



SCARBOROUGH CENTRE FOCUSED REVIEW PUBLIC REALM

PHASE 1 FINAL REPORT
APRIL 2019

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Albert Campbell Square
(Source: City of Toronto)

EXECUTIVE SUMMARY

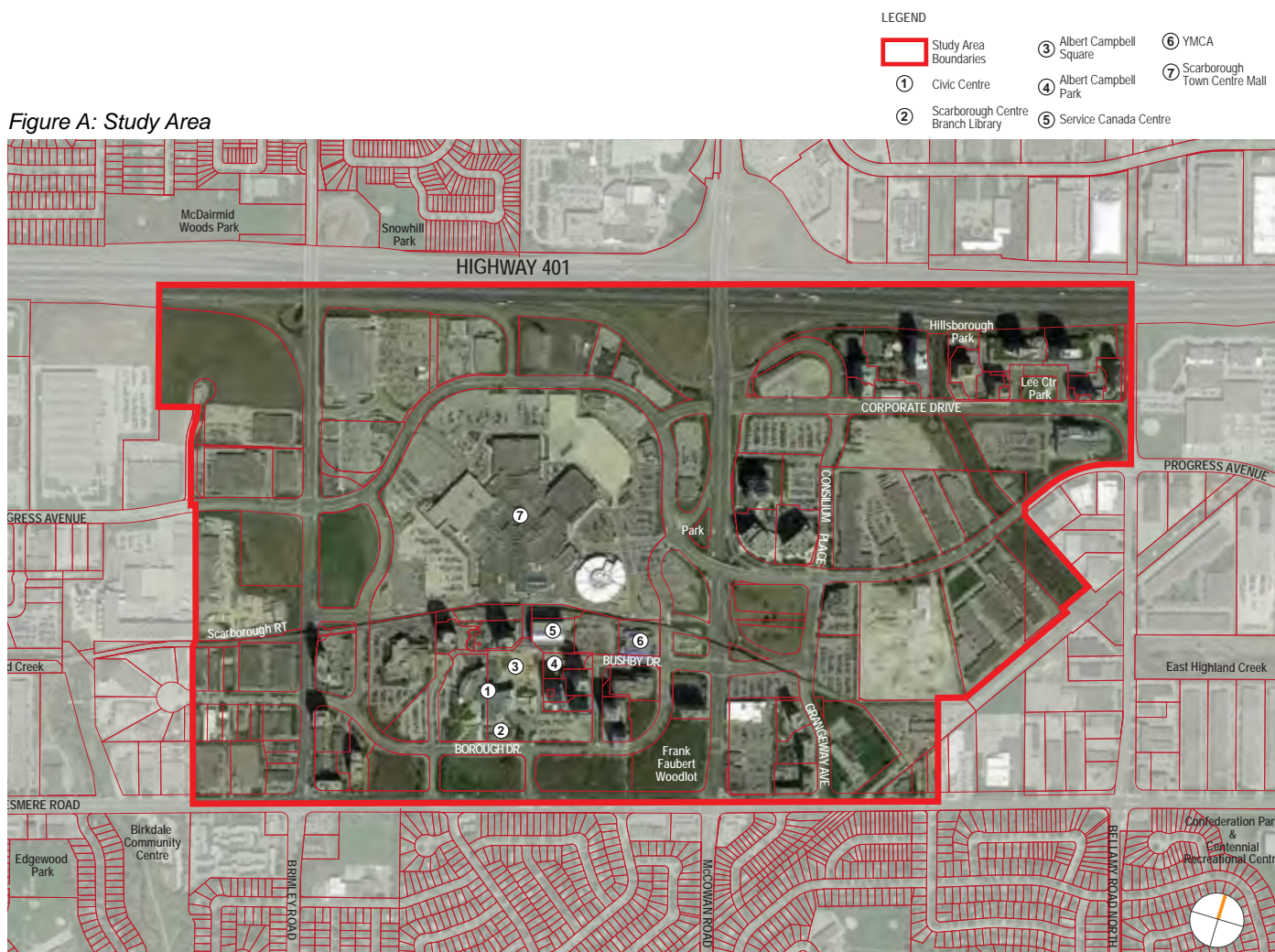
I. Introduction

The Scarborough Centre Focused Review (SCFR) is part of an update to the Council-approved 2005 Scarborough Centre Secondary Plan in anticipation of the Line 2 East Extension (L2EE). This first phase of the study builds on the work prepared to date in developing a Preliminary Public Realm Plan for Scarborough Centre. The work undertaken will inform subsequent phases of the SCFR while also providing direction in achieving a well connected and expanded network of existing and new public spaces.

The first phase of the study involved close collaboration with City staff. This included an internal design workshop with participants from City departments and from other government agencies. The workshop informed key components of the study's first phase, including the refinement of the Public Realm Framework, the development of the Preliminary Public Realm Plan, and the identification of key character areas and corridors.

Stakeholder and community consultation events were held on March 4th, 2019. On March 7th a presentation was made to the City of Toronto Design Review Panel. Feedback from those sessions will inform subsequent phases of the study.

Figure A: Study Area



II. Background

Scarborough Centre (the Study Area) covers approximately 180 hectares. The northern and southern boundaries are defined by Highway 401 and Ellesmere Road respectively. The western edge is located approximately 240 metres west of Brimley Road while the irregular eastern edge is abutted by Bellamy Road North and East Highland Creek.

The majority of lands within Scarborough Centre are designated *Mixed-Use Areas* (Figure B). The remainder of the land is identified as *Parks and Open Space Areas: Natural Areas and Parks*.

Adjacent land uses vary along all sides of the Study Area. To the south, lands designated *Neighbourhoods* are comprised of low-rise houses. The western and eastern flanking lands are designated *Employment Areas* while the lands north of Highway 401 are designated both *Employment Areas* and *Neighbourhoods*.

West Highland Creek, immediately outside the Study Area Boundary, flows parallel to Brimley Road as it crosses Ellesmere Road. East Highland Creek flows in a sweeping arc from Highway 401 to Markham Road and beyond to Woburn Park. Both creeks are part of the Rouge River system.

The 2005 Secondary Plan identified four precincts within Scarborough Centre (refer to Figure C) based on present-day character and land use attributes. These are:

- **Brimley Precinct;**
- **Town Centre Commercial Precinct;**
- **The Civic Precinct; and,**
- **McCowan Precinct.**

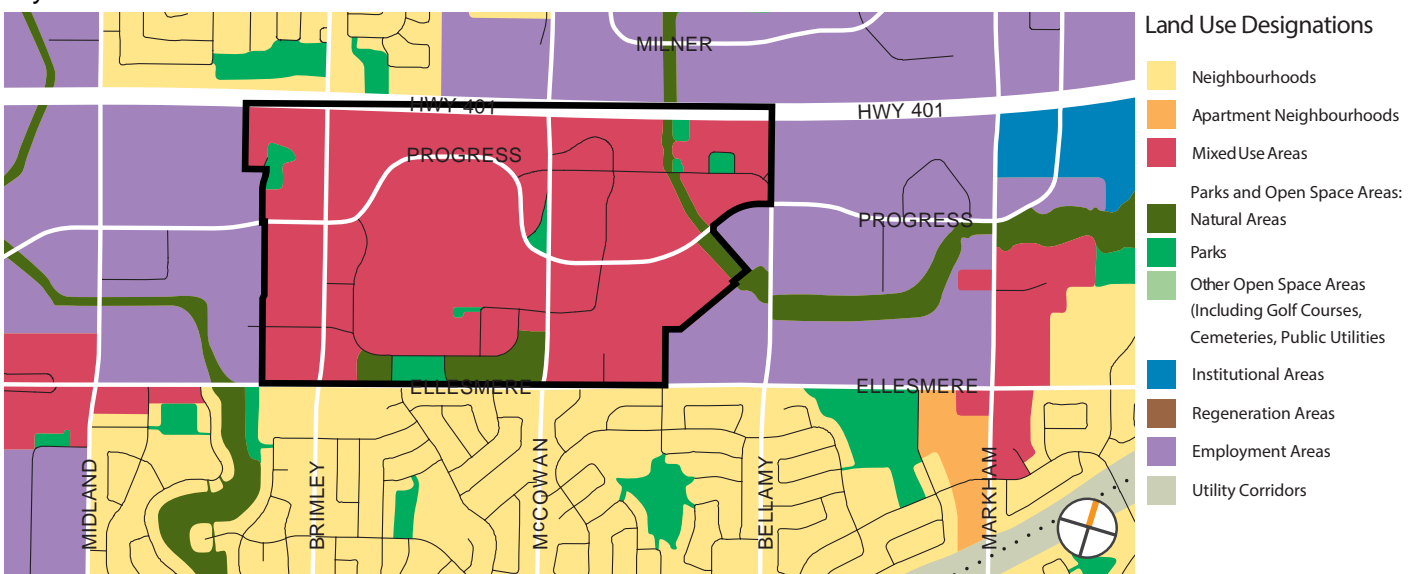
These sub-areas provided the basis upon which to identify future character areas.

The Brimley Precinct is presently characterized by industrial buildings with a cluster of residential units located in the southeastern corner.

The Town Centre Commercial Precinct is grounded by the 2-storey shopping mall. Its peripheral uses include single-storey, large format retail and restaurants. All uses are serviced by surface parking and 2-storey parkades. The Old Scott House, listed as a Part IV Heritage building, is located in the northeast corner of the precinct.

The Civic Precinct offers a wide mix of uses including residential, retail, office, civic, and community-related. The buildings range in height from low-rise townhouses to multi-storey condominiums and mid-rise offices. Central to the precinct is the civic centre and adjacent public spaces (Albert Campbell Square and Park).

Figure B: Land Use Map (detail) with Study Area outlined, City of Toronto Official Plan



The McCowan Precinct is characterized as having two distinct clusters of residential development located in the southwest and northeast corners of the district. A third cluster comprised of office buildings is located midway alongside McCowan Road. East Highland Creek is the distinguishing open space in this precinct. Vacant sites and single-storey employment uses make up the remainder of the lands.

The current study builds on the work of previous efforts in creating a public realm framework. These include:

- Scarborough Centre Secondary Plan (2005);
- Scarborough Centre Civic Precinct Implementation Plan (2009);
- Scarborough Centre Public Space and Streetscape Master Plan (2012);
- McCowan Precinct Plan (2014);
- Line 2 East Extension (L2EE) (2017);
- Scarborough Centre Public Art Master Plan (2018); and,
- Scarborough Centre Transportation Master Plan (2018).

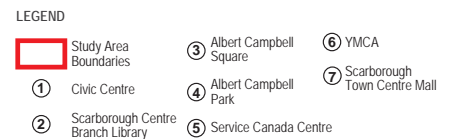
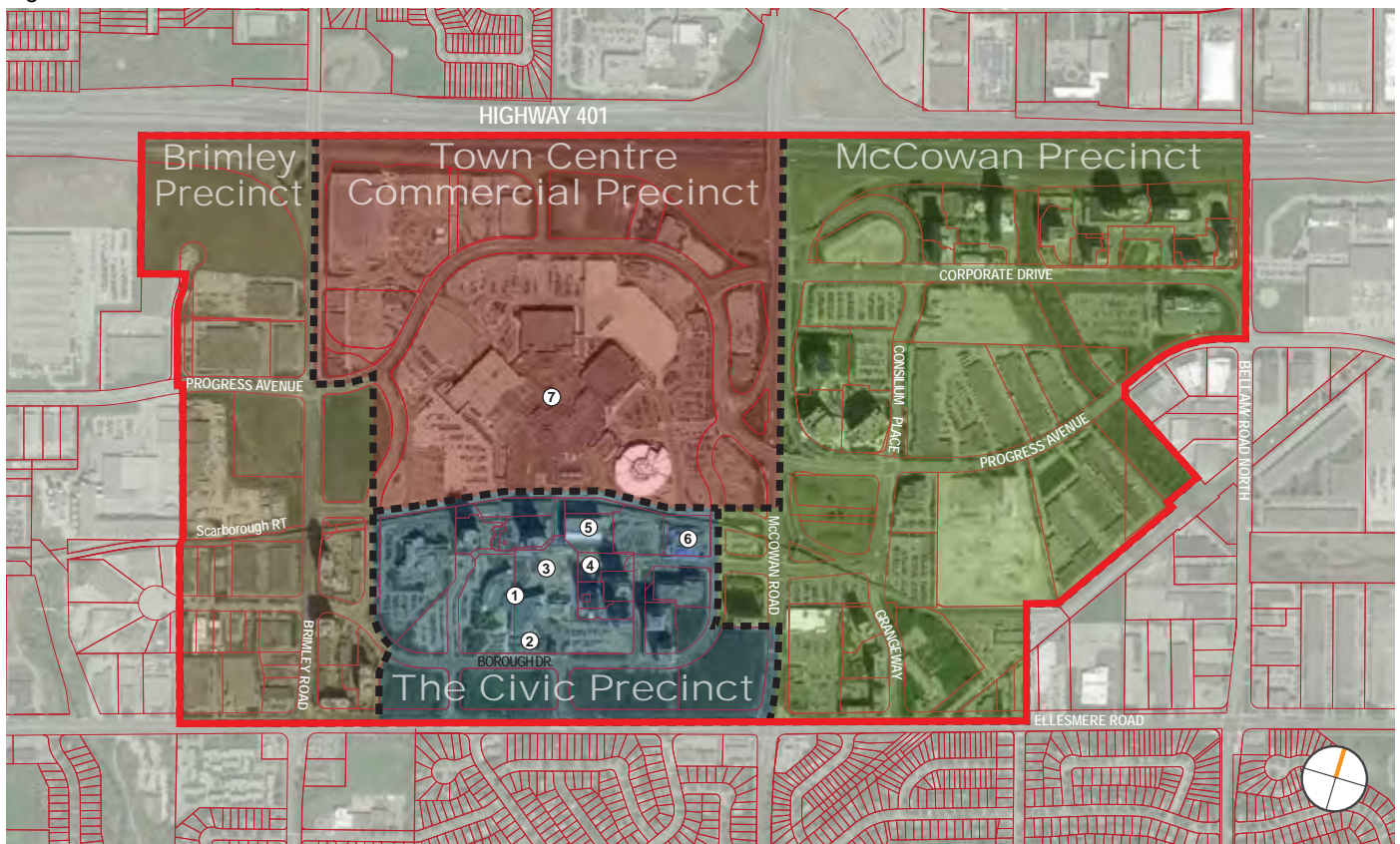


Figure C: The Four Precincts



III. Public Realm Analysis

Scarborough Centre today has approximately 14,150 people and 15,816 jobs. The residential population is set to more than double in size based on approved and proposed development applications. Parkland area (excluding natural areas) is subsequently expected to increase from 5.6 hectares today to 9 hectares. Beyond existing, approved, and proposed mixed-use developments approximately 57 hectares of land is available for redevelopment. Using current City standards for a 'Parkland Acquisition Priority Area', this translates to approximately 8 additional hectares of potential park space. Combined with existing and approved, a total of 17 hectares of parkland is thus possible at full buildout of the Study Area.

In 2019, Council will consider the new Parkland Strategy that provides an updated and modernized framework to measure parkland provision and guide the enhancement of Toronto's parks and open space system. The City will consider amending the Official Plan policies on the alternative parkland dedication rate.

Realizing a comprehensive and coherent public realm framework requires an understanding of both **challenges** and **opportunities** inherent within the Study Area.

CHALLENGES

Mobility:

- Lack of connectivity between precincts with major roadways functioning as barriers to lateral movement;
- Car-dominated environment (numerous grade separations & free-flow ramps);
- High traffic volumes along with infrequent signalized intersections create a hostile environment for pedestrians and cyclists;
- Diagonally oriented interior mall connections and existing curvilinear streets create challenges in establishing a formal grid pattern for the street and block network.

Public Realm:

- Smaller development parcels make appropriately sized and programmable parkland contribution difficult to attain;
- Wayfinding is poorly executed;

- SRT infrastructure is a potential obstacle for development or accommodation of parkland;
- Flood plain may limit development and parkland opportunities in the vicinity of East Highland Creek.

Planning and Development:

- Isolated residential enclaves are difficult to connect together as a result of differing land uses and a lack of physical linkages;
- Employment uses present challenges with transition of uses;
- Long-term leases create obstacles in the short-term to redevelopment.

OPPORTUNITIES

Mobility:

- Improved east-west and north-south connectivity can be achieved throughout the Centre and to the adjacent communities due to design flexibility inherent in larger parcel sizes;
- Establish a modified grid network of streets, connections and blocks on the Mall Lands to promote better connectivity and integration with the surrounding area.

Public Realm:

- Extend and enhance open spaces adjacent to East and West Highland Creek;
- Enhance streetscapes that connect to public parks;
- Develop a future public park and school on the 705 Progress Ave site (proactively purchased by the City and TDSB to accommodate future growth);
- If and where appropriate, use the SRT corridor, west of the future Scarborough Centre Station bus terminal, to link the Civic Centre to West Highland Creek creating improved connectivity east-west to Albert Campbell Square & Park;
- Enhance pedestrian connections between developments and public spaces to further integrate communities with each other;
- Development plans by private landowners to include new public parkland.

Planning and Development:

- Build on existing institutional infrastructure;
- Significant capital investments (subway station, bus terminal) can lead to leveraged opportunities for greater investments by others.

IV. Vision and Principles

The 'Vision for Scarborough Centre' underlies both the principles and subsequent Emerging Public Realm Framework.

"Scarborough Centre is envisioned as evolving from a suburban, car-centred commercial hub into a vibrant, urban, pedestrian-friendly, mixed-use community, anchored by the Scarborough Civic Centre, transit, and an enhanced public realm."

The Vision for Scarborough Centre is articulated by four principles that, taken together, inform the development of the 'Emerging Public Realm Framework' (Figure D):

1. Connectivity;
2. Nature, Parks, and Open Spaces;
3. Design Excellence and Placemaking; and,
4. Leveraging Capital Investments.

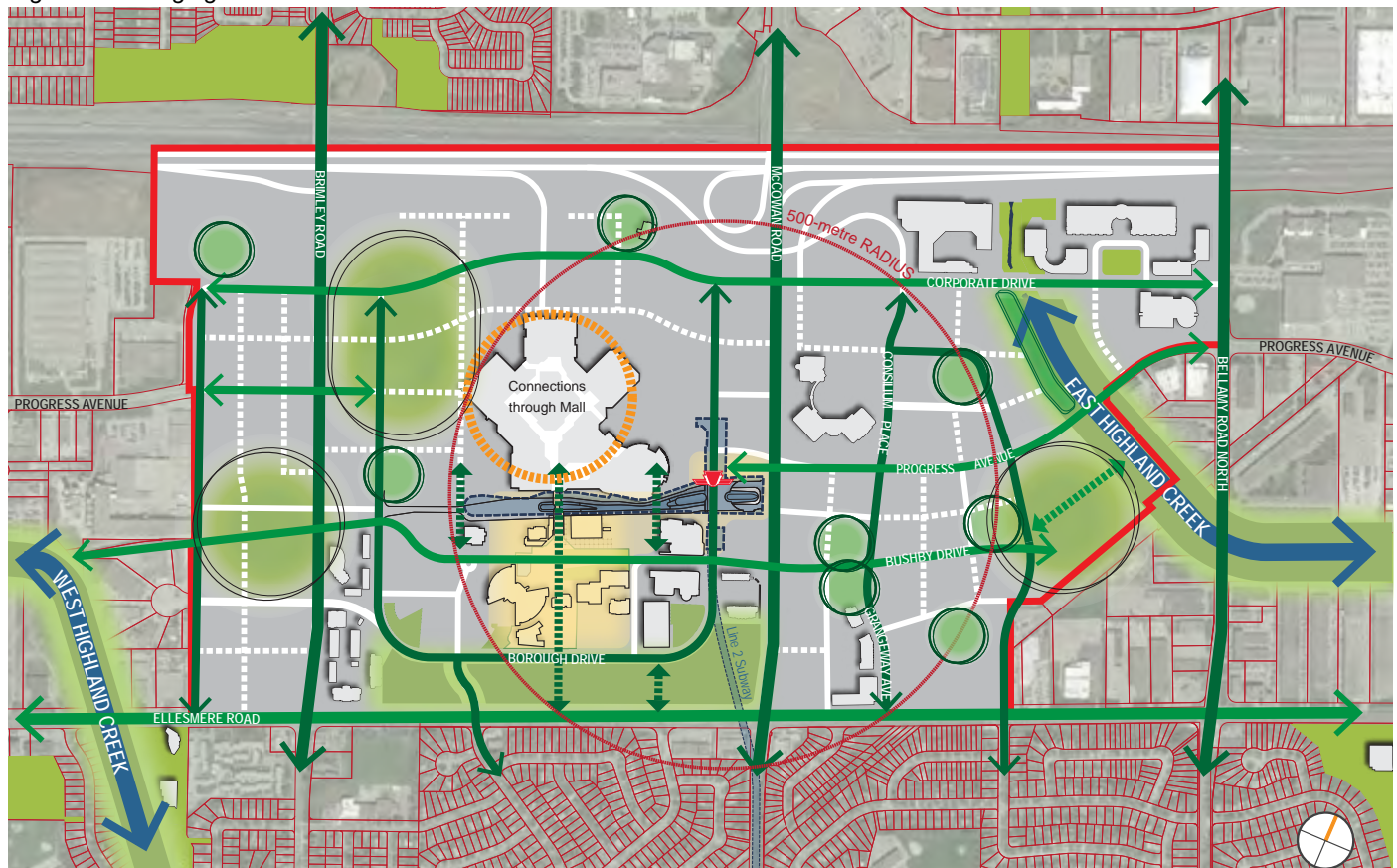
V. Emerging Public Realm Framework

The Emerging Public Realm Framework (Figure D) consists of 7 'Big Moves' each contributing a specific and significant aspect to the overall structure. Each move can function independently of the others. Taken together however, they form a robust and comprehensive structure for a public realm plan in Scarborough Centre.

The 7 'Big Moves' are:

1. Sustainability and Resiliency;
2. Expanded Civic Node;
3. Enhanced North/South and East/West Connectivity;
4. Enhance and Integrate with Natural Systems;
5. Create Community Parks;
6. Create Neighbourhood Parks and Parkettes; and,
7. Create and Integrate POPS and Other Open Spaces into the Public Realm.

Figure D: Emerging Public Realm Framework



VI. Preliminary Public Realm Plan and Character Areas

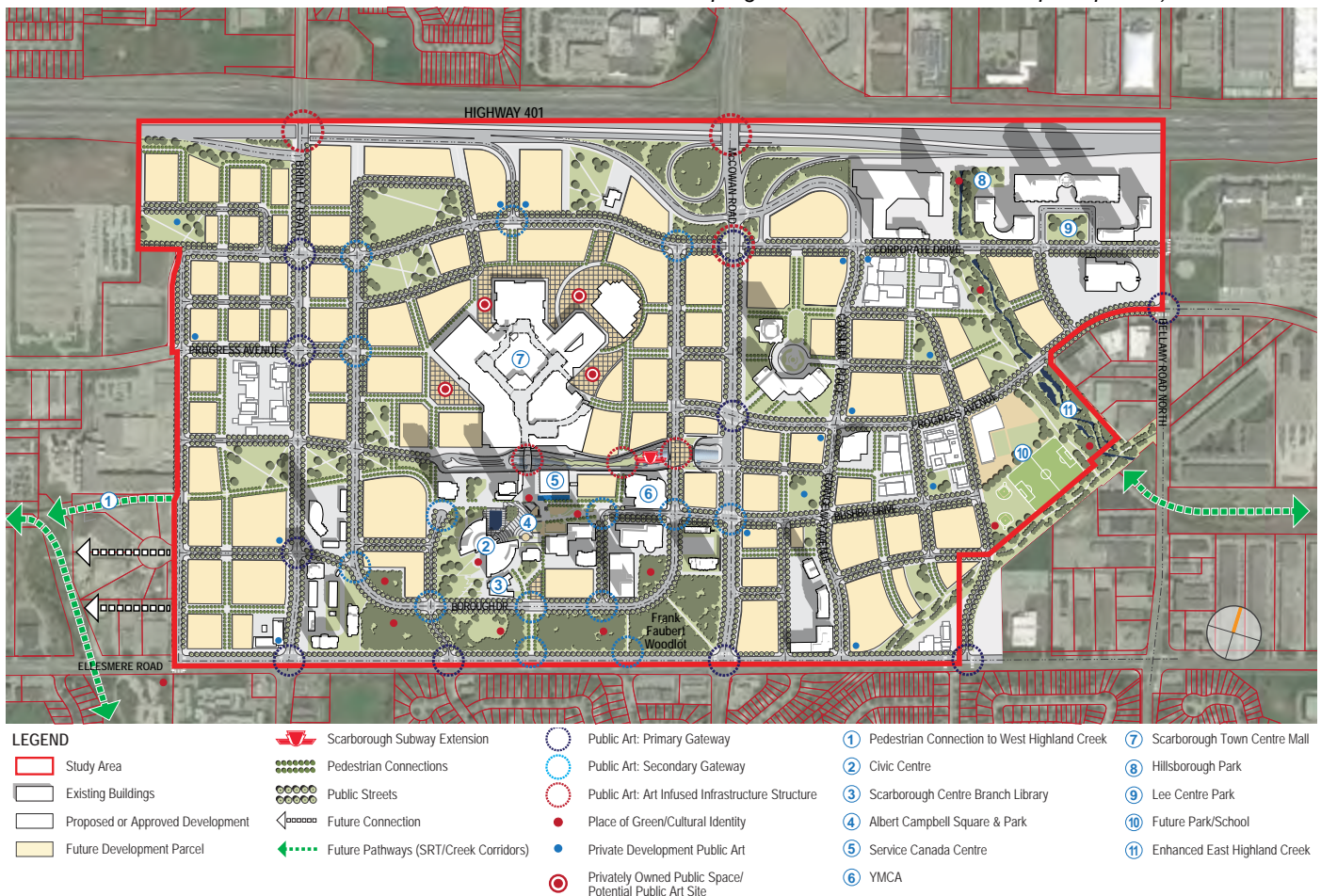
To better envisage the potential of a green and interconnected Scarborough Centre, an illustrative plan has been created based on the Emerging Public Realm Framework. The Preliminary Public Realm Plan (Figure E) has four underlying themes, or pillars:

1. Establishment and expansion of a clearly articulated, attractive, sustainable, and centrally located civic node;
2. Enhancement of existing open spaces;
3. Creation of new parks and open spaces; and,
4. Development of a strong pedestrian and cycling network connecting public spaces within and beyond Scarborough Centre.

When combined with current City initiatives, approved and 'under review' development applications, and the Public Art Master Plan, the Preliminary Public Realm Plan presents a compelling vision for Scarborough Centre. It underscores the relationship between open space, movement, transit investment, and development as a coherent whole.

The illustrative plan can also be further described in terms of 'Emerging Character Areas' and 'Corridors'. Based on the previously identified four precincts, the character areas have been identified as potential emerging neighbourhoods with shared traits based on use, built form, open space, and street typology.

Figure E: Preliminary Public Realm Plan (Note: For illustrative purposes only. City staff have not determined size, configuration, or programmatic content of future open spaces.)



The Emerging Character Areas (Figure F) are:

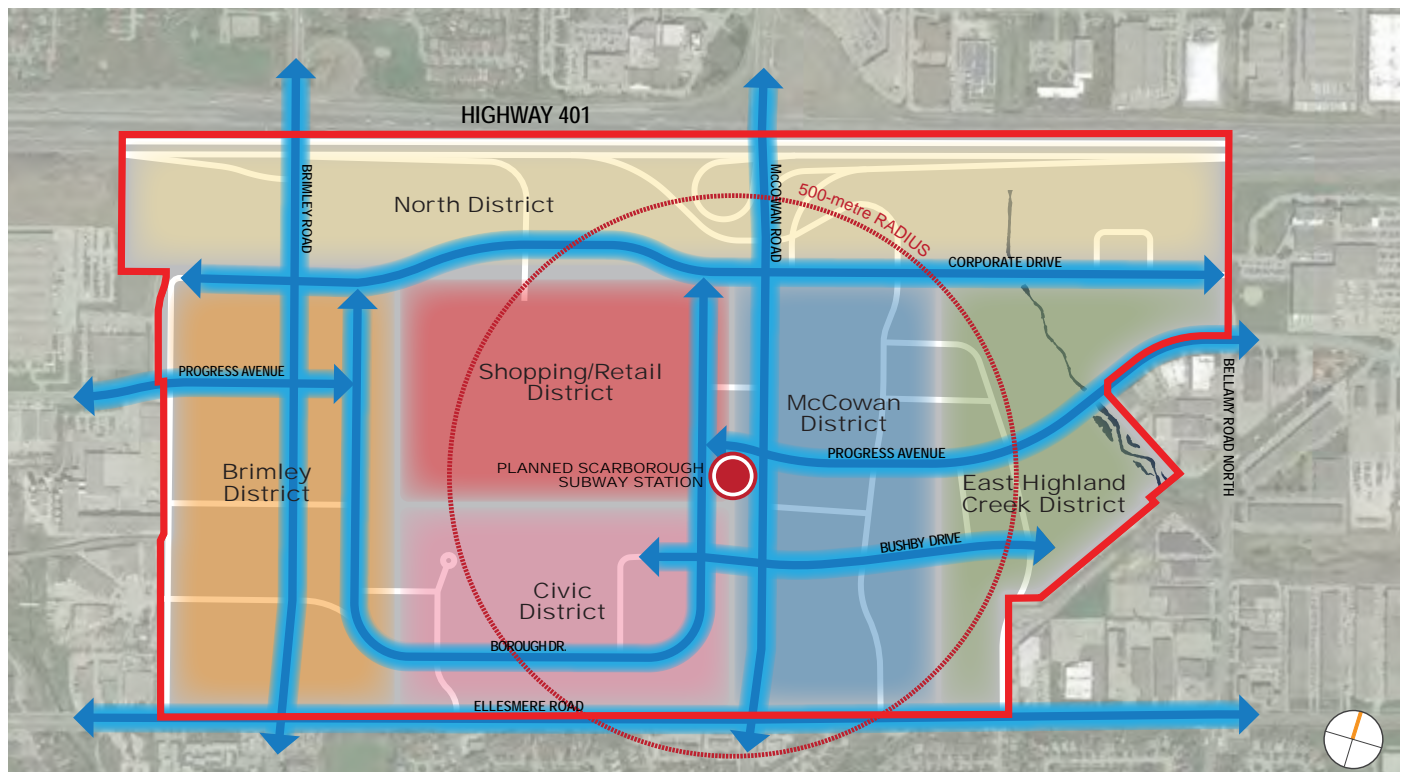
- **North District**, comprised of primarily distinct tall and mid-rise residential buildings aligned along Highway 401;
- **Brimley District** (Figure G), comprised of a mix of mid-rise and tall residential buildings;
- **Shopping/Retail District**, comprised of the Scarborough Town Centre, Supercentre, large format retail outlets, stand alone restaurants ,and a Cineplex theatre;
- **Civic District** (Figure H), comprised of its mix of existing facilities and buildings, and a range of open spaces;
- **McCowan District** (Figure I), with a higher intensity of mixed-use developments and a focus on the Scarborough Centre Station; and,
- **East Highland Creek District** (Figure J), primarily residential in character with strong connections to an open space system comprised of parks and East Highland Creek.

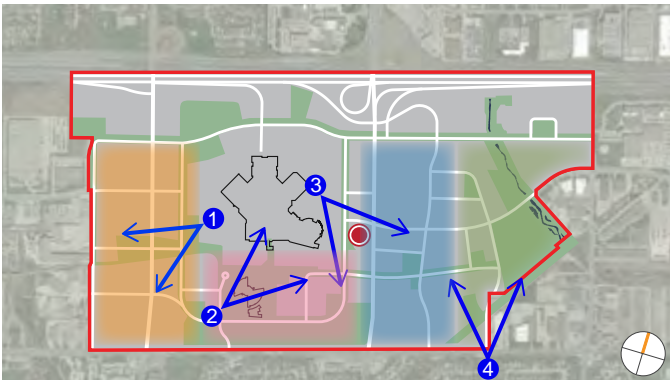
Key corridors (Figures F) provide the linkages between places and communities both within and beyond Scarborough Centre. Key corridors include, but are not limited to:

- Brimley Road;
- McCowan Road;
- Progress Avenue/Corporate Drive;
- Borough Drive;
- Bushby Drive/Town Centre Court; and,
- Ellesmere Road.

These, along with other key active connections will be further explored and described in subsequent phases of the Scarborough Centre Focused Review. The Emerging Character Areas will also form the basis for the built form study portion of the SCFR, to be undertaken as part of its subsequent phases.

Figure F: Emerging Character Areas and Corridors





1 Figure G: Brimley District (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)



2 Figure H: Expanded Civic Node with Scarborough Centre Station (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)

3 Figure I: Scarborough Centre Station Main Entrance and Surrounding Area (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)



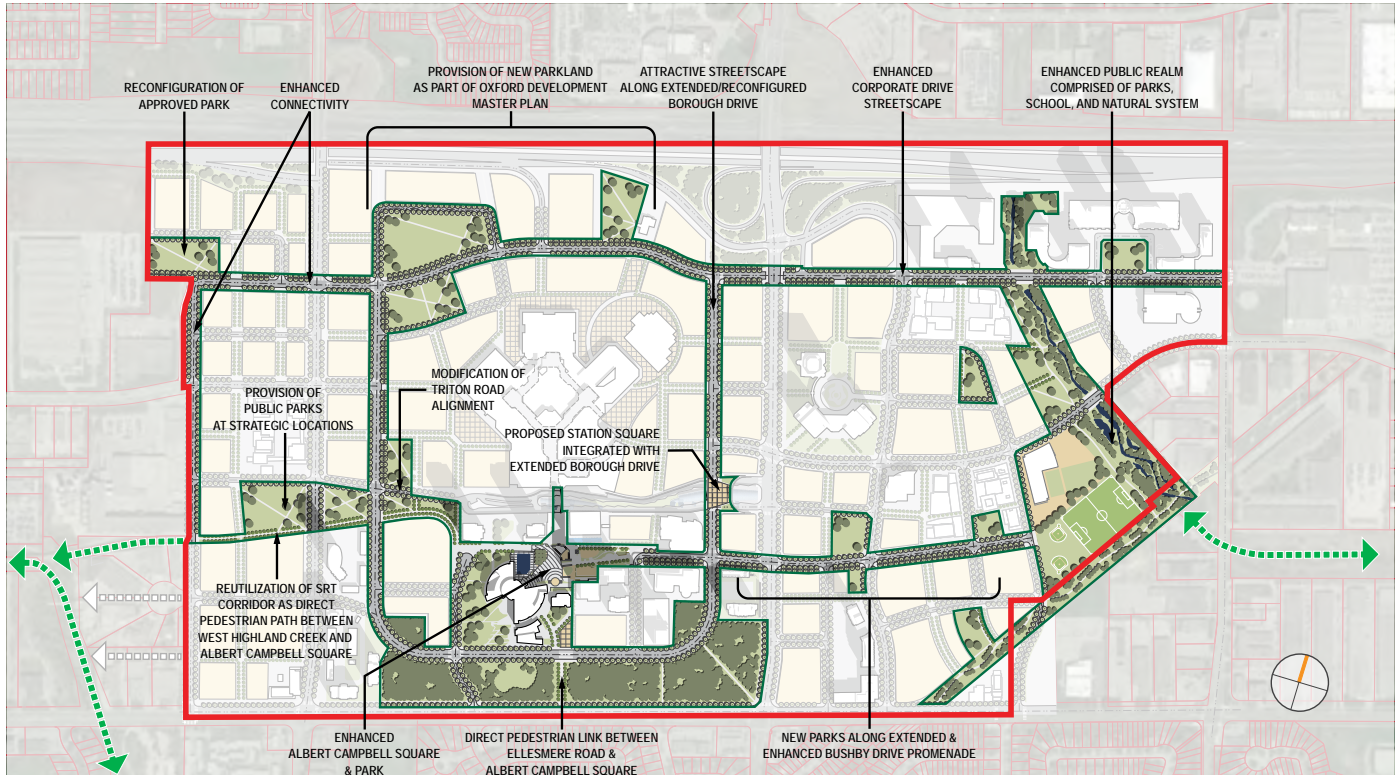
4 Figure J: East Highland Creek District (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)

VII. Summary/Next Steps

In anticipation of the L2EE the Scarborough Centre Focused Review Phase 1 work builds on the 2005 Scarborough Centre Secondary Plan, the Scarborough Centre Transportation Master Plan 2018, and other previous studies. It provides a vision for the future of the area based on key structuring elements such as Character Areas and Corridors, and describes a comprehensive preliminary public realm network comprised of public parks, open spaces, and streetscapes (Figure K).

City staff will build on the framework established in this stage of the study. Through this extensive and iterative process a comprehensive update of the Scarborough Centre Secondary Plan will emerge that will guide the transition of the area towards a dynamic, attractive, and sustainable urban centre.

Figure K: Preliminary Public Realm highlights within Scarborough Centre Focused Review





1.0 INTRODUCTION



1.1 Purpose of Study

The Scarborough Centre Focused Review (SCFR) was initiated as part of an update of the Council approved 2005 Scarborough Centre Secondary Plan, in anticipation of the planned Line 2 East Extension (L2EE). The SCFR will build on more than the Scarborough Centre Transportation Master Plan (Council-approved 2018). It will continue to build on past initiatives including:

- Scarborough Centre Secondary Plan (2005);
- Scarborough Centre Civic Precinct Implementation Plan (2009);
- Scarborough Centre Public Space and Streetscape Master Plan (2012);
- McCowan Precinct Plan (2014); and,
- Scarborough Centre Public Art Master Plan (2018).

The Study synthesizes and further articulates the policies and recommendations provided as part of the initiatives listed above as a clear and compelling vision, and provide a planning framework to guide and support positive change. The study recommends various strategies and initiatives in the development of the public realm framework. Taken together, they help ensure that new public and private development triggered by significant public investment in the L2EE is leveraged for the benefit of existing and future residents and employees. The creation of enhanced parks, plazas, streetscapes, and open spaces will play a key role in the development of Scarborough Centre as a vibrant urban node.

This first phase of the study synthesized work done to date and develops an updated vision, planning principles, and an emerging public realm framework, while identifying potential character areas and key corridors. Additional work on other key aspects of the study such as density and built form strategies, parks and open space strategy, urban design guidelines, connections/linkages strategy, community services, and updated transportation analysis will be carried out in the subsequent phase(s).

Source: Google Earth

1.2 Phase 1 Objectives

Phase 1 of the study looked at Scarborough Centre holistically to produce an Emerging Public Realm Framework and a Preliminary Public Realm Plan while identifying Character Areas and Corridors that promote connectivity and are comprised of parks, plazas, naturalized areas, and enhanced streetscapes. In preparing this plan the study responded to and addressed the following objectives:

- Provision of an update to the Vision and Planning Principles;
- Creation of a Preliminary Public Realm Plan;
- Recommendation for public realm strategies that support future growth and encourage 'city building';
- Promotion of collaboration and coordination among City divisions and government agencies with private stakeholders in developing and implementing a shared public realm vision for the Centre;
- Provision of direction for capital investment priorities in streets, parks, and open spaces;
- Structuring the pattern of existing and future development parcels, including those triggered by the L2EE; and,
- Recommendation for strategies to develop a connected and expanded network of new and existing great public spaces, including parks, open spaces, streets, and active transportation routes.

1.3 Phase 1 Overview

Phase 1 of the study consisted of a review of approved policies, planning initiatives, development applications, and public infrastructure investments. The collected data was analyzed and synthesized into a synopsis identifying opportunities and challenges. Key structural elements such as Character Areas and Corridors were identified.

The conceptual Public Realm Framework consisted of seven 'Big Moves' and was further developed in a more detailed Preliminary Public Realm Plan.

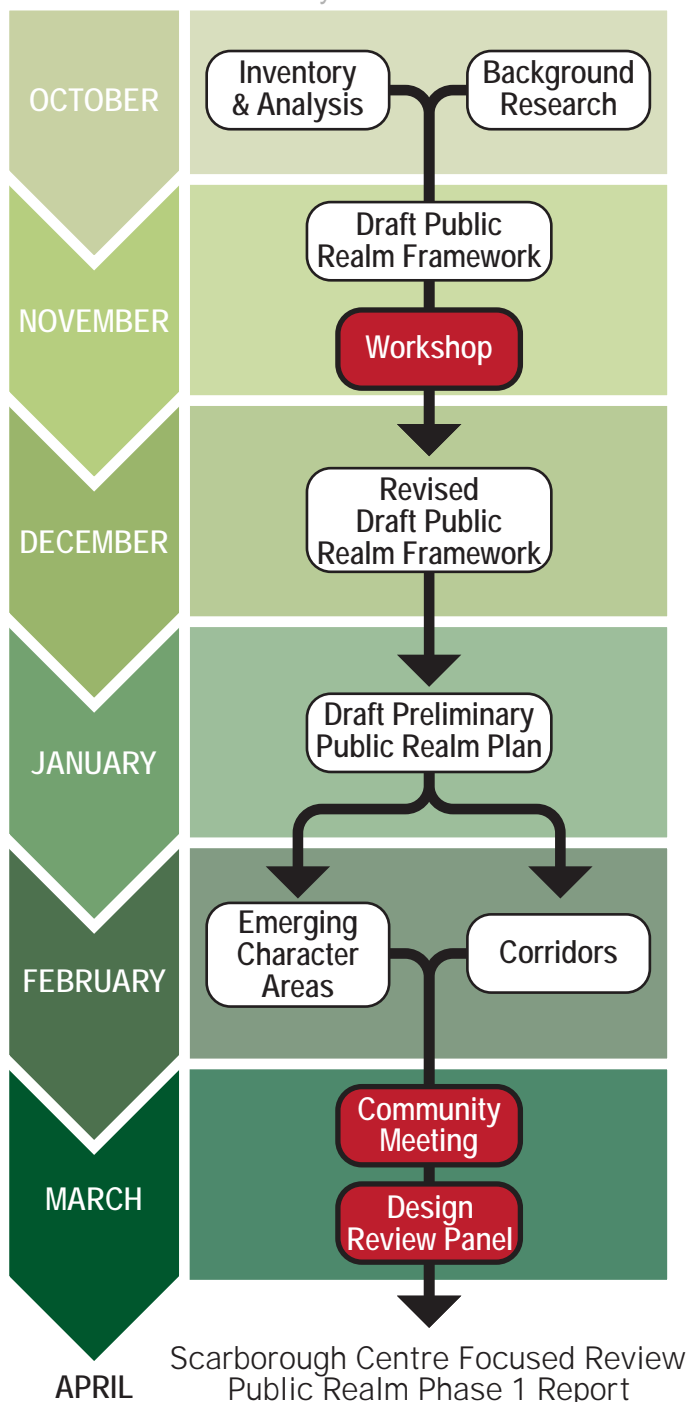


Figure 1: Study process

1.4 Phase 1 Process

Phase 1 of the study was initiated in mid-October 2018. The kick-off meeting with staff included both the consultant team and the City's project team. In late November 2018, an internal design workshop was held with key City staff and other government agencies to discuss the study team's analysis to date and comment upon a draft Public Realm Framework. The results of the workshop informed the refinement of the framework, the evolution of a Preliminary Public Realm Plan, and the identification of key Character Areas and Corridors.

A Business and Landowner Open House was held on the afternoon of Monday, March 4th, 2019. This was followed by a Community Consultation Meeting in the evening (Figure 2). Presentation panels were available for viewing at both sessions. In the evening, City staff and councillors provided a short presentation followed by a 'question and answer' interaction. The input received at the two sessions provided stakeholders and the public with an opportunity to review and comment upon the preliminary work and, in so doing, help to shape the draft plan as it evolves over subsequent phases of the study.

On March 7th, 2019, planning staff along with the consultant made a presentation to the City of Toronto Design Review Panel. The feedback offered by panel members will also be incorporated into future study phases.

Critical to the process was collaboration with City staff. Regular meetings and information exchanges ensured that the Phase 1 plans reflect the City's objectives to establish a comprehensive public realm framework, and to improve the quantity, quality, and character of parks, squares, streetscapes, and open spaces that will define Scarborough Centre in future years to come.

Figure 2: Public Open House held at the Scarborough Civic Centre on the evening of March 4th, 2019



2.0 BACKGROUND

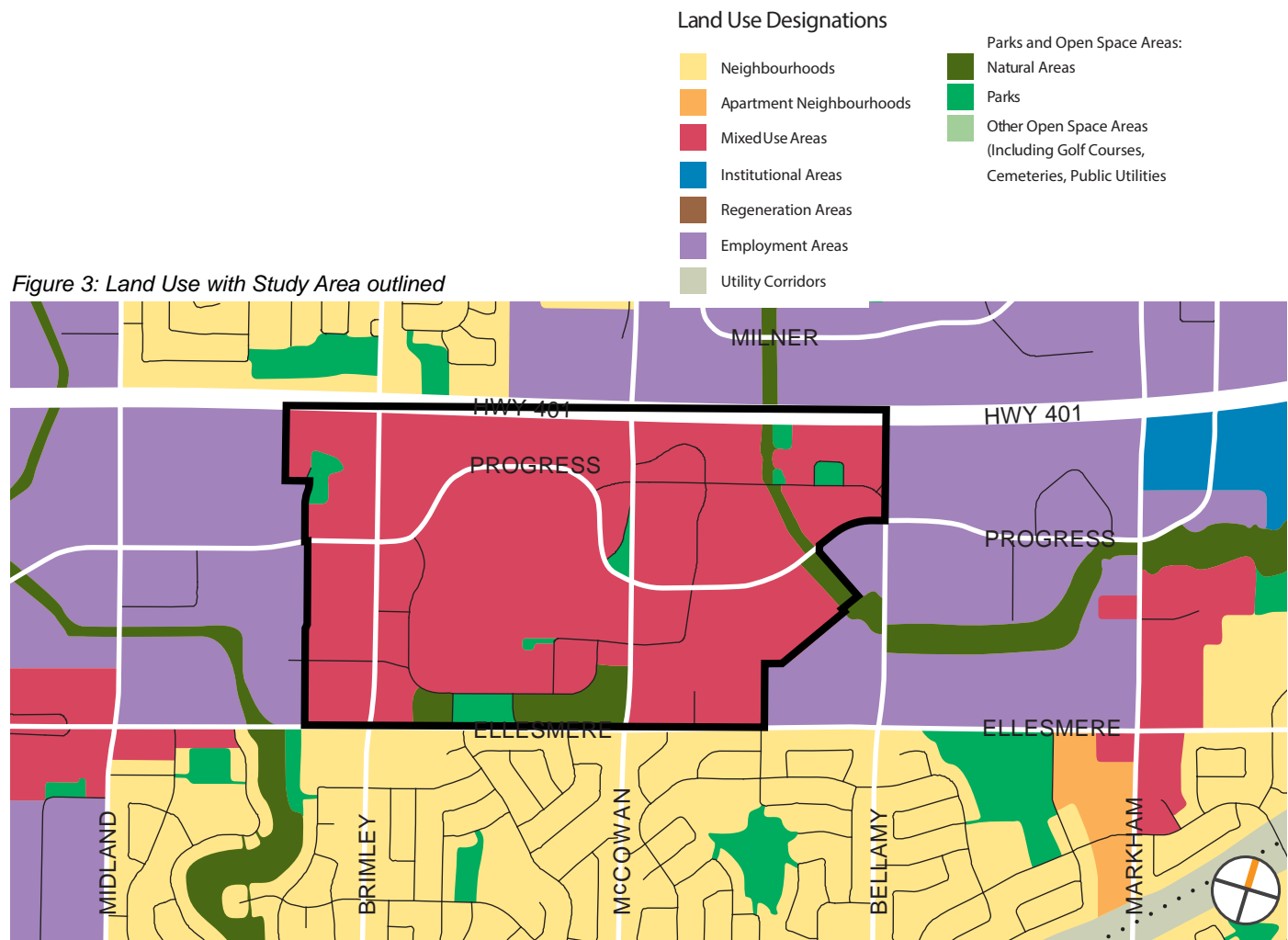
2.1 Description of the Study Area, Land Use, and Context

Scarborough Centre (the Study Area) covers approximately 180 hectares. The northern and southern boundaries are defined by Highway 401 and Ellesmere Road respectively. The western edge is located approximately 240 metres west of Brimley Road while the irregular eastern edge is abutted by Bellamy Road North and East Highland Creek.

The majority of lands within Scarborough Centre are designated *Mixed-Use Areas* (Figure 3). The remainder of the land is identified as *Parks and Open Space Areas: Natural Areas and Parks*.

Adjacent land uses vary along all sides of the Study Area. To the south, lands designated *Neighbourhoods* are comprised of low-rise houses. The western and eastern flanking lands are designated *Employment Areas* while the lands north of Highway 401 are designated both *Employment Areas* and *Neighbourhoods*.

West Highland Creek, immediately outside the Study Area Boundary, flows parallel to Brimley Road as it crosses Ellesmere Road. East Highland Creek flows in a sweeping arc from Highway 401 to Markham Road and beyond to Woburn Park. Both creeks are part of the Rouge River system.



The 2005 Secondary Plan identified 4 precincts in the Study Area (Figure 4), each with a distinct character and a contributing role in determining the physical and land use attributes of Scarborough Centre. They are:

- **The Brimley Precinct;**
- **The Town Centre Commercial Precinct;**
- **The Civic Precinct; and,**
- **The McCowan Precinct.**

The Brimley Precinct is presently characterized by industrial buildings with a cluster of residential units located in the southeastern corner.

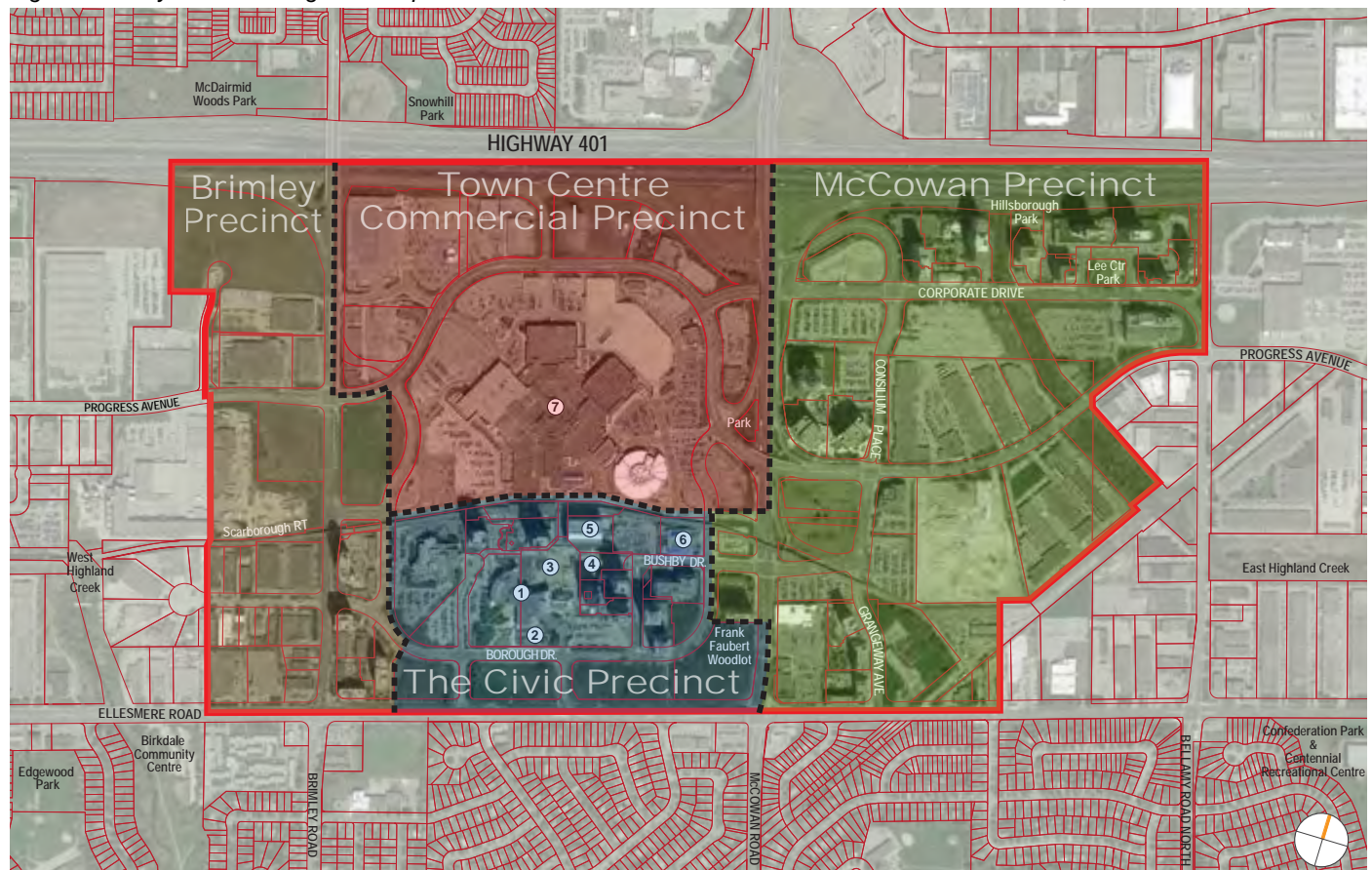
The Town Centre Commercial Precinct is focused on the 2-storey shopping mall. Its peripheral uses include single-storey, large format retail and restaurants. All uses are serviced by surface parking and 2-storey parkades. The Old Scott House, listed as a Part IV Heritage building, is located in the northeast corner of the precinct.

The Civic Precinct offers a wide mix of uses including residential, retail, office, civic, and community-related. The buildings range in height from low-rise townhouses to multi-storey condominiums and mid-rise offices. Central to the precinct is the Civic Centre and adjacent public spaces (Albert Campbell Square and Park).

The McCowan Precinct is characterized as having two distinct clusters of residential development located in the southwest and northeast corners of the district. A third cluster comprised of office buildings is located midway alongside McCowan Road. East Highland Creek is the distinguishing open space in this precinct. Vacant sites and single-storey employment uses make up the remainder of the lands.

Within the Study Area, based on the 2016 Census and the 2017 Employment Survey, there are currently 7,218 residential units with 14,150 people and 15,816 jobs.

Figure 4: Study Area outlining the four precincts



2.1.1 Transportation

The existing street network originated in the early 1970s and was established in conjunction with the construction of the shopping centre and civic centre. Since then, significant changes to the street network have been in response to the evolving needs of the shopping centre and the arrival of Line 3 Scarborough Rapid Transit (SRT).

The SRT extends between Kennedy Station and McCowan Station. Two of the SRT's six stations are located within the Scarborough Centre Secondary Plan Area, as well as the SRT's maintenance facility, which is located between McCowan Road and Bellamy Road North.

2.1.2 Parks & Open Space

Park space is found in four locations (Figure 5). Albert Campbell Square and Albert Campbell Park are central to the Civic Precinct. With a combined size of approximately 3.5 hectares (comprised of the 3-hectare square and the 0.5-hectare park) they constitute the largest existing park spaces in the Study Area. Located on the east side of the Town

Centre Commercial Precinct is a small, triangular naturalized public open space situated between Progress Avenue and McCowan Road. Within the McCowan Precinct and located amongst the residential cluster along Corporate Drive are two parkettes: Hillsborough Park and Lee Centre Park, with a combined size of 0.69 hectares.

2.1.3 Natural Heritage

Two major natural heritage features are found within the Study Area. Frank Faubert Woods is a mature, primarily deciduous woodlot extending lengthwise along north side of Ellesmere Road west of McCowan Road. Further east is East Highland Creek, a naturalized water course which flows along the edge of the McCowan Precinct before changing direction eastward towards Markham Road and Woburn Park. While outside the Study Area, West Highland Creek plays a role informing the structure of the Public Realm Framework. At its closest point, the creek flows parallel to Brimley Road as it crosses Ellesmere Road.

Figure 5: Existing Parks and Open Spaces



2.2 Background Planning and Policy Context / Studies

Identified below are the relevant studies and plans that the City has completed. Key recommendations resulting from each study, and which inform the current study, are described below.

Scarborough Centre Secondary Plan (2005):

Scarborough Centre is 'an important mix of retail, government, institutional, cultural, employment and residential uses'. The Centre has the potential to welcome upwards of 40,000 residents and attract 23,000 jobs and as such it is important to ensure a vibrant mix of uses, the efficient utilization of transportation facilities and services, the enhancement of the Centre as a destination, the promotion of a high-quality urban environment, and improvements to open spaces, parks, and connectivity. These objectives are focused around four key themes to create:

- **A Sense of Place;**
- **A Place to Live, Work and Relax;**
- **A Connected Place; and,**
- **A Connected Green Place.**

A Sense of Place:

- 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; and,
- Improvements and enhancements to the green spaces, streetscapes, pedestrian and cycling facilities and the provision of public art, and a common signage and way-finding system will physically and visually unite the area and create an attractive, interesting "place" for residents, workers and visitors.

A Place to Live, Work and Relax:

- 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;

- 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;
- 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; and,
- 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.

A Connected Place:

- As a destination, the Scarborough Centre must be well connected to the surrounding area, the City and the Region;
- Effective and efficient movement of people and goods in and around the Centre is critical;
- A finer grain street network (Figure 6 and 7) will be implemented to allow pedestrians, cyclists, transit users and vehicles to move more efficiently while improving connectivity; and,
- Promoting a balanced transportation network that accommodates all modes and users through a network of streets and connections will be encouraged to help people find their way around the Centre.

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, privately-owned publicly accessible spaces (POPS) and active (pedestrian and cycling) connections;
- 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;

- Continuing the regeneration 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 pedestrian and cycling networks within the Centre, are means by which the park and open space system can be enhanced for the Centre's residents, workers and visitors; and,
- 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.



Figure 6: Transportation Improvements

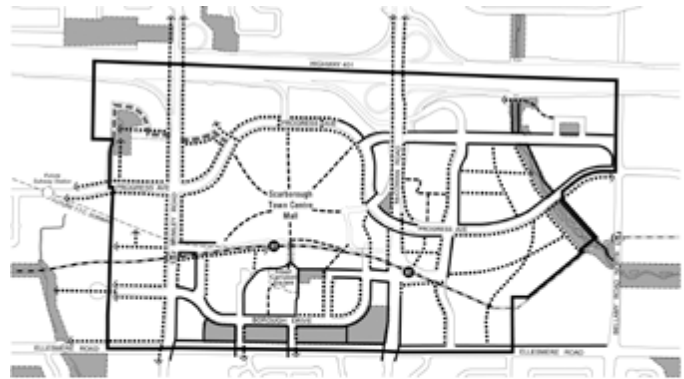


Figure 7: Potential Linkages

Scarborough Centre Civic Precinct Implementation Plan (2009):

As one of the four precincts, the Civic Precinct is the most established in terms of open space and mature development. The following recommendations have either been implemented or have been adopted as part of the current study's mandate:

- Creation of a 'front door' to the south side of the Civic Centre complex including a library;
- Reconfiguration of the 'Hand of God' site;
- Preparation of a management and restoration plan for the Frank Faubert Woodlot;
- Expansion and refurbishment of Albert Campbell Square;
- Greening and enhancements to Borough Drive; and,
- Development of a comprehensive Public Art Plan.

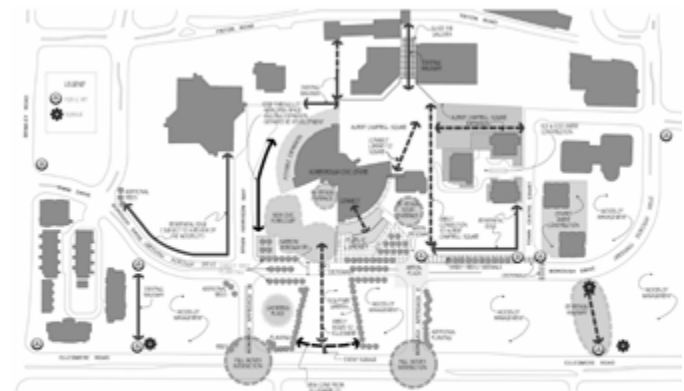


Figure 8: Civic Precinct Implementation Plan

Scarborough Centre Public Space and Streetscape Master Plan (2012):



The study applied an urban design approach to public space master planning with a focus on the Civic and Town Centre Commercial Precincts. The principle recommendations support an urban design framework comprised of unencumbered public streets, spaces and pathways that are scaled to pedestrian activity

and movement and offer a multiplicity of alternative walking routes:

- Plan a fine-grained network of streets, pathways and mid-block routes;
- The buildings, woodlots, street trees and other elements of the Centre should be combined to shape and articulate a coherent sequence of public urban spaces;
- The arterial streets should be designed as generously landscaped avenues that balance the accommodation, safety and amenity for the various corridor users;
- New streets and walkways should be designed to improve pedestrian connectivity and accessibility to Albert Campbell Square;
- Create new outdoor pedestrian walkways and public spaces associated with the entrances of the Scarborough Town Centre shopping mall to extend the interior pedestrian network and contribute to the greater exterior public space system;
- A series of new public routes - streets, bridges, and walkways - should be created across the Triton Road transit corridor to increase pedestrian movement and accessibility between the Civic and Commercial Precincts;
- The public spaces of Scarborough Centre should be high quality environments that support a wide variety of roles, allow for a variety of pedestrian uses, and are distinct yet visually connected through the consistent use of contemporary materials and details;
- The woodlots in Scarborough Centre are a unique and important ecological resource and should be protected, expanded, properly enhanced, and managed where appropriate;

- The Scarborough Civic Centre is a Heritage Designated Property and any changes to its landscape setting should preserve the integrity of this symbolically important local landmark as well as respect the known design intentions of the Architect of the Civic Centre with regard to building expansion;
- Employ a common palette of materials and furnishings in the public realm to contribute to the identity and place making of the Centre;
- Public art should contribute to the overall cultural vitality of Scarborough Centre, be complementary to specific qualities of sites and help to articulate the sequence of public spaces; and,
- The form and articulation of the public spaces in Scarborough Centre should be the primary means of wayfinding supported by a signage system.



Figure 9: Public Space and Streetscape Demonstration Plan

McCowan Precinct Plan (2014):



The plan consists of the McCowan Precinct Urban Design Guidelines and the McCowan Precinct Master Plan. It forms a natural extension of the Scarborough Centre Public Space and Streetscape Master Plan and builds around 3 organizational principles: managing change, movement, and building

communities. The key underlying objectives of the plan that provide a basis for the current study are:

- Develop a public street and block pattern for the Precinct;
- Promote pedestrian friendly streetscapes;
- Establish a pattern of parks, open spaces and urban spaces within the Precinct;
- Develop a network of connections for pedestrians, cyclists, transit users and motorists;
- Connect the McCowan Precinct to the Civic and Commercial Precincts through the establishment of the Bushby Drive Promenade (forming) a link between Albert Campbell Square to the future school and park site;
- Create an additional open space for the Precinct at East Highland Creek; and,
- Promote extensive public art initiatives.



Figure 10: Conceptual Master Plan

Line 2 East Extension (L2EE)

(Council-approved 2017) :

The Scarborough Subway Station and Bus Terminal will have a significant impact on the character and land uses in Scarborough Centre. The main entrance area, to be located on the extended Borough Drive, between Progress Avenue and Town Centre Court, will shift the centre of gravity eastward away from the Civic Centre. The creation of a new public realm at the station's doorstep provides opportunities for enhancements and connectivity where currently none exist.

A key consideration for the current study was understanding the relationship of the station area with its immediate surroundings while also providing legible, safe, and attractive active connections westward towards Albert Campbell Square.

The Scarborough Centre Public Art Master Plan provides a guide for the inclusion of public art through the identification of priority sites and the process by which art pieces may be commissioned, implemented and managed. The study was in direct response to previous reports and makes the following recommendations that are

relevant to the current study:

-

Figure 12: Public Art Plan

Scarborough Centre
on the **move**

biking connections

SCARBOROUGH CENTRE ON THE MOVE
TRANSPORTATION MASTER PLAN

MARCH 2018

[illegible]

Figure 11: Street Network, from OPA 409

- Reconfiguration of Progress Avenue and McCowan Road to an at-grade intersection;
- Reconfiguration of the Corporate Drive and Progress Avenue intersection;
- Borough Drive (southern segment) reconfiguration;
- Reconfiguration of the Borough Approaches;
- Bushby Drive extension (to Bellamy Road North); and,
- Bellamy Road North extension (to Milner Ave.).

3.0 PUBLIC REALM ANALYSIS

3.1 Context

Currently, all of Scarborough Centre's parks can be found in two precincts (Figure 13). In the McCowan Precinct there are two parks to the northeast: Hillsborough and Lee Centre Parks. Within the Civic Centre Precinct are Albert Campbell Square and Park and Frank Faubert Woodlot. A total of 5.6 hectares of programmable parkland (excluding woodlots and natural areas) exists today.

Apart from the Library and the YMCA there are no other community-related facilities within the Study Area. However, there are two community centres located just outside the boundaries of Scarborough Centre. To the west is Birkdale Community Centre and to the east is Centennial Recreational Centre.

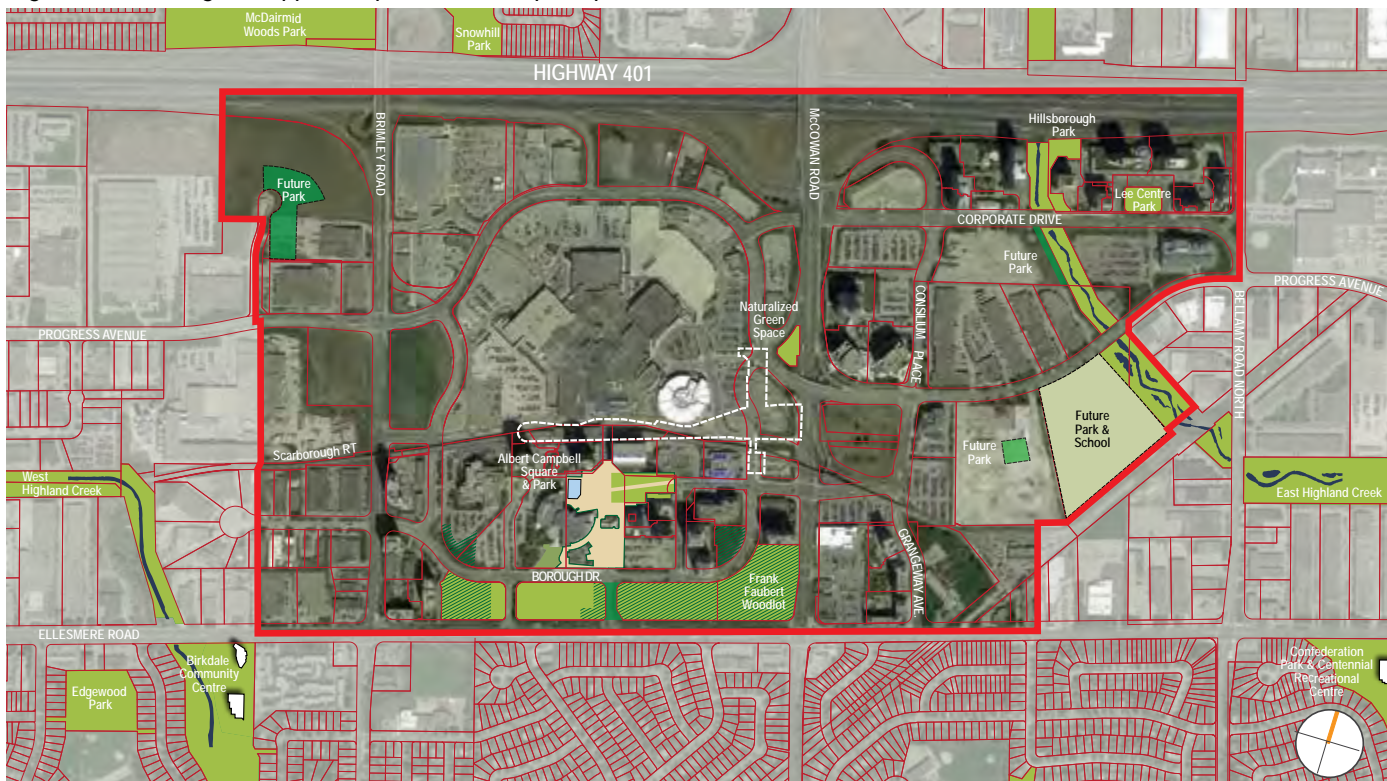
It is estimated that with approved and proposed developments under review the residential population of Scarborough Centre will more than double in size. Approved developments are set to deliver 6,424 units; applications under review propose an additional 2,495 units. Together, approved and

proposed developments represent approximately 17,500 more people (based on the assumption of 2.0 people per unit) living in Scarborough Centre. The 2005 Scarborough Centre Secondary Plan forecasts a future population of 40,000 residents and 23,000 jobs within the area. With an estimated 57 hectares of additional developable land, there is growing evidence that this population projection could be surpassed.

3.2 Parkland

Dedicated parkland has been identified as part of the area's future growth. A 4.4-hectare site along Progress Avenue at East Highland Creek has been secured for a future TDSB school and a City of Toronto park (2.2 hectares). With the delivery of approved developments an additional 1.24 hectares will be dedicated for parks. In sum, excluding natural features, a total of nearly 9 hectares of new and existing parks, squares, and civic green will exist after the realization of approved projects.

Figure 13 : Existing and approved parkland and open space



The Study Area was analyzed through the lens of property ownership to determine approximate parkland dedication amount (Figure 15). Scarborough Centre is acknowledged by the City as a “Parkland Acquisition Priority Area”. As such, based on the **Toronto Municipal Code Chapter 415, Development of Land, Article III: Conveyance of Land for Park Purposes as a Condition of Development, Section 415.23: Alternative Rate** residential uses in a parkland acquisition priority area are currently subject to a maximum cap on required parkland dedication, as follows:

- Parcels <1 hectare: Parkland dedication = 10% of the developable land area;
- Parcels 1-5 hectares: Parkland dedication = 15% of the developable land area; and
- Parcels >5 hectares: Parkland dedication = 20% of the developable land area

The Secondary Plan policy states that the alternative parkland dedication rate of 0.4 hectares of land for every 300 dwelling units will apply. In 2019, Council will consider the new Parkland Strategy that provides an updated and modernized framework to measure parkland provision and guide the enhancement of Toronto’s parks and open space system to meet the needs of a growing and evolving city. The City of Toronto will consider amending the Official Plan policies on the alternative parkland dedication rate. It is recommended that the alternative rate policies

within the Scarborough Centre Secondary Plan be removed so that the City-wide alternative rate will apply. All developments within the Scarborough Centre will be subject to whatever parkland dedication rate that is in effect at the time of first above grade permit unless negotiated prior to building permit issuance.

The analysis of developable lands suggests that over and above the existing and currently approved 9 hectares of parkland there is the possibility of an additional 8 hectares of park space once the full build out of Scarborough Centre is realized.

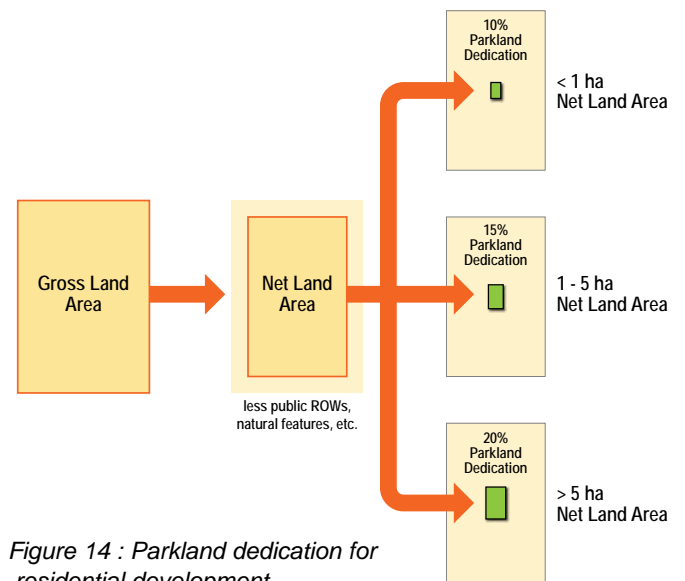
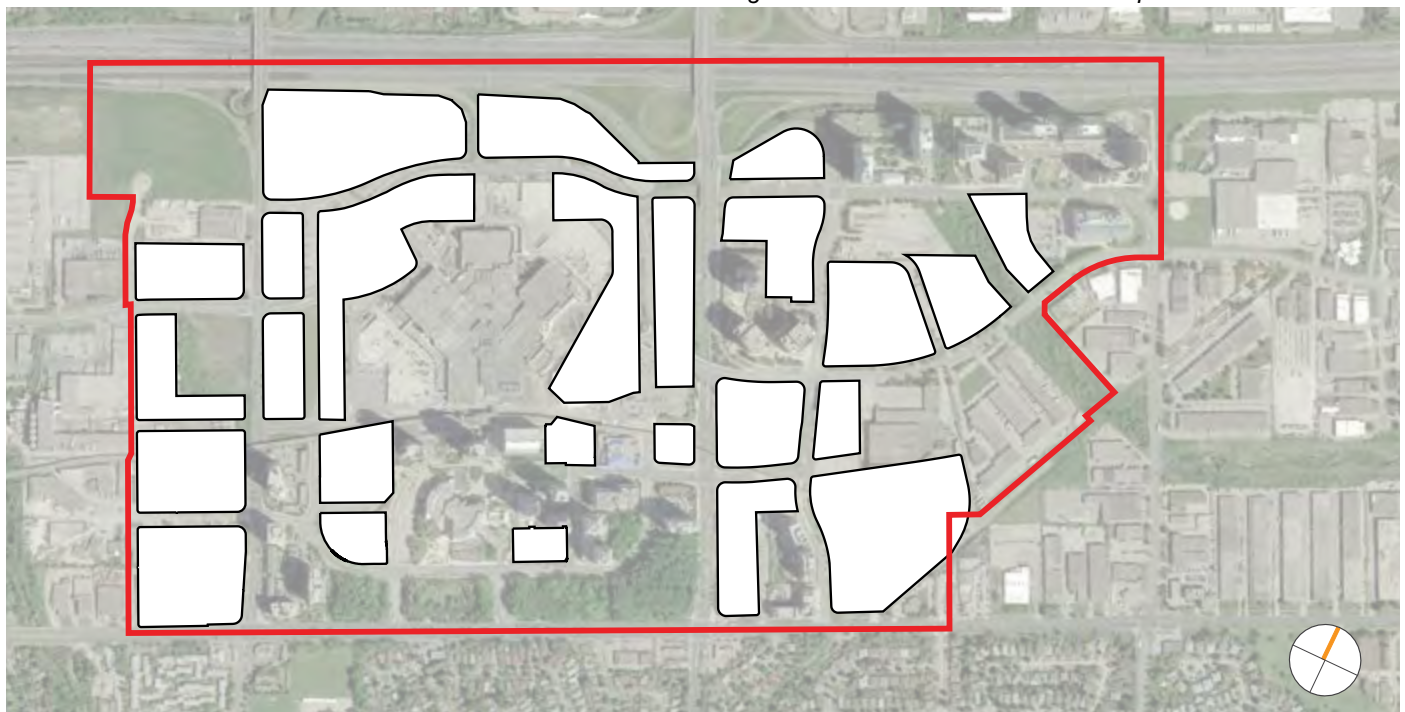


Figure 14 : Parkland dedication for residential development

Figure 15: Available lands for redevelopment



3.3 Summary of Opportunities and Challenges in the Public Realm

Scarborough Centre has evolved over 45 years with a focus on accommodating vehicle-oriented behavior. This focus has had a profound impact on the structure and character of the area creating an environment that is seemingly hostile to pedestrians and cyclists. As such, numerous challenges (Figure 16) must be addressed when attempting to reimagine an environment currently defined by roadways and parking lots.

3.3.1 CHALLENGES

Mobility:

- Lack of connectivity between precincts with major roadways functioning as barriers to lateral movement;
- Car-dominated environment (numerous grade separations & free-flow ramps);
- High traffic volumes along with infrequent signalized intersections create a hostile environment for pedestrians and cyclists;
- Diagonally oriented interior mall connections and existing curvilinear streets create challenges in establishing a formal grid pattern for the street and block network.

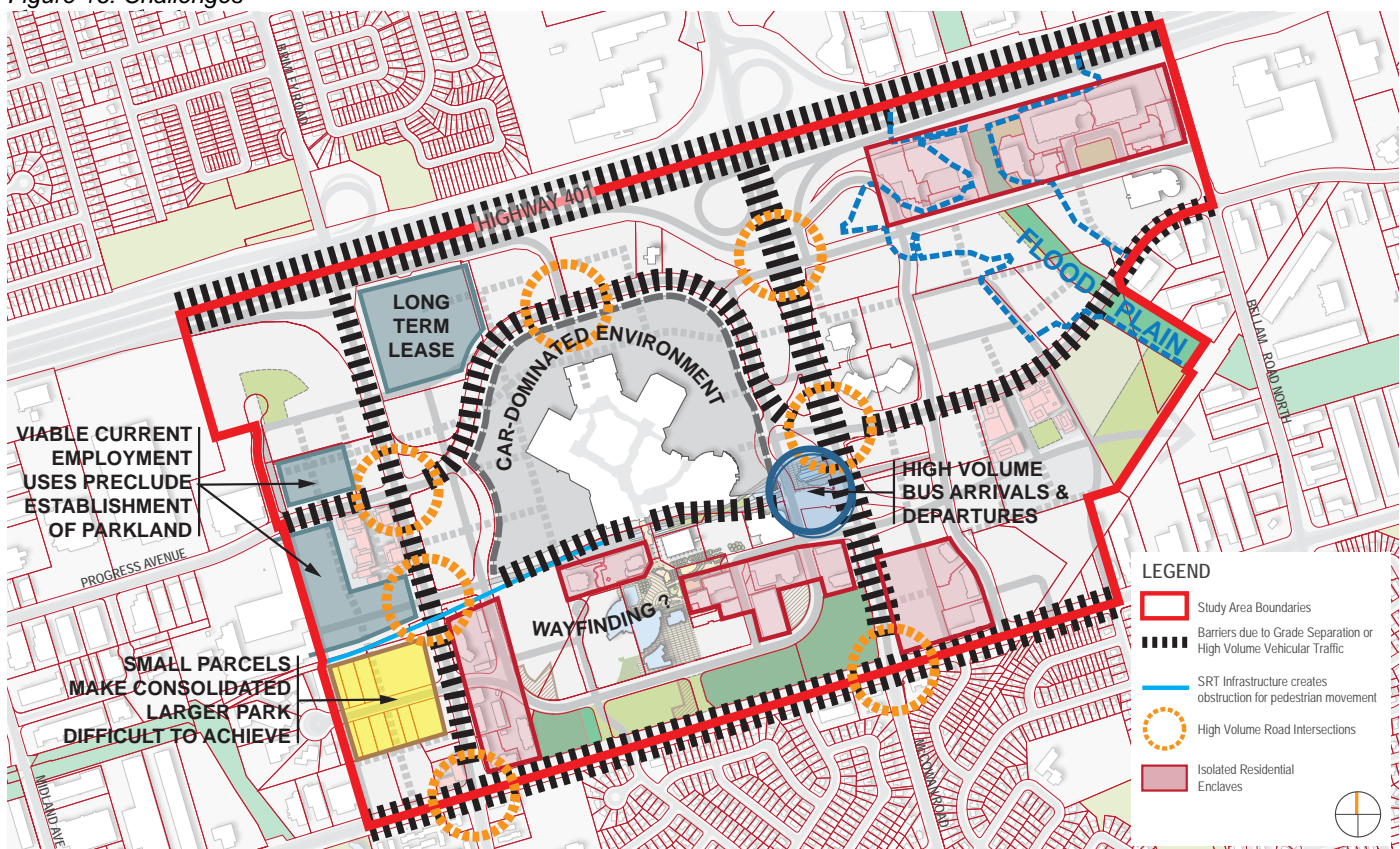
Public Realm:

- Smaller development parcels in parts of the Centre make appropriately sized and programmable parkland contribution difficult to attain;
- SRT infrastructure is a potential obstacle for development or accommodation of parkland;
- Wayfinding is poorly executed;
- Flood plain may limit development and parkland opportunities in the vicinity of East Highland Creek.

Planning and Development:

- Isolated residential enclaves are difficult to connect together as a result of different land uses;
- Employment uses present challenges with transition of uses;
- Long-term leases create obstacles in the short-term with respect to redevelopment.

Figure 16: Challenges



However, while there are numerous challenges, there are many opportunities (Figure 17). This is largely due to Scarborough Centre's unrealized capacity and the role higher order transit will play in unlocking that potential.

3.3.2 OPPORTUNITIES

Mobility:

- Improved east-west and north-south connectivity can be achieved throughout the Centre and to the adjacent communities due to design flexibility inherent in larger parcel sizes;
- Establish a modified grid network of streets, connections and blocks on the mall lands to promote better connectivity and integration with the surrounding area.

Public Realm:

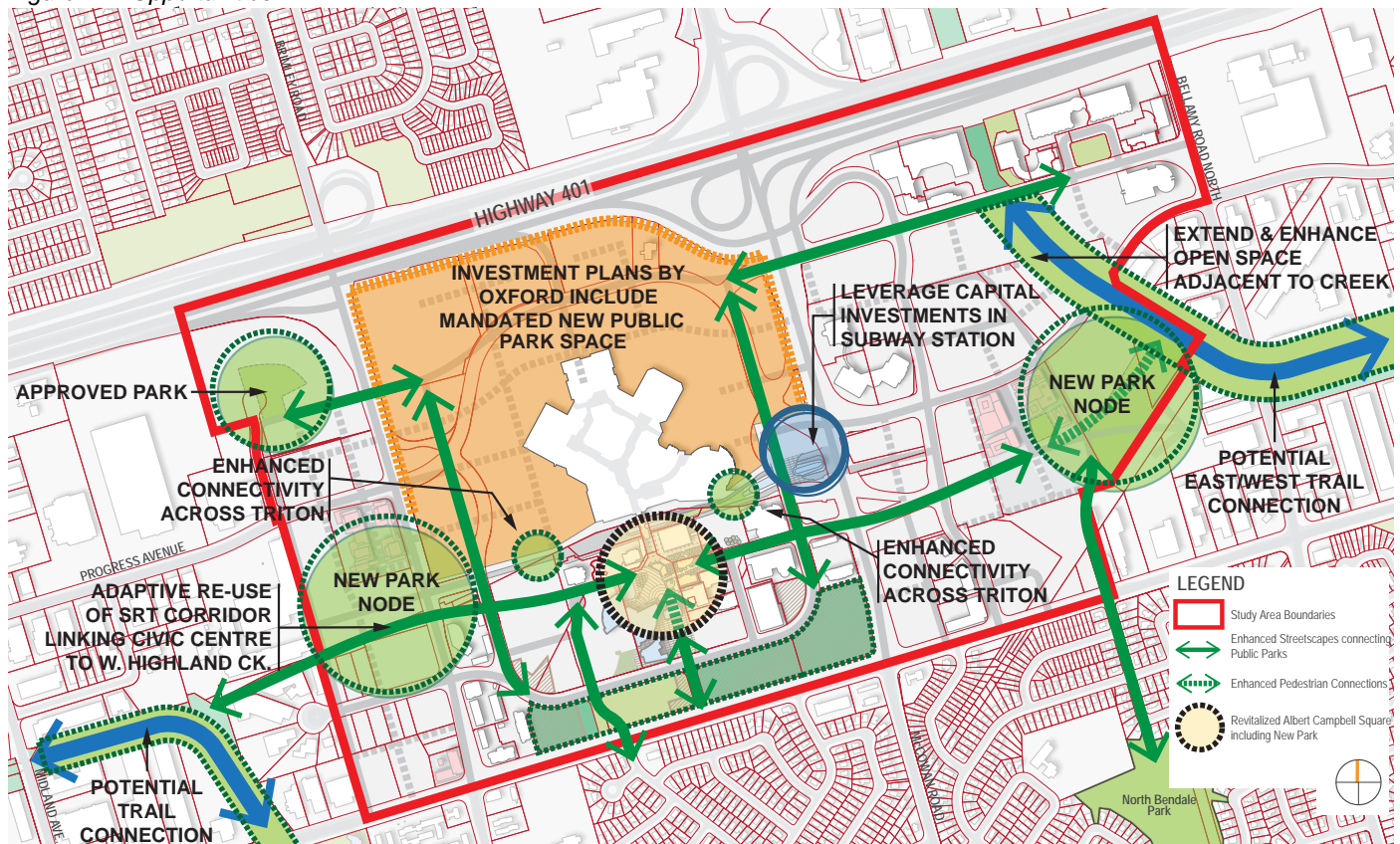
- Extend and enhance open spaces adjacent to East and West Highland Creek;
- Enhanced streetscapes that connect to public parks;

- If and where appropriate, use the SRT corridor, west of the future Scarborough Centre Station bus terminal, to link the Civic Centre to West Highland Creek creating improved connectivity east-west to Albert Campbell Square & Park;
- Develop a future public park and school on the 705 Progress Ave site (proactively purchased by the City and TDSB to accommodate future growth);
- Enhance pedestrian connections between developments and public spaces will further integrate communities with each other;
- Development plans by private landowners to include mandated new public parkland.

Planning and Development:

- Build on existing institutional infrastructure;
- Significant capital investments (subway station and expanded bus terminal) can lead to leveraged opportunities for greater investments by others.

Figure 17 : Opportunities



4.0 VISION AND PRINCIPLES

4.1 Vision Statement

The following vision was crafted to provide an aspirational picture of Scarborough Centre's future and serve as the basis for both the principles and the Emerging Public Realm Framework.

“Scarborough Centre is envisioned as evolving from a suburban, car-centred commercial hub into a vibrant, urban, pedestrian friendly, mixed-use community, anchored by the Scarborough Civic Centre, transit, and an enhanced public realm.”

*Clockwise, from upper left:
Figure 18 : Burlingame Avenue, California
Figure 19 : St. Christophers Place, London
Figure 20 : Bryant Park, New York
Figure 21 : Grange Park, Toronto
Figure 22 : Dunsmuir Street, Vancouver*

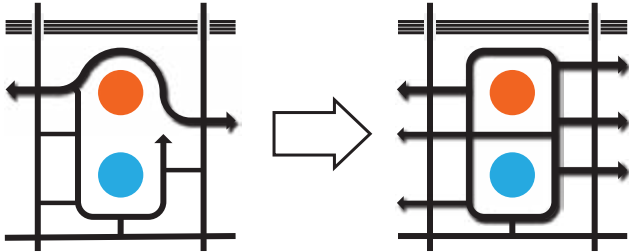


4.2 Principles

The Vision for Scarborough Centre is articulated by 4 principles that in turn inform the Public Realm Framework.

1. Connectivity:

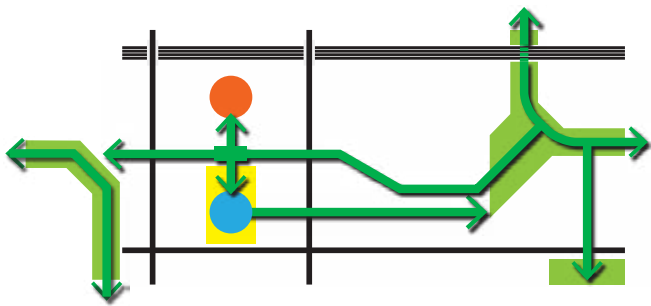
Provide seamless connectivity in all directions within and beyond Scarborough Centre.



Transformation of existing road network into an urban grid

2. Nature, Parks, and Open Spaces:

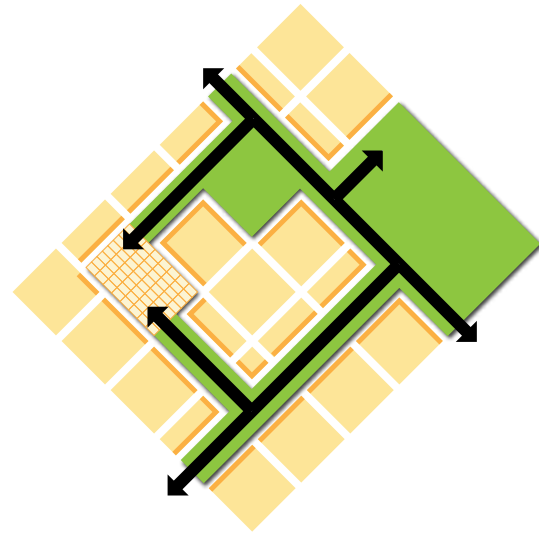
Incorporate natural systems and enhance connectivity to the open space network. Plan parks in a manner that permits them to evolve and grow over time. Design new communities with the aim of providing a public park within a 5-minute walk of residential populations. Provide a hierarchy of open spaces throughout the study area and ensure that parks are appropriately sized with flexible, programmable spaces.



Linkages to existing open spaces utilizing public streets, parks, and squares

3. Design Excellence and Placemaking:

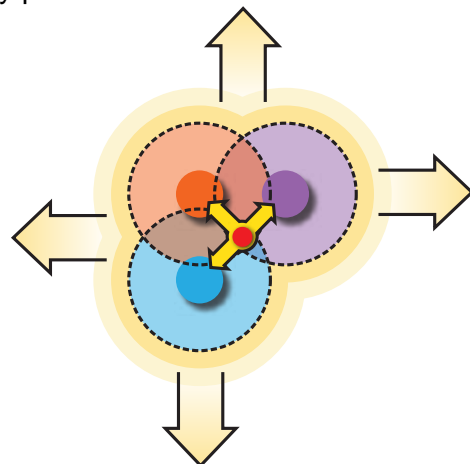
Create quality open spaces, including parks and privately owned public spaces (POPS) and enhanced streetscapes utilizing best practices in design and sustainability.



High quality open spaces create a sense of place for communities and new developments

4. Leveraging Capital Investments:

Ensure that public investments in infrastructure serve as catalysts for additional investments in the public realm. Identify opportunities for partnerships between public and private initiatives where shared objectives can be realized. Where possible, protect for future opportunities when none seem to be currently present.



Public investments taken together can have a greater impact on surrounding opportunities

5.0 EMERGING PUBLIC REALM FRAMEWORK

5.1 Emerging Public Realm Framework: 7 'Big Moves'

The Emerging Public Realm Framework is built upon the 4 Principles described in Section 4.2:

- (i) Connectivity;
- (ii) Nature, Parks and Open Spaces;
- (iii) Design Excellence and Placemaking; and,
- (iv) Leveraging Capital Investment.

These provide a structure for future public and private investments in streets, parks, squares, and open spaces. The framework consists of 7 'Big Moves' that act as important individual initiatives. Together they support each other while contributing to a comprehensive public realm plan as a whole.

Big Move No. 1: Sustainability & Resiliency

Open spaces should be planned for long term use and adaptability. They should be designed for sustainability and be responsive to climate change challenges. They should contribute to mitigating the effects of climate change by including elements such as green streets, green roofs and Low Impact Developments (LIDs).

Figure 23: Sustainability and Resilience





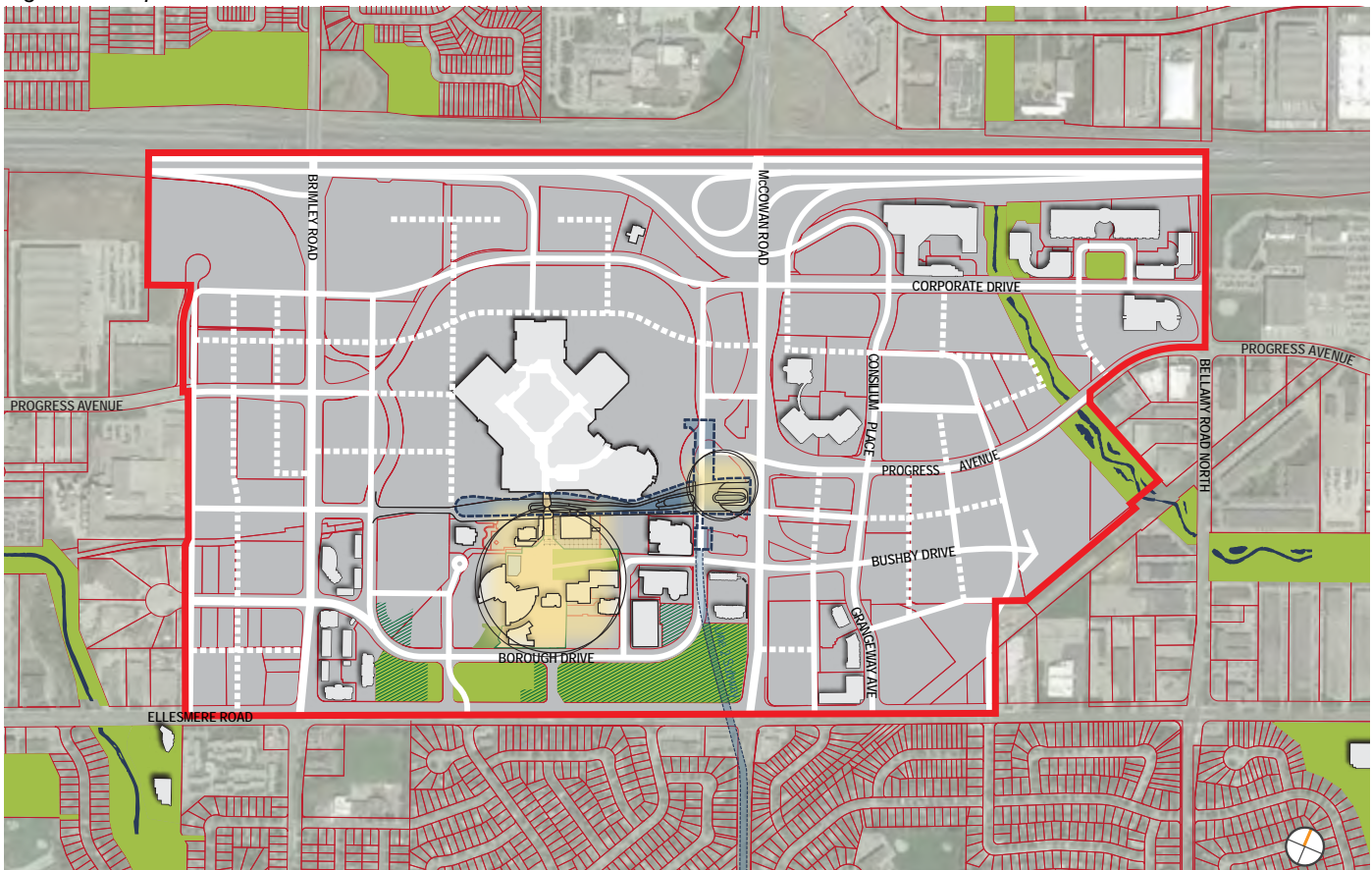
Figure 24: Schouwburgplein, Rotterdam NL

Big Move No. 2: Expanded Civic Node

The advent of a new subway station and expanded bus terminal presents the opportunity to create a grand civic space commensurate to the importance of the transit hub. This new public square should be seamlessly connected to Albert Campbell Square and Park by means of an attractive, pedestrian-friendly streetscape. Uses around the new civic space should be of a high quality and contribute to the activity and vitality of the expanded civic node.

The civic node should also be extended from Albert Campbell Square southward to Ellesmere Road and include an enhanced pedestrian connection within the Borough Approach East right-of-way.

Figure 25: Expanded Civic Node



Big Move No. 3: Enhanced North/South and East/ West Connectivity

Enhanced streets and improved intersections will facilitate seamless pedestrian and cyclist movements while also linking future public open spaces and Character Areas. An active (pedestrian/ cycling) connection aligned with Bushby Drive/ Town Centre Court should be extended westward thereby linking Albert Campbell Square with Weat Highland Creek.

Strong north-south movement Corridors will provide enhanced connectivity within and beyond Scarborough Centre. This includes protecting for and planning additional connectivity across Triton Road. Intersections should be regularized and improved for pedestrian safety.

North-south and East-west connectivity for pedestrians/ cyclists should be encouraged through the Scarborough Town Centre Mall with the objective of providing seamless movement while aligning with public streets beyond the retail mall (refer to Figure 27).



Figure 26: Multi-use path, Taipei City

Figure 27: Enhanced North/South and East/West Connectivity

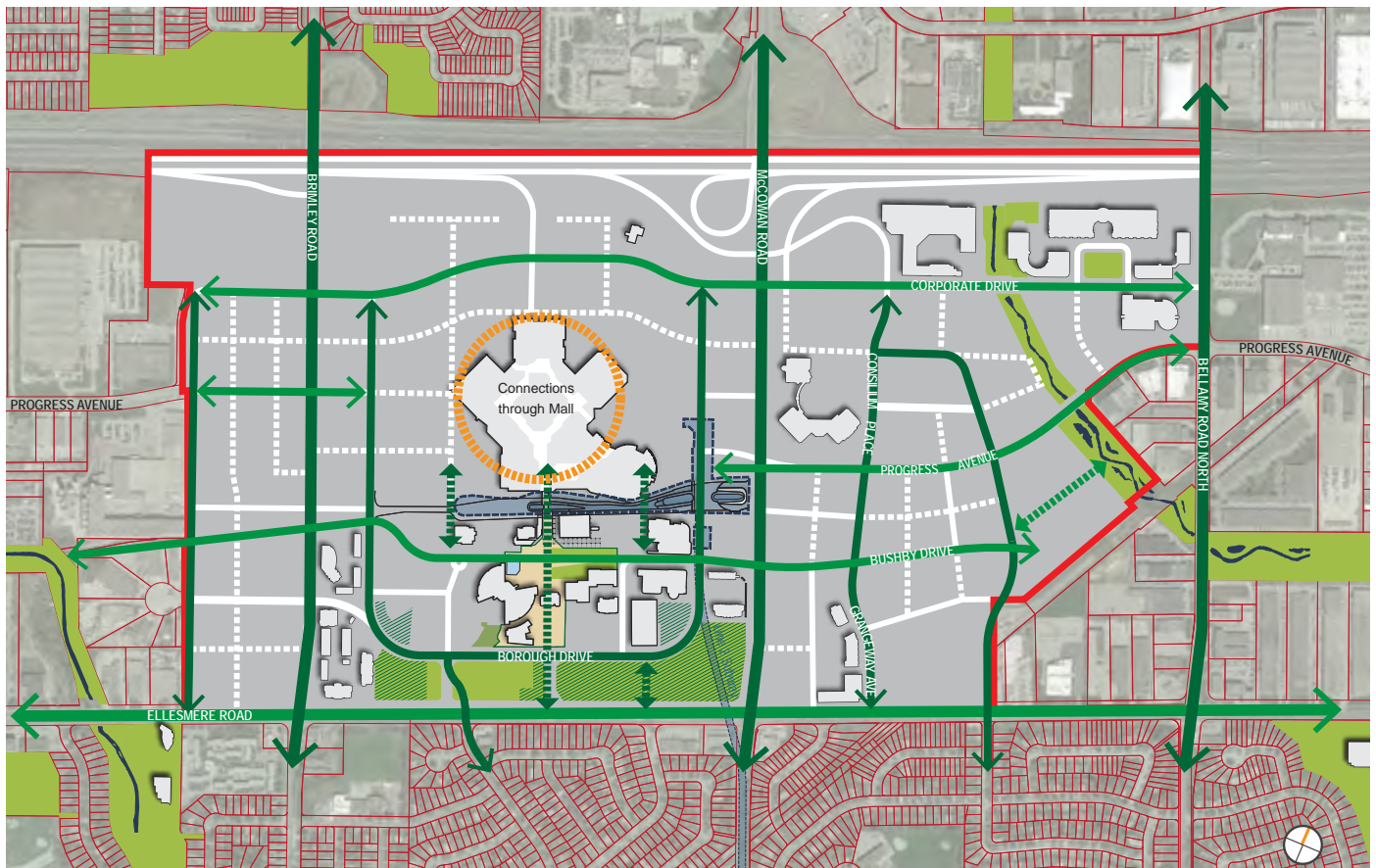


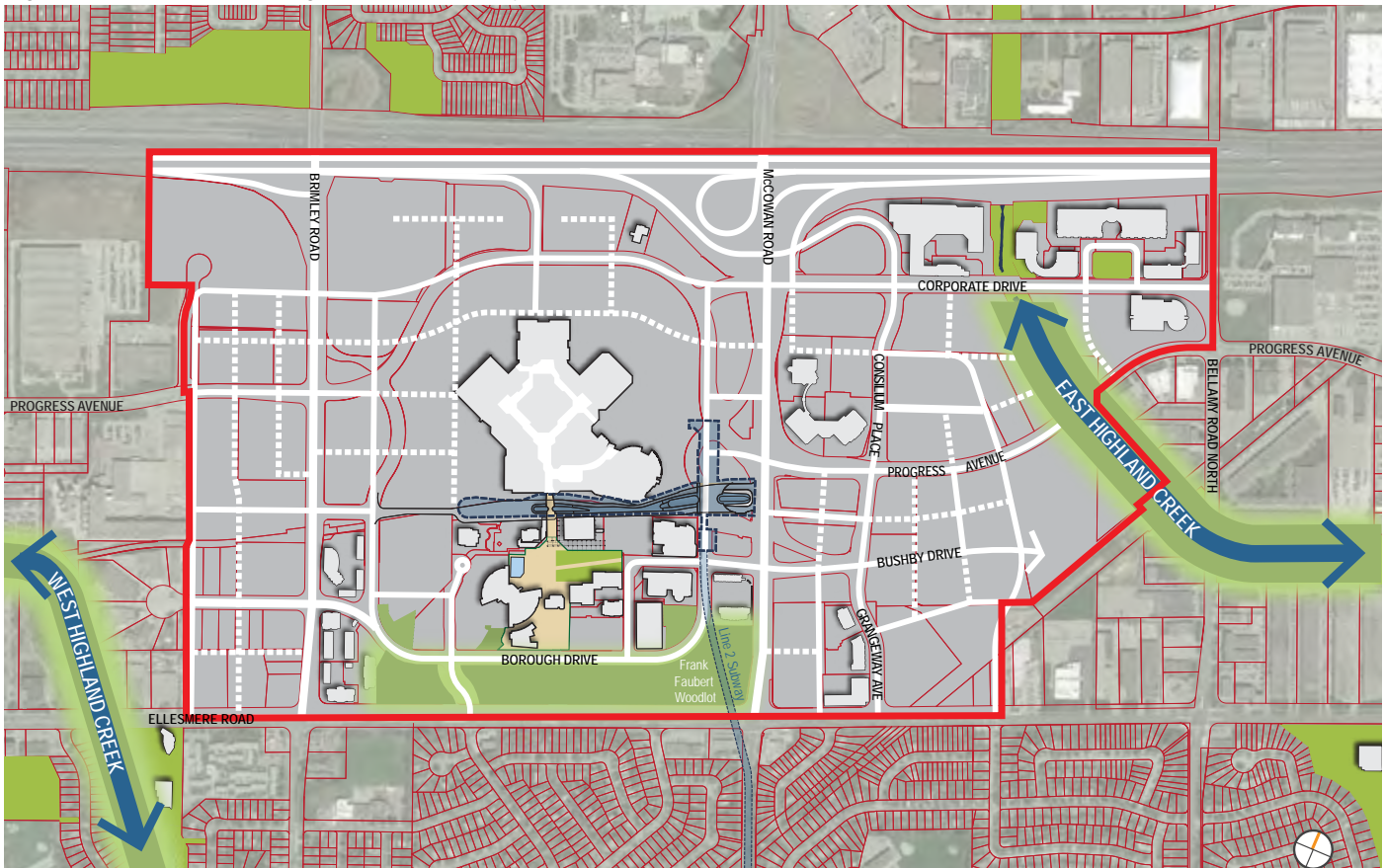


Figure 28: Trail along West Highland Creek in Birkdale Ravine

Big Move No. 4: Enhance and Integrate with Natural Systems

Incorporate West and East Highland Creek trails as part of the extended trail system with the objective of extending these pathways to Birkdale Community Centre and to Centennial College. Preserve and, if possible, enhance the viability of Frank Faubert Woodlot as a significant natural open space within Scarborough Centre (refer to Figure 29).

Figure 29: Enhance and Integrate with Natural Systems



Big Move No. 5: Create Community Parks

Community parks play an important role in providing venues for active play and accommodating larger groups. While the Civic Precinct has considerable public spaces, the other precincts do not. Therefore, with the expectation of large residential populations in the future, identify opportunities for the delivery of larger parks within each of the remaining 3 precincts. Ensure that each park is accessible both within and between precincts. Finally, identify programmatic opportunities that will complement each other (refer to Figure 31).

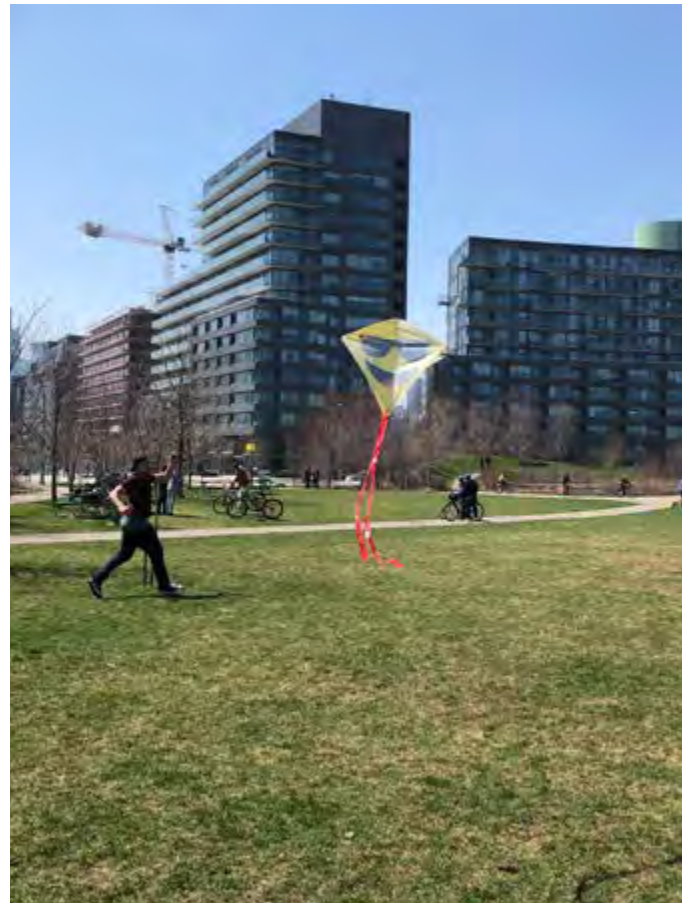


Figure 30: Corktown Commons, Toronto

Figure 31: Potential location of Community Parks

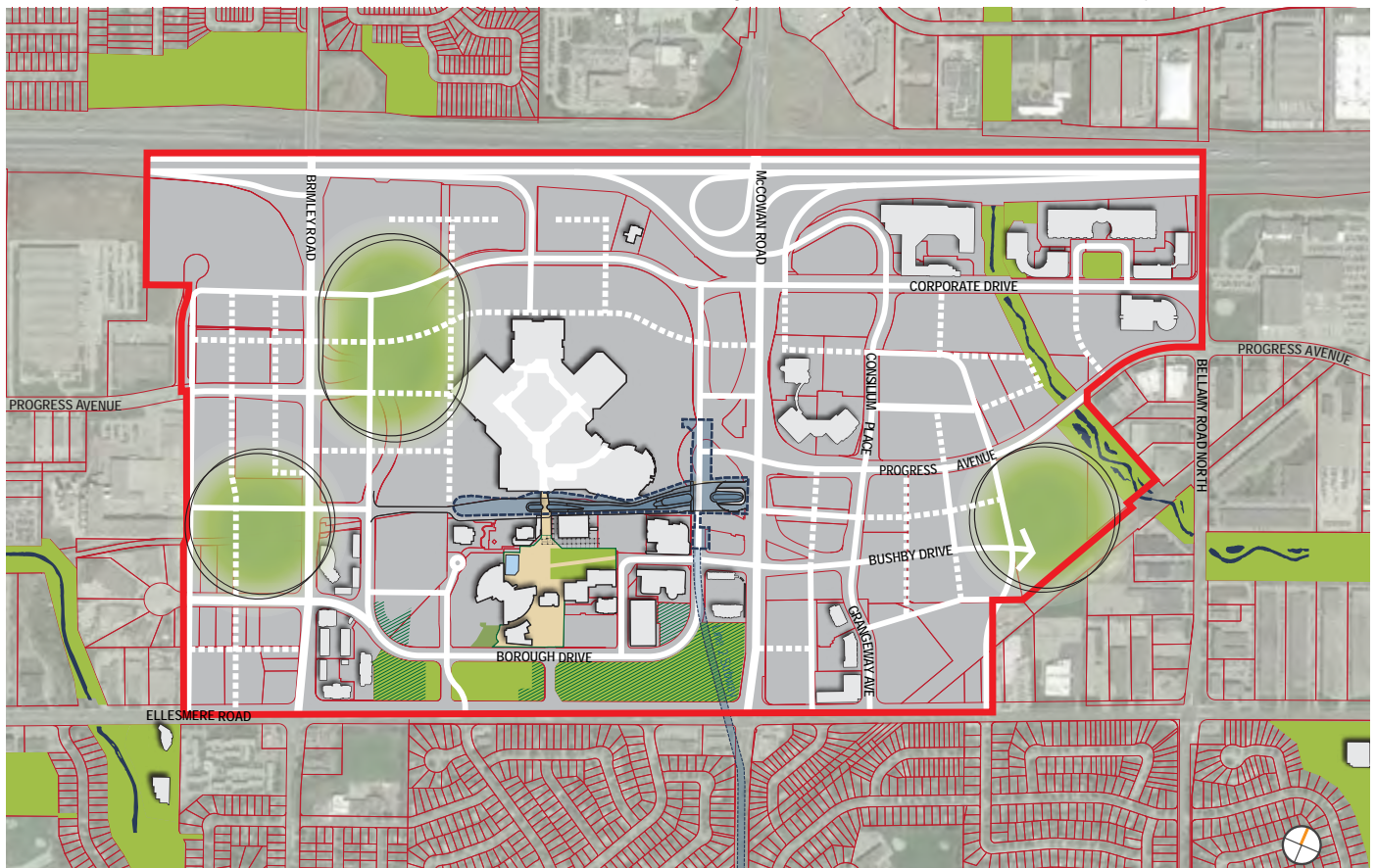


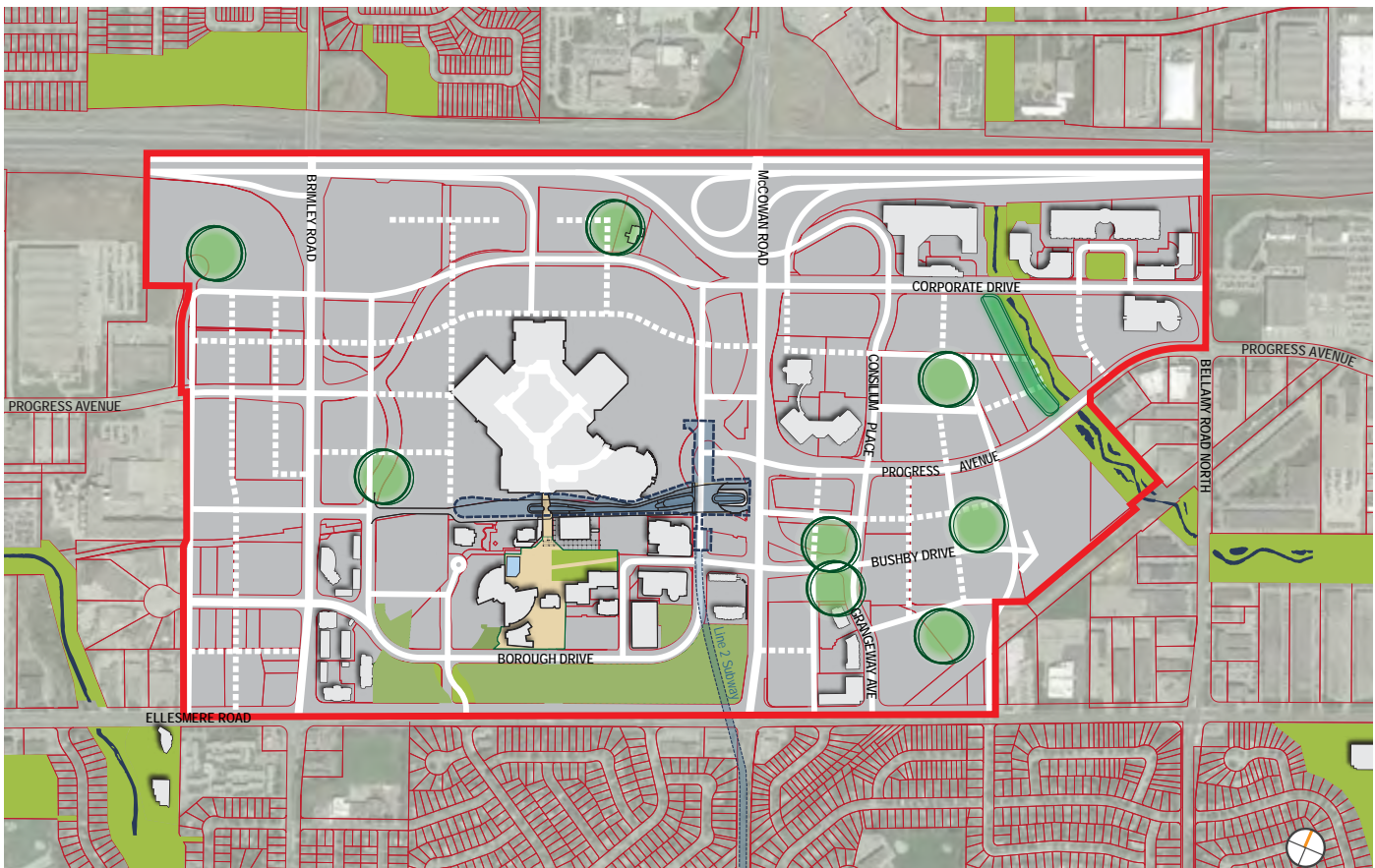


Figure 32: Sackville Playground, Toronto

Big Move No. 6: Create Neighbourhood Parks and Parkettes

Smaller open spaces complement community parks by providing places for passive uses as well as local-serving amenities such as playgrounds, multipurpose space (to host flexible programming), and splashpads. These public spaces should be distributed equitably throughout the emerging communities (refer to Figure 33).

Figure 33: Potential location of Neighbourhood Parks and Parkettes



Big Move No. 7: Create and Integrate POPS and other Open Spaces into the Public Realm

Privately-owned publicly accessible spaces (POPS) play an important role as contributors to an open space system. In areas where uses are largely non-residential, or lands that are encumbered with below-grade structures, POPS will provide valuable outdoor spaces that can have a public benefit. As such, the City should encourage private development to contribute to the open space network by providing complementary spaces that will further enhance the diversity of outdoor spaces.



Figure 34: Example of a Privately Owned Public Space: Anne Johnston Courtyard, Minto Midtown, Toronto

Figure 35: Example of a Privately Owned Public Space: Four Seasons Hotel, Toronto

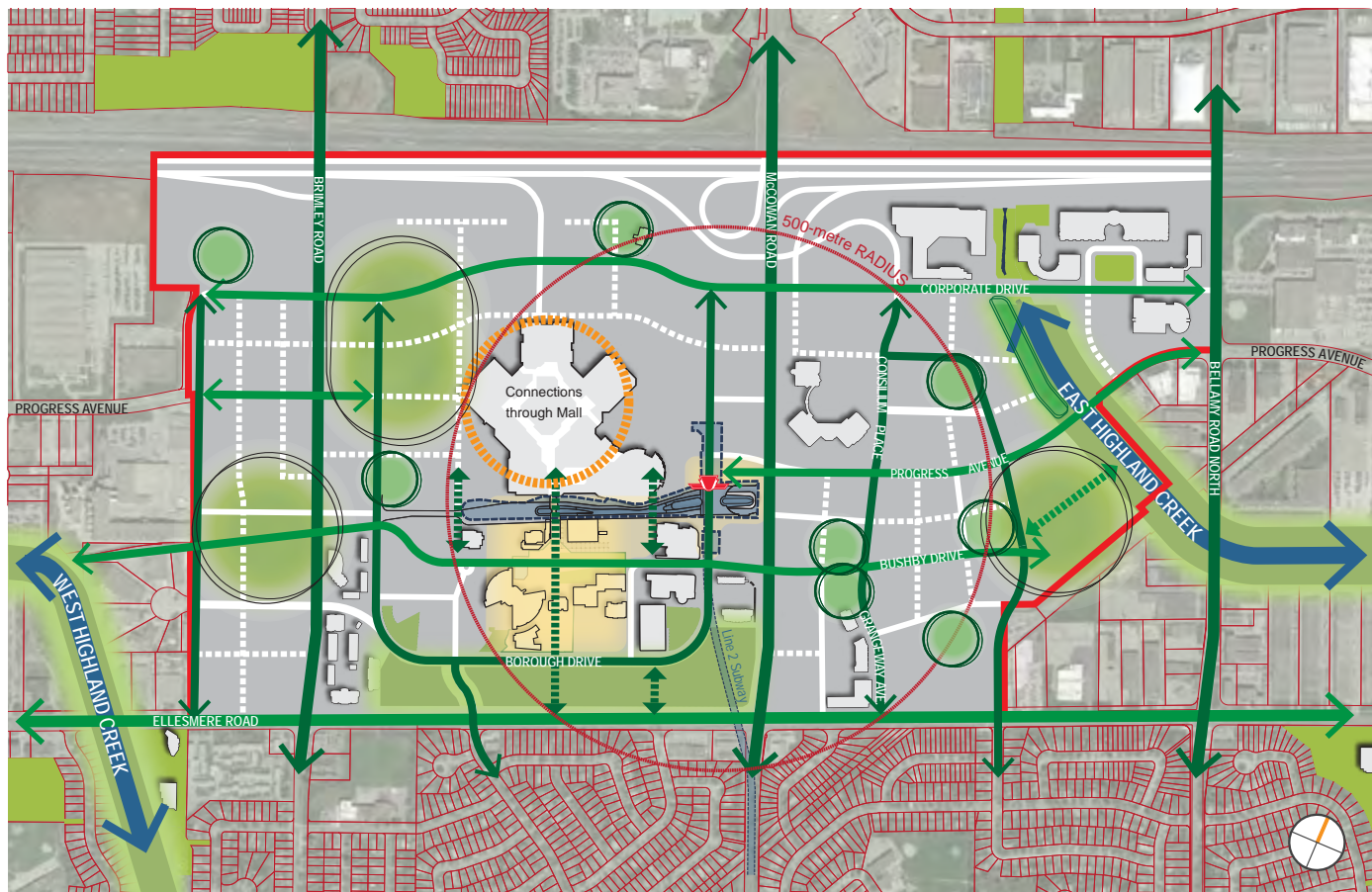


5.2 Emerging Public Realm Framework

Consolidated, the 7 'Big Moves' builds on the Transportation Master Plan to create a comprehensive public realm framework (Figure 36). This framework represents a visualization of the vision and principles for the Study Area and provides direction for targeting future public realm investments in order to achieve a coherent public realm system that extends across the full breadth and depth of Scarborough Centre and beyond.



Figure 36: Emerging Public Realm Framework



6.0 PRELIMINARY PUBLIC REALM PLAN & EMERGING CHARACTER AREAS

6.1 Preliminary Public Realm Plan

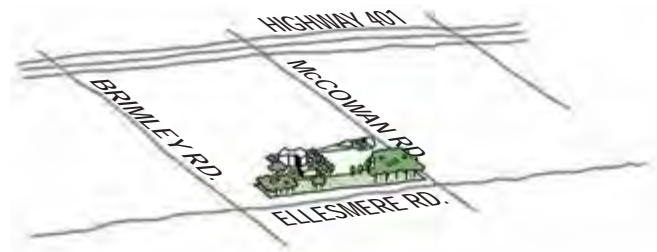
The Preliminary Public Realm Plan (Figure 37) explores the potential of realizing the Emerging Public Realm Framework on a more detailed level. The opportunity exists to reimagine today's landscape into a green, diverse urban environment comprised of a variety of parks and open spaces, enhanced natural heritage features, and different

types of streets. Taken together, they form a sense of place while providing strong connectivity within Scarborough Centre area and beyond to adjacent communities and destinations. The plan provides a visualization of Scarborough Centre's transformation from its current vehicular-dominant suburban identity into a sustainable, green, and vibrant urban community.

The Plan, at its core, is predicated on 4 pillars:

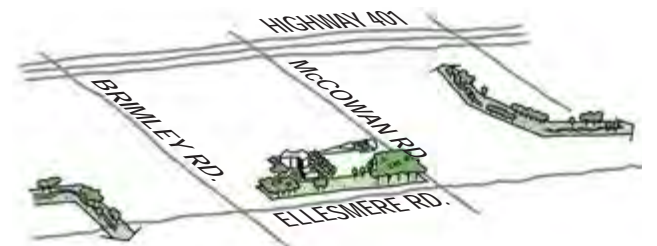
1. Establishment and expansion of a clearly articulated, attractive, sustainable, and centrally-located civic node:

- Continued public realm improvements of Albert Campbell Square and Park;
- Expansion of a continuous public realm around the Civic Centre extending to Frank Faubert Woodlot and including lands surrounding the library; and,
- Develop a new focus around the entrance to the transit station and expand the existing civic node.



2. Enhancements of existing open spaces:

- Improvements/ Reversions to naturalized areas;
- Provision of safe, accessible trails; and,
- Direct connections to new open spaces.



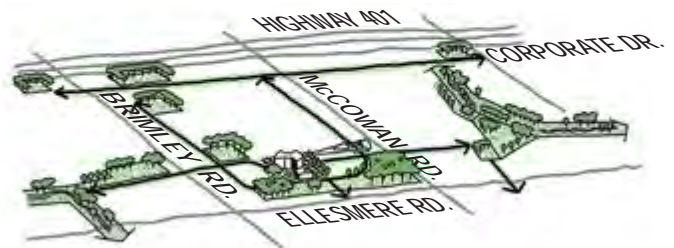
3. Creation of new parks and open spaces:

- New parks adjacent to existing amenities or within emerging neighbourhoods;
- New POPS at strategic locations;
- Open spaces providing a public focus; and,
- New transit plazas in co-ordination with the planned Line 2 East Extension (L2EE).



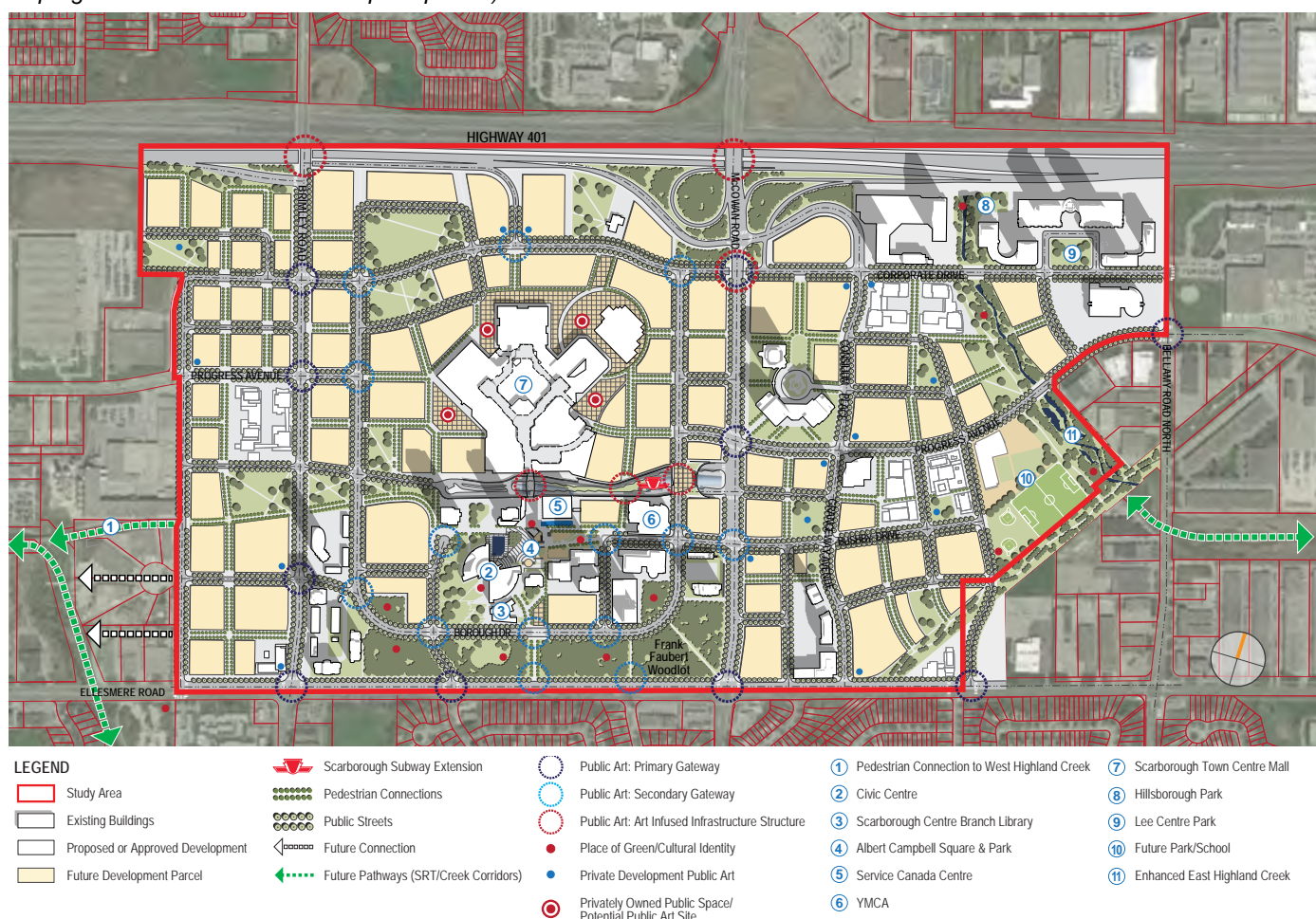
4. Development of a strong pedestrian and cycling network connecting public spaces within and beyond Scarborough Centre:

- Provision of safe, clearly identified walkways that connect open spaces to each other and to adjacent or nearby neighbourhoods; and,
- New streets with enhanced streetscape elements (generous sidewalks, cycling routes, appropriate street trees).



When combined with current city initiatives, approved and ‘under review’ development applications, and the Public Art Master Plan, the Preliminary Public Realm Plan presents a compelling vision for Scarborough Centre. It underscores the relationship between open space, movement, transit investment, and development as a coherent whole.

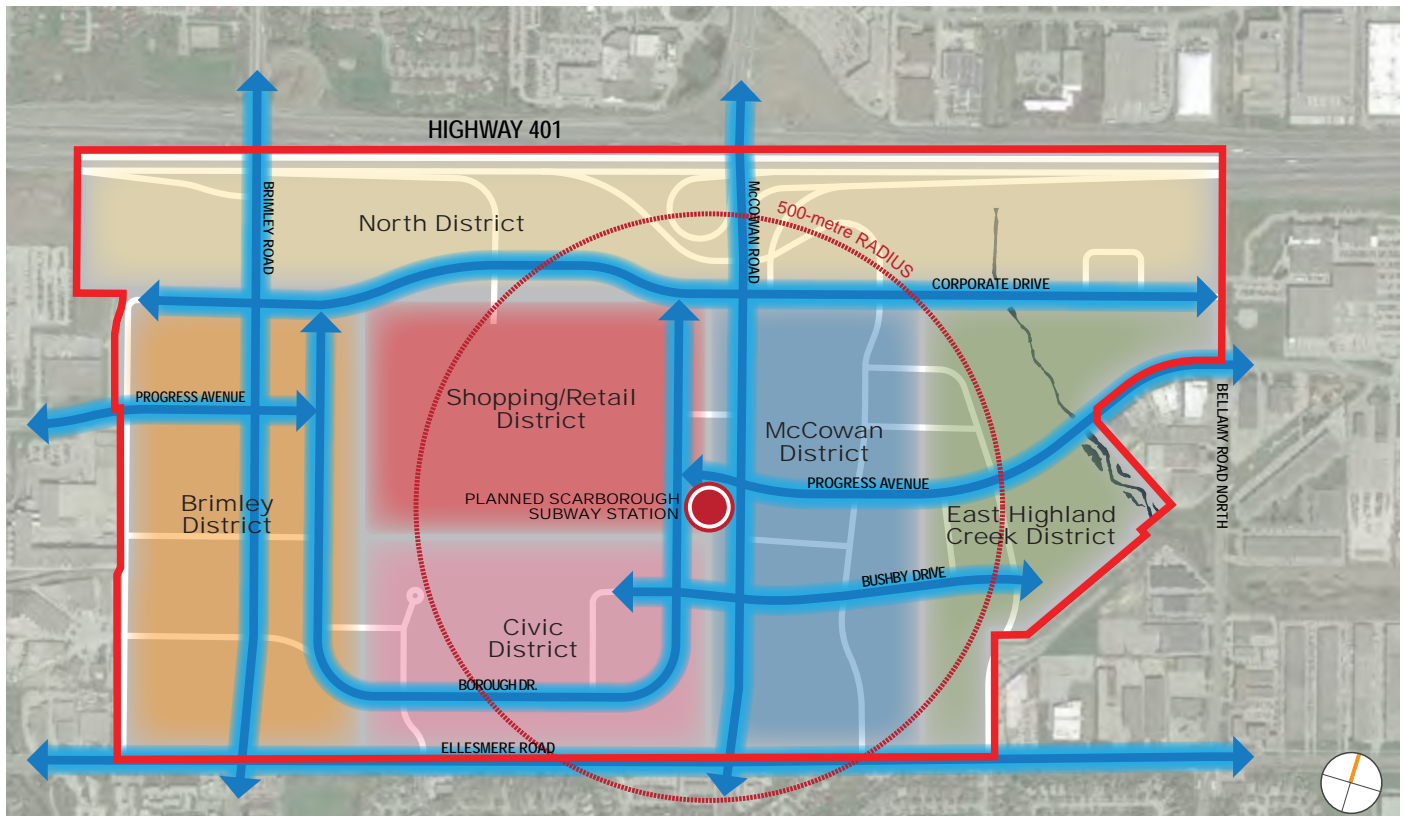
Figure 37: Preliminary Public Realm Plan (Note: For illustrative purposes only. City staff have not determined size, configuration, or programmatic content of future open spaces.)



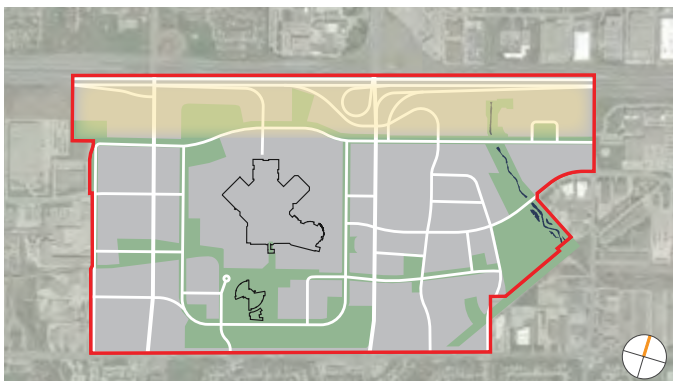
6.2 Emerging Character Areas

In the process of establishing a Vision and setting out Principles for the public realm in Scarborough Centre, one begins to see the emergence of Character Areas, each with their own distinct attributes. The Emerging Character Areas (Figure 38) is a first step in guiding future phases of the Study on matters including: built form, density, height, connectivity and open space configuration. This approach will help ensure each area evolves into a complete and identifiable community while supporting a coherent overall vision for Scarborough Centre.

Figure 38: Emerging Character Areas



6.2.1 North District



The North District will be a primarily residential area with high profile, architecturally distinct tall and mid-rise buildings aligned along Highway 401 at key locations. A series of large, community oriented parks will be strategically located to support the new residential population. Residential units will overlook public parks connected by generous boulevards that run along Corporate Drive and Progress Avenue.

Figure 39: Harbour Green Park, Vancouver



Figure 40: Trinity Bellwoods Park, Toronto



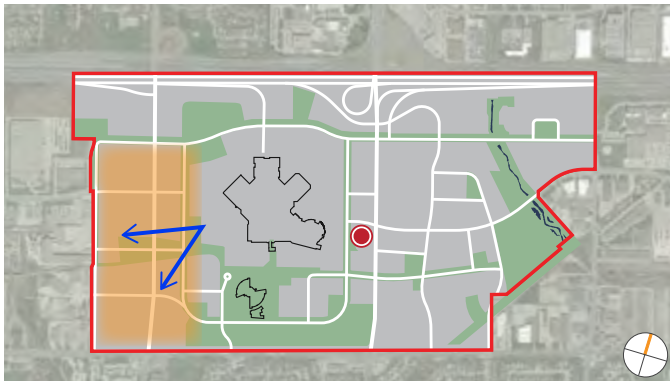
Design of the District:

- Primarily residential uses;
- Mix of mid-rise and tall buildings;
- New streets to break up blocks and to provide frontage and address to buildings;
- Larger parks to support residential population within the District, as well as Scarborough Centre as a whole;
- Built form to frame and support Corporate Drive and Progress Avenue corridors, parks and open spaces and new streets, as well as act as a buffer from Highway 401;
- Larger setbacks with enhanced streetscapes along Corporate Drive and Progress Avenue right-of-ways to promote a pedestrian friendly environment and to minimize impacts from vehicular traffic;
- Promote key views into the Centre from Highway 401;
- New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered in the base of buildings fronting onto Highway 401, at the City's discretion, 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; all other frontages must maintain active uses; and,
- Promote public art at strategic locations.

Figure 41: Evergreen Brickworks, Toronto



6.2.2 Brimley District



The Brimley District will be a primarily residential neighbourhood, with a diversity of building types including low, mid and high-rise forms located to frame and support the public realm. The District will provide public parks, sized to accommodate a mix of programs/facilities appropriate for the local community, as well as tree-lined local streets. A prominent east-west pedestrian priority 'green' connection (Figure 42) linking to both the Civic District and to West Highland Creek is encouraged. Tall and mid-rise buildings with appropriate setbacks will frame Brimley Road, while edge developments will provide appropriate interfaces with adjacent employment land uses.

Design of the District:

- Grade related retail uses are encouraged to support Brimley Road as an urban, mixed use street;
- Primarily residential uses;
- Mix of low-, mid- and high-rise buildings;
- New streets to break up blocks and to provide frontage/address to buildings;
- Tree-lined streets and connections;
- Promote enhanced connectivity across Highway 401;
- Enhanced connectivity to West Highland Creek will serve to improve access to other natural heritage destinations such as Birkdale Ravine;
- Promote safe, direct and convenient active (pedestrian/cycling) connections to the Civic District, in particular to Albert Campbell Square and Park and transit facilities (i.e. L2EE) as well as to the Shopping/Retail District;
- Provision of local parks to provide active and passive recreational activities;
- New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion, 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; all other frontages must maintain active uses; and,
- Promote public art at strategic locations.

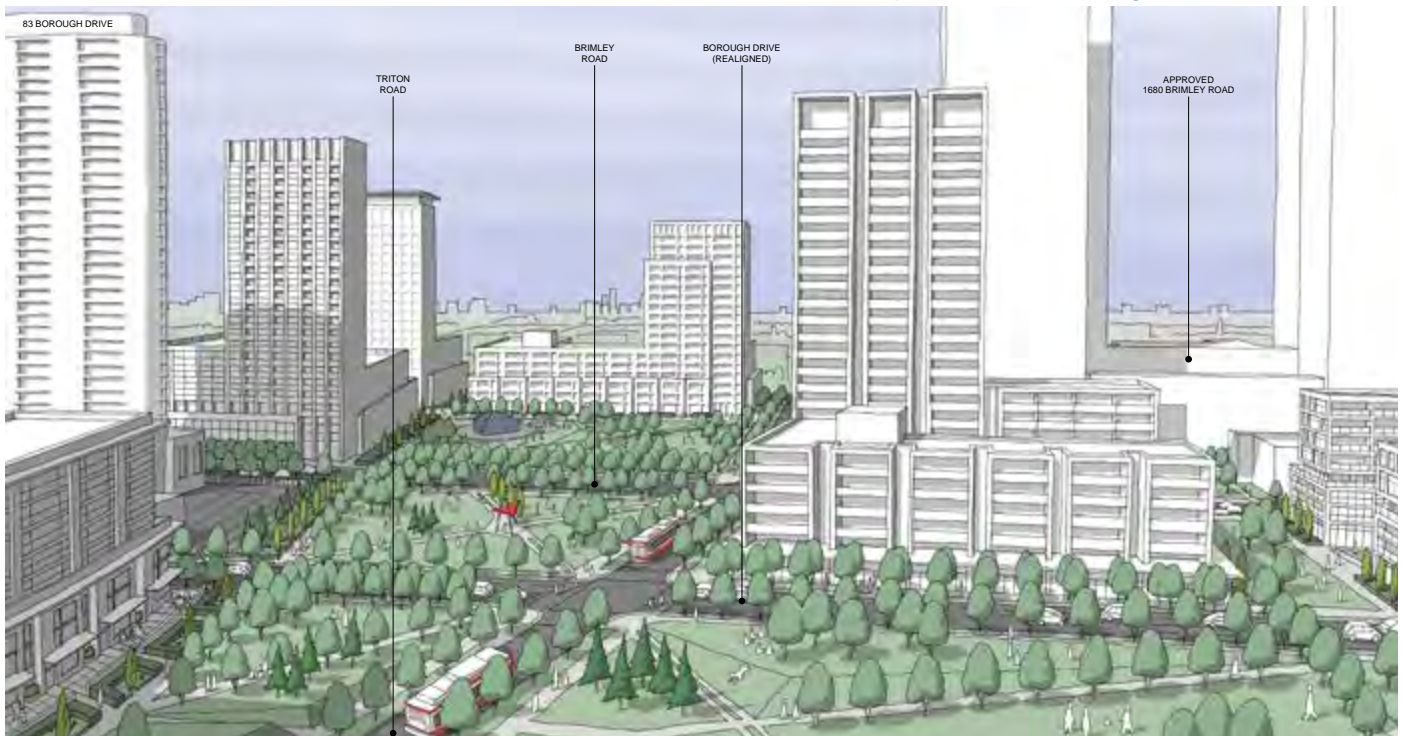
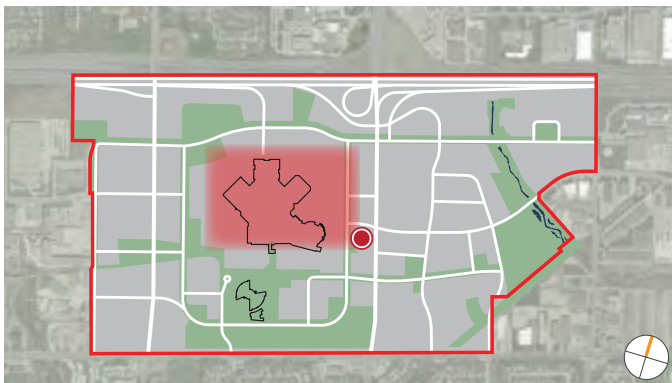


Figure 42: Brimley District (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)

6.2.3 Shopping/Retail District



The Shopping/Retail District is home to Scarborough Town Centre, one of the largest retail shopping centres in the region. Over time, the District will accommodate new streets and connections animated by retail frontages and some residential/office uses. All streets and connections will connect to the broader street network, as well as to squares and plazas. These streets and connections will seamlessly connect to adjacent Districts and transit facilities and entrance(s).

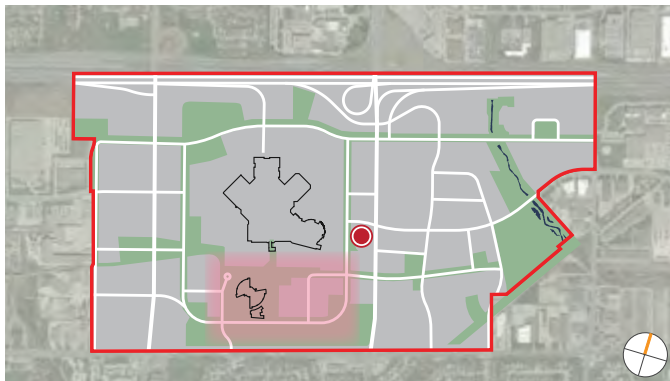
Design of the District:

- Major retail and entertainment uses at core;
- Mix of residential and office uses around periphery;
- Organized by a streets and blocks network with a fine-grained modified grid pattern, with smaller and rectilinearly shaped blocks where possible;
- New streets are encouraged where possible;
- Create vibrant pedestrian plazas and courtyards at strategic locations that are directly linked and support the overall public realm framework;
- Internal connections will link to the broader street network;
- All connections are to look and function like public streets;
- Development that reinforces a quality, pedestrian scaled street through architectural treatment;
- High animation;
- Street related built form, including retail uses at-grade where appropriate;
- Improve and renovate existing buildings to support visually interesting facades with active uses along street frontages;
- Eliminate, reduce and minimize grade separations where possible;
- New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion, 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; all other frontages must maintain active uses; and,
- Promote public art at strategic locations.

Figure 43: South Main Street, Greenville SC



6.2.4 Civic District



The Civic District contains the Civic Centre, Albert Campbell Square and Park, Library, Civic Green, Woodlots, Federal Building and YMCA, which function as the principal civic destination and landmark in Scarborough Centre. The Civic District will continue to provide a diverse mix of civic, commercial, retail, office, residential, and community uses, anchored and organized by a clear and compelling sequence of public spaces, natural heritage areas, urban parks, squares and tree lined boulevards. Albert Campbell Square (Figure 45) will represent the centre of this open space system with clearly articulated active connections to all adjacencies north, south, east and west, with particular emphasis paid to direct east-west connectivity reaching from West Highland Creek to East Highland Creek; and north-south connectivity reaching from south of Ellesmere Road to transit facilities and the Shopping/Retail District.

Figure 44: Nuit Blanche art installation, November 2018



Design of the District:

- Continue to maintain, promote and enhance existing mix of civic, retail, office and government uses, including the Scarborough Civic Centre, Public Library, Albert Campbell Square, Government Offices, and Community facilities;
- Promote new civic and community related uses and spaces at strategic locations and expand the existing civic node to the north, south, west and east;
- New residential and office uses at appropriate locations;
- Enhanced civic character through continuity of built form, public realm and open spaces;
- Improve existing and promote new active (pedestrian/cycling) connections, including safe, direct and convenient east-west and north-south active connections through Albert Campbell Square and Park;
- Visual openness – maintain and promote visual corridors to significant built and natural features;
- Acknowledge and celebrate unique heritage of the district;
- Eliminate or significantly reduce existing grade changes, where feasible, to promote connectivity and accessibility of Scarborough Civic Centre and Albert Campbell Square and Park;
- New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion, 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; all other frontages must maintain active uses; and,
- Promote public art at strategic locations.

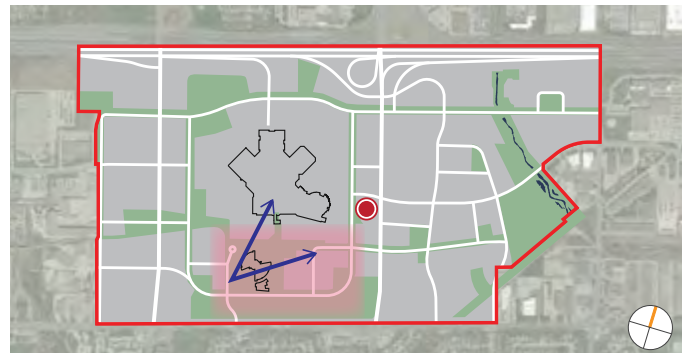
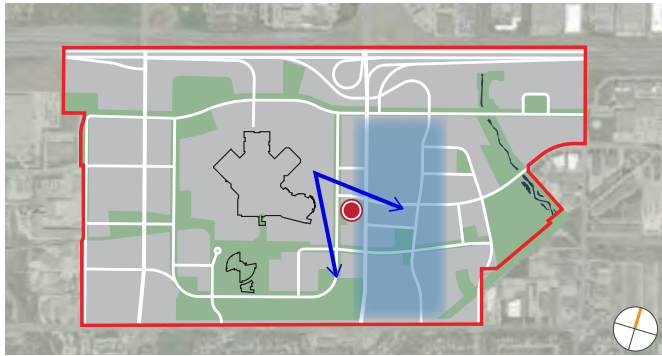


Figure 45: Expanded Civic Node with Scarborough Centre Station (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)

6.2.5 McCowan District



The McCowan District will be identified by more intense, mixed-use development, specifically around the Scarborough Centre Subway Station (Figure 46), transitioning to residential uses farther east. A mixture of existing and new urban developments at main intersections will be joined together by a public realm framework consisting of parks, plazas, and tree-lined streets.

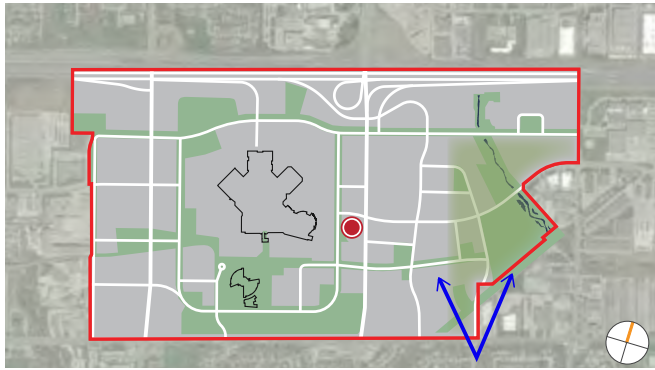
Design of the District:

- Around the Scarborough Centre Station, encourage high quality development that is supportive of and directly connected to the subway station and bus terminal;
- Explore potential community facilities near the Scarborough Centre Station Main Entrance;
- Office uses are strongly encouraged, supplemented with residential and commercial uses;
- New streets to break up blocks and to provide frontage/address to buildings;
- Implement Progress Avenue/McCowan Road as an at-grade intersection to help strengthen connectivity between Districts, as well as to transit facilities (i.e. Scarborough Centre Station);
- Improve and enhance connectivity across Progress Ave., Corporate Dr., Bushby Dr./Town Centre Court;
- Improved pedestrian environment along McCowan Rd.;
- Provision of local parks to provide active and passive recreational activities;
- Appropriate transition in building height towards the community south of Ellesmere Road;
- New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion, 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; all other frontages must maintain active uses; and,
- Promote public art at strategic locations.



Figure 46: Scarborough Centre Station Main Entrance and Surrounding Area (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)

6.2.6 East Highland Creek District

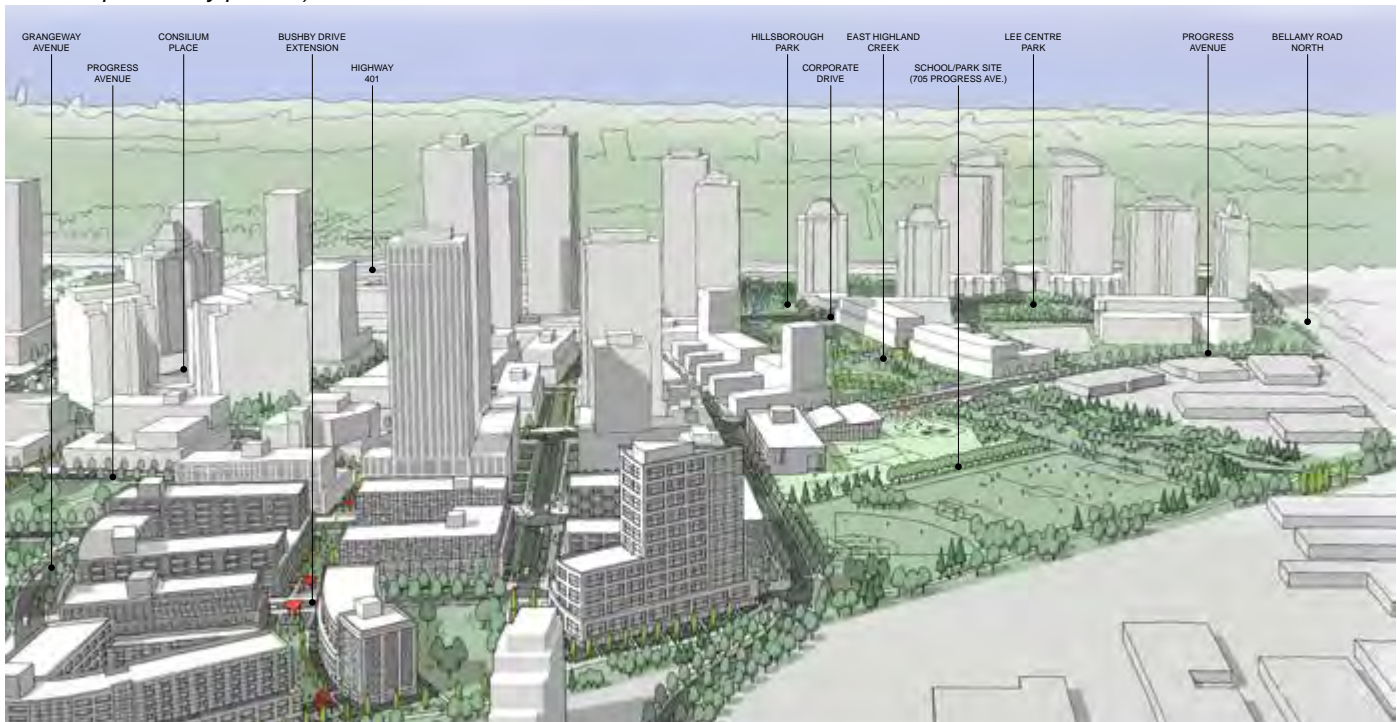


East Highland Creek District will be primarily residential in character with grade-related units looking out over front gardens, public parks and East Highland Creek (Figure 47). Streets, connections and active (pedestrian/cycling) connections will provide the framework for movement, while a trail along the rehabilitated creek will eventually extend from Hillsborough Park to Centennial College, east of Markham Road.

Design of the District:

- Primarily residential uses;
- Mix of low-, mid- and high-rise buildings with appropriate transition to the surrounding *Natural Areas, Parks and Open Spaces, Neighbourhood, and Employment Areas*;
- New streets to break up blocks and to provide frontage/address to buildings;
- Tree-lined streets and connections;
- Provision of larger park/school site at 705 Progress Avenue, with direct access to East Highland Creek, to support residential population in the District and Scarborough Centre as a whole;
- Create a network of parks and open spaces building on the expansion and enhancement of East Highland Creek;
- Enhance connectivity to the surrounding areas, including the existing community south of Ellesmere Road;
- New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion, 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; all other frontages must maintain active uses; and,
- Promote public art at strategic locations.

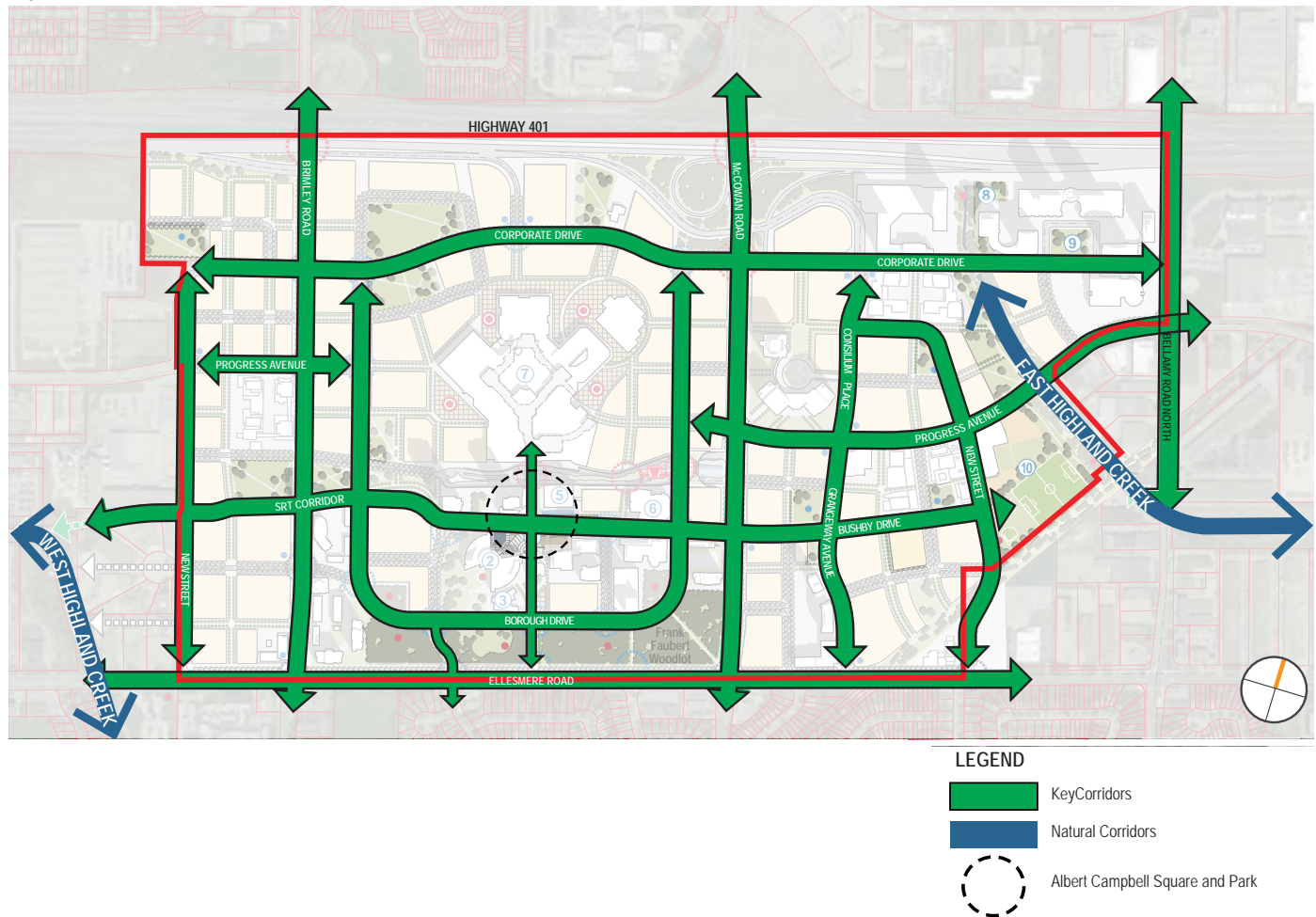
Figure 47: East Highland Creek District (Illustrative concept only; density/built form strategies and other details to be developed in subsequent study phases)

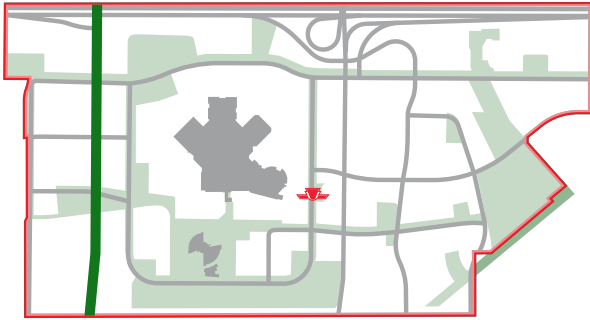


6.3 Corridors

Connecting key places and communities, Corridors (Figure 48) are important structural elements of the Vision for Scarborough Centre. Corridors extend through more than one character area providing continuity of identity in a changing context. Detailed built form strategies to frame and support these corridors will be developed in the subsequent phases of the Study.

Figure 48: Corridors



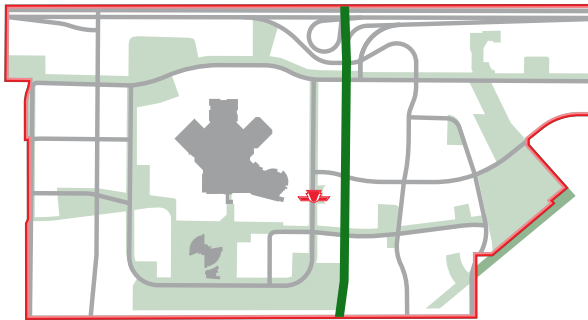


6.3.1 **Brimley Road**

- Provides key north-south connectivity;
- Provides major access to Highway 401; Shopping/Retail District; Brimley District; and Civic District;
- Supportive of all modes of transportation;
- Improved pedestrian environment;
- Improved east-west connectivity across Brimley Road;
- Wide, tree-lined boulevard;
- Bicycle facilities with physical separation from vehicles;
- Street furniture around transit stops (including transit shelters);
- Green infrastructure/bioswales to improve community resiliency; and
- Two travel lanes in each direction.

Figure 49: Union Street, Vancouver BC



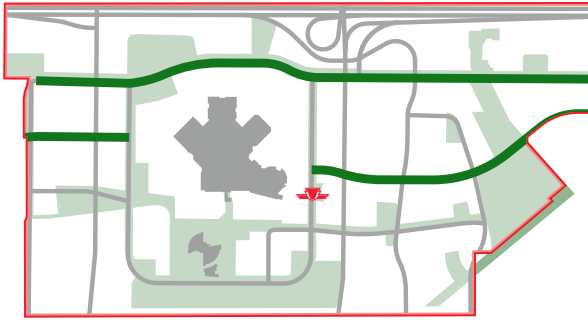


6.3.2 McCowan Road

- Provides key north-south connectivity;
- Provides major access to Highway 401; Shopping/ Retail District; Civic District; transit facilities (i.e. Line 2 East Extension; and to McCowan District;
- Supportive of all modes of transportation;
- Improved pedestrian environment;
- Urban development at main intersections with buildings closer to the street line;
- Improved east-west connectivity across McCowan Road;
- Wide, tree-lined boulevards;
- Bicycle facilities with physical separation from vehicles;
- Street furniture around transit stops (including transit shelters);
- Green infrastructure/bioswales to improve community resiliency; and
- Three travel lanes in each direction.

Figure 50: Carrall Street, Vancouver BC



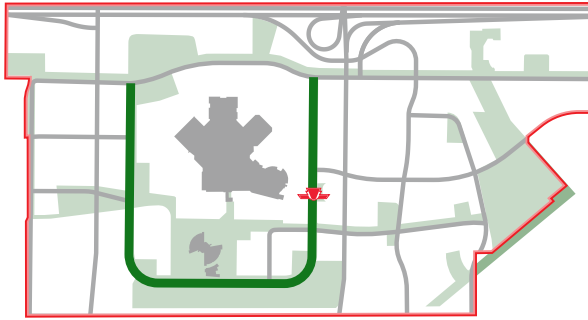


6.3.3 Corporate Drive / Progress Avenue

- Supportive of all modes of transportation;
- Emphasis on accommodating east-west movements, including goods movement;
- Connectivity to transit facilities (i.e. Line 2 East Extension)
- Bicycle facilities with physical separation from vehicles;
- Safe and comfortable pedestrian and cyclist crossings at intersections and driveways;
- Building setbacks to accommodate entry plazas and landscaping;
- Green infrastructure/bioswales to improve community resiliency; and
- Two travel lanes in each direction.

Figure 51: South Hayes Street, Arlington VA



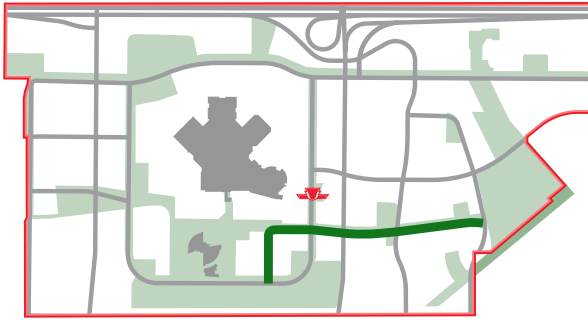


6.3.4 *Borough Drive*

- Southern, east-west segment envisioned as a Civic Street, with a focus on public spaces and enhanced community and civic features;
- Wide sidewalks and pedestrian amenities (benches, wayfinding);
- Green, tree-line boulevards;
- Attractive streetscape with landscape planters, street trees, and pedestrian-scale lighting;
- Bicycle facilities with physical separation from vehicles;
- A focus on civic institutions through public open spaces;
- Green infrastructure/bioswales to improve community resiliency;
- Opportunities for public art;
- On-street parking at specific locations during off-peak hours; and
- One travel lane in each direction for the southern, east-west segment; and two travel lanes in each direction for the remaining segments.

Figure 52: Ames Street, Cambridge MA



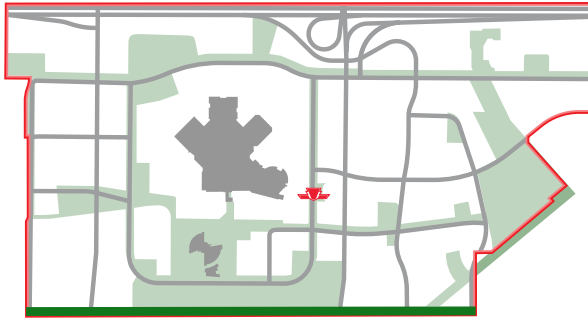


6.3.5 *Bushby Drive / Town Centre Court*

- Multi-modal, green street envisioned as a promenade that extends the 'park' experience along the streetscape;
- Relationship to adjacent park spaces to be established through urban plazas;
- Emphasis on public realm and green boulevards;
- Wide, tree-lined boulevards;
- Bicycle facilities with physical separation from vehicles;
- On-street parking during off-peak hours;
- Green infrastructure/bioswales to improve community resiliency; and
- Two travel lanes in each direction.

Figure 53: 6th Street SE, Minneapolis MN





6.3.6 Ellesmere Road

- Wide, tree-lined boulevards;
- Multi-use path with physical separation to accommodate active transportation users;
- Street furniture around transit stops (including transit shelters);
- Setbacks for residential and retail/commercial uses to provide separation from public realm;
- Green infrastructure/bioswales to improve community resiliency; and
- Three travel lanes in each direction.

Figure 54: Hornby Street, Vancouver BC



6.3.7 Other Key Active Connections

- East Highland Creek Active Connection(s) / Trails;
- West Highland Creek Active Connection(s) / Trails; and,
- West Active Connections through Albert Campbell Square linking East Highland Creek to West Highland Creek.

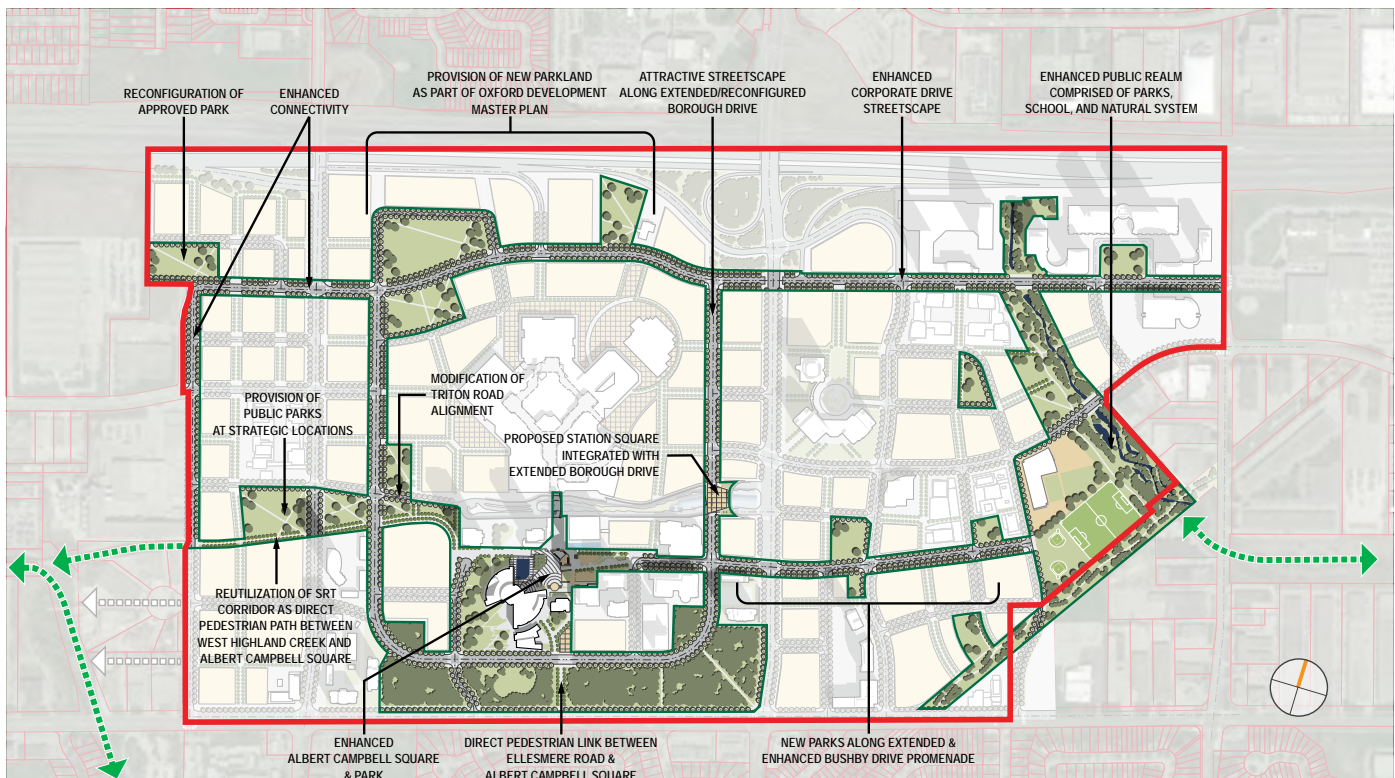
7.0 SUMMARY/ NEXT STEPS

In anticipation of the L2EE the Scarborough Centre Focused Review Phase 1 work builds on the 2005 Scarborough Centre Secondary Plan, the Scarborough Centre Transportation Master Plan (2018), and other previous studies. It provides a vision for the future of the area based on key structuring elements such as Character Areas and Corridors, and describes a comprehensive preliminary public realm network comprised of public parks, open spaces, and streetscapes (Figure 55).

This study establishes a public realm framework consisting of '7 Big Moves', and demonstrates the public realm potential when developing a holistic approach. A Preliminary Public Realm Plan has also been prepared with the aim of illustrating the framework and further communicating an overall, coherent vision for Scarborough Centre.

City staff will build on the framework established in this stage of the study. Subsequent phases will further explore the key elements intrinsic to defining each character area in terms of open space, built form, use, density, movement, and access. Future work will explore structuring elements that define corridors. With the continuation of this study there will be many opportunities for public and stakeholder input in determining the shape and direction of each component part. Through this extensive and iterative process a comprehensive update of the Scarborough Centre Secondary Plan will emerge that will guide the evolution of the area towards a dynamic, attractive, and sustainable urban centre.

Figure 55: Preliminary Public Realm with key moves highlighted

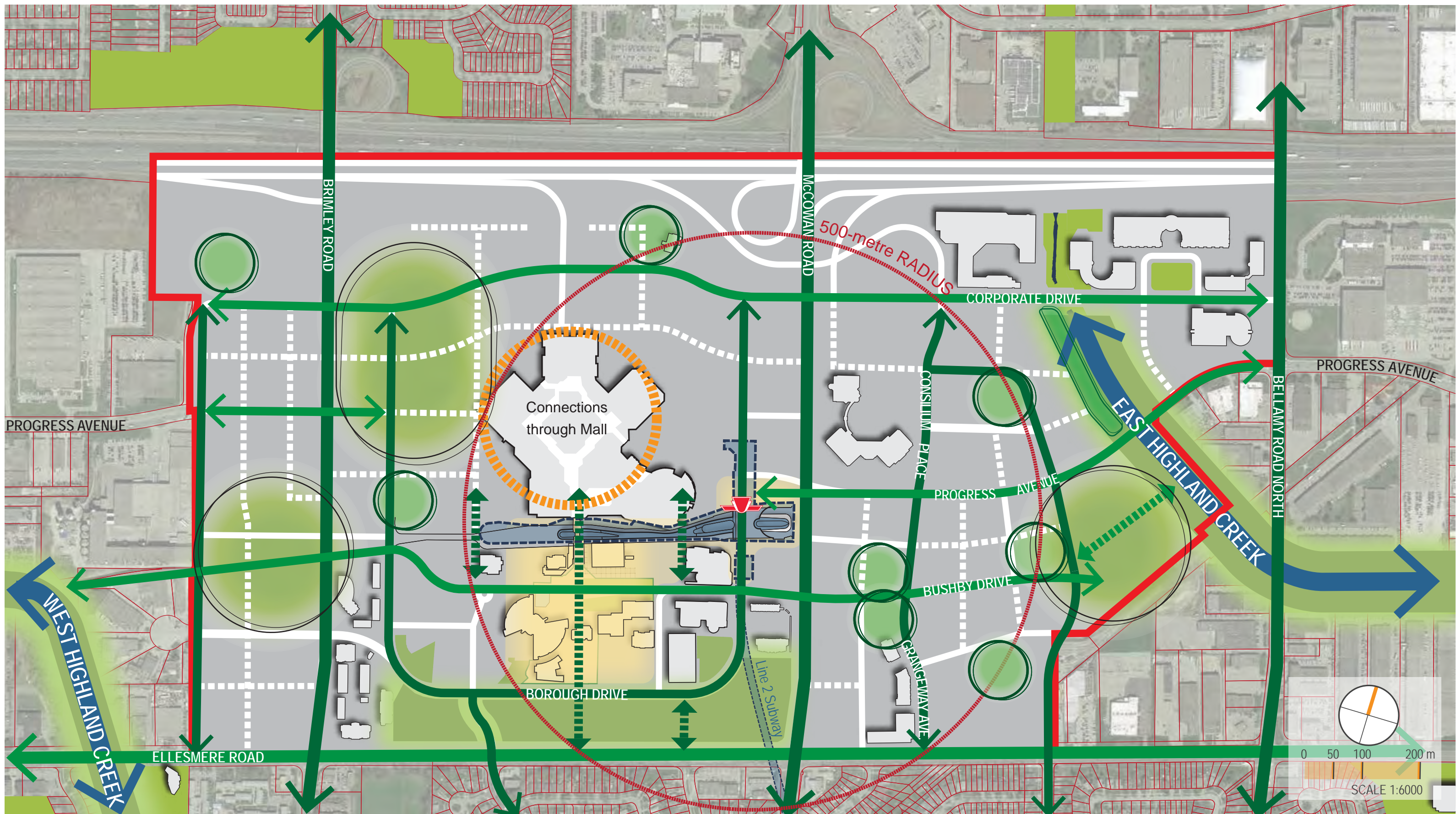


Overleaf:
Albert Campbell Park Rendering
(Source: helloglenn.ca)

APPENDICES

- A Emerging Public Realm Framework
- B Preliminary Public Realm Plan
- C Preliminary Public Realm Plan Key Moves



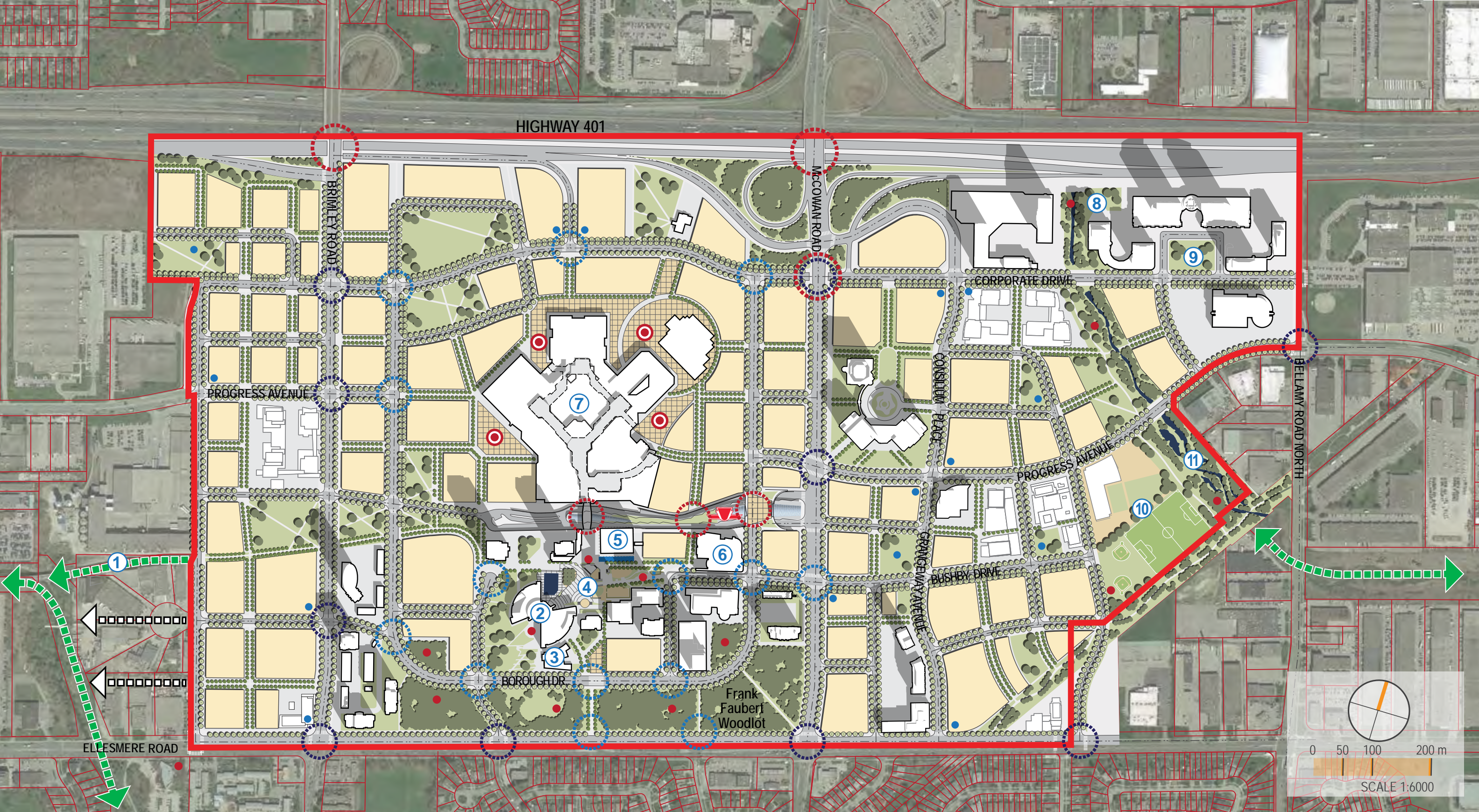


SCARBOROUGH CENTRE FOCUSED REVIEW: APPENDIX A

Emerging Public Realm Framework

LEGEND

- | | | | | |
|-----------------------|--|---|---------------------------|---------------------|
| Study Area Boundaries | Expansion of Civic Node to include Transit Station | Pedestrian Linkages | Intersection Improvements | Community Park |
| New/Modified Street | East-West Connectivity | Pedestrian linkages through Shopping Mall | Enhanced Natural Features | Local Park/Parkette |
| New Connection | North-South Connectivity | | | |



SCARBOROUGH CENTRE FOCUSED REVIEW: APPENDIX B

Preliminary Public Realm Plan

LEGEND

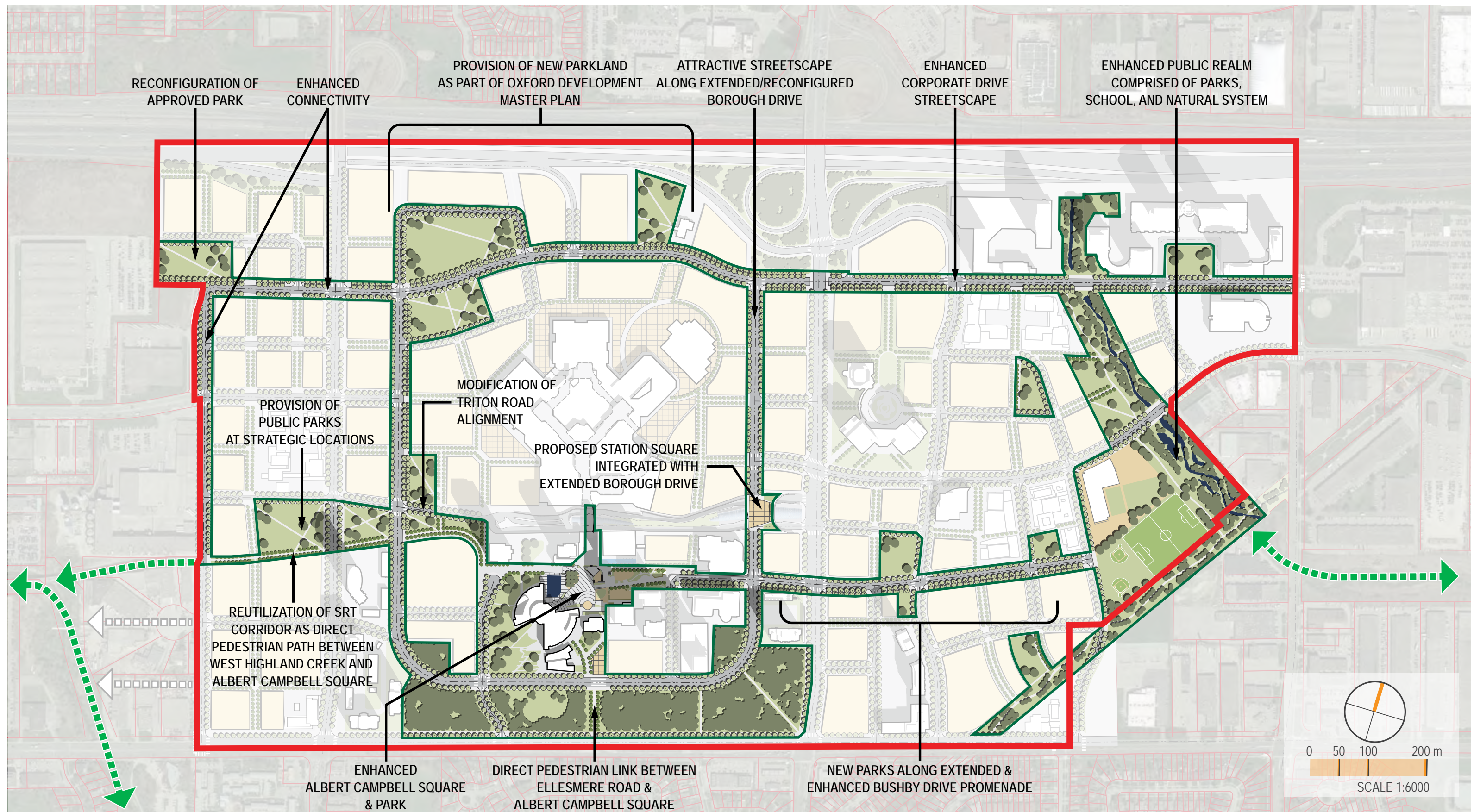
- Study Area
- Existing Buildings
- Proposed or Approved Development
- Future Development Parcel

- Scarborough Subway Extension
- Pedestrian Connections
- Public Streets
- Future Connection
- Future Pathways (SRT/Creek Corridors)

- Public Art: Primary Gateway
- Public Art: Secondary Gateway
- Public Art: Art Infused Infrastructure Structure
- Place of Green/Cultural Identity
- Private Development Public Art
- Privately Owned Public Space/ Potential Public Art Site

- ① Pedestrian Connection to West Highland Creek
- ② Civic Centre
- ③ Scarborough Centre Branch Library
- ④ Albert Campbell Square & Park
- ⑤ Service Canada Centre

- ⑥ YMCA
- ⑦ Scarborough Town Centre Mall
- ⑧ Hillsborough Park
- ⑨ Lee Centre Park
- ⑩ Future Park/School
- ⑪ Enhanced East Highland Creek



SCARBOROUGH CENTRE FOCUSED REVIEW: APPENDIX C

Preliminary Public Realm Plan

Key Moves

