

SCARBOROUGH CENTRE - MCCOWAN PRECINCT

URBAN DESIGN
GUIDELINES

May 2014



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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 Plan 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.



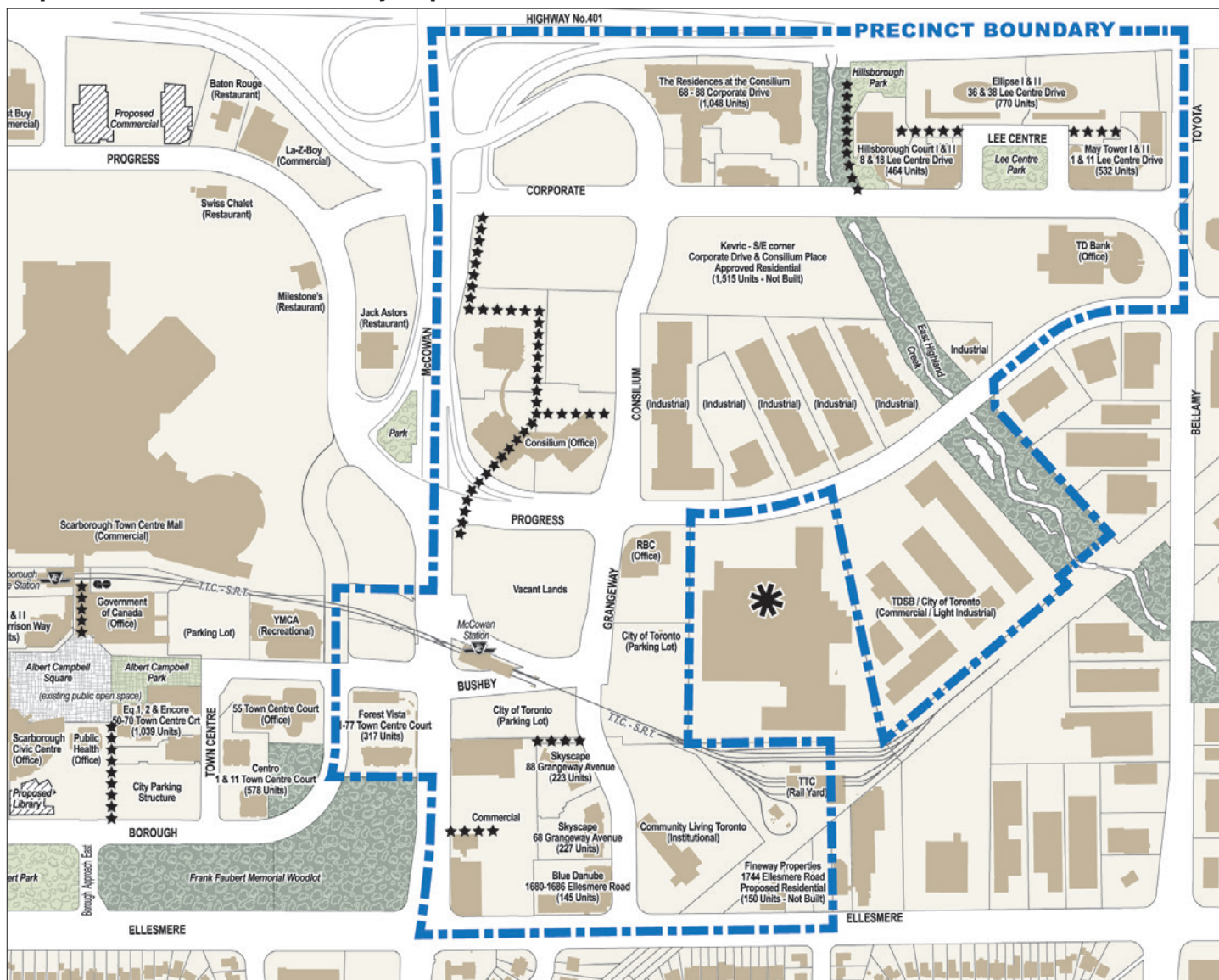
Fig. 1: Existing Lee Centre in the McCowan Precinct

MCCOWAN PRECINCT BOUNDARY MAP

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

- McCowan Precinct Boundary
- Existing Block/ Property
- Existing Park
- Existing Natural Area
- Existing Public Street
- *** Existing Connection (Vehicular Lane/ Pedestrian Walkway)
- * 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 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

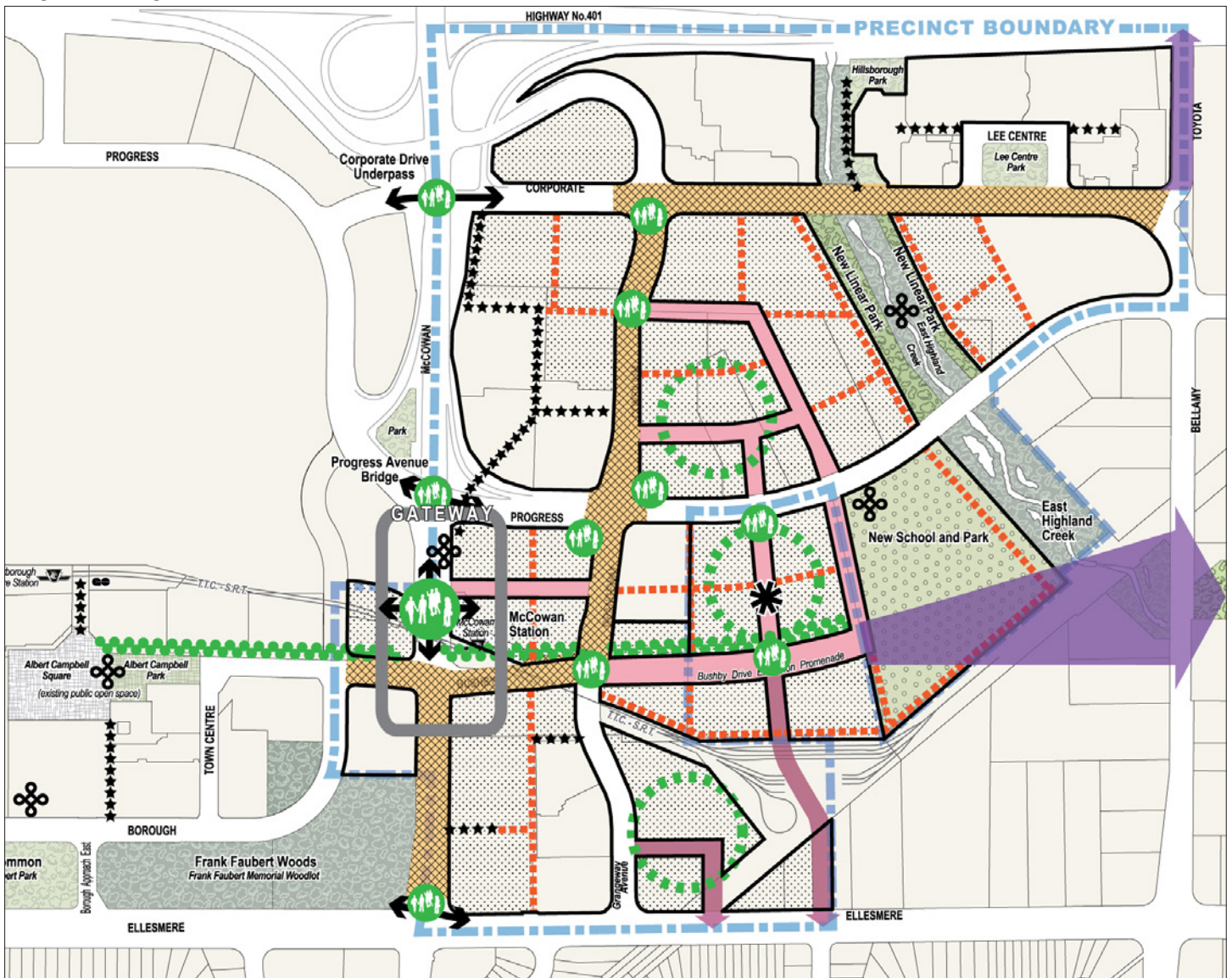
The first three components are illustrated on the main Conceptual Master Plan. For the purpose of clear illustration, the fourth component, 'Cycling Network', is illustrated on a separate plan on page 11.

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.

- 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
- "Retail Focus" Streets
- Existing Connection (Vehicular Lane/ Pedestrian Walkway)
- Proposed Connection (Publicly Accessible Vehicular Lane/ Pedestrian Walkway)
- Bushby Promenade
- Improved Pedestrian Route
- Urban Space / Public Art Location
- Potential Location for New Park
- ✿ Key Destination
- 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 2: Conceptual Master Plan



3.0 MOVEMENT

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

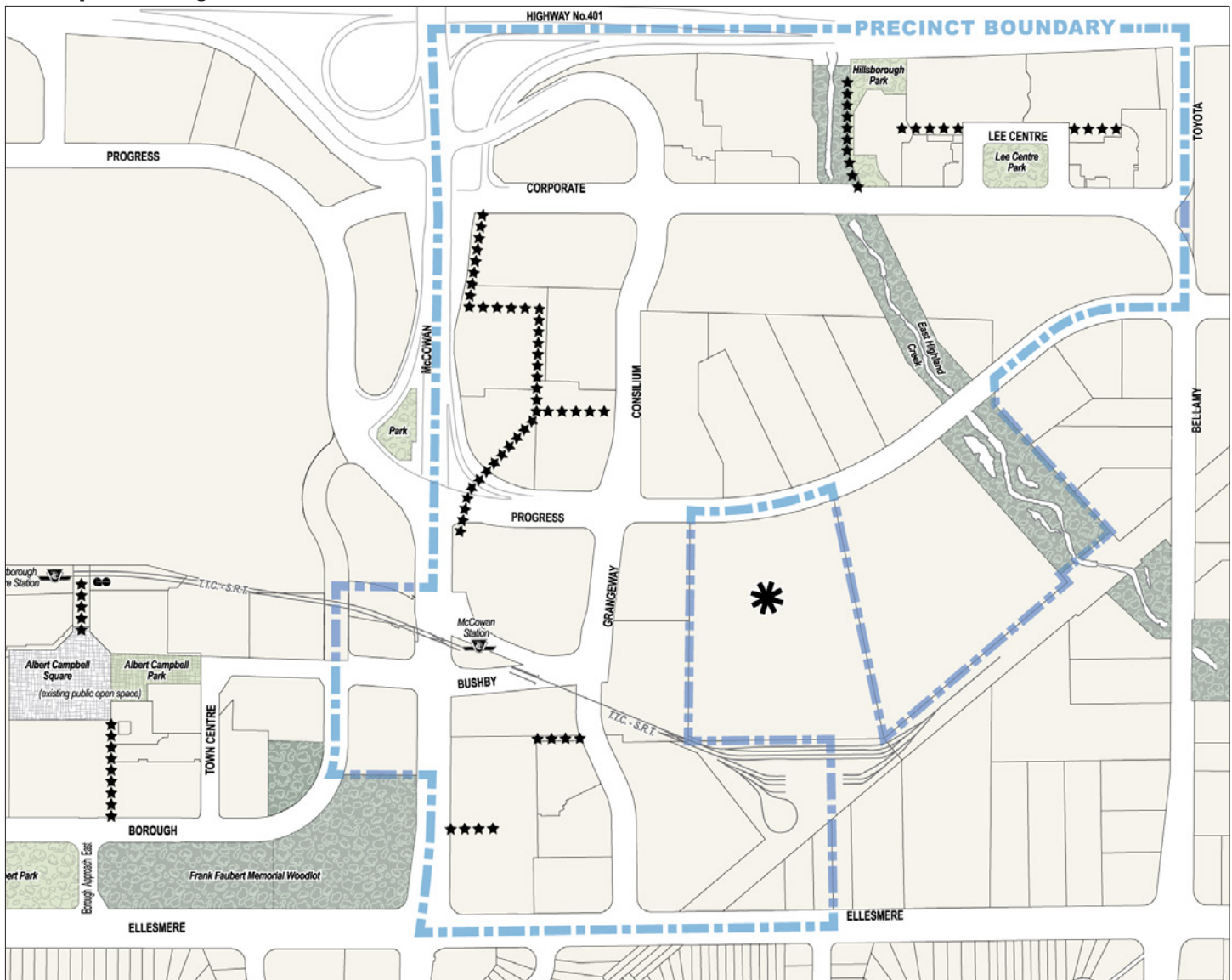
- McCowan Precinct Boundary
- Existing Block/ Property
- Existing Park
- Existing Natural Area
- Existing Public Street
- *** Existing Connection (Vehicular Lane/ Pedestrian Walkway)
- * Lands subject to OPA 231 (Pending) to convert the site to "Mixed Use Areas" and add the site to the McCowan Precinct and Scarborough Centre










3.1 NEW STREETS AND BLOCKS

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

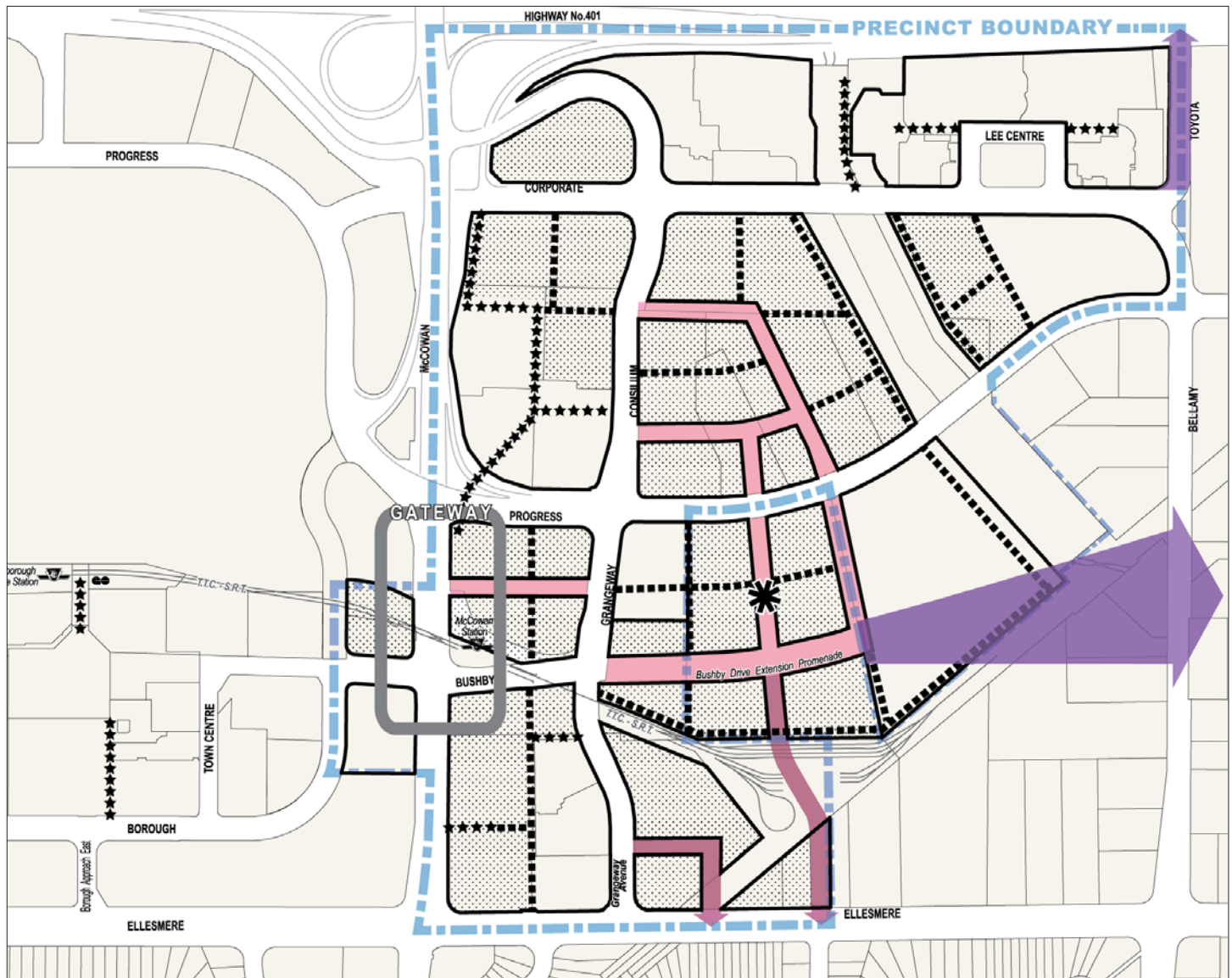
- a finer grid of streets and blocks to connect sites to the larger context and adjacent properties, to provide pedestrian oriented blocks with 80-150m spacing between intersections, and to provide access and street frontages for larger land parcels with development blocks generally in the range of 0.36 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 3: Existing 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 4: New Streets and Blocks



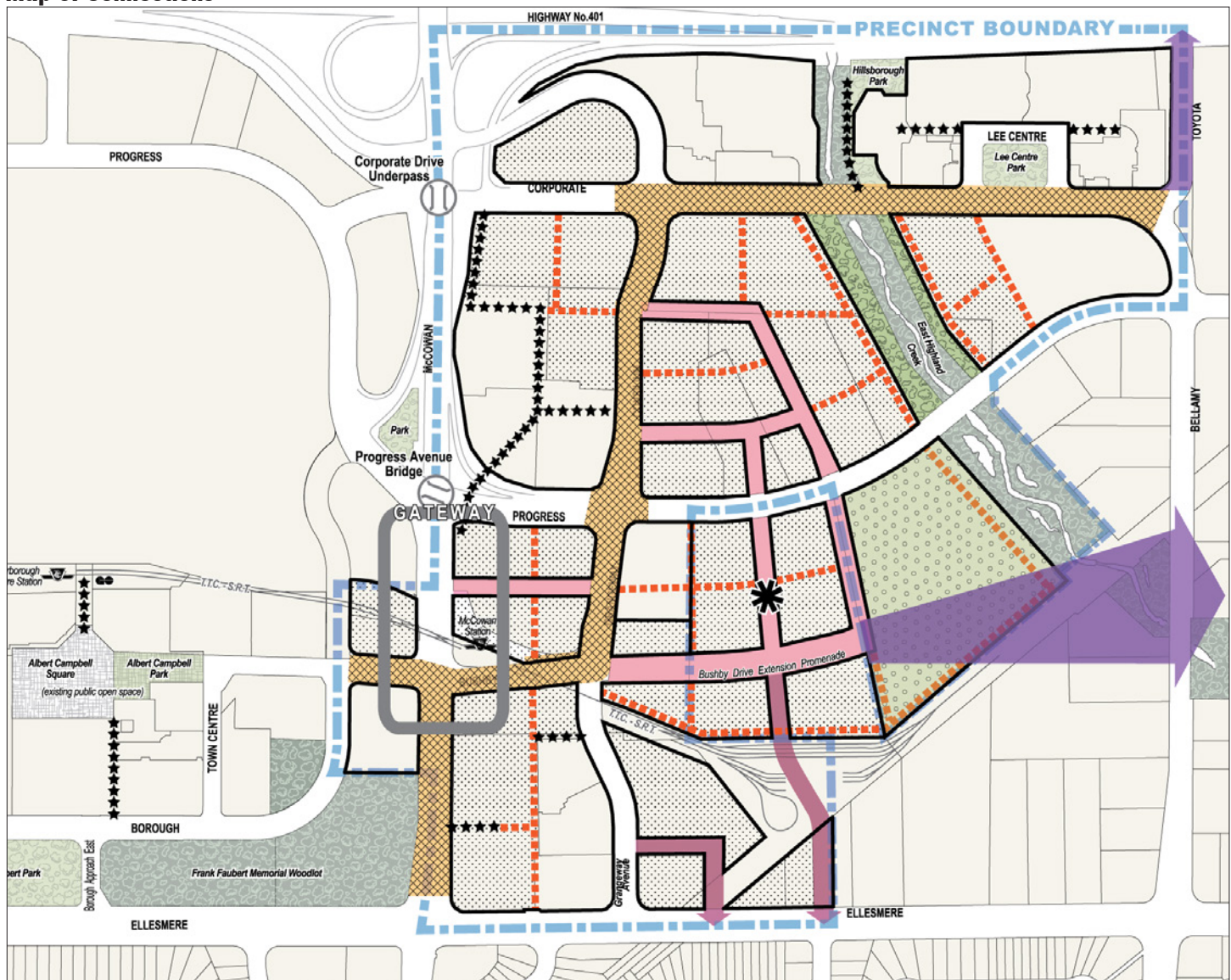
3.2 CONNECTIONS

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.

- 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 (Publically Accessible Vehicular Lane/ Pedestrian Walkway)
- “Retail Focus” Streets
- 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 5: Connections



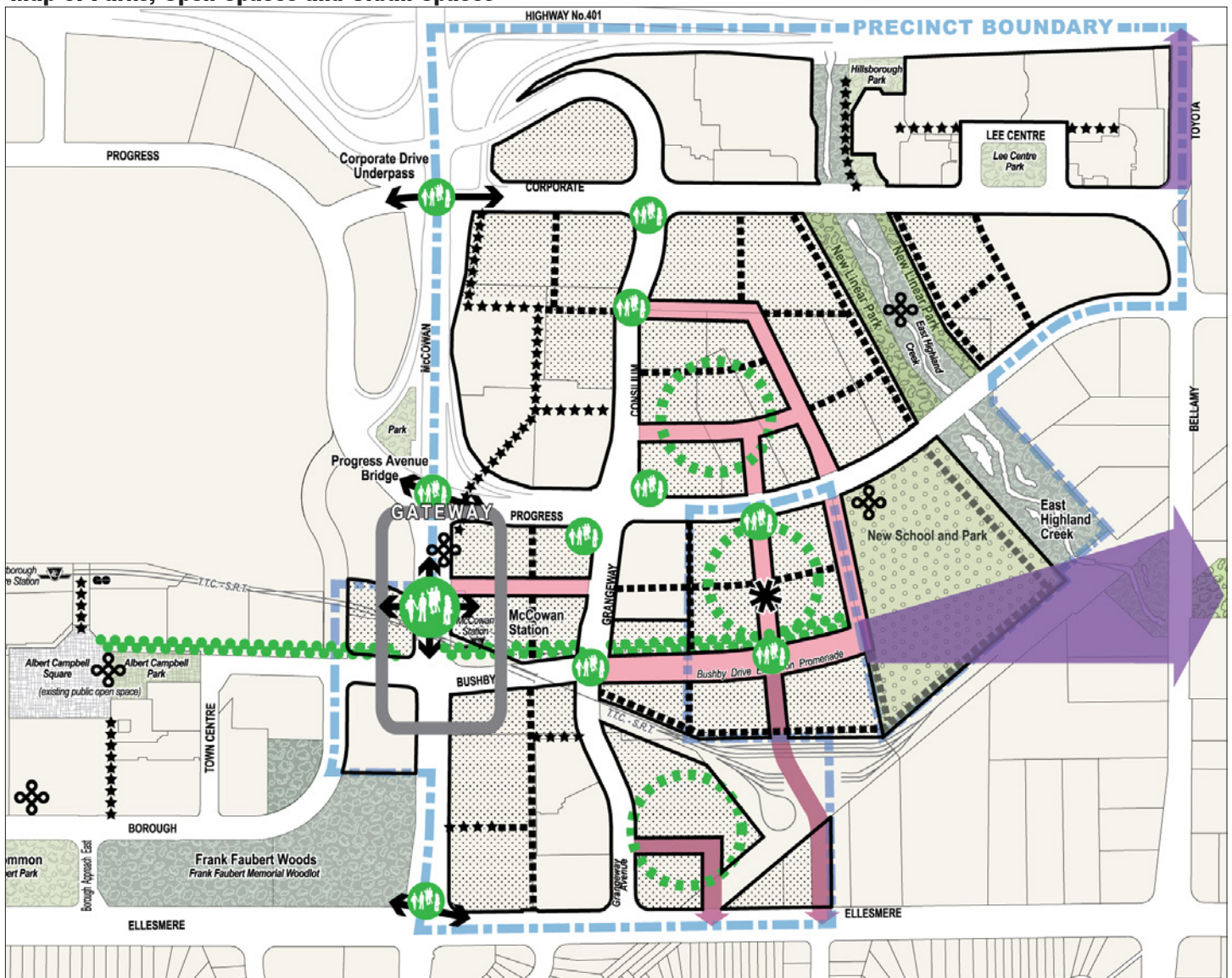
3.3 PARKS, OPEN SPACES AND URBAN SPACES

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.

- 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 (Publically Accessible Vehicular Lane/ Pedestrian Walkway)
- Bushby Promenade
- Improved Pedestrian Route
- Urban Space / Public Art Location
- Potential Location for New Park
- Key Destination
- 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 6: Parks, Open Spaces and Urban Spaces



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.

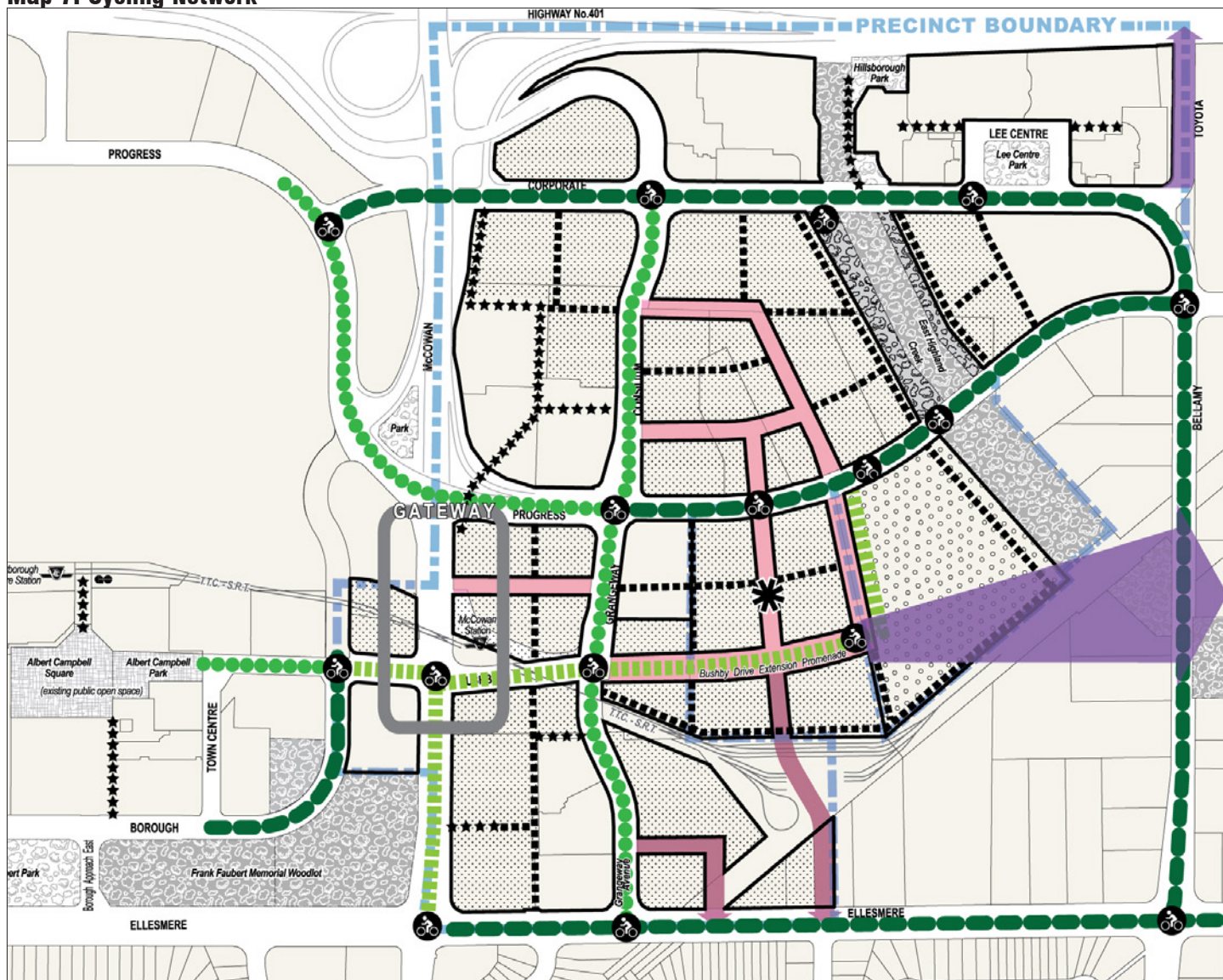
3.5 STREET CROSS-SECTIONS

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.

- 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
- 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

Map 7: Cycling Network



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. 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.



Fig. 2: Pedestrian oriented streetwall, Toronto

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 set-backs to emphasize 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.
- 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 where appropriate.
- 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 may be located above grade, at a second storey of a building, provided that a generous, primary, at-grade, street related entrance is provided.



Fig. 3: Centro Townhouses at grade provide active edges and finer grain scale.

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.

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.



Fig. 4: Glass canopy

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.



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

f) Parking

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

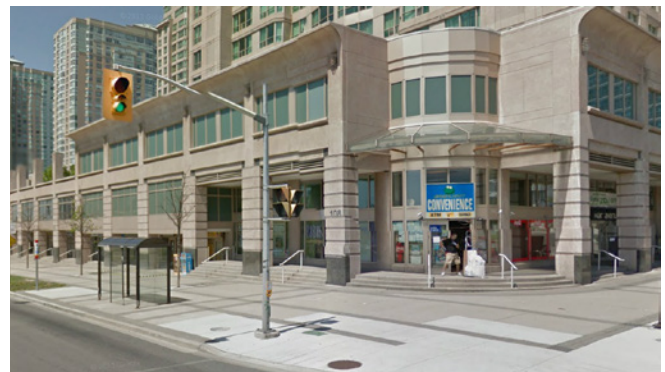


Fig. 6: At Lee Centre, the above grade parking at the upper level was permitted due to water table issues and is integrated with the architecture, and maintains appropriate scale at the street.

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, unimpeded 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.

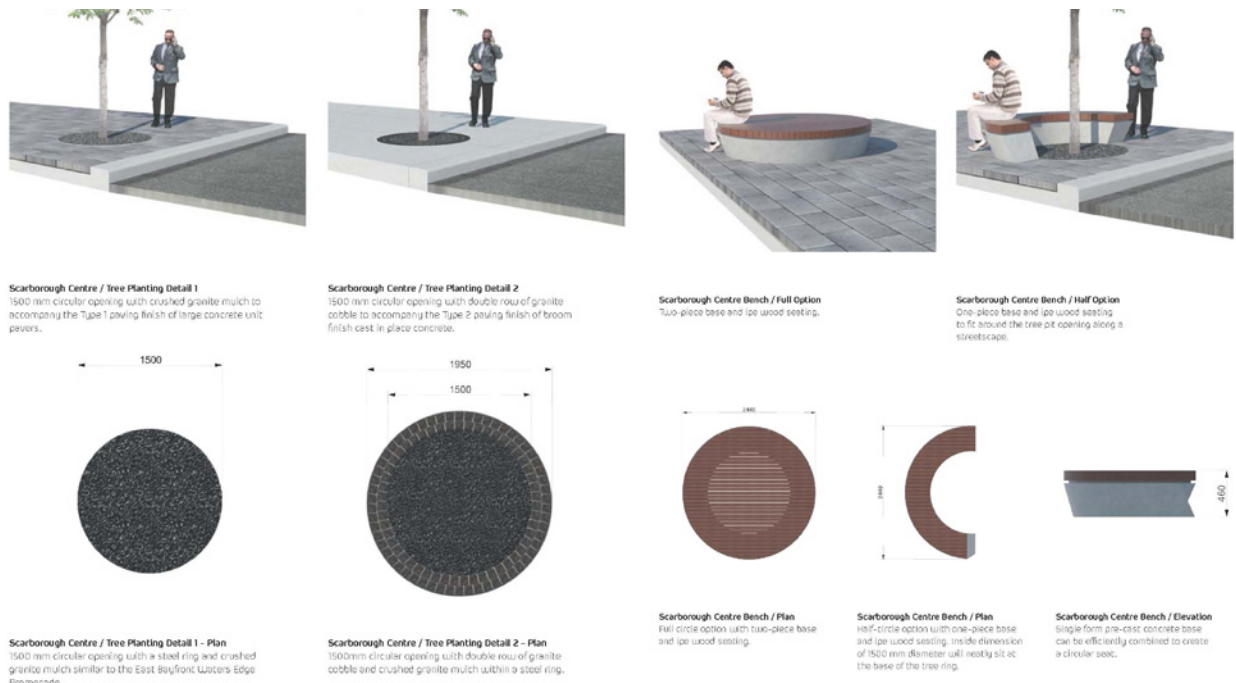


Fig. 8: Scarborough Centre Tree Planting and Seating Details, from ‘Scarborough Centre Public Space and Streetscape Master Plan’, DTAH 2012

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)

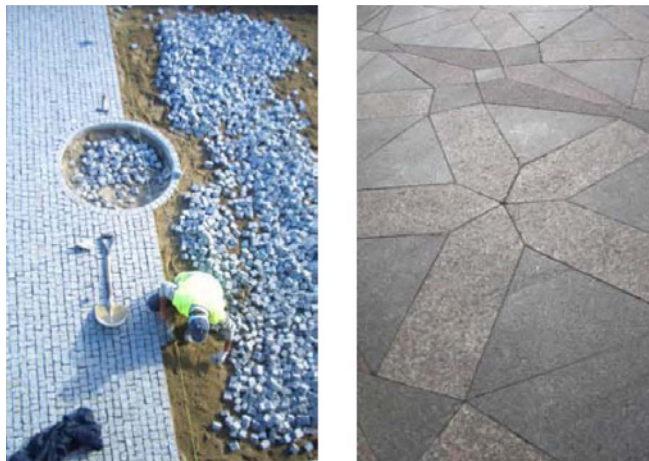


Fig. 9: Paving examples from Scarborough Centre Public Space and Streetscape Master Plan, DTAH 2012



Fig. 10: Public Art at Markham and Steeles, Toronto. Artists: Dean Martin and Stephen Richards



Fig. 11: Animated urban space at Port Credit Plaza

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.



Fig. 12: Mid-block pedestrian route, Yorkville



Fig. 13: Pedestrian and cycling park path with wave inlay pattern, Lower Don Trail, Toronto

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.

- all 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

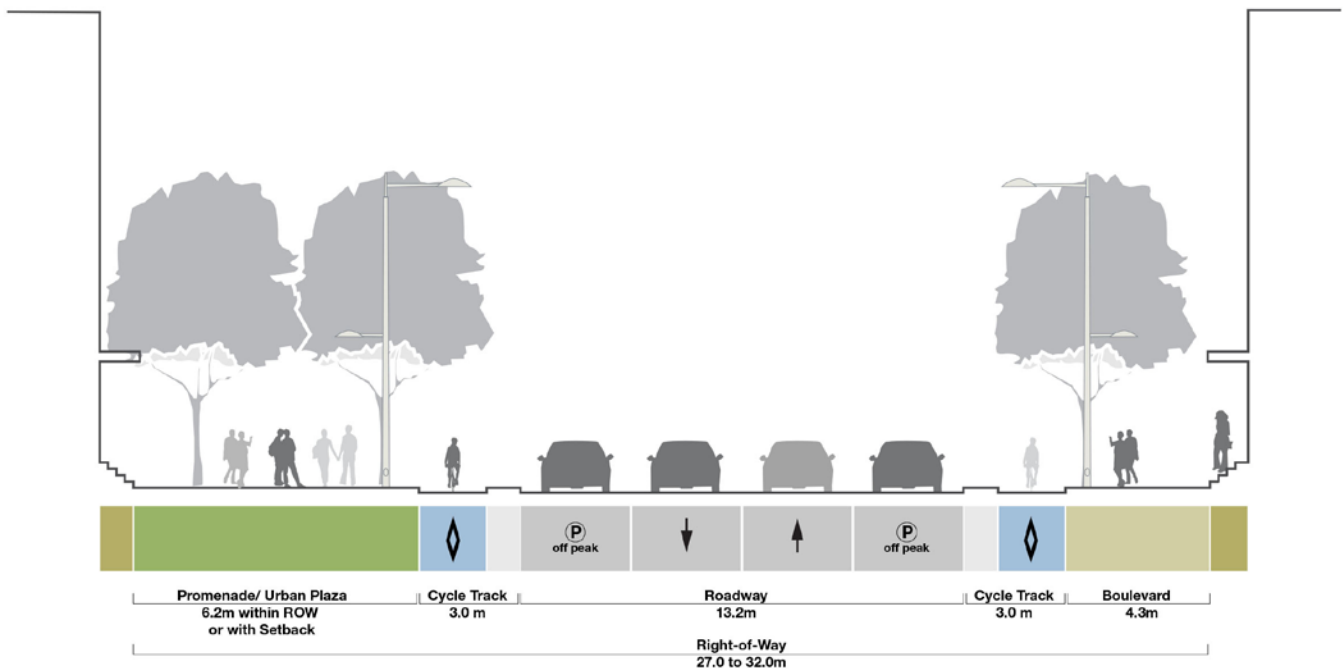


Fig. 17: Conceptual Bushby Promenade Street Section - Refer to Appendix page 28. Excerpt from consultant’s report ‘McCowan Precinct Plan Street Design and Transportation Network’, DTAH+ARUP,

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.



Fig. 18: Water Park



Fig. 19: Naturalized School Playground, Ottawa



Fig. 20: Park Entry with landscape features, seating and public art, North York

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.



Fig. 21: Existing Photo - East Highland Creek



Fig. 22: Existing Photo - East Highland Creek

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.



Fig. 23: Existing Photo - Public Art at the Dufferin Underpass

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.



Fig. 24: Existing Photo - Progress Ave Pedestrian Overpass

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 11a: McCowan Road

Precinct Gateway at Town Centre Court/Bushby Drive
North of Town Centre/Bushby Drive Intersection

Elements

- » Existing roadway lane assignment
- » No on-street parking
- » Broad central median for pedestrian refuge, landscape treatment, and public art installation opportunities
- » Urban plazas on both sides of McCowan Road as part of Precinct Gateway
- » Opportunity to enhance SRT Bridge (lighting, public art, re-cladding, etc.)



Key

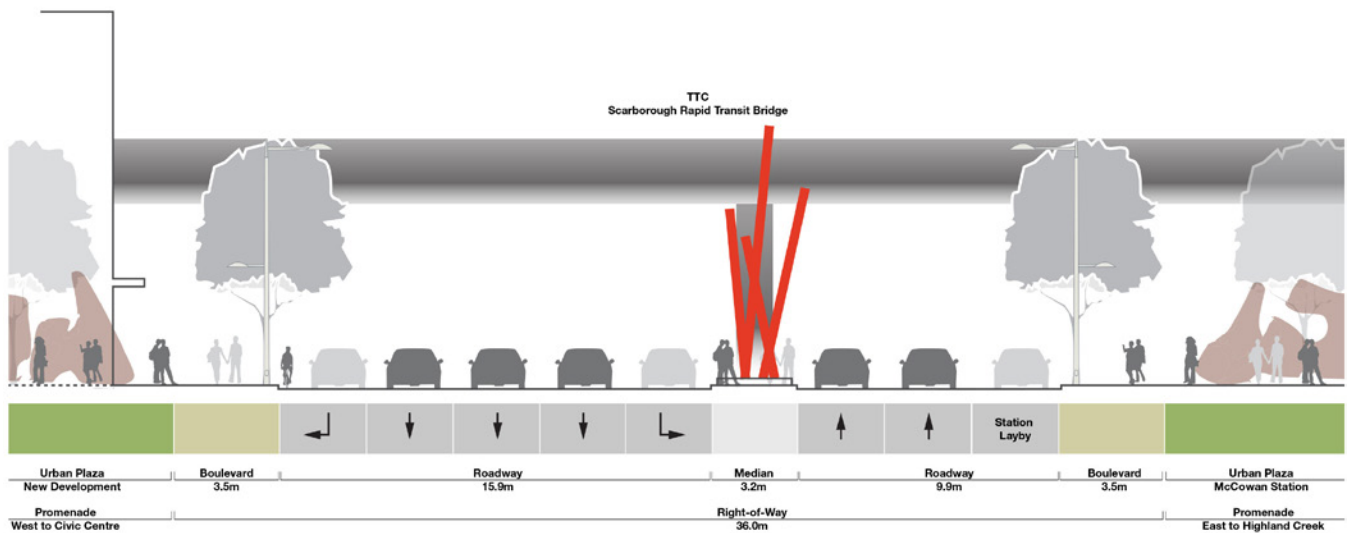


Figure 11b: McCowan Road

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, re-cladding, etc.)



Key

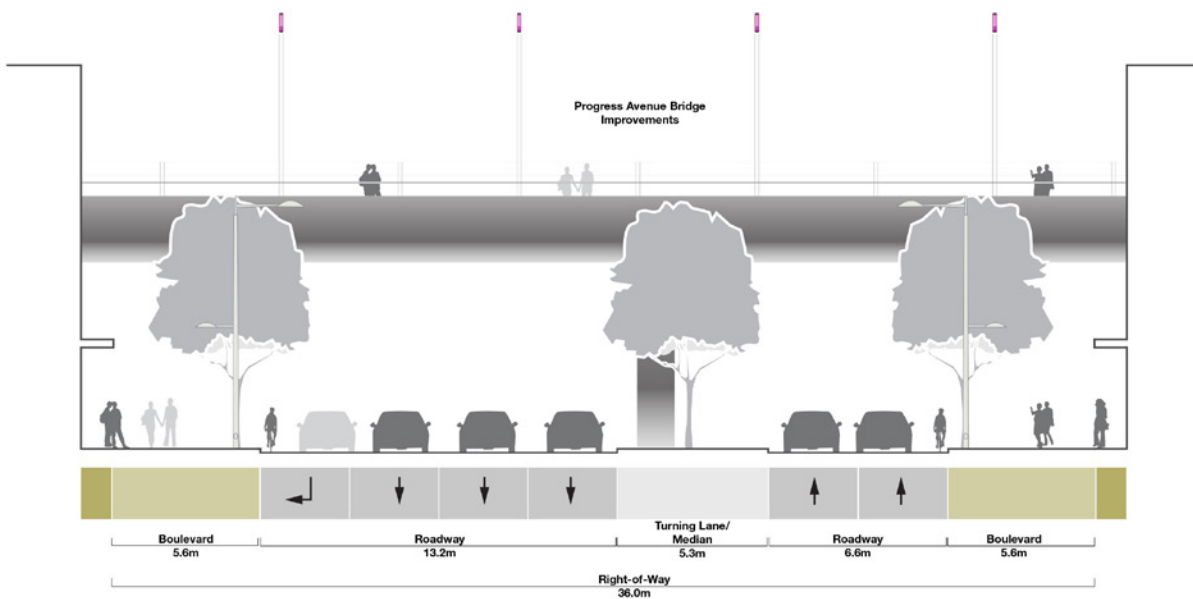


Figure 11c: McCowan Road

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 volume



Key

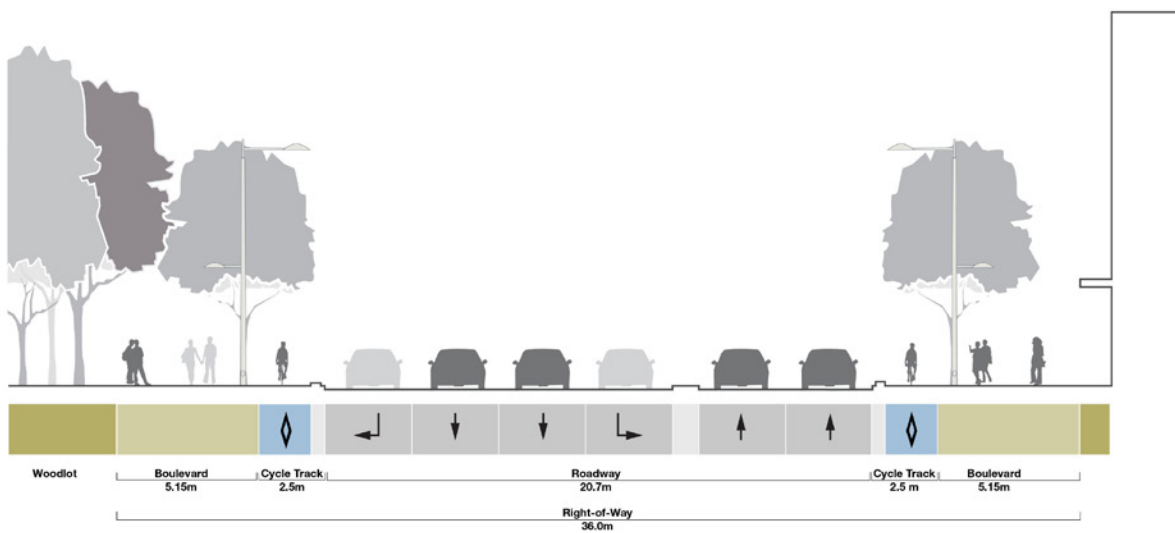


Figure 12: Town Centre Court
 Albert Campbell Park to Borough Drive
 Typical Mid-Block

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

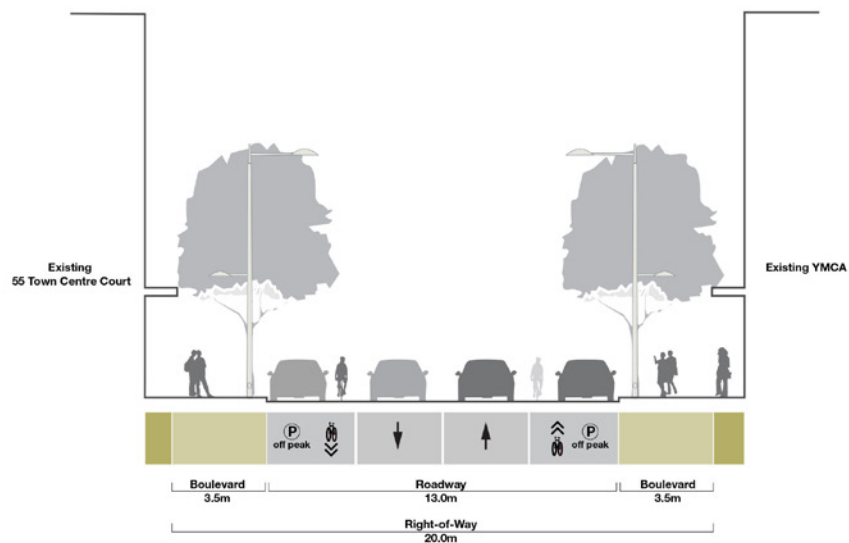
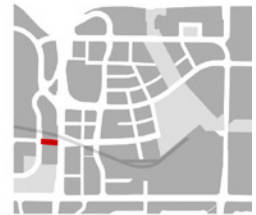


Figure 13: Town Centre Court

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



Key

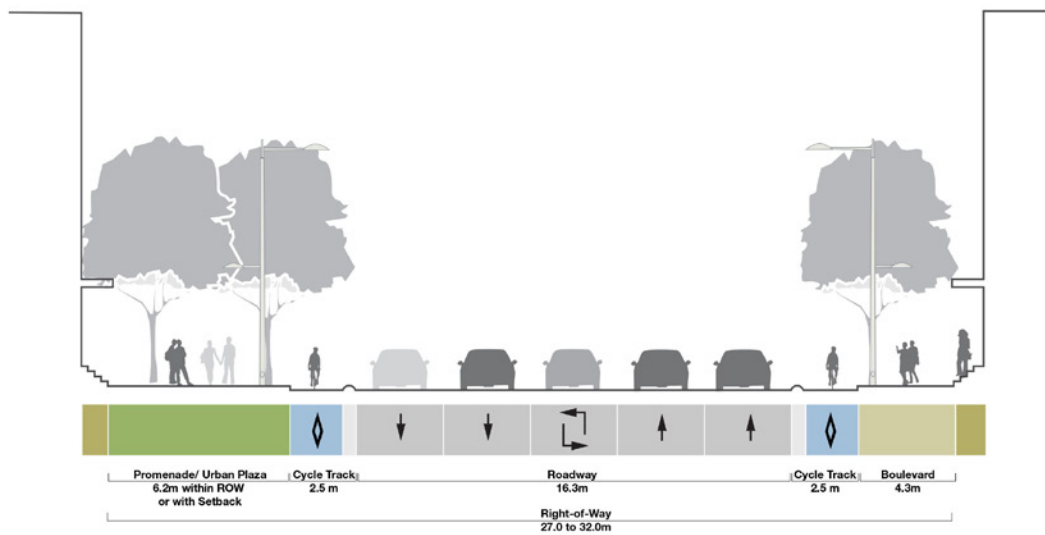


Figure 14: Bushby Drive Extension

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



Key

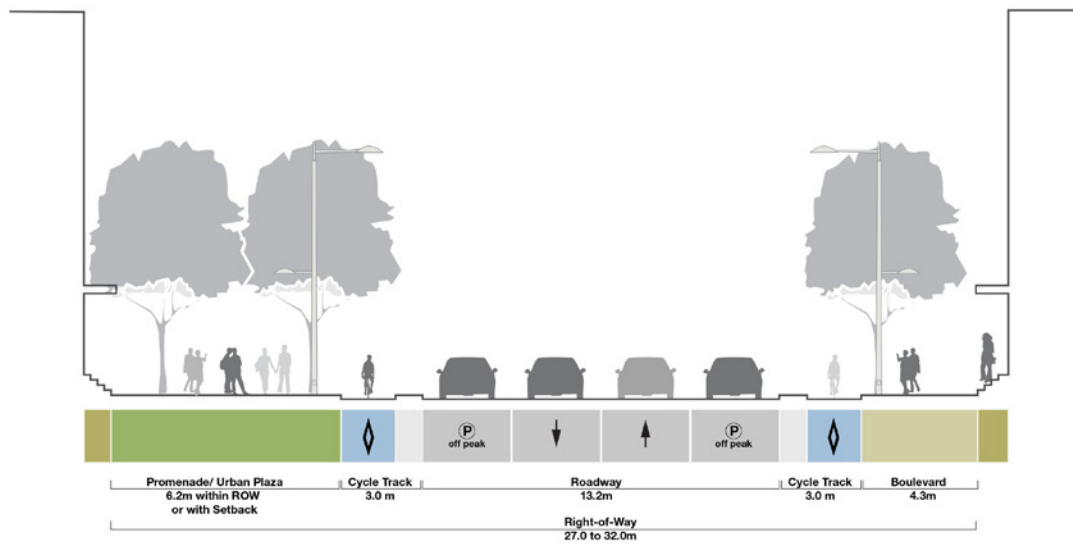


Figure 15a: Corporate Drive

Progress Avenue to 401 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-cladding, etc.)



Key

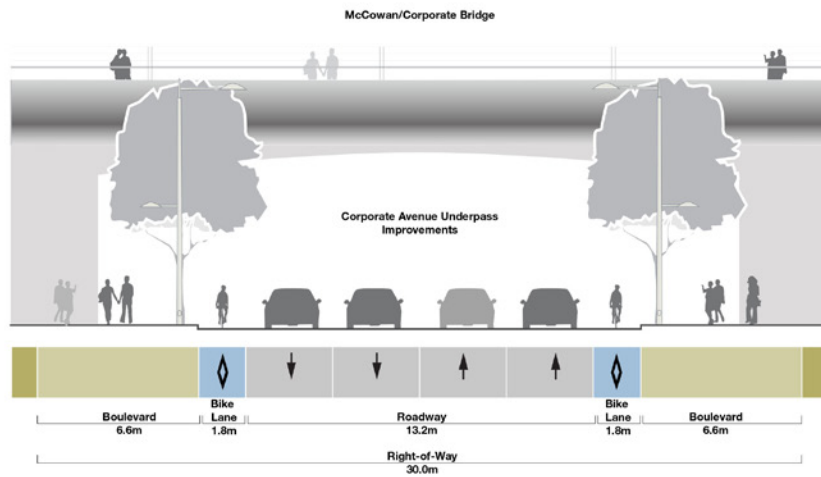


Figure 15b: Corporate Drive

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

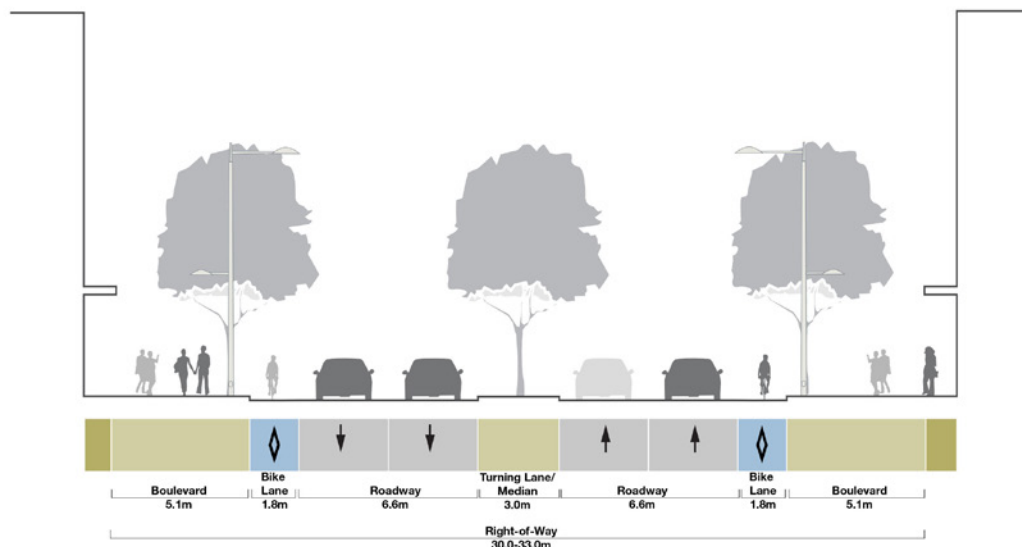


Figure 16: Progress Avenue

McCowan Road to Bellamy 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



Key

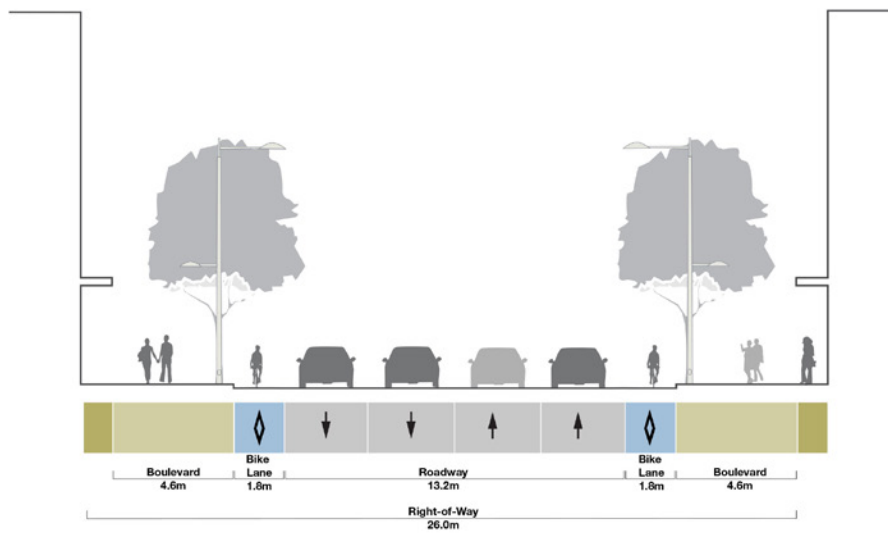
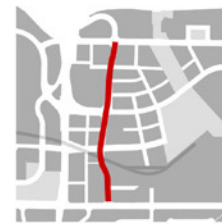


Figure 17: Consilium Place/Grangeway Avenue
 Corporate Drive to Ellesmere Road
 Typical Mid-Block

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

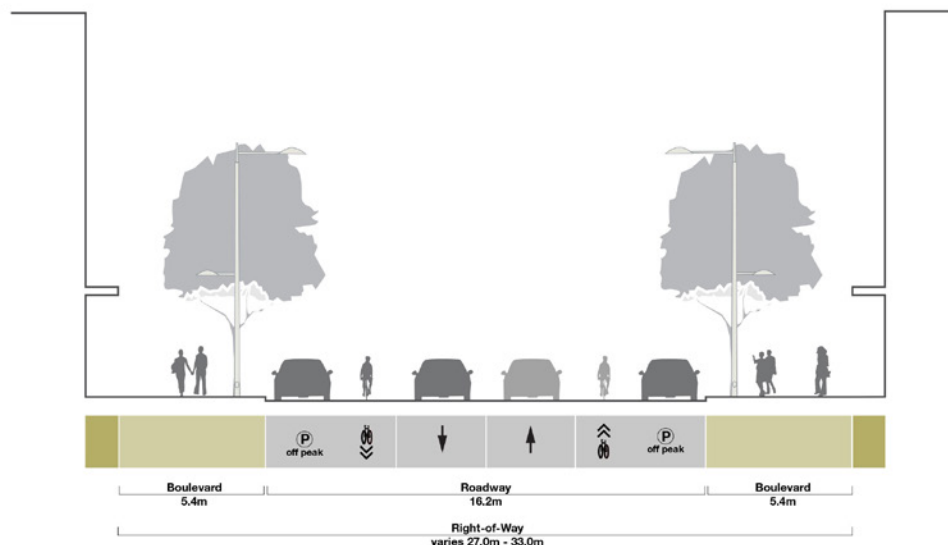


Figure 18a: Local Residential - Option A
 Typical Mid-Block

Elements

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



Key

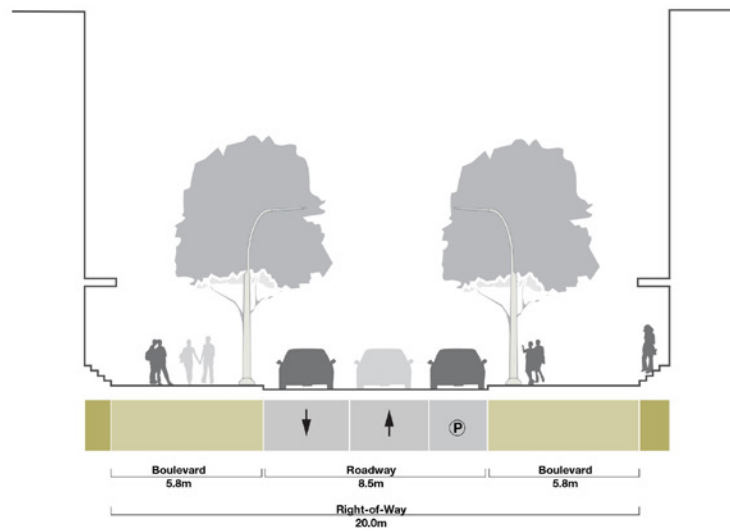


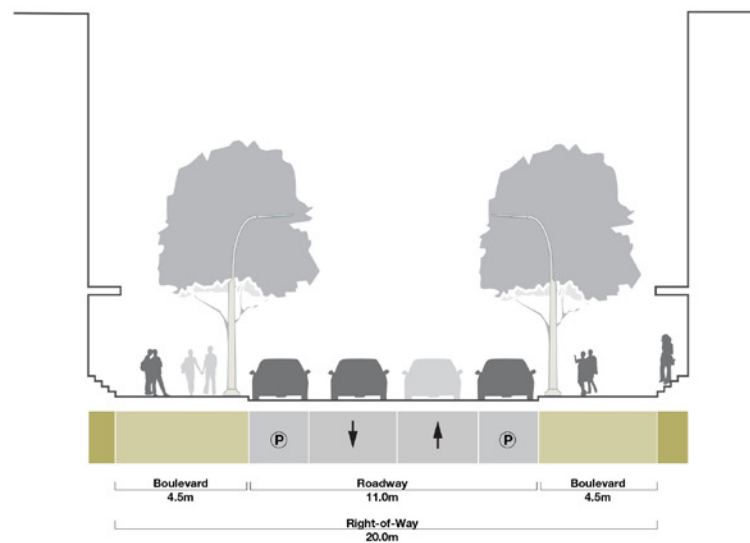
Figure 18b: Local Residential - Option B
 Typical Mid-Block

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



Key



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