

# URBAN DESIGN GUIDELINES

FEBRUARY 2021

# ALLEN EAST DISTRICT PLAN



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# ACKNOWLEDGEMENTS

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- Transportation Planning*

*Toronto Transit Commission*

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# INTRODUCTION

# INTRODUCTION





Map 1 - Context Plan



## 1.1 Location

The Allen East District consists of the lands on the east side of Allen Road, within the Allen District of the Downsview Area Secondary Plan. The Allen East District is comprised of the lands bounded by Sheppard Avenue West to the north, Allen Road to the west, Wilson Heights Boulevard to the east and the existing Allen Road ramp to the south. The lands approved for transfer to CreateTO amount to approximately 23 hectares (57 acres).\*

## 1.2 Purpose of the Guidelines

The purpose of the Urban Design Guidelines is to provide direction for future development within the Allen East District through demonstrations of how the vision and guiding principles of the Secondary Plan may be achieved in the design of the built form and public realm.

These Guidelines are intended to be read together with the Official Plan, Downsview Area Secondary Plan (Secondary Plan), applicable Zoning Bylaws and other applicable policies such as the Provincial Policy Statement (PPS) and A Place to Grow (Growth Plan), along with other City standards and guidelines. They are not intended to be applied or interpreted independently of one another, but rather each guideline should be weighted equally with other

\* Lands approved for transfer to CreateTO amount to 57.4 acres (23.2 hectares). The Sheppard West Station (8.89 acres / 3.6 hectares) is being comprehensively planned as part of the Allen East District, however it has not been approved for transfer to CreateTO. The existing Banting Park (5.68 acres / 2.3 hectares) will remain in the City of Toronto's ownership.

guidelines and work together to determine whether a development application has successfully met the overall intent of the applicable guidelines, the Official Plan and the Secondary Plan.

The Urban Design Guidelines form part of a comprehensive District Plan submission that also has included:

- The Allen East District Plan Report;
- A public art strategy;
- A community services and facilities strategy;
- An affordable housing strategy;
- A LEED ND Feasibility Report;
- A transportation impact study, functional servicing and SWM memorandums.

These Guidelines, build upon the urban design directions established in the Downsview Area Secondary Plan and principles reflected in the Allen-Sheppard Urban Design and Development Framework Study, incorporate best practices in planning, urban design, architecture, landscape architecture and sustainability.

The concepts, diagrams and images depicted in this document are “demonstration plans” and meant to illustrate how built form, public realm and public spaces may be built out. The details of these elements will be determined through development applications – subdivision planning, site planning and rezoning processes.

Included at the back of this report are a set of fold-out plans that form the ‘Plan’ components of the District Plan submission. Each of the Plans combine information that is contained on the various diagrams in the report; the information is generally organized to correspond to the Secondary Plan Mapping, and are included in Appendix A.

- A.1 - Proposed Development Framework Plan; it combines the Structure Plan and the street network from the Transportation Network Plan.
- A.2 - Proposed Public Realm Plan; it combines the open space system (existing and proposed *Parks* and green spaces, as well as proposed privately owned publicly-accessible spaces (POPS)), proposed stormwater management (SWM) and Ontario Tennis Association (OTA) facilities, and the pedestrian and cycling networks from the Transportation Network Plan.
- A.3 - Proposed Demonstration Plan Statistics; it includes the land use designations and each area's density calculations including Floor Space Index (FSI), units and building heights.
- A.4 - Proposed Demonstration Plan; it illustrates a possible build-out scenario for the Allen East District, based on the vision and guiding principles of the Secondary Plan.
- A.5 - Proposed 3-Dimensional Model; it provides additional bird's eye views of the Demonstration Plan.



Downsview Area

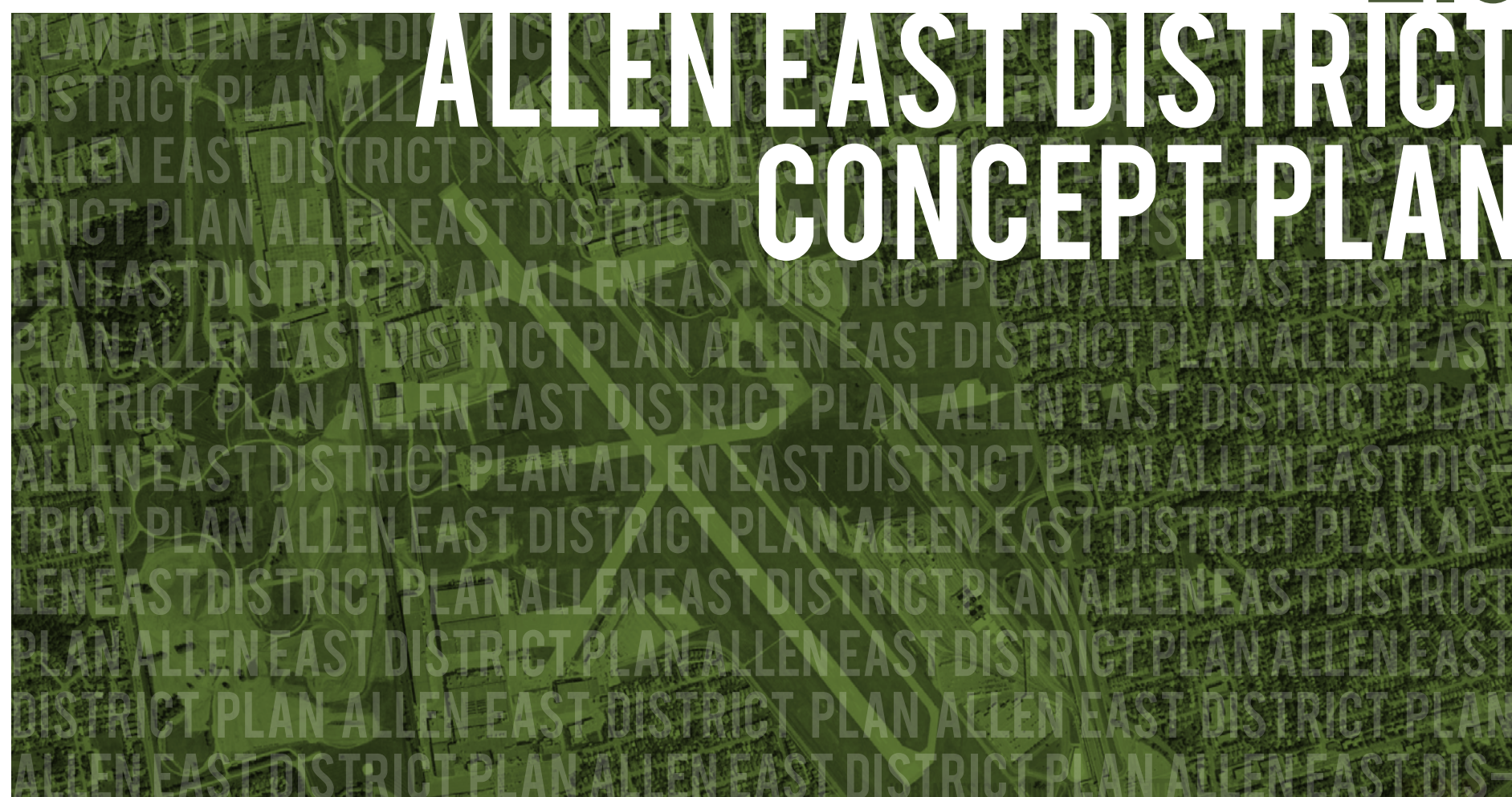
## 1.3 Applicable Guidelines

In addition to the policies and guidelines of the Downsview Area Secondary Plan, the Guidelines will take into consideration City-wide design guidelines and standards including, but not limited to, the following:

- Toronto Green Standards
- Townhouse and Low-rise Apartment Guidelines
- Tall Building Design Guidelines
- Retail Design Manual
- Complete Streets Guidelines
- Percent for Public Art Program Guidelines



2.0

An aerial photograph of a suburban area, likely the Allen East District, showing a grid of streets, green spaces, and some commercial buildings. The image is used as a background for the title text.

# ALLEN EAST DISTRICT CONCEPT PLAN





The Allen East District Concept Plan is consistent with the Secondary Plan with respect to:

#### The Street Network:

- Street A is the major north-south road, with connections to Allen Road
- One direct street connection between Street A and Wilson Heights Boulevard.

#### The Location of Parks and Open Spaces:

- Existing Banting Park
- New centrally located neighbourhood Park
- A *Greenway* linking Banting Park to the new neighbourhood Park and proposed Ontario Tennis Association (OTA) and SWM facilities in the south.

#### Enhanced Streetscapes:

- With public realm and *Building Edges* lining Allen Road and Street A.

#### Land Uses:

- A *Mixed Use* area focused around the transit facility which includes an office node and commercial areas; an urban plaza, tied to the subway station area, is intended to provide a public space focus for the area and a 'retail street' creates an animated retail destination for residents and employees. The predominant built form in this area will be tall buildings, which are focused along the arterial streets.

# ALLEN EAST DISTRICT CONCEPT PLAN 20

- An *Apartment Neighbourhood*, consisting of several blocks that line Allen Road and frame Street A, as well as a landscaped *Greenway* that connects the existing Banting Park to new neighbourhood *Park*. The predominant built form in the *Apartment Neighbourhood* will be tall buildings arranged around courtyards, with taller buildings located along the major street, going down in height from the transit station area at the north to the Ontario Tennis Association (OTA) facility at the south. The courtyards will provide service access to blocks, and where they coincide with mid-block connections, they will be designed to prioritize pedestrian access and safety. The proposed Ontario Tennis Association (OTA) facility, anchoring the south end of the community, will be designed as a landmark building overlooking the stormwater management facility.
- A *Neighbourhood* located along Wilson Heights Boulevard which serves as a transition between the existing residential areas to the east and future development along Allen Road consisting of taller buildings. The *Neighbourhood* will contain a mix of townhouses and low-rise apartments within a primarily lane-based, pedestrian-scaled environment.
- A new neighbourhood *Park* will be the focus of the community, and the landscaped *Greenway* within the *Apartment Neighbourhood* will connect it to Banting Park at the north end to a future stormwater management facility at the south end.

## 2.1 Vision and Principles

The Downsview Area Secondary Plan envisions that:

***'Allen – will develop as a mixed use District with non-residential development near Downsview Subway Station (Sheppard West Station) and residential development to the south. At-grade street connections across Allen Road will be established to connect and link the west and east sides of the District. Three local Parks will be provided in this District; one on the west side of Allen Road and two on the east side of Allen Road. The Parks on the east side of Allen Road will be linked via an enhanced Greenway...'***

Building on this vision, the Allen East District will be developed based on the following key principles:

### 1 “Civilize” Allen Road

Guided by the Complete Streets Guidelines, the east side of Allen Road will be developed as an urban edge and high quality pedestrian environment, that sees buildings frame the street, the creation of new streetscapes and walkways that connect to the subway and the introduction of new signalized intersections across the Allen Road.

### 2 Reinforce Gateways

Within the Allen East District, the Secondary Plan identifies two *Gateway* locations; these are located at Sheppard Avenue West and Allen Road, and Sheppard Avenue West and Street A. In addition to these primary *Gateways*, secondary ‘*Gateway*’ locations may be developed to mark prominent locations, transitions or focal points within the community. In these locations, it is recommended that built form and landscape/ public realm elements be combined and organized to create landmarks in the community.



**Buildings oriented to the street, landscaping and other streetscaping elements create a pedestrian environment**



**Landmark buildings, distinguished by height, design, orientation, help to reinforce Gateways**



### 3 Provide Appropriate Transitions

The areas surrounding the District include existing residential neighbourhoods to the east, characterized by low-rise house forms, mixed use areas along Sheppard Avenue West, where a mix of apartment buildings and commercial buildings are focused, and *Employment Areas* to the west, currently occupied by the Bombardier Aerospace manufacturing facility/runway and TTC rail yard. Proposed uses and built form will be arranged and configured to provide appropriate transitions to these areas.

### 4 Create a Vibrant, Connected and Animated Public Realm

In addition to the existing Banting Park, the open space system will include a new centrally located neighbourhood *Park*, a *Greenway* and a stormwater management facility that will be connected through a series of walkways, mid-block connections and private open spaces. Development of the public realm will provide enhanced connections to the subway station and Sheppard Avenue West (Secondary Plan Policy 2.2.1f).

Guidance from the Complete Streets Guidelines and City-wide built form guidelines will ensure that pedestrian-oriented building to street relationships will be established along all public streets.



Building setbacks, orientation and landscaping combined to create pedestrian-oriented edges, which are appropriate transitions to adjacent uses



Townhouse as podiums for tall towers provide appropriate transition to lower built form



Parks should be designed for flexibility in programming and allow a wide range of active, passive and social activities to occur throughout the year



Landscaping is provided in a variety of structured and less structured areas

# ALLEN EAST DISTRICT CONCEPT PLAN 20

## 5 Ensure a Mix of Land Uses

A mix of land uses will be provided in the Allen East District, in accordance with the Secondary Plan. This includes office, retail and residential uses within the *Mixed Use* area and residential uses, in various building forms, within the *Apartment Neighbourhood* and *Neighbourhood* areas. *Parks* and *Open Space* uses will be provided throughout the plan area. Additionally, the proposed Ontario Tennis Association (OTA) facility located at the south end of the *Apartment Neighbourhood* will contribute to the mix and diversity of uses within the community.



At-grade retail/commercial uses are provided within residential buildings



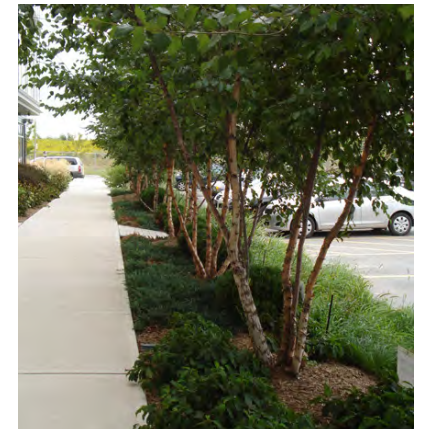
## 6 Sustainability

The LEED (Leadership in Energy and Environmental Design) ND Feasibility Report relates to the Toronto Green Standard requirements. Sustainable neighbourhood design means effectively addressing three master plan issues identified by LEED®: site development and linkage to neighbouring communities, neighbourhood development, and green building and infrastructure.

The Toronto Green Standard addresses low impact site design and linkages to neighbouring development by encouraging alternate modes of transportation, providing accessible and effective pedestrian walkways, reducing the urban heat island effect, effectively managing stormwater and encouraging native & adaptive as well as drought tolerant vegetation.

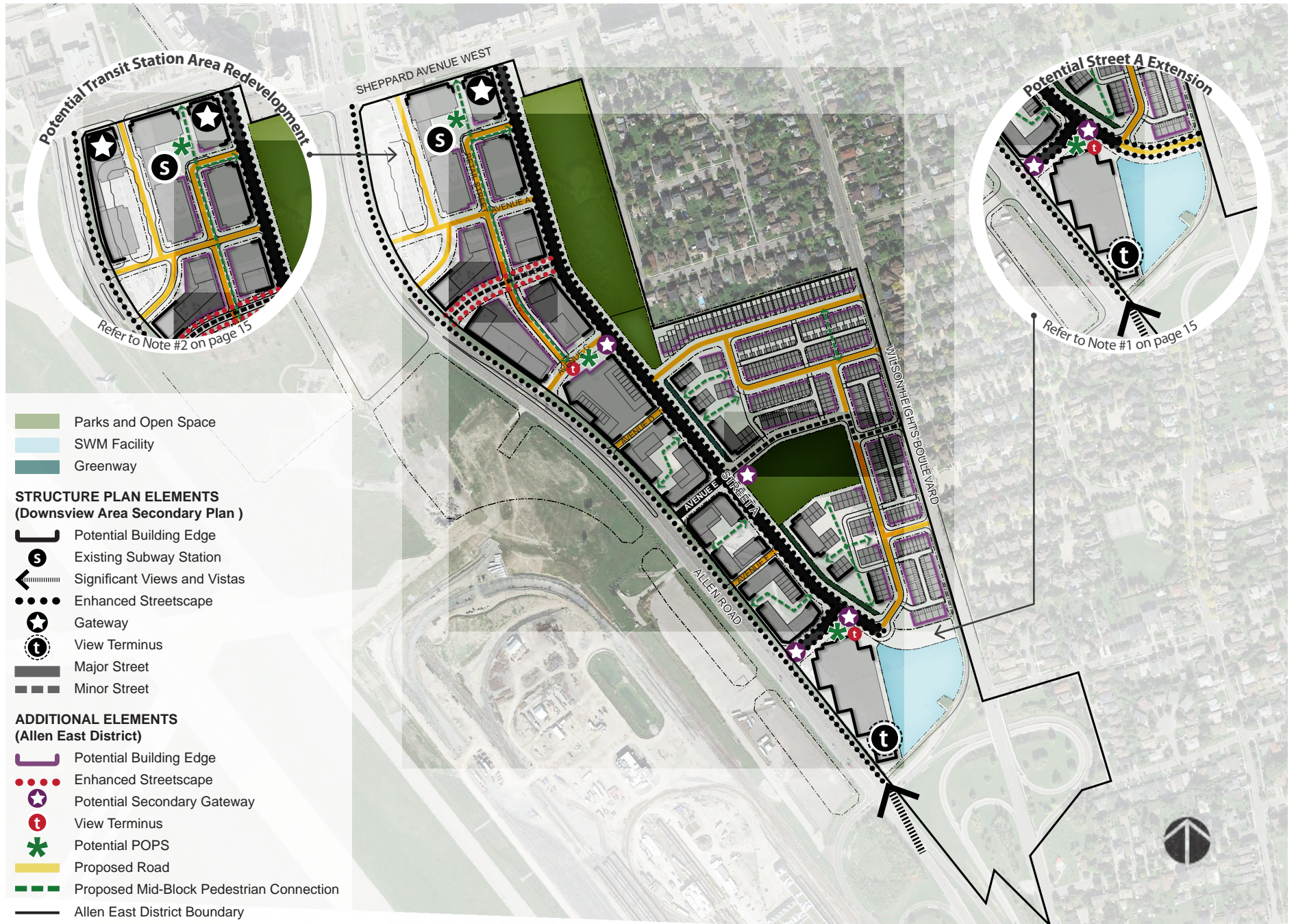
An urban forest strategy for the Allen East District will be based on increasing tree canopy coverage and species diversity through the planting of deciduous shade trees on public and private lands.

Future development within the Allen East District will aim to reduce greenhouse gas (GHG) emissions, contributing to the City's objective of reaching net zero by 2050.



Permeable paving and bioswale incorporated into the boulevard design







# ALLEN EAST DISTRICT CONCEPT PLAN 2020

## 2.2 Concept Plan Structure

The Concept Plan for the Allen East District has been developed based on the Secondary Plan, specifically the elements identified in Secondary Plan Map 7-2 - Structure Plan. These elements are identified on Map 2, along with proposed additional elements which will help to further define the structure and character of the community, and are the result of an extensive urban design process involving staff and stakeholders. These additional elements include:

- Proposed mid-block pedestrian connections to enhance the connected network of streets and blocks.
- Potential defined *Building Edges* along all proposed public street frontages, in addition to those identified along Allen Road, Sheppard Avenue West and Street A in the Secondary Plan.
- Potential POPS throughout the District to enhance the connected network of community focused, existing and new *Parks* and *Open Space* identified in the Secondary Plan.
- An extension of the *Greenway* identified in the Secondary Plan, running parallel to Street A, which will allow for the connection between Banting Park and the new neighbourhood *Park* to extend beyond to the proposed OTA and stormwater management (SWM) facilities at the south end of the community.
- Potential secondary *Gateway* locations that, in addition to the two *Gateway* locations on Sheppard Avenue West, identified in the Secondary Plan, provide further opportunities for landmark buildings and enhanced landscaping in prominent locations within the community.

- Transitions to surrounding / adjacent uses and street.
- Opportunities for *Enhanced Streetscapes* along prominent streets such as Avenue B, which connects Banting Park to the future *Park* on the west side of Allen Road, in addition to the *Enhanced Streetscapes* identified in the Secondary Plan along Allen Road and Street A.

### Streets and Blocks

**Street A** is the central north-south spine road that connects Sheppard Avenue West at the north of the community to Allen Road at the south end (and potentially Wilson Heights Boulevard, subject to further study). It will have an *Enhanced Streetscape* that includes a combination of hard and soft landscape elements within the right-of-way to create a safer and more comfortable pedestrian environment.

A **grid of local and collector streets**, with sidewalks on both sides, will connect to the spine road to provide access and connectivity throughout the District.

**Mid-Block Connections** and open spaces will provide further opportunity for connectivity through the District.

The system of sidewalks and mid-block connections will link to the open spaces and *Greenway* to facilitate continuous movement and an enhanced pedestrian experience throughout the different areas of the plan.

#### Note #1:

The Map on page 14 shows a design scenario for a possible connection between Street A and Wilson Heights Boulevard which is based on urban design principles only; the design scenario is not supported by any technical feasibility studies and is entirely subject to Council direction, including the removal of the existing ramps. This note also applies to Maps 4, 5 and 6, on pages 18, 22 and 40 respectively.

#### Note #2:

The Map on page 14 shows a possible long term scenario for the transit station and station area that is conceptual only and strictly for the purpose of demonstrating the principles of the Allen East District Plan. The feasibility and details of the development of the station and station area do not form part of this planning exercise and will be subject to future study by others.

## Potential Building Edges

In accordance with the Secondary Plan, *Potential Building Edges*, where active at-grade uses are encouraged, are identified along both sides of Street A and along Allen Road. In addition to these locations, potential active *Building Edges* are also located along Sheppard Avenue West. Within the *Neighbourhood*, potential buildings edges frame the streets and *Parks* to animate the public realm and provide eyes on these spaces.

## Parks and Open Space

Existing Banting Park, a new neighbourhood *Park* and a SWM facility will provide focus for the north, central and south portions of the plan. Their respective locations along Street A, ensures their prominence and accessibility within the community. The new neighbourhood *Park* will support the surrounding communities while Banting Park will create a destination for visitors as well as residents of the Allen District.

In addition to the *Parks* and *Open Spaces* identified in the Secondary Plan, opportunities for privately owned publicly-accessible spaces (POPS) within the *Mixed Use* area and *Apartment Neighbourhood* include the proposed OTA site, the Subway station site and the grocery store site.

## Greenway

In accordance with the Secondary Plan, the Allen East District includes a *Greenway* that serves to connect existing Banting Park to a new neighbourhood *Park* in the *Neighbourhood* and the *Apartment Neighbourhood*.

The *Greenway* linkage is proposed to extend beyond the new neighbourhood *Park* and, in combination with a continuous multi-use trail/two-way cycle track, will facilitate safe and comfortable connections from the subway station at the north end, to the proposed OTA and stormwater management facility (SWM) at the south end.

## Gateways

In accordance with the Secondary Plan, primary *Gateways* for the Allen East District are located along the Sheppard Avenue West frontage. In addition to these locations, and as an outcome of the Urban Design Guidelines process, potential secondary *Gateway* locations were considered. These include both of the north corners of the proposed OTA facility, the southwest corner of the intersection of Street A and Avenue C, and the northwest corner of the new neighbourhood *Park*.

*Gateway* locations, whether primary or secondary, provide opportunities for landmarking and placemaking through the coordinated design of buildings and public spaces. Consideration shall be given to the relative height, massing and placement of buildings, special landscaping and streetscape treatments, public art and POPS, in these locations.

## Transitions

The boundaries of the plan create edges where appropriate transitions will be required. These will be addressed by built form and public realm design in the following locations:

- Along Allen Road where an appropriate scale of built form, setbacks and design of the public realm will create a pedestrian scaled urban edge;
- Along Sheppard Avenue West where mixed use buildings will contribute to the existing commercial corridor that exists along this corridor;
- Along Wilson Heights Boulevard, where new townhouse blocks will be placed, with front doors facing the street, to animate the street and provide transition to the existing stable neighbourhood to the east; and,
- Along the northern site boundary where semi-detached dwellings have been placed to back onto the existing single-detached lots to the north.

## Enhanced Streetscapes

In accordance with the Secondary Plan, *Enhanced Streetscapes* will be provided along Street A. In addition, enhanced streetscaping elements will be provided along Avenue B, which serves the important function of connecting Banting Park and the new *Park* in the Allen West District. As a connection between park spaces, the streetscape design along Avenue B shall consider incorporating elements such as a combination of distinct street trees or other landscape treatments, and special pedestrian pavement markings along with additional seating and street furnishings.

# ALLEN EAST DISTRICT CONCEPT PLAN 2.0

## 2.3 Land Use Designations

The land use designations of the Allen East District generally coincide with the land use boundaries delineated in the Secondary Plan. Their character will be largely shaped by the form and arrangement of development and their relationship to adjacent uses and the public realm.

The **Mixed Use** area, focused around the subway station, will be characterized by a mix of tall buildings – office, commercial and residential, in combination with compact, pedestrian-scaled streetscapes that are framed and animated by active, at-grade uses located in the base of adjacent buildings.

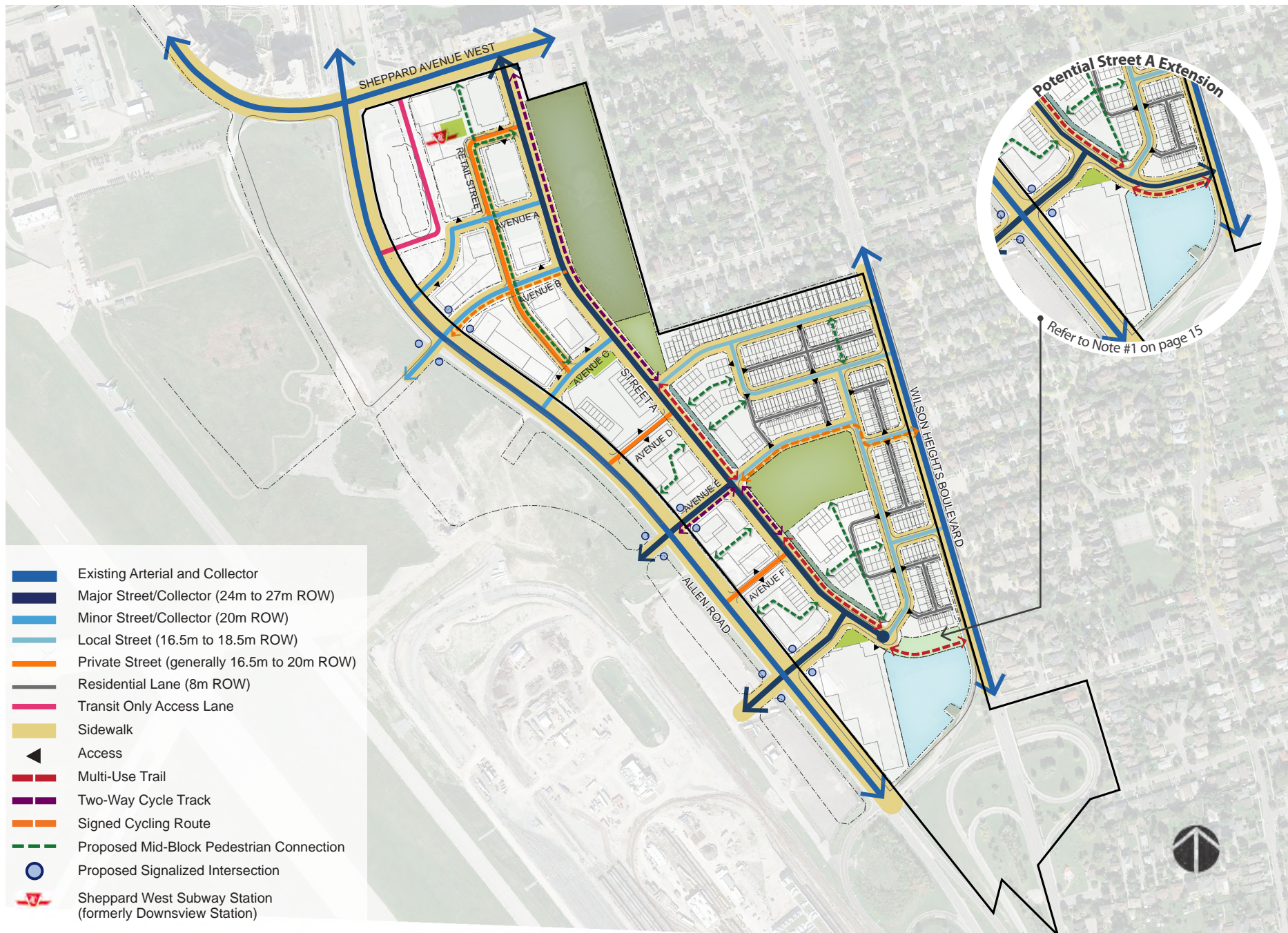
The **Apartment Neighbourhood** area, extending south along both sides of Street A, will be characterized by a mix of residential building forms – taller apartment buildings along Allen Road and lower apartment buildings toward the east, as a transition to the *Neighbourhood*. It may also include some street level commercial / retail uses for those buildings that are close to the *Mixed Use* area.

The **Neighbourhood** area, located between the *Apartment Neighbourhood* and Wilson Heights Boulevard, will be characterized by low-rise forms of residential development that may include semi-detached dwellings, townhouse dwellings, stacked townhouses and low-rise apartments that generally transition in height from 2.5 storeys close to Wilson Heights Boulevard to 4.0 storeys towards the west.



Map 3 - Land Use Designations Plan





**Map 4 - Transportation Network**

## 2.4 Transportation Network

The Secondary Plan states that the goal of the proposed transportation network is

*‘to provide a balanced range of travel options that encourage walking, cycling and transit, to make the most efficient use of existing and future transportation infrastructure and to support the continued development of the Secondary Plan.’*

Moreover, the streets will be designed to achieve the City’s vision for ‘Complete Streets’, as identified in the Toronto Complete Streets Guidelines, Edition 1, Volume 1, 2017.

Key Elements of the Transportation Network include:

- Street A (27m ROW) and Avenue E (24m ROW) - Major Streets/Collectors that will have an apartment neighbourhood residential street character, with Street A serving as a central spine for the community;
- Minor Streets/Collectors (20m ROW), including Avenues A, B and C, some of which may provide at-grade connections between the east and west sides of the District.
- Local Streets (16.5m to 18.5m ROW - neighbourhood residential streets) that create a walkable grid of permeable streets that provide limited access from Allen Road to Wilson Heights Boulevard;
- Private Streets (generally 16.5m to 20m ROW)- Localized streets that will remain in private ownership but will be designed to look and function similar to a public street. They include Avenues D and F (16.5m ROW) and the Retail Street (20m ROW) that connects the north and south ends of the *Mixed Use* area;
- Residential Lanes (8m) - Rear access lanes primarily located in the *Neighbourhood* to provide access to parking/garages at the rear of the lots;
- Transit Only Access Lane (part of TTC’s block; to be designed/built as per TTC’s standards);
- A network of Pedestrian and Cycling Routes that provides connections throughout the community, to *Parks and Open Spaces*, and community facilities. It includes sidewalks, multi-use trails, two-way cycle tracks, signed cycling routes and mid-block pedestrian connections; and,
- Proposed signalized intersections along Allen Road.

Note: Proposed signalized intersections may be located at Avenue A / bus terminal entrance and Avenue A / Street A, subject to further study.



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3.0

# PUBLIC REALM







### 3.1 Streetscape Character

The streets in the Allen East District Plan area will be developed to address the City's vision for Complete Streets – to serve a multitude of roles, functions and users based on a design approach that prioritizes people, creates a sense of place and promotes the prosperity of residents and businesses.

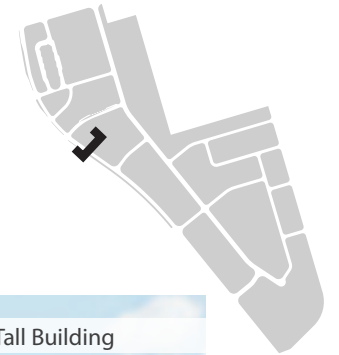
Streets in the Allen East District will be designed to become vibrant and attractive public spaces, respect the local context, promote healthy and active living and connect to the surrounding neighbourhoods, provide multiple travel options for users and give people choices and connected networks.

The character of the streets in the Allen East District will be based generally on the typologies in the Complete Streets Guidelines, including:

- Apartment Neighbourhood Residential Streets
- Mixed Use Shared Streets
- Neighbourhood Residential Streets
- Residential Lanes

Street and Lane designs are subject to the Development Infrastructure Policy & Standards (DIPS), and the Lane Width Guidelines.

Map 5 - Streetscape Character Plan



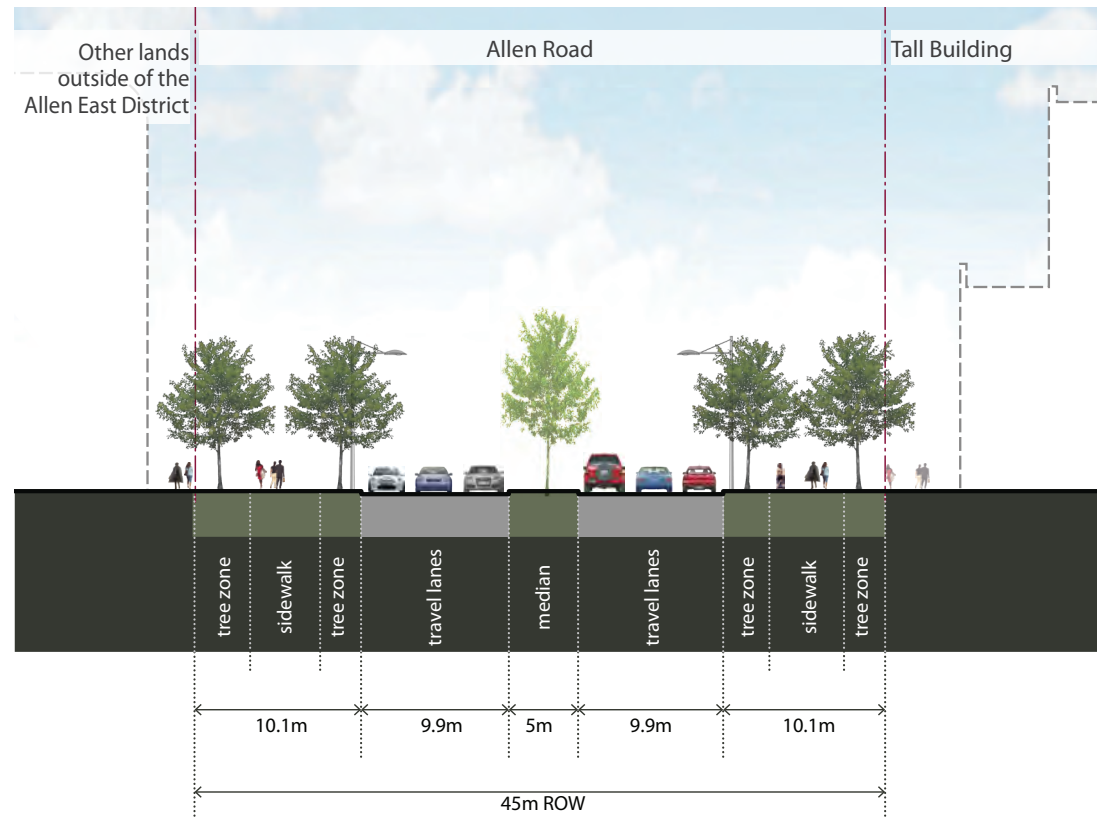
## Allen Road Interface

Allen Road is an existing arterial road that forms an edge to the Allen East District plan. Both the *Mixed Use* area and *Apartment Neighbourhood* interface with this road.

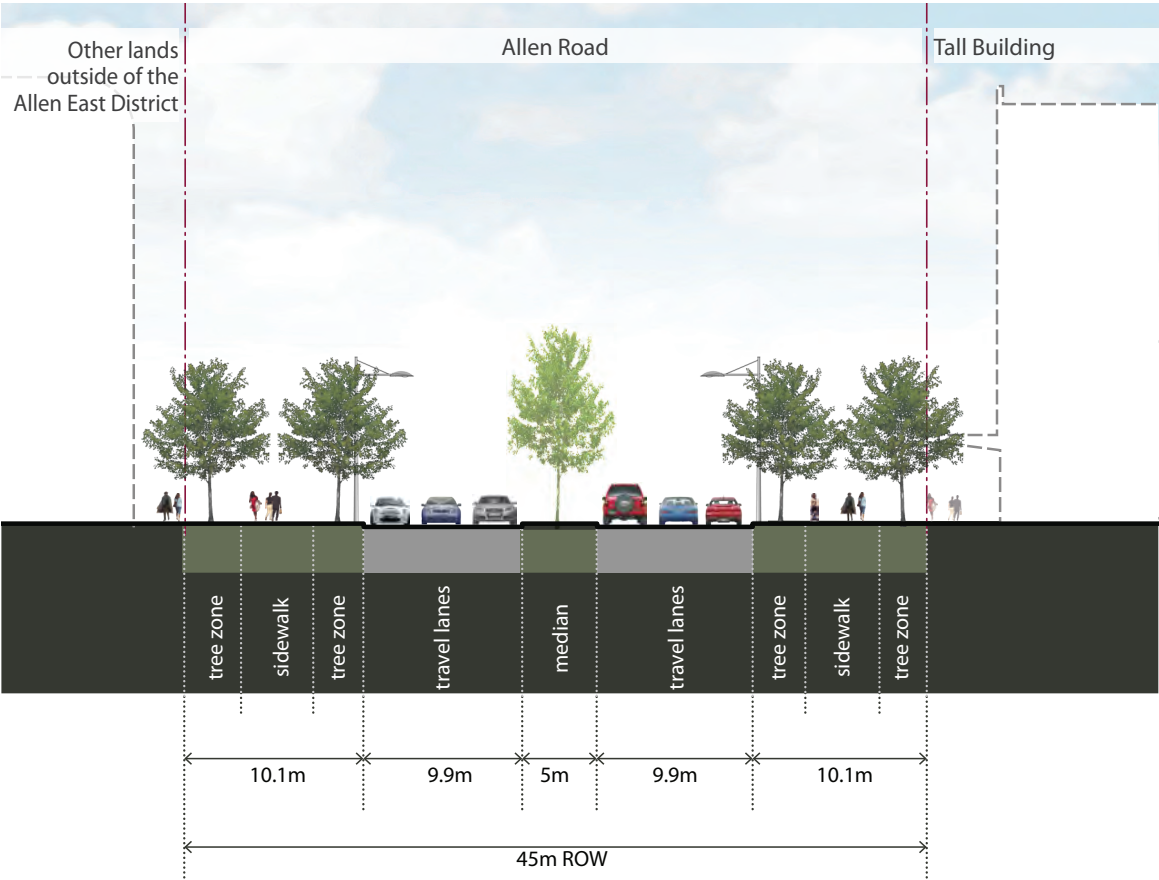
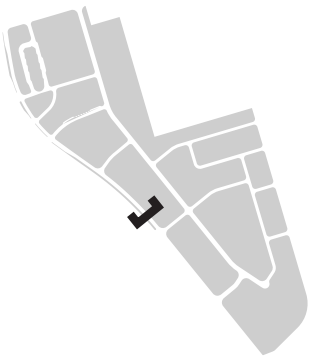
The interface with the public realm within the Allen Road right-of-way will be designed to contribute to the City's vision for the arterial road, including:

- Pedestrian connections to the sidewalk.
- Enhanced landscaping.

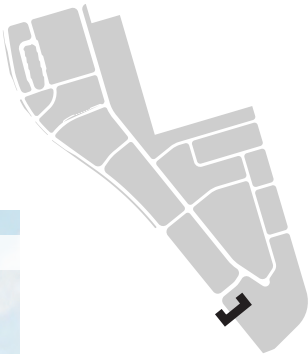
## Allen Road: Mixed Use Area



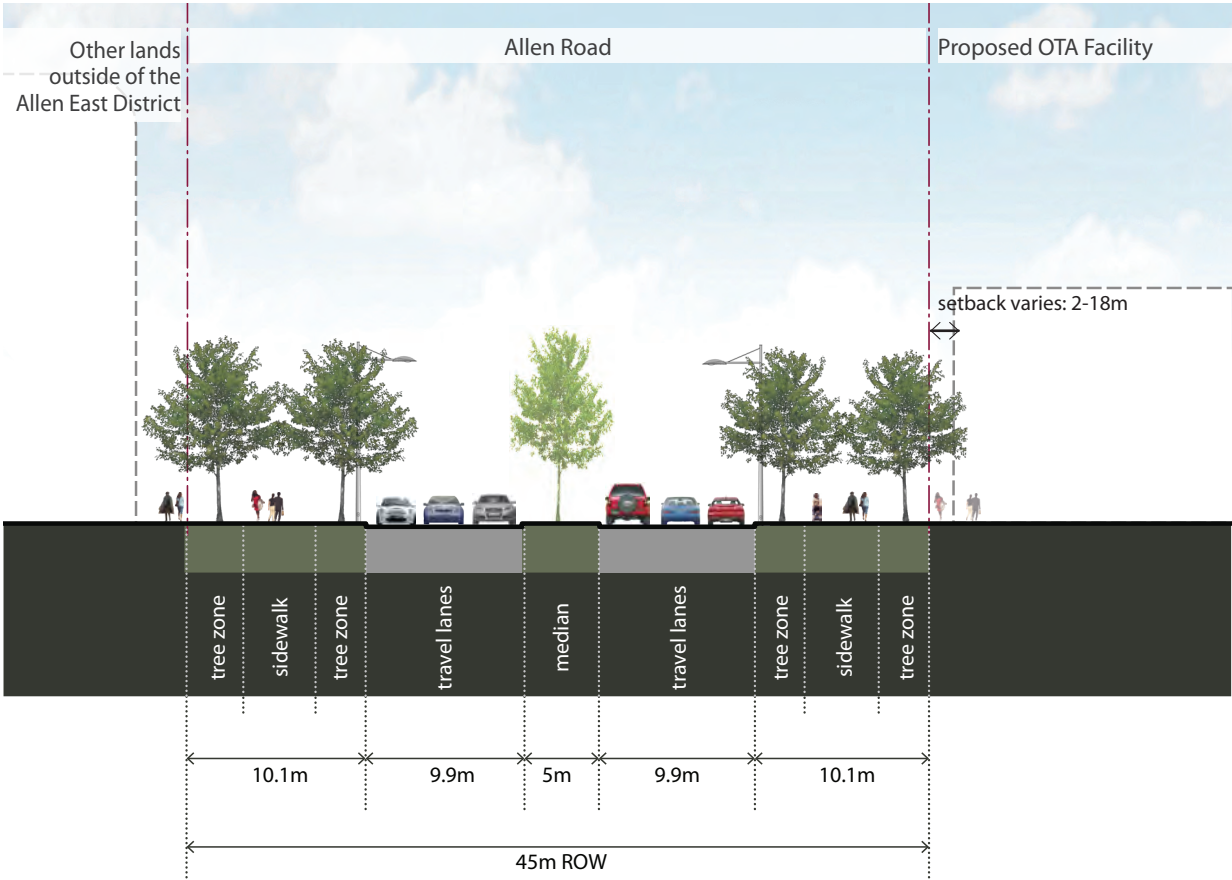
Allen Road: Apartment Neighbourhood







Allen Road: Apartment Neighbourhood

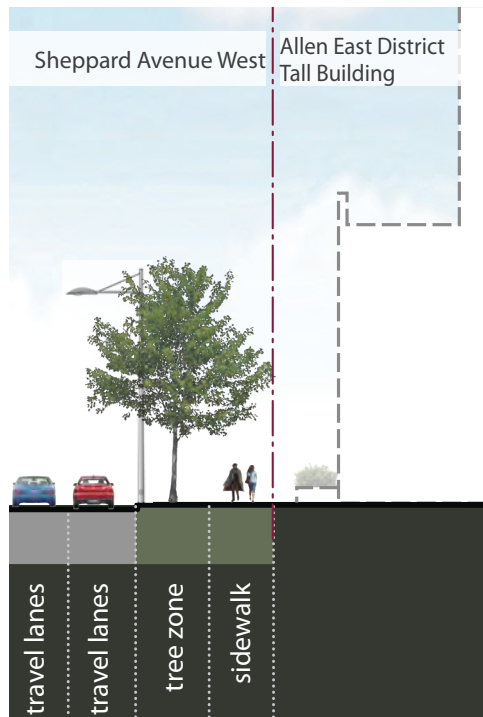


## Sheppard Avenue West Interface: Mixed Use Area

Sheppard Avenue West is an existing major arterial road that forms an edge to the Allen East District plan. The *Mixed Use* area interfaces with this road.

The interface with the public realm within the Sheppard Avenue West right-of-way will be designed to contribute to the City's vision for the major arterial road, including:

- Pedestrian connections to the sidewalk.
- Enhanced landscaping.

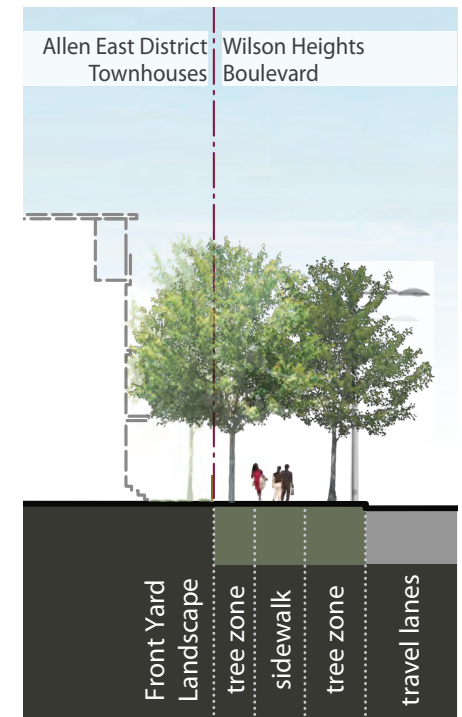


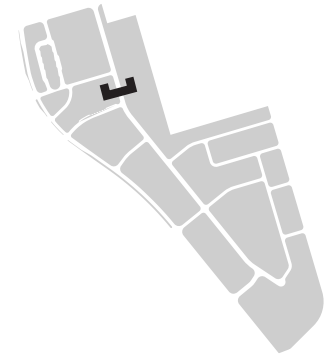
## Wilson Heights Boulevard Interface: Neighbourhood

Wilson Heights Boulevard is an existing minor arterial road that forms an edge/transition to the Allen East District plan. The *Neighbourhood* interfaces with this road.

The interface with the public realm within the Wilson Heights Boulevard right-of-way will be designed to contribute to the City's vision for the minor arterial road, including:

- Pedestrian connections to the sidewalk.
- Enhanced landscaping.



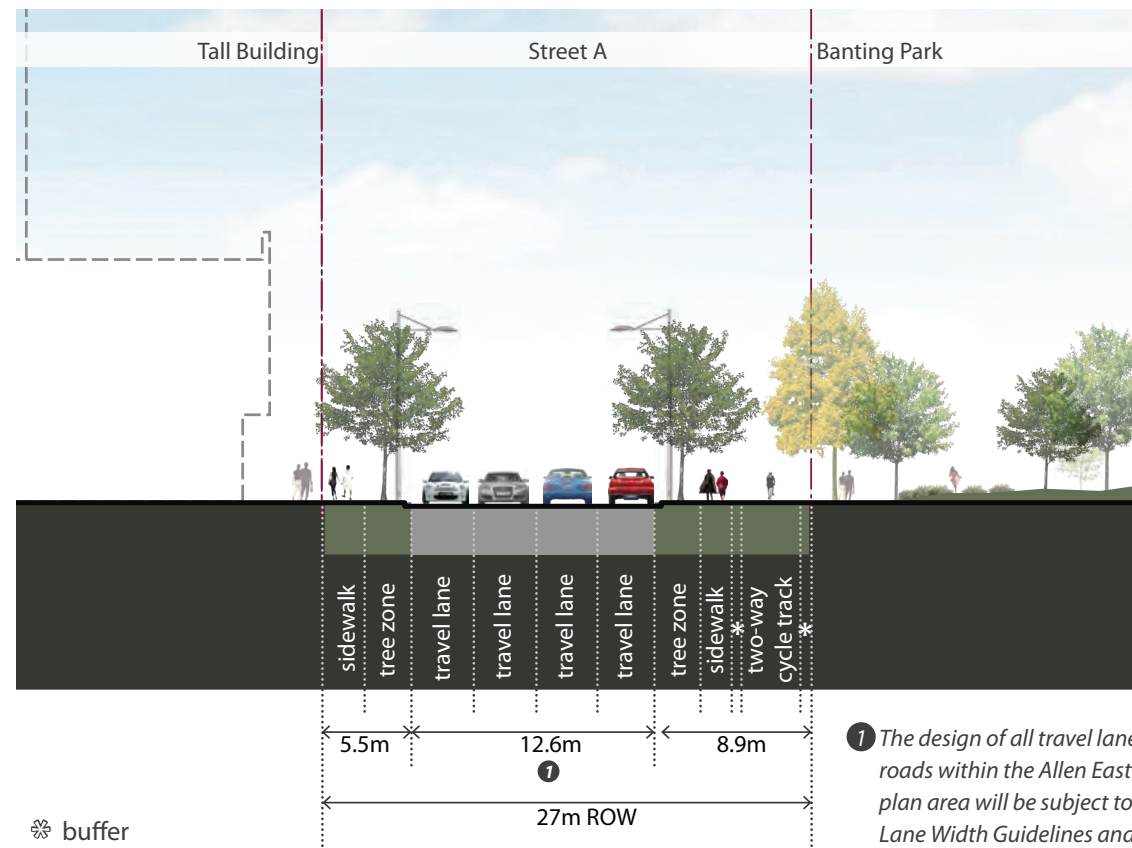


## Street A

Street A will be designed based on characteristics of an apartment neighbourhood residential street, with elements borrowed from a mixed use connector street and relating to the adjacent park/open space, which include but are not limited to:

- A wide pedestrian clearway adjacent to mixed use buildings.
- A two-way cycle track/multi-use trail parallel to *Parks* and other open spaces (i.e. *Greenway* and *SWM* facility).
- Consistent and continuous street tree planting to create an urban canopy and protective zone for pedestrians.
- Well lit pedestrian zones, in combination with a coordinated street furniture program.
- Lane widths may be reduced from 3.5m pending discussion with the TTC regarding future/rerouted bus routes on Street A.

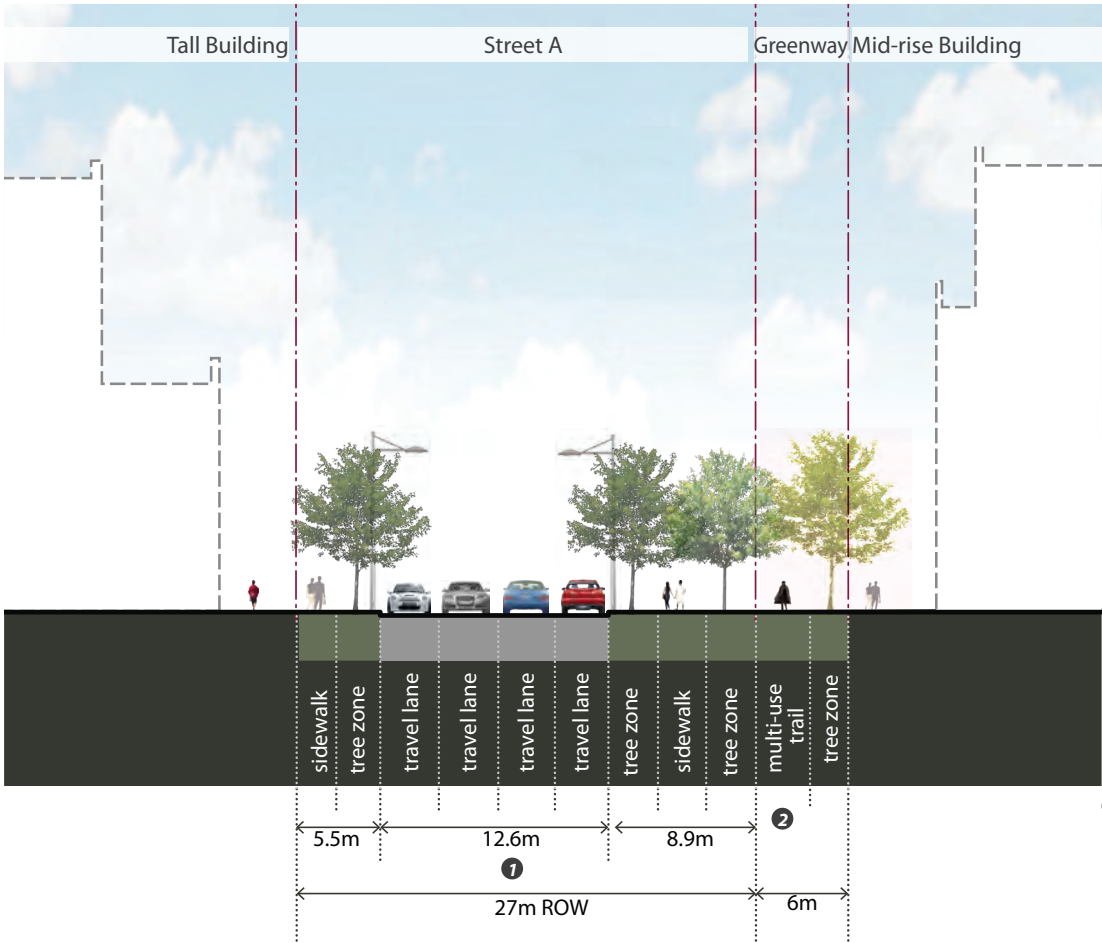
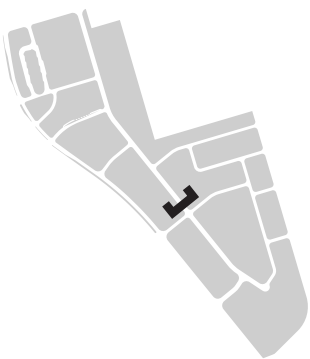
### Street A: Mixed Use Area



<sup>1</sup> The design of all travel lanes for future roads within the Allen East District plan area will be subject to the City's Lane Width Guidelines and any future development review process.



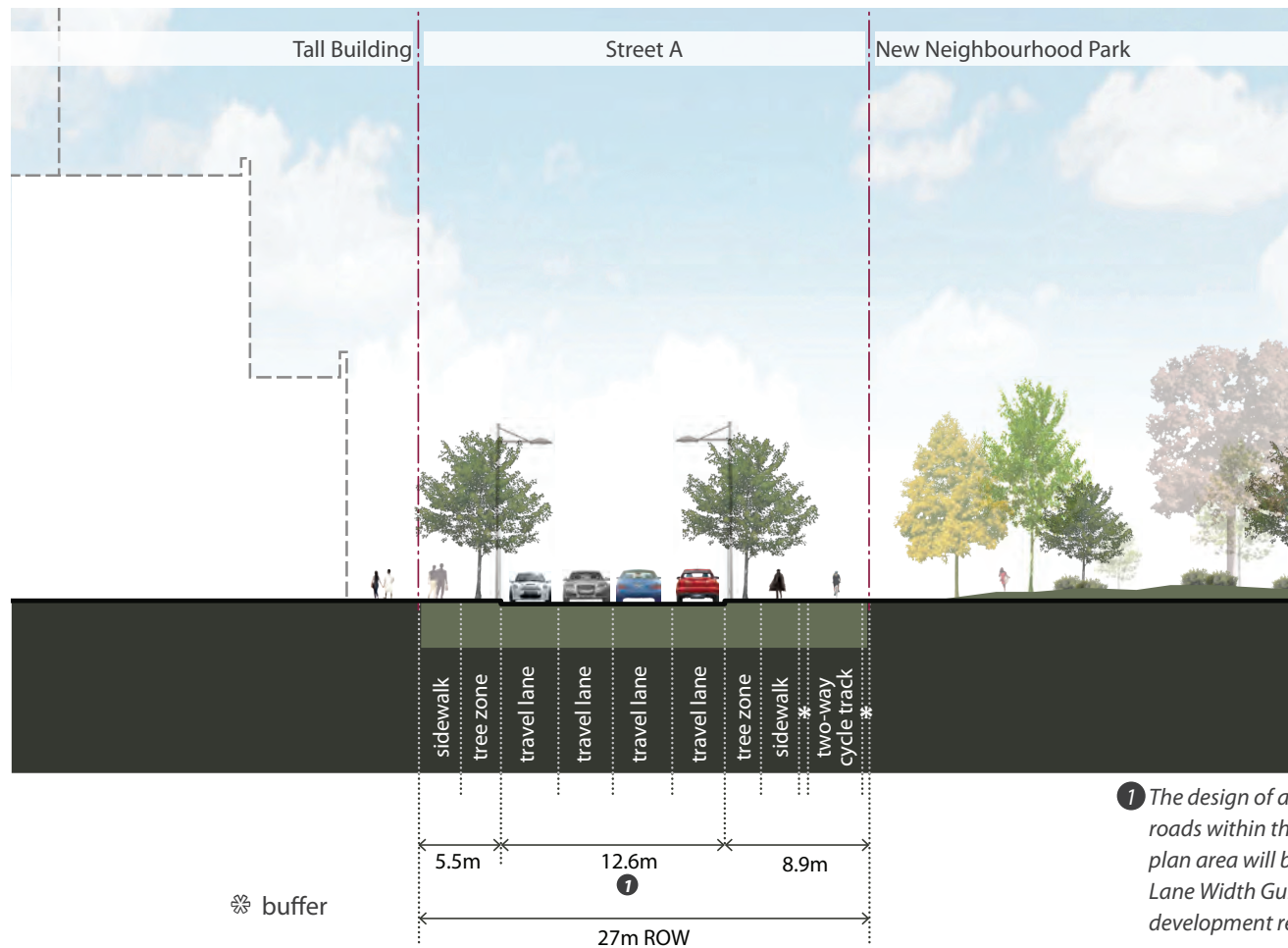
# Street A: Apartment Neighbourhood



- 1 The design of all travel lanes for future roads within the Allen East District plan area will be subject to the City's Lane Width Guidelines and any future development review process.
- 2 Location of multi-use trail to be coordinated comprehensively with overall design of the streetscape.



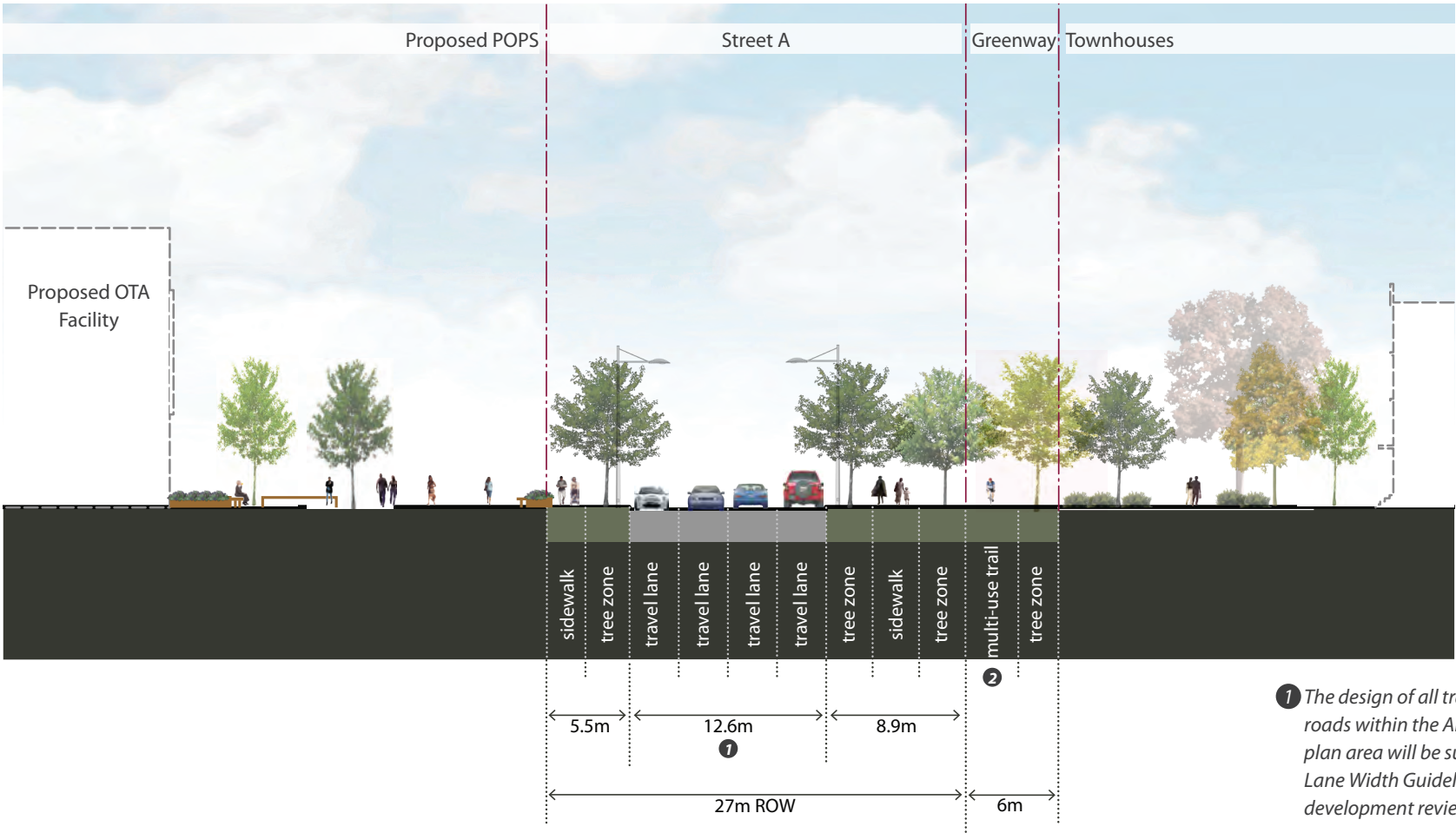
## Street A: Apartment Neighbourhood and Neighbourhood



<sup>1</sup> The design of all travel lanes for future roads within the Allen East District plan area will be subject to the City's Lane Width Guidelines and any future development review process.

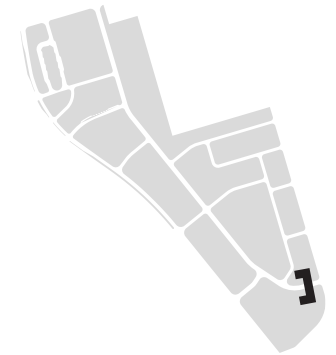


# Street A: Apartment Neighbourhood and Neighbourhood

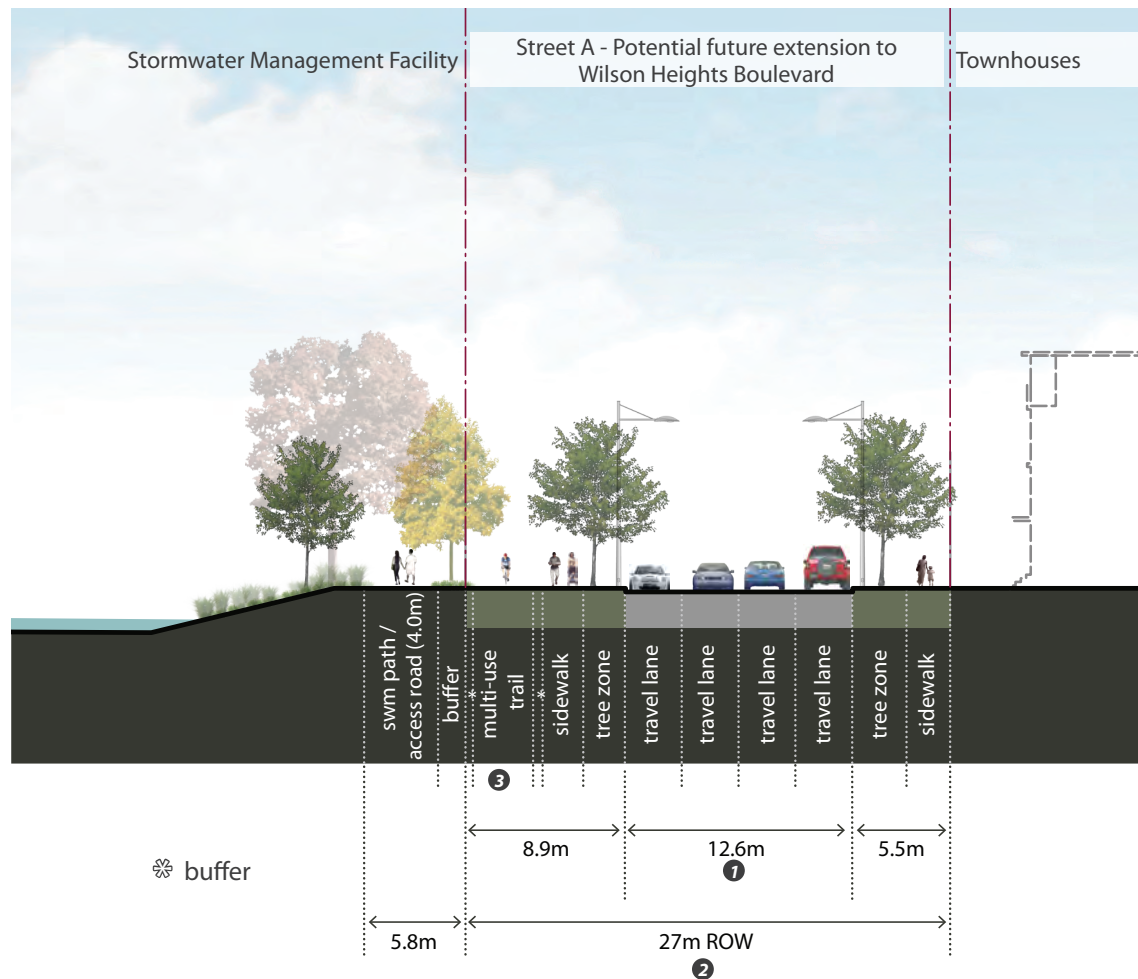


1 The design of all travel lanes for future roads within the Allen East District plan area will be subject to the City's Lane Width Guidelines and any future development review process.

2 Location of multi-use trail to be coordinated comprehensively with overall design of the streetscape.



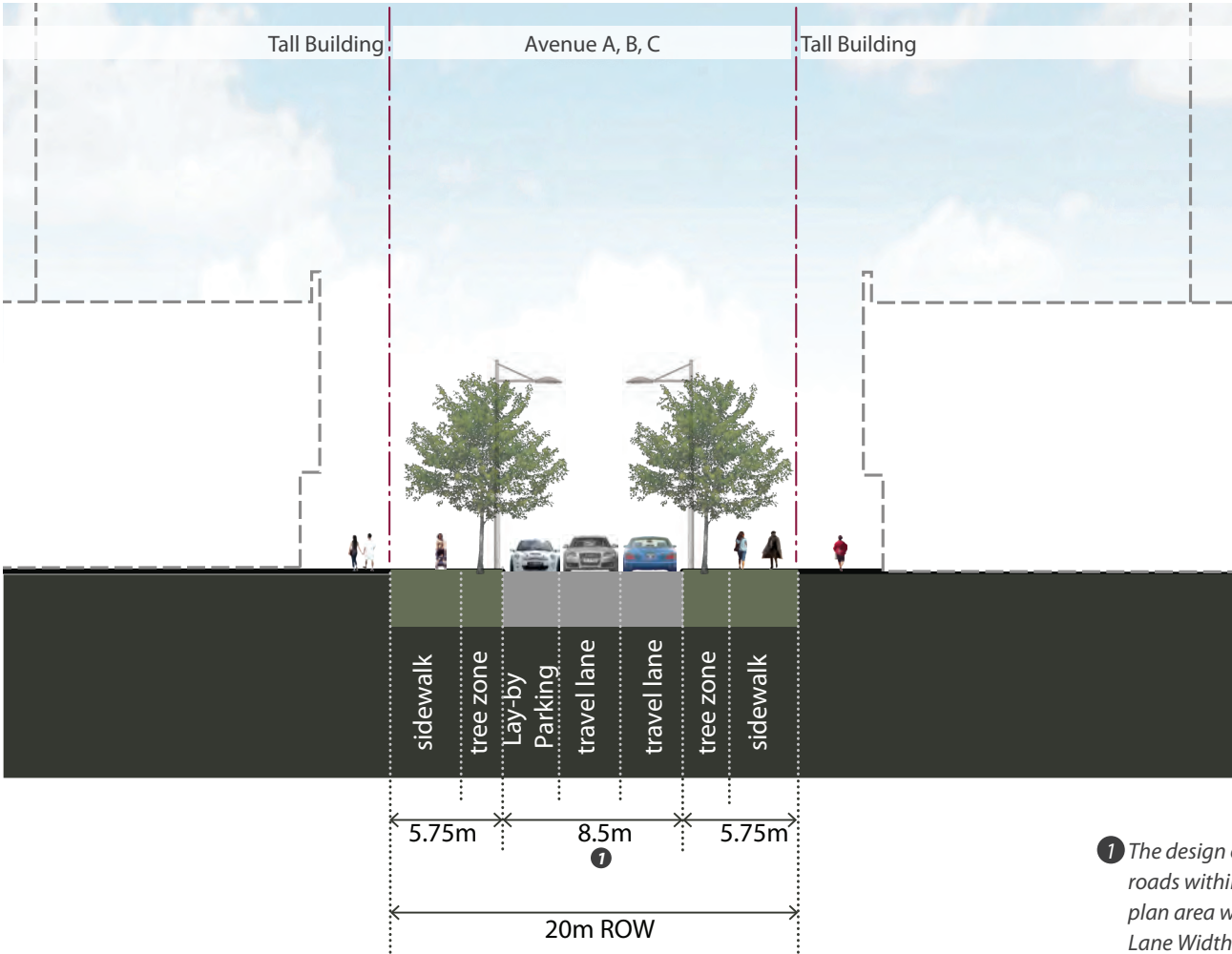
## Street A: Potential Future Extension and Neighbourhood



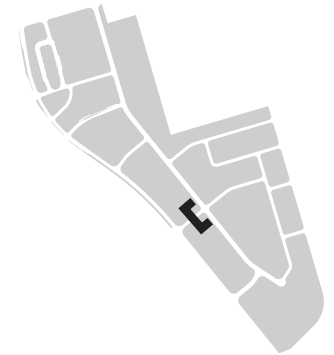
- 1 The design of all travel lanes for future roads within the Allen East District plan area will be subject to the City's Lane Width Guidelines and any future development review process.
- 2 The travel lane portion of the ROW will be constructed at such time when a Council Decision is made regarding the potential future extension of Street A to Wilson Heights Boulevard and removal of the ramps. In the interim, this portion of the ROW shall be sodded.
- 3 Location of multi-use trail to be coordinated comprehensively with overall design of the streetscape.



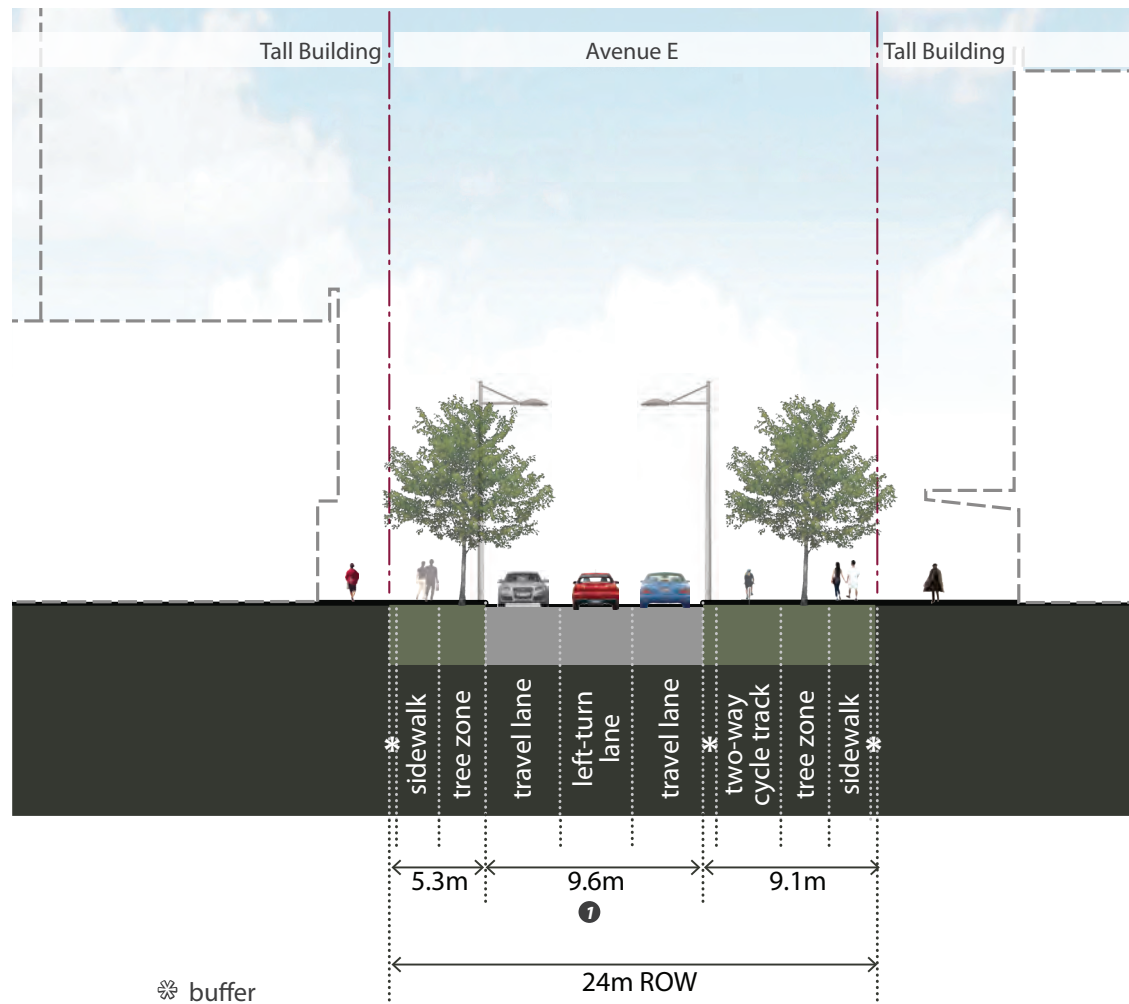
Avenue A, B and C: Mixed Use Area and Apartment Neighbourhood



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## Avenue E: Apartment Neighbourhood

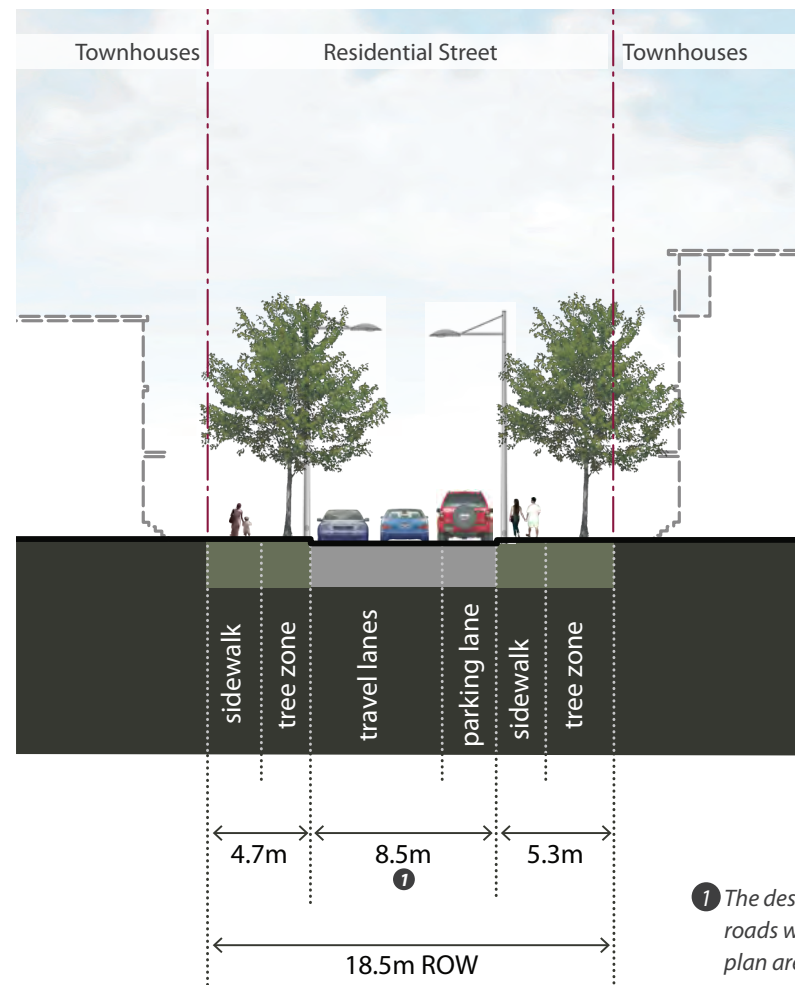




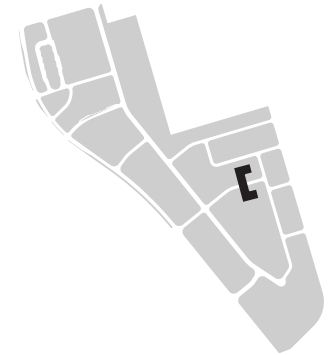
## Neighbourhood Residential Street

Neighbourhood Residential Streets in the *Neighbourhood* will be designed based on characteristics of a neighbourhood residential street, this will include, for example:

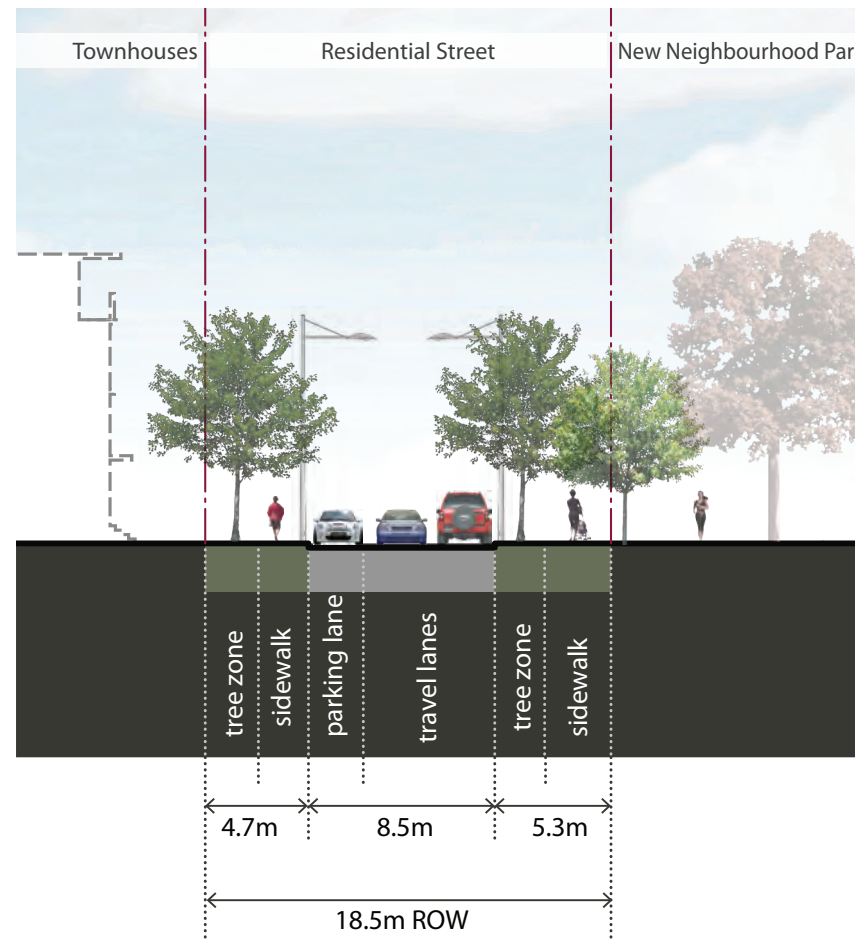
- Street trees adjacent to the curb
- Sidewalks along the property line
- Residential uses that are set back to create transition and private space while providing a pedestrian-scaled frame to the public realm and promoting eyes on the street



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## Neighbourhood Residential Street



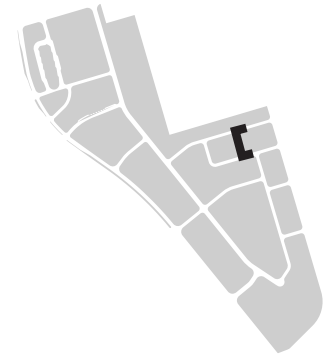
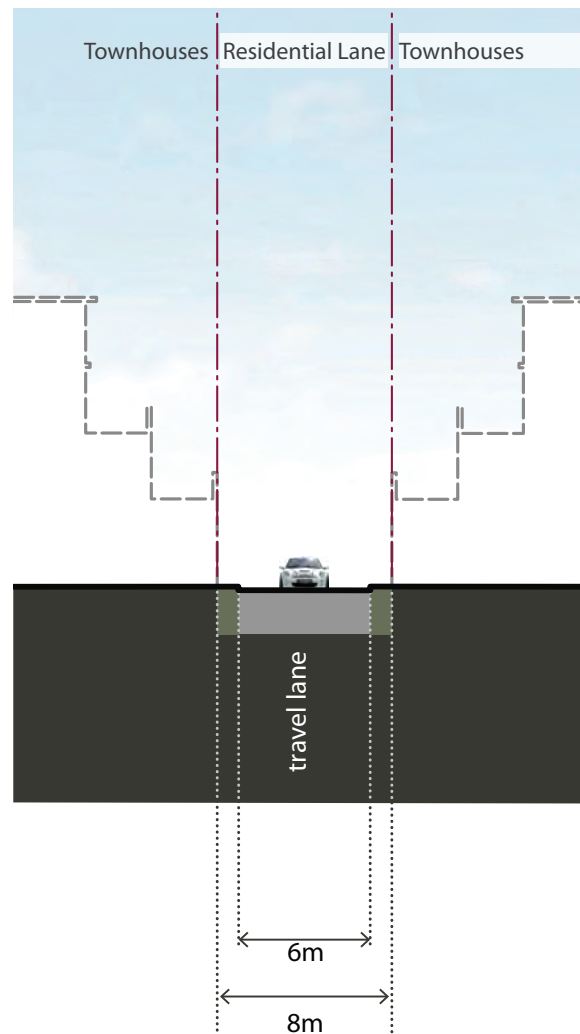
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## Residential Lane

Lanes in the *Neighbourhood* will be designed based on characteristics of Residential Lanes; this will include, for example:

- Access to rear yards/garages that removes the need for driveways on the residential street and minimizes pedestrian conflict
- Informal spaces for playing and social interaction
- Private landscaping where space permits.





## Private Street: Apartment Neighbourhood

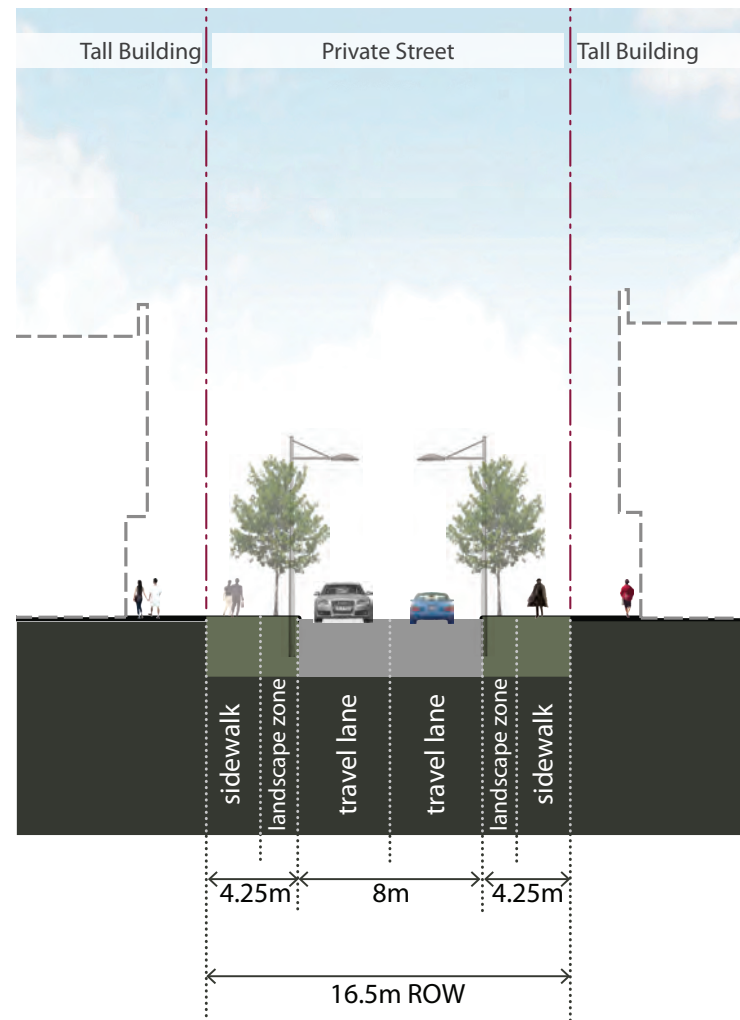
In the urban structure of the *Apartment Neighbourhood*, private streets may be appropriate as access to shared parking and servicing areas or where block layouts and traffic patterns require alternative points of short-term access (for example, pick up, drop off and deliveries).

Site plans should minimize private streets that run adjacent to courtyards and public open space. Screening and planting should be used to mitigate the impact of private streets traffic on these open spaces.

Private streets should be designed to generally look and function similar to a public street; however, below grade parking structures in these areas may limit the ability to provide the soil volumes for large canopy trees. In these instances, small to medium sized trees or other soft landscaping such as shrubs/plantings, in combination with other landscape elements and pedestrian amenities may be provided, arranged and designed to effectively define spaces and create a safe and comfortable pedestrian environment.

Where site organization allows only a narrow right-of-way, appropriate signage and/or paving treatments should be provided to indicate shared roadways. Lighting, building entrances and visibility from adjacent residential units can all contribute to safety in the private streets.

While private streets are publicly accessible private spaces which enhance connectivity in the community, they also allow for opportunities to provide access and below grade parking to serve the *Apartment Neighbourhood* blocks.





## Retail Street (Private Street): Mixed Use Area

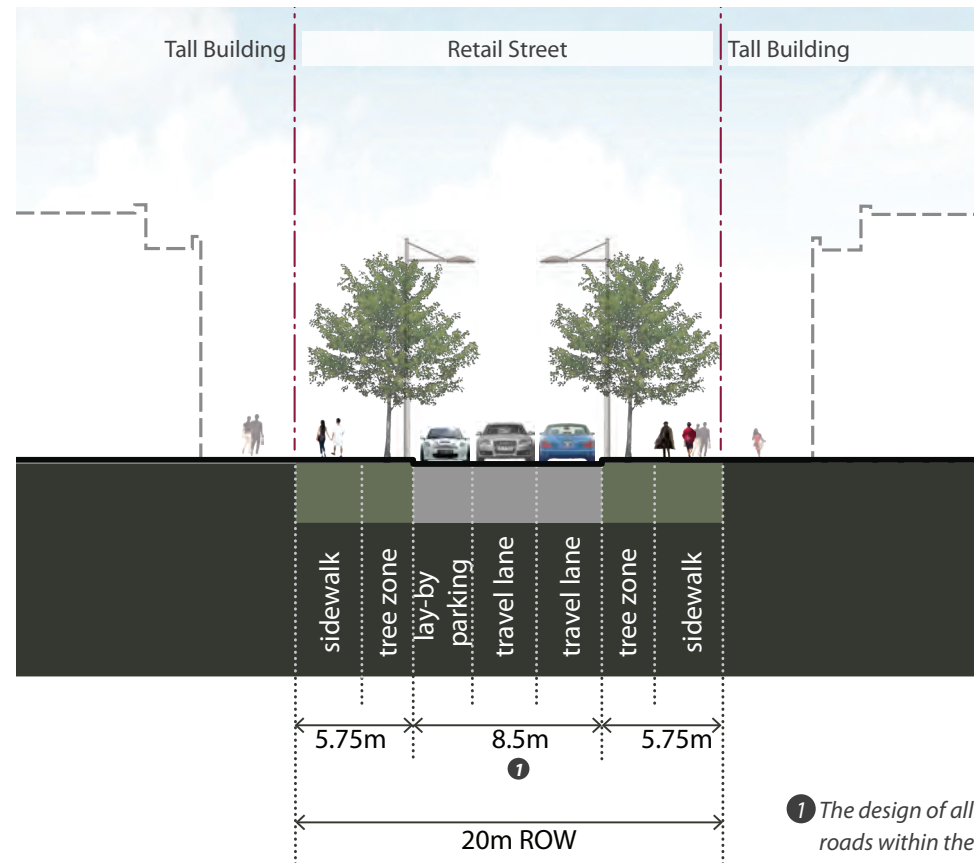
The Retail Street will serve as a primary pedestrian path to access the subway station for the different areas in the District. As such, it should be appropriately designed and furnished to enhance the pedestrian experience. Retail will be highly encouraged to be located at grade on this street.

The design of the Retail Street shall be continuous, consistent and coordinated along both the public and private portions of the road.

The Retail Street will be designed based on characteristics of a mixed use shared street. There will be several ways to achieve this and characteristics could include, for example:

- Wide pedestrian zones which accommodate commercial retail activities and higher volumes of pedestrian traffic.
- Curb-less, decorative shared pavements.
- Lay-by parking and areas for bicycle parking and storage.
- Ample pedestrian scaled spaces with opportunities for gathering and seating.
- Street trees and furniture coordinated, located and arranged to support adjacent uses and on-street functions.
- Lighting designed as an integral part of the buildings and the streetscape throughout the year.
- Elements to slow/calm traffic.
- Limited loading/servicing areas.

While the Retail Street is a publicly accessible private street which enhances connectivity in the community, it also allows for opportunities to provide access and below grade parking to serve the *Mixed Use* area blocks.



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