

PUBLIC ATTACHMENT 1

Draft Official Plan Amendment No. ~~~

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt amendment XXX to the Official Plan of the City of Toronto respecting the lands known municipally in the year 2023 as 300 Borough Drive, 1755 Brimley Road, 400 to 580 Progress Avenue, and 350 Town Centre Court

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

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

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

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

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

OLIVIA CHOW
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. ~~~ TO THE OFFICIAL PLAN

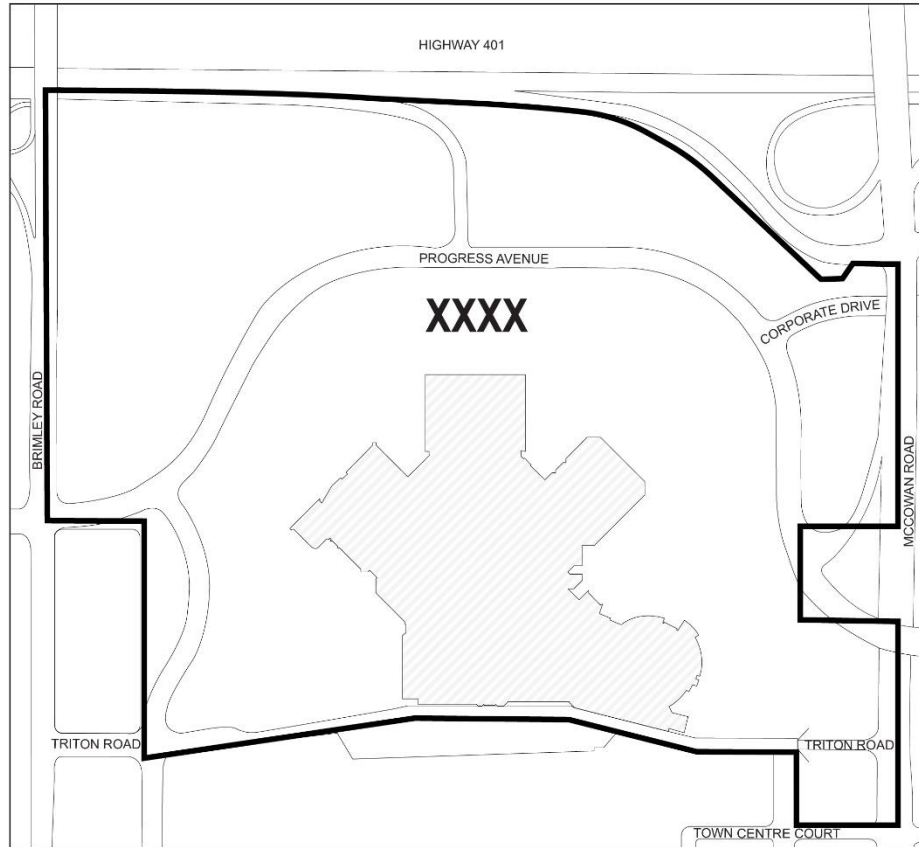
**LANDS MUNICIPALLY KNOWN IN THE YEAR 2023 AS 300 Borough Drive, 1755 Brimley Road,
400 to 580 Progress Avenue, and 350 Town Centre Court**

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

1. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended as shown on the attached **Schedule 1**.
2. Map 19, Land Use Plan, is amended by deleting portions of the lands known municipally in the year 2023 as 300 Borough Drive, 1755 Brimley Road, 400 to 580 Progress Avenue, and 350 Town Centre Court from *Mixed Use Areas* designations and redesignating them to *Parks* as shown on the attached **Schedule 2**.
3. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following new planned but unbuilt roads:

Street name	From	To
Street A	Borough Drive West	Progress Avenue North
Street B	Progress Avenue North	Terminating as a cul-de-sac south of the Highway 401 off-ramp
Street C	Borough Drive West	Progress Avenue North
Street D	Borough Drive East	Progress Avenue North
Street E	McCowan Road	Borough Drive East
Street F	Borough Drive West	Triton Road

4. Chapter 6, Scarborough Centre Secondary Plan is amended by adding **Site and Area Specific Policy XXXX** to Section 8 for the lands municipally known as 300 Borough Drive, 1755 Brimley Road, 400 to 580 Progress Avenue, and 350 Town Centre Court, as shown on Map A: Site Boundary.
5. Chapter 6, Map 5-1, Scarborough Centre Secondary Plan, Urban Structure Plan, is amended to show the lands known municipally in 2023 as 300 Borough Drive, 1755 Brimley Road, 400 to 580 Progress Avenue, and 350 Town Centre Court as **Site and Area Specific Policy XXXX**, as shown on the attached **Schedule 3**.



1 INTERPRETATION

An Official Plan Amendment (OPA) is proposed to introduce a Site and Area Specific Policy (SASP) to Chapter 6, Scarborough Centre Secondary Plan that will introduce new policies to guide growth and development on the Site.

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

2 VISION

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

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

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

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

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

3 GUIDING PRINCIPLES

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

- a) **Create a Complete Livable Community with a Diverse Mix of Uses:** the Site will be a complete community where a diverse mix of uses, homes, jobs, schools, community services, and parks will be easily accessible. Complete communities support quality of life, economic vitality and human health. They are mixed use, support transit, encourage active transportation and provide a mix of housing types supporting a range of affordability;
- b) **Create Green Streets and a High-Quality Public Realm:** development will strengthen the Site's urban character and sense of place through design that contributes to vibrant, comfortable, and well-defined streets and open spaces;
- c) **Create a Connected Community:** A fine-grained network of new multi-modal streets and active connections will be introduced to provide greater porosity through the Site for all users. Permeability and wayfinding will be promoted to encourage walking and cycling, with a focus on active transportation connections to and from Scarborough Centre;
- d) **Create Quality Parks and Open Spaces:** a network of high-quality interconnected parks and open spaces that will contribute to complete neighbourhoods with a broad range of amenity for people living, working and visiting Scarborough Centre;
- e) **Create Distinct Districts with a Varied Built Form:** the Site will feature Districts that will support a variety of street and block patterns, building types, heights, densities, open space and streetscape design to provide unique character and placemaking;
- f) **Maintain the Mall as a Major Retail and Employment Anchor:** Development of new neighbourhoods and infrastructure will complement and strengthen the Mall as a retail and entertainment destination providing significant employment opportunities in Scarborough Centre.
- g) **Ensure Appropriate Fit:** new buildings, connections and open spaces will enhance the link between the Mall, new development on the Site, and the surrounding Scarborough Centre community, while maintaining compatibility with nearby industrial uses and *Employment Areas*;

- h) **Integrate Land Use with Appropriate Infrastructure:** land uses and built form will form part of a coherent strategy and respond appropriately to existing context, transportation, and servicing conditions. Transportation and servicing infrastructure will be improved to support the existing and future communities within the Site; and
- i) **Achieve Sustainability and Resiliency:** New development will promote environmental, economic and social sustainability in all aspects of planning. It will encourage building and open space design that promotes resilience, adaptation to extreme weather, biodiversity, reduction of greenhouse gas emissions as well as energy and resource efficiency.

4 AREA STRUCTURE

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

4.1 Structure Plan

- a) Map B: Structure Plan identifies the following elements that will define the structure of the Site and serve as the foundation of the Site's comprehensive planning framework, including:
 - i. Public and Private Street Network;
 - ii. Green Loops;
 - iii. Active Transportation Connections;
 - iv. Parks and Open Spaces;
 - v. Publicly Accessible Privately-Owned Spaces (POPS);
 - vi. Triton Road Servicing Corridor;
 - vii. Development Blocks and the Mall Block;
 - viii. Conceptual Building Edges;
 - ix. Scarborough Town Centre Mall ('the Mall' or 'Shopping Centre');
 - x. Planned Transit Station and adjacent bus terminal; and
 - xi. Existing bus terminal.
- b) The Site has been organized into 21 blocks as shown on Map C: Block Plan. Minor adjustments to the boundaries of blocks may be made without the need for an amendment to the Official Plan.
- c) The Green Loops are important public streets that serve as key organizing elements for locating and connecting future parkland and open spaces.

4.2 Districts

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

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

4.2.1 The Commercial District

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

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

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

- a) New residential development will provide a mix of mid-rise and tall buildings;
- b) A multi-modal street network with a fine-grained grid pattern will provide greater connectivity within the District and from the District to adjacent lands, including the Planned Transit Station;
- c) Opportunities to improve access to and from the Planned Transit Station through the Mall are strongly encouraged;
- d) Vibrant pedestrian plazas at strategic locations will strengthen and extend the retail and entertainment functions of the Mall to connect with and contribute to the overall public realm framework of this SASP;
- e) Street-related built form will frame streets with active edges and will include retail and commercial uses at-grade where appropriate;
- f) Improvements to the outer edges of the Mall will be strongly encouraged, where appropriate, to provide visually interesting facades with active uses along street frontages;
- g) A common signage and way-finding system will be established to enable residents, shoppers, and workers to move safely and easily to desired destinations within the Commercial District; and
- h) Provision of a green roof and/or renewable energy infrastructure on the roof of the Mall is strongly encouraged.

4.2.2 The McCowan District

The McCowan District is located between McCowan Road and Borough Drive and Progress Avenue and Town Centre Court. The McCowan District will be characterized by the Planned Transit Station and multi-modal transportation hub, office uses, a mix of employment, retail and residential uses. It will

include such uses as open spaces and community services and facilities. Employment will be an important element of the District.

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

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

- a) The highest height and density of development should be concentrated around the Planned Transit Station;
- b) The area around the Planned Transit Station will feature a fine-grained network of streets and open spaces with a high-quality streetscape and public realm, to support pedestrian connectivity and encourage transit use;
- c) Office uses are strongly encouraged around the Planned Transit Station;
- d) Retail and amenities that support office and residential uses and create a vibrant downtown environment near the Planned Transit Station are encouraged and may include indoor and outdoor spaces for art, entertainment and cultural facilities;
- e) Built form with a signature architectural expression is strongly encouraged within the area around the Planned Transit Station; and
- f) Strategic organization of uses and design strategies will be applied to new development to manage transition in grades and strengthen connectivity within and between Districts and to the Planned Transit Station.

4.2.3 The North District

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

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

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

- a) New development will primarily be residential uses supplemented with ancillary retail uses;
- b) A linear parkland and open space system will be located adjacent to Progress Avenue to support the residential population and will serve as a focal point for Scarborough Centre;
- c) New development will feature built form that frames and supports Progress Avenue, parkland, open spaces and new streets;
- d) Height peaks along Highway 401 will define the skyline;
- e) Built form massing and vegetation zones will provide a physical, noise and pollution buffer to Highway 401;

- f) Safe, direct and convenient active connections for pedestrians and cyclists will be integrated with complete streets along Progress Avenue; and
- g) Generous setbacks with enhanced streetscapes will be implemented along Progress Avenue rights-of-way to promote a pedestrian and cycling friendly environment.

4.2.4 The Brimley District

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

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

- a) New development will include a mix of uses with a focus on residential use;
- b) Retail and commercial uses along Brimley Road are encouraged to highlight its role as a major street along the western boundary of the Site;
- c) New development will feature built form that frames and supports Brimley Road, Borough Drive, parkland and open spaces, and new public streets; and
- d) A height peak at Brimley Road and Progress Avenue will define the skyline.

5 LAND USE

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

- a) In addition to the policies of this SASP, the land use policies and development criteria for building new neighbourhoods of Chapter 3 of this Plan, the land use policies of Chapter 4 of this Plan, and the policies of Chapter 6 will apply to the Site. In the case of any conflict between the policies of this SASP and the other policies of this Plan, the policies in this SASP will prevail.
- b) Redevelopment will support the Site's continued role as an important retail destination and community hub.
- c) Residential intensification combined with non-residential uses will occur within the Site on lands designated *Mixed Use Areas* to create an appropriate mix and balance of uses.
- d) A broad range of non-residential uses, including office, institutional, creative industries, research and development, retail and entertainment and other commercial uses are encouraged within the Site and will reinforce the guiding principles and area structure and to support the development of the Site as a complete community with local job opportunities.
- e) New employment and major office development is strongly encouraged, particularly on those lands in close proximity to the Planned Transit Station.
- f) Providing space for a grocery store within the Site is strongly encouraged throughout all phases of redevelopment.

5.1 Active At-Grade Uses

- a) New buildings will be designed to frame streets and open spaces, as indicated by the Conceptual Building Edges on Map E.
- b) New development will facilitate and promote safe and comfortable connections along active frontages between the Planned Transit Station and the Mall.
- c) New retail uses are encouraged to be strategically located in areas which complement the Mall, along important north south and east west thoroughfare streets such as Brimley Road, Progress Avenue East and West, and McCowan Road, or adjacent developments;
- d) Active At-Grade Uses, as shown on Map E, will create an animated and safe environment, primarily consisting of retail or commercial space. Active, at-grade uses could also include: offices and co-working spaces; cultural, institutional, and entertainment uses; residential lobbies; and, community uses that animate space at-grade.
- e) In addition to the frontages indicated on Map E, all development fronting onto plazas will provide active, at-grade uses.
- f) Residential at-grade units will be encouraged along street frontages in areas with a predominant residential character to support street animation.
- g) Residential buildings will provide a main entrance along a public street to provide public access and address.
- h) Notwithstanding (g) above, the tower located on the southeast corner of Block 9 may provide a main building entrance along Private Street 'G' or 'H' but will have direct connection to a building entrance located on Progress Avenue.

5.2 At-grade Outdoor Amenity Spaces

- a) The provision of outdoor amenity space is encouraged at-grade to contribute to the public realm and promote environmental sustainability. These may take the form of forecourts, urban gardens, courtyards and plazas.
- b) At-grade outdoor amenity spaces should be generously scaled, visible from surrounding streets, parkland and POPS, and connected to indoor amenity areas.

5.3 Parking

- a) As development proceeds, large areas of surface parking and services will move below grade to create an improved pedestrian condition and enhanced urban environment.
- b) Above grade parking is not encouraged but may be considered in appropriate locations, as identified through the development review process. Above grade parking will be incorporated into the built form of new development and will be wrapped with residential and/or other animated uses on all sides facing a public street, parkland and POPS, with the exception of base building facades that directly abut the Highway 401 frontage, where such uses may be articulated and screened.
- c) Prior to full build-out, new surface parking may be permitted on an interim basis on the unbuilt portions of the Site, provided it does not preclude the redevelopment of future phases, or the multi-modal transportation objectives of this SASP.

5.4 Compatibility / Mitigation

- a) The existing industrial facilities at 333 Progress Avenue and 370 Progress Avenue are major facilities for as long as the existing industrial facilities remain operational on said lands.
- b) In addition to the requirements of Section 2.2.4 of Chapter 2 of this Plan, Section 5.5 of Chapter 5 of this Plan, and Schedule 3 of this Plan, a complete application for a zoning by-law amendment, plan of subdivision, site plan control approval or variance to introduce, develop or intensify sensitive land uses, including residential uses, on the Site within 500 metres of a major facility described in policy (a) above shall include an Air Quality Study, Odour Study, and Noise Impact Study.
- c) The studies referred to in policy (b) above shall be prepared in accordance with City requirements and in addition shall consider and evaluate:
 - i. at-source mitigation,
 - ii. at-receptor mitigation,
 - iii. the use of warning clause(s) registered on title to the applicable portion of the Site, and
 - iv. potential agreements between the owner of the lands within the Site that are the subject of a development application to introduce, develop or intensify sensitive land uses, including residential uses, and the owner of the lands where a major facility is located as identified in policy (a) above.
- d) The studies described in (b) above shall follow the requirements of the Terms of Reference set out by the City of Toronto Application Development Guide and will in addition include a quantitative analysis of impacts which will consider planned expansions of industrial operations of the major facilities identified in a) above, where appropriate and in consultation with the owners of said major facilities. For the purposes of this policy (d), planned expansions may be demonstrated by the filing of development applications for an expansion, or the completion of a pre-application consultation meeting in respect of an expansion, or the filing of an environmental compliance approval application or environmental activity and sector registry registration with the Ministry of Environment, Conservation and Parks in respect of an expansion, or a capital budget plan for such expansion or such other evidence.
- e) If any of the studies described in (b) recommend at-source mitigation measures then the applicant shall engage with the owners of the major facilities identified in (a) above for which such measures are proposed, and such measures shall be subject to approval of each such site owner. The incremental costs of implementing and maintaining any such measures associated with the proposed development shall be the responsibility of the applicant and may be secured by the parties through written agreement but in any event the City shall not be responsible for any costs of the parties.
- f) If a study referred to in policy (b) demonstrates the need for mitigation, these measures may be secured pursuant to the development approval process, as appropriate, and may include the use of a zoning by-law amendment holding symbol, conditions of plan of subdivision registration, conditions of site plan control approval, or conditions of variance approval.
- g) In addition to the requirements of Policy 2.2.4.9 of Chapter 2 of this Plan, upon the receipt of the City's Notice of Complete Application to introduce, develop or intensify sensitive land uses, including residential uses, on the Site, the applicant shall provide expanded notice of the proposal to the major facilities referred to in (a) above.

6 MOBILITY

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

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

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

- a) Redevelopment of the Site will provide a fine grain network of streets and mid-block connections to support a high-level of permeability for pedestrians, cyclists and vehicular circulation and establish new development blocks.
- b) The Street Network will consist of Public Streets and Private Streets. These streets will be appropriately scaled, pedestrian-oriented, safe, comfortable, and inviting, and promote movement into and through Scarborough Centre. The exact location, alignment and design of streets will be refined through the development review process (including the Plan of Subdivision process) and/or a capital infrastructure project process, as required.
- c) The primary network of Public Streets as identified on Map F: Street Network will enhance connections across the Site and to the surrounding Scarborough Centre. These streets will be publicly owned and accommodate all users and modes, as planned for in the SCTMP and reflected in OPA 409. They will be designed to meet or exceed City Standards. Public Streets include:
 - i. **Progress Avenue North**, between Brimley Road and McCowan Road;
 - ii. **Realigned Progress Avenue West**, between Brimley Road and Borough Drive;
 - iii. **Realigned Progress Avenue East**, between McCowan Road and Borough Drive;
 - iv. **Realigned Borough Drive West**, between Triton Road and Progress Avenue North;
 - v. **Realigned Borough Drive East**, between Town Centre Court and Progress Avenue North;
 - vi. **New Street 'D'**, from Borough Drive East to Progress Avenue North;
 - vii. **New Street 'F'**, from Borough Drive West to Triton Road;
 - viii. **New Street 'C'**, from Borough Drive West to Progress Avenue North;
 - ix. A portion of **Triton Road**, abutting the south side of Block 16;
 - x. **New Street 'A'**, an extension of Borough Drive West to Progress Avenue North;
 - xi. **New Street 'B'**, from Progress Avenue North bisecting Block 12; and
 - xii. **New Street 'E'**, from McCowan Road to Borough Drive East.
- d) The lands identified for delivery of the Public Street network of this SASP will be protected and conveyed over time to the City as a requirement of the development approvals process.
- e) To support the delivery of a 30-metre right-of-way for a Realigned Progress Avenue East, 3.0 metres will be taken from the lands owned by the City as of <> [NTD: the date this SASP is approved] to the north of this street.
- f) A Complete Streets and Green Streets approach will be applied to the design and construction of new Public Streets.

- g) Progress Avenue North, an arterial which serves the broader Scarborough Centre, will continue to act as a primary east-west spine into and across the north of the Site, and be planned to function as a goods movement corridor.
- h) A secondary network of Private Streets will support the Public Street network, providing additional connectivity and capacity across the Site, as conceptually shown on Map F: Street Network. These will take the form of vehicular streets designed to connect and integrate into the broader Public Street network and meet the design objectives for new Public Streets. Private Streets include:
 - i. **Street 'G'**, which will have a planned width of 18.5 metres and provide frontage along the northern entrance of the existing shopping centre;
 - ii. **Street 'H'**, which will have a planned width of 20 metres and provide access from Progress Avenue to the northern entrance of the Mall; and,
 - iii. **Street 'I'**, which will have a planned width of 18.5 metres, with the exception of the east-west portion connecting to Borough Drive which will have a planned width of 20 metres.
- i) Private Streets will be designed and constructed to adhere to minimum City standards, as may be amended from time to time, within their planned widths.
- j) To support the operations of the Mall, access drives (tunnels) may be located below all Private Streets, and parking and servicing areas may be located below 'Street I', provided the intended function and character of the Private Streets are maintained and underground facilities are constructed to appropriate standards.
- k) Triton Road, between Street F and McCowan Road will remain as a service corridor to the Mall and may facilitate transit service.
- l) Vehicular access, ramps, loading, and servicing will generally be located underground and/or integrated into development at-grade, and organized to minimize impact on the public realm.
- m) Parks and open spaces, mid-block connections, and Active Transportation Connections will complement the network of Public and Private Streets to support multi-modal connectivity across the Site and to adjacent development.
- n) New development along McCowan Road will accommodate and interface with future connections to higher-order transit.
- o) Pedestrian and cycling infrastructure will be planned and provided with development across the Site to create a comprehensive mobility network, as identified on Map G: On-Street Cycling Network and Map H: Active Transportation Connections. The detailed design and delivery of these connections will be refined through the development review process, as required.
- p) Active Transportation Connections will complement the street network to facilitate the movement of pedestrians and cyclists between adjacent streets, parkland and open spaces, cycling and transit infrastructure, and major retail destinations. These connections should provide direct, legible, continuous, and connected public access through blocks at-grade and will be secured with easements where necessary.
- q) Active Transportation Connections should be:
 - i. Appropriately scaled to feel safe and comfortable for all users;
 - ii. Designed with high-quality materials;
 - iii. Publicly accessible in all seasons; and

- iv. Universally accessible, signed, and well-lit with pedestrian-scale lighting and clear sight lines for public safety.
- r) In addition to Active Transportation Connections, mid-block connections will be identified through the development review process, where appropriate, to augment the mobility network and improve access for pedestrians and cyclists, including to transit stations and other community amenities.
- s) Publicly accessible bicycle parking, in addition to the on-site by-law requirement, will be planned and located along cycling routes, as determined through the development review process.
- t) Controlled intersections will be required across the Site, as determined through the development review process.

7 PARKLAND AND OPEN SPACE

7.1 General Policies

- a) Redevelopment of the Site will provide for an open space network of public parkland, privately-owned, publicly accessible open spaces (POPS), private at-grade amenity space, and plazas associated with the Mall as shown on Map I: Open Space Network.
- b) Public parks, POPS, and at-grade amenity spaces and plazas will be fronted by active and/or animated uses.
- c) Development will screen service and loading infrastructure that fronts onto POPS and at-grade amenity spaces and plazas.
- d) Servicing and loading and access thereto which are associated with development will not be located immediately adjacent to public parks.
- e) A minimum setback of 5 metres will be provided between the boundaries of each public park and any adjacent building face as shown on Map J: Minimum Setback Plan.
- f) POPS will consist of publicly accessible outdoor amenity areas or pedestrian midblock connections.
- g) POPS pedestrian midblock connections will provide a minimum 15 metre building face to building face separation to accommodate a generous pedestrian walkway, pedestrian-scaled lighting, tree planting, landscaping, and active and/or animated at-grade uses including spill-out patios.
- h) Notwithstanding (g) above, POPS on Blocks 2 and 4 will provide a 5-metre space to support pedestrian connection and public access within the 5-metre setback identified on Map J.
- i) Plazas will extend the internal functions and circulation of the Mall to strategically connect with the broader street and open space network. They will be designed and programmed to complement the retail and entertainment functions of the Mall.

7.2 Public Parkland

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

- a) New public parks will be located as shown on Map 19 of the parent Official Plan (Land Use Plan) and Map I: Open Space Network of this SASP.
- b) New public parks will offer a range of active and passive recreational opportunities, be landscaped to support comfort and biodiversity, and provide a sense of place for residents.
- c) Land conveyed for public parks will:
 - i. have generous frontage on public streets in order to provide good visibility and accessibility and to promote the safe use of the public parkland;
 - ii. be of a usable shape and size to provide a range of active and passive recreational opportunities year-round;
 - iii. be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements; and
 - iv. be connected by public streets, active transportation connections, and other elements of the open space network.
- d) Public infrastructure and servicing connections required for public parks must be located within a public right-of-way that abuts the public park.
- e) Each public park within the area subject to this SASP will strive to be comfortable for individuals while sitting during the summer and while standing during the winter. Wind mitigation measures related to development are not permitted within public parks.

7.2.1 Parkland Dedication

- a) A minimum of 40,085 square metres of land will be delivered as unencumbered public parkland to serve the anticipated future population of the area subject to this SASP. The location and size of the unencumbered land to be dedicated as public parkland is identified on Map I: Open Space Network and is described as follows:
 - i. **Block 12A** – an unencumbered public park block with frontage on Progress Avenue North and Street B, will be conveyed to the City with a minimum of 4,800 square metres in size;
 - ii. **Block 12B** – an unencumbered public park block with frontage on Progress Avenue North and Street B, will be conveyed to the City with a minimum of 1,740 square metres in size;
 - iii. **Block 11** – an unencumbered public park block with full frontage on Progress Avenue North and Public Street A, will be conveyed to the City with a minimum of 15,535 square metres in size;
 - iv. **Block 16** – an unencumbered public park block with frontage on Realigned Borough Drive West and Street F, will be conveyed to the City with a minimum of 4,880 square metres in size;
 - v. **Block 10** – an unencumbered public park block with full frontage on Realigned Borough Drive West and Progress Avenue North will be a minimum of 5,205 square metres in size, of which no less than 3,980 metres will be conveyed to the City as public parkland;
 - vi. **Block 7** – an unencumbered public park block with frontage on Realigned Borough Drive East, Progress Avenue North, and Street D will be a minimum of 4,050 square metres in size, of which no less than 2,830 square metres will be conveyed to the City as public parkland; and

- vii. **Block 5** – an unencumbered public park block with frontage on Realigned Borough Drive East and Private Street I will be a minimum of 3,855 square metres in size, of which no less than 3,200 square metres will be conveyed to the City as public parkland;
- b) Cash-in-lieu of parkland will be required by the City to meet the full parkland dedication of 40,196 square metres for the Site and will be valued and paid prior to the first above grade building permit for any new residential development within the Site.
- c) In the event the owner is unable to convey to the City parcels of land for parkland purposes needed to achieve the minimum square metre area for the total parks block identified in each of policy (a)(i) through (a)(vii) above, an amendment to this SASP may not be required, provided the intent of the on-site parkland dedication objectives of this SASP are met.
- d) In any event, the difference between the public park block minimum areas and the conveyed lands as set out in policy (a)(i) through (a)(vii) above will be paid by the owner as cash-in-lieu, unless the owner would be in an over-contribution position taking into account any payment made under policy (b) above. The cash-in-lieu shall be paid prior to the first above grade building permit of the corresponding Block or Phase.

7.3 Phasing and Implementation

- a) Land for public parkland will be conveyed to the City in a phased manner over time as set out below:
 - i. The park within Block 12A will be conveyed to the City upon the registration of the first plan of subdivision for the lands which include any part of Block 12A;
 - ii. The park within Block 12B will be conveyed to the City upon the registration of the first plan of subdivision for the lands which include any part of Block 12B;
 - iii. The park Block 11 will be conveyed to the City in either one or two phases, but no more than two phases. In both instances, a conveyance will be made upon registration of the first plan of subdivision for the lands which include any part of Block 13 or any part of Street “A”. If conveyed in two phases, the first conveyance shall be no less than 5,000 square metres in size and the balance of park Block 11 will be conveyed as a condition of approval for the first development in either of Blocks 13A or 13B;
 - iv. The park within Block 10 will be conveyed to the City upon the registration of the first plan of subdivision for the lands which include any part of Block 10 or any part of Street “C”;
 - v. The park Block 16 will be conveyed to the City upon the earlier of the registration of the first plan of subdivision for the lands which include any part of Block 15, any part of Block 17, or any part of Street “F” and the first site plan approval granted for any part of Block 15 and Block 17;
 - vi. The park within Block 7 will be conveyed to the City upon the earlier of the registration of a plan of subdivision for the lands which include any part of Block 7 or any part of Street “D” and the first site plan approval granted for any part of Block 7; and
 - vii. The park within Block 5 will be conveyed to the City upon the first site plan approval granted for any part of Block 5.

8 PUBLIC ART

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

- b) Public art will facilitate expression of community heritage, community identity, cultural diversity, and community values of pride, natural heritage, sustainability and connectivity, and other themes that will contribute to a sense of place and enhance the public realm.
- c) A site-wide comprehensive Public Art Strategy will be submitted to the City for the Site no later than concurrent with the first Zoning By-law Amendment application filed for development within the Site, and will be updated every ten years with the first Zoning By-law Amendment application filed at that time.
- d) The Public Art Strategy will identify conceptual locations for public art installations, as well as broad guidance on potential topics for expression and representation. Public art in these locations may be secured through development approval as an in-kind contribution for the purposes of the Community Benefits Charge.

9 DENSITY

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

- a) An amendment to this SASP will be required where there is any residential redevelopment proposed within the building footprint of the Mall as lawfully existing on <> [NTD: the date this SASP is approved].
- b) Where non-residential redevelopment is proposed on the Mall Block at a scale, intensity, or character which necessitates reconsideration or reconfiguration of local streets, blocks, public works, open space or other public services or facilities, an amendment to this SASP may be required.
- c) Where an amendment to this SASP pursuant to policy (b) above is not required, a Zoning By-law Amendment application may require the submission of a Block Plan in support of the proposed development.
- d) In no event will a development proposal be approved that exceeds the capacity of the physical infrastructure, including transit and the street network, and where the proposed built form does not support the public realm and built form objectives of this SASP.

10 BUILT FORM

The built form policies of this SASP are structured around several key principles, including contextually appropriate transit-orientated development, the creation of distinct districts with varied built form, and the protection of pedestrian comfort along streets, parks and open spaces which will contribute to neighborhood placemaking and a pedestrian-orientated environment.

10.1 General

- a) New buildings will be massed and articulated to fit with the planned character of the four Districts, contribute to a strong sense of place, and create an interesting skyline.
- b) New buildings will frame streets, parks and open space with good proportion and provide consistent built form edges for a regularized streetwall that defines the public realm.

10.2 Setbacks

- a) Development will provide minimum building setbacks from streets, parkland and open spaces as identified on Map J: Minimum Setback Plan.
- b) Minor above- and below-grade encroachments within the building setbacks identified in Map J may be considered through the development review process without amendment to this SASP provided the encroachment does not adversely affect the long-term public realm and sustainability objectives of this SASP.
- c) Development along either side of Private Street G and Private Street I will provide a minimum 24.5 metre base building face-to-building face separation distance.
- d) Development along either side of Triton Road between Block 1 and 2 will provide a minimum 18.5 metre base building face-to-building face separation distance.

10.3 Building Heights

- a) Building types will vary throughout the site and will be comprised of primarily tall buildings and midrise buildings.
- b) The tallest buildings should be directed to three height peak areas, as identified on Map K: Building Heights, with a focus of the tallest height generally at the centre of each height peak area and transition down in height towards the edges of each height peak area.
- c) Tall building height of towers within a block for blocks within height peaks will provide a minimum 5 storey or 15 metres difference in height to help define skyline transition within the height peaks.
- d) Building height between the height peaks will be lower to define the three height peak areas, as identified on Map K. The areas between the height peaks with lower heights will generally be centered around the Mall, Progress Avenue North, south of parkland adjacent to Progress Avenue North, and parkland adjacent to Borough Drive. Building heights shall generally transition down in height from the height peaks towards these areas.
- e) Anticipated height ranges for the Site as shown on Map K will guide the intended built form character for the Site. The heights of buildings will be determined through zoning by-law amendments. An Official Plan Amendment will not be required to permit lesser heights for tall buildings than what is as shown on Map K provided that the built form intent of this SASP, including the height peaks, is maintained.

10.4 Tall Buildings

- a) Tall buildings will be designed and massed to support a comfortable pedestrian realm by ensuring adequate access to sky view, allowing adequate sunlight to penetrate to the street, and ensuring appropriate wind conditions in all seasons.
- b) Tall building placement generally will be staggered across development blocks along the entirety of McCowan Road and Brimley Road through orientation and varying step backs from the base building frontage along these major arterial streets to provide variety in building massing and mitigate wind conditions.
- c) Tall building massing will step-back a minimum of 3 metres between the base building and the tower building face, in accordance with the Tall Building Guidelines. Greater tower step-backs are encouraged for taller buildings within height peaks to mitigate wind downdraft on the pedestrian realm.

- d) Minimum separation between the tower component of tall buildings will be generally 30 metres to:
 - i. provide for a high-quality, comfortable public realm;
 - ii. limit shadow impact on the public realm, including streets, parks, POPS, and plazas;
 - iii. provide appropriate access to natural light and protect privacy for occupants of tall buildings;
 - iv. provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS, and plazas; and,
 - v. limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, POPS, open spaces, and surrounding properties.
- e) Notwithstanding policy (d) above, a minimum separation of 25 metres between the tower component of tall buildings within and between Block 1, Block 2, and Block 4 will be permitted in recognition of smaller block sizes.
- f) The tower component of all tall buildings will have a floor plate that is no greater than 750 square metres. Site-specific exceptions to the maximum floor plate size set out in this policy will be considered in respect of:
 - i. Buildings with a height of 40 or more storeys, as identified on Map K, which are permitted to have a tower floor plate that is no greater than 780 square metres;
 - ii. Buildings with sustainable energy systems that require space for operational equipment within the tower component, which are permitted to have a tower floor plate that is no greater than 765 square metres, subject to demonstration of the need for additional space through the development review process; and
 - iii. Office buildings.

10.5 Base Buildings

- a) Tower base building heights will be appropriately scaled in relationship to the street right of way width and will generally be between 60 to 80 percent of the adjacent right of way width.
- b) Long base buildings are discouraged. Base building length greater than 60 metres will be broken up by changes in building massing and articulation.

10.6 Mid-rise Buildings

- a) Midrise buildings will generally be located outside the height peaks, and predominantly within the Commercial District as shown on Map K.
- b) Development along the south frontage of Progress Avenue North will be predominantly midrise in form, provide a consistent streetwall height, and minimize shadow impact on parkland within the North District.
- c) Midrise buildings will be appropriately scaled in relationship to the width of the adjacent street.
- d) Separation distance between a midrise building and a tall building on the same block or two midrise buildings on the same development block will be a minimum of 20 metres to ensure adequate privacy and sunlight access between units.
- e) Notwithstanding policy (d) above, the separation distance for midrise building to midrise building within Block 10 will be a minimum of 15 metres.

10.7 Low-Rise Buildings

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

10.8 Sun and Shadow

- a) Development will locate density and built form strategically to minimize shadows in order to preserve the utility of parkland and open spaces including POPS, private open spaces and school playgrounds.
- b) Buildings will be located and massed to ensure a minimum of 75 percent of public parkland is in direct sunlight for the following number of consecutive hours between 9:18 am to 6:18 pm from March 21st to September 21st:
 - i. Public parkland on Block 11: 6 consecutive hours
 - ii. Public parkland on Block 12A: 4 consecutive hours
 - iii. Public parkland on Block 16, Block 12B, Block 10, and Block 5: 3 consecutive hours
 - iv. Public parkland on Block 7: 2 consecutive hours

11 CULTURAL HERITAGE RESOURCES

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

- a) A designated heritage property, a property listed on the City's Heritage Register, or a property adjacent to a designated or listed property, will receive additional consideration and design solutions through development to conserve the cultural heritage value and heritage attributes and character of these properties, as determined by a Heritage Impact Assessment.
- b) In addition to (a) above, redevelopment of Block 12B within which 520 Progress Avenue (the Scott House) is located will conserve and enhance the cultural heritage value of the Scott House, including through a site-specific landscape approach on the property surrounding the Scott House which will reference the historic landscape of its farmhouse setting.
- c) In the event of comprehensive redevelopment of the Mall as contemplated by Policy 9(a) and/or 9(b) of this SASP, the historic role of the Mall in the context of the Site, its role in the planning and development of a new Scarborough Town Centre, and in the subsequent economic and cultural life of Scarborough, will be commemorated. The Official Plan Amendment will include:
 - i. A Public Consultation Strategy Report, that will also include in its scope the requirement to gather understandings of how communities have valued the Mall and Site; and
 - ii. An Interpretation Plan that integrates the results of engagement into the narrative of the historical development and impact of the site and establishes the process for commemoration.

12 HOUSING

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

- a) To support the achievement of a complete and inclusive community, a full range of housing including different tenures, unit types and levels of affordability, will be provided throughout the Site to serve a variety of households, including units that are suitable for families with children, larger households, and units designed as accessible for seniors.
- b) To achieve a balanced mix of residential unit types and sizes, development that contains new residential units will be comprised of:
 - i. A minimum of 15 percent of the total number of units as two-bedroom units;
 - ii. A minimum of 10 percent of the total number of units as three-bedroom units; and
 - iii. An additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2- and 3-bedroom units through the use of accessible or adaptable design measures.
- c) Where development provides social housing or other publicly funded/subsidized housing or housing to meet the specialized needs of individuals who do not require multi-bedroom units, such as health care institutions or residences owned and operated by a post-secondary institution, the City may reduce the minimum requirements for two and three-bedroom units as set out in policy (b) above.
- d) Affordable housing units provided in new development on the Site will be encouraged to be of the same type and size as market housing units.
- e) Affordable housing units will be provided at the required rate, if an Inclusionary Zoning By-law comes into force and applies on the Site, prior to or at the same pace as development of market housing units.
- f) Affordable housing units will be integrated into development. Tenants of affordable rental housing units will have shared access to all indoor and outdoor amenity areas on the same terms as tenants of other rental units in the development.
- g) Opportunities for the provision of purpose-built rental housing with mid-range rents, and for exceeding any applicable minimum affordable housing requirements, are encouraged and may be considered wherever residential uses are permitted, including through participation in funding programs offered by the City and/or other levels of government. This could include achieving:
 - i. Deeper levels of affordability or rent-geared-to-income;
 - ii. Longer terms for affordability; and/or
 - iii. A greater number of affordable units.
- h) The owner should make efforts to secure funding and/or partnerships and/or beneficial financing arrangements in support of the provision of affordable housing through Federal (CMHC or otherwise), Provincial, and/or municipal funding programs (such as Open Door or other) so as to maximize the provision of affordable rental housing and/or affordable ownership housing on the Site.
- i) In addition to complete application requirements outlined in Policy 17.6(b)(v), a Housing Issues Report will be submitted for each phase of development of the Site, as identified on Appendix A: Reference Phasing Diagram, with the first Zoning By-law Amendment application for that phase.

This Report will identify the unit mix, unit sizes, and how affordable housing requirements will be addressed within that phase of development.

13 SUSTAINABILITY

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

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

- a) New development and associated streetscape improvements will focus on environmental sustainability through all development applications and is encouraged to meet or exceed the applicable Toronto Green Standard (TGS) version and achieve net-zero emissions.
- b) Development, street and park infrastructure will seek to optimize water conservation, on site filtration and storm water control through approaches such as green roofs, rain gardens, grey water reuse in buildings and irrigation, urban bioswales, underground retention/infiltration, permeable paving and the use of native plant material.
- c) Development will be encouraged to incorporate biodiversity by creating landscape open space habitats that provide a variety of plant species and create habitats that provide shelter, refuge, and food.
- d) Development and streetscape improvements will incorporate sufficient soil volume to ensure growth of large, healthy shade trees; integrate absorption and retention of stormwater and incorporate biodiversity of plant species.
- e) New development that extends the footprint of the Mall as of [insert date of approval] will minimize urban heat island affects and optimize water conservation and biodiversity by incorporating an extensive green roof. An extensive green roof is encouraged on the Mall as a visual focal point of residential development surrounding the Mall.
- f) Development is encouraged to explore a range of sustainability strategies, such as:
 - i. Contribute to the creation of a low carbon thermal energy network (district energy system);
 - ii. Incorporate low carbon renewable thermal energy technologies such as geo exchange, solar thermal systems and heat recovery from sources such as sewers, data centers and industry to reduce greenhouse gas;
 - iii. Integrate on site renewable energy and electricity production to reduce electricity demand;
 - iv. Incorporate materials with reduced embodied carbon emissions; and/or
 - v. Provide backup power for resilience to area wide power outages.
- g) A Green Streets approach will be applied to the design and construction of new public streets, and, where feasible, to the reconstruction of existing streets, to enhance the extent and health of the urban forest, mitigate the local urban heat island effect, manage stormwater runoff to mitigate flooding and increase local biodiversity.

14 COMMUNITY SERVICES AND FACILITIES

The introduction of residential uses and intensification provided for in this SASP will require additional community services and facilities to serve a growing population.

- a) New community service facilities will be required to support and meet the needs of residents and people who work on the Site and will be provided in a timely manner commensurate with growth.
- b) The following community service facilities are City priorities within the Site:
 - i. New child care facilities;
 - ii. New community agency spaces;
- c) Community service facilities will be secured as part of the delivery of each phase of development of the Site as indicated on Appendix A: Reference Phasing Diagram.
- d) The provision of appropriate community service facilities will be monitored as development proceeds. All development proposals will be assessed to determine their impact on both existing and proposed community service facilities.
- e) The co-ordination of joint community facilities among various public agencies is encouraged.

15 PROTECTING FOR POTENTIAL PUBLIC SCHOOLS

- a) The Toronto District School Board may require up to two elementary schools, when and if warranted by student demand, within the portions of the Site planned for redevelopment in Phase B or Phase C as set out in Appendix A: Reference Phasing Diagram. Prospective school locations include Block 10 and Block 13 as shown on Map C, however, the location shall be determined through the development process and may include any lands within Phase B or C.
- b) The following criteria will be considered in the identification of school sites through the development process:
 - i. Each school building will be comprised of approximately 5,100 square metres of indoor space, either located in the base building of a mid-rise or tall building, or a stand-alone building;
 - ii. Each school site will include appropriate outdoor amenity areas, outdoor play space, and student marshalling space within the development lands;
 - iii. Each school may be provided with exclusive access to above grade terraces or rooftops in the event a school building is located in the base building of a mid-rise or tall building within the development lands;
 - iv. Each school site will be located in proximity to a public park, POPS, and/or private open space, with preference for locations that are not separated from these public park(s), POPS, and/or private open space(s) by a public street;
 - v. Each school should provide safe and convenient pedestrian connections; and
 - vi. Wind, air quality, and noise impacts on a school site will be appropriately mitigated in accordance with the policies of this Plan.
- c) In the event a school is located within Block 10:
 - i. the school can be located within a stand-alone building or integrated within a mixed-use development;

- ii. the school will be located in proximity to private open space located within the block;
 - vii. functions related to student pick-up and student drop-off will be directed to Street C; and
 - viii. an additional height of 10 storeys will be permitted for a tall building located at the southwest corner of the block.
- d) The City and Toronto District School Board, and property owners where applicable, may collaborate where appropriate to secure shared use of parks, outdoor play space, schoolyards and school facilities, to pursue greatest utilization for community access and recreational programming.
- e) Toronto District School Board use of parks during school hours may be considered and accommodated through an appropriate shared use agreement which may address, among other matters, shared responsibilities regarding funding, design, maintenance, and governance. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park.
- f) Where shared use of a park is being considered:
 - i. The school must be located in proximity to the park with consideration for student safety; and
 - ii. The design and programming of parks will be determined by the City in consultation with the Toronto District School Board.
- g) As part of a Zoning By-Law Amendment application for the portions of the Site planned for redevelopment in Phase B or Phase C as set out on the Reference Phasing Diagram in Appendix "A", the applicant shall consult with the Toronto District School Board to determine whether or not it requires said lands or portion thereof for a school and, if the Toronto District School Board identifies the need for a school within said lands, the applicant shall provide for a school as a part of the application.
- h) In the event the Toronto District School Board identifies the need for a school within the lands subject to a Zoning By-law Amendment application, the applicant and Toronto District School Board will continue to consult in respect of design of the school through the development review process.
- i) In the event the Toronto District School Board determines that a school is not required within Phase C, the City may identify the non-residential space that may have otherwise been used as a school for an alternative community service facility use at the earliest opportunity in the development review process.
- j) No further consultation with the Toronto District School Board regarding the identification of a location on the Site for a new school shall be required if two elementary schools have been located on the Site.
- k) The gross floor area of school buildings(s) on the Site may be exempted from the calculation of density on the Site.

16 COMMUNITY BENEFITS

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

creation of a complete community, with the first priority community benefit being affordable housing, and community service facilities.

17 IMPLEMENTATION

- a) This SASP should be read as a whole and together with the policies of this Plan to understand its comprehensive and integrative intent as a policy framework for decision making.
- b) In the case of any conflict between the policies of this SASP and the other policies of this Plan, the policies in this SASP will prevail.
- c) The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of infrastructure, facilities, and amenities needed to support intensification of the Site.
- d) The City may pass Zoning By-laws, approve Plans of Subdivision, and approve revisions to Map C: Block Plan to permit the development of the Site provided development applications meet all applicable policies and legislation. The City may enter into agreements pursuant to the *Planning Act*, such as agreements authorized under Section 51, and the *City of Toronto Act, 2006*, as amended, to secure matters required to support the development provided for by this SASP.
- e) The City may, at its discretion, require easements in respect of private land in order to secure public access to private streets and the privately-owned publicly accessible open spaces (POPS) identified in this SASP through the development review process. In all cases, the private streets and POPS contemplated under this SASP will be constructed and maintained by the owner.

17.1 Coordinated Development

- a) Municipal servicing infrastructure includes the water distribution system, sanitary sewers and storm sewers. Intensification of the Site will be supported by improvements to servicing infrastructure both within and outside the Site.
- b) The Our Scarborough Centre Secondary Plan Study (OurSC Study) servicing report titled Municipal Servicing Review Our SC: Scarborough Centre Secondary Plan" ("MSR") will provide a planning level assessment of servicing infrastructure to support assumptions for growth and development within the Scarborough Centre-Secondary Plan area. The MSR will serve as a strategic document that guides development and will be a technical resource for the review of development applications within the Site.
- c) A Block Plan for the Site, as contemplated by Section 17.3 of this SASP and Map C: Block Plan, will ensure comprehensive and coordinated development.
- d) New development will not exceed the capacity of existing municipal servicing infrastructure. Intensification of the Site will be supported by upgrades to the municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and/or improvements to existing municipal servicing infrastructure, and/or new municipal servicing infrastructure, where appropriate, to provide adequate capacity, will be secured pursuant to the development approval process.
- e) New development will manage stormwater on-site and will not rely on stormwater management facilities located within the public realm. New Development will include stormwater management methods to address existing Site impacts on the environment resulting from surface parking and to manage future development in an environmentally responsive manner.

- f) The Scarborough Centre Transportation Master Plan (SCTMP) focuses on balancing modes of transportation and land uses and enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour. The SCTMP, and updates to it, forms the basis for the transportation infrastructure required to support growth envisioned in Scarborough Centre, including the Site, and provides additional detail on the improvements to mobility. The SCTMP, which satisfied Phase 1 and 2 of the Municipal Class EA Process, should be read in conjunction with this section. The Travel Demand Management strategies in this Plan promote a range of viable travel options and encourage sustainable travel behaviours, including addressing modal split and parking, promoting active transportation, minimizing parking demand, and integrating with existing networks.
- g) The planned street network, as shown on Map B: Structure Plan and Map F: Street Network, will provide a fine grain of streets to improve connectivity for pedestrians, cyclists, and vehicles, and enhance access to/from, through and within the Site.
- h) The phasing of the transportation system for the Site, including public realm improvements and necessary infrastructure requirements, will be coordinated and will be secured by Subdivision Agreement(s) which will provide for phasing of the transportation system over time. New segments and realignment of the public street network will be implemented so that the functional integrity of the transportation system is maintained at all times.
- i) Multi-modal Transportation Impact Study updates and Parking Management Program will be required for each new development application, to account for changes in modal split and demand over the period of build-out of the Site.
- j) Improvements to the pedestrian and cycling network on the Site and connections to surrounding neighbourhoods will be provided, as shown on Map G: On-Street Cycling Network and Map H: Active Transportation Connections and implemented through the development of the Site.
- k) Development and public infrastructure projects adjacent to the planned subway station and bus terminal identified on Map B: Structure Plan and Map F: Street Network, will recognize and consider local and regional transit system infrastructure needs. Where necessary, new developments adjacent to the planned subway station and bus terminal may be required to implement infrastructure requirements, such as at- and below-grade enhanced pedestrian connections, where appropriate, cycling connections at-grade, and below-grade infrastructure such as knock-out panels, to support major transit projects.
- l) Complete streets and green streets approaches will be applied to the design and construction of new public streets, and where feasible to the reconstruction of existing streets, to enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding. As part of new development applications, cross-section and landscape plans will be required demonstrating the active transportation and green street elements required by this SASP.
- m) Development will coordinate and implement infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate) including the provision of new servicing and new transportation infrastructure where required to support new development.
- n) Owners of land within the Site are encouraged to enter into agreements with other landowners, as appropriate, which address respective responsibilities regarding coordination, provision, financing, cost-sharing, front ending and/or phasing of infrastructure for servicing required to support development of the Site.

17.2 Phasing

- a) Development will be sequenced, generally as shown on the Reference Phasing Diagram in Appendix A, to ensure the policies of this Plan are met for each phase of development. The Reference Phasing Diagram in Appendix A is for information purposes only and may be revised without amendment to this SASP, provided the general intent and purpose of the SASP is maintained and the timing and delivery of public infrastructure is acceptable to the City.
- b) Development and studies in support of development will be guided by the Municipal Servicing Review Our SC: Scarborough Centre Secondary Plan” (MSR), Scarborough Centre Transportation Master Plan (SCTMP), the Scarborough Centre Public Art Master Plan, and other relevant City-initiated Master Plans and studies that are applicable at the time of future development.
- c) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, and parkland will be addressed pursuant to the development approval process and secured by agreements authorized by the *Planning Act* and the *City of Toronto Act, 2006*.
- d) A Reference Phasing Diagram will be submitted to the City concurrent with the first Zoning By-law Amendment application within the Site (excluding Block 2) and will be updated and resubmitted with each subsequent Zoning By-law Amendment application and Draft Plan of Subdivision Application in order to confirm the intended phasing for the Site at the time of the subject development application.

17.3 Block Plan

- a) Development will occur generally within the blocks shown on Map C: Block Plan for the Site.
- b) Subject to approval by the City, the Block Plan may be revised without the requirement for an amendment to this SASP, provided:
 - i. The revisions are generally consistent with the Reference Phasing Diagram attached in Appendix A as updated from time to time;
 - ii. the general intent and objectives of the Block Plan and the policies of this SASP are maintained, and the timing and delivery of public infrastructure is acceptable to the City; and
 - iii. the proposed revision to the Block Plan is made concurrently with and is related to the subject Draft Plan of Subdivision and/or Zoning By-law Amendment application that is submitted for any part of the Site.

17.4 Holding Provisions

- a) City Council may enact a zoning by-law pursuant to Section 34 and 36 of the *Planning Act*, with an ‘H’ holding symbol in respect of the residential uses within the Site.
- b) In order to appropriately sequence development within the Site and/or to phase and otherwise address the orderly development of the Site, a Zoning By-law or Zoning By-laws for the Site may incorporate a Holding (H) symbol pursuant to section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates an ‘H’ holding symbol, it will specify both the use of the lands and buildings that are permitted upon the removal of the ‘H’ Holding symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the ‘H’ Holding symbol.

- c) The use of Zoning By-law(s) and/or conditions of draft approval for the Site, and any amendments thereto, will define and incorporate the conditions that must be satisfied prior to the removal of the 'H' Holding symbol and/or registration of a plan. In addition to those conditions identified in Section 5 of the Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a 'H' Holding symbol and/or registration of a plan may include:
 - i. Entering into a financially secured agreement under Section 51 of the Planning Act;
 - ii. Construction of or securing agreements for required new and/or upgrades or improvements to existing municipal infrastructure, including water, sewer, stormwater infrastructure and energy provision networks to support existing conditions, recently approved developments, new development and planned growth;
 - iii. Construction of or securing agreements for required public streets and appropriate transportation infrastructure and network improvements, inclusive of transit, having regard to the Scarborough Centre Transportation Master Plan and related updates, in order to provide sufficient multi-modal transportation capacity to support existing conditions, recently approved developments, and new development;
 - iv. The substantial completion of an environmental assessment pursuant to the *Environmental Assessment Act*;
 - v. Conveyance of new parkland;
 - vi. Provision of school(s);
 - vii. Construction of or securing community facilities; and
 - viii. Confirmation of funding or financing of transportation infrastructure, servicing infrastructure, and parks required to support the development.
- d) City Council may remove the Holding (H) symbol from all or some of the lands it is subject to only when the associated conditions have been satisfied and matters are appropriately secured through a planning process pursuant to the *Planning Act* and/or the *City of Toronto Act, 2006*, as amended.

17.5 Draft Plan of Subdivision

- a) New residential development, including the passing of an implementing Zoning By-law, will not proceed prior to the approval of Draft Plan(s) of Subdivision for the associated lands which implement(s) the Public Street network, blocks, and parks contemplated by this SASP, subject to parkland phasing policies in Section 7.3 above.
- b) Applications for Plan of Subdivision within the Site will comply with the statutory complete application submission requirements of the *Planning Act*, the Plan and the requirements of Appendix B to this SASP;
- c) Division of land will be in conformity with this SASP and will create land parcels that facilitate development consistent with the intent of this SASP;
- d) Applications for Plan of Subdivision within the Site will be submitted with corresponding applications for Zoning by-law Amendment.

17.6 Zoning By-law Amendment(s)

- a) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure, community services, and parkland, are available to accommodate proposed development on the Site.
- b) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in the Plan and those identified in Policy 17.2(d) immediately above, the following are also required for each Zoning By-law Amendment application:
 - i. A Multi-Modal Transportation Impact Study (MMTIS), which identifies the demands and impacts of development and includes a Transportation Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development. The MMTIS will include reporting on monitoring outcomes of TDM measures from earlier phases of development of the Site on transit, cycling, pedestrian, and vehicular traffic patterns, and any recommended refinements to TDM strategies and transportation system. The MMTIS must demonstrate prior to the approval of any Zoning By-law Amendment, that there will be sufficient transportation capacity available to accommodate additional site generated trips for all modes of travel through TDM strategies or off-site improvements, including the potential for higher-order transit;
 - i. A Functional Servicing Report, inclusive of a Stormwater Management Report, based on the MSR and which incorporates recommendations of MSR, which will address the delivery of key internal and external water, wastewater and stormwater management facilities required to support the development;
 - ii. An updated Phasing Reference Diagram identifying, among other matters, the orderly progression of development blocks, associated public streets, and parks and open space within the Site;
 - iii. An updated Design Brief (including parks and open space strategy, street network strategy, built form strategy, public art strategy, and sustainability strategy) for the Site;
 - iv. An updated Community Services and Facilities Study for the Site; and
 - v. An updated Housing Issues Report for the Site.

For greater clarity, the list of studies and reports referred to in this policy is not a comprehensive list of all required reports and studies that may be requested as part of an application for Zoning By-law Amendment. The complete application requirements of the Official Plan continue to apply, which may also be supplemented by further reports and studies as may be identified in accordance with the list above.

17.7 Reconfiguration of the Existing Streets

- a) Progress Avenue, former Borough Drive East, Corporate Drive, and the McCowan off-ramp (in their existing alignment as of [the date of this SASP] and shown on Map A) are included within the Site for the purposes of this SASP. Existing rights-of-way for these streets, identified as “Existing Street Right-of-Way” and partially shown within Block 2, Block 3, Block 4, Block 5, Block 7, Block 10 and Block 14 on Map C: Block Plan, are City-owned land.
- b) Subject to approval from City Council, the portions of Progress Avenue that are partially shown within Block 2, Block 7, Block 10, and Block 14 on Map C are anticipated to be planned as follows:

- i. Within Block 7 and Block 10, portions of City-owned existing street right-of-way lands will be converted to public parkland purposes;
 - ii. Those City-owned existing street right-of-way lands which are not converted to public parkland purposes within Block 7 and Block 10 may be declared surplus and may form part of Blocks 7 and Block 10 on the Site for the purpose of development, at the discretion of City Council; and
 - iii. Within Blocks 2 and 14, City-owned existing street right-of-way lands may be declared surplus and form a part of Block 2 and Block 14 on the Site for the purpose of development, at the discretion of City Council.
- c) Subject to approval from City Council, the portions of Borough Drive East that are partially shown within Block 4 and Block 5 on Map C are anticipated to be planned as follows:
 - i. Within Block 5, City-owned existing street-right of way lands will be converted to public parkland purposes; and
 - ii. Within Block 4, City-owned existing street right-of-way lands may be declared surplus and may form part of Block 4 on the Site for the purpose of development, at the discretion of City Council.
- d) Subject to approval from and at the discretion of City Council, the portions of Corporate Drive and the McCowan off-ramp that are partially shown within Block 3 on Map C may be declared surplus and form part of that development block, at the discretion of City Council.
- e) Notwithstanding policies (b), (c), and (d) above, the provisions of this SASP in no way fetter the discretion or authority of the City in the sale, control, and disposition, of their lands which are partially shown within Blocks 2, 3, 4, 5, 7, 10 and 14 on Map C for any purpose it deems appropriate.
- f) Notwithstanding the designation of City-owned right-of-way lands as parkland pursuant to this SASP, the Parks and Open Space policies of this Plan will be applied following the conversion of City-owned right-of-way lands to public parkland purposes as contemplated by this SASP.

Schedule 1

The City is preparing an updated excerpt of Map 3 which
designates Progress Avenue North and East as a 30m right-of-way



**Official Plan Map 3: Right-of-Way Widths
Associated with Existing Major Streets**

300 Borough Drive, 1755 Brimley Road,
400 to 580 Progress Ave,
and 350 Town Centre Court

File # 21 206885 ESC 21 OZ



Not to Scale

Schedule 2

The City is preparing an updated excerpt of Map 19 which redesignates parts of the Site from Mixed Use Areas to Parks, as indicated on Map I: Open Space Network



300 Borough Drive, 1755 Brimley Road,
400 to 580 Progress Ave,
and 350 Town Centre Court

Official Plan Map 19: Land Use Map

File # 21 206885 ESC 21 OZ



Not to Scale

Schedule 3

The City is preparing an update to Map 5-1 of the Scarborough Centre Secondary Plan which identifies a new Site and Area Specific Policy Area for the Site



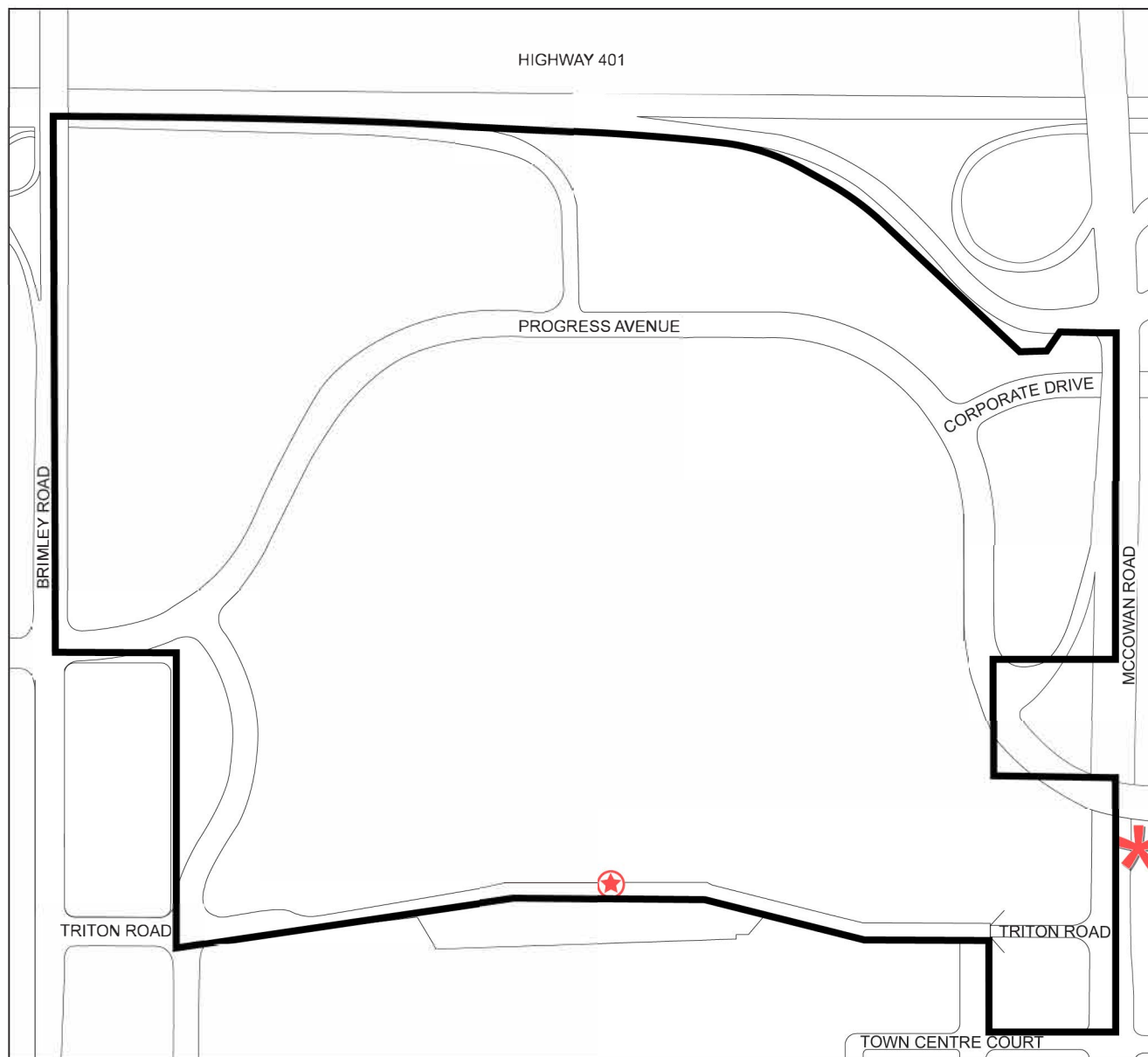
**Scarborough Centre Secondary Plan
Map 5-1, Urban Structure**

300 Borough Drive, 1755 Brimley Road,
400 to 580 Progress Ave,
and 350 Town Centre Court

File # 21 206885 ESC 21 OZ



Not to Scale



Map A - Site Boundary

300 Borough Drive, 1755 Brimley Road,
400 to 580 Progress Ave,
and 350 Town Centre Court

File # 21 206885 ESC 21 OZ

- Subject Site
- * Planned Transit Station
- ★ Existing Bus Terminal



Map not to scale



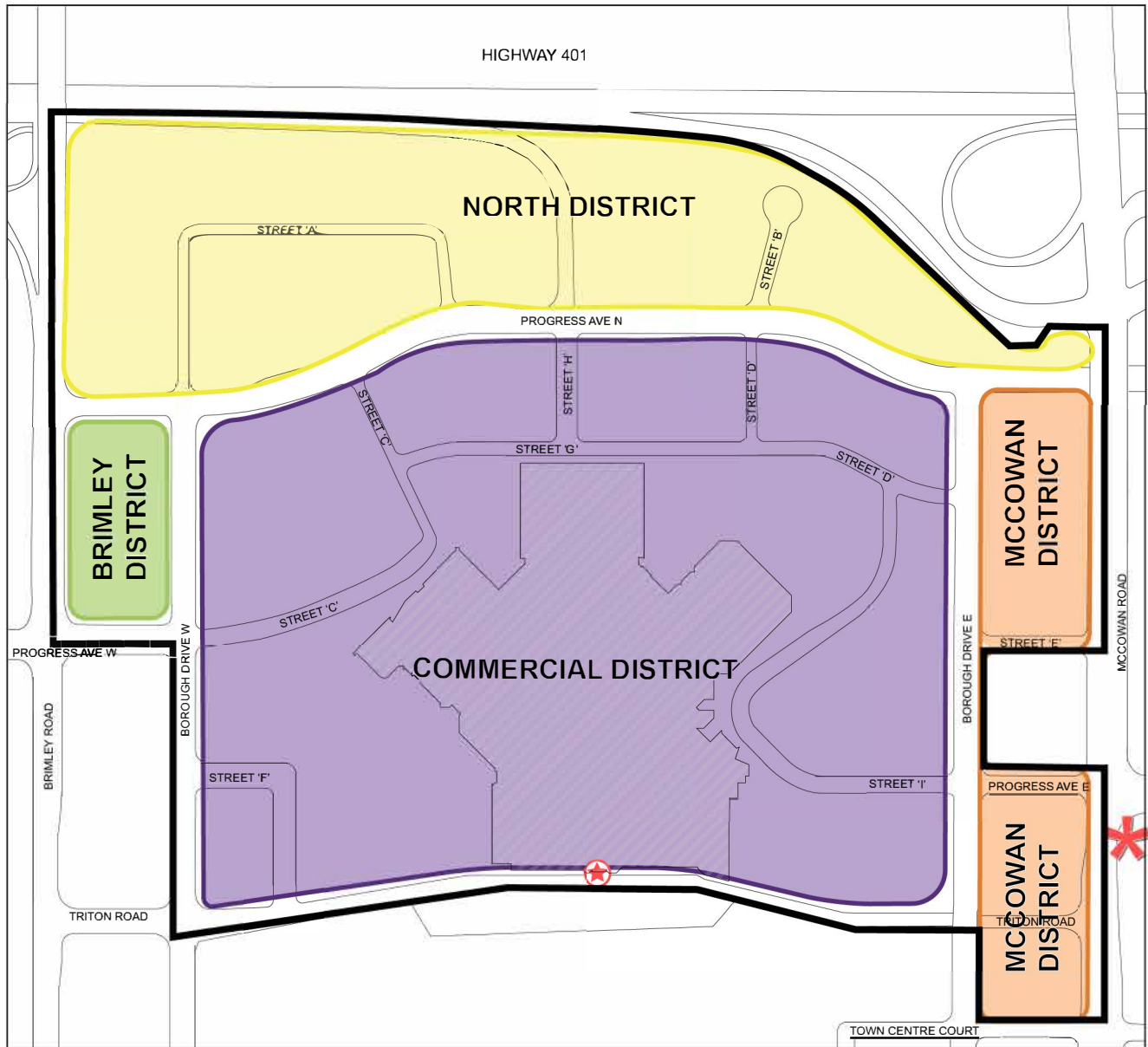
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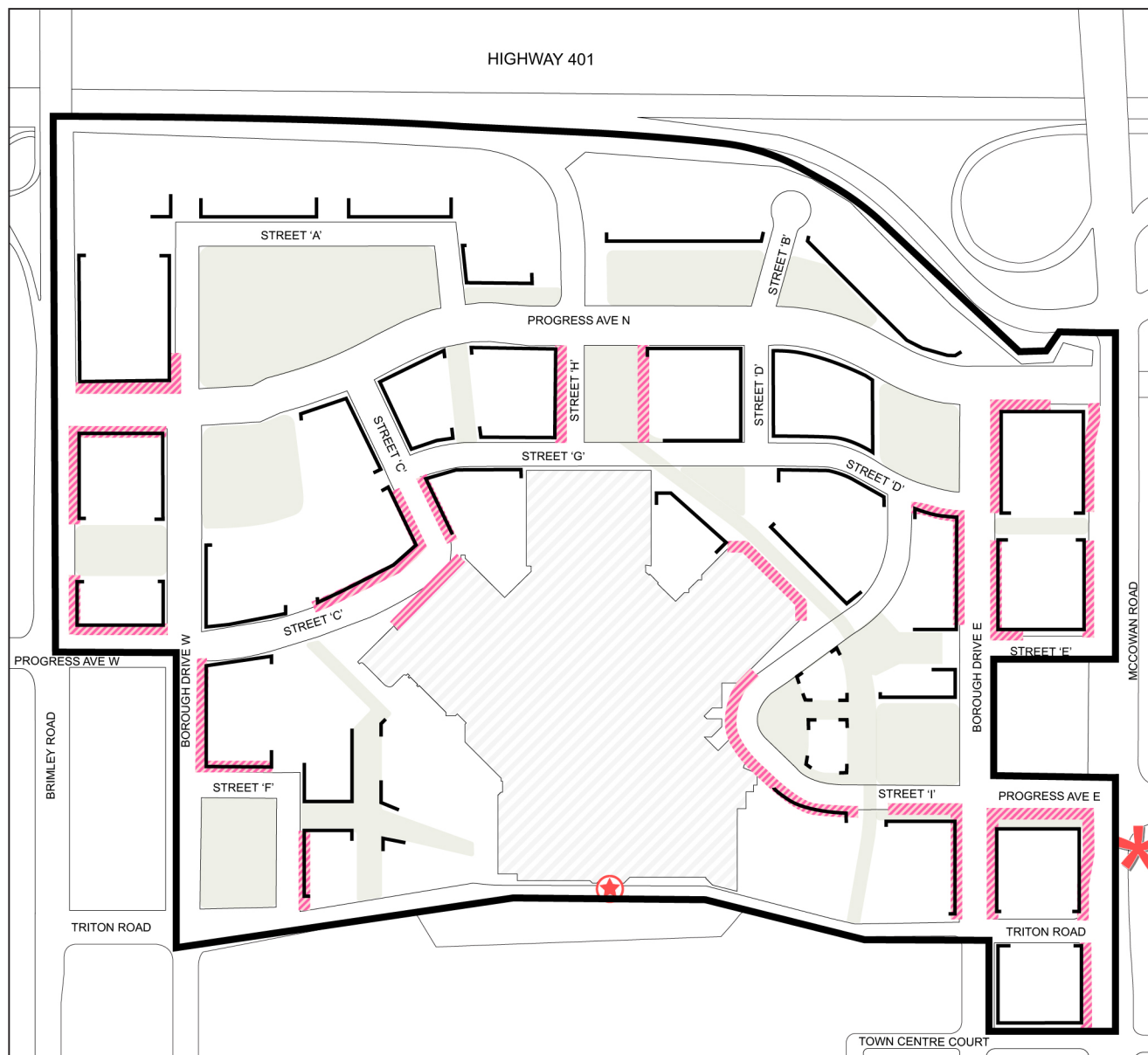


- Subject Site
- Shopping Centre
- * Planned Transit Station
- ★ Existing Bus Terminal
- Block Boundary
- Existing Street Right-of-Way

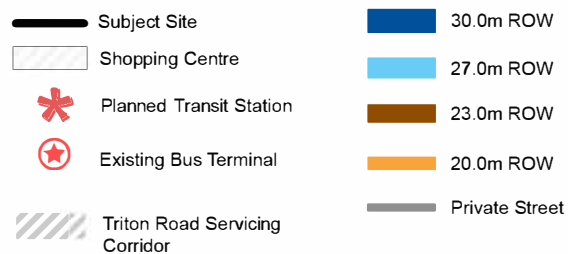
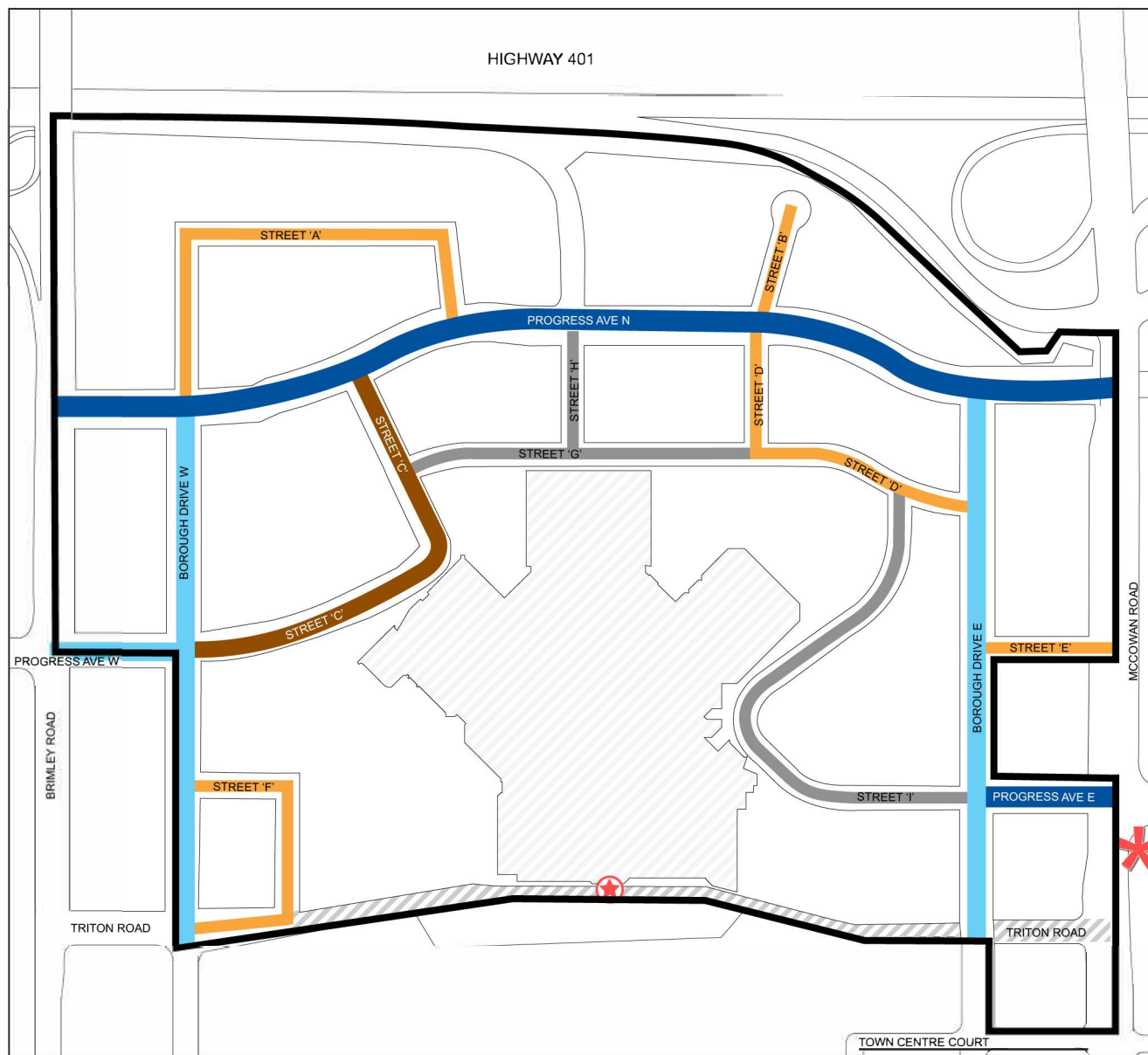


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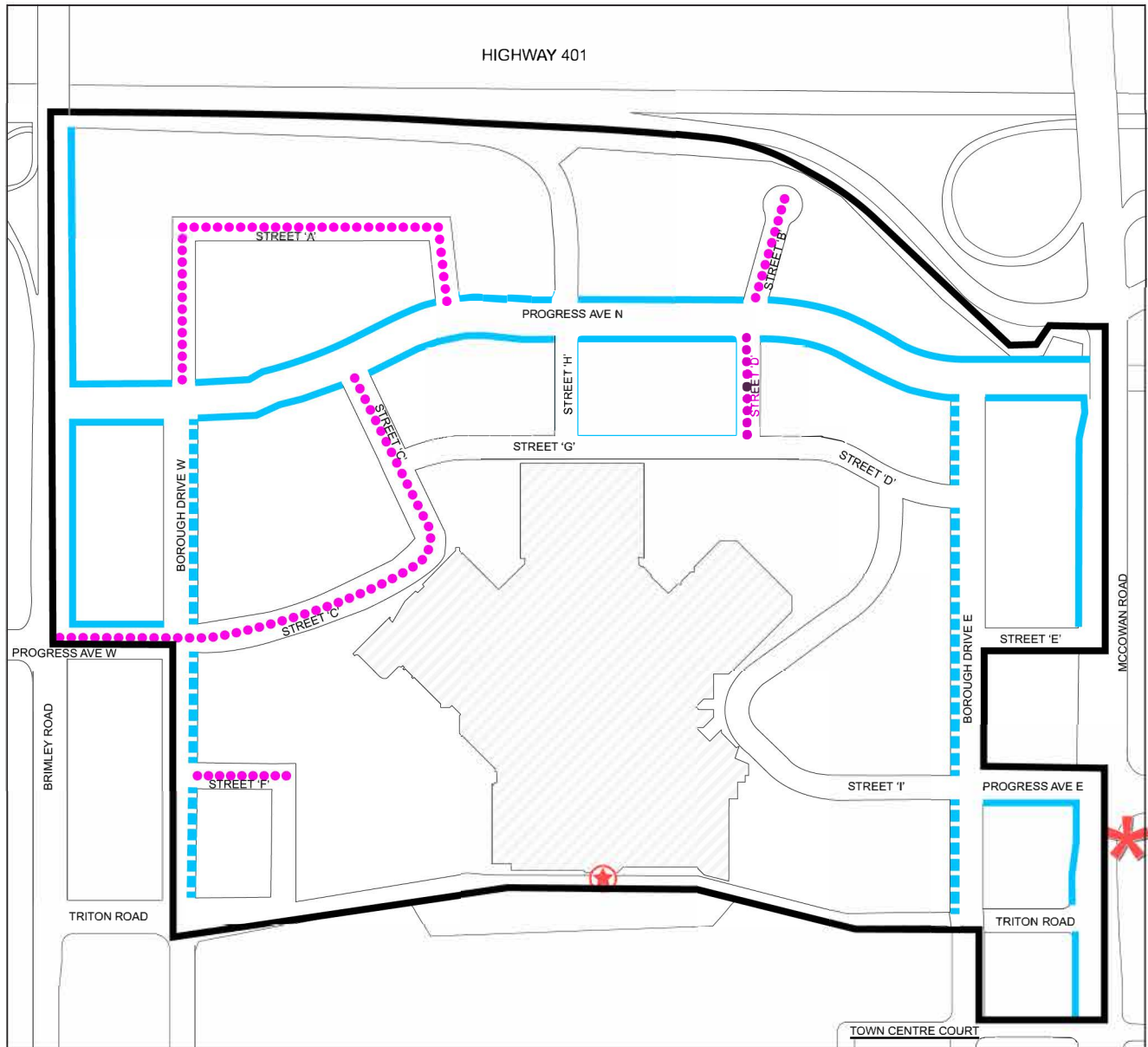




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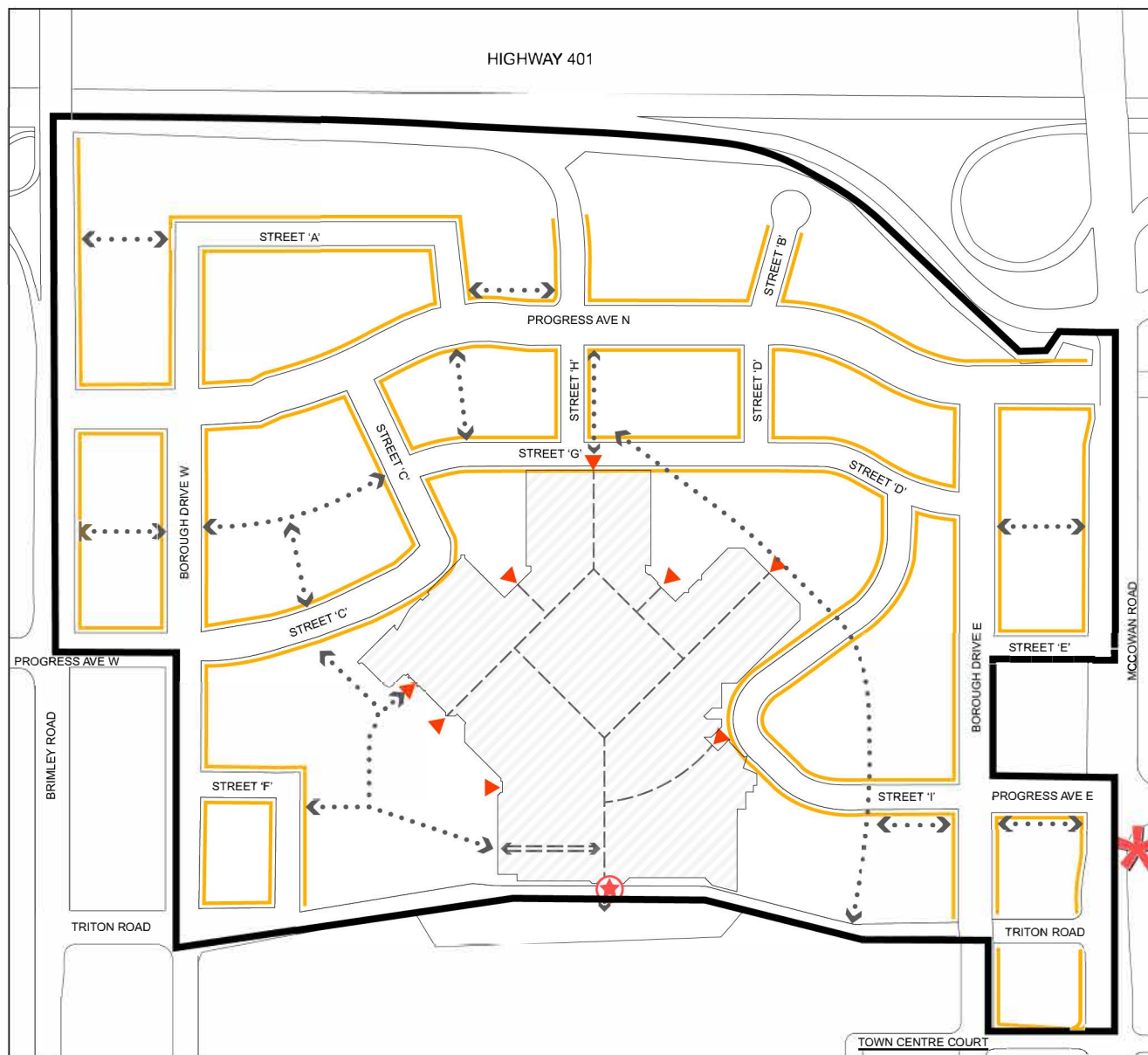
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- Subject Site
- Shopping Centre
- ✱ Planned Transit Station
- ★ Existing Bus Terminal
- Cycle Track: Two-way
- Cycle Track: One-way
- Cycling Facility - Subject to Detailed Design



Map not to scale



300 Borough Drive, 1755 Brimley Road,
400 to 580 Progress Ave.,
and 350 Town Centre Court

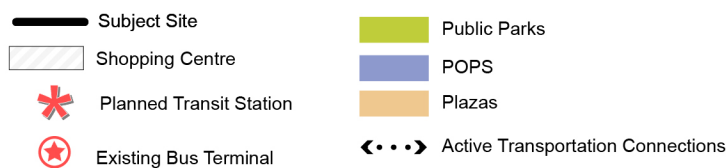
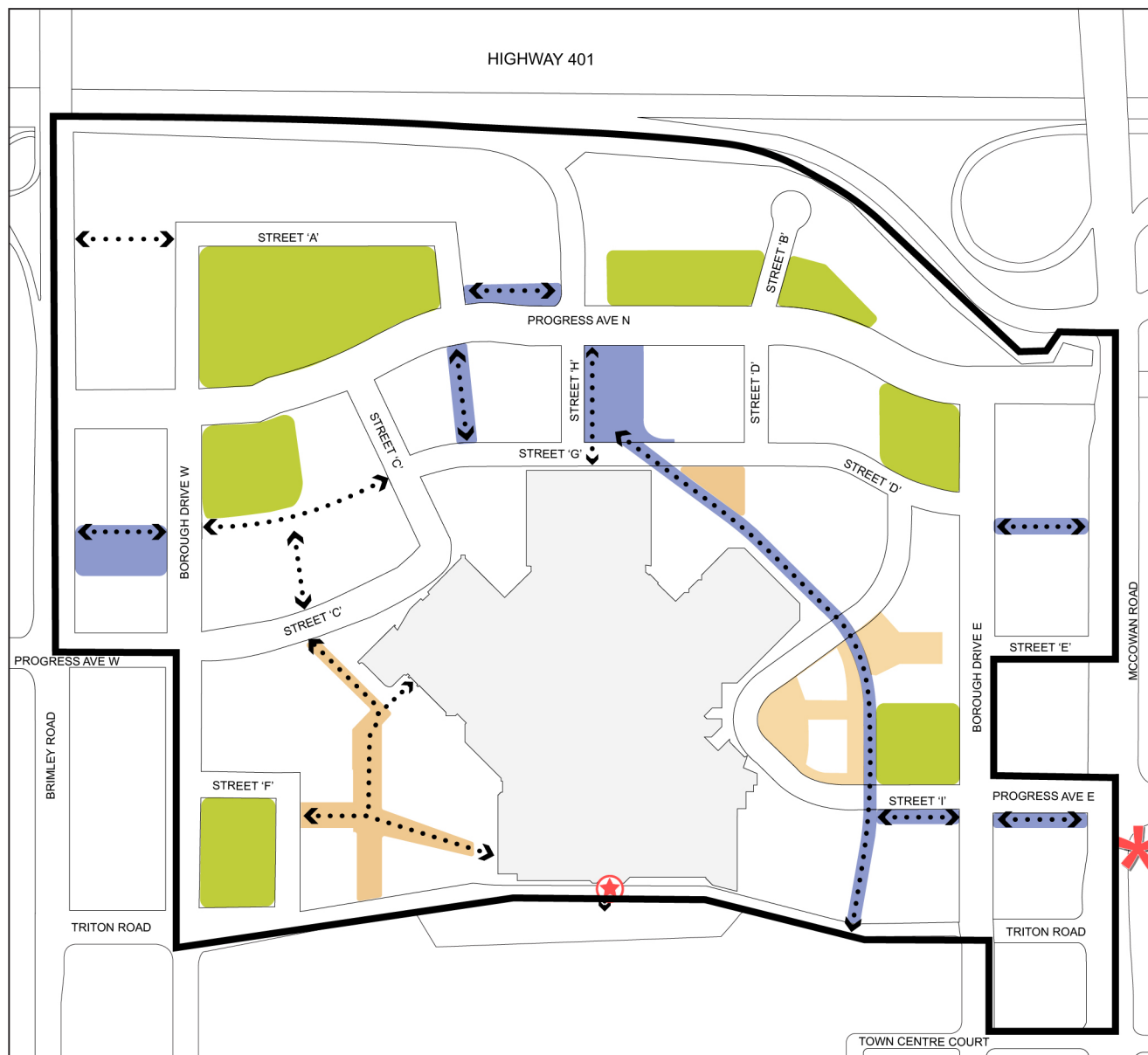
Map H - Active Transportation Connections

File # 21 206885 ESC 21 OZ

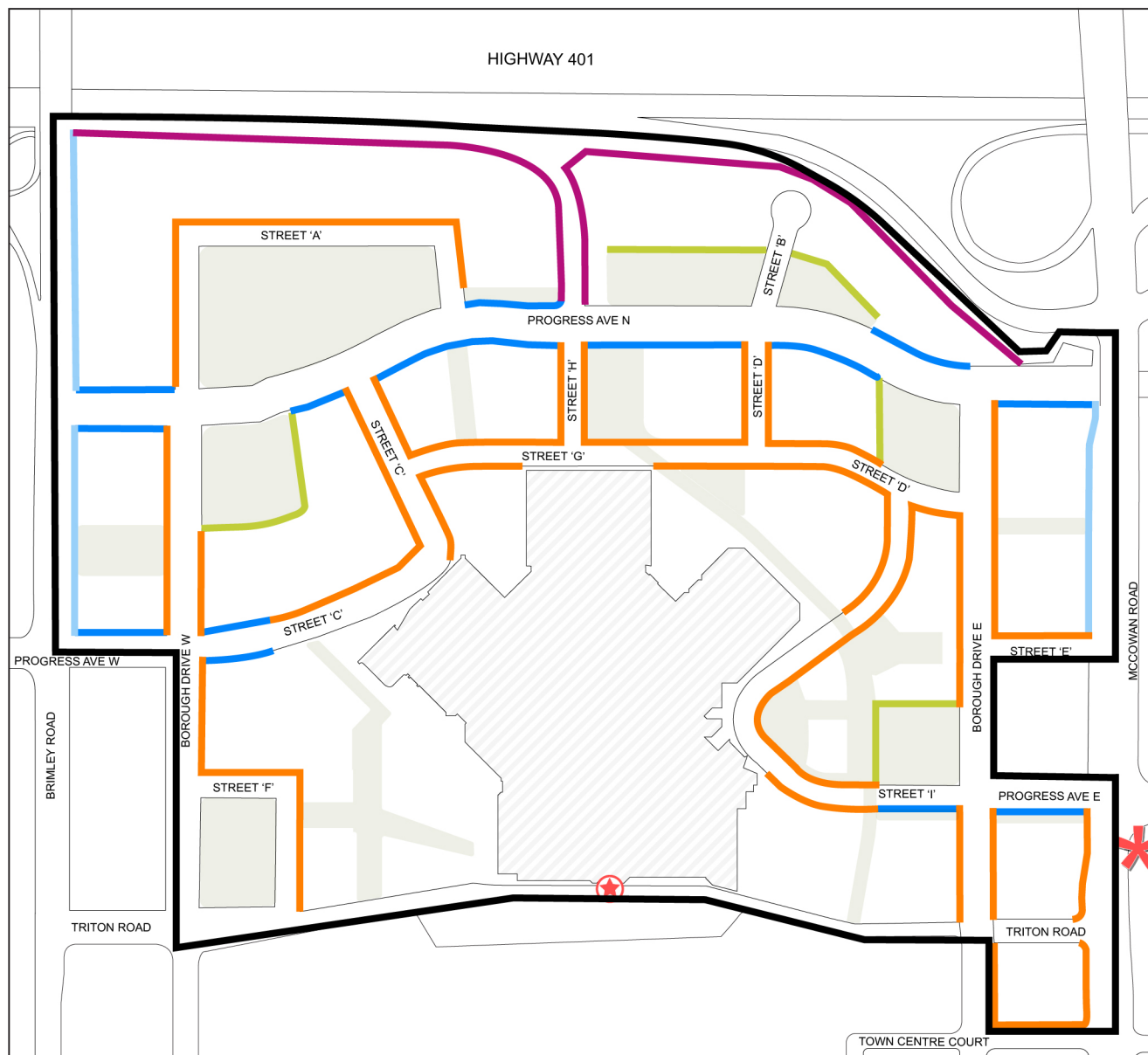
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|------------------------------------|------------------------------------|
| Subject Site | Existing Internal Mall Connections |
| Shopping Centre | Future Internal Mall Connections |
| Planned Transit Station | Existing Shopping Centre Entrance |
| Existing Bus Terminal | Active Transportation Connections |
| Sidewalk (within the right-of-way) | |



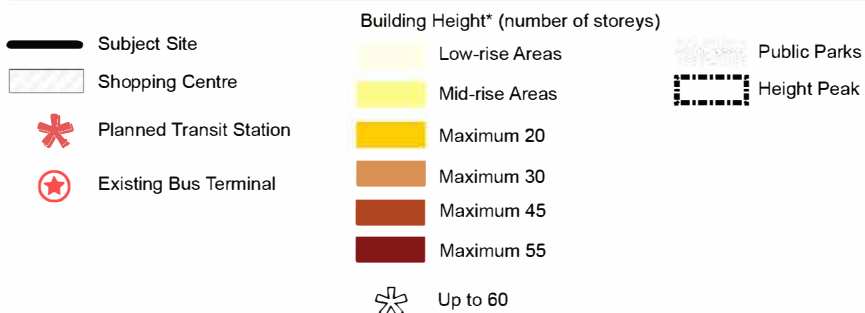
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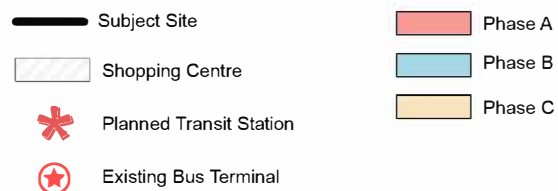
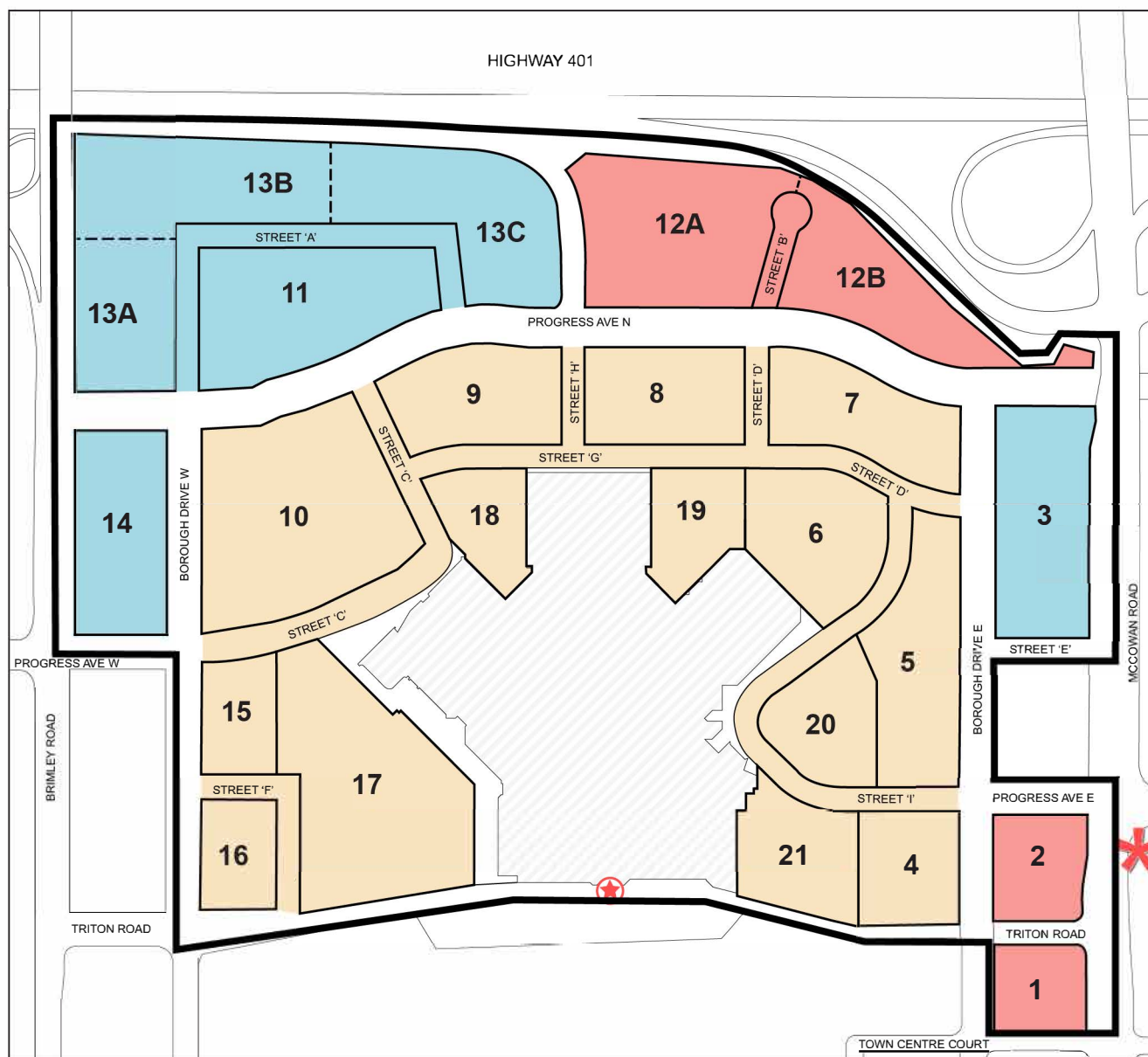


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APPENDIX B

Plan of Subdivision

Applications for Plan of Subdivision within the Site will comply with the statutory complete application submission requirements of the *Planning Act*, the Plan, and the following:

1. A plan indicating the location, elevations, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the Site required to serve the existing and incremental vehicular traffic created by the development provided for by this SASP.
2. A plan and description of lands to be conveyed to the City for proposed public highways.
3. A plan indicating the location, elevation, dimensions and intersection details of all existing and proposed sidewalks adjoining the existing and proposed streets in the block(s) required to meet the needs of pedestrians travelling in and through the block(s) as a result of development provided for by this SASP.
4. A description of the general treatment of all public sidewalks and public streets, referred to above, including:
 - Paving materials;
 - Street trees;
 - Street lighting including pedestrian scale lighting; and
 - The general location of street furniture.
5. Functional Servicing Report
 - Infrastructure within the block(s) to support development; and
 - Infrastructure outside the block(s) and within the Site to support development.
6. A plan and description of the location, dimensions and areas of any lands to be conveyed to the City for parks purposes in conjunction with the development of the block(s).
7. A description of the phasing of construction within the block(s), including the phasing of key infrastructure construction, to ensure that the provision of servicing remains on pace with the orderly development of the block(s). When municipal services or infrastructure are identified as required external to the Site, the phasing description will demonstrate the cost effective and efficient implementation of this external infrastructure and its relationship to the planned intensification for Scarborough Centre.
8. Traffic Impact Assessment and Quantitative multimodal transportation assessments and site related mitigation measures.
9. Infrastructure Costing Analysis.