

Authority: Scarborough Community Council Item 32.20, adopted as amended,
by City of Toronto Council on June 10, 11, 12 and 13, 2014

CITY OF TORONTO

BY-LAW No. 552-2014

**To adopt Amendment No. 242 to the Official Plan for the City of Toronto respecting the
lands within the McCowan Precinct, the Scarborough 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 enacts:

1. The attached Amendment No. 242 to the Official Plan is hereby adopted pursuant to the
Planning Act, as amended.

Enacted and passed on June 13, 2014.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

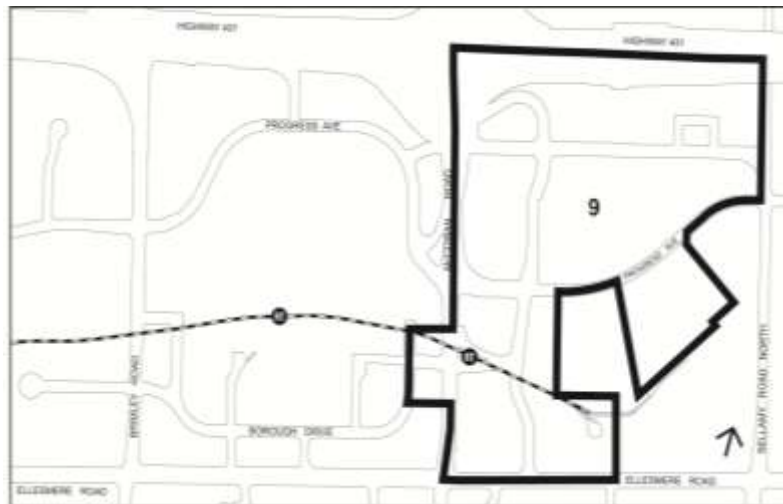
AMENDMENT NO. 242 TO THE OFFICIAL PLAN

LANDS WITHIN MCCOWAN PRECINCT, THE SCARBOROUGH SECONDARY PLAN

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

- Chapter 6, Secondary Plans, Section 5, Scarborough Centre Secondary Plan is amended by adding the following subsection to Section 8, Site and Area Specific Policies:

"9. The McCowan Precinct Plan



For the lands shown as 9 on Map 5-1:

INTRODUCTION:

The policies of this Precinct Plan are founded upon a "Vision" and "Guiding Principles" for the McCowan Precinct that have been developed by the residents, interested parties, landowners and workers who live, work and visit the McCowan Precinct and its surrounding areas. The Vision and Guiding principles form the basis of this Site & Area Specific Policy (No. 9) for the McCowan Precinct and are to be read and implemented in conjunction with the Council adopted "Conceptual Master Plan for McCowan Precinct" and the "McCowan Precinct Urban Design Guidelines", as amended by Council from time to time. Site & Area Specific Policy No. 9 includes policies to enhance and strengthen the designated land use(s) of the Precinct, including the employment base within the Precinct. Site & Area Specific Policy No. 9 also includes implementation policies and strategies, development principles and design strategies, guidance on future infrastructure investment; and identifies potential public and private improvements to parks, the transportation network and community and social services.

- McCOWAN PRECINCT VISION:**
McCowan Precinct plays an important role within Scarborough Centre and the City of Toronto. The vision for the McCowan Precinct is for a vibrant, mixed

use, community with urban characteristics that include: a focus of employment and housing; destination features for its residents, workers and visitors; a safe and pleasant place to live, work and play; pedestrian-friendly streets; transit-oriented built form; ease of movement; high quality architecture; great publicly accessible and connected parks and public spaces, and high levels of sustainability. It is intended that McCowan Precinct be a community within the Scarborough Centre that enjoys a strong relationship and connections with the Centre and the adjacent residential and employment communities.

1.1 GUIDING PRINCIPLES:

1.1.1 MANAGING CHANGE: Future development of the McCowan Precinct will enhance the urban character and employment focus of the Precinct and the Scarborough Centre. Building upon, and in harmony with, the existing residential and employment uses within the Precinct, an urban community will be promoted through expansion and refinement of the existing street and block network, promotion of public spaces, parks and community services and facilities, public art and way-finding elements, promoting destination features for the people that live, work and visit the area, attention to building architecture, building placement, and providing for a gateway feature with elements that serve to announce arrival to the area and create a sense of place. Future residential and employment growth, together with public initiatives, will explore opportunities to achieve efficiencies in infrastructure servicing and energy use, including the potential for energy conservation. Future development and public initiatives will enhance and expand employment and residential opportunities, parks, open spaces, services, programs and facilities for the community, and opportunities to live, work and play in the area.

1.1.2 MOVEMENT: Movement and connectivity are keystones of the McCowan Precinct. Movement within, and connectivity between the Precinct and its surrounding communities will encompass a variety of modes of transportation and options. Development will be transit oriented and take advantage of public transit infrastructure. A Street and Block Plan as set out in the Conceptual Master Plan for the Precinct, will be based on a hierarchy of City streets, varying street typologies, and designs. An integrated network of pathways and sidewalks will be employed to encourage walking and cycling. Movement and connectivity will promote transit use, walking, cycling and efficient vehicular movement while providing a safe and attractive built environment for people to visit, live, and work within the Precinct.

1.1.3 BUILDING COMMUNITIES: The McCowan Precinct will develop as a vibrant urban community within the Scarborough Centre, closely connected to its adjacent communities. Building upon the existing residential, employment, community, services and facilities, and the Precinct's parks, natural areas and public spaces, development of the Precinct will be designed to attract new businesses, visitors and residents. New development will provide for a diversity of housing and employment in keeping with the goals and objectives of the Scarborough Centre. New development and public initiatives will contribute to

the livability and walk-ability of the Precinct through public realm improvements, the creation of public spaces, attention to the architecture and site design of new buildings and public infrastructure, contributions to the provision of community services and facilities and public art initiatives, efforts to achieve energy efficiencies and the promotion of opportunities to incorporate destination features that appeal to residents, workers and visitors of the area. Residential and employment growth, together with public initiatives, will facilitate investment in new social and physical infrastructure to create a rich mix of places for people to live, work, and visit.

1.2 MANAGING CHANGE:

1.2.1 Land Use:

- (a) McCowan Precinct will develop as vibrant, well designed, mixed use community within the Scarborough Centre with a focus on employment uses. McCowan Precinct encompasses residential, employment, and recreational areas. This mix of uses will be enhanced to accommodate additional housing while creating additional employment and recreational opportunities within a transit supportive environment. Strategies to attract employment uses, particularly office, to form a significant proportion of the land use within the Precinct, will be pursued.
- (b) In keeping with the vision of McCowan Precinct as an urban community, new development and public initiatives will be expected to incorporate the principles of urbanism which include, but are not limited to:
 - (i) smaller development blocks;
 - (ii) close intersection spacing;
 - (iii) compact urban form;
 - (iv) appropriately scaled development;
 - (v) active street edges;
 - (vi) a connected parks and public space system;
 - (vii) streetscape and public realm improvements;
 - (viii) public art;
 - (ix) enhanced vehicle, cycling, and pedestrian movement;
 - (x) opportunities to "live, work and visit"; and
 - (xi) development and public initiatives that promote sustainability and incorporate "green" initiatives.

1.2.2 Street & Block Plan:

- (a) The McCowan Precinct "Conceptual Master Plan" will set out a "street and block plan" that seeks to create:
 - (i) a finer grid of new public streets to promote development within larger land parcels; and

- (ii) a network of public streets, pedestrian and bicycle connections, publically accessible lanes and walkways, and parks and public space system.
- (b) Development within the McCowan Precinct will be guided by a street and block plan as set out in the Conceptual Master Plan and its components adopted by City Council.
- (c) A new network of public streets in the McCowan Precinct will support a balanced transportation system that includes walking, cycling, transit and vehicles as viable modes of transportation.
- (d) As a condition of development approval, new public streets and publically accessible vehicular lanes and pedestrian walkways will be secured to provide additional and appropriate connections within the Precinct to facilitate and enhance vehicular, pedestrian and cyclist movement.
- (e) New streets, lanes and walkways will divide existing larger parcels of land into more appropriately-sized development parcels that enable buildings to front onto public streets and will form an organizing framework for future development within the Precinct.
- (f) Public streets will be required to be dedicated to the City where appropriate and desirable.
- (g) Publically accessible lanes and driveways will be provided for both vehicular and pedestrian access, where appropriate and desirable.
- (h) Publically accessible urban spaces will be encouraged as part of new development to enhance the public realm.
- (i) The public street network within the McCowan Precinct will form a hierarchy of streets consisting of major streets and local streets. The planned street network for the McCowan Precinct is shown on the Conceptual Master Plan adopted by City Council.
- (j) Locations on streets, including street intersections, where high volumes of pedestrian activity exist, or are anticipated, will be enhanced through the development review process with design features to create a pleasing and safe pedestrian/cyclist environment and appropriate, safe and functional vehicular movement. Such design features may include, but are not limited to one or more of the following:
 - (i) enhancement or alteration of existing pedestrian routes;
 - (ii) provision of greater sidewalk widths and/or increased landscaped areas,
 - (iii) the creation of urban spaces through additional building setbacks;
 - (iv) street medians;

- (v) enhanced streetscape design;
 - (vi) way-finding signage;
 - (vii) cyclist routes;
 - (viii) pedestrian refuge areas within the street right-of-way;
 - (ix) enhanced street signalization; and
 - (x) pavement treatment.
- (k) New streets will be designed to be successful urban spaces which provide for vehicle, pedestrian and, where appropriate, bicycle movement throughout the Precinct and into neighbouring areas. New streets and the rehabilitation of existing streets will be designed to incorporate, as deemed appropriate, street trees, landscaping, street furniture, sidewalks, cycling facilities, and design features such as, but not limited to, decorative concrete, enhanced paving materials, pedestrian refuge areas, way-finding signage and lighting.

1.2.3 Conceptual Master Plan/Urban Design Guidelines:

- (a) Site and Area Specific Policy No. 9, together with the City Council endorsed Conceptual Master Plan and Urban Design Guidelines for the McCowan Precinct will provide a plan for the future development of McCowan Precinct. The McCowan Precinct Urban Design Guidelines and the Conceptual Master Plan provide a visual illustration of this plan and how the McCowan Precinct will develop over time.
- (b) The Conceptual Master Plan will include a recommended street and block plan, connections network, parks, open space and urban spaces plan, and a pedestrian and cycling network. It is intended to be conceptual. Specific locations of proposed streets, connections, parks, public open spaces, cycling and pedestrian routes will be determined as development is reviewed and approved within the Precinct. The Conceptual Master Plan will provide guidance for new development and public initiatives.

1.2.4 McCowan Precinct Gateway Feature:

- (a) The Conceptual Master Plan identifies the McCowan/Bushby/Progress area as a "Gateway". The intent is to recognize the importance of this area as a major connection and a "place of arrival" for the McCowan Precinct through such means as:
- (i) Enhanced Pedestrian Connection(s)
 - (ii) Destination Facility/Use
 - (iii) Public Space(s)/Gathering Space(s)
 - (iv) Public Transit Infrastructure
 - (v) Building Placement
 - (vi) Public Art
 - (vii) Signage
 - (viii) Landscape Features

- (b) The Gateway will function as the main vehicular, pedestrian and cyclist entrance to the McCowan Precinct.
- (c) To enhance the Gateway function as a connection point between Precincts, the Gateway may incorporate a variety of design features including:
 - (i) pedestrian crossing infrastructure(s) that include clearly defined pedestrian routes that may be grade-related or associated with parks, open space and/or transit facilities;
 - (ii) greater sidewalk widths and/or increased landscaped areas and/or the creation of urban spaces through additional building setbacks;
 - (iii) street medians;
 - (iv) enhanced streetscape design;
 - (v) landscape features;
 - (vi) public art;
 - (vii) way-finding signage;
 - (viii) pedestrian refuge areas within the street right-of-way;
 - (ix) enhanced street signalization;
 - (x) pavement treatment;
 - (xi) street furnishings
 - (xii) street lighting; and
 - (xiii) facilities that function as destination elements (eg. transit station/facilities).

1.2.5 Municipal Servicing & Stormwater Management

- (a) Mitigation of the floodplain, and servicing and infrastructure matters and/or service upgrades to infrastructure needed to accommodate new development will be at the cost of the development proponent.
- (b) In its review of development proposals, the City will pursue opportunities to implement the Wet Weather Flow Management Guidelines through the use of Low Impact Development (LID) stormwater management practices (such as rain gardens, infiltration galleries and bio-swales) incorporated into the design of streets and public spaces. LID practices shall be consistent with the TRCA's Low Impact Development Stormwater Management Planning and Design Guide, 2010, as amended and the City of Toronto's Green Development Standard Guidelines.
- (c) Development will have regard for floodplain constraints within the Precinct, and geotechnical matters related to ground water/aquifer conditions.
- (d) Development proposed within the floodplain in the Precinct will be required as part of the development review process, and in consultation with the City and the Toronto and Region Conservation Authority (TRCA), to undertake a study (or studies), to analyze, assess and identify options to remove any affected lands from the flood plain or sensitive

areas. Such study may require an assessment of the physical works and costs necessary to mitigate any impacts or to remove the lands from the flood plain.

1.3 MOVEMENT:

1.3.1 Characteristics of the McCowan Street & Block Plan:

- (a) The McCowan Precinct Conceptual Master Plan will promote a finer grid of streets and blocks for the McCowan Precinct than currently exists. Creating smaller sized development blocks, where previously large blocks of lands existed, through the introduction of a finer grain of public streets:
 - (i) provides access and street frontages to new development;
 - (ii) promotes street-related development;
 - (iii) reates opportunities for intensification and the potential for new public spaces; and
 - (iv) encourages a pedestrian oriented and transit supportive environment.

- (b) The Conceptual Master Plan will incorporate a street and a block plan for the McCowan Precinct that facilitates convenient and safe pedestrian, cycling and vehicular movement. The street and block plan will include:
 - (i) a public street and connections network;
 - (ii) a finer grain of streets and development blocks, generally in the range of 0.36 to 0.7 hectares;
 - (iii) intersection spacing of approximately 80 to 150 metres; and
 - (iv) where development blocks cannot be sub-divided for size and engineering reasons, mid-block and perimeter connections may be considered, where appropriate and feasible, provided these connections are publicly accessible. Connections may include vehicular lanes, driveways and walkways.

1.3.2 Pedestrian Friendly Streets, Walkways, Lanes and Public Spaces:

- (a) New public streets and walkways, and publically accessible lanes, driveways and walkways are will be designed to encourage and support safe and efficient movement of pedestrians, cyclists and vehicles.

- (b) The City's Urban Design Guidelines will include design features and elements including but not limited to: paving details, street tree selection, landscaping, street furnishings, and street lighting, for public streets and private/publically-accessible lanes and walkways.

- (c) The Urban Design Guidelines for the McCowan Precinct will include cross section designs for the various typologies of streets within the

McCowan Precinct to guide the design/rehabilitation of new and existing streets.

- (d) The design of all streets will provide suitable growing conditions and soil volume to allow for large growing street trees, consistent with the City's adopted and accepted Urban Forestry practices.

1.3.3 Public and Private Streets/Laneways:

- (a) Where public streets are not feasible, desirable or appropriate, private streets may be considered provided that such private streets are:
 - (i) publically accessible;
 - (ii) connect to the public street and block network;
 - (iii) designed to "look and act" as public streets;
 - (iv) pedestrian oriented;
 - (v) include the qualities and design elements of public streets including but not limited to: sidewalks, lighting, high quality pavements and furnishings, irrigation, large growing trees and other landscape features and may include cycling lanes where appropriate; and
 - (vi) designed in such a manner as to invite and promote movement into/through the site.

1.3.4 Connections:

- (a) Site and Area Specific Policy No. 9 for McCowan Precinct, together with the McCowan Conceptual Master Plan and Urban Design Guidelines will create a network of public streets and publically accessible lanes, driveways and pedestrian walkways to connect public and private land uses, including the natural areas, open spaces, parks and urban spaces of the McCowan Precinct.
- (b) An extension of Bushby Drive to the lands at 705 Progress Avenue (the site of a future school and park) will be designed as a grand promenade, a visual and physical link between the 705 Progress Avenue lands containing the future park and school site and the lands associated with the Civic Precinct of the Scarborough Centre.
- (c) The "Bushby Drive Promenade" from Borough Drive to 705 Progress Avenue, will be designed with a generous right-of-way to create a linear green space that will act as a key organizing component of the McCowan Precinct, and the larger, Scarborough Centre public space system.

1.3.5 Cycling Network/Facilities:

- (a) The McCowan Precinct will include a bicycle network to promote cycling as a transportation option for residents, workers and visitors to the Precinct.
- (b) The cycling network will be implemented over time and will serve to enhance the Precinct's connectivity to the Scarborough Centre Precincts and the surrounding neighbourhoods.
- (c) The McCowan Precinct Conceptual Master Plan illustrates opportunities for cycling connections that will include a combination of "separated cycle lanes", "marked bike lanes" and "sharrow lanes", as well as bike trails, where appropriate/feasible within parks and open space areas.
- (d) The cycling network of the McCowan Precinct will be developed and implemented consistent with the City's Bicycle Plan/Network.
- (e) As part of the development review process, new development and public initiatives will provide for cycling facilities as appropriate and feasible. Such facilities may include cycling routes, bicycle storage, signage or improvements/enhancements to existing cycling facilities.

1.3.6 Signage:

- (a) The City will develop and a comprehensive way-finding plan for the McCowan Precinct that:
 - (i) improves way-finding for pedestrians vehicles and cyclists moving within and around the McCowan Precinct;
 - (ii) creates a "Sense of Place" for the McCowan Precinct as a part of the Scarborough Centre, by identifying points of interest or significance; and
 - (iii) provides guidelines for integration of signage and way-finding within the architecture and siting of existing and new buildings, in harmony with the City of Toronto Sign By-law, adopted guidelines and best practices.

1.3.7 Area Transportation Improvements:

- (a) Area transportation improvements within the McCowan Precinct will be guided by the street and block plan as set out in the Conceptual Master Plan as well as transportation analysis and studies associated with development applications.
- (b) The McCowan Precinct Plan contemplates future changes to the existing public street network. Potential new streets and refinements to the existing network are incorporated into the McCowan Precinct Conceptual

Master Plan. The provision of new streets and potential refinements to the street network as illustrated on the Conceptual Master Plan are preliminary and flexible. The implementation of the street network, the location, alignment and design of new streets and improvements to existing streets, will be determined and refined through the development review process as development proceeds within the Precinct, through any required Environment Assessment process, and/or through City review and refinement of its transportation and transit network and facilities.

- (c) Public transit infrastructure will form an important component of the McCowan Precinct. Development/public initiatives in the vicinity of public transit stations will be integrated with public transit infrastructure and connections.

1.4 BUILDING COMMUNITIES:

1.4.1 Land Use:

- (a) Transit supportive development will be required to support the public transit infrastructure of the McCowan Precinct.
- (b) A variety of building types will be encouraged to provide a diversity of housing types.
- (c) Residential buildings will provide a mix of unit sizes and bedrooms types to respond to the housing needs of residents including seniors and families.
- (d) Townhouses are permitted as a "stand-alone" block that forms part of a larger, comprehensive development with a mix of building forms, where appropriate.
- (e) Employment uses are an important feature of the McCowan Precinct. Employment use in the McCowan Precinct will be predominantly office use, hotels where, appropriate, community services and recreational facilities and retail uses that serve the residents, workers and visitors to the McCowan Precinct and adjacent communities.
- (f) Major office development will be encouraged within the Precinct especially at locations in close proximity to public transit station facilities.
- (g) Retail uses will be located at grade within residential, employment and public use buildings where appropriate, to provide interest and animation to public streets and spaces. Retail may be provided in additional locations provided that there are prominent, at-grade, street related entrances.

- (h) Grade-related retail and office uses can provide interest and animation to public streets and public spaces. Not all of the streets and public spaces within the McCowan Precinct streets can support, or are appropriate for retail uses. A focus of grade-related retail and commercial (office) uses, will be encouraged along: Consilium Place; Grangeway Avenue from Bushby Drive to Progress Avenue; Bushby Drive between Grangeway Avenue and McCowan Road; Town Centre Court (north side) from McCowan Road to Borough Drive and McCowan Road from Ellesmere Road to Bushby Drive.

1.4.2 Pedestrian Scale:

- (a) New development will contribute to the establishment of a network of public streets, publically accessible lanes and walkways that are comfortable, safe, inviting, and scaled to the pedestrian.
- (b) New buildings will be located on sites to create a common setback and build-to line with limited interruptions to encourage an interesting, interactive and varied pedestrian experience and public realm.
- (c) Active, publicly-engaging ground floor uses will be provided along streets and private laneways and walkways, where appropriate.
- (d) To create an active and pleasing pedestrian-scaled environment along streets and public spaces, building design features will include such features as: building setback, colonnades, building awnings/overhangs, glazing/fenestration, pedestrian entrances, and architectural materials to achieve visual interest.

1.4.3 Built Form

- (a) The scale of development in the Precinct will be appropriate to its location and relationship to its surroundings including adjacent neighbourhoods, the public realm, parks and open spaces and its proximity to transportation facilities.
- (b) Proposed development will respect relevant City urban design guidelines, standards and practises including, but not limited to, the City's Tall Buildings Guidelines, the Mid-rise Building Guidelines, the Design Guidelines for Buildings with Residential Units at Grade, the Urban Design Streetscape Manual, Toronto Green Development Standards and the Bird-Friendly Development Guidelines.
- (c) High quality of design and architecture will be promoted for all development within the McCowan Precinct, including varied architectural treatments and materials for multi-phased developments.

- (d) Distinctive architecture, which creates signature buildings through the use of high quality design and materials and other architectural means, will be incorporated into all development within the Precinct. Taller buildings, especially the tower elements, should result in iconic, recognizable buildings in the skyline.
- (e) Buildings will be designed, where appropriate and feasible, to create a continuous "street-wall", minimizing gaps along the street, except where public open spaces are located.
- (f) As part of the development review process, new residential development will be encouraged to provide pet care facilities.

1.4.4 Streetscapes, Laneways and Walkways

- (a) Streets, privately accessible laneways and walkways are to contribute to the greening of the Precinct and will incorporate features to provide suitable growing conditions for trees and soft landscaping.
- (b) New development will contribute to the implementation of street improvement features to the existing and planned street network such as street furnishings, infrastructure improvements including cycling facilities, and landscaping. Such features will be co-ordinated with redevelopment and/or form part of the planned street rehabilitation/infrastructure improvements.

1.4.5 Site Organization

- (a) New developments, and in particular, the main entrance(s) to the building(s) will front onto public streets.
- (b) Where appropriate, new development may front onto public parks and open spaces, provided the main entrance of the apartment-type building or, in the case of townhouse units (either stand-alone or incorporated into the base of an apartment building) fronts onto the public park or open space.
- (c) Vehicle parking is to be located below grade. Surface parking is discouraged.

1.4.6 Public Open Spaces, Parks & Urban Spaces

- (a) An integrated public space network consisting of natural areas, public parks/recreational areas, private and public urban spaces will be promoted, expanded and enhanced to create a more enjoyable Precinct for residents, workers and visitors. Public open spaces, parks, and privately-owned but publically accessible urban spaces will front onto public streets or have direct access from the public realm.

- (b) The McCowan Urban Design Guidelines and the Conceptual Master Plan will identify locational opportunities for parks, open spaces and urban spaces.
- (c) Where feasible and appropriate, new streets and blocks will incorporate public and/or publically accessible urban plazas to provide a series of outdoor spaces for public activity and to facilitate locations for public art. An urban plaza, immediately adjacent to the existing/planned McCowan RT Station or the planned McCowan Subway/transit facility is one of the key features of the Precinct Gateway and will form part of the redevelopment of the transit station/facilities and/or development on lands adjacent/in close proximity.
- (d) Opportunities to expand the natural area and create parkland adjacent to the East Highland Creek valley corridor will be explored and implemented.
- (e) The East Highland Creek valley corridor and its adjacent lands will be better linked to the Precinct through connections including pedestrian and cycling routes.
- (f) The linear open space area, along East Highland Creek, south of Corporate Drive, to the existing/planned SRT and TTC lands will be expanded by a minimum of 10 metres from the top-of-bank and where appropriate, by a greater area, to: (a) provide additional natural area to enhance and protect the Natural Heritage System/natural habitat area; and (b) facilitate an important linkage between Hillsborough Park and the Lee Centre Park to, and within, the future school and park site at 705 Progress Avenue.
- (g) The lands at 705 Progress Avenue will be developed as a park and school site. The park lands will function as a neighbourhood park, a gathering space for the local residents, visitors and workers within the McCowan Precinct. The park shall have frontage on one or more public streets. The park is to be linked to the Scarborough Centre by a well-designed and landscaped public street that will act as a visual link between the McCowan Precinct and the Scarborough Centre.
- (h) The City will work with the Toronto District School Board (joint owners of the lands) to achieve coordinated and optimal shared use of recreational facilities and outdoor recreational resources on the 705 Progress Avenue lands.

1.4.7 Public Art

- (a) The City will initiate a "McCowan Precinct Public Art Plan" as a component of an overall "Scarborough Centre Public Art Plan" that provides direction on how and where public art is to be conceptualized, planned, commissioned and implemented for individual locations or

projects. The Scarborough Centre Public Art Plan will articulate public art principles and broad conceptual approaches to the provision of public art projects, identify opportunities for the location of public art on both public and private lands, and provide guidance to the provision of public art through contributions of pooled funds both by small and large development projects to contribute to larger public art projects.

- (b) The McCowan Urban Design Guidelines and the Conceptual Master Plan will identify potential locations for public art including, parks, urban spaces, open spaces, public infrastructures and facilities, private lands and the public realm.
- (c) Owners of development blocks in the McCowan Precinct greater than 0.5 ha, will be encouraged to prepare a "project/block public art plan" detailing the means by which the owner intends to provide public art on the site(s).

1.4.8 Community Services and Facilities & Section 37 of the Planning Act

- (a) New community services and facilities will be created and existing facilities/services expanded/refined to achieve the amount and range adequate to serve the current and future growth within the McCowan Precinct.
- (b) As part of the development review process, the City will assess the need for new development to contribute to the provision of community services and facilities. Community services and facilities priorities for the McCowan Precinct include, but are not limited to:
 - (i) public realm and streetscape improvements;
 - (ii) public art;
 - (iii) parks, open space and urban spaces;
 - (iv) Community Agency Space - Dedicated and accessible community agency space for non-profit service agencies to deliver a wide range of programs/services for all user groups, in particular, newcomers, youth and children; and services for animals such as the Scarborough Animal Shelter (821 Progress Avenue) and the Toronto Feral Cat Recovery Centre (705 Progress Avenue);
 - (v) Child Care - High quality and accessible non-profit licensed child care facilities, particularly for infants, toddlers and; and
 - (vi) Community Recreation - Additional recreational facilities and/or satellite recreation space including a double gymnasium and large flexible multi-purpose rooms to run programs for all user groups.

1.4.9 Community Energy

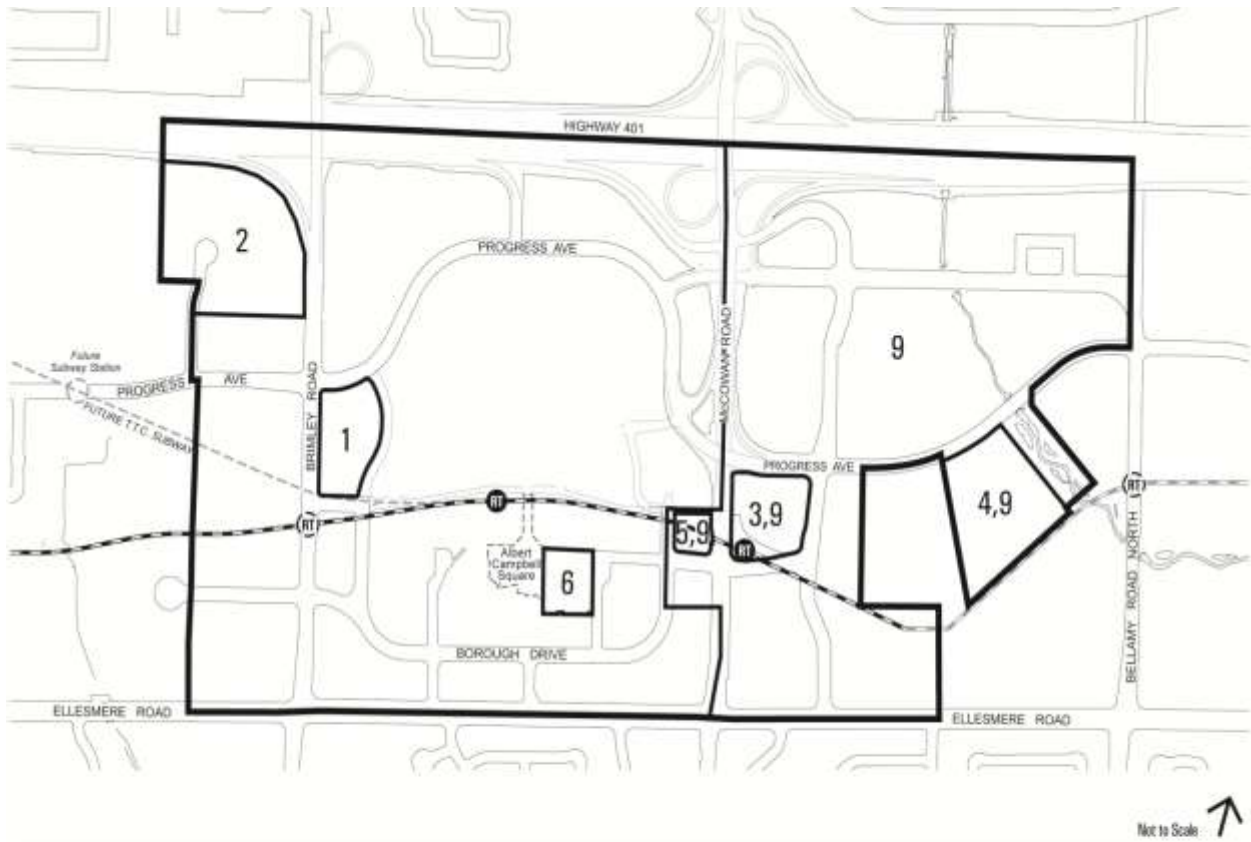
- (a) New development and the re-development of existing buildings within the McCowan Precinct will contribute to achieving the City's target for reducing energy use and reducing greenhouse gas emissions. Proponents of new development and redevelopment of existing buildings will be guided by the Community Energy Plan prepared as part of the McCowan Precinct Plan Study (2014) and will work with the City to assess opportunities to contribute to the City's energy targets through sustainable development.
- (b) Development is encouraged to promote and accommodate renewable energy generation and distribution systems to assist in reducing greenhouse emissions, off- setting on site energy consumption, and securing a sustainable and stable energy distribution and supply. Energy technologies such as geothermal, combined heat and power co-generation, solar thermal heating, solar cooling, heat recovery, short- and long-term energy storage, and solar photo-voltaic will be encouraged. Building design and site planning to achieve passive solar heating in cold weather months will also be encouraged.
- (c) Development will be encouraged to incorporate facilities to re-charge electric-powered vehicles either as a private or common amenity for building occupants or on pay-per-use basis for the general public.
- (d) The City will encourage alternative energy technologies to power new street lighting, traffic signals, and other lighting in the public realm.
- (e) As part of the development review process, proponents for new development that includes a building or group of buildings with a total gross floor area of 20,000 square metres or more, will be encouraged to provide an Energy Plan for the development that addresses energy conservation, peak demand reduction, improved resilience to area-wide power outages (i.e. flood and storm); renewable energy, combined heat and power, and district energy systems, as set out in the Scarborough Centre Community Energy Plan.

1.4.10 Vehicle Parking

- (a) The policies of the Scarborough Centre Secondary Plan promote and support the use of public transit, walking, and cycling. A reduced parking supply may be considered for developments that are in close proximity to transit facilities, or upon review and acceptance by the City, incorporate programs/features such as car-share programs that would serve to reduce the dependence on the automobile."

2. Map 5-1, Scarborough Centre Secondary Plan, "Urban Structure Plan", is amended to show the lands known as "The McCowan Precinct" as Site and Area Specific Policy Area No. 9, as shown on the attached Schedule "A".

Schedule "A"
Map 5-1



-  Scarborough Centre Secondary Plan Boundary
-  Site and Area Specific Policies
-  T.T.C. Scarborough Rapid Transit
-  Proposed T.T.C. Scarborough Rapid Transit Expansion
-  Rapid Transit Station
-  Potential Rapid Transit Station