Development in the former Motel Strip (Humber Bay Shores Area) will be consistent with the following urban design guidelines. The guidelines correspond to the Motel Strip Secondary Plan #11, found in Chapter 6 of the Toronto Official Plan. They are to be read in conjunction with the urban design policies in the Official Plan.

LOCATION

These guidelines apply to the area west of Lake Shore Boulevard West, between Park Lawn Avenue and Palace Pier Court. Figure 6 provides a key plan.

1. VIEW CORRIDORS/RESIDENTIAL STREETS

The primary system of address, access and service for the development sites will be provided by a series of 30m corridors traversing the site in a west-east direction between Lake Shore Boulevard and Marine Parade Drive. The corridors are comprised of a 26m Public Right of Way and 2m setbacks of the building faces of private buildings. The streets must provide clear, direct connection from the western frontage of the site to Marine Parade Drive.

These streets are to be designed and constructed to a high civic standard to provide an unambiguously public corridor and to secure views and access to the water. The edges of the streets will be lined with building frontages to provide a clear demarcation between the public realm and private development sites.

The streets will be intensively landscaped to create a park promenade quality with on-street visitor parking and an allee of trees on each side. Although secondary breaches of the street wall will be permitted, the general point of access into the sites will be provided by a centre site, 20m wide, north/south aperture which may be built over at a height of not less than 6m.

The 30m width is an expression of the Street Wall build-to line, building face to building face. Buildings will be permitted to build balconies, porches and bay windows in a 2m Discretionary Building Zone, leaving a minimum residential street/view corridor width of 26m.

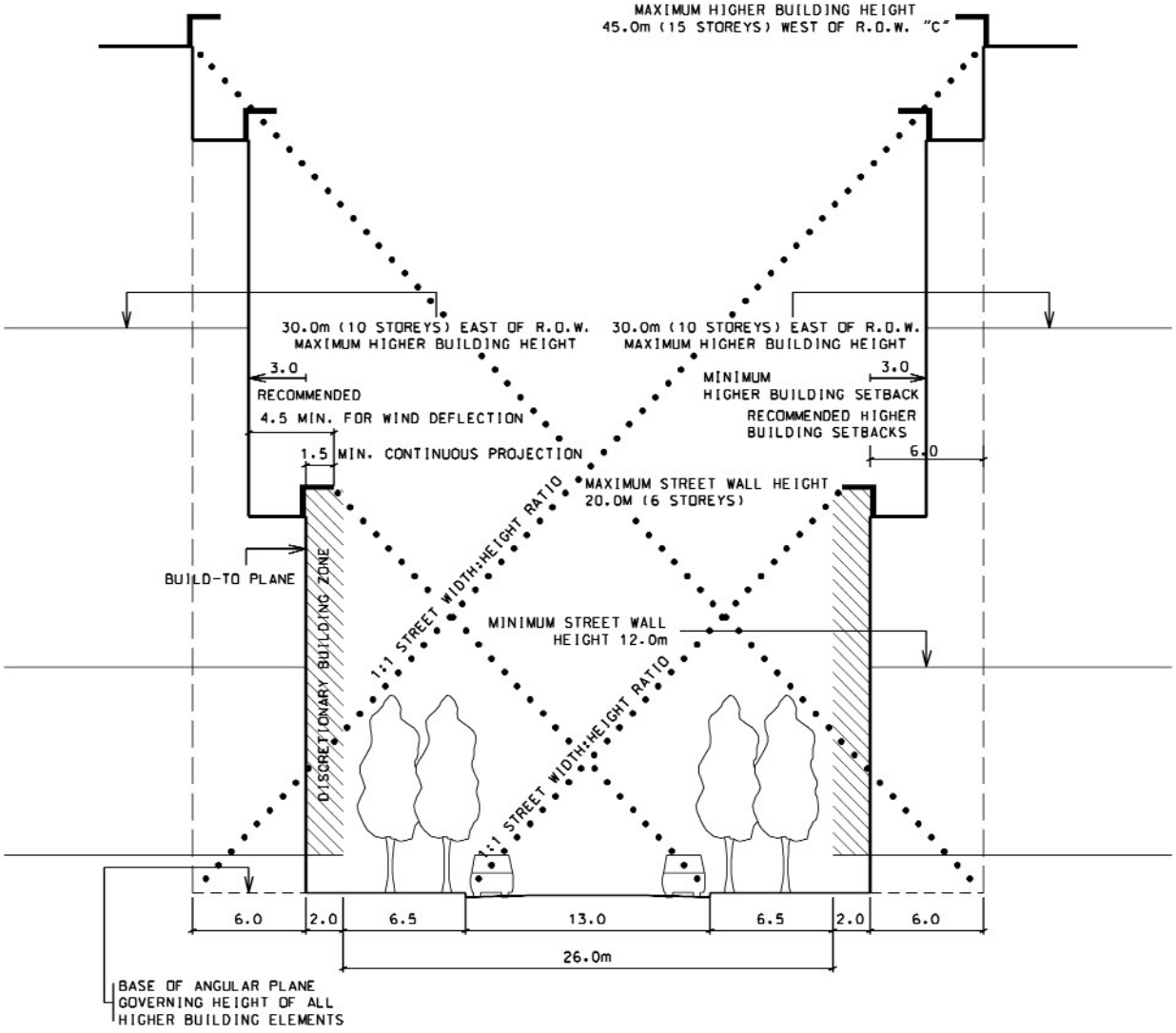
Not more than 35% of the Discretionary Building Zone may be occupied by interior building space.

Figure 1 shows two 45 degree control planes. The control plane originating at the opposite curb establishes a maximum street wall height as a normative condition. The resultant 20m height (or 12m minimum street wall height) assures the street adequate light and provides a wind deflector for higher buildings to protect the microclimate of the street.

For building elements exceeding the 20m height, a setback is required at that height. The recommended set back is 6m. The minimum set back is 3m to the face of the higher building wall. If the minimum set back option is chosen, a cornice projection must be provided in order to provide a Continuous Wind Shelf of not less than 4.5m in total.

Building elements exceeding the 20m street wall are regarded as exceptional. The extent permitted of higher building elements is shown in Fig. 7.

The second 45 degree control plane regulates the relationship between the faces of exceptional high buildings so that the space created between them has a height to width ratio of not more than 1:1. That is, the height of the elements cannot exceed the width of the space between potential higher building elements.



CROSS SECTION RIGHT OF WAY 'A'
SHOWING MINIMUM SETBACK OF
HIGHER BUILDING ELEMENTS

View Corridors / Residential Streets

FIGURE 1

Not to Scale
04•03

2. CENTRAL CORRIDOR

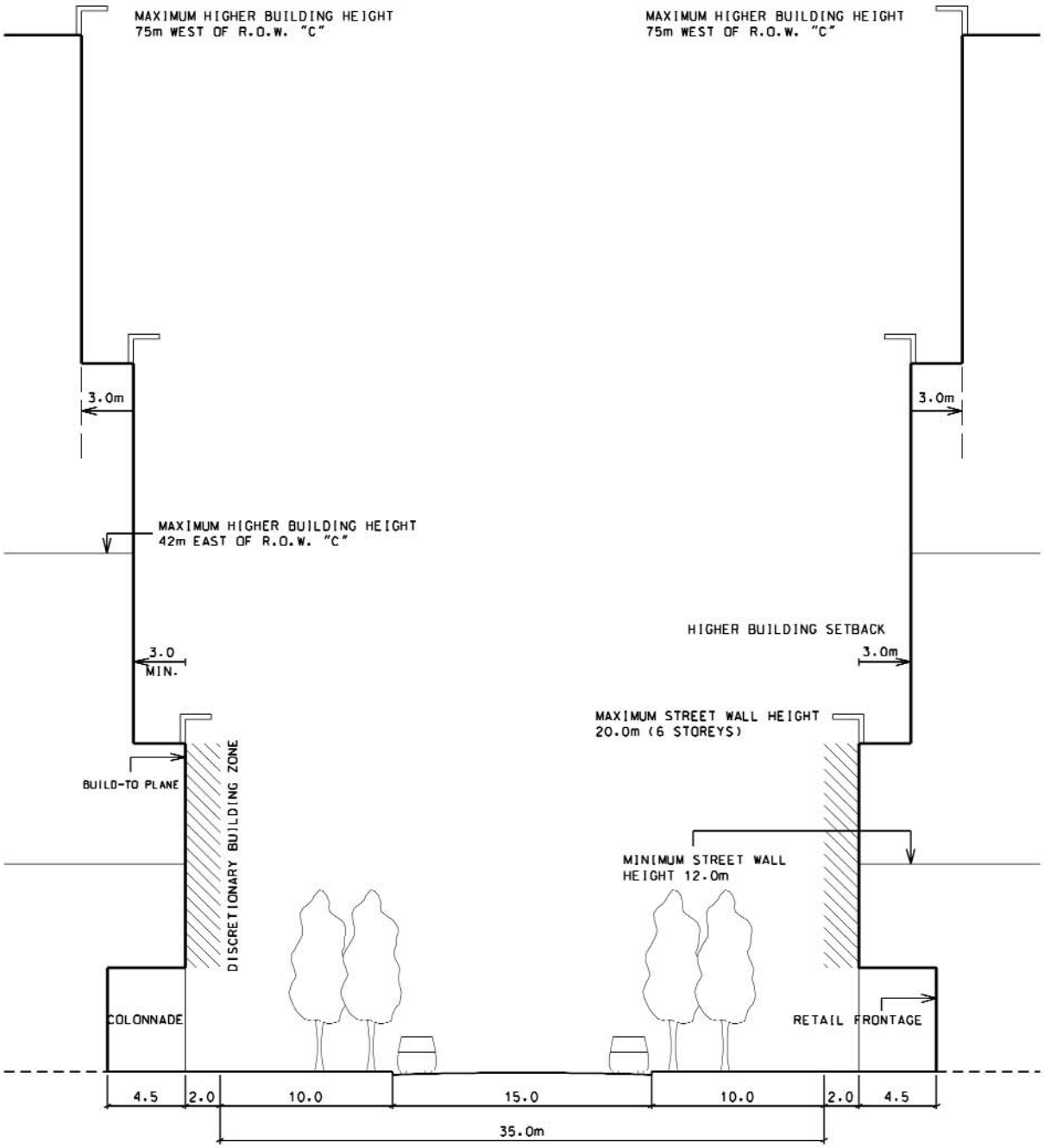
The central corridor is arranged to provide a special axial arrival opposite the approach ramps from The Queen Elizabeth Way. The corridor is divided into two sections. The western section is a road access with an associated park promenade space which is protected from the elements by a continuous colonnade at the building faces. The eastern section is a Village Court, accessible to pedestrians only, which provides retail shopping facilities at its edges within an extension of the continuous colonnade.

The importance of this corridor makes special demands on this site. The mandatory width of the corridor here is 39m. This is comprised of a 35m wide public right of way and 2m set backs of the building faces of private buildings. These 2m setbacks describe a discretionary building zone within which no more than 35% of available area may be occupied by interior building space. The provision of a continuous wind shelf is similar to that required in Fig. 1.

The western section of this corridor includes paved areas as well as parallel park promenades, an allee of trees and other landscape treatments whose goal is the provision of a high quality pedestrian environment.

As a result of the additional corridor width which is required and in keeping with good site planning principles, extra height could be granted to this site. The maximum building height for areas North and South of the corridor is not to exceed 60m. This additional height can be achieved on these sites if:

- It does not produce untenable facing and microclimate conditions for other buildings to the north and south
- It is arranged in a matched pair of buildings to either side of the corridor
- No 60m high building elements are located to the east of the mid-site 20m right of way.



Cross Section of Central Corridor - West of Right of Way 'C'

FIGURE 2

Not to Scale
04•03

3. CROSS SECTION RIGHT OF WAY 'C' AND 'C1'

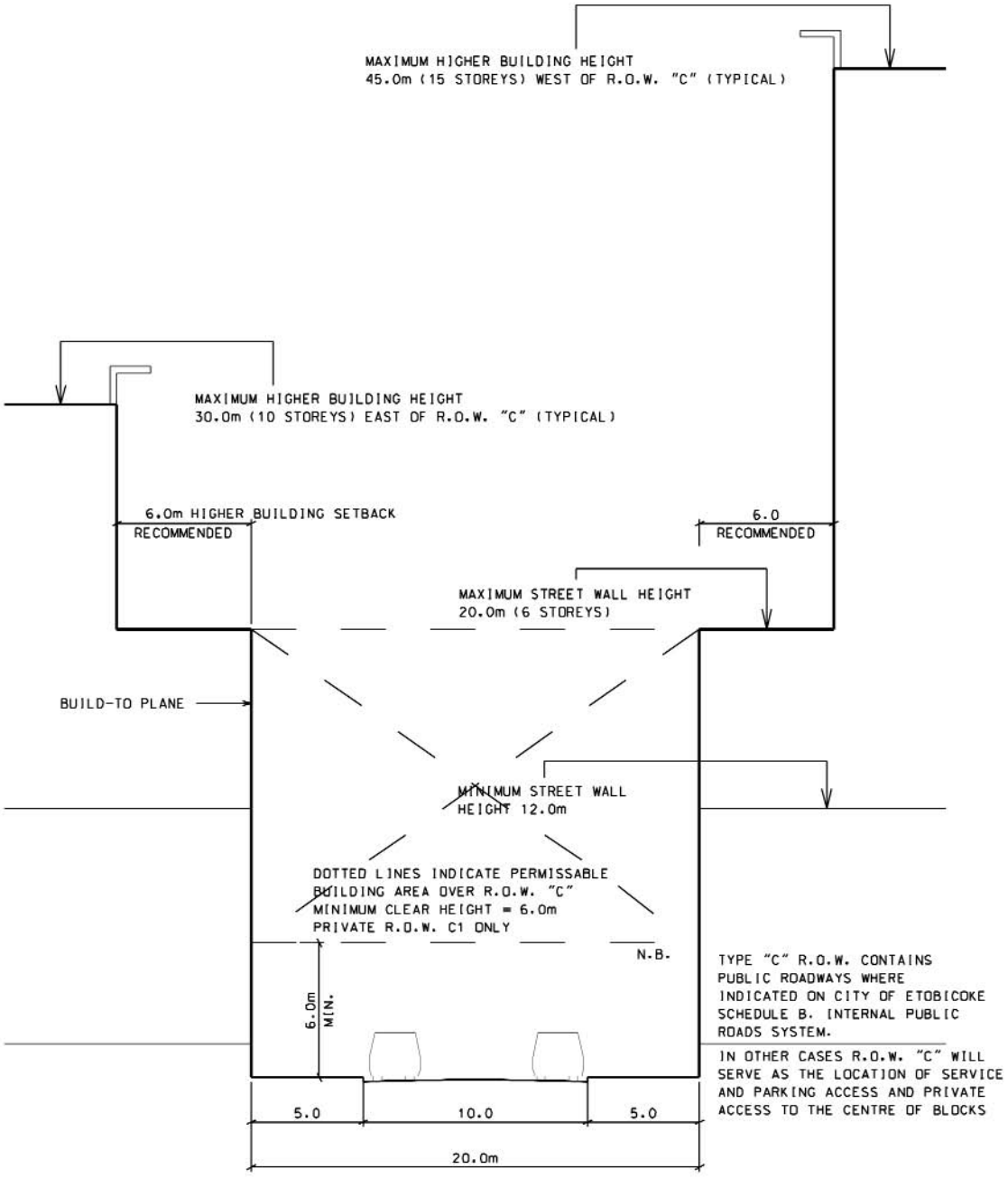
A North-South Corridor is established to:

- Locate the access to drop off, service and through-site passage
- Provide a zone of demarcation between the higher and lower building height zones to the west and east respectively.

Two types of corridors are proposed; a right of way containing a public street type 'C' and: a private easement, the use and control of which is private (type 'C1').

In the segment south of the centre of the site, the corridor is consistently type 'C' with the sectional requirements at the intersection with west-east streets as shown in Fig. 3. There is no Build – To Plane within the development site.

In segments labelled 'C1' the easement may be built over as indicated in Fig. 3. The intent of the easement is to predict and organize points of access.



Cross Section of Right of Way 'C' and 'C1'

FIGURE 3

Not to Scale
04•03

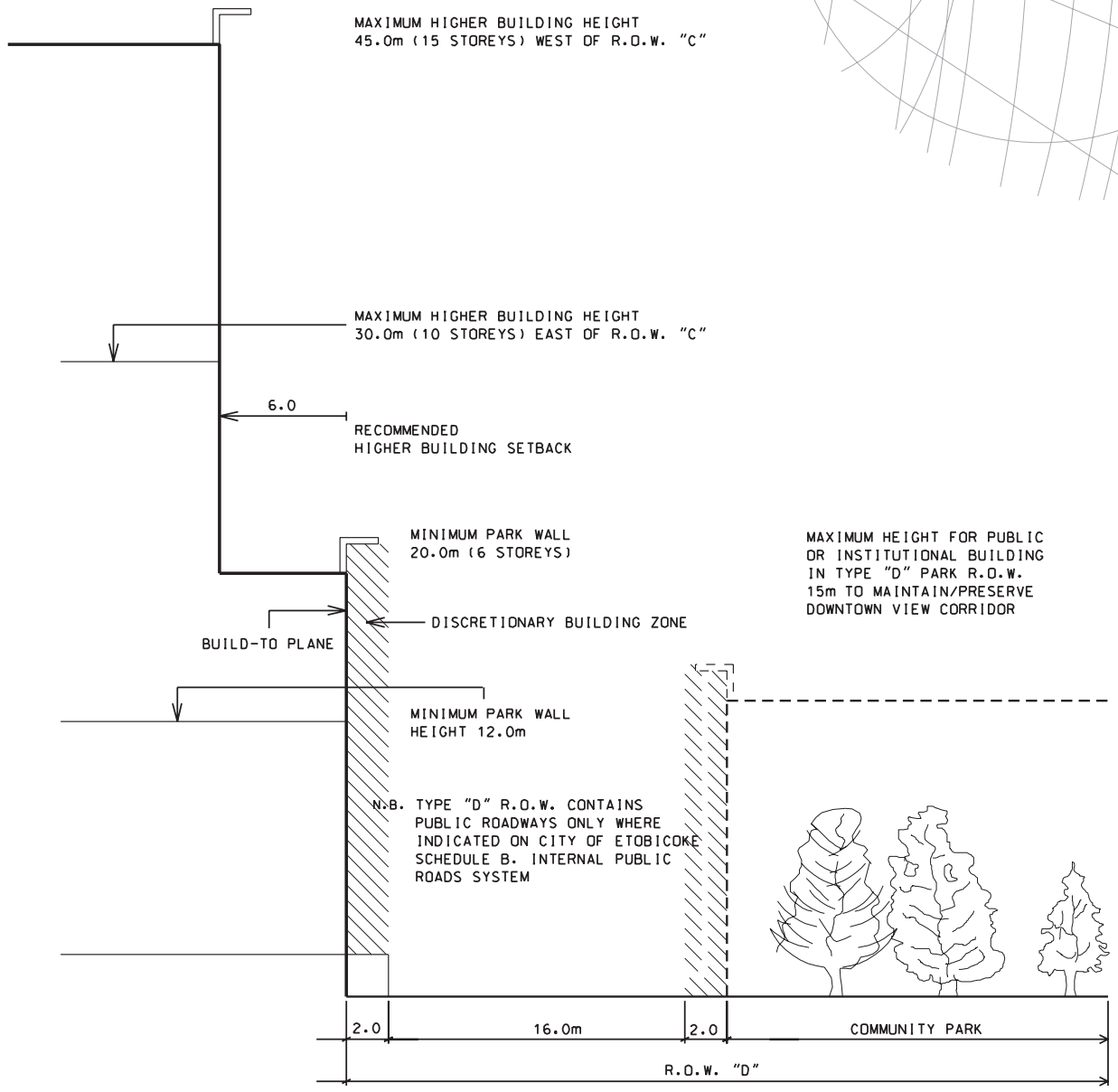
4. CROSS SECTION RIGHT OF WAY 'D', PARK WALL

Figure 4 shows the fronting condition of development at the edge of the community park.

Service roads within the park will be kept primarily at the north and south boundaries of the park.

Schools and other community buildings may be located within the park if:

- They do not exceed 15m in height
- They are located in the western portions of the land (Lake Shore frontage).



Cross Section Right of Way 'D' - Park Wall

FIGURE 4

Not to Scale
04-03

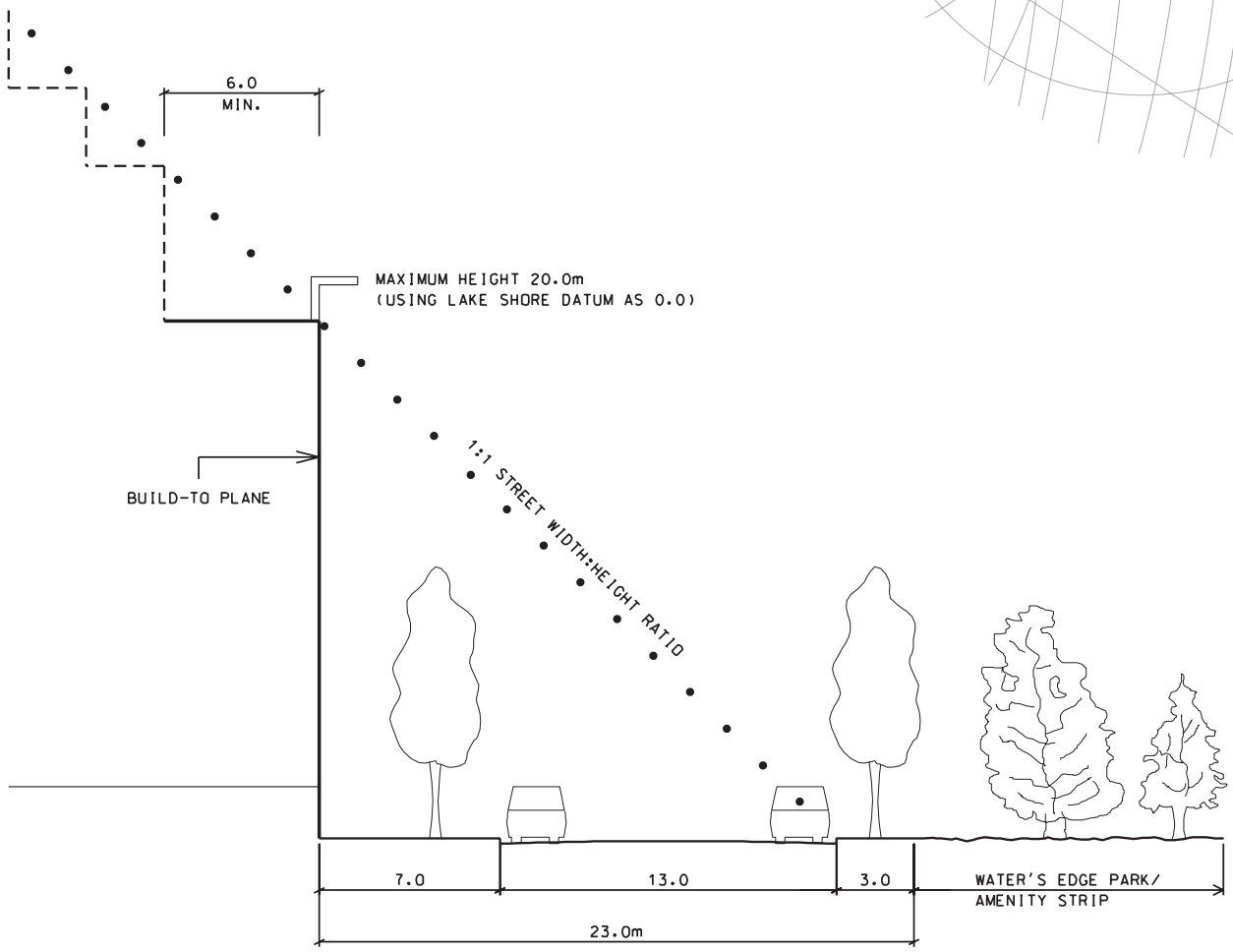
5. MARINE PARADE DRIVE

Marine Parade Drive is a mandatory site development element which:

- Clearly demarks the private development site from the public waters edge, preventing 'privatization' of the waterfront
- Provides a citywide access and parking amenity
- Provides 'Eyes on the Park' security for the Amenity Strip.

Marine Parade Drive is a 23m wide public right of way separating the Amenity Strip from private development sites. It is comprised of a 7m wide sidewalk on its western edge (to allow cafe seating), a 13m roadway with two moving lanes, side parking, and bicycling lanes and a 3m sidewalk fronting onto the Amenity Strip. Street trees will be planted on both sides of the street.

A 45 degree Control Plane regulates the position of higher building elements. The maximum height of buildings directly fronting Marine Parade Drive is 20m using the elevation at Lake Shore Boulevard as the grade height of 0m.



Cross Section of Marine Parade Drive **FIGURE 5**

Not to Scale
04•03

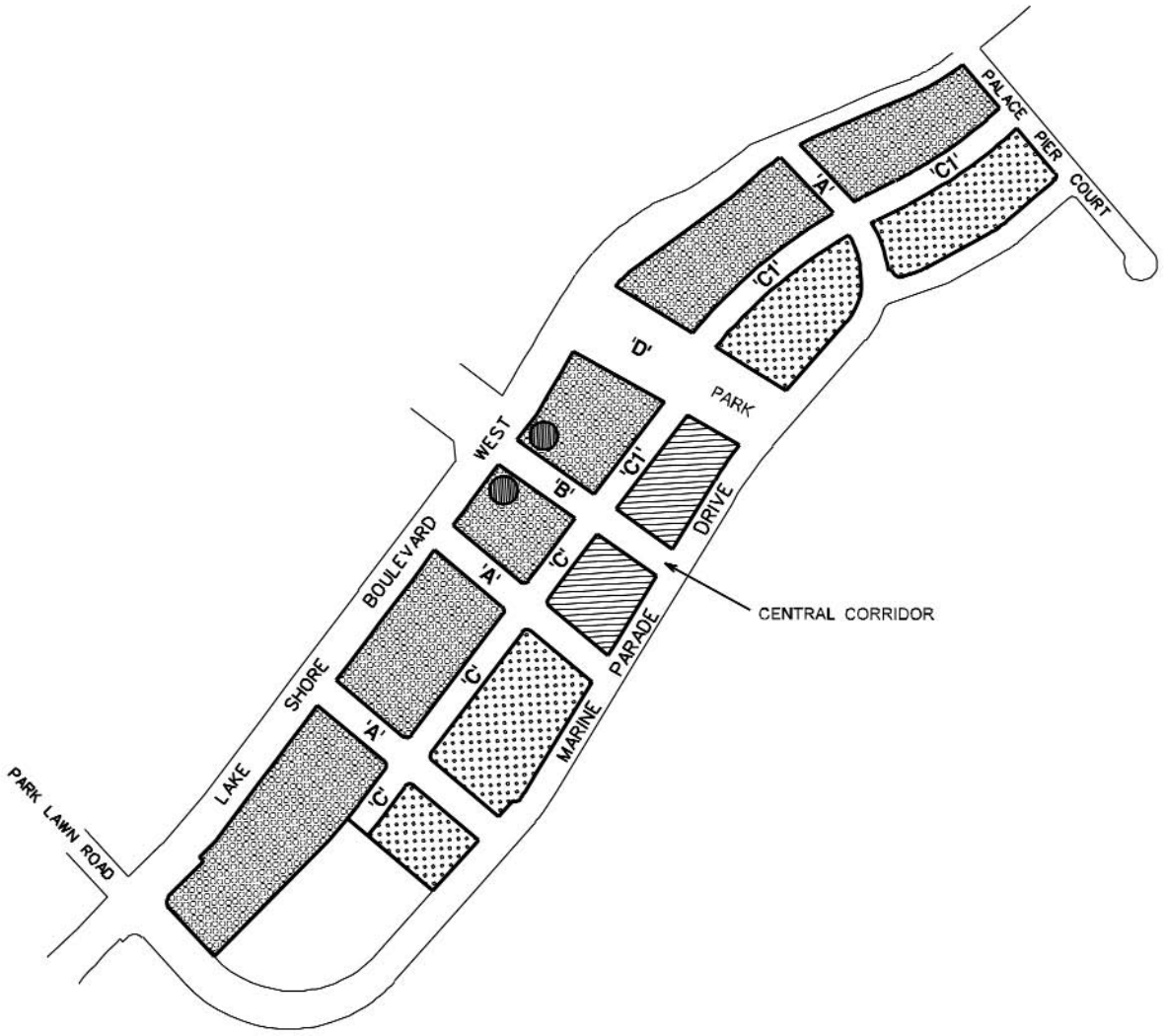
6. BUILDING HEIGHTS

It is the intention of the plan to provide generally terraced relationships from Marine Parade Drive and west-east residential streets, to preserve a suitable pedestrian scale, sunlight access, and wind protection for the public realm. Limited higher building elements will be permitted against the Lake Shore – Q.E.W. corridor and within the interior of development blocks, to provide a large number of dwellings with lake views. Building elements fronting onto Lake Shore Boulevard, Marine Parade Drive and west-east streets will not exceed 20m without setbacks.

For the mandatory 75% frontage requirement (where applicable), a building facade height of at least 12m is required.

West of the north-south easement (type 'C'), a maximum building height of 45m will be permitted, if such elements comply with angular plane and setback requirements. At the centre of the site where a 35m public right of way is required, buildings to either side may be built to a maximum of 60m in height if the conditions stipulated in Fig. 2 are achieved.

East of the north-south easement (type 'C'), a maximum building height of 30m will be permitted, if such elements comply with angular plane and setback requirements and do not result in untenable facing conditions or over shadowing.



NOTE RE : 15M Maximum Height Limit in R.O.W. 'D'
to Maintain /Preserve Toronto View Corridor

Building Heights and Right of Way Widths

FIGURE 6

30.0 m (10 storey)	R.O.W. 'A' 26.0 m
42.0 m	R.O.W. 'B' 35.0 m
45.0 m (15 storey)	R.O.W. 'C' and 'C1' 20.0 m
75.0 m	R.O.W. 'D' Park Area

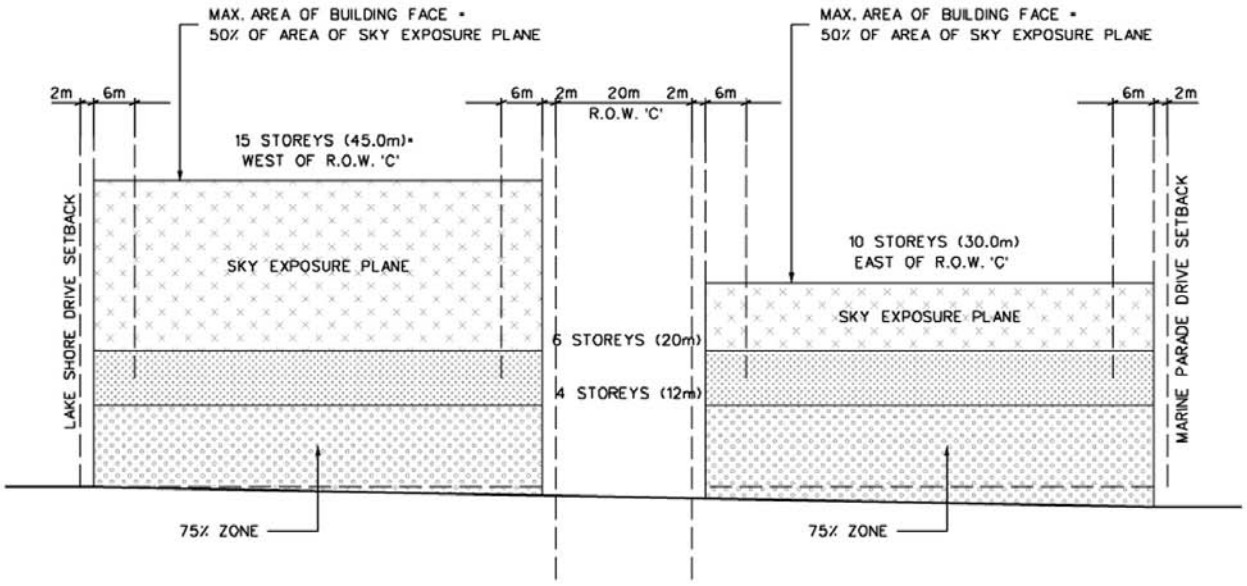
Not to Scale
04•03

7. SKY EXPOSURE PLANE/STREET FRONTAGE REQUIREMENT

Figure 7 should be read in conjunction with Figure 1. Together they regulate the amount of sunlight which reaches the residential streets and the position and extent of frontage requirements.

Sky Exposure above the 20m height may be obstructed by built elements to a maximum of 50% of the available area up to the maximum height limit (indicated in the lightest tone on Fig. 7). The required setbacks maybe counted as a portion of the unbuilt 50%. This requirement will assure adequate sunlight and sky exposure despite the presence of Exceptional Building Elements exceeding the maximum street wall height.

Within the lower building areas (indicated in the two darker tones on Fig. 7) there is a mandatory street frontage requirement. To promote street continuity and to use building elements to demark public and private parts of the land, 75% of the frontages will be built to the Build-To Plane (see Fig. 1). This provision includes the extremities of this frontage at Lake Shore Drive, Marine Parade Drive and the mid-site (type 'C') corridor (Fig. 3). Construction within the higher portions of these frontages (indicated by the lightest tone on Fig. 7) is discretionary.



* SEE CROSS SECTION CENTRAL CORRIDOR CONDITION
(FIGURE 2)

Typical East/West Right of Way and Street Frontage Requirement

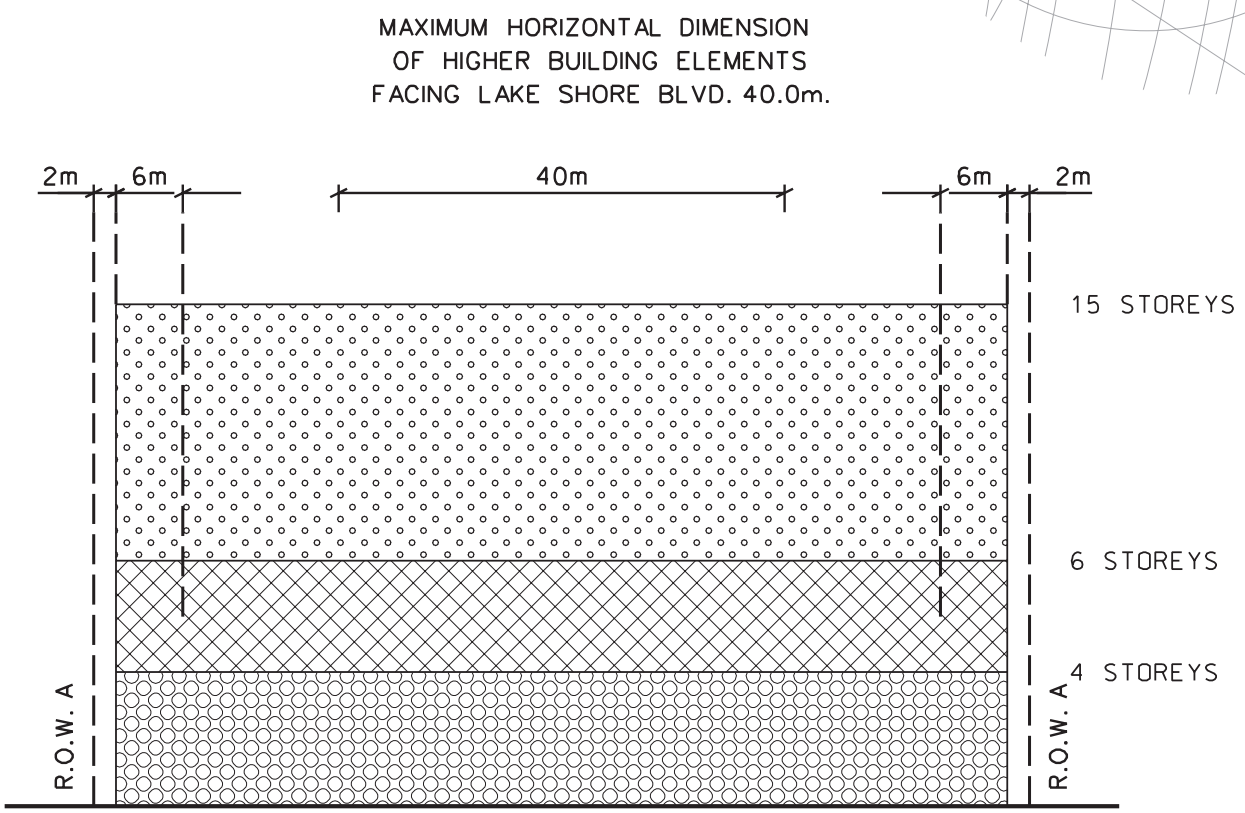
FIGURE 7

Not to Scale
04•03

8. SKY EXPOSURE PLAN/LAKE SHORE BOULEVARD

Sky Exposure above the 20m height on Lake Shore Boulevard may be obstructed by built elements which have a maximum width of 40m facing the Lake Shore Boulevard up to the maximum height limit (indicated in the lightest tone on Fig. 8). This requirement will assure adequate sunlight and sky exposure despite the presence of Exceptional Building Elements exceeding the maximum street wall height.

The maximum height of street related building elements is 20m as in the typical street sections. In this particular case, however, there is no requirement for the construction of a minimum percentage to a Build-To line as is typically required.



Sky Exposure Plane - Lake Shore Boulevard Elevation **FIGURE 8**

Not to Scale
04•03

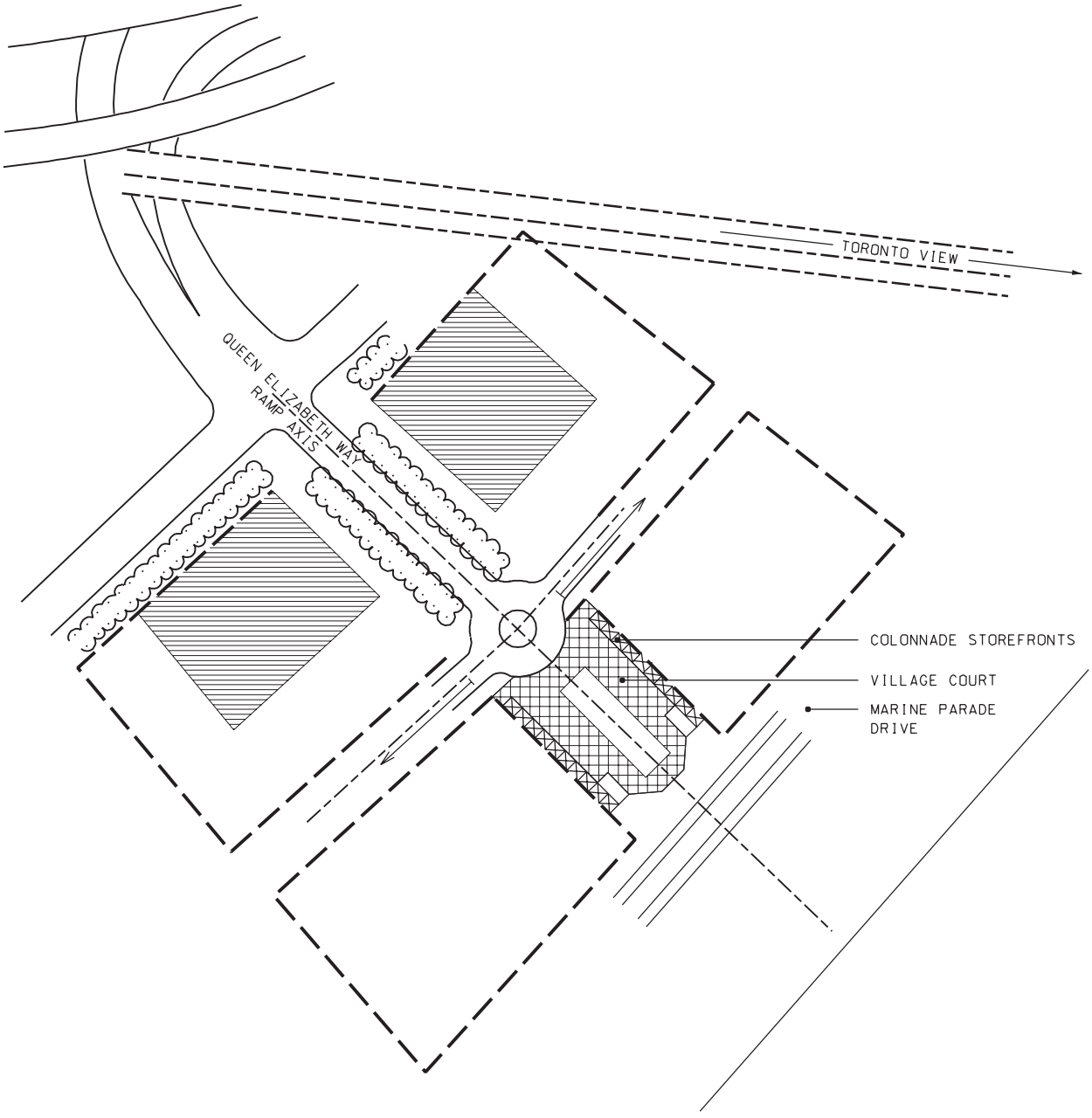
9. THE VILLAGE COURT

A central urban open space designated as the Village Court will be provided on axis with the Q.E.W. access road at the centre of the site. In addition to the typical street width/to building height ratios, sky exposure and micro-climate controls, additional built form controls are proposed. There will be a wider View Corridor, 35m in width, with additional set back requirements, between Lake Shore Boulevard and Marine Parade Drive, a requirement for the provision of colonnades on either side of this easement for weather protection of pedestrians and the requirement for the provision of Public Streets in portions of the (type 'C') R.O.W. running north-south through the development parcel.

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 Motel Strip Area as a whole, additional building height adjacent to the Q.E.W. will be permitted to allow for redeployment of density if the conditions stipulated in Fig. 2 are met.

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.
- 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.
- No truck docks or other service facilities will occur within the building faces along the corridor.
- The colonnades, located continuously along both sides of the corridor will have a clear passage width of a minimum of 4m and a height of a minimum of 4.5m. The colonnades will be regular in form and straight in alignment. The colonnades may be enclosed in winter but will be open in warmer weather.



Village Court Plan

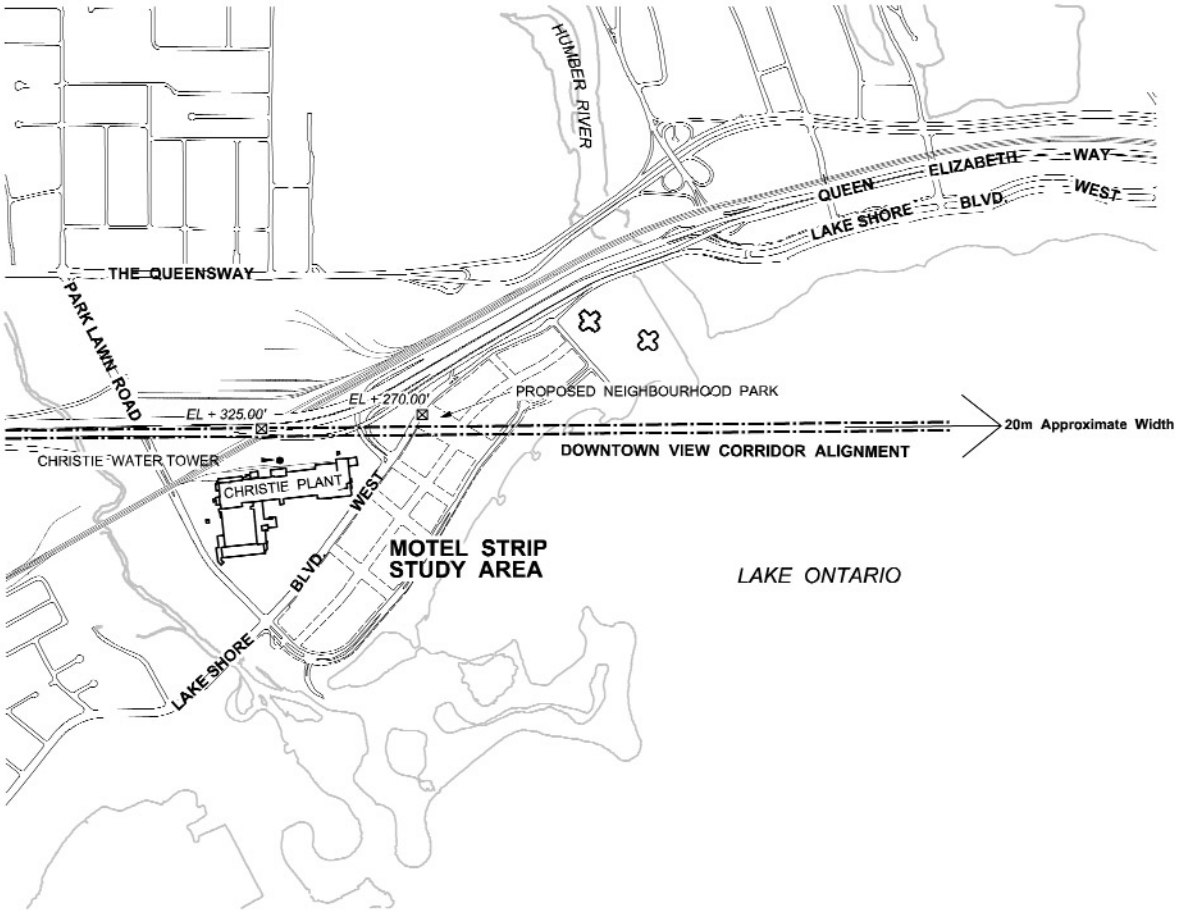
FIGURE 9

75.0 m Maximum Permitted Height in this Area

Not to Scale
04-03

10. REGIONAL VIEW CORRIDOR

The Queen Elizabeth Way affords a view of downtown Toronto from its eastbound lanes which is an amenity of public value. Therefore, a protected axial view is to be maintained free of obstructions as indicated in Fig. 10. All building structures within that designated corridor shall have a maximum height of less than 107.29m (325 ft.) above sea level. A public park is to be located within this corridor at an elevation of approximately 82.30m (270 ft) above sea level at its Lake Shore Boulevard edge. No building or structure will exceed 15m (49.2 ft.) in height above the 82.30m (270 ft). elevation.



Regional View Corridor

FIGURE 10

Not to Scale
04•03