



# The Humber Bay Shores

Urban Design Guidelines Update and Public Realm Plan

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# Executive Summary

## KEY RECOMMENDATIONS



In late summer 2007 the City of Toronto initiated a study to review and update the existing urban design guidelines for the Humber Bay Shores Area (1992). This document is the result of that study and outlines the key recommendations which are the product of a collaborative process involving City staff, land owners, their consultants and local residents.

The study area is located in the western portion of the Motel Strip Secondary Plan Area between the Gardiner Expressway Off Ramp, Lake Shore Boulevard West and Marine Parade Drive and includes several properties that are outside of the existing secondary plan boundary. There are approximately 12 properties with 8 different owners. Some properties are as deep as 80 metres and some as narrow as 15 metres. The entire area is 420 metres long with an overall potential development area of 6.5 hectares or 650,000 sq.m. At the current allowable densities the development of these lands could result in a new mixed-use high density community that has the potential to provide the surrounding area with a new waterfront destination.

In the original design guidelines it was recognized that property consolidation was preferred for optimal development to occur. As consolidation has yet to occur, this guideline update was undertaken to address the existing property ownership pattern. This does not preclude future consolidation if it was to occur and assumes that all allowable densities remain the same. Appropriate high quality development is possible with the existing property ownership configurations but will require a high degree of cooperation and design coordination between adjacent property owners. A recommended Master Plan is provided in this document but it is a central recommendation of this study that land owners (in consultation with the City) develop a Precinct Plan based on the Master Plan and the guidelines. The Land Owner Precinct Plan is intended to ensure land owner coordination and to assist future development approvals.

In developing the guideline update for the Humber Bay Shores Area several guiding principles have emerged through an analysis of the existing conditions and discussions with stakeholders and City Staff. The following is a list of those principles,

1. Plan vibrant pedestrian-oriented streetscapes;
2. Balance taller and more slender buildings with low and mid-rise buildings facing public streets and sidewalks;
3. Create well articulated transition zones between public and private areas;
4. Encourage at-grade residential uses with multiple front entrances along public streets and private courtyards;
5. Create a connected community framework through public streets, private sidewalks and mid-block connections between Lake Shore Boulevard West and Marine Parade Drive;
6. Support a diversity of building forms and activities;
7. Make energy efficiency and sustainable design a priority;
8. Provide for reasonable access to sunlight and sky views;
9. Optimize opportunities for retail and restaurant uses along critical points of Marine Parade Drive;
10. Provide on-street parking wherever possible to promote retail viability; and,
11. Build on the Humber Bay Shores Area heritage.



Context Plan



# 01 Introduction

## 1.1. Purpose of the Study

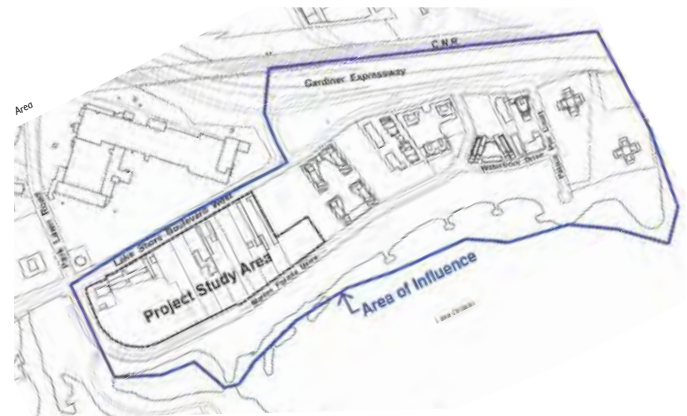
In late summer 2007 the City of Toronto initiated a study to review and update the existing urban design guidelines for the Humber Bay Shores Area (1992). This document is the result of that study and outlines the key recommendations which are the product of a collaborative process involving City staff land owners, their consultants and local residents.

The Humber Bay Shores area has an established presence in the imagination of Toronto Residents with its open views to the City Skyline and abundance of passive recreational parks and trails. New development within the study has the opportunity to build on this legacy by enhancing connections to the waterfront with visual and physical connections to Lake Ontario, the surrounding parkland and the Waterfront Trail. With new development comes a responsibility to create a new high quality public realm that serves a new compact community within the study area.

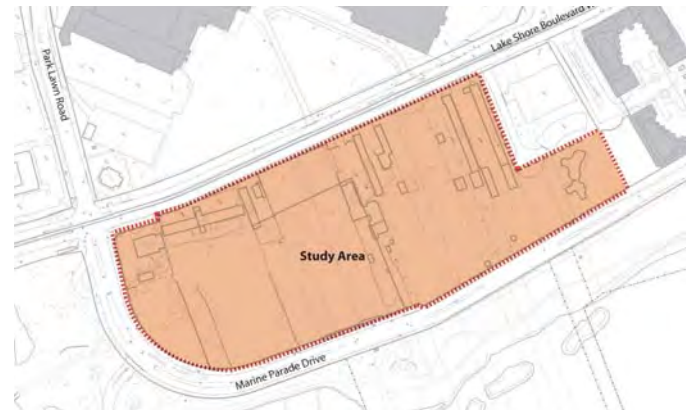
Properties within Humber Bay Shores study area have unique development challenges. The lands typically have relatively high development rights but very constrained property dimensions which are generally narrow and deep spanning from Lake Shore Boulevard West to Marine Parade Drive. In many cases properties with high densities have been given density transfers for lands that have been incorporated in to the waterfront parkland flanking Marine Parade Drive.

Within the context of the existing urban design guidelines land owners will struggle to meet the existing policy framework. More importantly, the ability to create high quality urban development and public spaces cannot be achieved within the existing policy framework. The objective of this guideline update is to provide the best possible development model for the area. However, these urban design guidelines will not result in a positive urban form solution in the absence of a high degree of cooperation and joint design coordination amongst property owners.

The scope of this document is to develop a built form and public realm vision for the remaining developable lands within the study area. Existing densities prescribed by the City of Toronto Zoning By-



Extent of analysis



Extent of study area



Diagram of current land ownership, matching colours indicate the same owner and number indicates the by-law lot numbers

Law and the existing Secondary Plan density transfers are used as the basis for all built form studies and proposed community structures.

This document is divided into 5 sections. Section One: Introduction - provides an overview of the study and its consultation process. Section Two: Policy Background and Analysis - outlines the existing policy context that shapes development in the area and describes some potential amendments that might be required to implement the recommended vision. The Third Section: The Secondary Plan Area - undertakes an analysis of the existing secondary plan area. Section Four: Shaping Future Development - provides a description of the study area central to this guidelines update and describes the recommended updates to the existing urban design guidelines. Lastly, Section Five: Implementation - identifies key implementation steps that will be required to coordinate the existing policy framework and realize the recommendations contained within this document.

For the purpose of this study, north is considered to be Lake Shore Boulevard West and south is Marine Parade Drive.

**1.2. The Study Team**

The Urban Design Guidelines Update for the Humber Bay Shores Study Area (shown on page 1) was undertaken by the consultant team of Brook McIlroy Planning + Urban Design/Pace Architects (BMI/Pace). Upon completion of the study, and in consultation with the local community, City Planning staff may prepare area-specific zoning by-law and Secondary Plan amendments to further guide future development and implement the vision outlined in this document. The updated policies would identify the preferred mix of uses, heights, setbacks and other zoning standards. These policy changes may be supplemented with the public realm and built form guidelines outlined in this document. Based on the recommendations of this Update, a Land Owner Precinct Plan should be developed for the whole of the area and should be based on the Master Plan recommended in this document.

**1.3. The Consultation Process**

On November 8, 2007, a Charrette was held to examine recent development in the Humber Bay Shores Secondary Plan area and to establish the priorities for future development within the Study Area. The charrette provided an important opportunity for the City and their team to consult with key stakeholders about their vision for the Humber Bay Shores area and the remaining lands to be developed. The objective of the charrette was to gather feedback and



*Informal connections through the study area from Lake Shore Blvd. W. to Marine Parade Dr. have already been established.*



*The area benefits from extensive and well established landscaping along the waterfront.*



*Amazing views from Marine Parade Drive to the skyline.*



*Some original motels still remain.*



# 01 Introduction

ideas on the development to date and the successes and failures of the existing policy framework, as well as to determine guiding principles for the remaining undeveloped lands. The charrette scope was designed to assist in the review and update of the existing Urban Design Guidelines and the Public Realm Plan. For the charrette, the following key design principles were determined.

## #1- Building Design

Allow for taller, slender, well-designed buildings with a high quality public realm, that facilitate views to the lake

## # 2- Public Open Spaces

Build on the strength of the existing open spaces with new park connections including new public spaces within new developments

## # 3- Pedestrian Realm

Increase overall pedestrian connections throughout the area especially between Lake Shore Boulevard West and Marine Parade Drive

## # 4- Street Design

Create high quality streetscapes with well designed ground floors and retail at-grade where appropriate, with increased activity along Marine Parade Drive

## #5- Traffic and Transportation

Minimize curb cuts and private access along Lake Shore Boulevard West to minimize traffic impacts as well as ameliorate the existing traffic issues within the area.

The charrette was attended by area residents, land owners, land owner representatives, city staff and the consulting team lead by BMI/Pace. There were approximately fifty participants in attendance who participated in the day's events. A full summary of the Charrette findings can be found in Appendix A to this document.

The findings of the Charrette and the resulting directions were presented to the City of Toronto Design Review Panel on November 22, 2007 for review and comment. The minutes of that discussion are attached to this document in Appendix B. In summary, the Panel highlighted the importance of achieving a high quality public realm and generally supported the charrette directions as outlined above.

## 2.1. Introduction



*Charrette Teams worked through a series of questions related to the study area and to the existing development.*



*Charrette Teams presented their findings to the group at the end of the day.*



# 02 Study Background & Policy Analysis

To shape development, land-use and built form, the City of Toronto employs policies that express the long-term vision of an area. Throughout this update to the Humber Bay Shores Urban Design Guidelines there are some recommendations that require amendments to the overarching policy structure. Lands within the Humber Bay Shores Study Area are subject to a number of policies including the City of Toronto's Official Plan and Site Specific Zoning By-Law, The Motel Strip Secondary Plan and the Motel Strip Urban Design Guidelines. These recommendations can be found in Section 5 – Implementation. It is also important to note that within the study area (map shown on page 6) there are a variety of existing policy areas and land use designations. The map indicates the study area properties that fall within the area's existing Secondary Plan. The areas indicated in dark green are outside of the Secondary Plan area, and have no existing as-of-right development opportunities as they are zoned Open Space.

The following sub-sections provide a general overview of the key policy documents that describe the City's existing vision for the Humber Bay Shores Areas. Also outlined is a brief summary of key changes that might be required to implement the vision outlined in this document.

## 2.2. The City of Toronto Official Plan

The Greater Toronto Area (GTA) is one of the fastest-growing urban regions in North America. Toronto is growing so quickly that it is predicted that the Region will grow by 2.6 million people and 1.6 million jobs between 1996 and 2031. Accommodating new growth will require building about 1.25 million new homes. The City of Toronto's Official Plan mirrors the conceptual framework introduced in the Province's "Place to Grow Document".

The Official Plan is both visionary and strategic as it departs from the traditional land use approach, focusing on opportunities for renewal and reinvestment, and finding new ways to direct and manage physical, social, and economic development for the City.

The purpose of the City's Official Plan is to direct physical growth by:

- Identifying areas where the City wishes to see that growth occur (Downtown, Centres and Avenues, and job growth in Employment Districts);
- Focusing civic resources to ignite that change; and,

- Creating a new regulatory framework (i.e. zoning by-law and design guidelines) that allows development to proceed in a timely manner with a degree of design flexibility while continuing to provide the broader community with a level of certainty about the character and form of development.

## 2.3. The Zoning By-Law

A zoning by-law contains provisions that regulate the use, size, height, density and location of buildings on properties within the City. The basic purpose of a zoning bylaw is to regulate what you can build and how big the building can be on a property. Zoning regulates the size of buildings including their density or bulk, building height and setbacks.

Density, which is a number often expressed in floor area or density ratio such as the Floor Space Index (FSI), determines the bulk of the building. FSI is calculated by dividing the floor area of the building by the property's land area.

Since one of the primary directions of the Humber Bay Urban Design Guidelines is to achieve taller and more slender buildings the existing Site Specific Zoning By-law will potentially need to be updated to reflect this preferred building form for the area.

## 2.4. Tall Buildings Guidelines

The City of Toronto's Tall Building Guidelines were recently completed in 2006. These guidelines provide a general outline for the design of tall buildings in the City of Toronto. The guidelines make recommendations on maximum floor plate sizes; minimum distance separation between tall buildings; the design of the ground floor plane; and, the articulation of a building's base, middle and top. In addition, the Tall Building Guidelines make recommendations towards:

- Tall building forms;
- Site Context;
- Site Organization;
- Tall Building Massing;
- Pedestrian Realm; and,
- Sustainable Design.

The Tall Building Guidelines are general in nature and apply to the Humber Bay Shores area. In any conflicts of interpretations between

the Tall Building Guidelines and this document these site specific guidelines should prevail. The Humber Bay Shores Urban Design Guidelines Update is intended to provide additional design guidance on issues specific to this study area. Some additional guidelines include increased point tower distance separation to allow for views to the lake, a variety of more specifically recommended ground floor conditions to address the streets and open spaces and a transition zone from public to private spaces within developments.

**2.5. Motel Strip Secondary Plan**

The Motel Strip Secondary Plan was established in 1991 and is used to guide the development or redevelopment of the area. Secondary plans provide specific schedules and policies for areas of the City where more detailed directions for land use, infrastructure, transportation, environment, urban design or similar matters are required beyond the general framework provided by the Official Plan. The boundary for the Secondary Plan area is shown on page 6. It should be noted that some of the western sites of the study area, along Marine Parade Drive at Park Lawn Road, are not included within the secondary plan area and are currently zoned Open Space within the zoning by-law.

The Secondary Plan establishes a planning framework for the Humber Bay Shores (formerly Motel Strip) Area. Key elements discussed in the plan include:

- An overall development structure and, site and area specific policies for public amenities areas, open spaces, streets, land uses, view corridors and connections;
- A determination of development densities such as existing density transfer and allocation, buildings heights and building massing;
- Development recommendations for parking, environmental standards, land acquisitions, land consolidations and public lands allocation;
- Transportation recommendations including the hierarchy of roads, pedestrian access, public access areas and public realm treatments; and,
- Secondary Plan implementation recommendations.

The Motel Strip Secondary Plan contains a preferred structure for future land use and open space, and road structure. Many of these



The existing By-Law and Secondary Plan identify a combination of land-uses in the study area.



Views to the surrounding areas from the Humber Bay Parks highlight the visibility of development in the area.

# 02 Study Background & Policy Analysis

policy recommendations are consistent with the recommendations of this document, although the overall area structure plans (maps 11-1, 11-2, 11-3 and 11-4) may need to be updated to better reflect the area's vision outlined in this document.

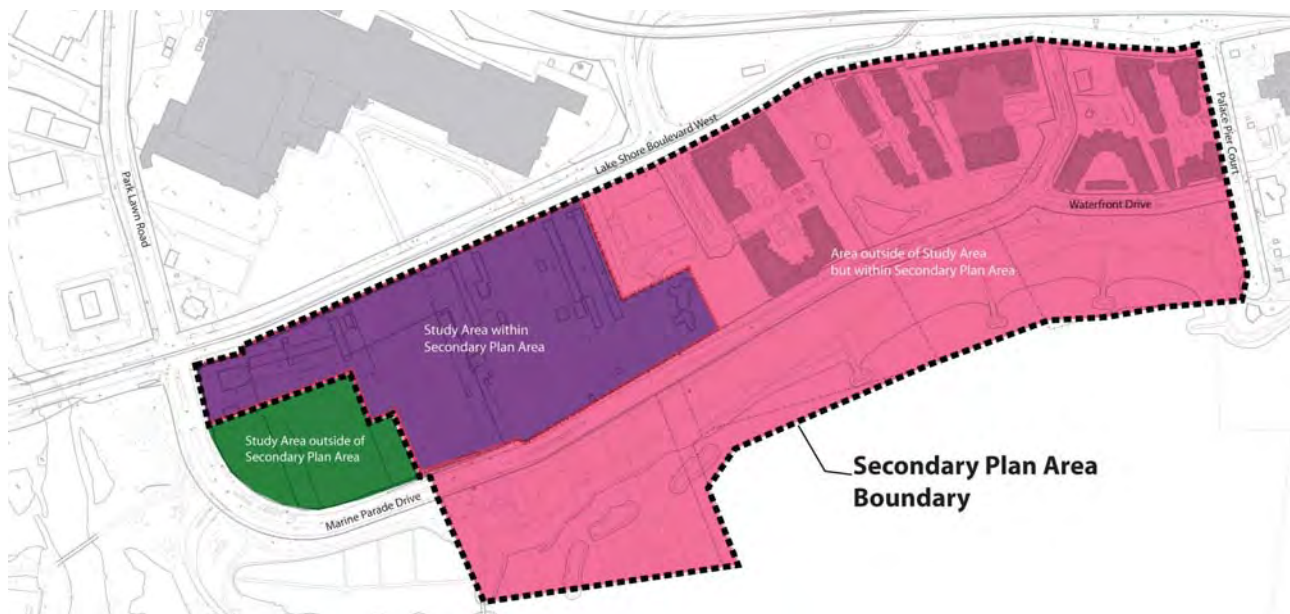
## 2.6. Existing Motel Strip Urban Design Guidelines

All new development within the Study Area must conform to the existing Motel Strip Urban Design Guidelines. This document updates and replaces those guidelines. The guidelines provide direction on the design of new buildings including site planning, tall building configuration and how buildings should address the street. Within the original Motel Strip Urban Design Guidelines there are recommendations regarding:

- View corridors along residential street;
- Appropriate building heights along a hierarchy of streets;
- A central corridor along the length of the development (Right-of-Way B);
- A 'park wall' of buildings along the central green space;
- A pedestrian only 'Village Court' area at the base of Brookers Lane;
- Minimum and maximum building heights;

- Build-to boundaries for new development;
- Tools for shaping building forms such as Sky Exposure Plane; and,
- A regional view corridor from the Gardiner Expressway.

The lands within the Secondary Plan area are almost 50% built out as per the existing Urban Design Guidelines. There is a unique opportunity to test the implementation of the guidelines and recommend new tools by which development can be better shaped. Although the majority of the principles outlined in these guidelines are still relevant there is a need to readdress the overall development structure and tall building design. Due to the fragmented nature of the remaining properties to be developed, new guidelines are needed. This update introduces maximum floor plate sizes for point tower and slab buildings, a more flexible model for building design to encourage development diversity, and a variety of locations of mixed-use development and additional guidance on the design of transition zones from public to private.



The study area is made up of lands both within (purple) and outside (green) of the existing secondary plan area.



# 03 Analysis of Existing Conditions



*The massing of existing development is densely clustered, which forms a continuous wall along Lake Shore Boulevard and along the waterfront.*

## 3.1. Analysis Introduction

In considering an appropriate urban design framework for new development an analysis of both positive and negative attributes of existing developments was undertaken in the Humber Bay Shores Area. The following sections analyze the existing conditions of the Humber Bay Shores Secondary Plan Area, shown on the adjacent map, and provides a summary of new directions that are expanded in the Urban Design Guidelines. The analysis of the existing developments informs recommendations in the Urban Design Guidelines Update, the Recommended Master Plan and underscores the need for a much higher level of coordination and cooperation between adjacent land owners.

## 3.2. Built Form

### 3.2.1. Building Massing

There are three predominant types of development massing within the Secondary Plan Area. The first type occurs in the building found on the east side of the Palace Pier. These two towers were constructed in a “building in the park” typology, have a minimal foot print and are significantly taller than the more recent developments to the west. Through the design of taller buildings, an expansive open space is created at the base of each building. This open space is a visual extension of the waterfront park but does not contribute to an urban street condition. This design typology, when appropriately located, can provide much needed relief in the street wall and should be considered appropriate in some locations.

The second and third types of development massing are similar in massing but vary in height. Both of these buildings are found in the recently developed areas and are the intended result of the previous guidelines. With lower buildings along Marine Parade Drive and taller building along Lake Shore Boulevard West, there is a central transition zone between these two developments along Right-of-Way ‘C’. Both development types step back after the first 4-5 storeys along the adjacent major roads and have a terraced form that addresses the view to the lake. The building forms have large floor plates which result in a building massing that is short and wide. This building type creates a powerful street wall condition that can limit sky views and result in a continuous building wall along the property lines.

**Lessons Learned:** The guideline update incorporates the best of both of these massing types with the goal to diversify building typologies that work together to encourage a visual transparency of the development and a well placed vibrant urban street condition.

### 3.2.2. Ground Floor Design

The interface of the lower floors of all buildings with the public realm (sidewalks and open spaces) requires a much higher degree of articulation than was previously prescribed in the existing design guidelines. There are conditions at the base of many buildings throughout the area which detract from the quality of adjacent public spaces.

Within the existing development there are several ground floor conditions. Along some areas of Marine Parade Drive and Lake Shore Boulevard West a continuous street wall has been established with the intent for service retail and restaurants. These businesses are starting to establish themselves but they are somewhat limited by the nature of the adjacent roads and limited convenience parking.

A semi-private transition zone for residential uses is lacking for ground floors in the Secondary Plan area. A transition zone would facilitate the shift from private units to public spaces and ensure that the sidewalks and open spaces feel public and inviting for pedestrians. This transition zone will also make it possible for owners to utilize outdoor terraces in a manner that provides greater comfort and privacy.

**Lessons Learned:** The guideline update provides direction on creating transition zones for both commercial and residential uses at-grade.

### 3.2.3. Building Separation

In general the form of the developed areas of Humber Bay Shores is characterized by buildings with large floor plates located close together. The visual impact of this built form is a solid urban wall along the Lake Shore Boulevard West boundary of the site. This creates an impermeable visual boundary between the City and the waterfront.

**Lessons Learned:** Allow for buildings that are taller with smaller, narrower floor plates and with a greater separation between buildings to achieve the existing allowable densities while creating a more permeable massing for the taller portions of buildings. To achieve greater separation between buildings there should be a relative relationship between the height of the buildings and the distance separation between buildings e.g. as buildings get taller they should be located further apart.



*The inability to park along Lake Shore Blvd. W. limits the viability of commercial uses.*



*Transitions between public and private uses are unmitigated.*



*Large floor plates minimize views through the site.*



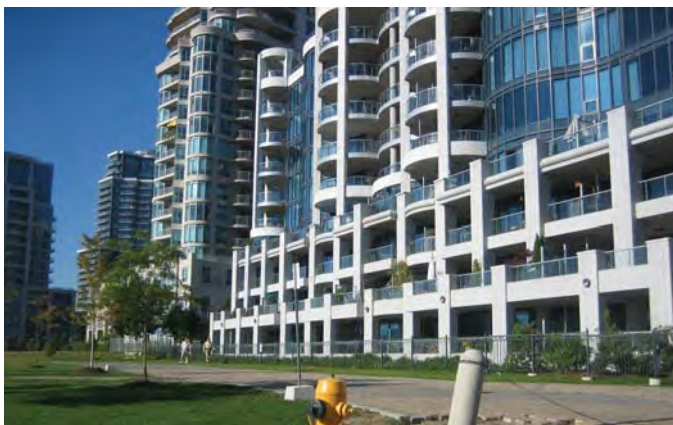
# 03 Analysis of Existing Conditions



*The existing pedestrian pathways are often gated.*



*Streets through the sites area not continuous.*



*Sidewalks are not continuous along roadways.*

## 3.3. Circulation

### 3.3.1. Pedestrian Connections

Pedestrian connections along the shoreline are used intensely by area residents and visitors. Within existing developed areas sidewalks are, at times, non-continuous and pedestrians are forced to cross the street to maintain their path of travel. Connections in the north-south direction between buildings are unreliable and sometimes non-existent. Many smaller north-south streets do not have sidewalks and dead-end at private gates preventing pedestrian access from Lake Shore Boulevard West to Marine Parade Drive. It is essential that pedestrians have connections through the development to encourage walking and cycling, direct connections to transit stops and to create a safe and vibrant public realm.

**Lessons Learned:** Open spaces within the development area should provide additional opportunities for walking and cycling in the form of through block connections, expanded sidewalks and dedicated bike lanes and trails. See the Public Realm Structure Plan in Section 4.3.2.

### 3.3.2. Roads and Streetscapes

The recent development area is framed by Marine Parade Drive and Lake Shore Boulevard West, both of which have wide right-of-way conditions. North-south street conditions are minimal and can make the area difficult to manoeuvre. Within the existing development vehicular access to buildings is provided along the east-west streets in the Secondary Plan. In its conception this access was intended to be a continuous private right-of-way, however in reality its non-continuous nature makes it difficult to access if you are unfamiliar with the area.

These conditions contribute to an overall private feel to the areas around buildings and discourage a high quality public realm. This could potentially contribute to economic difficulties for retail in the area as it becomes more difficult to attract clients from other locations. The one way street condition on the western portion of the Secondary Plan area also contributes to poor orientation conditions for drivers.

Marine Parade Drive has a well planted and established median (to the west) and tree planting along both sides for its entire length. Most of the trees are recently planted and, once established, will form a positive element along this roadway.

Within the developed area of Humber Bay Shores, buildings fronting onto Lake Shore Boulevard West have not successfully accommodated retail and other uses that would animate the street. A grass boulevard and trees have recently been installed along the street.

**Lessons Learned:** In the study area the entire frontage of Lake Shore Boulevard West is zoned for commercial uses. In support of this commercial zoning, on-street parking along Lake Shore Boulevard West is recommended to provide convenience parking in addition to structured parking garages. Surface parking lots are not recommended anywhere in the study area.

An interconnected system of vehicular, pedestrian and cycling circulation should be provided throughout the study area. A fine grain fabric of circulation will ensure that the area becomes open and accessible to all modes of travel.



*High quality streetscaping and landscaping along Marine Parade Drive will contribute to a successful public realm.*



*The wide asphalt surface of Marine Parade Drive is not conducive to the park like setting.*



# 03 Analysis of Existing Conditions

## 3.3.3. Parking, Access and Servicing

Currently parking and servicing is accessed from the east-west right-of-way 'C' that runs parallel to Lake Shore Boulevard West. The central lane helps to minimize curb cuts on Marine Parade Drive and Lake Shore Boulevard West and organizes functional building elements such as visitor parking, loading and garage areas. In future development, the same technique should be used but through a continuous east-west public road and/or laneway that act as the organizing feature which can fulfill the same access and service requirements. Currently throughout the development there is minimal at-grade parking. Strategically located on-street parking can support retail areas, give pedestrian life to the street with people moving to and from their cars while encouraging use of residential at-grade entrances along streets.

**Lessons Learned:** For new development, properties should have parking and services access from a centrally located continuous street.



*Site access for parking, servicing and garbage is located mid-block within developments. Access through the entire area is not continuous.*

### 3.4. Parks and Open Spaces

The design of the Central Park (D) currently has a private feel that is not inviting to the general public. The park edges would benefit from a transition zone between public and private uses to clearly express the intended use of the park area as a public amenity zone. Currently open spaces within existing development are interpreted primarily as the backyards of existing development. For properties adjacent to park areas it is preferred that development create a front yard instead. This same transition is required for any potential open spaces along Marine Parade Drive.

**Lessons Learned:** Public parks and open spaces should be framed by public roads or well defined public walkways along its parameter. Year-round activities within all public open space and park areas should be encouraged.

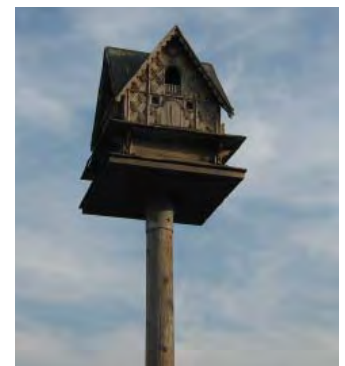
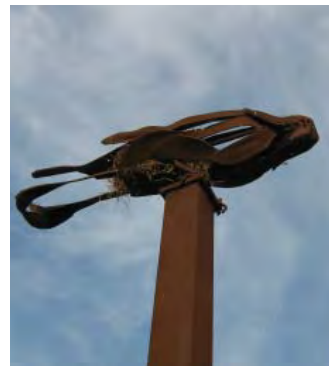
### 3.5. Heritage and Public Art

Within the Secondary Plan area some decorative landmark elements has been installed. Some of these locations include areas within the shoreline park and along the Marine Parade Drive Median. Additional locations are identified in the public realm plan. New public art installations may provide a greater focus on interpretation of the history of the area and could include reference to the old motel strip, the original shoreline, the original farm house and/or highlight the history of the area as a recreation area for the City.

**Lessons Learned:** New public art could highlight the area's history and provide visual interest to pedestrians and drivers. Locations for new Public Art, including the reuse of the old motel strip signage, could include: along the north side of Lake Shore Boulevard West by the Gardiner Barrier, within the Village Court and within the public park and open space areas.



*Existing parks have undefined edges and are often confused for private amenity spaces.*



*There are many examples of decorative landmark elements within the existing development.*



# 03 Analysis of Existing Conditions



The existing zoning, density and height limits encourage shorter buildings with large floor plates.

## 3.6. Zoning and Density

Existing zoning within study area dictates a +/- 38 metre commercial strip along Lake Shore Boulevard West to buffer residential from the Kraft Factory on the north side of the street. Currently in the developed area there are a mix of retail and service uses at-grade that does not benefit from the convenience of on-street parking. On-street parking is critical to support the commercial uses along the entire length of Lake Shore Boulevard West and within the study area.

The built form and massing within the Secondary Plan area are partially a result of a conflict between the allowed heights in the Urban Design Guidelines and the allowed densities in the Secondary Plan.

**Lessons Learned:** Throughout the study area, there is a great range of development densities due to density transfers that were undertaken to secure the continuous waterfront park. To achieve the best possible built form the guidelines should reflect these as-of-right densities.

Two sided commercial streets are preferred for economic viability. For this reason the long term viability of creating street front commercial along the northern side of the study area should be examined.



The existing by-law and secondary plan identify a combination of land-uses in the study area.

# 04 Shaping Future Development

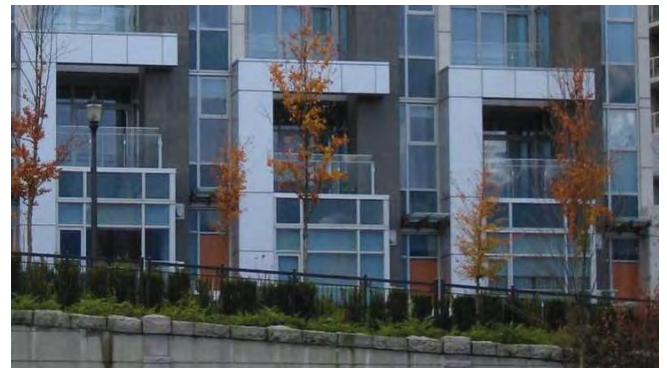
## 4.1. The Study Area

The study area is located in the western portion of the Secondary Plan Area between the Queen Elizabeth Ramp (Brookers Lane), Lake Shore Boulevard West and Marine Parade Drive, and contains properties that are outside of the existing secondary plan boundary. There are approximately 12 properties with 8 different owners. Some properties are as deep as 80 metres and some as narrow as 15 metres. The entire area is 420 metres long with an overall potential development area of 6.5 hectares or 650,000 sq.m. At the current allowable densities the development of these lands could result in a new mixed-use high density community that has the potential to provide the surrounding area with a new waterfront destination.

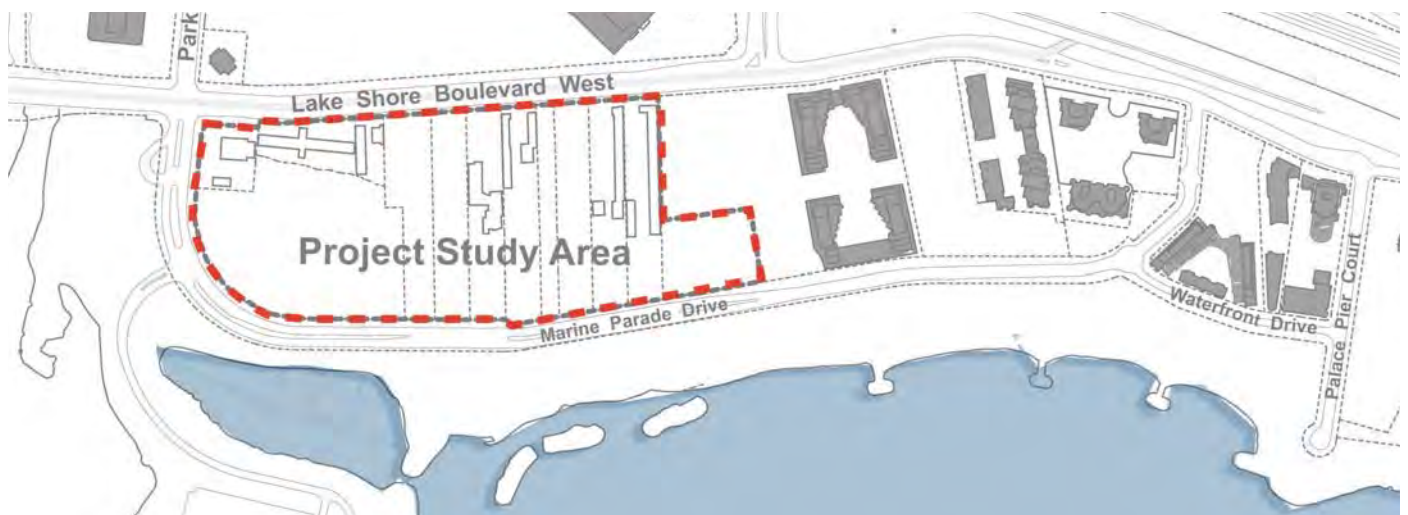
In the original design guidelines it was recognized that property consolidation was preferred for optimal development to occur. As consolidation has yet to occur, this guideline update was undertaken to address the existing property ownership pattern. It has been determined that high quality development is possible with the existing property ownership configurations but will require a high degree of cooperation and design coordination between adjacent property owners. If consolidation can not be achieved then cooperation/coordination is required. To regulate, encourage and guide coordination it is recommended that land owners develop (in consultation with City Staff) and submit a Precinct Plan. A recommended Master Plan is provided in this document that highlights the preferred direction for the development of the site.



*Spaces in podium buildings could be used for community facilities such as daycares, libraries and medical clinics.*



*Create front doors instead of back doors along public areas.*



*The project study area is 420 metres long and is 6.5 hectares.*



## 4.2. Guiding Principles

In developing the guideline update for the Humber Bay Shores Area several guiding principles have emerged through an analysis of the existing conditions and discussions with stakeholders and city staff. The following is a list of those principles.

1. Plan vibrant pedestrian-oriented streetscapes;
2. Balance taller and more slender buildings with low and mid-rise buildings facing public streets and sidewalks;
3. Create well articulated transition zones between public and private areas;
4. Encourage at-grade residential uses with multiple front entrances along public streets and private courtyards;
5. Create a connected community framework through public streets, private sidewalks and mid-block connections between Lake Shore Boulevard West and Marine Parade Drive;
6. Support a diversity of building forms and activities;
7. Make energy efficiency and sustainable design a priority;
8. Provide for reasonable access to sunlight and sky views;
9. Optimize opportunities for retail and restaurant uses along critical points of Marine Parade Drive;
10. Provide on-street parking wherever possible to promote retail viability; and,
11. Build on the Humber Bay Shores Area heritage.

These guiding principles direct and shape the development of the urban design guideline update and the public realm plan. They are used to evaluate the structure plan options outlined on the following pages, to assist in the determination of an eventual preferred structure plan.



*Well-defined urban streets with commercial opportunities and sidewalk life.*



*Narrow towers with smaller floor plates maximize views to the lake.*



*Internal courtyards create safe and comfortable landscaped spaces between buildings.*

# 04 Shaping Future Development

## 4.3. Community Elements

Throughout the project process it has been recognized that there are multiple potential community structures that would fulfill these guidelines and the charrette recommendations. When evaluating the preferred structure there were several key elements that needed to be considered, most specifically was the hierarchy of roads and public realm elements. The following sub-sections summarize the key recommendations that make up the base community structure for the Recommended Master Plan.

### 4.3.1. Streets and Street Hierarchy

#### 4.3.1.1. Marine Parade Drive

Marine Parade Drive is undoubtedly the central public organizing street for all development in this area. With the waterfront park on the south side and new development on the north, the design of the streetscape greatly influences the character of the entire

community. Within the study area, buildings fronting onto Marine Parade Drive should combine a mix of residential, retail, restaurant, café and ‘common-area’ uses to provide destination uses for park users and residents. The preferred location of retail and restaurant uses is adjacent to the existing village court on the eastern edge of the study area. It is recommended to vary the location and setback of the street wall based on the associated land use as shown in the adjacent diagram. Outlined below are the street guidelines specific to the design of a vibrant public realm along Marine Parade Drive.

While commercial uses are generally desirable as a way of reinforcing the public character of Marine Parade Drive, it is anticipated that there will be a limit to the amount of retail that is viable in this location. At-grade residential uses will continue to play a major role in the defining of the character of the street edge. It is therefore critical that careful consideration be made in the design of residential at-grade uses.



The Street Structure, which is the basis for the Preferred Master Plan, has a variety of streets and street hierarchies that are informed by the adjacent land uses and ground floor designs.