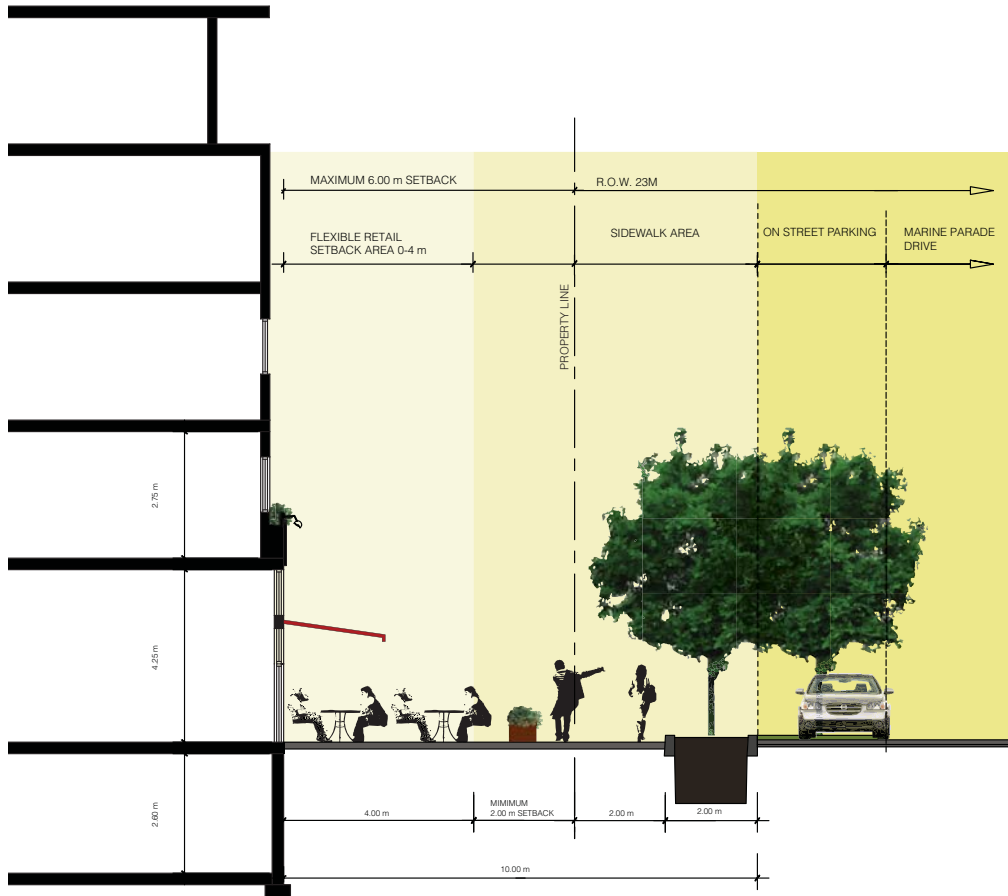


Preferred Section for Residential Buildings along Marine Parade Drive.



Preferred Section for Commercial Buildings along Marine Parade Drive.

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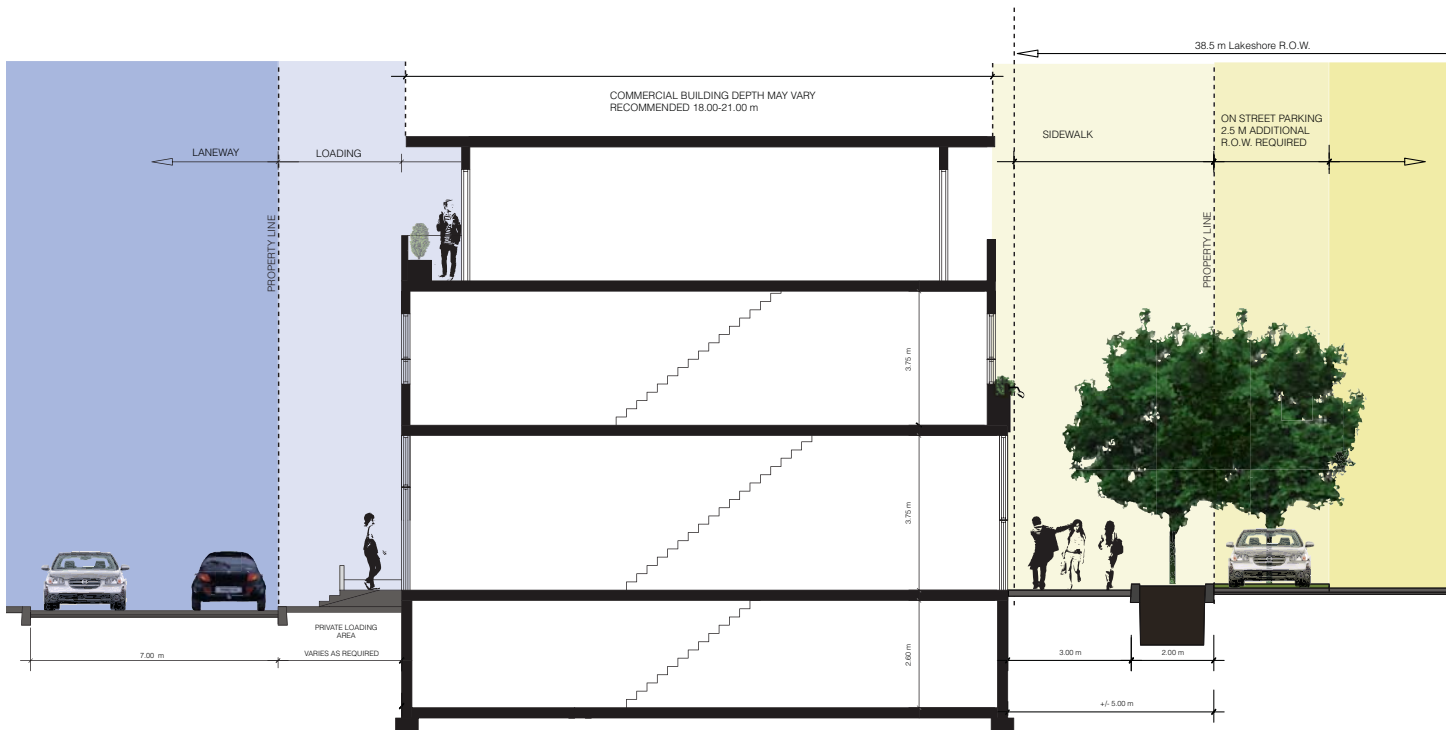
4.3.1.2. Lake Shore Boulevard West

Lake Shore Boulevard West is a major arterial road that provides an important transportation function for the area. With future plans for a dedicated street car right-of-way and improved pedestrian amenities this street will play an important long-term role in connecting this area to the City. Within the study area along Lake Shore Boulevard West, a +/- 38 metre deep area is zoned for commercial uses only. Given the adjacencies to light industrial across the street, this zoning is intended to provide a buffer between the Kraft factory and residential uses. In the future it would be ideal to see Kraft locate auxiliary retail uses on Lake Shore Boulevard West to create a two sided retail wall.

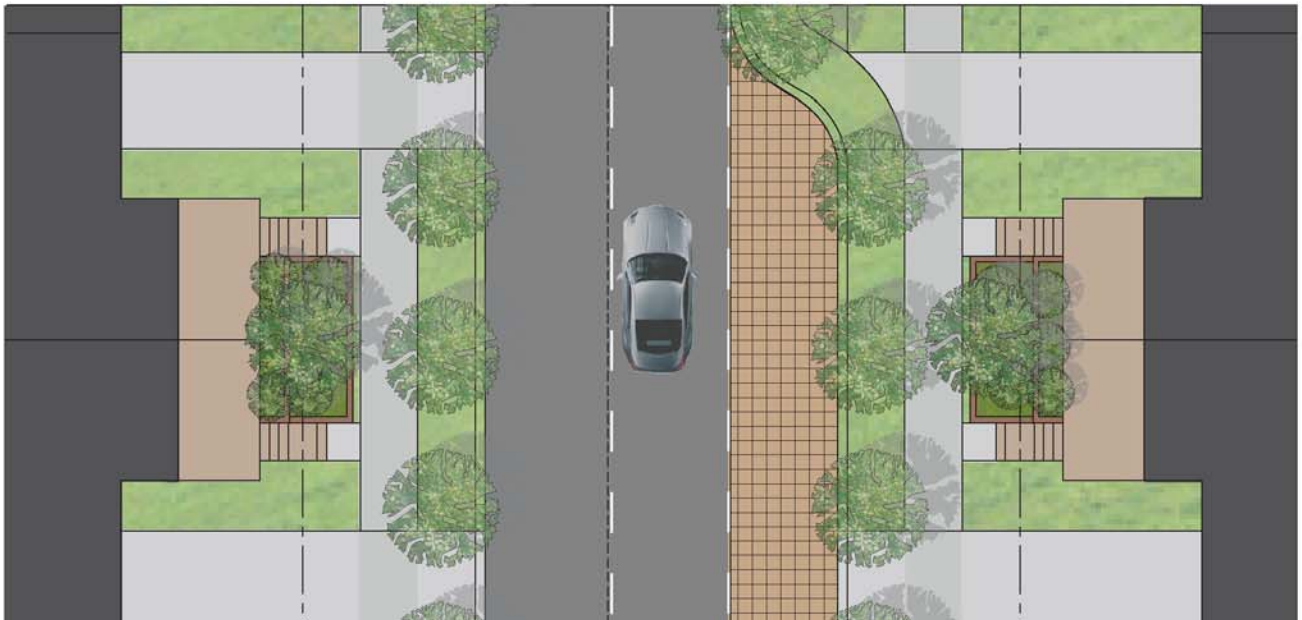
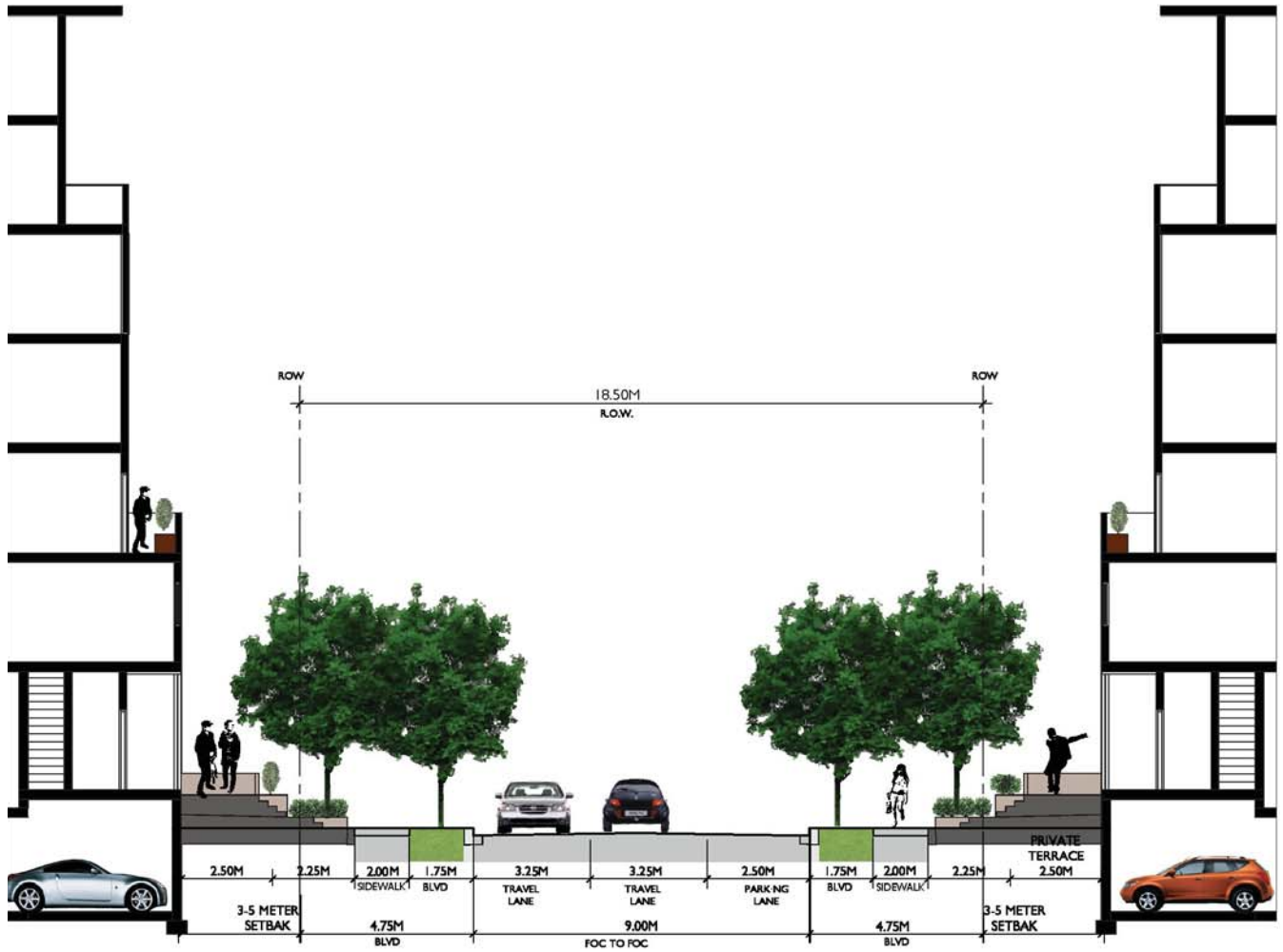
It is also strongly recommended that on-street parking be provided on Lake Shore Boulevard West to support potential retail uses. The built form recommendations for Lake Shore Boulevard West are specific to the design of the Lake Shore Boulevard West Corridor. To allow on-street parking, an additional right-of-way width of 2.5 metres will need to be secured in addition to the existing required transit right-of-way requirements.

4.3.1.3. Intermediate North-South Streets

Within the study area there is one street that has the potential for a new signalized intersection. This street is considered to be a major north-south connection with on-street parking and right/left turns onto Lake Shore Boulevard West. The design of the streetscape for this street should incorporate a high level of streetscape amenities and should play its public role as a gateway to the park and the waterfront. On-street parking should be provided on one side of the street. Retail is recommended at the corner of this major north-south street and Marine Parade Drive. Outdoor overflow areas, like patios, are also recommended. The built form recommendations for north-south streets are specific to this north-south major road connection. The recommended right-of-way dimension for Street 'B' is 18.5 metres (D.I.P.S. Intermediate Local Street - Option A).



Preferred Section for Commercial Buildings along Lake Shore Blvd. W. with on-street parking and a rear service lane.



Intermediate North-South Street 'B' has a right-of-way width of 18.5 metres and an asphalt width of 9 metres.

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4.3.1.4. Minor North-South Streets

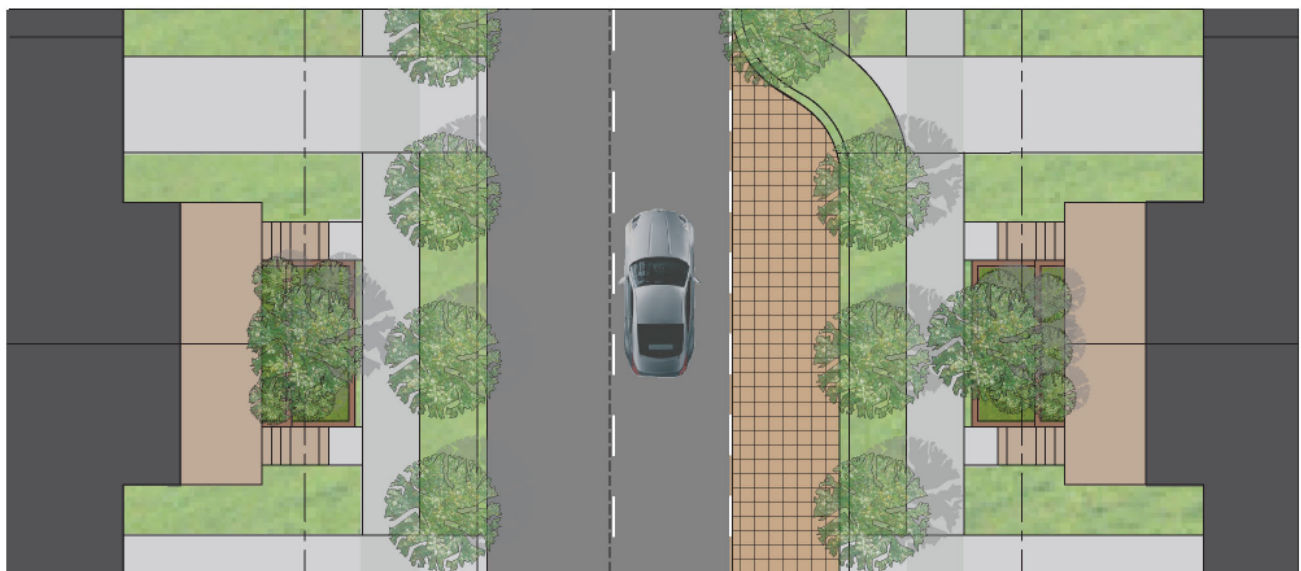
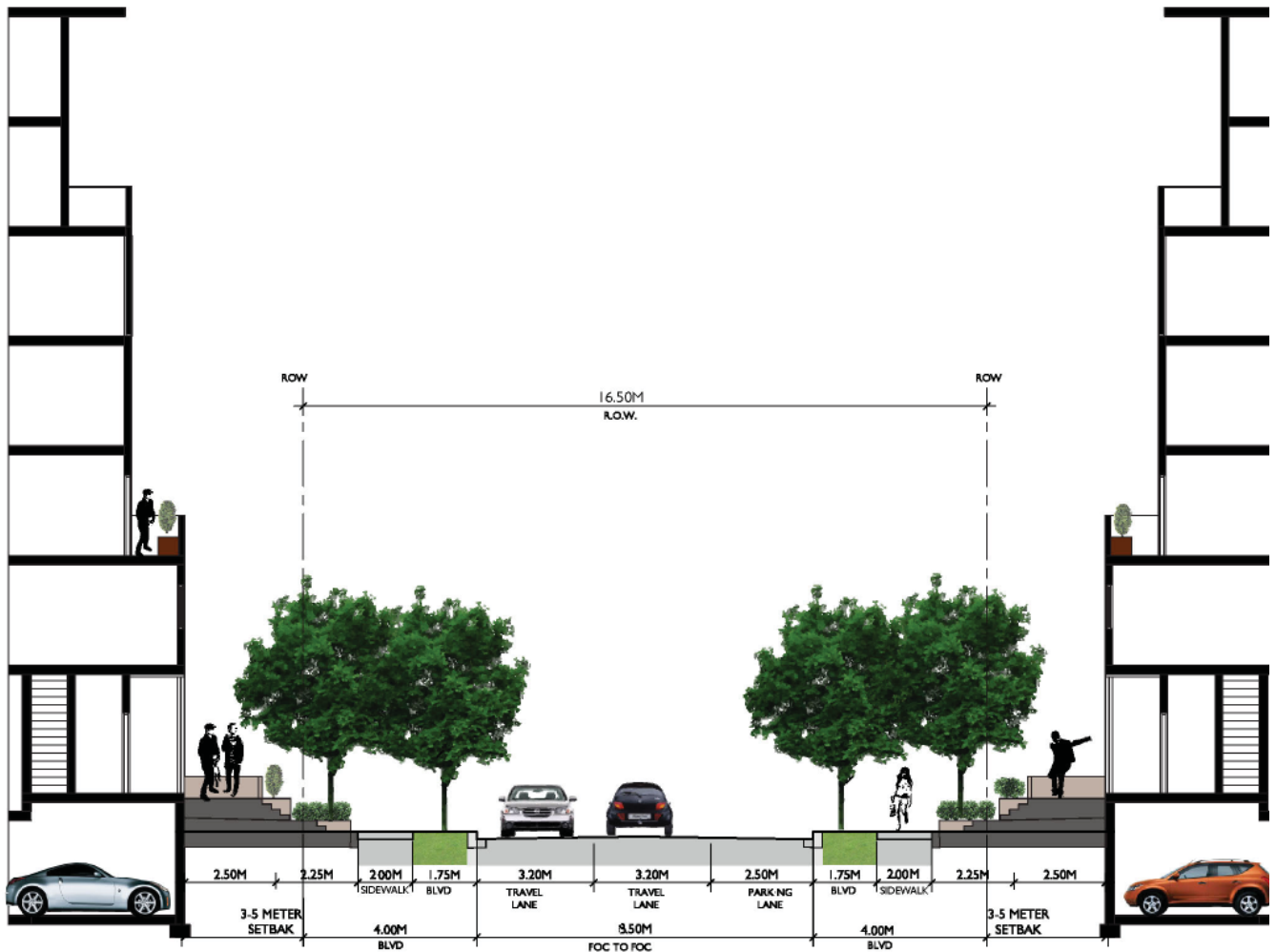
It is anticipated that at least 2 minor north-south streets are required to ensure that blocks within the area are pedestrian scaled and adequate view corridors are maintained. In the long-term these streets will have limited turning movements as the dedicated Street Car Right-of-Way will prevent left turns onto Lake Shore Boulevard West. The design of these streets should be consistent with that of a minor street within a typical residential neighbourhood with continuous residential building entrances facing the street, unless public open spaces are provided. On-street parking should be allowed on one side of the street. The use of unit pavers at crosswalks and permeable parking lanes is encouraged. The built form recommendations for north-south streets are specific to the design of community supportive minor north-south road connection. The recommended right-of-way dimension for Street 'D' and 'A' is 16.5 metres (D.I.P.S. Minor Local Street - Option A).



Podium buildings humanize the scale of highrises, resulting in more comfortable pedestrian oriented streets and public space.



Landscaped entrances appeal to home buyers and can enhance the value of the community for all residents.



Minor North-South Streets 'D' and 'A' have right-of-way widths of 16.5 metres and an asphalt width of 8.5 metres.

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4.3.1.5. Intermediate East-West Street

A connected major east-west street is recommended to connect Brookers Lane to the east and to Lake Shore Boulevard West and Marine Parade Drive to the west. This road is intended to work similarly to Right-of-Way 'C' from the previous urban design guidelines and the existing Secondary Plan. The design of this road should be public in nature and somewhat similar to the major north-south street. There should be parking on one side and the street should provide access, parking and servicing entrances for new development to the south. The built form recommendations for east-west streets are specific to the design of a public street that will connect and organize future area development. The recommended right-of-way dimension for Street 'C' is 18.5 metres (D.I.P.S. Intermediate Local Street - Option A).

4.3.1.6. Minor East-West Lane

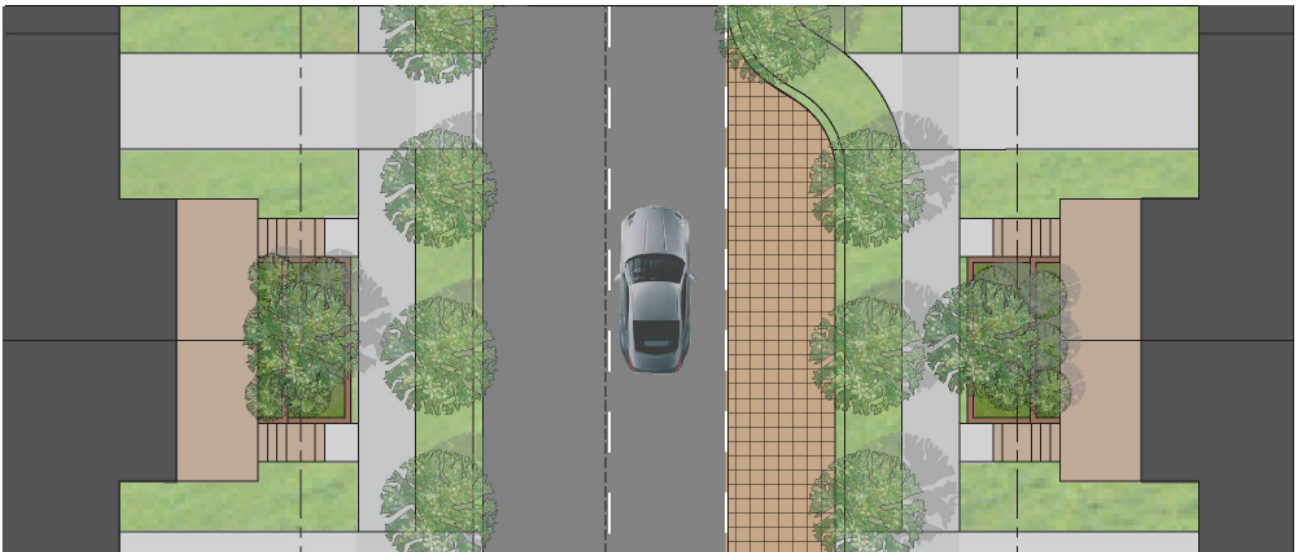
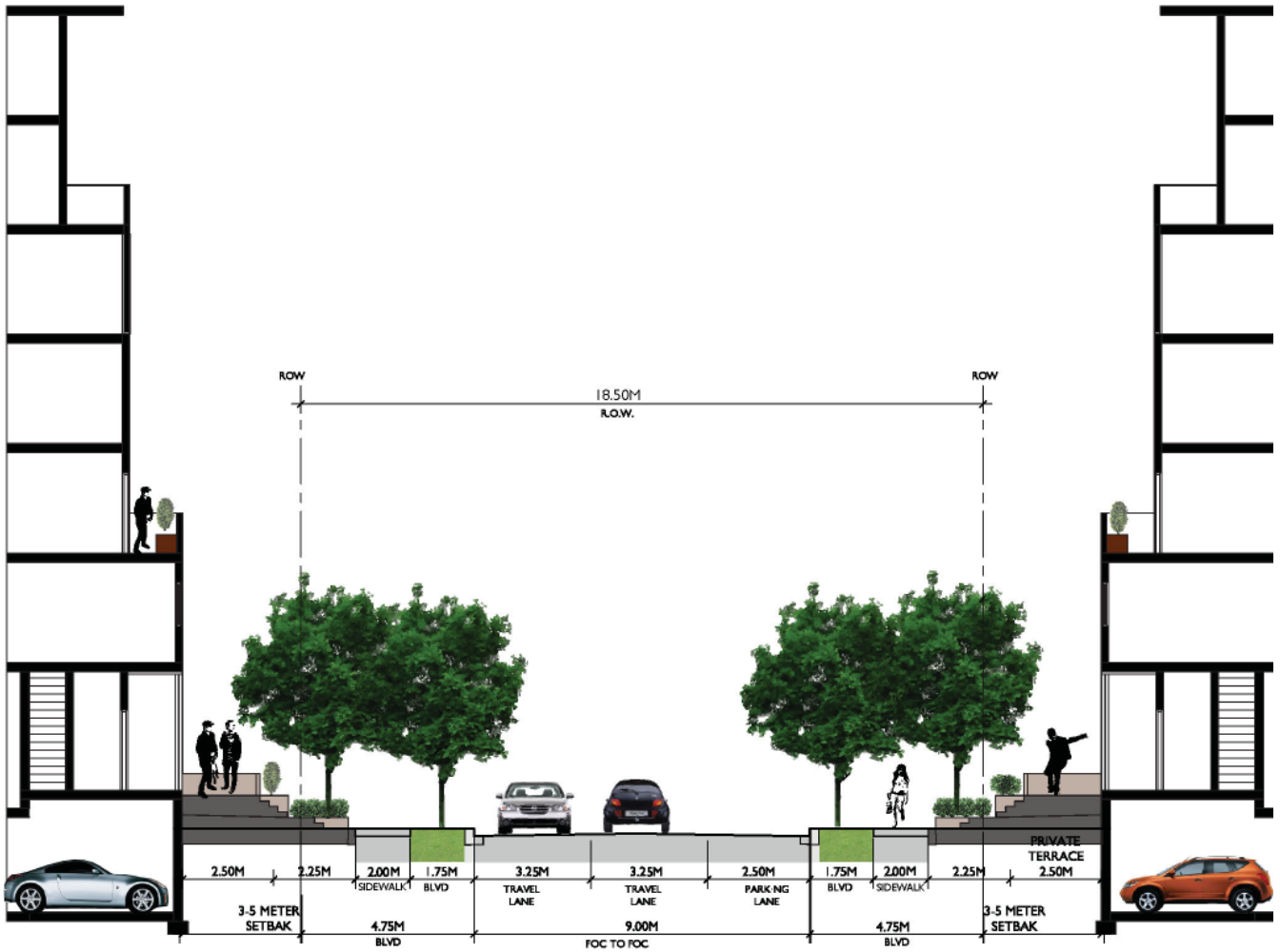
In addition to a major east-west street a continuous minor private east-west lane is recommended within the +/- 38 metre commercial zone along Lake Shore Boulevard West. However the lane must be designed to perform like a public road and must be included in the Land Owner Precinct Plan. This lane is intended to service the commercial uses along Lake Shore Boulevard West and provide access to structured parking for these commercial uses as required. This laneway is also intended to serve the residential uses however it should not have the primary frontage of residential facing onto it or the units at-grade. The built form guidelines for east-west lanes are specific to the design of a continuous public laneway that services future businesses to the north and residential to the south. The recommended right-of-way dimension for Lane 'E' is 7 metres and its design is to be similar to D.I.P.S. Rear Lane - Option A but with additional width for loading and services.



The intermediate East-West Street should have a mix of at-grade residential units, vehicular buildings entrances, court yards and mid-block connections.



Designs similar to the large format vehicular entrances that are employed in existing Humber Bay Shores development will not conform to the pedestrian friendly requirements of Street 'D'.



The Intermediate East-West Street 'C' has a right-of-way width of 18.5 metres and an asphalt width of 9 metres.

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4.3.2. Public Realm Structure

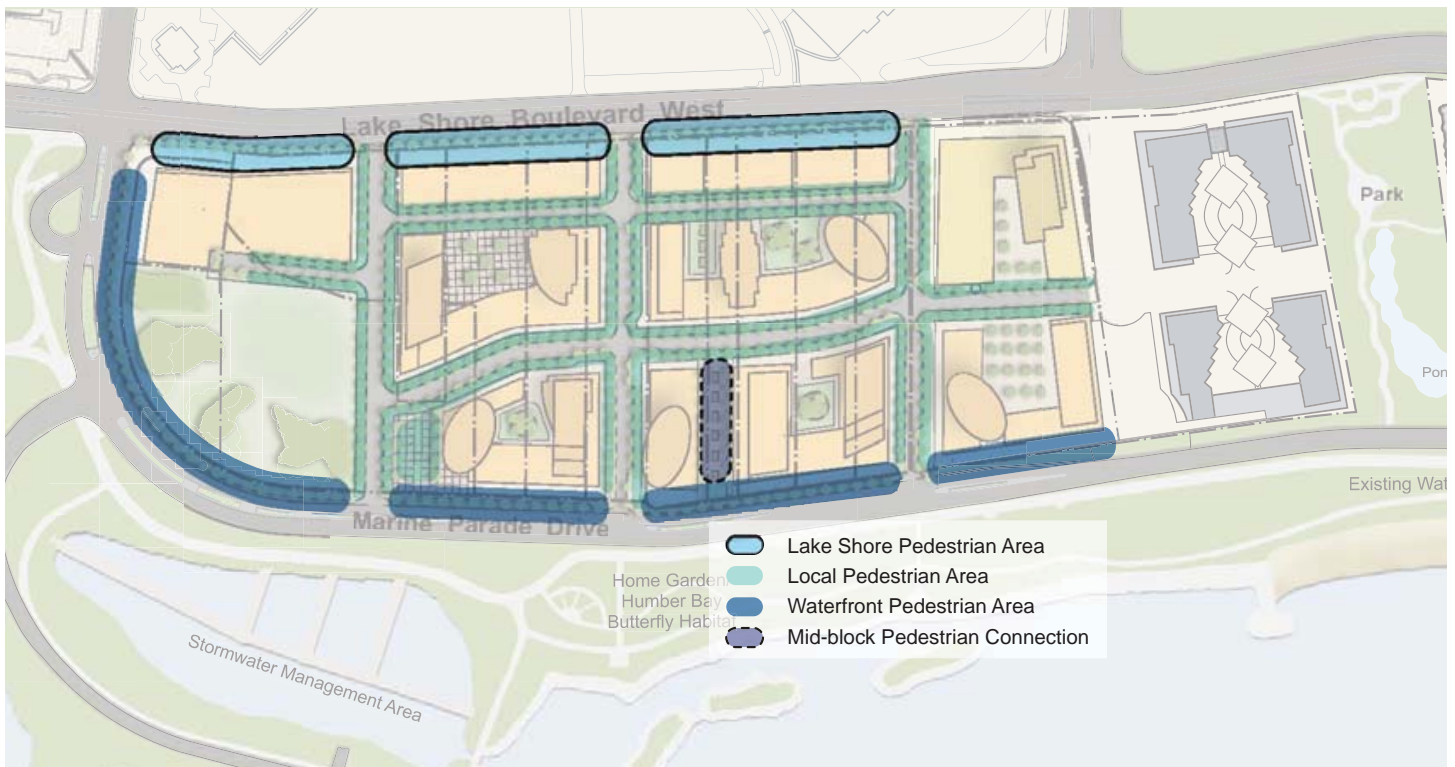
4.3.2.1. Pedestrian Circulation

Easy and accessible pedestrian circulation routes are a key goal of these urban design guidelines and should be considered as a primary consideration in all new development. Within the Preferred Master Plan there are multiple pedestrian zones. These include the sidewalks along Marine Parade Drive, Lake Shore Boulevard West and on the streets internal to the study area. The design and treatment of these sidewalks should be consistent with the adjacent uses. See Section 4.5 for additional guidelines on the design of landscape elements and pedestrian amenities.

- In residential areas sidewalks should be buffered from the residential units at-grade.
- When sidewalks are adjacent to retail or commercial uses wider sidewalks should be employed to encourage retail and

restaurant spill out spaces and provide space for additional pedestrian amenities such as benches, tables and/or plantings.

- All sidewalks and pedestrian routes should be continuous and should always be designed in a public manner with proper separation from private uses. These can be height transitions, low fencing or plantings or a combination of all three.
- There should be a seamless and connected transition from public pedestrian to private pedestrian connections; this transition can be denoted with changes in paving material or planting.



The Public Realm Structure, which is the basis for the Preferred Master Plan, has a variety of public and private open spaces with an interconnected pedestrian circulation.

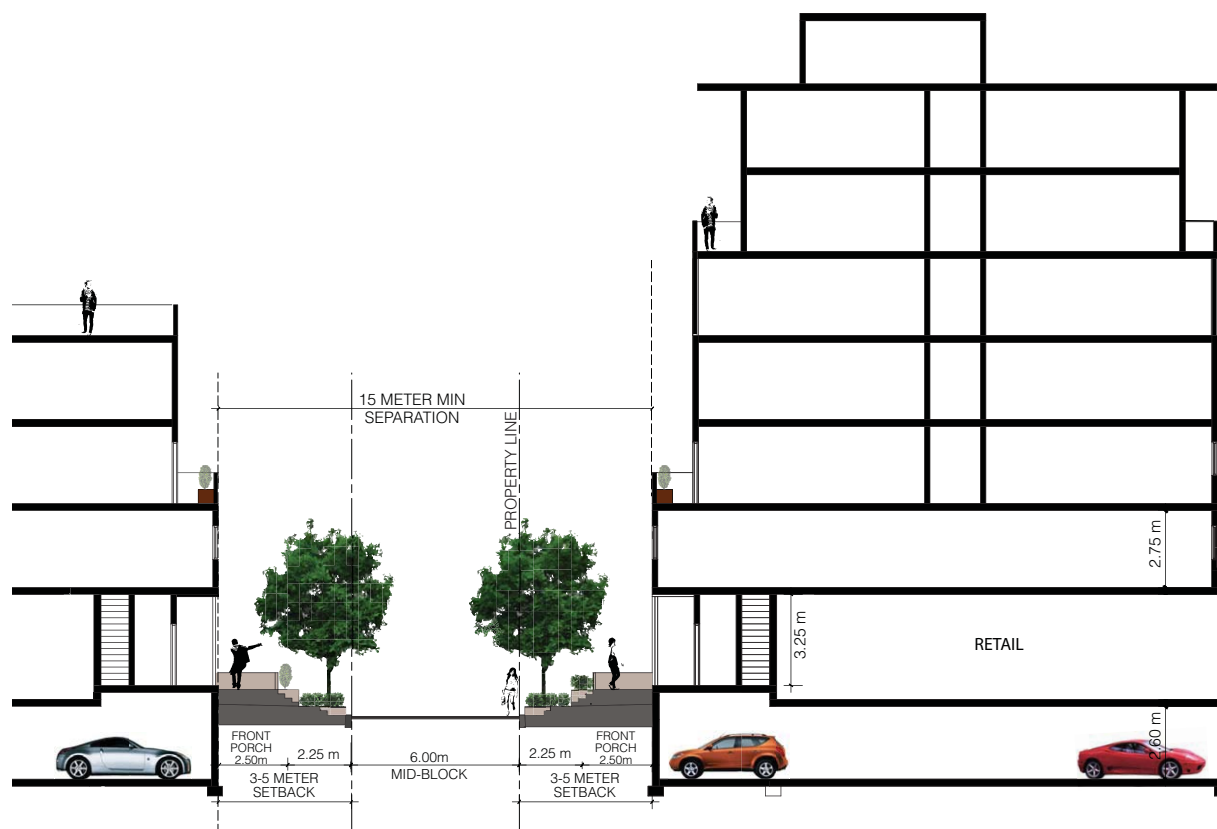
4.3.2.2. Courtyards and Mid-Block Connections

Within the Preferred Master Plan there are several opportunities for shared courtyards and mid-block connections between buildings. Although shared courtyards are private development areas, their treatment and design should be undertaken in a manner that is beneficial to the public realm and is complementary/coordinated between adjacent developments.

- Private open space including courtyards and mid-block connections should be designed in a manner that facilitates access through the site and should provide adequate public private transition areas.
- Shared courtyards should have a coordinated design that is seamless between developments. Courtyards can be a combination of hardscaped and landscaped areas with entrances off of the courtyard area.



Courtyard spaces between developments should be designed as one space with consistent landscape and hardscape designs.



Mid-block connections between buildings should be designed as publicly accessible private space with public/private transitions.

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4.3.2.3. Open spaces

Opportunities exist to create new public and private open spaces within the study area. These should be incorporated in a variety of manners including, private open spaces such as paved plazas with water features, green spaces, hardscaped courtyards, etc. Within the open spaces there should be a priority for pedestrian and cyclist connections to the waterfront.

City Parks, Forestry and Recreation have identified this area as deficient in active recreation facilities and would potentially like to see a portion of the parkland dedication allocated to these uses. This would be coordinated at the time of site plan application or during the development of the Land Owners Precinct Plan. The diagram on the facing page identifies some potential locations for a variety of open spaces within the study area.

Area 'A', as highlighted on the Open Space Structure Plan, is identified as open space in the Official Plan. The requirements for park land in this specific area should be reviewed as part of a development application for the site and would need to conform to parkland dedication requirements .

Outlined below are the guidelines specific to the design of all new public and private open spaces.

- Create and/or enhance visual and physical connections to existing and/or new open spaces. This will encourage use of mid-block private and public open spaces.
- Provide small private parkettes and other private civic plazas at building bases and in the courtyards of new development. The provision of these spaces will allow for formal and informal gathering and will be especially effective at high profile sites, such as corner sites or T-intersections.
- All Publicly owned open space should be consolidated in one larger parcel to assist with maintenance and usability. This park should have roads on at least 3 sides with defined pedestrian walkways to clearly demonstrate that the park is a public community amenity area.
- Private open space plazas should be designed as community features with hardscaping and/or landscaping that gives the area a public feel. Adjacent buildings should frame the plaza and clear pedestrian connections should be made to adjacent open spaces or parks. Plazas should contain an central organizing feature such as a fountain or public art piece.



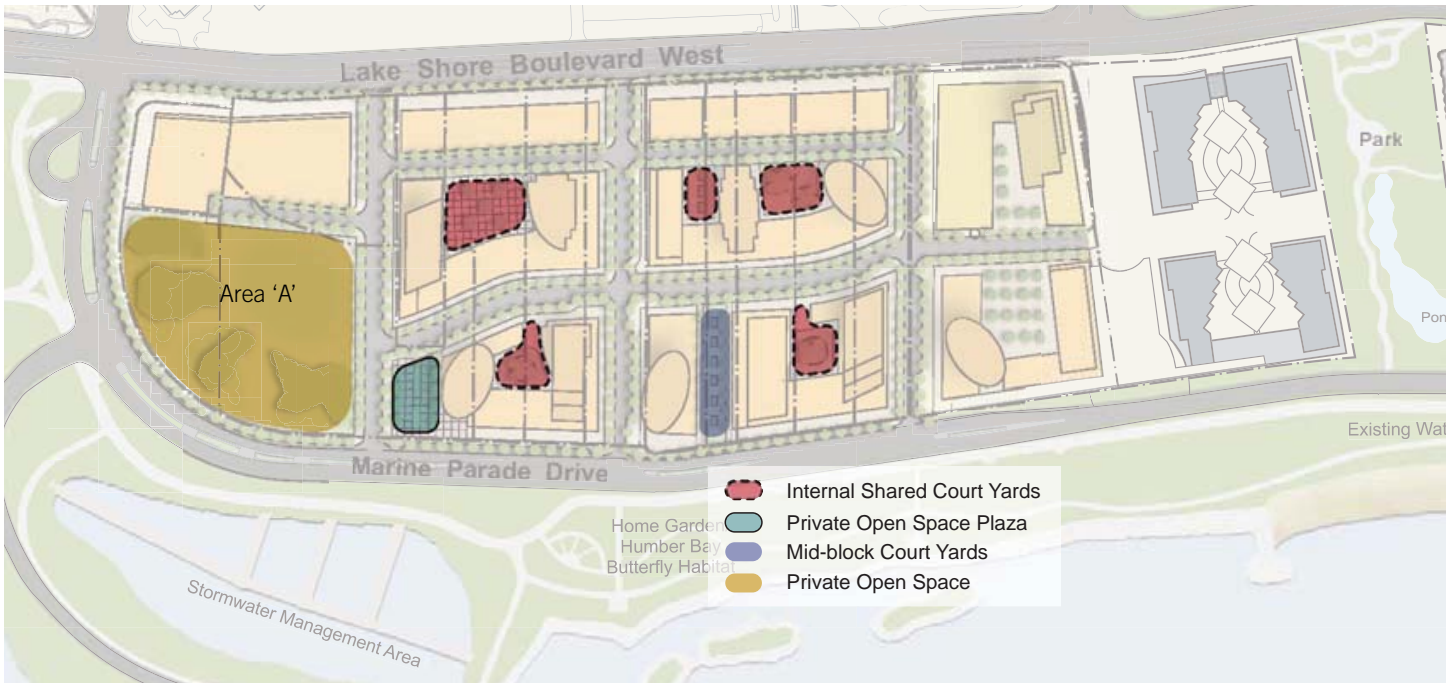
Entrances to residential units facing open space and parks should be designed as front doors with formal entrance ways.



Landscaping can be used to buffer high traffic pedestrian paths from residential developments.



A variety of land uses can face onto public/private open space areas.



The Open Space Structure, which is the basis for the Preferred Master Plan, has a variety of public and private parks and open spaces located throughout the study area.

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4.3.2.4. The Village Court

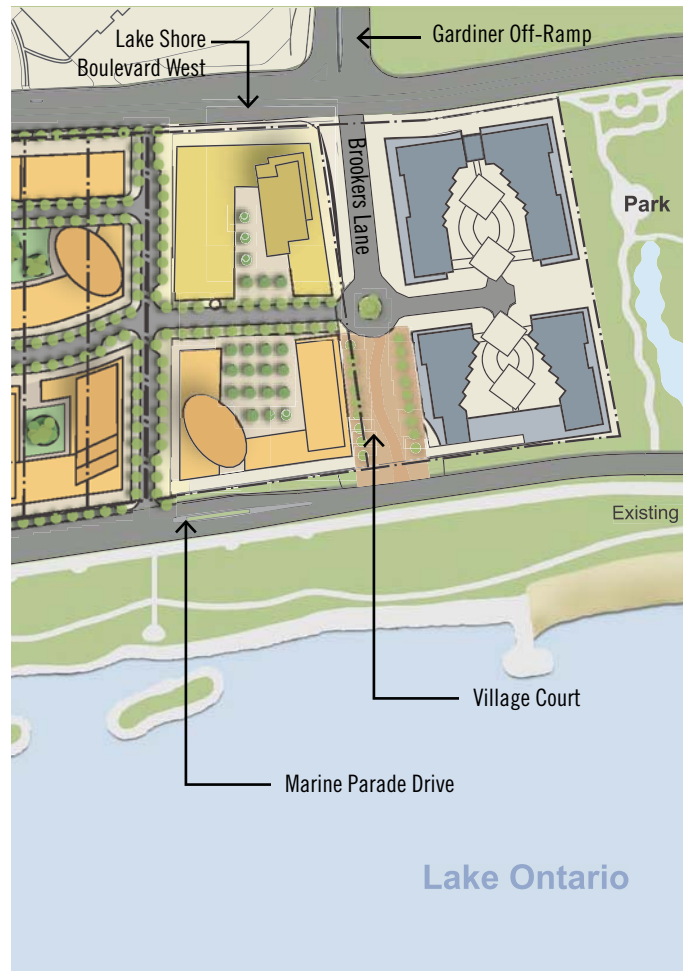
A central urban open space designated as the Village Court is provided on axis with the Gardiner Expressway access road on the eastern portion of study area. This Village Court was conceived in the Secondary Plan and the previous Motel Strip Urban Design Guidelines - its general function continues to be supported in this update. The eastern edge of the Village Court has been built out as per the previous urban design guidelines.

In recognition of the unique characteristics of the centre of the site, the size of the assembled development parcel and its crucial urban role within the Secondary Plan Area as a whole, additional building height adjacent to the Gardiner Expressway has been allowed for redeployment of density.

For consistency the development to occur on the western portion of the Village Court should have the same pedestrian amenities and ground floor treatments. Appliquéd façade elements should be avoided and building façades should be determined by the structure of the buildings, its canopies and a cohesive design philosophy.

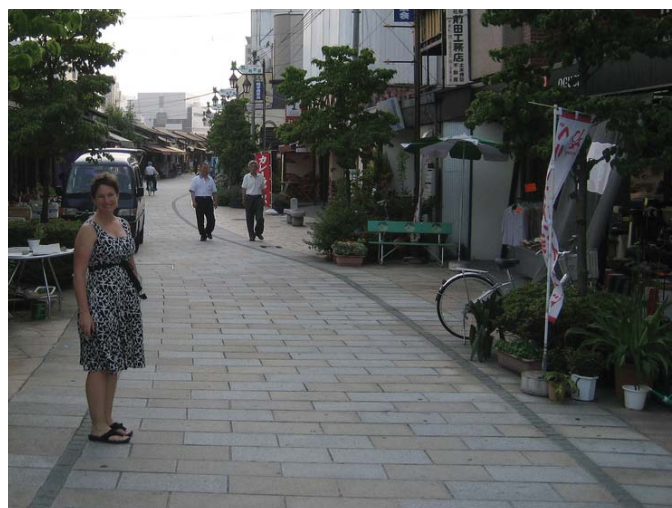
The following conditions will apply to the Central Corridor.

- No parking ramps, building obstructions or landscape barriers.
- The surface will be at or below the grade existing at the correlating position on Lake Shore Boulevard West.
- The design of the space will be unified in appearance and free of unnecessary changes in level except where required to facilitate access to the lower elevation of the Marine Parade Drive.
- The space will be barrier free throughout.
- The space is accessible to the public at all times.
- Notwithstanding the requirements for public access and appearance outlined above, private underground uses will be permitted within the corridor providing that they are consistent with public utility requirements.



The design of the Village Court should be consistent with a pedestrian only area similar to a piazza. A central feature should organize the space and it should be framed by retail and/or restaurants on both sides.

- No truck docks or other service facilities will occur within the building faces along the corridor.
- The covered pedestrian walkways, located continuously along both sides of the corridor will have a clear passage width of a minimum of 4 metres and a height of a minimum of 4.5 metres. The walkways will be regular in form and straight in alignment. The area may be enclosed in winter but will be open in warmer weather.
- Opportunities for a vehicular route through the Village Court should be investigated. This area is to have a pedestrian priority without conventional curbs or gutters and if allowed a vehicular route would be denoted with bollards only.
- Retail and restaurants uses should be clustered around the southern portion of the Village Court Area.
- Ground floor uses with summer spill out are encouraged.



If vehicles are allowed within the Village Court Area, pedestrian priority should be maintained throughout the entire area.



Paving can be used to give the area a consistent feel that is different from the streetscape and bollards can be used to direct flow.

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4.3.3. Land Uses

A mix of residential and commercial land uses are recommended throughout the study area. This mix is essential in achieving a high quality vibrant streetscape condition. The general land use recommendations for the study area are as follows.

- The existing +/- 38 metre commercial buffer is to be retained along Lake Shore Boulevard West.
- Predominately residential development is recommended mid-block with some service retail as required.
- All north-south and east-west streets should have multiple grade entrances for townhouse units or individual entrances for a group of apartments.
- The preferred locations for major residential tower entrances are on the major east-west street and/or along Marine Parade Drive. See preferred master plan on page 40.
- A mix of residential and retail uses are recommended for Marine Parade Drive.

- Retail destinations should be clustered around the Village Court (as identified in the Motel Strip Secondary Plan) to support economic viability.
- Commercial along the entire length of Marine Parade Drive is unlikely so a rhythm of multiple building entrances should be created with a semi-private transition zone. It is recommended that the entrances service multiple apartment clusters as opposed to single family residential dwellings. This is to encourage additional street life with more people coming and going.

4.4. Building Massing and Siting

The existing Urban Design Guidelines for the Humber Bay Shores Area identifies several tools for shaping development form. Many of the principles behind these tools are still applicable. For example, the existing Urban Design Guidelines preclude buildings that are taller than 75 metres north of existing Right-of-Way 'C' and building



The allocation of ground floor retail should strategically create clustered community destination areas with shops and restaurants, especially adjacent to the Village Court Area.