

will extend from the NLP to the Central Park, to the public open space adjacent 9 Hanna Avenue, at which point it will provide access to Exhibition Place and Lake Ontario; and

- The surface and landscape treatment of the courtyards/open spaces will be an extension of the public realm landscape design vocabulary thereby maintaining and extending the continuity of the public realm throughout the site.

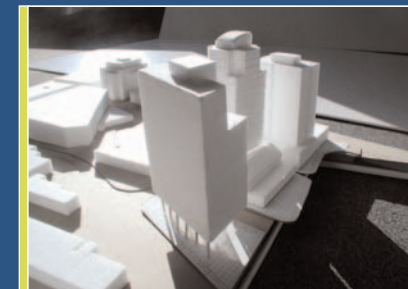
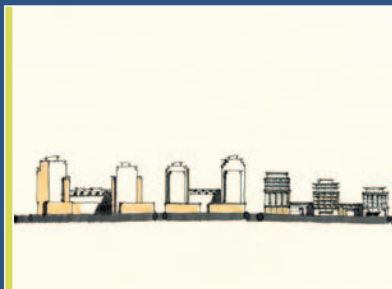
### 2.2.2 Street Hierarchy

A hierarchy of streets has been established for the KLV lands as per the Agreement. Specifically, Schedule “C”, section 4.0 of the Agreement indicates the owners shall provide and maintain a minimum road allowance of 20 metres for East Liberty Street (which can narrow to 16.5 metres between 37/43 Hanna Avenue), and a minimum of 15 metres for all other public streets. To this end, the following rights-of-way are being provided in the KLV lands:

- (i) **Primary Gateway Street:** East Liberty Street has a 20 metres right-of-way. East Liberty Street will be a new major east/west connection that will house a variety of uses including residential, office, technological, along with ancillary retail/service uses, and live/work uses as defined by the 2005 zoning by-law amendment. This street will be similar to other major east/west streets in Toronto such as King, Queen and Dupont Streets;
- (ii) **Neighbourhood Street:** Lynn Williams Street and Pirandello Street (formerly Lower Shaw Street) has a 16.5 metres right-of-way. These streets will be similar to other typical residential streets that exist throughout Toronto;
- (iii) **Minor Neighbourhood Street:** Western Battery Road has a right-of-way of 15 metres. This street will be similar to other typical residential streets that exist throughout Toronto. It should be noted that this road as per the Agreement will be constructed in phases; and
- (iv) **Private Street/Lane:** off of East Liberty Street and Lynn Williams Street that will serve the retail component (Zoning Block 4) of the KLV lands as well as provide access to/from Blocks 6 and 8.



King Liberty Village Site Plan (excerpt)



- Together the streetscape and landscaping of these streets will define a design theme for each street, complement their form and function, enhance opportunities for pedestrian comfort, achieve lines of sight for pedestrians, cyclists and vehicles, and provide adequate lighting for pedestrians and vehicle safety;
- The streets throughout the KLV neighbourhood will reflect typical Toronto residential streets as they will provide access to the buildings to be erected on each of the blocks, as well as provide continuous access to the remainder of the KLV development; and
- Street related retail/service uses will be allowed on the corner of (i) East Liberty Street and Strachan Avenue; (ii) East Liberty Street and Pirandello Street; (iii) Lynn Williams Street and Western Battery Road; and (iv) throughout Zoning Block 4 (being all the lands west of Blocks 6 and 8).

### 2.2.3 Front Street Extension (FSE) Local Road

- The FSE is being proposed by the City of Toronto. The current plan contains two (2) components, the first is the high speed lanes connecting to the Gardiner Expressway to the west of Block 2A, and the second being the local road component;
- The FSE Local Road is proposed to have a right of way of 32 metres. The intent of the FSE local road will be to act as a typical Toronto street and green promenade leading into the City. It is hoped that once this street is constructed it will adopt some of the pedestrian characteristics being provided along East Liberty Street; and
- The elevation of the FSE local road from Strachan Avenue to Pirandello Street (the southern boundary of Block 2A) should be maintained between 86.5 to 87 metres. Please note that once the FSE local road is constructed Pirandello Street will become a local road. In the event that the FSE does not proceed, Pirandello Street would become a laneway.

### 2.2.4 Access

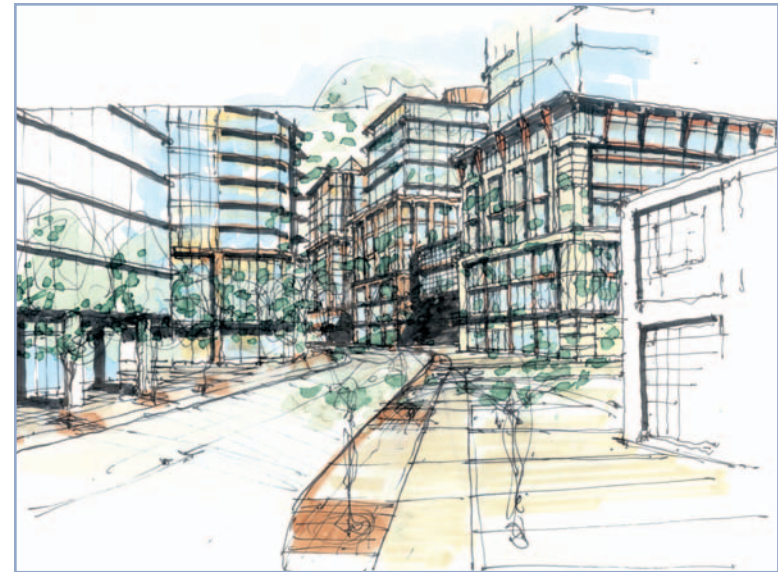
- Public access for pedestrians will be encouraged throughout the site, consistent with the access approach to site designs already approved and implemented. The Structure Plan on p.18 of this document denotes these access points;



- North/south pedestrian access routes which form a continuation of the north/south street grid of the City, have been extended through the KLV lands to provide continuous views, and pedestrian access through the site, from the CNR rail track to the north, to the proposed FSE on the southern boundary of the site;
- Pedestrian routes, as well as open spaces will be designed to clearly communicate that they are publicly accessible through the use of elements, plantings, pavings, lighting, and street furniture consistent with that of the public streets and parks;
- A new north/south pedestrian connection will be provided from the possible GO station north west of the A.R. Williams Machinery Building to the Central Park, to the proposed City laneway and public open space adjacent to 9 Hanna Avenue, where it will provide access to the proposed FSE, to Exhibition Stadium and Lake Ontario; and
- Main entrance to buildings will be clearly defined in public streets. Low-rise building elements will be well defined, to promote a “Front Door” vocabulary.

### 2.2.5 Parking and Servicing

- All residential parking, including visitors, will be accommodated in below grade parking garages;
- Garbage and service rooms will be provided in the first level or basement with access to loading areas and associated service rooms. Refuse should be stored internally and if stored below grade will be brought up to the grade level for pick-up;
- General locations of loading and automobile parking access is shown on the Structure Plan (p.18); and
- Locations for servicing and automobile parking access are intended to be kept hidden from public spaces.



*East view along East Liberty Street*



### 2.2.6 Safety

- The City of Toronto's Safe City Guidelines will be incorporated into all aspects of design both in the public and private realms;
- Visitor parking should be separated from residents parking and have access to elevators;
- "Eyes on the Street" will be encouraged through design of street facing windows and doors minimizing areas which are, by reason of function, unoccupied the majority of time;
- Lighting levels in both public and private realms will be designed to enhance safety and security through placement of fixtures and suitable levels of illumination to create a comfortable environment; and
- Clear and legible orientation and way finding signage will be provided.

