

THE PUBLIC REALM PLAN

Key Components

The Public Realm Plan for the Fort York Neighbourhood incorporates:

- **Historical Roots** – a landscape of public spaces that reflects succeeding generations of military, railway, industrial and post-industrial interventions of the waterfront.
- **Fort York** – the unique centrepiece of the neighbourhood – a place of local, national and international historic and cultural value and an important tourist/visitor destination.
- **Public Open Space Connections** – binding together the pieces of the waterfront’s Fort York Public Space District, linking to the Garrison Creek parks system that extends into the neighbourhoods to the north and continuing the linear parks and boulevards from the Railway Lands to the east.
- **A New Urban Boulevard** – Fort York/Bremner Boulevard, a new cross-town connector and the mainstreet spine of the Fort York Neighbourhood and others to the east. Its intersection with Bathurst Street defines the “four-corners” of the Neighbourhood.
- **Major North-South Street Corridors** – Strachan Avenue and Bathurst Street – important city/waterfront corridors that bridge the railways and could be anchored at the lake with “Foot of Toronto” places.
- **A North-South Park Street** – Dan Leckie Way (Portland Street) – a new connector street, edging the Community Park, and an important “park” street connection through the neighbourhood, and across Lake Shore Boulevard, to the Harbourfront community and the lakefront at Queen’s Quay.
- **Streetcar/LRT Lines** – improved Fleet Street LRT connecting to the Queens Quay Waterfront LRT and Union Station; and the Bathurst streetcar linking northwards to other major city transit and the Bloor subway.
- **New Rail Crossings** – the Fort York land bridge and the Draper Street pedestrian bridge provide new key links in the chain of parks and the city pedestrian and cycle network.
- **Streets and Blocks** – a fine grid of local streets and mews between the major city streets, oriented north-south to improve city/Fort/waterfront connections and views. Small development blocks which maximize street frontage and support a highly permeable, pedestrian neighbourhood.
- **Street-Related Buildings** – buildings which line the edges of the streets and public spaces, which give shape to the outdoor “rooms” of the neighbourhood and maximize the “eyes on the street”. Streets lined with the entrances, stoops, front yards and terraces of individual private residences and businesses as well as apartment lobbies which maximize the “feet on the street”.
- **Public Space Frontages** – continuity of building frontages on major and local streets and other public spaces, with building street walls that are sized to the scale, role and setting of each street.
- **Gore Park** – An important lakefront open space, redesigned for parkland uses and referencing the original shoreline and indigenous forest.

- **A Neighbourhood Park** – Link Park – the community’s local park and an important view corridor to and from the Fort.
- **Built-Form** – mid-rise buildings line the perimeter of each block and frame the streets and public spaces, and the private interior courtyards. Point towers set above these base buildings, spaced widely apart to provide sky views, located to reduce visual impacts on Fort York and to mark key places in the neighbourhood and on the waterfront.

The Demonstration Plan

The Demonstration Plan below graphically illustrates the application of the concepts, principles and guidelines of the Public Realm Plan for the various components of the Fort York Neighbourhood and the possibilities for connection and integration with streets, parks and public spaces of the surrounding areas.



The Public Realm Demonstration Plan

Streets and Blocks

The street pattern is a fine grid of local streets and mews between the major city streets. The north-south streets are generally orthogonal to the Toronto street grid, aligned to improve city/Fort/waterfront connections and views. Development blocks are sized to maximize street frontage and to support a highly permeable, pedestrian neighbourhood.

- Local streets and mews within the neighbourhood have 16.0m or 20.0m ROWs to match their residential scale and meet the appropriate engineering standards.
- Streets B and C are paired one-way streets on either side of the Link Park and have 15.0m ROWs.

Street Rights-Of-Way

Right-of-Way (ROW) dimensions reflect the various types of streets.

- The major streets have 30.0m or 30.5m ROWs. As city arterials they accommodate higher traffic volumes, transit and wider sidewalks.

Easements and Setbacks from Gardiner Expressway

Fleet Street

- A 4.0m sidewalk easement has been established along the south boundary of Blocks 3B, 5 and 7

to ensure an adequate sidewalk width on the north side of Fleet Street. (This easement applies to above-ground structures).

Garrison Creek Trunk Sewer

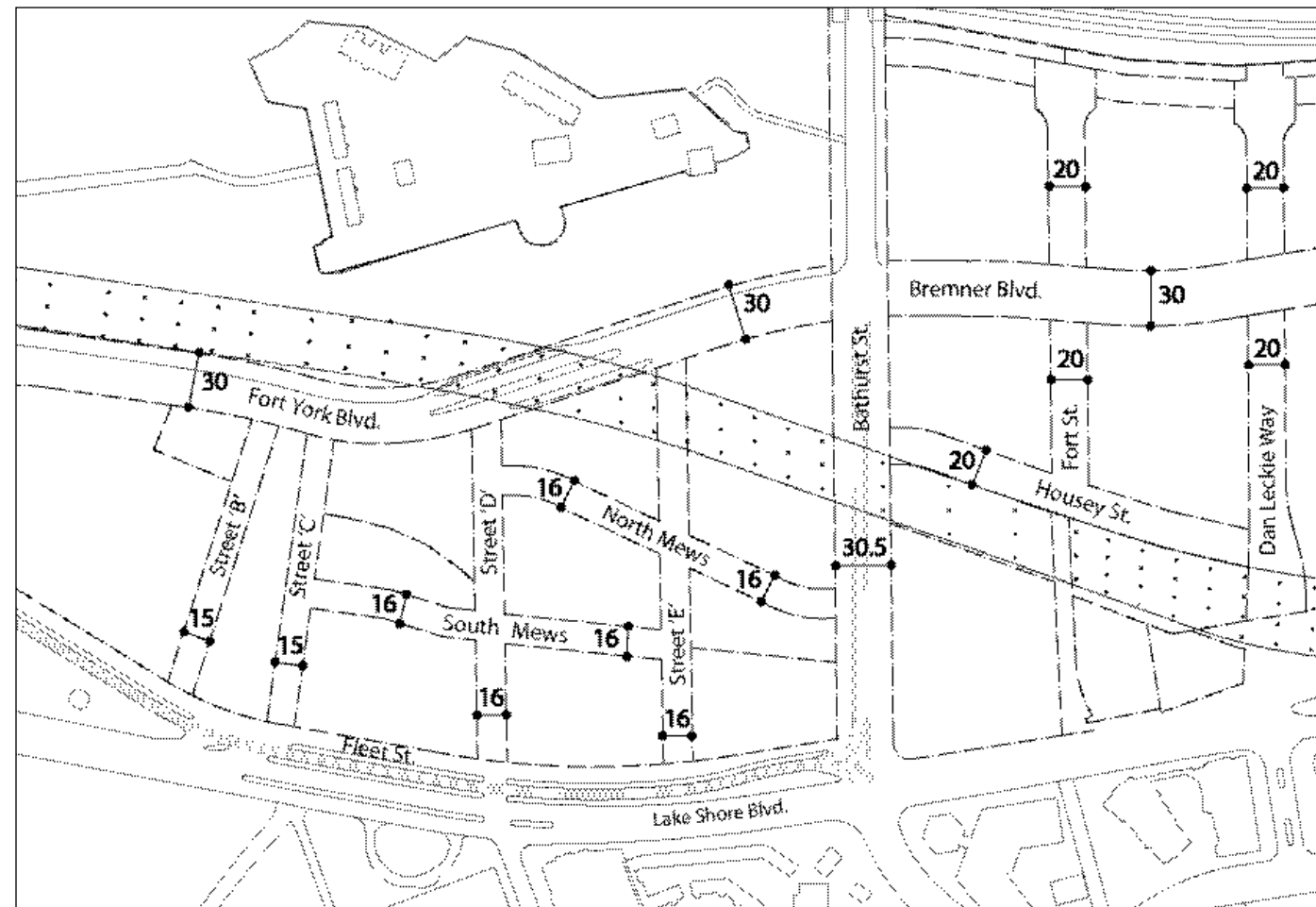
- The trunk sewer crosses diagonally through the site and establishes the alignment of the North Mews. A minimum clearance of 1.8m is required between the outside wall of the trunk sewer and the property line of the North Mews. This dimension ensures that the sewer can be accessed for repair or reconstruction without encroaching on the adjacent property.
- The top of the Garrison Sewer is located approximately 2m below the current grade and is not expected to interfere with utility connections or tree planting.

Mid-block Pedestrian Link from South Mews to Bathurst Street

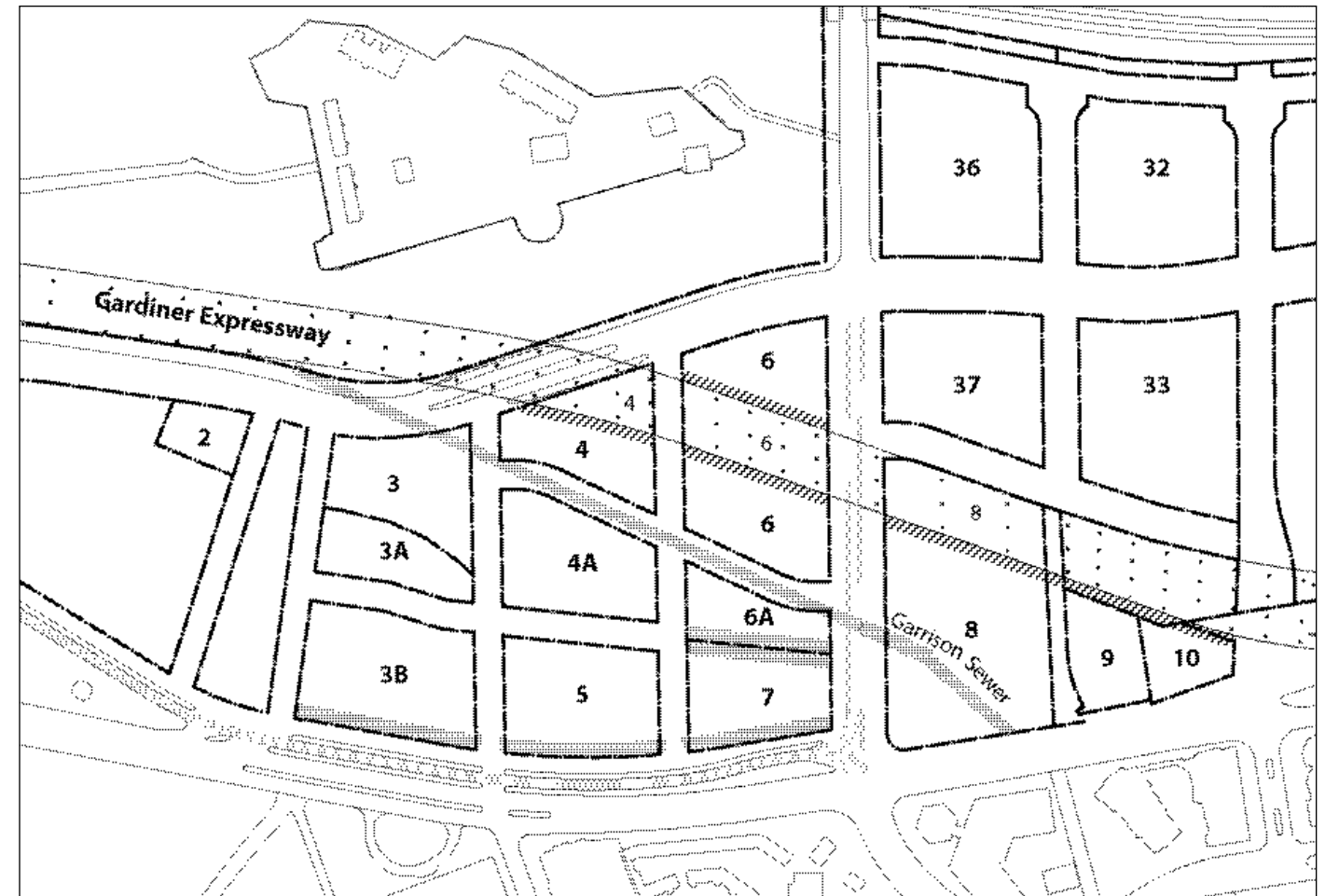
- An easement has been established between Blocks 6A and 7 to accommodate a pedestrian walkway from South Mews to Bathurst Street. The walkway will remain privately owned with 24/7 public access.

Gardiner Expressway

- Buildings must be setback a minimum of 5.0m from the Gardiner Expressway ROW.
- Access to the 5.0m setback area must be provided to allow for the maintenance (and possible future dismantling) of the expressway structure.



Street Rights-Of-Way (Dimensions in Metres)



Development Blocks – Easements, and Setbacks from Gardiner

Setback from Gardiner

Buildings on the Streets

Base Building Heights

Maximum building heights for most of the development blocks have been established in the Secondary Plan and implementing Zoning By-laws.

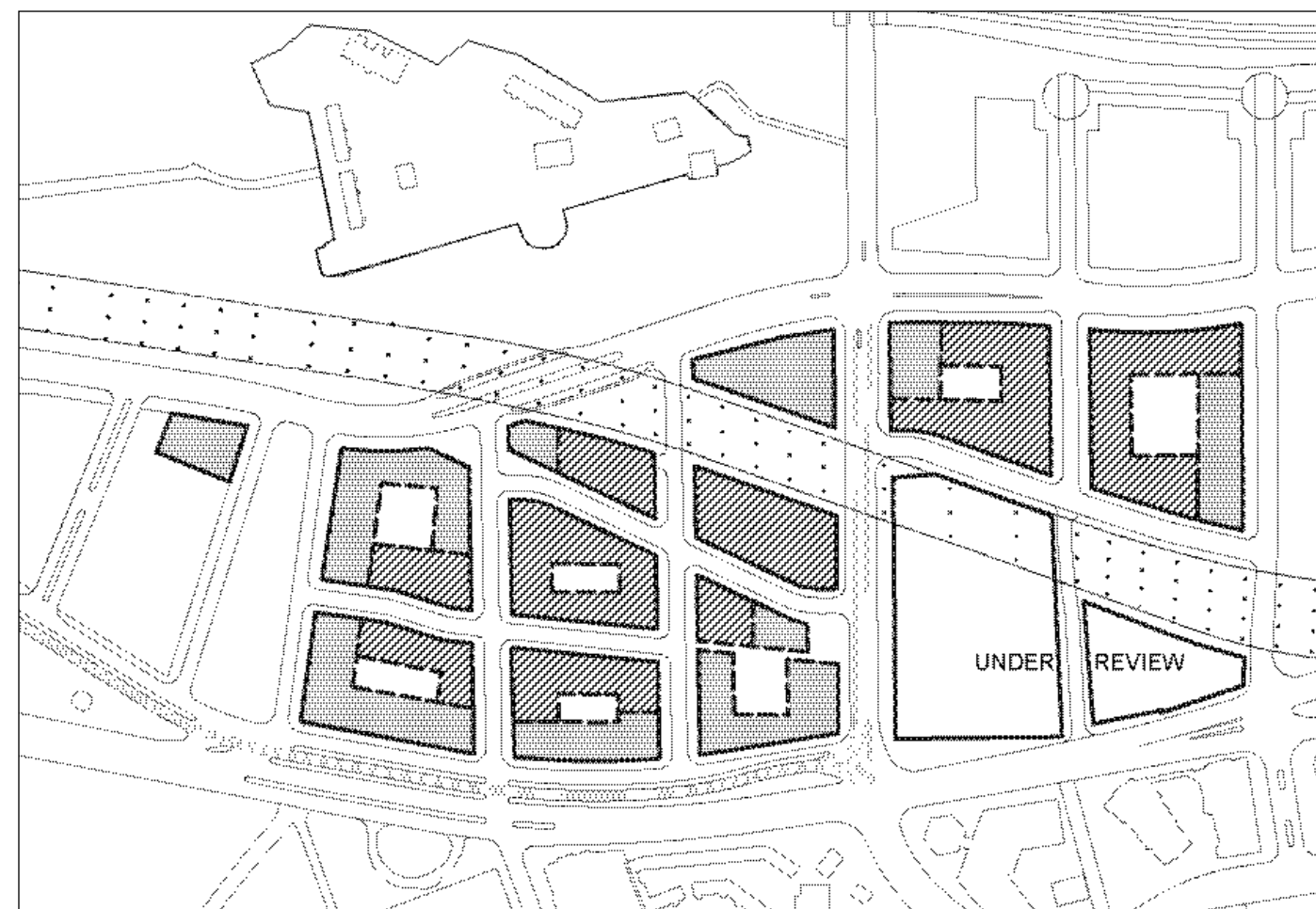
The general principle for the establishment of building heights is:

- a series of base buildings which line the streets at the perimeter of each block with the highest on the major frontages and the lowest on the local internal streets;
- higher corner elements at landmark locations;
- point towers above the base buildings increasing in height away from Fort York.

Below is a diagram showing the general pattern of the approved heights of the base buildings at the perimeter of each block with height expressed as numbers of storeys. This diagram is included for general explanatory purposes.

Blocks 8 and 9/10 are the subject of an application by the owner, and the height provisions in the Official Plan are under review by the City.

The shape of the development on Block 36 is conceptual only and will be subject to further review.



Generalized diagram of Base Building Heights

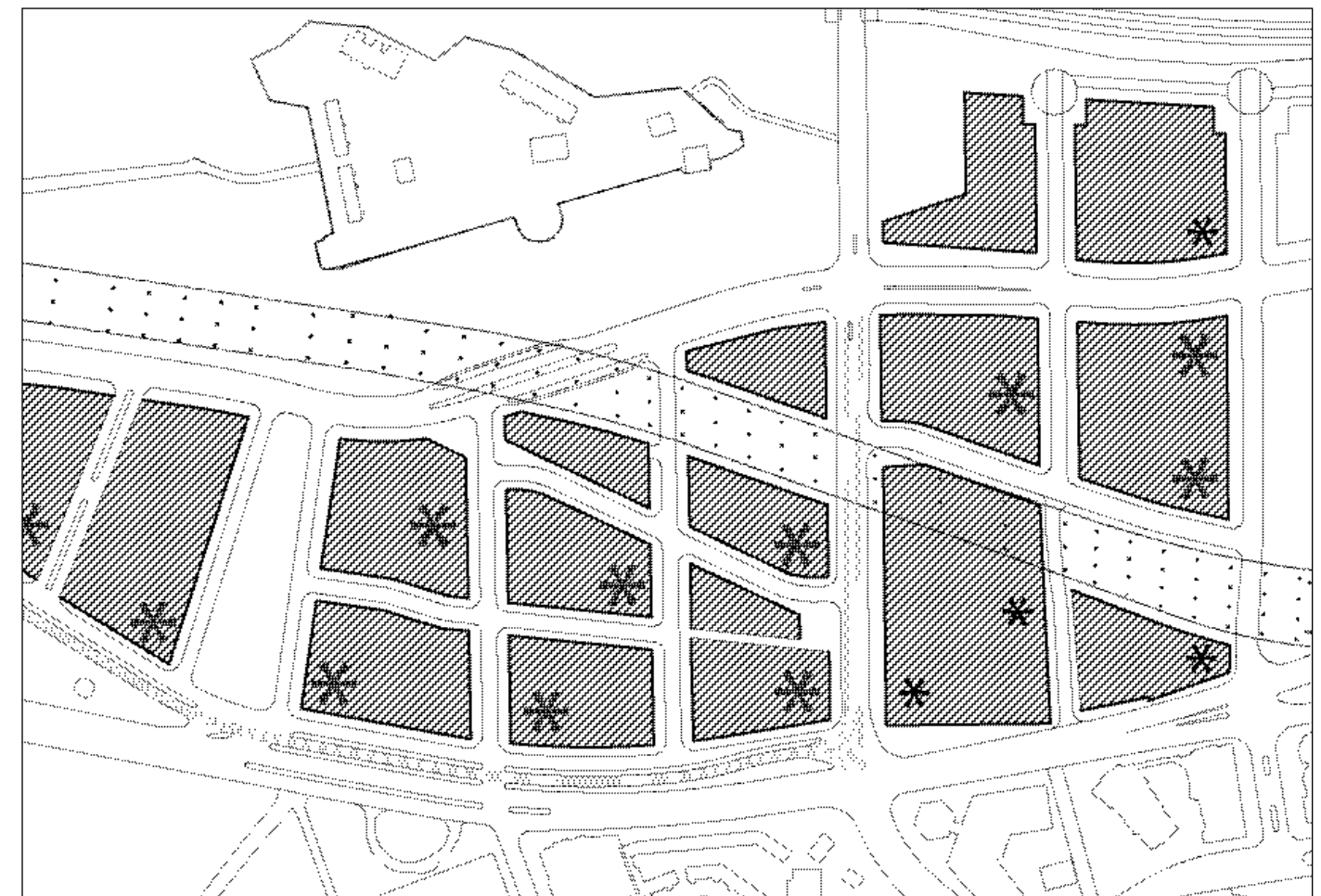
/// Low-rise (4-6 storeys)
 ■■■ Mid-rise (7-15 storeys)

Point Towers

The location, heights and maximum floor plate sizes of the point towers have been established in the Secondary Plan and Zoning By-law. The general location of the towers is illustrated below.

- Point towers on the major streets (Fleet Street, Lake Shore Boulevard and Bathurst Street) are expected to be visually "grounded", particularly at the corners of the blocks, and integrated with the base buildings. That is, they may be expressed architecturally as a shaft or column between the base buildings, extending from ground level to roof cap.

- Point towers on the local neighbourhood streets, including Dan Leckie Way, should be stepped-back from, and defer to, the street walls in order to minimize the direct presence of the towers on the streets.
- Towers in the Fort York Neighbourhood should be slender in width to maintain the broadest possible views between buildings. To that end, tower floor plates are regulated in the Zoning By-laws for individual development blocks.



Point Tower Locations

* Point Tower
 * Potential Tower

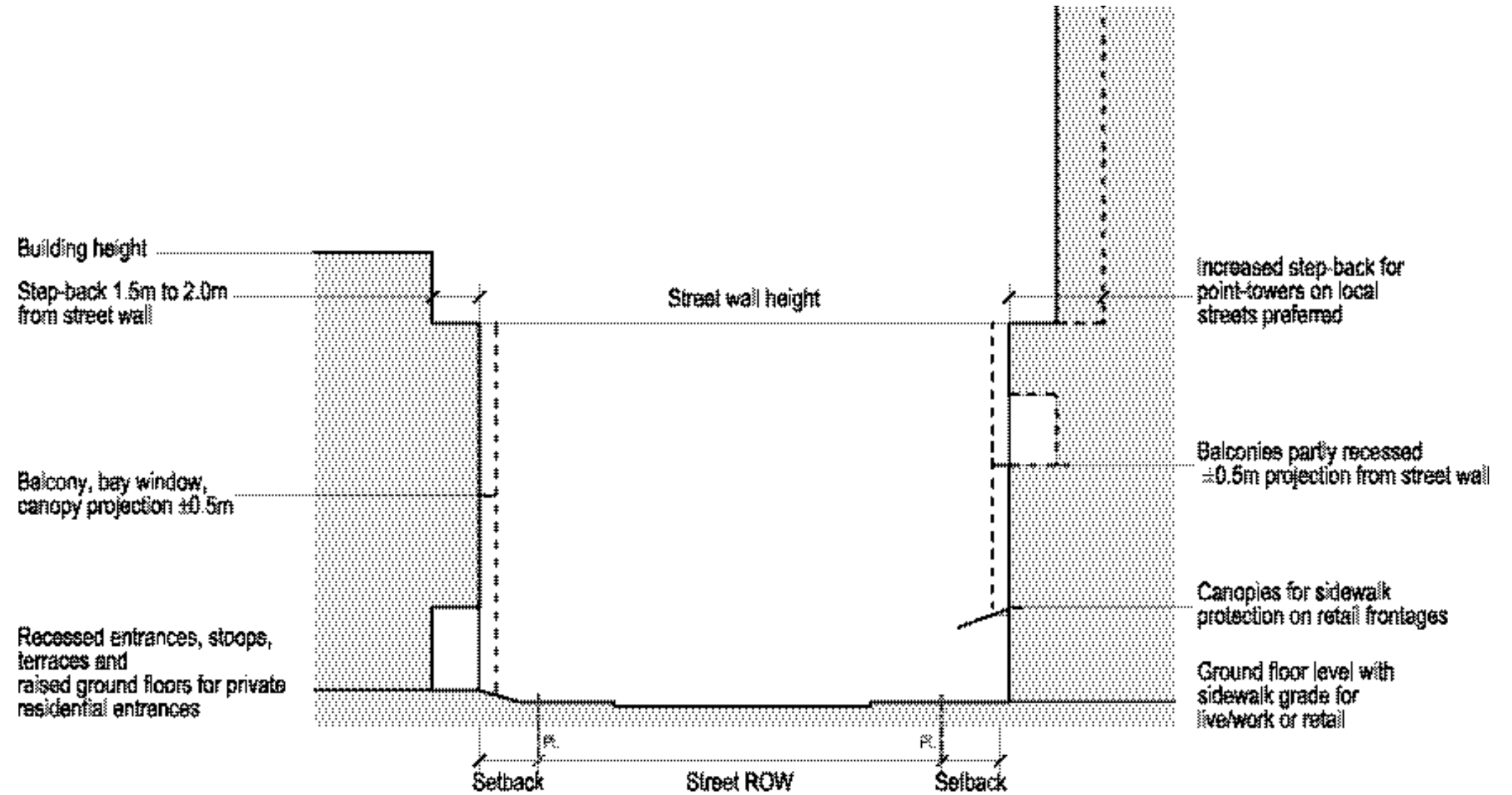
The Anatomy of the Street

The component parts of the street should be thought of and designed comprehensively.

The basic framework of a street is made-up of the public street right-of-way (ROW); the setback area which is private territory and acts as the transition between public and private; and the building walls which provide the vertical dimension of the street space.

This framework can be modelled, articulated and furnished to create a complete public space that is practical and commodious for its residents, and both legible and attractive to its visitors.

This diagram illustrates the component parts of the street that are referred to in this Public Realm Plan – the basic framework and important parts of its articulation that shape the street space.



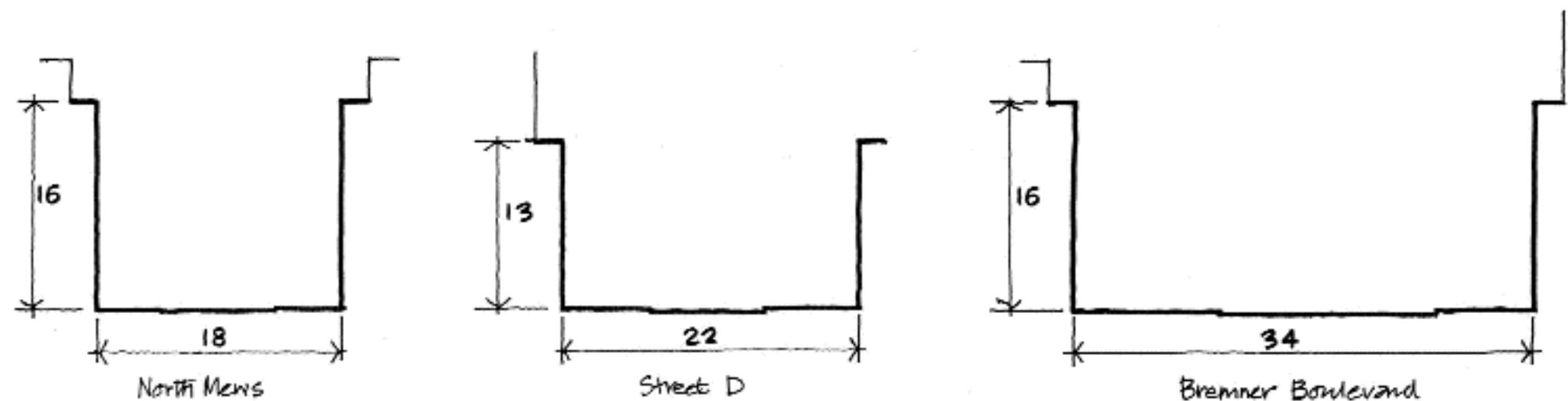
The Anatomy of the Street

Street Proportions

The various types of streets should have different spatial proportions, as well as varied streetscape patterns, to reflect their roles in the neighbourhood.

The proportion is the width of the street in relation to the height of street wall.

The proportions vary according to the role of each street. For example, the north-south local streets, which are quiet residential streets and important view corridors, are wider in proportion to their height (almost 2:1) while the North Mews, which is intended to be more enclosed and urban, has a width to height proportion of almost 1:1. Bremner Boulevard, the principal mainstreet boulevard, is more open, with broad and generously planted sidewalks and has a width to height proportion greater than 2:1.



Comparison of the proportions of North Mews, Street D and Bremner Boulevard

Building Setbacks

Setbacks from the front property lines have been established for the principal street walls of the buildings on each of the streets. The setbacks vary according to the desired spatial proportion of each street.

The street walls of buildings should generally be built to the setback lines.

No mandatory build-to lines have been established. However, street walls located at the setback lines are encouraged in order to provide consistency in the alignment of the street edges from one block to another. This applies particularly to the local residential streets and mews, and Fort York Boulevard/Bremner Boulevard where visual continuity is appropriate.

Street Wall Heights

Street walls should be established along the frontages of the base buildings. The top of the street walls should be clearly articulated and the heights consistent with the spatial proportion of each type of street.

The street walls are the prominent or principal faces of the buildings lining the sides of a street. Their heights effectively establish the height of the street space.

Street wall heights have been determined in relation to the scale of each street. The street wall heights are in three groupings:

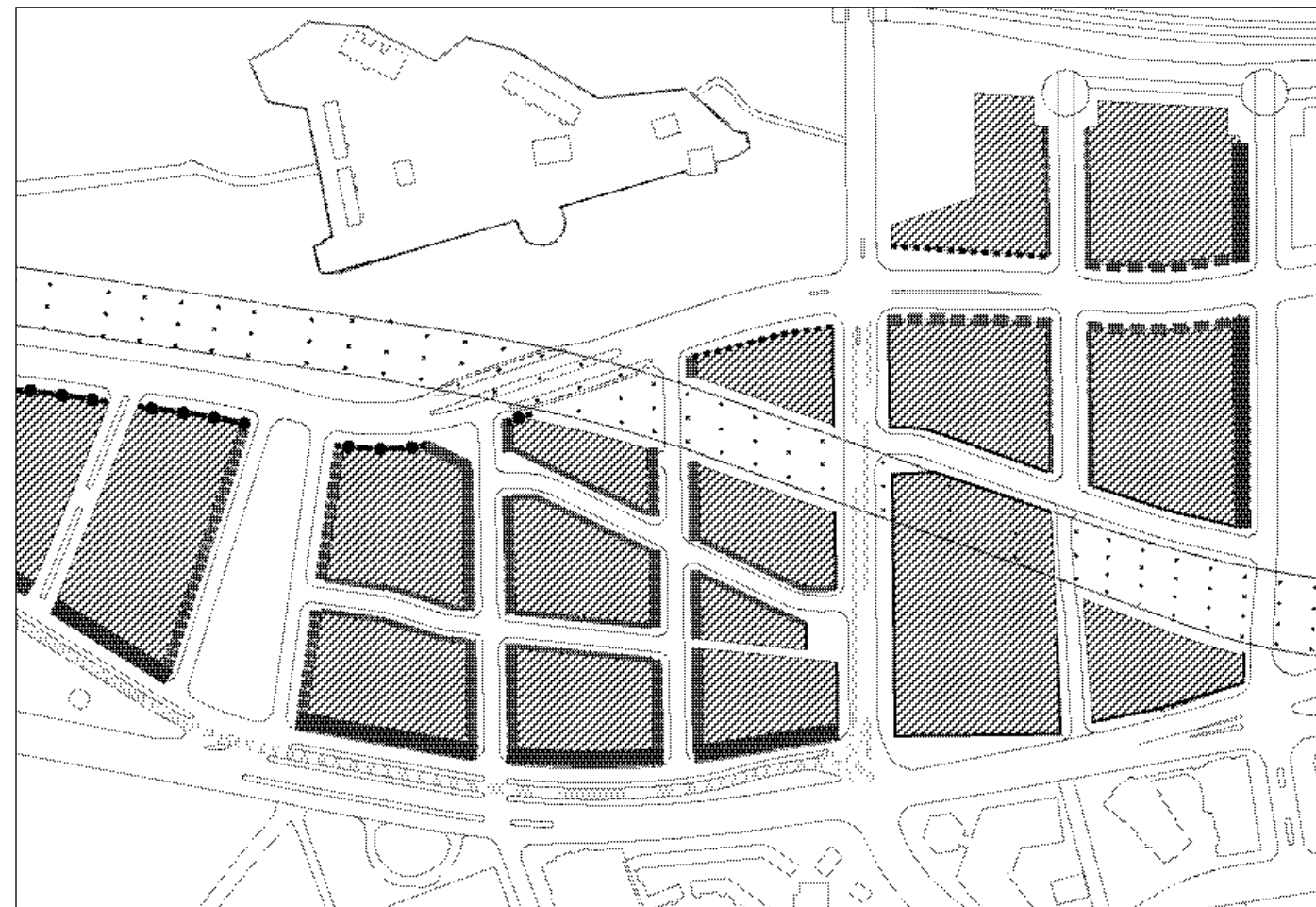
- Major streets which have 7 to 9 storey high street walls;

- Local streets and Mews which have 4 to 6 storey high street walls; and
- Bremner Boulevard, which is a continuation of the Railway Lands West street proportions, has a consistent 5 storey high street wall.

The diagram below illustrates the street wall heights for each of the development blocks. Appendix A sets out, in greater detail, the building profiles for each street, including the street walls.

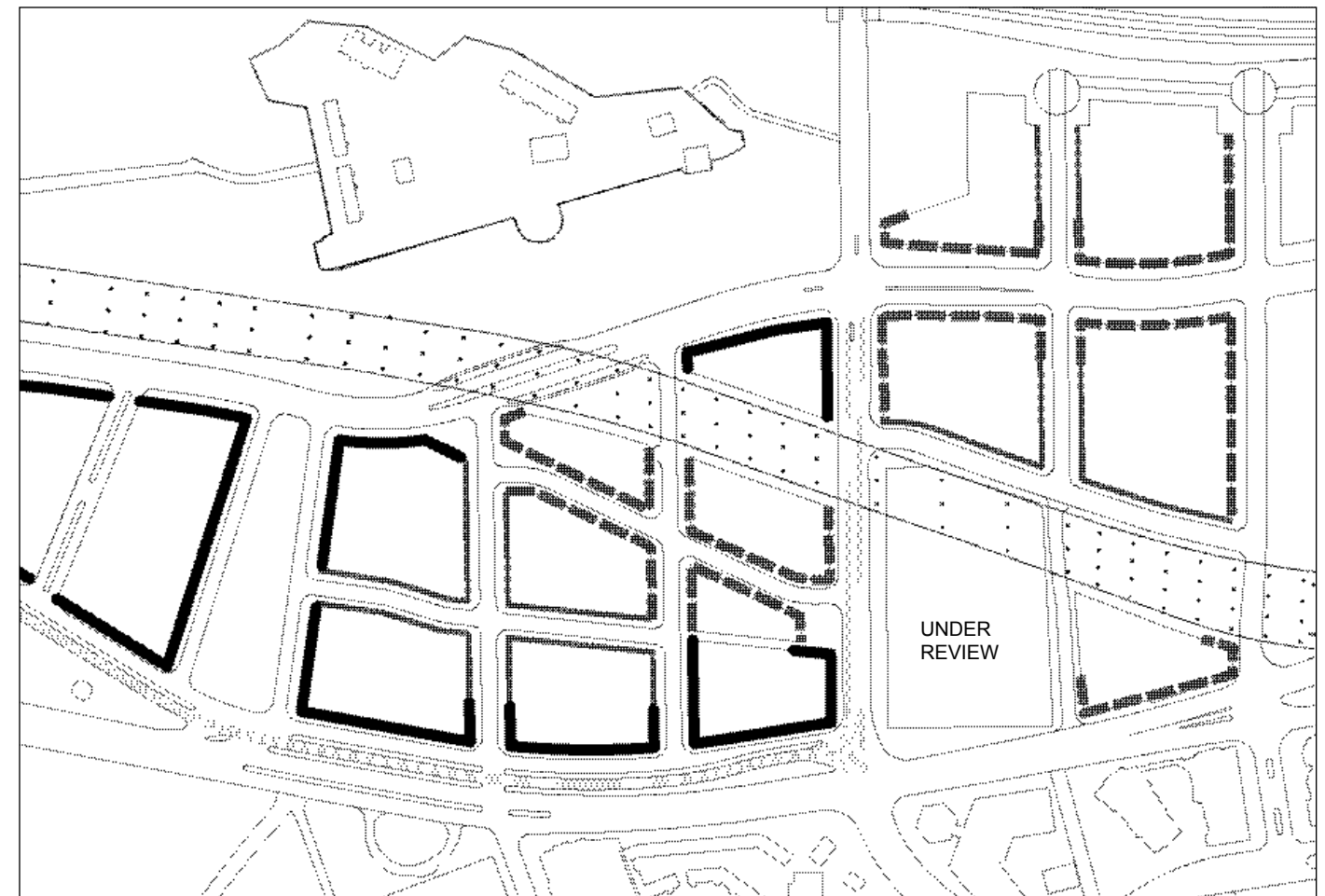


King Street East, Toronto



Building Setbacks from Street Property Lines

- | | | |
|-------------|---------|-------------------|
| — 0.0 m | ▨ 2.5 m | ⋯ varies |
| - - - 1.0 m | ▩ 3.0 m | ● 7.5 m from curb |
| ▨ 2.0 m | ▧ 4.0 m | to building face |



Street Wall Heights

- | |
|---------------|
| ▨ 4-5 storeys |
| ▩ 5-6 storeys |
| ▧ 7-9 storeys |