



Addendum 1 : Guidelines for 675 Progress Ave

May 2015

Addendum to the McCowan Precinct Guidelines

ADDENDUM 1 - 675 PROGRESS AVE

APRIL 2015

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.

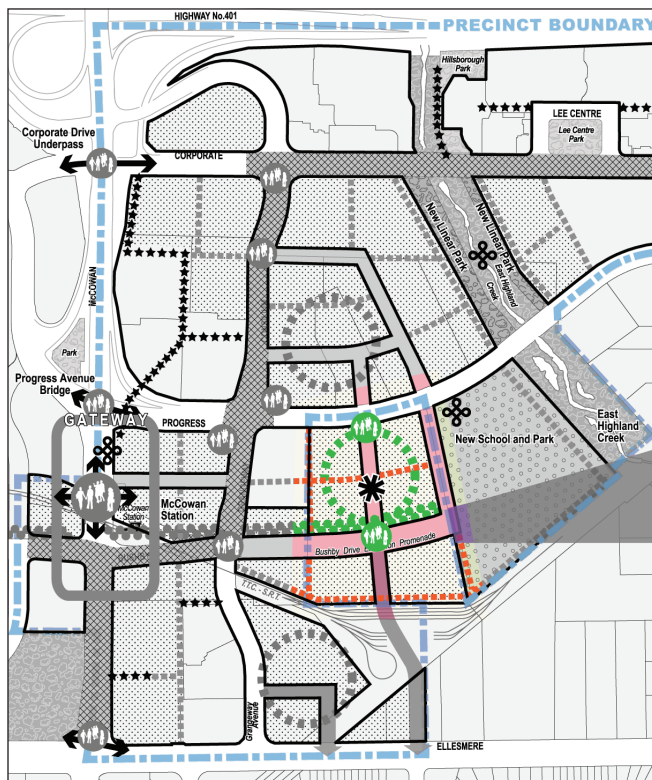
b. Context Overview

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.

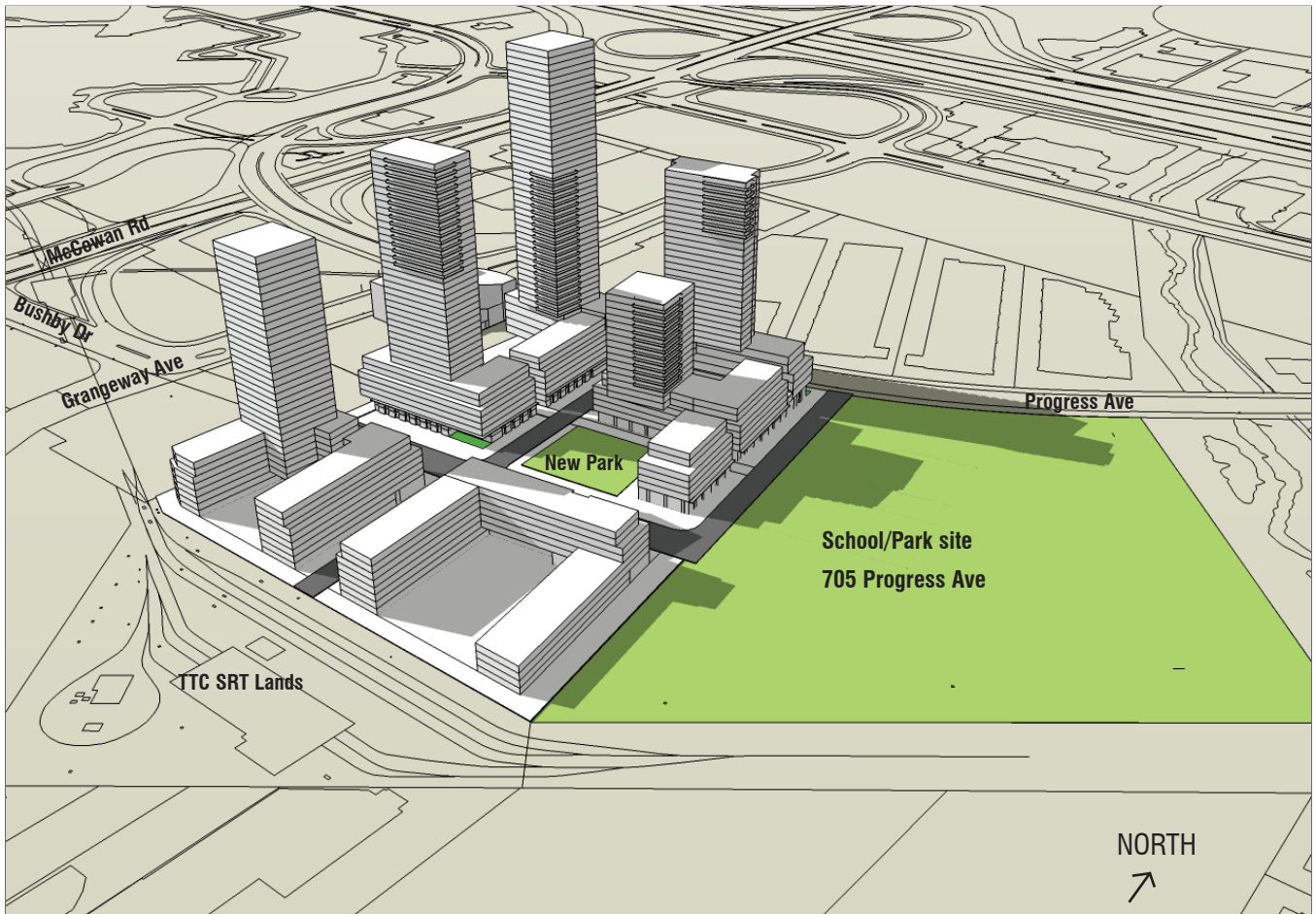
This emerging area has proximity to the existing Scarborough RT and future subway, offices, employment uses, and amenities such as library, civic centre, recreational facilities, grocery store and retail.

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.



Excerpt from McCowan Precinct Guidelines Map 2, page 5, Conceptual Master Plan

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.



Aerial Photo

d. Detailed Policy Framework and Status:

OPA 231 and Status:

On page 5 of the McCowan Precinct Guidelines, the site is shown with an asterisk 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.

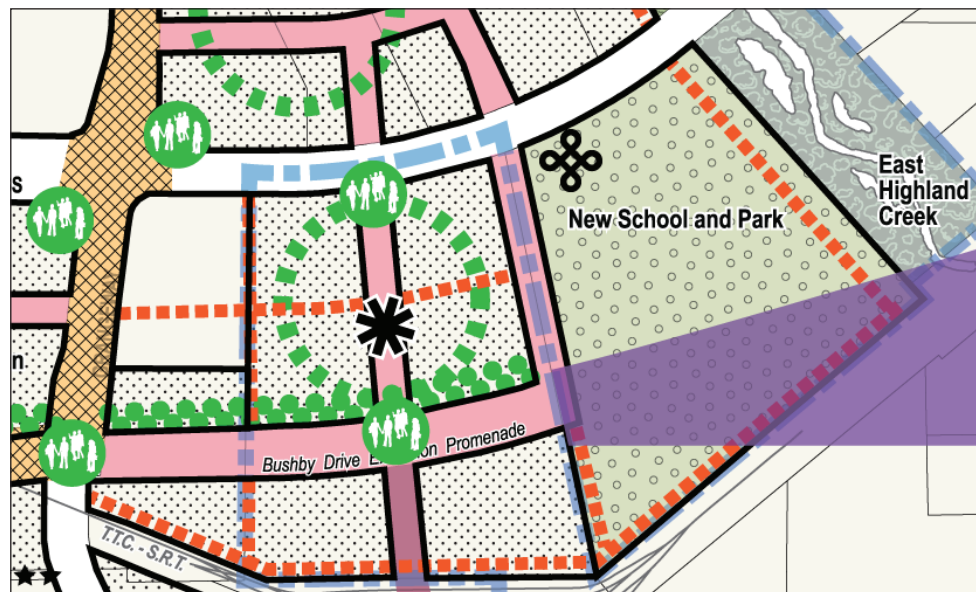
2.2 Streets and Blocks

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.

- 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 (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



Excerpt from McCowan Precinct Guidelines Map 2, page 5, Conceptual Master Plan
 Asterix indicates 675 Progress Ave site.

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.

Master Plan: Applicant Aerial View



Note: Blocks 3 and 4 are future phases and do not form part of the current rezoning application.

Master Plan: Applicant Aerial View showing Uses

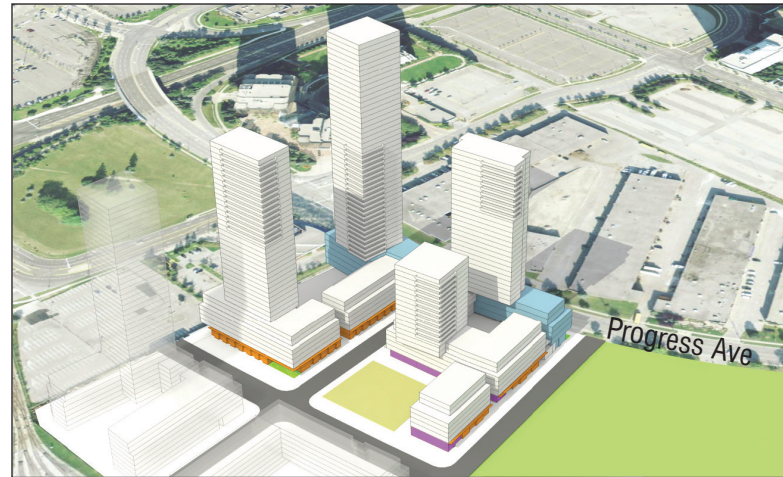
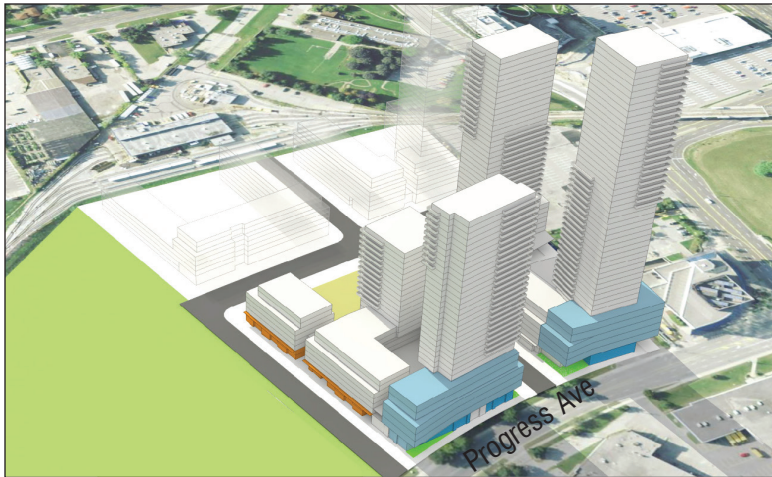
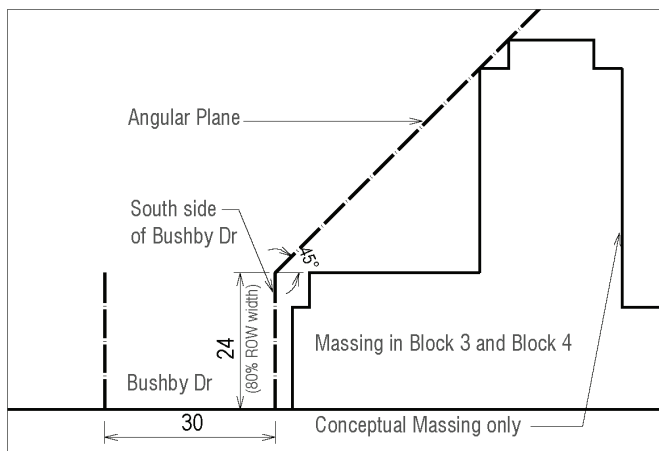


Diagram Legend

- Office
- Retail
- Grade-related housing
- Amenity space

Master Plan: Applicant Aerial View



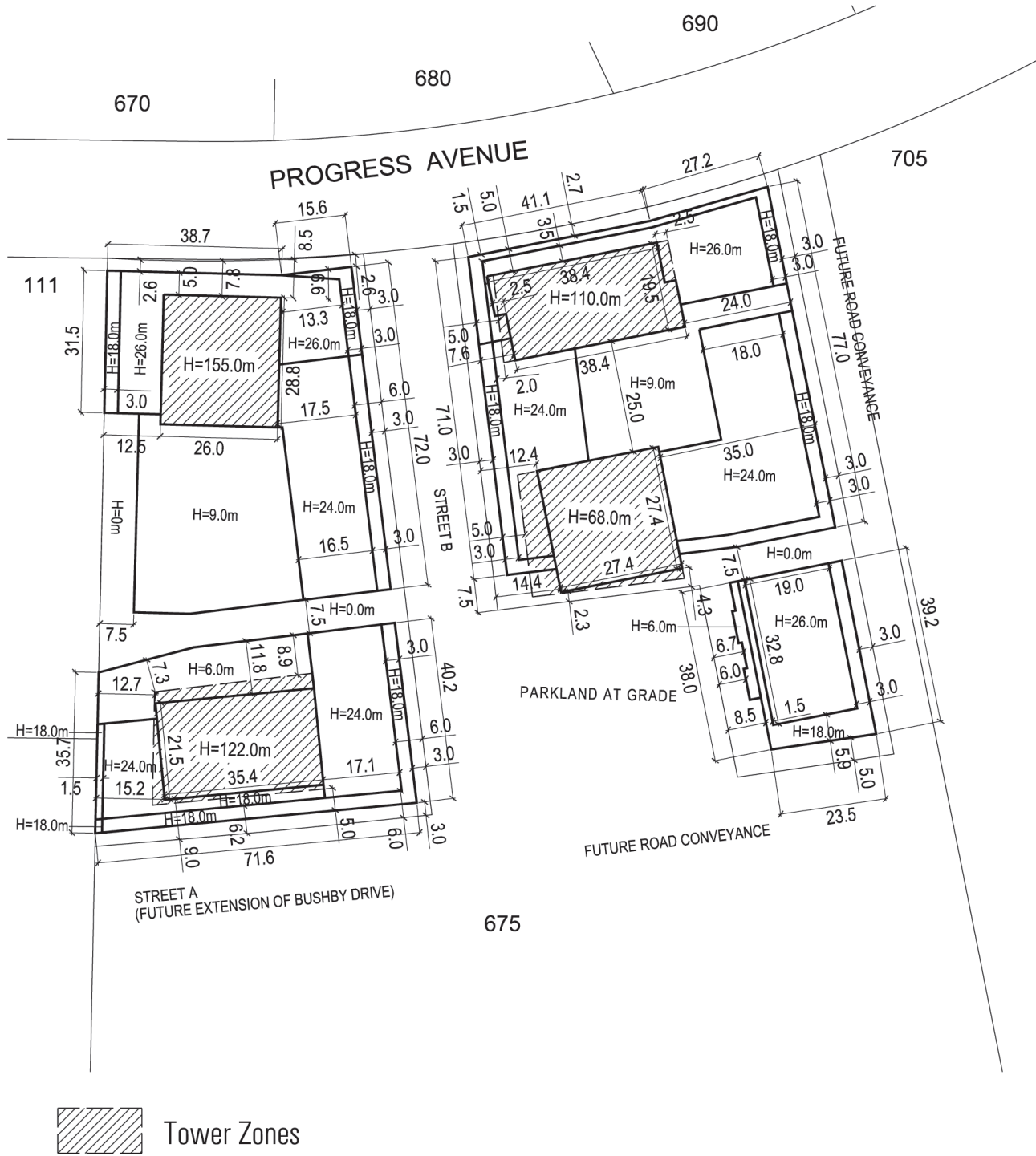
Legend

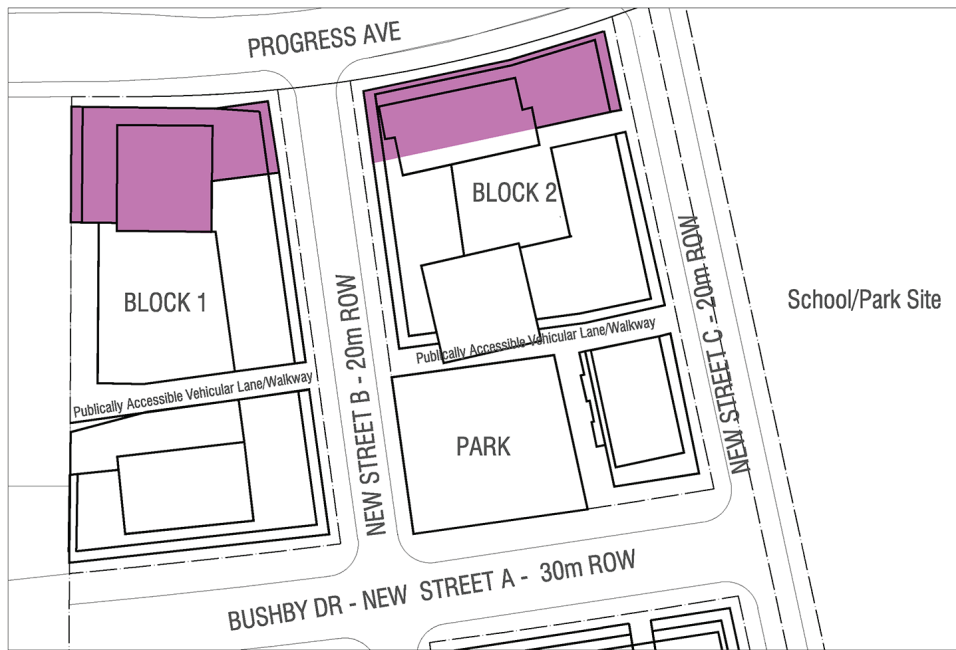
- Low-Rise Building
- Mid-Rise Building
- Tall Building
- Base Building of Tower- maximum 8 storeys with generally 3m setbacks at level 6.
- #** Total Number of Storeys (including base building)
- *** Asterix indicates massing in Blocks 3 and 4 are subject to the Angular Plane located on the south side of Bushby Dr, with the exception of the 34 storey tower in Block 3.

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.

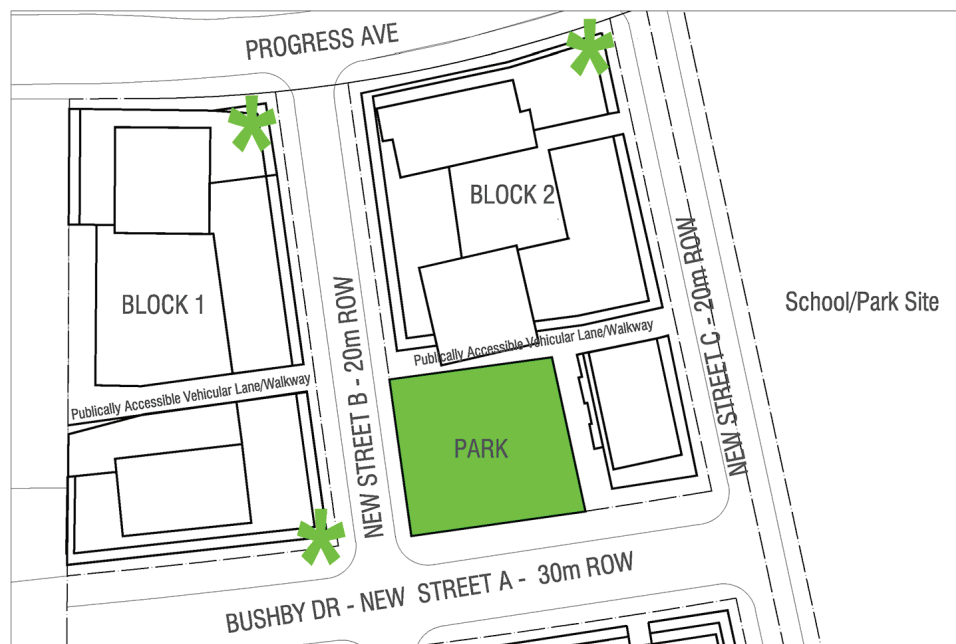
Master Plan: Detailed Height Map - Blocks 1 and 2



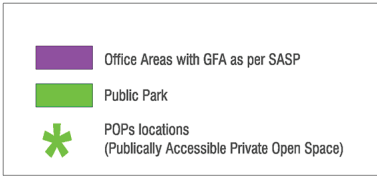


**Master Plan:
Employment Uses Map**

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.

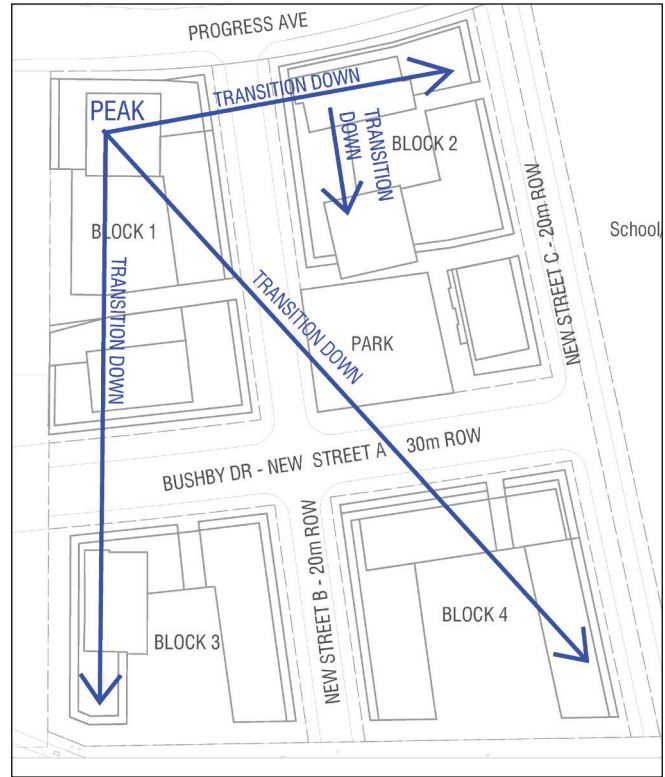
A. TRANSITION

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)



Height Transition Diagram

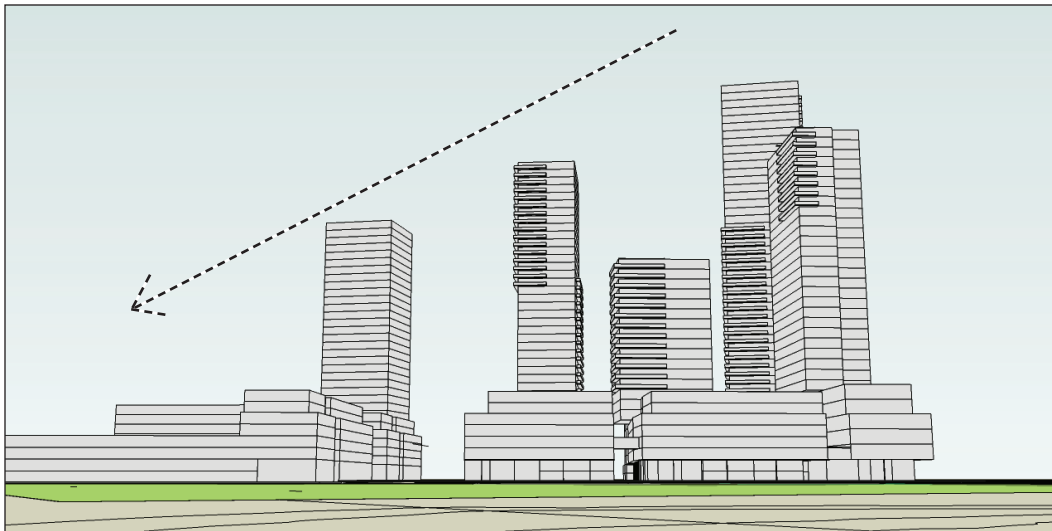
i) Height Transition Diagram: Heights and massing should be concentrated in the north-west quadrant of the subject site, tapering downwards and transitioning:
 -easterly toward the school/park site at 705 Progress Avenue;
 -southward and southeast to the existing low-rise context;
 -the highest building 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.

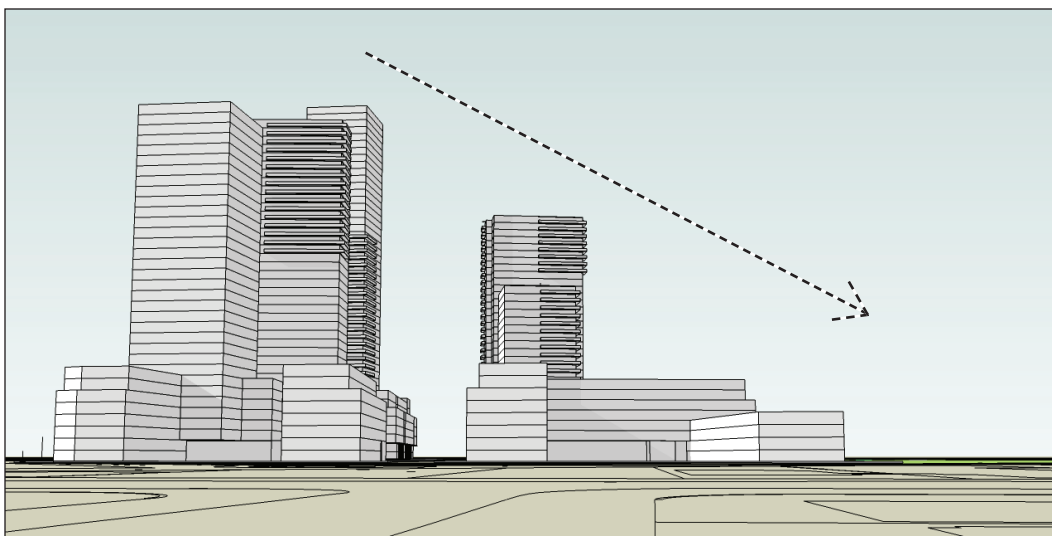
The development on the site forms a 'skyline' type view and should demonstrate a clear gradual transition down to lower scaled buildings. The skyline view 'must be coordinated and appear well-integrated with the overall composition of the view.' (Tall Building Guidelines, 1.5)

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.

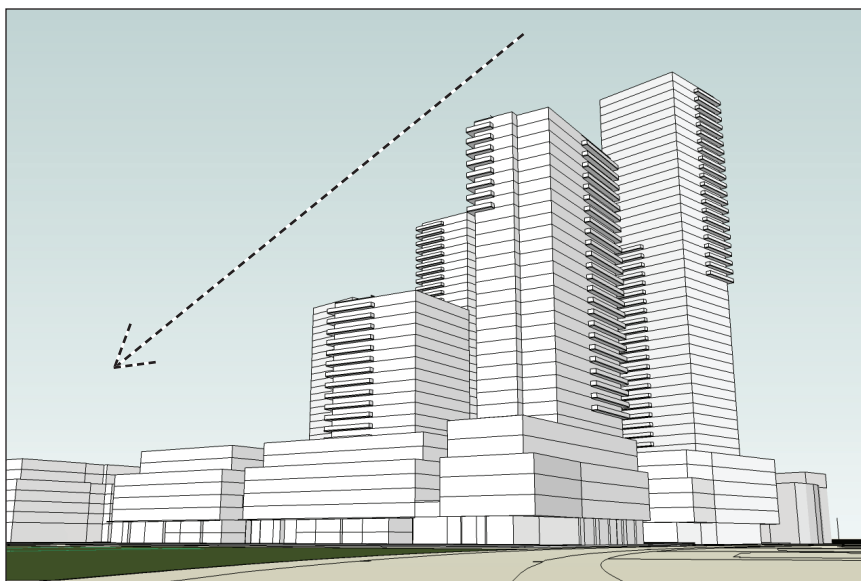
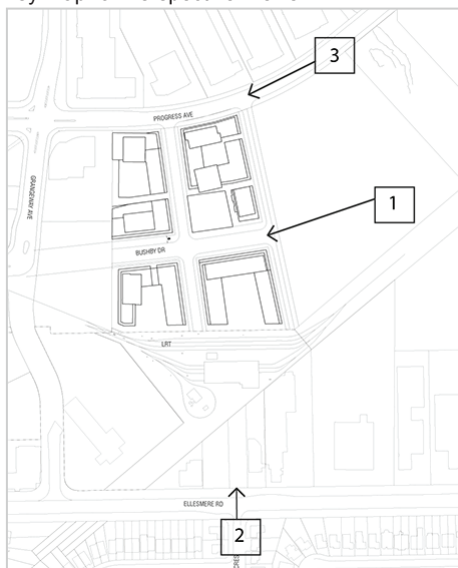


Perspective 1:View from School/Park site looking west: Massing transitions down to the south lower scale context.



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.

Key Map for Perspective Views:



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.

B. SHADOWS

Shadow impacts on the school/park site and East Highland Creek to the east will be minimized.

The utility and enjoyment of the school yard should be preserved, particularly after school and during school hours, in this high density area where there will be few residents with private yards. The cumulative built form impacts of shadow on streets, parks, open spaces and residences, including massing for future phases, should be minimized.

Enjoyment of park spaces should be maintained and preserved. Shadows should be minimized on active areas such as play areas, and the future planned playing fields to preserve their utility and enjoyment. Passive areas of the park and Highland Creek should also similarly be provided with sunlight to ensure use and enjoyment of these spaces by residents.

Bushby Drive shadows should be minimized for this important connector street and civic promenade with future high levels of pedestrian activity. 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 sunlight on the north sidewalk of the Bushby promenade.

C. WIND

Full wind studies will be required at site plan approval, to ensure the creation of safe, comfortable wind conditions in all seasons. Partial wind studies at rezoning stage are required to anticipate and remedy problem areas. The cumulative impacts of wind, including future massing, should be provided for in a comprehensive review. Wind mitigation measures such as appropriate height, massing and siting of buildings, increased stepbacks, canopies and landscaping will be provided.

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.

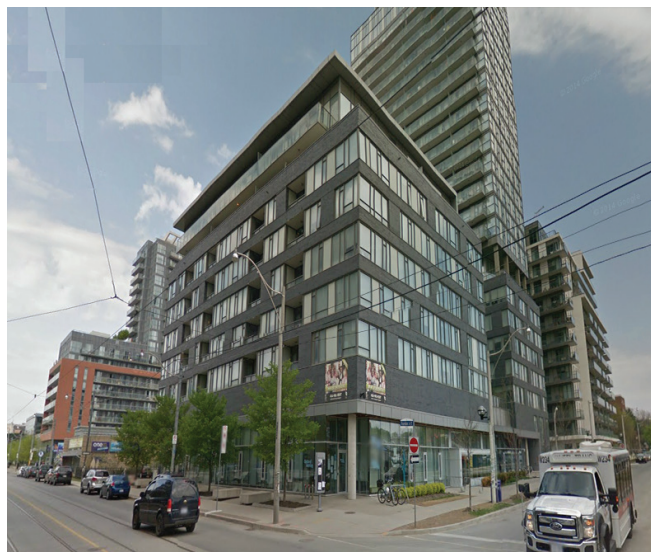
E. STREETWALL: BASE BUILDING OF TOWERS, AND LOWER LEVELS OF MID-RISE BUILDINGS:

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).

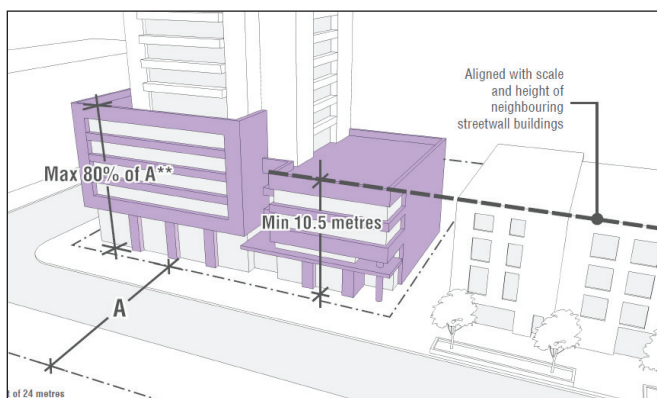
Generally, base buildings of towers and mid-rise buildings should express a maximum 5-6 storey streetwall from which upper levels will be set back from the building face.

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 - 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.



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

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 streetwall 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 STEPBACKS

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, setbacks should be at a minimum of 5m from the base building to tower faces.

-For Mid-Rise buildings, setbacks 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 setbacks 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 setbacks should be provided on the north side of Bushby Dr wherever possible. On the south side, generous setbacks 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 setbacks to upper levels of building massing are encouraged as are increased setbacks 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 setbacks 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.



Stewart St: Inset balconies give precedence to the consistency and strength of a streetwall to frame the street.

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.



Pedestrian crossing bump-out: St. George St. near Russell St

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)



Water feature and Public Art (Douglas Coupland), City Place, Toronto

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.