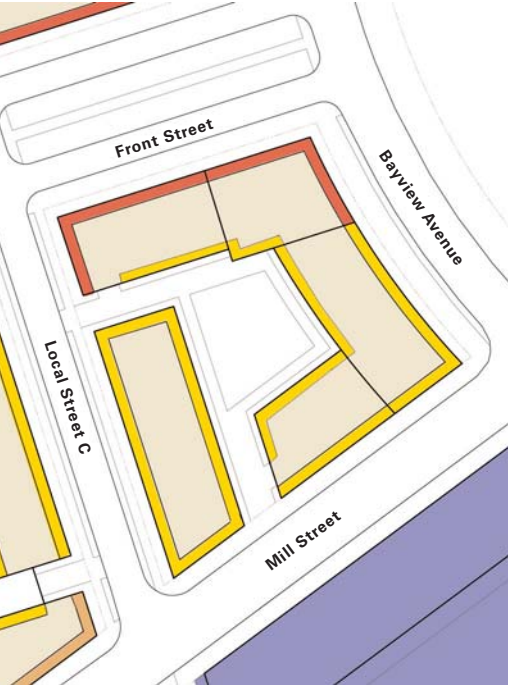
- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



BLOCK 12 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	28,200
Commercial GSM	2,260
<b>Total GSM</b>	<b>30,460</b>
Approximate residential units	240
Approximate parking spaces	180



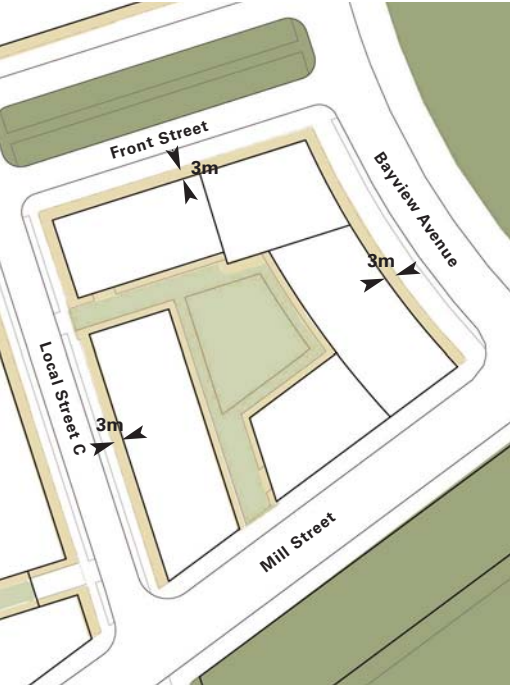
Block 13



FRONTAGES AND GROUND FLOOR USES

Front Street will be lined with active uses on the ground floor which will turn the corner on Bayview Avenue. The remainder of Bayview Avenue, Mill Street, and Local Street C will have residential frontage. The block's interior courtyard will also be lined with residences that have grade-related units.

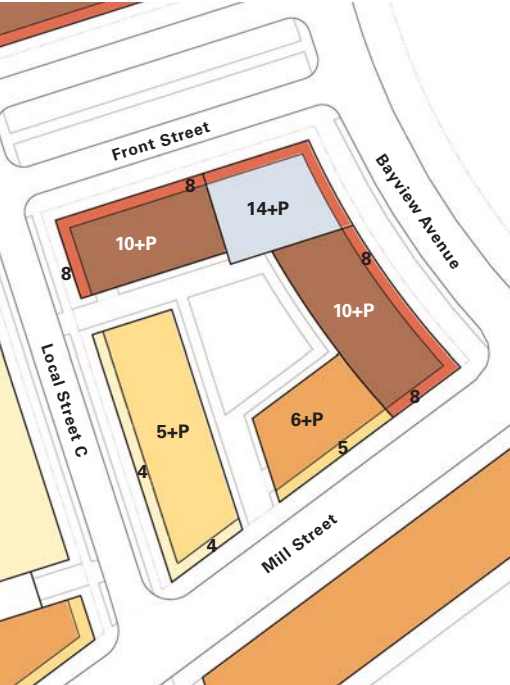
- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE



SETBACKS, COURTYARDS, AND OPEN SPACE

3.00m setbacks exist on Front Street, Bayview Avenue, and Local Street C. No setback zone occurs on Mill Street. A courtyard will be developed mid-block at grade, as frontage for grade-related units.

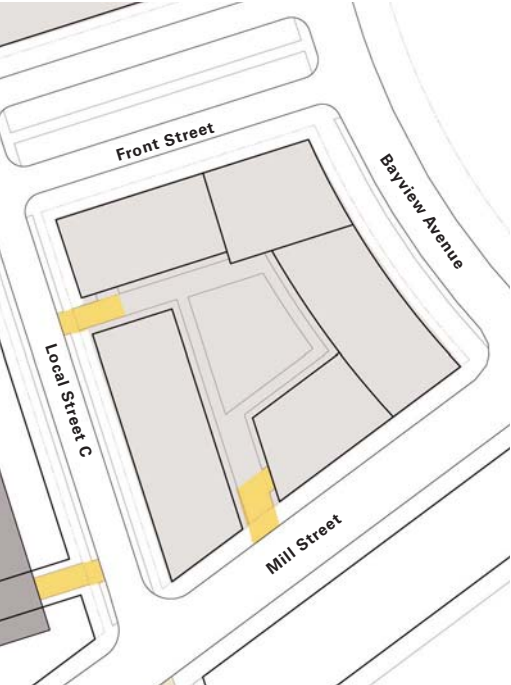
- SETBACK ZONE
- COURTYARD
- PUBLIC AND PUBLICLY-ACCESSIBLE OPEN SPACE



HEIGHTS AND STEPBACKS

Buildings along Front Street and Bayview Avenue will be 10 storeys in height with a required stepback after the 8th floor. Buildings on Mill Street will be 6 storeys in height with a stepback after the 5th floor. Local Streets C will be 5 storeys in height with a stepback after the fourth floor to maintain the scale of intimate, neighbourhood streets. A 14 storey tower will rise from the 10 storey building mass at the corner of Front Street and Bayview Avenue. It will stepback after the 8th floor to be in concert with the overall block.

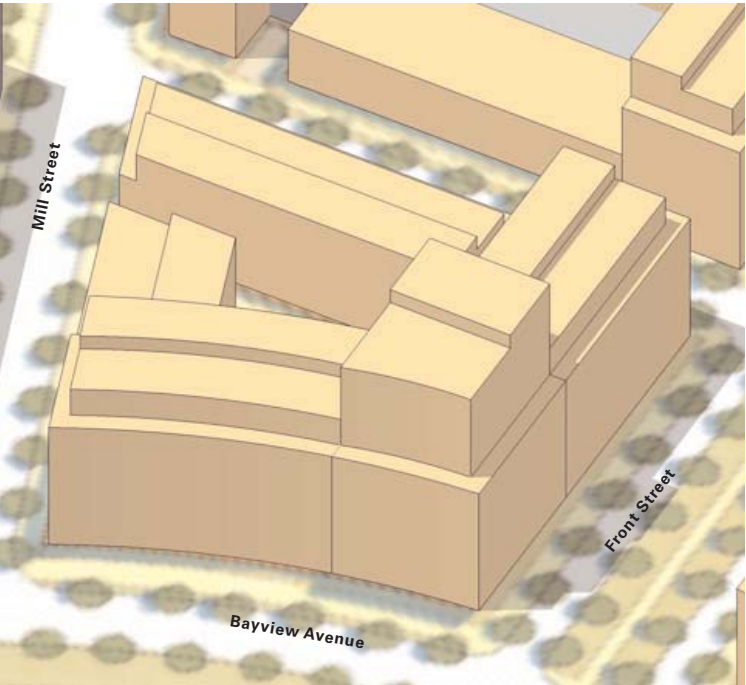
- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M
- 14 STOREYS+PENTHOUSE / 48M



PARKING AND SERVICING

Access ways will be located along Local Street C and Mill Street. Parking will be required below-grade in order to facilitate the density planned along Front Street and Bayview Avenue. Access ways will lead into the below-grade parking structure before reaching the interior courtyard.

- REQUIRED BELOW-GRADE PARKING
- ACCESS WAY



OVERALL MASSING

Large apartment buildings define Front Street and Bayview Avenue with a tower rising from these buildings to a height of 14 storeys. Large apartment buildings with loft-like spaces are planned along Mill Street. Small apartment buildings will be located along Local Street C.



BLOCK 13 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	40,340
Commercial GSM	2,080
<b>Total GSM</b>	<b>42,420</b>
Approximate residential units	450
Approximate parking spaces	360



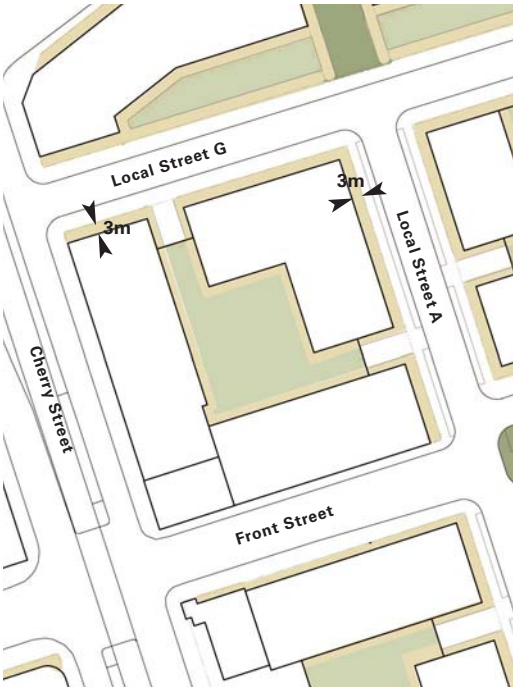
Block 14



FRONTAGES AND GROUND FLOOR USES

Front and Cherry Streets will be lined with active uses on the ground floor. Both Local Street A and the block's interior courtyard will be lined with residences that have grade-related units. This block houses a heritage building, the CN Police Building, which will remain as a component of the redeveloped area.

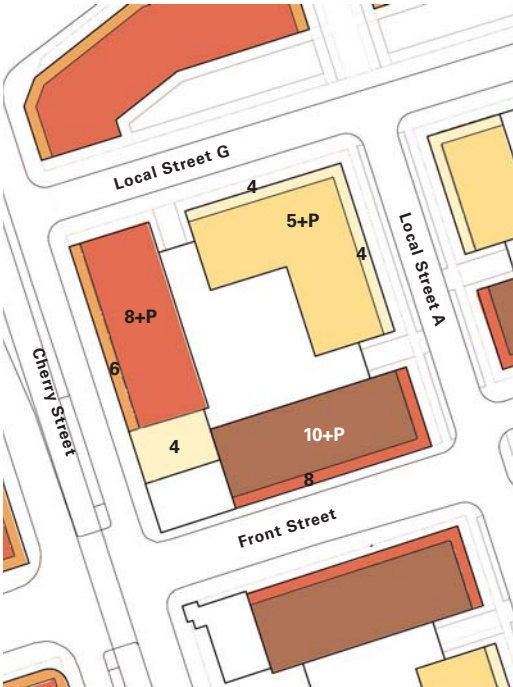
- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE
- HERITAGE BUILDING



SETBACKS, COURTYARDS, AND OPEN SPACE

3.00m setbacks exist on Local Street A. No setback zone occurs on Front Street or Cherry Street since new buildings are meant to align with the existing CN Police Building. Local Street G also has no setback requirement since it is envisioned as more of a private address, and because an existing storage building will remain to the north, on an adjacent block, in the near-term.

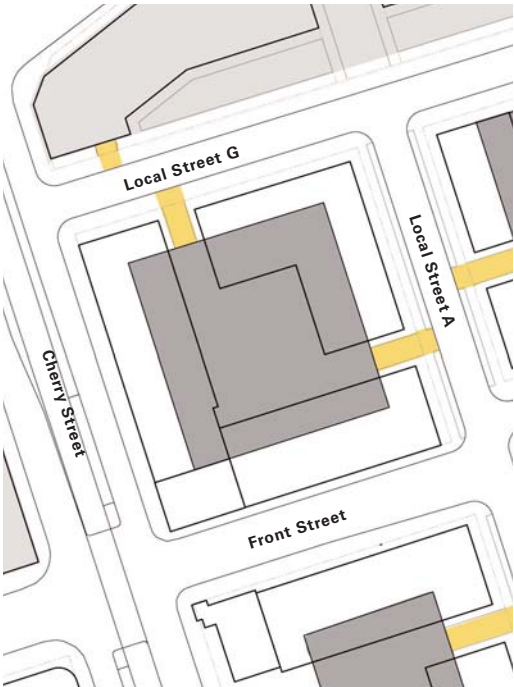
- SETBACK ZONE
- COURTYARD



HEIGHTS AND STEPBACKS

Buildings along Front Street will be 10 storeys in height with a required setback after the 8th floor. Buildings fronting Cherry Street will be 8 storeys with a setback after the 6th floor. A small four storey building will abut the existing CN Police Building to mitigate the scale between this structure and the rest of Cherry Street. A 5-storey apartment building will anchor the corner of Local Streets A and G, with a required setback after the 4th storey.

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M



PARKING AND SERVICING

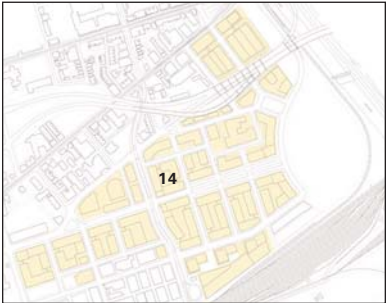
Access ways will be located along Local Streets A and G. Parking will occur mid-block, concealed on all sides by buildings. Though an above-grade parking solution is illustrated, developers are encouraged to utilize below-grade parking solutions for development density and grade-related courtyards.

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



OVERALL MASSING

Large apartment buildings define Front Street and Cherry Street, however the lower-scale CN Police Building and a counterpart 4 storey new building will anchor the corner. Small apartment buildings will be located along Local Streets A and G.



CN Police Building

BLOCK 14 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	26,400
Commercial GSM	460
<b>Total GSM</b>	<b>26,860</b>
Approximate residential units	290
Approximate parking spaces	270

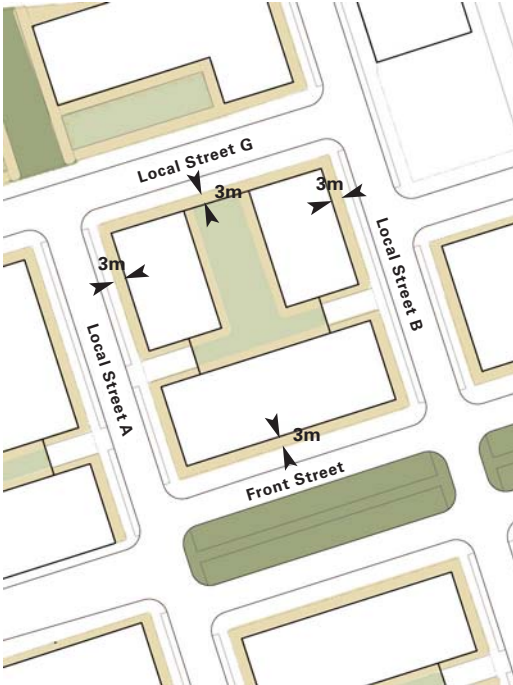


Block 15



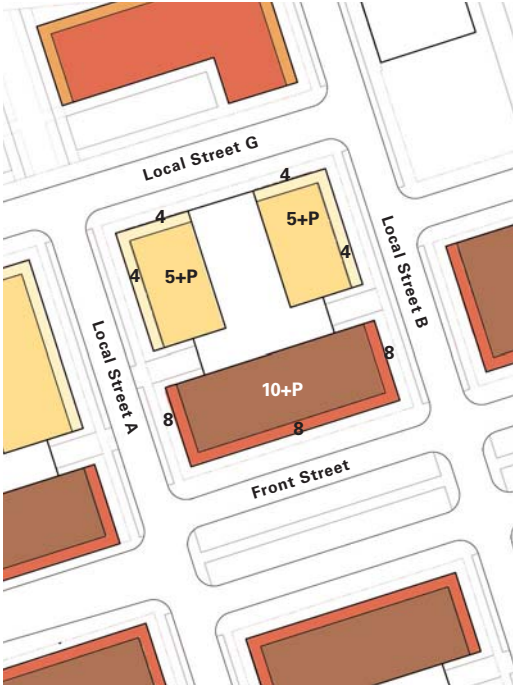
FRONTAGES AND GROUND FLOOR USES

Front Street will be lined with active uses on the ground floor, animating the Esplanade from Local Street A to Don River Park. Both Local Streets A and B, as well as the block's interior courtyard will be lined with residences that have grade-related units.



SETBACKS, COURTYARDS, AND OPEN SPACE

3.00m setback zones exist on Local Streets A and B, as well as Front Street itself. Local Street G has no setback requirement since it is envisioned as more of a private address, and because an existing storage building will remain to the north, on an adjacent block, in the near-term.



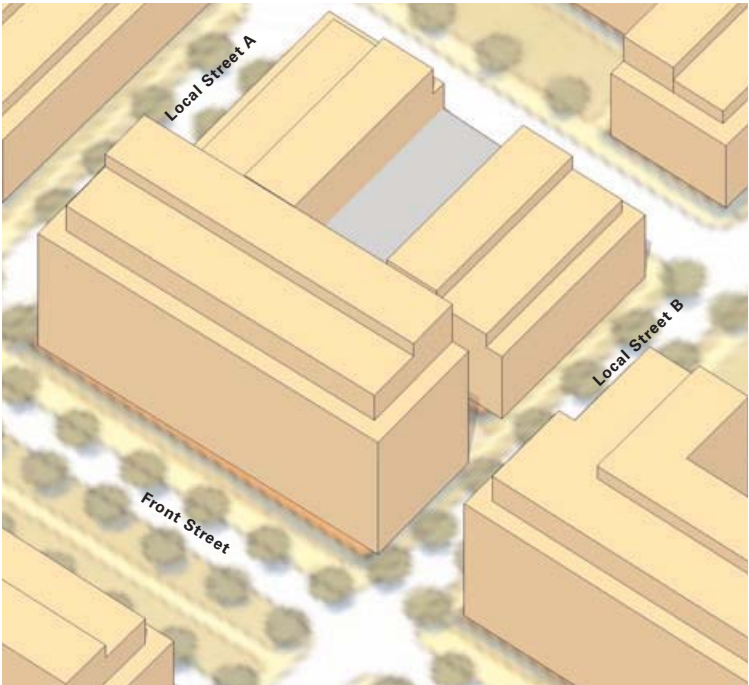
HEIGHTS AND STEPBACKS

Buildings along Front Street will be 10 storeys in height with a required setback after the 8th floor. Five storey apartment buildings will line Local Streets A, B, and G, with required setbacks after the 4th storey.



PARKING AND SERVICING

Access ways will be located along Local Streets A and B. Parking will occur mid-block, concealed on all sides by buildings. Though an above-grade parking solution is illustrated, developers are encouraged to explore below-grade parking solutions for development density and grade-related courtyards.



OVERALL MASSING

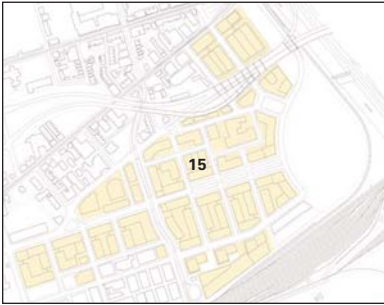
Large apartment buildings define Front Street, however lower-scale small apartment buildings will be located along Local Streets A, B, and G to provide a more intimate scale to the centre of this area.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE

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

- 4 STOREYS / 12M
- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



BLOCK 15 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	23,450
Commercial GSM	2,600
<b>Total GSM</b>	<b>26,050</b>
Approximate residential units	260
Approximate parking spaces	170

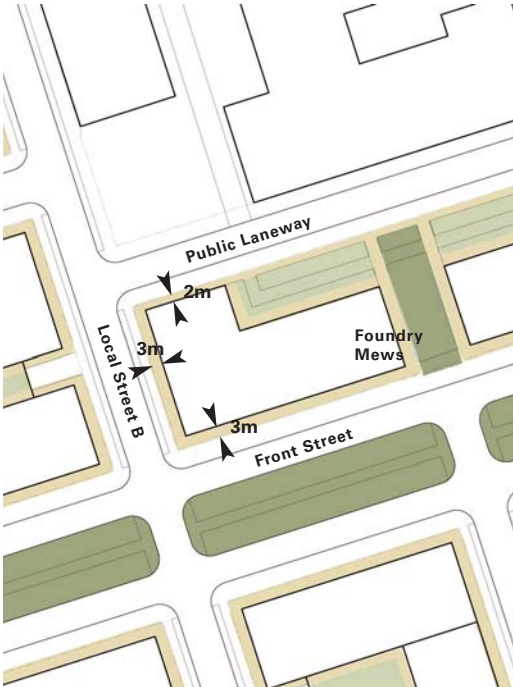


# Block 16 West



**FRONTAGES AND GROUND FLOOR USES**  
Front Street and Local Street B will be lined with active uses on the ground floor. Both the Foundry Mews and the interior courtyards surrounding the Foundry Buildings will also be active use areas intended to compliment the employment uses found in the Foundry itself.

ACTIVE USE FRONTAGE ZONE

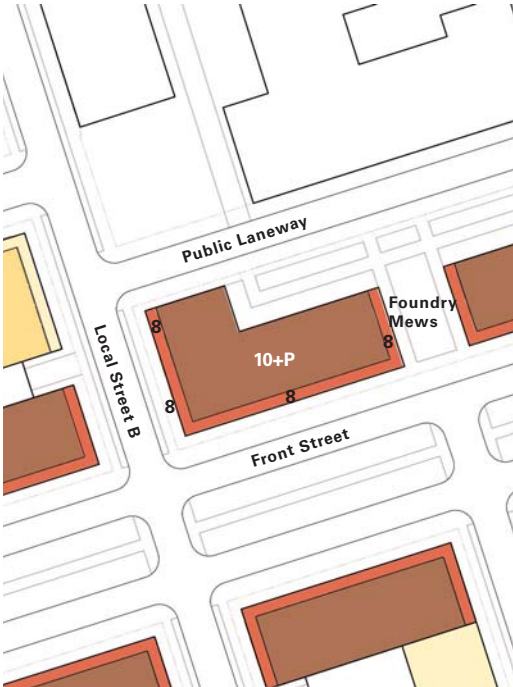


**SETBACKS, COURTYARDS, AND OPEN SPACE**  
3.00m setback zones exist on Front Street, as well as Local Street B, Foundry Mews, and the courtyard. These setbacks are intended to function as semi-private space adjacent to the public and publicly-accessible open space of the Foundry Mews. The Foundry Mews is intended to frame the Foundry Complex, and grant public access and views of these heritage structures from Front Street itself.

SETBACK ZONE

COURTYARD

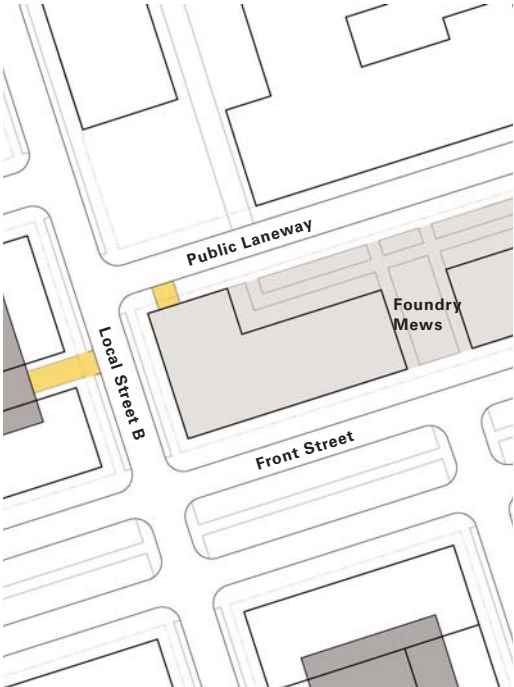
PUBLIC AND PUBLICLY-ACCESSIBLE OPEN SPACE



**HEIGHTS AND STEPBACKS**  
This building along Front Street will be 10 storeys in height with a required stepback after the 8th floor.

8 STOREYS+PENTHOUSE / 30M

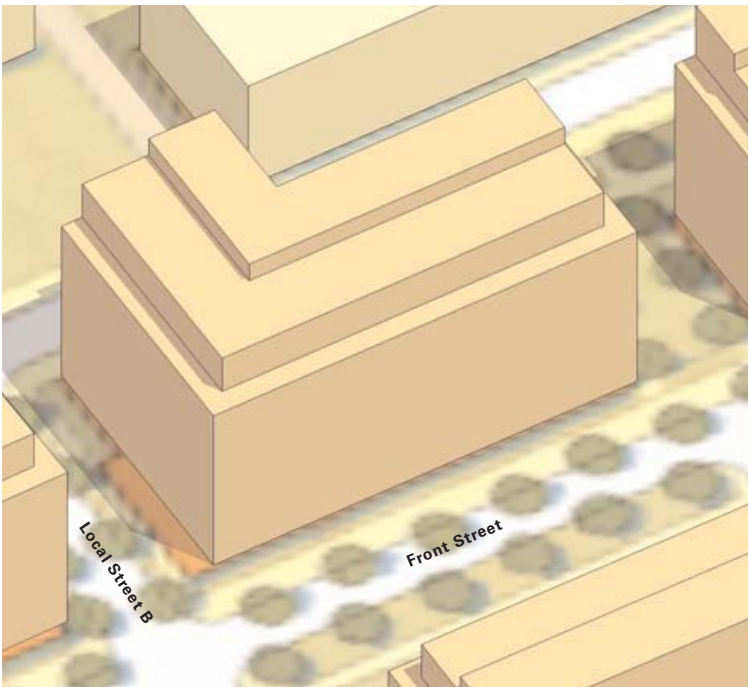
10 STOREYS+PENTHOUSE / 36M



**PARKING AND SERVICING**  
Local Street H will act as the access way for the block. Parking for this block will be accommodated in a required below-grade parking structure.

REQUIRED BELOW-GRADE PARKING

ACCESS WAY



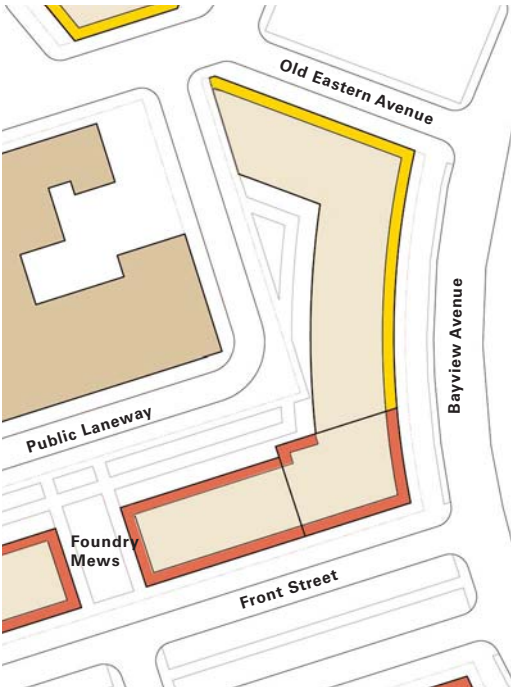
**OVERALL MASSING**  
Large apartment buildings define Front Street, Local Street B, and the Foundry Mews.



BLOCK 16 WEST ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	16,300
Commercial GSM	1,710
<b>Total GSM</b>	<b>18,010</b>
Approximate residential units	180
Approximate parking spaces	100

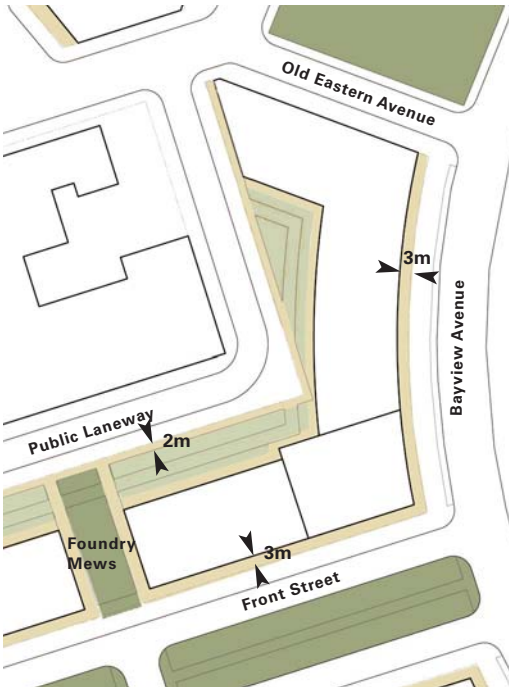


# Block 16 East



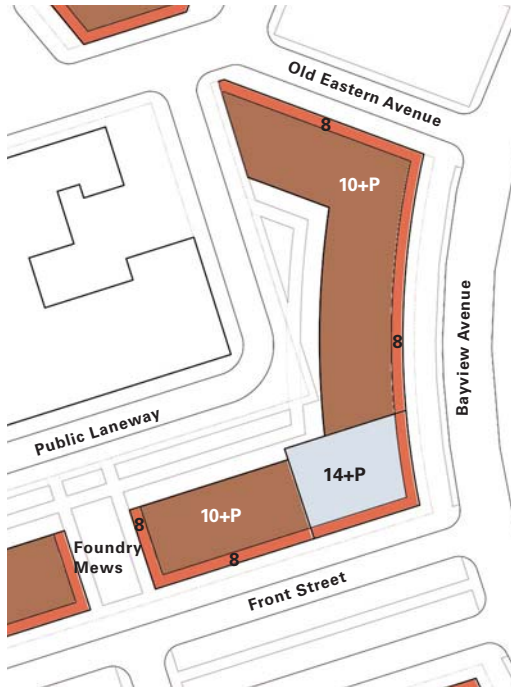
**FRONTAGES AND GROUND FLOOR USES**  
Front Street and the base of the tower on Bayview Avenue will be lined with active uses on the ground floor. In addition, the Foundry Mews and the interior courtyard south of the Foundry Buildings will also be active use areas intended to compliment the employment uses found in the Foundry itself. The rest of Bayview Avenue will be residential frontage.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE



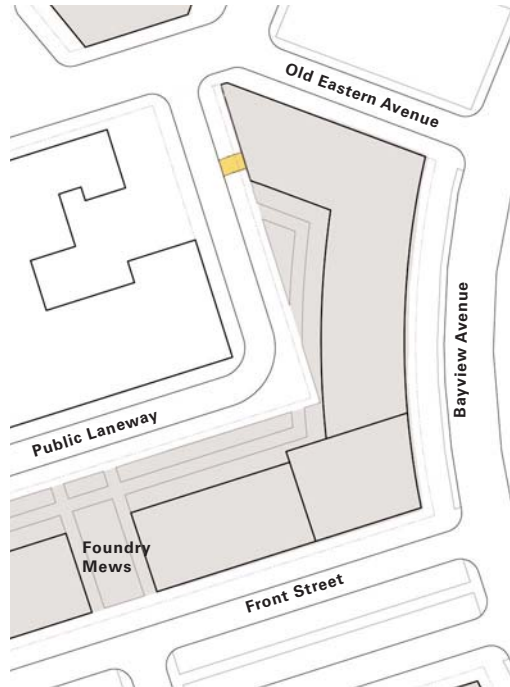
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
3.00m setback zones exist on Front Street, Bayview Avenue, Local Street H, the Foundry Mews, and the courtyard. These setbacks are intended to function as semi-private space adjacent to the public and publicly-accessible open space of the Foundry Mews. The Foundry Mews is intended to frame the Foundry Complex, and grant public access and views of these heritage structures from Front Street itself.

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



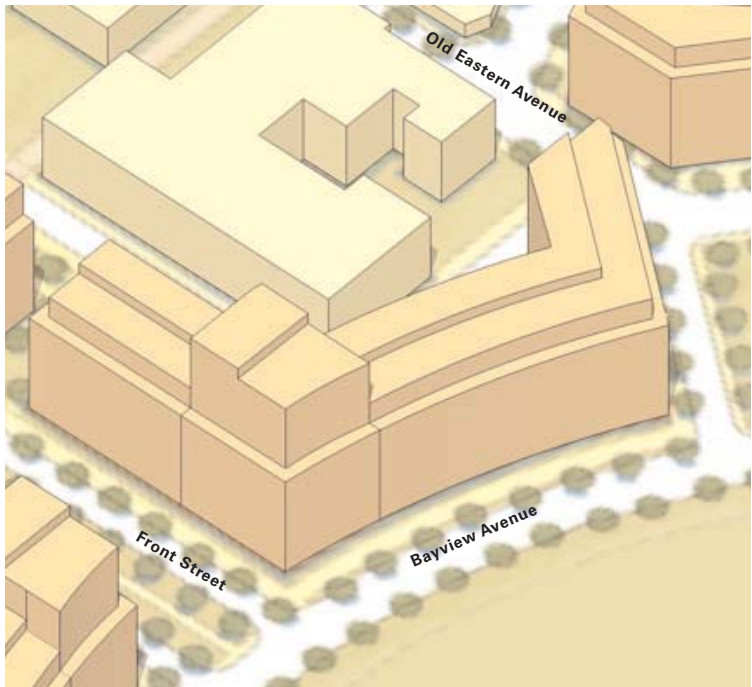
**HEIGHTS AND STEPBACKS**  
The buildings along Front Street, Bayview Avenue, and the Foundry Mews will be 10 storeys in height with a required setback after the 8th floor. A tower will rise from this 10 storey base at the corner of Front Street and Bayview Avenue to a height of 14 storeys.

- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M
- 14 STOREYS+PENTHOUSE / 48M

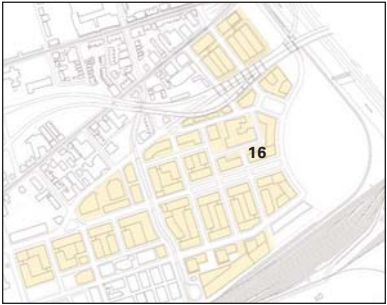


**PARKING AND SERVICING**  
Local Street H will act as the access way for the block. Parking for this block will be accommodated in a required below-grade parking structure due to its density and the development constraints posed by the nearby heritage structures.

- REQUIRED BELOW-GRADE PARKING
- ACCESS WAY



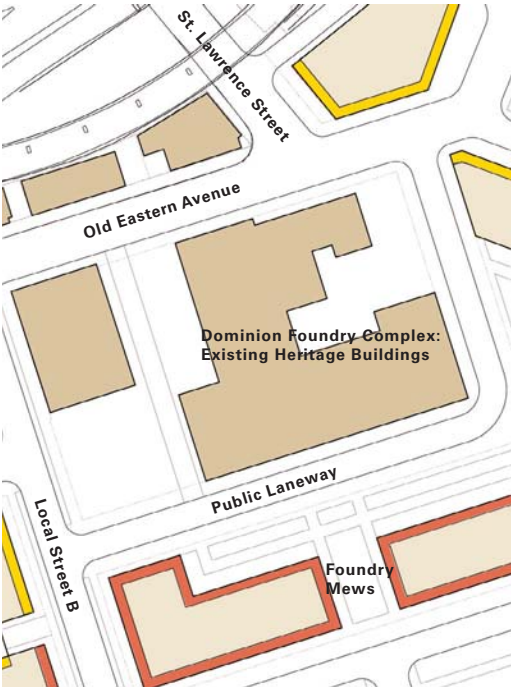
**OVERALL MASSING**  
Large apartment buildings define Front Street, Bayview Avenue, and the Foundry Mews.



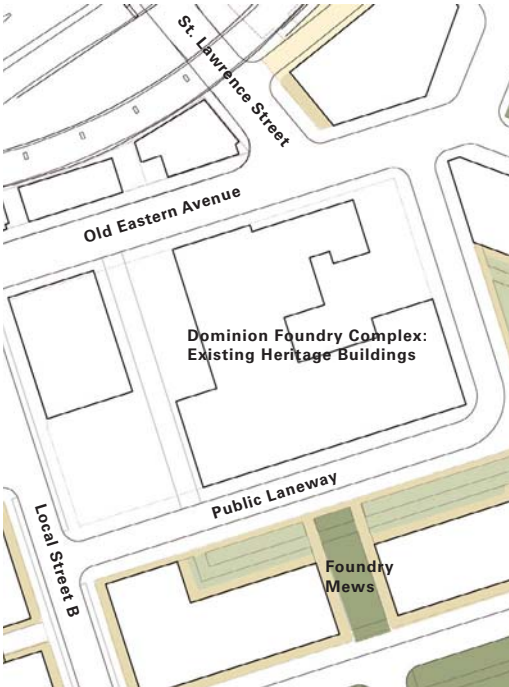
BLOCK 16 EAST ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	40,430
Commercial GSM	1,740
<b>Total GSM</b>	<b>42,170</b>
Approximate residential units	450
Approximate parking spaces	380



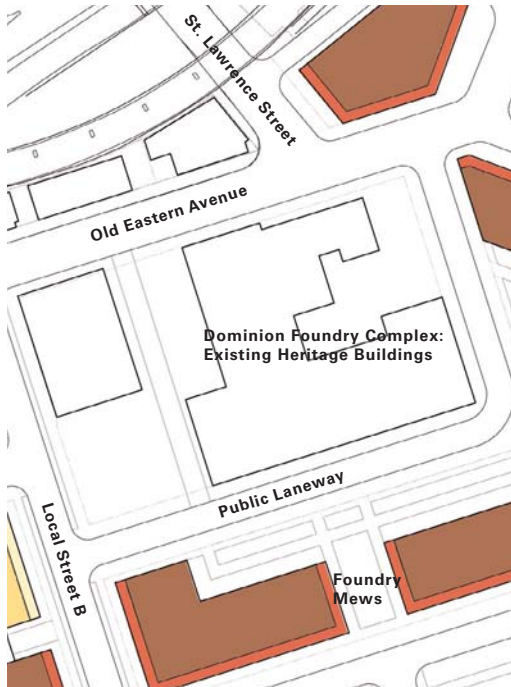
# Block 17



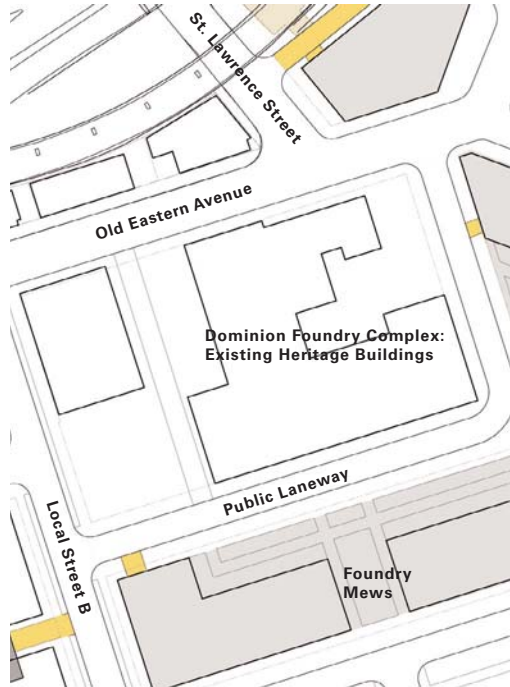
**FRONTAGES AND GROUND FLOOR USES**  
The Dominion Foundry Complex is the largest concentration of heritage buildings to be preserved within the Precinct. Development of this block requires restoration and preservation of these structures to modern use. Development should encourage usage by interesting tenants within what should be conceived as a campus environment.



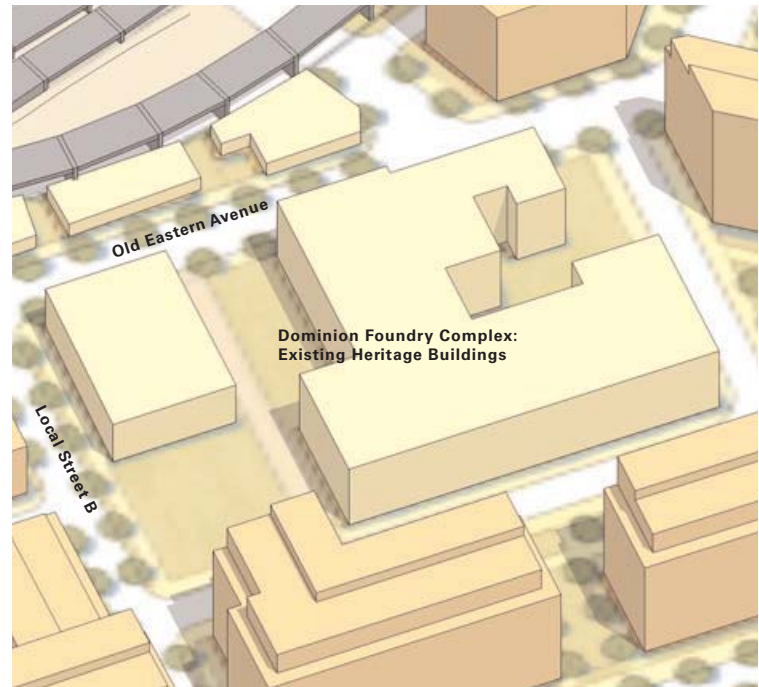
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
Since the complex of buildings exist, no further specific setbacks are required.



**HEIGHTS AND STEPBACKS**  
The Dominion Foundry buildings are two storeys in height. Thoughtful, architecturally-relevant additions may be made to these buildings to support their use. In all cases, existing architectural elements should be renovated to preserve heritage characteristics.

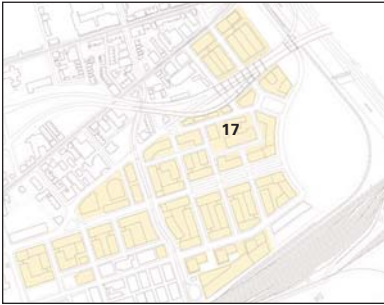


**PARKING AND SERVICING**  
Local Street H will act as the access way for the block. Parking for this block must be addressed in the specific site plan developed in the reuse of these buildings. The typical parking requirements cannot be met for this block due to the existing constraints.



**OVERALL MASSING**  
The Dominion Foundry Complex tells the story of the West Don Lands unique past.

HERITAGE BUILDING

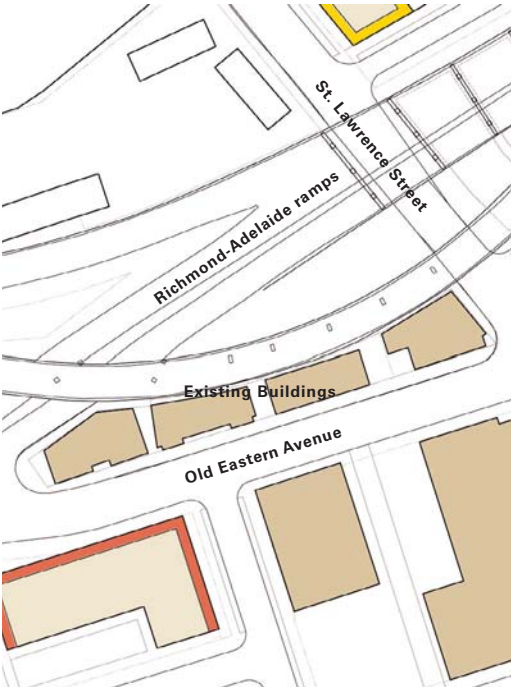


Dominion Foundry Buildings

BLOCK 17 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	0
Commercial GSM	7,760
<b>Total GSM</b>	<b>7,760</b>



# Block 18



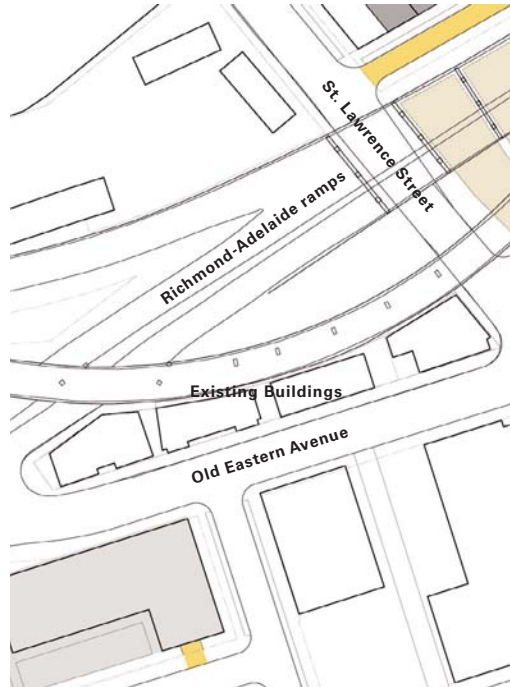
**FRONTAGES AND GROUND FLOOR USES**  
A number of existing buildings housing employment uses line the south side of the Richmond-Adelaide ramps.



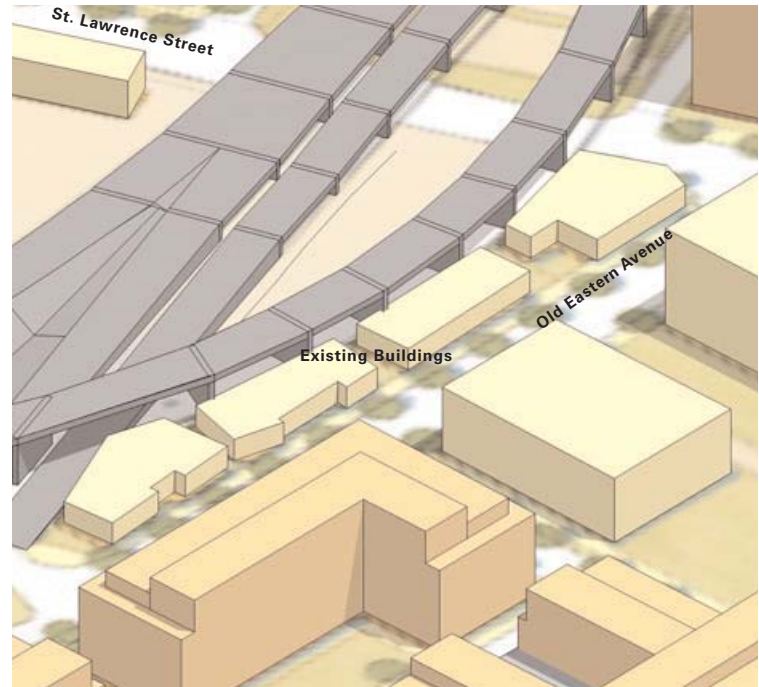
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
Since the series of buildings exist, no further specific setbacks are required.



**HEIGHTS AND STEPBACKS**  
The series of existing buildings are typically one storey in height.

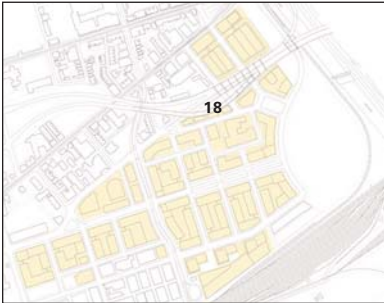


**PARKING AND SERVICING**  
Parking and servicing will remain as it currently exists.



**OVERALL MASSING**  
This series of existing buildings serve the important dual function of providing diverse workspace within the Precinct, as well as act as a buffer to the Richmond-Adelaide ramps.

HERITAGE BUILDING



Existing employment uses

BLOCK 18 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	0
Commercial GSM	1,440
<b>Total GSM</b>	<b>1,440</b>



Block 19



**FRONTAGES AND GROUND FLOOR USES**  
Active frontage is required along Old Eastern Avenue and at the head of River Square. These active uses should compliment the other employment uses in this area of the Precinct.



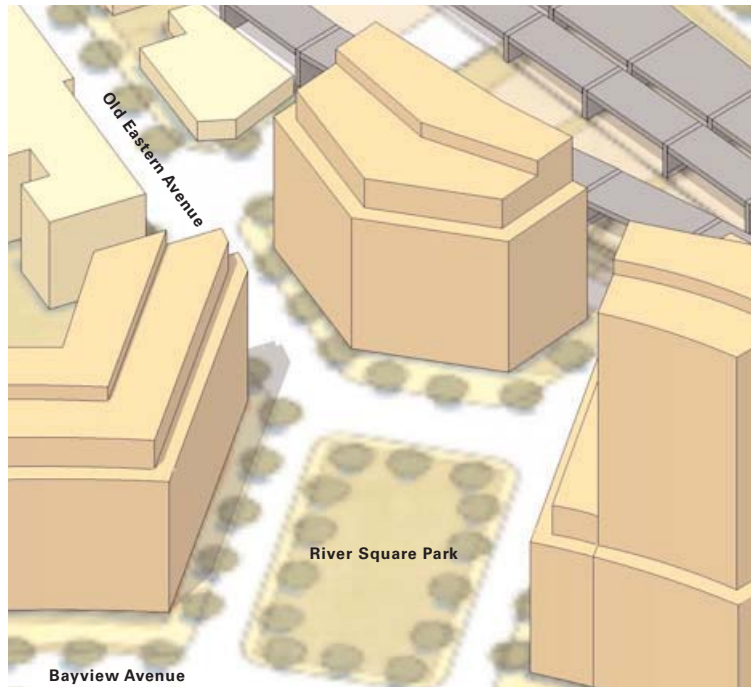
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
A 4m setback zone is prescribed along St. Lawrence Street, while a 6m setback zone will be located along River Street. No setback is required along Old Eastern Avenue and River Square. A private laneway is provided adjacent to the Richmond-Adelaide ramps to service the block.



**HEIGHTS AND STEPBACKS**  
The building on Block 20 is a 10 storey building with a stepback after the 8th floor.



**PARKING AND SERVICING**  
Parking is provided by surface parking areas under the Richmond-Adelaide ramps. Below-grade parking is also required below the block in order to satisfy its requirements. Access to parking and servicing is from the private laneway running along the north portion of the block.



**OVERALL MASSING**  
Large apartment buildings define all streets.

RESIDENTIAL USE FRONTAGE ZONE

SETBACK ZONE  
PRIVATE LANEWAY

8 STOREYS+PENTHOUSE / 30M  
10 STOREYS+PENTHOUSE / 36M

REQUIRED BELOW-GRADE PARKING  
SURFACE PARKING  
ACCESS WAY



BLOCK 19 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	10,400
Commercial GSM	0
<b>Total GSM</b>	<b>10,400</b>
Approximate residential units	115
Approximate parking spaces	80



Block 20



**FRONTAGES AND GROUND FLOOR USES**  
Residences will line River Street, Bayview Avenue, Don River Park, and the block's internal courtyard. Ground-related units should occupy the bottom floors of all buildings to provide for an intimate, neighbourhood street experience.

RESIDENTIAL FRONTAGE ZONE



**SETBACKS, COURTYARDS, AND OPEN SPACE**  
3.00m setback zones occur along Bayview Avenue (though it tapers to reflect the Park's crescent shape), and to define semi-private space in relationship to the Don River Park and mid-block elevated courtyard. A courtyard is planned as an address for units atop the imbedded parking structure. A private laneway is located to provide access to the block on its northern edge. The development block is contiguous with Don River Park, and should properly address this public space.

SETBACK ZONE

COURTYARD

PRIVATE LANEWAY

OPEN PUBLIC OR PUBLICLY-ACCESSIBLE SPACE

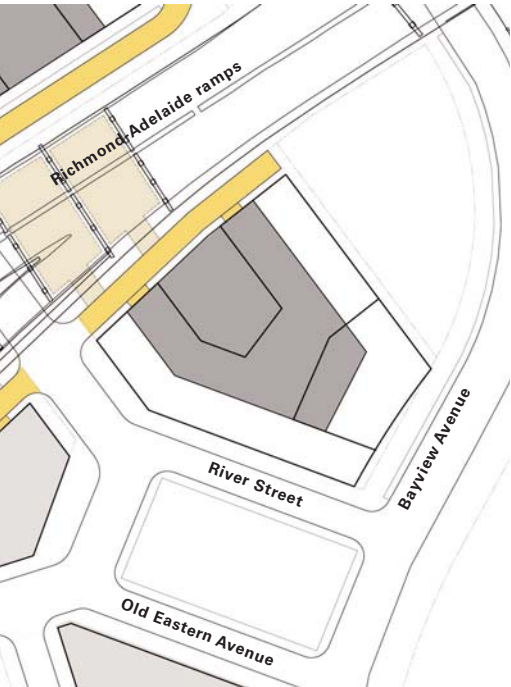


**HEIGHTS AND STEPBACKS**  
The overall building mass is ten storeys in height with a stepback after the 8th floor. A 24-storey tower rises from this mass after a required stepback after the 8th floor.

8 STOREYS+PENTHOUSE / 30M

10 STOREYS+PENTHOUSE / 36M

24 STOREYS+PENTHOUSE / 78M

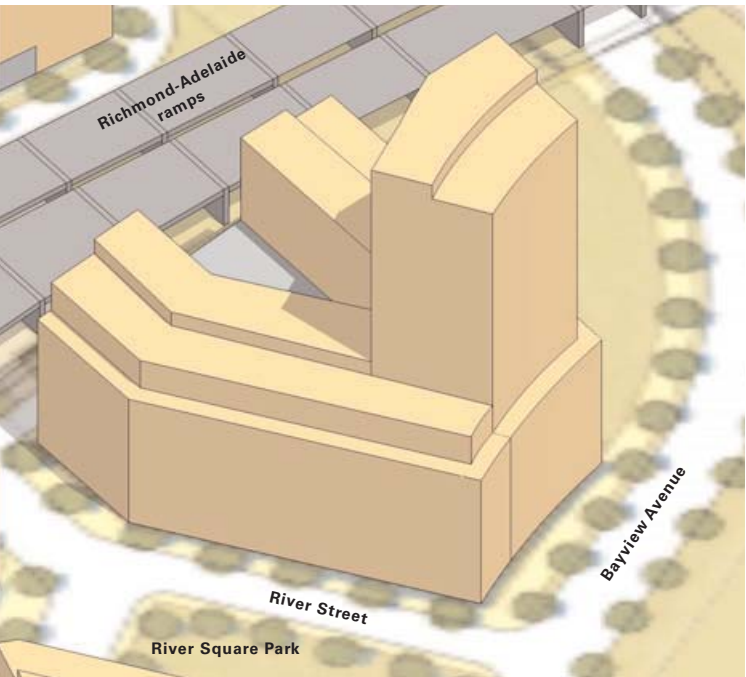


**PARKING AND SERVICING**  
Parking for the block is required to be accommodated above-grade due to the requirements of the flood protection landform. An access way is provided along the northern edge of the block for both parking and servicing.

SURFACE PARKING

ABOVE-GRADE PARKING LOCATION

ACCESS WAY



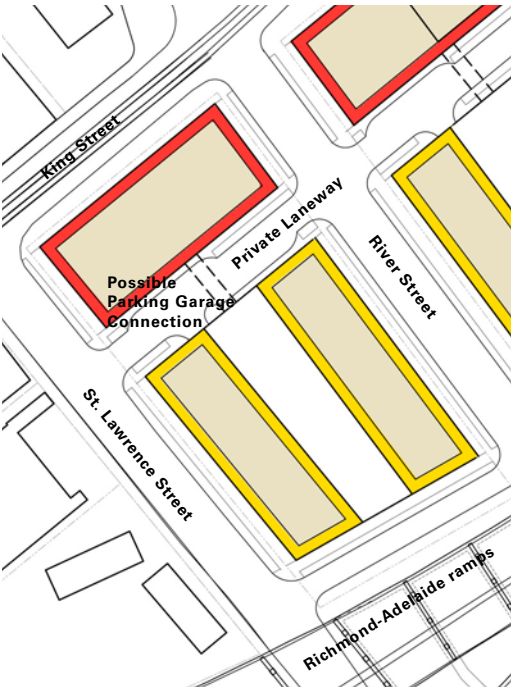
**OVERALL MASSING**  
Large apartment buildings with ground-related units at the base dominate the block. A 24-storey tower rises from this mass, and acts as a gateway and beacon for the Precinct. Beyond its initial stepback, it should be gracefully sculpted in its design.

**BLOCK 20  
ILLUSTRATIVE DEVELOPMENT PROGRAM**

Residential GSM	31,380
Commercial GSM	0
<b>Total GSM</b>	<b>31,380</b>
Approximate residential units	350
Approximate parking spaces	260

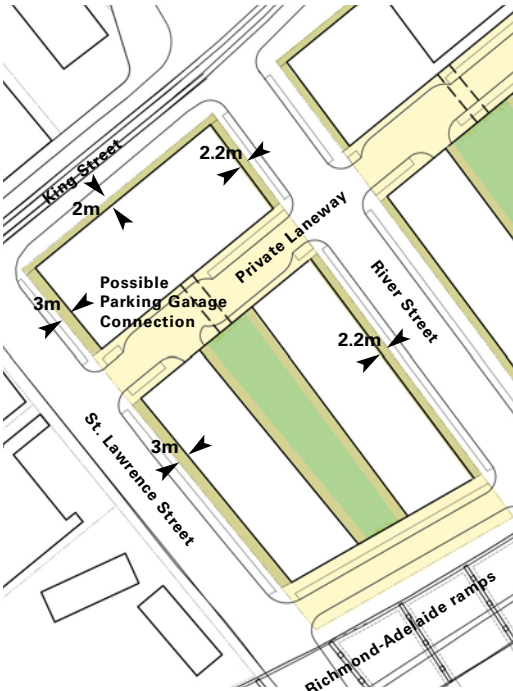


# Block 21



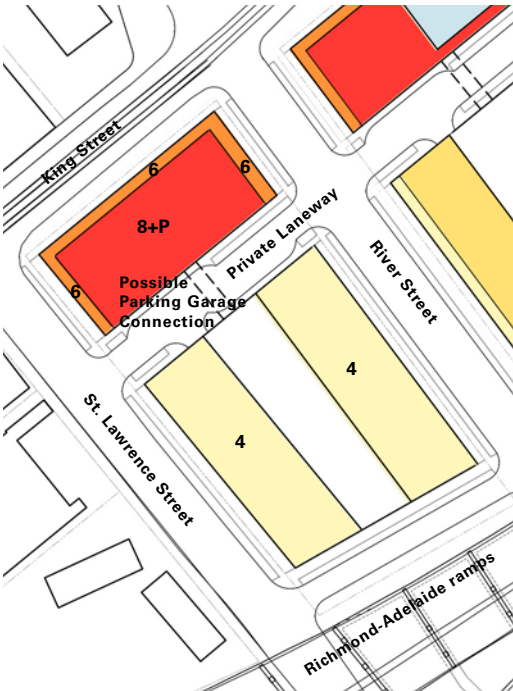
## FRONTAGES AND GROUND FLOOR USES

Active uses are planned along King Street to continue the pattern found throughout this area of the City. Residences will line St. Lawrence and River Streets, as well as the private laneway and interior courtyard.



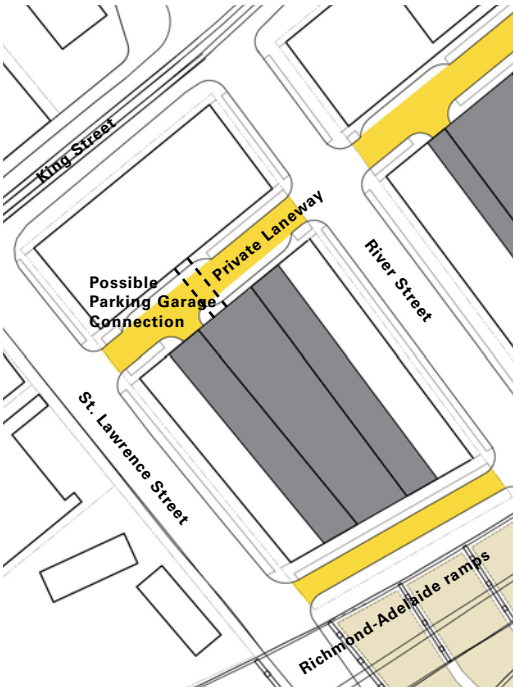
## SETBACKS, COURTYARDS, AND OPEN SPACE

3.00m setback zones occur along St. Lawrence, King, and River Streets. No setbacks occur along the private laneway or the access way adjacent to the Richmond-Adelaide ramps. A courtyard will be developed mid-block atop a parking structure due to flood protection landform requirements.



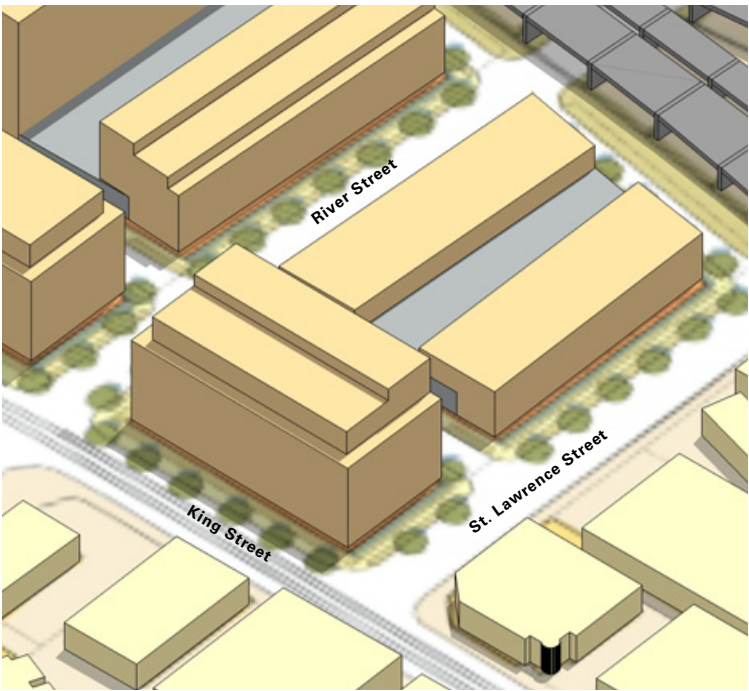
## HEIGHTS AND STEPBACKS

Buildings along King Street are 8 storeys in height with a stepback after the 6th floor. Buildings facing St. Lawrence and River Streets are 4 storeys with ground-related units facing the streets, as well as the interior courtyard.



## PARKING AND SERVICING

Parking for the block is required to be accommodated above-grade due to the requirements of the flood protection landform. A private laneway is positioned parallel to King Street to provide servicing and pedestrian connection to the Don River Park. A laneway adjacent to the Richmond-Adelaide ramps also acts as a parking and servicing route.



## OVERALL MASSING

Large apartment buildings line King Street. Townhouses line St. Lawrence and River Streets, the neighbourhood street network.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE

- SETBACK ZONE
- COURTYARD
- PRIVATE LANEWAY

- 4 STOREYS / 12M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M

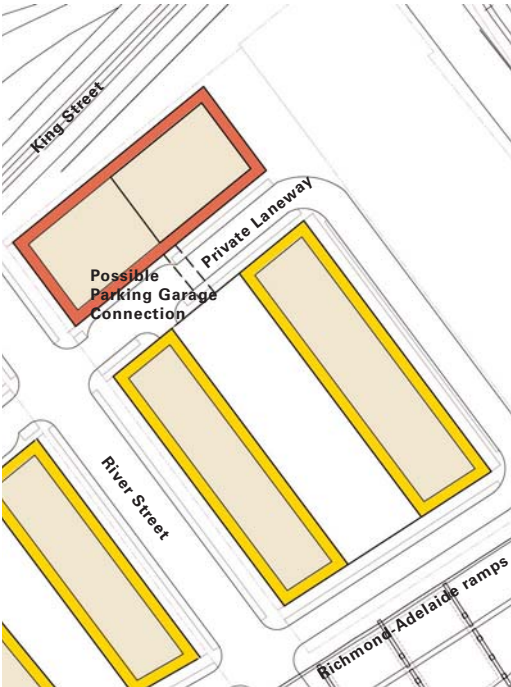
- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY



BLOCK 21 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	10,500
Commercial GSM	1,430
<b>Total GSM</b>	<b>11,900</b>
Approximate residential units	120
Approximate parking spaces	50

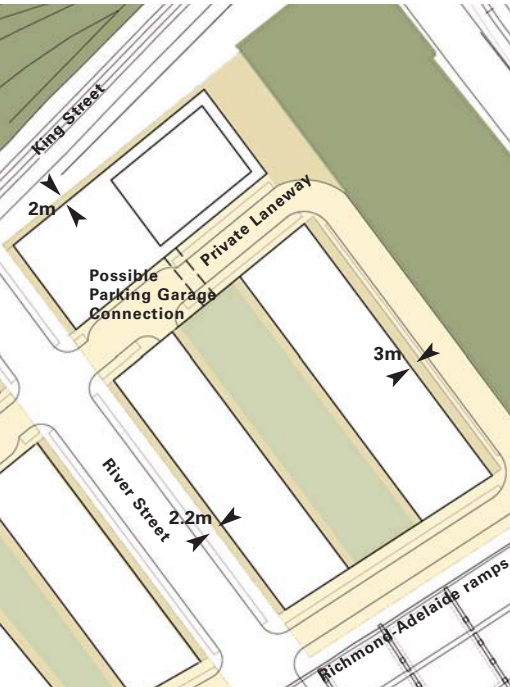


Block 22



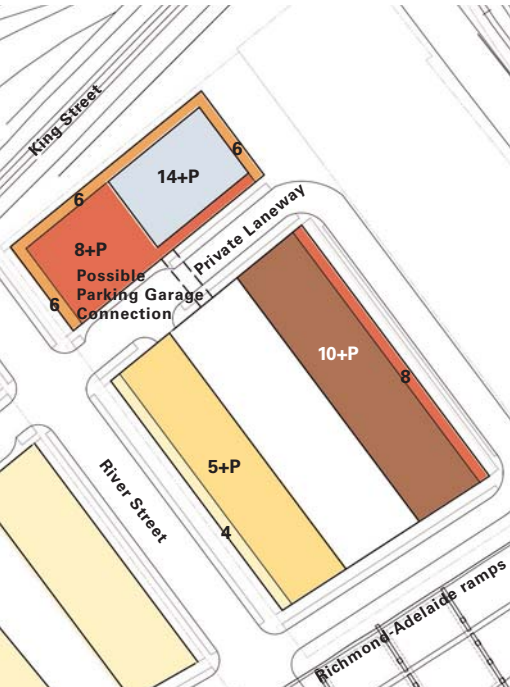
**FRONTAGES AND GROUND FLOOR USES** c  
Active uses are planned along King Street to continue the pattern found throughout this area of the City. Residences will line River Street, as well as the private laneway and interior courtyard.

- ACTIVE USE FRONTAGE ZONE
- RESIDENTIAL FRONTAGE ZONE



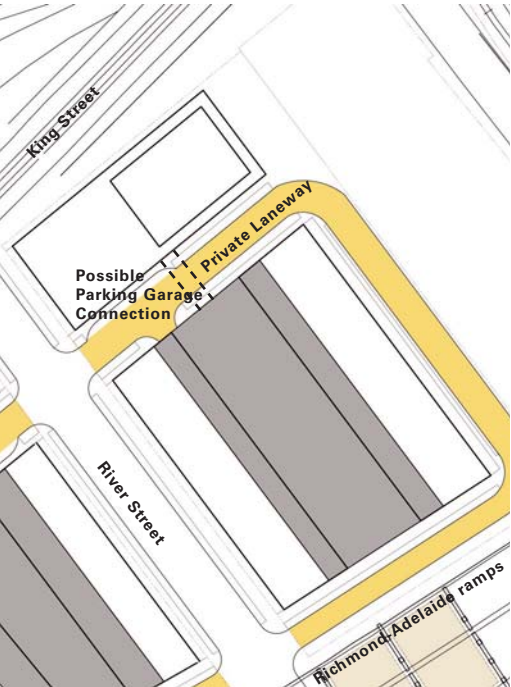
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
3.00m setback zones occur along King and River Streets. A 2.50m setback zone occurs along the private laneway fronting the Don River Park as negotiated with the TRCA. No setbacks occur along the private laneway parallel to King Street or the Richmond-Adelaide ramps. A courtyard will be developed mid-block atop a parking structure due to flood protection landform requirements.

- SETBACK ZONE
- COURTYARD
- PRIVATE LANEWAY



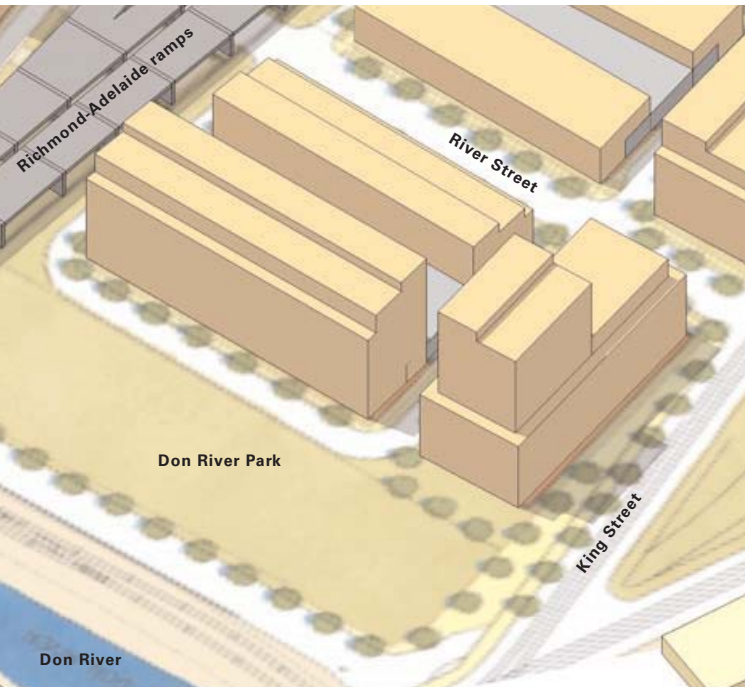
**HEIGHTS AND STEPBACKS**  
Buildings along King Street are 8 storeys in height with a stepback after the 6th floor. A 14 storey tower rises from this building mass with a matching stepback after the 6th floor. Buildings facing River Street are 5 storeys in height with a stepback after the 4th floor, housing ground-related units facing the street, as well as the interior courtyard. Buildings along the Don River Park are 10 storeys in height with a stepback after the 8th floor.

- 5 STOREYS+PENTHOUSE / 21M
- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M
- 10 STOREYS+PENTHOUSE / 36M
- 14 STOREYS+PENTHOUSE / 48M



**PARKING AND SERVICING**  
Parking for the block is required to be accommodated above-grade due to the requirements of the flood protection landform. An private laneway is positioned parallel to King Street to provide servicing and pedestrian connection to the Don River Park. A laneway adjacent to the Richmond-Adelaide ramps also acts as a parking and servicing route.

- ABOVE-GRADE PARKING LOCATION
- ACCESS WAY

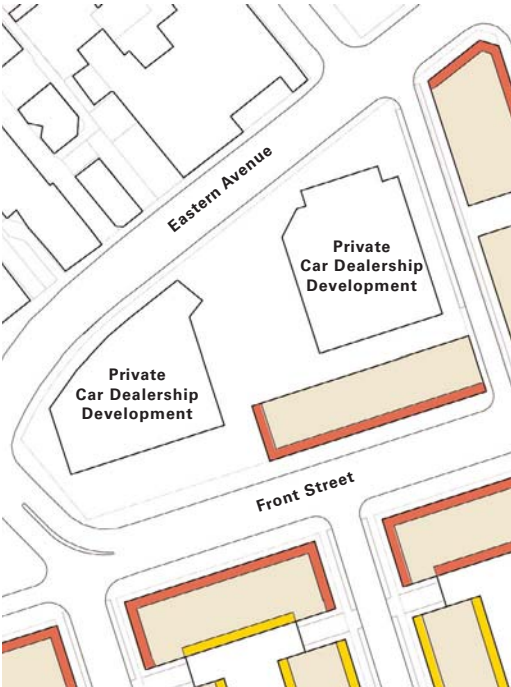


**OVERALL MASSING**  
Large apartment buildings line King Street and overlook the Don River Park. A tower is also rises from the King Street building, located at the confluence of King Street, Queen Street, and the northernmost portion of the Don River Park. Small apartment buildings will face River Street, with imbedded grade-related townhouses to active the street.

BLOCK 22 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	38,800
Commercial GSM	1,600
<b>Total GSM</b>	<b>40,400</b>
Approximate residential units	430
Approximate parking spaces	340

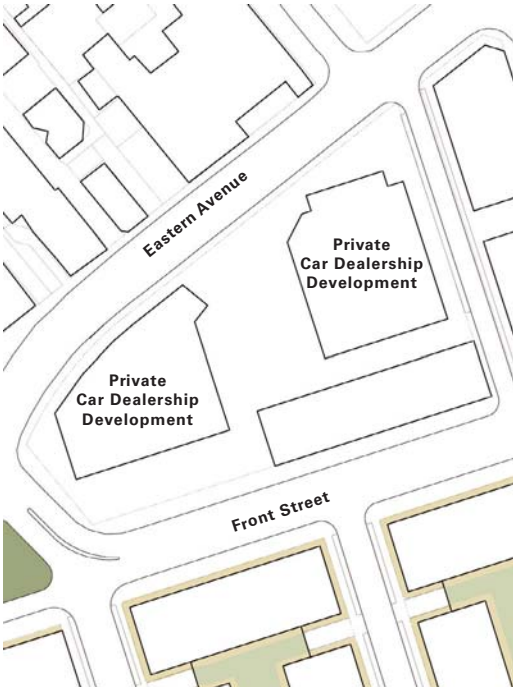


# Block P1

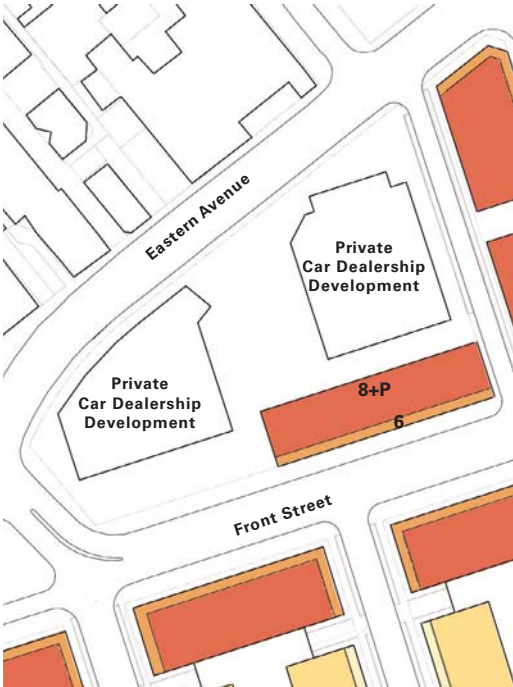


**FRONTAGES AND GROUND FLOOR USES**  
Active uses are planned along Front Street. This development zone stands on a privately-owned block, which will be the future site of two car dealerships. This development arrangement is part of a land exchange involving the First Parliament site. All land is now privately-owned.

ACTIVE USE FRONTAGE ZONE

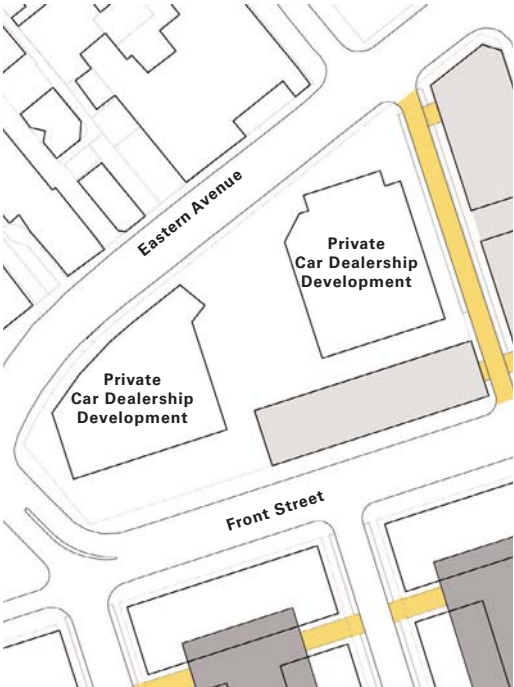


**SETBACKS, COURTYARDS, AND OPEN SPACE**  
Due to the site constraints and development agreement, no setbacks are planned along Front Street.



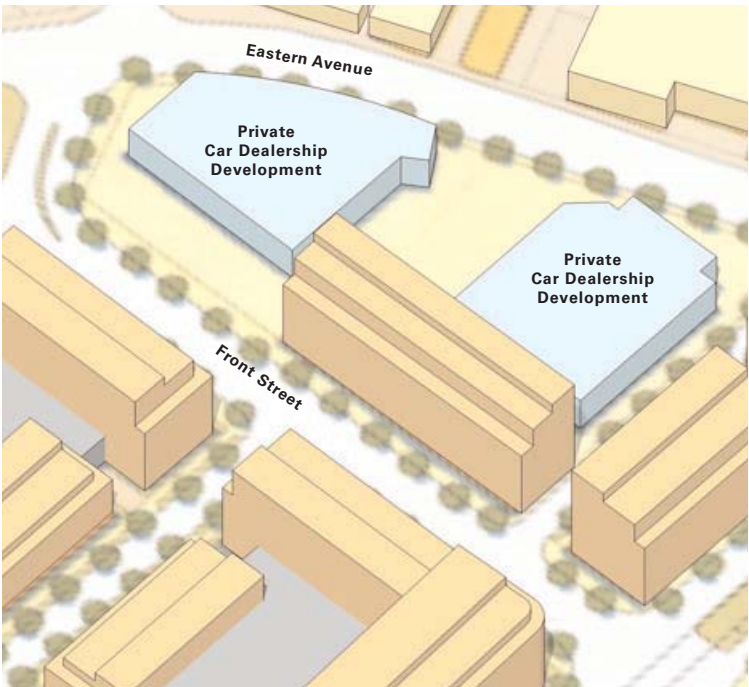
**HEIGHTS AND STEPBACKS**  
Buildings will be 8 storeys in height with a stepback after the 6th floor.

6 STOREYS+PENTHOUSE / 24M  
8 STOREYS+PENTHOUSE / 30M

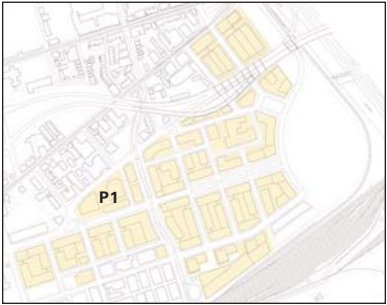


**PARKING AND SERVICING**  
Parking will be required below-grade due to the site constraints, and the access way will be shared with Block 5, to the east.

REQUIRED BELOW-GRADE PARKING  
ACCESS WAY



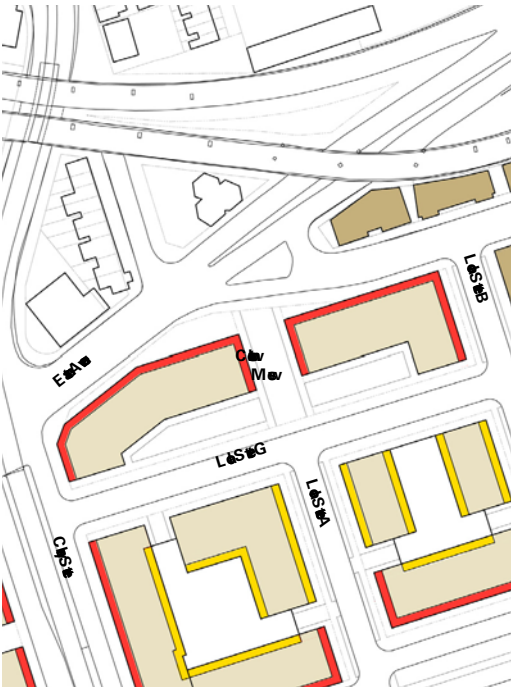
**OVERALL MASSING**  
Large apartment buildings will face Front Street.



BLOCK P1 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	8,000
Commercial GSM	4,900
<b>Total GSM</b>	<b>12,900</b>
Car Dealerships	52,400 sf
Approximate residential units	90
Approximate parking spaces	0

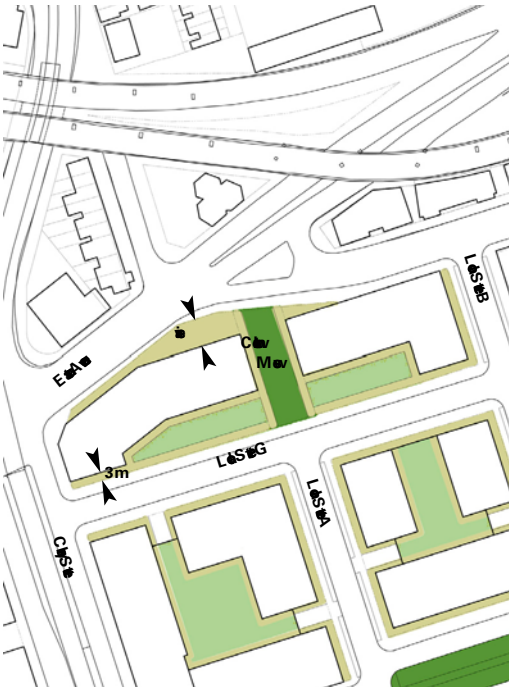


Block P2



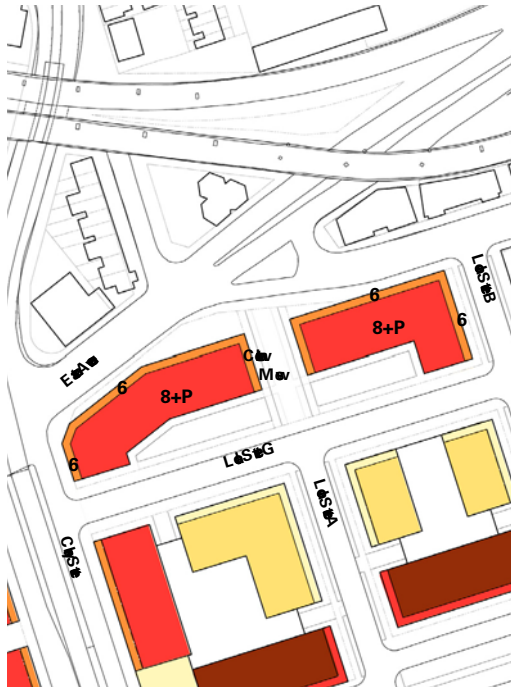
**FRONTAGES AND GROUND FLOOR USES**  
This block is privately-owned, and a storage building currently exists on the site. Upon redevelopment, residential or commercial uses are encouraged to fit in with this employment area of the Precinct.

ACTIVE USE FRONTAGE ZONE



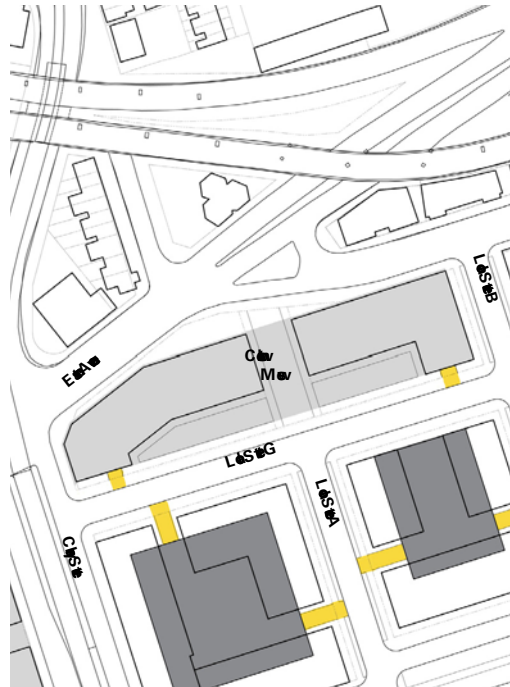
**SETBACKS, COURTYARDS, AND OPEN SPACE**  
3.00m setbacks exist along the Corktown Mews and interior courtyards. A varying setback that follows the alignment of Eastern Avenue exists at the northern edge of the site. No setbacks are planned along Local Street B. Courtyard areas exist beyond the development zones. Corktown Mews acts as a connective, pedestrian space continued along the alignment of Local Street A, and provides passive recreation space for the Precinct.

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



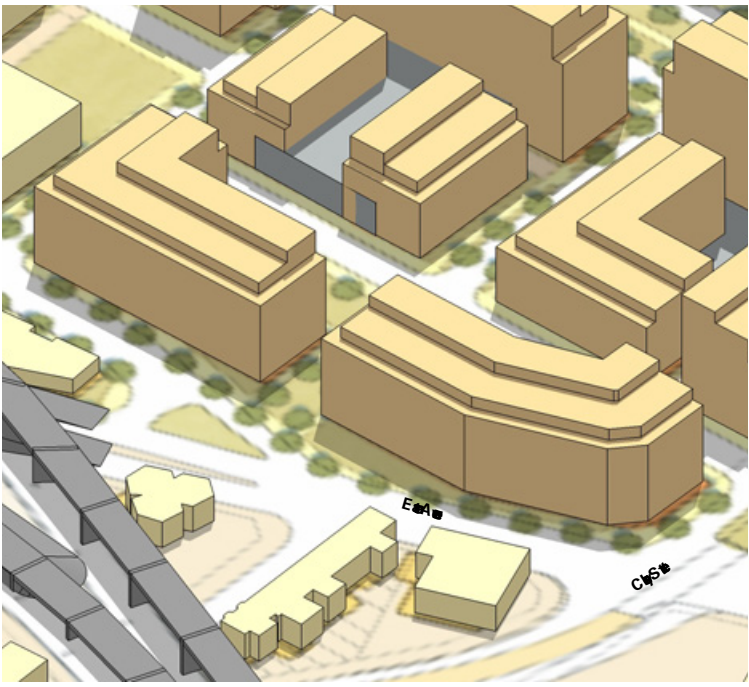
**HEIGHTS AND STEPBACKS**  
Buildings along Eastern Avenue, Cherry Street, and Corktown Mews are 8 storeys in height with a setback after the 6th floor. Existing zoning allows for a 26-metre height limit on this site.

- 6 STOREYS+PENTHOUSE / 24M
- 8 STOREYS+PENTHOUSE / 30M



**PARKING AND SERVICING**  
Below-grade parking is required for the redevelopment of this block due to site constraints.

- REQUIRED BELOW-GRADE PARKING
- ACCESS WAY



**OVERALL MASSING**  
Large apartment buildings define this block and give form to Eastern Avenue, a major connector street in the City.

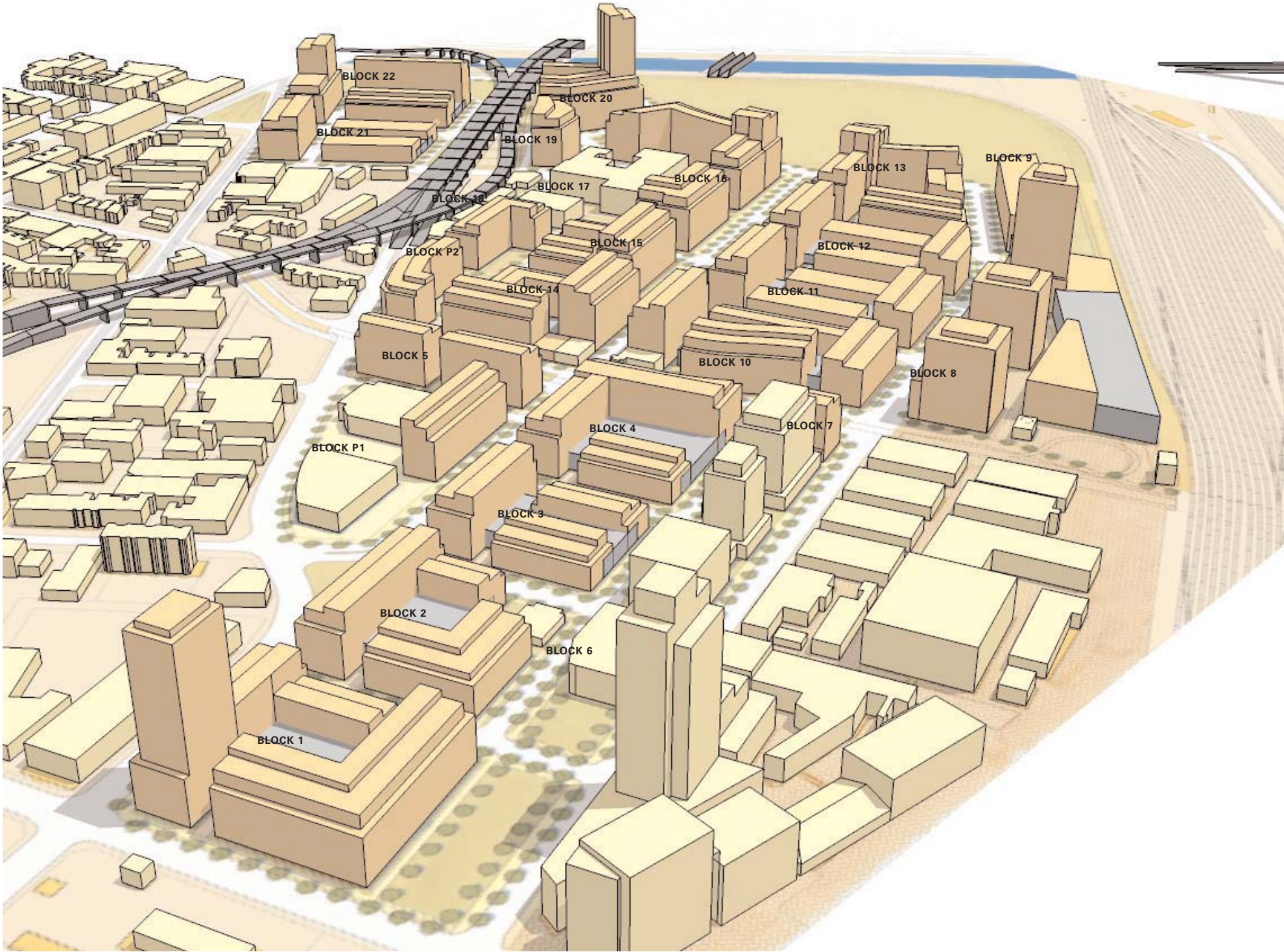


BLOCK P2 ILLUSTRATIVE DEVELOPMENT PROGRAM	
Residential GSM	16,000
Commercial GSM	0
<b>TOTAL GSM</b>	<b>16,000</b>
Approximate residential units	180
Approximate parking spaces	170



# Summary: Development Yields

BLOCK NUMBER	AREA IN ACRES	RESIDENTIAL GSM	NON-RESIDENTIAL GSM	TOTAL GSM	RESIDENTIAL UNITS	PARKING SPACES
1	2.01	47,200	3,280	50,480	500	450
2	1.68	23,700	1,470	25,170	260	220
3	1.37	19,570	1,200	20,770	210	230
4	1.73	10,000	14,420	24,420	110	320
5	0.74	14,850	1,980	16,830	160	50
6	0.35	0	2,700	2,700	0	0
7	0.21	5,060	670	5,730	55	0
8	4.20	60,000	5,000	65,000	660	410
9	1.81	0	9,250	9,250	0	0
10	2.35	30,760	2,300	33,060	340	300
11	1.92	30,700	2,380	33,080	270	180
12	1.87	28,200	2,260	30,460	240	180
13	1.86	40,340	2,080	42,420	450	360
14	1.58	26,400	460	26,860	290	270
15	1.11	23,450	2,600	26,050	260	170
16	2.12	56,730	3,450	60,180	630	480
17	2.05	0	7,760	7,760	0	0
18	0.46	0	1,440	1,440	0	0
19	0.46	10,400	0	10,400	115	80
20	1.18	31,380	0	31,380	350	260
21	1.98	10,500	1,430	11,930	120	50
22	2.34	38,800	1,600	40,400	430	340
SUBTOTAL	35.38	508,040	67,730	575,770	5,450	4,350
P1	2.36	8,000	4,900	12,900	90	0
P2	1.36	16,000	0	16,000	180	170
GRAND TOTAL	39.10	532,040	72,630	604,670	5,720	4,520



Precinct Development Blocks