

5. SCARBOROUGH CENTRE SECONDARY PLAN

Scarborough Centre is an important mix of retail, government, institutional, cultural, employment and residential uses. The Centre is at the core of an established employment corridor along Highway 401. As a mixed use area, the Scarborough Centre provides both employment and housing opportunities for workers and residents. The Centre is a focal point of transit; at the eastern end of the Scarborough Rapid Transit (SRT) line and at the hub of local and inter-regional surface transit lines. Scarborough Centre is also a destination point for surrounding communities; with a regional mall, municipal and federal government services and a variety of recreational, educational and community services. The Centre has the potential to welcome upwards of 40,000 residents and attract upwards of 23,000 jobs.

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

- (a) create a vibrant mix of employment, cultural, institutional, educational, recreational, commercial and residential uses;
- (b) ensure effective and efficient provision and use of transportation facilities and services;
- (c) enhance the Centre as a destination focus;
- (d) promote a high-quality urban form and a comfortable and safe environment;
- (e) improve open spaces, parks and linkages;
- (f) protect adjacent residential neighbourhoods; and
- (g) strengthen community identity.

1. PRINCIPLES FOR SUCCESS: STRATEGIC POLICIES FOR THE SCARBOROUGH CENTRE

Policies

- 1.1 The Centre will be an urban focal point for eastern Toronto where employment, housing, institutional, cultural, recreational, commercial and community services and transit will be concentrated in a dynamic mixed-use location.
- 1.2 The Centre will accommodate a mix of uses to create an attractive and comfortable environment for residents, workers and visitors to the Centre.
- 1.3 Mixed-use growth will be encouraged while respecting and maintaining an environment that is supportive of existing employment, cultural, institutional, recreational and residential uses.
- 1.4 Adjacent employment areas and residential neighbourhoods will be protected by:
 - (a) establishing a defined boundary for the Centre;
 - (b) permitting the continuation of existing industrial uses; and
 - (c) ensuring an appropriate transition in the scale and intensity of uses especially adjacent to the residential communities south of the Centre.

- 1.5 A range of housing in terms of form, tenure and affordability will be encouraged.
- 1.6 Higher density residential uses are encouraged adjacent to the Scarborough Rapid Transit (SRT) stations and the proposed Sheppard Subway stations to enhance opportunities for transit use.
- 1.7 New employment growth, compatible with the mixed-use nature of the Centre, will be encouraged.
- 1.8 The Centre will be actively marketed and promoted to encourage further office development.
- 1.9 A compact, high density, transit-oriented development pattern, based upon a high standard of urban design, will be encouraged.
- 1.10 When considering new development, the provision of public art, unifying physical elements such as street furniture and lighting, and excellence in architecture, to create a distinct character for the Centre, will be promoted.
- 1.11 The destination focus of the Centre will be enhanced by:
 - (a) planning for, and promoting, the creation of a well-defined, cohesive and connected public realm comprised of existing and new streets, pedestrian sidewalks and walkways, parks, open spaces, cycling routes, linkages, urban spaces, transit routes and publicly accessible walkways;
 - (b) ensuring community services and facilities are located within or in close proximity to the Centre;
 - (c) improving, expanding and re-investing in the existing supply of community facilities, parks and open spaces;
 - (d) maintaining and enhancing the municipal presence in the Centre; and
 - (e) providing for, and promoting cultural, entertainment uses and activities in Albert Campbell Square including additional community programs and activities.
- 1.12 The Scarborough Rapid Transit (SRT), surface transit services and facilities and the proposed Sheppard Subway extension play an important role in the development of the Centre. These assets will be enhanced and/or promoted to further the City building objectives of this Secondary Plan.
- 1.13 Planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of new development while promoting a pedestrian friendly environment.
- 1.14 The Centre will be enhanced by the provision of local and major parkland as well as improvements to the existing parks and open spaces.
- 1.15 Maintenance and enhancement of natural heritage areas will provide a connection to the natural environment, relief from the urban context of the area and will improve the livability and desirability of the Centre as a place to live, work and visit.
- 1.16 The levels and types of programs, services and facilities will be monitored and expanded or enhanced to meet the varied needs of the residents and workers of the Centre.
- 1.17 Lands and assets owned by the City will be utilized in a strategic manner to further the objectives of this Secondary Plan.

2. THE BASIS FOR THE SECONDARY PLAN

The strategic policies set out above, provide the basis for implementing the vision for the Scarborough Centre. Detailed and specific policies respecting land use, housing, employment, community services and facilities, transportation, urban design, parks and open space are identified in the following Sections of this Secondary Plan and are focused around four key themes to create:

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

3. A SENSE OF PLACE

Within the Centre, employment and residential development has tended to be scattered, creating pockets of higher density residential and office uses, but with little interconnection. As the Centre develops, high-quality, urban design will play a significant role in promoting the Centre as a destination focal point, unifying its parts and connecting it to the surrounding area. Attention to architecture, built form and the design and massing of buildings will contribute to a strong, consistent, identifiable image of the Centre. Improvements and enhancements to the green spaces, streetscapes, pedestrian and cycling paths and the provision of public art, and way-finding signage will physically and visually unite the area and create an attractive, interesting “place” for residents, workers and visitors.

3.1 Urban Design

Structure, Form and Physical Environment

High quality, pedestrian-friendly, transit-oriented development will be promoted in the Centre. As a mixed use area, the Centre will encompass a range of building heights with the higher buildings generally located in close proximity to the rapid transit stations or major arterial roads and expressway accesses.

Built Form – Tall Buildings

Tall buildings will form a prominent part of the urban landscape for the Centre, visually reinforcing the civic importance of the area and defining its image. Tall buildings must fit within their context and minimize impacts on surrounding properties. An analysis of appropriate building heights for new development within the Centre will be an important part of the planning review process.

The Public Realm

Streets, public open spaces including existing and future parks and open spaces will be part of a continuous system through the Centre and link to the surrounding areas.

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

The development of a vibrant Centre is dependent upon the provision of a pleasant, safe and accessible pedestrian environment. Public sidewalks will be the primary pedestrian routes, while public and publicly-accessible open spaces and walkways will be established to create an integrated pedestrian system.

Streets create significant public spaces that serve pedestrians, cyclists and vehicles. Streets provide space for public utilities and services, landscaping, building access and frontage, view corridors, sky view and sunlight. They are linkages for automobiles, buses, bicycles and pedestrians. Existing streets will be enhanced to achieve these diverse functions and to address expectations for the spatial needs of users including pedestrians, people with mobility challenges, public transit vehicles, bicycles, automobiles, utilities and landscaping.

New streets will strengthen the existing street and block pattern. Public and private pedestrian routes will be designed to provide pleasant, convenient, identifiable and safe pedestrian and cycling access. They will be provided to, from and between all major land uses, transit stations, parking areas, public streets, squares, and areas external to the Centre.

Development within the Centre has focused around the City's Scarborough Civic Centre Building and Albert Campbell Square. There is a need to enhance this presence through promotion of the Civic Centre building use, increased programming within the Square, improved pedestrian connections and improvements to the accessibility, amenities and safety of the Square.

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

Scarborough Centre Urban Design Policies

Development within the Centre will be guided by the following Urban Design policies and Urban Design Guidelines. These Guidelines will provide further direction and clarification to the Official Plan and Secondary Plan principles and policies and will be used to inform the site plan control process and provide guidance for development of the Centre.

Policies

3.1.1 Structure, Form, Scale and Physical Environment

- (a) The general scale of development within the Centre will promote an urban character. Within certain areas of the Centre, building heights will be kept to a lower scale to provide a transition from surrounding uses. Some buildings will be required to be located close to the street line and/or incorporate a podium into the building design to achieve an appropriate pedestrian scale and building-to-street relationship.
- (b) The scale of office and residential buildings will generally be of a high-rise character with low-rise elements incorporated into the buildings or site.
- (c) New development, open spaces, parks, landscaping, pedestrian routes, roadways, and transit facilities will be designed and sited in a manner that contributes to an identity for the Centre as a multi-use, destination focus.
- (d) Development will be designed to assist in creating clearly defined, safe, climatically comfortable, exterior public spaces while aiding orientation and projecting a positive image for the Centre.
- (e) Development will be required to provide safe, secure, comfortable areas designed to meet the demand for pedestrian movement and private and/or public use.
- (f) New development will be designed to achieve enhanced pedestrian linkages with its surroundings through a combination of private and public walkways and sidewalks.
- (g) Development of buildings and other structures located along major approaches to the Centre will provide a

sense of a “gateway” or “entry”.

- h) New residential development will provide private, on-site recreational facilities and open space to serve the residents and to meet the objectives of the Precincts. These facilities may include, but are not limited to, common recreation and amenity rooms, fitness facilities, pools, and outdoor amenity areas.

3.1.2 Built Form

- (a) New buildings will be designed to contribute to, and reinforce, an attractive pedestrian-scaled streetscape through architectural treatments such as a defined building base and street edge definition.
- (b) Taller buildings will generally be located in close proximity to the rapid transit stations, major arterial roads and Highway 401.
- (c) Development proposals for tall building must demonstrate how the proposed building and site design will contribute to and reinforce the overall Centre structure.
- (d) Minimize negative impacts of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces.
- (e) Where provided by this Secondary Plan, retail and commercial uses will be street related and will incorporate design elements such as public entrances, colonnades, windows, awnings, cantilevers, signage and forecourts that contribute to the animation of the street.
- (f) To promote the image of the Centre, attention will be given to the urban design and landscape character of streets, open spaces, parks, parking and servicing facilities in the Centre. Accordingly:
 - (i) minimal setbacks from the street line will be required for buildings where a strong street edge definition is contemplated;
 - (ii) the development of a series of open spaces, urban spaces and parks will be promoted as an integral part of a pedestrian system to provide a variety of pedestrian experiences as well as to create and maintain views of significant elements in the Centre; and
 - (iii) landscape features including tree planting will be promoted throughout the Centre to complement the man-made environment and to assist in:
 - defining the street edge;
 - identifying pedestrian linkages;
 - providing shade, screening service areas, and
 - providing orientation to key elements of the parks and open space system.
- (g) New development will be encouraged to incorporate measures to minimize strikes by migratory and resident bird species.

3.1.3 Public Realm:

- (a) A grid of pedestrian-friendly public streets, transit-oriented development blocks and a well-defined open space system will be encouraged.

- (b) Parking adjacent to streets, where permitted, will be landscaped and where feasible, screened from the adjacent public street through the use of landscaping and/or building elements, with attention to public safety principles.
- (c) Pedestrian routes will provide pleasant, convenient, identifiable, safe, access to, from and between all development, transit stations, parking areas, public streets, urban squares, and areas external to the Centre.
- (d) Integrated pedestrian and cycling routes will consist of public streets, sidewalks and trails, pathways and private walkways.
- (e) Where the right-of-way permits, sidewalks will be located away from the street curb and defined through the use of landscaping features including trees, street furniture, public art or decorative paving materials.
- (f) Intersections will be designed to be attractive, safe and inviting for pedestrians, cyclists and vehicles.
- (g) Major pedestrian system routes will be weather protected.
- (h) Pedestrian routes will provide a variety of landscaped public spaces and will be integrated with ancillary public and private spaces such as retail areas, reception and display areas.
- (i) The pedestrian and cycling system will be designed to create unobstructed access to all areas of the Centre, to all users, through measures that remove potential impediments caused by features such as grade changes.
- (j) The pedestrian and cycling system will be identifiable as a continuous system by implementing a common signage and way-finding system.
- (k) Pedestrian and cycling movement will be complemented by the provision of additional bicycle parking and support facilities in new developments, along pedestrian and cycling routes and in public facilities and spaces.
- (l) Pedestrian routes and spaces will be designed to accommodate public art in accordance with the Official Plan Public Art policies.

3.1.4 Public Art

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

3.1.5 Urban Forest

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

3.1.6 Albert Campbell Square

- (a) Albert Campbell Square will be promoted by incorporating:
 - (i) uses and facilities which contribute activity to the Square, year round;
 - (ii) facilities in developments which focus views and activities onto the Square;
 - (iii) way-finding signage and features for connection to other pedestrian routes; and

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

4. A PLACE TO LIVE, WORK AND RELAX

The geographic area of the Centre is large enough to accommodate a significant amount of residential and employment growth. The objective of this Secondary Plan is to guide this growth so that it builds upon the important role the Centre plays as a community within Toronto. Community building involves balancing a number of factors. A healthy and liveable community must provide an appropriate level of housing, employment, transportation networks and community facilities, services and programs such as daycare, health services, education facilities, parks, open spaces and recreation facilities, all in a visible and accessible manner.

Policies

- 4.1 Lands will be designated as *Mixed Use Areas*, *Parks and Open Space Areas - Natural Areas*, and *Parks* as shown on Maps 19, 20, 21 and 23. Within the mixed-use strategy, specific direction is provided for Brimley and McCowan Roads with further employment and housing objectives for these areas.
- 4.2 Existing industrial uses are permitted.
- 4.3 Retail uses are permitted within the Town Centre Commercial Precinct and on lands located east of Brimley Road, south of Progress Avenue, north of the Scarborough Rapid Transit (SRT) line to the former Borough Drive and lands located north of Town Centre Court, south of Triton Road, west of McCowan Road and east of the former Borough Drive.
- In other locations within this Secondary Plan, retail uses will only be permitted when secondary to other permitted uses in the *Mixed Use Areas*.
- 4.4 *Parks and Open Space Areas* will provide for a variety of active and passive recreation uses and natural areas. New *Parks and Open Space Areas* will be located and designed to visually and physically integrate and link development, and to meet the demands of new development.
- 4.5 Cemetery and golf courses are not provided for.

Precincts

This Secondary Plan recognizes that the Centre is a large geographical area in which several development areas have emerged, each with a somewhat different focus. Collectively, these areas combine to make the Centre a destination for the east end of the City.

To enable detailed planning for the Centre, to provide for a specific growth management strategy, and to realize specific employment, housing, recreation, entertainment and community service objectives, the Scarborough Centre is divided into four land use precincts. Defining the Centre in this manner, provides the opportunity to shape how the Centre will develop, how it will look and function in the future, and how the Centre can be strengthened to meet a wide variety of objectives.

Each precinct will permit a mix of land uses although each precinct will have a specific emphasis in terms of detailed land use focus, physical character, streetscape and built form objectives. This variety of, and emphasis upon, land use and built form objectives will increase the diversity, vitality and interest in the Centre as a whole.

General Precinct Policies

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

4.6.1 The Town Centre Commercial Precinct

The Town Centre Commercial Precinct contains the Scarborough Town Centre Mall, a regional destination. The Scarborough Town Centre Mall is a major shopping, services and entertainment destination. Its continued function is supported. The Mall functions as a link between the Precincts and the retail along Progress Avenue. This linkage will be strengthened through the use of signage to enable residents, shoppers and workers to more easily find their way within the Centre. The incorporation of way-finding signage within the Town Centre Commercial Precinct especially on lands owned by the Scarborough Town Centre Mall will enable residents, shoppers and workers to move easily within the Centre.

The Town Centre Commercial Precinct will be predominantly focused on commercial, retail, hotel, entertainment and recreational employment uses. Residential development will not be a focus for this Precinct. New residential development is not discouraged, especially on sites where there is an opportunity to knit together the fabric of the Centre. Expanding activities within this Precinct will include more street-related retail. New commercial, entertainment, hotel, recreational, restaurant and cultural uses will make better use of existing infrastructure and improve the Town Centre Commercial Precinct as a destination within the Scarborough Centre. Commercial development will be strengthened within the Town Centre Commercial Precinct by encouraging commercial (non-retail) office uses to locate on sites having high accessibility to the rapid transit stations.

Progress Avenue is a major link between the Brimley and McCowan Precincts. Retail and commercial development along Progress Avenue, between Brimley and McCowan Roads will be encouraged to locate adjacent to the street edge to create a more animated pedestrian streetscape. Redevelopment of the lands along this section of Progress Avenue will be encouraged to incorporate design elements such as building entrances at the street, windows and/or display panels on the street frontage, signage, tree planting, patios, street furniture, forecourts, fountains and a combination of public and private pedestrian sidewalks and walkways.

Town Centre Commercial Precinct Policies:

- (a) The Town Centre Commercial Precinct will be predominantly a commercial centre providing regional level and local employment uses such as retail and office uses.
- (b) Retail and commercial uses along Progress Avenue between Brimley and McCowan will be encouraged to be street related. Design elements such as building entrances at the street, extensive windows and/or display panels on the Progress Avenue frontage, signage, tree planting, patios, street furniture, forecourts, fountains and a combination of public and private pedestrian sidewalks and walkways will contribute to the animation of the street.
- (c) Expansion of the Scarborough Town Centre Mall along Progress Avenue will relate to the street by locating buildings at the street edge. Sidewalks/pathway linkages, with appropriate signage and landscaping will be promoted for retail uses on Progress Avenue.
- (d) Pedestrian amenities such as signage and physical connections including walkways, bicycle paths and sidewalks will be incorporated within the Town Centre Precinct for new retail and commercial development to improve the linkage between commercial and retail development, public streets and the existing and proposed transit stations.
- (e) Tree planting and landscaping will be encouraged to break up large expanses of parking for commercial uses within the Town Centre Commercial Precinct.
- (f) Within the Town Centre Commercial Precinct, the provision of community services, facilities and programs including, but not limited to the following, are promoted:
 - (i) a non-profit workplace child care facility for infants, toddlers and pre-schoolers; and
 - (ii) community services space for local non-profit organizations for programs and services including a community health centre, a youth drop-in centre, seniors centre and employment training centre.

4.6.2 The Civic Precinct

The Civic Precinct will be a focus for civic, government and commercial offices, community services and facilities, parks, woodlots and open spaces, cultural, recreational and entertainment facilities and programs, and residential developments.

The Civic Precinct contains the Scarborough Civic Centre, housing both municipal and school board offices, Albert Campbell Square, woodlots, Federal Government and private commercial offices, the YMCA and numerous residential buildings. The Civic Precinct is a destination for business, residents and visitors, serving the adjacent Precincts and the residential and employment communities beyond the Centre's boundaries with a variety of government, institutional, community and residential uses and activities.

Within the Civic Precinct, there are large areas of surface parking. Some of these lands are in public ownership, others are privately owned. Through redevelopment of these parking lots and other under-utilized lands, there is an opportunity to incorporate needed parking, above or below grade, within new employment and residential uses, and at the same time achieve overall goals respecting the provision of community services and facilities, parkland, cultural, entertainment and recreation facilities, and the achievement of enhanced streetscapes and pedestrian environments.

As the central focal point for the Centre, and to enhance its civic function, the Civic Precinct must be well connected to the rest of the Centre. A combination of private and public walkways/sidewalks is necessary to ensure excellent connections to the Centre and the surrounding business and residential neighbourhoods beyond the Centre's boundaries.

The Civic Precinct Policies:

- (a) Land use will be predominantly employment uses including government and commercial offices, hotels, community services and facilities including schools, libraries, community service and daycare facilities, entertainment facilities for the arts and restaurants and cafes.
- (b) Median landscape treatment is encouraged along Borough Drive and Ellesmere Road.
- (c) The maintenance and enhancement of government presence in the Civic Precinct will be promoted.
- (d) The future use of 140 Borough Drive, should the building become available, as a location for community services and programs, recreational uses or for an expansion of civic and other government services is supported.
- (e) To further the role of the Civic Precinct as a focus for the community, the provision of community services and facilities including, but not limited to the following, are promoted:
 - (i) a neighbourhood library;
 - (ii) licensed non-profit child care facility(s) for infants, toddlers and pre-schoolers;
 - (iii) community service space for local non-profit organizations; and
 - (iv) a parent and child resource centre.
- (f) The use of, and activity planning for, Albert Campbell Square will be encouraged and promoted to provide increased cultural, entertainment, social and civic activities that serve the Scarborough Centre and east Toronto.
- (g) Visual, pedestrian and cycling access to Albert Campbell Square will be improved by promoting private and public accessible walkways/sidewalks/cycling paths, ensuring the Square is linked to public streets, and providing bicycle parking in the Square and at public building locations.
- (h) On-street parking is encouraged as an important component of the overall parking supply within the Civic Precinct.
- (i) Off-street, surface parking is discouraged and existing surface parking lots will be phased out. New development will incorporate below-grade parking. Above-grade parking may be considered provided such parking is integrated within the building and its design is such that it does not appear as a stand alone, visually apparent element of the building.

4.6.3 The Brimley Precinct

As a mixed-use area, the Brimley Precinct will be a focus for both residential and employment uses. Like other healthy communities, the Brimley Precinct will include land uses such as parks and open spaces, schools and community services

and facilities that contribute to the health of the Precinct's residential and employment focus. There is considerable development potential within the Brimley Precinct. Employment will continue to be an important element of the Brimley Precinct and existing industrial uses will be accommodated. Retail uses that are secondary to the residential and employment uses within the Brimley Precinct will be permitted.

A key feature of the Brimley Precinct will be the Brimley corridor. Brimley Road presents an opportunity to create an urban, main street that would function as a major entry point to the Centre from the north and south. New residential and large scale office development will be concentrated along Brimley Road with higher density development located in close proximity to the proposed Brimley SRT station. New development will be designed to create a more defined and pedestrian-friendly environment. Attention will be paid to the relationship between buildings and Brimley Road.

The Brimley Precinct Policies:

- (a) The Brimley Precinct will be a focus for residential and employment growth together with uses such as parks and open spaces, and community services and facilities, concentrated along the Brimley Corridor.
- (b) Within the Brimley Precinct, the provision of community services and facilities including, but not limited to the following, are promoted:
 - (i) a multi-purpose, community service space for a range of programs, including: a community health centre, youth drop-in centre, seniors centre and an employment training centre; and
 - (ii) licensed non-profit child care facility(s).
- (c) A public connection to the Bendale Branch of Highland Creek, west of Brimley Road to provide a pedestrian walkway/pathway to the watercourse area and to link with the open space area and pathway system south of Ellesmere Road is encouraged.

Brimley Corridor

- (d) Lands along Brimley Road, including sites immediately adjacent to the proposed Brimley Road SRT Station are identified as the "Brimley corridor" and are shown on Map 5-2, Precincts.
- (e) The Brimley corridor is intended to have a main street character where a greater intensity of employment and residential uses will be focused.
- (f) Buildings will be located at the streetline and will incorporate a defined building base/podium element or separate building element such as townhouses.
- (g) New development within the Brimley corridor will be of a high quality and create an appropriate relationship between the street, public realm and proposed buildings to contribute to the animation of Brimley Road.
- (h) Main building entrances will be clearly visible and accessible from the street.
- (i) Street-related commercial and service uses serving the residential or employment uses will be permitted within the base element of buildings and will have entrances onto the street.

4.6.4 The McCowan Precinct

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

Considerable development potential exists within the McCowan Precinct, especially along McCowan Road and west of Consilium Place. There is a need to better link the McCowan Precinct through new development that incorporates good street-to-building relationships, new roads and road improvements, parks and pedestrian and cycling pathways.

McCowan Road acts as a major connection between Highway 401 and Ellesmere Road. It has been designed almost exclusively for vehicular movement. Lands adjacent to McCowan Road are identified as the McCowan Corridor where new residential and/or large scale office development is anticipated. New development will be concentrated along McCowan Road, with higher density development located in close proximity to the McCowan SRT station. Improving the streetscapes of the McCowan Corridor to be more accommodating to pedestrians while maintaining the role of McCowan Road as a transportation artery, is an objective of this Secondary Plan.

McCowan Precinct Policies:

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

McCowan Corridor

- (d) Lands along McCowan Road, including the City-owned site immediately adjacent to the McCowan SRT Station are identified as the "McCowan corridor" and are shown on Map 5-2, Precincts.
- (e) New residential development and large scale office development will be encouraged within the McCowan corridor.
- (f) New development within the McCowan corridor especially between Ellesmere Road and Corporate Drive will provide an appropriate relationship between the street, public realm and proposed buildings that contribute to the animation of the street. Where grade conditions do not make it feasible to incorporate grade related residential or commercial/retail uses with direct pedestrian entrances, every effort shall be made to incorporate

design elements including, but not limited to streetscape and landscape features, windows and way-finding signage.

4.7 Housing

The Scarborough Centre is an ideal location to accommodate some of Toronto's anticipated residential growth. Residential growth will enhance the diversity of housing options by supporting a variety of housing forms, affordability and tenure arrangements. A broad range of housing will provide residents with the ability to remain in their neighbourhoods and retain their connections and social networks as their housing needs change.

Residential development will be compact and transit supportive to take advantage of past investment in infrastructure and transit facilities. Tall residential buildings, with lower-rise and ground-related units incorporated into the buildings or sites, will be the predominant built form in the Centre.

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

4.8 Employment

While it is important to strive for more office employment, this Secondary Plan recognizes that Scarborough Centre is at the core of a large and successful employment district that spans Highway 401 from Kennedy Road to Markham Road. It has the opportunity to provide services to this broader employment corridor. The Centre will continue to provide a supportive environment and contribute to the success of the employment areas east and west of the Centre. The Centre will continue to intensify as a service cluster, containing a wide variety of employment opportunities including retail, hotel, entertainment, institutional, cultural, government, business and service uses.

Like residential growth, employment uses will be compact and transit supportive. Encouraging entertainment, cultural and recreational facilities will create an atmosphere more conducive to workers, visitors and residents in the Centre. Bringing the Sheppard Subway into the Centre and extending the Scarborough Rapid Transit line north to Sheppard Avenue are also examples of commitments that will further link the Centre and enhance its attractiveness for workers, residents and visitors.

Policies

- (a) A variety of employment uses will be encouraged, including retail, hotel, entertainment, cultural, recreational, institutional, business and service uses.
- (b) Existing industrial uses are permitted. Service commercial uses may be considered within these areas to strengthen the economic health of these areas, and also to assist in providing a transition between the Centre's mixed-use areas and the adjacent employment areas.
- (c) Employment growth will be encouraged throughout the Centre particularly in the vicinity of Highway 401 and on sites having good accessibility to the rapid transit stations.
- (d) Office development will be actively promoted and encouraged.
- (e) A continued and expanded Civic presence in the Centre will be supported and promoted.
- (f) Where new sensitive uses such as residential, mixed use or community facilities are proposed in close proximity to existing industrial uses, proponents will be required to submit studies and analyses such as

acoustic and/or air quality (including odour) reports in accordance with all Provincial guidelines. Buffering, screening, berming and/or other attenuation/mitigation measures will be required to be implemented based on the studies and analyses to the satisfaction of the City. Executed legally binding agreements that provide for the implementation of the recommendations of the studies/analyses, including the implementation of the required measures, prior to occupancy of the proposed new sensitive land use will be implemented.

- (g) For sensitive uses that are proposed to be developed in close proximity to industry, warning clauses may be required to be incorporated into agreements of purchase and sale and may be included in conditions imposed for approval of subdivisions and condominium, site plan agreements.

4.9 Community Services and Facilities

A strong network of community services and facilities is essential to developing a highly functioning and liveable Scarborough Centre. It is also essential for creating a sense of community.

The residential and employment growth and change expected in the Centre will need to be balanced with the timely provision of community services and facilities to support the current and future residents and workers. This will require partnerships to occur between the City, public agencies, service providers and land developers to ensure that the needed community facilities and services are available when required.

The development of additional facilities will ensure community access to publicly-owned facilities for social, meeting, recreational, cultural and educational purposes. This will allow local agencies to expand their capacity and provide for the needs of the residents and workers living and working within their immediate area.

Policies

- (a) Community services and facilities will be:
 - (i) delivered to support residential and employment growth;
 - (ii) located in close proximity to the resident and worker population that they serve;
 - (iii) located in highly visible and accessible locations with strong pedestrian and transit connections;
 - (iv) designed in a manner that promotes the development of flexible multi-purpose space to allow for the delivery of a wide range of programs/services; and
 - (v) developed as joint use facilities where appropriate, to maximize the use of existing land uses and to allow for the sharing of community space and joint programming by local service agencies.
- (b) Community services, facilities and related programming will be monitored and assessed from time to time, based on changes in the Centre including the:
 - (i) changing demographic profile of the Centre residents;
 - (ii) inventory of existing services and facilities; and
 - (iii) identification of service gaps.

- (c) Community services and facilities priorities for the Centre include, but are not limited to:
 - (i) child-care centre(s) for infants to school-age children;
 - (ii) a neighbourhood library;
 - (iii) a public elementary school;
 - (iv) the expansion of the existing Catholic elementary school facilities;
 - (v) a parent and child resource centre;
 - (vi) the coordination of the delivery of services to Centre residents; and
 - (vii) the identification of opportunities to establish partnerships with other levels of government, agencies, school and library boards and local service agencies to assist in the provision of community services.

5. A CONNECTED PLACE

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

The Centre is a focal point of transit; at the eastern end of the Scarborough Rapid Transit (SRT) line and at the hub of numerous surface local and regional transit lines. It is adjacent to Highway 401 and at the crossroads of several major arterial roadways. These features, together with the eventual terminus of the Sheppard Subway, create greater opportunities for employment and residences within the Centre. Promoting transit supportive development in the vicinity of rapid transit is an Official Plan strategy. Higher densities of both residential and employment land uses in specific locations within the Centre will increase ridership levels to help sustain the transit services, support future transportation improvements and further the City's goal of accommodating balanced growth at strategic locations within Toronto.

The strategic transportation advantages of the Centre make it highly accessible to the many people who come from other areas of Toronto and the Greater Toronto Area and for people who live within the Centre. Opportunities will be pursued to further enhance transportation infrastructure and services to provide increased transit, pedestrian and cycling options for those who live, work and visit the Centre.

Efforts to enhance the destination focus of the Centre and its connections to the surrounding City will focus on:

- (a) active pursuit of the Sheppard Subway extension to the Centre;
- (b) enhancement of the SRT system or replacement technology;
- (c) expansion and improvement to surface transit routes;
- (d) new road construction to break up larger development blocks;
- (e) improved connections to, from and across Highway 401;

- (f) improved signage and way-finding in the Centre; and
- (g) the provision of accessible and safe pedestrian walkways, trails and bike paths.

While these transportation improvements are aimed at improving the Centre's connection with its surroundings and movement within the Centre, this Plan supports the concept that the available road space should emphasize the movement of people as much as the movement of vehicles. The current physical environment of the Centre is generally not pedestrian friendly. The Centre is very successful in moving people in vehicles, but the pedestrian experience is in serious need of improvement. Many barriers impede pedestrians from making their way around the Centre and to the areas outside of the Centre. Highway 401 and interchanges along McCowan and Brimley Roads do not offer ease of pedestrian movement. Brimley and McCowan Roads, Progress Avenue and Borough and Corporate Drives are the main connecting routes within the Centre, but sidewalks along these routes are intermittent.

Tree plantings, landscaping, lighting, improvements to sidewalks and crossings, street furniture and public art, where feasible, are means by which the pedestrian experience can be enhanced. Development along public streets will be designed to reinforce a high quality pedestrian environment. A network of pedestrian friendly sidewalks, paths, publicly accessible private walkways, trails and bicycle routes will be encouraged within the Centre to help people find their way around the Centre and improve connections for people who live, work and visit the Centre.

Promoting a reduction in car dependency is an objective of the Scarborough Centre Secondary Plan through support of a pattern of urban development that is transit supportive, promoting appropriate parking supply requirements/limits, supporting construction of the Sheppard Subway and the SRT extensions, emphasizing pedestrian and cycling connections and promoting interesting and appropriate streetscapes.

Transportation Policies	
5.1	The Secondary Plan is based on the provision of higher order transit facilities and an extensive network of local and regional bus services. A high degree of transit usage will be encouraged by optimizing the access between land uses and the transit system.
5.2	The use of public transit for access to the Centre will be promoted.
5.3	Transportation facilities will be designed to avoid undue traffic infiltration and parking on local streets in adjoining residential communities.
5.4	Toronto Transit Commission and regional bus operators will be encouraged to promote the role of the Scarborough Centre (Town Centre Commercial Precinct) SRT station as a major transit interchange and to provide improved transit services between the Centre and other areas of the City and the GTA.
5.5	The transit system will be enhanced by initiatives including, but not limited to, completion of the Sheppard Subway Extension to the Centre, the extension of the Scarborough Rapid Transit, revisions to the SRT stations to accept longer trains and/or higher capacity vehicles, the introduction of higher order surface transit service, and expanded inter-regional bus services.
5.6	The current capacity limitations of the SRT are recognized and based on further study and evaluation in conjunction with the Toronto Transit Commission (TTC), high priority will be given to increasing the capacity of the line through purchases of replacement and additional vehicles and station enhancements, or through upgrading or replacement of the line with alternative technology.

- 5.7 The expansion of the SRT system, both in terms of increased capacity on the existing system and extension to the east and north, is encouraged.
- 5.8 The extension of the Sheppard Subway system to the Centre is encouraged.
- 5.9 Enhancements to the passenger drop-off and pick-up activity at the McCowan transit station will be encouraged.
- 5.10 The connectivity and accessibility of the road network in the Centre will be enhanced by initiatives including, but not limited to:
- (a) the reconfiguration of the Brimley Road interchange with Highway 401, having regard to providing for additional movements and to develop a more pedestrian and cycling-friendly environment;
 - (b) the provision of full-moves intersections at Ellesmere Road and Borough Approach East and West;
 - (c) the planned widening of Ellesmere Road from Morningside Avenue to McCowan Road;
 - (d) the construction of new roads within the Centre that will break up larger development parcels of land; and
 - (e) construction of a new bridge and roadway connecting the north end of Bellamy Road North to Milner Avenue.
- 5.11 In conjunction with (j) (ii) above, the traffic carrying capacity of the section of Borough Drive between Borough Approach East and West, may be reduced, to enhance the park function of the intervening lands.
- 5.12 The elimination of the vehicular ramp between Bushby and McCowan Roads and combining the land with the City-owned land to the north, to maximize the development potential of this strategic location, will be encouraged.

Parking Policies

- 5.13 The supply of parking for all uses will be regulated to support a high level of transit usage.
- 5.14 Parking, unless provided or operated on behalf of the City, will not be considered an acceptable independent use. The parking required or permitted for a specific development, however, may be provided on a separate site in the Scarborough Centre, as long as the overall parking limit for that development is not exceeded.
- 5.15 Sharing of parking facilities, where peak requirements permit, will be encouraged to minimize the provision of excess parking facilities.
- 5.16 The supply of parking will be balanced with the desire to increase the use of non-automobile modes of transportation by:
- (a) establishing minimum and maximum parking standards in the Zoning By-law;
 - (b) encouraging the provision of publicly accessible municipal parking to facilitate the general reduction of private parking supply; and
 - (c) supporting an appropriate amount of visitor parking for residential development so as to preserve the public on-street parking in the Centre for non-residential use.

- 5.17 The provision of bicycle parking and storage facilities within residential and employment developments will be encouraged to promote increased use of non-automobile modes of transportation.
- 5.18 Signage, designed to identify alternative routes for vehicles will be developed to optimize usage of existing road infrastructure.
- 5.19 Programs designed to reduce car-dependency including, but not limited to, car-share programs and Transportation Demand Management programs to encourage transit usage will be encouraged. A reduced parking supply for development where such programs form an integral component of the project may be considered.

Linkages Policies

- 5.20 Employment and residential development will be designed to provide accessible, safe and convenient access points for pedestrians.
- 5.21 The pedestrian experience will be enhanced through tree planting, landscaping, lighting, improvements to sidewalks and crossings, street furniture and public art where feasible.
- 5.22 Development along public streets will be designed to reinforce a high quality pedestrian environment.
- 5.23 Employment and residential development, transit facilities and pedestrian linkages will be accessible to all users.
- 5.24 The pedestrian network will be oriented and developed to encourage maximum use of the transit system by promoting convenient, weather-protected, direct pedestrian linkages between buildings and Rapid Transit Stations, where feasible.
- 5.25 The pedestrian system will incorporate common signage and a way-finding system.
- 5.26 An accessible, weather-protected, pedestrian connection through Albert Campbell Square between the Scarborough Centre SRT Station entrance and the Civic Centre is encouraged.
- 5.27 Cycling routes will be encouraged especially along Progress Avenue, Borough and Corporate Drives, Ellesmere, Brimley and McCowan Roads, to connect the Centre with the surrounding neighbourhoods. The location and design of cycling routes will have regard for City directions and priorities found in related City documents.

Transportation Improvements:

Policies

- 5.28 Map 5-3, Transportation Improvements and Map 5-4, Potential Linkages, indicate potential transportation improvements such as road improvements, new roads, pedestrian sidewalks, access/linkages between bus stops and development, trails, bicycle routes and publicly accessible, private walkways. Other opportunities may be identified through further study or through the evaluation of development proposals.

6. A CONNECTED GREEN SPACE

Building a healthy and liveable Scarborough Centre means ensuring that there is a high quality public realm, featuring a variety of passive and active parks, open spaces, natural areas, publicly accessible private spaces, pedestrian walkways, trails and cycling routes.

As the Centre matures, these public and publicly accessible spaces will become even more important features that unite the Centre from within and integrate the Centre with its surroundings. The urban forest also plays an important role in making the Centre a clean and beautiful area. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of the Centre's environment.

Opportunities to secure and develop new parkland, and enhance and improve public parks, open spaces and facilities will arise as residential and employment growth proceeds. There are opportunities to provide interpretative features and signage relating to the parks, natural heritage, and the natural environment to enhance the open space experience in the Centre. Continuing the re-generation of the Markham Branch of Highland Creek, adding to the urban forest through generous tree planting as part of private development, promoting healthy green architecture such as green roofs and developing a network of pedestrian and cycling paths within the Centre, are means by which the park and open space system can be enhanced for the Centre's residents, workers and visitors.

The City's goal in expanding, improving and enhancing the diversity and function of the Centre's park and open space system, must be to ensure that the diverse needs of the resident, worker and visitor populations are addressed and are met with a high degree of accessibility and convenience.

Parks and Open Spaces

With a planned increase in residential and worker population over the next 30 years in the Centre, the existing supply of parks and open spaces will need to be improved and expanded to meet increased demand. Programmable park space for both passive and active uses is needed within the Centre.

Although not intended to meet a community's park needs, publicly accessible open spaces and private open spaces, also play a key role in augmenting the Centre's supply of open space. These open spaces often form a link to the Centre's public spaces. Examples of non-park, publicly accessible open spaces include school yards, institutional lands, trails and publicly accessible or visible, privately-owned walkways/green spaces.

Community centres are located outside the Centre (e.g. Centennial Recreational Centre and Birkdale Community Centre). However, Albert Campbell Square and the Civic Centre building perform many roles associated with a community centre, providing meeting space for the community, cultural events, and social and entertainment events. Albert Campbell Square offers an excellent venue for additional community cultural, entertainment and social activities. Additional programming and promotion of Albert Campbell Square and additional functions in the Square that serve the community, would improve the community feel of the Centre. Albert Campbell Square is an important resource within the Centre and a vital element of the Centre's community identity. Improving its exposure and linkage to the surrounding communities is vital.

Through a land use planning framework, transportation, infrastructure and service planning and public/private projects, the role that parks, open spaces, walkways and trails play in community building within Scarborough Centre will be enhanced. A strategy for the acquisition and improvement of public parkland, open spaces and recreational facilities within Centre will be developed.

Natural Heritage

Currently, the woodlots (south of the Civic Centre Building) are the largest "greenspace" within the Centre and an important natural heritage resource, offering passive recreational use (trails). The woodlots, the Markham and Bendale Branches of Highland Creek are part of Toronto's Natural Heritage system. Protecting, restoring and enhancing the health and integrity of the natural heritage system are objectives of this Plan.

Strengthening of the park and open space system in the Centre through re-generation of the Markham Branch of Highland Creek and securing the majority of the woodlots for public ownership has taken place. New development in areas adjacent to natural heritage features will be assessed to ensure that the natural heritage system is protected and to seek opportunities for enhancement.

Green Linkages

As the Centre matures, there is a need to ensure that it is connected within, and to, the communities that surround it. Scarborough Centre has great potential to demonstrate and promote the “greening” of public and private vehicular and pedestrian routes including streets, sidewalks, bicycle routes and publicly accessible roads and walkways. There is the opportunity to enhance the pedestrian and vehicular experience along the Centre’s streets and private roads through such initiatives as tree planting, landscaping, street furniture, pedestrian lighting and public art.

Where parkland resources are limited, it is important to provide linkage opportunities where possible so that residents, workers and visitors can conveniently access the parkland and open spaces that do exist. The Centre’s roads will be enhanced to perform this function. Public roads such as Brimley and McCowan Roads, Progress Avenue and Borough and Corporate Drives offer the potential for jogging, cycling, walking and passive recreation through the incorporation of tree planting, landscaping, street furniture and public art. They can also serve in creating a unified feel to an area.

To enhance the role of public roads in linking the Centre and uniting its parkland and open spaces, a network of “Green Linkages” will be developed. Green linkages will consist of public streets, sidewalks, trails, urban spaces, publicly accessible roads and walkways and cycling pathways. They will serve as pedestrian, vehicular and cycling routes connecting the various parks, open spaces, recreational, cultural and entertainment facilities, including private, but publicly accessible open spaces of the Centre. Green linkages will incorporate well-designed feature landscaping, extensive tree plantings, street furniture, signage, boulevards, pedestrian-scale lighting and public art, on a combination of public and private urban spaces. Green linkages will serve to visually link the Centre’s Precincts and add to the greening of the Centre.

Policies

- | | |
|-----|---|
| 6.1 | New development in the Precincts will create the need for additional park(s) to be delivered to support growth. |
| 6.2 | New parkland will be created and/or existing parkland will be expanded or enhanced. The design, character, accessibility and function of public parks, open spaces and facilities will be improved as development proceeds through land use policies which will include an alternative parkland policy, land dedications, cash-in-lieu and the use of Holding Provisions and Section 37 of the <i>Planning Act</i> . |
| 6.3 | Lands for park and recreation purposes will be provided pursuant to Section 42(3) of the <i>Planning Act</i> , R.S.O. 1990, at an alternative parkland conveyance of 0.4 hectare of land for every 300 dwelling units, which may be taken as land, a cash payment in lieu of a land dedication or a combination thereof, but in no case will this equal less than the statutory 5% as provided by the <i>Planning Act</i> . |
| 6.4 | To maximize opportunities to obtain parkland, the dedication of land is preferred to a dedication of cash-in-lieu of land, especially on sites 1.0 hectare or greater in size. The specific dedication of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal. |
| 6.5 | Partnerships and agreements between the City and other public agencies and private landowners will provide for public access to other types of open space resources to supplement the supply of City-owned parks and open spaces as shown on Map 5-5 of this Plan. |

- 6.6 Increasing the existing tree canopy coverage will be achieved through the planting of large growing shade trees on both public and private lands. Early co-ordination of utilities and other infrastructure elements with the soil volume and air space required to permit the growth of large healthy trees will be encouraged.
- 6.7 Parks and open spaces will be:
- (a) designed to a high standard to create beautiful and effective places;
 - (b) of a size capable of supporting a variety of passive and/or active uses;
 - (c) flexible in terms of programming options;
 - (d) highly visible with good public street frontage; and
 - (e) designed to create a safe, effective, accessible and comfortable environment.
- 6.8 Public community, cultural and entertainment facilities will form part of the fabric of the Centre's park system.
- 6.9 New public parks, capable of accommodating a variety of passive or active uses in each of the McCowan and Brimley Precincts, will be encouraged.
- 6.10 Community-oriented, cultural, social and entertainment functions within Albert Campbell Square and the Scarborough Civic Centre will be promoted.
- 6.11 "Green Linkages" within the Centre will be created on public lands and through partnerships and agreements for public access on private lands. Green linkages will consist of a network of well-designed public streets, urban forest, sidewalks, trails, urban spaces, publicly accessible roads and walkways and cycling pathways. Green linkages will serve as pedestrian, vehicular and cycling routes, connecting the various parks, open spaces, recreational, cultural and entertainment facilities, including private, open spaces of the Scarborough Centre.
- 6.12 Potential Green Linkages are shown on Map 5-5 of this Plan. These linkages will physically and visually connect the Centre, link with other pedestrian and cycling routes beyond the Centre, promote greening of the area and create a unified feel for the Centre community.
- 6.13 Linkages will incorporate appropriate design features including, but not limited to, landscaping, tree plantings, signage, medians, street furniture, pedestrian lighting, urban spaces and public art.
- 6.14 Cantilevers, arcades, awnings and similar features will be encouraged along public streets in the Scarborough Centre, especially within those areas identified as linkages on Map 5-5, to enhance the pedestrian experience and comfort. Attention will be paid to Brimley and McCowan Roads, to mitigate the hostile environment created by the heavy automobile volumes on these major commuter routes.
- 6.15 A Scarborough Centre Tree Plan will be prepared and approved by Council.

7. IMPLEMENTATION

7.1 Regulatory Tools

The *Planning Act* offers a number of tools to assist the City in achieving its objectives in conjunction with its review and approval

of development applications. These regulatory tools provide a legal framework to ensure that future planning approvals contribute positively to the evolution of a healthy community. Implementation of the vision cannot solely rely upon on the actions of the local development industry. To bring about change, implementation plans and strategies must include investment by the City and focus on:

- (a) fostering of partnerships and alliances
- (b) initiation of actions;
- (c) organizing of complementary processes; and
- (d) the coordination of resources.

Parkland dedication policies are not included in this section, as detailed policies have been included in Section 6, A Connected Green Space.

Policies

Zoning

- 7.1.1 The existing employment uses in the area will retain their industrial zoning. Residential and mixed use permissions will be added, subject to provision that the use can only occur if the City is satisfied as to the availability of transportation improvements, infrastructure and servicing which are necessary to accommodate any proposed development, satisfaction of environmental concerns including compatibility with adjacent uses and provided that the City is satisfied the development is consistent with the urban design principles, guidelines and policies of this Secondary Plan and the Official Plan.
- 7.1.2 Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the goals of this Secondary Plan are not compromised.
- 7.1.3 The enactment of implementing zoning by-laws for development may be withheld until satisfactory arrangements have been made for the timely provision of community facilities in accordance with the priorities of this Secondary Plan.

Holding By-law

- 7.1.4 The holding symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the appropriate plans and studies have been provided and appropriate conditions secured through an agreement or agreements binding on the owner entered into pursuant to Section 37, 41, 51 or 53 of the *Planning Act*.

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

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

Community Improvement Plan

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

7.2 Interpretation

Policies

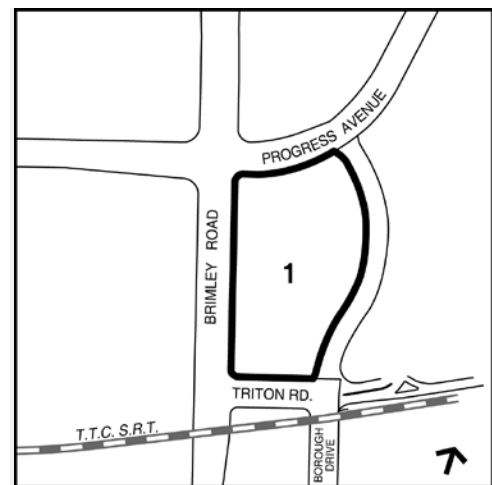
- 7.2.1. The numbered policies (shaded text), site and area specific policies and maps of this Secondary Plan are the Plan's policies. Other non-policy text (unshaded text) under each section heading is provided to give context and background and assist in understanding the intent of the Policies.

8. SITE AND AREA SPECIFIC POLICIES

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

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

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



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

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

- (a) A maximum of 1,797 dwelling units will be provided.
- (b) Amendments to the zoning by-law to permit 1,797 dwelling units may require the owner to enter into an agreement with the City pursuant to Section 37 of the Planning Act, to convey land for public parks in excess of 5% for residential development and 2% for office-commercial development, and a cash payment for public pedestrian walkways, and development of public parkland located within this designation.
- (c) The implementing zoning by-law will permit building heights of 30 storeys. Maximum building heights may be increased beyond 30 storeys by minor variance upon the



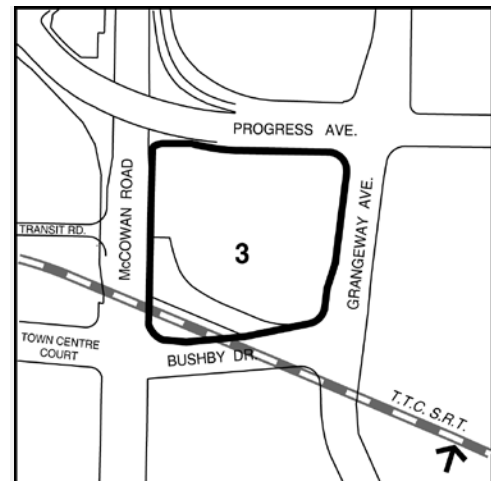
filing of a satisfactory Site Plan Control application.

- (d) The owner will prepare Urban Design Guidelines in consultation with the City to ensure implementation of all urban design objectives for the subject lands.
- (e) To promote a lively and active streetscape and to provide “eyes on the street”, street related commercial or residential units will be located at the base of buildings fronting onto the pedestrian walkway – possible future public street to Brimley Road, and along the Brimley Road frontage south of this facility. Development north of the public pedestrian walkway – possibly future public street to Brimley Road will endeavour to implement this objective by the above means or through the placement of recreational facilities, outdoor amenity areas, pedestrian connections to the street and other design features.
- (f) The conveyance of the land to create a public park on the east side of Schick Court satisfies parkland contribution requirements for development of 1,797 dwelling units.

3. Lands adjacent to the McCowan SRT Station, South of Progress Avenue

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

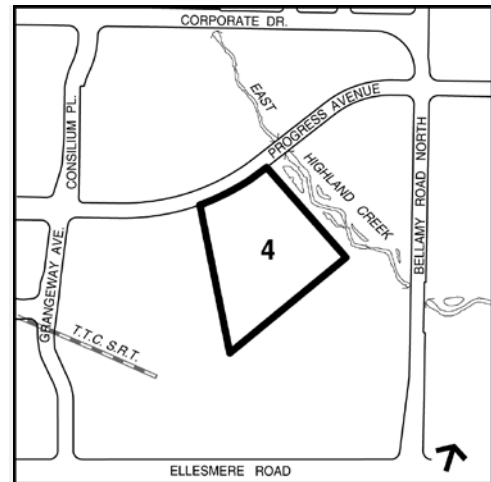
- (a) Higher densities will be encouraged to achieve a compact, transit supportive, urban village development.
- (b) New development will, at a minimum, retain the existing pedestrian connection to the SRT Station or provide for a new, direct link to this Station.
- (c) The provision of an east-west public road through the lands, together with the removal of the free-flow vehicular ramp from Bushby Drive to McCowan Road in conjunction with the development of these lands is encouraged.
- (d) The production of affordable housing on a portion of the lands as a component of larger scale residential development is encouraged.



4. 705 Progress Avenue

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

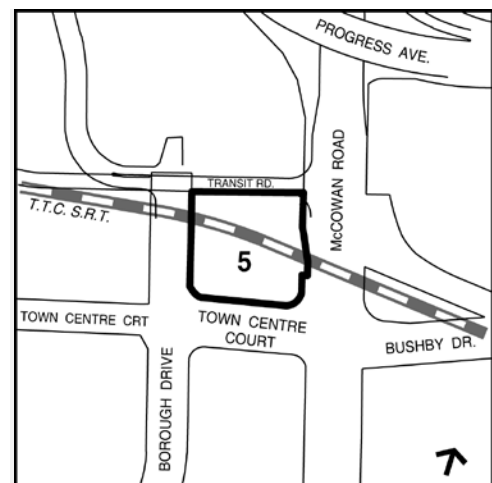
Notwithstanding the *Mixed-Use Areas* designation the City supports efforts to redevelop these industrial lands owned by the City and the Toronto District School Board for only a school and/or a park and related uses which may include community services and facilities.



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

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

Retail uses are permitted as a primary use.

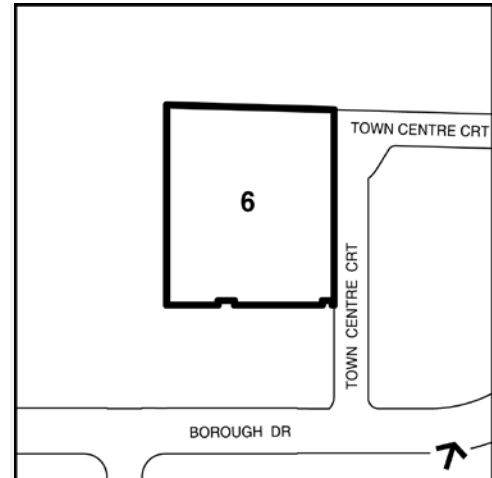


6. Lands at 50, 60 and 70 Town Centre Court and lands adjacent to Albert Campbell Square extending to Town Centre Court.

For lands shown as 6 on Map 5-1:

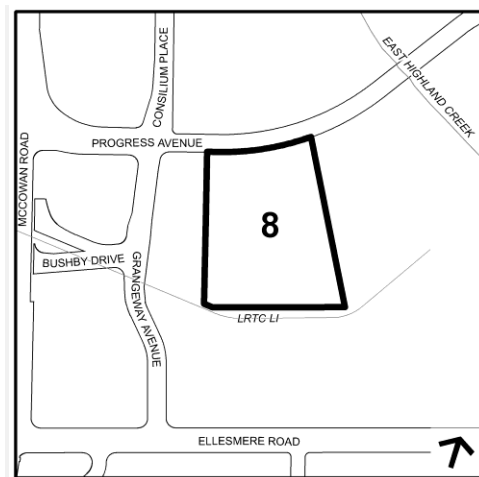
A Zoning By-law, pursuant to Section 37 of the *Planning Act*, may be enacted to permit the following community benefits:

- Up to \$300,000 to be used for capital expenditures associated with children's play equipment (Splash Pad) at Trudelle Street Park;
- Up to \$200,000 to be used for the 400 McCowan Road, Toronto Community Housing Corporation (TCHC) property/McCowan Road Park/McCowan Road School area for playground equipment;
- Up to \$100,000 to be used for the Scarborough Animal Centre for improvements such as the Dog Kennel Construction Project;
- Up to \$80,000 to be used for parks/tree planting / playgrounds and school playground improvements in Ward 38 as approved by the local Councillor and the General Manager of Parks and Recreation; and
- Up to \$20,000 to be used for Scarborough flags for municipal and civic purposes by the City and local City Councillors.



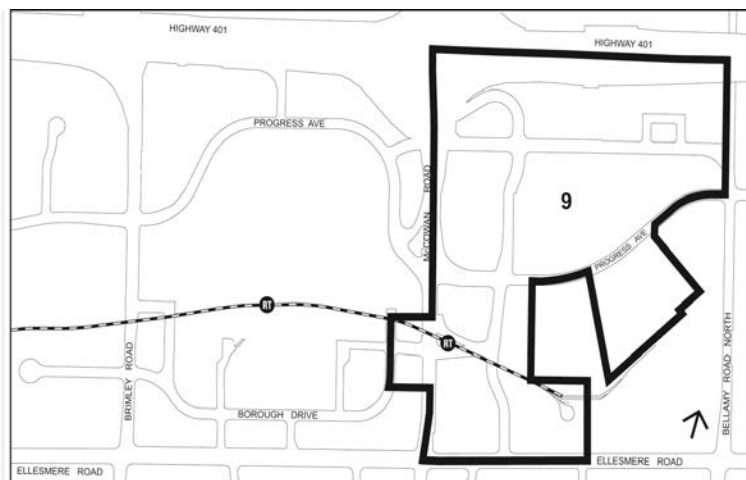
8. 675 Progress Avenue

- (a) Development of lands for residential use will incorporate employment uses including a minimum of 13,000 square metres of office floor area which will be provided within Phase 1 of the development.
- (b) A feasibility analysis and impact assessment in accordance with Section 4.10.3 of the Province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design to the satisfaction of the Ministry of the Environment or a delegated authority; and



- (c) New development will be in conformity with the Scarborough Centre Secondary Plan and consistent with the emerging McCowan Precinct Plan policies and guidelines, in particular with respect to the provision of the proposed street and block plan, the provision of new streets and connections to the existing and proposed network, and the provision of community facilities and services.

9. The McCowan Precinct Plan



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

INTRODUCTION:

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

1. McCOWAN PRECINCT VISION:

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

1.1 GUIDING PRINCIPLES:

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

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

1.1.3 BUILDING COMMUNITIES: The McCowan Precinct will develop as a vibrant urban community within the Scarborough Centre, closely connected to its adjacent communities. Building upon the existing residential, employment, community, services and facilities, and the Precinct's parks, natural areas and public spaces, development of the Precinct will be designed to attract new businesses, visitors and residents. New development will provide for a diversity of housing and employment in keeping with the goals and objectives of the Scarborough Centre. New development and public initiatives will contribute to the livability and walk-ability of the Precinct through public realm improvements, the creation of public spaces, attention to the architecture and site design of new buildings and public infrastructure, contributions to the provision of community services and facilities and public art initiatives, efforts to achieve energy efficiencies and the promotion of opportunities to incorporate destination features that appeal to residents, workers and visitors of the area. Residential and employment growth, together with public initiatives, will facilitate investment in new social and physical infrastructure to create a rich mix of places for people to live, work, and visit.

1.2 MANAGING CHANGE:

1.2.1 Land Use:

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

1.2.2 Street & Block Plan:

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

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

New streets and the rehabilitation of existing streets will be designed to incorporate, as deemed appropriate, street trees, landscaping, street furniture, sidewalks, cycling facilities, and design features such as, but not limited to, decorative concrete, enhanced paving materials, pedestrian refuge areas, way-finding signage and lighting.

1.2.3 Conceptual Master Plan/Urban Design Guidelines:

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

1.2.4 McCowan Precinct Gateway Feature:

- (a) The Conceptual Master Plan identifies the McCowan/Bushby/Progress area as a "Gateway". The intent is to recognize the importance of this area as a major connection and a "place of arrival" for the McCowan Precinct through such means as:
 - (i) Enhanced Pedestrian Connection(s)
 - (ii) Destination Facility/Use
 - (iii) Public Space(s)/Gathering Space(s)
 - (iv) Public Transit Infrastructure
 - (v) Building Placement
 - (vi) Public Art
 - (vii) Signage
 - (viii) Landscape Features
- (b) The Gateway will function as the main vehicular, pedestrian and cyclist entrance to the McCowan Precinct.
- (c) To enhance the Gateway function as a connection point between Precincts, the Gateway may incorporate a variety of design features including:
 - (i) pedestrian crossing infrastructure(s) that include clearly defined pedestrian routes that may be grade-related or associated with parks, open space and/or transit facilities;
 - (ii) greater sidewalk widths and/or increased landscaped areas and/or the creation of urban spaces through additional building setbacks;
 - (iii) street medians;
 - (iv) enhanced streetscape design;
 - (v) landscape features;
 - (vi) public art;

- (vii) way-finding signage;
- (viii) pedestrian refuge areas within the street right-of-way;
- (ix) enhanced street signalization;
- (x) pavement treatment;
- (xi) street furnishings
- (xii) street lighting; and
- (xiii) facilities that function as destination elements (eg. transit station/facilities).

1.2.5 Municipal Servicing & Stormwater Management

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

1.3 MOVEMENT:

1.3.1 Characteristics of the McCowan Street & Block Plan:

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

- (i) a public street and connections network;
- (ii) a finer grain of streets and development blocks, generally in the range of 0.36 to 0.7 hectares;
- (iii) intersection spacing of approximately 80 to 150 metres; and
- (iv) where development blocks cannot be sub-divided for size and engineering reasons, mid-block and perimeter connections may be considered, where appropriate and feasible, provided these connections are publicly accessible. Connections may include vehicular lanes, driveways and walkways.

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

- (a) New public streets and walkways, and publically accessible lanes, driveways and walkways are will be designed to encourage and support safe and efficient movement of pedestrians, cyclists and vehicles.
- (b) The City's Urban Design Guidelines will include design features and elements including but not limited to: paving details, street tree selection, landscaping, street furnishings, and street lighting, for public streets and private/publically-accessible lanes and walkways.
- (c) The Urban Design Guidelines for the McCowan Precinct will include cross section designs for the various typologies of streets within the McCowan Precinct to guide the design/rehabilitation of new and existing streets.
- (d) The design of all streets will provide suitable growing conditions and soil volume to allow for large growing street trees, consistent with the City's adopted and accepted Urban Forestry practices.

1.3.3 Public and Private Streets/Laneways:

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

1.3.4 Connections:

- (a) Site and Area Specific Policy No. 9 for McCowan Precinct, together with the McCowan Conceptual Master Plan and Urban Design Guidelines will create a network of public streets and publically accessible lanes, driveways and pedestrian walkways to connect public and private land uses, including the natural areas, open spaces, parks and urban spaces of the McCowan

Precinct.

- (b) An extension of Bushby Drive to the lands at 705 Progress Avenue (the site of a future school and park will be designed as a grand promenade, a visual and physical link between the 705 Progress Avenue lands containing the future park and school site and the lands associated with the Civic Precinct of the Scarborough Centre.
- (c) The "Bushby Drive Promenade" from Borough Drive to 705 Progress Avenue, will be designed with a generous right-of-way to create a linear green space that will act as a key organizing component of the McCowan Precinct, and the larger, Scarborough Centre public space system.

1.3.5 Cycling Network/Facilities:

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

1.3.6 Signage:

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

1.3.7 Area Transportation Improvements:

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

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

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

1.4 BUILDING COMMUNITIES:

1.4.1 Land Use:

- (a) Transit supportive development will be required to support the public transit infrastructure of the McCowan Precinct.
- (b) A variety of building types will be encouraged to provide a diversity of housing types.
- (c) Residential buildings will provide a mix of unit sizes and bedrooms types to respond to the housing needs of residents including seniors and families.
- (d) Townhouses are permitted as a "stand-alone" block that forms part of a larger, comprehensive development with a mix of building forms, where appropriate.
- (e) Employment uses are an important feature of the McCowan Precinct. Employment use in the McCowan Precinct will be predominantly office use, hotels where, appropriate, community services and recreational facilities and retail uses that serve the residents, workers and visitors to the McCowan Precinct and adjacent communities.
- (f) Major office development will be encouraged within the Precinct especially at locations in close proximity to public transit station facilities.
- (g) Retail uses will be located at grade within residential, employment and public use buildings where appropriate, to provide interest and animation to public streets and spaces. Retail may be provided in additional locations provided that there are prominent, at-grade, street related entrances.
- (h) Grade-related retail and office uses can provide interest and animation to public streets and public spaces. Not all of the streets and public spaces within the McCowan Precinct streets can support, or are appropriate for retail uses. A focus of grade-related retail and commercial (office) uses, will be encouraged along: Consilium Place; Grangeway Avenue from Bushby Drive to Progress Avenue; Bushby Drive between Grangeway Avenue and McCowan Road; Town Centre Court (north side) from McCowan Road to Borough Drive and McCowan Road from Ellesmere Road to Bushby Drive.

1.4.2 Pedestrian Scale:

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

1.4.3 Built Form

- (a) The scale of development in the Precinct will be appropriate to its location and relationship to its surroundings including adjacent neighbourhoods, the public realm, parks and open spaces and its proximity to transportation facilities.
- (b) Proposed development will respect relevant City urban design guidelines, standards and practises including, but not limited to, the City's Tall Buildings Guidelines, the Mid-rise Building Guidelines, the Design Guidelines for Buildings with Residential Units at Grade, the Urban Design Streetscape Manual, Toronto Green Development Standards and the Bird-Friendly Development Guidelines.
- (c) High quality of design and architecture will be promoted for all development within the McCowan Precinct, including varied architectural treatments and materials for multi-phased developments..
- (d) Distinctive architecture, which creates signature buildings through the use of high quality design and materials and other architectural means, will be incorporated into all development within the Precinct. Taller buildings, especially the tower elements, should result in iconic, recognizable buildings in the skyline.
- (e) Buildings will be designed, where appropriate and feasible, to create a continuous "street-wall", minimizing gaps along the street, except where public open spaces are located.
- (f) As part of the development review process, new residential development will be encouraged to provide pet care facilities.

1.4.4 Streetscapes, Laneways and Walkways

- (a) Streets, privately accessible laneways and walkways are to contribute to the greening of the

Precinct and will incorporate features to provide suitable growing conditions for trees and soft landscaping.

- (b) New development will contribute to the implementation of street improvement features to the existing and planned street network such as street furnishings, infrastructure improvements including cycling facilities, and landscaping. Such features will be co-ordinated with redevelopment and/or form part of the planned street rehabilitation/infrastructure improvements.

1.4.5 Site Organization

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

1.4.6 Public Open Spaces, Parks & Urban Spaces

- (a) An integrated public space network consisting of natural areas, public parks/recreational areas, private and public urban spaces will be promoted, expanded and enhanced to create a more enjoyable Precinct for residents, workers and visitors. Public open spaces, parks, and privately-owned but publically accessible urban spaces will front onto public streets or have direct access from the public realm.
- (b) The McCowan Urban Design Guidelines and the Conceptual Master Plan will identify locational opportunities for parks, open spaces and urban spaces.
- (c) Where feasible and appropriate, new streets and blocks will incorporate public and/or publically accessible urban plazas to provide a series of outdoor spaces for public activity and to facilitate locations for public art. An urban plaza, immediately adjacent to the existing/planned McCowan RT Station or the planned McCowan Subway/transit facility is one of the key features of the Precinct Gateway and will form part of the redevelopment of the transit station/facilities and/or development on lands adjacent/in close proximity.
- (d) Opportunities to expand the natural area and create parkland adjacent to the East Highland Creek valley corridor will be explored and implemented.
- (e) The East Highland Creek valley corridor and its adjacent lands will be better linked to the Precinct through connections including pedestrian and cycling routes.
- (f) The linear open space area, along East Highland Creek, south of Corporate Drive, to the existing/planned SRT and TTC lands will be expanded by a minimum of 10 metres from the top-of-bank and where appropriate, by a greater area, to: (a) provide additional natural area to enhance and protect the Natural Heritage System/natural habitat area; and (b) facilitate an

important linkage between Hillsborough Park and the Lee Centre Park to, and within, the future school and park site at 705 Progress Avenue.

- (g) The lands at 705 Progress Avenue will be developed as a park and school site. The park lands will function as a neighbourhood park, a gathering space for the local residents, visitors and workers within the McCowan Precinct. The park shall have frontage on one or more public streets. The park is to be linked to the Scarborough Centre by a well-designed and landscaped public street that will act as a visual link between the McCowan Precinct and the Scarborough Centre.
- (h) The City will work with the Toronto District School Board (joint owners of the lands) to achieve coordinated and optimal shared use of recreational facilities and outdoor recreational resources on the 705 Progress Avenue lands.

1.4.7 Public Art

- (a) The City will initiate a "McCowan Precinct Public Art Plan" as a component of an overall "Scarborough Centre Public Art Plan" that provides direction on how and where public art is to be conceptualized, planned, commissioned and implemented for individual locations or projects. The Scarborough Centre Public Art Plan will articulate public art principles and broad conceptual approaches to the provision of public art projects, identify opportunities for the location of public art on both public and private lands, and provide guidance to the provision of public art through contributions of pooled funds both by small and large development projects to contribute to larger public art projects.
- (b) The McCowan Urban Design Guidelines and the Conceptual Master Plan will identify potential locations for public art including, parks, urban spaces, open spaces, public infrastructures and facilities, private lands and the public realm.
- (c) Owners of development blocks in the McCowan Precinct greater than 0.5ha, will be encouraged to prepare a "project/block public art plan" detailing the means by which the owner intends to provide public art on the site(s).

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

- (a) New community services and facilities will be created and existing facilities/services expanded/refined to achieve the amount and range adequate to serve the current and future growth within the McCowan Precinct.
- (b) As part of the development review process, the City will assess the need for new development to contribute to the provision of community services and facilities. Community services and facilities priorities for the McCowan Precinct include, but are not limited to:
 - (i) public realm and streetscape improvements;
 - (ii) public art;
 - (iii) parks, open space and urban spaces;
 - (iv) Community Agency Space - Dedicated and accessible community agency space for non-profit service agencies to deliver a wide range of programs/services for all user groups, in particular, newcomers, youth and children; and services for animals such as the

- Scarborough Animal Shelter (821 Progress Avenue) and the Toronto Feral Cat Recovery Centre (705 Progress Avenue);
- (v) Child Care - High quality and accessible non-profit licensed child care facilities, particularly for infants, toddlers and; and
 - (vi) Community Recreation –Additional recreational facilities and/or satellite recreation space including a double gymnasium and large flexible multi-purpose rooms to run programs for all user groups.

1.4.9 Community Energy

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

1.4.10 Vehicle Parking

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

List of maps

For the electronic version, please note some of these files may take some time to download.

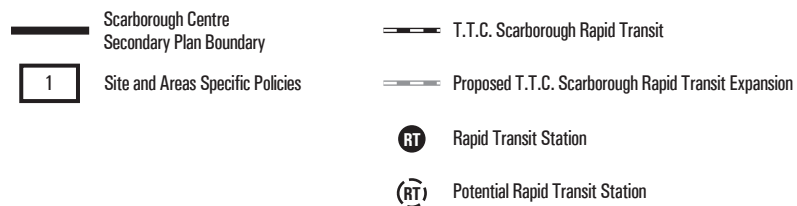
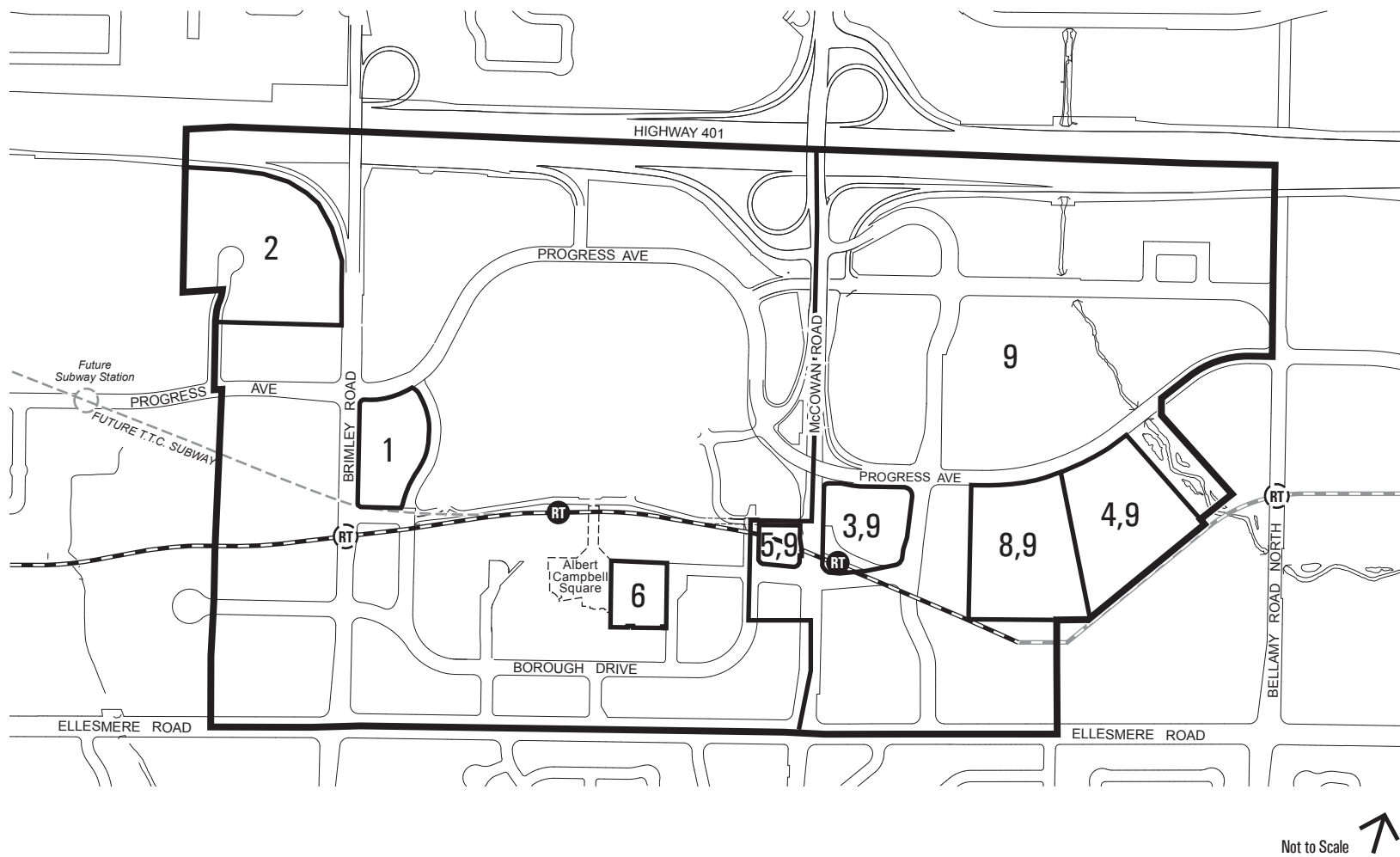
Map 5-1 Urban Structure Plan

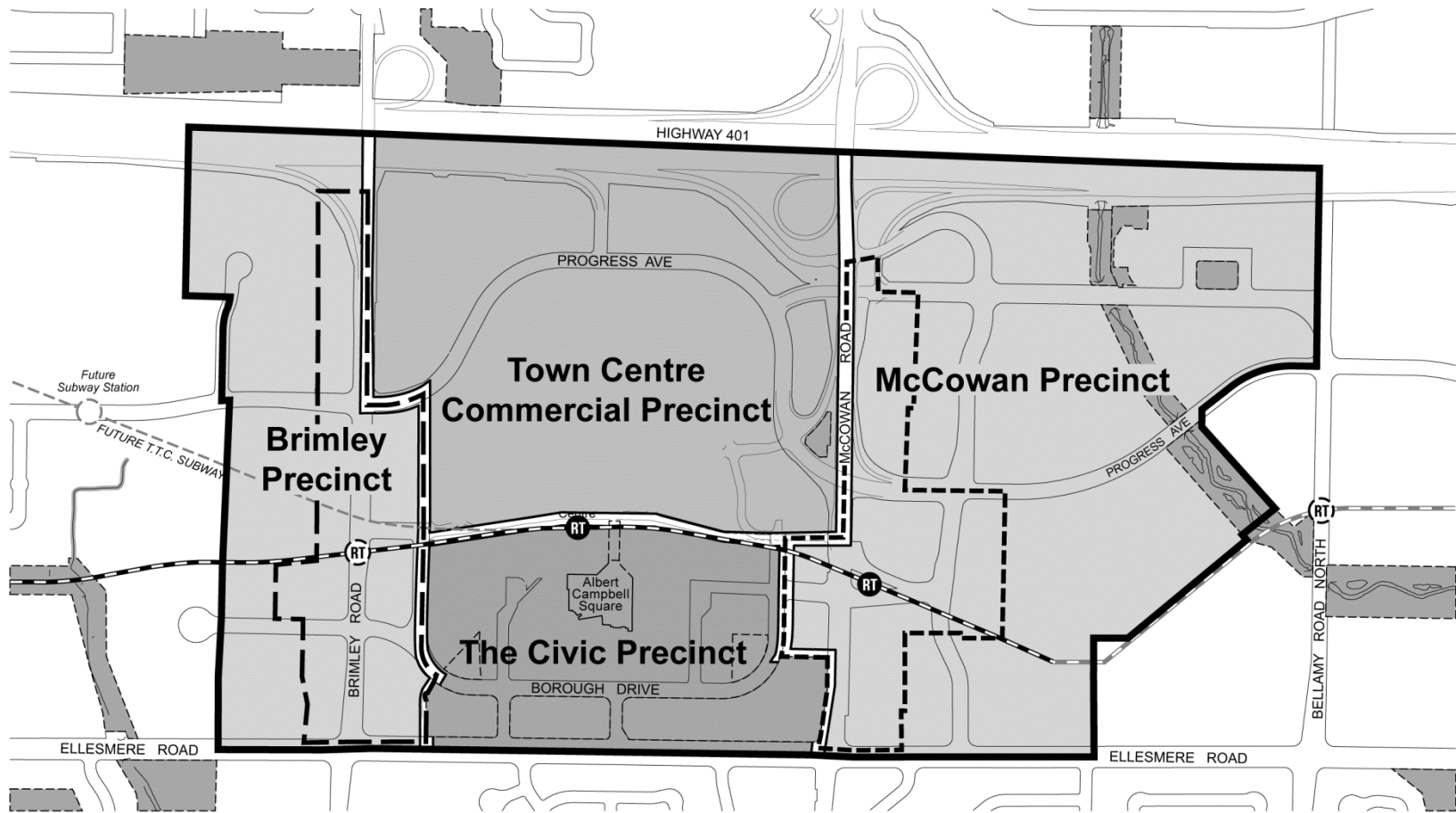
Map 5-2 Precincts

Map 5-3 Transportation Improvements

Map 5-4 Potential Linkages

Map 5-5 Green Linkages





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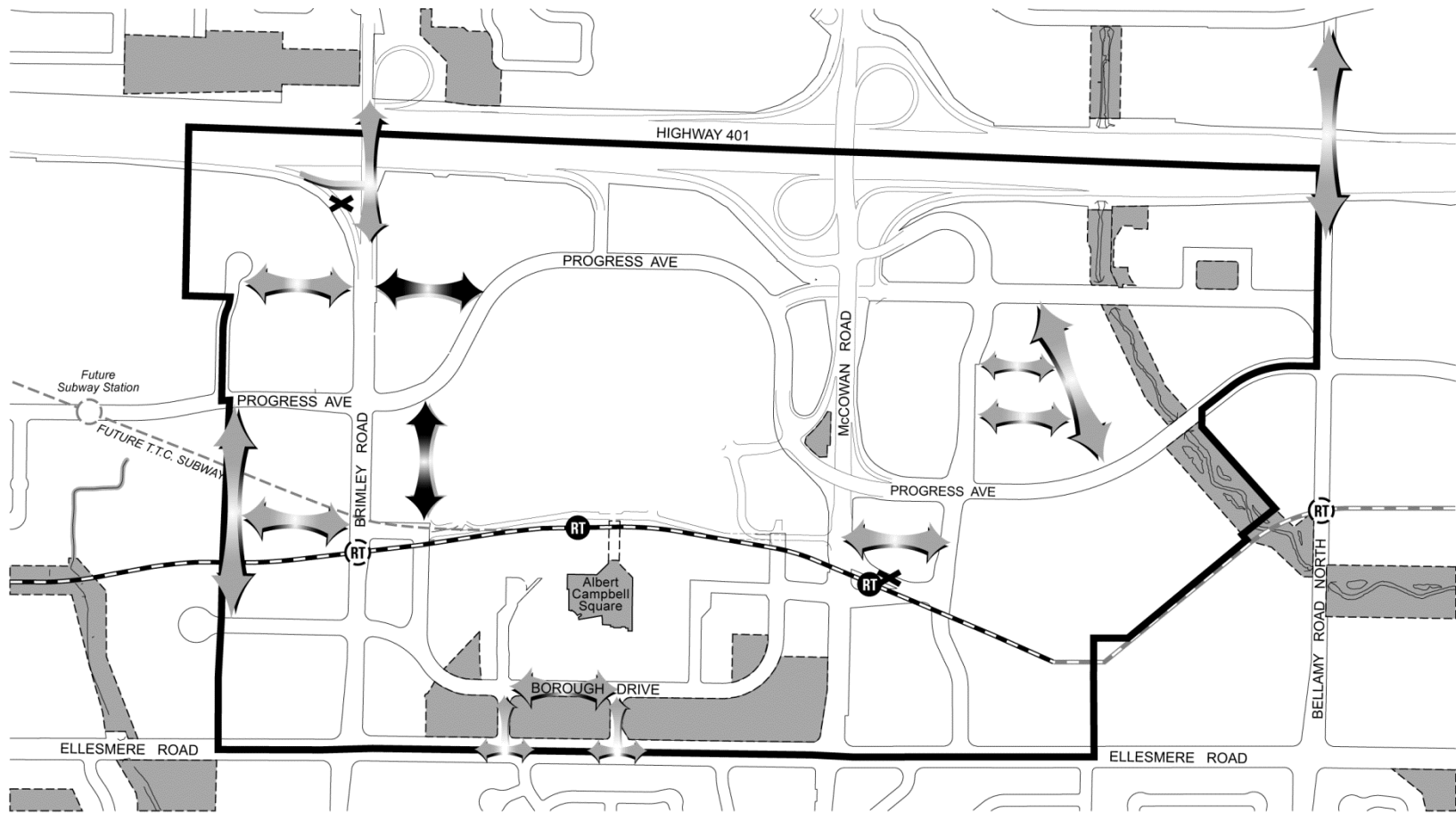
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Scarborough Centre Secondary Plan

Map 5-2 Precincts

- | | | |
|--|---|----------------------------------|
| Scarborough Centre Secondary Plan Boundary | Brimley Corridor | T.T.C. Scarborough Rapid Transit |
| McCowan Corridor | Proposed T.T.C. Scarborough Rapid Transit Expansion | Rapid Transit Station |
| | | Potential Rapid Transit Station |

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Not to Scale



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Scarborough Centre Secondary Plan

Map 5-3

Transportation Improvements

Scarborough Centre Secondary Plan Boundary

T.T.C. Scarborough Rapid Transit

Proposed T.T.C. Scarborough Rapid Transit Expansion

Rapid Transit Station

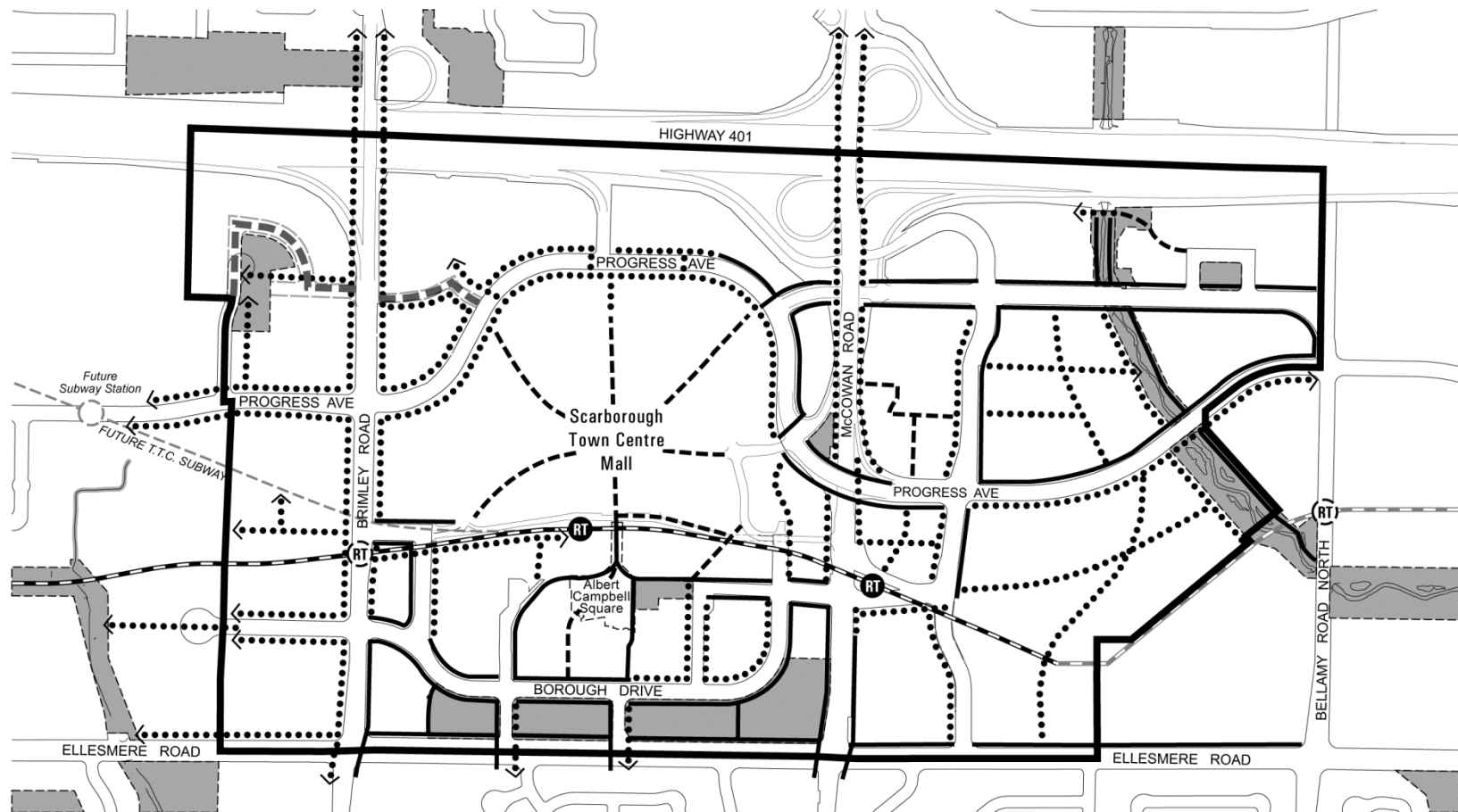
Potential Rapid Transit Station

Public Easement (Vehicular)

Potential New Roads / Access Changes

Potential Closures

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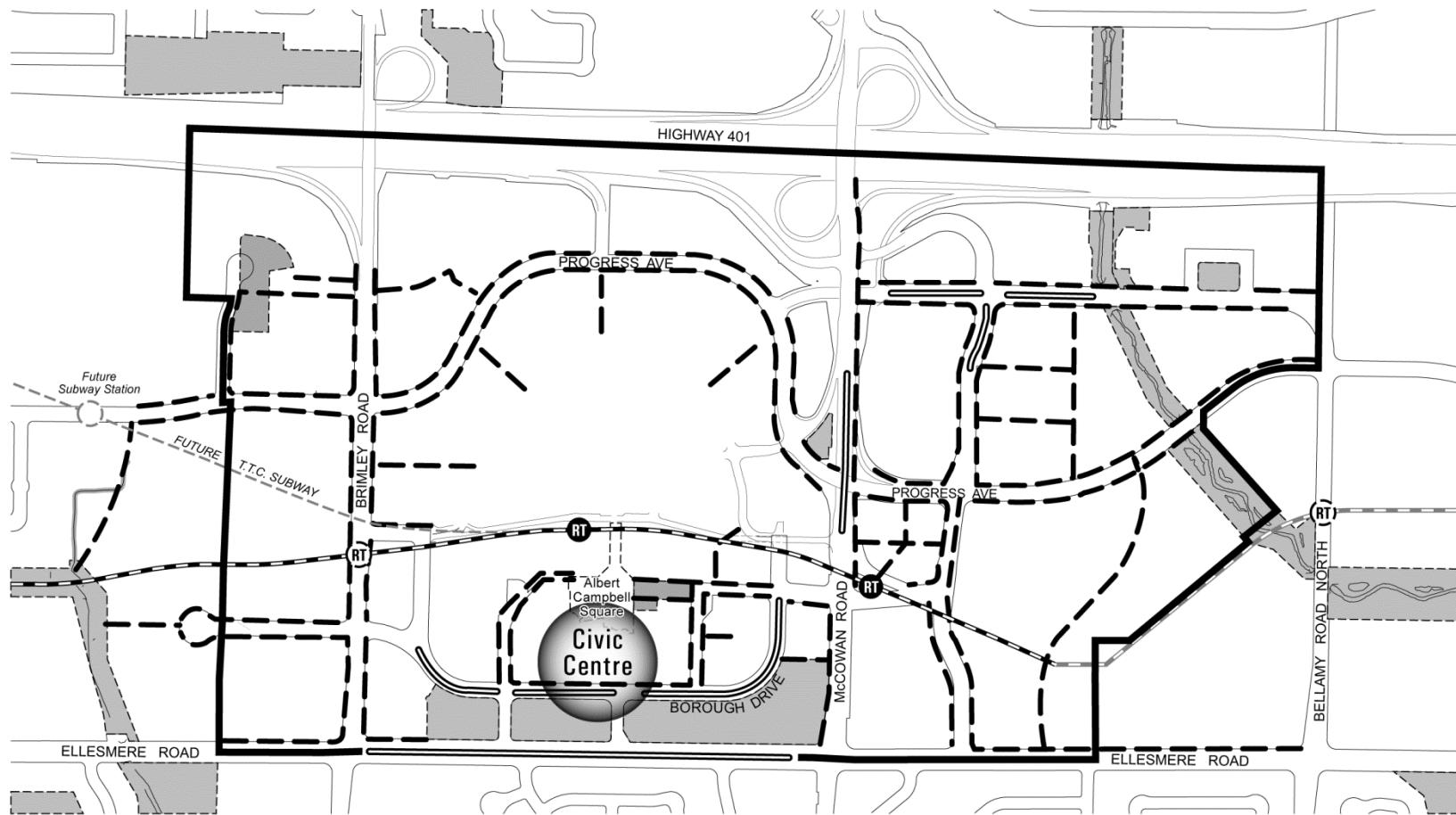
Official Plan Amendment #231

Scarborough Centre Secondary Plan

Map 5-4 Potential Linkages

- | | | |
|--|---|---|
| Scarborough Centre Secondary Plan Boundary | T.T.C. Scarborough Rapid Transit | Future Pedestrian / Bicycle Links or Improvements |
| Parks and Open Space Areas | Proposed T.T.C. Scarborough Rapid Transit Expansion | Pedestrian Sidewalk / Walkway (Existing) |
| Rapid Transit Station | Potential Rapid Transit Station | Private Linkage / Public Accessible |
| | | Potentially Road Connection |

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Not to Scale



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Scarborough Centre Secondary Plan

Map 5-5 Green Linkages

- | | | |
|--|---|--|
| Scarborough Centre Secondary Plan Boundary | T.T.C. Scarborough Rapid Transit | Potential & Existing Boulevard Trees / Landscaping |
| Parks and Open Space Areas | Proposed T.T.C. Scarborough Rapid Transit Expansion | Greening of Pedestrian Access to form Green Linkages |
| | Rapid Transit Station | |
| | Potential Rapid Transit Station | |

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