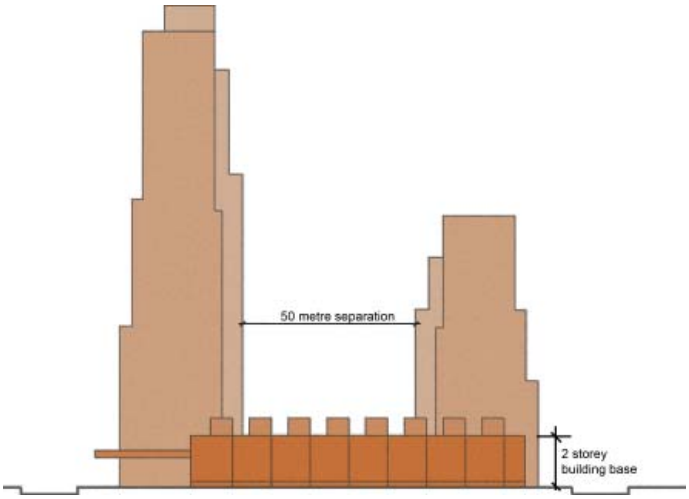
that are taller than 45 metres south of Right-of-Way 'C". The basic principle that lower buildings should be located along Marine Parade Drive and taller buildings should be located in the central areas of the site (as outlined in the diagram on page 32) is consistent with the recommendation of this document. The key difference is that to achieve the preferred taller and more slender building typology, building heights will need to be increased throughout the entire study area with a maximum 743 sq.m. floor plate for buildings over 10 storeys. The floor plate is measured from the exterior face of all exterior walls . The following sub-sections provide guidelines for the design and siting of new buildings and developments. Within the master plan it has been determined that there are two potential locations for slab buildings (tall buildings with floor plates larger then 743 sq.m). Slab buildings should not exceed a floor plate of 1000 sq.m. (at it lowest floor) and can not exceed 14 metres in heights.

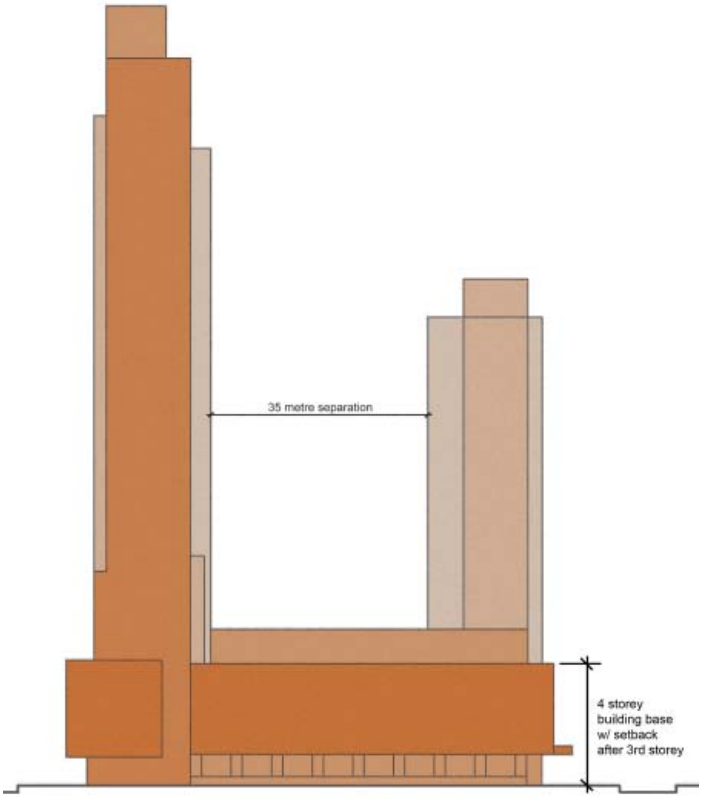
4.4.1. Height & Massing

A variety of 6 taller building sites have been located (maintaining the same allowable densities) throughout the study area. These taller buildings will allow for increased views toward the lake, minimize shadow impacts and create a unique and striking skyline for the area. It is recommended that the tallest buildings be located within the mid-block area (as shown on page 32). A greater separation distance is recommended for point tower buildings along Marine Parade Drive to provide ample views to the lake. The allocation of these taller buildings is relative to the existing allowable densities and does not suggest that additional density should be added.

- Preferred locations for point tower buildings are identified on the Master Plan (Section 4.6). Criteria for locating tall buildings (above 14 storeys) includes a minimum distance separation of 35 metres in the mid-block area, and 50 metres in the block area adjacent to Marine Parade Drive. This increased separation distance ensures that the views toward the lake open up with the creation of a series of view cones.
- Buildings taller then 10 storeys are to have a maximum building base of 5 storeys with a minimum of 3 storeys directly adjacent to any street.
- Where tall buildings meet the ground (without stepbacks) the façade and articulation of the building must fulfill a special design condition, this could include entrance courtyards, ground floor plaza, primary building entrance, etc.



Tall buildings along Marine Parade Drive should have a minimum distance separation of 50 metres.



Tall buildings within the Mid-Block should have a minimum distance separation of 35 metres.

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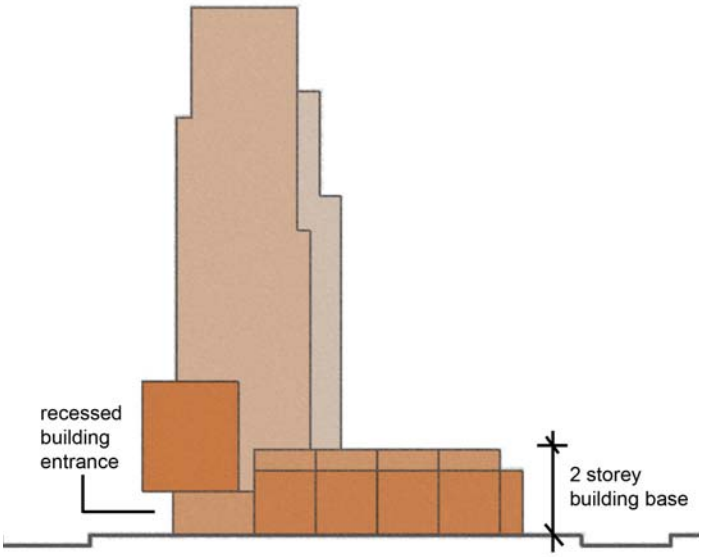
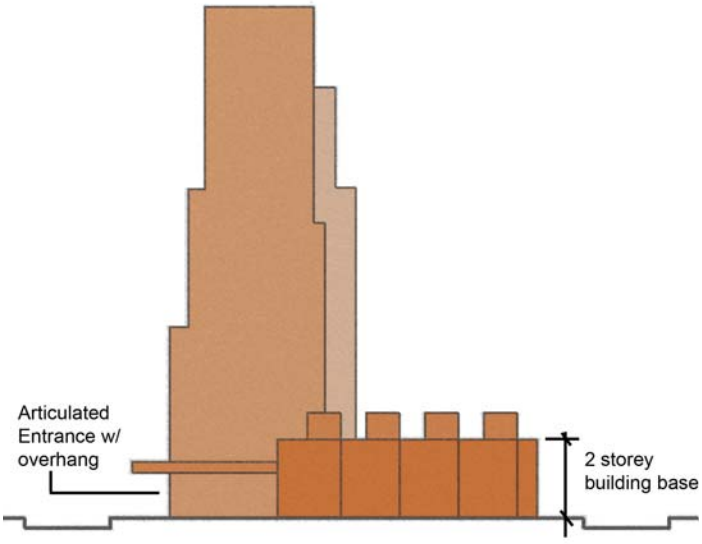


Taller buildings should meet the ground with an articulated building entrance, in some situations building bases are not preferred. See pages 31, 46-47 for exceptions.



Entrances can be articulated with over-hangs.

4.4.2. Building Base Design

A well designed building adds visual interest to a street and responds to the existing streetscape conditions through its architectural expression. It is recommended that a variety of building base conditions be created with clearly defined semi-private transition zones. Site plan applications should include a description of each transition zone and how it mediates between public and private realms. Transition zones could include an expanded front yard area and a change in grade.

Where retail at-grade is recommended, a flexible building façade setback area is recommended to allow for patios and outdoor spill out locations. Outlined below are guidelines for contributing towards a vibrant public realm through a well designed building base.

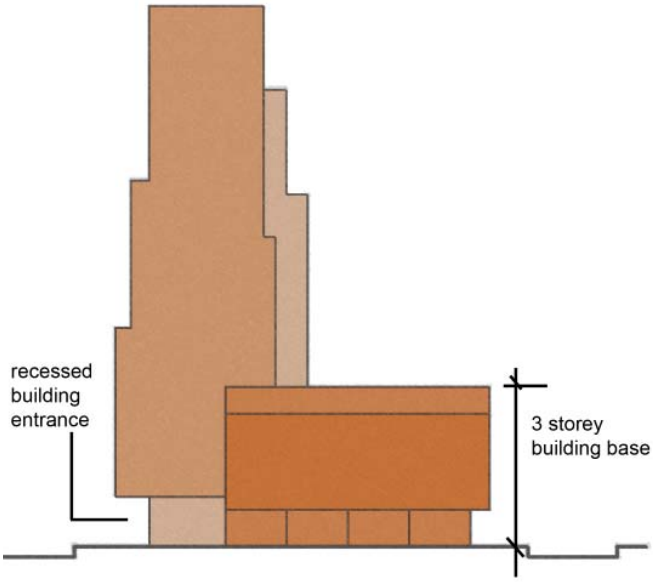
- All new buildings and developments that occupy a corner site should acknowledge the corner condition through architectural expression and should feature fully developed façades along both frontages including display windows located at the corner of the building.
- All building façades facing onto streets and public spaces should incorporate vestibules, frequent building entrances, canopies and awnings at the ground floor level to provide weather protection and to add life to adjacent pedestrian areas.

Potential locations for taller buildings are identified above. Tallest buildings (High-Rise Towers) are recommended for the mid-block area with medium-tall (Mid-High Towers) buildings along Marine Parade Drive.

- All new buildings and developments should integrate mechanical building elements, such as vents or rainwater leaders, within the wall plane or other façade features during the architectural design process to mitigate any potential negative impacts on public and pedestrian areas.
- All new buildings and developments shall be designed with continuous street façades that incorporate well-designed 'breaks' featuring public open space, mid-block pedestrian walkways, and/or central entrance ways. These are also potential locations where tall buildings meet the ground without stepbacks.
- New buildings and developments should maximize opportunities to create new public pedestrian routes throughout the site to connect with the public sidewalk network and with transit stops on Lake Shore Boulevard West or the waterfront park trails. These connections will help to achieve greater connectivity and encourage pedestrian actively throughout the area.
- Buildings should not have blank façades. Where buildings are prohibited from using windows, e.g. where future adjacent development is anticipated, the side façades should still incorporate a minimum level of articulation. This may include, detailed brick work ornamentation or murals.

4.4.3. Tower and Slab Articulation

As recommended in the Tall Building Guidelines, the floor plates of tall buildings should not exceed 743 sq.m. for point towers. Any building with a floor plate larger than 743 sq.m. is considered a slab building. A requirement of the design of slab buildings is that the building massing be articulated to minimize shadowing and maximize sky views. In addition to this requirement, tall buildings should also have articulated building tops and slab buildings should not exceed 1000 sq.m. on their lowest level (first level above the building base) and should not be taller than 14 storeys. The tops of all tall buildings should taper to minimize shadow impacts on adjacent properties. Each building should be unique but should also fit within its surrounding context.



A recessed entrance way can also be appropriate, with the goal of achieving a diversity of building designs and massings.

Terraced buildings can provide private open space opportunities for residents.

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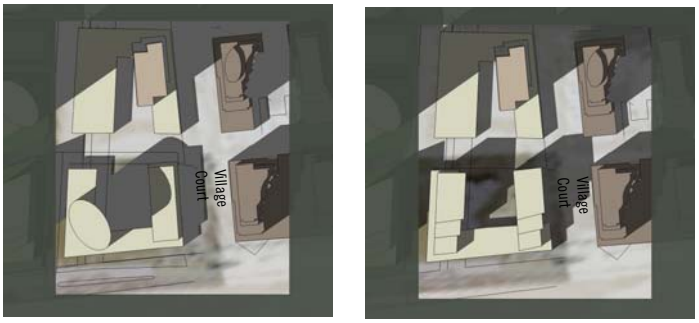
4.4.4. Shadow Studies

Shadows cast by tall buildings greatly influence the spaces that surround the building. Strategically determining building heights based on predetermined shadowing goals will help ensure the area's surrounding buildings get an adequate amount of sun exposure. Shown below on the right is an example of how rearranging the massing on a site can benefit the adjacent public realm. The following conditions should be considered when arranging buildings within the study area.

- Tall buildings should be oriented in a manner that minimizes cast shadows.
- Building density should be located to avoid shadows on public open space and where possible, sunlight should be maintained on open spaces between 10am and 2pm.
- All buildings should receive direct sunlight at some time during the day.
- The interior courtyards of buildings should be designed to receive the maximum amount of sun exposure possible.
- The smallest possible floor plate should be used to allow more sunlight to reach the ground plan and the public realm

The shadow studies on these two pages demonstrate the shadows that would be cast by the development forms proposed in the Preferred Master Plan.

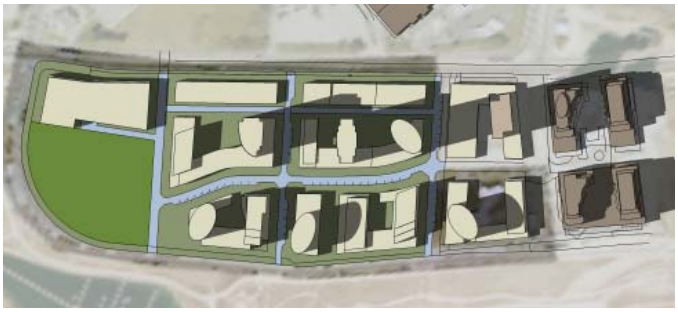
Shadow studies were taken on September 21 between the hours of 10am to 2pm. The Land Owners Precinct Plan would have to demonstrate that shadows impacts on private and public open spaces are minimized wherever possible. Taller and more slender building forms cast longer shadows but they move faster throughout the day allowing for a greater diversity of light access on the ground plane. This can be seen by comparing the shadows cast by the existing development (shown in dark brown) with the Master Plan buildings (shown in tan).



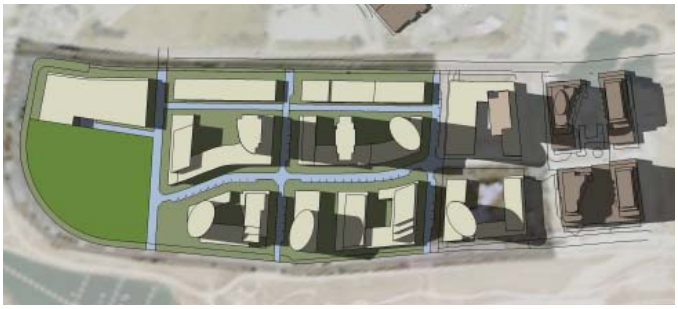
Massing studies for the Village Court shows (left) how moving the density to the other side of the site minimizes shadows (11am)

Shadow Study of Concept Plan at 10am, on September 21.

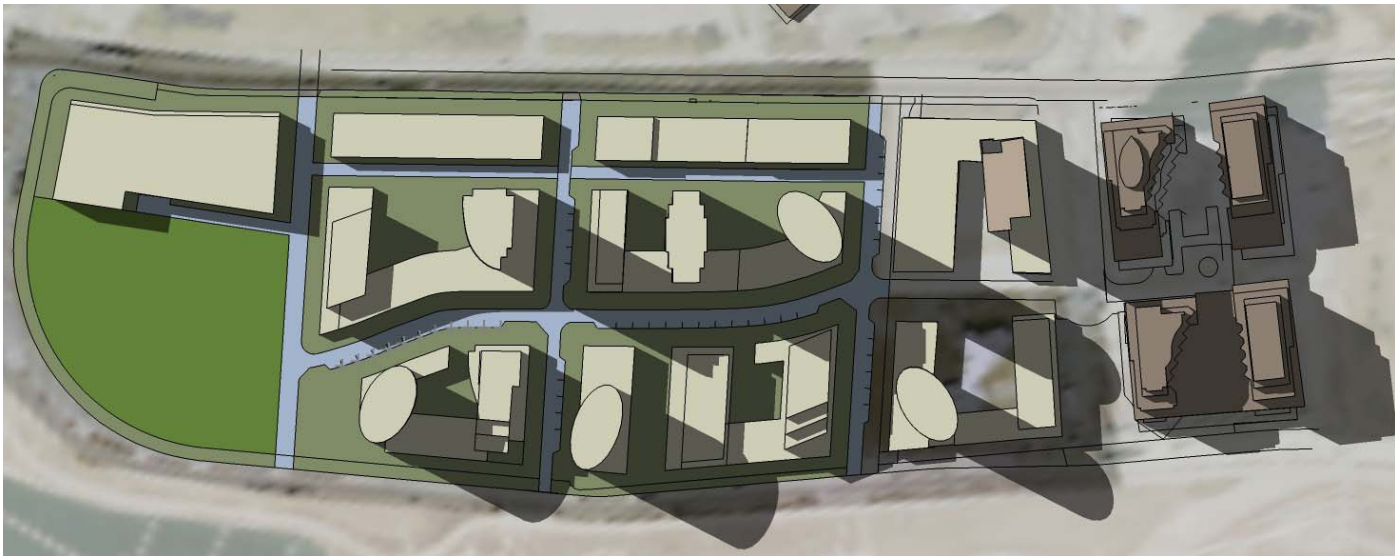
Shadow Study of Concept Plan at 11am, on September 21.



Shadow Study of Concept Plan at 12pm, on September 21.



Shadow Study of Concept Plan at 1pm, on September 21.



Shadow Study of Concept Plan at 2pm, on September 21.

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4.4.5 Sustainable Design

New development should incorporate the City of Toronto's Green Development Standard calling for the integration of environmental sustainability principles from the early design phase through to implementation. Key considerations for the design of new buildings include water quality, consumption and runoff, the preservation of natural and built features, the reduction of hard surfaces, and reductions in the building footprint to create public open spaces and extensive landscaped areas. For the Humber Bay Shores Area it is recommended that new development specifically consider centralized district heating and cooling with geothermal technology, green roofs and permeable paving for all on-street and at-grade parking.

Other key considerations for achieving sustainable building designs are outlined in the City's Green Development Standard include:

- Building orientation;
- Sustainable landscape design;
- Urban heat island mitigation;
- Storm water management;
- Alternate transportation options;
- Renewable energy;
- Green roofs;
- Building envelope design;
- Natural ventilation;
- Day light design;
- Dark sky design;
- Waste management; and,
- Water use reduction and waste water technologies.

Naturalized drainage systems can be urban in design while still minimizing storm water management infrastructure.

Naturalized green roofs are easy to maintain, reduce heat island effect and minimize water runoff.

Access to the outdoors and daylight allows buildings to be naturally ventilated and creates positive residential environments.

Programmed green roofs can provide essential community spaces while mitigating the environmental effects of new development.

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4.5. Landscape Elements and Pedestrian Amenities

Pedestrian amenities and landscape elements are central to creating any successful new community development. Pedestrian connections are considered to be a priority throughout the entire development. This includes mid-block connections through public and private sites as identified in the Public Realm Plan in Section 4.3. 2.

4.5.1. Pedestrian Walkways

An essential step in creating a pedestrian friendly community is to create streets and walkways that have pedestrian first design. This means that all travel routes must be continuous and must connect to anticipated destinations such as the waterfront, Humber Bay Parks and/or Lake Shore Boulevard West. Outlined below are guidelines for ensuring a connected community.

- Pedestrian walkways should be a minimum of 3 metres wide.
- Pedestrian walkways should have adequate sight lines from neighbouring properties.
- Pedestrian walkways that are accessible and visible from the public street or other public areas are preferred.
- The appropriate amount of lighting should be determined on a case-by-case basis.
- Shrub or other landscaping and fencing heights should not obscure views through to private or public development to preserve sight lines and safety.
- In all pedestrian areas, a consistent application of accent paving and pedestrian lighting shall be used to clearly define pedestrian areas (sidewalks and walkways) and clearly identify areas where pedestrians may encounter vehicles along their route (at drive aisles, crosswalks and intersections).
- All new buildings and developments should incorporate building features and amenities (awnings, canopies and other walkway coverings) on façades facing sidewalks, on-site pedestrian areas and along mid-block connections to provide adequate protection from the elements.

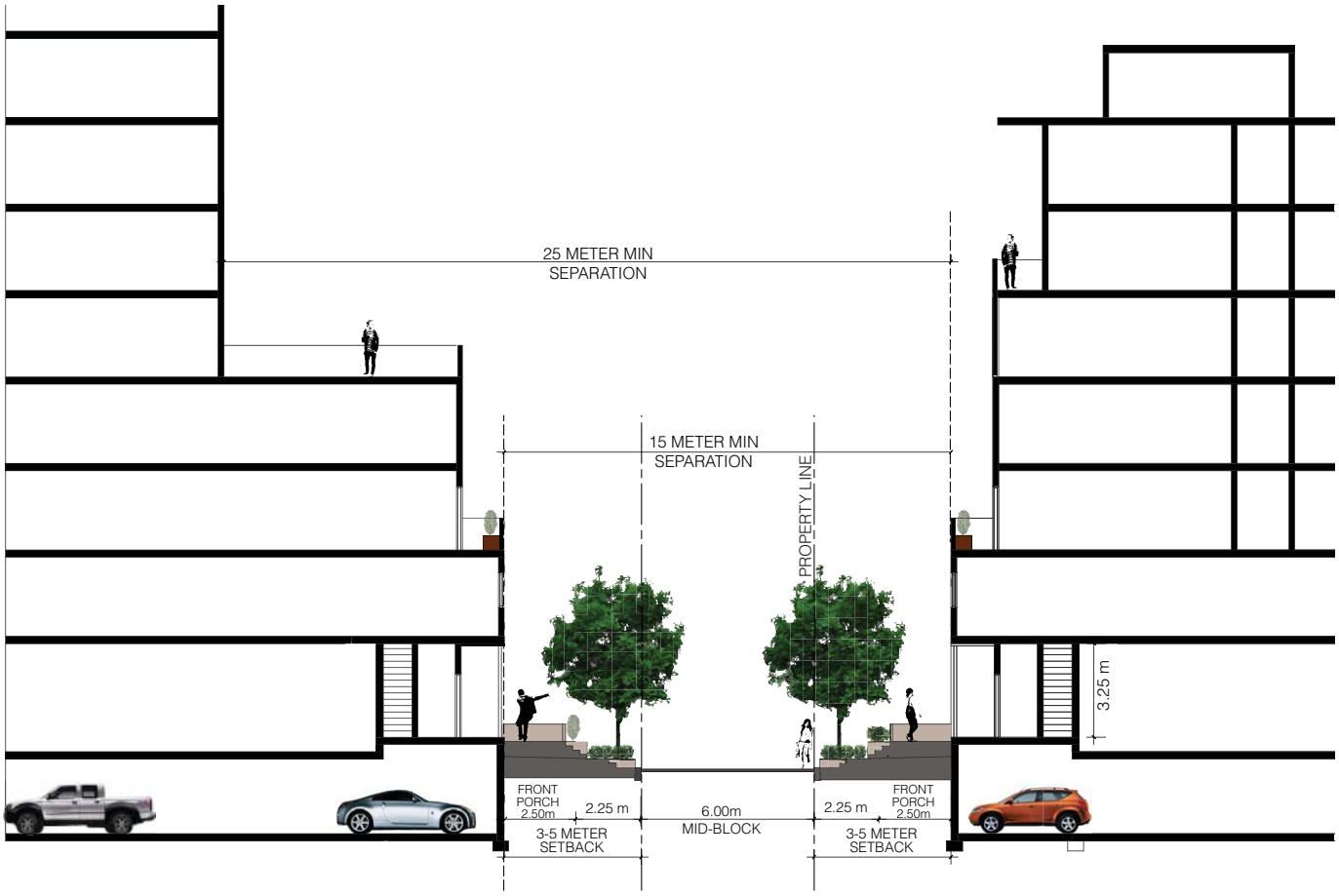
4.5.2. Streetscapes

A vibrant and active pedestrian-friendly streetscape is the primary requirement for new streets within the Humber Bay Shores Study area. Pedestrian friendly means a clearly defined pedestrian route that is identified separately from vehicular traffic areas such as easily navigated, barrier-free sidewalks, open spaces, walkways and well-marked crosswalks. It is preferable that Pedestrian Areas are identified and then fostered through buffering from street traffic by the use of on-street parking and street trees and by including streetscape elements and street furniture/amenities.

- Street trees shall be planted within each sidewalk boulevard and adjacent to walkways facing a street and open space. Tree planting locations, separation distances and installation techniques shall be consistent with the City of Toronto Streetscape Standards.
- New buildings and developments shall clearly identify and locate areas intended for the sale of merchandise, and ensure that such areas will not hinder pedestrian movement.
- Where traffic conditions permit, new developments should incorporate boulevard bump-outs with landscaping treatment as an element of the sidewalk design. This area should be a minimum of 2 metres deep by 10 metres long.
- In an effort to reduce pedestrian-vehicular conflict, curb cuts and vehicular access points, associated with new and existing developments, shall be consolidated wherever possible and at a frequency not exceeding one driveway every 30.0 m especially along Street ‘D’ as identified in Section 4.3.1.
- All new buildings and developments shall include a boulevard area with a total minimum width of 4.0 m and maximum width of 5.5 adjacent to all public streets and along all façades with public building entrances . The boulevard will include a minimum 2 metre wide sidewalk.
- Where opportunities exist, new buildings, developments, infill and additions shall frame streets and public open spaces.

- All new buildings and developments should incorporate building features and design elements that achieve a 'sense of arrival' to the building. These design elements provide the necessary amenities for pedestrians, including entry awnings, covered setbacks, landmark elements, and transparent glazing that allow a view from the street into interior spaces.
- Pedestrians and pedestrian-friendly environments are essential components to a successful urban area. All new and existing building and developments shall maximize opportunities to create, define and enhance pedestrian areas. This can be achieved through the consistent use of materials and other cues for safe, predictable and comfortable pedestrian movement.

Lower floors of highrise buildings need interesting, active streets and public spaces to obtain increase real estate value.



Mid-block connections between buildings should have a minimum width of 15 metres between building bases, 25 metres between mid-rise buildings and a 6 metre pedestrian pathway.

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4.6. Preferred Master Plan

Based on the guidelines outlined on the previous pages a Preferred Master Plan was developed. This plan articulates the recommendations of these guidelines and highlights key design opportunities within the study area. The plan is just one way of achieving the goals of these guidelines but given the constrained nature of the sites, this Preferred Master Plan could assist land owners in developing a coordinated Precinct Plan for the area. Also contained within this section is a block-by-block description of the design criteria for the concept plan.

The distribution of density, height, urban from and massing are structured in accordance with the urban design guidelines outlined in this document. Four zones are identified in the plan and are referred to as a) the Lake Shore Blvd. Block; b) the Mid-Block; c) the Marine Parade Block; and d) Private Open Space Area. The following detailed guidelines outline the recommended treatments in accordance with these 4 block areas (map on page 44). These block specific guidelines should be followed in addition to the general overall guidelines from the previous sections.

Preferred Master Precinct Plan


C. N. R.
The Queensway
Gardiner Expressway
Lake Shore Boulevard West
Parade Drive
Marine
Park
Pond
Existing Waterfront Trails
Public Parking
Waterfront Drive
Palace Pier Court
Palace Pier Park
Development Legend
Existing Development
Planned Development
Master Plan Concept
Major Pedestrian Entrances
Ontario
Humber River
Cycling/Pedestrian Bridge

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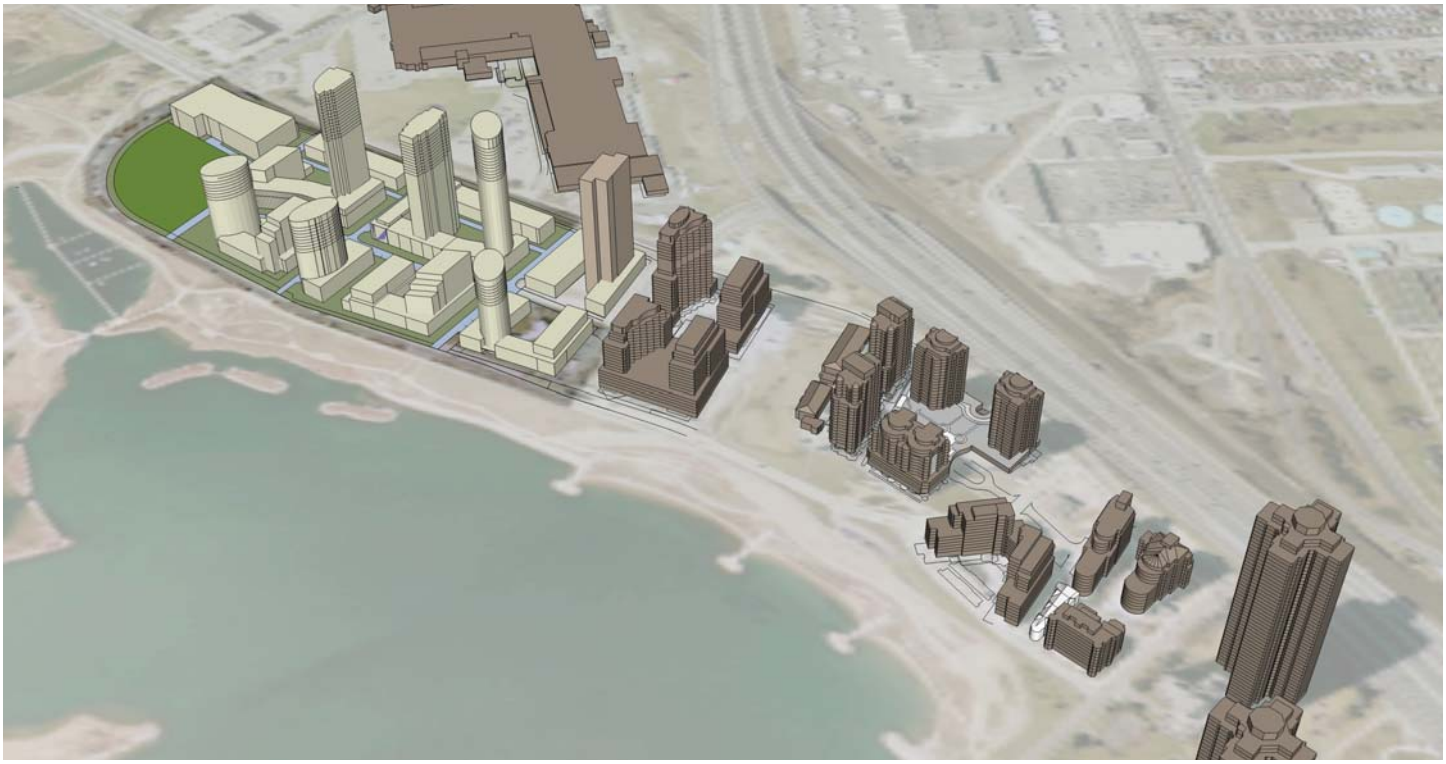
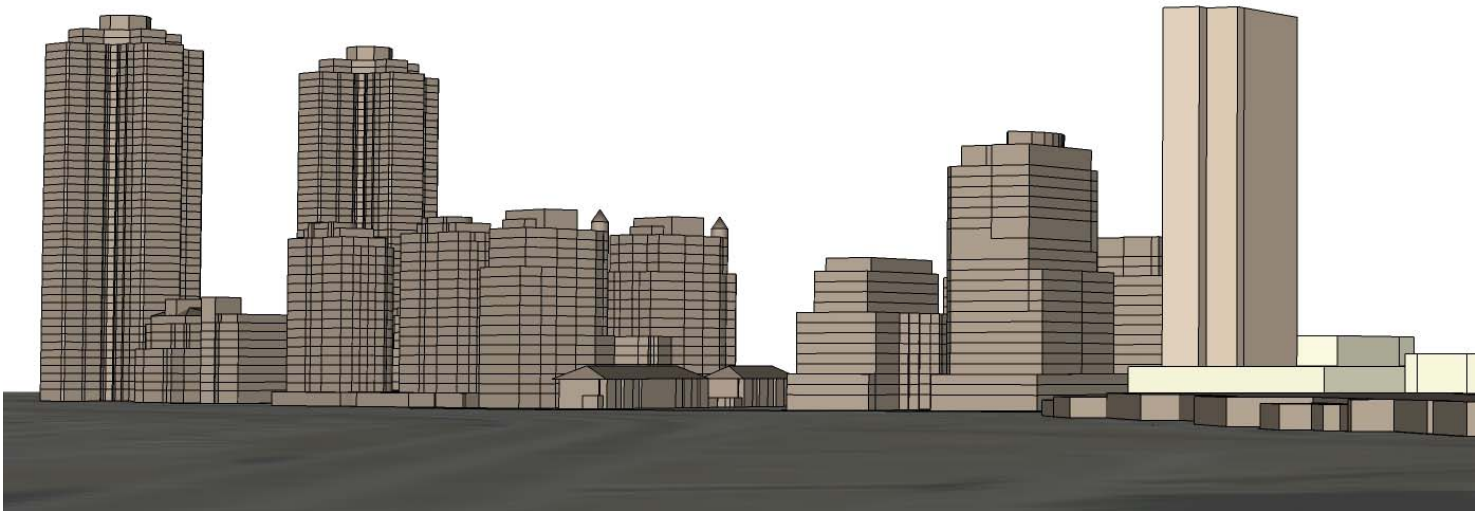


3D view of the Preferred Master Plan, using existing as-of-right densities, existing buildings are shown in dark brown - view looking northwest



3D view of the Preferred Master Plan, using existing as-of-right densities, existing buildings are shown in dark brown - view from Gardiner Expressway at Grand Avenue.

3D view of the Preferred Master Plan, using existing as-of-right densities, existing buildings are shown in dark brown - view looking northeast.