

PH4.4 Attachment 3

Attachment 3: Incorporated Draft Policy Revisions with the In-Force Official Plan

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2.2 Structuring Growth In The City: Integrating Land Use And Transportation

In keeping with the vision for a more liveable Greater Toronto Area, future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at higher-order~~rapid~~ transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification.

On the other hand, the approach to managing change in Toronto's neighbourhoods and green space system, emphasizes maintenance and enhancement of assets.

The growth areas are knitted together by the City's transportation system~~network~~, the viability of which is crucial to supporting the growing travel needs of residents and workers over the next 30 years. The transportation system consists of well-connected and integrated networks, ~~The~~ key elements of which~~the City's transportation network are~~ include:

- subway, LRT, streetcar and bus networks~~lines~~;
- the GO Transit rail network;
- expressways and major streets;
- collector and local streets;
- railway corridors and railway yards;
- the city-wide cycling~~bikeway~~ network;
- a system of sidewalks, pathways and trails; and
- potential use of hydro corridors for transit facilities, bikeways and walkways.

The Plan protects the integrity of the City's transportation system~~network~~ and provides for its planned expansion through the designation of public rights-of-way and transit corridors as described in the maps and schedules and the policy on laneways. Furthermore, the Plan indicates sections of streets that are prime candidates for bus and streetcar priority measures.

Increasing Accessibility

The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility.

~~Other transportation infrastructure improvements will be needed to support the City's growth, such as renovating Union Station to increase and upgrade its capacity for the users of this important transportation hub. A number of other changes related to alterations and additions to the street system and new and improved connections to local and regional transit services are detailed in Secondary Plans such as the North York Centre and the Scarborough Centre plans. The broad objective is to provide a wide range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable and economically competitive. Within this context, the transportation infrastructure policies of the Plan are designed to address three prime areas of concern:~~

- ~~• the need to maintain the existing transportation system in a state of good repair;~~
- ~~• the need to make better use of the transportation capacity we already have, particularly by giving priority to streetcars and buses on City roads; and~~
- ~~• the need to protect for the incremental expansion of the rapid transit system as demand justifies and funding becomes available.~~

Service Foundations For Growth

~~Other infrastructure is needed to provide clean water to everyone, to manage sewage and stormwater and treat it before it goes into the Lake. Water and wastewater services are important foundations for growth in the City, as well as for maintaining the quality of life in areas that will not see much growth. This may mean bigger pipes and treatment plants in some areas, but it is also important to use less water in our homes and businesses, to absorb rainwater where it falls and to use our streams and rivers more effectively to control flooding.~~

Consistent with the Metrolinx Regional Transportation Plan, this Plan supports a system of Mobility Hubs at key intersections in the regional higher-order **rapid** transit network that provides travelers with enhanced mobility choices and creates focal points for higher density development. Detailed master plans for Mobility Hubs will be developed in relation to the timing of higher-order **rapid** transit improvements and will respect the Metrolinx "Mobility Hub Guidelines" and conform to the policies of this Plan.

Sidebars:

Higher-order transit is transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher-order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. Source: Growth Plan (2017)

Space-Efficient transportation modes are ones which move a comparatively large number of people or quantity of goods relative to the space they require. Examples of space-efficient transportation modes for passengers include walking, cycling and transit. Examples of space-efficient transportation modes for goods include full truck loads.

Policies

1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by:
 - a) attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure;
 - b) developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and
 - c) increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.

2. Growth will be directed to the Centres, Avenues, Employment Areas and the Downtown as shown on Map 2 in order to:
 - a) use municipal land, infrastructure and services efficiently;
 - b) concentrate jobs and people in areas well served by surface transit and higher-order ~~rapid~~ transit stations;
 - c) create assessment growth and contribute to the City's fiscal health;
 - d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
 - e) offer opportunities for people of all means to be affordably housed;
 - f) facilitate social interaction, public safety and cultural and economic activity;
 - g) improve air quality, energy efficiency and reduce greenhouse gas emissions;
 - h) improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers, and wetlands; and
 - i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

- ~~3. The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by:
 - a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 by:~~

- ~~i) acquiring over time the additional property needed to achieve the designated width. The conveyance of land for widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;~~
- ~~ii) extending and altering the widths of pavement, sidewalk and other facilities as necessary within the designated rights-of-way, and~~
- ~~iii) giving high priority to preventative and restorative maintenance and rehabilitation of the road (pavement and sidewalk) network;~~
- ~~b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in safety, universal accessibility or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;~~
- ~~c) acquiring over time lands to ensure that public lanes serving residential lands or parks and open space will be at least 5 metres wide and public lanes serving commercial, mixed-commercial-residential, institutional or industrial lands on at least one side will be at least 6 metres wide. The conveyance of land to widen the lane to the standard width may be required for a nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;~~
- ~~d) assigning first priority for investment in transit to maintaining the existing system in a state of good repair to provide continued safe and comfortable service;~~
- ~~e) supporting the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system;~~
- ~~f) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;~~
- ~~g) ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent development(s);~~
- ~~h) ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure;~~
- ~~i) maintaining, and enhancing where appropriate, inter-regional transportation connections to adjacent municipalities;~~
- ~~j) implementing transit services in exclusive rights-of-way in the corridors identified on Map 4 as priorities are established, funding becomes available and the Environmental Assessment review processes are completed;~~

- ~~k) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service; and~~
- ~~l) increasing transit priority throughout the City by giving buses and streetcars priority at signalized intersections and by introducing other priority measures on selected bus and streetcar routes, including those identified on Map 5, such as:

 - ~~i) reserved or dedicated lanes for buses and streetcars; and~~
 - ~~ii) limiting or removing on-street parking during part or all of the day.~~~~

34. Require new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

- ~~5. The City's water, wastewater and stormwater management infrastructure will be maintained and developed to support the city building objectives of this Plan by:

 - ~~a) providing adequate facilities to support new development and maintaining the infrastructure in a state of good repair;~~
 - ~~b) supporting, encouraging and implementing measures and activities which reduce water consumption, wastewater and stormwater flows and improve water quality, in accordance with best management practices developed by the City for this purpose; and~~
 - ~~c) acquiring land or easements, where appropriate and where funds allow, to:

 - ~~i) keep ravines and watercourses in a natural state; or~~
 - ~~ii) implement other stormwater management improvements.~~~~~~

Maintaining and Developing a Sustainable Transportation System

~~Other transportation infrastructure improvements to other features of the transportation system will also be needed to support the City's growth, such as renovating transit stations Union Station to increase and upgrade their passenger handling capacity for the users of this important transportation hub. A number of other changes related to alterations and additions to the street network system and new and improved connections to local and regional transit services are detailed in Secondary Plans such as the North York Centre and the Scarborough Centre plans. The broad objective is to provide a wide range of sustainable transportation options for goods and people of all ages, abilities and means that are seamlessly connected linked, safe, convenient, affordable and economically competitive. Within this context, the transportation infrastructure policies of the Plan are designed to address three prime areas of concern:~~

- ~~• the need to maintain the existing transportation system in a state of good repair;~~
- ~~• the need to make better use of the transportation infrastructure capacity we already have, particularly by allocating the limited space within rights-of-way using a complete streets approach to prioritize sustainable and space-efficient transportation modes giving priority to streetcars and buses on City roads; and~~

- the need to protect for the incremental expansion of a comprehensive, long-term the rapid transit network, incorporating both higher-order and bus and streetcar services, phased to respond to anticipated growth in demand~~system as demand justifies and funding becomes available.~~

The network of public rights-of-way which accommodates the City's streets and laneways is a vital component of the public domain, serving to connect people and places and to support existing and future development and economic growth. These rights-of-way provide space for a variety of users, including pedestrians, cyclists, transit riders, motorists, goods movement and emergency services as well as providing the location of many different uses, including civic events, boulevard cafes, transit shelters and street furniture, street trees, snow and stormwater management, and utilities. There is a need to protect and develop the City's network of streets and laneways and to ensure that the associated rights-of-way are not closed to public use.

The City will provide better and increased transit service in support of the overall objective of achieving a sustainable pattern of growth and development. Transit networks function best when the connections between services are convenient and seamless. To this end, Toronto continues to develop a fully integrated system of transit services that combines the higher-order transit network with the network of bus and streetcar routes in a manner that delivers better transit service to all areas of the City, and connects with other transit services in the broader region. Improving connections between local and inter-regional services is key to developing a fully integrated transit system across the City.

New higher-order transit facilities represent major capital investments that have long-lasting effects on the pattern of urban accessibility. Higher-order transit investments will maintain and enhance the existing transit network and be planned to serve people, strengthen places, and support prosperity.

Bus and streetcar routes provide transit services across most parts of the city as complements to, and extensions of, the higher-order transit network. The majority of transit trips in the city involve a ride on a bus or streetcar. Recognizing their importance, the network of bus and streetcar routes will be enhanced to improve service reliability and travel times by reducing interference from other road traffic through the implementation of transit priority measures, and by improving operational efficiency and rider convenience by such means as providing more frequent service and optimizing stop spacing.

Toronto's transit network is important to the success of the broader region, as recognized in the Regional Transportation Plan (RTP). The RTP supports the development of a Frequent Rapid Transit Network which incorporates many existing and planned services within Toronto.

Policies

43. The City's transportation system network will be maintained and developed to support the growth management objectives of this Plan by:
- a) developing the key elements of the transportation system in a mutually supportive manner which prioritizes walking, cycling and transit over other passenger transportation modes;
 - b) giving assigning first priority for investment in transportation transit to maintaining the existing system in a state of good repair to provide continued safe, reliable and attractive movement and to make more efficient use of the City's existing infrastructure and comfortable service;
 - ci) maintaining, and, enhancing where appropriate, enhancing inter-regional transportation connections to adjacent municipalities;
 - d) improving connections between key elements of the transportation system to enhance the convenience of multi-modal trips; and
 - e) incorporating design features in transportation infrastructure, where feasible, that facilitate their modification or conversion to other uses in response to changes in environmental conditions, technology, development and travel behaviour.
5. The City's network of streets and laneways will be maintained and developed to support the growth management objectives of this Plan by:
- a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 by:
 - i) acquiring over time the additional property needed to achieve the designated width. The conveyance of land for widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
 - ii) extending and altering the widths of pavement, sidewalk and other facilities as necessary within the designated rights-of-way; and
 - iii) giving high priority to preventative and restorative maintenance and rehabilitation of the road (pavement, and sidewalk and other facilities) network;
 - b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit and cycling facilities, transit priority measures or to provide for necessary improvements in safety, universal accessibility or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
 - c) acquiring over time lands to ensure that public lanes serving residential lands or parks and open space will be at least 5 metres wide and public lanes serving commercial, mixed commercial-residential, institutional or industrial lands on at least one side will be at least 6 metres wide. The conveyance of land to widen the lane to the standard width may be required for a nominal consideration from

- abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
 - de) supporting the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system;
 - ef) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;
 - fg) ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent development(s); and
 - gh) ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure;.
6. The City will develop and implement a comprehensive transit network plan to achieve the advantages of a fully integrated, comprehensive transportation system and deliver universally accessible, frequent, reliable, fast and comfortable travel options that serve all areas of the city. The comprehensive transit network will comprise higher-order transit routes serving the principal corridors of demand integrated with a grid-network of high-quality bus and streetcar routes and be supported by seamless connections to the active transportation network.
7. The City will improve and expand the higher-order transit network by :
- a) protecting the corridors identified on Map 4 for possible future higher-order transit services in exclusive or semi-exclusive rights-of-way, with the exact locations and precise widths of these corridors, including station locations, being determined through a comprehensive planning process and the Environmental Assessment process ;
 - b) establishing priorities for new higher-order transit services in the corridors identified on Map 4 through a comprehensive planning process which considers value-for-money and broader city-building objectives, including that transit should be built to serve people, strengthen places and support prosperity ;
 - cj) ~~implementing higher-order transit services in exclusive rights-of-way in the corridors identified on Map 4 as priorities are established,~~ according to the established priorities as funding becomes available and the Environmental Assessment ~~review~~ and Business Case Analysis processes are completed;
 - d) implementing road-rail and rail-rail grade separations at the locations identified on Map 4 as funding becomes available and the Environmental Assessment process is completed;

- e) improving existing connections between transit services, particularly between local and regional higher-order transit services, to ensure that connections are direct, seamless and user-friendly to improve connectivity for transit users; and
- f) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional transit passenger service; and.

8. The City will maintain and enhance bus and streetcar services to deliver more seamless, convenient, frequent, fast, reliable and comfortable transit service to all parts of the city through such measures as:

- a) reducing delays and traffic interference on transit routes across the city, including those shown on Map 5, through the introduction of transit priority guidelines and transit priority measures such as:
 - i) transit signal priority or other signal timing changes;
 - ii) high-occupancy vehicles lanes;
 - iii) partially or fully exclusive transit lanes;
 - iv) turn restrictions for non-transit vehicles;
 - v) limiting or removing on-street parking during part or all of the day; and
 - vi) transit queue-jump lanes where appropriate;
- b) improving the passenger comfort and operation of transit stops by such measures as:
 - i) optimizing stop spacing and placement;
 - ii) reducing the need for on-vehicle payment;
 - iii) providing step-free access to transit vehicles;
 - iv) providing sufficient weather-protected waiting space for anticipated passenger volumes ; and
 - v) providing sufficient stopping area for anticipated bus volumes; and
- c) recognizing the potential for bus and streetcar services to build demand for future higher-order transit services along certain corridors and to support the growth of the Plan’s Centres and Avenues.

Service Foundations For Growth

~~Other infrastructure is needed to provide clean water to everyone, to manage sewage and stormwater and treat it before it goes into the Lake.~~ Water, and wastewater and stormwater management services are important foundations for growth in a healthy the cCity, as well as for maintaining the quality of life in areas that will not see much growth. Additional infrastructure is needed to provide clean, safe drinking water to everyone, and to manage and treat sewage and stormwater before it enters watercourses and the Lake. This may mean bigger pipes, stormwater facilities and treatment plants in some areas., but it is also important to use less water in our homes and businesses, to manage absorb rainwater where it falls and to use our streams and rivers more effectively to control minimize flooding in built up areas.

Policies

- 95. The City's water, wastewater and stormwater management infrastructure will be maintained and developed to support the city-building objectives of this Plan by:**
- a) providing adequate facilities to support new development and maintaining the infrastructure in a state of good repair;**
 - b) supporting, encouraging and implementing measures and activities which reduce water consumption, groundwater discharge to municipal sewers, wastewater and stormwater flows and improve water quality, in accordance with best management practices developed by the City for this purpose; and**
 - c) acquiring land or easements, where appropriate and where funds allow, to:**
 - i) keep ravines and watercourses in a natural state; or**
 - ii) implement other stormwater management, sanitary and water distribution improvements.**

2.4 Bringing The City Together: A Progressive Agenda Of Transportation Change

This Plan integrates transportation and land use planning at both the local and regional scales. Within the **c**City, the Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the **c**City where little physical change is foreseen.

The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the **c**City.

Cycling is gaining popularity in the city as a travel mode with more people cycling for more of their trips. The long-term vision for the cycling network supports further growth of cycling and consists of dedicated priority cycling and multi-use corridors (which accommodate cycling and other modes of active transportation) spaced at approximately 4km, overlain with a minor grid of dedicated or designated secondary corridors spaced at 2km or less, which ensure every resident is within no more than 1km of a designated cycling facility. Additional initiatives will be needed in some areas to overcome less inviting cycling environments and substantially increase cycling use. Particular attention will be given to enhancing cycling connections between the cycling network and nearby neighbourhood amenities, as well as to transit stations, to facilitate the use of the bicycle for short trips and multi-modal trips.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in "next generation" terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.

Automated Vehicles (AVs) and new technologies which enable shared mobility, among other emerging technologies, are likely to significantly change the way people and goods travel around the city. New technologies bring challenges, such as increased demand for curbside space, as well as benefits. We must find ways to incorporate new technologies in our transportation system which capture their benefits, avoid their drawbacks and support the vision and goals of the City.

Sidebars

Moving Ahead: A Campaign for Next Generation Transportation

Our overall aim is to provide the widest range of sustainable transportation options that are seamlessly ~~connected~~linked, safe, convenient, affordable and economically competitive by pursuing the following principles:

- promoting land use development and urban form that lead to fewer and shorter trips;
- improving access to public transit for **all** Torontonians of all ages and abilities~~(including those with disabilities)~~ that is competitive with the cost and convenience of using a car for most personal travel;
- developing an advanced and comprehensive system of policies and practices for moving goods that boosts the economic competitiveness of the City and the Region;
- instituting planning, traffic engineering and street design practices that encourage walking and cycling;
- exploiting advances in technology to develop an integrated multi-modal transportation system that is efficient and sustainable;
- incorporating strong safeguards for the protection of the natural environment; and
- instituting equitable pricing and financing of transportation services.

Toronto at the Crossroads: Shaping Our Future, June 2000

The Toronto Walking Strategy (2009) aims to build a physical and cultural environment that supports and encourages walking, including vibrant streets, parks, public squares and neighbourhoods where people will choose to walk more often. By envisioning a city where high-quality walking environments are seamlessly integrated with public transit, cycling and other sustainable modes of travel, the Strategy sets out a plan that will produce tangible environmental, health and social benefits for residents and visitors to Toronto.

Travel Demand Management (TDM)

TDM measures are aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, energy consumption and pollution. In the past, transportation planning has often focused on supply-side solutions by identifying where additional transportation capacity is needed to satisfy forecast travel demands. TDM, in contrast, puts the emphasis on changing travel behaviour to modify and reduce our demand for vehicular travel in cities. TDM is most

effective when supported by complementary actions in the key areas of land use planning and public transit improvements. Typical TDM measures include:

- carpool/vanpool ride sharing, with emergency ride home;
- high-occupancy vehicle (HOV) lanes in existing rights-of-way for bus, taxis and cars with three or more occupants;
- bicycle and pedestrian programs;
- promotion of public transit, including employer transit fare incentives;
- parking supply and management strategies;
- use of “smart card” technology and other advances in the pricing and marketing of transportation services;
- establishment of Transportation Management Associations (TMA’s) in employment areas and car sharing organizations in residential areas;
- programs to promote flexible working hours and telecommuting; and
- application of incident management system and Intelligent Transportation Systems (ITS) innovations.

Goods Movement

The efficient and safe movement of goods is vital to the economic health and competitiveness of Toronto and the larger region. The key elements of the goods movement system in the City are the major road and rail freight networks and the pattern of collection and distribution points they serve. The challenge is to develop and maximize the efficient use of this system by such means as:

- joint distribution centres and consolidated delivery services;
- rationalization of road/rail freight movements;
- selectively increasing road capacity for trucks, including priority truck lanes;
- increasing off-street loading, servicing and courier facilities;
- lower emission freight vehicles and increased local production and distribution;
- designated truck routes; and
- encouraging the freight industry to explore new technologies and practices.

Bicycle Policy Framework

In 2001, Council adopted the “Toronto Bike Plan - Shifting Gears”, a strategy to guide the development of policies, programs and infrastructure to create a bicycle-friendly environment that encourages the greater use of bicycles for everyday transportation and enjoyment across the city. The Bike Plan remains the foundation upon which more recent cycling initiatives have evolved.

The implementation of cycling infrastructure is guided by the Ten Year Cycling Network Plan (2016) which identifies investments in cycling projects over the 2016-2025 period in order to:

- Connect the gaps in the Cycling Network;
- Grow the Cycling Network into new parts of the city, and

- Renew the existing Cycling Network routes to improve their quality.

The Cycling Network Plan combines elements of the earlier Bike Plan’s cycling network proposal, the more recent “Toronto Bikeway Trails Implementation Plan” (2012), Secondary Plans and Transportation Master Plans to create an integrated network of on-street and off-street routes.

To further support cycling, the City is undertaking measures to increase the availability of bicycle parking facilities in terms of its amount, quality and convenience and expanding the Bike Share Toronto system.

Toronto's Bike Plan

~~In July 2001, Council adopted, in principle, the recommendations of the Toronto Bike Plan – Shifting Gears. The Bike Plan is a 10-year strategy to guide the development of new policies, programs and infrastructure to create a bicycle friendly environment that encourages the future use of bicycles for everyday transportation and enjoyment. The two primary goals of the Bike Plan are to double the number of bike trips by 2011 and decrease the number of bicycle collisions and injuries. The Bike Plan recommends advancing cycling in the City across six broad fronts:~~

- ~~• adopting bicycle friendly street polices that give bicycles the same consideration as vehicles on the City’s street system;~~
- ~~• developing a 1,000 km bikeway network of off-road trails and on-road bike lanes and routes;~~
- ~~• implementing enhanced safety and education programs;~~
- ~~• more extensive promotion of cycling for both recreational and everyday transportation purposes;~~
- ~~• better links with transit services to encourage “bike and ride” trips; and~~
- ~~• ensuring the provision of adequate bicycle parking facilities.~~

~~To be effective in achieving the Bike Plan’s two primary goals, the six component points must be implemented together as part of a multi-faceted strategy.~~

Active and Sustainable School Travel (ASST) programs aim to increase the proportion of youth walking, biking, wheeling, and taking transit. It focuses on creating safer environments for school-aged travellers of all abilities, and fostering healthier and more sustainable transportation habits from an early age. Creating environments that support ASST requires actions, including:

- Developing programs, resources, and policies to promote active transportation and provide road safety education to all road users.
- Implementing safety enhancements and traffic calming measures to support walking and cycling.

- [Establishing safer active school travel as a goal of City planning and infrastructure projects, and implementing improvements through these opportunities.](#)
- [Pursuing joint outcomes through the Toronto ASST Hub Committee, and between various City departments and external organizations, including school boards, police, and non-governmental organizations.](#)

Policies

1. Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.
2. New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City's TIS Guidelines. The TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:
 - a) weigh traffic needs against the broader objectives of this Plan;
 - b) make provision for future transportation improvements identified in this Plan; and
 - c) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.
3. The City will show leadership within the region in the implementation of TDM measures to reduce auto dependence and rush-hour congestion in the road and transit networks by:
 - a) requiring a TDM strategy as part of a TIS for all applications for major commercial, employment or institutional developments to which the City's TIS Guidelines apply;
 - b) actively pursuing measures which will:
 - i) increase the proportion of trips made by walking, cycling, and transit;
 - ii) increase the average automobile occupancy rate;
 - iii) reduce the demand for vehicular travel; and
 - iv) shift travel times from peak to off-peak periods;
 - c) supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;
 - d) supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;
 - e) promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting;
 - f) working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic; and
 - g) recognizing the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups.

4. In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy.
5. Underground **higher-order** ~~Subway and underground light rapid~~ transit stations will be integrated into multi-storey developments wherever it is **technically** feasible, ensuring that all points of access:
 - a) are clearly marked, visible and accessible from the street;
 - b) do not negatively impact heritage properties; and
 - c) maintain hours of access to match transit operations.
6. Development in proximity to existing transit stations will be required to provide direct and convenient access to the station.
- 76.** An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.
- 87.** For sites in areas well serviced by transit, such as locations around **higher-order** ~~rapid~~ transit stations and along major transit routes, consideration will be given to the establishment of:
 - a) minimum density requirements as well as maximum density limits;
 - b) minimum and maximum parking requirements;
 - c) redevelopment of surface commuter parking lots on City owned land;
 - d) limiting surface parking as a non-ancillary use; and
 - e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at **higher-order** ~~rapid~~ transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.
- 98.** Better use will be made of off-street parking by:
 - a) encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics; and
 - b) expanding and upgrading laneways to improve access to the parking spaces along the laneways.
- 109.** In support of the TDM and environmental policies of this Plan, the City may:
 - a) support the conversion of required parking spaces to designated publicly accessible car-share spaces;
 - b) encourage new developments to include publicly accessible bike share facilities;

- c) encourage parking providers to designate preferred parking spaces for the exclusive use of carpool and low-emissions vehicles;
- d) encourage parking providers to install plug in stations for electric vehicles; and
- e) provide on-street, reserved parking spaces for car sharing vehicles in selected locations.

110. Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones.

121. Encourage the implementation of off-peak delivery programs.

132. The City will work with other orders of government, other municipalities, representatives from across the goods movement industry and the public to develop a comprehensive multi-modal strategy for the safe, efficient and environmentally sustainable movement of goods within the GTHA. This strategy will include:

- a) the documentation and sharing of best practices and participation in a freight data collection program for the GTHA;
- b) promotion of environmentally sustainable modes and technologies;
- c) identification of innovative approaches for urban freight movements;
- d) the establishment of a study of potential measures to encourage long distance freight trips not serving Toronto to bypass the City by using alternative corridors such as Highway 407 and those provided by the rail network;
- e) identification of infrastructure needs;
- f) guidelines for the preparation of local Freight Audits to assist in making informed decisions to enable the safe and efficient movement of freight;
- g) policies for the improved management and more effective use of: 400-series highways; major roads that play a vital role in the City's freight distribution system; rail corridors; and, freight terminals; and
- h) freight supportive integrated land use-transportation policies.

14. Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages to bicycle for everyday transportation and recreation, including:

- a) expanding the Cycling Network to make it possible for every resident of the city to be within one kilometer of a designated cycling route by:**
 - i) developing formal bicycle routes in street rights-of-way through such means as marked bike lanes, contra-flow bike lanes, physically separated bike lanes, and multi-use trails within the boulevard, designed with a degree of separation appropriate to the street's speed, volume and network context;**
 - ii) developing the off-street system of multi-use trails;**

- iii) developing a network of neighbourhood greenways and implementing a wayfinding strategy to guide people along quiet, local streets between higher-order infrastructure ; and
 - iv) filling gaps in the Cycling Network to extend continuous routes, increase connectivity and to provide more direct routes, including the acquisition of land for cycling infrastructure, such as bike lanes and trails, as opportunities arise through the development approval process;
- b) enhancing the convenience and attractiveness of the Cycling Network by:
 - i) connecting to workplaces and neighbourhood amenities, such as schools, colleges and universities, retail shopping areas, community centres and parks and open space;
 - ii) connecting to cycling networks in adjacent municipalities to help create a regional cycling network;
 - iii) connecting to transit stations and stops to facilitate multi-modal trips;
 - iv) expanding public bicycle-sharing facilities and programs in those areas where there is a high demand for short trips, including at higher-order transit stations;
 - v) identifying priority bicycle corridors where the use of road space can be reallocated using a Complete Streets approach; and
 - vi) reducing the barrier effects of major physical and topographical features, such as highways, rail corridors, ravines, valleys and waterways;
- c) making cycling a safer travel mode by such means as:
 - i) designing and maintaining high-quality cycling infrastructure to be safe and comfortable for people of all ages and abilities, and, where appropriate, well-lit;
 - ii) installing safe crossing measures for on- and off-street cycling routes, including, where appropriate, the introduction of signalized intersections; and
 - iii) developing road safety education and awareness programs for all road users to support the creation of a city in which people of all ages can cycle safely; and
- d) providing convenient high-quality short-term and long-term bicycle parking facilities at key locations throughout the city by:
 - i) establishing requirements for short-term and long-term bicycle parking spaces in new developments, including higher-order transit stations;
 - ii) encouraging retrofitting of existing buildings and facilities, particularly workplaces, schools and higher-order transit stations, to incorporate additional long-term and short-term bicycle parking spaces;
 - iii) retrofitting City workplaces and facilities to provide secure bicycle parking;
 - iv) encouraging provided bike parking to be secure and weather protected; and
 - v) providing community bicycle parking hubs in areas of high bicycle parking demand.

~~13. Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including:~~

- ~~a) an expanded bikeway network;~~
- ~~b) provision of bicycle parking facilities in new developments;~~
- ~~c) provision of adequate and secure bicycle parking at rapid transit stations; and~~
- ~~d) measures to improve the safety of cyclists through the design and operation of streets and through education and promotion programs.~~

154. An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages and abilities, by:

- a) ensuring safe, universally accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- b) maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;
- c) prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;
- d) reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted;
- e) focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and
- f) developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.

16. The City will work with the Province to improve safety and connectivity for pedestrians and cyclists travelling along, across or in the vicinity of 400-series highway infrastructure.

175. The transportation system will be developed to be inclusive of the needs of people of all ages and abilities~~with disabilities and seniors~~ by:

- a) ensuring that new transit facilities and vehicles are accessible;
- b) modifying existing transit stations and facilities to become accessible over time;
- c) supplementing the conventional transit system with specialized services;
- d) requiring a minimum number of off-street parking spaces for the disabled; and
- e) taking accessibility into account from the planning and design stages onwards.

186. Inter-modal and inter-line connections will be promoted so that each mode and each carrier – whether for passengers or goods – is conveniently integrated with the rest of the urban transportation system.

19. The potential impacts of new mobility-related technologies and practices will be assessed to determine their impacts on urban travel conditions, the environment, public health and safety, the economy and the policies of this Official Plan. Regulations will be put in place, as necessary, to achieve the objectives of this Plan.

2017. New technologies, **and** practices **and designs** that improve urban travel conditions for the movement of people, goods and services and help mitigate the environmental impacts of transportation will be pursued and implemented where appropriate. Such technologies, **and** practices **and designs** include, but are not limited to:

- a) enhanced transportation network data management, collection, analysis and monitoring;
- b) incident and event response;
- c) construction coordination;
- d) curbside management;**
- e**) traveler information systems; and
- f**e) centralized adaptive signals.

2118. Large commercial and office buildings and hotels will make provision for taxi stands on private property.

22. Development will be encouraged to make off-street provisions for pick-ups and drop-offs, loading and parking activity.

23. Development will be encouraged to provide shared community parking spaces. Spaces will be dedicated for short-term use for residents and visitors, and located separately from commercial parking spaces on the site.

2419. New transportation terminals will require facilities for inter-modal connections including those for:

- a) taxis;
- b) buses; and
- c) other public transit modes.

250. Existing transportation terminals will be retrofitted for inter-modal connections when redevelopment occurs.

3.1.* Public Realm – Higher-Order Transit

Higher-order transit lines contribute to the public life of the communities they serve, and help promote a connected, inclusive and resilient city. The public facing elements, including station sites and related facilities and infrastructure, should be designed not only for efficient movement, but to integrate into the local community in a manner that provides a high quality

pedestrian experience, supports the envisioned context, facilitates the creation of complete communities and contributes to placemaking. In addition to the other Public Realm and Built Form policies of this Plan, transit stations will be designed to achieve the following:

Policies

1. Transit station sites and related infrastructure will provide high quality architecture, landscape architecture and urban design.
2. Transit station sites and related infrastructure will be located, designed and constructed to integrate into, enhance and extend the public realm, create civic destinations and facilitate the creation of complete communities by:
 - a. Locating in visible and accessible locations that seamlessly connect to public streets;
 - b. Providing safe, attractive and universally accessible station entrances through the use of design elements such as:
 - i. Setbacks and other open spaces to accommodate transit user volumes and provide pedestrian amenity;
 - ii. tree planting, landscaping, pedestrian-scale lighting, street furnishings, decorative paving and other sustainable features or green infrastructure;
 - iii. protection from the elements in waiting areas and entrances;
 - c. Introducing public art installations in and around stations, where appropriate;
 - d. Maximizing glazing on street, park and open space facing facades for accessibility, orientation and safety; and
 - e. Providing new or upgraded streets and pedestrian connections to promote access to the stations, where appropriate and feasible.
3. Publicly accessible elements of transit infrastructure, including pedestrian setbacks, forecourts, plazas, paths, ramps, stairs, entrances, corridors, concourses and platforms, will be located, organized and designed to function effectively, fit into the existing and planned context, and provide a high quality transit user experience by:
 - a. Developing a simple and consistent approach to the design of transit station sites and infrastructure to enhance wayfinding;
 - b. Providing distinct, direct, safe and convenient connections for transit users;
 - c. Supporting convenient vertical and horizontal transit connections;
 - d. Using durable, high quality materials for public-facing infrastructure;
 - e. Addressing universal accessibility through user-focused design; and
 - f. Ensuring integration and connectivity with the bus, cycling and pedestrian networks.
4. The ancillary elements of transit stations and infrastructure, including vents, transformers and other functional elements, will be located, organized and designed to be contextually responsive to their surroundings and support and limit their impact on the public realm and adjacent properties by:

- a. Providing appropriate setbacks, landscaping, massing, design and screening;
- b. Minimizing retaining walls and ensuring that any exposed retaining walls attain a high standard of design; and
- c. Balancing the efficiency of transit vehicle movement with the efficiency and safety of pedestrian and cyclist movements.

SCARBOROUGH CENTRE SECONDARY PLAN

5. SCARBOROUGH CENTRE SECONDARY PLAN

Scarborough Centre is an important mix of retail, government, institutional, cultural, employment and residential uses. The Centre is at the core of an established employment corridor along Highway 401. As a mixed use area, Scarborough Centre provides both employment and housing opportunities for workers and residents. The Centre is a focal point of [higher-order](#) transit; ~~at the eastern end of the Scarborough Rapid Transit (SRT) line and at~~ [and](#) 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. The Centre has the potential to welcome upwards of 40,000 residents and attract upwards of 23,000 jobs.

Major objectives for the Scarborough Centre Secondary Plan, shown on Map 5-1, are to:

- a) create a vibrant mix of employment, cultural, institutional, educational, recreational, commercial and residential uses;
- b) create a multi modal transportation network improving connections for pedestrians, cyclists transit riders and drivers;
- c) promote a Complete Streets approach to ensure all streets and connections are safe and comfortable for users of all ages and abilities;
- d) ensure effective and efficient provision and use of transportation facilities and services;
- e) enhance the Centre as a destination and hub for eastern Toronto and the Region;
- f) promote a high-quality urban form and a comfortable and safe environment;
- g) improve open spaces, parks and active (pedestrian and cycling) connections;
- h) protect adjacent residential neighbourhoods; and
- i) strengthen community identity.

1. [PRINCIPLES FOR SUCCESS: STRATEGIC POLICIES FOR SCARBOROUGH CENTRE](#)

POLICIES

- 1.1 The 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.
- 1.2 The Centre will accommodate a mix of uses to create an attractive and comfortable environment for residents, workers and visitors to the Centre.

- 1.3 Mixed-use growth will be encouraged while respecting and maintaining an environment that is supportive of existing employment, cultural, institutional, recreational and residential uses.
- 1.4 Adjacent employment areas and residential neighbourhoods will be protected by:
- a) establishing a defined boundary for the Centre;
 - b) permitting the continuation of 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.
- 1.5 A range of housing in terms of form, tenure and affordability will be encouraged.
- 1.6 Higher density residential uses are encouraged adjacent to ~~the Scarborough Rapid Transit (SRT) stations and the proposed Sheppard Subway stations~~[higher-order transit facilities](#) to enhance opportunities for transit use.
- 1.7 New employment growth, compatible with the mixed-use nature of the Centre, will be encouraged.
- 1.8 The Centre will be actively marketed and promoted to encourage further office development.
- 1.9 A compact, high density, transit-oriented development pattern, based upon a high standard of urban design, will be encouraged.
- 1.10 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 Centre, will be promoted.
- 1.11 The destination focus of the Centre will be enhanced by:
- a) planning for, and promoting, the creation of a well-defined, cohesive and connected public realm comprised of existing and new streets, connections, active (pedestrian and cycling) connections, parks, open spaces and transit routes;
 - 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.

- 1.12 The City's Complete Streets Guidelines will be applied to the design and construction of streets and connections to ensure safety and comfort for users of all ages and abilities.
- 1.13 The transportation network will consist of streets and connections:
- a) Streets, as shown on Map 5-3, will be public and accommodate all users and modes.
 - b) Connections, as shown on Map 5-3;
 - i. may accommodate all users and modes,
 - ii. will be publicly accessible and secured through public access easements, if not public,
 - iii. will be connected to the public street network, designed in such a manner as to invite and promote movement into/through sites,
 - iv. will be generously scaled, pedestrian oriented, safe and comfortable,
 - v. will be designed to 'look and act' as public streets including but not limited to: sidewalks, lighting, high quality pavements and furnishings, landscape features and may include cycling facilities where appropriate.
 - c) Active (pedestrian and cycling) connections, as shown on Map 5-4, will consist of sidewalks, trails, pathways and walkways.
- 1.14 ~~The Scarborough Rapid Transit (SRT), surface transit services and facilities and the proposed Sheppard Subway extension~~ Transit infrastructure and facilities 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 Secondary Plan.
- 1.15 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 multi modal transportation network.
- 1.16 The Centre will be enhanced by the provision of local and major parkland as well as improvements to the existing parks and open spaces.
- 1.17 Maintenance and enhancement of 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.

- 1.18 The levels and types of programs, services and facilities will be monitored and expanded or enhanced to meet the varied needs of the residents and workers of the Centre.
- 1.19 Lands and assets owned by the City will be utilized in a strategic manner to further the objectives of this Secondary Plan.

2. THE BASIS FOR THE SECONDARY PLAN

The strategic policies set out above, provide the basis for implementing the vision for Scarborough Centre. 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:

3. A Sense of Place
4. A Place to Live, Work and Relax
5. A Connected Place
6. A Connected Green Place

3. A SENSE OF PLACE

Within the 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 Centre develops, high-quality, urban design will play a significant role in promoting the

Centre as a destination focal point, 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. Improvements and enhancements to the green spaces, streetscapes, pedestrian and cycling facilities and the provision of public art, and a common signage and way-finding system will physically and visually unite the area and create an attractive, interesting “place” for residents, workers and visitors.

3.1 Urban Design

Structure, Form and Physical Environment

High quality, pedestrian-friendly, transit-oriented development will be promoted in the Centre. As a mixed use area, the Centre will encompass a range of building heights with the higher buildings generally located in close proximity to the **rapid higher-order** 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 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 building heights 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 area. Streets are more than just corridors for movement, they are also important public spaces. Streets are places where people meet, socialize, creating communities and shaping people's daily experiences. This important placemaking role for streets should be considered in tandem with their transportation roles. Streets should reflect the existing and planned function, scale and character that surround them, responding to and respecting the local context and character, as well as their civic role in the city.

Street character, open spaces, landscape character, and the design of parking and servicing facilities are important for the image of the Centre. The urban design character of strategic streets and open spaces including public and private spaces is of a particular importance.

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, supplemented by other connections and open spaces to create a comprehensive pedestrian network.

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, sky view and sunlight. 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. Complete streets are places where people feel comfortable and connected. Streets will be designed to be safe and inviting, providing a range of mobility choices into a seamless network.

New streets will enhance the existing street and block pattern and establish appropriately sized development blocks. Connections will be designed to provide direct, 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 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 connectivity and improvements to the accessibility, amenities and safety of the Square.

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

Scarborough Centre Urban Design Policies

Development within the Centre will be guided by the following Urban Design policies and Urban Design Guidelines. These Guidelines will provide further 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 Centre. POLICIES

3.1.1 Structure, Form, Scale and Physical Environment

- a) The general scale of development within the Centre will promote an urban character. Within certain areas of the Centre, building heights will be kept to a lower scale to provide a transition from surrounding uses. Some buildings will be required to be located 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.
- b) 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.
- c) New development, open spaces, parks, privately owned publicly accessible spaces (POPS), streets, connections, active (pedestrian and cycling) connections, 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.
- d) 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.
- e) Development will be required to provide safe, secure, comfortable areas designed to meet the demand for pedestrian movement and private and/or public use.

- f) New development will be designed to enhance connectivity and mobility options with its surroundings through a combination of streets and connections.
- g) Development of buildings and other structures located along major approaches to the Centre will provide a sense of a “gateway” or “entry”.
- h) 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.

3.1.2 Built Form

- a) 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.
- b) Taller buildings will generally be located in close proximity to the **rapid higher-order** transit stations, major arterial roads and Highway 401.
- c) Development proposals for tall building must demonstrate how the proposed building and site design will contribute to and reinforce the overall Centre structure.
- d) Minimize negative impacts of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces.
- e) Where provided by this Secondary 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.
- f) To promote the image of the Centre, attention will be given to the urban design and landscape character of streets, open spaces, parks, parking and servicing facilities in the Centre. Accordingly:
 - i. minimal setbacks from the street line will be required for buildings where a strong street edge definition is contemplated;
 - ii. the development of a series of open spaces, urban spaces and parks will be promoted as an integral part of the active (pedestrian and cycling) transportation network to provide a variety of experiences as well as to create and maintain views of significant elements in the Centre; and
 - iii. landscape features including tree planting will be promoted throughout the Centre to complement the human-made environment and to assist in:
 - defining the street edge;
 - identifying connections;
 - providing shade, screening service areas, and

- providing orientation to key elements of the parks and open space system.
- g) New development will be encouraged to incorporate measures to minimize strikes by migratory and resident bird species.

3.1.3 Public Realm:

- a) A fine grain street grid with appropriately sized development blocks and a well-defined open space system will be encouraged.
- b) Parking adjacent to streets, where permitted, will be 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.
- c) Streets and connections will provide pleasant, convenient, identifiable, safe, access to, from and between all development, transit stations, parking areas, urban squares and the surrounding area.
- d) Locations on streets, including street intersections, where high volumes of pedestrian activity exist, or are anticipated, will be enhanced through the development review process with design features to create a pleasing and safe pedestrian/cyclist environment and appropriate, safe and functional vehicular movement. Such design features may include, but are not limited to, one or more of the following:
 - i. Enhancement or alteration of existing connections;
 - ii. provision of greater sidewalk widths and/or increased landscape areas, and be located away from the street curb where the right-of-way permits;
 - iii. The creation of urban spaces through additional building setbacks;
 - iv. enhanced streetscape design;
 - v. common signage and way-finding system;
 - vi. dedicated cycling facilities and parking;
 - vii. pedestrian refuge areas within the street right-of-way;
 - viii. enhanced street signalization; and
 - ix. pavement treatment.
- e) Major transit intersection locations such as; Ellesmere Road/Brimley Road, Ellesmere Road/McCowan Road, Borough Drive/Progress Avenue, and Triton Road/McCowan Road, will be designed to be attractive with sufficient space to facilitate transfers and movement through the area, and provide amenities to transit riders.

- f) Major pedestrian system routes will be weather protected.
- g) 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.
- h) The active (pedestrian and cycling) transportation network 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.
- i) The City will develop and implement a common signage and way-finding system for the Centre that:
 - x. improves way-finding for pedestrians, cyclists, and vehicles moving within and around the Centre;
 - xi. creates a “Sense of Place” for Scarborough Centre, by identifying points of interest or significance; and
 - xii. provides guidelines for integration of a common signage and way-finding system within the architecture and siting of existing and new buildings, in harmony with the City of Toronto Sign By-law, adopted guidelines and best practices.
- j) The cycling network will be supported by the provision of bicycle parking and support facilities in new developments, and in public facilities and spaces.

3.1.4 Public Art

- a) Public art will be encouraged along public streets and at prominent locations on private lands.

3.1.5 Urban Forest

- a) Tree cover will be increased in an effort to improve and extend the urban forest.

3.1.6 Albert Campbell Square

- a) Albert Campbell Square will be promoted by incorporating:
 - i. uses and facilities which contribute activity to the Square, year round;
 - ii. facilities in developments which focus views and activities onto the Square;
 - iii. a common signage and way-finding system; and

iv. optimal pedestrian level microclimatic conditions by ensuring adequate sunlight and minimizing adverse climatic conditions including wind, snow and rain.

4. A PLACE TO LIVE, WORK AND RELAX

The geographic 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.

POLICIES

4.1 Lands will be designated as Mixed Use Areas, Parks and Open Space Areas - Natural Areas, and Parks as shown on Maps 19, 20, 21 and 23. Within the mixed-use strategy, specific direction is provided for Brimley and McCowan Roads with further employment and housing objectives for these areas.

4.2 Existing industrial uses are permitted.

4.3 Retail uses are permitted 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~~ [Triton Road](#) to the former Borough Drive and lands located north of Town Centre Court, south of Triton Road, west of McCowan Road and east of the former Borough Drive.

In other locations within this Secondary Plan, retail uses will only be permitted when secondary to other permitted uses in the Mixed Use Areas.

4.4 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 development, and to meet the demands of new development.

4.5 Cemetery and golf courses are not provided for.

4.6 Precincts

This Secondary Plan recognizes that the Centre is a large geographical area in which several development areas have emerged, each with a somewhat different

focus. Collectively, 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, 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 although 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 in the Centre as a whole.

General Precinct Policies

- a) Scarborough Centre will be subdivided into the four Land Use Precincts as shown on Map 5-2, Precincts.
- b) The highest density of new development will be encouraged to locate on sites that are adjacent to ~~rapid~~ higher-order transit stations, having consideration for the planning, urban design and built form policies and objectives of the Official Plan and this Secondary Plan.
- c) To protect existing residential neighbourhoods to the south of Ellesmere Road and existing employment areas outside of Scarborough Centre, but adjacent to the Brimley and McCowan Precincts, new development will seek to minimize adverse impacts on adjacent neighbourhoods and employment areas.
- d) 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 5-2, Precincts) where higher density residential and office development could be accommodated.
- e) Retail uses are not permitted in the Civic, Brimley & McCowan Precincts with the exception of ancillary retail developed in conjunction with residential, office and other employment uses.
- f) Community services and facilities will be encouraged to locate in close proximity to the resident and worker populations they serve. Alternative locations within adjacent Precincts may be considered.

4.6.1 The Town Centre Commercial Precinct

The Town Centre Commercial Precinct contains the Scarborough Town Centre Mall, a regional shopping centre and major employment site in eastern Toronto. Its concentration of retail, service, and entertainment uses draws people from across Scarborough and Durham Region. The mall's continued function and evolution is supported. Over time, the Scarborough Town Centre Mall will evolve into a more mixed-use environment that is connected to surrounding precincts. As the mall grows, large areas of surface parking and servicing areas will be integrated and located below-grade. Development above the integrated parking and servicing areas will help to define a new network of connections and open spaces that together extend the mall's internal circulation system outwards to meet the existing and planned street network within the precinct. A common signage and way-finding system within the Town Centre Commercial Precinct will enable residents, shoppers and workers to move easily within the Centre and to surrounding destinations.

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. 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 Scarborough Centre. Commercial development will be strengthened within the Town Centre Commercial Precinct by encouraging commercial (non-retail) office uses to locate on sites having high accessibility to the ~~rapid~~higher-order transit stations.

Retail and commercial development along Progress Avenue, between Brimley and McCowan Roads will be encouraged to locate adjacent to the street edge to create a more animated pedestrian streetscape. Redevelopment of the lands along Progress Avenue and Borough Drive will be encouraged to incorporate design elements such as building entrances at the street, windows and/or display panels on the street frontage, signage, tree planting, patios, street furniture, forecourts, fountains and a combination of streets and/or connections.

Town Centre Commercial Precinct Policies:

- a) The Town Centre Commercial Precinct will be predominantly a commercial centre providing regional level and local employment uses such as retail and office uses.

- b) Retail and commercial uses along Borough Drive and Progress Avenue between Brimley and McCowan Roads will be encouraged to be street related. Design elements such as building entrances at the street, extensive windows and/or display panels on the Progress Avenue frontage, common signage and way-finding system, tree planting, patios, street furniture, forecourts, fountains and streets and/or connections will contribute to the animation of the street.
- c) As development and expansion of the Scarborough Town Centre Mall occurs, connections will be introduced to support north-south and east-west access to transit services and other destinations within the Centre. The City will explore opportunities for public and transit access through the mall's enclosed internal circulation system to further enhance connections within the Centre.
- d) Streets and/or connections will be incorporated within The Town Centre Commercial Precinct for new development to improve the connectivity within the Precinct to transit facilities, the rest of the Centre and the surrounding area.
- e) Tree planting and landscaping will be encouraged to break up large expanses of parking for commercial uses within the Town Centre Commercial Precinct.
- f) Within the Town Centre Commercial Precinct, the provision of community services, facilities and programs including, but not limited to the following, are promoted:
 - i. a non-profit workplace child care facility for infants, toddlers and pre-schoolers; and
 - ii. 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.

4.6.2 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 residential developments.

The Civic Precinct contains the Scarborough Civic Centre, housing both municipal and school board offices, Albert Campbell Square, Scarborough Centre Library, 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 public 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 Centre, and to enhance its civic function, the Civic Precinct must be well connected to the rest of the Centre and the surrounding area. A combination of streets and connections is necessary to ensure excellent connectivity to the Centre and the surrounding business and residential neighbourhoods beyond the Centre's boundaries.

The Civic Precinct Policies:

- a) Land use will be predominantly employment uses including 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.
- b) The maintenance and enhancement of government presence in the Civic Precinct will be promoted.
- c) The future 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 government services is supported.
- d) To further 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:
 - i. a neighbourhood library;
 - ii. licensed non-profit child care facility(ies) for infants, toddlers and pre-schoolers;
 - iii. community service space for local non-profit organizations; and
 - iv. a parent and child resource centre.
- e) The use of, and activity planning for, Albert Campbell Square will be encouraged and promoted to provide increased cultural, entertainment, social and civic activities that serve Scarborough Centre and east Toronto.

- f) Visual, pedestrian and cycling access to Albert Campbell Square will be improved by ensuring the Square is linked to streets and connections and providing bicycle parking in the Square and at public building locations.

4.6.3 The Brimley Precinct

As a mixed-use area, the Brimley Precinct will be a focus for both residential and employment uses. Like other healthy communities, the Brimley Precinct will include 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 industrial uses will be accommodated. Retail uses that are secondary to the residential and employment uses within the Brimley Precinct will be permitted.

There is a need to better link the Brimley Precinct through new development that incorporates good street-to-building relationships, new parks, streets and connections. Opportunities to improve the east-west and north south connections within the Brimley Precinct for all modes are also encouraged. These connections are intended to knit together the Brimley Precinct with the remainder of the Centre and the surrounding area.

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 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. Attention will be paid to the relationship between buildings and Brimley Road.

The Brimley Precinct Policies:

- a) The Brimley Precinct will be a focus for residential and employment growth together with uses such as parks and open spaces, and community services and facilities, concentrated along the Brimley Corridor.
- b) Within the Brimley Precinct, the provision of community services and facilities including, but not limited to the following, are promoted:
 - i. a multi-purpose, community service space for a range of programs, including: a community health centre, youth drop-in centre, seniors centre and an employment training centre; and
 - ii. licensed non-profit child care facility(s).

- c) Active (pedestrian and cycling) connections to the Bendale Branch of Highland Creek, west of Brimley Road to provide access to the watercourse area and to link with the Birkdale Ravine open space area and pathway system south of Ellesmere Road are encouraged.

Brimley Corridor

- d) 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 5-2, Precincts.
- e) The Brimley corridor is intended to have a main street character where a greater intensity of employment and residential uses will be focused.
- f) Buildings will be located at the streetline and will incorporate a defined building base/ podium element or separate building element such as townhouses.
- g) New development within the Brimley corridor will 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.
- h) Main building entrances will be clearly visible and accessible from the street.
- i) 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.

4.6.4 The McCowan Precinct

The McCowan Precinct will be a focus for residential and employment uses and will include such uses as parks and open spaces, schools and community services and facilities. Employment will continue to be an important element of the Precinct and existing industrial uses will 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 parks, streets and connections.

McCowan Road acts as a major connection to/from Highway 401. It has been designed with a focus on vehicular movement. Improving McCowan Road to accommodate other modes (walking and cycling) while maintaining vehicular movements is an objective of this Secondary Plan. Opportunities to improve the east-west connections within the Centre for all modes are also encouraged. These

connections are intended to knit together the McCowan Precinct with the remainder of the Centre and the surrounding area. A key objective of the transformation of McCowan Road is reconfiguring Progress Avenue and McCowan Road as an at-grade intersection.

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 higher-order transit facilities~~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:

- a) The McCowan Precinct will be a focus for residential and employment growth together with such uses as parks and open spaces, schools and community services and facilities.
- b) Within the McCowan Precinct, the provision of community services and facilities including, but not limited to the following, are promoted:
 - i. a neighbourhood library;
 - ii. public elementary school(s);
 - iii. multi-purpose community spaces; and
 - iv. child care facility(s).
- c) Active (pedestrian and cycling) connections along the Markham Branch of the Highland Creek watercourse are encouraged and supported.

McCowan Corridor

- d) 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 5-2, Precincts.
- e) New residential development and large scale office development will be encouraged within the McCowan corridor.
- f) 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 a common signage and way-finding system.

4.7 Housing

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 and future 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.

The provision of housing within the Centre will proceed in conformity with Section 3.2.1 and other relevant policies of the Official Plan.

4.8 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 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~~ [Providing higher-order transit connectivity to and from the area](#) will further link the Centre and enhance its attractiveness for workers, residents and visitors.

POLICIES

- a) A variety of employment uses will be encouraged, including retail, hotel, entertainment, cultural, recreational, institutional, business and service uses.
- b) Existing industrial uses are permitted. Service commercial uses may be considered within these areas to strengthen the economic health of these areas, and also to assist in providing a transition between the Centre's mixed-use areas and the adjacent employment areas.
- c) Employment growth, including office development, will be encouraged throughout the Centre, particularly in the vicinity of Highway 401 and on sites with good accessibility to transit.
- d) A continued and expanded Civic presence in the Centre will be supported and promoted.
- e) Where new sensitive uses such as residential, mixed use or community facilities are proposed in close proximity to existing industrial uses, proponents will be required to submit studies and analyses such as acoustic and/or air quality (including odour) reports in accordance with all Provincial guidelines. Buffering, screening, berming and/or other attenuation/mitigation measures will be required to be implemented based on the studies and analyses to the satisfaction of the City. Executed legally binding agreements that provide for the implementation of the recommendations of the studies/analyses, including the implementation of the required measures, prior to occupancy of the proposed new sensitive land use will be implemented.
- f) For sensitive uses that are proposed to be developed in close proximity to industry, warning clauses may be required to be incorporated into agreements of purchase and sale and may be included in conditions imposed for approval of subdivisions and condominium, site plan agreements.

4.9 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 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.

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.

POLICIES

- a) Community services and facilities will be:
 - i. delivered to support residential and employment growth;
 - ii. located in close proximity to the resident and worker population that they serve;
 - iii. located in highly visible and accessible locations with strong pedestrian, cycling and transit connectivity;
 - iv. 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
 - v. developed as joint use facilities where appropriate, to maximize the use of existing land uses and to allow for the sharing of community space and joint programming by local service agencies.
- b) Community services, facilities and related programming will be monitored and assessed from time to time, based on changes in the Centre including the:
 - i. changing demographic profile of the Centre residents;
 - ii. inventory of existing services and facilities; and
 - iii. identification of service gaps.
- c) Community services and facilities priorities for the Centre include, but are not limited to:
 - i. child-care centre(s) for infants to school-age children;
 - ii. a neighbourhood library; iii. a public elementary school;
 - iv. the expansion of the existing Catholic elementary school facilities;
 - v. a parent and child resource centre;
 - vi. the coordination of the delivery of services to Centre residents; and
 - vii. the identification of 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.

5. **A CONNECTED PLACE**

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

The Centre is a hub for numerous local and regional transit lines. It is adjacent to Highway 401 and at the crossroads of several major streets. These strategic transportation advantages make the Centre highly accessible to the many people who come from other areas of Toronto and the Greater Toronto Area and for people who live within the Centre. Opportunities will be pursued to further enhance transportation infrastructure and services to provide increased transit, pedestrian and cycling options for those who live, work and visit the Centre. Promoting transit supportive development in the vicinity of ~~rapid~~higher-order 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.

This plan supports a variety of transportation improvements aimed at improving movement within the Centre and connections to the surrounding area and Region. As the Centre continues to grow, how streets are designed and used is critical. Streets become more efficient when the focus is on moving people and goods rather than just moving vehicles. The design of all streets within the Centre should encourage and support higher volume and more space efficient modes like walking, cycling and public transit. Existing streets will be enhanced over time through streetscape improvements, such as widened sidewalks, dedicated cycling facilities, on-street parking and street tree planting secured as part of development and capital infrastructure projects. A finer grain street network will be implemented to allow pedestrians, cyclists, transit users and vehicles to move more efficiently while improving connectivity.

Promoting a balanced transportation network that accommodates all modes and users through a network of streets and connections will be encouraged to help people (those who live, work and visit) find their way around the Centre. Efforts to enhance the Centre will focus on:

- a) active pursuit of higher-order transit initiatives~~the Sheppard Subway extension to the Centre;~~
- b) ~~enhancement of the SRT system or replacement technology;~~
- c) expansion and improvement to surface transit routes with enhanced local transit service;
- d) new streets and connections that create appropriately sized development blocks;
- e) improved connectivity to, from and across Highway 401;
- f) a common signage and way-finding system in the Centre;

- g) the provision of accessible and safe active (pedestrian and cycling) connections, including sidewalk, crossing and intersection improvements; and
 - h) the provision of streetscaping and public realm improvements such as tree planting, landscaping, lighting, street furniture and public art, where feasible.
- 5.1 The Scarborough Centre Transportation Master Plan forms the basis of the transportation infrastructure required to service the growth envisioned within the Centre. The work undertaken for the Transportation Master Plan satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process. The requirements from the Transportation Master Plan will be refined, protected, and implemented through the development review process and identified capital expenditures.
- 5.2 As shown on Map 5-3, Street Network and Map 5-4, Active Transportation Network, large blocks will be divided into appropriately sized development blocks, with a fine grain network of streets and connections to ensure a high level of permeability for pedestrians, cyclists and vehicles.
- 5.3 The layout and pattern of new streets and connections are shown on Map 5-3, Street Network and Map 5-4, Active Transportation Network.
- 5.4 The exact location, alignment and design of each new street and connection may be refined through the development review process. An Official Plan Amendment may not be required to alter the streets and connections, provided the general intent and connectivity as shown on Map 5-3 and Map 5-4 is achieved.
- 5.5 New streets and connections shown on Map 5-3 are intended to accommodate all modes and users (pedestrian, cyclists and vehicles), the design will be informed by the Complete Street Guidelines.
- 5.6 Facilities for pedestrians and cyclists within the Centre will be improved as the space within the right-of-way is reorganized and will be guided by the Complete Street Guidelines.
- 5.7 Streets and intersections should be designed to create an attractive, safe and connected transportation network for a variety of travel modes and give people choices for how they move around the Centre whether on foot, bicycle, or in a motor vehicle.
- 5.8 Improved connectivity and accessibility within the Centre and to the surrounding area will be enhanced by initiatives including, but not limited to:
- a) the normalization of McCowan Road and Progress Avenue as an at-grade intersection;

- b) the elimination of vehicular ramps along McCowan Road to support and maximize development potential and enhance the public realm environment;
- c) the reconfiguration of Corporate Drive, Progress Avenue and Borough Drive as a T intersection;
- d) the reconfiguration of Borough Drive (southern segment) for the provision of dedicated cycling facilities, on-street parking, and an improved public realm/pedestrian environment with an emphasis on enhancing placemaking opportunities and the civic presence in the area;
- e) the provision of a full-moves intersection at Ellesmere Road and Borough Approach West, including:
 - i. the reconfiguration of Borough Approach East as an active (pedestrian and cycling) connection; and
 - ii. the provision of signals at Ellesmere Road and Saratoga Drive.
- f) the provision of an extension of Bushby Drive to Bellamy Road North. The extension of Bushby Drive will be designed as a grand promenade and provide a visual and physical link between the future park and school site, the McCowan Precinct, and the larger Scarborough Centre public space system; and
- g) the provision of an extension of Bellamy Road North over Highway 401 to Milner Avenue.

5.9 New segments of the street network will be implemented so that the functional integrity of the transportation system is maintained at all times.

5.10 Transportation facilities will be designed to avoid undue traffic infiltration and parking on local streets in adjoining residential communities.

5.11 Design features that support vehicular movements and maximize safety and comfort for pedestrians and cyclists will be considered in the future design/reconfiguration of the Highway 401 interchanges at Brimley, McCowan and Markham Roads.

Transit Policies

5.12 The 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 ensuring safe, direct and convenient active (pedestrian and cycling) connections to transit facilities within the Centre.

- 5.13 Toronto Transit Commission, Metrolinx and other regional bus operators will be encouraged to promote the role of Scarborough Centre as a hub and major transit interchange and to provide improved transit services between the Centre and other areas of the City and the GTA.
- 5.14 The transit system will be enhanced by [higher-order transit](#) 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~~[improved](#) surface transit service, and expanded inter-regional bus services.
- 5.15 ~~The current capacity limitations of the 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.~~
- 5.16 Toronto Transit Commission, Metrolinx and other regional bus operators will be encouraged to provide enhanced transit service on Ellesmere Road from Scarborough Centre east to Morningside Avenue, Centennial College, University of Toronto Scarborough Campus, and beyond to Durham Region.
- 5.17 Toronto Transit Commission will be encouraged to provide enhanced local transit service within the Centre.
- 5.18 ~~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.~~
- 5.19 ~~The extension of the Sheppard Subway system to the Centre is encouraged.~~
- 5.20 ~~Enhancements to the passenger drop-off and pick-up activity at the McCowan transit station will be encouraged.~~

Parking & Travel Demand Management Policies

- 5.21 As part of a complete application, quantitative multimodal transportation assessments and site related mitigation measures may be required to demonstrate that sufficient and safe transportation infrastructure exists to support proposed developments.
- 5.22 As part of a complete application, a comprehensive Travel Demand Management (TDM) Strategy may be required.
- 5.23 Programs designed to reduce car-dependency including, but not limited to, car-share, bike share TDM programs, initiatives and strategies will be encouraged. Where

TDM measures form an integral component of the project, reduced parking standards may be considered.

5.24 Reductions in parking will be considered on a site-by-site basis at the City's discretion, subject to;

a) a review of how the implementation of TDM measures may contribute to reduced parking requirements; and

b) proximity to transit facilities.

5.25 Sharing of parking facilities, where peak requirements permit, will be encouraged to minimize the provision of excess parking facilities.

5.26 On-street parking will be permitted, where appropriate, to enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the parking supply within the Centre.

5.27 Off-street, surface parking is discouraged and existing surface parking lots will be phased out. New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion provided such parking is integrated within the building and its design is such that it does not appear as a stand alone, visually apparent element of the building.

5.28 The provision of bicycle parking and storage facilities within developments will be encouraged to promote increased use of non-automobile modes of transportation.

5.29 Signage, designed to identify alternative routes for vehicles will be developed to optimize usage of the street network.

Active Transportation Policies

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

5.31 The pedestrian experience will be enhanced through tree planting, landscaping, lighting, improvements to sidewalks and crossings, street furniture and public art where feasible.

5.32 Development along streets and connections will be designed to reinforce a high quality pedestrian environment.

5.33 Developments, transit facilities and connections will be accessible to all users.

- 5.34 The pedestrian and cycling networks will be oriented and developed to encourage maximum use of the transit system by promoting convenient, comfortable and direct active (pedestrian and cycling) connections between buildings and transit stations, where feasible.
- 5.35 Dedicated cycling facilities shown on Map 5-4 will be encouraged to connect the Centre with the surrounding area. The location and design of cycling facilities will have regard for City directions and priorities found in related City documents and subsequent studies/design.

6. A CONNECTED GREEN SPACE

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, privately-owned publicly accessible spaces (POPS) and active (pedestrian and cycling) connections.

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 regeneration 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 pedestrian and cycling networks 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.

Parks and Open Spaces

With a planned increase in residential and worker population over the next 30 years in the 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 publicly accessible spaces (POPS).

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 connection to the surrounding area 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 Centre will be developed.

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.

Green Linkages

As the Centre matures, there is a need to ensure that it is connected within, and to, the communities that surround it. There is the opportunity to enhance the experience for all users along the Centre's streets and connections through such initiatives as tree planting, landscaping, street furniture, pedestrian lighting and public art.

Where parkland resources are limited, it is important to provide streets and connections where possible so that residents, workers and visitors can conveniently access the parkland and open spaces that do exist. The Centre's streets and connections will be enhanced to perform this function. Public streets such as Progress Avenue, Borough Drive, Bushby Drive, Brimley Precinct north-south link and Corporate Drive offer the potential for active and passive recreation through the incorporation of tree planting, landscaping, street furniture and public art. They can also serve as unique placemaking opportunities and help to create a unified feel within the Centre.

Streets and connections will serve pedestrians, cyclists and vehicles connecting them to various parks, open spaces, recreational, cultural and entertainment facilities, including private, but publicly accessible open spaces of the Centre. Streets and connections will incorporate well-designed feature landscaping, extensive tree plantings, street furniture, signage, boulevards, pedestrian scale lighting and public art, on a combination of public and privately-owned publicly accessible spaces (POPS).

POLICIES

- 6.1 New development in the Precincts will create the need for additional park(s) to be delivered to support growth.
- 6.2 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.
- 6.3 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.

- 6.4 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.
- 6.5 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 5-5 of this Plan.
- 6.6 Increasing the existing tree canopy coverage 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.
- 6.7 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.
- 6.8 Public community, cultural and entertainment facilities will form part of the fabric of the Centre's park system.
- 6.9 New public parks, capable of accommodating a variety of passive or active uses in each of the McCowan and Brimley Precincts, will be encouraged.
- 6.10 Community-oriented, cultural, social and entertainment functions within Albert Campbell Square and the Scarborough Civic Centre will be promoted.
- 6.11 Streets and connections will incorporate appropriate design features including, but not limited to, landscaping, tree plantings, signage, street furniture, pedestrian lighting, urban spaces and public art.
- 6.12 Cantilevers, arcades, awnings and similar weather protection features will be encouraged along streets and connections in Scarborough Centre, especially within those areas identified as linkages on Map 5-5, to enhance the pedestrian experience and comfort.
- 6.13 A Scarborough Centre Tree Plan will be prepared and approved by Council.

7. IMPLEMENTATION

7.1 Regulatory Tools

The Planning Act offers a number of tools to assist the City in achieving its objectives in conjunction with its review and approval of development applications. These regulatory tools provide a legal framework to 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 6, A Connected Green Space. POLICIES

Zoning

- 7.1.1 The existing 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.
- 7.1.2 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.
- 7.1.3 The enactment of implementing zoning by-laws for 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.

Holding By-law

- 7.1.4 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.

In addition to the matters in Section 5.1.2, Holding By-laws, of the Official Plan, the following plans and studies may be required.

- a) Housing Issues Update; and
- b) Arborist/Tree Preservation Report.

Community Improvement Plan

7.1.5 Community Improvement Project Area and by-law will be considered for the Centre.

7.2 Interpretation

POLICIES

7.2.1. The numbered policies (shaded text), site and area specific policies and maps of this Secondary Plan are the Plan's policies. Other non-policy text (unshaded text) under each section heading is provided to give context and background and assist in understanding the intent of the Policies.

8. SITE AND AREA SPECIFIC POLICIES

- 1. Lands located East of Brimley Road, North of Triton Road, South of Progress Avenue and extending East to Borough Drive.

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

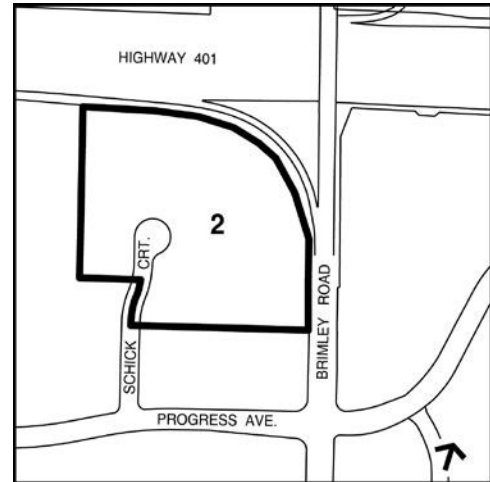
Retail uses are permitted as a primary use. Development will be located adjacent to the (Brimley) street edge and incorporate design features to create an animated, pedestrian focused streetscape.



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

For the lands shown as 2 on Map 5-1:

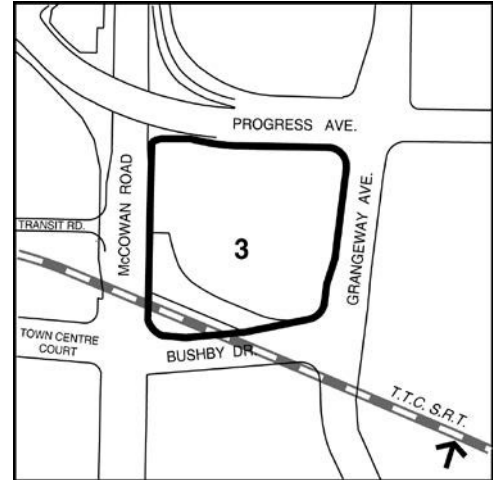
- a) A maximum of 1,797 dwelling units will be provided.
- b) Amendments to the zoning by-law to permit 1,797 dwelling units may require the owner to enter into an agreement with the City pursuant to Section 37 of the Planning Act, to convey land for public parks in excess of 5% for residential development and 2% for office-commercial development, and a cash payment for public pedestrian walkways, and development of public parkland located within this designation.
- c) The implementing zoning by-law will permit building heights of 30 storeys. Maximum building heights may be increased beyond 30 storeys by minor variance upon the filing of a satisfactory Site Plan Control application.
- d) The owner will prepare Urban Design Guidelines in consultation with the City to ensure implementation of all urban design objectives for the subject lands.
- e) To promote a lively and active streetscape and to provide “eyes on the street”, street related commercial or residential units will be located at the base of buildings fronting onto the pedestrian walkway – possible future public street to Brimley Road, and along the Brimley Road frontage south of this facility. Development north of the public pedestrian walkway – possibly future public street to Brimley Road will endeavour to implement this objective by the above means or through the placement of recreational facilities, outdoor amenity areas, pedestrian connections to the street and other design features.
- f) The conveyance of the land to create a public park on the east side of Schick Court satisfies parkland contribution requirements for development of 1,797 dwelling units.



3. Lands North of Bushby Drive, East of McCowan Road, South of Progress Avenue and West of Grangeway Avenue ~~adjacent to the McCowan SRT Station, South of Progress Avenue~~

For the lands shown as 3 on Map 5-1:

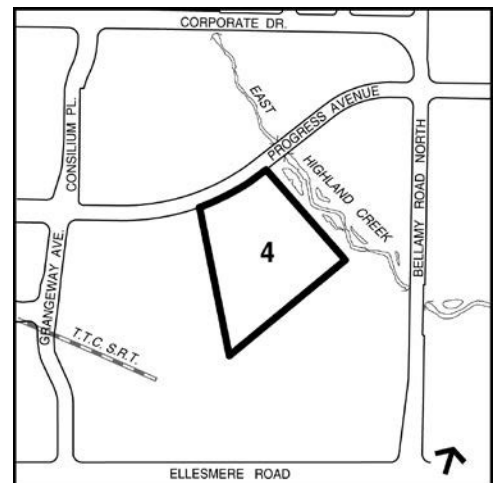
- a) Higher densities will be encouraged to achieve a compact, transit supportive, urban village development.
- b) New development will provide connectivity to nearby higher-order transit facilities, ~~at a minimum, retain the existing pedestrian connection to the SRT Station or provide for a new, direct 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.



4. 705 Progress Avenue

For the lands shown as 4 on Map 5-1:

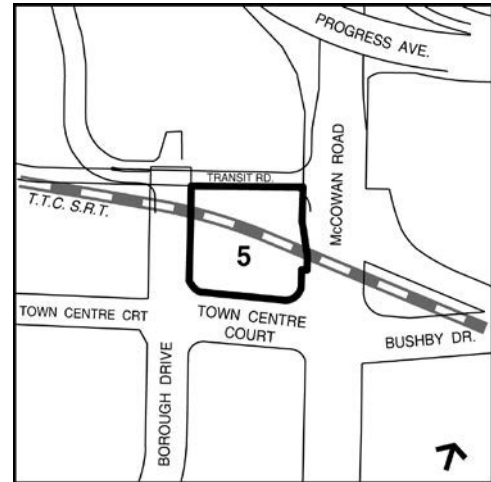
Notwithstanding the Mixed Use Areas designation the City supports efforts to redevelop these industrial lands owned by the City and the Toronto District School Board for only a school and/ or a park and related uses which may include community services and facilities.



5. Lands located North of Town Centre Court, South of Triton Road, West of McCowan Road (a portion of the Scarborough Town Centre Mall lands).

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

Retail uses are permitted as a primary use.

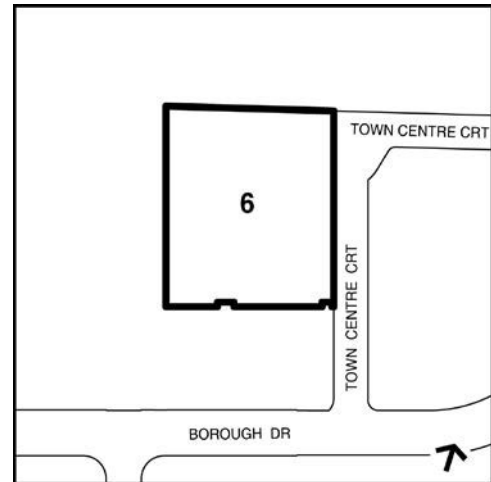


6. Lands at 50, 60 and 70 Town Centre Court and lands adjacent to Albert Campbell Square extending to Town Centre Court.

For lands shown as 6 on Map 5-1:

A Zoning By-law, pursuant to Section 37 of the Planning Act, may be enacted to permit the following community benefits:

- Up to \$300,000 to be used for capital expenditures associated with children’s play equipment (Splash Pad) at Trudelle Street Park;
- Up to \$200,000 to be used for the 400 McCowan Road, Toronto Community Housing Corporation (TCHC) property/McCowan Road Park/McCowan Road School area for playground equipment;
- Up to \$100,000 to be used for the Scarborough Animal Centre for improvements such as the Dog Kennel Construction Project;
- Up to \$80,000 to be used for parks/tree planting / playgrounds and school playground improvements in Ward 38 as approved by the local Councillor and the General Manager of Parks and Recreation; and



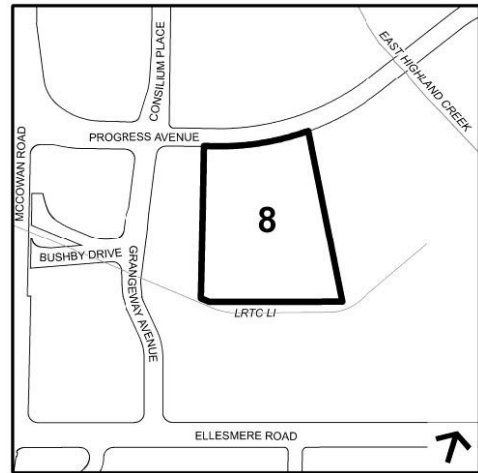
- Up to \$20,000 to be used for Scarborough flags for municipal and civic purposes by the City and local City Councillors.

8. 675 Progress Avenue

a) Development of lands for residential use will incorporate employment uses including a minimum of 13,000 square metres of office floor area which will be provided within Phase 1 of the development.

b) A feasibility analysis and impact assessment in accordance with Section 4.10.3 of the Province’s D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design to the satisfaction of the Ministry of the Environment or a delegated authority; and

c) New development will be in conformity with the Scarborough Centre Secondary Plan and consistent with the McCowan Precinct Plan policies and guidelines, in particular with respect to the provision of community facilities and services.



d) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan, as shown on Map 5-3 and Map 5-4, prevail over the McCowan Precinct “Conceptual Master Plan”.

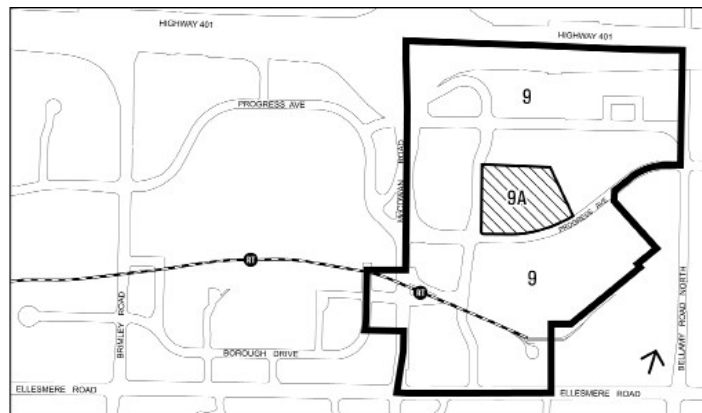
9. The McCowan Precinct Plan

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.

Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan, as shown on Map 5-3 and Map 5-4, prevail over the McCowan Precinct "Conceptual Master Plan".

1. 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 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 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 the surrounding

area will encompass a variety of modes of transportation and options. Development will be transit oriented and take advantage of public transit infrastructure. An integrated network of streets and connections 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 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 for Scarborough Centre. New development and public initiatives will contribute to the livability and walkability 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 a vibrant, well designed, mixed use community within 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. a multi modal transportation network that accommodates all users;
- 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) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct “Conceptual Master Plan”.
- b) A fine grain network of streets and development blocks, generally in the range of 0.36 to 0.7 hectares and intersection spacing of approximately 80 to 150 metres.

1.2.3 Conceptual Master Plan/Urban Design Guidelines:

- a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct “Conceptual Master Plan”.
- b) 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.
- c) ~~b)~~ The Conceptual Master Plan will include a recommended parks, open space and urban spaces plan. It is intended to be conceptual. Specific locations of parks and public open spaces will be determined as development is reviewed

and approved within the Precinct. The Conceptual Master Plan will provide guidance for new development and public initiatives.

- d) The Urban Design Guidelines for the McCowan Precinct will include cross section designs for the various typologies of streets within the McCowan Precinct to guide the design/rehabilitation of new and existing streets.
- e) The design of all streets will provide suitable growing conditions and soil volume to allow for large growing street trees, consistent with the City's adopted and accepted Urban Forestry practices.

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 pedestrian, cycling and vehicular 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.

1.2.6 Movement

- a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct "Conceptual Master Plan"
- b) Where development blocks cannot be sub-divided for size and engineering reasons, mid-block and perimeter connections may be considered, where appropriate and feasible, provided these connections are publicly accessible. Connections may include vehicular lanes, driveways and walkways.
- c) Public transit infrastructure will form an important component of the McCowan Precinct. Development/public initiatives in the vicinity of public transit stations will be integrated with public transit infrastructure and active (pedestrian and cycling) connections.

1.3 Building Communities:

1.3.1 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.

1.3.2 Pedestrian Scale:

- a) New development will contribute to the establishment of a network of streets and connections 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 connections, 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.

1.3.3 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 "streetwall", 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.

1.3.4 Streetscape

- a) Streets and connections will 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.

1.3.5 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.

1.3.6 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 publicly accessible spaces (POPS) 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 publicly 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 active (pedestrian and cycling connections).
- 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:

- i. ~~(a)~~ provide additional natural area to enhance and protect the Natural Heritage System/natural habitat area; and
 - ii. ~~(b)~~ facilitate an important connection 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 Scarborough Centre by a well-designed and landscaped public street that will act as a visual link between the McCowan Precinct and 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.

1.3.7 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 0.5ha, 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).

1.3.8 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;
- 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.

1.3.9 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 photovoltaic 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.