8

PILLAR FOUR
INTEGRATE LAND USE & TRANSPORTATION

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Integrate Land Use & Transportation

The fourth pillar focuses on the relationship between land use and transportation planning. A transportation network sets the foundation for how an area will develop. Small development blocks in an urban centre encourage higher density mixed-use development that is transit-supportive and walkable, whereas large development blocks segregate land uses at lower densities and promote automobile reliance.

The Scarborough Centre Secondary Plan encourages a "compact, high density, transit-oriented development pattern, based upon a high standard of urban design." This chapter outlines the benefits of planning transportation alongside development, and outlines the existing and proposed land uses and block structure in the Centre.

8.1 Benefits

Shaping the City

Land use patterns affect how people are required to travel, where they need to go, and the demand for infrastructure. By choosing more compact and integrated built forms that provide better connections between destinations, it is possible to reduce the number of trips and overall impact on the road network.

Transportation systems and land uses that are designed for cars typically result in an uninviting travel environment for other modal users. Conversely, transportation systems and land uses that are designed for people result in places where people want to spend time rather than just pass through. Streets that are planned for people instead of cars add to the social cohesion of communities by ensuring people interact with one another, and by providing safe public spaces that promote cultural expression.

Supporting Growth

The Official Plan and the Growth Plan for the Greater Golden Horseshoe closely tie transportation planning to land use planning by pairing transportation investments with high-density strategic areas. The Growth Plan identifies urban growth centres to establish density targets and policies around creating transit-oriented nodes. Metrolinx's The Big Move further establishes a system of mobility hubs, where land use development must be integrated around major rapid transit stations. These

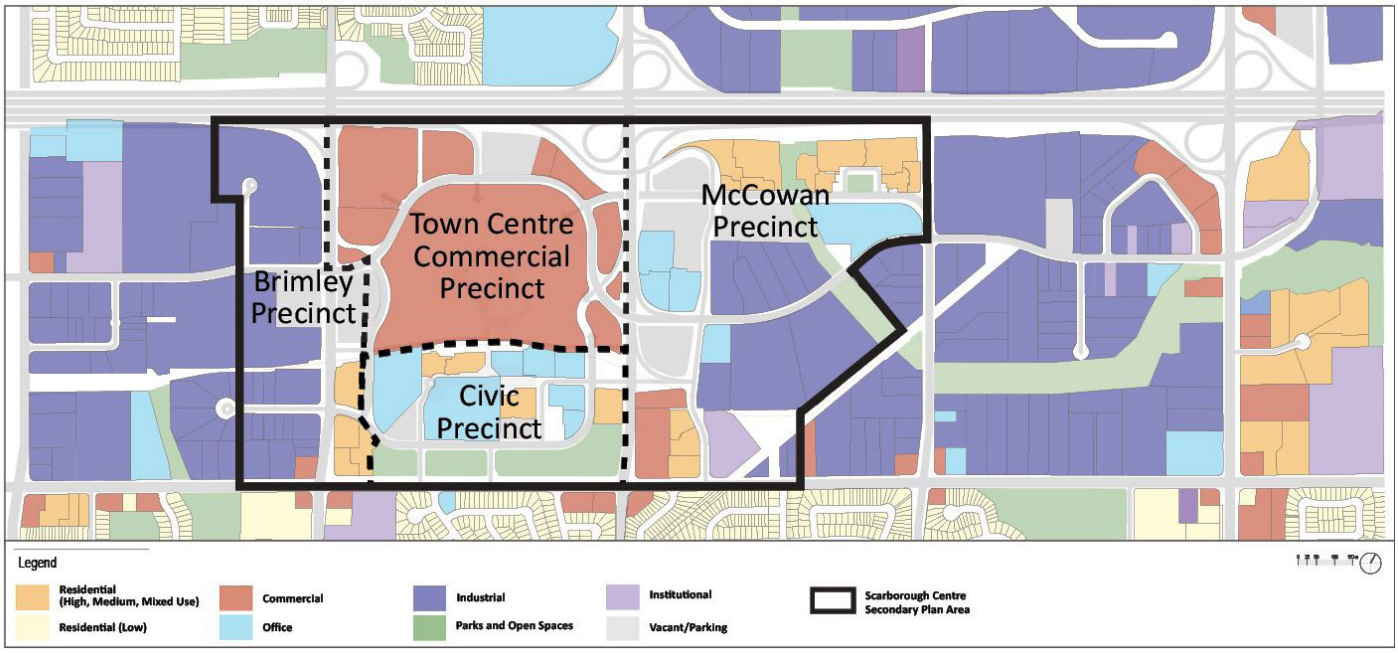
mobility hubs act as crucial regional destinations and transfer points in the GTHA, and require a combination of effective land use planning and transportation planning. Similarly, Map 2 of the Official Plan identifies growth centres based on planned high-order transit.

As new communities are developed and cities are redeveloped, a rethinking of planning is possible. Instead of planning for cars, building sustainable urban communities can create compact and connected neighbourhoods with overall reduced travel times and congestion. The resulting benefit is the efficient movement of people to goods and goods to people. These communities that are well-served by public transit and active modes, and that provide a mix of land uses, create better access and subsequently facilitate economic activity.

8.2 Existing Conditions

The existing land use designations in the study area, shown in Figure 8.1, support automobile use through separated land uses that result in longer travel distances. The McCowan and Brimley Precincts are primarily dominated by large industrial lands, while retail and residential uses are concentrated in the Town Centre Commercial and Civic Precincts. In the Official Plan and Scarborough Centre Secondary Plan, it is envisioned that the Centre will evolve over time into a mixed-use urban centre.

Figure 8.1: Existing Land Uses and Blocks



Overall, there is not a strong relationship between separate uses, which fosters a reliance on the automobile to achieve daily trips. However, there are areas in the Centre where land uses interact – particularly in the Civic Precinct. The Civic Precinct includes office, residential, and parks and open space uses, and is located directly

adjacent to commercial uses in the Town Centre Commercial and McCowan Precincts. Together, these uses work to provide a more vibrant environment where people can live, work, and play. Photos of existing land uses and their location in the study area are shown in Figure 8.2 and Figure 8.3, respectively.

Figure 8.2: Existing Land Use Photo Locations

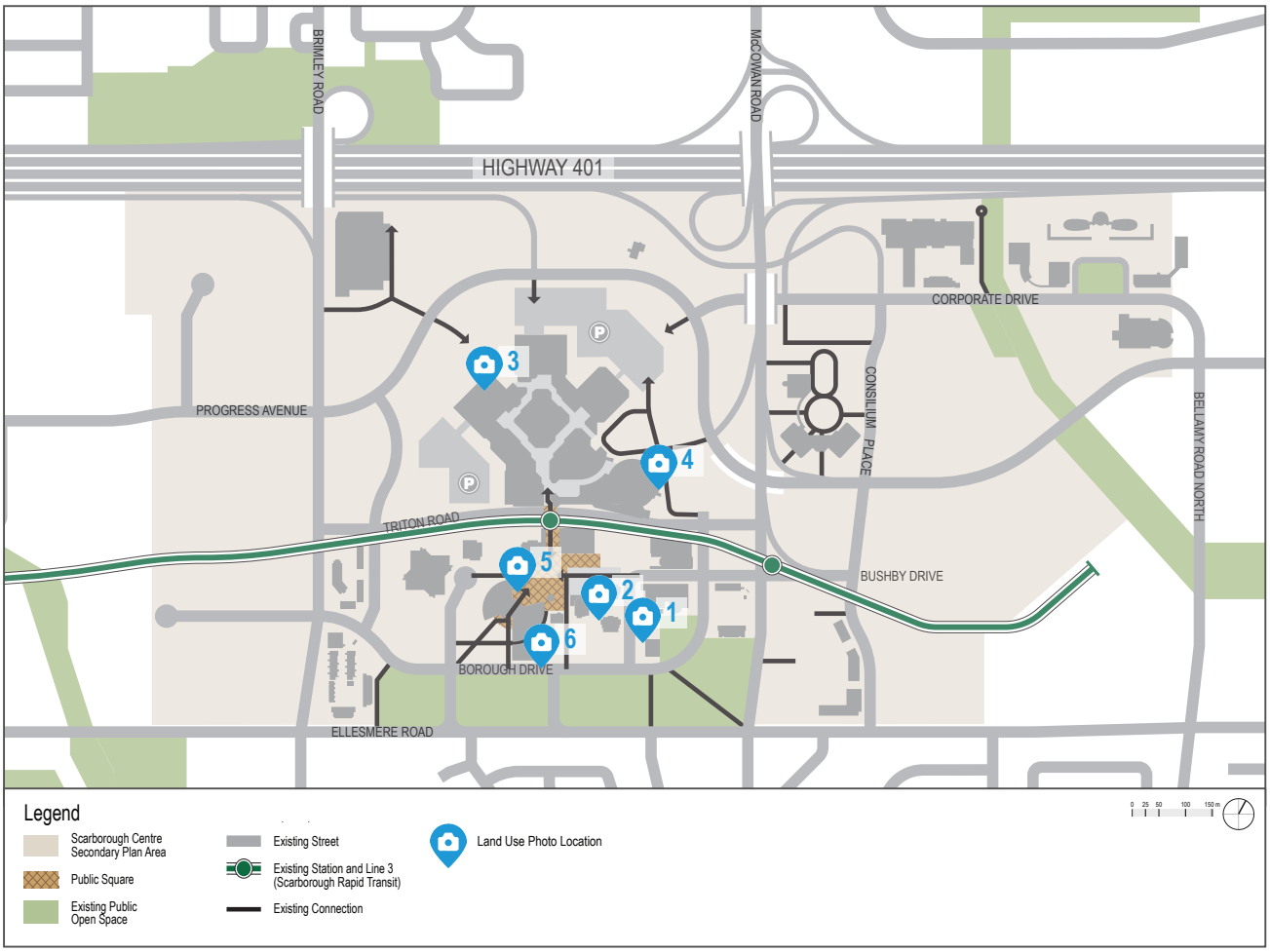


Figure 8.3: Existing Land Use Photos

Residential Developments – 25 Town Centre Court (left), 50-60 Town Centre Court (right)

Scarborough Town Centre Retail and Entertainment Uses – Hudson's Bay (left) and Cineplex Theatre (right

Scarborough Civic Centre/Albert Campbell Square

Scarborough Civic Centre Library

8.3 Preferred Block Plan

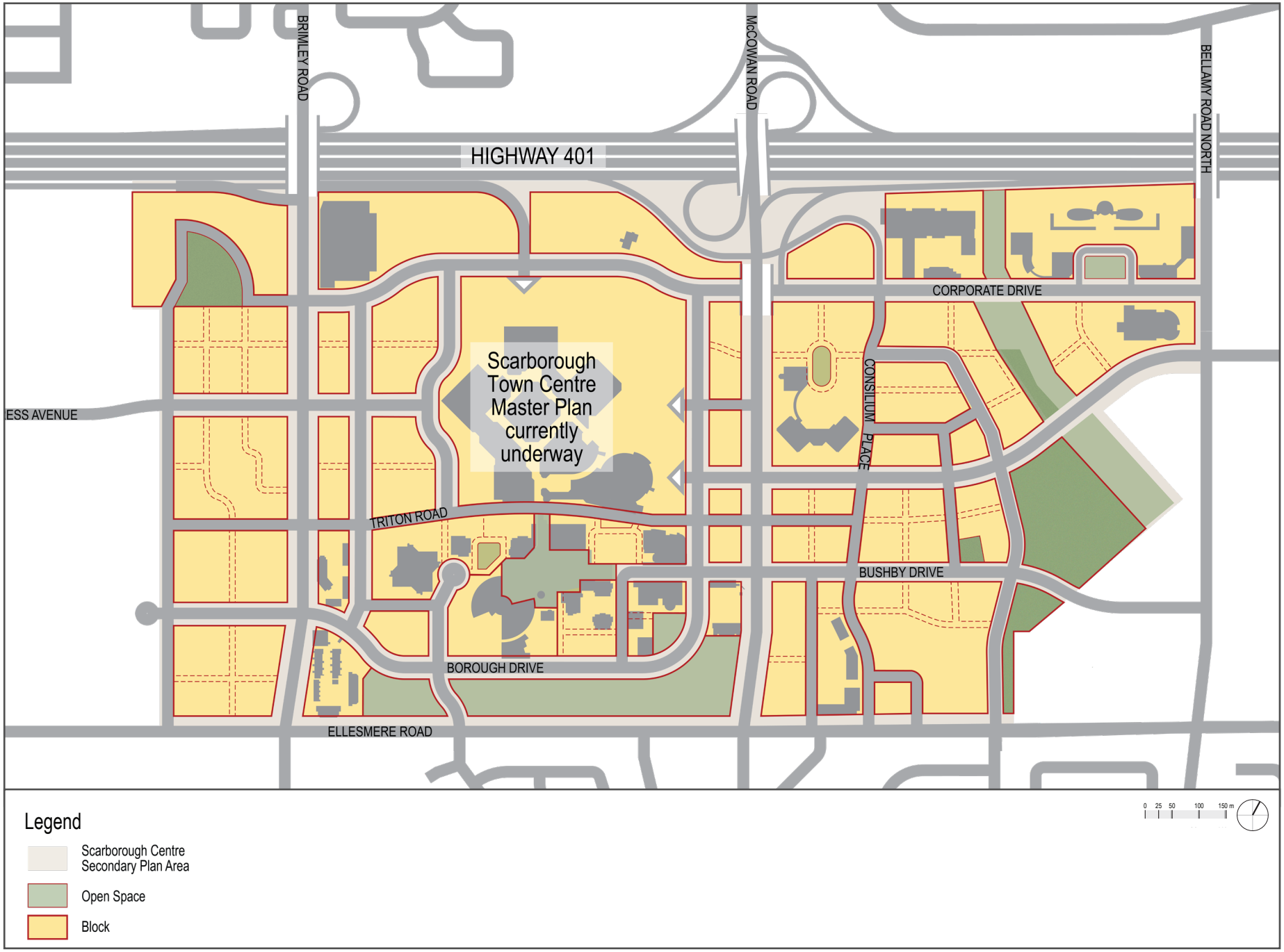
The layout and design of transit and land use systems (buildings, streets, and open space) can improve the integration of transit facilities into the community, creating a more comfortable and vibrant environment for pedestrians, cyclists, and transit users. The recommended block plan is shown in Figure 8.4.

The preferred block plan contains the following proposed changes:

- Appropriately-sized development blocks of 80-120 metres
- Simplified grid network
- Transit-oriented development
- Connections between uses for all modes
- Connections within and between Precincts

The SCTMP recommends development blocks of 80-120 metres to support mixed-use development, including retail, employment, institutional, residential and public spaces. The simplified grid network will increase connections to transit for all modes and improve the ability to conduct daily trips using active and sustainable modes of transportation.

Figure 8.4: Preferred Block Plan



8.4 Supporting Strategies

8.4.1 Transit-Oriented Development

The layout and design of transit and land use systems (buildings, streets, and open space) can improve the integration of transit facilities into the community, creating a more comfortable and vibrant environment for pedestrians, cyclists, and transit users. Alongside the development of a simplified grid network and smaller blocks, this plan supports mixed-use development, including retail, employment, institutional, residential and public spaces to be provided in close proximity to transit to encourage mobile and vibrant communities. A number of strategies can be applied to encourage mixed-use and transit-oriented development, including the following:

- Locate multiple functions such as a mix of employment, retail and residential uses along transit routes and corridors to increase transit destinations and support the viability of the transit network
- Design the street network and transit stops so that all employment and residents are within 200m of a transit stop
- Orient new development and redevelopment towards the street
- Incorporate frequent entrances to buildings with active street level uses increase permeability
- Avoid long stretches of blank walls, berms or high fences adjacent to the street
- Support areas with high levels of pedestrian activity through building setbacks and pedestrian amenities
- Coordinate new developments with existing and planned uses to consolidate vehicular access points, minimize curb cuts and share servicing
- Locate higher-density buildings close to transit stops or station areas to support a greater mix of uses, higher levels of pedestrian activity and transit ridership
- Scale buildings to match their specific context. Transitions in building scale can enable higher-density uses close to transit stops/stations while integrating with the scale and character of surrounding communities.
- Encourage lower parking standards near high-order transit
- Integrate retail uses with employment, commercial and residential uses
- Integrate transit facilities and additional street connection within the layout and design of large sites

8.4.2 Complete Streets Policies

The Complete Streets Guidelines (CSG) provide a framework for a network of streets that are transit-supportive and designed to accommodate a range of users comfortably and safely. Creating a connected and complete street network maximizes the use of the network by limiting bottlenecks, encouraging alternative routes, and supporting all users regardless of physical ability or age. Not only does a Complete Streets Framework provide travel options for all modes and users, but it aims to integrate the street with adjacent land uses, streetscape elements, and the community to provide an attractive environment for all.

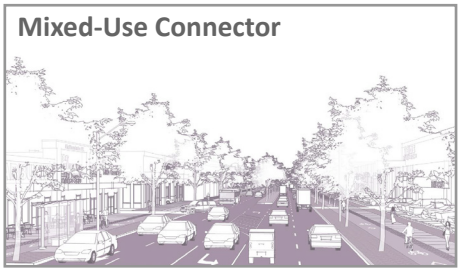
The design objectives for new and modified streets in the SCTMP were developed based upon objectives from the CSG. These guidelines identify street types in the city and provide design elements that each street should aspire to include. Streets can be a combination of street types and may vary in different segments. The guiding CSG street types for key streets in the Centre are shown in Figure 8.5.

Figure 8.5: Complete Streets Street Types and Applicable Streets in the Centre

Applicable Streets: Brimley Road, Progress Avenue, McCowan Road, Borough Drive

Applicable Streets: Corporate Drive, Town Centre Court, Omni Drive, Grangeway Avenue

Applicable Streets: Borough Drive, Borough Approach West



Applicable Streets: Ellesmere Road

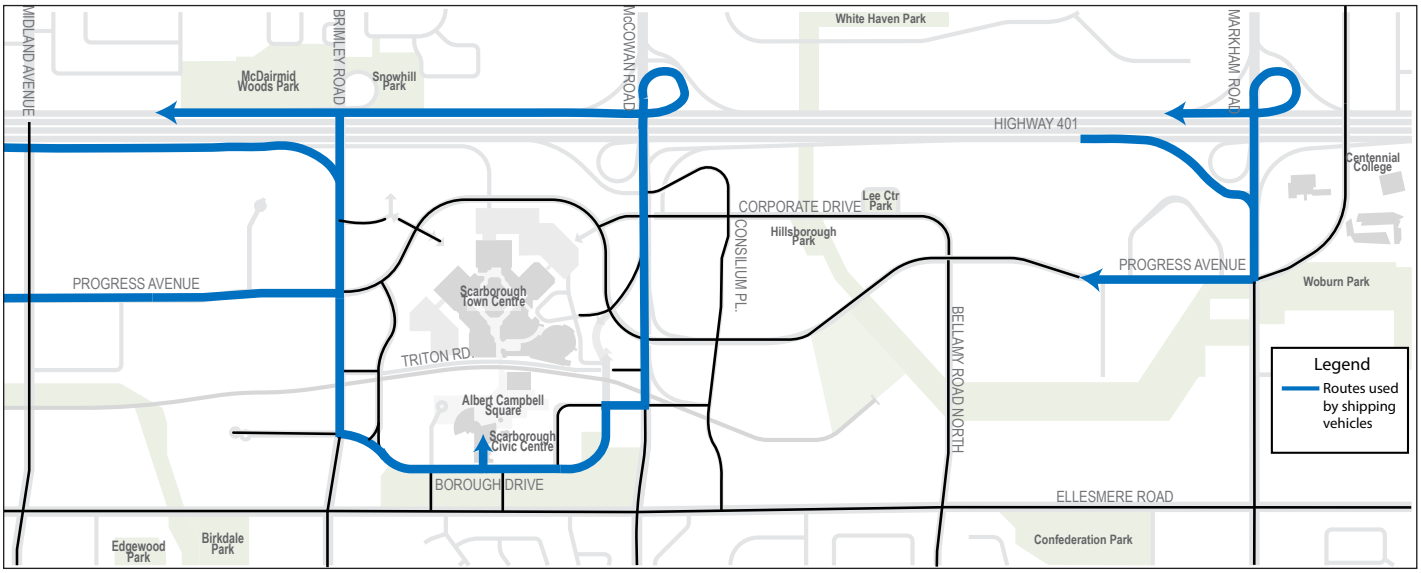
Image Source: Toronto Complete Streets Guidelines

8.4.3 Goods Movement Strategy

A survey was conducted to better understand the current and future goods movement needs of industries within and surrounding Scarborough Centre. Goods movement plays a vital role in Scarborough Centre due to the significant amount of employment in the Centre. Supporting growth is therefore an important study principle and the efficient movement of goods and people must be considered in the SCTMP recommendations.

The Goods Movement Survey aimed to gather information about key routes taken, general shipping areas, types of vehicles used, and existing constraints on the efficient movement of goods. Figure 8.6 illustrates key shipping routes as indicated by survey respondents. Outside of the SCTMP study area, industries to the east and west primarily use Kennedy Road and Markham Road, respectively. There is limited movement of goods through the core of the Centre, with the exception of local deliveries.

Figure 8.6: Existing Truck Routes

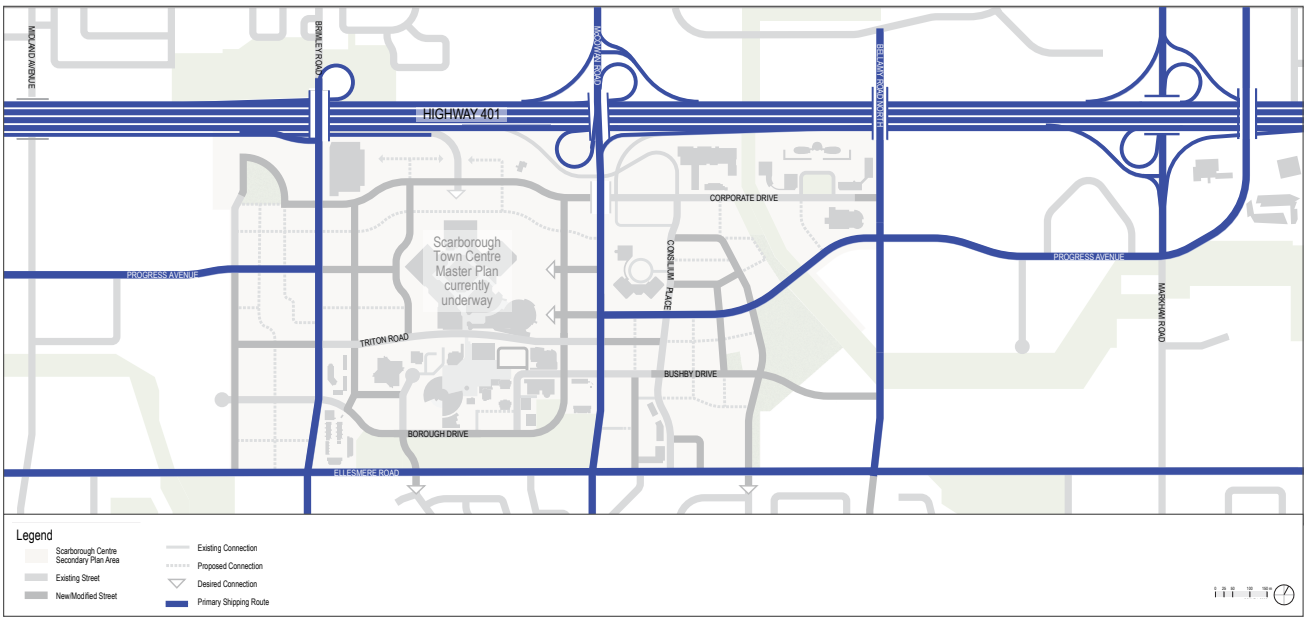


The main concerns reported through this survey were congestion on Highway 401 as well as on the ramps to and from the highway. Outside of the congestion related to Highway 401, congestion within the Centre was also noted to be of concern. The SCTMP aims to remedy this concern by reducing congestion in the Centre through a finer grid network, promotion of active and sustainable modes of transportation, street redesign, provision of more route options, and transit investment.

The proposed street network supports the through movement of shipping vehicles on arterial roads, namely Brimley Road, Progress Avenue, McCowan Road, Bellamy Road and Ellesmere Road (Figure 8.7), Markham Road and Kennedy Road. While it is suggested that heavy vehicles use arterial roads for moving through the area, the SCTMP does not recommend any restrictions that prohibit trucks from using the street network to conduct local deliveries.

It is expected that trucks entering the Brimley Precinct from the west will continue to use Kennedy Road and Brimley Road, while Markham Road and McCowan Road will serve the McCowan Precinct. Ellesmere Road and Progress Avenue will continue to be key east-west truck routes within and to/from the Centre.

Figure 8.7: Proposed Street Network and Primary Shipping Routes

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