

Authority: Planning and Transportation Committee Report No. 10, Clause No. 1,
adopted as amended, by City of Toronto Council on December 5, 6 and 7, 2005
Enacted by Council: December 7, 2005

CITY OF TORONTO

BY-LAW No. 1019-2005

**To adopt Amendment No. 1146 to the Official Plan for the former City of Scarborough
with respect to the City Centre Secondary Plan.**

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

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The text and maps attached hereto as Schedule "A" are hereby adopted as amendments to the
Official Plan of the former City of Scarborough.
2. This is Official Plan Amendment No. 1146.

ENACTED AND PASSED this 7th day of December, A.D. 2005.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

SCHEDULE “A”

- A. The lands outlined in heavy lines on Map 1, Land Use constitute the boundary of the Scarborough Centre Secondary Plan area.
- B. The Scarborough Official Plan, including all Sections, Appendices and Schedules is amended by deleting all references to “City Centre” and replacing these words with the words “Scarborough Centre”.
- C. Section 2, General Policies is amended as follows:
 - 1. Section 2.3.5.2 is deleted in its entirety, save and except where it applies to lands located at the south-west corner of Highway 401 and Brimley Road OMB File No. PL011117, and the remaining policies re-numbered according.
- D. Section 3, Land Use Designations is amended as follows:
 - 1. Section 3.9 City Centre Uses is deleted in its entirety, save and except where it applies to lands located at the south-west corner of Highway 401 and Brimley Road, OMB File No. PL011117.
- E. Section 4, Secondary Plans is amended as follows:
 - 1. Section 4.1 City Centre Secondary Plan is deleted in its entirety and replaced, save and except where it applies to lands located at the south-west corner of Highway 401 and Brimley Road, OMB File No. PL011117, with a new Section 4.1, Scarborough Centre Secondary Plan, as follows:

4.1 SCARBOROUGH CENTRE SECONDARY PLAN

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Section 1

Principles for Success

1.1 A Strong Foundation

In October, 1968, the former Borough of Scarborough designated approximately 170 acres of land between Brimley and McCowan Roads for “Town Centre Uses”. These lands were to become the institutional, cultural and business centre for Scarborough. Central to the former Borough and conveniently located on major roads, the area expanded over time to include additional lands for employment and residential use, primarily east of McCowan Road.

Today, Scarborough Centre is an important mix of retail, government, institutional, cultural, employment and residential use. The Centre is at the core of an established employment corridor along Highway 401. As a mixed use area, the Scarborough Centre provides both employment and housing opportunities for workers and residents. The Centre is 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. Scarborough Centre is also a destination point for surrounding communities; with a regional mall, municipal and federal government services and a variety of recreational, educational and community services.

Substantial investment in transit, roads, and other urban infrastructure has made the Centre an attractive location for compact mixed-use development where people can live close to their work and other urban amenities or travel easily to the larger City area. Existing assets and investment, upon which the Scarborough Centre has been built, will continue to form a strong foundation for its growth and development. The Centre has the potential to welcome upwards of 40,000 residents and attract upwards of 23,000 jobs.

1.2 Vision for the Future

The Scarborough Centre is one of four “Centres” identified in the new City of Toronto Official Plan as key locations in Toronto that, due to proximity to transit and transportation facilities and past investment in infrastructure, offers significant potential to accommodate some of the residential and employment growth anticipated in the City over the next 30 years.

This Secondary Plan will form part of the new Toronto Official Plan and provides policy direction to help unlock the potential of the Scarborough Centre. It provides a detailed plan for the Centre to continue building this vision by directing, amongst other things, that there be community services and facilities, further transit connections, additional infrastructure and pedestrian friendly environments to make the Centre a more comfortable, attractive place to live and work.

This Secondary Plan for the Scarborough Centre is intended to:

- create a vibrant mix of employment, cultural, institutional, educational, recreational, commercial and residential uses;
- ensure effective and efficient provision and use of transportation facilities and services;
- enhance the Centre as a destination focus;
- promote a high-quality urban form and a comfortable and safe environment;

- improve open spaces, parks and linkages;
- protect adjacent residential neighbourhoods; and
- strengthen community identity.

1.3 Principles for Success: Strategic Policies for the Scarborough Centre

City Structure

1. The Scarborough Centre will be an urban focal point for eastern Toronto where employment, housing, institutional, cultural, recreational, commercial and community services and transit will be concentrated in a dynamic mixed-use location.

Land Use

2. The Scarborough Centre will accommodate a mix of uses to create an attractive and comfortable environment for residents, workers and visitors to the Centre.
3. Mixed-use growth will be encouraged while respecting and maintaining an environment that is supportive of existing employment, cultural, institutional, recreational and residential uses.
4. Adjacent employment districts and residential neighbourhoods will be protected by:
 - (a) establishing a defined boundary for the Scarborough Centre;
 - (b) permitting existing industrial uses; and
 - (c) ensuring an appropriate transition in the scale and intensity of uses especially adjacent to the residential communities south of the Centre
5. The Scarborough Centre will constitute the area shown on Map 1, Land Use.

Housing

6. A range of housing in terms of form, tenure and affordability will be encouraged.
7. Higher density residential uses are encouraged adjacent to the Scarborough Rapid Transit (SRT) stations and the proposed Sheppard Subway stations to enhance opportunities for transit use.

Employment

8. New employment growth, compatible with the mixed-use nature of the Centre, will be encouraged.
9. The Scarborough Centre will be actively marketed and promoted to encourage further office development.

10. Zoning provisions for the Scarborough Centre will provide for a range of office, retail and service uses to further employment opportunities in the Centre.

Urban Form

11. A compact, high density, transit-oriented development pattern, based upon a high standard of urban design, will be encouraged.
12. When considering new development, the provision of public art, unifying physical elements such as street furniture and lighting, and excellence in architecture, to create a distinct character for the Scarborough Centre, will be promoted.

Destination Focus

13. The destination focus of the Centre will be enhanced by:
 - (a) planning for, and promoting, the creation of a well-defined, coherent and connected public realm comprised of existing and new streets, pedestrian sidewalks and walkways, parks, open spaces, cycling routes, linkages, urban spaces, transit routes and publicly accessible walkways;
 - (b) ensuring community services and facilities are located within or in close proximity to the Centre;
 - (c) improving, expanding and re-investing in the existing supply of community facilities, parks and open spaces;
 - (d) maintaining and enhancing the municipal presence in the Centre; and
 - (e) providing for, and promoting cultural, entertainment uses and activities in Albert Campbell Square including additional community programs and activities.

Transportation

14. The Scarborough Rapid Transit (SRT), surface transit services and facilities and the proposed Sheppard Subway extension play an important role in the development of the Centre. These assets will be enhanced and/or promoted to further the City building objectives of this Plan.
15. The planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of new development while promoting a pedestrian friendly environment.

Parks, Open Space and Natural Heritage

16. The Scarborough Centre will be enhanced by the provision of local and major parkland as well as improvements to the existing parks and open spaces.

17. Maintenance and enhancement of the natural heritage areas will provide a connection to the natural environment, relief from the urban context of the area and will improve the livability and desirability of the Centre as a place to live, work and visit.

Community Services and Facilities

18. The levels and types of programs and services and facilities will be monitored and expanded or enhanced to meet the varied needs of the residents and workers of the Scarborough Centre.

Strategic Use of City-Owned Lands and Assets

19. Lands and assets owned by the City will be utilized in a strategic manner to further the objectives of this Secondary Plan.

Basis for the Plan

The strategic policies set out above, provide the basis for implementing the Scarborough Centre vision. More detailed and specific policies respecting land use, housing, employment, community services and facilities, transportation, urban design, parks and open space are identified in the following Sections of this Secondary Plan and are focused around four key themes to create:

- (i) **A Sense of Place**
- (ii) **A Place to Live, Work and Relax**
- (iii) **A Connected Place**
- (iv) **A Connected Green Place**

Section 2

Sense of Place

2.1 Creating a Sense of Place

Within the Scarborough Centre, employment and residential development has tended to be scattered, creating pockets of higher density residential and office uses, but with little interconnection. As the Scarborough Centre develops, high-quality, urban design will play a greater role in promoting the Centre as a destination focus, unifying its parts and connecting it to the surrounding area. Attention to architecture, built form and the design and massing of buildings will contribute to a strong, consistent, identifiable image of the Centre. Improvement and enhancement of green spaces, streetscapes, pedestrian and cycling paths and the provision of public art, and way-finding signage will physically and visually unite the area and create an attractive, interesting “place” for residents, workers and visitors.

2.2 Urban Design

Structure, Form and Physical Environment:

The manner in which buildings are designed, organized and connected is key to a livable community. High quality, pedestrian-friendly, transit-oriented development will be promoted in the Centre. As a mixed use area, the Scarborough Centre will encompass a range of building heights with the higher buildings generally located in close proximity to the rapid transit stations or major arterial roads and expressway accesses.

Built Form – Tall Buildings

Tall buildings will form a prominent part of the urban landscape for the Scarborough Centre, visually reinforcing the civic importance of the area and defining its image. Tall buildings must fit within their context and minimize impacts on surrounding properties. An analysis of appropriate buildings height for new development within the Centre will be an important part of the planning review process.

The Public Realm

Streets, public open spaces including existing and future parks and open spaces will be part of a continuous system through the Centre and link to the surrounding areas. Street character, open spaces, landscape character, and the design of parking and servicing facilities are important for the image of the Centre. Particular attention will be given to the urban design character of strategic streets and open spaces including public and private spaces.

The development of a vibrant Centre is dependent upon the provision of a pleasant, safe and accessible pedestrian environment. Public sidewalks will be the primary pedestrian routes, while public and publicly-accessible open spaces and walkways will be established to create an integrated pedestrian system.

Streets create significant public spaces that serve pedestrians, cyclists and vehicles. Streets provide space for public utilities and services, landscaping, building access and frontage, view corridors, skyview and sunlight. They are linkages for automobiles, buses, bicycles and pedestrians. Existing streets will be enhanced to achieve these diverse functions and to address expectations for the spatial needs of users including pedestrians, people with mobility challenges, public transit vehicles, bicycles, automobiles, utilities and landscaping. New streets will be well designed and will strengthen the existing street and block pattern. Public and private pedestrian routes will be designed to provide pleasant, convenient, identifiable and safe pedestrian and cycling access. They will be provided to, from and between all major land uses, transit stations, parking areas, public streets, squares, and areas external to the Centre.

Development within the Scarborough Centre has focused around the City's Scarborough Civic Centre Building and Albert Campbell Square. There is a need to enhance this presence through promotion of the Civic Centre building use, increased programming within the Square, improved pedestrian connections and improvements to the accessibility, amenities and safety of the Square.

To create an improved sense of place for the Scarborough Centre, the City will produce specific and detailed urban design guidelines for the Scarborough Centre based upon the following design principles:

2.3 Scarborough Centre Urban Design Principles

Development within the Scarborough Centre will be guided by the following principles and Urban Design Guidelines to be appended to this Secondary Plan. These Guidelines will provide direction and clarification to the Official Plan and Secondary Plan principles and policies and will be used to inform the site plan control process and provide guidance for development of the Scarborough Centre. Amendments to the Urban Design Guidelines will not require amendments to the Secondary Plan:

Structure, Form, Scale and Physical Environment

1. The general scale of development within the Scarborough Centre will promote an urban character. Within certain areas of the Centre, building height will be kept to a lower scale to provide a transition from surrounding uses. Some buildings will be required to be set close to the street line and/or incorporate a podium into the building design to achieve an appropriate pedestrian scale and building-to-street relationship.
2. The scale of office and residential buildings will generally be of a high-rise character with low-rise elements incorporated into the buildings or site.
3. New development, open spaces, parks, landscaping, pedestrian routes, roadways, and transit facilities will be designed and sited in a manner that contributes to an identity for the Centre as a multi-use, destination focus.
4. Development will be designed to assist in creating clearly defined, safe, climatically comfortable, exterior public spaces while aiding orientation and projecting a positive image for the Centre.
5. All development will be required to provide safe, secure, comfortable areas designed to meet

the demand for pedestrian movement and private and/or public use.

6. New development will be designed to achieve enhanced pedestrian linkages with its surroundings through a combination of private and public walkways and sidewalks.
7. The development of buildings and other structures located along major approaches to the Centre will provide for a sense of a “gateway” or “entry”.
8. New residential development will provide private, on-site recreational facilities and open space to serve the residents and to meet the objectives of the Precincts. These facilities may include, but are not limited to, common recreation and amenity rooms, fitness facilities, pools, and outdoor amenity areas

Built Form

9. New buildings will be designed to contribute to, and reinforce, an attractive pedestrian-scaled streetscape through architectural treatments such as a defined building base and street edge definition.
10. Taller buildings will generally be located in close proximity to the rapid transit stations, major arterial roads and Highway 401.
11. The design of tall buildings should be considered to be of three parts, carefully integrated into a single whole:
 - (a) base building - provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and service uses;
 - (b) middle (shaft) - design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building in a manner that minimizes the shadowing, loss of sky view and wind conditions in adjacent streets, parks, open spaces and buildings; and
 - (c) top – integrate roof top mechanical systems and sculpt the top of tall buildings to contribute to the skyline character.
12. Tall building proposals must, at a minimum, address key urban design considerations such as:
 - (a) meet the built form principles of this Plan;
 - (b) demonstrate how the proposed building and site design will contribute to and reinforce the overall Centre structure;
 - (c) demonstrate how the proposed building and site design relate to adjacent buildings and blocks within the immediate area;

- (d) minimize the negative impact of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces;
 - (e) take into account the relationship of the site to topography and other tall buildings;
 - (f) minimize the negative impact of shadows, sky view and wind on neighbouring private properties and residential neighbourhoods;
 - (g) provide high quality, comfortable and usable publicly accessible open spaces and areas; and
 - (h) meet all other policies of this Plan.
13. Where permitted by this Plan, retail and commercial uses will be street related and will incorporate design elements such as public entrances, colonnades, windows, awnings, cantilevers, signage and forecourts that contribute to the animation of the street.
14. Mechanical equipment, ventilation elements, loading spaces and other building servicing areas that may be unsightly or generate noise, will be located away from pedestrian routes and will be appropriately screened.
15. To promote the image of the Centre, particular attention will be given to the urban design and landscape character of streets, open spaces, parks, parking and servicing facilities in the Centre. Accordingly:
- (a) minimal setbacks from the street line will be required for buildings where a strong street edge definition is contemplated;
 - (b) the development of a series of open spaces, urban spaces and parks will be promoted as an integral part of a pedestrian system to provide a variety of pedestrian experiences as well as to create and maintain views of significant elements in the Centre; and
 - (c) landscape features including tree planting will be promoted throughout the Centre to complement the man-made environment and to assist in: defining the street edge, identifying pedestrian linkages, providing shade, screening service areas, and providing orientation to key elements of the parks and open space system.
16. New development will be encouraged to incorporate measures to minimize strikes by migratory and resident bird species.
17. On-site, surface parking, where permitted, will incorporate landscaping.

Public Realm:

18. A grid of pedestrian-friendly public streets, transit-oriented development blocks and a well-defined open space system will be encouraged for the Centre.
19. Parking adjacent to streets, where permitted, shall be appropriately landscaped and where feasible, screened from the adjacent public street through the use of landscaping and/or building elements, with attention to public safety principles.
20. Pedestrian routes within the Centre will provide pleasant, convenient, identifiable, safe, access to, from and between all major land uses, transit stations, parking areas, public streets, urban squares, and areas external to the Centre.
21. Integrated pedestrian and cycling routes in the Centre will consist of public streets, sidewalks and trails, pathways and private walkways.
22. Where the right-of-way permits, sidewalks will be located away from the street curb and defined through the use of landscaping features including trees, street furniture, public art or decorative paving materials.
23. Intersections will be designed to be attractive, safe and inviting for pedestrians, cyclists and vehicles.
24. Major pedestrian system routes will be weather protected.
25. Pedestrian routes will provide a variety of landscaped public spaces and will be integrated with ancillary public and private spaces such as retail areas, reception and display areas.
26. The pedestrian and cycling system will be designed to create unobstructed access to all areas of the Centre, to all users, through measures that remove potential impediments caused by features such as grade changes.
27. The pedestrian and cycling system will be identifiable as a continuous system serving the entire Centre by implementing a common signage and way-finding system throughout the Centre.
28. Pedestrian and cycling movement in the Centre will be complemented by the provision of additional bicycle parking and support facilities in new developments, along pedestrian and cycling routes and in public facilities and spaces.
29. Pedestrian routes and spaces will be designed to accommodate public art in accordance with the Public Art policies of the Official Plan.

Public Art

30. Public and private art will be encouraged along public streets and at prominent locations on private lands.
31. The creation of public art that reflects cultural diversity and history will be promoted by:

- (a) actively soliciting gifts of cash, and gifts in-kind to the City to implement the *Public Art Master Plan*;
- (b) encouraging public art initiatives on properties under the jurisdiction of the City, its agencies, boards and commissions;
- (c) dedicating one per cent of the capital budget of all major municipal buildings and structures to public art; and
- (d) encouraging the inclusion of public art in all significant private sector developments across the City.

Urban Forestry

32. Tree cover throughout the Centre will be increased in an effort to improve and extend the urban forest within the Centre.

Albert Campbell Square:

33. Albert Campbell Square will be promoted by incorporating:
- (a) uses and facilities which contribute activity to the Square, in all seasons of the year;
 - (b) facilities in development projects which focus attention (views and activities) onto the Square;
 - (c) way-finding signage and features for connection to other pedestrian routes; and
 - (d) optimal pedestrian level microclimatic conditions such as ensuring adequate sunlight and minimizing adverse climatic conditions including wind, snow and rain.

Section 3

A Place to Live, Work & Relax

The Scarborough Centre will be a community for residents, workers and visitors; distinct from, but with appropriate interfaces with the adjacent residential and employment communities. The focus of the Scarborough Centre Secondary Plan is to promote and reinforce the Centre as a place to live, a hub of employment, home to a variety of services and amenities, and a location for entertainment, relaxation, culture, and civic celebration.

The geographical area of the Centre is large enough to accommodate a significant amount of residential and employment growth. The objective of this Secondary Plan is to guide this growth so that it builds upon the important role the Centre plays as a community within Toronto. Community building involves balancing a number of factors. A healthy and liveable community must provide an appropriate level of housing, employment, transportation networks and community facilities, services and programs such as daycare, health services, education facilities, parks, open spaces and recreation facilities, all in a visible and accessible manner.

3.1 Land Use Designations

Scarborough Centre will be a mixed-use, urban focal point for eastern Toronto. A mixed-use strategy will permit a variety of employment, residential, institutional, cultural, recreational, community services and commercial uses in a dynamic location. Within the mixed-use strategy, specific direction is provided for Brimley and McCowan Roads with further employment and housing objectives for these areas.

The lands within the Scarborough Centre will be designated *Mixed Use Areas*, *Natural Areas* and *Parks* as shown on Map 1, Land Use.

3.1.1 Mixed Use Areas

1. *Mixed Use Areas* are made up of a broad range of employment, commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. *Mixed Use Areas* are shown on Map 1, Land Use.

Development Criteria in *Mixed Use Areas*

2. In *Mixed Use Areas* development will:
 - (a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
 - (b) provide new jobs and homes for Toronto's growing population on underutilized lands in designated *Mixed Use Areas* and create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;

- (c) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
 - (d) provide an attractive, comfortable and safe pedestrian environment;
 - (e) have access to schools, parks, community centres, libraries, and childcare;
 - (f) take advantage of nearby transit services;
 - (g) provide good site access and circulation and an adequate supply of parking for residents and visitors;
 - (h) locate and screen service areas, ramps and garbage storage to minimize their impact on adjacent streets and residences; and
 - (i) provide indoor and outdoor recreation space for building residents.
- 3. Existing industrial uses will continue to be permitted.
 - 4. Development of other *Mixed Use Area* uses, including hotels, may be permitted on certain lands as specified in the Zoning By-law.
 - 5. Retail uses, other than retail within the Town Centre Commercial Precinct and on lands located east of Brimley Road, south of Progress Avenue, north of the Scarborough Rapid Transit (SRT) line to the former Borough Drive and lands located north of Town Centre Court, south of Triton Road, west of McCowan Road, will only be permitted when secondary to other permitted uses in the *Mixed Use Areas*.

3.1.2 Parks and Open Space Areas

- 1. *Parks and Open Space Areas* will provide for a variety of active and passive recreation uses and natural areas. New *Parks and Open Space Areas* will be located and designed to visually and physically integrate and link Scarborough Centre development, and to meet the demands of new development in the Centre.
- 2. *Parks and Open Space Areas* (Map 1, Land Use) are the parks and open spaces, valleys, watercourses and ravines that contribute to the green open space network in Toronto.
- 3. Development is generally prohibited within *Parks and Open Space Areas* except for recreational and cultural facilities, conservation projects, public transit and essential public works and utilities, where supported by appropriate assessment.

4. The areas shown as *Natural Areas* on Map 1, Land Use will be maintained primarily in a natural state, while allowing for:
 - (a) compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and
 - (b) conservation projects, public transit and public works for which no reasonable alternatives are available, and that are designed to have only minimal adverse impacts on natural features and functions.
5. The areas shown as Parks on Map 1, Land Use will be used primarily to provide public parks and recreational opportunities.
6. **Development Criteria in Parks and Open Space Areas**

Any development provided for in *Parks and Open Space Areas* will:

 - (a) protect, enhance or restore trees, vegetation and other natural heritage features;
 - (b) preserve or improve public visibility and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;
 - (c) maintain, and, where possible, create linkages between parks and open spaces to create continuous recreational or pedestrian corridors;
 - (d) maintain or expand the size and improve the usability of publicly owned *Parks and Open Space Areas* for public parks, recreational and cultural purposes;
 - (e) respect the physical form, design, character and function of *Parks and Open Space Areas*; and
 - (f) provide comfortable and safe pedestrian conditions.
7. *Parks and Open Space Areas* that are privately owned are not necessarily open to the general public nor intended to be purchased by the City. If an application is made to develop such lands and the City or a public agency does not wish to purchase them to extend the public open space system, the application will be considered on the basis of its consistency with the policies of this Plan.
8. The sale or disposal of publicly-owned lands in *Parks and Open Space Areas* is discouraged, and no City-owned lands in *Parks and Open Space Areas* will be disposed of. However, City owned land in Parks and Open Space Areas may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.

9. *Natural Areas* will be maintained primarily in a natural state while allowing for conservation projects and public works that are designed to have only minimal adverse impacts on natural features and functions. Natural Areas will be enhanced or restored wherever possible.

3.2 Precincts

To advance the Centre as an integrated, pedestrian-friendly and transit-oriented mixed-use centre, a broad mix of uses will be encouraged. This Secondary Plan recognizes that the Centre is a large geographical area in which several development areas have emerged, each with somewhat different focus. Together, these areas combine to make the Centre a destination for the east end of the City.

To enable detailed planning for the Centre, to provide for a specific growth management strategy, and to realize specific employment, housing, recreation, entertainment and community service objectives, the Scarborough Centre is divided into four land use precincts. Defining the Centre in this manner, provides the opportunity to shape how the Centre will develop, how it will look and function in the future, and how the Centre can be strengthened to meet a wide variety of objectives.

Each precinct will permit a mix of land uses. However, each precinct will have a specific emphasis in terms of detailed land use focus, physical character, streetscape and built form objectives. This variety of, and emphasis upon, land use and built form objectives will increase the diversity, vitality and interest of the Centre as a whole.

3.2.1 General Precinct Policies

1. The Scarborough Centre will be subdivided into the four Land Use Precincts as shown on Map 2, Precincts of this Plan.
2. To guide new development within the Scarborough Centre Precincts, the Zoning By-law will specify building heights, maximum densities and on-site building bulk and massing requirements for specific sites to reflect the policies and objectives of each Precinct.
3. The highest density of new development will be encouraged to locate on sites that are adjacent to rapid transit stations, having consideration for the planning, urban design and built form policies and objectives of the Official Plan and this Secondary Plan.
4. To protect existing residential neighbourhoods to the south of Ellesmere Road and existing employment areas outside of the Scarborough Centre, but adjacent to the Brimley and McCowan Precincts, new development will seek to minimize adverse impacts on adjacent neighbourhoods and employment areas.
5. Certain lands adjacent to Brimley and McCowan Roads including those sites immediately adjacent to the proposed Brimley and the existing McCowan SRT Stations will be identified as the “Corridors” (as shown on Map 3, Corridors) where higher density residential and office development could be accommodated.

6. Notwithstanding the *Mixed Use Areas* designation of lands within Precinct areas, retail development is not permitted in the Civic, Brimley & McCowan Precincts with the exception of ancillary retail serving residential, office and other employment developments.
7. Community services and facilities will be encouraged to locate in close proximity to the resident and worker population that they serve. Alternative locations within adjacent Precincts may be considered.

3.2.2 The Town Centre Commercial Precinct

The Town Centre Commercial Precinct contains the Scarborough Town Centre Mall, a regional destination. The Scarborough Town Centre Mall is a major shopping, services and entertainment destination. Its continued function as an employment use is supported. The Mall functions as a link between the Precincts and the retail along Progress Avenue. This linkage should be strengthened through the use of signage to enable residents, shoppers and workers to more easily find their way within the Centre.

The Town Centre Commercial Precinct will be predominantly focused on commercial, retail, hotel, entertainment and recreational employment uses. Residential development will not be a focus for this Precinct however, new residential development is not discouraged, especially on sites where there is an opportunity to knit together the fabric of the Centre. Expanding activities within this Precinct will include more street-related retail. New commercial, entertainment, hotel, recreational, restaurant and cultural uses will make better use of existing infrastructure and improve the Town Centre Commercial Precinct as a destination within the Scarborough Centre. Commercial development will be strengthened within the Town Centre Commercial Precinct by encouraging commercial (non-retail) office use to locate on sites having high accessibility to the rapid transit stations.

Progress Avenue is a major link between the Brimley and McCowan Precincts. Retail and commercial development along Progress Avenue, between Brimley and McCowan Roads will be encouraged to locate adjacent to the street edge to create a more animated pedestrian streetscape. Redevelopment of the lands along this section of Progress Avenue will be encouraged to incorporate design elements such as building entrances at the street, windows and/or display panels on the street frontage, signage, tree planting, patios, street furniture, forecourts, fountains and a combination of public and private pedestrian sidewalks and walkways.

Town Centre Commercial Precinct Policies

1. The Town Centre Commercial Precinct will be predominantly a commercial centre providing regional level and local employment uses such as retail and office uses. Service commercial uses, hotels, government and private offices, and recreational, cultural and entertainment facilities will also be permitted.
2. The highest concentration of commercial (non-retail, office) use will be located on sites having high accessibility to the rapid transit stations. Maximum (highest) densities will be permitted and encouraged within convenient walking distance of the rapid transit stations.
3. Street related retail and commercial uses along Progress Avenue between Brimley and

McCowan will be encouraged. Design elements such as building entrances at the street, extensive windows and/or display panels on the Progress Avenue frontage, signage, tree planting, patios, street furniture, forecourts, fountains and a combination of public and private pedestrian sidewalks and walkways will contribute to the animation of the street.

4. Expansion of the Scarborough Town Centre Mall along Progress Avenue will relate to the street by locating buildings at the street edge. Sidewalks/pathway linkages, with appropriate signage and landscaping will be promoted for retail uses on Progress Avenue.
5. Pedestrian amenities such as signage and physical connections including walkways, bicycle paths and sidewalks will be incorporated within the Town Centre Precinct for new retail and commercial development to improve the linkage between commercial and retail development, public streets and the existing and proposed transit stations.
6. The incorporation of way-finding signage within the Town Centre Commercial Precinct especially on lands owned by the Scarborough Town Centre Mall will enable residents, shoppers and workers to move easily within the Centre.
7. Tree planting and landscaping will be encouraged to break up large expanses of parking for commercial uses within the Town Centre Commercial Precinct.
8. Within the Town Centre Commercial Precinct, the provision of community services, facilities and programs including, but not limited to the following, are promoted:
 - (a) a non-profit workplace child care facility for infants, toddlers and pre-schoolers; and
 - (b) community services space for local non-profit organizations for programs and services including a community health centre, a youth drop-in centre, seniors centre and employment training centre.

3.2.3 The Civic Precinct

The Civic Precinct will be a focus for civic, government and commercial offices, community services and facilities, parks, woodlots and open spaces, cultural, recreational and entertainment facilities and programs, and active and integrated residential developments.

The Civic Precinct contains the Scarborough Civic Centre, housing both City of Toronto municipal and district school board offices, Albert Campbell Square, woodlots, Federal Government and private commercial offices, the YMCA and numerous residential buildings. The Civic Precinct is a destination for business, residents and visitors, serving the adjacent Precincts and the residential and employment communities beyond the Centre's boundaries with a variety of government, institutional, community and residential uses and activities.

Within the Civic Precinct, there are large areas of surface parking. Some of these lands are in City ownership, others are privately owned. Through redevelopment of these parking lots and other under-utilized lands, there is an opportunity to incorporate needed parking, above or below grade, within new employment and residential uses, and at the same time achieve overall goals respecting the provision of community services and facilities, parkland, cultural, entertainment and recreation facilities, and the achievement of enhanced streetscapes and pedestrian environments.

As the central focal point for the Scarborough Centre, and to enhance its civic function, the Civic Precinct must be well connected to the rest of the Centre. A combination of private and public walkways/sidewalks is necessary to ensure excellent connections to the Centre and the surrounding business and residential neighbourhoods beyond the Centre's boundaries.

The Civic Precinct Policies

1. Land use will be predominantly employment uses such as civic, government and commercial offices, hotels, community services and facilities including schools, libraries, community service and daycare facilities, entertainment facilities for the arts and restaurants and cafes.
2. Median landscape treatment is encouraged along Borough Drive and Ellesmere Road.
3. The maintenance and enhancement of the civic and governmental presence in the Civic Precinct will be promoted.
4. The use of 140 Borough Drive, should the building become available, as a location for community services and programs, recreational uses or for an expansion of civic and other governmental services is supported.
5. To assist in furthering the role of the Civic Precinct as a focus for the community, the provision of community services and facilities including, but not limited to the following, are promoted:
 - (a) a neighbourhood library;
 - (b) licensed non-profit child care facility(s) for infants, toddlers and pre-schoolers;
 - (c) community services space for local non-profit organizations; and
 - (d) a parent and child resource centre.
6. The programming for Albert Campbell Square will be improved and enhanced to provide increased cultural, entertainment, social and civic activities that serve the Scarborough Centre and east Toronto.
7. Visual, pedestrian and cycling access to Albert Campbell Square will be improved by promoting private and public accessible walkways/sidewalks/cycling paths, ensuring the Square is linked to public streets, and providing bicycle parking in the Square and at public building locations.

8. On-street parking is encouraged and acknowledged as an important component of the overall parking supply within the Civic Precinct.
9. Off-street, surface parking is discouraged and existing surface parking lots will be phased out. New development will incorporate below-grade parking. Above-grade parking may be considered provided such parking is integrated within the building and its design is such that it does not appear as a stand alone, visually apparent element of the building.

3.2.4 The Brimley Precinct

As a mixed-use area, the Brimley Precinct will be a focus for residential and employment uses. Like other healthy communities, the Brimley Precinct will include diverse land uses such as parks and open spaces, schools and community services and facilities that contribute to the health of the Precinct's residential and employment focus. There is considerable development potential within the Brimley Precinct. Employment will continue to be an important element of the Brimley Precinct and existing viable industrial uses will continue to be accommodated. Retail uses that are secondary to the residential and employment uses within the Brimley Precinct will be permitted.

A key feature of the Brimley Precinct will be the Brimley Corridor. Brimley Road presents an opportunity to create an urban, main street that would function as a major entry point to the Scarborough Centre from the north and south. New residential and large scale office development will be concentrated along Brimley Road with higher density development located in close proximity to the proposed Brimley SRT station. New development will be designed to create a more defined and pedestrian-friendly environment. Careful attention will be paid to the relationship between buildings and Brimley Road.

Brimley Precinct Policies

1. The Brimley Precinct will be a focus for residential and employment growth together with diverse uses such as parks and open spaces, and community services and facilities, concentrated along the Brimley Corridor.
2. Within the Brimley Precinct, the provision of community services and facilities including, but not limited to the following, are promoted:
 - (a) a multi-purpose, community service space for a range of satellite programs, which could include: community health centre, youth drop-in centre, seniors centre and employment training centre; and
 - (b) licensed non-profit child care facility(s).
3. A public connection to the Bendale Branch of Highland Creek, west of Brimley Road to provide a pedestrian walkway/pathway to the watercourse area and to link with the open space area and pathway system south of Ellesmere Road is encouraged.

4. **Land located at the South-west corner of Highway 401 and Brimley Road (1750 Brimley Road).**

Notwithstanding any other provisions of the Official Plan, for the lands at the south-west corner of Highway 401 and Brimley Road (1750 Brimley Road), the provisions of this Secondary Plan (Official Plan Amendment No. 1146) shall not apply. Further, the provisions of the former City Centre Secondary Plan shall continue to apply, pending completion of the conditions set out by the Ontario Municipal Board in its Decision/Order No. 1716 and upon the release of the final Order of the Municipal Board (OMB File No. PL011117) at which time the policies the Official Plan Amendment for the Transmetro lands, approved by the Municipal Board, shall be incorporated into this Secondary Plan as Policy 3.2.4 (4), consistent with the Municipal Board's final Order.

Brimley Corridor

5. Lands along Brimley Road, including sites immediately adjacent to the proposed Brimley Road SRT Station are identified as the "Brimley Corridor" and are shown on Map 3, Corridors.
6. The Brimley Corridor is intended to have a main street character where a greater intensity of employment and residential uses will be focused.
7. Buildings will be located at the streetline and will incorporate a defined building base/podium element or separate building element such as townhouses.
8. New development within the Brimley Corridor will be expected to be of a high quality and create an appropriate relationship between the street, public realm and proposed buildings to contribute to the animation of Brimley Road.
9. Main building entrances will be clearly visible and accessible from the street.
10. Street-related commercial and service uses serving the residential or employment uses will be permitted within the base element of buildings and will have entrances onto the street.
11. **Lands located east of Brimley Road, north of Triton Road, south of Progress Avenue and extending east to the former Borough Drive.**

The lands located east of Brimley Road, north of Triton Road, south of Progress Avenue and west of the former Borough Drive are located within the Brimley Precinct and the Brimley Corridor. Notwithstanding that, within this Precinct, only ancillary retail uses are permitted, primary retail use will also be permitted on these lands. Any development will be located adjacent to the (Brimley) street edge and incorporate design features to create an animated, pedestrian-focused streetscape.

3.2.5 The McCowan Precinct

The McCowan Precinct will be a focus for residential and employment uses and will include diverse uses such as parks and open spaces, schools and community services and facilities. Employment uses will continue to be an important element of the Precinct and existing viable industrial uses will continue to be accommodated. Commercial uses that serve the residential and employment uses within the McCowan Precinct will be permitted.

Considerable development potential exists within the McCowan Precinct, especially along McCowan Road and west of Consilium Place. There is a need to better link the McCowan Precinct through new development that incorporates good street-to-building relationships, new roads and road improvements, parks and pedestrian and cycling pathways.

McCowan Road acts as a major connection between Highway 401 and Ellesmere Road. It has been designed almost exclusively for vehicular movement. Lands adjacent to McCowan Road are identified as the McCowan Corridor where new residential and/or large scale office development is anticipated. New development will be concentrated along McCowan Road, with higher density development located in close proximity to the McCowan SRT station. Improving the streetscapes of the McCowan Corridor to be more accommodating to pedestrians while maintaining the role of McCowan Road as a transportation artery, is an objective of this Secondary Plan.

McCowan Precinct Policies

1. The McCowan Precinct will be a focus for residential and employment growth together with diverse uses such as parks and open spaces, schools and community services and facilities.
2. Within the McCowan Precinct, the provision of community services and facilities including, but not limited to the following, are promoted:
 - (a) a neighbourhood library;
 - (b) public elementary school(s);
 - (c) multi-purpose community spaces; and
 - (d) child care facility(s).
3. Council supports efforts to provide pedestrian walkways/pathways to, and along the Markham Branch of Highland Creek watercourse.

McCowan Corridor

4. Lands along McCowan Road, including the City-owned site immediately adjacent to the McCowan SRT Station are identified as the “McCowan Corridor” and are shown on Map 3, Corridors.

5. New residential development and large scale office development will be encouraged within the McCowan Corridor.
6. New development within the McCowan Corridor especially between Ellesmere Road and Corporate Drive will provide an appropriate relationship between the street, public realm and proposed buildings that contribute to the animation of the street. Where grade conditions do not make it feasible to incorporate grade related residential or commercial/retail uses with direct pedestrian entrances, every effort shall be made to incorporate design elements including, but not limited to streetscape and landscape features, windows and way-finding signage.

7. **Lands adjacent to the McCowan SRT Station, south of Progress Avenue**

- (a) On lands adjacent to the McCowan SRT Station, south of Progress Avenue, higher densities will be encouraged to achieve a compact, transit supportive, urban village development.
- (b) New development will, at a minimum, retain the existing pedestrian connection to the SRT Station or provide for a new, direct link to this Station.
- (c) The provision of an east-west public road through the lands, together with the removal of the free-flow vehicular ramp from Bushby Drive to McCowan Road in conjunction with the development of these lands is encouraged.
- (d) The production of affordable housing on a portion of the lands as a component of larger scale residential development is encouraged.

8. **Lands located at 705 Progress Avenue**

Notwithstanding the *Mixed-Use Areas* designation of these lands, the City supports efforts to redevelop these industrial lands owned by the City and the Toronto District School Board for only a school and/or a park and related uses which may include community services and facilities. Other uses are not permitted on these lands.

9. **Lands located north of Town Centre Court, south of Triton Road, west of McCowan Road (a portion of the Scarborough Town Centre Mall lands).**

The lands located north of Town Centre Court, south of Triton Road, west of McCowan Road are located within the McCowan Precinct and the McCowan Corridor. Notwithstanding that, within this Precinct, only ancillary retail uses are permitted, primary retail use will also be permitted on these lands.

3.3 Housing

The Scarborough Centre is an ideal location to accommodate some of Toronto's anticipated residential growth. Residential growth will enhance the diversity of housing options by supporting a variety of housing forms, affordability and tenure arrangements. A broad range of housing will provide residents with the ability to remain in their neighbourhoods and retain their connections and social networks as their housing needs change.

Residential development will be compact and transit supportive to take advantage of past investment in infrastructure and transit facilities. Tall residential buildings, with lower-rise and ground-related units incorporated into the buildings or sites, will be the predominant built form in the Centre.

Housing Policies

1. A wide range of housing, in terms of tenure and affordability, will be promoted in Scarborough Centre to meet the current and future needs of residents. A wide range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.
2. Investment in new rental housing, particularly affordable rental housing, will be encouraged.
3. Where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include:
 - (a) in the case of affordable rental housing and in order to achieve a range of affordability, measures such as: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance; and
 - (b) in the case of affordable ownership housing provided on a long term basis by non-profit groups, especially affordable low rise family housing, measures such as: land at or below market rate, fees exemption and other appropriate forms of assistance; and
 - (c) with priority given to non-profit and co-op housing non-profit cooperative housing providers.
4. Significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development, will secure for as long as possible:
 - (a) the existing rental housing units, with either affordable or mid-range rents, as rental housing; and

- (b) any needed improvements and renovations to the existing rental housing with no pass-through of such costs in the rents to the tenants.
- 5. New development that would have the effect of removing a private building or related group of buildings containing six or more rental housing units is not in the public interest and should not be approved unless:
 - (a) the rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 2.5% for the preceding two-year reporting period; or
 - (b) in cases where zoning approvals are sought, the following are secured:
 - (i) at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
 - (ii) for a period of at least 10 years, rents for replacement units will be the rent at first occupancy, increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
 - (iii) an acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, right-of-first-refusal to occupy one of the replacement units and other assistance to lessen hardship.
- 6. Redevelopment of social housing properties, including those which propose a mix of housing including varying levels of rental assistance, varying housing types and forms and/or the inclusion of affordable ownership housing options, that would have the effect of removing a social housing building or related group of buildings containing one or more social housing units, will secure:
 - (a) full replacement of the social housing units;
 - (b) replacement social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
 - (c) an acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.

7. The conversion to condominium by severance or subdivision of any building or related group of buildings containing six or more rental housing units is premature and not in the public interest unless:
 - (a) the rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 2.5% for the preceding two-year reporting period; or
 - (b) all of the rental housing units have rents that exceed mid-range rents at the time of the application.
8. Large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size:
 - (a) a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings; and
 - (b) a minimum of 20% of the new housing units must be affordable where additional height and/or density may be permitted.

Housing Definitions

9. *Rental housing* is a building or related group of buildings containing one or more rented residential units, including housing provided by non-profit housing co-operatives to their members and vacant units that have been used for rented residential purposes, but does not include condominium-registered, life lease or other ownership forms. *Rental property* means the land upon which rental housing is located.
10. *A related group of buildings* are buildings that are under the same ownership and on the same parcel of land as defined in section 46 of the *Planning Act*, as may be amended from time to time or form part of the same development application.
11. *Affordable rental housing* and *affordable rents* means housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.
12. *Affordable ownership housing* is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principle and interest – based on a 25-year amortization, 10% down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.
13. *Mid-range* rents are the total monthly shelter costs which exceed affordable rents but fall

below one and one-half times the average City of Toronto rent, by unit type, as reported annually by Canada Mortgage and Housing Corporation.

14. *Social housing* refers to rental housing units, including housing provided by non-profit housing co-operatives to their members, produced and/or funded under federal and/or provincial government programs providing comprehensive funding and/or financing arrangements, whether or not in partnership with municipal government.

3.4 Employment

Scarborough Centre is an ideal location to accommodate employment growth. The Centre is a public transit hub for the eastern portion of Toronto. It has a successful employment base within its boundary and is at the core of a larger employment area adjacent to Highway 401. The Centre encompasses retail and service amenities, government services and a successful and growing residential community.

Employment areas play an important role in the growth of Toronto. The maintenance and improvement of the economic health of employment areas is a necessary building block in creating a healthy and vibrant community. To achieve a truly mixed-use centre that provides a place to work, live and relax, the Scarborough Centre must look beyond previous land use policies that focused upon capturing pre-dominantly office employment.

While it is important to strive for more office employment, this Secondary Plan recognizes that Scarborough Centre is at the core of a large and successful employment district that spans Highway 401 from Kennedy Road to Markham Road. It has the opportunity to provide services to this broader employment corridor. The Scarborough Centre will continue to provide a supportive environment and contribute to the success of the employment areas east and west of the Centre. The Centre will continue to intensify as a service cluster, containing a wide variety of employment opportunities including retail, hotel, entertainment, institutional, cultural, government, business and service uses.

Like residential growth, employment uses will be compact and transit supportive. Encouraging entertainment, cultural and recreational facilities will create an atmosphere more conducive to workers, visitors and residents in the Centre. Bringing the Sheppard Subway into the Centre and extending the Scarborough Rapid Transit line north to Sheppard Avenue are also examples of commitments that will further link the Scarborough Centre and enhance its attractiveness for workers, residents and visitors.

Employment Policies

1. Within the Centre, a variety of employment uses will be encouraged, including retail, hotel, entertainment, cultural, recreational, institutional, government, business and service uses.
2. Existing industrial uses will continue to be permitted. To strengthen the economic health of these areas, service commercial uses, to allow existing industrial uses to act a transition between the Centre's mixed-use areas, and the adjacent employment areas, may be considered.

3. Employment growth will be encouraged throughout the Scarborough Centre particularly in the vicinity of Highway 401 and on sites having good accessibility to the rapid transit stations.
4. The Scarborough Centre will be actively promoted to encourage further office development.
5. A continued and expanded Civic presence in the Scarborough Centre will be supported and promoted.
6. Where industrial uses will be in close proximity to proposed new sensitive uses (such as residential, mixed use or community facilities), buffering, screening, berming and/or other attenuation/mitigation measures will be implemented based on studies and analyses such as acoustic and/or air quality (including odour), in accordance with all relevant Provincial guidelines, to be conducted by the developers of the proposed new sensitive uses, to the satisfaction of the City and subject to the execution of a legally binding agreement(s) that provides for the implementation of the recommendations of the studies/analyses, including required attenuation/mitigation measures, prior to occupancy of the proposed new sensitive land use.
7. For new sensitive uses that are proposed to be developed in close proximity to industry, warning clauses may be required to be included in any agreements imposed as a condition of approval such as subdivision or site plan agreements, condominium approval conditions and in agreements of purchase and sale.

3.5 Community Services and Facilities:

A strong network of community services and facilities is essential to developing a highly functioning and liveable Scarborough Centre. It is also essential for creating a sense of community.

The residential and employment growth and change expected in the Scarborough Centre will need to be balanced with the timely provision of community services and facilities to support the current and future residents and workers. This will require partnerships to occur between the City, public agencies, service providers and land developers to ensure that the needed community facilities and services are available when required. This Secondary Plan contemplates that the Scarborough Centre will benefit from a range of community services and facilities such as schools, libraries, parks and open spaces, trails, natural heritage features, public art and social, cultural, health, employment, recreation, child-care, youth and seniors programs.

The Scarborough Centre is currently served by a network of government and non-government agencies and service providers that deliver community-based programs, essential to support people living and working in the area. For these agencies to effectively deliver their services, these agencies need access to community space found in community centres and publicly funded schools and libraries, within the Centre or within surrounding communities.

The development of additional facilities will ensure community access to publicly-owned facilities for social, meeting, recreational, cultural and educational purposes. This will allow local agencies to expand their capacity and provide for the needs of the residents and workers living and working within their immediate area. The development of community services and facilities on publicly and

privately owned lands, within mixed use buildings and on shared sites will be encouraged. Community services and facilities will be encouraged to locate within the Centre in close proximity to the resident and worker population that they serve.

Community Services and Facilities Policies

1. Community services and facilities will be:
 - (a) delivered in a timely manner to support the additional residential and employment growth;
 - (b) located in close proximity to the resident and worker population that they serve;
 - (c) located in highly visible and accessible locations with strong pedestrian and transit connections;
 - (d) incorporated as part of development sites or as stand alone facilities;
 - (e) designed in a manner that promotes the development of flexible multi-purpose space to allow for the delivery of a wide range of programs/services; and
 - (f) may be developed as joint use facilities, to maximize the use of existing land resources and to allow for the sharing of community space and joint programming by local service agencies.
2. Community services, facilities and related programming will be monitored and assessed from time to time, based on changes in the Scarborough Centre including:
 - (a) the changing demographic profile of the Scarborough Centre residents;
 - (b) the inventory of existing services and facilities; and
 - (c) identification of service gaps.
3. New residential development will be expected to contribute to the provision of community services and facilities to ensure that existing and future residential components of the Centre are well served.
4. Planning approvals and the development of available public lands will consider the need to develop joint use public community service facilities.
5. Local community service agencies and providers will be encouraged to coordinate and integrate the planning and delivery of their services and to share valuable resources such as community space.
6. Shared use of multi-service facilities will be encouraged. Shared use of municipal and/or school facilities, places of worship and lands for community service purposes will be particularly encouraged. The addition of other uses on school sites, including other community service facilities, residential units or office space, is permitted provided all uses

can be adequately accommodated.

7. Keeping surplus schools for community service purposes will be pursued where the need for such facilities has been identified as a priority. Where this is not feasible, alternate uses of closed schools must be compatible with the surrounding neighbourhood and should provide City residents with continued access to school playgrounds.
8. Schools are integral community resources that serve not only as learning institutions but also as socio-cultural centres and a source of valuable community open space. Shared use of schools, parks and public open space is encouraged. Acquiring publicly owned school sites, for parks and open space purposes should they no longer be required as learning institutions will be considered.
9. Negotiations through the development approvals process will attempt to balance growth with the provision of community service and facilities.
10. Community services and facilities priorities for the Scarborough Centre include, but are not limited to:
 - (a) child-care centre(s) for infants to school-age children;
 - (b) a neighbourhood library;
 - (c) public elementary school;
 - (d) possible expansion of the existing Catholic elementary school facilities;
 - (e) parent and child resource centre;
 - (f) the coordination of the delivery of services to Scarborough Centre residents; and
 - (g) identifying opportunities to establish partnerships with other levels of government, agencies, school and library boards and local service agencies to assist in the provision of community services.

Section 4

Connected Place

4.1 Creating a Connected Place

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

The Centre is a focal point of transit; at the eastern end of the Scarborough Rapid Transit (SRT) line and at the hub of numerous surface local and regional transit lines. It is adjacent to Highway 401 and at the crossroads of several major arterial roadways. These features, together with the eventual terminus of the Sheppard Subway, create greater opportunities for employment and residences within the Centre. Promoting transit supportive development in the vicinity of rapid transit is an Official Plan strategy. Higher densities of both residential and employment land uses in specific locations within the Centre will increase ridership levels to help sustain the transit services, support future transportation improvements and further the City's goal of accommodating balanced growth at strategic locations within Toronto.

The strategic transportation advantages of the Scarborough Centre make it highly accessible to the many people who come from other areas of Toronto and the Greater Toronto Area and for people who live within the Centre. Opportunities will be pursued to further enhance transportation infrastructure and services to provide increased transit, pedestrian and cycling options for those who live, work and visit the Centre.

Efforts to enhance the destination focus of the Centre and its connections to the surrounding City will focus on:

- (a) active pursuit of the Sheppard Subway extension to the Scarborough Centre;
- (b) enhancement of the SRT system or replacement technology;
- (c) expansion and improvement to surface transit routes;
- (d) new road construction to break up larger development blocks;
- (e) improved connections to, from and across Highway 401;
- (f) improved signage and way-finding in the Centre; and
- (g) the provision of accessible and safe pedestrian walkways, trails and bike paths.

While these transportation improvements are aimed at improving the Centre's connection with its surroundings and movement within the Centre, this Plan supports the idea that the available road space should emphasize the movement of people as much as the movement of vehicles. The current physical environment of Scarborough Centre is generally not pedestrian friendly. The Centre is very successful in moving people in vehicles, but the pedestrian experience is in serious need of improvement. Many barriers impede pedestrians from making their way around the Centre and to

the areas outside of the Centre. Highway 401 and interchanges along McCowan and Brimley Roads do not offer ease of pedestrian movement. Brimley and McCowan Roads, Progress Avenue and Borough and Corporate Drives are the main connecting routes within the Centre, but sidewalks along these routes are intermittent.

Tree plantings, landscaping, lighting, improvements to sidewalks and crossings, street furniture and public art, where feasible, are means by which the pedestrian experience can be enhanced. Development along public streets will be designed to reinforce a high quality pedestrian environment. A network of pedestrian friendly sidewalks, paths, publicly accessible private walkways, trails and bicycle routes will be encouraged within the Centre to help people find their way around the Centre and improve connections for people who live, work and visit the Centre.

Promoting a reduction in car dependency is an objective of the Scarborough Centre Secondary Plan through support of a pattern of urban development that is transit supportive, promoting appropriate parking supply requirements/limits, supporting construction of the Sheppard Subway and the SRT extensions, emphasizing pedestrian and cycling connections and promoting interesting and appropriate streetscapes.

4.2 Transportation

1. The Scarborough Centre Secondary Plan is based on the provision of higher order transit facilities and an extensive network of local and regional bus services. A high degree of transit usage will be encouraged by optimizing the access between land uses and the transit system.
2. The use of public transit for access to the Centre will be promoted.
3. Transportation facilities for the Centre will be designed to avoid undue traffic infiltration and parking on local streets in adjoining residential communities.
4. Toronto Transit Commission and regional bus operators will be encouraged to promote the role of the Scarborough Centre (Town Centre Commercial Precinct) SRT station as a major transit interchange and to provide improved transit services between the Centre and other areas of the City and the GTA.
5. The transit system serving the Centre will be enhanced by initiatives including, but not limited to, completion of the Sheppard Subway Extension to the Centre, the extension of the Scarborough Rapid Transit, revisions to the SRT stations to accept longer trains and/or higher capacity vehicles, the introduction of higher order surface transit service, and expanded inter-regional bus services.
6. The current capacity limitations of SRT are recognized and based on further study and evaluation in conjunction with the Toronto Transit Commission (TTC), high priority will be given to increasing the capacity of the line through purchases of replacement and additional vehicles and station enhancements, or through upgrading or replacement of the line with alternative technology.
7. The expansion of the SRT system, both in terms of increased capacity on the existing system

and extension to the east and north, is encouraged.

8. The extension of the Sheppard Subway system to the Scarborough Centre is encouraged.
9. The connectivity and accessibility of the road network in the Centre will be enhanced by initiatives including, but not limited to:
 - (a) the reconfiguration of the Brimley Road interchange with Highway 401, having regard to providing for additional movements and to develop a more pedestrian and cycling-friendly environment;
 - (b) the provision of full-moves intersections at Ellesmere Road and Borough Approach East and West;
 - (c) the planned widening of Ellesmere Road from Morningside Avenue to McCowan Road;
 - (d) the construction of new roads within the Centre that will break up larger development parcels of land; and
 - (e) construction of a new bridge and roadway connecting the north end of Bellamy Road North to Milner Avenue.
10. In conjunction with 4.1.9 (b), the traffic carrying capacity of the section of Borough Drive between Borough Approach East and West, may be reduced, to enhance the park function of the intervening lands.
11. The elimination of the vehicular ramp between Bushby and McCowan Roads and combining the land with the City-owned land to the north, to maximize the development potential of this strategic location, will be encouraged.
12. Enhancements to the passenger drop-off and pick-up activity at the McCowan transit station will be encouraged.

4.3 Parking

1. The supply of parking for all Centre uses will be controlled to support a high level of transit usage.
2. Parking, unless it is provided or operated on behalf of the City, will not be considered an acceptable independent use in the Centre. The parking required or permitted for a specific development, however, may be provided on a separate site in the Scarborough Centre, as long as the overall parking limit for that development is not exceeded.
3. Sharing of parking facilities, where peak requirements permit, will be encouraged to minimize the provision of excess parking facilities.
4. The supply of parking will be balanced with the desire to increase the use of non-automobile modes of transportation by:

- (a) establishing minimum and maximum parking standards in the Zoning By-law;
 - (b) encouraging the provision of publicly accessible municipal parking to facilitate the general reduction of private parking supply; and
 - (c) supporting an appropriate amount of visitor parking for residential development so as to preserve the public on-street parking in the Centre for non-residential use.
5. The provision of bicycle parking and storage facilities within residential and employment developments in the Centre will be encouraged to promote increased use of non-automobile modes of transportation.
6. Signage, designed to identify alternative routes for vehicles will be developed to optimize usage of existing road infrastructure.
7. Programs designed to reduce car-dependency including, but not limited to, car-share programs and Transportation Demand Management programs to encourage transit usage will be encouraged. A reduced parking supply for development where such programs form an integral component of the project may be considered.

4.4 Linkages:

- 1. Employment and residential development will be designed to provide accessible, safe and convenient access points for pedestrians.
- 2. The pedestrian experience will be enhanced through tree planting, landscaping, lighting, improvements to sidewalks and crossings, street furniture and public art where feasible.
- 3. Development along public streets will be designed to reinforce a high quality pedestrian environment.
- 4. Employment and residential development, transit facilities and pedestrian linkages within the Centre will be accessible to all users.
- 5. The pedestrian network will be oriented and developed to encourage maximum use of the transit system by promoting convenient, weather-protected, direct pedestrian linkages between buildings and Rapid Transit Stations, where feasible.
- 6. The pedestrian system will incorporate common signage and a way-finding system throughout the Centre.
- 7. An accessible, weather-protected, pedestrian connection through Albert Campbell Square between the Scarborough Centre SRT Station entrance and the Scarborough Civic Centre is encouraged.
- 8. Cycling routes will be encouraged within the Centre especially along Progress Avenue, Borough and Corporate Drives, Ellesmere, Brimley and McCowan Roads, to connect the Centre with the surrounding neighbourhoods. The location and design of cycling routes will

have regard for City directions and priorities found in related City documents.

4.5 Transportation Improvements:

1. Map 4, Transportation Improvements & Map 5, Linkages indicate potential transportation improvements such as road improvements, new roads, pedestrian sidewalks, access/linkages between bus stops and development, trails, bicycle routes and publicly accessible, private walkways. Other opportunities may be identified through further study or through the evaluation of development proposals.

Section 5

A Connected Green Place

5.1 Creating a Connected Green Place

Building a healthy and liveable Scarborough Centre means ensuring that there is a high quality public realm, featuring a variety of passive and active parks, open spaces, natural areas, publicly accessible private spaces, pedestrian walkways, trails and cycling routes. As the Centre matures, these public and publicly accessible spaces will become even more important features that unite the Centre from within and integrate the Centre with its surroundings. The urban forest also plays an important role in making the Centre a clean and beautiful area. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of the Centre's environment.

Opportunities to secure and develop new parkland, and enhance and improve public parks, open spaces and facilities will arise as residential and employment growth proceeds. There are opportunities to provide interpretative features and signage relating to the parks, natural heritage, and the natural environment to enhance the open space experience in the Centre. Continuing the re-generation of the Markham Branch of Highland Creek, adding to the urban forest through generous tree planting as part of private development, promoting healthy green architecture such as green roofs and developing a network of pedestrian and cycling paths within the Centre, are means by which the park and open space system can be enhanced for the Centre's residents, workers and visitors.

The City's goal in expanding, improving and enhancing the diversity and function of the Centre's park and open space system, must be to ensure that the diverse needs of the resident, worker and visitor populations are addressed and are met with a high degree of accessibility and convenience.

5.2 Parks and Open Spaces

With a planned increase in residential and worker population over the next 30 years in the Scarborough Centre, the existing supply of parks and open spaces will need to be improved and expanded to meet increased demand. Programmable park space for both passive and active uses is needed within the Centre.

Although not intended to meet a community's park needs, publicly accessible open spaces and private open spaces, also play a key role in augmenting the Centre's supply of open space. These open spaces often form a link to the Centre's public spaces. Examples of non-park, publicly accessible open spaces include school yards, institutional lands, trails and publicly accessible or visible, privately-owned walkways/green spaces.

Community centres are located outside the Centre (e.g. Centennial Recreational Centre and Birkdale Community Centre). However, Albert Campbell Square and the Civic Centre building perform many roles associated with a community centre, providing meeting space for the community, cultural events, and social and entertainment events. Albert Campbell Square offers an excellent venue for additional community cultural, entertainment and social activities. Additional programming and promotion of Albert Campbell Square and additional functions in the Square that serve the community, would improve the community feel of the Centre. Albert Campbell Square is

an important resource within the Centre and a vital element of the Centre's community identity. Improving its exposure and linkage to the surrounding communities is vital.

Through a land use planning framework, transportation, infrastructure and service planning and public/private projects, the role that parks, open spaces, walkways and trails play in community building within Scarborough Centre will be enhanced. A strategy for the acquisition and improvement of public parkland, open spaces and recreational facilities within Scarborough Centre will be developed and appended to this Secondary Plan.

5.3 Natural Heritage

Currently, the woodlots (south of the Civic Centre Building) are the largest "greenspace" within the Centre and an important natural heritage resource, offering passive recreational use (trails). The woodlots, the Markham and Bendale Branches of Highland Creek are part of Toronto's Natural Heritage system. Protecting, restoring and enhancing the health and integrity of the natural heritage system are objectives of this Plan.

Strengthening of the park and open space system in the Centre through re-generation of the Markham Branch of Highland Creek and securing the majority of the woodlots for public ownership has taken place. New development in areas adjacent to natural heritage features will be assessed to ensure that the natural heritage system is protected and to seek opportunities for enhancement.

5.4 Green Linkages

As the Scarborough Centre matures, there is a need to ensure that it is connected within, and to, the communities that surround it. Scarborough Centre has great potential to demonstrate and promote the "greening" of public and private vehicular and pedestrian routes including streets, sidewalks, bicycle routes and publicly accessible roads and walkways. There is the opportunity to enhance the pedestrian and vehicular experience along the Centre's streets and private roads through such initiatives as tree planting, landscaping, street furniture, pedestrian lighting and public art.

Where parkland resources are limited, it is particularly important to provide linkage opportunities where ever possible so that residents, workers and visitors can access the parkland and open spaces resources that do exist, as easily as possible. The Centre's roads should be enhanced to perform this function. Public roads such as Brimley and McCowan Roads, Progress Avenue and Borough and Corporate Drives can also offer the potential for jogging, cycling, walking and passive recreation through the incorporation of tree planting, landscaping, street furniture and public art. They can also serve in creating a unified feel to an area.

To enhance the role of public roads in linking the Centre and uniting its parkland and open spaces, a network of "Green Linkages" will be developed. Green linkages will consist of public streets, sidewalks, trails, urban spaces, publicly accessible roads and walkways and cycling pathways. They will serve as pedestrian, vehicular and cycling routes connecting the various parks, open spaces, recreational, cultural and entertainment facilities, including private, but publicly accessible open spaces of the Scarborough Centre. Green linkages will incorporate well-designed feature landscaping, extensive tree plantings, street furniture, signage, boulevards, pedestrian-scale lighting and public art, on a combination of public and private urban spaces. Green linkages will serve to visually link the Centre's Precincts and add to the greening of the Centre.

5.5 Parks, Open Space & Green Linkages

Park and Open Spaces

1. Additional development in the Precincts may create the need for additional park(s) to be delivered in a timely manner to support growth.
2. New parkland will be created and/or existing parkland will be expanded or enhanced. The design, character, accessibility and function of public parks, open spaces and facilities will be improved as development proceeds through land use policies which will include an alternative parkland policy, land dedications, cash-in-lieu and the use of Holding Provisions and Section 37 of the *Planning Act*.
3. Lands for park and recreation purposes will be provided pursuant to Section 42(3) of the *Planning Act*, R.S.O. 1990, at an alternative parkland conveyance of 0.4 hectare of land for every 300 dwelling units, which may be taken as land, a cash payment in lieu of a land dedication or a combination thereof, but in no case will this equal less than the statutory 5% as provided by the *Planning Act*.
4. To maximize opportunities to obtain parkland, the dedication of land is preferred to a dedication of cash-in-lieu of land, especially on sites 1.0 hectare or greater in size. The specific dedication of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal.
5. Decisions with respect to acquisition, improvements or expansion of parks and open spaces shall have regard for strategic directions, policies and other related parks and open space matters contained in various City approved documents.
6. Partnerships and agreements between the City and other public agencies and private landowners will provide for public access to other types of open space resources to supplement the supply of City-owned parks and open spaces as shown on Map 7 of this Plan.
7. Increasing the existing tree canopy coverage in the Centre will be achieved through the planting of large growing shade trees on both public and private lands. Early co-ordination of utilities and other infrastructure elements with the soil volume and air space required to permit the growth of large healthy trees will be encouraged.
8. Parks and open spaces will be:
 - (a) designed to a high standard to create beautiful and effective places;
 - (b) of a size capable of supporting a variety of passive and/or active uses;
 - (c) flexible in terms of programming options;
 - (d) highly visible with good public street frontage; and

- (e) designed to create a safe, effective, accessible and comfortable environment.
- 9. Public community, cultural and entertainment facilities will form part of the fabric of the Centre's park system.
- 10. New parks will be strategically located along public streets and in close proximity to the resident and/or worker population that they serve.
- 11. Public art will be encouraged in public lands and on publicly accessible or visible private spaces.
- 12. New public parks, capable of accommodating a variety of passive or active uses in each of the McCowan and Brimley Precincts, will be encouraged.
- 13. Community-oriented, cultural, social and entertainment functions within Albert Campbell Square and the Scarborough Civic Centre will be promoted.

Green Linkages

- 14. "Green Linkages" within Scarborough Centre will be created on public lands and through partnerships and agreements for public access on private lands. Green linkages will consist of a network of well-designed public streets, urban forest, sidewalks, trails, urban spaces, publicly accessible roads and walkways and cycling pathways. Green linkages will serve as pedestrian, vehicular and cycling routes, connecting the various parks, open spaces, recreational, cultural and entertainment facilities, including private, open spaces of the Scarborough Centre.
- 15. Potential Green Linkages are shown on Map 7 of this Plan. These linkages will physically and visually connect the Centre, link with other pedestrian and cycling routes beyond the Centre, promote greening of the area and create a unified feel for the Scarborough Centre community.
- 16. Linkages will incorporate appropriate design features including, but not limited to, landscaping, tree plantings, signage, medians, street furniture, pedestrian lighting, urban spaces and public art.
- 17. Cantilevers, arcades, awnings and similar features will be encouraged along public streets in the Scarborough Centre, especially within those areas identified as linkages on Map 7, to enhance the pedestrian experience and comfort. Particular attention will be paid to Brimley and McCowan Roads, to mitigate the hostile environment created by the heavy automobile volumes on these major commuter routes.
- 18. A Scarborough Centre Tree Plan, approved by Council will be appended to this Secondary Plan.

Section 6

Implementation

The intent of the former Scarborough City Centre Secondary Plan was primarily to create a Civic Centre and an important employment and service centre for Scarborough, eastern Metro Toronto and the nearby regions. The intent of the new Scarborough Centre Secondary Plan will be to enhance the destination focus of the Centre, enhance its connections within the Centre and to the surrounding City and regions, enhance the greening of the Centre and to provide an updated strategy for sustainable development of a compact, transit-oriented urban community which contains a variety of housing, employment, social, cultural, institutional, government and recreational opportunities.

Realizing the vision for Scarborough Centre will require a number of active, on-going efforts. The *Planning Act* offers a number of tools to assist the City in achieving objectives in conjunction with its review and approval of development applications. The strategic use of these tools is essential if the vision outlined in this Secondary Plan is to be achieved. These regulatory tools provide a legal framework to help ensure that future planning approvals contribute positively to the evolution of a healthy community. Implementation of the vision cannot solely rely upon on the actions of the local development industry. To bring about change, implementation plans and strategies must include investment by the City and focus on:

- (a) fostering of partnerships and alliances
- (b) initiation of actions;
- (c) organizing of complementary processes; and
- (d) the coordination of resources.

Parkland dedication policies are not included in this section, as detailed policies have been included in Section 5.1, Park, Open Spaces & Linkages.

6.1 Regulatory Tools

6.1.1 Zoning

1. The City will adopt new zoning by-law provisions for the Scarborough Centre. The intent of the zoning by-law will be to create a positive climate for economic growth and employment and residential development. The Zoning By-law provisions will secure important physical elements of development within the Centre, and establish standards for development and built-form consistent with and in conformity with the objectives and policies of the City's Official Plan and this Secondary Plan. The zoning by-law will regulate such matters as uses, height and parking.
2. The existing viable employment uses in the area will retain their industrial zoning. Residential and mixed use permissions will be added, subject to provision that the use can only occur if the City is satisfied as to the availability of transportation improvements, infrastructure and servicing which are necessary to accommodate any proposed

development, satisfaction of environmental concerns including compatibility with adjacent uses and provided that the City is satisfied the development is consistent with the urban design principles, guidelines and policies of this Secondary Plan and the Official Plan.

3. Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the goals of this Secondary Plan are not compromised.
4. The enactment of implementing zoning by-laws for proposed development may be withheld until satisfactory arrangements have been made for the timely provision of community facilities in accordance with the priorities of this Secondary Plan.

6.1.2 Holding Zones

1. To provide for the orderly sequencing of development and appropriate infrastructure and services, the holding symbol provisions of Section 36 of the *Planning Act*, as amended, may be utilized within the Secondary Plan Area. Where a holding symbol is in place, development may not take place before the holding symbol is removed through a by-law amendment. The Zoning By-law may specify certain existing uses, interim uses and minor alterations that are permitted without requiring the removal of the holding symbol.
2. The holding symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the appropriate plans and studies have been provided and appropriate conditions secured through an agreement or agreements binding on the owner entered into pursuant to Section 37, 41, 51 or 53 of the *Planning Act*. The plans and studies which may be required include:
 - (a) Housing Issues Update;
 - (b) Community Facilities Strategy/Update;
 - (c) Archaeology Assessment and Heritage Impact Statement;
 - (d) Arborist/Tree Preservation Report;
 - (e) Environmental Site Assessments or other reports/guidelines with respect to relevant environmental considerations, including compatibility with all existing and permitted nearby uses. Such reports may include, but are not limited to, acoustic and/or air quality (including odour) studies and analyses, in accordance with all relevant Provincial guidelines, to be conducted by the developers of the proposed new sensitive uses, to the satisfaction of the City;
 - (f) Transportation Impact Study, including appropriate consideration of parking, loading, and traffic operations, and assessing the impact the proposed development will have on road operations and on transit operations, buildings and structures, mitigation of the impact of transit operations on the proposed development and proposing measures to optimize pedestrian connections between the development and transit facilities;

- (g) Servicing and Stormwater Management Reports; and
 - (h) Consideration of financial implications and the timing of the provision of municipal infrastructure and services set out above.
3. The requirements for the removal of the holding symbol may be reduced upon consideration of circumstances unique to a phase of development and the achievement to date of municipal infrastructure and services.

6.1.3 Section 37

1. Zoning by-laws, pursuant to Section 37 of the *Planning Act*, may be enacted to permit more height and/or density than is otherwise permitted by the zoning by-law in return for the provision of community benefits in the form of facilities, services or matters that are set out in the zoning by-law. Development involving increases in height and/or density must constitute good planning and be consistent with the objectives and development policies of this Plan.
2. An owner may elect to either develop at the increased density and/or height in return for providing specified community benefits, or develop in accordance with the height and density permitted by the zoning bylaw in the absence of any such increase(s). Where the owner elects to provide the community benefits, they will be secured in one or more agreements that are registered on title to the lands.
3. Increases in height and/or density are to be measured from the maximum height and/or density for the use in the zoning by-law or a site or area specific policy in this Plan, whichever is greatest.
4. Section 37 may be used for development excepting non-profit developments, with more than 10,000 square metres of gross floor area where the zoning by-law amendment increases the density by at least 1,500 square metres and/or significantly increases the permitted height. Where the zoning by-law measures residential density in units per hectare (UPH), the units are converted to gross floor area at the rate of 100 square metres per unit in order to determine whether these thresholds are exceeded.
5. Despite the previous policy, Section 37 may be used irrespective of the size of the project or the increase in height and/or density:
 - (a) to conserve heritage resources or rental housing;
 - (b) to replace rental housing in accordance with Council-adopted guidelines;
 - (c) where site-specific policies in this Plan contain Section 37 provisions that prevail; and
 - (d) as a mechanism to secure facilities, services or matters required to support development.
6. Section 37 community benefits are capital facilities and/or cash contributions toward specific

capital facilities, above and beyond those that would otherwise be provided under the provisions of the *Planning Act* or *Development Charges Act* including:

- (a) the conservation of heritage resources that are designated and/or listed on the *City of Toronto Inventory of Heritage Properties*;
 - (b) fully furnished and equipped non-profit child care facilities, including start-up funding;
 - (c) public art;
 - (d) other non-profit arts, cultural, community or institutional facilities;
 - (e) park-land, and/or park improvements;
 - (f) public access to ravines and valleys;
 - (g) streetscape improvements on the public boulevard not abutting the site;
 - (h) rental housing to replace demolished rental housing, or preservation of existing rental housing;
 - (i) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash in- lieu of affordable rental units or land;
 - (j) local improvements to transit facilities including rapid and surface transit and pedestrian connections to transit facilities;
 - (k) land for other municipal purposes; and
 - (l) other local improvements identified through Community Improvement Plans, environmental strategies, sustainable energy strategies, the capital budget, community service and facilities strategies, or other implementation plans or studies.
7. Section 37 community benefits will be selected on the basis of community needs, the nature of the development application, any implementation guidelines or plans adopted by Council and the strategic objectives and policies of this Secondary Plan and the Official Plan. Priority will be given to on-site or local community benefits.
8. Section 37 policies may be adopted for defined areas or purposes that include a quantitative relationship between the increases in density and/or height and the community benefits to be provided.
9. All zoning by-law provisions enacted pursuant to Section 37 and agreements in effect at the time of adoption of the Plan are authorized by this Plan and deemed to comply with this Plan.

6.1.4 Site Plan Control

1. Applications for Site Plan Approval will be reviewed to ensure consistency with the objectives and policies of this Secondary Plan. The site plan approval process will be used to implement urban design policies and guidelines of this Secondary Plan. Site plan review will consider the context of a proposal within the larger block on which the site is located to ensure coordinated development.

6.1.5 Plans of Subdivision

1. Major development blocks in the Scarborough Centre Secondary Plan Area will be created by plan of subdivision in accordance with Section 51 of the *Planning Act*, as amended. Major development blocks may be further divided by plan of subdivision, by exemption from part lot control, or by consent to sever.
2. All division of land in the Secondary Plan Area will be in conformity with this Secondary Plan. Division of land will create land parcels that facilitate development consistent with the intent and objectives of this Secondary Plan and which can be feasibly developed in accordance with urban design guidelines adopted by Council.

6.2 Community Improvement Plan

In addition to the ability to confer public benefits to private properties a Community Improvement Plan can also act as both a key budgeting and infrastructure planning tool for area improvements. A Community Improvement Plan can identify and prioritize a range of physical, social and recreation infrastructure improvements necessary to implement the goals of the Secondary Plan. The capital budgets of various City departments can allocate monies toward the Community Improvement Plan to fund planned improvements.

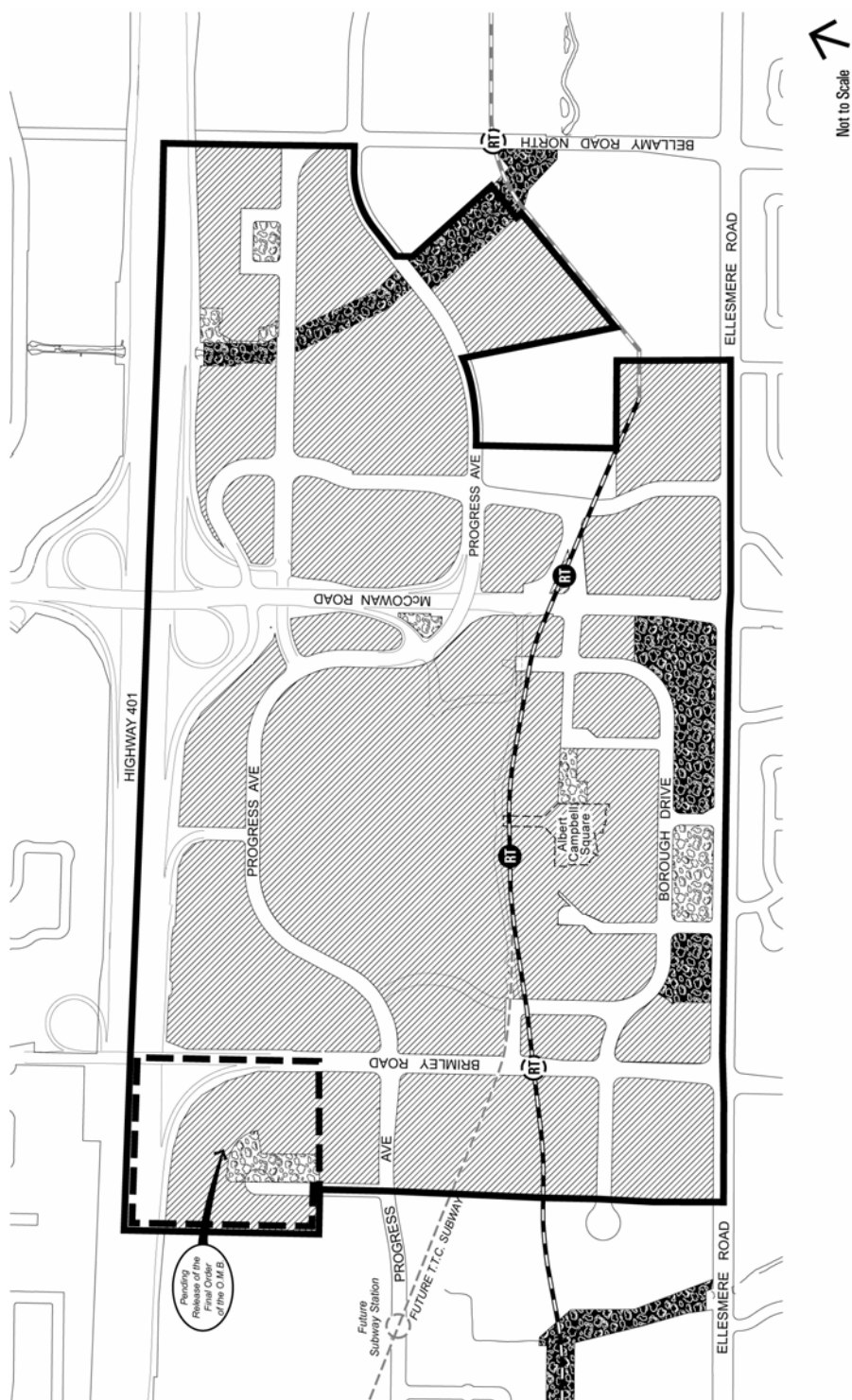
1. A Community Improvement Project Area will be considered for Scarborough Centre and designated by bylaw. A Community Improvement Plan may be prepared to promote the maintenance, rehabilitation, revitalization, and/or conservation of selected lands and buildings, facilities, programs and services.
2. A Community Improvement Plan will provide direction regarding the following:
 - (a) strategic and coordinated public investment to repair or upgrade municipal infrastructure, community services and/or public amenity;
 - (b) allocation of public funds, in the form of grants, loans or other finance instruments for the physical rehabilitation or improvement of private land and/or buildings including rehabilitation of contaminated properties;
 - (c) municipal acquisition of lands or buildings and any subsequent clearance, rehabilitation, redevelopment or resale of these properties;
 - (d) municipal investment to complement projects of a Business Improvement Area; and
 - (e) guiding other municipal actions, programs or investments for the purpose of stimulating production of affordable housing, strengthening neighbourhood stability,

implementing public art plans, facilitating physical or economic growth, improving social conditions and environmental conditions, or promoting cultural development.

6.3 Interpretation

The following policies provide guidance for the understanding of the text and maps of this Secondary Plan.

1. The Secondary Plan is to be read as a whole and in conjunction with the City's Official Plan to understand its comprehensive intent as a policy framework for priority setting and decision making.
2. The numbered policies of the Scarborough Centre Secondary Plan are the Secondary Plan's policies. Other non-policy text under each section heading is provided to give context and background and assist in understanding the intent of Policies.
3. Boundaries of land use designations on Map 1 are general except where they coincide with fixed distinguishable features. Where the general intent of the Secondary Plan is maintained, minor adjustments to the boundaries will not require amendment to this Secondary Plan.
4. Where there is conflict between the policies and maps of this Secondary Plan and the City's Official Plan, the policies of this Secondary Plan will prevail.
5. The implementation of this Secondary Plan will take place over time and the use of words such as "will" or "must" should not be construed as Council's commitment to proceed with all of these undertakings immediately. These will typically occur in a phased manner, subject to budgeting and program availability.
6. The indication of any proposed roads, parks, municipal services or infrastructure in policy text or on Secondary Plan maps will not be interpreted as a commitment by the City to provide such services within a specific time frame. Minor adjustments to the location of these features do not require an amendment to the Plan provided they meet the general intent of the Plan.
7. The indication of any proposed roads, parks, services or infrastructure in policy text or on the maps or schedules of the Secondary Plan, will not be interpreted as necessarily being specifically or solely the responsibility of the City to provide, finance or otherwise implement.



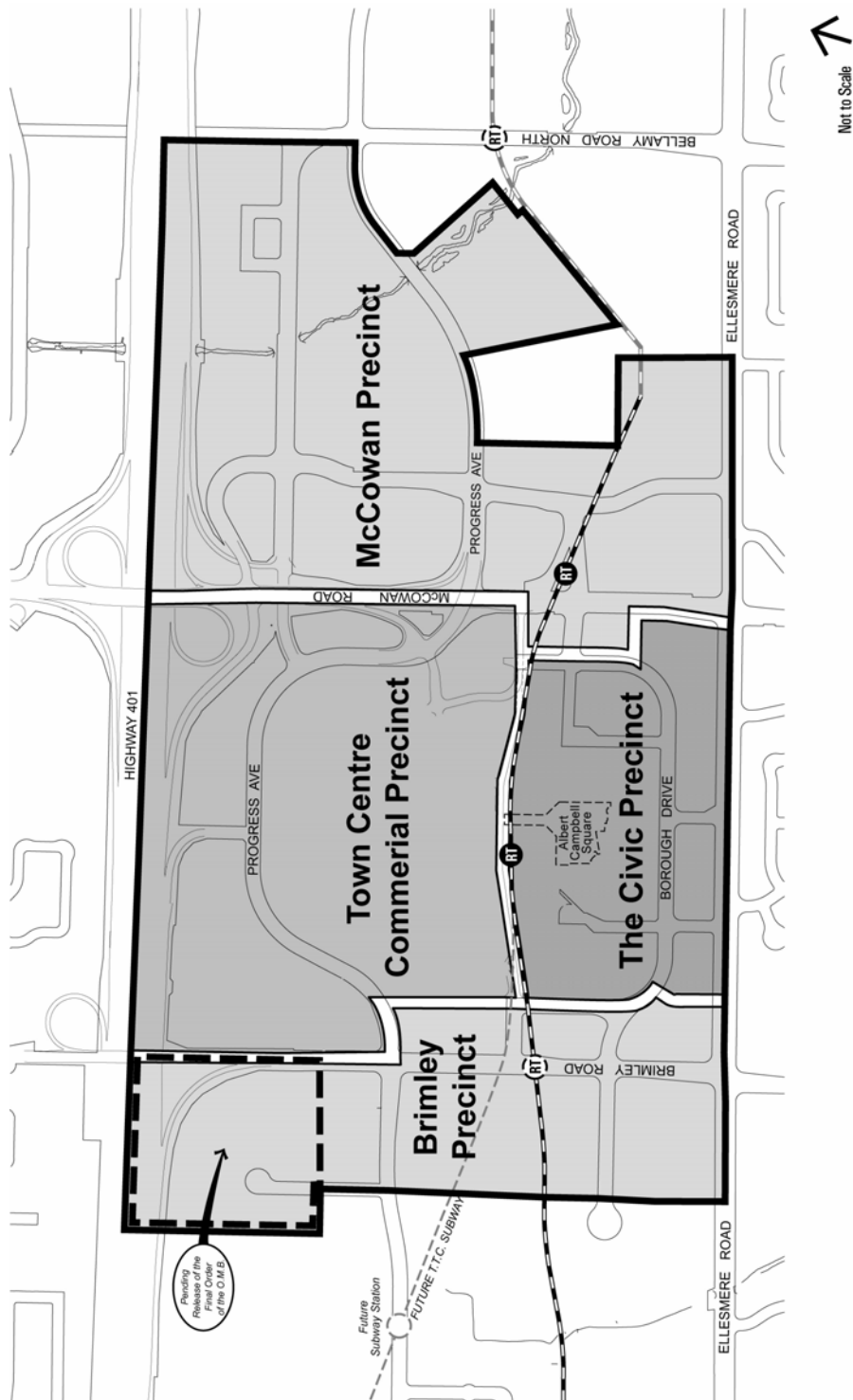
Scarborough Centre Secondary Plan

Map 1 Land Use



- Mixed Use Areas
- Parks and Open Space Areas
- Parks
- Natural Areas
- Scarborough Centre Secondary Plan Boundary
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station

November 2005



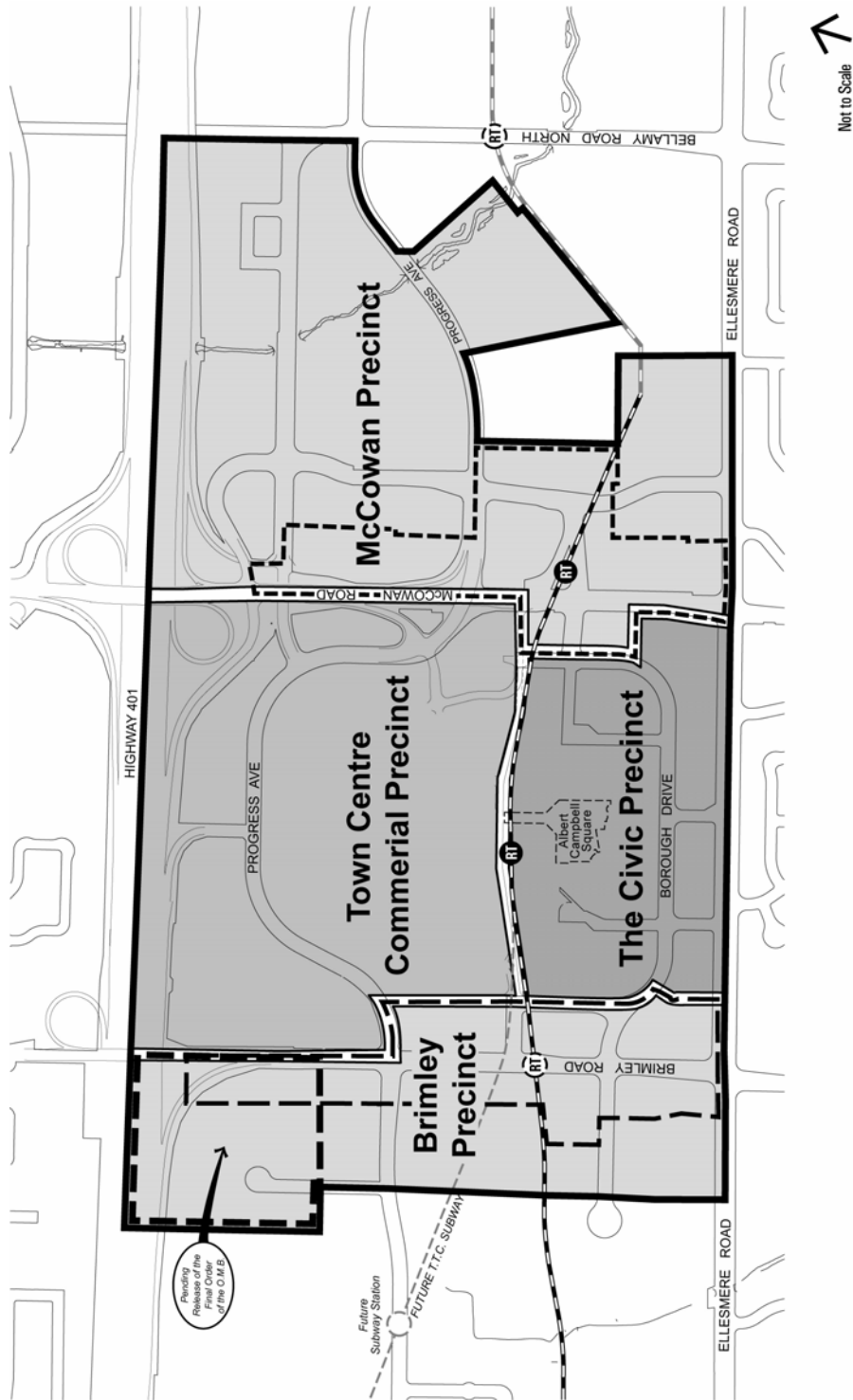
Scarborough Centre Secondary Plan

Map 2 Precincts



- Scarborough Centre Secondary Plan Boundary
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- RT Rapid Transit Station
- (RT) Potential Rapid Transit Station

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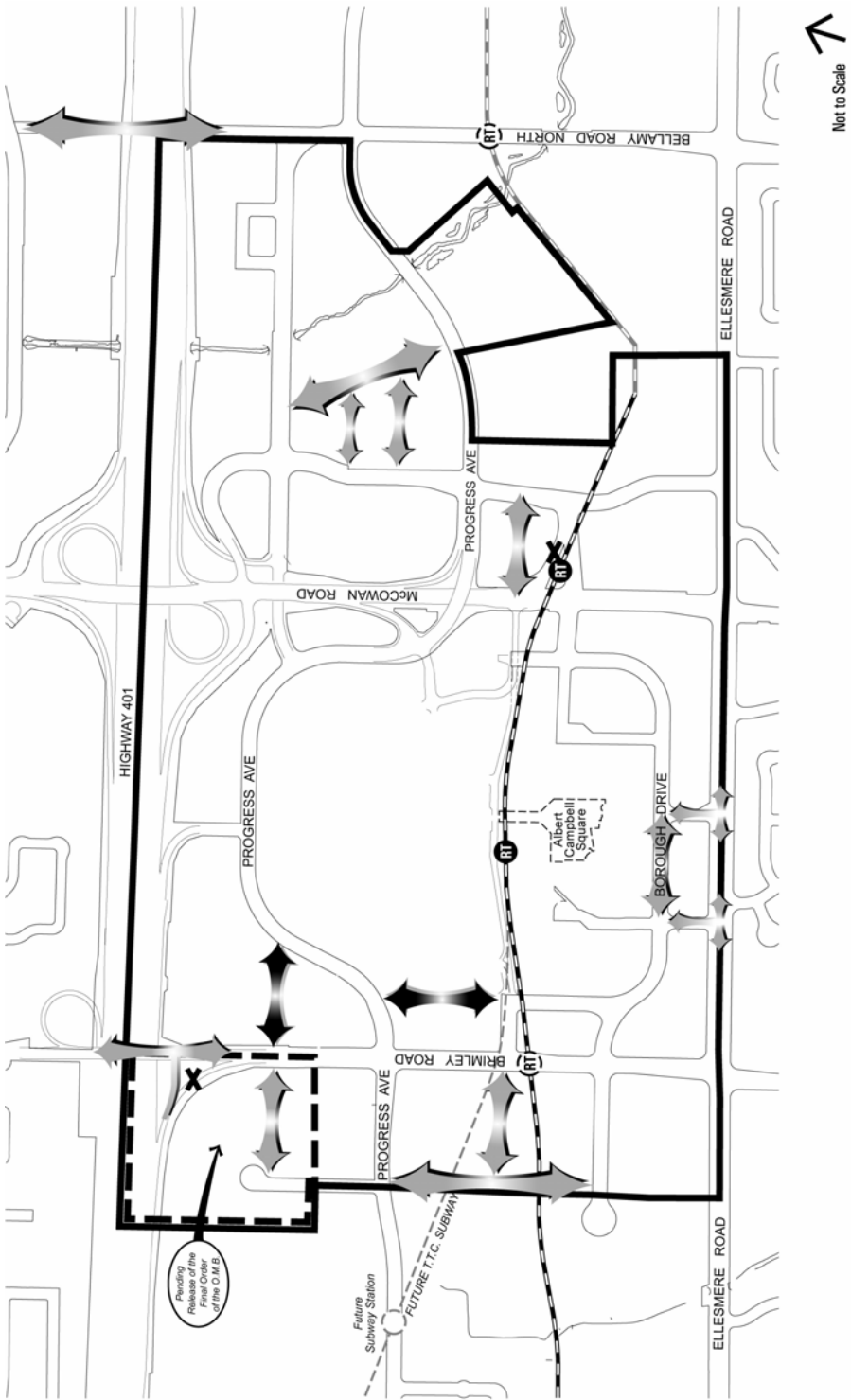
Scarborough Centre Secondary Plan

Map 3 Precincts



- | | | | | | |
|--|--|--|---|--|----------------------------------|
| | Scarborough Centre Secondary Plan Boundary | | Brimley Corridor | | T.T.C. Scarborough Rapid Transit |
| | McCowan Corridor | | Proposed T.T.C. Scarborough Rapid Transit Expansion | | Rapid Transit Station |
| | Potential Rapid Transit Station | | | | |

November 2005

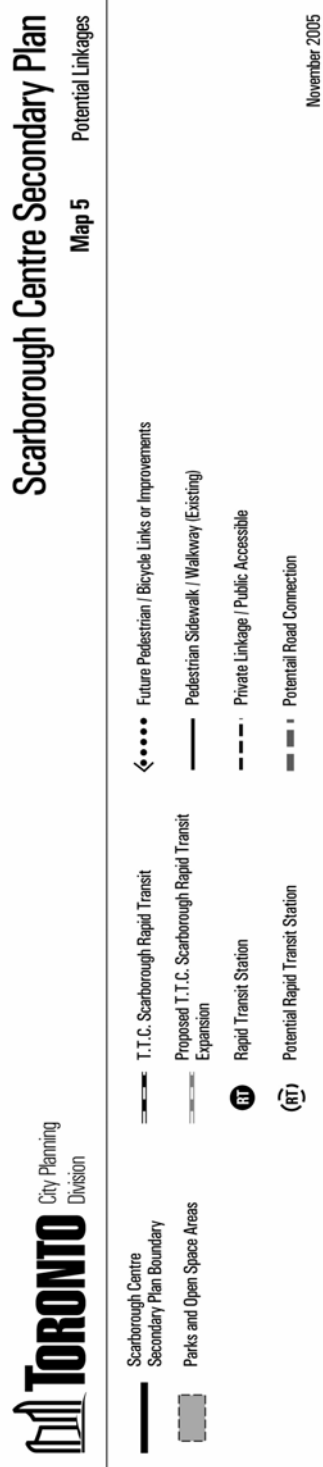


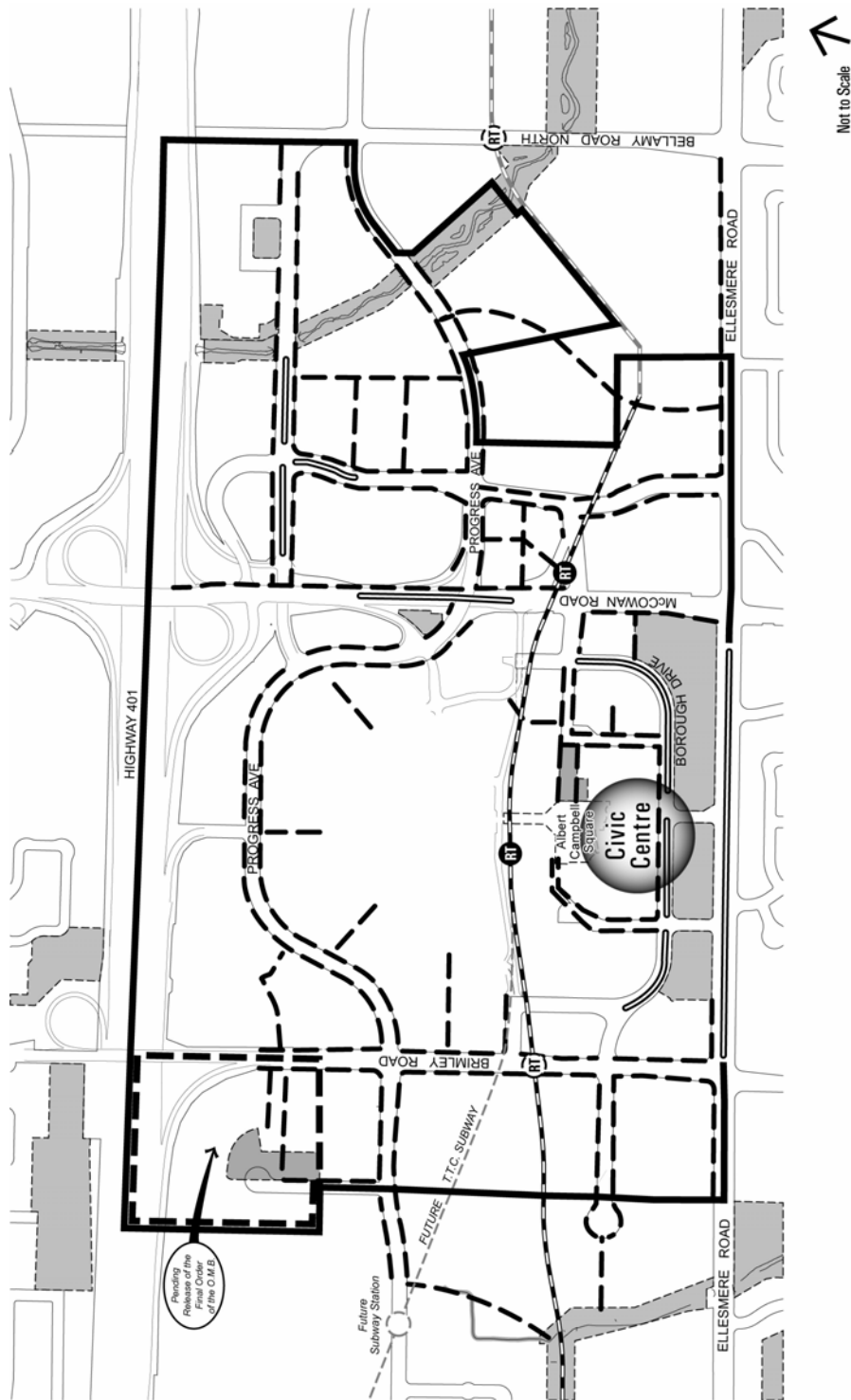
Scarborough Centre Secondary Plan

Map 4 Transportation Improvements



- | | | |
|---|--|--------------------------------------|
| Scarborough Centre
Secondary Plan Boundary | T.T.C. Scarborough Rapid Transit | Public Easement (Vehicular) |
| | Proposed T.T.C. Scarborough Rapid Transit
Expansion | Potential New Roads / Access Changes |
| | Rapid Transit Station | Potential Closings |
| | Potential Rapid Transit Station | |
- Legend symbols: T.T.C. Scarborough Rapid Transit (solid line), Proposed T.T.C. Scarborough Rapid Transit Expansion (dashed line), Rapid Transit Station (RT), Potential Rapid Transit Station (RT), Public Easement (Vehicular) (double arrow), Potential New Roads / Access Changes (single arrow), Potential Closings (X).





Scarborough Centre Secondary Plan

Map 6 Green Linkages



- Scarborough Centre Secondary Plan Boundary
- Parks and Open Space Areas
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station
- Potential & Existing Boulevard Trees / Landscaping
- Greening of Pedestrian Access to form Green Linkages

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