



Block Context Plan

86 Lynn Williams Street and
70 Western Battery Road
City of Toronto

Prepared For
Shiplake

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This Block Context Plan has been prepared in support of a rezoning application by Shiplake with respect to the property municipally known as 86 Lynn Williams Street and 70 Western Battery Road (the “subject site”). The subject site is currently occupied by an existing two storey warehouse building, of which the southern half of the building is identified on the City of Toronto’s Heritage Register. The application seeks to demolish the north half of the warehouse building in order to construct a 43-storey mixed use building.



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Introduction

This Block Context Plan has been prepared in support of an application by Shiplake to amend the Former City of Toronto Zoning By-law 438-86, with respect to the property municipally known as 86 Lynn Williams Street and 70 Western Battery Road (the “subject site”) (see **Figure 1**). The subject site is currently occupied by an existing two storey warehouse building, of which the southern half of the building is identified on the City of Toronto’s Heritage Register. The application seeks to demolish the north half of the warehouse building in order to construct a 43-storey mixed use building with an overall gross floor area of 33,517 square meters resulting in a total site density of 13.3 FSI.

The Block Context Plan provides a description and analysis of how the physical form of the proposed development fits within the existing and planned context. The Plan includes an inventory and assessment of the physical features of the existing site context, including active and/or recently approved development applications in the vicinity of the site. It also provides an inventory of the planned context, including Official Plan land use designations and other information as relevant from applicable policy and guideline documents. This Block Context Plan serves as a companion document to the Planning and Urban Design Rationale report and should be reviewed with the other reports and technical studies comprising the subject development application.

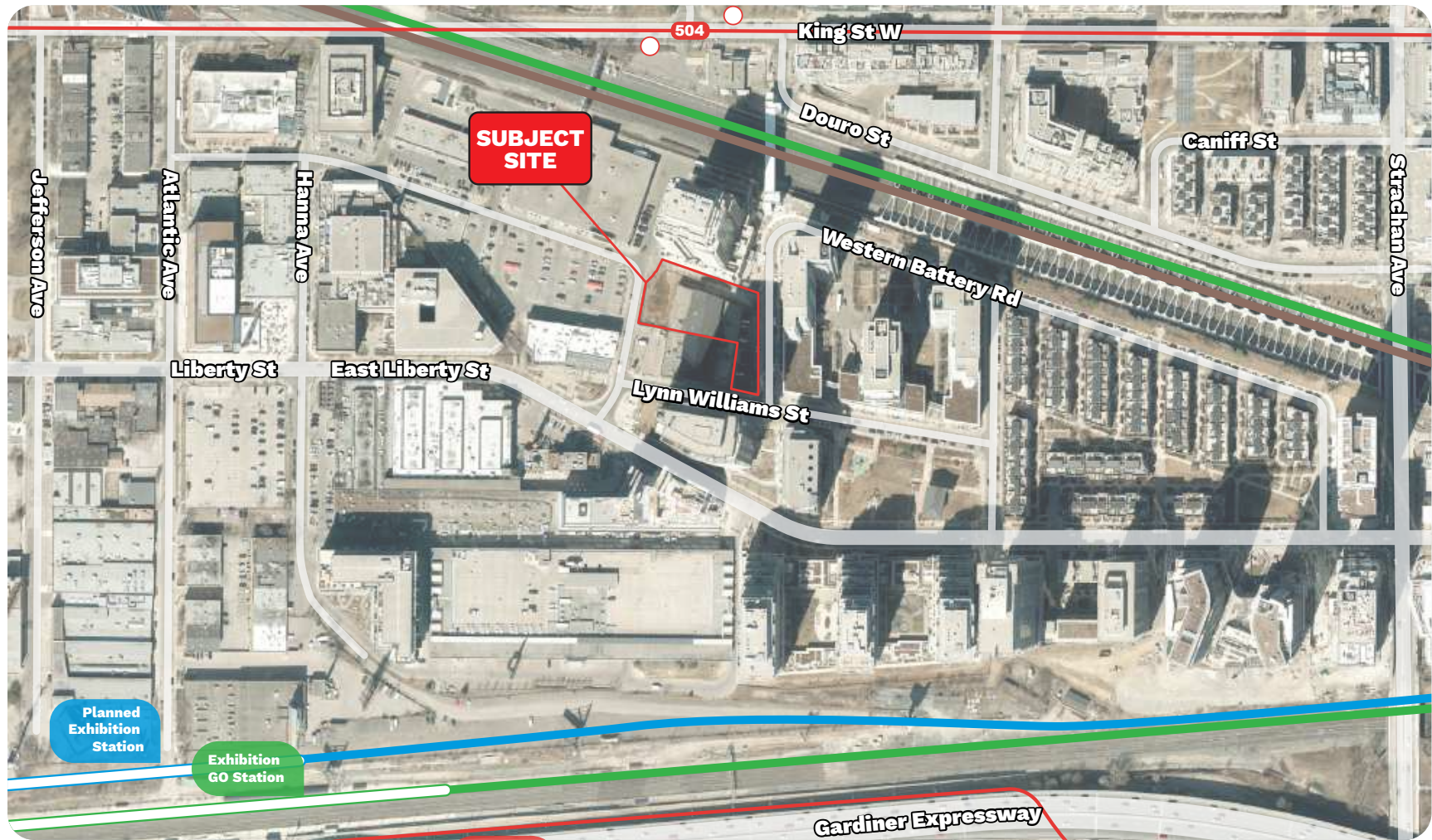


Figure 1 - Aerial View of Existing Context

- Legend
- Planned GO/
RER Station
 - Ontario Line
 - UP Express
 - TTC Streetcar

2 Study Area

As illustrated in **Figure 2**, the Study Area is bounded by the CNR/CPR rail corridor to the north, Pirandello Street to the east, Hanna Avenue to the west, and the south property lines of parcels which have full or partial frontage along the south side of East Liberty Street to the south.

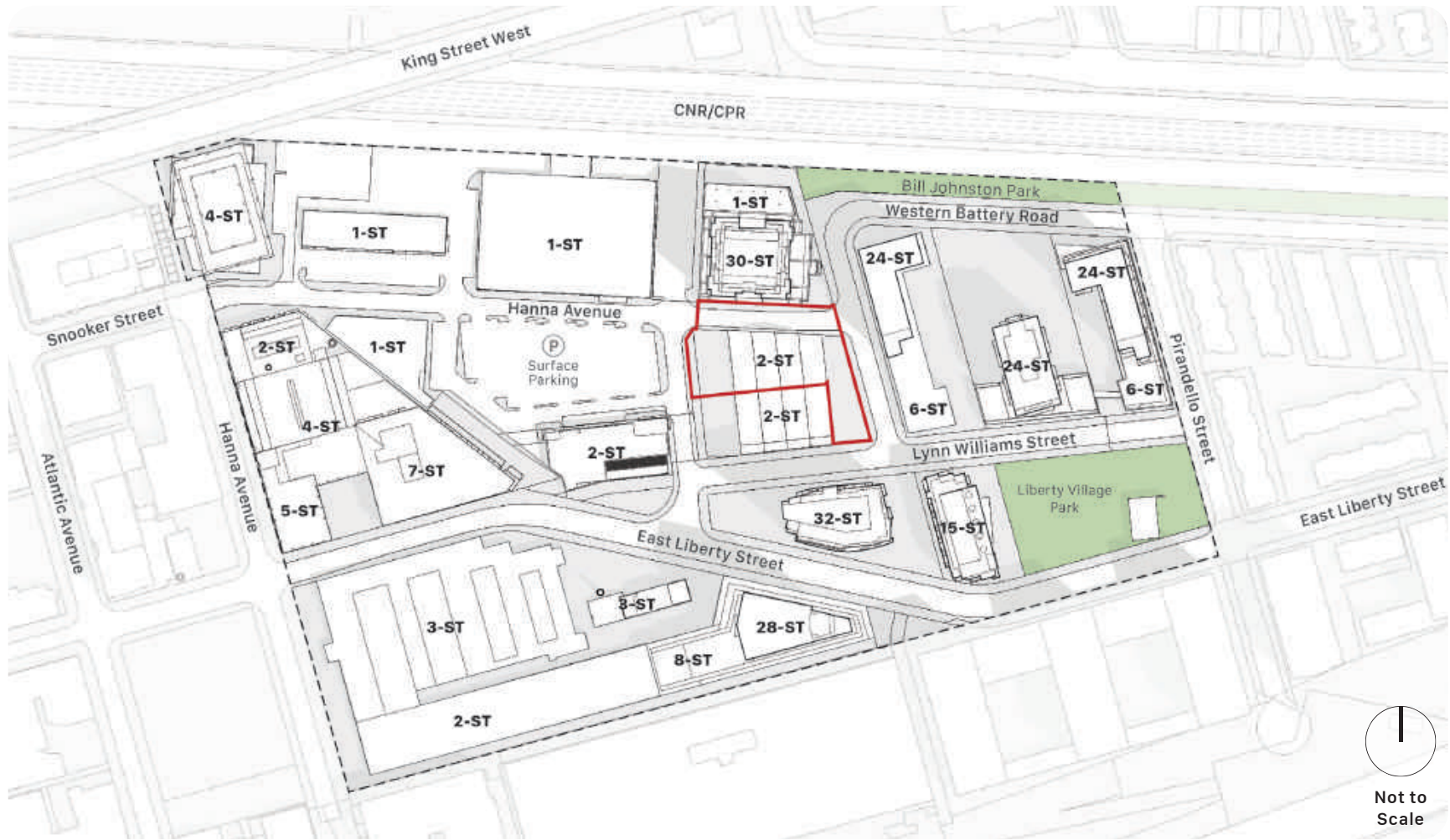


Figure 2 - Block Context Plan Study Area

Legend Subject Site Study Area

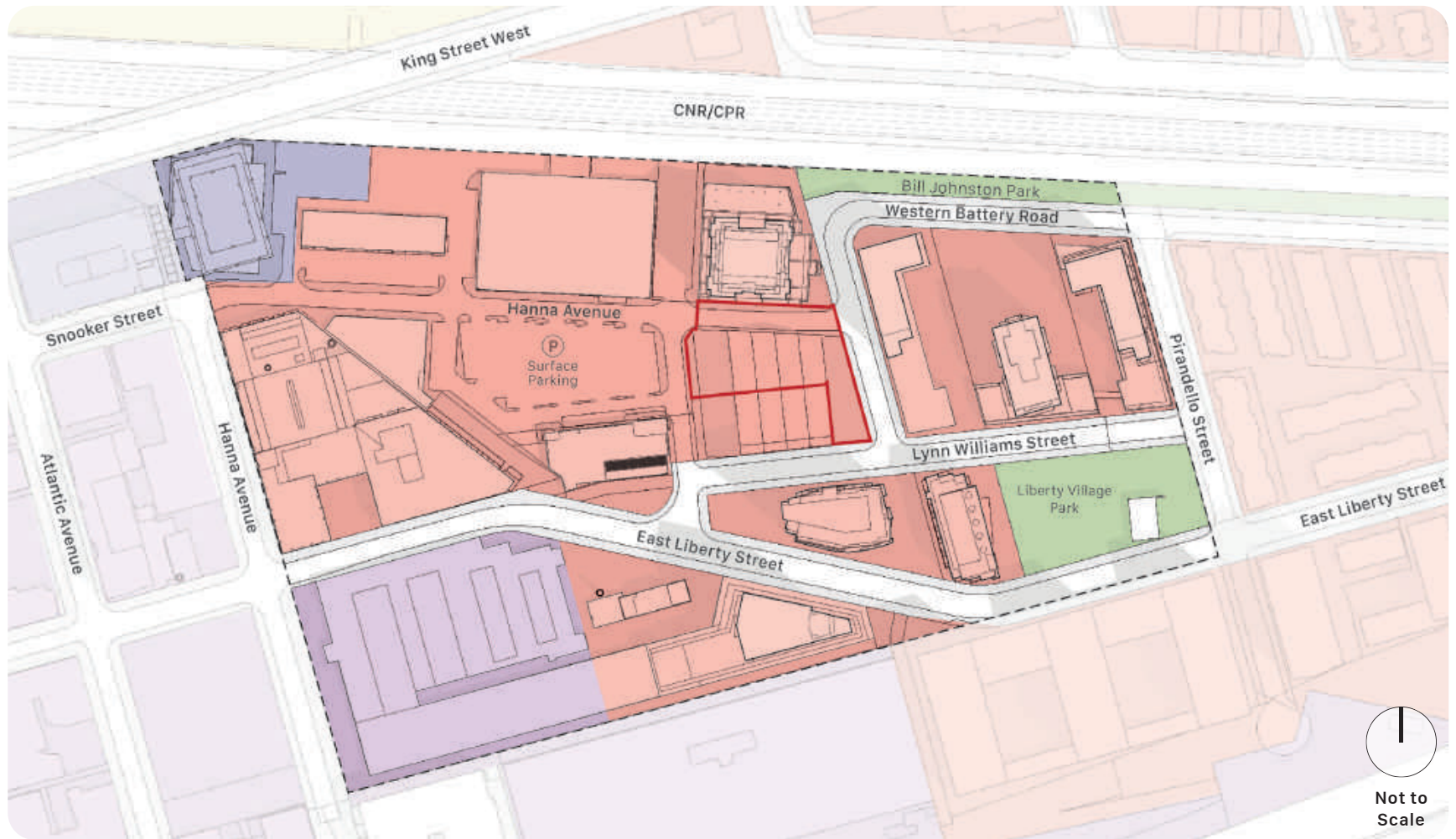
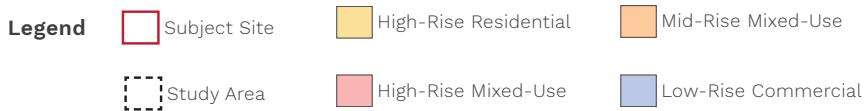


Figure 3 - Land Use - Official Plan - Land Use Map 18

- Legend**
- Subject Site
 - Study Area
 - Core Employment
 - Employment
 - Parks
 - Mixed-Use



Figure 4 - Existing Built Form Context



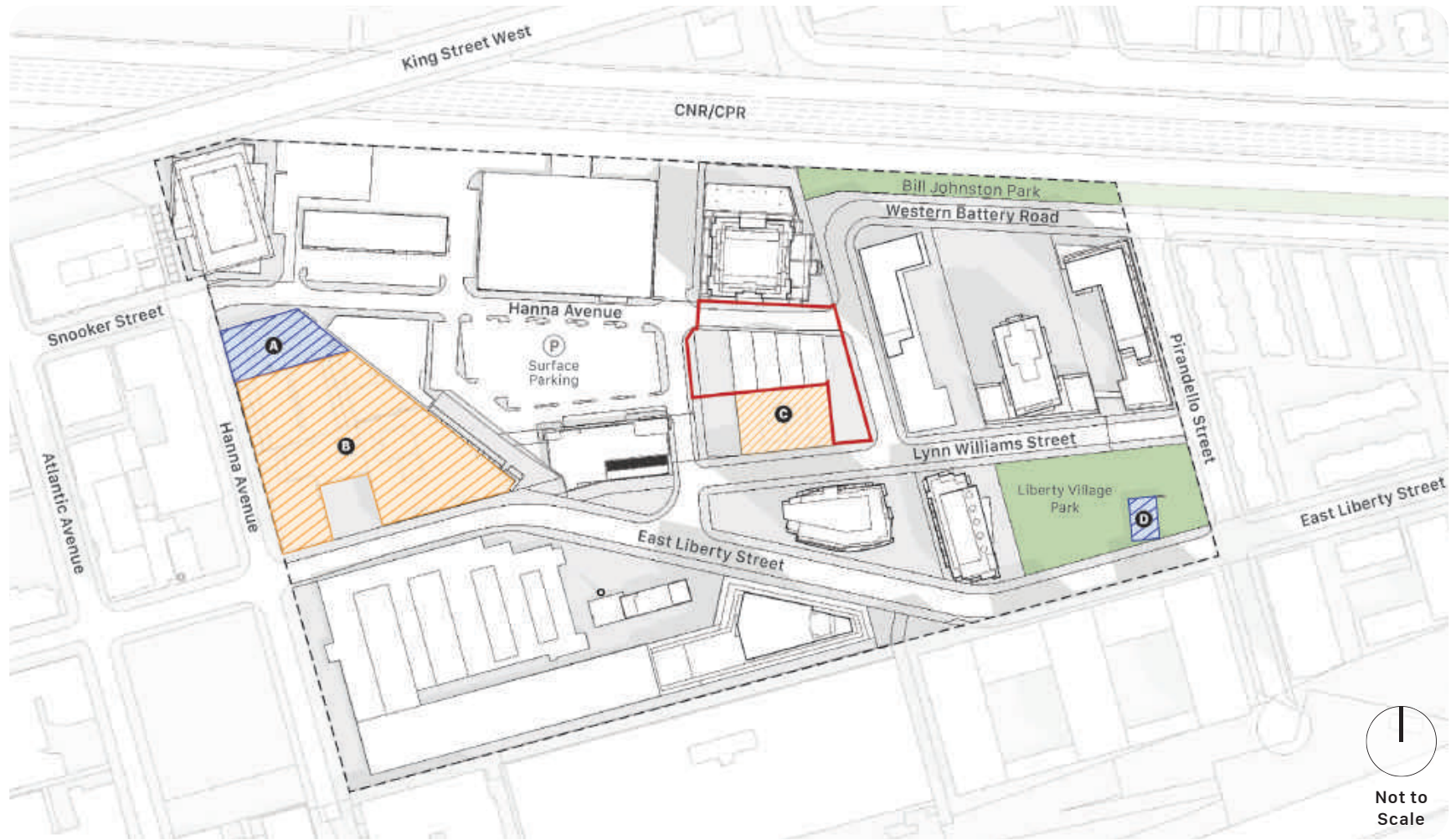


Figure 5 - Existing Built Form Heritage Context

- Legend**
- Subject Site
 - Listed on Heritage Registry
 - Designated Under Part IV of the Ontario Heritage Act
 - Study Area
 - A 51 Hanna Avenue
 - B 43 Hanna Avenue
 - C 86 Lynn Williams Street
 - D 70 East Liberty Street

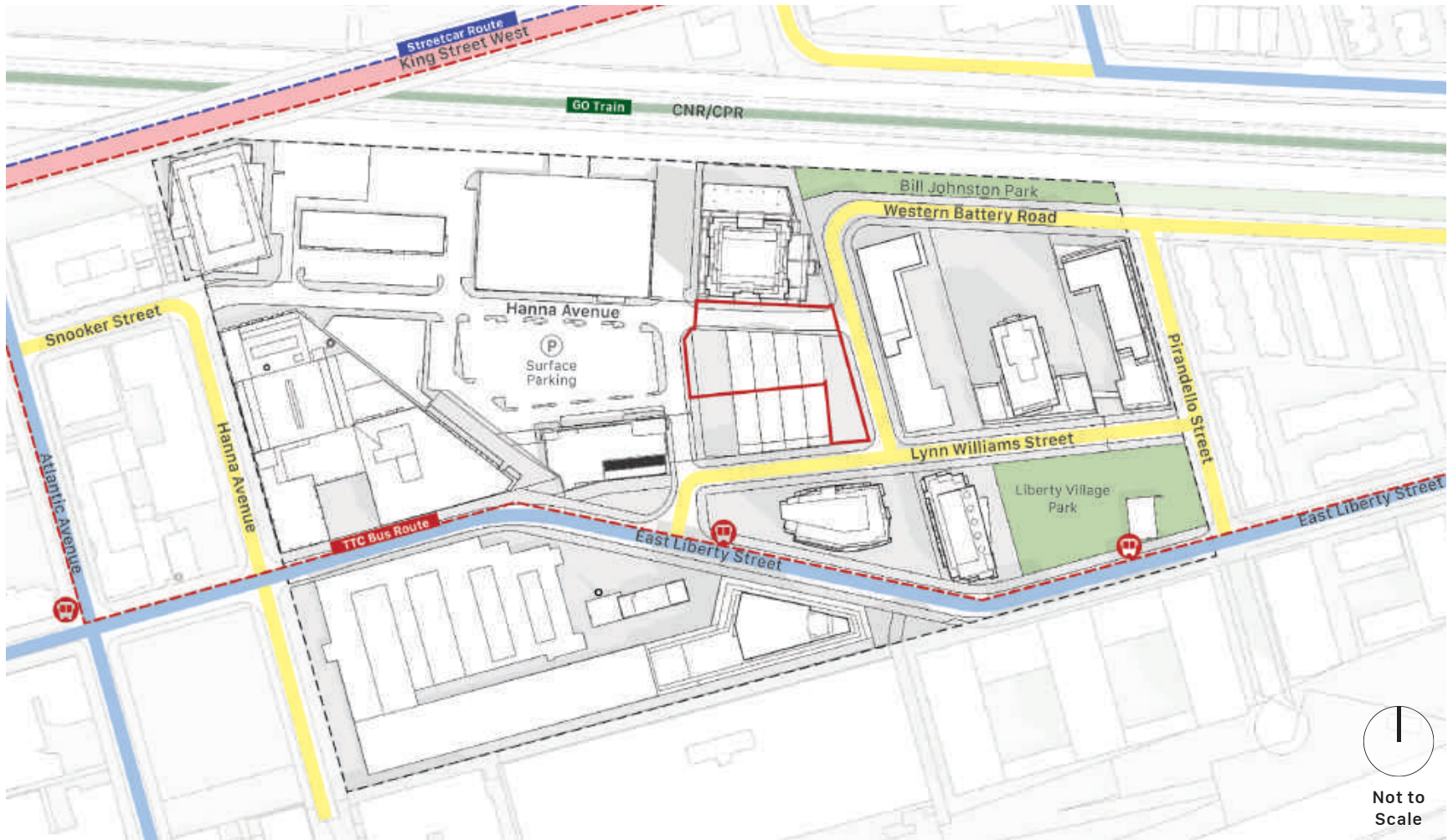


Figure 6 - Road Network and Transit Network

- Legend**
- Subject Site
 - TTC Bus Route
 - Major Arterial Road
 - Local Road
 - Study Area
 - T TTC Bus Stop
 - Collector Road

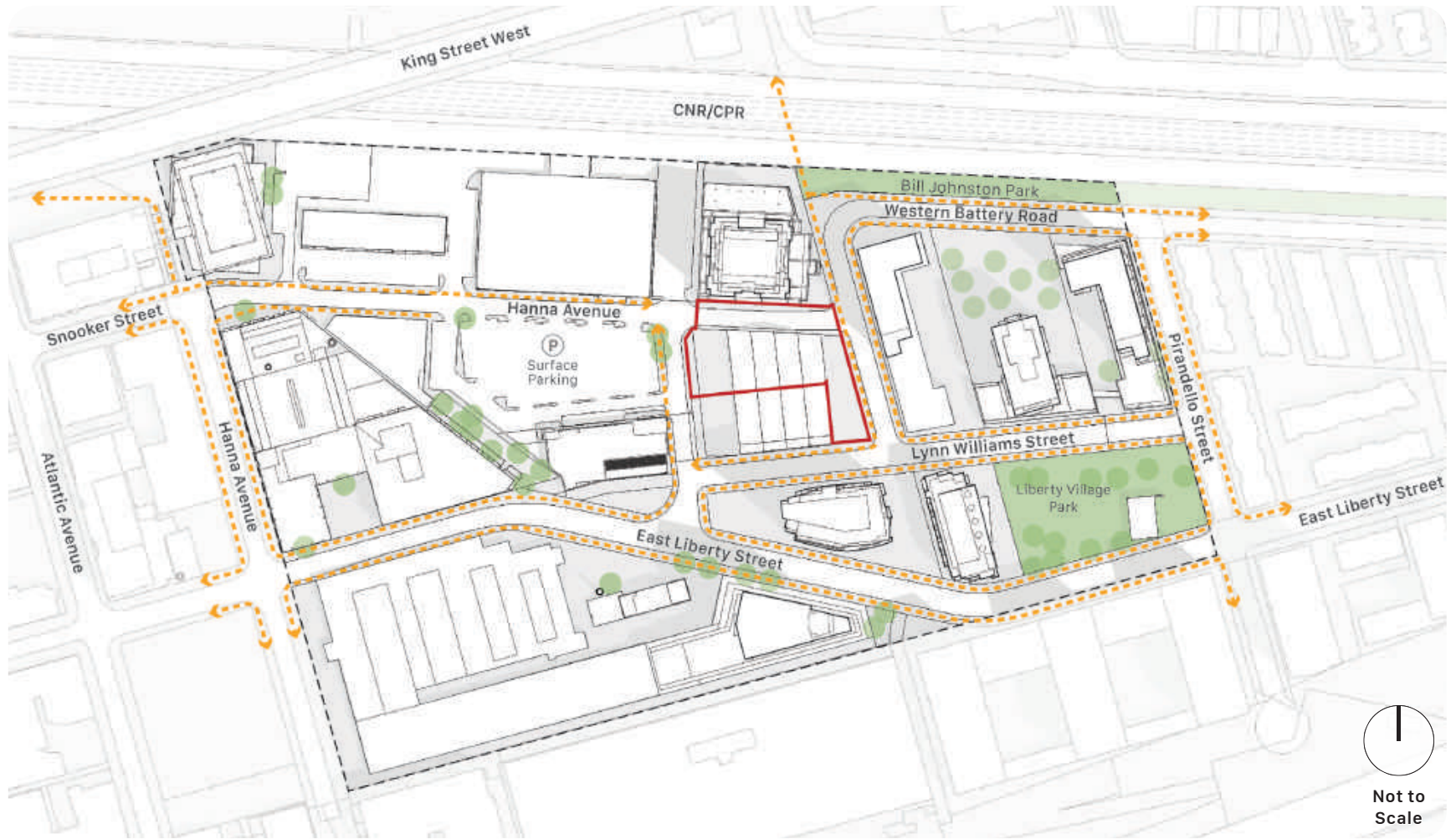


Figure 7 - Pedestrian Circulation

- Legend**
- Subject Site
 - Pedestrian Circulation
 - Existing Mature Trees
 - Study Area
 - Parks

3

Block Context Plan Structure

Soft Sites are understood to be under-utilized sites where opportunities to redevelop into a more intense, urban and transit-oriented land use and built form exist. For the purposes of this Block Context Plan, one Soft Site has been identified at 100 Lynn Williams, which exhibits reasonable redevelopment potential in the future.

The conceptual redevelopment of the Study Area has regard for the development criteria and built form policies of the Official Plan as well as the key elements of the Tall Building Design Guidelines. The principles used in this Study are consistent with the City's policy framework and are widely accepted as appropriate standards in urban design practice. In our opinion, the proposed built form approach, if applied to the Soft Site, will not have adverse impacts on the surrounding context.

The conceptual massing for the Soft Site, as shown in **Figure 9**, was based on a number of contextual considerations including:

- the size and depth of the site;
- proximity to existing and planned transit infrastructure;
- surrounding built form context; and
- proximity to *Neighbourhoods* and *Parks* designated properties.

In particular, the massing scenario was developed based on the following set of built form parameters:

- provide a setback along the front property line where necessary to align with the existing setback pattern and/or achieve the planned right-of-way width;
- provide a street wall height that is scaled appropriately in relation to the surrounding buildings and width of the adjacent right of way;
- site towers to maintain a minimum separation distance of 25.0 metres, or provide a minimum setback of 12.5 metres from shared property lines; and
- generally mass towers to have an approximate floorplate area of 750 square metres.

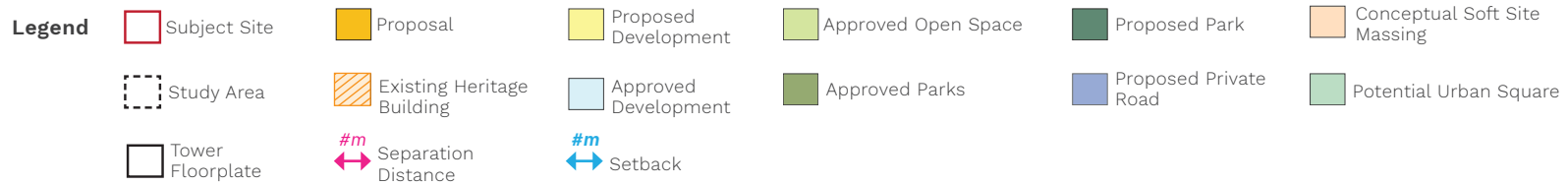


Figure 10 - Axonometric View Looking Northeast





Figure 11 - Separation Distances



Not to Scale



Figure 12 - Pedestrian and Cycling Circulation



