

**5. SCARBOROUGH CENTRE SECONDARY PLAN**

DRAFT

## **TABLE OF CONTENTS**

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#### **TABLE OF CONTENTS**

1. INTERPRETATION
2. CONTEXT
3. VISION & GUIDING PRINCIPLES
4. AREA STRUCTURE
5. LAND USE, DENSITY & ECONOMY
6. PUBLIC REALM
7. BUILT FORM
8. MOBILITY
9. SUSTAINABILITY
10. HOUSING
11. COMMUNITY SERVICES & FACILITIES
12. SERVICING
13. COMMUNITY BENEFITS
14. IMPLEMENTATION

#### **LIST OF MAPS**

- MAP 5-1: SECONDARY PLAN AREA BOUNDARY  
MAP 5-2: STRUCTURE PLAN  
MAP 5-3: DISTRICTS PLAN  
MAP 5-4: LAND USE PLAN  
MAP 5-5: ACTIVE COMMERCIAL USES AT-GRADE  
MAP 5-6: STREET NETWORK  
MAP 5-7: STREET RIGHT-OF-WAY WIDTHS  
MAP 5-8: CYCLING NETWORK  
MAP 5-9: PARKS AND OPEN SPACES  
MAP 5-10: BUILDING SETBACKS  
MAP 5-11: BUILDING HEIGHTS

## **1. INTERPRETATION**

- 1.1 The policies of the Scarborough Centre Secondary Plan (the "Plan") apply to the area shown on Map 5-1 Secondary Plan Area Boundary, which is referred to as the "Plan Area" in this Plan.
- 1.2 Paragraphs that are listed by number and/or letter in Sections 2 to 13 contain the policies of this Secondary Plan. Other paragraphs provide the context and intent of the policies.
- 1.3 The policies of this Secondary Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for decision making.
- 1.4 While some policies of this Secondary Plan refer to other policies for ease of use, these cross-references do not take away from the need to read the Plan as a whole to properly understand a specific policy. There is no implied priority in the order in which the policies appear.
- 1.5 City of Toronto Urban Design Guidelines adopted by City Council will continue to be used to supplement the review and evaluation of development proposals submitted in the Secondary Plan area but are not policy. Guidelines to be used will be contextually specific to the development site and type of development proposed.

## **2. CONTEXT**

Scarborough Centre is one of four designated Centres in the City serving as its eastern gateway. It is also the core of an established employment corridor along Highway 401 and serves as a destination point for surrounding communities; with a regional mall, municipal and federal government services, and a variety of recreational, educational and community services.

As a mixed-use area, it has undergone several periods of growth, providing an important mix of retail, government, institutional, cultural, employment and residential uses. It is a focal point of transit; at the hub of local and inter-regional surface transit lines.

This Plan replaces the 2005 Secondary Plan. It provides a land use and development framework that supports the significant public investment in the Scarborough Subway Extension ("SSE"), guides future growth, and encourages city building that creates a vibrant, resilient and sustainable urban node. The SSE, with a planned station in Scarborough Centre, along with a network of surface transit, will be a catalyst to aid in the continued transformation of the Plan Area's current auto-oriented landscape into a mixed-use, transit-supportive urban community over the coming decades.

Based on the planning and development framework set out in this Plan, Scarborough Centre has the potential to accommodate significant growth, both residential and commercial, with an estimated 64,000 residents and 27,000 workers. The development levels rely on and are supported by the SSE, a network of surface transit, and a fully integrated street network.

The vision for Scarborough Centre is to provide a connected, accessible, transit-oriented, diverse, complete community, with a focus on providing a full range of housing in terms of tenure and affordability, employment generation, design excellence, parkland, community services, sustainability and climate mitigation and resilience. The Plan Area will be supported by an improved network of Parks, open spaces and pedestrian amenities that will introduce greenery, landscaping and welcoming public spaces that invite residents, workers, and visitors to explore and interact within its distinct neighbourhoods.

### 3. VISION & GUIDING PRINCIPLES

Growth in the Secondary Plan Area will be guided by the vision and guiding principles described below. The vision and guiding principles for Scarborough Centre were developed through engagement with residents, businesses, and local groups – and build on the area's history and existing assets.

#### Vision

- 3.1 Scarborough Centre is the heart of Scarborough: an important civic and economic hub that will evolve into a transit-oriented community focused on the new Scarborough Centre Transit Station ("SC Transit Station").

Scarborough Centre will be a place to live, work and play, with compatible land uses and development supported by a vibrant, safe and interconnected public realm made up of a robust network of local *Parks* and open spaces. It will be a complete and inclusive community supported by a range of housing options and easily accessible community services.

Sustainability, resiliency, cultural diversity and inclusivity will be recognized and celebrated. Scarborough Centre's Indigenous cultures and histories, and multicultural diversity, will be the cornerstones of all new initiatives in the area.

#### **Sidebar: Complete Communities**

This Secondary Plan encourages the development of a complete community in Scarborough Centre. 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 spaces, and community service facilities while including the physical infrastructure and natural infrastructure to support it all.

The Vision will be achieved through the implementation of this policy framework, plans of subdivision, area specific zoning by-laws, Transportation and Servicing Master Plans, and the Urban Design Guidelines.

## **Guiding Principles**

- 3.2 To support the Vision of Scarborough Centre, the Plan Area will be informed by the following Guiding Principles:

### **3.2.1 Create Distinct Districts with a Varied Built Form**

The Plan Area will feature Districts unique in character and support a range of uses and mix of building types, with heights and densities organized in a harmonious and attractive manner. Each district will feature its own distinct street and block configurations and open space layouts. The highest densities will be located around the SC Transit Station to support the significant public investment in infrastructure. Landmark buildings and the conservation of cultural heritage resources will reinforce and contribute to the identity of Scarborough Centre as a modern and dynamic place.

### **3.2.2 Create a Vibrant and Exciting Place**

The Plan Area will be a vibrant and exciting place with a high-quality and engaging public realm and a well-distributed network of *Parks*, open spaces and connections that serve as anchors of community life. Strategically placed retail will help enhance vibrancy and attractiveness of streets and public spaces. The design of the public realm will strengthen community identity through placemaking, providing opportunities for social interaction and recreation.

### **3.2.3 Create a Complete Community with a Diverse Mix of Activities**

The Plan Area will be a liveable, vibrant and complete community where a diverse mix of housing options, a range of employment uses, community service facilities, *Parks* and open spaces, and arts and culture are planned for. A well integrated and pedestrian oriented street network will ensure that these uses can be easily accessible within a 15-minute walking or cycling distance. It will support quality of life, economic vitality, and human health in mixed use and transit-supportive neighbourhoods, ensuring

people of all ages, incomes and abilities have convenient and walkable access to their daily needs and basic amenities.

#### **3.2.4 Create Quality Parks and Open Spaces**

The Plan Area will provide new *Parks* and open spaces that contribute to an expanded public realm and a complete community by providing a broad range of amenity for people living, working and visiting Scarborough Centre. These spaces will be accessible, functional, connected, and resilient as guided by the City's Parkland Strategy. The Secondary Plan policies will protect, enhance and expand the natural heritage system, including Frank Faubert Woodlot and East Highland Creek, while improving access and connectivity of these vital green spaces.

#### **3.2.5 Create a Connected Community**

The policies of this Plan will ensure the Plan Area evolves to foster the movement of people and goods safely, sustainably and efficiently. Supported by new transit infrastructure, the Plan Area will be accessible, green and pedestrian friendly for all users. Improving existing streets and creating new connections will enhance access and comfort for all modes of transportation, reducing the time and effort required for people to travel to and from destinations. Beyond public streets, a connected system of *Parks* and other public spaces will be integrated with the Plan Area's mobility system to further enhance connectivity.

#### **3.2.6 Build a Sustainable and Resilient Community**

The Plan Area will ensure environmental, economic and social sustainability in all aspects of planning. It will focus on adapting to the key challenges of the 21<sup>st</sup> century, ensuring it can flourish in the face of extreme weather, climate change, social and economic inequality, affordability and aging infrastructure. It will encourage building and open space design that conserves energy, reduces greenhouse Gas ("GHG") emissions, promotes climate resilience, manages stormwater, protects *Natural Areas*, enhances biodiversity and expands the tree canopy.

#### **3.2.7 Create an Inclusive Community**

The Plan Area will be a place that acknowledges and acts on responsibility to Indigenous cultures and histories and recognizes and celebrates the contribution of multicultural communities to Scarborough. It will foster cultural diversity and inclusivity. It will continue to improve and provide community services and facilities that respond to the needs of people.

### 3.2.8 Create a Prosperous Community

The Plan Area will maintain its role as an important economic driver within the east end of Toronto. It will be developed as a destination and a place for residents, workers, and visitors to live, work, shop, and play in a complete and transit-supportive community. It will enhance the competitiveness of existing employment, while providing opportunities for new types of businesses to grow, ensuring inclusive economic activities and opportunities to meet local needs.

## 4. AREA STRUCTURE

Development in Scarborough Centre will be organized by a Structure Plan and six (6) Districts.

The Structure Plan identifies a series of public realm elements that will be constructed, enhanced or maintained to improve the look, feel, function, and mobility of the Plan Area, and serve as organizing elements for development around them. The Structure Plan will serve as the foundation of the Secondary Plan's comprehensive planning framework.

The District policies respond to existing local conditions, define the identities of each area, and establish policy directions for land use, public realm, and built form to help guide future development in these areas. Taken together, the Structure Plan and Districts policies aim to ensure that the Plan Area will develop in a manner consistent with the Vision and Guiding Principles in Sections 2 and 3 of this Plan.

### Structure Plan

4.1 Map 5-2 Structure Plan, identifies the following elements that will define the structure of the Plan Area and serve as the foundation of the Secondary Plan's comprehensive planning framework:

- a) Existing streets;
- b) Planned Streets;
- c) Green Loops
- d) Local Connections;
- e) Pedestrian Connections;
- f) SC Transit Station;
- g) Existing *Parks*;
- h) Planned *Parks*;
- i) Existing *Natural Areas*;
- j) Privately-Owned Publicly Accessible Spaces;
- k) Civic Spaces; and
- l) School Sites

4.2 The intensity and design of development, is set out in this Plan to ensure that:

- a) Scarborough Centre is a complete community that offers and supports opportunities for people of all ages and abilities to conveniently access the necessities of daily living;
- b) the vitality and liveability of Scarborough Centre is maintained;
- c) development and infrastructure are planned in tandem; and
- d) built form is transit-supportive, compatible with surrounding areas and meets the desired character of the area in which a development is located.

## Districts

This Plan recognizes that Scarborough Centre is an expansive geographical area that spans over 180ha in which several development areas have emerged. To help define these large development areas, the Plan Area has been divided into six (6) distinct Districts, as depicted on Map 5-3 Districts Plan, which reflect existing local conditions as well as the unique identities and functions that are planned for these areas.

Each District sets out policy directions in land use, public realm, and built form to help guide future development in these areas and help strengthen their unique identity. Taken together with the Structure Plan, the District policies herein will ensure the Plan Area develops in a manner consistent with the Vision and Guiding Principles of this Plan. Collectively they demonstrate how the Centre will develop, how it will function in the future, and how it can be strengthened to meet a wide variety of objectives.

4.3 Map 5-3 Districts Plan, identifies six (6) distinct Districts:

- a) Civic
- b) Commercial
- c) McCowan
- d) Brimley
- e) East Highland Creek
- f) North

4.4 Policies a) through q) establish general District policies to achieve the following objectives:

- a) provide a mix of land uses;
- b) deliver a multi-modal street network with a fine-grained grid pattern to provide greater connectivity with the Plan Area and beyond;
- c) deliver new streets to break up large blocks and to provide access and address to buildings;
- d) locate the highest density and height of new development on sites that are adjacent to the planned transit station;

- e) locate other areas of density and height of new development on sites around the intersection of Brimley Road/Progress Avenue and along Highway 401 between McCowan Road and Brimley Road;
- f) encourage a mix of mid- and high-rise buildings that frame and support streets, *Parks* and open spaces at a comfortable scale;
- g) minimize adverse impacts on adjacent *Neighbourhoods*, *Employment Areas*, *Parks*, *Natural Areas* and open spaces;
- h) distribute new *Parks* and open spaces to meet the needs of residents, workers and visitors and provide opportunities for active and passive recreation;
- i) provide adequately sized *Parks* and open spaces to support variety in programming for the density proposed within this district;
- j) provide public spaces that are accessible, active and safe, supporting year-round use;
- k) protect and enhance existing natural heritage areas;
- l) promote flood remediation measures within the East Highland Creek flood plain area through design and technical studies;
- m) ensure new buildings fit within their existing and planned context, conserve and enhance cultural heritage resources, provide compatibility between differing scale of development and improve the public realm, creating a comfortable microclimate;
- n) further evaluate properties identified as having potential cultural heritage value for inclusion on the Heritage Register;
- o) eliminate, reduce and/or minimize grade separations where possible through new and existing streets, connections and public realm improvements;
- p) encourage new development to incorporate below-grade parking; and
- q) provide community services and facilities close to the resident and worker populations they serve.

#### 4.5 The Civic District

The Civic District represents a unique area within Scarborough Centre. It is characterized by existing civic and government buildings, private commercial offices, community services and facilities, residential towers, *Parks*, open spaces, and woodlots. Landmark buildings include the Scarborough Civic Centre, Scarborough Civic Centre Branch Library, the Federal Building and Scarborough YMCA. Albert Campbell Square and Park, the Civic Green, Frank Faubert Woodlots and Hand of God Park provide park and open space focal points with diverse recreational opportunities for the district.

The civic space surrounding Scarborough Civic Centre consists of Albert Campbell Square, the Civic Green, the Scarborough Civic Centre Library and parking and servicing areas serving the Civic Centre. The Civic Green is a recent open space addition to the Civic District serving as a new front door to the Civic Centre building and creating an improved relationship between the Civic Centre building, Borough Drive, the Hand of God Park and the library's west facade. Opportunities to expand landscape

amenity within the civic space will be explored to provide a range of hardscape and softscape amenity for residents to enjoy surrounding the Scarborough Civic Centre.

Most of the lands in this district are already developed and expected to remain in their current configuration for the foreseeable future. There may be opportunities for gentle intensification or redevelopment of certain sites and vacant sites that currently support surface parking. All new development in the Civic District will respect views to landmark buildings and protect sunlight on squares, *Parks* and *Natural Areas*.

The Civic District will continue to provide a diverse mix of civic, commercial, retail, office, residential, community and recreational uses. It will be supported by a well-articulated public realm that includes the public squares, *Parks*, and natural heritage areas. Albert Campbell Square is the primary urban gathering place in Scarborough Centre and is envisioned to continue to serve as the centre for key events, activities and public life in the Civic District and its surroundings.

4.5.1 Policies a) through g) establish policy direction for land use, public realm and built form to help guide development in the Civic District to:

- a) maintain and encourage a mix of land uses, with a focus on protecting and enhancing the existing mix of employment and retail uses, including civic, government, office, and retail uses, such as the Scarborough Civic Centre and the Federal Government facility;
- b) reinforce the cultural and civic importance of Albert Campbell Square as the centre of activity and public life in the Civic District and the Plan Area by:
  - i. animating the square with active uses, design or programmatic interventions year-round;
  - ii. protecting optimal pedestrian level microclimatic conditions by ensuring adequate sunlight and minimizing adverse climatic conditions including wind, snow and rain;
  - iii. improving existing pedestrian connections and providing new pedestrian and cycling connections through Albert Campbell Square; and
  - iv. enhance pedestrian wayfinding signage
- c) expand the landscape open spaces around the Scarborough Civic Centre to protect and enhance views of the Civic Centre as a landmark building and to provide additional landscape amenity within the Civic Space as shown on Map 5-2 Structure Plan;
- d) convert existing parking lots around the Scarborough Civic Centre to parkland or landscaped open space, where feasible;
- e) conserve and celebrate the unique architectural and landscape heritage of the Civic District, including the distinctive grouping of properties in the District and the relationships between them;
- f) preserve, protect and expand the Frank Faubert Woodlot, including expansion of the urban tree canopy; and

- g) incorporate new development in appropriate locations to limit shadow impact on landmark buildings, squares, *Parks* and *Natural Areas* such as Scarborough Civic Centre, Albert Cambell Square and Park, Hand of God Park and Frank Faubert Woodlot.

#### 4.6 The Commercial District

The Commercial District contains the Scarborough Town Centre Mall (“Mall”), a regional shopping centre and major employment site in eastern Toronto that is surrounded by large areas of surface parking, servicing areas and single storey retail buildings. Over time, these areas will evolve to become 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 Mall will function, including integrating and relocating these elements below grade. Development of new neighborhoods surrounding the Mall will include a new network of streets and pedestrian connections, that complement and extend the Mall’s internal circulation system outwards to the existing and planned street network. A common wayfinding 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 currently lacks parkland. As the lands surrounding the Mall redevelop, new *Parks* will be strategically located to establish a vibrant community setting that complements the commercial heart of Scarborough Centre. The priority will be to consolidate parkland dedication and deliver larger *Parks* with greater functionality and versatility in programming and design. Opportunities to coordinate parkland with private and publicly accessible open spaces and midblock connections are encouraged to enhance convenient connections between the existing commercial centre and adjacent *Mixed Use Areas* and *Neighborhoods*.

The Commercial District will feature a mix of uses, concentrated around the Mall including major retail, service and entertainment uses that provide regional and local employment opportunities. Potential Mall expansions and/or renovations of commercial, entertainment, hotel, recreational, restaurant and cultural uses will be encouraged to more street related and to improve the attraction of the Commercial District as a destination within the Plan Area.

4.6.1 Policies a) through i) establish policy direction for land use, public realm and built form to help guide future development in the Commercial District to:

- a) provide a mix of land uses, with major commercial, retail, service and entertainment uses concentrated around the mall;
- b) provide greater connectivity within the District and to adjacent lands, including the Planned Transit Station, through a fine-grained network of streets and connections;

- c) provide new public *Parks* that can support a range of active and passive recreational opportunities, are well landscaped to support pedestrian comfort and biodiversity and provide a sense of place for community building;
- d) encourage opportunities to improve access to and from the Planned Transit Station to the Mall;
- e) provide vibrant pedestrian plazas at strategic locations to strengthen and extend the retail and entertainment functions of the Mall;
- f) provide street-related built form with retail and commercial uses at grade where appropriate to frame streets with active edges
- g) encourage improvements to buildings at the outer edges of the Mall, to provide visually interesting facades and active uses along street frontages to draw in pedestrian traffic;
- h) establish a common signage and way-finding system to enable residents, shoppers, and workers to move safely and easily; and
- i) encourage the provision of a green roof and/or renewable energy infrastructure on the roof of the Mall.

#### 4.7 The McCowan District

The McCowan District, with its proximity to the SC Transit Station, will be characterized by the greatest intensity of development and pedestrian density. Significant development changes will occur on existing vacant and underutilized sites transforming the area into a downtown core surrounding the SC Transit Station.

The greatest heights will be located on and around the planned SC Transit Station, identified by the McCowan Station Height Peak on Map 5-11 Building Heights. McCowan District will contain a mix of land uses with a focus on promoting office uses and high-density residential development around the transit station to support transit infrastructure. Employment uses will continue to be an important element of this District encouraging a complete community. *Parks*, publicly accessible plazas, community services and commercial uses will serve the residential and employment uses within the McCowan District.

McCowan Road serves as a major connection to/from Highway 401. Improving McCowan Road to accommodate all modes of transportation such as walking and cycling, while maintaining vehicular movement is an objective of this Plan. Improvements to pedestrian safety in and around blocks leading to the SC Transit Station will be prioritized. Commercial uses will be prioritized along McCowan Road and Progress Avenue to provide a vibrant pedestrian environment to and from the SC Transit Station.

The District will feature a constellation of smaller *Parks* and publicly accessible plazas that offer flexible and programmable open spaces that will serve workers, residents and visitors. Green Loops, landscaped and pedestrian oriented streets running along



Bushby Drive, Borough Drive, and Corporate Drive, will help connect the McCowan District to the existing and planned network of *Parks* and *Natural Areas* in the Plan Area.

4.7.1 Policies a) through h) establish policy direction for land use, public realm and built form to help guide development in the McCowan District to:

- a) provide a mix of land uses, with an emphasis on residential and employment uses;
- b) encourage office uses immediately around the SC Transit Station;
- c) locate the highest heights and density of development immediately around the SC Transit Station;
- d) provide retail and amenities at grade, with a focus along McCowan Road and Progress Avenue that support office and residential uses and create a vibrant downtown environment near the SC Transit Station;
- e) provide a high-quality streetscape and public realm, to support pedestrian connectivity and encourage transit use;
- f) design traffic calming measures within street right of ways to improve pedestrian safety in and around the SC Transit Station;
- g) provide the greatest heights and densities for blocks on and adjacent to the SC Transit Station as identified within the transit station height peak on Map 5-11 Building Heights; and
- h) encourage a built form with a signature architectural expression for blocks on and immediately around the SC Transit Station.

#### 4.8 The Brimley District

The Brimley District is generally comprised of lands along Brimley Road, south of Progress Avenue, with adjacency to *Employment Areas* to the west, and West Highland Creek beyond.

The Brimley District will continue to feature a mixed-use area with residential, employment, and retail uses, supported by *Parks* and open spaces that contribute to the ecological health and recreational opportunities of the District's residential and employment focus. While there is considerable development potential in the Brimley District, employment will continue to be an important element of the District and existing industrial uses will be accommodated.

Opportunities to improve east-west and north-south connections for large development blocks will be a priority. These connections will serve to connect the Plan Area to West Highland Creek and the surrounding area through enhanced landscaped streets. *Parks* will be encouraged along the west boundary of the district and along Golden Gate Court to provide transition to the *Employment Areas* at the west and recreational and programming opportunities for future residents.

Brimley Road is envisioned as an urban main street that will function as a major entry point to the Plan Area from the north and south. Commercial uses will be prioritized along Brimley Road to provide a vibrant pedestrian environment along the main street. A height peak has been identified at Brimley Road and Progress Avenue, where the highest heights for new development are to be directed.

4.8.1 Policies a) through h) establish policy direction for land use, public realm and built form to help guide development in the Brimley District to:

- a) provide a mix of land uses, with an emphasis on residential and employment uses;
- b) design development with appropriate buffer measures such separation, landscaping and sound mitigation to create a compatible relationship between residential uses within the District and employment uses west of the District and outside the Plan Area;
- c) encourage retail and commercial uses along Brimley Road to highlight its role as a major street;
- d) locate the highest heights for new development on or near the Brimley Road and Progress Avenue intersection as identified within the Brimley Road Progress Avenue height peak identified on Map 5-11 Building Heights;
- e) preserve opportunities for future trail connections to West Highland Creek;
- f) prioritize pedestrian and cycling connections from Golden Gate Court to West Highland Creek to create access to the Natural Area;
- g) provide a linear set of *Parks* and open spaces along the western boundary, anchored by a medium sized park near Golden Gate Court as identified on Map 5-9 Parks and Open Spaces; and
- h) provide direct active connections including walking and cycling along public streets to link the Brimley District to the rest of the Plan Area, in particular Albert Campbell Square, the Town Centre Mall and SC Transit Station

#### 4.9 The East Highland Creek District

The East Highland Creek District is characterized by the East Highland Creek together with lands adjacent to the creek corridor and south of Progress Avenue. Lands surrounding East Highland Creek consist of primarily low-rise buildings with industrial, employment and retail uses, along with several underutilized lots. Significant change will occur, transforming the majority of the East Highland Creek District into a mixed-use residential neighborhood consisting of tall and midrise buildings, supplemented with employment and retail uses, and *Parks*.

East Highland Creek is a key natural heritage feature for Scarborough Centre and the District. Expansion of the park and open space network adjacent to East Highland Creek is a top priority to provide access, support protection and enhance the ecological

value of the creek corridor. Development lands integrating new parkland adjacent to East Highland Creek provides large, naturalized *Parks* for recreation and the enjoyment of nature alongside the creek, as well as enhancement of the creek's ecological function. The Green Loop runs through the East Highland Creek District, through *Parks* and open spaces as a trail and serves to connect people from other parts of the Centre to East Highland Creek.

A large park at 705 Progress Avenue, will offer multi-programmable park space to support community uses while also serving as a gateway to East Highland Creek. Overtime, potential additional parkland from future developments will expand the parkland network and consolidate the Public Realm Plan.

4.9.1 Policies a) through f) establish policy direction for land use, public realm and built form to guide development in the East Highland Creek District to:

- a) provide a mix of land uses, with an emphasis on residential, supplemented with employment, retail, and community facilities;
- b) provide a mix of low-, mid- and high-rise buildings with appropriate transition to the surrounding *Natural Areas*, *Parks* and open spaces, and *Employment Areas*;
- c) prioritize on-site parkland dedication for lands immediately adjacent to East Highland Creek to build on the expansion and enhancement of East Highland Creek;
- d) prioritize the enhancement and preservation of naturalized areas within East Highland Creek;
- e) provide a publicly accessible trail network alongside East Highland Creek
- f) provide direct pedestrian and cycling connections to East Highland Creek trail network

#### 4.10 The North District

The North District is bounded by Highway 401 along the northern edge of the Centre, Progress Avenue and Corporate Drive along its southern edge, Bellamy Road to the east and just beyond Brimley Road to the west.

The majority of the lands between McCowan and Bellamy Road are developed with tall, high density residential buildings. The remaining, undeveloped portions of the North District, west of McCowan Road will continue to develop as a high-density residential area with a mix of high-rise building heights located adjacent to Highway 401, forming the North District height peak. Parkland and open spaces will be well-distributed across the District and delivered in a manner that ensures new residents will have access to high quality parkland in pace with development.

*Parks* and open spaces will primarily be located along the southern edge of the District to provide greater access to sunlight and improved connectivity to parkland located to the south in the Commercial District. Three major *Parks* and a publicly accessible open

space, centrally located between McCowan Road and Brimley Road, will offer large and flexible open space to provide opportunity for multiple community and recreation uses as an active focal point for the North District and Scarborough Centre. A vegetative buffer is to be provided between the buildings and the edge of the Highway to mitigate noise and pollution.

4.10.1 Policies a) through i) establish policy direction for land use, public realm and built form to help guide development in the North District to:

- a) provide a mix of land uses, with an emphasis on residential uses supplemented with ancillary retail uses;
- b) locate the highest heights for new development along Highway 401 as identified within the height peak between McCowan Road and Brimley Road on Map 5-11 Building Heights
- c) centrally locate a series of large *Parks* and open space adjacent to Progress Avenue to serve as an active recreational focal point for the North District;
- d) encourage new development to provide built form that frames new streets, *Parks* and Progress Ave at a comfortable pedestrian scale and provides a buffer from Highway 401;
- e) design enhanced streetscapes along Progress Avenue and Corporate Drive rights-of-way to promote a pedestrian and cycling friendly environment;
- f) provide safe and direct connections for pedestrian and cyclists across Progress Avenue and Corporate Drive to link North District to the rest of the Plan area;
- g) promote enhanced pedestrian and cycling connectivity across Highway 401 including through future design/reconfiguration of the Highway 401 interchanges at Brimley and McCowan Roads;
- h) implement traffic calming measures at the 401 Progress off ramp and Progress Avenue intersection to improve pedestrian safety; and
- i) provide a vegetation zone along Highway 401 to create a noise and pollution buffer to Highway 401;

## **5.0 LAND USE, DENSITY & ECONOMY**

Scarborough Centre is one of four designated Centres in the City of Toronto with excellent transit accessibility where residential and employment intensification is encouraged. Land uses in the Plan Area will support a diverse, complete and livable mixed-use community with a balance of residential, institutional, commercial, employment uses, and community services and facilities that are connected through a network of streets, *Parks* and open spaces.

Most of the lands in the Plan Area are designated *Mixed Use Areas*. This Plan reinforces the *Mixed Use Areas* designation and provides strategic direction for Scarborough Centre to evolve as a complete community that meets the daily needs for

living, working and recreation, and supports quality of life within a high-density urban environment.

Transit-supportive densities, office space, commercial uses and workplaces within walking distance of the future SC Transit Station – a radius of 500-800 metres or about a 10-minute walk are strongly encouraged.

Scarborough Town Centre Mall will continue to be a regional shopping destination offering a concentration of retail, service and entertainment uses in a single indoor location within Scarborough Centre. Extension of retail and services along Scarborough Centre's public streets is important to encourage vibrancy and pedestrian activity within Scarborough Centre. A principal retail main street is envisioned for Scarborough Centre along Progress Avenue leading to and from the SC Transit Station and Scarborough Town Centre Mall. Retail is encouraged on all other streets, particularly along arterial streets to and from Scarborough Centre such as Brimley Road and McCowan Road.

## Land Use

- 5.1 Map 5-4 Land Use Plan identifies land uses in the Plan Area.
- 5.2 The land use policies of Chapter 4 of the Official Plan and land use policies listed below will apply to the Plan Area. In the case of any conflict, the policies in the Secondary Plan will prevail.
- 5.3 Major office development is encouraged to occur in *Mixed Use Areas*, with most office space located immediately adjacent to the Transit Station to strengthen existing office uses in the area.
- 5.4 Commercial uses will be required at grade along Progress Avenue and around the Transit Station as shown on Map 5-5 Active Commercial Uses At-Grade.
- 5.5 Development blocks with required active commercial uses at grade as shown on Map 5-5 Active Commercial Uses At-Grade will include only retail, service commercial and small-scale offices uses within the ground floor frontage, with exceptions for:
  - a) compact lobbies;
  - b) publicly accessible institutional or community uses that animate the space at grade; and
  - c) vehicle entry points.
- 5.6 Commercial Uses at Grade will:
  - a) have main entrances accessed directly from the public sidewalk

- b) be designed with a high quality of facade animation and articulation, with an appropriate amount of retail space and with flexibility of space that allows for adaptability ability over time; and
- c) provide generous floor-to-ceiling heights, a minimum of 4.5 metres.

5.7 Co-location of retail and community services is encouraged, where appropriate.

## Density

Development in the Plan Area will create a transit-supportive environment that optimizes investment of the SSE to support the public realm and built form objectives for the Plan Area. To ensure that the density envisioned for the Plan Area aids in providing for a complete and livable community, new development applications will demonstrate that there is adequate capacity in the community services and facilities, the transportation systems and servicing infrastructure to support new development.

To create a complete and liveable community with areas of distinctive character, density will be distributed throughout the Plan Area with the greatest intensity of development around the Transit Station. This approach is in-line with the organization of height in the Plan Area into three Height Peaks as identified on Map 5-11 Building Heights.

5.8 In no event will a development proposal be approved that:

- a) exceeds the capacity of the physical infrastructure, including transit and the street network; and
- b) where the proposed built form does not support the public realm and built form objectives of the Plan.

5.9 Development density and height will support the public realm, built form, and District Areas, and other objectives of this Plan.

## Economy

The economic strategy provides policies that are intended to attract new investment and retain existing businesses within the Plan Area. New employment and non-residential uses are encouraged in *Mixed Use Areas*, particularly near the Scarborough Centre Transit Station. Transit-supportive densities are encouraged, with clusters of commercial uses and workplaces within walking distance of the transit station – a radius of approximately 500-800 metres or about a 10-minute walk. The City will also promote the retention of existing non-residential uses, including office uses, and will work to support local businesses to establish a business association.

5.10 Development in the Plan Area is strongly encouraged to provide a net gain of non-residential gross floor area, that facilitates a broad range of diverse

employment opportunities, while preserving employment uses and functions in the area.

5.11 To support the economic function of the Plan Area:

- a) development in *Mixed Use Areas* resulting in the displacement of businesses and services will generally provide for the replacement of non-residential gross floor area through redevelopment; and
- b) development within *Mixed Use Areas* will be encouraged to provide gross floor area for non-residential uses to support job growth and a complete community.

5.12 A diverse commercial core centered around the SC Transit Station height peak area is strongly encouraged.

5.13 Lands within the Transit Station Height Peak Area, where increasing residential density is prioritized, and/or a proponent provides a sufficient rationale to justify that the provision of additional non-residential spaces is not feasible, office uses shall be permitted to convert to alternative uses, provided 25 percent non-residential use is provided (e.g. with other identified alternative non-residential uses and a combination of affordable and/or supportive housing).

5.14 The renewal of the office building stock in the Plan Area will occur through the modernization and maintenance of existing office buildings or through the replacement of the gross floor area of the existing office uses, as well as through the addition of new offices.

5.15 Existing industrial uses on lands designated *Mixed Use Areas* will be permitted.

5.16 Development will provide adequate services and amenities that support daily needs for living, working and recreation.

5.17 The City will work with local businesses to evaluate the viability of establishing a business association to advance common interests, address common concerns and help ensure that places of employment can thrive in the Plan Area.

### **Compatibility and Mitigation**

5.18 Development applications that propose residential uses or sensitive non-residential uses adjacent to lands designated *General Employment Areas* or *Core Employment Areas* will be required to provide appropriate studies, that may include land use compatibility, air quality, noise impact/acoustic, and vibration in accordance with all Provincial guidelines.

- 5.19 These studies will help determine land use compatibility, appropriate mitigation measures, appropriate design, and minimum separation distances between proposed sensitive land uses and the employment uses.
- 5.20 Subdivision, condominium and/or site plan agreements may include warning clause, as well as agreements of purchase and sale.
- 5.21 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 and:
- a) in addition to the requirements of Section 2.2.4 of Chapter 2 of the Plan, Section 5.5 of Chapter 5 of the Plan, and Schedule 3 of the 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, within 500 metres of a major facility described in 5.24 above, as measured from the lot line, shall include an Air Quality Study, Odour Study, and Noise Impact Study;
  - b) the studies referred to in policy 5.24 a) above shall follow the requirements of the Terms of Reference set out by the City of Toronto Application Development Guide 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;
    - iv. potential agreements between the owner of the lands 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; and
    - v. a quantitative analysis of impacts which will consider planned expansions of industrial operations of the major facilities identified in 5.24 above, where appropriate and in consultation with the owners of said major facilities. For the purposes of this policy, 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;
  - c) if any of the studies described in a) above recommend at-source mitigation measures then the applicant shall engage with the owners of the major facilities identified in 5.3.4 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;

- d) if a study referred to in a) above 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 with at-receptor mitigation measures, if any, required to be notated or otherwise shown on the site plan drawings, or conditions of variance approval; and
- e) in addition to the requirements of Policy 2.2.4.9 of Chapter 2 of the 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 4.2.3 above.

## **6.0 PUBLIC REALM**

The public realm is a network comprised of all public spaces and private areas to which the public has access. It includes streets, *Parks*, open spaces, pedestrian midblock connections, trails and *Natural Areas* such as woodlots and ravines. It also includes POPS, portions of private and public buildings that are publicly accessible, and other public lands such as the grounds of schools and other public institutions.

The public realm is the fundamental organizing element for the Plan Area and is essential to create a complete, equitable, connected, and climate-resilient community. Easy access to a high-quality public realm network and its facilities contributes to quality of life and social cohesion while promoting physical and mental health. Indigenous identity and the local heritage of Scarborough will be reflected in the design of the public realm to contribute to the identity of Scarborough Centre.

To support the projected population in the Plan Area, more broadly distributed *Parks* are needed. Map 5-9 Parks and Open Spaces, identifies an extensive parks system that significantly increases the current parkland provision to address population growth. Parkland expansion, combined with promotion and expansion of existing *Natural Areas*, *Parks* and open spaces such as Frank Faubert Woodlot and Albert Campbell Square will contribute to the distinct identity of Scarborough Centre.

Streets are key structuring elements of the public realm. A significant number of new streets and improvement of the existing streets are anticipated over time as the Plan Area develops. High-quality street design with a robust pedestrian and cycling network will be provided to support the roles and functions of these streets.

Further guidance on design and implementation of the public realm policies will be provided through the Scarborough Centre Urban Design Guidelines.

## **General Policies**

- 6.1 The public realm will be designed to accommodate, welcome and be safe for all people, supported through participatory, community-based planning and design processes;
- 6.2 The primary public realm objective of this Plan is to maintain, enhance and provide connection to key public realm features in Scarborough Centre, such as Frank Faubert Woodlot, Albert Campbell Square, Hand of God Park, Borough Drive, East Highland Creek and West Highland Creek;
- 6.3 Expansion of the public realm will be designed as a connected network of streets, *Parks*, *Natural Areas*, open spaces and publicly accessible pedestrian connections that provide places for residents, workers and visitors to gather, interact and enjoy a variety of active and passive activities while also improving mobility within the Plan Area; and
- 6.4 The public realm network will be implemented and improved over time through private development, City-led capital projects and state-of-good repair investments, and through partnerships between the City and private landowners, where appropriate.

## **Streets and Streetscapes**

Streets are more than just corridors for movement, they are also important public spaces for all users including pedestrians, cyclists, and transit users. The design of a street should reflect the planned function, the character of the surrounding area and the civic role of the street within the city.

- 6.5 The four primary street types in Scarborough Centre are:
  - a) arterial streets;
  - b) mixed-use streets;
  - c) neighbourhood streets; and
  - d) green loops/civic streets

Each street type is defined by its transportation role and placemaking contribution.

Green loops, which run along civic streets, serve as high profile placemaking streets and the primary organizing element for locating and connecting *Parks*, open spaces and *Natural Areas* in the Plan Area.

Green Loop streets provide direct access to important destinations within Scarborough Centre such as Albert Campbell Square, Scarborough Civic Centre, Scarborough Centre Public Library, Scarborough Centre Transit Station, Frank Faubert Woodlot, and East and West Highland Creek.

These streets will prioritize walking and cycling and will present a strong landscape character with the highest quality streetscape design finishes to create a distinctive streetscape identity for Scarborough Centre.

Existing streets will be redesigned to balance vehicle movement with safe pedestrian and cycling facilities for all ages and abilities alongside generous street tree planting and streetscape amenities.

- 6.6 Arterial streets, Brimley Road, McCowan Road, Ellesmere Road and Bellamy Road, accommodate a higher volume and intensity of users that connect to a broader network outside of Scarborough Centre. These streets will:
- a) incorporate separated cycle tracks; and
  - b) include a double row of tree planting on boulevard frontages through a 3 metre setback,
- 6.7 Mixed use streets, Progress Avenue East, Progress Avenue West, Consilium Place, Grangeway Avenue and Corporate Drive, are important east west and north south connector streets. These streets will:
- a) incorporate separated cycle tracks; and
  - b) include a double row of tree planting on Corporate Drive and Progress Avenue boulevard frontages through a 5-metre setback,
- 6.8 Neighbourhood streets will accommodate a lower vehicle volume, will be designed to encourage slower vehicle speeds and will be primarily residential in nature with narrower rights-of-way. These streets will:
- a) have generous planting zones within building front setbacks; and
  - b) support cycling facilities designed as part of the streetscape, if needed.
- 6.9 Green Loop streets are identified on Map 5-2 Structure Plan.
- 6.10 Green Loop streets will prioritize walking and cycling, with a strong landscape character with the highest quality streetscape design features.
- 6.11 The primary Green Loop Street, Borough Drive, shown on Map 5-8 Cycling Network, will:
- a) incorporate a two-way cycle track for the Borough 'U' shaped segment, and one-way cycle tracks along the Progress Avenue North segment;

- b) 'U' shaped segment be asymmetrical in design, incorporating a double row of trees and two-way cycle track on the inside of the Loop, with one row of trees on either side of the two-way cycle track; and
- c) prioritize pedestrian and cycling safety by minimizing access and egress along Borough Drive.

6.12 The secondary east and west Green Loop streets, Bushby Drive, Corporate Drive, Golden Gate Drive, Omni Drive and Progress Avenue North, will:

- a) incorporate one-way dedicated bikeways; and
- b) include a double row of tree planting on boulevard frontages.

## Natural Areas

*Natural Areas* are protected publicly owned lands that improve ecosystems, promote biodiversity and improve climate resilience. *Natural Areas* also provide opportunities for people to experience, learn and connect with nature.

In Scarborough Centre, these include the Frank Faubert woodlots and lands along East Highland Creek. West Highland Creek is located just outside of the Centre. *Natural Areas* are priority investment areas to help meet the City's target of 40 percent canopy cover by 2050, mitigating pollution and the impacts of the urban heat island effect, and providing greenspace that improves human health within strategic growth areas.

The vision for the *Natural Areas* in Scarborough Centre is to protect, enhance and expand their area to improve ecological function and promote public views and enjoyment of these natural spaces.

- 6.13 The East Highland Creek corridor and Frank Faubert woodlots will be expanded through addition of new adjacent *Natural Areas*, *Parks*, and open spaces to improve their ecological function, connectivity and amenities.
- 6.14 Tree planting will be prioritized within *Natural Areas* and within parkland and open spaces adjacent to *Natural Areas* to work towards the City target of 40 percent canopy cover within the City of Toronto.
- 6.15 Pedestrian connections to and alongside East Highland Creek, West Highland Creek and Frank Faubert Woodlot will be prioritized to provide views and enjoyment of the Natural Area resources in Scarborough Centre.
- 6.16 Access to *Natural Areas* will be improved through maintaining and adding new pedestrian linkages as walkways and trails. Protective fencing or naturalized landscape buffers will be provided along pedestrian linkages to balance access with protection of ecological function for plant and animal communities.

- 6.17 Public visibility and usability of *Natural Areas* for public use will be preserved and enhanced through informational and directional signage and park related amenities such as seating.

### **East Highland Creek Floodplain Area**

- 6.18 Development must be located outside of the East Highland Creek floodplain, as identified by the Toronto Region and Conservation Authority (TRCA).
- 6.19 In addition to the City's Development Review process, any proposed development located within the East Highland Creek floodplain area, as identified by the TRCA, may be required to:
- a) support appropriate Environmental Assessment(s) pursuant to the *Environmental Assessment Act*, as required;
  - b) provide appropriate reports to the TRCA related to flooding or geotechnical slope stability for review and approval; and
  - c) design and implement required flood remediation work(s) as deemed necessary to remove the subject lands from the flood plain.

### **Parks**

Parks are an essential element of complete and liveable communities and play an important role in supporting ecological health and climate resilience. Parks within Scarborough Centre will be landscaped focal points with areas for active and passive uses that meet the needs of residents, workers and visitors and provide space for natural habitat.

New *Parks* will be delivered in pace with development to ensure the community will have equitable access to a range of outdoor amenities, programs and facilities as the area grows.

The location and distribution of new *Parks* will build on existing *Natural Areas* and proposed green loop streets, prioritizing expansion of the broader *Natural Areas* network and providing parkland along important pedestrian and cycling oriented streets within Scarborough Centre. A variety of park sizes and functions will be provided to respond to the character of individual Districts within Scarborough Centre.

- 6.20 Parkland priorities within the Plan Area are identified on Map 5-9 Parks and Opens Spaces and include:
- a) expanding and enhancing access to the existing *Natural Areas* System;
  - b) creating a parkland network, with *Parks* of different sizes and functions that connect to and complement existing *Parks* and *Natural Areas*; and
  - c) complementing the *Parks* and *Natural Areas* system within the Plan Area with POPS and other open spaces to contribute to a diverse and connected public realm network.

6.21 Parkland is identified on Map 5-9 Parks and Opens Space as follows:

- a) Planned *Parks*: parks approved through the development review process or recommended public lands that are planned to become *Parks* overtime;
- b) Priority *Parks* Expansion Areas: locations where parkland dedication and/or acquisition are encouraged to achieve the planned parkland network and the broader Public Realm objectives; and
- c) Opportunities for new parkland not identified in the Secondary Plan may also emerge as development proceeds.

6.22 Development is required to prioritize the dedication of land to the City to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:

- a) on-site parkland dedication;
- b) off-site parkland dedication; and
- c) cash-in-lieu of parkland.

6.23 Future development and improvements to the public realm network will expand and enhance access to the Natural Heritage System, including Frank Faubert Woodlots, East and West Highland Creek. Developments adjacent to the Natural Heritage System will prioritize on site parkland dedication that expands and creates new access to the existing *Natural Areas*. Public Realm improvements will enhance and connect existing *Natural Areas* to the park and open spaces network.

6.24 Development adjacent to *Parks* will:

- a) achieve appropriate setbacks to allow the building and any of its exterior features and amenities, including fire separation structures and landscape elements, to be provided and maintained within the development site and not encroach into and impede utility of the park space;
- b) accommodate walkways and other pedestrian circulation from adjacent developments within the development site;
- c) provide an appropriate interface between public and private lands;
- d) be oriented to maximize public access and views to *Parks* and open spaces;
- e) be designed to have an attractive façade with animated uses framing the park at grade;
- f) avoid locating loading and servicing areas, including but not limited to, mechanical equipment, venting, abutting or adjacent to *Parks*;
- g) provide for casual overlook, increasing the passive surveillance and safety of *Parks*; and

- h) be located and designed to minimize shadow and wind impact to ensure thermal comfort, improve the usability and enjoyment of *Parks*, and ensure optimal conditions for vegetation growth.
- 6.25 The design and development of new and/or enhancement of existing *Parks* in the Secondary Plan area will be guided by the following additional objectives:
- a) provision of generous public street frontages;
  - b) provision of functional size, shape, configuration and topography that supports a wide range of programming opportunities;
  - c) prioritize expansion and connection to existing *Parks* and *Natural Areas*, new and existing trail networks, where appropriate;
  - d) promotes biodiversity, in accordance with best practices and standards;
  - e) provision of a design for thermal comfort, including maximizing sunlight during the spring and fall, providing shade during the summer, and minimizing wind impacts; and
  - f) expansion of the tree canopy and support of large mature tree growth, using native tree species as much as possible.
- 6.26 The design and development of *Parks* and the public realm will be planned to support and strengthen heritage and placemaking for Scarborough Centre by:
- a) enhancing the appreciation and value of cultural heritage resources, including the Scott House (520 Progress Avenue); and
  - b) commemorating Scarborough's unique identity and sense of place through naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.
- 6.27 If development exceeds the planned growth as provided for in this Plan, the City may require additional lands to be secured for park purposes.

### **PRIVATELY OWNED PUBLICLY ACCESSIBLE SPACES ("POPS")**

POPS are privately-owned public spaces that augment and complement the system of *Parks* and *Natural Areas*.

They may serve several functions, including providing seating and rest areas, serving as pedestrian midblock connections, or providing additional amenity areas. While accessible to the public, they are designed and maintained by a private landowner.

POPS pedestrian midblock connections are encouraged in large development block masterplans as part of a finer grain pedestrian network.

- 6.28 Conceptual locations for POPS are identified on Map 5-9 Parks and Open Spaces. POPs within Scarborough Centre may include:
- a) pedestrian midblock connections; and

- b) amenity areas

6.29 POPS provided through development will:

- a) be provided at grade and be coordinated with active at grade uses in adjacent buildings;
- b) be universally accessible and well-lit with pedestrian scale lighting and clear sight lines for public safety;
- c) include walkways, tree planting, seating, landscaping and high-quality design and materials where possible; and
- d) include the City's POPS signage identifying the space as being publicly accessible.

6.30 POPS midblock connections will:

- a) formalize existing and future pedestrian desire lines or provide new convenient pedestrian connections; and
- b) be direct, legible, continuous and connected to the pedestrian realm along Streets, *Parks* and *Natural Areas*.

## **PUBLIC ART AND CULTURE**

Public Art can help shape a community's identity and can also drive economic development, place-making and city-building. The Scarborough Centre Public Art Master Plan (SCPAMP) completed in 2018 identifies public art opportunities and will continue to serve as a guide for the Plan Area. It lays the groundwork for enhancing the public realm with high quality public art.

6.31 First Nation, Métis, and Inuit communities will be consulted to determine where and how their histories and cultures could be recognized and celebrated in Scarborough Centre, through opportunities such as placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.

### **Public Art**

6.32 Public art locations are conceptually identified on Figure 8 in the SCAMP. Specific locations of Public Art will be determined through Public Art Plans for individual development sites.

6.33 Public art should be diverse and reflect the history and vibrancy of Scarborough. Public art will facilitate expression of cultural and natural heritage, community identity, cultural diversity, sustainability and connectivity, and other themes that contribute to a sense of place for Scarborough Centre.



- 6.34 Opportunities for the local arts community and local artists to participate in the provision of public art will be encouraged.
- 6.35 Further guidance on the design and implementation of the public art will be provided through the Scarborough Centre Public Art Masterplan and the Percent for Public Art Guidelines

## **Culture**

- 6.36 To encourage and promote arts and culture in the Plan Area, the City will encourage cultural events, street festivals, venues for performing arts, and cultural attractions.
- 6.37 Development is encouraged to foster a thriving arts and cultural scene through the retention, expansion and inclusion of spaces for culture sector employment and businesses that support creative artistic activity.

## **7. BUILT FORM**

Scarborough Centre is evolving into a transit oriented urban community focused around the Scarborough Centre Transit Station. Existing large sites will be redeveloped into finer grained development blocks contributing to new mixed-use communities within Scarborough Centre.

The built form policies of this Plan are structured around the following key principles:

- a) delivering high quality transit-oriented development;
- b) creating fine-grained development blocks for large sites;
- c) promoting variety in development blocks and building types; and
- d) defining and protecting the comfort of the public realm including public streets, *Parks* and existing *Natural Areas*.

Variety in new street, block and open space configurations within the six Districts will add to character and placemaking within Scarborough Centre. Variety in building typology and design will create visually interesting streetscapes promoting pedestrian activity within a vibrant urban centre.

With redevelopment, large areas of surface parking will be replaced with underground parking within mixed use redevelopment. New buildings will provide appropriate building setbacks and active ground floor uses to support a generously landscaped and lively streetscape.

Built form will be located and designed to minimize wind and shadow impacts on existing and proposed streets, *Parks*, *Natural Areas*, and open spaces including Urban Squares and POPS to encourage the use and enjoyment of these spaces throughout the year.

The built form objectives will be achieved through policies within the Plan, the Official Plan and the Scarborough Centre Urban Design Guidelines.

## **Shaping Built Form**

- 7.1 Within Scarborough Centre, greater height and intensity of building development will be focused at the following three height peak areas as shown on Map 5-11 Building Heights:
- a) Scarborough Centre Station Height Peak Area, at and around the Scarborough Center Transit Station;
  - b) Highway 401 Height Peak Area, along Highway 401 between McCowan Road and Brimley Road; and
  - c) Brimley Road and Progress Avenue Height Peak Area, at the intersection of Brimley Road and Progress Avenue and along Brimley Road.
- 7.2 Tall buildings will form a prominent part of the Scarborough Centre, defining its image as a Centre. Building types will vary throughout the Centre, consisting primarily of tall buildings and midrise buildings promoting an urban character in the Centre.
- 7.3 Buildings located along Brimley Road and McCowan Road at the boundary of Scarborough Centre will provide a sense of entryway to Scarborough Center through building massing and design articulation.
- 7.4 A fine-grained street and block pattern will be encouraged through division of larger sites into smaller development blocks creating new neighborhoods and improving pedestrian permeability through Scarborough Centre. Variety in street, block, open space configurations and building types will be encouraged to contribute to the character and identity of new neighborhoods.
- 7.5 Buildings will be massed and articulated to fit with the character and development intensity of the six districts, as identified on Map 5-3 Districts Plan, contributing to a strong sense of place within the districts.
- 7.6 Development on or adjacent to properties on the Heritage Register may require a site-specific approach, with additional consideration and design solutions, including setbacks, stepbacks, and stepping down of building heights, as determined by a Heritage Impact Assessment.

## **Building Setbacks**

- 7.7 New development will provide minimum setbacks from streets, *Parks, Natural Areas* and open spaces as identified on Map 5-10 Building Setbacks.

## **At Grade Outdoor Amenity Spaces**

- 7.8 Mixed use and residential development will provide outdoor amenity spaces to contribute to the public realm. Outdoor amenity spaces may take the form of forecourts, courtyards, plazas and urban gardens and may be publicly accessible. Outdoor amenity spaces should be:
- a) located at grade and visible from surrounding streets, *Parks* and *Natural Areas*;
  - b) generously scaled and connected to indoor amenity areas; and
  - c) screened from service areas

## **Parking**

- 7.9 New development will, where possible, remove existing surface parking.
- 7.10 Parking will generally be located below grade within new development to promote active uses above grade.
- 7.11 Above grade parking is strongly discouraged but may be considered in appropriate locations through the development review process. Above grade parking will be integrated within built form and wrapped with active uses facing public streets, *Parks* and POPS to ensure animation of the public realm.
- 7.12 Surface parking areas are strongly discouraged. Where surface parking areas are considered appropriate through the development review process, surface parking will be screened from the public realm, minimized in the amount of parking spaces and designed to maximize tree planting, landscaping and green infrastructure opportunities.
- 7.13 Stand-alone above-grade parking structures are strongly discouraged.

## **Building Height**

- 7.14 The tallest buildings will be located within the three Height Peak Areas as identified on Map 5-11 Building Heights.
- 7.15 Height Peak Areas are defined as areas surrounding three planned points of intensification including the Scarborough Centre Transit Station, the intersection of Progress Avenue and Brimley Road and Highway 401 between McCowan Road and Brimley Road where the highest heights and intensity of buildings will be concentrated.

- 7.16 Building heights between the Height Peaks Areas will be lower in range to define the three Height Peak Areas and create a defined skyline for Scarborough Centre.
- 7.17 Heights ranges within the Height Peak Areas will vary to contribute to the built form character and skyline of Scarborough Centre
- 7.18 Building heights outside the Height Peak Areas adjacent to and near *Parks, Natural Areas, Employment Areas* and *Neighborhoods* will be lower in height to limit shadow impact and provide transition down from the Height Peak Areas to the existing surrounding low scale building areas.

### **Tall Buildings**

- 7.19 Tall buildings will be massed and designed to support a comfortable pedestrian environment by providing appropriate tower separation and base building stepbacks to allow adequate sunlight penetration to the street, adequate access to skyview and to ensure appropriate wind conditions in all seasons.
- 7.20 Tall building placement will be staggered across development blocks along McCowan Road and Brimley Road through tower orientation and varying stepbacks to mitigate wind downdraft and provide visual variety in building massing along the major arterial streets within Scarborough Centre.
- 7.21 Tall buildings facing streets, *Parks, Natural Areas* and open spaces will step-back a minimum of three metres between the base building and the tower main wall. Tower step-backs greater than three metres are encouraged for taller buildings within the Height Peak Areas to mitigate wind downdraft from the tallest buildings within Scarborough Centre.
- 7.22 The minimum separation between the tower components of tall buildings will be 30 metres within Scarborough Centre to improve sunlight access and sky-view from the pedestrian realm.
- 7.23 The minimum separation between the tower components of tall buildings within the Scarborough Centre Station Height Peak will be 25 metres where the greatest intensity of buildings is proposed.
- 7.24 Tall building floorplates will generally be no greater than 750 square metres.

### **Base Building**

- 7.25 Base building heights are to be generally scaled between 60 to 80 percent of the adjacent street right of way width and not exceed 24 metres to relate to the scale and proportion of adjacent streets.

- 7.26 Base building length greater than 60 metres will be broken up by changes in building massing and articulation.

### **Midrise Buildings**

- 7.27 Mid-rise buildings will be provided throughout the plan area to achieve a variety of building forms, to encourage placemaking and to promote a pedestrian-friendly scale of building that limits shadow and wind impact on streets, *Parks*, and *Natural Areas*.
- 7.28 Midrise building location will be developed as follows:
- a) Mid-rise buildings will generally be provided on sites outside of the Height Peak Areas, as a transition in height and intensity outside of the Height Peak Areas;
  - b) Mid-rise buildings will be provided on large sites that can accommodate multiple blocks with new streets and parks;
  - c) Midrise buildings will be provided on sites along *Parks*, green loop streets and existing *Natural Areas* such as East Highland Creek; and
  - d) Midrise buildings will be provided on sites along Scarborough Centre boundaries including Ellesmere Road, Bellamy Road and the western Scarborough Centre boundary as a transition in height to lower scale *Employment Areas* and *Neighborhoods*.

### **Low Rise Buildings**

- 7.29 Low-rise buildings are discouraged within Scarborough Centre, unless intended for free standing commercial extensions of Scarborough Town Centre Mall, institutional or employment purposes or along Scarborough Centre Plan Area boundaries as transition to *Parks* and natural features.
- 7.30 Low-rise buildings are recommended to provide a minimum height of 10.5 metres, equivalent to three storeys.

### **Built Form Adjacent to Parkland and Natural Areas**

- 7.31 Midrise buildings and low-rise buildings are recommended adjacent to *Parks* and *Natural Areas* to mitigate scale and limit shadow and wind impact, promoting pedestrian comfort within *Parks* and *Natural Areas*. The tower components of tall buildings are to be significantly setback from *Parks* and *Natural Areas*.
- 7.32 At grade outdoor amenity spaces are recommended facing *Parks* and *Natural Areas* to maximize landscape open space and promote access to *Parks* and *Natural Areas*.

- 7.33 Publicly accessible pedestrian midblock connections are to be provided between built form and *Natural Areas* to promote public access to *Natural Areas*.

### **Shadow Impact**

- 7.34 Development will achieve a minimum of 6 consecutive hours of sunlight on 75 percent of Albert Campbell Square between 11:18 am to 5:18 pm from March 21st to September 21st.
- 7.35 Development will achieve a minimum of 6 consecutive hours of sunlight on 75 percent of existing *Parks* within Scarborough Centre, including Lee Centre Park, Hillsborough Park and Hand of God Park between 9:18 am to 6:18 pm from March 21st to September 21st.
- 7.36 Development will achieve a minimum of 5 consecutive hours of sunlight on 75 percent of existing *Natural Areas* including East Highland Creek and Frank Faubert Woodlot between 9:18 am to 6:18 pm from March 21st to September 21st.
- 7.37 Development will achieve a minimum of 5 consecutive hours of sunlight on 75 percent of large *Parks* greater than 2 acres adjacent to East Highland Creek between 9:18 am to 6:18 pm from March 21st and September 21st.
- 7.38 Development will achieve a minimum of 3 hours of sunlight on 75 percent of the park area for all new planned parks within Scarborough Centre excluding McCowan District between 9:18 am to 6:18 pm from March 21st to September 21st.

### **Wind Impact**

- 7.39 Pedestrian level wind comfort in *Parks*, *Natural Areas*, squares and open spaces will be prioritized with comfort levels suitable for all activities envisioned in these spaces including passive areas for sitting.

## **8.0 MOBILITY**

Scarborough Centre streets are evolving from car-oriented streets with large areas of surface parking lots supporting stand-alone retail, mall and employment buildings to a future of balanced modes of transportation to ensure a range of travel choices encouraging sustainable travel behavior.

The future extension of Line 3 to Scarborough Centre, along with the Durham Scarborough Bus Rapid Transit (DSBRT), will improve the transportation system and contribute to sustainable travel options to service existing and future users.

Expanding and improving the street network through a more complete structure of streets and blocks will better connect people in the area to destinations within and beyond the Plan Area. The expanded street network, refinements and realignments will focus on balancing modes of transportation to include and enhance pedestrian and cycling infrastructure. This focus on active transportation will service local trips and support Line 3 and the DSBRT, as well as support a vibrant pedestrian environment. Vehicular access and goods movement within and through Scarborough Centre will be maintained and refined to support the intensification of the Plan Area and balance mobility options to promote the usability and safety of all users.

The four key mobility objectives of this Plan are to:

- a) encourage active modes of transportation;
- b) support transit and innovative mobility solutions;
- c) reduce single-occupancy vehicle use; and
- d) integrate land use and transportation.

Until the full implementation of the transportation network including the SSE, DSBRT, and new and reconfigured streets identified in the Plan, incremental growth via new development will need to be reviewed in the context of the available transportation network capacity. Managing growth and monitoring its impact on the transportation system are essential elements in the growth management strategy necessary to implementing the Vision for this Plan.

8.1 The SCTMP and this Plan, identify the transportation infrastructure improvements required to support the growth provided for in this Plan, additional or alternative improvements may also be identified over time by the City and landowners.

8.2 The transportation network will focus on the efficient movement of people and goods within and around the Plan Area with an emphasis on the use of transit, walking and cycling, which will be supported by:

- a) ensuring land use patterns and a mix of uses enable opportunities and access to daily needs within the community, reducing the need for longer trips;
- b) implementing a fine-grained street network improving the connections through the Plan Area and to surrounding neighbourhoods;
- c) the integration of pedestrian and cycling transportation infrastructure with improvements to the public realm, particularly around the transit station and intersections;
- d) ensuring development and civic infrastructure be designed to for seamless mobility across all modes of transportation;
- e) managing trip demand and travel behavior through the implementation of travel demand management strategies with development; and

- f) expanding, enhancing, and introducing new surface transit priority measures in and around the Plan Area to support Line 3 and planned higher order transit.

## **Street Network**

In Scarborough Centre a new local street network will break up existing large land parcels and improve opportunities for active transportation, increase permeability for public circulation and encourage a scale of redevelopment that can accommodate a wide range of uses and built form.

- 8.3 The planned street network as shown on Map 5-6 Street Network, will provide a fine grain of streets and improve connectivity for pedestrians, cyclists and vehicles, and enhance access within the Plan Area.
- 8.4 The right-of-way widths for all streets in the Plan Area are identified on Map 5-7 Street Right-of-Way Widths.
- 8.5 The exact location, alignment, access and design of each new street, as illustrated on Map 5-6 Street Network, will be defined, conveyed and delivered through the development approval process, identified capital expenditures or other implementation mechanisms identified in this Plan.
- 8.6 Existing streets to be realigned are identified on Map 5-6 Street Network and will be conveyed and delivered through the development approval process, identified capital expenditures or other implementation mechanisms identified in this Plan.
- 8.7 A Complete and Green Streets approach will be used in the design of improvements to existing streets and proposed new streets. Proposed street network improvements to both existing and new streets will include facilities for pedestrians, cyclists, transit users and shared mobility users, and green infrastructure within the right-of-way, where feasible.
- 8.8 New public streets will be designed to capture and control stormwater to the greatest extent possible through green infrastructure, informed by the Green Infrastructure Technical Guidelines. New and replaced underground utilities and infrastructure will be coordinated with street design to accommodate green infrastructure and tree planting areas.
- 8.9 The design of streets including planned character and detail design will be informed by the Scarborough Centre Urban Design Guidelines.
- 8.10 Local Connections, where appropriate, will connect to the public street network and be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.



- 8.11 Opportunities to normalize on and off ramps will be explored through long-term capital works plans, and as part of redevelopment in the Plan Area.
- 8.12 Pedestrian clearway widths greater than the minimum standard of 2.1m within the boulevard and private setback at grade will be encouraged to accommodate the intensity of anticipated pedestrian volumes.
- 8.13 Pedestrian midblock connections and trail connections will complement the network of Public Streets and Local Connections to support fine grain pedestrian and cycling connections across the Plan Area.
- 8.14 Street network improvements to improve connectivity and accessibility within the Plan Area and to the surrounding area, including but are not limited to:
  - a) extension of Bushby Drive from Grangeway Avenue to Bellamy Road North;
  - b) extension of Bellamy Road North over Highway 401 to Milner Avenue;
  - c) a new north-south connection extending from Corporate Drive, west of Consilium Place, south to Ellesmere Road;
  - d) provision of a full-moves intersection at Ellesmere Road and Borough Approach West;
  - e) removal of the Ellesmere Road and Borough Approach East intersection; and the redesignation of Borough Approach East as *Parks* with an active (pedestrian and cycling) connection; and
  - f) Introduction of a signalized intersection at Ellesmere Road and Saratoga Drive.

## **Transit Network**

A new subway station and bus transit facility at McCowan Road and Progress Avenue will be the major multimodal transit hub for Scarborough Centre, complemented by higher order transit facilities such as the Durham Scarborough Bus Rapid Transit and an extensive network of local and regional bus services. A high degree of transit usage will be encouraged by ensuring safe, direct and convenient pedestrian and cycling connections to transit facilities within the Centre.

- 8.15 The Scarborough Centre transit station will be established as a central point of transfer for all bus routes and/or future rapid transit as shown on Map 5-6 Street Network.
- 8.16 Development adjacent to the Scarborough Centre Transit Station will be encouraged to implement at and below grade connections to the transit station.
- 8.17 Streets along transit networks will be designed to ensure all elements of transit-supportive infrastructure such as seating and street furniture will be incorporated into the design of a complete street.

## Pedestrian and Cycling Network

Improvements to streetscapes including enhanced streetscape design with wide sidewalks, tree planting and cycling infrastructure will encourage walking and cycling as desirable choices to move to and through the Plan Area. Pedestrian and cycling infrastructure will be planned and provided with development across the Plan area to create a comprehensive mobility network.

Streets, including major street intersections and around transit stations, where high volumes of pedestrian activity are anticipated, will be enhanced with design improvements and safety features to create a pleasing and comfortable pedestrian and cyclist environment.

The detailed design and delivery of the pedestrian and cycling infrastructure will be refined through the development review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City.

8.18 The pedestrian and cycling network will be enhanced by:

- a) Enhanced streetscape designed with wide pedestrian clearways, tree planting, decorative paving, upgraded lighting and street furniture and cycling infrastructure;
- b) Shorter pedestrian crossings through the implementation of wider sidewalks, stop control measures where appropriate, and corner extensions at intersections;
- c) Protected intersection design, at the intersection of dedicated bikeways, to mitigate vehicle and pedestrian/cyclist turning conflicts and to provide adequate travel and refuge space for both pedestrians and cyclists;
- d) Provision of additional setbacks where sufficient space does not exist within the ROW to support appropriate pedestrian clearways widths, cycling infrastructure and trees planting; and
- e) Acquisition of additional lands beyond the Rights-of-Way widths identified on Map5-7 Street Right-of-Way Widths may be required to support pedestrian and cycling infrastructure requirements at key intersections and transit facilities.

8.19 The pedestrian network will be complete, with no missing links in sidewalks or street crossings.

8.20 In addition to pedestrian connections along public streets, the pedestrian network for Scarborough Centre will be expanded through:

- a) Pedestrian midblock connections;
- b) Trail connections along *Natural Areas*; and

- c) Improved Street connections across Hwy 401.
- 8.21 Bikeways are identified on Map 5-8 Cycling Network.
- 8.22 Bikeways are planned cycle routes that include different types of cycling facilities including cycle tracks and bike lanes.
- 8.23 Cycle tracks, as identified in Map 5-8 Cycling Network, incorporated as part of the street boulevard, are planned for Arterial Streets and Centre Mixed use Streets to provide protected cycling infrastructure.
- 8.24 Unless indicated in Map 5-8 Cycling Network, the type of bikeway will be determined through a detail design process consistent with city bike implementation direction. Where feasible the preferred design for all new bikeways would be a dedicated bikeway.
- 8.25 Bicycle parking and bicycle supportive infrastructure such as bike lockers, repair stations and bikeshare, will be planned and located along street cycling routes, within *Parks* and privately-owned publicly accessible open spaces to encourage cycling within Scarborough Centre.

### **Mid-Block Connections**

- 8.26 Mid-block connections are conceptually shown on Map 5-2 Structure Plan.
- 8.27 Mid-block connections are typically pedestrian connections through development blocks that can include cycling connections under certain circumstances. Mid-block connections:
  - a) shall be designed with active frontages, high quality materials and appropriately scaled for pedestrians to feel safe and comfortable;
  - b) should be universally and publicly accessible in all seasons, signed, and well-lit with pedestrian-scale lighting and clear sight lines for public safety;
  - c) will follow existing and future pedestrian desire lines;
  - d) will be encouraged to be publicly accessible and be secured with easements; and
  - e) will be facilitated, where necessary, by appropriate stop control measures, to allow pedestrians and cyclists to cross a street.

### **Trail Connections**

- 8.28 Trail connections are conceptually shown on Map 5-9 Parks and Open Spaces.
- 8.29 Trail connections direct pedestrians and cyclists to and alongside *Natural Areas* to promote public views and enjoyment of the *Natural Areas*. Trail connections will:

- a) be designed as multiuse trails for pedestrians and cyclists;
- b) be publicly accessible and will be secure with easements when located on private lands;
- c) be designed with active frontages for overlook and safety when located adjacent to development;
- d) minimize adverse impacts on natural features and functions; and
- e) generally be located outside of ecological buffers within the natural heritage system,

### **Scarborough Rapid Transit Line 3 (SRT)**

8.30 Scarborough Rapid Transit Line 3 (SRT) has helped move people and shape Scarborough Centre over decades. City building opportunities along the corridor shall be prioritized, and may include opportunities for:

- a) mobility, such as a pedestrian pathway or transit;
- b) public realm improvements, such as landscaping enhancements and accessible public spaces;
- c) commemoration, such public art, murals or plaques; and
- d) activations and local events, such as open-air markets.

8.31 In addition to 8.30, retention of a continuous and connected corridor is encouraged, where feasible, and may retain elements of the SRT for continued public use.

### **Travel Demand Management**

The Secondary Plan Area focuses on a balanced approach to transportation, including the use of Travel Demand Management (“TDM”), discouraging surface parking for new mixed-use development and encouraging reduced parking rates to minimize dependence on automobile travel and encouraging other modes of travel. TDM may include car-share, bike share, pre-loaded transit passes, transit information screens, and publicly accessible bicycle repair stations.

8.32 New vehicular parking facilities will generally be provided below-grade as part of new development and will be organized to reflect sustainable transportation goals, such as providing designated car-sharing spaces and priority parking for eco-friendly and car-pooling vehicles.

8.33 Where on-street parking is permitted, curbside management strategies will be pursued, where appropriate, to reserve space for on-street parking of car sharing, ride-share or bike sharing stations.

- 8.34 On street parking may be permitted, where appropriate, where it will serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, and contribute to the neighbourhood parking supply.
- 8.35 Reduced parking requirements for development will be encouraged. Additional reductions to the parking rate will be considered on a site-by-site basis and after a review of proposed TDM measures identified in the Development Review process.
- 8.36 Surface parking areas are strongly discouraged. Where permitted through the development review process, surface parking areas will be screened from the public realm and designed to maximize tree planting, landscaping and green infrastructure opportunities.
- 8.37 On-street parking provided on new public streets will be encouraged to be constructed with electrical conduits to enable installation of public electric vehicle/bicycle charging equipment.
- 8.38 Shared mobility hubs are encouraged at strategic locations throughout the Plan Area. These hubs serve as a single service point that includes a mix of elements such as bike-share stations, publicly accessible carshare spaces, public electric vehicle charging stations, micromobility stations, high-occupancy vehicle parking and ride share hailing points.
- 8.39 Bike Share Toronto will be encouraged within Scarborough Centre with bike share stations at the Scarborough Centre transit station and other higher order transit stops and points of interest.

## **Goods Movement**

Viable and important *Employment Areas* exist to the east and west of the Plan Area. These areas are vital to Toronto's economy. Truck travel will continue to play a vital role in the efficient movement of goods to and from adjacent *Employment Areas*.

- 8.40 Progress Avenue North, an arterial which serves the broader Scarborough Centre, will continue to act as a primary east-west goods movement corridor into and across the Plan Area.
- 8.41 Truck traffic for the purposes of goods movement shall be directed to major arterials such as Brimley Road, Ellesmere Road, and McCowan Road.

## **Bushby Extension**

- 8.42 The Bushby extension as identified on Map 5-6 Street Network Map may require additional study, contribution, and support for appropriate Environmental Assessment(s) pursuant to the *Environmental Assessment Act*.

## **Brimley Road / Highway 401 Ramp Normalization**

- 8.43 The Brimley Road / Highway 401 ramp normalization as identified on Map 5-6 Street Network Map may require additional study, contribution, and support for appropriate Environmental Assessment(s) pursuant to the *Environmental Assessment Act*.

## **9. SUSTAINABILITY**

As Scarborough Centre grows, development within the Plan Area will incorporate sustainability principles and design to achieve a resilient community that addresses climate change. Shifting toward transit-oriented communities that focus growth around major transit, encouraging walking and cycling, providing parks, open spaces and protected *Natural Areas* with high tree canopy cover to help cool the microenvironment and building low carbon buildings with clean energy distribution systems will work toward these goals.

Sustainability principles will be addressed in new development and public realm infrastructure through incorporation of green infrastructure, promotion of additional tree planting within the City-owned right-of-way, *Parks* and development sites and designing buildings to address climate resiliency, achieve near zero operational and use low embodied carbon materials.

### **Green Infrastructure**

- 9.1 Streets and boulevards will promote the integration of green infrastructure such as tree planting, understory planting, and natural stormwater management measures while balancing other streetscape elements.
- 9.2 Development of existing and new streets and boulevards are to be coordinated to ensure servicing and utilities are compatible with green infrastructure such as street tree planting.

### **Urban Tree Canopy**

- 9.3 City Council adopted a city-wide target of achieving 40 percent tree canopy cover by 2050. City initiatives and development within Scarborough Centre will work toward supporting this goal by:
- a) prioritizing parkland expansion adjacent to existing *Natural Areas* to create consolidated landscape open space for trees and woodlots;
  - b) identifying areas for additional tree and naturalization planting as part of Parks and Ravine planning in accordance with the Ravine Strategy;
  - c) identifying areas for additional tree planting as part of streetscape planning;

- d) providing adequate soil volume within development sites and along street frontages to ensure growing space for large shade trees;
- e) ensuring appropriate underground parking setbacks to support below grade tree root growth;
- f) planting trees along Highway 401 to mitigate the impacts of noise and air pollution due to the highway corridor; and
- g) retaining and protecting existing (healthy) trees and/or groups of trees further to the City's Tree Protection By-laws.

## **Near Zero Emissions**

9.4 To achieve near zero emissions, existing buildings will be encouraged to undertake deep retrofits and new construction will be encouraged to meet aggressive energy and carbon targets by:

- a) incorporating low carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce GHG emissions;
- b) integrating on-site renewable energy and electricity production to reduce electricity demand;
- c) encouraging existing buildings to undergo deep energy & carbon retrofits; and
- d) designing new construction to perform at the highest tiers of the Toronto Green Standard.

## **Climate Change Resiliency**

9.5 To prepare Scarborough Centre buildings and occupants for a changing climate, the following climate change resiliency strategies are encouraged:

- a) perform a climate change adaptation assessment for each new construction project and major renovation;
- b) prioritize passive cooling strategies for all existing building retrofits and new construction to enhance thermal adaptability of buildings; and
- c) provide a refuge area with heating, cooling, lighting, potable water, and back-up power.

## **District Energy**

- 9.6 Encourage large masterplan redevelopment projects to explore District Energy Systems to generate and distribute energy for multiple buildings.
- 9.7 Encourage infrastructure heat recovery such as sewage heat recovery and subway station heat recovery.

## **10. HOUSING**

The housing policies for the Plan Area reflect a desire for a complete and inclusive community with a range of housing options in terms of tenure, size, and affordability, which will meet the needs of a full spectrum of households. Development in the Plan Area will be in accordance with the affordable housing policies in Section 3.2.1 of the Official Plan.

- 10.1 Residential developments will support the achievement of a complete and inclusive community. A full range of housing including different tenures, unit types, sizes, and levels of affordability, will be provided through the Plan Area to accommodate a variety of households and achieve a balanced mix of housing.
- 10.2 To achieve a balanced mix of residential unit types and sizes, a minimum of 40 percent of new units in developments containing more than 80 new residential units will have two or more bedrooms, including:
  - a) a minimum of 15 percent of the total number of units as two-bedroom units; and
  - b) a minimum of 10 percent of the total number of units as three-bedroom units.
- 10.3 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 or operated by a post-secondary institution, the City may reduce the minimum requirements for two and three-bedroom units as set out in policy 10.2 above.
- 10.4 Where affordable housing units are included in new developments, they will be provided prior to or concurrent with the development of market housing units.
- 10.5 New residential buildings or mixed use buildings with residential uses will be required to include indoor and outdoor amenity spaces for the use of residents.
- 10.6 Opportunities to exceed any applicable minimum affordable housing requirements are encouraged, including through participation in funding programs offered by the City and/or other levels of government. This could include achieving:
  - a) deeper levels of affordability or rent-geared-to-income housing;
  - b) longer terms for affordability; and/or
  - c) a greater number of affordable units.

## **11. COMMUNITY SERVICES & FACILITIES**



Community services and facilities (“CS&F”) contribute to the social, economic, and cultural development of the city and are vital in supporting liveable communities. Community service facilities provide a foundation for a diverse range of non-profit programs and services that build communities, contribute to the quality of life and act as neighbourhood focal points where people gather, learn, socialize, and access services. These facilities and the services they provide are fundamental components of a neighbourhood's livability.

## **Development Requirements**

- 11.1 New community service facilities will be established, and existing services and facilities will be renovated or expanded to meet existing needs and to accommodate future growth in the Plan Area.
- 11.2 Development on parcels with existing on-site community service facilities will replace the total gross floor area of the community service facility on-site.

## **Prioritization**

- 11.3 Community service facility priorities in the Plan Area include:
  - a) revitalization and expansion of existing facilities and creation of new community agency spaces;
  - b) expansion and improvement of community recreation centers serving the Plan Area;
  - c) development of new non-profit child care facilities located near the Scarborough Centre transit station and within future elementary schools; and
  - d) new public schools in the Plan Area as identified on Map 5-2 Structure Plan.
- 11.4 Landscaping and outdoor spaces that support community food production.

## **Location and Design**

- 11.5 New community services and facilities will be:
  - a) accessible to the resident and worker populations that they serve;
  - b) located in highly visible and accessible locations with strong pedestrian, cycling and transit connectivity;
  - c) designed in a manner that promotes the development of flexible multi-purpose space to allow for the delivery of a wide range of programs and services; and
  - d) developed as joint use facilities where appropriate to allow for the sharing of community space and joint programming by local service agencies.

- 11.6 Community services and facilities should be designed with an equity lens and through consultation with local communities to create spaces that are safe, accessible, and inviting for all.
- 11.7 The City of 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.
- 11.8 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*.
- 11.9 Where shared use of a *Park* is being considered:
- a) the school must be located in proximity to the park with consideration for student safety; and
  - b) the design and programming of *Parks* will be determined by the City in consultation with the Toronto District School Board.
- 11.10 The gross floor area of school building(s) on a Site may be exempted from the calculation of density on a Site.

## **Partnerships**

- 11.11 Identification of partnerships between private landowners, public agencies, boards and commissions, and non-profit community service providers to support the improvement, provision and expansion of community service facilities will be encouraged.
- 11.12 To address their respective requirements and to promote cost-effectiveness and coordination, community service providers will be encouraged to:
- a) support the creation of community hubs;
  - b) co-locate facilities and share resources;
  - c) address distribution gaps; and
  - d) integrate and coordinate programs

## **Timing and Phasing**

- 11.13 New and/or expanded community services and facilities are to be provided in a timely manner to support and be commensurate with growth.

11.14 Development that is phased should include required on-site community services and facilities as part of the first phase of development.

## **Monitoring**

11.15 Community services, facilities and related programming will be monitored and assessed from time to time, based on changes in the Plan Area including:

- a) changing the demographic profile of the Centre residents;
- b) changing inventory of existing services and facilities; and
- c) identification of service gaps.

## **12. SERVICING**

Municipal servicing infrastructure includes the water distribution system, sanitary sewers, and storm sewers. Intensification of the Plan Area will be supported by improvements to servicing infrastructure both within and outside the Plan Area and is critical to the success of this Secondary Plan.

Servicing Reports submitted with each development application will analyze, update, and identify servicing infrastructure needs to reflect most up-to-date conditions at the time of application submission.

- 12.1 New development will not exceed the capacity of existing municipal servicing infrastructure within the Plan Area.
- 12.2 New development will be required to coordinate with planned new, improvements and/or upgrades to existing municipal servicing infrastructure.
- 12.3 Where infrastructure capacity is inadequate to support new development, the new development will be required to provide upgrades and/or improvements to existing municipal servicing infrastructure, and/or new municipal servicing infrastructure, where appropriate, to provide adequate capacity for the new development considering planned growth of the Plan Area, secured pursuant to the development approval process.
- 12.4 Municipal infrastructure required to service new development will be provided on municipal lands typically within the public street right-of-way.
- 12.5 Functional servicing reports, prepared in accordance with City's terms of reference, will be required on an application basis to:
  - a) identify whether sufficient capacity exists within the local municipal servicing infrastructure to accommodate new development;
  - b) identify any improvements required to existing municipal servicing infrastructure to support the new development; and

- c) determine mitigation measures to minimize any impacts to the existing infrastructure to the satisfaction of the City.
- 12.6 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 and manage future development in an environmentally responsive manner.
- 12.7 Stormwater management reports will be required on an application basis to identify how stormwater is being managed within the Plan Area in accordance with the City's Wet Weather Flow Master Plan and City's terms of reference for Stormwater Management Report.
- 12.8 The private blocks shall be overcompensated to the greatest extent possible to address the requirements for water balance and quantity control for public roads, parks, and City lands to the satisfaction of the City.
- 12.9 Municipal servicing will be co-ordinated with the detailed design of the public street network.
- 12.10 Streets will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to the issuance of any permits.
- 12.11 Municipal servicing/upgrades will be constructed to City standards and be provided at approved locations prior to the issuance of any permits for the new development.
- 12.12 The upgrades and/or improvements to existing, or new municipal servicing infrastructure may be secured in a private servicing agreement entered into between various landowners to identify cost-sharing obligations, coordination on construction of such infrastructure, cost and implementation of all new storm sewers and stormwater management facilities, and such related matters, including any requirements for Green Infrastructure as defined in the Official Plan and as determined by the City or this Plan (the "Servicing Agreement"). The City will require all infrastructure to be constructed and operational before any permits are issued for the new development.

### **13. COMMUNITY BENEFITS**

- 13.1 Community benefits will be provided to support redevelopment of the Plan Area 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, will support the creation of a complete community.

- 13.2 The policies in this Plan that address the provision of community benefits are to be read within the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the *Planning Act* and any associated legislation.

#### **14. IMPLEMENTATION**

- 14.1 Development will protect for the long-term vision of the Plan Area consistent with the policies of this Plan.
- 14.2 The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of municipal infrastructure, facilities, and amenities need to support intensification of the Plan Area.
- 14.3 The City may pass Zoning By-laws, approve Plans of Subdivision provided development applications meet all applicable policies and legislation. The City may enter into agreements pursuant to the *Planning Act*, such agreements authorized under Section 51, and the *City of Toronto Act, 2006*, as amended, to secure matters required to support development provided for in this Plan.
- 14.4 The City may, at its discretion, require easements in respect of private land to secure public access along private streets through the development review process.

#### **Coordinated Development**

- 14.5 Development applications will demonstrate that there is adequate transportation, servicing and community infrastructure capacity within the broader Scarborough Centre area to accommodate the proposed level of intensification in the context of existing and proposed development.
- 14.6 Development shall be sequenced to ensure appropriate transportation and municipal servicing infrastructure, and community services and facilities are available to service development.
- 14.7 An updated Transportation Impact Study (TIS) will be required for each phase of multi-phased developments.
- 14.8 The City may, at its discretion, require an easement on private land to secure public access to the public realm enhancements identified in this Plan, including components of the Public Realm Network such as local connections, mid-block pedestrian connections and POPS secured through the development application review process. The public realm enhancements will be constructed and maintained by the owner.

- 14.9 The expansion of the street network in the Plan Area into a finer grid of streets identified on Map 5-6 Street Network will occur incrementally with development through the direct construction and conveyance of new streets on development sites or contributions towards the acquisition of land and construction of transportation infrastructure off site as secured through the development approvals process.
- 14.10 The phasing of the transportation system for the Plan Area, including public realm improvements and necessary infrastructure requirements, will be coordinated, and will be secured by Subdivision Agreement(s). 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.
- 14.11 Map 5-6 Street Network outlines required transportation network improvements for each development block.
- 14.12 The expansion of the street network into a finer grid of streets will occur incrementally with development as follows:
- a) if a required network improvement forms part of a site that is subject to a development application, that improvement will be secured and/or constructed prior to development proceeding;
  - b) when required network improvements are not part of a site that is subject to a development application, the development proponent of that site will make best efforts to coordinate the required improvements with other landowners in the Plan Area;
  - c) if the off-site network improvements required for a proposed development are not in place or constructed, development proponents must demonstrate to the satisfaction of the City that the transportation network will function appropriately until the required improvements have been implemented; and
  - d) if the required network improvement is an off-site improvement, and the development has satisfied the provisions of Policy 14.12 b) and c), the City will require a financial contribution towards the costs associated with the future land acquisition and construction of the required transportation improvement as determined through the development application review process.
- 14.13 Improvements to the pedestrian and cycling network in the Plan Area and connections to surrounding neighbourhoods will be provided, as shown on Map 5-6 Street Network and Map 5-8 Cycling Network, and implemented through the development review process.

- 14.14 Development and public infrastructure projects adjacent to the planned transit station and bus terminal identified on Map 5-2 Structure Plan and Map 5-6 Street Network, will recognize, and consider local and regional transit system infrastructure needs. Where necessary, new developments adjacent to the planned transit 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.
- 14.15 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 sections and landscape plans will be required demonstrating the active transportation and green street elements required by this Plan.
- 14.16 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.
- 14.17 Owners of land within the Plan Area are encouraged to enter into landowners agreement, 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 Plan Area.
- 14.18 Smaller sites that are too small to accommodate appropriate development to implement the Plan Area's vision are encouraged to consolidate with adjacent lands.

### **Holding Provisions**

- 14.19 To ensure growth is considered and sequenced, conditions to be met prior to the removal of a Holding ("H") provision are identified in Policy 5.1.2 of the Official Plan, and in addition may include the following:
- a) entering into a financially secure agreement under Section 51 of the *Planning Act*;
  - b) 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;

- c) 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, to provide sufficient multi-modal transportation capacity to support existing conditions, recently approved developments, and new development;
- d) confirmation of funding or financing of transportation infrastructure, servicing infrastructure, and parks required to support the development
- e) the substantial completion of an environmental assessment pursuant to the *Environmental Assessment Act*;
- f) conveyance of new parkland;
- g) provision of schools;
- h) construction of or securing community facilities; and
- i) provision to deliver or otherwise secure appropriate mitigation measures identified in an accepted Compatibility Mitigation Study, Noise Impact Study, Vibration Study, and Air Quality and Odour Study in accordance with all Provincial guidelines;
- j) protection of public health and safety.

14.20 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.

#### **Draft Plan of Subdivision**

14.21 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 and parks contemplated by this Plan.

14.22 Applications for Plan of Subdivision within the Plan Area will comply with the statutory complete application submission requirements of the *Planning Act*, and this Plan.

14.23 Division of land will create land parcels that facilitate development consistent with the intent and objectives of this Plan.

#### **Zoning By-law Amendment(s)**

14.24 Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure, community services, and parkland, are available to accommodate proposed development in the Plan Area.



14.25 Applications for Zoning By-law Amendment(s) will implement the intent and objectives of the Plan and the urban design guidelines adopted for the Plan Area.

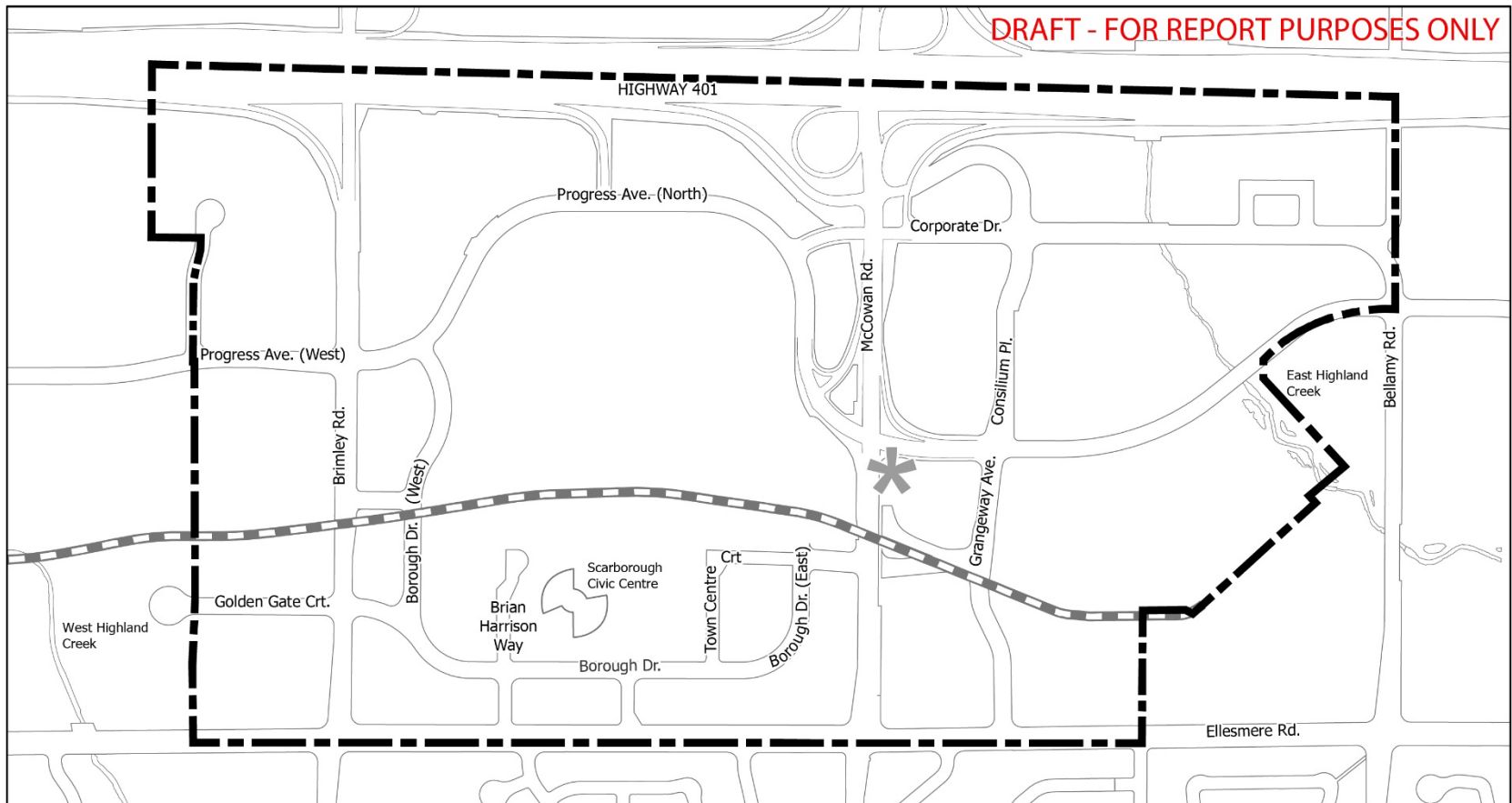
### **Site Plan Control**

14.26 Applications for Site Plan Control will be used to implement the intent and objectives of this Plan and the urban design guidelines adopted for the Plan Area.

### **Monitoring**

New development in the Plan Area is expected to occur incrementally and the timing and phasing of necessary infrastructure improvements will depend on several factors including the nature and rate of development, demographic shifts, changes in travel behavior and future transit implementation. The impact of development on all municipal infrastructure, will be monitored to ensure the capacity of these infrastructures keeps pace with development and to ensure that levels of service in adjacent areas are not reduced.

14.27 The City will monitor development activity in the Plan Area on an-ongoing basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards, and commissions, to evaluate the evolving needs of the area's population and inform the delivery of new and enhanced community services and facilities.







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## Scarborough Centre Secondary Plan

Map 5-1 Secondary Plan Area Boundary

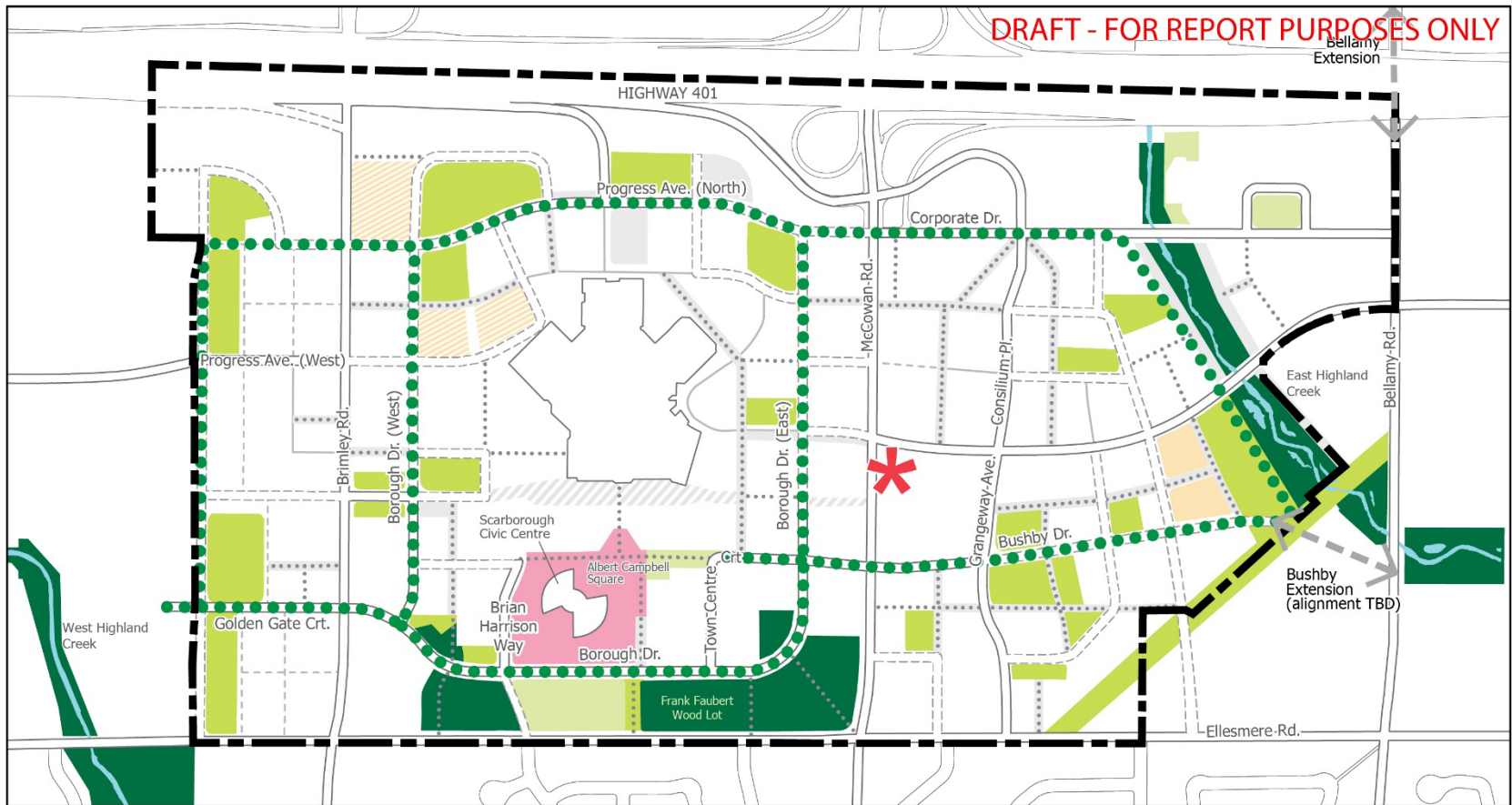
-  Secondary Plan Boundary
-  Existing Streets
-  T.T.C. Scarborough Rapid Transit
-  SC Transit Station

Draft map



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Date Exported: 10/16/2024



## Scarborough Centre Secondary Plan

### Map 5-2 Structure Plan

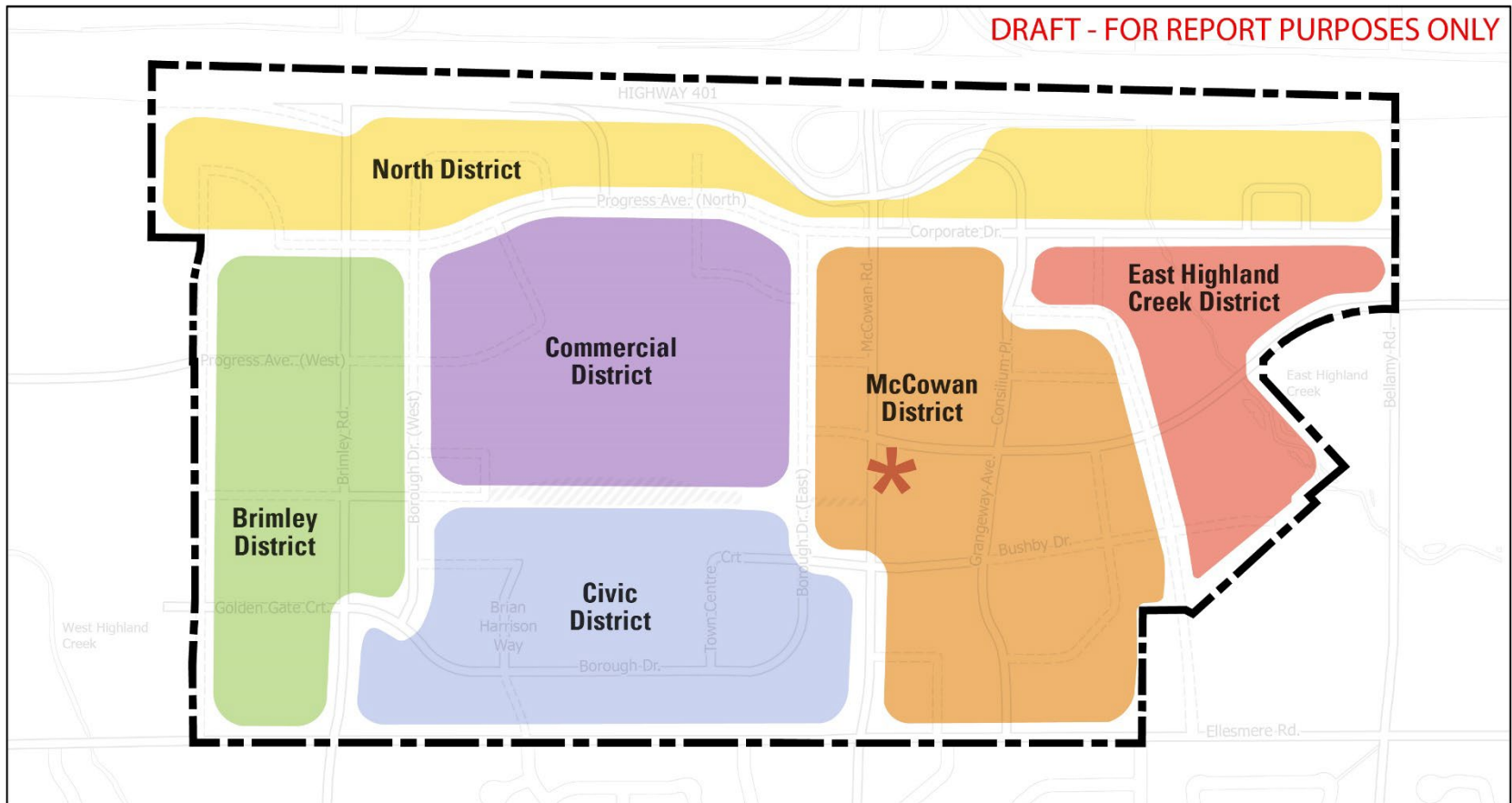
- |                         |                                      |   |                                       |
|-------------------------|--------------------------------------|---|---------------------------------------|
| Secondary Plan Boundary | Local Connections (To be determined) | Existing Parks                                    | Triton Road: Private / Limited Access |
| Existing Streets        | SC Transit Station                   | Planned Parks                                     | Civic Space                           |
| Planned Streets         | Midblock Connections                 | Existing Natural Areas                            | School Sites                          |
| Local Connections       | Green Loops                          | Privately-Owned Publicly Accessible Spaces (POPS) | Potential School Sites                |

Draft map



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Date Exported: 03/19/2025



## Scarborough Centre Secondary Plan

### Map 5-3 Districts Plan



Secondary Plan Boundary



Triton Road: Private/ Limited Access



SC Transit Station

#### Districts



East Highland Creek District



McCowan District



North District



Brimley District



Civic District



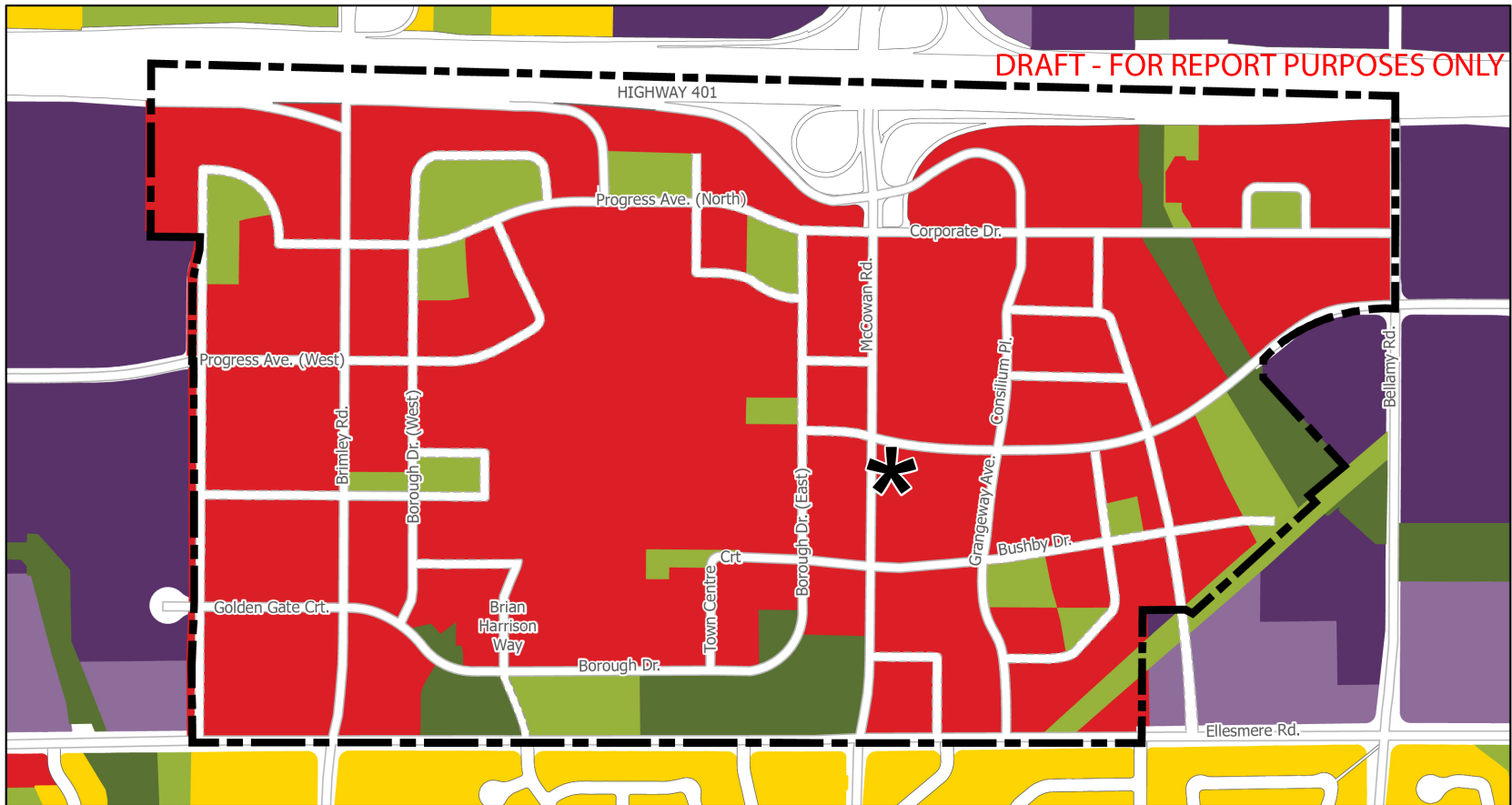
Commercial District

Draft map



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Date Exported: 01/28/2025



## Scarborough Centre Secondary Plan

Map 5-4 Land Use Plan

Secondary Plan Boundary

Existing Streets

Planned Streets

SC Transit Station

### Land Use Designations

Neighbourhoods

Mixed Use Areas

Natural Areas

Parks

General Employment Areas

Core Employment Areas

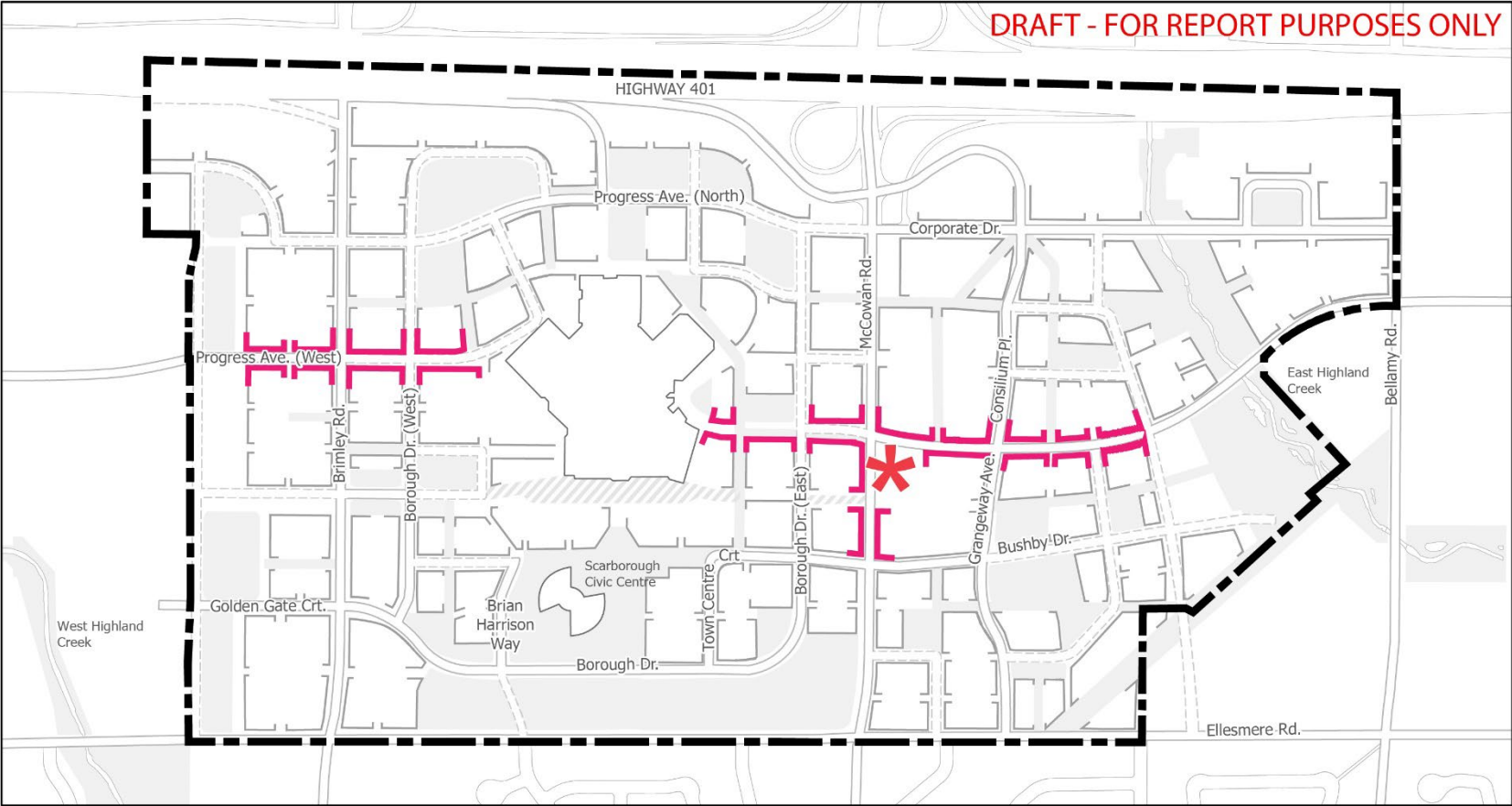
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**Scarborough Centre Secondary Plan**  
Map 5-5 Active Commercial Uses At-Grade

- |                         |                                       |  |
|-------------------------|---------------------------------------|--|
| Secondary Plan Boundary | Triton Road: Private / Limited Access | Required Active Commercial Uses At-Grade |
| Existing Streets        | SC Transit Station                    | Building Edges (Conceptual)              |
| Planned Streets         | Parks and Open Spaces                 |  |

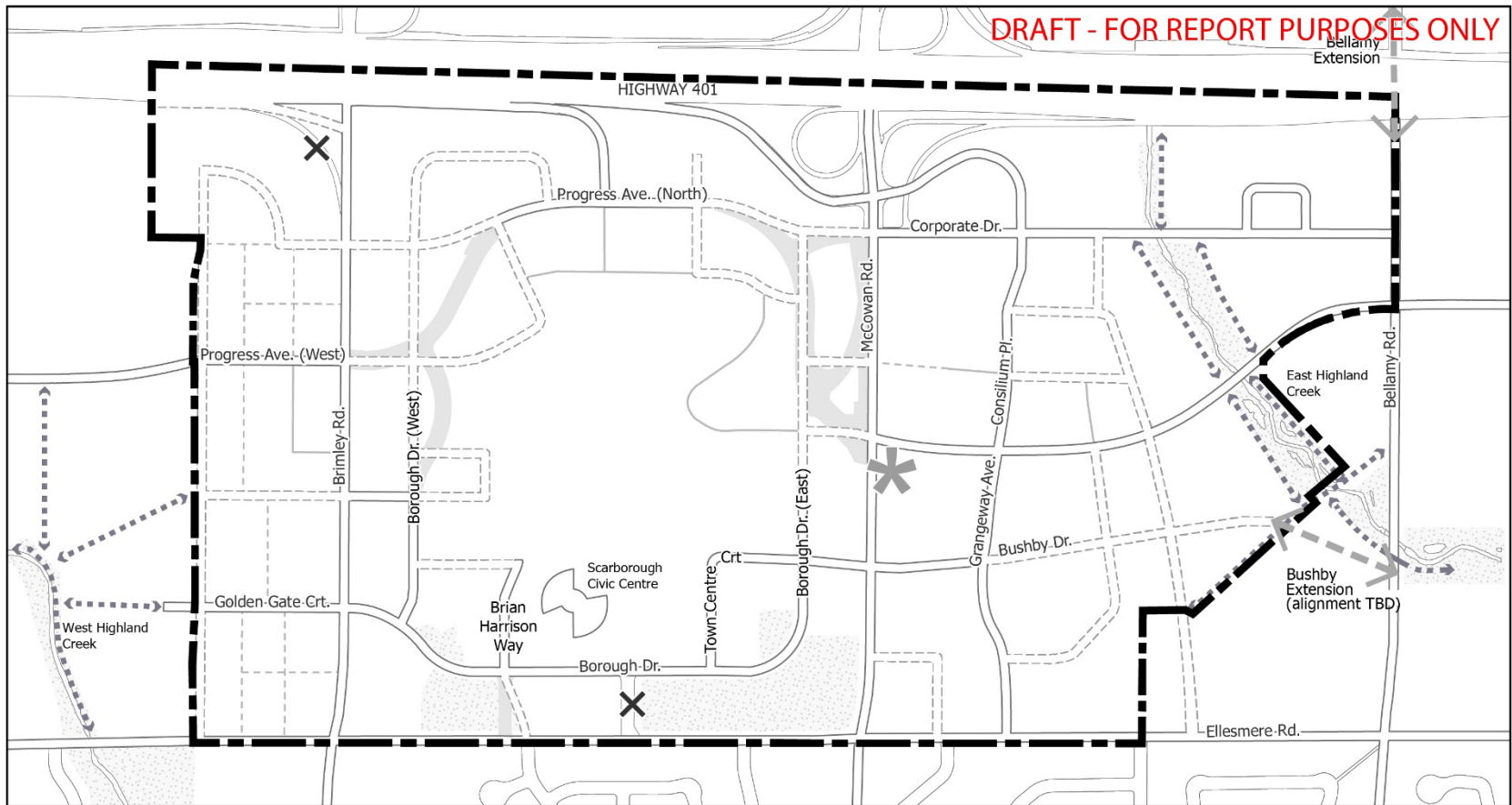
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## Scarborough Centre Secondary Plan

Map 5-6 Street Network

Secondary Plan Boundary

Existing Streets

Planned Streets

Local Connections

Local Connections (To be determined)

Existing Streets (To be realigned)

Existing Streets (To be removed)

SC Transit Station

MultiUse Trails

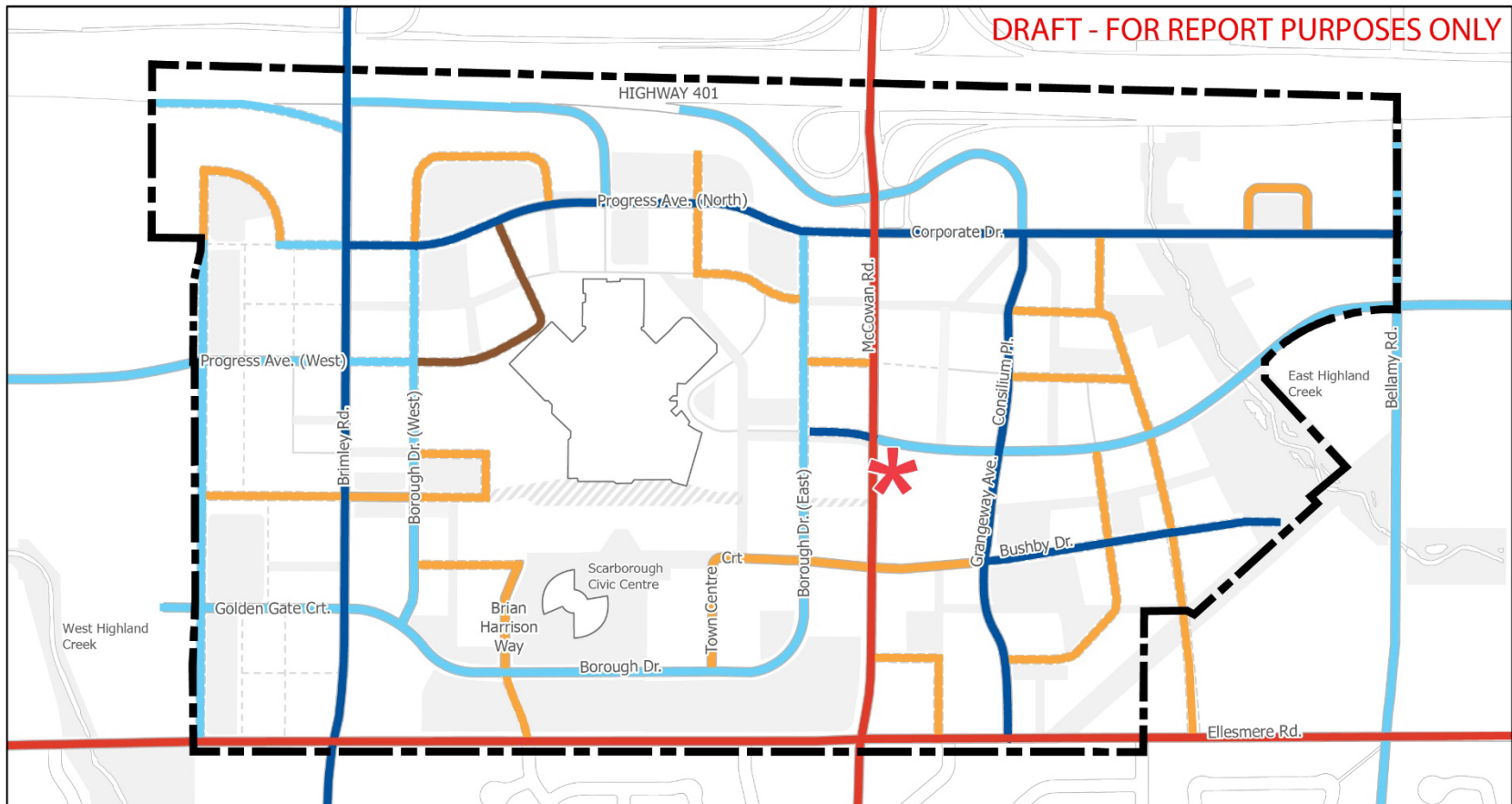
Existing Natural Areas

Draft map



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## Scarborough Centre Secondary Plan Map 5-7 Street Right-of-Way Widths

- Secondary Plan Boundary
- Existing Streets
- Planned Streets
- Local Connections
- Local Connections (To be determined)
- Triton Road: Private / Limited Access
- SC Transit Station
- Parks and Open Spaces

### Official Plan Right-of-Way Widths

- 20 m
- 23 m
- 27 m
- 30 m
- 36 m

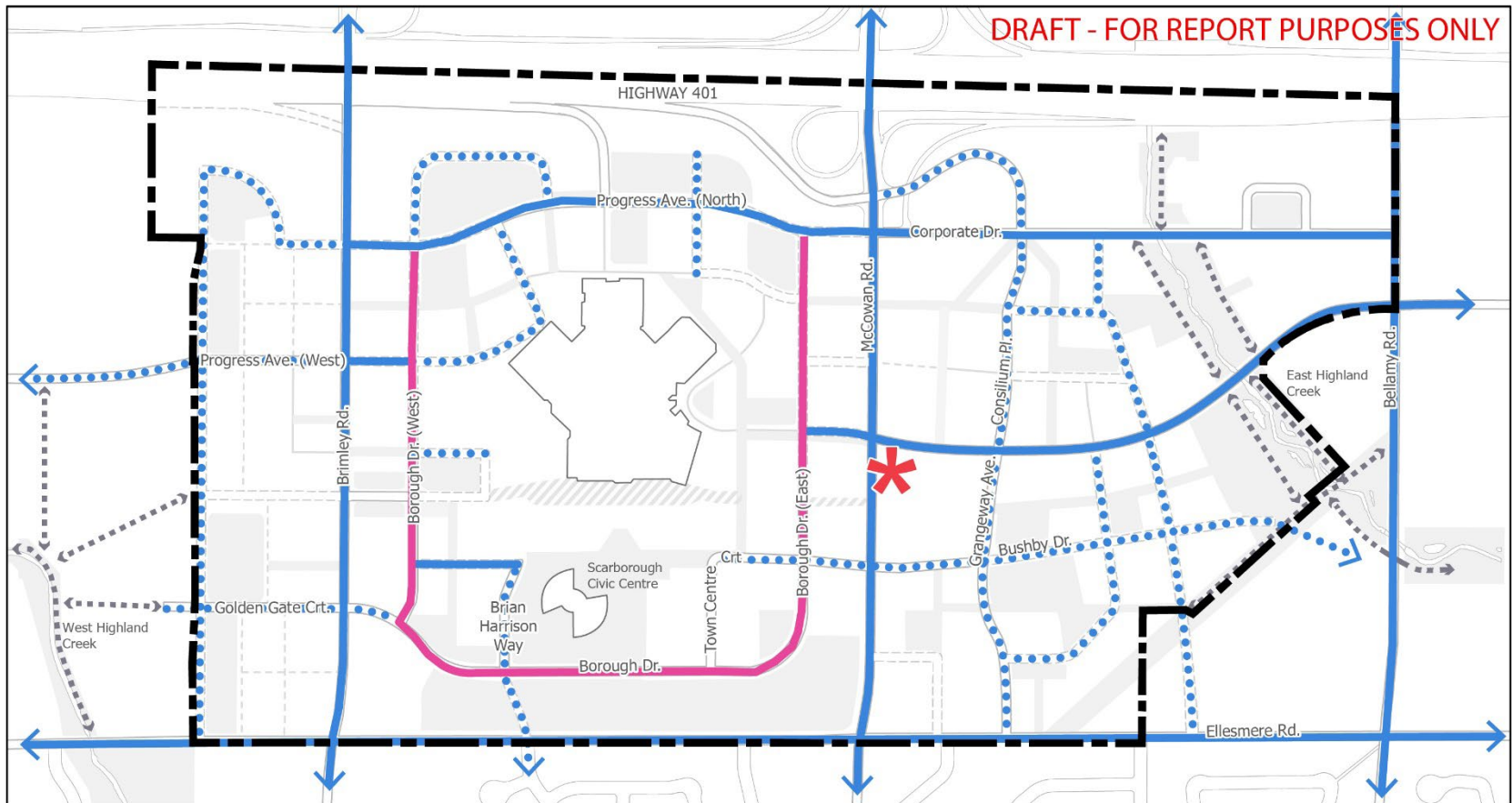
Draft map



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## Scarborough Centre Secondary Plan

### Map 5-8 Cycling Network

- Secondary Plan Boundary
- Existing Streets
- Planned Streets
- Local Connections
- Local Connections (To be determined)

- Triton Road: Private / Limited Access
- SC Transit Station
- Parks and Open Spaces
- Multi-Use Trails

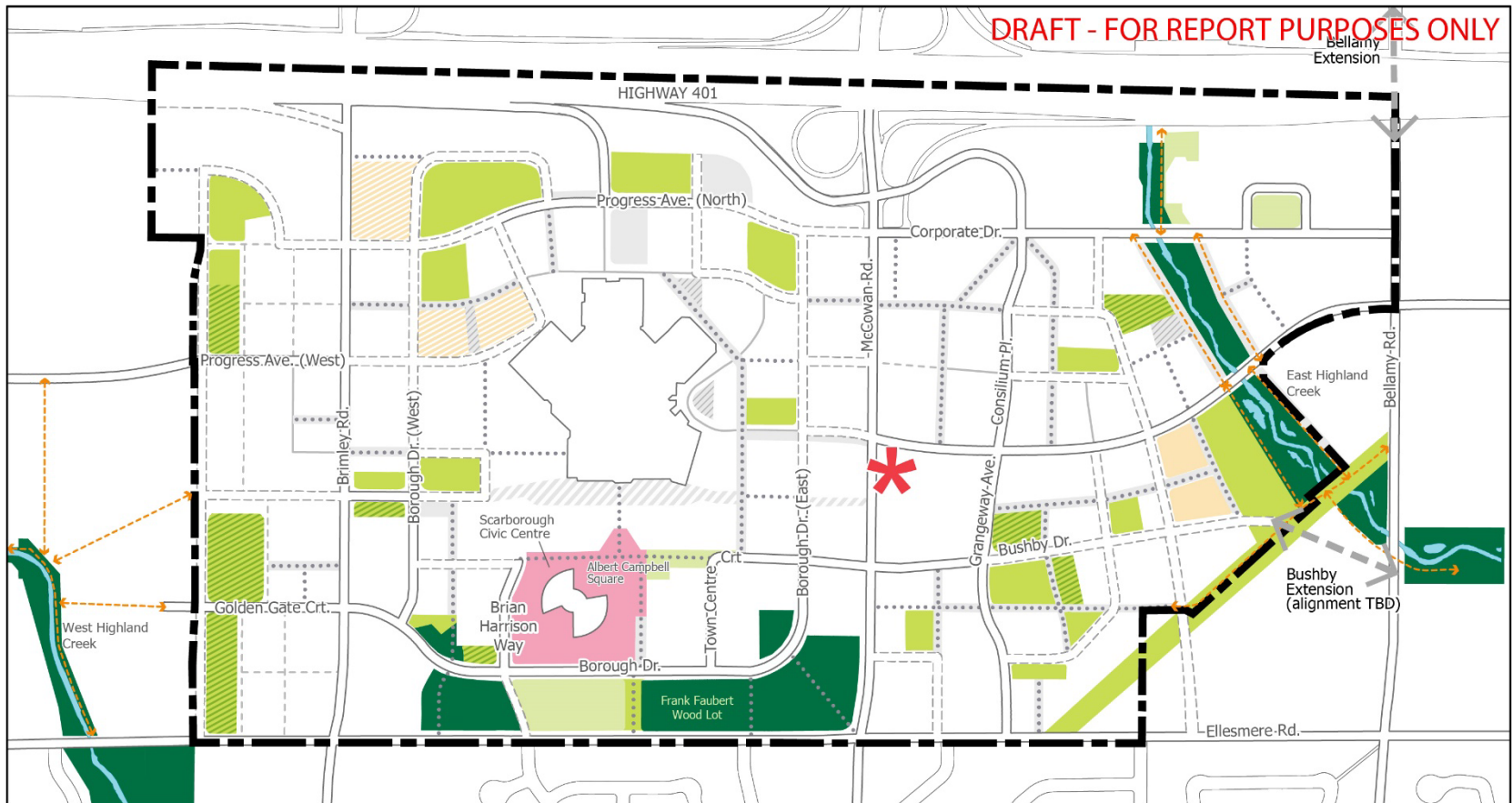
- Bikeways**
- Cycle Track: Two-way
  - Cycle Track: One-way
  - Cycling Facility (To be determined)

Draft map



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Date Exported: 03/19/2025



## Scarborough Centre Secondary Plan

### Map 5-9 Parks and Open Spaces

- |                                       |                                      |   |                             |
|---------------------------------------|--------------------------------------|---|-----------------------------|
| Secondary Plan Boundary               | Midblock Connections                 | Existing Parks                                    | Civic Space                 |
| Existing Streets                      | Local Connections                    | Planned Parks                                     | Private Open Space          |
| Planned Streets                       | Local Connections (To be determined) | Priority Park Expansion                           | School Sites                |
| Triton Road: Private / Limited Access |                                      | Existing Natural Areas                            | Potential School Sites      |
| SC Transit Station                    |                                      | Privately-Owned Publicly Accessible Spaces (POPS) | Potential Trail Connections |

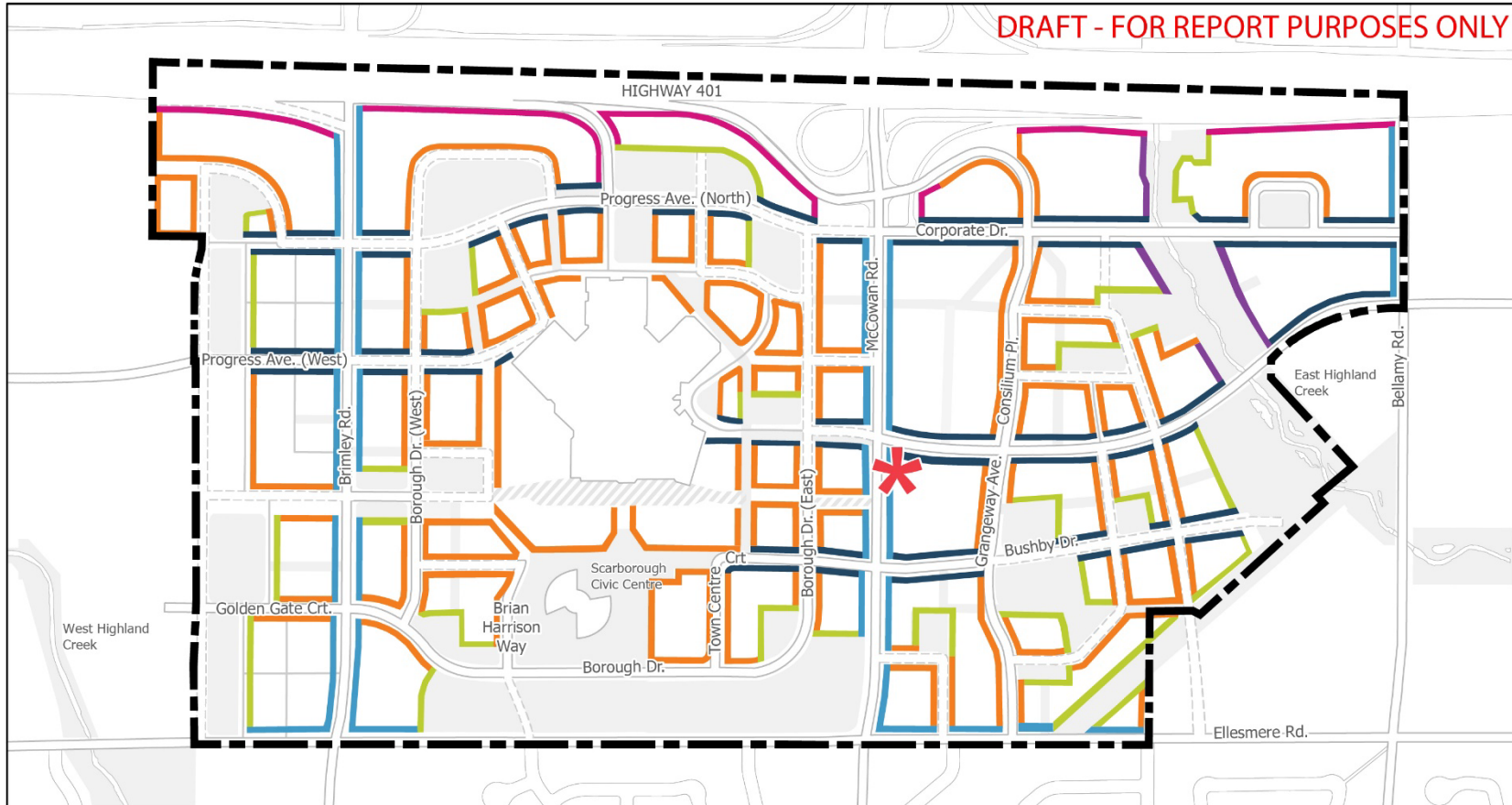
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## Scarborough Centre Secondary Plan

### Map 5-10 Building Setbacks

- Secondary Plan Boundary
- Existing Streets
- Planned Streets
- Local Connections
- Triton Road: Private / Limited Access
- SC Transit Station
- Parks and Open Spaces

#### Building Setbacks

- 3m: typical minimum setback
- 5m: to permit second row of tree planting on private lands
- 3m\*: 3m with additional 3m for first three storeys (10.5m) above grade
- 5m: adjacent to public parks and natural areas
- 14m: adjacent to Highway 401
- 10m: adjacent to East Highland Creek

Draft map

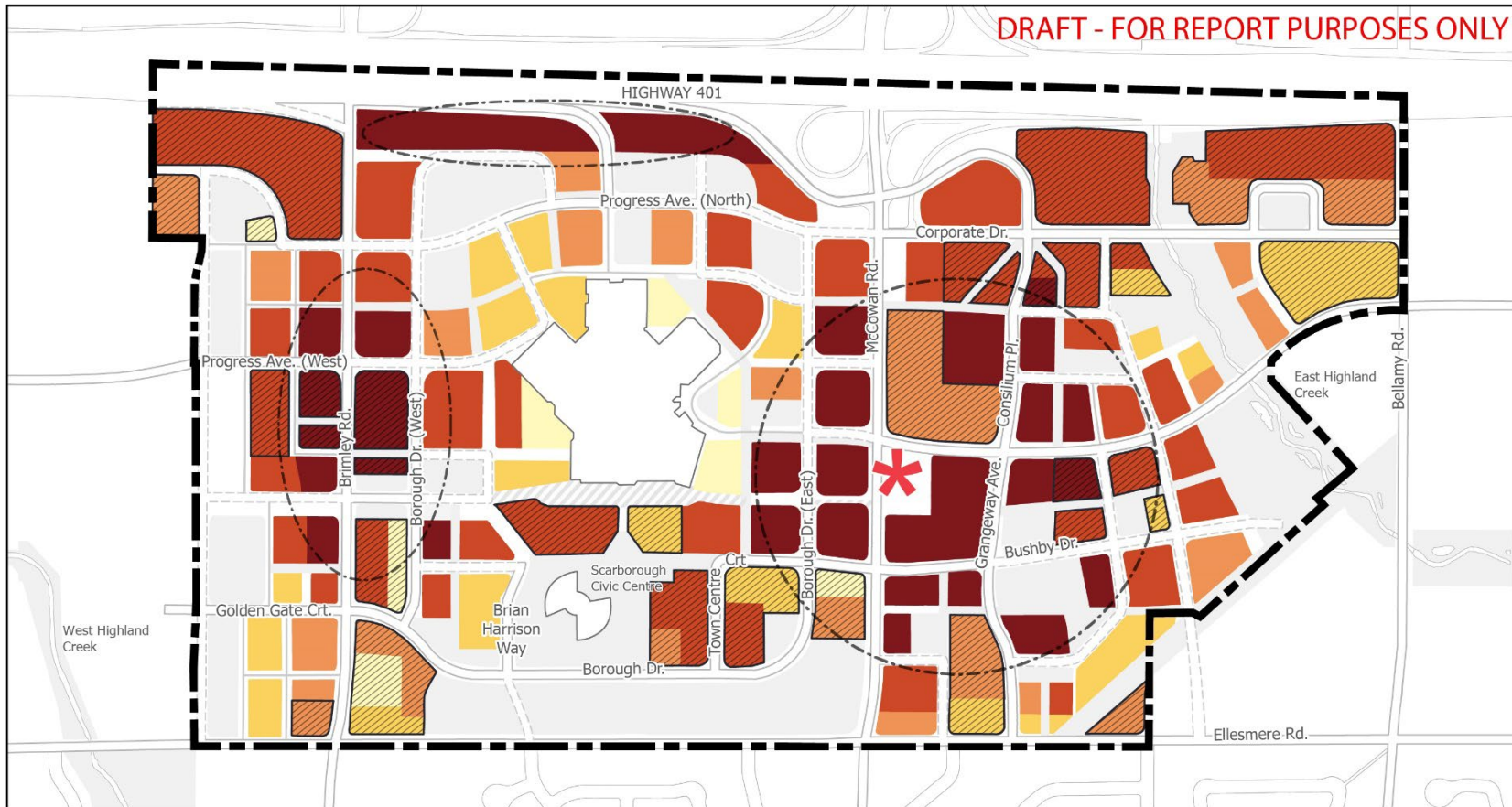


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## Scarborough Centre Secondary Plan

### Map 5-11 Building Heights

- Secondary Plan Boundary
- Existing Streets
- Planned Streets
- Local Connections
- Triton Road: Private / Limited Access
- SC Transit Station
- Parks and Open Spaces

#### Building Heights (Number of storeys)

- 1 to 4
- 5 to 14
- 15 to 29
- 30 to 44
- 45 to 55
- Existing or Approved
- Height Peak Areas

Draft map



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