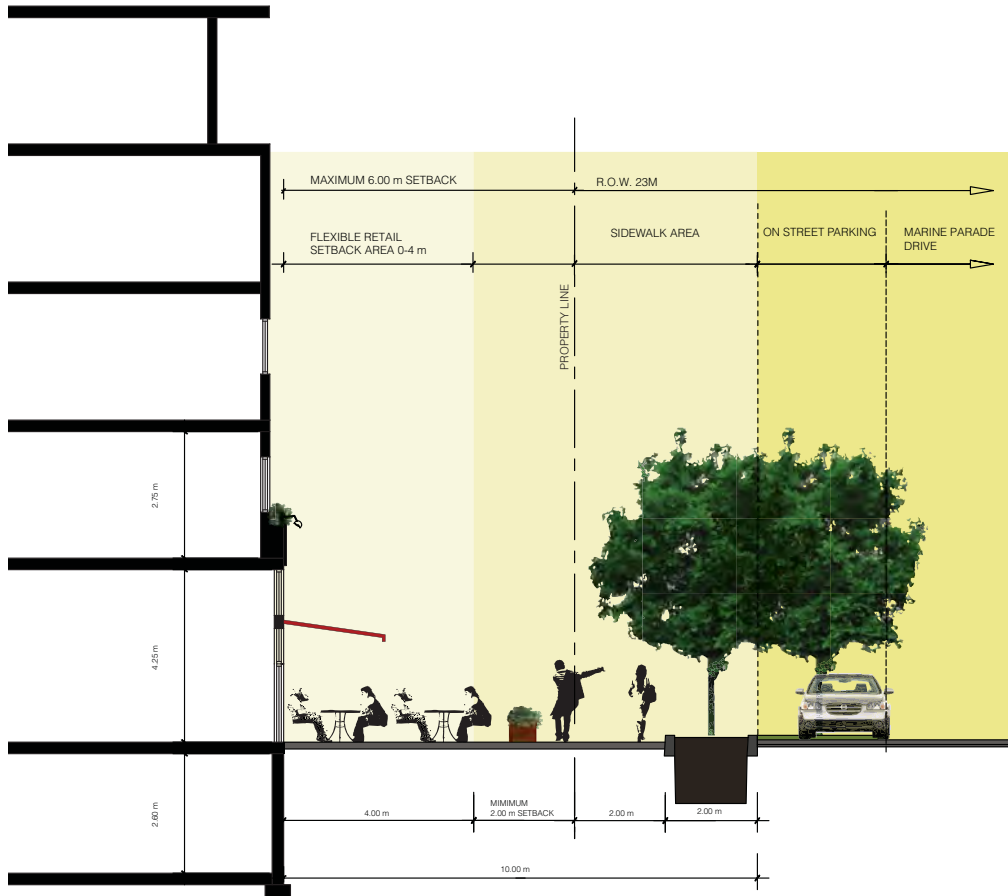




Preferred Section for Residential Buildings along Marine Parade Drive.



Preferred Section for Commercial Buildings along Marine Parade Drive.

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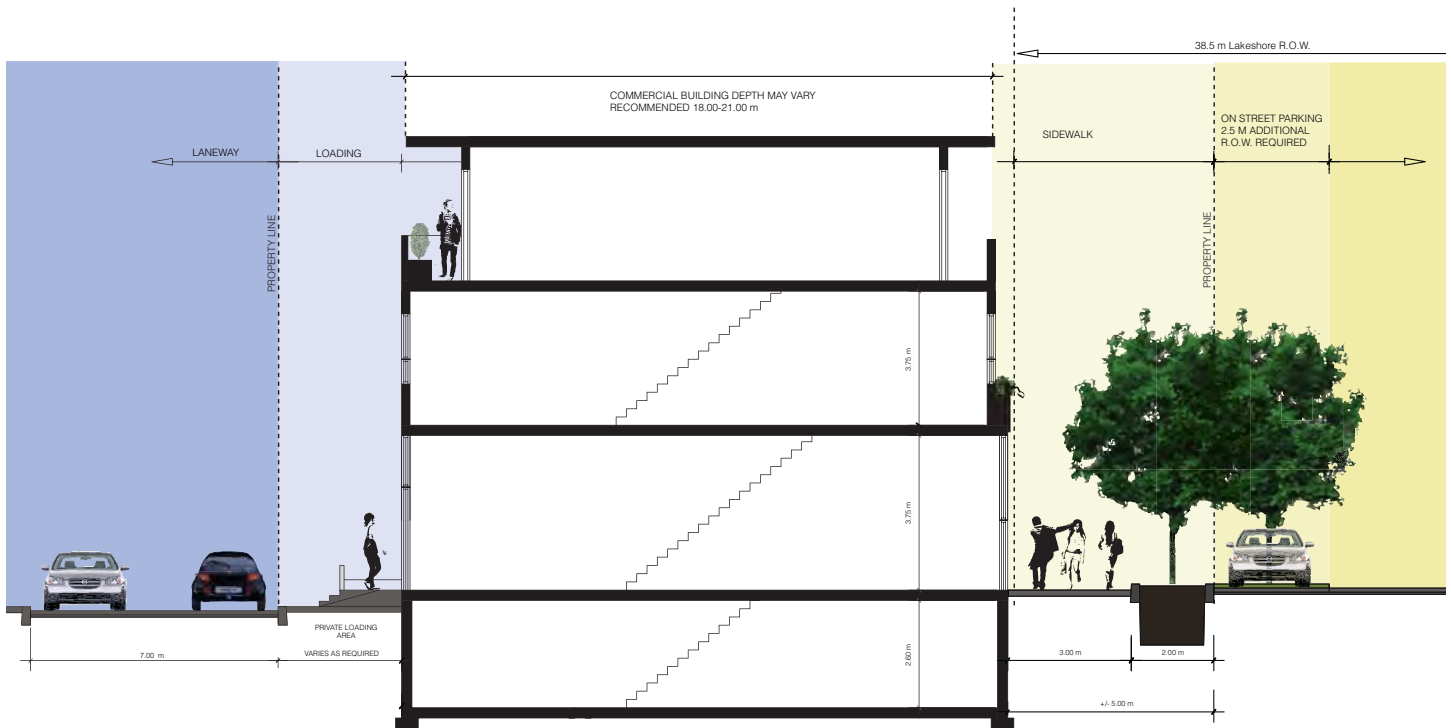
4.3.1.2. Lake Shore Boulevard West

Lake Shore Boulevard West is a major arterial road that provides an important transportation function for the area. With future plans for a dedicated street car right-of-way and improved pedestrian amenities this street will play an important long-term role in connecting this area to the City. Within the study area along Lake Shore Boulevard West, a +/- 38 metre deep area is zoned for commercial uses only. Given the adjacencies to light industrial across the street, this zoning is intended to provide a buffer between the Kraft factory and residential uses. In the future it would be ideal to see Kraft locate auxiliary retail uses on Lake Shore Boulevard West to create a two sided retail wall.

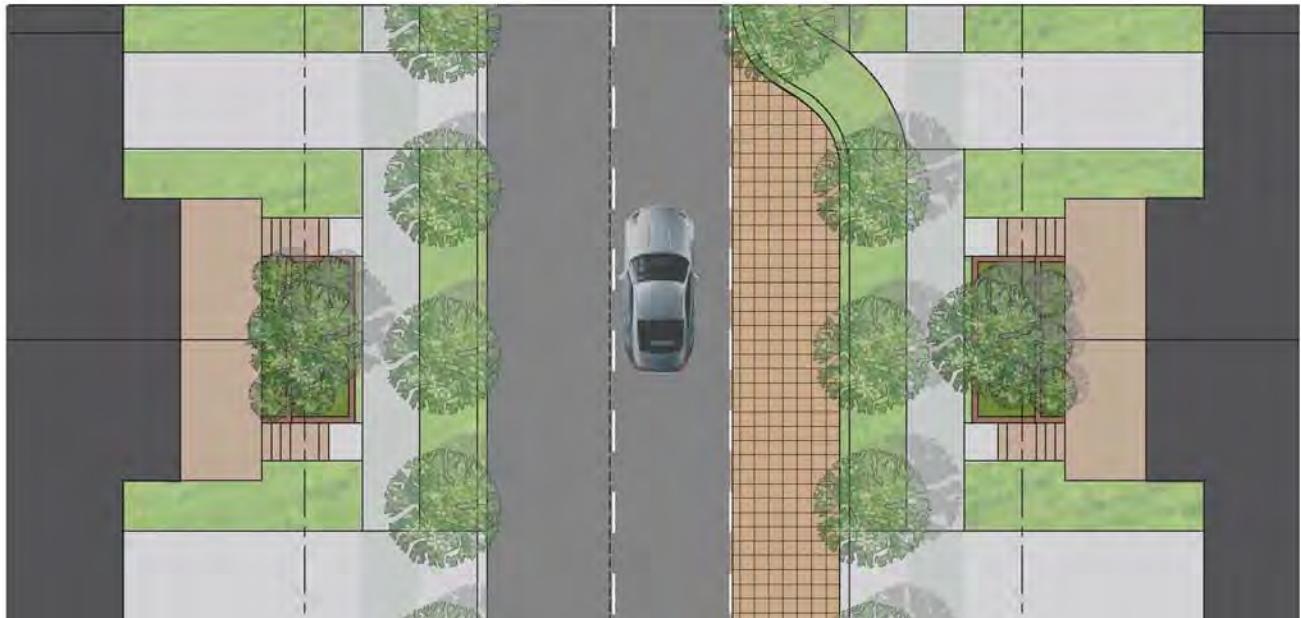
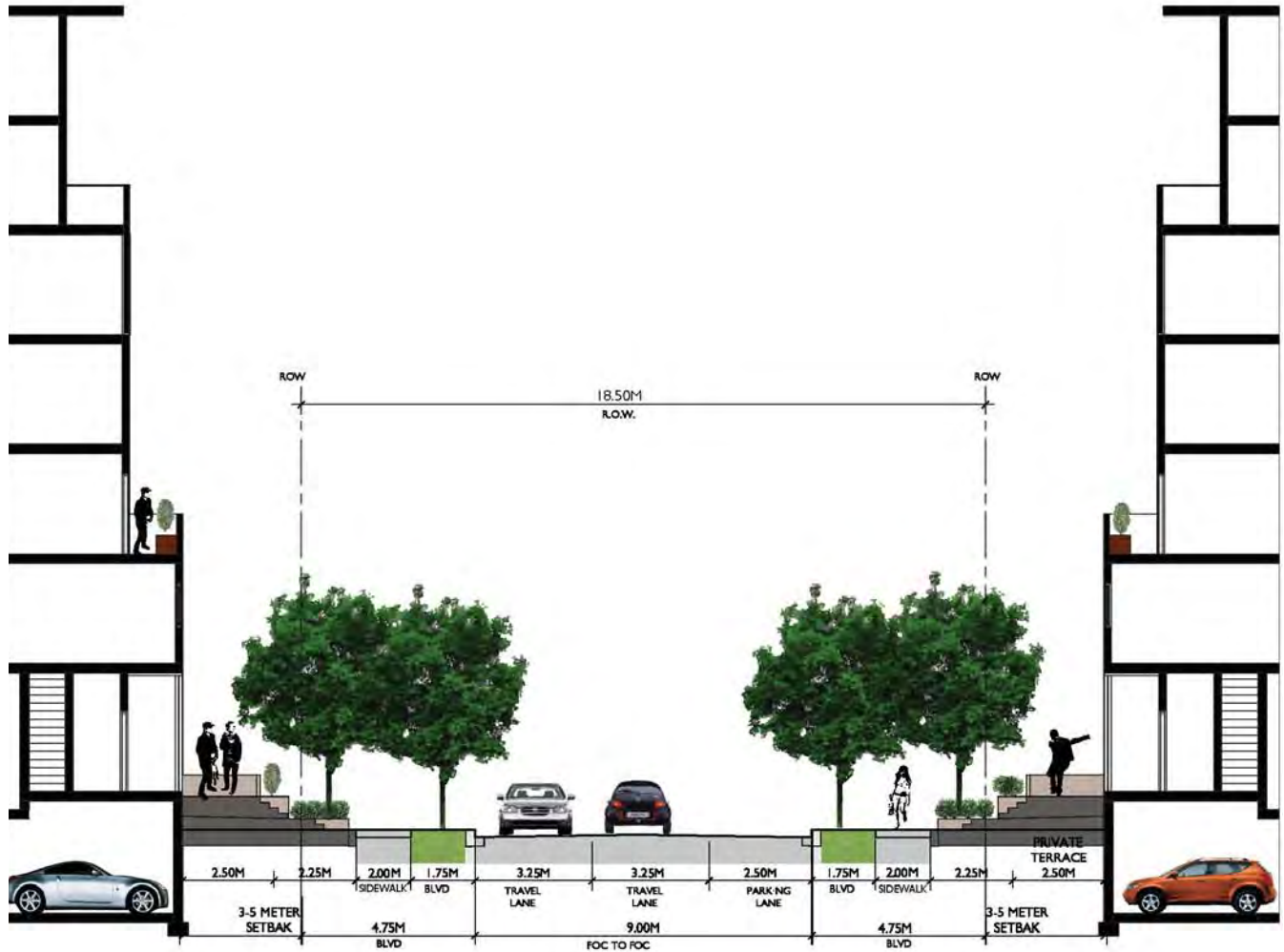
It is also strongly recommended that on-street parking be provided on Lake Shore Boulevard West to support potential retail uses. The built form recommendations for Lake Shore Boulevard West are specific to the design of the Lake Shore Boulevard West Corridor. To allow on-street parking, an additional right-of-way width of 2.5 metres will need to be secured in addition to the existing required transit right-of-way requirements.

4.3.1.3. Intermediate North-South Streets

Within the study area there is one street that has the potential for a new signalized intersection. This street is considered to be a major north-south connection with on-street parking and right/left turns onto Lake Shore Boulevard West. The design of the streetscape for this street should incorporate a high level of streetscape amenities and should play its public role as a gateway to the park and the waterfront. On-street parking should be provided on one side of the street. Retail is recommended at the corner of this major north-south street and Marine Parade Drive. Outdoor overflow areas, like patios, are also recommended. The built form recommendations for north-south streets are specific to this north-south major road connection. The recommended right-of-way dimension for Street 'B' is 18.5 metres (D.I.P.S. Intermediate Local Street - Option A).



Preferred Section for Commercial Buildings along Lake Shore Blvd. W. with on-street parking and a rear service lane.



Intermediate North-South Street 'B' has a right-of-way width of 18.5 metres and an asphalt width of 9 metres.

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4.3.1.4. Minor North-South Streets

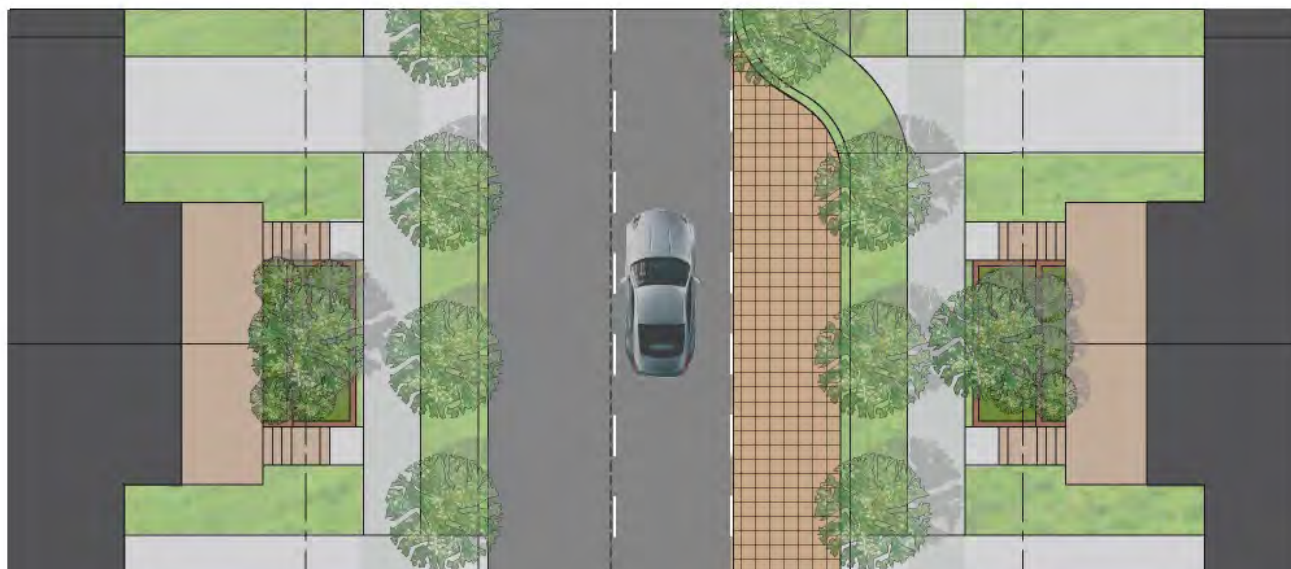
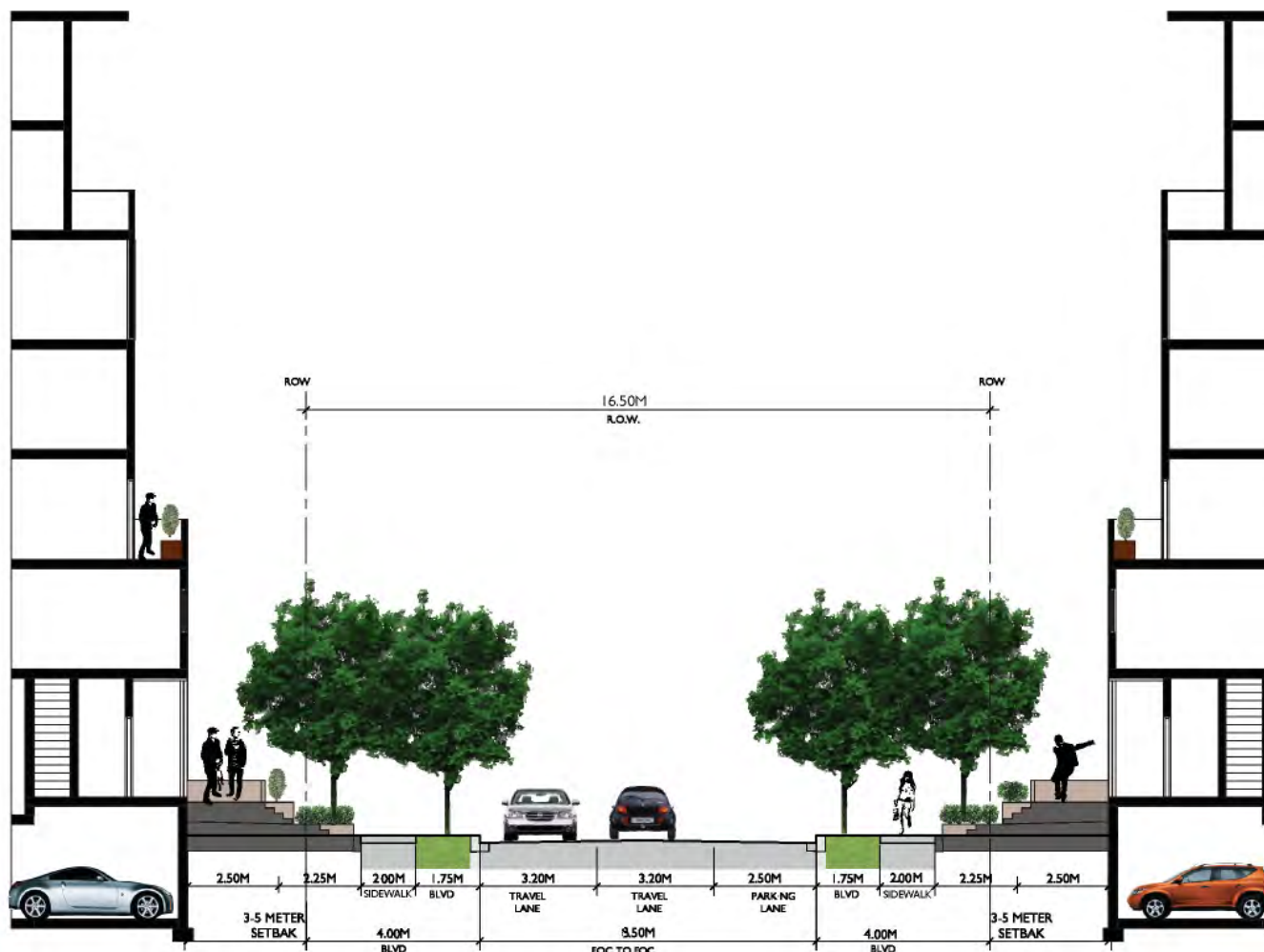
It is anticipated that at least 2 minor north-south streets are required to ensure that blocks within the area are pedestrian scaled and adequate view corridors are maintained. In the long-term these streets will have limited turning movements as the dedicated Street Car Right-of-Way will prevent left turns onto Lake Shore Boulevard West. The design of these streets should be consistent with that of a minor street within a typical residential neighbourhood with continuous residential building entrances facing the street, unless public open spaces are provided. On-street parking should be allowed on one side of the street. The use of unit pavers at crosswalks and permeable parking lanes is encouraged. The built form recommendations for north-south streets are specific to the design of community supportive minor north-south road connection. The recommended right-of-way dimension for Street 'D' and 'A' is 16.5 metres (D.I.P.S. Minor Local Street - Option A).



Podium buildings humanize the scale of highrises, resulting in more comfortable pedestrian oriented streets and public space.



Landscaped entrances appeal to home buyers and can enhance the value of the community for all residents.



Minor North-South Streets 'D' and 'A' have right-of-way widths of 16.5 metres and an asphalt width of 8.5 metres.

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4.3.1.5. Intermediate East-West Street

A connected major east-west street is recommended to connect Brookers Lane to the east and to Lake Shore Boulevard West and Marine Parade Drive to the west. This road is intended to work similarly to Right-of-Way 'C' from the previous urban design guidelines and the existing Secondary Plan. The design of this road should be public in nature and somewhat similar to the major north-south street. There should be parking on one side and the street should provide access, parking and servicing entrances for new development to the south. The built form recommendations for east-west streets are specific to the design of a public street that will connect and organize future area development. The recommended right-of-way dimension for Street 'C' is 18.5 metres (D.I.P.S. Intermediate Local Street - Option A).

4.3.1.6. Minor East-West Lane

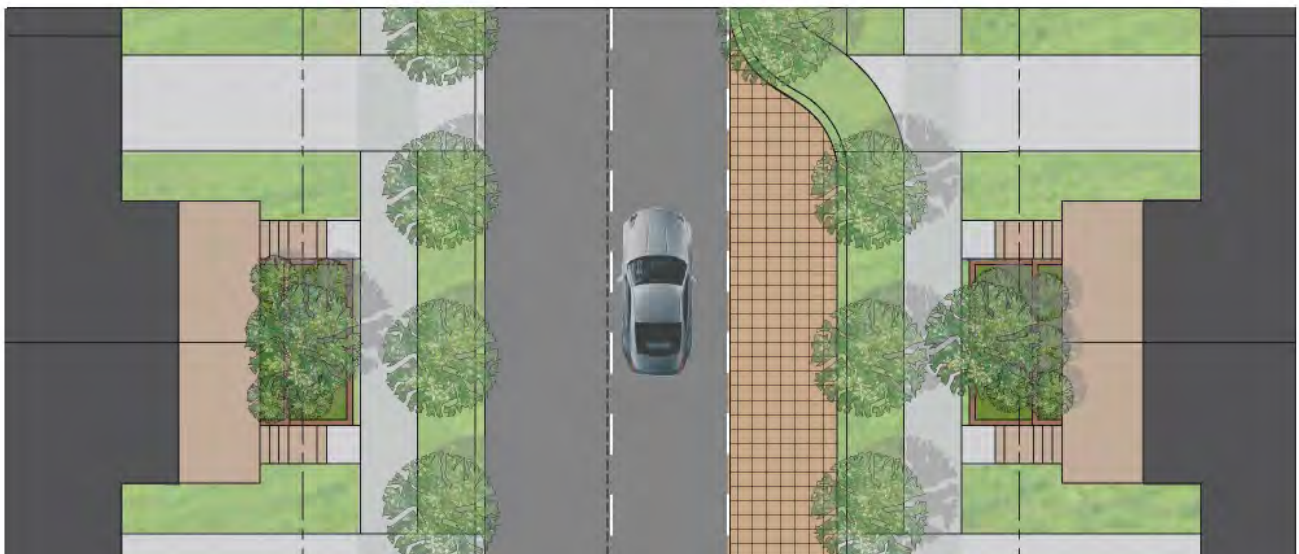
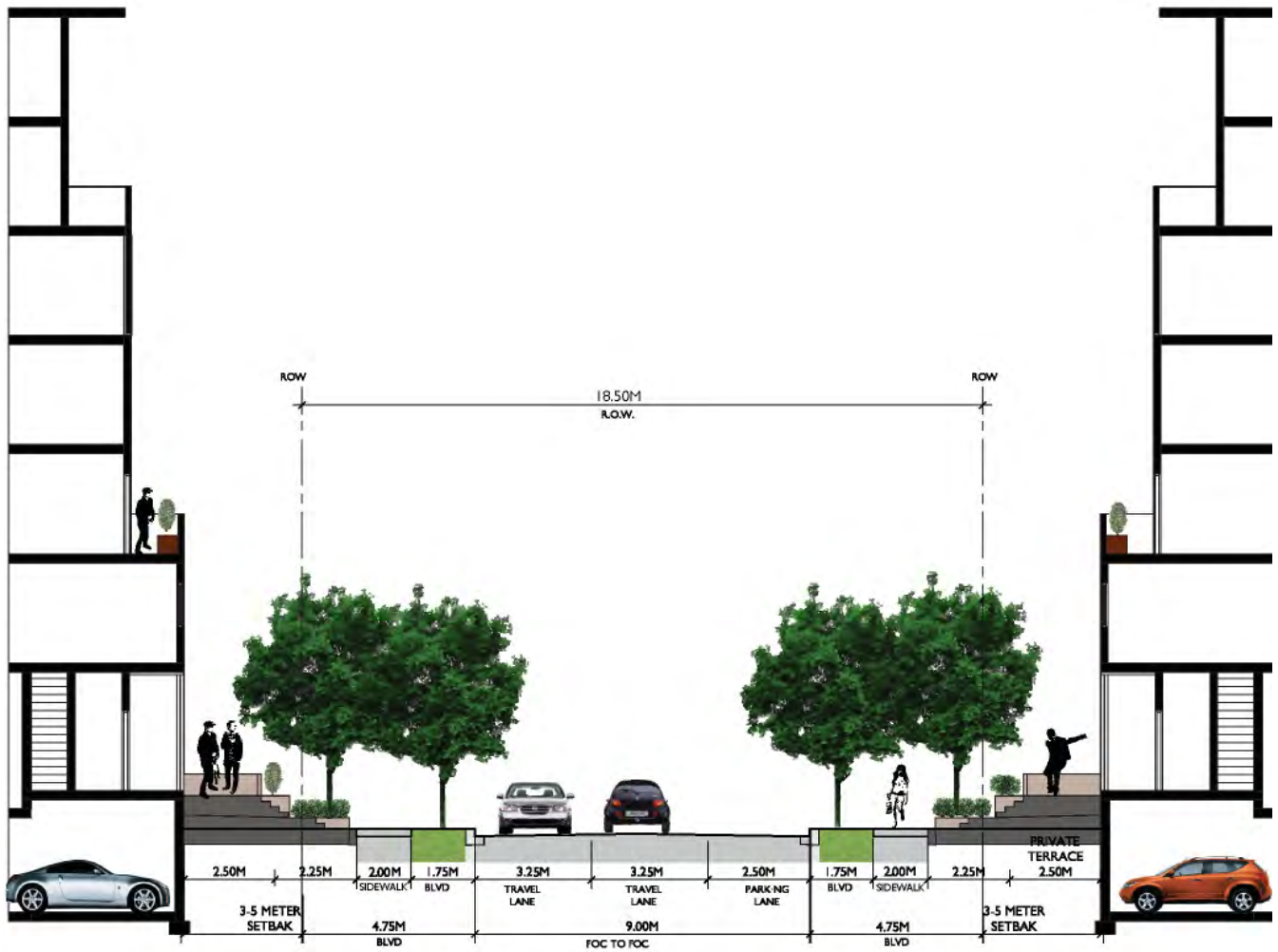
In addition to a major east-west street a continuous minor private east-west lane is recommended within the +/- 38 metre commercial zone along Lake Shore Boulevard West. However the lane must be designed to perform like a public road and must be included in the Land Owner Precinct Plan. This lane is intended to service the commercial uses along Lake Shore Boulevard West and provide access to structured parking for these commercial uses as required. This laneway is also intended to serve the residential uses however it should not have the primary frontage of residential facing onto it or the units at-grade. The built form guidelines for east-west lanes are specific to the design of a continuous public laneway that services future businesses to the north and residential to the south. The recommended right-of-way dimension for Lane 'E' is 7 metres and its design is to be similar to D.I.P.S. Rear Lane - Option A but with additional width for loading and services.



The intermediate East-West Street should have a mix of at-grade residential units, vehicular buildings entrances, court yards and mid-block connections.



Designs similar to the large format vehicular entrances that are employed in existing Humber Bay Shores development will not conform to the pedestrian friendly requirements of Street 'D'.



The Intermediate East-West Street 'C' has a right-of-way width of 18.5 metres and an asphalt width of 9 metres.

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4.3.2. Public Realm Structure

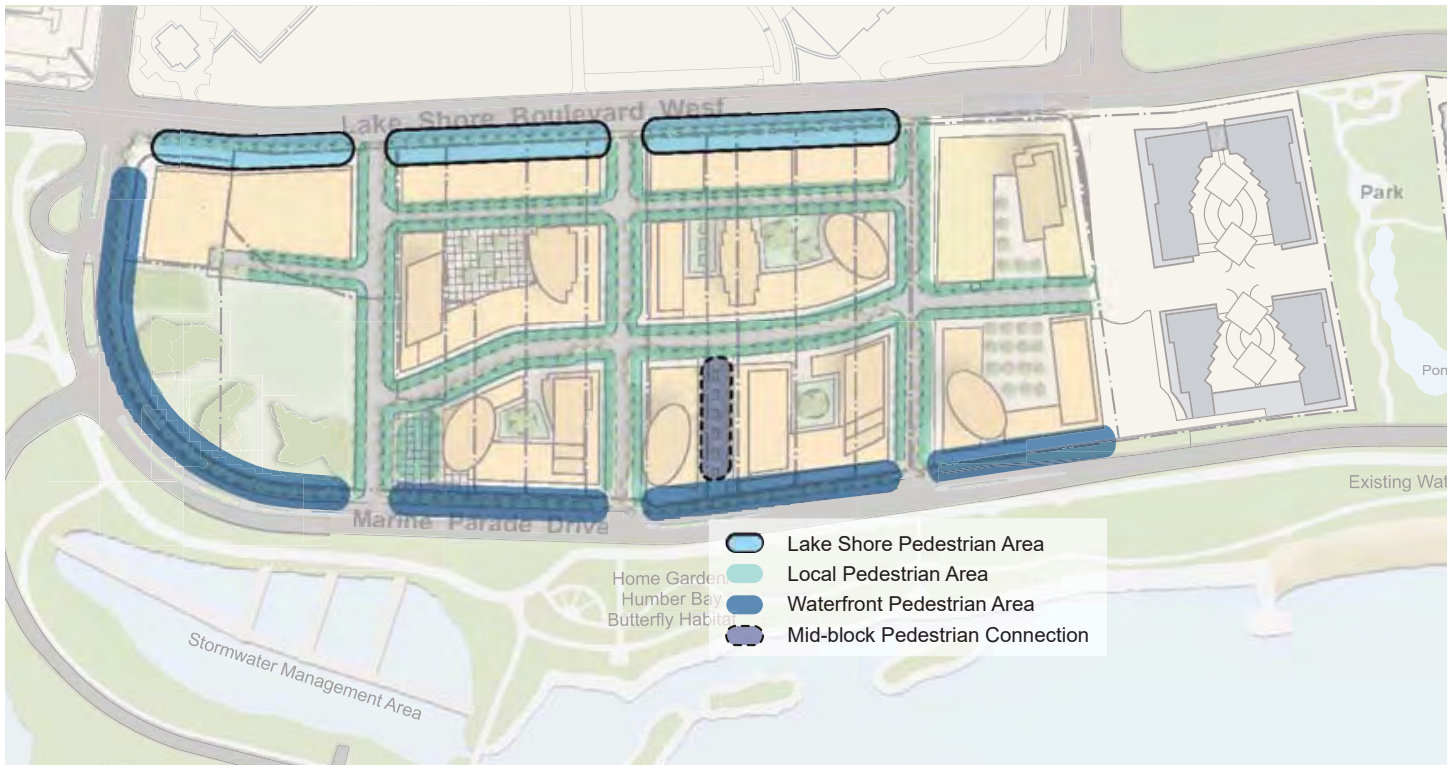
4.3.2.1. Pedestrian Circulation

Easy and accessible pedestrian circulation routes are a key goal of these urban design guidelines and should be considered as a primary consideration in all new development. Within the Preferred Master Plan there are multiple pedestrian zones. These include the sidewalks along Marine Parade Drive, Lake Shore Boulevard West and on the streets internal to the study area. The design and treatment of these sidewalks should be consistent with the adjacent uses. See Section 4.5 for additional guidelines on the design of landscape elements and pedestrian amenities.

- In residential areas sidewalks should be buffered from the residential units at-grade.
- When sidewalks are adjacent to retail or commercial uses wider sidewalks should be employed to encourage retail and

restaurant spill out spaces and provide space for additional pedestrian amenities such as benches, tables and/or plantings.

- All sidewalks and pedestrian routes should be continuous and should always be designed in a public manner with proper separation from private uses. These can be height transitions, low fencing or plantings or a combination of all three.
- There should be a seamless and connected transition from public pedestrian to private pedestrian connections; this transition can be denoted with changes in paving material or planting.



The Public Realm Structure, which is the basis for the Preferred Master Plan, has a variety of public and private open spaces with an interconnected pedestrian circulation.

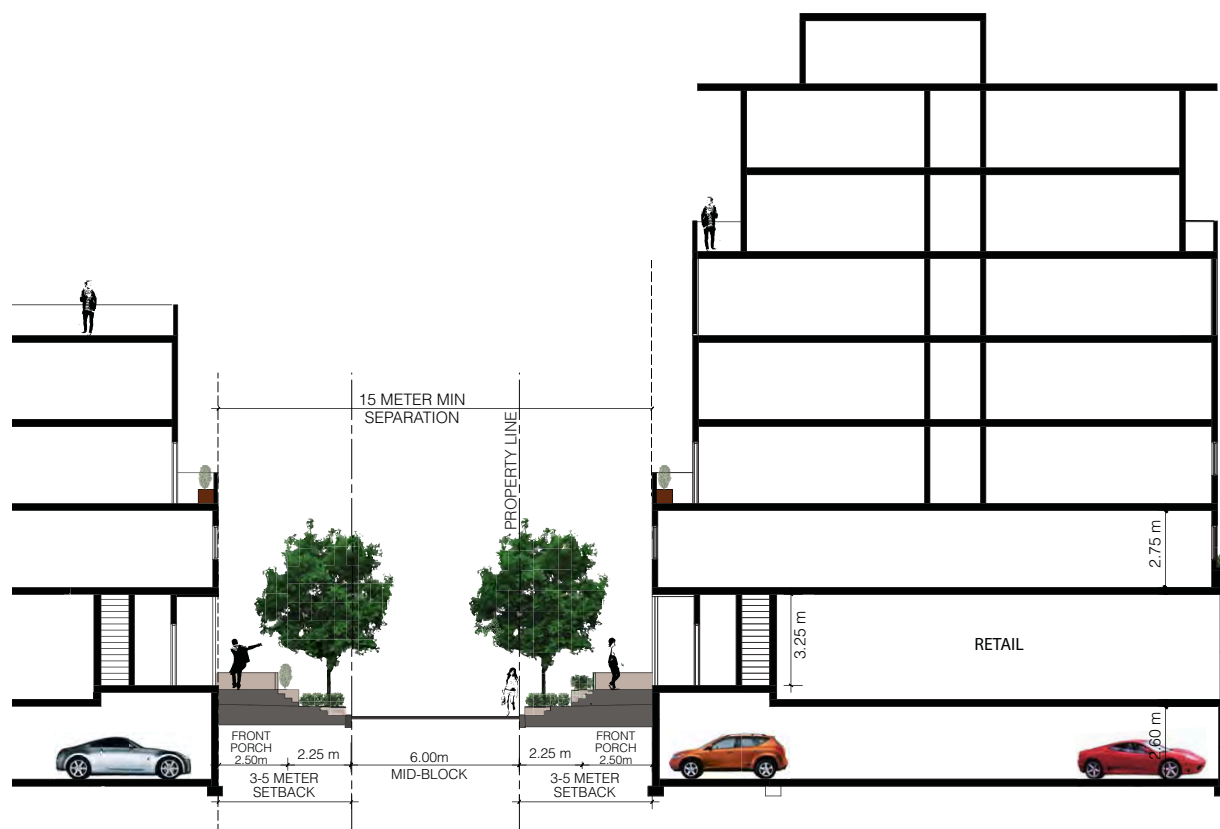
4.3.2.2. Courtyards and Mid-Block Connections

Within the Preferred Master Plan there are several opportunities for shared courtyards and mid-block connections between buildings. Although shared courtyards are private development areas, their treatment and design should be undertaken in a manner that is beneficial to the public realm and is complementary/coordinated between adjacent developments.

- Private open space including courtyards and mid-block connections should be designed in a manner that facilitates access through the site and should provide adequate public private transition areas.
- Shared courtyards should have a coordinated design that is seamless between developments. Courtyards can be a combination of hardscaped and landscaped areas with entrances off of the courtyard area.



Courtyard spaces between developments should be designed as one space with consistent landscape and hardscape designs.



Mid-block connections between buildings should be designed as publicly accessible private space with public/private transitions.

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4.3.2.3. Open spaces

Opportunities exist to create new public and private open spaces within the study area. These should be incorporated in a variety of manners including, private open spaces such as paved plazas with water features, green spaces, hardscaped courtyards, etc. Within the open spaces there should be a priority for pedestrian and cyclist connections to the waterfront.

City Parks, Forestry and Recreation have identified this area as deficient in active recreation facilities and would potentially like to see a portion of the parkland dedication allocated to these uses. This would be coordinated at the time of site plan application or during the development of the Land Owners Precinct Plan. The diagram on the facing page identifies some potential locations for a variety of open spaces within the study area.

Area 'A', as highlighted on the Open Space Structure Plan, is identified as open space in the Official Plan. The requirements for park land in this specific area should be reviewed as part of a development application for the site and would need to conform to parkland dedication requirements .

Outlined below are the guidelines specific to the design of all new public and private open spaces.

- Create and/or enhance visual and physical connections to existing and/or new open spaces. This will encourage use of mid-block private and public open spaces.
- Provide small private parkettes and other private civic plazas at building bases and in the courtyards of new development. The provision of these spaces will allow for formal and informal gathering and will be especially effective at high profile sites, such as corner sites or T-intersections.
- All Publicly owned open space should be consolidated in one larger parcel to assist with maintenance and usability. This park should have roads on at least 3 sides with defined pedestrian walkways to clearly demonstrate that the park is a public community amenity area.
- Private open space plazas should be designed as community features with hardscaping and/or landscaping that gives the area a public feel. Adjacent buildings should frame the plaza and clear pedestrian connections should be made to adjacent open spaces or parks. Plazas should contain an central organizing feature such as a fountain or public art piece.



Entrances to residential units facing open space and parks should be designed as front doors with formal entrance ways.



Landscaping can be used to buffer high traffic pedestrian paths from residential developments.



A variety of land uses can face onto public/private open space areas.



The Open Space Structure, which is the basis for the Preferred Master Plan, has a variety of public and private parks and open spaces located throughout the study area.

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4.3.2.4. The Village Court

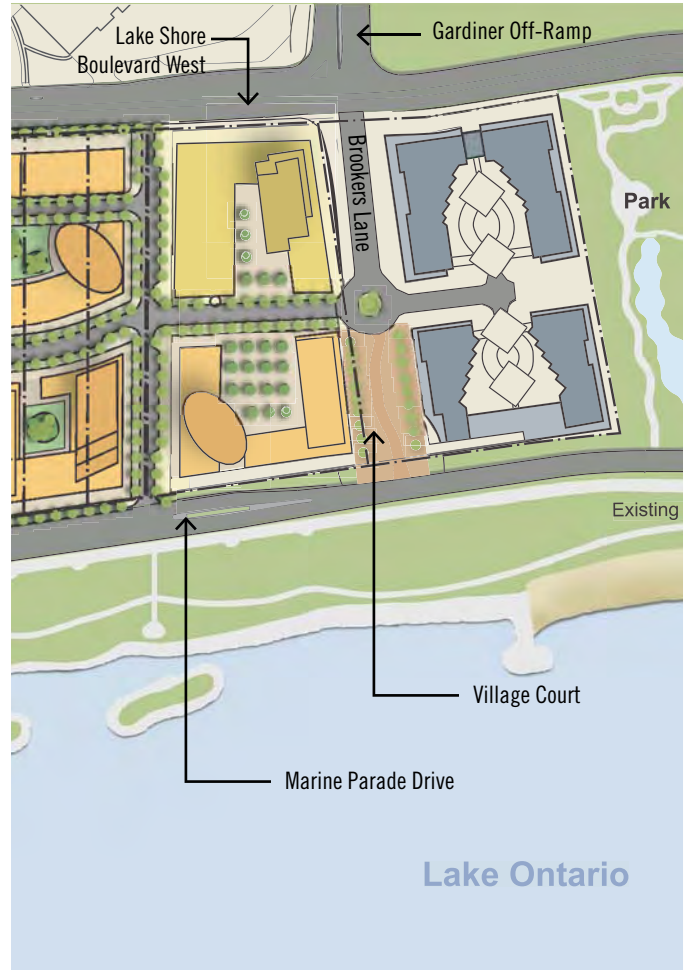
A central urban open space designated as the Village Court is provided on axis with the Gardiner Expressway access road on the eastern portion of study area. This Village Court was conceived in the Secondary Plan and the previous Motel Strip Urban Design Guidelines - its general function continues to be supported in this update. The eastern edge of the Village Court has been built out as per the previous urban design guidelines.

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 Secondary Plan Area as a whole, additional building height adjacent to the Gardiner Expressway has been allowed for redeployment of density.

For consistency the development to occur on the western portion of the Village Court should have the same pedestrian amenities and ground floor treatments. Appliquéd façade elements should be avoided and building façades should be determined by the structure of the buildings, its canopies and a cohesive design philosophy.

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 West.
- 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.



The design of the Village Court should be consistent with a pedestrian only area similar to a piazza. A central feature should organize the space and it should be framed by retail and/or restaurants on both sides.

- No truck docks or other service facilities will occur within the building faces along the corridor.
- The covered pedestrian walkways, located continuously along both sides of the corridor will have a clear passage width of a minimum of 4 metres and a height of a minimum of 4.5 metres. The walkways will be regular in form and straight in alignment. The area may be enclosed in winter but will be open in warmer weather.
- Opportunities for a vehicular route through the Village Court should be investigated. This area is to have a pedestrian priority without conventional curbs or gutters and if allowed a vehicular route would be denoted with bollards only.
- Retail and restaurants uses should be clustered around the southern portion of the Village Court Area.
- Ground floor uses with summer spill out are encouraged.



If vehicles are allowed within the Village Court Area, pedestrian priority should be maintained throughout the entire area.



Paving can be used to give the area a consistent feel that is different from the streetscape and bollards can be used to direct flow.

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4.3.3. Land Uses

A mix of residential and commercial land uses are recommended throughout the study area. This mix is essential in achieving a high quality vibrant streetscape condition. The general land use recommendations for the study area are as follows.

- The existing +/- 38 metre commercial buffer is to be retained along Lake Shore Boulevard West.
- Predominately residential development is recommended mid-block with some service retail as required.
- All north-south and east-west streets should have multiple grade entrances for townhouse units or individual entrances for a group of apartments.
- The preferred locations for major residential tower entrances are on the major east-west street and/or along Marine Parade Drive. See preferred master plan on page 40.
- A mix of residential and retail uses are recommended for Marine Parade Drive.

- Retail destinations should be clustered around the Village Court (as identified in the Motel Strip Secondary Plan) to support economic viability.
- Commercial along the entire length of Marine Parade Drive is unlikely so a rhythm of multiple building entrances should be created with a semi-private transition zone. It is recommended that the entrances service multiple apartment clusters as opposed to single family residential dwellings. This is to encourage additional street life with more people coming and going.

4.4. Building Massing and Siting

The existing Urban Design Guidelines for the Humber Bay Shores Area identifies several tools for shaping development form. Many of the principles behind these tools are still applicable. For example, the existing Urban Design Guidelines preclude buildings that are taller than 75 metres north of existing Right-of-Way 'C' and building



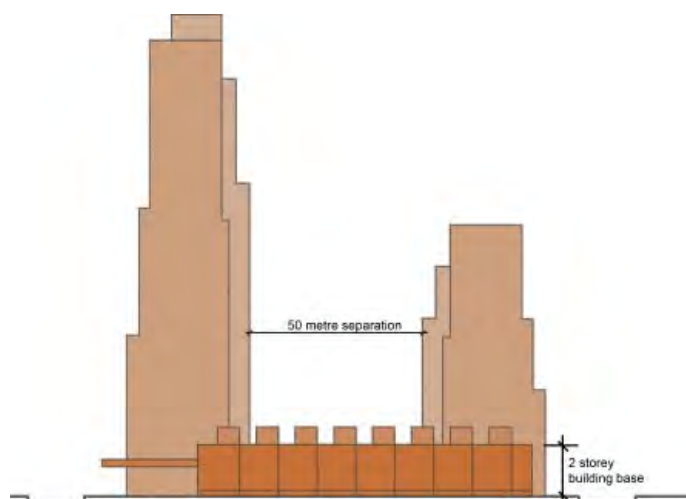
The allocation of ground floor retail should strategically create clustered community destination areas with shops and restaurants, especially adjacent to the Village Court Area.

that are taller than 45 metres south of Right-of-Way 'C'. The basic principle that lower buildings should be located along Marine Parade Drive and taller buildings should be located in the central areas of the site (as outlined in the diagram on page 32) is consistent with the recommendation of this document. The key difference is that to achieve the preferred taller and more slender building typology, building heights will need to be increased throughout the entire study area with a maximum 743 sq.m. floor plate for buildings over 10 storeys. The floor plate is measured from the exterior face of all exterior walls. The following sub-sections provide guidelines for the design and siting of new buildings and developments. Within the master plan it has been determined that there are two potential locations for slab buildings (tall buildings with floor plates larger than 743 sq.m). Slab buildings should not exceed a floor plate of 1000 sq.m. (at its lowest floor) and can not exceed 14 metres in heights.

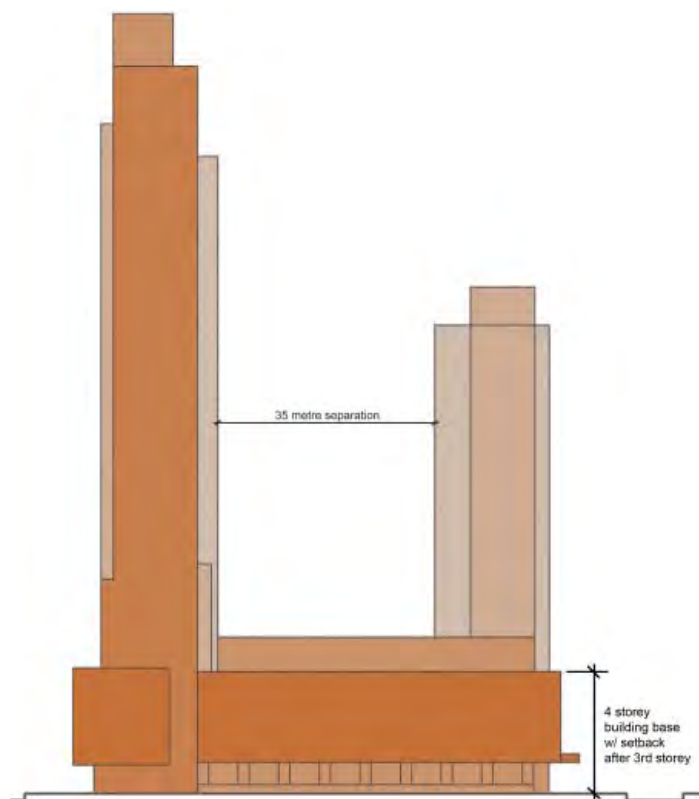
4.4.1. Height & Massing

A variety of 6 taller building sites have been located (maintaining the same allowable densities) throughout the study area. These taller buildings will allow for increased views toward the lake, minimize shadow impacts and create a unique and striking skyline for the area. It is recommended that the tallest buildings be located within the mid-block area (as shown on page 32). A greater separation distance is recommended for point tower buildings along Marine Parade Drive to provide ample views to the lake. The allocation of these taller buildings is relative to the existing allowable densities and does not suggest that additional density should be added.

- Preferred locations for point tower buildings are identified on the Master Plan (Section 4.6). Criteria for locating tall buildings (above 14 storeys) includes a minimum distance separation of 35 metres in the mid-block area, and 50 metres in the block area adjacent to Marine Parade Drive. This increased separation distance ensures that the views toward the lake open up with the creation of a series of view cones.
- Buildings taller than 10 storeys are to have a maximum building base of 5 storeys with a minimum of 3 storeys directly adjacent to any street.
- Where tall buildings meet the ground (without setbacks) the façade and articulation of the building must fulfill a special design condition, this could include entrance courtyards, ground floor plaza, primary building entrance, etc.

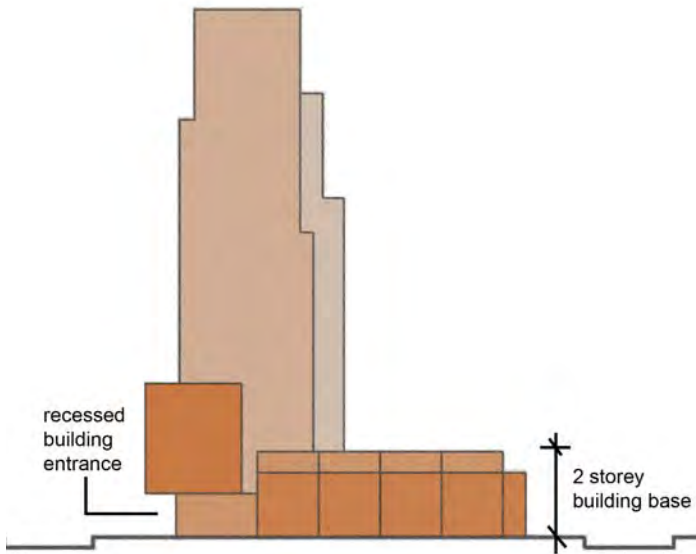


Tall buildings along Marine Parade Drive should have a minimum distance separation of 50 metres.



Tall buildings within the Mid-Block should have a minimum distance separation of 35 metres.

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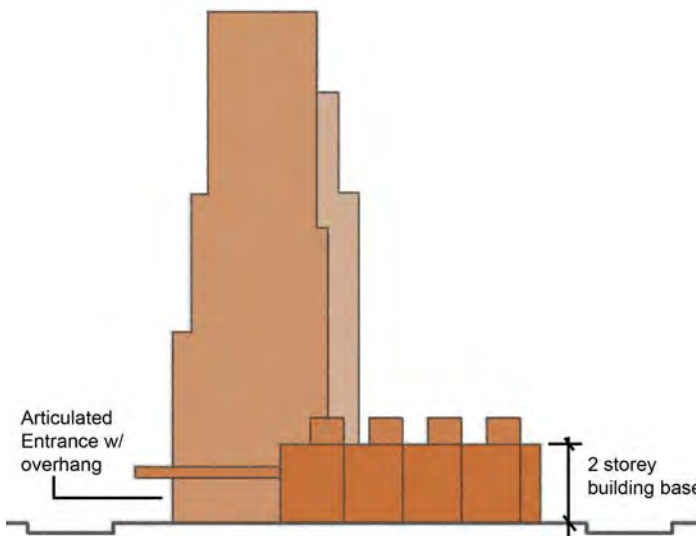
Taller buildings should meet the ground with an articulated building entrance, in some situations building bases are not preferred. See pages 31, 46-47 for exceptions.

4.4.2. Building Base Design

A well designed building adds visual interest to a street and responds to the existing streetscape conditions through its architectural expression. It is recommended that a variety of building base conditions be created with clearly defined semi-private transition zones. Site plan applications should include a description of each transition zone and how it mediates between public and private realms. Transition zones could include an expanded front yard area and a change in grade.

Where retail at-grade is recommended, a flexible building façade setback area is recommended to allow for patios and outdoor spill out locations. Outlined below are guidelines for contributing towards a vibrant public realm through a well designed building base.

- All new buildings and developments that occupy a corner site should acknowledge the corner condition through architectural expression and should feature fully developed façades along both frontages including display windows located at the corner of the building.
- All building façades facing onto streets and public spaces should incorporate vestibules, frequent building entrances, canopies and awnings at the ground floor level to provide weather protection and to add life to adjacent pedestrian areas.



Entrances can be articulated with over-hangs.

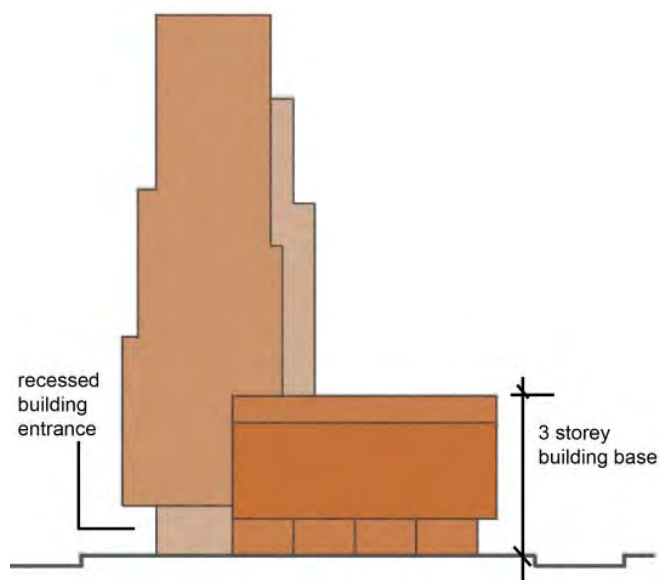


Potential locations for taller buildings are identified above. Tallest buildings (High-Rise Towers) are recommended for the mid-block area with medium-tall (Mid-High Towers) buildings along Marine Parade Drive.

- All new buildings and developments should integrate mechanical building elements, such as vents or rainwater leaders, within the wall plane or other façade features during the architectural design process to mitigate any potential negative impacts on public and pedestrian areas.
- All new buildings and developments shall be designed with continuous street façades that incorporate well-designed ‘breaks’ featuring public open space, mid-block pedestrian walkways, and/or central entrance ways. These are also potential locations where tall buildings meet the ground without stepbacks.
- New buildings and developments should maximize opportunities to create new public pedestrian routes throughout the site to connect with the public sidewalk network and with transit stops on Lake Shore Boulevard West or the waterfront park trails. These connections will help to achieve greater connectivity and encourage pedestrian activity throughout the area.
- Buildings should not have blank façades. Where buildings are prohibited from using windows, e.g. where future adjacent development is anticipated, the side façades should still incorporate a minimum level of articulation. This may include, detailed brick work ornamentation or murals.

4.4.3. Tower and Slab Articulation

As recommended in the Tall Building Guidelines, the floor plates of tall buildings should not exceed 743 sq.m. for point towers. Any building with a floor plate larger than 743 sq.m. is considered a slab building. A requirement of the design of slab buildings is that the building massing be articulated to minimize shadowing and maximize sky views. In addition to this requirement, tall buildings should also have articulated building tops and slab buildings should not exceed 1000 sq.m. on their lowest level (first level above the building base) and should not be taller than 14 storeys. The tops of all tall buildings should taper to minimize shadow impacts on adjacent properties. Each building should be unique but should also fit within its surrounding context.



A recessed entrance way can also be appropriate, with the goal of achieving a diversity of building designs and massings.



Terraced buildings can provide private open space opportunities for residents.

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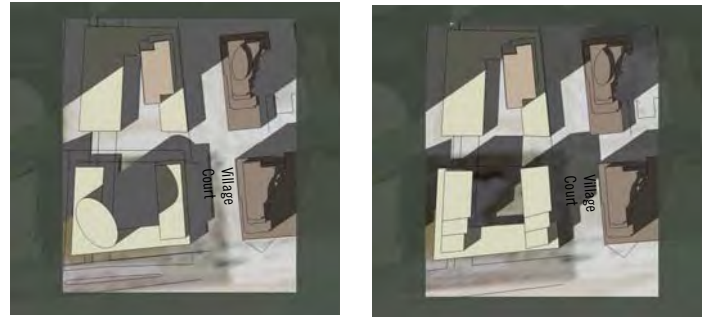
4.4.4. Shadow Studies

Shadows cast by tall buildings greatly influence the spaces that surround the building. Strategically determining building heights based on predetermined shadowing goals will help ensure the area's surrounding buildings get an adequate amount of sun exposure. Shown below on the right is an example of how rearranging the massing on a site can benefit the adjacent public realm. The following conditions should be considered when arranging buildings within the study area.

- Tall buildings should be oriented in a manner that minimizes cast shadows.
- Building density should be located to avoid shadows on public open space and where possible, sunlight should be maintained on open spaces between 10am and 2pm.
- All buildings should receive direct sunlight at some time during the day.
- The interior courtyards of buildings should be designed to receive the maximum amount of sun exposure possible.
- The smallest possible floor plate should be used to allow more sunlight to reach the ground plan and the public realm

The shadow studies on these two pages demonstrate the shadows that would be cast by the development forms proposed in the Preferred Master Plan.

Shadow studies were taken on September 21 between the hours of 10am to 2pm. The Land Owners Precinct Plan would have to demonstrate that shadows impacts on private and public open spaces are minimized wherever possible. Taller and more slender building forms cast longer shadows but they move faster throughout the day allowing for a greater diversity of light access on the ground plane. This can be seen by comparing the shadows cast by the existing development (shown in dark brown) with the Master Plan buildings (shown in tan).



Massing studies for the Village Court shows (left) how moving the density to the other side of the site minimizes shadows (11am)



Shadow Study of Concept Plan at 10am, on September 21.



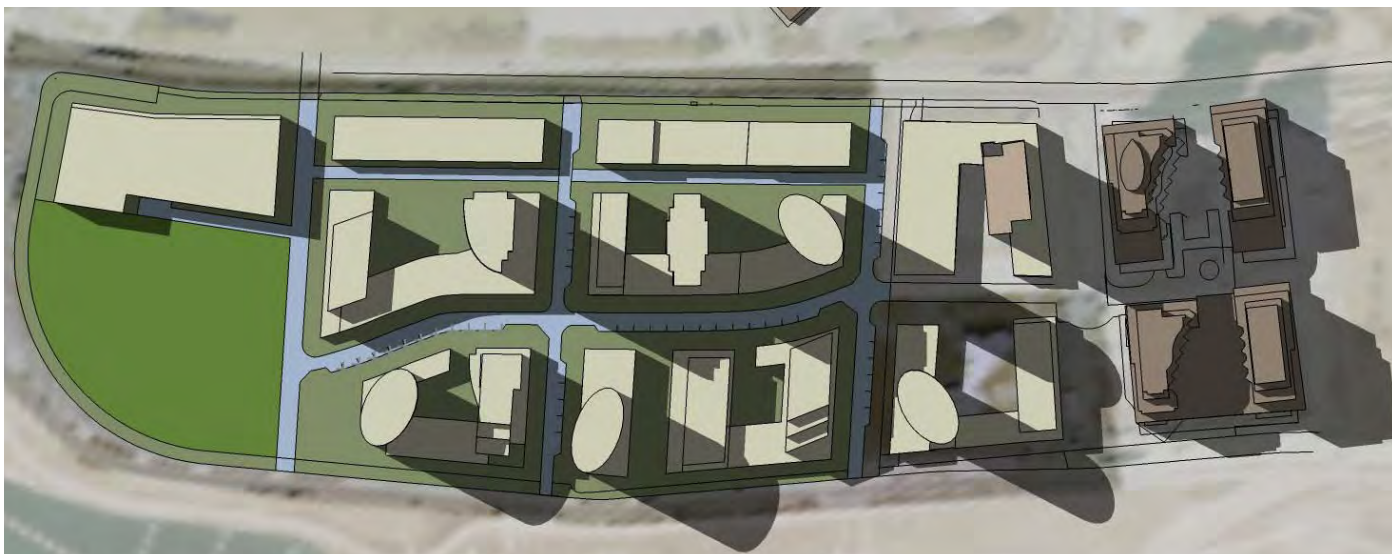
Shadow Study of Concept Plan at 11am, on September 21.



Shadow Study of Concept Plan at 12pm, on September 21.



Shadow Study of Concept Plan at 1pm, on September 21.



Shadow Study of Concept Plan at 2pm, on September 21.