# PLANNING & URBAN DESIGN RATIONALE

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

FCR (Park Lawn) LP and CPPIB Park Lawn Canada Inc.

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# 1/ INTRODUCTION

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# 1.1/ APPLICATION, REQUESTED APPROVALS & HOW TO READ THE REPORT

This Planning and Urban Design Rationale Report has been prepared by Urban Strategies and Allies & Morrison on behalf of the Owners, FCR (Park Lawn) LP and CPPIB Park Lawn Canada Inc., in support of a combined Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) Application, and Draft Plan of Subdivision (DPS) Application to facilitate the redevelopment of 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road (referred to hereafter as 'the site' or '2150 Lake Shore').

This report has been prepared as a comprehensive update to the 'Master Plan and Planning Rationale' document that was submitted in support of the October 2019 OPA application. To function as a comprehensive standalone document, it carries forward some content from the original October 2019 report, as well as including a series of updates and revisions responding to:

- Initial feedback received on the OPA application;
- · Changes to the provincial policy framework; and
- Continuing efforts by the project team to advance the level of detail and design of the Master Plan proposal, in support of the proposed policy instruments included with this application.

The Master Plan detailed herein establishes a vision and comprehensive development framework for the significant development opportunity present on the site of the former Christie Cookie factory site on the northeast corner of Park Lawn Road and Lake Shore Boulevard West.

The Master Plan proposal has informed the development of the policy instruments that are the subject of this combined application, including the draft Official Plan Amendment (OPA), draft Zoning By-law Amendment, and draft Plan of Subdivision. The Owners and project team look forward to continuing to work with the City to respond to anticipated feedback on this combined application. The team will continue to provide input into the concurrent City-led Secondary Plan process, and will consider continued refinement of the Master Plan to support alignment with the policy directions that will emerge through the Secondary Plan study. This report includes the following sections:

**1.0 Introduction** outlines the purpose and structure of this document, the Master Plan proposal and requested approvals, project timelines and milestones, and 'big ideas' for the site.

**2.0 The Master Plan** prepared by Allies & Morrison with support from the project team, provides a vision and framework to guide the proposed comprehensive redevelopment of the site over six phases. This work has been refined to respond to feedback received on the draft Official Plan Amendment application.

**3.0 Planning Framework & Analysis** prepared by Urban Strategies, describes how the Master Plan and proposed policy instruments align with and advance fundamental directions within the provincial and municipal framework of planning and urban design policies

**4.0 Urban Design Analysis** prepared by Urban Strategies, provides discussions on how the proposed design of the Master Plan meet the goals and intent of the urban design guidelines that apply to the site, and how the revised proposal addresses comments received from City staff on the 2019 OPA application.

**5.0 Summary & Supporting Studies** prepared by Urban Strategies, provides a summary planning opinion, as well as summarizing key findings from all of the studies submitted in support of the Master Plan and proposed policy instruments.

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# 1.2/ THE MASTER PLAN PROPOSAL

#### The Original Master Plan Proposal (October 2019)

In October 2019, FCR (Park Lawn) LP and CPPIB Park Lawn Canada Inc. ('the Owners') made an application for an Official Plan Amendment (OPA) in support of a proposed Master Plan for the redevelopment of the 27.7 acre / 11.2 hectare site located on the northeast corner of Park Lawn Road and Lake Shore Boulevard West, municipally known as 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road site ("the site" or "2150 Lake Shore"). The original Master Plan proposal envisioned a vibrant, mixed-use, transit-oriented redevelopment of the site. The Master Plan included a new Park Lawn GO station, related TTC transit improvements, a finegrained network of new streets and connections, a range of new open spaces including a new public park, and a diverse mix of residential, retail, service, entertainment and employment uses. At that time, the Master Plan contemplated a range of built form typologies including low, mid and high-rise buildings, fifteen towers ranging in height from 22 to 71 storeys.

#### The Revised Master Plan Proposal

The Master Plan for the site has further evolved, both in response to comments and suggestions from stakeholders, including City staff, and as a result of a more detailed review to support this combined Official Plan Amendment application, Zoning By-law Amendment application, and Draft Plan of Subdivision application. The fundamental vision and key elements of the Master Plan remain consistent, including:

- Integrated Transit Hub: the new Park Lawn GO station is located along the northern edge of the site, with the platform spanning the Park Lawn Road right of way and a direct interface with the redeveloped site. A TTC streetcar loop is proposed to bring streetcars into the site, integrating directly with the GO station. Bus service stops are located on Park Lawn Road, also in close proximity to entrances to the GO platform, providing seamless connections between public transit modes.
- **Relief Road:** a new relief road is proposed along the northern edge of the site, connecting the Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east. The proposed relief road works to divert vehicular traffic away from Park Lawn Road and Lake Shore Boulevard West to relieve congestion in the area. It also provides access to below grade parking and servicing areas within the site, minimizing the impacts of these activities on the public realm.
- New Local Street Network: new internal streets extend from the surrounding street network, responding to the unusual shape of this large site to create a loop road (Street B) with spokes that will draw transit vehicles, cars, pedestrians and bikes into the site, and create a multi-modal transit node at the GO station.
- Diverse Open Space Network: a range of new interconnected open spaces are proposed across the site, including a new public park, two large squares, a covered galleria (discussed below), and a series of groves, largos (enlarged sidewalks), lanes and mews, which together provide a rich network of places for every-day community interaction, recreation, play and relaxation.

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- **The Galleria:** the galleria functions as a covered pedestrian street lined with a variety of retail, services and amenities. It is open to the elements while still offering protection from wind, rain and snow, extending opportunities for vibrant activity during all seasons. The galleria and public park are located at the centre of the site, creating a vibrant 'dual-heart' for the project.
- Employment, Retail Services & Entertainment: 64,392 m2 of office type uses (Column 1) are included in the Master Plan, creating a significant employment cluster at the GO station and within the galleria. This is complemented by a range of service/ retail type uses (Column 2) that together make up 36,659 m2 of GFA. Together, proposed employment uses provide a a regionally accessible employment cluster that contributes to the creation of a complete community.
- A Range of New Homes: the Master Plan includes a substantial residential component, including 557,642 m2 of residential GFA, estimated as approximately 7,139 units. This includes a range of unit sizes, typologies and tenure, including a significant commitment to affordable housing and a high percentage of larger units appropriate for families (10% 3+ BD, 15% 2B+Den, 25% 2B).
- **Distinct Architecture:** the Master Plan features a range of building types that blend forms and uses, and respond to the distinct geometry of the proposed street and block pattern. Fifteen towers are proposed on the site with heights ranging from 16 to 70 storeys, with the tallest towers generally clustered near the GO station. The towers feature generous separation distances, and are interspersed with a range of standalone mid-rise and low-rise building typologies to create a sense of place and urban fabric that appears to have evolved over time.

#### Discussion of Proposed Non-residential Uses

The proposed development includes a range of nonresidential uses including office, retail, service commercial, amenity, institutional and entertainment.

Site and Area Specific Policy (SASP) 15 applying to the site requires a minimum of 98,000 m2 of non-residential GFA to be provided at full build out, and provides three categories of permitted non-residential uses:

- Column 1, generally relating to a range of office, research and development, and light industrial type uses;
- Column 2, generally relating to service commercial, retail, arts and entertainment type uses; and
- Column 3, generally relating to community services and facilities.

SASP 15 requires more than 51% of the minimum nonresidential GFA to be Column 1 uses, and with less than 49% of the minimum GFA to be provided as Column 2 uses. Column 3 uses are permitted, however not counted into the minimum non-residential GFA requirement. The Master Plan has not yet reached the level of detail to define the precise types of non-residential uses to be delivered. Nonetheless, the Master Plan includes a variety of spaces designed for the range of uses anticipated in each of the three columns, and is committed to meeting the non-residential GFA requirements, both in terms of the overall quantum, and the required proportion of Column 1 and Column 2 uses.

Corresponding to the non-residential uses permitted under SASP 15, the proposed non-residential uses in the Master Plan have been categorized under Column 1, 2, and 3 uses and are referred to using the following terms throughout this document:

- Office type uses (Column 1);
- Service/ retail uses (Column 2); and
- Institutional uses (Column 3).



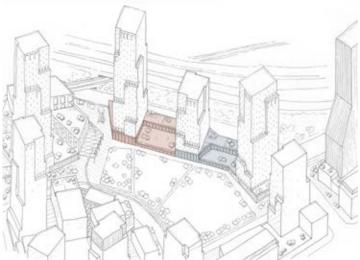
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### **Key Revisions**

As referenced above, the original Master Plan has evolved in a number of important ways to respond to comments from City staff including requests to enlarge the public park, introduce new community amenities, increase the amount of employment space, and present a more pedestrian-scaled streetwall along the Park Lawn and Lake Shore frontages. Planning for the GO station and integrated transit hub has also resulted in some important refinements.  Enlarged Park: the proposed public park has been enlarged to approximately 1 ha, close to double its size in the original Master Plan. With this increase, the broader system of proposed open spaces now represents 42.6% of the net site area, representing an increase of 10.6% from the original proposal. Enlargement of the park required the reconfiguration of the loop road (Street B) and the galleria to accommodate additional park space. Similarly, height and density have been shifted away from the south and east of the park to improve sun access and sky view from this enlarged public space.



Two Potential Elementary Schools: both the Toronto • District School Board and Toronto Catholic District School Board have expressed interest in incorporating new elementary schools within the Master Plan. As an important first step, the Master Plan explores the potential to co-locate two elementary schools within the podium of the buildings that line the northern edge of the enlarged park. This includes 8,459 m2 of gross floor area (GFA), intended to provide space for approximately 1,100 elementary school students between the two school boards. The actual realization of these schools is uncertain as a number of important next steps must be undertaken: the school boards must secure provincial approval and funding; further conversation is required with the school boards on the location, design specifications and potential for shared amenities between the two schools; and the opportunity to co-locate school yard amenities within the proposed park must be explored with the City. This urban school model follows the success of recent examples such as the new shared schools at Canoe Landing.



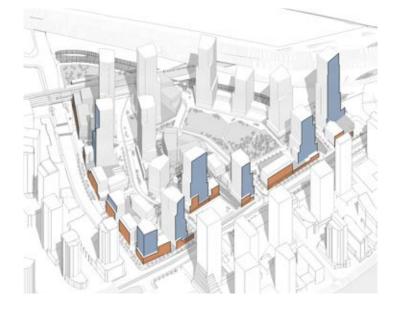
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Increased Column 1 Non-Residential Space: the extent of the proposed office type uses (Column

 have increased to approximately 64,392 m2, an increase of 21,515 m2 from the 41,900 m2 featured in the original Master Plan. A portion of this space has also been shifted into the central galleria at the heart of the project, fronting the new park. While this helped to accommodate the potential elementary schools now located along the northern edge of the park, it also represents an exciting opportunity to further reinforce the new GO station while also enhancing the mix of uses and activity in the galleria at all times of the day, bringing employment uses into the heart of the site.

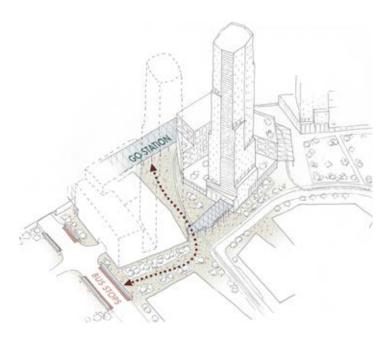


• Enhanced interface with Park Lawn & Lake Shore: a series of built form refinements have worked to pull taller building elements back from Park Lawn and Lake Shore, to present a pedestrianscaled streetwall. In some cases, this has involved shifting taller buildings to be located behind mid-rise buildings located along these primary frontages. In other cases it has involved introducing setbacks to reinforce the pedestrian-scaled streetwall at the base of towers.



### • Extending Station Square to Park Lawn:

Coordination with TTC, Metrolinx and the City of Toronto has continued in order to realize the integrated transit hub. Of note, improvements have been made to enhance pedestrian connectivity to the GO station and accommodate bus activity along Park Lawn. The internal road on the east side of the site, connecting Park Lawn to the loop road (Street B), has been converted into a public open space, providing a more generous pedestrian connection to the GO station, effectively extending Station Square to Park Lawn.



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# 1.3/ THE PROJECT TEAM

# **1.3.1 THE OWNERS**

FIRST CAPITAL

The site is owned by FCR (Park Lawn) LP (First Capital Realty, or "FCR") and CPPIB Park Lawn Canada Inc. ("CPPIB"). FCR is leading the redevelopment of the site in partnership with CPPIB. FCR is a long-term property owner committed to creating successful communities that enhance the life of residents. FCR is one of Canada's largest owners, developers and managers of grocery anchored, retail-focused urban properties where people live, work and shop for everyday life. FCR sees each project as an opportunity to connect with the community to deliver on a variety of needs and greatly enhance the quality of life for residents.



King High Line, Toronto



Griffintown, Montreal



Yorkville Village, Toronto



3080 Yonge Street, Toronto



Edmonton Brewery District, Edmonton

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# 1.3.2 CONSULTANT TEAM

The Owners have assembled an experienced team of specialized consultants to lead the development of a Master Plan for the site. This team has grown since the October 2019 OPA application, to advance the level of design detail and refinement of the Master Plan and to address the various technical application requirements in support of this application.

### **ALLIES AND MORRISON**

ARCHITECTURE

### **URBAN STRATEGIES INC.**

PLANNING & URBAN DESIGN

### ADAMSON ASSOCIATES

ARCHITECTURE

### ARUP

ENGINEERING, FUNCTIONAL SERVICING & SUSTAINABILITY

### **BA GROUP**

TRANSPORTATION

### DTAH

LANDSCAPE ARCHITECTURE

### ERA

HERITAGE

### GROSS . MAX .

LANDSCAPE ARCHITECTURE

### HATCH

RAIL, AIR QUALITY, NOISE & VIBRATION, NATURAL HERITAGE

### RWDI

WIND

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# 1.4/ PROJECT TIMELINE & MILESTONES

The owners have been engaging with the community and City staff since their purchase of the property in June 2016, including the following key milestones & activities.

### June 2016

Owners' purchase of the 2150 Lake Shore Property

### June 2016 - July 2019

OPA 231 Settlement Discussions with City Planning and Legal staff

### September 2016

Meeting with Councillor Grimes & Humber Bay Shores Condominium Association

### January – March 2018

International design competition to select Master Plan Architect (Allies & Morrison)

### February 2018

Owners host Public Idea Fair #1

### November 2018

Owners host Public Idea Fair #2

### July 2019

City Council endorses OPA 231 settlement

### August 2019

Local Planning Appeal Tribunal approval of OPA 231 settlement

### October 2019

Official Plan Amendment Application

Open House for the Secondary Plan & Official Plan Amendment Application (hosted by City of Toronto, with full participation of the Owners and consultant team)

### May 2020

Combined Official Plan Amendment, Draft Zoning By-law Amendment, and Draft Plan of Subdivision Application

Owners will host a virtual Idea Fair #3

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# 1.5/ 8 BIG IDEAS

The owners held two Idea Fairs with the community in February and November 2018 to help the project team understand their key concerns, opportunities and priorities. Eight Big Ideas emerged through this process, which have helped to shape the Owners' vision and Master Plan for the site.

As the project team has worked to refine the Master Plan in response to continued feedback from the City and community, a concerted effort has been made to maintain these Big Ideas, which remain at the foundation of the Master Plan. In many cases, the refinements made to the Master Plan in this application work to strengthen and augment the project's ability to deliver on the range of important community benefits that underlie these Big Ideas.



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# **BIG IDEA #1**



A New Heart for Humber Bay Shores.

A mixed-use neighbourhood hub where you can live, work, play, shop and learn.

### What we heard at the idea fairs:

"Make this a destination"

Scomplete and dynamic mixed-use community"

"Keyword: mixed-use"





### A NEW TRANSIT HUB AND IMPROVED CONNECTIVITY.

Creating new transit infrastructure is critical to a growing community at Humber Bay Shores.



twe heard at the idea fairs:

"Complete streets"

"Infrastructure is needed to support more growth"

"Faster connections to downtown"

"Parklawn GO station"





The 27.7 acre site is a major city-building opportunity to FIRST create a new centre for housing, jobs, retail, public spaces and facilities near local and regional transit infrastructure. CAPITAL FIRST

Offering a mix of uses that are woven into the fabric of the existing waterfront community with signaticant public CAPITAL realm improvements, amenities and a transit hub will CAPITANANCE the quality of life for current and future residents.

By expanding the park and open space offering, increasing the provision of encloyment, and considering cAPITAL Master Plan seeks to further strengthen the site's ability FIRST to deliver on all of the elements of a complete community, capital capital a new heart at the centre of Humber Bay Shores.







As Humber Bay Shores continues to grow, a number of infrastructure improvements including regional transit FRST vill be needed to support a complete, vibrant community. capitablere is an important opportunity to create a transitoriented community at 2150 Lake Shore.

The October 2019 OPA application opened the door for the project team to advance discussions with Metrolinx, TTC and City of Toronto, taking a coordinated approach for the redevelopment of the site to act as a catalyst for the introduction of the Park Lawn GO station, a TTC Streetcar loop, integrated bus service along Park Lawn, and strong pedestrian and bike connections, all of which are featured in this application.



# **BIG IDEA #3**



SHOPS, RESTAURANTS AND SERVICES.

Local retail that helps create a vibrant streetscape and community life.

### What we heard at the idea fairs:

"Retail that supports the surrounding neighbourhood"

"Great restaurants, great shopping"

"Variety of retail"

"Places to do daily errands"

# **BIG IDEA #4**

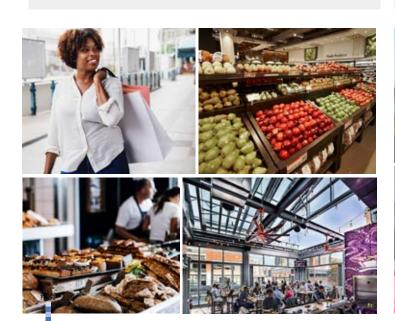


# COMMUNITY AMENITIES AND SERVICES.

Community amenities and services are an important feature of a complete neighbourhood and are places where people can come together.

### What we heard at the idea fairs:

- "A community hub"
- "A place to gather and meet with neighbours"
- "Places for people to connect"



There is the potential to create a new heart for Humber Bay Shores by providing a vibrant and local shopping experience. New shops, restaurants and services for everyday life that will meet the needs of the community.

FIRST CAPITAL The refined Master Plan has continued to build on the retail vision for the project, refining how the galleria and CAPITAL its concentration of retail and services can tie the project FIRST together, connecting and interfacing with the enlarged park and the two major squares that anchor the project on Lake Shore and at the GO station.



Interactive and accessible public and green spaces should be enjoyable features for the whole community. Significant public benefits such as improved pedestrian connections, community facilities and enhanced public realm are key components of the Master Plan.

The refined Master Plan has approximately doubled the size of the proposed park, and explores the potential of incorporating two elementary schools for the Toronto District School Board and Toronto Catholic District School Board. The project team is also actively engaged with the City of Toronto to discuss the potential to incorporate further community facilities, which must be comprehensively understood in relation to proposed densities and the full package of community benefits the Master Plan seeks to deliver upon.









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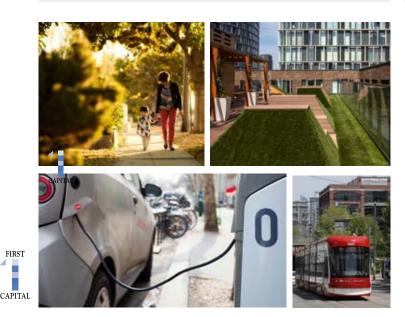


### **ENVIRONMENTAL** SUSTAINABILITY.

Future generations must be kept in mind by designing the site with leading environmental practices.

### What we heard at the idea fairs:

- "Interconnected green spaces"
- "Electric charging stations or cars"
- "Green roofs"
- "Connected to transit"



Leading sustainability practices are an expectation of the community, including high quality and lasting design. Transit-oriented developments are complete, sustainable communities that help reduce car traffic.

In advancing the level of design detail and resolution of the Master Plan, the refined proposal continues to explore a number of sustainable strategies including energy conservation measures, stormwater management integrated with landscape features, and transportation demand management meaures to encourage sustainable travel patterns such as prodiving transmand active transporation facilities. Electric vehicle charging stations are considered within parking garages, and will broaden the sustainable mobility options.



# **BIG IDEA #6**



### **EMPLOYMENT SPACES.**

Bringing new employment opportunities to the neighbourhood will help create a complete mixeduse neighbourhood.

What we heard at the idea fairs:

- "Co-working spaces"
- "Medical offices and services"
- "Offices"

CAPITAL



Bringing job diversity to the Humber Bay Shores community should be a key component of the Master Plan for the site to build and maintain economic sustainability. Creating spaces for business and employment is essential to the success of a mixed-use development.

Building on the extent of employment space featured in the OPA application, the revised Master Plan now features approximately 64,392 m2 of office type uses (Column 1), an increase of over 50%. This space continues to be clustered at the GO station, with additional employment space shifted into the heart of the project within the galleria, supporting the project's vibrancy at all times of day and delivering this space earlier in the project's FIRST proposed phasing.





## **BIG IDEA #7**



FIRST

VARIETY OF HOUSING.

Population growth and limited land supply are creating an enormous need for a mix of new housing in Toronto.

#### What we heard at the idea fairs:

- "More diverse housing options"
- "Affordable housing"
- "Housing for families"

## **BIG IDEA #8**



### HIGH-QUALITY ARCHITECTURE AND URBAN DESIGN.

High-quality design and unique built form that enhances the current neighbourhood.

### What we heard at the idea fairs:

"Make it beautiful and exciting"

"Unique designs"

"Design that sets a high standard"



Development of 2150 Lake Shore will include a mix of housing options, tenures and typologies that consider the needs of current residents, and future residents and generations. The revised Master Plan maintains a high percentage of larger, family-oriented units, and remains committed to delivering significant affordable housing via the mechanisms outlined in Site and Area Specific Policy 15. This will include some combination of delivering 10% of the proposed units as purpose built rental for a period of 20 years, and/or delivering 5% of the proposed units for affordable ownership. The mix between these two mechanisms is proposed to be determined phase by phase through the build out of the project.



Redevelopment of the site can contribute to the vibrancy of Humber Bay Shores through thoughtful design and community spaces that are woven into the landscape. The Master Plan has been designed from the ground up, focusing on spaces before buildings, with the architecture reinforcing the armature of public spaces that form the foundation of the plan.

The revised Master Plan explores a series of changes to proposed built form and public spaces to enhance the project's relationship with the irrounding areas. This has included enlarging the community-oriented park capital and improving its access to sunlight, and pulling taller building elements back from the Park Lawn and Lake Shore frontages. The Master Plan is accompanied by a series of Urban Design Guidelines that will continue to guide the design and quality of parks, public open spaces and buildings through the phased build out of the site, ensuring that it delivers the highest quality of placemaking.





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# 1.6/ **DESIGN EVOLUTION**

# 1.6.1 WHAT WE HEARD

In response to what we have heard from the city and the community, we incorporated the following changes to the design.

The new proposal has seen enhancements to the public realm with a larger park and more pedestrian focused shared spaces. Building heights have been redistributed and a higher quantum of office type employment (Column 1) has been introduced.

- ✓ A larger public park: 1 hectares
- ✓ A diverse offer of open spaces for the community
- More pedestrian and bike-focused
- A rich employment offer
- Active frontages lined with retail
- Gathering spaces for the community
- Potential new schools
- ✓ Overall reduction of streetwall and base buildings

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# 1.6.2 LARGER PARK & POTENTIAL SCHOOLS

### **Key City Staff Comment**

"The combination of an enlarged public park and strategically placed POPS must be included through the revision of the Master Plan" In response to city comments, the extent of the proposed neighbourhood park has been enlarged to 1 hectare (50% above the park proposed in the 2019 OPA application submission) with no above or below ground encumbrances. The massing of new development along the park's northern boundary will shield it from the noise and pollution from the Gardiner Expressway.

A diverse range of open spaces will be offered within the park, enabling a variety of uses for the neighbourhood throughout the seasons. The dedicated parkland will be supplemented by open spaces on adjacent blocks to extend the overall usefulness of the site to the public and to deliver an integrated urban fabric; these privately owned public space areas may be encumbered below or above grade for private uses.



#### Extent of the public park at OPA 2019

The new proposed Master Plan provides 38,508 m2 of open space (42.6% of the site minus conveyed roads). This represents an increase of 10.6% on the original proposal.

Potential schools are explored on the block along the northern edge of the park, providing direct access to potential shared play spaces within the public park; it is assumed that the use of these play areas will be secured through access agreements between the school boards and the City of Toronto. Additional school-related outdoor amenities for younger children will be provided on podium levels of buildings to the north of the park. Parking, loading and bussing for the schools are proposed to be accommodated below grade and/or along the relief road (Street A), pending further studies. The school block is currently planned as part of Phase 3 of the development.



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# 1.6.3 PUBLIC\PRIVATE\PEDESTRIAN STREETS

#### **Key City Staff Comment**

"In general, staff are supportive of the prioritization of pedestrians and cycling on the internal street network"

"Both school boards have identified an interest in school facilities on this site" To enlarge the neighbourhood park, the 'loop road' (Street B) has been reconfigured, and in correspondence the central galleria block has been reduced in size.

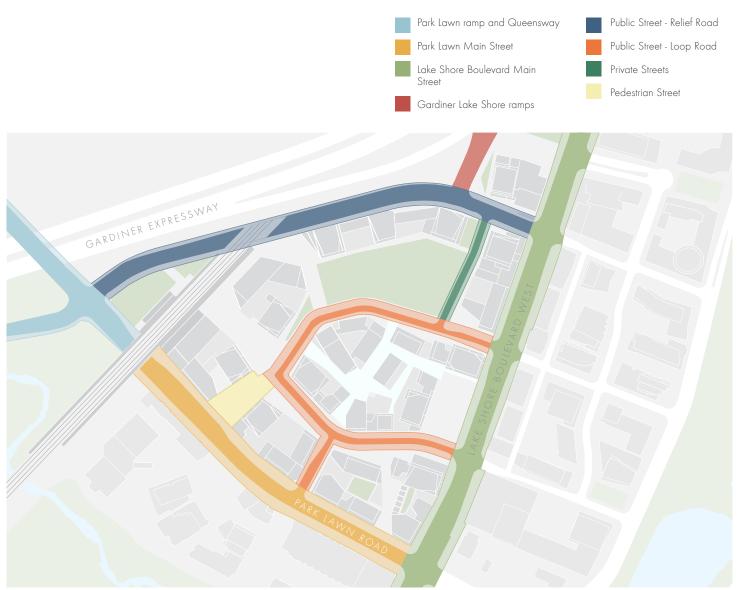
Also to enlarge the park, the access route between the loop road, and the 'relief road' (Street A), has been shifted eastward. This route continues to be a private street, as below grade encumbrances are required to make adjacent building basements functional and viable.



#### Street types at OPA 2019

To enable adequate space for TTC bus bays along Park Lawn at the north west corner of the site, the route connecting Park Lawn to the loop road has been pedestrianized, with vehicular access removed. Along with adjacent open spaces, this route will provide a better pedestrian experience between Park Lawn, Station Square and the GO station.

All other streets within the Master Plan are proposed as public rights of way.



New proposed street types

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# 1.6.4 **EMPLOYMENT LAND**

### **Key City Staff Comments**

"First Capital Realty is encouraged to exceed the minimum required 98,000 square metres of nonresidential gross floor area in SASP 15"

"As the Master Plan advances, the breakdown of proposed uses on the site should show an appropriate mix of non-residential land uses in accordance with the requirements of SASP 15 (Schedule B)" Proposed office type uses (Column 1) have shifted in location and increased in size, including a substantial new office component within the central galleria block. This redistribution creates better relationships between workplaces and major open spaces (both station square and the neighbourhood park), a stronger mix of uses within the retail and residential components of the central block, and a balanced delivery of non-residential GFA across Phases 1, 2 and 3.



The General Employment Area designation maintains the 1.4 ha/3.5 acre footprint in keeping with SASP 15, but adjusts its boundaries to enable the new configuration of office type uses clustered around Station Square and the galleria. The initial shape of the General Employment Area was preliminary, and as provided by SASP 15, was intended to allow for flexibility to refine the boundary as the Master Plan evolves.

The extent of office type uses (Column 1) GFA has increased to 64,392 m2, an increase of approximately 21,515 m2 from the 41,900 m2 featured in the original Master Plan.



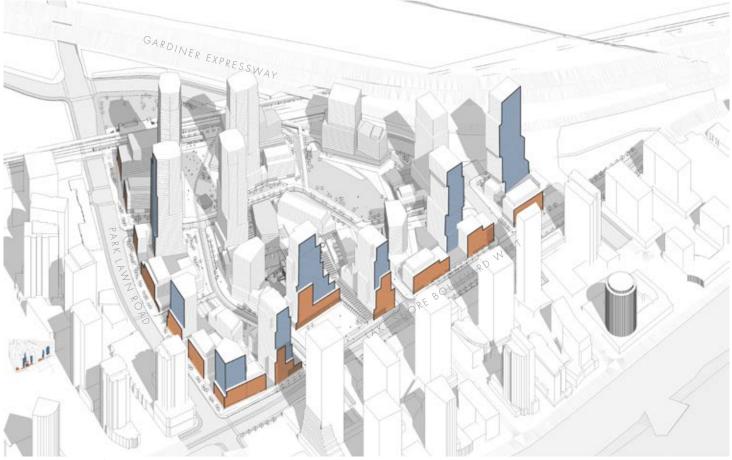
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# 1.6.5 **STREETS EDGE REFINEMENTS**

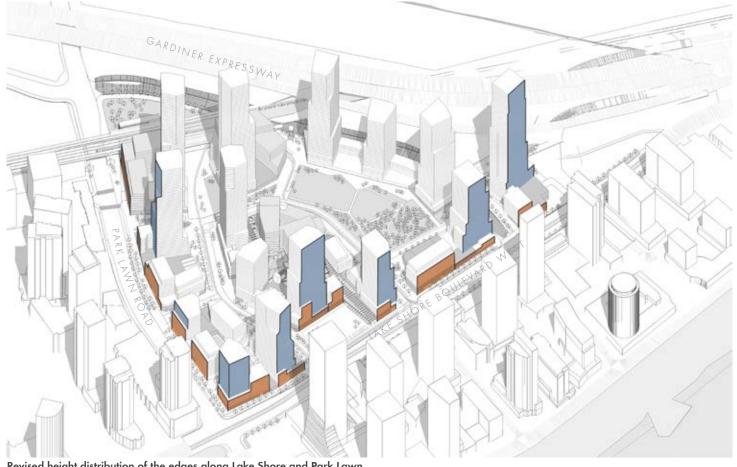
### **Key City Staff Comment**

"The taller built form proposed on the site should transition to mid-rise heights towards Lake Shore and Park Lawn to address the mid-rise built form along the southern and western edges of these streets. Tall buildings may be located above the mid-rise base buildings only with the inclusion of generous stepbacks to ensure the pedestrian scale is maintained" The buildings facing Lake Shore and Park Lawn have been reworked with lower setbacks and building heights to improve the microclimate conditions on the street, and to create a better townscape in correspondence with existing buildings across the streets.

Additional variation has been introduced to the length of building frontages to create a stronger sense of rhythm along the street and to mediate the scale of the development with the experience of pedestrians.



Height distribution of the edges along Lake Shore and Park Lawn at OPA



Revised height distribution of the edges along Lake Shore and Park Lawn

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### 1.6.6 TOWERS HEIGHTS DISTRIBUTION

#### **Key City Staff Comment**

"Buildings must be located and massed to ensure that no less than 75% of the public park area is in direct sunlight between 9:18am and 5:18pm from March 21st to September 21st"

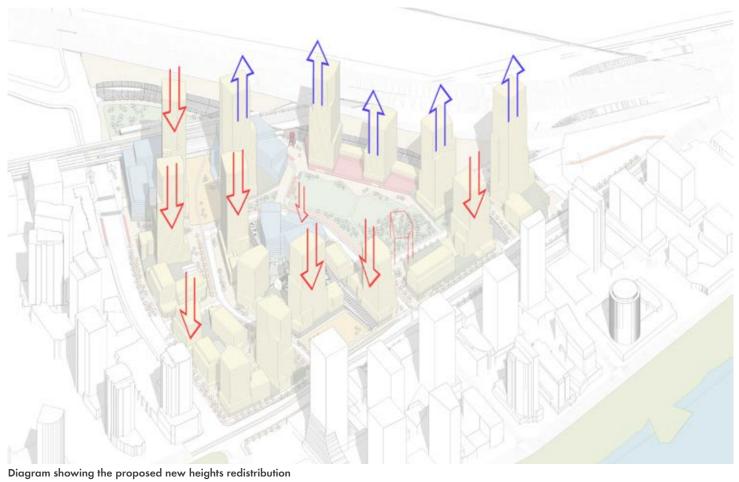
The massing of tall buildings have been adjusted to respond to the City's request for lower heights along Park Lawn Road and Lake Shore Boulevard West frontages, and to reduce shadowing of the neighbourhood park. The residential quantum has shifted to other areas of the plan by enlarging average residential tower floor plates from 750 m2 to 800 m2 and by redistributing GFA between buildings.

These changes have been enacted while maintaining the same number of tall buildings overall (15) and observing a minimum 30m tower separation distances throughout. The tallest building element has been reduced from 71 to 70 storeys.

The quantum has also been redistributed lowering the towers within the proximity of Lake Shore, Park Lawn and the public park, and by increasing the number of floors toward the northern edge facing the Gardiner Expressway.



Axonometric view of the OPA massing





Axonometric view of the proposed new massing

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# 2/ THE MASTER PLAN

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## 2.1/ SITE AND CONTEXT

2150 Lake Shore, municipally known as 23 Park Lawn Road, 2150 Lake Shore Boulevard West, and 2194 Lake Shore Boulevard West, is located at the corner of Park Lawn Road and Lake Shore Boulevard West in southeast Etobicoke. The site is bounded by Park Lawn Road and Lake Shore Boulevard West, the CN Rail Corridor, and the Gardiner Expressway, forming a triangular site that is approximately 27.7 acres (11.2 ha). The site was formerly used as a large industrial bakery, which was closed in 2013 and has since been demolished in anticipation of the site's redevelopment.

The area immediately surrounding the site, known as Humber Bay Shores, is part of the larger Mimico neighbourhood. The Humber Bay Shores area has experienced a significant amount of development in the past decade, and continues to grow with a number of developments that are planned and under construction. This area is predominately characterized by high-rise residential condominiums, atop smaller two to four storey podiums with convenience retail and services oriented along Lake Shore and Park Lawn opposite the site. The public realm condition along Park Lawn and Lake Shore is characterized by narrow approximately two metre wide sidewalks, with street trees and a green boulevard of varying widths separating the sidewalk from Park Lawn and Lake Shore.

Further to the south and east of the site, the Humber Bay Shores Park and the waterfront trail system are located along the shore of Lake Ontario, providing generous lakefront amenity space and recreational opportunities for the community. Further to the north-west, the Ontario Food Terminal is located beyond the rail corridor and Gardiner.

The Ontario Food Terminal is the primary distribution centre for fruits and vegetables supplied to grocery stores and restaurants in Toronto. The terminal has a large footprint with a large cold storage, warehouses, wholesale farmers market, as well as parking lots and loading bays for large trucks. The Food Terminal is physically separated from the site by the highway and rail corridor, as well as significant changes in grade.



Aerial photo of the site looking towards Downtown Toronto

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### 2.1.1 **REGIONAL PROFILE**

#### A new urban cluster

Set within the context of the Greater Golden Horseshoe, Humber Bay Shores could provide a comparable range of amenities as other towns along the shores of Lake Ontario, such as Burlington, Oakville and Port Credit. The prospect of a new GO station elevates the profile of Humber Bay Shores beyond a local neighbourhood to a significant urban cluster, offering employment, retail, and cultural amenities to a wider catchment area.

A transit-oriented and mixed use development could establish a new type of commuter town for Toronto, a contemporary update to those found along the North Shore feeding into Chicago, up the Hudson River leading into New York City, or around the Bay area connecting to San Francisco.

#### A western gateway

Humber Bay Shores also serves as a western gateway to travellers entering the city from Lester B. Pearson Airport. A coordinated approach to the building typologies, land uses, and transport strategies could set up the area as a 'prelude to downtown,' extending the influence and prestige of the core to 2150 Lake Shore.



Aerial photo of the site from Lake Ontario

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#### Downtown

visual connections to downtown skyline wil Torontonian identity c

#### The Marine Parade

the existing line of residential towers will be unified by our site into a new neighbourhood.

**High Park** 

T'ARKLIN.

7.03

#### **Ravine Extensions**

and the roll of here

the greenery and ambience of Toronto's well-loved ravines will be invited into the site and engage with its streets.

#### **Humber River Parks**

#### Humber Bay convergence

traintracks, tramlines, expressway and boulevards converge at the site to create a hyper-connected mobility hub.

#### Ontario Fo Terminal

an economic over 1,500 m businesses ar jobs at the da the site.

**Mimico Creek Parks** 



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### 2.1.2 CITY-WIDE CONTEXT

#### The best of two worlds

As a neighbourhood, Humber Bay Shores has an emergent quality when compared to others in the city. Not quite suburban, and not quite downtown, the character of the area enjoys advantages of both: relative proximity to the jobs and cultural buzz of downtown, and the fresh air and green space of the suburbs.

#### A hub for work

With the historic legacy of the cookie factory, jobs are on the mind of local leaders and residents. And with its proximity to the Ontario Food Terminal, the associated network of businesses and services may provide special employment opportunities to 2150 Lake Shore Boulevard West.

#### **Ripe for civic amenities**

The existing towers are already a dominant presence along the Gardiner and on the waterfront skyline, yet civic and cultural amenities lag behind residential development. From super-congested to super-connected

2150 Lake Shore sits at the convergence of a streetcar line, the expressway and three major surface routes, forming a bottleneck where the city grid is warped by Humber Bay. This brings about both high accessibility and high congestion. Sorting out the traffic and public transit situation will be a top priority for 2150 Lake Shore to create a desirable place to live.

#### On the waterfront

2150 Lake Shore occupies a prominent site on the waterfront, highly visible along the curve of the lake and across the bay from downtown. The Master Plan must handle this prominence with sensitivity, in the new skyline it creates and the impact it may have on wildlife and their migratory routes.

#### Along the ravines

Sitting at the mouth of the Mimico Creek, 2150 Lake Shore can connect positively with the natural ravine topography that Toronto is known for. By extending the reach of these green fingers, biodiversity and sustainable movement networks will be improved, both on site and in the surrounding neighbourhoods.

With the character of the area in flux, 2150 Lake Shore has a huge opportunity to cement the reputation of Humber Bay Shores, to rival those of Toronto's other great neighbourhoods.



View from Mimico Creek

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### 2.1.3 UNDERSTANDING THE SITE

#### Neighbouring plot configuration

2150 Lake Shore is the largest land parcel in the Humber Bay Shores by virtue of its former use as a cookie factory. Many of the building plots on Lake Shore are deep, elongated rectangles with the short side facing the road, an inheritance from the motels that once operated in the area.

The typical plot configuration has led to multi-tower developments, usually a taller element paired with a shorter one, connected at the base with a common podium. The shape of plots is reflected in the general orientation of buildings, with slab towers aligned perpendicularly to the Lake Shore to permit views to a greater number of units. Basements extend under Annie Craig Way to improve the efficiency of underground parking.

#### Accessibility

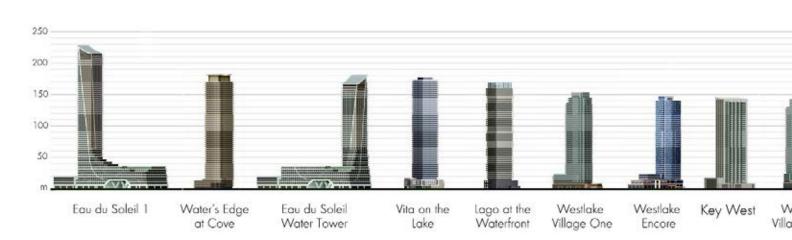
The site can seem either well connected or isolated, depending on the mode of transport one is using. Adjacent to the Gardiner Expressway and serviced by Park Lawn and Lake Shore, the site is easily accessible by car. However, these same roadways separate the site from the suburban fabric of Mimico further to the west, and the Queensway to the north, isolating the local pedestrian movement network and discouraging street level activity. The lake and the continuous waterfront park are also nearby. Yet, these amenities are separated from the site by the line of condominiums to the south.

Two significant tasks for the Master Plan are to reintegrate 2150 Lake Shore with the surrounding fabric and the lakeside park system and mitigate the dominance of the car to create a pedestrian-friendly neighbourhood.

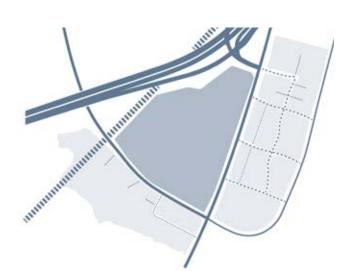
#### Site approach

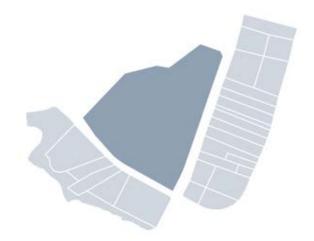
Driving west from downtown Toronto along Lake Shore, a set of towers on the approaching shore anticipates a dynamic town centre at Humber Bay Shores. On arrival, however, this proves elusive, as the towers turn their backs to Lake Shore, imparting the inferior quality of a service route.

Turning onto Marine Parade Drive, one finds an attractive lakeshore corniche that welcomes a casual drive or stroll, but provides no places for resting or lingering. The promised urbanity of the towers never quite appears. 2150 Lake Shore aspires to change this, to make Humber Bay Shores a place where people want to simply be.



Existing tower typologies around the site





In between lines

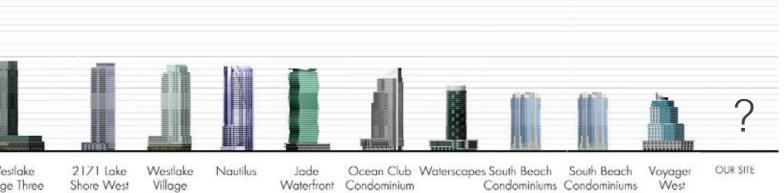


Plots with very few active uses on the ground floor

Historic property divisions



Existing plot configuration



ge Three

2171 lake Shore West

Westlake Nautilus Village Two

Jade Waterfront Condominium Condos

Ocean Club Waterscapes South Beach Condominiums Condominiums 11

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#### LAKE SHORE BOULEVARD WEST

On the site edge closest to Lake Ontario and containing most of the existing urban fabric, Lake Shore Boulevard West is the primary street address for the Master Plan. Its importance is reinforced by the City classification as a Major Arterial, with a broad right of way, TTC street car tracks, and connections straight through to the downtown core.



Existing condition of Lake Shore Boulevard

#### PARK LAWN ROAD

The main north-south street bounding the western edge of the site, Park Lawn Road incorporates significant changes in elevation to navigate past train tracks and expressway, and respond to natural topography. The various overpasses create a sense of gateway approaching Humber Bay Shores from the north.











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#### GARDINER EXPRESSWAY

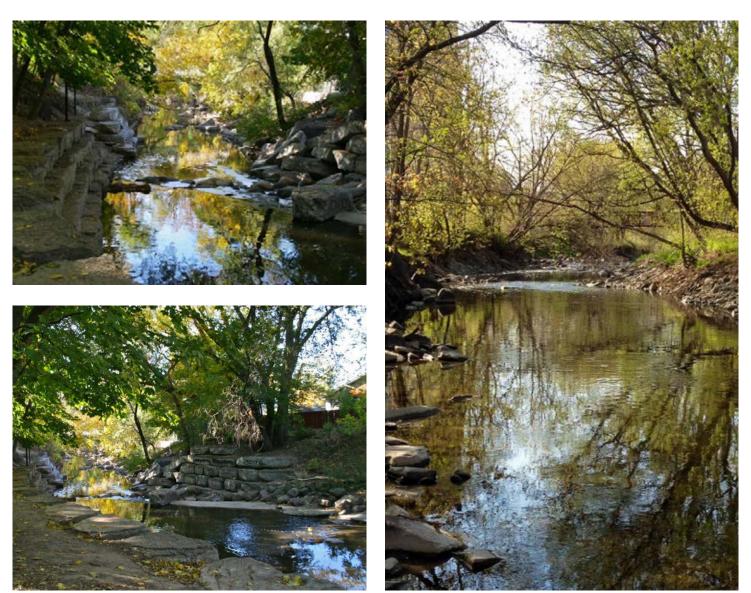
The main highway access to Toronto from the west with a significant shift in direction near the site, the Gardiner lends the development high visibility to passing motorists. Its bermed condition also presents a topographical and microclimate challenge to the northern edge of the site.



Aerial view looking towards the Gardiner Expressway

#### **MIMICO CREEK**

Though not directly contiguous with the site, Mimico Creek is an important part of the ravine network that gives Toronto its special character, bringing biodiversity to the site. Planned extensions along the Mimico Creek Trail will connect the site to wider pedestrian and cycling networks.



Mimico Creek

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#### A new heart

The former Christie Cookie site can become a focus for the community that already exists, helping complete the neighbourhood there by providing missing amenities and places for social exchange. Done well, twenty years from now the new town centre here will feel as though it preceded the lakefront towers – that this town centre was the spark that ignited the development of Humber Bay. This, in turn, will increase its inherent value.

#### Existing building typologies

The developments surrounding the site are characterized by a podium and tower typology. 2150 Lake Shore can bring urbanity and a sense of place by going beyond this one architectural typology, through buildings that land on the ground, establish attractive streetscapes and set a robust urban grain capable of accommodating a wide range of uses and functions.

#### Be a good neighbour

The regeneration of post-industrial brownfield sites like Christie Cookies has enabled urban intensification to take root in growing metropolitan areas like Toronto.

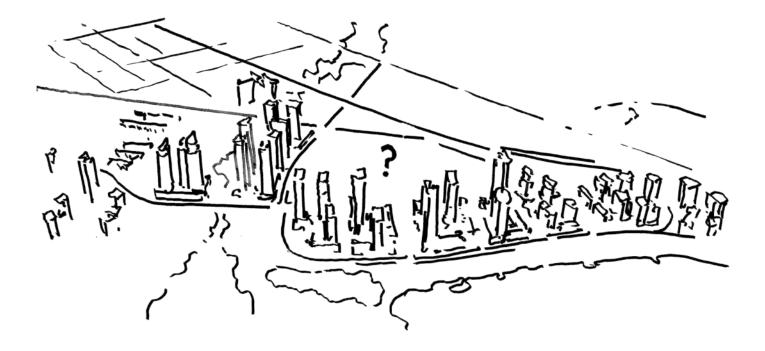
2150 Lake Shore will avoid the tendency to treat industrial sites as tabula rasa, by actively looking for opportunities to create unique places from the site's distinctive history and character.

#### Edge conditions

The site is located in between a series of urban lines, defining both its natural borders and also its opportunities: the Gardiner Expressway, the GO Transit line, ravines and streets.

While at first sight some of these lines might be considered constraints - such as the proximity of the Expressway - they also offer opportunities, such as the visual approaches and long views offered by the Expressway. Water and parkland can also be drawn into the site as lines of green and blue, bringing vitality to the development.

Successful city-building is achieved when a high quality master plan results in a site boundary that cannot be identified after the project is complete.



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## 2.2/ VISION

### 2.2.1 URBAN AND GREEN

#### Positioned between downtown and suburbia, 2150 Lake Shore aims to deliver the best of the city with access to green and open spaces.

2150 Lake Shore sits between condominium towers and low-density development. It is in a special position to enjoy the best of both worlds: the access to outdoor amenities and green spaces common in the periphery, with the dynamic street-life and cultural buzz associated with the core. 2150 Lake Shore seeks to capture the vibrancy of downtown as well as the vitality of Toronto's parks and ravines. It will do so through a careful balance of building typologies integrated with a landscape optimized for microclimate performance and biodiversity.



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### 2.2.2 COMPLETING THE PUZZLE

#### A void exists in the centre of Humber Bay Shores. 2150 Lake Shore aspires to be the heart for the new and existing community.

Surrounded by condominium towers to the south and to the east, and facing the Expressway and railway lines, the site of the former cookie factory will play a critical role in defining the future character of the area. As a large, consolidated property, 2150 Lake Shore has a unique opportunity to deliver a level of placemaking that has not been possible with the smaller plots and piecemeal developments around it. 2150 Lake Shore will be a convivial neighbour, looking to blur the boundaries along Park Lawn and Lake Shore. Through a sensitive and inviting public realm along these edges, the Master Plan aims to uplift the pride of place across all of Humber Bay Shores.

Moreover, 2150 Lake Shore will provide the missing transportation options, amenities, community services and job opportunities needed to establish a full-fledged neighbourhood, serving the needs of people from all walks of life.



### 2.2.3 SPACES, THEN BUILDINGS

#### At 2150 Lake Shore, buildings will prioritize their civic responsibilities and work together to create a great public realm.

Rather than competing for individual attention, buildings will collaborate to create a dynamic variety of new spaces, framing squares, parks, streets and promenades. The experience of pedestrians and cyclists will be paramount to the design of 2150 Lake Shore, with street alignments calibrated for interesting views and streetscapes. The proportioning of space between buildings and the interconnection of these spaces will be baked into the structure of the Master Plan, through block patterns, building height limits, setbacks and public rights-of-way. Design guidelines will promote the conscientious detailing of street-level façades- encouraging a high quality public realm through attention to materiality, comfort, sociability and safety.



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### 2.2.4 WELL CONNECTED

#### A new multi-modal transit hub integrated into the urban fabric of 2150 Lake Shore will be a fundamental provision of the Master Plan.

A new GO station will bring downtown jobs closer to local residents, and help make Humber Bay Shores an attractive employment destination in its own right. The station will reduce transit time to the downtown core to 12 minutes, and make the site accessible to a larger commuter pool within the Greater Golden Horseshoe of southern Ontario. The design of the 2150 Lake Shore street system and the transit hub have been co-ordinated to 'normalize' inter-modal transfers into the life of the city. Rather than isolating all exchanges within a single facility, connections to buses, streetcars, bikes, and pedestrian networks have been opened up to spread the benefits of street animation and footfall to the wider area.



### 2.2.5 A PLACE 'OF THE PLACE'

#### Ultimately, 2150 Lake Shore aims to create a genius loci, a sense of spirit and identity for Humber Bay Shores.

2150 Lake Shore aspires to be more than a Master Plan and become a real piece of the city. Its gravitas, scale, and visibility will change the image of Toronto at large, from aerial approaches into Pearson Airport to commuter perceptions from the Lakeshore GO Train and the Gardiner. Even more crucial than this outward image will be the local sense of place and the new quality of life it will bring. 2150 Lake Shore will pay careful attention to the experiential qualities of space – of what it really feels like being there – so that Humber Bay Shores will count its name amongst the other well-loved neighbourhoods of Toronto.



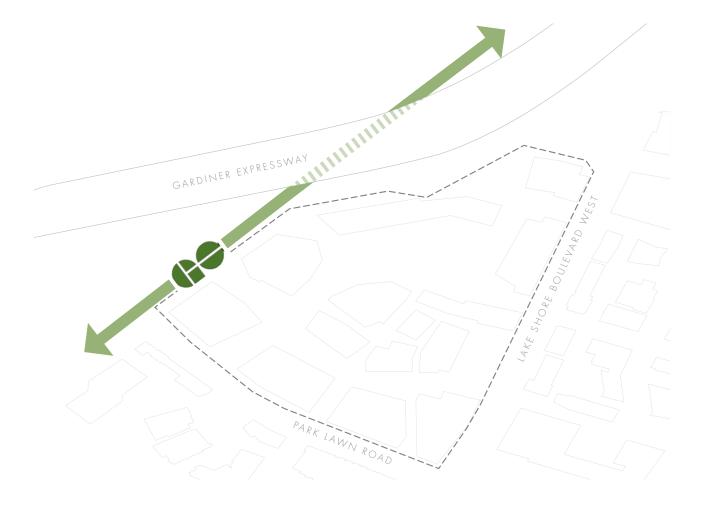
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## 2.3/ STRUCTURING MOVES

### 2.3.1 **A NEW GO STATION**

#### Introduce the Park Lawn GO station

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



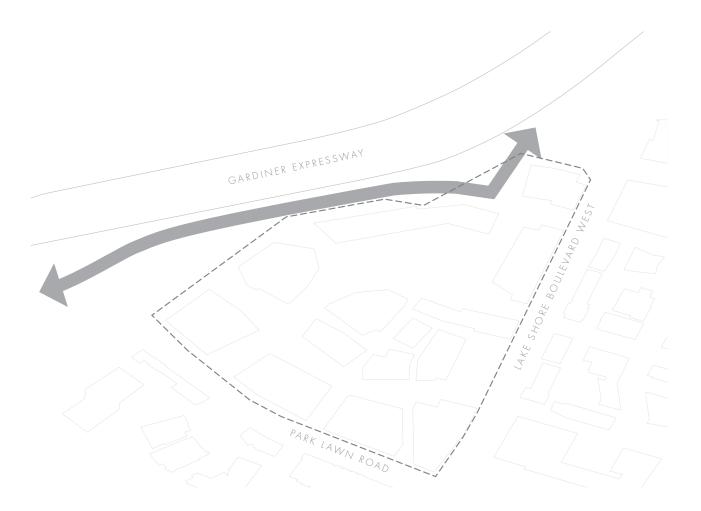
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### 2.3.2 **A NEW RELIEF ROAD**

#### Provide traffic relief for the neighbourhood with the new relief road

The "relief road" (Street A) is a service road and bypass route running along the northern edge of the site, connecting the Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east. This diverts commuter traffic away from Park Lawn Road and Lake Shore Boulevard West, 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 Road and Lake Shore Boulevard West will allow these streets to take on a more pedestrian friendly, main street character.



### 2.3.3 **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 road 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 conditions 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.



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### 2.3.4 A RICH OPEN SPACE STRATEGY

### Deliver two squares and a park for the community

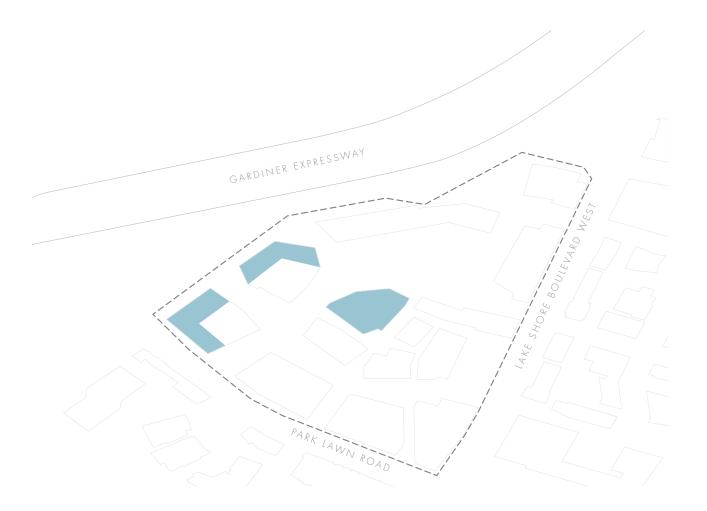
Three major open spaces are complemented by a series of smaller open spaces to create a dynamic communityoriented public realm experience spread across the entire site. The new public park will provide outdoor space and greenery, with the two squares providing local places of gathering focused on different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



### 2.3.5 JOB OPPORTUNITIES

#### Establish a new employment area to relate to the Gardiner and Rail Corridor

A cluster of new employment uses are concentrated around the GO station, Station Square, the galleria and the public park. These uses contribute to 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.



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### 2.3.6 A COVERED GALLERIA

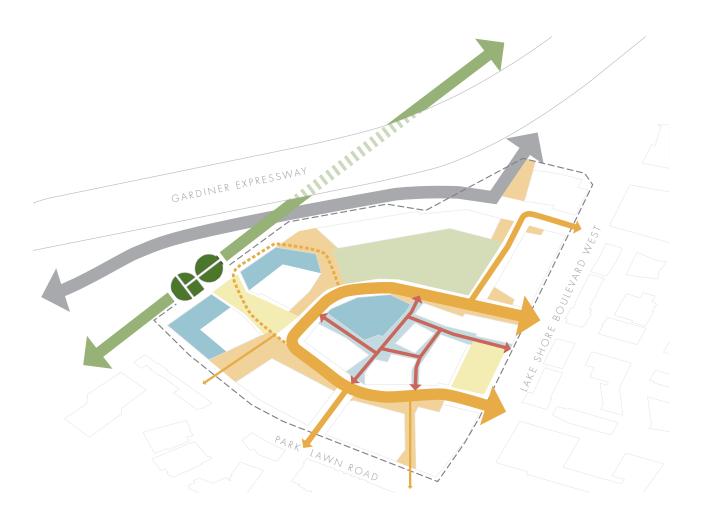
#### Create a system of publicly accessible covered spaces to draw pedestrians into and through the site

The galleria is conceived 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 a 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.



#### FRAMEWORK/SUMMARY

These five structuring moves work together to create a physical framework for the concept Master Plan, delivering important community benefits for existing and new residents of Humber Bay Shores. These moves work to create a community node that will seamlessly integrate with the existing Humber Bay Shores neighbourhood, inserting the final puzzle pieces to create a complete, pedestrian-friendly and transit-oriented community around the new GO station.



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The Master Plan in relation to downtown Toronto



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# 2.4/ MASTER PLAN INGREDIENTS

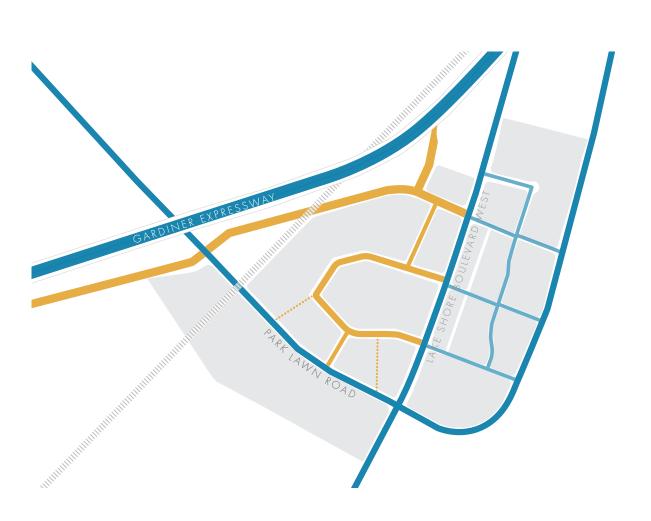
# 2.4.1 URBAN STRUCTURE

#### **1. DISTINCT BUT CONNECTED**

For us, a successful master plan blurs the site limits: if we have done our job well, one should not be able to find the project boundary. A good master plan 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.

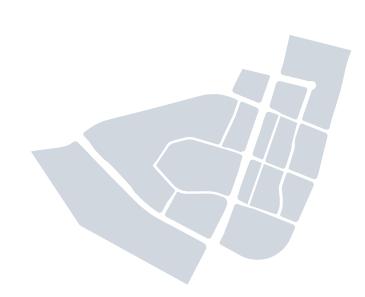
At the same time a successful master plan should be distinct and recognizable, with a strong urban character that differentiates it from its neighbours. The triangular shape of the 2150 Lake Shore site provides such an opportunity; rather than applying a generic orthogonal pattern over it, the site configuration 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 yet well connected, in the views created and the pedestrian experience of the public realm.

\*The Master Plan will have a different task on the northern edge of the site; here a new relief road will help sort out the traffic congestion that currently plagues the area by providing a more efficient connection between the Gardiner off-ramp at Park Lawn Road and Lake Shore Boulevard West heading downtown.



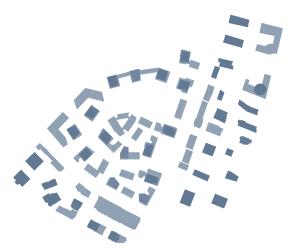
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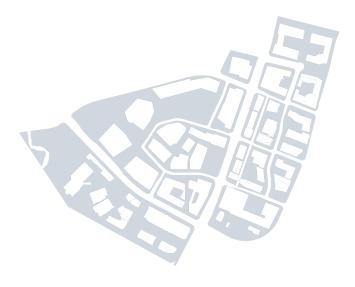


Block Structure

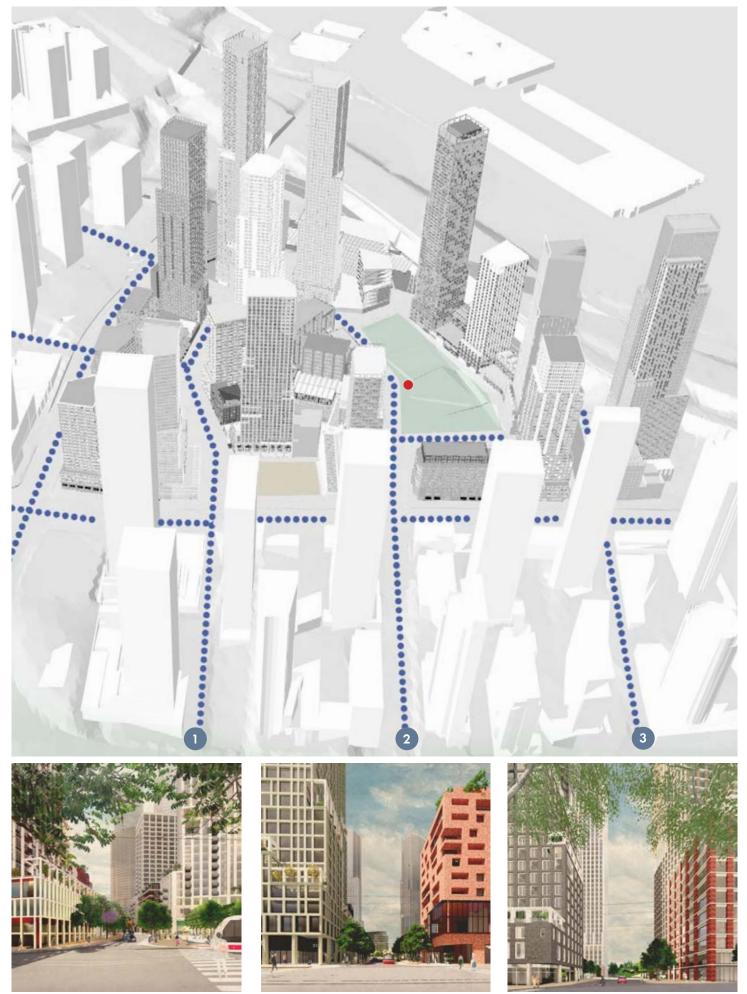


Simple buildings

Figure Ground



Open Space



View from Shore Breese Drive

View from Silver Moon Drive

View from The Marginal Boulevard

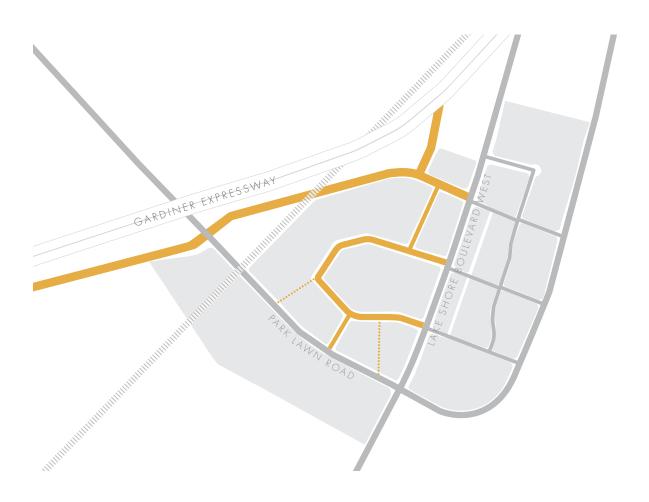
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### 2. FOUR STREET TYPES

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 as the alignment 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. The "relief road" (Street A) running along the northern edge of the site, connecting the Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east, diverts new and existing traffic north of the site to calm Park Lawn and Lake Shore allowing these streets to take on a more pedestrian friendly, main street character.

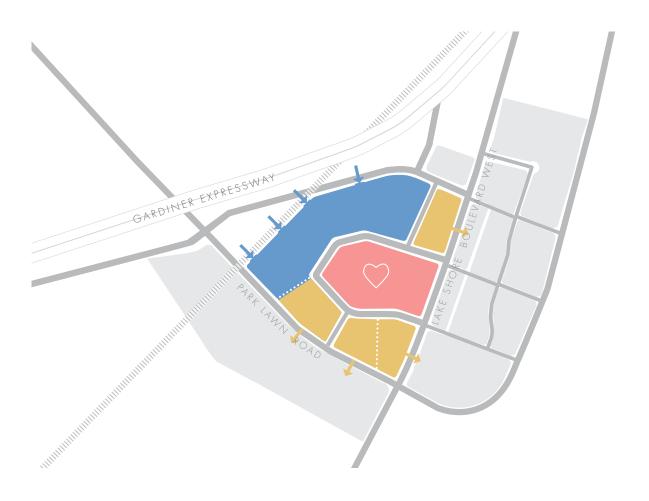


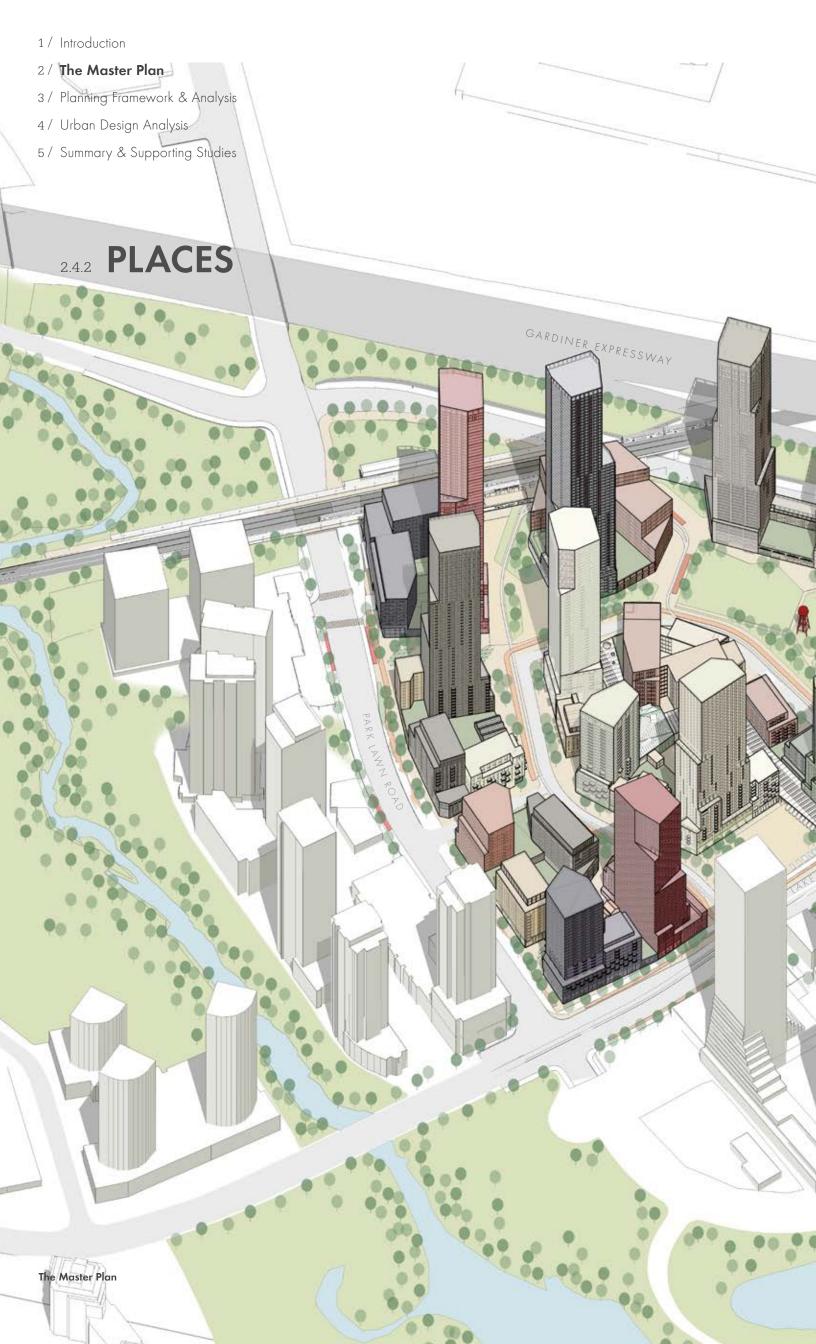
#### **3. THREE BLOCK TYPES**

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.







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#### **BOULEVARD SQUARE**

Boulevard Square will serve as a space of civic gathering not only for the Master Plan but for all of Humber Bay Shores, formed by the setback of a family of towers working in conjunction with existing buildings across the road. Its location directly on Lake Shore provides a distinct sense of place and a destination for those travelling along the arterial route by expanding the proportions of the streetwall enclosure and creating an urban room.

The square can be programmed for seasonal festivities, such as Christmas markets or summer fairs to enliven the space throughout the year. The edge of the square will be activated by restaurants and retail, and will be fronted by one of the primary entrances of the covered galleria beyond. The landscape will be co-ordinated with the surrounding building profiles to create a pleasant microclimate in the square, mitigating wind and urban heat island effects. All in all, Boulevard Square aspires to be the collective front porch for the area, a place to linger and connect with neighbours.



**Boulevard Square** 

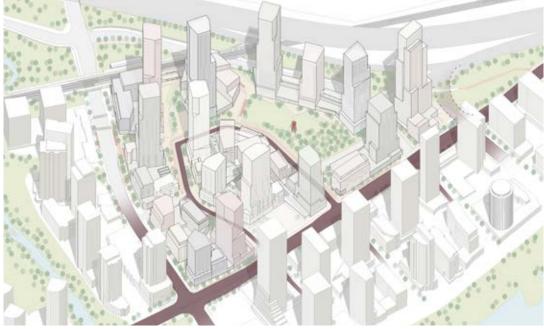


View of Boulevard Square

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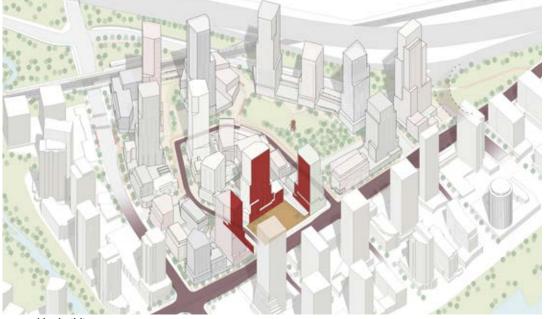
Lake Shore Boulevard West: a monotonous line with no reason to stop



Connecting to the streets



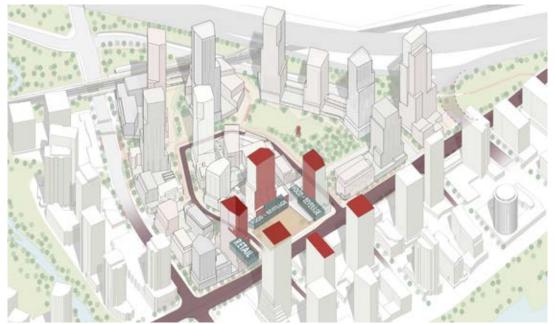
A new space



Framed by buildings



With active uses

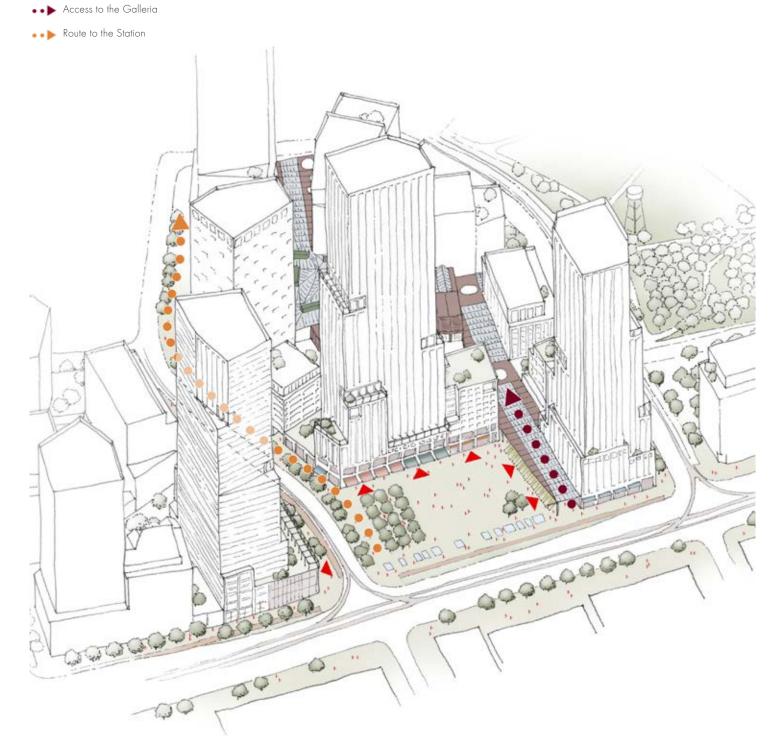


Bringing the neighbours in

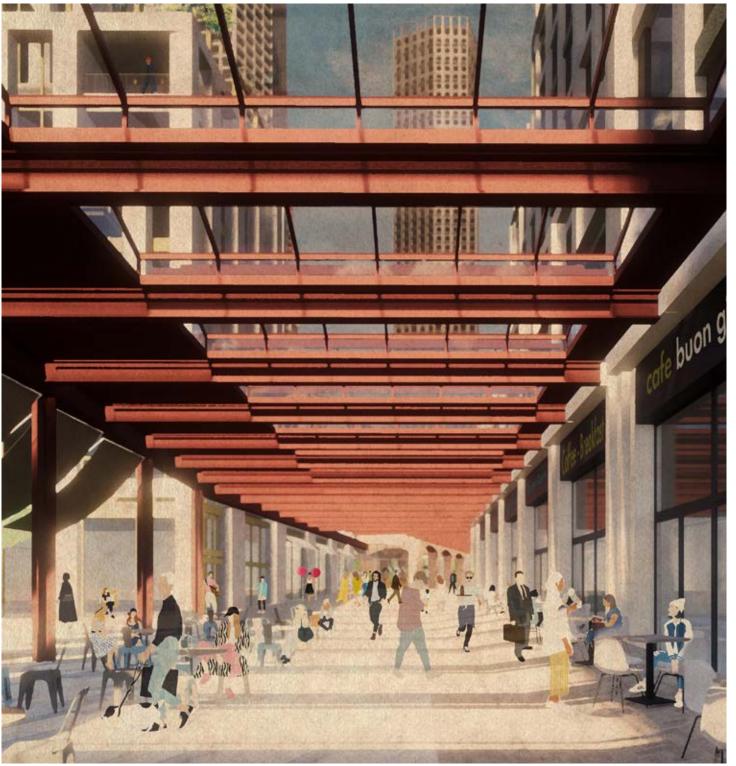
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Active uses facing the square

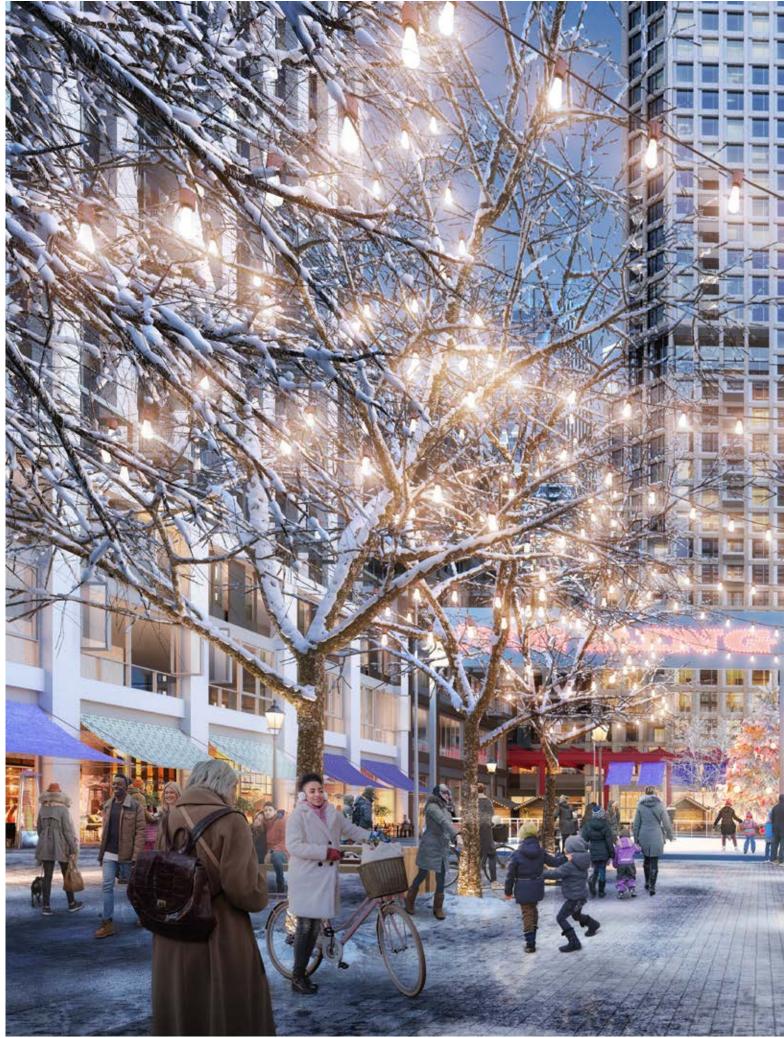


A well connected, vibrant place surrounded by active uses



Access to the galleria from Boulevard Square

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View of Boulevard Square



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#### STATION SQUARE

Anchored by the new GO station on the north end, Station Square provides a dignified setting for the daily commute of the residents of Humber Bay Shores. The transport hub will be the nucleus of commuter train and streetcar loops, and be at the convergence of pedestrian pathways and cycle routes. The revised proposal extends Station Square to Park Lawn with a pedestrian street, providing a safe and direct pedestrian route between the transit hub and bus bays proposed on Park Lawn. Site levels will be carefully graded to provide ease of transfer between transport modes, from train to streetcar, bus, bike or foot. The square will be framed by mixed-use buildings, with convenience retail activating the ground level frontages. Buildings to the north of the site will be focused on employment opportunities and commercial tenants in alignment with the proposed 'General Employment Area' designation in the Official Plan. To the south will be a primary entrance to the galleria for covered pedestrian access deeper into the development site. To the east will be a generously landscaped connection to the neighbourhood park.



Station Square



View of Station Square

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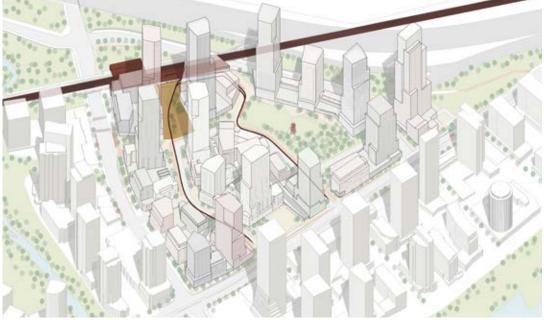
GO trains pass by everyday



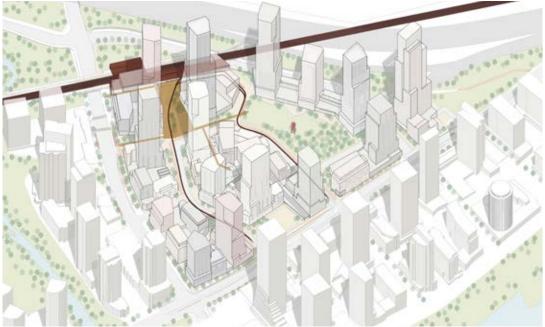
And then stop



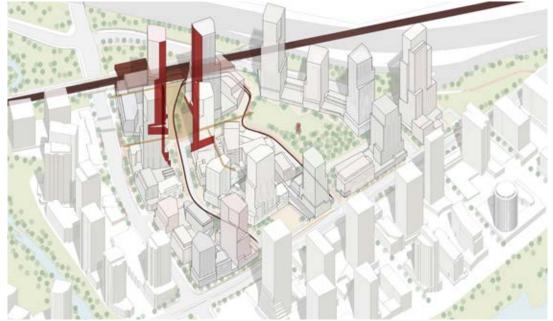
And the streetcar runs by



A front court for the district



Linked to the galleria, the park and the streets



And framed by buildings

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#### Site levels

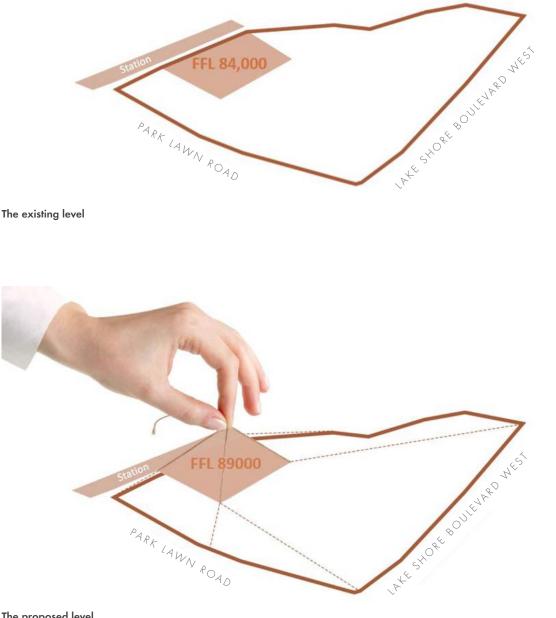
The existing average site level across the site sits at approximately 85.00 above sea level, while Lakeshore Boulevard West and Park Lawn Road rise gradually toward the north, away from their commen intersection.

Currently the site poses challanges in that it is divided and obstructed by infrastructural routes such as the Gardiner Expressway and the Rail corridor. An opportunity was sought to better connect the public realm with the rail corridor as part of Station Square and the proposed integrated transit hub. Raising the landscape to meet the rail level offers an extension of the public

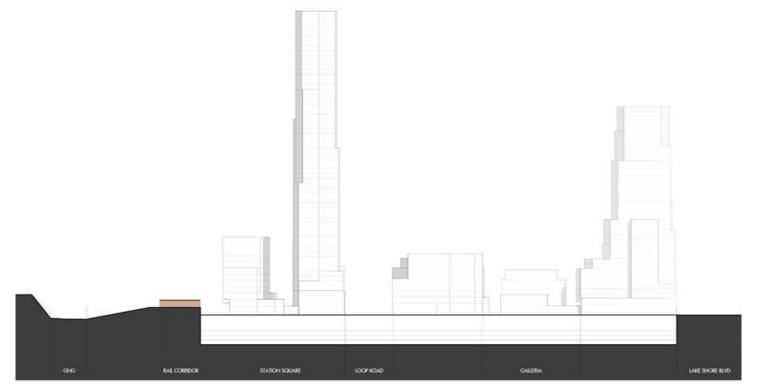
realm and a seamless transition between Station Square and what will be a very active station. This arrangement stretches the active use egdes both along the Square but also along the proposed platforms.

The proposed levels are dictated by the primary connections from Lake Shore and Park Lawn connecting to the GO and TTC platform level.

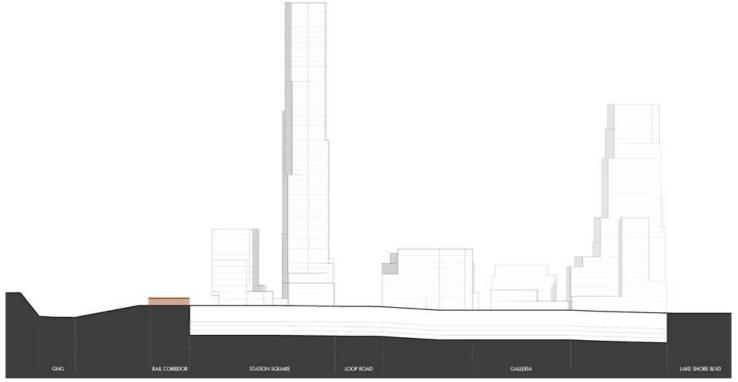
The public squares across the site are kept as level as possible to allow for a variety of uses, while the connecting routes tie these together at appropriare gradients for both pedestrians and the LRT route.



The proposed level



Site Section flat



Site Section raised

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View of Station Square



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#### THE PUBLIC PARK

#### A Neighbourhood Park

The neighbourhood park will provide the experience of nature and public playgrounds. The gradation of planting allows various and diverse plant communities to coexist: formal, semi-formal and wild. The complexity of this vegetation, coupled with topographic variation will create areas of different interest and character, access and interaction. A significant lawn area will be useful as a flexible event space for active outdoor programming, as well as passive recreational use for the residents of the community. Provisions will be made for casual sitting, picnicking, and other community programming. Landscape will be carefully designed to accommodate storm water retention, and may also incorporate opportunities for community gardening, urban farming, and educational features.

The three plateaus resulting from the site topography will create a dynamic new landscape with many spatial and programmatic possibilities.

#### Water Tower

The former water tower will be retained as an iconic heritage landmark. A key consideration will be its potential re-activation, making it a working asset rather than a simple billboard.



The Park



View of the park

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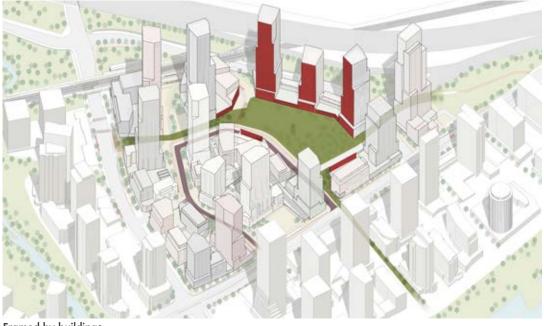
The green heart of the scheme



Linked to largos / lanes



Streetcar / loop street

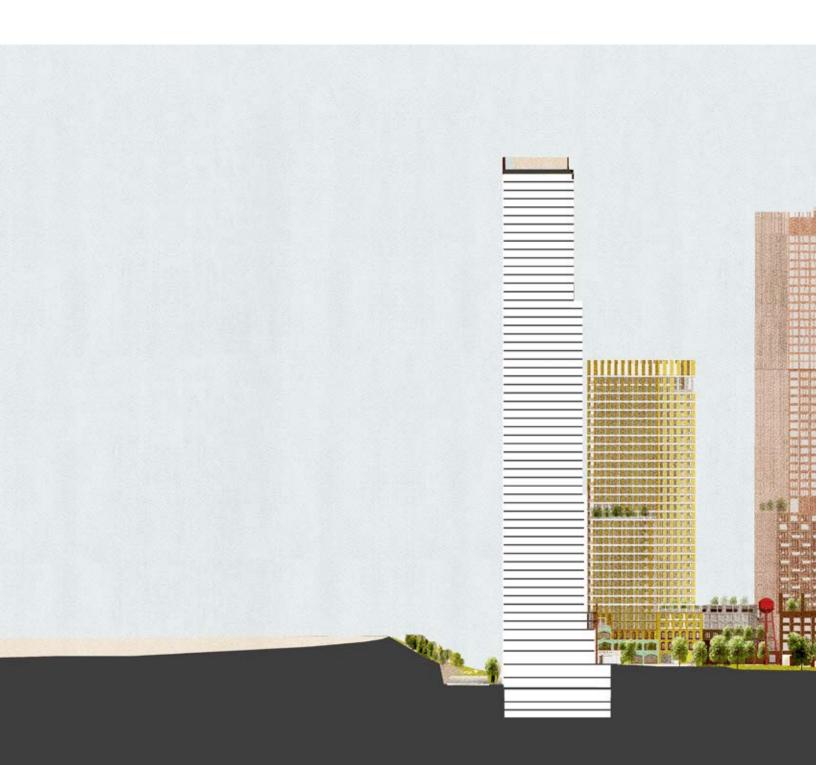


Framed by buildings

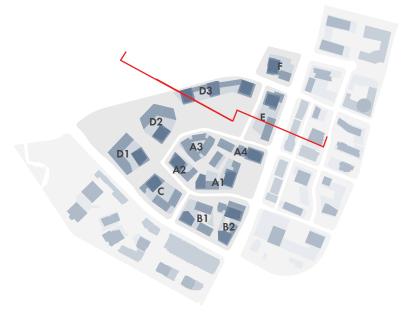


With the water tower

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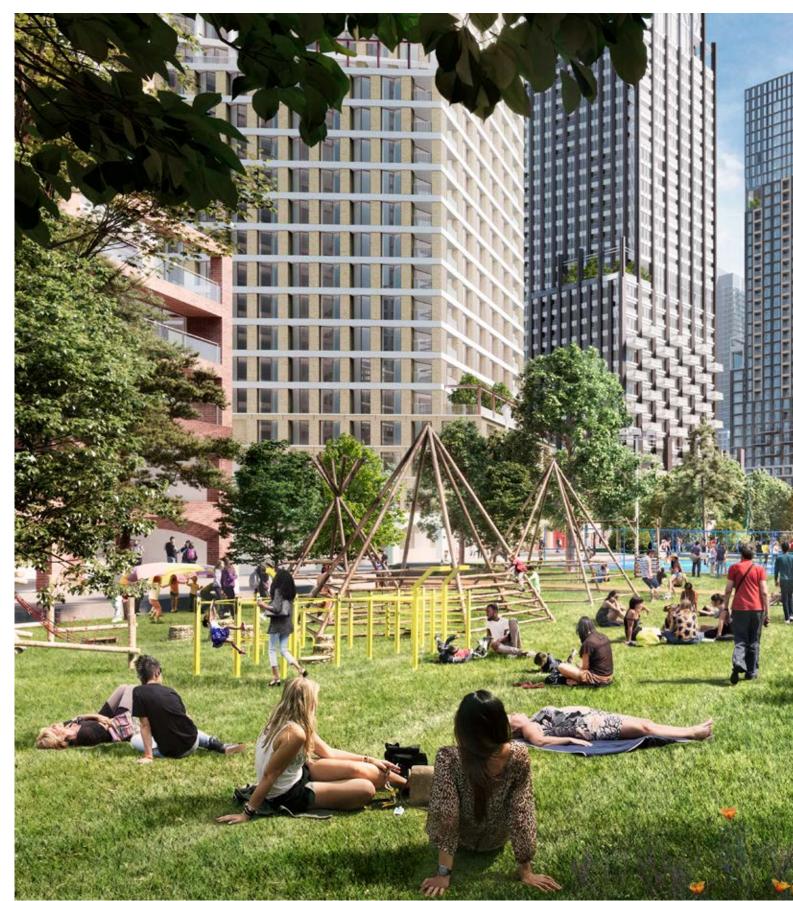


PLANNING & URBAN DESIGN RATIONALE - COMBINED OPA/ZBA/DPS = 2150-2194 LAKE SHORE BOULEVARD WEST AND 23 PARK LAWN ROAD





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View of the park



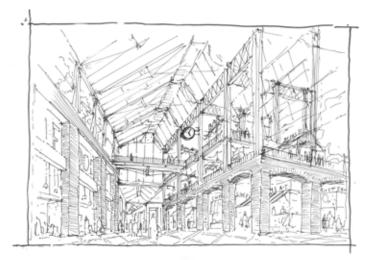
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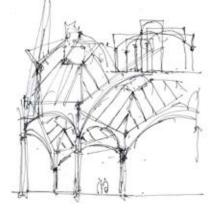
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#### THE GALLERIA

At the heart of the Master Plan is a distinct figure: the galleria. Throughout the world, covered markets and gallerias are an immediately recognizable building type; they project a strong urban character and provide historic resonance to retail space. The galleria takes its cues from these urban jewels, reinventing it for Toronto and for Humber Bay Shores.

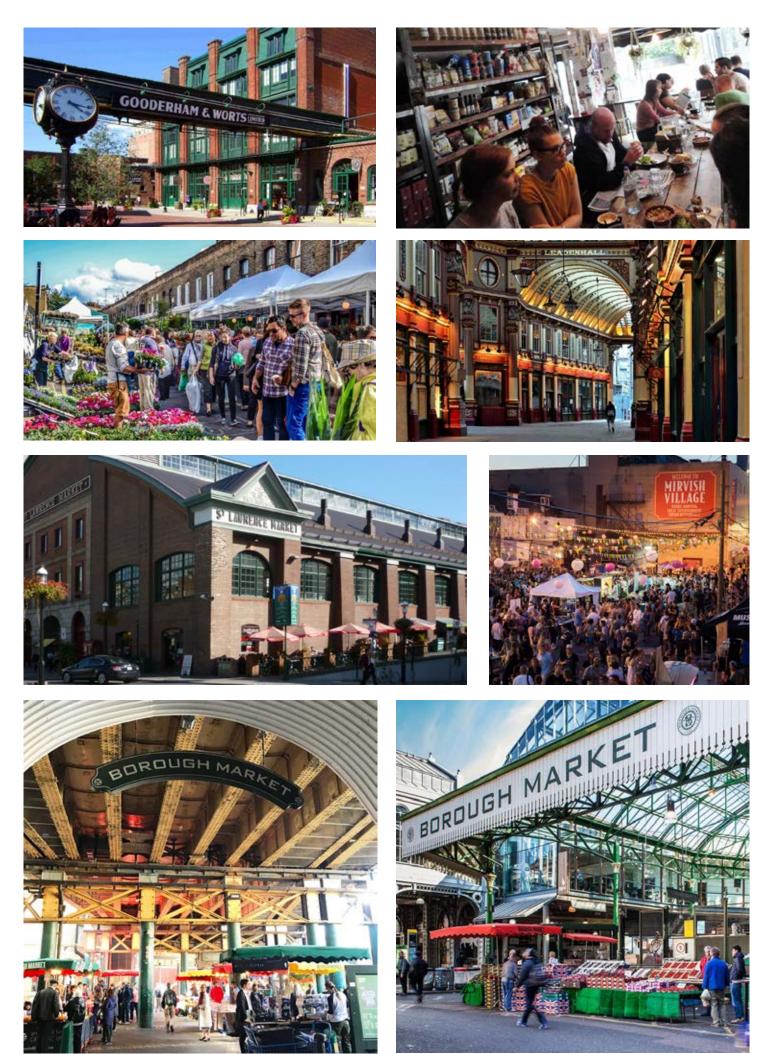
The galleria does two things simultaneously. It creates a link to the main squares and the public park, providing convenient pedestrian access across the site. At the same time it is a destination: the central space at the confluence of the pedestrian routes will be a place of meeting and encounter. As such the galleria should be both an icon and a passageway, both a foreground and a background element. Most significantly, the galleria aspires to be part of the city, and not a hermetically sealed, environmentally controlled mall. The covered but environmentally open nature of the galleria will be connected to the seasons, with an architecture that mitigates its most extreme conditions for a more hospitable public space that can be used year round.







#### The galleria



Food Markets: character, animation, a place for people

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View looking towards the Central Hall within the galleria



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#### THE ALLEYWAY

Interwoven within the galleria will be intimate walkways with smaller scale retail frontages and narrow exposures to the sky, to add variety and commercial range to the retail complex. The alleyways are inspired by characterful secondary streets in places like London, Melbourne, Edinburgh, and Toronto itself, places that add to the complexity and the value of the overall urban experience.

#### The Central Hall

Balancing the informality of the alleyways will be a singular space in the middle, indisputably at the top of the galleria spatial hierarchy. Providing a clear opening amidst the branching side routes, the Central Hall will provide an obvious place to meet 'at the galleria' even if no detailed location is specified.

The Central Hall should be a surprise, disclosed only upon meandering through the approaching routes. The architecture will be straightforward yet complex, with incidental spaces formed by the surrounding buildings, but a clear, matter-of-fact constructional logic.



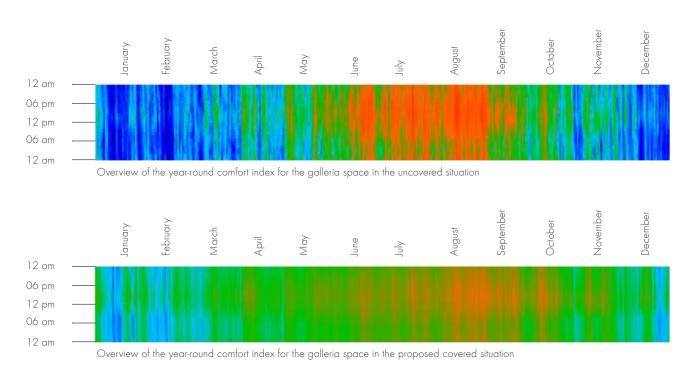


View looking down at the Alleyway

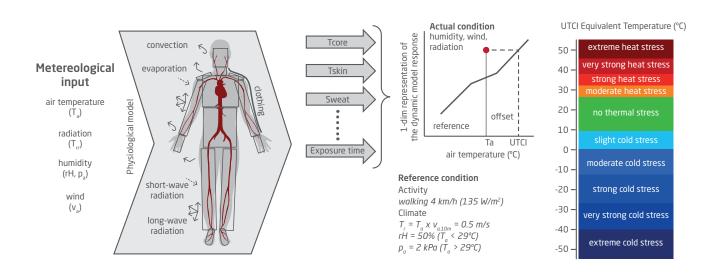
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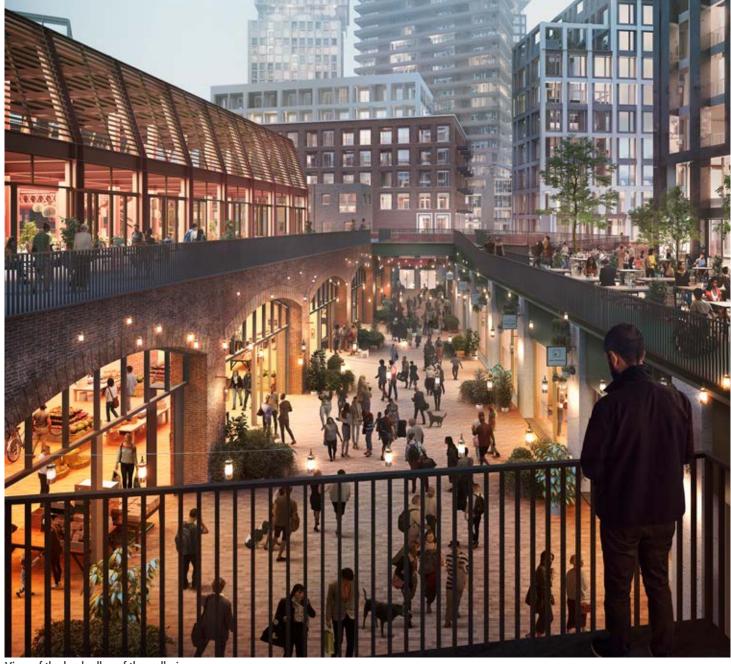
The central galleria space is a key factor in the year-round success for the entire neighbourhood. In summer this space is covered by a ventilated roof, allowing the space to be pleasantly chilled by a cooling breeze, while the roof will also provide sheltered, warm conditions during the harsh winter season, protected from the wind chill coming from Lake Ontario. As this public space will be used actively throughout the entire year, thermal comfort assessment is equally important as wind comfort. Early on in the design process the beneficial effects of the covered roof were proven evident in taking away the heat stress during summer and the coldest days in winter.



UTCI Thermal Comfort Index

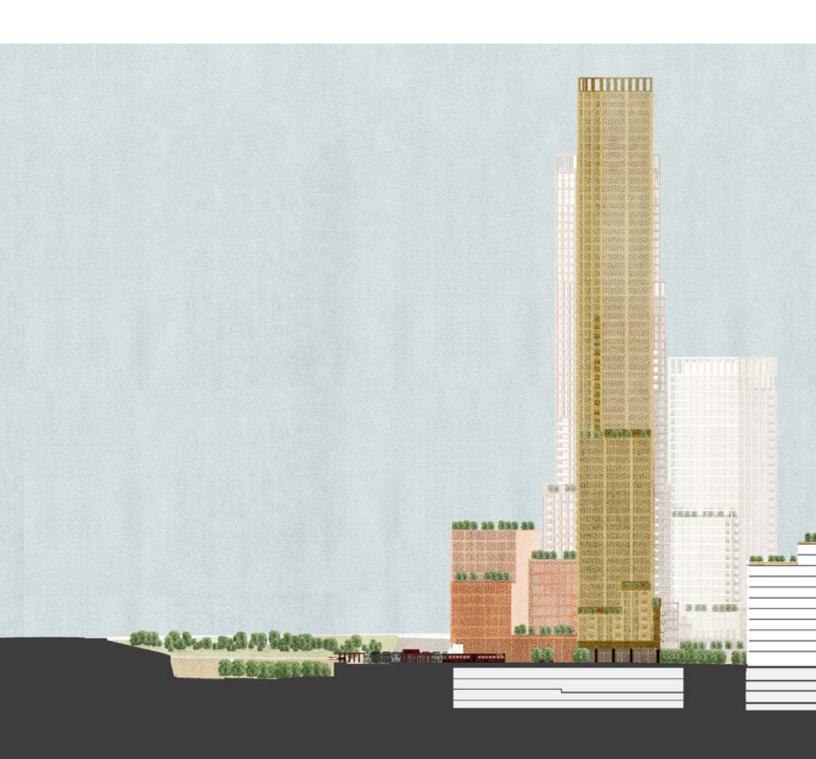


#### UTCI Thermal Comfort Index - Assessment methodology



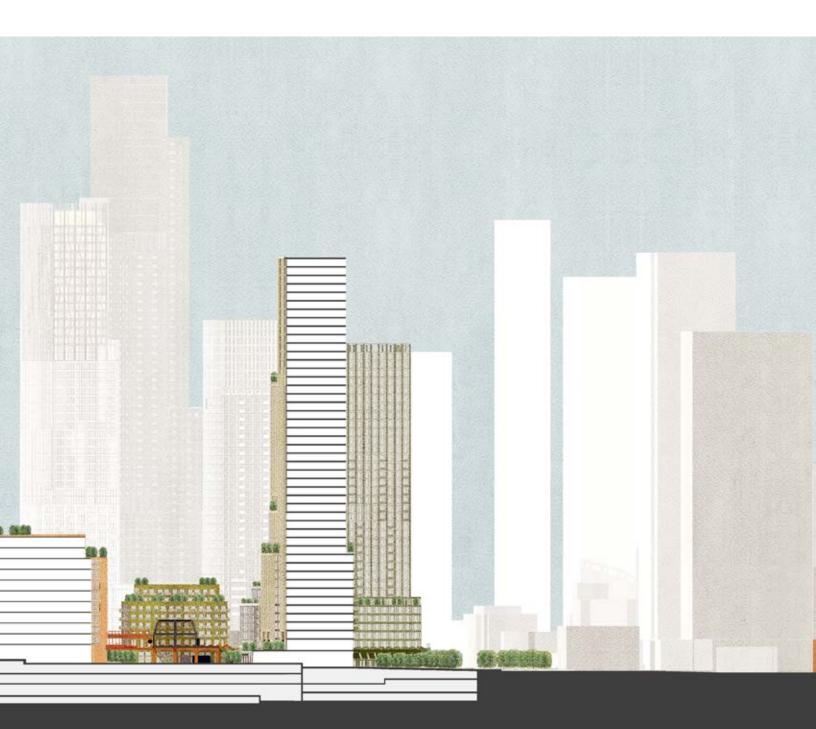
View of the back alley of the galleria

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## PEDESTRIAN PLAZA

To enable adequate space for TTC bus bays along Park Lawn Road at the north west corner of the site, the route connecting Park Lawn to the loop road has been pedestrianized, with vehicular access removed. This route will provide a better pedestrian experience between Park Lawn, Station Square and the GO station.

A series of raised planting areas create a string of pocket parks and provides places to sit and play. This strategy seeks to reinforce the idea of a green link connecting the Master Plan with the wider context.



Section showing the seating areas on Pedestrian Plaza



View of the Pedestrian Plaza showing the improved pedestrian connection from Bus stands on Park Lawn Road to Station Square

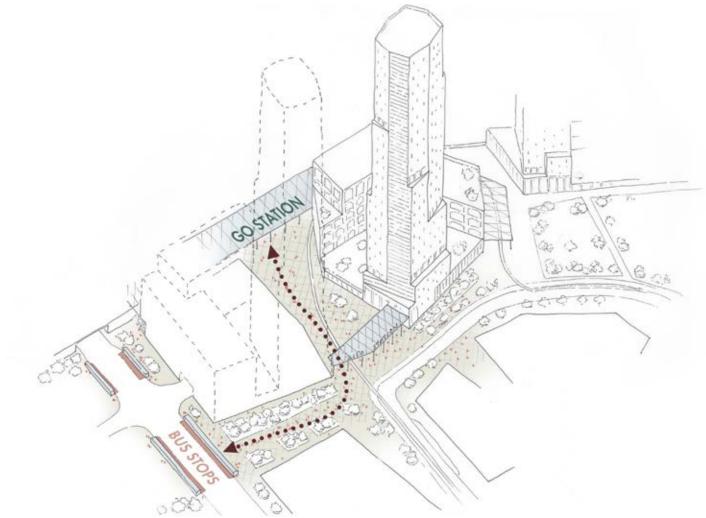


Diagram showing the relation between Bus Stands on Park Lawn Road and the new GO station

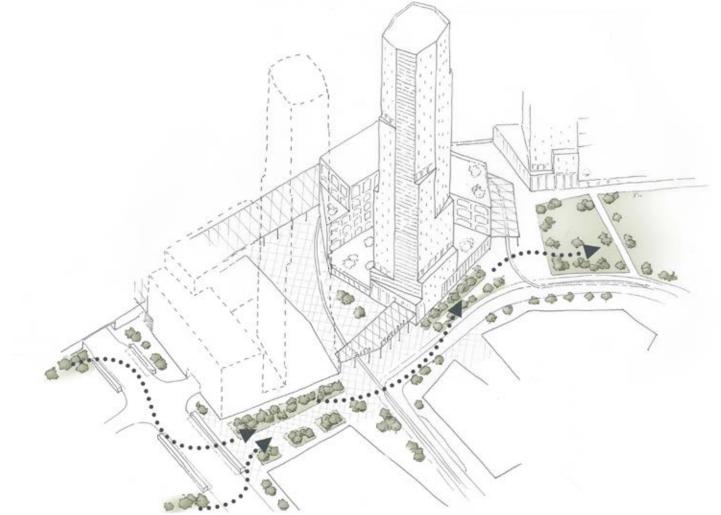
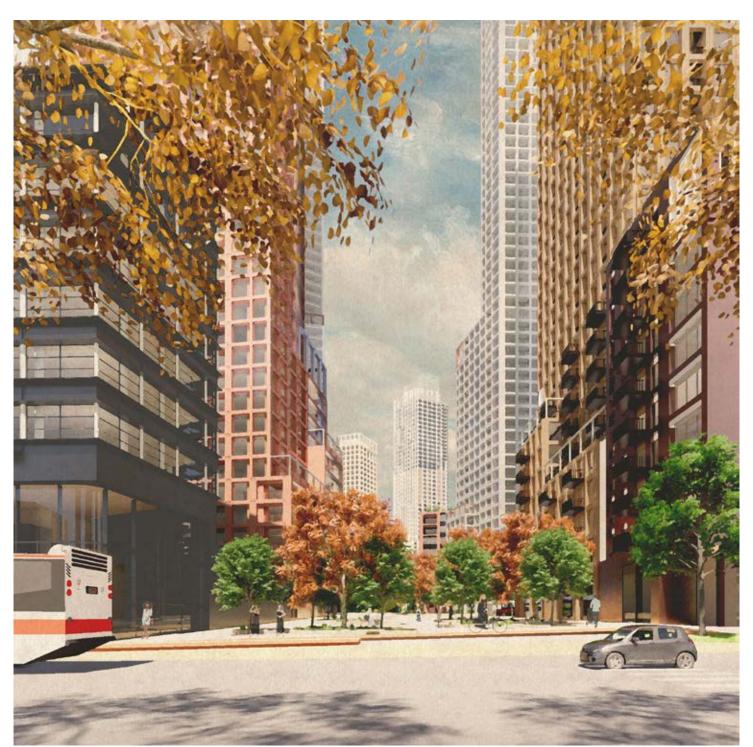


Diagram showing the pedestrian nature of the green link. From the context through the Pedestrian Plaza, the groves and to the public park

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View of the Pedestrian Plaza from Park Lawn Road



Being in the Pedestrian Plaza

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### THE DUAL HEART

The dual heart is comprised of an urban/commercial side centred on the galleria, and a green/residential side centred on the park. The dual heart captures the ambitions of 2150 Lake Shore to deliver the best of all environments to its residents and the Humber Bay Shores community.

Buildings within the galleria block and the park will contribute to a green roofscape. They will surround the park and the galleria contributing to a sense of enclosure still leaving generous spacing between tall buildings. This sense of enclosure will be expressed in different ways depending on the edge orientation in relation to the park and the galleria.

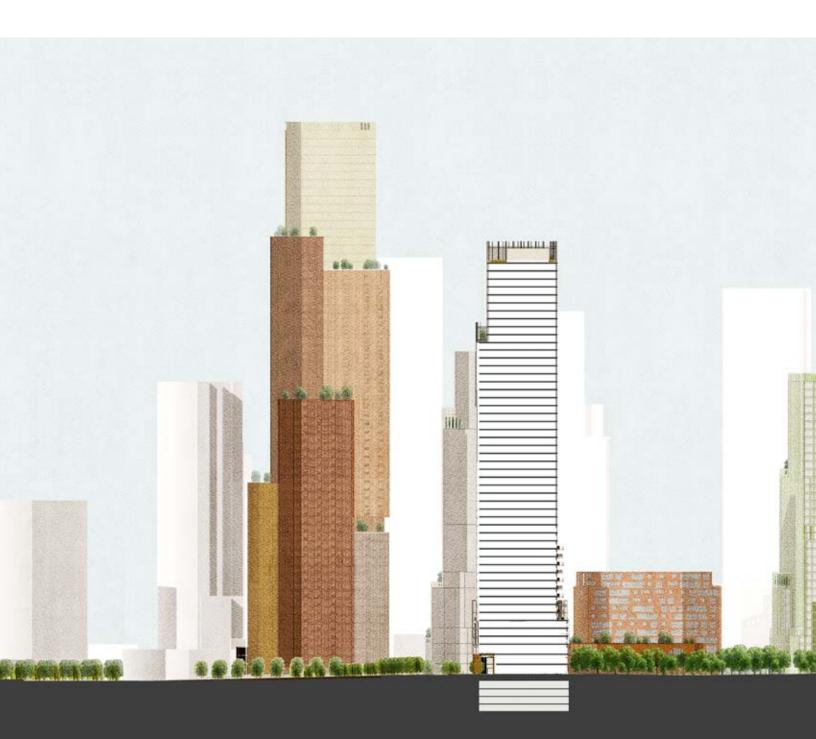


The Dual Heart (Galleria and the park)



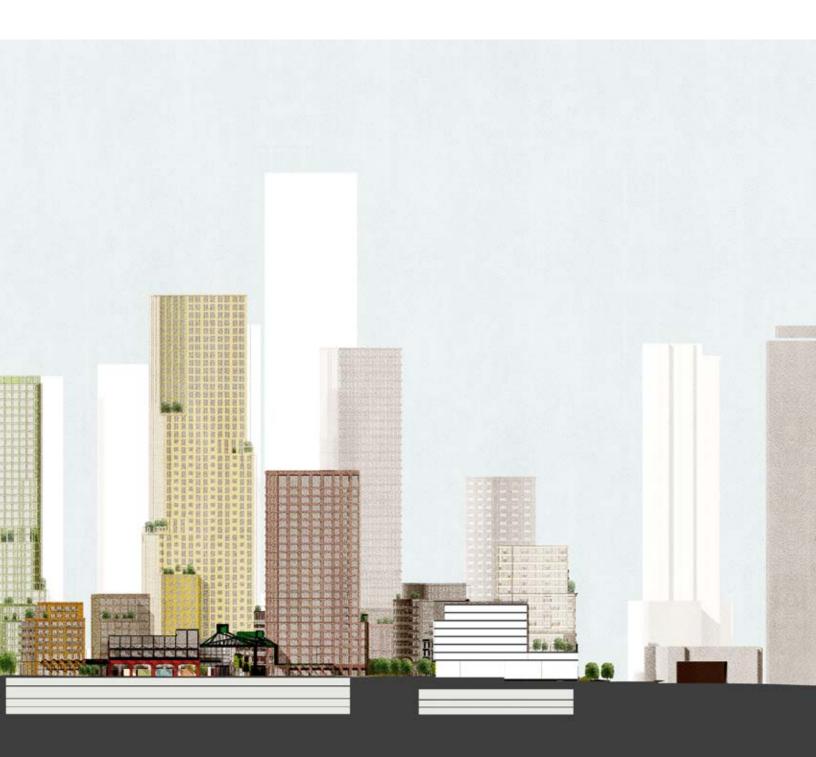
View looking down at the Dual Heart

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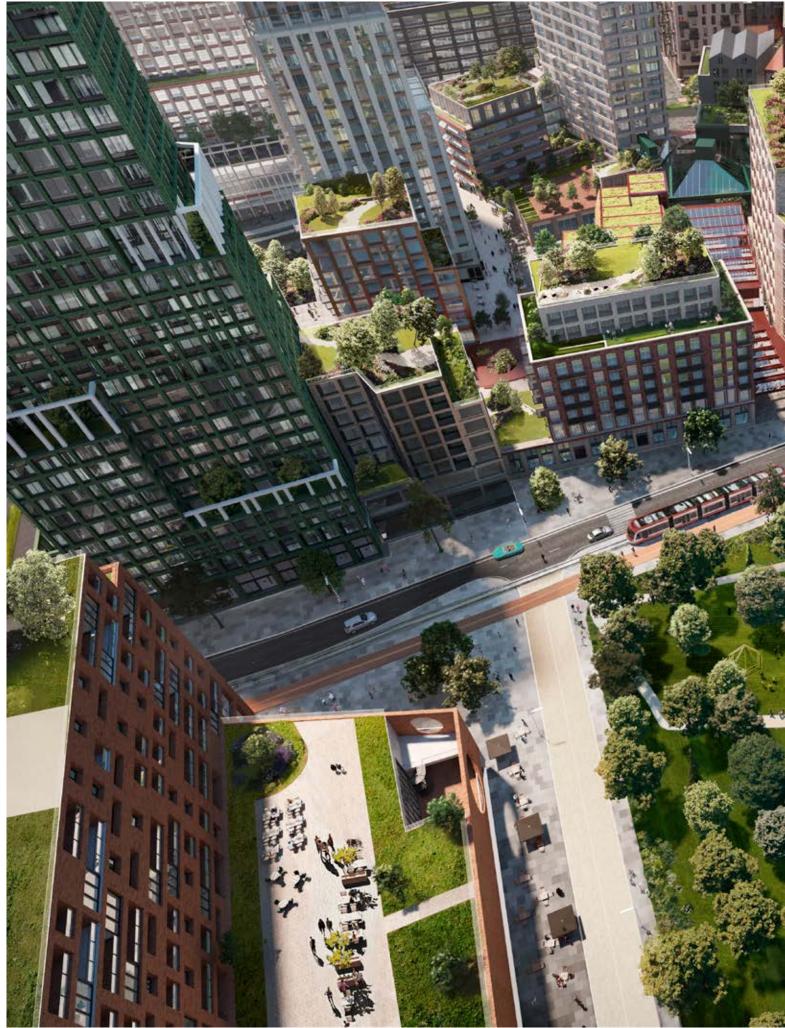


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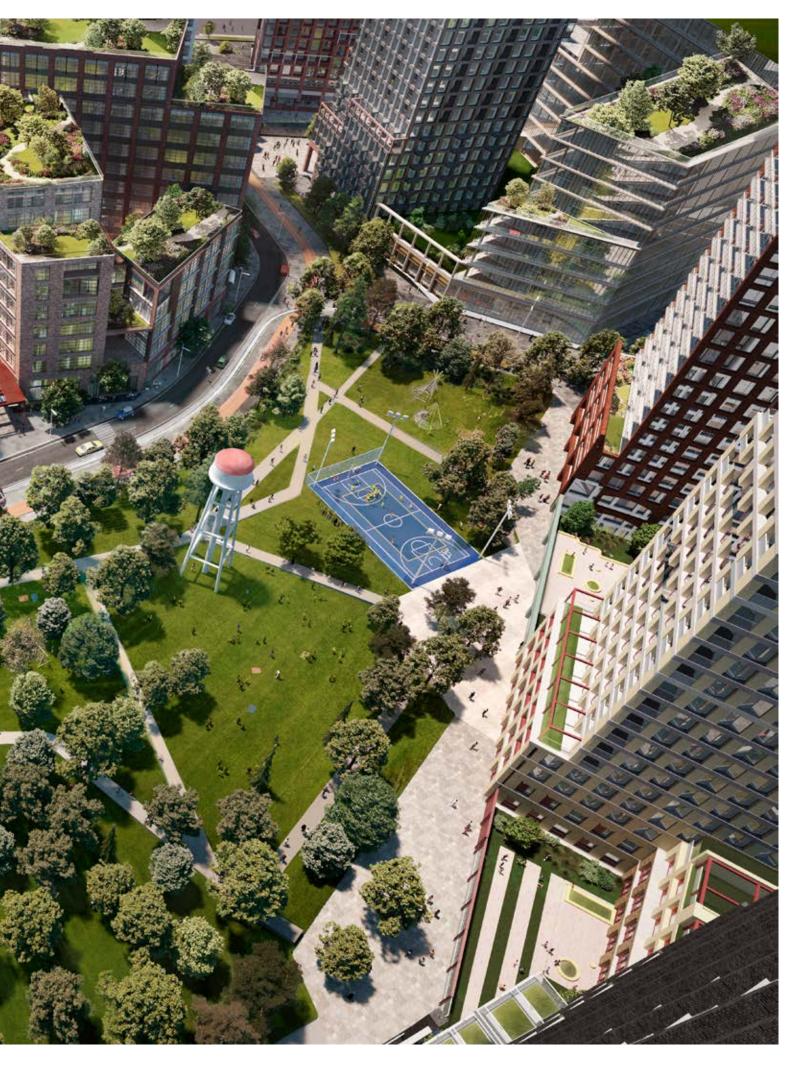




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View looking towards the Dual Heart



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## SMALL MOMENTS

A rich master plan must pay equal attention to both large scale moves and smaller ones, because the experience of a city is acquired one step at a time. 2150 Lake Shore will be seeded with many such "small moments", from lanes and mews that provide alternate routes for those who have local knowledge, to special pocket parks and groves that enrich a particular street corner or building.

- Groves
- Lanes and Mews
- Play spaces
- Residential Courtyards



Being in one Largo





Play space in the park

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#### EASTERN GATEWAY

Block F serves as an eastern gateway for the Master Plan, being located in close proximity to the Gardiner off-ramp and highly visible to passing through-traffic.

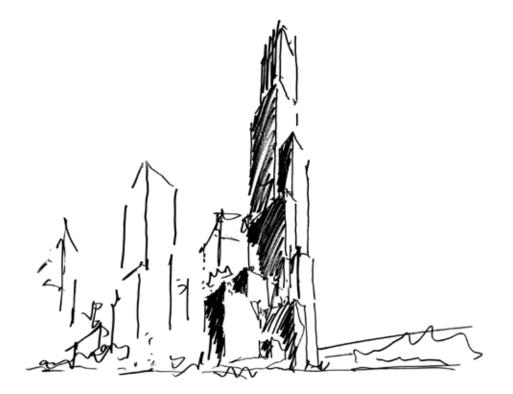
With unobstructed views to and from the Gardiner Expressway, the massing of buildings in the eastern gateway should create an attractive profile for the Master Plan. The tower building on Block F may be of a more distinctive architectural type. The massing of buildings in the eastern gateway should be arranged to mitigate the impact of winds across the site and at street level.

This section of the site also allows for the introduction of a potential green pedestrian connection towards Jean Augustine Park.

Vehicular noise from the Gardiner access ramp into the eastern gateway should be mitigated by the use of unobtrusive acoustic measures such as planting or other soft, anechoic, reticulated surfaces. Large extents of parallel, reflective, hard surfaces should be avoided.



Approaching the site from Lake Shore Boulevard West





Approaching the site from the Gardiner Expressway

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# 2.4.3 **STREETS**

#### LOOP ROAD

The loop road (Street B) forms the primary access road within the site, linking together the procession of squares, open spaces and the public park.

It is lined with active frontages, retail, employment uses and civic uses for a lively pedestrian experience. It embeds the streetcar loop, generous side walks framed by open spaces, and cycle lanes.

Envisioned as a meandering route, it will contribute to the picturesque idea directing the pedestrian to key locations, always addressing special corners and key vistas.



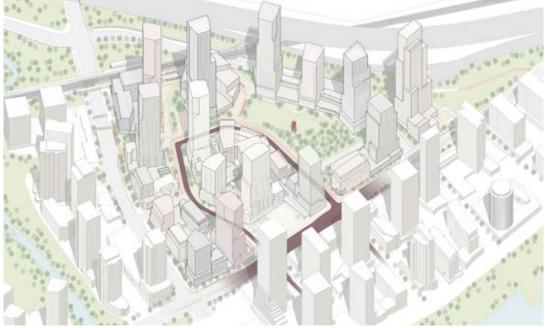
View looking north along the loop road into one of the largos



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Neighbouring streets connect to the lake



The meandering street within the site



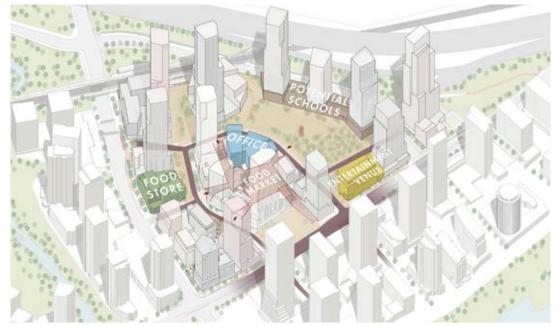
Connected to surrounding streets



Linked to squares, park and largos



With entrances to galleria



Diverse active uses

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### LAKE SHORE BOULEVARD WEST

Classified by the City as a Major Arterial, Lake Shore Boulevard West is the primary street address of the site. The primacy of this street is further underlined by the presence of the streetcar line, and being the site edge facing Lake Ontario and the largest quantum of existing urban fabric.

The hardscape, planting, and street furniture design of Lake Shore Boulevard West will be complementary to that used in Boulevard Square to give the sense of a coherent district.

The design of Lake Shore Boulevard West includes dedicated streetcar transit, broad pedestrian boulevards, single direction cycle tracks, tree planting, and a roadway that accommodates two lanes of through traffic with turning lanes as required.



View looking west along Lake Shore Boulevard West



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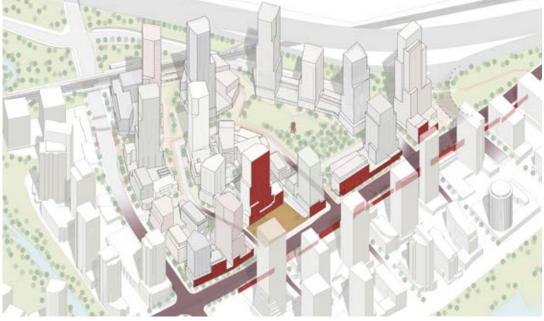
A boulevard with a missing side



Stitching



Mid-rise buildings and setbacks



Square and entrance to the galleria



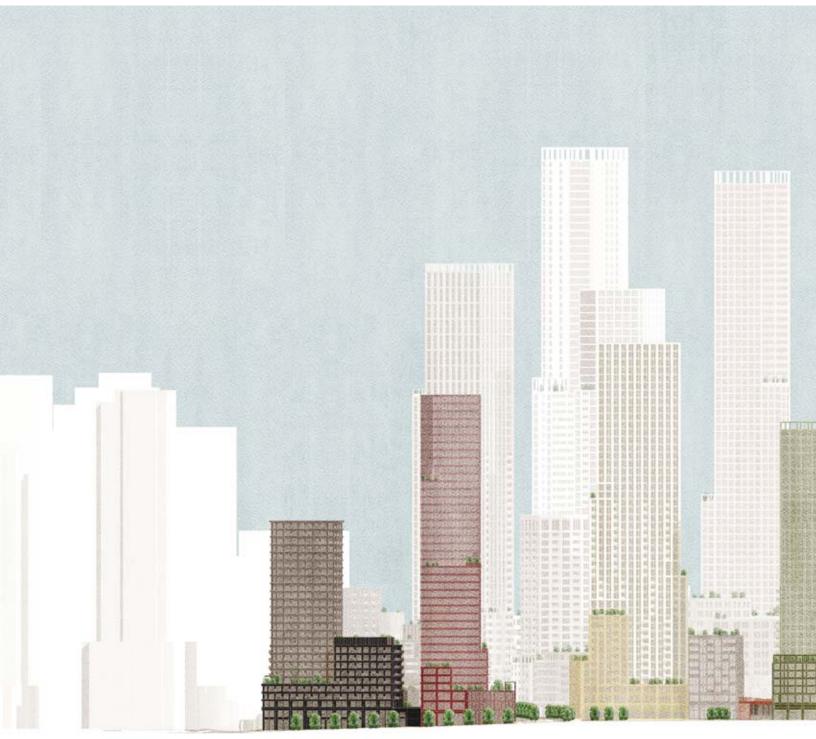
Tree lined boulevard



Diverse active uses

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#### PARK LAWN ROAD

Park Lawn Road is classified as a major street. It connects Lake Shore Boulevard West to the Queensway and the Humber Bay waterfront to neighbourhoods north of the Gardiner Expressway.

Though classified as major arterial, Park Lawn Road is subordinate to Lake Shore Boulevard, being shorter in extent at the city scale and visually truncated by bridges and overpasses. The priority for Park Lawn Road will be to establish a strong streetscape for the procession to Marine Parade Drive.

The street includes broad boulevards, a double row of street trees, and a two-way cycle track on the east side of the corridor.

With the introduction of a new GO station and streetcar transit to the neighbourhood, Park Lawn Road will need to accommodate a higher degree of bus transit than today. On both sides of Park Lawn Road, the street will require parallel bus bays, necessitating adjusted pedestrian boulevards.



View looking south along Park Lawn Road



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An undefined road



Connected with streets and pedestrian paths



Diverse urban edge



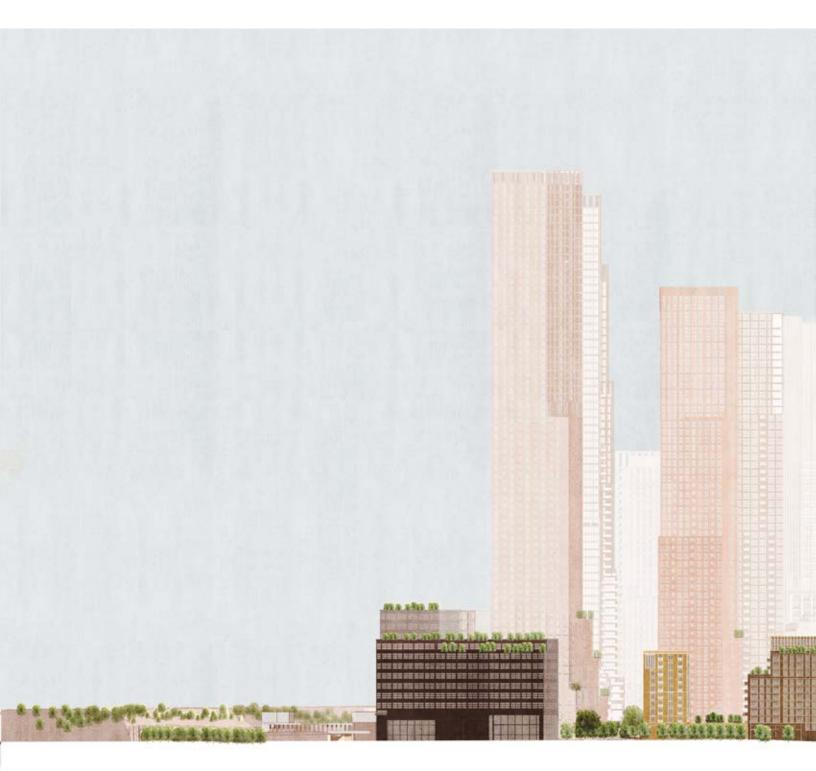
With a generous green sidewalk



Diverse active uses

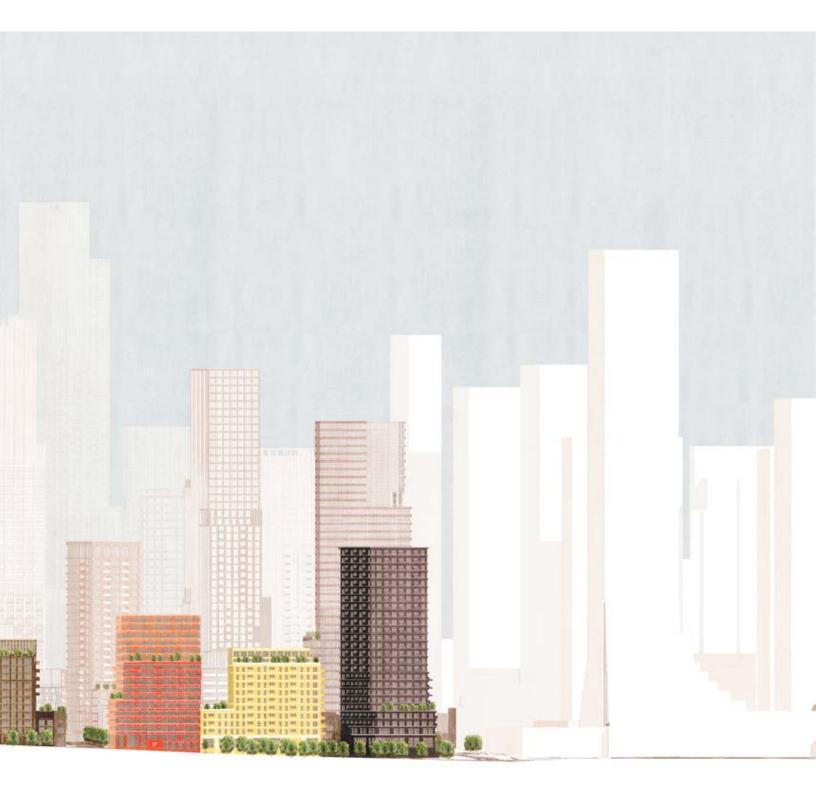
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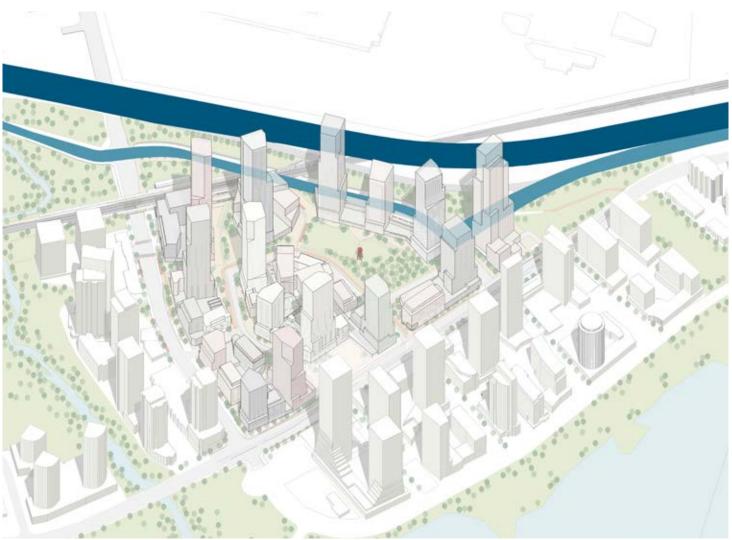


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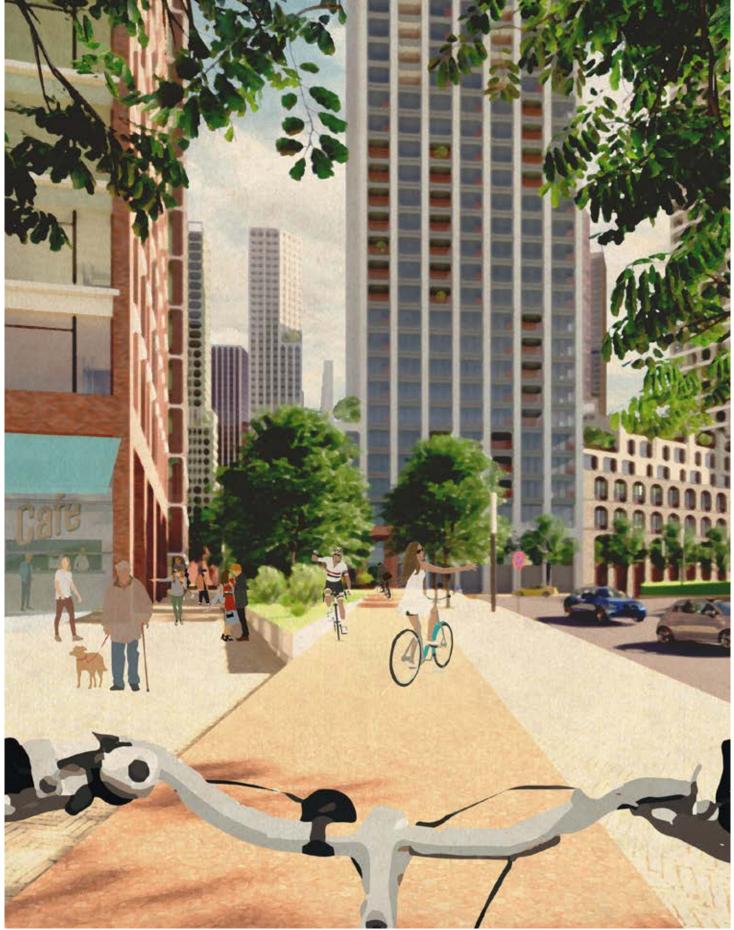
## THE NEW RELIEF ROAD

The relief road (Street A) provides a critical bypass road for through-traffic that protects the quality of other surface routes in the neighbourhood. It also provides service and construction access during the implementation of the Master Plan.

Critical to the success of the overall transportation network, relief road (Street A) will provide a by-pass for vehicles that would typically use Park Lawn and Lake Shore to access the Humber Bay Shores neighbourhood, to travel further east, or to and from the Gardiner Expressway. The benefit of the by-pass operation is to improve the overall quality and experience on the other streets. The relief road further provides the opportunity to facilitate delivery and vehicular access to the neighbourhood development blocks from below grade. The street includes pedestrian boulevards to connect with the new station area.



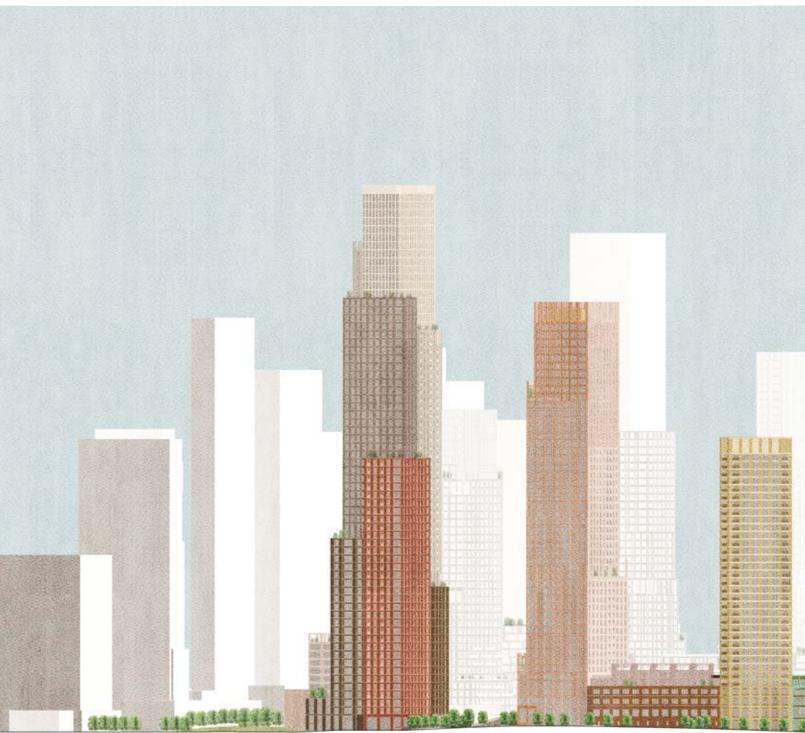
The new relief road



View approaching the relief road elevation to the right from the Gardiner Expressway

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PLANNING & URBAN DESIGN RATIONALE - COMBINED OPA/ZBA/DPS = 2150-2194 LAKE SHORE BOULEVARD WEST AND 23 PARK LAWN ROAD





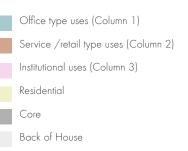
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## 2.4.4 LAND USE

### SUMMARY OF LAND USES

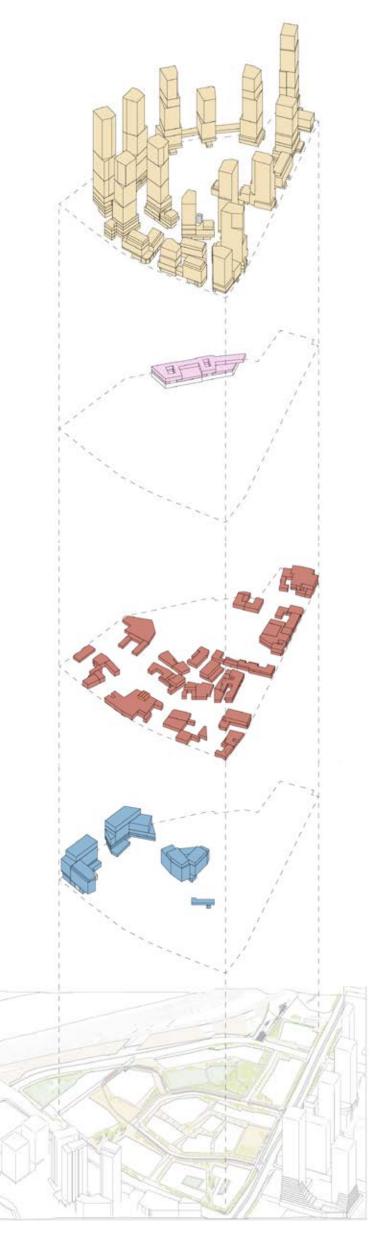
It should be noted that while basic assumptions have been made about the types of uses within the Master Plan, these assumptions are still conceptual and the proposed location and quantum of these uses will continue to be refined throughout the Secondary Plan and development approvals processes. The diagrams included here are approximate, tracking how the proposed development is responding to the required split between the uses in Columns 1, 2 and 3 of SASP 15 Schedule B.





**Ground Floor Plan** 

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



Residential component Tot: 557,642 m2 GFA 7,139 Units

Institutional uses (Column 3) Tot: 8,459 m2 GFA

Service /retail type uses (Column 2) Tot: 36,659 m2 GFA

Office type uses (Column 1) Tot: 64,392 m2 GFA

#### Landscape

1ha unencumbered park

**Total open space (Park included): 38,508 m2** (42.6% of the site excluding conveyed roads)

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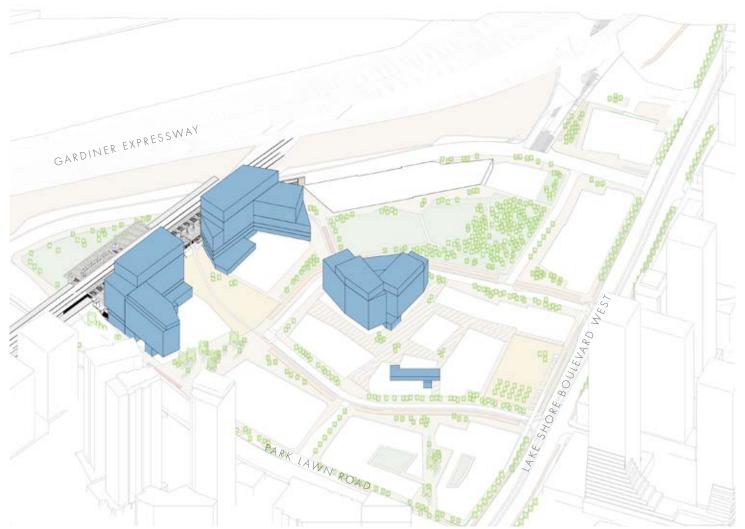
### OFFICE TYPE USES (COLUMN 1)

Though job opportunities will be distributed throughout the site, a cluster of new employment uses will be focused on the north-western edge of the site to take advantage of its proximity to the new GO station and the Gardiner Expressway.

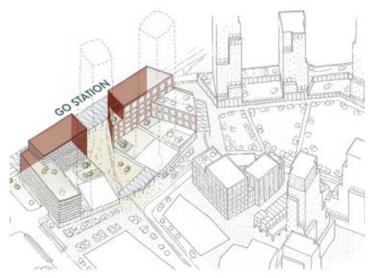
This part of the site enjoys high visibility to the daily ridership of 60,000 passengers on the Lakeshore West GO line and the commuters on the Gardiner, and may be attractive for larger commercial tenants seeking urban presence.

Another cluster will be located within the central galleria Block in support of the retail offer in close proximity to the park and the GO station. A mix of building typologies will also be explored to provide a range of workspaces catering to the needs of employers today. Emerging trends in workspace flexibility, social amenity, and environmental quality will inform the design and layout of employment areas in 2150 Lake Shore.

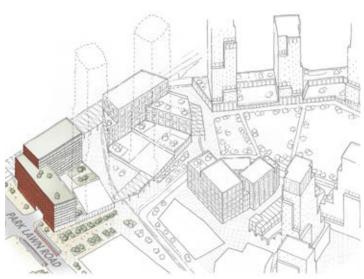
These uses will also create a transition, supporting land use compatibility between the movement corridors and the Food Terminal to the north-west and sensitive uses to the south and east. Employment uses also round out the mix of residential, retail and community services and facilities anticipated on the site, creating a range of local, transit-oriented jobs. The presence of jobs on site will improve the vitality of the neighbourhood, and contribute to a fuller community.



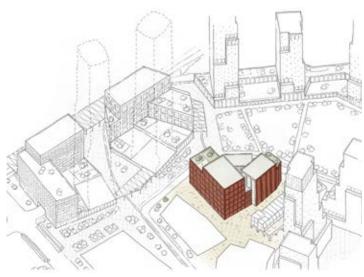
Column 1 - Non-residential components



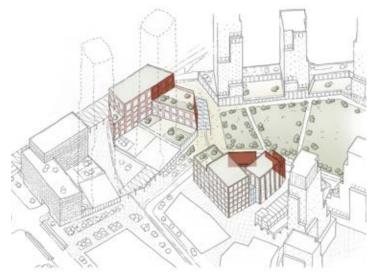
Office-type uses: Presence to the New GO station



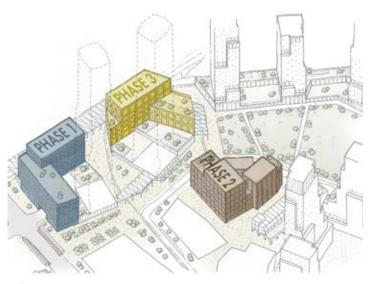
Office-type uses: Presence to Park Lawn Road



Office-type uses: Presence to the galleria



Office-type uses: Presence to the park

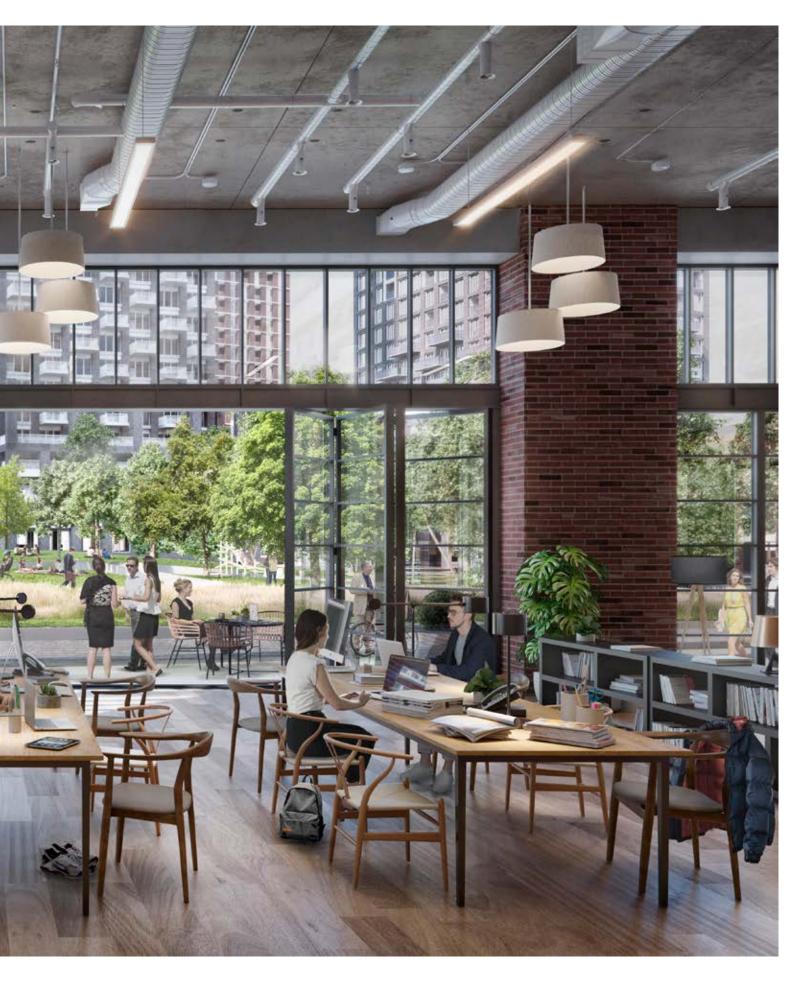


Office-type uses: Phasing distribution

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Working space facing the park



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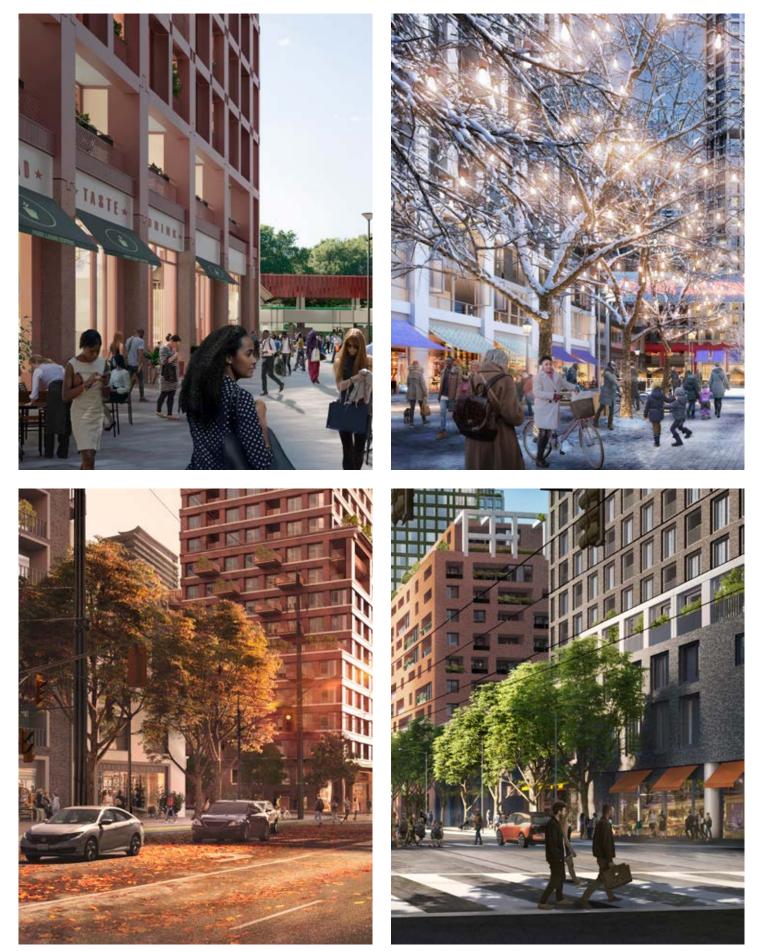
### SERVICE / RETAIL TYPE USES (COLUMN 2)

Retail plays a central role in the placemaking of 2150 Lake Shore. It will serve locals as the heart of the neighbourhood, and will also be a destination providing experiences and services unmatched by e-commerce and other competitors. A unique retail offering can be crafted through synergy with the Ontario Food Terminal, tapping into the ecosystem of related businesses and its strategic importance to the province. Offices and incubators could be set up alongside retail to create a food hub of regional significance. The Owners have also identified food as a resilient retail sector, seen in its business model and tenant portfolio. Retail is fundamental to urban design. The market galleria forms the primary connection between the GO station, the public park and the urban squares providing services conveniently in an attractive promenade, while the centre of the galleria establishes a sense of arrival and creates a natural place to meet others.

A wide range of retail unit sizes, heights and locations provides flexibility and diversity of offer: high-visibility showrooms along the boulevard, character-setting units on prominent corners and around urban squares, and smaller retailers strategically located between the larger anchors. The site will contain over 1.8 km of retail frontage, with half of this in the market galleria.



Column 2 - Non Residential components



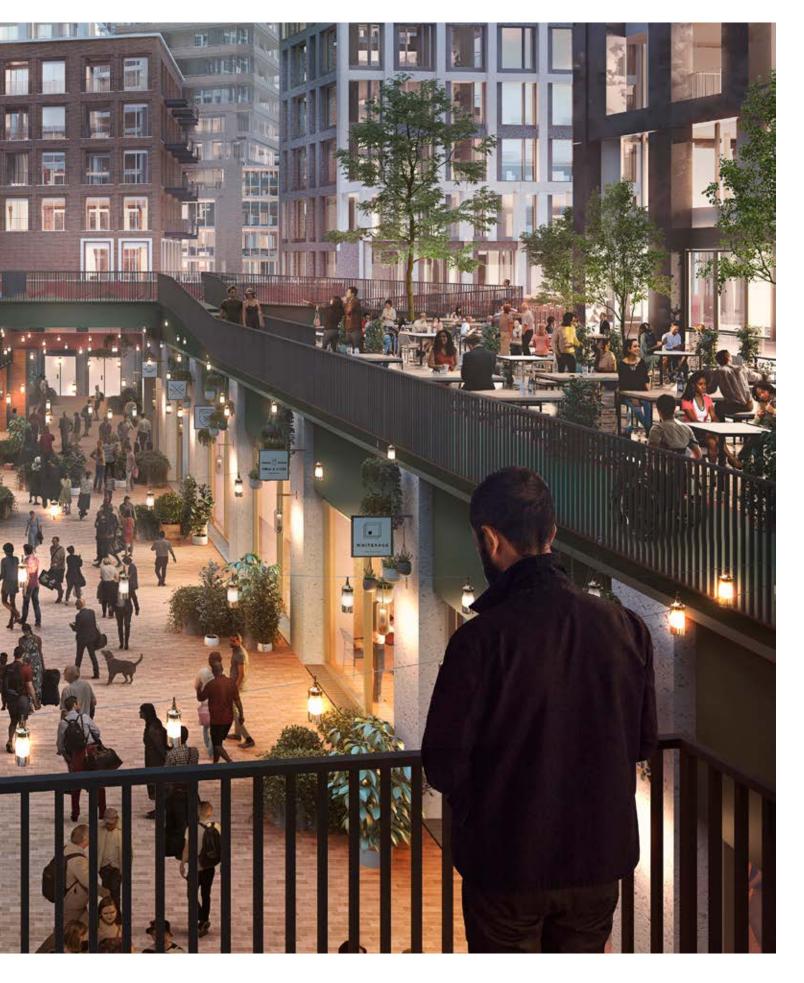
Active shop fronts

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An active community



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### INSTITUTIONAL USES (COLUMN 3)

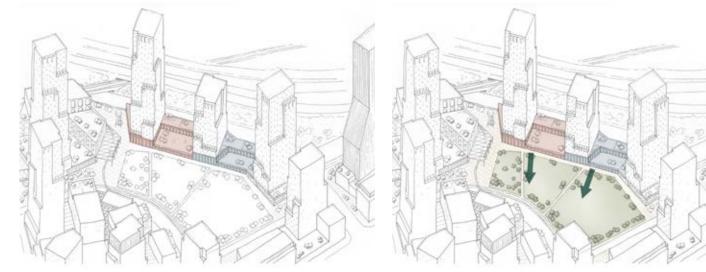
Community services help bind together neighbourhoods: such potential uses as schools, daycares, libraries, community centres and other elements of social infrastructure give residents the opportunity to form relationships with one another, extend their networks, and strengthen local identity.

2150 Lake Shore will provide community services uses currently missing from Humber Bay Shores to make it a fuller neighbourhood. It will also introduce uses that help improve general health and wellbeing, through amenities and programs that nurture physical, mental and emotional fitness. 2150 Lake Shore will be designed to encourage social cohesion, giving diverse communities the opportunity for expression and active citizenship; there should be a logical and intuitive place to locate polling stations, hold "town hall" meetings, and celebrate holidays. A playfulness should also find its way into the urban fabric, through an integrated approach to public art and play spaces that endears a place to its residents.

Two potential schools (550 pupils each) can potentially be accommodated within the site on the north edge block. This location provides direct access to the park and will be able to enjoy a south facing orientation in the Master Plan.



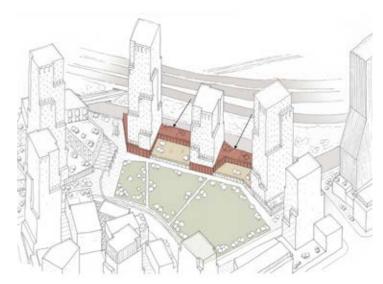
Column 3 - Non Residential components



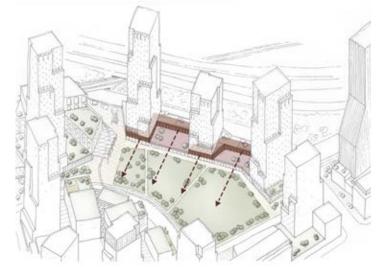
**Potential school location** 

Play space with views towards the public park

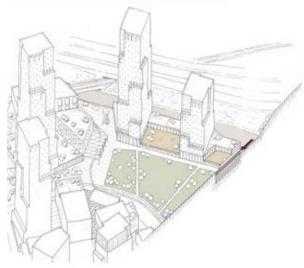
Direct access to the public park



Shielded from the Gardiner

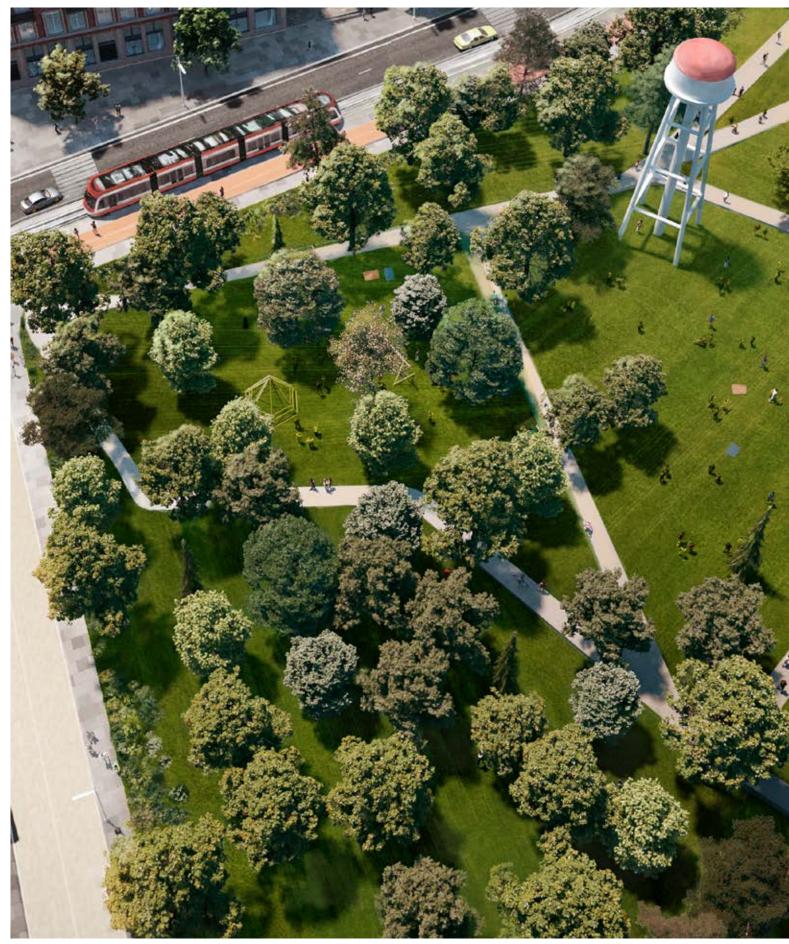


South facing classrooms and back of house towards the Gardiner



Pick up and drop off accessed from the relief road

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Play space with views towards the public park



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### RESIDENTIAL

The nature and the type of buildings proposed for new homes will fundamentally shape the identity and the quality of life in 2150 Lake Shore, as well as for the surrounding neighbourhood.

Sensitive housing design can contribute to both public and private life, forming the social infrastructure for new communities. New residential developments must take into consideration the sensitivity of high-density building types, and the impact they make to existing places. Getting the housing equation right will also be fundamental to the financial viability of the development. 2150 Lake Shore will provide diverse building types to help create a full urban ecosystem, rather than a monoculture made up of a singular building type. A strategic range of residential products should be set to create an inclusive and diverse community, embracing all ages and cultures. Affordable housing will play a key role in achieving this ambition. Individual homes should have the potential to grow and change along with their residents, useful and meaningful today and in decades to come. The spaces between homes should be deliberately crafted to promote communal life and informal social interaction. And the construction of the homes should be technologically progressive and environmentally sensitive, with positive benefits to local ecosystems.



Residential component



A diverse housing offer

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A diverse housing offer



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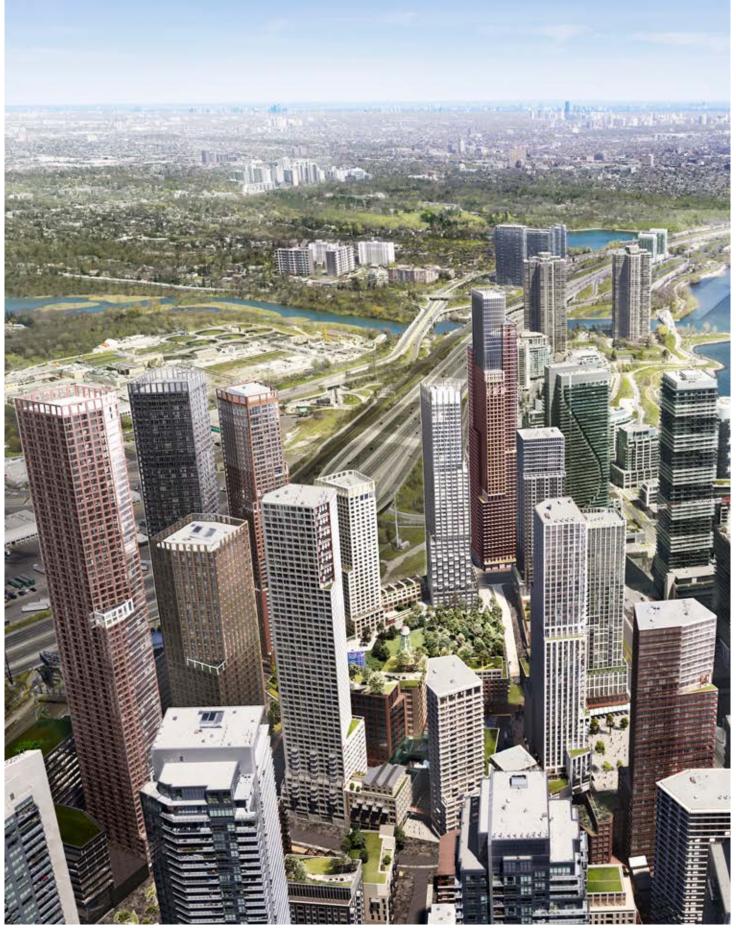
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# 2.4.5 BUILT FORM AND ARCHITECTURE

2150 Lake Shore will be a deliberate exercise in urban assemblage, the choreographing of individual buildings to create an attractive and engaging public realm, as well as a dynamic and civil relationship between neighbouring structures. There must be a balance struck for both diversity and commonality between buildings. Built form and architectural principles must apply and speak to groups of buildings as well as individual buildings. To explain the strategy to achieve this balance, the contents of this section are organized as follows:

- 'Block typology' describes the general principles of block design to raise the quality of the urban fabric, a natural and diverse townscape responsive to environment and microclimate.
- 'Grouping strategies' focuses on architectural and urban means to create commonality between buildings within a family group. Grouping strategies apply to all building types, not just the tallest ones.
- 'Grouping narratives' describe the various groups that exist in 2150 Lake Shore. They are described as blocks and clusters. Individual buildings can belong to more than one group.
- 'Building typologies' set the expectations of design quality that individual buildings should deliver, as the quality of a master plan is dependent upon its component parts.

Ultimately, the day-to-day experience of future residents in 2150 Lake Shore will be strongly influenced both by the broader urban design moves and by the quality of the individual buildings. By setting out these aspirations clearly in this document, we hope to secure the buy-in of future designers and developers into a shared urban vision for 2150 Lake Shore.



Looking down at the Master Plan

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### **1. BLOCK TYPOLOGY**

This section describes the general principles of block design to raise the quality of the urban fabric, a natural and diverse townscape responsive to environment and microclimate.

Formal design principles described at the scale of the block are innately relational. By considering buildings as part of blocks, each one can contribute to something larger than itself, whether it be the framing of a street, the highlighting of a special location, the establishment of a comfortable microclimate, or a particular character for an area. Also, by considering buildings in relation to one another, spatial meanings can be generated. Hierarchy, typology, orientation and urban grain are just a few aspects of design that only become apparent at the level of the city block.



### Diversity of building types

2150 Lake Shore will deliver a large variety and range of building types, including hybrid forms that accommodate multiple uses. This strategy aims to unwind the unintended consequences of zone-based planning where single-use designations end up homogenizing large districts of the city. Blocks will not simply be designated for 'commercial,' 'retail',' or 'residential.' Rather, they will contain a spectrum of blended forms and uses to animate the neighbourhood throughout the day.



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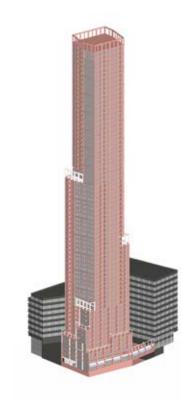


Block A2



Block A3

Block A1



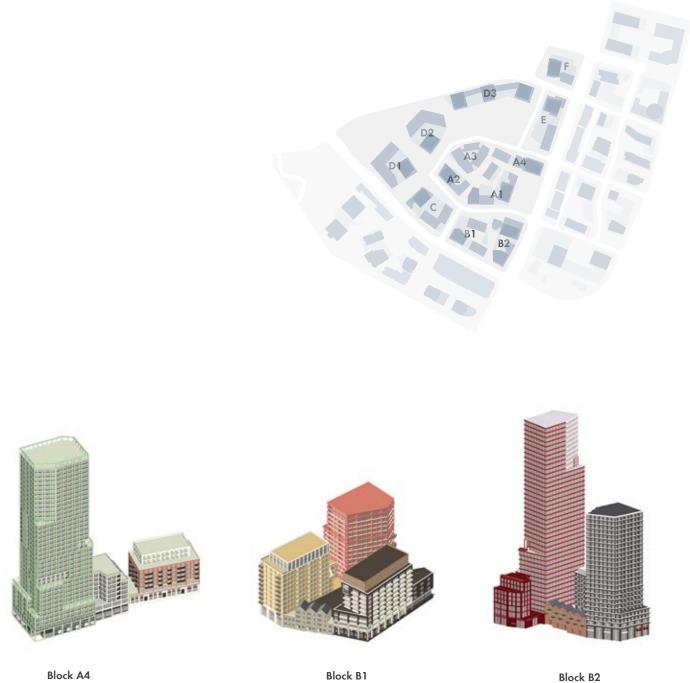


Block C

Block D1

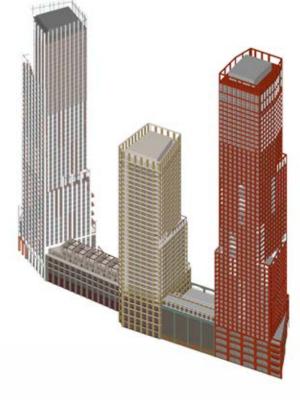
Block D2

Catalogue of the urban blocks in the Master Plan



Block E









Block F

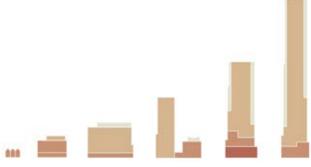
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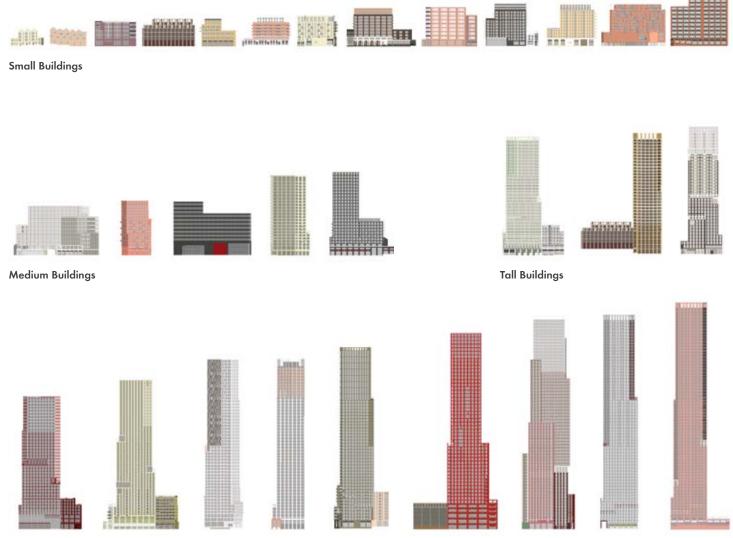
### **Diversity of scale**

The Master Plan seeks to ameliorate the jump in scale from traditional neighbourhood streets with the high towers of more recent developments. The conventional approach of towers set upon podia create a particular placemaking challenge: the horizontal stratification makes it difficult to mentally establish a sense of address for the tall building, and can also create jarring architectural juxtaposition with the elements at its base.

The Master Plan resolves the scale differential by including a whole range of building sizes to create an urban gradient, letting buildings land naturally, while still using local setbacks to address microclimate concerns.



Divesity of buildings typology



Tall Buildings



View showing the relation between small, medium and tall buildings

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### **Beyond Tower and Podium**

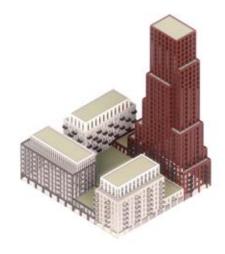
Developments in Toronto are rightfully sensitive to the scale of streets, especially where larger buildings are being introduced to areas with a lower density urban fabric, or near smaller historic buildings and existing streetscapes.

A common outcome of this development context, however, has been the prevalence of the tower and podium building typology, where the lower portions of the building are expressed as one architectural component, and the tower as a second distinct vertical element. Such a typology can be well crafted (for example Lever House in New York, or Toronto City Hall), but it can also become a thoughtless assumption of development. In its most disorienting guise, towers hover weightlessly above or crash insensitively through unrelated horizontal elements as if by accident. One principle being espoused at 2150 Lake Shore is the idea of re-engaging buildings with the ground plane. This means that tall buildings should not disguise their presence on the street behind potemkin façades, but rather, respond to it through meaningful architectural strategies that remain related to the design language of the overall building. In this way, all buildings participate in the public architectural conversation that makes interesting and vibrant streets.





Moving beyond Podium + Tower Typology



Proposed block typology

### **Distinct Buildings**

2150 Lake Shore aims for a refined urban grain, composed of many distinct buildings set within each block. By differentiating buildings within blocks the Master Plan aims to deliver a diverse urban environment and create variety in the public realm.

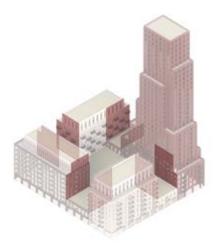
### Increase Double Aspect Units

While building the entire plot using a 'podium plus tower' approach results in an higher number of single-aspect units (of which north facing units suffer from a perpetually dismal indoor environment), the approach at 2150 Lake Shore utilizes vertical breaks and limited building lengths to greatly increase the number of dual aspect units. Ths will deliver better homes with higher levels of natural daylight and a greater sense of spaciousness.



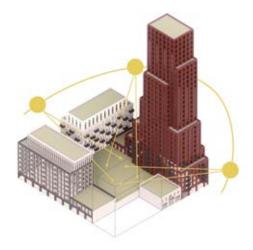
### Sun Towards Courtyards

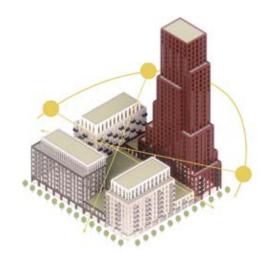
The introduction of steps, setbacks and variation in the height of the buildings improves the solar exposition of the internal courtyards, an important outdoor amenity for city dwellers.



### Sun Towards Sidewalks

The stepping of building volumes and breaking building lengths allows for longer and deeper solar exposure on the street. Even a single moving ray of light that sweeps across the streetscape can bring about immeasurable relief in the winter.





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### 2. GROUPING STRATEGIES

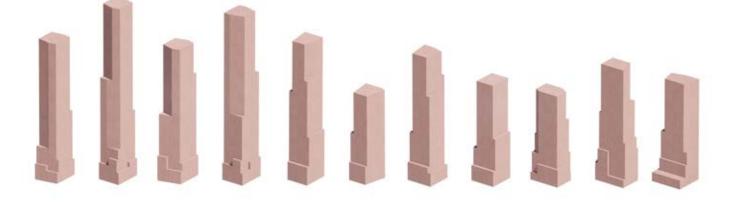
Grouping strategies focus on architectural and urban means to create commonality between buildings within a family group. The family metaphor is the most apt description of our Master Planning goal, as individual and group identities are simultaneously expressed in family group portraits. A common element or feature can be manifest repeatedly, but with an individual nuance each time.

Grouping strategies apply to all building types, not just the tallest ones. The lower levels of all buildings play an important role in defining the quality of the public realm. As such, it is important not to fixate on tall buildings and landmarks, but to dedicate attention to every building that addresses the street.



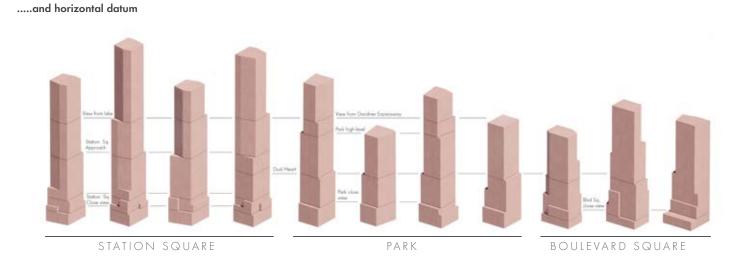
Family of buildings, grouped together to address the park

# One Family.....



With spaces framed through orientation.....





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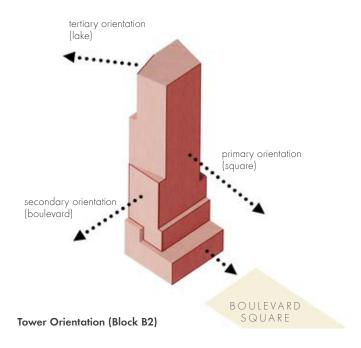
# Grouping strategy 1: Orientation

Buildings should have a deliberate sense of orientation, responding to the group context, the environment, adjacent streets and spaces, and views. Though omnidirectional structures do have their place in the city, these tend to be the most special of circumstances: the concert hall, the church spire, the city hall, the CN tower. Most other buildings should recognize their position within the civic hierarchy and contribute to the overall order through selective orientation and directionality.

The buildings of 2150 Lake Shore will leverage the power of building orientation to frame public spaces, such as the park and Boulevard Square. At lower levels and smaller scales, buildings should also amenably frame more local spaces, such as mews and largos.

Orientation does not equate to neoclassical symmetry or axiality; it simply implies that a building is outward looking and responsive to its context. Also, orientation may introduce hierarchy to building façades (i.e. primary, secondary, tertiary) but this does not imply the creation of fronts and backs. Indeed, some buildings may be Janusfaced and respond to more than one orientation (i.e. hinge buildings).

Orientation may be achieved by, amongst other means, volumetric shape, floor plate aspect ratio, façade differentiation, and location of architectural elements.



# PLANNING & URBAN DESIGN RATIONALE - COMBINED OPA/ZBA/DPS = 2150-2194 LAKE SHORE BOULEVARD WEST AND 23 PARK LAWN ROAD



Buildings oriented to frame public space (Boulevard Square)



Hinge building responding to more than one orientation

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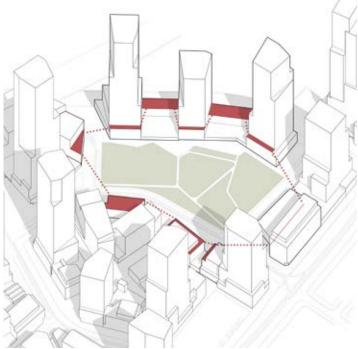
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### Grouping strategy 2: Horizontal datum lines

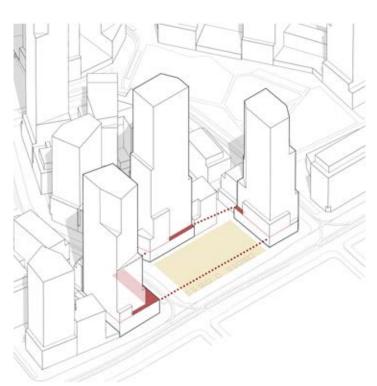
Expanding on Toronto's Tall Building Guidelines concepts of tower tops, middles and bases, building groups can refer to common horizontal datum lines to enclose open spaces and establish a sense of collectivity. Horizontal datums can be created through, amongst other means, roof heights, stepping in mass, terrace locations, cornices and parapet design.

Throughout the Master Plan the horizontal datum of building steps and elevations align at set locations. At low and mid-level these datums are positioned to reinforce the grouping of buildings and framing of space. At high level, steps and folds have aligned datums which can be collectively read as part of a curated skyline from set viewpoints such as the approach from the Gardiner Expressway, and the neighbouring residential areas to the North-west of the site.

#### LOW LEVEL DATUMS:

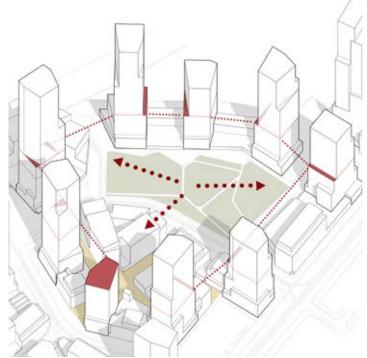


Park datum alignment at low level

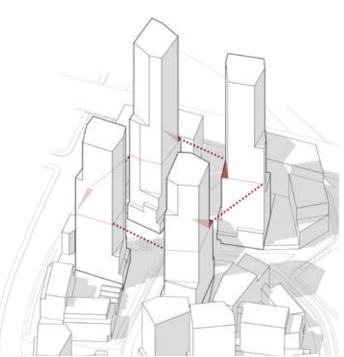


Boulevard Square datum alignment at low level

#### MID-LEVEL DATUMS:

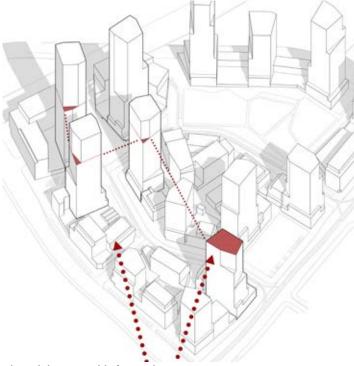


Dual Heart datum alignment at a mid-height of the towers

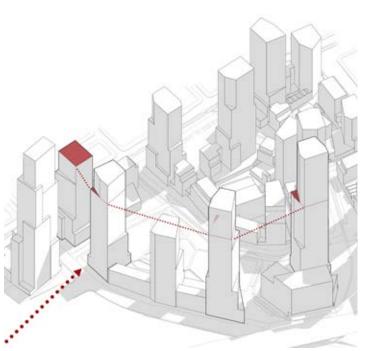


Station Square datum alignment at a mid-height of the towers

#### HIGH LEVEL DATUMS:



Aligned datums visible from Lake Ontario



Aligned datums visible from Gardiner Expressway

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# Grouping strategy 3: Façade design

Buildings can be unified by a common approach to its envelope design and surface treatment. This can be as simple as a shared colour palette, or as refined as a coordination of materiality, window and entrance design, aperture ratios and reveal depths.

Façade design can aid other grouping strategies: Orientation can be expressed through the differential detailing of a particular façade. For instance, all primary façades of different buildings looking onto a square may share a distinct material palette that help define that square. Façade design can also articulate horizontal datums through incremental changes at different levels of a building. For instance, window-to-wall ratios and aperture reveal depths for upper portions of a building can be larger than those in middle portions, to subtly register the datum while maintaining the continuity of the architectural language for the building.

In every case, the design of façades should not be considered a superficial, stylistic exercise, but rather one that is imbued with responsibility for its impact upon the public realm.

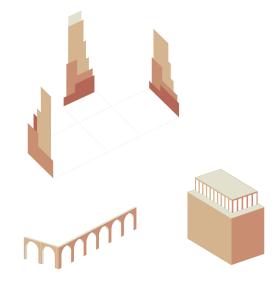


Special façade to Block D1 tower, addressing the route towards the station from the loop road (Street B)

#### Grouping strategy 4: Shared elements

Building families can employ shared architectural elements to signal group membership. Elements could include things such as lanterns, distinct roof profiles, structural projections, balconies or cornices, amongst other things.

Shared elements may be overt in scale, like a rooftop pavilion or a bay window projection, or they may be subtle, like the materiality of window frames or soffit linings.





An example of special moments within buildings and spaces, with buildings sharing principles of framing elements to terreaces

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# **VISUAL ASSESSMENT AT 3 SCALES**

A building's relatedness to its family group should be visually assessed at three different scales, as a structure can perform distinct roles when perceived and experienced from different distances.

**Close distance (Low level)** – From an urbanists' perspective, this level of assessment is the most critical. A hideous building can still feel part of a place if it belongs to a prevalent typology in a neighbourhood or if it contributes positively to street life. Close distance renderings should accurately portray materiality, detail, and architectural proportions to assess its impact on the public realm. Close distance testing emulates the pedestrian experience of a place.

**Mid-distance (Mid-level)** – Larger spaces and squares will be delineated at the mid-distance level: the height of mid-rise building elements, terraces and podium. The impact of local landmarks such as gateway buildings and terminal façades are also most effectively evaluated at the mid-distance level. Mid-distance testing emulates pedestrian and driver experiences of a place.

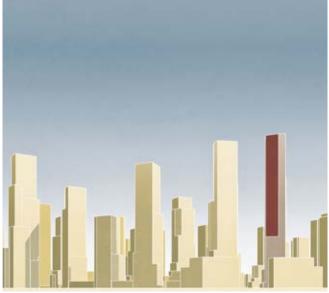
**Long distance (High level)** – Being set on Lake Ontario, alongside the Gardiner Expressway, and on the approach path to Lester B. Pearson International Airport, the long distance perception of the development remains highly important. The collective silhouette of 2150 Lake Shore, and how it co-ordinates with the massing of existing buildings to create a new skyline, will be key objectives of long distance view testing.



Close distance building view



Mid-distance building view

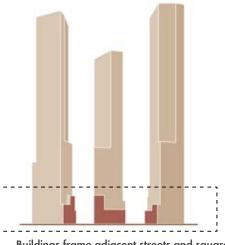


Long distance building view

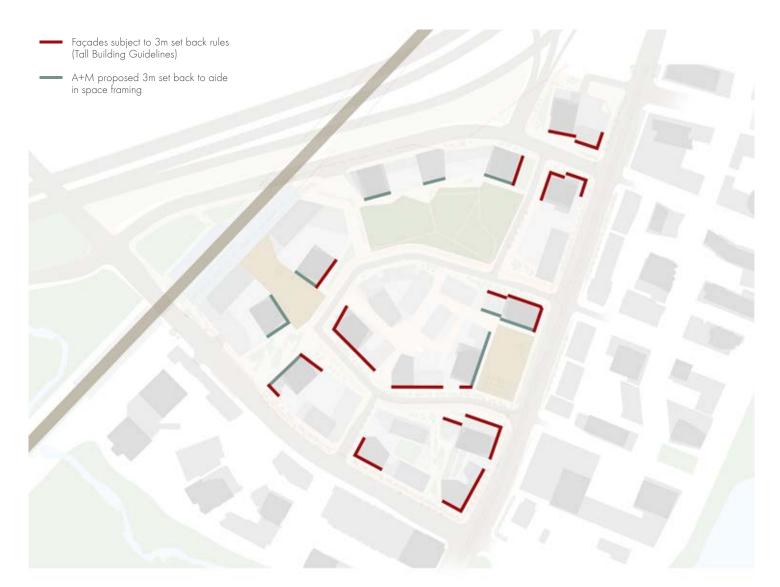
#### **Close Distance Scale**

At this scale buildings form the immediate surroundings which people experience at street level. Key public spaces are framed through a considered arrangement of building façades, above which the buildings then step back with the taller elements acting as background.

Tall buildings which are located adjacent to a public right of way also contain step backs between 3 to 10 storeys, adhering to the principle of appropriate street wall heights set out within the Toronto Tall Building Guidelines.



Buildings frame adjacent streets and squares at low level



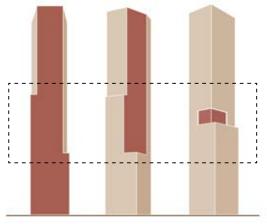
Location of tower façades addressing streets and public spaces at the Close Distance scale

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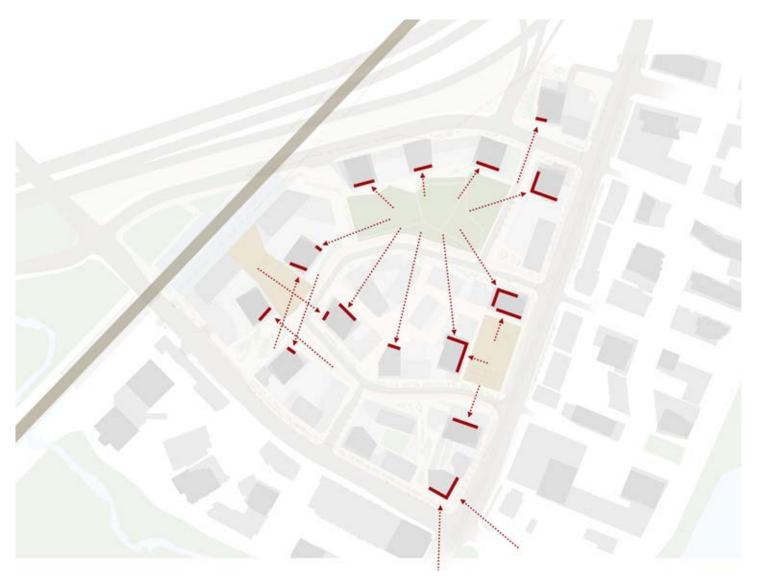
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# Mid-distance Scale

At this scale the towers are viewed from key approaches and vistas within the site. Methods to address these spaces at a visible mid-section of the tower include; a key prominent elevation directly facing the space, façades folding to face the space, a distinct 'cut out', 'insert', or elevation treatment to address the space.



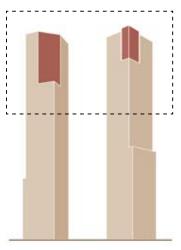
Methods to address key spaces from an approach or vista within the site



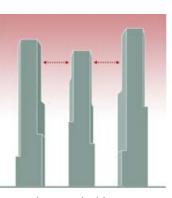
Location of tower façades addressing the space at the Mid-distance scale

#### Long Distance Scale

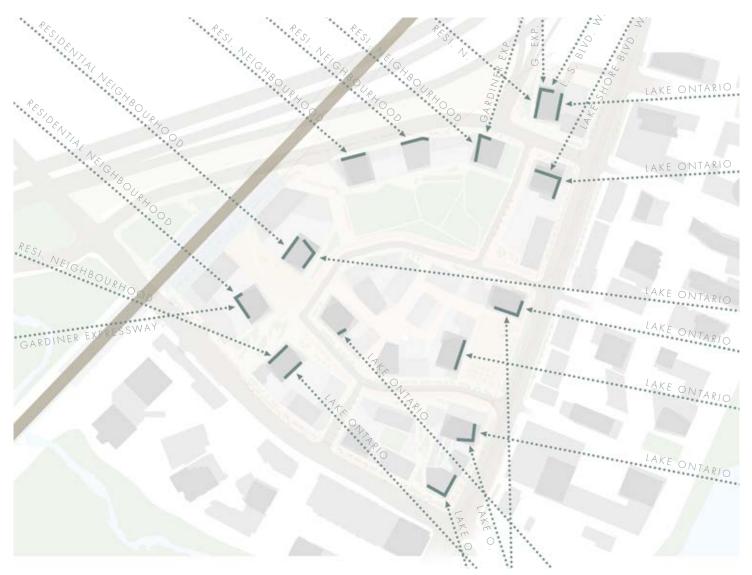
At this scale the towers are experienced at long range, either as an approach from outside the Master Plan, or as a silhouette within the collective skyline of the site. Buildings are to address views through key façades, 'inserts' or steps at the top of the tower, creating a visual connection and offering views toward locations such as Lake Ontario and Downtown Toronto. An important factor at this scale is to maximize the area of sky which can be read between buildings, allowing for the skyline to read as a legible collection of towers and avoid buildings overlapping and merging into a single mass.



Methods to address key long distance views



Spaces between buildings to increase at high level, helping to form a legible skyline



Location of tower façades addressing key long distance locations

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# **3. GROUPING NARRATIVES**

Buildings can play roles in different grouping narratives simultaneously, particularly when seen from different distances and experienced at different scales. As such, buildings participate in groupings in an overlapping, non-exclusive manner. Building designers are encouraged to support all the grouping narratives that apply to their project.

The grouping narratives that follow are described as 'clusters' and as 'blocks'.

Cluster narratives are driven predominantly by the framing of larger spaces such as the park or the urban squares, the projection of building hierarchy across the entire Master Plan, and how they are perceived from longer distances.

Block narratives are driven by their relationship to roads and the surrounding urban fabric. As such, their requirements tend to be expressed in terms of access, permeability, massing and the spatial framing of streets.





Towers framing the sky above



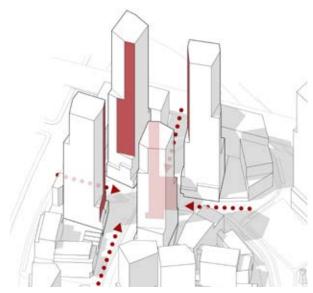
Towers framing the square below

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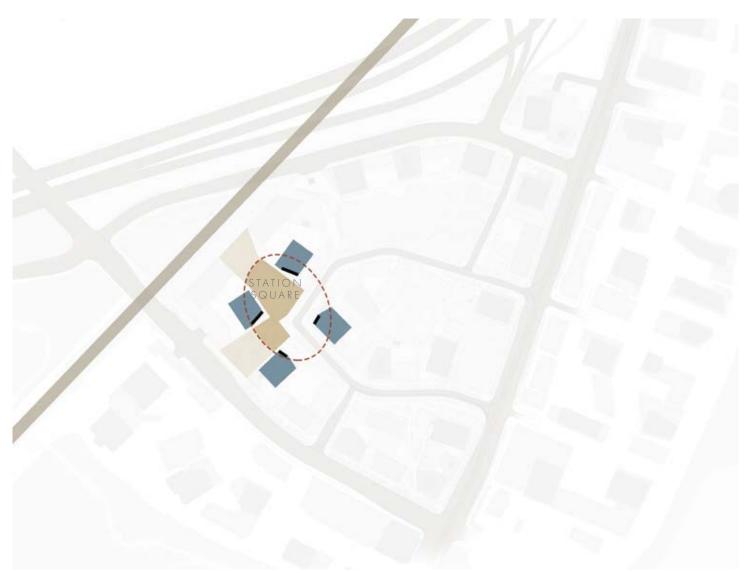
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#### **Station Square Cluster**

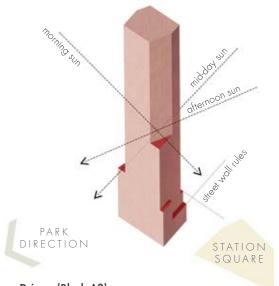
The Station Square towers are the tallest cluster in the Master Plan, acting as a gateway to the GO station, LRT and bus routes. Whilst the lower levels of the towers are oriented towards the square, the primary elevations are oriented towards the primary approaches, acting as a wayfinding guide to the station. Each street approach is greeted by a tall, slender key elevation, framed either side by the adjacent towers, with the intention of maximizing the area of sky visible between buildings.

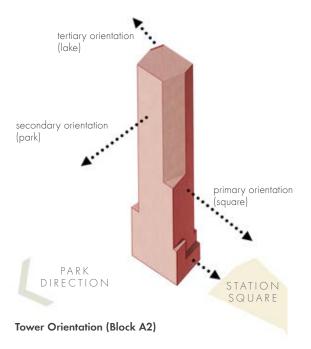


Façades address the primary station approaches



#### Towers framing Station Square





Form Drivers (Block A2) Shadow minimization to Park and Square



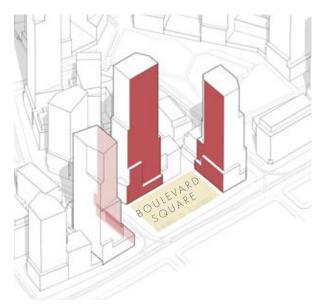
Primary façades of Block D1 (left) and Block C (right) towers addressing key approaches to the Station

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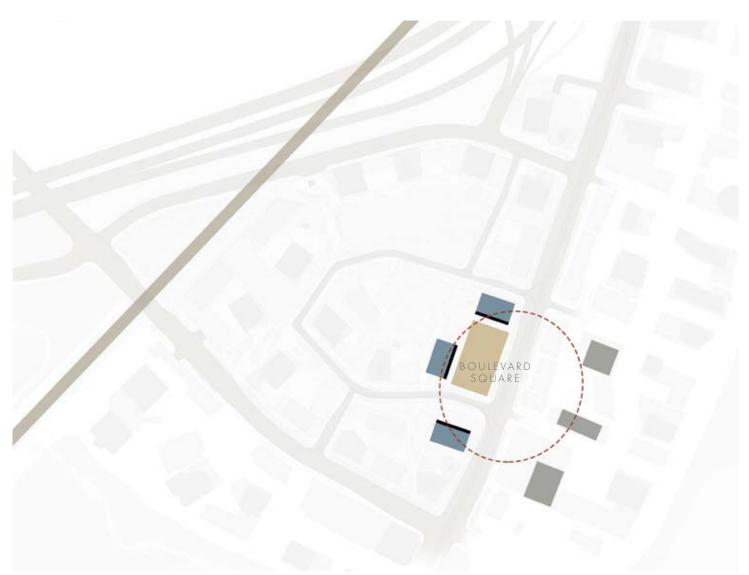
### **Boulevard Square Cluster**

The Boulevard Square towers are oriented with their broad faces orthogonal to the Square, creating a formal containment of the main civic space. The 3 new towers work as a collective with existing towers on the opposite side of Lake Shore, creating a high-level framing to the space.

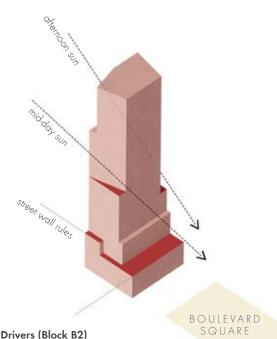
Setbacks are included at lower levels, avoiding shear façades to the square and adjacent streets. In order to avoid large continuous horizontal façades at low level, buildings are broken up in elevation and mass into a tower which lands with an adjoining mid-rise building.

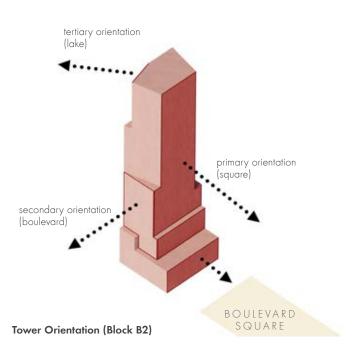


Façades form a containment to Boulevard Square

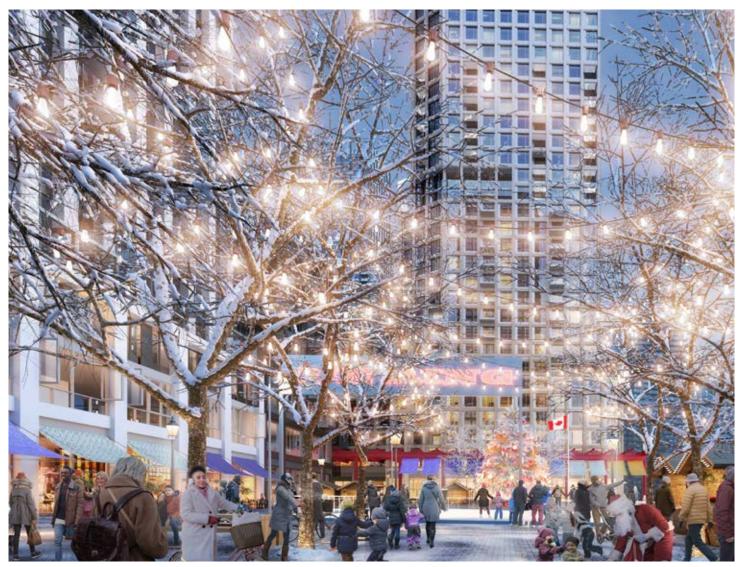


#### Towers framing Boulevard Square





Form Drivers (Block B2) Shadow minimization to Square



Boulevard Square - framed orthogonally by towers, creating a formal civic space

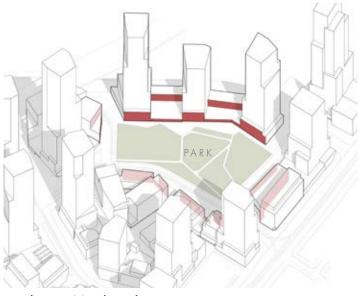
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# Park Cluster

The park cluster of buildings form 2 scales of framing. At low level the buildings provide a perimeter framing to the enlarged park. Above this level the towers act collectively with other towers in the Master Plan to frame both the park and galleria, a dual heart of two key new public spaces.

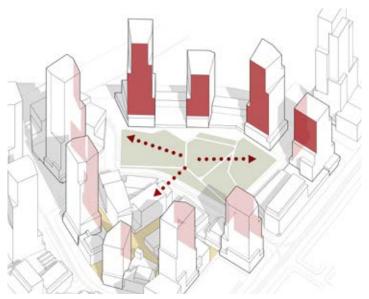
Buildings are orientated with their narrow face towards the park, reinforcing the sense of openness by maximizing the amount of sky visible between buildings from within the park. Buildings generally taper towards the primary elevation, increasing the number of units that can access views towards green space.

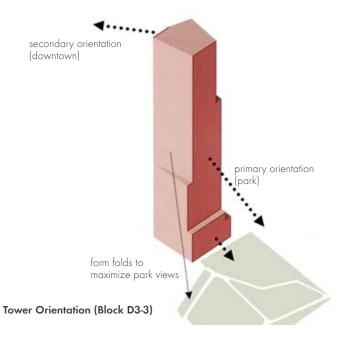


Façades containing the park



#### Towers framing the Dual Heart





Façades framing the Dual Heart



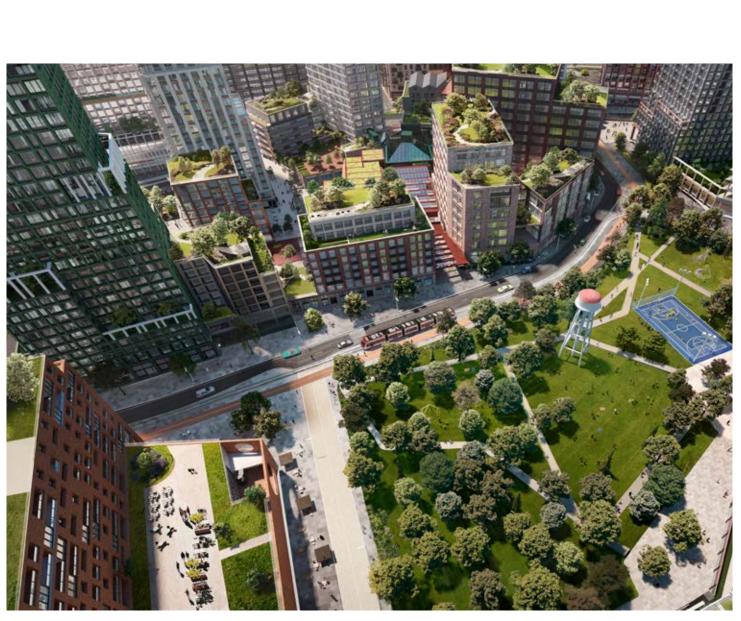
View of the park with buildings framing the perimeter

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# The Heart Block

2150 Lake Shore has a two-sided heart, comprised of an urban/commercial side centred on the galleria, and a green/residential side centred on the park. This duality captures the ambitions of 2150 Lake Shore to deliver the best of all environments to its residents.



Dual heart of the park and central block framing the galleria

#### **Connector Blocks**

Connector 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.





Edge blocks along Lake Shore Boulevard West

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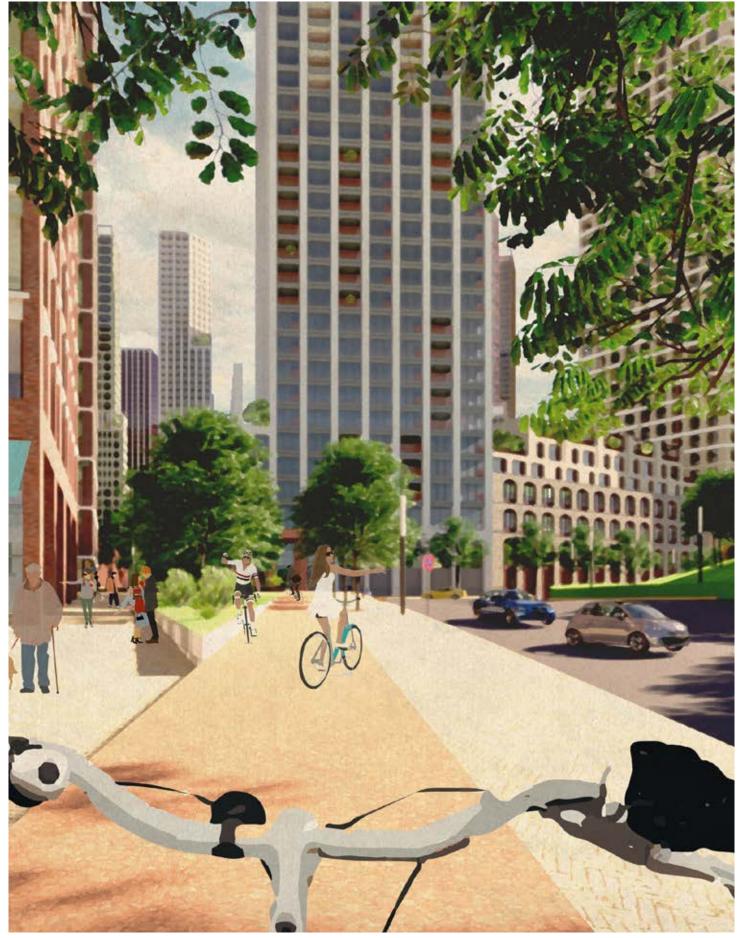
# Edge Blocks

Edge blocks 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.





Street A elevation



View of north eastern site edge

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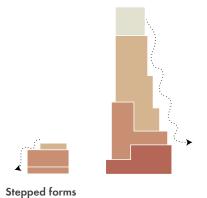
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# 4. BUILDING TYPOLOGY

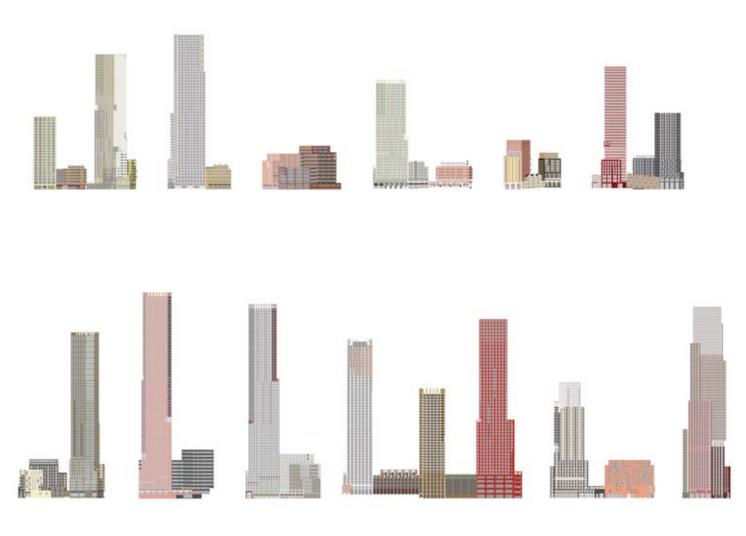
Building typologies set the expectations of architectural design quality that individual buildings should deliver, as a strong master plan vision is still dependent upon its component parts.

# Stepped Forms

Taller elements in the Master Plan will respond to both ground and sky through the stepping of forms. This strategy will mitigate downdraft effects, improve daylight access at street level, and provide variety in tower floor plates as well as special outdoor amenity spaces at upper levels.



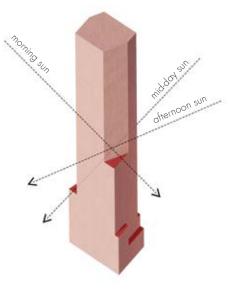




Elevations of the urban blocks in the Master Plan

#### Towers Shaped by shadows

Each tower contains purposefully located steps and folds to minimize shadow impacts to key public spaces within the Master Plan, including the park, Boulevard Square, and Station Square. These setbacks also ensure that the tower footprints reduce with building height, helping to create slender silhouettes with smaller, faster moving shadows at ground level.



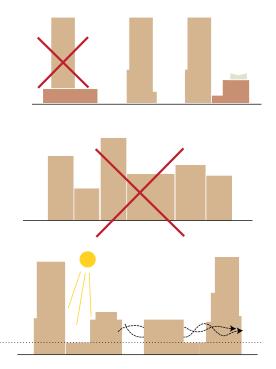


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# **Buildings That Land**

A peculiar outcome of modern architectural expressionism is the disregard for gravity. Conceived of in the weightless space of computer screens, many contemporary buildings float uneasily above the ground plane or are propped up by hidden structural gymnastics. 2150 Lake Shore aims to establish a literal sense of gravitas to the neighbourhood by encouraging buildings to be rooted in the ground in a straightforward and intuitive manner.

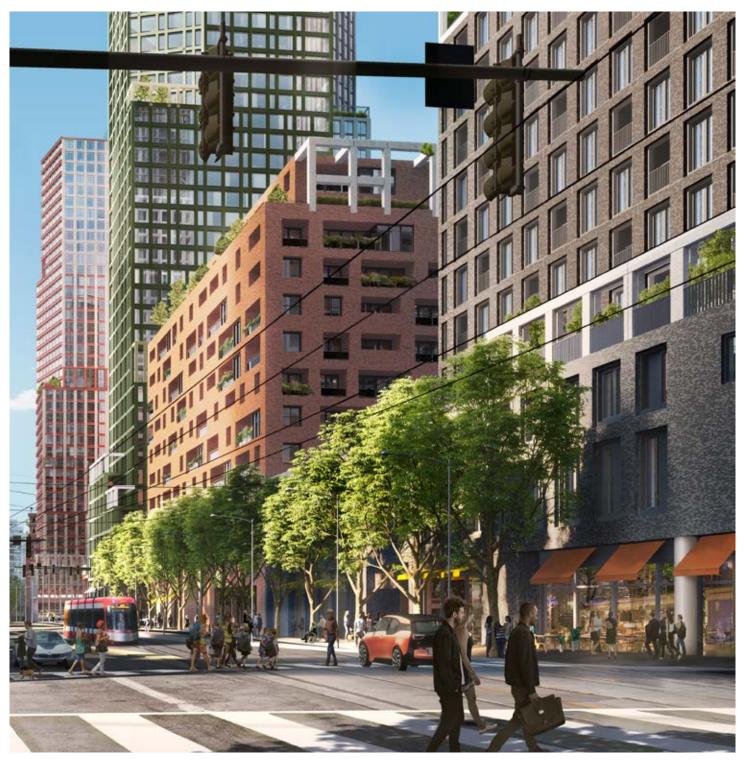




Lake Shore elevation

#### Materiality

The material strategy for 2150 Lake Shore will be to utilize a palette that reflects robustness, durability, local character, and environmental performance. Material selection should be conscientious of geological and local history, and be designed to reduce energy consumption in the future.



Robust and durable material palette

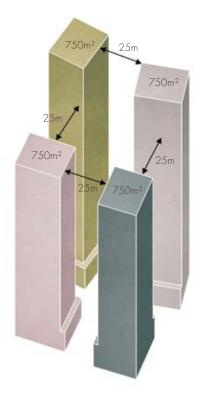
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## 800m<sup>2</sup> Floor plates

Throughout the Master Plan the separation distance between towers is a minimum of 30m, with this dimension much greater in most instances. This is larger than the 25m minimum separation distance set out in the Toronto Tall Building Guidelines. Due to this increased distance between buildings, the average footprint of the towers has been increased from 750m<sup>2</sup> to 800m<sup>2</sup>, whilst still ensuring floor plate dimensions that provide sensible apartment depths.

The views on the opposite page show a dotted outline of 750 m2 floor plate towers overlayed over the current 800 m2 floor plate scheme. This demonstrates the minimal effect the average floor plate increase has from a pedestrian perspective.



750m² floor plates set 25m apart (Toronto Tall Building Guideline requirements) Average 800m<sup>2</sup> floor plates set over 30m apart (Proposed scheme - Station Square)

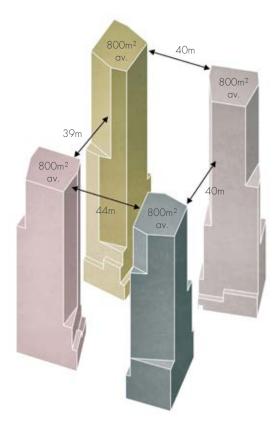


Diagram comparison of Tall Building Guideline principles and Proposed Scheme. Increased distance between buildings provides for a more open configuration, increasing daylight access to the buildings and ground level, despite increased floor plates.



Close Distance View along loop road (Street B)



 Outline of tower with average 750m<sup>2</sup> floor plates

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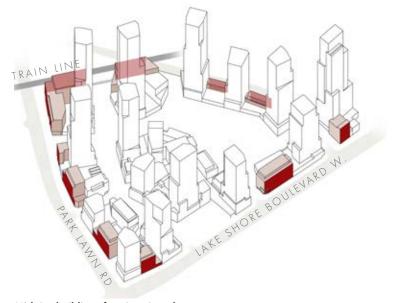
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### **Mid-rise Buildings**

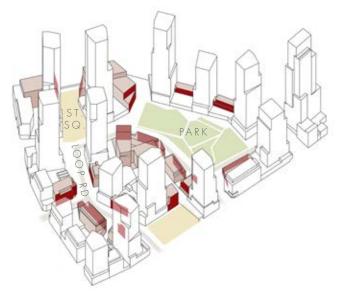
The mid-rise blocks within the Master Plan have multiple functions. Perimeter blocks to the site act as edges, helping create a continuous urban fabric to the street edge, working in parallel with the opposite neighbouring buildings to form distinct streets that have a sense of place and character. Many of the perimeter buildings act as gateways, often forming a compositional pair with one of the towers to create a transition into the site. Mid-rise buildings within the site have a role of defining streets and squares, in addition to key public spaces such as the park and galleria.



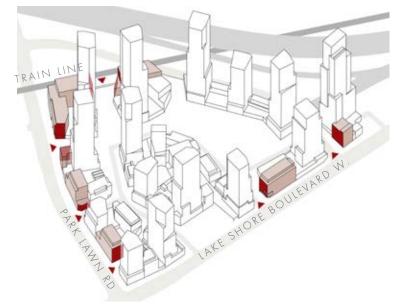
Mid-rise buildings framing the street along the loop road (Street B)



### Mid-rise buildings framing site edges



Mid-rise buildings framing streets, squares and public spaces within the site



Mid-rise buildings as gateways to the site

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# Hinge Buildings

Hinge buildings are natural landmarks created by inflection points of the roadway network along a predominant path of travel. They occupy a prominent position in the townscape, and help with intuitive wayfinding.

The significance of hinges correspond to the scale of the roadway that they are adjacent to. The most significant hinge at 2150 Lake Shore is Block F, which sits at a major angular change in the Gardiner Expressway. Second to this is the hinge at the intersection of Park Lawn and Lake Shore, which creates a prominent corner for the site. Finally, a series of smaller local hinges can be found as one circumnavigates the loop road (Street B).





Hinge building anchoring the change of direction along the loop road (Street B)

#### **Gateway Buildings**

Gateways set a threshold for an area, announcing the transition to a new zone, use or character. Gateway buildings tend to sit at the entrance of access roads or flank the mouth of streets.

Like hinge buildings, gateways tend to correspond to the scale of the street they flank. For vehicular traffic, the relief road (Street A) creates the two largest gateways, one at the Gardiner offramp, greeted by the Eastern Gateway cluster of buildings, and a second approach, coming off of Park Lawn and heading towards the train station bridge.

From a pedestrian perspective, the junctions between the loop road and Lake Shore, and to a lesser degree the access from Park Lawn Road, will play a significant role in greeting people and setting the architectural tone of the neighbourhood.





Gateway buildings framing the GO station entrance

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# 2.5/ THE PUBLIC REALM

# 2.5.1 INTRODUCTION TO LANDSCAPE

#### LANDSCAPE VISION

The landscape vision for 2150 Lake Shore is to create a unique landscape setting for high-density metropolitan living. The scheme is comprised of an intricate network of open spaces which will provide a vibrant place for a spectrum of public activities and allow for a creative synergy of living, working and cultural entertainment. The landscape will promote an environmentally friendly lifestyle with fantastic opportunities for both active and passive recreation framed by an iconic skyline.

Whilst the newly proposed urban quarter is composed of several development plots allowing for variety of architectural expression, it has also been envisaged that the total ensemble creates a sense of cohesion providing a distinct overall character. The treatment of landscape and public realm plays an important role in contributing towards a unified character. Structural tree planting expresses the function and hierarchy of the streets, mediates the scale and modifies the microclimate. The urban fabric frames and articulates the public realm to provide a sense of place and facilitate orientation. Attractive urban spaces provide places for people to enjoy while the parkland and open space provide opportunities for physical activities and relaxation The concept of 'urban-picturesque' creates a dynamic interplay between landscape and built form. The public realm of the ground plane visually extends with landscaped podium decks of a variety of heights, blending architecture and nature into a panoramic skyline.

Careful consideration has been given to the modification of the microclimate and sunlight penetration. The view from the Gardiner Expressway will provide an iconic landmark image.

The landscape vision for 2150 Lake Shore is inspired by the City of Toronto's ambition to increase its tree cover. To achieve this, trees are not only integral to the public realm but also become part of the built development and are fully integrated in the podium, balconies and green roofs. This requires specific technical solution in relation to loading and provision of soil-depth.



Unique address of 2150 Lake Shore

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### CONCEPT OF 'TREE CITY'

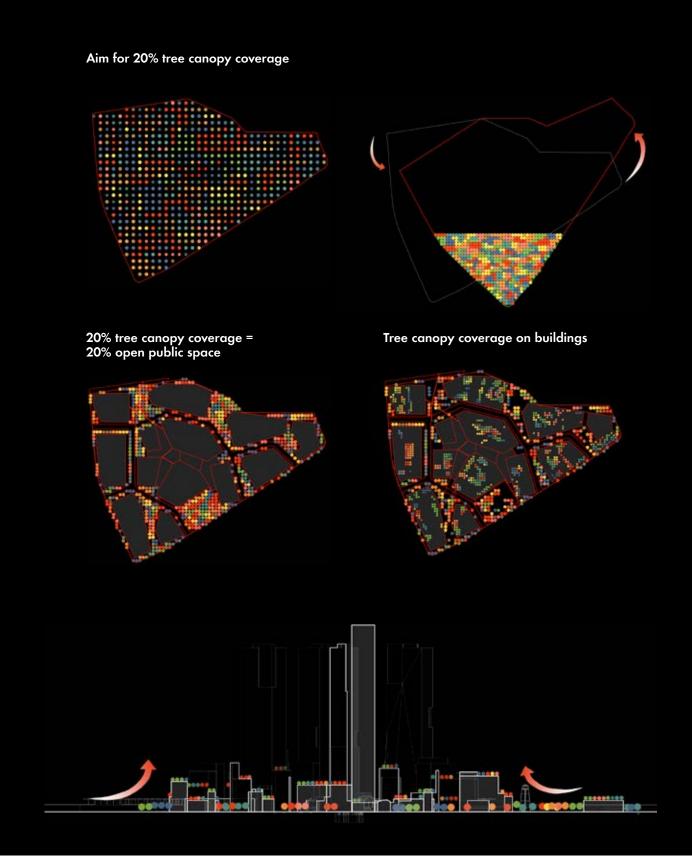
Toronto has been known as the "City of Trees". More than three million trees grace Toronto's parks, ravines and natural areas, line streets and distinguish neighbourhoods. In addition, there are millions of trees located on private property. These trees collectively form Toronto's urban forest.

The urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance the context for all new development and renewal projects. The contribution that trees make to the quality of our environment as well as the many quantifiable benefits such as improved air and water quality are well documented.

In recognition of the importance and benefits of trees, the City's Official Plan recommends policies and strategies that call for an increase in the amount of tree canopy from the existing 17% to a tree canopy coverage of between 30% and 40% in the next 50 years. To meet this target, around 300,000 trees must be planted in Toronto each year. Therefore each development needs to make a positive contribution to the urban environment and help sustain and enhance the quality of the city and its urban forest. The planting, protection, and maintenance of large growing shade trees on both public and private lands should be an important aspect of all projects. The 2150 Lake Shore landscape will be expressed by the concept of a 'ravine' woodland in the sky with tree canopies stepped across the multi-level site; visually connecting embankment with various podium gardens and extending onto a multitude of roof gardens, balconies and sky terraces. The aim is to maximize the tree canopy expressing the unique quality of Toronto as city in a forest. Such a 'green skyline' will be more than sum of its component parts and be composed of an accumulation of public, semi-public, and private green spaces. It should become a place for experimenting and pioneering design, including urban food production, exemplary of a greener and more sustainable and resilient Toronto. Sustainability and 'city-nature' will be fully integrated and become the backbone of the area's future identity and urban life.



Stefano Boeri, Vertical Forest



Expanding the tree canopy by creating a 'ravine in the sky' as trees are planted on podium and roof landscapes

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## LANDSCAPE STRUCTURE

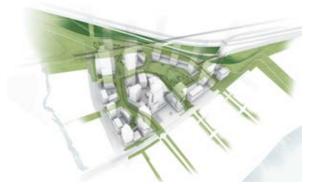
The landscape framework for 2150 Lake Shore will create a distinct sense of place based upon the site's unique setting and development opportunity. It expresses spatial hierarchy and will create cohesion, orientation and legibility between distinct urban districts. It envisions a system of interconnected green spaces orientated towards the Lake Ontario Waterfront and Mimico Creek ensuring a feeling of light, air and space throughout the Master Plan. The configuration of the site sandwiched between infrastructure and ravine allows to dissolve the urban grid 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, northsouth 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 public park and galleria, and two key urban plazas.

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 while creating a network of public spaces, gardens and plazas 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/ connects to the natural landscape of the Mimico Creek ravine landscape and also the lake shore. Incorporating ecological corridors with naturalised planting alongside infrastructure such as the Gardiner Expressway and railroad will reduce the visual impact of motorway and capture fine particles from the air. In summary, the landscape strategy of the public realm is intended to deliver:

- A high quality multi- layered landscape creating a coherent sense of place focused upon the site's unique setting, excellent views and close proximity to the lake and ravine.
- A multi-functional network of routes with permeability from the various public transport interchanges and network of open spaces, two squares and the public park.
- A lively, integrated community with key amenities which will be a vibrant, creative concept combining a mix of creative enterprise, individual expression, innovative programming, environmental awareness and dynamic (landscape) architectonic expression.
- A series of spaces that act as nodal points, gateways and community's hub setting a new standard for urban open space to help animate the area and provide a focus for the people living, visiting and working in the area.
- A sustainable landscape that combines the mitigation of flood risk issues with integrated urban drainage, public walkways, recreation facilities, microclimate and habitat creation.



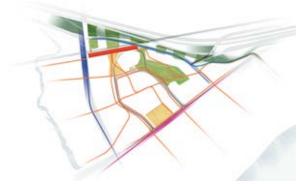


Green ravines seep into the site

Open space shaped into 2 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

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#### **OPEN SPACE PROVISION**

The provision of open space in both the public realm and private plots is based upon various By-law and guidelines such as the Toronto Green Roof By-law and the Toronto Green Standard.

Recognizing the limitations of applying traditional numerical parkland standards to a diverse and growing urban centre, the City of Toronto is developing alternative strategies for determining parkland needs. By moving towards more performance-based approaches to parkland needs assessment, the City is able to take into account the specific community needs, land acquisition opportunities, urban form characteristics, and anticipated future development of individual neighbourhoods. Using a contextual decision-making framework, the City aims to establish parkland acquisition and improvement requirements that meet both city-wide and community needs.

Careful consideration will be given to the quality of landscape design, ecological and biodiversity potential and appropriateness of design for diverse user groups. The network of open spaces is to be expressed as a serial vision composed of principles of variety and intricacy. The distinction between privately owned publicly accessible open space and public rights of way will be seamless. As such, the development has the opportunity to deliver high quality, publicly accessible urban design.



Open Space provision is anchored to the heart of the development creating an inner loop of ammenities and open space

In addition, the network of open space is extended by the galleria and public access to some of the podium roofs such as at the Food Court and Galleria Market Hall.

Investment should also be set aside to fund maintenance schemes from within annual budgets and should be considered during new planning agreements. Maintenance is an ongoing cost and must be considered for the life span of the scheme.

The allocated green / open space provision will be phased to match the build out of the development.



A network of open space extends out into wider context

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## CONNECTION TO THE WIDER LANDSCAPE

2150 Lake Shore will integrate green infrastructure, including open space and green networks, as an integral component of successful placemaking.

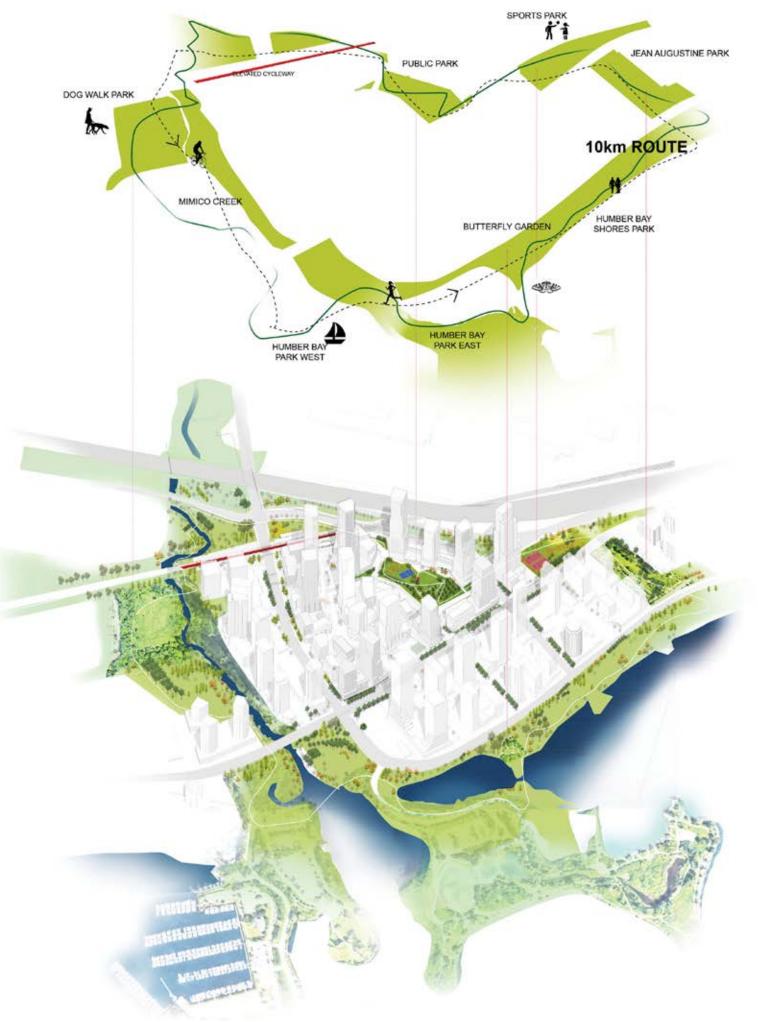
Connectivity, in all aspects, is key to unlock the potentials of 2150 Lake Shore. The current urban context is that of a patchwork of separate development and land uses divided by large scale infrastructure such as railway lines and the Expressway. Of importance is to integrate the 2150 Lake Shore in its wider landscape on a multitude of scales and to create a sense of unity, spatial legibility, interconnectivity and cohesion in an otherwise fragmented and isolated urban landscape. The urban fabric along Lake Shore is developing towards an extensive carpet of patches, each one with its own programme and specific spatial structure. The need for a compelling and comprehensive landscape vision is all important.

The site is bordered with a variety of linear landscape elements. While mostly man-made, they could be enhanced to create a green / blue infrastructure which creates a network of ecological corridors providing connectivity to the larger natural features of the Lake Shore and ravine landscape.

The ambition to dramatically extend the canopy tree-cover across the entire site will create a multi-level woodland which will extend and enhance native plant and animal species, habitat and ecosystem. It will create a network of parks and gardens connecting various habitats, reducing air pollution and mitigating heat island effect. Extensive inaccessible roof space may be specifically constructed to create habitat for birds, butterflies and invertebrates.

The blue green network of ravines and Lake Shore represent the natural environment in an urban setting and underscore a balance that is essential for the establishment of a sense of place. Of key importance is to optimize the site's location in relation to its natural setting of green ravines and the coastline of Lake Ontario. This will start the process of restructuring the landscape and make it fit for purpose to be more sustainable and resilient to the effects of climate change, reduce air pollution and increase air quality.

In 1995 the landscape ecologist Richard T.T. Forman published a book that described the natural environment as at any scale composed of patches, corridors, nodes and boundaries. Interestingly this ecological model comes close to contemporary urban practice. Combined, a new type of territory is appearing; a territory in which the distinction between the city and its surroundings has dissolved into an ecological and cultural continuum of built structure and landscape.



The development will sit within the outer green loop network connecting natural ravine, Mimico Creek and Humber Bay

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The proximity to Lake Ontario is expressed in the visability from the multi level landscape of the 2150 Lake Shore development



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# 2.5.2 LANDSCAPE MASTER PLAN

#### LANDSCAPE MASTER PLAN OVERVIEW

The Master Plan creates an urban centre as an integrated place for living, working, recreating, entertainment, for public transport interchange and which acts as destination to the site's wider urban surroundings. The urban fabric frames and articulates the public realm and provides a sense of place and facilitates orientation. Attractive urban spaces provide places for people to enjoy while the parks and open spaces provide opportunities for exercise, physical activities and relaxation. The public realm layout should be elegant, legible and clutter-free, with designed 'thresholds' between public and private space. Pedestrians should be given priority throughout the scheme. A carefully composed landscape framework of interconnected green spaces will express spatial hierarchy and create cohesion, orientation and legibility between the various neighbourhoods. The landscape structure will form part of a wider green network, and the development scheme will provide connectivity to surrounding areas, Lake Ontario, and large areas of protected natural and public open spaces. The combined landscape of public realm, semi-private podiums and private roof gardens is imagined as a three-dimensional structure; creating the effect of a (raised) woodland in the sky punctuated by towers.



2150 Lake Shore landscape Master Plan

2150 Lake Shore will sustain a diversity of spaces. A network of squares, promenades and parkland will make relaxing, safe and welcoming places providing for a spectrum of public activities.

Two new urban squares are proposed, each with a different character: Boulevard Square provides a new focus for Lake Shore Boulevard West while Station Square dignifies the departure and arrival of the daily commute. The squares also provide a logic to the phasing plan, with a new space delivered in each stage of development.



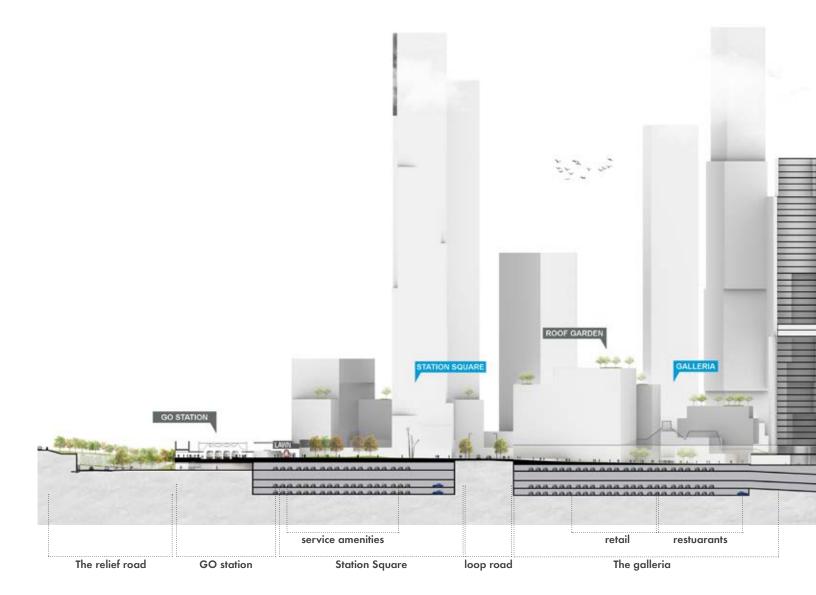


2150 Lake Shore roof plan

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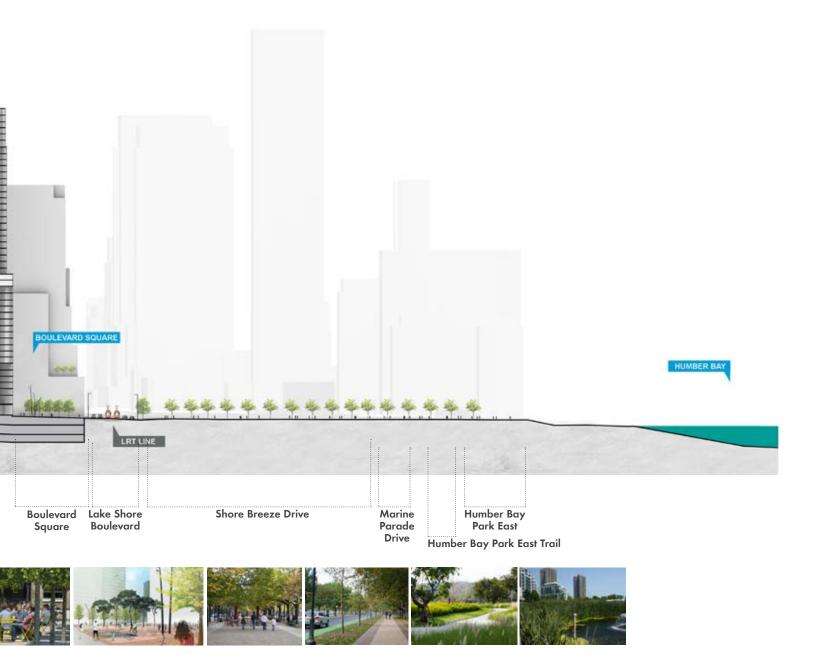






#### LANDSCAPE TYPOLOGIES

The Master Plan for 2150 Lake Shore envisages a diversity of open spaces linked by pedestrian routes. The urban fabric frames and articulates the public realm to provide a sense of place and facilitate orientation. Attractive urban spaces provide places for people to enjoy and the parks and open space provide opportunities for exercise, physical activities and relaxation. Each of the public spaces and routes will be carefully considered in respect to microclimate adaption and environmental mitigation. Emphasis will be placed to create a pleasant, user-friendly environment that creates a sense of community and facilitates informal meetings and encounters. Various urban squares and a public park are proposed, each with a different character. The diversity of spaces will help foster creativity and interaction and provide for recreation and relaxation, inviting residents, workers and visitors to linger and enjoy the beautiful setting. They are places for staying, meeting and gathering, and although they are connected to the movement network of streets their configuration, orientation and materiality encourage people to slow down and participate in urban life. Most importantly, the public realm will enhance the quality of life and promote aspects of health and well-being. Actively programming the open space with events, performances, and food will encourage a lively atmosphere.



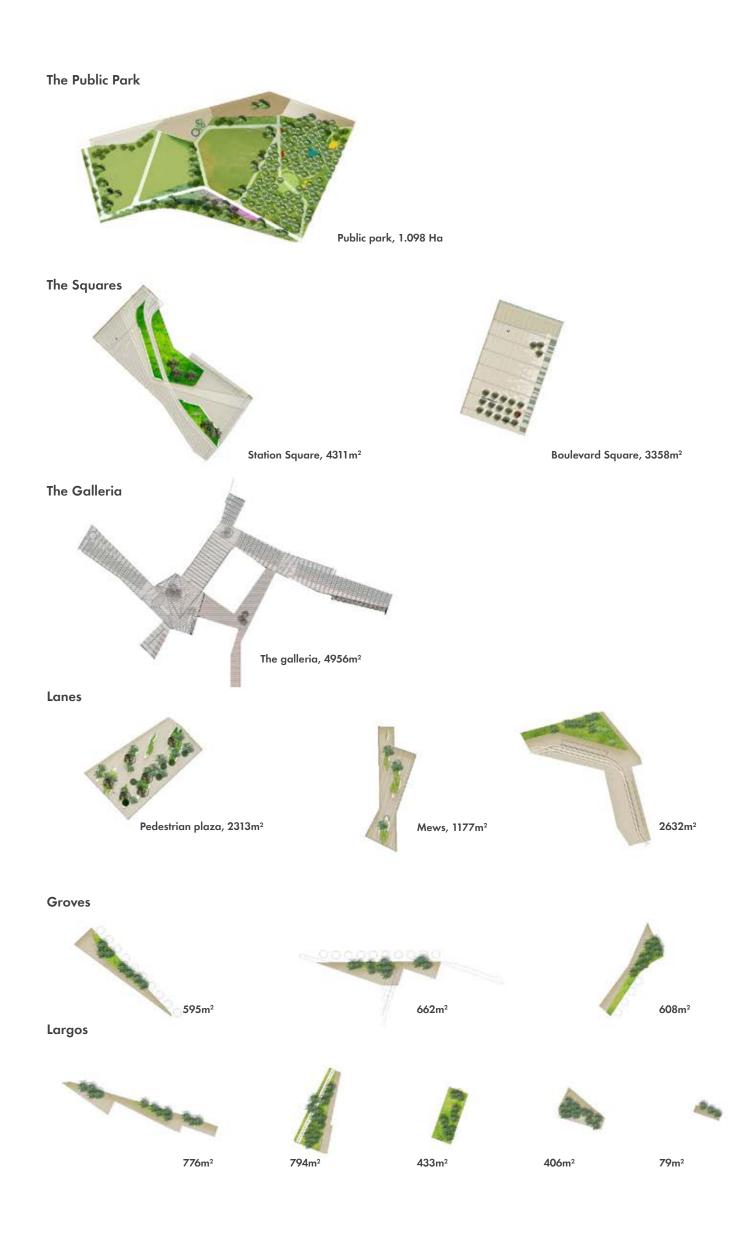
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# Catalogue of open space



#### New proposed open spaces represent 42.6% of the net site area



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#### THE PUBLIC PARK

The public park is a strategically positioned and imagined as a high quality contemporary urban park which will provide for relaxation, recreation and the experience of nature. A variety of planting will stimulate bio-diversity and combined with variations in topography will create areas of different character, interest and interaction. Extensive provision of lawn allows for flexible events space and active outdoor programming as well passive recreational use for the residents and office workers. The former water tower is proposed to be relocated in the park as an iconic landmark and positioned as central landmark. The design approach will focus on the creation of rich and varied habitats, with ecology being the driving force behind these unique areas and spaces. The atmosphere of the public park will be lush, dynamic and seasonal. Additional layers of herbaceous plants and shrubs will create spatial and temporal variation.

The vegetation below the existing tree canopy will have the characteristics of a translucent woodland understory planting, animated with patches of light and shade. The 'wilderness' edge dissolves into the central 'meadow' which appears as a clearing in a wood. The meadow is composed of a mixture of tall grasses, wildflowers and perennials. Within the meadow, areas of cut lawn allow for play and events. A stroll along the perimeter strings together a variety of ecological gradients and atmospheric conditions represented by a mosaic of habitats of constructed ecologies including dry meadows, rain, fog, dew, cloud and shade gardens.



Public park as urban park for relaxation, recreation and experience of nature



Public park outdoor programming

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The design for public Park will be an exemplar climateadapted scheme that helps to:

- cool-down the over-heated city, through retention and extension of the existing tree canopy, and replacement of hard heat-absorptive and heat-reflecting urban surfaces, with cooling vegetation;
- dry-out the saturated city after cloud-bursts, slowing down, capturing, collecting and gradually releasing stormwater, aiming to create a model zero-runoff site; and
- clean-up the polluted city, using the power of soils and vegetation to filter water and air and to mitigate the magnifying effect of elevated temperatures on human health.



Dynamic atmosphere of public park



Reinstatement of Christie Cookie water tower



Playground



Outdoor exercise equipment and trail



Taboggan hill



Layers of herbaceous plants and shrubs



Water element, Cultuurpark Westergasfabriek, Amsterdam



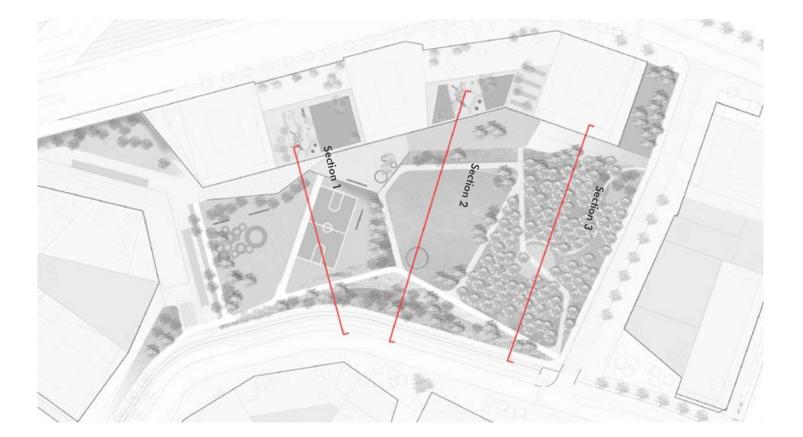
Multi Use Court

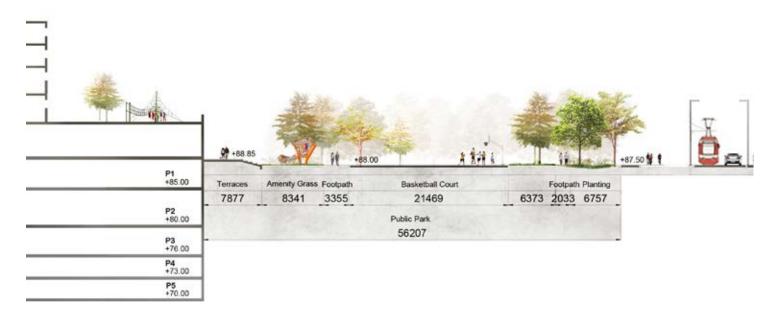


Open space

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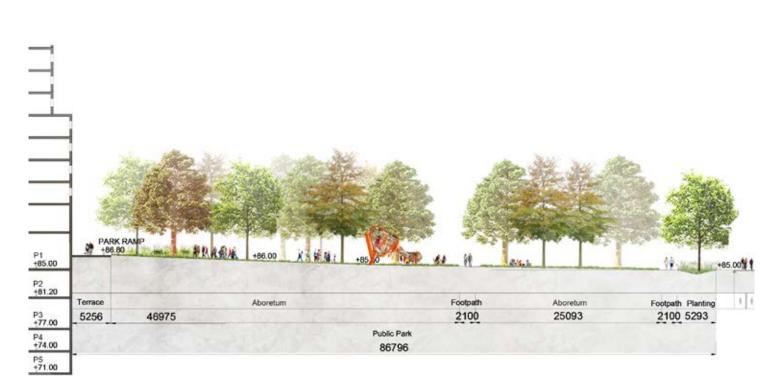




Cross section 1 through the park



Cross section 2 through the park



Cross section 3 through the park

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#### Water Tower relocation study

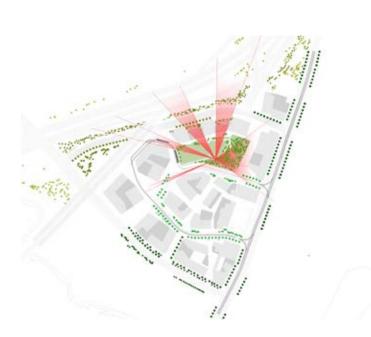
Possible locations for the water tower have been tested in various locations within the park, and also the two public squares. The preferred placement of the tower is option 2 where the tower is placed centrally within the public park, as recommended by the Relocation Study conducted for the water tower submitted with the application.





Option 1 for location of Christie Cookie Tower

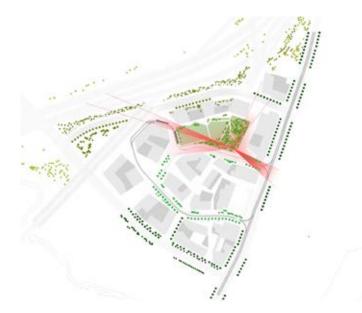
- Close to original location
- Visible from Gardiner Expressway but only for a small window
- Good visibility from Park Lawn via Pedestrian Street
- Visible from Lake Shore Boulevard
- Good visibility from much of loop road

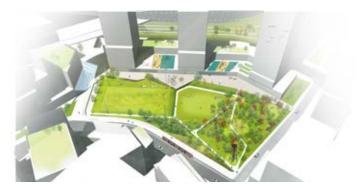




Option 2 location of Christie Cookie Tower

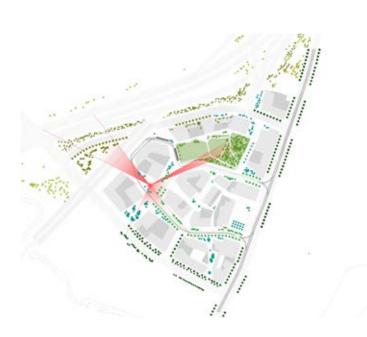
- Quite central in Park
- Visible from Gardiner Expressway and also through framed views of the Towers
- Visible from Lake Shore Bouelvard
- Visible from much of the loop road
- Visible from edge of Station Square





Option 3 location of Christie Cookie Tower

- Bottom right corner of the park
- Visible from Gardiner Expressway and also through framed views of the Towers
- Visible from Lake Shore Bouelvard
- Visible from some of the loop road
- Not visible from Station Square





Option 4 location of Christie Cookie Tower

- Situated in iconic arrival plaza, Station Square
- Visible from Gardiner Expressway
- Visible from some of the loop road
- Visible from Go Station/ rail corridor.
- Very limited view from Park Lawn
- Not visible from Lake Shore Bouelvard





Option 5 location of Christie Cookie Tower

- Situated in iconic Civic Square
- Highly visible from much of Lake Shore Boulevard
- Minimal visibility from south west of the loop road
- Not visible from Gardiner Expressway
- Not visible from Station Square

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Cross section of Park, stepped podium gardens and terraces expand the park



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Playing fields

Amenity lawn









KAN

Natural play

Seating and rest areas

Woodland

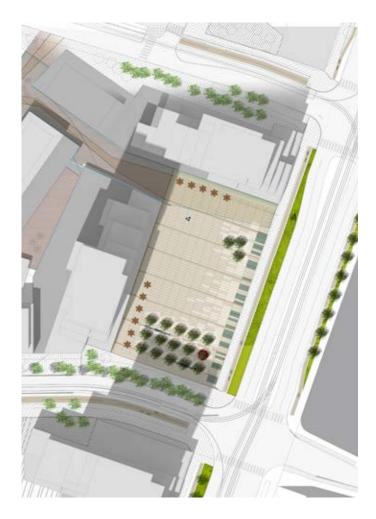
## 2 / The Master Plan

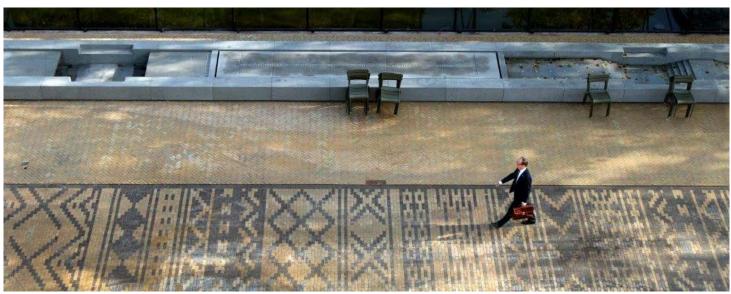
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## **BOULEVARD SQUARE**

Boulevard Square will provide a contemporary vibrant square which will 'anchor' the new neighbourhood firmly along Lake Shore west. The square is designed as an all-season flexible event space allowing for multiple configurations and performances, and also allowing pedestrian movement and flow. Large canopy trees will frame the central open space with activated edges providing outdoor café terraces to enjoy the sunny aspect. A linear water feature / rain garden forms part of the sustainable urban drainage. High quality paving, lighting, street furniture and opportunities for public art will complement the square.





A virbrant square to anchor the new neighbourhood to Lake Shore Boulevard





Gateway trees add structure and seasonal interest to the square



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Integration of water element into public square



Seasonal activities and events space





All round use and activation of public square

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#### STATION SQUARE

Station Square will be designed to facilitate an innovative transport hub. The urban square dignifies the departure and arrival of the daily commuters through a carefully choreographed ensemble of landscape, street furniture, wayfinding and architecture; a meeting space characterized by fluidity. It will provide special consideration to address the movement of pedestrians and cyclists to and from the station with clear sightlines along the diagonal axis that connects the station and the galleria and assist optimal connections with its urban surroundings. Strategically positioned soft landscape areas aligned to the streetcar corridor will direct pedestrian flow across the square.





Use of soft landscape to structure movement, Centraal Station, Rotterdam

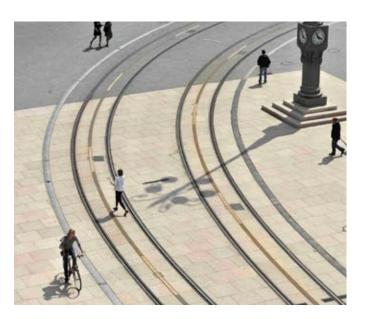


Parliament Loop, West Don Lands





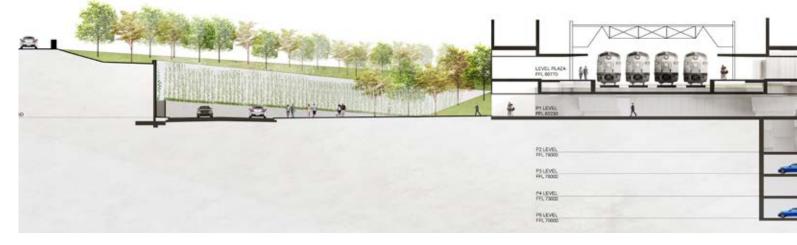
Integration of streetcars within urban squares



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The new GO Station will be permeable between the relief road (Street A) and Station Square



Choreographed ensemble of landscape, street furniture, wayfinding and architecture





Clear sightlines along diagonal axis that connects the station and the galleria

# 2 / The Master Plan

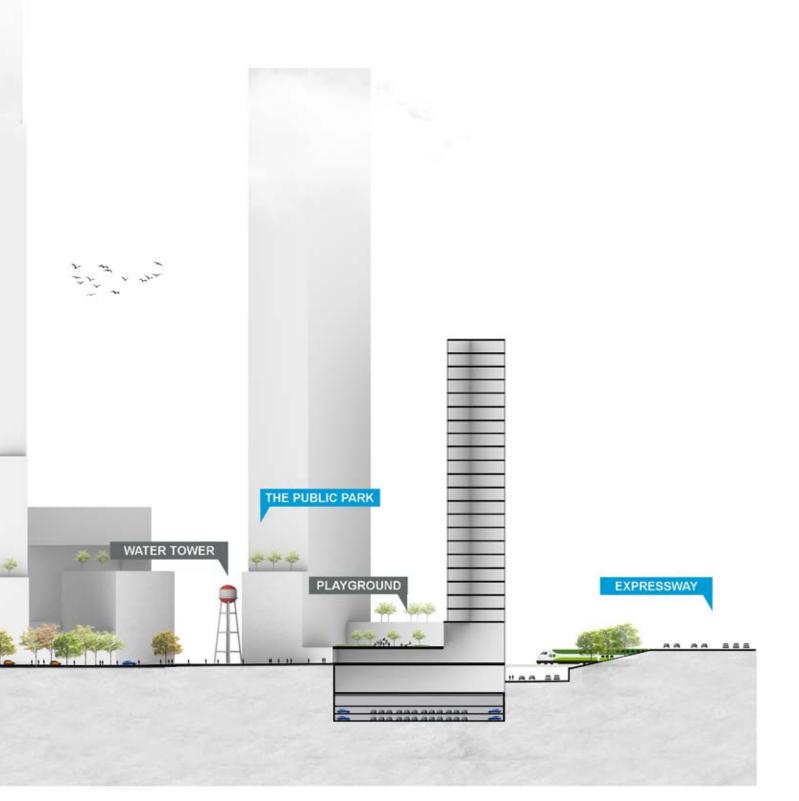
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#### PEDESTRIAN PLAZA

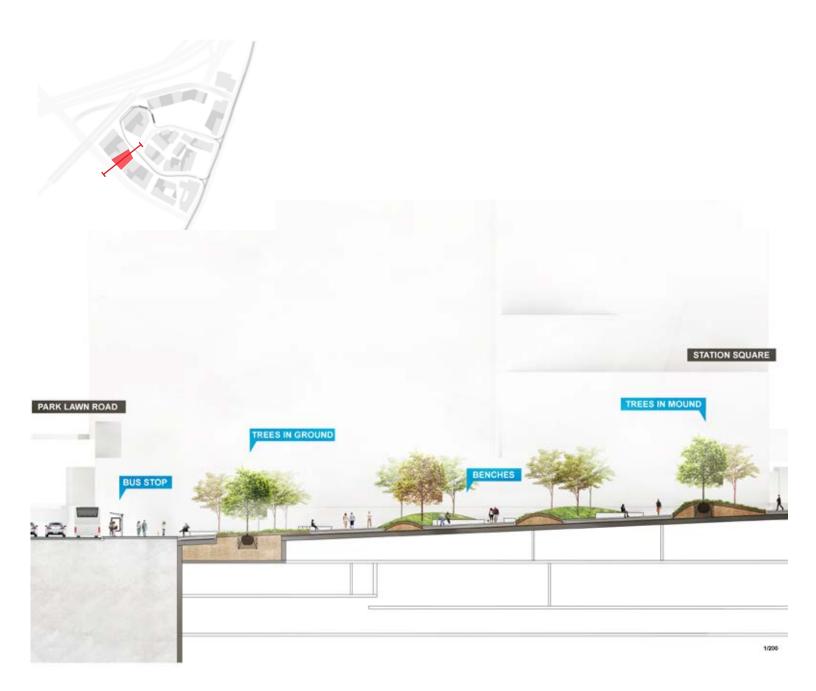
This plaza provides an attractive pedestrian route between the GO Station along Park Lawn and the station. A series of raised planting areas create a string of pocket parks and provides places to sit and play.





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Pedestrian Plaza connects Park lawn Road bus stop to Station Square and the centre of the neighbourhood







Irees will be planted in raised landform to achieve maximum soil depth





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#### GALLERIA

The galleria is envisioned as a network of covered streets and forms an important pedestrian connectivity between Boulevard Square and Station Square. The significance of this public realm is represented with high quality hard landscape materials, lighting, occasional tree planting and street furniture. Most significantly, the galleria aspires to be part of the city, and not a hermetically sealed, environmentally controlled mall. The covered but environmentally open nature of the galleria will be connected to the seasons, with an architecture that mitigates its most extreme conditions fora more hospitable public space that can be used year-round.

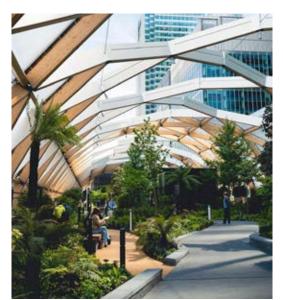


Victorian Glasshouse, Crystal Palace



Interior paving of the galleria





Stacked Gardens, Crossrail, London



Interior landscapes of Ford Foundation, NY



Vertical planting amidst the MFO structure







Large focal point planting, Madrid train station



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#### LARGOS

A largo in a piece of music is a part of a longer piece that is played slowly. In our case, it refers to the string of open spaces of various sizes alongside the spine road which provide places to sit, relax and play. The variety of angles of adjacent building plots facing the central spine creates a pictorial serial vision with differing levels of intimacy. The planted zones also act as raingardens capturing water from the surrounding surfaces.





Planted zones may act as raingardens





String of open spaces along the loop road with planted vegetation



Places to sit, relax and play

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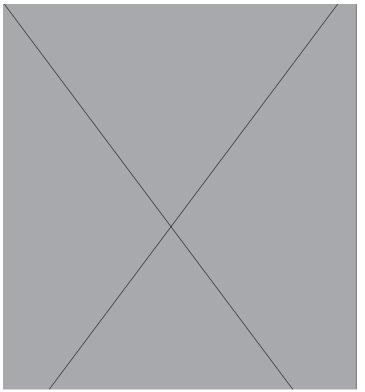


Largos near the public park offer social gathering spaces, places for play and planting





Play elements combine natural and intuitive play



Largos will provide local play within the open space

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#### GROVES

A series of groves consisting of a mixture of deciduous and coniferous trees punctuate the public realm; they are part of a series of nodes creating a visual network of sightlines and places to meet, play and relax below the tree canopies.



Groves consist of a grouping of trees



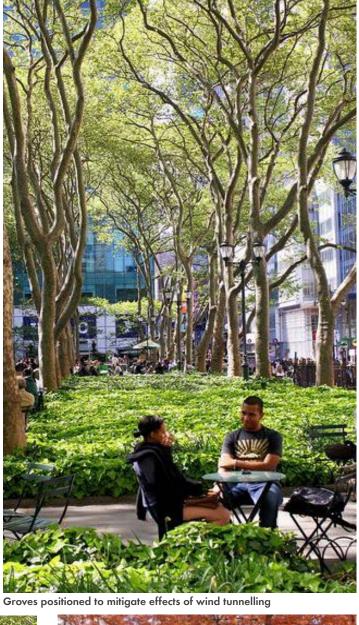
The groves create a canopy and define spaces



Benches for seating and areas for socilaizing



Below tree canopy there is space for play, to sit and relax





Groves will include species with seasonal interest

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#### MEWS

The mews consist of a linear public realm in between the residential blocks; it provides a pedestrian street and combines a variety of planting and surfaces to accommodates both formal and informal play spaces.



Image showing example of Mews typology



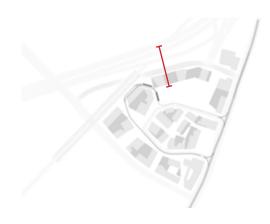
The Mews between residential blocks will have planting



A variety of planting and informal play within Mews

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#### THE RELIEF ROAD EMBANKMENT

The relief road embankment alongside the northern boundary will be graded and landscaped to become a green buffer which forms a visual screen, acts as an acoustic barrier, reduces air pollution and filters water run-off from the Gardiner Expressway as well as creating an attractive backbone to the entire Master Plan. This embankment creates a green corridor connecting the upper Mimico Creek to Lake Shore Boulevard West and then onto Humber Bay Shores and to Lake Ontario.



Vertical Green planting





Seattle Road Parkway

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## 2.5.3 LANDSCAPE WITHIN DEVELOPMENT PLOTS

Within the development blocks the landscape will contribute towards creating sustainable, vibrant and resilient communities. The development contains a variety of landscaped roofs, ranging from extensive green roofs to exterior garden decks and intensive green communal podium roof gardens. Care has been taken to have visual connections between the various podium decks and the ground landscape to create the effect of transparency and 'borrowed view'. Trees planted above three storeys will need protection from wind. The podium decks accommodate a variety of opportunities for urban allotment gardening.





Variety of cascading landscape roofs





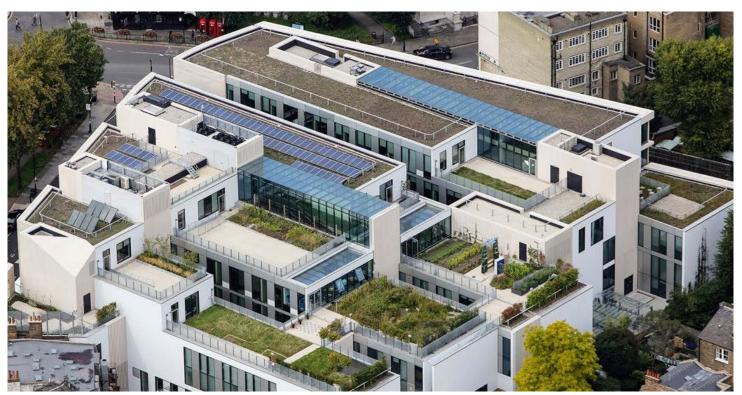


Landscaped roofs include extensive green roofs, exterior garden decks and intensive green communal podium roof gardens









Greenwich University, London has 14 landscape roofs with different uses and characters facing Greenwich Park

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#### **ROOF + PODIUM GARDENS**

Apartment buildings with 20+ dwelling units must provide 40m2 outdoor amenity space in a location adjoining or directly accessible to the indoor amenity.

The landscape within the development plots will consist of podium deck courtyard spaces combining communal residential space with private gardens. The communal podium courtyard spaces will facilitate social interaction with play areas, ornamental planting and lawns and flexible hard landscape areas. Planting will be selected to ameliorate the microclimate and provide scale, structure, seasonal interest in various combinations to express distinction and differentiation to the residential quarters. Since the landscaped courtyards are in effect roof gardens, landform will be created to provide ample soil depth to allow tree planting. The podium trees will be lighter in character than the street trees and generally will be of a smaller scale. Lawns will be incorporated to provide places to sit and play. Green roofs will be designed with a multi-purpose function such as bio-diversity, amelioration of climate, storage and management of rain. Instead of applying the traditional sedum roof, a variety of grasses and meadow species, all wild native plants, will be promoted. The extensive green roof gardens will incorporate local habitat creation especially in respect to resting places for migrating birds along Lake Ontario's coastline.





Intensive green roofs for accessible use



Urban farming



Communal podium courtyard spaces to facilitate play areas





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#### **GREEN ROOFS**

The Toronto Green Standard for Mid to High-Rise Residential applies to residential apartment buildings 4 storeys and higher, as well as all Industrial, Commercial and Institutional (ICI) developments.

Toronto Green Roof Bylaw is the first mandatory bylaw for green roof installation in North America. A green roof is defined as a form of green infrastructure that delivers environmental benefits, particularly with storm-water management and the mitigation of urban heat island effects, and it increases green spaces across the City of Toronto. The City's increasing interest in green roofs contributed to the enactment of a green roof policy comprised of the Toronto Green Roof By-law.

The City of Toronto expected that green roofs would "mitigate impacts on storm-water quality and quantity, improve buildings' energy efficiency, reduce the urban heat island effect, improve air quality and additionally, beautify the City, provide natural green spaces in built- up areas, hold grounds for gardening, food production and horticultural therapy, and increase passive recreational space in densely-populated neighbourhoods". Under the By-law, Toronto has a certain construction requirement for green roof coverage depending on the size of the building. The City specifically targets all new developments with a minimum gross floor area of 2,000 m2 being required to comply with the By-law. Commercial, institutional, and residential high rise buildings with a Gross Floor Area of 20,000m2 should have a graduated coverage of 60% of available roof space.

All green roofs are to be designed, constructed and maintained in accordance with the Toronto Green Roof Construction Standard. Design of a green roof must take into consideration public access and safety standards, interior maintenance pathways as well as vegetation free zones around building edges, HVAC and structural elements.

Biodiverse green roofs require variation in depth, topography and composition of growing medium, vegetation diversity and structures to create niche spaces for organisms.

Green roofs can be classified into three types: extensive, semi-intensive, and intensive green roofs.



Total roof area - Tower floor plates <750m<sup>2</sup> and roofs used for renewable energy



Total roof area - Private Rooftop Terraces and Residential Outdoor Amenity Space (max 2m<sup>2</sup> per dwelling)



Green Roof = Available Roof Space x 60% + max. 25% of Outdoor Amenity Spaces

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Extensive green roofs are the most basic, simple form of green roof systems and are generally for functional purposes, especially being ideal for stormwater management. Their growing medium is typically less than 6 inches in depth, which can accommodate relatively low-rise plants, such as grasses, mosses, and succulents. The shallow growing medium contributes to the need for relatively low capital cost and minimal maintenance compared to the other types of green roofs.

Intensive green roofs, also known as roof gardens, are generally designed for public amenity or recreational space, making themselves fully accessible. The depth of growing medium often goes beyond 6 inches, thick enough to support "increased vegetation size and diversity", offering great potential for aesthetic expectations and food production. Compared to the other two types, these roofs provide a broader range of benefits such as increased flexibility in design. However, these roofs are the most costly option among the three green roof types in terms of construction and maintenance, as irrigation system and frequent maintenance are required to ensure the sustainability of these green roofs.

Semi-intensive green roofs are neutral, combining extensive and intensive green roof systems. These roofs have a moderate depth of growing medium, with 25% of green roof area either above or below 6 inches. The moderately thick substrate layer allows more possibilities for design and greater variety of vegetation, such as herbaceous plants and small shrubs, than an extensive green roof. These roofs demand for higher costs for both construction and maintenance, but less than intensive green roofs.



Extensive green roof planting



Intensive green roof for public amenity and recreational space



SEDUM MAT

501 30 - ROMM

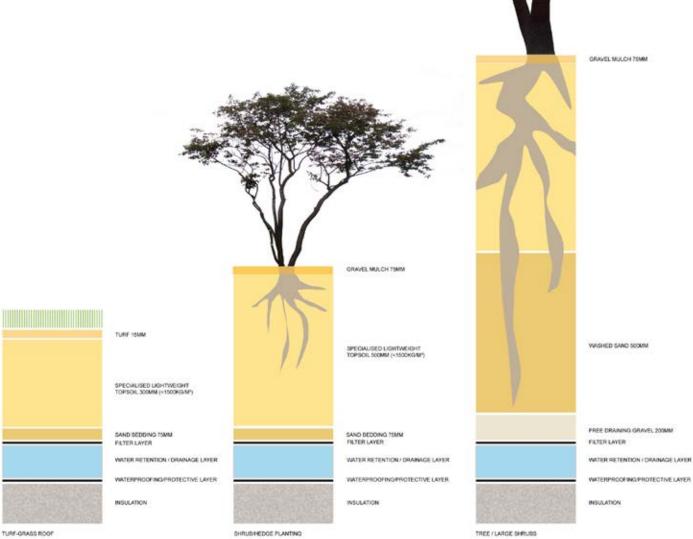
FILTER LAYER

WATER RETENTION / DRAINAGE LAYER

INSULATION

EDUM ROOF

EXTENSIVE GREEN ROOF



INTENSIVE GREEN ROOF

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## 2.5.4 PLANTING AND ECOLOGY

#### **PLANTING STRATEGY**

Extensive planting throughout the scheme will provide a wide range of environmental, ecological, social, cultural and economic benefits.

Trees are a big part of what makes Toronto a liveable city; often described as a City within a Park. Toronto has over 25% of tree cover; and City Council has adapted the goal of increasing tree canopy.

Trees at 2150 Lake Shore are to be selected to give spatial structure, ameliorate the micro-climate, improve air quality and intermediate between the scale of the towers and the on-ground experience of the site. Emphasis is to be placed on native species to support habitat and bio-diversity. Careful attention will be given to select trees that are likely to perform well due to changing conditions of climate change and contribute to the experience of the seasons creating interest and variety throughout the seasons.

The tree planting will consist of a variety of deciduous and coniferous trees and will consist of over 75% of native species. Deciduous trees provide an ideal balance of shade in summer while allowing the penetration of sunlight in winter. The inclusion of evergreen broadleaf and conifers might be beneficial in respect to combatting air-pollution and providing wind mitigation in Toronto's four season climate. Specific attention will be given to building height and orientation in respect to shade and tolerance to salt as de-icing salts might be frequently be spread on road and paved surfaces during winter. Groves of trees will provide individual identity and character to each of the squares and contribute to varied streetscapes. As such, tree planting will contribute to the orientation and legibility of the Master Plan. Trees will be categorized according to their attributes such as size and habitus. Trees of the first order will be utilized for avenues and boulevards while trees of the second or third order will be utilized for smaller streets and podium gardens.

An importance aspect of trees will be to combat air pollution, such as carbon reduction, and provide the capacity to absorb fine particles and to produce oxygen. Planting also will be utilized to create a green buffer zone along the Gardiner Expressway and adjacent rail corridor.

Trees, where possible, will be planted in open ground with adequate soil volume and space for canopy development. Locations will be coordinated with underground service trenches. To support the growth of a large canopied tree 30 cubic metres of soil will be required. Trees are to be planted at an appropriate distance from façade and curb lines. Trees will be either planted in soft landscape verges or in tree surrounds of 2m diameter tree grating with facility for drainage, aeration and watering.

Throughout the public realm, semi -private podium gardens and private roof gardens mixed ground plantings of herbaceous, marginal and groundcover plants and wildflower meadows will be utilized to crate atmospheric and aesthetic affects while forming strong bio-diverse and ecological zones across the entire Master Plan.





The extensive areas of planting will create truly memorable and engaging experiences for people, encouraging exploration and discovery. Within the overall designed and enhanced natural aesthetic there will be a number of distinct planting types that come together as 'building blocks', creating the structure of the new landscape. Plant choices will be determined as much by ecological factors (by appropriate habitat origin to fit specific site conditions, ecological compatibility, biodiversity benefit) as they are by visual and sensual character. The plantings will be cosmopolitan: a joyful interaction, regardless of rigid geographical origin and boundaries, native plant communities mixing freely with those from other places. As such this will be a 'future nature' resilient to current environmental challenges, and poised and adapted to meet the those of years to come. To meet this global framing, reference will be made to several outstanding vegetation types or reference points from around the world.







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#### **TREE PLANTING**

The planting will consist of a variety of deciduous and coniferous trees and will consist of over 75 % of native species.



#### **ARBOREUTUM TREES**



Red Oak

DECIDUOUS



DECIDUOUS

Japanese katsura Cercidiphyllum DECIDUOUS

Sugar Maple DECIDUOUS



White Spruce Picea glauca EVERGREEN

THE EMBANKMENT TREES

Metasequoia glyptostroboides **DECIDUOUS** 



White Spruce EVERGREEN



White Pine EVERGREEN



Acer saccharum



Red Maple DECIDUOUS



White Oak DECIDUOUS



Eurpoean Larch

Silver Maple DECIDUOUS



DECIDUOUS

#### **ROOF TERRACE/ PODIUM TREES**



Cladrastis

DECIDUOUS



Shadbush ier arborea Amelanchier ar **DECIDUOUS** 



White Pine EVERGREEN



Red Maple DECIDUOUS



Turkish hazel DECIDUOUS



**River Birch** DECIDUOUS







Pinus strobus EVERGREEN



DECIDUOUS

### GROVES



Red Maple DECIDUOUS



Little leaf linden DECIDUOUS



Red Oak Quercus rubra DECIDUOUS

Freeman Maple, Autumn

Blaze Acer x freemanii Autumn Blaze DECIDUOUS

**GATEWAY TREES** 



White Pine EVERGREEN



Gleditsia triacanthos 'Skyline'

DECIDUOUS

G



Little leaf linden Tilia cordata DECIDUOUS



Himalyan Birch Betula Utilis var Ja DECIDUOUS var Jacquemon

#### **STREET TREES**



Hackberry entalis DECIDUOUS



Red Oak is ruhra DECIDUOUS



Kentucky coffe tree Freeman Maple, Autumn Gymnocladus dioicus **DECIDUOUS** 



Blaze Acer x freemanii Autumn Blaze DECIDUOUS



White Pine us strobu:





EVERGREEN

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#### PLANTING TYPOLOGIES IN PUBLIC SPACE

#### STREET TREES

Street trees provide visual segregation between vehicles and pedestrians/cyclists. The tree pits are linked together, providing maximum rooting space in uncompacted aerated soil, giving the trees the best opportunity of attaining species potential. As well as the aesthetic attractiveness, (encouraging a pavement café culture atmosphere) these trees also provide a measure of pollution absorbency, and help cope with stormwater management by treating water run-off from the paving areas through the tree pit soil.

These trees are a variety of species, chosen to give visual interest all of the year round, with different leaf colours, blossom and shape, carefully selected to enhance the street scene.

Typical species may include Linden, Oak, Maple, Celtis occidentalis, Hackberry, Kentucky Coffee Tree.

#### GROVES

The groves consist of grouping of trees to define space, create visual interest and ameliorate the micro climate. The tree pits are combined into areas of un-compacted aerated soils. These groves are a variety of species to provide seasonal interest, create a canopy while allowing free movement and gathering below. Below the tree canopy they will provide play space for the community, benches for seating and areas for socializing. The groves are carefully positioned to mitigate the effects of wind tunnelling in between the high-rise tower blocks.

Typical species may include Maple, Oak, Spruce, Tulip Tree, Liriodendron.





SOCIAL SPACE

Groves of trees provide a canopy for public space activity





#### ARBORETUM

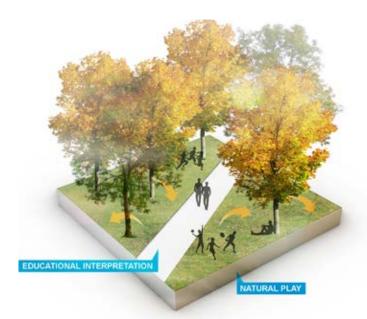
The public park might contain an arboretum of deciduous and conifer trees native to southern Ontario. The grove will allow for educational interpretation and monitoring of tree performance in times of climate change. The area below the tree canopy will allow for natural play and understory planting of ground covers and shrub layer.

Typical tree species may include maples, oaks, spruce as well ohio buckey, hackberry, kentucky coffee tree, tulip tree, cucumber tree, black gum and ironwood.

#### GATEWAY

Special emphasis will be placed on iconic tree planting to accentuate the arrival spaces such as Boulevard Square and Station Square. These distinctive shapes will be suitable to the urban and climatic conditions but might be composed of non-native species.

Typical species may include trees such as Gingko, Gleditsia or Liriodendron.





Iconic tree planting at arrival spaces

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#### **EMBANKMENT**

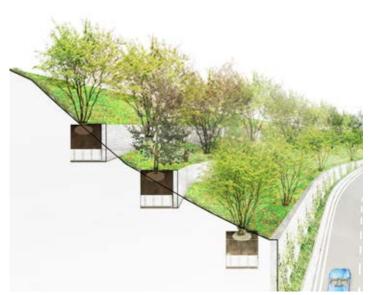
The planting on the steep slope creates a green buffer and backdrop. Tree planting will consist of a mixture of deciduous and conifers trees and will be selected for their capacity to filter out air pollution, reduce noise and stabilise the soil.

Typical species may include trees such birch, maple, larch and spruce.

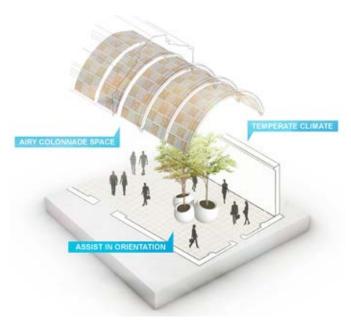
#### GALLERIA

The galleria is in effect a covered outdoor space of lofty height. The public will be moving through airy colonnade spaces with ample daylight provided by a glazed roofscape. The galleria will be enhanced by occasional and strategically positioned foliage tree planting. The canopy trees will be representative of the temperate climate and contribute to create a unique sense of place and assist in orientation and wayfinding.

Typical species may include Magnolia and Gleditsia.



Embankment trees as buffer from the Gardiner Expressway



#### **GREEN WALL**

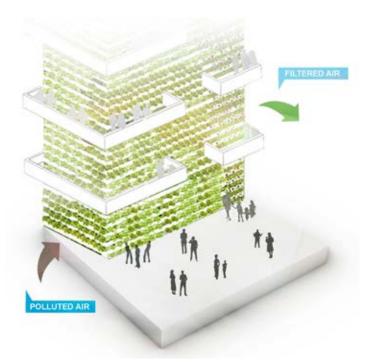
A variety of vertical greenery systems may be applied. The 'green wall' or vegetated façade is defined as a system in which plants grow on a vertical surface such as a building façade in a controlled fashion and with regular maintenance. Support may be provided by trellises or cable wire. Further categories to include tree planting may include stepped terraces and cantilevering tree balconies.

#### **RAIN GARDENS**

Rain gardens are an attractive way of absorbing rainwater run-off, helping to reduce the amount of water going into the sewers, cutting the impact of heavy rainfall and potential flooding. They form part of a strategy of water sensitive urban design and contribute to greening the area.

The raingardens capture rainwater runoff from buildings, pavements and other hard surfaces which then temporarily store, clean and slowly release that water back into the soil and piped drainage system. The raingardens will consist of a naturalistic mix of grasses and perennials to deliver a low-maintenance, beautiful and long season visual effect. They will provide biodiversity, with a wealth of flowering plants to support pollinating insects.

The chosen species are tolerant of a wide range of environmental conditions e.g. periodic wet conditions but also prolonged dry conditions. Low lying areas can fill temporarily with excess rainwater, channeled and fed from the external plazas, allowing the water to be captured, cleansed and slowly infiltrate back into the soil. Masses of cheerful marsh marigolds flower in the spring, along with flag irises, meadowsweet, tall grasses and rushes, and majestic royal ferns.





Rain gardens as part of SUDS strategy

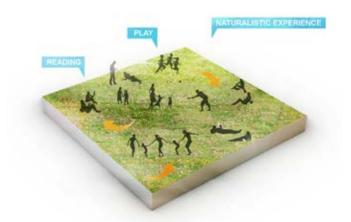
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#### MEADOW FLOWER FIELDS

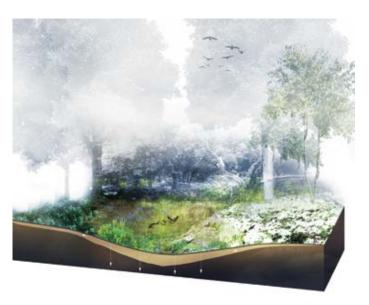
The meadow flower field is a highly designed naturalistic garden experience, composed of wildflowers, perennials and decorative grasses. Variety in height, color, form and density creates a vibrant mix and dynamic year-round landscape composition of textures and atmospheres. The meadow flower field creates continuous and successive waves of colour over long periods of time, through orchestrating a series of dramatic colour washes from spring through to late autumn, and then to finish of the year with a textural array of seed heads, plant structures and foliage.

#### WILD EDGE

A complex southern park edge defines the boundaries of the park and streetcar route. Following the line of the streetcar tracks, dense in some places, open in others, and semi-transparent elsewhere, the Wild Edge creates a permeable sense of enclosure while still enabling views in and out of the park. Clumps of hazels are festooned with catkins in late winter and can be coppiced periodically to rejuvenate. Groups of evergreen Holly create permanent structure and vitality in winter. Amelanchier and crab apples light up with spring blossom and autumn fruits. The foliage of wild Sweet Briar roses scent the air on still days, and honeysuckle winds its way amongst the stems. In more open areas of dappled sunlight, tall grasses create movement. Winter flowering Viburnums and Mahonias throw out strong perfumes in the darkest months.



Meadow flower field



Wild edge defines the boundary on the southern edge of the park

#### WOODLAND CARPETS

The proposed arboretum tree canopies will create a cool and calm framework within which will flow a tapestry of woodland wildflowers, ferns and sedges. There will be visual splendor here throughout the year, and the clear uncluttered sightlines will generate a sublime impression. From the earliest sheets of snowdrops, hellebores, violets and primroses and wild daffodils through to breath-taking expanses of bluebells, the late winter through to early summer will produce an experience unlike any other Toronto park, augmented by equally thrilling masses of sweetly scented phloxes, foam flowers and trilliums from the forests of eastern North America. Bold foliage plants will create a green textural delight through the summer as the woodlands become a cool retreat. In late summer and autumn a second flowering eruption will feature blue and white wood asters, white anemones, cyclamens and autumn bulbs. Groups and clumps of species hydrangeas will add to the autumn displays, reminiscent of the magnificent hydrangea understories of woodlands in China and Japan.



Textural Woodland carpets below Arboretum trees

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# 2.5.5 PLAY STRATEGY AND INCLUSIVE DESIGN

The Master Plan will promote healthy lifestyles, community engagement and equitable access and inclusive opportunities for participation. The development will follow the guidelines of Active City, Designing for Health (Toronto 2014) which focuses on the city's physical built environment to create healthy places that encourage active living for all Torontonians.

An important function of the public realm at 2150 Lake Shore is the provision of places for play. These can be conventional playgrounds, but just as importantly these should be informal places which stimulate informal play, for adults as well as children. Playfulness is closely related to invention; the process of playing is about enjoyment, imagination, exploring and testing boundaries. Play space for children under five will be provided for in semi-public amenity spaces within the overall design of the residential podium gardens, as well integrated into the overall network of open spaces within each neighbourhood. Children aged 5-11 are provided for in the playable space in the overall network of open space and provided with dedicated play space within 400 metres walking distance from the doorstep. Dedicated play space for children over 12 are to be situated in the local park which is within 800 metres walking distance of all residential areas.

The development will seek to enhance open space by the provision of appropriate sport and play facilities for people of all ages and abilities. The network of open space will create linkages for walking, cycling and jogging and should consider innovative elements such as climbing walls, outdoor gym equipment, and skate park. 2150 Lake Shore underwrites the aspiration of Play by Nature and will be working to put freely chosen self-directed play back into the lives of children aged 3 - 15. Good quality play provision requires a web of inter-connected social and environmental supports. For implementation, the development will seek collaboration with parents, caregivers, day-carers, local agencies, schools, and city staff to introduce changes that will enhance children's play opportunities in parks, playgrounds, school grounds, green space and outdoor neighbourhood settings. The aim is to create spaces for children's play and recreation which will have a positive impact on the whole community - making 2150 Lake Shore a child-friendly neighbourhood.

The public realm of 2150 Lake Shore can become a setting which stimulates playfulness, exploration, gameplaying and innovation for all age groups and abilities. Besides dedicated play grounds for various age groups the landscape proposals for play will consider the notion of 'informal' play. This encourages children to use their imagination and to interact with their parents, cares or other children whilst integrated with other amenity spaces. For example sloped lawns, low retaining walls and steps may create a playful atmosphere and facilitate informal seating and intimate place making.

The scope for sport & play should be considered in relation to provision in close vicinity to the site such as Lake Ontario waterfront and ravines, where the network of open spaces is already used for recreational activities. The proposed park provides an opportunity to connect playful activities in a linear trail.



Play spaces radius from heart of 2150 Lake Shore Boulevard

Neighbourhood Playable space, (all ages) 800m distance Local Playable Space, (targets 0-11yrs) 400m distance Doorstep Playable Space, (targets 0-4yrs) 100m distance

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#### **Inclusive Design**

The public realm must place users at the heart of its design, adhering to the highest standards of accessibility and inclusive design. All public realm spaces will be fully accessible and provide level access and will be Accessibility for Ontarians with Disabilities Act (AODA) compliant. Pedestrian priority in the public realm is a key driver in the design. Segregation of shared facilities may be used to increase the sense of safety, user confidence and user comfort. Where practical, different surface textures should be used to aid visually impaired users on segregated footways. Surfaces should be firm, durable and slip resistant with consistent frictional characteristics. Visual contrast should be used to indicate level differences. Gradients should be as shallow as possible, preferable less than 1:21. All surfaces related to access of buildings should be hard paved.









• May be supervised





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### 2.5.6 PHASING AND TEMPORARY LANDSCAPE

### TEMPORARY LANDSCAPE AS PART OF PHASING STRATEGY

Urban gardens are part of a new urban paradigm: caring for the environment, rediscovering social interaction and reconnecting with nature. At the same time we are witnessing the emergence of temporary urbanism within urban space involving the provisional usage of unused spaces for a wide range of activities. It allows for the transformation of traditional categories of gardens and parks into a new category of urban space that contains desirable characteristics such as availability, mobility, reuse and temporary, i.e. urban gardens that sprout or 'pop up' as part of civil society initiatives or festival events. Temporary urbanism and pop-up gardens represent the revival of urban agriculture and are explored in relation to their multifunctional character that addresses economic, ecological and social questions.

A strategy of how site operation becomes an integral part of a phased development of successive temporal landscapes is of relevance to the unique condition of the site and its wider context. This process of transformation will provide a dynamic and distinct character especially at the site's early stages of re-development.

Ideas to be considered could be an on site tree nursery which will propagate trees acclimatised to the site conditions as well projects in relation to food production / urban agriculture. The latter could provide a link with the Ontario Food Terminal across the Gardiner Expressway. As part of the early stages of the Master Plan development temporary pedestrian routes across the site towards the station should be considered.

Landscape elements may be planted incrementally over time in accordance to phasing of the build development and infrastructure, gradually building up the landscape framework. It may include the following sequence: (1) site and soil preparation, (2) pathway construction, and (3) landscaping.



Wildflower meadows





Plant trees in the proposed park and establish a tree nursery on site (Phase 3)



**Bio Crop Plantations** 





Allotments

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# 2.6/ MOBILITY

### 2.6.1 **OVERVIEW**

Transportation is a key factor when considering the redevelopment of the 2150 Lake Shore and in resolving a number of long-standing weakness and challenges in the mobility network that currently supports the Humber Bay Shores area and South Etobicoke more generally.

While there are many aspects to the development of a Master Plan for the site from a transportation and mobility perspective, there are four major themes that are central to the successful development of a Master Plan for 2150 Lake Shore. These will, combined with other planning initiatives, serve to provide a truly workable and effective transportation and mobility context for future residents, employees, patrons and visitors and – importantly – address the needs of existing and other new residents in the surrounding rapidly developing areas in Humber Bay Shore and beyond. These four "major" themes are centred around:

- advancing and providing "real" transit travel opportunities to the area and the creation of a new integrated GO / TTC transit hub for the area;
- addressing and improving current traffic congestion challenges in the area in a way that responds to, and addresses, the current level of tidal commuter motorist use of the area's street system as an alternate to the Gardiner Expressway corridor;
- implementation of an excellent street and public realm network that creates a truly walkable, pedestrian first community that seamlessly extends along and across the area's main-streets and adjacent developed / developing areas within Humber Bay Shores and beyond to maximize active-transportation and the potential for walking and cycling as primary modes of travel for short local trips; and
- creation of a Master Plan and development programme that is focused – as an integral part of every step of its planning – upon a commitment to provide high quality sustainable mobility options serving both the Master Plan development itself and, equally as important, the growing Humber Bay Shores community that will minimize the reliance upon automobile usage and reduce related traffic impacts of the area as a whole.

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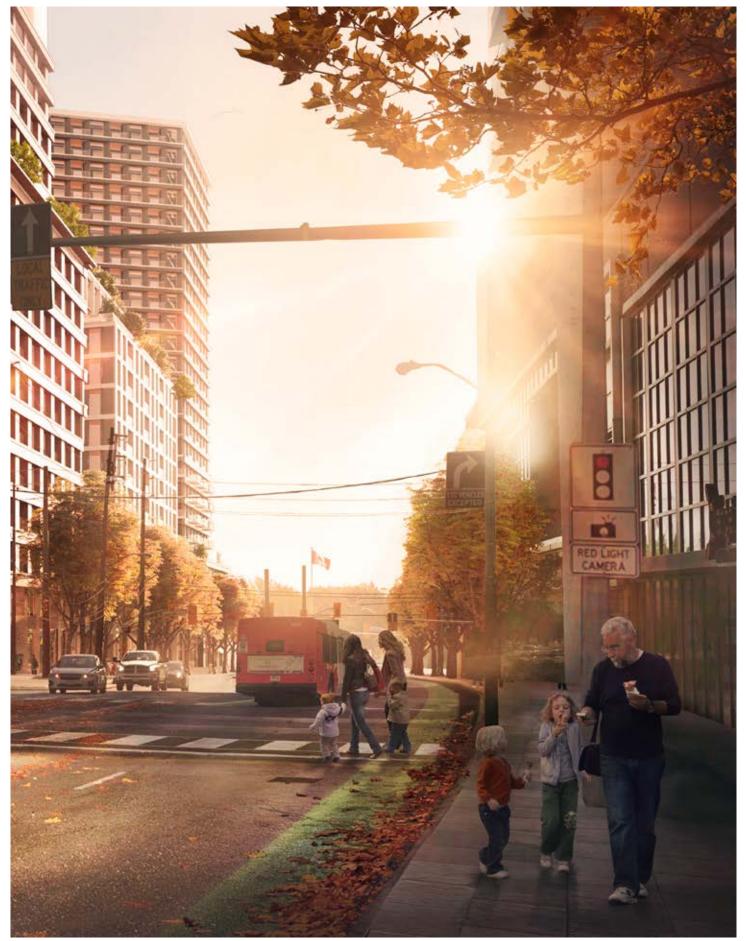
### MOBILITY CONTEXT

The site is located at a critically important location in the western area of Toronto at the confluence of a number of regional transportation facilities as they cross the Humber River. These include the Gardiner Expressway highway corridor (and its interchanges with Park Lawn Road), two arterial streets in Lake Shore Boulevard West and the Queensway, the Lakeshore West GO rail corridor, and the Martin Goodman multi-use trail.

This confluence provides a significant opportunity to support the redevelopment of 2150 Lake Shore as a complete community that can, with accompanying investment in new and modified transportation initiatives, be excellently served by a full range of mobility travel options.



Site Mobility Context

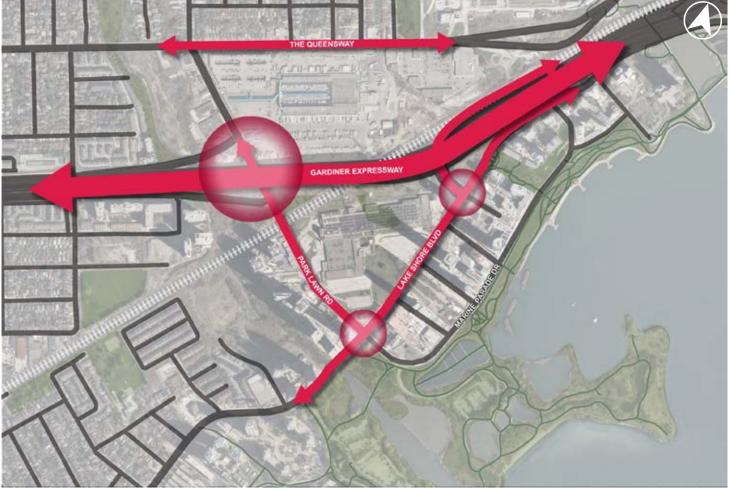


View of Park Lawn Road

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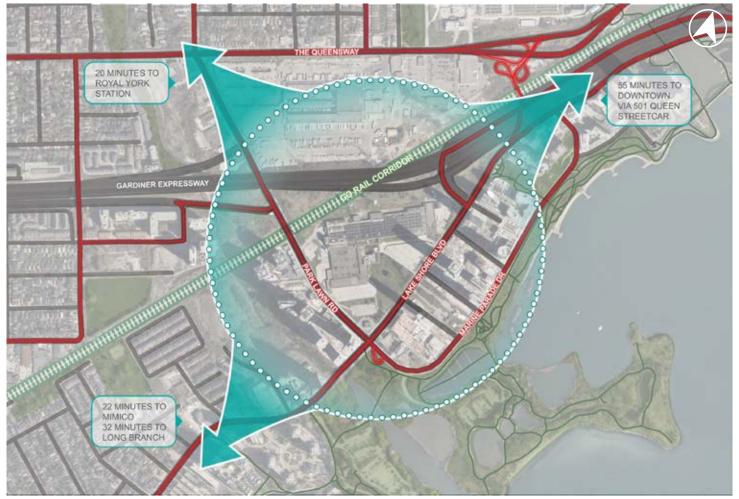
#### CURRENT AREA MOBILITY CHALLENGES

Traffic congestion, particularly during peak periods, is a long-standing issue in the area given the proximity of the Lake Shore Boulevard West corridor to the Gardiner Expressway and the large volumes of long distance commuter traffic that "overflows" routinely from the highway onto the parallel Lake Shore Boulevard West corridor. This has led to congestion levels at key points along Park Lawn Road and Lake Shore Boulevard West that are detrimental to the character and functionality of both of these streets as main streets serving the Humber Bay Shores community. There is also a lack of quality transit option serving the area residents notwithstanding the presence of the Lakeshore West GO line. Existing (and new) area residents currently rely upon the 501 Queen streetcar service and surface bus routes for transit connectivity, which involves extended travel times for most trips. Travel undertaken in the Humber Bay Shores and surrounding area is predominantly car focused given this factor which serves to compound the levels of traffic congestion in the area.



**Traffic Congestion** 





The Transit Gap

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### Opportunity

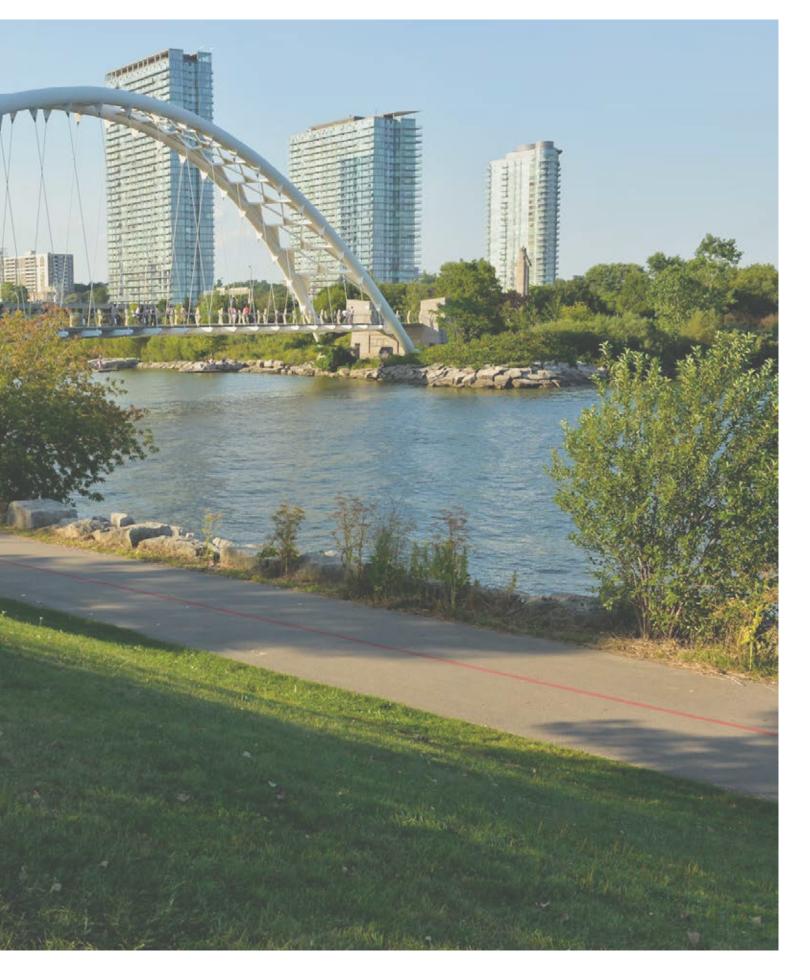
Redevelopment of 2150 Lake Shore also has the potential to greatly benefit the broader mobility needs of the surrounding, and growing, Humber Bay Shores and South Etobicoke and address long-standing challenges facing existing residents of the area. This is particularly of consequence in the context that the emerging Humber Bay Shores area is planned to become the home for over 25,000 people based upon current infrastructure, as it builds out over the next few years in addition to a broader area population of 50,000+ people.

The existing area mobility challenges can be addressed through the provision of new and improved transit service options, new street connections, urbanization opportunities of the existing street network and the expansion of the active transportation connections across the community.

Each of these elements can only realistically be delivered as part of, or in conjunction with, a redevelopment of 2150 Lake Shore. They are achievable through the coordination of effort by the City, provincial and municipal transportation agencies, the Owners, and area stakeholders to create the best outcome for the Humber Bay Shores, Mimico and South Etobicoke areas and for the development potential of the site itself.



Humber Bay Shores Area



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### 2.6.2 A MASTER PLAN FOR TRANSPORTATION & MOBILITY

A comprehensive Master Plan has been developed for 2150 Lake Shore. This development plan provides an overall vision guiding the redevelopment of the property to create a centre for the Humber Bay Shores community that provides for the full range of land uses, facilities, amenities, parks and destinations that sustain successful and complete communities.

From a transportation and mobility perspective, it is recognized that the redevelopment of the site presents an enormous opportunity to not only address current mobility weaknesses and challenges in the area but to transform mobility in this area of South Etobicoke and the Humber Bay Shores.

The Master Plan has been conceived on this basis, and responds specifically to the existing area transportation challenges, to create a mobility context for the area focused upon establishing transit, cycling and pedestrian travel as the primary travel modes for the site and the surrounding area that will enable the long term area transportation demands of the Master Plan and broader area to be met into the future. The Master Plan is also focused on creating an environment that emphasizes the quality of place and the public realm as part of a complete community. This maximizes shorter trip-making opportunities through the provision of a wide range of amenities, destinations, facilities serving the site itself and the broader Humber Bay Shores area and in establishing sustainable travel options as the primary modes for "last mile" trips.

The following are the key underpinning elements of the Master Plan from a mobility and transportation perspective.

- Provision of transformational transit
- Addressing congestion
- Creation of a quality, fined grained area street network and public realm
- A focus on facilitating pedestrian and cycling mobility in the Humber Bay Shores
- A commitment to facilitating sustainable transportation
- Development of area transportation systems that will meet the future mobility needs of the Humber Bay Shores and surrounding area.



Master Block and Mobility Plan





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### 2.6.3 TRANSFORMATIONAL TRANSIT

Central to the redevelopment of 2150 Lake Shore is the advancement of transit service in the area, and importantly, the introduction of a new Park Lawn GO station on the Lakeshore West rail corridor and a new integrated TTC station at the new GO station.

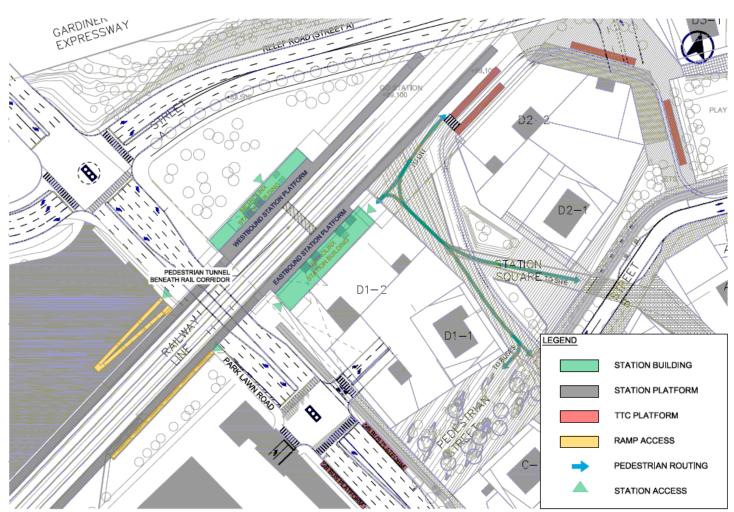
#### An Integrated GO/TTC Transit Hub

From a transit perspective, a redevelopment of the site can realize "a once in a generation" and unique opportunity to provide a new integrated transit hub and district focussed on a new Park Lawn GO station.

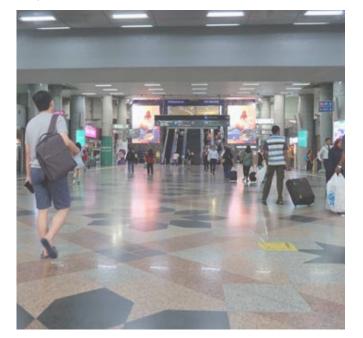
The Owners have been working with Metrolinx to advance and realize the introduction of a new Park Lawn GO station as a central element of the Master Plan. This work has been extensive and has involved an update to the Initial Business Case (IBC) for the station and advancement of the next stages of design / approval necessary to bring the station to realization including the initiation of a Transit Project Assessment Process (TPAP) for the station. This work will enable the next stages of approval and implementation of the station in Phase 1 of the proposed development.

An integrated GO and TTC facility is seen as an instrumental element of the transit hub and in the delivery of excellent transit to the area in the future. The integrated facility will provide for convenient and efficient passenger transfers and inter-change between existing and new LRT / streetcar, as well as bus services in close proximity to link this new transit hub facility to the surrounding communities.

This hub will provide for long awaited and transformational transit service options to and from central Toronto and across the Greater Toronto Area for this part of South Etobicoke that will be accessible from the heart of the Humber Bay Shores community and beyond.



Integrated Transit Hub





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#### GO Rail Transit

A two-way, 5 trains per hour, all-day GO rail service frequency is being contemplated at the Park Lawn GO station which will greatly improve commuter rail travel options provided east and westbound along the Lakeshore GO corridor. This will significantly provide travel times to Downtown Toronto (and any of the existing and planned Downtown RER stations including Union Station) to less than 15 minutes, which is a highly competitive and attractive travel time in the Toronto context.

This level of accessibility will provide a level of transit service that has not been afforded in this area in the past and will attract the majority of travel needs of the future 2150 Lake Shore development and the Humber Bay Shores area.

### TTC & Other Surface Transit

The creation of the integrated transit hub provides a logical focus for new and existing area surface transit routes to converge as integrated feeder and distribution services to the GO rail service. The linkage of area surface transit services to the Park Lawn GO station will offer significant benefit to a substantial number of residents across Humber Bay Shores and across South Etobicoke that fall within a convenient transit trip water-shed (or transit-shed) of the GO station. This has substantial potential to reduce auto-mode reliance across a wide area of South Etobicoke and the existing level of car usage in these areas.

### LRT Services

The 501, 504 and 508 streetcar / LRT services are planned route to and from the transit hub facility to provide the desired connectivity between this service and the tributary areas that these routes serve. LRT routings would be enhanced as per current City plans as a dedicated LRT right-of-way through the Humber Bay Shores area to maximize efficiency and service potential.

### TTC Bus Services

There is a substantial opportunity to modify existing surface bus routes, and add new routes in the area to respond and capitalize upon the transit accessibility afforded by the new Park Lawn GO station. The existing Prince Edward (route 66) and Queensway (route 80) bus services are all candidates for extension and modification to service the GO station, while other new local Humber Bay Shores and Mimico services may also be introduced in response to the transit opportunities in the area. These improved services would provide for a considerable level of transit connectivity within the GO station tributary area that would fully leverage and capitalize upon the capacity and convenience of the new GO train services that would be available within this area.





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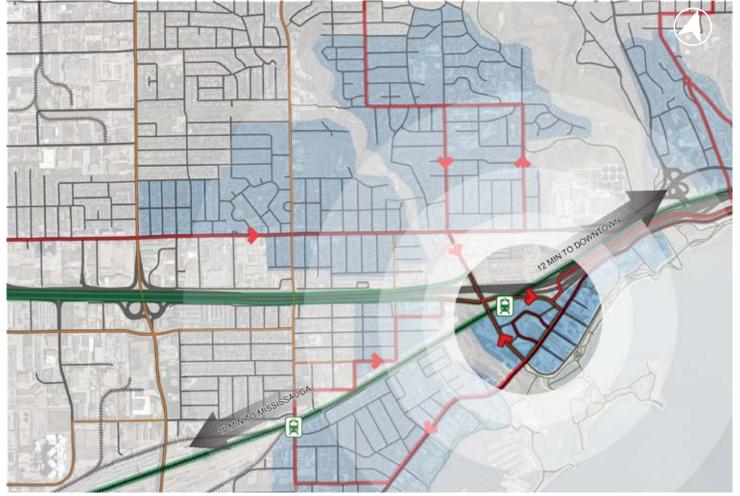
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### The Transit Hub is Transformational from an Area Mobility Perspective

The concept of the Transit Hub is aligned with, and supports, planning initiatives recently undertaken by the City of Toronto as part of the City's Waterfront Transit Reset study and by Metrolinx as part of its review of potential new stations across the GTA. This includes the advancement of Environmental Assessment processes that enable the introduction of such large infrastructure projects.

The potential to anchor and integrate such a hub with a new mixed-use and complete community, built upon a sustainable transportation philosophy, capitalizes and supports the significant capital investments being made by the Federal, Provincial and Municipal Governments in new transit infrastructure across the region and that planned by the City of Toronto. The integration of new development and new and improved transit centres aligns directly with Provincial and Municipal policies and will be of considerable benefit to a large number of existing or prospective area residents within the rapidly emerging Humber Bay Shores area.

The ability to enable the realization of an integrated TTC / GO Transit Hub as part of 2150 Lake Shore cannot be underestimated in the context of addressing the transportation and mobility challenges facing this part of the City and creating new, sustainable mobility options for a substantial number of people.



The Transit Shed and Benefits



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### 2.6.4 ADDRESSING AREA TRAFFIC CONGESTION

#### A RESPONSIVE NEW STREET NETWORK FOR HUMBER BAY SHORES

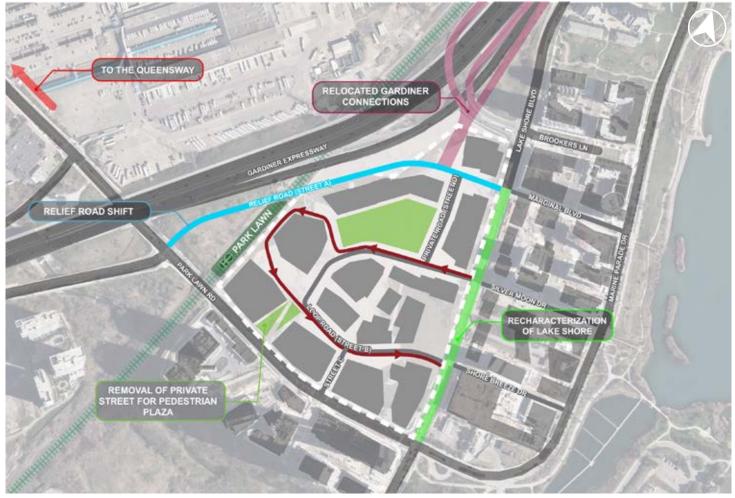
The Master Plan includes a responsive street network that provides new major street linkages and improvements that will address current challenges and optimally support new vehicular activity needs.

This network is centred around the provision of a new relief road facility (Street A) running along the northern site boundary that provides a new crossing of the rail corridor and substantially benefits the area network as a whole. It also extends to improvements on the area arterial street network and creation of a network of smaller, pedestrian focussed streets within the site itself.

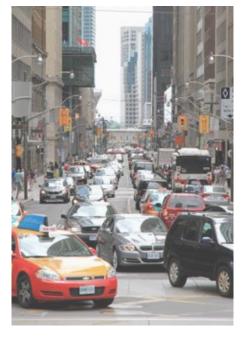
### **Relief Road**

The potential to provide a northern gateway link between Park Lawn and the Gardiner Expressway / Lake Shore corridors over the Humber River is seen as a significant element of any traffic related solution in the area.

The Northern Gateway road would "offload" through traffic from Park Lawn and Lake Shore, acting as a bypass facility and enabling these streets to be re-established and re-imagined as true "main streets" within Humber Bay Shores. By doing so, the relief road would also address long-standing capacity constraints on Lake Shore at Park Lawn, and Palace Pier Court. Furthermore, it would provide for excellent direct highway / arterial vehicular access for 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 construction of a new rail underpass adjacent to the new Park Lawn GO station, and 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 / Lake Shore Boulevard West ramps at the east end of the site. Nonetheless, the value that the relief road provides in addressing area congestion matters and optimizing traffic patterns in the Humber Bay Shores area is substantial.



Major Road Network Moves





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#### Other Arterial Street Improvements

Other improvements to the area's arterial street system are identified on Lake Shore, Park Lawn 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 integrate the planned LRT dedicated right- of-way on Lake Shore Boulevard West.

These streets will also be reimagined 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.

The City's ongoing Park Lawn-Lake Shore Transportation Master Plan process will significantly determine the ultimate set of improvements and changes to the broad 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 2150 Lake Shore.



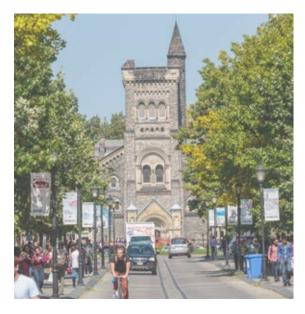




Lake Shore Boulevard, Toronto







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## 2.6.5 CREATING MAIN-STREETS

### Lake Shore & Park Lawn Today

The redevelopment of the site and its new street network opportunities will enable a renewal of Lake Shore and Park Lawn. Both of these streets have long operated primarily as vehicular thoroughfares as a natural consequence of the connectivity afforded to the Gardiner Expressway and the presence of the former Christies Cookie factory on the site.

### **Complete Main-Streets**

It is one of the Master Plan objectives to enable the renewal of both Park Lawn and Lake Shore as true complete "main streets" serving the local communities on both sides and providing for all travel modes with a particular emphasis on the pedestrian realm. The introduction of the relief road (Street A) is central to off-loading current and future traffic activity from these streets and allowing them to operate as more locally focused corridors from a traffic perspective.

The Master Plan proposes significant reconstruction along both of these streets to incorporate the long planned dedicated LRT right-of-way on Lake Shore, bicycle facilities on both streets, and significant enhancements and improvements to the pedestrian and public realm. An emphasis has also been placed on creating a fine grain of formal signalized crossing opportunities as part of the overall focus to link the Humber Bay Shores community together at a pedestrian scale.



private setback

private setback

Lake Shore Boulevard West



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### 2.6.6 A NEW NEIGHBOURHOOD STREET NETWORK

### NEW LOCAL STREET NETWORK

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, create excellence in the public realm. The pedestrian and non-automobile travel environment and will also support the vehicular access and service needs of the emerging neighbourhood.

This street network will provide for building address, retailing opportunities, public realm spaces and places, landscape features, and will form the connective tissue of the development plan for the site.

### Complete Streets & The Public Realm

The proposed new street network will integrate facilities supporting all travel modes including formal transit service (LRT and streetcar), cycling facilities (on and offstreet bike lanes and trails) and pedestrian boulevards that link and connect to the surrounding neighbourhood fabric. They will be true complete streets featuring excellence in the design and composition of this street network to create a vibrant and successful community.

#### **Public & Private Streets**

A network of public and private local streets are proposed "looping" through the Master Plan and providing connections to both Lake Shore and Park Lawn. These form the "spine" connectors within the Master Plan and will accommodate the LRT routing to and from the transit hub.

The street network is intended to be primarily public and dedicated to the City. One street linkage is proposed as a private street to enable the integration of below grade servicing & parking facilities beneath it. The private linkage will, notwithstanding ownership, be designed to look, feel and operate like a public street.

Lateral tunnel connections are required at key locations beneath portions of the public street network to provide for the integrated servicing and parking basement facility.

### Connectivity

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



Neighbourhood Street Connections



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# 2.6.7 **PEDESTRIAN MOBILITY**

### A MIXED-USE COMMUNITY

The Master Plan creates a truly mixed use community on the site including retail, employment, service, recreational, entertainment, residential and institutional uses.

The introduction of such a broad and strong offering of uses distributed across the site provides a highly active and vibrant core to the Master Plan community that will meet the daily needs of the Humber Bay Shores community. Significantly, the core elements of the plan, and wide range of proposed amenities and services can all be reached from across Humber Bay Shores on foot.

### The Pedestrian Realm

The quality of the public realm created and the successful integration of great, practical, convenient, diverse, interesting, safe and attractive pedestrian-scale connections (including formal signalized street crossing facilities) that link across the Master Plan and into Humber Bay Shores community are significant factors in creating an environment that is highly supportive of pedestrian mobility.

### Walking as a Primary Local Travel Mode

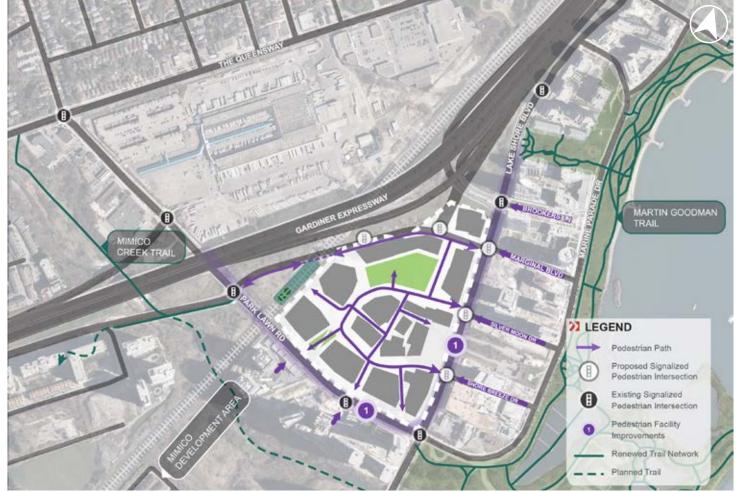
The combined strengths, from a transportation perspective, of establishing a strong mixed-use plan supported by a well integrated and highly walkable pedestrian network enable walking to be established as the primary travel mode for a significant proportion of trips made within the Master Plan and surrounding Humber Bay Shores area.

Key in this regard are the relationships created between component uses within a mixed-use environment that enable a significant proportion of trip-making needs (i.e. retail, services, amenities & recreation) from the site and broader community to be met within the local area itself. The ability for area residents to travel primarily on foot to a wide variety of local destinations to meet their daily needs including employment, recreational, institutional, retail and service is a significant factor in shortening trips made to and from an area, internalizing trip-making to a significantly greater degree than what occurs today in Humber Bay Shores. This eliminates the need for a substantial component of car-borne trip-making that would occur without such relationships.

### Transit & "Last Mile"

The proposed integrated transit hub is located to serve not only the site, but the Humber Bay Shores community as a whole.

Notably, all of the Master Plan area falls within a 5 minute walk of the transit hub while the vast majority of the broader Humber Bay Shores area is located within a less than 10 minute walk. Therefore, the so-called "last mile" of any transit based journey can be readily be made on-foot within an attractive environment. This further augments the convenience and attractiveness of transit as a travel mode for the Master Plan and broader Humber Bay Shores community.



Pedestrian Mobility

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# 2.6.8 ENABLING CYCLING

### CYCLING AS A STRONG TRAVEL MODE

The redevelopment of 2150 Lake Shore provides a substantial opportunity to augment, extend and complete the existing area bicycle trail / path network.

The Master Plan has been developed to create a local environment that will establish cycling as a strong and viable travel option for a wide range of travel needs across Humber Bay Shores and surrounding area. This includes trips made to and from the planned transit hub (i.e. "Last Mile") and the commercial centre of the Master Plan.

At the same time, the Master Plan and the connectivity afforded to the broader area's cycling network offers substantial support for longer distance recreational and commuter travel particularly across the Lake Ontario waterfront towards Downtown Toronto.

### An Expanded Cycling Network

The Master Plan provides for a network of protected bicycle facilities with the site itself and on the adjacent arterial street system.

This network will connect with, extend and complete the broader trail / path network in the area and offer connectivity to the Martin Goodman Trail on the Lake Ontario waterfront, new and planned linkages along Mimico Creek and the trail network that extends up Humber River.

### Key Network Elements

New bicycle connections are planned throughout the Master Plan and surrounding network which will provide linkages between all of the key facilities, destinations and recreational spaces within the Master Plan area. These include:

- Protected cycle tracks on Lake Shore and Park Lawn;
- Bicycle lanes on the proposed loop road (Street B); and
- Direct cycle connections to the major bicycle parking facilities to be provided at the transit hub.

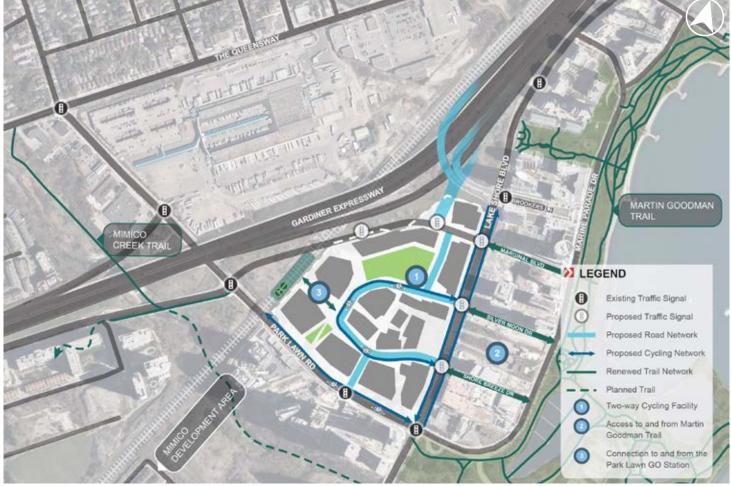
### End User Facilities

A range of long and short term bicycle parking facilities and supporting facilities such as showers and repair stations will be provided across the Master Plan and provide for the needs of all user groups including residents, employees, visitors and commercial patrons. Access convenience and quality will be a significant focus of the detailing of the Master Plan.

A major contemporary bicycle parking facility will be integrated into the transit hub as part of the overall strategy to establish cycling as a strong commuting last mile travel option.

### **Bike Share & Sharing Services**

Bicycle Sharing and other related mobility services will all form part of the overall Master Plan cycling strategy to maximize cycle-use opportunities.



Cycling Connections

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## 2.6.9 SERVICING AND ACCESS

### A COMPREHENSIVE STRATEGY & PUBLIC REALM CONSIDERATIONS

The Master Plan has been developed to take advantage of the potential to consolidate vehicular systems and access across multiple blocks and buildings to minimize the intrusion of servicing, loading and higher traffic activity at grade within the heart of the Master Plan. More specifically, the ability to consolidate vehicular access, servicing and parking facilities removes the need to provide multiple separate facilities for each building or development block which affords substantial benefit to the overall Master Plan.

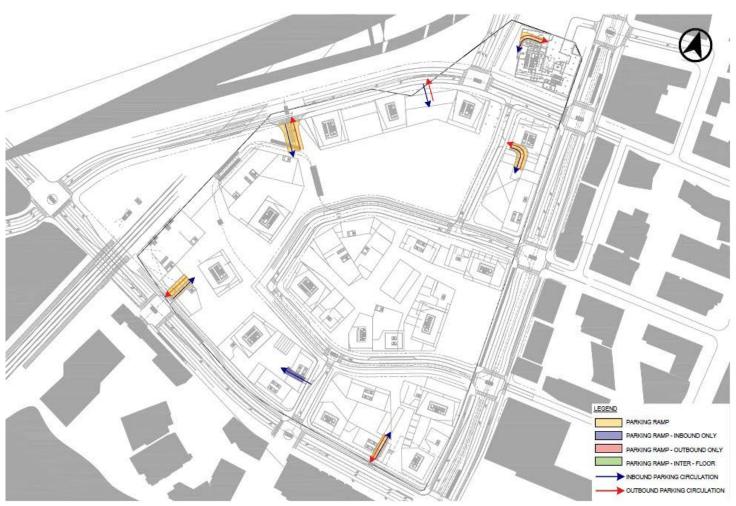
This comprehensive approach to planning and integrating such vehicular systems into the fabric of the Master Plan is, in fact, central to the creation of an excellent public realm provided across the site.

### A Responsive Vehicular Access System

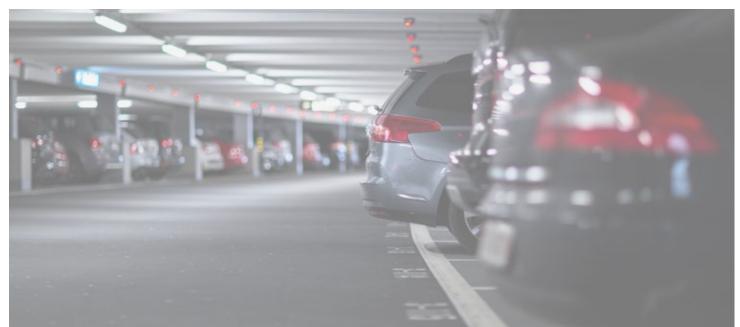
The primary vehicular parking and loading access facilities have been consolidated to 7 locations distributed across the Master Plan.

The Master Plan strategically places these primary accesses on perimeter of the Master Plan to most directly "capture" arriving and departing traffic, to maximize use of the relief road as a direct entrance to the below grade levels and avoid large concentrations of traffic within the heart of the site.

Access to the servicing network is provided via Street A taking advantage of the beneficial grade differences provided along that routing. Vehicular access to parking is provided from each of the other access locations.



Access Arrangements



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### An Integrated Consolidated Below Grade Servicing Plan

The Master Plan integrates all loading and parking facilities below grade within a consolidated basement.

Servicing and loading for each development parcel and building is provided for via a system of distributed below grade loading / service areas and connecting linkages. The distribution of loading facilities provides an effective and efficient series of facilities that will meet the loading and delivery needs of each area of the Master Plan and the land uses above.

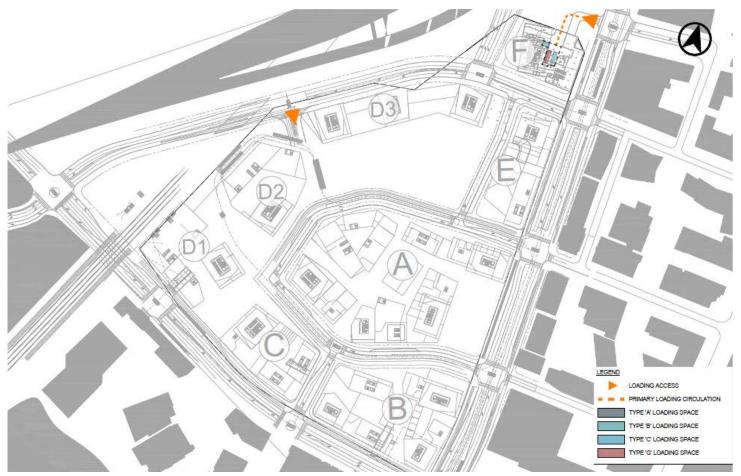
Parking is also provided on a consolidated basis beneath each of the development parcels. Commercial parking supporting the employment, retail and visitor parking needs will be located on the upper portions of the garages while residential parking will be provided on the lower levels.

Reduced parking supply standards are being sought compared to the prevailing Zoning By-law needs recognizing the planned transit accessibility of the site and to support the creation of a new community centred on minimizing automobile use.

Vehicular pick-up / drop-off facilities for the main transit hub and commercial uses are provided on-street and below grade to provide a flexible range of facilities to accommodate residential, office, retail and other "front door" needs.

### **Connections Below Public Streets**

The below-grade parking and servicing facilities are located beneath the Master Plan development parcels and outside of the proposed park to be dedicated to the City. However, it is necessary, to achieve the level of consolidation sought, to provide a number of below-grade connections at strategic locations beneath the proposed public streets.



Consolidated and Connected Servicing - At Grade



Consolidated and Connected Below-Grade Servicing - P2 Level

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### 2.6.10 A COMMITMENT TO SUSTAINABLE TRAVEL

### THE CHANGING MOBILITY CONTEXT

Travel and mobility across the City is changing with an increasing reliance on transit and other sustainable forms of transportation.

This shift in behaviour across the City is being supported by considerable investments being made by all three levels of government in transit and other mobility infrastructure initiatives.

Importantly for the Humber Bay Shores and South Etobicoke area, these investments will lead to substantial increases in service along the Lakeshore West GO rail corridor that will provide fast and frequent service to Downtown Toronto and elsewhere. Significantly, these service improvements, combined with other local transit improvement initiatives such as the Lake Shore LRT service will offer unprecedented levels of new transit capacity and accessibility for South Etobicoke across the Greater Toronto Area.

This increase in transit accessibility, combined with the Park Lawn integrated transit hub and new commercial centre within 2150 Lake Shore has the potential to offer significantly enhanced mobility options for both established and new emerging communities across South Etobicoke.



#### INFLUENCE OF THE GO STATION & MODE SHARE

The ability to locate a new GO station at Park Lawn as part of an integrated transit hub within the site is "game changing" for not only the Master Plan development itself, but also for the surrounding area.

The new GO station, and the network of enhanced LRT and bus services that would converge upon the new transit hub will offer significantly enhanced and viable travel options for many thousands of people who would be within a short walk or a short bus / LRT ride of the new Park Lawn station. Residents within the tributary "transit-shed" of the new Park Lawn GO transit hub would be able to capitalize upon the vastly reduced travel times afforded across the Greater Toronto Area including to and from Downtown Toronto (12 minutes), Liberty Village (8 minutes), East Harbour (16 minutes) and beyond.

While the reduction in transit travel times will capture and re-direct existing (TTC) transit riders in the area, a significant proportion of existing car-borne travel in the area has the potential to shift to utilize these enhanced transit services. This will serve to reduce current car reliance and usage levels and suppress area traffic activity level growth.





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#### FACILITATING MULTI-MODAL TRAVEL

The Master Plan is conceived based upon facilitating non-automobile based travel, reducing the overall travel demands of the development, assisting in reducing demands of the neighbouring existing and developing areas, and taking advantage of off-peak travel capacity on area transportation systems.

The mixed-use foundation of the plan and the provision of significant non-residential uses provides a number of interconnected benefits. These include:

- the beneficial relationship between the component mixed land-uses;
- the way such a grouping of uses creates destination trips to the site that are counter-flow to traditional "peak-direction" residential trip-making patterns; and
- the opportunities for people to travel to a significant extent within their local community for a wide variety of purposes without the use of car.

Office, retail, entertainment, and recreational uses are generators of activity either outside of the traditional commuter peak periods and primarily in the off-peak travel direction. This off-peak travel will, desirably, be able to make use of available transportation capacity on the area transit and street system.

All of the above will assist in minimizing off-site travel demands of the Master Plan and the surrounding area as well, promoting non-automobile focused travel and mitigating the impacts of increasing future travel needs of the area.



#### DEMAND MANAGEMENT

Sustainable transportation strategies are integrated into all aspects of the Master Plan development and supporting infrastructure planning and will continue to develop as the Master Plan evolves to include the future operation and management of its buildings, land uses and supporting facilities.

A complementary Demand Management Plan has been developed that will evolve further as the Master Plan is advanced. This Plan aims to provide a framework for three broad frames of reference guiding:

- 1. broad infrastructure decision making;
- 2. site systems and facility design / operation; and
- 3. user behaviour.

The Demand Management Plan has influenced all aspects of the Master Plan preparation and provides parameters that guide the way the site programme responds to mobility. These include a range of factors as follows:

- the physical plan including its design, organization, mobility systems, infrastructure provisions and building facilities;
- operational measures that will be deployed onsite such as eco-mobility focussed services (i.e. car-share, bike-share, vehicle rentals, scooter rental, app development, centralized delivery logistics) and the way they are deployed through the creation of clusters where all such uses / facilities would be provided; and
- ongoing and active promotional and management strategies designed to effectively maintain, evolve and optimize the site Demand Management systems.





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#### MASTER PLAN TRAVEL DEMAND FORECASTS

Future travel demands for the Master Plan development have been assessed on a first principles person trip making basis recognizing all the sustainable travel opportunities being advanced as part of the Master Plan to minimize auto-reliant travel.

Peak hour travel demand forecasts are derived using person trip making parameters for each of the component land uses within the Master Plan taking into account occupancy patterns, trip intensity, trip purpose, landuse interaction and multi-purpose trip making as well as internalization and local trip capture potential.

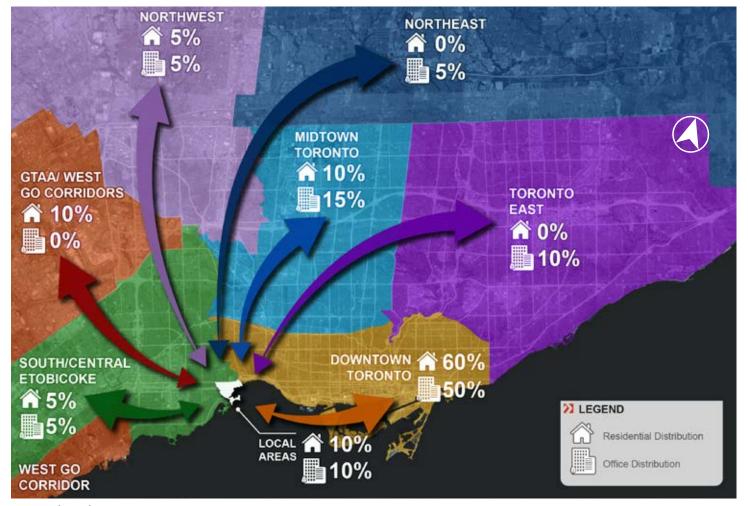
The distribution of person trip making across the Greater Toronto Area was derived for each land-use (residential, commercial and employment) from a review of Transportation for Tomorrow (TTS) survey information and retail trade area factors distribution. This distribution was used to inform likely travel mode choice for residents, employees, visitors and retail patrons based upon the relative availability, travel time and convenience of transit and other travel options for each specific origin – destination set.

#### Existing Travel Changes & Other Area Development Forecasts

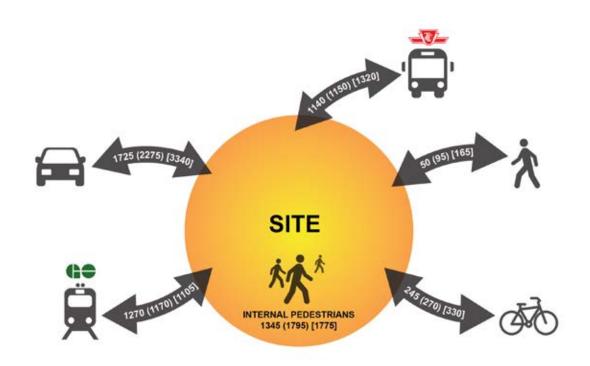
The influence of the new Park Lawn GO station on existing travel patterns and characteristics in the Humber Bay Shores area and other areas has been considered in the forecast of future travel conditions in the area. The potential for existing area car-users to (desirably) shift onto the newly accessible transit services available in the area has been incorporated into the future forecasts.

The travel demands of future and emerging area development in the South Etobicoke area has also been assessed on a comprehensive basis adopting the same person trip-making based approach as that taken for 2150 Lake Shore.

Future trip-making to and from the emerging area development within the area influenced by the planned Park Lawn GO station "transit- shed" area have been assessed reflecting the changing and vastly improved transit travel options that will be available to prospective area residents and their visitors.



Site Travel Distribution Summary



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# 2.6.11 **MEETING FUTURE MOBILITY NEEDS**

#### A COMPLETE PLAN TO ACCOMMODATE FUTURE MOBILITY NEEDS

The Master Plan has been developed on a comprehensive basis to address the future travel needs of not only the site itself, but of the surrounding area also as it evolves into the future. Significant consideration has been given to addressing capacity and opportunity needs across all travel modes.

Significant transportation improvements are proposed across the area to address the future mobility demands of this area of South Etobicoke. These include the introduction of:

- the new transit hub;
- new public street connections and links;
- a series of area street modifications; and
- new and expanded integrated new bicycle and pedestrian networks.

This integrated series of new and improved transportation mobility initiatives will enable future travel demands of the 2150 Lake Shore Boulevard West development and the broader surrounding area to be appropriately met over time.

#### Traffic Assessment and Analysis

Detailed traffic operations and other transportation assessments have been undertaken as part of the evaluation of area mobility improvement needs and determination of the proposed transportation networks. Street intersection level of service (LOS) assessments have been undertaken on the planned area street system for future weekday and weekend peak hour periods. These assessments provide an indication of intersection performance under future conditions based upon average delays experienced by motorists and available capacities when travelling through an intersection.

Detailed micro-simulation assessments of network operations have also been developed based upon the City's future "do-nothing" conditions model integrating the proposed area network improvements and new site traffic activity generated by the Master Plan and area development. These detailed assessments provide a wide range of network performance measures including vehicles speeds, delays and travel times that offer indications of network performance.

#### Mobility Needs Can be Met in the Future

The range of assessments undertaken in support of the Master Plan confirm, based upon the results provided by these analyses, the adequacy of the proposed transportation networks to appropriately accommodate future travel demands including transit and traffic needs.

These assessments will continue to be refined through the approvals process and as the City's Transportation Master Plan is advanced.



Summary of Synchro Analysis (Future)

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# 2.7/ STREETSCAPE

# 2.7.1 OVERVIEW AND STRUCTURE

The Master Plan includes a family of distinct streetscape types that focus on safety, pedestrian comfort, and multimodal travel. Common to all public and private rights-ofway are goals for sustainability and resilience and the use of high-quality materials to support a dynamic, inviting and varied pedestrian environment. The neighbourhood streets are informed by best practices and conceived with an expert understanding of the existing City of Toronto policy context including Complete Streets, Green Streets, On-Street Bike Design (forthcoming), and Accessibility.

The street network will support a high-quality urban pedestrian experience. The streets, along with the porous private block design, will provide choice for how one on foot can navigate the neighbourhood, connect to new and existing pedestrian, cycling and transit routes and link to destinations in the broader Humber Bay Shores neighbourhood context.

Further, the street network considers opportunities to share soil volume for tree planting and address stormwater quality and quantity treatment within the rights-of-way. The three proposed street types are: Major Arterial Roads, New Public Streets and New Private Streets. The streetscape design will consider the range of users and uses our streets need to accommodate and serve, and ensure that the spaces are accessible, functional and enjoyable for all during all seasons.

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# 2.7.2 **GENERAL GUIDELINES**

The goal of both the public and private streets is to design functional and enjoyable spaces that consider and relate to the existing neighbourhood context. The City of Toronto Complete Street Guidelines will play a key role in ensuring all users and uses are considered and accommodated. Several of the street elements have common guidelines throughout the Master Plan.

#### Sidewalk Zone

This highly important segment of the street is composed of several discrete elements that together will support a vibrant pedestrian environment, and provide safe cycling connections throughout the neighbourhood.

Edge Zone: Serving as a buffer between active lanes of travel and the boulevard, the Edge Zone includes the curb, and will achieve a minimum dimension of 0.6m in general, 1.0m when adjacent to curbside transit. The Edge Zone may overlap with the Furnishing and Planting Zone if space is restricted. This zone will provide enough lateral offset to vertical elements on most streets.

Pedestrian Clearway: The Pedestrian Clearway is dedicated space within the boulevard separate from the other sidewalk zones, free of above grade obstructions to ensure safe and accessible paths for pedestrians of all ages and abilities. The Pedestrian Clearway will achieve a minimum 2.1m width with broader clearways on streets with a higher intensity of pedestrian activity. In general, the streets will accommodate below-grade linear utilities within the roadway zone and under cycling facilities, to the greatest degree possible. This approach will ensure minimal interruption to the pedestrian clearway during routine replacement and maintenance.

Furnishing and Planting Zone: This part of the street accommodates street furniture such as benches, bike racks, waste bins, light poles, and street trees. This zone is often placed between the Pedestrian Clearway and other facilities such as cycling facilities and the Roadway Zone.

To accommodate street trees and other plantings, the minimum dimension for the Furnishing and Planting Zone is 1.0-1.2m, with a preferred 1.5m or greater to ensure adequate space for air and gas exchange and allow proper growth of the trunk and root flare. Public and private street tree planting will adhere to City of Toronto soil volume targets of 20m<sup>3</sup> shared or 30m<sup>3</sup> for a single tree. A diverse tree palette is preferred and promotes native trees that are salt tolerant and can mitigate microclimate.

Cycling Facilities: The Master Plan proposes higher order cycling facilities, including one-way and two-way cycle tracks within the Sidewalk Zone. These protected facilities will invite and serve the widest range of possible users. The minimum dimension for one-way cycle tracks is 1.5m and for two-way cycle tracks 3.0m. These









dimensions are informed by Ontario Traffic Manual Book 18: Cycling Facilities and, when completed, the City of Toronto On-Street Bike Design Guide (currently in draft form set for approval in 2020). Based on best practises in Toronto, a minimum 0.3m tactile paving strip is required where cycling facilities are adjacent to pedestrian clearways.

#### TTC Streetcar Right-of-Way

TTC surface transit is proposed to enter and exit the neighbourhood from Lake Shore in a one-way operation, bringing passengers to and from the new GO station. The existing 501 streetcar service will enjoy a dedicated transit right-of-way separated from vehicular traffic.

On the loop road (Street B), streetcars will operate in a one-way counter-clockwise direction to the exterior of the loop, leaving the street to access the GO station and move through Station Square, one of the neighbourhood's key urban spaces. When on-street, the transit right-of-way will typically enjoy a grade separation from the roadway, while still permitting emergency vehicle secondary access as required. The street design includes a minimum 1.0m offset between the TTC track infrastructure and below grade soil cells and linear below grade service infrastructure and utilities. The street design will further minimize lateral service connections beneath the transit right-of-way. The overhead power is proposed as a single side pole cantilever system, like what currently exists along the Queensway and segments of Queens Quay. The poles are located within a 1.0m zone between the transit right-ofway and the cycle track.

#### Roadway Zone

The Roadway Zone between the curbs will follow City of Toronto Transportation Services Road Engineering Design Guidelines. Opportunities to introduce dynamic curb side activities such as pickup/drop-off and short-term convenience parking are provided along the loop road. Curb side spaces will not interrupt in any instance the pedestrian clearway.









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## 2.7.3 STREET TYPES

There are three proposed street types within the Master Plan, each distinct in their character and function. The three types are: Major Arterials, New Public Streets and New Private Streets.

The following sections conceptually illustrate the three street types. The sections relate to Section 2.6 - Mobility of this document.

The sections are for illustrative purposes only to suggest the relationship of elements, and are not specific to materials or details at this early stage in the process.

#### **Major Arterials**

Two existing Major Arterials border the neighbourhood, Lake Shore Boulevard West and Park Lawn Road. Each have a different role in the City's network and broader context. Both streets are currently subject to a City of Toronto led Transportation Master Plan (TMP). The coordination of this work and the TMP is required as both move forward. Although 2150 Lake Shore is only responsible for its own frontage, the sections that follow illustrate both sides for reference.

#### **New Public Streets**

There are three new public streets in the neighbourhood: Street A: relief road, Street B: loop road, and Street C. Each has a different role in the neighbourhood. Street A is on the boundary of the site, while Streets B and C are entirely within the site.

#### **New Private Streets**

There are two private streets in the neighbourhood: Pedestrian Street and Street D. Both are situated over structure below grade.

The Pedestrian Street is an important space connects Park Lawn Road with the loop road and Station Square, offering convenient and comfortable pedestrian priority access between the curb side transit stops, GO station and TTC streetcar stops. Cyclists many also use this street to connect from the loop road to Park Lawn, operating at the speed of a pedestrian without dedicated facilities as they would through a plaza or square.

This street is considered a public space in this plan and described in greater detail within the Section 2.5 - The Public Realm of this document.

Street D connects the loop road to relief road (Street A) and serves as a boundary to the proposed public park.

#### Lake Shore Boulevard West

The design of Lake Shore Boulevard West includes streetcar transit with segments in dedicated lanes and mixed traffic, broad pedestrian sidewalks, single direction cycle tracks, tree planting, and a roadway that accommodates two lanes of through travel with turning lanes as required.

The planned right-of-way dimension is 36.0m.



private setback private setback

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#### Park Lawn Road

Park Lawn is a major street that connects Lake Shore to the Queensway and the Humber Bay waterfront to neighbourhoods north of the Gardiner Expressway. The street typically includes broad boulevards, a double row of street trees on the east side, and a two-way cycle track on the east side of the corridor. With the introduction of a new GO station and streetcar transit to the neighbourhood, Park Lawn will need to accommodate a higher degree of bus transit than today. On both sides of Park Lawn Road, the street will require parallel bus bays and require adjustments to the sidewalks. Near the bus bays, the pedestrian clearway and cycle track dimensions on the east side of the corridor are reduced to accommodate transit stops and the bus bays, with the furnishing and planting zone further minimized.

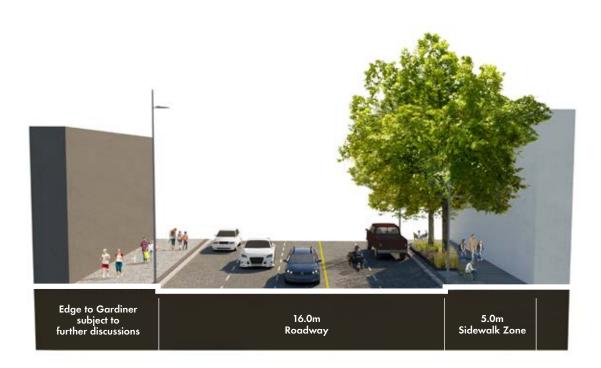
The planned right-of-way dimension is 36.0m.



#### Public Street A: Relief Road

Critical to the success of the overall transportation network, relief road (Street A) will provide a by-pass for vehicles that would typically use Park Lawn and Lake Shore to access the Humber Bay Shores neighbourhood to travel further east, or to and from the Gardiner Expressway. The benefit of the by-pass operation is to improve the overall quality and experience on the other streets. The relief road further provides the opportunity to facilitate delivery and vehicular access to the neighbourhood development blocks from below grade. The street includes pedestrian boulevards to connect with the new station area.

The planned right-of-way dimension is 26.0m.



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#### Public Street B: Loop Road

The loop road is the central framework element around which the entire neighbourhood is set. A significant component of the overall public realm, The loop road places a high priority on the safety and comfort for the most vulnerable users. The street includes generous sidewalks, a two-way cycle track on its exterior, a dedicated streetcar right-of-way for most of its length, and opportunities for street trees and other planting, especially when adjacent to the largos, the public park and other green spaces. The roadway is narrow with segments that offer one- and two-way vehicular travel and lay-bys in key locations.

The planned right-of-way dimension is 23.0m.



#### Public Street C:

This two-way public street connects Park Lawn Road to loop road (Street B) and is a major vehicular access to the internal neighbourhood. The street includes generous sidewalks and tree planting on one side. The roadway includes one lane of travel in each direction with no dedicated cycling facilities.

The planned right-of-way dimension is 20.0m.



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#### **Private Street D:**

Running parallel to Lake Shore, Private Street D borders the south side of the public park and provides two-way travel between the loop road and the relief road. Sidewalks are on both sides of this street, with the south sidewalk being exceptionally generous, creating opportunities to animate with at-grade uses such as cafés, restaurants and shops across from the park.

The planned right-of-way dimension is 16.5m.



## 2.7.4 DRAINAGE STRATEGY

Streets serve multiple uses beyond mobility and as infrastructure corridors. They are also important for expanding the urban forest and managing stormwater, which both contribute to making a sustainable and resilient neighbourhood. It is possible, and indeed advantageous, to provide at the same time the necessary uncompacted soil volume to grow large, healthy trees, reduce stormwater loading on the City's collection system, and improve overall water quality.

All the streets in the 2150 Lake Shore neighbourhood, both public and private, are proposed with below grade soil cells as part of the tree planting strategy and stormwater collection system to meet these objectives.

The tree planting details will meet or exceed the City standards for soil volume as defined in the Toronto Tree Planting Solutions in Hard Surface Boulevards. Stormwater details will meet or exceed the requirements of the Toronto Green Standard and Green Streets Design Guidelines, as well as incorporate best practices from elsewhere. Further, the streets will refer to the City of Toronto Green infrastructure Design Standards as that process unfolds.

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# 2.8/ SUSTAINABILITY

## 2.8.1 INTRODUCTION

The sustainability vision for the project is defined as follows:

"The 2150 Lake Shore development will set a benchmark for sustainability and will inspire new Master Plans in Canada and around the world that are resilient to a changing climate. It supports the City of Toronto's Resilience Strategy and contributes to TransformTO, the City's ambitious climate action strategy vision.

The sustainability measures embedded in the Master Plan design will minimize the development's environmental impact, encourage biodiversity, enhance the wellbeing of residents, and contribute to the creation of a sense of place, and of a community connected to the local area." The vision is delivered through tailored objectives and criteria that comprehensively address sustainable development at both the Master Plan and building level. Consisting of seven themes, the strategy contextualizes all of the criteria to be adopted by design teams in future project phases.

The strategy is underpinned by the United Nation's Sustainable Development Goals and a global call to act towards the achievement of these goals. Adoption of this universal framework was vital to ensure the strategy has the breadth of impact necessary for a Master Plan that is pioneering in it's design and construction, both today and into the future.

The 2150 Lake Shore sustainability strategy is a living document that continues to evolve during each phase of the project.



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# 2.8.2 SUSTAINABILITY STRATEGY

The 2150 Lake Shore sustainability strategy uses a hierarchy of themes, objectives and criteria to articulate and define how the vision will be achieved. The vision has been articulated in seven themes, drawn out from the analysis of the project's impact on and/or contribution to each of the 17 United Nations Sustainable Development Goals. These seven themes capture the breadth of the project's response to the ambitious sustainability aspirations, and provide the fundamental structure of the 2150 Lake Shore sustainability strategy.

Each theme is further defined by a series of objectives, the development of which were guided by the 2150 Lake Shore sustainability vision and specific opportunities unique to the Master Plan site and context.

Objectives for each theme are defined at both the Master Plan and the Building scale. A summary of each theme and the theme objectives are summarized in this chapter. The seven sustainability themes identified for the project (in no particular order) are:

#### Sustainability themes

- Biodiversity and access to nature
- Site-wide water management
- Howards zero carbon
- O Materials and resource efficiency
- 🐼 Transport and mobility
- 💟 Wellbeing and social value
- Adaptable and climate resilient

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Theme impact on and/or contribution towards the United Nations Sustainable Development Goals



#### **BIODIVERSITY AND ACCESS TO NATURE**

Create a green oasis in the city, providing residents and visitors with access to nature and forming a biodiverse haven for local species.

#### **Master Plan Objectives**

- Maximize tree cover across the site.
- Prioritize local, adaptive, climate-resilient planting across the landscape, providing habitats for native species.
- Provide pedestrian/cyclist connectivity between Lake Shore Boulevard West and Mimico Creek, Humber Bay, encouraging access to wildlife.
- Create wildlife corridors from 2150 Lake Shore to green spaces across Toronto.
- Support the revitalisation of the local green infrastructure.
- Cause no negative impact on the lake from construction activity and Master Plan operation.

#### **Building Objectives**

- Design to minimize fatalities for migrating birds.
- Incorporate biodiverse green roofs and walls on all buildings, and provide amenity space on roofs, terraces and podia.



Vegetated Façade, Frasers Property



Mourning Warbler bird at Toronto's popular Ashbridges Bay Park during spring migration

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#### SITEWIDE WATER MANAGEMENT

Use site-wide strategies to capture, attenuate, treat and re-use water. Conserve water in buildings by minimizing demand and capturing grey and rain water.

#### **Master Plan objectives**

- Deliver a water strategy that is resilient throughout all seasons.
- Provide free drinking water stations across the site, with some available in all seasons.
- Deliver a sustainable urban drainage strategy which maximizes capture and reduce water pollution.
- Utilize native and adapted planting species to minimize irrigation demand.
- Meet residual demand from a non-potable network.
- Monitor and report on construction stage water use, control of pollution prevention and water run-off from the site.

#### **Building objectives**

- Provide free drinking water stations in office buildings and retail areas.
- Every building to specify low flush and flow fittings, and to harvest grey and/or rain water.



Outdoor water refill station



Water efficient fixtures and fittings



#### TOWARDS ZERO CARBON

Combine a site-wide energy strategy with stringent performance requirements for building envelope and building systems, to target near zero carbon operation by 2030.

#### **Master Plan objectives**

- Design to target a near zero carbon development by 2030.
- Incorporate a site-wide energy strategy to allow load sharing/diversification between buildings.
- Incorporate energy storage for resilience.
- Support the 'TransformTO' climate action strategy.
- Reduce carbon emissions associated with transport and waste management.

#### **Building objectives**

- Specify buildings to meet international best-practice standards for envelope efficiency.
- Consider passive design approach first (free cooling, natural ventilation, thermal mass, daylight, shading).
- Specify buildings to deliver best-practice operational energy savings (TGS or LEED threshold/benchmark) through a fabric-first approach: High performance envelopes / Selection of HVAC systems / Lighting efficiency / Incorporation of renewables.
- Incorporate energy smart metering and demand management.



PV arrays in winter

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#### MATERIALS AND RESOURCE EFFICIENCY

Design to minimize the use of materials, to prioritize the use of low-impact materials where possible, and to maximize the lifespan of all built assets. Seek to prioritize materials sourced and manufactured in the Toronto area.

#### **Master Plan objectives**

- Minimize the volume of materials used in construction, prioritize low embodied impact materials, and maximize the potential lifespan of the infrastructure and public realm.
- Prioritize materials and products that are extracted, processed and manufactured in and around Toronto.
- Minimize construction waste, and maximize re-use, recycling and recovery.
- Implement circular economy principles to reduce construction and operational waste and contribute to the local economy.

#### **Building objectives**

- Minimize the volume of materials used in construction, prioritize low embodied impact materials, and maximize the potential lifespan of the infrastructure and public realm.
- Prioritize materials and products that are extracted, processed and manufactured in and around Toronto.
- Minimize construction waste, and maximize re-use, recycling and recovery.
- Reduce operational waste and optimize the reuse of resources within the site.



Arup designed Circular Building which was built for the London Design Festival in 2016



#### TRANSPORT AND MOBILITY

Create a people-orientated, vibrant, inclusive, and accessible community at 2150 Lake Shore. Create new links across the site boundary, to connect 2150 Lake Shore to surrounding communities and to the waterfront.

#### **Master Plan objectives**

- Prioritize pedestrians, cyclists and public transport users across the 2150 Lake Shore development. Low carbon transport modes should be visible and attractive.
- Emphasise links to surrounding communities, and create attractive routes to the waterfront for pedestrians and cyclists.
- Use public transport nodes to create economic hubs, acting as a catalyst for commerce and service opportunities.
- Provide electric charging points for car parking spaces, and for scooters.
- Develop a vehicle servicing strategy.
- Reduce air pollution.

#### **Building objectives**

- Prioritize pedestrians, cyclists and public transport users across the 2150 Lake Shore development. Low carbon transport modes should be visible and attractive.
- Emphasize links to surrounding communities, and create attractive routes to the waterfront for pedestrians and cyclists.
- Use public transport nodes to create economic hubs, acting as a catalyst for commerce and service opportunities.
- Provide electric charging points for car parking spaces, and for scooters.
- Develop a vehicle servicing strategy.
- Reduce air pollution.





Bike sharing scheme in Toronto

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#### WELLBEING AND SOCIAL VALUE

Establish a community that encourages and supports healthy, active lifestyles, delivers spaces promote wellbeing for residents and visitors, and supports a sustainable local economy.

#### **Master Plan objectives**

- Create and manage space for local food growing during the construction phase, and in operation.
- Deliver quality local employment opportunities in both construction and operation.
- Provide support for local educational programmes.
- Include amenities to support education, physical activities and community spaces.
- Deliver a mix of affordable housing.
- Create public realm and streets with high quality environments, especially in terms of wind, acoustic, daylight and views.
- Provide a mix of 'restful' and 'playful' spaces.
- Deliver an inclusive public realm, promoting equality, providing a perception of safety, reflecting the needs of vulnerable members of society.

#### **Building objectives**

- Deliver high quality internal environments, especially in terms of acoustic performance, natural daylight, views, thermal comfort and air quality.
- Design buildings to be accessible to those with disabilities.
- Incorporate biophilic design elements.



Roof gardens



#### ADAPTABLE AND CLIMATE RESILIENT

The Master Plan must be able to thrive in all conditions and be resilient to the shocks and stresses Toronto faces. The buildings must be adaptable to meet future needs with minimum of reconfiguration.

#### **Master Plan objectives**

- Design infrastructure to be resilient to key climate hazards: flooding events; extreme weather; heat waves and blizzards; and power outages.
- Enhance user experience in all conditions (both day to night and seasonal) so that the site is always safe and inclusive.
- Design public realm to be adaptable to changing demographics and future drivers.
- Reduce urban heat island effect through incorporating light coloured finishes for the hardscape and urban greening.
- Reflect future climate scenario analysis for water management.
- Resilience to economic crises.

#### **Building objectives**

- Design buildings to be adaptable to changing demographics and future drivers.
- Reduce urban heat island effect through incorporating light coloured finishes at roof levels or green roofs.
- Thermal comfort for future climate scenarios.
- Design building fabric and services to be resilient to climate hazards.



Design for ageing population



Bentway skate trail, Toronto

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#### SUSTAINABILITY THEME CRITERIA

For each of the seven themes and theme objectives, the team has identified a set of criteria which outline requirements to achieve the objectives. The criteria are informed by the following:

- Local planning requirements;
- Third party sustainability certification framework; and
- Bespoke site and project-specific considerations.

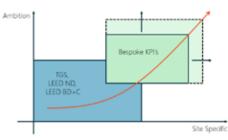
The City of Toronto's Zero Emissions Buildings Framework sets out a pathway to achieve net zero carbon buildings by 2030. The Toronto Green Standard (TGS) is used to implement the framework. TGS v3 (the current version) consists of four tiers; Tier 1 represents mandatory requirements to progress through planning; Tiers 2, 3 and 4 are currently voluntary and represent increasingly rigorous requirements. TGS Tier 1 requirements inform the minimum level of criteria considered by the design team.

The 2150 Lake Shore team understands the current TGS v3 Tier 2, 3 and 4 requirements will, over time, become the minimum TGS requirements. TGS 2, 3 and 4 requirements, as applicable/ required, will inform strategies for future site developments and have been considered in more ambitious criteria considered by the design team.

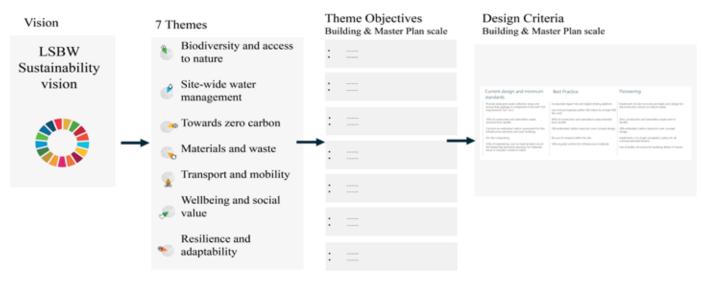
In addition to the planning requirements, the project is considering internationally-recognized third party sustainability certification frameworks at both the building and the Master Plan scale. The requirements of these frameworks drive sustainability performance with their extensive range of criteria.

Lastly, a set of bespoke criteria have also been defined to provide targets that reflect the context and nuances of the site beyond the capabilities of the TGS and the third party frameworks.

Through close and extensive collaboration with the design team, specific targets will be drawn from these three components. These targets, calibrated to the project site, will be realistic and also ambitious. Targets are categorized at both the building scale and at the Master Plan scale.



The strategy draws from existing frameworks and uses bespoke targets so that it is tailored to the Master Plan



2150 Lake Shore sustainability structure

#### 2150 LAKE SHORE HIGHLIGHTS

Throughout detailed design the sustainability strategy has been developed and calibrated to the site; it sets out targets that are realistic but pushes the design team to achieve exemplary performance.

An appraisal has been completed for each of the themes presented based on the detailed Master Plan design. The design team reviewed and commented on the achievability of the proposed sustainability strategy. The strategy will be further investigated by the design team and implemented as the design progresses. For each theme, a brief overview of current performance has been provided, indicating current design considerations and aspirations.

#### Biodiversity and access to nature

The Master Plan is maximizing greenspace across the development, with tree cover being a key priority. Tree planting will be functional as well as aesthetic; mitigating wind and creating sunny and shady spots for use by the public. Collaboration with the non-profit FLAP is ongoing. The design emphasizes native and adapted plant species, pollutant removing vegetation (particularly along motorways and expressways) and the team is investigating a long-term habitat management plan.

#### Site-wide water management

The flood risk and drainage strategy has an ambitious retention target for rainfall from across the site considering infiltration, evapotranspiration, and reuse strategies. Water efficiency measures and non-potable water supply for indoor and outdoor water use has been considered and evaluated in detailed design.



#### People riding bikes at Toronto Centre Island

#### 🚯 Towards zero carbon

The current Energy Strategy explores options to minimize carbon emissions and preserve and improve the local air quality, while striving to recommend economically feasible solutions for the project. Energy-related resilience considerations such as energy storage, backup power and the contribution of renewable energy strategies have also been considered. Further detail can be found in the Energy Strategy submitted in support of this application.

#### Materials and resource efficiency

Considerations during detailed design include assessing opportunities to reduce embodied carbon of materials used to construct the building envelope of future buildings on site. Operational waste considerations, informed by circular economy principles, have resulted in the recommendation to consider a sharing, reuse and repair hub on the site. This type of hub would enhance the community spirit and help raise awareness about waste prevention, material reuse, and prolonging the useful life of materials.

The team has considered a sharing, reuse and repair hub that could include the following features:

- Tools library: Would allow the public to lend underused specialized tools (e.g. hammer drills, wood chisels etc.) required to repair their home appliances or other household goods. A tool inventory could be available through an online sharing platform. Tools libraries are popular in Toronto, with the Toronto Tools Library running three successful sites across the city.
- Repair café: Place for members of the community to get together to share valuable practical knowledge from volunteers offering free repairs of materials and goods. Workshops, such as introductory upholstery, home DIY and upcycling, may be held. A volunteer group, Repair Café Toronto, organizes events across the city and launched its first repair café in 2013.
- Repaired goods shop: Would sell second-hand household appliances, second-hand clothing and potentially other household goods, either brought directly to a shop, or first repaired at a co-located repair café.

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#### 🚓 Transport and mobility

The proposed design aims to enhance the cyclist and pedestrian experience with pedestrianised areas, safe cycle lanes and facilities, and healthy street design. The project incorporates a new public train station on site and promotes transportation sharing schemes. It will seek to deliver first class mobility options by reducing car usage and enhancing the sense of community.

#### $\heartsuit$ Wellbeing and social value

Wellbeing is a key priority for 2150 Lake Shore and the inclusion of sports facilities, parklets, public artwork and food growing areas will foster community cohesion and improve liveability for residents and visitors. Specific consideration is given to accessibility and safety to ensure that the public realm is an inclusive environment. Designing spaces to be flexible and adaptable to changing community uses and forming potential partnerships with local assets such as the food terminal will help to deliver greater breadth of sustainability impacts and enhance social value.

#### Ø Adaptable and climate resilient

Embedding resilient strategies is critical for future proofing the Master Plan. Addressing the key issues of the urban heat island effect and reducing flood risk directly align with Toronto's Resilience Strategy. During detailed design, a preliminary hazard assessment was completed to identify the most critical weather, geological and man-made hazards for the site. Informed by the results of this analysis, and in alignment with the Toronto Green Standard, decentralized back-up power strategies are being considered for the site. Designing for playful and engaging spaces that provide benefits for residents on a day-to-day basis and can adapt during extreme events are also being considered.

### 2.8.3 **NEXT STEPS**

We live in a time of unprecedented change and challenge such as population growth, increased urbanization and a changing climate. We also live in a time of exciting change such as advancements in building design, technology, mobility, along with heightened awareness of social inequalities and the desire to do better.

The 2150 Lake Shore sustainability strategy will continue to evolve in future project phases, contributing positively to these local, national and global challenges.



United Nations Sustainable Development Goals

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# 2.9/ PHASING STRATEGY

The phasing strategy for 2150 Lake Shore has been conceived to uphold the core vision of the Master Plan, to excel in placemaking and create a new heart for Humber Bay Shores, while providing flexibility and resilience during the period of its development.

Two concepts underpin the phasing strategy. Firstly, the development should feel complete at every stage, with logical phase boundaries, sufficient quantum and variety in land use mix to deliver successful and integrated communities each step of the way. Early phases should not feel like incomplete projects, nor be disturbed by the construction of later phases. They should be desirable places to work and live in, with discrete identities of their own.

Secondly, phases should be reflexive, with the integration of lessons learned from early phases to optimise resources, spatial and the operational efficiencies of later stages. Phases should also be responsive to changes that the future may bring. Many of the connector blocks in the Master Plan are designed as swing blocks that can be adjusted in occupancy mix and building type to enable response to changing technological, planning and market conditions.

Overall, the phasing strategy for 2150 Lake Shore will be flexible in implementation but clear in outcome. Though an initial sequence is suggested here, conditions may warrant the subdivision, amalgamation, redefinition of the phases proposed.

#### CONCEPTUAL PHASING STRATEGY

**Phase 1** will deliver the main pieces of infrastructure (the GO station and the relief road) needed to unlock the potential of the site.

It will also deliver Blocks C and D1, activating the area around the GO station.

**Phase 2** will deliver Block A, comprising the heart of the Master Plan; new open spaces, Boulevard Square and the galleria.

**Phase 3** will deliver Blocks D2 and D3 establishing a new public park and developing the north-east edge of the site.

**Phase 4** will deliver Block B and will address the important intersection of Lake Shore and Park Lawn.

**Phase 5** will deliver Block E and complete the edge of Lake Shore.

**Phase 6** will deliver Block F, completing the gateway condition at the eastern end of the site.

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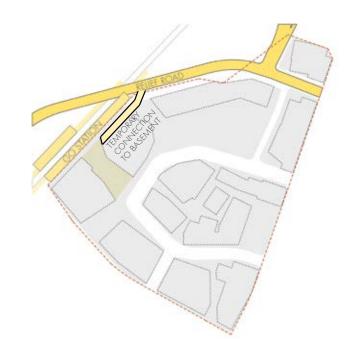
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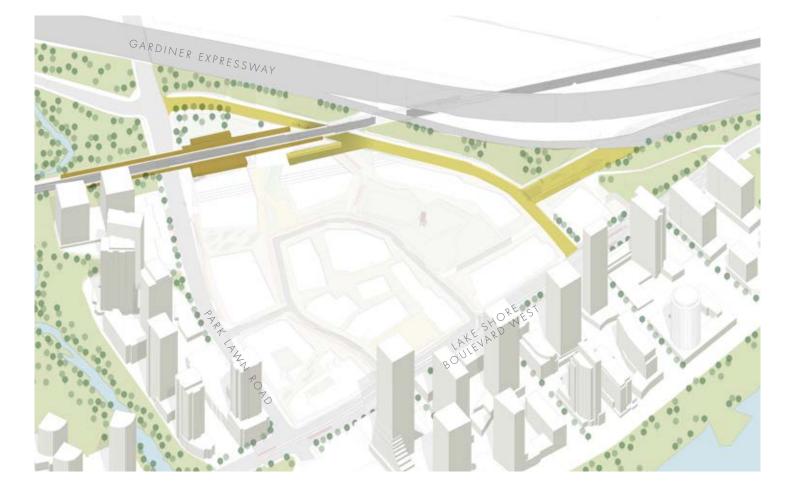
### 2.9.1 **PHASE 1**

Identified as phase 1 because of its prerequisite nature, this stage delivers the relief road and the GO station to improve transportation options and alleviate existing traffic conditions prior to adding any new loads.

The relief road (Street A) diverts Gardiner Expressway through traffic away from Park Lawn and Lake Shore, improving their quality for local residents. The relief road will also provide additional site access during construction to mitigate traffic impact on existing neighbours.

The new GO station will be the anchor for an integrated transportation facility. It will reduce reliance on private vehicles for the commute to Downtown Toronto, and be a significant marker of goodwill by the new development to the existing community.

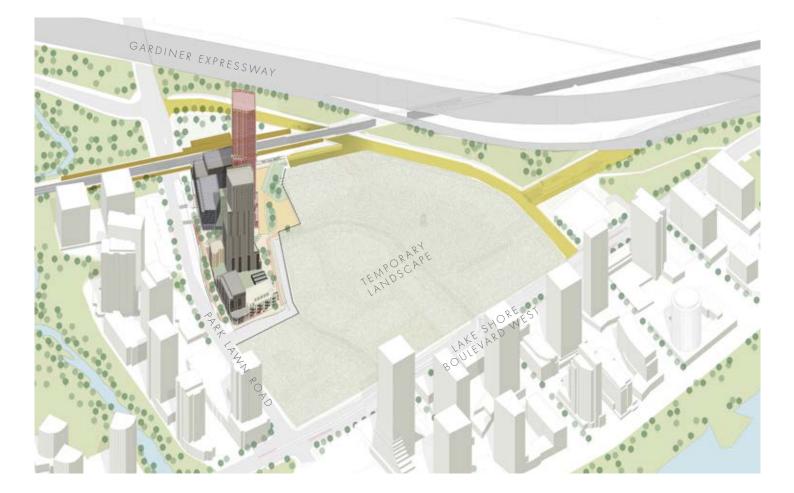




Additionally phase 1 completes the composition of a major public open space - Station Square. Additionally, it will provide another major open space - the pedestrian plaza. This will be a linking piece between the GO station and the bus stands on Park Lawn. The quality of this public realm will be of prime importance. Retail around Station Square will be oriented towards commuter convenience.

The buildings surrounding Station Square will deliver a substantial component of non-residential uses. This phase will also be serviced by 4 connected basement levels with temporary access from the relief road.

Residential: 105,633 m2 GFA Non-residential - Office Type Uses (Column 1): 23,649 m2 GFA Non-residential - Service/Retail Type Uses (Column 2): 4,661 m2 GFA





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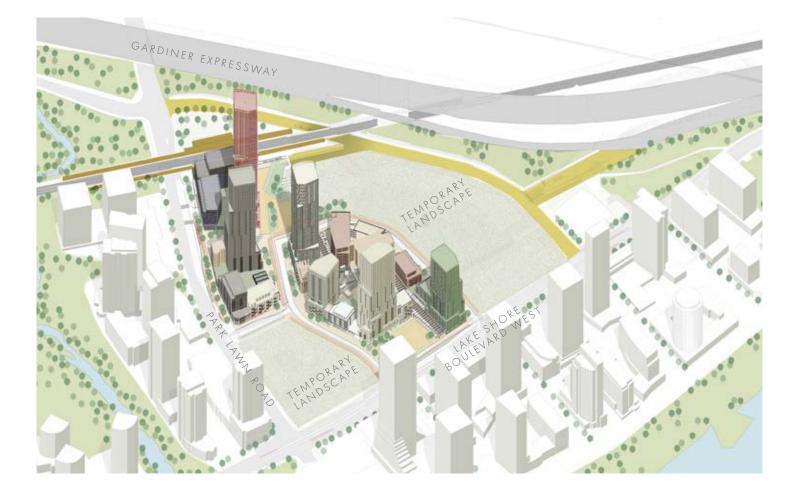
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#### 2.9.2 **PHASE 2**

Phase 2 delivers the heart of the Master Plan, 'The galleria' – a new retail offer featuring an extensive network of covered pedestrian walks, and 'Boulevard Square' – the main civic plaza on Lake Shore. Around Boulevard Square will be a cluster of residential towers that help define the space. The base of the towers will be lined with active uses such as retail and restaurants.

This phase will be served by 4 connected basement levels providing parking, storage, loading areas, service and plant space; it will be accessible from the relief road.

Residential: 129,153 m2 GFA Non-residential - Office Type Uses (Column 1): 20,175 m2 GFA Non-residential - Service/Retail Type Uses (Column 2): 12,295 m2 GFA



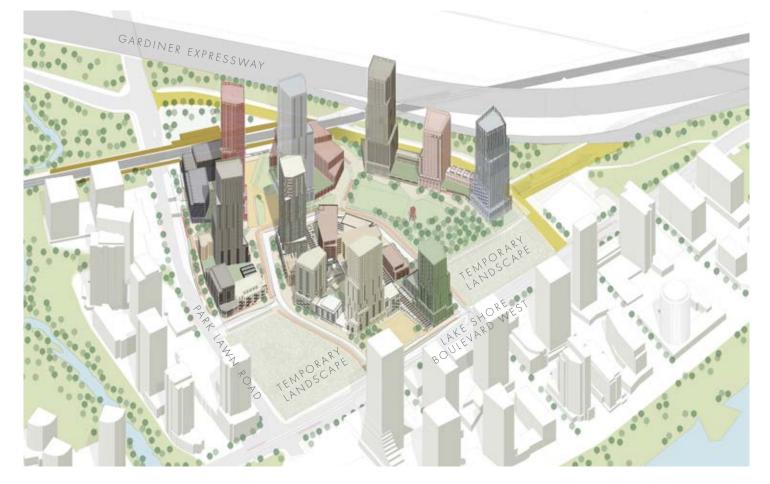
#### 2.9.3 **PHASE 3**

Phase 3 delivers the neighbourhood park for 2150 Lake Shore. Block D2 will complete the edge of Station Square. Block D3 will allows for potential schools to be included within the Master Plan. The buildings along the northern edge of the site will ameliorate the environmental conditions adjacent to the train tracks and the Gardiner Expressway.

This phase will be serviced by 5 connected basement levels with access from the northern relief road.



Residential: 149,362 m2 GFA Non-residential - Office Type Uses (Column 1): 20,568 m2 GFA Non-residential - Service/Retail Type Uses (Column 2): 4,712 m2 GFA Institutional Uses (potential): 8,459 m2 GFA



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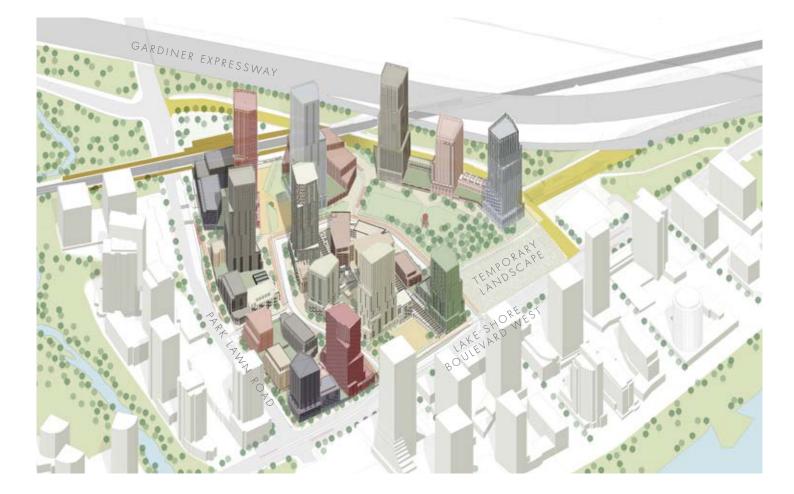
#### 2.9.4 **PHASE 4**

Block B of phase 4 will occupy an important corner at Park Lawn and Lake Shore, helping define the streetscape and the public presence of the development.

This phase will be serviced by 4 connected basement levels with access from adjacent blocks.



Residential: 79,648 m2 GFA Non-residential - Office Type Uses (Column 1): 0 m2 GFA Non-residential - Service/Retail Type Uses (Column 2): 5,627 m2 GFA



#### 2.9.5 **PHASE 5**

This phase will continue the street frontage along Lake Shore to improve its status as a boulevard. This phase will be serviced by four connected basement levels with access from the relief road.

This phase will be serviced by 4 connected basement levels with access from adjacent blocks.



Residential: 40,417 m2 GFA Non-residential - Office Type Uses (Column 1): 0 m2 GFA Non-residential - Service/Retail Type Uses (Column 2): 6,641 m2 GFA



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#### 2.9.6 **PHASE 6**

This phase will continue the street frontage along Lake Shore. The public realm design of this phase will connect 2150 Lake Shore with Jean Augustine Park and the green network beyond the site. This phase will be serviced by four connected basement levels with access from the relief road.

This phase will be serviced by 6 basement levels. It will not be connected with adjacent blocks.



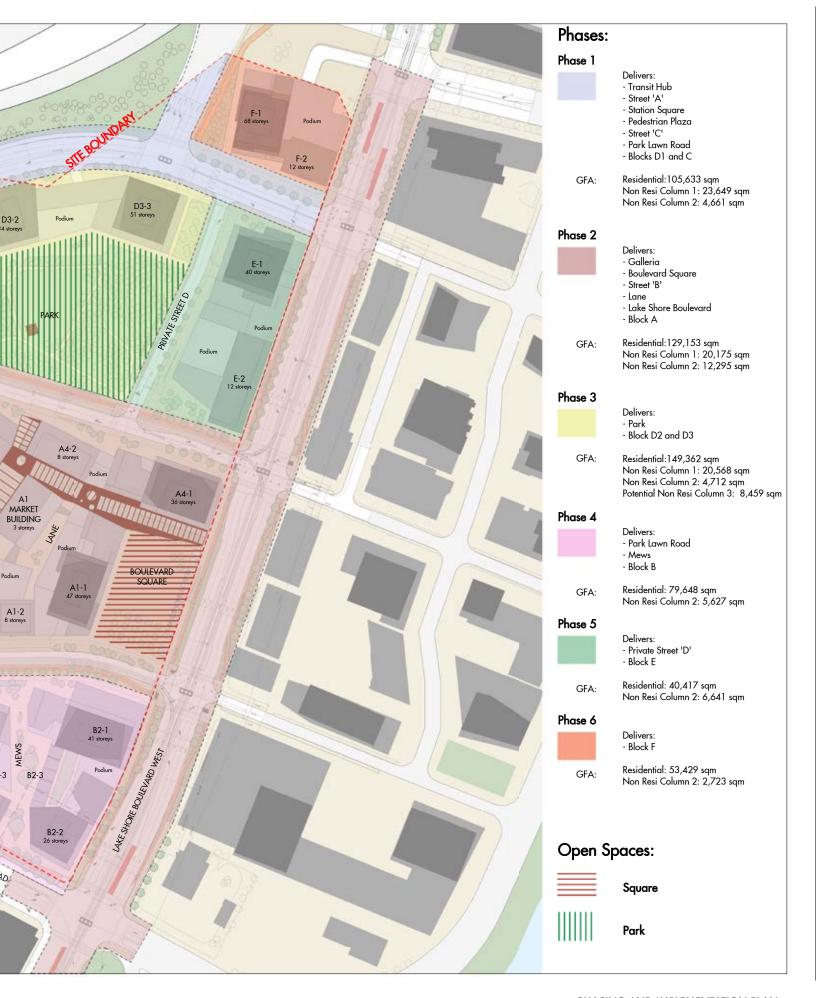
Residential: 53,429 m2 GFA Non-residential - Office Type Uses (Column 1): 0 m2 GFA Non-residential - Service/Retail Type Uses (Column 2): 2,723 m2 GFA



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## 2.10/BEING THERE

### 2.10.1 URBAN PICTURESQUE

The composition of the proposal is one of carefully considered informality. Two factors establish the fixes of the design: the plan responds to the existing streets of the immediate context and to the particular geometry of the site. Rather than imposing a rigid geometrical order onto an irregular site, the proposal capitalizes the possibilities offered by these site conditions.

Informality does not mean whimsy. While the ground level plan is decidedly irregular, the typical floor plan reveals a series of rationally planned blocks: complex places are shaped with straightforward buildings.

Within these constraints, the design is driven by the actual experience of moving through the district. The Master Plan is designed three dimensionally; it is not merely a composition in plan or the imposition of a contrived formal arrangement.

Walking through 2150 Lake Shore reveals spaces that compress and release, spaces that are wide and generous, and others that intimate and meandering. It will be a district of variety, contrast, surprise and delight.

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### 2.10.2 A WALK AROUND THE MASTER PLAN

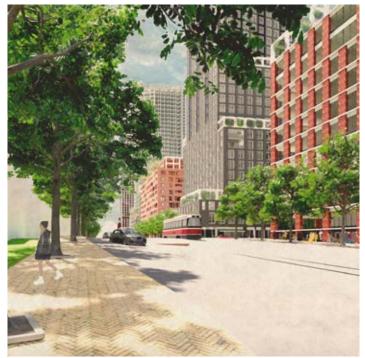
Starting from an eastern approach to the site on Lake Shore, this walk turns up the western arm of loop road and ends in the public park.



1. Approaching the Master Plan from Lake Shore Boulevard West



2. Lake Shore Boulevard West



3. Lake Shore Boulevard West



4. Eastern intersection with the relief road





5. Lake Shore Boulevard West, Block E



6. Eastern entry to the loop road



7. Boulevard Square and galleria entrance



8. Western entry to the loop road

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9. Heading north on the loop road



11. Looking towards Station Square



13. Station Square, turning east towards the public park



10. Loop road



12. Station Square



14. In one of the grove walking towards the public park





15. The public park



17. Inside the park looking at the Entrainment Venue



16. Looking at the Water Tower in the public park

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### 2.10.3 A WALK THROUGH THE GALLERIA

Starting from the Pedestrian Plaza, this walk turns into the galleria and ends in the public park.



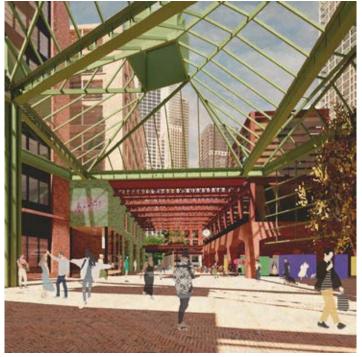
1. Approaching the Galleria from Park Lawn Road



2. Walking down Public street C

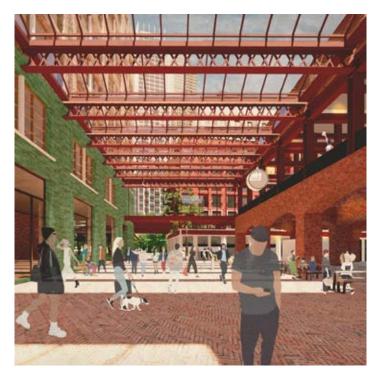


3. The entrance of the galleria from the loop road



6. Under the central roof of the galleria





5. Walking through the galleria



6. Leaving the galleria to the public park

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#### 2.10.4 LIVING THERE



View from a Largo



View from a Largo

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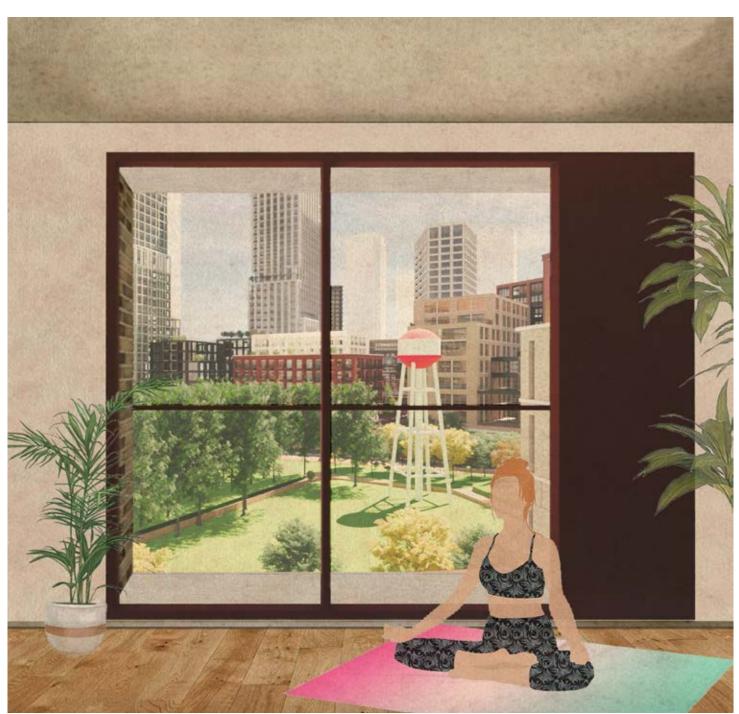
Looking at the Pedestrian Plaza from Park Lawn Road



View of the park from entertainment venue

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View within an apartment



View within an apartment



View within an apartment



View within an apartment



View within an apartment

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PLANNING & URBAN DESIGN RATIONALE - COMBINED OPA/ZBA/DPS = 2150-2194 LAKE SHORE BOULEVARD WEST AND 23 PARK LAWN ROAD

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# 3.1/ INTRODUCTION

The following planning rationale has been prepared in support of the combined Official Plan Amendment, Zoning By-law Amendment Application, and Draft Plan of Subdivision Application for the redevelopment of 2150 Lake Shore. As illustrated in previous sections, the revised proposal carries forward the fundamental vision and key elements of the Master Plan, maintaining the benefits to the City described in the original Planning Rationale document submitted in support of the OPA application in October 2019. A number of key refinements have been made to respond to City staff's feedback on the OPA application.

While substantial components of the initial Planning Rationale remain relevant, the following comprehensive update to the planning framework review and analysis replaces that submitted in October 2019 and has been prepared to provide a full discussion of the revised proposal in relation to the following applicable legislation and policies:

- Provincial Policy Statement (2020), updated since the initial application in 2019
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe
- City of Toronto Official Plan
- City of Toronto Zoning By-laws

This combined application represents the next step in a collaborative working relationship with the City, proceeding in lockstep with the City's work on the Secondary Plan for the area to establish a mutually supported vision for the site through a transparent and highly public process.

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# 3.2/ PROVINCIAL POLICY STATEMENT (2020)

On February 28, 2020, the province issued the Provincial Policy Statement (PPS) (2020), which replaces the 2014 PPS. The new PPS policies came into effect on May 1, 2020, and in accordance with section 3 of the Planning Act, decisions affecting land use planning matters made after this date are required to be consistent with the PPS. Among other matters, the 2020 PPS includes additional policies related to:

- Promoting efficient development patterns to optimize the use of land, resources, and public investments;
- Promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning;
- Increasing Ontario's housing options including affordable housing; and
- Preparing for impacts of a changing climate.

### 3.2.1 SECTION 1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

The PPS outlines several key objectives for sustaining healthy, liveable and safe communities including promoting efficient development and land use patterns (policy 1.1.1a), and accommodating uses to meet long-term needs including employment, institutional, recreation, parks and open space, and residential (policy 1.1.1.b). Similarly, the PPS discourages development and land use patterns that are not efficient, or which cause environmental or public health and safety concerns (policy 1.1.1c). Policy 1.1.1.e promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns and public infrastructure investments.

Policy 1.1.3.1 states the importance of vitality and regeneration of settlement areas to the long-term economic prosperity of Ontario's communities, and indicates that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 and 1.1.3.3 state that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- efficiently use land and resources;
- are appropriate for the infrastructure and public service facilities which are planned or available;
- minimize negative impacts on air quality and climate change;
- prepare for the impacts of a changing climate;
- support active transportation; and
- support transit with significant supply and range of housing options.

The Master Plan seeks to enable the development of a transit-oriented mixed use community that introduces a range of employment, housing types, community amenities, and parks and open spaces. In doing so, the project directly responds to the objectives identified in the PPS relating to efficient and resilient development (Policy 1.1.1. & 1.1.3.1). Located within a settlement area, the proposed redevelopment of the site will transform a vacant land parcel of former industrial use into a vibrant community with new housing and jobs supported by planned investments in servicing infrastructure, public transit, active transportation, and vehicular infrastructure, advancing many of the policy objectives of PPS 2020.

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### 3.2.2 SECTION 1.3 EMPLOYMENT

Policy 1.3.1 details the strategies through which planning authorities shall promote economic development and competitiveness. Policy 1.3.1.a encourages providing for an appropriate mix and range of employment, institutional, and broader mixed uses. Policy 1.3.1.d further encourages compact, mixed-use development incorporating compatible employment uses. In keeping with the Site and Area Specific Policy (SASP) 15, the proposed development is required to introduce a minimum of 98,000 m2 of non-residential uses on the site, over half of which must be office type uses (Column 1). The revised proposal continues to incorporate a range of non-residential uses including office, retail, cultural and institutional, in a transit-oriented mixed use setting, consistent with the directions of the PPS on employment and economic development. Furthermore, the overall amount of proposed office type uses (Column 1) uses has been increased by approximately 21,515 m2, adding to the 41,900 m2 featured in the original Master Plan.

### 3.2.3 SECTION 1.4 HOUSING

Policy 1.4.1 states that planning authorities shall provide for a range and mix of housing options and densities that will accommodate projected requirements of current and future residents of the regional market area. The target for maintaining the ability to accommodate residential growth is based on a minimum of a 15-year horizon.

Policy 1.4.3 provides methods for planning authorities to ensure an appropriate range and mix of housing options and densities to meet the projected market-based and affordable housing need for current and future residents. These methods include:

- establishing and implementing minimum targets for affordable to low and moderate income households;
- permitting and facilitating all housing options to meet well-being requirements of current and future residents;
- residential intensification including transit-supportive redevelopment;
- directing development of new housing to where infrastructure and public services are or will be available;
- promoting densities for new housing which efficiently use land, resources, and infrastructure, and support transit and active transportation; and
- prioritizing intensification in proximity to transit.

The revised proposal maintains the diverse mix of new residential units which include affordable units, consistent with the direction of the PPS Policy 1.4.3 to facilitate housing and residential intensification to ensure an appropriate range and mix of housing options, especially in areas where infrastructure and public service facilities will be available to support them.

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### 3.2.4 SECTION 1.5 PUBLIC SPACES

Policy 1.5.1 promotes healthy, active communities by planning public streets, spaces and facilities to be safe, and to facilitate pedestrian and non-motorized movement. In particular, 1.5.1.b indicates that these spaces should contribute to a variety and equitable distribution of publicly accessible built and natural settings for recreation such as facilities, parklands, public spaces, trails and linkages.

The Master Plan is founded on a fine grain of internal streets that have been designed to prioritize pedestrians. They provide connectivity to transit, public park, and various uses proposed on the site. The design of public realm and new streets in the Master Plan is consistent with the objective of the PPS to create vibrant and inclusive public realm that fosters healthy and active communities. The revised proposal includes a significant contribution of new open spaces to the neighbourhood, including a new approximately 1-hectare public park that fronts onto the main loop road (Street B) where it will be visible and accessible within the site, as well as from Park Lawn and Lake Shore on the site's edges. Additionally, a diverse system of open spaces is proposed connecting the proposed park to the surrounding network of parks and natural areas. These new public streets, plazas, green links, and pedestrian and cycling connections improve access to the park and other open spaces for surrounding residential areas and new community members. Streetscape enhancements to Park Lawn and Lake Shore have also been proposed to improve pedestrian conditions on these two streets.

### 3.2.5 SECTION 1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Policies in section 1.6 promote the efficient utilization of infrastructure and public service facilities. They promote integrating planning for services with growth management and land use planning to meet current and projected needs. In planning infrastructure for future needs, the PPS highlights the need to prepare for the impacts of a changing climate.

Policy 1.6.7 speaks to the transportation systems and states that efficient use should be made of existing and planned infrastructure (Policy 1.6.7.1 & 1.6.7.2), and that land use patterns, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit (Policy 1.6.7.4).

The Master Plan addresses the PPS Infrastructure and Public Service Facilities policies by proposing an integrated transit hub with a new GO station and integrated streetcar facilities on site to serve the existing and future population in the area. The Master Plan creates a framework for a transit-oriented mix of uses and densities, which will support the use of public and active transportation and help minimize the length and number of vehicular trips.

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#### 3.2.6 SECTION 1.7 LONG-TERM ECONOMIC PROSPERITY

Policy 1.7.1 states that long-term prosperity should be supported by "encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce" (Policy 1.7.1.b). Policy 1.7.1.e promotes the redevelopment of brownfield sites.

The revised proposal introduces more than 557,640 m2 of residential GFA on a former manufacturing site where production had ceased, and will add diversity of housing options in the Humber Bay Shores neighbourhood by proposing a range of units including family-sized units and affordable housing.

### 3.2.7 SECTION 1.8 ENERGY CONSERVATION AIR QUALITY AND CLIMATE CHANGE

Policy 1.8.1 directs planning authorities to encourage land use and development patterns that promote energy efficiency, improved air quality, reduced greenhouse gas emissions, and prepare for the impacts of a changing climate. Encouraging transit-supportive development and intensification is stated as one of the ways to lessen commute times and reduce transportation congestion. Encouraging compact built form, promoting the use of active transportation and transit, and promoting design to maximize energy efficient conservation are also supported. The proposed development reduces the need for long commutes by providing employment and housing opportunities within one site, as well as locating comprehensive amenities and retail to support the daily life of residents and workers. Furthermore, the proposed GO station and transit hub will help reduce the existing traffic congestion in the area, by providing an alternative to auto travel to key destinations including Downtown. Furthermore, sustainability strategies are incorporated into the development including best practices related to stormwater management, green infrastructure, tree planting, transportation demand management, and energy conservation strategies and design measures.

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### 3.2.8 PROVINCIAL POLICY STATEMENT SUMMARY OPINION

The revised proposal is consistent with, and advances many of the policy objectives of the PPS. The proposed development represents a transit-oriented intensification at an appropriate location for growth as identified by the PPS. It makes efficient use of land, by proposing a compatible mix of uses in compact form on a previous brownfield site. The provision of diverse housing options including market, affordable, and family units are consistent with the policy directions relating to increasing Ontario's housing options. The proposed development is transit supportive, with the whole site being within a 5-minute walking distance to the new GO station. By proposing higher density employment uses on the site supported by GO transit, the development is consistent with the PPS's policy directions on employment and long term economic prosperity. The range of office, retail, cultural and institutional uses will provide for a diverse economic base that leverages existing and planned transit connections to key destinations including Downtown Toronto

The introduction of an approximately 1-hectare public park, as well as a range of other open spaces and connections are consistent with the PPS direction on public spaces, recreation, parks, trails and open space. A broad set of sustainability measures have been integrated into the development, including green infrastructure, transportation demand management, and energy conservation strategies. The proposed development includes the comprehensive planning for a range of infrastructure on the site, consistent with PPS policies that speak to planning for future infrastructure and public service facilities needs. The proposed draft Official Plan Amendment, Zoning By-law amendment, and Draft Plan of Subdivision allow for the appropriate and orderly redevelopment of the site in accordance with the revised Master Plan, and therefore, are consistent with the policy objectives of the PPS.

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# 3.3/ A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The Growth Plan for the Greater Golden Horseshoe 2019 ('the Growth Plan') was prepared and approved under the Places to Grow Act, 2005 and came into effect on May 16, 2019. The 2019 Growth Plan builds upon the initial Growth Plan (2006) and supports the PPS, providing more specific direction on where and how to grow across the region. All planning decisions in the Greater Golden Horseshoe (GGH) must conform with the Growth Plan. The Growth Plan is based on a series of guiding principles which speak to achieving complete communities, prioritizing intensification to make efficient use of land and infrastructure, providing flexibility to capitalize on new economic and employment opportunities, supporting a range and mix of housing options, and improving the integration of planning for land use, infrastructure, and public services, among others.

### 3.3.1 SECTION 2.2.1 MANAGING GROWTH

Section 2.2.1 of the Growth Plan describes where and how population and employment can be accommodated, directing the vast majority of growth to settlement areas. Within the settlement areas, growth is further focused to "locations with existing or planned transit, with a priority on high order transit where it exists or is planned."

Policy 2.2.1.4 describes the socioeconomic elements that achieve complete communities which includes convenient access to a variety of transportation options, a diverse range and mix of housing including housing that accommodates the needs of all household sizes and incomes, and ensuring the development of mixed use buildings comprising compact built forms. The Growth Plan emphasizes that complete communities offer opportunities for people to easily access necessities for daily living including a mix of jobs, local stores, a full range of housing, transportation options and public service facilities. To implement this growth management framework, policy 2.2.2.3 states that municipalities will "develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- Identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- Identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
- Encourage intensification generally throughout the delineated built up area;
- Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- Be implemented through official plan policies and designations, updated zoning and other supporting documents."

In accordance with the Growth Plan, the proposed development supports growth and intensification in a settlement area adjacent to high order transit. The proposed mix of uses will be supported by investments in infrastructure, transit and mobility improvements, public service and facilities, and open spaces to create a complete community.

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# 3.3.2 SECTION 2.2.4 TRANSIT CORRIDORS AND STATION AREAS

Transit corridors and station areas are recognized by the Growth Plan as key areas for growth with opportunities to reinforce the integration of land use and transportation through mixed use intensification.

Policy 2.2.4.1 of the Growth Plan discusses how Major Transit Station Areas (MTSAs) on priority transit corridors will be prioritized in a manner that implements the policies within the Growth Plan. Minimum density targets are established for MTSAs, which are defined as areas within approximately 500 to 800 metres of a higher-order transit station. For MTSAs on priority transit corridors served by GO transit rail network, the minimum density target is 150 residents and jobs combined per hectare.

Policy 2.2.4.8 indicates that MTSAs should be planned to support transit, to achieve multi- modal access to stations with local and regional transit service connections, and infrastructure to support active transportation. Furthermore, lands adjacent to frequent transit should be planned so that they are transit-supportive, encourage active transportation, and incorporate a variety of uses and activities (2.2.4.10). The entire 2150 Lake Shore is within 800 metres of the new Park Lawn GO station, which is located along the northern edge of the site. Once built, the Park Lawn GO station will be on a high-order transit station on a priority transit corridor, and while the MTSA has not yet been delineated by the City, the proposed development can support the achievement of the population target for MTSAs as set out by the Growth Plan.

The proposed development aligns the Growth Plan's direction to introduce transit-supportive uses and densities surrounding transit stations with infrastructure to support active transportation. The pedestrian and cycling connections proposed through the development seek to connect and integrate the site and the GO station with the surrounding neighbourhood. A pedestrian street has been proposed in the revised proposal to strengthen the connection between the transit station and Park Lawn Road, as well as the bus stops located along the street. Conforming with the Growth Plan's direction to achieve multi-modal access to stations, a TTC streetcar loop is proposed to bring streetcars into the site to integrate directly with the GO station, providing connections to both local and regional transit within the site.

# 3.3.3 SECTION 2.2.5 EMPLOYMENT

Section 2.2.5 of the Growth Plan promotes economic development and competitiveness in the GGH by enhancing more efficient use of existing employment areas and underutilized employment lands, and increasing employment densities. Policy 2.2.5.1 indicates that land use planning should be aligned with economic development goals and strategies to retain and attract investment and employment. The Growth Plan states that retail and office uses should be located to support active transportation and existing and planned transit (Policy 2.2.5.3). The proposed development is required by Site and Area Specific Policy (SASP) 15 to deliver a minimum of 98,000 m2 of non-residential GFA on site, and to ensure an appropriate mix of office type uses alongside a diverse range of retail and institutional uses. The revised proposal continues to incorporate a range of employment uses, and features additional office type uses (Column 1) that work to exceed the amount required by SASP 15. 64,392 m2 of office type uses (Column 1) are primarily clustered around the intermodal transit hub and the adjacent portion of the proposed galleria, to create a hub of transitsupportive office-type employment. In addition, 36,659 m2 of service/ retail type uses (Column 2) are integrated around the site at the base of buildings to support the overall development. Whereas the former use of the site for a 58,000 m2 industrial bakery provided approximately 550 jobs at the time of its closure, proposed employment uses will result in an exponential increase in the number of local jobs, in addition to an overall increase in the range and quantity of non-residential uses on the site.

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# 3.3.4 SECTION 2.2.6 HOUSING

One of the Growth Plan's guiding principles is to support a range and mix of housing options in order to serve all sizes, incomes, and ages of households. Section 2.2.6 directs municipalities, in consultation with the province and other appropriate stakeholders, to identify intensification and density targets that conform to the Growth Plan and to provide a diverse range and mix of housing options and densities including second units and affordable rental and ownership housing. With approximately 7,139 residential units, the revised proposal will contribute to increasing housing options. It not only contributes to the overall availability of housing stock, but also to the range of options as it commits to providing affordable housing. Furthermore, it will diversify the mix of unit sizes by adding larger units for families including 10% of 3+ bedroom units, 15% of 2 bedroom plus den, and 25% of 2-bedroom units.

### 3.3.5 SECTION 3. INFRASTRUCTURE TO SUPPORT GROWTH

Section 3 of the Growth Plan provides a framework to guide and prioritize infrastructure planning and investments to support and accommodate forecasted growth. The Growth Plan places an emphasis on coordinating infrastructure planning, land use planning and infrastructure investment to identify the most costeffective options to support intensification in strategic growth areas.

Section 3.2.2 focuses on the general transportation system goals which include providing a connected network of transportation modes that offer a balance of choices and complement each other in a way that reduces reliance on automobiles. Section 3.2.3 sets out policies involving moving people with planned transit infrastructure that can shape growth and accommodate high density residential and employment areas. Policy 3.2.3.2 highlights the need for prioritizing, increasing and expanding transit service to areas that can achieve transit supportive densities, a mix of uses, and that can connect to other modes of transit. Policy 3.2.3.4 speaks to the need to ensure that active transportation networks are integrated into transportation planning. The proposed development conforms with the policy direction in Section 3 of the Growth Plan, by proposing a mix of employment and residential uses in proximity to significant planned investments in infrastructure including a new GO station. Plugging the site into the wider transit network, the proposed station and its transit connections afford choices for future residents to move to their places of work, home, and recreation without the need to rely on automobiles. This is further reinforced through the aim of the Master Plan to create a complete community, where uses to support daily needs and job opportunities exist within walking distance to one's home.

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# 3.3.6 GROWTH PLAN SUMMARY OPINION

The proposed development continues to conform with the policies of the Growth Plan for the Greater Golden Horseshoe, which seek to manage future growth in a way that promotes efficient and transit-oriented development patterns, maintains a healthy natural environment, and fosters economic competitiveness. The proposed Master Plan provides for a high density, mixed use, transit oriented development with residential, office, and retail uses served by an intermodal transit hub, community amenities, and a vibrant public realm.

The Growth Plan includes policy direction to make more efficient use of existing employment lands, particularly those that are vacant and underutilized. It also promotes increasing employment densities and directs retail and office uses within MTSAs and areas that support active transportation. As a large site within 800 metres of the new Park Lawn GO station, 2150 Lake Shore supports the intensification of the area surrounding the station with employment, residential, and institutional uses weaved within a vibrant and active public realm. Pedestrian and cycling connections through the site are established through the fine grain of streets in the Master Plan, as well as open spaces, mid-block connections, and green corridors that make up an extensive system of open spaces on the site. Housing policies in the Growth Plan speak to supporting housing choice by achieving the intensification and density targets, and by requiring multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The revised proposal continues to comply with this direction with over 25% units as large family-friendly units, and with the commitment to providing affordable units.

Finally, the Master Plan is well-aligned with the Growth Plan's policies for infrastructure to support growth. Existing rapid development in the Humber Bay Shores area has primarily relied on arterial streets and the Gardiner Expressway, resulting in area residents relying heavily on private vehicles as their primary mode of transportation. The new GO station at the multimodal transit hub provides an imperative for intensification of the site in a way that leverages transit investment, and supports the creation of a complete community. The integrated transit improvements, connections to local and regional transit, and pedestrian and cycling connections will provide full range of mobility choices to the wider Humber Bay Shores community.

The proposed policy instruments (draft Official Plan Amendment, draft Zoning By-law Amendment, and draft Plan of Subdivision) allow for the redevelopment of the site, and promote efficient transit-oriented growth on a current vacant site as envisioned in the Master Plan. Therefore, the proposed policy instruments conform with the policies of the Growth Plan for the Greater Golden Horseshoe.

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# 3.4/ CITY OF TORONTO OFFICIAL PLAN

The Official Plan for the City of Toronto ('Official Plan') is the primary planning tool used to guide the overall growth and development in the City over the decades to come, implementing and building upon the provincial policy direction within the Planning Act, Provincial Policy Statement, and the Growth Plan. The Official Plan was adopted by Toronto City Council in November 2002. The Minister of Municipal Affairs and Housing approved the Plan, in part, with modifications. On July 6, 2006, the Ontario Municipal Board (OMB) issued an Order which brought the majority of the Official Plan into force, with further approval for the Official Plan provided by the OMB in June 2015.

As part of the most recent Municipal Comprehensive Review (MCR), the City of Toronto Council adopted Official Plan Amendment (OPA) 231 in 2013, which revised the City's Official Plan Employment Policies. OPA 231 designated the site as Core Employment Area. The previous landowner appealed this decision to the former Ontario Municipal Board (OMB), now known as Local Planning Appeal Tribunal (LPAT). The resolution of the OPA 231 appeal in 2019 resulted in modifications to the Council approved Site and Area Specific Policy (SASP) 15.

The following section details how the revised proposal continues to conform with or maintain the intent of the Official Plan. A majority of the revisions to the proposed development pertain to design of the Master Plan, and therefore, where Official Plan policies pertain to built form and other design elements, references to the relevant sections in the Urban Design Analysis in Section 4 of this document have been provided for a more comprehensive and visual analysis.

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# 3.4.1 CHAPTER 2: SHAPING THE CITY

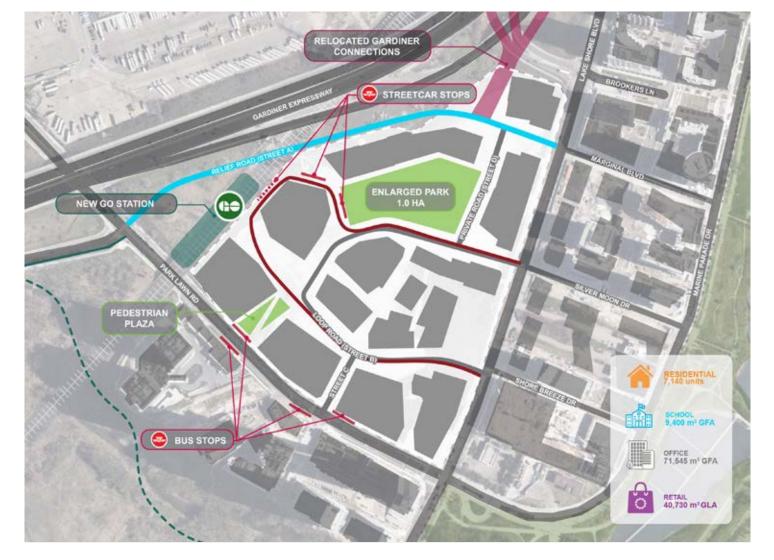
The Official Plan sets out the urban structure to direct the City's growth and manage change. Chapter 2 of the Official Plan describes the City's growth management strategy, identifying areas where growth should be directed and areas that should remain stable. Growth is directed to Centres, Avenues, Employment Areas, and the Downtown in order to concentrate population and jobs to areas well supported by public transit.

Section 2.1 sets out the overall framework to manage growth and reurbanization in the City, including high-level objectives related to compact growth, efficient transit, housing provision in mixed use environments, water conservation, improvement of regional economy, and protection of green spaces and natural heritage.

Section 2.2 speaks to the critical integration of land use and transportation planning to increase accessibility throughout the City. Policy 2.2.1 provides that "a better urban environment, a competitive local economy and a more socially cohesive and equitable city" will be created by "a) attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure" and "c) increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity."

The revised proposal contributes to various aspects of this framework, first and foremost through focusing growth to places in the city where it is considered appropriate. Lake Shore Boulevard West is designated as Avenues in the area opposite the site, and the northern portion of the site that is beside the Gardiner Expressway remains as General Employment Areas. The Official Plan considers both Avenues and Employment Areas as places of growth. In particular, the revised proposal continues to support the Official Plan's overarching growth framework through:

- Concentrating jobs and people within an area appropriate for growth that is served by existing surface transit, and planned to be served by the proposed transit hub with a GO stop (2.2.2.b);
- Creating assessment growth and contributing to the City's fiscal health through the comprehensive redevelopment of a vacant site (2.2.2.c);
- Promoting mixed use developments to increase opportunities for living close to work and encouraging walking and cycling for local trips (2.2.2.d);
- Offering opportunities for people of all means to be affordably housed through the provision of purposebuilt affordable units (2.2.2.e); and
- Facilitating social interaction, public safety, and cultural and economic activity through the provision of new open spaces, community facilities and services, and potential schools that will work to complete the existing and planned community, providing a new social centre for the larger Humber Bay Shores area (2.2.2.f).



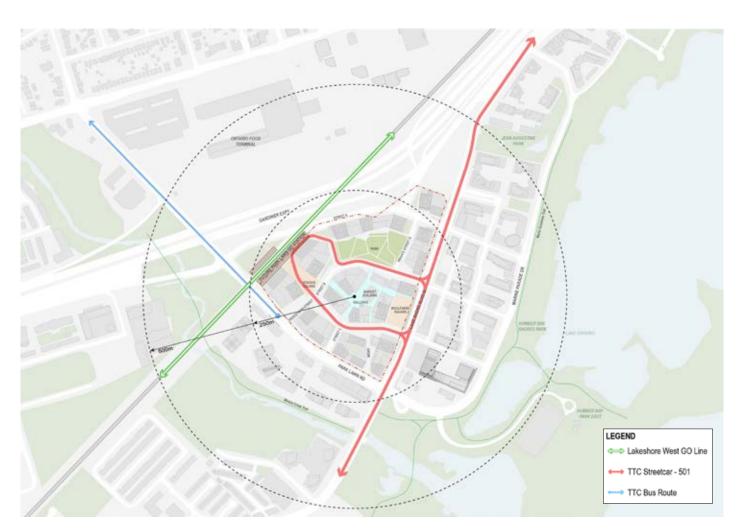
The Master Plan's transportation network

The proposed development includes the creation of an integrated transit hub, which includes the new Park Lawn GO station, as well as TTC streetcar facilities. The transit hub will facilitate intermodal transfers among different transit routes, and will be located in close walking distance to proposed bus bays along Park Lawn.

Being located on the Lakeshore GO line, the new station will provide a direct connection to Downtown in less than 15 minutes. All-day, two-way, 5 trains per hour GO rail service is being contemplated for the Lakeshore GO line, and will help further reduce auto dependency in the broader area. The entirety of the site is within a fiveminute walk of the integrated transit hub, establishing a strong rationale for locating jobs and homes in this area that will be extremely well-connected to transit.

The Master Plan also proposes an expansion to the cycling network, providing protected bicycle facilities on streets within and surrounding the site. It also works to connect into existing trails such as the Martin Goodman Trail along the Lake Ontario Waterfront, as well as considering linkages to Mimico Creek and the trail network extending up the Humber River.

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The Master Plan's proposed Park Lawn transit hub and multimodal transit connections

#### 2.2.3 Avenues

Section 2.2.3 provides policy direction for Avenues, where reurbanization is encouraged to provide housing and employment options. The side of Lake Shore Boulevard West opposite the site is designated as an Avenue. Policy 2.2.3.1. states that Avenue Studies will be prepared to facilitate and shape growth along these corridors. While an Avenue Study has not been prepared for this portion of Lake Shore, the City prepared the Humber Bay Shores Precinct Plan that provides area-specific policy direction on the appropriate development for this area. Now referred to as the Humber Bay Shores neighbourhood, this area has been almost entirely built out, generally in keeping with the Humber Bay Shores Precinct Plan.

Policy 2.2.3.6 provides direction for development in Mixed Use Areas on an Avenue that precedes the completion of an Avenue Study. While this policy is not directly applicable to the site, it still provides helpful direction for how the redevelopment of the site can contribute to the vision for Lake Shore as a vibrant urban main street. The refined Master Plan's massing and built form continues to respond to the Lake Shore edge of the site. Streetscape improvements are proposed to provide a wide sidewalk and trees, and the street will be framed by active uses at grade, helping complete Lake Shore as a two-sided main street. More generally, the revised proposal works to complete the community with a broad mix of residential uses, employment, and a range of services, amenities, and public realm improvements including a large new public park. As such, it continues to be well-aligned with the objectives of policy 2.2.3.6 to:

- Support and promote the use of transit;
- Contribute to the creation of a range of housing options in the community;
- Contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- Provide universal physical access to all publicly accessible spaces and buildings;
- Conserve heritage properties;
- Be served by adequate parks, community services, water and sewers, and transportation facilities; and
- Incorporate environmentally sustainable building design and construction practices.

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# 3.4.2 CHAPTER 3: BUILDING A SUCCESSFUL CITY

Chapter 3 of the Official Plan provides a wide breadth of policies related to building a successful city, including policies for the built environment, the human environment, the natural environment, and Toronto's economic health. The explanatory text of Section 3.1 emphasizes the importance of good urban design, and states that the City and the private sector should work together as partners in creating a great city and achieving Toronto's architectural and urban design potential. Policies in this section focus on guiding the form of new development through a holistic approach that integrates social, economic and environmental perspectives. The Master Plan provides a framework for a new comprehensively planned community that is responsive to its context, and delivers significant and unique architecture, while balancing social, economic and environmental objectives. Since the initial OPA application in 2019, the project team has been engaging in active conversations with the City of Toronto, working to address key comments received from City staff, working to align on a mutually supported vision for the site. This section provides a discussion of how the revised proposal continues to conform to, and in many cases advance the Official Plan's policy objectives relating to the built environment. In addition to the following discussion on the proposed development's built form, a detailed urban design analysis of the Master Plan is provided in Section 4 of this report. When relevant, references to the corresponding sections in the Urban Design Analysis (Section 4) have been included in each of the following sections.



The Master Plan's proposed public realm framework

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#### SECTION 3.1 THE BUILT ENVIRONMENT

#### 3.1.1 The Public Realm

Urban Design Analysis Reference: 4.2.2 Master Plan for Larger Sites, 4.2.5 Pedestrian Realm

Section 3.1.1 focuses on the public realm, stating that beautiful, comfortable, safe, and accessible streets, parks, open spaces and public buildings are key shared assets that draw people close together. The public realm is made up of streets, plazas, parks, and open spaces which together set the stage for civic life and social interaction.

Policies 3.1.1.5 and 3.1.1.6 speak to the significance of streets as significant public open spaces that connect people and places and support the development of sustainable, economically vibrant and complete communities. These policies indicate that streets and sidewalks should be designed to perform their diverse roles as safe, attractive, interesting and comfortable spaces for pedestrians, including those with vulnerabilities. New streets are to take a Complete Streets approach to balance the needs and priorities of various users and uses, and improve the quality and convenience of active transportation options. They are to provide elements such as trees, landscaping, green infrastructure, stormwater management and street furniture. Policy 3.1.1.14 provides that design measures that promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 3.1.1.16 provides that new streets will be designed to provide connections with adjacent neighbourhoods to offer safe and convenient travel options and extend sight lines and view corridors. It also states that new streets will divide larger sites into smaller development blocks and provide access and address for new development. All new streets are to improve the visibility, access and prominence of unique natural and human-made features. Addressing design requirements for new streets set out in Policy 3.1.1.16, the new proposed streets in the Master Plan have been designed to connect to the adjacent neighbourhoods and to the existing network of streets surrounding the site. Addressing the irregular shape of the site, the proposed streets depart from the grid network, and in doing so, define viable development blocks within the site. At the same time, this street pattern contributes to pedestrian comfort by and avoiding the extension of wind tunnels created through the grid street pattern, with proposed buildings breaking up winds from Lake Ontario. Streets are designed to provide wide sidewalks, street trees, stormwater management features, and universal accessibility.

Policy 3.1.1.17 states that new street should be public streets, and private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets. The proposed development includes a private street connecting the relief road (Street A) and the loop road (Street B). The street is proposed to be private to enable the integration of below grade parking under the street and consolidate parking between two development blocks (Block D3 and E). At grade, the street is intended to look, operate, and feel like a public street. The private street addresses design requirements for all new streets outlined in Policy 3.1.1.16 including implementing 'Complete Streets' approach with wide pedestrian zones and room for furnishing and planting.

The Master Plan is committed to providing the highest quality of landscape and streetscape design, which will integrate sustainable and functional elements such as stormwater management features to maximize on-site stormwater infiltration, retention, and reuse. Furthermore, the proposed galleria provides a weather protected pedestrian connection in the centre of the site, which will function as a year-round pedestrian amenity that is both a retail destination and a covered connection to various key places within the site including the proposed GO station. Policy 3.1.1.19 states that new parks and open spaces will be located and designed to connect and extend to existing parks, natural areas, and other open spaces such as school yards; provide a comfortable setting for community events and individual use; provide appropriate space and layout for recreational needs; and emphasize and improve unique aspects of the community's natural and human- made heritage. In response to City staff's comment on providing a larger park, the proposed on- site public park has been doubled in size since the initial proposal, to create a large approximately 1-hectare park. The large size of the park provides opportunities to accommodate a variety of recreational needs, ranging from passive enjoyment to more active and programmed uses. Two large urban squares are also proposed at key locations to serve the existing and future community in the area, adding to the diversity of open space setting for potential users and uses.

Being adjacent to the Mimico Creek ravine and the rich waterfront park system, the proposed series of open spaces and green corridors seek to connect the ravine to the proposed park, and continue the green link to the existing network of open spaces that surround the site. This sequence of open spaces provides safe, inviting and attractive connections to the wider neighbourhood. A new pedestrian plaza has been introduced that extends Station Square at the integrated transit hub to have a frontage on Park Lawn. The pedestrian plaza creates a safe and direct pedestrian connection between the transit hub and the proposed bus bays along Park Lawn, and also increases the overall amount of open spaces provided on the site. Boulevard Square fronts onto Lake Shore in a highly visible location from the street and the existing buildings across the street. Proposed as an urban gathering place activated by restaurants and retail on its edges, Boulevard Square will provide a new focal point for both the existing and future residents in the neighbourhood.

Policy 3.1.1.20 states that new parks and public open spaces, including school yards, should front onto a street for good visibility, access, and safety. The proposed park, the potential school yards, and Station Square are connected by, and front onto, the central loop road within the site. The park is also visible from Lake Shore and Park Lawn.

In summary, the revised proposal is consistent with the direction requiring new development to provide a network of new streets that integrates the site with the surrounding community. The revised proposal will significantly contribute to the public realm in the area by facilitating future development that will:

- Establish an interconnected network of public streets, development blocks, pedestrian connections, and parks and open spaces that create a comfortable and safe public realm;
- Create a porous network of new streets and connections within the site;
- Improve existing conditions on Park Lawn and Lake Shore into two-sided pedestrian-oriented main streets;
- Create a new large public park, two urban squares, and a covered pedestrian galleria;
- Add a variety of new open spaces on site that range in size and character to allow for diversity of activities and uses; and
- Increase connectivity to existing open spaces and natural areas and open spaces through a landscape strategy that forms green links.

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#### 3.1.2 Built Form

Urban Design Analysis Reference: 4.2.4 Tall Building Design - Base Building, Tower Middle, Tower Top

Section 3.1.2 focuses on built form and the location and organization of future development to fit within the existing context. Building façades have an important role in defining and framing the streets, parks and open spaces. As such, this section contains policies requiring new development to fit with the existing and planned contexts and to frame and support adjacent streets, parks and open spaces to improve the safety and pedestrian interest in these spaces. The revised proposal continues to conform to and support these policy objectives.

Policy 3.1.2.1 provides that new development will be located and organized to fit with its existing and/or planned context, and frame and support adjacent streets, parks, and open spaces to improve the safety, pedestrian interest and casual views to these spaces. As with the original proposal, the revised proposal proposes high quality mixed use buildings that place importance on how these buildings frame the 'spaces between towers', and the streets and open spaces that make up the public realm. The first and second floors of towers throughout the Master Plan contain a significant amount of retail and building lobbies with entrances and frontages directly facing public streets and open spaces. The first floor of buildings features high ceilings and clear façades to provide a view to and from the streets and open spaces and add to the vibrancy of the public realm.

Policy 3.1.2.2 directs vehicle parking, vehicular access, service areas and utilities to be located and organized to minimize impact on the overall site and the pedestrian environment. The introduction of a relief road (Street A) continues to be one of the Master Plan's key structuring moves to create pedestrian friendly conditions at ground level. The relief road is a service road and bypass route running along the northern edge of the site, connecting to the Park Lawn Road access ramp and the Gardiner Expressway access ramp, diverting commuter traffic away from Park Lawn and Lake Shore. Parking, loading, and other back of house servicing uses are proposed to be located underground with the main access off of the relief road, with other parking access points distributed near the edges of the site. Both of these measures reduce vehicle traffic and eliminate the need for back-of-house activities to occur at ground level, ensuring a safer and more attractive pedestrian realm. The relief road is also expected to improve traffic conditions on Park Lawn and Lake Shore, allowing these streets to be more pedestrianoriented.

Policy 3.1.2.3 speaks to massing new development to fit harmoniously into the existing and planned context and limit impact on neighbouring streets, parks, open spaces, and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/ or planned street proportion;
- incorporating exterior design elements to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks.

As with the original proposal, the proposed buildings continue to be massed to frame existing and new streets, as well as the proposed park and the open spaces. The development introduces 'family of towers' with shared architectural expression that each frame larger open spaces including the proposed public park, Station Square, and Boulevard Square. In terms of creating appropriate transitions in scale to the existing context, the revised proposal has adjusted the location of towers to create low and mid-rise edges on Park Lawn and Lake Shore, which also responds to City staff's comment on creating a transition to mid-rise heights towards Lake Shore and Park Lawn.

Towers have been shifted away from Park Lawn and Lake Shore, and additional step backs were applied to achieve an improved transition and create a pedestrian scale on both streets. Along Park Lawn and Lake Shore, cohesive landscape improvements are proposed, including planting new trees that will act as a buffer to vehicular traffic and enhance pedestrian comfort. The height and location of towers to the south, east, and west of the proposed public park have been adjusted to limit shadow impacts to the enlarged park. Furthermore, a detailed sun shadow study has been prepared and included in Section 4.5 of this report to provide a detailed discussion on the shadow impacts from the proposed development on to the surrounding context and the site, including impacts to the proposed park.

Policy 3.1.2.4 adds that new development will be massed to define the edges of streets, while also being located to ensure adequate access to sky view. The proposed buildings, particularly the portions that make up the streetwall, have been massed to create a pedestrian scale along the street. Low and mid-rise buildings define the edge of streets. Towers are set back 3 metres or more above the base portion to contribute to creating a pedestrian-scale streetwall, and also allow for access to sunlight and sky view from streets and open spaces. The proposed tower separation distances are at a minimum 31 metres, and much wider than 40 metres in most cases, ensuring adequate access to sky view.

Policy 3.1.2.5 notes that new development will provide amenity for adjacent street and open spaces, including coordinated landscape improvements in setbacks (3.1.2.5.b), landscape open space within the development site (3.1.2.5.d), and public art (3.1.2.5.g). The proposed development includes improvements to Park Lawn and Lake Shore with wide sidewalks and landscape zones, providing amenity to these streets. Furthermore, the proposed landscape strategy for the site includes coordinated landscaping and materiality across the public realm. The proposed largos (angled setbacks) and groves (green links) not only widen sidewalks at strategic locations, but also provide substantial and attractive open spaces for landscaping, play structures, seating, bike parking, and outdoor dining areas, among others.

Policy 3.1.2.6 specifies the provision of indoor and outdoor amenities for future residents including balconies, terraces, courtyards, and rooftop gardens. Preliminary design for weather protective elements including large canopies have been proposed in the two squares to add to the pedestrian amenity, in addition to the central covered galleria that provides a pedestrian route with year-round protection from rain and snow. A significant amount of private indoor and outdoor amenity space has also been proposed for future residents, including extensive green roofs on many of the proposed buildings.

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#### **Built Form - Tall Buildings**

Urban Design Analysis Reference: 4.2.4 Tall Building Design - Base Building, Tower Middle, Tower Top

Section 3.1.3 includes built form policies specific to tall buildings, including where tall buildings are appropriate in the city and how they can be designed to support and draw attention to the city's structure in helping to define its image. The explanatory text states that tall buildings are desirable in the right places, and are generally limited to parts of Downtown, Centres, or other areas where they are permitted by a Secondary Plan, or an area specific policy and in other areas on the basis of appropriate planning justification. Policy 3.1.3.1 states that tall buildings consist of three parts:

- A base building that defines and supports adjacent streets, parks, and open spaces;
- A middle (shaft) located and designed with appropriate floor plate size and shape in relation the base and adjacent buildings; and
- A top that contributes to the skyline character.

Policy 3.1.3.2 provides key urban design considerations for tall building proposals, including:

- Meeting the built form principles, and other goals and objectives of the Official Plan;
- Demonstrating how the proposal will contribute to the overall City structure and relate to the existing and/or planned context;
- Considering the relationship of the site to topography and other tall buildings; and
- Providing high quality, comfortable and usable publicly accessible open space areas.

The Master Plan includes fifteen tall buildings ranging in height from 16 to 70 storeys that are interspersed with mid-rise and low-rise buildings. The Master Plan employs a unique approach to built form in response to the distinct geometry of site and the resulting street network. Proposed towers are treated as distinct elements that land and directly interface with the public realm, and depart from the ubiquitous podium-tower typology found in Toronto. Regardless, the base, middle, and top portions of proposed towers each address urban design considerations provided by Policy 3.1.3.1, and are further guided by the Tall Building Guidelines that implement the Official Plan policies in this section. A detailed discussion on how tof how the proposed towers address the key urban design considerations for tall buildings in the Official Plan, as well as the guidelines and specific parameters of Tall Building Guidelines can be found in Section 4.2.4 of this report.

Consistent with the key urban design considerations as outlined in Policy 3.1.3.2, the Master Plan introduces tall buildings that respond to the context between the existing high-rise waterfront community of Humber Bay Shores, primary transportation corridors, and adjacent industrial context. The Master Plan contributes to, and reinforces, the existing character of Humber Bay Shores as an established location for high density development within the City's overall structure. Height and density is focused around the new Park Lawn GO station and integrated transit hub, and to the north edge of the site that interfaces with the Gardiner Expressway, the rail corridor, and the Ontario Food Terminal. The relationship to the existing high-rise residential context of Humber Bay Shores has been considered and reinforced through the height and articulation of built form edges, as well as strategies to reinforce a more urban condition along the Lake Shore and Park Lawn.

The revised proposal proposes high quality and accessible open spaces for a wide variety of uses. A range of new interconnected open spaces are proposed across the site, including a new public park, two large squares, a covered galleria, and a series of groves, largos, lanes and mews, and public and private streets which together offer opportunities for respite, social interaction, and active recreation.

A number of adjustments to tower massing have been made since the initial proposal to address City staff's comments, particularly relating to the impacts of towers on the proposed public park and adjacent streets.

#### 3.1.5 Heritage Conservation

Section 3.1.5 establishes the significance of tangible and intangible values of Toronto's heritage, which is to be recognized and balanced with the city's continuous growth. While no designated or listed heritage assets are present on the site today, the site represents a piece of Toronto's industrial heritage with its former use as a prominent cookie factory. An updated Heritage Impact Assessment has been prepared as a component of this application, and finds that the site carries elements of cultural heritage value, including:

- Association with Christie, Brown & Co., a significant institution in the Humber Bay community;
- Association with broader themes of Toronto's waterfront history: industrial production, and leisure, recreation and public use;
- A physical, visual, functional and historical relationship to the key transportation routes adjacent to the Site: the Gardiner Expressway, the CN Rail corridor, and Lake Shore Boulevard West; and
- Landmark value via the Water Tower.

The revised proposal continues to reflect and conserve the tangible and intangible heritage attributes of the site, which includes the conservation of the water tower as a landmark and industrial artefact. Informed by the broader heritage interpretation plan to celebrate the land's history as part of Toronto's industrial waterfront, the water tower is proposed to be relocated to a prominent position within the proposed park, where its heritage value will be conserved in the context of the proposed development. The proposed location maintains key views of the water tower from the Gardiner Expressway and Lake Shore Boulevard. At the same time, the water tower will be visible from much of the main loop road and Station Square.

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#### SECTION 3.2 THE HUMAN ENVIRONMENT

#### 3.2.1 Housing

Section 3.2.1 of the Official Plan highlights the need for diverse housing options in order to meet the housing needs in the city, stating that the city's quality of life, economic competitiveness, social cohesion and diversity depend on the ability of current and future residents to be able to access and maintain adequate, affordable and appropriate housing.

Policy 3.2.1.1 states that "a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents." Provision of housing supply through intensification and infill is encouraged (Policy 3.2.1.2). Policy 3.2.1.9 states that residential development on large sites generally greater than 5 hectares in size are opportunities to achieve a mix of housing in types and affordability. This includes provision of a minimum of 30 percent of new housing units in forms other than single and semidetached houses (3.2.1.9.a), and where an increase in height and density is sought, seeking provision of 20% of the additional residential units as affordable housing as the first priority community benefit (3.2.1.9.b). The site is approximately 11.2 hectares in size. In recognition of the large site's role in providing a diverse mix of housing, the revised proposal delivers approximately 7,139 residential units, in which a diverse mix of unit types and sizes are proposed in keeping with policy direction on providing housing in forms other than single and semi- detached houses. Although the level of detail required for floor plans and detailed layouts has not been reached, the proposed unit mix includes over 25% of appropriately-sized 2 and 3- bedroom units sized in accordance with the Growing Up Guidelines.

In regards to policy direction on affordable housing as a priority community benefit, SASP 15 Policy 4.j. provides additional clarity on an appropriate target for affordable housing, in relation to the proposed increase in height and density on the site. The proposed development will provide up to 10% of the residential gross floor area as purpose built rental units with affordable rents secured for a period of no less than 20 years, and/or convey to the City up to 5% of the residential gross floor area as purpose-built rental units or affordable ownership. This is directly in keeping with the SASP 15 requirement and delivery mechanisms specified therein.

#### 3.2.2 Community Services and Facilities

Section 3.2.2 of the Official Plan provides policy direction regarding human services and social infrastructure, and establishes the importance of community services and facilities in supporting the quality of life and wellbeing of Toronto's residents. Policy 3.2.2.1 highlights the importance of ensuring an appropriate range of community services and facilities in areas of major or incremental physical growth. Policy 3.2.2.3 encourages shared use of multi-service facilities including municipal and/or school facilities, places of worship, and lands for community service purposes. Furthermore, Policy 3.2.2.4 states that Council recognizes schools as an integral community resources that serve not only as learning institutions but also as socio-cultural centres and a source of valuable community open space. Policy 3.2.2.5 states that strategies for providing new social infrastructure or improving existing facilities will be developed for areas that are inadequately serviced or experiencing major growth or change. Policy 3.2.2.6 states that community services strategies and implementation mechanisms will be required for residential and mixed use sites generally larger than 5 hectares and for all new neighbourhoods, and inclusion of community services facilities are encouraged in private sector developments through development incentives and public initiatives (Policy 3.2.2.7).

As a comprehensively planned site, 2150 Lake Shore is envisioned as a complete and vibrant mixed use community supported by amenities and facilities to support envisioned growth. Based on the initial OPA application, City staff has identified estimated needs for two to four non profit child care centres, a public community recreation facility, and non-profit community agency space for the area. As a large site, the project acknowledges the importance of integrating community services and facilities for future residents in accordance with Policy 3.2.2.6. The project team is committed to delivering a truly complete community, and is actively engaged with City of Toronto staff on the potential to incorporate a range of community facilities identified by City staff to be delivered through the development (Policy 3.2.2.1 and 3.2.2.5). The appropriate location for these facilities will be determined with City staff's input once the full package of community benefits is agreed upon.

To date, both the Toronto District School Board and Toronto Catholic District School Board have identified an interest in securing locations for new elementary schools on site. The revised Master Plan accommodates two potential elementary schools within the podium of buildings for approximately 1,100 elementary school students between the two school boards. As Policy 3.2.2.4 states, schools form a key element in creating a complete community, and is an important facility for families with children. Realization of these schools is uncertain at this stage, and requires further conversation with the school boards on the location, design specifications and potential for shared amenities between the two schools, along with sharing arrangements with the City of Toronto to locate school yard amenities within the proposed park (Policy 3.2.2.3). The School Boards must also secure provincial approval and funding, which is similarly unconfirmed at this stage.

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#### 3.2.3. Parks and Open Spaces

Section 3.2.3 recognizes the importance of maintaining, enhancing, and expanding parks and open spaces in contributing to Toronto's health and liveability, and states that the parks and open space system will need to expand as Toronto grows and changes. Policy 3.2.3.1 states that maintaining, enhancing and expanding Toronto's system of parks and open spaces will require adding new parks and amenities, particularly in growth areas (3.2.3.1.a) and promoting and using private open space and recreation facilities to supplement the City's parks, facilities and amenities (3.2.3.1.d).

Policy 3.2.3.2 speaks to parkland acquisition strategies, including decisions about whether to accept parkland or cash in lieu as a condition of development and providing criteria to assist in such decisions. Criteria include the amount of existing parkland in the area, parkland characteristics and quality, availability of play space for children, the presence of natural features and existing amenities and facilities, population change and demographic and social characteristics, the amount of publicly accessible open space, opportunities to link parks and open spaces, urban form, and land availability and cost. Official Plan 8B shows local parkland provision across the City, identifying areas where parkland acquisition should be prioritized.

In 2019, City Council adopted the Parkland Strategy, which establishes an updated framework for assessing parkland provision and prioritization. The 2019 Parkland Strategy will guide the City's long-term planning, prioritization and investment in parkland. According to the Parkland Strategy report, the site is within an area with one of the highest parkland per capita of 28 m2 or more park area per person. While the areas surrounding the site are identified as areas of high growth, they are not identified as areas of parkland need, owing to the excellent access to the existing waterfront park systems, local parks, and the Mimico Creek and Humber River ravines.

The proposed development adds to Toronto's system of parks and open spaces with an approximately 1 hectare proposed public park, as well as a diverse range of private open spaces (Policy 3.2.3.1). In addressing Policy 3.2.3.2.a, the site is located in an area with an abundant supply of park land, deemed by the 2019 Parkland Strategy as one of the most park-rich areas in the city, especially for an urban area.

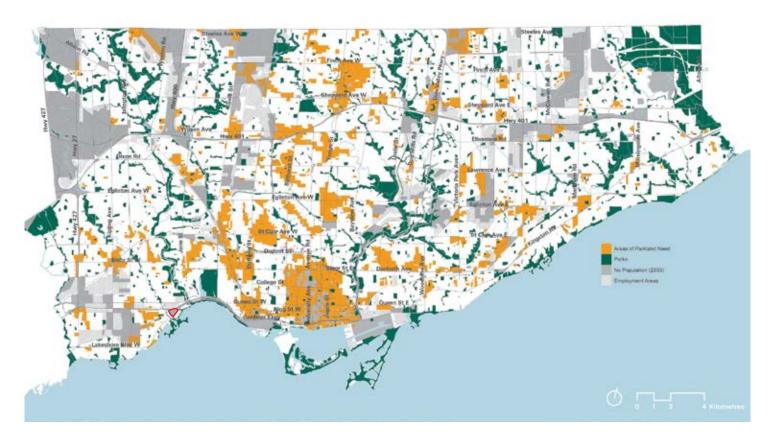
The proposed development nonetheless makes a substantive open space contribution to the area, with a very significant provision of high quality publicly accessible private open spaces as described in Sections 2.5 and 4.2 of this report, with a broader system of proposed open spaces now representing 42.6% of the net site area, representing an increase of 10.6% from the original proposal.

Policy 3.2.3.4 outlines parkland dedication rates of 5% for residential development and 2% for non-residential development. Policy 3.2.3.5 outlines alternative parkland dedication policies for larger sites. Policy 3.2.3.5.a indicates that the alternative parkland dedication rate will be applied where the development proposal is in a priority area where Council has identified a need for parkland and enacted an Alternative Parkland Dedication By-law. Policy 3.2.3.5.f.iii indicates that for sites greater than 5 ha the parkland dedication rate will not exceed 20% of the development site net any conveyances for public road purposes. Policy 3.2.3.6 indicates that the specific combination of land and/or cash-in-lieu will be determined on a case by case basis. Policy 3.2.3.8 provides criteria for parkland that will be conveyed to the City, noting that land should be free of encumbrances unless otherwise approved by Council, be visible and accessible from public streets, be of a usable shape and topography, be consolidated or linked with existing parks and open spaces, and meet applicable provincial soil regulations.

It should be noted that with the introduction of Bill 108, the province has repealed alternative parkland dedication rate policies in Section 42(3) of the Planning Act, in conjunction with other changes to Section 37, in relation to the introduction of new Community Benefit Charge policies. As proclamation for this update to the Planning Act has not yet occurred, the Official Plan's alternative parkland dedication rate of 20% for residential development and 2% for non-residential development remains applicable at the time of writing. Therefore, the provincial and municipal policy framework with regards to parkland dedication is currently in flux. Furthermore, as previously established, the site and the surrounding area are not identified by the 2019 Parkland Strategy as areas of parkland need, even with projected growth from proposed development. Even so, the revised proposal responds to City staff's request to provide a larger park on-site. The proposed park has been enlarged to approximately 1 hectare, and is proposed as a fully unencumbered public park.

Policy 3.2.3.3 speaks to minimizing the effects of adjacent development on parks, such as shadows, noise, traffic and wind. From the early stages of the design process, the Master Plan has been utilizing microclimate analysis and shadow studies to ensure that open spaces have comfortable conditions throughout the year. Due to the extent of existing shadows in the area, the park continues to be located internal to the site where it remains least affected by existing shadows from the Humber Bay Shores context. The park has approximately doubled in size, expanding nearer to existing development to the east and south, resulting in additional shadowing on the park from existing tall building during morning hours. In order to mitigate this and enhance access to sunlight and sky view, the revised proposal has also made a series of massing changes to the south, east, and west of the park, reducing the scale of the massing and carving tower massing in relation to the direction of sunlight at various times of day.

Addressing policy 3.2.3.8, the proposed park is visually and physically accessible from the site and the neighbouring areas. Its large size allows for a variety of potential activities, ranging from passive enjoyment to more active and programmed uses. The proposed park is linked to existing open spaces through the collection of open spaces proposed on site, which create a continuous green landscape that extends to the adjacent ravines and the Humber Bay Park and the waterfront.



Parkland Study and Acquisition Priority Areas (City of Toronto Parkland Strategy, 2019)

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#### SECTION 3.3 BUILDING NEW NEIGHBOURHOODS

Policies within Section 3.3 speak to providing a comprehensive planning framework for new neighbourhoods, to plan these areas to reflect the Official Plan's city-wide goals as well as the local context. The proposed Master Plan provides a comprehensive framework for the development of a new 11.2 hectare/ 27.7 acre neighbourhood, building on the broader Official Plan policies that apply to the site.

Policy 3.3.2 states that new neighbourhoods will be viable as communities. Policy 3.3.3 provides that new neighbourhoods ought to be carefully integrated into the surrounding fabric of the city. The revised proposal continues to include residential, entertainment, and community services and facilities to complement office type uses (Column 1) and service/retail type uses (Column 2) and integrate into a viable, complete community that positively contributes to the existing Humber Bay Shores neighbourhood and the wider Mimico area.

The Master Plan aims to deliver a focal gathering place and a hub for community activity at the heart of the Humber Bay Shores neighbourhood, centred around the "dual heart" of the galleria and the proposed public park, which will be within easy walking distance from all parts of the existing neighbourhood (3.3.2.a). The revised proposal maintains the fine-grained pattern of streets and pedestrian routes that define development blocks (3.3.2.b) and introduces a mix of uses on the site with places to live and work within walking distance of each other in a range of building types (3.3.2.c). As previously established, the proposed development accommodates two potential new schools on the site. Furthermore, the project team is in active discussions with the City regarding the provision of community facilities identified as being needed in the area, including child care centres, a public community recreation facility, and non-profit community agency space for the area, all of which will contribute to the aim of creating a complete community and providing family-friendly facilities to the wider Humber Bay Shores community and future residents.

In terms of integrating with the surrounding area, the Master Plan establishes a street network that extends from the neighbouring area (3.3.3.a), and improves the streetscape of existing surrounding streets with high quality landscaping, which will help blur the project's site limits. The Master Plan also considers how its built form interacts with the existing high density context along Lake Shore and Park Lawn, and how the new built form will contribute to the skyline of this part of the city. The Master Plan places emphasis on improving connections to the neighbouring communities, and proposes to create regular signalized crossings to them.

To the north of the site, the Master Plan borders the Gardiner Expressway, the rail corridor, the Ontario Food Terminal, and the Humber Wastewater Treatment Plant in the further northeast. The Master Plan locates General Employment Area to the north, which generally creates a buffer between these uses and residential uses.

A number of studies have been prepared in support of this combined application, and assess potential impacts of the proposed development, as well as impacts to the development from surrounding land uses. The Land Use Compatibility Assessment prepared in support of this application concludes that the proposed land uses are compatible with adjacent industrial uses, and is not expected to impact, or be adversely impacted by, the ongoing industrial operations. Furthermore, the Air Quality Impact Assessment Report concludes that there is no risk related to air quality for the proposed development and emissions from the rail corridor and the Gardiner Expressway do not contribute to high air pollution levels. While the Humber Wastewater Treatment Plant was identified as having received previous odour complaints, it is noted that an odour reduction plan has been implemented at the plant to resolve this issue. The Noise and Vibration Study finds that noise from vehicular traffic along the Gardiner Expressway and ramps, TTC streetcar traffic, rail activity and the future GO station will require mitigation measures including window glazing upgrades and exterior façade treatments. The project team will continue work with the City of Toronto to ensure that appropriate mitigation measures are considered for proposed buildings interfacing these uses.

#### SECTION 3.4 TORONTO'S NATURAL ENVIRONMENT

Section 3.4 identifies the need to protect and enhance Toronto's natural environment, and suggests that consideration should be given to minimize the impact of new development through sustainable design and construction practices. Specifically, policy 3.4.19 encourages and supports innovative energy options, and sustainable design and construction practices in new development.

The Master Plan incorporates green infrastructure and sustainability strategies reflecting best practices in stormwater management systems, trees, green infrastructure facilities, transportation demand management, and other sustainable and resilient features in keeping with and where appropriate, advancing Toronto's applicable guidelines and strategies.

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#### SECTION 3.5 TORONTO'S ECONOMIC HEALTH

Section 3.5 of the Official Plan speaks to Toronto's economic health, and includes policies that speak to create a strong and diverse economy, create cultural capital, and support the future of retail. Policy 3.5.1 maintains that "Toronto's economy will be nurtured and expanded to provide for the future employment needs of Torontonians and the fiscal health of the City."

The revised proposal is in keeping with this policy, and further expands Toronto's economy by proposing 64,392 m2 of office type uses (Column 1) across the site, which represents an increase of 21,515 m2 from the 41,900 m2 in the original proposal. In addition to the proposed Column 1 uses, the revised proposal includes a range of service/ retail type uses (Column 2) that together make up 36,659 m2.

The revised proposal locates additional office space at the edge of the central galleria, immediately adjacent to the GO station and transit hub, and connected to the heart of the site. This strategic redistribution creates an improved relationship between workspaces with a mix of retail and residential components in the central block, while also being in closer proximity to the GO station and the integrated transit hub compared to the area north of the proposed park where the potential schools are being accommodated. These employment spaces in the galleria block will also be delivered earlier in phase 2, as opposed to the previously proposed location in phase 3, leading to a more balanced delivery of employment GFA across phases 1,2, and 3. SASP 15 requires a minimum of 98,000 m2 of nonresidential development on the site, over half of which is required as office type uses (Column 1), and the remainder as service/retail type uses (Column 2). Institutional uses (Column 3) are permitted, however are not counted into the minimum non-residential GFA requirement. The revised proposal exceeds the amount of Column 1 GFA required by SASP 15, as well as the overall quantum of non-residential development. The Master Plan's integration of office and other employment uses with an intermodal transit hub and comprehensive mixed use development continues to be well-aligned with the policy objectives of:

- Creating a strong and diverse economy (3.5.1.a);
- Contributing to a broad range of stable full-time employment opportunity (3.5.1.b);
- Maintaining a healthy tax base for the City (3.5.1.c);
- Attracting new and expanding employment cluster (3.5.1.e);
- Supporting transit oriented office growth anchored by a multi-modal transit hub, with transit connections to Downtown as well as the broader Greater Golden Horseshoe (3.5.2.a);
- Maintaining a complete community where there are opportunities to live, work, and recreate (3.5.3.a);
- Reduce the need for long distance commuting (3.5.3.b); and,
- Increase the proportion of travel by transit, walking, and cycling through making transit and active mobility attractive choices of arriving and travelling through the site (3.5.3.c).

#### 3.5.3 THE FUTURE OF RETAILING

Section 3.5.3 acknowledges the changing nature of retail, and the need for flexibility in order to adapt to serve the growing population in different forms and settings. Policy 3.5.3.1 contemplates ways in which the retail sector will be promoted.

The revised proposal continues to integrate a diverse retail offering, including a variety of shops, restaurants, food stores, entertainment and culture uses, and other services and amenities to address the day to day needs of residents and visitors, directly in keeping with policy 3.5.3.1. The 36,659 m2 of proposed service/retail type uses (Column 2) will be delivered in high quality retail spaces that are woven throughout the whole site, affording a broad range of pedestrian-focused shopping opportunities that support the daily needs of residents.

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# 3.4.3 OFFICIAL PLAN AMENDMENT 231 & SITE & AREA SPECIFIC POLICY 15

On August 22, 2019, a settlement between the City and the Owners was reached and approved by the LPAT in relation to the Official Plan Amendment 231 appeal, bringing the current Site and Area Specific Policy (SASP) 15 into force. SASP 15 redesignated the site to Regeneration Areas with a portion of General Employment Areas introduced in relation to the northeast edge of the site.

Policy 15.1 establishes the need for a Secondary Plan to be completed prior to residential and live-work uses to be permitted on the lands. Until a Secondary Plan is completed, uses permitted under General Employment Areas designation and Regeneration Areas designation that exclude residential and live-work units are permitted.

Policy 15.2 further requires the Provincial approval and secured funding of the Park Lawn GO station, as well as secured on-site TTC improvements in order for residential and live-work uses to be permitted on the site. The Owners have been working with Metrolinx to advance and realize the introduction of a new Park Lawn GO station as a central element of the Master Plan. This work has been extensive and has involved an update to the Initial Business Case (IBC) for the station and advancement of the next stages of design / approval necessary to bring the station to realization. Work is currently ongoing on the required transit environmental assessment (TPAP) process to enable the next stages of approval and implementation of the station in phase 1 of the proposed development. Policy 15.3 requires a minimum of 98,000 m2 of nonresidential GFA to be provided at full build out of the site. The permitted non-residential uses are defined in Schedule B of SASP 15. Specifically, Policy 15.3.a.i requires 51% or more of the minimum non-residential GFA to have office, and other business and researchrelated uses. Policy 15.3.a.ii states that non-residential uses related to retail, restaurants, institutional and other service and entertainment uses will comprise less than 49% of the minimum non-residential GFA. Policy 15.3.b establishes phasing requirements for the minimum nonresidential GFA, to be constructed in each phase prior to, or concurrent with, residential development. Policy 15.3.c states that minimum non-residential GFA may be implemented in a mixed use form through stratified land use designations, which will be determined through the Secondary Plan process.

The revised proposal includes 101,051m2 of nonresidential GFA, not including 8,459 m2 of potential elementary schools. There is 36,659 m2 of GFA proposed as service/retail type uses (Column 2), and 64,392 m2 of GFA proposed as uses that are indicated in Column 1 in Schedule B of the SASP, including office and other business and research-related uses. These Column 1 uses represent approximately 63.7% of the overall nonresidential GFA, significantly exceeding the minimum proportion of 51% specified by Policy 15.3. The revised proposal exceeds the non-residential GFA requirement in the minimum requirement, as well as the minimum proportion of Column 1 uses, responding to City staff's comment that encourages exceeding the minimum employment GFA required on site. Non-residential uses will be delivered in each phase, with Column 1 uses being delivered in the first three phases.

Policy 15.4 lists the content that will be included in the study leading to the Secondary Plan. These materials include:

- a. A Land Use Plan;
- b. A Phasing Strategy and Implementation Plan;
- c. A Heritage Impact Assessment;
- d. A Physical Structure Plan;
- e. A Public Streets Plan;
- f. A Parks and Open Space Plan;
- g. Urban Design Guidelines;
- h. An Economic Development Strategy;
- i. A Compatibility/Mitigation Strategy;
- A Housing Plan identifying the percentage of units that will be two and three bedrooms in size, and a mix of affordable housing through one or more of the mechanisms outlined in the SASP;

- k. A Community Services and Facilities Strategy (Note: the applicant was advised by City Planning to hold the preparation of a Community Services and Facilities Strategy until the completion of City-led research)
- l. A Rail Safety Strategy;
- m. An Infrastructure Master Plan;
- n. A Green Infrastructure Strategy; and
- o. An Energy Strategy.

These materials were submitted to the City alongside the initial OPA submission in 2019, and have enabled the discussion between the project team and the City of Toronto to advance and take a coordinated approach for the redevelopment of the site, to act as a catalyst for the introduction of the Park Lawn GO station, a TTC Streetcar loop, integrated bus service along Park Lawn, and strong pedestrian and bike connections, all of which continue to be featured in this application.

Permitted Non-residential Uses (refer to Policy 15.3.a)		
Column 1	Column 2	Column 3
Office	Retail	Community and sports recreation centre
High tech industrial	Service	Library
Light manufacturing	Hotel	Public School
Business incubators	Private fitness centre	All other schools except business and trade schools
Creative industries	Restaurant	Community Services and facilities
Scientific research and development	Warehouse, wholesaling and distribution	Transit station and other essential infrastructure installations
Call centres	Daycare	
Research	Live theatre, cinema, entertainment venue	
Information Services	Showroom	
Data processing	Art gallery. artist studio	
Software development	Business and trade school	
Corporate headquarters	Financial institution	
Non-retail financial services		
Medical offices		

SASP 15 Schedule B

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Policy 15.5 identifies uses that are not permitted on the site, including heavy manufacturing and largescale, stand-alone retail stores and "power centres." The proposed development does not include any of these prohibited uses.

Policy 15.5.c establishes that notwithstanding policy 15.1, the development of uses permitted in General Employment Areas and Regeneration Areas, with the exception of residential and live-work uses, are permitted in advance of a Secondary Plan provided that:

- I. It can be demonstrated that development will not adversely impact the development of the remainder of the lands; and
- II. The necessary transit and transportation improvements, water, sanitary, stormwater and hydro services are available and determined through a complete application.

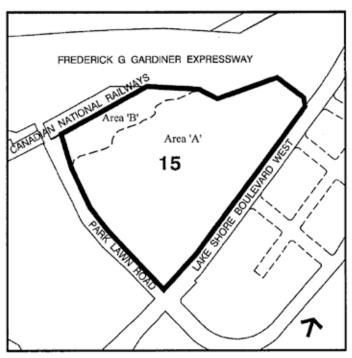
The proposed development is not currently intended to proceed in advance of the Secondary Plan. The Master Plan development will proceed in phases, connected to the availability or provision of required transportation, water, sanitary, stormwater, hydro and community services and facilities at every phase, which is in keeping with the intentions of Policy 15.5.c.

Policy 15.6 clarifies that the boundaries of land use designation on Map 2 of SASP 15 are general, and that minor adjustments can be made as long as a minimum of 1.4 hectares of General Employment Areas is provided.

The revised proposal has now evolved to further specify the location of proposed employment uses, which include the northern edge of the site along the rail and new substantial office type uses (Column 1) in the central galleria block. Compared to the location in the northeast portion of the site, locating employment uses in this central location appropriately integrates employment uses alongside a diverse mix of retail offering. It allows for a creation of a significant employment cluster around the GO station, while allowing for two potential schools to be located in the podium of towers in the northeastern portion of the site to front onto the proposed public park. The proposed employment uses in the central block will be delivered earlier in phase 2 along with the galleria.

The location of proposed employment uses will require an adjustment to the General Employment Area boundary on Map 2 of SASP 15. Given that the overall 1.4 hectare footprint of General Employment Areas is maintained, and the revised location result in a number of benefits that are better aligned with directions of SASP 15, the boundary adjustment is considered minor in nature and as set out by Policy 15.6, would not require an amendment to the Land Use Plan.

In summary, the revised proposal conforms with the policy directions in SASP 15 by responding to, as well as building upon the specific requirements outlined in SASP 15.



SASP 15 Schedule A



Previous General Employment Area boundary (2019 OPA)



Proposed new General Employment Area boundary

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### 3.4.4 CHAPTER 4: LAND USE DESIGNATIONS

Chapter 4 of the Official Plan provides policy directions for a series of land use designations, which are applied across the City on Official Plan Maps 13 to 23. On Map 15 - Land Use Plan, the site is designated as Core Employment Areas. Recent updates to SASP 15 through the OPA 231 settlement process redesignated the majority of the site as Regeneration Areas, retaining a northern portion of the site as General Employment Areas where the site interfaces with the proposed intermodal transit hub, rail corridor, and the Gardiner Expressway, corresponding to SASP 15 map included in the previous section. Both Employment Areas and Regeneration Areas are designations for growth, intended to accommodate most of the increased jobs and population anticipated by the Official Plan.

As indicated on Map 15, lands to the south, east and west of the site are designated Mixed Use while lands to the north are generally designated Core and General Employment. There is a small triangle shaped parcel of land owned by the City of Toronto immediately north of the site, between the rail corridor, Park Lawn Road and the Gardiner Expressway, that is designated as Natural Areas. Section 4.6 identifies Employment Areas as places for business and economic activities. General Employment Areas are generally located on the periphery of Employment Areas on major roads where retail, service and restaurant uses can serve workers in the Employment Area, and would also benefit from visibility and transit access to draw the broader public. Policy 4.6.6 provides that development within Employment Areas will:

- Support and protect employment uses (4.6.6.a);
- Encourage the establishment of key clusters of economic activity (4.6.6.b);
- Provide a high quality public realm (4.6.6.c);
- Integrate development into the public street network and system of roads, sidewalks, walkways, bikeways, and transit facilities (4.6.6.d);
- Mitigate potential negative impacts from traffic generated by Employment Areas (4.6.6.e); and
- Provide adequate parking and loading on-site (4.6.6.f), sharing driveways and parking areas whenever possible (4.6.6.g).





Official Plan Map 15 Land Use (not yet updated by SASP 15)

In keeping with the Employment Areas policies of the Official Plan and specific directions relating to employment uses in SASP 15, the revised proposal creates a significant cluster of economic activity anchored by a new GO station. These employment uses will be integrated with a vibrant mix of uses within a high quality public realm setting, connected to the surrounding street network, bikeways, and transit routes. The consolidated underground parking and loading with access from the relief road (Street A) on the north edge of the site would help mitigate the potential traffic generated by employment uses. The proposed amount of employment uses have been increased with the expanded office type uses (Column 1) strategically located in the galleria block.

The majority of the site is designated as Regeneration Areas through the aforementioned OPA 231 settlement process and SASP 15. Section 4.7 of the Official Plan speaks to the role of Regeneration Areas in reintegrating areas that are no longer in productive urban use by permitting a wide array of uses that help attract investment, create opportunities for reuse, and encourage new construction.

Policy 4.7.1 states that Regeneration Areas will provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in urban form. The explanatory text of section 4.7 states that Regeneration Areas will need "tailor-made" strategies for development. Policy 4.7.2 further sets out that a Secondary Plan will establish a framework for new development and guide the revitalization of the area. The Draft OPA submitted as a part of the combined application provides for a broad mix of commercial, residential, employment, and parks and open spaces in an urban form, in keeping with the Official Plan's intentions for Regeneration Areas. The Draft OPA advances SASP 15 directions with the new land use designations for the site that allow for a Master Plan development with a 1.4 hectare General Employment Area located along the northern edge of the site in keeping with the general location shown on SASP Schedule A, a Parks and Open Space Area reflecting the park as previously proposed, and the remainder of the site as Mixed Use Areas.

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Section 4.5 of the Official Plan states that Mixed Use Areas will absorb most of the anticipated increase in retail, office, and service employment in Toronto, with Policy 4.5.2 providing criteria for development in Mixed Use Areas. The proposed integration of uses on the site to create a complete community is aligned with the Official Plan's vision for Mixed Use Areas, and the introduction of this designation on the site ensures that future development will be subject to the more specific criteria established by policy 4.5.2, which include:

- Providing a balanced and high quality commercial, residential, and open space uses that reduce automobile dependency and meets the needs of the local community (4.5.2.a);
- Delivering significant new jobs and homes on currently vacant and underutilized land (4.5.2.b);
- Locating and massing new buildings to provide transition to the neighboring areas and to limit negative shadow impacts on the adjacent communities, as well as onto open spaces within the proposed development (4.5.2.c, 4.5.2.d);
- Locating and massing new buildings to frame the edges of streets and parks, and creating comfortable wind conditions for pedestrians on streets, parks, and squares (4.5.2.e);
- Enhancing existing streets, and providing new streets that are attractive, comfortable and safe (4.5.2.f);
- Taking advantage of the proposed transit hub with multiple transit connections (4.5.2.h); and
- Striving for high standards of energy conservation, resiliency benchmarks, green infrastructure, stormwater management systems, and other sustainable goals (4.5.2.m).

The revised proposal includes an approximately 1-hectare on-site public park, which has been designed and sited to address policy 4.3.6 of the Official Plan pertaining to the development criteria in Parks and Open Space Areas by:

- Improving connectivity between natural heritage features including the Mimico Creek and the Lake Ontario, as well as restoring heritage features of the site such as the historic water tower (policy 4.3.6.a);
- Ensuring public visibility and access through locating parks and public squares along public streets (policy 4.3.6.b);
- Creating a continuous green corridor through the site (4.3.6.c);
- Expanding the public park space in the area through the introduction of a new public park (4.3.6.d); and
- Providing comfortable and safe pedestrian conditions (4.3.6.f).

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### 3.4.5 OFFICIAL PLAN SUMMARY OPINION

Overall, the revised proposal conforms with the relevant policies of the City of Toronto Official Plan and advances its aims, objectives, and vision. In response to the growth objectives of the Official Plan, the proposed development introduces over 667,150 m2 of complimentary mixed uses, creating appropriate and desirable growth in excellent proximity to the new Park Lawn GO station.

The Master Plan provides a framework for a comprehensively planned neighbourhood, anchored by an integrated transit hub with a new GO station. Significant employment uses are proposed, located directly above or adjacent to the transit hub. The overall quantum of proposed non-residential uses has been increased since the original proposal, and consist mainly of office type (Column 1) uses. These are complimented by a diverse range of retail, entertainment and culture, and community services and facilities, altogether contributing to a stronger and more diverse economy.

The development will build new housing, including over 25% of family sized units and affordable housing in keeping with SASP 15 requirements. The Master Plan will increase the variety and supply of housing options in the city, which also work to support the proposed mixed use environment. With the aim of creating a complete community, the Master Plan continues to include significant improvements to the public realm.

In response to City staff's comments on providing a larger park, the on-site public park has been doubled in size to be a large 1-hectare park in the revised proposal. The enlarged park, two urban squares, and a series of new open spaces of various sizes and characters are seamlessly connected to the wider system of existing open spaces. The proposal also accommodates two potential elementary schools on site, and contemplates the delivery of potential community facilities and services identified by City staff as being needed in the area including child care centres, a public community recreation facility, and non-profit community agency space. If realized, the schools and community facilities will support the creation of a complete community.

The revised proposal includes a number of massing changes to further align with the vision of the Official Plan and address comments received from City staff on the initial OPA application. The height and location of proposed towers respond to the existing context in the Humber Bay Shores neighbourhood. The revised proposal shifts towers away from Lake Shore and Park Lawn and provides additional stepbacks to create a more consistent mid-rise edge in achieving a greater fit with the Humber Bay Shores neighbourhood on opposite sides of two streets. The tallest buildings in the Master Plan have been clustered around the new GO station to capitalize on the proximity to transit, while building heights to the south, east and west of the proposed park have been lowered to minimize shadow impacts on the park.

A fine grain of streets and blocks proposed by the Master Plan will provide porosity through the site. The Master Plan proposes streetscape enhancements to Park Lawn and Lake Shore, which will repair the site's edges and integrate it into the wider neighbourhood. The revised proposal creates a new pedestrian street to connect Park Lawn and the GO station, which will further support the active transportation objectives and create a direct pedestrian connection between the bus bays on Park Lawn to the GO station. The proposed relief road (Street A) will reduce existing vehicular congestion on Park Lawn and Lake Shore by directing traffic north of the site. The consolidated underground parking and loading further limits vehicular activity at grade, contributing to a safer pedestrian condition throughout the site. Proposed mobility and public realm improvements will create a safe and attractive pedestrian environment that will seamlessly connect the site to existing neighbourhoods in the area, support active transportation, and provide last mile connections.

The proposed Master Plan represents good planning, and continues to conform with the Official Plan's policies pertaining to the site. The revised proposal represents a thoughtful intensification on underutilized land that will be supported by transit and the creation of a healthy and vibrant community. The proposed density, land uses, and built form are in conformity with the broader objectives of the Official Plan policies, and are aligned with the requirements of SASP 15, which provides the most up-to date site-specific policy direction for 2150 Lake Shore.

The draft Official Plan Amendment implements and builds upon Chapter 4 policies by introducing appropriate new land use designations on the site to enable the proposed development, and implement site-specific directions that align with SASP 15. The requested Zoning By-law Amendment, and Draft Plan of Subdivision conform to the Official Plan policies by allowing for the appropriate development on the site through a phased development. They work to implement the site specific directions of SASP 15 and the emerging directions of the Secondary Plan for the site. In conclusion, the revised proposal and the proposed policy instruments represent good planning in the public interest.

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## 3.5/ CITY OF TORONTO ZONING BY-LAWS

The site is subject to the city-wide Zoning By-law 569-2013, which applies to all applications made after May 9, 2013 when the By-law was enacted. Since the new citywide Zoning By-law remains under appeal, the previous Etobicoke Zoning Code continues to apply to the subject property as well. These By-laws regulate development in the City of Toronto and provide a number of standards related to land use, building height, setbacks, built form, parking, and loading, among others.

### 3.5.1 **ZONING BY-LAW 569-2013**

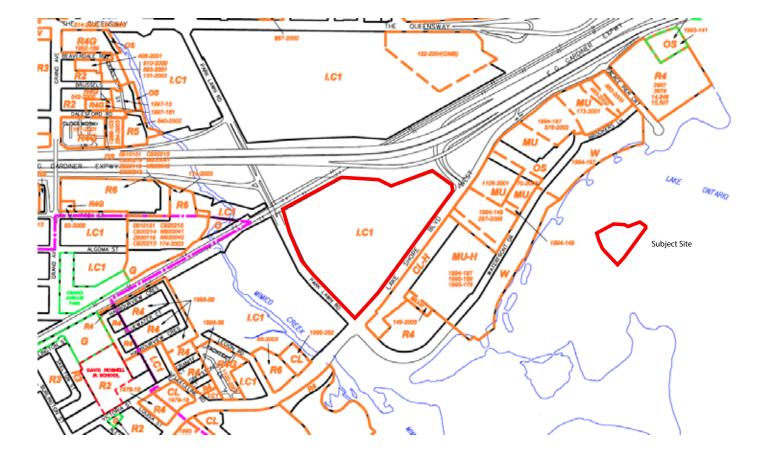
Under the provisions of Zoning By-law 569-2013, the site is zoned as an Employment Industrial Zone (E) with a maximum permitted floor space index of 1.0. This zone is intended for industrial employment uses including manufacturing, laboratory, industrial sales and service, office, warehouse, wholesaling use, and retail only in conjunction with manufacturing use not exceeding 20% of gross floor area.



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### 3.5.2 **ETOBICOKE ZONING CODE**

Under the provisions of the Etobicoke Zoning Code, the subject lands are zoned I.C1 (Industrial Class 1 Zone). The I.C1 zoning permits a range of industrial and commercial uses including restaurants, banquet halls, communications/technological facilities, banks, servicing/ repair operations, manufacturing, research laboratories, government/ public works buildings, service stations and storage. The By-law permits a maximum floor space index of 0.6 and a maximum height of 5 storeys for business, professional and administrative offices.



### 3.5.3 ZONING SUMMARY OPINION

The industrial zoning designations under the Etobicoke Zoning Code and Zoning By-law 569-2013 are reflective of the site's former use as an industrial bakery. Therefore, current zoning designations do not conform to Site and Area Specific Policy (SASP) 15, which has redesignated the majority of the site as a Regeneration Area to enable the mixed use redevelopment of the site. Therefore, a Zoning By-law Amendment is required to reflect this recent policy direction and to permit the proposed redevelopment of the site.

At the time of writing, Zoning By-law Amendments are technically required to both the Etobicoke Zoning Code and Zoning By-law 569-2013, as the Etobicoke Zoning Code continues to apply to the site while the final appeals of By-law 569-2013 clear. However, it is understood that the City's intention is to bring all sites under By-law 569-2013, and that the process of addressing final appeals to bring By-law 569-2013 fully into force is likely to be completed prior to the conclusion of this application. As such, this application includes only a Zoning By-law Amendment to By-law 569-2013. Should the Etobicoke Zoning Code continue to apply to the site at the conclusion of this application process, an amendment to the Etobicoke Zoning Code will be prepared as well, mirroring the provisions of the attached draft Zoning Bylaw Amendment to 569-2013.

The requested site specific amendment to Zoning Bylaw 569-2013 will provide for the redevelopment of the site according to the Master Plan. The draft Zoning Bylaw Amendments permit the proposed land uses, with the mixed use portion of the site zoned as Commercial Residential Employment Zone (CRE), and the General Employment Areas as Employment Light Industrial Zone (EL). The proposed public park is zoned as Open Space Zone (O). The proposed amendment also provides appropriate development standards to ensure the orderly redevelopment of the site, including maximum GFA for each development block, built form parameters for proposed buildings, parking and loading rates, phasing, and the use of holding symbols, among others.

The draft Zoning By-law amendment would enable the mixed use transit-oriented development of the site and a creation of a complete community in keeping with the policy intent and direction for the site as articulated in the PPS, Growth Plan, and the City of Toronto Official Plan. The draft Zoning By-law Amendments are therefore appropriate and represent good planning.

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# 3.6/ PLAN OF SUBDIVISION

Section 51(24) of the Planning Act establishes the criteria for the consideration of a draft plan of subdivision, including that regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities, and welfare of the present and future inhabitants of the municipality, and to the following criteria:

- That the proposed development and associated subdivision has addressed matters of provincial interest, as discussed in Sections 3.2 and 3.3 of this document.
- That the proposed subdivision is not premature and is in the public interest. The proposal results from an extensive design and consultation process with public bodies and the local community, and addresses a wide range of public interests and concerns. Technical studies were also conducted in support of the plan to ensure its feasibility.
- That the proposed draft plan of subdivision conforms to the Official Plan and meets its policy intent. The plan's streets and blocks have been well integrated with those in the surrounding developed areas. The proposed Official Plan and Zoning By-law Amendments introduce detailed policies to guide development and are in conformity with the overall policy objectives.
- That the subject site is suitable for the purposes for which it is to be subdivided. The proposed mixed use development pattern conforms to that contemplated by the City through Site and Area Specific Policy 15 and its ongoing Secondary Plan process.
- That the affordable housing units being proposed will be appropriately located and that the built form of these units will be dispersed across the overall development of the site and confirmed through ongoing discussions with the City.
- That the rights-of-ways have been carefully designed to provide appropriate widths to support the infrastructure proposed therein, such as the proposed extension of streetcar tracks into the site, sidewalks, trees and stormwater management strategies. The locations and connections of new roads to adjacent highways are also carefully considered in the context of traffic impacts and the character of the surrounding development areas, and are appropriate for the redevelopment of the site.

- That the dimensions and shapes of the proposed lots take into consideration the built form, traffic flow and parks and open space systems to establish a fine-grained, walkable community.
- That appropriate height restrictions and setback provisions will be implemented through the proposed Zoning By-law, to protect and respect the character of the surrounding context and to contribute to the mainstreet condition along Lake Shore and Park Lawn.
- That the adequacy of utilities and municipal services has been confirmed through the accompanying Functional Servicing Report. Detailed servicing designs will continue to be developed.
- That a block approximately one hectare in size has been identified to be conveyed or dedicated for public park purposes.
- That the plan optimizes the availability, supply, means of supplying, efficient use and conservation of energy and the use of geothermal energy is being actively considered.
- That the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land will be considered through the site plan approvals process.

#### PLAN OF SUBDIVISION SUMMARY OPINION

The proposed development meets the intent of the Planning Act as outlined above and further addresses the provincial interests by being consistent with the Provincial Policy Statement and other appropriate policies, described above.

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PLANNING & URBAN DESIGN RATIONALE - COMBINED OPA/ZBA/DPS

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# 4.1/ INTRODUCTION

The Master Plan for 2150 Lake Shore has evolved since the initial OPA submission in October 2019, and has been refined based on the feedback received on the original proposal as described in Section 2 of this report. The foundational components of the Master Plan have been carried forward, while a number of key revisions have been introduced. This section provides a detailed discussion of how the revised Master Plan responds to the City's urban design policies and guidelines.

While much of the Urban Design Analysis submitted in support of the initial OPA submission remains relevant, this section provides a comprehensive analysis of the revised Master Plan and how the revisions further address policies and design guidelines. Where relevant, representative comments from City staff have been included under 'what we heard' sections. These are intended to capture primary, high level direction from City staff. In addition, a comprehensive list of all comments received, as well as responses to each, has been submitted with the combined application.

In response to the large size of the site and its irregular shape, the Master Plan employs a unique approach to built form that departs from the podium/point tower typology in the Tall Building Guidelines, and the main-street infill typologies contemplated in the Performance Standards for Mid-rise Buildings. Rather, the Master Plan's built form strategy features a diverse assembly of tower, mid-rise, and low rise elements. Together, the blended built form creates dynamism and granularity found in great urban centres around the world, creating a sense that this part of the city has developed over time. Rather than highlighting individual towers, the Master Plan places importance on the harmonious composition of built forms. As a result, the built form in the Master Plan does not neatly fit the mould established by the Tall Building Guidelines, nor the Performance Standards for Mid-rise Buildings.

The Master Plan will guide the redevelopment of the 27.7-acre site. At full buildout, the new community will represent a significant part of the city, both in its physical size and the number of people. Guidelines have an important role in implementing Official Plan policies related to creating beautiful, healthy and vibrant communities. As such, even with its distinct built form approach, the Master Plan works to achieve the overall objectives and principles of Toronto's urban design guidelines, including the Tall Building Guidelines, Performance Standards for Mid-rise buildings, and Growing Up Guidelines.

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### 4.1.1 A UNIQUE APPROACH TO BUILT FORM

The Master Plan's built form approach has remained since the original submission, founded on the distinct street and block patterns created from extending the surrounding street network into the triangular site and creating viable development blocks. Breaking from the traditional rectilinear street grid, inside the site, streets have been configured as a loop with spokes that extend to the site edges. A number of factors contributed to the decision to break from a traditional street grid:

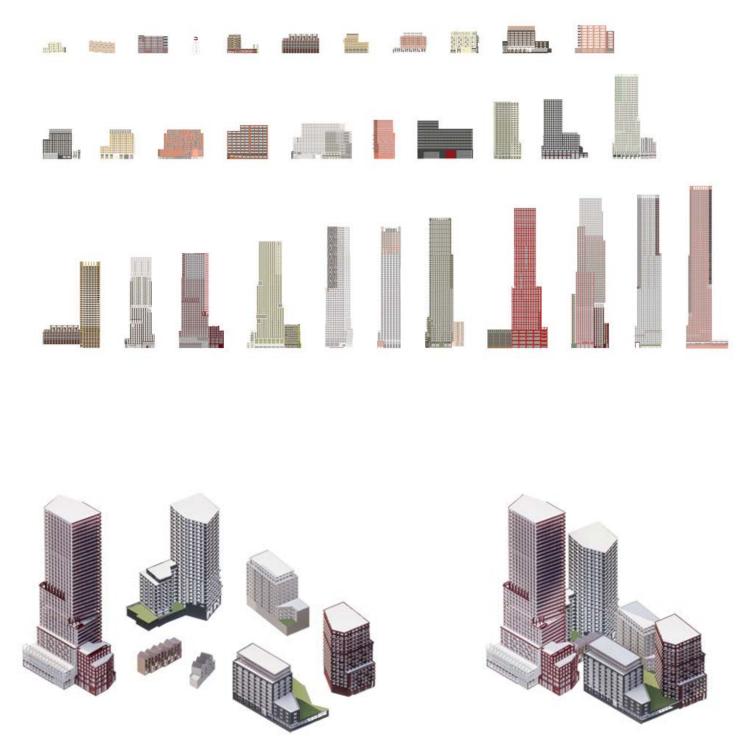
- The proposed pattern responds to the unusual shape of the site and its relationship with the adjacent highway and rail corridor, dividing it into appropriately sized parcels for redevelopment;
- Whereas a traditional grid would contribute to unfavorable wind conditions in this area, the proposed configuration helps to mitigate and slow wind to provide a more comfortable micro-climate on the site;
- The loop configuration supports the relocation of the Humber Streetcar Loop onto the site, supporting a direct interface between TTC services and the proposed GO station; and
- This street pattern has informed an 'urban picturesque' approach to the configuration of architecture and open spaces: a series of distinct open spaces, views and moments of compression, expansion and discovery are created as one moves through the site, drawing people in and creating a distinct sense of place.

Responding to the distinct geometry of the street and block pattern, the architecture varies from Toronto's predominant podium and point-tower typology. Towers are treated as distinct elements that land and directly interface with the public realm, allowing the towers to appear grounded and to have a strong visual connection to the open spaces they frame. These tall building elements are interspersed with mid-rise and low-rise building typologies, allowing the interplay between these three distinct building elements to create a sense of place and urban fabric that appears to have evolved over time.

While this unique approach breaks the specific mould established by Toronto's built form guidelines, the Master Plan explores different typologies that work to achieve the overall objectives of these guidelines.







Diversity of built form with a range of building sizes and height in each block create an urban granularity and a sense of place

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# 4.2/ TALL BUILDING GUIDELINES

The Tall Building Guidelines ('Guidelines') provide a unified set of performance measures for the evaluation of all tall building applications across the city. The Guidelines were adopted with amendments by City Council on May 7, 2013.

The Guidelines assist the implementation of Official Plan policies to help ensure that tall buildings "fit within their context and minimize their local impacts". The Guidelines include a set of directions and specific design criteria related to a number of guiding principles:

- Promoting architectural and design excellence, sustainability, innovation, longevity, and creative expression with visionary design;
- Promoting harmonious fit and compatibility with the existing and planned context;
- Conserving and integrating adjacent and on-site heritage properties;
- Considering relationships to other tall buildings;
- Creating a safe, comfortable, accessible, vibrant, and attractive public realm;
- Minimizing shadowing and wind impacts, and protecting sunlight and sky view;
- Responding appropriately for prominent sites and important views from the public realm and the shape of the skyline to reinforce the structure and image of the city; and

• Ensuring high-quality living and working conditions including access to open space and privacy for building occupants.

The Guidelines are not intended to be applied or interpreted independently of each other but weighed together across the board to determine whether a tall building application successfully meets the overall intent of the Guidelines. While they provide city-wide performance measures, the Guidelines recognize that each tall building proposal should respond to the local context and be evaluated on a site-by-site basis. To this end, the Guidelines intend some flexibility in application and state that when a tall building development differs from the Guidelines, planning/design justification should be provided to explain how the proposal meets the overall intent of the Guidelines.

The Master Plan includes 15 towers, 10 of which are taller than 40 storeys in height. As previously noted, the Master Plan employs a unique built form approach emerging from the distinct geometry of the site, and the block patterns created from non-orthogonal street patterns. Despite this, the revised Master Plan builds on the original proposal and continues to demonstrate alignment with the overall intent and principles of the Guidelines, as well as responding to many of the specific parameters.



The Master Plan

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#### 4.2.1 SITE CONTEXT

Tall Building Guidelines: 1.1 Context Analysis, 1.3 Fit and Transition in Scale

The Guidelines state that tall building proposals are to evaluate the existing and planned context and demonstrate how the proposed tall buildings respond to the pattern, opportunities, and challenges within the surrounding area.

2150 Lake Shore is located in the Mimico neighbourhood in south Etobicoke. The site's immediate surroundings vary in character. To the south and the east of the site is Humber Bay Shores, a high rise waterfront community along Lake Shore and Park Lawn. Humber Bay Shores has been developing rapidly in the last decade and is predominantly characterized by residential condominium towers atop 2-4 storey podiums with convenience retail and services. To the north of the site, the Gardiner Expressway and a rail line separate the site from the Ontario Food Terminal, which is characterized by large warehouses and truck loading bays for wholesale produce and food items. The new Park Lawn GO station will be located in the northwest corner of the site, with the platform spanning Park Lawn and into the site.

The area is rich in open spaces with access to the extensive waterfront park and trails, ravines, and other public parks, rendering the area as having one of the highest parkland provision rates in the city for a dense urban community. Aside from parkland, there is a general lack of community amenities including schools, daycares, and community recreational centres. Existing transit connections to the area are limited to a streetcar along Lake Shore and local bus connections. As a result, the area is predominantly auto-centric, with existing residents relying on private vehicles to address the majority of their mobility needs.



The site context

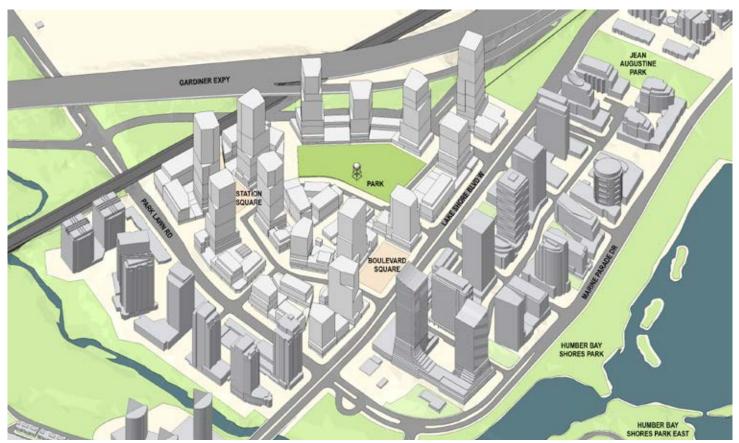
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Keeping with the urban form of Humber Bay Shores, the Master Plan introduces opportunities to work and live with the existing asset of extensive open spaces. The Master Plan aspires to complete the community by responding to the existing challenges, including the need for transit and community facilities.

The project team is advancing discussions with the City on the precise types and location of community facilities and services as they relate to the overall proposed density and range of uses. The potential to accommodate two new schools (TDSB and TCDSB) is being explored in the Master Plan. The revised proposal accommodates the two schools in the podium of towers that directly front onto the proposed park. Playspaces for the schools are proposed on the rooftop of the podiums. Further discussions are required with the School Boards and the City on the design specifications and potential for shared amenities between the two schools and public park. Discussions between the school boards and Ministry of Education are also required, to advance approval and funding.

The Guidelines state that proposed tall buildings are to fit with the surrounding area and provide an appropriate transition to lower-scaled buildings, parks, and open space. The proposed Master Plan responds to the varying edges of the site and the wider context through the organization of the site as well as built form strategies.

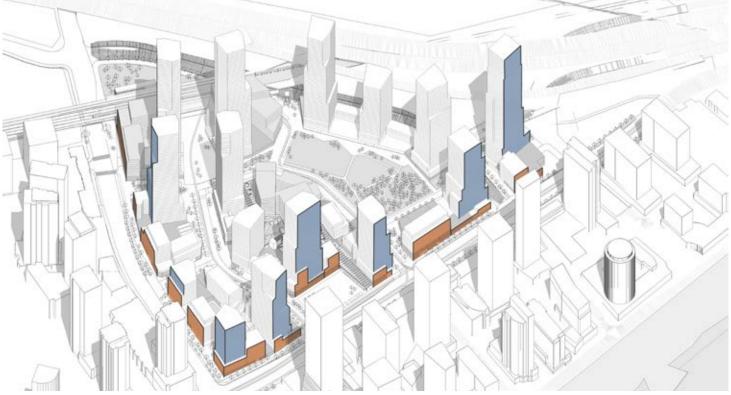
The taller towers within the Master Plan have been mostly clustered around the transit hub, creating a complementary relationship to the transit services including GO and TTC. The streetwall heights have been generally lowered along Park Lawn and Lake Shore to achieve transition and fit to the existing built form context opposite these streets. A detailed discussion on refinements to streetwalls can be found below in Section 4.2.4 Tall Buildings Design - Base Buildings.



The Master Plan in context



Previous edge condition on Park Lawn and Lake Shore



Revised (current) edge condition on Park Lawn and Lake Shore

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### 4.2.2 MASTER PLAN FOR LARGER SITES

Tall Building Guidelines 1.2 Master Plan for Larger Sites, 2.1 Building Placement, 2.2 Building Address and Entrances, 2.3 Site Servicing, Access and Parking, 2.4 Publicly Accessible Open Space, 2.5 Private Open Space, 2.6 Pedestrian and Cycling Connections

#### What We Heard

"Staff are supportive of First Capital Realty's intent to reduce the number of access and loading areas on the site"

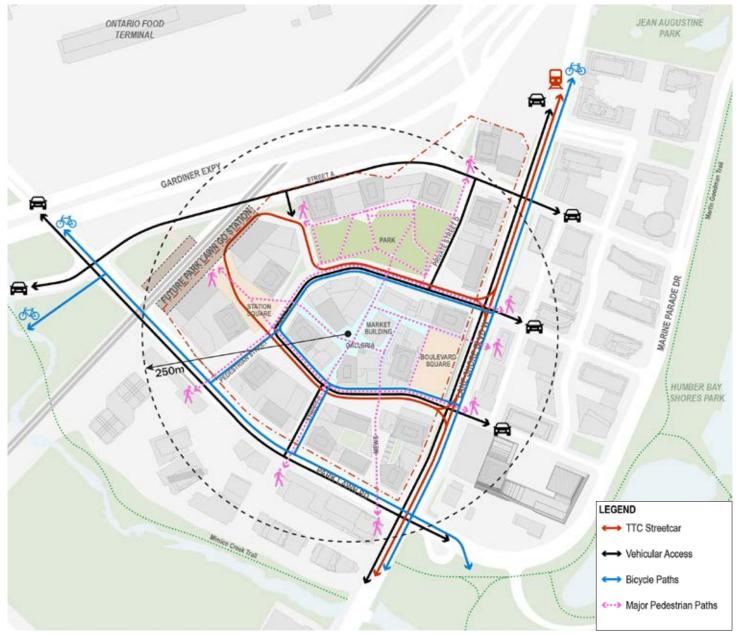
"Distances between transit connections at Park Lawn GO station for streetcar and bus service should be minimized and be fully accessible" The proposed development at 2150 Lake Shore meets all of the following characteristics outlined in the Tall Building Guidelines for development requiring a Master Plan:

- requiring new streets or parks;
- proposing multiple tall buildings;
- containing two or more construction phases;
- using shared servicing; and/or
- covering a site area larger than 2.0 hectares.

The proposed development is based on a comprehensive Master Plan, which was initially introduced as part of the Master Plan & Planning Rationale document submitted in support of the 2019 OPA application.

Consistent with the original proposal, the revised Master Plan continues to feature a mix of uses, varying building heights, an extensive public realm, vibrant retail uses, a covered galleria, and an integrated transit hub at the GO station. In response to City staff's comments, a number of key revisions have been made, including enlarging the proposed public park. To accommodate the larger park, a number of changes were made to the Master Plan including reconfiguration of the loop road (Street B), a shift in the location of Private Street D east of the park, and a number of massing refinements to ensure improved access to sunlight and sky view in the park.

In terms of site organization, the Guidelines speak to the placement of buildings and entrances to frame streets, open spaces, and parks, and for new development to achieve a harmonious fit within the existing context. It includes guidelines related to locating "back of house" activities underground, providing publicly accessible open space that extends the public realm, private outdoor amenities, safe and accessible pedestrian and cycling routes, and public art. The reconfigured internal loop road (Street B) continues to connect to the surrounding road network and provide the main access route throughout the site with pedestrian, cycling and automobile access. The loop road connects key open spaces and destinations throughout the site, including the public park, galleria, and Station Square and the multimodal transit hub. The "spokes" off of the loop road provide further porosity through the site, and connecting to the existing network of streets on the south and east edges of the site.

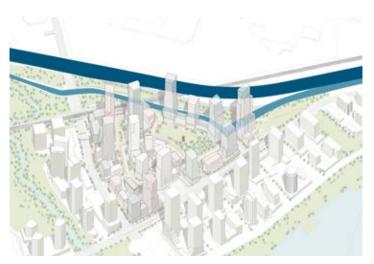


Master plan for larger sites

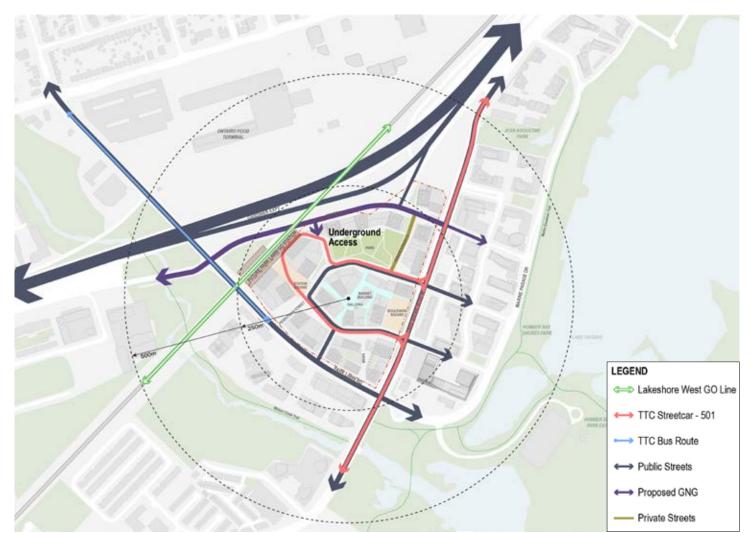
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The relief road (Street A) on northern edge of the site is a central component of the proposed street network. Proposed to connect Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east, the relief road provides a bypass route for vehicles that would otherwise use Park Lawn or Lake Shore. The relief road is a solution to a long-standing congestion in the area, and importantly, enables Park Lawn and Lake Shore to be established as pedestrian-oriented main streets.

Servicing, loading, and parking for the development are located underground with the main consolidated access on the north edge of the site off of the relief road, minimizing the extent of the site area dedicated to servicing and vehicular access. As a result, traffic and "back of house" activities on internal roads will be limited, improving the pedestrian safety and quality of the public realm throughout the site.



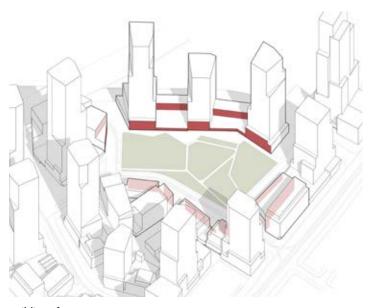
The proposed relief road



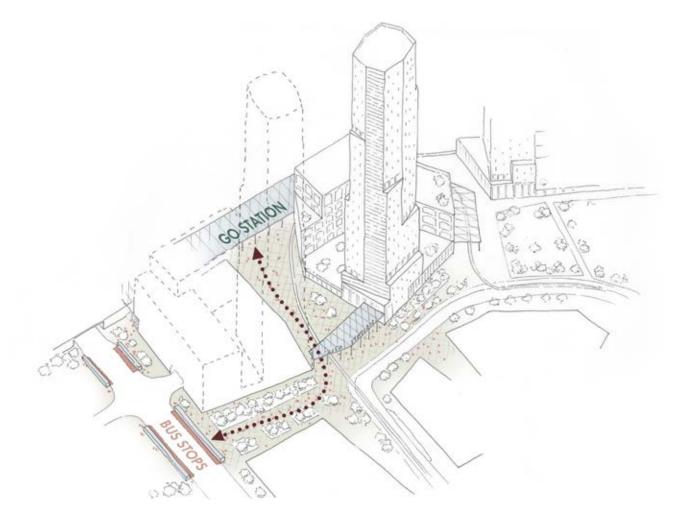
The transportation network

The revised Master Plan features a wide pedestrian street that connects the integrated transit hub with Park Lawn, as well as the proposed bus bays along the street. The pedestrian street contributes to the overall open space across the site, and effectively extends Station Square to have a frontage on Park Lawn, increasing the ability to accommodate safe pedestrian movement to the transit station from the edge of the site.

Consistent with the initial Master Plan, buildings are designed to frame open spaces including existing and new streets, squares, and the park. Active uses line the ground floor, including retail, services, and residential and office lobbies with entrances directly facing onto a public street or open space.



Buildings frame open space



New pedestrian street connecting the proposed bus stops on Park Lawn to the GO station and integrated transit hub

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#### OPEN SPACES - THE PUBLIC PARK, PUBLICLY ACCESSIBLE OPEN SPACES, AND PRIVATE OPEN SPACE

#### What We Heard

"The combination of an enlarged public park and strategically placed POPS must be included through the revision of the Master Plan"

"Buildings must be located and massed to limit and/or mitigate wind impacts on the park. Wind conditions in the majority of the park must be suitable for sitting"

"a more visually and environmentally significant connection from the park to the South Mimico Creek Trail and the Martin Goodman Trail is required" The Guidelines state that the publicly accessible open spaces within the site are to be provided to complement, connect, and extend the existing network of public streets, parks, and open space. Publicly accessible open spaces, according to the Guidelines, should be flexible in design to support a variety of uses and programming opportunities, and support pedestrian comfort, biodiversity, universal accessibility, safety, and design excellence. In keeping with the Guidelines, the revised Master Plan maintains a diverse range of open spaces throughout the site. Further, the overall proportion of open space on the site has been increased by 10.6% to make up 42.6% of the net site.

Responding to City staff's comments to provide an enlarged on-site public park, the revised Master Plan doubles the size of the park to propose an approximate one hectare park. While the site and the surrounding area is already well-served by rich park spaces within close



The public realm

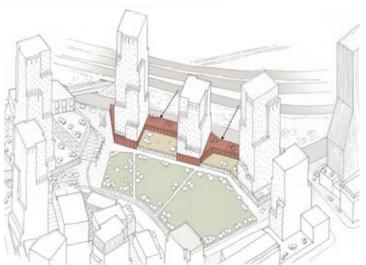
walking distance, the proposed location for the park will provide a large open space to areas that currently have less direct access to park space. The substantial size of the park provides flexibility in the variety of potential uses and activities, including sports and recreational opportunities.

By the virtue of its size and character that varies from the existing open spaces in the neighborhood, the proposed park will contribute to creating a special new focal place for the existing and future residents. Complementing the park, the series of diverse private open spaces further contribute to the Master Plan's ability to provide a wide range of functionality and programming across the site.

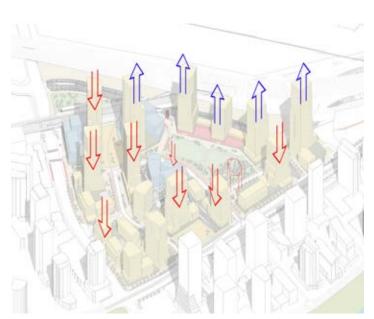
The enlarged park continues to be located in the same general location, where it is least affected by the shadows cast from existing towers in Humber Bay Shores. The current location of the park also ensures that wind effects from Lake Ontario are mitigated through proposed towers to the south and east of the park, which work to break up the wind from the lake. At the same time, the park is protected from potential impacts from the Gardiner Expressway and the rail to the north by the podium that frames the northern edge of the park.

In order to maximize sunlight and sky view in the enlarged park, adjustments have been made to the height, orientation, and general massing to the towers. Especially to the south and the east of the park, density and height have been shifted away to reduce shadow impacts.

The proposed park fronts onto the main loop road where it is visible both from Park Lawn and Lake Shore. The park maintains its direct facing relationship with the galleria, a retail-lined pedestrian street, which together with the park form the "dual heart" of the Master Plan.



Podium shields potential impacts from the Gardiner Expressway and the railway



Height adjustments to maximize sunlight and sky view in the enlarged park

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The galleria is envisioned as a vibrant pedestrian destination with a roof for protection from rain and snow while still being an open-air space lined with retail, services, and amenities that will activate the galleria during all seasons. Located in the centre of the site, the galleria is a central connector between the public park, squares, the transit hub, and the network of streets and mid-block connections.

In addition to the public park and the galleria, an extensive network of interconnected publicly accessible open spaces contribute to the public realm, made up of two large squares, a pedestrian street, green connections ('groves'), mid-block connections ('mews'), and angled setbacks ('largos').

Largos expand the sidewalk at strategic locations, contributing to the widening and compression of view to create the sense of urban picturesque framed by buildings as pedestrians move to the site. Due to their angled nature, largos also create sizable spaces that go beyond simply broadening the sidewalk, to providing spaces for active uses such as playscapes and patios.

One of the core strategies of the Master Plan is to consolidate parking and loading in shared underground areas. This strategy minimizes the impacts of vehicular activity on the public realm, focusing parking, loading and other 'back of house' activities in efficient, shared, belowgrade spaces. For this concept to be successful, it requires the underground to function as one contiguous garage throughout the site. With the enlargement of the public park, the underground garage has been reconfigured to ensure that the park continue to be fully unencumbered.



The galleria



Largos with seating areas and playscapes

In terms of private amenity space, low and mid-rise elements create generous terraced rooftop spaces, which will provide a combination of private outdoor amenity space and green roofs. Internal residential courtyards are also proposed, and will provide additional outdoor amenity to future residents.



Rooftop amenity spaces

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#### 4.2.3 HERITAGE

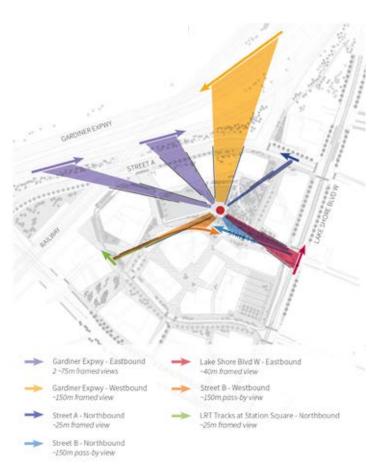
Tall Building Guidelines 1.6 Heritage Properties and Heritage Conservation District

#### What We Heard

"[Heritage Preservation Services] staff appreciates the applicant's commitment to the retention of the water tower and encourage further discussion about how and where it can be retained in a manner that would best conserve/commemorate the site's manufacturing history... The location of the water tower will require further discussion with City Planning and Parks staff and the applicant's team"

The Guidelines speak to conserving the integrity of cultural heritage values, attributes, character and threedimensional form of an on-site heritage building or structure. Tall tower proposals are to be designed and located to complement the scale, character, form and setting of heritage properties and structure.

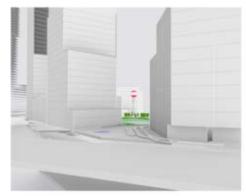
While no listed or designated properties are present on site today, the historic water tower on site is an important landmark that represents the site's industrial heritage and its use as a prominent cookie factory. In keeping with the intent of the guidelines relating to heritage, the Master Plan proposes to retain the historic water tower on site, and relocate it in a prominent location in the proposed public park in order to conserve its value in context of the proposed development.



Views Study of the water tower in the park



Proposed water tower location within the public park



View from Gardiner Expressway







View from Station Square



Prominent views of the water tower

As supported by the Relocation Analysis for the water tower prepared in support of the application, the existing location of the water tower does not have inherent heritage value, and the proposed location for the water tower is appropriate as it maintains key views of the tower from the Gardiner Expressway and Lake Shore amidst the changed context.

This location allows the water tower to become a more prominent landmark in relation to the rest of the site, being visible from much of the main loop road, as well as from Station Square.

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### 4.2.4 TALL BUILDING DESIGN

Consistent with the Official Plan Section 3.0, the Tall Building Guidelines describe tall buildings as being made up of three parts: a base building, tower middle, and top. Guidelines and specific design parameters associated with each of these components are provided. The Master Plan's towers depart from the podium and point tower typology, featuring towers that land and interface directly with the public realm, that are interspersed with low and mid forms. Nonetheless, the revised Master Plan includes a number of revisions to ensure proposed towers are generally in keeping with the objectives of this section of the Guidelines.



Aerial view looking towards Downtown Toronto

#### **BASE BUILDING**

Tall Building Guidelines 3.1.1 Base Building Height and Scale, 3.1.2 Street Animation, 3.1.3 First Floor Height, 3.1.4 Façade Articulation and Transparency, 3.1.5 Public-Private Transition

#### What We Heard

"The taller built form proposed on the site should transition to mid-rise heights towards Lake Shore and Park Lawn to address the mid-rise built form along the southern and western edges of these streets. Tall buildings may be located above the mid-rise base buildings only with the inclusion of generous stepbacks to ensure the pedestrian scale is maintained" While this section of the Guidelines assumes a podium and point tower building typology, the Master Plan explores an alternative typology derived from layering low, mid, and tall buildings that result in a dynamic interplay between the mix of built forms including 'towers that land' that directly interface with the public realm at grade. This built form strategy leads to a departure from the typical 'base building' that the Guidelines for this section is based upon.

The lower portion of proposed buildings, however, address the key intentions of the Guidelines, which are focused on ensuring the base portion of buildings fit within the existing context, frame the public realm, and maintain access to sky view and sunlight on sidewalks.

The role of the base of the building, according to the Guidelines, is to help a tall building fit harmoneously within the existing or planned streetwall context. The Master Plan's towers carry the texture of each proposed tower to the street level, allowing for the towers to have a visual address at grade. This allows the buildings to remain rooted and directly frame the public realm, while the mid-rise street wall portion work to mediate the street level and the tower portion.



Lake Shore elevation

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At street level, diverse buildings directly participate in framing the public realm. The horizontal articulation and granularity created by diversity of buildings provide visual interest, and reinforces the street's urban character and rhythm. The resulting streetwall appears as an assemblage of buildings, rather than a monotonous streetwall of same material and design which can be characteristic of large developments.

The Guidelines state that the maximum base building height should be 80% of the right-of-way up to a maximum of 24 metres. The key objective of limiting the height of the base building is to ensure that the base creates a human scale and does not overwhelm the pedestrian environment.

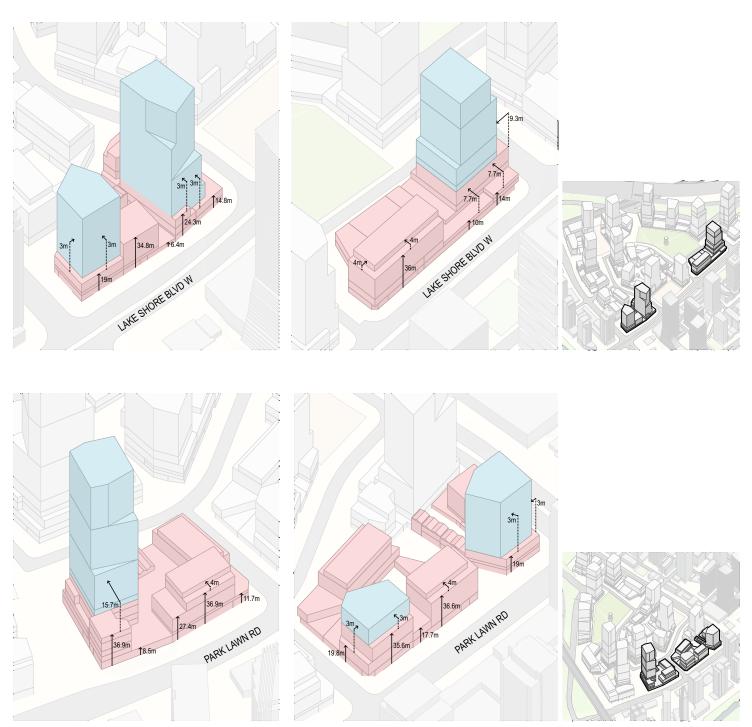
Additional refinements to the base portion of buildings have been made to further align with these directions. In response to City staff's comments on addressing mid-rise heights on Park Lawn and Lake Shore, step backs have been applied above the low and mid-rise building portions to enhance pedestrian perception and create a dynamic streetwall. All portions of towers are set back at least 3 metres from Park Lawn and Lake Shore as recommended in the Guidelines, and are more generous in many cases. While some base buildings exceed 24 metres, these are offset by articulation in base building heights that work to break up the Guidelines' recommended 24 metre maximum into a range of taller and lower base building elements. This creates visual interest and a dynamic pedestrian-oriented streetwall that mediates the scale of proposed towers, and is well proportioned and responsive to Park Lawn and Lake Shore's generous 36 metre rightsof-way.



**Active Frontage** 

In terms of the base building's role in framing and activating the pedestrian realm, the Master Plan continues to feature substantive retail components at ground level, including entertainment, food and beverage, and personal services and amenities that are particularly concerned with creating a vibrant public life. This is further reinforced by the design of the first floor with

transparent façades that provide views to and from the public realm. First floor heights that are generally higher than the minimum 4.5 metres in the Guidelines to provide a clear presence for retail and other active uses. Building entrances will be flush with the sidewalk and public spaces for universal accessibility.



Streetwall heights and tower setbacks along Lake Shore and Park Lawn

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#### TOWER MIDDLE

Tall Building Guidelines 3.2.1 Floor Plate Size and Shape, 3.2.2. Tower Placement, 3.2.3 Separation Distances, 3.2.4 Tower Orientation and Articulation, 3.2.5 Balconies

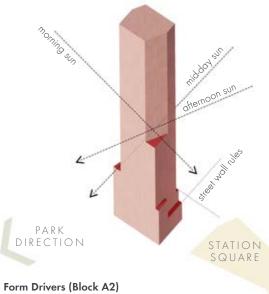
#### What We Heard

"Tower floor plate sizes for residential buildings should be a maximum of 750 square metres, in accordance with the City's Tall Building Guidelines"

"Tower separation distances should remain as a minimum of 30 metres as revisions to the Master Plan are submitted"

This section of the Guidelines specifies design requirements relating to floor plate size and shape, tower placement, separation distances, tower orientation, and tower articulation, all of which work to establish appropriate relationships between towers and to mitigate adverse effects to pedestrian comfort.

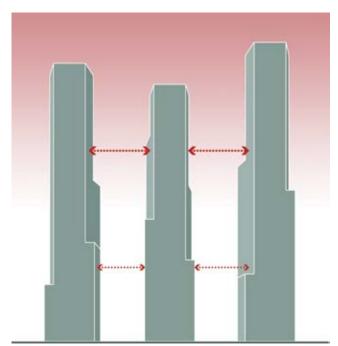
The Guidelines state that towers are to be organized, located and articulated to minimize shadow impacts and negative wind conditions, while minimizing loss of sky view from the public realm. The enlargement of the public park to approximately double its size in the revised Master Plan, as well as accommodation of potential schools have led to the need to shift tower locations, orientation, and massing throughout the site. In order to maximize sunlight onto the enlarged park, heights of buildings to the south and east of the park were reduced and positioned to reduce the width of shadows cast onto the park. Furthermore, the massing of towers have been carved according to the direction of sunlight throughout the day to maximize the access to sunlight from the park.



Form Drivers (Block A2) Shadow minimization to Park and Square

The Master Plan's tower design continues to promote design excellence, innovation and sustainability, informed by wind and shadow impacts, pedestrian experience, and relationship with other towers within the site and the surrounding context. The Master Plan continues to maintain generous separation distances, well beyond the 25 metre minimum stated in the Guidelines. Separation distances between towers are at a minimum 31 metres, and much wider in most cases to ensure ample access to sunlight and sky view onto the public realm, as well as maintaining privacy for residents.

All separation distances in the diagram are measured from the widest portion of tower floor plates. Because of the articulation and general reduction in floor plate sizes of towers as their height increases, separation distances are larger between the taller portions of towers, further working to enhance sun and skyview. These separation distances are consistent with, and in most cases more generous than, the existing tower separation distances in Humber Bay Shores.



Separation distances increase with height

The Master Plan includes a number of taller towers above 50 storeys in height. Particularly for proposed towers in 50-70 storey range, larger building cores are required for additional elevator bays, making the Guideline's maximum 750 m2 floor plates a challenge. The Tall Building Guidelines specifically acknowledge this, noting that "on a site-by-site basis, where adequate tower separation, setbacks and stepbacks are achieved, flexibility in the maximum floor plate size may be considered for the tower, or portion thereof ... to accommodate modest increases from additional servicing and structural requirements for very tall buildings".

Tower floor plates for taller towers (30+ storeys) in the Master Plan achieve an average of 800 m2 through a tapered approach, in keeping with the Guidelines' provision for flexibility in the maximum floor plate size. For example, between 13 and 22 storeys, floor plates range between 780 m2 and 960 m2; between 23 and 32 storeys floor plates range between 730 m2 and 870 m2; between



Separation distances

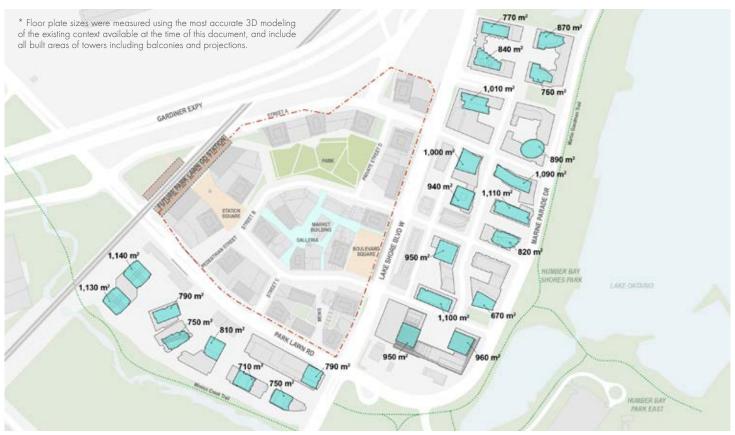
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33 and 42 storeys floor plates range between 730 m2 and 835 m2; and above 42 storeys floor plates range between 725 m2 and 765 m2. Towers in the 30 and 40 storey height ranges have floor plates that are at the lower end of these ranges, whereas towers in the 50 to 70 storey range have floor plates at the higher end of these ranges, in keeping with the flexibility provided in the Guidelines. The three towers that are under 30 storeys have floor plates ranging from 680 m2 to 720 m2, well below the Guidelines' 750 m2 recommendation.

The Guidelines' intent behind the maximum 750 m2 floor plate is to limit visual and physical impacts of tall buildings to the pedestrian realm, including shadow, wind, and loss of sky view. Accordingly, the Guidelines state that with increases in tower floor plate size, greater tower separation, setbacks, and stepbacks that are proportionate should be provided to mitigate wind, shadow, and sky view impacts. As established, the Master Plan features generous separation distances between towers across the site, which has a profound impact on the pedestrian perception through enabling ample sunlight and sky view, offsetting larger floor plates.

In keeping with the guidelines, the generous separation distances, articulation of towers, and reduction in floor plate sizes as height increases to achieve an overall average of approximately 800 m2 all work to appropriately minimize shadow and wind impacts, enhance sky view and sun access from the public realm, and create architectural interest in a way that visually diminishes the overall scale of the building mass. Given the project's significant percentage of larger, family-oriented units, these larger units can be strategically positioned in the larger portions of tower floor plates to avoid 'bowling-alley' units and ensure excellent passage of natural light into interior spaces.

Finally, it is also important to understand the existing context, given the Tall Building Guidelines' overarching direction on ensuring new tall buildings respect and appropriately integrate with their context. The tower floor



Floor plate size in the context

plates in Humber Bay Shores vary widely in size, with a number of towers having floor plates above 750 m2, as shown in the figure below.

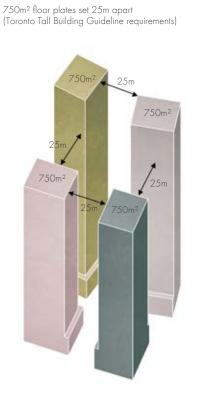
It should be noted that the existing floor plate sizes depicted in the figure below are approximate, and were measured using the most accurate context 3D modeling available at the time of writing. The floor plate sizes shown in the figure include all built areas of each tower floor plate, as well as balconies and building projections. They provide an appropriate reference for the proposed floor plates in the Master Plan. Since the Master Plan has not reached the level of detail unit design, the proposed floor plate sizes similarly include potential balconies and building projections.

With the Master Plan's significant building articulation and generous separation distances, the proposed tower floor plates are appropriate and in keeping with the surrounding context, which has similarly worked to satisfy the direction in the Tall Building Guidelines that acknowledges conditions where floor plates above 750 m2 can be considered.

--- Outline of tower with average 750m<sup>2</sup> floor plates



Pedestrian view comparison between 750 and 800m2 floor plates



Average 800m<sup>2</sup> floor plates set over 30m apart (Proposed scheme - Station Square)

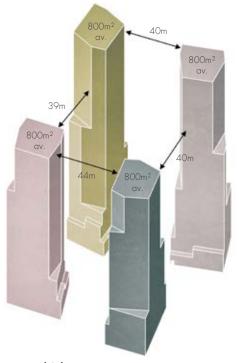


Diagram comparison of Tall Building Guideline principles and Proposed Scheme. Increased distance between buildings provides for a more open configuration, increasing daylight access to the buildings and ground level, despite increased floor plates.

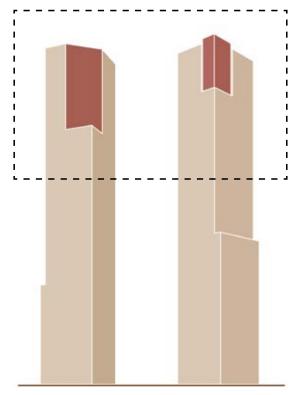
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#### TOWER TOP

#### Tall Building Guidelines 3.3 Tower Top

This section provides guidance on the design of the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline. The Master Plan explores strategies such as 'inserts' or steps in the massing to articulate the top, which will give towers a shared identity that appear as a cohesive whole when viewed from a distance. Allowing adequate separation distance between buildings also contributes to the legibility of towers in the skyline, helping towers to read as a collection of separate buildings instead of being bunched into larger masses.

The collective skyline created from the project will positively contribute to the larger skyline west of Downtown Toronto, creating a visual anchor for the development in the overall context of the city. The Master Plan continues to explore additional design strategies such as the use of materiality to strengthen the visual identity of towers.



Tower Top



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## 4.2.5 **PEDESTRIAN REALM**

Tall Building Guidelines 4.1 Streetscape and Landscape Design, 4.2 Sidewalk Zone, 4.3 Pedestrian Level Wind Effects, 4.4 Pedestrian Weather Protection

#### What We Heard

"Transportation Planning, in concept, agrees with the possible benefits of designing both Park Lawn Road and Lake Shore Boulevard as "complete main streets"

"In general, staff are supportive of prioritization of pedestrians and cycling on the internal street network" This section of the Guidelines provides guidance on creating a high-quality pedestrian realm and prioritizing pedestrian safety and comfort through providing attractive and safe sidewalk zones, minimizing wind effects, and providing weather protection.

The Guidelines state that sidewalks should be designed to comfortably accommodate pedestrian movement, streetscape elements, and activities related to uses at grade. New streets proposed in the Master Plan are designed as complete streets that will be functional and enjoyable spaces for all users and uses. Wide sidewalks are proposed, and further widened at strategic locations by largos and groves that not only accomodate pedestrian movement, but also allow for active and passive



private setback

private setback

Lake Shore Boulevard West section

programming including seating, play structures, outdoor dining areas, bike parking, and enhanced tree planting, among others.

On Lake Shore and Park Lawn, wide pedestrian zones, landscaping and trees, and cycle tracks are proposed to reinforce their main street character and support the active pedestrian environment envisioned on these streets.

The Master Plan is committed to providing the highest quality of landscape and streetscape design, which will integrate sustainable and functional design such as stormwater management features to maximize on-site stormwater infiltration, retention, and reuse. The materiality of the streetscape will be coordinated across the site to be perceived as a cohesive whole. The landscape vision for the site includes introducing substantial new trees to contribute to the City's goal of increasing its tree cover and to improve pedestrian comfort on sidewalks.

Currently, the site level slopes down towards the north, resulting in approximately 5 metre discrepancy between the rail corridor on the northern edge of the site. The Master Plan proposes to re-grade the site to for a more gradual transition between the level of the rail to the Park Lawn and Lake Shore edges for more seamless and accessible connections to the new intermodal transit hub, as well as an overall improvement to the connectivity of the public realm across the site.



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In order to understand and minimize potential wind impacts from the proposed development, a Pedestrian Wind Assessment has been prepared and submitted with this application. The Wind Assessment finds that wind speeds are within acceptable levels during the summer season, while higher wind speeds are expected in the winter. It states that the wind conditions on the site improve as the proposed development is built out over time. A number of factors in the proposed Master Plan contributes to this condition. The layout of the proposed street network contributes to mitigating wind impacts, by departing from the orthogonal street pattern to avoid creating a wind tunnel through the site, while still providing connections to the surrounding street grid. The proposed buildings break up winds from Lake Ontario with stepped massing forms and stepbacks above base portions of towers, both of which work to break up downwashing winds and mitigating their impacts to conditions at grade.



View of Boulevard Square

The Wind Assessment recommends mitigation measures such as strategic placement of landscaping elements, as well as the addition of canopies, trellises, and windscreens. The assessment is preliminary, and therefore has not accounted for existing and proposed trees on site. The report however acknowledges that the Master Plan's landscape strategy features extensive tree planting and other landscaping features that are expected to positively contribute to mitigating wind conditions. Further pedestrian wind mitigation measures will continue to be explored and confirmed through more detailed wind studies as the detailed building designs evolve. In terms of weather protection, elements such as canopies have been introduced in the preliminary design for Station Square and Boulevard Square, in addition to the galleria that provides a covered pedestrian connection protected from snow and rain. Additional weather protection elements including overhangs will be studied and addressed through detailed building design to further enhance pedestrian comfort in all seasons.



The galleria

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## 4.3/ MID-RISE BUILDING PERFORMANCE STANDARDS

The City Council adopted the Mid-rise Building Performance Standards in 2010 as well as an Addendum to these Standards in 2016 to guide the design of mid-rise infill development on Avenues. Toronto's Avenues have a distinct retail "main street" character, with established street walls of low and mid-rise buildings lined with finegrained retail and pedestrian-oriented uses at ground level.

By contrast, the vacant 27.7-acre site at 2150 Lake Shore does not entirely correspond to the conditions that the Mid-rise Building Performance Standards have been developed to address. Unlike infill sites on Avenues, the site is not constrained by shallow lot depth, by direct interfacing relationships with stable low-rise Neighbourhoods, or by adjacent main street buildings that have been built to their lot lines. As a large site, much of the context for new buildings are being created by the Master Plan itself, which has attempted to create a diverse and dynamic urban fabric that appears to have evolved over time. The revised Master Plan continues to feature mid-rise buildings interspersed with towers and low-rise buildings, and to this extent, some of the Mid-rise Building Performance Standards continue to provide helpful clues for how the mid-rise buildings on the site should relate to the adjacent streets and the public realm. The revised design continues to be aligned with the intention of performance standards relating to minimum ground floor heights, minimum sidewalk zones and streetscapes, which are generally mirrored within related sections of in the Tall Building Guidelines (discussed in detail in the previous section).

Many of the performance standards and metrics, however, are responding to a well-established low and mid-rise context, working to protect the stability and integrity of adjacent low-rise neighbourhoods while creating healthy and lively main streets. Therefore, standards such as rear transition, side property line, and maximum building heights are generally not relevant in the context of the site given the large size, surrounding context, and the blending of various built form typologies.

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Regarding front façades, Mid-rise Performance Standards recommend providing "pedestrian perception" stepback above 23 metres, and a 45-degree front angular plane from a height equivalent to 80% of the right-of-way in order to create a comfortable pedestrian experience and allow light to reach the opposite sidewalk.

The Mid-rise Building Performance Standards address slab buildings. Therefore, built form metrics relating to step backs and angular plane are intended for the buildings to fill the building envelope created by these standards. On the contrary, the Master Plan's mix of low and mid-rise buildings, as well as the angled setbacks and mid-block connections by nature do not fill the building envelope created by the angular plane and step backs. Yet the dynamism created by this mix of built form creates a rhythm of low and mid-rise buildings that contributes to the pedestrian experience. At the same time, it allows penetration of light onto sidewalks, ultimately supporting the intent of the Mid-rise Building Performance Standards.

As discussed in the previous section that deals with the base of tall buildings, the built form along Lake Shore and Park Lawn has been adjusted to create a more prominent mid-rise form along the two streets. The streetwall has been generally lowered, while towers have been reduced in height and shifted back from the street. For both Park Lawn and Lake Shore, additional setbacks above the midrise base have been applied to further articulate mid-rise buildings. As a result, the revised Master Plan further contributes to the creation of pedestrian-friendly street walls along Park Lawn and Lake Shore.



Mid-rise zone

The revised Master Plan continues to ensure that the mid-rise buildings address the public realm and are designed proportionate to adjacent streets. In recognition that the site is within a context that is quite different and less sensitive than Toronto's Avenues, the proposed building envelopes have been informed by a 45-degree angular plane drawn from the height equivalent to 100% of the right-of-way. As mentioned on the previous page, unlike typical mid-rise buildings on Avenues, the Master Plan's mid-rise buildings generally do not fill this building envelope. The approach to corner sites in the Performance Standards have been applied consistently, albeit with the same maximum height and angular plane based on 100% of the right-of-way width. The diagram below has been updated since the initial Master Plan to illustrate how the revised Master Plan performs in light of this metric, demonstrating how the intentions of the Mid-rise Building Performance Standards continue to be met within the site's distinct context.



Mid-rise Angular Plane

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## 4.4/ GROWING UP: PLANNING FOR CHILDREN IN VERTICAL COMMUNITIES

Toronto's Growing Up Guidelines were released in draft in 2017, providing guidance on how to plan for children in vertical communities. The Growing Up Guidelines respond to the context of Toronto's housing boom, with over 80% of the recent development being greater than 5 storeys. Increasingly, families with children are living in mid-rise and tall buildings, increasing the long-term demand for family suitable housing in vertical buildings.

The Growing Up Guidelines provide guidance on accommodating the unique needs of families and children, including the size and design of units, the design of buildings, and the surrounding context. To that end, the Guidelines provide recommendations at three scales: Neighbourhood Guidelines, Building Guidelines, and Unit Guidelines.



Potential school location directly fronting onto the public park

## **Neighbourhood Guidelines**

The neighbourhood guidelines speak to mobility, parks and open spaces, child care facilities, schools, opportunities to share and co-locate community services and facilities, meeting daily needs, whimsy and design for four seasons, ecological literacy and civic engagement.

The Master Plan's mobility network is well-aligned with the Growing Up Guidelines, providing a safe network of spaces that support walking and cycling. Locating parking and loading underground with consolidated access allow safer routes for children throughout the site.

In terms of open spaces, the proposed public park has been enlarged to approximately one hectare, providing access to outdoor recreation space in close walking distance from anywhere on the site. While the detailed design of new parks and open spaces will continue over the coming years, the proposed new park and variety of other open spaces are also well aligned with the intentions of the guidelines. The proposed provision of these types of spaces creates opportunities to address other elements of the guidelines as detailed design work progresses, such as whimsy and design for four seasons, and ecological literacy. The Growing Up Guidelines state that schools function as civic hubs of community activity, and the quality and proximity of schools have immediate long-term impacts on a family's well being and choice of neighbourhood. The Toronto District School Board and the Toronto Catholic District School Board have identified interest in locating elementary schools on site. The revised proposal explores the potential for incorporating two elementary schools within the podium of buildings that face onto the proposed public park. The co-located schools will be in close walking distance from the whole neighbourhood, and provide a direct frontage to the large proposed park. Further discussion is required with the City of Toronto regarding sharing arrangements to locate school yard amenities within the proposed park.

In terms of other community facilities, the City of Toronto has identified the need for two to four non-profit child care centres on site, as well as a community recreation facility and community agency space. The project team is continuing active conversations with the City on the potential to incorporate further community facilities in keeping with the intention of the Growing Up Guidelines, and will continue to consider possibilities of locating facilities to create positive synergy between uses, as well as potential for co-location. For example, it is assumed that should the potential schools be realized, a childcare facility (or facilities) would be integrated with this complementary uses.

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## **Building & Unit Guidelines**

#### What We Heard

"The approximate provision of 40% two-bedroom units and 10% three-bedroom units currently supports the unit mix objectives of the Growing Up Guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children"

The building guidelines speak to the configuration and provision of large units within buildings, flexible design and construction, indoor and outdoor amenity spaces, lobbies, social circulation spaces, building massing and typologies, POPS, and storage and utility needs. Building on these building scale recommendations, the unit guidelines speak to a number of detailed design considerations for units and the rooms and spaces within them.

The Master Plan continues to be committed to following these best practices for family friendly design and has aligned current unit size and mix targets with related guidelines in 2.1 and 3.0, including provision of over 25% large units with minimum of 10% three bedroom units (or larger), and 15% large two bedroom plus den units. An additional 25% of units are also targeted as two bedroom units.

The average target size for two bedroom plus den and three or more bedroom units are in keeping with the parameters for ideal unit sizes in the Growing Up Guidelines (936-969 sq ft for two bedrooms, 1076 -1140 sq ft for three bedrooms), with the average size of approximately 950 sq ft for two bedroom plus den and 1100 m2 for three bedrooms. The current building massing and variety of building typologies are well aligned with related guidelines, and with the direction on allowing for a variety of unit types and innovative building design. The Master Plan's distinct typologies have also created ample rooftop areas and grade related open spaces, which similarly provide excellent opportunities to achieve the intentions of guidelines for these spaces.

As many of these guidelines operate at a level of detail that will be achieved through further detailed design, generally at site plan approval for respective phases of development, the Master Plan will continue to consider and align with the Growing Up Guidelines as these processes progress over the years to come.

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# 4.5/ SUN SHADOW STUDY

#### What We Heard

"...it is evident that the proposed public park would only have 3 hours of partial sun light which is insufficient according to City of Toronto's guidelines requiring 5 continuous hours of sunlight to be achieved"

"The park in the proposed master plan is heavily shadowed for the majority of the day from March 21st to September 21st. Buildings must be located and massed to ensure that no less than 75% of the public park area is in direct sunlight between 9:18am and 5:18pm from March 21st to September 21st"

## INTRODUCTION

An updated sun shadow study was completed for the revised Master Plan to analyze the effect of shadowing from the proposed development. The sun shadow study assessed shadowing from existing and proposed development on an hourly basis from 9:18 am to 6:18 pm for each of the vernal equinox (March 21), the summer solstice (June 21), and the autumnal equinox (September 21), as per the City's terms of reference. Additional analysis has been undertaken to provide a more comprehensive understanding of how the revised proposal is performing from March 21st to September 21st, particularly with regards to the City's interest in the performance of the proposed park over this full timeframe. The shadow study distinguishes between the shadows deriving from the existing context and the net new shadows deriving from the proposed development. The assessment provided below discusses the combined impact of these shadows within the site and on the adjacent context.

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## AUTUMNAL & VERNAL EQUINOXES

#### ANALYSIS OF THE CONTEXT

In the morning hours between 9:18 am and 10:18 am during the vernal and autumnal equinoxes, shadows extend to the west of the site across Park Lawn Road. At 9:18 am, shadows reach existing commercial retail buildings along the west side of Park Lawn Road, and the central Ontario Food Terminal building. By 10:18 am, these shadows no longer reach retail buildings along the west side of Park Lawn Road or the Food Terminal building, and by 11:18 am shadows have entirely moved off of the Park Lawn right of way.

At 3:18 pm shadows begin to cross Lake Shore Boulevard W to the east of the site, reaching existing residential towers opposite the site. A sliver of shadow also reaches Jean Augustine Park, though it should be noted that this park is already largely in shadow from the existing building immediately south of the park at this hour. By 4:18 pm, this shadow is generally aligned with other existing shadows on Jean Augustine Park, resulting in only a small amount of incremental net new shadow. At this hour, shadows continue to extend across Lake Shore Boulevard towards existing residential towers to the east, though it should be noted that much of this area is already in shadow from existing residential development.

At 5:18 pm some modest incremental net new shadows reach Humber Bay Shores Park; these new shadows are comparatively minor given the park is already largely in shadow at this hour from the existing development immediately west of the Park. By 6:18 pm, the area to the west of the site is almost entirely shadowed by existing development, and net new shadows are negligible, excepting the area immediately opposite the site on the west side of Lake Shore Boulevard W. Due to the site's location primarily to the north of existing development in the area, as well as the highrise character and related shadows cast by existing development in the area, net new shadows are primarily cast to the north of the site on the highway and Ontario Food Terminal. To the extent that new shadows reach existing development in the early morning, late afternoon and evening hours, incremental new shadows are modest. Incremental shadows are minor given the significant extent of shadowing from existing development at these hours, when much of the area is already in shadow at these times of year. To the extent that new shadows reach existing parks in the area, new shadows are minor and limited to late afternoon/evening hours when these areas are largely already in shadow. As such, shadows from new proposed development are appropriate and in keeping with the character and existing conditions in this high density urban context.

#### ANALYSIS OF THE PROPOSED PARK

At 9:18 and 10:18 am approximately 60% park is in shadow, the majority of which is cast from existing development to the east with the remainder from proposed development to the east of the park. At 11:18 am approximately 45% of the park remains in shadow, both from existing and proposed development to the south and east of the park. At 12:18 pm and 1:18 pm, shadows from existing development have moved off the park. Shadows from the proposed development to the south and east of the park cover approximately 30% and then approximately 20% of the park respectively, with the significant majority of the park receiving sun. At 2:18 pm shadows from proposed development to the southwest of the park begin shadowing the western portion of the park; approximately 75% of the eastern portion of the park continues to receive sun at this time. At 3:18 pm, shadows from proposed development to the southwest continue to move across the park, with approximately 60% of the park receiving sunlight. At 4:18 pm, shadows from proposed development cover approximately 65% of the park. At 5:18 and 6:18  $\rm pm$ at this time of year, shadows lengthen, resulting in the significant majority of the park, and the site and context in general, being in shadow.

Due to the extent of existing shadowing in the area, the proposed park has been strategically placed internally within the site, further from existing high rise development to the southeast and southwest of the site. In the revised proposal, the park has been approximately doubled in size, expanding nearer to existing development to the east and south, resulting in additional shadowing on the park from existing tall buildings in the morning hours. To compensate for this and enhance access to sun, the revised proposal has further reduced the scale and refined massing of the proposed development to the south of the park. As a result, between 11:18 am and 3:18 pm the majority of the park remains free of shadows. More generally, a minimum of approximately 35% of the park is in sun at every hour between 9:18 am and 4:18 pm, ensuring that users of the park who wish to be in the sun will have that opportunity across the day.

The strategies employed by the revised proposal to both expand and mitigate shadowing of the park represent a careful balancing of a number of constraints and priorities. The resulting extent of sunlight on the park is comparable to sun access on Jean Augustine Park, which is characteristic of the constraints in this high density context. These strategies have been successful in allowing a significant amount of sun on the park across the day, which is appropriate given the constraints of this context.

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## SUMMER SOLSTICE

#### ANALYSIS OF THE CONTEXT

Compared to the autumnal and vernal equinoxes, in the morning hours at the summer solstice shadows extend further to the immediate west of the site. At 9:18 am some existing shadows and incremental shadows from the proposed development reach the podiums of the three buildings with frontage on the west side of Park Lawn Road as well as the northern-most residential tower. By 10:18 am, these shadows have moved further north, with only a portion of the northern most building on the west side of Park Lawn Road opposite the site receiving some incremental shadowing at its northern tip. By 11:18 am shadows have moved off of all but a small sliver of the eastern side of Park Lawn Road. From 11:18 am to 2:18 pm new incremental shadowing is almost entirely limited to the site itself; shadows do not reach the Food Terminal site, and just begin shadowing the west side of Lake Shore Boulevard at 2:18 pm. At 3:18 pm, new shadows begin reaching across to the east side of Lake Shore Boulevard, reaching residential towers opposite the site. These shadows lengthen and reach additional towers and areas between 4:18 and 6:18 pm, but are in keeping with the extent of existing shadowing from the high-rise towers located between Lake Shore Boulevard and Marine Park Drive.

New incremental shadows do not reach Jean Augustine Park at any time during the summer solstice. Some minor incremental patches and slivers of new shadow reach Humber Bay Shores Park at 5:18 and 6:18 pm only, at which point much of the park is already in shadow from existing development immediately to the west. As such, at the summer solstice, shadows from new proposed development are appropriate and in keeping with the character and existing conditions in this high density urban context.

#### ANALYSIS OF THE PROPOSED PARK

Similar to the equinoxes, at 9:18 am, approximately 45% of the park is in shadow both from existing and proposed development to the east. But by 10:18 am the park receives almost full sun, with only a sliver of shadow from proposed development reaching approximately 5% of of the park along its northern edge. At 11:18 am the park receives full sun. At 12:18 pm the park continues to effectively receive full sun, excepting a negligible shadow on the southeast corner affecting less than 1% of the park. At 1:18 pm the park receives full sun. At 2:18 pm the park continues to effectively receive full sun, excepting a negligible patch of shadow affecting approximately 1% of the northwest corner of the park. At 3:18 pm approximately 75% of the park is in sun, as shadows from the towers at the GO Station begin to swing over the park. At 4:18 pm these shadows have lengthened, leaving approximately 60% of the park in sun. At 5:18 pm, when shadows continue to lengthen, the shadow from the proposed tower to the west has largely swung to the south of the park, while new shadows from podium elements begin to reach other portions of the park's edges. Despite longer shadows at this time of day, approximately 70% of the park is in sun at this hour. At 6:18 pm, approximately 55% of the park is in shadow, as the shadows from the buildings that line the northern edge of the park begin to extend west and slightly south at this time of year.

In summary, at the summer solstice, when the park will receive heavy use due to seasonable weather, the effects of the revised Master Plan's continued efforts to strategically locate the expanded park and sculpt massing to the south are well pronounced, minimizing shadowing on the park and resulting in excellent access to sun throughout the day, particularly between 10:18 am and 3:18 pm. particularly between 10:18 am and 3:18 pm.

## ADDITIONAL SHADOW ANALYSIS FOR APRIL, MAY, JULY & AUGUST

To better understand how the park is performing for the full period between March 21 and September 21, in relation to staff comments pertaining to this period, additional shadow analysis has been completed for April 21, May 21, July 21 and August 21. This analysis reveals that sun access improves significantly from the equinoxes between April 21 and August 21.

In the earliest part of the day, April and August 21 perform similarly to March and September 21. Shadows from existing and proposed development are still long at 9:18 am, resulting in approximately 55% of the park being in shadow at this early hour. The later afternoon hours from 4:18 pm onwards also still result in longer shadows reaching the park from the towers at the GO Station. However, a significant portion of the park remains in sun at both 5:18 and 6:18 pm (approximately 45% and 35% respectively). Most noteworthy, from 10:18 am to 2:18 pm, only a few small patches of shadow move along the park's edges, affecting approximately 1% to 10% of the park depending on the hour, resulting in the park receiving all but full sun for this four-hour period. The significant majority of the park continues to receive sun at 3:18 pm as well (approximately 70%), providing a five-hour window where the significant majority of the park has excellent sun access. May and July perform similarly to June, with the park effectively receiving almost full sun between 10:18 am and 2:18 pm, with the significantly majority (approximately 70%) continuing to receive sun at 3:18 pm, and a significant portion of the park receiving sun access throughout the entire day.

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## DISCUSSION OF STAFF COMMENTS

- City staff comments speak to the park receiving five hours of continuous sun (Community Planning), or to ensuring no less than 75% of the public park area receives direct sunlight between 9:18am and 5:18pm from March 21st to September 21st (Parks, Forestry and Recreation). These comments suggest two distinct guidelines to achieve adequate access to sun for the park, both of which must be considered in relation to other additional staff comments related to the park, including directions to:
- Locate the park further from the Gardiner (effectively pushing it nearer the existing Park Lawn and Lake Shore towers);
- To locate the park where it will be least impacted by existing towers along Park Lawn and Lake Shore (effectively pushing the park towards the Gardiner); and
- To expand the size of the park (effectively pushing the park towards at least one of the aforementioned significant constraints in the immediate context).

As evidenced by these comments, providing sunlight on new parks in this type of high density context is challenging. This is complicated by the compass orientation of this area, which runs diagonal to a true north-south/east-west orientation. This has resulted in the site being partially surrounded to its east, south and west by existing towers, which shadow a significant portion of the site across the day. As per the strategy in the OPA 2019 proposal, the enlarged park is still optimally located in the northern quadrant of the site, balancing the desire to maximize distance from the Gardiner while also minimizing the impact of existing shadows. Expansion of the park has primarily brought it nearer to existing development east of the site, meaning that the enlarged portions of the park receive more shadows from existing buildings in the morning hours.

Building on the efforts made in the October 2019 proposal to reduce heights and sculpt massing to reduce shadows from proposed development on the park, the revised proposal has further reduced heights for towers and midrise buildings located to the south, east and west of the park. In summary, the revised proposal works to balance all of these constraints and priorities, strategically locating the park within the site and appropriately mitigating shadows on the proposed park through sculpting of massing and reduction in heights of proposed buildings to the south, east and west of the park.

With regards to the differing guidelines suggested by City staff, Urban Strategies is not aware of any city-wide guidelines that pertain to providing a specific number of hours of sun on new or existing parks. Where these types of guidelines have been employed in Toronto, they are typically provided in area-specific policy frameworks or guidelines, recognizing that the appropriate provision of sun on parks must be considered in relation to the distinct conditions and constraints of different areas of the City. Humber Bay Shores is clearly no exception, given the constraints described above. As such, a strict application of either of the metrics proposed by Community Planning or Parks, Forestry and Recreation respectively would be problematic in this context, and is generally not achieved by existing parks in the area.

Taking a more general interpretation of the intentions behind the suggested guidelines is more appropriate in this context: ensuring a significant portion of the park receives sunlight across the day, and ensuring that the significant majority of the park receives sun in the middle of the day, when heavier usage is anticipated. The revised proposal is well aligned with both of these aspirations, and with the more general related guidance provided under 'Built Form' in Chapter Three of the Official Plan, which speaks to massing buildings to fit harmoniously with their context, and adequately limiting any resulting shadowing of open spaces (3.1.2.3).

## CONCLUSION

The site is located at the northeast corner of Park Lawn Road and Lake Shore Boulevard, and existing high-rise residential development in the immediate context is located to the south, east and west of new development on the site. As such, net new shadows are primarily cast upon the site itself, and on less sensitive uses to the north of the site, including the Gardiner Expressway and Ontario Food Terminal. To the extent that new shadows reach existing development in the immediate context, this occurs in the early morning and late evening hours, where incremental new shadows are modest and are in keeping with the extent of shadowing from existing development. The extent of incremental shadows on existing parks in the area is generally minor and appropriate in this context, given it is limited to the afternoon and evening hours and is modest in comparison to shadows on these parks from existing development.

With regards to conditions within the site itself, efforts to strategically locate the proposed park and sculpt massing are both successful in ensuring adequate access to sun for the proposed park across all seven months studied. The revised proposal works to ensure that a significant portion of the park receives access to sun across the day between the Spring and Autumnal equinoxes. Refinements to proposed massing further work to enhance access to sun in the middle of the day, generally in the 10:18 am to 3:18 pm window, when heavier use of the park is anticipated. As such, it is concluded that incremental new shadows from the revised proposal are appropriate and are in keeping with the character and existing conditions in this high-density urban context.

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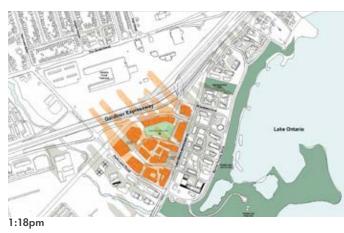
### MARCH 21ST



9:18am



11:18am





10:18am









3:18pm



5:18pm





6:18pm

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#### JUNE 21 ST



9:18am



11:18am





10:18am





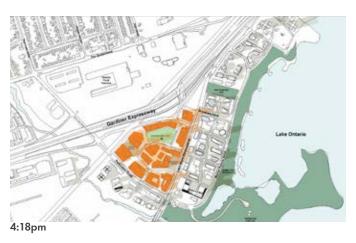




3:18pm

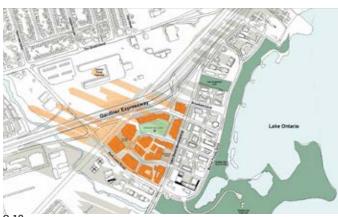


5:18pm



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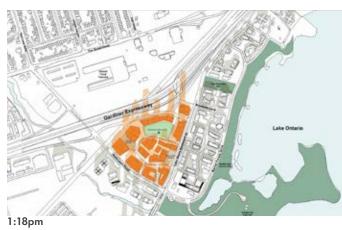
#### SEPTEMBER 21ST



9:18am



11:18am





10:18am



12:18pm



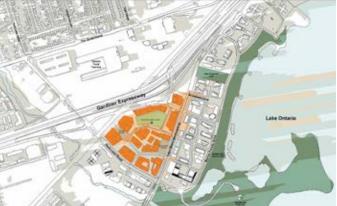


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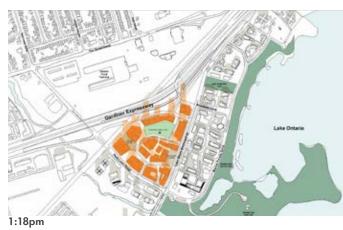
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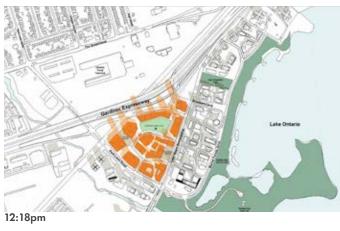


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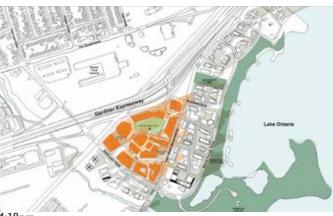


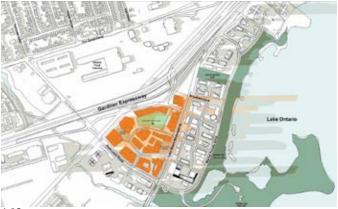


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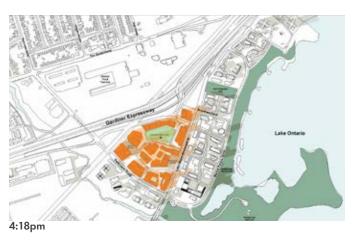




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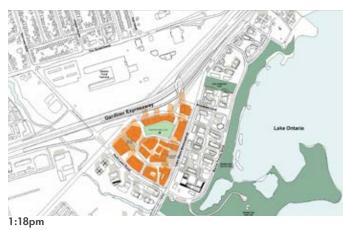
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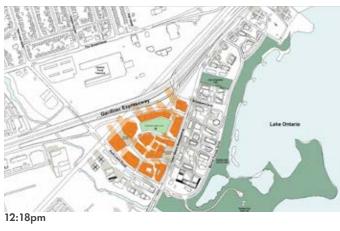


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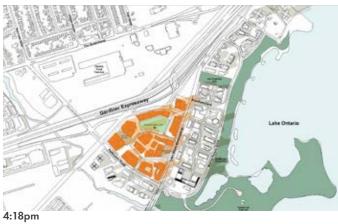




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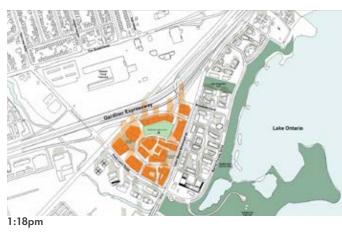
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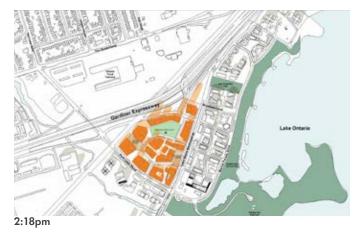




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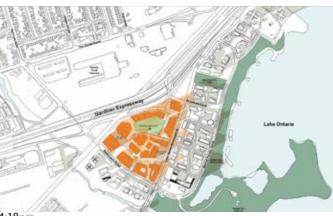




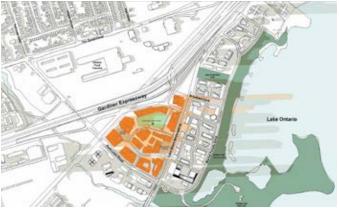
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# 5/ SUMMARY & SUPPORTING STUDIES

Planning conclusion
Summary of Supporting Studies

PLANNING & URBAN DESIGN RATIONALE - COMBINED OPA/ZBA/DPS

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# 5.1/ PLANNING CONCLUSION

The revised Master Plan proposal maintains the vision for a vibrant mixed use, transit-oriented community at 2150 Lake Shore, responding to the unique and significant opportunity at the heart of the Humber Bay Shores community. Since the initial Official Plan Amendment (OPA) submission 2019, the Master Plan has evolved to provide a further level of detail in support of this combined Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision application. A number of key revisions have been introduced to respond to comments and suggestions from the community, stakeholders, and City staff.

The Master Plan has informed the development of the policy instruments that are the subject of this combined application, including the draft Official Plan Amendment, draft Zoning By-law Amendment, and draft Plan of Subdivision, all of which provide for the appropriate redevelopment of the site.

#### CREATING AN INTERMODAL TRANSIT HUB FOCUSED ON A NEW GO TRANSIT STATION

The revised proposal continues to include the new Park Lawn GO station along the northern edge of the site, acting as the focal point for an intermodal transit hub. The Master Plan introduces a new network of streets through the site, complemented by pedestrian and cycling connections, which together will create a porous network that works to draw transit riders, vehicles, pedestrians and cyclists to the GO station, creating an integrated transit hub. The revised proposal has advanced the design resolution to bring a TTC streetcar loop into the site to directly interface with the GO station, with bus service stops located on Park Lawn Road in close proximity to the transit hub.

The integrated transit hub is a major improvement and catalyst that positions the site and surrounding area as a major transit station area, and providing greatly enhanced transportation choice for new and existing residents in the Humber Bay Shores area and beyond. A range of provincial and municipal policy objectives all work to promote this type of investment in public and active transit, similarly supporting transit-oriented development in the areas immediately surrounding major transit station areas.

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#### PROVIDING TRAFFIC RELIEF FOR THE COMMUNITY

Consistent with the original Master Plan, the relief road provides a bypass route running on the northern edge of the site, connecting the Park Lawn Gardiner access ramp with the Gardiner ramp to the east. The relief road works to divert vehicular traffic away from Lake Shore and Park Lawn to relieve vehicular congestion. The relief road also provides consolidated access to the proposed shared below-grade parking and servicing areas within the site. Coupled with the proposed investments in transit and active transportation, which seek to reduce reliance on private vehicles altogether, the relief road will play a key part in limiting vehicular traffic at grade to create a safer and more attractive pedestrian experience throughout the site and the surrounding areas. Furthermore, the relief road will help calm traffic on Park Lawn and Lake Shore, allowing these streets to take on a more pedestrianfriendly, main street character, which will further encourage walking, cycling and transit use in the area, in keeping with related policy objectives in the provincial and municipal policy frameworks.

### COMPLETING THE HUMBER BAY SHORES COMMUNITY

As a large, vacant, former industrial site at the heart of the Humber Bay Shores community, 2150 Lake Shore presents a unique opportunity to fill a current hole in the urban fabric. With the GO station and transit hub working to provide a broad range of transportation choice, and infrastructure improvements such as a relief road working to direct vehicular traffic away from Park Lawn and Lake Shore, the range of vibrant mixed use development across the site further work to repair the site's edges and integrate with the surrounding community. The new network of streets and connections directly interfaces with the existing street network in the area, and creates a fine grained pattern of streets and blocks to support the mixed-use redevelopment of the site. The diverse mix of uses within the revised Master Plan, including affordable residential units; substantive new employment; diverse retail services; an enlarged park and range of other open spaces; as well as other community-oriented facilities and services such as the two potential schools explored in the revised Master Plan, all work together to truly embody a number of policy objectives that encourage the creation of a transit oriented complete community.

#### INTRODUCING A NEW TRANSIT-ORIENTED OFFICE HUB TO GROW LOCAL EMPLOYMENT OPPORTUNITIES

Building on the extent of employment shown in the 2019 OPA Proposal, the revised Master Plan maintains the vision for a new employment hub in west Toronto, with a range of office and tech employment uses required on the site. As per related SASP 15 policies and staff comments, the revised Master Plan has increased the proposed GFA for office type uses (Column 1) to 64,392 m2, an increase of over 50% from the 41,900 m2 shown in the initial OPA Proposal. Much of this is located within the General Employment Area of the site, focusing a critical concentration of employment surrounding the GO station and transit hub at the heart of the site. The revised proposal also draws a significant extent of this Column 1 GFA closer to the heart of the site within the galleria, opposite the enlarged public park and Station Square (a large square located at the GO station).

Whereas the former use of the site for a 58,000 m2 industrial bakery provided approximately 550 jobs at the time of its closure, typical employment densities for the types of uses proposed will result in an exponential increase in the number of jobs provided on the site, in addition to an overall increase in the range and quantity of non-residential uses on the site. Introducing a local employment hub integrated within the redevelopment of the site is not only an important part of creating a complete community, it also works to drive transit ridership, aligning with a range of provincial and municipal policy objectives that encourage employment uses to locate within mixed use development and in relation to higher order transit, reducing the need to commute and created enhanced opportunities for people to live and work in Humber Bay Shores.

#### KNITTING THE COMMUNITY TOGETHER WITH A COMPREHENSIVE SYSTEM OF NEW PUBLIC OPEN SPACES

The Master Plan is structured around an extensive, comprehensive and well-connected public realm, including a range of diverse open spaces and an unencumbered public park. The park has been expanded to one hectare in the revised proposal, approximately double its original size. Together with the galleria, it works to create a 'dual heart' for the Master Plan, providing a diverse range of opportunities for vibrant activity and day to day community life. To achieve the vision for a pedestrian-first public realm, parking, loading and other back of house services are consolidated below grade. This maximizes public space at grade and prioritizes active transportation and safety by minimizing vehicular activity within the public realm.

The existing industrial water tower is proposed to be conserved and relocated in a prominent location within the public park as part of a broader strategy to celebrate the site's history as part of Toronto's industrial waterfront. Together, this system of interconnected public spaces will work to complement and enhance connections to the existing range of high quality parks and public spaces in the area, celebrating the area's history, and providing opportunities for a range of recreation and community activities that will support a high quality of day-to-day life and community engagement, all in keeping with related provincial and municipal policy objectives.

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### ENSURING COMPATIBLE BUILT FORM, HEIGHTS & LAND USES ACROSS THE SITE

The revised Master Plan has continued to study and revise the appropriate massing and distribution of new buildings and land uses across the site, ensuring that new development is compatible and complementary with the surrounding context, enhancing the site's relationship with existing residential development, and protecting the long term viability of the Ontario Food Terminal. In addition to the policy instruments that are the subject of this application, the inclusion of urban design guidelines further ensures that careful consideration is provided during future Site Plan Approval processes for the phased build out of the site, to best achieve important related provincial and municipal policy objectives.

## PROVIDING DIVERSE HOUSING OPPORTUNITIES, INCLUDING AFFORDABLE HOUSING

The revised Master Plan features a substantive residential component, including a significant percentage of family sized two and three bedroom units as part of a broader mix of housing typologies on the site. It also incorporates requirements for a significant proportion of the new housing units on the site to be provided as affordable housing, in keeping with related provincial and municipal policy objectives that target the provision of a range of housing typologies and affordability. The revised Master Plan also explores the potential to introduce two elementary schools within the site, pending further conversations with Toronto's two school boards, and provincial approval and funding approval. If realized, it is presumed that these schools would also incorporate daycare facilities, which in combination with the enlarged park, safe and pedestrian oriented streets and connections, and significant proportion of family size units all work together to create an urban environment truly capable of supporting families and children, as envisioned by Toronto's Growing Up Guidelines.

#### CONCLUSION

In summary, the revised Master Plan and the implementing draft policy instruments represent good planning that is in the public interest. The revised Master Plan proposal is consistent with the Provincial Policy Statement (2020), conforms with the Growth Plan for the Greater Golden Horseshoe (2019), and conforms to and advances the policy directions of the City of Toronto Official Plan, including site-specific directions of SASP 15. The revised Master Plan also builds upon the related guideline documents, including the Tall Building Guidelines, Performance Standards for Mid-rise Buildings, and the Growing Up Guidelines.

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# 5.2/ SUMMARY OF SUPPORTING STUDIES

This combined Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision application includes a number of supporting studies that were identified in consultation with City planning. The following section provides a summary of each of the following studies:

- An Urban Transportation Considerations Report
   prepared by BA Group
- A Heritage Impact Assessment prepared by ERA Architects
- A Housing Issues Report prepared by Urban Strategies Inc.
- Functional Servicing Report prepared by Arup
- Stormwater Management Report prepared by Arup
- An Energy Strategy prepared by Arup
- A Hydrological Review prepared by Arup
- A Geotechnical Study prepared by Arup
- An Arborist Report and Tree Preservation Plan prepared by Hatch Ltd.
- A Land Use Compatibility Study prepared by Hatch Ltd.
- Natural Heritage Impact Study and Environmental Impact Study prepared by Hatch Ltd.
- A Noise & Vibration Impact Assessment prepared by Hatch Ltd.
- A Rail Safety and Development Viability Assessment prepared by Hatch Ltd.
- An Air Ouality Impact Assessment prepared by Hatch Ltd.
- A Pedestrian Wind Assessment prepared by RWDI

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# 5.2.1 URBAN TRANSPORTATION CONSIDERATIONS REPORT

BA Group has prepared an updated Urban Transportation Considerations report in support of this combined application. This report builds on the Urban Transportation Considerations report submitted in support of the 2019 OPA application with supplementary and updated materials that reflect the Master Plan's design evolution from a transportation perspective. The updated report also addresses a number of comments from City staff received on the OPA submission.

The report reiterates the significant opportunity afforded by the proposed development to transform the area's mobility landscape. It states that the Master Plan for the site has been developed with the understanding that transportation advancement is the key to unlocking the potential to develop an integrated, active and attractive community.

Major transportation themes of the Master Plan remain from the initial OPA submission, including the creation of a new integrated GO / TTC transit hub, improvements to the existing traffic congestion challenges, the implementation of a pedestrian-oriented and seamless transportation network, and the creation of high quality and sustainable mobility options.

Based on the revised Master Plan, the report provides details on the transportation elements of the Master Plan such as parking, loading/servicing, street design and active transportation network. It also provides a comparison between the travel demand characteristics of the current Master Plan and the 2019 OPA submission. The multimodal transportation activity forecasts and assessment, and the broad travel demand operational assessments from the 2019 OPA submission continue to remain relevant. BA's updated report contains the following:

- A Planning Process update related to the site.
- The Master Plan section that outlines key physical elements of the revised Master Plan from a mobility and transportation perspective, including updates to the proposed transit, road network, and servicing and parking strategy.
- Transportation Design Update, which provides a detailed review and description of the current transportation Master Plan elements as they relate to the transit hub, the road network, the active network, and site planning strategies.
- Transportation Demand Management Plan, which outlines the intent and proposed strategies to minimize the travel demand of single occupancy private vehicles, and increase sustainable travel behaviour and patterns.
- Travel Demand Update with updated forecasts of projected multimodal trip generation and analysis of impacts on the surrounding transportation services and infrastructure. The forecast is based on the updates to the proposed uses, including two potential schools and potential community facilities accommodated in the Master Plan.
- Traffic Analysis, updated to incorporate changes to lane configurations on a number of streets at Lake Shore, signal control at loop road (Street B), and removal of a previously proposed street (northern east-west road which connected the loop road to Park Lawn).
- Transit Analysis, updated to incorporate the addition of the streetcar route 508 into the analysis, and to maintain bus route 77 on its current route.
- Vehicular Parking, including current Zoning requirements, and proposed parking standards and vehicle parking facilities.
- Bicycle Parking, including current Zoning requirements, and proposed bicycle parking standards and proposed bicycle-related facilities.
- Loading and Servicing, including current Zoning requirements, and proposed loading requirements and facilities.

#### SUMMARY AND CONCLUSION

The report notes a number of key revisions to the Master Plan, all of which have implications for the transportation network, which are:

- The size of the public park;
- The alignment and routing of the relief road (Street A);
- Adjustments to the alignment of the eastern side of the loop road (Street B) and private street linking eastwards to the relief road;
- The inclusion of two potential elementary schools within the Master Plan;
- The land-use mix to reflect an increase in office uses within the Master Plan;
- Bus bay locations at the GO station to now be on Park Lawn Road; and
- The public realm to include a significant pedestrian connection linking between Park Lawn Road; and
- Station Plaza extended to Park Lawn in place of a previously shown private street.

In terms of the street network, key changes include realignment of the loop road to accommodate the enlarged public park, and a reimagined private pedestrian plaza that connects bus stops on Park Lawn with the multimodal transit hub. The relief road has been realigned in response to TTC comments to accommodate an earth retention infrastructure, remove bus lay-by at the rail corridor, and update the southbound lane at the Lake Shore Boulevard intersection. An access configuration is also being explored to accommodate pick-up/ drop-off for two potential schools. New active infrastructure facilities continue to be proposed for the site to provide connections between key destinations within the site and the surrounding neighbourhood. These facilities include a number of pedestrian enhancements, high-quality cycling and pedestrian routes, and a range of bicycle parking facilities and supporting amenities. The report includes a site-wide bicycle parking strategy, including short-term and long term parking facilities, as well as bicycle parking for the multimodal transit hub to establish cycling as a strong "last mile" option.

The Master Plan consolidates parking and loading belowgrade in connected basements, minimizing vehicular activity at grade and contributing to a safer and more attractive pedestrian environment. Centralized loading areas will be provided for each block, or group of Master Plan buildings. A total of 58 loading spaces are proposed (2 Type 'A'; 24 Type 'B'; 8 Type 'G'; and 24 Type 'C') and generally exceeds the Zoning By-law loading requirements. A pool of commercial parking will be shared among all non-residential uses, and residential parking will be provided on a block-by-block basis. Connections under public streets help facilitate the level of consolidation sought for the below grade garage. In terms of parking rates, the Master Plan proposes to adopt 1.0 space/100 m2 of non-residential GFA (a total of 1,170 spaces), with the supply to be reviewed at each phase. For residential parking, the Master Plan proposes 0.4 spaces per unit (a total of 3,256 spaces), which is lower than the Zoning Bylaw requirements in recognizing the connections to higher order and local transit services.

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Regarding the GO station and the multimodal transit hub, the report provides details on how the design has advanced since the initial OPA application in response to TTC and Metrolinx input. The TTC streetcar loop facility has been incorporated into the transit hub. The bus stop has been relocated to platforms along Park Lawn Road in response to TTC comments, which may allow for potential new routes to be added. The bus stop will be connected to the GO station by a new wide pedestrian street.

The report also considers a site-wide pick-up/drop-off strategy in light of emerging mobility options such as car share and ride-hail services. A number of locations have been identified for organized and safe pick-up/drop-off, and technologies such as adaptable curb infrastructure continue to be explored through the planning process. An updated travel demand analysis is included in the report. In comparison to the original proposal, the current proposal is expected to result in a reduction to overall person trips, auto driver trips, GO transit trips, and local transit trips during the PM and Saturday peak periods. A minor increase in person trip is projected during the AM period, however is largely associated with projected internal walking trips, reduction to auto driver trips and GO transit trips, and a minor increase to local transit trips. A transportation demand management (TDM) plan is proposed and incorporates a number of measures to minimize external travel demands and auto ownership/ usage, support active transportation, and facilitate transit use.

In terms of traffic capacity, the report concludes that notwithstanding changes to the street network (removal of a street formerly connecting Park Lawn and loop road and changes to lane configurations, traffic control at intersections, and transit servicing assumptions), all intersections are expected to continue to operate within capacity.

# 5.2.2 HERITAGE IMPACT ASSESSMENT

A Heritage Impact Assessment report has been prepared by ERA in support of this combined application.

The report finds that the site carries elements of cultural heritage value, including:

- Association with Christie, Brown & Co., a significant institution in the Humber Bay community;
- Association with broader themes of Toronto's waterfront history: industrial production, and leisure, recreation and public use;
- A physical, visual, functional and historical relationship to the key transportation routes adjacent to the site: the Gardiner Expressway, the Canadian National Rail corridor, and Lake Shore Boulevard West;
- Landmark value via the Water Tower; and
- Design value associated with the existing commercial bank building at 2194 Lake Shore Boulevard West.

The report notes that while there are some remnant physical heritage attributes that convey this value, much of the historic built form has been lost. Other elements of value are intangible, and cannot be conveyed through building conservation strategies.

#### CONCLUSION AND RECOMMENDATIONS

The report concludes that the Master Plan intends to conserve the tangible and intangible historic fabric of the site through the development and implementation of a comprehensive, multi-media, site-wide interpretation program.

Due to the intangibility of much of the site's cultural heritage value, the report recommends a robust interpretation program intended to communicate the site's intangible cultural heritage value through the use of diverse media on and off the site. Adaptation of the existing Water Tower is a key component of the interpretation program as an industrial artifact that is well-positioned to help communicate the site's industrial history, as well as the greater theme of historical industrial activity along Toronto's waterfront transportation corridors.

The proposed development will retain and relocate the Water Tower on site in order to conserve its value amid a changed context and setting. The Heritage Impact Assessment includes a Relocation Analysis for potential relocation to Boulevard Square, Station Square, or the proposed public park based on:

- The potential to convey the site's association with the previous use as the Christie Cookie Factory;
- The ability to provide a comparable view experience to the original location (number of views, location of views, and relative prominence); and
- Potential for placemaking and the role in the future Site-wide interpretation program.

The Relocation Analysis concludes that the Water Tower could be appropriately relocated to any of the three options and that there is a slight preference for relocation to the park for the reasons for offering the highest visibility, views from the Gardiner and Lake Shore, and the potential to prioritize the interpretation of the Christie Cookie Factory theme.

The report recommends two subsequent studies and plans to be conducted:

- A Conservation Plan specific to the Water Tower; and,
- An Interpretation Plan outlining specific on- and offsite interpretation strategies, with reference to all four of the site's historic themes.

The Heritage Impact Statement concludes that the proposed development proposes to conserve the tangible and intangible historic fabric of the site through the redevelopment and implementation of a comprehensive interpretation program.

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# 5.2.3 HOUSING ISSUES REPORT

An update to the Housing Issues Report has been prepared by Urban Strategies Inc. to provide a further level of detail related to the impact of the revised Master Plan proposal on the City's supply of affordable housing and family-friendly units. The report responds to provincial and municipal policies related to housing, including those that relate to creating a diverse housing stock in terms of tenure, type, form, and affordability.

The proposed development involves the construction of a mixed-use development on an 11.2 - hectare site. In total, the proposed development will introduce approximately 7,139 residential units to a site with no existing housing, representing an efficient utilization of predominantly vacant land. It introduces intensification in a growing area of Toronto with housing options adjacent to a proposed intermodal transit hub and new jobs.

The report notes that, at the time of writing, the Master Plan has not yet reached the level of detail required for the development of floor plans and detailed unit layouts. Nonetheless, the Master Plan proposes 10% 3-bedroom units or larger, and 15% large 2-bedrooms plus den, and considers additional 2-bedroom 'market sized' units. Targeted average unit sizes are expected to range between 400 square foot studio units to 1,100 square foot 3-bedroom units (or larger), accommodating the diverse needs in both size and cost of housing for future residents. In terms of affordable housing, the report states that the Master Plan commits to delivering affordable housing, as per SASP 15 requirements, recognizing that it will contribute to the diversity of choices for future residents and in creating a more complete community. The project is committed to providing affordable housing on site through one or more of the mechanisms outlined in SASP 15. As such, the project will provide up to 10% of the residential gross floor area as purpose built rental units with affordable rents secured for a period of no less than 20 years, and/or convey to the City up to 5% of the residential gross floor area as purpose-built rental units or affordable ownership. A Section 37 agreement is proposed at the scale of the site, which would outline the approximate affordable housing contribution to be secured through each of the proposed six phases. Building on this 'parent' Section 37 agreement, the suitable mix of delivery options (rental versus ownership), timing, location, and any related arrangements with third-party affordable housing providers are all proposed to be assessed and agreed through phase-specific Section 37 agreements.

The report also notes that the City of Toronto has recently become interested in opportunities to secure affordable rental units for periods longer than 20 years. It states that owners are willing to discuss potential provision of affordable rental units for longer periods, which would need to appropriately reduce the percentage and number of units provided to ensure the value of the affordable housing contribution remains equivalent to the SASP 15 agreement. Looking ahead, the project team will continue to work with the City in ensuring that the size, location, and delivery of affordable housing meet the City's policy objectives.

The proposed development will create a new public park within the site, as well as two urban squares that offer gathering places for residents, promoting social interaction. Existing streets will be enhanced, and a fine grain network of new streets will be introduced, connecting to the existing road network in the surrounding area. Numerous indoor and rooftop amenity areas will also be introduced for residents and workers. The revised Master Plan also explores the potential to accommodate a range of community facilities and services on the site, including two new elementary schools within the site. Realization of these schools is uncertain and is subject to provincial approval and funding. If realized, the schools will further increase liveability of the neighbourhood and overall familyfriendliness. Altogether, the proposed development will enhance walkability, active transportation, and access to high-order transit, contributing to the creation of a complete community.

The Housing Issues Report concludes that the housing and the community-related components of the Master Plan are consistent with the policy direction of the Provincial Policy Statement, and conform to the policies of the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan, and Site and Area Specific Policy 15. They are also in keeping with key directions in the Growing Up: Planning for Children in New Vertical Communities Guidelines.

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# 5.2.4 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report has been prepared by Arup in support of this combined application. This report examines existing and proposed conditions for the water and sanitary services to assess servicing requirements to serve the proposed development.

#### WATER NETWORK REQUIREMENTS

The existing and proposed network were modelled using historic hydrant test data. At the time of the analysis, due to restrictions caused by COVID-19, current hydrant test data was not available. Available hydrant tests were used to understand the existing system at this stage. This interim information provides an idea of the impacts of the development on surrounding infrastructure. Five hydrant tests are proposed for the next stage of analysis to confirm calibration of the model.

In line with the development's sustainability strategy, the potential reduction in water use was assessed. The preliminary assessment indicates that low-flow fixtures will result in a 44% reduction in indoor water use compared to LEED baseline, which meets the Toronto Green Standard Version 3 (TGS) Tier 2 Core requirements. To achieve TGS Tier 3, additional grey or rainwater harvesting strategies were evaluated based on capital and operational carbon emissions, and are not considered sustainable at this time. If TGS Tier 3 becomes a requirement, additional reductions to potable water will be reassessed.

The report concludes that while further field verification and calibration is required, initial assessment suggests that the existing water network is capable of supporting the proposed development. Based on preliminary model results, the report recommends a 300mm water main to service the site.

#### SANITARY NETWORK REQUIREMENTS

The sanitary network was modelled and assessed using criteria outlined in the City of Toronto's Design Criteria for Sewers and Watermains. Existing utility information was obtained from the Toronto Water Asset Group.

The model indicates that the pipes along Marine Parade Drive and beneath the Gardiner have sufficient capacity for the proposed development, but that some additional capacity may be required along Park Lawn Road and Lakeshore Boulevard. The report recommends further analysis of the potential to divert flow from Lake Shore to Marine Parade Drive.

The report notes that the baseline flow rates used for the analysis do not well represent the likely conditions, but that the model will be recalibrated to assess actual flow monitoring data once available. At the same time, wet weather flow analysis will also be simulated.

# 5.2.5 STORMWATER MANAGEMENT REPORT

A Stormwater Management Report has been prepared by Arup in support of this combined application. The Stormwater Management Report examines the existing site drainage, proposed drainage conditions, and impacts to the surrounding existing infrastructure and overland flow routes. The report presents the proposed stormwater management strategy as part of the development, as well as technical requirements related to Water Balance Management, Water Quality Control, Flood Management, and Erosion and Sediment Control.

The report states that the proposed public roads will be designed considering dual drainage, and sized based on five and ten-year storm events. Storm runoff will be carried overland along major roads, or a piped drainage network where overland routes are unavailable.

The report further describes the means by which water balance requirements of retaining the first 25mm of rainfall from all events on site:

- Water balance requirements for municipal roads will be met through strategically placed soil cells with infiltration capacity and deep soakaway pits.
- Green roofs will occupy 60% of the total roof area and will meet the requirements associated with development plots.
- Rainfall retention along the remainder of the site will be accomplished through rainwater harvesting tanks, soil cells, and soakaway pits.

By retaining 25mm of rainfall on site, the report notes that the proposed development satisfies the requirements for removal of 80% of Total Suspended Solids (TSS) and the erosion and sediment control requirements for the site.

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# 5.2.6 ENERGY STRATEGY

An updated Energy Strategy has been prepared by Arup in support of this combined application, adding further details related to energy conservation strategies including demand reduction, resilience to power disruptions, and local integrated energy solutions to address the City's targets of carbon dioxide emissions reduction.

The report notes that passive strategies should be prioritized to minimize the demand for heating, cooling and lighting to reduce overall energy demand. A number of passive and active design measures are provided.

To provide the remaining energy need, the report identifies the most effective solution to be a plot-by-plot solution including:

- Ground source heat pumps (GSHPs) to provide space heating, pre-heat for the DHW, and cooling;
- Electric boilers to top-up the DHW temperature and as a back-up solution; and
- Air-cooled chillers to top-up the cooling.

A design and costing exercise had been conducted on the largest building proposed in the Master Plan to test the proposed energy strategy. In order to fully achieve Tier 4 of the Toronto Green Standards relating to energy, the report recommends a further investigation into building demand reduction, followed by other renewable technologies including solar thermal technology. The integration of solar technologies for renewable energy generation and smart batteries for energy storage shall be investigated as part of the next design stages at building level. Further, the report notes the following next steps:

- The optimal passive strategies should be selected on a building by building level, to reduce the thermal load and consequent thermal energy need to the minimum;
- Consequently, the design of building services should be conducted to optimise the interactions between all components (GSHP, boilers, solar panels, etc.) and maximize the efficiency of the energy delivery;
- Detailed solar analysis based on hourly modeling to evaluate effective solar energy available and investigate integration of solar system into the main plots' system should be carried out at building design level, based on a coordinate design of the roof areas;
- Appointment of a cost consultant recommended to carry out detailed cost analysis on the selected options and assess the impact of variations such as centralised vs decentralised solutions;
- A whole life cost analysis should be carried out to optimise the number and depth of boreholes for the GSHP on each building based on the specific demands and load profiles;
- Energy back-up and energy storage solutions to be further investigated and sized to ensure resilience and reduce peak demands on a building-by-building level; and
- Cost benefit analysis between different generator technologies for back-up power should be carried out to guide the selection.

# 5.2.7 HYDROLOGICAL REVIEW

A Hydrological Review has been prepared by Arup in support of this combined application. The review summarizes the results of the groundwater discharge analysis that has been carried out for each of the six development phases, using the available field and lab testing. The findings provide an assessment on geology, physical hydrology, a site-specific hydrological model, analysis of available groundwater information, and an analytical assessment of anticipated groundwater inflow.

This initial analysis, which forms the basis of the Hydrological Review, was carried out using available data to date. On-the-ground investigation has yet to be carried out at the site for the proposed development. As a result, the review does not include data obtained from slug tests, pumping tests, or long-term groundwater monitoring. These gaps will be addressed in the future.

Based on current design approach, and the anticipated groundwater inflows, the report concludes that a Private Water Drainage System (PWDS) which includes perimeter and below basements drainage is suitable. The report further anticipates that a Permit to Take Water (PTTW) will be required.

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# 5.2.8 **GEOTECHNICAL STUDY**

A Geotechnical Study has been prepared by Arup in support of this combined application. The purpose of the study is to summarize ground and groundwater conditions based on the available geotechnical investigation records and to provide an assessment on the soil, bedrock, and groundwater characteristics of the site to determine the feasibility to accommodate the proposed development. The report includes preliminary design and construction recommendations, and provides a summary of potential risks, mitigation measures, and recommended monitoring programs.

The following summary provides the preliminary design and construction considerations and recommendations included in the report:

- Site Preparation: The existing topsoil, asphalt, surface soil, and earth fill are not suitable as subgrade materials, and existing underground services and infrastructure may need to be decommissioned, removed, and property backfilled.
- **Foundations:** The existing earth fill is not considered as suitable subgrade material for foundation construction, and the report recommends that consistent bearing material be employed for all foundations. Where large concentrated loads are to be applied, bored or driven pile foundations drilled into the underlying shale bedrock are recommended.
- **Slab-on-grade:** The report notes that existing topsoil, surficial soils, earth fill, and clean earth are not suitable subgrade materials for slab-on-grade construction, and recommends that soil be properly recompacted or replaced, accounting for the appropriate levels of drainages for or protection from groundwater.
- **Shoring System:** Based on the specifics of the proposed development, the report recommends that secant pile wall be considered for the proposed recommendation, and that soil-structure interaction modeling be carried out for each stage of excavation.

- **Excavation:** the report anticipates a shallow groundwater table and that temporary dewatering will be required for the excavation. The summary highlights that while no methane gas was detected during geotechnical investigation, local construction experience suggests that methane gas may be encountered during excavation, and that a monitoring and ventilation system may be required during excavation.
- **Underground Services:** The report notes that the subgrade materials are generally suitable for the proposed utility construction, and recommends that organic material or loose deposits be encountered be replaced with suitable backfill material.
- **Pavement Structure:** The report notes that the existing topsoil, surficial soils, and earth fill are not suitable subgrade material for pavement construction and recommends removal.
- **Dewatering:** The report notes that the proposed fivelevel basement will extend below both upper and lower groundwater tables. In response, a comprehensive hydrogeological study is recommended to determine the shoring and dewatering system requirements.
- **Monitoring:** Monitoring of the excavation for existing infrastructure at the railway and the Gardiner Expressway is recommended.

The analysis that forms the Geotechnical Study is based on available field and lab testing, made available from previous ground investigation work and a review of historical records. While earlier ground exploration work has been carried out on the site, slug tests, pumping tests, and long-term groundwater monitoring has not been completed for the proposed development. These gaps in available data will be addressed by further site analysis.

# 5.2.9 ARBORIST REPORT AND TREE PRESERVATION PLAN

An Arborist Report and Tree Presentation Plan has been prepared by Hatch to identify preservation and protection techniques during the construction, determine Tree Protection Zones, provide rationale for tree removal, and identify areas of the site that are suitable for restoration.

The analysis which forms the body of the Arborist Report and Tree Preservation Plan is based on two days of field work, during which 235 trees were inventoried and tree attributes collected. Based on a tree condition assessment:

- 19% of the trees are in good condition;
- 68% of the trees are in fair condition; and
- 9% of the trees are in poor condition.

Based on the tree inventory data analysis, the Report and Preservation Plan concludes that 296 trees will be removed and 19 will be injured. The removal of 266 of these trees will require a permit from the City of Toronto. The report recognizes the need to compensate for tree removal in the form of tree planting or cash-in-lieu. To minimize the damage, on-site inspection is required during construction to ensure that only specified trees are removed and that no damage is caused to remaining trees and adjacent vegetation.

The Report and Preservation Plan recommends several mitigation measures to address the predicted effects associated with construction, construction timing, operations, and maintenance.

To mitigate the damage to existing wildlife, the report recommends that vegetation removal be scheduled such that it does not interfere with bird nesting season, and that nest and nesting activity searches be conducted and documented.

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# 5.2.10 LAND USE COMPATIBILITY ASSESSMENT

A Land Use Compatibility Assessment has been prepared by Hatch to assess the potential impacts of noise, vibration, odour, and dust emissions from industrial facilities on the proposed development, the impacts of the proposed development on nearby sensitive land uses, and the potential for the proposed development to impact the environmental approvals and operating capability of nearby employment zones.

The report concludes that nearby industrial land uses are not expected to impact, or be adversely impacted by, the proposed development. The report states that the proposed development meets the separation distance from nearby industrial facilities recommended by the Ministry of Environment, Conservation, and Parks (MECP) Guideline D-6. The report further states that the proposed development complies with the Planning Act, Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe Area. For these reasons, this Land Use Compatibility Assessment concludes that the proposed land use is compatible with the surrounding land uses.

It is noted that Freedom of Information (FOI) requests have been submitted with the MECP and City of Toronto for complaints relating to the industrial, commercial, and utility facilities identified through the assessment. At the time of the report, the information has not yet been received. The report will be updated and provided upon receipt of this information.

# 5.2.11 NATURAL HERITAGE IMPACT STUDY AND ENVIRONMENTAL IMPACT STUDY

A Natural Heritage Impact Study (NHIS) and an Environmental Impact Study (EIS) have been prepared by Hatch to determine the potential impacts of the proposed development on the Study Area. This combined report applies a 120m buffer to the perimeter of the site to create a Study Area.

The analysis is based on two site investigations, during which vegetation communities were documented, and habitats evaluation was carried out. A further desktop review was undertaken to document publicly available background information and to inform the existing conditions.

In total, the report estimates that 13.52 ha of land, comprising five ecosites, is expected within the site. However, the lands have all been previously disturbed, and the total clearing area is therefore not considered significant. Based on the preliminary site investigation and desktop research, the studies note that the area south of the rail corridor is poor quality habitat for most species of wildlife due to the previous levels of disturbances and the previous industrial land use. The area north of the rail corridor provides slightly higher habitat quality due to the presence of vegetation, but is still poor habitat due to the proximity to the rail. The habitat quality of both the north and south portions of the site suffer from lack of landscape connectivity caused by high traffic roads adjacent to the site.

Due to these factors, the report concludes that the risk for physical impact from the proposed development is low. Although some wildlife species may utilize the site as habitat, the types of habitat are common across the surrounding area, and the loss of low quality habitat on site is unlikely to significantly impact the species. The impact of the proposed development will be re-evaluated upon future field investigations.

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# 5.2.12 NOISE AND VIBRATION IMPACT STUDY

A Noise and Vibration Impact Study was prepared by Hatch to assess the potential noise and vibration impacts from external sources to the site on the proposed sensitive residential and school features.

Transportation noise modeling was completed, based on future traffic volumes along major roadways and future train volumes along neighbouring rail and streetcar corridors. The study notes that from a noise perspective, transportation noise will have the greatest impact on the proposed development.

The dominant transportation noise sources are vehicular traffic along the Gardiner Expressway and related ramps, the TTC streetcar traffic along Lake Shore Boulevard, and the passenger and freight train traffic along Lake Shore West railway corridor. The study reports the results of transportation noise modeling undertaken based on future traffic, train, and streetcar volumes within these dominant transportation noise sources.

Based on the modeling, the study reports the requirement for the following noise control measures:

- Upgrade window glazings from typical Build Code standards
- Brick veneer for select exterior façades
- Air conditioning within all units
- Warning clause included on all purchase, sale, and tenancy agreements, notifying occupants of potential noise impacts

Preliminary stationary noise modeling was completed to account for future Park Lawn GO station Public Announcement speaker (PA) system and HVAC rooftop, as well as truck noises. The study notes that the Ontario Food Terminal north of the Gardiner is the dominant source of existing stationary noise, but the future PA system may have a larger impact on the proposed development. The study concludes that noise control measures are likely to be required internal to the development to mitigate these impacts. Further assessment will also be required once other typical stationary noise sources (HVAC equipment, parking garage ventilation and exhaust shafts, and auxiliary generations) have been designed.

From a vibration perspective, the study notes that the major sources of concern are the commuter and freight (switcher) rail traffic, the existing streetcar traffic, and the proposed internal streetcar loop. The study notes that if TTC streetcars travel faster than 15 km/h, vibration mitigation will be required, such as embedded rail rubber isolators at specific locations. Further study will be required once the internal streetcar loop design is finalized.

# 5.2.13 RAIL SAFETY AND DEVELOPMENT VIABILITY ASSESSMENT

A Rail Safety and Development Viability Assessment has been prepared by Hatch in support of this application. The report analyzes and identifies the risks to the proposed development from the adjacent rail activity, and provides recommendations for mitigating risks while achieving a development plan that is well integrated with high-order transit.

The proposed development includes the delivery of a new Park Lawn GO station on the Lakeshore West GO line. Two proposed building blocks are proposed within the 30 metre setback of the rail corridor, which is the minimum setback distance prescribed as a standard measure in the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines.

Therefore, an alternative approach to achieve rail safety has been used in evaluating risk mitigation measures. When the standard 30 metre setback and berm is not practically feasible, the FCM/RAC Guidelines provide an alternative approach to measuring setbacks, through a combination of horizontal and vertical setbacks provided that a safety barrier is also integrated.

The report notes that the rail line adjacent to the proposed development is the Oakville Subdivision, a Principal Main Line track with daily Lakeshore West GO Line service. Metrolinx is currently undertaking major infrastructure upgrades and service improvements on this line through the GO Expansion Program and Network Electrification Project to result in all-day, two-day GO service.

#### SUMMARY AND CONCLUSION

The report recommends an alternative approach of implementing a safety barrier that is at a minimum 4 metres in height to protect passenger and potential freight traffic on the adjacent tracks.

Mitigation measures recommended in the report are:

#### Block D1

- A crash wall at a minimum height of 4.0 m, measured from the top-of-rail, designed to the 'heavy construction' criteria as per the AECOM Crash Wall Design Guidance at a minimum thickness of 0.45m (450mm);
- A horizontal setback of 18m to the face of the building D1, measured from the edge of the platform of the closest active track;
- A vertical setback of 9m to the closest sensitive use at building D1, measured from top-of-rail;
- A 27m setback to the closest sensitive use at building D1, achieved through a combination of horizontal and vertical measures; and
- The crash wall design which incorporates wall returns and/or extensions, where appropriate.

#### Block D2

- A crash wall at a minimum height of 4.0m, measured from the top-of-rail, designed to the 'heavy construction' criteria as per the AECOM Crash Wall Design Guidance at a minimum thickness of 0.45m (450mm);
- A horizontal setback of 18m to the closest face of the building D2, measured from the edge of theplatform of the closest active track;
- A vertical setback of 9m to the closest sensitive use at building D2, measured from top-of-rail;
- A 27m setback to the closest sensitive use at building D2, achieved through a combination of horizontal and vertical measures; and
- The crash wall design which incorporates wall returns and/or extensions, where appropriate.

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#### Park Lawn GO station

- The crash wall will be located between the station building and Block D1 (The GO station building will be located within the setback area at Block D1 to facilitate access to the rail corridor. Transit buildings are considered as non-sensitive uses);
- The crash wall will be located between the TTC tracks and Block D2 (TTC streetcar tracks are located within the setback area at Block D2);
- Increased GO platform height to approximately 500mm higher than the current standard to slow and contain a derailed train within the rail corridor, and also more safely allow passenger boarding and egress from the frequently stopping trains; and
- Jordan guardrails to be used on the bridge overpass as a means of derailment protection.

Considered together, recommended mitigation strategies are considered to provide an equivalent level of protection as the standard 30 metre setback and berm prescribed in the FCM/RAC Guidelines. The report notes that the recommended mitigation measures are proof-of-concept at this stage provided for discussion and review by the City and the rail operator, and will be further verified and refined upon subsequent review and feedback.

# 5.2.14 AIR QUALITY IMPACT ASSESSMENT REPORT

An Air Quality Impact Assessment Report has been prepared by Hatch in support of this combined application. The assessment focuses on the impacts of rail and road transportation emissions and the industrial operations to the north of the site.

Emissions from the Lakeshore West Rail Corridor, and trucks and vehicles traffic to/from the Ontario Food Terminal were analyzed for predicted cumulative contaminant concentrations and compared to guidelines by government agencies such as Ontario Ambient Air Quality Criteria (AAQC). In total, nine contaminants were modelled for the current scenario (2020), and the future scenario which includes the proposed development.

Based on the modeling results, the report concludes that there is no risk related to air quality for the proposed development. The sources surrounding the site are not contributing to high air pollution levels. When cumulative concentrations including the background concentrations were assessed, two contaminants (Benzene and B(a)P) were found to exceed the standards. However, the report notes that these exceedants are not specific to the site as high concentration levels for these contaminants are common in urban areas and are recorded at most of the Greater Toronto Area air quality monitoring stations. Therefore, these concentration values should not be considered as a risk that would prevent new development on the site. The report identifies Humber Wastewater Treatment Plant as having received previous odour complaints in 2018 and 2018. It is noted that the odour reduction plan has been implemented by the Plant, and should resolve past odour issues. Fewer complaints were logged in 2018 as a result of this odour reduction plan. While it is still possible that odour nuisance could occur during maintenance or uncommon events, these events are estimated to be less than 1 percent of the time based on complaints logged in the past three years.

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# 5.2.15 PEDESTRIAN WIND ASSESSMENT

A Pedestrian Wind Assessment has been prepared by RWDI to assess the proposed development's potential impact to the pedestrian level wind conditions. The assessment was based on a review of regional longterm meteorological data, computer-based modeling, and review of other pedestrian wind comfort studies completed by RWDI for similar projects.

As stated in the report, wind speeds that are comfortable for strolling or walking ( $\leq$  17 or 20 km/h) are appropriate for sidewalks and parking areas, while calm wind speeds that are suitable for sitting ( $\leq$  10 km/h) are desired in areas such as the public park and outdoor amenity areas.

Based on the simulation using the building massing of the proposed development throughout its phases, the Pedestrian Wind Assessment finds that:

- Wind speeds during the summer season throughout all phases of the development are generally expected to be within acceptable levels;
- Due to the local geometry and orientation of buildings with the prevailing (southwesterly) winds, some areas are expected to experience higher wind speeds in the winter; and
- Wind conditions generally improve with the addition of each phase of development due to the increased blockage and sheltering provided by buildings.

The recommended mitigation measures include strategic placement of landscaping elements and other wind mitigation features such as canopies, trellises, and windscreens. The report acknowledges that a number of proposed buildings include stepped forms as well as podiums, which are positive wind mitigation features, and states that adding more of such architectural features could help further mitigate uncomfortable wind conditions. A number of potential location-specific measures are included in the report.

The report states that the extensive landscaping plan included in the Master Plan is a positive design feature from a wind condition perspective. It is noted that the computer model did not account for any existing and proposed trees and planting, and therefore constitutes a conservative prediction of wind conditions. It is expected that the addition of landscaping and other elements would further improve wind comfort at grade.

The report states that the predicted wind conditions in the report are preliminary, and will need to be quantified and confirmed through detailed studies using wind tunnel tests once detail design has been advanced, which will include the existing and proposed trees and planting.