



CONCLUSIONS

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The recommended Scarborough Centre on the Move Transportation Master Plan (SCTMP) presents a framework that provides a balanced transportation system for all users. The overall transportation network proposed through this plan acts as a transportation demand management (TDM) measure for creating a vibrant and sustainable multi-modal urban centre. With networks and strategies to support all four pillars, the vision for Scarborough Centre as a multi-modal hub that offers a variety of reliable and connected transportation options can be realized. To conclude, this chapter provides policy directions for each of the four study pillars.

Pillar One: Encourage Active Modes of Transportation

- The Secondary Plan should adopt the Preferred Active Network (Walking and Cycling)
- The Secondary Plan should include policies to ensure barrier-free design and universal accessibility for people of all ages and abilities in accordance with the City of Toronto's Accessibility Design Guidelines
- The Secondary Plan should encourage the design of new and reconstructed streets to improve pedestrian and cyclist safety in accordance with Complete Streets Guidelines, Vision Zero: Toronto's Road Safety Plan, and Urban Design Guidelines
- Implement the City of Toronto's 360o Wayfinding Strategy to provide consistent and intuitive navigation in the Centre
- Buildings should be designed to provide active frontages to help develop a vibrant public realm and sense of place on surrounding streets
- Transportation Demand Management (TDM) policies should be included in the Secondary Plan to encourage active modes of transportation, such as expanding Bike Share Toronto to Scarborough Centre as a Satellite location and increasing/encouraging Smart Commute programs
- Next steps should prioritize implementation of cycling routes identified in the City of Toronto Cycling Network Ten Year Plan

Pillar Two: Support Transit & Innovative Mobility Solutions

- The Secondary Plan should accommodate changes to rapid transit in the Centre and corresponding changes/enhancements to local transit service
- The Secondary Plan should include policies to locate appropriate density close to transit and encourage a mix of land uses that are well integrated with planned transit facilities
- Transit facilities should be designed to include clear and intuitive wayfinding consistent with Toronto's 360o Wayfinding Strategy

Pillar Three: Reduce Single-Occupancy Vehicle Use

- The Secondary Plan should adopt the Recommended Street Network and associated right-of-way widths as outlined in the Scarborough Centre on the Move Transportation Master Plan
- The Secondary Plan should include policies regarding streets and connections so that they are designed as vital public spaces with distinct identities and will act as lively urban connections, balancing the needs of all users while accommodating traffic
- The exact location, alignment and design of each new street link will be refined through the remaining phases of the Municipal Class Environmental Assessment process
- The Secondary Plan should contain policies to create a fine-grained local street network to establish a permeable walking environment within the Secondary Plan area. The exact layout of the local streets and connections may be flexible and can be determined as part of individual development applications
- The Secondary Plan should adopt strategies that support a reduction in automobile use, such as car-share expansion, parking fees, reduction in the supply of surface parking lots, and reduction in minimum parking supply for new developments

Pillar Four: Integrate Land Use & Transportation

- The Secondary Plan should support the vision of the Scarborough Centre on the Move Transportation Master Plan, which is to establish an urban pattern of streets and appropriately sized blocks that facilitates future development
- The Secondary Plan should adopt a Complete Streets framework for new and redesigned streets, which aims to integrate streets with adjacent land uses, streetscape elements, and the community to provide an attractive environment for all users
- New development should be concentrated at the future Scarborough Centre Subway Station and along frequent transit corridors to encourage active modes of transportation for accessing transit and to help mitigate the first-mile/last-mile problem
- The Secondary Plan should encourage lower parking standards near the proposed subway station and bus terminal
- A mix of land uses should be developed to create a vibrant and walkable environment where people can live, work, and play.





