

Authority: Ontario Municipal Board Decision and Order
issued February 11, 2016 in case PL140709

CITY OF TORONTO

BY-LAW 1292-2016(OMB)

To adopt an amendment to the Official Plan for the City of Toronto respecting the Scarborough Centre Secondary Plan for the lands within the McCowan Precinct Plan.

Whereas authority is given to the Ontario Municipal Board under the Planning Act, R.S.O. 1990, c. P.13, as amended, upon hearing the appeal of the Owners of the lands, to pass this By-law;

The Official Plan of the City of Toronto, as amended, is further amended by the Ontario Municipal Board as follows:

1. The attached Amendment 242 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

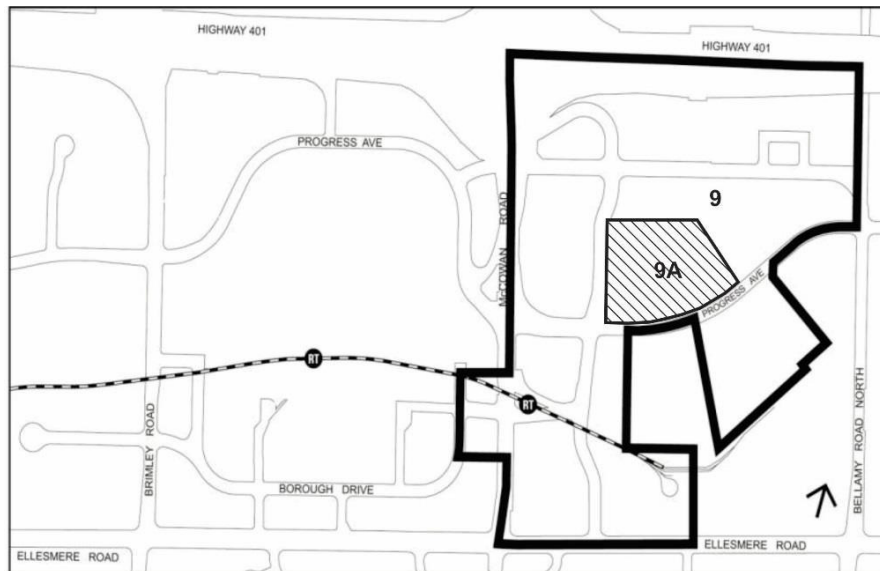
AMENDMENT 242 TO THE OFFICIAL PLAN

LANDS WITHIN MCCOWAN PRECINCT, THE SCARBOROUGH SECONDARY PLAN

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

1. 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:

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.
- (c) Notwithstanding the provisions in Section 1.2.1 (b), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

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 may include, but are not limited to items (i) to (xi) of Section 1.2.1 (b), as noted above.

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 through-out 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.
- (l) Notwithstanding the provisions in Section 1.2.2 (e), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

Public and private 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.

- (m) Notwithstanding the provisions in Section 1.2.2 (i), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

The public street network within the McCowan Precinct will form a hierarchy of streets consisting of major streets and local streets.

1.2.3 Conceptual Master Plan/Urban Design Guidelines:

- (a) Site and Area Specific Policy 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 the 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.
- (c) Notwithstanding the provisions in Section 1.2.3 (b), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

The Conceptual Master Plan will include a recommended street, laneways 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.

1.3 **MOVEMENT:**

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 as manner as to invite and promote movement into/through the site.
- (b) Notwithstanding the provisions in Section 1.3.3 (a)(v), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

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, landscape features and may include cycling lanes where appropriate; and
- (vi) designed in such as manner as to invite and promote movement into/through the site.

1.3.4 Connections:

- (a) Site and Area Specific Policy 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.
- (d) Notwithstanding the provisions in Section 1.3.4 (a), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

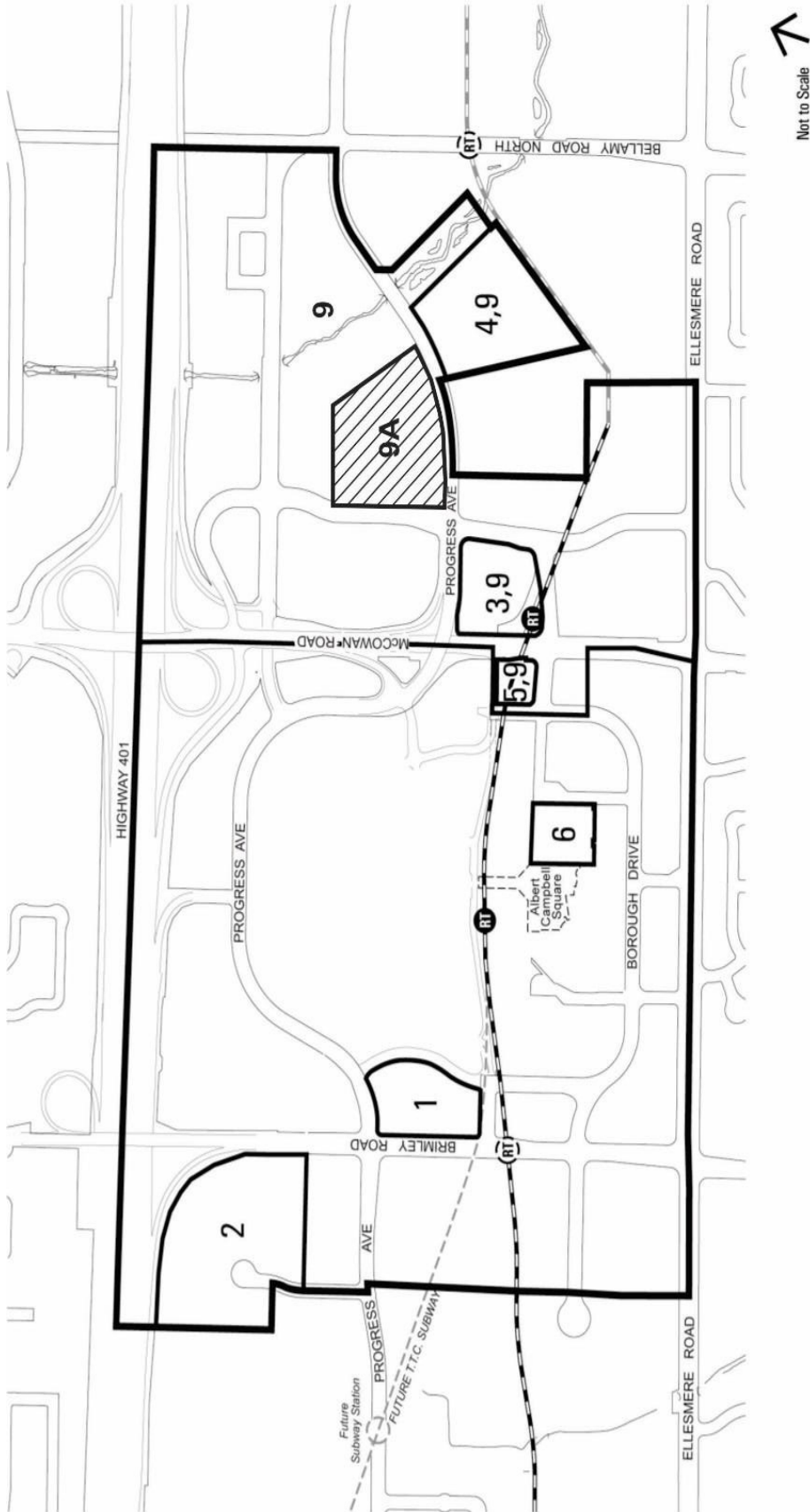
Site and Area Specific Policy 9 for McCowan Precinct, together with the McCowan Conceptual Master Plan and Urban Design Guidelines will create a network of public streets and publically accessible private streets/laneways and pedestrian walkways to connect public and private land uses, including the natural areas, open spaces, parks and urban spaces of the McCowan Precinct.

1.4 BUILDING COMMUNITIES:**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.
- (d) Notwithstanding the provisions in Section 1.4.5 (c), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

Surface parking is discouraged. While vehicle parking is to be provided below grade, consideration will be given to above grade parking provided it is in accordance with the McCowan Precinct Urban Design Guidelines and relevant City Urban Design Guidelines.

Schedule A Map 5-1



Scarborough Centre Secondary Plan Map 5-1 Urban Structure Plan



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