MASTER PLAN AND PLANNING RATIONALE ADDENDUM

COMBINED OPA/ZBA/DPS FEBRUARY 2021

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

First Capital (Park Lawn) Corporation and 2253213 Ontario Limited

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1/ INTRODUCTION

1.1	The Purpose Of The Document
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1.1 THE PURPOSE OF THE DOCUMENT

This Master Plan and Planning Rationale addendum report has been prepared by Urban Strategies Inc. and Allies & Morrison on behalf of the Owners, First Capital (Park Lawn) Corporation and 2253213 Ontario Limited, for the resubmission in support of the combined Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Draft Plan of Subdivision (DPS) application resubmission 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 is intended to build on the initial 'Master Plan and Planning Rationale' document submitted in support of the initial October 2019 OPA application, and the subsequent 'Planning and Urban Design Rationale' report submitted in support of the combined ZBA and DPS application, and OPA resubmission in May 2020. This document details the evolution of key Master Plan components in response to formal City staff and agency comments, community feedback, as well as updates to the planning policy framework since the time of the last submission in May 2020. The report includes the following sections:

1.0 Introduction describes the purpose and content of this document, including an overview of the evolution of the Master Plan and key changes featured in the current Master Plan proposal, as well as project timeline and milestones, and eight 'big ideas' for the site.

2.0 Design Evolution & Urban Design Analysis

describes how the Master Plan proposal has evolved in response to feedback from City staff, commenting agencies and the community, alongside comparisons between the initial Master Plan proposal from October 2019, the May 2020 proposal, and the current February 2021 proposal.

3.0 Open Space Design Guidelines provides detailed design objectives and guidelines for the key open spaces within the Master Plan. This section supplements the Urban Design Guidelines submitted with the previous May 2020 submission, and includes a further level of detail regarding the design and roles of the two proposed public parks and a number of privately owned publicly-accessible spaces.

4.0 Shadow Study provides an updated sun and shadow study and an analysis of shadowing from the proposed development.

5.0 Planning Framework Updates & Planning

Rationale Summary includes a discussion on how the current Master Plan and proposed policy instruments align with and advance the provincial and municipal policies that have come into force since the time of the last submission. Also included in this section is a discussion on how the proposal reflects the emerging policy directions in the draft Christie's Secondary Plan. A brief overview of updated draft implementing policy instruments is provided, followed by a summary of planning opinion, as well as key findings from studies and reports submitted in support of the current Master Plan proposal and draft instruments.

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1.2 THE MASTER PLAN PROPOSAL

The Initial Master Plan Proposal (October 2019)

In October 2019, First Capital filed an Official Plan Amendment (OPA) application on behalf of the Owners that establishes a framework for a transit-oriented mixeduse master plan redevelopment of a 27.7 acre/11 hectare site 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 ("the site" or "2150 Lake Shore").

The initial Master Plan proposal introduced a new proposed Park Lawn GO station integrated with TTC streetcar and bus stations. A network of fine-grained internal streets was proposed and connected the site to the surrounding network, while a new 'relief road' was proposed along the northern edge of the site to function as an alternative access to the Gardiner Expressway and a bypass route for through traffic on Park Lawn Road and Lake Shore Boulevard West, providing traffic relief to the community.

A diverse open space system was proposed across the site, including a new 0.5-hectare public park, a covered Galleria, three urban squares and a series of largos (enlarged sidewalks), lanes and pedestrian mews woven into a rich public realm network. The existing water tower on the site was proposed to be retained as a historic landmark.

A diverse mix of uses were proposed including significant employment uses comprising office-type, retail, entertainment, and service uses. 1.4 hectares of *General Employment Areas* were proposed along the Gardiner Expressway on the north edge of the site. Significant residential uses were also proposed with approximately 7,500 new units, including larger 2- and 3- bedroom family-sized units, as well as affordable housing units. The proposal featured a distinct assembly of built form typologies including low, mid and high-rise buildings. Fifteen towers were proposed, ranging in height between 22 and 71 storeys.

The May 2020 Master Plan Proposal

The May 2020 Master Plan proposal maintained the fundamental vision and features of the initial 2019 Master Plan proposal, including the provision of an integrated GO/TTC transit hub, a new relief road and a fine-grained internal street network, a covered galleria lined with retail and amenities, significant employment, diversity of housing options, and unique architecture featuring a blend of built form and uses. The height of proposed towers ranged from 16 to 70 storeys. A Combined ZBA/ DPS application and OPA application resubmission was filed with the 2020 Master Plan proposal, reflecting the following key changes:

- Provision of an enlarged park of approximately 1
 hectare
- Accommodation of two potential elementary schools in response to the Toronto District School Board and Toronto Catholic District School Board's interest in colocating schools within the Master Plan site
- Increased provision of employment GFA by approximately 33%, and locating the General Employment Areas around the GO station and in the central Galleria block, creating a cluster of office-type uses proximate to regional transit, public park, and retail and amenities in the Galleria
- Refinements to the built form to reinforce a pedestrian-scaled streetwall along Park Lawn Road and Lake Shore Boulevard West through measures such as shifting towers behind mid-rise buildings and introducing setbacks
- Conversion of a previously proposed street into a pedestrian plaza that extends Station Square to Park Lawn Road, creating a safe, convenient and attractive pedestrian connection between the proposed TTC bus activity along Park Lawn Road and the GO station

The Current Master Plan Proposal (February 2021)

The current Master Plan proposal has further evolved as a result of the continued effort to align with key feedback from various City departments, commenting agencies and the public (communicated through City staff), as well as with policy directions emerging out of the City's draft Christie's Secondary Plan. The current proposal maintains the vision and key features of the May 2020 Master Plan proposal, incorporating the following additional revisions:

1. Boulevard Square Park

In addition to the 1- hectare Community Park, the current proposal adds the 2,500 m² Boulevard Square as a public park. This addition brings the proposed total on-site parkland provision to 1.25 hectares, nearly 2.5 times the size in the initial Master Plan proposal. As Boulevard Square was previously proposed as a privately owned publicly-accessible space (POPS) with an underground parking structure below, this change required a reconfiguration and redistribution of parking areas to ensure that Boulevard Square Park is now fully unencumbered. The overall open space system continues to make up 42.6% of the net site area.



2. New Community Uses

Discussions on community benefits with City staff have advanced since the May 2020 proposal. The current proposal now includes potential community facilities: two daycares, a community recreation centre, a public library, and a not-for-profit human agency space, all proposed to be delivered on site in contributing to the Master Plan vision of creating a truly complete community. Discussions are ongoing between First Capital and the City on the delivery of these potential facilities, which is subject to agreement and finalization of the Section 37 agreement. These new facilities are proposed in addition to the space allocated for two potential schools within the site. It is noted that the actual realization of these schools rely on a number of factors including approval and funding by the Ministry of Education, to be secured by the two School Boards



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3. A Sunnier Community Park

Access to sunlight in the proposed Community Park has been further enhanced by shifting height and density away from the south and east of the park. With the exception of shadows cast by the existing context surrounding the site, the May 2020 proposal achieved no new net shadow on 70% of the park for 5 continuous hours during spring and autumn equinoxes. With the redistribution of height and density, the current Master Plan exceeds the more rigorous sunlight metric in the draft Christie's Secondary Plan to create no new shadows on 85% of the park or more for 5 continuous hours, achieving 6 continuous hours between 9:18 and 15:18.

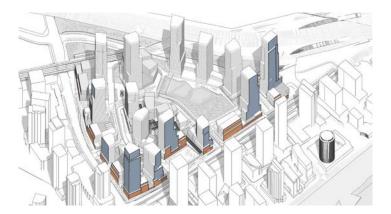


4. Enhanced Street Wall along Park Lawn, Lake Shore, and the Loop Road

A number of built form refinements have been made in reinforcing pedestrian-scaled street walls along Park Lawn Road, Lake Shore Boulevard West, and the loop road. This involved reducing street wall heights to be no taller than the width of the right-of-way on these streets, and stepping back upper floors of some mid-rise and podium buildings.

5. Retention of the Water Tower in Station Square

As a response to City Staff comments, the historic water tower is now proposed to be located in Station Square, rather than its previous location in the Community Park. At this location, the water tower will have visual prominence from the Gardiner Expressway and also from a number of other key locations including Park Lawn Road, the loop road, and the proposed Community Park.



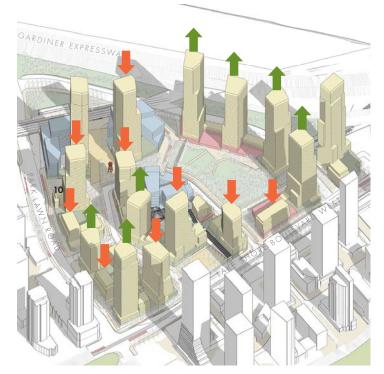


6. Overall Redistribution of Height and Density

The revisions noted above: enhanced sunlight in the Community Park, new potential community facilities, and reinforcing the pedestrian scale; have all resulted in overall shifts in heights and distribution of density across the site. This has generally resulted in taller tower heights to the north of the Community Park and along Park Lawn Road, and lower tower heights to the immediate south and east of the Park. As a result, tower heights now range between 28 and 70 storeys, maintaining the 70 storey height peak at the proposed GO station. There has also been a modest increase in the overall density of the project. This includes non-residential density associated with the introduction of the potential community facilities; proposed library, community centre, two daycares, and human agency space; along with a 4.9% increase in residential density above the May 2020 proposal associated with the costs of delivering the comprehensive package of new community benefits identified by the City.

7. A Wider Loop Road

The central loop road has been widened from a 23-metre right-of-way in the May 2020 proposal to a 26-metre rightof-way in discussion with City staff. The portion of the street along the proposed Community Park has also been widened from 20 metres to 22 metres. Taking a complete streets approach, the widened right-of-way accommodates wider pedestrian zones, vehicle lanes, planting zones, a bi-directional multi-use trail, and TTC streetcar tracks, balancing the needs of all users.

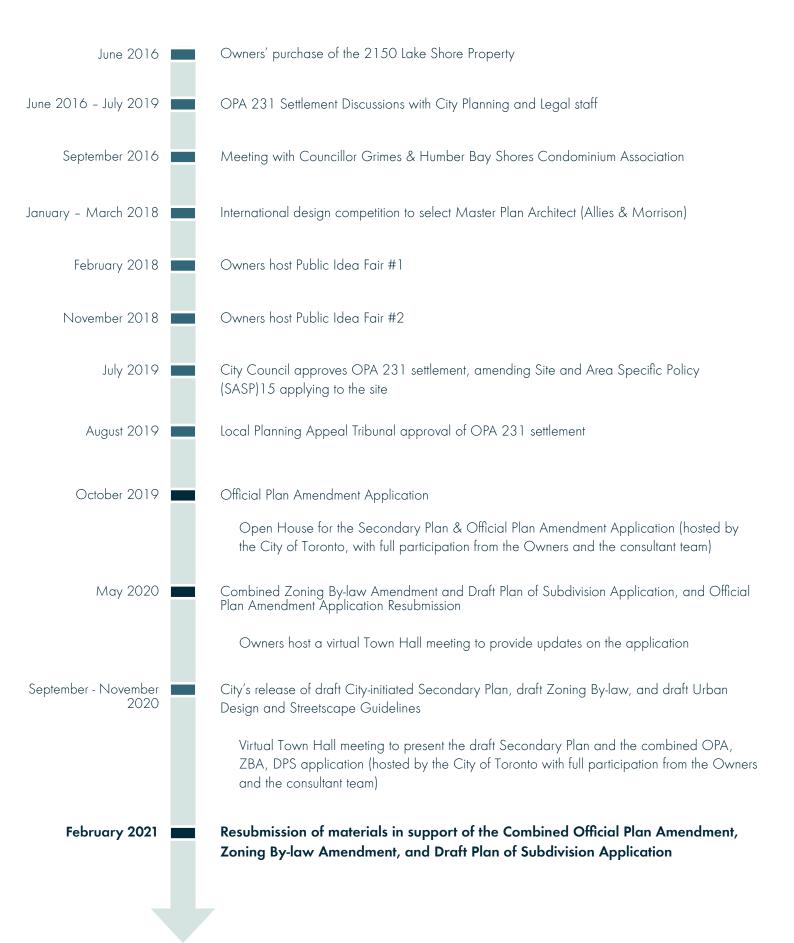




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1.3 PROJECT TIMELINE AND MILESTONES

The owners have continued to engage with the community and City staff including the following key milestones and activities. Input received has been very important in shaping and refining the Master Plan for 2150 Lake Shore. Upon the latest submission in May 2020, the owners held a town hall meeting to provide an update regarding the submission and updates made to the initial Master Plan, and to respond to questions regarding the proposal. Due to the COVID-19 pandemic, the meeting was held virtually following the guidance of public health officials to practice social distancing. The virtual town hall consisted of a video presentation and a live Q&A session, supplemented by an extended Q&A period on an online engagement platform.



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1.4 ENHANCING THE BIG IDEAS

Eight Big Ideas emerged through the public Idea Fairs #1 and #2, which have guided and shaped the vision for the Master Plan. The current Master Plan proposal continues to embody these Big Ideas, with key refinements that further reflect the priorities and benefits to the broader community and the City.



BIG IDEA #1



A New Heart for Humber Bay Shores.

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



The Master Plan for 2150 Lake Shore sets a framework for a transit oriented urban mixed-use community complete with housing, jobs, retail, public spaces, and community facilities all within a 5-minute walk to the regional and local transit infrastructure.

With the contribution of a second public park and a host of additional potential community services and facilities, the proposal seeks to maximize the benefits to the local community.

These new additions, considered with the high-quality public realm and architecture, substantial employment uses and new housing options will make 2150 Lake Shore a dynamic complete community that enriches the broader Humber Bay Shores community.

BIG IDEA #2



A NEW TRANSIT HUB AND IMPROVED CONNECTIVITY.

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



Access to transit infrastructure is a critical element for establishing a liveable, complete community in a growing area such as Humber Bay Shores. The site represents a unique and important opportunity to unlock the mobility potential of the area with new access to regional and local transit.

The Park Lawn GO station proposed on the site will be integrated with a TTC streetcar loop, and with TTC bus service in short walking distance. Together, these elements will provide excellent access to transit for 2150 Lake Shore and the broader community.

Since the initial OPA application in October 2019, the project team has been continuing the discussions with Metrolinx, TTC, and the City of Toronto to collectively advance the work required for the next stages of design and approvals to realize the station.

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BIG IDEA #3



SHOPS, RESTAURANTS AND SERVICES.

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



The streets of 2150 Lake Shore will be lined with vibrant shops, restaurants and services to meet the everyday needs of residents and workers, creating a unique retail experience on the site.

The covered Galleria continues to tie the project together with the concentration of retail and services that provides a year-round destination that connects key areas within the Master Plan including the GO station and two public parks.

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.



Significant public benefits such as improved pedestrian connections, community facilities and an enhanced public realm form key components of the Master Plan, and integrate opportunities for various aspects of community life at 2150 Lake Shore.

The current Master Plan proposal incorporates the potential for a community recreation centre, two daycares, a public library, and not-for-profit human agency space, in addition to the two potential schools introduced in the May 2020 proposal. The delivery of these potential community facilities are subject to review and finalization of Section 37 community benefits agreement between the City and First Capital. These community facilities, alongside two public parks and a diverse system of open spaces will support an exceptional quality of life on the site and the surrounding areas.

BIG IDEA #5

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ENVIRONMENTAL SUSTAINABILITY.

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



Sustainability and climate resiliency underpin all aspects of the Master Plan, which strives for high quality and lasting design with current and future generations in mind.

The current Master Plan continues to embody sustainable and resilient design objectives. The Master Plan integrates green infrastructure, with landscape elements in parks and open spaces contributing to the stormwater management throughout the site. The transportation demand management strategy developed for the site encourages sustainable travel patterns that reduce car traffic, supported by the provision of active transportation facilities, access to local and regional transit, and an overall design of the community where day-to-day needs are accessible within walking distance of one's home. The project is also exploring district energy.

BIG IDEA #6



EMPLOYMENT SPACES.

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



Bringing significant new employment and overall job diversity to the Humber Bay Shores community continues to be a key objective of the Master Plan. Building spaces for a diversity of business and employment is essential to the success of this mixed-use development.

The current Master Plan features approximately 63,400 m² of dedicated employment space. This space continues to be clustered at the GO station and the Galleria block at the heart of the project, with access to GO transit, the Gardiner Expressway, the Community Park, and retail and amenities that create an attractive working environment for future employees.

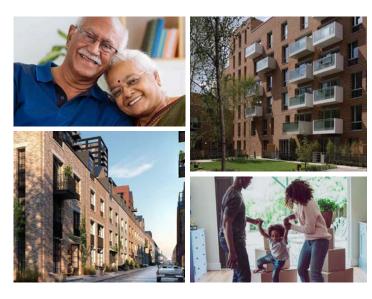
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BIG IDEA #7



VARIETY OF HOUSING.

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



Providing a diversity of housing options, tenures, and typologies are critical to building for a diverse and inclusive community, and in addressing varying housing needs.

In addition to adding a significant supply of housing with approximately 7,504 units, the current Master Plan proposal maintains a high percentage of larger family friendly units. Approximately 35% of two bedroom and two bedroom plus den units, and 10% of three bedroom units are proposed. The Owners continue to be committed to delivering significant affordable housing at each phase of the development via the mechanisms outlined in Site and Area Specific Policy 15.

BIG IDEA #8



HIGH-QUALITY ARCHITECTURE AND URBAN DESIGN.

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





Redevelopment of the site will 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 current Master Plan proposal features a series of built form refinements to ensure a comfortable pedestrian condition within the site and an enhanced relationship with the surrounding areas. This has included widening of the loop road that enables more generous pedestrian zones, reducing the height of street walls along the Park Lawn, Lake Shore and loop road frontages, and an overall redistribution of height and density that has led to improved access to sunlight in the Community Park.



View looking down at the Dual Heart

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2.1 MASTER PLAN CHANGES

The following changes have been incorporated to the design of the Master Plan in response to feedback from City staff, agencies, and the community.

- **V** Public Park Provision
- POPS and Open Spaces
- ✓ Optimised Sun and Shadows on the Public Park
- Potential Community Uses
- **Employment Land**
- Distribution of Height and Density
- Separation Distance and Tower Floor Plates
- ✓ Overall Reduction of Streetwall and Base Buildings
- ✓ Loop Road Right-of-Way

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2.2 PUBLIC PARK PROVISION

Key City Staff Comment

"In order to satisfy the full parkland dedication requirements, the applicant must provide at minimum an additional 5,000m² of parkland... PFR's preferred location for the second park is along Lake Shore Boulevard West... [as] a gateway to the new community from the surrounding existing community"

The May 2020 proposal featured a 1-hectare on-site Community Park located along the loop road (Street B). In response to City comments, Boulevard Square, previously proposed as a privately owned publicly-accessible space (POPS), is now proposed as an unencumbered public park.

The addition of 0.25 hectare Boulevard Square Park brings the total on-site parkland provision to 1.25 hectares, 2.5 times the parkland provision in the initial October 2019 proposal. The remaining approximate 0.25 hectare parkland dedication requirement is proposed to be met through cash in lieu. Boulevard Square Park is envisioned as an urban square with flexible hardscaped area for a diverse range of programming, providing a new civic gathering space for the neighbourhood, as well as a place for active and passive recreation. The square will be lined with active edges comprising grade-related retail uses and public streets, flanked by the loop road and one of the primary entrances to the Galleria on either side. Located along Lake Shore Boulevard West, it is highly visible from the surrounding areas, and in a location where it acts as a gateway linking 2150 Lake Shore with the existing Humber Bay Shores community.

A rich open space network including squares, the Galleria, largos and groves continues to complement the two proposed public parks, providing a pedestrian oriented experience throughout the site. The overall open space network continues to make up a substantial portion of the ground plane, at 42.6% of the net site area (excluding public streets), consistent with the May 2020 proposal.



Proposed enlarged extent of the on-site public parkland provision



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2.2.1 THE COMMUNITY PARK

The 1-hectare Community Park remains in the location previously proposed along the loop road, where it would receive the most amount of sunlight and be least affected by shadows from existing and new buildings. The park is surrounded by complementary uses: two potential schools and not-for-profit human agency space within the podium of the buildings to the north; proposed daycares to the north and south; and the proposed community recreation centre to the south east. Along with the Galleria to the south, the Community Park forms a 'dual-heart' for 2150 Lake Shore as a focal area for community activity.

The size of the park allows for the coexistence of a range of uses, from more formal activity areas such as a

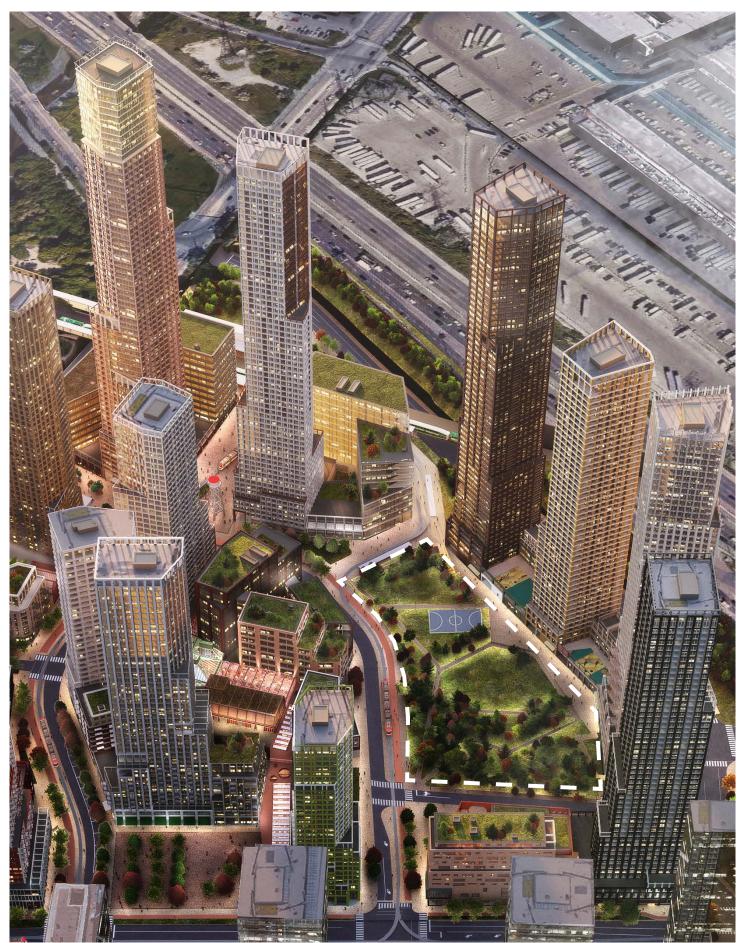
sports court to more informal vegetated areas for passive recreation. A significant open lawn area is also envisioned to allow for more flexible active outdoor programming. The possibility to locate shared schoolyard amenities for the two potential schools continues to be explored, subject to further discussion and agreement between the School Boards and the City of Toronto.

The park continues to be appropriately shielded from the Gardiner Expressway by the buildings proposed along the northern boundary. The planting areas in the park are also proposed to integrate a storm water retention function, as well as potential opportunities for community gardening, urban farming, and educational features.



View of the Community Park

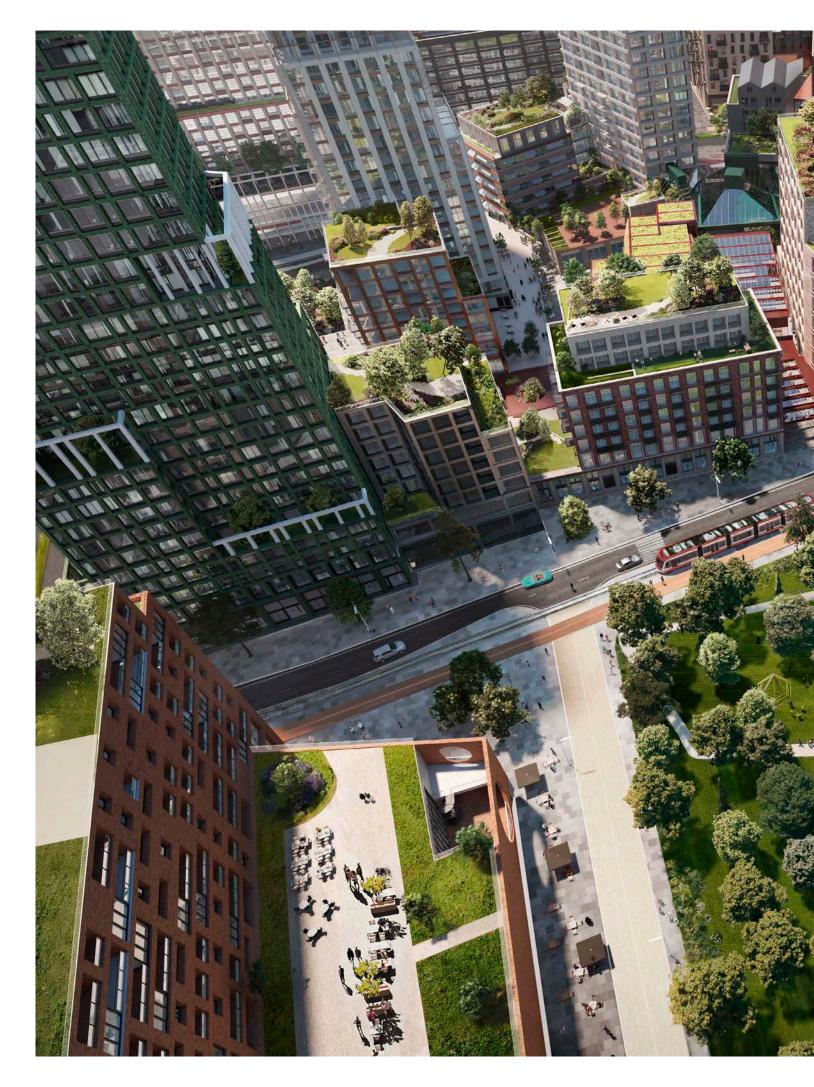


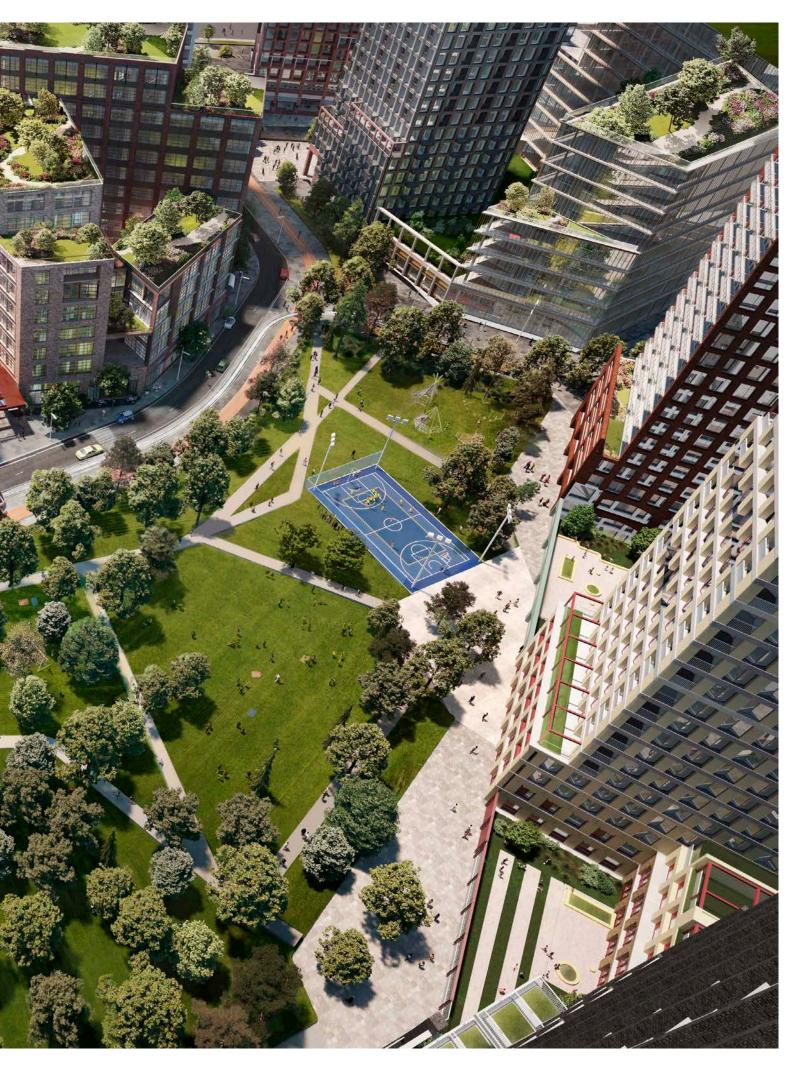


Looking down at the Community Park

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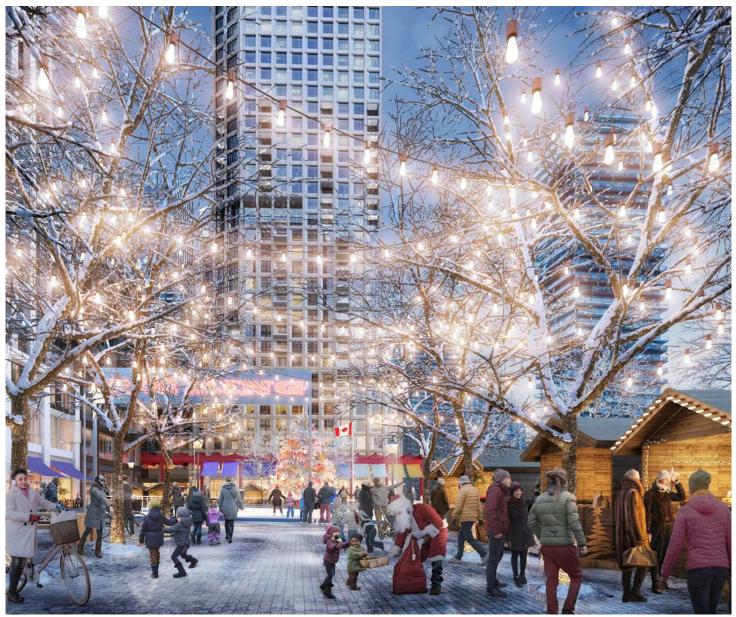
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2.2.2 BOULEVARD SQUARE PARK

Boulevard Square Park is located on Lake Shore Boulevard West, and provides a distinct sense of place and a destination for those travelling along the street. Now proposed as a public park, Boulevard Square Park aspires to be the collective front porch for the area at large, connecting 2150 Lake Shore with the existing Humber Bay Shores community with a space to linger and connect with neighbours.

The square can be programmed for seasonal festivities, such as Holiday 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.

With its urban character, Boulevard Square Park will complement the Community Park, as an early open space anchor for the community when delivered as part of Phase 2 development. The landscape is proposed to be coordinated with the surrounding building profiles to create a pleasant microclimate in the square, mitigating wind and urban heat island effects.



View of Boulevard Square Park





Looking down at Boulevard Square Park

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2.3 POPS AND OPEN SPACES

Key City Staff Comments

"Heritage Planning staff consider that the history of the Christie bakery on the site and its strong connection to the neighbourhood warrants commemoration. The Commemoration Strategy should include the retention of the water tower as described in both the proposal and the Heritage Impact Assessment (HIA)."

"PFR's position is that the water tower should not be located on future parkland. The preferred location for the water tower is on a POPS within the site."

Policy Updates

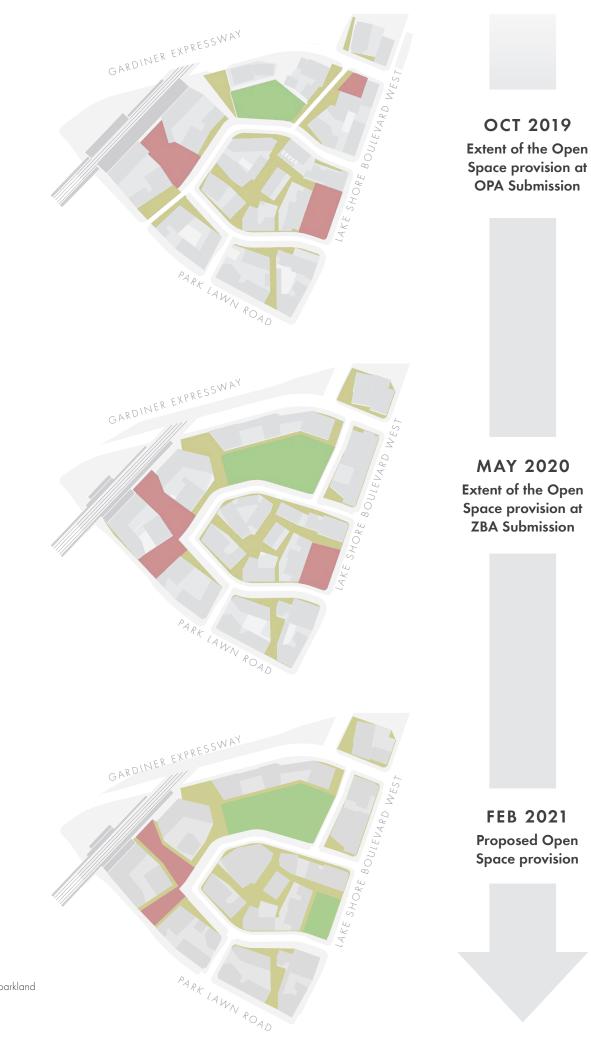
The City of Toronto Official Plan Amendment No. 479 came into force since the May 2020 submission and provides updated Official Plan policies relating to public realm. Discussion of how the current Master Plan proposal and the implementing policy instruments align with OPA 479 is included in Section 5.1. The overall proportion of open space has grown from 32% of the net site area (site areas excluding conveyed roads) in the initial October 2019 proposal to now representing 42.6% of the net site area. In addition to the two public parks, the interconnected public realm includes two larger POPS spaces (Station Square and Park Lawn Gardens), the covered Galleria, green connections ('groves'), a mid-block connection ('mews'), and angled setbacks ('largos').

Throughout the site, POPS spaces serve an important function creating a pedestrian-oriented environment, adding to the diversity of open spaces, widening the public streets, and providing key pedestrian connections that increase porosity and connectivity throughout the site. Section 3 of this document contains detailed design guidelines for the key open spaces proposed in the Master Plan, which include both public parks and POPS.

The current Master Plan introduces a number of open space refinements including widened pedestrian passages in the Galleria and the pedestrian mews, and the relocation of the historic water tower to Station Square.



Proposed enlarged extent of the Public Park



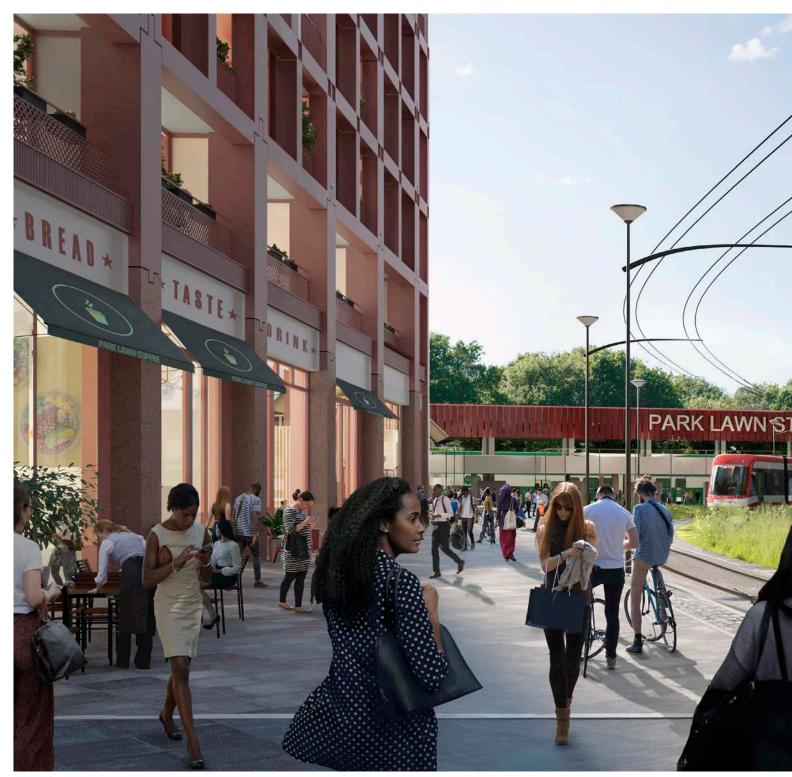
Unencumbered parkland Squares Largos/Galleria

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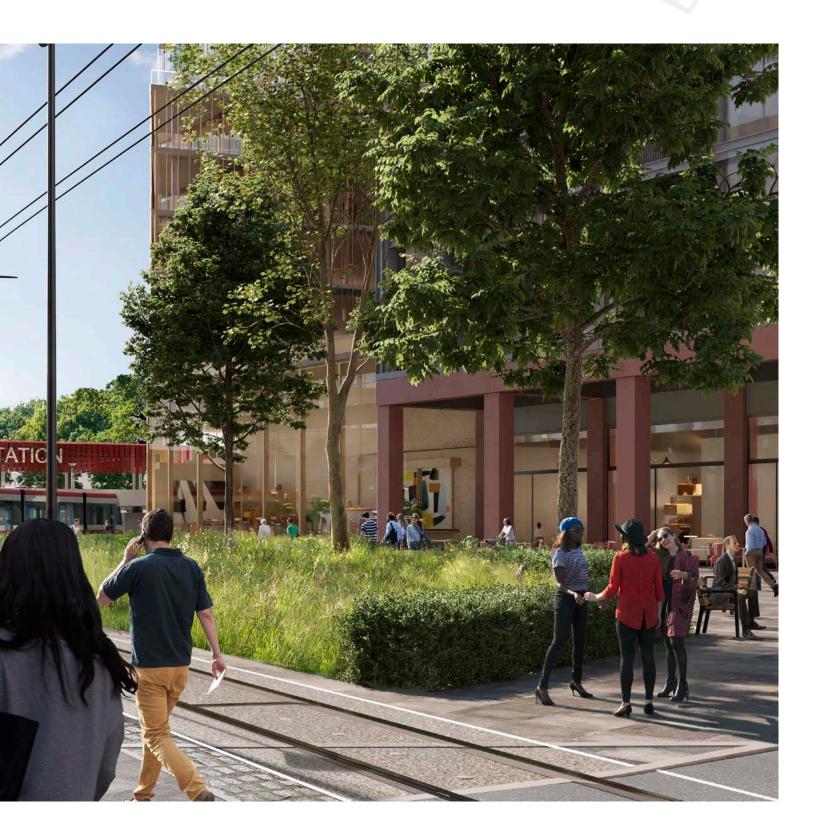
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2.3.1 **STATION SQUARE**

Station Square anchors the north end of the Master Plan and provides a dignified setting for the daily commute of residents and workers in Humber Bay Shores. Its primary role is to connect and redirect transfers between different modes of movement: pedestrians, cyclists, buses, street cars and trains. The May 2020 proposal located the historic water tower within the Community Park. In response to comments from City Heritage Preservation Services and Park, Forestry, and Recreation staff, the water tower is now proposed to be located within Station Square.







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2.3.2 **RELOCATED WATER TOWER**

The Christie Cookie Tower is an iconic landmark that communicates the industrial heritage of the site. The Master Plan proposes the retention of the historic water tower on the site, integrating it as part of the open space network to celebrate and commemorate the site's previous use.

The new proposed location in Station Square allows the water tower to be a prominent landmark in one of the primary civic spaces proposed on the site, where it will be visible from the Gardiner Expressway and key locations within the site, such as Park Lawn Road/ Park Lawn Gardens POPS, the loop road, and the Community Park.



View looking down at Station Square and Park Lawn Garden



View from the Station



View from Park Lawn Gardens (Pedestrian Plaza)



View from the Gardiner Express Way

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2.3.3 PARK LAWN GARDENS

The current Master Plan carries forward the new pedestrian plaza introduced in the May 2020 proposal which connects Station Square to Park Lawn Road. This space was initially proposed as a street in the October 2019 proposal. With TTC bus service stops being proposed along Park Lawn Road, converting this space into a plaza provides a convenient and safe pedestrian connection between the GO station and the bus stops along Park Lawn Road. A multi-use pathway is proposed through this space, linking the cycling tracks on the loop road and Park Lawn. Renamed as Park Lawn Gardens in this submission, this plaza provides an attractive public space with active frontages and that serves as a gateway to the site and the GO station from the Park Lawn Road interface and the community to the west. A series of raised platforms incorporate opportunities for seating, planting, and space for performances while also incorporating vents from the basement. Within this space, sightlines to the relocated water tower provide orientation and a sense of destination.









Overview of Park Lawn Gardens



View looking from Park Lawn Gardens towards Station Square

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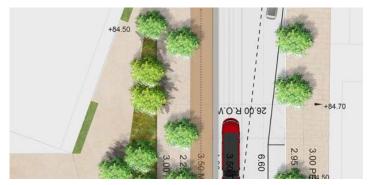
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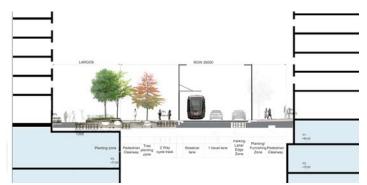
2.3.4 LARGOS

A 'largo' in a piece of music is part of a longer piece, which is played slowly. In the case of the Master Plan, it refers to the string of open spaces of various sizes alongside the loop road which provide places to sit, relax and play.

The variety of angles of adjacent building blocks facing the loop road creates a pictorial serial vision with differing levels of intimacy. The angled setbacks (largos) created as a result play an important role of expanding the pedestrian zones along the loop road.

The largos incorporate extensive tree planting to create small pocket parks which provide a sense of relief, seasonal colour, biodiversity, also contributing to a comfortable microclimate.



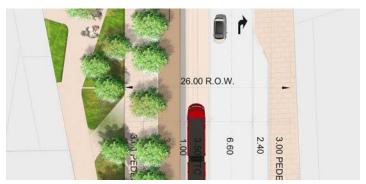


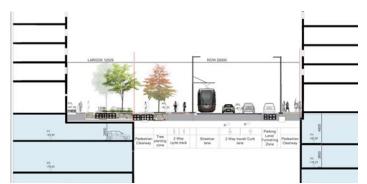
1. South Largos

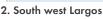


Residential entrances open out to South Largo









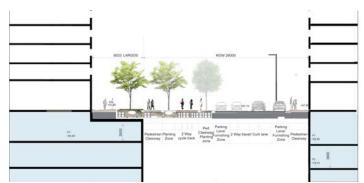


Threshold planted space between loop road RoW and South West largo



Largos articulate the loop road

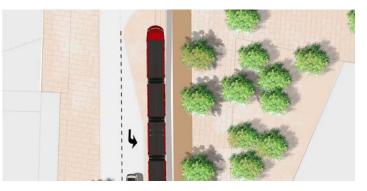




3. West Largos



Permeable paving beneath trees canopies in West Largo







Open space with scattered tree planitng for community use

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2.3.5 THE GALLERIA

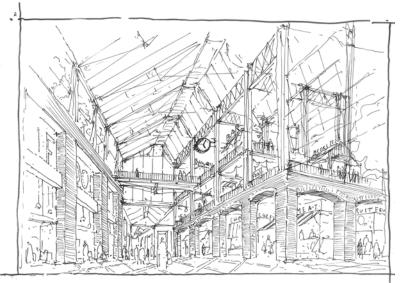
At the heart of the Master Plan is a distinct figure: the Galleria. Throughout the world, covered markets and gallerias are an immediately recognizable building type. They project a strong urban character and provide historic resonance to retail spaces. The Galleria takes its cues from these urban jewels,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

The Galleria does two things simultaneously. It creates a climate-protected link to the main squares and the public park, providing convenient pedestrian access across the site. At the same time it is a destination; this central space at the confluence of the pedestrian routes will be a place of meeting and encounter.

Through discussions with City staff, the pedestrian connections through the Galleria have been widened to ensure generous pedestrian room. As these passageways have been designed to have moments of compression and release, the dimensions vary at different portions, however all maintain 11 metres at the narrowest points, and as wide as 20-25 metres at key entrances.



The Galleria Roof



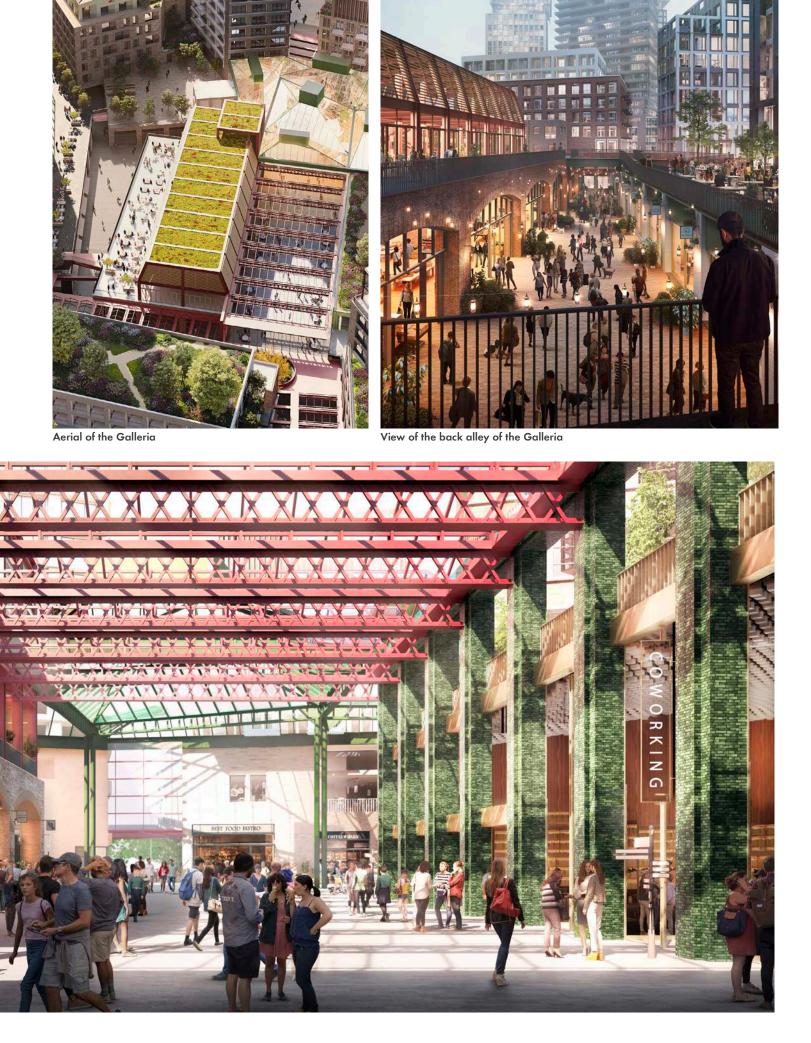
Sketch of the Galleria



Sketch of the Alley within the Galleria



View looking towards the Central Hall within the Galleria



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2.4 OPTIMISED SUN AND SHADOWS ON THE COMMUNITY PARK

Key City Staff Comments

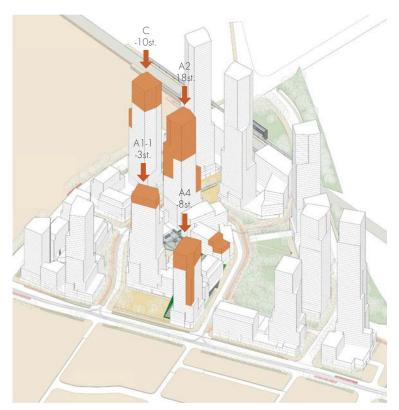
"The development must be designed to support pedestrian comfort in the large Community Park and achieve a minimum of 5 hours of continuous sunlight on at least 90% of the park on the spring and autumn equinoxes."

Draft Christie's Secondary Plan Policy

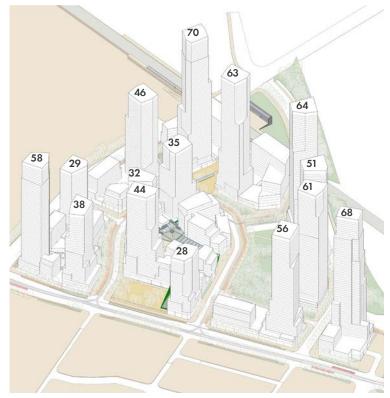
7.10 "Development will be designed to support pedestrian comfort in the Community Park.Development will be massed to create no new net shadows on 85% of the park for a minimum of 5 continuous hours during the spring and autumn equinoxes."

In response to staff comments and draft Secondary Plan policy, significant reductions in height were made to both towers and mid-rise buildings located to the south, southeast and southwest of the park. These refinement work to further mitigate net new shadows and enhance sunlight on the Community Park throughout the day.

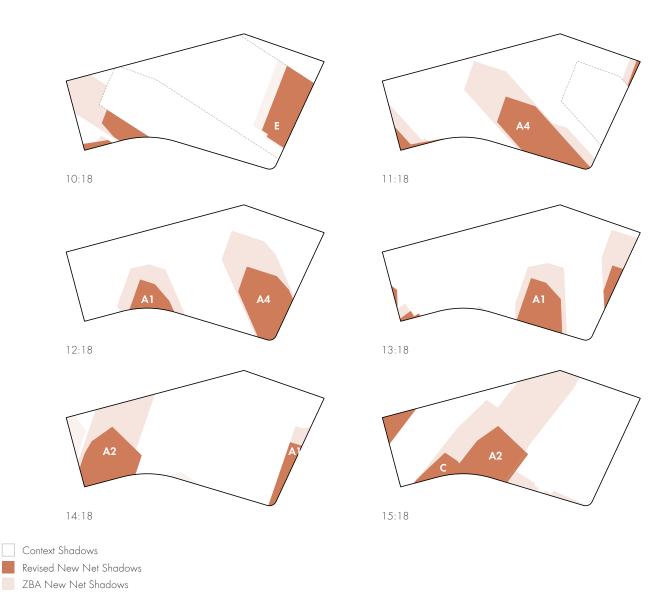
These refinements included both reductions to height, and strategic chamfering of tower profiles. As a result, net new shadows on the park have been reduced to less than 15% from 9:18 am to 3:18 pm – for 6 continuous hours at the vernal and autumnal equinoxes. This exceeds the draft Secondary Plan metric, which seeks 5 continuous hours with no new shadows on 85% of the park during the spring and autumnal equinoxes, ensuring the park will be a sunny and enjoyable community amenity across the year.



Refinements to the May 2020 proposal for reduced shadowing on the park



The current Master Plan proposal tower heights



New net shadows at each hour on March 21st, achieving the 85% target, as compared to the ZBA massing

March 21 ⁵	Existing shadows (m²)	New net shadows (m²)	Total shadows (m²)	Park area (m²)	Existing shadows (%)	New net shadows (%)	Total shadows (%)	Total sunlight (%)	Net sunlight (%)
09:18	4833	905	5738	10110	47.81%	8.95%	56.76%	43.2%	91%
10:18	4046	1119	5165	10110	40.02%	11.07%	51.09%	49%	88.9%
11:18	1477	1325	2802	10110	14.61%	13.11%	27.72%	72.3%	86.9%
12:18		1441	1441	10110	-	14.25%	14.25%	85.7%	85.7%
13:18		868	868	10110	-	8.58%	8.58%	91.4%	91.4%
14:18		1239	1239	10110	-	12.26%	12.26%	87.7%	87.7%
15:18		1415	1415	10110	-	14%	14%	86%	86%

Revised massing new net shadow percentages: Proposed shadows (new net), cover less that 15% of the area of the park for 6 continuous hours, between 09.18 and 15.18 on March 21st

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2.5 **COMMUNITY USES**

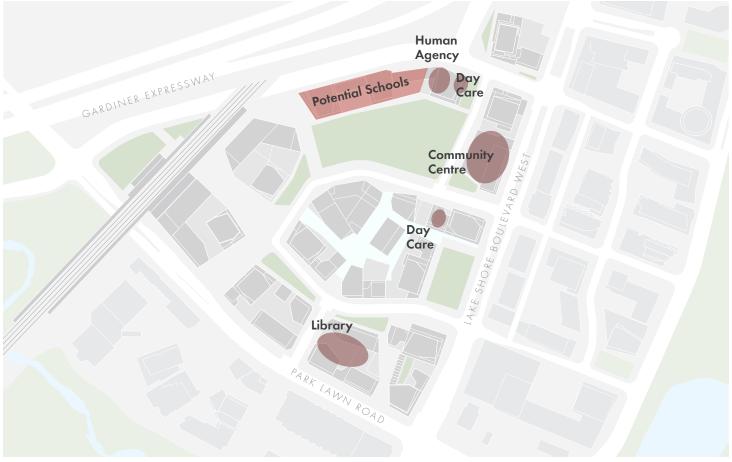
Key City Staff / School Board Comments

"the following has been identified... to support growth: two to four non-profit child care centres to support the proposed development on this site; a public community recreation facility to support the proposed development and estimated future growth in the surrounding area; a public library; and non-profit community agency space to support the proposed development and estimated future growth in the surrounding area."

"TCDSB [the Toronto Catholic District School Board] projections for local area schools surrounding this development proposal remain high including the need to pursue accommodation opportunities within Etobicoke to address significant enrolment pressures."

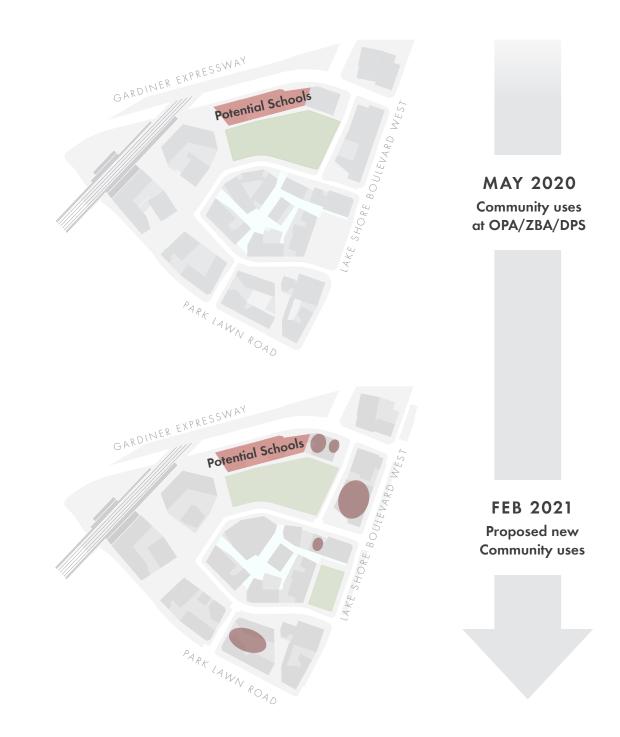
"the Toronto District School Board (TDSB) requires a new elementary school in this community to accommodate students anticipated from this significant development." Since the May 2020 proposal, the owners have advanced conversations with City staff on the proposal's Section 37 community benefits. The current proposal explores the potential to provide all community services and facilities identified by City staff as being required to support growth, subject to agreement and finalization of Section 37 community benefits and the associated overall project GFA:

- Two 9,580 ft² daycares, each in Block D adjacent to potential schools (Phase 3) and in the central Galleria Block (Phase 2), sized to accommodate 62 children.
- A 65,000 ft² public community recreation facility in Block E to be delivered in Phase 5, in a highly visible location preferred by City staff, with frontages along Lake Shore Boulevard West, the loop road (Street B), and the public park across Street D.
- A 14,000 ft² public library in the podium of the building at Park Lawn Road and Street C to be delivered in Phase 4.
- A 5,000 ft² not-for-profit community agency space in Block D proposed to be delivered in Phase 3, at a location accessible from both the Community Park and the relief road (Street A).



Proposed new community uses

The current proposal also continues to accommodate space for two potential elementary schools, in the podium of towers fronting onto the proposed Community Park. Both the Toronto District School Board (TDSB) and the Catholic District School Board (TCDSB) have confirmed their interest in securing locations for new elementary schools on the site to accommodate approximately 1,100 students between the two School Boards. An innovative approach to school design is being explored, to co-locate the two schools with shared amenities, and integrating them as part of a mixed-use building. Parking, loading and bussing requirements will be accommodated below grade and/or along the relief road, pending further studies. The school block is currently planned as part of Phase 3 of the development. Further conversations are required to explore the potential for shared facilities between the two schools, and on the potential for sharing arrangements with the City of Toronto to locate school yard amenities in the proposed Community Park.



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2.5.1 **POTENTIAL SCHOOL OPTIONS**

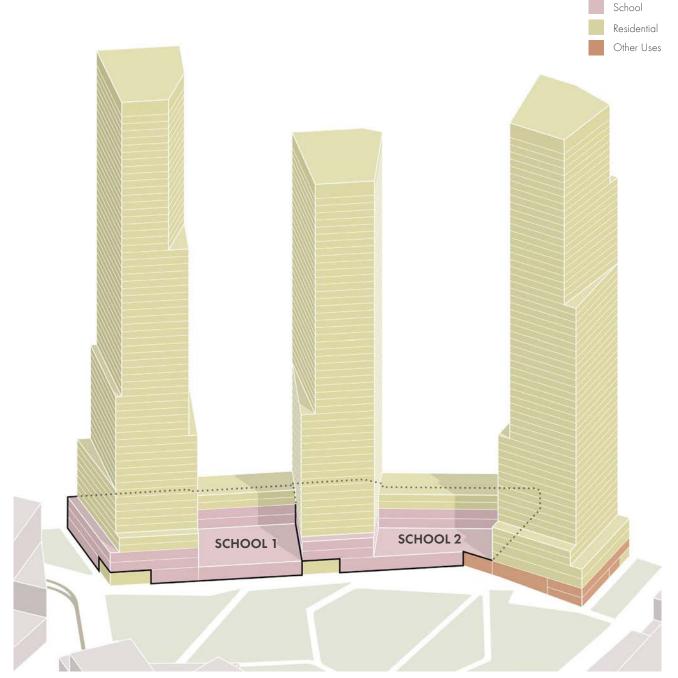
Two Schools Option

Block D3 includes 8,840m² of space for 2 potential elementary schools across the first 3 floors, which is proposed to remain available for school boards to acquire for school purposes up until Phase 3 of the development.

The current Master Plan proposal assumes the realization of both the TDSB and TCDSB schools on site, which would be co-located with shared facilities such as a gymnasium and a cafeteria.

2 Schools area (GFA) = 8,840 m² / 95,158 ft² (first 3 floors + below grade) Rooftop play areas and class rooms for both schools are oriented towards the park, providing tree filled calming views and clean air, shielded from the Gardiner Expressway to the north. Vehicular pick-up drop-off and school bus access is set below grade from Street A.

For the schools to be realized, Ministry approval and funding must be secured by the School Boards, which remains unconfirmed at this time. As such, the Master Plan has also considered potential scenarios where only one or no schools are realized on site, in order to inform appropriate flexibility for this block in the proposed Zoning By-law Amendment.



One School Option

Should there ultimately be one school on the site, the flexibility of the block design allows for School 2 to be updated to either residential or commercial use with the outdoor play area used as amenity space. The below grade area is unchanged from the two schools option to maintain access to bus stops and school pick up/ drop-off areas.

School area (GFA) = $5,024 \text{ m}^2 / 54,083 \text{ ft}^2$ (first 3 floors + below grade)

Additional Area (GFA): Residential = 2,439 m² / 26,250 ft² Retail = 1,322 m² / 14,229 ft²



No School Option

Similar to the one school option, should there ultimately be no schools on the site, the flexibility of the block design allows for both schools to be updated to either residential or commercial use with the outdoor play areas used as amenity space. With no requirement for access to bus stops and school pick up/ drop-off areas, the below grade area assigned to the schools in the other options would become basement area.

Additional Area (GFA): Residential = 4,866 m² / 52,373 ft² Retail = 3,249 m² / 34,973 ft²



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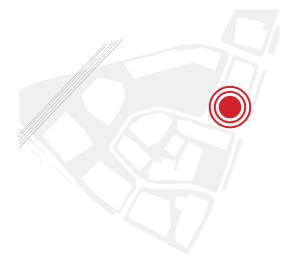
2.5.2 A NEW COMMUNITY CENTRE

Key City Staff Comment

"the preferred location for the CRC is within Block E, along Lake Shore Boulevard West, north of the loop road. This location allows for the CRC to be in a highly visible and accessible location, with frontage on a major street and across from the proposed on-site park" The current Master Plan proposal includes a new 65,000 ft² public community recreation centre in three storeys of a building podium to the east of the Community Park. This location allows the community centre to be highly visible with frontages along the park and Private Street D, the loop road (Street B), as well as Lake Shore Boulevard West. As it is part of Block E, the community recreation centre is proposed as part of Phase 5 development.



View of the new community recreation centre in Block E





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2.5.3 **A NEW LIBRARY**

A potential public library is proposed on the ground floor podium of a building within the block at the intersection of Park Lawn Road and Lake Shore Boulevard West. The 14,000 ft² library has a primary entrance from Park Lawn Road, at a physically and visually accessible location from both the site and the surrounding neighbourhood. The library is proposed as part of Phase 4 development.

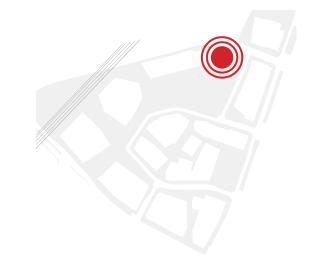




View of the new Library in Block B facing Park Lawn Raod and Street C

2.5.4 **A NEW COMMUNITY AGENCY**

A potential 5,000 ft² not-for-profit community agency space is proposed. This two-storey community agency is proposed to be located to the north of the Community Park, accessible from Street A. In its current proposed location, the community agency is part of Phase 3 development.





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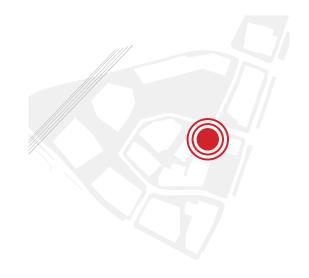
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2.5.5 **TWO NEW DAY CARES**

Two potential public daycares have been accommodated in the current Master Plan proposal, with approximately 9,580 ft² for each daycare with capacity for 62 children. Each daycare provides the required Ministry standard for indoor and outdoor play areas (30 ft² and 60 ft² per child, respectively).

One daycare is proposed in the central Galleria block to be delivered as part of Phase 2 development. The second daycare is proposed to the north of the Community Park, within the podium of the building adjacent to the potential schools, to be delivered in Phase 3.

Both daycare locations are in close proximity to the proposed office-type uses in the *General Employment Areas* clustered around the GO station and the Galleria block, with the potential to benefit workers and residents alike.





View of the Day Care in Block A4

View of the Day Care in Block D3





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2.6 **EMPLOYMENT LAND**

Key City Staff Comment

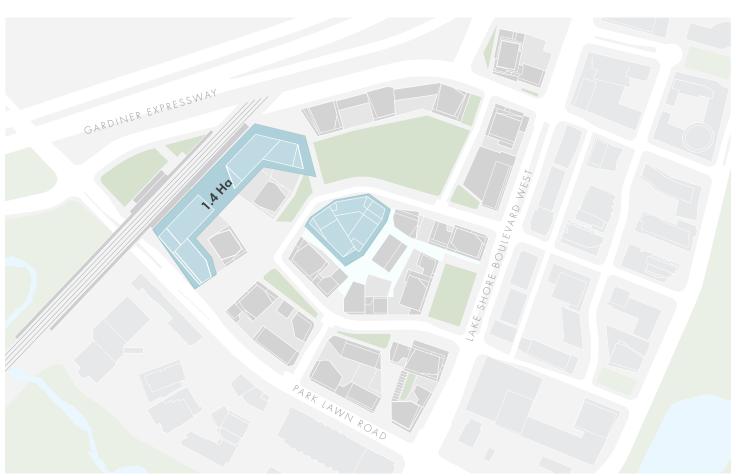
"City Planning staff have no concerns with the shape and location of the lands designated General Employment Areas and Mixed Use Areas (as shown on the submission materials), provided that the proposed land use area crossing over Street 'B' (the loop road) is removed from the plans."

Consistent with the May 2020 proposal, the current Master Plan maintains the approach of creating a cluster of *General Employment Areas* around the GO station and in the central Galleria block, where employment uses will benefit from having a direct interface with the Community Park, retail and amenities in the Galleria, as well as access to the GO station and Gardiner Expressway.

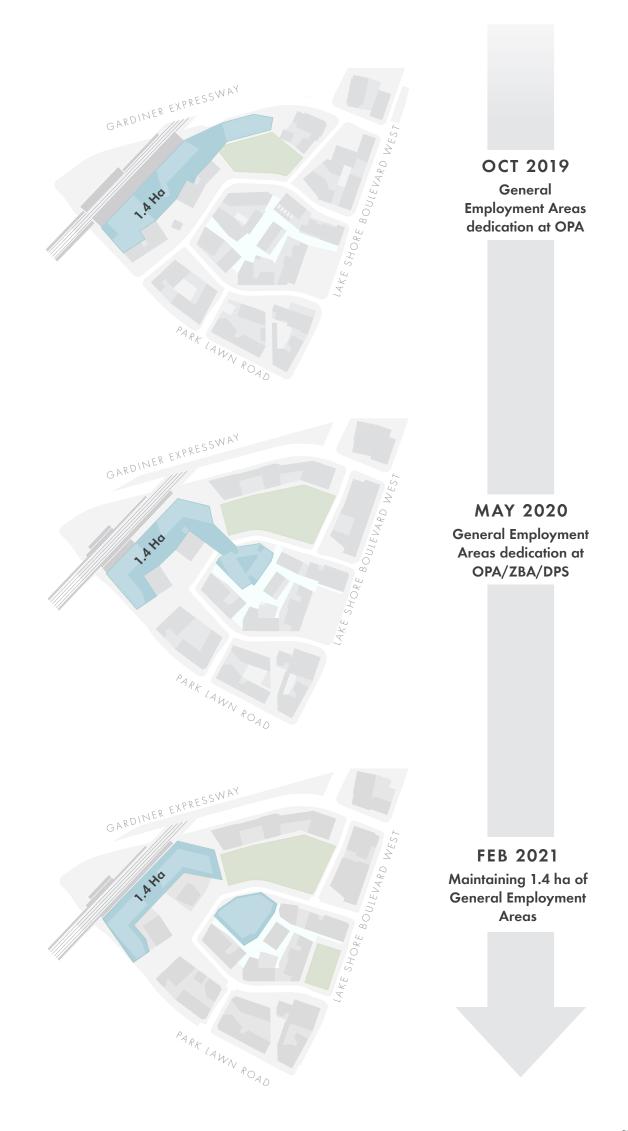
In response to City staff comments, the area crossing over the loop road (Street B) has been removed from the *General Employment Areas* designation while maintaining the required size of 1.4 hectare outlined in Site and Area Specific Policy 15. In addition to the employment cluster, job opportunities will be distributed throughout the site with a range of employment uses being proposed through the Master Plan including officetype uses, retail, and service uses.

A mix of building typologies are proposed to provide a range of workspaces, catering to the changing needs of employees. Emerging trends in work space flexibility, social amenity, and environmental quality will inform the detailed design and layout of employment areas in 2150 Lake Shore as phased development progresses.

Transit-oriented jobs anticipated on the site, along with the proposed residential, retail, and community services and facilities being delivered through the project create a true mix of uses integral to a liveable complete community.



Proposed General Employment Areas dedication

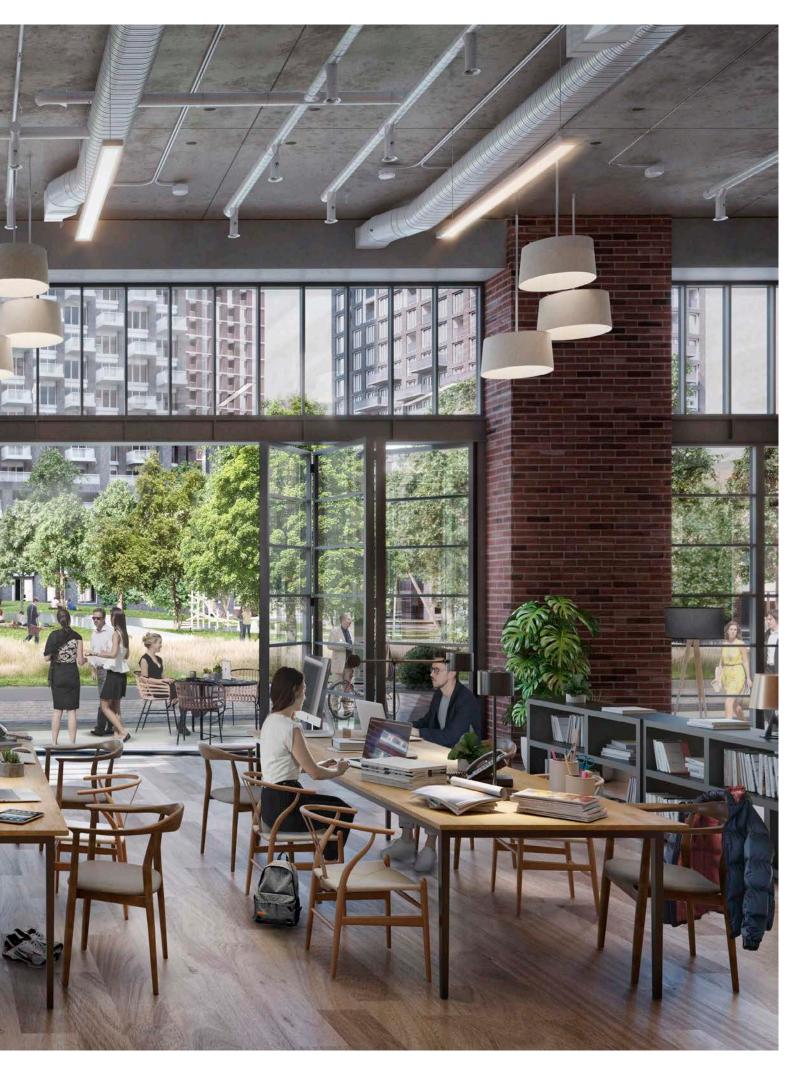


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Working space facing the Community Park



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2.7 **BUILT FORM REVISIONS**

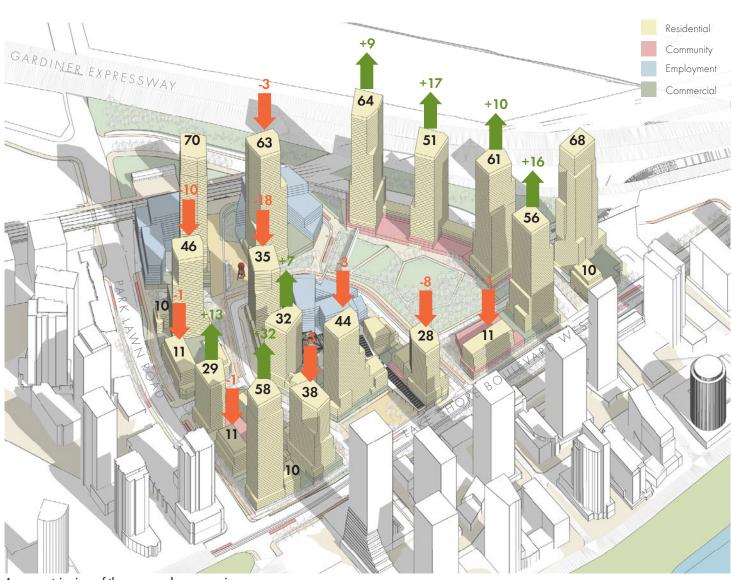
Key City Staff Comments

"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 (long exposure)"

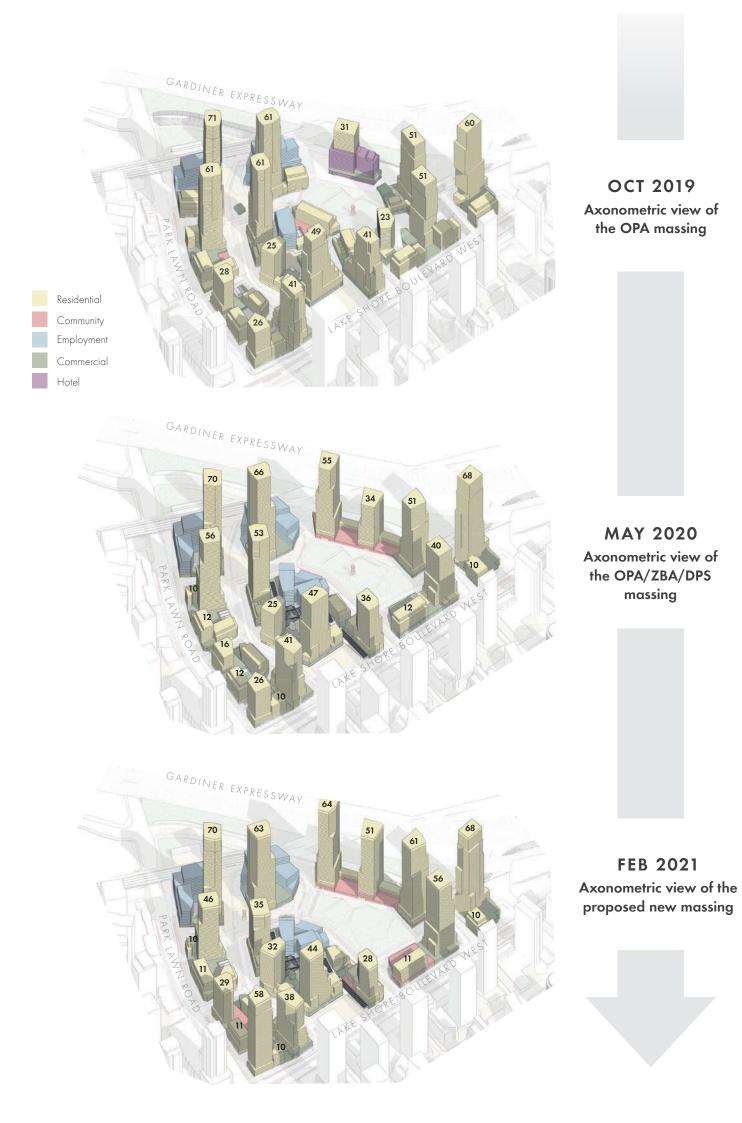
Policy Updates

The City of Toronto Official Plan Amendment No. 480 came into force since the May 2020 submission, and updates Official Plan policies relating to built form. Discussion of how the current Master Plan proposal and the implementing policy instruments align with OPA 480 is included in Section 5.1 of this report. The proposed built form has continued to evolve in response to City staff comments and emerging policy directions in the draft Christie's Secondary Plan. A number of related discussions including shadow impacts on the proposed Community Park, the addition of community facilities, and widening of the loop road (Street B) have also played a role in modifying the built form. Key changes since the May 2020 proposal include:

- refinements to mid-rise and tower separation distances;
- refinements to mid-rise and tower floor plate sizes;
- additional building step-backs above base buildings;
- reduction in street wall heights; and
- changes to the overall distribution of building heights.



Axonometric view of the proposed new massing



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GARDINER EXPRESSWAY

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The masterplan in relation to downtown Toronto: The Current Master Plan Proposal (February 2021)

 $\frac{\rm MASTER \ PLAN \ AND \ PLANNING \ RATIONALE \ ADDENDUM- \ COMBINED \ OPA/ZBA/DPS}{2150-2194 \ Lake \ Shore \ BOULEVARD \ WEST \ AND \ 23 \ PARK \ LAWN \ ROAD}$



The masterplan in relation to downtown Toronto: The May 2020 Master Plan Proposal



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2.7.1 **THE ROLE OF TOWERS**

In order to foster a sense of identity and community, one key principle 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, 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.



Bird's eye view of the site from south

Towers framing spaces

The towers not only will mark the presence of the 2150 Lake Shore development in the skyline, but will shape the space between, creating a spectacular frame for the open spaces. As such, the shape of the space defined in-between is as important as the shape and form of each of the towers. The clusters not only create a sense of place but engage in a dialogue with the existing surrounding developments to establish a wider neighbourhood.





Towers frame open spaces

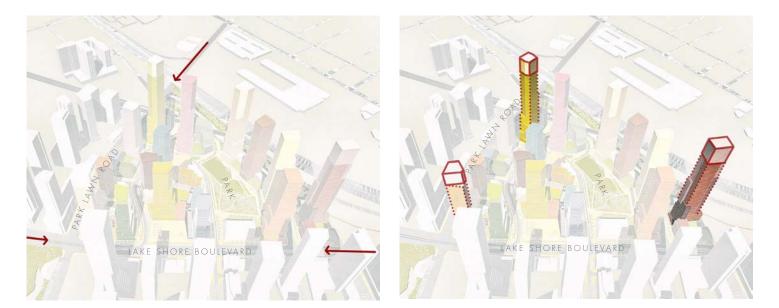
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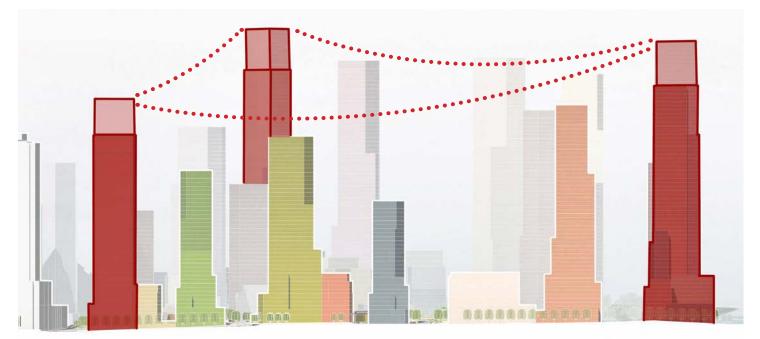
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Landmark Towers

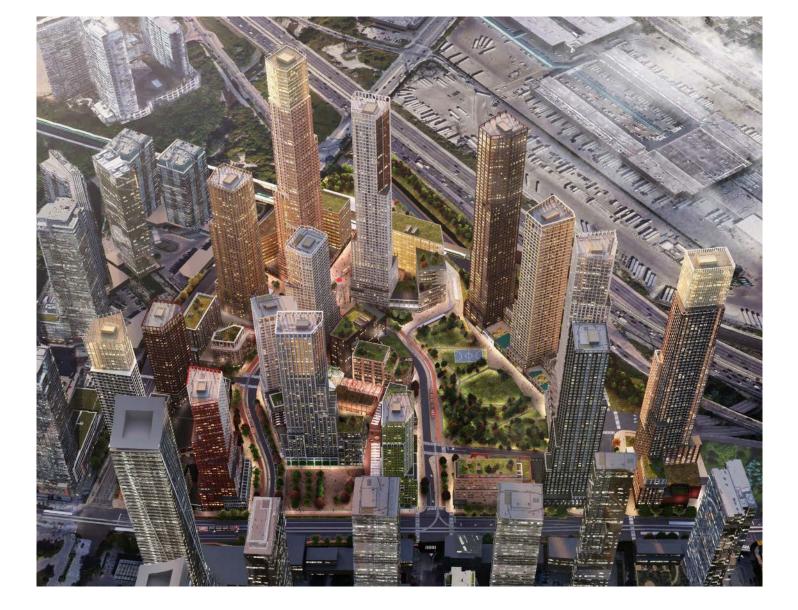
At all 3 corners of the site a prominent tower is located to act as an identifiable landmark to the main approaches from the Gardiner Expressway, Lake Shore Boulevard West and Park Lawn Road. To further reinforce their role as a marker to the site each of these towers contains a lantern, a distinct top noticeably lighter in appearance.

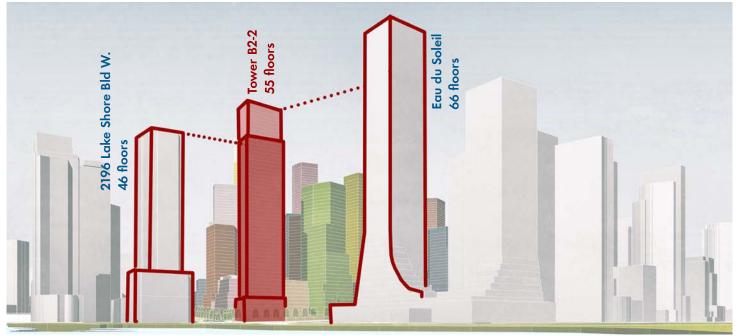
The tower heights are carefully arranged to ensure the lanterns stand out from their immediate neighbours, allowing them to be recognizable from distance whilst ensuring a sensitive balance with adjacent context buildings.





Landmark tower in relation to the context





Landmark tower in relation to the context

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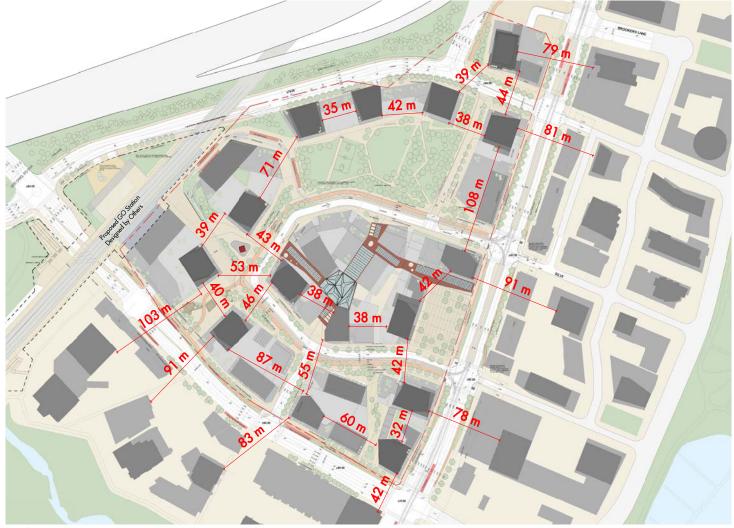
2.7.2 TOWER SEPARATION DISTANCES AND FLOORPLATES

In line with the May 2020 proposal, the current proposal maintains the generous tower separation distances well beyond the 25-metre minimum standard in the Tall Building Guidelines. Minimum distances of 30 metres are proposed between towers, with most distances being much wider as annotated on the roof plan below. These separation distances are proposed to be secured in the implementing zoning by-law.

In addition to towers, the Master Plan features a unique assembly of low and mid-rise built forms integrated with high-rise buildings. In consideration of providing access to natural light and privacy for future occupants of all buildings, the current proposal has integrated separation distances between buildings of different scales. Through discussion with City staff, the following general rules for separation distances between built form of different scales have been agreed upon:

- Minimum 11 metre separation between buildings up to 4 storeys
- Minimum 15 metre separation between mid-rise buildings
- Minimum 11 metre separation between mid-rise or tower portions of the building that shares a podium
- Minimum 20 metre separation between mid-rise buildings and tall buildings

These separation distances work with the Master Plan's strategy for floor plate sizes to limit potential visual and physical impacts to the pedestrian realm, including shadow, wind, and loss of sky view.



Roof plan illustrating distances between high-rise buildings

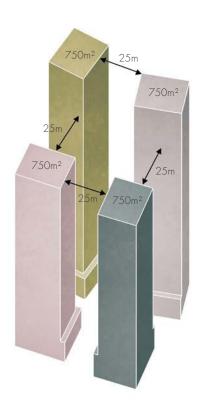
The May 2020 proposal used an averaging approach to tower floor plates, with taller towers (above 30 storeys) achieving an average of 800 m^2 , featuring larger floor plates on lower levels and tapering towards higher floors.

The Master Plan includes taller buildings, which require larger cores for additional elevators, as well as servicing and structural requirements, especially for towers of 50+ storeys. The Tall Building Guidelines recognize this, and provide flexibility for floor plate sizes in taller buildings to be increased beyond 750 m² where adequate tower separation, setbacks and step backs are achieved.

The current Master Plan proposal has further detailed a method to codify the averaging approach to tower floor

plates through discussions with City staff, to secure both the average and maximum floor plate size for each residential tower in the implementing Zoning By-law. Average tower floor plates range between 730 and 800 m^2 gross building area (GBA), and maximum tower floor plate ranges between 740 – 960 m^2 GBA. The proposed averaging approach achieves a balance between building efficiency for tall towers, and ensuring appropriate access to sunlight and skyview through generous separation distances and building articulation.

In order to allow for gaps between buildings for sunlight and articulation of massing from a pedestrian scale perspective, mid-rise residential buildings have been reduced to 1,000 m^2 floor plates or smaller.



750m² floor plates set 25m apart

(Tall Building Guideline requirements)

Average 800m² floor plates set over 30m apart (Proposed scheme - Station Square)

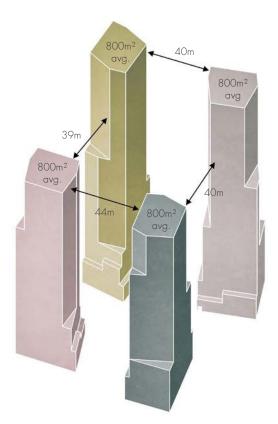


Diagram comparison of Tall Building Guideline principles and the proposed Master Plan condition. Increased distance between buildings provides for a more open configuration, increasing daylight access to the buildings and ground level, despite increased floor plates.

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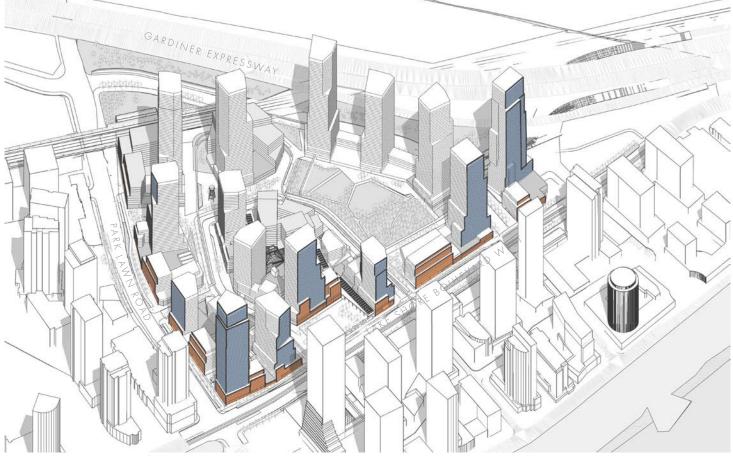
2.7.3 OVERALL REDUCTION OF STREET WALL AND BASE BUILDING HEIGHTS

The street walls along Lake Shore Boulevard West, Park Lawn Road, and the loop road (Street B) have been refined, with lower heights and additional building articulation to improve the pedestrian perception of scale and microclimate conditions.

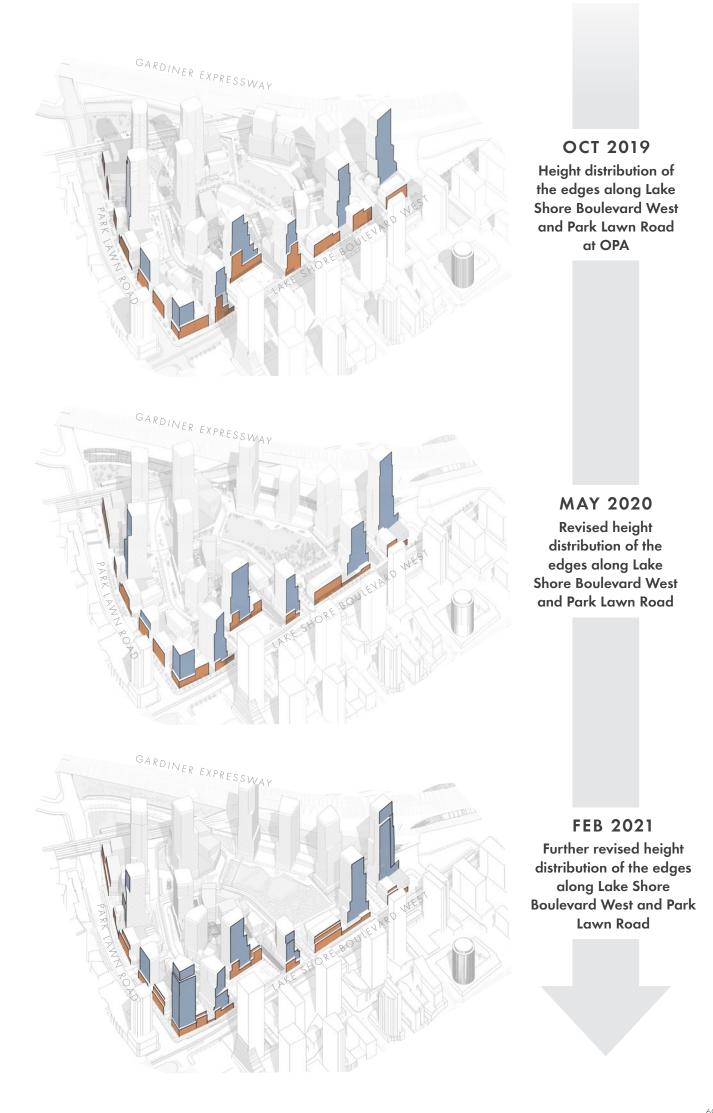
On these streets, the height of mid-rise buildings are now equivalent to, or lower than the widths of the perceived rights-of-way onto which the buildings face. On Park Lawn Road and Lake Shore Boulevard West, the maximum height is therefore 36 metres.

Along the loop road (Street B) where the right-of-way width is 26 metres with a 22-metre portion along the Community Park, the maximum mid-rise heights vary, due to the larger setbacks (largos) provided along the street, which effectively widen the width of the rightof-way. In any case, the maximum mid-rise height on the loop road is capped at 11 storeys, in keeping with a perceived 1:1 ratio of the right-of-way width. To reinforce the pedestrian scale of street walls, pedestrian perception step backs have also been added to buildings at heights equivalent to, or below 80% of the right-of-way width. Above the street wall, towers step back 3 metres or more, and mid-rise buildings have a step back more than 1.5 metres, in keeping with related standards in the Tall Building Guidelines and the Mid-rise Performance Standards. These step backs not only help create a pedestrian scale for these streets, but also improve microclimate conditions by mitigating wind impacts and increasing access to sunlight on the sidewalks.

Additional variations have been introduced to the length of building frontages to create a stronger dynamic sense of rhythm along the streets, avoiding the creation of a static datum line.



Revised heights distribution of the edges along Lake Shore Boulevard West and Park Lawn Road



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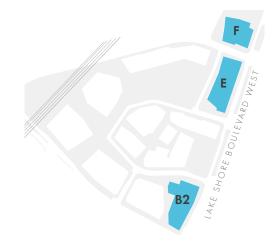
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2.7.4 LAKE SHORE BOULEVARD

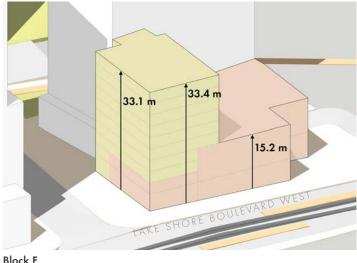
The May 2020 proposal featured street wall heights along Lake Shore Boulevard West that ranged between 5.2 metres and 36 metres, with the maximum height equivalent to 100% of the right-of-way (RoW) width. The street wall heights have been lowered in the current Master Plan proposal to a maximum of 80% of the RoW width (or 28.8 metres). The street wall heights now range between 5.3 metres to 26.5 metres. The current Master Plan proposal also features increased vertical articulation for buildings on all blocks along Lake Shore Boulevard West. This includes added step backs above the street wall, which now occur at lower heights than previously proposed. The depth of the proposed step backs range between 2 to 3 metres for mid-rise buildings, and 3 to 7.6 metres for towers above the building base.



View from Lake Shore Boulevard West



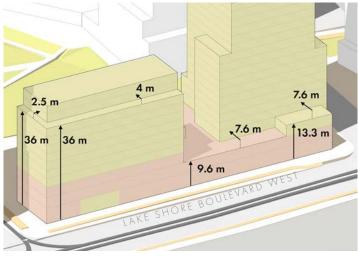
MAY 2020 PROPOSAL



Block F

Residential Commercial

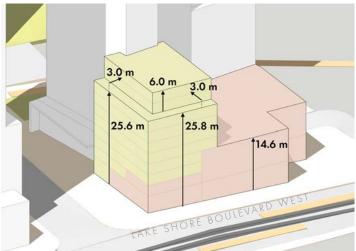
Employment Community



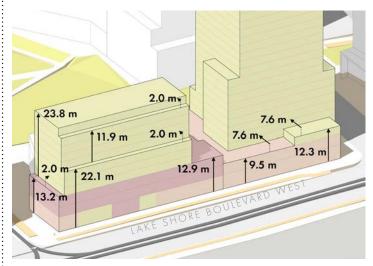
Block E



CURRENT PROPOSAL



Block F



Block E



Block B2

2 / Design Evolution & Urban Design Analysis

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2.7.5 **PARK LAWN ROAD**

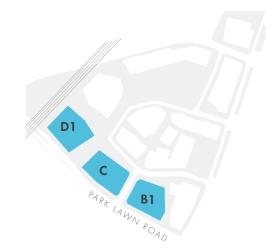
Similar to the condition on Lake Shore Boulevard West, the street wall heights on Park Lawn Road have been generally lowered. For residential buildings, the overall mid-rise building heights have been lowered to 36 metres or less. Employment buildings are the exception to this rule, in order to maximize the amount of employment spaces being provided.

Step backs of 2 metres for mid-rise buildings at 80% of the RoW width or lower, and 3 metres or more for towers above the building base are provided. Whereas the May 2020 proposal featured step backs at heights at around 100% of the 36-metre RoW width, the current proposal features step backs at around 22.2 to 26.1 metres. In the case of B1 block adjacent to the pedestrian mews, a second step back has been introduced to allow even more access to light and sky view, as well as an improved pedestrian level wind condition.

The employment building (Block D1) now includes a step back occurring at a height of 26.1 metres, compared to the previously proposed 42 metres.

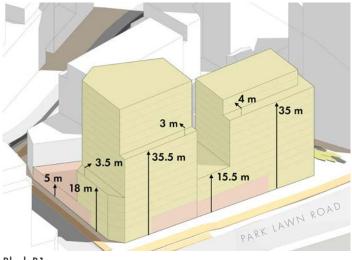


View from Park Lawn Road





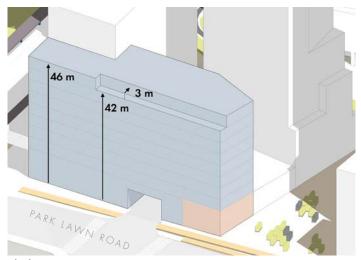
MAY 2020 PROPOSAL



Block B1

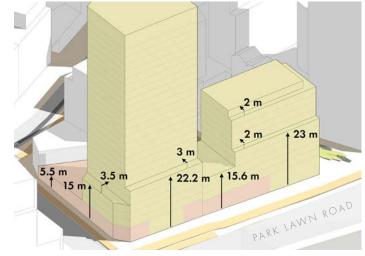


Block C

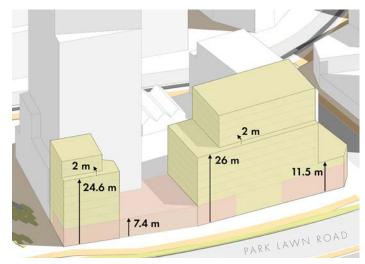


Block D1

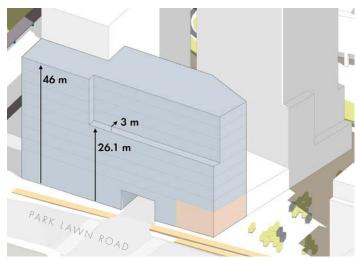
CURRENT PROPOSAL



Block B1







Block D1

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2.7.6 **LOOP ROAD**

Compared to Park Lawn Road and Lake Shore Boulevard West on the edges of the site, the loop road is characterized by unique conditions of being a curvilinear street internal to the site. A notable feature of the loop road is the presence of large angled setbacks (largos) that widen the dimension of the street, adding up to 18 metres at key locations.

Given these conditions on the loop road, the maximum heights of mid-rise buildings reflect the 1:1 ratio to the widened 'perceived' RoW width including the largos. As explained in further detail in a later section on the loop road width, the loop road RoW has been increased from 23 metres to 26 metres, with the portion along the Community Park increased to 22 metres from the previously proposed 20 metres.

As a central street within the site, wide step backs have been introduced to buildings all along the loop road to reinforce the pedestrian scale, often with multiple steps. The initial step backs occur at a height equivalent to, or lower than 80% of the RoW width, consistent with the directions in the Tall Building Guidelines and the Midrise Performance Standards. In many cases, second and third step backs are introduced above for more access to sunlight and sky view along the street, largos, and the edge of the Community Park all of which line the loop road.



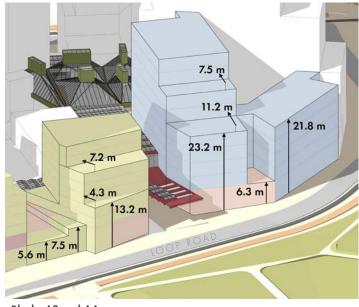
View from the Loop Road looking towards Lake Shore Boulevard







CURRENT PROPOSAL



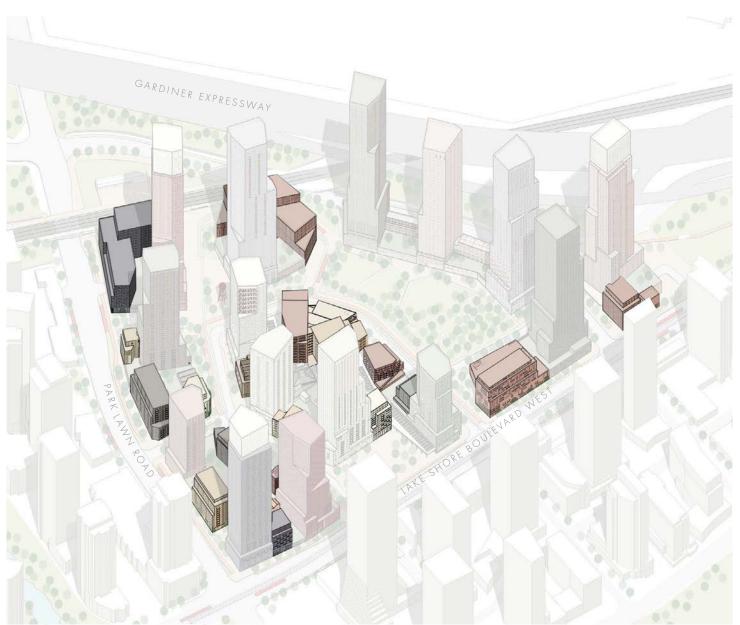
Blocks A3 and A4

2 / Design Evolution & Urban Design Analysis

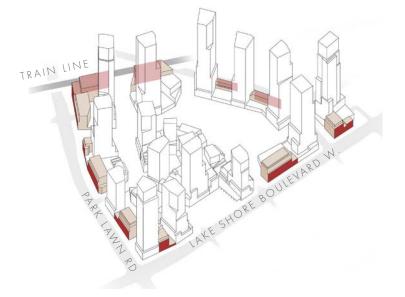
- 3 / Open Space Design Guidelines
- 4 / Shadow Study
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2.7.7 THE ROLE OF MID RISE BUILDINGS

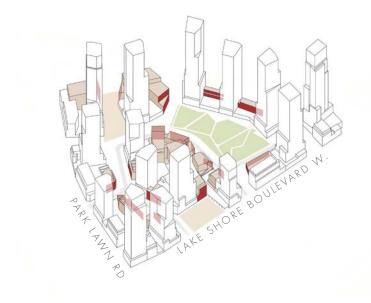
The mid-rise blocks within the Master Plan have multiple functions. Perimeter blocks to the site act as edges, helping create a continuous urban fabric to the street edge, working in parallel with the opposite neighbouring buildings to form distinct streets that have a sense of place and character. Many 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.



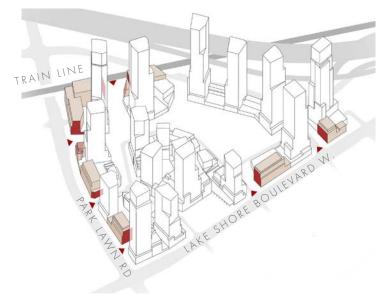
Proposed Mid-rise Buildings



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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2.8 LOOP ROAD

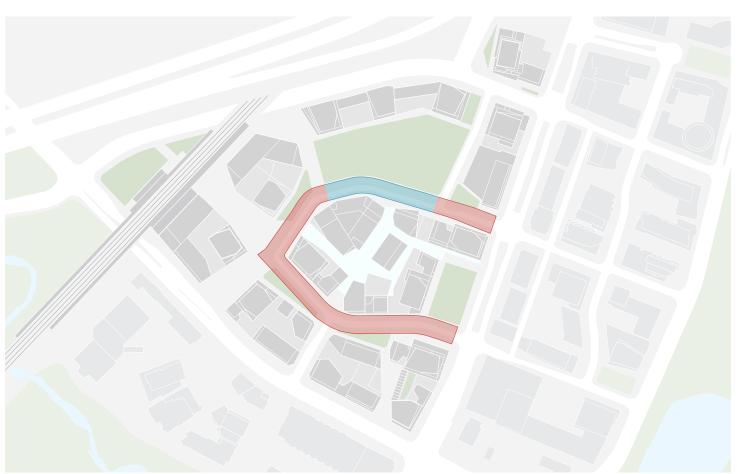
The May 2020 submission proposed a 23-metre wide right-of-way (RoW) for the loop road (Street B) with a 20-metre RoW for the portion along the Community Park. City staff communicated a series of minimum widths for different zones and elements within the Street B RoW through application review and follow up discussions, resulting in a mutual agreement on a 26-metre RoW width with a 22 metre portion adjacent to the park.

Buildings along the loop road were shifted back to create additional space to accommodate the increased RoW width, which now integrates the following:

- Wide pedestrian clearways ranging between 3 and 5.6 metres to accommodate significant pedestrian volumes;
- Two-way vehicular lanes, with the exception of a short segment with a one-way lane between Street C and Lake Shore Boulevard West;
- Planting zones ranging in size between 2 and 2.9 metres;

- A 3 metre bi-directional multi-use trail with buffer space; and
- A uni-directional TTC streetcar facility.

The current proposal for the loop road is consistent with the City-wide principles for complete streets, accommodating and balancing the needs of all users. As the central connection through the site, the loop road will draw in people, transit, vehicles, and bikes and connect them to various destinations. Beyond being a movement corridor, the loop road is a destination unto itself, with places to linger and connect with neighbours. Largos (angled setbacks) contribute to the loop road's placemaking role in widening the street at key areas to create even wider pedestrian zones and amenity spaces for every-day community interaction.



Proposed Loop Road right-of-way

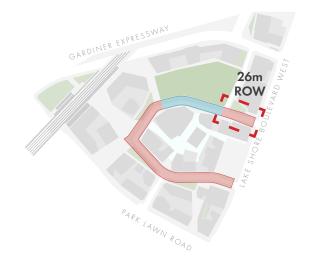


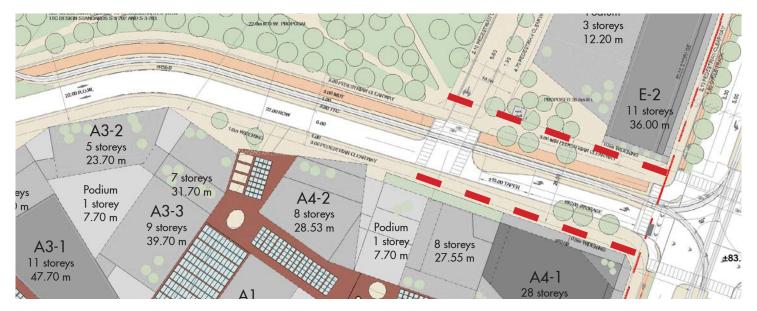
2 / Design Evolution & Urban Design Analysis

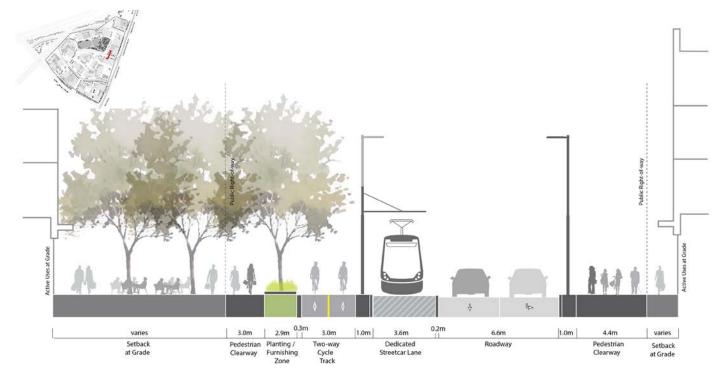
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2.8.1 EAST LEG

The loop road between Lake Shore Boulevard and Private Street D has a 26 metre RoW. Generous pedestrian clearways with furnishing and planting zones provide an inviting and comfortable walking environment. A two-way cycle track provides high quality facility for those who chose to bike. The uni-directional and dedicated street car facility ensures reliable service and reduces potential conflicts with other users. In this segment, a widened setback (largo) on the north side of the RoW affords the opportunity to broaden the pedestrian experience and animate the street.

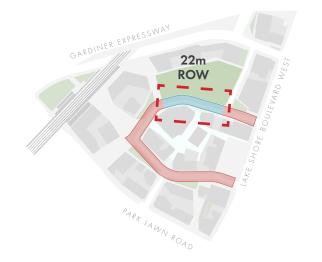


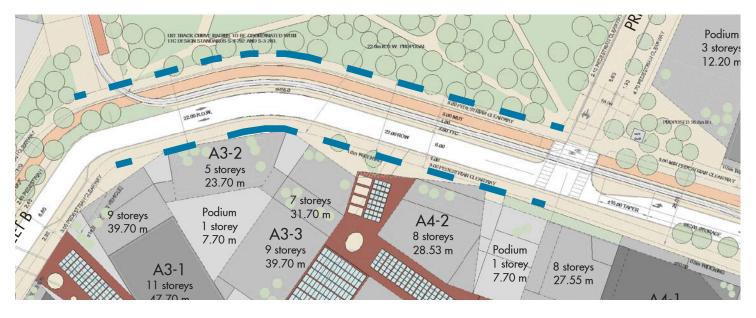


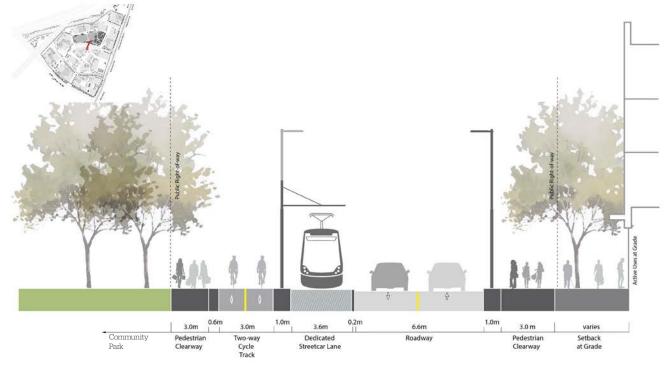


2.8.2 EAST LEG IN FRONT OF THE COMMUNITY PARK

The loop road in front of the Comunity Park has a 22 metre RoW. Given the unique condition of having a large vegetated area on one side, this segment of the street does not feature planting within the RoW to maximize the width of the pedestrian clearway. On the other side of the street, tree planting is not possible within the public RoW due to the location of below grade utilities, however, opportunities exist to provide some planting in the private setbacks. All other elements for cycling, transit and roadway operations remain the same as other portions of the RoW.





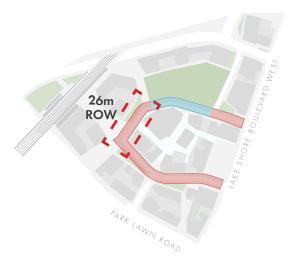


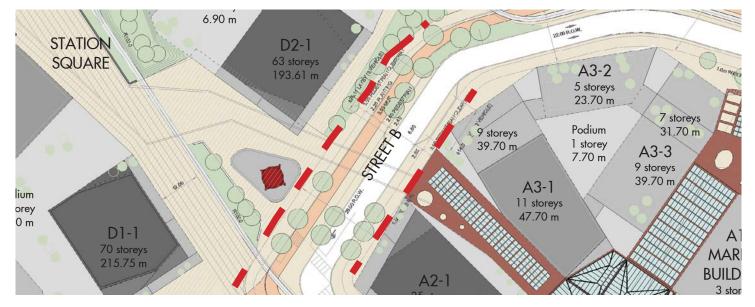
2 / Design Evolution & Urban Design Analysis

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2.8.3 NORTH LEG

The loop road along this segment has a 26 metre RoW. Generous pedestrian clearways of 3 metres, the cycling facilities and roadway zone are consistent with other segments of the RoW. What distinguishes the north leg is that it has no dedicated transit right-of-way, so the available space is allocated to other elements such as wider planting areas and parking laybys on the north side of the street to accommodate curbside pick-up/ drop-off activities. A large private setback and one of the characteristic largos is also situated to the north, providing a distinct green character.



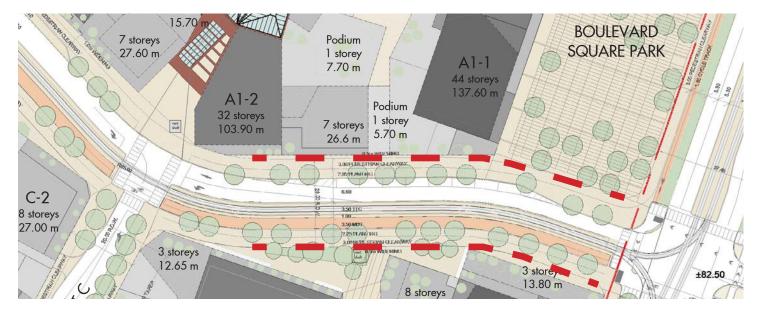


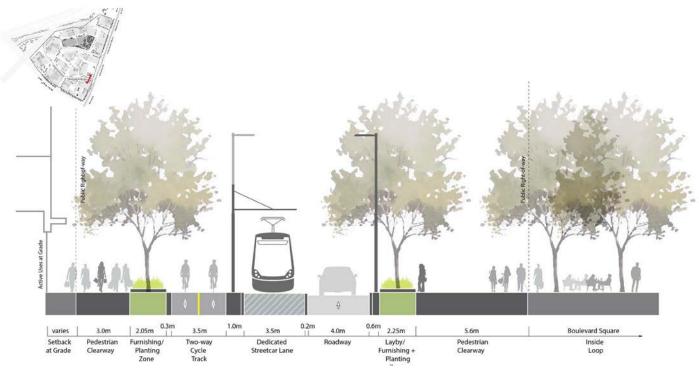


2.8.4 WEST LEG IN FRONT OF BOULEVARD SQUARE PARK

The west leg of the loop road has a 26 metre RoW with buildings on one side and Boulevard Square Park on the other. It includes 3 and 5.6-metre pedestrian clearways with furnishing and planting zones for an inviting and comfortable walking environment. A two-way cycle track and dedicated transit right-of-way are located on the outer perimeter of the RoW. The roadway zone is tighter in this portion with a 4-metre one-way vehicular lane.







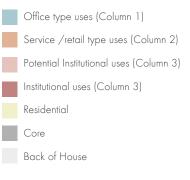
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2.9 LAND USE

As noted in previous sections, the amount of density associated with non-residential and residential land uses has changed with the introduction of new community facilities, alongside a 4.9% increase in residential density above the May 2020 Proposal associated with the costs of delivering the package of new community benefits. The updated land uses and proposed quantum of each uses proposed through the Master Plan has informed the draft Zoning By-law included with this submission.

The proposal continues to meet the overall amount of minimum required non-residential GFA, and the required split between the uses in Columns 1, 2 and 3 in Schedule B of the Site and Area Specific Policy 15.





Ground Floor Plan

master plan and planning rationale addendum- combined opa/zba/dps $~\equiv~$

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

Residential component Tot: 584,932 m² GFA 7,504 Units

Institutional uses (Column 3) Tot: 8,230 m² GFA Potential Institutional uses (Column 3) Tot: 8,841 m² GFA

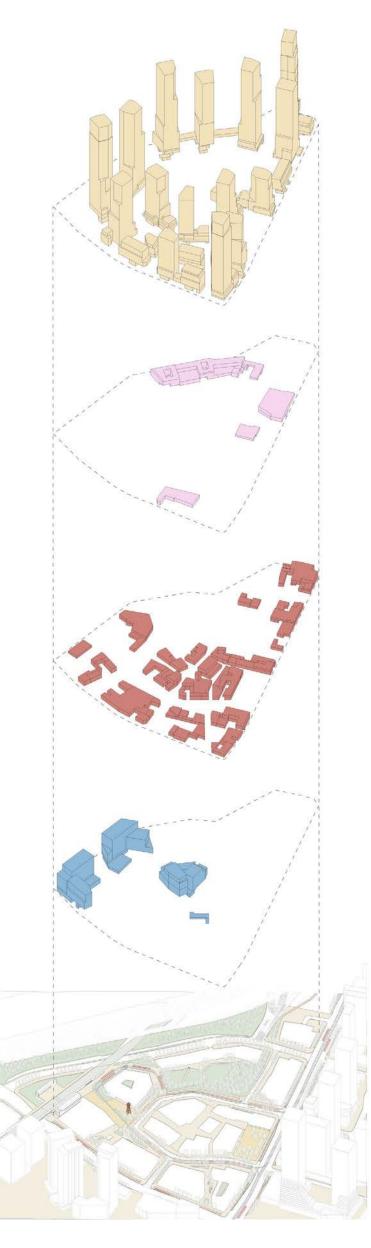
Service / retail type uses (Column 2) Tot: 36,364 m² GFA

Office type uses (Column 1) Tot: 63,444 m² GFA

Landscape

1ha Unencumbered Park

Tot Open space (Park included): 38,508 m² (42.6% of the site minus conveyed roads)



Land use exploded axonometric

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2.10 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.

2.10.1 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 with new open spaces, the Boulevard Square Park and the Galleria. One of the two potential daycares are also included as part of Phase 2.

Phase 3 will deliver Blocks D2 and D3 establishing a new Community Park and developing the north-east edge of the site. The second potential daycare and the not-for-profit human agency space are proposed to be delivered in this phase.

Phase 4 will deliver Block B and will address the important intersection of Lake Shore Boulevard West and Park Lawn Road. The potential public library is included in this phase.

Phase 5 will deliver Block E and complete the edge of Lake Shore Boulevard West, and include the community recreation centre proposed in this block.

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

2.10.2 **PHASE 1**

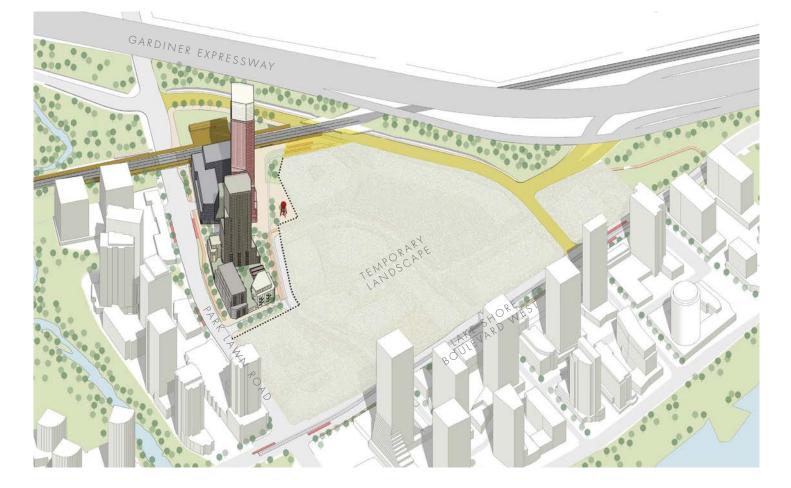
Identified as Phase 1 due to its prerequisite nature, this stage delivers the relief road and the GO station to improve transportation options and alleviate existing traffic conditions prior to adding any new loads.

Additionally, Phase 1 completes the composition of major public open spaces - Station Square and Park Lawn Gardens. This space will act as a linking piece between the GO station and the bus service facilities on Park Lawn Road. 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 employment uses. This phase will also be serviced by four connected basement levels with temporary access from the relief road.

Residential: 97,130 m² GFA Employment: 23,683 m² GFA Employment/Retail: 5,364 m² GFA





2 / Design Evolution & Urban Design Analysis

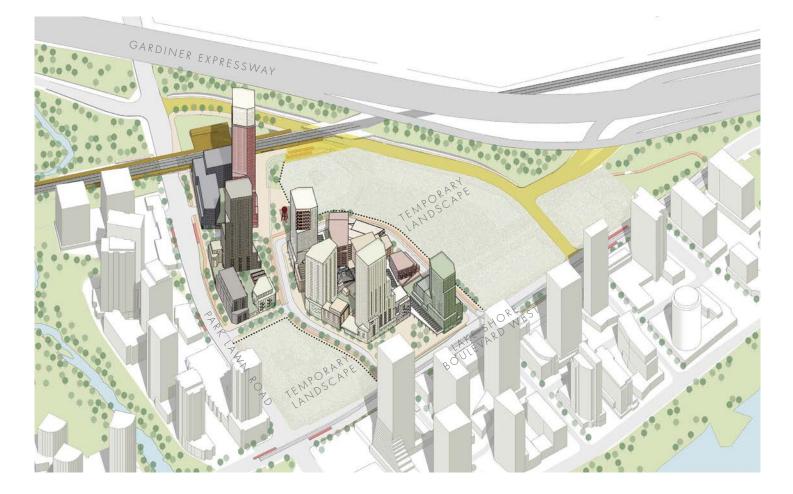
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2.10.3 **PHASE 2**

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 Park' – the main civic plaza on Lake Shore Boulevard West. Around Boulevard Square Park will be a cluster of residential towers that help define this space. The base of the towers will be lined with active uses such as retail and restaurants. One of the two potential daycares located in the Galleria Block will be delivered as part of this phase.

This phase will be served by four connected basement levels providing parking, storage, loading areas, service and plant space; it will be accessible from the relief road. DI A3 A4 A1 C

Residential: 109,458 m² GFA Employment: 18,685 m² GFA Employment/Retail: 13,367 m² GFA

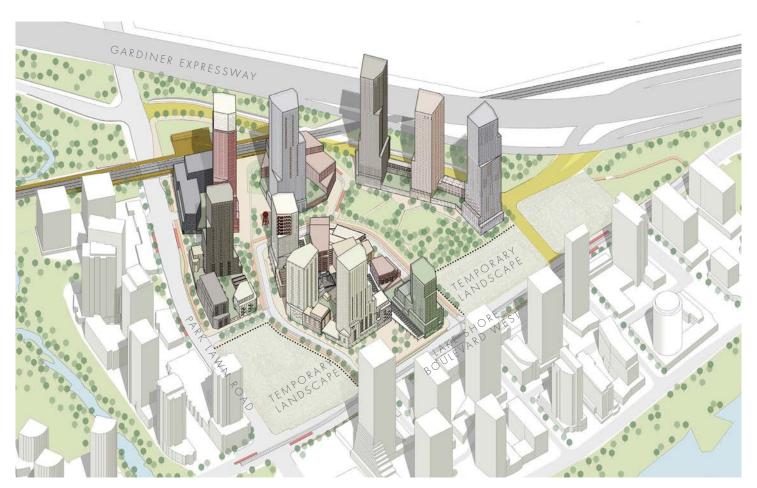


2.10.4 **PHASE 3**

Phase 3 delivers the Community 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. The second potential daycare and the not-for-profit human agency space, both provisionally located in Block D3, are proposed to be delivered in this phase.

This phase will be serviced by five and a partial six connected basement levels with access from the northern relief road.

Residential: 171,362 m² GFA Employment: 21,076 m² GFA Employment/Retail: 5,048 m² GFA School (potential): 8,841 m² GFA Institutional uses: 890 m² GFA





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2.10.5 **PHASE 4**

This phase will occupy an important corner at Park Lawn Road and Lake Shore Boulevard West, helping define the street scape and the public presence of the development. The potential public library is located in building B1, and proposed to be delivered as part of this phase.

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



Residential: 104,875 m² GFA Employment/Retail: 6,637 m² GFA Institutional uses: 1,301 m² GFA



2.10.6 **PHASE 5**

This phase will continue the street frontage along Lake Shore Boulevard West to improve its status as a Boulevard. The community recreation centre is proposed as part of this phase, and will have a frontage on the Community Park and Private Street D, the loop road, and Lake Shore Boulevard West.

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



Residential: 48,905 m² GFA Employment/Retail: 3,084 m² GFA Institutional uses: 6,039 m² GFA



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2.10.7 **PHASE 6**

This phase will continue the street frontage along Lake Shore Boulevard West. 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 six basement levels. It will not be connected with adjacent blocks.



Residential: 53,200 m² GFA Employment/Retail: 2,863 m² GFA





View of the Community Park, delivered as part of Phase 3