

Scarborough Centre Transportation Master Plan - Final Report

Date: April 11, 2018

To: Scarborough Community Council

From: Director Transit and Transportation Planning and Director Community Planning
Scarborough District, City Planning Division

Wards: 37 and 38

SUMMARY

This report presents the recommended transportation network developed as part of the Scarborough Centre Transportation Master Plan (SCTMP) study. The study supports the future vision and evolution of Scarborough Centre into a walkable and connected urban centre supported by an efficient, safe, and balanced transportation network for all users and modes. Extensive public and stakeholder consultation was undertaken as part of the study.

The recommended street network includes, but is not limited to, the:

- reconfiguration of Progress Avenue and McCowan Road to an at-grade intersection;
- reconfiguration of the Corporate Drive and Progress Avenue intersection;
- Borough Drive (southern segment) reconfiguration;
- reconfiguration of the Borough Approaches;
- Bushby Drive extension (to Bellamy Road North); and,
- Bellamy Road North extension (to Milner Avenue).

The attached draft Official Plan Amendments to the Scarborough Centre Secondary Plan implement the findings of the study. Generally, the Scarborough Centre policy updates are intended to:

- create a vibrant public realm and sense of place that attracts people and jobs;
- provide mobility options for all users, regardless of mode, age, ability, or income; and,
- support the growth, development and investment in Scarborough Centre.

RECOMMENDATIONS

The City Planning Division recommends:

1. City Council endorse, in principle, the Scarborough Centre Transportation Master Plan (SCTMP) and direct City Planning Division to circulate the SCTMP to all relevant City Divisions, Boards, Agencies and Commissions.
2. City Council direct City Planning Division to issue the notice of completion for the Scarborough Centre Transportation Master Plan.
3. City Council endorse the implementation and direct all City Divisions, Boards, Agencies and Commissions to advance the projects identified in Table 2 of this report (April 11, 2018).
4. City Council amend the Official Plan and Scarborough Centre Secondary Plan substantially in accordance with the draft Official Plan Amendments included as Attachments 2 and 3.
5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendments as may be required.

FINANCIAL IMPACT

Financial impacts of individual initiatives and projects identified in the SCTMP to be determined in subsequent phases of EA study and detailed design.

DECISION HISTORY

In June 2014, City Council considered the Final Report on the McCowan Precinct Plan Study. City Council adopted the recommendation that City Planning in consultation with other Divisions undertake a Scarborough Centre Transportation Master Plan (SCTMP) study to examine the existing and planned transportation network within Scarborough Centre and the surrounding area. The McCowan Precinct Plan Study Final Report and City Council decision can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.SC32.20>

In July 2016, under the direction of City staff, a multi-disciplinary consultant team was retained to undertake the research, analysis and engagement for the SCTMP study.

BACKGROUND

Scarborough Centre Current Context

Scarborough Centre is located in the middle of an established employment corridor along Highway 401. It is also a focal point of civic uses; retail, institutional,

entertainment and recreational facilities; natural heritage; both green and urban open spaces and a destination point for surrounding communities. It contains residential, employment (offices, retail and light industrial), a regional mall, local and interregional transit facilities, municipal and federal government services, and a variety of recreational, educational and community services.

Over the past several decades, Scarborough Centre has grown into a hub for population, employment and transportation for eastern Toronto and the Greater Toronto Area. To date, there are 561 businesses within the Centre, employing 16,400 full and part-time employees (2015 Employment Survey) and approximately 14,150 residents in Scarborough Centre occupying approximately 7,225 dwelling units (2016 Census). Scarborough Centre includes several large sites (many of which are currently vacant) which offer potential for residential and/or employment intensification.

A number of ongoing public investments, strategic initiatives and private developments present a unique opportunity to improve and advance the development of Scarborough Centre into a connected and vibrant urban place.

Scarborough Transit Context

In January 2016, Council adopted the recommendations in the [EX11.5 Scarborough Transit Planning Update](#) report. City Planning was directed to study in detail an optimized Scarborough rapid transit network. The report identified two key objectives:

- Support the development of Scarborough Centre as a vibrant urban node; and
- Support the development of complete communities along the Avenues and improve local accessibility.

The optimized network plan includes:

- Metrolinx/GO RER(Regional Express Rail) & SmartTrack;
- An extension of Line 2 (Bloor-Danforth Subway) between Kennedy Station and Scarborough Centre; and
- An eastern extension of the Eglinton LRT from Kennedy Station along Eglinton Avenue East, Kingston Road and Morningside Avenue to the University of Toronto, Scarborough Campus (UTSC) and beyond.

This optimized network plan for rapid transit in Scarborough provides the context for future transit service.

Scarborough Subway Extension

In October 2013, Council confirmed support for an extension of the Bloor-Danforth Subway - Line 2 ([CC39.5 Scarborough Rapid Transit Options: Reporting on Council Terms and Conditions](#)). The proposed Scarborough Subway Extension will replace the existing Scarborough Rapid Transit (Line 3) and represents a key component of the Scarborough Transit Network Plan.

In March 2017, Council adopted the recommendations in [EX23.1 Next Steps on the Scarborough Subway Extension](#) including the direction to conduct the necessary Transit Project Assessment Process (TPAP) and prepare the Environmental Project Report

(EPR). With respect to the refinements to the Triton bus terminal concept and adjacent lands, staff have been directed to review all possible options in a manner that incentivizes and maximizes value to the City and private sector involvement in the design, construction and financing of the bus terminal, and minimizes the cost to the taxpayer. In August 2017, the City, together with the Toronto Transit Commission (TTC), completed the EPR for the planned extension of Line 2, from Kennedy Station to Scarborough Centre. The report determined key aspects of this rapid transit project, including identifying the preferred alignment and station/bus terminal location. A notice to proceed was received from the Minister of the Environment and Climate Change in October 2017.

Durham-Scarborough Bus Rapid Transit (BRT)

In August 2016, the province announced funding for the next phase of work for the proposed Durham-Scarborough Bus Rapid Transit (BRT) to advance planning, design and engineering work for the proposed BRT route between Oshawa and Scarborough Centre. The proposed 36 km BRT route along Highway 2 and Ellesmere Road would provide direct, seamless and convenient transit service between downtown Oshawa, Whitby, Ajax, Pickering and Scarborough Centre. A unique opportunity exists to extend this bus rapid transit service further west to connect with SmartTrack.

As part of the regional transit network, the Ellesmere BRT within the City of Toronto will provide an important link connecting eastern Scarborough to Scarborough Centre, the Scarborough Subway Extension and potentially SmartTrack.

Policy Context

Provincial and municipal plans provide the framework for comprehensive long-term planning. These plans support and integrate the principles of strong communities, a clean and healthy environment, economic growth and prosperity.

Provincial Policy Statement 2014

The [Provincial Policy Statement](#) (PPS) provides the strategic and overarching framework for Ontario's policies on all land-use planning decisions. With a holistic, integrated and long-term approach, the PPS represents the minimum standards that guide planning authorities and decision-makers in developing and implementing specific plans. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. These land use patterns promote a mix of housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The PPS outlines policies that encourage the safe and efficient movement of people and goods, facilitated via a multi-modal transportation system that aims to increase the use of active transportation and transit over other transportation modes. Analysis on how the SCTMP and draft Official Plan Amendments implement the policies of the PPS is provided later in this report. City Council's planning decisions are required by the Planning Act to be consistent with the PPS.

Growth Plan for the Greater Golden Horseshoe (2017)

The [Growth Plan](#) provides a framework for managing growth in the Greater Golden Horseshoe, guiding decisions on a wide range of issues (land use, urban form, housing,

environment, resource protection, transportation, and infrastructure). The plan addresses specific issues faced by the region through policy directions that encourage the intensification of existing and future urban development, the promotion of transit supportive growth, and the development of a balanced, multi-modal transportation system.

The Growth Plan identifies Scarborough Centre as an Urban Growth Centre. Urban Growth Centres will be planned:

- as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;
- to accommodate and support major transit infrastructure;
- to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and
- to accommodate a significant share of population and employment growth.

The Growth Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas.

Analysis on how the SCTMP and draft Official Plan Amendments implement the policies and vision of the Growth Plan is provided later in this report. City Council's planning decisions are required by the Planning Act, to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

2041 Regional Transportation Plan (RTP)

Metrolinx Board recently approved the [2041 Regional Transportation Plan](#) (2041 RTP) along with the [Making It Happen](#) paper. The 2041 RTP builds on the success of The Big Move (2008), the first Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA). Centered on three goals of creating strong connections, complete travel experiences, and sustainable communities, the 2041 RTP outlines strategic objectives to achieve the 25 year vision for the region. The 2041 RTP guides the work to transform the transportation system in the GTHA. It is a blueprint for creating an integrated multi-modal regional transportation system that will serve the needs of residents, businesses and institutions.

Metrolinx's Making It Happen paper explores analysis and engagement options to help implement the 2041 RTP. It discusses key issues, which include:

- criteria for prioritizing projects;
- ways to formalize the 2041 RTP strategies;
- how all levels of government can be part of decision-making; and
- strategies for municipal and provincial collaboration.

Implementing the 2041 RTP is a shared responsibility of Metrolinx and its partners, including federal, provincial and municipal governments. It will require a concerted

effort by all partners, a region-wide method to coordinate transportation planning and investment, and a regional approach to long-term funding.

Official Plan

The [Official Plan](#), through its growth strategy and land use designations, supports and complements the PPS and the Growth Plan. The Official Plan provides a comprehensive policy framework to direct and manage physical, social and economic change. The Official Plan also encourages population and employment growth, recognizing that directing growth to appropriate areas is critical to Toronto's future.

Chapter Two of the Official Plan sets out a growth management strategy and directs major employment and population growth to 'growth areas' including Centres and Avenues. The Centres are areas within Toronto where substantial investment in transit and other infrastructure makes it possible (and desirable) to accommodate a significant portion of Toronto's planned growth over the next 30 years. Scarborough Centre is one of the four designated Centres identified on the Urban Structure Map (Official Plan Map 2). The 'growth areas' are knitted together by the City's transportation network, which is crucial to supporting the growing travel needs of residents and workers over the next 30 years.

The Official Plan is intended to ensure that the City of Toronto evolves, improves and realizes its full potential in areas such as transit, land use development, and the environment. The integration of transportation and land use is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice and greater connectivity allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of the Official Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility and connectivity.

In August 2014, Council approved Official Plan Amendment 274 to revise the transportation policies primarily dealing with pedestrian and cycling, goods movement, *Transportation Demand Management* (TDM) measures, and the promotion of 'Complete Streets'. The [Toronto Complete Streets Guidelines](#) assist in resolving and balancing the competing demands placed upon the use of street right-of-ways and will be applied when streets are constructed, reconstructed or otherwise improved.

Scarborough Centre Secondary Plan

Scarborough Centre is an important mix of retail, government, institutional, cultural, employment and residential uses located in the middle of an established employment corridor along Highway 401.

Since the time of the first Secondary Plan for Scarborough Centre (formerly the City Centre Secondary Plan) in 1968, Scarborough Centre has grown from a vacant land area to an urban centre. The [Scarborough Centre Secondary Plan](#) establishes a vision and strategic implementation policies for the Centre. The Plan sets out broad goals for the future development of Scarborough Centre, encouraging transit supportive

development, pedestrian and cycling routes, and the expansion and improvements to transit. The Secondary Plan contemplates a projected population of upwards of 40,000 residents and 23,000 jobs.

Scarborough Centre is an area anticipated to accommodate significant growth. Scarborough Centre is envisioned to become a mixed-use urban centre and transit hub where jobs, housing, recreational and community services are provided. The objectives of the Scarborough Centre Secondary Plan are to:

- create a vibrant mix of employment, cultural, institutional, educational, recreational, commercial and residential uses;
- ensure effective and efficient provision and use of transportation facilities and services;
- enhance the Centre as a destination focus;
- promote a high-quality urban form and a comfortable and safe environment;
- improve open spaces, parks and linkages;
- protect adjacent residential neighbourhoods; and
- strengthen community identity.

The Secondary Plan recognizes that the Centre is a large geographical area (approximately 180 hectares) in which several development areas have emerged. To enable detailed planning for the Centre and provide for a specific growth management strategy, the Secondary Plan divides the Centre into four precincts (Civic, Town Centre Commercial, McCowan and Brimley). Defining Scarborough Centre in this manner provides the opportunity to further define how it would look and function in the future, and how the Centre can be strengthened to meet a wide variety of objectives.

The Secondary Plan contemplates the development of detailed “Precinct Plans” for each of the four precincts. Precinct Plans are intended to articulate the role each precinct would play within the Scarborough Centre and would guide the achievement of the Centre’s broader goals and vision.

Scarborough Centre Focused Review

In February 2018, Scarborough Community Council received an information report advising that City Planning staff are initiating a focused review of the Council approved 2005 Scarborough Centre Secondary Plan. The intent of the Scarborough Centre Focused Review (SCFR) study will be to update and further articulate the Secondary Plan and develop a revised vision and planning framework that will guide and support future growth and encourage city building. The information report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC28.5>

Scarborough Centre Public Art Master Plan Study (SCPAMP)

The SCPAMP provides strategic direction for the public art program in Scarborough Centre. It establishes the vision, guiding principles and framework recommendations for its public art program. To ensure public art is long-lasting, functional, safe, economical, sustainable and beautiful, the master plan provides implementation,

maintenance and conservation strategies, including funding mechanisms available, to support the Public Art Plan vision.

At its April 4, 2018 meeting, Scarborough Community Council considered the Scarborough Centre Public Art Master Plan report, which can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC29.9>

COMMENTS

In July 2016, the City of Toronto initiated the Scarborough Centre Transportation Master Plan (SCTMP) study. Throughout the study process, staff have engaged in extensive public and stakeholder consultation, including 3 public consultation meetings and 3 Local Advisory Committee meetings.

On February 22, 2017, Scarborough Community Council received the Scarborough Centre Transportation Master Plan Phase 1 Status Report. This report provided an update on the first phase of the Scarborough Centre Transportation Master Plan study. The first phase of the study focused on obtaining an understanding of the historic and emerging context of the Scarborough Centre transportation network. The report identified a draft vision, a series of opportunities and constraints, a draft problem and opportunity statement, and eight evaluation principles to guide the study. The information report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC20.12>

A preferred transportation network was presented to the public for input on November 22, 2017.

SCTMP Approach

To achieve the vision of a multi-modal hub that supports growth, encourages transit-oriented development and provides a variety of connected transportation options, Scarborough Centre requires significant transformation and evolution. The SCTMP is framed around four key strategies that must come together to achieve the envisioned transformation:

- Encourage Active Modes of Transportation
- Support Transit and Innovative Mobility Solutions
- Reduce Single-Occupant Vehicle Use
- Integrate Land Use and Transportation Planning

The SCTMP establishes the vision and strategic plan for the Centre's transportation system. The SCTMP will be used to inform policies, programs, initiatives and infrastructure projects to meet the needs of the anticipated population and employment growth. More specifically, the SCTMP provides the framework, direction and implementation plan for a transportation network that serves pedestrians, cyclists, transit and automobile users.

Extensive public and stakeholder engagement has been a key component throughout the study. Input and comments received through the course of the study have assisted in shaping the recommended transportation network.

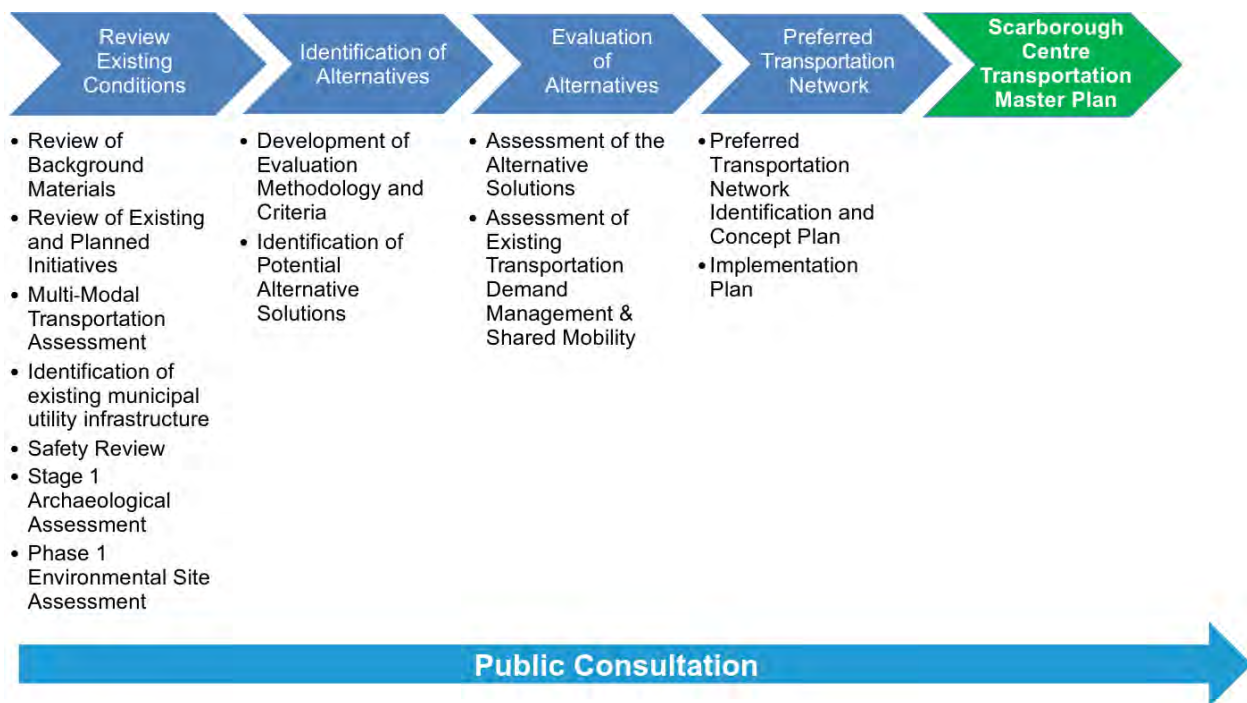
Master Plan Process

The Municipal Class Environmental Assessment (MCEA) process is a planning and design tool used to assess the possible effects of an infrastructure project on the surrounding environment. There are five phases in the Environmental Assessment process:

- Phase 1 - Identify the problem or opportunity
- Phase 2 - Identify alternative solutions
- Phase 3 - Examine alternative design concepts for the preferred solution
- Phase 4 - Prepare an Environmental Study Report (ESR)
- Phase 5 - Implementation

The SCTMP has been prepared in accordance with the Municipal Class Environmental Assessment (MCEA) Master Plan process. The SCTMP was undertaken to address Phases 1 and 2 of the MCEA process. Figure 1 further illustrates the study process.

Figure 1: SCTMP Process

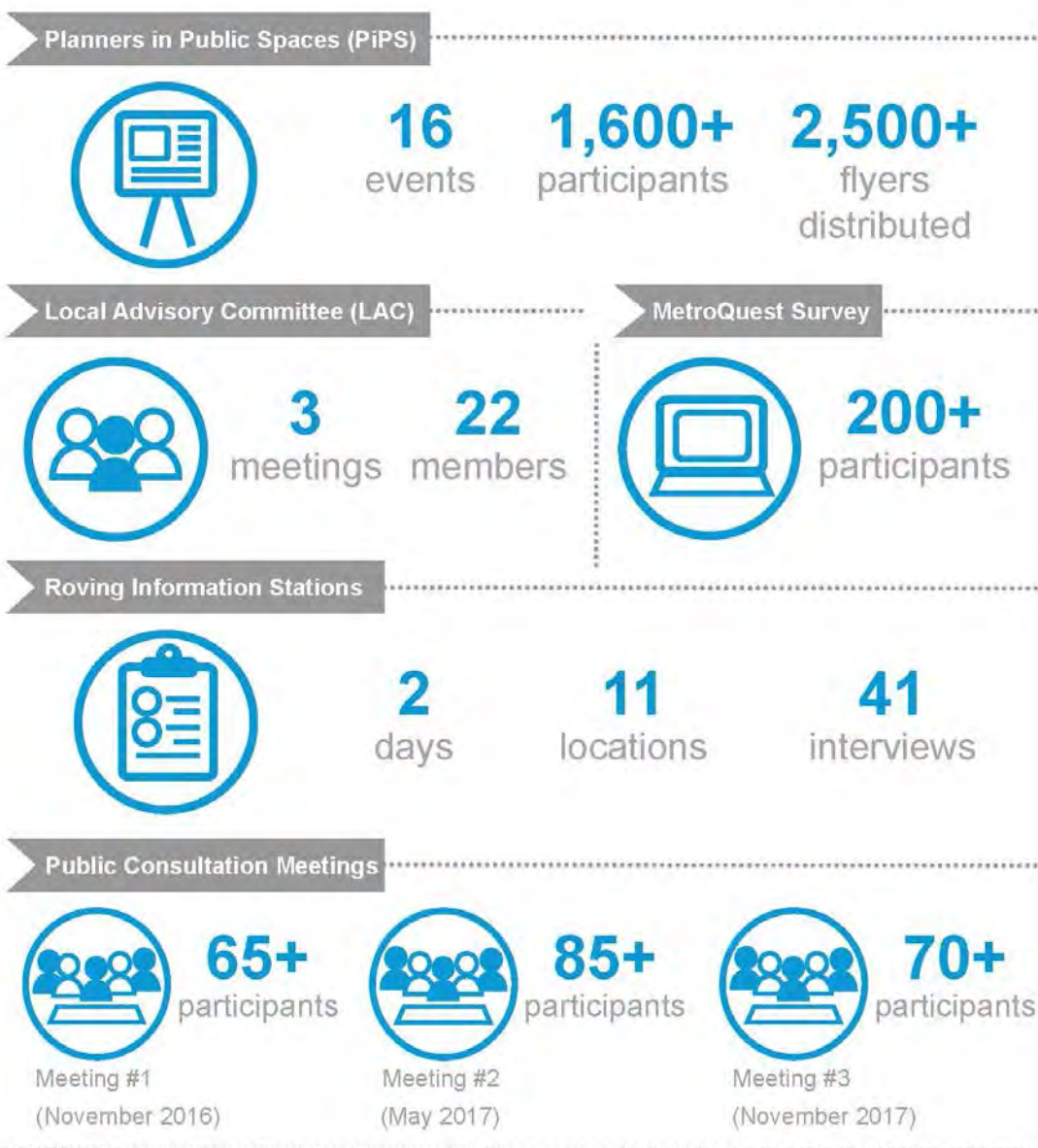


Public Consultation and Engagement

An extensive public consultation and engagement plan was developed for the study. The plan was designed to ensure that the local residents, workers, and businesses in the Centre and surrounding community were afforded multiple opportunities to provide input into the study. The plan included a wide range of communication methods and opportunities for public involvement.

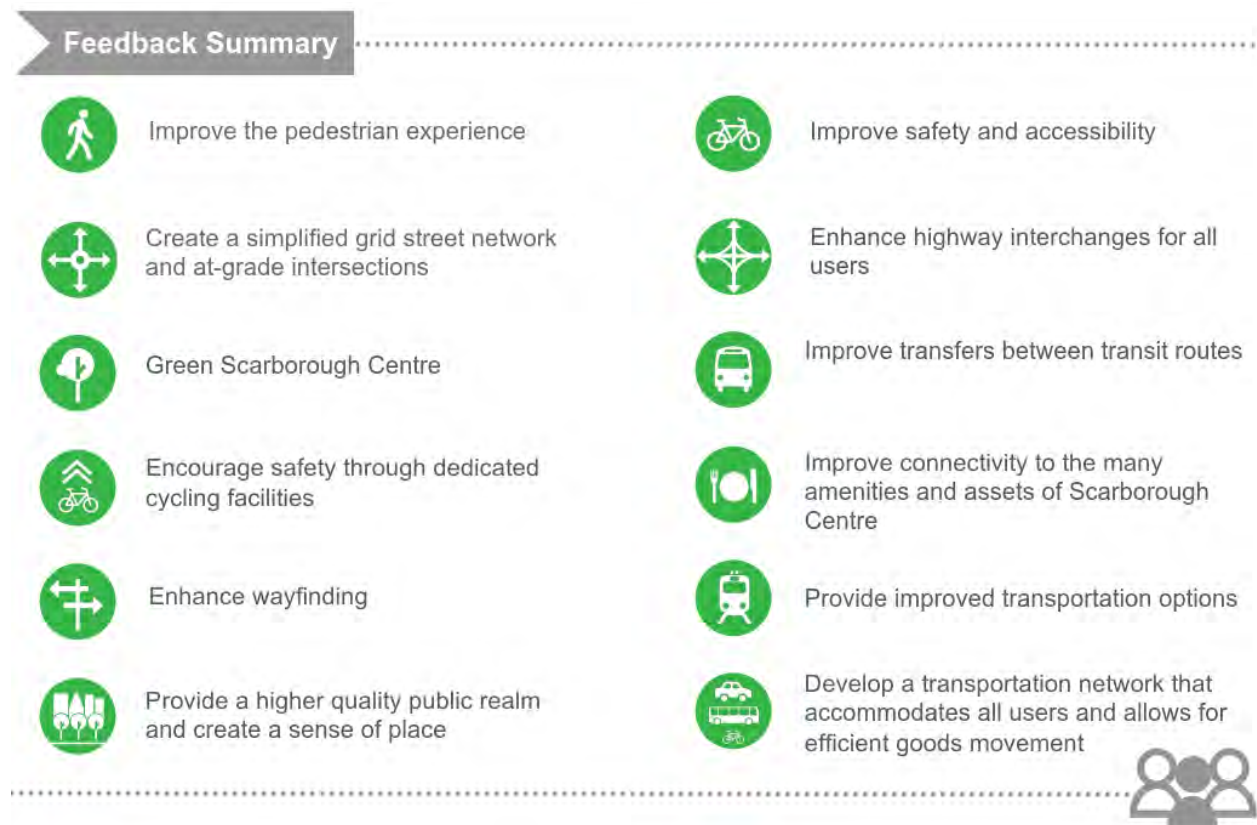
Throughout the study process, participants were encouraged to share their thoughts through e-mail and social media, by speaking with team members one-on-one, listening to presentations conducted by the project team, engaging in brainstorming activities as well as providing feedback through comment sheets and an online survey tool called MetroQuest. Figure 2 provides a summary of public outreach efforts, participation methods and attendance.

Figure 2: SCTMP Public Outreach Efforts and Participation



A total of three public consultation meetings were held over the course of the study. A summary of key themes from the public feedback is shown in Figure 3.

Figure 3: Public Feedback Summary



A Local Advisory Committee (LAC) was established for the study. The LAC included stakeholders from the community, resident group and community association representatives, local residents and workers from Scarborough Centre and the surrounding area, businesses and other interested stakeholders such as;

- Glen Andrew Community Association,
- Midland Park Community Association,
- North Bendale Community Association,
- Scarborough Community Renewal Organization,
- Scarborough Transit Action,
- Walk Toronto,
- Toyota Canada,
- Atlantic Packaging,
- Kevric Real Estate Corporation, and
- Oxford Properties.

SCTMP Vision

Based on the review of existing conditions and consultation with the public and key stakeholders, the following **SCTMP Vision** was developed to guide the study and inform the development of the recommended transportation network.

The Scarborough Centre transportation network will develop in a way that supports the creation of a diverse, attractive and safe mixed use community which is easily accessible by all modes of transportation. This will be achieved by creating an easily navigable and fine grained street network which provides infrastructure and amenities for all street users. This transportation network will be fully integrated into the regional transportation system, including the transit, pedestrian and cycling networks, and provide clear and easy connections to the surrounding communities.

This vision is further articulated through the SCTMP Problem and Opportunity Statement.

SCTMP Problem & Opportunity Statement

Based on the review of existing conditions, current policy context, and public and stakeholder feedback, opportunities and constraints were identified for the study area as they relate to the vision and objectives for Scarborough Centre. The following constraints in the transportation network act as barriers to achieving the vibrant multi-modal urban area envisioned for Scarborough Centre:

- Coarse street network with large blocks and single-use buildings
- Lack of connections throughout the Centre, particularly with respect to the active transportation environment
- Lack of an attractive public realm and sense of place in the Centre
- Harsh, unpleasant, and fragmented pedestrian environment with disconnected sidewalks and unsafe crossing conditions
- Auto-oriented and irregular intersections with ramps, channelized turning lanes, and grade separations
- Barriers to pedestrians and cyclists at Highway 401 interchanges

Through improvements to the Scarborough Centre transportation network significant opportunities also exist, such as:

- Providing a vibrant public realm that creates a unique character for Scarborough Centre
- Creating a safer and more comfortable pedestrian environment
- Accommodating and encouraging transit-oriented development
- Leveraging other public and private initiatives, particularly ongoing investment into transit infrastructure
- Providing user-friendly wayfinding and signage to enhance connections to key origins and destinations

The following Problem and Opportunity Statement was developed:

As one of Toronto's four 'Centres', Scarborough Centre is a key location within the City that combines jobs, housing and services in a dynamic mixed-use setting supported by excellent transit accessibility. Located at the heart of Scarborough, the area is expected to be a magnet for future growth over the coming decades.

Currently, Scarborough Centre is less than the sum of its parts:

- *The existing transportation network is designed to favour vehicular movement as is defined by big blocks that result in longer travel distances;*
- *Bridges, ramps and grade-separations are barriers to walking and cycling;*
- *Dedicated infrastructure for cyclists is lacking;*
- *Crosswalks are distantly spaced, sidewalks are often too narrow, missing or located in a way that does not support a vibrant and walkable public realm; and*
- *Development parcels are large and not serviced in a manner that supports a finer grain in the urban fabric.*

Given significant public and private investments planned for the area, an opportunity exists to evolve the transportation network in a manner that better supports the policies outlined in the Scarborough Centre Secondary Plan. Key opportunities include developing a fine-grained street network that is safe, accommodates all users and reduces travel distances. Giving priority to infrastructure required to enhance walking, cycling and transit will help build connections throughout the centre as well as to the surrounding community and beyond. Improved transportation facilities, complemented by better wayfinding, land use diversity and an inviting public realm, will provide greater accessibility to the area's many amenities. The Transportation Master Plan will help guide growth and ensure the emergence of a vibrant, walkable and connected Scarborough Centre.

SCTMP Evaluation Themes and Principles

As part of the City's Official Plan Transportation Policies review the Rapid Transit Evaluation Framework (RTEF) was developed. The framework was focused on three key themes to guide transportation decision-making: Serving People, Strengthening Places, and Supporting Prosperity. These three themes are further defined into eight principles:

- **Serving People**
 - Choice
 - Experience
 - Social Equity
- **Strengthening Places**
 - Shaping the City
 - Healthy Neighbourhoods
 - Public Health and Environment
- **Supporting Prosperity**
 - Affordability
 - Supporting Growth

There is a close association between these three key themes and eight principles with the vision for Scarborough Centre and the SCTMP Problem and Opportunity Statement. Through public consultation and stakeholder engagement exercises, an evaluation framework, based on the RTEF's eight principles, was developed to evaluate the alternative transportation networks. Further details on the eight principles, key questions, criteria and measures are provided in the SCTMP Executive Summary (see Table E.1 in Attachment 1: SCTMP Executive Summary).

SCTMP Recommended Transportation Network

The SCTMP recommended transportation network supports the continued development of Scarborough Centre into a connected and vibrant urban area. Scarborough Centre will be highly accessible to local and regional residents and employees. In the broader regional context, Scarborough Centre is acknowledged as a hub not only for eastern Toronto but also the Greater Toronto Area. The transportation network serving the Centre should fulfill important local and regional functions.

The SCTMP recommended transportation network accommodates automobiles by providing a simplified street grid that increases route options and connections, it supports development, improves walkability, and provides safer cycling opportunities. The SCTMP recommended transportation network is articulated through three layers;

- Walking & Cycling Network,
- Transit Network, and
- Street Network.

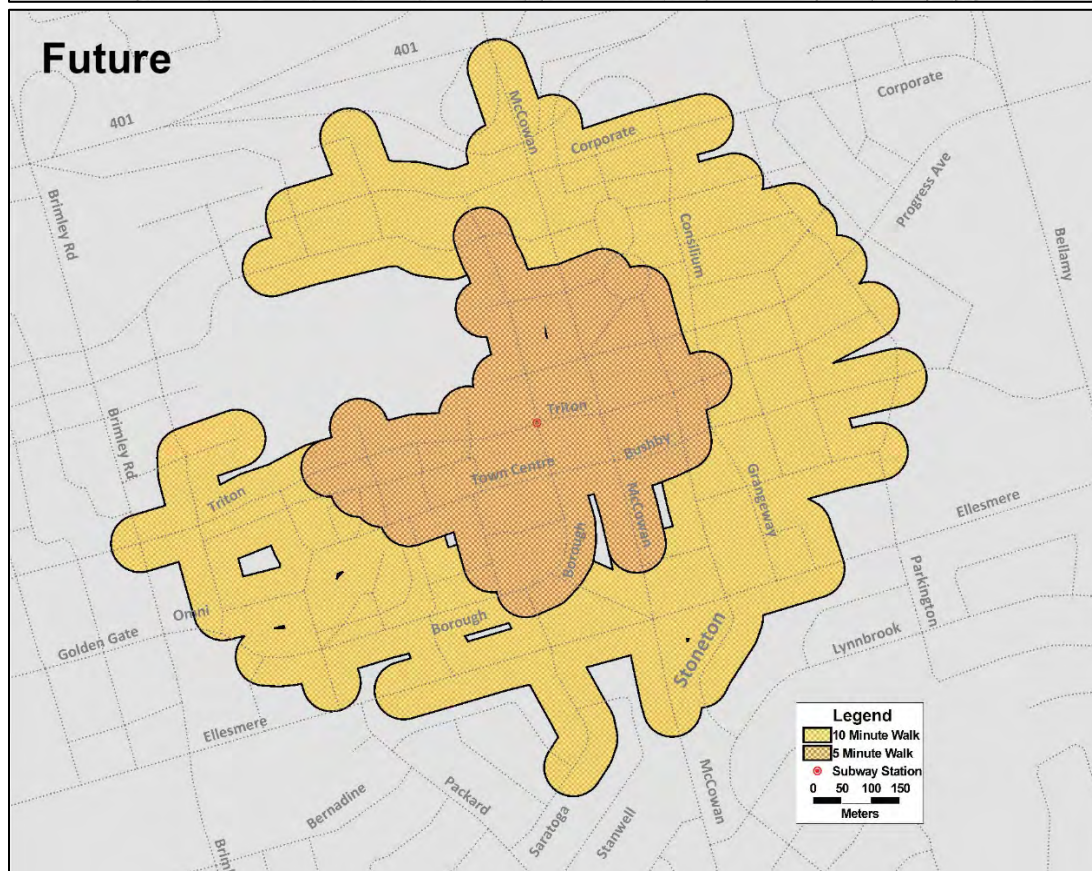
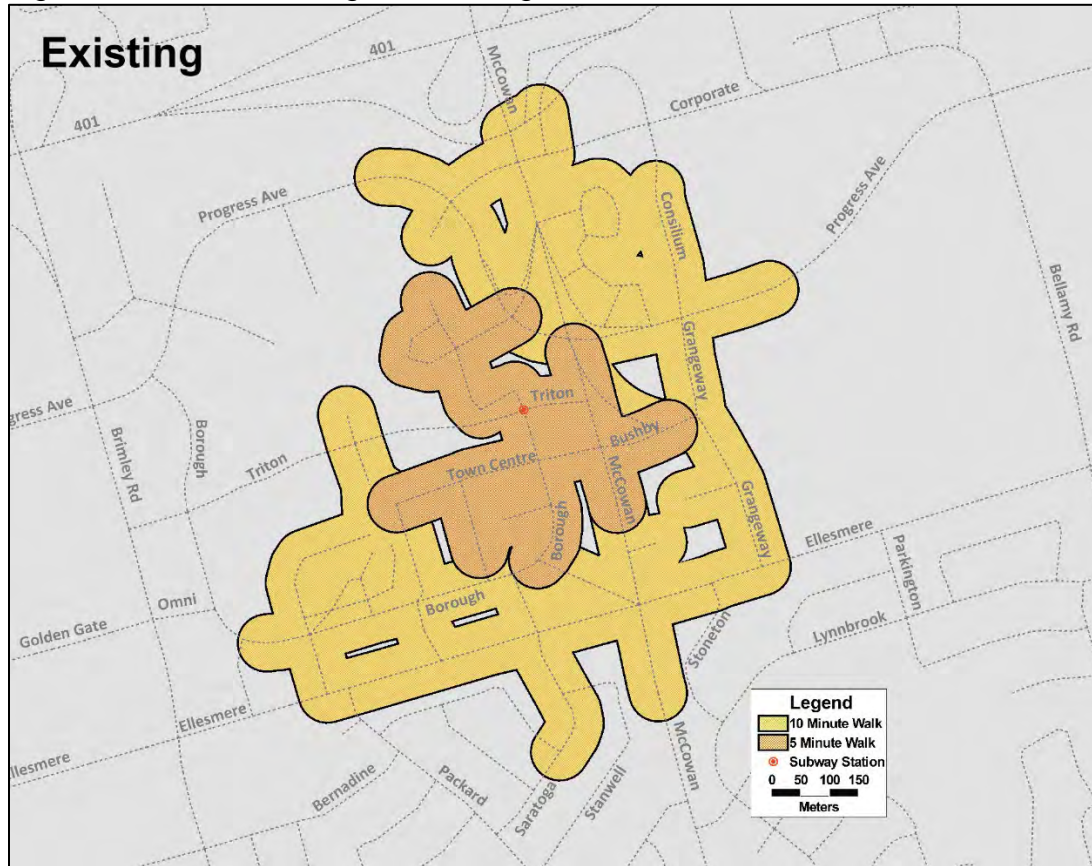
Combining these layers and associated strategies, as they are developed and implemented over time, will support the evolution of Scarborough Centre into a vibrant, walkable and connected urban area. Overall, the proposed projects, initiatives, and strategies are intended to improve safety, choice and the experience for all users and modes.

Walking & Cycling Network

As emphasized in the City of Toronto Complete Streets Guidelines, streets should be designed for all modes. Enhancing connections and infrastructure for active modes improves walking and cycling as viable travel options within the Centre. The recommended walking and cycling network also supports and enhances natural areas by providing pedestrian and cyclist connections to parks and green spaces (see Figure E-7 in Attachment 1: SCTMP Executive Summary).

As illustrated in the pedestrian walkshed images (Figure 4), the recommended active transportation network improves the permeability of the network, making it possible to travel farther in a 10-minute walk. Enhanced pedestrian-scale wayfinding and signage through the implementation of the [TO360](#) program is encouraged. TO360 provides consistent wayfinding information through a unified signage and mapping system delivered by the City and project partners.

Figure 4: Walkshed Images - Existing vs Future Five and Ten Minute Walk



Dedicated cycling facilities are proposed throughout Scarborough Centre to further enhance the existing and planned connections in the Centre and to the surrounding communities and broader network.

Projects such as the satellite expansion of the Toronto Bike Share program into Scarborough Centre and the repurposing of Line 3 – Scarborough rapid transit infrastructure/corridor should be considered. The satellite expansion of the Toronto Bike Share program into Scarborough Centre is encouraged. This initiative would further encourage active modes and assist with the first and last mile trips within the Centre. Funding opportunities through developments, partnerships and other sources should be explored.

The repurposing of Line 3 – Scarborough rapid transit infrastructure/corridor into an active transportation connection, within Scarborough Centre and beyond, represents a unique opportunity similar to that of the West Toronto Railpath. The repurposing of this infrastructure/corridor should be further explored when these facilities are decommissioned.

Through the proposed enhancements to the walking and cycling networks, the pedestrian and cycling environment will transition over time to support a safe transportation network for all users and modes.

Transit Network

As a destination, Scarborough Centre must be well connected to its surrounding neighbourhoods, the city, and the region. Effective and efficient movement of people in and around the Centre is crucial to its success. Faster, more reliable connections for people to everyday places through public transit will help increase the number of transit trips, build ridership, and improve quality of life for Scarborough residents and employees.

The transit network will be achieved through key improvements that will enhance connectivity to the Centre, including higher order transit improvements, regional transit connections, and local surface transit service enhancements. The transit network supports local and regional network transit improvements (see Figure E-9 in Attachment 1: SCTMP Executive Summary).

Street Network

The existing large blocks, coarse and circuitous street pattern, and lack of active connections to/from surrounding communities all contribute to high levels of automobile use to and from the Centre. The recommended street network accommodates all modes by providing a simplified grid that increases route options and shifts dependence away from automobiles. It allows pedestrians, cyclists, transit users and vehicles greater connectivity within the Centre and beyond to surrounding areas.

The City's Complete Streets Guidelines will be applied to the design and construction of new streets or reconstruction of existing streets to ensure safety and comfort for users of all ages and abilities. Existing streets will be enhanced over time through streetscape improvements, such as widened sidewalks, dedicated cycling facilities, parking and

street tree planting, which will be introduced and secured as part of development and capital infrastructure projects.

Vision Zero: Toronto’s Road Safety Plan identifies speed reductions as a key safety measure to reduce the occurrence of pedestrian or cyclist fatalities. Reducing the speed limit by 10 km/hr significantly improves the outcome of a pedestrian involved in a vehicle crash. Table 1 identifies proposed speeds for streets within Scarborough Centre to enhance road safety for all users and modes.

Table 1: Existing and Proposed Speeds in Scarborough Centre

Street(s)	Existing Speeds	Proposed Speeds
Ellesmere Road, Markham Road, Bellamy Road, McCowan Road, Brimley Road	60 km/hr	50 km/hr
Progress Avenue, Corporate Drive, Bushby Drive	50 km/hr	40 km/hr
Proposed Local Streets	-	30 km/hr

The recommended street network creates a finer grid street pattern with appropriately sized development blocks which support placemaking and city building (see Figure E-10 in Attachment 1: SCTMP Executive Summary). Key projects recommended as part of the street network include, but are not limited to, the:

- reconfiguration of Progress Avenue and McCowan Road to an at-grade intersection;
- reconfiguration of the Corporate Drive and Progress Avenue intersection;
- Borough Drive (southern segment) reconfiguration;
- reconfiguration of the Borough Approaches;
- Bushby Drive extension (to Bellamy Road North); and,
- Bellamy Road North extension (to Milner Avenue).

Reconfiguration of Progress Avenue and McCowan Road to an at-grade intersection

In the 1980's, prior to the construction of the Scarborough Rapid Transit (SRT) system, Progress Avenue and McCowan Road was an at-grade intersection (see Figure 5). Subsequent road design and construction resulted in the introduction of two grade separations (Progress Avenue/McCowan Road and Corporate Drive/McCowan Road) and various free-flow ramps to/from McCowan Road (see Figure 6) with the aim of facilitating vehicles. Consequently, the existing pedestrian conditions along Progress Avenue and the McCowan corridor are auto-oriented, disconnected, circuitous, and often require vertical pedestrian circulation (see Figure 7).

Figure 5: Scarborough Centre - 1983



Figure 6: Scarborough Centre - 2017



Figure 7: McCowan Road - Existing Pedestrian Conditions
Image 1: Northbound view McCowan Road south of Progress Avenue



Image 2: Southbound view McCowan Road south of Progress Avenue



Image 3: Southbound view McCowan Road north of Progress Avenue



Source: Google Maps Street View 2016

The McCowan Precinct Conceptual Master Plan identifies the McCowan/Bushby/Progress area as a “Gateway”. The intent is to recognize the importance of this area as a major connection and a “place of arrival” through such means as:

- enhanced pedestrian connections
- public spaces, landscape features, and public art
- public transit infrastructure
- building placement

The "Gateway" is envisioned to be the main entrance to the McCowan Precinct, and Scarborough Centre, for pedestrians, cyclists, transit users and drivers. The normalization of Progress Avenue and McCowan Road to an at-grade intersection is recommended as one of the key projects of the recommended transportation network identified by the SCTMP. This project will not only improve connectivity for all modes of transportation, with significant active transportation benefits, but will also establish appropriately-sized development blocks in close proximity to the proposed Scarborough Centre subway station.

The benefits of re-constructing Progress Avenue and McCowan Road as an at-grade intersection are as follows:

- knits the McCowan Precinct together with the remainder of the Centre west of McCowan Road;
- provides an improved pedestrian environment along McCowan Road;
- provides a better grade-related east-west connection across McCowan Road for all modes;
- provides better active (pedestrian and cycling) access to the proposed Scarborough Centre Station and bus terminal; and
- regularizes development blocks and increases development potential in the vicinity of Scarborough Centre subway station.

Reconfiguring Corporate Drive & Progress Avenue Intersection

Progress Avenue serves as an east-west vehicular connection through the Centre. Similarly, Corporate Drive also provides an east-west connection in the McCowan Precinct as well as across McCowan Road. As part of the recommended transportation network for the SCTMP, the intersection of Corporate Drive with Progress Avenue is reconfigured as a 'T-intersection'. This project would contribute to the creation of a simplified grid of streets and improve connectivity for all modes, utilizing existing infrastructure (i.e. Corporate Drive) more efficiently. This reconfiguration will assist in re-establishing a direct north-south Borough Drive (north of Town Centre Court) as a reimagined vibrant 'Civic' street accommodating all users. Furthermore, it improves access to retail and commercial activity at Scarborough Town Centre shopping mall and development opportunities by providing connectivity to/from key destinations.

Borough Drive (southern segment) Reconfiguration

Existing policies in the Scarborough Centre Secondary Plan support reducing the traffic carrying capacity of the section of Borough Drive between Borough Approach East and West, to enhance civic spaces and parks (i.e. Scarborough Civic Centre, Scarborough Civic Centre Library, Civic Green and Hand of God Park) in the area.

Currently, Borough Drive is a four-lane collector street that runs from Progress Avenue in the west to Town Centre Court in the east. On-street parking is provided on the east-west segment near the Scarborough Civic Centre. Since the construction of the Scarborough Centre Library and Civic Green (Figure 8) the area has started to transform into a more vibrant and active public space. The Borough Drive southern reconfiguration is intended to build upon the transformation of the area, enhancing placemaking opportunities and active transportation connections.

Figure 8: Borough Drive view east, Scarborough Civic Centre Library, Civic Green



The reconfiguration would establish Borough Drive as a 'Civic Street' and should:

- Include one travel lane in each direction plus on-street parking.
- Seek ways to enhance the views, connectivity and experiences of adjacent civic buildings and public spaces and green space.
- Use high-quality and distinctive materials, furnishings and public art to create a sense of character and identity.
- Provide wide sidewalks and boulevards to attract and support high levels of pedestrian activity and special events.
- Provide pedestrian amenities such as benches/seating, lighting, and wayfinding.
- Provide dedicated cycling facilities with separation from vehicles.
- Seek ways to integrate green infrastructure, including tree plantings and other landscaping treatments, to meet environmental/sustainable objectives.

The Borough Drive (southern segment) reconfiguration would:

- accommodate vehicle traffic and enhance space for other modes of travel
- improve safety through separated active transportation facilities and reduced speeds
- support an attractive public realm through focus on public landmarks, wide pedestrian walkways, and active transportation amenities

Through this section of Borough Drive, interim 'Quick-win' opportunities exist to add missing sidewalk segments and dedicated cycling facilities by reducing the number of lanes and reallocating the right-of way space for pedestrians, cyclist and the broader public realm via bollards, temporary curbs and pavements markings (see Figure 9).

Figure 9: Interim 'Quick-win' design options example (8th Avenue Seattle)



Source: Dongho Chang Twitter, June 2016

Borough Approaches

The current configuration of the Borough Approaches limit connections to and from the Centre and the surrounding community to the south by limiting vehicular movements and pedestrian crossing opportunities. The design and operation at Borough Approach West only permits southbound right turns to westbound Ellesmere Road and conversely, Borough Approach East permits southbound left turns to eastbound Ellesmere Road. Signalized pedestrian crossing of Ellesmere Road is only provided at Borough Approach East. The existing Ellesmere Road centre median also limits connectivity for the community to the south.

The Scarborough Centre Secondary Plan as well as the Scarborough Centre Public Space and Streetscape Master Plan (2012) identified the reconfiguration of Borough Approach West and East to improve access to Scarborough Civic Centre. Through the SCTMP, opportunities to improve connections at these two locations for all modes and users (pedestrians, cyclists and vehicles) were examined and assessed.

Maintaining and improving Borough Approach West and reconfiguring Borough Approach East as an active connection is recommended (see Figure 10). The Borough Approaches reconfiguration:

- provides north-south connectivity for all modes between key destinations north of Ellesmere Road and communities to the south
- aligns Borough Approach West with Packard Boulevard at a signalized intersection
- proposes an additional traffic signal at the intersection of Saratoga Drive and Ellesmere Road
- replaces the existing Borough Approach East with a multi-use path, providing a separated active transportation connection
- enhances the open space network by consolidating 'Hand of God Park' and the Civic Green Park/Woodlot

Figure10: Borough Approach Reconfiguration



The Borough Approaches reconfiguration would accommodate vehicle traffic and active transportation connections, and support an attractive public realm through focus on public landmarks and area amenities. This project would require additional study and design work to be completed in coordination with Centre residents and the community south of Ellesmere Road.

Bushby Drive Extension

Schedule 2 of the Official Plan identifies Bushby Drive (Grangeway Avenue to Markham Road) as a planned but unbuilt road. Through the SCTMP, the extension of Bushby Drive to Bellamy Road North was identified as the preferred option. This option provides an alternative east-west route to Progress Avenue and Ellesmere Road, improves connectivity, supports the pedestrian and cycling networks, and limits property and natural environment impacts. As part of OPA No. 409, it is recommended that Schedule 2 of the Official Plan reflects only the extension to Bellamy Road North (see Attachment 3: Draft OPA No. 409).

Bellamy Road North Extension

The extension of Bellamy Road North over Highway 401 to Milner Avenue is currently in the Scarborough Centre Secondary Plan. The SCTMP confirmed the network benefits of this link to the Centre's transportation network. The Bellamy Road North extension would provide an alternative north-south connection to McCowan and Markham Roads. Without an interchange with Highway 401, the Bellamy Road North extension would provide an unimpeded north-south connection for pedestrians and cyclists.

Conformity with Provincial Policy Statement and Growth Plan

Provincial Policy Statement 2014

The SCTMP and draft Official Plan Amendments are consistent with the policy directions of the Provincial Policy Statement (PPS) as required by the Planning Act, Section 3.

With respect to the SCTMP, the PPS (Policies 1.6.7.1 to 1.6.7.5 and 1.5.1 a)) outlines policies that encourage the safe and efficient movement of people and goods, facilitated via a multi-modal transportation system that aims to increase the use of active transportation and transit while improving connectivity within and among transportation systems and modes.

Policy 1.5 of the PPS provides direction for achieving healthy, active and connected communities. Through Policy 1.6.7, the PPS directs that the transportation systems should provide safe and efficient movement of people and goods, increase the use of active transportation and transit while improving connectivity within and among multi-modal transportation systems. The PPS further directs efficient use of existing and planned infrastructure through the use of transportation demand management strategies, where feasible.

The SCTMP and draft Official Plan Amendments provide the framework and direction for a multi-modal transportation network within Scarborough Centre to support the Secondary Plan vision for a connected and vibrant urban centre, and is consistent with the PPS. The recommended transportation networks provide multiple travel options to

get to, from and through Scarborough Centre and support an active and healthy community.

Growth Plan for the Greater Golden Horseshoe (2017)

The SCTMP and draft Official Plan Amendments conform and do not conflict with the Growth Plan for the Greater Golden Horseshoe.

The Growth Plan identifies Scarborough Centre as an Urban Growth Centre. Policy 2.2.3.1 of the Growth Plan directs Urban Growth Centres to be planned to accommodate significant population and employment growth and support the transit network at the regional scale. The existing Scarborough Centre Secondary Plan envisions Scarborough Centre as a mixed-use urban centre and transit hub where significant growth is anticipated, and recreational and community services are provided. The SCTMP and draft Official Plan Amendments identify a multi-modal transportation network that supports the Secondary Plan objectives and broader regional transit connections such as the Durham-Scarborough Bus Rapid Transit and future frequent rapid transit in the McCowan Rapid Transit.

Policy 3.2 of the Growth Plan identifies policies for infrastructure to support growth. The various policies (3.2.1 Integrated Planning, 3.2.2 Transportation - General, and 3.2.3 Moving People) emphasize the integration and coordination between infrastructure planning, land use planning and infrastructure investment. Given the significant public transit infrastructure investments planned for Scarborough Centre, the SCTMP and draft Official Plan Amendments reflect the need to coordinate these significant investments and the anticipated growth within the Centre.

The Growth Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to strategic growth areas and promoting transit investments in these areas. The SCTMP and draft Official Plan Amendments respond to this direction by creating a transportation network around the planned transit investment to create more viable development blocks.

The Growth Plan policies also encourage connectivity among transportation modes for moving people and goods. They further emphasize a balance of transportation choices that reduce reliance on the automobile and promote transit and active transportation options. The Growth Plan further directs municipalities to develop and implement transportation demand management policies in official plans and policy documents to, amongst other things, prioritize active transportation, transit and goods movement over single-occupant automobiles. The SCTMP and draft Official Plan Amendments respond to these policy directions.

SCTMP Implementation & Next Steps

The infrastructure improvements recommended as part of the SCTMP should be implemented in a logical way that minimizes disruption to the surrounding communities and everyday users. Individual projects are intended to occur concurrently with adjacent development, combined with other infrastructure improvements/projects or as individual projects.

Phasing (Quick Win, Short-term, Medium-term, Long-term)

All projects identified aim to achieve the Scarborough Centre vision for a connected multi-modal transportation network. To achieve the long-term vision for Scarborough Centre, it is important to consider which projects are of highest priority and how they can be realistically implemented. The SCTMP identifies Quick Win Projects (0-2 years), Short-Term Projects (0-10 years), Medium-Term Projects (10-20 years), and Long-Term Projects (20+ years) in Table 2.

The Quick win Borough Drive (southern segment) reconfiguration represents an interim/early implementation opportunity to build on the momentum of recent projects such as the Scarborough Centre Civic Library, Civic Green and the Albert Campbell Square Park expansion. The project also represents a transformational shift in the City's approach and vision for Scarborough Centre's transportation network. Opportunities for interim 'Quick-win' solutions represent a lower cost, short-term step forward for long-term change in the design of streets/right-of-ways within the Centre.

Table 2: Project Phasing

Phase	Projects
Quick Win (0-2 years)	Scarborough Centre Secondary Plan Updates
	Borough Drive (southern segment) Interim Reconfiguration
Short-Term (0-10 years)	Finer Local Streets and Connections
	Progress Avenue and McCowan Road Intersection Reconfiguration
	Progress Avenue and Corporate Drive Intersection Reconfiguration
	Elimination of Bushby Drive to McCowan Road Ramp
	Borough Drive Lane Reductions
	Borough Approach East and West Reconfiguration/Consolidation
	Durham-Scarborough Bus Rapid Transit (BRT)
Medium-Term (10-20 years)	Brimley Road and Highway 401 Interchange Reconfiguration
	Rapid Transit Infrastructure/Corridor Repurposing
	Satellite Bike Share Expansion
	Cycling Network
	Bushby Drive Extension to Bellamy Road North
Long-Term (20+ years)	McCowan Rapid Transit
	Bellamy Road North Extension to Milner Avenue

In consultation with other City Divisions, Boards, Agencies and Commissions, funding sources beyond the City's capital program should be explored.

Conclusions

The SCTMP and stakeholder input have been considered in the development of the proposed draft Official Plan Amendments (OPA). Generally, the Scarborough Centre policy updates are intended to:

- support the future vision and evolution of Scarborough Centre into a walkable and connected urban centre;
- create a vibrant public realm and sense of place that attracts people and jobs;
- support an efficient, safe and balanced transportation network for all users and modes;
- provide mobility options for all users, regardless of mode, age, ability, or income; and,
- support the growth, development and investment in Scarborough Centre.

The Scarborough Centre Secondary Plan amendments consist of two packages. OPA No. 408 represents three early implementation projects that would transform the Scarborough Centre transportation network (see Attachment 2: Draft OPA No. 408). The three early implementation projects include:

- the reconfiguration of McCowan Road and Progress Avenue as an at-grade intersection;
- the extension of Borough Drive as a direct street from Town Centre Court to Corporate Drive; and
- the reconfiguration of Corporate Drive, Progress Avenue, and Borough Drive as a 'T intersection'.

These three projects are closely related to other public (Line 2 - Scarborough Subway Extension) and private (Oxford Properties Sears redevelopment) initiatives and investments in Scarborough Centre. These projects, combined with other quick-win opportunities, represent a transformational shift in the City's approach and vision for Scarborough Centre's transportation network.

OPA No. 409 represents a comprehensive package that includes amendments to (see Attachment 3: Draft OPA No. 409):

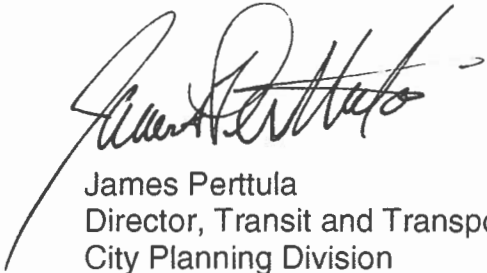
- Schedule 1;
- Schedule 2;
- Scarborough Centre Secondary Plan, and
- Site and Area Specific Policy (SASP) 450 of the Official Plan.

These amendments are focused on improving the street and block pattern and establishing a multi-modal transportation network that improves connections for pedestrians, cyclists, transit riders and drivers. Subsequent amendments to the Scarborough Centre Secondary Plan are anticipated as a result of the Scarborough Centre Focused Review and transit infrastructure projects.

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ATTACHMENTS

- Attachment 1: SCTMP Executive Summary
- Attachment 2: Draft Official Plan Amendment No. 408
- Attachment 3: Draft Official Plan Amendment No. 409



Scarborough Centre
on the **move**



SCARBOROUGH CENTRE ON THE MOVE
TRANSPORTATION MASTER PLAN

- EXECUTIVE SUMMARY -
MARCH 2018

Transportation Planning/Engineering (Project Lead):



Land Use/Urban Design/Public Consultation:

The **Planning** Partnership

Online Public Consultation:



MetroQuest
Public Involvement Software

Transportation Safety:



Archaeological Assessment:



ARCHEOWORKS INC.

Environmental Site Assessment:



THURBER ENGINEERING LTD.

Urban Design:

P E R K I N S
+ W I L L

Executive Summary

E.1 Introduction

Over the past several decades, Scarborough Centre has grown into a hub for population, employment and transportation for the Greater Toronto Area (GTA). The Scarborough Centre Secondary Plan and subsequent detailed planning documents have laid out the guiding vision for the anticipated growth, as more than 40,000 residents and 23,000 jobs are expected to be accommodated in the Centre over the next 30 years.

The success of Scarborough Centre in the future will be dependent upon its ability to accommodate this growth, as it must ensure the physical infrastructure keeps pace with increasing demand. More specifically, challenges related to traffic congestion and the associated auto-dependence require the transportation network to be planned and designed to facilitate population and employment growth in the Centre, while providing safe, convenient, and sustainable choices for all.

The Scarborough Centre on the Move Transportation Master Plan (SCTMP) has been developed to clarify transportation-related policy objectives for the Centre, and is informed by public and stakeholder input. Building upon the existing planning framework, the SCTMP provides the detailed transportation policies, initiatives, strategies and implementation priorities necessary to develop Scarborough Centre into a vibrant mixed-use urban hub.

Study Area

The study area is bounded by Midland Avenue to the west, Markham Road to the east, Ellesmere Road to the south, and Highway 401 to the north as shown in Figure E.1. Also shown in Figure E.1 is the Scarborough Centre Secondary Plan Area, as the SCTMP recommendations will inform the Secondary Plan policy updates.

Figure E.1: SCTMP Study Area and Scarborough Centre Secondary Plan Area



Vision for Scarborough Centre

The Scarborough Centre Secondary Plan provided the framework for planning in Scarborough Centre, and defined objectives related to becoming a mixed-use urban centre where jobs, housing, services, recreational amenities, and transit are concentrated. Consistent with these objectives, the SCTMP envisions that:

The Scarborough Centre transportation network will develop in a way that supports the creation of a diverse, attractive and safe mixed-use community which is easily accessible by all modes of transportation. This will be achieved by creating an easily navigable and fine-grained street network which provides infrastructure and amenities for all street users. This transportation network will be fully integrated into the regional transportation system, including the transit, pedestrian and cycling networks, and provide clear and easy connections to the surrounding communities.

Study Process and Methodology

The SCTMP has been prepared in accordance with the Municipal Class Environmental Assessment (MCEA) process and Transportation Master Plan (TMP) process. The TMP was conducted following five project phases:

1. Review Existing Conditions
2. Identification of Alternatives
3. Evaluation of Alternatives
4. Preferred Transportation Network
5. Scarborough Centre on the Move Transportation Master Plan

The SCTMP is about developing a long term and implementable plan to guide the Centre's transportation system to meet the needs of anticipated growth to 2041. To achieve the vision of a multi-modal hub that encourages transit-oriented development and provides a variety of connected transportation options, Scarborough Centre requires a significant transformation and evolution. The SCTMP plan is framed around four key strategies, or "pillars" that must come together to achieve the vision:

- Pillar One: Encourage Active Modes of Transportation
- Pillar Two: Support Transit and Innovative Mobility Solutions
- Pillar Three: Reduce Single-Occupant Vehicle Use
- Pillar Four: Integrate Land Use and Transportation

Public Consultation

Developing the SCTMP also included an extensive community consultation program. A public engagement and consultation plan was developed, which included a wide range of communication methods and opportunities for public involvement. Throughout the study process, participants shared their thoughts by speaking with team members one-on-one, listening to presentations conducted by the project team, engaging in brainstorming activities, and providing feedback through comment sheets and an online survey tool called MetroQuest.

E.2 Current & Future Conditions

Existing Conditions and Trends

Upon review of the existing street network, many challenges and constraints were identified, including an inconsistent active transportation network and large blocks that limit connectivity for pedestrians and cyclists. The large amount of surface parking (20% of the study area), irregular intersections, and lack of minor streets and connections also contribute to an unattractive and uncomfortable travel environment.

Due to an environment that is not pedestrian-friendly, the active transportation mode share is lower in Scarborough Centre (2%) than in the City of Toronto as a whole (7%). It is evident that automobile travel is the preferred mode of transportation to and from Scarborough Centre, as 66% of trips are drivers and 15% are passengers. Similar findings are shown for trips that occur internally within Scarborough Centre. The transit mode share for all trip purposes is 15%; however, the transit mode share specifically for commuting is 38%. Over time, these travel trends have remained relatively stable, with very little change in vehicle ownership, possession of a driver's license, or modal split since 1996.

Future Conditions

As set out by the Official Plan, future growth in the Centre is expected to result in a total of 40,000 residents and 23,000 jobs in the next 30 years. This projection is equivalent to a density of 350 people and jobs per hectare, which is double the existing density of 170.3 people and jobs per hectare currently living and working in the Centre.

To accommodate the future growth and travel demand in Scarborough Centre, changes to the transportation network are already underway. Namely, an extension of the Bloor-Danforth Subway (Line 2) from Kennedy Station to Scarborough Centre was recently approved to replace the existing, and aging, rapid transit infrastructure (Line 3 –Scarborough) and to improve transit service and capacity in the context of a growing population.

Ongoing transit investment across the City of Toronto aims to integrate services and create transit regional connections within and between communities and major destinations. In addition to the SSE, a number of high-order transit routes have been recommended that would improve the connectivity of Scarborough Centre to surrounding communities.

Problem and Opportunity Statement

Based on the review of existing conditions, current policy context, and public feedback, opportunities and constraints were identified for the study area as they relate to the vision for Scarborough Centre. The following Problem and Opportunity Statement was then developed:

As one of Toronto's four 'Centres', Scarborough Centre is a key location within the city that combines jobs, housing and services in a dynamic mixed-use setting supported by excellent transit accessibility. Located at the heart of Scarborough, the area is expected to be a magnet for future growth over the coming decades.

Currently, Scarborough Centre is less than the sum of its parts:

- *The existing transportation network is designed to favour vehicular movement as is defined by big blocks that result in longer travel distances;*
- *Bridges, ramps and grade-separations are barriers to walking and cycling;*
- *Dedicated infrastructure for cyclists is lacking;*
- *Crosswalks are distantly spaced, sidewalks are often too narrow, missing or located in a way that does not support a vibrant and walkable public realm; and*
- *Development parcels are large and not serviced in a manner that supports a finer grain in the urban fabric.*

Given significant public and private investments planned for the area, an opportunity exists to evolve the transportation network in a manner that better supports the policies outlined in the Scarborough Centre Secondary Plan. Key opportunities include developing a fine-grained street network that is safe, accommodates all users and reduces travel distances. Giving priority to infrastructure required to enhance walking, cycling and transit will help build connections throughout the centre as well as to the surrounding community and beyond. Improved transportation facilities, complemented by better wayfinding, land use diversity and an inviting public realm, will provide greater accessibility to the area's many amenities. The Transportation Master Plan will help guide growth and ensure the emergence of a vibrant, walkable and connected Scarborough Centre.

E.3 Guiding Principles

As part of the City’s Official Plan Transportation Policies Review, a framework was developed to address the impacts of today’s traffic congestion issues, and shape Toronto into the vibrant and attractive city described in the Official Plan. The framework was focused on three key themes to guide transportation decision-making: Serving People, Strengthening Places, and Supporting Prosperity. These three themes were further defined into eight principles which were used to develop and evaluate transportation network solutions in the SCTMP, as presented in Figure E.2.

Figure E.2: SCTMP Guiding Principles



Each guiding principle was accompanied by key questions for consideration for Scarborough Centre’s transportation network, along with a set of criteria and measures used to qualify the response to each question. The evaluation questions, criteria, and measures are presented in Table E.1.

Table E.1: Evaluation principles and Associated Questions, Criteria, and Measures

Principle	Question	Criteria	Measure
Choice	Does it promote a shift towards sustainable modes of transportation?	Pedestrian and cycling infrastructure	Kilometres of sidewalks and dedicated cycling lanes within the Centre
	Does it provide an efficient and integrated transportation network for all users?	Integration between modes of transportation	Types of transfer points that allow for efficient mixed-mode travel
Experience	Does it support an attractive and vibrant public realm and sense of place?	Appropriate street type and design that accommodates all modes of transportation	Identify the street type and its adherence to the design principles outlined in the Complete Streets Guidelines
	Does it allow for the convenient and safe movement of users of all modes of transportation?	User-friendly signage and wayfinding; active transportation connections	Assessment of the following wayfinding signage components: directional/ locational, introduction, identification, and vehicle and pedestrian signage to enhance connections to key origins/ destinations
Social Equity	Does it provide for opportunities to improve connectivity to work, school and other destinations?	Changes in accessibility to desired destinations	Number of connections
	Does it accommodate all users, including vulnerable street users?	Improves mobility for vulnerable users	Compliance with Accessibility for Ontarians with Disabilities Act (AODA)
Healthy Neighbourhoods	Does it support the mixed-use and transit-oriented vision of the Secondary Plan?	Reflects planning policies	Compliance with the vision of the Scarborough Centre Secondary Plan as outlined in policies relating to transportation and mobility
	Does it create a transportation network and block plan that supports a vibrant urban centre?	Consistency with mixed-use principles	Simplified grid/street network (average block size)
Shaping the City	Does it improve connectivity and access within the Centre and to/ from surrounding communities?	Review of impact to safety and comfort for all modes	Road diets, safe pedestrian and cycling crossing locations, the operation of bus routes/stops in the Centre and the removal of channelized right turns and ramps
	Does it encourage and support active and sustainable modes of transportation?	Incentive measures to promote active modes of transportation	Number of transportation demand management (TDM) measures
Public Health & Environment	Does it minimize the impact on the natural environment and cultural heritage?	Impact on area ecology, built/ cultural heritage and areas with archaeological potential	Size of area and number of features affected
	Does it support and enhance the open space network?	Improves open space connections in the study area	Number of connections to open space areas for all modes of transportation
Affordability	Is it economically feasible to implement (considering full life cycle costs, impact to utilities, durability and future expansion opportunities)?	Implements improvements considering full life cycle costs, impact to utilities, durability and future expansion opportunities	Capital, operating, and maintenance costs
Supporting Growth	Does it encourage public and private investments?	Unlocks the potential for development	Size/number of new development properties and accessibility to transit
	Does it allow for the safe and efficient movement of goods?	Strategic movement of goods in the Centre	Number of designated and segregated truck routes in the study area

E.4 Transportation Network Alternatives

Development and Evaluation of Network Alternatives

Three future transportation network alternatives were identified for the study area: Existing Conditions, Current Policy Framework, and Emerging Vision

Alternative 1: Existing Conditions (Figure E.3) or the “Do Nothing” alternative is used as a reference to compare proposed network changes against. In essence, it is the transportation network found today in the study area.

Alternative 2: Current Policy Framework (Figure E.4) identifies future transportation conditions outlined in previous planning work, including planned improvements from the Scarborough Centre Secondary Plan, McCowan Precinct Plan, Civic Precinct Implementation Plan, and Scarborough Centre Public Space & Streetscape Master Plan. It also includes the future extension of TTC Line 2 to Scarborough Centre.

Alternative 3: Emerging Vision (Figure E.5) was developed in consultation with the public to address issues that remained outstanding from the current policy framework and the existing Scarborough Centre context. The Emerging Vision builds upon the design framework for the McCowan Precinct Plan by proposing a simplified street network for the entire Centre area, which allows for a more walkable block pattern and still provides opportunity for development. It develops a comprehensive street network for all precincts and includes connections between precincts and to/from surrounding communities.

Each of the three network alternatives – Existing Conditions, Current Policy Framework, and Emerging Vision – were evaluated based on the evaluation framework of key questions, criteria, and measures. The evaluations measures were used to determine if the alternatives met, partially met, or did not meet the specified criteria.

The MetroQuest online survey was also used during this stage of the study to receive feedback on the transportation network alternatives being evaluated. Participants were asked to rank the top five evaluation principles that were most important to them. It was determined from this exercise that all eight principles were equally important, as only marginal differences existed between the options. Therefore, all eight principles were weighted equally during the evaluation. A summary of the evaluation results is presented in Table E.2.

Figure E.3: Existing Conditions Transportation Network



Figure E.4: Current Policy Framework Transportation Network

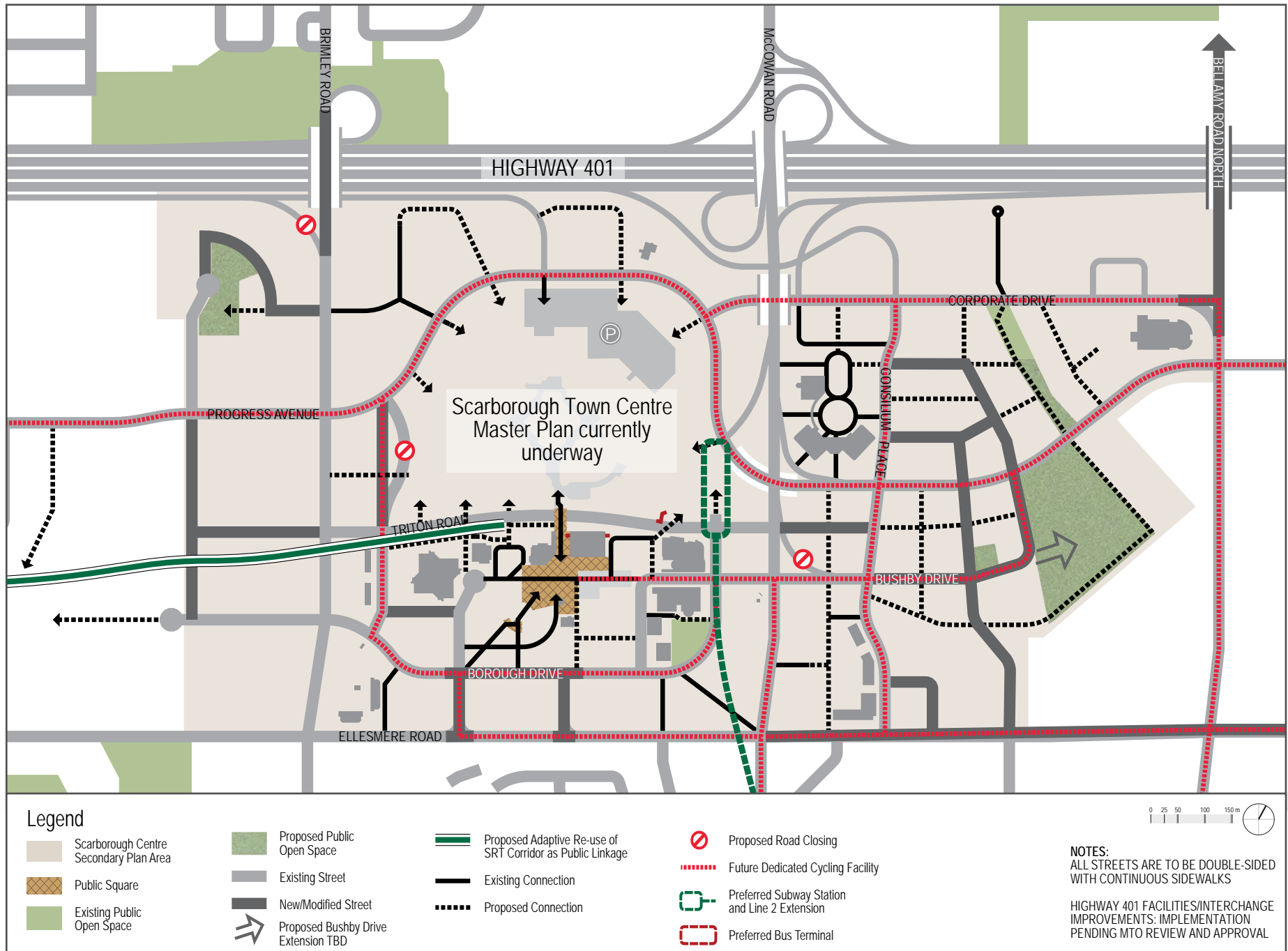


Figure E.5: Emerging Vision Transportation Network

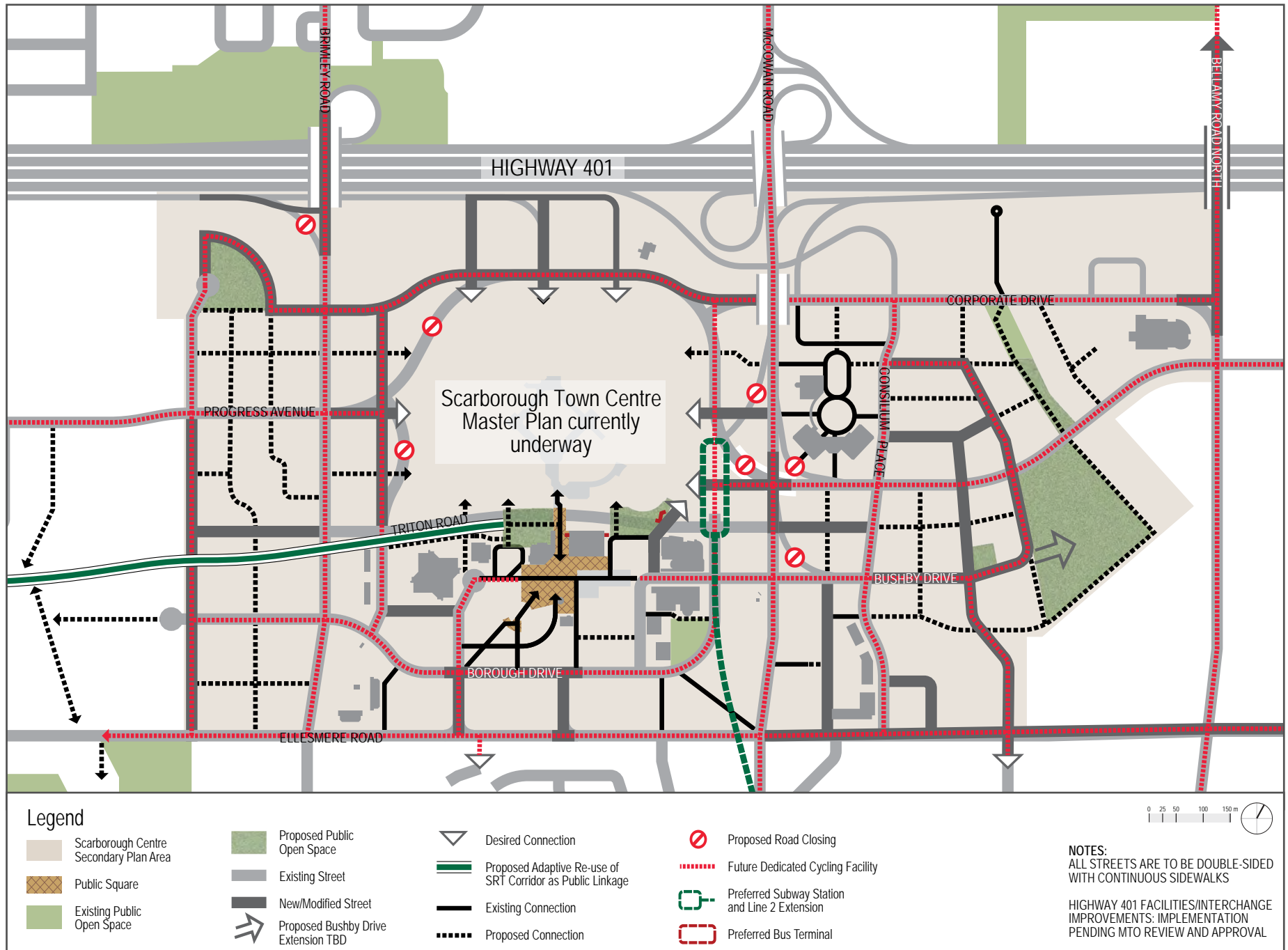










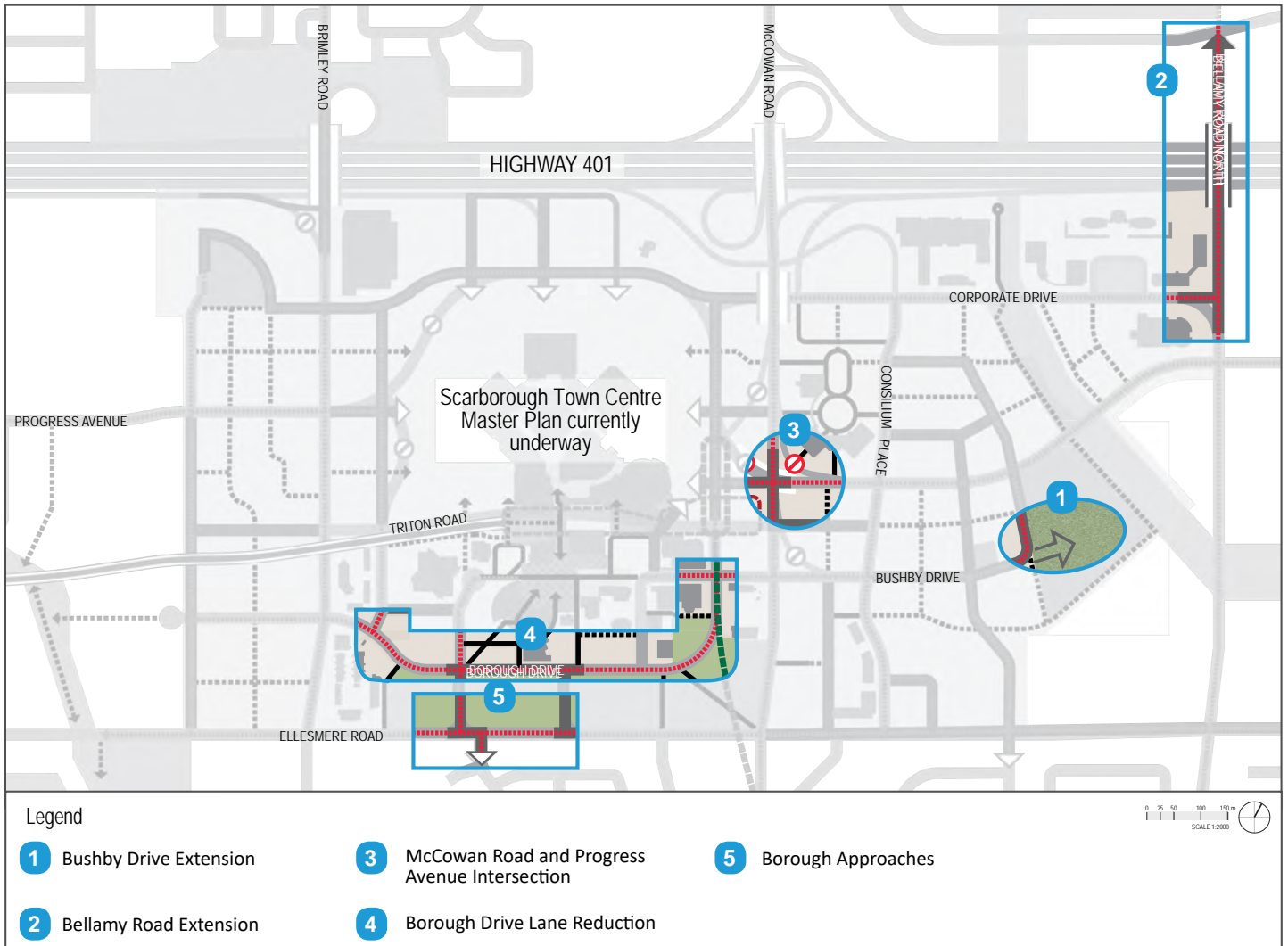
Table E.2: Summary Evaluation Matrix of Network Alternatives

Principle	Question	Alternative 1: Existing Conditions	Alternative 2: Current Policy Framework	Alternative 3: Emerging Vision
 <p>CHOICE</p>	Does it promote a shift towards sustainable modes of transportation?	No Does not provide adequate amount of sidewalks (6.7 km) and dedicated cycling lanes (0 km)	Partially Provides for increased sidewalks (10 km) and dedicated cycling lanes (5 km)	Yes Identifies the most sidewalks (15 km) and dedicated cycling lanes (15 km)
	Does it provide an efficient and integrated transportation network for all users?	No Favours automobile travel	No Does not comprehensively address the study area, or efficiently incorporate proposed transit investments	Yes Identifies connections between the study area and surrounding communities to transit investments via walking and cycling
 <p>EXPERIENCE</p>	Does it support an attractive and vibrant public realm and sense of place?	Partially Provides some sense of place on segments of Borough Drive, Albert Campbell Square and main entrance to mall	Partially Provides for an improved sense of place through mixed land use, with a focus on the pedestrian and cycling experience	Yes Builds upon Alternative 2 and defines street types based on Complete Streets Guidelines
	Does it allow for the convenient and safe movement of users of all modes of transportation?	No Favours automobile travel through existing street design. Lacks wayfinding and active transportation connections	No Identifies a pedestrian network, but does not define a wayfinding and signage strategy	Yes Provides a defined and unique strategy for the Centre, specifying wayfinding improvements to street design
 <p>SOCIAL EQUITY</p>	Does it provide for opportunities to improve connectivity to work, school and other destinations?	Partially Key routes and transit stations are not well-connected to key origins/destinations	Partially Some improved connections to key origins/destinations	Yes Adds new connections for the entire Centre
	Does it accommodate all users, including vulnerable street users?	Partially Does not fully comply with AODA, but does provide accessibility ramps in Albert Campbell Square and provides elevators in Scarborough Centre TTC Station	Partially Does not improve all accessibility deficiencies in the network	Yes Complies with AODA with regards to transportation network
 <p>HEALTHY NEIGHBOURHOODS</p>	Does it support the mixed-use and transit-oriented vision of the Secondary Plan?	No Does not achieve the objectives set out by the provincial and municipal policies	Partially Complies with planning policies, but identifies further work is required for planning complete transportation network and facilities	Yes Builds upon Alternative 2 and related planning policies, recommending a master plan for new transportation facilities throughout the study area
	Does it create a transportation network and block plan that supports a vibrant urban centre?	No Encourages automobile travel through large blocks and street design	Partially Provides guidelines for intersection spacing to encourage pedestrian activity for the McCowan Precinct	Yes Proposes a fine-grained transportation network for the entire Centre
 <p>SHAPING THE CITY</p>	Does it improve connectivity and access within the Centre and to/from surrounding communities?	No Does not provide adequate connections within Scarborough Centre and to/from surrounding communities	Partially Creates policy framework for improving connectivity	Yes Reconfigures transportation network for better connections between Scarborough Centre and surrounding communities
	Does it encourage and support active and sustainable modes of transportation?	Partially Provides few transportation demand management (TDM) measures	Partially Provides general TDM recommendations only	Yes Identifies strategies for car share, bike share, demand-responsive transit, and outreach programs that encourage the use of active modes of transportation
 <p>PUBLIC HEALTH & ENVIRONMENT</p>	Does it minimize the impact on the natural environment and cultural heritage?	Yes Does not impact existing natural environmental and cultural heritage	Partially May impact ecology, built/cultural heritage or areas with archaeological impact	Partially Potential greater impact on ecology, built/cultural heritage or areas with archaeological impact
	Does it support and enhance the open space network?	Partially Maintains existing open spaces, but does not propose new open space connections	Yes Promotes enhancements to the natural environment to improve the livability and sense of place in the Centre	Yes Offers new connections to parks and open spaces throughout the Centre
 <p>AFFORDABILITY</p>	Is it economically feasible to implement (considering full life cycle costs, impact to utilities, durability and future expansion opportunities)?	Yes Does not require investment for transportation network changes, but requires operating and maintenance costs	Partially Requires some investments from public and private sector	Partially Requires greater investment from public and private sector
 <p>SUPPORTING GROWTH</p>	Does it encourage public and private investments?	Partially Provides some potential for development on large parcels of land	Partially Improves development potential in the Centre	Yes Improves development potential in the Centre and maximizes connections and accessibility to the proposed public investments in transit
	Does it allow for the safe and efficient movement of goods?	No Does not address the movement of goods and designated truck routes	No Does not address the movement of goods and designated truck routes	Yes Provides designated truck routes that are more efficient and separated from non-motorized traffic

Refinement of the Preliminary Preferred Alternative

Based on the evaluation criteria, and input from the public and key stakeholders, Alternative 3: Emerging Vision was determined to be the recommended transportation network to be carried forward for further assessment and refinement. The preliminary preferred alternative then underwent a series of modifications and refinements. Certain refinements of the Emerging Vision’s Transportation Network were identified as requiring further study. They are shown in Figure E.6.

Figure E.6: Refinement of the Preliminary Preferred Alternative



Further evaluation was conducted during this stage of the study, where options for each of the five network modifications were evaluated based on the study’s eight guiding principles and were presented to the public for feedback. A summary of the evaluation results is shown in Table E.3.

Table E.3: Summary of Network Modification Evaluation Results

Network Modification	Option 1	Option 2	Option 3
1. Bushby Drive Extension	To Progress Avenue	To Bellamy Road	To Markham Road
2. Bellamy Road Extension	Ends at Corporate Drive	North over Highway 401 to Milner Avenue	
3. McCowan Road and Progress Avenue Intersection	McCowan Road and Progress Avenue Overpass	McCowan Road and Progress Avenue At-Grade	
4. Borough Drive Lane Reduction	Borough Drive with Four Lanes	Borough Drive with Two Lanes	
5. Borough Approaches	Maintain Both Approaches	Maintain Borough Approach West	Maintain Borough Approach East

Legend:

Least Preferred
 More Preferred
 Most Preferred

The preferred network modification options were presented to the public for feedback. The resulting preferred network consists of the following network modifications:

1. Bushby Drive Extension to Bellamy Road
2. Bellamy Road Extension to Milner Avenue
3. McCowan Road and Progress Avenue At-Grade
4. Borough Drive with Two Lanes (Omni Drive to Town Centre Court)
5. Maintain Borough Approach West

These network modifications were then applied to each of the four network layers – Walking and Cycling Network, Transit Network, Street Network, and Block Plan. The four network layers correspond with the four study pillars – Encourage Active Modes of Transportation, Support Transit and Innovative Mobility Solutions, Reduce Single-Occupancy Vehicle Use, and Integrate Land Use and Transportation.

E.5 Pillar One - Encourage Active Modes of Transportation

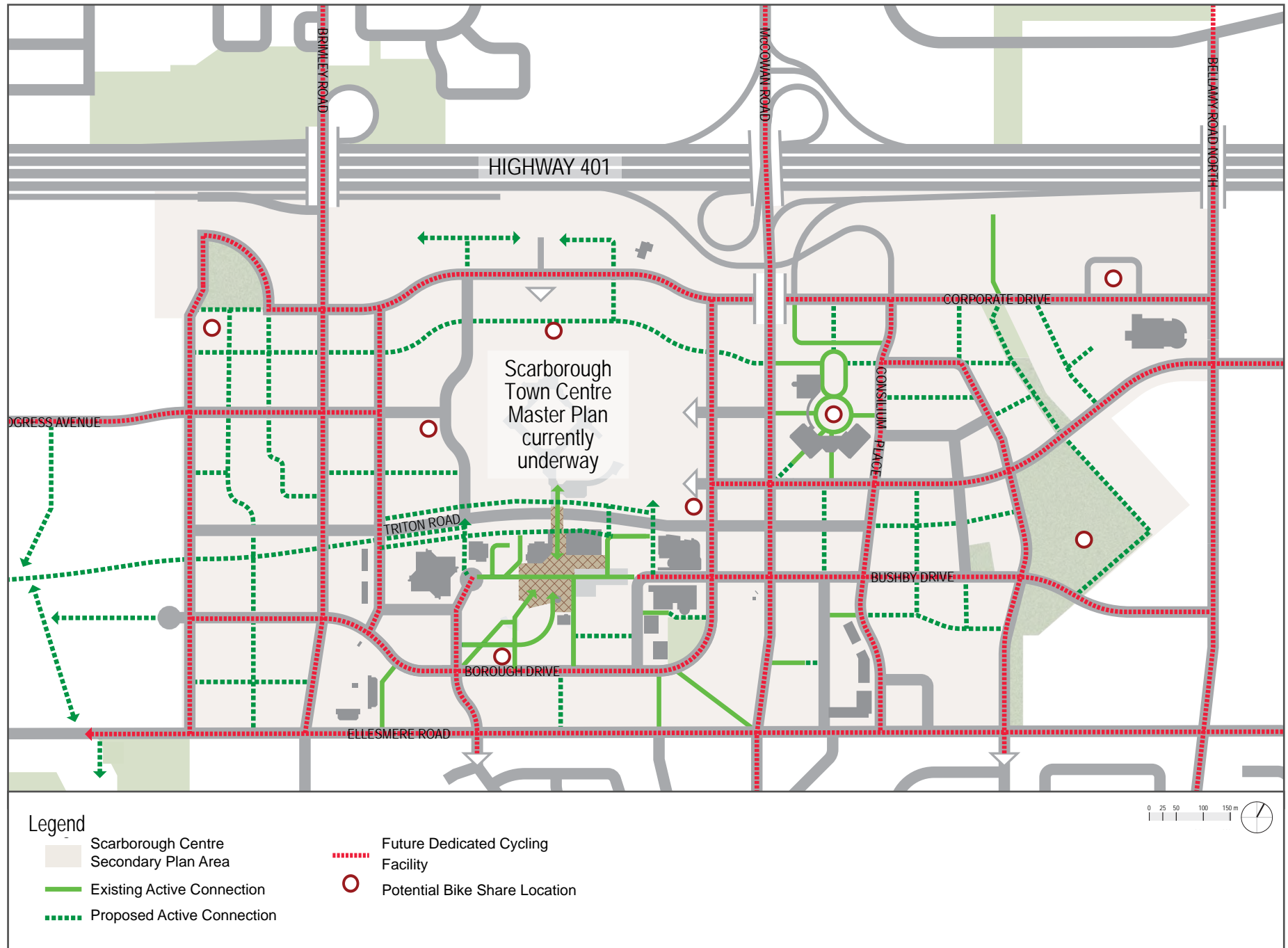
The first study pillar is the adoption of plans and infrastructure that promote an increase in active modes of transportation, whether for commuting, discretionary trips, or for leisure. Active modes of transportation include all human-powered modes including, but not limited to, walking, cycling, use of personal mobility devices such as wheelchairs, skateboarding, and inline skating.

To compete with motorized travel options, walking and cycling must be recognized as safe and convenient modes of travel. Prioritizing the safety of cyclists by designing safe cycling infrastructure and reducing conflicts for all street users is critical for improving travel choices and accomplishing the benefits of Complete Streets. As emphasized in the City of Toronto Complete Streets Guidelines, streets should be designed for all modes to develop connected networks and provide attractive travel choices. Enhancing connections and infrastructure for active modes not only elevates walking and cycling as viable travel options, but also improves transit as a travel option.

Currently in Scarborough Centre, the pedestrian network is largely characterized by missing or discontinuous sidewalks, high traffic speeds, and lack of physical separation between sidewalks and streets. The large development blocks and complex intersections are further barriers to active mobility.

The recommended walking and cycling network (Figure E.7) proposes new active connections that contribute to a comprehensive grid network that is pedestrian and cyclist-friendly.

Figure E.7: Recommended Walking and Cycling Network



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As illustrated in the pedestrian walkshed images (Figure E.8 and Figure E.9), the recommended active transportation network improves the permeability of the network, making it possible to travel approximately 50% farther within the same time.

Figure E.8: Existing Network Five and Ten-Minute Walkshed, from the Future Line 2 - Scarborough Subway Extension

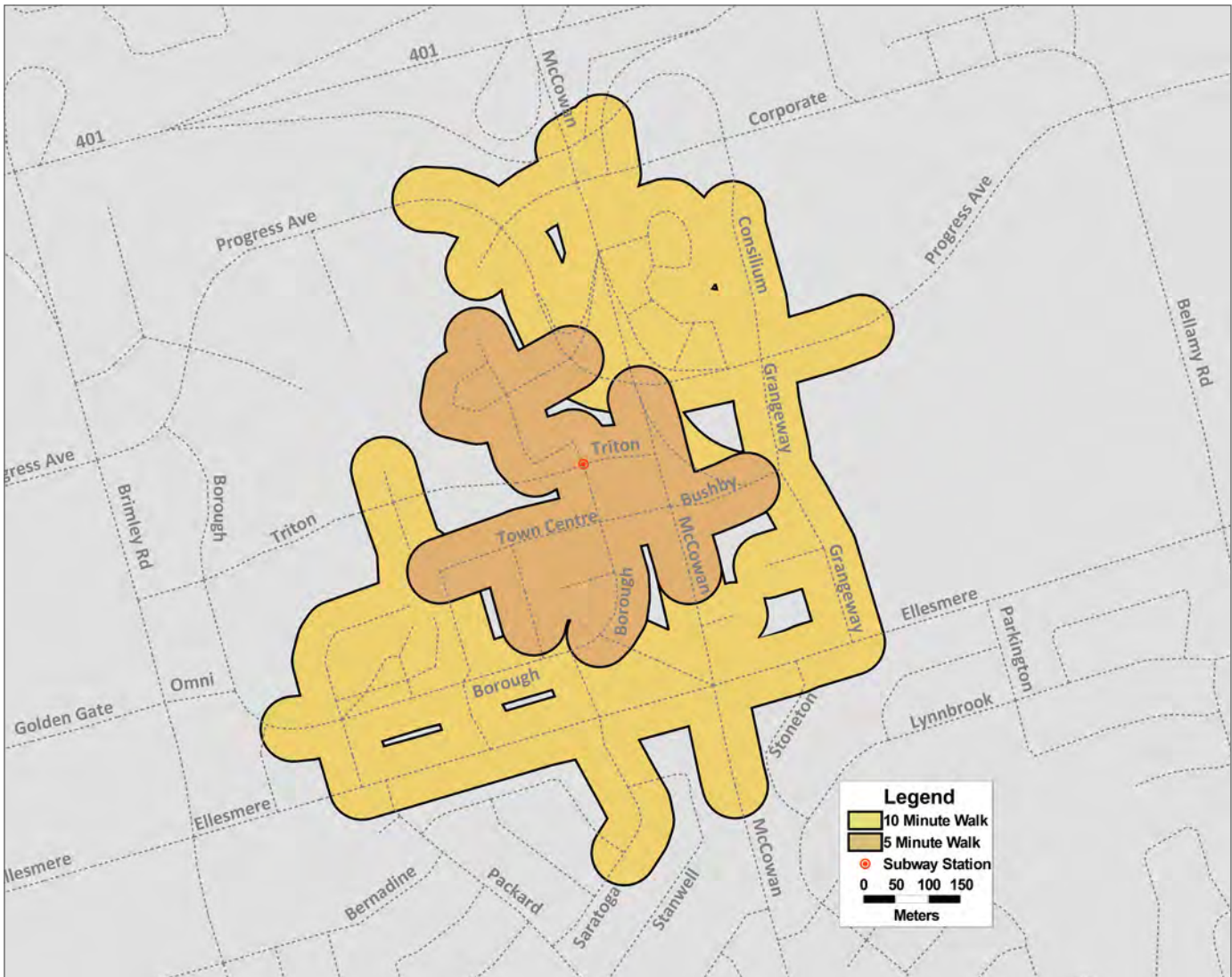
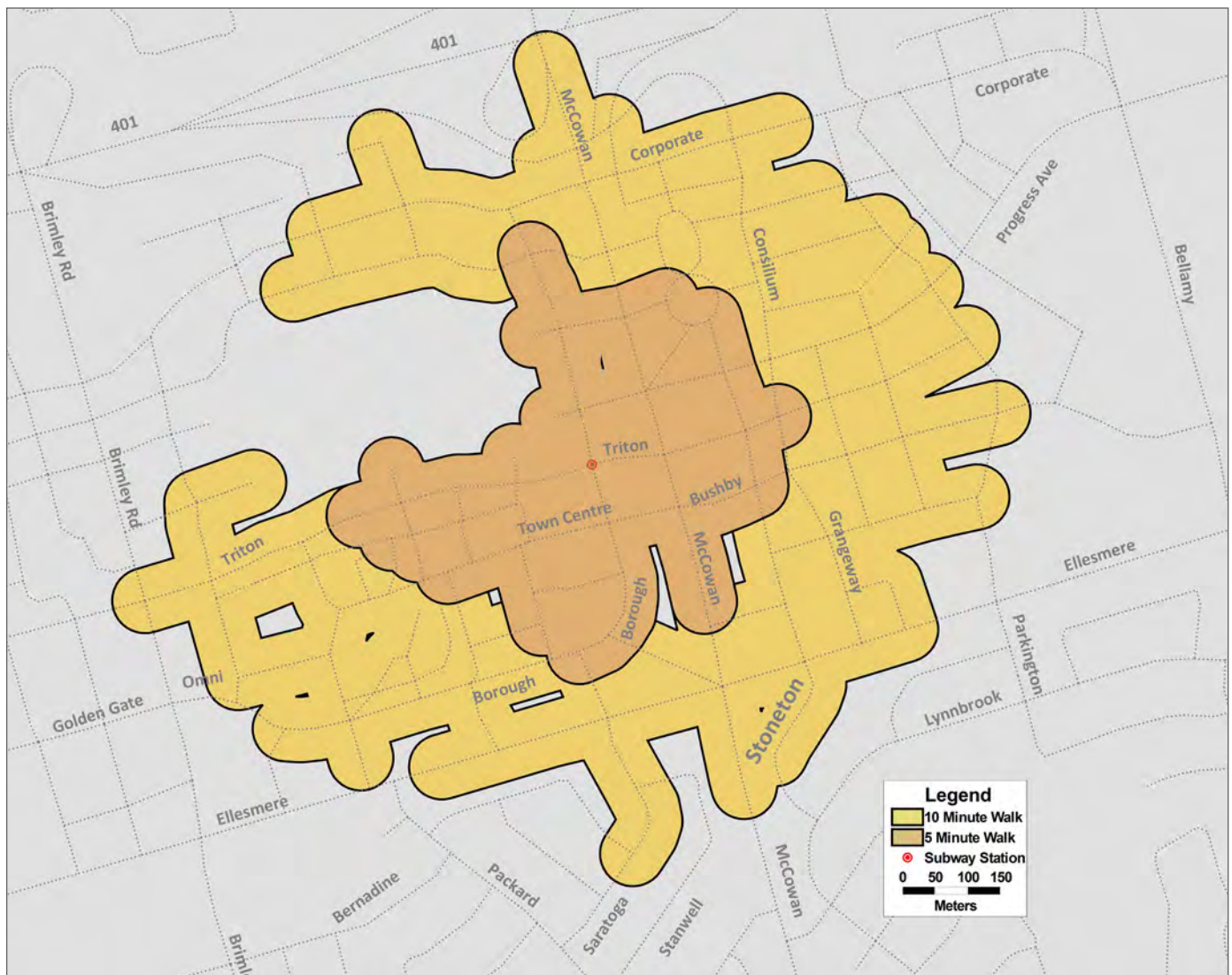


Figure E.9: Recommended (Right) Network Five and Ten-Minute Walkshed, from the Future Line 2 - Scarborough Subway Extension



E.6 Pillar Two - Support Transit & Innovative Mobility Solutions

The second study pillar is the promotion of transit and innovative mobility solutions to move more people through the transportation system efficiently. One benefit of supporting sustainable transportation is giving mobility choices to residents and visitors, and further, a more affordable choice. Transit provides access to society and the economy, particularly for those with low incomes who cannot afford to own and maintain a personal vehicle. Transit service helps integrate individuals into communities and regions to allow overall participation in employment opportunities and other activities. While active modes of transportation are affordable for short trips within the Centre, transit provides connections beyond the Centre, to the broader city and region.

Transit investment and integrated networks for all modes also attract population and economic growth into surrounding areas. The Official Plan describes Scarborough Centre as a focal point for such development, with plans to improve its regional gateway function. The mix of employment, housing, retail, services, and natural environment features all make the Centre an attractive area for future growth and investment.

The existing transit system consists of strong transit services via rapid transit (Line 3 – Scarborough) and local and regional bus routes. This includes 14 TTC bus routes (regular and express routes), 4 GO-Transit Buses, regional transit services (Greyhound, Coach Canada and Megabus).

To support growth in the Centre, the aging infrastructure of the existing TTC Line 3 – Scarborough will be replaced by an extension of Line 2 to Scarborough Centre. Additional proposed transit improvements include Durham-Scarborough Bus Rapid Transit (BRT), McCowan Rapid Transit, and a new Scarborough Centre bus terminal. The recommended transit network is shown in Figure E.10.

Transit priority segments are identified in the Official Plan as corridors where priority measures are implemented to increase the efficiency of the transit network, including reserved or dedicated transit lanes, transit signal priority, or limiting on-street parking. The SCTMP recommends protecting for high-order surface transit along Ellesmere Road (Durham-Scarborough BRT) and McCowan Road (McCowan Rapid Transit). Major transit interchanges are shown in areas where high bus stop utilization has been observed and/or at the intersection of transit corridors. Active transportation amenities, such as wide sidewalks, bicycle parking, and benches should be considered in these locations during detailed design in order to promote walking and cycling to transit and help overcome the first-mile/last-mile problem.

E.7 Pillar Three - Reduce Single-Occupancy Vehicle Use

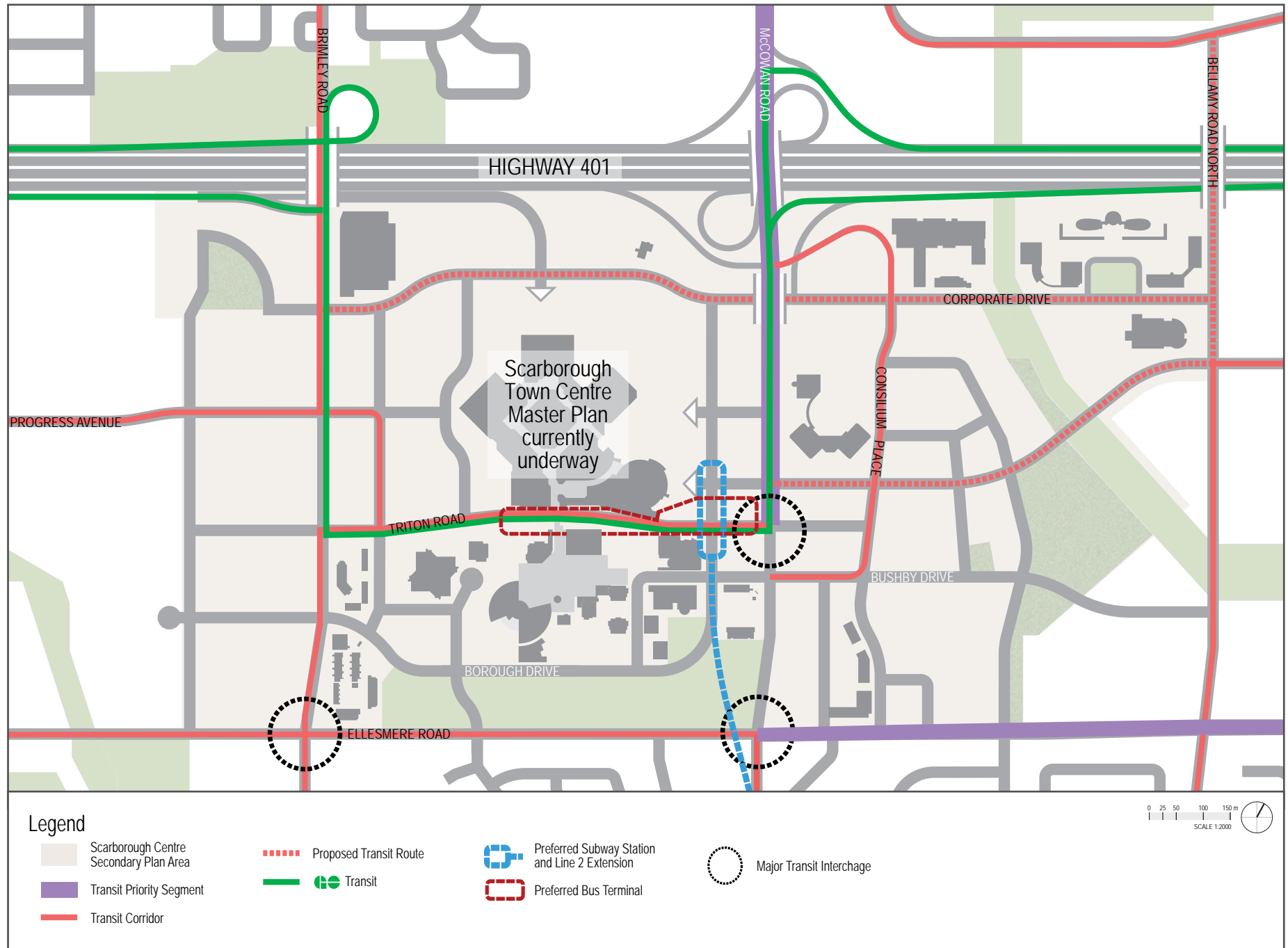
Pillar Three is related to the policy objectives of reducing single-occupancy vehicles. A number of solutions are proposed in the Secondary Plan, including car-share and transportation demand management (TDM) programs to reduce auto-dependency, and consideration of parking supply reductions where appropriate. The Scarborough Centre on the Move Transportation Master Plan aims to build upon this idea to create an overall transportation network that accommodates all modes of transportation, changing the Centre's modal split.

Reducing automobile use, and subsequently reducing congestion, has environmental and economic benefits, as well as public realm advantages that can help create a sense of place in the Centre. Freeing up roadway space for alternative modes of transportation allows greater numbers of people to move through the network more efficiently, while also allowing public realm improvements. Wide tree-lined boulevards, multi-use paths or cycling facilities, and other streetscape improvements can be accommodated through this reallocation of right-of-way space.

Automobile use is currently the most prevalent mode of transportation for moving to/from and within the Centre. Overall, the majority of intersections in the study area are operating at an acceptable level of service, which contributes to the attractiveness of driving. However, significant traffic constraints were observed at certain intersections, including Markham Road and Ellesmere Road, as well as McCowan Road and Ellesmere Road, during AM and PM peak hours. The circuitous street pattern, large blocks, and lack of active connections to/from surrounding communities all contribute to high levels of automobile use in the Centre.

The recommended street network accommodates automobiles by providing a simplified grid that increases route options. This street network also supports development, improves walkability, and provides safer cycling opportunities. The recommended street network is shown in Figure E.11.

Figure E.10: Recommended Transit Network



Legend

- Scarborough Centre Secondary Plan Area
- Transit Priority Segment
- Transit Corridor
- Proposed Transit Route
- Transit
- Preferred Subway Station and Line 2 Extension
- Preferred Bus Terminal
- Major Transit Interchange

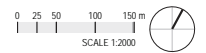


Figure E.11: Recommended Street Network

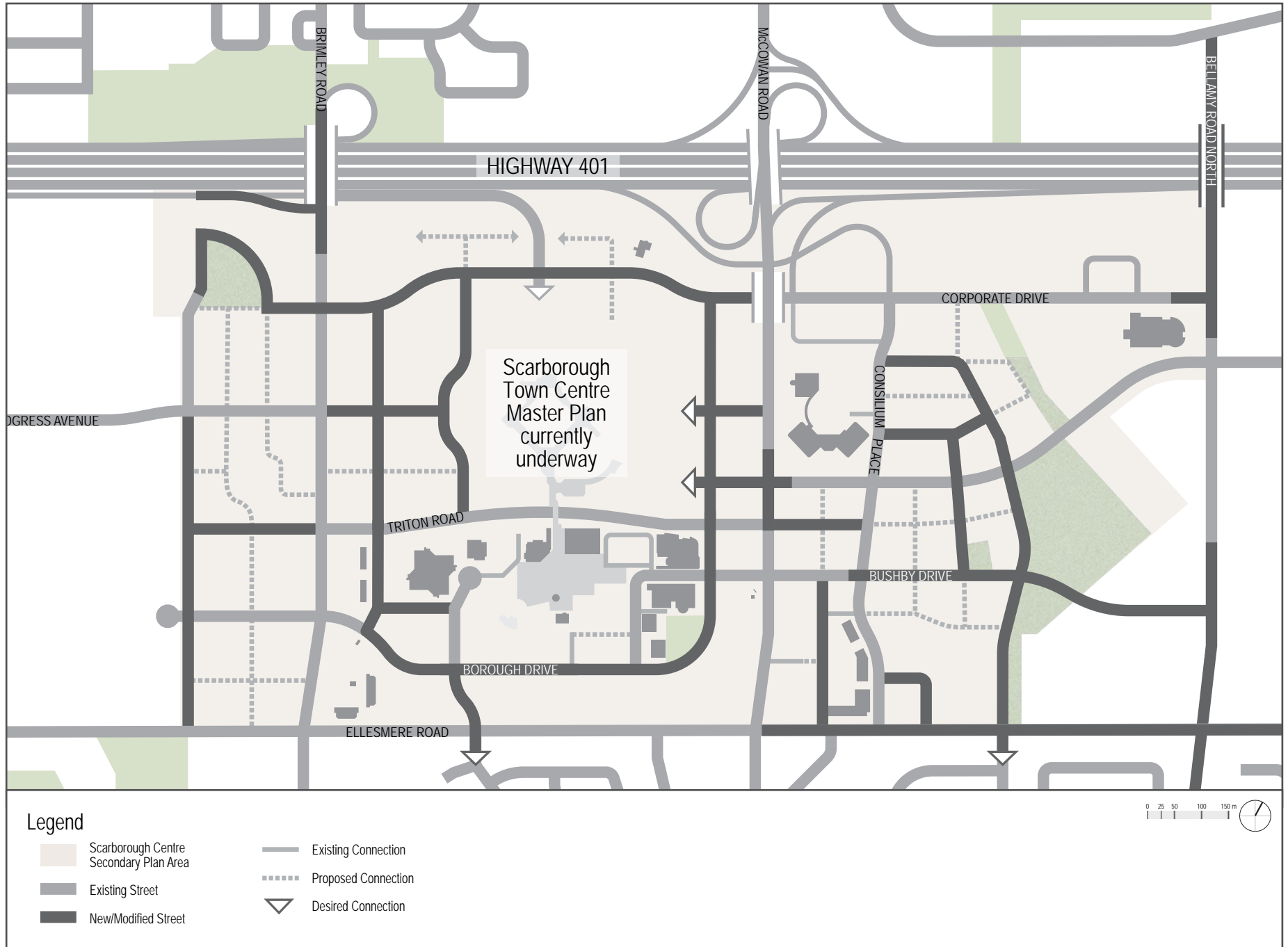


Figure E.12: Recommended Block Plan

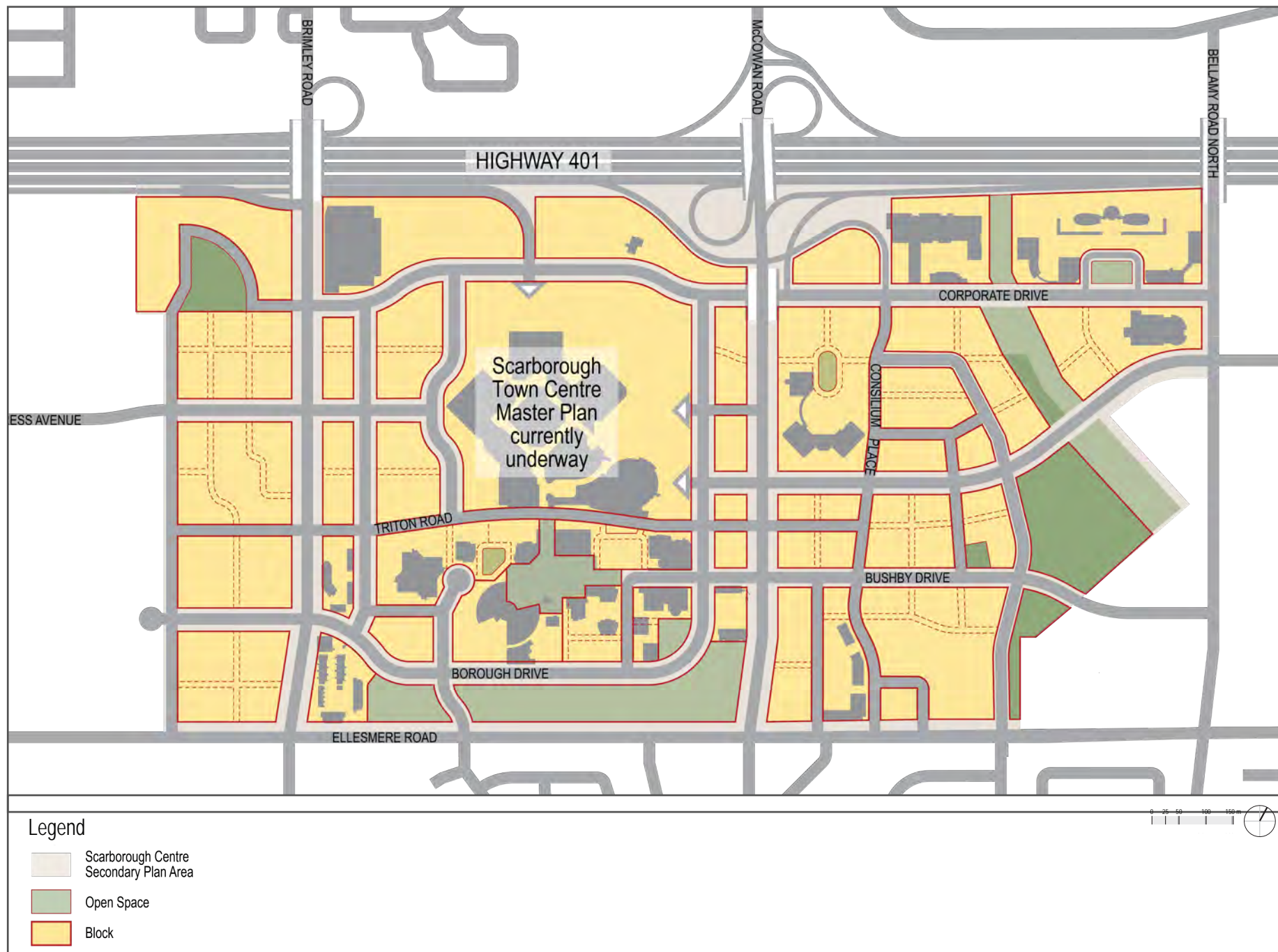
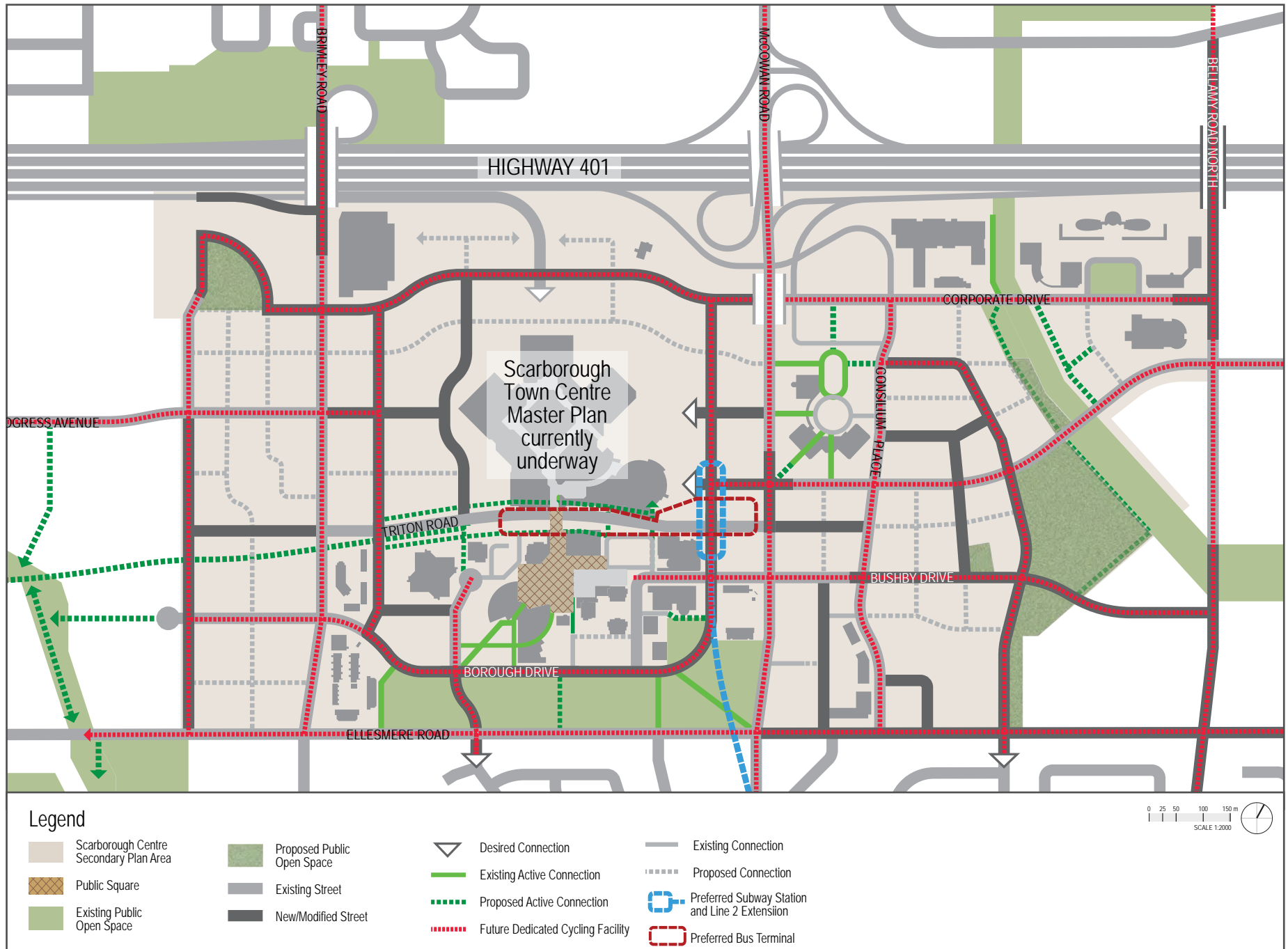


Figure E.13: Recommended Transportation Network



E.8 Pillar Four - Integrate Land Use & Transportation

The fourth pillar focuses on the relationship between land use and transportation. A transportation network sets the foundation for how an area will develop. Small development blocks in an urban centre encourage higher density mixed-use development that is transit-supportive and walkable, whereas large development blocks segregate land uses at lower densities and promote automobile reliance.

As new communities are developed and cities are redeveloped, a rethinking of planning is possible. Instead of planning for cars, building sustainable urban communities can create compact and connected neighbourhoods with overall reduced travel times and congestion. The resulting benefit is the efficient movement of people to goods and goods to people. Communities that are well-served by public transit and active modes, and that provide a mix of land uses, create better access and subsequently facilitate economic activity.

The existing land use designations in the study area support automobile use through separated land uses that result in longer travel distances. The McCowan and Brimley Precincts are primarily dominated by large industrial lands, while retail and residential uses are concentrated in the Town Centre Commercial and Civic Precincts. In the Official Plan and Secondary Plan, it is envisioned that the Centre will evolve over time into a mixed-use urban centre.

The layout and design of transit and land use systems (buildings, streets, and open space) can improve the integration of transit facilities into the community, creating a more comfortable and vibrant environment for pedestrians, cyclists, and transit users. The recommended block plan is shown in Figure E.12.

The SCTMP recommends development blocks of 80-120 metres to support mixed-use development, including retail, employment, institutional, residential and public spaces. The simplified grid network will increase connections to transit for all modes and improve the ability to conduct daily trips using active and sustainable modes of transportation.

E.9 Recommended Transportation Network

Recommended Network

The preferred network layers (i.e. active network, transit network, street network, and block plan) were combined to create the recommended transportation network shown in Figure E.13. The composite network ensures that improvements for each mode are being considered in conjunction with other modes, and that proposed changes not only benefit one type of user, but the transportation network as a whole.

This recommended transportation network contains the following proposed projects:

1. Area-Wide Policy Updates
2. Interim Project: Borough Drive Lane Reduction
3. Finer Local Streets and Connections
4. Progress Avenue and McCowan Road Intersection Normalization
5. Progress Avenue and Corporate Drive Reconfiguration
6. Elimination of Bushby Drive to McCowan Road Ramp
7. Borough Drive Lane Reduction
8. Borough Approach East and West Reconfiguration/Consolidation
9. Durham-Scarborough Bus Rapid Transit (BRT)
10. Brimley Road and Highway 401 Interchange Reconfiguration
11. Rapid Transit Infrastructure/Corridor Repurposing
12. Satellite Bike Share Expansion
13. Cycling Network
14. Bushby Drive Extension to Bellamy Road
15. McCowan Rapid Transit
16. Bellamy Road Extension to Milner Avenue

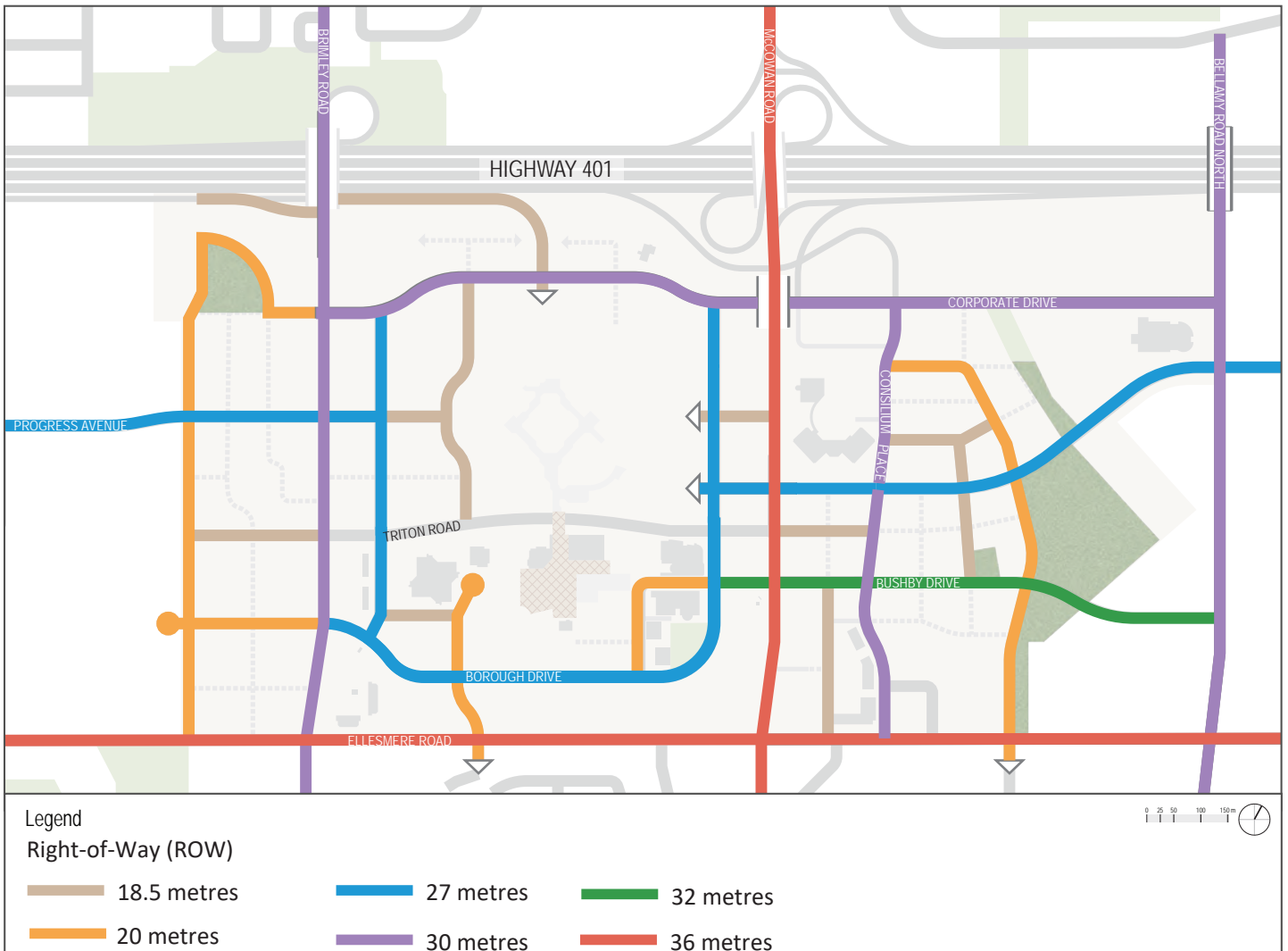
Design Criteria & Draft Preliminary Cross-Sections

The SCTMP applies a Complete Streets approach to the recommended transportation network. A Complete Streets approach is a design framework that aims to facilitate safe and comfortable travel for all users. In addition to providing infrastructure for all modes (pedestrians, cyclists, transit users, and drivers), a Complete Streets approach seeks to integrate the roadway with streetscape elements, adjacent land uses, and the community to provide an attractive environment for street users and change the Centre's modal split. This SCTMP presents conceptual cross-sections and design elements that draw from design criteria outlined in the City of Toronto Complete Streets Guidelines (2016), the City of Toronto Road Engineering Design Guidelines (2017), The Toronto Streetscape Manual, Accessibility for Ontarians with Disabilities Act (AODA), Ontario Traffic Manual (OTM) Book 18, and Toronto Green Streets Technical Guidelines (2017).

The SCTMP is a visionary document intended to demonstrate a balanced and attractive transportation network for all users. The cross-sections recommended as part of the SCTMP therefore do not contain dimensions for individual components. Cross-sections are conceptual and were developed to assist in achieving Complete Street principles and establishing minimum right-of-way widths. The actual widths of street elements (e.g., cycle facilities, etc.) shown in the conceptual cross-sections may need to be revised in Phases 3 and 4 of a future Environmental Assessment (EA) process and/or at detailed design.

Although the cross-sections are conceptual in nature and do not provide specific dimensions for each element, the SCTMP recommends ROW widths that are able to achieve the conceptual cross-sections. The recommended ROW widths for the SCTMP transportation network is shown in Figure E.14.

Figure E.14: Recommended Right-of-way Widths



E.10 Implementation & Next Steps

Project Prioritization

To achieve the long-term vision for Scarborough Centre to horizon year 2041, it is important to consider which projects are of highest priority and how they can be realistically implemented through the mechanisms and processes that are in place. The infrastructure improvements recommended as part of the Scarborough Centre on the Move Transportation Master Plan should be implemented in a logical way that minimizes its overall disruption to the surrounding communities and everyday users. Four implementation phases emerged: Quick Wins, Short-Term Projects, Medium-Term Projects, and Long-Term Projects, as shown in Table E.4.

Table E.4: SCTMP Project Phasing

Phase	Timing	Projects
Quick Win	0-2 years	<ol style="list-style-type: none"> 1. Area-Wide Policy Update 2. Interim Project: Borough Drive Land Reduction
Short-Term	0-10 years	<ol style="list-style-type: none"> 3. Finer Local Streets and Connections 4. Progress Avenue and McCowan Road Intersection Normalization 5. Progress Avenue and Corporate Drive Reconfiguration 6. Elimination of Bushby Drive to McCowan Road Ramp 7. Borough Drive Land Reduction 8. Borough Approach East and West Reconfiguration/Consolidation 9. Durham-Scarborough Bus Rapid Transit (BRT)
Medium-Term	10-20 years	<ol style="list-style-type: none"> 10. Brimley Road and Highway 401 Interchange Reconfiguration 11. Rapid Transit Infrastructure/Corridor Repurposing 12. Satellite Bike Share Expansion 13. Cycling Network 14. Bushby Drive Extension to Bellamy Road
Long-Term	20+ years	<ol style="list-style-type: none"> 15. McCowan Rapid Transit 16. Bellamy Road Extension to Milner Avenue

Funding Strategy

To best achieve the vision for Scarborough Centre, it is integral that implementation and funding be coordinated between the City, local and regional transit agencies, private investors, and other funding partners. Table E.5 outlines potential funding sources for each project, with the aim of effectively coordinating funds with other agencies and ongoing projects.

Table E.5: Potential Funding Sources

Phase	Projects	Potential Funding Sources
Quick Win (0-2 years)	1. Area-Wide Policy Updates	City/Property Owner
	2. Interim Project: Borough Drive Lane Reduction	City
Short-Term (0-10 years)	3. Finer Local Streets and Connections	Property Owner
	4. Progress Avenue and McCowan Road Intersection Normalization	City/TTC/Property Owner
	5. Progress Avenue and Corporate Drive Reconfiguration	City/TTC/Property Owner
	6. Elimination of Bushby Drive to McCowan Road Ramp	City
	7. Borough Drive Lane Reduction	City/Property Owner
	8. Borough Approach East and West Reconfiguration/Consolidation	City
	9. Durham-Scarborough Bus Rapid Transit (BRT)	Metrolinx/TTC/DRT
Medium-Term (10-20 years)	10. Brimley Road and Highway 401 Interchange Reconfiguration	City/MTO
	11. Rapid Transit Infrastructure/Corridor Repurposing	City
	12. Satellite Bike Share Expansion	City/Toronto Parking Authority/Partnerships
	13. Cycling Network	City/Property Owner
	14. Bushby Drive Extension to Bellamy Road	City/Property Owner
Long-Term (20+ years)	15. McCowan Rapid Transit	TTC/Metrolinx
	16. Bellamy Road Extension to Milner Avenue	City/MTO

Monitoring

Monitoring and reporting on the effectiveness of the Scarborough Centre on the Move Transportation Master Plan is necessary to ensure that the planned initiatives are progressing well, and align with the vision for the Centre, City, and Region. Ongoing monitoring and assessment will evaluate travel behaviour and operations to help move the plan forward and adjust priorities as needed. As the transportation network and character of the area changes, and as new innovations and technologies are introduced, this plan must adapt its priorities and projects accordingly. Transportation impact studies, corridor studies, and a Transportation Monitoring Program will be used to evaluate and track changing patterns, growth, traffic conditions, and development.

E. 11 Conclusions

The Scarborough Centre on the Move Transportation Master Plan and recommended transportation network presents a framework that provides a balanced transportation system for all users. The overall transportation network proposed through this plan acts as a transportation demand management (TDM) measure for creating a vibrant and sustainable multi-modal urban centre. With networks and strategies to support all four pillars, the vision for Scarborough Centre as a multi-modal hub that offers a variety of reliable and connected transportation options can be realized. The four study pillars and strategies to support the vision for Scarborough Centre are shown in Figure E.15.

Figure E.15: Strategies to Achieve the Vision for Scarborough Centre







Attachment 2: Draft Official Plan Amendment No. 408

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

BY-LAW No. ~-20~

To adopt Amendment No. 408 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;

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 No.408 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and passed on ~, 20~

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

**AMENDMENT NO. 408 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The following text constitutes Amendment No. 408 to the Official Plan of the City of Toronto:

1. Chapter 6, SCARBOROUGH CENTRE SECONDARY PLAN, is amended by deleting the word 'and' at the end of subsection d) in Policy 5.10 and adding the following new subsections to Policy 5.10:
 - f) the reconfiguration of McCowan Road and Progress Avenue as an at-grade intersection;
 - g) the extension of Borough Drive as a direct street from Town Centre Court to Corporate Drive; and
 - h) the reconfiguration of Corporate Drive, Progress Avenue, and Borough Drive as a 'T intersection'.

Attachment 3: Draft Official Plan Amendment No. 409

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

BY-LAW No. ~-20~

To adopt Amendment No. 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;

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 No. 409 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and passed on ~, 20~

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

**AMENDMENT NO. 409 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The following text and maps constitute Amendment No. 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 Dr	McCowan Rd	Grangeway Ave	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 Dr	McCowan Rd	Bellamy Rd N	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 Pl	Corporate Dr	Progress Ave	30
Grangeway Ave	Progress Ave	Ellesmere Rd	30

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

STREET NAME	FROM	TO
Bushby Dr	Grangeway Ave	Markham Rd
Grangeway Ave	Bushby Dr	Ellesmere Rd
Bellamy Rd N	(over) Hwy 401	Milner Ave

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

STREET NAME	FROM	TO
Bushby Dr	Grangeway Ave	Bellamy Rd N
Bellamy Rd N	Progress Ave	Milner Ave

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:
 - a) Deleting the word 'the' prior to 'Scarborough Centre' in the third sentence in the non-statutory introductory text.
 - b) Deleting the word 'focus' and replacing it with 'and hub for eastern Toronto and the Region' in the non-statutory introductory text item c).
 - c) Deleting the word 'linkages' and replacing it with 'active (pedestrian and cycling) connections' in the non-statutory introductory text item e).
 - d) 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;
 - c) promote a Complete Streets approach to ensure all streets and connections are safe and comfortable for users of all ages and abilities;'
 - e) Deleting the word 'THE' prior to 'SCARBOROUGH CENTRE' in the title for Section 1.
 - f) 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;'
 - g) Deleting the words 'pedestrian friendly environment' and replacing them with 'multi modal transportation network' in Policy 1.13.
 - h) 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,
- 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.

- i) 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.
- j) Deleting the word 'paths' and replacing it with 'facilities' in the non-statutory introductory text in Section 3, A SENSE OF PLACE.
- k) 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.
- l) 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.
- m) 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.'
- n) 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.'

- o) 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
- p) 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.'
- q) 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
- r) Deleting the words 'Public and private pedestrian routes will be designed to provide' and replacing them it 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
- s) 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
- t) 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
- u) 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,'.
- v) 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.'
- w) 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'.
- x) Deleting the word 'man' in existing Policy 3.1.2 f) iii. and replacing it with 'human'.

- y) Deleting the words 'pedestrian linkages' in existing Policy 3.1.2 f) iii. and replacing them with 'connections'.
- z) 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.'
- aa) 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.'
- bb) 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;
 - viii. 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.'

- cc) Deleting the words 'pedestrian and cycling system', in Policy 3.1.3 i), and replacing them with 'active (pedestrian and cycling) transportation network'.
- dd) Deleting the existing Policy 3.1.3 j) and replacing it with the following:
 - '3.1.3 j) 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.'
- ee) Deleting existing Policy 3.1.3 k) and replacing it with the following:
 - '3.1.3 k) The cycling network will be supported by the provision of bicycle parking and support facilities in new developments, and in public facilities and spaces.'
- ff) Deleting existing Policy 3.1.3 l).
- gg) 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'
- hh) 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.
- ii) 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 destination. The Scarborough Town Centre Mall is a major shopping, services and entertainment destination. Its continued function and evolution is supported. The Mall functions as a link between the Precincts and the retail along Progress Avenue. As the Scarborough Town Centre Mall evolves and grows, opportunities to establish direct publicly accessible connections are important in order to achieve an accessible and connected Centre. Public access through the Scarborough Town Centre Mall property should coincide with the hours of operation of the transit system. Public streets through the existing Scarborough Town Centre Mall property are not anticipated during the life of the Mall. However, should the mall redevelop at some point in the

future a public street network will be examined through a coordinated planning process. A common signage and way-finding system within the Town Centre Commercial Precinct especially on lands owned by the Scarborough Town Centre Mall will enable residents, shoppers and workers to move easily within the Centre.'

- jj) Deleting the word 'Comwwercial' in the second paragraph in the non-statutory text in Section 4.6.1 The Town Centre Commercial Precinct, replacing it 'Commercial'.
- kk) 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
- ll) 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.'
- mm) 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 'and 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).
- nn) Deleting existing Policy 4.6.1 c) and replacing it with:

'4.6.1 c) Public streets through the existing Scarborough Town Centre Mall property are not anticipated during the life of the Mall. However, should the mall redevelop at some point in the future a public street network will be examined through a coordinated planning process. In the Interim, the City will secure public and transit access (if required) to the Mall's internal circulation system to facilitate greater north-south and east-west access and connections for the Centre. Public access should coincide with the hours of operation of the transit system.'
- oo) 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.'

- pp) 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.
- qq) 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'.
- rr) Deleting the word 'facility(s)' and replacing it with 'facility(ies)' in existing Policy 4.6.2 e) ii.
- ss) Deleting the word 'the' prior to 'Scarborough Centre' in existing Policy 4.6.2 f).
- tt) 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)
- uu) Deleting existing Policy 4.6.2 b) and renumbering the existing Policies accordingly.
- vv) Deleting existing Policies 4.6.2 h) and 4.6.2 i).
- ww) Adding the following new paragraph after the second 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.'
- xx) Deleting the words 'A public connection' and replacing them with 'Active (pedestrian and cycling) connections', and deleting the words '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).
- yy) 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.'

- zz) 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.
- aaa) 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.'
- bbb) deleting the words 'way-finding signage' and replacing them with 'a common signage and way-finding system' in existing Policy 4.6.4 f)
- ccc) Deleting the word 'the' prior to 'Scarborough Centre' in the first paragraph in the non-statutory text in Section 4.7 Housing.
- ddd) Adding the words 'and future' after the word 'past' in the second paragraph in the non-statutory text in Section 4.7 Housing.
- eee) 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.'
- fff) Deleting existing Policy 4.8 d) and renumbering existing Policies accordingly.
- ggg) Adding the word ', cycling' after the word 'pedestrian', and deleting the word 'connections' replacing it with 'connectivity' in existing Policy 4.9 a) iii.
- hhh) 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.'

- iii) 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.'
- jjj) 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.'
- kkk) 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:'
- lll) 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.
- mmm) 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;'
- nnn) Deleting the word 'connections' and replacing it with 'connectivity' in item e) of the non-statutory text in Section 5, A CONNECTED PLACE, replacing it with the following text:

- ooo) 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 sidewalks, crossings and intersections improvements; and
- h) the provision of streetscaping and public realm improvements such as tree planting, landscaping, lighting, street furniture and public art, where feasible.'
- ppp) Deleting the last three paragraphs of the non-statutory text in Section 5, A CONNECTED PLACE.
- qqq) 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.
- rrr) Deleting existing Policies 5.2 and 5.3.
- sss) Adding the words ', Metrolinx and other' following the words 'Toronto Transit Commission', 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 Policy 5.4.
- ttt) 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.'
- uuu) Deleting existing Policies 5.10, 5.11 and 5.12 and renumbering the Policies accordingly.
- vvv) 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 (pedestrian, 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'

www) Delete the words 'Parking Policies' prior to the existing Policy 5.13 replacing them with 'Parking & Travel Demand Management Policies'.

xxx) 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 Polices, 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.'

yyy) Deleting the word 'Linkages' before the word 'Policies' prior to existing Policy 5.20 and replacing it with the words 'Active Transportation'.

zzz) Deleting the existing Policy 5.20 and replacing it with the following:

'Development will be designed to provide accessible, safe and convenient access points'

aaaa) 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.

bbbb) 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.

- cccc) 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.'
- dddd) Deleting the existing Policies 5.25 and 5.26 and renumbering the existing Policies accordingly.
- eeee) 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.'
- ffff) Deleting the words 'Transportation Improvements:' and 'POLICIES' and the existing Policy 5.28.
- gggg) 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.'.
- hhhh) 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.
- iiii) 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)'.
- jjjj) 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.
- kkkk) 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).'

- llll) Deleting existing Policies 6.11 and 6.12 and renumbering the existing Policies accordingly.
- mmmm) Deleting the word 'Linkages' and replacing it with the words 'Streets and connections', and deleting the word 'medians,' in the existing Policy 6.13.
- nnnn) 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.
- oooo) Deleting the words 'the former' in Site and Area Specific Policy 1, in Section 8, SITE AND AREA SPECIFIC POLICIES.
- pppp) 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).
- qqqq) 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".'
- rrrr) 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".'

- ssss) Deleting the word 'the' prior to the word 'Scarborough Centre' in the last sentence of 1. McCowan Precinct Vision in Site and Area Specific Policy 9.
- tttt) 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.
- uuuu) Deleting the words 'its surrounding communities' and replacing them with 'the surrounding area' within the first sentence of 1.1.2 Movement in Site and Area Specific Policy 9.
- vvvv) Deleting the fourth sentence of 1.1.2 Movement in Site and Area Specific Policy 9.
- wwww) 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.
- xxxx) 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.
- yyyy) 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.
- zzzz) 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.
- aaaaa) 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;'
- bbbbb) 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".

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.'

cccc) 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.'

dddd) 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".'

eeee) 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.'

ffff) 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

gggg) 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

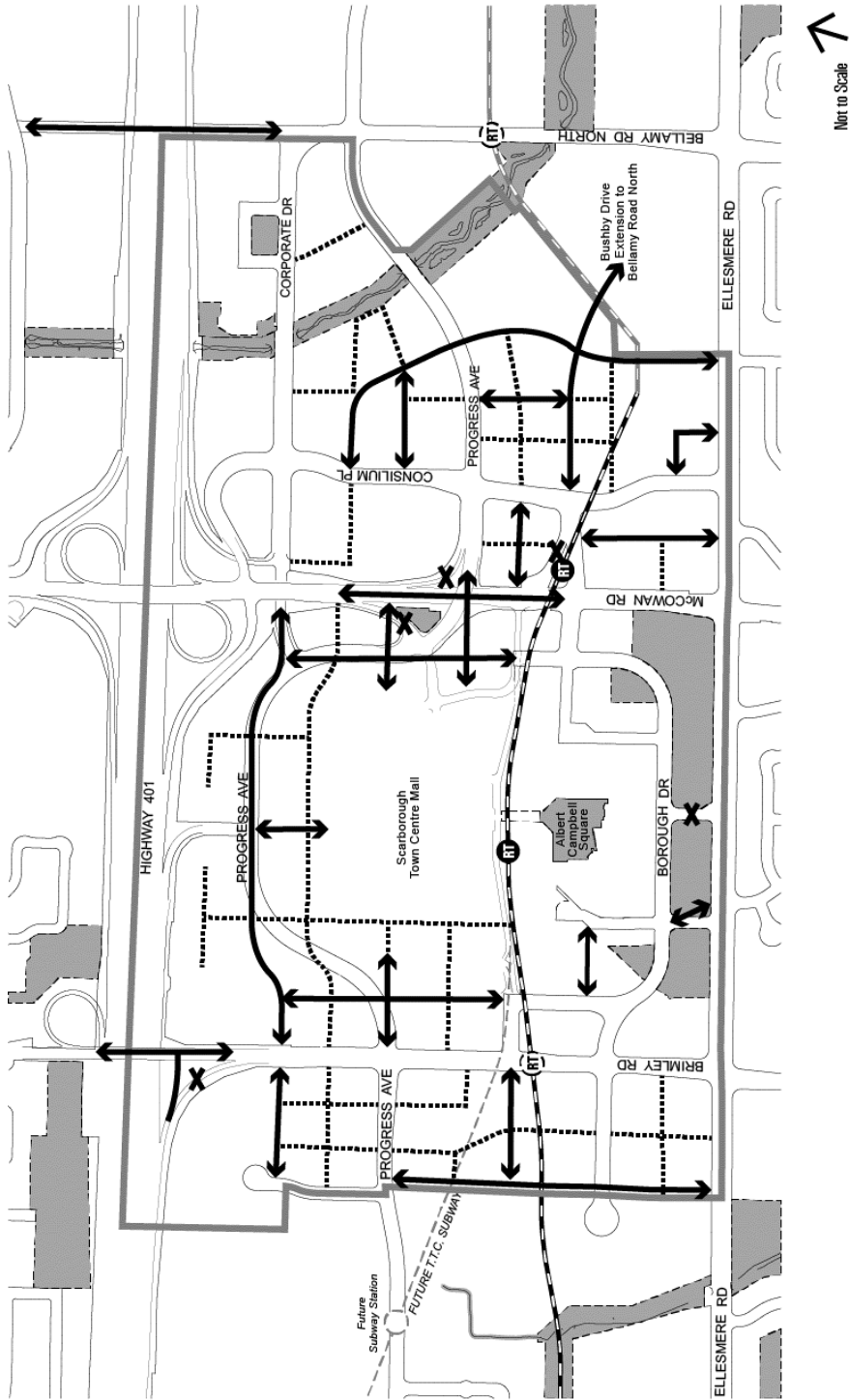
are publicly accessible. Connections may include vehicular lanes, driveways and walkways.

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.'

- hhhhh) Deleting all existing policies in 1.3 Movement in Site and Area Specific Policy 9, renumbering the policies accordingly.
- iiii) 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.
- jjjj) 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.
- kkkk) Deleting the duplicate punctuation mark '.' at the end of existing Policy 1.4.3 c) in Site and Area Specific Policy 9.
- llll) Deleting the words 'Streetscapes, Laneway and Walkways' replacing them with 'Streetscape' in the existing Policy 1.4.4 in Site and Area Specific Policy 9.
- mmmm) 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.
- nnnn) 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.
- oooo) 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.
- pppp) Deleting the word 'publically' replacing it with 'publicly' in the existing Policy 1.4.6 c) in Site and Area Specific Policy 9.
- qqqq) 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.
- rrrr) 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.
- ssss) Deleting the two occurrences of the word 'the' prior to 'Scarborough Centre' in existing Policy 1.4.6 g).

- ttttt) Deleting the existing Policy 1.4.10 in Site and Area Specific Policy 9.
- uuuuu) 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.
- vvvvv) Deleting the words "Official Plan Amendment # 231' on Map 5-2.
- wwwww) Deleting Map 5-3 Transportation Improvements and replacing it with new Map 5-3 Street Network, as illustrated in Schedule A.
- xxxxx) Deleting Map 5-4 Potential Linkages and replacing it with new Map 5-4 Active Transportation Network, as illustrated in Schedule B.
- yyyyy) Deleting the words "Official Plan Amendment # 231' on Map 5-5.

Schedule A

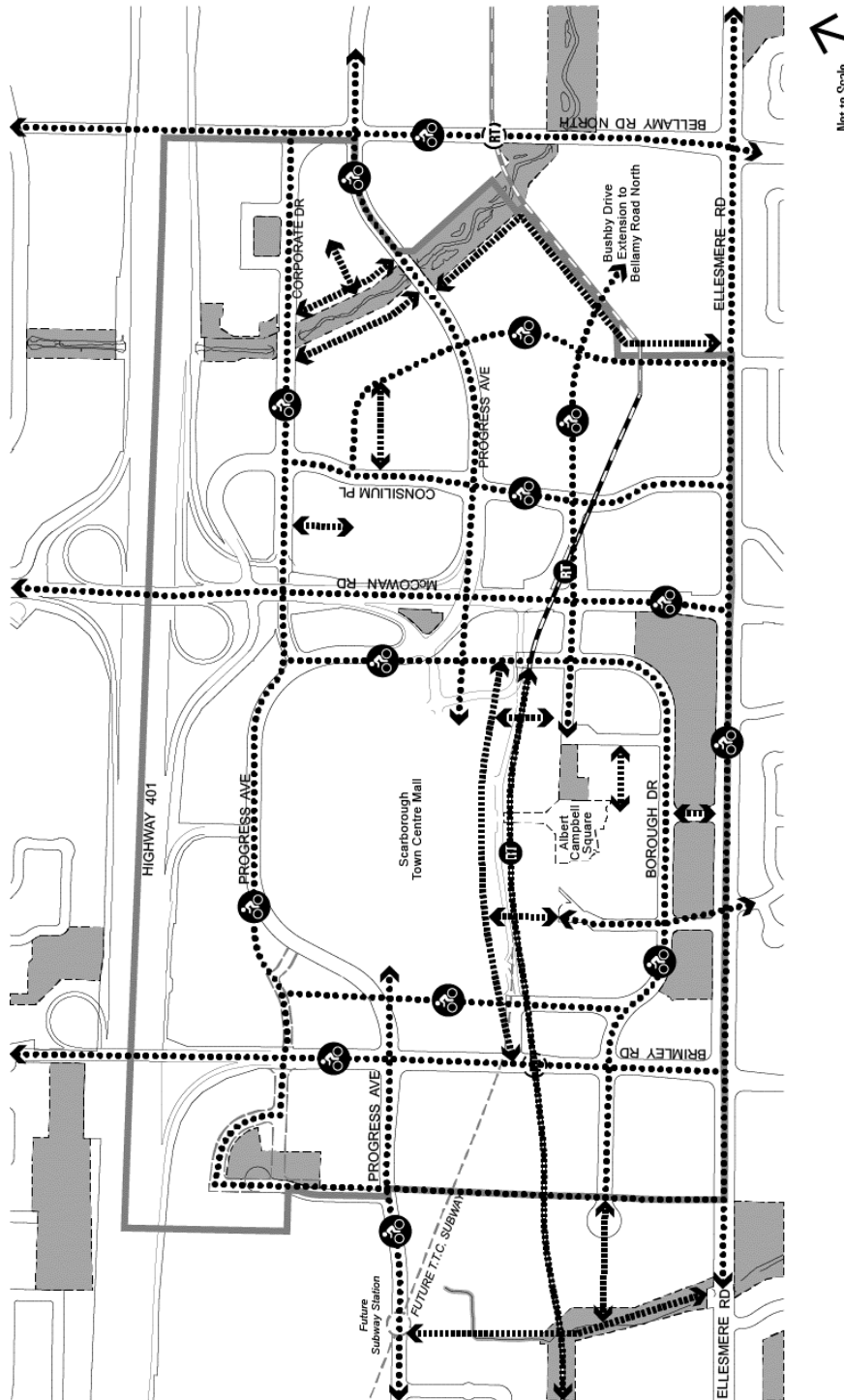


Scarborough Centre Secondary Plan
Map 5-3 Street Network



- Scarborough Centre Secondary Plan Boundary
 - T.T.C. Scarborough Rapid Transit
 - Proposed TTC Scarborough Rapid Transit Expansion
 - Ⓡ Rapid Transit Station
 - Ⓡ 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



- 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