Concord Park Place

Context Plan and Urban Design Guidelines for the lands west of Provost Drive

Amendment to the Bessarion-Leslie Context Plan

October 2013
Concord Park Place Urban Design Guidelines

The development of Concord Park Place will be consistent with the following urban design guidelines. These guidelines replace the Bessarion-Leslie Context Plan (2004) for the area outlined in blue below. The Bessarion-Leslie Context Plan applies to the lands west of Leslie (including Concord Park Place) and remains the in-force guidelines for the area not indicated below. The Concord Park Place Urban Design Guidelines and the Bessarion-Leslie context plan together provide a framework for development in the area and is to be read in conjunction with the built form policies in the Official Plan.

The Concord Park Place Urban Design Guidelines have been developed in conjunction with a Streetscape Master Plan. The Streetscape Master Plan provides an increased level of detail on the design of elements within the right of way and the setback area. The Streetscape Master Plan is included as Appendix A.

Since the Bessarion-Leslie Context Plan was approved several significant city-wide guideline documents have been endorsed by Council. The Guidelines for Infill Townhouses, the Avenues and Mid-Rise Buildings Study, and the Design Criteria for Review of Tall Building Proposals are used to inform building and street relationships in this document. The Concord Park Place Urban Design Guidelines provide site and context appropriate guidelines that reflect the relevant City guidelines developed since the Bessarion-Leslie Context Plan.

Location

The Concord Park Place Urban Design Guidelines apply to the lands outlined in blue on the aerial map below and located generally south of Sheppard Avenue, west of Provost Drive, north of Highway 401 and east of the lots on Bessarion Road.
Concord Park Place Illustration of Revised Master Plan (July 12, 2013) with block number references

BESSARION SUBWAY STATION

SHEPPARD AVENUE EAST

MCMAHON DRIVE

McMATH HEIGHTS

PARK

ESTHER SHENER BOULEVARD

CANADIAN TIRE

CONCORD TANGO

COMING SOON

See Civic Building Section for Built Form Direction

Lands Affected
Vision for a new community

Concord Park Place is envisioned to be a new mixed use neighbourhood where people can live, work and play. The new neighbourhood will be designed to have a distinctive identity while being integrated with the larger community.

Redevelopment of the lands provide the opportunity to create a new community that:

• Includes a mix of uses including residential, retail, office and institutional uses with a variety of built forms;
• Has a public road network, including walkways and bicycle trails;
• Is focused around a centrally located public neighbourhood park;
• Provides community, recreational and social services and amenities including parks, open space, schools and community facilities, to serve existing and future residents and employees;
• Exemplifies high quality design standards in both the public and private realm through its architecture, landscape architecture and urban design;
• Incorporates community identity elements that are associated with the local areas’s heritage;
• Increases the number of residents and employees living and working close to the Leslie and Bessarion subway stations in order to facilitate their use; and
• Ensures safety, comfort and amenity in the public realm.
Development framework

The development framework is to be used as a guide to the form and layout of new development within Concord Park Place. A Structure Diagram (below), a Linkages Diagram (page 7) and a Heights Diagram (page 23) are part of this framework and graphically illustrate the essential elements and important relationships that will shape the emerging community. Portions of the site generally west of Provost Drive remain subject to the original Bessarion-Leslie Context Plan, that remains in force for those areas.

Draft Amendment to Structure Diagram

Note 1: Important view termini are locations where there is potential for a building or landscape feature, including public art, to terminate a view corridor along a street or walkway. The locations identified are potential and approximate.
Streets

A network of new and existing streets, walkways, bicycle routes and paths will provide access to and through this area. The network is illustrated in both the Linkages Diagram and the Structure Diagram. The layout of streets and blocks is intended:

- To balance vehicular and pedestrian needs;
- To divide the land into appropriately sized development blocks;
- To capitalize on views and vistas to and from the site and specifically the neighbourhood park; and
- To ensure visibility and access to the central park.

The structure of Concord Park Place is based on a modified fine-grain grid of connecting streets and walkways to facilitate pedestrian circulation throughout the new neighbourhood and to the surrounding existing neighbourhoods. Everyone in Concord Park Place (west of Provost) will be within a 5-minute walk of Bessarion subway station.

Concord Park Place will provide safe and accessible bike routes. The main on-street bike route through the community is on Esther Shiner Boulevard, connecting Leslie Street to Bessarion Station and to the bike routes planned in the wider context. The provision of a bike route north of Highway 401 is also possible.

The road network consists of the following streets that serve transportation needs and strengthen and provide structure to this new community’s emerging character and identity:

- Sheppard Avenue Promenade: Streetscape improvements on Sheppard Avenue to strengthen the street’s pedestrian realm which continues beyond the site.
- Billes Heights: New public north-south public street with active retail uses, two lanes of traffic (one way each) and street parking on the east side.
- Esther Shiner Boulevard: New public east-west street with active retail uses connecting Billes Heights to Provost Dr and Leslie St. The new central park is located on the south side of Esther Shiner Boulevard.

- McMahon Drive: the north section of McMahon Drive provides access to the new community centre, school and park, while the south section serves as a residential street.
- Street D: is a public residential street.

Details of these improvements will be consistent with the Leslie Street Sheppard Avenue Class Environmental Assessment Environmental Study Report (December 2001) and the Sheppard Avenue Widening Environmental Study Report (1992).

- Sidewalks in the new neighbourhood are considered the main pedestrian routes in the area. Landscaping and other amenity features may be needed to promote pedestrian use.
- Widened sidewalks and walkway connections may be required at intersections, important building entrances or routes connecting to transit facilities.
- All streets will have public sidewalks on both sides.
- Street trees and other streetscape elements will be used to mediate the scale of development, promote a unified community character and provide environmental benefits. It is important that the scale of streetscape elements be appropriate to the scale of streets and development. To achieve this, the landscaping along streets will build on the emerging streetscape by providing a framework of high-branching deciduous trees evenly spaced along the street frontage, as well as massed shrub planting where appropriate. The City will not be responsible for maintenance of understory planting.
- Street furniture will be provided according to the City’s Coordinated Street Furniture Program. The addition of other elements will be coordinated with the landscape design (such as a bench to be used in parks and private open spaces).
- The site topography changes quite significantly from east to west and from the north to the south within Concord Park Place. Buildings, open spaces and streets will be designed to respond to grade changes in a way that provides pedestrians with a comfortable, universally accessible and attractive streetscape environment.
Generally, grade changes will be subtle with gentle transitions. Retaining walls are to be avoided along street edges.

Where retaining walls are needed, the design, articulation and materials will integrate with the building facades and complement the public streetscape design and features.

Flush grades that promote strong relationships between public and private spaces are ideal, however retaining walls, where required, will be limited to be respectful of pedestrian comfort and scale along the street. Where retaining walls exceed 1.0m, they will be stepped.

On private lands, low decorative fences that do not exceed 0.9m will compliment the streetscape.

Taller privacy screens, (where needed) perpendicular to the street will be designed and articulated using high quality materials.

Several key intersections have been detailed in the Streetscape Master Plan (Appendix A), or have separate guidelines in this document:

Central Plaza at Ester Shiner Boulevard and Billes Heights: guidelines for this important space, which acts as a view terminus along both streets as well as an entry into the central park, can be found on page 19 of this document.

Provost Drive and Esther Shiner Boulevard: the design of this intersection provides transition between the streetscape east and west of Provost Drive, and is detailed on drawing L200a of the Streetscape Master Plan (Appendix A).

McMahon Drive and Sheppard Avenue: this intersection is a main entry into Concord Park Place from Sheppard Avenue, and provides access to the potential future community facility. Additionally, an existing TTC vent is located in the right of way. The design of this intersection is detailed in drawing L207b of the Streetscape Master Plan (Appendix A).

**Built form terminology**

Throughout the guidelines the following terminology is used to describe the proposed massing:

**Base building:** The street related portion of a tall building, designed to “provide definition and support at an appropriate scale for adjacent streets, parks and open space” (as per the Official Plan).

**Street wall:** The portion of the base building adjacent to the street. The street wall creates the scale of the building from the pedestrian’s perspective and defines the street edge.

**Setback:** The distance between the property line and the base building.

**Stepback:** The distance between the street wall and the remainder of the base building or the tower.

**Tower:** The portion of the building that rises above the base building. Tower floorplates are limited in size to ensure access to light and sky views and minimize pedestrian level wind impacts.
Draft Amendment to Linkages Diagram

- Bike Lanes
- Pedestrian Links
- Potential Pedestrian Links
- TTC Station
- Existing Traffic Signal
- Proposed Traffic Signal
- Lands Affected

* Sidewalks on all streets as per Streetscape Master Plan

Not to scale

Location of typical street sections
Sheppard Avenue Promenade

With the development of the Sheppard Subway and implementation of the Sheppard Streetscape Master Plan, Sheppard Avenue is being transformed to a social and recreational space for pedestrians, a “people place”. The distinctive urban streetscape allows for a tree planting and landscape zone, and a generous urban boulevard featuring street furniture elements, tree planting, pedestrian lighting and decorative pavement within the public right-of-way.

Guidelines

- 6 storey building massing will support the objectives of the Sheppard Avenue Streetscape Master Plan to provide a continuity of built form edge to the street. Generally, the street wall will be two storeys tall, rising to a maximum base building height of 23m (6 storeys). A minimum 2m stepback to be provided above the second storey.

Section AA - SHEPPARD AVE (long term cross section)
• Buildings will be setback a minimum of 5m from the streetline/front property line to allow for a public sidewalk and landscaping within the public right-of-way, and a retail zone and increased sidewalk within the setback area. The retail zone and sidewalk in the setback will be designed as an extension of the public sidewalk, and will be at the same grade as the public sidewalk.

• The combined public and private areas (within the right-of-way and the setback area) will provide ample space for pedestrians and street trees, as well as for active at-grade retail and related uses such as cafes and stalls along the Sheppard Avenue Streetscape.

• Pedestrian amenity features such as benches, weather protection and canopies will be provided along Sheppard Avenue and streets connecting to Sheppard Avenue to encourage pedestrian comfort. Weather protection (such as canopies or awnings with a minimum depth of 2m, and a maximum projection into the setback of 2.5m - although larger canopies are encouraged) will be provided for at least 80% of the retail frontage. The awning should be no higher than 4m from finished ground floor height.

• Street furniture will be consistent with the City’s Coordinated Street Furniture Program.

• Building surrounding the Bessarion subway station entrance, will provide increased setbacks to allow for plaza space will be provided.
Billes Heights

Part of the Bessarion-Leslie retail area (including Provost Drive, and the nearby large format retail), Billes Heights is the north-south shopping street for Concord Park Place which will support the local retail environment on Provost Drive. Billes Heights will be a public street. A wide pedestrian zone (in the public right-of-way and the setback area) will provide ample space for pedestrians and street trees, as well as for retail and related uses such as cafes and stalls adjacent to the sidewalk. Active at-grade uses with transparency at grade will make an interesting, engaging, comfortable environment, at a smaller, more intimate scale than the Sheppard Avenue Promenade. The Billes Heights streetscape terminates in a civic plaza at the south end of the street and its distinctive streetscape design supports this important public space.

Section BB - BILLES HEIGHTS
Guidelines

• Continuous retail and mixed-use buildings will line Billes Heights. The predominate building form along Billes Heights will be towers with base buildings.

• On Block 15 the street wall will be a maximum of 20m, and a minimum 3m stepback is required above 20m (5 storeys). The maximum base building height on Block 15 is 23m (6 storeys). On Blocks 9 and 7 the base building is 20m (5 storeys), above which a 3m stepback is required to taller components. Buildings will generally be setback 4.5m from the property line.

• The civic plaza at Esther Shiner Boulevard and Billes Heights is an important focus of the area (guidelines for this open space are described in the Public Parks and Open Space section of this document on page 19). To allow for interesting architectural features, the tall building located at the south west corner of Block 15 may have a minor portion (up to one third) of the street facing facade come directly to the street wall with no stepback. The remaining two thirds of the street facing facade must be setback 3m from the street wall.

• Weather protection (such as canopies or awnings with a minimum depth of 2m, and a maximum depth of 2.5m) will be provided for at least 80% of the retail frontage. The awning should be no higher than 4m from finished ground floor height, will be integrated with the building massing and design, and will be consistent along the length of Billes Heights.
Esther Shiner Boulevard

Esther Shiner Boulevard (formerly referred to as Oriole Vista Drive in the Bessarion-Leslie Context Plan) west of Provost is a local shopping street connecting Provost Drive to Billes Heights and Sheppard Avenue. As a local street, the road and right-of-way is narrower than the right-of-way east of Provost, and provides one lane in each direction, continuation of the bicycle lanes, and turning lanes where required. West of McMahon Drive, a generous pedestrian and shopping realm on the north side of the street faces a well-designed and welcoming park frontage on the south side. Both sides of Esther Shiner Boulevard between McMahon Drive and Provost Drive have a shopping and pedestrian streetscape.

Esther Shiner Boulevard continues east of Provost Drive, where it is wider. The transition between the wider segment east of Provost and in Concord Park Place will occur between Provost Drive and McMahon Drive. A wider landscaped edge on the north side continues the generous landscaping and sidewalks east of Provost Drive. The detailed design of this transition is described in the Streetscape Master Plan (Appendix A) drawings L200a-L200c and L201.

Guidelines for the central plaza located at Esther Shiner Boulevard and Billes Heights are provided on page 19 of this document.
Guidelines

- Built form along Esther Shiner Boulevard will follow the same guidelines as Billes Heights.
- Bike lanes (1.7m wide) will be provided along Esther Shiner Boulevard, continuing a cycling connection from Leslie Street.

Weather protection will be integrated into the design of the retail frontage.
McMahon Drive

The north-south segment of McMahon Drive connects Street D to Sheppard Avenue, and continues south of Street D as a local residential road fronting the public park. The north portion will connect to the Sheppard Avenue retail uses, provide transit access and be fronted by the new community centre. The southern east-west segment is defined by generous landscaping and fronted by private terraces of townhomes.

Guidelines

North-south segment:

- A consistent street wall along the west side of the north-south portion of McMahon (Block 10) will consist of the future community centre which will have a 0m setback, but will be setback on the first floor with a highly permeable building wall. The sidewalk will extend from the public right-of-way into the first floor setback. Soil trenches with small openings will maximize the public sidewalk area in this locations. One school reserve is located south of the community centre on Block 20 and should a school be located there, will also provide a street wall giving an active frontage to the park.

- The east side of McMahon consists of Sheppard Avenue Mid-Rise buildings immediately south of Sheppard Avenue (north side of Block 7), and towers on base buildings adjacent to Street D (south side of Block 7 and Block 9).

- On Block 7, the base portion of these buildings will have a street wall with a maximum of 20m (5 storeys). A minimum 3m stepback is required between the third storey and 20m. Above 20m a tower of 30m (8 storeys) is permitted. Buildings will generally be setback 4.5m from the property line. On Block 9, the base portion of the building will be 14m (3 storeys). A 3m stepback is required at 14m, above which a 33m (9 storey) building is permitted. A limited portion of the tower may meet the street at the south west corner of Block 9, to provide a small plaza area at the entrance to the central park.

- A landscaped rear-yard setback zone to the existing residential uses on Bessarion Road will be at least 7m wide. Any buffer zone will be well landscaped, and may accommodate the grade change on the western edge of the site. Building design along this edge may also mitigate the change of grade.

- Lay-by parking may be provided to allow for pick-up and drop-off for the community centre in the north portion of McMahon.

East-west segment

- The southern east-west residential portion of McMahon will have a consistent building edge defined by a townhouse built form typology having a maximum height of 14m (3 storeys). Generous landscaped setbacks will provide front yards for the townhomes. Setbacks generally provide 4.5m to 6.5m of landscaped area between the building and the street. At least 75% of the east west portion of McMahon must have building frontage with a height of at least 10m, within 2m of the setback line, to encourage a consistant frontage on the street and park.

- Residential uses at grade will be vertically separated from street level for privacy. The separation distance will be no greater than 0.9m from the finished ground floor to the sidewalk. Low fences are appropriate, but high privacy screens that provide a blank wall to the street are not.

- Townhouses or tall building bases will provide entrances, front doors, steps or a forecourt at-grade along public streets.

- Where internal courtyards are provided, wind studies will be evaluated at the site plan stage to ensure a comfortable pedestrian environment.
Section DD - McMahon Drive North-South Segment

- Potential base building height: 100% of ROW.
- Canopy width and height:
  - Canopy width: 2m
  - Canopy height: 4m

Future community center design TBD.

- Pedestrian zone:
  - Minimum width: 9.2m
  - Minimum height: 4.5m

- Retail zone:
  - Minimum width: 2.5m

- Sidewalk:
  - Minimum width: 2.2m

- Covered tree pit:
  - Minimum width: 2.5m

- Buffer to residential grading to be determined.

Section EE - McMahon Drive East-West Segment

- Conceptual section from McMahon Drive to Highway 401 showing courtyard configuration and potential landscape zone adjacent to highway.

- Minimum residential yard or landscape setback: 2.7m
- Sidewalk width:
  - Minimum: 2m
  - Maximum: 3.25m
- Parking lane:
  - Minimum: 2.0m
  - Maximum: 3.25m
- Street width:
  - Minimum: 4.7m
  - Maximum: 5.3m
- ROW:
  - Minimum: 18.5m

Potential amenity building.

Landscape strategy to be determined.

Taller building behind. Noise wall requirement TBD.

PARK

ROW 18.5 m
Street D

Street D is a public local residential street connecting Billes Heights to McMahon Drive, and provides address and access to servicing areas for adjacent blocks. A well-landscaped pedestrian realm steps up to private forecourts with front doors to townhomes. Well-articulated at-grade lobby entrances provide access to upper-level units. The south side of Street D is a school reserve. Should a school be located here, the guidelines below are not applicable, and the streetscape design should be revisited to reflect the requirements of the school.

Section FF - STREET D
*Subject to change depending on school use.
Guidelines

- Street D will have towers with base buildings on both the north and south side. Portions of the base building on both the north and south side are required to be three storeys, and may be street related townhouses. Up to 20m (five storey) base buildings are permitted on portions of the street. Above the base buildings a 3m stepback is required to towers with a height of 8 to 15 storeys.
- Landscaped setbacks will be provided at entrances to the townhomes and entry to upper units.
- Residential uses at grade will be vertically separated from street level. The separation between sidewalk level and ground floor/entrance height will not exceed 0.9m.
- Servicing access (for Blocks 7 and 9) from Street D will be well designed and landscaped to achieve a comfortable and safe pedestrian environment. Pedestrian clearways will be clearly demarcated across driveways to provide continuous and safe sidewalks.

Residential units at grade may be vertically separated from the sidewalk to provide privacy.

Landscaped setbacks can provide well defined entrances to taller buildings, and front entrances to townhouses.
Public parks and open space

The central public park space will be developed as the focus of the new community at the termination of Esther Shiner Boulevard. It will be one of the largest parks in the district. A Parks Master Plan will be prepared separately from these guidelines based on program requirements as determined by the City. The park design will conform to the “Park Plan 2013-2017” endorsed by City Council.

The central park will allow for a variety of uses, including playing fields, passive recreation, and pedestrian pathways. The ultimate design of the park will incorporate the existing grade changes across the site. This may be accomplished by a number of small grade changes across the park, and a potential series of wide terraces at the plaza space located at Esther Shiner and Billes Heights.

A plaza will be located at the intersection of Esther Shiner and Billes Heights, and provide a terminating view to Esther Shiner and Billes Heights and an entry into the central park. The plaza space will be a comfortable pedestrian environment. The buildings fronting the plaza will have active uses at grade to animate the space, supporting the pedestrian realm.

A secondary plaza may be located at the north-west corner of the park, on McMahon Drive, and would require the coordination in terms of the design of the school, community centre and Block 9. The secondary plaza would mark the entry to the park, as well as the civic buildings at this location. The secondary plaza should be coordinated in terms of design with the main plaza, and may also provide an entry into the park.

A pedestrian connection from Billes Heights may be provided through the public park, subject to the Parks Master Plan.

Guidelines

- Community buildings will be highly visible, accessed by public streets and walkways, and will define and support adjacent parks and open spaces.
- Except for the park’s west boundary with the Bessarion neighbourhood and the northern edge of Block 9 (or 18), the park will have direct frontage on public streets.
- The buildings adjacent to the park (on Blocks 9 (or 18), 10, 11, 12, 13, 15, and 20) will provide an active and well designed edge to the park. Tower portions of the buildings will have a generous stepback from the facade facing the park.
• The neighbourhood park will provide a landscaped walkway and or sidewalk connections to the surrounding community.

• Pedestrian routes to the Bessarion Subway Station will be provided through the park and enhanced with pedestrian lighting and other safety features. The walkway routing will support the future school location and activities, while not precluding the establishment of sports playing fields or other appropriate site uses.

• Guidelines for the central plaza at Esther Shiner Boulevard and Billes Heights:

  - A coordinated design approach for the streetscape, park, public art and Block 15 site plan will result in a unique landmark utilizing high quality materials and features. The cohesively designed space will encompass portions of park blocks (Blocks 14 and 19), Block 15, and the street area where Esther Shiner Boulevard and Billes Heights meet.

  - The plaza is an important focal point of the community and the main entry point into the central park, and will exhibit the highest quality of design. The plaza design will create a memorable image of the entire neighbourhood. The buildings fronting the plaza in Block 15 will support the high-quality design of the public realm.

  - The central plaza will be a comfortable, safe and accessible pedestrian environment. The design of the plaza will create a legible, cohesive space from the facade of the buildings on Block 15, across the street and into the park. This may be accomplished by paving treatments, or material uses that are consistent throughout the plaza.

  - Sightlines into the park will link the plaza to the central park.

  - Active at-grade uses, such as retail, will be encouraged on portions of Block 15 which front the plaza to create an animated public space.

• Residential uses on Block 9 fronting the central park will provide a generously landscaped edge and desirable views of the park. The generous landscaped setback will provide front yards with front entrances for townhouses and access to units above.

• Residential uses at grade will be vertically separated to provide privacy, no more than 0.9m above walkway grade.
**Private open space**

Private outdoor open space provides visual amenity and, where appropriate, publicly accessible open space that complements and enhances the network of public open spaces within the community. As block design progresses, opportunities for publicly accessible open spaces should be maximized. Generally throughout Concord Park Place there are four types of private open space:

- **Forecourts:** Ideally the main entry of a building will be located on a public street. However, when the configuration of the block requires that the main entry of a building be pulled away from the street, the entry can be provided off a publicly accessible entry court which is an extension of the right-of-way.

- **Interior courtyards:** private courtyards provide open space for residents of taller towers. A balance of hard and soft landscaping accommodates a variety of users.

- **Private, publicly accessible courtyards:** where townhouse units front onto the courtyard.

- **Highway 401 publicly accessible pedestrian zone:** a pedestrian path north of Highway 401 in the MTO setback will be provided. Grading and noise attenuation strategies will be implemented.

Private open space and amenity areas may also take the form of plazas, forecourts, walkways, urban gardens, patios or enclaves. Rooftop courtyards may augment at-grade open space.

**Guidelines**

**Forecourts**

- Publicly accessible forecourts will be designed to visually extend the public street. This may be achieved with continuous material treatments, landscaping, lighting and incorporating public art or other design strategies.

- Provision of a comfortable pedestrian realm, and a legible, prominent building entry are important considerations.

- Vehicular circulation, drop-off areas and access to underground parking should utilize high quality paving materials, landscaping and integrated design to ensure provision of a comfortable and safe pedestrian environment.

**Public courtyards with entrances to units**

- Courtyards with townhouse entrances will be publicly accessible and physically linked to adjacent streets.
• Residential units at grade may have a front door onto the courtyard, providing overlook and activating the space.
Residential units at grade should follow the same guidelines as when fronting a public street to provide vertical separation, privacy and front doors.

• Publicly accessible courtyards will also comply with the following guidelines for private courtyards.

Private courtyards:
• Interior uses at grade surrounding a courtyard should be active, including access to the lobby of the towers adjacent to the courtyard or common amenity use rooms and residential units.
• An accessible walkway will run the circumference of the courtyard to ensure access. Where appropriate, connections through the courtyard will be publicly accessible.
• Elevation variation may be necessary to deal with grade changes and ensure privacy, but should be gentle and allow for a continuous universally accessible walkway around and through the courtyard.

Highway 401 pedestrian zone
• A publicly accessible pedestrian east and west path located between the new development and the highway is encouraged to be integrated with the design solutions for noise attenuation and grading on the site. This area may also incorporate elements of the Public Art Plan, or urban agriculture.
• A building wall is required along this zone with a minimum height of 6m (an acoustic wall can provide a portion of the wall on each block), except for in required setbacks, to provide noise protection for adjacent blocks, and the park.
• The 401 pedestrian zone should provide a landscape area with a continuous path that is accessible all year round, and generous landscaping that includes tree planting.
• Multiple and highly visible points of access from public streets and publicly accessible private open spaces (including mid-block between Blocks 11 and 12) will ensure the pedestrian route is safe and comfortable for pedestrians.
• The path will be overlooked by residential units and common use amenity areas and be part of the overall pedestrian realm.
Building massing and height

The massing of new buildings is intended to:

- Frame and support the neighbourhood streets and open spaces at a scale that balances building height and form with street width.
- Support the Sheppard Avenue Streetscape initiatives.
- Provide adequate transition to adjacent stable areas.

A variety of building types, including townhouse, mid-rise buildings, and tall buildings, have been organized in the Height Diagram to meet these principles while providing a range of housing opportunities within the new community. The Height Diagram identifies appropriate locations for different types of buildings.

The guidelines are informed by the standards set out in the City’s recent *Guidelines for Infill Townhouses, Avenues and Mid Rise Buildings Study*, and *Design Criteria for Review of Tall Building Proposals* in terms of defining the building envelope and street wall and essential relationships within blocks and to the surrounding streets and blocks.
Draft Amendment to Height Diagram

- Grade-related buildings
- Mid-rise buildings
- Taller buildings on base buildings
- Public open space

- Existing TTC Station building
- Lands affected
- Transition in building heights from 10 storeys in the west to the maximum height in the east.

Not to Scale
04-03
Retail and residential at grade

A variety of grade related uses are encouraged throughout Concord Park Place to create vibrant, safe streets that are used at all times of the day. The interface of the private realm and the public street should be well designed to ensure pedestrian comfort.

Generally, three main conditions will create the street wall at grade in Concord Park Place:

a) Retail building frontage: where continuous retail uses front directly on the public street and at-grade entrances;

b) Residential streetscape with Tall Buildings: apartment building entrances and residential forms other than townhouse frontages; and

c) Residential streetscape with townhouse frontage: where townhouse frontages are accessed directly from the public street and provide a front yard setback or urban patio.

Development will be consistent with recent City studies as amended from time to time, including the Design Criteria for Review of Tall Building Proposals, Avenues and Mid-Rise Study, the City’s Urban Design Guidelines for Buildings with Residential Uses at Grade, and the Infill Townhouse Guidelines.

Guidelines

Retail Building Frontage

- Ground floor retail facades will have a high degree of detail and will be designed at a pedestrian scale, for maximum degree of pedestrian comfort. This can be accomplished in many ways, through for example architectural articulation, display windows, multiple entrances, canopies or signage. Retail streets will have a fine-grained rhythm of building entrances and facades.

- Frontages facing a public shopping street will have a high degree of transparency and glazing.

- Generally each retail unit will have a separate entrance to the public street, at the sidewalk grade.

- Activity generating uses such as outdoor seating and outdoor display or retail areas are encouraged within the building setback zone adjacent to the public street.

- Blank walls, air vents and mechanical equipment will be discouraged adjacent to the public realm (streets and parks) and
if necessary must be well articulated, stepped, screened and integrated with the streetscape design.

- A covered sidewalk connection will be provided for at least 80% of the retail frontage length. The design of the weather protection feature (canopies or awnings) will be integrated with the building massing and design, and will be consistent along the length of the retail frontage. The minimum depth will be 2m, and can project up to of 2.5m into the setback; larger canopies at building entrances are preferred. Canopies should be no higher than 4m from finished ground floor height (in the case of Block 17, 4.5m above grade is permitted).

**Residential Streetscape with Tall Buildings**

- Activity generating and public ground floor uses are encouraged (including lobbies) to support the adjacent public realm. Indoor amenity areas will be provided as a ground floor use only on local residential streets or adjacent to private open spaces.

- Entrances to apartment buildings should be clearly defined and highly visible to ensure ease of access and safety. Architectural treatment and, where appropriate, landscaping should be used to accentuate entrances and to differentiate between commercial and residential entrances in mixed-use buildings.

- Base buildings will generally be setback 3 to 4m from the street line.

**Residential Streetscape with Townhouse Frontages**

- Residential uses at grade will generally be setback between 4.5m and 6.5m from the street line.

- Buildings with residential units at grade will have a primary front entrance on the public street, although they may also have access from an internal corridor. The front door of the unit to the street should be defined by:
  - a walkway connection to the public sidewalk
  - vertical separation from the public street for privacy (not greater than 0.9m) or increased setback from street
  - front yard landscaping including foundation planting and branching trees

- Private front yards and or terraces are encouraged where enough space permits. Yards can be separated from the public street by a change in grade (up to 0.9m), a low fence or wall (maximum height of 1.2m from the sidewalk grade), or landscaping. Where there is no grade separation, an increased setback with landscaping can provide transition. High quality materials should be utilized that complement the public realm design.

Above two images: entrances to townhouse units can be at street level or raised, and will provide spatial definition to the units’ outdoor space through an increased landscape setback (A) or a low fence with a modest change in grade (B).
Grade related buildings

Grade related buildings are generally 3 to 4 storeys and commonly take the form of townhouses, stacked townhouses, walk-up apartment buildings and mixed-use main street buildings. This building type has been located primarily along the southern edge of the park and the west boundary of the site. Grade related buildings provide a transition between taller building forms in the south and east, and the low scaled stable neighbourhoods to the west.

Guidelines

• A generous rear yard setback will be provided. For multiple townhouse buildings on a single block, minimum building separation will be 11m between walls with windows of dwelling units. A 15m separation distance between walls with windows is preferred.

• Buildings will address the grade change on McMahon Drive between the east and west of the site. Townhouse entrances will be raised from adjacent sidewalk grade between 0m and 0.9m.

Above three images: townhouse frontages are the main grade related building along public streets in Concord Park Place
Sheppard Avenue mainstreet buildings

Buildings along Sheppard Avenue will be massed and sited to create a street wall that frames the street at a pedestrian scale and provides enough space to create a generous landscaped promenade.

Guidelines

- A two storey street wall is required to define the street edge along Sheppard Avenue between Bessarion Road and Provost Drive. A minimum 2m stepback is required above 2 storeys to the base building height of 6 storeys (23m).
- A minimum 5m building setback from Sheppard Avenue will be provided to accommodate a retail zone as well as on-site landscaping that is to be integrated with the emerging streetscape.
- Buildings will be consistent with the guidelines in this document for the Sheppard Avenue Promenade (pp. 8-9) including weather protection and at grade uses.

Above two images: The Sheppard Avenue Mainstreet buildings will have a highly articulated facade, and will provide a mix of uses and an active street frontage.
Base buildings

Base buildings are the portion of the tall building/podium typology that defines the street. The height of the base building is related to the width of the public right-of-way, and a range of base building heights are possible depending on the right-of-way width.

The base building will include a portion of the building at the street edge that is generally at least three storeys tall, to ensure streets have buildings with enough prominence. The maximum height of the street wall will generally be 5 storeys (20m), beyond which the base building will stepback a minimum of 3m ensuring the street facing facade remains pedestrian scaled. One additional storey is permitted above this stepback, to a height equal to the right-of-way, in most instances.

The following guidelines have been informed by the Mid-Rise Performance Standards as well as the Design Criteria for Review of Tall Building Proposals.