Authority: Planning and Housing Committee Item PH27.3,
adopted as amended by City of Toronto Council on
February 4, 2026

CITY OF TORONTO

Bill 376

BY-LAW -2026

To adopt Amendment 871 to the Official Plan for the City of Toronto respecting the Scarborough Centre Secondary Plan lands generally bounded by Highway 401 to the north, Ellesmere Road to the south, and more irregularly bounded just west of Brimley Road and to the east running along Bellamy Road North, East Highland Creek and the Toronto Transit Commission McCowan Yard spur line.

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 871 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on April , 2026.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT 871 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 20 AS BOUNDED BY HIGHWAY 401 TO THE NORTH, ELLESMERE ROAD TO THE SOUTH, AND MORE IRREGULARLY BOUNDED JUST WEST OF BRIMLEY ROAD AND TO THE EAST RUNNING ALONG BELLAMY ROAD NORTH, EAST HIGHLAND CREEK AND THE TORONTO TRANSIT COMMISSION MCCOWAN YARD SPUR LINE

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Secondary Plans, Section 5, Scarborough Centre Secondary Plan, Section 8, is amended by deleting the policy wording under Site and Area Specific Policy 4 and replacing it with the following:

   "The City supports efforts to redevelop these industrial lands owned by the City and the Toronto District School Board to include a school and/or a park and related uses which may include community services and facilities."

2. Chapter 6, Secondary Plans, Section 5, Scarborough Centre Secondary Plan, Section 8 is amended by deleting Site and Area Specific Policies 1, 3, 6, 9, 10, 11, 12 and 13 and renumbering the remaining Site and Area Specific Policies.

3. Chapter 6, Secondary Plans, Section 5, Scarborough Centre Secondary Plan, Section 8 is amended by renumbering Section 8 to Section 15.

4. Chapter 6, Secondary Plans, Section 5, Scarborough Centre Secondary Plan is amended by deleting Sections 1 to and including 7, including Maps 5-1 to and including 5-5 in their entirety and replacing them with Sections 1 to and including 14, including Maps 5-1 to 5-12, as shown in the attached Appendix 1.

5. Map 2, Urban Structure, is amended by removing the *Centres* overlay from 1680 Brimley Road and a portion of 333 Progress Avenue, and adding the *Employment Areas* overlay to a portion of 333 Progress Avenue, as shown on the attached Appendix 2.

6. Map 7A, Identified Views from the Public Realm, is amended by revising A.23 to show arrows pointing south-east and north-west.

7. Map 19, Land Use Plan, is amended by redesignating lands at 333 Progress Avenue designated *Mixed Use Areas* to *Core Employment Areas*, as shown on the attached Appendix 3.

8. Maps 19, 20, 22, and 23, Land Use Plans, are amended by redesignating certain lands located generally between Brimley Road and East Highland Creek from *Mixed Use Areas* to *Parks* as shown on the attached Appendix 3.

9. Maps 19 and 20, Land Use Plans, are amended by redesignating certain lands located generally Borough Drive (East leg) and Borough Drive (West leg) from *Mixed Use Areas* to *Natural Areas* as shown on the attached Appendix 3.

10. Map 35, Secondary Plan Key Map, is amended by revising secondary plan 5, Scarborough Centre Secondary Plan to exclude lands known municipally in 2024 as 333 Progress Avenue and 1680 Brimley Road, in accordance with Map 5-1 Secondary Plan Area Boundary shown in Scarborough Centre Secondary Plan, in the attached Appendix 1.

11. Schedule 1, Existing Minor Streets With Right-of-Way Widths Greater than 20 metres, is amended by adding the Planned Right-of-Way widths as follows:

Street Name	**From**	**To**	**Planned Right-of-Way**
Golden Gate Court	Brimley Road	Approximately 280 metres west of Brimley Road	27 metres
Schick Court	Progress Avenue	Approximately 250 metres north of Progress Avenue	23 metres
Omni Drive	Brimley Road	Borough Drive	27 metres
Corporate Drive	Progress Avenue	Bellamy Road N	30 metres
Consilium Place	Corporate Drive	Highway 401 on ramp	27 metres

12. Schedule 1, Existing Minor Streets With Right-of-Way Widths Greater than 20 metres, is amended by revising the Planned Right-of-Way widths as follows:

Street Name	**From**	**To**	**Planned Right-of-Way**
Town Centre Crt	Borough Dr (east leg)	McCowan Road	30 metres
Bushby Drive	McCowan Road	Grangeway Avenue	30 metres

13. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned, but unbuilt roads:

Street Name	**From**	**To**
New north-south link 1[(5)]	Golden Gate Court	Ellesmere Road
New north-south link 2[(5)] (Schick extension past cul de sac)	Approximately 250 metres north of Progress Avenue	Approximately 305 metres north of Progress Avenue
New north-south link 3[(5)] (Borough Drive west leg extension)	Triton Road	Approximately 395 metres north of Triton Road

New north-south link 4[(5)] (Borough Drive east leg extension)	Town Centre Court	Approximately 515 metres north of Town Centre Court
New north-south link 5[(5)]	Ellesmere Road approximately 120 metres east of McCowan Road	Approximately 125 metres north of Ellesmere Road
New north-south link 6[(5)]	Corporate Drive approximately 120 metres east of Consilium Place	Approximately 125 metres south
New north-south link 7[(5)]	Progress Avenue approximately 240 metres east of Consilium Place	Approximately 200 metres north
New north-south link 8[(5)]	Progress Avenue approximately 240 metres east of Grangeway Avenue	Approximately 280 metres south of Progress Avenue
New north-south link 9[(5)]	Progress Avenue approximately 150 metres east of Grangeway Avenue	Approximately 280 metres South of Progress Avenue
New east-west link 1[(5)]	From the northly extension of Schick Court approximately 305 metres north of Progress Avenue	Brimley Road
New east-west link 2[(5)]	Brimley Road approximately 395 metres north of Triton Road (westerly realignment of Progress Avenue)	Approximately 240 metres east of Brimley Road
New east-west link 3[(5)]	McCowan Road at Corporate Drive (easterly realignment of Progress Avenue)	Approximately 285 metres west of McCowan Road
New east-west link 4[(5)]	McCowan Road approximately 200 metres north of Town Centre	110 metres west of McCowan Road

	Court	
New east-west link 5[(5)]	Brian Harrison Way	Borough Drive (west leg)
New east-west link 6[(5)]	McCowan Road approximately 130 metres north of Ellesmere Road	Approximately 105 metres east of McCowan Road
New east-west link 7[(5)]	Consilium Place approximately 220 metres north of Progress Avenue	Approximately 160 metres east of Consilium Place
New east-west link 8[(5)]	Consilium Place approximately 120 metres north of Progress Avenue	Approximately 195 metres east of Consilium Place
New east-west link 9[(5)]	Grangeway Avenue approximately 125 metres north of Ellesmere Road	Approximately 210 metres east of Grangeway Avenue

[(5)]Refer to Chapter 6, Section 5, Scarborough Centre Secondary Plan, Map 6 and Map 7, for the general location and associated right-of-way widths of the planned but unbuilt new roads.

14. Schedule 4, Description of Views, A. Prominent and Heritage Buildings, Structures & Landscapes, A23. Scarborough Civic Centre (H) is deleted and replaced with:

A23. Scarborough Civic Centre (H)

The form, massing and composition of the Scarborough Civic Centre can be viewed in its entirety from the following locations:

i. the northeast steps of Albert Campbell Square; and

ii. the southwest corner of the intersection of Borough Drive and Brian Harrison Way.

Appendix 1 to Amendment 871

5. SCARBOROUGH CENTRE SECONDARY PLAN

Toronto Official Plan – Chapter 6, Section 5

TABLE OF CONTENTS

5. SCARBOROUGH CENTRE SECONDARY PLAN

1. INTERPRETATION 5

2. CONTEXT 5

3. VISION & GUIDING PRINCIPLES 6
3.1. VISION 6
3.2. GUIDING PRINCIPLES 6

4. AREA STRUCTURE 8
4.1. STRUCTURE PLAN 8
4.2. DISTRICTS 9
4.3. THE CIVIC DISTRICT 9
4.4. THE COMMERCIAL DISTRICT 10
4.5. THE MCCOWAN DISTRICT 11
4.6. THE BRIMLEY DISTRICT 12
4.7. THE EAST HIGHLAND CREEK DISTRICT 13
4.8. THE NORTH DISTRICT 13

5. LAND USE & ECONOMY 14
5.1. LAND USE 14
5.2. ECONOMY 14
5.3. COMPATIBILITY AND MITIGATION 15

6. PUBLIC REALM 16
6.1. GENERAL POLICIES 17
6.2. STREETS AND STREETSCAPES 17
6.3. NATURAL AREAS 18
6.4. EAST HIGHLAND CREEK FLOOD PLAIN AREA 19
6.5. PARKS 19
6.6. PRIVATELY OWNED PUBLICLY ACCESSIBLE SPACES ("POPS") 21
6.7. PUBLIC ART AND CULTURE 22
6.8. PUBLIC ART 22
6.9. CULTURE 22

7. BUILT FORM 22
7.1. SHAPING BUILT FORM 22
7.2. BUILDING SETBACKS 23
7.3. AT GRADE OUTDOOR AMENITY SPACES 23

7.4. PARKING 23
7.5. BUILDING HEIGHT 23
7.6. TALL BUILDINGS 24
7.7. MIDRISE BUILDINGS 24
7.8. LOW RISE BUILDINGS 25
7.9. BUILT FORM ADJACENT TO PARKLAND AND NATURAL AREAS 25
7.10. SHADOW IMPACT 25

8. MOBILITY 26
8.1. MOBILITY NETWORK 26
8.2. STREET NETWORK 26
8.3. TRANSIT NETWORK 27
8.4. PEDESTRIAN AND CYCLING NETWORK 28
8.5. MID-BLOCK CONNECTIONS 28
8.6. TRAIL CONNECTIONS 29
8.7. SCARBOROUGH RAPID TRANSIT LINE 3 (SRT) 29
8.8. TRAVEL DEMAND MANAGEMENT 30
8.9. GOODS MOVEMENT 30
8.10. BUSHBY EXTENSION 30

9. SUSTAINABILITY 31
9.1. GREEN INFRASTRUCTURE 31
9.2. URBAN TREE CANOPY 31
9.3. NEAR ZERO EMISSIONS 31
9.4. CLIMATE CHANGE RESILIENCY 32
9.5. DISTRICT ENERGY 32

10. HOUSING 32

11. COMMUNITY SERVICES & FACILITIES 33
11.1. DEVELOPMENT REQUIREMENTS 33
11.2. PRIORITIZATION 33
11.3. LOCATION AND DESIGN 33
11.4. SCHOOLS 34
11.5. PARTNERSHIPS 34
11.6. TIMING AND PHASING 35

12. SERVICING 35

13. COMMUNITY BENEFITS 36

14. IMPLEMENTATION 36
14.1. GENERAL POLICIES 36

14.2. COORDINATED DEVELOPMENT 37
14.3. HOLDING PROVISIONS 38
14.4. DRAFT PLAN OF SUBDIVISION 38
14.5. ZONING BY-LAW AMENDMENT(S) 38
14.6. SITE PLAN CONTROL 39
14.7. MONITORING 39

15. SITE AND AREA SPECIFIC POLICIES 39

Map List

Map 5-1: Secondary Plan Area Boundary
Map 5-2: Structure Plan
Map 5-3: Districts Plan
Map 5-4: Land Use Plan
Map 5-5: Active Commercial Uses At-Grade
Map 5-6: Street Network
Map 5-7: Street Right-of-Way Widths
Map 5-8: Cycling Network
Map 5-9: Parks and Open Spaces
Map 5-10: Building Setbacks
Map 5-11: Building Heights
Map 5-12: Site and Area Specific Policies

1. INTERPRETATION

Policies

1.1. The policies of the Scarborough Centre Secondary Plan (the "Plan") apply to the area shown on Map 5-1 Secondary Plan Area Boundary, which is referred to as the "Plan Area" in this Plan.

1.2. Paragraphs that are listed by number and/or letter in Sections 2 to 15 contain the policies of this Secondary Plan. Other paragraphs provide the context and intent of the policies.

1.3. The policies of this Secondary Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for decision making.

1.4. While some policies of this Secondary Plan refer to other policies for ease of use, these cross-references do not take away from the need to read the Plan as a whole to properly understand a specific policy. There is no implied priority in the order in which the policies appear.

1.5. Urban Design Guidelines adopted by City Council will be used to supplement the review and evaluation of development proposals submitted in the Plan Area. Guidelines will be contextually specific to the development site and type of development proposed.

2. CONTEXT

Scarborough Centre is one of four designated *Centres* in the City, serving as its eastern gateway, and is at the core of the adjacent established employment corridor along Highway 401.

As a mixed-use area, the Centre has undergone several periods of growth. Development has long been guided by a vision to create an urban centre for Scarborough anchored by the Civic Centre and Scarborough Town Centre Mall, principal components of the original 1968 Scarborough Town Centre Master Plan. The construction of these buildings, connected by pedestrian pathways and Albert Campbell Square, spurred development interest that saw office, retail, institutional and residential uses emerge. This mix of uses is a destination point for surrounding communities and a focal point of transit service as a hub of local and inter-regional surface transit lines.

This Plan replaces the 2005 Secondary Plan. It provides a land use and development framework that supports the significant public investment in the Scarborough Subway Extension ("SSE"), guides future growth, and encourages city building that creates a vibrant, resilient and sustainable urban node. The SSE, with a planned station in Scarborough Centre will provide connections to a network of surface transit and will be a catalyst for the continued transformation of the Plan Area's current auto-oriented landscape into a mixed-use, transit-supportive urban community over the coming decades.

Based on the planning and development framework set out in this Plan, Scarborough Centre has the potential to accommodate significant growth, both residential and commercial, with an estimated 72,347 residents and 20,166 workers. The development levels rely on and are supported by the SSE, a network of surface transit, and a fully integrated street network.

The vision for Scarborough Centre is to provide a connected, accessible, transit-oriented, diverse, complete community, with a focus on providing a full range of housing in terms of tenure and affordability, employment generation, design excellence, parkland, community services, sustainability and climate mitigation and resilience. The Plan Area will be supported by an improved network of parks, open spaces and pedestrian amenities that will introduce greenery, landscaping and welcoming public spaces that invite residents, workers, and visitors to explore and interact within its distinct neighbourhoods.

3. VISION & GUIDING PRINCIPLES

Growth in the Plan Area will be guided by the vision and guiding principles described below. The vision and guiding principles for Scarborough Centre were developed through engagement with residents, businesses, and local groups – and build on the area's history and existing assets.

3.1. VISION

Scarborough Centre is the heart of Scarborough: an important civic and economic hub that will evolve into a transit-oriented community focused on the new Scarborough Centre Transit Station ("SC Transit Station"), part of the SSE.

Scarborough Centre will be a place to live, work and play, with compatible land uses and development supported by a vibrant, safe and interconnected public realm made up of a robust network of local parks and open spaces. It will be a complete and inclusive community supported by a range of housing options and easily accessible community services.

Sustainability, resiliency, cultural diversity, and inclusivity will be recognized and celebrated. Scarborough Centre's Indigenous histories, and multicultural diversity, will be the cornerstones of all new initiatives in the area.

Sidebar: Complete Communities

This Secondary Plan encourages the development of a complete community in Scarborough Centre. Complete communities are places that contain all the necessary ingredients for people to live, work, shop, and access services. Complete communities generally feature a diverse mix of land uses including residential and employment uses, with convenient access to local shops and services. They provide a range of housing options, including but not limited to affordable housing, to accommodate all household sizes of all incomes at all stages of life. Complete communities also provide convenient access to transportation options, Parks and open spaces, and community service facilities while including the physical infrastructure and natural infrastructure to support it all.

The Vision will be implemented through the application of the Plan's policy framework in plans of subdivision, area specific zoning by-laws, Transportation and Servicing Master Plans, and the Urban Design Guidelines.

3.2. GUIDING PRINCIPLES

To support the Vision of Scarborough Centre, the Plan Area will be informed by the following Guiding Principles:

3.2.1. Create Distinct Districts with a Varied Built Form

The Plan Area will feature Districts unique in character and support a range of uses and mix of building types, with heights and densities organized in a harmonious and attractive manner. Each District will feature its own distinct street and block configurations and open space layouts. The highest densities will be located around the SC Transit Station to support the significant public investment in infrastructure. Landmark buildings and the conservation of cultural heritage resources will reinforce and contribute to the identity of Scarborough Centre as a modern and dynamic place.

3.2.2. **Create a Vibrant and Exciting Place**

A high-quality and engaging public realm will emerge within the Plan Area via a well-distributed network of parks, open spaces and connections that anchor community life. Strategically placed retail uses will help enhance vibrancy and attractiveness of streets and public spaces. The design of the public realm will strengthen community identity through placemaking, providing opportunities for social interaction and recreation.

3.2.3. **Create a Complete Community with a Diverse Mix of Activities**

A livable, thriving and complete community will be established providing a diverse mix of housing options, a range of employment uses, community service facilities, parks and open spaces, arts and culture. A well-integrated and pedestrian-oriented street network will ensure that these uses can be easily accessible within a 15-minute walking or cycling distance. It will support quality of life, economic vitality, and human health in mixed use and transit-supportive neighbourhoods, ensuring people of all ages, incomes and abilities have convenient and walkable access to their daily needs and basic amenities.

3.2.4. **Create Quality Parks and Open Spaces**

New parks and open spaces of various sizes and diverse programming will contribute to an expanded public realm by providing a broad range of amenity for people living, working and visiting Scarborough Centre. These spaces will be accessible, functional, connected, and resilient as guided by the City's Parkland Strategy. The Secondary Plan policies will protect, enhance and expand the natural heritage system, including Frank Faubert Woodlot and East Highland Creek, while improving access and connectivity of these vital green spaces.

3.2.5. **Create a Connected Community**

The policies of this Plan will foster the movement of people and goods safely, sustainably and efficiently as the Plan Area evolves. New transit infrastructure will make the Plan Area accessible, green, and pedestrian friendly for everyone. Improving existing streets and creating new connections will enhance access and comfort for all modes of transportation, reducing the time and effort required for people to travel to and from destinations. Beyond public streets, a connected system of parks and other public spaces will be integrated with the Plan Area's network of complete streets to further enhance connectivity.

3.2.6. **Build a Sustainable and Resilient Community**

Environmental, economic, and social sustainability will be considered in all aspects of planning within the Plan Area. The policies of the plan prioritize the implementation of development and public realm to actively adapt to the major challenges of the 21st century, ensuring resilience in the face of extreme weather, climate change, social and economic disparities, and aging infrastructure. It will encourage building and open space design that conserves energy, reduces greenhouse gas ("GHG") emissions, promotes climate resilience, manages stormwater, protects *Natural Areas*, enhances biodiversity and expands the tree canopy.

3.2.7. **Create an Inclusive Community**

The Plan Area aims to be a hub of inclusivity, actively honouring Indigenous heritage and contributions from diverse multicultural communities in Scarborough. It will prioritize fostering cultural understanding and accessibility through improved community services and facilities, tailored to the evolving needs of its residents.

3.2.8. **Create a Prosperous Community**

The Plan Area will continue to serve as a key economic hub in Toronto's east end. It will evolve into a destination where residents, workers, and visitors can live, work, shop, and enjoy a range of activities within a complete, transit-supportive community. The policies of this Plan seek to strengthen the competitiveness of existing employment uses while creating opportunities for new and diverse businesses to thrive, supporting inclusive economic growth and meeting the needs of the local population.

4. AREA STRUCTURE

Development in Scarborough Centre will be organized by a Structure Plan and six (6) Districts.

The Structure Plan outlines a range of public realm elements to be built, upgraded, or preserved to enhance the look, feel, function, and mobility within the Plan Area. These elements will also act as key organizing features shaping development around and within the public realm. Additionally, the Structure Plan forms the foundation of the Secondary Plan's overall planning framework.

The Structure Plan will direct development to support the Secondary Plan public realm objectives based on the following:

a) A hierarchy of parks organized along green loop streets and trails creating character defining connections to existing *Natural Areas*; and

b) A fine grain network of streets, blocks, parks and midblock connections creating new distinct neighborhoods, improving movement and encouraging walking and cycling to destinations such as transit, retail, employment, schools and libraries within Scarborough Centre.

The District policies respond to existing local conditions, define the identities of each area, and establish policy directions for land use, public realm, and built form to help guide future development in these areas. Taken together, the Structure Plan and Districts policies aim to ensure that the Plan Area develops in line with the Vision and Guiding Principles in Sections 2 and 3 of this Plan.

4.1. STRUCTURE PLAN

Map 5-2 Structure Plan, identifies the following elements that will define the structure of the Plan Area and serve as the foundation of the Secondary Plan's comprehensive planning framework:

a) Existing Streets;

b) Planned Streets;

c) Green Loops

d) Local Connections;

e) Local Connections (To be determined);

f) Mid-block Connections;

g) SC Transit Station;

h) Existing Parks;

i) Planned Parks/ Priority Park Expansion;

j) Existing Natural Areas;

k) Private Open Space;

l) Civic Space;

m) School Sites; and

n) Potential School Sites

4.2. **DISTRICTS**

This Plan recognizes that Scarborough Centre is an expansive geographical area that spans over 175 hectares, within which several development areas have emerged. To help define these large development areas, the Plan Area has been divided into six (6) distinct Districts, as depicted on Map 5-3 Districts Plan, which reflect existing local conditions as well as the distinct functions that are planned for these areas.

Each District sets out policy direction to help guide future development and help strengthen their character. Taken together with the Structure Plan, the District policies will ensure the Plan Area develops consistently with the Vision and Guiding Principles of this Plan.

4.2.1. Map 5-3 Districts Plan, identifies six (6) distinct Districts:

a) Civic

b) Commercial

c) McCowan

d) Brimley

e) East Highland Creek

f) North

4.3. **THE CIVIC DISTRICT**

The Civic District represents a unique area within Scarborough Centre. It is characterized by existing landmark buildings (Scarborough Civic Centre and Library, the Federal Building and Scarborough YMCA) that sit comfortably within a mix of residential towers and commercial office buildings. Albert Campbell Square is the primary urban gathering place in Scarborough Centre and is envisioned to continue to serve as the centre for key events, activities and public life in the Civic District and its surroundings. The Civic Green, Frank Faubert Woodlot, Hand of God Park and Albert Campbell Park, combined with the Albert Campbell Square, provide diversity of open space experiences ensuring the Civic District will be a focal point of cultural and recreational activity inviting residents from the area and beyond.

Most of the lands in this district are already developed and expected to remain in their current configuration for the foreseeable future. There may be opportunities for intensification or redevelopment of certain sites and vacant sites that currently provide surface parking. Opportunities to expand landscape amenity within the civic space will be explored to provide a range of hardscape and softscape amenity for residents to enjoy surrounding the Scarborough Civic Centre.

4.3.1. The Civic District will continue to provide a diverse mix of civic, commercial, retail, office, residential, community and recreational uses and will develop in accordance with the following policies:

a) non-residential uses, including government and commercial offices, community services and facilities will be the primary focus. Opportunities for new civic uses, including schools, daycare facilities, entertainment facilities for the arts and retail are strongly encouraged;

b) Albert Campbell Square will be reinforced as the centre of activity and public life that serves Scarborough Centre, as well as Toronto's east end by:

i. animating the square with active uses;

ii. encourage increased programming that promotes cultural, entertainment, social and civic activities year-round;

iii. protecting optimal pedestrian level microclimatic conditions by ensuring adequate sunlight and minimizing adverse climatic conditions;

iv. improving existing pedestrian connections, providing new pedestrian, and cycling connections; and

v. providing pedestrian wayfinding signage.

c) new development and capital improvements will explore opportunities to expand the landscape open spaces around the Scarborough Civic Centre to provide additional landscape amenity within the Civic Space as shown on Map 5-2 Structure Plan;

d) views of the Civic Centre, a landmark building, will be protected;

e) Frank Faubert Woodlot's role as the prominent Natural Area focal point of the District will be reinforced by:

i. preserving, protecting, and expanding the woodlot; and

ii. enhancing its role through interpretative and educational signage

f) new development will be massed to limit shadow impact on Albert Campbell Square, Hand of God Park and Frank Faubert Woodlot in accordance with policies in Section 7.10.

4.4. THE COMMERCIAL DISTRICT

The Commercial District contains the Scarborough Town Centre Mall ("Mall"), a regional shopping centre and major employment site in eastern Toronto that is surrounded by large areas of surface parking, servicing areas and single storey retail buildings. Over time, these areas will evolve to become mixed-use neighbourhoods alongside the Mall, with connections to adjacent Districts. This evolution will, in part, be facilitated by rethinking how parking and servicing for the Mall will function, including integrating and relocating these elements below-grade.

Development of new neighborhoods surrounding the Mall will include a new network of streets and pedestrian connections that extend the Mall's internal circulation system outwards to the existing and planned street network, including to the SC Transit Station. As the lands surrounding the Mall redevelop, new parks will be strategically located to establish a vibrant community that complements

the commercial heart of Scarborough Centre.

4.4.1. The Commercial District will develop into a mixed-use neighbourhood around the Mall, in accordance with the following policies:

a) a broad range of non-residential uses is planned for, including office, institutional, creative industries, research and development, retail and entertainment and other commercial uses concentrated around the Mall;

b) community services and facilities including schools, daycare facilities, community agency spaces and a community recreational centre are encouraged to be implemented as the District redevelops to ensure a complete community emerges;

c) the Mall and new/replacement retail space within new development is encouraged to include space to service local needs including food stores, personal services and medical offices;

d) public parkland will be provided along Borough Drive to serve new residential communities;

e) vibrant pedestrian plazas will be strategically located to enhance pedestrian connections between transit infrastructure, reinforcing the Mall's retail and entertainment offerings;

f) active commercial uses at-grade along Progress Avenue leading to the Mall are to be provided in accordance with Map 5-5 Active Commercial Uses At-Grade;

g) a common signage and way-finding system should be established to enable residents, shoppers, and workers to move safely and easily; and

h) the provision of a green roof and/or renewable energy infrastructure on the roof of the Mall is encouraged.

4.5. THE MCCOWAN DISTRICT

The McCowan District will be characterized by the greatest intensity of development with the greatest heights located on and around the SC Transit Station. Existing vacant or underutilized sites will realize significant redevelopment transforming the area into a high density downtown core surrounding the SC Transit Station.

McCowan Road serves as a major connection to and from Highway 401. Improving McCowan Road to accommodate all modes of transportation while maintaining vehicular movement is an objective of this Plan. Improvements to pedestrian safety in and around blocks leading to the SC Transit Station will be prioritized. Commercial uses will be prioritized along McCowan Road and Progress Avenue to support a vibrant pedestrian environment to and from the SC Transit Station. Existing office buildings benefiting from the introduction of new transit infrastructure can be intensified with new office uses or non-residential land use permissions to optimize their proximity to the SC Transit Station.

The District will feature a constellation of smaller parks and publicly accessible plazas that offer flexible and programmable open spaces that will serve workers, residents, and visitors.

4.5.1. The McCowan District will develop into a mixed-use neighbourhood around the SC Transit Station in accordance with the following policies:

a) a mix of land uses will be provided with a greater concentration of non-residential and office around the SC Transit Station;

b) retention of existing office buildings is strongly encouraged;

c) new office and non-residential uses as components of mixed use development immediately around the SC Transit Station will be promoted;

d) the highest heights of new development will be located on and immediately around the SC Transit Station in accordance with Map 5-11 Building Heights;

e) retail and commercial uses will be provided at grade with a focus along McCowan Road and Progress Avenue in accordance with Map 5-5 Active Commercial Uses At-Grade to create a vibrant urban environment near the SC Transit Station; and

f) streets and connections in and around the SC Transit Station will prioritize improved pedestrian safety.

4.6. THE BRIMLEY DISTRICT

The Brimley District is comprised of lands along Brimley Road, south of Progress Avenue, with adjacency to designated *Employment Areas* to the west, and West Highland Creek beyond.

The Brimley District will feature a mixed-use area with residential, employment, and retail uses, supported by parks and open spaces. While there is considerable development potential in the Brimley District, employment will continue to be a component of the District and existing industrial uses will be accommodated.

Opportunities to improve east-west and north-south connections for large development blocks, along with improving connections to the West Highland Creek, will be a priority. Parks will be encouraged along the western boundary and along Golden Gate Court to provide recreational and programming opportunities for future residents.

Brimley Road is envisioned as an urban main street that will function as a major entry point to the Plan Area from the north and south with the tallest buildings in the District centered at Brimley Road and Progress Avenue.

4.6.1. The Brimley District will develop into a mixed-use area with residential, employment, and retail uses, in accordance with the following policies:

a) a mix of residential and employment uses are encouraged;

b) design development using measures including, but not limited to landscaping, noise attenuation and intervening land uses as appropriate to achieve land use compatibility between sensitive lands uses within the District and major facilities within the District and major facilities, employment uses and *Employment Areas* west of the District and outside of the Plan Area;

c) retail and commercial uses at-grade along Brimley Road are encouraged to provide a vibrant pedestrian environment;

d) the highest heights of new development will be located on or near the Brimley Road and Progress Avenue intersection as identified on Map 5-11 Building Heights;

e) opportunities for future trail connections to West Highland Creek will be protected for; and

f) a linear set of public parks and open spaces generally located along the western boundary to serve new residential communities are identified on Map 5-9 Parks and Open Spaces.

4.7. THE EAST HIGHLAND CREEK DISTRICT

The East Highland Creek District is comprised of East Highland Creek together with lands adjacent to the creek corridor and lands south of Progress Avenue. Significant change will occur to the existing low scale uses in the District, transforming most of the East Highland Creek District into a mixed-use residential neighborhood of tall and midrise buildings, supplemented with employment, retail uses, and parks.
East Highland Creek is a key natural heritage feature for Scarborough Centre and the District. Expansion of the park and open space network adjacent to East Highland Creek is a top priority to provide access, support protection and enhance the ecological value of the creek corridor.

4.7.1. The East Highland Creek District will develop primarily with residential uses supplemented with employment and community facilities, including schools, in accordance with the following policies:

a) East Highland Creek will be reinforced as the prominent Natural Area focal point of the District by:

i. prioritizing on-site parkland dedication for lands immediately adjacent to East Highland Creek;

ii. providing built form transition to limit shadow impact;

iii. providing a publicly accessible trail network alongside East Highland Creek; and

iv. prioritizing the enhancement and preservation of naturalized areas within East Highland Creek;

b) a school and large park will be provided at 705 Progress Avenue, to support existing community uses and serve as a gateway to East Highland Creek.

4.8. THE NORTH DISTRICT

The North District is bound by Highway 401 along the northern edge of Scarborough Centre, Progress Avenue and Corporate Drive along its southern edge, Bellamy Road to the east and just beyond Brimley Road to the west.

Lands between McCowan and Bellamy Roads (north of Corporate Drive) are primarily developed with tall, high density residential buildings. The remaining, undeveloped portions of the North District, west of McCowan Road, will continue this development pattern.

Three major parks and a publicly accessible open space, centrally located between McCowan Road and Brimley Road along the southern edge of the District, will offer large and flexible open space to provide multiple community and recreation uses as an active focal point for the District and Scarborough Centre.

4.8.1. The North District will continue to develop as a mixed-use area, primarily residential supplemented with ancillary retail uses in accordance with the following policies:

a) the tallest development will be located along Highway 401, between McCowan and Brimley Roads, as identified on Map 5-11 Building Heights;

b) a series of large parks and open space will be centrally located adjacent to Progress Avenue to serve as an active recreational focal point;

c) safe and direct connections for pedestrian and cyclists across Progress Avenue and Corporate Drive will be provided to link North District to the rest of the Plan area;

d) future design/reconfiguration of the Highway 401 interchanges at Brimley and McCowan Roads is encouraged to promote enhanced pedestrian and cycling connectivity across Highway 401; and

e) a landscape buffer along Highway 401 will be provided with new development to create a noise and pollution buffer to Highway 401.

5. LAND USE & ECONOMY

Most of the lands in the Plan Area are designated *Mixed Use Areas*. This Plan reinforces the *Mixed Use Areas* designation and provides strategic direction for Scarborough Centre to evolve as a complete community that meets the daily needs for living and supports quality of life within a high-density urban environment.

Transit-supportive densities within walking distance of the future SC Transit Station – a radius of 500-800 metres or about a 10-minute walk are strongly encouraged. The land use policies also form an economic strategy intended to attract new investment and retain existing businesses with the Plan Area and ensure land use compatibility between the emerging mixed use communities and existing employment uses within and beyond the Secondary Plan boundaries. The City will also promote the retention of existing non-residential uses, including office uses, and will work to support local businesses to establish a business association.

Retail and services along Scarborough Centre's public streets is important to encourage vibrancy and pedestrian activity within Scarborough Centre. A principal retail main street is envisioned for Scarborough Centre along Progress Avenue leading to and from the SC Transit Station and the Mall. Retail is encouraged on all other streets, particularly along arterial streets to and from Scarborough Centre such as Brimley Road and McCowan Road.

5.1. **LAND USE**

5.1.1. Map 5-4 Land Use Plan identifies land uses in the Plan Area.

5.1.2. The land use policies of Chapter 4 of the Official Plan and land use policies listed below will apply to the Plan Area. In the case of any conflict, the policies in the Secondary Plan will prevail.

5.1.3. Major office development is encouraged to occur in *Mixed Use Areas* primarily within the McCowan District, with most non-residential space located immediately adjacent to the Transit Station to strengthen existing office uses in the area.

5.1.4. To support active uses at-grade and support the public realm, commercial uses will be required at- grade as shown on Map 5-5 Active Commercial Uses At-Grade and will include only retail, service commercial and small-scale offices uses within the ground floor frontage, with exceptions for:

a) compact lobbies;

b) publicly accessible institutional or community uses that animate the space at grade; and

c) vehicle entry points.

5.2. **ECONOMY**

The economic strategy provides policies intended to attract new investment and retain existing businesses within the Plan Area. New employment and non-residential uses are encouraged in *Mixed Use Areas*, particularly near the SC Transit Station.

5.2.1. To support the economic function of the Plan Area:

a) development is strongly encouraged to provide a net gain of non-residential gross floor area, that facilitates a broad range of diverse employment opportunities; and

b) development resulting in the displacement of businesses and services will generally provide for the replacement of non-residential gross floor area through redevelopment.

5.2.2. A diverse commercial core centered around the SC Transit Station will be established to complement the existing office buildings and commercial retail uses planned for along Progress Avenue and McCowan Road.

5.2.3. Existing office buildings may be permitted to convert to alternative uses, provided other non-residential uses and/or affordable rental housing is included in the development.

5.2.4. Development will provide adequate services and amenities that support daily needs for living, working, and recreation.

5.2.5. The City will work with local businesses to evaluate the viability of establishing a business association to advance common interests, address common concerns and help ensure that places of employment can thrive in the Plan Area.

5.3. COMPATIBILITY AND MITIGATION

5.3.1. Development applications that propose sensitive land uses within the influence area of major facilities will be required to provide appropriate studies, that may include compatibility/mitigation, air quality and odour, noise impact, and vibration in accordance with all Provincial policy, guidelines and regulations.

5.3.2. These studies will help determine land use compatibility, appropriate mitigation measures, appropriate design, and minimum separation distances between proposed sensitive land uses and employment uses to demonstrate compliance with the land use compatibility requirements of Policies 2.2.4.5 and 2.2.4.7 of Chapter 2 of the Official Plan and in accordance with Provincial policy, guidelines and regulations.

5.3.3. Subdivision, condominium and/or site plan agreements may include warning clauses, as well as agreements of purchase and sale.

5.3.4. The existing industries at 333 Progress Avenue and 370 Progress Avenue are major facilities. The major facility status of 370 Progress Avenue will remain for as long as the existing employment uses remain on said lands. The major facility status of 333 Progress Avenue will remain as long as the planned function of said lands continues to be for employment uses.

5.3.5. Development applications that introduce, develop or intensify sensitive land uses, including residential uses, within 500 metres of a major facility described in 5.3.4, as measured from

the lot line, shall comply with the compatibility and mitigation policies of Section 2.2.4 in Chapter 2 of the Official Plan.

5.3.6. Any studies completed to demonstrate compatibility as provided for by 5.3.5 shall follow the Terms of Reference set out by the City of Toronto Application Development Guide and will consider and evaluate:

i. At-source mitigation;

ii. At-receptor mitigation; and

iii. The use of warning clauses registered on title to the applicable portion of the site.

5.3.7. Where the studies referred to in policies 5.3.5. and 5.3.6. above recommend at-receptor mitigation to address land use compatibility between a development application to introduce, develop or intensify sensitive land uses, including residential uses, and a major facility as identified in policy 5.3.4. above, the mitigation and the maintenance of such mitigation is encouraged to be secured in an agreement that the owner of the major facility is a party to.

5.3.8. Any quantitative analysis of impacts will consider planned expansion of industrial operations of major facilities as described in 5.3.4, where appropriate, and in consultation with the owner(s) of said major facilities. For the purposes of this policy, planned expansions may be demonstrated by:

i. the filing of development applications for an expansion;

ii. the completion of a pre-application meeting with the City in respect of an expansion;

iii. the filing of an Environmental Compliance Approval application or Environmental Activity and Sector Registry registration with the Ministry of Environment, Conservation and Parks in respect of an expansion; or

iv. a capital budget plan for such expansion or such other evidence.

5.3.9. If any studies described in 5.3.1, 5.3.5 or 5.3.6 recommend at source mitigation measures, the applicant shall engage with the owner(s) of the major facilities described in 5.3.4 for which such measures are proposed, and such measures shall be subject to the approval of each site owner. The incremental costs of implementing and maintaining any such measures associated with the proposed development shall be the responsibility of the applicant and may be secured by the parties through written agreement but in any event the City shall not be responsible for any costs of the parties.

5.3.10. If any studies described in 5.3.1 or 5.3.5 and 5.3.6 demonstrates the need for mitigation, these measures may be secured pursuant to the development approval process, as appropriate, and may include conditions of plan of subdivision registration, conditions of site plan control approval with at-receptor mitigation measures, if any, required to be notated or otherwise shown on the site plan drawings, or conditions of variance approval.

6. PUBLIC REALM

The public realm is the fundamental organizing element for the Plan Area and is essential to

create a complete, equitable, connected, and climate-resilient community. It is comprised of all public spaces and private areas to which the public has access. It includes streets, parks, privately owned publicly accessible open spaces, pedestrian midblock connections, trails and natural areas such as woodlots and ravines.

To support the projected population in the Plan Area, a broad distribution of parks is needed. Map 5-9 Parks and Open Spaces, identifies an extensive parks system that significantly increases the current parkland provision to address population growth complementing the existing *Natural Areas* and civic spaces such as Frank Faubert Woodlot and Albert Campbell Square. Indigenous identity and the local heritage of Scarborough will be reflected in the design of parks and open spaces to contribute to the identity of Scarborough Centre.

A significant number of new streets and improvements to existing streets are anticipated over time as the Plan Area develops. High-quality street design with a robust pedestrian and cycling network will be provided to support the roles and functions of these streets.

Further guidance on design and implementation of the public realm policies will be provided through the Scarborough Centre Urban Design Guidelines.

6.1. GENERAL POLICIES

6.1.1. The primary public realm objective of this Plan is to maintain, enhance and provide connection to key public realm features in Scarborough Centre identified on Map 5-2 Structure Plan.

6.1.2. The public realm will be designed as a connected network of streets, parks, natural areas, open spaces, and publicly accessible pedestrian connections that provide places for residents, workers, and visitors to gather, and enjoy a variety of active and passive activities while also improving mobility within the Plan Area.

6.1.3. The public realm network will be implemented and improved over time through private development, City-led capital projects and state-of-good repair investments, along with partnerships between the City and private landowners, where appropriate.

6.1.4. The design and development of the public realm will be planned to support and strengthen heritage and placemaking for Scarborough Centre by:

a) enhancing the appreciation and value of cultural heritage resources, including but not limited to the Scott House (520 Progress Avenue) and the Scarborough Civic Centre (150 and 160 Borough Drive); and

b) commemorating Scarborough Centre's unique identity, indigenous history and culture, and sense of place through naming, wayfinding, monuments, interpretive features, public art, partnerships, and programming.

6.2. STREETS AND STREETSCAPES

Streets are more than just corridors for movement; they are also important public spaces for all users including pedestrians, cyclists, and transit users. The design of a street should reflect the planned function, the character of the surrounding area and the civic role of the street within the city.

The four primary street types in Scarborough Centre are Arterial, Mixed-use, Neighbourhood and Green Loop streets. Each street type is defined by its transportation role and placemaking contribution.

Existing streets will be redesigned to balance vehicle movement with safe pedestrian and

cycling facilities for all ages and abilities alongside generous street tree planting and streetscape amenities.

6.2.1. Arterial streets: Brimley Road, McCowan Road, Ellesmere Road and Bellamy Road, accommodate a higher volume and intensity of users that connect to a broader network outside of Scarborough Centre.

6.2.2. Mixed-use streets: Progress Avenue, Consilium Place, Grangeway Avenue and Corporate Drive, are important east west and north south connector streets.

6.2.3. Arterial streets and Mixed-use streets, should:

a) incorporate separated cycle tracks; and

b) include a double row of tree planting on streetscape frontages.

6.2.4. Neighbourhood streets accommodate a lower vehicle volume, are designed to encourage slower vehicle speeds, and are primarily residential in nature with narrower rights-of-way. These streets should:

a) have generous planting zones within building front setbacks; and

b) support cycling facilities designed as part of the streetscape.

6.2.5. Green Loop streets are identified on Map 5-2 Structure Plan and will prioritize walking and cycling, with a strong landscape character with the highest quality streetscape design features.

6.2.6. Green Loop streets serve as high profile placemaking streets and the primary organizing element for locating and connecting parks, open spaces, and *Natural Areas* in the Plan Area.

6.2.7. The primary Green Loop street, Borough Drive, shown on Map5-2 Structure Plan, should:

a) incorporate a two-way cycle track for the Borough 'U' shaped segment, and one-way cycle tracks along Progress Avenue (north leg);

b) 'U' shaped segment be asymmetrical in design, incorporating a double row of trees and two- way cycle track on the inside of the Loop, with one row of trees on either side of the two-way cycle track; and

c) prioritize pedestrian and cycling safety by minimizing access and egress along Borough Drive.

6.2.8. The secondary east and west Green Loop streets, Bushby Drive, Corporate Drive, Golden Gate Court, Omni Drive and Progress Avenue (north leg), should:

a) incorporate one-way dedicated bikeways; and

b) include a double row of tree planting on boulevard frontages.

6.3. NATURAL AREAS

Natural Areas are part of the *Green Space System* in Toronto. These areas are primarily maintained in a natural state and help to improve ecosystems, promote biodiversity, and improve climate resilience. *Natural Areas* also provide opportunities for people to experience, learn, and connect with nature.

In Scarborough Centre, these include Frank Faubert woodlot and lands along East Highland Creek. West Highland Creek is located just outside of the Centre. *Natural Areas* help meet the City's target of 40 percent canopy cover by 2050, mitigating pollution and the impacts of the urban heat island effect, and providing greenspace that improves human health within strategic growth areas.

The vision for *Natural Areas* in Scarborough Centre is to protect, enhance and expand their area to improve ecological function and promote public views and enjoyment of these natural spaces.

6.3.1. The East Highland Creek corridor and Frank Faubert woodlots will be expanded through the dedication of adjacent lands to be designated *Parks* or *Natural Areas* to improve their ecological function and connectivity.

6.3.2. Tree planting and stewardship will be prioritized within *Natural Areas* and within parkland and open spaces adjacent to *Natural Areas* to work towards the City's target of 40 percent canopy cover within the City of Toronto.

6.3.3. Pedestrian connections to and alongside East Highland Creek and Frank Faubert Woodlot, will be designed to provide views and enjoyment of the *Natural Areas*, where appropriate, and will be located outside the natural heritage features and their buffers.

6.3.4. Access to *Natural Areas* will be improved through maintaining and adding new pedestrian linkages such as walkways and trails. Protective fencing or naturalized landscape buffers will be provided along pedestrian linkages to balance access with protection of ecological function for plant and animal communities.

6.3.5. Public visibility and usability of *Natural Areas* for public use will be preserved and enhanced through informational and directional signage and park related amenities such as seating.

6.4. EAST HIGHLAND CREEK FLOOD PLAIN AREA

6.4.1. Development must be located outside of the East Highland Creek floodplain, as identified by the Toronto Region and Conservation Authority (TRCA).

6.4.2. Should development be proposed within the East Highland Creek flood plain, in addition to the requirements of the City's development review process, applications may be required to undertake one or all of the following matters to ensure lands are appropriate for redevelopment: support appropriate Environmental Assessment(s) pursuant to the *Environmental Assessment Act*, as required;

a) provide appropriate reports to the TRCA related to flooding or geotechnical slope stability for review and approval; and

b) design and implement required flood remediation work(s) as deemed necessary to remove the subject lands from the flood plain.

6.5. PARKS

Parks are an essential element of complete and livable communities and play a key role in supporting ecological health and climate resilience. Parks within Scarborough Centre will be landscaped focal points with areas for active and passive uses that meet the needs of residents, workers and visitors and provide space for natural habitat.

6.5.1. Parkland priorities within the Plan Area are identified on Map 5-9 Parks and Opens Spaces

and include:

a) expanding and enhancing access to East and West Highland Creek and Frank Faubert Woodlot;

b) creating a parkland network, with parks of varied sizes and functions that connect to East Highland Creek, Frank Faubert Woodlot, and green loop streets; and

c) complementing *Parks* and *Natural Areas* with Privately-Owned Publicly Accessible Spaces ("POPS") and other open spaces to contribute to a diverse and connected public realm network.

6.5.2. Parkland is identified on Map 5-9 Parks and Open Spaces as follows:

a) Planned Parks: parks approved through the development review process or recommended public lands that are planned to become parks overtime;

b) Priority Parks Expansion Areas: locations where parkland dedication and/or acquisition are encouraged to achieve the planned parkland network and the broader Public Realm objectives; and

c) Opportunities for new parkland not identified on Map 5-9 may also emerge as development proceeds.

6.5.3. Development is required to prioritize the dedication of land to the City to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:

a) on-site parkland dedication;

b) off-site parkland dedication; and

c) cash-in-lieu of parkland.

6.5.4. Development adjacent to parks will:

a) achieve appropriate setbacks to allow the building and any of its exterior features and amenities, to be provided and maintained within the development site and not encroach into and impede utility of the park space;

b) accommodate walkways and other pedestrian circulation from adjacent developments within the development site;

c) provide an appropriate interface between public and private lands;

d) be oriented to maximize public access and views to parks and open spaces;

e) be designed to have an attractive façade with animated uses framing the park at grade;

f) avoid locating loading and servicing areas, including but not limited to, mechanical equipment, venting, abutting or adjacent to parks;

g) provide for casual overlook, increasing the passive surveillance and safety of parks; and

h) be located and designed to minimize shadow and wind impact to ensure thermal comfort, improve the usability and enjoyment of parks, and ensure optimal conditions for vegetation growth.

6.5.5. The design and development of new and/or enhancement of existing parks in the Plan Area will be guided by the following additional objectives:

a) prioritizing expansion and connection to existing *Parks* and *Natural Areas*, new and existing trail networks, where appropriate;

b) promoting biodiversity, in accordance with best practices and standards;

c) providing a design for thermal comfort, including maximizing sunlight during the spring and fall, providing shade during the summer, and minimizing wind impacts; and

d) expanding the tree canopy and support of large mature tree growth, using native tree species as much as possible.

6.5.6. To support the achievement of a complete community, new development will secure and deliver parkland along with growth of the Plan Area to ensure the community will have equitable access to green space, amenities, and facilities.

6.5.7. The provision of community gardens will be encouraged, where feasible, within parks and open spaces.

6.6. PRIVATELY-OWNED PUBLICLY ACCESSIBLE SPACES ("POPS")

POPS are privately-owned public spaces secured through the Site Plan Approval process.

They may serve several functions, including providing seating and rest areas, serving as pedestrian midblock connections, or providing additional amenity areas. While accessible to the public, they are designed and maintained by a private landowner.

POPS pedestrian midblock connections are encouraged in large development block masterplans as part of a finer grain pedestrian network.

6.6.1. Conceptual locations for POPS are identified on the Parks and Open Space Plan in the Scarborough Centre Urban Design Guidelines. POPS within Scarborough Centre may include:

a) pedestrian midblock connections; and

b) amenity areas

6.6.2. POPS provided through the Site Plan Approval process should:

a) be provided at grade and where feasible be coordinated with active at grade uses in adjacent buildings;

b) be universally accessible and well-lit with pedestrian scale lighting and clear sight lines for public safety;

c) include walkways, tree planting, seating, landscaping and high-quality design and materials where possible;

d) formalize existing and future pedestrian desire lines or provide new convenient pedestrian connections;

e) be direct, legible, continuous, and connected to the pedestrian realm along streets, *Parks*, and *Natural Areas*; and

f) include the City's POPS signage identifying the space as being publicly accessible.

6.7. PUBLIC ART AND CULTURE

Public Art can help shape a community's identity and can also drive economic development, place-making, and city-building. The Scarborough Centre Public Art Master Plan (SCPAMP) completed in 2018 identifies public art opportunities and will continue to serve as a guide for the Plan Area. It lays the groundwork for enhancing the public realm with high quality public art.

6.7.1. Indigenous communities will be engaged to determine where and how their histories and cultures could be recognized and celebrated in Scarborough Centre, through opportunities such as placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships, and programming.

6.8. PUBLIC ART

6.8.1. Conceptual public art locations are identified on the Public Art Plan in the Scarborough Centre Urban Design Guidelines.

6.8.2. Public art should be diverse and reflect the history and vibrancy of Scarborough. Public art will facilitate expression of cultural and natural heritage, community identity, cultural diversity, sustainability and connectivity, and other themes that contribute to a sense of place for Scarborough Centre.

6.9. CULTURE

6.9.1. To encourage and promote arts and culture in the Plan Area, the City will encourage cultural events, street festivals, venues for performing arts, and cultural attractions.

6.9.2. Development is encouraged to foster a thriving arts and cultural scene through the retention, expansion, and inclusion of spaces for culture sector employment and businesses that support creative artistic activity.

7. BUILT FORM

The built form policies of this Plan are structured around several key objectives including delivering high quality transit-oriented development, creating fine-grained development blocks for large sites, promoting variety in development block layout and building types and defining and protecting the comfort of the public realm including public streets, *Parks* and existing *Natural Areas*.

The built form objectives will be achieved through policies within the Plan, the Official Plan, and the Scarborough Centre Urban Design Guidelines.

7.1. SHAPING BUILT FORM

7.1.1. Within Scarborough Centre, the greatest height and intensity of building development will be focused in the Height Peak Areas as shown on Map 5-11 Building Heights.

7.1.2. Tall buildings will form a prominent part of Scarborough Centre, defining its image as a *Centre*. Building types will vary throughout the *Centre*, consisting primarily of tall buildings and midrise buildings promoting an urban character in the *Centre*.

7.1.3. Buildings located along Brimley Road and McCowan Road at the boundary of Scarborough Centre will incorporate architectural features to emphasize their role as gateway buildings to Scarborough Centre through building massing and design articulation.

7.1.4. A fine-grained block pattern will be encouraged through division of larger sites into smaller development blocks, creating new neighborhoods and improving connectivity through Scarborough Centre. Variety in street, block, open space configurations and building types will be encouraged to contribute to the character and identity of new neighborhoods.

7.1.5. Buildings will be massed to fit with the development intensity and character of the six Districts, as identified on Map 5-3 Districts Plan, contributing to a strong sense of place within the Districts.

7.1.6. Development on or adjacent to properties on the City's Heritage Register may require a site-specific approach, with additional consideration and design solutions, including the siting of buildings, setbacks, stepbacks, stepping down of building heights, and landscape design as informed by a Heritage Impact Assessment.

7.2. BUILDING SETBACKS

7.2.1. Development will provide minimum setbacks from streets, *Parks*, *Natural Areas*, and open spaces as identified on Map 5-10 Building Setbacks. Minor adjustments to the required setbacks may be made without amendment to this plan, where appropriate, provided the adjacent public realm components can be accommodated.

7.3. AT GRADE OUTDOOR AMENITY SPACES

7.3.1. Mixed use and residential development will provide outdoor amenity spaces. Outdoor amenity spaces may take the form of forecourts, courtyards, plazas, and urban gardens and may be publicly accessible. Outdoor amenity spaces should be:

a) located at grade and visible from surrounding streets, *Parks*, and *Natural Areas*;

b) generously scaled and connected to indoor amenity areas; and

c) screened from service areas.

7.4. PARKING

7.4.1. Development will, where possible, remove existing surface parking.

7.4.2. Parking will generally be located below-grade within new development to promote active uses above grade.

7.4.3. Above grade parking is strongly discouraged but may be considered in appropriate locations through the development review process. Above grade parking will be integrated within built form and wrapped with active uses facing public streets, *Parks, Natural Areas*, and POPS to ensure animation of the public realm.

7.4.4. Surface parking areas are strongly discouraged. Where surface parking areas are considered appropriate through the development review process, surface parking will be screened from the public realm, minimized in the amount of parking spaces, and designed to maximize tree planting, landscaping and green infrastructure opportunities.

7.4.5. Stand-alone above-grade parking structures are strongly discouraged.

7.5. BUILDING HEIGHT

7.5.1. Building height ranges, as identified on Map 5-11 Building Heights, will guide the built form character for Scarborough Centre.

7.5.2. Height Peak Areas are defined as areas of 45-55 storeys in height. The tallest buildings will be located within the following three Height Peak Areas:

a) the Scarborough Centre Transit Station;

b) the intersection of Progress Avenue and Brimley Road; and

c) Highway 401 between McCowan Road and Brimley Road.

7.5.3. Building heights between the Height Peaks Areas will be lower in range to define the three Height Peak Areas and create a varied skyline for Scarborough Centre.

7.5.4. Heights ranges within the Height Peak Areas will vary to contribute to the built form character and skyline of Scarborough Centre.

7.5.5. Building heights outside the Height Peak Areas adjacent to and near *Parks, Natural Areas, Employment Areas,* and *Neighborhoods* will be lower in height to limit shadow impact and provide transition down from the Height Peak Areas to the existing surrounding low scale building areas.

7.5.6. Building heights lesser in height than the proposed height ranges may be considered in appropriate locations through the development review process.

7.6. TALL BUILDINGS

7.6.1. Tall buildings will be massed and designed to support a comfortable pedestrian environment by providing appropriate tower separation and base building stepbacks to allow adequate sunlight penetration to the street, adequate access to skyview and to ensure appropriate wind conditions in all seasons.

7.6.2. Tall building placement will be staggered across development blocks along McCowan Road and Brimley Road through tower orientation and varying stepbacks to mitigate wind downdraft and provide visual variety in building massing along the major arterial streets within Scarborough Centre.

7.6.3. Tall buildings facing streets, *Parks*, *Natural Areas*, and open spaces will generally step-back a minimum of three metres between the base building and the tower main wall. Tower step-backs greater than three metres are encouraged for taller buildings within the Height Peak Areas to mitigate wind downdraft from the tallest buildings within Scarborough Centre.

7.6.4. The minimum separation between the tower components of tall buildings will be 30 metres within Scarborough Centre to improve sunlight access and sky-view from the pedestrian realm.

7.6.5. The minimum separation between the tower components of tall buildings within the McCowan District will be 25 metres where the greatest intensity of buildings is proposed.

7.7. MIDRISE BUILDINGS

7.7.1. Mid-rise buildings are recommended throughout the Plan Area to achieve a variety of building forms, to promote a pedestrian- friendly scale of building that limits shadow and

wind impact on streets, *Parks*, and *Natural Areas* and to provide transition to lower scale *Employment Areas* and *Neighborhoods*.

7.7.2. Mid-rise building location(s) are:

a) to be provided on large sites that can accommodate more than one development block with new streets;

b) recommended on sites along *Parks*, Green Loop streets and existing *Natural Areas* such as East Highland Creek; and

c) recommended on sites along Scarborough Centre boundaries including Ellesmere Road, Bellamy Road, and the western Scarborough Centre boundary.

7.8. **LOW RISE BUILDINGS**

7.8.1. Low-rise buildings are discouraged within Scarborough Centre but may be permitted at appropriate locations including commercial extensions of the Mall, institutional or employment purposes, within large redevelopment sites or along Scarborough Centre Plan Area boundaries as transition to *Parks* and *Natural Areas*.

7.9. **BUILT FORM ADJACENT TO PARKLAND AND NATURAL AREAS**

7.9.1. Midrise buildings and low-rise buildings are recommended adjacent to *Parks and Natural Areas* to mitigate scale and limit shadow and wind impact, promoting pedestrian comfort within *Parks* and *Natural Areas*. The tower components of tall buildings are to be setback from *Parks* and *Natural Areas*.

7.9.2. At grade outdoor amenity spaces are recommended adjacent to *Parks* and *Natural Areas* to maximize landscape open space and promote access to *Parks* and *Natural Areas*.

7.9.3. Publicly accessible pedestrian midblock connections are encouraged between built form and *Natural Areas* to promote public access to *Natural Areas*.

7.10. **SHADOW IMPACT**

7.10.1. Development will achieve a minimum of 6 consecutive hours of sunlight on 75 percent of Albert Campbell Square between 11:18 am to 5:18 pm from March 21st to September 21st.

7.10.2. Development will achieve a minimum of 6 consecutive hours of sunlight on 75 percent of existing *Parks* within Scarborough Centre, including Lee Centre Park, Hillsborough Park, and Hand of God Park between 9:18 am to 6:18 pm from March 21st to September 21st.

7.10.3. Development will achieve a minimum of 5 consecutive hours of sunlight on 75 percent of existing *Natural Areas* including East Highland Creek and Frank Faubert Woodlot between 9:18 am to 6:18 pm from March 21st to September 21st.

7.10.4. Development will achieve a minimum of 5 consecutive hours of sunlight on 75 percent of large *Parks* greater than 0.8 hectares adjacent to East Highland Creek between 9:18 am to 6:18 pm from March 21st and September 21st.

7.10.5. Development will achieve a minimum of 3 hours of sunlight on 75 percent of the park area for all new planned *Parks* within Scarborough Centre excluding McCowan District between 9:18 am to 6:18 pm from March 21st to September 21st.

8. MOBILITY

Scarborough Centre streets are evolving from car-oriented streets with large areas of surface parking lots supporting stand-alone retail, the Mall, and employment buildings to a future of balanced modes of transportation to ensure a range of travel choices encouraging sustainable travel behavior.

The extension of Line 2 to Scarborough Centre, along with the Durham Scarborough Bus Rapid Transit (DSBRT), will improve the transportation system and contribute to sustainable travel options to service existing and future users.

Expanding and improving the street network through a more complete structure of streets and blocks will better connect people in the area to destinations within and beyond the Plan Area. The expanded street network, refinements and realignments will focus on balancing modes of transportation to include and enhance pedestrian and cycling infrastructure. Vehicular access and goods movement within and through Scarborough Centre will be maintained and refined to support the intensification of the Plan Area and balance mobility options to promote the usability and safety of all users.

The four key mobility objectives of this Plan are to:

a) encourage active modes of transportation;

b) support transit and innovative mobility solutions;

c) reduce single-occupancy vehicle use; and

d) integrate land use and transportation.

8.1. MOBILITY NETWORK

8.1.1. The SCTMP and this Plan identify the transportation infrastructure improvements required to support the growth provided for in this Plan. Additional or alternative improvements may also be identified over time by the City and landowners.

8.1.2. It is the intent of this Plan to develop a mobility network that will provide equitable transportation choices, comfort and connectivity, to support a significant shift away from automobile travel for most daily trips.

8.1.3. Refinements to the mobility network will not require an amendment to this Secondary Plan provided refinements are in accordance with the policies of this Secondary Plan and the Official Plan. New connections may be identified through the development application review process.

8.2. STREET NETWORK

8.2.1. The planned street network as shown on Map 5-6 Street Network, will provide a fine grain of streets and improve connectivity for pedestrians, cyclists, and vehicles, and enhance access within the Plan Area.

8.2.2. The right-of-way widths for all streets in the Plan Area are identified on Map 5-7 Street Right-of-Way Widths.

8.2.3. The exact location, alignment, access, and design of each new street, as illustrated on Map 5-6 Street Network, will be defined, conveyed, and delivered through the development review process, identified capital expenditures or other implementation mechanisms identified in

this Plan.

8.2.4. Existing streets to be realigned are identified on Map 5-6 Street Network and will be conveyed and delivered through the development approval process, identified capital expenditures or other implementation mechanisms identified in this Plan.

8.2.5. A Complete and Green Streets approach will be used in the design of improvements to existing streets and proposed new streets.

8.2.6. New public streets will be designed to capture and control stormwater to the greatest extent possible through green infrastructure, informed by the Green Infrastructure Technical Guidelines. New and replaced underground utilities and municipal infrastructure will be coordinated with street design to accommodate green infrastructure and tree planting areas.

8.2.7. As part of development applications, cross sections and landscape plans will be required demonstrating the active transportation and green street elements required by this Plan.

8.2.8. The design of streets including planned character and detailed design will be informed by the Scarborough Centre Urban Design Guidelines.

8.2.9. Local Connections may be public or private, and where appropriate will connect to the public street network and be designed with consideration for safe, accessible, and comfortable pedestrian and cyclist movement.

8.2.10. Opportunities to normalize on and off ramps servicing Highway 401 will be explored through long-term capital works plans, and as part of redevelopment in the Plan Area.

8.2.11. Pedestrian clearway widths greater than the minimum standard of 2.1m within the boulevard and private setback at grade will be encouraged to accommodate the intensity of anticipated pedestrian volumes.

8.2.12. Pedestrian midblock connections and trail connections complement the network of Public Streets and Local Connections to support fine grain pedestrian and cycling connections across the Plan Area.

8.2.13. Street network improvements to improve connectivity and accessibility within the Plan Area and to the surrounding area, including but are not limited to:

a) extension of Bushby Drive from Grangeway Avenue to Bellamy Road North;

b) extension of Bellamy Road North over Highway 401 to Milner Avenue;

c) a new north-south connection extending from Corporate Drive, west of Consilium Place, south to Ellesmere Road;

d) provision of a full-moves intersection at Ellesmere Road and Borough Approach West;

e) removal of the Ellesmere Road and Borough Approach East intersection; and the redesignation of Borough Approach East as *Parks* with an active (pedestrian and cycling) connection; and

f) introduction of a signalized intersection at Ellesmere Road and Saratoga Drive.

8.3. **TRANSIT NETWORK**

8.3.1. Development adjacent to the SC Transit Station and bus terminal may be required to implement infrastructure requirements, such as at- and below-grade enhanced pedestrian connections, where appropriate, cycling connections at-grade, and below-grade infrastructure such as knock-out panels, to support major transit projects.

8.4. PEDESTRIAN AND CYCLING NETWORK

8.4.1. The pedestrian and cycling network will be enhanced by:

a) Streetscapes designed with wide pedestrian clearways, tree planting, decorative paving, upgraded lighting and street furniture and cycling infrastructure;

b) Shorter pedestrian crossings through the implementation of wider sidewalks, stop control measures where appropriate, and corner extensions at intersections; and

c) Protected intersection design, at the intersection of dedicated bikeways, to mitigate vehicle and pedestrian/cyclist turning conflicts and to provide adequate travel and refuge space for both pedestrians and cyclists.

8.4.2. In addition to pedestrian connections along public streets, the pedestrian network for Scarborough Centre will be expanded through:

a) Pedestrian midblock connections; and

b) Trail connections along *Natural Areas*.

8.4.3. Bikeways are planned cycle routes that include different types of cycling facilities, including cycle tracks and bike lanes. Bikeways are identified on Map 5-8 Cycling Network.

8.4.4. Cycle tracks, as identified in Map 5-8 Cycling Network, incorporated as part of the street boulevard, are planned for Arterial Streets and Centre Mixed use Streets to provide protected cycling infrastructure.

8.4.5. Unless indicated in Map 5-8 Cycling Network, the type of bikeway will be determined through a detailed design process. Where feasible, the preferred design for all new bikeways would be a dedicated cycle track.

8.4.6. Bicycle parking and bicycle supportive infrastructure such as bike lockers, repair stations and bikeshare, will be planned and located along street cycling routes, within *Parks*, and POPS to encourage cycling within Scarborough Centre.

8.4.7. The detailed design and delivery of the pedestrian and cycling infrastructure will be refined through the development review process and/or other implementation mechanisms at the City's discretion.

8.5. MID-BLOCK CONNECTIONS

8.5.1. Mid-block connections are conceptually shown on Map 5-2 Structure Plan.

8.5.2. Mid-block connections are typically pedestrian connections through development blocks that can include cycling connections under certain circumstances. Mid-block connections:

a) should be designed with active frontages, high quality materials and appropriately scaled for pedestrians to feel safe and comfortable;

b) should be universally and publicly accessible in all seasons, signed, and well-lit with pedestrian-scale lighting and clear sight lines for public safety;

c) should follow existing and future pedestrian desire lines;

d) will be encouraged to be publicly accessible and be secured with easements; and

e) will be facilitated, where necessary, by appropriate stop control measures, to allow pedestrians and cyclists to cross a street.

8.6. TRAIL CONNECTIONS

8.6.1. Trail connections are conceptually shown on Map 5-9 *Parks* and *Open Spaces*.

8.6.2. Trail connections direct pedestrians and cyclists to and alongside *Natural Areas* to promote public views and enjoyment of the *Natural Areas*. Trail connections will:

a) be designed as multiuse trails for pedestrians and cyclists;

b) be publicly accessible and will be secure with easements when located on private lands;

c) be designed with active frontages, where feasible, for overlook and safety when located adjacent to development;

d) minimize adverse impacts on natural features and functions; and

e) generally be located outside of ecological buffers within the natural heritage system.

8.7. SCARBOROUGH RAPID TRANSIT LINE 3 (SRT)

The Centre was historically a focal point of transit at the eastern end of the Scarborough Rapid Transit (SRT) line and at the hub of local and inter-regional surface transit lines. The SRT and surface transit services played an important role in connecting the community and in the overall development of the Centre, with higher density residential uses encouraged adjacent to SRT stations within and beyond the Centre.

8.7.1. Scarborough Rapid Transit Line 3 (SRT) helped move people and shape Scarborough Centre over decades. Future city building opportunities along the former SRT corridor may include:

a) mobility connections, including opportunities such as a pedestrian and active transportation pathway;

b) public realm improvements, such as landscaping enhancements and accessible public spaces;

c) commemoration, such as public art, murals or plaques, including but not limited to opportunities for recognizing the SRT's role in shaping development patterns and transit-oriented growth; and

d) activations and local events, such as open-air markets.

8.7.2. In addition to 8.7.1., retention of a continuous and connected corridor is encouraged, where feasible. The future continuous and connected corridor may vary in alignment from the former SRT.

8.8. TRAVEL DEMAND MANAGEMENT

The Secondary Plan Area focuses on a balanced approach to transportation, including the use of Travel Demand Management ("TDM"), discouraging surface parking for new mixed-use development, and encouraging reduced parking rates to minimize dependence on automobile travel and encouraging other modes of travel. TDM may include car-share, bike share, pre-loaded transit passes, transit information screens, and publicly accessible bicycle repair stations.

8.8.1. New vehicular parking facilities will generally be provided below-grade as part of new development and will be organized to reflect sustainable transportation goals, such as providing designated car-sharing spaces and priority parking for eco-friendly and car-pooling vehicles.

8.8.2. Where on-street parking is permitted, curbside management strategies will be pursued, where appropriate, to reserve space for on-street parking of car sharing, ride-share or bike sharing stations.

8.8.3. On-street parking may be permitted, where appropriate, where it will serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, and contribute to the neighbourhood parking supply.

8.8.4. On-street parking provided on new public streets will be encouraged to be constructed with electrical conduits to enable installation of public electric vehicle/bicycle charging equipment.

8.8.5. Shared mobility hubs are encouraged at strategic locations throughout the Plan Area. These hubs serve as a single service point that includes a mix of elements such as bike-share stations, publicly accessible carshare spaces, public electric vehicle charging stations, micromobility stations, high-occupancy vehicle parking and ride share hailing points.

8.8.6. Bike Share Toronto will be encouraged within Scarborough Centre with bike share stations at the Scarborough Centre transit station and other higher order transit stops and points of interest.

8.9. GOODS MOVEMENT

Viable and important *Employment Areas* exist to the east and west of the Plan Area. These areas are vital to Toronto's economy. Truck travel will continue to play a vital role in the efficient movement of goods to and from adjacent *Employment Areas*.

8.9.1. Progress Avenue, an arterial which serves the broader Scarborough Centre, will continue to act as a primary east-west goods movement corridor into and across the Plan Area.

8.9.2. Truck traffic for goods movement shall be directed to major arterials such as Brimley Road, Ellesmere Road, and McCowan Road.

8.10. BUSHBY EXTENSION

8.10.1. The Bushby extension as identified on Map 5-6 Street Network Map may require additional study, contribution, and support for appropriate Environmental Assessment(s) pursuant to the *Environmental Assessment Act.*

9. SUSTAINABILITY

As Scarborough Centre grows, development within the Plan Area will incorporate sustainability principles and design to achieve a resilient community that addresses climate change. Shifting toward transit-oriented communities that focus growth around major transit, encouraging walking and cycling, providing parks, open spaces and protected *Natural Areas* with high tree canopy cover to help cool the environment and building low carbon buildings with clean energy distribution systems will work toward these goals.

9.1. GREEN INFRASTRUCTURE

9.1.1. Streets will promote the integration of green infrastructure such as tree planting, understory planting, and natural stormwater management measures while balancing other streetscape elements.

9.1.2. Development of existing and new streets is to be coordinated to ensure servicing and utilities are compatible with green infrastructure.

9.2. URBAN TREE CANOPY

9.2.1. City Council adopted a city-wide target of achieving 40 percent tree canopy cover by 2050. City initiatives and development within Scarborough Centre will work toward supporting this goal by:

a) prioritizing parkland expansion adjacent to existing *Natural Areas* to create consolidated landscape open space for trees and woodlots;

b) identifying areas for additional tree and naturalization planting as part of Parks and Ravine planning in accordance with the Ravine Strategy;

c) identifying areas for additional tree planting as part of streetscape planning;

d) providing adequate soil volume within development sites and along street frontages to ensure growing space for large shade trees;

e) ensuring appropriate underground parking setbacks to support below-grade tree root growth;

f) planting trees along Highway 401 to mitigate the impacts of noise and air pollution due to the highway corridor; and

g) retaining and protecting existing (healthy) trees and/or groups of trees further to the City's Tree Protection By-laws.

9.3. NEAR ZERO EMISSIONS

9.3.1. To achieve near zero emissions, existing buildings will be encouraged to undertake deep retrofits, and new construction will be encouraged to meet aggressive energy and carbon targets by:

a) incorporating low carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce GHG emissions;

b) integrating on-site renewable energy and electricity production to reduce

electricity demand; and

c) encouraging existing buildings to undergo deep energy and carbon retrofits.

9.4. **CLIMATE CHANGE RESILIENCY**

9.4.1. To prepare Scarborough Centre buildings and occupants for a changing climate, the following climate change resiliency strategies are encouraged:

a) prioritize passive cooling strategies for all existing building retrofits and new construction to enhance thermal adaptability of buildings; and

b) provide a refuge area with heating, cooling, lighting, potable water, and back-up power.

9.5. **DISTRICT ENERGY**

9.5.1. Encourage large masterplan redevelopment projects to explore District Energy Systems to generate and distribute energy for multiple buildings.

9.5.2. Encourage infrastructure heat recovery such as sewage heat recovery and subway station heat recovery.

10. HOUSING

10.1. Residential developments will support the achievement of a complete and inclusive community. A full range of housing including different tenures, unit types, sizes, and levels of affordability, will be provided through the Plan Area to accommodate a variety of households and achieve a balanced mix of housing.

10.2. To achieve a balanced mix of residential unit types and sizes, a minimum of 40 percent of new units in developments containing more than 80 new residential units will have two or more bedrooms, including:

a) a minimum of 15 percent of the total number of units as two-bedroom units; and

b) a minimum of 10 percent of the total number of units as three-bedroom units.

10.3. Where development provides social housing or other publicly funded/subsidized housing or housing to meet the specialized needs of individuals who do not require multi-bedroom units, such as health care institutions or residences owned or operated by a post-secondary institution, the City may reduce the minimum requirements for two and three-bedroom units as set out in policy 10.2 above.

10.4. New residential buildings or mixed-use buildings with residential uses will be required to include indoor and outdoor amenity spaces for the use of residents.

10.5. Opportunities to exceed any applicable minimum affordable housing requirements are encouraged, including participation in funding programs offered by the City and/or other levels of government. This could include achieving:

a) deeper levels of affordability or rent-geared-to-income housing;

b) longer terms for affordability; and/or

c) a greater number of affordable units.

11. COMMUNITY SERVICES & FACILITIES ("CS&F")

Community services and facilities ("CS&F") contribute to the social, economic, and cultural development of the city and are vital in supporting livable communities. CS&F provide a foundation for a diverse range of non-profit programs and services that build communities, contribute to the quality of life and act as neighbourhood focal points where people gather, learn, socialize, and access services. The facilities and the services they provide are fundamental components of a neighborhood's livability.

11.1. DEVELOPMENT REQUIREMENTS

11.1.1. New CS&F will be established, and existing services and facilities will be renovated or expanded to meet existing needs and to accommodate future growth in the Plan Area.

11.1.2. Existing CS&F will be renewed through redevelopment, wherever possible. Development on parcels involving the demolition of existing on-site community service facilities will replace the total gross floor area of the community service facility(ies) on-site. Off-site replacement of community service facilities will be at the City's discretion.

11.1.3. Development on parcels with existing on-site City-owned or leased community service facilities will replace the total gross floor area of the community service facility on-site.

11.1.4. Notwithstanding Policy 11.1.3, above, the replacement of any existing City-owned or leased community service facilities may be provided off-site at the City's discretion provided the following matters are secured:

a) a receiving site within the Plan Area and with no net loss in CS&F space has been secured to the City's satisfaction and financial security equivalent to the City's cost of replacing the existing community service facility is provided to ensure its timely replacement; or

b) an amount of funding equivalent to the city's cost of replacing the existing community service facility within the Plan Area is provided in lieu of the owner replacing the facility off-site.

11.2. PRIORITIZATION

11.2.1. Community service facility priorities in the Plan Area include:

a) new, expanded, or revitalized space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy;

b) expansion and improvement of community recreation centres serving the Plan Area;

c) development of new non-profit child care centres located near the Scarborough Centre transit station and within future elementary schools; and

d) new public schools in the Plan Area as conceptually identified on Map 5-2 Structure Plan.

11.3. LOCATION AND DESIGN

11.3.1. New community services and facilities will be:

a) accessible to the resident and worker populations that they serve;

b) located in highly visible and accessible locations with strong pedestrian, cycling and transit connectivity;

c) designed in a manner that promotes the development of flexible multi-purpose space to allow for the delivery of a wide range of programs and services;

d) incorporated at grade or within the lower storeys of mixed-use buildings containing other uses; and

e) developed as joint use facilities where appropriate to allow for the sharing of community space and joint programming by local service agencies.

11.3.2. Community services and facilities should be designed with an equity lens and through consultation with local communities to create spaces that are safe, accessible, and inviting for all.

11.4. SCHOOLS

11.4.1. Local School Boards will maximize outdoor play space on school property, including at-grade and/or on building podiums, to ensure students and staff have dedicated access to open space that is designed for their needs, prior to any consideration of shared use of other open spaces.

The City and local School Board(s), and property owners where applicable, may collaborate to secure shared use of parks, outdoor play space, schoolyards and school facilities, to pursue greatest utilization for community access and recreational programming.

11.4.2. Local School Board use of parks during school hours may be accommodated through a shared-use agreement, which may address, among other matters, shared responsibilities regarding funding, maintenance and governance. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park available for community use.

11.4.3. Where shared use is being considered:

a) The school must be located adjacent to the park and/or POPS with maximum consideration for student safety; and

b) The design, location, and programming of parks will be determined by the City, in consultation with local School Boards.

11.5. PARTNERSHIPS

11.5.1. Partnerships between private landowners, public agencies, boards and commissions, and non-profit community service providers to support the improvement, provision and expansion of CS&F will be encouraged.

11.5.2. To address their respective requirements and to promote cost-effectiveness and coordination, community service providers will be encouraged to:

a) support the creation of community hubs;

b) co-locate facilities and share resources;

c) address distribution gaps; and

d) integrate and coordinate programs

11.5.3. The identification and formation of strategic partnerships among private landowners, public agencies, boards and commissions, and non-profit community service providers will be encouraged to support the development and long-term sustainability of a dynamic, multi-use facility. This facility should contribute to the area's vibrancy, inclusivity, and economic resilience, and be designed to accommodate a diverse range of uses, including but not limited to:

a) live performance and entertainment venues:

b) art galleries and exhibition spaces;

c) cultural spaces; and

d) complementary community or ancillary uses.

11.6. **TIMING AND PHASING**

11.6.1. New and/or expanded CS&F are to be provided in a timely manner to support and be commensurate with growth.

11.6.2. Development that is phased generally should include required on-site community services and facilities as part of the first phase of development.

11.6.3. Where the provision of CS&F is not feasible in the first phase of a development, consideration should be given to accommodating temporary CS&F, particularly where existing CS&F have been displaced by redevelopment.

12. SERVICING

Municipal servicing infrastructure includes the water distribution system, sanitary sewers, and storm sewers. Intensification of the Plan Area will be supported by improvements to servicing infrastructure both within and outside the Plan Area and is critical to the success of this Plan.

12.1. New development will not exceed the capacity of existing municipal servicing infrastructure within the Plan Area.

12.2. New development will be required to coordinate with planned new, improvements and/or upgrades to existing municipal servicing infrastructure.

12.3. Where infrastructure capacity is inadequate to support new development, the new development will be required to provide upgrades and/or improvements to existing municipal servicing infrastructure, and/or new municipal servicing infrastructure, where appropriate, to provide adequate capacity for the new development considering planned growth of the Plan Area, secured pursuant to the development review process.

12.4. Municipal infrastructure required to service new development will be provided on municipal lands typically within the public street right-of-way.

12.5. Functional servicing reports, prepared in accordance with City's terms of reference, will be required to be submitted with development applications to:

a) identify whether sufficient capacity exists within the local municipal servicing infrastructure

to accommodate new development;

b) identify any improvements required to existing municipal servicing infrastructure to support the new development; and

c) determine mitigation measures to minimize any impacts to the existing infrastructure to the satisfaction of the City.

12.6. New development will manage stormwater on-site and will not rely on stormwater management facilities located withing the public realm. New development will include stormwater management methods to address existing site impacts on the environment and manage future development in an environmentally responsive manner.

12.7. Stormwater management reports will be required on an application basis to identify how stormwater is being managed within the Plan Area in accordance with the City's Wet Weather Flow Master Plan and City's terms of reference for Stormwater Management Report.

12.8. Development blocks shall be overcompensated to the greatest extent possible to address the requirements for water balance and quantity control for public roads, parks, and City lands to the City's satisfaction.

12.9. The upgrades and/or improvements to existing, or new municipal servicing infrastructure may be secured in a private servicing agreement entered into between various landowners to identify cost-sharing obligations, coordination on construction of such infrastructure, cost and implementation of all new storm sewers and stormwater management facilities, and such related matters, including any requirements for Green Infrastructure as defined in the Official Plan and as determined by the City or this Plan. The City will require all infrastructure to be constructed and operational before any permits are issued for the new development.

13. COMMUNITY BENEFITS

13.1. Community benefits will be provided to support redevelopment of the Plan Area.

13.2. In-kind community benefits in lieu of payment of the Community Benefits Charge, where agreed, will be encouraged to support the creation of a complete community.

13.3. The policies in this Plan that address the provision of community benefits are to be read within the context of the Planning Act that permits the City to obtain community benefit charges and/ or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the Planning Act and any associated legislation.

14. IMPLEMENTATION

14.1. GENERAL POLICIES

14.1.1. Development will protect the long-term vision of the Plan Area consistent with the policies of this Plan.

14.1.2. The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of municipal infrastructure, facilities, and amenities needed to support intensification of the Plan Area.

14.1.3. The City may pass Zoning By-laws, approve Plans of Subdivision provided development

applications meet all applicable policies and legislation. The City may enter into agreements pursuant to the *Planning Act*, such agreements authorized under Section 51, and the *City of Toronto Act*, 2006, as amended, to secure matters required to support development provided for in this Plan.

14.1.4. The City may, at its discretion, require easements in respect of private land to secure public access along private streets, local connections, and POPS through the development review process.

14.2. **COORDINATED DEVELOPMENT**

14.2.1. Development applications will demonstrate that there is adequate transportation, servicing and community infrastructure capacity within the broader Scarborough Centre area to accommodate the proposed level of intensification in the context of existing and proposed development.

14.2.2. Development shall be sequenced to ensure appropriate transportation and municipal servicing infrastructure are available to service development.

14.2.3. An updated Transportation Impact Study (TIS) will be required for each phase of multi-phased developments.

14.2.4. The expansion of the street network in the Plan Area into a finer grid of streets identified on Map 5-6 Street Network will occur incrementally with development through the direct construction and conveyance of new streets on development sites or contributions towards the acquisition of land and construction of transportation infrastructure off site as secured through the development review process. The expansion of the street network will occur as follows:

a) if a required network improvement forms part of a site that is subject to a development application, that improvement will be secured and/or constructed prior to development proceeding;

b) when a development application results in the identification of the need for a network improvement, as shown on Map 5-6 Street Network, that is not part of the site that is the subject of the development application, the development proponent of that site will be encouraged to coordinate the implementation of required improvements with other landowners in the Plan Area;

c) if the off-site network improvements required for a proposed development are not in place or constructed, development proponents must demonstrate to the satisfaction of the City that the transportation network will function appropriately until the required improvements have been implemented; and

d) if the required network improvement is an off-site improvement, and the development has satisfied the provisions of Policy 14.2.4 b) and c), the City may require a financial contribution towards the costs associated with the future land acquisition and/or construction of the required transportation improvement, as determined through the development application review process.

14.2.5. The phasing of the transportation system for the Plan Area, including public realm improvements and necessary infrastructure requirements, will be coordinated, and will be implemented through financially secured development agreement(s). New segments and realignment of the public street network will be implemented so that the functional integrity

of the transportation system is maintained at all times.

14.2.6. Development will coordinate and implement infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate) including the provision of new servicing and new transportation infrastructure where required to support new development.

14.2.7. Owners of land within the Plan Area are encouraged to enter into landowner agreements, as appropriate, which address respective responsibilities regarding coordination, provision, financing, cost-sharing, front ending, and/or phasing of infrastructure for servicing required to support development of the Plan Area.

14.3. HOLDING PROVISIONS

14.3.1. To ensure growth is considered and sequenced, conditions to be met prior to the removal of a Holding ("H") provision are identified in Policy 5.1.2 of the Official Plan, and in addition may include the following:

a) entering into a financially secure agreement under Section 51 of the *Planning Act*;

b) construction of or securing agreements for required new and/or upgrades or improvements to existing municipal infrastructure, including water, sewer, stormwater infrastructure and energy provision networks to support existing conditions, recently approved developments, new development, and planned growth;

c) construction of or securing agreements for required public streets and appropriate transportation infrastructure and network improvements, inclusive of transit, having regard to the Scarborough Centre Transportation Master Plan and related updates, to provide sufficient multi-modal transportation capacity to support existing conditions, recently approved developments, and new development;

d) confirmation of funding or financing of transportation infrastructure, servicing infrastructure, and parks required to support the development

e) the substantial completion of an environmental assessment pursuant to the Environmental Assessment Act;

f) construction of or securing CS&F; and

g) protection of public health and safety.

14.3.2. City Council may remove the Holding (H) symbol from all or some of the lands it is subject to only when the associated conditions have been satisfied and matters are appropriately secured through a planning process pursuant to the Planning Act and/or the City of Toronto Act, 2006, as amended.

14.4. DRAFT PLAN OF SUBDIVISION

14.4.1. New residential development will not proceed prior to the approval of Draft Plan(s) of Subdivision for the associated lands which implement(s) the public street network and parks contemplated in this Plan.

14.4.2. Division of land will create land parcels that facilitate development consistent with the intent and objectives of this Plan.

14.5. ZONING BY-LAW AMENDMENT(S)

14.5.1. Applications for Zoning By-law Amendment(s) will implement the intent and objectives of the Plan and the Urban Design Guidelines adopted for the Plan Area.

14.6. **SITE PLAN CONTROL**

14.6.1. Applications for Site Plan Control will be used to implement the intent and objectives of this Plan and the Urban Design Guidelines adopted for the Plan Area.

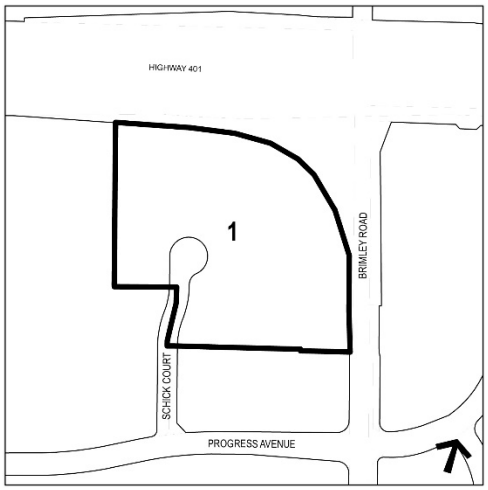
14.7. **MONITORING**

14.7.1. The City will monitor development activity in the Plan Area on an-ongoing basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards, and commissions, to evaluate the evolving needs of the area's population and inform the delivery of new and enhanced CS&F.

15. SITE AND AREA SPECIFIC POLICIES

1. Lands West of Brimley Road, South of Highway 401 and North of Progress Avenue

For the lands shown as 1 on Map 5-12:



a) A maximum of 1,797 dwelling units will be provided.

b) Amendments to the zoning by-law to permit 1,797 dwelling units may require the owner to enter into an agreement with the City pursuant to Section 37 of the Planning Act, to convey land for public parks in excess of 5% for residential development and 2% for office-commercial development, and a cash payment for public pedestrian walkways, and development of public parkland located within this designation.

c) The implementing zoning by-law will permit building heights of 30 storeys. Maximum building heights may be increased beyond 30 storeys by minor variance upon the filing of a satisfactory Site Plan Control application.

d) The owner will prepare Urban Design Guidelines in consultation with the City to ensure implementation of all urban design objectives for the subject lands.

e) To promote a lively and active streetscape and to provide "eyes on the street", street related commercial or residential units will be located at the base of buildings fronting onto the pedestrian walkway – possible future public street to Brimley Road, and along the Brimley Road frontage south of this facility. Development north of the public pedestrian walkway – possibly future public street to Brimley Road will endeavour to implement this objective by the above means or through the placement of recreational facilities, outdoor amenity areas, pedestrian connections to the street and other design features.

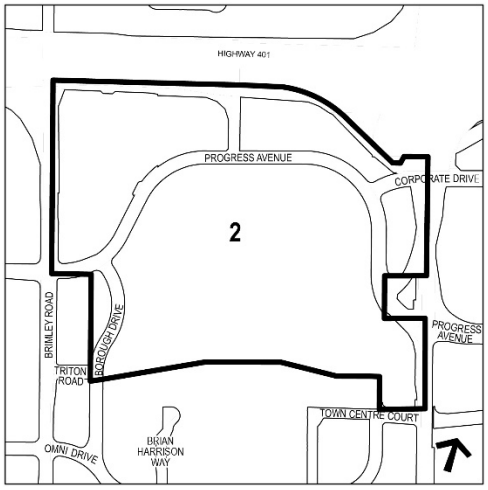
f) The conveyance of the land to create a public park on the east side of Schick Court satisfies parkland contribution requirements for development of 1,797 dwelling units.

2. 300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 520, 530, and 580 Progress

Avenue and 350 Town Centre Court

For the lands shown as 2 on Map 5-12:

1 INTERPRETATION



The following policies are intended to be read together with the policies of the Official Plan and Scarborough Centre Secondary Plan, except where provided otherwise. In case of a conflict between the Official Plan or applicable Secondary Plan and their implementing plans, strategies and guidelines, the policies of this SASP will prevail.

2 VISION

The Scarborough Town Centre Mall and associated lands (being the lands outlined in black as shown in Map A – Site Boundary and Map 5-1 above, and herein referred to as the "Site") are generally bound by Highway 401 to the north, McCowan Road to the east, Triton Road to the south, and Brimley Road to the west, and form part of the broader Scarborough Centre. The Site is 37 hectares (91 acres) and was developed in the early 1970's as a single storey, enclosed shopping centre, responding to growing demands for places to shop and socialize. The Site provides a mix of retail, service and entertainment uses for the communities within Scarborough and Durham Region. It also serves as a regional employment destination, and important community hub.

While the Scarborough Town Centre Mall ("the Mall") is envisioned to continue to serve the community in its current configuration for the foreseeable future, development of lands adjacent to the Mall, which are primarily used for surface parking, and the lands north of Progress Avenue North, is anticipated.

The vision for these lands is to provide a connected, accessible, transit-oriented, diverse, complete community, including a full range of housing in terms of tenure and affordability, commercial and employment uses, and community service facilities.

The Site will be supported by a multi-modal transportation network, an improved network of parkland, open spaces and pedestrian amenities, landscaping and welcoming public spaces that will invite residents, workers and visitors to explore and interact within its distinct neighbourhoods, while ensuring compatibility with the Mall and Employment Areas.

Sidebar: This SASP encourages the development of a complete community for the Site. **Complete communities** are places that contain all the necessary ingredients for people to live, work, shop, and access services. Complete communities generally feature a diverse mix of land uses including residential and employment uses, with convenient access to local shops and services. They provide a range of housing options, including affordable housing, to accommodate all household sizes of all incomes at all stages of life. Complete communities also provide convenient access to transportation options, parks and open space, community service facilities and provide the physical and natural infrastructure to support it all.

3 GUIDING PRINCIPLES

Development of the Site will be informed by the following guiding principles to achieve the Vision set out in Section 2 of this SASP:

a) **Create a Complete Livable Community with a Diverse Mix of Uses:** the Site will be a complete community where a diverse mix of uses, homes, jobs, schools, community services, and parks will be easily accessible. Complete communities support quality of life, economic vitality and human health. They are mixed use, support transit, encourage active transportation and provide a mix of housing types supporting a range of affordability;

b) **Create Green Streets and a High-Quality Public Realm:** development will strengthen the Site's urban character and sense of place through design that contributes to vibrant, comfortable, and well-defined streets and open spaces;

c) **Create a Connected Community:** A fine-grained network of new multi-modal streets and active connections will be introduced to provide greater porosity through the Site for all users. Permeability and wayfinding will be promoted to encourage walking and cycling, with a focus on active transportation connections to and from Scarborough Centre;

d) **Create Quality Parks and Open Spaces:** a network of high-quality interconnected parks and open spaces that will contribute to complete neighbourhoods with a broad range of amenity for people living, working and visiting Scarborough Centre;

e) **Create Distinct Districts with a Varied Built Form:** the Site will feature Districts that will support a variety of street and block patterns, building types, heights, densities, open space and streetscape design to provide unique character and placemaking;

f) **Maintain the Mall as a Major Retail and Employment Anchor:** Development of new neighbourhoods and infrastructure will complement and strengthen the Mall as a retail and entertainment destination providing significant employment opportunities in Scarborough Centre.

g) **Ensure Appropriate Fit:** new buildings, connections and open spaces will enhance the link between the Mall, new development on the Site, and the surrounding Scarborough Centre community, while maintaining compatibility with nearby industrial uses and Employment Areas;

h) **Integrate Land Use with Appropriate Infrastructure:** land uses and built form will form part of a coherent strategy and respond appropriately to existing context, transportation, and servicing conditions. Transportation and servicing infrastructure will be improved to support the existing and future communities within the Site; and

i) **Achieve Sustainability and Resiliency:** New development will promote environmental, economic and social sustainability in all aspects of planning. It will encourage building and open space design that promotes resilience, adaptation to extreme weather, biodiversity, reduction of greenhouse gas emissions as well as energy and resource efficiency.

4 AREA STRUCTURE

Development of the Site will be organized by the Structure Plan (Map B). The Structure Plan identifies public realm elements that will be constructed, enhanced and maintained to improve the look, feel, function, and permeability of the Site, and will serve as organizing elements for development around them. The Structure Plan will serve as the foundation of the Site's comprehensive planning framework.

4.1 Structure Plan

a) Map B - Structure Plan identifies the following elements that will define the structure of the Site and serve as the foundation of the Site's comprehensive planning framework, including:

   i. Public and Private Street Network;

   ii. Green Loops;

   iii. Active Transportation Connections;

   iv. Parks and Open Spaces;

   v. Publicly Accessible Privately-Owned Spaces (POPS);

   vi. Triton Road Servicing Corridor;

   vii. Development Blocks and the Mall Block;

   viii. Conceptual Building Edges;

   ix. Scarborough Town Centre Mall (the Mall);

   x. Planned Transit Station and adjacent bus terminal; and

   xi. Existing bus terminal.

b) The Site has been organized into 21 blocks as shown on Map C: Block Plan. Minor adjustments to the boundaries of blocks may be made without the need for an amendment to the Official Plan.

c) The Green Loops are important public streets that serve as key organizing elements for locating and connecting future parkland and open spaces.

4.2 Districts

The Site has been divided into four distinct Districts, as depicted on Map D, which reflect existing local conditions as well as the unique identities and functions that are planned for these areas through this SASP. Taken together with the Structure Plan, the District policies herein will ensure the Site develops in a manner consistent with the Vision and Guiding Principles of this SASP.

Borough Drive and Progress Avenue serve as key boundaries of all four Districts. Together, they create a Green Loop, as shown on Map B: Structure Plan, which will be planned to promote cycling and walking along an enhanced landscape streetscape that connects the open space and public realm network across the Districts.

4.2.1 The Commercial District

The Commercial District contains the Mall, a regional shopping centre and major employment site in eastern Toronto that is surrounded by large areas of surface parking and servicing areas and single-storey retail buildings. Over time, these areas will evolve to create mixed-use neighbourhoods alongside the Mall, with connections to adjacent Districts. This evolution will, in part, be facilitated by rethinking how parking and servicing for the Site will function, including integrating and relocating some of these elements below grade. Development above these integrated parking and servicing areas will help to define a new network of streets, pedestrian connections, and open spaces that complement and extend the Mall's internal circulation system outwards to meet the existing and planned street network within the District and beyond. A common way-finding system within the Commercial District will enable residents, shoppers and workers to move easily within the Commercial District and to surrounding destinations.

The Commercial District will, in time, become a mixed-use district concentrated around the Mall with major retail, service and entertainment uses that provide regional and local employment opportunities and potential for additional commercial and residential uses. Potential Mall expansions and/or renovations, and commercial, entertainment, hotel, recreational, restaurant and cultural uses will make better use of existing infrastructure and improve the attraction of the Commercial District as a destination within Scarborough Centre. New mixed-use neighbourhoods around the Mall, parks and open spaces, and a fine-grained network of streets to facilitate redevelopment, will improve permeability, safety, visibility and access to buildings and create human-scaled blocks.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the Commercial District:

a) New residential development will provide a mix of mid-rise and tall buildings;

b) A multi-modal street network with a fine-grained grid pattern will provide greater connectivity within the District and from the District to adjacent lands, including the Planned Transit Station;

c) Opportunities to improve access to and from the Planned Transit Station through the Mall are strongly encouraged;

d) Vibrant pedestrian plazas at strategic locations will strengthen and extend the retail and entertainment functions of the Mall to connect with and contribute to the overall public realm framework of this SASP;

e) Street-related built form will frame streets with active edges and will include retail and commercial uses at-grade where appropriate;

f) Improvements to the outer edges of the Mall will be strongly encouraged, where appropriate, to provide visually interesting facades with active uses along street frontages;

g) A common signage and way-finding system will be established to enable residents, shoppers, and workers to move safely and easily to desired destinations within the Commercial District; and

h) Provision of a green roof and/or renewable energy infrastructure on the roof of the Mall is strongly encouraged.

4.2.2 The McCowan District

The McCowan District is located between McCowan Road and Borough Drive and Progress Avenue and Town Centre Court. The McCowan District will be characterized by the Planned Transit Station and multi-modal transportation hub, office uses, a mix of employment, retail and residential uses. It will include such uses as open spaces and CS&F. Employment will be an important element of the District.

There is significant potential for development in the McCowan District due to the presence of vacant lands and underutilized sites. It is envisioned that the McCowan District will contain a mix of uses with a focus on promoting office uses and high-density development in proximity to the Planned Transit Station.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the McCowan District:

a) The highest height and density of development should be concentrated around the Planned Transit Station;

b) The area around the Planned Transit Station will feature a fine-grained network of streets and open spaces with a high-quality streetscape and public realm, to support pedestrian connectivity and encourage transit use;

c) Office uses are strongly encouraged around the Planned Transit Station;

d) Retail and amenities that support office and residential uses and create a vibrant downtown environment near the Planned Transit Station are encouraged and may include indoor and outdoor spaces for art, entertainment and cultural facilities;

e) Built form with a signature architectural expression is strongly encouraged within the area around the Planned Transit Station; and

f) Strategic organization of uses and design strategies will be applied to new development to manage transition in grades and strengthen connectivity within and between Districts and to the Planned Transit Station.

4.2.3 The North District

The North District is bounded by Highway 401 along the northern edge of the Centre, Progress Avenue to the south, Brimley Road to the west, and McCowan Road to the east.

The North District will be primarily a residential area with a mix of high-rise buildings located adjacent to Highway 401. Parkland and open spaces that serve the residential population will be located along the southern edge of the district to help mitigate shadow impacts from tall buildings. Vegetation to create a buffer from noise and pollution is encouraged between the buildings and the edge of the Highway.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the North District:

a) New development will primarily be residential uses supplemented with ancillary retail uses;

b) A linear parkland and open space system will be located adjacent to Progress Avenue to support the residential population and will serve as a focal point for Scarborough Centre;

c) New development will feature built form that frames and supports Progress Avenue, parkland, open spaces and new streets;

d) Height peaks along Highway 401 will define the skyline;

e) Built form massing and vegetation zones will provide a physical, noise and pollution buffer to Highway 401;

f) Safe, direct and convenient active connections for pedestrians and cyclists will be integrated with complete streets along Progress Avenue; and

g) Generous setbacks with enhanced streetscapes will be implemented along Progress Avenue rights-of-way to promote a pedestrian and cycling friendly environment.

4.2.4 The Brimley District

The Brimley District is generally characterized by lands along Brimley Road, south of Progress Avenue. It will be a mixed-use area with residential, and retail uses, supported by parkland, plazas and open spaces that serves as an extension of the existing residential community to the south along Borough Drive.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the Brimley District:

a) New development will include a mix of uses with a focus on residential use;

b) Retail and commercial uses along Brimley Road are encouraged to highlight its role as a major street along the western boundary of the Site;

c) New development will feature built form that frames and supports Brimley Road, Borough Drive, parkland and open spaces, and new public streets; and

d) A height peak at Brimley Road and Progress Avenue will define the skyline.

5 LAND USE

The land uses within the Site will support the development of a diverse, complete and livable mixed use community with transit-supportive densities. The provision of a full range of uses which are accessible to and serve the daily needs of residents from all stages of life will ensure residents have access to an appropriate range of CS&F within a complete and livable community. The provision of residential uses, through a diverse range of housing options, including new affordable housing, will be balanced with non-residential uses such as retail and service commercial, business, institutional uses, and community agencies.

a) In addition to the policies of this SASP, the land use policies and development criteria for building new neighbourhoods of Chapter 3 of this Plan, the land use policies of Chapter 4 of this Plan, and the policies of Chapter 6 will apply to the Site. In the case of any conflict between the policies of this SASP and the other policies of this Plan, the policies in this SASP will prevail.

b) Redevelopment will support the Site's continued role as an important retail destination and community hub.

c) Residential intensification combined with non-residential uses will occur within the Site on lands designated *Mixed Use Areas* to create an appropriate mix and balance of uses.

d) A broad range of non-residential uses, including office, institutional, creative industries, research and development, retail and entertainment and other commercial uses are encouraged within the Site and will reinforce the guiding principles and area structure and to support the development of the Site as a complete community with local job opportunities.

e) New employment and major office development is strongly encouraged, particularly on those lands in close proximity to the Planned Transit Station.

f) Providing space for a grocery store within the Site is strongly encouraged throughout all phases of redevelopment.

5.1 Active At-Grade Uses

a) New buildings will be designed to frame streets and open spaces, as indicated by the Conceptual Building Edges on Map E.

b) New development will facilitate and promote safe and comfortable connections along active frontages between the Planned Transit Station and the Mall.

c) New retail uses are encouraged to be strategically located in areas which complement the Mall, along important north south and east west thoroughfare streets such as Brimley Road, Progress Avenue East and West, and McCowan Road, or adjacent developments;

d) Active At-Grade Uses, as shown on Map E, will create an animated and safe environment, primarily consisting of retail or commercial space. Active, at-grade uses could also include: offices and co-working spaces; cultural, institutional, and entertainment uses; residential lobbies; and, community uses that animate space at-grade.

e) In addition to the frontages indicated on Map E, all development fronting onto plazas will provide active, at-grade uses.

f) Residential at-grade units will be encouraged along street frontages in areas with a predominant residential character to support street animation.

g) Residential buildings will provide a main entrance along a public street to provide public access and address.

h) Notwithstanding (g) above, the tower located on the southeast corner of Block 9 may provide a main building entrance along Private Street 'G' or 'H' but will have direct connection to a building entrance located on Progress Avenue.

5.2 At-grade Outdoor Amenity Spaces

a) The provision of outdoor amenity space is encouraged at-grade to contribute to the public realm and promote environmental sustainability. These may take the form of forecourts, urban gardens, courtyards and plazas.

b) At-grade outdoor amenity spaces should be generously scaled, visible from surrounding streets, parkland and POPS, and connected to indoor amenity areas.

5.3 Parking

a) As development proceeds, large areas of surface parking and services will move below grade to create an improved pedestrian condition and enhanced urban environment.

b) Above grade parking is not encouraged but may be considered in appropriate locations, as identified through the development review process. Above grade parking will be incorporated into the built form of new development and will be wrapped with residential and/or other animated uses on all sides facing a public street, parkland and POPS, with the exception of base building facades that directly abut the Highway 401 frontage, where such uses may be articulated and screened.

c) Prior to full build-out, new surface parking may be permitted on an interim basis on the unbuilt portions of the Site, provided it does not preclude the redevelopment of future phases, or the multi-modal transportation objectives of this SASP.

5.4 Compatibility / Mitigation

a) The existing industrial facilities at 333 Progress Avenue and 370 Progress Avenue are major facilities for as long as the existing industrial facilities remain operational on said lands.

b) In addition to the requirements of Section 2.2.4 of Chapter 2 of this Plan, Section 5.5 of Chapter 5 of this Plan, and Schedule 3 of this Plan, a complete application for a zoning by-law amendment, plan of subdivision, site plan control approval or variance to introduce, develop or intensify sensitive land uses, including residential uses, on the Site within 500 metres of a major facility described in policy (a) above, as measured from the lot line, shall include an Air Quality Study, Odour Study, and Noise Impact Study.

c) The studies referred to in policy (b) above shall be prepared in accordance with City requirements

and in addition shall consider and evaluate:

i. at-source mitigation,

ii. at-receptor mitigation,

iii. the use of warning clause(s) registered on title to the applicable portion of the Site, and

iv. potential agreements between the owner of the lands within the Site that are the subject of a development application to introduce, develop or intensify sensitive land uses, including residential uses, and the owner of the lands where a major facility is located as identified in policy (a) above.

d) The studies described in (b) above shall follow the requirements of the Terms of Reference set out by the City of Toronto Application Development Guide and will in addition include a quantitative analysis of impacts which will consider planned expansions of industrial operations of the major facilities identified in a) above, where appropriate and in consultation with the owners of said major facilities. For the purposes of this policy (d), planned expansions may be demonstrated by the filing of development applications for an expansion, or the completion of a pre-application consultation meeting in respect of an expansion, or the filing of an environmental compliance approval application or environmental activity and sector registry registration with the Ministry of Environment, Conservation and Parks in respect of an expansion, or a capital budget plan for such expansion or such other evidence.

e) If any of the studies described in (b) above recommend at-source mitigation measures then the applicant shall engage with the owners of the major facilities identified in (a) above for which such measures are proposed, and such measures shall be subject to approval of each such site owner. The incremental costs of implementing and maintaining any such measures associated with the proposed development shall be the responsibility of the applicant and may be secured by the parties through written agreement but in any event the City shall not be responsible for any costs of the parties.

f) If a study referred to in policy (b) demonstrates the need for mitigation, these measures may be secured pursuant to the development approval process, as appropriate, and may include the use of a zoning by-law amendment holding symbol, conditions of plan of subdivision registration, conditions of site plan control approval with at-receptor mitigation measures, if any, required to be notated or otherwise shown on the site plan drawings, or conditions of variance approval.

g) In addition to the requirements of Policy 2.2.4.9 of Chapter 2 of this Plan, upon the receipt of the City's Notice of Complete Application to introduce, develop or intensify sensitive land uses, including residential uses, on the Site, the applicant shall provide expanded notice of the proposal to the major facilities referred to in (a) above.

6 MOBILITY

The Scarborough Centre Secondary Plan and Transportation Master Plan (SCTMP) focus on balancing modes of transportation and land uses and enhancing walking and cycling environments to provide a range of travel choices and encouraging sustainable travel behaviour.

Building on this, the policies of this SASP will guide the introduction of new streets to create a finer grain network which supports the movement of all users and improves connectivity. They will also guide the enhancement of over time through realignments and streetscape improvements, such as widened sidewalks, street tree planting, and cycling facilities. New streets and enhancements will be secured as part of development and/or capital infrastructure

projects to encourage walking, cycling and the use of public transit, and shift dependence away from automobiles.

The policy direction below will provide guidance on mobility for the Site:

a) Redevelopment of the Site will provide a fine grain network of streets and mid-block connections to support a high-level of permeability for pedestrians, cyclists and vehicular circulation and establish new development blocks.

b) The Street Network will consist of Public Streets and Private Streets. These streets will be appropriately scaled, pedestrian-oriented, safe, comfortable, and inviting, and promote movement into and through Scarborough Centre. The exact location, alignment and design of streets will be refined through the development review process (including the Plan of Subdivision process) and/or a capital infrastructure project process, as required.

c) The primary network of Public Streets as identified on Map F: Street Network will enhance connections across the Site and to the surrounding Scarborough Centre. These streets will be publicly owned and accommodate all users and modes, as planned for in the SCTMP and reflected in OPA 409. They will be designed to meet or exceed City Standards. Public Streets include:

   i. **Progress Avenue North,** between Brimley Road and McCowan Road;

   ii. **Realigned Progress Avenue West,** between Brimley Road and Borough Drive;

   iii. **Realigned Progress Avenue East,** between McCowan Road and Borough Drive;

   iv. **Realigned Borough Drive West,** between Triton Road and Progress Avenue North;

   v. **Realigned Borough Drive East,** between Town Centre Court and Progress Avenue North;

   vi. **New Street 'D',** from Borough Drive East to Progress Avenue North;

   vii. **New Street 'F',** from Borough Drive West to Triton Road;

   viii. **New Street 'C',** from Borough Drive West to Progress Avenue North;

   ix. A portion of **Triton Road**, abutting the south side of Block 16;

   x. **New Street 'A',** an extension of Borough Drive West to Progress Avenue North;

   xi. **New Street 'B',** from Progress Avenue North bisecting Block 12; and

   xii. **New Street 'E',** from McCowan Road to Borough Drive East.

d) The lands identified for delivery of the Public Street network of this SASP will be protected and conveyed over time to the City as a requirement of the development approvals process.

e) To support the delivery of a 30-metre right-of-way for a Realigned Progress Avenue East, 3.0 metres will be taken from the lands owned by the City as of November 20, 2024 to the north of this street.

f) A Complete Streets and Green Streets approach will be applied to the design and construction of new Public Streets.

g) Progress Avenue North, an arterial which serves the broader Scarborough Centre, will continue

to act as a primary east-west spine into and across the north of the Site, and be planned to function as a goods movement corridor.

h) A secondary network of Private Streets will support the Public Street network, providing additional connectivity and capacity across the Site, as conceptually shown on Map F: Street Network. These will take the form of vehicular streets designed to connect and integrate into the broader Public Street network and meet the design objectives for new Public Streets. Private Streets include:

   i. **Street 'G'**, which will have a planned width of 18.5 metres and provide frontage along the northern entrance of the existing shopping centre;

   ii. **Street 'H'**, which will have a planned width of 20 metres and provide access from Progress Avenue to the northern entrance of the Mall; and,

   iii. **Street 'I'**, which will have a planned width of 18.5 metres, with the exception of the east-west portion connecting to Borough Drive which will have a planned width of 20 metres.

i) Private Streets will be designed and constructed to adhere to minimum City standards, as may be amended from time to time, within their planned widths.

j) To support the operations of the Mall, access drives (tunnels) may be located below all Private Streets, and parking and servicing areas may be located below 'Street I', provided the intended function and character of the Private Streets are maintained and underground facilities are constructed to appropriate standards.

k) Triton Road, between Street F and McCowan Road will remain as a service corridor to the Mall and may facilitate transit service.

l) Vehicular access, ramps, loading, and servicing will generally be located underground and/or integrated into development at-grade, and organized to minimize impact on the public realm.

m) Parks and open spaces, mid-block connections, and Active Transportation Connections will complement the network of Public and Private Streets to support multi-modal connectivity across the Site and to adjacent development.

n) New development along McCowan Road will accommodate and interface with future connections to higher-order transit.

o) Pedestrian and cycling infrastructure will be planned and provided with development across the Site to create a comprehensive mobility network, as identified on Map G: On-Street Cycling Network and Map H: Active Transportation Connections. The detailed design and delivery of these connections will be refined through the development review process, as required.

p) Active Transportation Connections will complement the street network to facilitate the movement of pedestrians and cyclists between adjacent streets, parkland and open spaces, cycling and transit infrastructure, and major retail destinations. These connections should provide direct, legible, continuous, and connected public access through blocks at-grade and will be secured with easements where necessary.

q) Active Transportation Connections should be:

   i. Appropriately scaled to feel safe and comfortable for all users;

ii. Designed with high-quality materials;

iii. Publicly accessible in all seasons; and

iv. Universally accessible, signed, and well-lit with pedestrian-scale lighting and clear sight lines for public safety.

r) In addition to Active Transportation Connections, mid-block connections will be identified through the development review process, where appropriate, to augment the mobility network and improve access for pedestrians and cyclists, including to transit stations and other community amenities.

s) Publicly accessible bicycle parking, in additional to the on-site by-law requirement, will be planned and located along cycling routes, as determined through the development review process.

t) Controlled intersections will be required across the Site, as determined through the development review process.

7 PARKLAND AND OPEN SPACE

7.1 General Policies

a) Redevelopment of the Site will provide for an open space network of public parkland, privately-owned, publicly accessible open spaces (POPS), private at-grade amenity space, and plazas associated with the Mall as shown on Map I: Open Space Network.

b) Public parks, POPS, and at-grade amenity spaces and plazas will be fronted by active and/or animated uses.

c) Development will screen service and loading infrastructure that fronts onto POPS and at-grade amenity spaces and plazas.

d) Servicing and loading and access thereto which are associated with development will not be located immediately adjacent to public parks.

e) A minimum setback of 5 metres will be provided between the boundaries of each public park and any adjacent building face as shown on Map J: Minimum Setback Plan.

f) POPS will consist of publicly accessible outdoor amenity areas or pedestrian midblock connections.

g) POPS pedestrian midblock connections will provide a minimum 15 metre building face to building face separation to accommodate a generous pedestrian walkway, pedestrian-scaled lighting, tree planting, landscaping, and active and/or animated at-grade uses including spill-out patios.

h) Notwithstanding (g) above, POPS on Blocks 2, 4, 10, and 13C will provide a 5-metre space along public or private streets and driveways to support pedestrian connection and public access.

i. On Block 2 and 13C, this 5-metre pedestrian connection will be provided within the 5-metre setback identified on Map J; and

ii. On Block 10, this 5-metre pedestrian connection will be designed to include a walkway and landscaping.

i) Plazas will extend the internal functions and circulation of the Mall to strategically connect with the broader street and open space network. They will be designed and programmed to complement the retail and entertainment functions of the Mall.

7.2 Public Parkland

The Scarborough Centre Secondary Plan area, which includes the area subject to this SASP, is underserved by public parkland. Existing parks surrounding the area subject to this SASP offer limited active recreational opportunities. In the context of anticipated future development of the area subject to this SASP, new unencumbered public parkland is required.

a) New public parks will be located as shown on Map 19 of the parent Official Plan (Land Use Plan) and Map I: Open Space Network of this SASP.

b) New public parks will offer a range of active and passive recreational opportunities, be landscaped to support comfort and biodiversity, and provide a sense of place for residents.

c) Land conveyed for public parks will:

   i. have generous frontage on public streets in order to provide good visibility and accessibility and to promote the safe use of the public parkland;

   ii. be of a usable shape and size to provide a range of active and passive recreational opportunities year-round;

   iii. be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements; and

   iv. be connected by public streets, active transportation connections, and other elements of the open space network.

d) Public infrastructure and servicing connections required for public parks must be located within a public right-of-way that abuts the public park.

e) Each public park within the area subject to this SASP will strive to be comfortable for individuals while sitting during the summer and while standing during the winter. Wind mitigation measures related to development are not permitted within public parks.

7.2.1 Parkland Dedication

a) A minimum of 38,325 square metres of land will be delivered as unencumbered public parkland to serve the anticipated future population of the area subject to this SASP. The location and size of the unencumbered land to be dedicated as public parkland is identified on Map I: Open Space Network and is described as follows:

   i. **Block 12A** – an unencumbered public park block with frontage on Progress Avenue North and Street B, will be conveyed to the City with a minimum of 4,800 square metres in size;

   ii. **Block 11** – an unencumbered public park block with full frontage on Progress Avenue North and Public Street A, will be conveyed to the City with a minimum of 15,535 square metres in size;

   iii. **Block 16** – an unencumbered public park block with frontage on Realigned Borough

Drive West and Street F, will be conveyed to the City with a minimum of 4,880 square metres in size;

iv. **Block 10** – an unencumbered public park block with full frontage on Realigned Borough Drive West and Progress Avenue North will be a minimum of 5,205 square metres in size, of which no less than 3,980 metres will be conveyed to the City as public parkland;

v. **Block 7** – an unencumbered public park block with frontage on Realigned Borough Drive East, Progress Avenue North, and Street D will be a minimum of 4,050 square metres in size, of which no less than 2,830 square metres will be conveyed to the City as public parkland; and

vi. **Block 5** – an unencumbered public park block with frontage on Realigned Borough Drive East and Private Street I will be a minimum of 3,855 square metres in size, of which no less than 3,200 square metres will be conveyed to the City as public parkland;

b) Cash-in-lieu of parkland will be required by the City to meet the full parkland dedication of 40,196 square metres for the Site and will be valued and paid prior to the first above grade building permit for any new residential development within the Site.

c) In the event the owner is unable to convey to the City parcels of land for parkland purposes needed to achieve the minimum square metre area for the total parks block identified in each of policy (a)(i) through (a)(vi) above, an amendment to this SASP may not be required, provided the intent of the on-site parkland dedication objectives of this SASP are met.

d) In any event, the difference between the public park block minimum areas and the conveyed lands as set out in policy (a)(i) through (a)(vi) above will be paid by the owner as cash-in-lieu. The cash-in-lieu shall be paid prior to the first above grade building permit of the corresponding Block or Phase.

7.3 Phasing and Implementation

a) Land for public parkland will be conveyed to the City in a phased manner over time as set out below:

i. The park within Block 12A will be conveyed to the City upon the registration of the first plan of subdivision for the lands which include any part of Block 12 or any part of Street B;

ii. The park Block 11 will be conveyed to the City in either one or two phases, but no more than two phases. In both instances, a conveyance will be made upon registration of the first plan of subdivision for the lands which include any part of Block 13 or any part of Street "A". If conveyed in two phases, the first conveyance shall be no less than 5,000 square metres in size and the balance of park Block 11 will be conveyed as a condition of approval for the first development in either of Blocks 13A or 13B;

iii. The park within Block 10 will be conveyed to the City upon the registration of the first plan of subdivision for the lands which include any part of Block 10 or any part of Street "C";

iv. The park Block 16 will be conveyed to the City upon the earlier of the registration of the first plan of subdivision for the lands which include any part of Block 15, any part of Block 17, or any part of Street "F" and the first site plan approval granted for any part of Block 15 and Block 17;

v. The park within Block 7 will be conveyed to the City upon the earlier of the registration of a plan of subdivision for the lands which include any part of Block 7 or any part of Street "D" and the first site plan approval granted for any part of Block 7; and

vi. The park within Block 5 will be conveyed to the City upon the first site plan approval granted for any part of Block 4 or any part of Block 5.

8 PUBLIC ART

a) Public art is strongly encouraged at key strategic locations that are publicly accessible and visible from the public realm.

b) Public art will facilitate expression of community heritage, community identity, cultural diversity, and community values of pride, natural heritage, sustainability and connectivity, and other themes that will contribute to a sense of place and enhance the public realm.

c) A site-wide comprehensive Public Art Strategy will be submitted to the City for the Site no later than concurrent with the first Zoning By-law Amendment application filed for development within the Site, and will be updated every ten years with the first Zoning By-law Amendment application filed at that time.

d) The Public Art Strategy will identify conceptual locations for public art installations, as well as broad guidance on potential topics for expression and representation. Public art in these locations may be secured through development approval as an in-kind contribution for the purposes of the Community Benefits Charge.

9 DENSITY

To create a complete and livable community with areas of distinctive character, density will be distributed across the Site to accommodate a higher intensity of uses around the planned subway station at McCowan Road and Progress Avenue while also achieving other public realm and built form objectives such as a mix of building types, implementing appropriate transitions, and limiting shadow impact on streets and parks and open spaces.

a) An amendment to this SASP will be required where there is any residential redevelopment proposed within the building footprint of the Mall as lawfully existing on November 20, 2024.

b) Where non-residential redevelopment is proposed on the Mall Block at a scale, intensity, or character which necessitates reconsideration or reconfiguration of local streets, blocks, public works, open space or other public services or facilities, an amendment to this SASP may be required.

c) Where an amendment to this SASP pursuant to policy (b) above is not required, a Zoning By-law Amendment application may require the submission of a Block Plan in support of the proposed development.

d) In no event will a development proposal be approved that exceeds the capacity of the physical infrastructure, including transit and the street network, and where the proposed built form does not support the public realm and built form objectives of this SASP.

10 BUILT FORM

The built form policies of this SASP are structured around several key principles, including

contextually appropriate transit-orientated development, the creation of distinct Districts with varied built form, and the protection of pedestrian comfort along streets, parks and open spaces which will contribute to neighborhood placemaking and a pedestrian-orientated environment.

10.1 General

a) New buildings will be massed and articulated to fit with the planned character of the four Districts, contribute to a strong sense of place, and create an interesting skyline.

b) New buildings will frame streets, parks and open space with good proportion and provide consistent built form edges for a regularized streetwall that defines the public realm.

10.2 Setbacks

a) Development will provide minimum building setbacks from streets, parkland and open spaces as identified on Map J: Minimum Setback Plan.

b) Minor and limited encroachments below grade within the building setbacks established by this SASP may be considered on a case-by-case basis through the development review process without amendment to this SASP provided the encroachment does not adversely affect the long-term public realm and sustainability objectives of this SASP and this Plan with respect to the provision of soil volume, tree planting and tree canopy conditions.

c) Development along either side of Private Street G, Private Street H, and Private Street I will provide a minimum 24.5 metre base building face-to-building face separation distance.

d) Development along either side of Triton Road between Block 1 and 2 will provide a minimum 18.5 metre base building face-to-building face separation distance.

10.3 Building Heights

a) Building types will vary throughout the site and will be comprised of primarily tall buildings and midrise buildings.

b) The tallest buildings should be directed to three height peak areas, as identified on Map K: Building Heights, with a focus of the tallest height generally at the centre of each height peak area and transition down in height towards the edges of each height peak area.

c) Tall building height of towers within a block for blocks within height peaks will provide a minimum 5 storey or 15 metres difference in height to help define skyline transition within the height peaks.

d) Building height between the height peaks will be lower to define the three height peak areas, as identified on Map K. The areas between the height peaks with lower heights will generally be centered around the Mall, Progress Avenue North, south of parkland adjacent to Progress Avenue North, and parkland adjacent to Borough Drive. Building heights shall generally transition down in height from the height peaks towards these areas.

e) Anticipated height ranges for the Site as shown on Map K will guide the intended built form character for the Site. The heights of buildings will be determined through zoning by-law amendments. An Official Plan Amendment will not be required to permit lesser heights for tall buildings than what is as shown on Map K provided that the built form intent of this SASP, including the height peaks, is maintained.

10.4 Tall Buildings

a) Tall buildings will be designed and massed to support a comfortable pedestrian realm by ensuring adequate access to sky view, allowing adequate sunlight to penetrate to the street, and ensuring appropriate wind conditions in all seasons.

b) Tall building placement generally will be staggered across development blocks along the entirety of McCowan Road and Brimley Road through orientation and varying step backs from the base building frontage along these major arterial streets to provide variety in building massing and mitigate wind conditions.

c) Tall building massing will step-back a minimum of 3 metres between the base building and the tower building face, in accordance with the Tall Building Guidelines. Greater tower step-backs are encouraged for taller buildings within height peaks to mitigate wind downdraft on the pedestrian realm.

d) Minimum separation between the tower component of tall buildings will be 30 metres to:

   i. provide for a high-quality, comfortable public realm;

   ii. limit shadow impact on the public realm, including streets, parks, POPS, and plazas;

   iii. provide appropriate access to natural light and protect privacy for occupants of tall buildings;

   iv. provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS, and plazas; and,

   v. limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, POPS, open spaces, and surrounding properties.

e) Notwithstanding policy (d) above, a minimum separation of 25 metres between the tower component of tall buildings within and between Block 1, Block 2, and Block 4 will be permitted in recognition of smaller block sizes.

f) The tower component of all tall buildings will have a floor plate that is no greater than 750 square metres. Site-specific exceptions to the maximum floor plate size set out in this policy will be considered in respect of:

   i. Buildings with a height of 40 or more storeys, as identified on Map K, which are permitted to have a tower floor plate that is no greater than 780 square metres; and

   ii. Office buildings.

10.5 Base Buildings

a) Tower base building heights will be appropriately scaled in relationship to the street right of way width and will be between 60 to 80 percent of the adjacent right of way width. Base building heights will generally be as follows:

   i. Along New Private Streets G, H, and I: 4 storeys;

   ii. Along New Public Streets C, D, and F: 4 storeys;

   iii. Along New Public Streets A, B, and E: 6 storeys; and

iv. Along Brimley Road, McCowan Road, Progress Avenue and Borough Drive: 6 storeys

b) Long base buildings are discouraged. Base building length greater than 60 metres will be broken up by changes in building massing and articulation.

10.6 Mid-rise Buildings

a) Midrise buildings will generally be located outside the height peaks, and predominantly within the Commercial District as shown on Map K.

b) Development along the south frontage of Progress Avenue North will be predominantly midrise in form, provide a consistent streetwall height, and minimize shadow impact on parkland within the North District.

c) Midrise building heights and midrise base building heights will be appropriately scaled in relationship to the adjacent street right-of-way. Midrise building heights and midrise base building heights will be as follows:

i. A minimum 8 storeys and a maximum 10 storeys, with a maximum 6 storey base building height along Progress Avenue North; and

ii. A minimum 6 storeys and maximum 8 storeys, with a maximum 6 storey base building height along new local Public Streets, Borough Drive, and Private Streets.

d) Midrise building massing will step-back a minimum 1.5 metres at the 7th floor above the 6th storey midrise base building height.

e) Midrise building massing which is built out to a maximum 10 storeys will provide an additional stepback of 1.5 metres at the 10th floor above the 9th storey.

f) Separation distance between a midrise building and a tall building on the same block or two midrise buildings on the same development block will be a minimum of 20 metres to ensure adequate privacy and sunlight access between units.

g) Notwithstanding policy (f) above, the separation distance for midrise building to midrise building within Block 10 will be a minimum of 15 metres.

10.7 Low-Rise Buildings

a) Notwithstanding the building height ranges shown on Map K, low rise, non-residential expansion of the Mall will be permitted on Block 6, Block 17, Block 18, Block 19, Block 20, and Block 21. Development of this form will minimize shadows on adjacent plaza spaces.

10.8 Sun and Shadow

a) Development will locate density and built form strategically to minimize shadows in order to preserve the utility of parkland and open spaces including POPS, private open spaces and school playgrounds.

b) Subject to policy (c) below, buildings will be located and massed to ensure a minimum of 75 percent of:

i. Public parkland on Block 11 is in direct sunlight for 6 consecutive hours between 10:18 am to 4:18 pm from March 21st to Sept 1st;

ii. Public parkland on Block 12A is in direct sunlight for 4 consecutive hours between 12:18 pm to 4:18 pm from March 21st to Sept 1st;

iii. Public parkland on Block 16, Block 10, and Block 5 is in direct sunlight for 3 consecutive hours between 2:18 am to 5:18 pm from March 21st to Sept 1st; and

iv. Public parkland on Block 7 is in direct sunlight for 2 consecutive hours between 11:18 am to 1:18 pm from March 21st to Sept 1st.

c) Deviation from the daily start and end times identified in policy (b) above, up to a maximum of 1 hour, may be permitted without amendment to this SASP provided that the minimum requirements for consecutive hours of sunlight in policy (b) above are met.

11 CULTURAL HERITAGE RESOURCES

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. The Site is home to the Scott House, one of the former City of Scarborough's oldest and most important designated buildings. The conservation of this important cultural heritage resource is an important part of sustainable development and place making, preserving the character and history of Scarborough Centre. The Mall is also recognized as a place of importance to the economic and cultural history of Scarborough Centre.

a) A designated heritage property, a property listed on the City's Heritage Register, or a property adjacent to a designated or listed property, will receive additional consideration and design solutions through development to conserve the cultural heritage value and heritage attributes and character of these properties, as determined by a Heritage Impact Assessment.

b) In addition to (a) above, redevelopment of Block 12B within which 520 Progress Avenue (the Scott House) is located will conserve and enhance the cultural heritage value of the Scott House, including through a site-specific landscape approach on the property surrounding the Scott House which will reference the historic landscape of its farmhouse setting.

c) In the event of comprehensive redevelopment of the Mall as contemplated by Policy 9(a) and/or 9(b) of this SASP, the historic role of the Mall in the context of the Site, its role in the planning and development of a new Scarborough Town Centre, and in the subsequent economic and cultural life of Scarborough, will be commemorated. The Official Plan Amendment will include:

i. A Public Consultation Strategy Report, that will also include in its scope the requirement to gather understandings of how communities have valued the Mall and Site; and

ii. An Interpretation Plan that integrates the results of engagement into the narrative of the historical development and impact of the site and establishes the process for commemoration.

12 HOUSING

The housing policies of this SASP reflect a desire for a new community with a range of housing options in terms of tenure, size, and affordability, which are served by new CS&F.

a) To support the achievement of a complete and inclusive community, a full range of housing including different tenures, unit types and levels of affordability, will be provided throughout the Site to serve a variety of households, including units that are suitable for families with children, larger households, and units designed as accessible for seniors.

b) To achieve a balanced mix of residential unit types and sizes, development that contains new residential units will be comprised of:

   i. A minimum of 15 percent of the total number of units as two-bedroom units;

   ii. A minimum of 10 percent of the total number of units as three-bedroom units; and

   iii. An additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2- and 3-bedroom units through the use of accessible or adaptable design measures.

c) Where development provides social housing or other publicly funded/subsidized housing or housing to meet the specialized needs of individuals who do not require multi-bedroom units, such as health care institutions or residences owned and operated by a post-secondary institution, the City may reduce the minimum requirements for two and three-bedroom units as set out in policy (b) above.

d) Affordable housing units provided in new development on the Site will be encouraged to be of the same type and size as market housing units.

e) Affordable housing units will be provided at the required rate prior to or at the same pace as development of market housing units.

f) Tenants of affordable rental housing units will have shared access to all indoor and outdoor amenity areas on the same terms as tenants of other rental units in the development.

g) Opportunities to exceed any applicable minimum affordable housing requirements are encouraged and may be considered wherever residential uses are permitted, including through participation in funding programs offered by the City and/or other levels of government. This could include achieving:

   i. Deeper levels of affordability or rent-geared-to-income;

   ii. Longer terms for affordability; and/or

   iii. A greater number of affordable units.

h) In addition to complete application requirements outlined in Policy 17.6(b)(v), a Housing Issues Report will be submitted for each phase of development of the Site, as identified on Appendix A: Reference Phasing Diagram, with the first Zoning By-law Amendment application for that phase. This Report will identify the unit mix, unit sizes, and how affordable housing requirements will be addressed within that phase of development.

13 SUSTAINABILITY

This SASP provides opportunities to advance climate change mitigation by reducing local greenhouse gas emissions and prepare for climate change by enhancing biodiversity and developing resilience to its impacts. Resilience to climate change will require support for building and system designs that can withstand extreme weather events.

In addition to policy framework provided by the Province and the City of Toronto, this SASP provides additional policies that will help the Site accelerate the path to a sustainable and resilient future related to green infrastructure, urban tree canopy, near zero emissions, climate change resiliency, district energy system and alternative energy systems.

a) New development and associated streetscape improvements will focus on environmental sustainability through all development applications and is encouraged to meet or exceed the applicable Toronto Green Standard (TGS) version and achieve net-zero emissions.

b) Development, street and park infrastructure will seek to optimize water conservation, on site filtration and storm water control through approaches such as green roofs, rain gardens, grey water reuse in buildings and irrigation, urban bioswales, underground retention/infiltration, permeable paving and the use of native plant material.

c) Development will be encouraged to incorporate biodiversity by creating landscape open space habitats that provide a variety of plant species and create habitats that provide shelter, refuge, and food.

d) Development and streetscape improvements will incorporate sufficient soil volume to ensure growth of large, healthy shade trees; integrate absorption and retention of stormwater and incorporate biodiversity of plant species.

e) New development that extends the footprint of the Mall as of November 20, 2024 will minimize urban heat island affects and optimize water conservation and biodiversity by incorporating an extensive green roof. An extensive green roof is encouraged on the Mall as a visual focal point of residential development surrounding the Mall.

f) Development is encouraged to explore a range of sustainability strategies, such as:

    i. Contribute to the creation of a low carbon thermal energy network (district energy system);

    ii. Incorporate low carbon renewable thermal energy technologies such as geo exchange, solar thermal systems and heat recovery from sources such as sewers, data centers and industry to reduce greenhouse gas;

    iii. Integrate on site renewable energy and electricity production to reduce electricity demand;

    iv. Incorporate materials with reduced embodied carbon emissions; and/or

    v. Provide backup power for resilience to area wide power outages.

g) A Green Streets approach will be applied to the design and construction of new public streets, and, where feasible, to the reconstruction of existing streets, to enhance the extent and health of the urban forest, mitigate the local urban heat island effect, manage stormwater runoff to mitigate flooding and increase local biodiversity.

14 COMMUNITY SERVICES AND FACILITIES

The introduction of residential uses and intensification provided for in this SASP will require additional CS&F to serve a growing population.

a) New CS&F will be required to support and meet the needs of residents and people who work on the Site and will be provided in a timely manner commensurate with growth.

b) The following CS&F are City priorities within the Site:

    i. New child care facilities;

ii. New community agency spaces;

c) CS&F will be secured as part of the delivery of each phase of development of the Site as indicated on Appendix A: Reference Phasing Diagram.

d) The provision of appropriate CS&F will be monitored as development proceeds. All development proposals will be assessed to determine their impact on both existing and proposed community service facilities.

e) The co-ordination of joint CS&F among various public agencies is encouraged.

15 PROTECTING FOR POTENTIAL PUBLIC SCHOOLS

a) The Toronto District School Board may require up to two elementary schools, when and if warranted by student demand, within the portions of the Site planned for redevelopment in Phase B or Phase C as set out in Appendix A: Reference Phasing Diagram. Prospective school locations include Block 10 and Block 13 as shown on Map C, however, the location shall be determined through the development process and may include any lands within Phase B or C.

b) The following criteria will be considered in the identification of school sites through the development process:

i. Each school building will be comprised of approximately 5,100 square metres of indoor space, either located in the base building of a mid-rise or tall building, or a stand-alone building;

ii. Each school site will include appropriate outdoor amenity areas, outdoor play space, and student marshalling space within the development lands;

iii. Each school may be provided with exclusive access to above grade terraces or rooftops in the event a school building is located in the base building of a mid-rise or tall building within the development lands;

iv. Each school site will be located in proximity to a public park, POPS, and/or private open space, with preference for locations that are not separated from these public park(s), POPS, and/or private open space(s) by a public street;

v. Each school should provide safe and convenient pedestrian connections; and

vi. Wind, air quality, and noise impacts on a school site will be appropriately mitigated in accordance with the policies of this Plan.

c) In the event a school is located within Block 10:

i. the school will be located in proximity to private open space located within the block;

ii. functions related to student pick-up and student drop-off will be directed to Street C;

iii. an additional height of 10 storeys will be permitted for a tall building located at the southwest corner of the block; and

iv. a stand-alone school is only permitted at the southeast corner of the block, provided it is a minimum of 3 storeys in height and is located south of the pedestrian connection that divides the block.

d) The City and Toronto District School Board, and property owners where applicable, may

collaborate where appropriate to secure shared use of parks, outdoor play space, schoolyards and school facilities, to pursue greatest utilization for community access and recreational programming.

e) Toronto District School Board use of parks during school hours may be considered and accommodated through an appropriate shared use agreement which may address, among other matters, shared responsibilities regarding funding, design, maintenance, and governance. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park.

f) Where shared use of a park is being considered:

   i. The school must be located in proximity to the park with consideration for student safety; and

   ii. The design and programming of parks will be determined by the City in consultation with the Toronto District School Board.

g) As part of a Zoning By-Law Amendment application for the portions of the Site planned for redevelopment in Phase B or Phase C as set out on the Reference Phasing Diagram in Appendix "A", the applicant shall consult with the Toronto District School Board to determine whether or not it requires said lands or portion thereof for a school and, if the Toronto District School Board identifies the need for a school within said lands, the applicant shall provide for a school as a part of the application.

h) In the event the Toronto District School Board identifies the need for a school within the lands subject to a Zoning By-law Amendment application, the applicant and Toronto District School Board will continue to consult in respect of design of the school through the development review process.

i) In the event the Toronto District School Board determines that a school is not required within Phase C, the City may identify the non-residential space that may have otherwise been used as a school for an alternative community service facility use at the earliest opportunity in the development review process.

j) No further consultation with the Toronto District School Board regarding the identification of a location on the Site for a new school shall be required if two elementary schools have been located on the Site.

k) The gross floor area of school buildings(s) on the Site may be exempted from the calculation of density on the Site.

16 COMMUNITY BENEFITS

a) Community benefits will be provided to support redevelopment of the Site and secured through Zoning By-law Amendment and Site Plan Control applications. In-kind provision of community benefits in lieu of payment of the Community Benefits Charge, where agreed, will support the creation of a complete community.

17 IMPLEMENTATION

a) This SASP should be read as a whole and together with the policies of this Plan to understand its comprehensive and integrative intent as a policy framework for decision making.

b) In the case of any conflict between the policies of this SASP and the other policies of this Plan, the policies in this SASP will prevail.

c) The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of infrastructure, facilities, and amenities needed to support intensification of the Site.

d) The City may pass Zoning By-laws, approve Plans of Subdivision, and approve revisions to Map C: Block Plan to permit the development of the Site provided development applications meet all applicable policies and legislation. The City may enter into agreements pursuant to the *Planning Act*, such as agreements authorized under Section 51, and the *City of Toronto Act, 2006*, as amended, to secure matters required to support the development provided for by this SASP.

e) The City may, at its discretion, require easements in respect of private land in order to secure public access to private streets and the privately-owned publicly accessible open spaces (POPS) identified in this SASP through the development review process. In all cases, the private streets and POPS contemplated under this SASP will be constructed and maintained by the owner.

17.1 Coordinated Development

a) Municipal servicing infrastructure includes the water distribution system, sanitary sewers and storm sewers. Intensification of the Site will be supported by improvements to servicing infrastructure both within and outside the Site.

b) The Our Scarborough Centre Secondary Plan Study (OurSC Study) servicing report titled Municipal Servicing Review Our SC: Scarborough Centre Secondary Plan" ("MSR") will provide a planning level assessment of servicing infrastructure to support assumptions for growth and development within the Scarborough Centre Secondary Plan area. The MSR will serve as a strategic document that guides development and will be a technical resource for the review of development applications within the Site.

c) A Block Plan for the Site, as contemplated by Section 17.3 of this SASP and Map C: Block Plan, will ensure comprehensive and coordinated development.

d) New development will not exceed the capacity of existing municipal servicing infrastructure. Intensification of the Site will be supported by upgrades to the municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and/or improvements to existing municipal servicing infrastructure, and/or new municipal servicing infrastructure, where appropriate, to provide adequate capacity, will be secured pursuant to the development approval process.

e) New development will manage stormwater on-site and will not rely on stormwater management facilities located within the public realm. New Development will include stormwater management methods to address existing Site impacts on the environment resulting from surface parking and to manage future development in an environmentally responsive manner.

f) The Scarborough Centre Transportation Master Plan (SCTMP) focuses on balancing modes of transportation and land uses and enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour. The SCTMP, and updates to it, forms the basis for the transportation infrastructure required to support growth envisioned in Scarborough Centre, including the Site, and provides additional detail on the improvements to mobility. The SCTMP, which satisfied Phase 1 and 2 of the Municipal Class EA Process, should be read in conjunction with this section. The Travel Demand Management strategies in this Plan

promote a range of viable travel options and encourage sustainable travel behaviours, including addressing modal split and parking, promoting active transportation, minimizing parking demand, and integrating with existing networks.

g) The planned street network, as shown on Map B: Structure Plan and Map F: Street Network, will provide a fine grain of streets to improve connectivity for pedestrians, cyclists, and vehicles, and enhance access to/from, through and within the Site.

h) The phasing of the transportation system for the Site, including public realm improvements and necessary infrastructure requirements, will be coordinated and will be secured by Subdivision Agreement(s) which will provide for phasing of the transportation system over time. New segments and realignment of the public street network will be implemented so that the functional integrity of the transportation system is maintained at all times.

i) Multi-modal Transportation Impact Study updates and Parking Management Program will be required for each new development application, to account for changes in modal split and demand over the period of build-out of the Site.

j) Improvements to the pedestrian and cycling network on the Site and connections to surrounding neighbourhoods will be provided, as shown on Map G: On-Street Cycling Network and Map H: Active Transportation Connections and implemented through the development of the Site.

k) Development and public infrastructure projects adjacent to the planned subway station and bus terminal identified on Map B: Structure Plan and Map F: Street Network, will recognize and consider local and regional transit system infrastructure needs. Where necessary, new developments adjacent to the planned subway station and bus terminal may be required to implement infrastructure requirements, such as at- and below-grade enhanced pedestrian connections, where appropriate, cycling connections at-grade, and below-grade infrastructure such as knock-out panels, to support major transit projects.

l) Complete streets and green streets approaches will be applied to the design and construction of new public streets, and where feasible to the reconstruction of existing streets, to enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding. As part of new development applications, cross-section and landscape plans will be required demonstrating the active transportation and green street elements required by this SASP.

m) Development will coordinate and implement infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate) including the provision of new servicing and new transportation infrastructure where required to support new development.

n) Owners of land within the Site are encouraged to enter into agreements with other landowners, as appropriate, which address respective responsibilities regarding coordination, provision, financing, cost-sharing, front ending and/or phasing of infrastructure for servicing required to support development of the Site.

17.2 Phasing

a) Development will be sequenced, generally as shown on the Reference Phasing Diagram in Appendix A, to ensure the policies of this Plan are met for each phase of development. The Reference Phasing Diagram in Appendix A is for information purposes only and may be revised without amendment to this SASP, provided the general intent and purpose of the SASP is maintained and the timing and delivery of public infrastructure is acceptable to the City.

b) Development and studies in support of development will be guided by the Municipal Servicing Review Our SC: Scarborough Centre Secondary Plan" (MSR), Scarborough Centre Transportation Master Plan (SCTMP), the Scarborough Centre Public Art Master Plan, and other relevant City-initiated Master Plans and studies that are applicable at the time of future development.

c) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, and parkland will be addressed pursuant to the development approval process and secured by agreements authorized by the *Planning Act* and the *City of Toronto Act, 2006*.

d) A Reference Phasing Diagram will be submitted to the City concurrent with the first Zoning By-law Amendment application within the Site (excluding Block 2) and will be updated and resubmitted with each subsequent Zoning By-law Amendment application and Draft Plan of Subdivision Application in order to confirm the intended phasing for the Site at the time of the subject development application.

17.3 Block Plan

a) Development will occur generally within the blocks shown on Map C: Block Plan for the Site.

b) Subject to approval by the City, the Block Plan may be revised without the requirement for an amendment to this SASP, provided:

i. The revisions are generally consistent with the Reference Phasing Diagram attached in Appendix A as updated from time to time;

ii. the general intent and objectives of the Block Plan and the policies of this SASP are maintained, and the timing and delivery of public infrastructure is acceptable to the City; and

iii. the proposed revision to the Block Plan is made concurrently with and is related to the subject Draft Plan of Subdivision and/or Zoning By-law Amendment application that is submitted for any part of the Site.

17.4 Holding Provisions

a) City Council may enact a zoning by-law pursuant to Section 34 and 36 of the *Planning Act*, with an 'H' holding symbol in respect of the residential uses within the Site.

b) In order to appropriately sequence development within the Site and/or to phase and otherwise address the orderly development of the Site, a Zoning By-law or Zoning By-laws for the Site may incorporate a Holding (H) symbol pursuant to section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates an 'H' holding symbol, it will specify both the use of the lands and buildings that are permitted upon the removal of the 'H' Holding symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the 'H' Holding symbol.

c) The use of Zoning By-law(s) and/or conditions of draft approval for the Site, and any amendments thereto, will define and incorporate the conditions that must be satisfied prior to the removal of the 'H' Holding symbol and/or registration of a plan. In addition to those conditions identified in Section 5 of the Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a 'H' Holding symbol and/or registration of a plan may include:

i. Entering into a financially secured agreement under Section 51 of the Planning Act;

ii. Construction of or securing agreements for required new and/or upgrades or improvements to existing municipal infrastructure, including water, sewer, stormwater infrastructure and energy provision networks to support existing conditions, recently approved developments, new development and planned growth;

iii. Construction of or securing agreements for required public streets and appropriate transportation infrastructure and network improvements, inclusive of transit, having regard to the Scarborough Centre Transportation Master Plan and related updates, in order to provide sufficient multi-modal transportation capacity to support existing conditions, recently approved developments, and new development;

iv. The substantial completion of an environmental assessment pursuant to the *Environmental Assessment Act*;

v. Conveyance of new parkland;

vi. Provision of school(s);

vii. Construction of or securing community facilities; and

viii. Confirmation of funding or financing of transportation infrastructure, servicing infrastructure, and parks required to support the development.

d) City Council may remove the Holding (H) symbol from all or some of the lands it is subject to only when the associated conditions have been satisfied and matters are appropriately secured through a planning process pursuant to the *Planning Act* and/or the *City of Toronto Act, 2006*, as amended.

17.5 Draft Plan of Subdivision

a) New residential development, including the passing of an implementing Zoning By-law, will not proceed prior to the approval of Draft Plan(s) of Subdivision for the associated lands which implement(s) the Public Street network, blocks, and parks contemplated by this SASP, subject to parkland phasing policies in Section 7.3 above.

b) Applications for Plan of Subdivision within the Site will comply with the statutory complete application submission requirements of the Planning Act, the Plan and the requirements of Appendix B to this SASP;

c) Division of land will be in conformity with this SASP and will create land parcels that facilitate development consistent with the intent of this SASP;

d) Applications for Plan of Subdivision within the Site will be submitted with corresponding applications for Zoning by-law Amendment.

17.6 Zoning By-law Amendment(s)

a) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure, CS&F, and parkland, are available to accommodate proposed development on the Site.

b) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in the Plan and those identified in Policy 17.2(d) immediately above, the following are also required for each Zoning By-law Amendment application:

i. A Multi-Modal Transportation Impact Study (MMTIS), which identifies the demands and impacts of development and includes a Transportation Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development. The MMTIS will include reporting on monitoring outcomes of TDM measures from earlier phases of development of the Site on transit, cycling, pedestrian, and vehicular traffic patterns, and any recommended refinements to TDM strategies and transportation system. The MMTIS must demonstrate prior to the approval of any Zoning By-law Amendment, that there will be sufficient transportation capacity available to accommodate additional site generated trips for all modes of travel through TDM strategies or off-site improvements, including the potential for higher-order transit;

ii. A Functional Servicing Report, inclusive of a Stormwater Management Report, based on the MSR and which incorporates recommendations of MSR, which will address the delivery of key internal and external water, wastewater and stormwater management facilities required to support the development;

iii. An updated Phasing Reference Diagram identifying, among other matters, the orderly progression of development blocks, associated public streets, and parks and open space within the Site;

iv. An updated Design Brief (including parks and open space strategy, street network strategy, built form strategy, public art strategy, and sustainability strategy) for the Site;

v. An updated CS&F Study for the Site; and

vi. An updated Housing Issues Report for the Site.

For greater clarity, the list of studies and reports referred to in this policy is not a comprehensive list of all required reports and studies that may be requested as part of an application for Zoning By-law Amendment. The complete application requirements of the Official Plan continue to apply, which may also be supplemented by further reports and studies as may be identified in accordance with the list above.

17.7 Reconfiguration of the Existing Streets

a) Progress Avenue, former Borough Drive East, Corporate Drive, and the McCowan off-ramp (in their existing alignment November 20, 2024 and shown on Map A) are included within the Site for the purposes of this SASP. Existing rights-of-way for these streets, identified as "Existing Street Right-of-Way" and partially shown within Block 2, Block 3, Block 4, Block 5, Block 7, Block 10 and Block 14 on Map C: Block Plan, are City-owned land.

b) Subject to approval from City Council, the portions of Progress Avenue that are partially shown within Block 2, Block 7, Block 10, and Block 14 on Map C are anticipated to be planned as follows:

i. Within Block 7 and Block 10, portions of City-owned existing street right-of-way lands will be converted to public parkland purposes;

ii. Those City-owned existing street right-of-way lands which are not converted to public parkland purposes within Block 7 and Block 10 may be declared surplus and may form part of Blocks 7 and Block 10 on the Site for the purpose of development, at the discretion of City Council; and

iii. Within Blocks 2 and 14, City-owned existing street right-of-way lands may be declared surplus and form a part of Block 2 and Block 14 on the Site for the purpose of development, at the discretion of City Council.

c) Subject to approval from City Council, the portions of Borough Drive East that are partially shown within Block 4 and Block 5 on Map C are anticipated to be planned as follows:

   i. Within Block 5, City-owned existing street-right of way lands will be converted to public parkland purposes; and

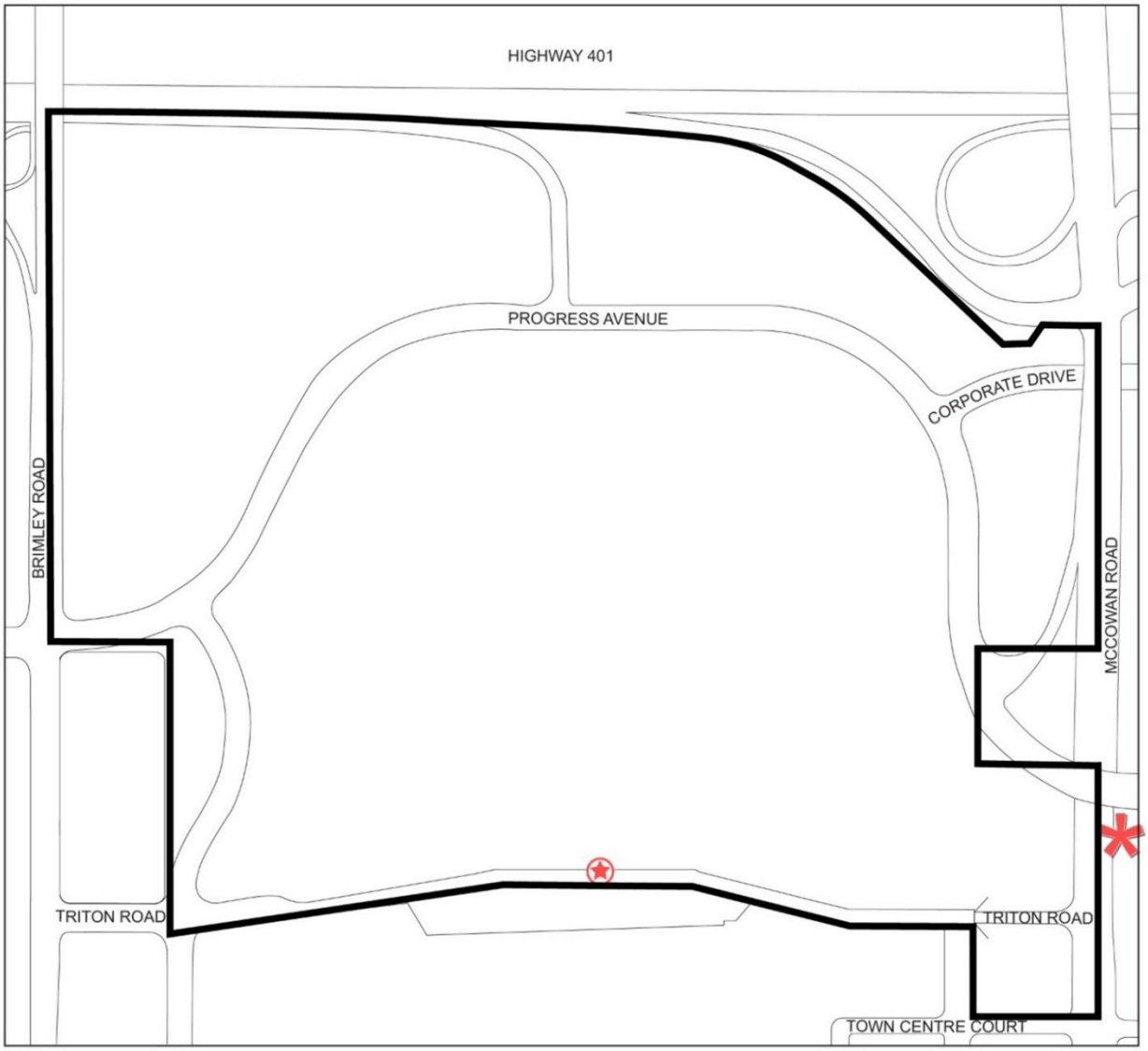
   ii. Within Block 4, City-owned existing street right-of-way lands may be declared surplus and may form part of Block 4 on the Site for the purpose of development, at the discretion of City Council.

d) Subject to approval from and at the discretion of City Council, the portions of Corporate Drive and the McCowan off-ramp that are partially shown within Block 3 on Map C may be declared surplus and form part of that development block, at the discretion of City Council.

e) Notwithstanding policies (b), (c), and (d) above, the provisions of this SASP in no way fetter the discretion or authority of the City in the sale, control, and disposition, of their lands which are partially shown within Blocks 2, 3, 4, 5, 7, 10 and 14 on Map C for any purpose it deems appropriate.

f) Notwithstanding the designation of City-owned right-of-way lands as parkland pursuant to this SASP, the Parks and Open Space policies of this Plan will be applied following the conversion of City-owned right-of-way lands to public parkland purposes as contemplated by this SASP.

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

Map A - Site Boundary

File # 21 206885 ESC 21 OZ

Subject Site

Planned Transit Station

Existing Bus Terminal

Map not to scale

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

File # 21 206885 ESC 21 OZ

Map B - Structure Plan

- Subject Site
- Shopping Centre
- Planned Transit Station
- Existing Bus Terminal
- Public Parks
- POPS
- Plazas
- Green Loop
- Public Street
- Private Street
- Triton Road Servicing Corridor
- Active Transportation Connections
- Existing Internal Mall Connections
- Future Internal Mall Connection
- Existing Shopping Centre Entrance
- Conceptual Building Edges

Map not to scale

City of Toronto



TORONTO City Planning

Map C - Block Plan

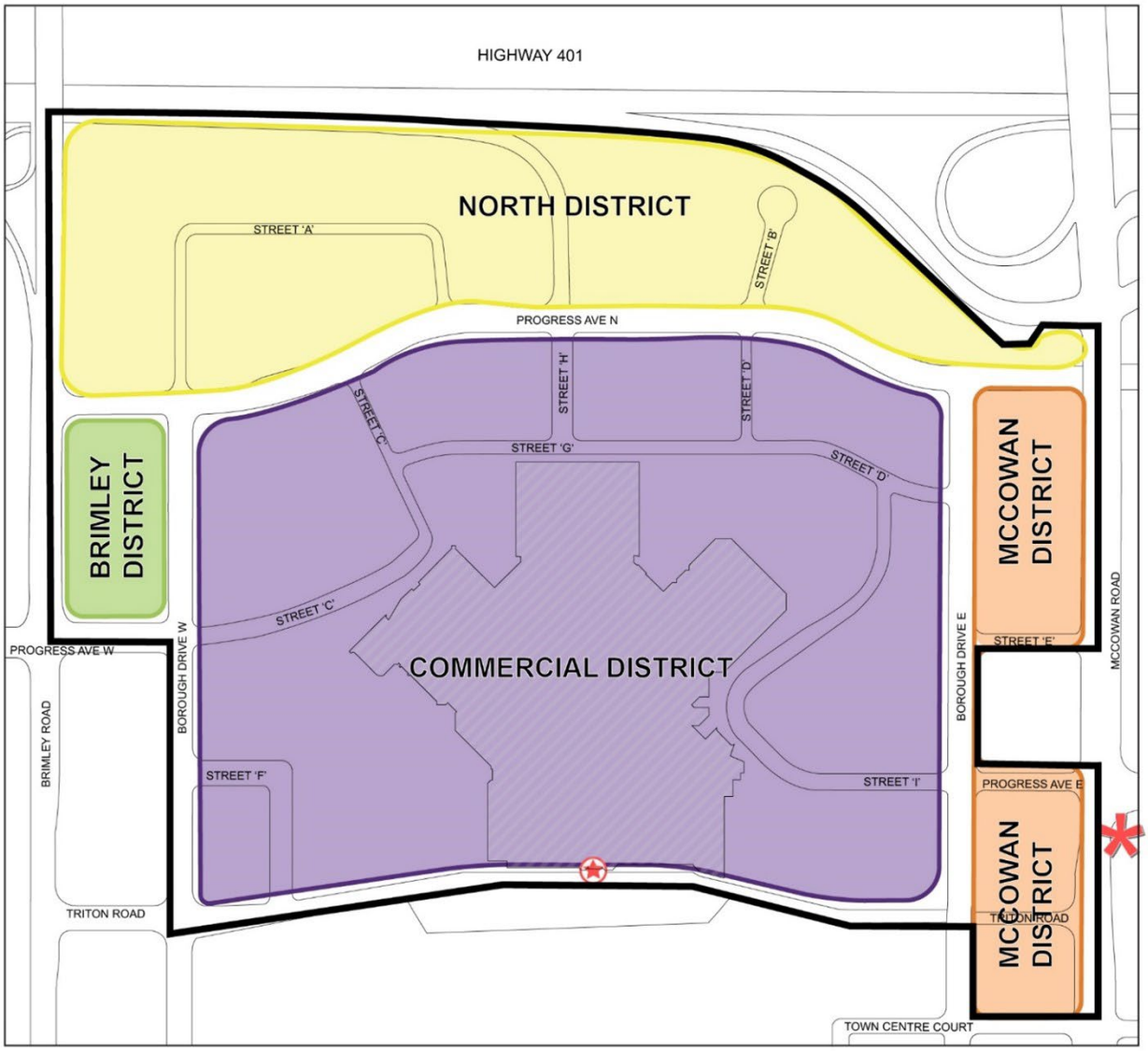
300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

File # 21 206885 ESC 21 OZ

- Subject Site
- Shopping Centre
- Planned Transit Station
- Existing Bus Terminal
- Block Boundary
- Existing Street Right-of-Way

Map not to scale

City of Toronto



TORONTO City Planning

Map D - District Plan

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

File # 21 206885 ESC 21 OZ

Subject Site

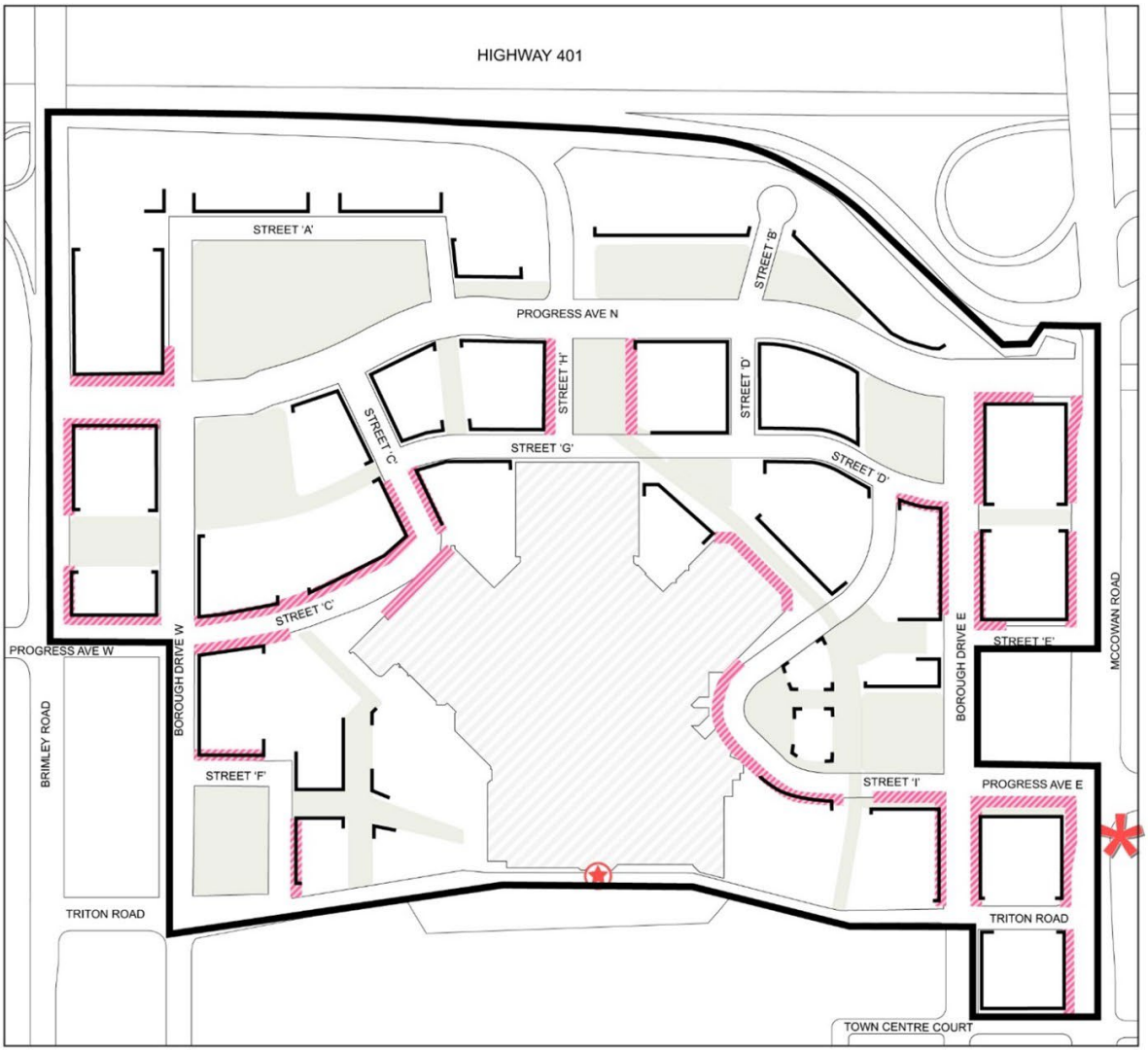
Planned Transit Station

Existing Bus Terminal

Shopping Centre

Map not to scale

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

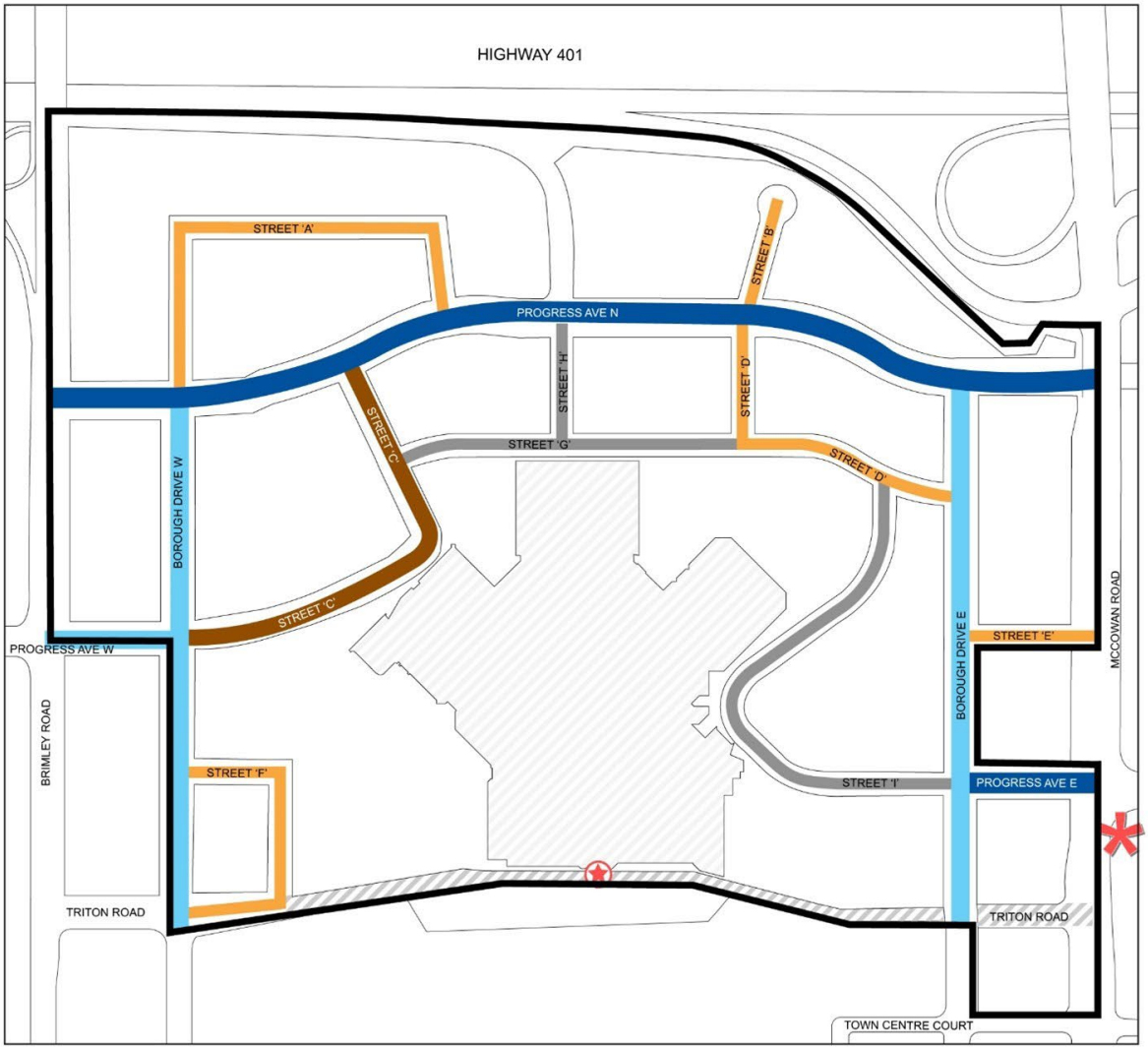
Map E - Active At-Grade Uses

File # 21 206885 ESC 21 OZ

Subject Site
Shopping Centre
Planned Transit Station
Existing Bus Terminal
Active Frontage
Parks & Open Spaces
Conceptual Building Edges

Map not to scale

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

Map F - Street Network and Right-of-Way Widths

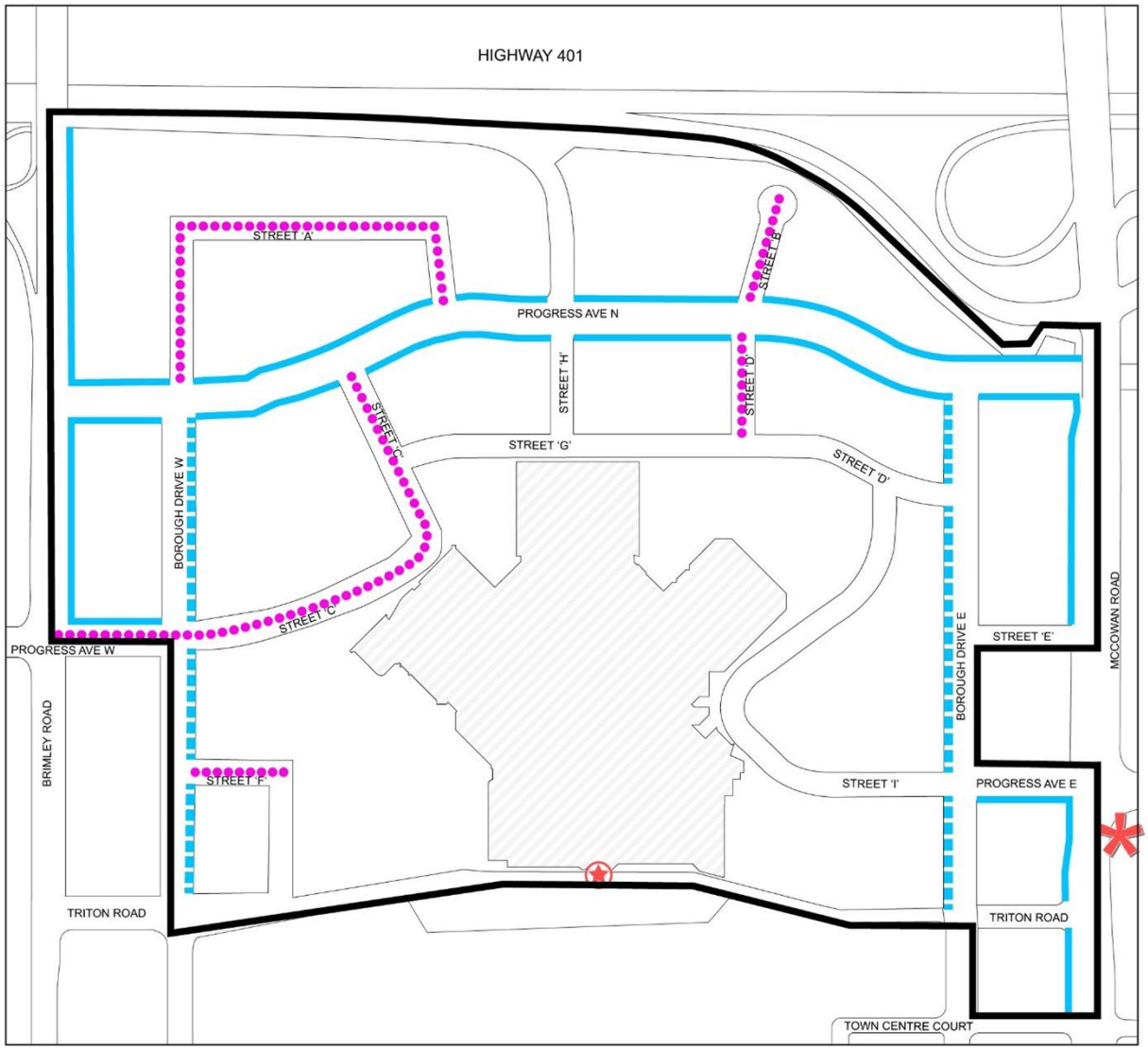
File # 21 206885 ESC 21 OZ

Subject Site
Shopping Centre
Planned Transit Station
Existing Bus Terminal
Triton Road Servicing Corridor

30.0m ROW
27.0m ROW
23.0m ROW
20.0m ROW
Private Street

Map not to scale

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

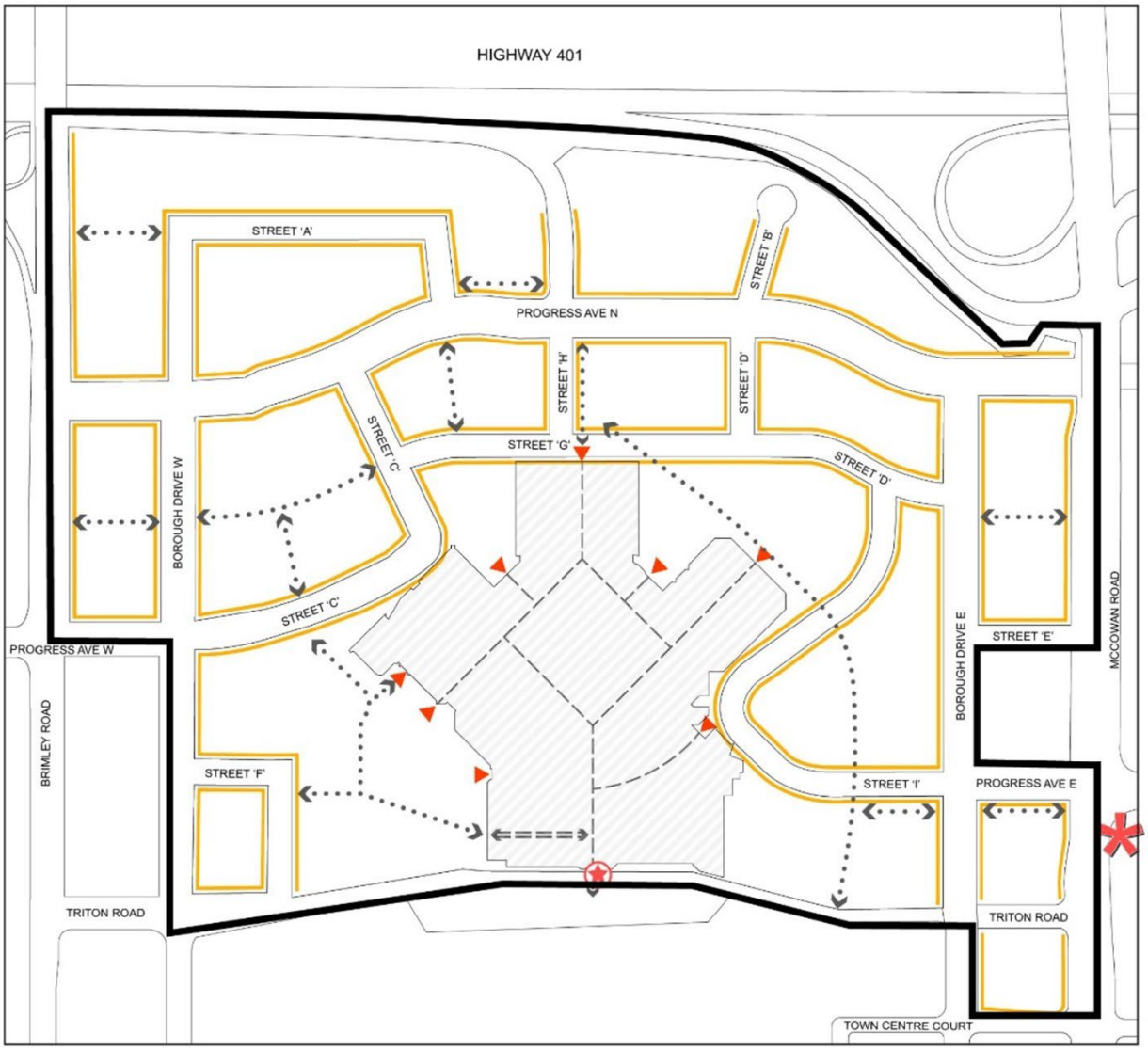
File # 21 206885 ESC 21 OZ

Map G - On-Street Cycling Network

- Subject Site
- Shopping Centre
- Planned Transit Station
- Existing Bus Terminal
- Cycle Track: Two-way
- Cycle Track: One-way
- Cyclying Facility - Subject to Detailed Design

Map not to scale

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

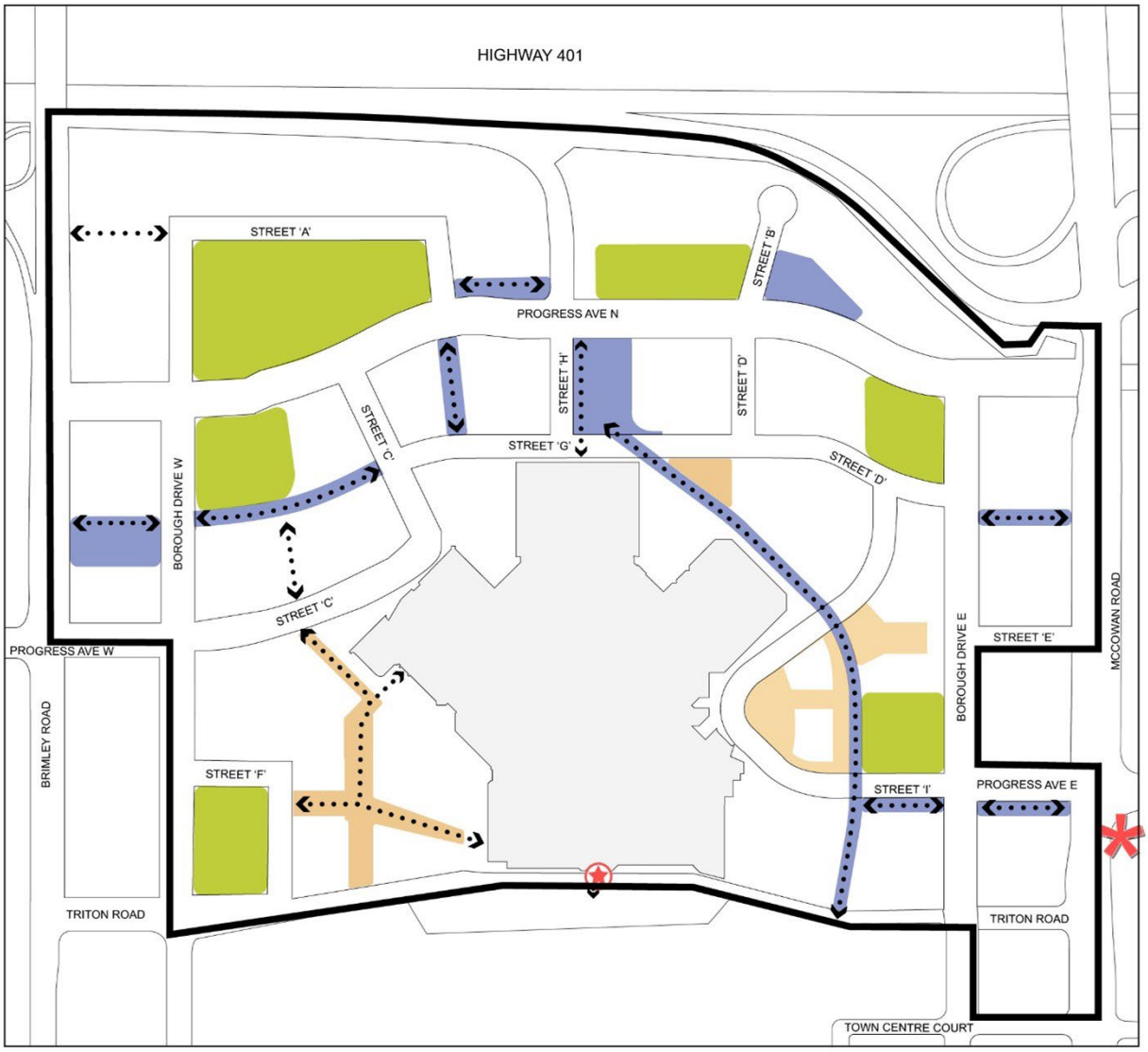
Map H - Active Transportation Connections

File # 21 206885 ESC 21 OZ

- Subject Site
- Shopping Centre
- Planned Transit Station
- Existing Bus Terminal
- Sidewalk (within the Right-Of-Way)
- Existing Internal Mall Connections
- Future Internal Mall Connections
- Existing Shopping Centre Entrance
- Active Transportation Connections

Map not to scale

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

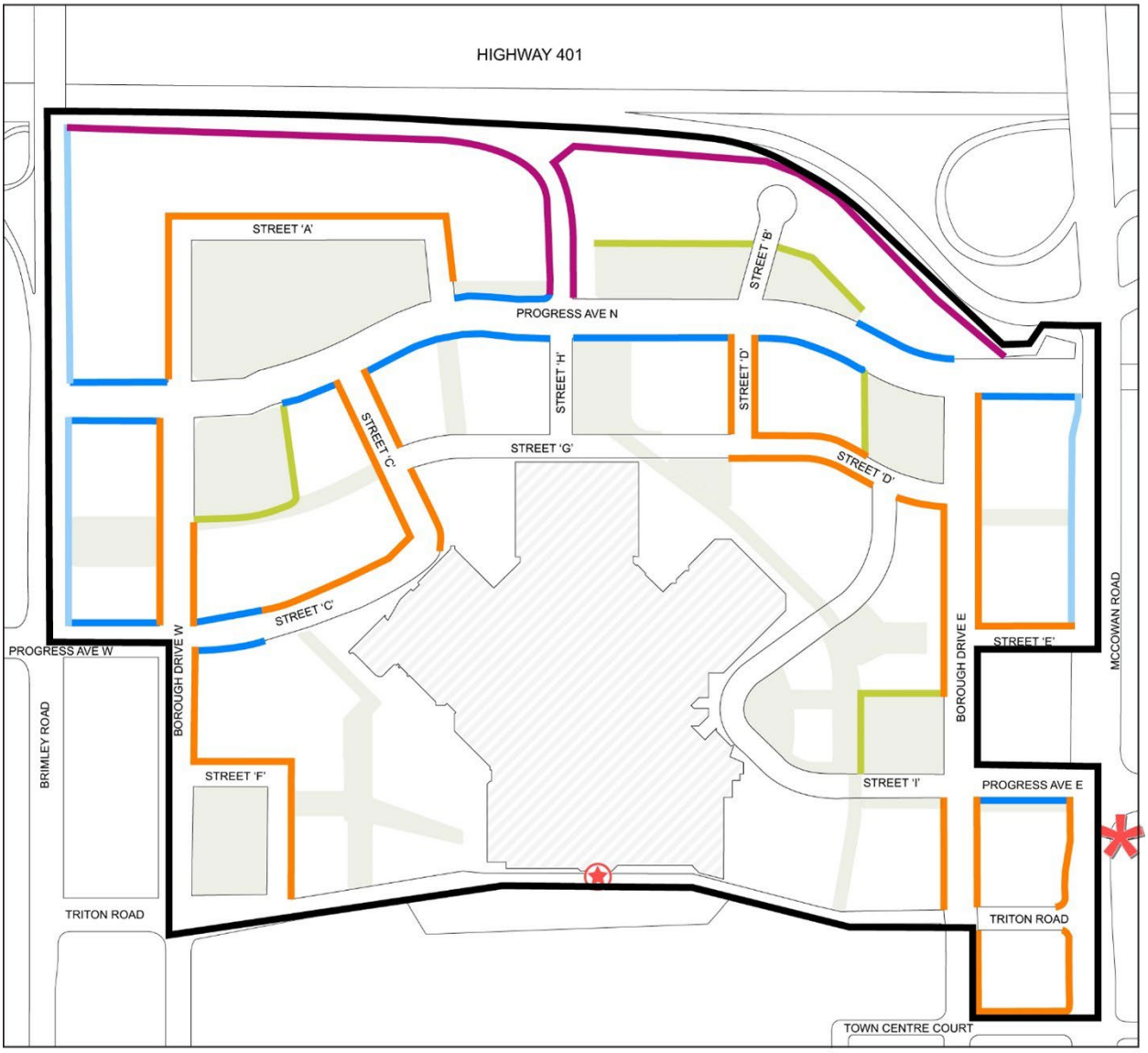
Map I - Open Space Network

File # 21 206885 ESC 21 OZ

Subject Site
Shopping Centre
Planned Transit Station
Existing Bus Terminal
Public Parks
POPS
Plazas
Active Transportation Connections

Map not to scale

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

Map J - Minimum Setback Plan

File # 21 206885 ESC 21 OZ

- Subject Site
- Shopping Centre
- Planned Transit Station
- Existing Bus Terminal
- Parks & Open Spaces
- 3m: Typical Minimum Setback
- 5m: Adjacent to Public Parks and Scott House Property
- 5m: To Permit Second Row of Trees
- 3+3: 3m with additional 3m for first storey (5-7m)
- 14m: Adjacent to MTO Infrastructure

Map not to scale

City of Toronto



TORONTO City Planning

Map K - Building Height

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

File # 21 206885 ESC 21 OZ

Subject Site
Shopping Centre
Planned Transit Station
Existing Bus Terminal

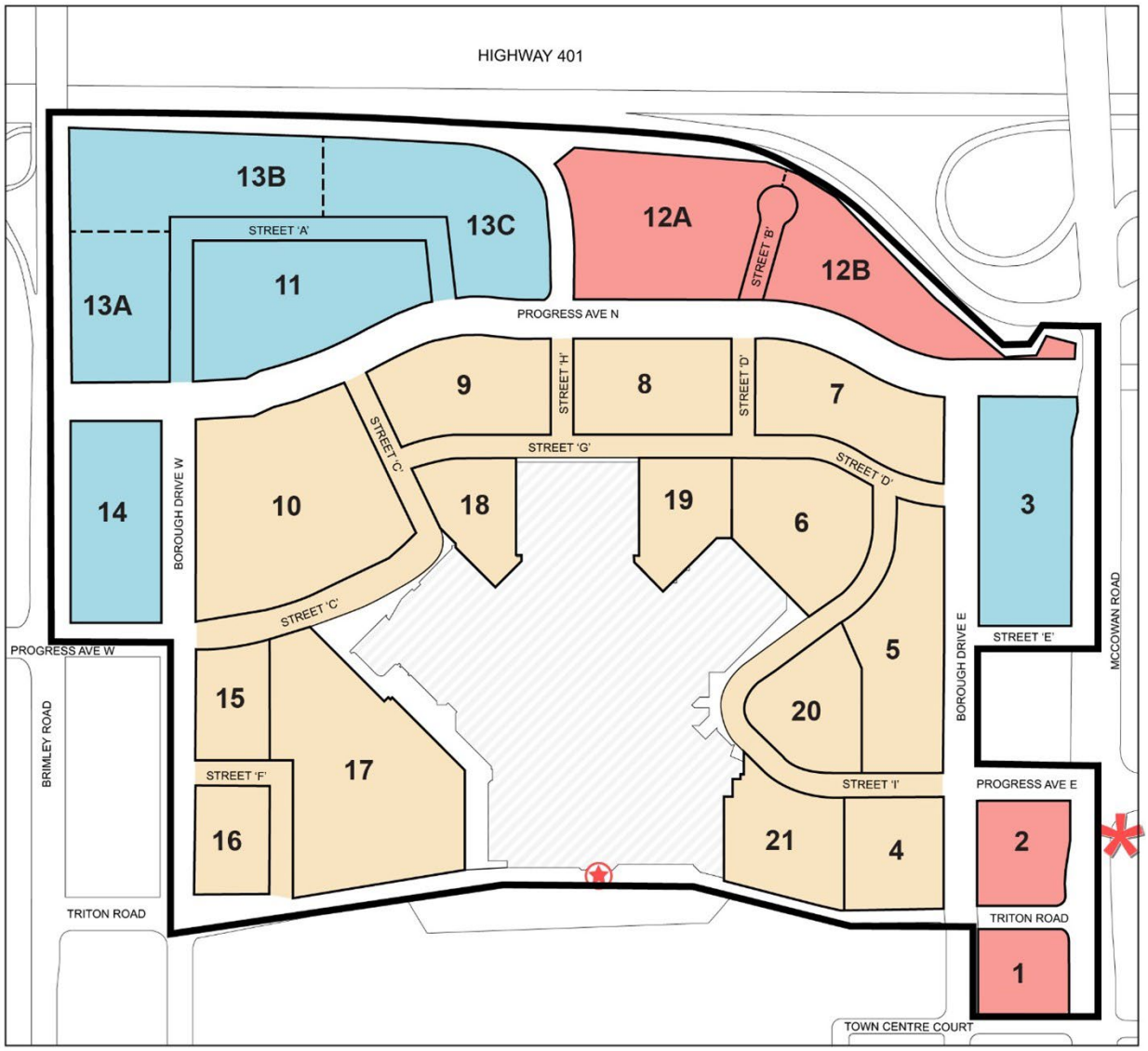
Building Height* (number of storeys)
1 to 4
6 to 8
8 to 10
Maximum 20
Maximum 25
Maximum 30
31 to 45
46 to 55
Up to 60

Public Parks
Height Peak

Map not to scale

*Subject to applicable policies

City of Toronto



TORONTO City Planning

300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave and 350 Town Centre Court

Appendix A- Reference Phasing Diagram

File # 21 206885 ESC 21 OZ

Subject Site
Shopping Centre
Planned Transit Station
Existing Bus Terminal

Phase A
Phase B
Phase C

Map not to scale

APPENDIX B

Plan of Subdivision

Applications for Plan of Subdivision within the Site will comply with the statutory complete application submission requirements of the *Planning Act*, the Plan, and the following:

1. A plan indicating the location, elevations, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the Site required to serve the existing and incremental vehicular traffic created by the development provided for by this SASP.

2. A plan and description of lands to be conveyed to the City for proposed public highways.

3. A plan indicating the location, elevation, dimensions and intersection details of all existing and proposed sidewalks adjoining the existing and proposed streets in the block(s) required to meet the needs of pedestrians travelling in and through the block(s) as a result of development provided for by this SASP.

4. A description of the general treatment of all public sidewalks and public streets, referred to above, including:

    a) Paving materials;

    b) Street trees;

    c) Street lighting including pedestrian scale lighting; and

    d) The general location of street furniture.

5. Functional Servicing Report

    a) Infrastructure within the block(s) to support development; and

    b) Infrastructure outside the block(s) and within the Site to support development.

6. A plan and description of the location, dimensions and areas of any lands to be conveyed to the City for parks purposes in conjunction with the development of the block(s).

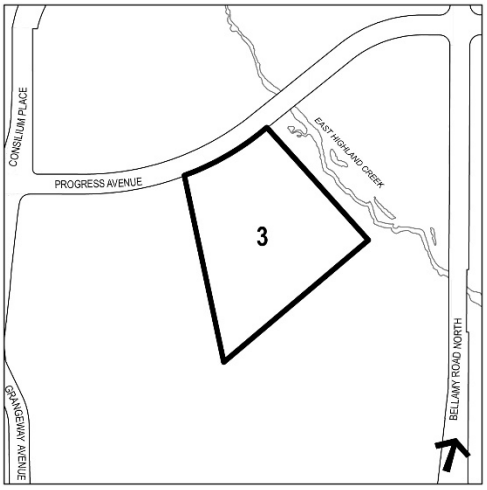
7. A description of the phasing of construction within the block(s), including the phasing of key infrastructure construction, to ensure that the provision of servicing remains on pace with the orderly development of the block(s). When municipal services or infrastructure are identified as required external to the Site, the phasing description will demonstrate the cost effective and efficient implementation of this external infrastructure and its relationship to the planned intensification for Scarborough Centre.

8. Traffic Impact Assessment and Quantitative multimodal transportation assessments and site related mitigation measures.

9. Infrastructure Costing Analysis.

3. 705 Progress Avenue

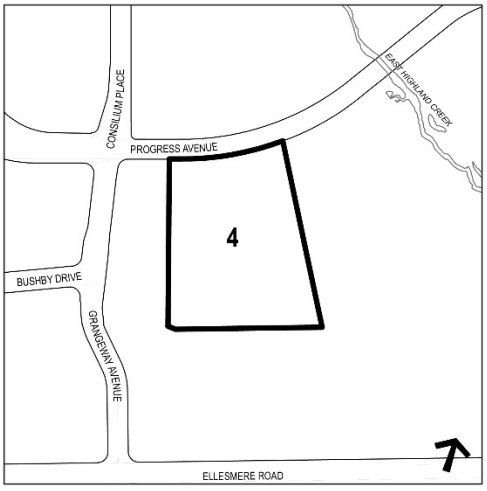
The City supports efforts to redevelop these industrial lands owned by the City and the Toronto District School Board to include a school and/or a park and related uses which may include community services and facilities.

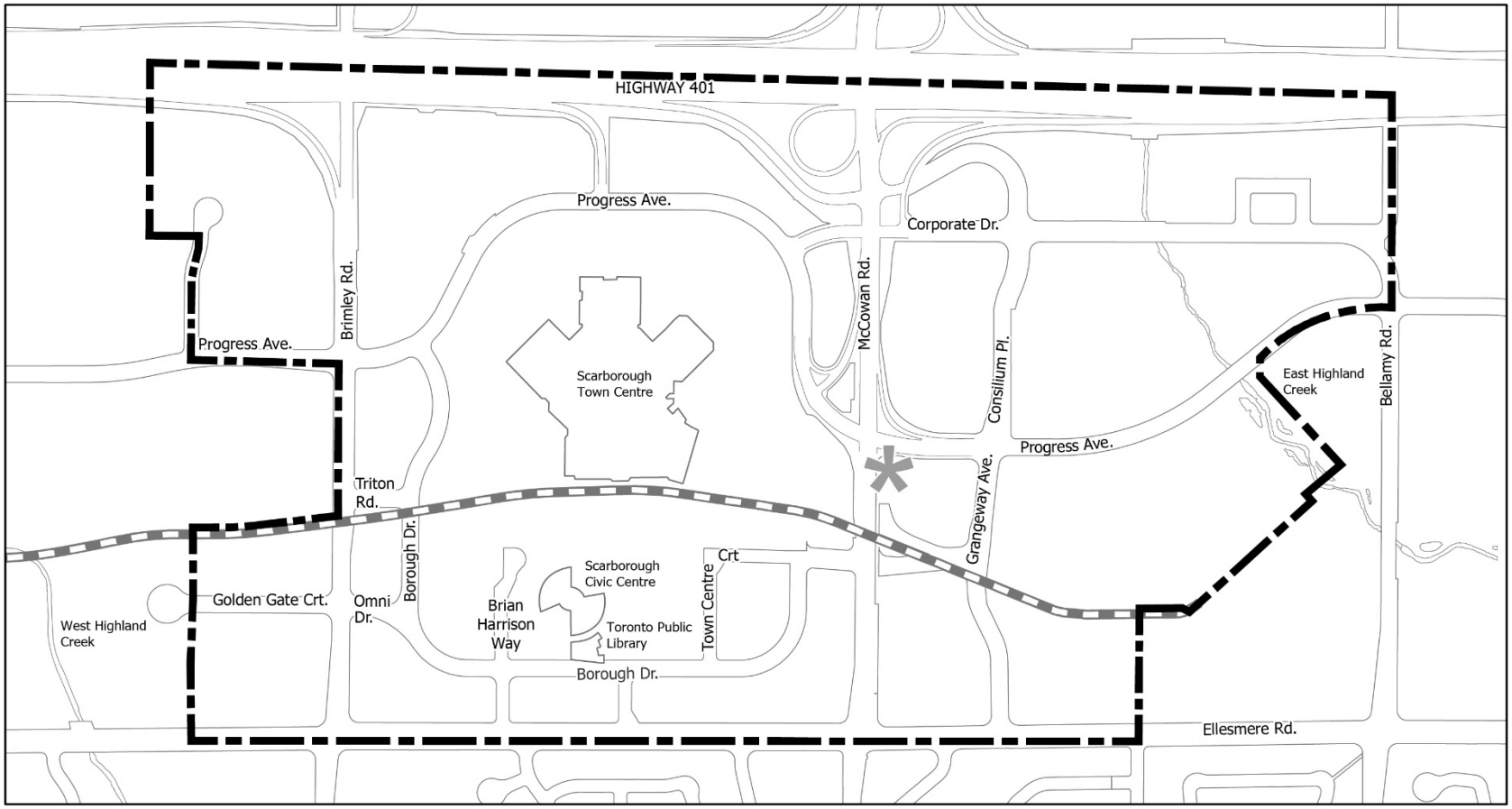


4. 675 Progress Avenue

a) Development of lands for residential use will incorporate employment uses including a minimum of 13,000 square metres of office floor area which will be provided within Phase 1 of the development; and

b) A feasibility analysis and impact assessment in accordance with Section 4.10.3 of the Province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design to the satisfaction of the Ministry of the Environment or a delegated authority.





TORONTO

Scarborough Centre Secondary Plan

Map 5-1 Secondary Plan Area Boundary

Secondary Plan Boundary

Existing Streets

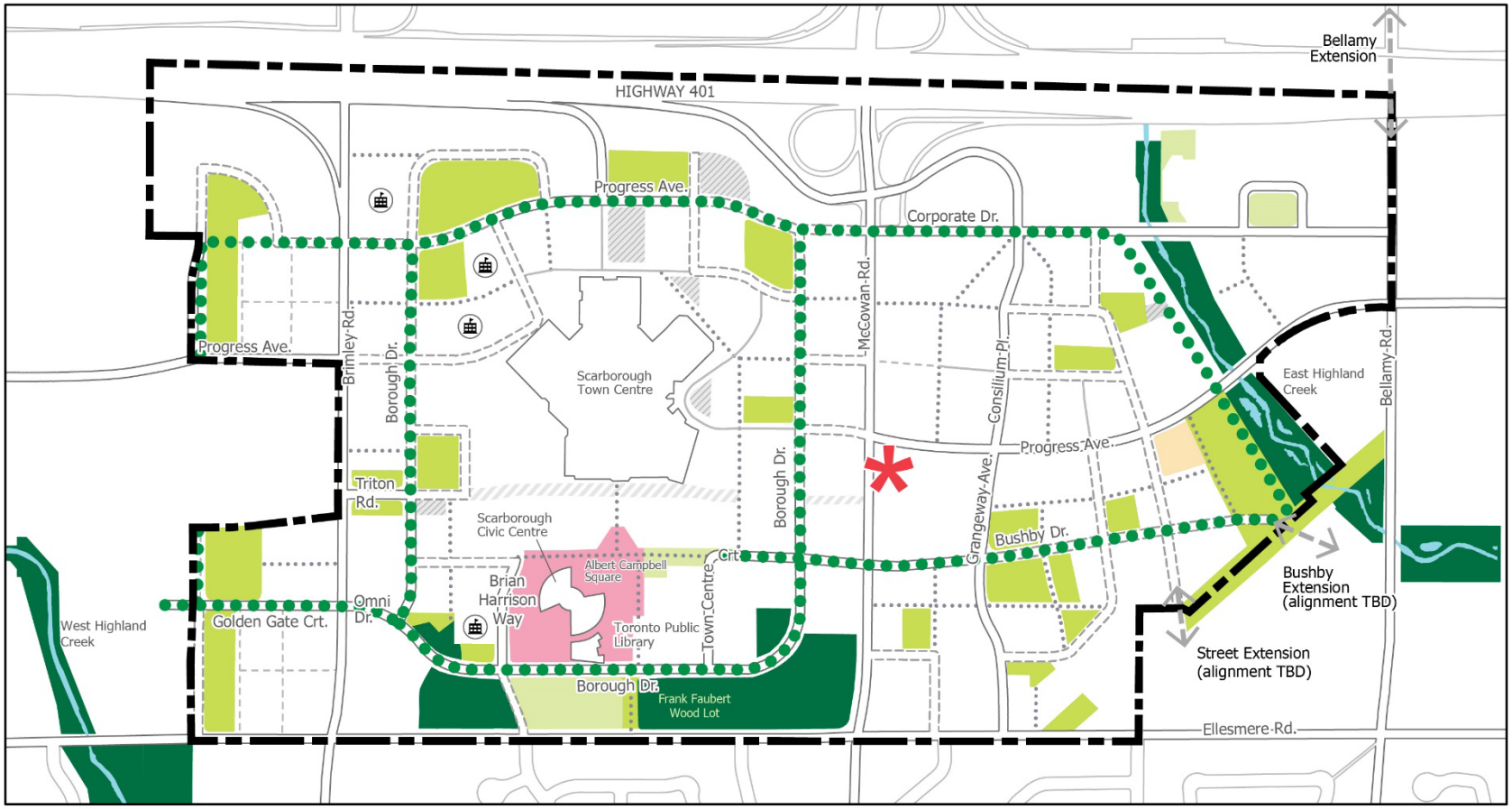
Scarborough Rapid Transit Infrastructure

SC Transit Station

Draft map

Not to Scale

Date Exported: 11/03/2025



TORONTO

Scarborough Centre Secondary Plan

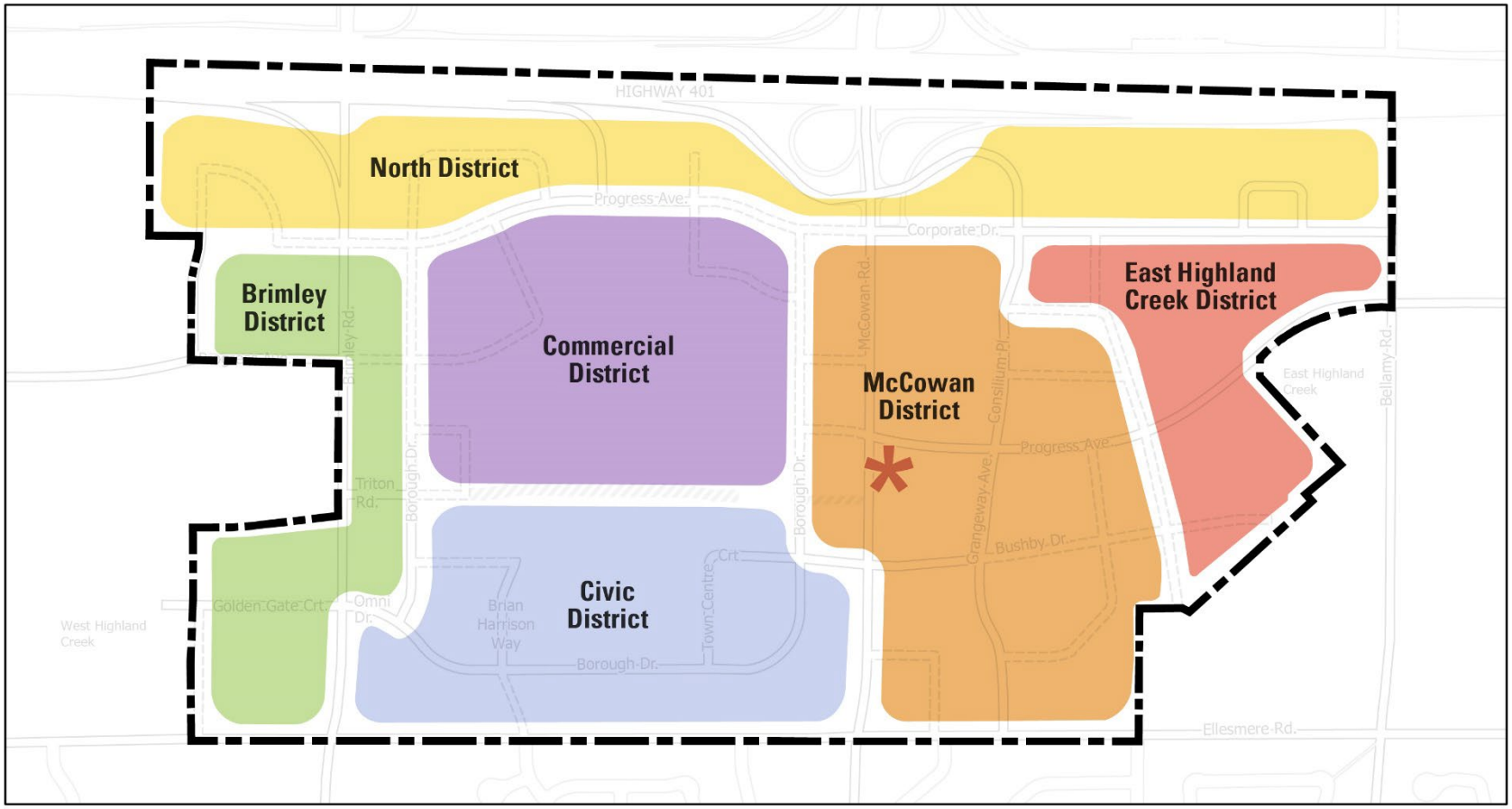
Map 5-2 Structure Plan

Secondary Plan Boundary
Existing Streets
Planned Streets
Local Connections
Local Connections (To be determined)
SC Transit Station
Mid-block Connections
Green Loops
Existing Parks
Planned Parks/ Priority Park Expansion
Existing Natural Areas
Private Open Space
Triton Road: Private / Limited Access
Civic Space
School Sites
Potential School Sites

Draft map

Not to Scale

Date Exported: 12/03/2025



TORONTO

Scarborough Centre Secondary Plan

Map 5-3 Districts Plan

Secondary Plan Boundary

SC Transit Station

Districts

- East Highland Creek District
- McCowan District
- North District
- Brimley District
- Civic District
- Commercial District

Draft map

Not to Scale

Date Exported: 11/03/2025



TORONTO

Our Scarborough Centre Secondary Plan

Map 5-4 Land Use Plan

Secondary Plan Boundary

Existing Streets/Planned Streets

SC Transit Station

Land Use Designations

Neighbourhoods

Mixed Use Areas

Natural Areas

Parks

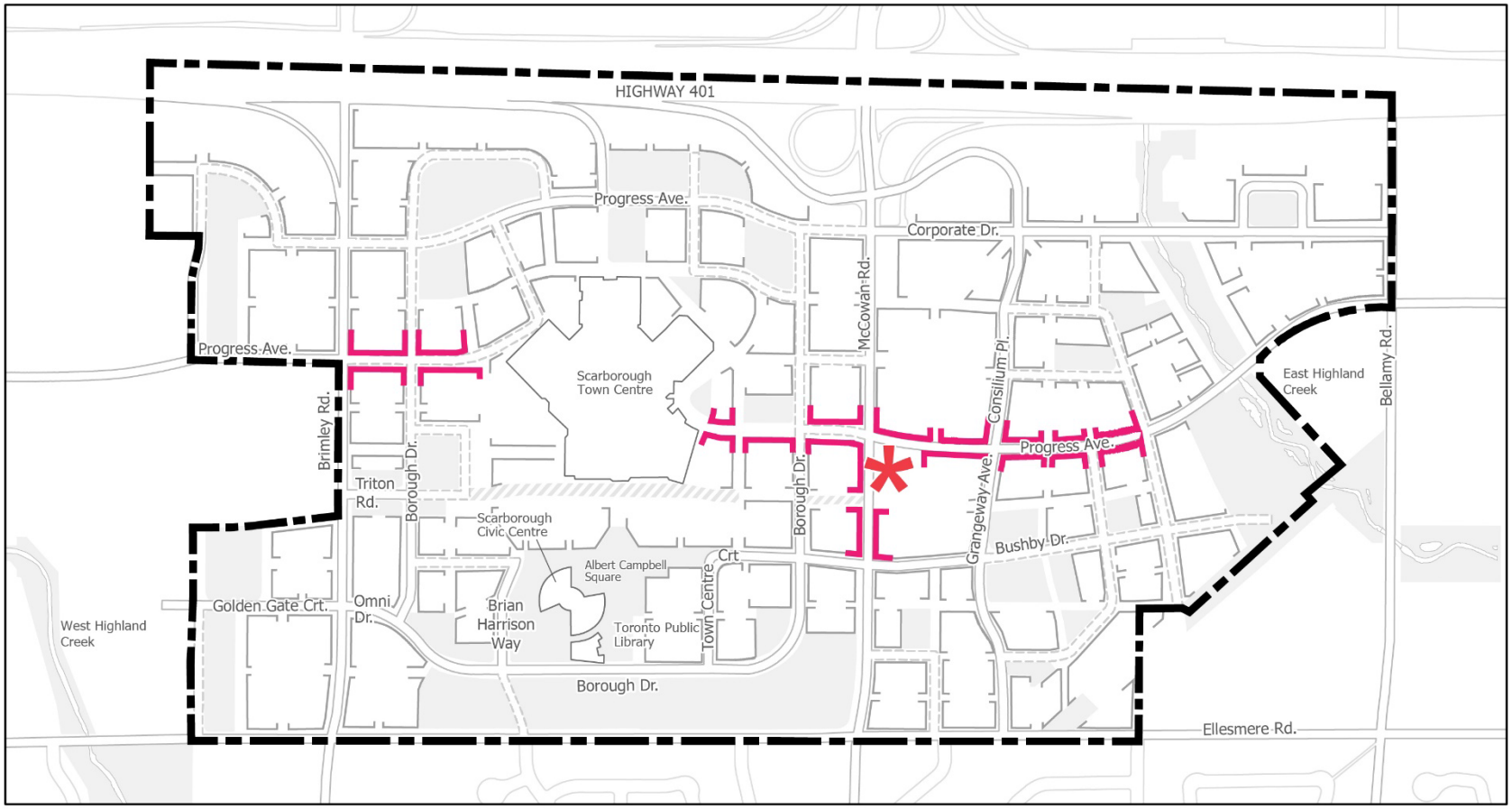
General Employment Areas

Core Employment Areas

Draft map

Not to Scale

Date Exported: 11/06/2025



TORONTO

Scarborough Centre Secondary Plan

Map 5-5 Active Commercial Uses At-Grade

Secondary Plan Boundary

Existing Streets

Planned Streets

Triton Road: Private / Limited Access

SC Transit Station

Parks and Open Spaces

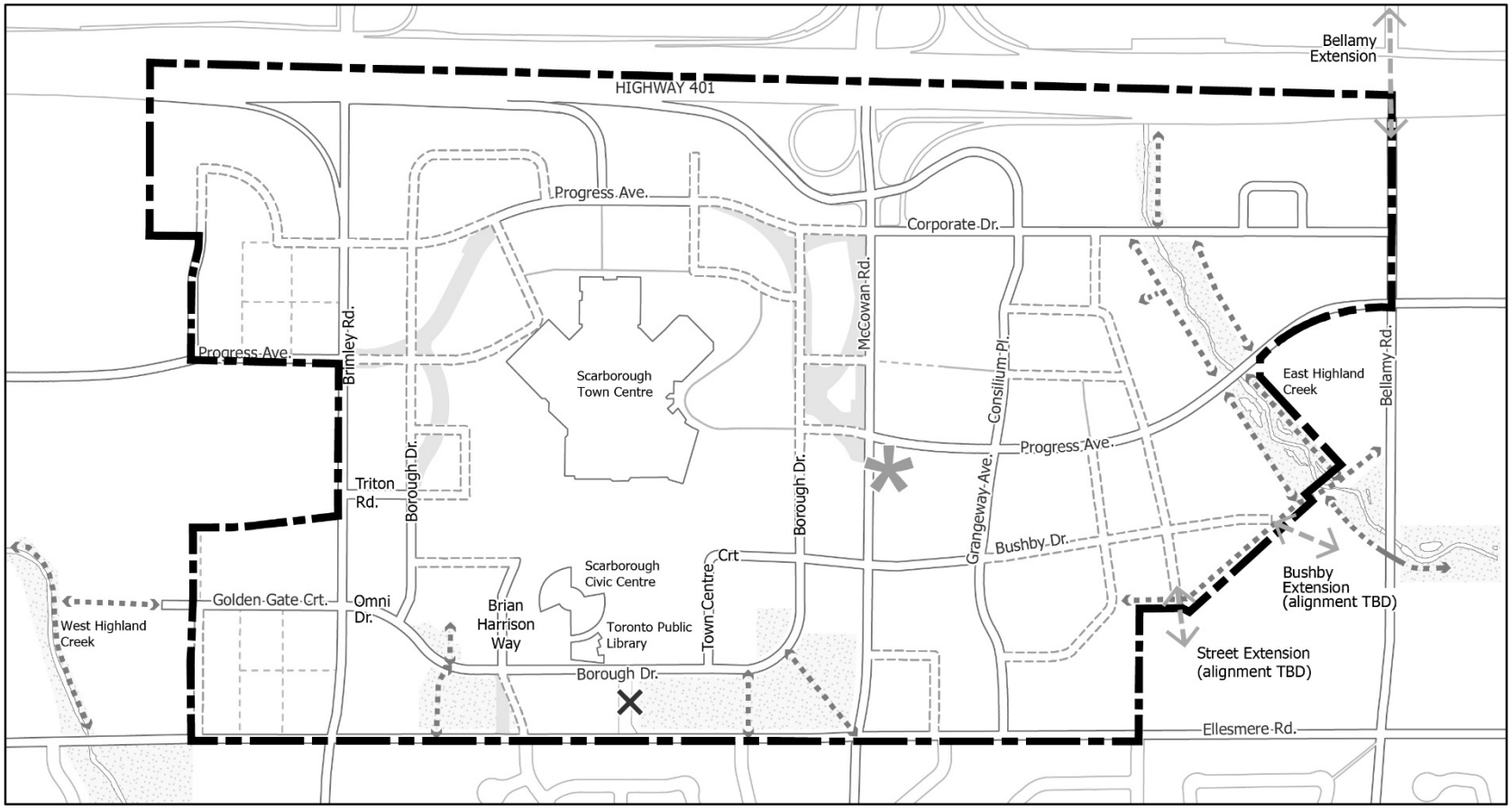
Required Active Commercial Uses At-Grade

Building Edges (Conceptual)

Draft map

Not to Scale

Date Exported: 11/03/2025



TORONTO

Scarborough Centre Secondary Plan

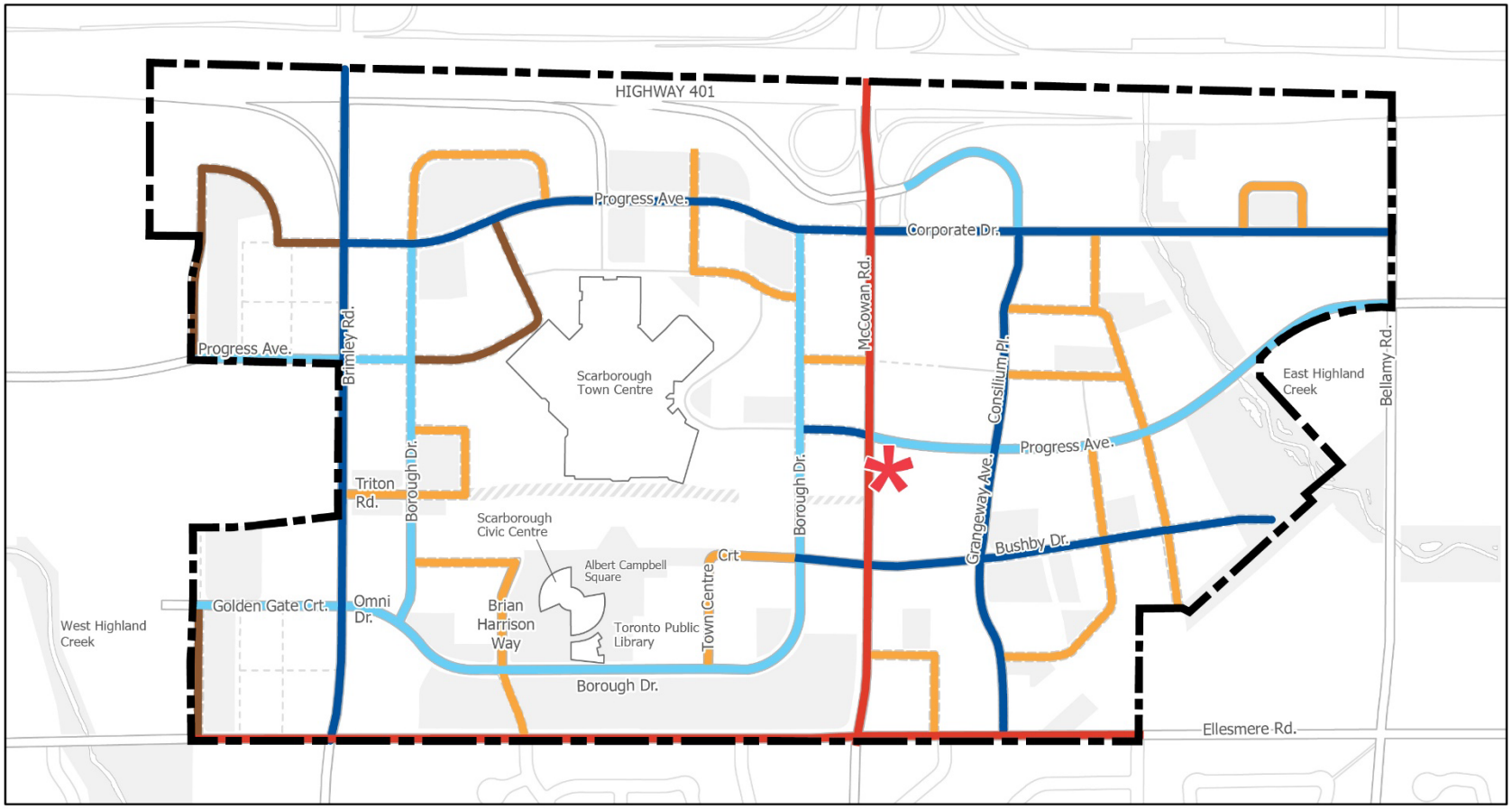
Map 5-6 Street Network

Secondary Plan Boundary
Existing Streets
Planned Streets
Local Connections
Local Connections (To be determined)
Existing Streets (To be realigned)
Existing Streets (To be removed)
SC Transit Station
Trail Connections
Existing Natural Areas

Draft map

Not to Scale

Date Exported: 11/20/2025



TORONTO

Scarborough Centre Secondary Plan

Map 5-7 Street Right-of-Way Widths

Secondary Plan Boundary
Existing Streets
Planned Streets
Local Connections
Local Connections (To be determined)
Triton Road: Private / Limited Access
SC Transit Station
Parks and Open Spaces

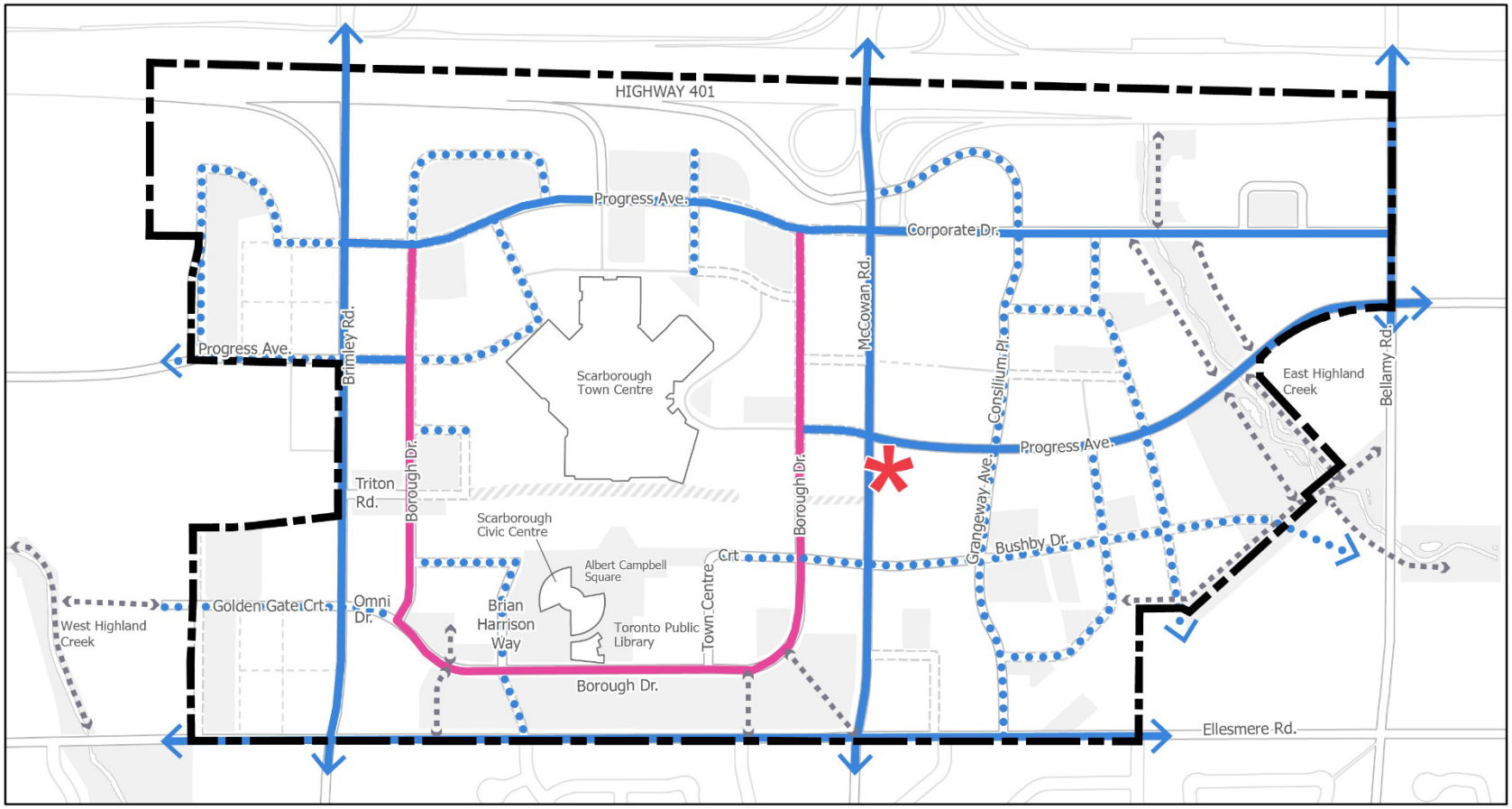
Official Plan Right-of-Way Widths

20 m
23 m
27 m
30 m
36 m

Draft map

Not to Scale

Date Exported: 03/16/2026



TORONTO

Scarborough Centre Secondary Plan

Map 5-8 Cycling Network

- Secondary Plan Boundary
- Existing Streets
- Planned Streets
- Local Connections
- Local Connections (To be determined)
- Triton Road: Private / Limited Access
- SC Transit Station
- Parks and Open Spaces
- MultiUse Trails

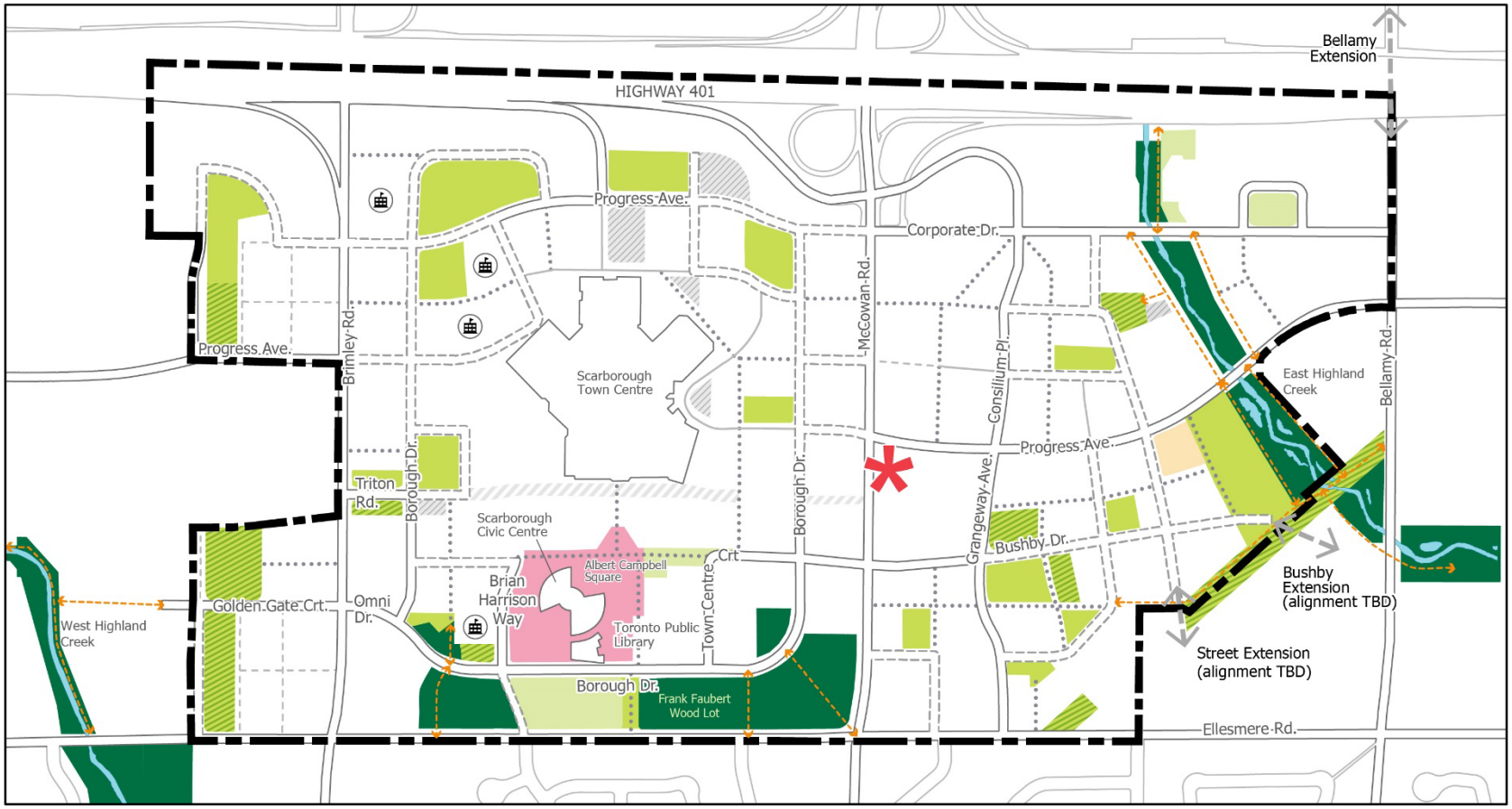
Bikeways

- Bikeway: Two-way
- Bikeway: One-way
- Bikeway Facility (To be determined)

Draft map

Not to Scale

Date Exported: 11/03/2025



TORONTO

Scarborough Centre Secondary Plan

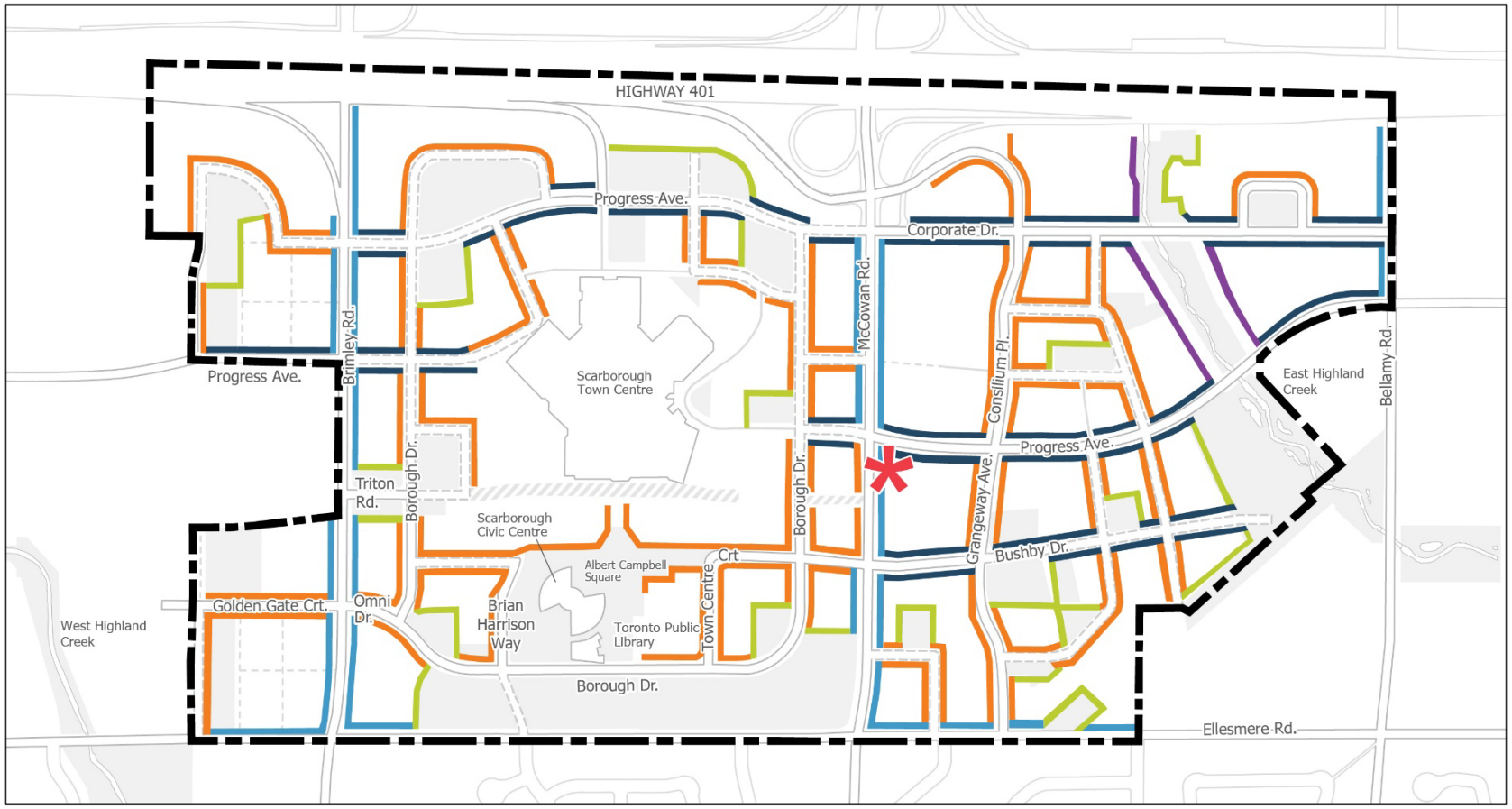
Map 5-9 Parks and Open Spaces

- Secondary Plan Boundary
- Existing Streets
- Planned Streets
- Triton Road: Private / Limited Access
- SC Transit Station
- Mid-block Connections
- Local Connections
- Local Connections (To be determined)
- Existing Parks
- Planned Parks
- Priority Park Expansion
- Existing Natural Areas
- Civic Space
- Private Open Space
- School Sites
- Potential School Sites
- Trail Connections

Draft map

Not to Scale

Date Exported: 12/03/2025



TORONTO

Scarborough Centre Secondary Plan

Map 5-10 Building Setbacks

Secondary Plan Boundary

Existing Streets

Planned Streets

Local Connections

Local Connections (To be determined)

Triton Road: Private / Limited Access

SC Transit Station

Parks and Open Spaces

Building Setbacks

3m: typical minimum setback

5m: to permit second row of tree planting on private lands

3m*: 3m with additional 3m for first three storeys (10.5m) above grade

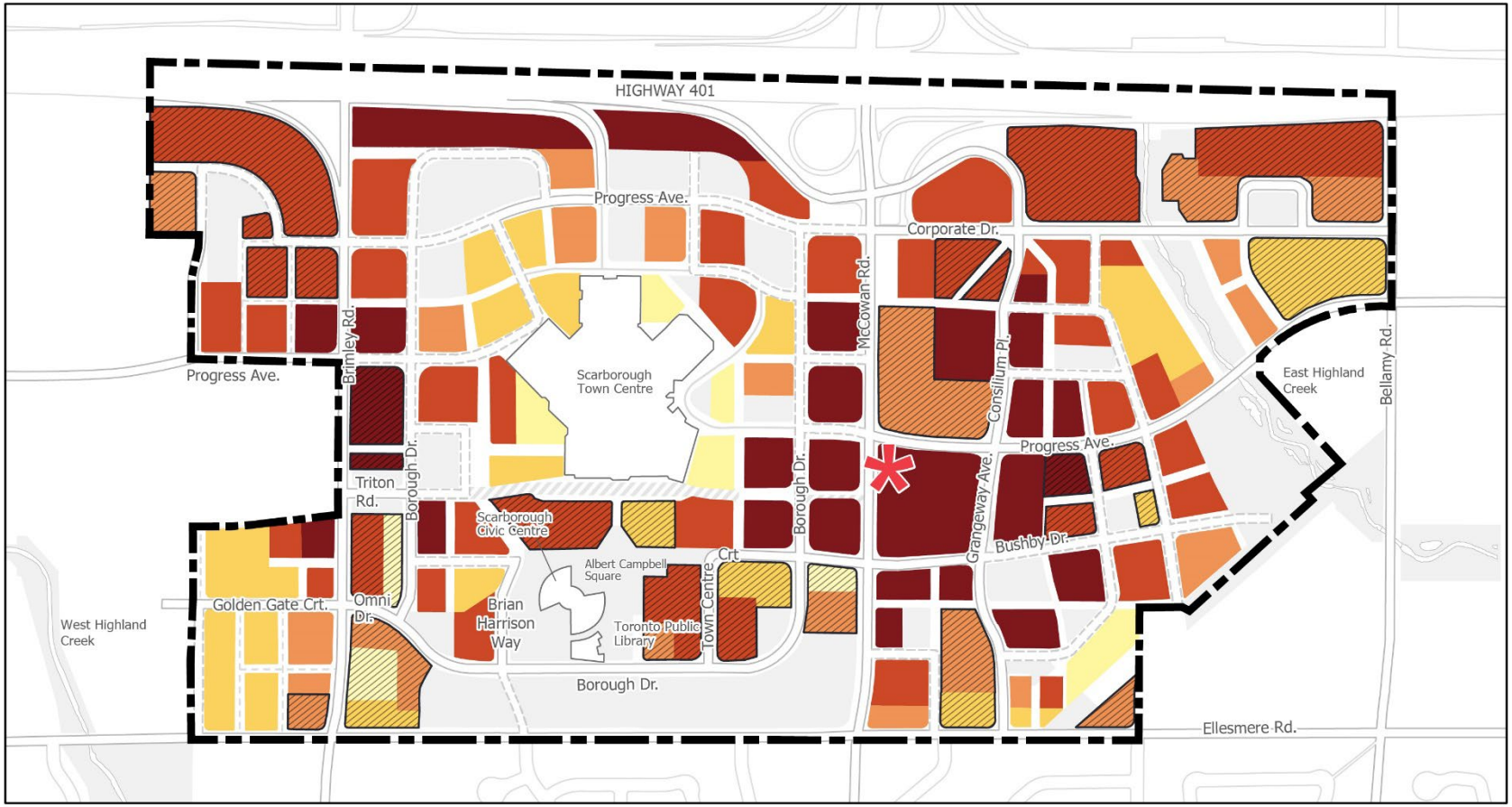
5m: adjacent to public parks and natural areas

10m: adjacent to East Highland Creek Buffer

Draft map

Not to Scale

Date Exported: 03/16/2026



TORONTO

Scarborough Centre Secondary Plan

Map 5-11 Building Heights

- Secondary Plan Boundary
- Existing Streets
- Planned Streets
- Local Connections
- Local Connections (To be determined)
- Triton Road: Private / Limited Access
- SC Transit Station
- Parks and Open Spaces
- Exisiting or Approved Development

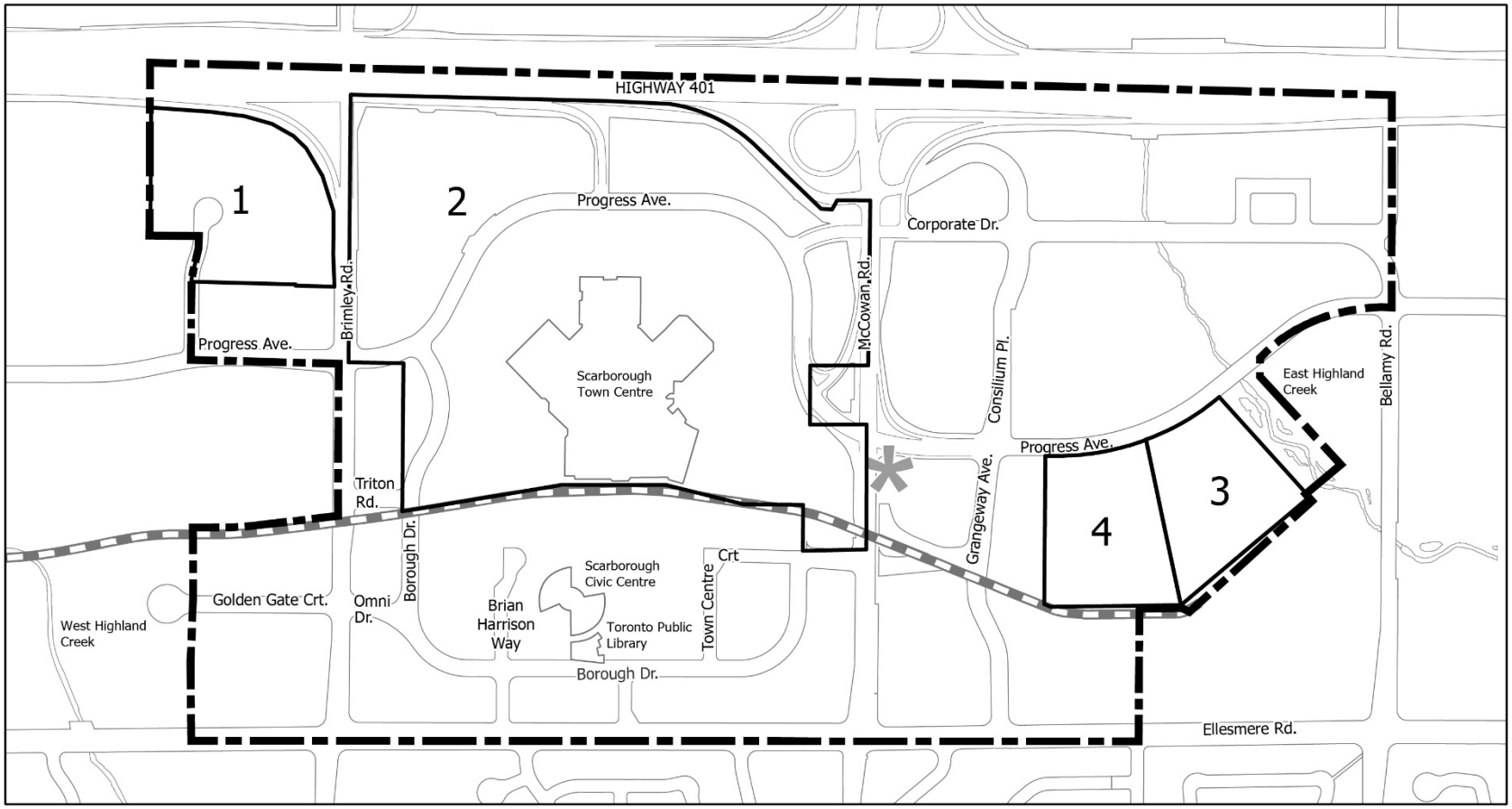
Building Heights (Number of storeys)

- 1 to 4
- 5 to 14
- 15 to 29
- 30 to 44
- 45 to 55 (Height Peak Areas)

Draft map

Not to Scale

Date Exported: 03/16/2026



TORONTO

Scarborough Centre Secondary Plan

Map 5-12 Site and Area Specific Policies

Secondary Plan Boundary

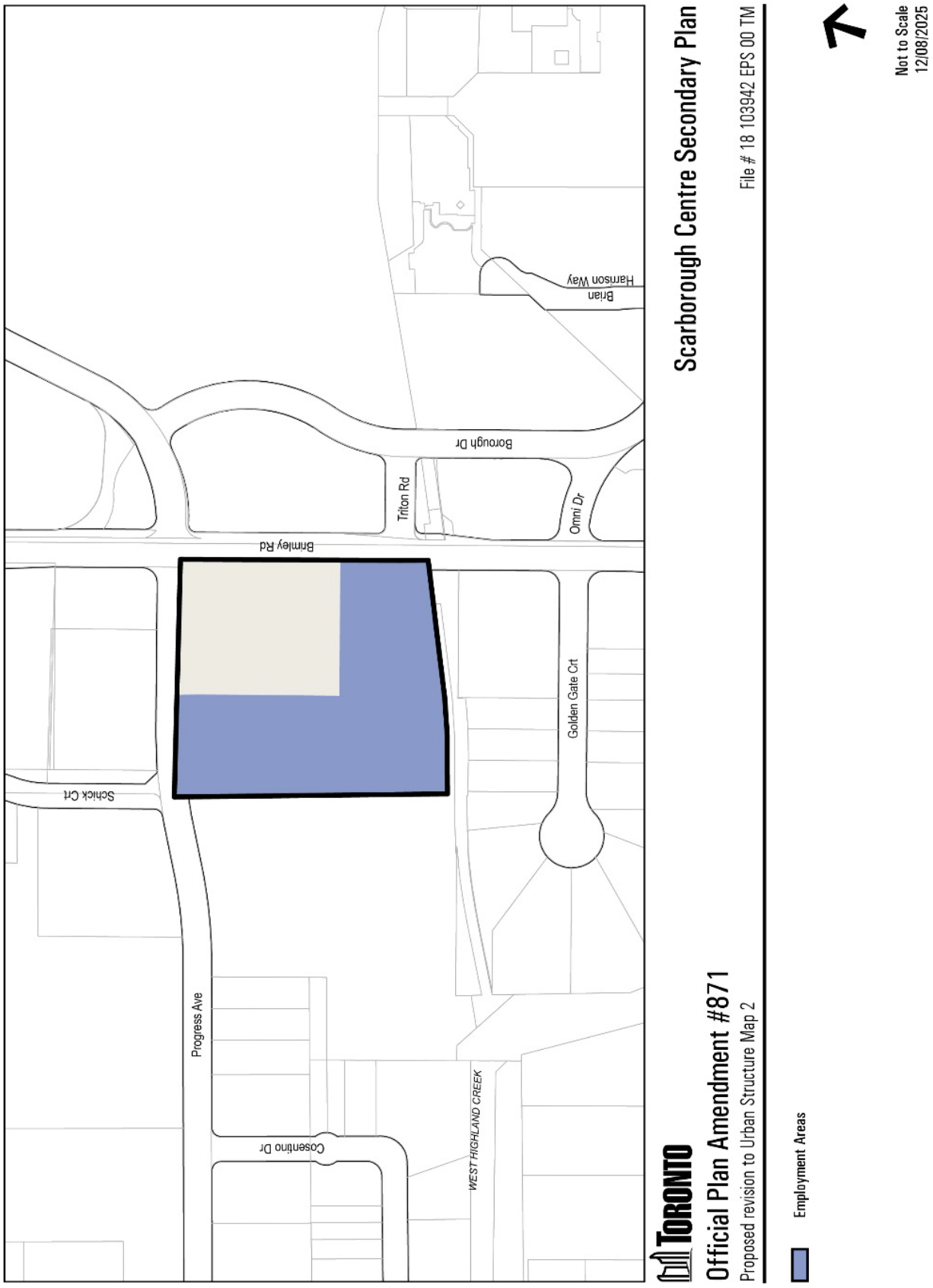
Site and Area Specific Policies

Draft map

Not to Scale

Date Exported: 11/05/2025

Appendix 2 to Amendment 871



Appendix 3 to Amendment 871

