



Aerial Source: Google Earth, 2020

Our Scarborough Centre

Phase 4 Consultation – LAC Meeting No. 2

Apr 27 2022



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GLADKI PLANNING ASSOCIATES
DTAH / ARUP / TMIG / RWDI

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Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit, and Métis Peoples. We also acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.



Today's Agenda

- 6:30 Welcome and Introductions
- 6:35 Consultant Team Presentation
- 7:15 Discussion
- 8:25 Closing and Next Steps



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Introductions



gladki
planning
associates

dtah

ARUP



Local Advisory Committee

Role

- **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;
- **Provide advice, feedback, guidance and perspectives** to the Study Team relating to the Our Scarborough Centre Study;
- **Participate in two meetings** over a period of approximately eight months: Meeting 1 to refine the Vision and Guiding Principles and provide feedback on Preliminary Development Concepts, and Meeting 2 to provide feedback on the Draft Preferred Development Concept

Study Overview

Our Scarborough Centre is a comprehensive planning study to guide the development of Scarborough Centre.



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What is *Our Scarborough Centre*

The City of Toronto is undertaking a comprehensive planning study that will help guide positive change and support the development of Scarborough Centre as a vibrant urban node over the coming decades.



Planning Study Area

Aerial imagery: 2020, Google Earth

Study Process and Timeline



Phase 2 and 3 Highlights

Vision and Guiding Principles
Districts
Street Network
Public Realm Plan
Parks and Open Space Network
Key Challenges



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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.

Guiding Principles

1. Create **Distinct Neighborhoods** with a **Varied Urban Form**
2. Make Scarborough Centre a **Vibrant and Exciting Place**
3. Create **Great Streets** with an Attractive Public Realm
4. Create a **Complete Community** with a Diverse Mix of Activities

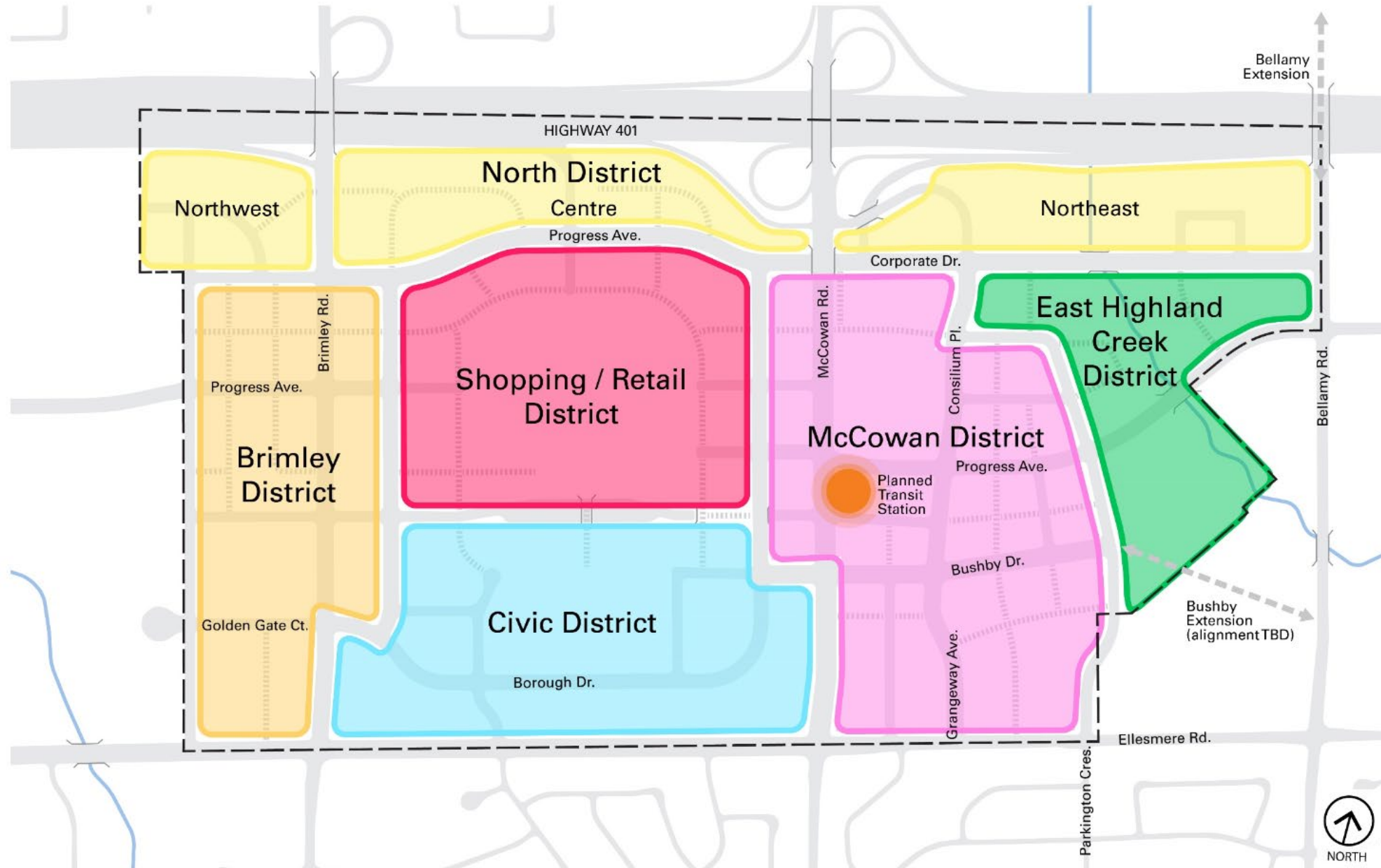


Guiding Principles

5. Create **Quality Parks and Open Spaces**
6. Plan for **Active Transportation** and Improved **Mobility and Connectivity**
7. Build a **Sustainable and Resilient** Centre
8. Enrich **Community Services and Facilities**

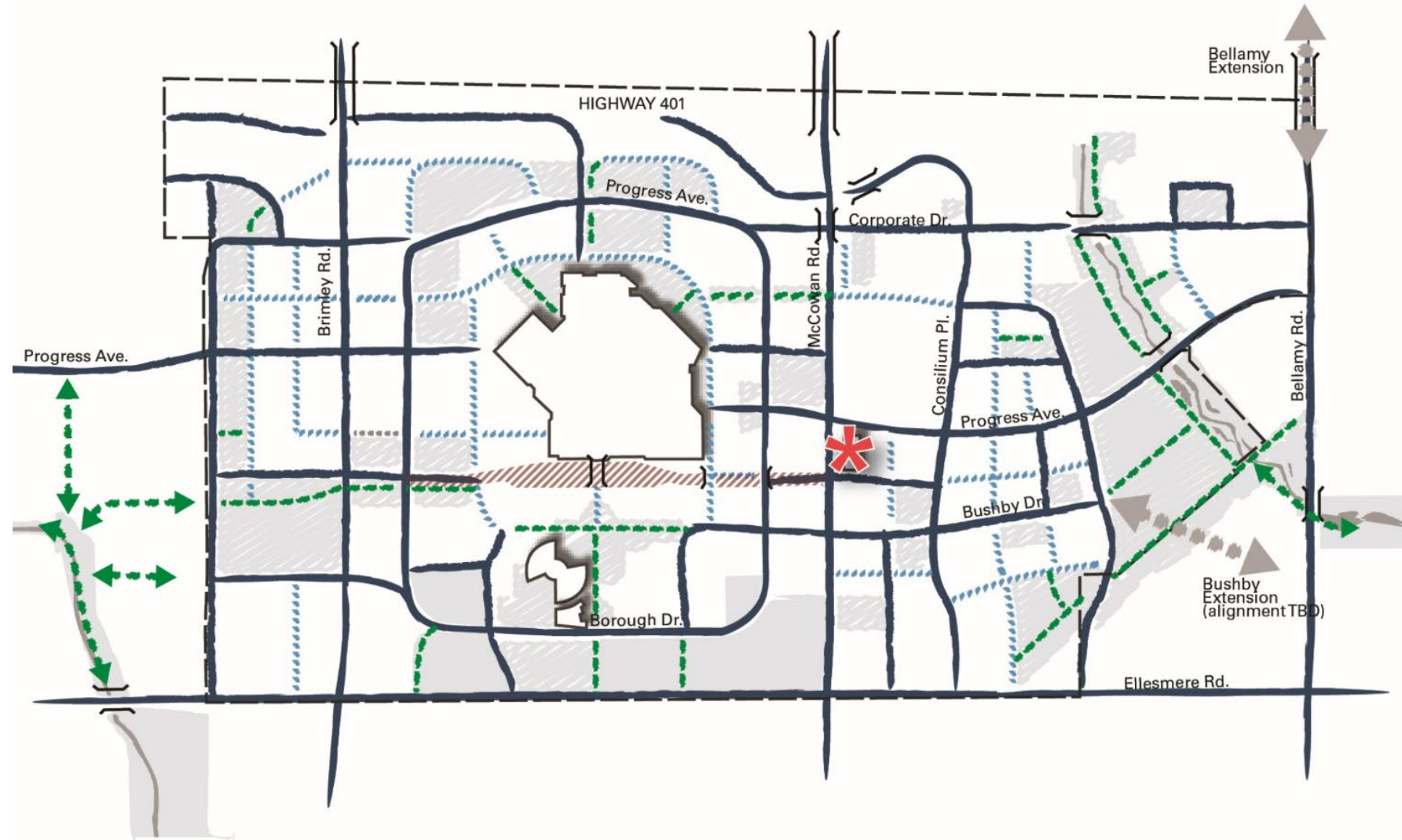
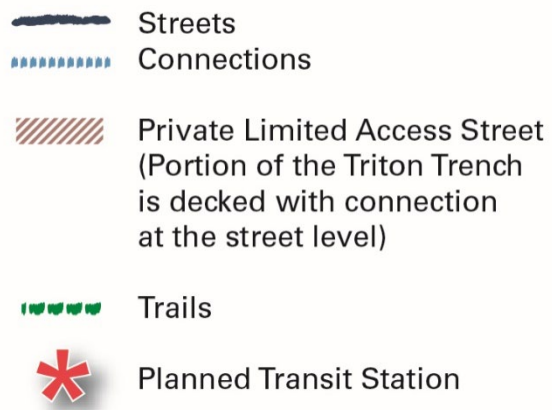


Districts






Street Network

- 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

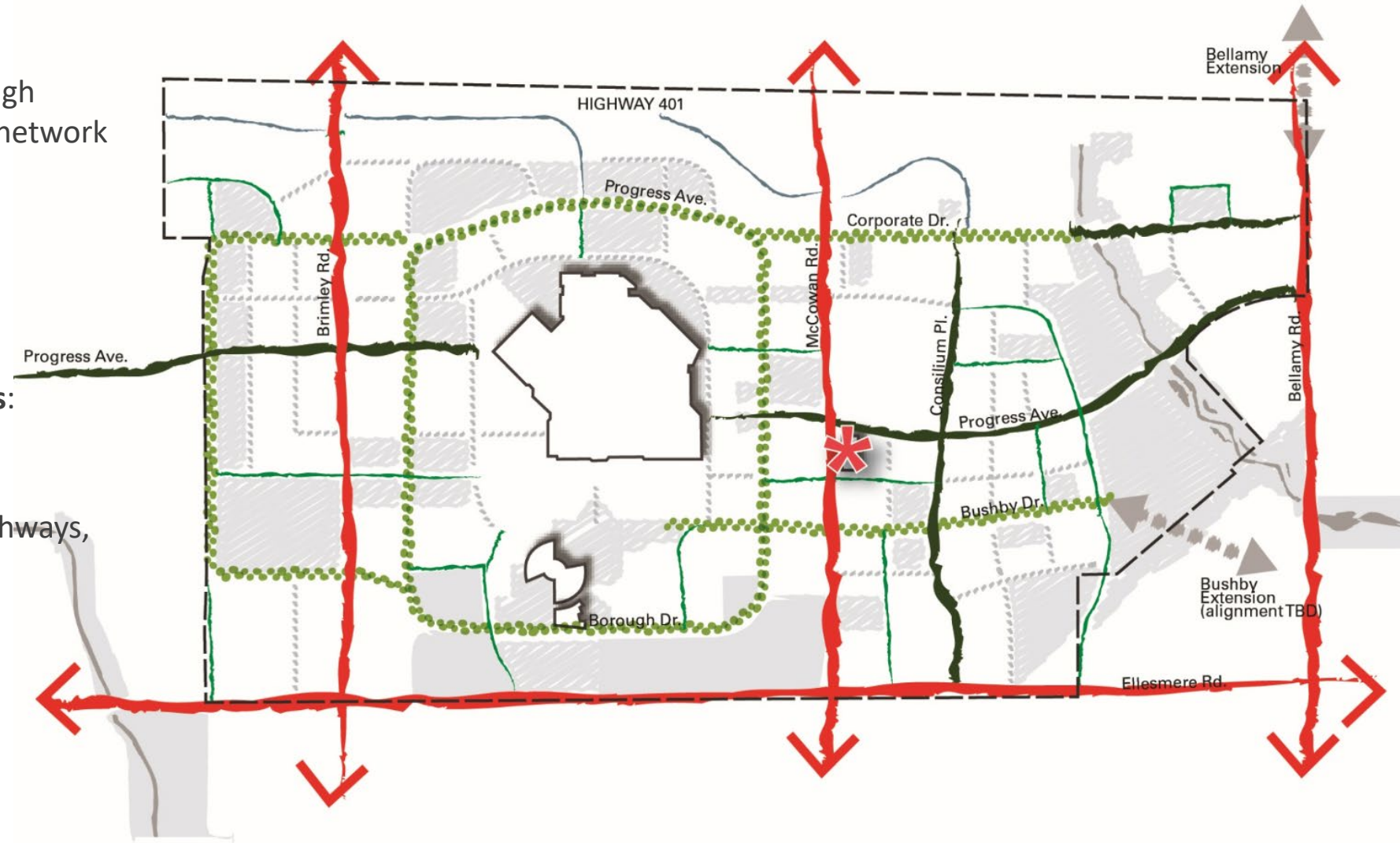


Street Character

- **Arterial Streets:** mix of uses, high volume arterials with broader network connectivity
- **Civic Streets:** high profile and connectivity within the Centre
- **Centre Mixed Use Streets:** to and through the Centre
- **Centre Neighbourhood Streets:** primarily residential, slower
- **Local Connections:** low volume streets, mews, pathways, internal networks

 Arterial Streets
 Civic Streets
 Centre Mixed-Use Streets
 Centre Neighbourhood Streets
 Local Connections

 Planned Transit Station



Public Realm Plan

- Three 'Green Loops' as public space armature
- Special cycling facilities within central Loop
- Reconfigured parks and open spaces informed by loops (to be discussed)
- Clear network of streets as places
- Prioritizing of walking and cycling



Parks and Open Spaces



Place of Green / Cultural Identity



Private Development: Public Art



Planned Transit Station



CSF SECTOR GROUP	NEEDS ESTIMATE
School Boards	2 TDSB elementary school sites will be needed over time. Existing TCDSB schools have sufficient space for new students.
Child Care Needs	An additional 19 facilities are needed in the CSF Study Area. Up to 10 new centres should be secured through the development approval process.
Human Services Agencies	At least 11 community organizations seek space in Scarborough Centre. There is strong demand for flexible multi-purpose space.
Parks & Recreation Facilities	It is anticipated that 1 additional recreation facility will be needed in later phases of the Secondary Plan area's development (>15 years) to serve the full extent of growth anticipated by the Plan. Outside of the Secondary Plan area, Centennial Recreation Centre and Birkdale Community Centre have been flagged for revitalization/improvement to address near-term growth in the area.
Toronto Public Library	No needs identified in the Secondary Plan area.

Key Sustainability Considerations

- **Contiguous parks and open space network** that connects to natural heritage features (enhances ecological performance)
- **Increasing urban tree canopy**
- **Promoting a mix of uses** supported by **pedestrian and bike friendly** environment that reduces dependence on automobile
- **Green infrastructure** in streets, parks, open spaces and public realm (help manage stormwater naturally, increase biodiversity, reduce impermeable surfaces, etc.)
- **Energy efficient buildings** (including considerations for embodied carbon)
- **District energy system**
- **Green roofs** and use of roofs for **energy generation**

Key Challenges

- Adequate parkland provision;
- Distribution of height and density;
- Achieving a mix of residential and employment;
- Animating street frontages;
- Achieving a mix of building types;
- Pedestrian comfort in public spaces;
- Adequate provision of community facilities and services, including schools;
- Servicing and transportation capacity; and
- Sustainability and climate mitigation.

Preferred Development Concept

1. Street Design
2. Height and Density Strategy
3. Land Use, Including Office and Retail Priority
4. Built Form
5. Parks and Open Space Plan
6. Sunlight Protection on Open Space
7. Community Services and Facilities
8. Infrastructure Assessment



1 Street Design

A network of Existing and Future Streets

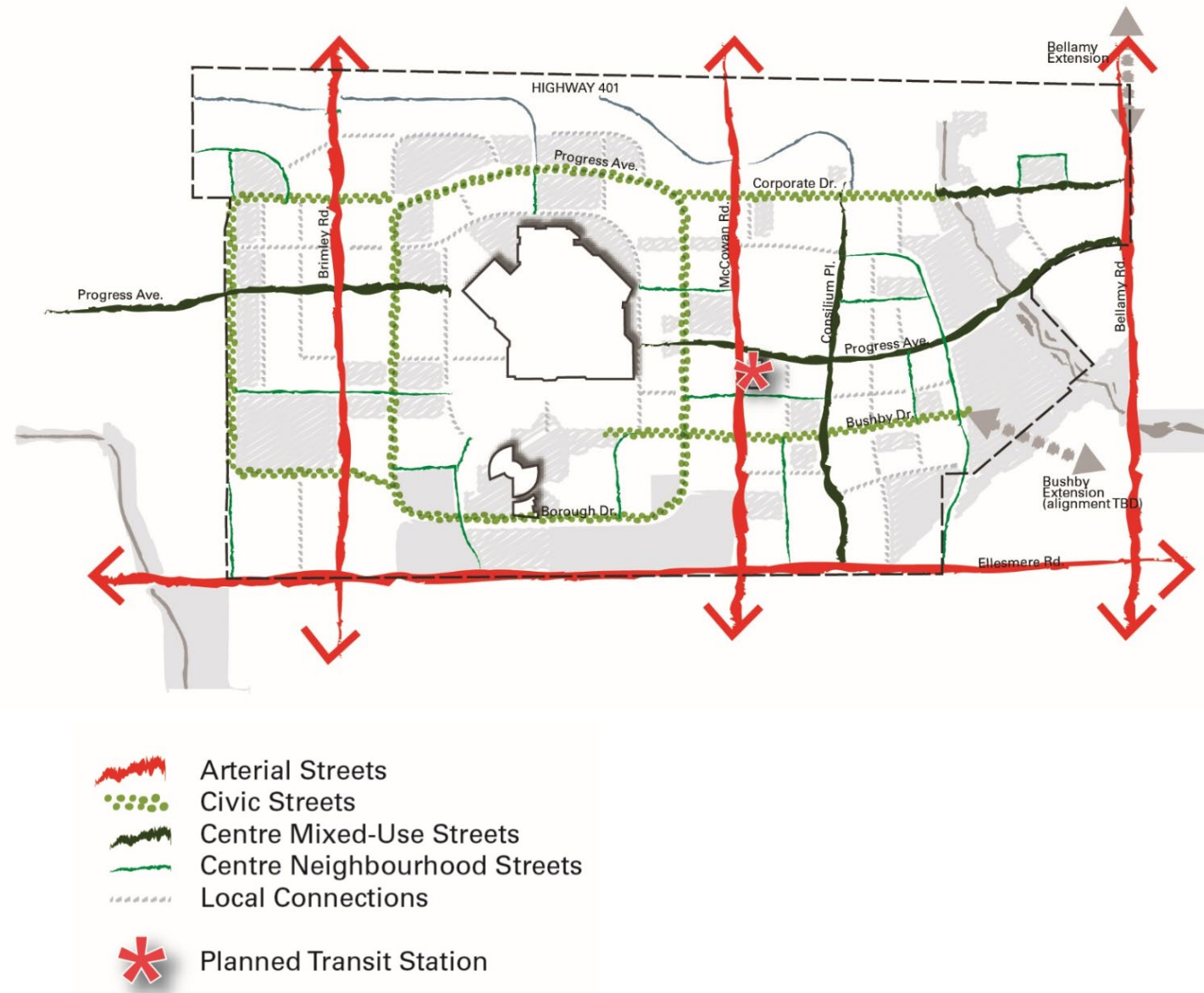
Varied Rights-of-Way: Existing and New
Different Roles/Different Responses

Range of Boulevard Types

Primary Influences/Variables:

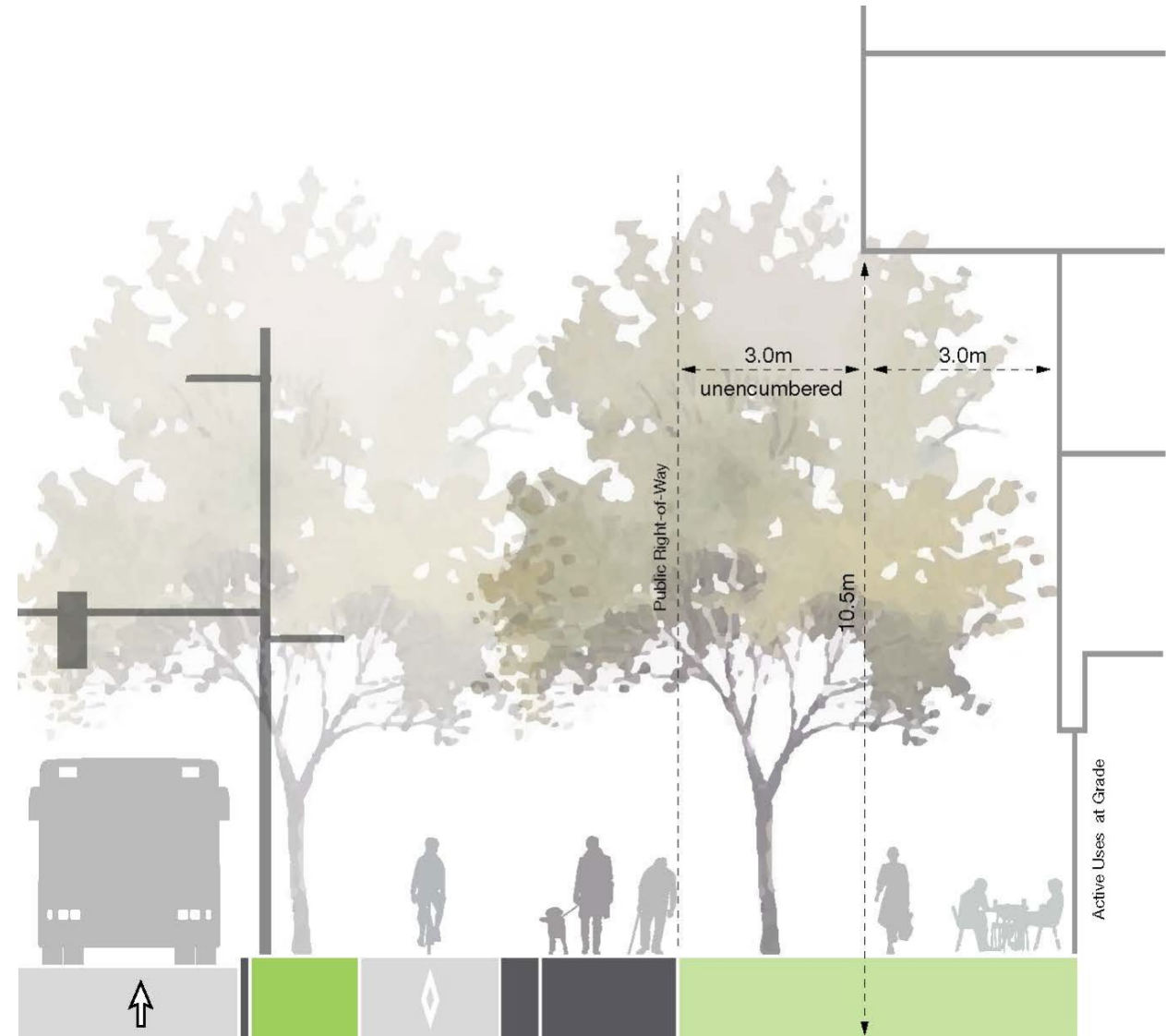
- Pedestrian Volumes
- Vehicle Design Speed and Volume
- Cycling Infrastructure Type
- Green Infrastructure Opportunities
- Building Setbacks
- Placemaking Opportunities

Specific Staff Working Group established to discuss street design



1 Street Design

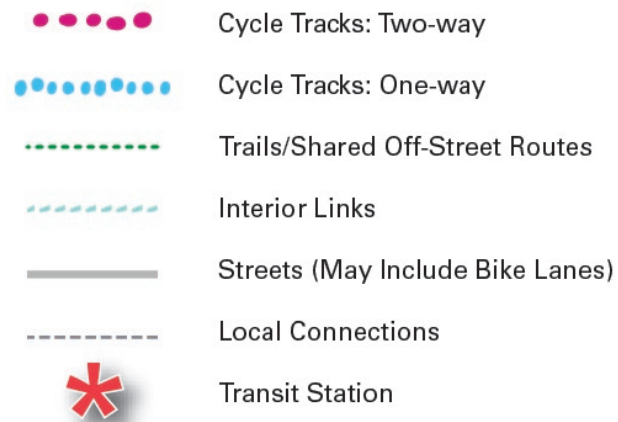
- Integration of green infrastructure and expansion of tree canopy
- Protected cycling lanes (one or two-way)
- Reduced travel lane widths
- An emphasis on safety and accessibility for pedestrians and cyclists



Sample Boulevard Design: Brimley or McCowan

1 Street Design

- Protected cycling facilities preferred as part of connected network for all ages and abilities
- Facility selection informed by volume and speed of vehicles
- The 'U' of the Borough Loop and the Bushby Promenade will have special bidirectional facilities



2 Height and Density

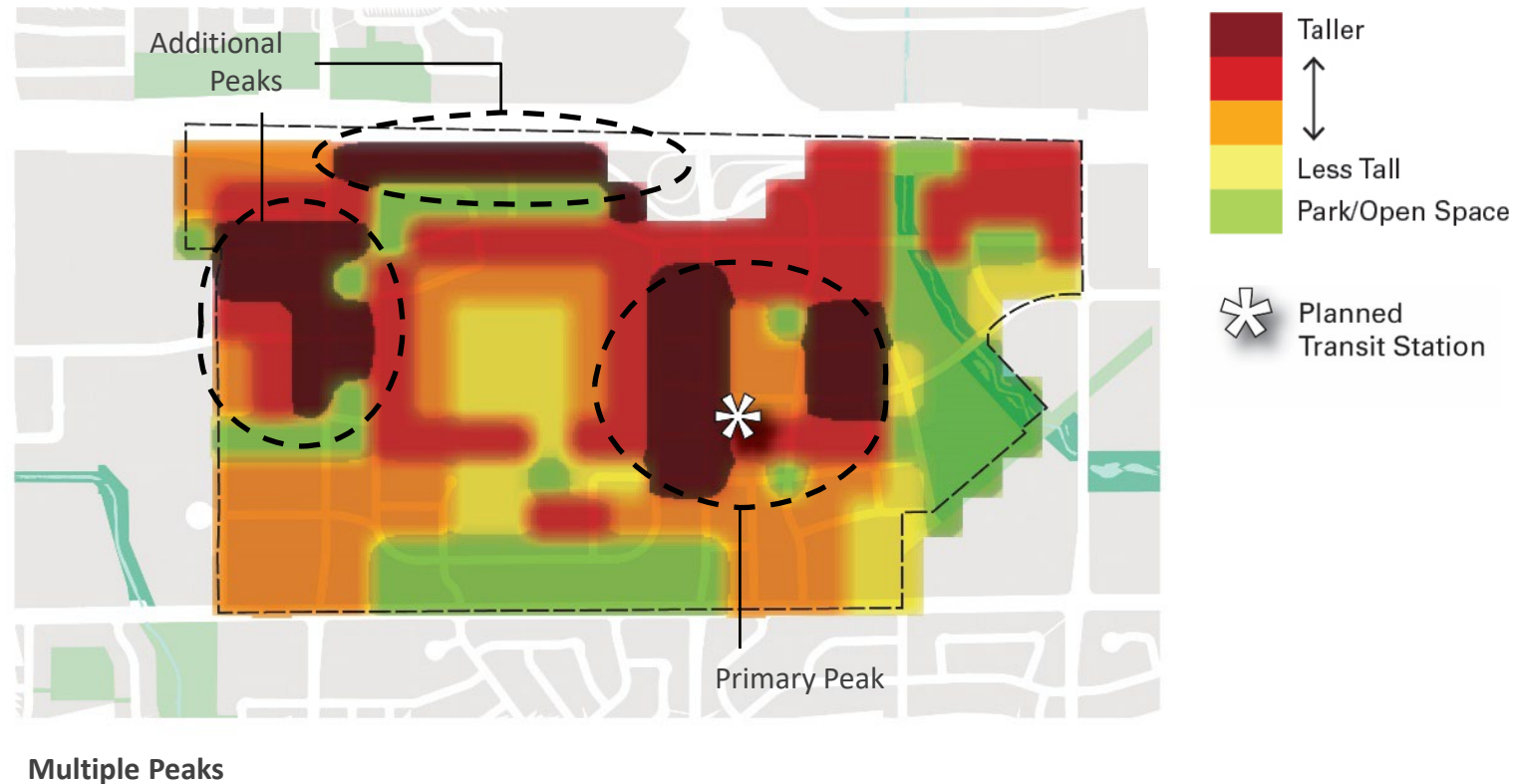
Direction:

Pursue the “Multiple Peaks” strategy tested in Phase 3:

1. **Primary peak:** the new subway / transit station
2. **Two additional peaks:**
 - Along the edge of Highway 401
 - Around the Brimley and Progress intersection

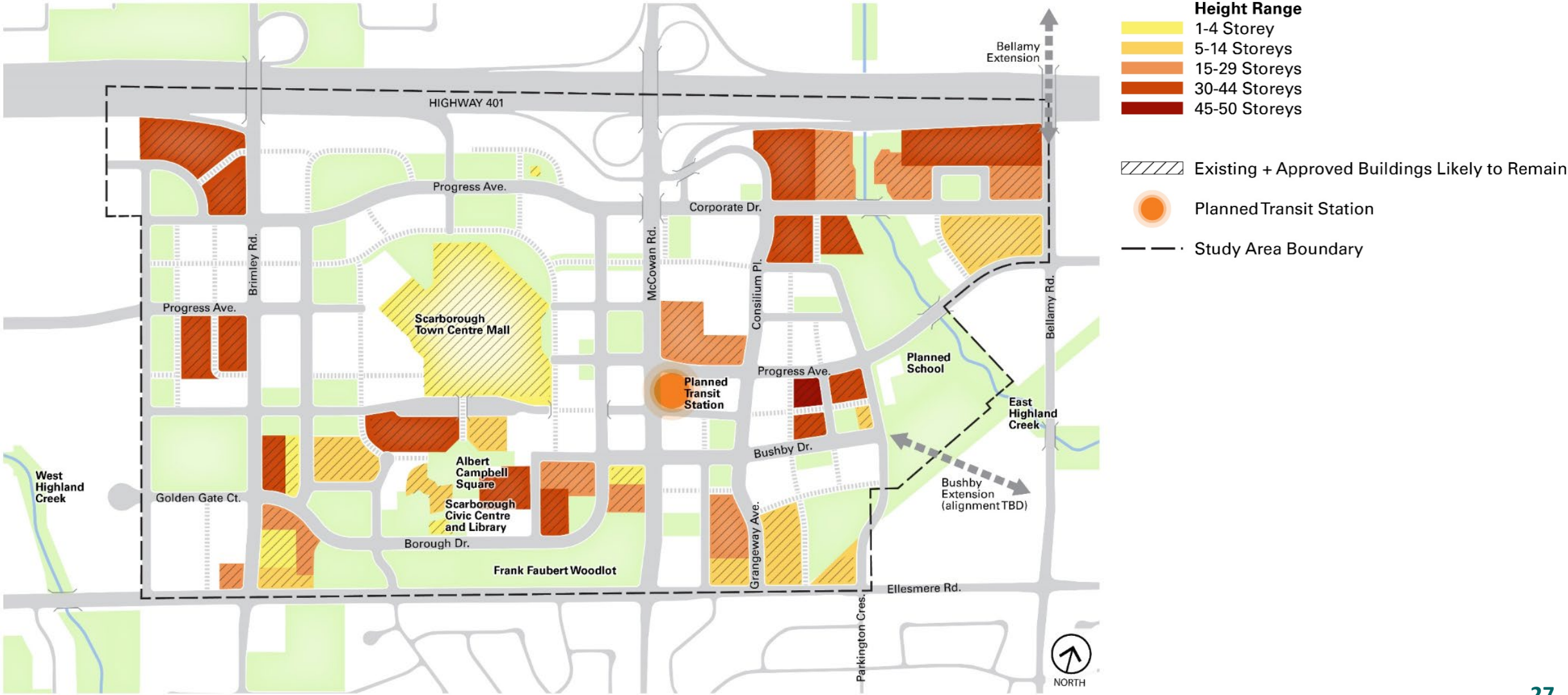
Height steps down:

- Toward Ellesmere Road and existing Neighbourhoods to the south
- Around parks, natural areas and schools, to preserve sunlight



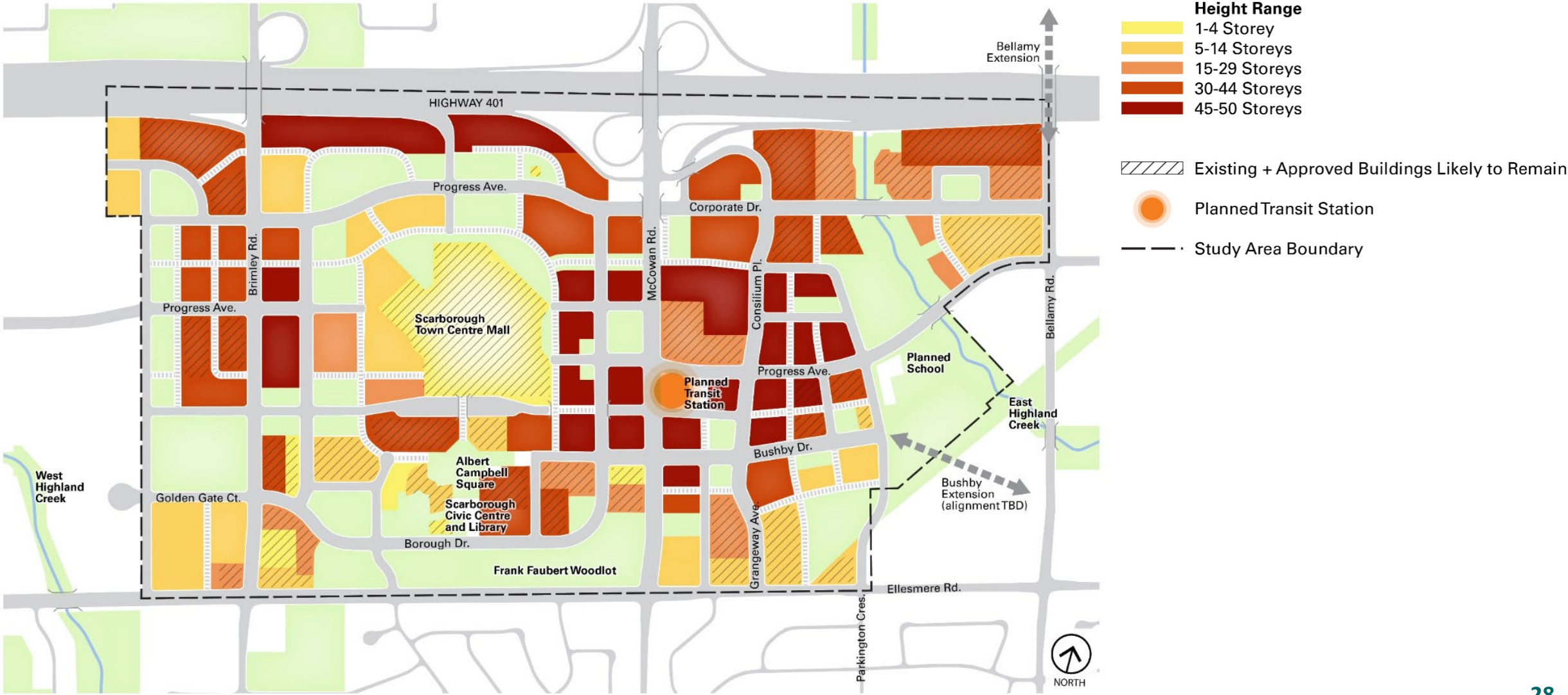
2 Height and Density

Fixed Conditions: Existing / Approved Heights



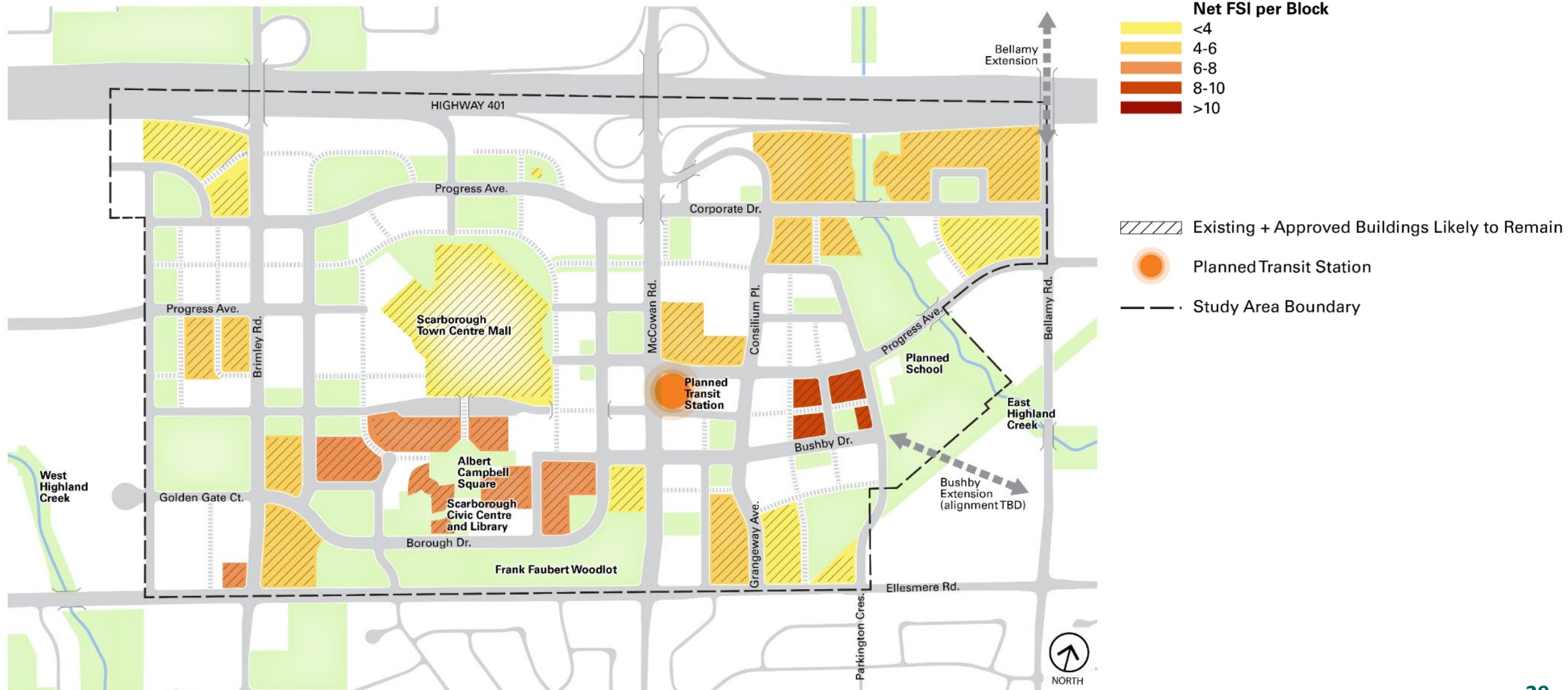
2 Height and Density

Preferred Approach: Multiple Height Peaks



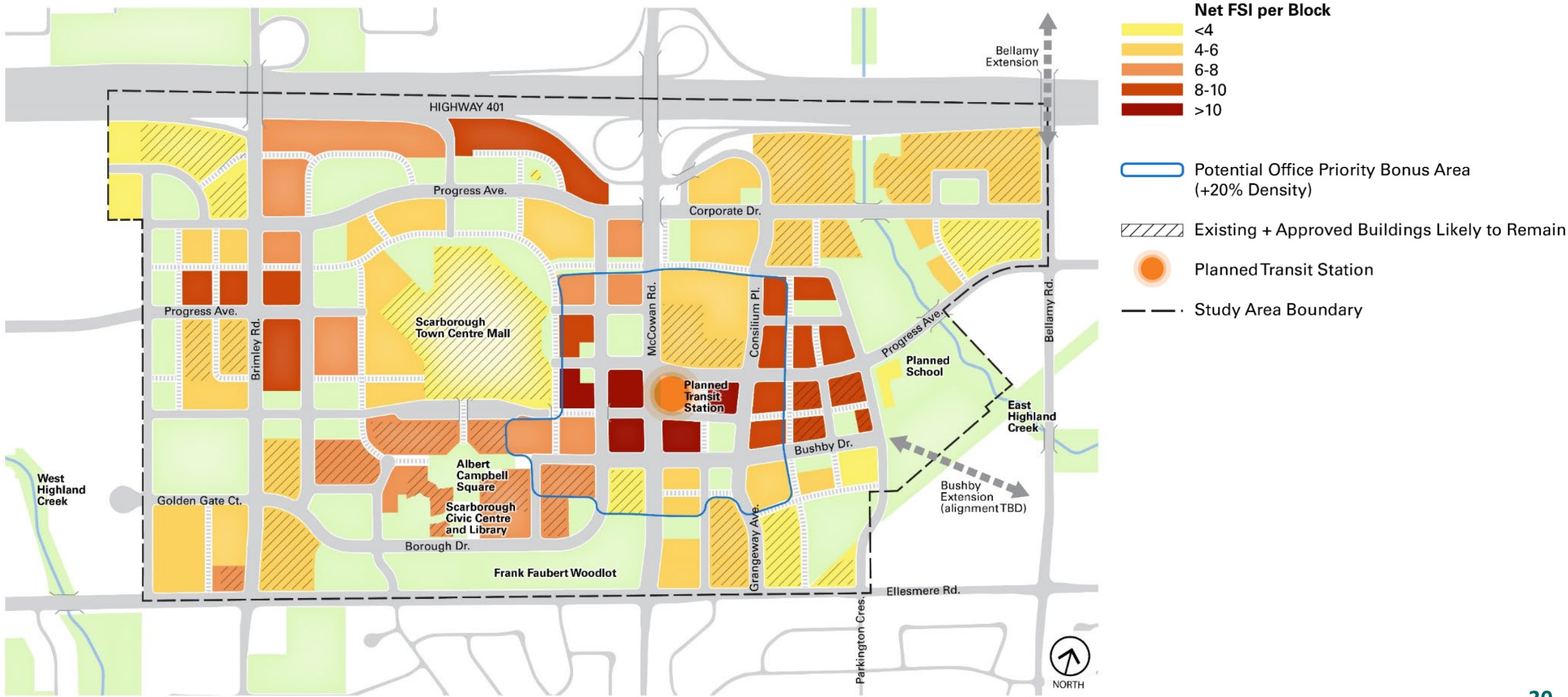
2 Height and Density: Existing Density

Fixed Conditions: Existing / Approved Densities (by Block)



2 Height and Density: Density Strategy

Preferred Approach: Multiple Density Peaks



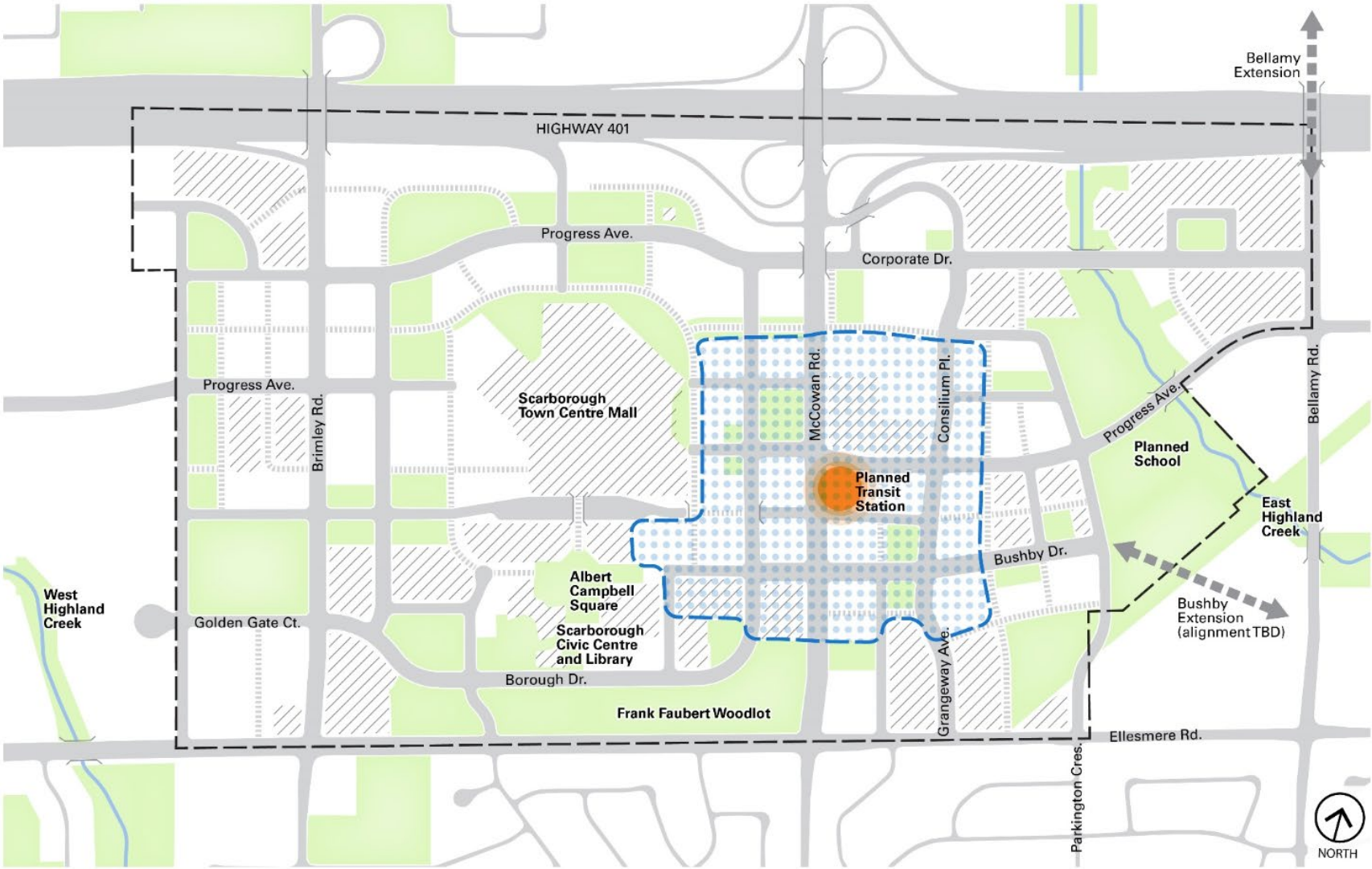
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Height and Density



3 Land Use: Office Priority

Office Priority Area

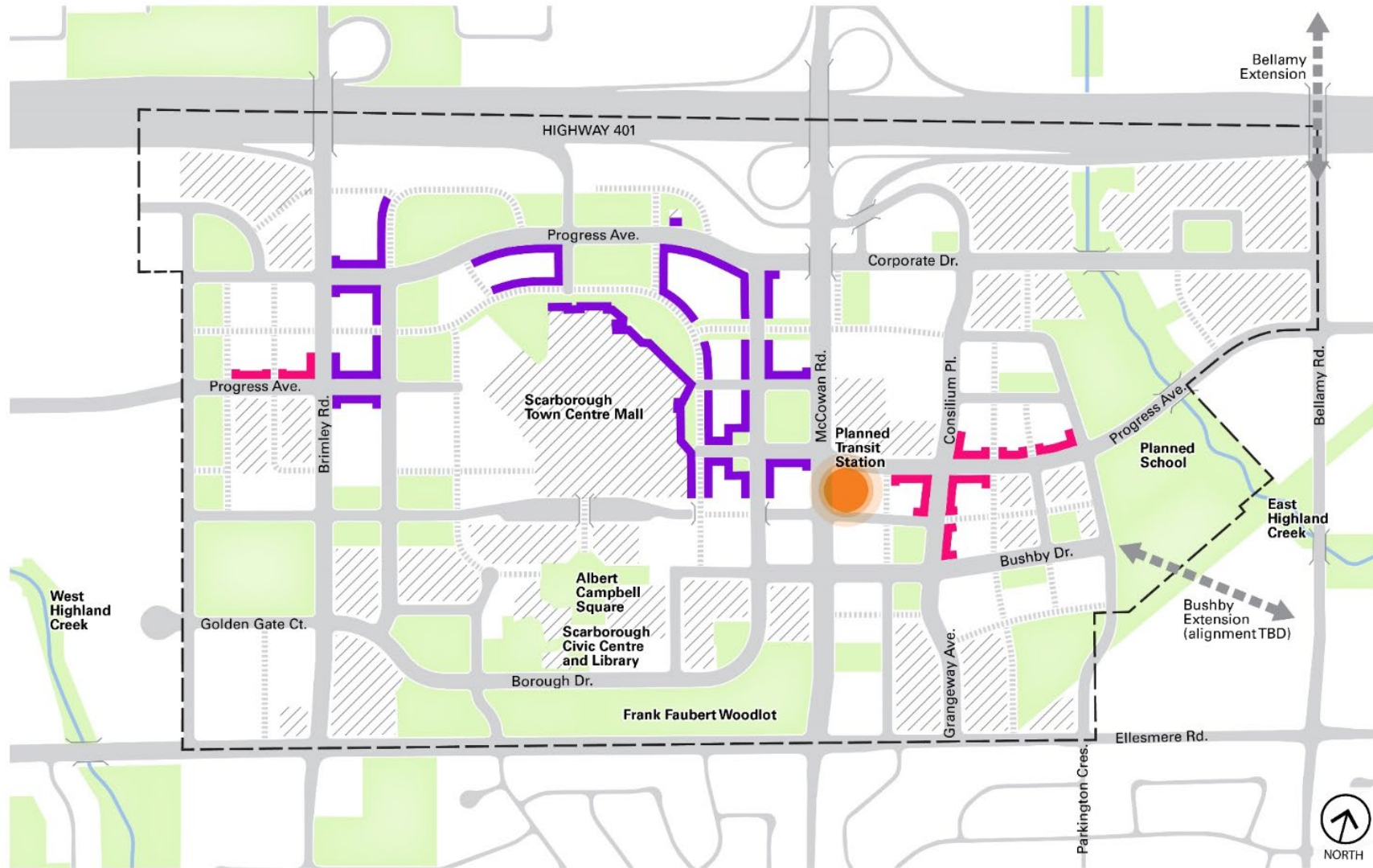







-  Potential Office Priority Bonus Area (+20% Density)
-  Existing + Approved Buildings Likely to Remain
-  Planned Transit Station
-  Study Area Boundary

Proposed Office Priority Area around subway station, in which an additional 20% density will be offered for exclusively office uses.

3 Land Use: Retail Priority

Retail Priority Frontages



-  Mall Priority Grade-Related Retail Frontages (Conceptual)
-  Priority Grade-Related Retail Frontages
-  Existing + Approved Buildings Likely to Remain
-  Planned Transit Station
-  Study Area Boundary

- Retail Priority frontages where active ground floor uses are required
- Distinction between mall frontages (which are more flexible / conceptual) and other frontages

4 Built Form

- Reinforce compliance with existing City guidelines.
- Use Secondary Plan and Urban Design Guidelines to encourage a mix of mid-rise and tall buildings on large sites where tall buildings are permitted.
- Encourage office buildings, to provide jobs and ensure a balance with residential growth. Office buildings may have larger floorplates than residential buildings.
- Require a **minimum** 30-metre separation distance between tall buildings, with greater separation encouraged.
- Require that built form achieves minimum sunlight hours on certain parks.
- Additional built form recommendations may be added in the Urban Design Guidelines.

5 Parks and Open Space Plan

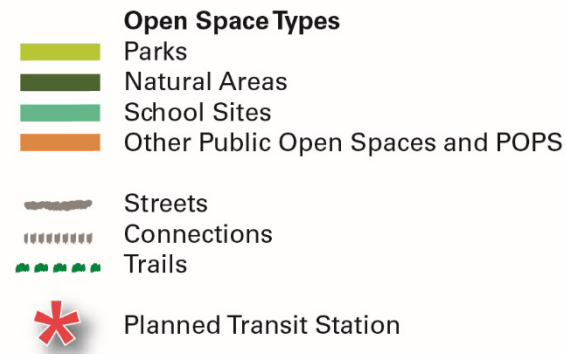
Key Challenge: Increase Park Provision Rate

Solutions:

- Comprehensive planning of opportunities for more parkland within Scarborough Centre
- Additional parkland adjacent to Scarborough Centre may be considered in future



Phase 3 Parks and Open Spaces



Currently Proposed Parks and Open Spaces (for Discussion)

5 Parks and Open Space Plan

Big Moves for Parks and Open Spaces



1. Brimley Corridor Parks System
2. West SRT Corridor Trail and Parks (with links to West Highland Creek)
3. Progress Avenue North Side Parks and POPS
4. Expanded Woodlots
5. Borough Loop Necklace
6. East Highland Creek Open Space System
7. East SRT Corridor Trail and Parks (connecting to East Highland Creek)

5 Parks and Open Space Plan

Green Loops as Open Space Connectors



5 Parks and Open Space Plan

Currently Proposed Parks and Open Spaces (for Discussion)



5 Parks and Open Space Plan

Phase 3 Modelled Scenario

People and Jobs:

- 65,000 people + 32,000 jobs (2:1 ratio)
- 38,500 residential units
- 539 PPJ/ha

Parks and Open Spaces:

- 23.4 ha of parks
- 2.9 ha of natural areas
- 3.6 ha of major POPS

Parks Provision

- 3.61 m² per resident

Revised Scenario

People and Jobs:

- 60,000 people + 30,000 jobs (2:1 ratio)
- 36,000 residential units
- 502 PPJ/ha (in contrast to 400 PPJ/ha minimum)

Parks and Open Spaces:

- 28.6 ha of parks
- 2.9 ha of natural areas
- 3.1 ha of major POPS

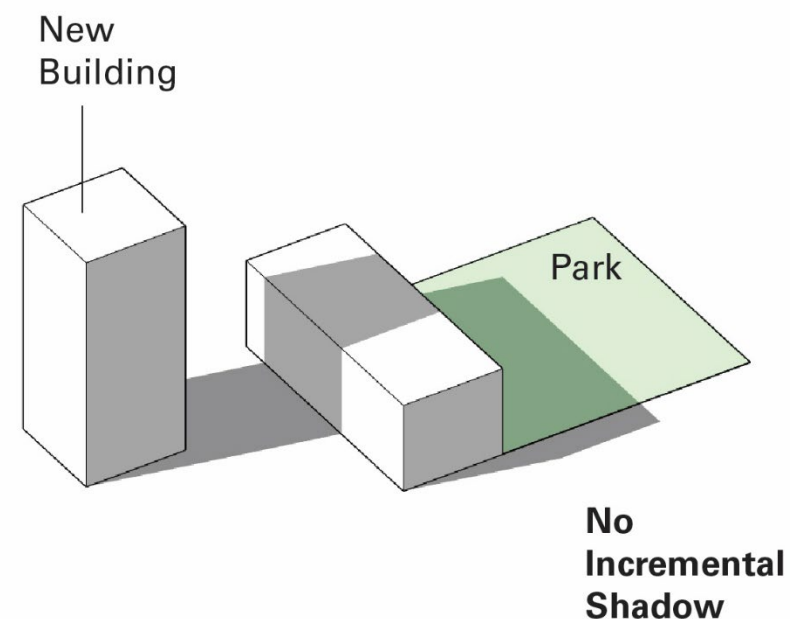
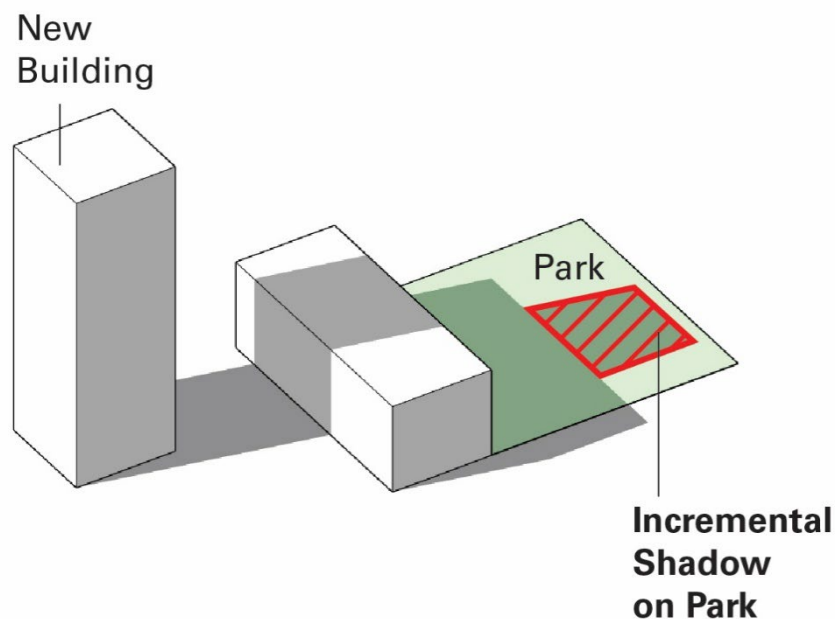
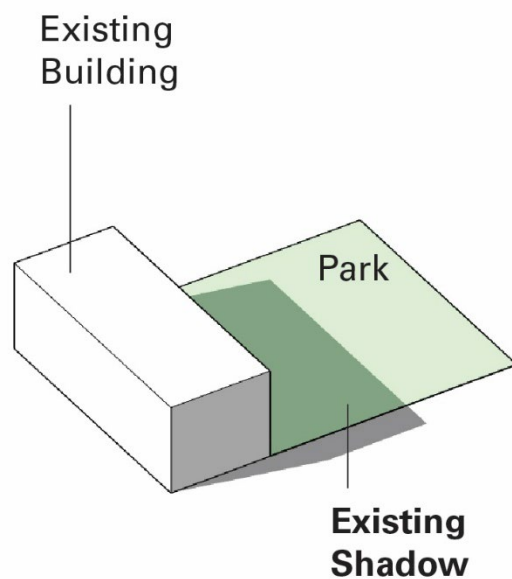
Parks Provision

- 4.75 m² per resident

May be further augmented with additional parks adjacent to Scarborough Centre.

6 Sunlight Protection on Open Spaces

Shadow: Existing Versus Incremental



Shadows are most closely studied on the equinoxes (March 21 and September 21), which is the mid-point for shadow impacts.

6 Sunlight Protection on Open Spaces

How can we protect open spaces from shadowing? What standards are achievable?

We have been able to demonstrate the following:

1. Existing open spaces:

- Free of incremental shadow for at least 7 hours on the equinoxes.

2. Major new public parks and planned/potential school sites:

- Free of incremental shadow for 6-7 hours on the equinoxes.

3. Smaller new parks and open spaces:

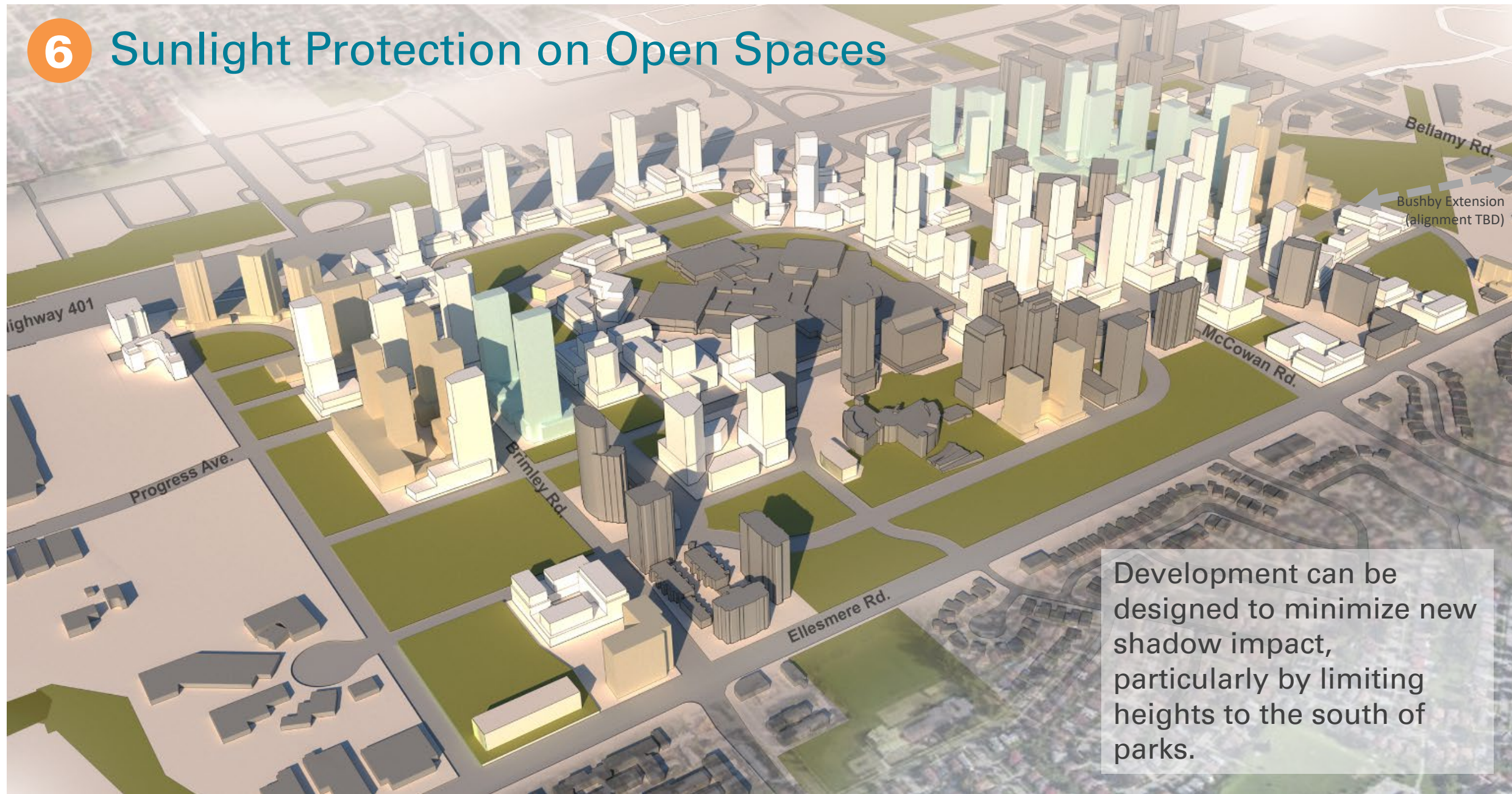
- Free of incremental shadow for 3-7 hours on the equinoxes.

Exceptions

- Several exceptions apply, where these standards were not achievable in our demonstration.
- Consideration may be given to further adjusting heights or park locations to avoid this.

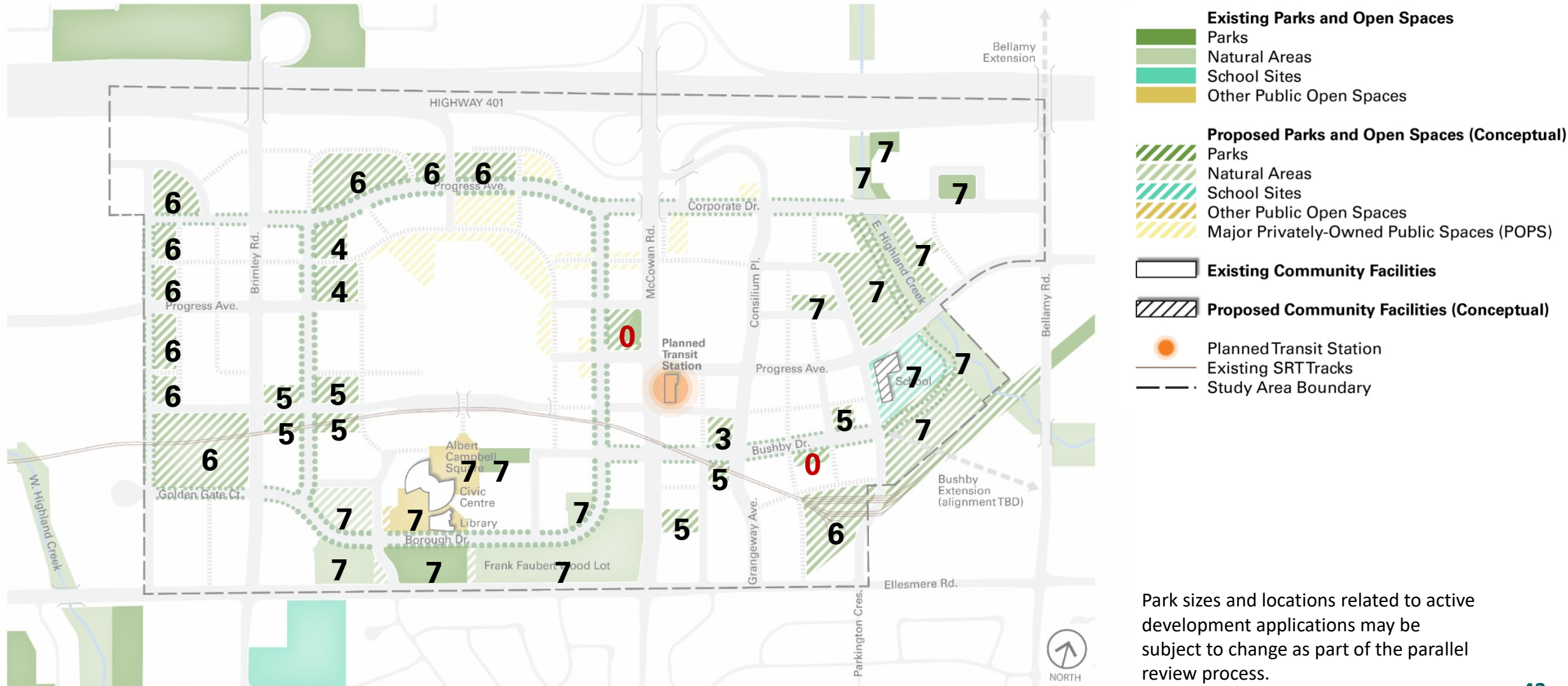
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Sunlight Protection on Open Spaces



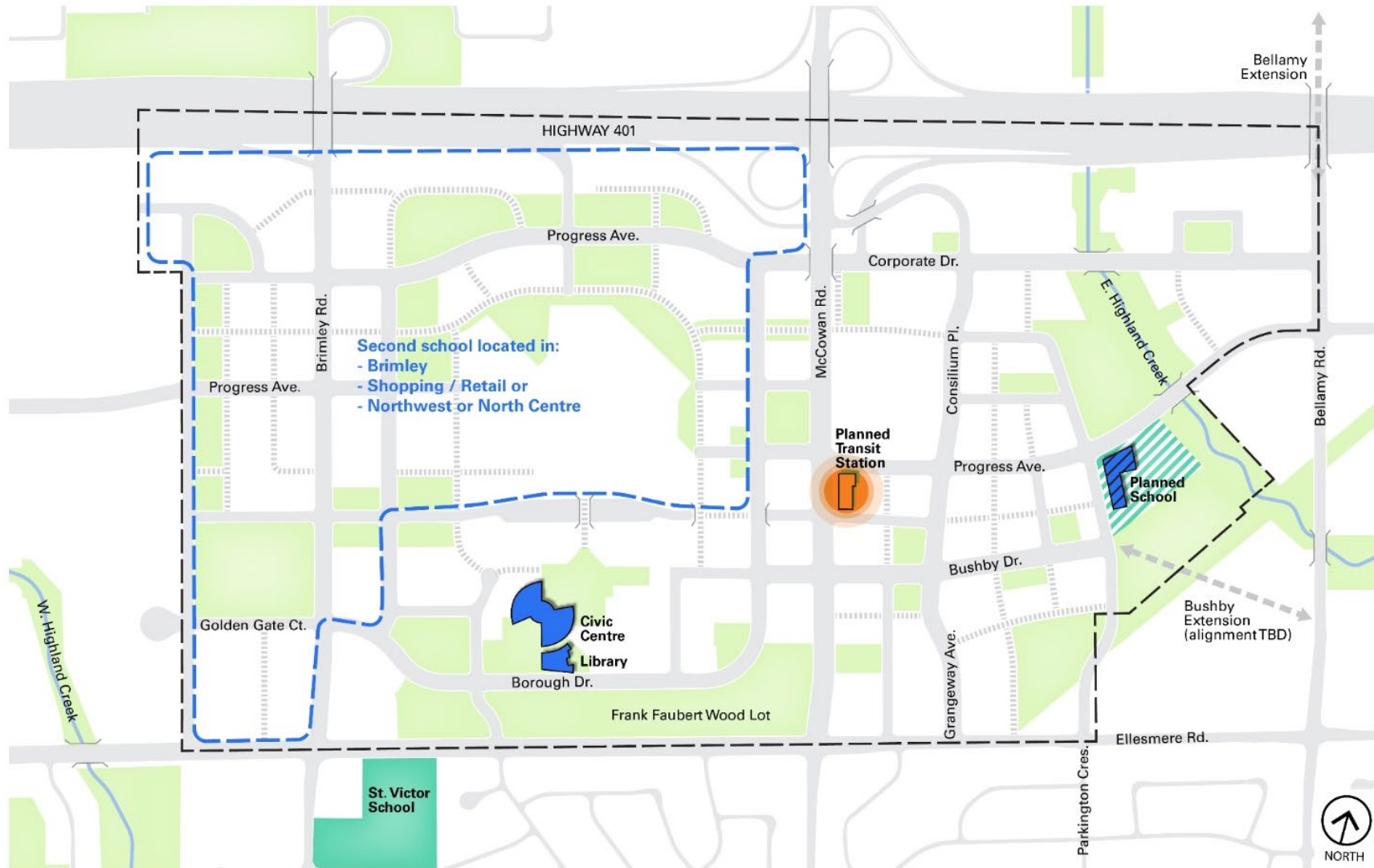
6 Sunlight Protection on Open Spaces

Demonstration: Hours Free of Incremental Shadow (March/September 21, 9 am – 5 pm)



7 Community Services and Facilities

Existing, Planned and Additional Facilities



- Existing Community Facilities
- Proposed Community Facilities (Conceptual)
- Proposed School Sites
- Planned Transit Station
- Study Area Boundary

- **Schools (TDSB):** One planned and one additional (as shown).
- **Recreation / Community Centre:** Must be adjacent to parkland, proximate to residential population, major streets, transit, active transportation.
- **Daycare:** 19 facilities, up to 10 recommended to be secured through development.

8

Infrastructure Assessment

Transportation

- A computer model is being used to determine the impact of increase in population and employment on transportation network performance. Network enhancements will be needed as study area develops over time.

Servicing (Water)

- Analysis of preferred scenario has shown that the addition of the proposed density can be supported by the existing storm, watermain and sanitary networks, with some slight modifications.

Energy

- OSC will support TransformTO goal. Existing buildings save embodied carbon over new construction. However, embodied carbon of new construction represents roughly 3-5 yrs of operational carbon of an existing building.
- A district energy system (DES) is recommended.

Technical Advisory Committee

What we heard



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Technical Advisory Committee (TAC) – April 21, 2022

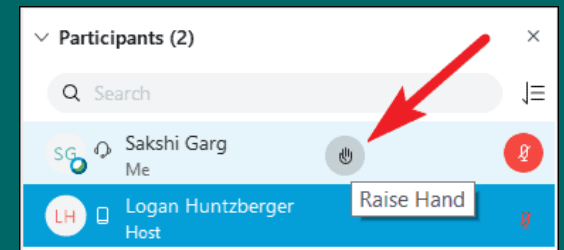
- 33 representatives from City Divisions and outside Boards and Agencies attended
- Representatives from transit agencies highlighted evolving plans for transit infrastructure to be considered in preferred development concept (Bus terminal, timing of street network expansion, etc.)
- Staff confirmed another divisional group is looking at reuse of SRT corridor.
- Discussion of how an office priority area can become a destination to be successful, with amenities and exceptional public realm.
- Consideration of embodied carbon versus operational carbon, and impact on overall urban sustainability when making decisions regarding existing buildings.
- Satisfaction with proposed community services and facilities

Discussion



Guidelines for the Discussion

- **Raise your hand** to indicate you would like to speak: click on the Participants tab, hover your mouse over your name and click the “Raise Hand” icon.
- We will call on one voice at a time.
- Please state your name and any organization affiliation before speaking.
- After you have spoken, click again to **lower your hand**.
- You can also **write comments in the Chat box**.



First, any questions of clarification?



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Now, some topics for discussion.



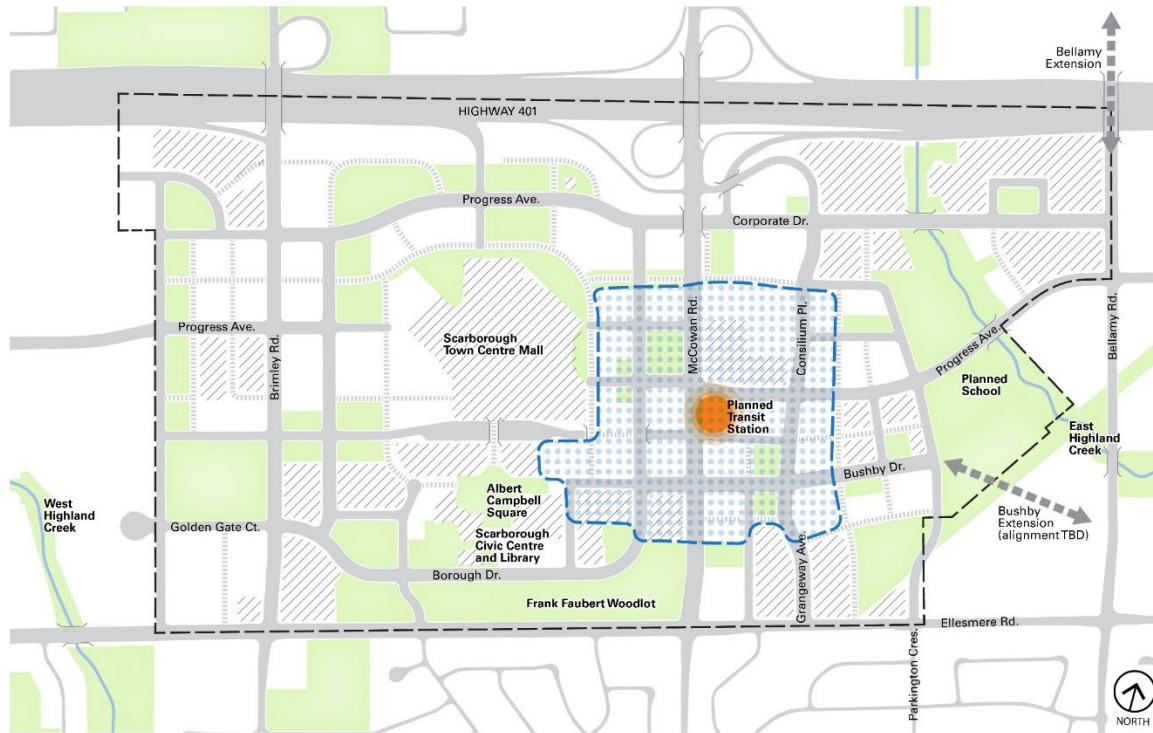
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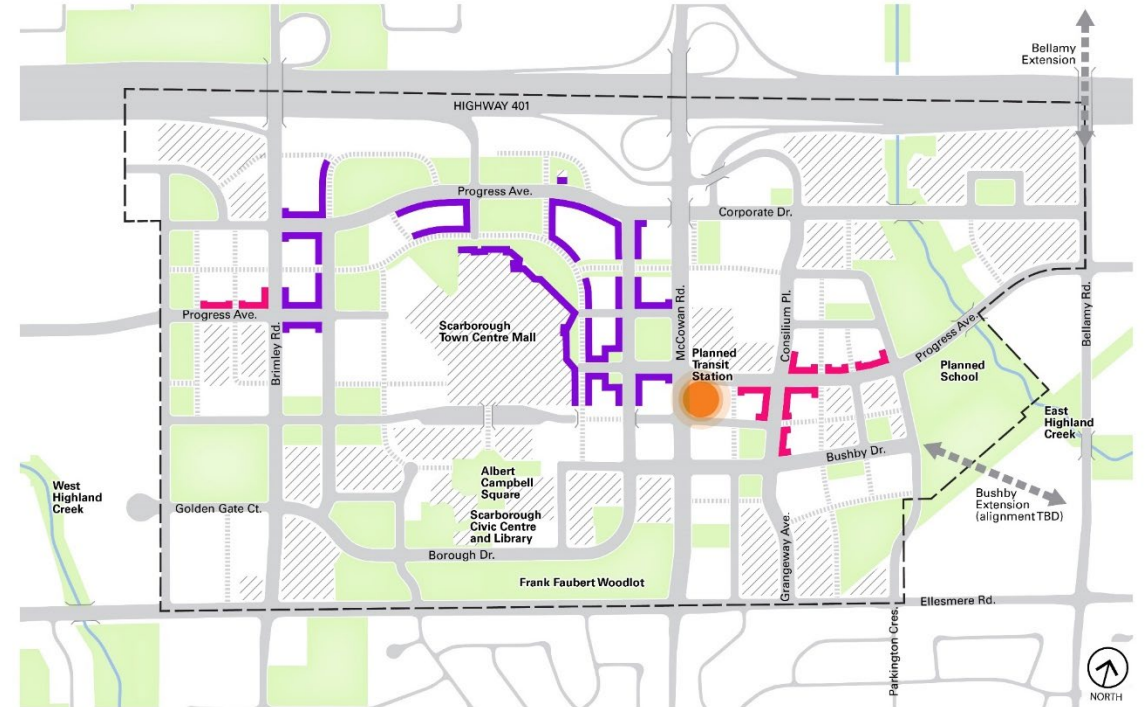
Discussion Questions

1. Are there any comments or recommendations related to promoting an **optimal mix of uses**?
2. Are there any comments or recommendations on the revised **parks and open space network**?
3. What role do you see the **Scarborough Town Centre (mall) site** playing in the future community?
4. Do you support the key **sustainability and resiliency** directions for Scarborough Centre? Is there anything more you would like to see considered?
5. Do you have any ideas about the **community services and facilities** needed in Scarborough Centre (location, design, amenities, etc.)?
6. Do you have **any other comments** about the Preferred Development Concept?

1. Are there any comments or recommendations related to promoting an optimal mix of uses?

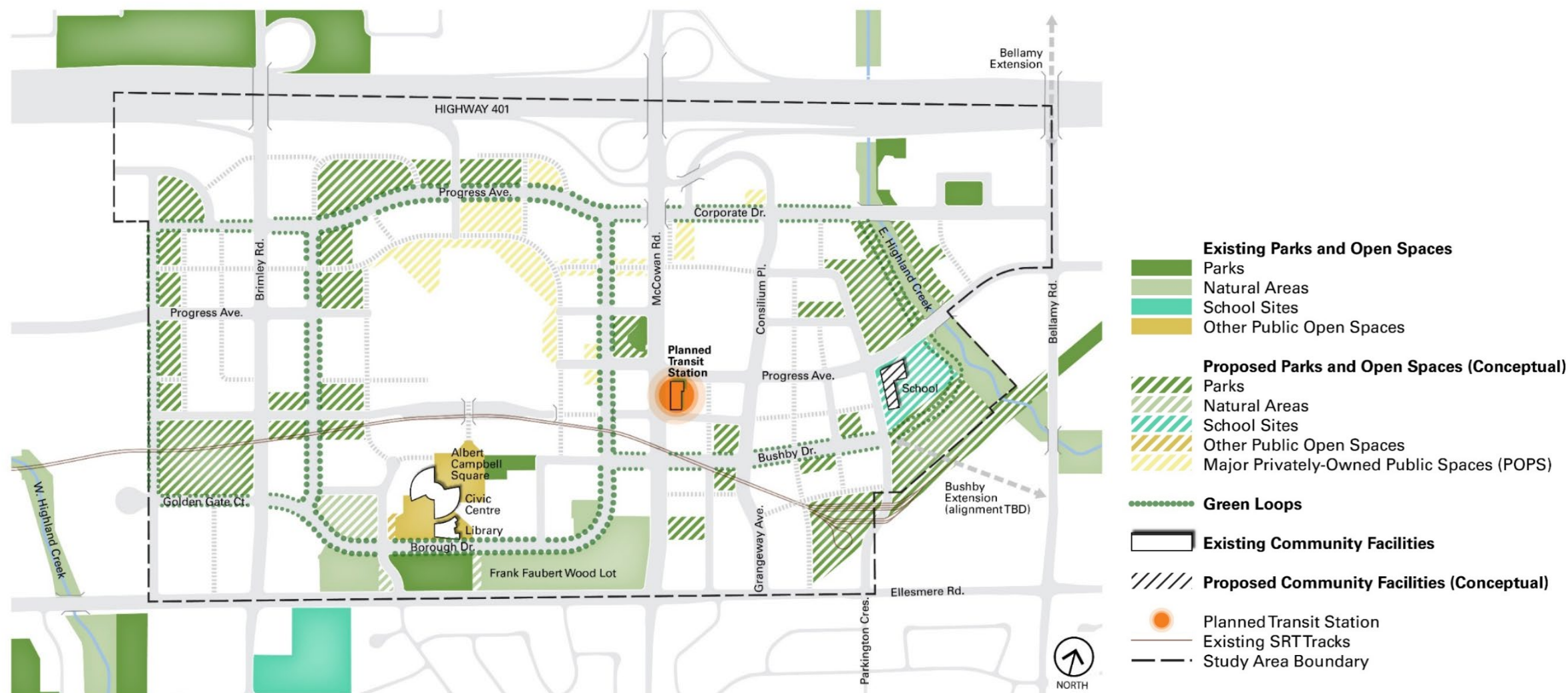


- Potential Office Priority Bonus Area (+20% Density)
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- Mall Priority Grade-Related Retail Frontages (Conceptual)
- Priority Grade-Related Retail Frontages
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- Study Area Boundary

2. Are there any comments or recommendations on the revised parks and open space network?



3. What role do you see the Scarborough Town Centre site playing in the future community?



4. Do you support the key sustainability and resiliency directions for Scarborough Centre? Is there anything more you would like to see considered?

- Green infrastructure in streets, parks, open spaces and public realm (help manage stormwater naturally, increase biodiversity, reduce impermeable surfaces, etc.)
- Contiguous parks and open space network that connects to natural heritage features (enhances ecological performance)
- Increasing urban tree canopy
- Energy efficient buildings (including considerations for embodied carbon)
- District energy systems
- Green roofs and use of roofs for energy generation
- Promoting a mix of uses supported by pedestrian- and bike-friendly environment that reduces dependence on automobiles

5. Do you have any ideas about the community services and facilities needed in Scarborough Centre (location, design, amenities, etc.)?

CSF SECTOR GROUP	NEEDS ESTIMATE
School Boards	2 TDSB elementary school sites will be needed over time. Existing TCDSB schools have sufficient space for new students.
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Parks & Recreation Facilities	It is anticipated that 1 additional recreation facility will be needed in later phases of the Secondary Plan area's development (>15 years) to serve the full extent of growth anticipated by the Plan.
Toronto Public Library	No needs identified in the Secondary Plan area.

6. Do you have any other comments about the Preferred Development Concept?



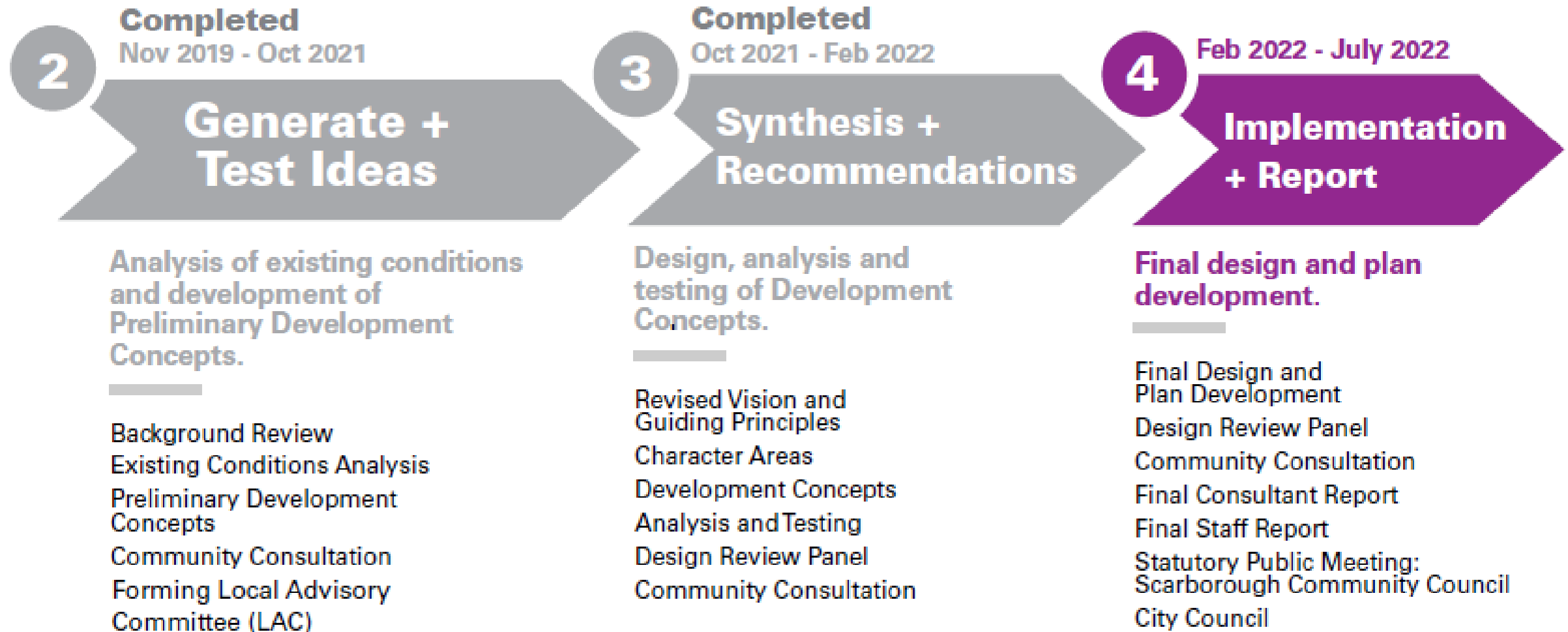
Next Steps



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Next Steps



Thank you!

Additional questions and feedback can be sent to **Kelly Dynes** at Kelly.Dynes@toronto.ca



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