

04 Shaping Future Development

4.4.5 Sustainable Design

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

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

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



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



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



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



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

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4.5. Landscape Elements and Pedestrian Amenities

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

4.5.1. Pedestrian Walkways

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

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

4.5.2. Streetscapes

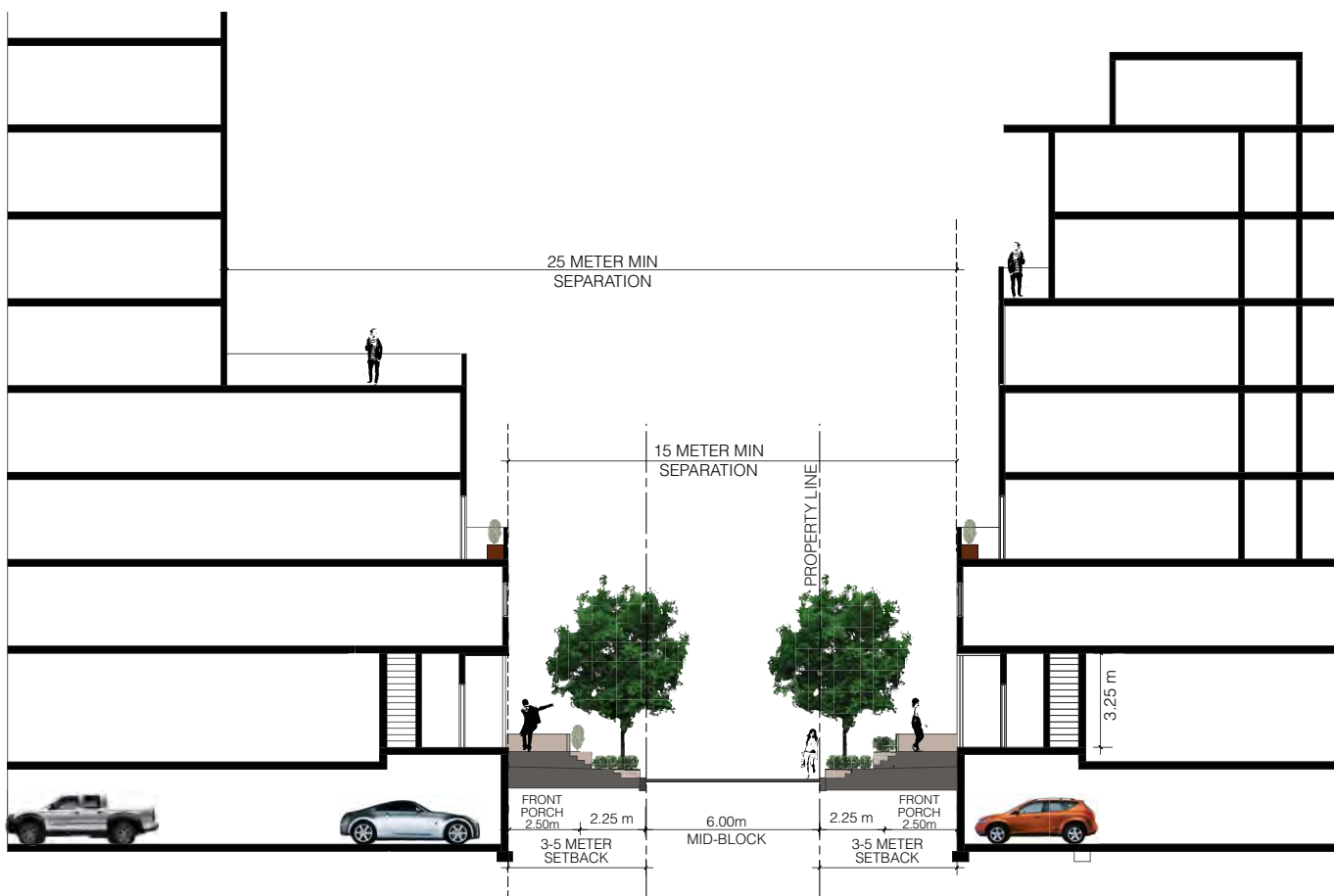
A vibrant and active pedestrian-friendly streetscape is the primary requirement for new streets within the Humber Bay Shores Study area. Pedestrian friendly means a clearly defined pedestrian route that is identified separately from vehicular traffic areas such as easily navigated, barrier-free sidewalks,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

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

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



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



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

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4.6. Preferred Master Plan

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

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



Preferred Master Precinct Plan

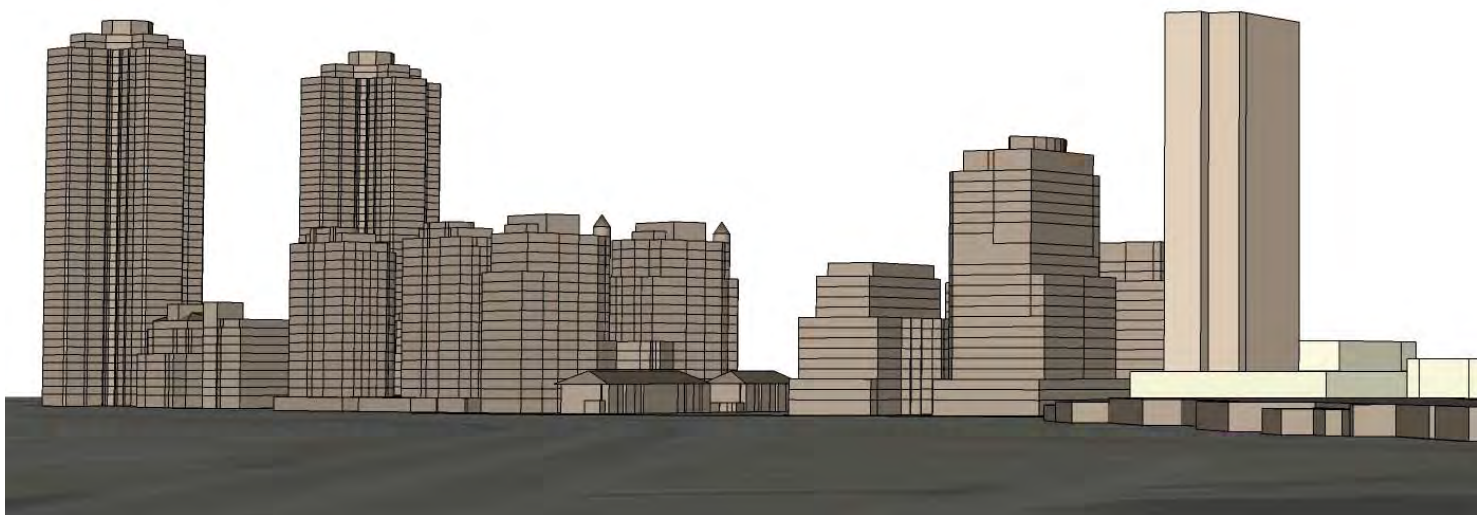


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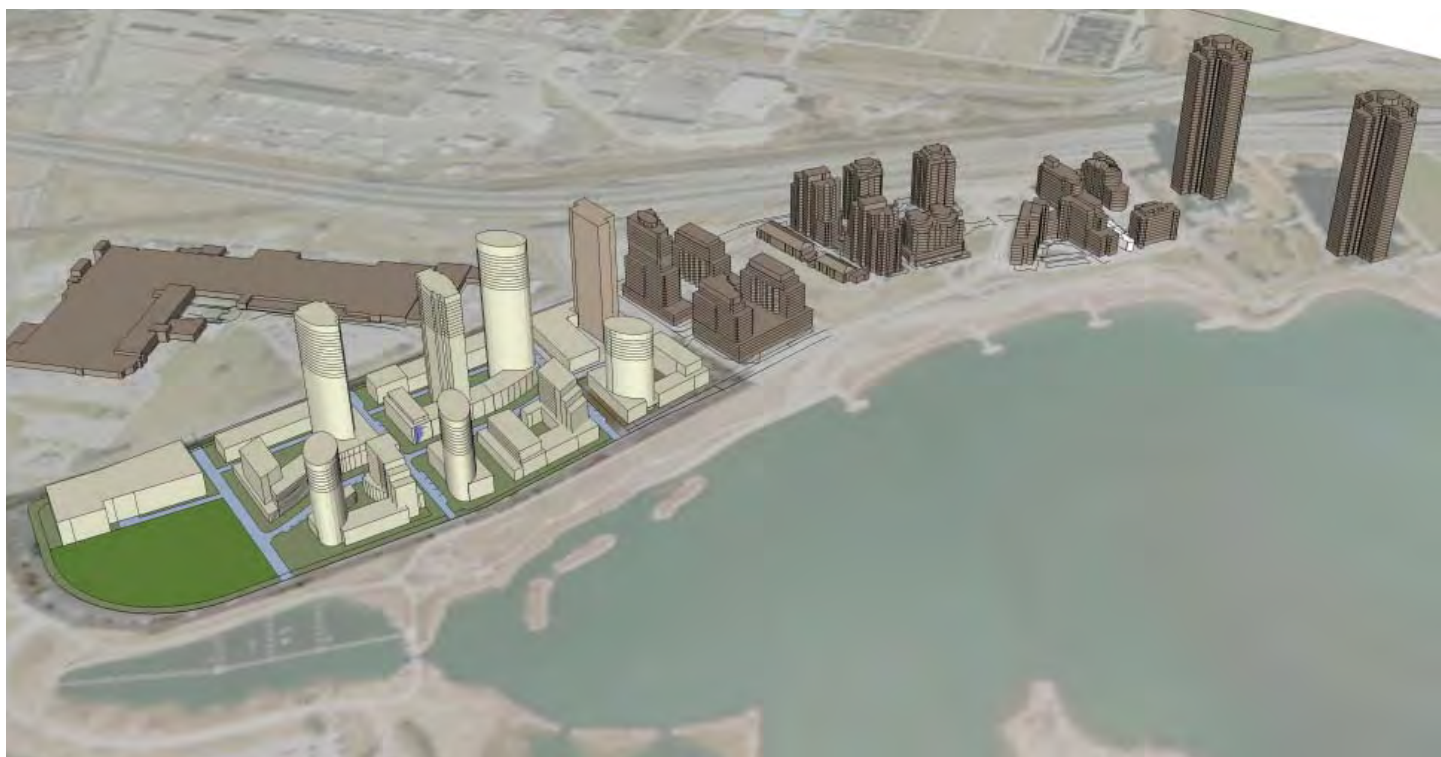


3D view of the Preferred Master Plan, using existing as-of-right densities, existing buildings are shown in dark brown - view looking northwest

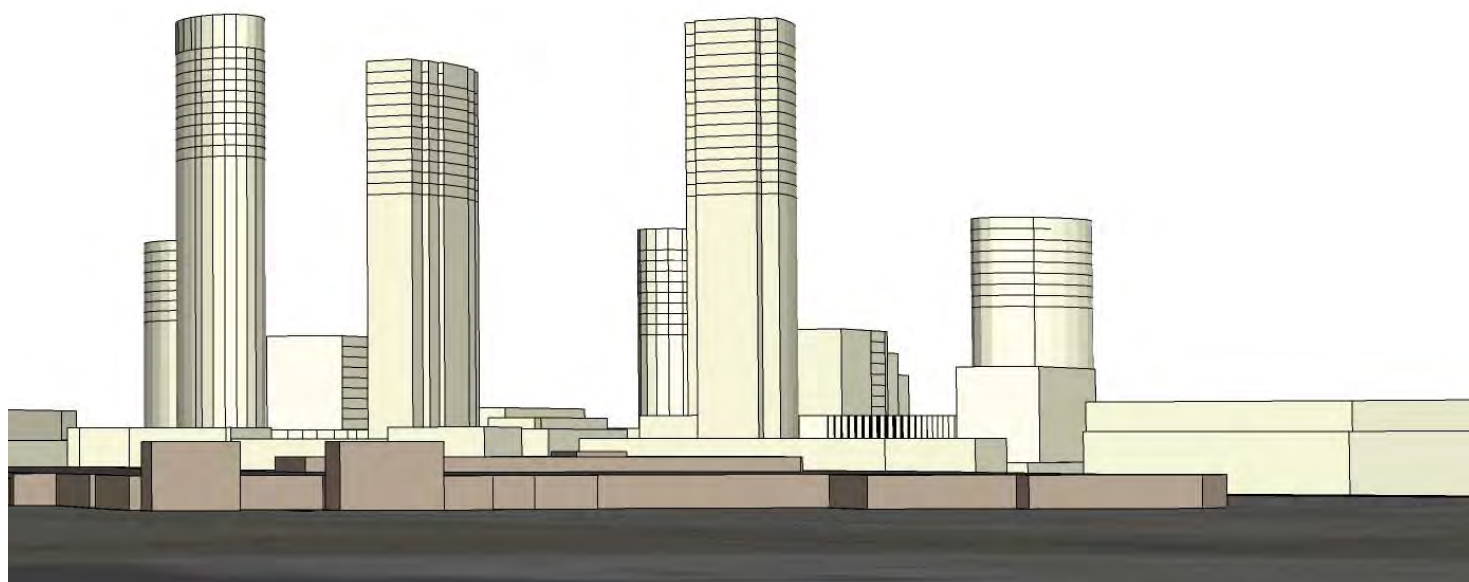


3D view of the Preferred Master Plan, using existing as-of-right densities, existing buildings are shown in dark brown - view from Gardiner Expressway at Grand Avenue.

The Humber Bay Shores



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



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4.6.1. Block Specific Guidelines

4.6.1.1. The Lake Shore Blvd. Block

- The blocks fronting onto Lake Shore Boulevard West are the commercially-zoned areas which average 38 metres in depth.
- The depth of buildings should generally allow for the provision of a 7 metre curb-to-curb laneway flanking the south side of the buildings within the boundary of the commercially zoned property.
- The laneway should be a publicly accessible but privately owned, continuous and dedicated laneway providing unobstructed public access to public streets at the east and west ends of the lane.
- The laneway should provide service and parking access for both commercial uses to the north and residential/mixed-uses to the south.
- No vehicular access to building services or parking shall be provided from Lake Shore Boulevard West
- As residential uses will overlook the laneway its design should be of a high quality incorporating attractive paving, lighting and street trees where possible.
- Buildings abutting an adjoining development property within the Lake Shore Blvd. Block should be designed as party wall buildings and the general floor heights, massing, and rhythm of façade articulation should be consistent between adjacent developments.
- Building heights are recommended to be a minimum of 2 floors and a maximum of 7 floors or 27.0 metres
- All ground floors should be a minimum of 4.25 metres in height.



The study area was further divided into 4 district blocks, design guidelines for each block is identified in this Section and should be considered in addition to the previous general guidelines.

- Floor-to-floor heights for commercial uses above the ground floor should generally be a minimum of 3.65 metres with the exception of hotel uses which may be a minimum of 3.0 metres floor-to-floor.
- A setback above the 5th floor should occur for buildings 6 and 7 floors in height. Exceptions to this setback guideline should be considered where variety in façade massing is appropriate for a minor portion of the façade width.
- Structured parking is generally encouraged below-grade.
- The design of the streetscape on the south side of Lake Shore Boulevard West should accommodate a minimum of 4.0 metres from the building wall to the curb.
- Street trees planted a minimum of every 5-7 metres should be provided and supported by a below-grade, connected, linear trench.
- Pedestrian-scaled downcast street lights should be provided in addition to downcast street lighting.
- Shared-use poles combining street lights and signals should be used where possible.
- Banner attachments should be provided onstreet light poles.
- To support the existing and remaining commercial uses along Lake Shore Boulevard West an on-street parking lane with a width of 2.5 metres should be provided on the south side. The parking areas should be designated by the use of unit pavers. Bump-outs should be provided at all intersections and places of pedestrian crossings.
- Street benches, decorative planters and high quality paving should be provided as part of the streetscape treatment of Lake Shore Boulevard West.
- Some appropriate streetfront commercial uses for the Lake Shore Boulevard West Block include hotels, outdoor cafés, restaurants, art galleries, service retail and destination retail.



Lake Shore Blvd. W. has the potential to become a street front commercial area that services the entire area.



New and innovative building designs and façades will provide visual interest along the streetscape, side street patios should be created where possible.