OUR SCARBOROUGH CENTRE

PHASE 3
DEVELOPMENT CONCEPTS REPORT

MARCH 2022

TORONTO

City of Toronto
Our Scarborough Centre Study
March 2022

Project Website:
www.toronto.ca/OurScarboroughCentre

Consultant Team:
Gladki Planning Associates (Planning Lead)
DTAH (Urban Design)
TMIG (Servicing)
ARUP (Transportation)
RWDI (Energy)

CONTENTS

EXECUTIVE SUMMARY

PROJECT OVERVIEW

The City of Toronto is undertaking a comprehensive planning study referred to as Our Scarborough Centre (OurSC) to refine and update its 2005 Scarborough Centre Secondary Plan. The goal of the Study is to prepare a robust policy direction for Scarborough Centre guided by a vision to transform the area into a complete community. The Study Area is bounded by Highway 401 in the north, Bellamy Road North in the east, Ellesmere Road in the south and west of Brimley Road in the west (Figure 1).

Phase 1 of the Study was completed in March 2019 and developed a vision, guiding principles and a preliminary public realm plan for Scarborough Centre. Phase 2 was completed in October 2021 and included background research and analysis of existing conditions; public consultation; an updated vision, guiding principles and character areas; a preliminary problem and opportunity statement; and preliminary development concepts for Scarborough Centre. This Development Concepts Report captures the work accomplished as part of Phase 3 and presented for public consultation. The preferred development concept and Secondary Plan development will be completed as part of Phase 4 and will be captured in the Final Report in Summer 2022.

Figure 1 Our Scarborough Centre Study Area (Source: Aerial imagery, Google Earth, 2020)

DEVELOPMENT CONCEPTS SUMMARY

Approach and Evaluation Criteria

The development concepts studied and tested in Phase 3 build on the preliminary ideas and plan components explored during Phase 2 of the Study, which are captured in the OurSC Background Report. Given that the vision, guiding principles, public realm including a greening strategy, street network and character areas were refined during preceding phases of the Study, Phase 3 focuses on the exploration of concepts for three key components of the plan:

- Heights Strategy;
- Land Use Variations; and
- Density and Parkland Strategy.

Additionally, test sites were used to study the organization of heights, massing and open space at the block level representing varying locations and edge conditions in the Centre.

The preferred concept and Secondary Plan will support the Guiding Principles and related objectives identified in Phase 2 of the Study. Hence, the Guiding Principles and objectives form the basis for an evaluation framework to assess different components of the plan being explored. Since this phase is focused on a defined set of plan components, Table 2.1 (see page 7) shows the objectives that relate to those. The objectives that do not form part of the matrix will be directly addressed through policies in Phase 4.

Height Strategy

Existing Height Context: Approximately 40% of developable land in the Centre is fully built-out (or approved). Development in Scarborough Centre has proceeded without a consistent approach to height. Acknowledging this, two strategies were developed for approaching height. Both of these incorporate the existing 'fixed' elements of Scarborough Centre that are considered unlikely to change in the coming decades. They fill in the remaining undeveloped sites with heights that reflect a more consistent and coherent structure.

The two tested strategies include:

1. The '**Transit Peak**' strategy, in which height is intensively concentrated around the future Transit Station.

2. The '**Multiple Peaks**' strategy, in which height is distributed more broadly around several parts of Scarborough Centre.

Both height strategies step down toward the existing low-rise *Neighbourhoods* to the south. Figures 2.5 and 2.6 on page 11 illustrate the two strategies in more detail, with specific height ranges assigned to each block.

Land Use Variations

All parts of Scarborough Centre (aside from parkland) are designated as *Mixed Use* in the Official Plan, which is not expected to change in the future. However, to understand the potential future mix of residents and population, a demonstration scenario (see Figure 2.4) was prepared that assigned distinct land uses to each building storey (including existing and approved buildings, and potential future ones). This results in a roughly 2:1 ratio of population to jobs, at the point of full build-out (65,000 residents to 32,000 jobs).

Specific Priority Areas: While the 2:1 ratio of population to jobs is likely an appropriate balance of uses, there is a risk that future development may swing further toward residential uses, turning Scarborough Centre into something closer to a dormitory neighborhood. In addition, there is a risk that fully residential development will leave major streets lacking in animation at grade which stresses a need to strategically encourage or require active uses in certain locations. To ensure that Scarborough Centre

develops as a complete community, it is important that the Centre continue to offer a balanced mix of uses. The concept of encouraging office and retail priority areas was explored as part of the Phase 2 work.

1. **Office Priority:** It would be logical for an office priority area to be located close to the future subway station to facilitate in-bound commuters.

   The exact details and mechanisms of prioritizing office uses in this area are still to be determined and will be further explored in the subsequent phase of the Study (see Figure 2.10 on page 14).

2. **Retail Priority:** As the area transitions into a complete community, there will be opportunities for traditional grade-related retail (see Figure 2.11 on page 15). Opportunities for Retail Priority can be divided into two categories:

   - Grade-related retail around the Scarborough Town Centre Mall as it urbanizes and infills its outlying parking lots; and
   - Retail 'main streets' in other parts of Scarborough Centre, in which active uses at grade would be encouraged or required.

Density and Parkland Strategy

The demonstration scenario results in a total density of 539 PPJ/ha (people plus jobs per hectare), well above the 400 PPJ/ha required minimum. The development concept prepared in Phases 1 and 2 included 23.4 hectares of existing and future parkland, in addition to 2.9 hectares of largely inaccessible natural areas (Frank Faubert Wood Lot was counted toward parkland) and 3.6 hectares of major Privately-Owned Publicly Accessible Spaces (POPS).

When viewed together, however, the projected population would place considerable stress on the existing and planned park network. While the City-wide Official Plan alternative parkland rate provides approximately 7.9 square metres of parkland per person, the current demonstration scenario is achieving only 3.6 square metres per person – less than half of what is achievable with the alternative rate. This considerable shortfall is in part the result of caps on parkland dedication, which are based on the percentage of a development site, as well as past developments that did not incorporate on-site parkland. (In accordance with Provincial legislation, City staff will introduce a new alternative parkland dedication rate framework in mid-2022.) To make up the deficit with the Official Plan alternative rate, an additional 28 hectares of parkland (equivalent in area to approximately 3.6 Scarborough Town Centre Malls) would be required (see Figure 2.13 on page 17).

The potential solutions to increase parkland provision include reducing the planned residential population, adding additional parks within Scarborough Centre and acquiring adjacent land outside of the Centre.

TRANSPORTATION, SERVICING, ENERGY AND HERITAGE ASSESSMENT

The street network, density, and population and job ratio from the conceptual plan were used as a basis for preliminary transportation, servicing, and energy assessment. The Cultural Heritage Resource Assessment is being conducted independently by the City's Heritage staff.

Transportation Assessment

Phase 3 work for the transportation assessment focuses primarily on determining the approach and methodology in coordination with the City's transportation staff. The steps to conduct the transportation analysis for this Study include:

- **Review proposed development concept:** The first step of this analysis is undertaking a review of the proposed development concept in terms of population and employment to understand the

percentage increase from the Scarborough Centre Transportation Master Plan (SCTMP) proposals. Based on the proposed concept developed as part of Phase 3, there is a 62% and 39% increase in population and employment compared to SCTMP, respectively. This is expected to reflect a significant increase in travel demand in the area.

- **Undertake testing of scenarios:** Following the review of the proposed development concept, the next step will be to identify and agree on scenarios to be tested using the City's EMME model. The outcomes of these scenario runs will be used to assess the impact of development (and any subsequent network proposals) and determine if any of the SCTMP network improvements will need to be implemented at earlier phases for the network to accommodate future development. The scenarios that are proposed to be tested as part of this analysis are:

  - **Scenario 1:** The latest EMME model that includes all SCTMP proposals. This is the base case.

  - **Scenario 2:** Using the SCTMP network as the base and including any additional road network and transit proposal (after SCTMP approval).

  - **Scenario 3:** Testing the network without the long-term proposals in the SCTMP (Bellamy Road (3-A) and Bushby Road extension (3-B).

Master Servicing Assessment

A Future Conditions Assessment was undertaken for stormwater servicing, fire flow and wastewater servicing for the Study Area. Key findings are noted.

Post-Development Stormwater Servicing: An analysis of the storm sewer pipe network using a Rational Method approach was conducted and concluded that approximately 20% of the storm sewers in the Study Area currently do not meet the City's design criteria of free-flow conditions during a 2-year design storm event. The City flooding records were reviewed and – despite the sewers not meeting the standard – no reporting was identified to suggest any issues with the capacity of the existing storm sewer network. Through the redevelopment of the Study Area there will be opportunities to selectively upgrade sections of storm sewer as required.

Post-Development Water Servicing: A local water system model of the Study Area and surrounding network was developed and a macro-calibration of the pipe network was completed. The results concluded that the existing water system is capable of supporting the proposed densities being considered through this Secondary Plan.

Post-Development Wastewater Servicing: The local sanitary sewer network model provided by the City of Toronto was reviewed and proposed densities were added to the model. The net result of the modelling exercise indicates that the contemplated development densities can be serviced, and the increased wastewater flows routed to the City's existing trunk sewers with no impact to the surrounding serviced areas. Sewer improvements will be required throughout the Study Area, and these should be coordinated with road improvement projects.

Community Energy Assessment

Strategy for Near Net-Zero Emissions: Our Scarborough Centre will support the City of Toronto's TransformTO climate change mitigation goals of net zero emission buildings for new construction (by 2030) and existing buildings (by 2050). All new construction will meet the Tier 2 level of the Toronto Green Standard (TGS) V4 targets as of 2025 and the Tier 3 level as of 2028. For the existing building stock, the current energy consumption will need to receive deep retrofits to achieve near zero emission levels. Once near zero

emissions is achieved via building performance, renewable energy and carbon credits/offsets can be employed to take the district all the way to zero emissions.

- **Existing Buildings:** The existing building stock in Scarborough Centre consists of 1.2M m^2 Gross Floor Area and is expected to consume over 370 GWh per year of energy. To achieve near zero emissions, deep energy/carbon retrofits will be necessary. Deep retrofits, combining low (interior), medium (mechanical) and high (envelope) intensity retrofits, are expected to reduce energy consumption by up to 60%. Although higher in operational carbon emissions, existing buildings are important in the overall carbon accounting as deep retrofits are less carbon-intensive than new construction from an embodied carbon perspective.

- **New Construction:** For new construction the projected energy consumption by full build-out in 2050 would be 170 GWh/year, resulting in 16,900 tonnes of CO_2 equivalent emissions per year. The many rooftops of Scarborough Centre provide an opportunity for photovoltaic electricity production. Over 120 acres of rooftop area could potentially produce over 85 GWh/year of clean, renewable, on-site electricity. This would offset the energy consumption by nearly 25% by 2050. To achieve net zero emissions, additional carbon offsets will need to be realized through low-carbon district energy systems (DES), additional on and off-site renewables, and/or a carbon offset program. Studies indicate that embodied emissions in construction materials can account for up to 80% of a large building's total emissions from cradle to grave. Accordingly, the climate change mitigation plan for Scarborough Centre emphasizes strict operational carbon emission limitations, reduced embodied carbon emissions in materials and construction. Further detail on DES potential and locations will be discussed in Phase 4.
-

Climate Change Resiliency: Climate change adaptation needs to be incorporated into the earliest stages of infrastructure design and community planning. Acute future climate risks such as increased temperatures and summer heat waves as well as increased precipitation events are being designed for. Key early adaptation measures for interior spaces include cooling loads met with passive design, district energy systems, future-sized cooling system selection, increased outdoor air filtration, air-tight envelope construction, back-flow prevention, and future-sized stormwater sizing (new and retrofits). For exterior spaces, green infrastructure planning has been addressed elsewhere and will include green landscaping solutions for improved outdoor thermal comfort and respite, permeable surfaces (landscape, green streets, and parking), rain retention features, and future-sized district stormwater sizing.

Cultural Heritage Resource Assessment

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage resources may include buildings, structures, monuments, and geographic areas that have cultural heritage value or interest to a community, including Indigenous communities.

As part of the Scarborough Centre Cultural Heritage Resource Assessment completed during Phase 3, Heritage Planning staff at the City of Toronto completed a draft Historic Context Statement for the Study Area, which includes an overview of the area's history and the identification of important themes that have shaped its evolution over time. Staff also completed an initial field survey of all properties within the Study Area, and initiated a preliminary evaluation of these properties using provincial criteria for determining cultural heritage value.

The Scarborough Centre Historic Context Statement and list of properties identified as having potential

cultural heritage value will inform context-sensitive built-form and place-based policies and guidelines. The Executive Summary of the Historic Context Statement is in Appendix B of this report, and the full Statement is available on the Study website.

CONSULTATION SUMMARY

Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, engagement activities were adapted for virtual formats. This Phase of the Study included a Technical Advisory Committee Meeting, Design Review Panel presentation, Local Advisory Committee meeting, Open House for Business Owners and Landowners, Community Consultation Meeting, online survey and pop-up consultation. An overview of these activities is provided here and a high-level summary of responses is provided in Chapter 4 of this report.

Technical Advisory Committee Meeting: Nov. 23, 2021

The Study team was joined by 43 representatives from City departments and external boards and agencies to receive technical feedback on the preliminary development concepts for Scarborough Centre. The Technical Advisory Committee members provided comments with respect to parkland and density, public realm and connectivity, climate resilience and community facilities.

Design Review Panel: Nov. 25, 2021

The Study team presented to nine members of the City's Design Review Panel via WebEx, sharing the preliminary development concepts for Scarborough Centre. Feedback from the panel focused on the public realm, parks and built form. Panelists preferred the Multiple Peaks height strategy. Materials and minutes from the meeting were shared on the City website.

Local Advisory Committee Meeting: Dec. 2, 2021

The Study team was joined by 13 members of the Local Advisory Committee (LAC), a non-political advisory body composed of residents, organizations representing a range of interests, property owners and managers, local employers, community groups and other interested stakeholders. The LAC provided feedback on the vision and guiding principles, building heights, office and retail uses, parkland and heritage. LAC members preferred the Multiple Peaks strategy for building heights and supported a mix of uses in the Centre. They supported preservation of Frank Faubert Woodlot as a natural space with potential Indigenous heritage value, recommended adaptive reuse of built form, ad were interested in protecting the Harold R. Lawson School at 1710-1712 Ellesmere Road. Materials and minutes from the meeting were shared on the Study website.

Online Survey: Dec. 2, 2021 - Jan. 7, 2022

An anonymous online survey was launched for members of the public to share their feedback on the preliminary development concepts and Cultural Heritage Resource Assessment. The voluntary survey had 12 questions and more than 260 responses were received and summarized on the Study website. Participants preferred the Multiple Peaks height strategy and a mix of uses in the Study Area, and wish to see more green space planned to accommodate increased density. Survey results were shared on the Study website.

Pop-up Consultation: Dec. 8, 2021 - Jan. 7, 2022

Three poster boards were positioned at the Toronto Public Library - Scarborough Civic Centre Branch. The posters featured graphics from the preliminary development concepts for Scarborough Centre and listed the Study website URL along with large QR codes leading to the Study website, encouraging people to complete the online survey.

Landowners and Business Owners Open House: Dec. 9, 2021

The Study team was joined by representatives from Deputy Mayor Michael Thompson (Ward 21) and Councillor Ainslie's offices (Ward 24) and approximately 31 participants for a virtual Open House to present the preliminary development concepts to Scarborough Centre business owners and landowners, answer questions and receive feedback. Participants preferred the Multiple Peaks strategy for building heights and were interested in Office and Retail Priority Areas in the Centre. One option suggested was exploring the addition of Privately-Owned Publicly Accessible Spaces to the open space network.

Community Consultation Meeting: Dec. 9, 2021

The Study team was joined by representatives from Deputy Mayor Michael Thompson (Ward 21) and Councillor Ainslie's offices (Ward 24) and approximately 33 participants for a virtual Open House to present the preliminary development concepts to community members, share the results of the Cultural Heritage Resource Assessment, answer questions and receive feedback. Participants preferred the Multiple Peaks strategy for building heights, supported Retail Priority Streets, and were interested in an Office Priority Area. They encouraged the acquisition of more parkland and recognition of heritage resources at Frank Faubert Wood Lot and potentially the Scarborough Town Centre Mall, Scarborough Civic Centre and RT Track.

NEXT STEPS

This report concludes Phase 3 of the Our Scarborough Centre Study. Phase 4 will focus on identifying the Preferred Development Concept based on the outcomes of analysis, testing and consultation undertaken in previous phases.

The Preferred Development Concept will:

- Advance and support Official Plan goals and objectives;
- Meet the Guiding Principles established in Phase 2;
- Provide for an appropriate mix of built form and provide appropriate transition to adjacent Neighbourhoods, Parks and Open Space Areas and Employment Areas;
- Demonstrate and address complete communities, including how diverse housing opportunities and community facilities are achieved;
- Accommodate development levels to support transportation and infrastructure investment in the area;
- Improve connections within the Study Area and integration with the surrounding community;
- Improve opportunities for, and access to open space areas and parks within the Study Area and in the surrounding area;
- Provide deep decarbonization goals for new and existing buildings in line with City emission reduction targets. To include District Energy System alternatives as low-carbon energy solutions;
- Identify considerations for integration of green infrastructure;
- Consider passive solar design as a priority energy conservation measure with rooftop solar access for on-site renewable energy;
- Build on the unique history and identity of Scarborough Centre and its cultural heritage resources to support and enhance a sense of place;
- Provide specific recommendations with respect to the provision of community services and facilities; and
- Incorporate urban design principles that reflect the importance of the public realm and which address land use and built form relationships.

1.0 PROJECT OVERVIEW

This chapter discusses the Study overview, Study Area, purpose, and timeline and phasing.

1.1 PROJECT OVERVIEW

Our Scarborough Centre (OurSC) is an integrated planning process to refine and update the Scarborough Centre Secondary Plan and develop a comprehensive planning framework specific to Scarborough Centre. The goal of the OurSC Study is to prepare a robust policy direction for Scarborough Centre guided by a vision to transform the area into a complete community. It will guide future growth and encourage city building that is resilient and sustainable, support positive change and placemaking over the coming decades, as well as support the development of Scarborough Centre as a vibrant urban node to serve working and resident populations.

The Study Area is bounded by Highway 401 in the north, Bellamy Road North in the east, Ellesmere Road in the south and west of Brimley Road in the west (Figure 1.1).

Phase 1 of the Study was completed in March 2019 by The Planning Partnership and developed a preliminary vision, planning principles and public realm plan. The City of Toronto has retained Gladki Planning Associates (GPA), in association with DTAH, Arup, The Municipal Infrastructure Group (TMIG) and RWDI for Phases 2-4 of the Study, to prepare a comprehensive planning framework, building on the

OurSC Study Area

Figure 1.1 Our Scarborough Centre Study Area (Source: Aerial imagery, Google Earth, 2020)

vision and preliminary public realm plan developed in Phase 1. The culmination of Phases 2-4 will be an updated Secondary Plan that will establish a vision and development principles for Scarborough Centre and include key policy directions on land use, density, built form, public realm, community services, transportation, energy, servicing infrastructure, employment, and cultural heritage (see Figure 1.2). In recognition of the challenges posed by climate change, the theme of sustainability and resilience is integrated throughout the Study and will be specifically addressed in the Secondary Plan policies.

Figure 1.2 Planning components informing the Our Scarborough Centre Study (Note: Planning studies do not determine the services and programs but provide insight into the facilities that may be required to serve future growth.)

STUDY PURPOSE

The Study purpose is to update the 2005 Secondary Plan to:

- strengthen the role of Scarborough Centre as one of Toronto's key Centres and destination points;
- foster a complete community and a mix of uses that serves residents, employees, and visitors within the area and beyond;
- encourage a built form and uses that take advantage of infrastructure investments, particularly the Scarborough Subway Extension (SSE);
- build on the unique identity of Scarborough Centre and foster a sense of place through the identification and conservation of cultural heritage resources and a vibrant public realm supported by a network of parks, open spaces, and complete green streets;
- enable a true multi-modal transportation system with an emphasis on active transportation; and
- create a sustainable and resilient built environment.

Immediate Goals

- Build on existing work to develop a comprehensive planning framework for Scarborough Centre, including a refined and updated Scarborough Centre Secondary Plan and updated policies;
- build consensus among the public, stakeholders and other city builders on the direction of change for the area and promote their participation to achieve it; and
- provide direction on implementation and phasing of plan components and policies.

STUDY TIMELINE AND PHASING

The Our Scarborough Centre Study is estimated to be completed in the Summer of 2022 (see Figure 1.3). Phase 2 was completed in October 2021 and included background research and analysis of existing conditions; public consultation; an updated vision, guiding principles and character areas; a preliminary problem and opportunity statement; and preliminary development concepts for Scarborough Centre. Phase 3 of the project is focused on the design, analysis and testing of development concepts and consultation with the Technical Advisory Committee (TAC), Local Advisory Committee (LAC), Design Review Panel (DRP), community, and business owners and land owners.

This Development Concepts Report captures the work accomplished as part of Phase 3 and presented for public consultation. The preferred development concept and Secondary Plan development will be completed as part of Phase 4 and will be captured in the Final Report in Summer 2022. City staff will use the Final Report to share recommendations for updates to the Scarborough Centre Secondary Plan at the statutory public meeting at Scarborough Community Council and to prepare their Staff Report, which will be presented to City Council.

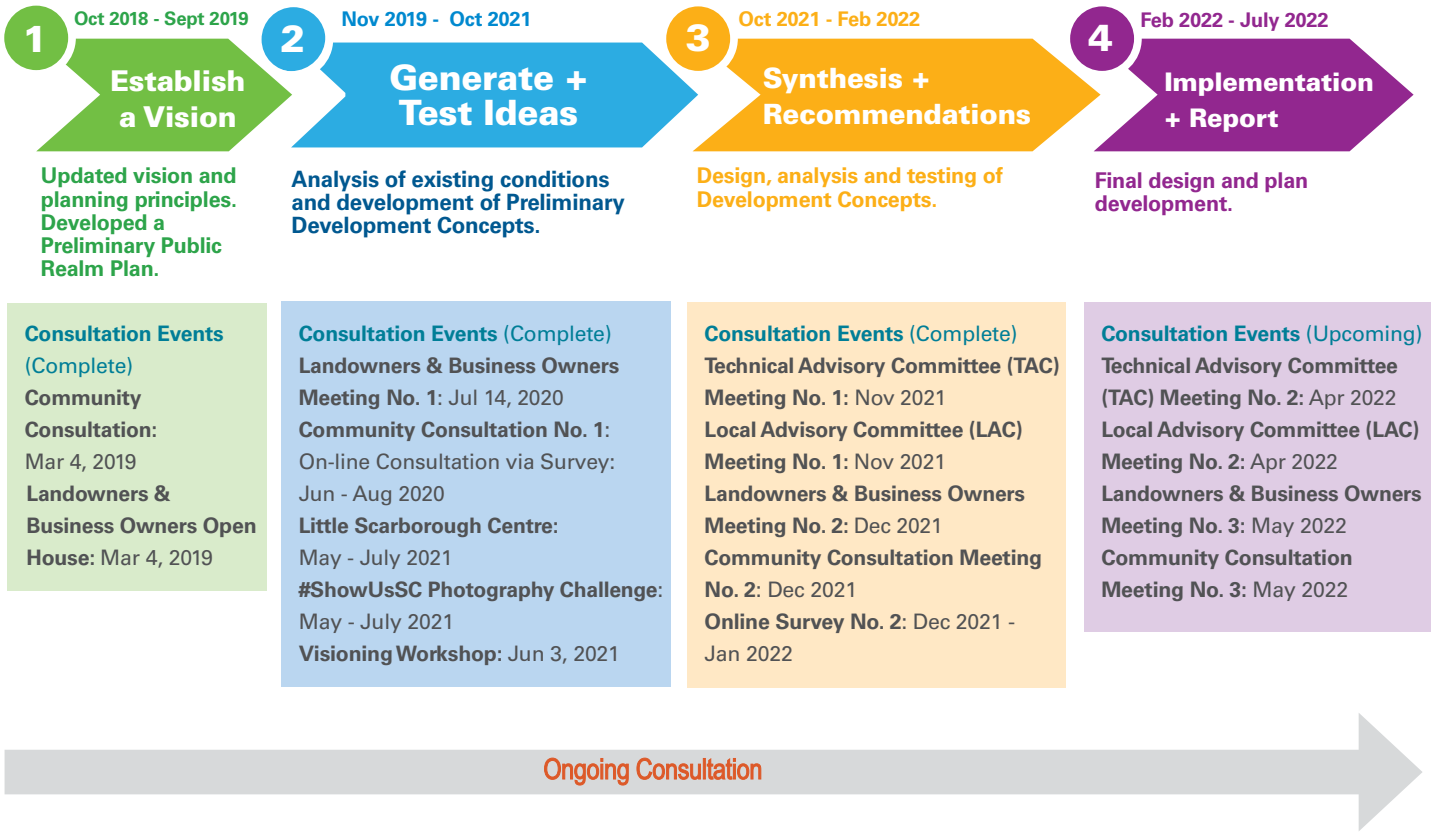


Figure 1.3 Study Phases and associated consultation activities

2.0 DEVELOPMENT CONCEPTS SUMMARY

This chapter captures the components of the development concepts studied during Phase 3, which include strategies for land use, building heights, density and parkland.

2.1 APPROACH AND EVALUATION CRITERIA

The development concepts studied and tested in Phase 3 build on the preliminary ideas and plan components explored during Phase 2 of the Study, which is captured in the OurSC Background Report. Phase 2 work included:

- refinements to the vision, guiding principles, public realm including a greening strategy, street network and character areas from Phase 1;
- development concepts focused on variations in the overall height strategy;
- built form and massing concepts at the block level;
- street cross-sections; and
- massing variations of buildings including separation distances, setback and step backs and their implications on the Centre's overall massing studied through an updated model of the Centre.

VISION STATEMENT

*"Scarborough Centre is the heart of Scarborough: an important **civic and economic hub** anchored by the Scarborough Civic Centre, Frank Faubert Wood Lot and the West and East branches of Highland Creek. It will evolve into a **transit-oriented community** focused on the new Scarborough Centre subway station, characterized by a mix of live-work-play uses supported by a **vibrant, safe and interconnected public realm**, a robust network of local parks, public open spaces, **diverse and affordable** housing options and accessible community services. **Sustainability, resiliency, inclusivity** and celebration of Scarborough Centre's unique Indigenous roots, **heritage and ethnocultural diversity** will be the cornerstones of all new initiatives in the area."*

PHASE 3 DEVELOPMENT CONCEPTS

Given that the vision, guiding principles, public realm, street network and character areas were refined during preceding phases of the Study, Phase 3 focuses on the exploration of concepts for three key components of the plan: Heights Strategy, Land Use Variations, and Density and Parkland Strategy.

Heights Strategy

Two overall height strategies were studied, building on the 'heat maps' from Phase 2 and going into greater detail, including specific height ranges. These strategies include:

- Single Main Peak or Transit Peak Strategy; and
- Multiple Peaks Strategy.

The height strategy was based on the modelled density of 539 people and jobs per hectare (PPJ/HA) from the Phase 2 model.

Land Use Variations

A study of land use includes varying the mix of residential population and jobs including different variations in the location of residential, employment and retail uses. Specifically, two types of priority areas were explored:

- Potential Office Priority Area; and
- Potential Retail Priority Areas.

Density and Parkland Strategy

To explore the density strategy, the parkland provision rate was studied for the different districts and the Centre overall. Other considerations explored whether density limits could be substituted by height limits and built form parameters. The massing, height and open space organization were explored at the block level. A shadow study was conducted in Phase 2 for existing and approved buildings to establish a baseline and considerations for a shadow strategy. As part of Phase 4, a shadow strategy will be developed to protect sunlight access in parks and open spaces.

Block Level Testing

Test sites were used to study the organization of heights, massing and open space at the block level representing varying locations and edge conditions in the Centre. The modeled density was roughly consistent across options. Five test sites were developed that represents varying location and edge conditions in the Centre:

1. Sites Adjacent to Parkland/Natural Features;
2. Sites at Corner of Main Street;
3. Sites Along Main Streets (Brimley, McCowan, Ellesmere);
4. Sites Adjacent to Main Streets and Public Park; and
5. Sites Adjacent to Highway 401.

Please refer to Appendix A on page 49 for illustrations and key features of each test site.

EVALUATION OF CONCEPTS

The preferred concept and Secondary Plan will support the Guiding Principles and related objectives identified in Phase 2 of the Study. Hence, the Guiding Principles and objectives form the basis for an evaluation framework to assess different components of the plan being explored. Since this phase is focused on a defined set of plan components, Table 2.1 shows the objectives that relate to those. The Guiding Principles and objectives that do not form part of the matrix will be directly addressed through policies in Phase 4.

Table 2.1 Evaluation criteria for development concepts

Guiding Principle(s)	Objectives to be Assessed*	Heights Strategy		
		Business as Usual	Transit Peak Strategy	Multiple Peaks Strategy
Create Distinct Neighbourhoods with a Varied Built Form	Does this strategy define neighbourhoods distinguished by a unique character?	*Medium*	*Low*	*High*
	Does this strategy concentrate the highest density near the transit hub, with additional high density distributed near major arterials?	*Medium*	*High*	*Low*
	Does this strategy provide gradual transition in heights to lower scale neighbourhoods?	*Low*	*High*	*Medium*
	Does this strategy develop a range of different building types?	*High*	*Low*	*Medium*
		Land Use + Density Strategy		
		Business as Usual	Office Priority Area	Retail Priority Area
Create a Complete Community with a Diverse Mix of Activities; Create Quality Parks and Open Spaces; Enrich Community Services and Facilities	Does this strategy create dense and well-connected neighbourhoods where homes, jobs, schools, parks and community services are located in close proximity and where an attractive public realm encourages walking and cycling?	*Low*	*Low*	*High*
	Does this strategy distribute land uses such that every resident has a park or green space within a 5-10 minute walking distance?	*Low*	*High*	*Low*
	Does this strategy locate buildings, parks and open spaces to ensure parks and open spaces are safe, visible and accessible?	*Low*	*High*	*Medium*
	Does this strategy provide for a distribution of community services and facilities that accommodate the needs of people throughout the Centre?	*Low*	*Low*	*Medium*
		Block Level Testing (Appendix A)		
		Sites Adjacent to Parkland/Natural Features	...	Sites Adjacent to Highway 401
Make Scarborough Centre a Vibrant and Exciting Place	Does this strategy activate existing and new parks and public open spaces by framing edges with active uses?	*Low*		*High*
	Does this strategy urbanize Scarborough Centre through framing street edges and promoting placemaking and design excellence?	*High*		*Low*
	Does this strategy design for appropriate scale and proportions of built form including limiting shadow impacts on streets, parks and open spaces?	*High*		*Medium*
	Does this strategy allow skyviews and promote pedestrian comfort in terms of scale and visual impact?	*Low*		*Medium*
	Does this strategy create a well-distributed and connected network of public spaces?	*Low*		*Medium*
	Does this strategy increase the permeablew area coverage?	*Low*		*Medium*
Create Great Streets with an Attractive Public Realm; Plan for Active Transportation and Improved Mobility and Connectivity, Build a Sustainable and Resilient Centre	To be addressed through policy or guidelines in Phase 4 report.			

* Marks as High, Medium and Low are shown as an example. To calculate the final score, values can be assigned (e.g., Low = 1, Medium = 2, High = 3).

2.2 HEIGHT STRATEGY

EXISTING HEIGHT CONTEXT

To date, development in Scarborough Centre has proceeded without a consistent approach to height. Tall buildings can be found near the current Scarborough Centre SRT station, but also in the far northeastern corner of Scarborough Centre, adjacent to Highway 401 (North District). Further approvals for tall buildings are present in the northwest (North and Brimley Districts) and the centre-east (McCowan District) (see Figure 2.7).

While the development of the Centre remains very much a work in progress, approximately 40% of it is fully built-out (or approved as such). Figures 2.1-2.2 illustrate this existing and emerging height context.

Acknowledging this, two strategies were developed for approaching height. Both of these incorporate the existing 'fixed' elements of Scarborough Centre that are considered unlikely to change in the coming decades. They fill in the remaining undeveloped sites with heights that reflect a more consistent and coherent structure.

TWO STRATEGIES FOR HEIGHT DISTRIBUTION

The two tested strategies include:

1. The '**Transit Peak**' strategy, in which height is intensively concentrated around the future Transit Station. Height outside of this area is largely suppressed, except where it already exists or has been approved. This approach reflects a desire to emphasize the Transit Station as the core of Scarborough Centre, and to keep as much of the area's future population and jobs within immediate adjacency of it.

2. The '**Multiple Peaks**' strategy, in which height is distributed more broadly around several parts of Scarborough Centre. This builds on the existing and emerging tall building areas in the Brimley District and along the edge of Highway 401 and is intended to produce a more varied character across the Study Area.

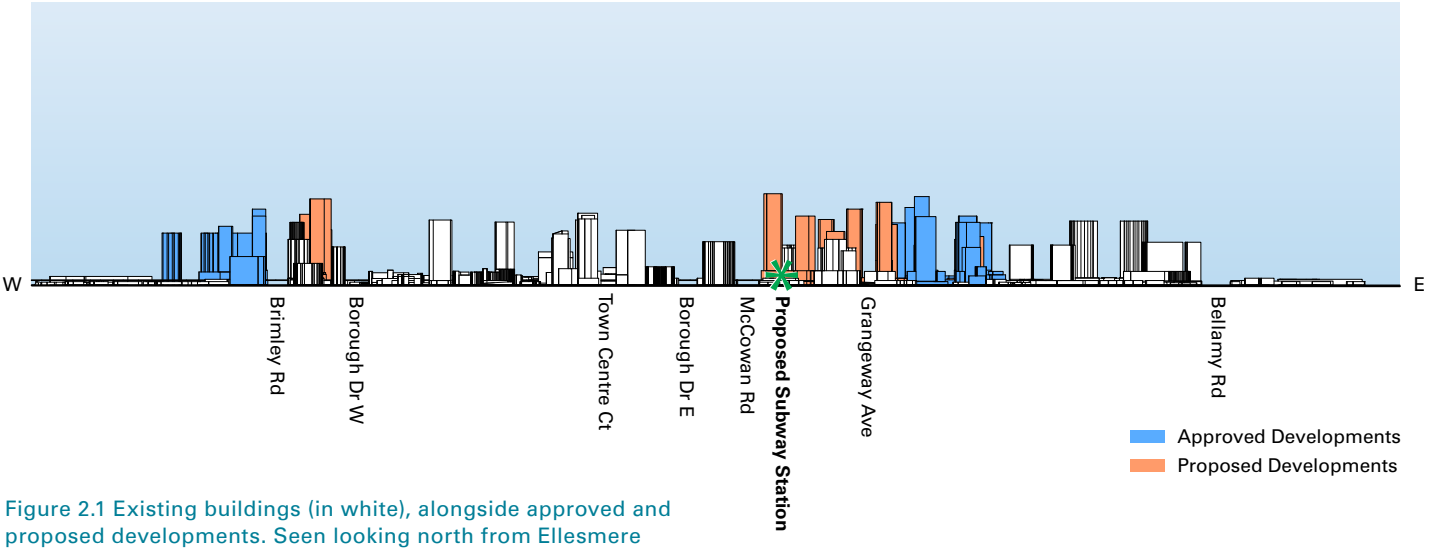


Figure 2.1 Existing buildings (in white), alongside approved and proposed developments. Seen looking north from Ellesmere Road. This elevation reveals how much of Scarborough Centre's skyline is already built, or set to be built in future.

Both height strategies step down toward the existing low-rise *Neighbourhoods* to the south. In Figure 2.3 on page 10, the two approaches are contrasted diagrammatically with an additional 'Business As Usual' scenario that would continue to allow tall buildings across the Study Area without regard to location.

The 'Multiple Peaks' approach, consistent with the three-dimensional demonstration model that was included the Background Report (see Figure 2.4), continues to be recommended. Input received from public and stakeholder consultation has also largely supported this approach.

Figures 2.5-2.6 on page 11 illustrate the two strategies in more detail, with specific height ranges assigned to each block. In Phase 4, considerations for refining the height strategy will respond to key open spaces including the green loop, which will support the shadow strategy and sustainability objectives through protecting critical open spaces based on height limits.

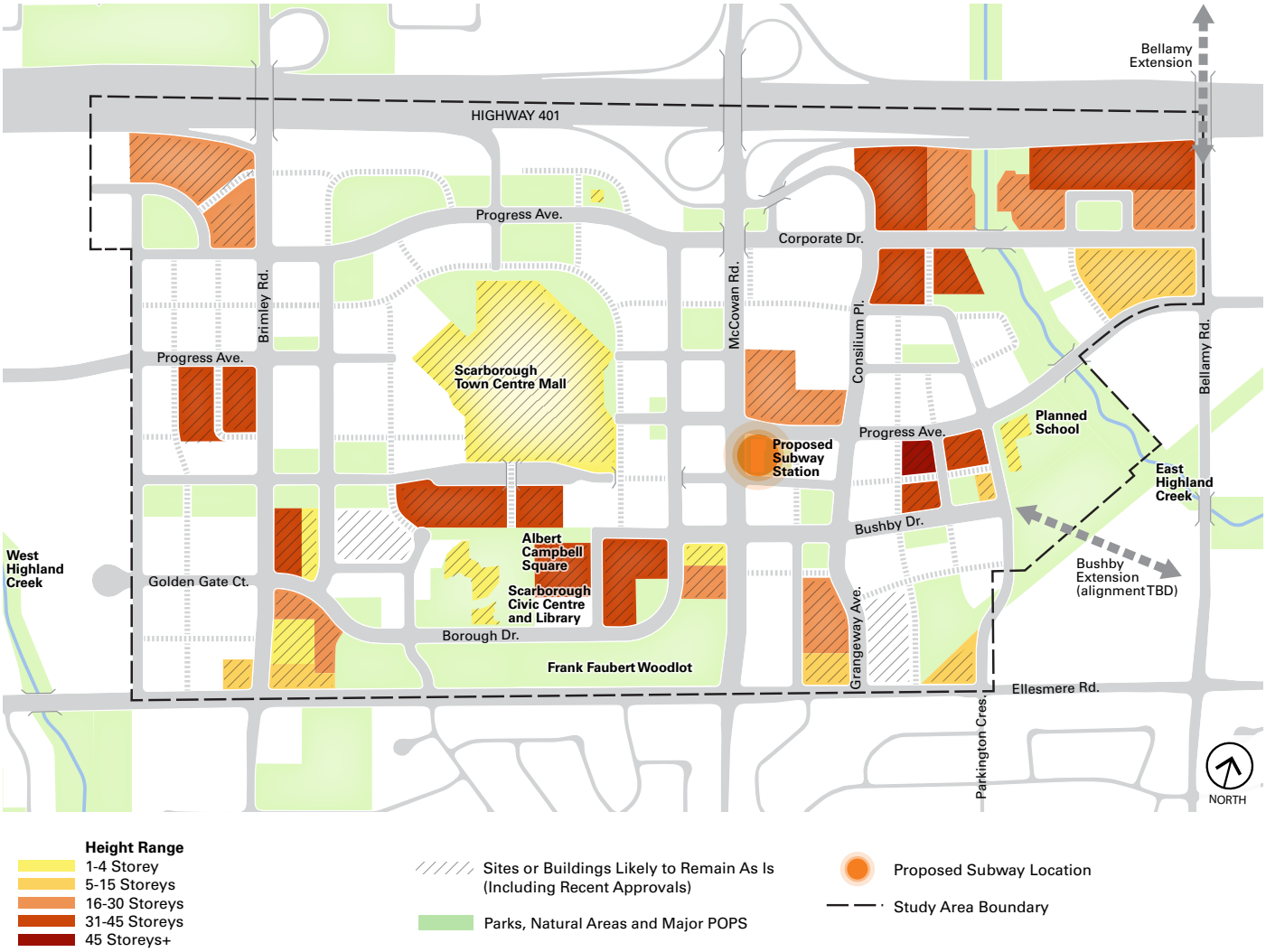


Figure 2.2 Heights of existing buildings likely to remain in place over the long run, as well as approved buildings. These sites can be considered 'fixed' with regards to height.

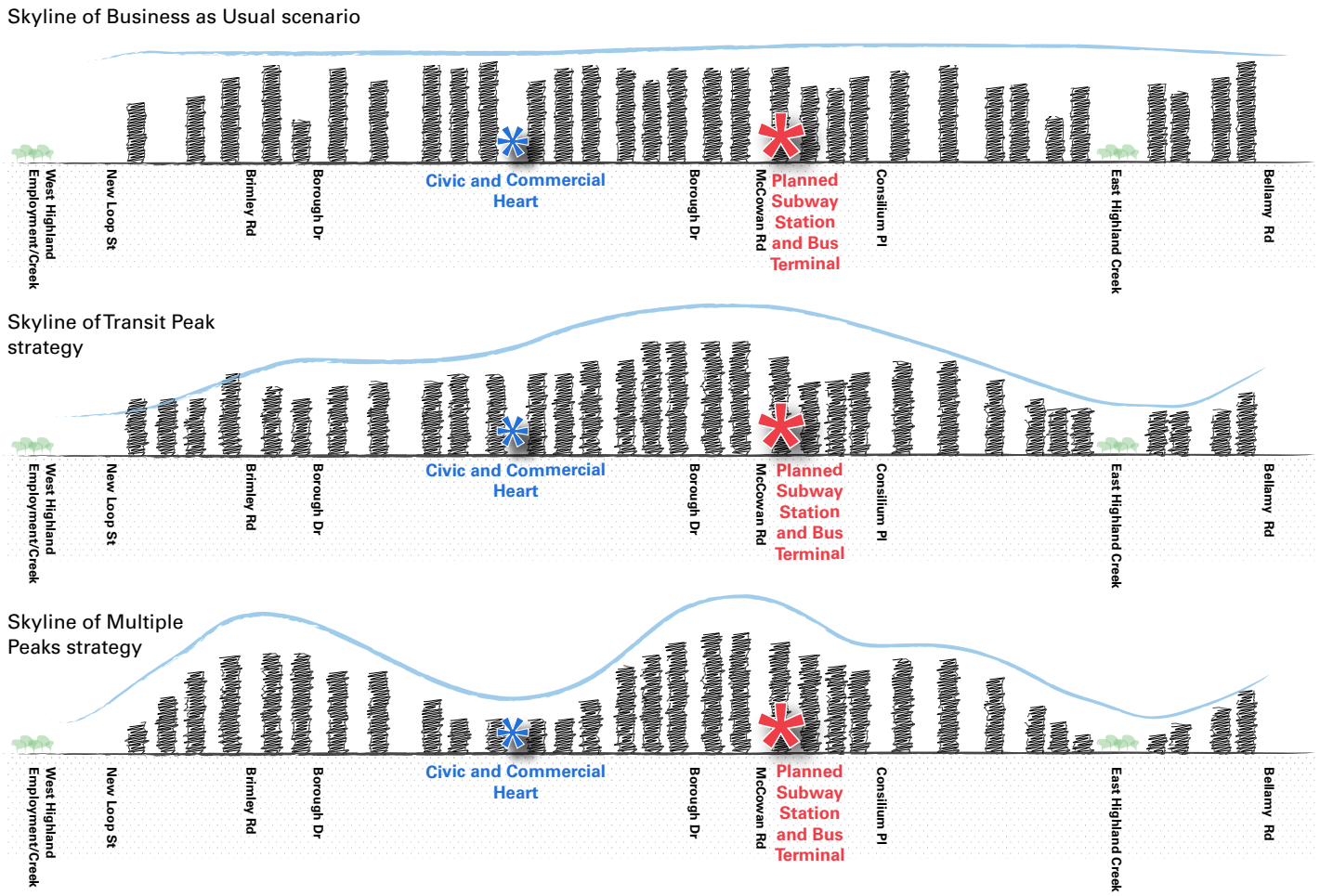
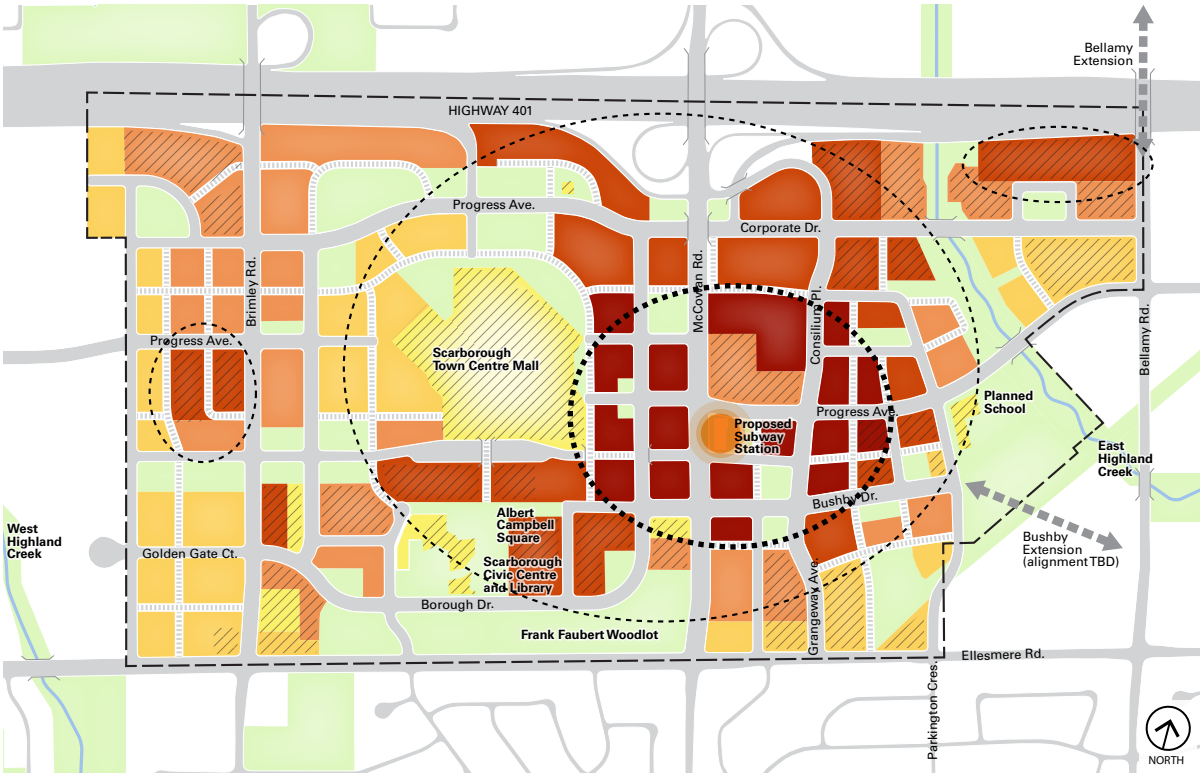


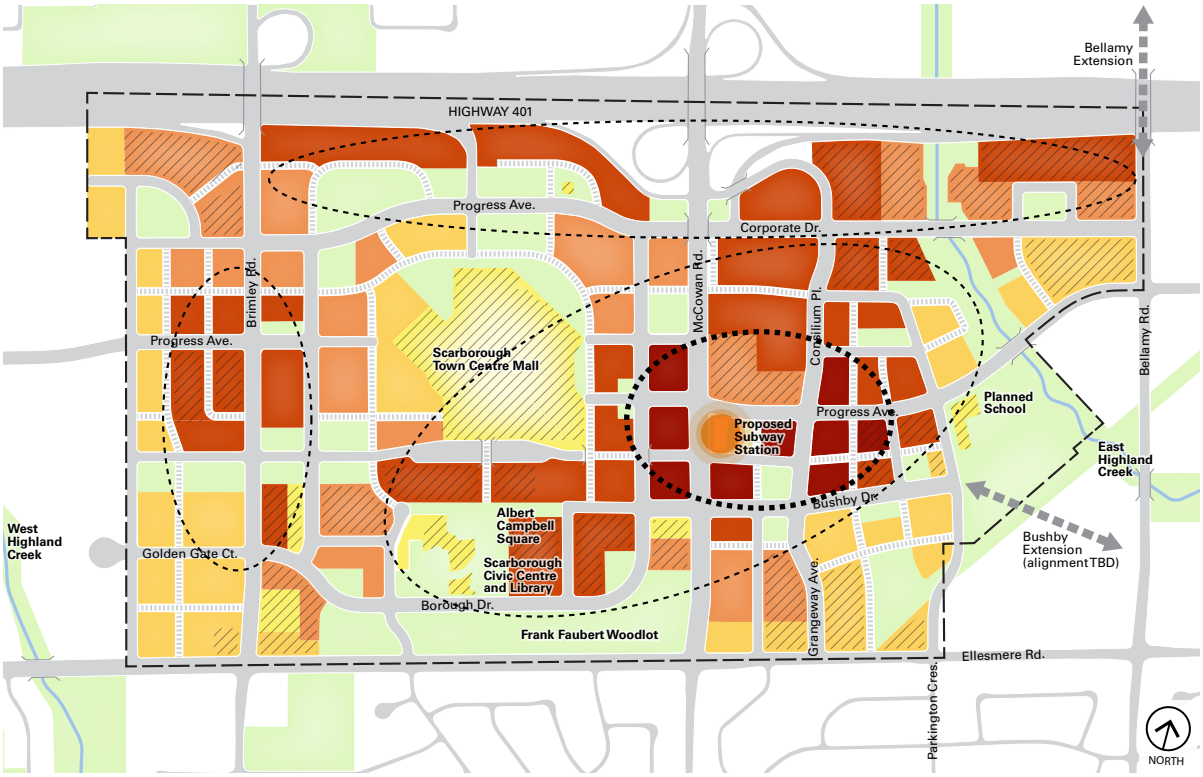
Figure 2.3 Three diagrammatic (not to scale) sections illustrating potential outcomes for Scarborough Centre. At top is a 'Business As Usual' scenario in which buildings of similar height appear across the Study Area without a coherent strategy. By contrast, the other two sections show a 'Transit Peak' strategy (centre) and a 'Multiple Peaks' strategy to height distribution (bottom).

Figure 2.4 A demonstration of the initial development concept as presented in the Phase 2 Background Report. The demonstration model represents one possible outcome for Scarborough Centre at full build out, reflecting the current recommendations from this Study, including the 'Multiple Peaks' height strategy. Refinements will occur as the Study moves toward a finalized set of recommendations.

Transit Peak Strategy



Multiple Peaks Strategy



Two alternate approaches to height, both reflecting existing and approved buildings likely to remain over the long term. At top (Figure 2.5) is the 'Transit Peak' strategy which focuses height intensively around the future subway location. Below (Figure 2.6) is the 'Multiple Peaks' strategy, which distributes height somewhat more broadly. The Multiple Peaks strategy is being advanced by this Study as the preferred approach.

Height Range
- 1-4 Storey
- 5-15 Storeys
- 16-30 Storeys
- 31-45 Storeys
- 45 Storeys+

Sites or Buildings Likely to Remain As Is (Including Recent Approvals)

Parks, Natural Areas and Major POPS

Proposed Subway Location

Study Area Boundary

2.3 LAND USE VARIATIONS

POTENTIAL LAND USE SCENARIO

All parts of Scarborough Centre (aside from *Parkland* and *Natural Areas*) are designated as *Mixed Use* in the Official Plan, meaning that a variety of uses can be developed there. This is not expected to change in the future. However, to understand the potential future mix of residents and population, a demonstration scenario was prepared (see Figure 2.7) that assigned distinct land uses to each building storey (including existing and approved buildings, and potential future ones). This was consistent with the three-dimensional demonstration model presented in the Phase 2 Background Report (Figure 2.4).

The result is a roughly 2:1 ratio of population to jobs, at the point of full build-out (65,000 residents to 32,000 jobs). While it should be acknowledged that this is only one possible outcome, and considerable variation is possible given the *Mixed Use* designation, it represents a plausible potential outcome.

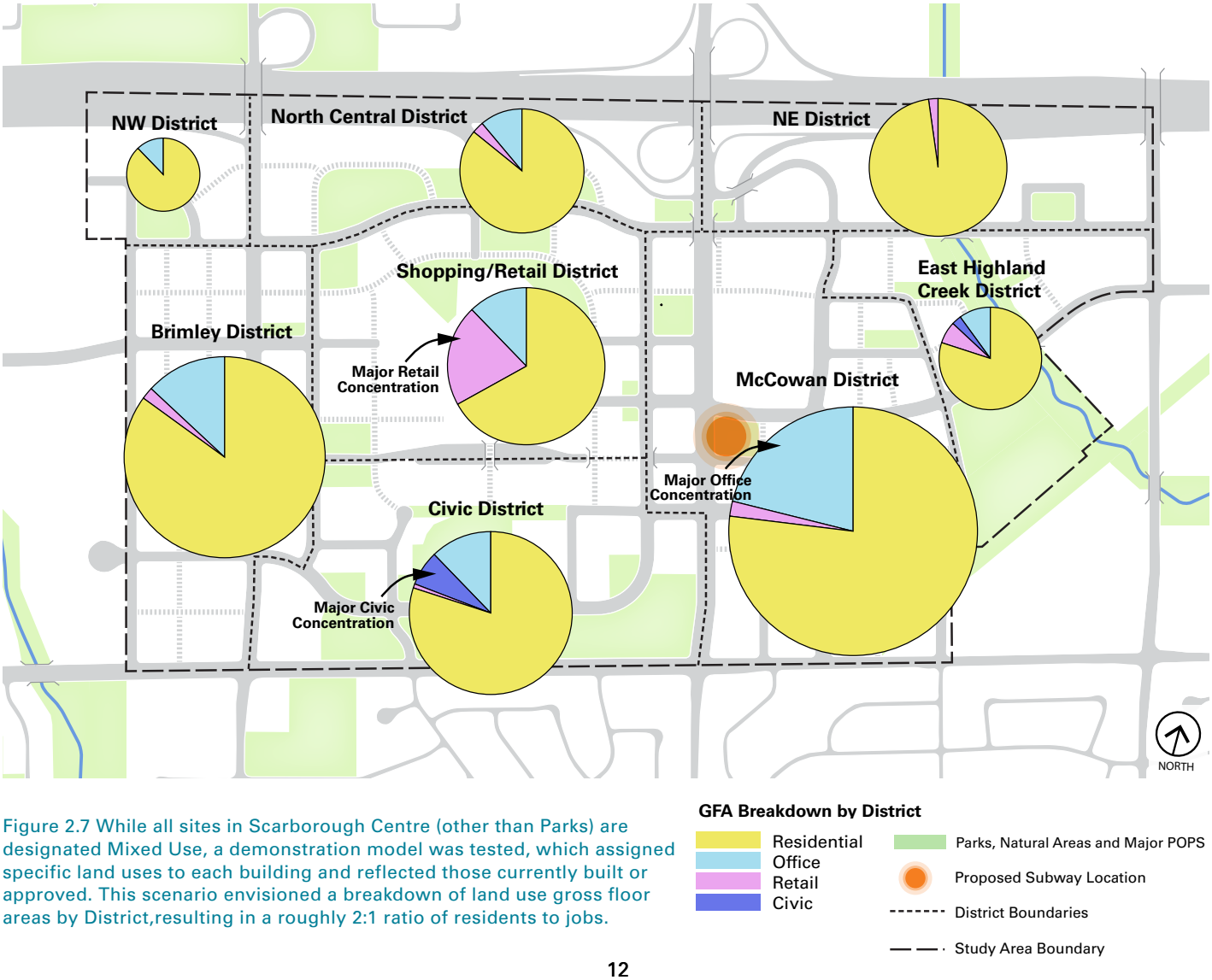


Figure 2.7 While all sites in Scarborough Centre (other than Parks) are designated Mixed Use, a demonstration model was tested, which assigned specific land uses to each building and reflected those currently built or approved. This scenario envisioned a breakdown of land use gross floor areas by District,resulting in a roughly 2:1 ratio of residents to jobs.

SPECIFIC PRIORITY AREAS

While the 2:1 ratio of population to jobs is likely an appropriate balance of uses, there is a risk that future development may swing further toward residential uses, turning Scarborough Centre into something closer to a dormitory neighborhood. This scenario has been seen across the GTA, where demand for residential development often trumps office or retail.

In addition, there is a risk that fully residential development will leave major streets lacking in animation at grade. While not all streets can be retail streets, it may be appropriate to need to strategically encourage or require active uses in certain locations.

To ensure that Scarborough Centre develops as a complete community, it is important that Scarborough Centre continue to offer a balanced mix of uses (see Figures 2.8 and 2.9).

These include:

- The opportunity for residents to work, shop and recreate close to home, where trips can be made quickly and conveniently by foot or on bicycle. This supports the Study's sustainability objective to create a walkable community where residents are not reliant on cars for their daily needs;
- An overwhelmingly residential Scarborough Centre would stress the transportation system with outgoing trips during the day, while a mix of residents and jobs would see both in and outgoing trips as well as internal trips within Scarborough Centre; and
- Scarborough Centre should continue to fulfil its originally intended function as 'Scarborough's downtown.' This includes a continued role as a focus for retail, jobs and government services.

Figure 2.8 Secondary Plan policies can encourage development of office spaces, support growth and employment opportunities, and help create a complete community.

Figure 2.9 Secondary Plan policies can identify streets on which retail and non-residential uses are located on the ground floors of developments.

Office Priority

To encourage office development, a potential 'office priority' area was examined within Scarborough Centre (see Figure 2.10). While continuing as a *Mixed Use* designation, office development here could be incentivized through policy.

It would be logical for an office priority area to be located close to the future subway station to facilitate in-bound commuters, thus supporting City-wide sustainability by reducing reliance on cars for work-related commutes. This would also allow it to incorporate several existing office complexes that are expected to remain, including the Federal Building, 55 Town Centre Court and the Kevric office towers.

The exact details and mechanisms of prioritizing office uses in this area are still to be determined and will be further explored in Phase 4 of the Study.

Retail Priority

The continuing presence of the Scarborough Town Centre Mall means that Scarborough Centre is likely to remain a destination for retail. However, as the

Figure 2.10 A potential 'office priority area' around the future subway station.

area transitions from an indoor-focused, auto-oriented landscape to a more complete community, there will be opportunities for traditional grade-related retail (see Figure 2.11). Providing grade-related and decentralized retail across the Centre further supports the objective of reducing reliance on cars that could happen when retail is concentrated.

These opportunities can be divided into two categories:

- Grade-related retail around the Scarborough Town Centre Mall as it urbanizes and its outlying parking lots are developed. This may occur both through new built form and by adding outward-looking facades to the existing mall building.

- Retail 'main streets' in other parts of Scarborough Centre, in which active uses at grade would be encouraged or required. Both portions of Progress Avenue (east and west of the Mall) and Grangeway Avenue / Consilium Place are being considered as potential future main streets. While retail will likely be challenging to achieve outside of the mall site, it will be important to the vitality and coherance of Scarborough Centre's outlying districts.

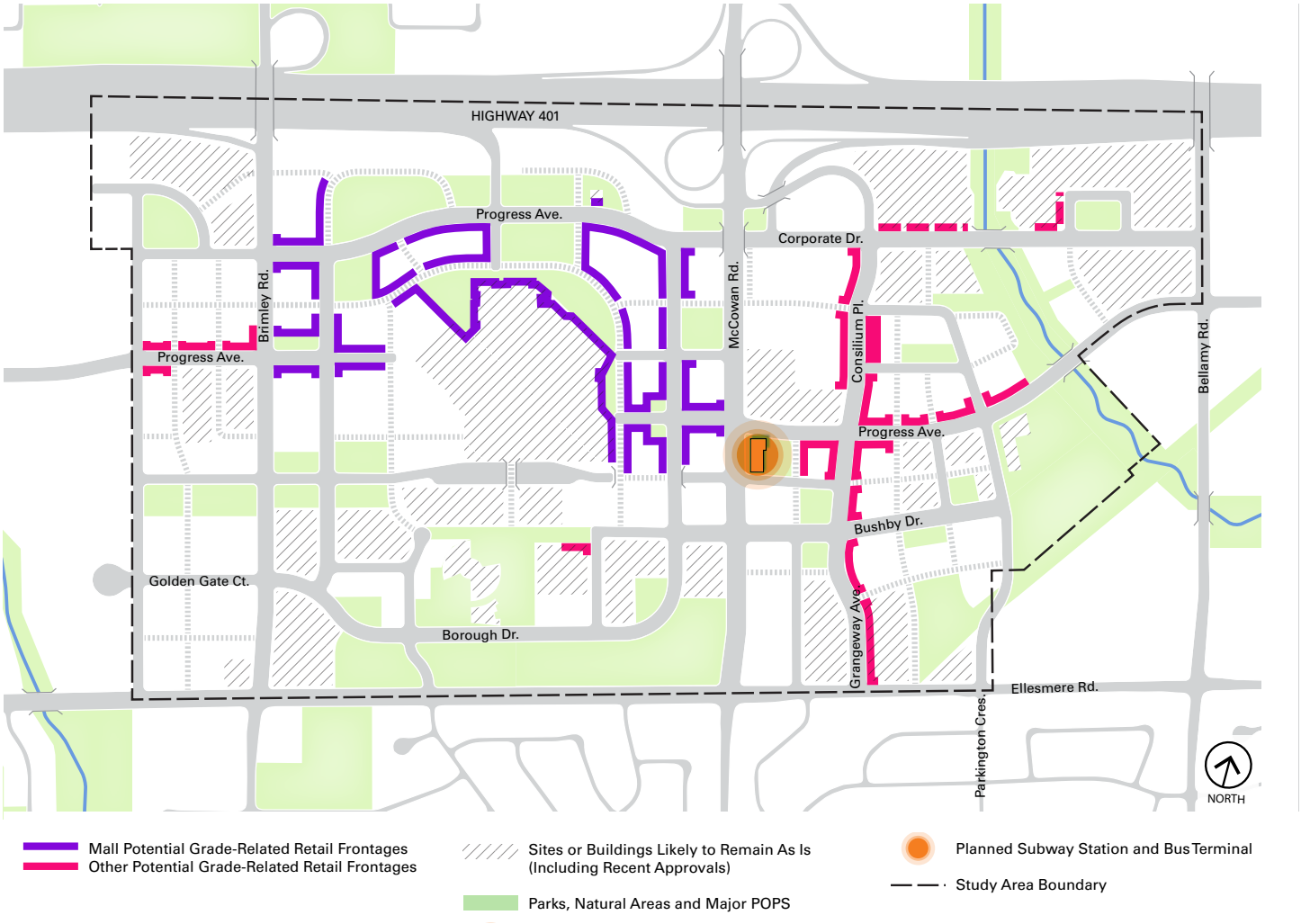


Figure 2.11 A potential 'retail priority area' or otherwise active frontage relating to both the Scarborough Town Centre Mall site and other new developments.

2.4 DENSITY AND PARKLAND STRATEGY

POPULATION AND PARKLAND RATE

The demonstration scenario outlined in Section 2.2 generated potential population and job numbers for Scarborough Centre at the time of full build-out. When calculated, this results in a total density of 539 PPJ/ha (people plus jobs per hectare), well above the 400 PPJ/ha minimum density target prescribed in the provincial Growth Plan for the Greater Golden Horseshoe.

The demonstration scenario includes 23.4 hectares of existing and proposed future parkland, in addition to 2.9 hectares of largely inaccessible natural areas (Frank Faubert Wood Lot was counted toward parkland) and 3.6 hectares of Privately-Owned Publicly Accessible Spaces (POPS). This Phase 2 parkland strategy was initially presented in the Background Report.

When viewed together, however, the projected population would place considerable stress on the existing and planned park network. While the City-wide *Official Plan* alternative parkland rate (also incorporated into the existing Scarborough Centre Secondary Plan) provides approximately 7.9 square metres of parkland per person, the current demonstration scenario is achieving only 3.6 square metres per person – less than half of what is achievable with the alternative rate.

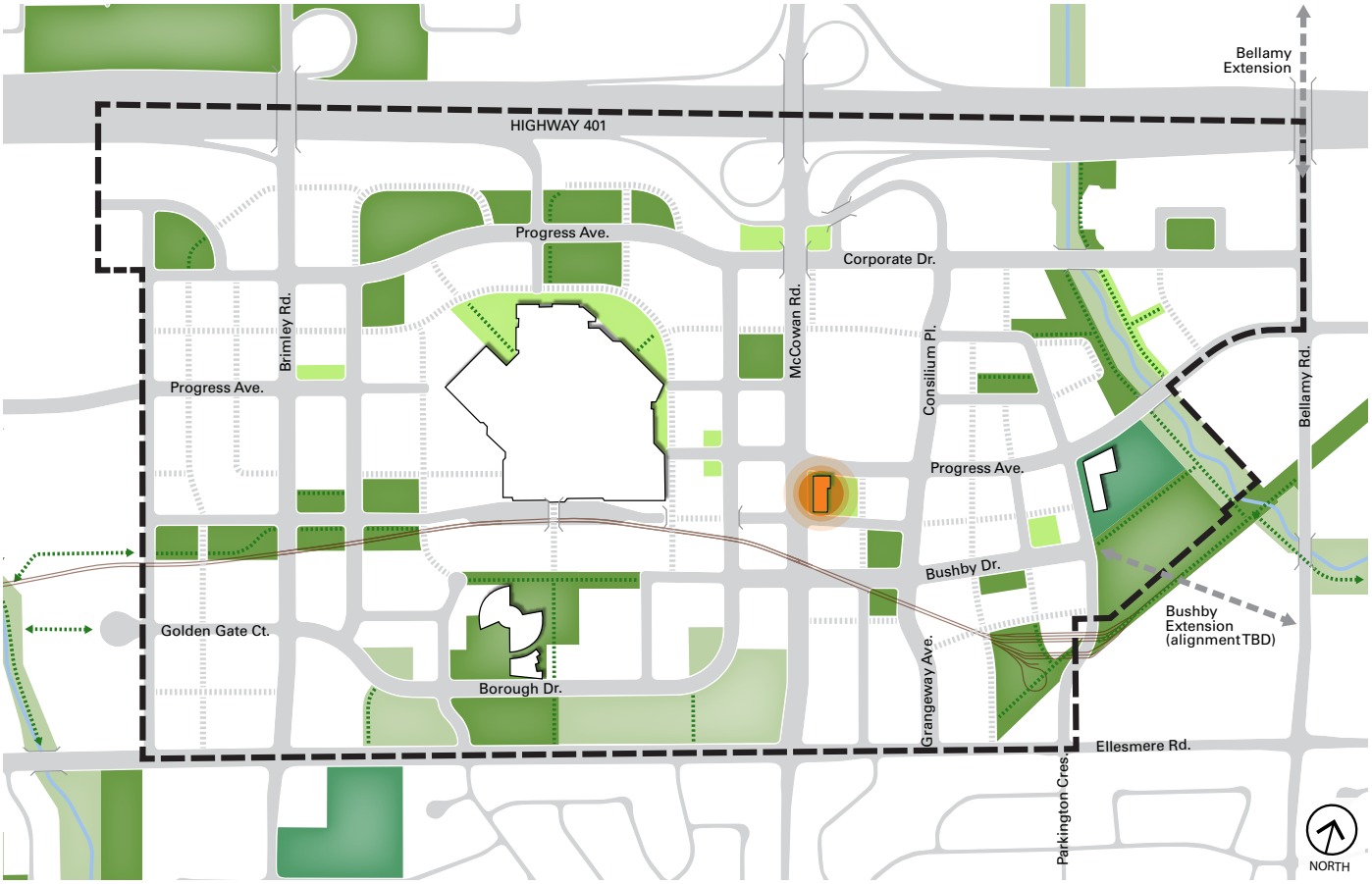
This considerable shortfall is in part the result of caps on parkland dedication, which are based on the percentage of a development site, as well as past developments that did not incorporate on-site parkland. (In accordance with provincial legislation, City staff will introduce a new alternative parkland dedication rate framework in mid-2022.) To make up the deficit with the Official Plan alternative rate, an additional 28 hectares of parkland (equivalent in area to approximately 3.6 Scarborough Town Centre Malls) would be required, a likely impossibility (Figure 2.13).

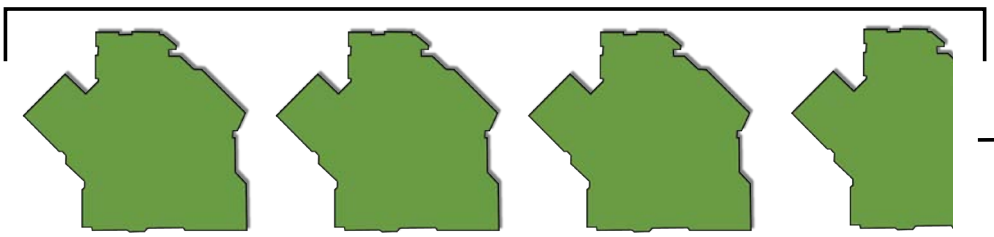
Looking at the districts of Scarborough Centre (Figure 2.14), the current demonstration scenario would see the East Highland Creek and Civic Districts best served by parkland. Both include substantial existing and approved parks. On the other hand, the northeastern portion of the North District, as well as the Brimley District, would be worst served.

The parkland shortfall will also impact environmental and sustainability objectives by reducing the amount of open space that helps retain and absorb stormwater and reducing opportunities for tree planting and supporting biodiversity. This will further impact the livability of the Centre by providing less cooling and respite opportunities, lower per person parkland availability, as well as increased risks of flooding due to reduced natural stormwater retention.

Figure 2.12 Parks provide the foundation for sustainable and healthy communities

Parks and Open Space Network





At the modeled density, the parkland shortfall in the Centre is equivalent in area to 3.6 Scarborough Town Centre Malls.

Open Space Types
Parks
Privately-Owned Public Spaces (POPS)
Schools
Natural Areas

Streets
Connections
Trails

Major Buildings

Planned Subway Station and Bus Terminal

Study Area Boundary

Scarborough Town Centre Mall footprint

Figure 2.13 Parks and open spaces within the current development concept. If the City-wide unit-based standard is applied, the parkland shortfall is equivalent in area to the size of 3.6 Scarborough Town Centre Malls, illustrated above.

Parkland by District

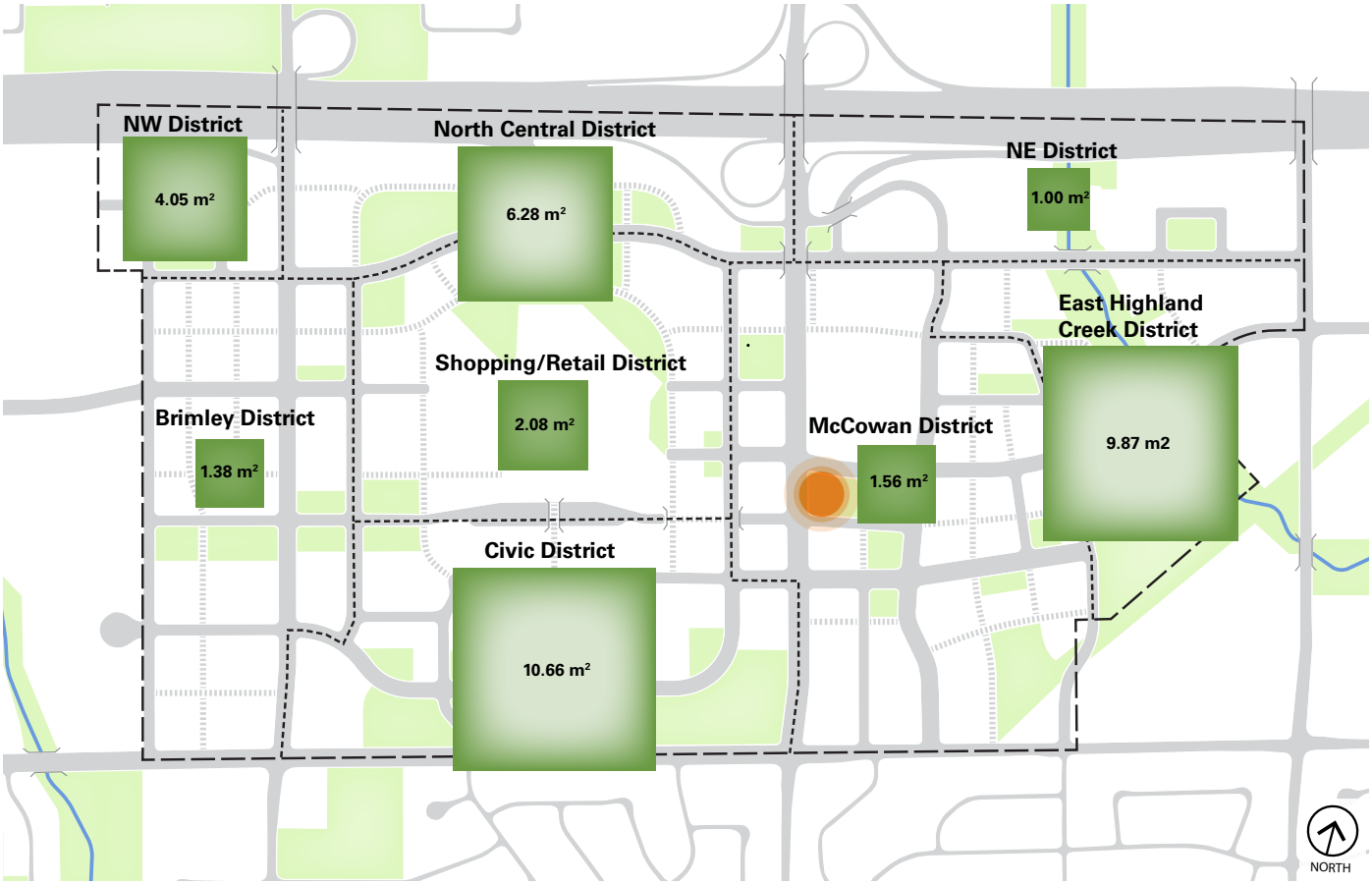


Figure 2.14 Square metres of parkland per projected resident, broken down by District. The East Highland Creek is best served with parks, while the northeastern portion of the North District is the most deficient.

POTENTIAL SOLUTIONS

The following potential solutions, whether taken individually or (more likely) in some combination could help to improve parkland provision and serve growth and will be explored further during Phase 4 of the OurSC Study:

- Reducing the planned population or pushing the land use mix further toward employment in order to reduce stress on parks;
- Adding additional parks within Scarborough Centre beyond the current strategy;
- Acquiring adjacent land outside of Scarborough Centre that can directly serve growth inside the Centre; and
- Exploring additional opportunities for on-site parkland dedication on potential development sites, including larger parks on large master-planned sites.

CONSIDERATIONS

- Bolstering, protecting and enhancing the ecological integrity of existing natural features within and around the Centre to build long-term resilience of the Study Area. These features include East and West Highland Creek and associated flood remediation areas, and Frank Faubert Woodlot; and
- Maximizing green infrastructure and tree planting opportunities in street rights-of-way and within the public realm, and in coordination with stormwater management planning.

Figures 2.15-2.16 Existing parks and open spaces in Scarborough Centre.

3.0 TRANSPORTATION, SERVICING, ENERGY AND HERITAGE ASSESSMENT

The street network, density and population and job ratio from the conceptual plan was used as a basis for preliminary transportation, servicing and energy assessments. The Cultural Heritage Resource Assessment is being conducted independently by the City's Heritage staff to inform context-sensitive built-form and place-based policies and guidelines.

3.1 TRANSPORTATION ASSESSMENT

The Scarborough Centre Transportation Master Plan (SCTMP) identified goals that support the intensification of Scarborough Centre through increased emphasis on active and sustainable modes of transportation. The work now underway as part of the OurSC Study to generate a new development rationale for the area,means that there is a need to assess the impacts on the SCTMP. This should be undertaken in light of the changes in the regional transportation context including the Scarborough Subway Extension and surrounding development and associated network improvements.

TRANSPORTATION NETWORK

The network improvements identified as part of the Council-approved SCTMP, Official Plan Amendment 409, and subsequent upgrades as part of this Study will help create a balanced multi-modal transportation network for people of all ages and abilities. They support the key pillars of encouraging active modes of transportation, supporting transit and innovative mobility solutions, reducing single-occupancy vehicle use and integrating land use and transportation.

A simplified street grid is proposed which will increase route options and provide a more walkable and cyclable network, supporting the transition from auto use to more sustainable modes. Complete Streets principles will be applied to ensure user safety and comfort through widened sidewalks, dedicated cycling facilities, parking and street tree planting. Moreover, 10 km/hr speed reductions are proposed on all roads to further improve pedestrian and cyclist safety. Figure 3.1 illustrates the proposed transportation network for Scarborough Centre.

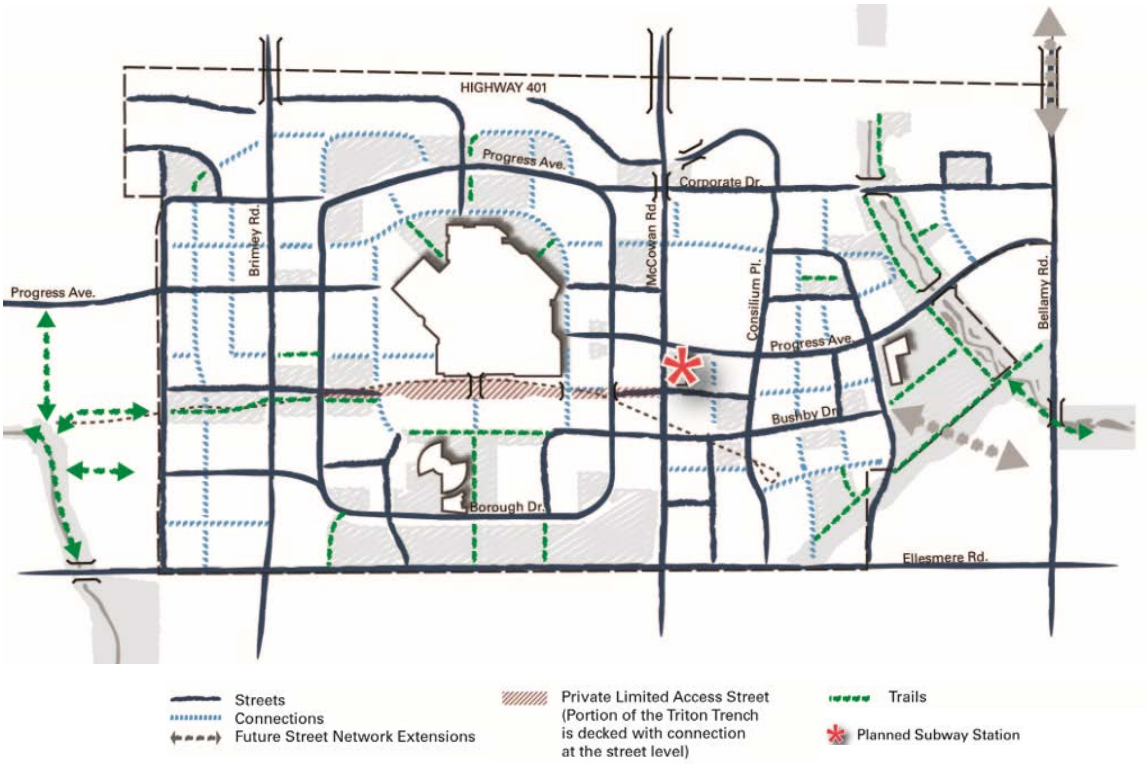


Figure 3.1 Network of public and private streets supported by connections through sites. Connections will occur as part of redevelopment and may or may not include vehicle access.

Additionally, key transit network improvements will enhance local and regional connectivity to Scarborough Centre. These include higher order transit improvements (Scarborough Subway Extension), regional transit connections (Durham-Scarborough Bus Rapid Transit), and local surface transit service enhancements.

TRANSPORTATION ANALYSIS

A high-level transportation analysis will be undertaken to assess the level of impact the proposed development framework would have on the planned transportation network identified in the SCTMP and resulting Official Plan Amendment 409 as well as subsequent upgrades agreed upon with the City.

The following sections present the proposed steps to conduct the transportation analysis for this Study. This approach is currently being discussed and refined with the City team.

REVIEW PROPOSED DEVELOPMENT CONCEPT

The first step of this analysis is undertaking a review of the proposed development concept in terms of population and employment to understand the percentage increase from the development assumptions used in the SCTMP.

Table 3.1 Comparison of population and employment numbers

Scenario	Population	Employment
Existing	14,520	16,400
Scarborough Centre Transportation Master Plan	40,000	23,000
Proposed Concept	64,799	32,048

Based on the concept developed as part of Phase 3, the changes are mainly focused on land use and intensities with limited changes to the planned street network. Given the proposed land uses, there is a 62% and 39% increase in population and employment compared to SCTMP assumptions, respectively, as presented in Table 3.1. This is expected to reflect a significant increase in travel demand in the area.

TESTING OF SCENARIOS

Following the review of the preferred development concept, the next step will be to identify and agree on scenarios to be tested.

The City of Toronto uses a well-recognized computer model (EMME/2) for predicting future travel demand patterns. The model explicitly represents travel by auto, transit and "other" modes. The model is calibrated using data from the Transportation Tomorrow Survey (TTS).

A number of scenarios will be tested using the EMME model. The outcomes of these scenario runs will be used to:

- Assess the impact of development (and any subsequent network improvements) on the SCTMP outcomes; and
- Determine if any of the SCTMP network improvements will need to be implemented at earlier phases for the network to accommodate the proposed development.

The scenarios that are proposed to be tested as part of this analysis are:

- **Scenario 1**: The latest EMME model that includes all SCTMP network improvements. This is the base case that will be used for comparison.

- **Scenario 2:** Using SCTMP network as the base and including any additional road network and transit improvements (after SCTMP approval). These changes will be confirmed with the City.

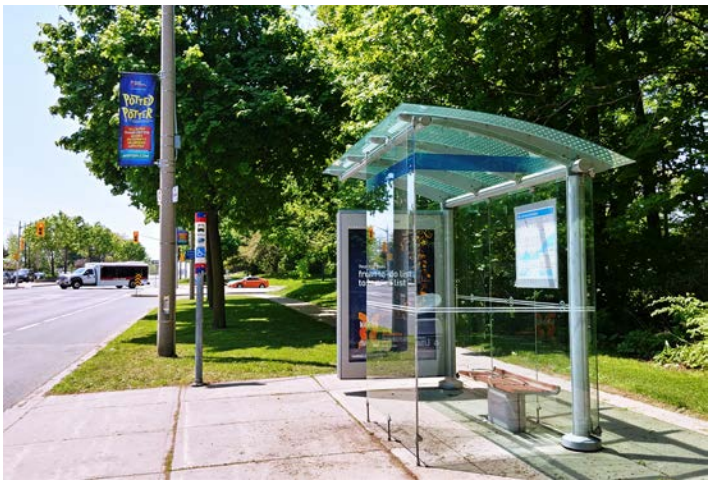
- **Scenario 3**: Testing the network without the long-term network improvements in the SCTMP (Bellamy Road (3-A) and Bushby Road extension (3-B).

These scenarios are currently being discussed and refined in coordination with the City. Upon agreeing to the detailed scenarios to be tested, the project team will be coordinating with the city modeling team to conduct the scenario runs and extract outputs.

The key outputs that will be requested for this analysis are traffic volumes at key screen lines and volume to capacity (V/C) ratio maps.

ANALYSIS AND RECOMMENDATIONS

The scenario outputs will be assessed to highlight the impact of the proposed development on transportation network performance and identify the implications for timing of network development. This will inform preliminary recommendations at this stage. Additionally, some areas may be identified for further study.



Figures 3.2-3.4 As part of this Study, a high-level transportation analysis will be undertaken to assess the impacts of the proposed development concept on the Scarborough Centre Transportation Master Plan (SCTMP) that was completed in 2018.

3.2 MASTER SERVICING ASSESSMENT

A Future Conditions Assessment was undertaken for stormwater servicing, fire flow and wastewater servicing for the Study Area. Key findings are noted below.

POST-DEVELOPMENT STORMWATER SERVICING

TMIG conducted an analysis of the storm sewer pipe network using a Rational Method approach, in conformance with the City of Toronto guidelines. This assessment concluded that approximately 20% of the storm sewers in the Study Area currently do not meet the City's design criteria of free-flow conditions during a 2-year design storm event (see Figure 3.5).

The City flooding records were reviewed and – despite the sewers not meeting the standard – no reporting was identified to suggest any issues with the capacity of the existing storm sewer network. Through the redevelopment of the Study Area there will be opportunities to selectively upgrade sections of storm sewer as required. Deficient sections of storm sewer will be identified, noting the following:

- There exists the opportunity to integrate green infrastructure within the stormwater management of the site;
- Some streets are being re-aligned; storm sewers along those stretches should be considered at that time; and

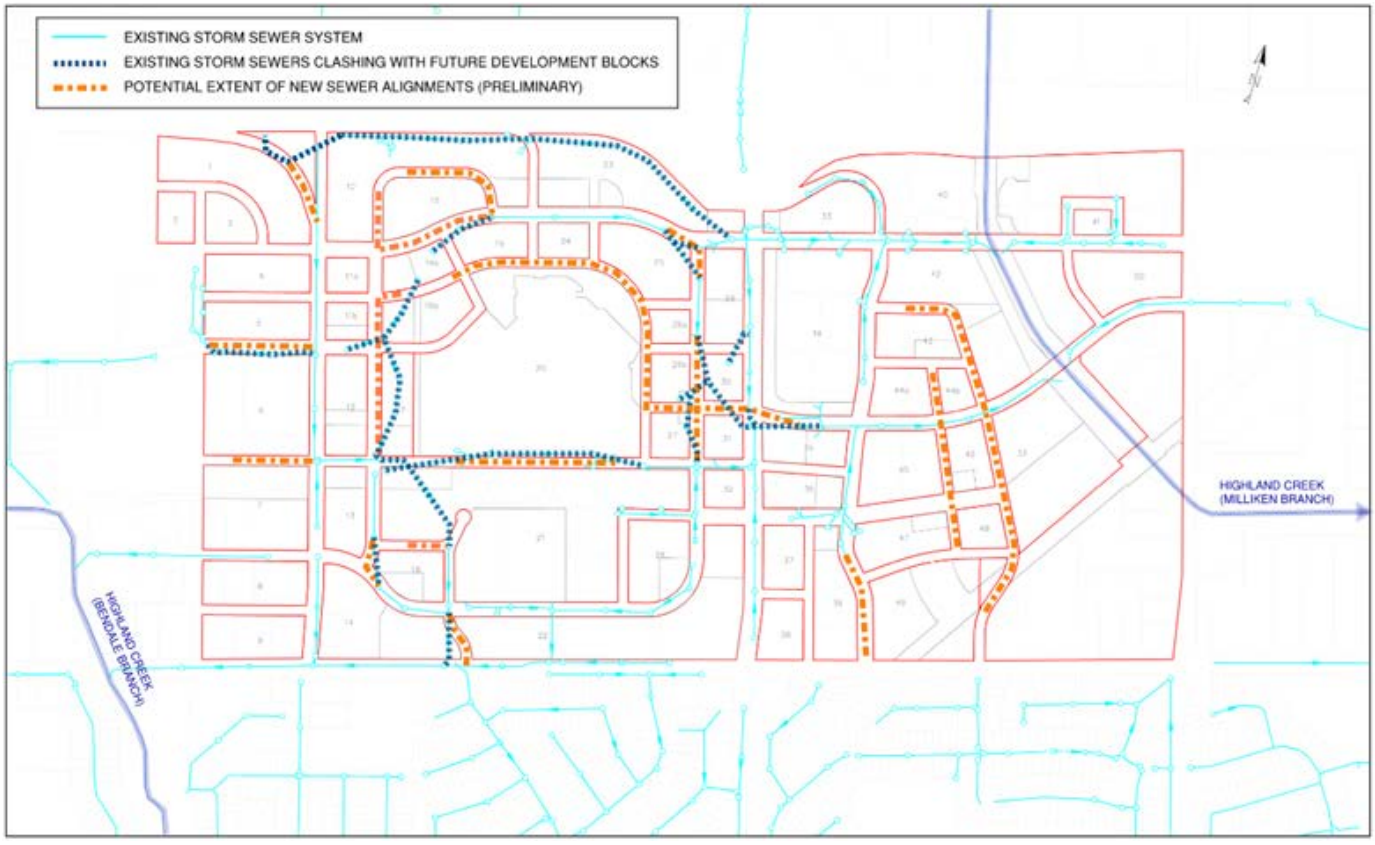


Figure 3.5 Analysis of storm sewer pipe network in the Study Area

- Most of the Study Area is impervious at this time, and much of the impervious area consists of parking lots, with an unknown degree of existing stormwater management measures. The post-development runoff conditions will likely be improved compared with the existing conditions through site controls. Low-Impact-Design (LID) measures could be considered in new public roadways to mitigate their impact on the storm sewer network, in accordance with the City's Green Streets Technical Guidelines.

Overland and "major system" flow is directed to the two branches of the Highland Creek system, located in the northeast and southwest of the Study Area. Stormwater runoff in excess of the storm sewer network capacity is directed to these creeks through the road network. These existing flow routes need to be respected through the reconfiguration of the streets-and-blocks network. As such, the existing grading of the Study Area should be respected, and the street grading should be designed such that low points (or "bowls") are not created (see Figure 3.6)

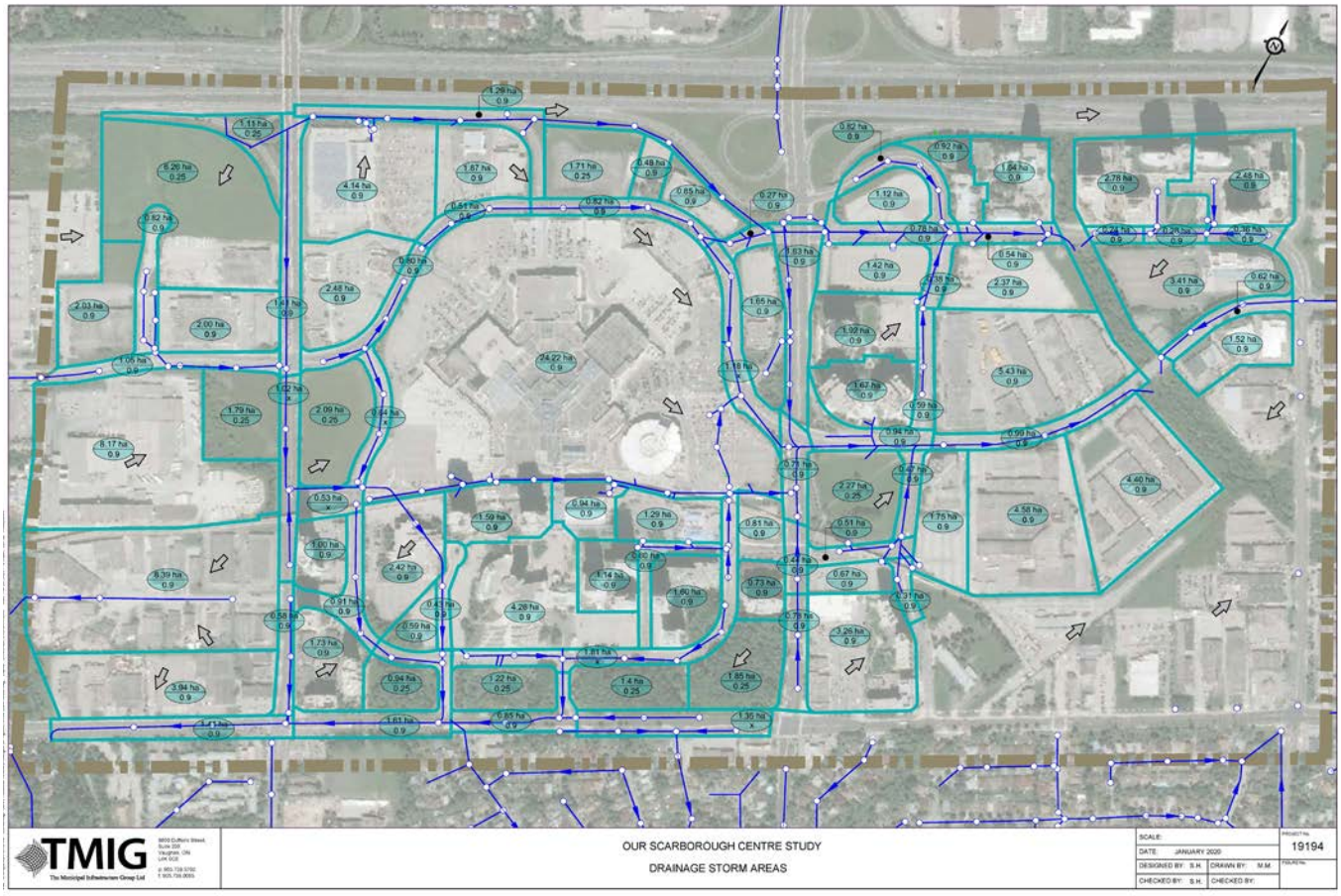


Figure 3.6 Drainage storm areas in the Study Area

POST-DEVELOPMENT WATER SERVICING

A local water system model of the Study Area and surrounding network was developed (see Figure 3.7). As there are existing "Metro Trunk" mains along Ellesmere Road, Midland Avenue, Sheppard Avenue, and Markham Road, these were selected as the model boundaries. The rationale for this is that the pressures within these transmission mains are generally well-established through the City's overall operation and network planning, and any modifications to the development densities within the Study Area will have a negligible impact on areas on the other sides of these trunks.

System pressure data provided by the City was reviewed for points within their existing trunks, and supplemented with two pressure loggers within the area. Five hydrant fire flow tests were also coordinated during the week in which the pressure loggers were in place. The pressure loggers – installed towards the east and west limits of the Study Area – confirmed the "base" pressures available to the Study Area during normal operating conditions. The fire test locations were selected to provide specific fire servicing data at key locations, but were also distributed throughout the Study Area with the objective of generating high velocities through specific sections of the watermain network. Water demands through the modelled area were simulated using water billing data records provided by the City (see Figure 3.8).

Through the fire hydrant test results, and the changes in the pressures at the logger locations, a "macro-calibration" of the pipe network was completed by adjusting pipe friction factors of the pipes where the

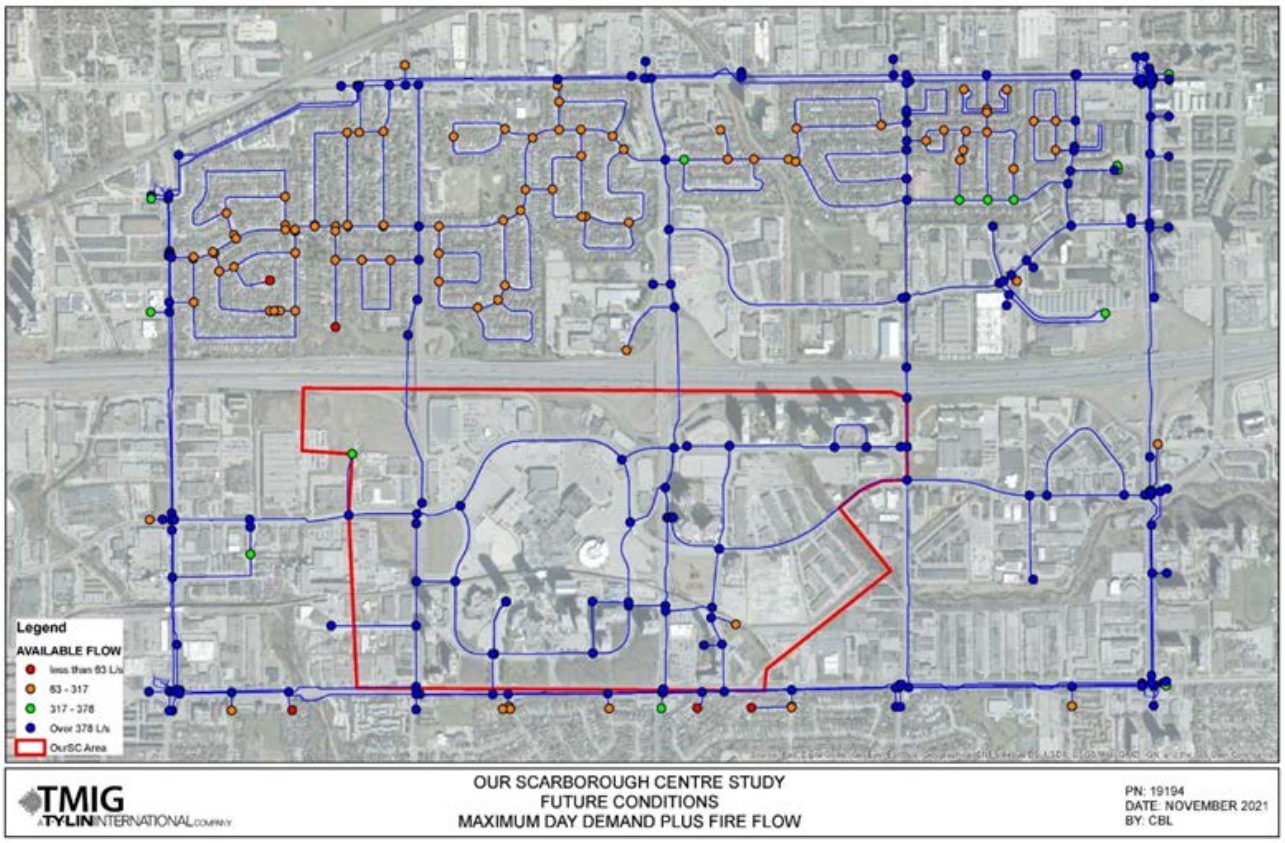


Figure 3.7 Local water system model of the Study Area and surrounding network

highest velocities occurred. The resulting model was able to simulate the hydrant fire flow test results to within 35 kPa (5 psi) at all test locations. The model also generally under-predicted the residual pressures, indicating that the resulting existing-conditions model is slightly conservative.

The proposed post-development massing densities prepared by the OurSC Study Team were added to the model. The existing demands were removed at the "internal" Study Area nodes (reflecting that the existing uses are being replaced), but preserved at the perimeter nodes (as it is difficult to assess specifically which demands will be replaced around the perimeter). Again, this results in a slightly conservative assessment of the overall servicing capacity. The City's 2021 Design Criteria for Sewers and Watermains were applied to the modelling analysis, which stipulates 2.1 persons per unit for high-density residential (apartments and condominiums), which is greater than the 1.6 ppu being considered in the land-use planning. This adds another degree of conservatism to the analysis.

It was noted that the lowest pressures occur in the northwest of the modelled area, in a residential area north of Highway 401. These lands are at slightly higher elevation than the balance of the modelled area. This area has the lowest available fire flows, but these fire flows are suitable for residential fire protection (as defined in the City's Design Criteria). There are two locations identified where the fire flow availability is slightly deficient, but these are at the end of cul-de-sacs, where there is uni-directional flow along the watermain servicing the ends of those streets. The fire flows available at the intersection of the cul-de-sac with the cross-street are above the desired level-of-service, so the fire flows are not critical at these locations. The inclusion of the increased demands through the

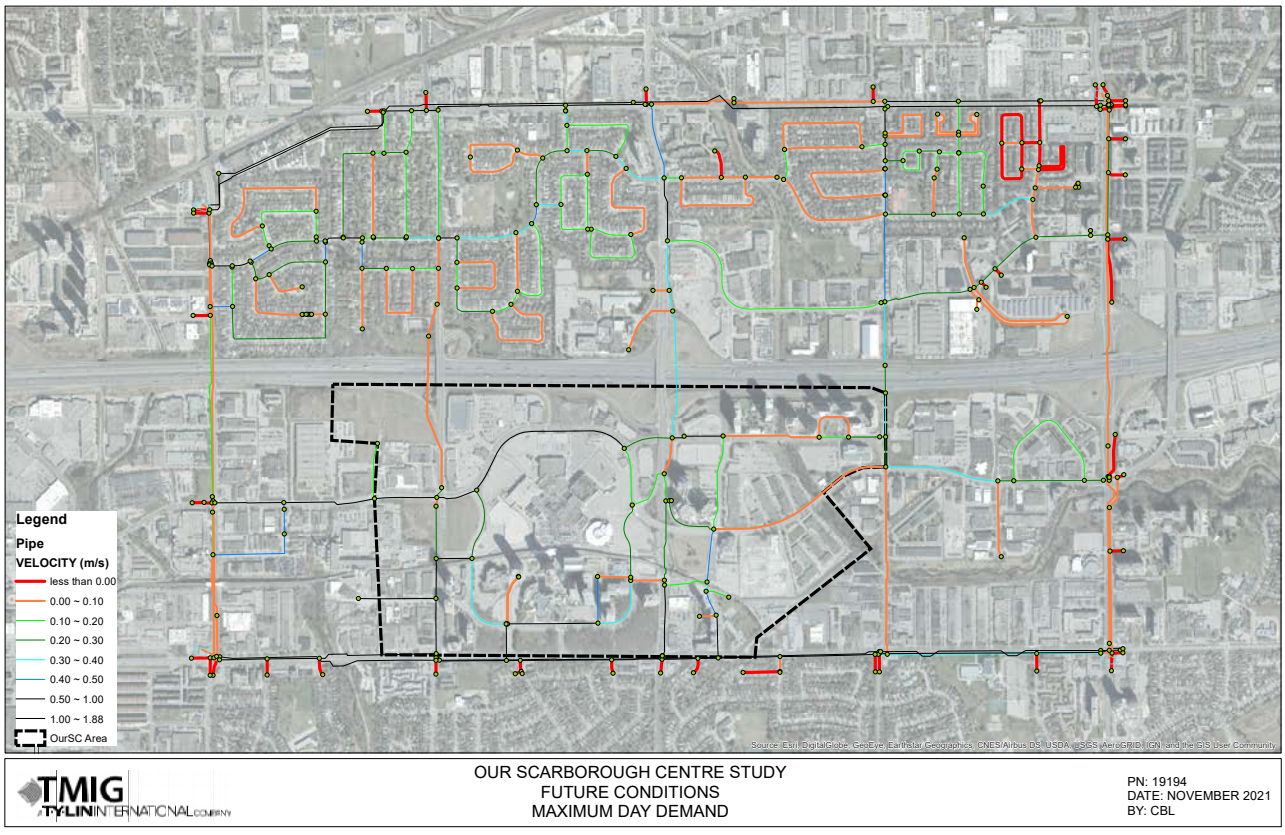


Figure 3.8 Simulation of maximum daily water demands through the Study Area

Study Area have no significant impact on the pressures throughout the modelled area. The post-development demands were added to the existing watermain network, with no additional watermains being added. In practice, however, it should be expected that new watermains would be added along new streets through the redevelopment of the Study Area. As such, the overall capacity of that local network will *increase*, which would further mitigate any risk of impacts outside of the Study Area.

Therefore, the existing water system is capable of supporting the proposed densities being considered through this Secondary Plan.

POST-DEVELOPMENT WASTEWATER SERVICING

The local sanitary sewer network model provided by the City of Toronto was reviewed. The model contained all of the sewer information, sanitary subcatchments pre-populated with average residential and employment flows, and an hourly demand pattern.

The proposed post-development massing densities prepared by the OurSC Study Team were added to the model. The existing wastewater flows were removed at the "internal" Study Area nodes (reflecting that the existing uses are being replaced), but preserved at the perimeter nodes (as it is difficult to assess specifically which demands will be replaced around the perimeter). Again, this results in a slightly conservative assessment of the overall design flows. The Design Criteria for Sewers and Watermains (City of Toronto, January 2021) were applied to the modelling analysis, which stipulates 2.1 persons per unit for high-density residential (apartments and condominiums), which is greater than the 1.6 ppu being considered in the land-use planning. This adds another degree of conservatism to the analysis. The existing sanitary sewer subcatchments also contained a value for "inflow and infiltration" (I/I), and this was preserved through the post-development scenarios. The redevelopment of the area provides the opportunity for a likely improvement to I/I rates over existing rates. The overall system capacity did not consider a potential reduction in design flows.

The proposed densities will add flow to the local sewers through the Study Area, and system improvements will be required to accommodate the contemplated development densities (see Figure 3.9).

The assessment of the post-development servicing solution considered the following principles:

- While modifying trunk sewershed boundaries is not allowed, there could be some opportunities to optimize the servicing in the area by considering minor modifications to local sewersheds on a case-by-case basis at the Site Plan Approval stage. The servicing strategy presented below minimizes the amount of sewer upgrades by redirecting some future development blocks to adjacent sewers where there is a potential advantage to the overall system. Depending on the timing/phasing of development applications/approvals, this degree of optimization may not ultimately be possible, and more extensive local upgrades might be triggered.
- Changing of the trunk sewer is not allowed for any redevelopment. The existing sewer sheds are to remain in future conditions.
- Where there are sewers within streets that are proposed to be re-aligned, these were viewed as an "opportunity" to service greater flows in the future, as these could be more easily upsized (and it would be more economical as the work would be coordinated with road reconstruction).

- There are trunk sewers along both branches of Highland Creek, but the south-central portion of the Study Area drains to the Trunk Sewer through the residential area to the South of Ellesmere Road. The sewer network modifications proposed in the post-development scenario were established such that the peak flow rates through that neighbourhood would not increase over the existing peak flow conditions.

The net result of the modelling exercise indicates that the contemplated development densities can be serviced, and the increased wastewater flows routed to the City's existing trunk sewers with no impact to the surrounding serviced areas. Sewer improvements will be required through the Study Area, and these should be coordinated with road improvement projects.

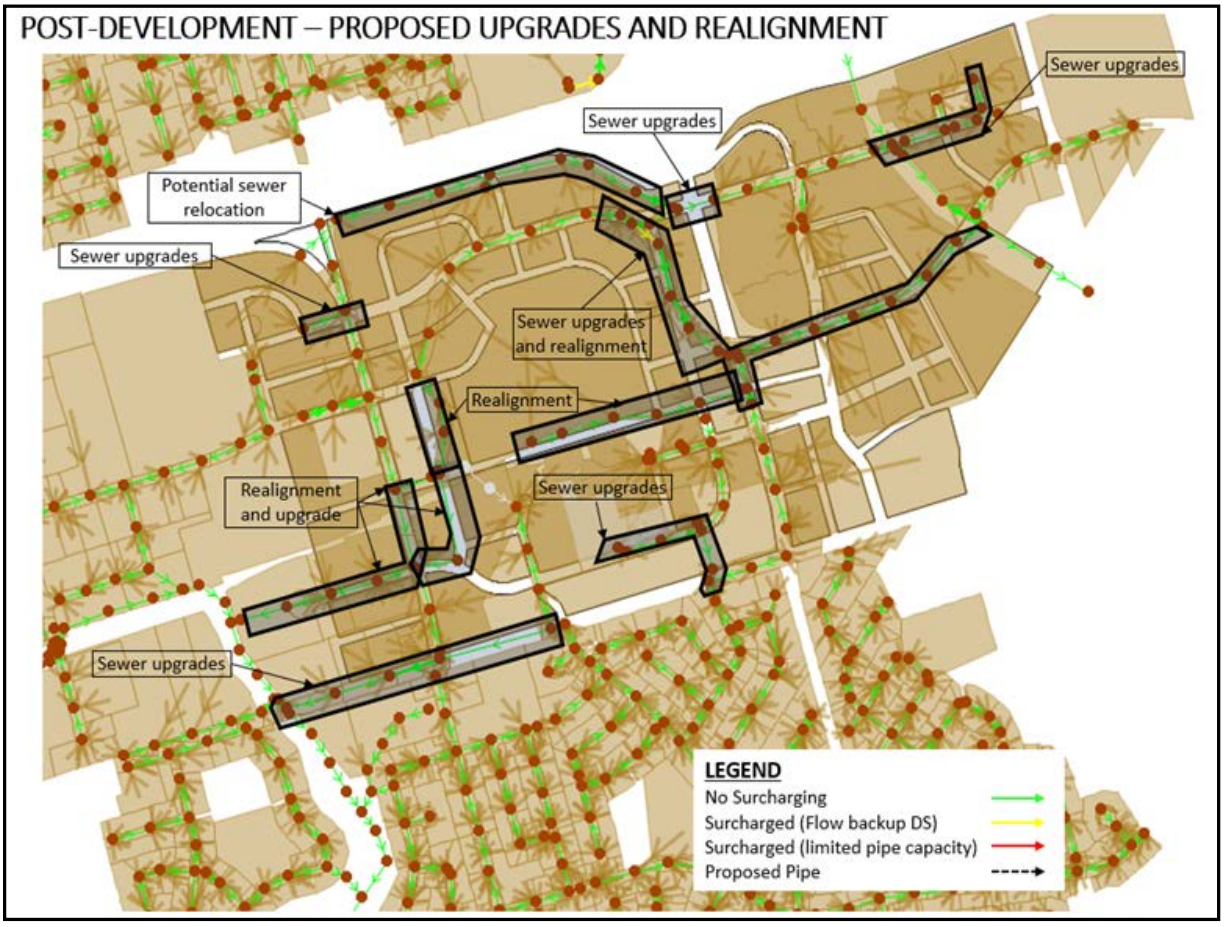


Figure 3.9 Analysis of proposed densities on wastewater upgrades and realignment (dry-weather, post-development condition)

3.3 COMMUNITY ENERGY ASSESSMENT

STRATEGY FOR NEAR NET-ZERO EMISSIONS

Our Scarborough Centre will support the City of Toronto's TransformTO climate change mitigation goals of net zero emission buildings for new construction (by 2030) and existing buildings (by 2040).

All new construction will meet the Tier 2 level of the Toronto Green Standard (TGS) V4 targets as of 2025 and the Tier 3 level as of 2028. For the existing building stock, the current energy consumption will need to receive deep retrofits to achieve near zero emission levels. Once near zero emissions is achieved via building performance, renewable energy and carbon credits/offsets can be employed to take the district all the way to zero emissions. A plan for all future phasing and all existing building retrofit emission targets is set out in this section.

Existing Buildings

The existing building stock in Scarborough Centre consists of 1.2M m² Gross Floor Area (GFA) and is expected to consume over 370 GWh per year of energy. To achieve near zero emissions, deep energy/carbon retrofits will be necessary. In order to estimate the potential of retrofits a series of archetype energy models were developed to represent the current building stock. For each of these typologies a low, mid, and high intensity package of energy conservation measures were tested. Low intensity retrofits include interior alterations only, mid include alterations to systems (mechanical), and high include full envelope retrofits (Figure 3.10). The estimated energy savings (over the existing performance) are summarized in Table 3.2. Deep retrofits, combining low, medium and high options, are expected to reduce energy consumption by up to 60%.

New Construction

For new construction, the TransformTO target is to be near zero emissions by 2028. The planned growth of Scarborough Centre is over 505k m² of approved GFA, 715k m² of proposed GFA, and 2.1M m² of potential GFA (see Figure 3.11). Using the archetype energy models, a near-zero emissions package of energy and carbon conservation measures were tested to show a pathway to achieve the highest tier of performance of

Table 3.2 Estimated retrofit energy savings over existing performance

	Percent Energy Savings Over Existing		
	Low Intensity (Interior)	Mid Intensity (Mechanical)	High Intensity (Envelope)
Residential	12%	17%	17%
Civic	6%	30%	20%
Retail	11%	22%	2%
Office	6%	30%	20%

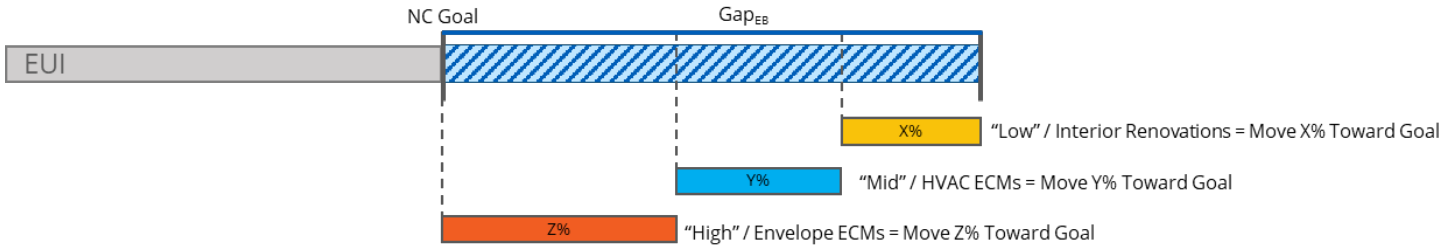


Figure 3.10 Energy Use Intensity (EUI) goal-setting for Low, Interior, and High Intensity Retrofits

TGS v4 (soon to be mandated for all new construction). The energy conservation measures considered include passive design measures (solar orientation, shading, envelope performance) as well as mechanical upgrades (ERV, DOAS, VRF).

For each of the development stages a combined TEUI, TEDI, and GHGI performance was calculated based on the expected typology mix (see Figure 3.12).

Embodied Carbon: Studies indicate that embodied emissions in construction materials can account for up to 80% of a large building's total emissions from cradle to grave. Accordingly, the climate change mitigation plan for Scarborough Centre emphasizes strict operational carbon emission limitations, the retention and adaptive reuse of existintg buildings, as well as reduced embodied carbon emissions in materials and construction. In line with proposed TGS v4 practices, all new construction in the Scarborough Centre will be required to track upfront embodied carbon in construction, with a 20% reduction target in materials emissions related to envelope and structure. It is the intent that tracking embodied carbon emissions will lead to informed decision-making practices for material and construction selection, with required emission savings ratcheting up over time towards an ultimate goal of net zero (fully offset) embodied carbon.

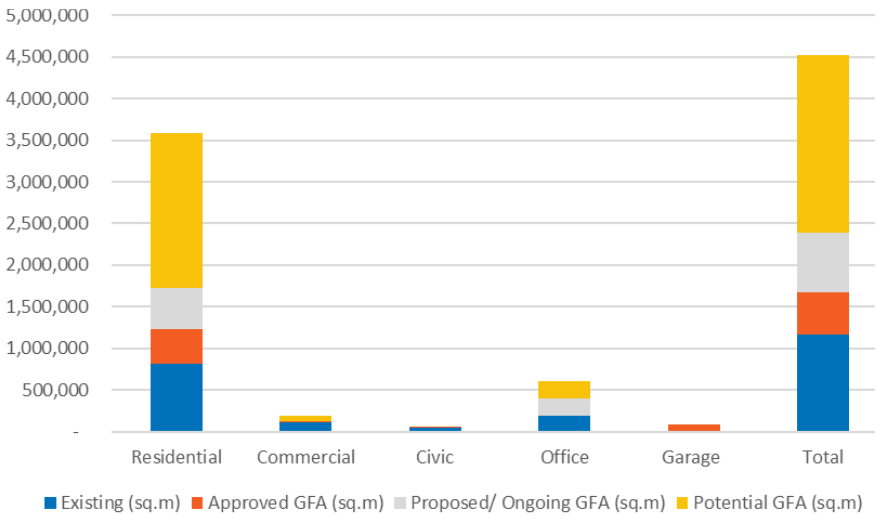


Figure 3.11 Scarborough Centre, Existing and All Future Projected GFA (m^2)

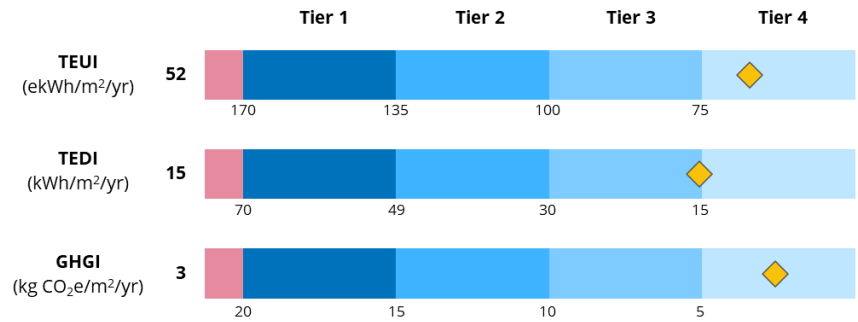


Figure 3.12 Performance based on expected typology mix

Conclusion

Through energy model projections, it is estimated that the existing buildings on site are consuming over 6 times more operational energy than a potential new construction build, with a heavy reliance on carbon intensive, thermal energy (natural gas).

Although they are operationally more carbon-intensive than new construction, the reuse and renovation of existing buildings will have a significant positive impact on the overall embodied carbon of the future building stock (by avoiding the emissions embedded in the equivalent new construction that would be required). As well, the target operational carbon footprint for existing buildings will be near zero emissions.

Deep energy retrofits have shown possible reductions up to 60% leading to an overall projected operational energy consumption of approximately 200 GWh/year by 2040 (full retrofit period). Assuming a similar electricity to gas reliance, the resulting GHG emissions would be approximately 22,400 tonnes of CO_2 equivalent emissions per year. For new construction the projected operational energy consumption by full build-out in 2050 would be 170 GWh/year, resulting in 16,900 tonnes of CO_2 equivalent emissions per year).

The many rooftops of Scarborough Centre provide an opportunity for photovoltaic electricity production. Over 120 acres of rooftop area could potentially produce over 85 GWh/yr of clean, renewable, on-site electricity. This would offset the energy consumption by nearly 25% by 2050. To achieve net zero emissions, additional carbon offsets will need to be realized through low-carbon district energy systems, additional on and off-site renewables, and/or a carbon offset program.

CLIMATE CHANGE RESILIENCY

The primary (but not only) climate change risks for Scarborough Centre have been identified as increased temperatures throughout the year resulting in increased number of Cooling Degree Days above 18°C, duration of heat waves (see Figure 3.10), and increased intensity of major rain events. The primary vulnerabilities that these risks present for Scarborough Centre are:

- Under-sized cooling systems leading to discomfort and health risks;
- Flooding as a result of undersized stormwater, drainage, and run-off systems failing during increased intensity precipitation events; and
- Lack of green space and tree canopy resulting in increased urban heat island effect and decreased pedestrian thermal comfort.

As a result, climate change adaptation is being incorporated into the earliest stages of infrastructure design, park and open space design and community planning. Key early adaptation measures include:

- Cooling loads met with passive design, district systems, future-sized cooling system selection, and community respite zones;
- Increased outdoor air filtration, air-tight envelope construction, operational procedures for poor air quality events;
- Permeable surfaces (landscape, green streets, and parking), rain retention features, back-flow prevention, and future-sized stormwater sizing (new and retrofits); and
- Increased green infrastructure strategies within streets, parks and open space, the public realm, building surfaces (such as green roofs) and integrated stormwater management will play a key role in the Centre's adaptation climate change through providing shade, evaporative cooling, and storm water retention benefits.

3.4 CULTURAL HERITAGE RESOURCE ASSESSMENT

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage resources may include buildings, structures, monuments, and geographic areas that have cultural heritage value or interest to a community, including Indigenous communities.

Heritage conservation is a provincial interest under the *Planning Act*, and heritage resources are to be protected by the Provincial Policy Statement (2020) and Growth Plan (2020). Heritage conservation is further enabled through the *Ontario Heritage Act*. The City's Official Plan identifies cultural heritage as an important component of sustainable development and place making whose conservation is essential to the character of our City, and directs that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

The identification of cultural heritage resources is an important first step in ensuring we can preserve our heritage, but it does not prevent growth. Historic places can play a crucial role in maintaining a sense of place, while a mix of historic and modern development plays a key role in attracting the innovation and investment that supports our economy. As part of sustainable urban development, heritage planning can also be leveraged as a tool to strengthen social participation, encourage inclusive communities, and support diverse cultural economies.

City Planning identifies properties in a planning study area through a planning tool called a Cultural Heritage Resource Assessment (CHRA). CHRAs are important components of strategic and growth-related studies and provide the foundation for context-sensitive, built-form and place-based policies and guidelines that reflect the unique context of a respective area, as well as community consultation and engagement. CHRAs are proactive, transparent and open about where potential heritage resources are located and why they have value or interest. The key goal of a CHRA is to achieve an informed and timely identification of properties with cultural heritage value in tandem with a Planning Study.

A CHRA is being conducted as part of the Our Scarborough Centre Study. Cultural Heritage Resource Assessments prioritize an understanding of the historic context of the area and how properties relate to and support that context. A Historic Context Statement has been drafted for Scarborough Centre to provide an understanding of the themes, sub-themes and periods of development within a study area in order to understand why a property or properties exist within a given area, and how they related with one another, to inform the identification of buildings and landscapes with cultural heritage value or interest.

The Scarborough Centre Historic Context Statement is included in Appendix B on page 53. It identifies the following periods of development in relation to Scarborough Centre:

- Indigenous Communities (see Figure 3.13);
- Euro-Canadian Settlement & Agricultural Use (1800-1950) (see Figure 3.14);
- Highway 401 & Progress Industrial District (1950-1972);
- Scarborough Town Centre (1967-1990); and
- Evolving Growth Centre: Residential Towers (1990-present).

Informed by the Scarborough Centre Historic Context Statement and community engagement, a heritage

survey is currently applying provincial criteria to evaluate all 129 properties within the Study Area for their cultural heritage value or interest. In the years prior to the Scarborough Centre CHRA, two properties, the Scott House (1841) and the Scarborough Civic Centre (1973) were included on the Heritage Register. They were not reassessed through this CHRA.

The Scarborough Centre CHRA has currently identified a draft list of properties considered to have potential heritage value:

- Frank Faubert Woodlot;
- 100 Borough Drive;
- 200 Town Centre Court; and
- 740 Progress Avenue.

In addition, the following properties have been identified for further heritage assessment:

- 1710-1712 Ellesmere Road (Harold R. Lawson School);
- 300 Borough Drive (Town Centre Mall);
- 100-300 Consilium Place;
- Scarborough Centre Station, McCowan Station, and Elevated RT Track.

An understanding of Scarborough Centre's historic context and the results of the heritage survey, as informed by research and engagement, will inform the development of planning policies through Our Scarborough Centre. Following the conclusion of the Scarborough Centre CHRA, Heritage Planning Staff will also further review its results, and make recommendations through a Staff report to the Toronto Preservation Board and Council accordingly. Recommendations may include the inclusion on the Heritage Register of properties with potential cultural heritage value.

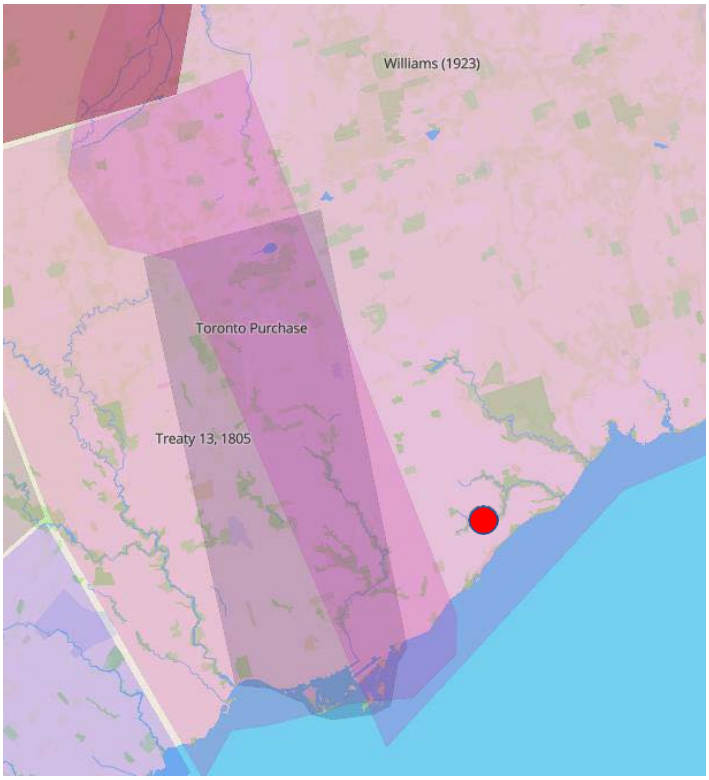


Figure 3.13 Toronto Area Treatises. Red dot indicates approximate location of Scarborough Centre. (Source: Native-land.ca)

Figure 3.14 Scarborough Centre in 1987 (Source: Toronto Public Library)

This page has been left blank intentionally.

4.0 CONSULTATION SUMMARY

A variety of public engagement activities were conducted to obtain feedback from the community. Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, engagement activities for the Our Scarborough Centre Study were adapted for virtual formats. This Phase of the Study included a Technical Advisory Committee meeting, Design Review Panel presentation, Local Advisory Committee meeting, Open House for Business Owners and Landowners, Community Consultation Meeting, online survey and pop-up consultation. Summaries of these activities and key feedback are provided.

4.1 TECHNICAL ADVISORY COMMITTEE MEETING

NOVEMBER 23, 2021

The Study team was joined by 43 representatives from City departments and external boards and agencies to receive technical feedback on the preliminary development concepts for Scarborough Centre. Held virtually on WebEx with online and phone-in options, the meeting included a presentation by the consultant team followed by a facilitated discussion. TAC members shared the following comments:

Parkland and Density

- All proposed strategies to improve the parkland provision are needed;
- Important open space considerations include enhancing ecological diversity and opportunities for outdoor and indoor recreation; and
- Built form criteria should ensure a positive pedestrian experience and assess the impact of height on parks and open spaces, rather than setting maximum heights.

Public Realm and Connectivity

- The area around the new subway station and bus terminal needs to be designed for better access and connectivity; and
- The Secondary Plan should consider opportunities for connectivity to/through Scarborough Town Centre Mall, East and West Highland Creek and the Meadoway.

Other Key Considerations

- Climate resilience is an emerging and important priority, and the Study should consider opportunities for a cooler, more sustainable Scarborough Centre through built form and green infrastructure;
- Future community facilities such as schools, libraries and recreation centres are needed and will be key anchors;
- Shifting modal split patterns and shared parking opportunities should be considered; and
- The Study should review the role of the existing Scarborough Town Centre Mall from a resilience and urban design perspective.

Figure 4.1 Existing TTC Line 3 Scarborough Centre station entrance

Figure 4.2 Frank Faubert Wood Lot

4.2 DESIGN REVIEW PANEL

NOVEMBER 25, 2021

The Study team presented virtually to nine members of the City's Design Review Panel via WebEx, sharing the preliminary development concepts for Scarborough Centre. Feedback from the panel included:

Public Realm

- Strong support for the Green Loop concept (as shown in the Phase 2 report) connecting open spaces;
- Suggestion to further reinforce the Green Loop by adding more pedestrian space and making it dynamic, responding to the adjacent context; and
- Create a strong and comfortable pedestrian realm: designing high-quality urban places can take some pressure off green open space.

Parks

- Concern regarding shortage of parks; and
- Suggestions to accumulate large park areas at a community scale, look outside the Study boundary for appropriate parkland locations including opportunities for connecting to the East and West Highland Creek branches, and consider co-locating community services and facilities with parks and open spaces.

Built Form

- Built form needs to be tested at the pedestrian level;
- Preference for Multiple Peaks height strategy, leaving massing to a case-by-case basis to allow organic forms; and
- Suggestions to amplify neighbourhoods' distinct sense of place through open spaces and/or treatment of edges (building heights) and to treat Scarborough Town Centre Mall as an opportunity for improving pedestrian entrances and greening the roof which will be surrounded by towers.

Figure 4.3 Scarborough Centre built form examples

4.3 LOCAL ADVISORY COMMITTEE MEETING

DECEMBER 2, 2021

The Study team was joined by 13 members of the Local Advisory Committee (LAC), a non-political advisory body composed of residents, organizations representing a range of interests, property owners and managers, local employers, community groups and other interested stakeholders. Held on WebEx with online and phone-in options, the meeting included a presentation by the consultant team and City of Toronto Heritage staff followed by a facilitated discussion. LAC members provided feedback on the Study's Vision and Guiding Principles as well as preliminary development concepts for Scarborough Centre:

Vision and Guiding Principles

- General support, but caution in securing community and stakeholder buy-in: goals should be fully achieved and not watered down; and
- Important to create a safe, pedestrian-friendly and appealing environment for walking, especially given the widths of roadways in Scarborough Centre. The area around the future subway station and bus terminal must be pedestrian-friendly.

Heritage

- Support for preserving Frank Faubert Woodlot as a natural space with potential heritage value;
- Interest in protecting the Harold R. Lawson School at 1710-1712 Ellesmere Road;
- The majority of participants did not express interest in preserving older office buildings at 740 Progress Avenue and 100 Borough Drive for heritage value; and
- Recommendation to consider adaptive reuse of built form to contribute to sustainability objectives.

Building Heights

- Support for the Multiple Peaks height strategy as a way of broadening the Scarborough Centre area, spreading out green spaces on multiple blocks and maintaining flexibility for changing transportation patterns;
- Concern that taller building heights will contribute to traffic congestion; and
- Suggestions for green roofs, building materials and considering viewsheds from the highway corridor.

Office and Retail

- Concern about the feasibility of achieving a concentration of office buildings close to the new subway station and bus terminal, and activity outside of working hours;
- Support for a mix of uses that encourage flexibility and a blend of office and residential spaces; and
- Support for activated streetscapes with at-grade retail, especially on McCowan Road close to the future subway station and bus terminal, Consilium Place and Grangeway Avenue.

Parkland

- Advised against compensating for parkland by acquiring areas outside of the Centre;
- Encouraged to include Privately-Owned Publicly-Accessible Spaces (POPS) as part of the parkland provision with key identified criteria; and
- Connectivity is very important within the existing and future network of POPS, parks and the natural heritage system.

Materials and minutes from the meeting were shared on the Study website.

4.4 ONLINE SURVEY

DECEMBER 2, 2021 – JANUARY 7, 2022

An anonymous online survey was launched for members of the public to share their feedback on the preliminary development concepts. The voluntary survey had 12 questions with a focus on four themes: building heights, office space, retail and parkland. More than 260 responses were received and summarized on the Study website. A high-level summary is provided below.

Table 4.1 Survey Participant Demographics

67%	age 30-64 years
19%	age 29 years and younger
28%	live in Scarborough Centre
17%	interested in/planning on living in Scarborough Centre
71%	participated in previous OurSC consultation activities

Building Heights

Community members indicated a preference for the **Multiple Peaks** height strategy (Figure 4.4) and creating an interesting skyline. There is concern about the impacts of tall buildings in close proximity to one another, including **wind tunneling** and **shadowing** on green spaces. Survey participants emphasized that heights and building massing should create a **human-scale streetscape** that promotes a positive pedestrian experience and allows **sunlight** to penetate between buildings.

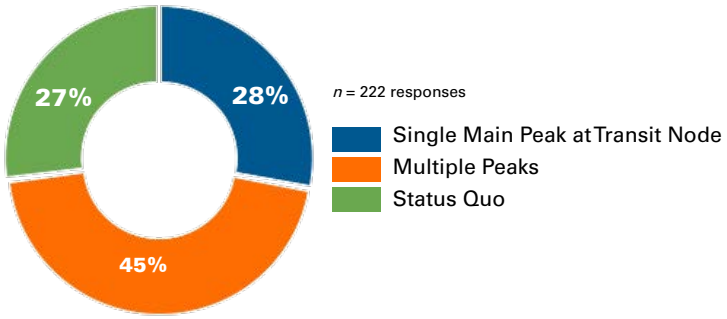


Figure 4.4 Survey respondents' preferred strategy for the distribution of building heights in Scarborough Centre

Office

The majority of survey respondents support concentrating an **Office Priority Area** in close walking distance to the future subway station station and bus terminal (Figure 4.5). They indicated that more offices will create a balanced, **complete community** in Scarborough Centre. Community members encouraged a **mixed-use** approach that would integrate employment with residential and retail to ensure **all-day vibrancy and activity**. There are some concerns about **changing demand** for office space as well as potential increased traffic congestion.

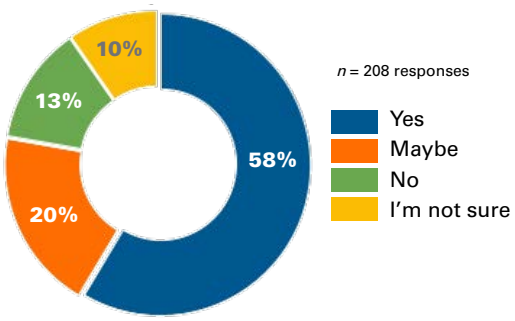


Figure 4.5 Survey respondents' agreement with the plan for concentrating office buildings around the future subway station and bus terminal

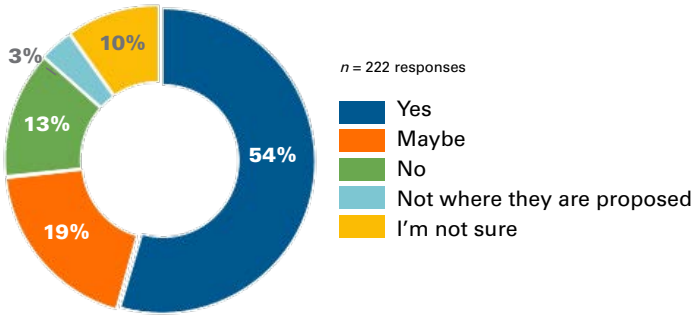


Figure 4.6 Survey respondents' agreement with the plan for concentrating ground-level retail on particular streets in Scarborough Centre

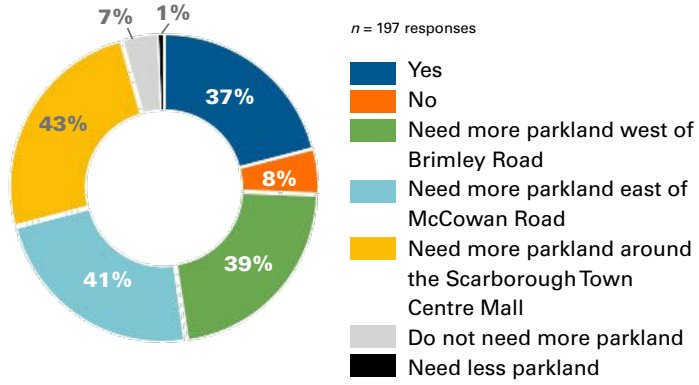


Figure 4.7 Survey respondents' agreement with the plan for the distribution of future parks and open spaces in Scarborough Centre

Retail

Participants in the survey want to see a **variety of retail types** in Scarborough Centre, especially **smaller units** that will attract local businesses, **cultural spaces** like galleries and studios and restaurants that support nightlife. **Accessibility** via all modes of transportation and an interesting **public realm** will play a key role in attracting people to retail streets. Some respondents recommended **ground-floor retail** be concentrated throughout the Centre and not particular streets (Figure 4.6).

Parkland

The community wants **more green space** planned for Scarborough Centre to accommodate increased density from surrounding development (Figure 4.7). Survey respondents encouraged new parkland be located east of McCowan Road, around the Scarborough Town Centre Mall and west of Brimley Road. Parks should function for a **variety of ages, activities and programming**, and be **linked** with the broader open space network (e.g., trails, East and West Highland Creek). There were mixed opinions on whether development proposals should include more or fewer Privately-Owned Publicly Accessible Spaces (POPS).

Other Feedback

Survey respondents want Scarborough Centre to be a **24/7 community** with spaces for gathering and **entertainment**, safe pedestrian and cycling **connectivity**, an **arts and culture identity** and **sustainable practices** such as green roofs and architectural design.

4.5 POP-UP CONSULTATION

DECEMBER 8, 2021 – JANUARY 7, 2022

To spark a community conversation and collect feedback from the public, three poster boards (Figure 4.8) were positioned at the Toronto Public Library - Scarborough Civic Centre Branch in the Study Area. The posters featured graphics from the preliminary development concepts for Scarborough Centre, including a digital 3-D model illustrating the Multiple Peaks height strategy, a map of potential Retail Priority Streets and a map of the potential Office Priority Area. The Study website URL was listed on the poster boards along with large QR codes. Library patrons were able to scan the QR code on a mobile device and be led to the Study website to complete the online survey. Printed copies of the first poster were also left with library staff to provide to interested residents upon request.

Additionally, a digital advertisement (Figure 4.9) was placed in the Scarborough Town Centre Mall's digital directories to promote the Study to mall visitors and obtain feedback on the preliminary development concepts. Viewers could visit the Study URL or scan the QR code using a mobile device to be taken directly to the Study website and complete the online survey to share their thoughts.

Figure 4.8 Pop-up poster boards at Toronto Public Library branch in the Study Area

Figure 4.9 Digital advertisement for Scarborough Town Centre Mall directory

4.6 LANDOWNERS AND BUSINESS OWNERS OPEN HOUSE

DECEMBER 9, 2021

The Study team was joined by representatives from Deputy Mayor Michael Thompson (Ward 21) and Councillor Ainslie's offices (Ward 24) for a virtual Open House to present the preliminary development concepts to Scarborough Centre business owners and landowners, answer questions and receive feedback. Held on WebEx with online and phone-in options, the meeting convened approximately 31 public participants and over 22 questions and comments were submitted. In general, landowners and business owners shared:

- Preference for the **Multiple Peaks** height strategy;
- Preference for using only height and built form controls to shape development in Scarborough Centre (i.e., **no cap on density**);
- Interest in locating an **Office Priority Area** around the future subway station and bus terminal;
- Interest in identifying some streets in Scarborough Centre as **Retail Priority Streets**;
- Support for a **mix of uses** in Scarborough Centre, including spaces where local businesses can thrive;
- Curiosity about **plans for transportation** in the area, including protected bike lanes, the Bellamy Road North Extension, and the location and design of the proposed new subway station and bus terminal;
- Concern regarding **traffic congestion** with the increase in high-density residential units; and
- Suggestions to **include some Privately-Owned Publicly Accessible Spaces (POPS) in the calculation of parkland** and to acquire adjacent land outside of Scarborough Centre.

Following the meeting, the presentation and a summary of consolidated questions and comments were shared on the Study website.

Figure 4.10 Hand of God Park and off-leash dog area, across from the Toronto Public Library Scarborough Civic Centre branch and adjacent to Frank Faubert Woodlot

Figure 4.11 Community facilities, residences, and businesses in Scarborough Centre

4.7 COMMUNITY CONSULTATION MEETING

DECEMBER 9, 2021

The Study team was joined by representatives from Deputy Mayor Michael Thompson (Ward 21) and Councillor Ainslie's offices (Ward 24) for a virtual Open House to present the preliminary development concepts to community members, share the results of the Cultural Heritage Resource Assessment, answer questions and receive feedback.

Held on WebEx with online and phone-in options, the meeting convened approximately 33 public participants and over 27 questions and comments were submitted. Community members indicated:

- Preference for the **Multiple Peaks** height strategy;
- Interest in locating an **Office Priority Area** around the future subway station and bus terminal;
- Preference for identifying some streets in Scarborough Centre as **Retail Priority Streets**;
- Agreement with the proposed plan for future parkland in Scarborough Centre and interest in **acquiring more parkland** west of Brimley, east of McCowan, and around the Scarborough Town Centre Mall;
- Concerns regarding environmental **sustainability** and high-rise development;
- Support for **protection of greenspace** including Frank Faubert Wood Lot and potential **heritage** recognition of the Scarborough Town Centre Mall, Scarborough Civic Centre and RT Track;
- Concern regarding **connectivity and accessibility** for pedestrians including seniors;
- Interest in **affordable housing** and housing for families; and
- Support for a **variety of retail options** to help the Centre thrive.

Following the meeting, the presentation and a summary of consolidated questions and comments were shared on the Study website.

Figures 4.12-4.13 The meeting was promoted on the City of Toronto social media accounts (Twitter, Facebook, Instagram), the City's website, and via mail notices.

5.0 NEXT STEPS

Phase 3 focused on exploring height, land use, density and parkland components of the development concept as well as the transportation, energy and servicing assessment. This chapter discusses the next steps in the Our Scarborough Centre Study in terms of technical study and consultation activities.

5.1 NEXT STEPS

Building on Phase 2 and Phase 3 work, Phase 4 will focus on identifying the Preferred Development Concept based on the outcomes of analysis, testing and consultation undertaken in previous phases (see Figure 5.1). The following key challenges were identified during Phase 3: a shortfall of parkland for the density modelled at full build out, a shadow strategy to protect sunlight access to parks and open spaces, and a reinforced need for integration of sustainability and resilience into all aspects of the Plan.

The Preferred Development Concept will:

- Advance and support Official Plan goals and objectives;
- Meet the Guiding Principles established in Phase 2;
- Provide for an appropriate mix of built form and provide appropriate transition to adjacent Neighbourhoods, Parks and Open Space Areas and Employment Areas;
- Demonstrate and address complete communities, including how diverse housing opportunities and community facilities are achieved;
- Accommodate development levels to support transportation and infrastructure investment in the area;
- Improve connections within the Study Area and integration with the surrounding community;
- Improve opportunities for, and access to open space areas and parks within the Study Area and in the surrounding area;
- Provide deep decarbonization goals for new and existing buildings in line with City emission reduction targets. To include District Energy System alternatives as low-carbon energy solutions;
- Identify considerations for integration of green infrastructure;
- Consider passive solar design as a priority energy conservation measure with rooftop solar access for on-site renewable energy;
- Build on the unique history and identity of Scarborough Centre and its cultural heritage resources to support and enhance a sense of place;
- Provide specific recommendations with respect to the provision of community services and facilities; and
- Incorporate urban design principles that reflect the importance of the public realm and which address land use and built form relationships.

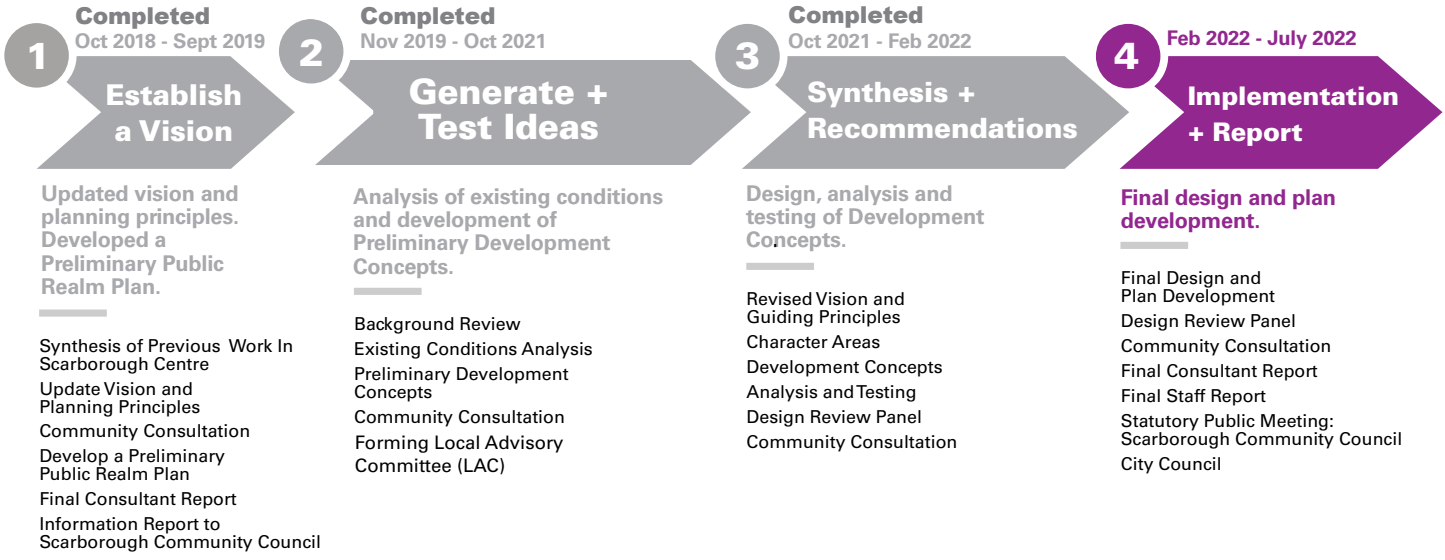


Figure 5.1 Completed and upcoming phases in the OurSC Study process

A APPENDIX

This appendix includes built form options that were developed for a series of typical generic block sites.

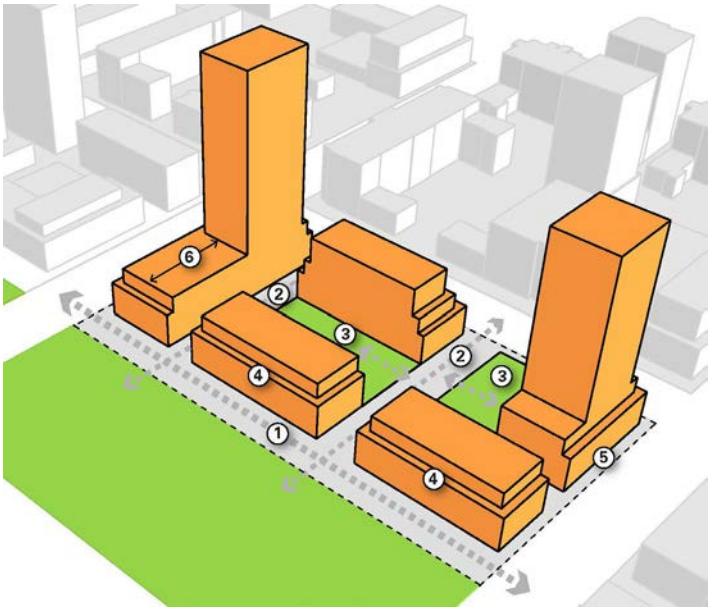
BLOCK LEVEL DESIGN TESTING

Built form options were developed for a series of typical soft sites. These options were tested generically, rather than using actual sites, and focused on building type mix.

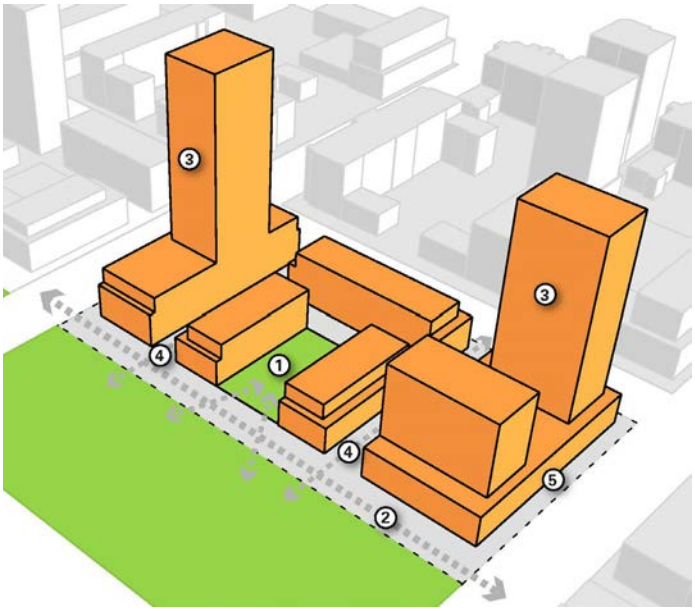
1. Sites Adjacent to Parkland/Natural Features;
2. Sites at Corner of Main Street;
3. Sites Along Main Streets (Brimley, McCowan, Ellesmere);
4. Sites Adjacent to Main Streets and Public Park; and
5. Sites Adjacent to Highway 401.

Density remains roughly consistent across options.

TEST SITE 1: SITES ADJACENT TO PARKLAND/NATURAL FEATURES

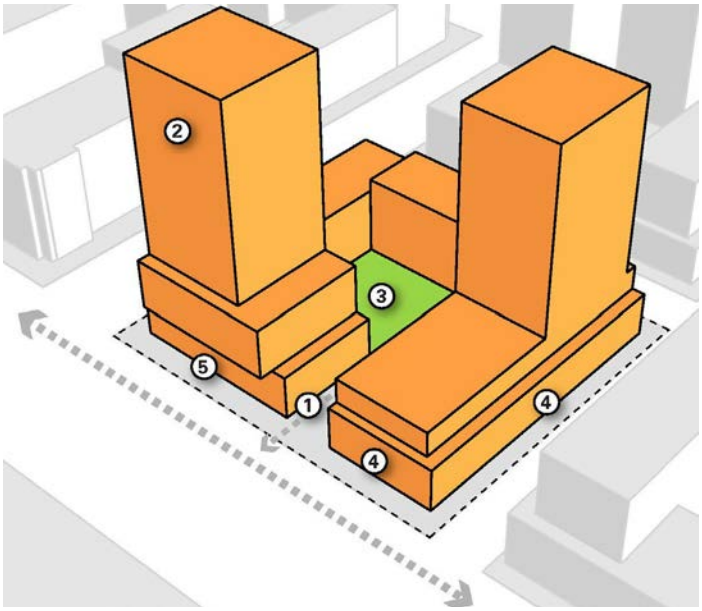


1. Provide public access between parkland and development
2. Public access through site towards parkland
3. Interior open spaces framed by buildings
4. Lower built form adjacent to parkland with grade related access
5. Street related buildings along exterior streets
6. Taller buildings set back away from parkland.

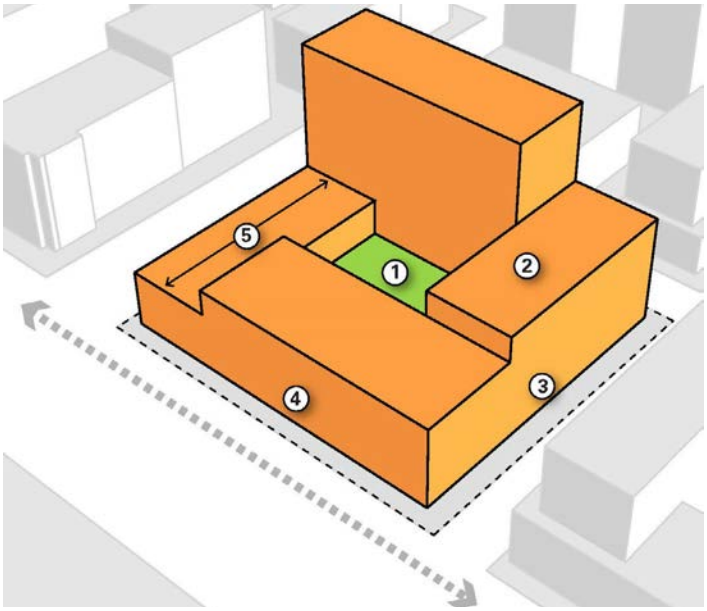


1. Integrate interior green spaces to existing parkland
2. Provide public access between parkland and development
3. Taller buildings set back away from parkland
4. Public access through site towards parkland
5. Street related buildings along exterior streets

TEST SITE 2: SITES AT CORNER OF MAIN STREET

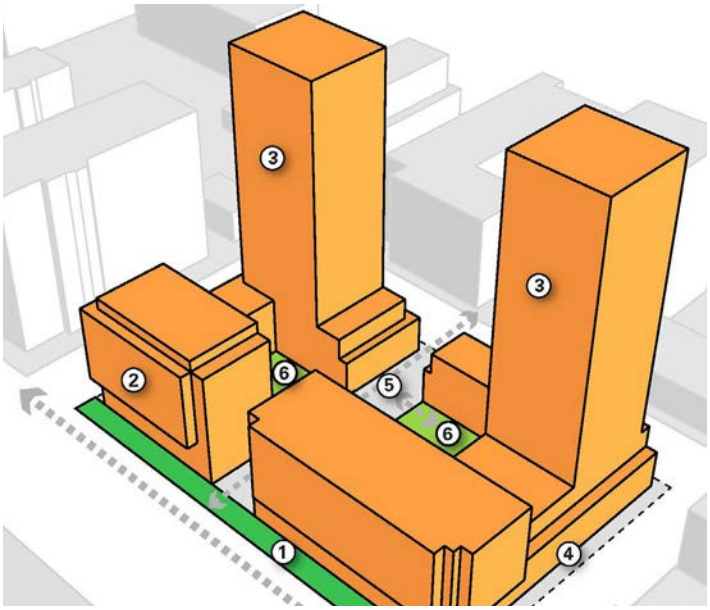


1. Provide public access through site
2. Taller built form at corner / intersection
3. Access to interior open space
4. Streets framed by buildings
5. Buildings shaped to define special corner condition

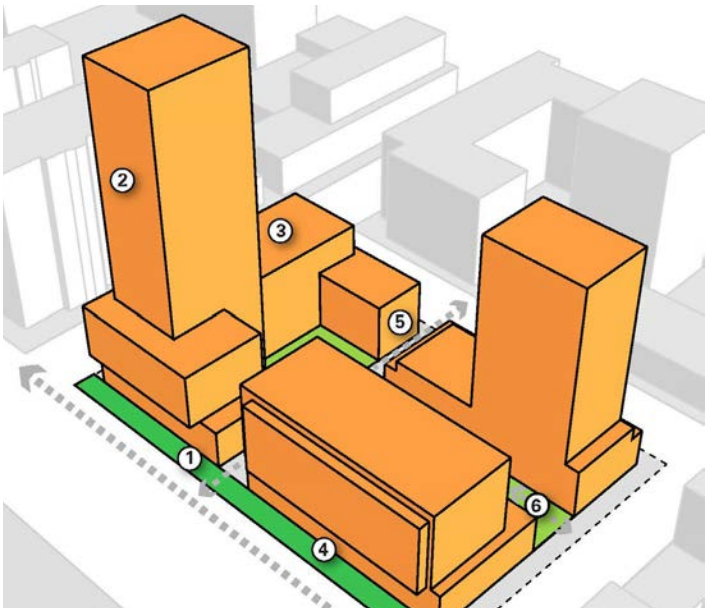


1. Interior, elevated green space / amenity framed by buildings
2. Distribute height relative to streets
3. No porosity through site
4. Street related buildings at grade
5. Set back tallest built form from main street

TEST SITE 3: SITES ALONG MAIN STREETS (BRIMLEY, MCCOWAN, ELLESMERE)

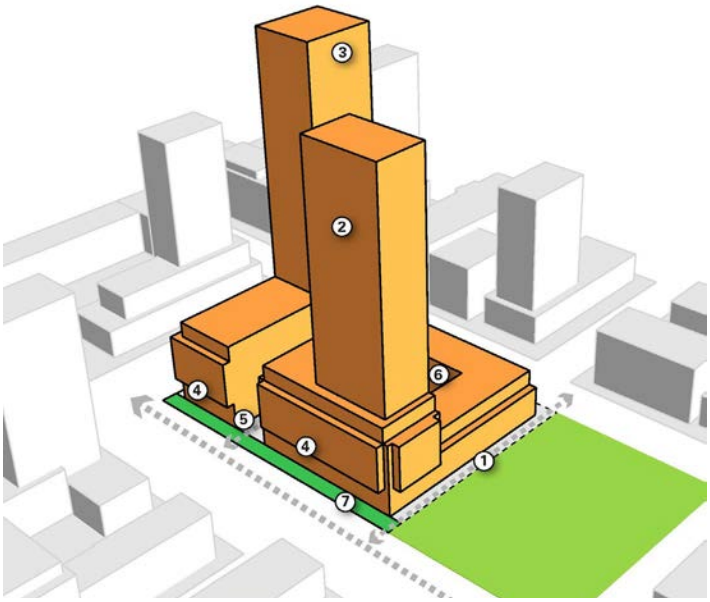


1. Apply the Green Character frontage strategy
2. Lower built form along main street with grade related access
3. Provide public access thru site
4. Frame with street related buildings
5. Position taller buildings away from Main Streets
6. Integrate private open spaces

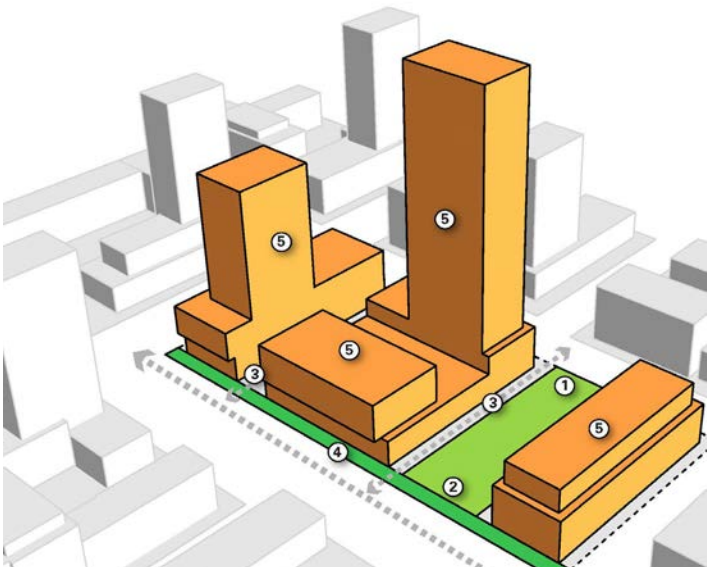


1. Apply Green Character frontage strategy
2. Position taller built form at the corner
3. Distribute heights
4. Frame with street related buildings
5. Provide public access through site
6. Integrate private open spaces

TEST SITE 4: SITES ADJACENT TO MAIN STREETS AND PUBLIC PARK

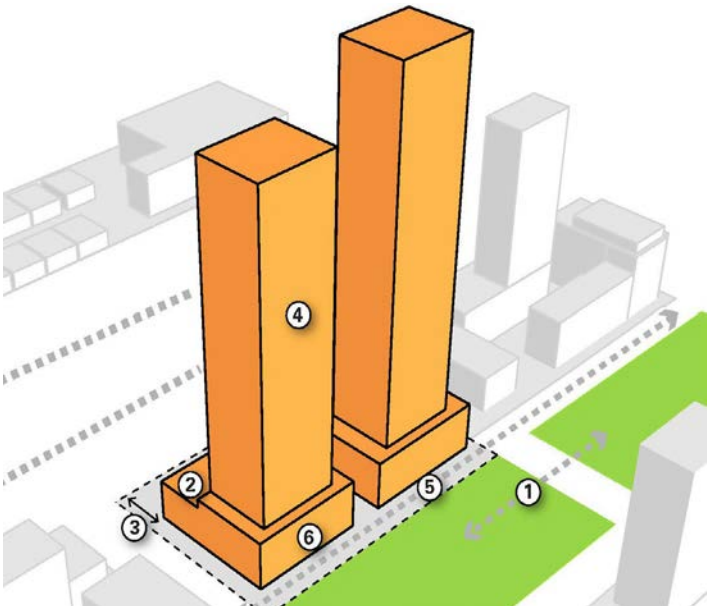


1. Provide public access between public park and development
2. Place built form strategically to achieve optimal solar access and views
3. Position towers diagonal to one another to maximize separation
4. Frame with street related buildings
5. Public access through site
6. Integrate private open spaces
7. Apply the Green Character frontage strategy

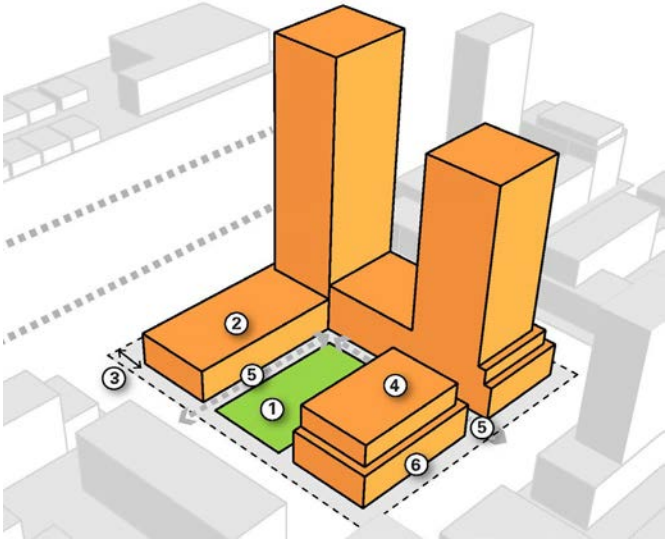


1. Locate Privately-Owned Public Space (POPS)/Park to address two public streets
2. Integrate private open space to green frontage
3. Provide public access through site
4. Apply the Green Character Frontage Strategy
5. Distribute density on site to maximize solar access and skyview from POPS/Park

TEST SITE 5: SITES ADJACENT TO HIGHWAY 401



1. Integrate and extend new park to existing park
2. Built form creates a buffer between the hwyand neighbourhood
3. MTO Setback from Highway 401
4. Towers placed strategically for maximum solar access on park
5. Provide public access through site
6. Frame public realm with comfortably scaled buildings



1. Frame open space with buildings if no parkland to connect with
2. Built form creates a buffer between Highway 401 and neighbourhood
3. MTO Setback for development from Highway 401
4. Distribute density to maximize solar access and skyviewto park
5. Provide public access through site
6. Provide comfortably scaled buildings along streets

B APPENDIX

This appendix includes the Executive Summary of the Historic Context Statement as part of the Cultural Heritage Resource Assessment completed for the Study Area. The full document is available on the Study website.

HISTORIC CONTEXT STATEMENT

This Scarborough Centre Historic Context Statement describes the existing condition of Scarborough Centre through an understanding of its historic evolution, land use, and building types.

The Scarborough Centre study area can be understood as a result of the unique historic events and conditions that have shaped it. This is thus largely a story about a planned town centre for a growing postwar suburb. This uncommon history accounts for much of the area's contemporary built form and character.

Five distinct periods of development or change can be described in the study area. The first, Indigenous history, has no associated built form, though all land in Toronto has associations with the history of Indigenous people. However, many landscape features within the study area pre-dating Euro-Canadian settlement, including Highland Creek and the Frank Faubert Wood Lot, may have stronger associations with pre-colonial, Indigenous history. Indigenous history is also associated with the areas of archaeological potential within the City of Toronto's Archaeological Management Plan.

Following the Toronto Purchase with the Mississaugas of the Credit First Nation in 1787/1805, the British colonial government partitioned the land into parcels for agricultural use by Euro-Canadian settlers. Representative of the second period, the land remained in agricultural use from the nineteenth to mid-twentieth centuries. Today, the Scott House (1841) and Frank Faubert Wood Lot remain from this period. The Scott House is designated under Part IV of the Ontario Heritage Act.

The third period describes the development of low-rise, industrial uses in the 1960s and early 1970s, following the study area's designation for use as the "Progress Industrial District," one of a number of industrial areas identified in the Township of Scarborough Official Plan of 1957.

The fourth period describes the development of the area following the Borough of Scarborough's designation of an area for "Town Centre Uses" in 1967. A vision and master plan for the area as a new urban centre for Scarborough emerged in this period, and resulted in the construction of the Scarborough Town Centre mall and Scarborough Civic Centre municipal district (both completed in 1973), a number of office buildings in the late-1970s and 1980s, and the RT (light rail rapid transit) line in 1985.

The fifth period describes the years between 1990-2020, when a residential tower typology emerged, along with "big box" retail and other new uses.


TORONTO
SUBWAY
Scarborough Centre
Automatic Entrance
Entry by token or swipe pass only.