



WINDERMERE VILLAGE

Development in Windermere Village will be consistent with the following urban design guidelines. They provide a framework for the re-development of a brownfield site and are to be read in conjunction with the urban design policies in the Official Plan.

LOCATION

The area referred to as “Windermere Village” is generally bounded by The Queensway, the CN rail line, the South Kingsway and Ellis Avenue.

GUIDELINES

These lands, located to the south of the Swansea residential neighbourhood, are the former site of operations for Stelco Inc. The urban design guidelines provide a context for development of the lands into a predominantly residential neighbourhood for approximately 850 units, along with new publicly accessible private streets and parks, limited retail uses and a day care facility. They illustrate and describe an urban design framework, and provide a context for co-ordinated incremental development.

As the Official Plan and Zoning By-law amendments are being approved prior to Site Plan Approval, and as it is expected that the site will be developed over several phases, potentially by different developers, these guidelines have been prepared to provide more detailed direction for future Site Plan applications. They have been structured to ensure a coordinated approach to future development and to give voice to issues raised through the community consultation process.

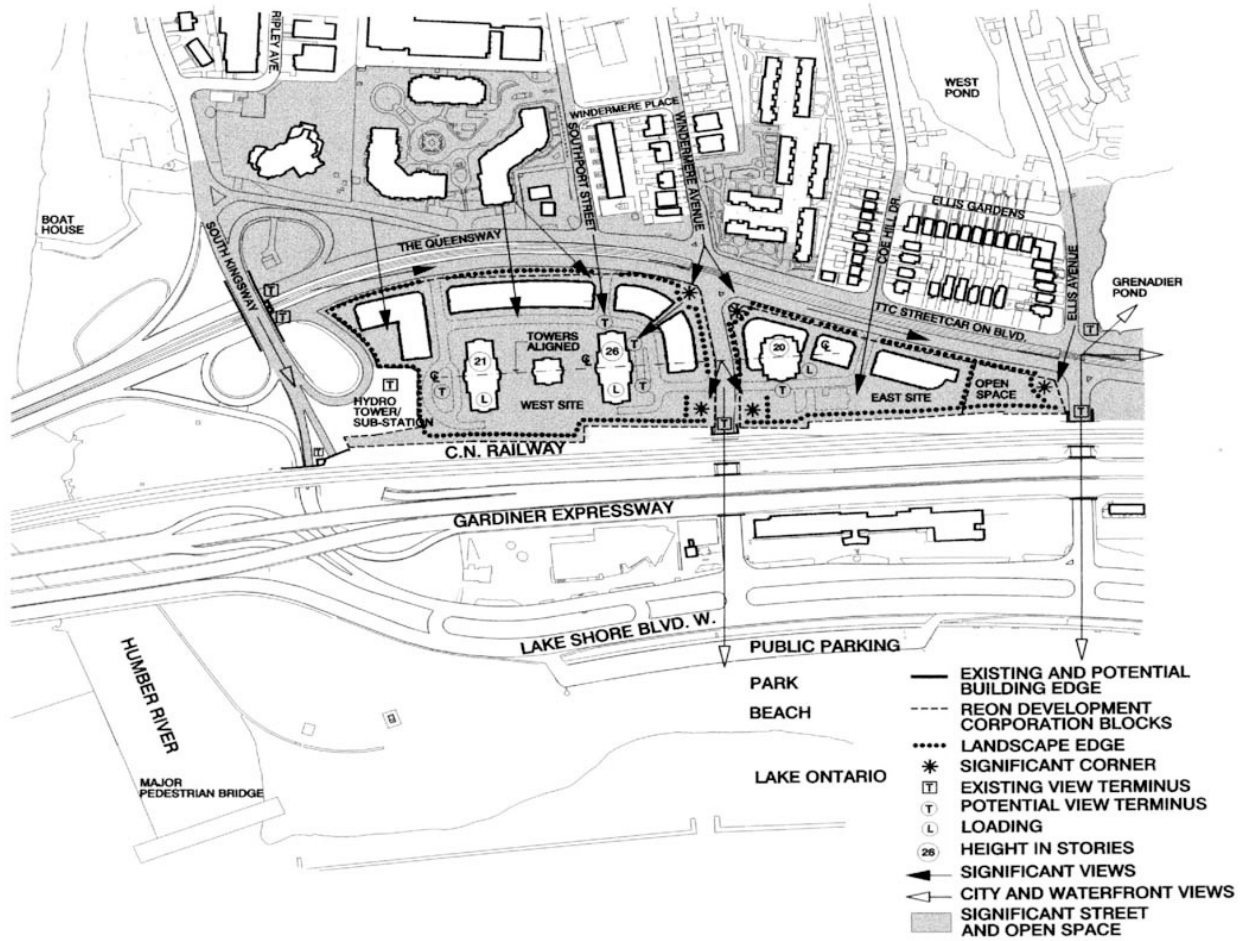
OBJECTIVES

The physical objectives of these Guidelines are to:

- Enhance the public environment along The Queensway, and along the Windermere Avenue and Ellis Avenue routes to the Western Beaches.
- Preserve views of the waterfront and the downtown skyline from South Swansea.
- Redevelop this existing brownfield site as an extension of the South Swansea neighbourhood.
- Create a positive addition to the City’s skyline at the mouth of the Humber River.

The Structure Plan (Map 1) summarizes the urban design objectives for the area.

WINDERMERE VILLAGE

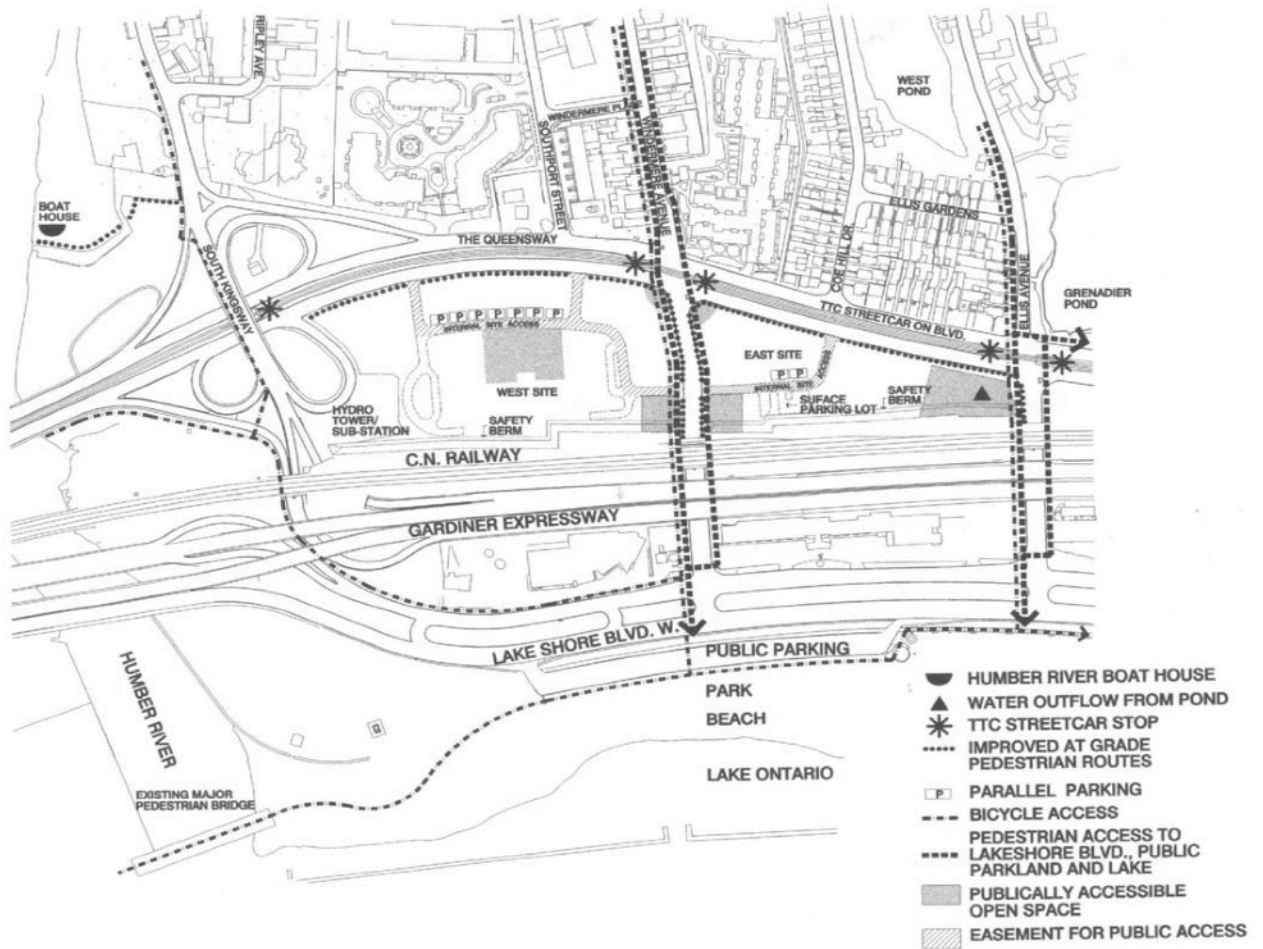


Structure Plan for Urban Design Guidelines

MAP 1



Not to Scale
04-03



Context Plan for Urban Design Guidelines

MAP 2

Not to Scale
04+03



Aerial Photograph

Figure 1



Conceptual Site Plan

BUILT FORM

General Site Layout

The general massing and site layout evolved through a consultative community process and is secured through the building envelopes defined in the zoning by-law.

- Towers have been sited to provide view corridors that preserve appropriate views to Lake Ontario and the downtown skyline. Two towers are proposed for the western parcel, and one tower is proposed for the eastern parcel.
- The remaining buildings have been reduced in height from the current permissions to improve views through the view corridors. These buildings have been sited to define the street edge along The Queensway and Windermere Avenue, which is reflected in the building envelopes and build-to lines incorporated into the zoning by-law.
- Tree species and pedestrian light pole styles will be part of the integrated design specifications and will be selected from City standards. A list of acceptable trees is indicated on Figure 12.

Buildings

- The proposed towers will form a visual entranceway to the City for those travelling on the Gardiner Expressway and the CN rail line.
- The Structure Plan (Map 1) shows the placement and heights of the towers to ensure maximum views and enhanced visual interest.
- To allow for building articulation, the base of each tower may extend beyond the defined building envelope for a maximum of 5 metres up to a height of 13 metres.
- The zoning by-law for the site incorporates build-to zones along The Queensway to ensure that buildings will provide an appropriate street edge.



View of North of The Queensway

Figure 4



Aerial View East Towards Downtown

Figure 5



Aerial View South West

Figure 6



Aerial View North

Figure 7

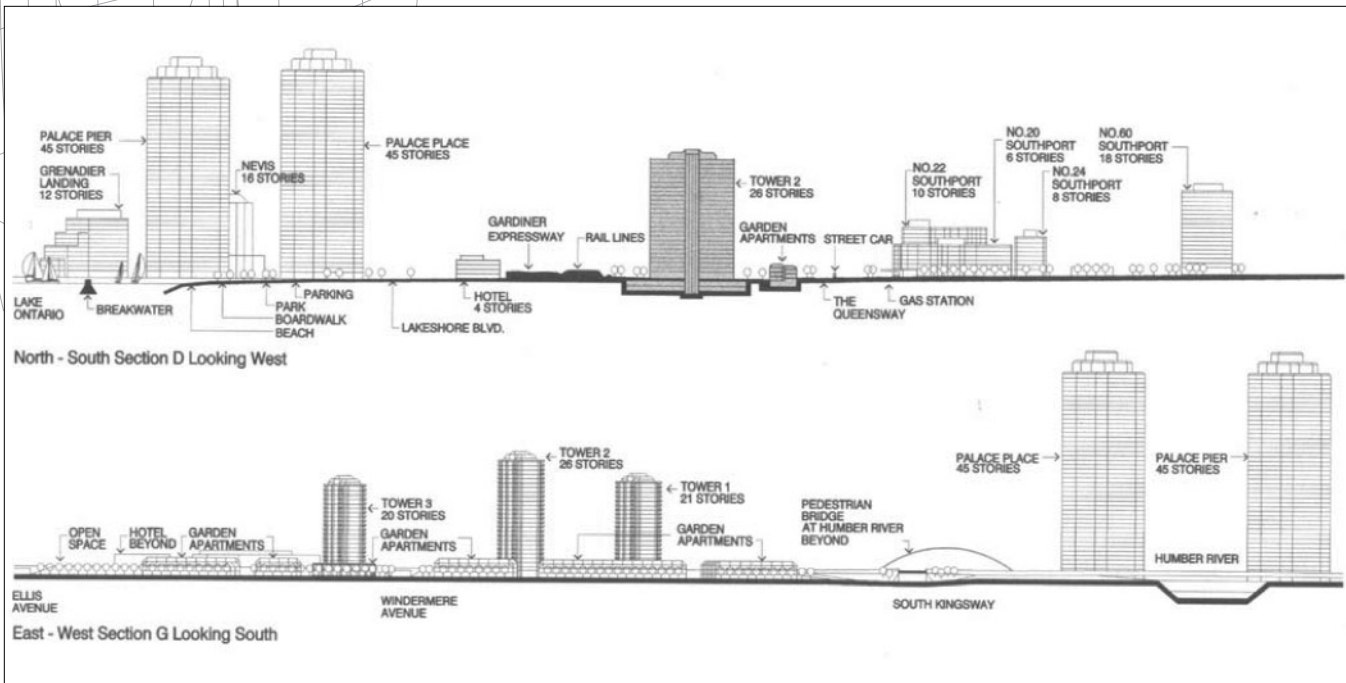
City Scale

- The towers will be designed to be a visual landmark for those travelling by rail or on the Gardiner, Lake Shore and The Queensway.
- The building envelopes secured in the zoning by-law, step to vary the heights of towers, with the tallest tower in the centre to avoid creating a wall to either approach.
- The siting and massing is a result of studies of view corridors through the site to the Lake and diagonally to the City core.
- The towers need to be designed as sculptural elements on the skyline. The building design and choice of materials will provide for visual interest yet still leave the buildings with a sense of lightness and airiness.
- The designs for each tower will be related, but not identical.
- Given the prominence of these towers, the highest quality architecture will be achieved.
- Tower design will incorporate a base, middle and top, with terracing to blend the tops of the buildings.
- Mechanical penthouses must be integrated into the overall building designs.
- The elevation treatments of the lower buildings will be detailed at a series of scales to provide a comfortable edge for both pedestrians and motorists. There will be a consistency between the different buildings at the larger scale with differences reflected at the more detailed levels. Each lower scaled building will be developed as a variation within an overall architectural theme.
- 90% of building faces will be located within a 2m wide build-to zone. Porches, balconies, eaves, etc. will be subject to the usual setback relief allowed in the by laws.
- Buildings fronting The Queensway and Windermere Avenue will maintain a grade related residential character with direct access from the street to the front doors of the units.

Local Scale

- A build-to the line has been incorporated into the by-law to define the street edge along The Queensway and Windermere Avenue. The lower buildings will be somewhat formal in their definition of this built edge.
- A consistent rhythmic approach to the development of the building elevations is desirable in order to reflect the gradual curve of The Queensway and the speed at which buildings are experienced by passing motorists.

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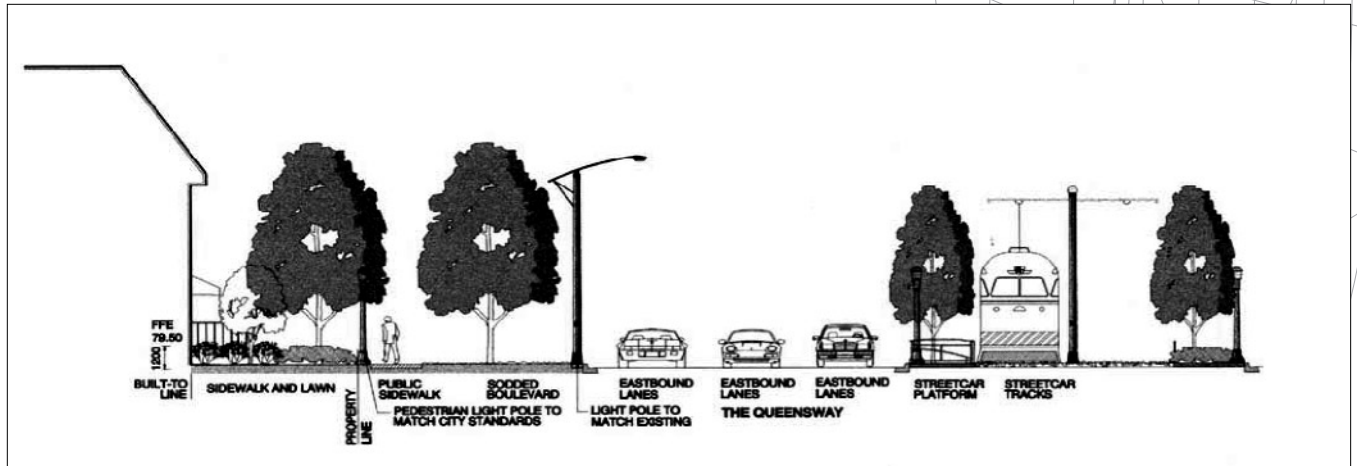
Sections D and G

Figure 8



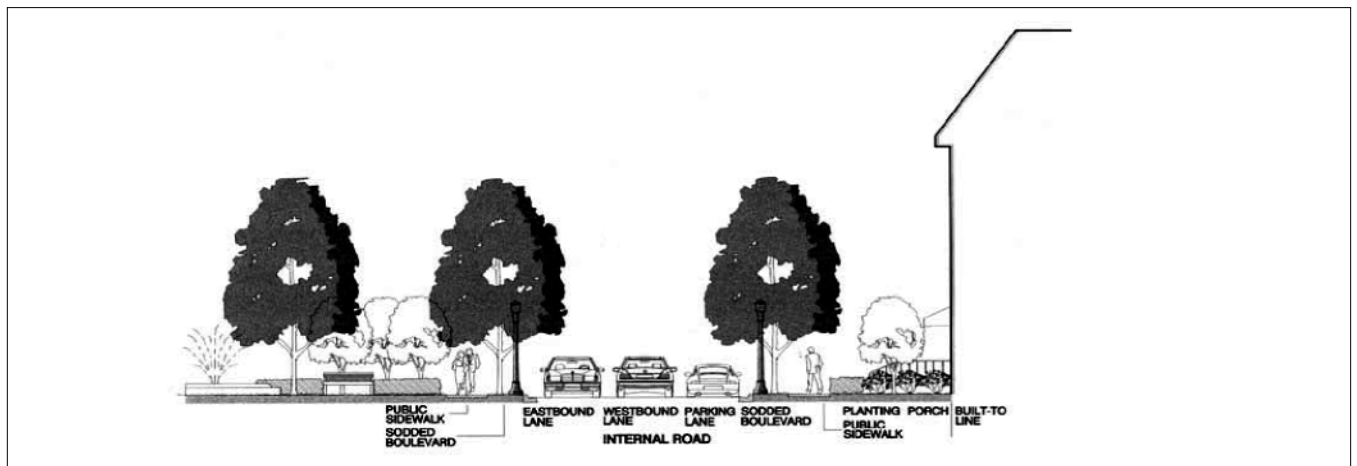
Aerial View South

Figure 9



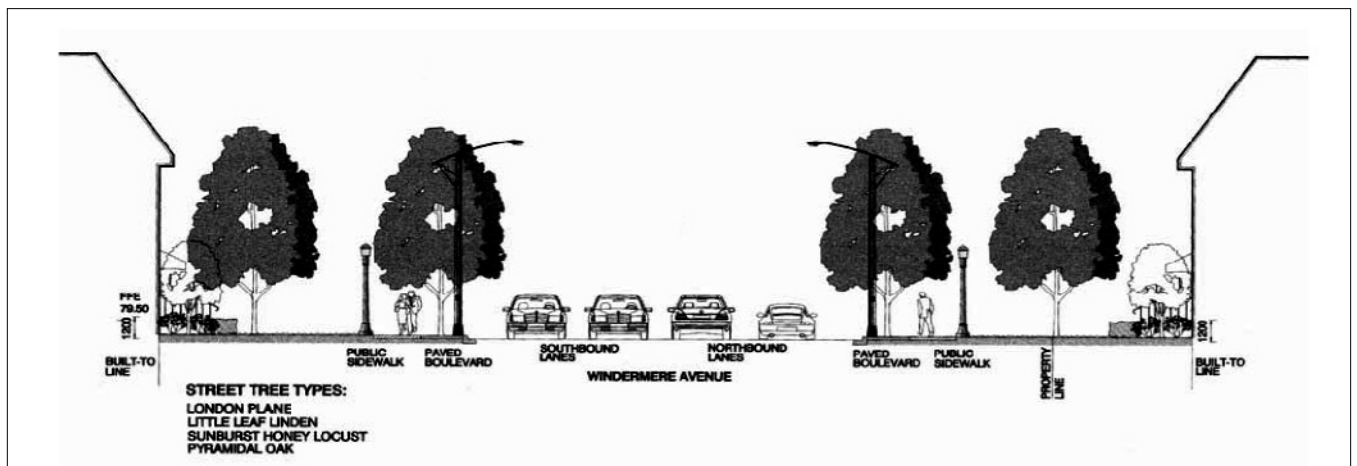
Section A – The Queensway

Figure 10



Section B – Internal Road

Figure 11



Section C – Windermere Avenue

Figure 12

THE PUBLIC REALM

Open Space

The open space at the corner of the Queensway and Ellis Avenue will serve as a visual gateway feature to this section of The Queensway and the South Swansea neighbourhood.

This site also forms a gateway to the waterfront and a key component of a pedestrian link along Ellis Avenue.

- Seating areas will be provided to allow people to relax and enjoy the views of High Park.
- The water-course on-site needs to be designed to show a continuity and connection with Grenadier Pond.
- Existing trees will be preserved and integrated into the overall open space design.
- The railway berm and embankment must be designed to create as much useable green space as possible for this open space. Hidden slopes and entrapment areas must be avoided.
- The character of this open space will be partially naturalized with designed passive hard and soft landscaped areas.
- This open space is a potential location for public art.

WINDERMERE AVENUE STREETSCAPE

Queensway Intersection

- The intersection will be developed with a primarily hard landscaping character with soft elements playing a secondary role.
- Seating will be integrated into the overall design.
- Paving will be designed to respond to the strong definition created by the built edge.
- The intersection will become a visual opening from tree-lined streets to the east, south and west.
- This site could be a location for public art.



View of High Park from corner of Ellis Avenue and The Queensway

Figure 13



View of the Queensway intersection at Windermere with Queen Streetcar stop

Figure 14



Location of proposed South Parkettes at Railway Overpass

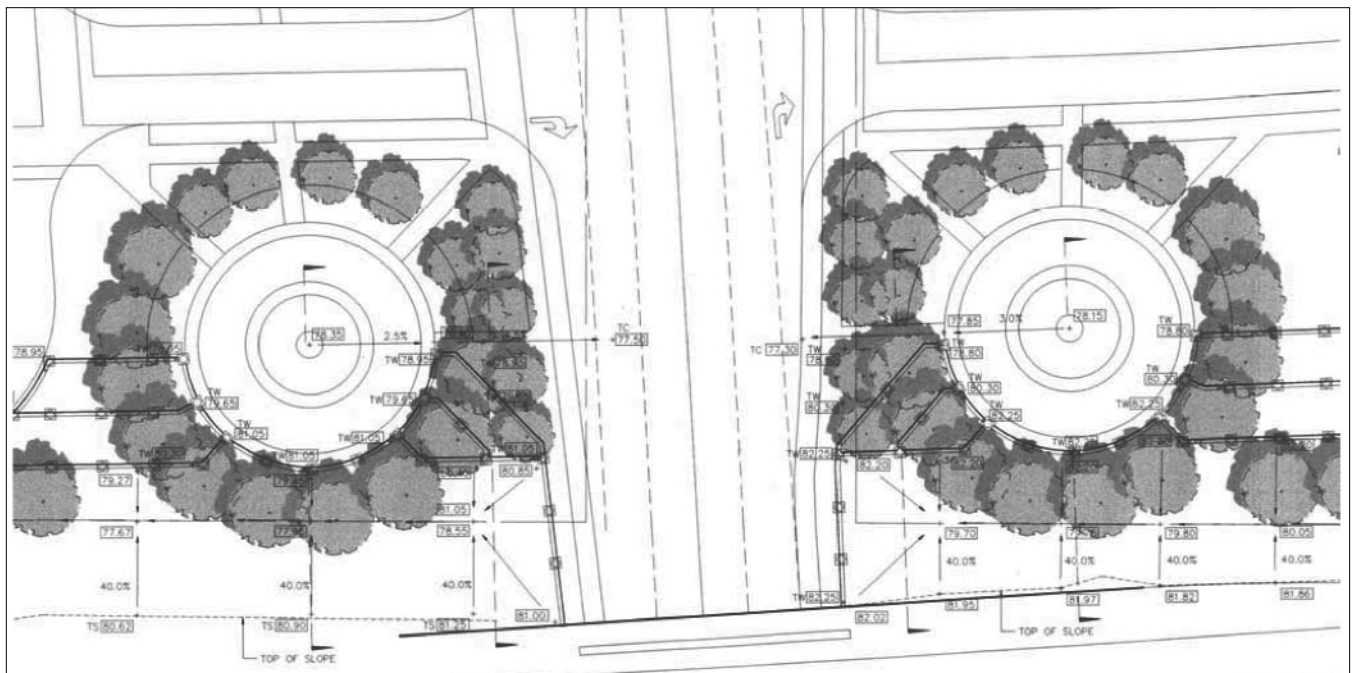
Figure 17

Boulevard

- Enhanced paving patterns to identify primary north-south connection to the waterfront will be provided.
- Pedestrian scale lighting will be used as shown in Figure 12.
- A double row of trees will be provided, with one row along the street edge and the other within the private front yards.

South Parkettes

- Symmetrical parkettes, designed as part of the Publicly Accessible Open Space, on either side of Windermere Avenue are to be developed as a gateway to the waterfront.
- These parkettes will serve as stopping places en route to the waterfront and will be designed with a balance of hard and soft landscape treatments.
- The parkettes will be open to Windermere Avenue and the private street accessing the development, but will provide screening of and/or enhanced planting of the railway embankment.



Conceptual Plan – South Parkettes at Windermere Avenue Railway Overpass

Figure 15

- The design of the parkettes will be integrated with the rail-belt to create as much useable green space for these parkettes as possible.
- This site could be a location for public art.

CN AND GARDINER UNDERPASSES

The underpasses will be considered as one location for public art. Consideration will be given to upgrading the quality of the finishes and lighting to enhance the pedestrian route to the waterfront.

QUEENSWAY STREETSCAPE

Boulevard

- The boulevard will have a parkway character framed by a strongly defined built edge as shown in Figure 10.
- There will be a double row of large trees with the inside trees on the boulevard and the outside trees on the private front yards.
- The sidewalk will be set close to the property line with a wide grassed boulevard adjacent to the curb to create a predominantly green character.
- Pedestrian lighting will be provided adjacent to the sidewalk.

Median

- The greening of the centre median is an important aspect necessary to develop a parkway character for The Queensway.
- A single row of trees will be provided on either side of streetcar tracks.
- Ground cover will be planted either side of and between tracks and below trees, to maintain a green character.
- Pedestrian scale lighting and paving will be provided at streetcar stops.
- The fences in the median are to be removed. If pedestrian barriers are required at specific areas, a decorative fence with a maximum height of 1200 mm could be constructed where required.



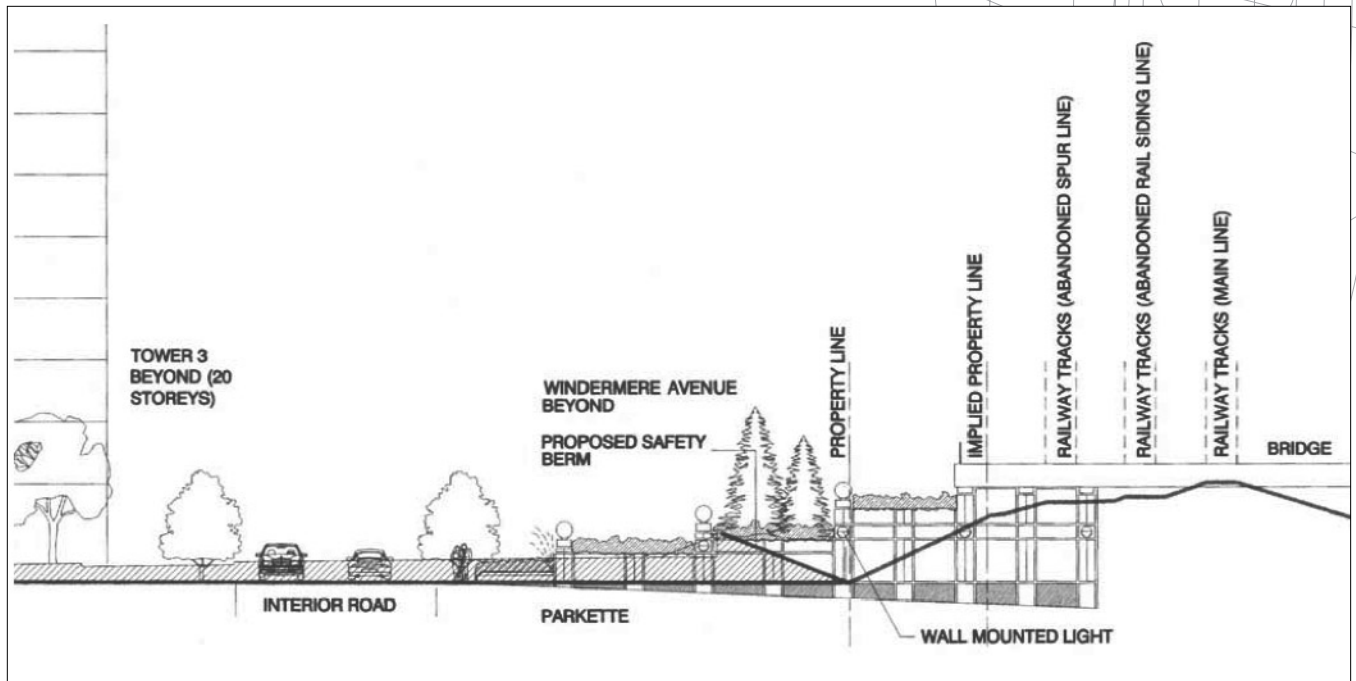
View east from South Kingsway at The Queensway overpass

Figure 18



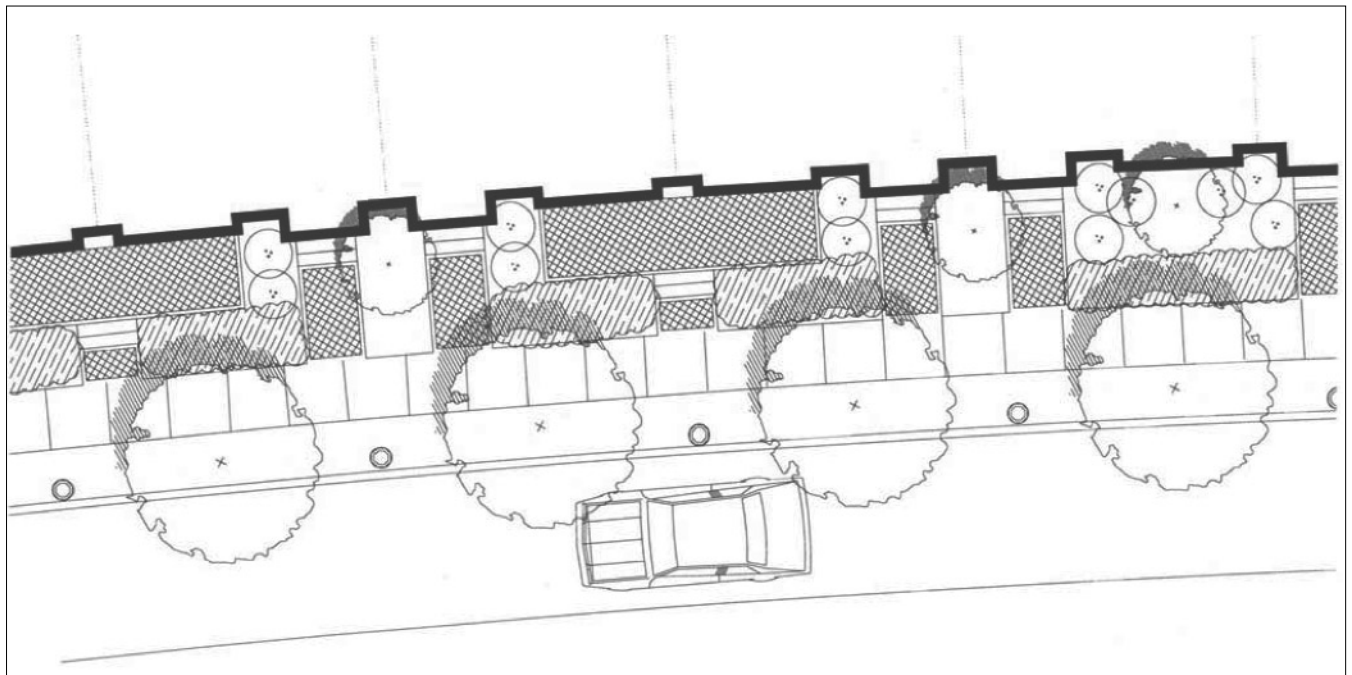
Queensway median

Figure 22



Section F – Conceptual Elevation of South Parkette

Figure 19



Conceptual Plan – Detail at Internal Road

Figure 20

Internal Streets

- The internal streets will be developed with the look, feel and character of local city residential street.
- They will be developed at an intimate scale as shown in Figure 11.
- Pedestrian scale lighting will be provided along the street edge.
- These streets will have an 8 metre wide road surface and parallel convenience parking will be provided on the north side of the east/west streets which are internal to the site, as shown on the Development Context Plan (Map 2).
- A single row of trees will be provided on each side of the street located on a grass boulevard between the curb and sidewalk.
- In order to maintain a public street character no canopies or overhangs will protrude into the streetscape.

Internal Open Space

- Internal open spaces will each be designed with an identifiable character and be defined by the built form of the development.
- A co-ordinated landscape design needs to be in place to link the development sites, especially if they are built by different developers.
- The overall site design will be integrated with a sequence of definable open spaces as shown on the Development Context Plan (Map 2).
- Views of the hydro substation will be screened with landscaping and fencing which is co-ordinated with the overall landscape design.

Street Pattern

- The general location of internal streets and access points is shown on the Development Context Plan (Map 2).
- Through-streets are intended for the use of the residents on the site, but will be open to the public. An easement will be provided to ensure public access along the internal streets as shown on the Development Context Plan (Map 2).

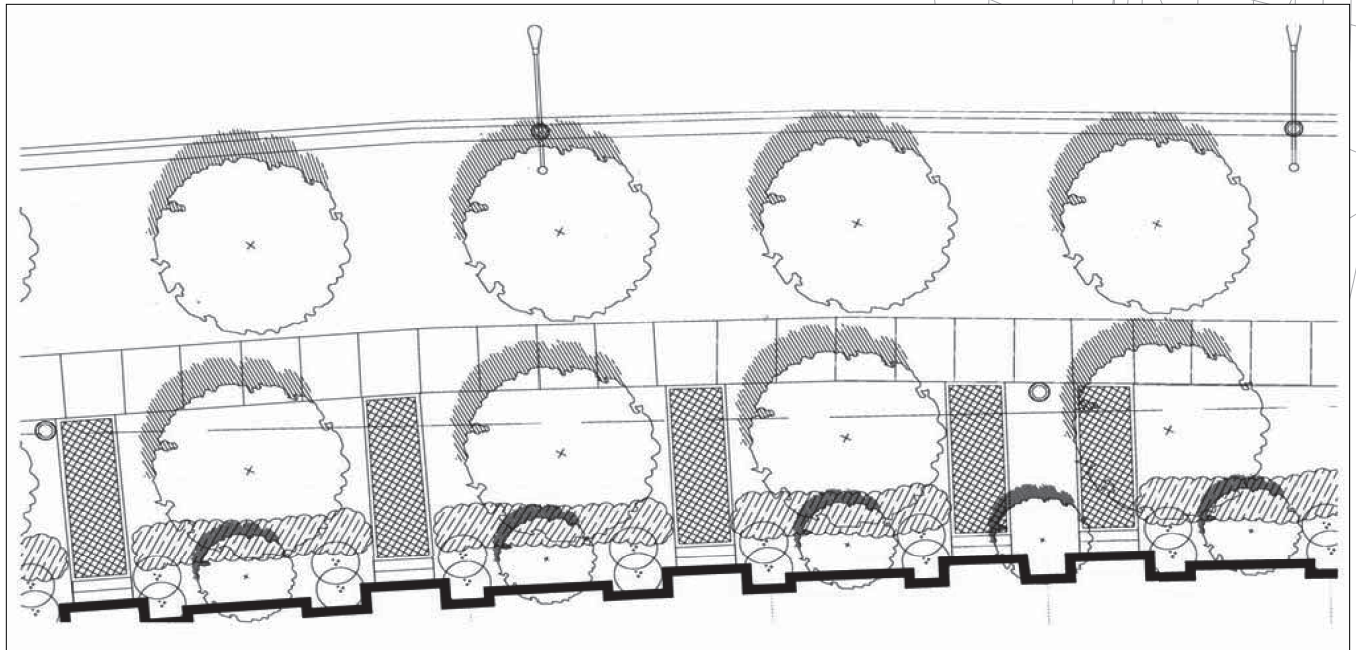
- The internal streets will be designed with the look, feel and character of public streets.
- These streets must have the same built form relationship as public streets.
- The general location of publicly accessible pedestrian routes is shown on the Development Context Plan (Map 2).

ACCESS

- Public pedestrian access will be preserved and encouraged through the site.
- Private internal roads will be open to the public, allowing access through the site.
- A pedestrian access corridor will be maintained at the south-west corner of The Queensway providing access to the interior of the western parcel.
- A more detailed system of pedestrian routes will be developed through the Site Plan process to form an integrated open space plan.
- Grade related units will have their main entrances facing either the adjacent public or private streets.
- The apartment building on the east block may have an entrance facing the internal street, but it must have its primary entrance fronting onto the intersection of Windermere Avenue or The Queensway frontage.
- The apartment buildings on the west site must have their main entrances fronting onto the internal streets.

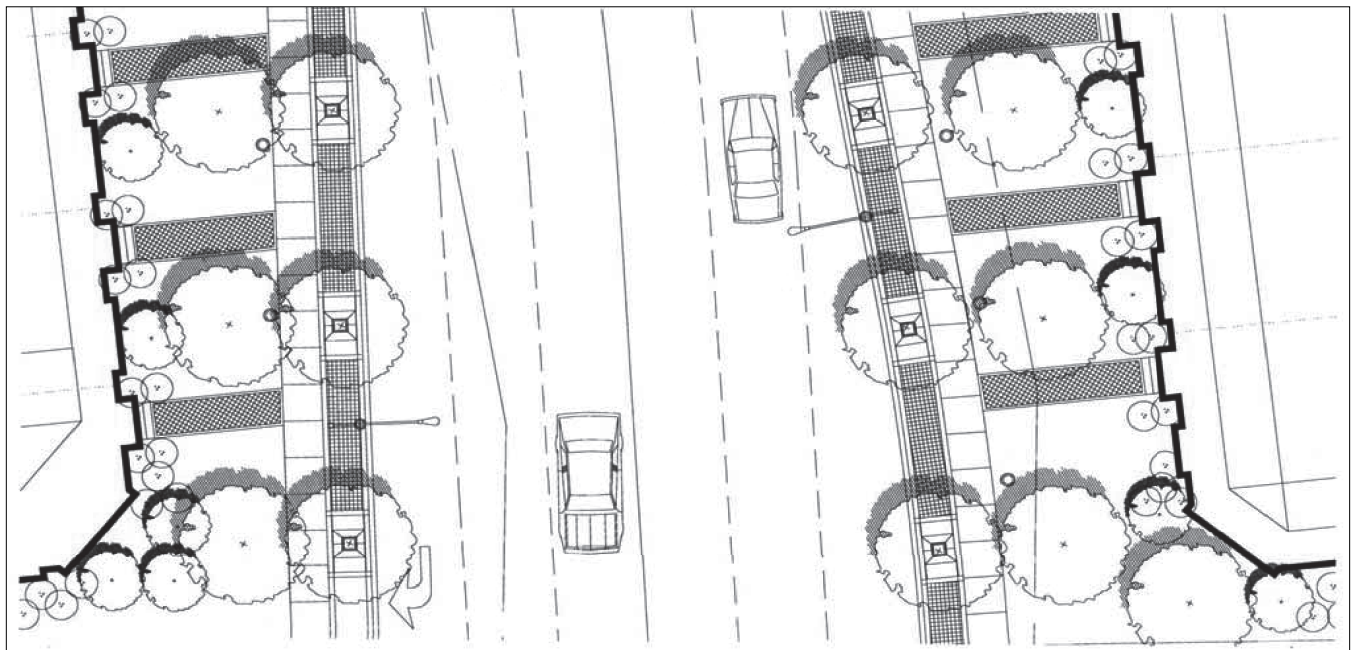
PARKING AND SERVICING

- Residential parking, including visitor parking will be provided in below-grade parking structures.
- A limited amount of short-term parking will be provided within a small surface lot for any daycare or retail uses that may be built on the eastern parcel and as on-street parking on the north side of the east-west internal streets as shown on the Development Context Plan (Map 2).



Conceptual Plan – Detail at The Queensway

Figure 23



Conceptual Plan – Detail at Windermere Avenue

Figure 24

- Garbage and servicing rooms for all buildings will be provided in the first level, with access to the loading areas. Buildings that don't have direct access to loading will have access through the basement or parking garage.
- The general location of the loading areas has been identified on the Structure Plan (Map 1).
- These loading areas have been sited to be hidden from views from the internal and City street system, and from the publicly accessible open space within the development.

SAFETY

- Safety will be enhanced through the provision of proper lighting on the streets and within parking structures.
- Parking structures will be designed to reduce the to amount of physical obstructions.
- Visitor parking areas will be separated from the main underground residential parking and have direct access to the elevator lobbies.
- Adequate sightlines around the entrances of the condominium towers will be maintained.
- Proper orientation and wayfinding signage will be provided.
- In parkettes and surface parking areas, trees and shrubs will allow a line-of-sight from knee to head level, while low shrubs and trees with high crowns of foliage will allow anyone using the spaces to be aware of other people in the area.
- Neighbourhood safety will be increased through informal surveillance such as street-facing windows, balconies and porches provided by grade-related garden apartments to be built along The Queensway and the internal roads within the site.
- Street-related uses will be built and occupied early to generate a sense of animation and safety. Doors to residential units will be visible from the street, not sunken or tucked behind corners.