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1.0 INTRODUCTION

The McCowan Precinct Urban Design Guidelines will be used by developers, architects, landscape architects as well as City of Toronto and agency staff to implement the following Vision for the future re-development of the Precinct:

To create a vibrant, mixed use community:

• a distinct community within the overall Scarborough Centre

• a place to live, work and play, and one that features excellent urban design, ease of movement, pedestrian-friendly and transit-oriented built form, great publicly accessible open spaces and high levels of sustainability, and

• a neighbourhood which enjoys a strong relationship with the rest of the Scarborough Centre and the adjacent residential and employment communities

The guidelines are organized around three guiding principles that formed the basis of the Site & Area Specific Policy (No.9) for the McCowan Precinct:

1. Managing Change: Future development of the McCowan Precinct will enhance the urban character and employment focus of the Precinct and the Scarborough Centre.

2. Movement: Movement and connectivity are keystones of the McCowan Precinct. Movement within, and connectivity between the Precinct and its surrounding communities will encompass a variety of modes of transportation. Development will be transit-oriented and take advantage of public transit infrastructure.

3. Building Communities: The McCowan Precinct will develop as a vibrant urban community within the Scarborough Centre, closely connected to its adjacent communities. New development and public initiatives will contribute to the livability and walk-ability of the Precinct.

The redevelopment of the McCowan Precinct offers an opportunity to create a community with emphasis on high quality public realm and architecture. The redevelopment is facilitated by the fact that the Precinct currently contains large land parcels, however there are few streets and public open spaces. The Precinct’s redevelopment will add new public streets and urban spaces, and create more permeable and finer grain development parcels.

The McCowan Precinct Urban Design Guidelines and Conceptual Master Plan were developed with the assistance of area residents, landowners, business owners, Councillors, and City Divisions.

City Planning retained DTAH Consultants along with ARUP Canada Inc. (Transportation Consultants) to complete the ‘McCowan Precinct Plan Street Design & Transportation Network’ study, used to assist in the development of the Guidelines, and is available online for reference.

The consultants have coordinated the McCowan Precinct study with the 2012 study ‘Scarborough Centre Public Space and Streetscape Master Plan’ (DTAH), which is also available online for reference.

NOTE: As and when final decisions are made on Rapid Transit or subway initiatives in the Scarborough Centre area, the McCowan Precinct Urban Design Guidelines will be refined as necessary.
MCCOWAN PRECINCT BOUNDARY MAP

The McCowan Precinct is located at the east portion of Scarborough Centre.

Map 1: McCowan Precinct Boundary Map
1.1 KEY URBAN DESIGN OBJECTIVES

1.1 The following urban design objectives have been established, for the McCowan Precinct, as the means to establish a distinct urban character for the area.

a) Develop Urban Design Guidelines and a Conceptual Master Plan.

b) Develop a public street and block pattern for the Precinct.

c) Promote pedestrian friendly streetscapes.

d) Establish a pattern of parks, open spaces and urban spaces within the Precinct.

e) Develop a network of connections for pedestrians, cyclists and motorists.

f) Connect the McCowan Precinct to the Civic and Commercial Precincts through the establishment of the Bushby Drive Promenade. This Bushby extension from Grangeway eastward will form a link between Albert Campbell Square to the new school and park site.

g) Establish a primary ‘Gateway’ to and from the McCowan Precinct at McCowan Road and Bushby Drive.

h) Create an additional open space for the Precinct at the East Highland Creek.

i) Promote extensive public art initiatives.

2.0 MANAGING CHANGE:
THE CONCEPTUAL MASTER PLAN

A Conceptual Master Plan has been developed and provides a visual illustration of the vision for the McCowan Precinct, demonstrates how the Precinct will develop over time, and how the physical components of the Precinct will be integrated.

The Conceptual Master Plan has the following components:

1) Streets and Blocks

2) Connections

3) Parks, Open Spaces and Urban Spaces

4) Cycling Network

The first three components are illustrated on the main Conceptual Master Plan. For the purpose of clear illustration, the fourth component, ‘Cycling Network’, is illustrated on a separate plan on page 11.

Each component of the Conceptual Master Plan is described in further details on the next few pages.
The Conceptual Master Plan provides for a finer grain of streets, improved pedestrian, vehicular and cycling connections, along with parks, open spaces, and urban spaces. The cycling network plan (page 11) is also part of the Conceptual Master Plan.
3.0 MOVEMENT

The following key elements will form the essential features of the McCowan Precinct.

3.1 NEW STREETS AND BLOCKS

The McCowan Precinct ‘Conceptual Master Plan’ sets out a ‘street and block plan’ that seeks to create:

- a finer grid of streets and blocks to connect sites to the larger context and adjacent properties, to provide pedestrian oriented blocks with 80-150m spacing between intersections, and to provide access and street frontages for larger land parcels with development blocks generally in the range of 0.36 to 0.7 hectares.

- a network of public streets, pedestrian and bicycle connections, publicly accessible lanes and walkways, and parks and public space system.
Map 4: New Streets and Blocks

- Existing Block/Property
- Potential Block/Property for Redevelopment
- Existing Public Street
- Proposed Public Street
- Existing Connection (Vehicular Lane/Pedestrian Walkway)
- Proposed Connection (Publicly Accessible Vehicular Lane/Pedestrian Walkway)
- Potential Area of a New Public Street (requires further study)
- Potential for Public Street extension as noted in the Toronto Official Plan
- Lands subject to OPA 231 (Pending) to convert the site to “Mixed Use Areas” and add the site to the McCowan Precinct and Scarborough Centre

[Map showing new streets and blocks in the McCowan Precinct area]
3.2 CONNECTIONS

A network of public streets and publicly accessible lanes, driveways and pedestrian walkways will be created to connect public and private land uses, natural areas, open spaces, parks and urban spaces.

- An extension of Bushby Drive from Borough Drive to 705 Progress Avenue (the site of a future school and park), will be designed as a grand promenade: a visual and physical link between the future park and school site and Albert Campbell Square along with the lands associated with the Civic Precinct of the Scarborough Centre. It will be a generous right-of-way to create a linear green space that will act as a key organizing component of the McCowan Precinct, and the larger, Scarborough Centre public space system.
3.3 PARKS, OPEN SPACES AND URBAN SPACES

An integrated public space network consisting of natural areas, public parks/recreational areas, private and public urban spaces will be promoted, expanded and enhanced.

- Public open spaces, parks, and privately-owned but publicly accessible urban spaces will front onto public streets.

- Where appropriate, privately owned publicly accessible urban spaces may be located within the interior of development blocks provided the space fronts onto public streets or has direct access from the public realm.
3.4 CYCLING NETWORK

The McCowan Precinct will include a cycling network to promote cycling as a transportation option for residents, workers and visitors to the Precinct. Map 7 on page 11 shows the Cycling Network plan.

- The cycling network will be implemented over time and will serve to enhance the Precinct's connectivity to the Scarborough Centre Precincts and the surrounding neighbourhoods.

- Cycling connections may include a combination of “separated cycle lanes”, “marked bike lanes” and “sharrow lanes”, as well as bike trails, where appropriate/feasible within parks and open space areas.

- The cycling network will be developed in coordination with further development of the City’s Bicycle Plan/Network.

- As part of the development review process, new development and public initiatives will provide for cycling facilities as appropriate and feasible, which may include cycling routes, bicycle storage, signage or improvements/enhancements to existing cycling facilities.

3.5 STREET CROSS-SECTIONS

Conceptual cross sections have been produced in the consultant’s report ‘McCowan Precinct Plan Street Design and Transportation Network’ 2013. These can be found in the Appendix on page 28.
Note: The Cycling Network shown below is conceptual. Implementation of this network will require further transportation analysis which may alter this network.

Map 7: Cycling Network

- McCowan Precinct Boundary
- Existing Block/Property
- Existing Park
- Existing Natural Area
- Potential Expansion of Natural Area
- Proposed Park/School Site
- Potential Block/Property for Redevelopment
- Existing Public Street
- Proposed Public Street
- Existing Connection (Vehicular Lane/Pedestrian Walkway)
- Proposed Connection (Publicly Accessible Vehicular Lane/Pedestrian Walkway)
- Cycling Connection

Map 7: Cycling Network

- Separated Cycle Lane (Cycle-track separated by curb, either above or at-grade with roadway)
- Marked Bike Lane (On-street marked bike lane)
- Sharrow: Shared Lane Pavement Marking (Sharrow bike markings associated with off-peak parking lane)
- Potential Area of a New Public Street (requires further study)
- Potential for Public Street extension as noted in the Toronto Official Plan
- Lands subject to OPA 231 (Pending) to convert the site to “Mixed Use Areas” and add the site to the McCowan Precinct and Scarborough Centre
4.0 BUILDING COMMUNITIES

4.1 BUILT FORM AND SCALE

It is anticipated that the main form of development in the Precinct will be high-rise, with mid-rise buildings, and low-rise buildings in certain locations as part of a comprehensive redevelopment. All development will respect the City’s Tall Building Design Guidelines, Mid-rise Building Guidelines, and the Infill Townhouse Guidelines.

- massing should provide a gradual transition down to the surrounding lower scaled context to integrate this area well with its surroundings. Abrupt transitions in massing should be avoided.

- massing should provide a gradual transition down to parks and open spaces.

- a consistent, appropriately scaled streetwall should be provided to comfortably frame the street.

- consistent setbacks should be provided that relate positively to the street and context, and are generous enough to provide high quality landscaping, sidewalks and trees.

- all buildings will be designed and located so as to not create adverse shadows and wind on adjacent public spaces, streets, parks or open spaces, including East Highland Creek and the School/Park site, having regard for the varied nature of such areas. Shadows and wind impacts affecting neighbouring properties and buildings should be minimized.

- high quality design, architecture and materials will be provided for all development. For multi-building developments, a variety of massing, architectural treatments and materials will be provided to ensure a varied and interesting skyline and urban fabric.

Due to large portions of the Precinct being a newly emerging area with an absence of consistent streetwall context and with existing industrial buildings, tall buildings in particular should respond sensitively to this context.

- base buildings should be at appropriate scales relative to the context. Given the absence of consistent streetwall context, lower base buildings may be required to create harmonious visual relationships to lower-scaled nearby buildings.

- increased stepbacks may be appropriate in certain locations to mitigate tall building heights and create comfortable human-scaled edges particularly at streets, open spaces and parks.

- separation distances of a minimum of 25m for tall buildings, with greater distances desirable where possible or where context may require more separation.

- tower floorplate sizes at 750 sm with modifications for commercial office uses where appropriate.

- staggered tower placement in plan is recommended where possible to minimize overlook.

- compact point tower form should be provided with tower shapes designed and located to minimize overlook, massing impacts, shadow and wind impacts. Bulky or elongated tower shapes should be avoided since there are often more undesirable impacts on massing, light, view and privacy, sky view, and wind.

- distinctive architecture, which creates signature buildings through the use of high quality design and materials and other architectural means, will be incorporated into all development within the Precinct. Taller buildings, especially the tower elements, should result in iconic, recognizable buildings in the skyline.
4.2 GENERAL SITE ORGANIZATION

a) Street Edges

- strong, pedestrian-friendly built edges are to be created along all streets within the Precinct. For retail and office uses, this will be achieved by maximizing the amount of floor-to-ceiling, unimpeded clear glazing at grade, combined with vertical articulation to break down the scale of long expanses of glazing. For residential uses, fine-grain permeable edges of entry doors for grade-related apartments should be provided.

- animated inhabited uses should be provided along all publicly visible frontages.

- publicly accessible urban spaces such as plazas and piazzas will be created along all significant streets to add variety to the street edges and the development blocks.

- in addition, development at the following major street intersections will provide urban plazas at appropriate locations as shown on Map 6 on page 9.

- at least 70% of all street frontages will be formed by building edges at the minimum set-back line.

- 3m setbacks are recommended. Portions of Bushby Drive may require additional setbacks to provide the enhanced tree planting design.

- public buildings such as schools and community centres may have deeper than required street setbacks to emphasis their public natures and to allow for their programs to extend into the resultant open spaces.

- for all development sites, necessary utility equipment such as gas regulators, hydro boxes, telephone and cable television pedestals will not be placed along, nor will be visible from public streets.
b) Retail and Commercial Areas

- non-residential development will be designed to maximize the visibility of grade-level activity from the adjacent sidewalks and public spaces through the use of clear, floor-to-ceiling glazing at grade where appropriate.

- where appropriate, buildings containing retail uses will be designed to allow for their activities to ‘spill out’ onto adjacent public spaces with the provision of wider setback areas.

- retail uses will be located at grade within residential, employment and public use buildings where appropriate, to provide interest and animation to public streets and spaces. Retail uses may be provided in additional locations provided that there are prominent, at-grade, street related entrances.

c) Building/Unit Entrances

- the main lobbies of residential buildings and the entry doors of all commercial units in all buildings within the Precinct will front directly onto and will be clearly visible from adjacent public streets.

- all entrances will have direct pedestrian access and entry doors facing adjacent public sidewalks.

- to promote active edges and to provide flexibility for future use, ceiling heights of at least 4.5m will be provided on the ground floors of retail and office uses.

- residential developments will be encouraged to contain grade-related units, with main entry doors connected directly to the adjacent public sidewalk(s) or publicly accessible open space where appropriate.

- exterior entrances to individual residential units should be located between three and five steps above the adjacent sidewalks to create an appropriate visual separation between the two and to allow for privacy of the residential units.

- traditional elements such as porches, gardens and stoops are also encouraged for at-grade residential units. These areas should be designed as ‘fronts’ and avoid the use of these areas as ‘backyards’ so as to present attractive frontages to the streets. At or below grade patios should be avoided.

- all new buildings will be identified by name and a clearly visible street address from a public street.

Fig. 3: Centro Townhouses at grade provide active edges and finer grain scale.
d) Weather Protection and Pedestrian-Level Comfort

- buildings will provide weather protection along their street frontages in the form of canopies at appropriate locations.

- canopies should extend a minimum of 2 metres from building faces and will be of high design quality and materials.

- all buildings will be designed to contribute to the creation of safe, comfortable, pedestrian-level micro-climates throughout the Precinct in all seasons of the year. This will be achieved through appropriate massing and siting of buildings and open spaces, and provision of architectural features such as canopies, stepbacks and appropriate elements and materials which reduce or disperse potentially problematic wind flows.

- on-site landscaping features such as strategic tree plantings, windscreens and other site-specific measures may also be used to assist in providing comfortable pedestrian-level micro-climates in addition to the above massing and architectural elements. Wind screens should be discrete in terms of location and materials, at low heights, and out of view.

- where possible, on-site tree planting in open spaces and plazas should be organized in groupings of at least 15, so as to create areas of substantial shade during the summer months, and visual prominence.

- specific seating areas will be designed in conjunction with, and will complement shade tree groupings.
e) Vehicular Access and Servicing

- vehicular access to parking garages and surface parking areas will be internal to each site.

- driveways and service areas will be located so as to not have any adverse visual and functional impacts on streetscapes throughout the Precinct. Locations and design should be discrete so as to maximize animated uses along streets and open spaces, and visible areas.

- public pedestrian routes along vehicular service lanes may be appropriate in some locations such as where there are opportunities for mid-block connections. These will be designed to accommodate attractive, safe and comfortable pedestrian passage. A minimum 1.7m wide pedestrian clearway should be provided. Further refinements with upgraded paving materials, rolled curbs and landscaping will be provided where deemed appropriate.

f) Parking

- parking will be located below grade.

- areas of the Precint may have water table issues that prevent the technical feasibility of multi-level below grade parking structures. If this condition is demonstrated to exist to the satisfaction of the City, above grade parking structures may be permitted in certain areas at the discretion of City Planning.

- where above grade parking structures may be permitted, they are to be enclosed and surrounded by residential and/or commercial uses which create active frontages, such that the parking structures are not visible from adjacent streets.

- all development will accommodate convenient and safe public bicycle parking in clearly visible, publicly accessible locations.

Fig. 5: Siman Lane is a pedestrian oriented vehicular laneway adjacent to a public art courtyard, ‘Radio City’ development, Toronto.

Fig. 6: At Lee Centre, the above grade parking at the upper level was permitted due to water table issues and is integrated with the architecture, and maintains appropriate scale at the street.
4.3 THE PUBLIC REALM

a) Streetscapes

- all new and upgraded streetscapes will be informed by the design criteria set out in these Guidelines and the consultant’s study ‘McCowan Precinct Plan Street Design and Transportation Network’ (DTAH+ARUP), 2013.

- public realm paving throughout the Precinct will conform to the criteria set out in the City’s ‘Streetscape Manual’.

- special high quality paving materials (stone, textured concrete, pre-cast pavers) will be encouraged in all privately owned publicly accessible open spaces within the Precinct.

- paving details in publicly-accessible private spaces will be coordinated well with the public realm details of the City’s “Streetscape Manual”.

- new street and open space lighting fixtures will be consistent with the lighting fixtures approved for the Civic and Commercial Precincts, to maintain continuity throughout the Precinct.

- photometric analyses will be required for all private developments. An average illumination level of 3.0 foot-candles should be achieved in all publicly accessible spaces and walkways.

- all streets and publicly accessible pedestrian paths and cycling routes will be designed so as to foster safe and convenient access to the school and park on Progress Avenue. This will include, pedestrian scale lighting, way-finding signage, unimpeached sightlines and high quality surfaces.

- public art installations will be encouraged in new development, at locations generally as shown in the Conceptual Master Plan. (see Map 2 on page 5)

- street furniture which conforms to the furniture approved for the Civic and Commercial Precincts will be employed on public and private lands to ensure pedestrian comfort throughout the Precinct, to contribute to the Precinct’s overall attractiveness and to maintain continuity throughout the Secondary Plan area.

Fig. 7: Scarborough Centre Street Lighting Details, from Scarborough Centre Public Space and Streetscape Master Plan, DTAH 2012
b) Street Tree Planting

- Progress Avenue, Consilium Place, Corporate Drive, Grangeway Avenue, Bushby Drive and all new streets in the Precinct will receive extensive street tree planting and other hard and soft landscaping treatments. (see Street Cross Sections in the Appendix starting on page 28)

- additional on-site private tree planting which complements and is coordinated with street-tree planting, will be required.

- the planting of a diverse selection of tree species will be encouraged to avoid mono-cultures.

- specific street tree species selection will conform to the City’s Urban Forestry criteria.

Fig. 8: Scarborough Centre Tree Planting and Seating Details, from ‘Scarborough Centre Public Space and Streetscape Master Plan’, DTAH 2012
c) **Urban Spaces**

- plazas, piazzas, retail patios and other publicly accessible urban spaces within the Precinct will be of sufficient dimension to encourage public gathering. Generous space for significant public art installations is encouraged. The open spaces should be designed to be of high quality, attractive and comfortable with sensitive massing, and pleasant sun and wind environments.

- privately owned publicly-accessible open spaces will be lined with development which has direct access to the adjacent plazas and open spaces, and provides animated and well-designed frontages.

- urban spaces will enrich and increase the diversity of the Precinct’s public realm experience with elements such as generous amounts of seating, fountains, shade-tree groves, shade structures, attractive landscaping and high quality materials.

- seating design and layout should allow for a variety of possible social interactions, including seating for small groups, for pairs and for individuals.

- seating opportunities should be provided at a ratio of one linear foot (0.3048m) per thirty square feet (2.8 sq.m) of open space.

- seating can include benches, low walls, building edges and moveable seats.

- seating on ledges, planter walls and stairs should be between 45 and 60 cm high and 35 cm deep. (70 cm for double-sided seating)
d) Pedestrian Routes and Crossings

- park, creek-side, mid-block and other pedestrian routes will be created to provide high quality, safe, well-lit, well-paved connections between public sidewalks.

- active secondary building entrances will be encouraged along public mid-block pedestrian connections for convenience, to provide animation for the routes and to promote safety.

- pedestrian crossing points will form a continuous network, consistent with the Conceptual Master Plan.

- off-street pedestrian routes will be designed to be safe, easily navigable, and contain clear and distinct way-finding signage.

f) Wayfinding Strategy

- a comprehensive wayfinding strategy for the Precinct should be developed by the City, coordinated with Scarborough Civic and Commercial Precinct to the west, and may include items such as well-designed street signage, lighting, public art and additional wayfinding elements to create a distinctive identity and ease of movement.

f) Public Safety

- all areas will be designed using CPTED principles to create safe environments. Crime Prevention through Environmental Design (CPTED) is a proactive crime prevention strategy used by landscape and architecture designers, police and security professionals. It uses design to reduce the incidence and fear of crime and improve quality of life. Some of the main principles involve providing spaces with natural surveillance or “eyes on the street”, clear views and sightlines, adequate lighting, and avoiding entrapment areas in the design.
4.4 FOCUS AREAS

A) RETAIL FOCUS STREETS

Grade-related retail and office uses can provide interest and animation to public streets and public spaces. Not all of the streets and public spaces within the McCowan Precinct streets can support, or are appropriate for retail uses. A focus of grade-related retail and office uses, will be encouraged along: Consilium Place; Grangeway Avenue from Bushby Drive to Progress Avenue; Bushby Drive between Grangeway Avenue and McCowan Road; Town Centre Court (north side) from McCowan Road to Borough Drive and McCowan Road from Ellesmere Road to Bushby Drive.

- particular attention will be given to the provision of high quality streetscape elements to support viable commercial activity, including elements such as pedestrian scale lighting, benches, special paving treatments, groupings of shade trees, spaces for outdoor cafes and restaurants, and public art works.

- high quality paving materials (stone, coloured and textured concrete etc) will be used for private property pedestrian paving. The materials will be seamlessly integrated with and will complement the City’s Streetscape Manual’s paving details for the public street allowance.

B) MCCOWAN ROAD

The McCowan Road street edge presents an urban design challenge because of the presence of the Progress Avenue overpass and because of the high volumes of vehicular traffic. However, the edge also provides a major, direct pedestrian access between the Precinct’s ‘Gateway’ and the Consilium office complex as well as to the new westerly extension of Triton Road.

- where appropriate, buildings along the McCowan Road frontage will contain animated uses and architectural features which support pedestrian activity.

- building edges will be located at a generous setback from the streetline, to contribute a buffer to the intense vehicular traffic activity on McCowan Road.

- the public boulevard and ‘buffer zone’ will contain features which further assist in mitigating the impact of the intense traffic. Such features may include, dense street-tree planting, complementary private tree planting, low hedges, screens, site specific public art pieces and decorative pedestrian barriers.
C) MCCOWAN PRECINCT GATEWAY

McCowan Road, north of Bushby Drive to Progress Avenue contains the existing SRT Station with vehicular drop-off and interface facilities. This area and the Bushby intersection serves as a primary connection point between the McCowan Precinct and the Civic and Commercial Precincts of the Scarborough Centre. The existing intersection at McCowan Road and Bushby Drive functions as an important and busy pedestrian crossing.

This area will be transformed into a “Gateway” into and from the McCowan Precinct, and a “meeting place” where the three precincts are connected and integrated. It will be a large animated public space of exceptional design quality and will function as a gathering place.

The McCowan Gateway will incorporate a variety of design features that may include:

- Urban plazas at the McCowan Road/Bushby Drive intersection, surrounded by high quality developments with at-grade uses that promote pedestrian activities;
- Destination facilities and uses, such as transit station/facilities and commercial/institutional uses;
- Clearly defined pedestrian routes that may be grade-related or associated with parks, open spaces and/or transit facilities;
- Enhanced street signalization;
- Generous and distinctive pedestrian crossings with decorative treatment;
- Pedestrian refuge areas within the street right-of-way;
- Clearly defined pedestrian routes between transit facilities, developments, parks, and open spaces;
- Extensive landscaping and pedestrian amenities on public and private lands;
- Enhanced streetscape design, including greater sidewalk width;
- Decorative paving materials, decorative street lighting; street medians with deciduous trees;
- Generous amounts of street furniture, such as benches, waste/recycling bins, decorative lighting with banners; flower baskets, information kiosks;
- Way-finding signage; and
- Public Art installations
Fig. 14: Conceptual option for the McCowan Gateway, from the consultant's report ‘McCowan Precinct Plan Street Design and Transportation Network’, DTAH + ARUP

Fig. 15: McCowan Road at Bushby - Existing Photo
D) BUSHBY DRIVE PROMENADE

Bushby Drive is the spine which will connect Albert Campbell Square in the west, with the School/Park site and the East Highland Creek in the east.

- Bushby Drive will be lined, on its north side, by a double row of trees, forming a continuous promenade from end to end.

- The south side of Bushby Drive will be lined by a complementary, continuous row of curb-side street trees, to reinforce Bushby Drive’s significance as the Precinct’s main promenade.

- All buildings facing onto Bushby Drive will be designed with high quality and visually interesting architecture.

- Publicly accessible urban open spaces along Bushby Drive are encouraged to contain public art installations, distinctive and coordinated signage, and grade-related uses which promote and support the high levels of pedestrian activity which are anticipated on the main promenade of the urban village.

Fig. 16: Promenade with double row of trees

Fig. 17: Conceptual Bushby Promenade Street Section - Refer to Appendix page 28. Excerpt from consultant’s report ‘McCowan Precinct Plan Street Design and Transportation Network’, DTAH+ARUP.


E) SCHOOL/ PARK SITE

The School/Park Site at 705 Progress Avenue will form the eastern terminus of the Bushby Drive Promenade. The School/Park Site and the adjacent Highland Creek will be a community focal point. Extensive public use of this site is anticipated and nearby development will provide appropriate massing with gradual transitions down to the site to provide comfortably scaled buildings, generous sunlight and comfortable wind conditions.

- on the School/Park site at the Bushby Drive Promenade, significant entry features such as public art works, pedestrian-scaled lighting, shade tree planting, and generous seating should be provided to create an attractive area when viewed from the Bushby Drive Promenade. This area will be coordinated between the TDSB and the City of Toronto.

- pick-up and drop-off for the school will be encouraged on the new north-south street along the west edge of the School/Park Site.

- the Bushby Drive pedestrian and cycling promenade will continue through the school/park site to the East Highland Creek.

- park and open space on the School/Park site will be designed as a continuation of the East Highland Creek open space system through the generous use of landscaping around playspaces.

- walkways along the East Highland Creek will be designed to provide connections to the school where appropriate and to public streets.
F) EAST HIGHLAND CREEK

The East Highland Creek is an open space feature of the McCowan Precinct. Along with the School/Park site, it forms a community focus, and a linear park link to the north Hillsborough Park. Extensive public use of the Creek and adjacent open space is anticipated as the community develops.

- the lands of East Highland Creek will be upgraded to provide high quality walking and bicycle trails.

- developments along the new linear park areas will provide generous, landscaped setbacks, animated attractive frontages, comfortable massing, sun and wind conditions, and strong pedestrian links to encourage active use. The developments should be designed to complement and mesh seamlessly with this area, and preserve and promote the enjoyment of these spaces for future generations.

- seating, lighting and observation areas with interpretive signage, will be provided along the Creek in a manner which is complementary to its re-naturalized character, and with consultation from the TRCA.

- walking and cycling trails in the section of the Creek within the McCowan Precinct will be designed to anticipate being extended beyond the Precinct, and with consultation from the TRCA.

- elements such as attractive all-weather surfaces, pedestrian-scaled lighting, interpretive signage, and other features should be provided.
G) THE CORPORATE DRIVE UNDERPASS/ MCCOWAN ROAD BRIDGE.

- the public spaces in and around the Corporate Drive Underpass/ McCowan Road Bridge will act as a connection to and from the Precinct and will be improved with elements such as wider, more comfortable sidewalks (on both sides of the street), improved lighting and public art installations adjacent to and on the bridge infrastructure.

H) THE PROGRESS AVENUE PEDESTRIAN BRIDGE

- the covered, pedestrian bridge on Progress Avenue acts as a connection to and from the Precinct. It will be improved with elements such as the installation of specific pedestrian scale lighting, and public artworks which serve to create an iconic feature and integrate the bridge into the overall pedestrian system within the Precinct.
5.0 APPENDIX: STREET CROSS-SECTIONS

On the following pages are street cross-sections from the consultant’s report ‘McCowan Precinct Plan Street Design and Transportation Network’, DTAH + ARUP, 2013. These designs for various typologies of streets within the McCowan Precinct will guide the design/rehabilitation of new and existing streets.

The cross-sections are conceptual in nature. Minimum 2.1m wide pedestrian clearways are shown in the conceptual sections, along with assumed vehicular and cycling lane widths. Building outlines are shown for graphic purposes only and are not intended to determine appropriate setbacks or massing. The street designs will need refinement as the area progresses, with further review by the City.

The design of all streets will provide suitable growing conditions and soil volume to allow for large growing street trees, consistent with the City’s adopted and accepted Urban Forestry practices.
Figure 11b: McCowan Road
Progress Avenue at Triton Road
North of Triton Road Intersection

Elements
- Existing roadway lane assignment
- No parking
- No formal cycling facilities north of Town Centre Court/Bushby Avenue intersection
- Sufficient boulevard width for street tree planting
- Improvements to Progress Avenue Bridge (lighting, public art, realighting, etc.)
Figure 11c: McCowan Road
Town Centre Court/Bushby Drive to Ellesmere Road
North of Ellesmere Intersection

Elements
- Existing roadway lane assignment
- No parking
- Grade separated cycle tracks
- Sufficient boulevard width for street tree planting
- Intersection improvements to support higher pedestrian volumes
Figure 12: Town Centre Court
Albert Campbell Park to Borough Drive
Typical Mid-Block

Elements
- Existing roadway lane assignment
- Off-peak parking lane
- Sharrow bikeway markings associated with off-peak parking lane
- Sufficient boulevard width for street tree planting
Figure 13: Town Centre Court
Borough Drive to McCowan Road
Typical Mid-Block

Elements
» Existing roadway lane assignment
» No parking
» Cycle track at same level as roadway with mountable curb
» Sufficient boulevard width for street tree planting
Figure 14: Bushby Drive Extension
McCowan Road to Park Frontage Road
Typical Mid-Block

Elements
- Two lanes in each direction
- Off-peak parking lane
- Cycle track at same level as roadway with additional median adjacent to parking lane
- Broad promenade on north side with a double row of trees
- Sufficient boulevard width on south side for street tree planting.
Figure 15a: Corporate Drive
Progress Avenue to 461 East Ramp
Typical Mid-Block

Elements
- Existing roadway lane assignment
- No parking
- On-street marked bike lanes
- Add continuous pedestrian boulevard on north side
- Remove central median to provide additional space to boulevards, especially under the bridge
- Adjust grades along boulevards to provide additional width
- Sufficient boulevard width for street tree planting where grades permit
- Improvements to McCowan/Corporate Bridge
  (lighting, public art, re-striping, etc.)
Figure 15b: Corporate Drive
401 East Ramp to Bellamy Road
Typical Mid-Block

Elements
- Right-of-way varies along length
- Existing roadway lane assignment
- Cross-section developed to provide sufficient boulevard width for street tree planting
- Generally no parking. North side parking lane permitted where right-of-way widens to full 33.0 metres
- On-street marked bike lanes. Available dimension within typical cross-section to become separated
  lanes, but will impact space for tree planting
- Not possible to have parking on both sides, street trees and separated bike lanes
- Central planted median between turn lanes where possible

Key

Right-of-Way

Boulevard 5.6m
Bike Lane 1.6m
Roadway 6.6m
Turning Lane/ Median 5.0m
Roadway 6.6m
Bike Lane 1.6m
Boulevard 5.6m
Figure 16: Progress Avenue
McCowan Road to Belle▲y Road
Typical Mid-Block

Elements
> Existing roadway lane assignment
  (2 travel lanes each direction with left turning lane at intersections)
> No parking
> On-street marked bike lanes
> Sufficient boulevard width for street tree planting, where grades permit

![Diagram of Progress Avenue](image-url)
Figure 17: Consilium Place/Grangeway Avenue

Corporate Drive to Ellesmere Road
Typical Mid-Block

Elements
- Existing roadway lane assignment
- Off-peak parking lane
- Sharrow bike markings associated with off-peak parking lane
- Sufficient boulevard width for street tree planting

Key
Figure 18a: Local Residential - Option A
Typical Mid-Block

Elements:
- 20 m metro public right-of-way
- One lane in each direction
- One parking lane
- No designated bike facilities
- Sufficient boulevard width for street tree planting
Figure 18b: Local Residential - Option B
Typical Mid-Block

Elements
- 20 metre public right-of-way
- One lane in each direction
- One parking lane each side
- No designated bike facilities
- Sufficient boulevard width for street tree planting
6.0 BIBLIOGRAPHY

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Addendum 1: Guidelines for 675 Progress Ave

May 2015

Addendum to the McCowan Precinct Guidelines
I.0 INTRODUCTION

a. Purpose of these Guidelines

This is an addendum to the Council approved-McCowan Precinct Urban Design Guidelines in June 2014, which are to be used to evaluate and guide all development in the Precinct. Following are additional guidelines to address development on 675 Progress Ave, to be used in conjunction with all of the Precinct Guidelines. These will be implemented with the site specific rezoning bylaw approved for the site, and will apply to the entirety of lands including the future phases of development.

b. Context Overview

675 Progress Ave is an important site in the McCowan Precinct. Redevelopment of the lands should create a new ‘neighbourhood’ with a variety of building forms and heights. The site is located at the southeast edge of the Scarborough Centre and next to 705 Progress Avenue, a future school and park site. As such, redevelopment of the site will need to demonstrate a sensitivity to its context and will provide appropriate transition down to lower scaled built form and open spaces.

The site contains the intersection of the two major new streets within the Precinct, Bushby Dr extension and new Street B. The network of public streets, pedestrian and bicycle connections, publicly accessible lanes and walkways, and parks and public space systems will provide important links for the area.

This emerging area has proximity to the existing Scarborough RT and future subway, offices, employment uses, and amenities such as library, civic centre, recreational facilities, grocery store and retail.

Adjacent to the only school and park site in the Scarborough Centre, at 705 Progress Ave, it is anticipated that there will be families with children. It is important that new development should not detract from the comfort, utility and enjoyment of the school and park site.
Master Plan: Aerial Perspective View

Applicant Detailed Rendering Concept for Phase 1
**c. Site Description and Surrounding Uses:**

The site is currently occupied by a vacant low-rise, industrial building which formerly housed the A.G. Simpson Inc. heavy metal stamping plant. It is located on the south side of Progress Avenue east of Grangeway Avenue and west of Bellamy Rd.

North: Low-rise single storey, employment buildings on several properties with a variety of warehouse and light industrial uses; a private educational facility; and a community service facility.

South: the TTC McCowan yard, containing tail-track and transit car storage facilities for the SRT. Further south are areas with Neighbourhoods designation.

West: a 5-storey RBC office building at 111 Grangeway Avenue and two commercial parking lots (one owned and operated by the Toronto Parking Authority).

East: 705 Progress Avenue, a site containing six, single-storey commercial/light industrial buildings jointly owned by the City of Toronto and the Toronto District School Board. The site is within the Scarborough Centre and intended for a school/park and related purposes. Further East are low-rise Employment Lands.
d. Detailed Policy Framework and Status:

**OPA 231 and Status:**

On page 5 of the McCowan Precinct Guidelines, the site is shown with an asterix on the Conceptual Master Plan as "Lands subject to OPA 231 (Pending) to convert the site to ‘Mixed Use Areas’ and add the site to the McCowan Precinct and Scarborough Centre."

At its meeting of December 18, 2013, City Council adopted Official Plan Amendment No. 231 to add new economic policies and designations for Employment Areas as part of the Municipal Comprehensive Review.

OPA 231, as it relates to the lands at 675 Progress Avenue, permits the conversion of these lands to mixed use, incorporates the lands into the Scarborough Centre and establishes a Site and Area Specific Policy (No. 8) for the lands. Site and Area Specific Policy (No.8) requires:

a) Development of lands for residential use will incorporate employment uses including a minimum of 13,000 square metres of office floor area which will be provided within Phase 1 of the development.

b) A feasibility analysis and impact assessment in accordance with Section 4.10.3 of the Province’s D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design to the satisfaction of the Ministry of the Environment or a delegated authority; and

c) New development will be in conformity with the Scarborough Centre Secondary Plan and consistent with the emerging McCowan Precinct Plan policies and guidelines, in particular with respect to the provision of the proposed street and block plan, the provision of new streets and connections to the existing and proposed network, and the provision of community facilities and services.

OPA 231 was approved by the Ministry of Municipal Affairs on July 9, 2014, however there have been over 175 appeals of the Minister’s decision forwarded to the Ontario Municipal Board at the time of the writing of this addendum.

**OPA 242 and Status:**

At its meeting of June 13, 2014, City Council adopted Official Plan Amendment No. 242 to add “Site and Area Specific Policy No. 9” to the Scarborough Centre Secondary Plan (which forms a part of the Toronto Official Plan) for the McCowan Precinct.

OPA No. 242 establishes a development framework and design strategies for the future residential and employment development of lands within the McCowan Precinct. It serves as a guide for the provision of community services, facilities, parks and open spaces and public realm improvements and enhancements for the Precinct. Site and Area Specific Policy No. 9 includes a Vision Statement and Guiding Principles for the McCowan Precinct. At its meeting of June 13, 2014, City Council also adopted the McCowan Precinct Urban Design Guidelines, including the Conceptual Master Plan.

In adopting this Plan, City Council, in addition to applying the policies of the Official Plan, directed staff to “use the McCowan Precinct Urban Design Guidelines, including the Conceptual Master Plan, in the evaluation of all new and current development proposals and public initiatives”.
2.0 MASTER PLAN FOR 675 PROGRESS AVE

The Master Plan for 675 Progress Ave is shown in the following illustrations:
- Master Plan : Applicant Aerial View and Uses, p8
- Master Plan : Streets, Blocks and Height Map, p9
- Master Plan : Applicant Detailed Height Map, p10
- Master Plan : Employment Uses Map p11
- Master Plan : POPS and Park Map, p11

The Master Plan for the site incorporates the elements from Map 2: Conceptual Master Plan, on page 5 from the McCowan Precinct Urban Design Guidelines.

The site is divided into blocks known as Blocks 1-4 as indicated in the illustrations for the Master Plan for 675 Progress Ave. Built form in Phase 1 has a current rezoning application. Built form on Blocks 3 and 4 are to be rezoned in the future as Phase 2.

The Master Plan shows a variety of housing forms to achieve massing transition to lower scaled built form for contextual fit, and to provide a diversity of building types to achieve a high quality neighbourhood.

2.1 Master Plan Phasing

Planning approvals for Phase 1 of the development require a Master Plan for the entire site to guide incremental development of the site.

The Master Plan illustrates and addresses matters set out in the Official Plan (including the Scarborough Secondary Plan, the McCowan Precinct Plan and City of Toronto standards, guidelines and policies).

Subsequent re-zoning of Phase 2 will be guided by the Master Plan. As part of Phase 2, land use compatibility between the existing TTC SRT yard (or Subway) and other employment uses to the south and the proposed development on the site will be demonstrated in a supporting Planning Rationale, with mitigation measures detailed if deemed necessary.

2.2 Streets and Blocks

As per the Conceptual Master Plan on page 5 from the McCowan Precinct Guidelines, redevelopment of the subject site will occur by dividing the site into development blocks with public streets, privately owned though publicly accessible lanes and pedestrian links to provide connectivity and pedestrian-oriented development. All streets and pedestrian links are to be built with high quality materials and design, attractive landscaping, and well-designed street furniture.

The following connections are required and must be designed to support the public street ROW cross-sections in the McCowan Precinct Plan, chapter 5.0 Appendix:

a) A public east-west street (the Bushby Drive Extension at a 30 metre ROW) shall be provided through the site, to Grangeway Ave in Phase 1.

b) A public north-south street travelling south from Progress Avenue in the centre of the site (20 metre ROW) to the Bushby Drive Extension (and which may provide a future link to Ellesmere Road in conjunction with the future Phase 2 development).

c) A 10 metre ROW shall be provided along the eastern boundary of the subject site, which will be expanded to a 20 metre public ROW when the park/school site redevelops. This street is to be designed in a manner that it is complementary to the adjacent park/school use at 705 Progress Avenue.

d) A publicly accessible vehicular lane /pedestrian walkway(7.5 metre wide), will be provided north of, and parallel to the Bushby Extension and will traverse the entirety of Phase 1 (Blocks 1 and 2).

e) An east-west publicly accessible vehicular lane/ pedestrian walkway should be provided along the south boundary of the site, in conjunction with the future Phase 2 development, to link the lands at 705 Progress to the City owned lands at 101 Grangeway Avenue.
2.3 Parkland

Redevelopment of the subject site will include a public park as per the McCowan Precinct Urban Design Guidelines (section 3.3, Map 6: Parks, Open Spaces and Urban Spaces), with areas and parameters to the satisfaction of Parks, Forestry and Recreation in conjunction with City Planning.

The public park is a requirement of Phase 1 of the development and will be secured through the subdivision process. This park will complement the urban nature of the Precinct and serve new residents. It must be directly adjacent to a public road and shall not be “hidden” behind private development. Refer to further guidelines on ‘Massing along the Parks’ on page 17.

2.4 Use and Tenure

The proposed redevelopment of the subject site must incorporate replacement of existing employment levels as per OPA 231, to the satisfaction of the City. A substantial office component is to be included in the redevelopment scheme, focused in the northern quadrants of the site.

Employment Uses should provide:
- distinctive building form
- amenities and public spaces to serve employees
- proximity to the RT/future subway
- location on Progress Ave
- Phase 1 build out

Retail and Commercial Areas:
- refer to 4.2b of the McCowan Precinct Guidelines.

Residential uses:
- a variety of building forms is required.
- provision of a range of unit sizes and tenures is desirable, and should provide for large family-sized units.
- the inclusion of social and affordable housing units is encouraged.
Note: Blocks 3 and 4 are future phases and do not form part of the current rezoning application.

Diagram Legend
- Light blue: Office
- Dark blue: Retail
- Orange: Grade-related housing
- Purple: Amenity space
Note:
1. Refer also to detailed Height Map on page 10.
2. Blocks 3 and 4 are future phases and do not form part of the current rezoning application. This diagram indicates a massing concept reflective of the guidelines.

Angular Plane Diagram

Note: The Angular Plane applicable in Blocks 3 and 4:
Massing for these blocks is to be contained in an envelope that extends up from the southern lot line of Bushby Drive, to a height at 80% of the ROW width (24m for Bushby Dr which is 30m wide), and then a 45 degree angular plane. The exception to this angular plane is the 34 storey tower shown in Block 3.
Master Plan: Detailed Height Map - Blocks 1 and 2
Master Plan: Employment Uses Map
Refer also to page 9
Applicant Aerial View showing Uses.

Master Plan: POPS and Park Map
3.0 BUILT FORM AND SCALE

In addition to the Built Form section in the McCowan Precinct Guidelines (section 4.1), following are additional guidelines to address development on the site.

A. TRANSITION

New development will be organized to achieve appropriate transition of built form and height to neighbouring existing and/or planned buildings. In addition to Official Plan policies for Built Form, 3.1.2:

All intensification areas will be planned and designed to... achieve an appropriate transition of built form to adjacent areas. (Growth Plan, 2.2.3.7 General Intensification)

Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks, and open space. (Tall Building Guidelines, 1.3)

Appropriate fit and transition in scale may mean that not all sites are suitable for tall buildings, or that the existing or approved massing and scale of a tall building on one site can be applied or used as a reference point for redeveloping a neighbouring site (Tall Building Guidelines, 1.3d)

i) Height Transition Diagram: Heights and massing should be concentrated in the north-west quadrant of the subject site, tapering downwards and transitioning:
- easterly toward the school/park site at 705 Progress Avenue;
- southward and southeast to the existing low-rise context;
- the highest building will be located in the northwestern-most corner of Block 1 with all other heights transitioning down appropriately from that peak.

ii) Perspective views: Pedestrian level views from the surrounding areas should demonstrate a gradual transition down to lower scaled context. This will ensure that development avoids abrupt incongruous transitions in scale. Refer to views on the following page.

The development on the site forms a ‘skyline’ type view and should demonstrate a clear gradual transition down to lower scaled buildings. The skyline view ‘must be coordinated and appear well-integrated with the overall composition of the view.’ (Tall Building Guidelines, 1.5)
Perspective Views

The perspective views shown are for illustrative purposes and do not negate the requirement of study of views from other areas. These illustrate massing transition downwards to lower scale context as per the Height Transition Diagram.

Perspective 1: View from School/Park site looking west: Massing transitions down to the south lower scale context.

Perspective 2: View from Parkington Dr. looking north (from south of Ellesmere): Massing transitions down to the east school/park site and lower scale context.

Perspective 3: View on Progress Ave in front of School/Park site, looking west: Massing transitions down to the east school/park site and lower scale context.

Key Map for Perspective Views:
**D. BASE BUILDINGS FOR TOWERS**

Base buildings for towers should be as per the city-wide Tall Building Guidelines 3.1.1.

*Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open space.* (Tall Building Guidelines, 3.1.1)

*Given the site has an absence of consistent streetwall height context, provide a minimum base building height between 10.5 metres and 80% of the adjacent street right-of-way width, up to a limit of 24 metres in height.* (Tall Building Guidelines, 3.1.1b)

*The height and scale of the base building should respond to the scale of neighbouring buildings and the street proportion by aligning with the scale of neighbouring streetwall buildings.* (Tall Building Guidelines, fig 1 p 38)

*For sites where the adjacent context is lower-scale and not anticipated to change, provide a transition in the base building height down to the lower-scale neighbours. Match at least a portion of the base immediately adjacent to the lower-scaled context with the scale and height of neighbouring buildings.* (Tall Building Guidelines, 3.1.1d)

*On corner sites, vary the height and form of the base building to respect and respond to the height, scale and built-form character of the existing context on both streets.* (Tall Building Guidelines, 3.1.1c)

Base buildings for towers as outlined in the city-wide Tall Building Guidelines, should not be confused with Mid-Rise buildings such that towers are placed on top of Mid-Rise buildings as outlined in the Mid-Rise Guidelines. This can lead to overwhelming and bulky massing.
E. STREETWALL: BASE BUILDING OF TOWERS, AND LOWER LEVELS OF MID-RISE BUILDINGS:

A common streetwall height will establish a consistent scale at the street throughout the project for all buildings. (Streetwall height is the height of the wall closest to the street lot line, usually from the ground to the height of the first stepback).

Generally, base buildings of towers and mid-rise buildings should express a maximum 5-6 storey streetwall from which upper levels will be set back from the building face.

Some architectural deviations from this datum line should be provided in appropriate locations to provide visual interest and punctuation. This is important particularly along long frontages to break down the scale of massing and should also be used with significant indents and lower scaled elements to create a varied facade.

Base buildings of towers, and lower levels of mid-rise buildings are encouraged to have additional stepbacks at levels 2-3 to express a finer grain massing along the residential streets. These are often provided at townhouse upper levels to provide decks and massing relief along streets and open spaces.

Consistent Streetwall - College and Markham St.: Similar stepback heights create visual relationships between different buildings to avoid a disjointed streetscape.

Consistent Streetwall - TCHC Regent Park Dundas St W: Similar base building and stepbacks heights create visual connections between different buildings to help create a cohesive district.

Tall Building Guidelines - Base Building Heights p.38 Base Building Diagram shows alignment with existing lower scale context.
F. BUILDING SEPARATION DISTANCES AND LIGHT, VIEW AND PRIVACY

Separation distances for towers should be as per the city-wide Tall Building Guidelines. However, recognizing that the area is newly emerging from an existing low-rise context, and there is an absence of consistent streeetwall context, the separation distances should be greater than the minimum 25m. This will help to provide future development with sun and skyviews.

Building setbacks for towers will be a minimum of 12.5m to lot lines except where fronting streets (refer to Tall Building Guidelines). This provides for adequate tower setbacks to adjacent properties (which may not have towers) to mitigate the potentially overwhelming massing impacts of tall buildings. It also provides the minimum separation distance between adjacent tower properties. This helps to achieve more comfortable light, view and privacy conditions.

Separation distances between mid-rise buildings should be a minimum of 15m as per the city’s Mid-Rise Guidelines.

Tall buildings should be sited strategically, designed with appropriate compact floorplate shapes and consider best locations of living spaces to avoid overlook and maximize privacy and sky view.

G. BUILDING STEPPACKS

i) General

Building setbacks assist in providing an appropriate, comfortable scale along street frontages, parks and open spaces. Upper levels are further set back to mitigate the impact of additional massing.

Stepbacks should be in keeping with the City’s Tall Building Guidelines and Mid-Rise Guidelines.
- For Tall buildings, stepbacks should be at a minimum of 5m from the base building to tower faces.
- For Mid-Rise buildings, stepbacks are in general 3m to the main building face, and are to be in keeping with angular planes to the streets. Refer to the Mid-Rise Guidelines for more details.

Generous stepbacks should be provided at parks, open spaces and streets. This establishes, along with appropriate overall building height, a comfortable proportion for the enjoyment of these spaces.

ii) Massing Along the Bushby Extension:

Generous stepbacks should be provided on the north side of Bushby Dr wherever possible. On the south side, generous stepbacks will be achieved with compliance to the Angular Plane Diagram (on page 9) on Blocks 3 and 4 (Phase 2). Massing within this angular plane will provide sun and an appropriate scale of massing facing the civically important Bushby Promenade.
iii) Massing Along the Parks
Built form and landscaping framing and defining parks and open spaces are extremely important – they define the identity and enjoyment of a residential area in particular, and can set the tone for the entire community.

Development adjacent to the Parks will be massed to provide a gradual transition down to the park, and will be designed so as to minimize shadows and wind on the park, and provide a comfortable building scale. For areas such as this one, where the majority of residents will not have private yards, the parks are of key significance in the community, and overwhelming massing along their edges must be avoided.

In general, increased stepbacks to upper levels of building massing are encouraged as are increased stepbacks at lower scales to provide a finer grain building and comfortable scale facing parks.

As a public frontage, buildings visible along parks should be of particularly high design and material quality.

iv) Massing along the new Park on 675 Progress Ave
South of the new Park: Future development in Phase 2 (Blocks 3 and 4) is to have massing contained within an angular plane as shown on page 9, with the exception of one tower in Block 3. This massing envelope will provide appropriate comfortable massing to the south of the new park, as well as sunlight on the north sidewalk of the Bushby promenade and the new park on the 675 Progress site.

West, east and north of the new Park, the massing is to be mid-rise in character with the exception of the 22 storey tower in Block 2.

iv) Massing along the 705 Progress school/park site:
The Street, Blocks and Heights map on page 9 illustrates built form along the east edge of 675 Progress that has mid-rise massing to provide appropriate, comfortable scale facing this important park.

Arbutus Walk, Vancouver: Mid-rise built form provides a comfortable scale abutting the Park.
H. BUILDING EDGES AND FACADE ARTICULATION

In addition to pages 13-15 of the McCowan Precinct Urban Design Guidelines:

The overall design of building edges along Progress Avenue and new public streets should contribute to the creation of an interesting and varied ‘urban street wall’. This is a very large site: large redevelopment parcels should contain several individual urban buildings with distinctive and interesting built forms.

Distinctive architecture, which creates signature buildings through the use of high quality design and materials and other architectural means, will be incorporated into all development within the Precinct. Taller buildings, especially the tower elements, should result in iconic, recognizable buildings in the skyline. (page 12 McCowan Precinct Urban Design Guidelines)

i) Articulation:
Long blocks should be massed and articulated to avoid creating excessively long continuous building facades. Generous breaks and indents in massing should be provided particularly at streetwall levels to break down the scale of the building and provide visual interest in the facade. Upper levels should also have generous breaks and indents to provide skyview, appropriate massing and further reduce the scale of the building.

As per Mid-Rise Guidelines, where mid-rise building frontages are more than 60m long, buildings should be articulated or “broken up” to ensure that facades are not overly long.

At-grade residential entries are encouraged to enliven the facades and provide a finer grain scale comfortable to pedestrians.

ii) Blank walls:
Blank walls are to be avoided along public streets and open spaces. Animated and transparent uses facing the streets and open spaces, inviting and permeable facades, strategic placement of doors and landscaped open space will be provided to maximize social interactions and positive activity along streets and open spaces.

iii) Side Walls:
High quality materials and architectural expression is required to not only minimize impacts of blank side walls, but have them be seamlessly integrated with the rest of the building.

Side walls at the base buildings of towers or mid-rise buildings should have stepbacks at upper levels and indents to provide a façade that is integrated with the rest of the building as a three-dimensional object. Facades should ‘turn the corner’.

Side wall should:
Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as the more active and animated frontages. (Tall Building Guidelines 3.1.4d)

iv) Animation and Uses:
Retail, Office uses, and residential entries are preferred uses to animate street frontages over private indoor amenity areas for condominiums.

Services functions of garbage, loading and vehicular access ramps should be out of view, minimized and discrete.

v) Landscaping:
Care should be taken to have generous and high quality landscaping and furniture, and low planters with landscaped zones in front to create attractive soft landscaped edges.
I. BALCONIES: LOCATED AT THE STREETWALL

The streetwall portion of the building should be carefully designed to avoid balconies on the first 3 levels, and to avoid projecting balconies for the streetwall between 3-6 storeys.

For Mid-Rise Buildings:
*Balconies on the front facades should not be located within the first 3 storeys. Balconies on the street-facing facade should be inset behind the street wall between 3-6 storeys.* (Mid-Rise Guidelines Performance Standard no. 12)

For Tall Buildings: Similarly on base buildings of towers: *Avoid locating balconies (projecting or inset) within the first 10.5m of the base building. Between 3 and 6 storeys, inset balconies behind the streetwall.* (Tall Building Guidelines 3.1.4)

J. BALCONIES: TALL BUILDINGS -MIDDLE (TOWER) PORTION:

Avoid balcony arrangements that significantly increase the physical and apparent visual building mass.

When balconies are contiguous and wrap the entire tower, the result can sometimes be a building envelope that appears much larger than the tower floor plate, even when it meets the 750 sm maximum size.

Inset or partially inset balcony arrangements can provide greater privacy and be more comfortable particularly on upper floors.

*Balcony arrangements which are not carefully planned and integrated with the tower massing can contribute to additional shadow impacts and a reduction in privacy, sky view and daylight. A decrease in floor plate size or increase in separation distances may be required to mitigate the impact of balconies on the public realm and neighbours.* (From Tall Building Guidelines 3.2.5)

Shadow and Massing studies should include the cumulative effects of balconies.

K. MECHANICAL EQUIPMENT AND OTHER BUILDING SYSTEMS

Mechanical equipment and other building systems should be designed to minimize visual impact and protect the design integrity of all buildings.

Roof top mechanical equipment will be screened and/or enclosed to minimize noise and visual impacts.

Adverse visual impacts from substations, transformers, telephone system equipment, cellular antennas, microwave dishes, and similar facilities will not be placed along, nor be visible from, public streets; and will be located in such a manner so as to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks, open spaces etc. Coordination with utility providers should be initiated early in the design process.

For Mid-Rise buildings, as per the guidelines, the mechanical penthouses may not penetrate any angular planes. For Tall buildings these should be well integrated with the architecture of the building and/or setback to have minimal negative visual impact.
L. VEHICULAR ACCESS AND SERVICING

In addition to page 16 of the McCowan Precinct Guidelines:

Servicing access points onto the existing Progress Avenue and the proposed Bushby Drive Extension are discouraged. Where possible, vehicle access to the parking facilities of buildings and loading and servicing areas should primarily be driveways/lanes accessed from the new north-south public streets on 675 Progress Ave. Access to vehicle parking and servicing areas should be shared between buildings.

M. PARKING

As per page 16 of the McCowan Precinct Guidelines:

- parking will be located below grade.
- areas of the Precinct may have water table issues that prevent the technical feasibility of multi-level below grade parking structures. If this condition is demonstrated to exist to the satisfaction of the City, above grade parking structures may be permitted in certain areas at the discretion of City Planning.
- where above grade parking structures may be permitted, they are to be enclosed and surrounded by residential and/or commercial uses which create active frontages, such that the parking structures are not visible from adjacent streets and public spaces.
- all development will accommodate convenient and safe public bicycle parking in clearly visible, publicly accessible locations.

4.0 PUBLIC REALM

In addition to Public Realm guidelines starting on page 17 of the McCowan Precinct Guidelines:

New development will support and enhance the public realm which includes streets, parks and open spaces, public and private.

The impact of shadow and wind will be minimized to provide safe and comfortable conditions along streets, public spaces and amenity areas.

Generous landscaping of the site and the adjacent public rights-of-way will create a high quality pedestrian-oriented public realm.

Highly landscaped public amenity spaces and pedestrian areas will be designed to accommodate a variety of activities, to promote pedestrian safety and a safe cycling environment, and to assist in mitigating seasonal weather.

Public spaces should be centrally located generally within the areas identified by the McCowan Conceptual Master Plan.

A. PEDESTRIAN-PRIORITY DESIGN

Where possible, subject to review by transportation staff, sidewalk ‘bump-outs’ are encouraged. The bump-outs provide a safer pedestrian-priority route by creating closer distances between curbs when crossing the street, may provide more landscaped space and demarcate on-street parking areas. A good area to provide this would be along the new north-south street between 675 Progress and the School/Park Site.

For phasing, should the need for a vehicular lane arise in the future, bump-outs that are more readily removable have been detailed in areas of the city. Potentially temporary bump-outs have a more easily removable curb detail, and sod or pavers versus concrete.
B. PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE (POPS)

Publicly accessible private open spaces are encouraged on this site to enhance the public realm.

In addition to page 19 of the McCowan Precinct Guidelines, the map on page 11 of this Addendum illustrates desired locations of privately owned public spaces for 675 Progress.

Open spaces for pedestrians should be provided along public street frontages, with appropriate spaces at corner locations at intersections. These spaces should be designed to provide flexible multi-use settings for employees, pedestrians and residents. They should be urban and intimate; capable of accommodating all day-to-day uses; and incorporate a mix of hard and soft landscaping, including shade trees and seating.

The City’s POPS guidelines should also be referred to in the development of these spaces and is online.

Among other items, amenities for pets and particularly dogs in residential areas are outlined and should be planned for in the design of new development where appropriate. (Refer to POPS Guidelines, 5.7)

C. PUBLIC ART

Public Art is to be incorporated into the redevelopment proposal for the site. On-site art is encouraged to add interest and create a sense of place in locations generally as shown in the McCowan Precinct Conceptual Master Plan. In keeping with the McCowan Precinct Plan, the owner of the lands is encouraged to prepare a “project/block public art plan” detailing how the owner intends to provide public art on the site. Suggestions for public art include incorporating the A.G. Simpson Signage into the urban park design, and/or other historical and site context references.

5.0 OTHER ITEMS:

Environmental - Acoustics:
Appropriate mitigation measures will be undertaken by the applicant to ensure comfortable living conditions and outdoor living areas. Blocks 3 and 4 for example are oriented with open areas facing the TTC lands for the LRT and may need acoustic mitigation measures.

Acoustic mitigation measures should occur early in the design as they may affect building siting, organization in addition to materials and wall assemblies. At the time of the writing of these guidelines it is uncertain as to the future of the TTC lands and elevated rail structure to the south.