

2150 LAKE SHORE PHYSICAL STRUCTURE PLAN AND PUBLIC STREETS PLAN

2150 - 2194 - LAKE SHORE
BOULEVARD WEST
23 PARK LAWN ROAD

TORONTO

PHYSICAL STRUCTURE PLAN AND PUBLIC STREETS PLAN

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This document, 2150 Lake Shore Physical Structure Plan and Public Streets Plan, has been prepared by Allies and Morrison Architects on behalf of the land owners, FCR (Park Lawn) LP and CPPIB Park Lawn Canada Inc., in support of an Official Plan Amendment application for the redevelopment of 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road (“the site” or “2150 Lake Shore”). This document is also intended to provide input into the City’s Secondary Plan for the site and immediately adjacent lands. It specifically responds to Site and Area Specific Policy 15, which identifies the need for a Secondary Plan study to consider a Physical Structure Plan and Public Streets Plan. These two items have been combined within this document, due to their clear connection to the structure of the proposed Master Plan for 2150 Lake Shore.

This report includes an overview of the following key elements of the Master Plan to contextualize the Physical Structure Plan and Public Streets Plan:

1.1.1 Structuring Moves describes the fundamental Master Plan elements that together provide a framework for the proposed development of the site, and its integration with the surrounding context.

1.1.2 Urban Structure provides more information on the proposed street and block pattern.

1.1.3 Landscape Structure outlines the overall configuration of landscape elements on the site.

1.1.4 The Public Realm identifies the different public realm features that knit together the site and complement proposed public and private streets.

1.1.5 Mobility describes how the Master Plan will support multi-modal connectivity and transportation choice through a series of improvements to the public transportation network, active transportation network, and road network.

1.1.6 Streetscape provides details on typical street sections that speak to the design of proposed streets, in keeping with “complete streets” principles.

1.1.7 Physical Structure Plan includes a series of plans that outline the Master Plan’s physical structure, including:

- An illustrative roof plan,
- A block plan; and
- A ground floor plan that outlines proposed uses.

In relation to the ground floor plan, it should be noted that while basic assumptions have been made about the types of uses within the Master Plan, these assumptions are still conceptual and the proposed location and quantum of these uses will continue to be refined throughout the Secondary Plan and development approvals processes. The GFA numbers included here are approximate.

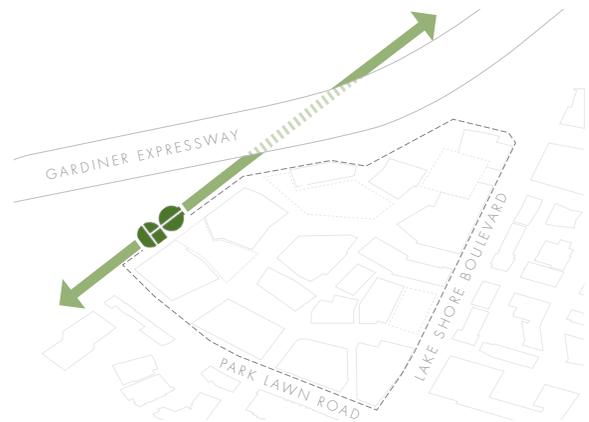
1.1.8 Public Streets Plan outlines the extent of proposed public and private streets.

1.1.1 STRUCTURING MOVES

A NEW GO STATION

Introduce the Park Lawn GO Station

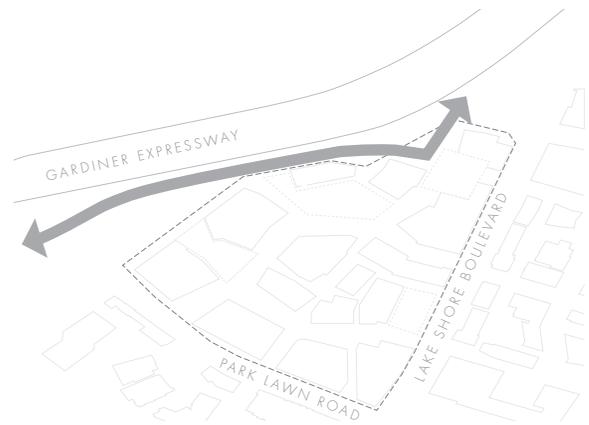
The concept Master Plan will provide a new GO Station, with the platform spanning across Park Lawn Rd, enhancing transportation choice and relieving vehicular traffic in the area.



THE NEW RELIEF ROAD

Provide traffic relief for the neighbourhood with the new relief road

The Relief Road is a service road and bypass route running along the northern edge of the site, connecting the Park Lawn Rd Gardiner access ramp with the Gardiner ramp to the east. This diverts commuter traffic away from Park Lawn Rd and Lake Shore, also providing access to below grade parking and servicing areas within the site. Diverting new and existing traffic north of the site to calm Park Lawn and Lake Shore will allow these streets to take on a more pedestrian friendly, main street character.



BLURRED BOUNDARIES

Repair site edges and extend connections into the site through an 'urban picturesque' street and block pattern

New internal streets extend from the surrounding street network, creating a loop with spokes that will draw transit vehicles, cars, pedestrians and bikes into the site, creating a multi-modal transit node at the GO station.

The non-orthogonal street network mediates between the regular street grid of the surrounding context with the triangular shape of the site, creating picturesque street views from oblique angles and block compositions as one walks through the area. The irregular street network also enhances the microclimate at street level by deflecting wind coming through the channels of the surrounding block grid. New development and ground level uses along the site edges will further improve the existing streets and integrate with the surrounding context.



PUBLIC OPEN SPACE

Deliver three new squares and a park for the community

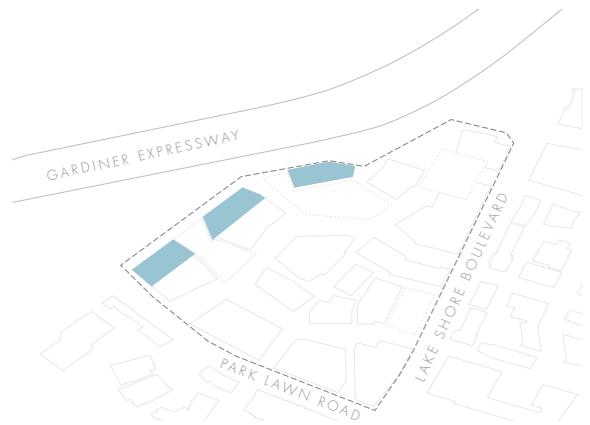
Four major open spaces are complemented by a series of smaller open spaces to create a dynamic community-oriented public realm experience spread across the entire site. The new local park will provide outdoor amenities and greenery, with the three squares providing local places of gathering focused on different surrounding uses: retail, transport, and entertainment.



JOB OPPORTUNITIES

Establish a new employment area to relate to the Gardiner, Rail Corridor and Ontario Food Terminal

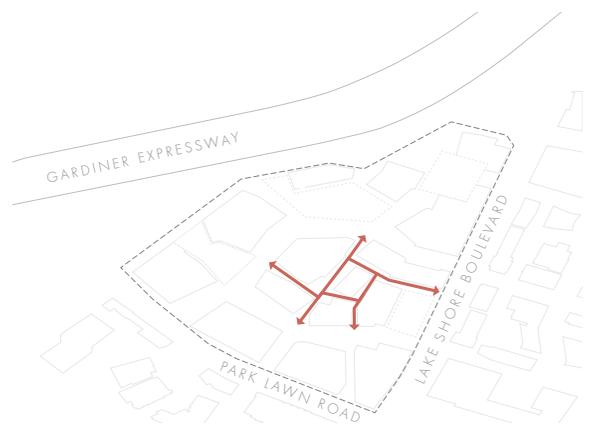
A cluster of new employment uses are concentrated along the northern edge of the site, focused on the GO station and spanning between Park Lawn Rd and the new park. These uses create a transition and buffer, supporting land use compatibility between sensitive uses to the south and the movement corridors and Food Terminal to the north. Employment uses also round out the mix of residential, retail and community services and facilities anticipated on the site, creating a range of local, transit-oriented jobs – an important part of a complete community.



A COVERED GALLERIA

Create a system of publicly accessible covered spaces to draw pedestrians into and through the site

The galleria is conceived of as a covered pedestrian street, open to the elements but offering protection from wind, rain and snow, creating connections through the heart of the site. Creating an vibrant, all-season retail environment and place of encounter in the centre of the site, the galleria also provides key pedestrian connections to the site's major open spaces, the GO Station, and to clusters of new employment, residential, and retail uses across the full site.



1.1.2 URBAN STRUCTURE

1. DISTINCT BUT CONNECTED

For us, a successful masterplan blurs the site limits: if we have done our job well, one should not be able to find the project boundary. A good masterplan is generous, reaching out and incorporating the existing context into a greater whole. As such, connections with existing movement networks, open spaces and buildings are a top priority. The streets of 2150 Lake Shore will spring from existing junctions, and the roads at the edges of the development will be upgraded with high quality landscaping that connects and uplifts the whole area.

At the same time a successful masterplan should be distinct and recognizable, with a strong urban character that differentiates it from its neighbours. The triangular

shape of the 2150 Lake Shore site provides such an opportunity; rather than applying a generic orthogonal pattern over it, the site configuration suggests an irregular solution for the street layout. We have taken the actual shape of the site as a challenge to create specific grid and block configurations, following lessons from the picturesque urban fabric of historical cities such as London, Paris and Rome. Our use of the informal street grid will impart a flavour and identity to the development that is distinct from its neighbours, in the views created and the pedestrian experience of the public realm.



2. TWO STREET TYPES

The bending of the grid in turn leads to a new street hierarchy, a loop road that provides internal access to the site, and a series of radiating connector streets that join up with the existing street pattern in the neighbouring blocks.

The loop road will be utilized by the public transport strategy for streetcars. It will also serve as the primary circulatory spine of the development with generous provisions for cycling and walking.

The radiating connector streets will be of a secondary nature, providing access to individual buildings, creating permeability throughout the site, and connecting with existing streets beyond.



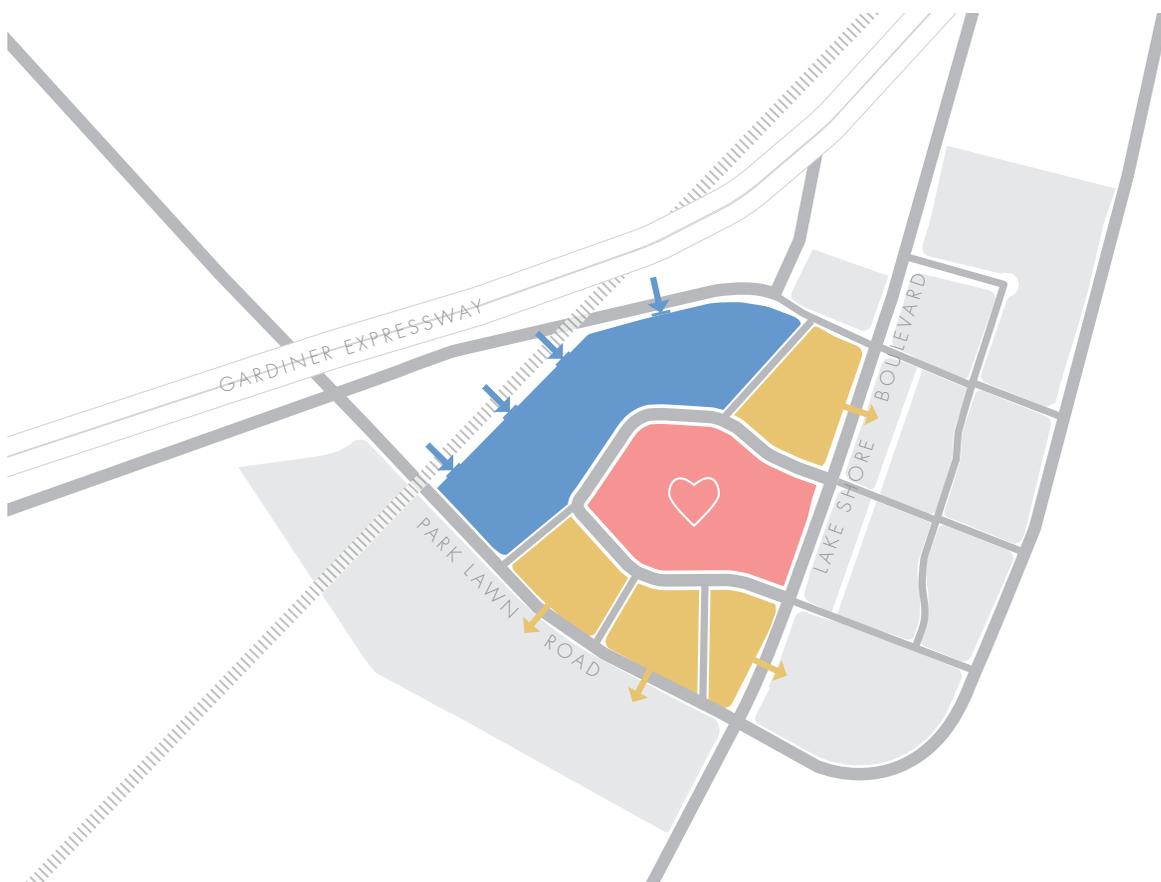
3. THREE BLOCK TYPES

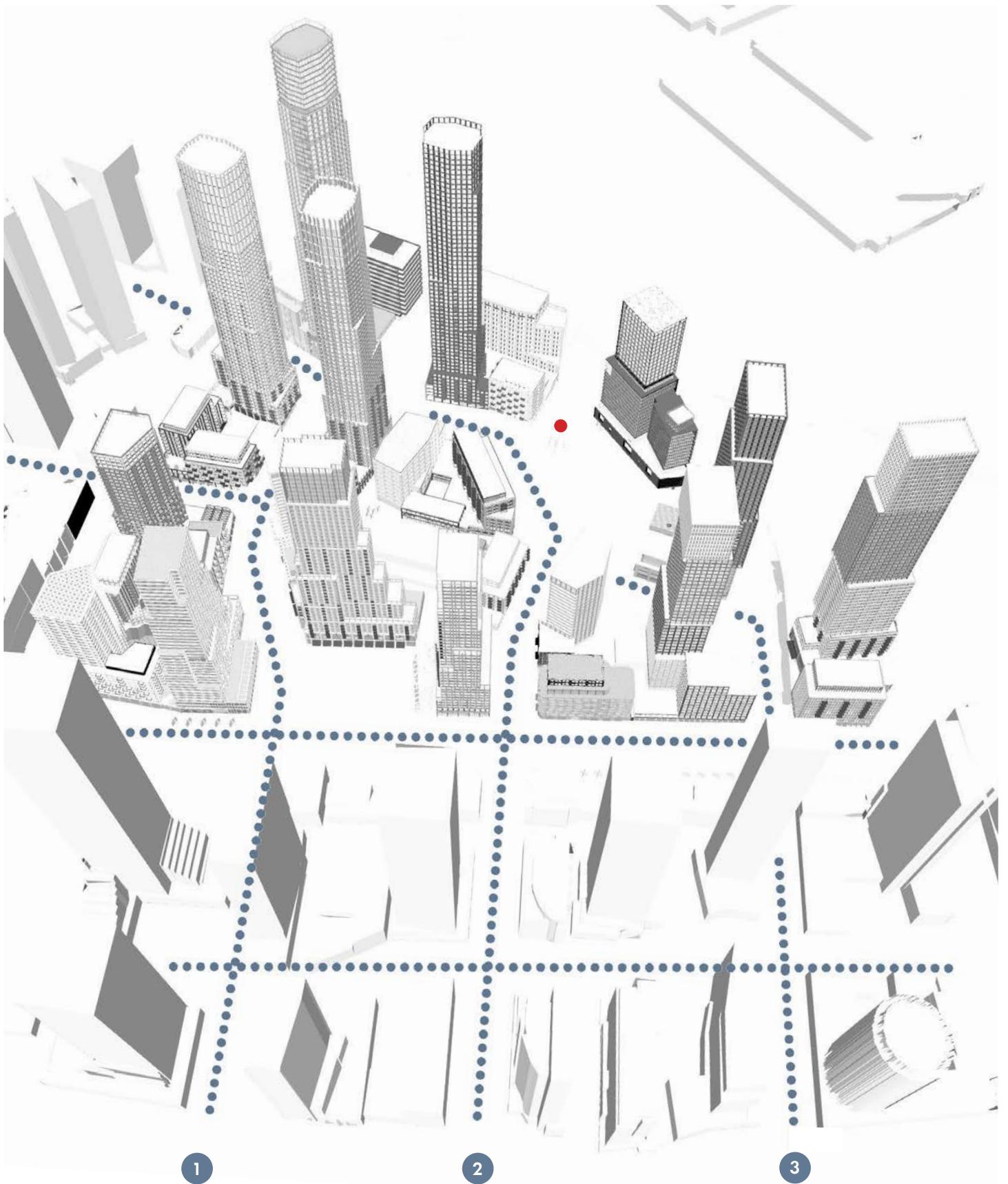
The street layout generates three types of urban block: the 'Heart' block, connecting blocks, and the edge block.

The 'Heart' block is the core of the development that will contain the central feature space of the covered Galleria. The sense of centrality is accentuated by the loop road, and will be reinforced by the massing strategy of the buildings.

Connecting blocks interface with existing streets and blocks to create a continuous urban fabric, reconciling the triangular site configuration with the existing street grid of the surrounding blocks.

The edge block will play a crucial role relating the development with the Gardiner Expressway and the GO train line to the north, ameliorating environmental impacts, traffic and site access requirements.





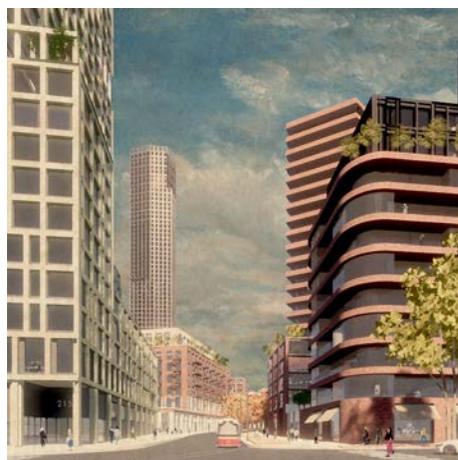
1

2

3



View from Shore Breese Drive



View from Silver Moon Drive



View from The Marginal Boulevard

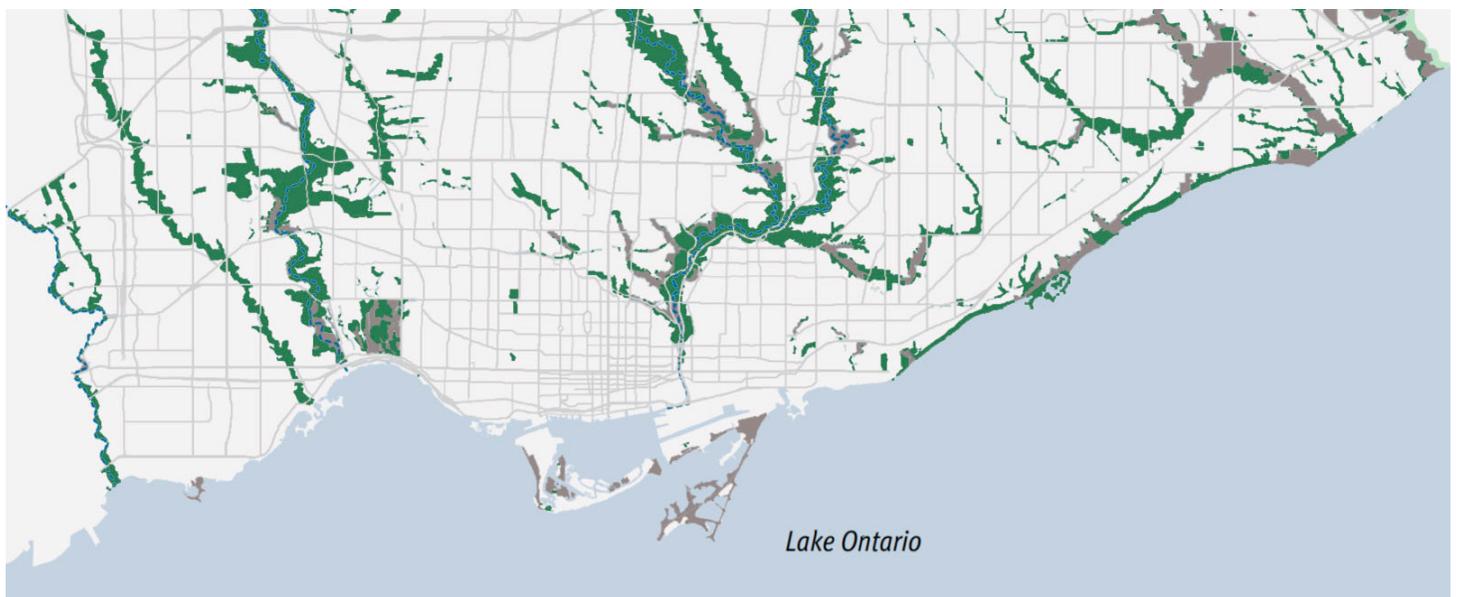
1.1.3 LANDSCAPE STRUCTURE

The landscape framework for 2150 Lake Shore will create a distinct sense of place based upon the site's unique setting and development opportunity. It expresses spatial hierarchy and will create cohesion, orientation and legibility between distinct urban districts. It envisions a system of interconnected green spaces orientated towards the Lake Ontario Waterfront and Mimico ravine ensuring a feeling of light, air and space throughout the master plan. The configuration of the site, sandwiched between infrastructure and ravine, allows the urban grid to be dissolved into a more organic composition creating a sense of gravity and centre. The resulting streetscape allows for a serial vision which may be expressed as shared spaces rather than traditional through-streets with sidewalks.

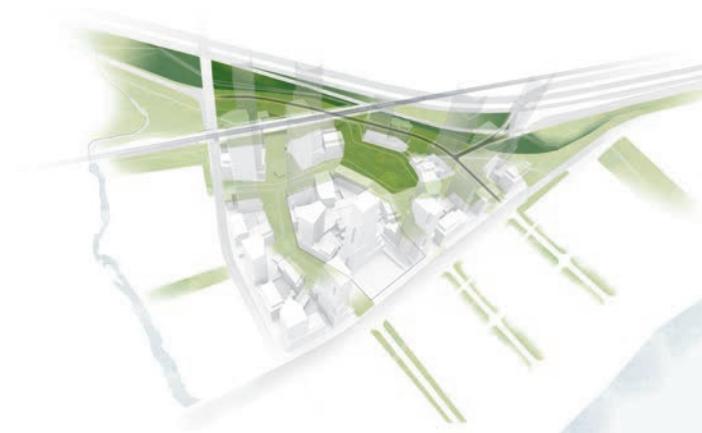
The site is situated at the confluence of natural, north-south wooded river valleys and east-west rail and expressway corridors. The dynamics of this context is expressed in the overall landscape strategy which combines the natural and the man-made in a cohesive urban quarter which dissolves the traditional urban grid into a plan anchored around a central core with the galleria, and three key urban squares.

The landscape structure is inspired by Toronto's topography, drawing fingers of green along the streets like the ravines that traverse the city. A green spine of trees connects the various districts echoing their individual identities whilst creating a network of public spaces, gardens and squares which will improve microclimate and also create wildlife corridors that promote biodiversity.

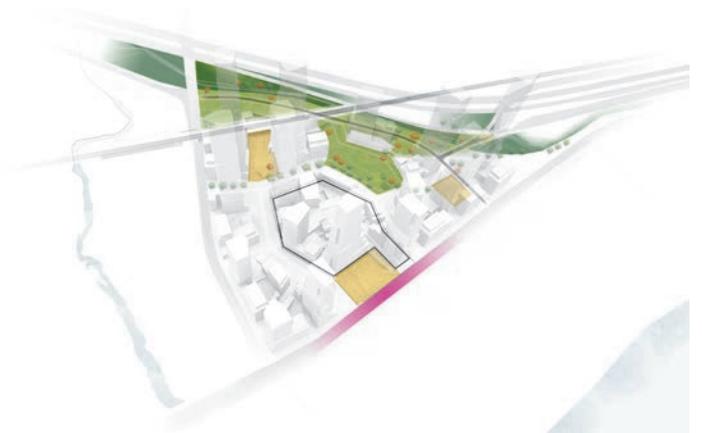
The landscape structure will form part of a wider green infrastructure which extends and connects to the natural landscape of the Mimico Creek ravine landscape and also the lake shore. The visual impact of major infrastructure will be reduced by incorporating ecological corridors with naturalised planting alongside the Gardiner Expressway and rail corridor.



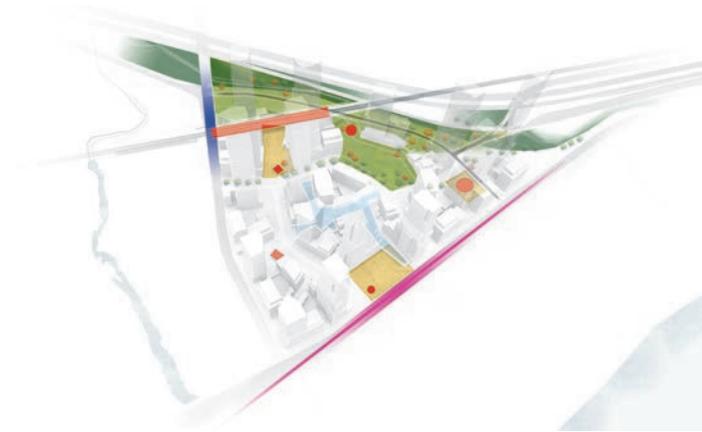
Toronto's unique ravine system



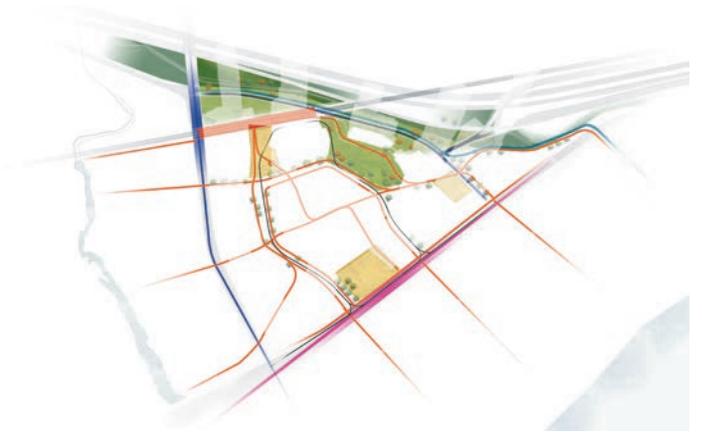
Green ravines seep into the site



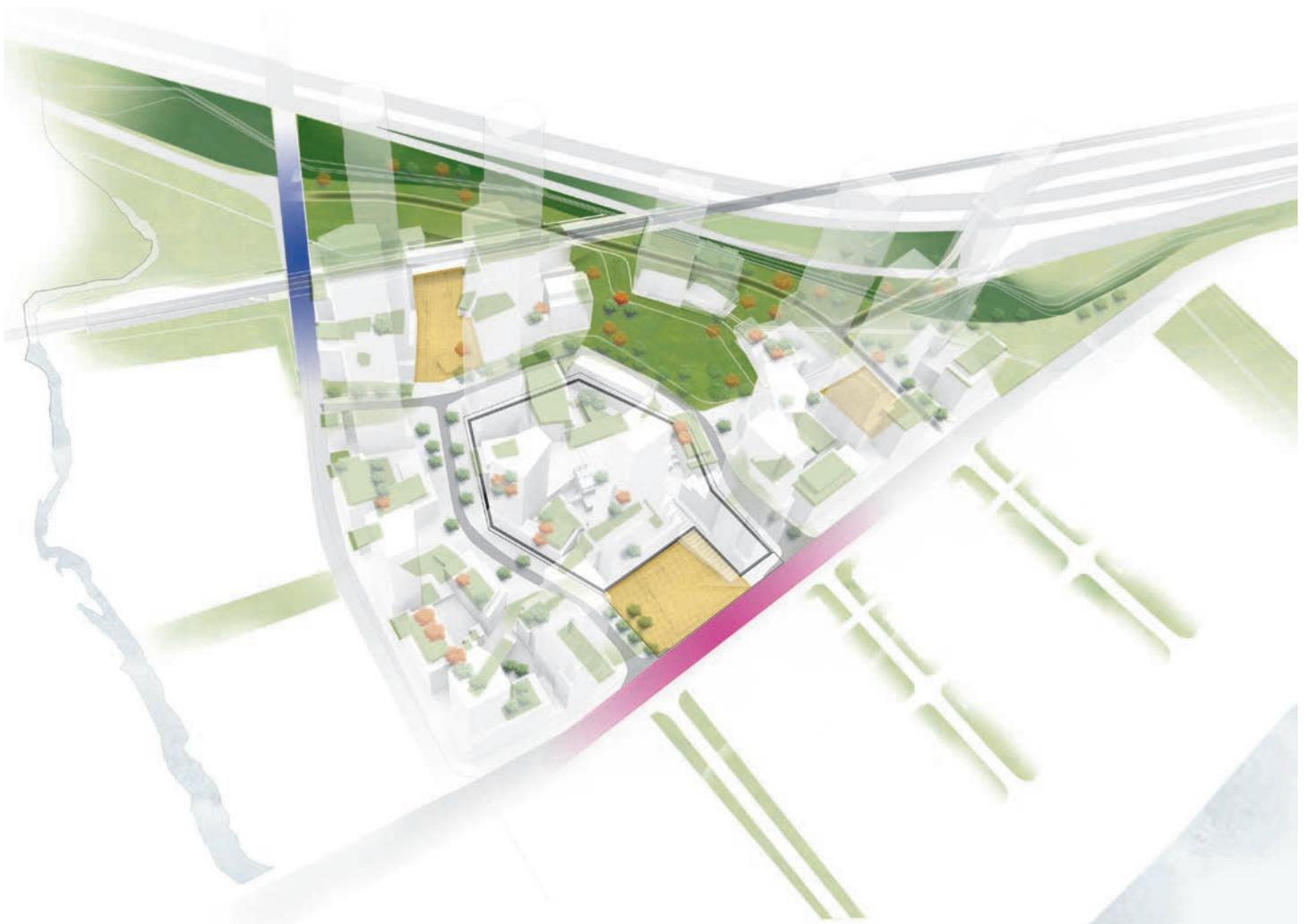
Shaped into 3 public squares and a public park



Iconic landmarks for a sense of place



Movement and connectivity



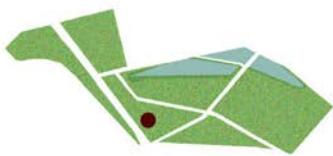
Roof terraces extend the woodland and park into the urban complex

1.1.4 THE PUBLIC REALM

1. A DIVERSITY OF SPACES

Mature cities are animated by a large variety of buildings and uses. Likewise, a large variety of spaces bring richness to the experience of the public realm. 2150 Lake Shore will deliver a diverse collection of spaces:

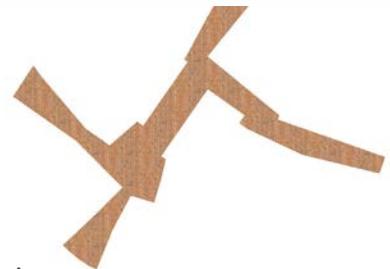
- Three Squares
- The Park
- The Galleria
- Groves
- Largos (enlarged sidewalks)
- Lanes and Mews



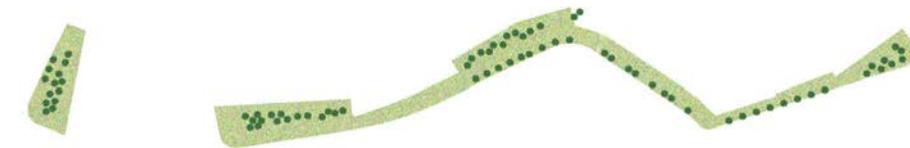
Park



Squares



Galleria



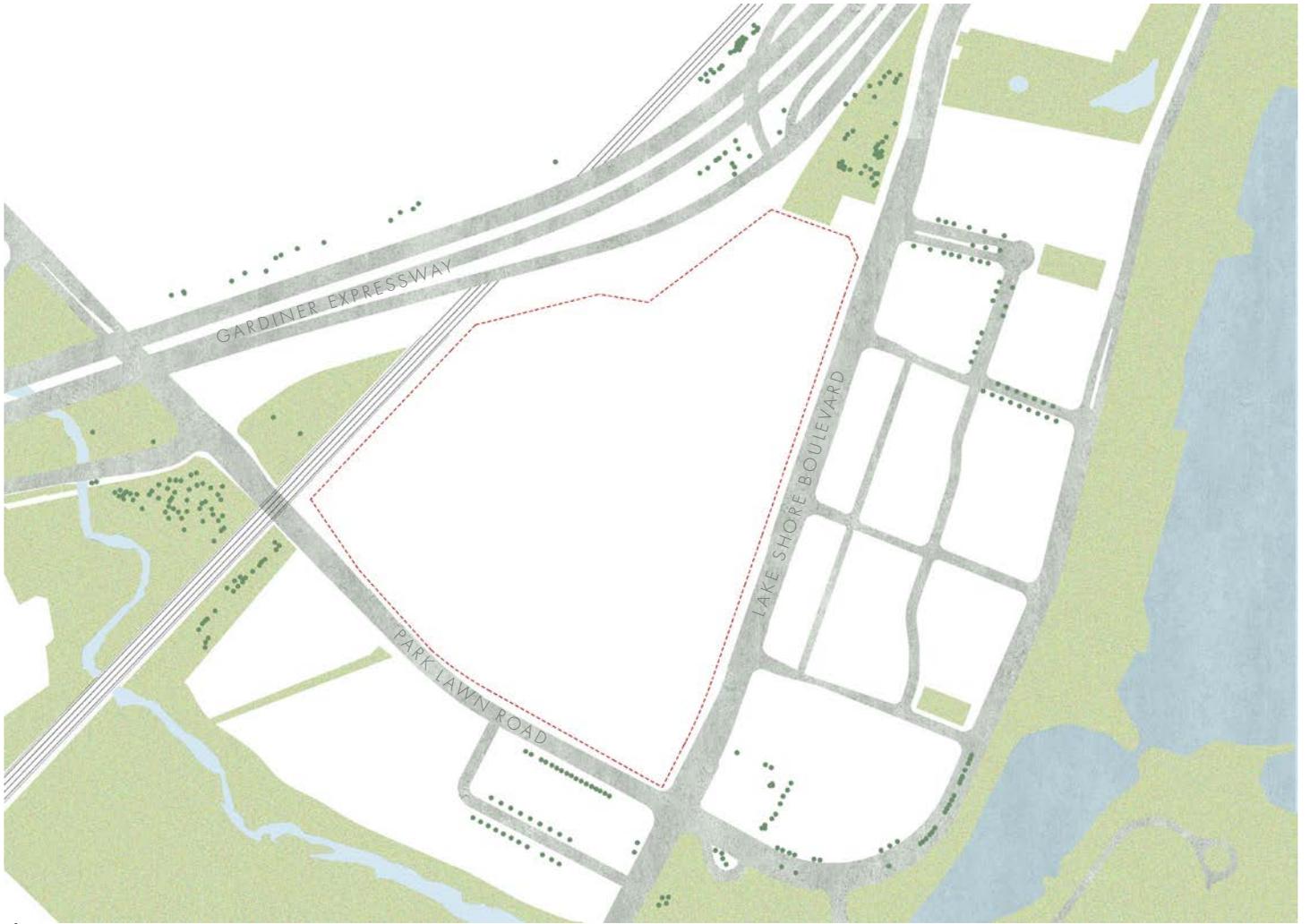
Groves



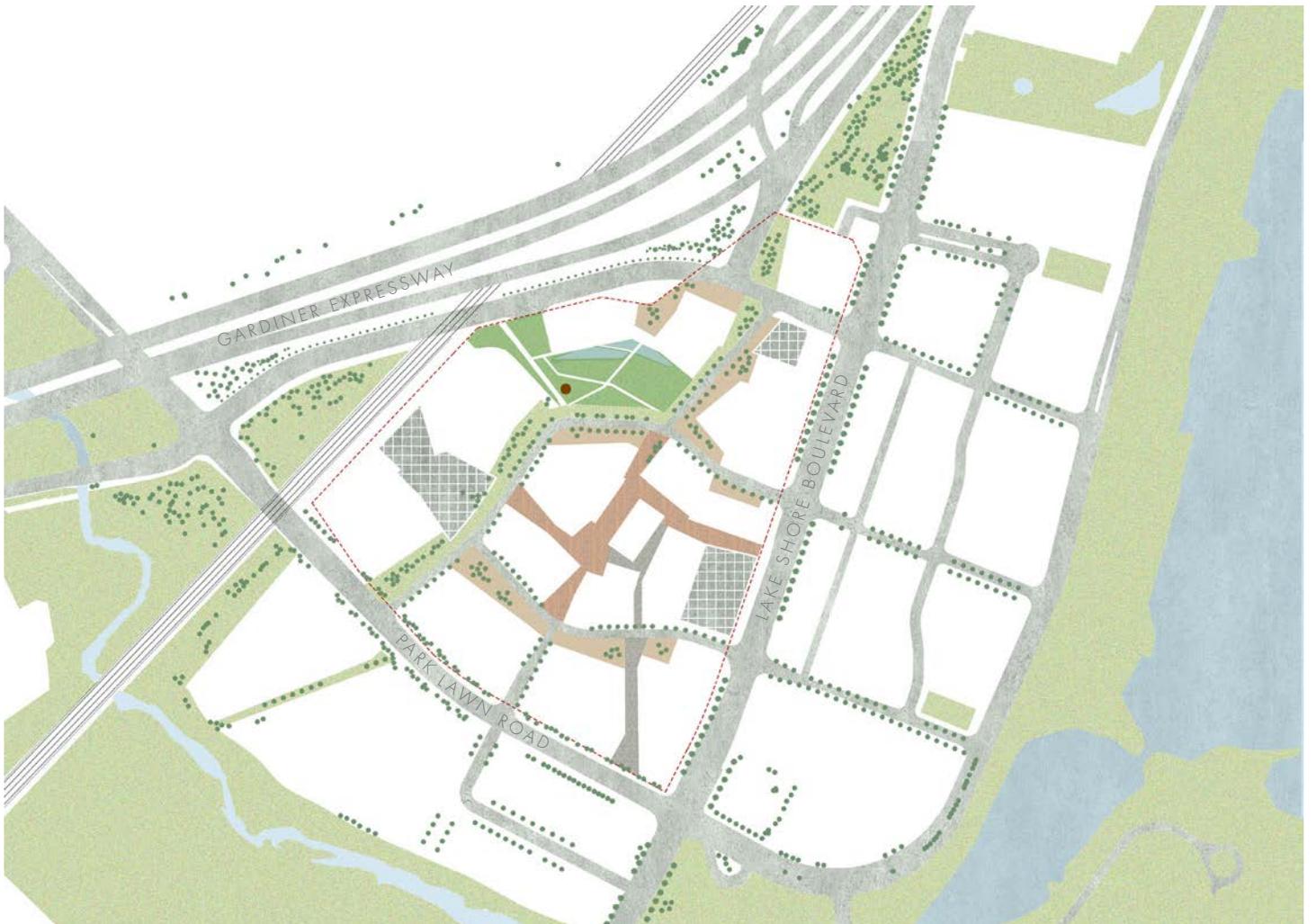
Largos / Enlarged sidewalks



Lanes and Mews



The Site



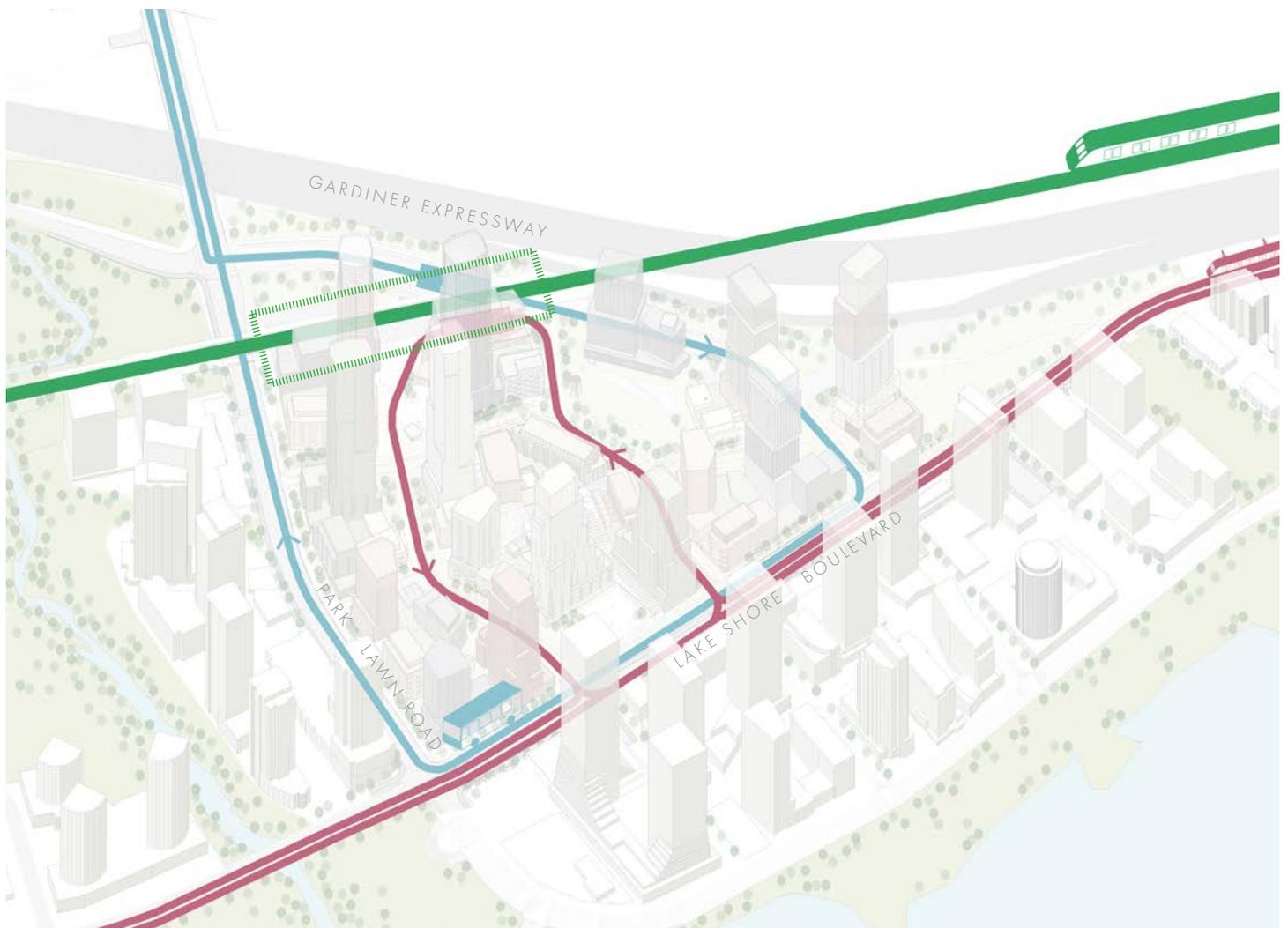
The proposed landscape structure stitching together the existing condition

1.1.5 MOBILITY

1. AN INTEGRATED TRANSPORT HUB SYSTEM

2150 Lake Shore will bring together train, streetcar, and buses into a convenient new transport hub. This hub will be a critical offering to address pent-up local demand for public transit, and increase commuter options to downtown. It will also improve the viability of the area as a commercial address and a centre for employment.

Foundational to the transit strategy will be the provision of a new Metrolinx station on the Lakeshore West GO Line. The station will be the anchoring presence on Station Square, creating a portal for the neighbourhood on the north-west corner of the site, and creating a new node around which to structure a mixed-use tower cluster.



Integrated transport hub

2. THE TTC STREETCAR LOOP

The second fundamental move in the transport strategy will be the westward relocation of the Humber Bay Loop from the Queensway to 2150 Lake Shore, and its enlargement and integration into the overall street structure of the masterplan. The scheme approaches the loop as an asset for character, with the unmistakable rumble of Toronto's streetcars elevating the urbanity of the site above its suburban context.

The loop will activate the main access road for 2150 Lake Shore, encircling the primary retail core, maximizing convenience for local residents to both the Long Branch and Downtown lines, and increasing the catchment for the GO Train Station.

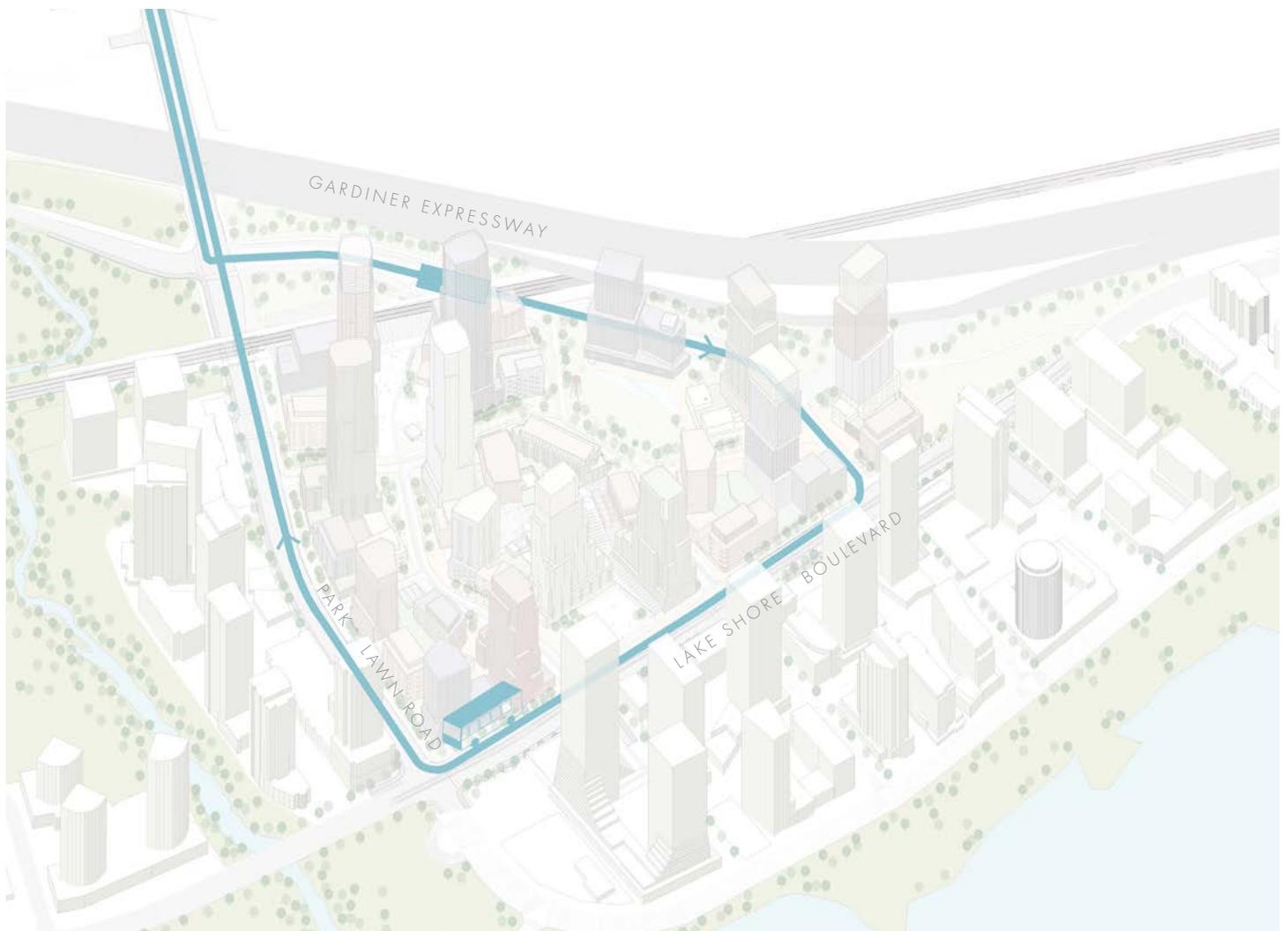
To minimize the right-of-way width for a more intimate street scale and improve junction safety, streetcars will circulate on the loop road in an anti-clockwise direction, and vehicles flow in the opposing clockwise direction.



TTC streetcar loop

3. BUS CONNECTIONS

Buses approaching the site from the north-west will be drawn into the 'Relief Road' for convenient access to the GO train station. The provision of a bus loop will increase the accessibility of the site from the Queensway and the residential neighbourhoods to the north-west, and allow connections to the Bloor-Danforth subway. The bus connection will also be designed to anticipate rail-replacement services for the GO Train during maintenance closures to the rail system.



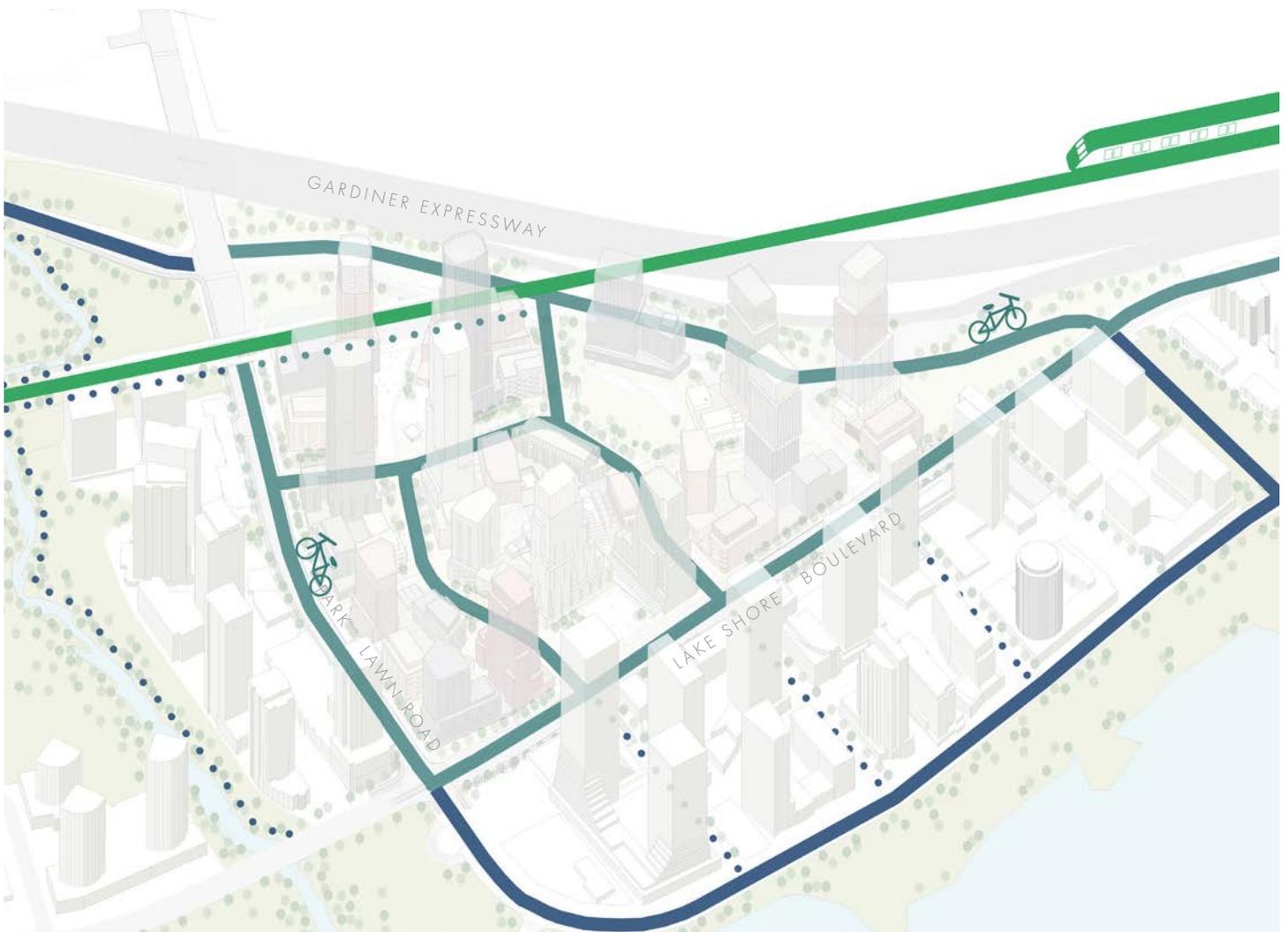
Bus connections

4. A DELIGHTFUL LAST MILE EXPERIENCE

The regional and city-wide movement networks (train, bus, streetcar) will be complemented by the provision of a well-considered local network (pedestrians & bicycles) to deliver an enjoyable commuter experience for workers and residents.

The block design for 2150 Lake Shore will be highly permeable, providing pedestrians a variety of route options to traverse the site, including parkland, alleyways, largos, squares and covered gallerias.

Cycle routes around the site will be co-ordinated with access points to the Martin Goodman Trail on the lakefront and the forthcoming trail along Mimico Creek. And modal transition points will be fitted with amenities such as sheltered waiting areas, bike parking and supporting shops.



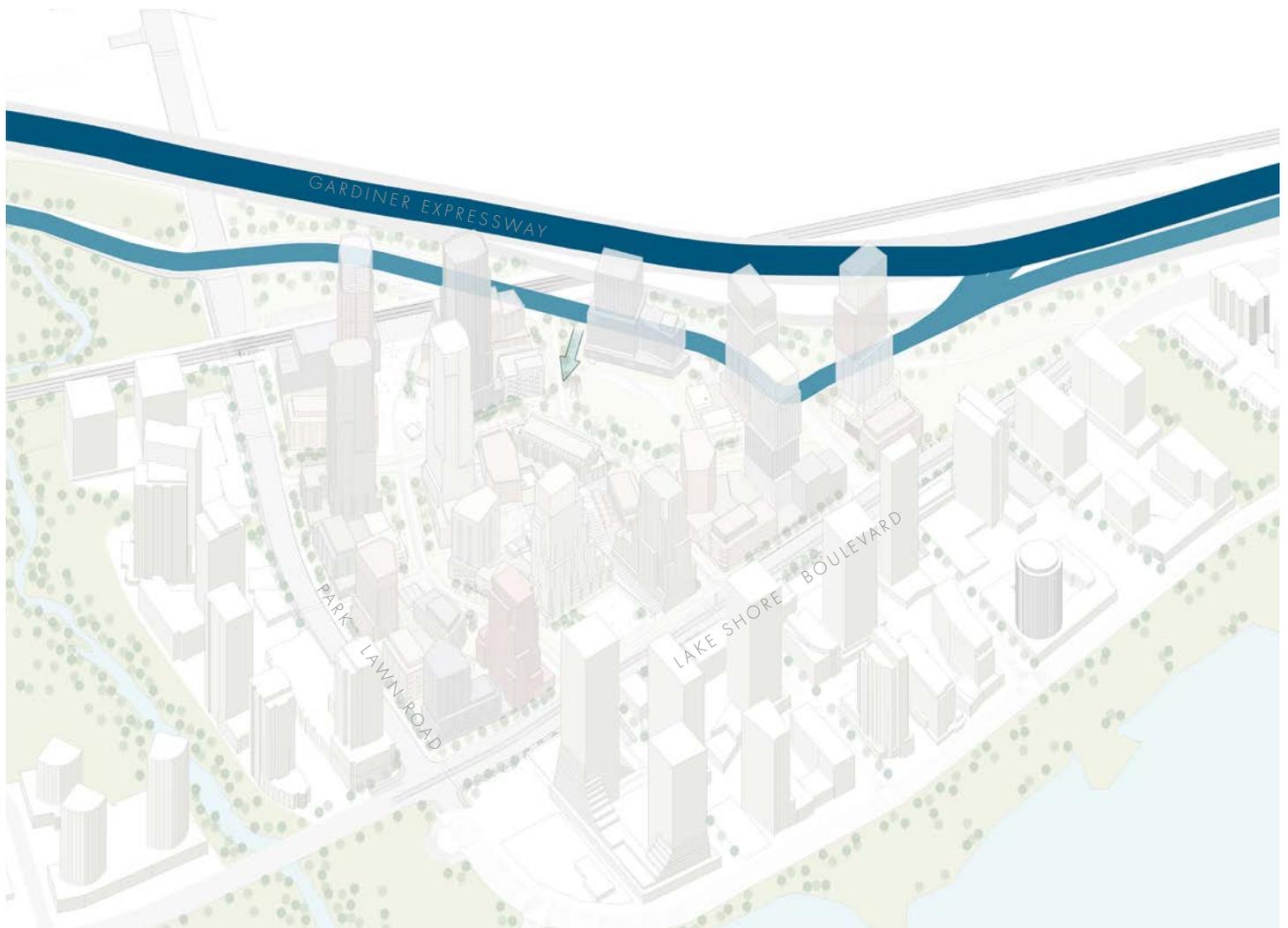
A delightful mile end experience

5. TRAFFIC RELIEF FOR THE NEIGHBOURHOOD

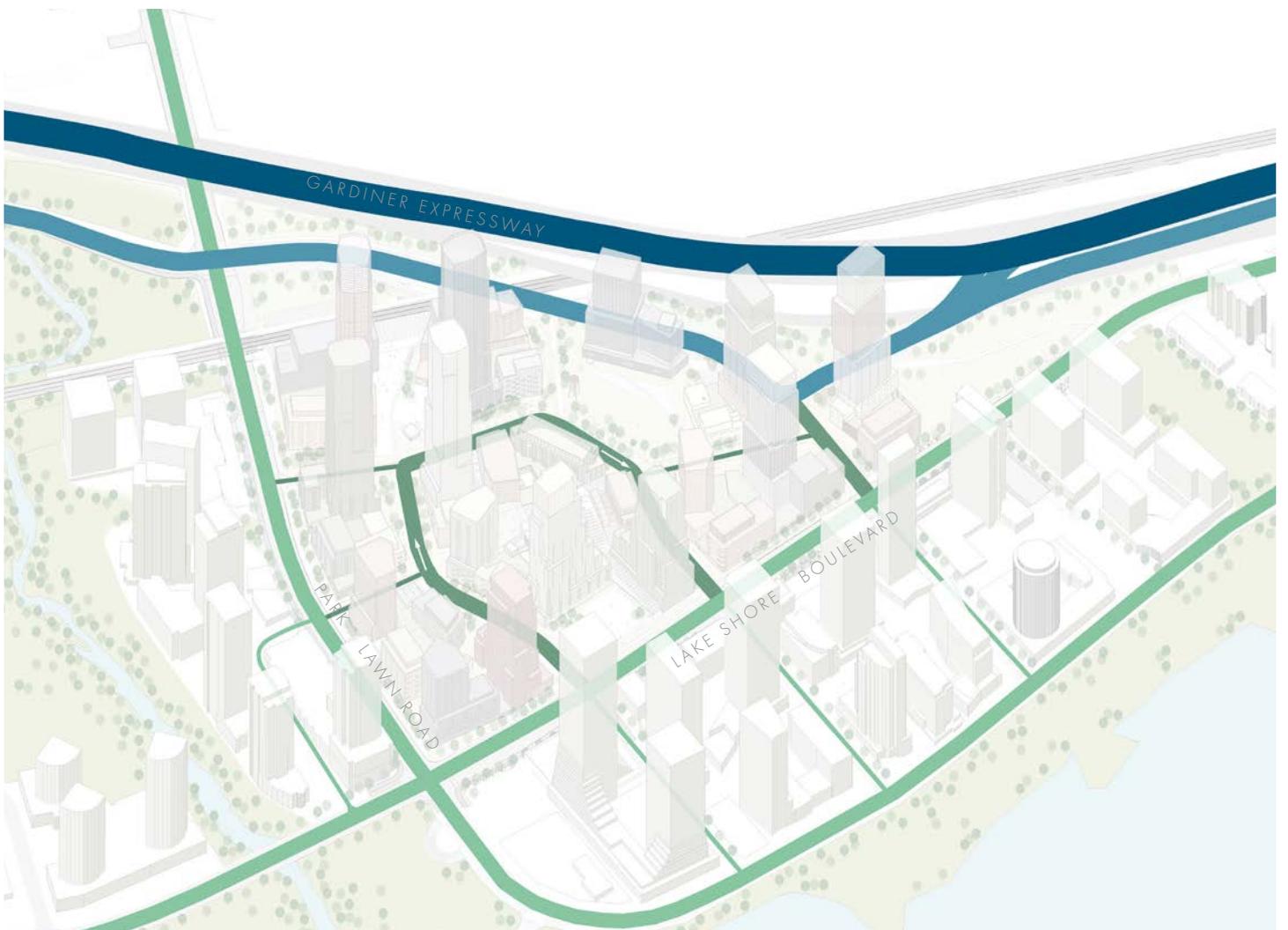
The local neighbourhood is plagued by rush-hour motorists seeking to avoid Gardiner Expressway traffic by using Lake Shore Boulevard as a bypass. Because the Park Lawn Road exit is partial, offering only ramp access to and from the west, and the Gardiner access to the east of the site complicated by its merger and overlapping with Lake Shore Boulevard, cars are forced to traverse the entire boundary of the site and negotiate the intersection of the two major arterial routes.

The master plan proposes a bypass route that connects the Park Lawn Road access ramp with the Gardiner ramp to the east, diverting commuter traffic away from other local surface routes and providing excellent site access for 2150 Lake Shore at the same time.

The Relief Road, will dive below the train tracks, and enable direct service and parking access to below-grade elements of the masterplan. The diversion will improve the environmental and experiential quality of the other roads in the scheme by reducing traffic volume, speed, and pollution on them.



The new Relief Road



Existing and proposed street network

1.1.6 STREETScape

The streets of 2150 Lake Shore should provide the infrastructure for all users of the public realm in a setting in which pedestrians have priority and share space with cyclists and vehicles.

A hierarchy of streets are formed serving the development and the street width, tree planting and surface material will define the significance of each route. Typical cross-sections of the routes establish the key principles of the streets and access provision.

The network of streets is envisioned to provide permeability and connectivity to main destinations and a choice of routes. Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations.

The pedestrian and cycle network will connect to the wider surroundings and will link across Lake Shore Boulevard directly to the existing route along the entire waterfront. The masterplan promotes pedestrian-friendly, human-scale streetscapes and safe crossings.

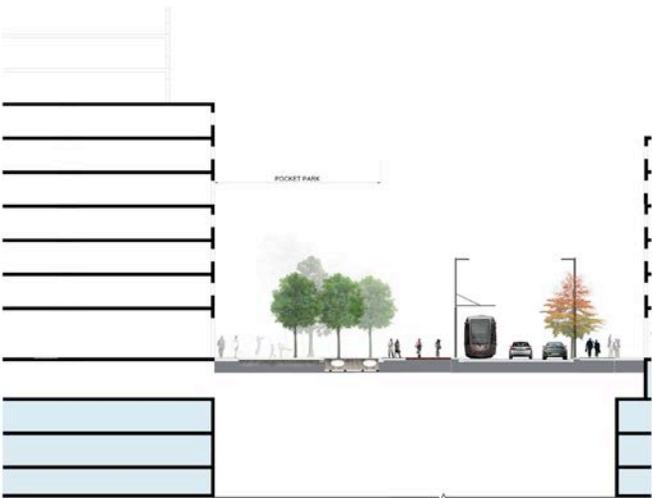
Street design at 2150 Lake Shore will incorporate features which will distinguish the public realm as being different from surrounding road networks. It will convey of a more intimate feel of neighbourhood streets and will be based upon the concept of so-called 'Living Street' design. It will enable pedestrian priority and carefully incorporate traffic calming. Residential lanes may incorporate shared surfaces with no physical separation of the road space,

relying on human interaction to negotiate usage. Publicly accessible private open space will seamlessly extend into the sidewalk with planting and benches. Groves of trees will provide 'parkettes' where people gather and stay, sitting, chatting, eating and drinking, watching and enjoying the presence of others.

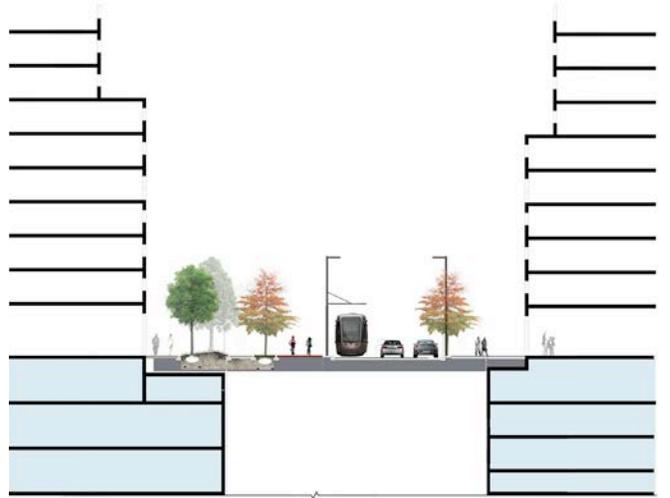
A specific consideration will be to design the streetcar loop as an integral part of the overall streetscape.

There will be an attractive pedestrian spine route. The Loop Road, linking Boulevard Square, Galleria to the transport hub of Station Square.

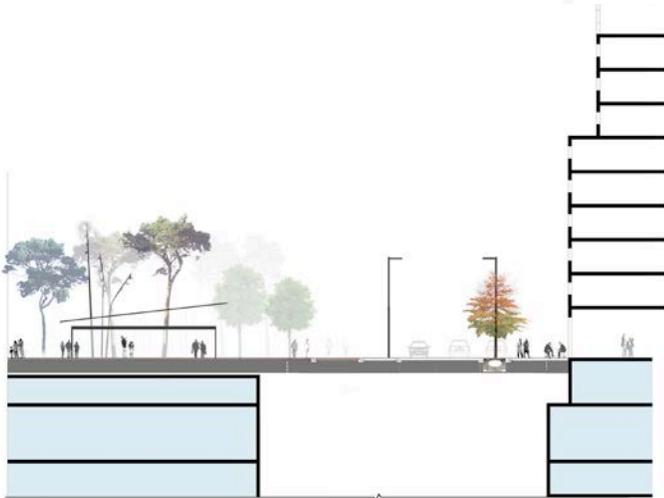
Dedicated cycle routes are incorporated along and across Lake Shore Boulevard and Park Lawn Road connecting to the wider cycle network and key destinations.



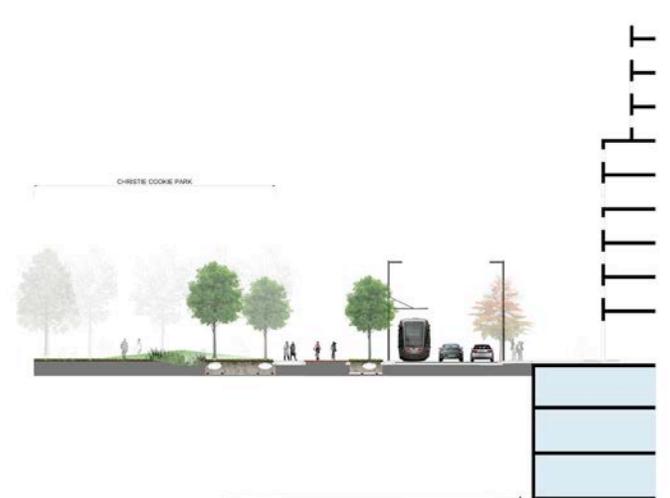
Loop Road section 01



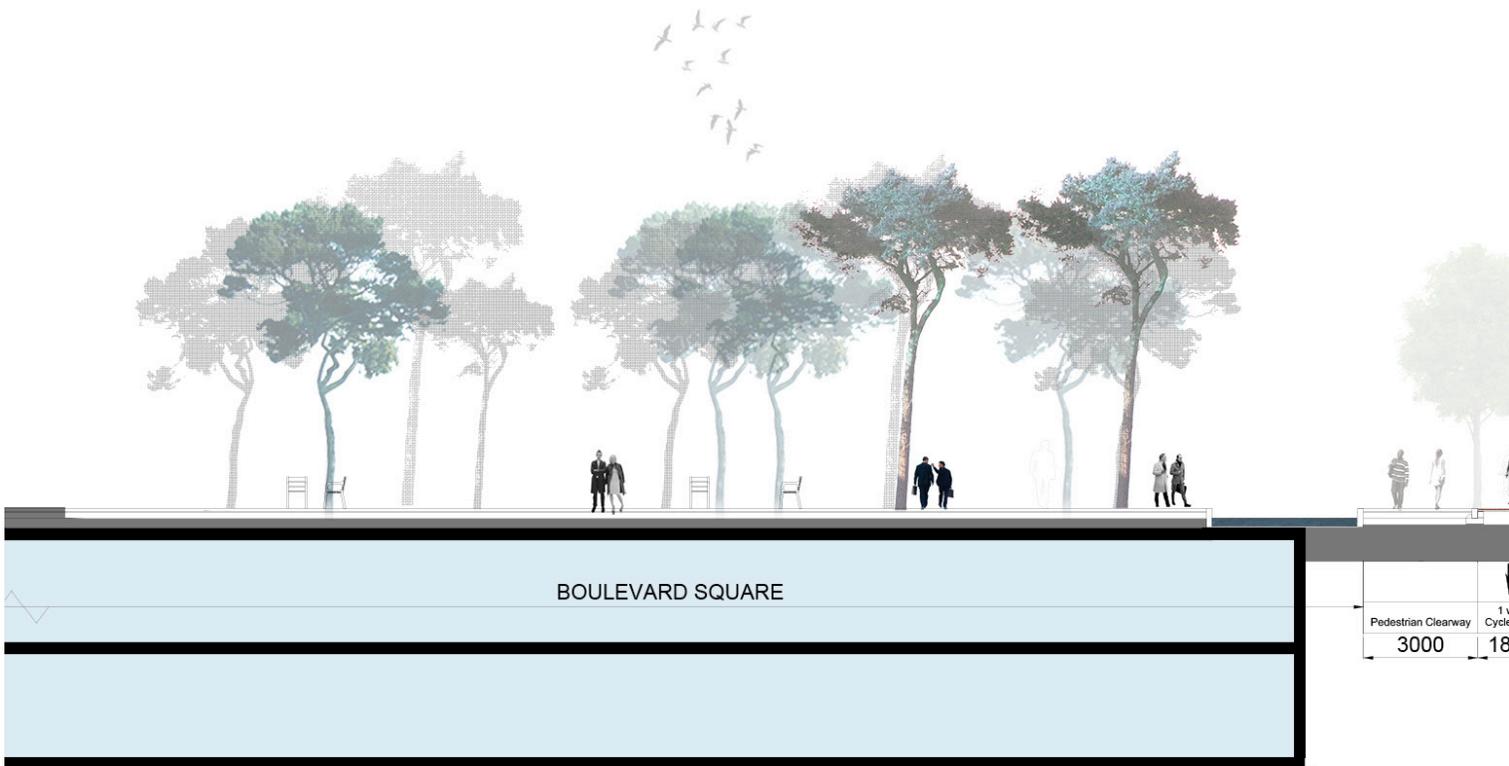
Loop Road section 02



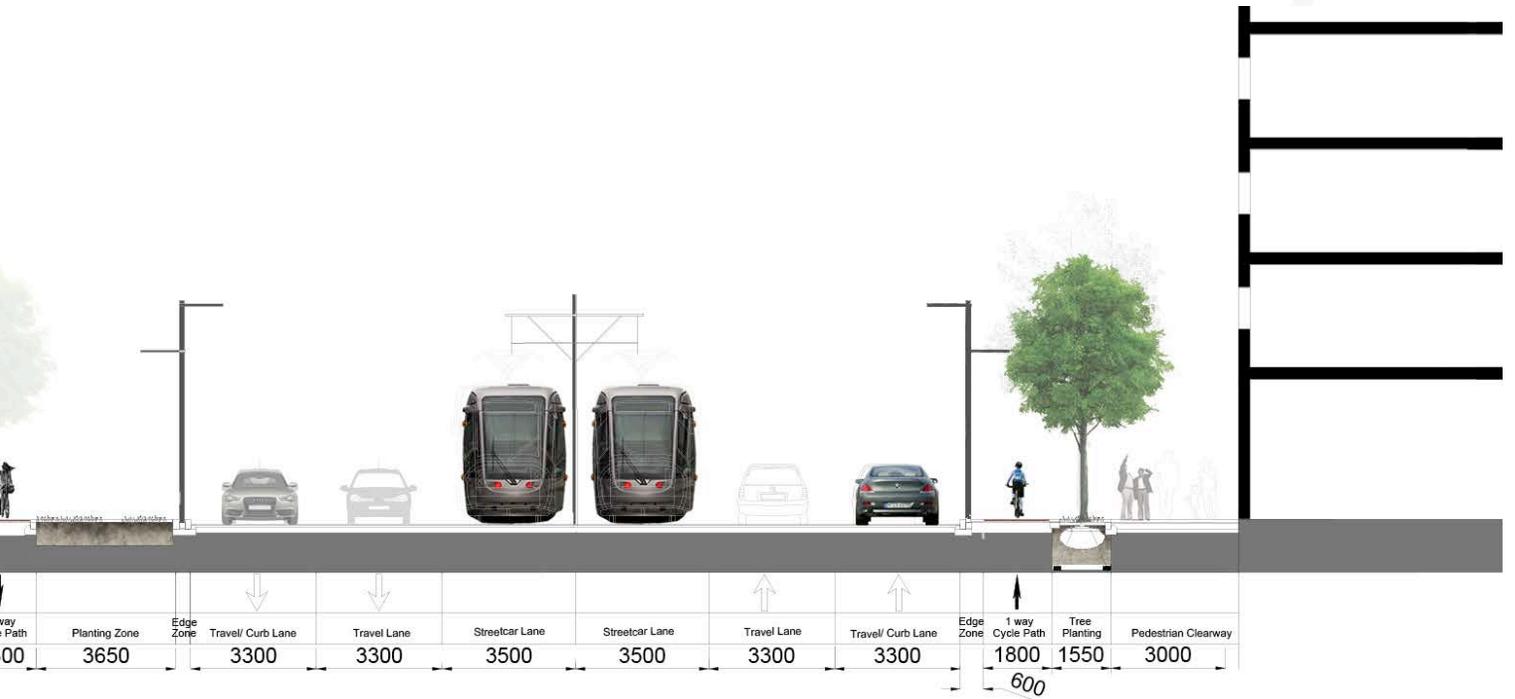
Loop Road section 03



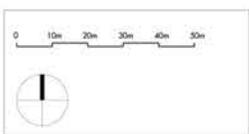
Loop Road section 04



Lake Shore Boulevard



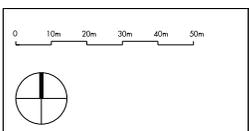
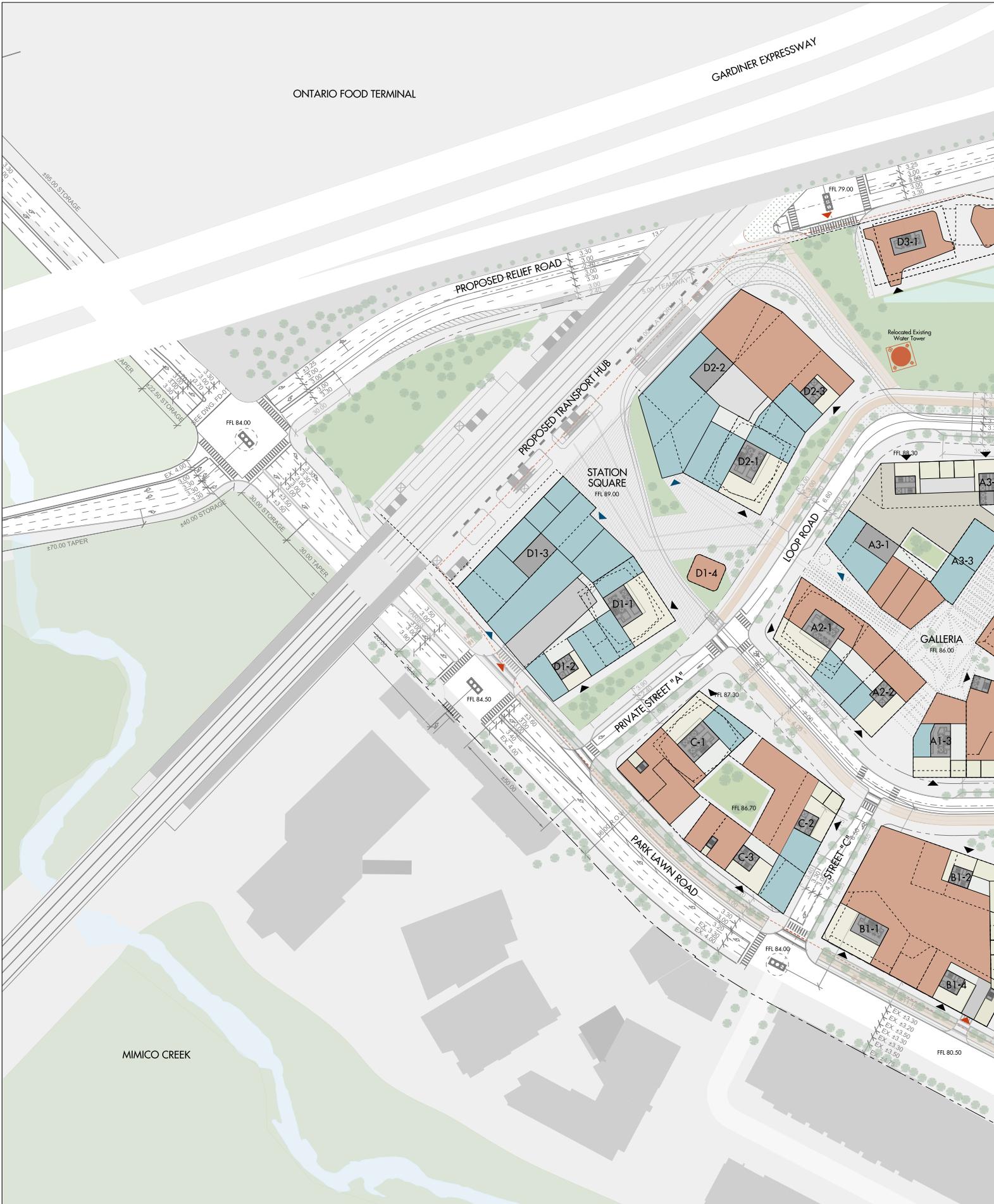
1.1.7 PHYSICAL STRUCTURE PLAN



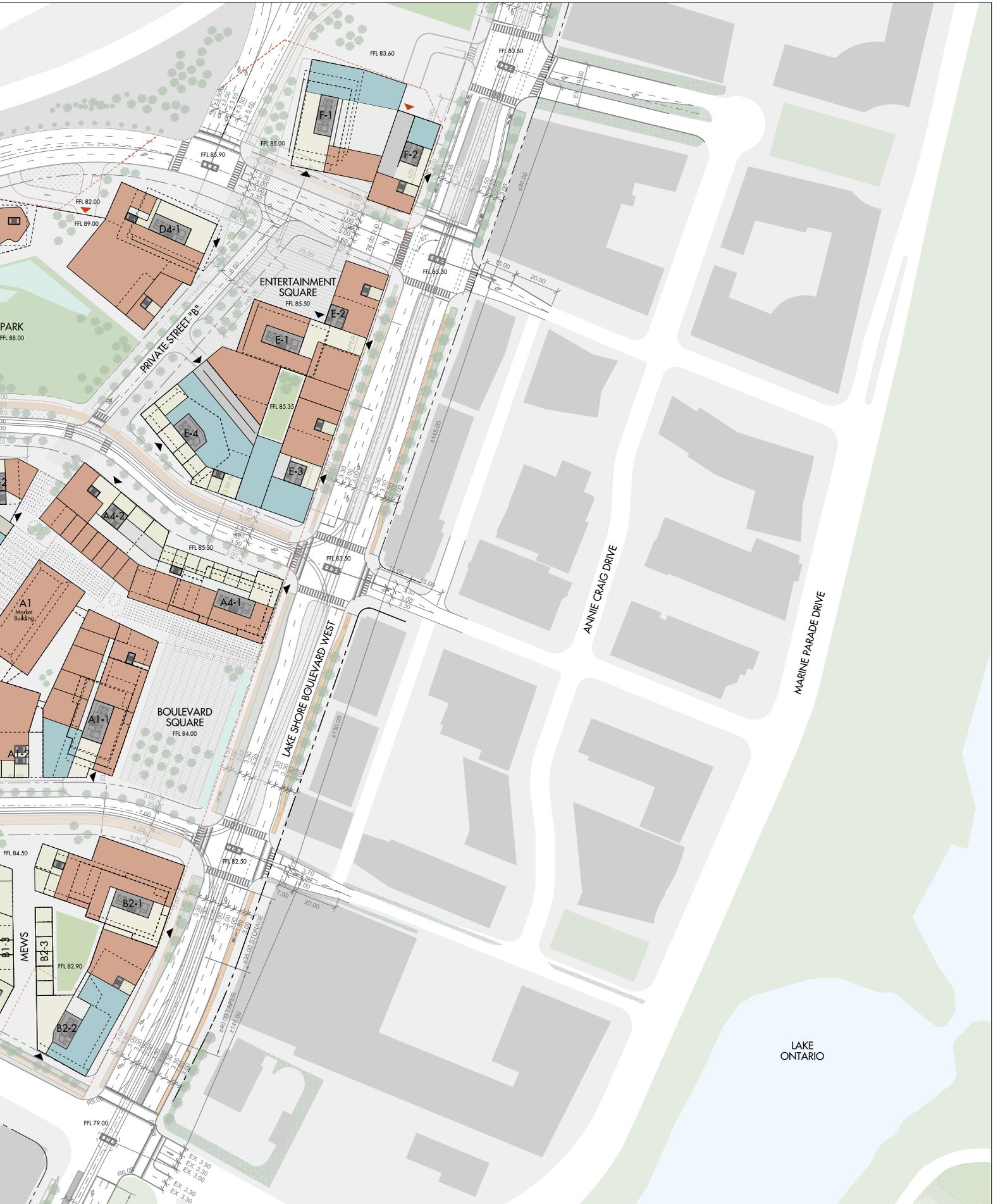


Illustrative Roof Plan





- KEY
- Non-residential - Commercial - Column 1
 - Non-residential - Retail/Community - Column 2



- Residential
- Core
- Back of House
- Vehicle Entrance / Exit
- Pedestrian Entrance

Ground Floor Plan

1.1.8 PUBLIC STREETS PLAN

The Master Plan provides for a responsive street network that provides critical new major street linkages and improvements that will address current challenges in the Humber Bay Shores neighbourhood, and will optimally provide for and manage new vehicular activity needs.

RELIEF ROAD

This network is centred around provision of a new bypass facility (Relief Road) running along the northern site boundary that provides a new crossing of the rail corridor and substantially benefits the area network as a whole. The potential to provide this link between Park Lawn Road and the Gardiner Expressway / Lake Shore Boulevard West corridors is seen as a significant element of any traffic related solution for the area.

The Relief Road would “offload” through traffic from Park Lawn Road and Lake Shore Boulevard West enabling them to be envisioned as a “Main Streets” within Humber Bay Shores. The new road would also address longstanding capacity constraints on Lake Shore Boulevard West at Park Lawn Road and Lake Shore Boulevard West / Palace Pier Court. From a development perspective, the Relief Road provides for excellent direct highway / arterial vehicular access for the new development on the site and a significant opportunity to direct the major traffic and servicing activity to the northern periphery of the site.

The Relief Road is a complex and significant piece of new infrastructure that involves the construction of a new rail underpass adjacent to the new Park Lawn GO station, modification to City owned lands north of the rail corridor opposite the current Gardiner Expressway off-ramp on Park Lawn Road, and modifications to the Gardiner Expressway / Lakeshore Boulevard West ramps at the east end of the site. Although significant, the value it provides in addressing area congestion matters and optimizing traffic patterns in the Humber Bay Shores area is substantial.

OTHER EXISTING ARTERIAL STREET IMPROVEMENTS

Other improvements to the area arterial street system are identified on Lakeshore Boulevard West, Park Lawn Road and the Queensway in the Master Plan to accommodate future traffic demands across the Humber Bay Shores area (including new site and other development activity)

and to – importantly – integrate the planned Waterfront West LRT dedicated right-of-way on Lake Shore Boulevard West.

These streets will also be re-imagined – while considering traffic related needs - to integrate new cycling and pedestrian facilities and features as well as substantial enhancements to the streetscape and public realm provided along these streets.

INTERNAL PUBLIC LOOP ROAD

A fine-grained series of new public and private streets will be established within the 2150 Lake Shore Boulevard West property. This network will provide for public access to / from and through the new community, will enhance the public realm and pedestrian and non-automobile travel environment and will also, necessarily, support the vehicular access and service needs of the emerging neighbourhood.

A new public Loop Road will form the “spine” of the Master Plan and will accommodate the streetcar / LRT routing to and from the Transit Hub. The street network is intended to be primarily public and dedicated to the City, while portions are proposed to remain private due to the integration of below grade servicing & parking facilities beneath them. Lateral tunnel connections are required at key locations beneath portions of the public street network to provide for the integrated servicing / parking basement facility.

The proposed public internal street network is focused on creating a significant level of multi-modal connectivity and interconnection with the bordering main streets and neighbouring communities within the Humber Bay Shores neighbourhood. A series of signalized intersections are proposed at each of the main street intersections to maximize neighbourhood pedestrian routing opportunities and provide formal, safe pedestrian crossing facilities as part of the emphasis on creating a complete community.

The ongoing City’s Park Lawn-Lakeshore Transportation Master Plan and Environmental Assessment process will ultimately determine the ultimate set of improvements and changes to the broader area road network supporting Humber Bay Shores and the South Etobicoke area. It

will also provide an implementation mechanism that will enable important and necessary City-scale infrastructure moves to be made in step with any redevelopment of the 2150 Lakeshore Boulevard West property.

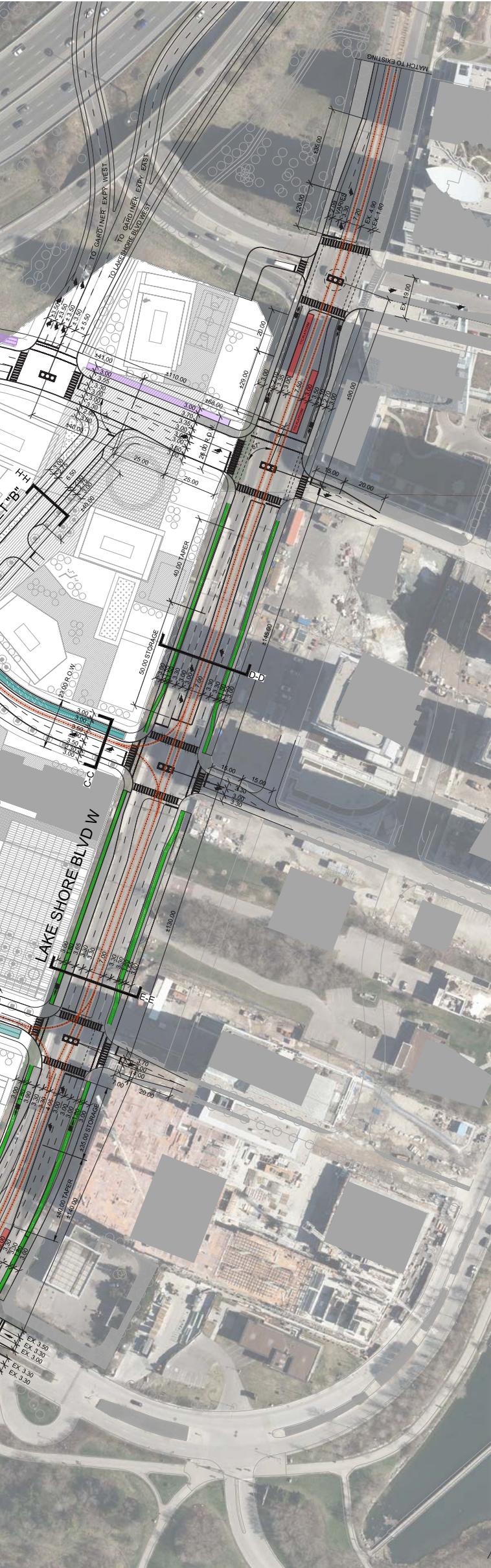


LEGEND

-  CYCLE TRACK
-  MULTI-USE PATH
-  TWO-WAY CYCLE TRACK
-  TTC STREETCAR / LRT TRACK
-  EXISTING SIGNAL
-  PROPOSED SIGNAL
-  EXISTING PROPERTY LINE
-  PROPOSED PROPERTY LINE

**CONCEPTUAL FUNCTIONAL
 ROAD PLAN**



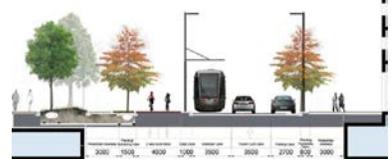


LEGEND

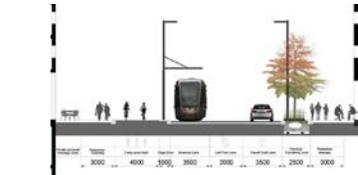
- CYCLE TRACK
- MULTI-USE PATH
- TWO-WAY CYCLE TRACK
- TTC STREETCAR / LRT TRACK
- EXISTING SIGNAL
- PROPOSED SIGNAL
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE



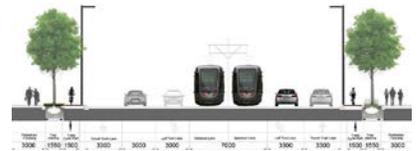
SECTION A-A
LOOP ROAD - 23.0m R.O.W.



SECTION B-B
LOOP ROAD - 23.0m R.O.W.



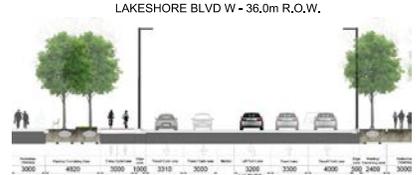
SECTION C-C
LOOP ROAD - 23.0m R.O.W.



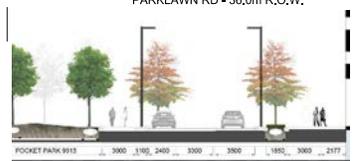
SECTION D-D
LAKE SHORE BLVD W - 36.0m R.O.W.



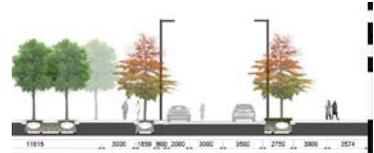
SECTION E-E
LAKE SHORE BLVD W - 36.0m R.O.W.



SECTION F-F
PARKLAWN RD - 36.0m R.O.W.



SECTION G-G
PRIVATE ROAD "A" - 20.0m R.O.W.



SECTION H-H
PRIVATE ROAD "B" - 20.0m R.O.W.





Floating gardens as a result of the stepped form and different building typologies



