

Toronto Urban Design Guidelines



Metrogate Agincourt Redevelopment

METROGATE AGINCOURT REDEVELOPMENT URBAN DESIGN GUIDELINES

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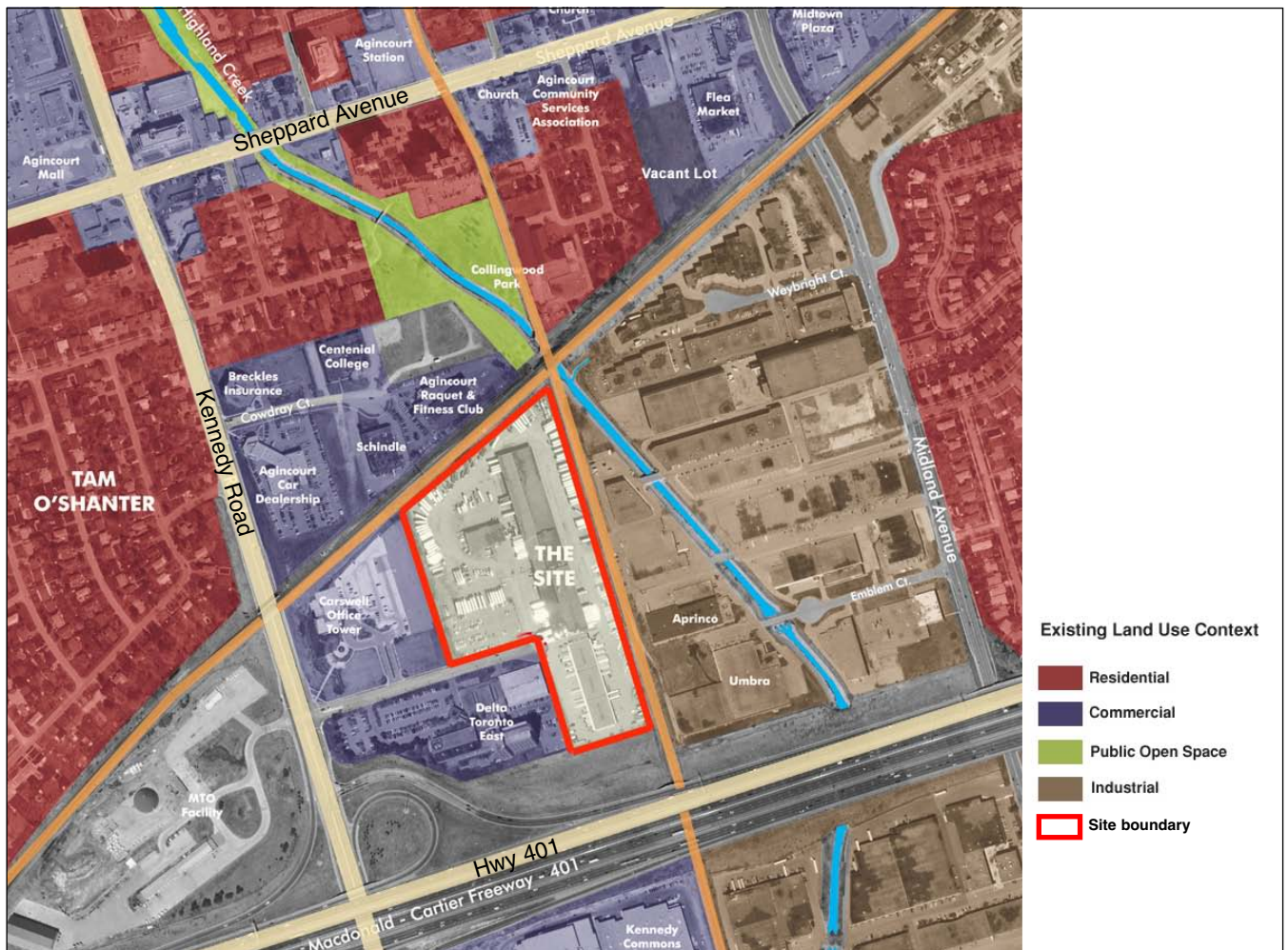
METROGATE AGINCOURT REDEVELOPMENT

1.0 INTRODUCTION

1.1 OVERVIEW

LOCATION

The Metrogate Agincourt Redevelopment property is situated in the East District of the City of Toronto, within the former City of Scarborough. The property is located at the northeast quadrant of Kennedy Road and Highway 401, on the site of the former Toronto Sufferance Truck Terminal (TSTT) at 2055 Kennedy Road. The site's area is approximately 6.78 hectares or 16.75 acres.



Existing land use context

METROGATE AGINCOURT REDEVELOPMENT

SURROUNDING USES

The site, bounded by the CP rail line to the north, the GO Transit rail line to the east, Highway 401 to the south, and a hotel and office building to the west, is accessed from Kennedy Road via Village Green Square (former Sufferance Road). Kennedy Road is a major north-south corridor with a full interchange onto Highway 401, and Sheppard Avenue is the main east-west street serving the Agincourt area. The property is situated along the proposed extension of the Sheppard Subway line and adjacent to a proposed transit hub incorporating a new subway station, a relocated Agincourt GO station and a bus terminal serving TTC and GO Transit.

Located within the well-established Agincourt Neighbourhood, the site is surrounded by a considerable mixture of land uses. The area is anchored by two major commercial centres, Agincourt Mall to the north and Kennedy Commons to the south. Scarborough Town Centre is located 3 kilometres east. The residential uses in the surrounding area are diverse and include high-rise rental and condominium apartments, townhouses and detached houses. The site is surrounded by various employment uses. Collingwood Park, a local open space, is located beyond the northeast corner of the site. A channelized section of Highland Creek runs through the park and connects with other tributaries and green spaces of the Highland Creek Watershed.

The Agincourt Secondary Plan Area is an area planned for significant change. At the Kennedy-Sheppard intersection, the Agincourt Mall lands will be re-developed over time and the Agincourt branch of the Toronto Public Library is being expanded. The change in use on the property from industrial to mixed use will increase the number of residents and employees living and working close to the proposed Sheppard subway line and GO line, further supporting rapid transit and intensification in the Agincourt area.



Carswell Office Tower



Highland Creek in Collingwood Park



Low-rise residential area near Collingwood Park



High-rise residential buildings north of Collingwood Park



Employment Area east of the site



Kennedy Commons south of Hwy. 401

METROGATE AGINCOURT REDEVELOPMENT

SITE HISTORY

The Toronto Sufferance Truck Terminal (TSTT) was on the site from 1959 when Ayer Storage purchased the property. Prior to that, the property had been part of a farm owned by the Whiteside family in the 1800s, and a vegetable garden owned by the Rennie Seed Company from the early to mid 1900s.

The TSTT applied for and acquired a Bonded Warehouse License from Canada Customs in 1959. In 1960, the first building was constructed and TSTT began operation. In 1969, the TSTT business and site were purchased by Maislin Transport, which added and expanded several buildings over the years. Canadian Corporate Funding Limited purchased the site and business in 1984, and constructed a further addition. In 1988 the Matthews Group purchased the property and business and added a warehouse.

Canderel Stoneridge Equity Group Inc., purchased the site in 1998, and secured development approvals for a mixed-use community. 1309230 Ontario Limited, now Metrogate Inc., acquired the site in 2006 and is proceeding with the redevelopment. The truck terminal has now ceased operation.



The site had been a truck terminal since 1959



Village Green Square (former Sufferance Road), looking west from the site

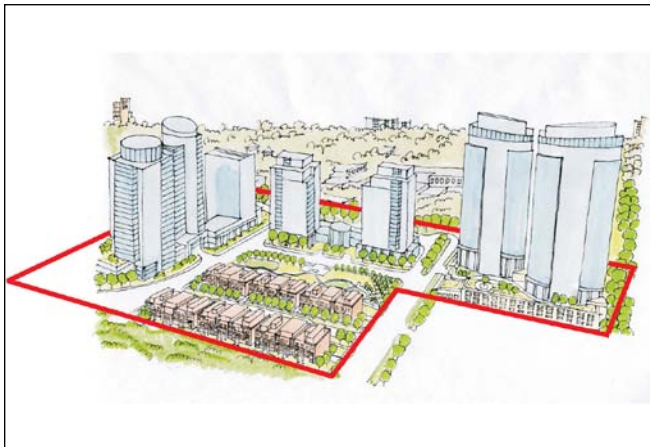


CP Rail bridge over CN Rail at the northeast corner of the site looking north

1.2 PURPOSE AND OBJECTIVES OF THE GUIDELINES

The objective of this document is to illustrate the principles that will guide the design of the community and the site plan review process. Design principles for the site were determined through the Master Planning process for its redevelopment. The urban design guidelines presented in this document will be used by the City of Toronto to evaluate Site Plan Approval applications for specific development parcels on the Metrogate Agincourt Redevelopment site, as well as by architects and designers to guide their site plans for those parcels, and the design of the community's park and public spaces.

These Urban Design Guidelines are to be read in conjunction with the City of Toronto Official Plan and the Zoning By-law for this area. The design of the park and public spaces and all the buildings on the site should follow both the letter and the spirit of the Guidelines. Site plans for individual parcels and the design of the park and open spaces will be developed in consultation with City staff.



The Concept Master Plan consists of the following elements:

- 2100 residential units
- 35,000 square metres of office space
- a 1.69 acre public park
- an intermodal public transit station
- potential convenience retail

1.3 REDEVELOPMENT VISION FOR THE SITE

The vision for the Metrogate Agincourt Redevelopment is of an urban, mixed use community, featuring townhouses, highrise residences, offices, retail, and a future multimodal transit station, surrounding a park. A new pedestrian connection, and eventually a new road under the CP Railway, will connect the new community to the neighbourhood and park to the north, while an internal network of roads, lanes and walkways will provide convenient access within the community.

This community will be an appealing place to live, characterized by a cohesive diversity of buildings, generous green spaces, convenience retail, and pedestrian access to nearby amenities. A proposed new transit hub adjacent to the site will be an important asset to the neighbourhood, attracting activity and providing access to other areas of the city. The community's design will welcome cyclists, pedestrians and commuters to enter and pass through on the way to and from local destinations such as Agincourt Mall and the future transit terminal, providing a new focal point and connection within the Agincourt community.

The site is located within the Agincourt Secondary Plan Area of the Toronto Official Plan. Plan policies consider this site appropriate for re-development to a mixed use, predominately residential, community. Medium to high density residential uses are permitted and employment opportunities, mainly in the form of office and retail commercial uses, have been provided for. Future connections to the lands to the north of the CPR line have been identified and secured.

1.4 MASTER PLAN STRUCTURING PRINCIPLES

The following design principles structure the master plan framework.

CREATE A CONTINUOUS NETWORK OF STREETS

Village Green Square (former Sufferance Road) is to be extended eastward and two additional streets are proposed to complete a loop road network that creates a series of development blocks. Section 2 provides guidelines for street design.

FOCUS ON OPEN SPACE AND WALKWAY CONNECTIONS

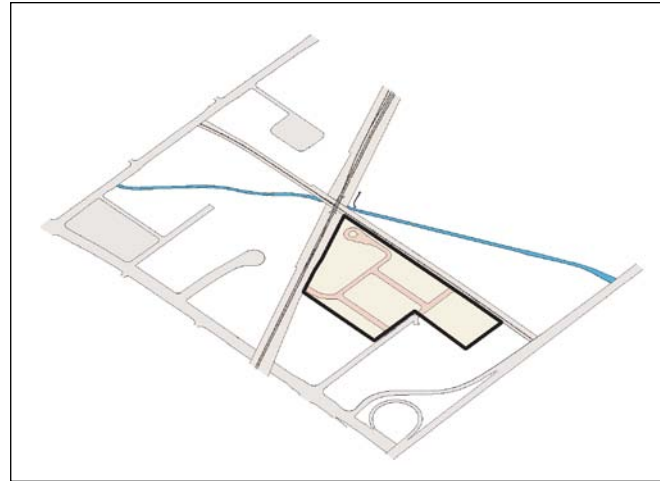
A new public park is proposed on the north side of Village Green Square. This park will be the central focus for the new community. A series of pedestrian walkways will connect to the park. Landscaped boulevards will complete the open space network within the site. Section 3 provides guidelines for open spaces.

DEFINE CLEARLY ARTICULATED DEVELOPMENT BLOCKS

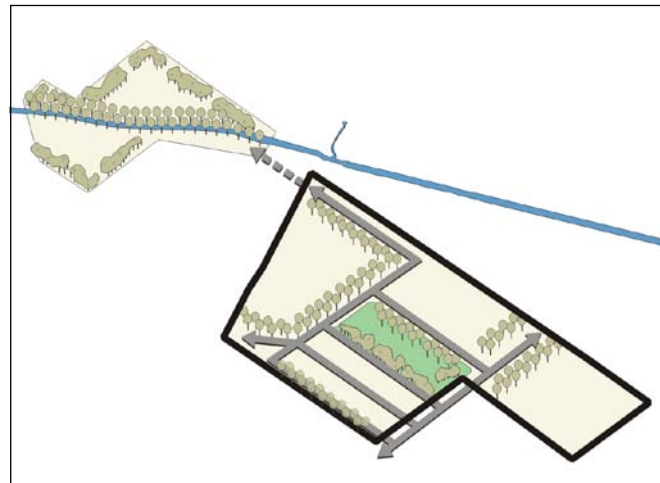
A series of six development blocks (five residential and one office blocks) form the basis of new development on the site. High-rise development is proposed at the north, south, and east portions of the site to provide appropriate buffering from the CP Railway line, CN (GO Transit) Railway line and Highway 401. Two medium density, townhouse blocks are proposed. Block 4 which abuts the west limit of the public park and Block 5 which abuts the west limit of the site. Section 4 provides guidelines for built form.

STRIVE FOR SUSTAINABLE BUILDING DESIGN AND NEIGHBOURHOOD DEVELOPMENT

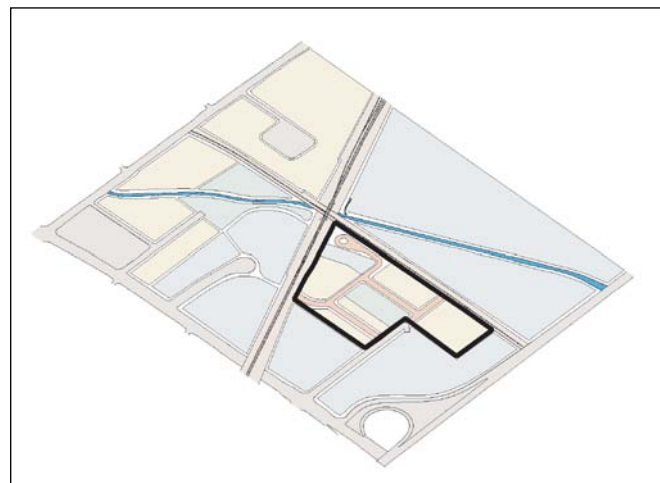
The Toronto Green Development Standard shall be applied, where appropriate, in order to encourage the creation of a greener, healthier and more sustainable community.



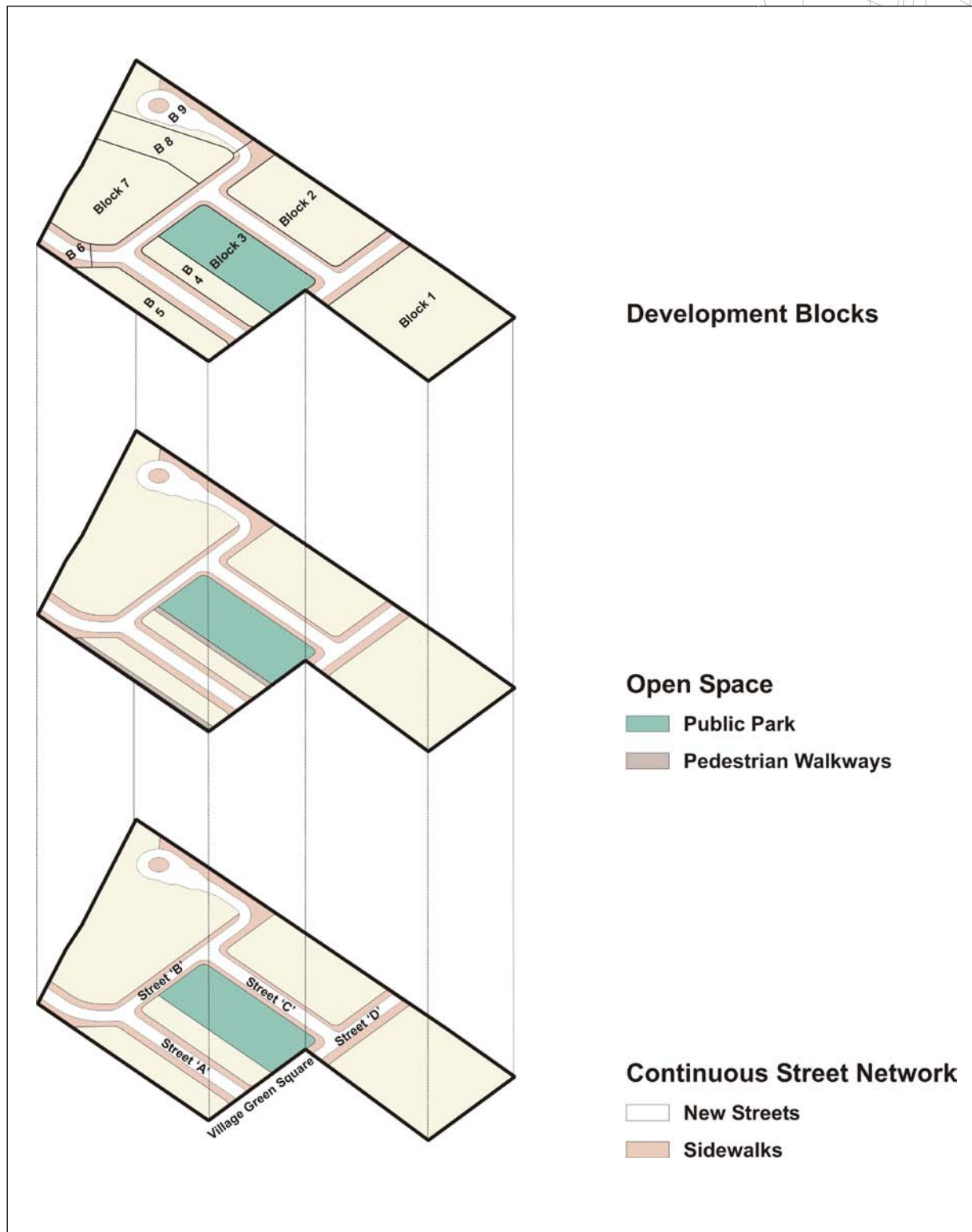
Continuous network of streets



Open space and walkways



Development blocks



Structuring principles

1.5 THE MASTER PLAN CONNECTIVITY

The site is almost completely surrounded by large pieces of infrastructure, which make it difficult to weave it into the surrounding urban fabric. The challenge is to create a new neighbourhood that takes advantage of the few connection opportunities available and complement this with a continuous pattern of internal streets and blocks.

Connectivity between the site and its surroundings is constrained by the unusually strong boundaries presented by the CPR line, GO line, Highland Creek and Hwy 401. The design of the site recognizes and addresses its proximity to these features through:

- **Built form:** The park and townhouse development are located in the interior of the site, with taller buildings located closer to the edges. Parking structures and a safety berm will buffer the neighbourhood from the railways and Hwy 401.
- **Linkages:** A pedestrian walkway linking to Collingwood Park through the area of the intermodal transit station, will connect to the community west of the park. A future road extension under the CPR line is planned to connect with Cowdray Court.
- **Streetscaping:** Public art and streetscape features can be used to acknowledge the two railways that border the property and encourage pedestrians and cyclists to enter and pass through the neighbourhood.

Due to the barrier posed by Hwy 401, the new neighbourhood will interact most closely with the community to the north and west. With access to Collingwood Park, Agincourt Mall and the Agincourt district library branch, the new community will share these destinations with the other residential communities surrounding the Kennedy-Sheppard intersection. Kennedy Commons also provides services close to the site, although it is accessible only by crossing under the 401 via Kennedy Road. Scarborough Centre, which includes the Scarborough Civic Centre municipal building, Scarborough YMCA and a regional mall, is within a short transit ride to the east, south of the 401.



The community will be connected to surrounding amenities, including Collingwood Park



Connectivity within the community will be achieved through an interconnected network that includes mid-block pedestrian walkways



Toronto's Official Plan recognizes that the channelized portion of Highland Creek that runs near the site is connected to the Highland Creek watershed and is part of the City's Natural Heritage System

The site is currently within walking distance of public transit stops on Kennedy and Sheppard and will be very well connected when the subway is extended as planned. The northeast corner of the site will contain a major multimodal transit station consisting of a potential Sheppard Subway line stop, a relocated Agincourt GO station and a bus terminal. Located immediately adjacent to the site, the 401 provides vehicle connections to the region. The future walkway that links the site to Collingwood Park is intended to connect to the Highland Creek Natural Heritage System, which is identified in the Official Plan.

The site's circulation system will be suitable for multimodal transportation, with an interconnected network of streets, lanes, walkways and pedestrian/bicycle paths. Orientation within the community will be established through its simple grid pattern, built form patterns, public open spaces and additional landmarks.

VISIBILITY

The site's high visibility from the 401 and its future role as a major multimodal transit hub call for the creation of a landmark development in this location. Its emergence from a landscape defined by asphalt, industrial buildings and transport trucks to a predominantly residential, mixed-use community focused on a park, will contribute to a change in the image of the Agincourt neighbourhood to those who pass through it via these highly-traveled routes. The development's varied scale, uses and activity will add life and interest to a site which previously contained single storey industrial buildings and extensive asphalt parking and loading areas.

COMPATIBILITY

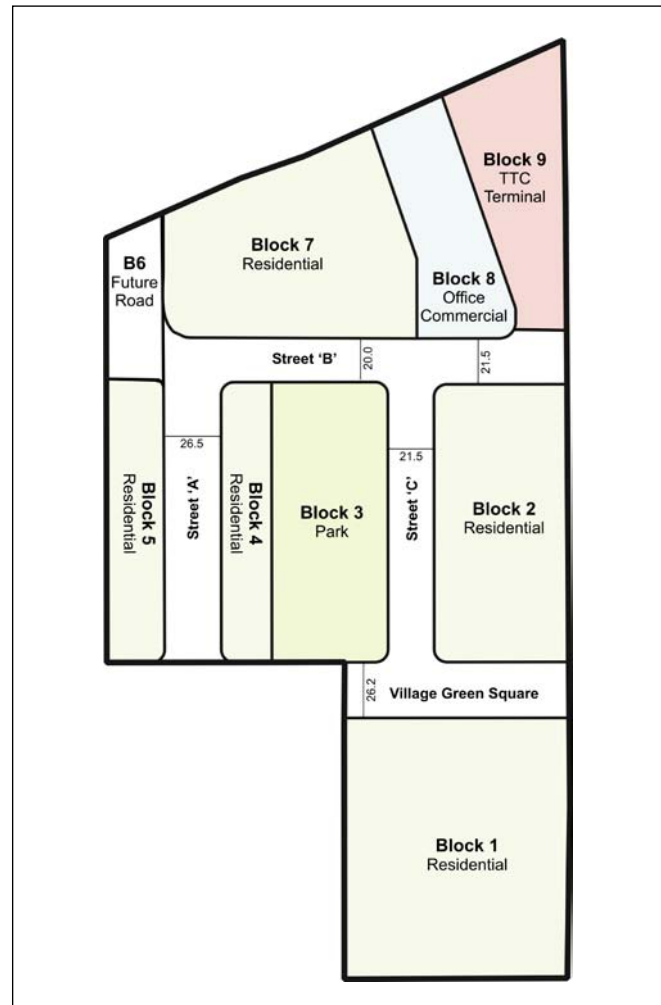
The scale of the high-rise buildings at the south and east portions of the site will be appropriate for development adjacent to a major highway and railway corridors, and compatible with the existing office building and hotel immediately to the west of the site and the high-rise residential buildings to the north. The townhouses to be developed in the interior of the property will be compatible with the adjacent public park and office sites. Transitions within the site will ensure compatibility among the differently-scaled buildings.

CHARACTER

The elements of the site's redevelopment – its road network, open spaces and buildings – will contribute to the community's character as well as its functionality. A diversity of building forms, massing, styles and materials is encouraged, to enhance the sense of a dynamic, mixed community. Diverse character amongst building groupings should be encouraged. While each building should be unique they will also share some common design elements (such as similar windows) to make them appear to be “from the same family”.

The walkable, community-oriented character of the streets will be reinforced by providing parking under the townhouses, and not along the street frontages. The community's greenspaces, including the park and landscaping, will also enhance its residential character. Focal points and open spaces will also help define the neighbourhood's character and contribute to a sense of community.

The park and key intersections, such as the highly visible eastern terminus of Village Green Square, provide opportunities to create focal points such as public art or gathering spaces. The site's history, topography and location should be considered as sources for the open space design and public art that will contribute to its sense of place.



Development blocks

2.0 STREET DESIGN GUIDELINES

The site's network of streets will provide vehicular access to the transit station, parking structures for the high-rise buildings, and garages below the townhouses. The simple, interconnected design of the road network will make it easy to navigate through the community. Village Green Square and Street C will be designed to accommodate buses, and a transit/bus loop at the end of Street C will allow for turn around and passenger pick-up.

Village Green Square will function as the gateway into the site from Kennedy Road and as the means of emergency access. The street design allows Street A to potentially be extended under the CP Rail line to connect to Cowdray Court in the future, creating a new connection with the neighbourhood to the north. With sidewalks along all public roads, and the integration of bicycle paths, the road network will be suitable for multimodal transportation. Street parking on Streets A, B and on the west side of street C will buffer pedestrians from traffic. The appropriate "No Stopping Anytime" signage will be posted at all transit stop locations (15-metre approach and 30-metre discharge). Location of street parking will allow for proper bus turning movements.

The community's streetscapes will provide the first impression of its character and contribute to a hospitable environment, by mediating the scale of adjacent buildings and softening edges and views of surrounding infrastructure. Boulevards will be landscaped with trees, benches and neighbourhood level street lights, providing amenity, comfort and safety. The streetscaping of the community's boulevards and front yards will announce the presence of a primarily residential community and welcome residents, workers, visitors and travelers. Streetscaping will also help frame and connect the community's open spaces, and mark and enhance important corners and other focal points.

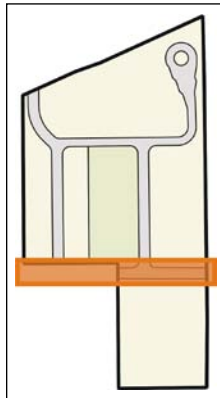
2.1 VILLAGE GREEN SQUARE

2.1.1 Village Green Square will be extended eastward into the site and will terminate at the CN Railway Line.

2.1.2 The right-of-way for the Village Green Square extension will be 26.2 metres, in order to match the right-of-way for the existing portion of the street.

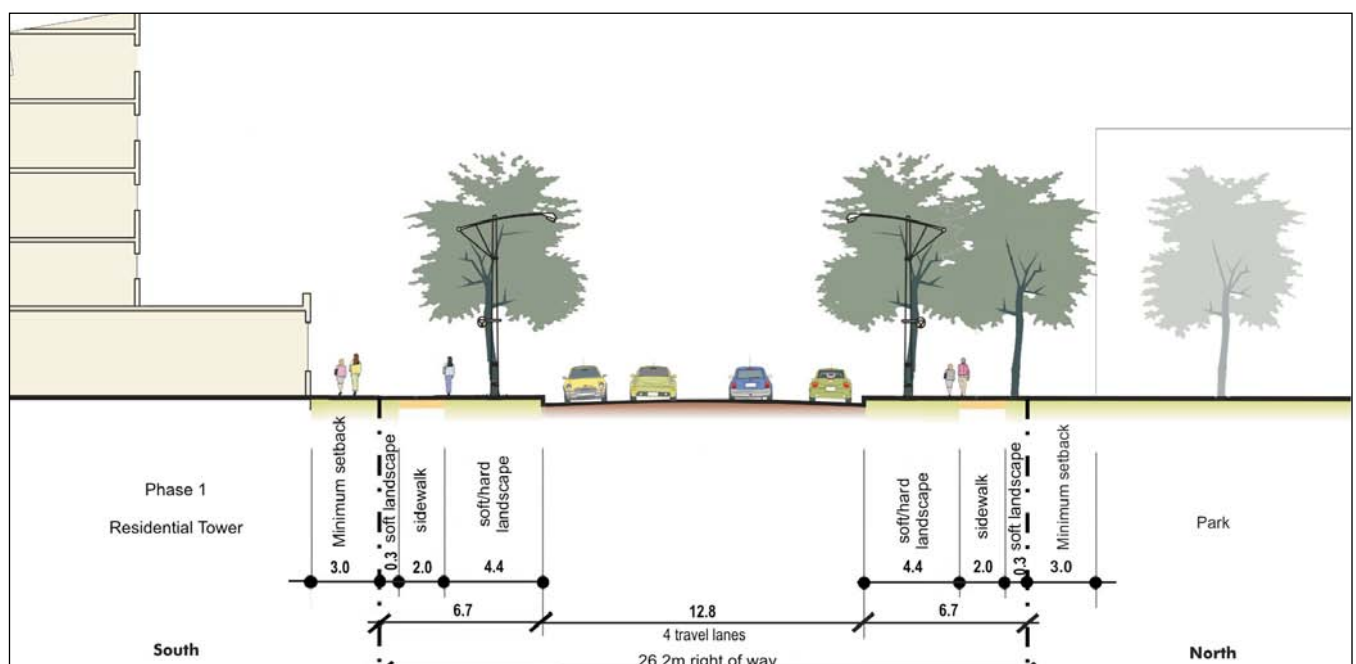
2.1.3 The north side of Village Green Square will have two rows of street trees in its boulevard, forming a promenade, to provide an appropriate green character adjacent to the park and help establish a residential sense at the entrance to the neighbourhood.

2.1.4 The roadway will consist of two travel lanes in each direction, with no parking permitted on either side of the street. The roadway and turning radius onto Street C will be designed to accommodate buses.



A green boulevard will be provided on the north side of Village Green Square. Convenience retail uses will be integrated into the ground floor of buildings on the south side of Village Green Square

2.1.5 New development will be set back a minimum of 3 metres from the property line adjacent to Village Green Square. The setback area will provide for landscaping features that blend into the street right-of-way. Above-grade projections from buildings (e.g., stairways, low fences, porches, etc.) may be located within the setback areas but no belowgrade foundations that could interfere with servicing access will be permitted.

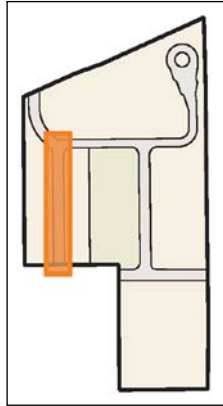


Village Green Square – Typical Section

METROGATE AGINCOURT REDEVELOPMENT

2.2 STREET A

2.2.1 Street A is the first phase of a new north-south roadway that will eventually extend north, under the CP Railway line, connecting Village Green Square to Cowdray Court and potentially further north.



2.2.2 An interim use, such as allotment gardens, will be sought for the location of the future extension of Street A, north of Street B (Block 6).

2.2.3 Street A will provide frontage for new townhouse development on the site.

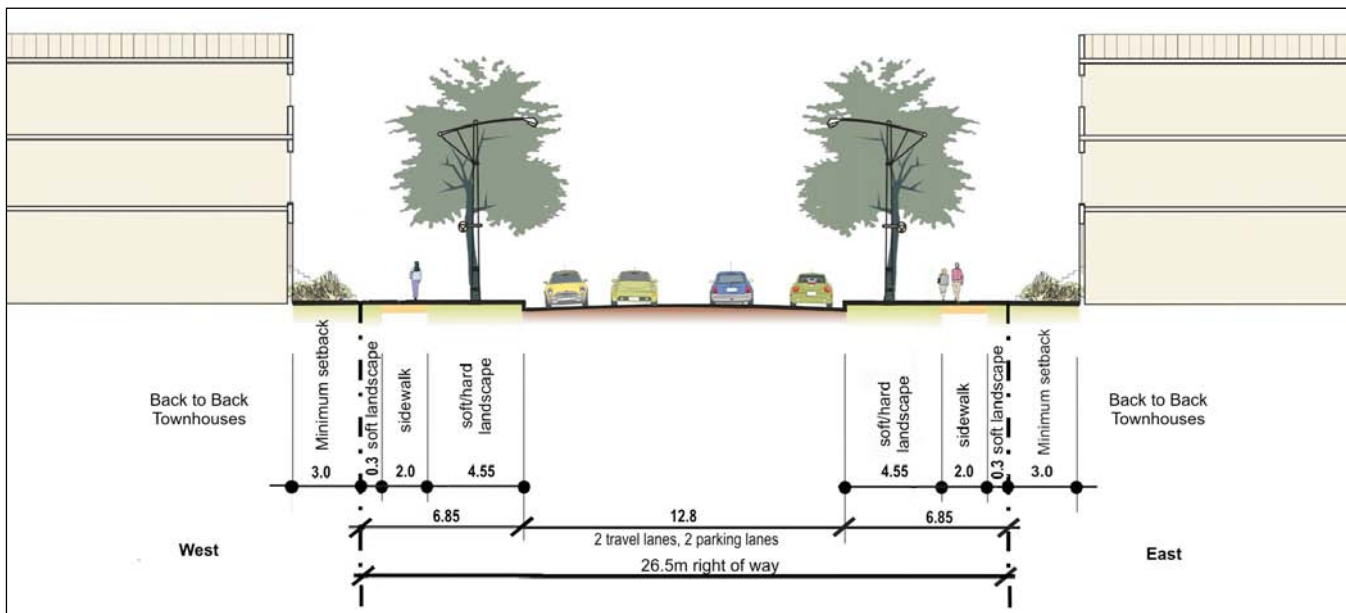
2.2.4 Street A will be built with a right-of-way of 26.5 metres. It will contain a full boulevard of 6.85 metres on both sides, including a 2-metre sidewalk adjacent to Blocks 4 and 5.

2.2.5 The roadway will contain two travel lanes in each direction. On-street parking will be permitted in the curb lane on both sides of the street. Buses will not use Street A.



Street A will be fronted by townhouses

2.2.6 New development will be set back a minimum of 3 metres from the property line adjacent to Street A. The setback area is to provide for landscaping features that blend into the street right-of-way. Above-grade projections from buildings (e.g., stairways, low fences, porches, etc.) may be located within the setback areas but no below-grade foundations that could interfere with servicing access will be permitted.



Street A – Typical Section



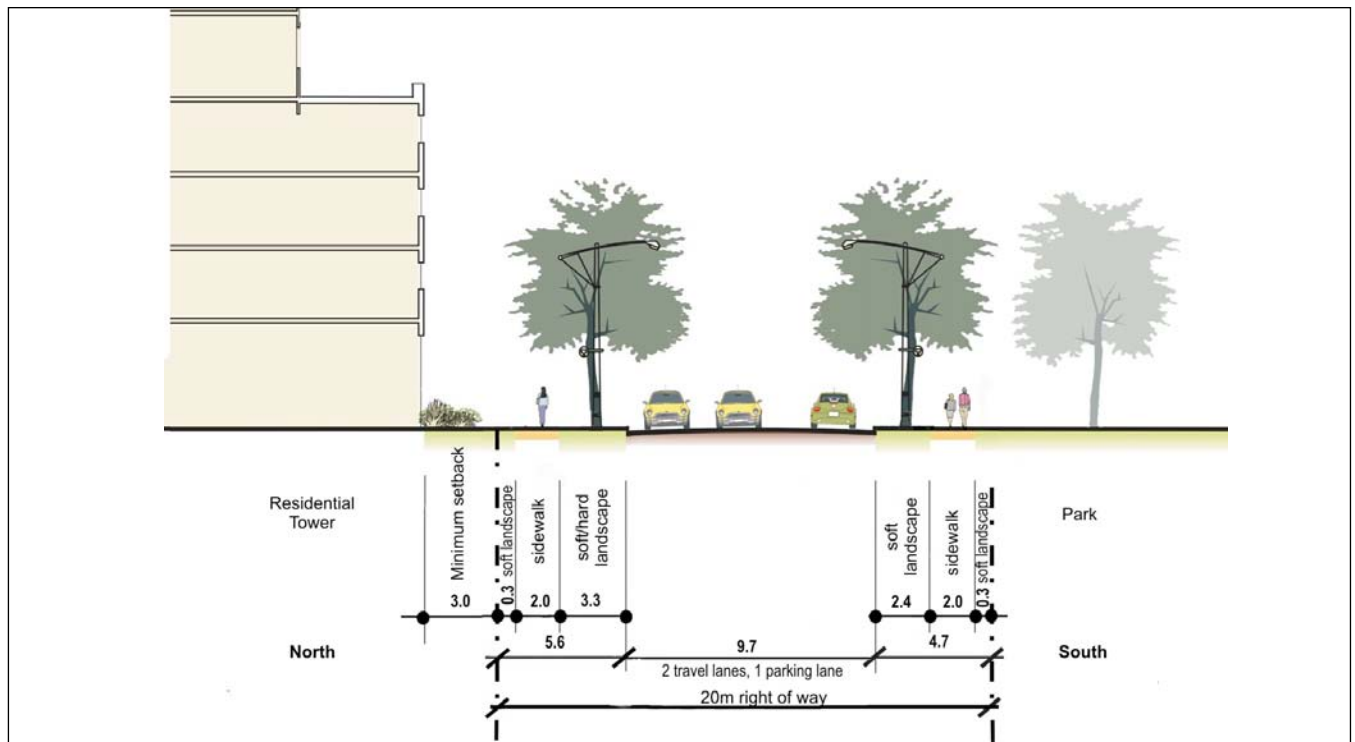
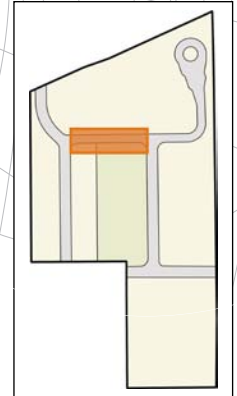
Townhouses or stacked townhouses at the base of high-rise residential towers will help to create a human scale along Streets B and C.

2.3 STREET B

2.3.1 Street B is to be built with a right-of-way of 20 metres. Landscaped boulevards of 5.6 and 4.7 metres will be located on the north and south side of the street.

2.3.2 The roadway will be 9.7 metres wide with one travel lane in each direction and one parking lane on the north side of the street. Buses will not use Street B.

2.3.3 New development will be set back a minimum of 3 metres from the property line adjacent to Street B. The setback area will provide for landscaping features that blend into the street right-of-way. Above-grade projections from buildings (e.g., stairways, low fences, porches, etc.) may be located within the setback areas but no below-grade foundations that could interfere with servicing access will be permitted.

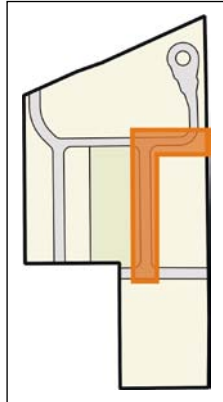


Street B – Typical Section

2.4 STREET C

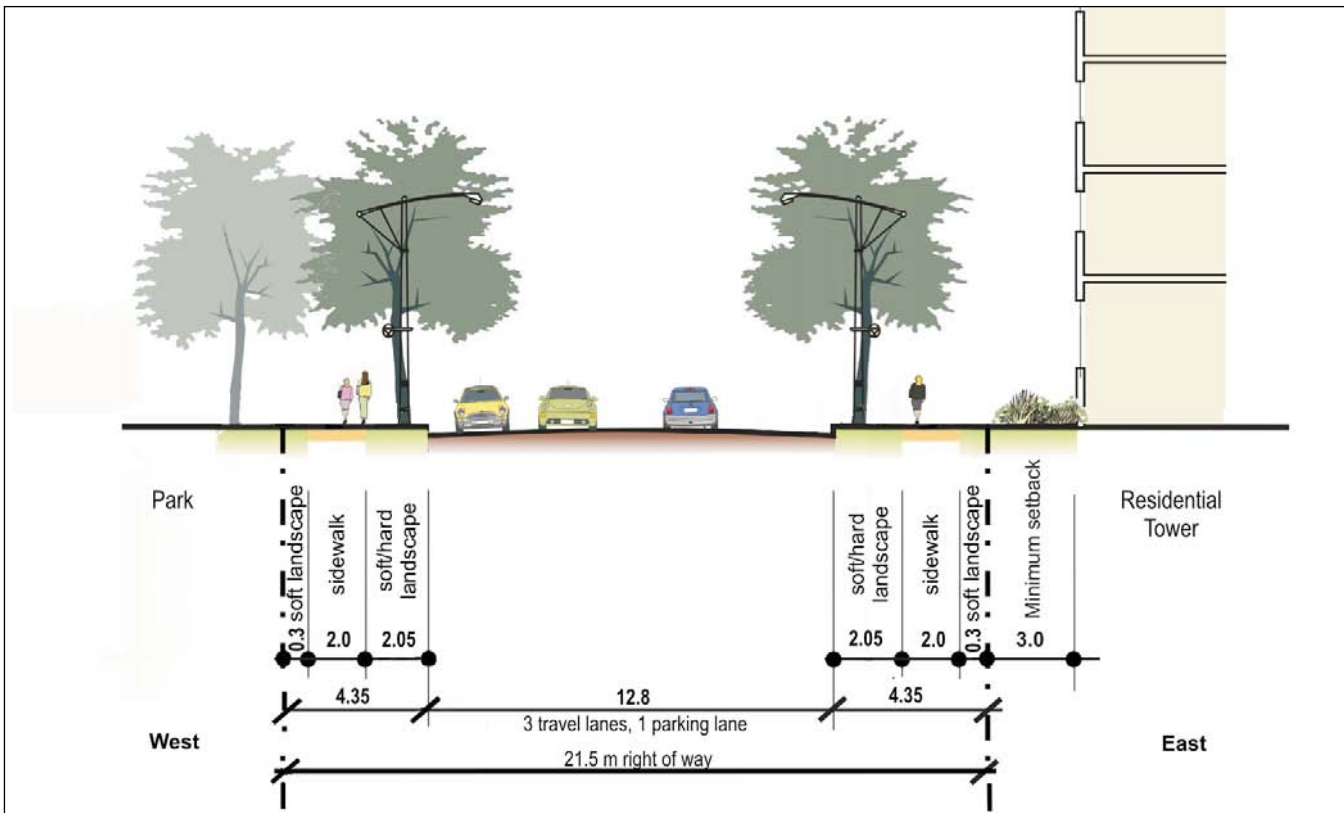
2.4.1 Street C will function as a northerly extension of Village Green Square. As the main access road for buses into the intermodal terminal it will be designed to accommodate bus movements.

2.4.2 Street C will be built with a 21.5-metre right-of-way. The boulevard on both sides of street C will be 4.35 metres wide. The pavement will be 12.8 metres wide with two travel lanes on the east side of the street and one travel lane and one parking lane on the west side of the street.



2.4.3 Sidewalks for pedestrians will be provided along Street C, connecting to the future transit terminal. A pedestrian walkway may extend through Block 9 and under the CP Rail bridge located at the northeast corner of the site. If feasible, it will connect through the City Works and Emergency Services property to the north, into Collingwood Park and northward to Collingwood Street.

2.4.4 New development will be set back a minimum of 3 metres from the property line adjacent to Street C. The setback area will provide for landscaping features that blend into the street right-of-way. Projections from buildings (e.g., stairways, low fences, porches, etc.) may be located within the setback areas but no below-grade foundations that could interfere with servicing access will be permitted.



Street C – Typical Section

3.0 OPEN SPACE GUIDELINES

The community and its open spaces will centre on the public park. In addition to the park, the open space network will include sidewalks and boulevards; pedestrian walkways; and potentially café patios at the bases of office buildings and a public plaza adjacent to the transit terminal. Street furniture, plantings, public art, landmark structures and the facades of buildings will frame and enhance the community's open spaces.

The connections provided by the pedestrian network, in addition to the roads and lanes, will establish a fine-grained, walkable scale within the community. The pattern of open spaces and unique points of reference – landmark buildings and public art, gateways and street-end views or vistas between buildings – will assist pedestrians and cyclists with orientation through the site. Open spaces will be designed to encourage pedestrian flow within the neighbourhood, with compelling views that attract people into and through the community from Kennedy Road and the transit terminal. Plantings will help create a hospitable pedestrian environment by softening edges, moderating wind and providing shade.

Focal points within the open space network, including the park, plaza and café patios, will provide social and active public places. Plantings, street furniture, water features and public art, will mark significant locations within the community, such as the park and important street terminus views, and help create a sense of place. These elements may build on the site's history and proximity to the railways, train bridge and Highland Creek. Open space treatments from the community should be continued into Collingwood Park to link the two areas together.

3.1 PUBLIC PARK (BLOCK 3)

3.1.1 Block 3 will be owned by the City as a public park and will function as a neighbourhood park.

3.1.2 The park will be fronted on the south by the Village Green Square extension, on the east by Street C and on the north by Street B.

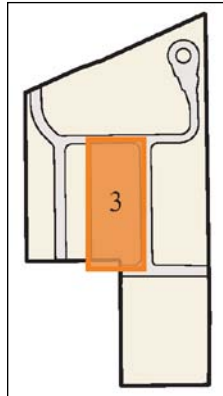
3.1.3 The park will be fronted by townhouses and publicly accessible pedestrian walkways to the west.

3.1.4 The park design should re-inforce the fact that the park is a public asset.

3.1.5 Decorative fences, 0.9 metres (3 feet) tall, will delineate front yards from the public park and publicly accessible walkways.

3.1.6 Buildings located on Block 4 will be set back a minimum of 3 metres from the public park.

3.1.7 The final park design will be prepared in a collaborative manner between the developer and the City of Toronto.



The public park at the centre of the community.
(conceptual design only.)



Public open spaces tie the site together

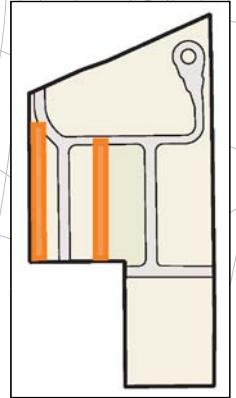


Water features, sculptures and street furniture are encouraged in the public park to create a place with a strong sense of character



A publicly accessible walkway will be required on Block 4 adjacent to the public park.

3.2 PEDESTRIAN WALKWAYS



- 3.2.1 A series of walkways will provide pedestrian access and circulation for the townhouses on Blocks 4 and 5. These walkways will remain publicly accessible at all times.
- 3.2.2 The walkways will provide front door access to residential units which do not face a public street. These walkways will be privately owned and maintained but publicly accessible.
- 3.2.3 The walkways are to have a publicly accessible, unobstructed minimum width of 2 metres. Buildings will be set back at least 3 metres from the walkways.
- 3.2.4 The walkways will be restricted to pedestrians and cyclists. However, they will be constructed and landscaped to allow for emergency vehicle access.
- 3.2.5 Only front yards of buildings will abut the walkways. Side yards will be permitted in the case where a residential unit already provides a front yard facing another walkway or a public street.
- 3.2.6 The City of Toronto will review and approve the detailed plans and design of the walkway as part of the site plan approval process for applications in Blocks 4 and 5.

4.0 BUILT FORM GUIDELINES

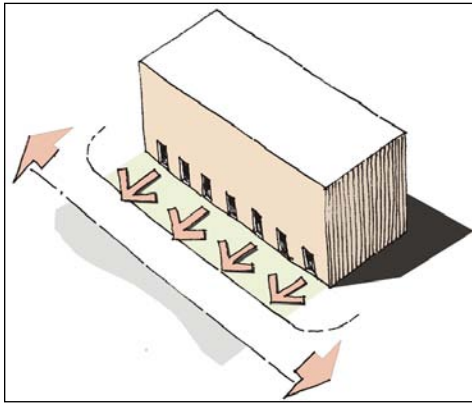
The mix of uses on the site is reflected in its built form elements, including: townhouses; high-rise residential buildings; office tower; parking structures; and a transit station. The location of the buildings relates to the transportation infrastructure surrounding the site, with parking structures and highrises buffering the smaller interior residences from the railways and highway.

A range of building scales, architectural styles and materials will contribute to the community's identity as a diverse, mixed-use neighbourhood with a strong residential component. This architectural diversity will also add visual interest. Unique, attractive buildings will be designed to complement each other and contribute to the quality of the area. Similar design elements will tie the buildings together as a cohesive community with a shared identity.

The relationships of buildings to each other and the streets, and their setbacks, scale, and form define open spaces and provide the backdrops for streetscapes. With consistent setbacks, close to the streets, and uninterrupted street walls, the buildings will provide strong edges, while leaving room for landscaping and architectural features, such as porches, that add to the sense of community and character. The lack of front garages will bring the townhouses close to the streets and walkways and reinforce the pedestrian nature of the community.

At a predominant height of 2-4 storeys, the scale of built form at the interior of the site and along the streets will create a comfortable environment for pedestrians. Transitions between the highrise buildings and the townhouses will be provided by the park, podiums, step-backs and transitional scale buildings. Podiums will also help moderate any adverse wind effects.

GENERAL GUIDELINES:



All buildings should have their frontages on public streets or publicly accessible walkways



Townhouses which front onto the public park will maintain an active edge and a safe park environment

4.1 REINFORCING THE PUBLIC REALM

- 4.1.1 Buildings will be sited and designed to present an active “face” to the street, park and publicly accessible walkways. Blank facades and inactive ground floor space are to be minimized. Front doors, active lobbies and entrances to common rooms, amenity areas, shops and services will be maximized.
- 4.1.2 All buildings located on street frontages, facing the park or publicly accessible walkways, must provide a front door condition facing the street or park. Townhouse end units will be designed with front and side entrance features that maintain an active appearance (e.g., doors and/or windows addressing the streets and walkways, instead of private fenced yards). In no circumstances will rear yards or garages be permitted to face the park or public streets.
- 4.1.3 Buildings will be sited and massed along the public streets to create a continuous streetwall and the fewest possible gaps between buildings. It is recognized that gaps will be required for laneways, driveways and pedestrian pathways, but these should be minimized to the greatest extent practical.

4.2 ARCHITECTURAL VARIETY

- 4.2.1 Architectural excellence will be pursued in building design, to create a cohesive, attractive, visually interesting community.
- 4.2.2 Each block should be designed with a distinctive combination of architectural treatments, which may include differences in massing, colour, materials, windows, recesses, articulation, porches and dormers, in order to create a community with dynamic character.
- 4.2.3 Where blocks contain multiple buildings, those buildings should be architecturally differentiated through architectural treatments, for visual interest.
- 4.2.4 Variations in architectural treatments will be combined with similar design elements (such as windows of the same style and colour) to create a complementary collection of unique buildings that appear to be “from the same family”.



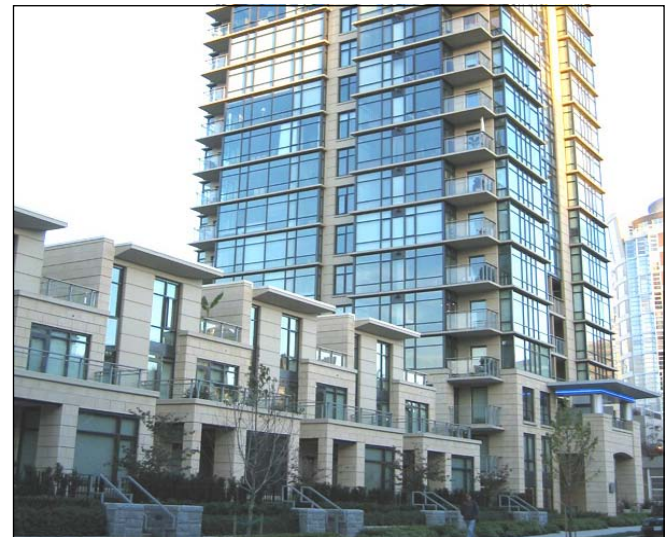
Roofscares and building facades should be treated with a variety of colours and materials to avoid a monotonous built environment



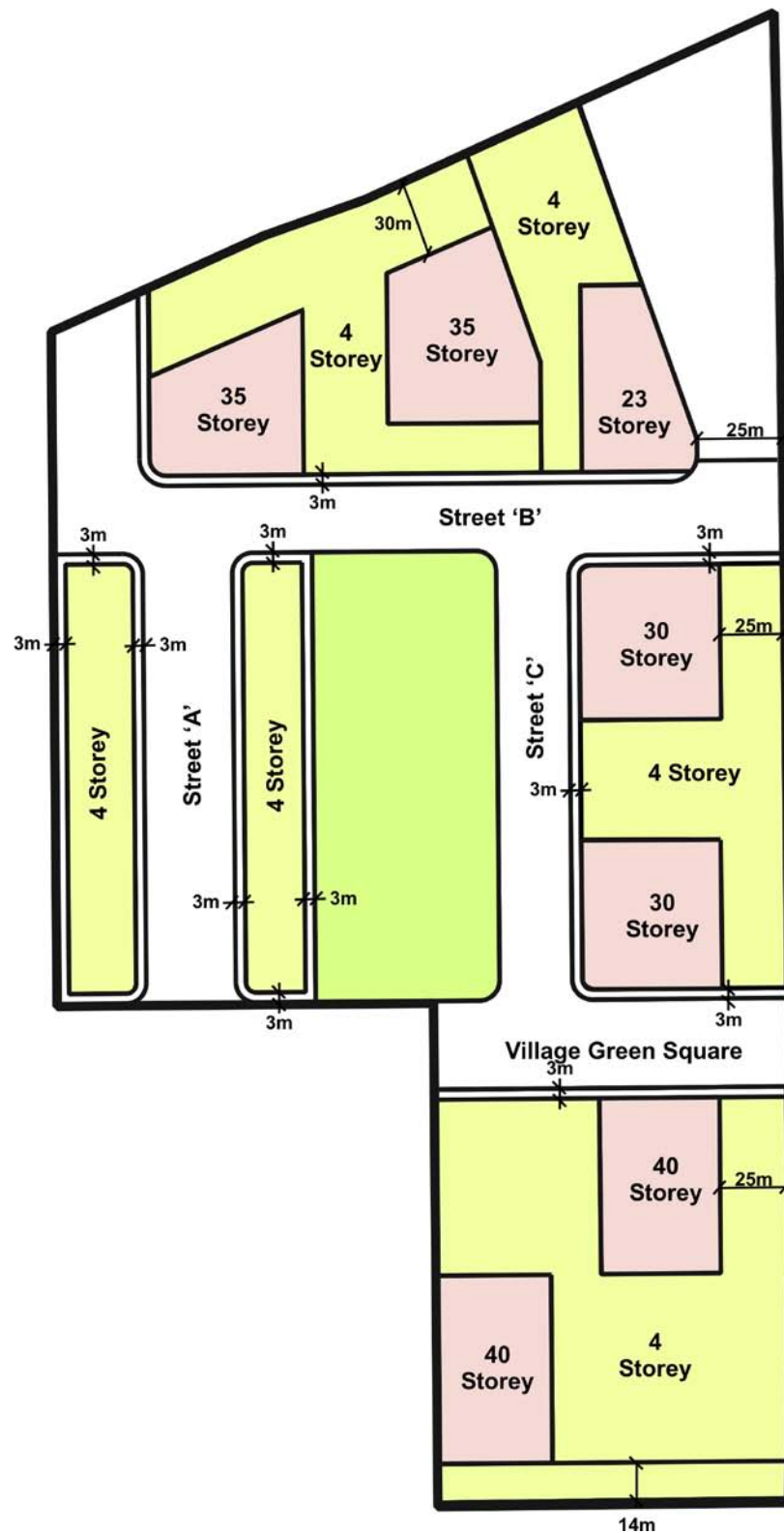
Corner buildings should be given special treatment to act as landmarks in the new neighbourhood

4.3 SETBACKS AND STEPBACKS

- 4.3.1 The building envelopes, illustrated on the following page, identify maximum building heights along with prescribed setbacks and step-backs, which are to be regulated through the Zoning By-law.
- 4.3.2 Buildings with street frontages will be set back from the property line by 3 metres. Above-grade projections such as stairs, porches and bay windows will be permitted within the setback area. However, no below-grade projections (i.e., foundations) that could interfere with servicing access will be permitted in the setback area.
- 4.3.3 Buildings will be developed with a low-rise building edge or podium to create a comfortable pedestrian scale along the streets. Taller building elements will step back by 3 metres above this level.



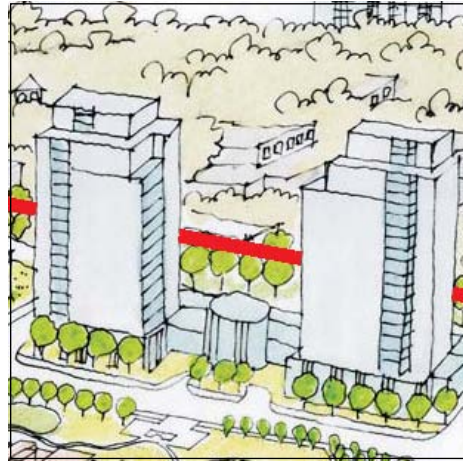
Townhouses or stacked townhouses can be incorporated into the base of taller buildings



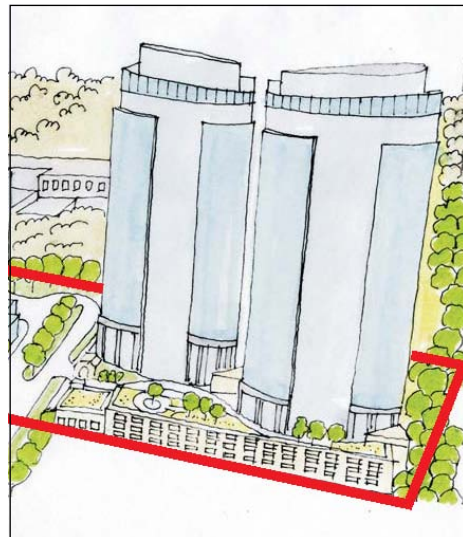
Building Envelope and Height Plan. Note: All setback dimensions are minimum.

4.4 PARKING, LOADING AND SERVICING

- 4.4.1 Parking will generally be provided in accordance with the Conceptual Parking Plan, on the following page.
- 4.4.2 All parking for high-rise, transitional scale and office buildings will be located in either above-grade or below-grade parking structures. Interim surface parking lots are permitted for the purpose of achieving pre-subway parking standards without creating an oversupply in the post-subway period.
- 4.4.3 Parking structures adjacent to the railways will be designed to buffer the community from railway corridor uses.
- 4.4.4 Townhouse parking will be accommodated in garages underground, and will be accessed from public streets. Front-yard driveways with direct access to public streets will not be permitted.
- 4.4.5 Additional visitor parking will be provided on streets A, B and C.
- 4.4.6 Active ground floor uses, such as lobbies, common areas and residences with individual entrances, will face the public streets at the front of parking structures.
- 4.4.7 Access for parking, loading and servicing will be consolidated to minimize curb cuts onto public streets and sidewalks. Such accesses will be designed to minimize impacts to traffic and pedestrian movement.
- 4.4.8 To minimize visual impact on buildings, streets and the pedestrian environment, vehicular entrances, curb cuts and curb radii will be designed to accommodate the smallest service vehicles practical to service a block.



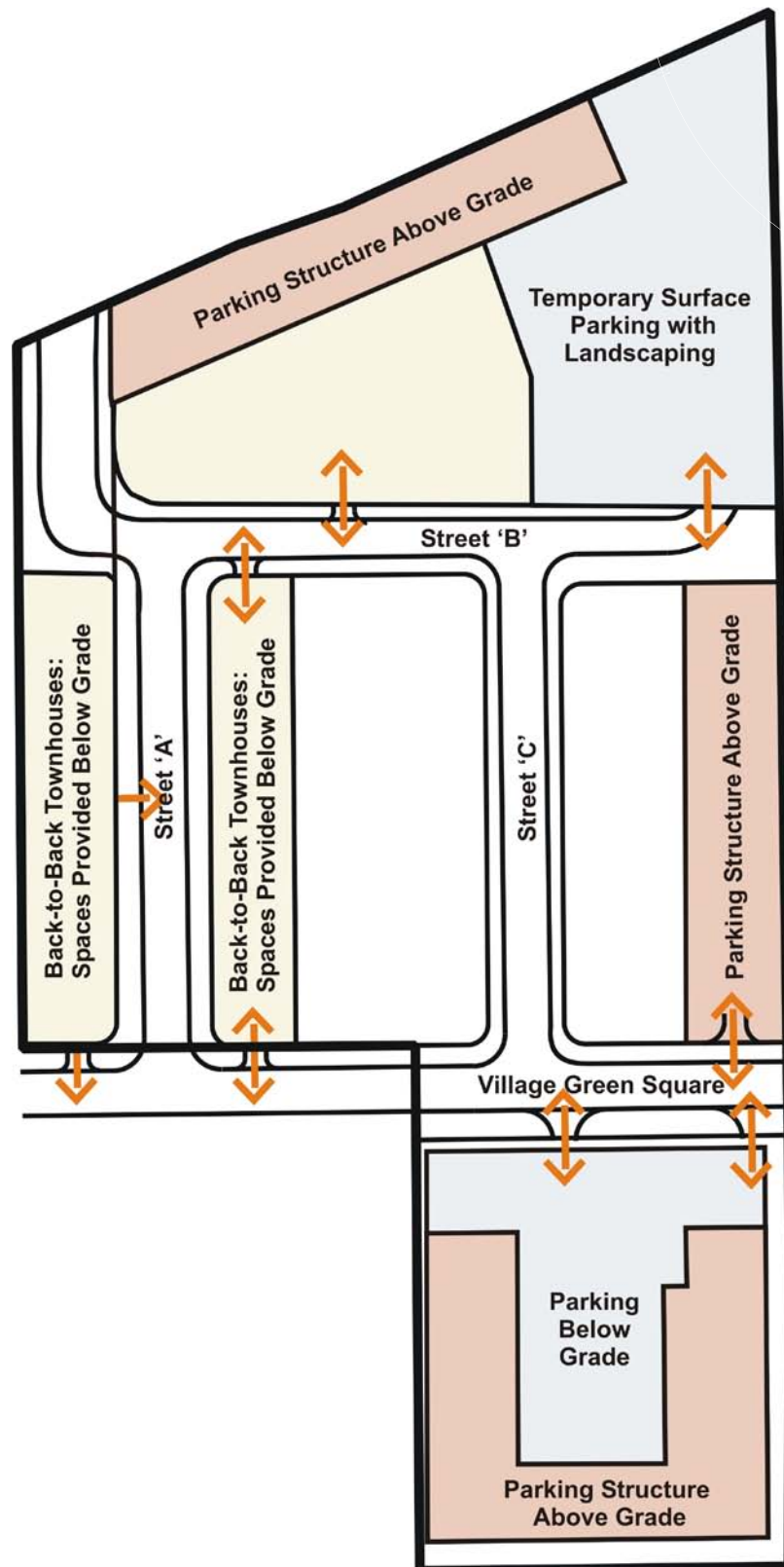
The parking structure within Block 2 will be hidden behind podium, beneath residential towers



A parking structure will be located at the base of the high-rise residential buildings on Block 1



Entrances to below-grade parking can be integrated with mid-rise and high-rise buildings



Conceptual Parking Plan

4.5 HIGH-RISE RESIDENTIAL (BLOCKS 1, 2 AND 7)

4.5.1 High-rise residential buildings will be located at the northern, southern and eastern edges of the site, adjacent to the rail lines and Highway 401. These buildings will be designed to provide buffering from the railway and highway.

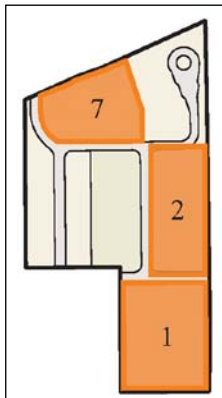
4.5.2 The podium level of Blocks 1, 2 and 7 will contain active uses in order to animate the street. Such uses may include residential units (i.e., multiple front doors), common rooms or amenity areas.

4.5.3 Where Blocks 1, 2 and 7 meet public streets, a podium-level building will face the public street, providing a comfortable pedestrian scale. Taller building elements will step back a minimum of 3 metres from the podium level.

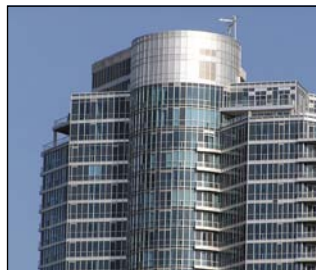
4.5.4 There should be further vertical differentiation of the towers through the use of architectural treatment. Generally, building mass should be reduced as buildings grow taller, and lighter materials should be incorporated into the building design.

4.5.5 In order to enhance their landmark quality, the tower designs should include varied and interesting roof elements. Mechanical penthouses should be incorporated into the roof designs.

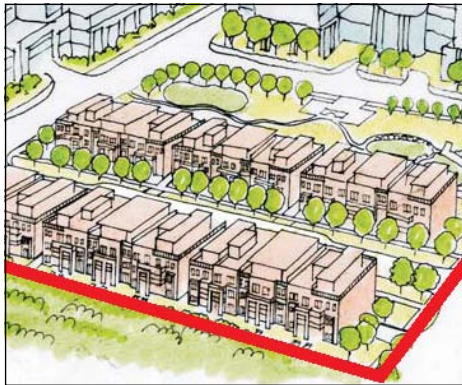
4.5.6 Decorative, accent lighting, or “nightscaping” may be incorporated on the sides of the high-rise buildings to enhance the night-time appearance of the community from the 401, especially in winter. The City’s Bird Friendly Development Guidelines will be applied to determine the suitability of any proposed lighting.



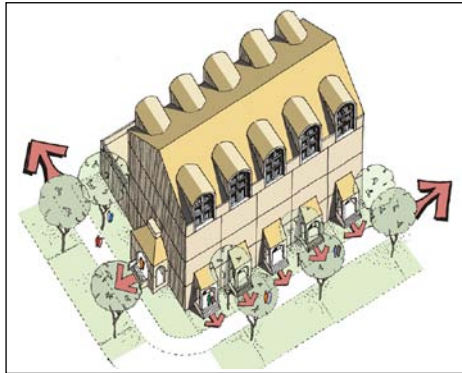
GENERAL GUIDELINES:



Dynamic roof elements help to establish a ‘dialogue’ with the sky. Such roof elements are encouraged for high-rise residential towers.

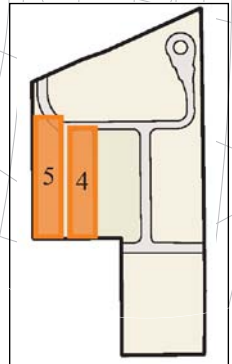


Blocks 4 and 5 will be developed with back to back or stacked townhouses



Townhouses should provide special entrance features on the end walls. Such treatment adds character to street corners and helps to create an active public realm on the street.

4.6 LOW-RISE RESIDENTIAL (BLOCKS 4 AND 5)

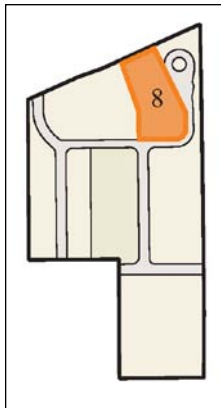


- 4.6.1 Blocks 4 and 5 will be predominantly developed with either 4-storey stacked townhouses or back to back townhouses up to 4 storeys in height.
- 4.6.2 All townhouses must front onto a public street or onto the publicly accessible pedestrian walkways.
- 4.6.3 Front-yard parking is not permitted. All vehicular access will take place from a public street to an underground parking garage.
- 4.6.4 Publicly accessible pedestrian walkways, with a minimum width of 2 metres, will be located through Blocks 4 and 5 in order to provide frontages for townhouses which do not face a public street.
- 4.6.5 Townhouses facing the street or the public park will be set back from the property line by 3 metres. Above-grade projections such as stairs, porches, bay windows and publicly accessible pedestrian pathways will be permitted within the setback area. However, no below-grade projections (i.e., foundations) that could interfere with servicing access will be permitted in the setback area.

4.7 OFFICE DEVELOPMENT (BLOCK 8)

4.7.1 Block 8 will be developed as office buildings.

4.7.2 The office buildings will provide a minimum setback of 3 metres from the property line adjacent to public streets. They will provide a 3-metre stepback at the podium level fronting public streets.



4.7.3 The office buildings may incorporate convenience retail and other commercial uses at grade, to serve the community, commuters and office employees, and animate the street. These uses may include a convenience store, drug store, dry cleaner and/or cafe or other uses that will complement amenities elsewhere on the site.

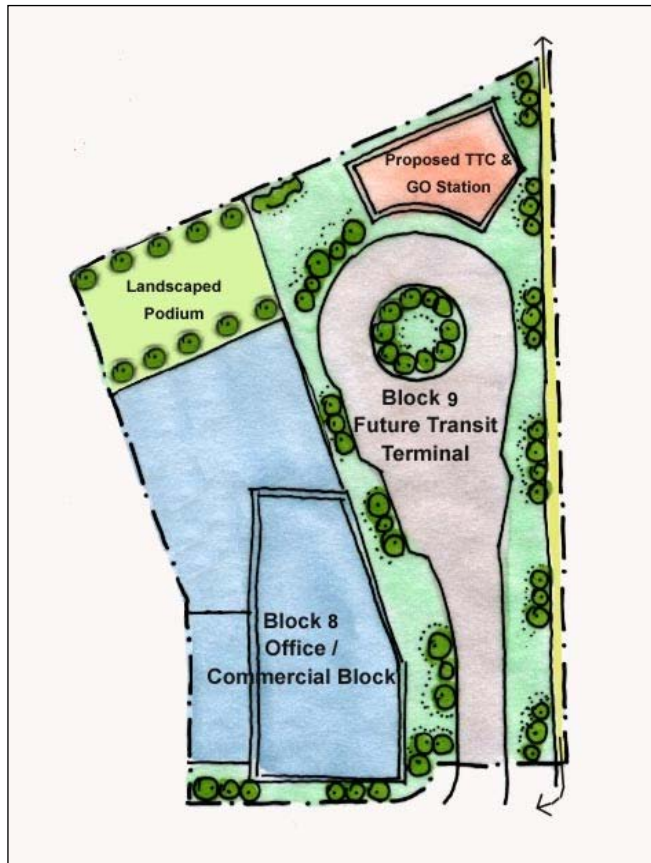
4.7.4 Block 8 will accommodate parking prior to the development of the subway station, as described in Section 4.9.

4.7.5 Block 8 will be designed to allow direct pedestrian access from the future subway station and bus terminal on Block 9 into the office building.

4.7.6 Decorative, accent lighting, or “nightscaping” may be incorporated on the sides of the office buildings to enhance the appearance of the community from the 401, especially in winter. The City’s Bird Friendly Development Guidelines will be applied to determine the suitability of any proposed lighting.



The office development on Block 8 will be accessible directly from the adjacent transit terminal



Proposed TTC terminal and pedestrian walkway

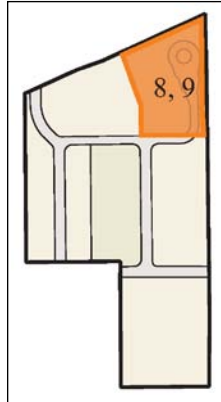
4.8 MULTI-MODAL TRANSIT TERMINAL (BLOCK 9)

- 4.8.1 Block 9 will be dedicated to the City of Toronto for the purposes of developing a TTC and GO bus terminal, integrated with a future subway station and relocated GO station that are planned for this location.
- 4.8.2 The transit station should be designed with regard to the two railways, Highland Creek and pedestrian access through the underpass. The historic train bridge should be protected from destruction.
- 4.8.3 Block 9 will incorporate a continuous public pathway or sidewalk. This pedestrian connection is to remain publicly accessible at all times and should not be obstructed by areas where payment of fares is required for access.
- 4.8.4 The transit terminal shall remain a publicly accessible place, with space to be set aside for a potential public plaza.
- 4.8.5 The bus terminal will be designed to accommodate bus bays and a sheltered waiting area. Direct pedestrian access will be provided to the proposed subway station and GO station.

METROGATE AGINCOURT REDEVELOPMENT

4.9 INTERIM PARKING LOT (BLOCKS 8 AND 9)

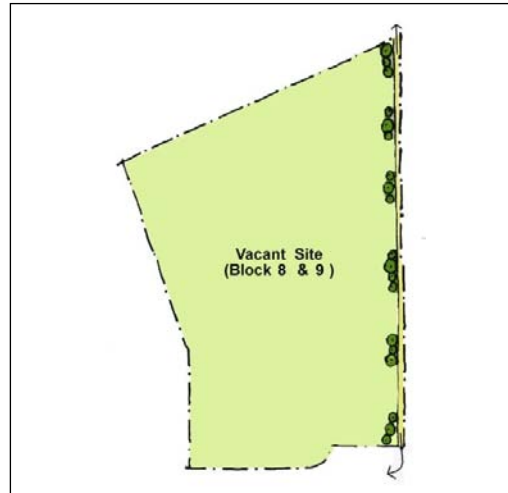
4.9.1 Prior to the development of the subway station, Blocks 8 and 9 may be developed as an interim parking lot for the purposes of ensuring appropriate pre-subway parking standards without providing an oversupply of parking in the post-subway period.



4.9.2 The interim parking lot may be built at the time that Block 7 is developed. The final design will be approved through the Site Plan Approval process for either of those blocks.

4.9.3 When the interim parking lot is created, it will incorporate an interim pathway along the east edge of Block 9. This pathway is to remain publicly accessible at all times.

4.9.4 The interim parking lot is to contain a 3-metre-wide landscaped strip along the edge of Street C.



Stage 1: Connection with pedestrian walkway and bicycle path



Stage 2: The interim parking lot will be developed when Block 8 or 9 is developed



Stage 3: Proposed TTC terminal and pedestrian walkway, with an office building on the adjacent block

