

Authority: Scarborough Community Council Item SC30.3, adopted as amended, by City of Toronto Council on May 22, 23 and 24, 2018

CITY OF TORONTO

BY-LAW 617-2018

To adopt Amendment 409 to the Official Plan for the City of Toronto respecting Scarborough Centre.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 409 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on May 24, 2018.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

**AMENDMENT 409 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The following text and maps constitute Amendment 409 to the Official Plan of the City of Toronto:

1. Schedule 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by deleting the following:

STREET NAME	FROM	TO	PLANNED RIGHT-OF- WAY WIDTH
Bushby Drive	McCowan Road	Grangeway Avenue	27

2. Schedule 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by adding the following:

STREET NAME	FROM	TO	PLANNED RIGHT-OF- WAY WIDTH
Bushby Drive	McCowan Road	Bellamy Road North	30

3. Schedule 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by adding the following:

STREET NAME	FROM	TO	PLANNED RIGHT-OF- WAY WIDTH
Consilium Place	Corporate Drive	Progress Avenue	30
Grangeway Avenue	Progress Avenue	Ellesmere Road	30

4. Schedule 2, THE DESIGNATION OF PLANNED BUT UNBUILT ROADS, is amended by deleting the following:

STREET NAME	FROM	TO
Bushby Drive	Grangeway Avenue	Markham Road
Grangeway Avenue	Bushby Drive	Ellesmere Road
Bellamy Road North	(over) Hwy 401	Milner Avenue

5. Schedule 2, THE DESIGNATION OF PLANNED BUT UNBUILT ROADS, is amended by adding the following:

STREET NAME	FROM	TO
Bushby Drive	Grangeway Avenue	Bellamy Road North
Bellamy Road North	Progress Avenue	Milner Avenue

6. Chapter 7, SITE AND AREA SPECIFIC POLICIES, is amended by deleting subsection e) in Policy 450. 1250 Markham Road.
7. Chapter 6, SCARBOROUGH CENTRE SECONDARY PLAN, is amended by:
 - 1) Deleting the word 'the' prior to 'Scarborough Centre' in the third sentence in the non-statutory introductory text.
 - 2) Deleting the word 'focus' and replacing it with 'and hub for eastern Toronto and the Region' in the non-statutory introductory text item c).
 - 3) Deleting the word 'linkages' and replacing it with 'active (pedestrian and cycling) connections' in the non-statutory introductory text item e).
 - 4) Adding the following new items b) and c), and renumbering accordingly in the non-statutory introductory text:
 - 'b) create a multi modal transportation network improving connections for pedestrians, cyclists transit riders and drivers; and
 - c) promote a Complete Streets approach to ensure all streets and connections are safe and comfortable for users of all ages and abilities.'
 - 5) Deleting the word 'THE' prior to 'SCARBOROUGH CENTRE' in the title for Section 1.
 - 6) Deleting existing Policy 1.11 a) and replacing it with the following new Policy 1.11 a):
 - '1.11 a) planning for, and promoting, the creation of a well-defined, cohesive and connected public realm comprised of existing and new streets, connections, active (pedestrian and cycling) connections, parks, open spaces and transit routes;'
 - 7) Deleting the words 'pedestrian friendly environment' and replacing them with 'multi modal transportation network' in existing Policy 1.13.
 - 8) Adding the following new Policies 1.12 and 1.13 and renumbering the existing policies accordingly:
 - 1.12 The City's Complete Streets Guidelines will be applied to the design and construction of streets and connections to ensure safety and comfort for users of all ages and abilities.
 - 1.13 The transportation network will consist of streets and connections:
 - a) Streets, as shown on Map 5-3, will be public and accommodate all users and modes.

- b) Connections, as shown on Map 5-3;
 - i. may accommodate all users and modes;
 - ii. will be publicly accessible and secured through public access easements, if not public;
 - iii. will be connected to the public street network, designed in such a manner as to invite and promote movement into/through sites;
 - iv. will be generously scaled, pedestrian oriented, safe and comfortable; and
 - v. will be designed to 'look and act' as public streets including but not limited to: sidewalks, lighting, high quality pavements and furnishings, landscape features and may include cycling facilities where appropriate.
 - c) Active (pedestrian and cycling) connections, as shown on Map 5-4, will consist of sidewalks, trails, pathways and walkways.
- 9) Deleting the word 'the' prior to 'Scarborough Centre' in the first sentence in the non-statutory introductory text in Section 2, THE BASIS FOR THE SECONDARY PLAN.
 - 10) Deleting the word 'paths' and replacing it with 'facilities' in the non-statutory introductory text in Section 3, A SENSE OF PLACE.
 - 11) Deleting the words 'way-finding signage' and replacing them with 'a common signage and way-finding system' in the non-statutory introductory text in Section 3, A SENSE OF PLACE.
 - 12) Deleting the word 'areas' and replacing it with 'area' at the end of the first sentence in the non-statutory introductory text in section 3.1 under The Public Realm.
 - 13) Adding the following text to the first paragraph in The Public Realm non-statutory text in Section 3.1

'Streets are more than just corridors for movement, they are also important public spaces. Streets are places where people meet, socialize, creating communities and shaping people's daily experiences. This important placemaking role for streets should be considered in tandem with their transportation roles. Streets should reflect the existing and planned function, scale and character that surround them, responding to and respecting the local context and character, as well as their civic role in the city.'

- 14) Deleting the words 'while public and publicly-accessible open spaces and walkways will be established to create an integrated pedestrian system.' and replacing them with following in the third paragraph under The Public Realm non-statutory text in Section 3.1:

supplemented by other connections and open spaces to create a comprehensive pedestrian network.'
- 15) Deleting the sentence 'They are linkages for automobiles, buses, bicycles and pedestrians.' in the fourth paragraph under The Public Realm non-statutory text in Section 3.1.
- 16) Adding the following sentences at the end of the fourth paragraph under The Public Realm non-statutory text in Section 3.1:

'Complete streets are places where people feel comfortable and connected. Streets will be designed to be safe and inviting, providing a range of mobility choices into a seamless network.'
- 17) Deleting the word 'strengthen' and replacing it with the word 'enhance', and adding the words 'and establish appropriately sized development blocks' at the end of the first sentence in the fifth paragraph under The Public Realm non-statutory text in Section 3.1.
- 18) Deleting the words 'Public and private pedestrian routes will be designed to provide' and replacing them with the words 'Connections will be designed to provide direct,' in the second sentence in the fifth paragraph under The Public Realm non-statutory text in Section 3.1.
- 19) Deleting the words 'pedestrian connections' and replacing them with the word 'connectivity' in the sixth paragraph under The Public Realm non-statutory text in Section 3.1.
- 20) Deleting the two occurrences of the word 'the' prior to 'Scarborough Centre' in the seventh paragraph under The Public Realm non-statutory text in Section 3.1.
- 21) Deleting the words 'landscaping, pedestrian routes, roadways,' in Policy 3.1.1 c) and replacing them with 'privately owned publicly accessible spaces (POPS), streets, connections, active (pedestrian and cycling) connections.'
- 22) Deleting existing Policy 3.1.1 f) and replacing it with the following:

'3.1.1 f) New development will be designed to enhance connectivity and mobility options with its surroundings through a combination of streets and connections.'

- 23) Deleting the words 'a pedestrian system to provide a variety of pedestrian' in existing Policy 3.1.2 f) ii. and replacing them with 'the active (pedestrian and cycling) transportation network to provide a variety of.'
- 24) Deleting the word 'man' in existing Policy 3.1.2 f) iii. and replacing it with 'human'.
- 25) Deleting the words 'pedestrian linkages' in existing Policy 3.1.2 f) iii. and replacing them with 'connections'.
- 26) Deleting existing Policy 3.1.3 a) and replacing it with the following:
'3.1.3 a) A fine grain street grid with appropriately sized development blocks and a well-defined open space system will be encouraged.'
- 27) Deleting existing Policy 3.1.3 c) and replacing it with the following:
'3.1.3 c) Streets and connections will provide pleasant, convenient, identifiable, safe, access to, from and between all development, transit stations, parking areas, urban squares and the surrounding area.'
- 28) Deleting existing Policies 3.1.3 d), 3.1.3 e), and 3.1.3 f) and replacing them with the following:
'3.1.3 d) Locations on streets, including street intersections, where high volumes of pedestrian activity exist, or are anticipated, will be enhanced through the development review process with design features to create a pleasing and safe pedestrian/cyclist environment and appropriate, safe and functional vehicular movement. Such design features may include, but are not limited to, one or more of the following:
- i. enhancement or alteration of existing connections;
 - ii. provision of greater sidewalk widths and/or increased landscape areas, and be located away from the street curb where the right-of-way permits;
 - iii. the creation of urban spaces through additional building setbacks;
 - iv. enhanced streetscape design;
 - v. common signage and way-finding system;
 - vi. dedicated cycling facilities and parking;
 - vii. pedestrian refuge areas within the street right-of-way;
 - vii. enhanced street signalization; and

- ix. pavement treatment.
- '3.1.3 e) Major transit intersection locations such as; Ellesmere Road/Brimley Road, Ellesmere Road/McCowan Road, Borough Drive/Progress Avenue, and Triton Road/McCowan Road, will be designed to be attractive with sufficient space to facilitate transfers and movement through the area, and provide amenities to transit riders.'
- 29) Deleting the words 'pedestrian and cycling system', in existing Policy 3.1.3 i), and replacing them with 'active (pedestrian and cycling) transportation network'.
- 30) Deleting the existing Policy 3.1.3 j) and replacing it with the following:
- '3.1.3 i) The City will develop and implement a common signage and way-finding system for the Centre that:
- i. improves way-finding for pedestrians, cyclists, and vehicles moving within and around the Centre;
 - ii. creates a "Sense of Place" for Scarborough Centre, by identifying points of interest or significance; and
 - iii. provides guidelines for integration of a common signage and way-finding system within the architecture and siting of existing and new buildings, in harmony with the City of Toronto Sign By-law, adopted guidelines and best practices.'
- 31) Deleting existing Policy 3.1.3 k) and replacing it with the following:
- '3.1.3 j) The cycling network will be supported by the provision of bicycle parking and support facilities in new developments, and in public facilities and spaces.'
- 32) Deleting existing Policy 3.1.3 l).
- 33) Deleting existing Policy 3.1.6 a) iii. and replacing it with the following:
- 3.1.6 a) iii. a common signage and way-finding system; and'
- 34) Deleting the word 'the' prior to 'Scarborough Centre' in the second paragraph of the non-statutory text as well as General Precinct Policies a) and c) in Section 4.6 Precincts.
- 35) Deleting the first paragraph in the non-statutory text in Section 4.6.1 The Town Centre Commercial Precinct, replacing it with the following text:
- 'The Town Centre Commercial Precinct contains the Scarborough Town Centre Mall, a regional shopping centre and major employment site in eastern Toronto.'

Its concentration of retail, service, and entertainment uses draws people from across Scarborough and Durham Region. The mall's continued function and evolution is supported. Over time, the Scarborough Town Centre Mall will evolve into a more mixed-use environment that is connected to surrounding precincts. As the mall grows, large areas of surface parking and servicing areas will be integrated and located below-grade. Development above the integrated parking and servicing areas will help to define a new network of connections and open spaces that together extend the mall's internal circulation system outwards to meet the existing and planned street network within the precinct. A common signage and way-finding system within the Town Centre Commercial Precinct will enable residents, shoppers and workers to move easily within the Centre and to surrounding destinations.'

- 36) Deleting the word 'Comwmercial' in the second paragraph in the non-statutory text in Section 4.6.1 The Town Centre Commercial Precinct, replacing it with 'Commercial'.
- 37) Deleting the word 'the' prior to 'Scarborough Centre' in the second paragraph in the non-statutory text in Section 4.6.1 The Town Centre Commercial Precinct
- 38) Deleting the third paragraph in the non-statutory text in Section 4.6.1 The Town Centre Commercial Precinct, replacing it with the following:
- 'Retail and commercial development along Progress Avenue, between Brimley and McCowan Roads will be encouraged to locate adjacent to the street edge to create a more animated pedestrian streetscape. Redevelopment of the lands along Progress Avenue and Borough Drive will be encouraged to incorporate design elements such as building entrances at the street, windows and/or display panels on the street frontage, signage, tree planting, patios, street furniture, forecourts, fountains and a combination of streets and/or connections.'
- 39) Adding the words 'Borough Drive and' prior to the words 'Progress Avenue between', adding the word 'Roads' after the word McCowan', deleting the word 'signage' replacing it with 'common signage and way-finding system', and deleting the words 'a combination of public and private pedestrian sidewalks and walkways' and replacing them with 'streets and/or connections' in existing Policy 4.6.1 b).
- 40) Deleting existing Policy 4.6.1 c) and replacing it with:
- '4.6.1 c) As development and expansion of the Scarborough Town Centre Mall occurs, connections will be introduced to support north-south and east-west access to transit services and other destinations within the Centre. The City will explore opportunities for public and transit access through the mall's enclosed internal circulation system to further enhance connections within the Centre.'

- 41) Deleting existing Policy 4.6.1 d) and replacing it with:
- '4.6.1 d) Streets and/or connections will be incorporated within The Town Centre Commercial Precinct for new development to improve the connectivity within the Precinct to transit facilities, the rest of the Centre and the surrounding area.'
- 42) Adding the words 'Scarborough Centre Library,' to the first sentence, after the words 'Albert Campbell Square,' in the second paragraph in the non-statutory text in Section 4.6.2 The Civic Precinct.
- 43) Adding the words 'and the surrounding area' to the end of the first sentence in the fourth paragraph in the non-statutory text in Section 4.6.2 The Civic Precinct, and deleting the words 'private and public walkways/sidewalks' and replacing them with the words 'streets and connections', deleting the word 'connection' replacing it with 'connectivity'.
- 44) Deleting the word 'facility(s)' and replacing it with 'facility(ies)' in existing Policy 4.6.2 e) ii.
- 45) Deleting the word 'the' prior to 'Scarborough Centre' in existing Policy 4.6.2 f).
- 46) Deleting the words 'promoting private and public accessible walkways/sidewalks/cycling paths', and deleting the words 'public streets' replacing them with 'streets and connections' in existing Policy 4.6.2 g).
- 47) Deleting existing Policy 4.6.2 b) and renumbering the existing Policies accordingly.
- 48) Deleting existing Policies 4.6.2 h) and 4.6.2 i).
- 49) Adding the following new paragraph after the first paragraph in the non-statutory text in Section 4.6.3 The Brimley Precinct:
- 'There is a need to better link the Brimley Precinct through new development that incorporates good street-to-building relationships, new parks, streets and connections. Opportunities to improve the east-west and north south connections within the Brimley Precinct for all modes are also encouraged. These connections are intended to knit together the Brimley Precinct with the remainder of the Centre and the surrounding area.'
- 50) Deleting the words 'A public connection' and replacing them with 'Active (pedestrian and cycling) connections', and deleting the words 'a pedestrian walkway/pathway' and replacing them with 'access' and adding the words 'Birkdale Ravine' before the words 'open space area', and deleting the word 'is' and replacing it with 'are' in existing Policy 4.6.3 c).

- 51) Deleting the second sentence in the second paragraph in the non-statutory text in Section 4.6.4 The McCowan Precinct and replacing it with the following:
- 'There is a need to better link the McCowan Precinct through new development that incorporates good street-to-building relationships, new parks, streets and connections.'
- 52) Deleting the first and second sentences in the third paragraph of the non-statutory text in Section 4.6.4 The McCowan Precinct and inserting the following new paragraph:
- 'McCowan Road acts as a major connection to/from Highway 401. It has been designed with a focus on vehicular movement. Improving McCowan Road to accommodate other modes (walking and cycling) while maintaining vehicular movements is an objective of this Secondary Plan. Opportunities to improve the east-west connections within the Centre for all modes are also encouraged. These connections are intended to knit together the McCowan Precinct with the remainder of the Centre and the surrounding area. A key objective of the transformation of McCowan Road is reconfiguring Progress Avenue and McCowan Road as an at-grade intersection.
- 53) Deleting existing Policy 4.6.4 c) and replacing it with:
- '4.6.4 c) Active (pedestrian and cycling) connections along the Markham Branch of the Highland Creek watercourse are encouraged and supported.'
- 54) deleting the words 'way-finding signage' and replacing them with 'a common signage and way-finding system' in existing Policy 4.6.4 f).
- 55) Deleting the word 'The' prior to 'Scarborough Centre' in the first paragraph in the non-statutory text in Section 4.7 Housing.
- 56) Adding the words 'and future' after the word 'past' in the second paragraph in the non-statutory text in Section 4.7 Housing.
- 57) Deleting the existing Policy 4.8 c) and replacing it with the following:
- '4.8 c) Employment growth, including office development, will be encouraged throughout the Centre, particularly in the vicinity of Highway 401 and on sites with good accessibility to transit.'
- 58) Deleting existing Policy 4.8 d) and renumbering existing Policies accordingly.
- 59) Adding the word ', cycling' after the word 'pedestrian', and deleting the word 'connections' replacing it with 'connectivity' in existing Policy 4.9 a) iii.

- 60) Deleting the first paragraph in the non-statutory text in Section 5, A CONNECTED PLACE, replacing it with the following text.

'As a destination, Scarborough Centre must be well connected to the surrounding area, the City and the Region. Effective and efficient movement of people and goods, in and around the Centre is critical.'

- 61) Deleting the first three sentences in the second paragraph in the non-statutory text in Section 5, A CONNECTED PLACE, and replacing it with the following text:

'The Centre is a hub for numerous local and regional transit lines. It is adjacent to Highway 401 and at the crossroads of several major streets. These strategic transportation advantages make the Centre highly accessible to the many people who come from other areas of Toronto and the Greater Toronto Area and for people who live within the Centre. Opportunities will be pursued to further enhance transportation infrastructure and services to provide increased transit, pedestrian and cycling options for those who live, work and visit the Centre.'

- 62) Deleting the third paragraph of the non-statutory text in Section 5, A CONNECTED PLACE and replacing it with the following:

'This plan supports a variety of transportation improvements aimed at improving movement within the Centre and connections to the surrounding area and Region. As the Centre continues to grow, how streets are designed and used is critical. Streets become more efficient when the focus is on moving people and goods rather than just moving vehicles. The design of all streets within the Centre should encourage and support higher volume and more space efficient modes like walking, cycling and public transit. Existing streets will be enhanced over time through streetscape improvements, such as widened sidewalks, dedicated cycling facilities, on-street parking and street tree planting secured as part of development and capital infrastructure projects. A finer grain street network will be implemented to allow pedestrians, cyclists, transit users and vehicles to move more efficiently while improving connectivity.'

- 63) Deleting the first sentence in the fourth paragraph of the non-statutory text in Section 5, A CONNECTED PLACE, and replacing it with the following text:

'Promoting a balanced transportation network that accommodates all modes and users through a network of streets and connections will be encouraged to help people (those who live, work and visit) find their way around the Centre. Efforts to enhance the Centre will focus on:'

- 64) Adding the words 'with enhanced local transit service' to the end of item c) of the non-statutory text in Section 5, A CONNECTED PLACE.

- 65) Deleting item d) of the non-statutory text in Section 5, A CONNECTED PLACE, and replacing it with the following text:
- 'd) new streets and connections that create appropriately sized development blocks;'
- 66) Deleting the word 'connections' and replacing it with 'connectivity' in item e) of the non-statutory text in Section 5, A CONNECTED PLACE.
- 67) Deleting items f) and g) of the non-statutory text in Section 5, A CONNECTED PLACE, and replacing them with the following text:
- 'f) a common signage and way-finding system in the Centre;
- g) the provision of accessible and safe active (pedestrian and cycling) connections, including sidewalk, crossing and intersection improvements; and
- h) the provision of streetscaping and public realm improvements such as tree planting, landscaping, lighting, street furniture and public art, where feasible.'
- 68) Deleting the last three paragraphs of the non-statutory text in Section 5, A CONNECTED PLACE.
- 69) Deleting the words 'optimizing the access between land uses and the transit system' and replacing them with the words 'ensuring safe, direct and convenient active (pedestrian and cycling) connections to transit facilities within the Centre.' in Policy 5.1.
- 70) Deleting existing Policies 5.2 and 5.3.
- 71) Adding the words ', Metrolinx and other' following the words 'Toronto Transit Commission' and deleting the word 'and' before the words 'regional bus operators', deleting the words 'the Scarborough Centre (Town Centre Commercial Precinct) SRT station' replacing them with the words 'Scarborough Centre', and adding the words 'hub and' before the words 'major transit' in existing Policy 5.4.
- 72) Adding the following new Policies 5.5 and 5.6 and renumbering the existing Policies accordingly:
- '5.5 Toronto Transit Commission, Metrolinx and other regional bus operators will be encouraged to provide enhanced transit service on Ellesmere Road from Scarborough Centre east to Morningside Avenue, Centennial College, University of Toronto Scarborough Campus, and beyond to Durham Region.

- 5.6 Toronto Transit Commission will be encouraged to provide enhanced local transit service within the Centre.'
- 73) Deleting existing Policies 5.10, 5.11 and 5.12 and renumbering the Policies accordingly.
- 74) Adding the following new Policies and renumbering the Policies accordingly:
- 5.1 The Scarborough Centre Transportation Master Plan forms the basis of the transportation infrastructure required to service the growth envisioned within the Centre. The work undertaken for the Transportation Master Plan satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process. The requirements from the Transportation Master Plan will be refined, protected, and implemented through the development review process and identified capital expenditures.
- 5.2 As shown on Map 5-3, Street Network and Map 5-4, Active Transportation Network, large blocks will be divided into appropriately sized development blocks, with a fine grain network of streets and connections to ensure a high level of permeability for pedestrians, cyclists and vehicles.
- 5.3 The layout and pattern of new streets and connections are shown on Map 5-3, Street Network and Map 5-4, Active Transportation Network.
- 5.4 The exact location, alignment and design of each new street and connection may be refined through the development review process. An Official Plan Amendment may not be required to alter the streets and connections, provided the general intent and connectivity as shown on Map 5-3 and Map 5-4 is achieved.
- 5.5 New streets and connections shown on Map 5-3 are intended to accommodate all modes and users (pedestrians, cyclists and vehicles), the design will be informed by the Complete Street Guidelines.
- 5.6 Facilities for pedestrians and cyclists within the Centre will be improved as the space within the right-of-way is reorganized and will be guided by the Complete Street Guidelines.
- 5.7 Streets and intersections should be designed to create an attractive, safe and connected transportation network for a variety of travel modes and give people choices for how they move around the Centre whether on foot, bicycle, or in a motor vehicle.
- 5.8 Improved connectivity and accessibility within the Centre and to the surrounding area will be enhanced by initiatives including, but not limited to:

- a) the normalization of McCowan Road and Progress Avenue as an at-grade intersection;
 - b) the elimination of vehicular ramps along McCowan Road to support and maximize development potential and enhance the public realm environment;
 - c) the reconfiguration of Corporate Drive, Progress Avenue and Borough Drive as a T intersection;
 - d) the reconfiguration of Borough Drive (southern segment) for the provision of dedicated cycling facilities, on-street parking, and an improved public realm/pedestrian environment with an emphasis on enhancing placemaking opportunities and the civic presence in the area;
 - e) the provision of a full-moves intersection at Ellesmere Road and Borough Approach West, including:
 - i. the reconfiguration of Borough Approach East as an active (pedestrian and cycling) connection; and
 - ii. the provision of signals at Ellesmere Road and Saratoga Drive.
 - f) the provision of an extension of Bushby Drive to Bellamy Road North. The extension of Bushby Drive will be designed as a grand promenade and provide a visual and physical link between the future park and school site, the McCowan Precinct, and the larger Scarborough Centre public space system; and
 - g) the provision of an extension of Bellamy Road North over Highway 401 to Milner Avenue.
- 5.9 New segments of the street network will be implemented so that the functional integrity of the transportation system is maintained at all times.
- 5.10 Transportation facilities will be designed to avoid undue traffic infiltration and parking on local streets in adjoining residential communities.
- 5.11 Design features that support vehicular movements and maximize safety and comfort for pedestrians and cyclists will be considered in the future design/reconfiguration of the Highway 401 interchanges at Brimley, McCowan and Markham Roads.

Transit Policies'

- 75) Delete the words 'Parking Policies' prior to the existing Policy 5.13 replacing them with 'Parking and Travel Demand Management Policies'.
- 76) Deleting the existing Policies 5.13, 5.14, 5.15, 5.16, 5.17, 5.18, and 5.19, replacing them with the following new Policies, and renumbering the existing Policies accordingly:
- 5.21 As part of a complete application, quantitative multimodal transportation assessments and site related mitigation measures may be required to demonstrate that sufficient and safe transportation infrastructure exists to support proposed developments.
 - 5.22 As part of a complete application, a comprehensive Travel Demand Management (TDM) Strategy may be required.
 - 5.23 Programs designed to reduce car-dependency including, but not limited to, car-share, bike share TDM programs, initiatives and strategies will be encouraged. Where TDM measures form an integral component of the project, reduced parking standards may be considered.
 - 5.24 Reductions in parking will be considered on a site-by-site basis at the City's discretion, subject to;
 - a) a review of how the implementation of TDM measures may contribute to reduced parking requirements; and
 - b) proximity to transit facilities.
 - 5.25 Sharing of parking facilities, where peak requirements permit, will be encouraged to minimize the provision of excess parking facilities.
 - 5.26 On-street parking will be permitted, where appropriate, to enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the parking supply within the Centre.
 - 5.27 Off-street, surface parking is discouraged and existing surface parking lots will be phased out. New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion provided such parking is integrated within the building and its design is such that it does not appear as a stand alone, visually apparent element of the building.
 - 5.28 The provision of bicycle parking and storage facilities within developments will be encouraged to promote increased use of non-automobile modes of transportation.

- 5.29 Signage, designed to identify alternative routes for vehicles will be developed to optimize usage of the street network.'
- 77) Deleting the word 'Linkages' before the word 'Policies' prior to existing Policy 5.20 and replacing it with the words 'Active Transportation'.
- 78) Deleting the existing Policy 5.20 and replacing it with the following:

'Development will be designed to provide accessible, safe and convenient access points'.
- 79) Deleting the words 'public streets' and replacing them with the words 'streets and connections', and add the words 'and cycling' after the word 'pedestrian' in the existing Policy 5.22.
- 80) Deleting the words 'Employment and residential development' replacing them with the word 'Developments', and deleting the words 'pedestrian linkages' and replacing them with the word 'connections' in the existing Policy 5.23.
- 81) Deleting the existing Policy 5.24 and replacing it with the following:

'The pedestrian and cycling networks will be oriented and developed to encourage maximum use of the transit system by promoting convenient, comfortable and direct active (pedestrian and cycling) connections between buildings and transit stations, where feasible.'
- 82) Deleting the existing Policies 5.25 and 5.26 and renumbering the existing Policies accordingly.
- 83) Deleting the existing Policy 5.27 and replacing it with the following:

'Dedicated cycling facilities shown on Map 5-4 will be encouraged to connect the Centre with the surrounding area. The location and design of cycling facilities will have regard for City directions and priorities found in related City documents and subsequent studies/design.'
- 84) Deleting the words 'Transportation Improvements:' and 'POLICIES' and the existing Policy 5.28.
- 85) Deleting the words 'publicly accessible private spaces, pedestrian walkways, trails and cycling routes.' in the first paragraph of the non-statutory text in Section 6, A CONNECTED GREEN SPACE, and replacing them with 'privately-owned publicly accessible spaces (POPS) and active (pedestrian and cycling) connections.'
- 86) Deleting the words 're generation' and replacing them with 'regeneration' and deleting the words 'a network of pedestrian and cycling paths' and replacing them

with 'pedestrian and cycling networks' in the third paragraph of the non-statutory text in Section 6, A CONNECTED GREEN SPACE.

- 87) Deleting the words 'privately-owned walkways/green spaces' in the second paragraph under Parks and Open Spaces in the non-statutory text in Section 6, A CONNECTED GREEN SPACE, and replacing them with 'privately-owned publicly accessible spaces (POPS)'.
- 88) Deleting the word 'linkage' replacing it with 'connection', and deleting the word 'communities' replacing it with 'area' in the third paragraph under Parks and Open Spaces in the non-statutory text in Section 6, A CONNECTED GREEN SPACE.
- 89) Deleting the three paragraphs under Green Linkages in the non-statutory text in Section 6, A CONNECTED GREEN SPACE, replacing it with the following:

'As the Centre matures, there is a need to ensure that it is connected within, and to, the communities that surround it. There is the opportunity to enhance the experience for all users along the Centre's streets and connections through such initiatives as tree planting, landscaping, street furniture, pedestrian lighting and public art.

Where parkland resources are limited, it is important to provide streets and connections where possible so that residents, workers and visitors can conveniently access the parkland and open spaces that do exist. The Centre's streets and connections will be enhanced to perform this function. Public streets such as Progress Avenue, Borough Drive, Bushby Drive, Brimley Precinct north-south link and Corporate Drive offer the potential for active and passive recreation through the incorporation of tree planting, landscaping, street furniture and public art. They can also serve as unique placemaking opportunities and help to create a unified feel within the Centre.

Streets and connections will serve pedestrians, cyclists and vehicles connecting them to various parks, open spaces, recreational, cultural and entertainment facilities, including private, but publicly accessible open spaces of the Centre. Streets and connections will incorporate well-designed feature landscaping, extensive tree plantings, street furniture, signage, boulevards, pedestrian scale lighting and public art, on a combination of public and privately-owned publicly accessible spaces (POPS).'

- 90) Deleting existing Policies 6.11 and 6.12 and renumbering the existing Policies accordingly.
- 91) Deleting the word 'Linkages' and replacing it with the words 'Streets and connections', and deleting the word 'medians,' in the existing Policy 6.13.
- 92) Deleting the words 'features will be encouraged along public streets in the Scarborough Centre' and replacing them with the words 'weather protection

features will be encouraged along streets and connections in Scarborough Centre', and deleting the last sentence in the existing Policy 6.14.

- 93) Deleting the words 'the former' in Site and Area Specific Policy 1, in Section 8, SITE AND AREA SPECIFIC POLICIES.
- 94) Deleting the words 'emerging' and 'the provision of the proposed street and block plan, the provision of new streets and connections to the existing and proposed network, and' in Site and Area Specific Policy 8 c).
- 95) Adding the following new policy to Site and Area Specific Policy 8:
 - 'd) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan, as shown on Map 5-3 and Map 5-4, prevail over the McCowan Precinct "Conceptual Master Plan".'
- 96) Adding the following new paragraph to the introduction text for Site and Area Specific Policy 9:

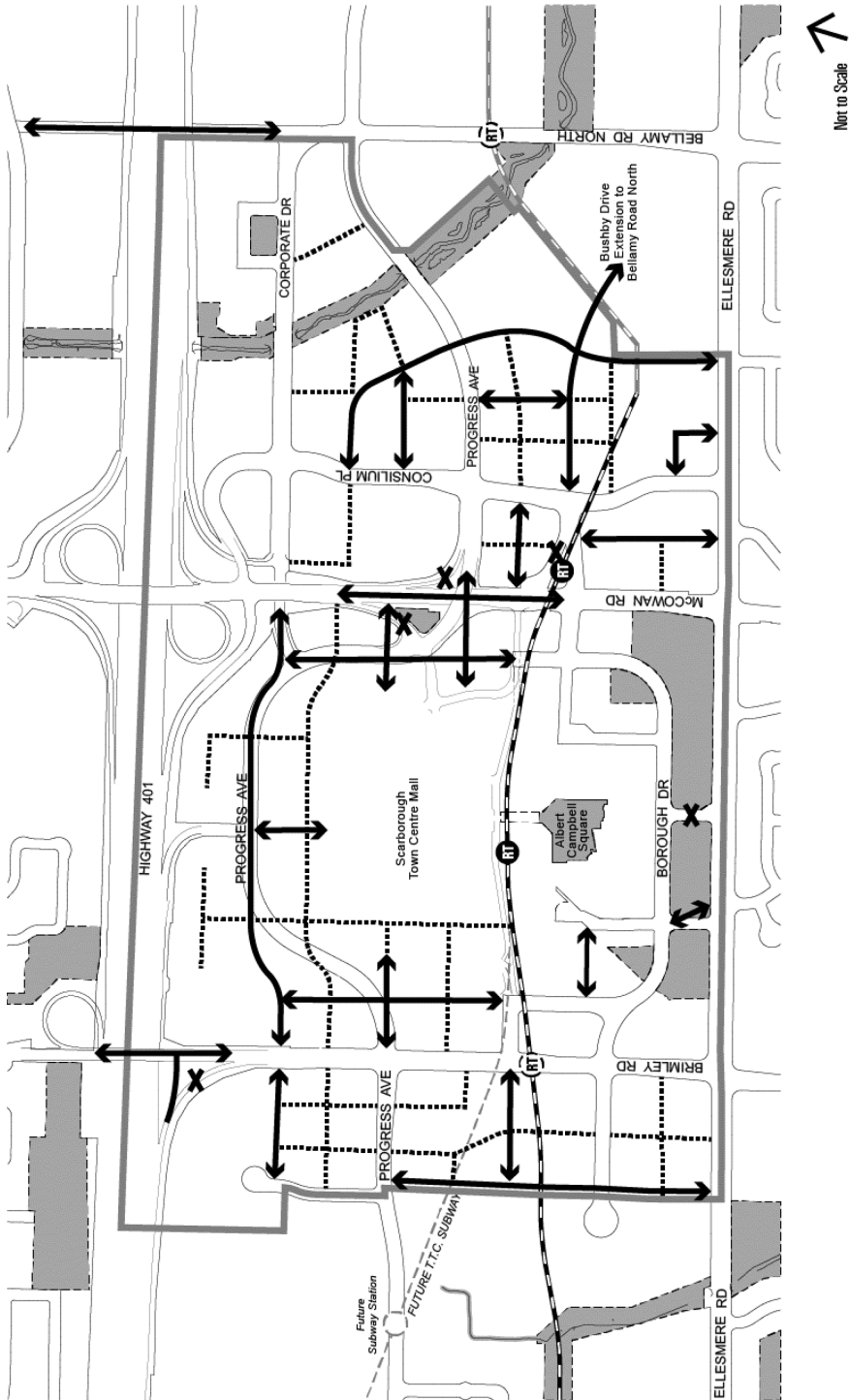
'Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan, as shown on Map 5-3 and Map 5-4, prevail over the McCowan Precinct "Conceptual Master Plan".'
- 97) Deleting the word 'the' prior to the words 'Scarborough Centre' in the last sentence of 1. McCowan Precinct Vision in Site and Area Specific Policy 9.
- 98) Deleting the word 'the' prior to the words 'Scarborough Centre' in the first sentence of 1.1.1 Managing Change in Site and Area Specific Policy 9.
- 99) Deleting the words 'its surrounding communities' and replacing them with 'the surrounding area' within the second sentence of 1.1.2 Movement in Site and Area Specific Policy 9.
- 100) Deleting the fourth sentence of 1.1.2 Movement in Site and Area Specific Policy 9.
- 101) Deleting the words 'pathways and sidewalks' and replacing them with 'streets and connections' in the fifth sentence of 1.1.2 Movement in Site and Area Specific Policy 9.
- 102) Deleting the word 'the' prior to the 'Scarborough Centre' in the first sentence of 1.1.3 Building Communities in Site and Area Specific Policy 9.
- 103) Deleting the words 'of the' prior to the words 'Scarborough Centre' replacing them with 'for' in the third sentence of 1.1.3 Building Communities in Site and Area Specific Policy 9.

- 104) Adding the word 'a' prior to the word 'vibrant' and deleting the word 'the' prior to the words 'Scarborough Centre' in the first sentence of existing Policy 1.2.1 a) in Site and Area Specific Policy 9.
- 105) Deleting 1.2.1 b) ix. in Site and Area Specific Policy 9 and replacing it with the following:
- 'ix. a multi modal transportation network that accommodates all users;'
- 106) Deleting 1.2.2 in Site and Area Specific Policy 9 and replacing it with the following:
- '1.2.2 Street & Block Plan:
- a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct "Conceptual Master Plan"; and
- b) A fine grain network of streets and development blocks, generally in the range of 0.36 to 0.7 hectares and intersection spacing of approximately 80 to 150 metres.'
- 107) Deleting the existing Policy 1.2.3 b) (and related notwithstanding text, identified as 1.2.3 a), that directly follows it in the Secondary Plan) in Site and Area Specific Policy 9 and replacing it with the following:
- '1.2.3 b) The Conceptual Master Plan will include a recommended parks, open space and urban spaces plan. It is intended to be conceptual. Specific locations of parks and public open spaces will be determined as development is reviewed and approved within the Precinct. The Conceptual Master Plan will provide guidance for new development and public initiatives.'
- 108) Adding the following new Policy 1.2.3 a) in Site and Area Specific Policy 9, renumbering the policies accordingly:
- 'a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct "Conceptual Master Plan".'
- 109) Adding the following new Policies 1.2.3 d) and 1.2.3 e) in Site and Area Specific Policy 9:
- '1.2.3 d) The Urban Design Guidelines for the McCowan Precinct will include cross section designs for the various typologies of streets within the McCowan Precinct to guide the design/rehabilitation of new and existing streets.'

- 1.2.3 e) 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.'
- 110) Deleting the words 'vehicular, pedestrian and cyclist' replacing them with 'pedestrian, cycling and vehicular' in Policy 1.2.4 b) in Site and Area Specific Policy 9.
- 111) Adding the following new Policies 1.2.6 in Site and Area Specific Policy 9:
- 1.2.6 Movement
- a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct "Conceptual Master Plan";
 - b) Where development blocks cannot be sub-divided for size and engineering reasons, mid-block and perimeter connections may be considered, where appropriate and feasible, provided these connections are publicly accessible. Connections may include vehicular lanes, driveways and walkways; and
 - c) Public transit infrastructure will form an important component of the McCowan Precinct. Development/public initiatives in the vicinity of public transit stations will be integrated with public transit infrastructure and active (pedestrian and cycling) connections.'
- 112) Deleting all existing policies in 1.3 Movement in Site and Area Specific Policy 9, renumbering the policies accordingly.
- 113) Deleting the words ' public streets, publically accessible lanes and walkways' replacing them with 'streets and connections' in the existing Policy 1.4.2 a) in Site and Area Specific Policy 9.
- 114) Deleting the words 'private laneways and walkways' replacing them with 'connections' in the existing Policy 1.4.2 c) in Site and Area Specific Policy 9.
- 115) Deleting the duplicate punctuation mark '.' at the end of existing Policy 1.4.3 c) in Site and Area Specific Policy 9.
- 116) Deleting the words 'Streetscapes, Laneways and Walkways' replacing them with 'Streetscape' in the existing Policy 1.4.4 in Site and Area Specific Policy 9.
- 117) Deleting the words 'Streets, privately accessible laneways and walkways are to' replacing them with 'Streets and connections will' in the existing Policy 1.4.4 a) in Site and Area Specific Policy 9.

- 118) Deleting the words 'but publically accessible urban spaces' replacing them with 'publicly accessible spaces (POPS)' in the existing Policy 1.4.6 a) in Site and Area Specific Policy 9.
- 119) Deleting the word 'publically' replacing it with 'publicly' in the existing Policy 1.4.6 c) in Site and Area Specific Policy 9.
- 120) Deleting the words 'connections including pedestrian and cycling routes' replacing them with 'active (pedestrian and cycling) connections' in the existing Policy 1.4.6 e) in Site and Area Specific Policy 9.
- 121) Deleting the word 'linkage' replacing it with 'connection' and correcting the formatting of existing Policy 1.4.6 f) by changing items '(a)' and '(b)' to 'i.' and 'ii.' in Site and Area Specific Policy 9.
- 122) Deleting the two occurrences of the word 'the' prior to 'Scarborough Centre' in existing Policy 1.4.6 g).
- 123) Deleting the existing Policy 1.4.10 in Site and Area Specific Policy 9.
- 124) Deleting the words 'Transportation Improvements' replacing them with 'Street Network' and deleting the words 'Potential Linkages' and replacing them with 'Active Transportation Network' in the List of Maps.
- 125) Deleting the words "Official Plan Amendment 231" on Map 5-2.
- 126) Deleting Map 5-3 Transportation Improvements and replacing it with new Map 5-3 Street Network, as illustrated in Schedule A.
- 127) Deleting Map 5-4 Potential Linkages and replacing it with new Map 5-4 Active Transportation Network, as illustrated in Schedule B.
- 128) Deleting the words "Official Plan Amendment 231" on Map 5-5.

Schedule A



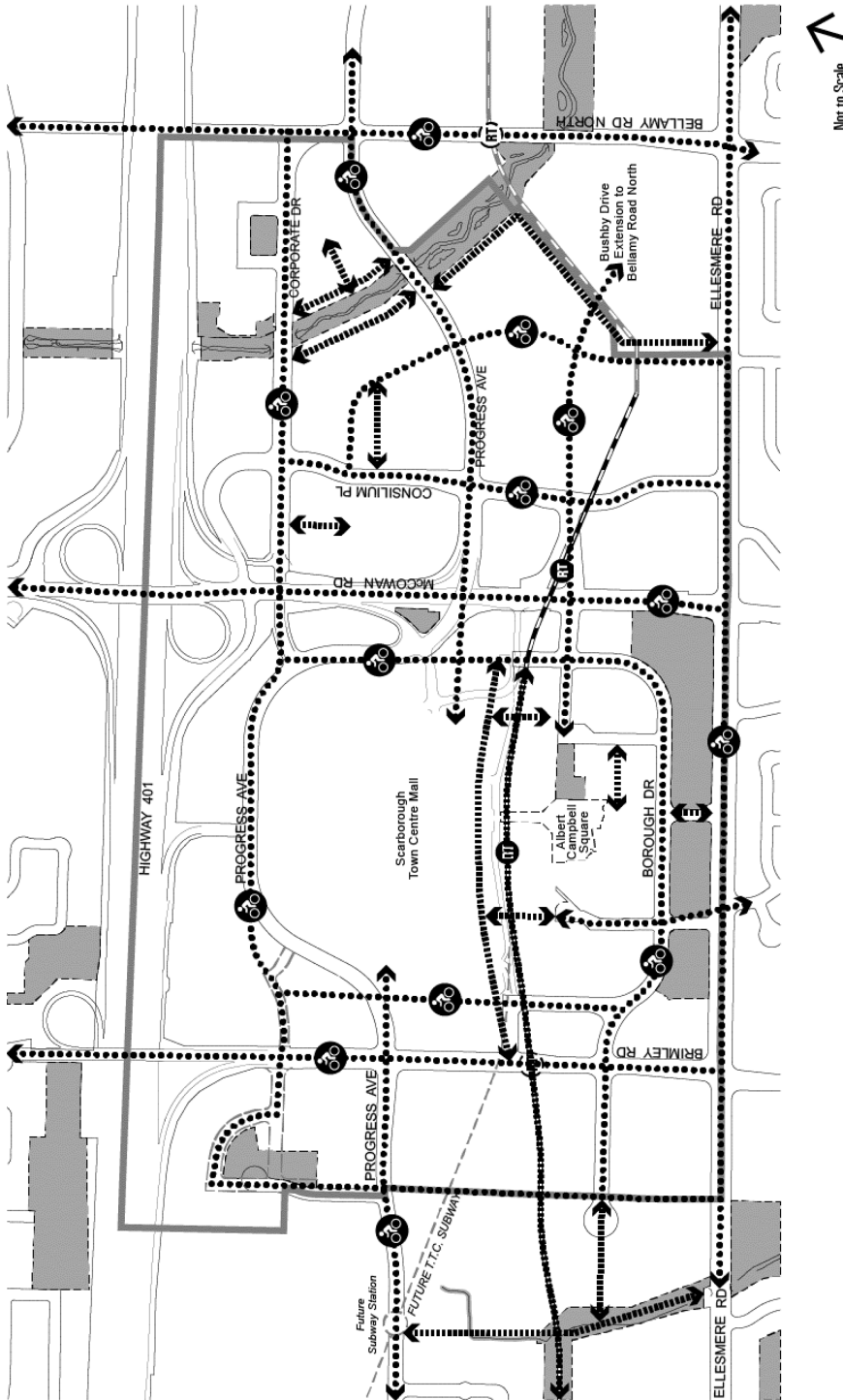
Scarborough Centre Secondary Plan
Map 5-3 Street Network



- Scarborough Centre Secondary Plan Boundary
- - - T.T.C. Scarborough Rapid Transit
- Proposed TTC Scarborough Rapid Transit Expansion
- RT Rapid Transit Station
- (RT) Potential Rapid Transit Station
- ↔ New/Modified Street
- New Connection
- ✕ Potential Closure

May 2018

Schedule B



Scarborough Centre Secondary Plan
 Map 5-4 Active Transportation Network

Toronto City Planning
 Division

- Scarborough Centre Secondary Plan Boundary
- Parks and Open Space Areas
- T.T.C. Scarborough Rapid Transit
- Proposed TTC Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station
- Dedicated Cycling Connection
- Active (Pedestrian / Cycling) Connection

May 2018