



OUR SCARBOROUGH CENTRE

PHASE 4

# FINAL STUDY REPORT

MARCH 2023

City of Toronto  
Our Scarborough Centre Study  
Revised March 2023  
This report reflects policies and conditions as of July 2022

Project Website:  
[www.toronto.ca/OurScarboroughCentre](http://www.toronto.ca/OurScarboroughCentre)

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 **Caution:**  
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# EXECUTIVE SUMMARY

This report represents the culmination of the Our Scarborough Centre (OurSC) Study: an integrated planning process to refine and update the Scarborough Centre Secondary Plan and develop a comprehensive planning framework specific to the Centre. The goal is to prepare a robust policy direction for the Centre inspired by a vision to transform the area into a complete community. The policies are intended to guide future growth and encourage city building that is green, resilient and sustainable, supports positive change and placemaking over the coming decades, and promotes the development of Scarborough Centre as a vibrant urban node to serve working and resident populations.

The boundaries of the study area are Highway 401 to the north, a line that runs roughly along Bellamy Road to Progress Avenue then follows an irregular pattern to meet Ellsmere Road opposite Parkington Crescent on the east, Ellsmere Road to the south and a line west of Brimley Road (see figure 1.1).

The land on which Scarborough Centre now sits is part of the traditional territory of many First Nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the

Haudenosaunee and the Wendat peoples. Over the past half century, Scarborough Centre has grown from an agricultural area to become the civic, commercial, and employment heart of Scarborough. The evolution of Scarborough Centre has been closely tied to transportation infrastructure. The initial wave of urbanization occurred when Ontario Highway 401 was built through the area in the 1950s, followed by the construction of TTC Line 3 Scarborough (originally known as the Scarborough RT) and the adjacent Bus Terminal in 1985.

When Scarborough Centre was conceived in the 1960's, it was planned as the heart of the former municipality of Scarborough, with a mix of commercial, civic and residential uses at the terminus of TTC Line 3. Current plans for the extension of TTC's Line 2, the addition of higher order transit on Sheppard Avenue and the Durham-Scarborough BRT will situate Scarborough Centre as a focal point in a multi-

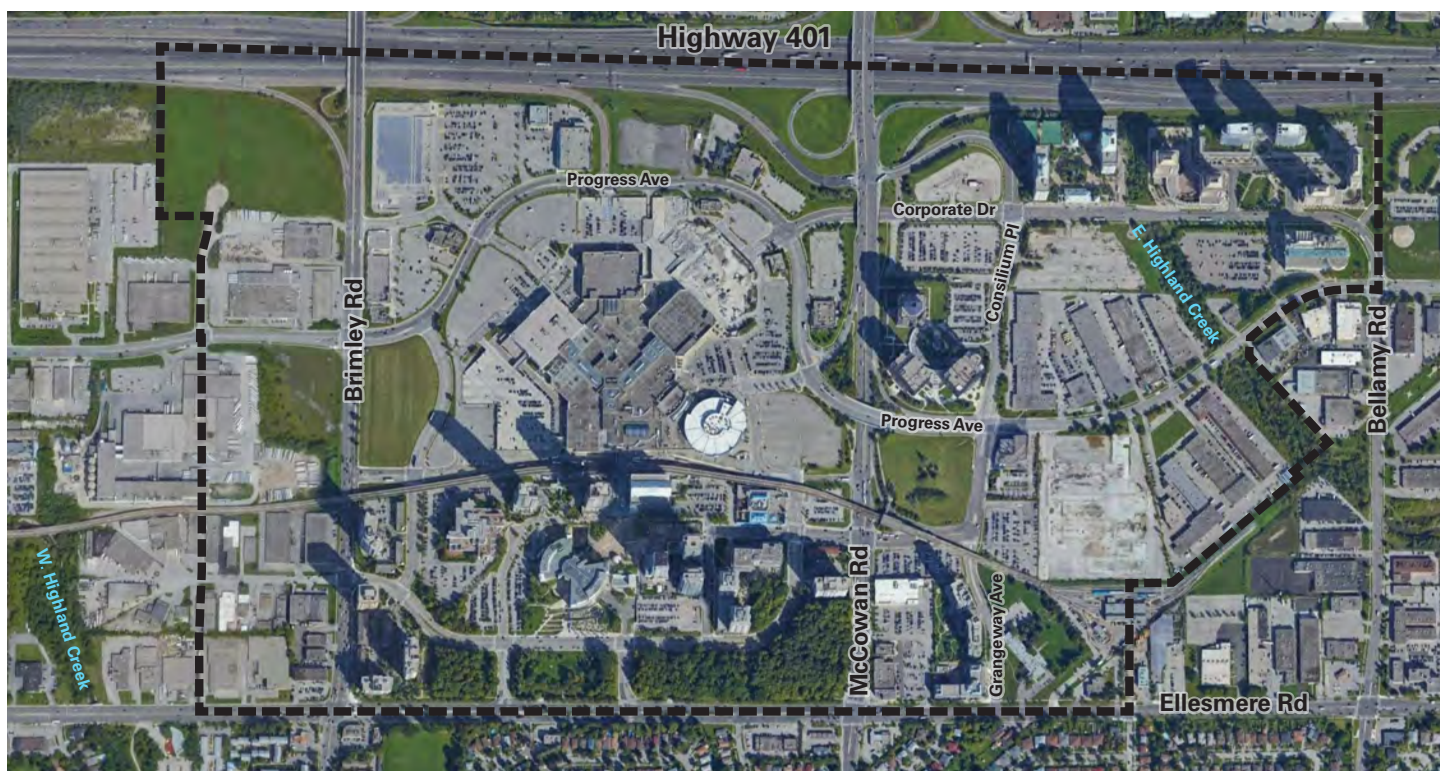


Figure 1.1 Our Scarborough Centre Study Area (Source: Aerial imagery, Google Earth)

pronged rapid transit network, with links to other regional nodes, including Downtown Toronto, North York Centre, Yonge-Eglinton and Oshawa.

Scarborough Centre today is a population, employment and transportation hub for eastern Toronto and the Greater Toronto Area. Currently, there are 536 businesses within the Centre, employing 15,816 full and part-time employees (City of Toronto Employment Survey, 2016) and approximately 13,800 residents in 2021 (compared to 14,150 in 2016) occupying approximately 7,211 dwelling units in 2021 based on 2021 Census data (compared to 6,705 in 2016). As of March 22, 2022, over 6,700 additional units are approved and over 21,000 units are proposed. Scarborough Centre includes several large underdeveloped sites (many of which are vacant), offering significant potential for residential and/or employment intensification

While there has been limited new development over the past few years within Scarborough Centre, there have been a number of major residential developments approved recently and there are a number of major residential applications currently under review. With significant investment in civic infrastructure, including the new subway station and expanded bus terminal, combined with strategic initiatives and private developments, there is a unique opportunity to “build on” and enhance the special identity of Scarborough Centre and orient future development to achieve a vision for a different, improved neighbourhood as outlined in this report.

During the period between 2001 and 2021 Scarborough Centre’s population increased by more than 150 per cent. Total employment in the area decreased between 2001 and 2016 by 409 jobs, representing a 2.4 per cent decrease. Density, as measured by population and employment, has increased over the period, driven primarily by the growth in the residential population.

The physical character of the area is mostly dominated by single-use districts such as industrial uses to the east and west and the Scarborough Town Centre Mall. Towers make up

the predominant and, mostly undifferentiated, housing form. There is a prevalence of large swaths of impervious surfaces including streets, driveways, surface parking, deep, paved setbacks and large roof surfaces, resulting in a harsh urban environment that impacts storm water retention capacity and micro climate.

The current Secondary Plan for the area dates back to 2005. It is out of date and needs to be updated. The purpose of this Study, therefore, is to update the Plan to:

- strengthen the role of Scarborough Centre as one of Toronto’s key Centres and destinations;
- foster a complete community and a mix of uses that serves residents, employees, and visitors within the area and beyond;
- promote a high-quality urban form and a comfortable and safe environment;
- encourage a built form and uses that take advantage of infrastructure investments, particularly the Scarborough Subway Extension;
- build on the unique identity of Scarborough Centre and cultivate a sense of place through a vibrant public realm supported by a network of parks, open spaces, and complete green streets as well as the conservation of cultural heritage resources;
- enable a true multi-modal transportation system with an emphasis on active transportation;
- improve open spaces, parks and active (pedestrian and cycling) connections;
- protect adjacent residential neighbourhoods;
- strengthen community identity; and
- create a sustainable and resilient built environment.

This report builds on many years of investigation and research previously carried out in the area including changes to planning policy, a transportation master plan, a streetscape and public space plan, a public realm plan, a public art plan, a precinct plan for the McCowan sub area and urban design analysis. It also integrates provincial policy, Toronto’s Official Plan policies and City-wide urban design guidelines. Prior to the commencement of the final phases of the work, a report known as phase 1, provided a preliminary

Public Realm Plan, vision and principles, and character areas as direction for achieving a well-connected and expanded network of existing and new public spaces. Phase 1 was premised on a one-stop subway which is now expanded into a three stop extension.

The study process leading up to this report includes detailed analysis of planning policy, urban design analysis, assessment of alternative development scenarios, transportation modeling, analysis of servicing capacity, energy and sustainability analysis.

The recommendations in this report and the draft Secondary Plan polices, which are part of this Study, are informed by an extensive public consultation process that involved, at various stages:

- two meetings with a Local Advisory Committee;
- three meetings with land and business owners;
- three full community consultations, open to all members of the public;
- three online surveys open to the public;

- consultations with children and young people; and
- extensive meetings with City staff and presentations at the City's Design Review Panel.

Following the completion of phase 1, described earlier, the process leading up to this report was divided into phases 2, 3 and 4.

Phase 2 was completed in October 2021 and involves policy and planning background analysis; review of transportation, energy and community infrastructure; an assessment of opportunities and constraints; and planning and urban design analysis.

Phase 3 was completed in February 2022. It focuses on the design, analysis and testing of alternative development concepts and consultation.

Phase 4, which is the culmination of the study, is the subject of this report and describes the preferred development concept (see figure 1.8) and is accompanied by Secondary Plan Policy Recommendations, Urban Design Guidelines,



Figure 1.8 View from south east of the demonstration model of preferred development concept.



a Community Energy and Emissions Plan, a Master Servicing Plan and a refinement of the Transportation Master Plan. City staff will use this report (and accompanying reports) to inform their future recommendations for updates to the Scarborough Centre Secondary Plan at a statutory public meeting at Scarborough Community Council.

For a complete description of the process and the background materials leading up to this Study please see the Phase 2 Background Report, dated October 2021. For a description of the development concepts please see the Phase 3 Development Concepts Report, dated February 2022. Summaries of the consultation process are contained in Chapter 8 of the Phase 2 Background Report, Chapter 4 of the Phase 3 Development Concepts Report and Appendix A of this report.

The proposed Plan described in this report and the Secondary Plan recommendations envision a major transformation of Scarborough Centre into a green and complete community that is pedestrian and bike friendly, features a vibrant public realm, a variety of building types, and an active street life. Its main features include:

- system of “Green Loops” with a double line of trees and enriched facilities for pedestrians, cyclists, and other users around the Scarborough Town Centre Mall connected to the east and west by a network of “Civic” streets;
- a significantly enhanced parks and open space system that incorporates existing parks around the Civic Centre and adds new large park spaces along the west, north and east edges of Scarborough Centre, all connected to Civic streets;
- enhanced pedestrian connections to the East and West branches of Highland Creek;
- a concentration of mixed-use development near the multi modal transportation terminal at the new subway station, including offices and other employment uses;
- a robust active transportation network;
- a fine-grained network of active streets with retail and community services at ground level;
- affordable housing, schools and community

- services;
- a diversity of building forms and interesting architectural styles;
- green infrastructure integration in the public realm;
- a plan for community energy and resiliency; and
- the conservation and enhancement of cultural heritage resources.

At full build out, as envisioned in the preferred development scenario, Scarborough Centre will have a total of 64,000 residents and 27,000 jobs (a ratio of a little over 2:1). This will result in a combined density of 509 people and jobs per hectare, well above the provincially mandated 400 people and jobs per hectare for an Urban Growth Centre.

The vision and guiding principles for the study area were developed through the consultation process described above and are fully described in chapter 2 of this report. The vision states:

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 heritage and ethnocultural diversity will be the cornerstones of all new initiatives in the area.

The eight guiding principles are as follows:

- create distinct districts with a varied built form;
- make Scarborough Centre a vibrant and exciting place;
- create great streets with an attractive public realm;
- create a complete community with a diverse

- mix of activities;
- create quality parks and open spaces;
- plan for active transportation and improved mobility and connectivity;
- build a sustainable and resilient Centre; and
- foster an inclusive community.

Chapter 3 of this report, outlines an area structure for Scarborough Centre and provides strategic directions for each district. It builds on the natural features and potential trail network along the East and West branches of Highland Creek, the transportation network, including the planned



Figure 5.8 Green Loop street design: broad sidewalks, two-way cycle track (where possible), double rows of trees in open planters and other substantial planted areas. More details can be found in the Urban Design Guidelines for streets.

subway extension, with a stop on McCowan Road, and a mix of civic, residential, retail, office and industrial uses. A key characteristic of the future structure is the planned parks and open space system, including a series of Green Loops, green streets and natural features which are intended to knit the area together and provide enhanced, attractive opportunities for walking and cycling. There are six geographic districts, each with a somewhat distinct character, recommended for Scarborough Centre (see figure 3.5). These include:

- the Commercial District, characterized by the Scarborough Town Centre Mall and associated lands;
- the McCowan District, which will be anchored by the planned Scarborough Centre Subway Station and multimodal bus terminal at the intersection of McCowan Road and Progress Avenue, serving as a transportation hub for the area;
- the Civic District, characterized by the Raymond Moriyama designed civic buildings, as well as government, private commercial offices, community services and facilities, residential towers, parks, open spaces, and the Frank Faubert Woodlots;
- the Brimley District is generally characterized by adjacency to employment areas west of Brimley Road and nearby West Highland Creek as well as existing office uses to the west of Brimley Road and residential towers to the east;
- the East Highland Creek District, characterized by the East Highland Creek--the main natural heritage feature in the Centre--together with lands adjacent to the Creek corridor and south of Progress Avenue; and
- the North District, characterized by Highway 401 along its northern edge of the Centre and a number of taller residential towers towards the east, and potential for additional towers

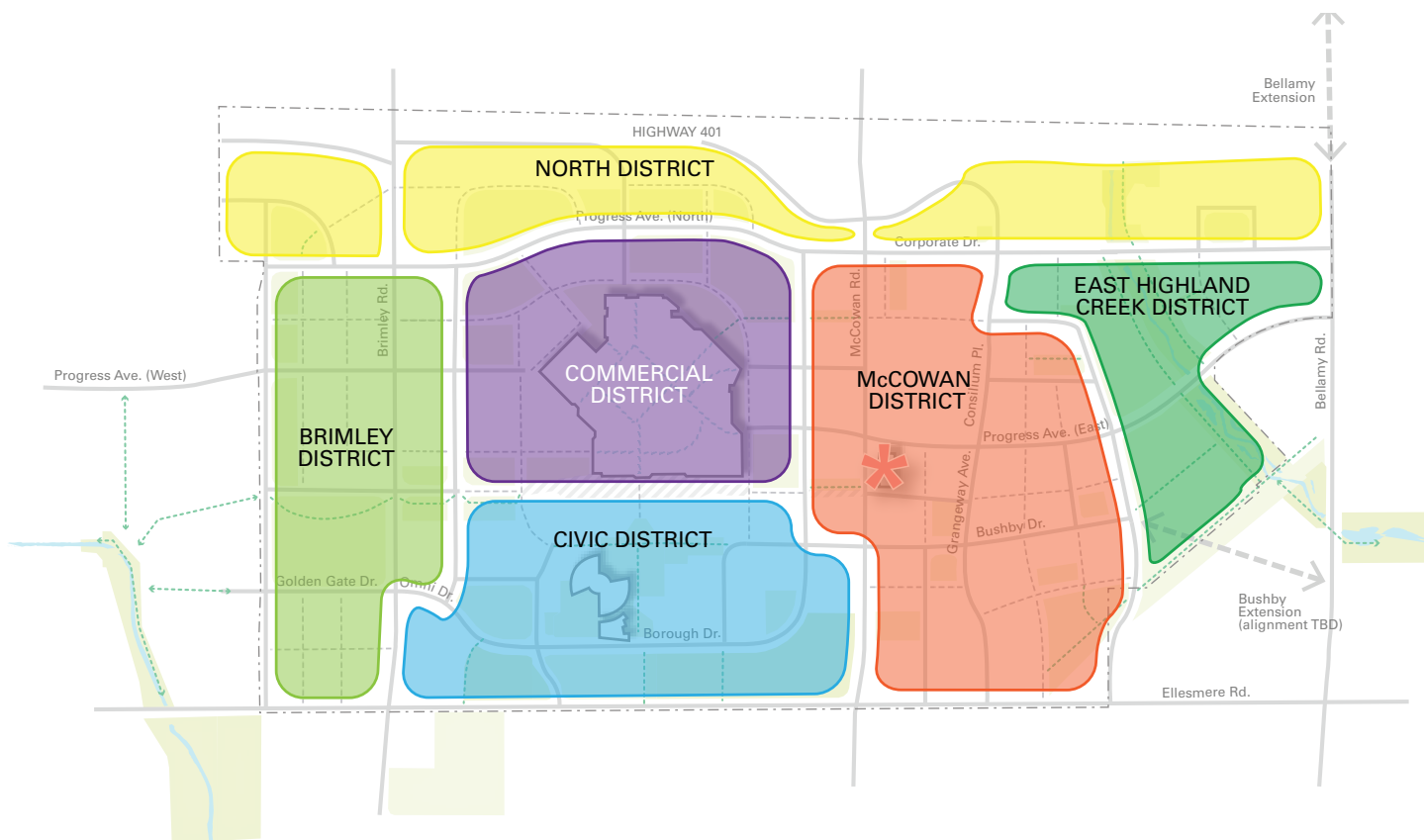


Figure 3.5 Map showing recommended districts within Scarborough Centre

Chapter 4 provides direction for land use and economy. It summarizes Scarborough Centre's designation as an Urban Growth Centre in the Provincial Growth Plan and as a Centre in the City's Official Plan, which makes it a focus for jobs and residential growth. Key considerations for land use planning are to develop the Centre in a manner that promotes its economic competitiveness and builds a complete, sustainable community.

The recommendations build on Scarborough Centre's designation as "Mixed Use Areas" in the City's Official Plan which includes extensive development criteria to guide built form, building location, massing, height transition, light and privacy impacts, layout and design of new streets and parks and restrictions on large-scale, stand-alone retail stores and power centres. Additional strategic directions specific to the Centre in this report are to:

- provide a great environment for residents,

workers and visitors through good design of buildings and adjacent spaces;

- provide the opportunity for residents to work, shop and recreate close to home, where trips can be made quickly and conveniently by foot or bicycle;
- provide a mix of varying scales and intensities of development and building heights; and
- provide adequate services and amenities that support people's needs for daily living, working and recreation.

To create a truly mixed use environment for the future, the report recommends that additional density will be offered for exclusively office uses within the Office Priority Area near the mobility hub. It encourages ground-related retail and services that support office uses within the Office Priority Area, encourages distinctive building design and landscape architecture, and promotes high quality design of parks, plazas and open spaces.

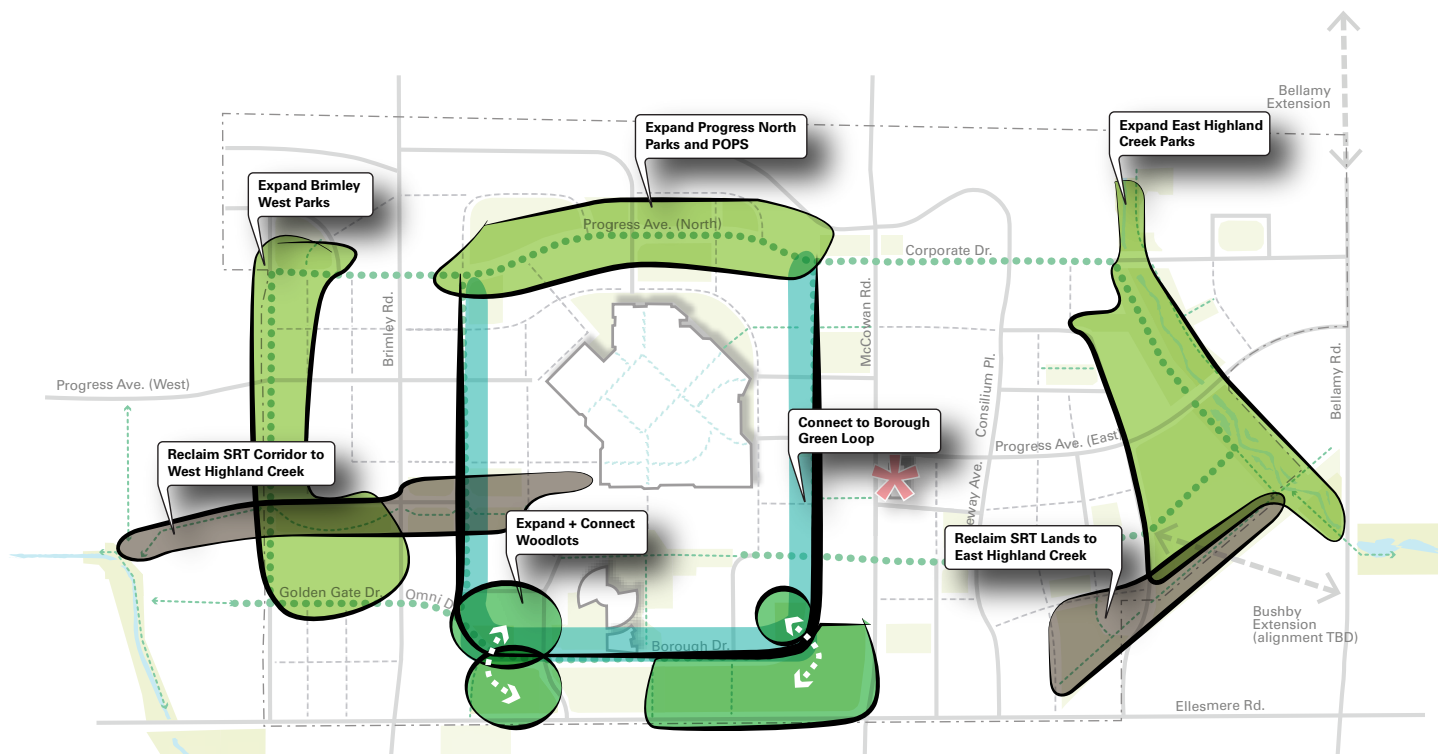


Figure 5.2 Big moves in open spaces.

The report recommends designating Primary Retail Priority Frontages near the subway station to create destinations for shopping, serving local needs along a street-related retail corridor.

The report encourages the City to promote festivals and other events at Albert Campbell Square to celebrate local culture and to create a hub for the performing arts, music and visual arts on City owned land in the Civic District.

Finally, Chapter 4 recommends that existing industrial uses along the western boundary of the Centre be protected from the impacts of future development by requiring developers of sensitive uses (including residential developments) to submit a Land Use Compatibility Study and provide buffering, screening, and/or other attenuation/mitigation measures.

Chapter 5 provides strategic directions and recommendations to enhance protection of natural heritage features and create a robust, integrated parks and open space system, and public realm in Scarborough Centre. In fact, the greatest changes

to the previous planning work being introduced through this Study relate to the parks and open space system, including Green Loops, which will be specially landscaped and signed, connecting many of the parks and open spaces.

The vision for Natural Areas in Scarborough Centre is to preserve and enhance their ecological functions and improve access through trails and pedestrian linkages. Strategic directions are to:

- preserve and expand East Highland Creek corridor and Frank Faubert Woodlots;
- improve access to Natural Areas in the Centre by connecting East and West Highland Creek through trails and pedestrian connections;
- preserve and improve public visibility and usability of Natural Areas for public use and recreation; and
- enhance Natural Areas by improving ecological performance, biodiversity and design for public use.

The big moves regarding the parks and open space system are shown on figure 5.2. These

include the following:

- introduce parks west of Brimley Road;
- reclaim the SRT Corridor to West Highland Creek;
- connect parks to Borough Drive Green Loop as shown on figure 5.7;
- expand and connect Woodlots;
- expand parks and Privately-Owned Publicly Accessible Spaces north of Progress Avenue;
- expand the East Highland Creek Park system; and
- reclaim SRT lands towards East Highland Creek.

The intent is to achieve this vision for parks incrementally over time, as opportunities arise through redevelopment or acquisition.

Streets are considered an important dimension of the public realm in Scarborough Centre. The proposed network of streets is significantly expanded creating more blocks and greater permeability for all forms of mobility. To achieve this, the report recommends some minor adjustments to the network proposed earlier in the Master Transportation Plan. (see Figure 5.5).

Streets are proposed to be redesigned so they become green and part of the connective tissue for the parks and opens space system in Scarborough Centre. Strategic directions to achieve this include:

- providing generous pedestrian clearways free of obstacles and dedicated cycling facilities;
- creating setbacks at grade on private lands from buildings to supplement what takes place within the public rights-of-way;

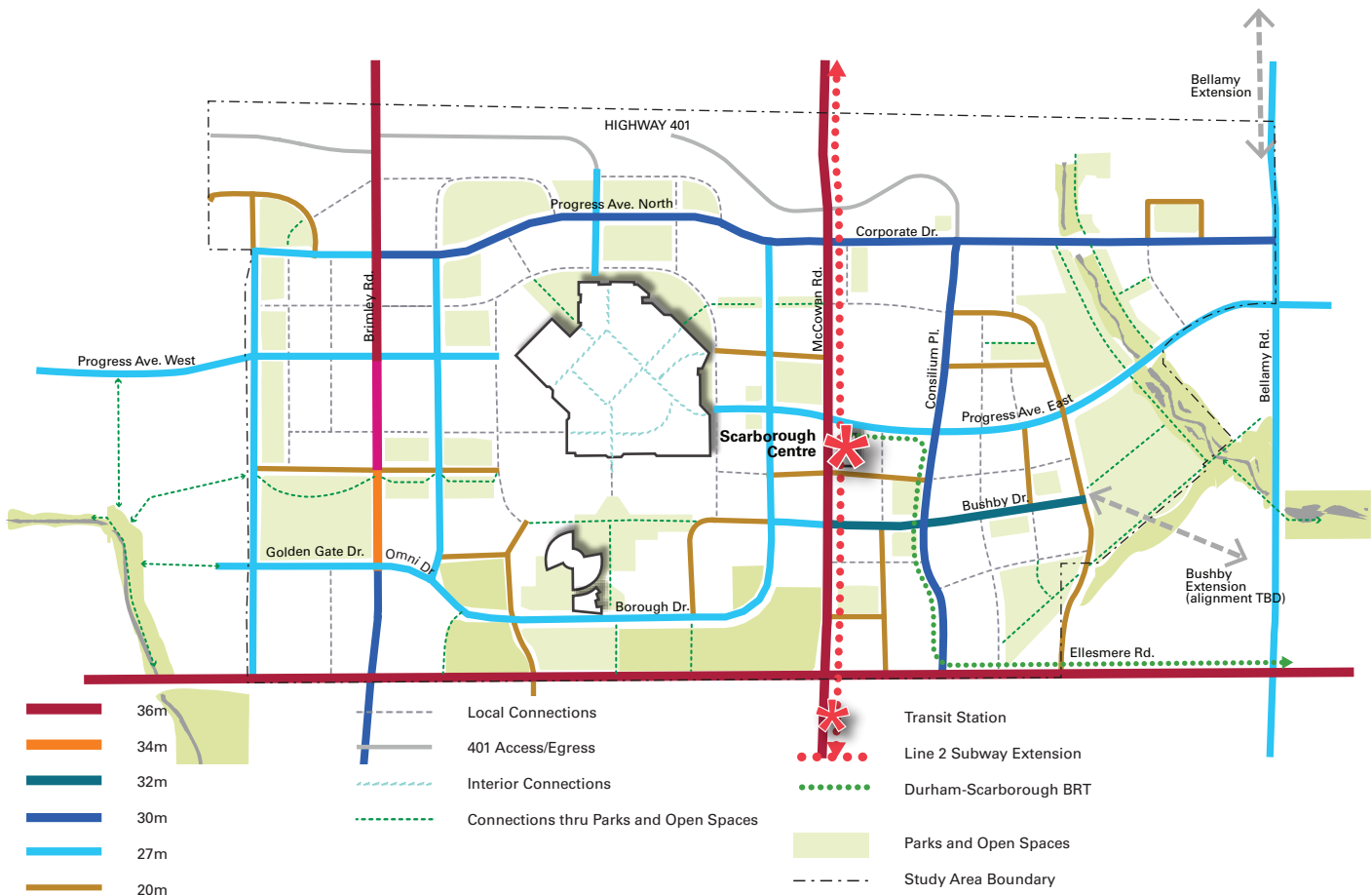


Figure 5.5 Street network, with connections, trails and higher order transit.

- providing generous planting and furnishing zones on each street with many streets having two rows of trees; and
- using open planters as the preferred tree planting detail.

The Green Loops system, as shown on figure 5.7, includes the following components:

- the Borough Loop which will be the primary central loop surrounding the Scarborough Town Centre Mall and Scarborough Civic Centre;
- the East Loop, which will link the Borough Loop to East Highland Creek; and
- the West Loop, which will connect to a proposed new park system in the Brimley District and potentially onwards to West Highland Creek.

Chapter 6 contains policies regarding built form, density and height. The recommended density distribution is shown on Figure 6.1. The rationale is to concentrate the greatest densities in proximity to the planned subway station, allowing a large number of future residents and workers to easily access higher order transit. Other clusters of density are intended to be located around the intersection of Brimley Road and Progress Avenue (a future 'main street' with active uses), and the edge of Highway 401.

Recommended heights are shown on figure 6.2. These mimic the density strategy with the greatest heights expected in the area immediately around the future subway station, and secondary nodes at the intersection of Brimley Road and Progress Avenue and the edge of Highway 401. Moving away from these three peaks, building heights will step down, especially when approaching the low-

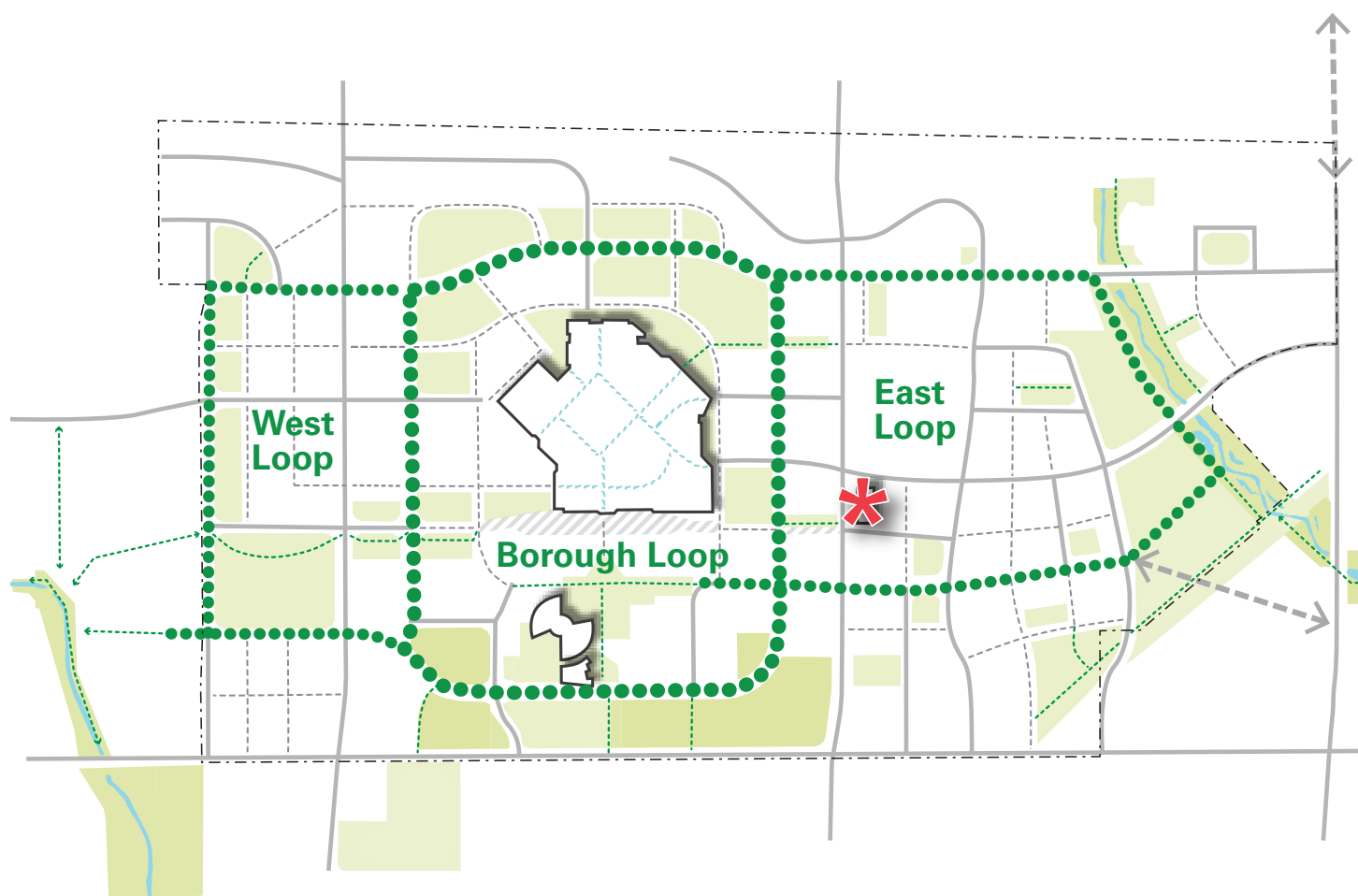


Figure 5.7 Green loops (dotted lines).

rise neighbourhoods south of Ellesmere Road.

An additional consideration regarding height and design of buildings is to achieve 7 hours free of new incremental shadow on all existing parks and natural areas; 6 hours free of new incremental shadow on all school sites, new natural areas and new major parks; and 3 hours free of incremental shadow on all other parks.

The report recommends that, for the most part, urban design considerations for the Centre rely on City-wide guidelines, which are fairly well established. There are some variations regarding tower separation distances, a proposed system of setbacks related to street character and base building height targets along the street edge, as well as provisions to limit the length of building walls along streets to provide for permeability.

An important objective explored in Chapter 6 is to achieve a variety of building heights and forms, interspersing tall buildings with mid rise and more moderate heights on large sites.

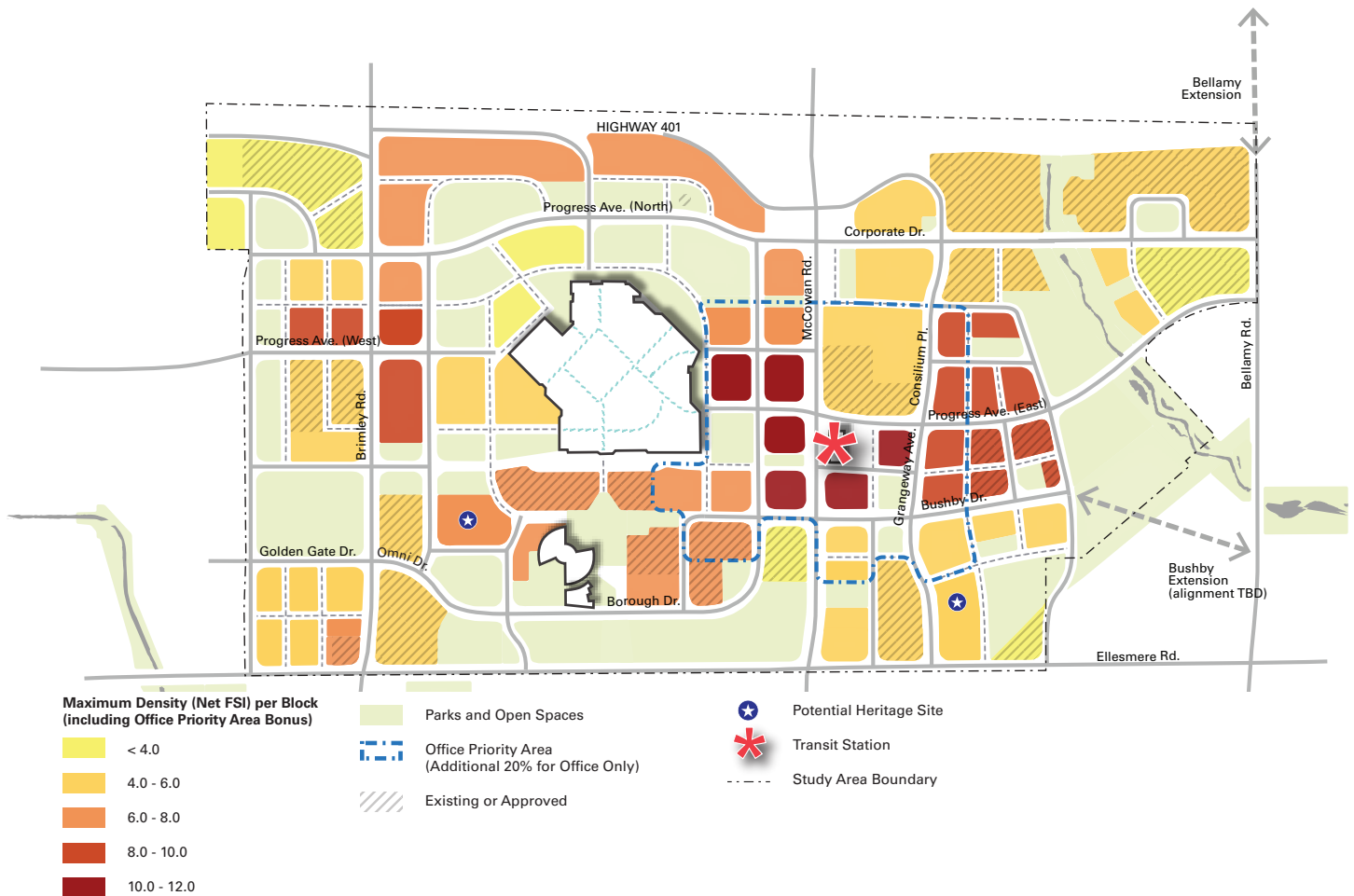


Figure 6.1 Density per block.

Chapter 9 discusses the results of a Cultural Heritage Resource Assessment undertaken in the area by City staff, and strategies for the integration of cultural heritage resources into planning for the future of the Centre. Two properties, the Scarborough Civic Centre and the Scott House, are included currently on the Heritage Register. The assessment identifies four additional properties as having potential heritage value:

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

Four more properties were identified for further heritage assessment. Planning Staff will make recommendations through a future report to the Toronto Preservation Board and Council which

may include opportunities to conserve identified properties through the Ontario Heritage Act or other land-use planning tools.

Strategies for the conservation, maintenance and enhancement of cultural heritage in this report address:

- the importance of consulting First Nation, Métis, and Inuit communities to determine where and how their histories and cultures could be recognized and celebrated;
- reinforcing the importance of the Civic District, which contains a high concentration of existing and potential cultural heritage resources, by ensuring that future interventions conserve and enhance the special character of this distinctive grouping of properties and the relationships between them;

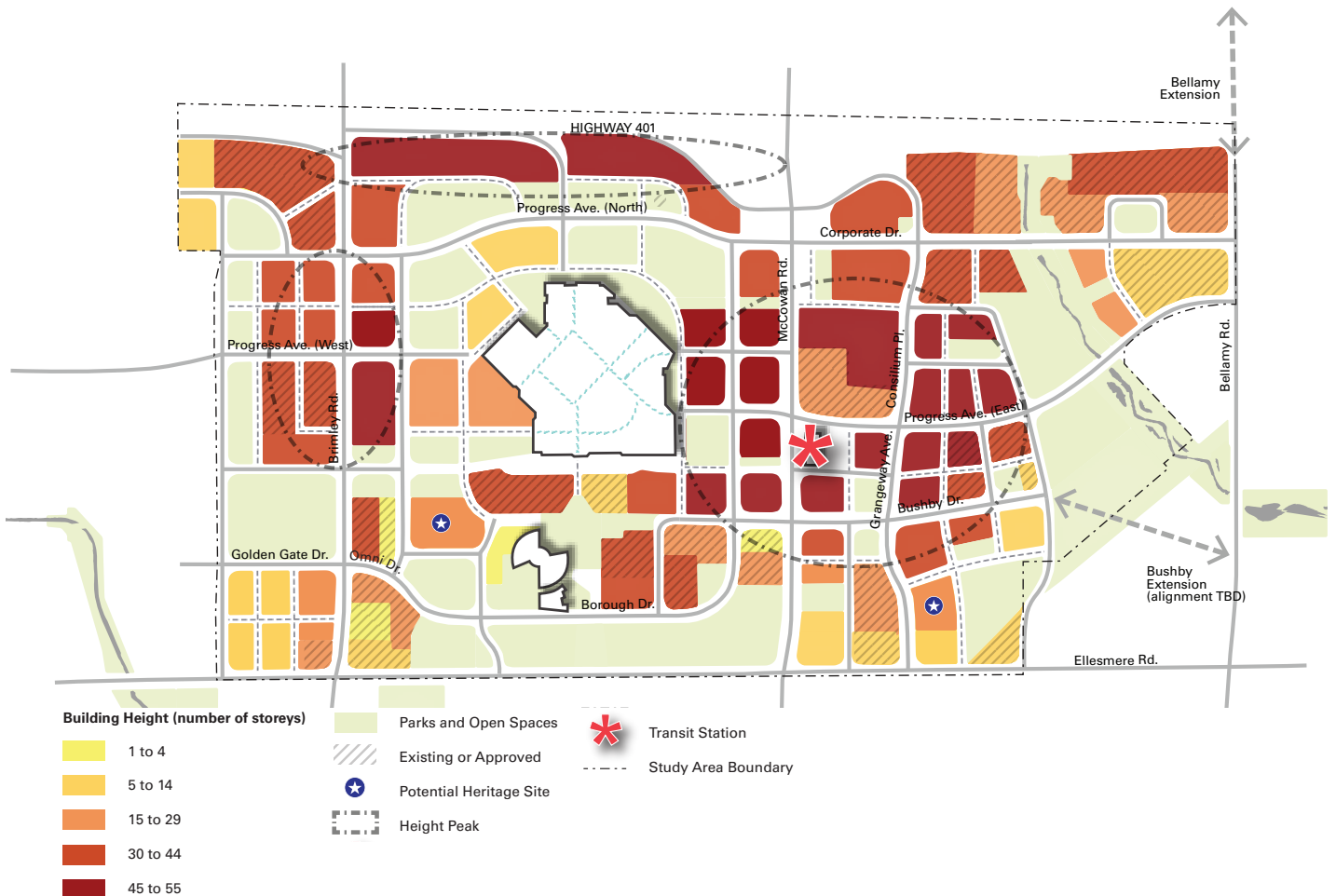


Figure 6.2 Maximum heights per block.



- protecting all remaining open spaces immediately surrounding the Civic Centre and converting existing parking lots in this area to parkland; and
- considering adaptive reuse of key elements of SRT related infrastructure, including the raised track bed and McCowan and Scarborough Centre stations.

Chapter 10 discusses strategies for promoting sustainability and resilience in the Centre. The Chapter emphasizes that sustainability is a theme that runs through all of the previously described chapters of the report including:

- promoting active transportation and transit use through a concentration of population and employment density and mixed use development in the Centre, particularly near the planned subway station (chapter 4); protecting natural areas and creating additional parkland and open space (chapter 5);
- reducing emissions and energy use by achieving walkability (chapter 6);
- creating a treed canopy, green streets and the Green Loop system (chapter 6); and
- environmentally sensitive built form (chapter 6).

The Chapter builds on other provincial and City initiatives to achieve sustainability, including Official Plan policies and extensive programs outlined in Appendix B of this report. The additional specific strategies for Scarborough Centre in this Chapter include:

- initiatives aimed at achieving near zero emissions for new buildings (by 2028) and existing buildings (by 2050);
- incorporating climate change mitigation into the earliest stages of infrastructure design and community planning; and
- recommending that Enwave and the City of Toronto coordinate discussions as soon as possible on plans for a potential District Energy System.

Chapter 11 provides an update to the Scarborough Centre Transportation Master Plan, which identifies goals that support the intensification of Scarborough Centre through increased emphasis on active and sustainable modes of transportation. The analysis confirms that there is sufficient capacity within the transportation system to accommodate the increased population and employment projections, assuming a shift towards transit use and active transportation (walking and cycling) and provided the following improvements are made over time:

- Progress Avenue and McCowan Road be converted to an at-grade intersection;
- the Brimley Road-401 exit intersection be changed to allow northbound left turns;
- Bellamy Road be extended northward; and
- Bushy Drive be extended to Bellamy Road. (See Figure 5.5)

Chapter 12 assesses the capacity of the water, wastewater and stormwater infrastructure to accommodate the increased population and employment projections for Scarborough Centre and identifies required upgrades.

The modelling results for future conditions indicate that increased densities can be serviced through the existing local water distribution network. Some new local watermains and existing watermain realignments will be required to support the new streets and blocks, but these will ultimately increase the overall water servicing capacity of the existing network.

The modelling results for wastewater infrastructure indicate that the residential neighbourhood to the south already experiences surcharging under existing conditions. By minimizing future flows through this neighbourhood, the conditions in these sewers will not worsen. Improvements will be focused on streets which are being re-aligned, as these represent the best locations for upsizing existing sewers and provide an opportunity to divert flows from surcharged sewers to sewers with capacity.

Development and redevelopment in Scarborough Centre represent an opportunity to significantly improve the quantity and quality of stormwater from the study area. Applying the City's Wet Weather Flow Management Guidelines will significantly reduce runoff volumes relative to the existing highly impervious surfaces, reduce pollutant loadings delivered to Highland Creek and reduce the flow rates in the storm sewer systems and overland flow routes connecting the site to Highland Creek.

Chapter 12 outlines implementation mechanisms to achieve the vision and strategies outlined in this report, based on tools provided in the Planning Act and the Official Plan. It is important to recognize that, although the report provides a vision based on a preferred development concept that represents an end state for the Centre, this will be achieved incrementally over time and not necessarily according to a pre-determined sequential pattern. In practice, development interests and market conditions will dictate the pace of growth, the location of new housing, offices and retail spaces, as well as releasing some funding for identified priorities in coordination with City capital projects.

Implementation strategies include:

- aligning the delivery of community service facilities, green infrastructure, physical infrastructure, including transportation improvements and parkland, with new development;
- using a holding provision on lands where the ultimate desired use of the lands is proposed but development cannot take place until required conditions, such as infrastructure improvements, are satisfied;
- submitting plans as part of development proposals that show how phasing of development will be coordinated with City actions;
- using publicly owned lands in Scarborough Centre to address priorities including parkland, pedestrian and cycling facilities, affordable housing and community service facilities; and
- securing parkland through the City's parkland dedication by-law, land exchanges, partnerships and/or leases, land purchases; and con-

servancies, sponsorships and philanthropic donations.

- The key objective with implementation is to get individual developments and City initiatives to work together towards achieving the components of the overall vision for Scarborough Centre, as outlined in this report, in order to create a complete, sustainable community including:
  - a mix of uses, densities and heights;
  - new and improved parks and open spaces;
  - a new street network;
  - the Green Loops system;
  - active transportation;
  - green infrastructure;
  - servicing infrastructure improvements;
  - additional community services and facilities; and
  - a district energy system.

The draft Secondary Plan, which is submitted together with this report, incorporates, and in some cases adds to, the strategic directions and recommendations in this report. It is intended to replace the existing 2005 version of the Secondary Plan.



  
**SUBWAY**  
Scarborough  
Centre  
  
Automatic Entrance  
Entry by token or device print only.

# 1.0

## INTRODUCTION

This chapter discusses Study overview, Study components, phasing, Study Area description, project background, overview of consultation activities, problem and opportunity statement and evolution of development concepts.

# 1.1 STUDY OVERVIEW

The Scarborough Centre (OurSC) Study is an integrated planning process to refine and update the Scarborough Centre Secondary Plan and develop a comprehensive planning framework specific to Scarborough Centre (Figure 1.1). The goal of the OurSC Study is to prepare a robust policy direction for Scarborough Centre, inspired by a vision to transform the area into a complete community. It will guide future growth and encourage city building that is green, 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 purpose is to update the 2005 Secondary Plan to:

- strengthen the role of Scarborough Centre as one of Toronto's key centres and destinations;
- foster a complete community and a mix of uses that serves residents, employees, and visitors within the area and beyond;
- promote a high-quality urban form and a comfortable and safe environment;
- encourage a built form and uses that take advantage of infrastructure investments, particularly the Scarborough Subway Extension (SSE);



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

 OurSC Study Area

- build on the unique identity of Scarborough Centre and cultivate a sense of place through a vibrant public realm supported by a network of parks, open spaces, and complete green streets as well as the conservation of cultural heritage resources; and
- enable a true multi-modal transportation system with an emphasis on active transportation;
- improve open spaces, parks and active (pedestrian and cycling) connections;
- protect adjacent residential neighbourhoods;
- strengthen community identity; and
- create a sustainable and resilient built environment.

retained by the City of Toronto for phases 2-4 of the Study to develop a comprehensive planning framework following an assessment of the vision and preliminary public realm plan developed in phase 1.

The culmination of phases 2-4 will be an updated Secondary Plan that establishes a vision and development principles for Scarborough Centre, including key policy directions on land use, density, built form, public realm, community services, transportation, energy, servicing infrastructure, employment, and cultural heritage (Figure 1.3). In recognition of the challenges posed by climate change, the theme of sustainability and resilience is integrated throughout the Study.

Phase 2 of the Study 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

### 1.1.1 STUDY TIMELINE AND PHASING

The OurSC Study has been divided into four phases (Figure 1.2). Phase 1 of the Study was completed in April 2019 and included a vision, planning principles and a preliminary public realm plan. Gladki Planning Associates (GPA), in association with DTAH, Arup, The Municipal Infrastructure Group (TMIG) and RWDI were

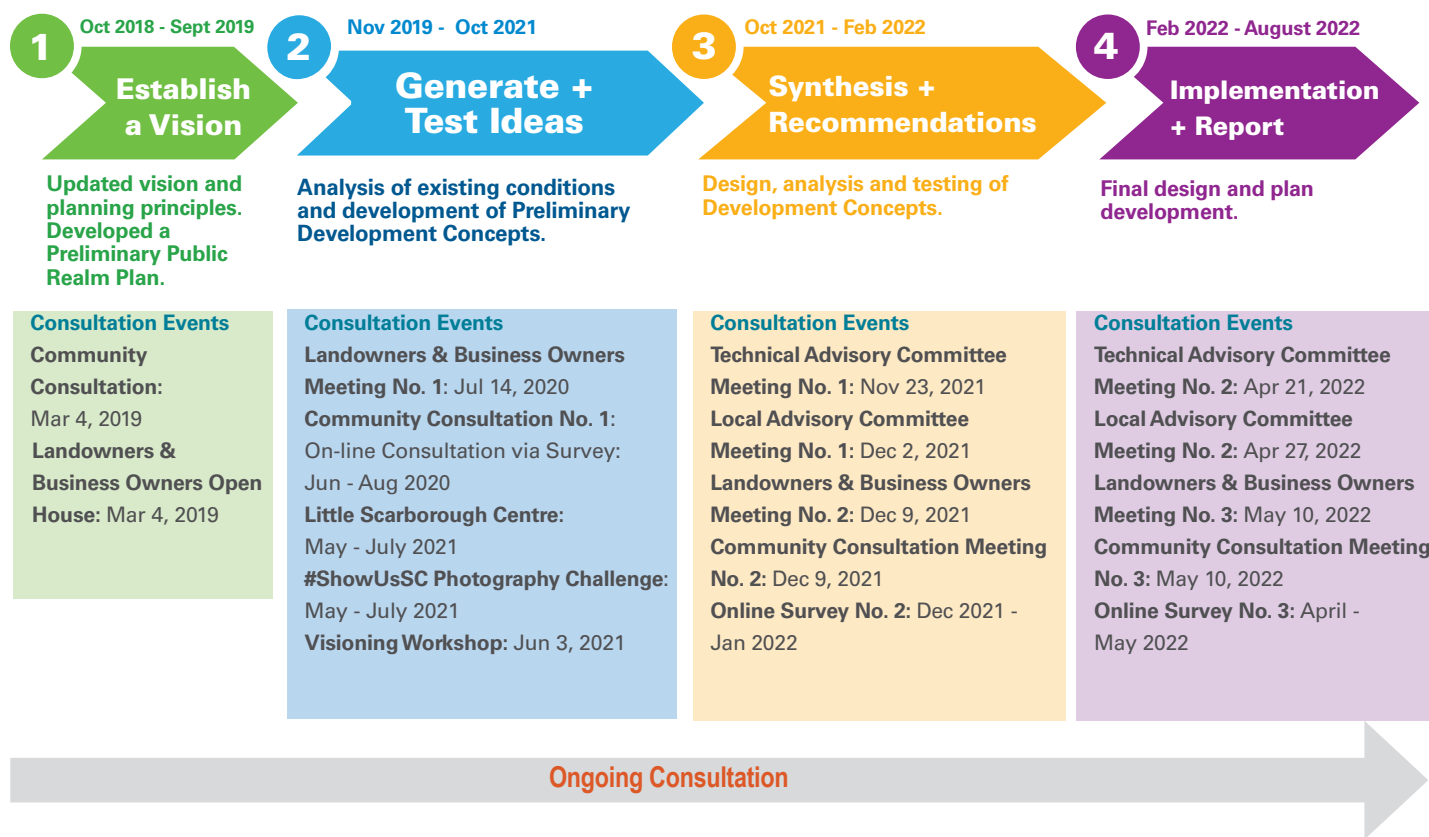


Figure 1.2 Study Phases and associated consultation activities

preliminary development concepts for Scarborough Centre.

Phase 3 of the Study was completed in February 2022. It 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 and land owners.

The preferred development concept and Secondary Plan development are part of phase 4, which is elaborated in this Final Study report and is accompanied by Secondary Plan Policy Recommendations, Urban Design Guidelines, a Community Energy and Emissions Plan, a Master Servicing Plan and a Transportation Master Plan refinement report. City staff will use this Final Study Report (and accompanying reports) to inform their recommendations for updates to the Scarborough Centre Secondary Plan at a statutory public meeting of Scarborough Community Council and to prepare their Staff Report, which will be presented to City Council. It is our understanding, that following finalization of the Study separate City sponsored Indigenous consultation will occur.



Figure 1.3 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.)

## 1.1.2 OVERVIEW OF CONSULTATION ACTIVITIES

Each phase of the Study has been accompanied by consultation activities to inform the visioning and development of concepts and different aspects of the plan. Phase 1 activities were captured in the [Phase 1 consultant report](#).

During phases 2 – 4 of the Study, engagement activities were adapted for virtual formats based on the expert advice of the City’s Medical Officer of Health to practice physical distancing to help protect the health and safety of Toronto residents in line with Covid-19 protocols.

**Phase 2:** This phase of the Study included an open house for landowners and business owners, an online public survey, a children’s activity, a collaborative art project, a visioning workshop and a survey of human services agencies. Chapter 8 of the [Phase 2 Background Report](#) captures the summary of engagement activities undertaken during phase 2.

**Phase 3:** This phase of the Study included a TAC meeting, DRP presentation, LAC meeting, Business Owners and Landowners meeting, Community Consultation meeting, online survey and pop-up consultation (Figure 1.4). Chapter 4 of the [Phase 3 Development Concepts Report](#) captures the summary of engagement activities undertaken during phase 3.

**Phase 4:** This phase of the Study included an additional Technical Advisory Committee meeting, a Design Review Panel presentation, a Local Advisory Committee meeting, a Business Owners and Landowners meeting, a Community Consultation meeting, online survey and pop-up consultation. Appendix A of this report captures the summary of engagement activities undertaken during phase 4.



Figure 1.4 Pop-up poster boards at Toronto Public Library branch in the Study Area during Phase 3 consultation.



### 1.1.3 STUDY AREA DESCRIPTION

Scarborough Centre is designated as an Urban Growth Centre (UGC) in the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan). It is one of four designated 'Centres' in the City of Toronto as shown on the Urban Structure Map of the Official Plan. The Official Plan describes Scarborough Centre as an important regional gateway to the rest of the City. Located in the middle of an established employment corridor along Highway 401, it is a focal point of civic uses; retail, institutional, entertainment and recreational facilities; natural heritage; both green and urban open spaces; and is a destination point for surrounding communities (Figure 1.5). It contains residential, employment (offices, retail and light industrial), a regional mall, local and interregional transit facilities, municipal and federal government services, and a variety of recreational, educational and community services.

The land on which Scarborough Centre now sits is part of the traditional territory of many First Nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples.

Over the past half century, Scarborough Centre has grown from an agricultural area to become the civic, commercial, and employment heart of Scarborough. The evolution of Scarborough Centre has been closely tied to transportation infrastructure. The initial wave of urbanization occurred when Ontario Highway 401 was built through the area in the 1950s, followed by the construction of TTC Line 3 Scarborough (originally known as the Scarborough RT) and the adjacent Bus Terminal in 1985. The next wave of development in the area will be triggered, in part, by the construction of the Scarborough Subway Extension (SSE), including a new station and bus terminal.



Scarborough Civic Centre



Albert Campbell Square



Scarborough Town Centre Mall



Frank Faubert  
Woodlot



Scarborough Civic Centre Public  
Library, with Civic Centre at rear



Scarborough Centre YMCA



East Highland Creek

Figure 1.5 Images showing Scarborough Centre today

## 1.2 PROJECT BACKGROUND

Phase 2 of the Study included an in-depth [background review](#) of the Study Area including policy and planning background; review of transportation, energy and community infrastructure; an assessment of opportunities and constraints assessment; and planning and urban design analysis. A summary of these is included in executive summary of the [phase 2 background report](#).

Phase 2 also developed a refined vision and guiding principles; a preliminary problem and opportunity statement; and preliminary development concepts. The vision, guiding principles and related objectives are included in chapter 2 of this report. The preliminary problem and opportunity statement developed in phase 2 focused on an assessment of existing conditions. It is further updated and expanded to include challenges identified in subsequent phases relating to planning for a high-density urban centre. The updated problem and opportunity statement is noted below.

**Problem and Opportunity Statement:** Scarborough Centre has a lot of unrealized potential. The challenge is to make it a vibrant, liveable and complete community. Today Scarborough Centre remains a work in progress. The review of the Secondary Plan, in light of the planned Scarborough Subway Extension (SSE), presents many opportunities to address the challenges Scarborough Centre faces towards becoming a complete, sustainable and resilient community.

Currently, Scarborough Centre is predominantly auto-oriented, characterized by many surface parking lots and buildings that have a similar character, with many towers on podiums.

The walking and biking infrastructure is disconnected, unsafe and confusing, making access to daily needs and last-mile connectivity to public transit challenging. Streets lack active frontages making an uninteresting and potentially unsafe environment for pedestrians and

cyclists .

With the exception of the Civic Centre, library, Albert Campbell square and park, and Frank Faubert woodlot, the public realm in Scarborough Centre is limited and disconnected. The existing open spaces, Frank Faubert Woodlot and East Highland Creek corridor are not easily accessible and there is an overall lack of sufficient green open space and parkland for the community. The tree canopy coverage in the Centre is also very limited with the exception of a few parks, open spaces.

The area is mostly characterized by single-use districts such as the industrial uses to the east and west and the Scarborough Town Centre Mall where retail is concentrated.

Towers make up the predominant and, mostly undifferentiated, housing typology in the Centre.

Furthermore, given its development pattern, there is a prevalence of large swaths of impervious surfaces including streets, driveways, surface parking, deep setbacks and large roof surfaces, which makes for a harsh urban environment. This also impacts the natural storm water retention capacity and micro climate of the Centre, therefore having implications on resiliency towards extreme climate events.

Addressing these challenges and taking advantage of opportunities as future development occurs can create a great community in Scarborough Centre.

Providing adequate parkland will directly play a role in maintaining livability and sustainability of the Centre and thus will be one of the most critical challenges in the future.

Assigning a direction for distributing of heights and density in a manner that meets the objectives of a complete, liveable and transit-oriented community will

be a key challenge to address as the Centre develops. This will also include achieving a mix of building types to make a vibrant and interesting built environment.

A complete community includes a mix of uses and amenities. As in other urban centres, new development has favored residential uses. To make Scarborough Centre a complete community, it will need to achieve a mix of residential, commercial and employment uses supported by adequate community facilities and services, including schools, parks and diverse housing options. This will need to be met by timely and high-quality servicing and a multi-modal transportation infrastructure.

As it grows, Scarborough Centre will need to integrate sustainability and climate resilience into every aspect of design and building including streets, parks and open spaces, buildings and infrastructure.

Complete streets can help create a generous, inviting, safe and comfortable pedestrian realm, making the community pedestrian- and bike-friendly. (Figure 1.6)

The public realm can be significantly enhanced by introducing more public spaces such as squares, plazas and Privately-Owned Publicly Accessible Spaces (POPS). (Figure 1.7)

Existing open spaces can be connected to a new network of parks of various sizes and functions, and other open spaces such as public squares/ plazas and greenways to ensure safe and convenient access to nature and passive and active recreation opportunities within a short walking distance. These can be connected through trails, bike paths and walkways where possible.

Mixed use development and a diverse built form with a mix of heights, densities and uses will help create distinct neighbourhoods with live-work-play opportunities in close proximity.

Discouraging surface parking and promoting best practices in terms of green infrastructure within site

and public realm design will help reduce impervious surfaces.

Concentrating maximum density near the planned subway station will help provide residents with easy access to public transit and reduce auto dependence.

A system of well-connected and safe pedestrian and biking routes to transit stations will help improve last-mile connectivity. Community services that are accessible and can respond to the changing needs of the community will help support diversity and inclusivity within the community. Diverse and affordable housing options can meet the needs of residents of various income groups, family sizes and age groups.



Figure 1.6 (top) Aspirational image of a complete street that supports a range of users.

Figure 1.7 (bottom) A vibrant and attractive public square that anchors social life of the community.

## 1.3 EVOLUTION OF DEVELOPMENT CONCEPTS

This section provides the description of evolution of development concepts through Study phases.

### 1.3.1. PHASE 1 PRELIMINARY PUBLIC REALM PLAN AND CHARACTER AREAS

The phase 1 work for the Study developed a preliminary Public Realm Plan, vision and principles, and character areas to provide direction for achieving a well-connected and expanded network of existing and new public spaces. Phase 1 was premised on a one-stop subway which is now expanded into a three-stop extension to Sheppard Avenue/McCowan Road, including a stop in Scarborough Centre.

### 1.3.2. PHASE 2 PRELIMINARY DEVELOPMENT IDEAS AND CONCEPTS

The preliminary ideas and plan components explored during phase 2 of the Study are noted below and captured in the OurSC Background Report.

**Character Areas:** The character areas from phase 1 were generally adopted with minor refinements to the North District (dividing it into three sub-areas) and the McCowan District (by expanding the district to the east and west to reflect the previously completed McCowan Precinct Plan.

**Street Network Refinements:** The street network from phase 1 was refined to create a more granular movement framework. In addition to the location of streets, a number of specific street character types were developed. These include:

- Arterial streets, which would function as the front doors on the community, welcoming those who enter into the interior of Scarborough Centre;
- Mixed use streets, which would be the intimate 'main streets' of Scarborough Centre, lined with active uses including retail; and

- Civic streets, which would take on a more green character.

A preliminary active transportation network and street sections related to street types were developed during this phase.

**Green Loops:** An opportunity for designated recreational 'Green Loops' was identified by assessing the proposed streets and connections together with active transportation routes. These special treed, walking and cycling promenades are intended to bring together Civic Streets and adjacent park trails, resulting in programmed routes around the Scarborough Town Centre Mall and into the East and West Highland Creek natural areas.

**Overall approaches to height:** To date, the approach to building heights in Scarborough Centre has been somewhat inconsistent, with tall buildings appearing in various places. Recent development applications show this trend continuing. Imposing a more intentional height strategy is a critical component of the Study. Two different approaches were considered during the study including a 'transit peak,' which concentrates height around the future subway station, and a 'multiple peak' option which has clusters of tall buildings in different locations, including along the edge of Highway 401. Heat maps showing these approaches were developed.

#### **Other components:**

- A proposed parks and open space network and green infrastructure strategy was developed; and refined through subsequent phases.
- Built form and massing concepts at the block level were explored;
- Massing variations of buildings including separation distances, setback and step backs and their

implications on the Centre's overall massing were studied through an updated model of the Centre; and

- A demonstration model of full build-out was prepared to illustrate the approaches and recommendations discussed above.

### 1.3.3. PHASE 3 REFINEMENT AND TESTING OF DEVELOPMENT CONCEPTS

The development concepts studied and tested in phase 3 elaborated on the preliminary ideas and plan components explored during phase 2 of the Study. Phase 3 focused on the exploration of concepts for three key components of the plan: Height Strategy, Land Use Variations, and Density and Parkland Strategy.

**Height 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.

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:** All parts of Scarborough Centre (aside from parkland) are designated as Mixed Use Areas in the Official Plan, which is not expected to change in the future. To understand the potential future mix of residents and population, a demonstration scenario was prepared which resulted in a roughly 2:1 ratio of population to jobs, at the point of full build-out (65,000 residents to 32,000 jobs).

While the 2:1 ratio of population to jobs is likely an appropriate balance, the risk of future development swinging towards residential uses needs to be addressed in order to promote the creation of a complete community. The strategy to propose areas that prioritize

office and retail was explored including:

- A potential Office Priority Area focused on the area around the planned subway station; and
- Potential Retail Priority Areas where grade-related retail opportunities were identified along key locations in Scarborough Centre.

**Density and Parkland Strategy:** 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 population at full build out was projected to place considerable stress on the existing and planned park network. The phase 2 demonstration scenario achieves only 3.6 square metres per person—less than half of what can be generated through the Official Plan alternative rate and significantly less than the city-wide average of 28 square meters per person. 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 plans to introduce a new alternative parkland dedication rate framework in mid-2023.) To make up the deficit relative to the Official Plan alternative rate, an additional 28 hectares of parkland would be required (equivalent in area to approximately 3.6 Scarborough Town Centre Malls).

Potential solutions to increase parkland provision are identified in phase 3 including reducing the planned residential population, adding additional parks within Scarborough Centre and acquiring adjacent land outside of the Centre.

**Block Level Testing:** Detailed testing at the block level was carried out in phase 3 to address the following:

1. Sites adjacent to parkland/natural features;
2. Sites at corner of main streets;

3. Sites along main streets (Brimley, McCowan, Ellesmere);
4. Sites adjacent to main streets and public parks; and
5. Sites adjacent to Highway 401.

Please refer to [Phase 3 Development Concepts](#) for details on plan components and related transportation, servicing and energy assessments.

### 1.3.4. PHASE 4 PREFERRED DEVELOPMENT CONCEPT

This report (phase 4) builds on concepts explored during phases 2 and 3, and presents a preferred development concept. The preferred development concept and planning rationales by topic are discussed in subsequent chapters in this report.

The preferred development concept addresses the following:

- Advancing and supporting Official Plan goals and objectives;
- Meeting the vision and guiding principles established in phase 2;
- Providing for an appropriate mix of built form and providing appropriate transition to adjacent Neighbourhoods, Parks and Open Space Areas and Employment Areas;
- Demonstrating and addressing complete communities, including how diverse housing opportunities and community facilities are achieved;
- Accommodating development levels to support transportation and infrastructure investment in the area;
- Improving connections within the Study Area and to the surrounding community;
- Improving opportunities for, and access to, open space areas and parks within the Study Area and in the surrounding areas;
- Providing deep decarbonization goals for new and existing buildings in line with City emission reduction targets, such as district energy system alternatives as low-carbon energy solutions;
- Promoting passive design and opportunities for on-site renewable energy;
- Identifying considerations for integrating green infrastructure;
- Building on the unique history and identity of Scarborough Centre and its cultural heritage resources to support and enhance a sense of place;
- Providing specific recommendations with respect to the provision of community services and facilities; and
- Incorporating urban design principles that reflect the importance of the public realm and which address land use and built form relationships.

### The Proposed Plan

The Plan proposed in this report and in the Secondary Plan recommendations report envisions a major transformation of Scarborough Centre into a green and complete community that is pedestrian and bike friendly, features a vibrant public realm, a variety of buildings, and an active street life. Its main features include:

- A system of “Green Loops” with a double line of trees and enriched facilities for pedestrians, cyclists, and other users around the Scarborough Town Centre Mall connected to the east and west by a network of “Civic” streets;
- A significantly enhanced parks and open space system that incorporates existing parks around the Civic Centre and adds new large park spaces along the west, north and east edges of Scarborough Centre, all connected to Civic streets;
- Enhanced pedestrian connections to the East and West branches of Highland Creek;
- A concentration of mixed-use development near the multi modal transportation terminal at the new subway station, including offices and other employment uses;
- A robust active transportation network;
- A fine-grained network of active streets with retail and community services at ground level;

- Affordable housing, schools and community services;
- A diversity of building forms and interesting architectural styles;
- Green infrastructure integration in public realm;
- A plan for community energy and resiliency; and
- The conservation and enhancement of cultural heritage resources.

### Preferred Development Concept Demonstration

**Plan:** The Our Scarborough Centre Study includes a demonstration plan (Figures 1.8, 1.9 and 1.10) that illustrates Scarborough Centre at a point of ‘full build out,’ maximizing the recommended permissions and incorporating all of the planned elements, including streets and open spaces.

The demonstration plan serves to:

- Generate statistics on Scarborough Centre’s projected population and jobs at the point of full build out. These were analyzed to assess impact on the transportation system and servicing capacity

and to understand the quantity of parkland and community services that will be required; and

- Provide a visualization to help City staff, stakeholders and the general public understand the Study’s recommendations and to communicate the type of place that Scarborough Centre can be.

Notwithstanding this, it is important to note that the demonstration plan is not a master plan. It represents only one possible development outcome, within a range of possibilities anticipated under the plan. The interests of landowners, developers and individual project designers may result in any number of different variations. Additionally, public works such as detailed park and street design, will be informed by evolving City needs as well as by public consultation. Furthermore, the continued existence of some current uses may mean that parts of Scarborough Centre will remain unchanged for the foreseeable future.

### Summary of Statistics

In the full build out scenario envisioned through the demonstration plan, Scarborough Centre will have a



Figure 1.8 View from south east of the demonstration model of preferred development concept.



Figure 1.9 View from south west of the demonstration model of preferred development concept.



Figure 1.10 Bird's eye view of the demonstration model of preferred development concept.



total of 64,000 residents and 27,000 jobs (a ratio of a little over 2:1). This will result in a combined density of 509 people and jobs per hectare, well above the Provincially mandated 400 people and jobs per hectare for an Urban Growth Centre.

A total of 33 hectares of Parks and accessible Natural Areas will be realized, out of a total area of approximately 180 hectares. Accessible Natural Areas include woodlots, but exclude the East Highland Creek lands. These lands will make approximately 18% of secondary plan area (or 27% of the area excluding public rights of way). They will result in approximately 5.15 square metres of parkland per person, based on the projected population.

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# 2.0

## **VISION AND GUIDING PRINCIPLES**

This chapter discusses the vision, guiding principles and objectives to guide planning and development in Scarborough Centre.

# OVERVIEW

The vision statement and guiding principles, described below are informed by analysis and consultation activities undertaken as part of Study process. The vision and guiding principles provide a useful evaluation framework for the Study, including a basis for formulating the preferred development concept and the updated Secondary Plan policies.

Images: Aspirational imagery for fostering a complete community with a vibrant public realm, a diversity of built form and parks and open spaces, supported by a multi-modal transportation system.



Queen Street West, Toronto



Canoe Landing Centre, Toronto



Marine Gateway, Vancouver

## 2.1 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 heritage and ethnocultural diversity will be the cornerstones of all new initiatives in the area.”***

## 2.2 GUIDING PRINCIPLES

### 2.2.1. CREATE DISTINCT DISTRICTS WITH A VARIED BUILT FORM

#### Principle:

Scarborough Centre will feature districts that are unique in character and support a range of uses and variety of building types, heights and densities mixed together in a harmonious and attractive manner. A variety of block configurations and building heights will be encouraged to achieve an interesting urban form moving beyond traditional podium and tower design.

#### Objectives:

- Define districts distinguished by a unique character and identity through varied built form, street patterns and block patterns. Each district will feature its own open green spaces, unique landmarks, distinct street configurations and easy access to local services.
- Concentrate the highest density near the transit hub, with additional high density distributed near major arterials, and mid rise and low-rise buildings along internal streets.
- Provide gradual transition in heights for midrise and high-rise buildings to lower scale Neighbourhoods.
- Design buildings to provide an attractive pedestrian scale at lower storeys through urban design that emphasizes narrow store fronts, building entrances and transparency at ground levels.
- Promote design excellence and encourage an attractive built form/building articulation that simulates interest and excitement.

- Plan for landmark buildings and cultural heritage resources to contribute to identity of Scarborough Centre as a modern and dynamic place.

### 2.2.2. MAKE SCARBOROUGH CENTRE A VIBRANT AND EXCITING PLACE

#### Principle:

Scarborough Centre will be a vibrant and exciting place with a high-quality and engaging public realm and well-distributed network of variously-sized and programmed parks, squares, promenades, courtyards and pedestrian friendly streets that serve as anchors of community life in the neighbourhoods. Strategically-placed retail will help enhance vibrancy and attractiveness of streets and public spaces. The design of the public realm will create an urban environment that provides opportunities for social interaction and recreation and builds community identity through use of public art.



Figure 2.1 Canary District, Toronto

**Objectives:**

- Create a well-distributed and connected network of public spaces – parks, parkettes, privately owned public spaces, squares, promenades, etc. – that support social interaction, enjoyment and quality of life.
- Activate existing and new parks and public open spaces by framing edges with active uses such as retail, offices, residential entrances, etc.
- Urbanize Scarborough Centre through framing street edges and transitioning large swaths of surface parking to areas with buildings, streets and green spaces. Larger setbacks should only be used to create a wider public realm where appropriate through wider pedestrian boulevards/plazas, etc.
- Conceal parking by locating it in garages. Provide service entrances from side lanes or at the rear of buildings.
- Design for appropriate scale and proportions of built form to open space, including planning for wind comfort and solar access. This will vary depending on the function and location of the open space.
- Foster community identity and sense of place through use of public art and design elements as part of open space and streetscape design. Examples include design of street furniture, lamp posts, emphasizing gateways and public squares through two or three-dimensional artwork.
- Identify programming of open spaces as part of open space design, such as sites for farmers' markets, food truck festivals, holiday markets and other events.

- Enhance and activate Albert Campbell Square as a key area of focus of civic life in the Centre.
- Conserve and enhance the area's cultural heritage resources and ensure new developments are compatible with, and support their cultural heritage values.



Figure 2.2 Outdoor movie night in Corktown, Toronto (Credit: Nicola Betts)

### 2.2.3. CREATE GREAT STREETS WITH AN ATTRACTIVE PUBLIC REALM

**Principle:**

Streets play a critical role in supporting the social life of the community as well as efficient movement of people, public transit and cars. Scarborough Centre will feature a hierarchy of streets that will support all users with a special focus on creating a safe, comfortable and attractive pedestrian realm.

Tree-lined vistas and landscaping along streets will help manage stormwater runoff to help mitigate flooding and enhance water quality, enhance air quality, mitigate the urban heat island effect and help conserve energy. Special attention will be placed on adequate solar access and wind comfort. With the possible exception of cultural heritage resources

and landmark buildings, larger setbacks, active ground floor uses such as retail stores and residential entrances will be placed directly on street edges to create a rich street life and eyes on streets for safety.

### Objectives:

- Define a hierarchy of street typologies and their functions.
- Design complete streets that support all users, including pedestrians, cyclists, transit users and drivers, with appropriate right of ways and infrastructure.
- Place high activity uses such as retail stores and residential entrances directly on street edges to create a rich street life and eyes on streets for safety.
- Create a generous, comfortable and engaging pedestrian realm through streetscape design with street furniture, lighting, canopies, signage, street trees and landscaping.
- Locate primary entrances at street corners and highlight them with features such as high transparency, coloured canopies, etc. and uses that are inviting and engaging such as cafes or restaurants.
- On retail and mixed-use streets, provide adequate space for patios and outdoor seating.
- Plan for ease of wayfinding for all users through visual anchors, vistas and clear signage, taking into consideration users' points of view. Take advantage of irregular street patterns where possible to add landmark buildings and spaces.
- Incorporate trees, vegetation and landscaping along streets that enhance local ecology, sustainability and resilience. Examples include adding bioswales, vegetation and trees that support local wildlife and ecosystems, absorb noise and air pollution and control solar access as desired for the season.
- Improve the microclimate along streets and open spaces through street trees, canopies, built form and open space design to support a comfortable and pleasant walking and cycling experience.
- Enhance the visibility and prominence of cultural heritage resources as visual anchors and character defining features of Scarborough Centre's sense of place.



Figure 2.3 Street-level retail

### 2.2.4. CREATE A COMPLETE COMMUNITY WITH A DIVERSE MIX OF ACTIVITIES

#### Principle:

Scarborough Centre will be planned as a complete community where homes, jobs, schools, community services, parks and recreation facilities will be easily accessible within a 15-minute walking or cycling distance. Complete communities support quality of life, economic vitality and human health. They are mixed



use, support transit, encourage active transportation and provide a mix of housing types supporting a range of affordability. Additionally, residents will have access to healthy local food, parks and open spaces that support active living.

**Objectives:**

- 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.
- Provide a range of housing types, at varied scales, that meet the needs of people of all age groups, household sizes and incomes.
- Embrace flexibility to meet the changing needs, including new forms of live-work spaces, co-working spaces, etc.
- Support active living through ease of access to parks and open spaces, walking and biking paths and trails.
- Encourage the use of public transit by providing comfortable and frequent bus stops and safe and attractive active transportation routes to the subway, so residents can access everyday services near transit stations and stops. Shuttle services to subway and local destinations could enhance access to transit for residents.
- Facilitate access to healthy local food by encouraging community gardens, rooftop gardens and farmers' markets.

### 2.2.5. CREATE QUALITY PARKS AND OPEN SPACES

**Principle:**

The four key principles of the City's Parkland Strategy will guide the evolution of the parks and open space network in the Study Area:

- Expand new parkland and open spaces to support growth and address park and open space gaps;
- Improve the access and function of the existing parks and open space system to promote community wellbeing and ecological sustainability through active living, access to nature and appropriate spaces for rest and leisure;
- Connect parks and open spaces, physically and visually, so that people and wildlife can navigate to and through the parks and open space system; and
- Include everyone in the parks and open space system by removing barriers so that parks and open spaces are inclusive, inviting and equitably accessible places for all people.

The network of parks and open spaces in the Study Area will be improved, better connected, more equitable and biodiverse.

**Objectives:**

- Expand the existing network of parks and open spaces so that every resident has a park or green open space within a 5-10 minute walking distance (500 metres or less).
- Create and integrate different types of open spaces such as small, medium and large parks, Privately-Owned Publicly Accessible Spaces (POPS), linear

parks, greenways, urban parks and natural parks in order to add interest and character to neighbourhoods.

- Provide site-specific placemaking opportunities in parks and open spaces, including Indigenous placemaking and interpretation of local cultural and natural features through public art, naming, wayfinding, interpretive features, landscaping, etc.
- Design and locate buildings, parks and open spaces in a manner which ensures parks and open spaces are safe, visible and accessible. This can be achieved by providing animated frontages with active ground floor uses adjacent to parks and maximizing public access and views to parks.
- Provide a range of passive and active recreation opportunities within parks and open spaces such as seating areas, picnic spots, lookouts to creeks or woods (where relevant), community gardens, play structures, fitness equipment and outdoor facilities such as sports fields, skating rinks and skate parks.
- Plan for comfortable year-round use of all parks and open spaces.
- Provide safe and convenient access to parks and open spaces by ensuring generous public street frontage(s) for parks and open spaces and elements such as raised street crossings, traffic calming on adjacent streets, generous sidewalks and clear signage and wayfinding.
- Design parks to support ecological functions, biodiversity and wildlife through the use of native trees and vegetation, and green and stormwater infrastructure.
- Connect new parks and open spaces to existing

and planned parks, open spaces and trails, where possible.

- Connect to and improve existing natural areas such as East Highland Creek, West Highland Creek and Frank Faubert Woodlot through trails, bike paths and walkways where appropriate.
- Create and evenly distribute several larger parks throughout Scarborough Centre in order to accommodate and maximize larger-scale parks and recreation programming that is currently not available in Scarborough Centre (e.g., sports fields).
- Provide education and learning opportunities in parks and open spaces through interactive features and educational signage about history of place, local flora and fauna, etc.
- Promote stewardship of parks and natural areas.
- Maximize and enhance the existing open spaces surrounding cultural heritage resources.

### 2.2.6. PLAN FOR ACTIVE TRANSPORTATION AND IMPROVED MOBILITY AND CONNECTIVITY

#### **Principle:**

Scarborough Centre will be a predominantly walkable and bikeable community with easy access to public transit. It will be characterized by a fine network of streets that support pedestrian permeability, wayfinding, mixed land uses that place housing, retail, parks, schools and other services in close proximity and an attractive public realm that encourages walking and biking. The new transit hub will be a key focus of the Centre and will be designed to support 'first/last mile' active transportation connections.

All streets and paths will be supported by amenities

such as street furniture, trees, bike racks, signage and wayfinding elements. Creative solutions will be applied to overcome barriers to connectivity such as Highway 401 and major arterial roads.

### Objectives:

- Make the new transit hub a significant and attractive focal point for the community with improved connectivity to and from all parts of Scarborough Centre as well as the surrounding areas.
- Create a fine-grained network of streets throughout Scarborough Centre, where block lengths are generally limited to 200 metres or less, and include one or more mid-block connections within that space.
- Provide a fine mix of land uses and active ground floor uses that encourage pedestrian activity.
- Create a well-connected network of pedestrian and cycling routes that provide safe and convenient access to transit and other destinations.



Figure 2.4 Complete streets are accessible for all ages and ability levels

- Plan for streets, walking and biking paths supported by amenities such as street furniture, trees, bike racks, signage and wayfinding elements.
- Develop creative solutions to mitigate barriers to connectivity at Highway 401 and major arterial roads such as integrating street signage, retail where appropriate, lighting, public art, seating spaces, street trees and vegetation in order to help create a comforting walking environment and mitigate noise, wind and the urban heat island effect.

### 2.2.7. BUILD A SUSTAINABLE AND RESILIENT CENTRE

#### Principle:

Scarborough Centre will promote environmental, economic and social sustainability in all aspects of planning. It will encourage building and open space design that promotes resilience, adaptation to extreme weather, biodiversity, reduction of greenhouse gas emissions as well as energy and resource efficiency. Further, planning will ensure efficient use of investments and identify opportunities for partnerships between public and private initiatives where shared objectives can be realized.

#### Objectives:

- Integrate sustainable planning principles that promote environmental, economic and social sustainability.
- Encourage built form and open space design that promotes energy and resource efficiency and resiliency.
- Explore opportunities to integrate green

infrastructure and energy efficiency measures in both existing and new development.

- Explore opportunities to retrofit existing streets and public open spaces with green infrastructure elements.
- Ensure that public investments in infrastructure (subway station, bus terminal) serve as catalysts for additional sustainable investments in the public realm.
- Identify opportunities for partnerships between public and private initiatives where shared objectives can be realized and sustainability initiatives achieved.
- Locate residential uses to minimize exposure to air and sound quality issues; consider the issue of air and sound quality for future residents in proximity of Highway 401.

### 2.2.8. FOSTER AN INCLUSIVE COMMUNITY

#### Principle:

Scarborough Centre will be a place which acknowledges and acts on responsibility to Indigenous communities and recognizes and celebrates the contribution of ethnocultural communities to Scarborough. It will foster cultural diversity and inclusivity. Scarborough Centre will continue to improve community services and facilities that respond to the needs of people throughout the area.

#### Objectives:

- Create an inclusive and equitable community that responds to the needs of people from diverse backgrounds, income groups, age groups, and household configurations.
- Acknowledge and celebrate enduring Indigenous history and communities.

- Acknowledge and celebrate and ethnocultural history and communities related to Scarborough Centre through placemaking, public art, and programs.
- Provide for a distribution of community services and facilities that accommodate the needs of people throughout the Centre.
- Ensure community services and facilities are easily accessible and inclusive.
- Provide ongoing opportunities for residents, workers, businesses and land owners to participate in planning for the evolution of Scarborough Centre.



Figure 2.5 Toronto's Regent Park neighbourhood is a mixed-use, mixed-income community with a blend of market and rent-geared-to-income housing units along with commercial and employment uses and community amenities.

# 3.0

## AREA STRUCTURE

This chapter discusses the Study Area context, urban structure, and strategies for districts describing how development will reflect the unique character of the districts.

## 3.1 AREA CONTEXT

### 3.1.1. NODES AND DESTINATIONS

As its name suggests, Scarborough Centre was planned as the centre for Scarborough with a deliberate mix of commercial, civic and residential uses. It is located in roughly in the middle of the former municipality, at the terminus of TTC Line 3 (historically the Scarborough Rapid Transit line).

Current plans for the extension of TTC's Line 2, the addition of higher order transit on Sheppard Avenue and the Durham-Scarborough Bus Rapid Transit (BRT) will situate Scarborough Centre as a focal point in a multi-pronged rapid transit network, with links to other regional nodes, including Downtown Toronto, North York Centre, Yonge-Eglinton and Oshawa (Figure 3.1).

The former municipality of Scarborough includes a dispersed network of civic and commercial destinations. Aside from the Scarborough Town Centre Mall and the Scarborough Civic Centre (located within Scarborough Centre itself), destinations include the many local shopping malls that were designed to anchor planned post-war communities, as well the large parks that tend to be located along the Lake Ontario waterfront or waterway systems. Hospitals and major educational campuses (such as Centennial College and University of Toronto Scarborough) are also widely dispersed.



Figure 3.1 Higher order transit routes and other selected civic and commercial destinations across Scarborough

### 3.1.2. TRAIL AND OPEN SPACE NETWORK

Scarborough incorporates a wide network of trails that can be expected to grow further as additional opportunities are realized and gaps are filled. Most trails follow specific geographic features, such as the Lake Ontario shoreline, waterways (including the Rouge River, Highland Creek and Taylor-Massey Creek) or hydro corridors (Finch and Gattineau).

Scarborough Centre is not directly connected to the trail network, but it has the potential to be (Figure 3.2), by way of East Highland Creek (which passes through the Study Area) and West Highland Creek (which runs just beyond its edge).

### 3.1.3. '15-MINUTE NEIGHBOURHOODS' AND SCARBOROUGH CENTRE'S IMMEDIATE SURROUNDINGS

A 15-minute walk (a roughly 1.2 km radius drawn from the future subway location) would take a pedestrian only a little beyond the Study Area (Figure 3.3). In practice, this means that the residential neighbourhoods to the south of Ellesmere Road are reachable by foot, while Highway 401 limits access to the north.

Travel by bicycle (in which roughly 5 km can be traversed in 15 minutes) opens up significantly more opportunities. Neighbourhoods from Steeles Avenue to Kingston Road, and from Victoria Park Avenue



Figure 3.2 Trails in Scarborough (mostly waterway and hydro corridor-based)

to Morningside Avenue are accessible – illustrating the significant potential for growth in cycling in Scarborough. The future Meadoway project along the Gattineau hydro corridor will create a major new opportunity. When considering edge-to-edge movement (expressed in diameter, as opposed to radius), Scarborough Centre is comprised of two 15-minute walksheds, which overlap in the Civic and Commercial Precincts.

### 3.1.4. SCARBOROUGH CENTRE AND THE SCARBOROUGH IDENTITY

Some 24 years after amalgamation, Scarborough continues to have a strong sense of independent identity within the City of Toronto. Scarborough Centre, in addition to being a shopping and civic destination and a transit node, holds substantial potential as a place that actively celebrates Scarborough.

What is the Scarborough identity? As a whole, Scarborough is best known for its natural beauty and its diverse immigrant communities. Unlike other parts of Toronto, Scarborough urbanized later and has few historic main streets. Scarborough Centre itself (in contrast to North York Centre, for example) is very much a comprehensive post-war reconception of a downtown, looking to the future rather than the past for inspiration. Please refer to [OurSC Background Report](#) for additional information on history and evolution of Scarborough Centre. Opportunities to further explore and celebrate Scarborough’s culture and identity might include temporary and permanent public art, unique landscape and architectural design and new cultural or community facilities.

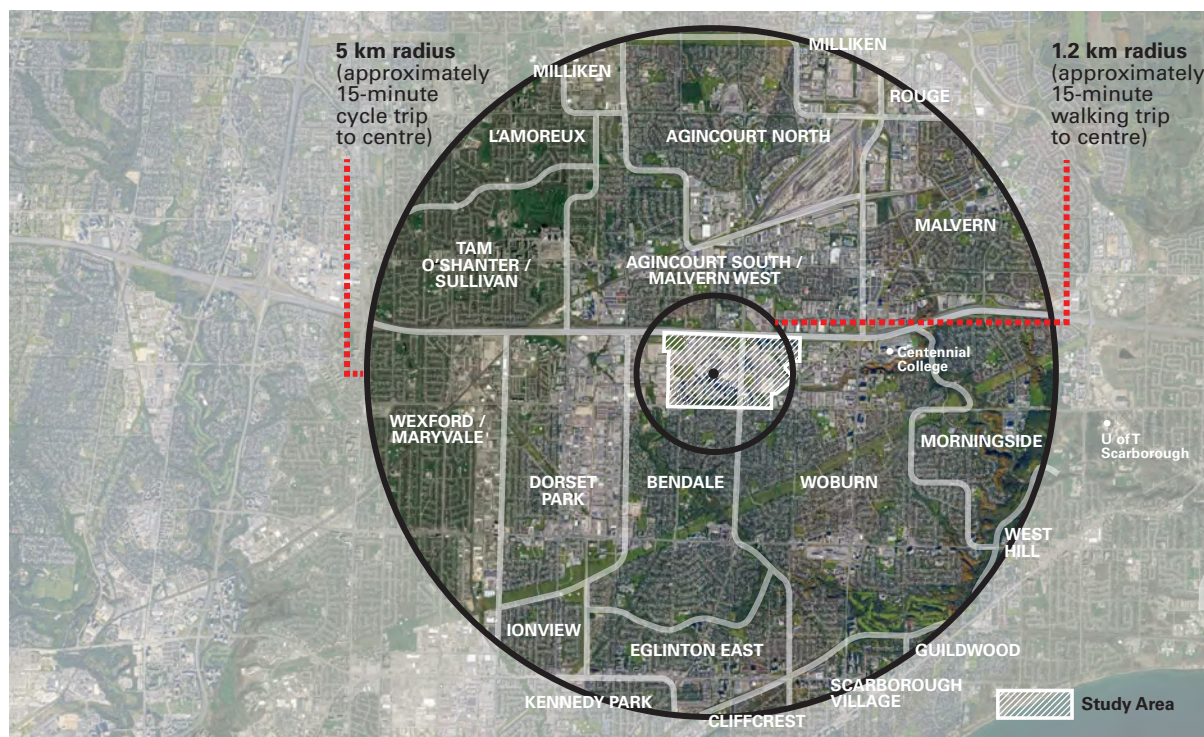


Figure 3.3 Movement distances and names of surrounding '15-minute neighbourhoods'



## 3.2 AREA STRUCTURE

Scarborough Centre spans a large geographic area defined by a mix of uses, natural features, and transportation infrastructure. The development in the area along with refinements to the infrastructure, including the planned subway station, will introduce new opportunities to improve connectivity, livability, and functionality of the Centre. The proposed area structure (Figure 3.4) will provide improved connections and permeability throughout the emerging community. Establishing a structure for Scarborough Centre defines its intended character, and identifies priorities for investment in the public realm and necessary infrastructure.

### Mix of Uses

- Six new districts are established in the Centre that provide a specific growth management strategy for distinct sub-areas in the Centre. These serve to protect and enhance the unique character of these sub-areas, defined by existing uses, natural features or transportation infrastructure. See section 3.3.

### Natural features

- The East Highland Creek and Frank Faubert Woodlots are natural areas in Scarborough Centre. The network of parks, trails, open spaces, will connect to, and build on these features to enhance the ecological function and footprint of the Centre. These

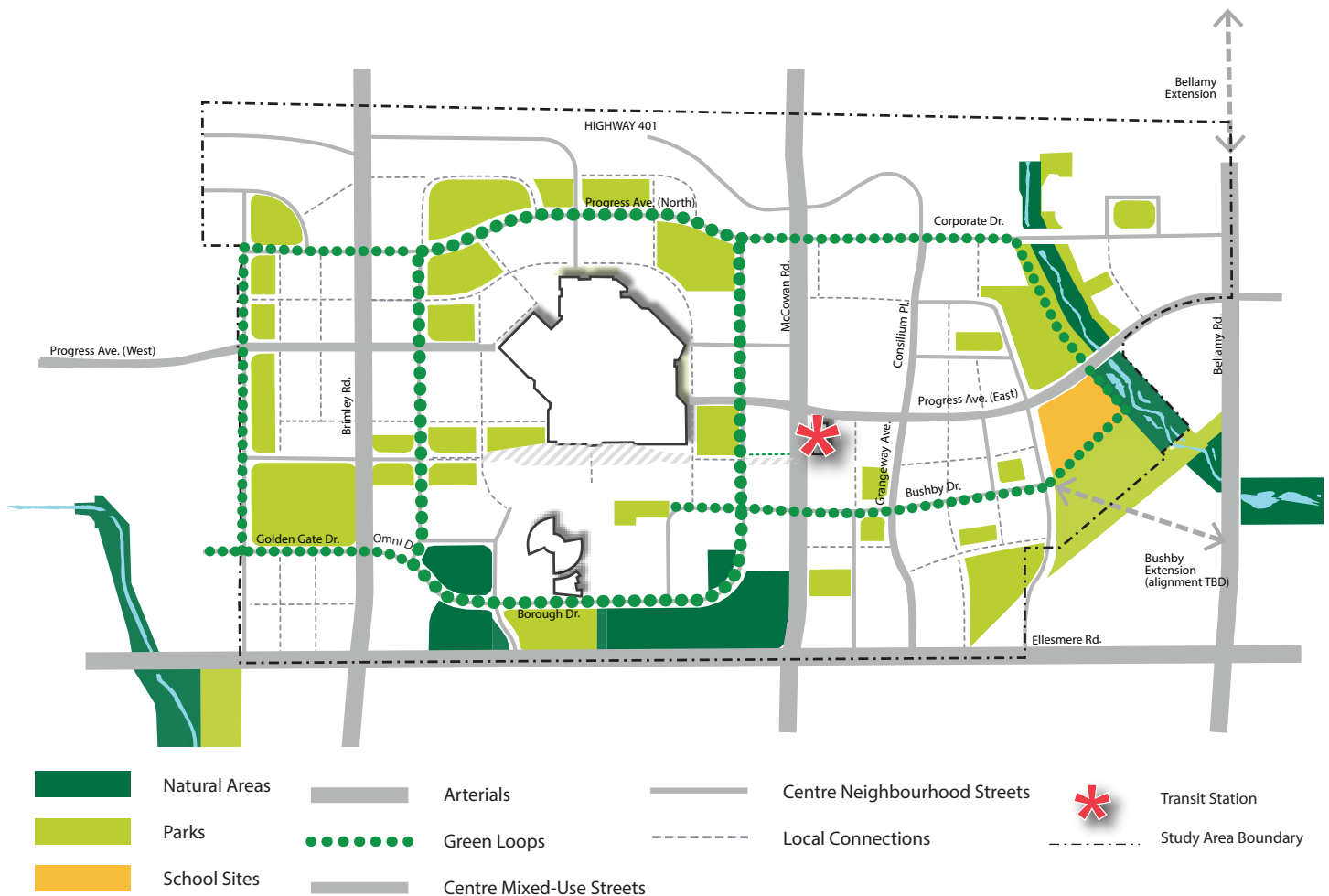


Figure 3.4 Key elements of area structure

are discussed in chapter 5: Natural Areas, Parks, Open Spaces and the Public Realm.

### **Transportation infrastructure**

- The new subway station on McCowan will be the focus of a major multi modal hub for Scarborough.
- Highway 401 along with McCowan Road, Brimley Road and Ellesmere Road define the key vehicular movement corridors in the Centre.
- A new local street network will break up the existing large land parcels in Scarborough Centre to improve opportunities for active transportation, increase permeability for public circulation, and encourage a scale of redevelopment that can accommodate a wide range of uses and built form.
- A system of Green Loops that run along civic streets will serve as a key organizing feature for locating and connecting future parks and open spaces in the Centre.

These are discussed in the chapter 5: Natural Areas, Parks, Open Spaces and Public Realm and chapter 11: Transportation Master Plan Refinements of the report.

## 3.3 DISTRICTS

Scarborough Centre is characterized by the presence of distinct sub-areas that have a unique character owing to either the history of development, movement corridors or natural features. These sub-areas work together to provide a mix of uses and activities that help make the Centre a complete community and a destination for the east end of Toronto and beyond. Redevelopment and intensification provide an opportunity to develop the unique strengths of these areas.

The 2005 Secondary Plan divided these areas into four precincts, the Brimley Precinct, McCowan Precinct, the Town Centre Commercial Precinct and Civic Precinct, as a basis for a specific growth management strategy.

Through the OurSC Study process and analysis, these precincts were refined further during Phase 1 of the Study process, which focused on review of emerging character areas in the Centre and established six distinct districts. During Phase 2 of the Study, these were generally accepted with only modest changes. The six districts which are recommended for the Centre include:

- Commercial District
- McCowan District
- Civic District
- Brimley District
- East Highland Creek District
- North District

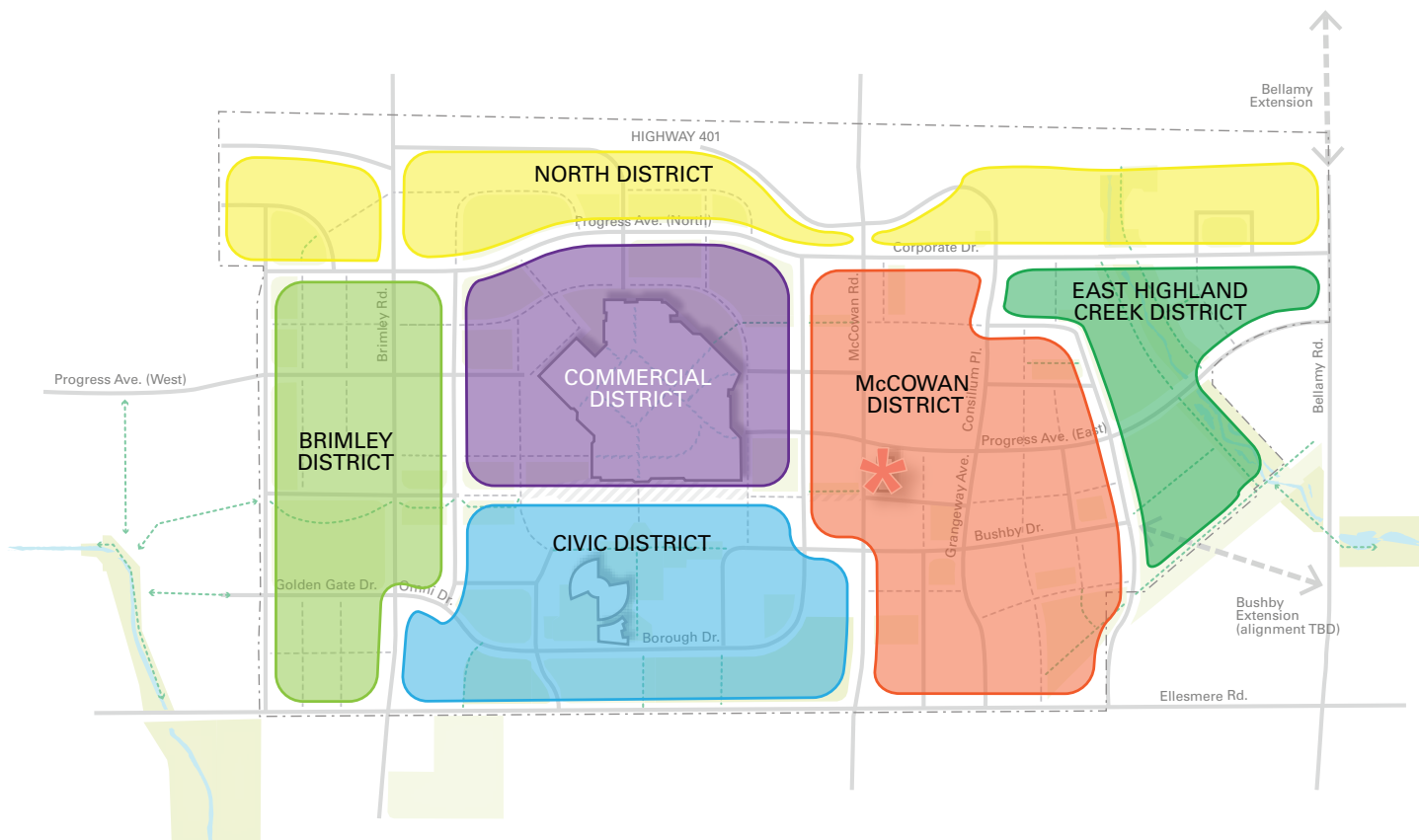


Figure 3.5 Map showing recommended districts within Scarborough Centre

Although the Centre is mixed use, each district will have a specific emphasis in terms of land uses, built form, and physical attributes that respect and celebrate the distinctness of the district that contributing towards a Centre that is an interesting and attractive place to live, work and play.

### Strategic Direction for All Districts

1. New buildings will fit within their existing and planned context, expand and improve the public realm, as a community benefit, create a comfortable microclimate, provide compatibility between differing scales of development and include amenities for both residents and workers.
2. Each district will feature parks and open spaces to meet the needs of residents, workers and visitors in that district and provide opportunities for active and passive recreation.
3. New streets will break up blocks and provide frontages for buildings.
4. New and existing streets, connections and public realm will eliminate, reduce and minimize grade separations where possible.
5. The highest density of new development will locate on sites that are adjacent to subway station, having consideration for the planning, urban design and built form policies and objectives of the Official Plan and OurSC Study.
6. To protect existing residential neighbourhoods to the south of Ellesmere Road, new development will seek to minimize adverse impacts on adjacent neighbourhoods and employment areas.
7. Public spaces are encouraged to be diverse, accessible, flexible, dynamic and safe, supporting year-round public life and setting the stage for daily social interaction and community building.
8. New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered as an interim use, at the City's discretion, provided such parking is integrated within the building, and its design is such that it does not appear as a stand-alone, visually apparent element of the building; all other frontages must maintain active uses.
9. Public art will be promoted at strategic locations in each district having regard for the Scarborough Centre Public Art Master Plan (SCPAMP).
10. Cultural heritage resources will be conserved and maintained and their importance will be leverage in defining Scarborough Centre's sense of place.

### 3.3.1 COMMERCIAL DISTRICT

The Commercial District is characterized by the Scarborough Town Centre mall (STC), commonly known as the Mall, and associated lands bounded by Progress Avenue to the North, the Triton trench to the South, and blocks immediate East and West of the mall (figure 3-5). The Scarborough Town Centre Mall provides a mix of retail, service and entertainment uses for the communities within Scarborough and Durham Region. It also serves as a regional employment destination.

While the Scarborough Town Centre Mall is envisioned to continue to serve the community in its current configuration for the foreseeable future, there is development potential for the blocks adjacent to it which are currently used for surface parking. The vision for these lands focuses on mixed use blocks with a network of fine grain streets and connections to the mall and adjacent development. The blocks will be animated by retail frontages in appropriate locations and supported by pedestrian friendly streets that connect to a network of parks, squares and plazas which together provide a vibrant and inviting public realm for visitors, workers and residents alike. The district will be bound by a central Green Loop on its

north, east and west edges, which will feature a double row of trees and generous pedestrian walkways and cycling facilities.

The mall, which is 2-storeys in height, occupies one of the largest building footprints within the Centre. The roof of the mall offers an opportunity for use as a green roof, or generating renewable energy, or both. A green roof will also enrich views from the future nearby residential towers. An expanded green pedestrian realm around the mall entrances will help make the internal connections within the mall a part of the seamless pedestrian network in the area, especially to the planned transit station. Without this, the Mall may serve as a barrier to pedestrian connectivity.

The Triton trench currently inhibits north – south connections from the mall. The City's Transportation Implementation Unit, are encouraged to explore opportunities to bridge over the Triton trench. There is also a City-led study underway to identify future opportunities for the reuse of Scarborough Rapid Transit corridor, which presents an opportunity to add green/public open space and linkages within the Centre, however, the fragmented/strata ownership of lands may present implementation challenges.

### Strategic Directions for Commercial District

1. Major retail, service and entertainment uses are expected to remain at the core.
  2. The blocks at the periphery of the mall will offer opportunities for mixed use development.
  3. Development in the Commercial District should:
    - Provide greater connectivity to adjacent lands and the planned subway station by exploring a streets and blocks network with a fine-grained modified grid pattern;
    - Link internal connections to the broader street network and transit;
    - Create vibrant pedestrian plazas and courtyards at strategic locations to link and support the overall public realm framework;
  4. Provide street-related built form, including retail uses at-grade where appropriate;
  5. Strive to improve existing buildings, particularly the outer edges of the Scarborough Town Centre Mall, to support visually interesting facades with active uses along street frontages; and
  6. Establish a common signage and way-finding system to enable residents, shoppers and workers to move easily to desired destinations.
  7. Private streets should follow design guidelines applicable to public streets and integrate with them seamlessly, functionally and aesthetically.
  8. Office uses are encouraged especially on the blocks to the west of SSE.
4. The roof of the Scarborough Town Centre Mall is encouraged to be converted to a green roof and/or production of renewable energy;
  5. The City and landowners should explore opportunities for reusing the SRT corridor for green/public open space, connectivity and/or recreational and cultural activities and the City and landowners should identify opportunities to bridge over Triton trench to increase north-south connectivity.

### 3.3.2. MCCOWAN DISTRICT

The McCowan District will be characterized by the planned Scarborough Centre Subway Station and multi modal bus terminal at the intersection of McCowan Road and Progress Avenue and bounded by area shown on map 3 - 1. The subway station will become the catalyst for new development not only in the McCowan District but the Centre as a whole.

There is significant potential for development in McCowan District due to the presence of vacant lands and underutilized sites. It is envisioned that McCowan District will serve as a mixed-use district with a special focus on promoting office uses near the planned subway station. It will feature greatest heights and densities in the Centre around the blocks adjacent to the subway station. The District includes the designated Office Priority Area (refer chapter 4), where office uses are encouraged through a density bonus. Retail and services that support offices are encouraged in the district, especially around the transit station. These could include fitness centres, retail, restaurants, cafes, service and daycares. The priority retail frontages are assigned along Progress Avenue, at the intersection of Consillium Place and Progress Avenue, and McCowan Road and Progress Avenue (refer to chapter 4).

A signature architectural design for the planned transit station should be developed. The area around the transit station is envisioned to feature a fine-grained network of connections, generous pedestrian realm / arrival plaza and retail lined streets supported by a high-quality streetscape and public realm that create a sense of arrival and welcoming environment for people using the transit station. The potential for a publicly accessible open space on the roof of the bus terminal should be explored.

The public realm associated with the transit station should feature public art and other design elements associated with the identity and history of Scarborough Centre. Potential themes for public art

can include a celebration of the Indigenous roots of the area, the ethnocultural diversity of artists and their artwork related to Scarborough.

The McCowan District will feature parks and plazas that support the residential and worker population in the District. The Green Loop will run along the Corporate Drive and Bushby Drive and help connect the District to the network of parks and open spaces in the Centre.

#### Strategic Directions for McCowan District

1. Concentrate highest density of development around the Scarborough Centre Subway Station.
2. Create a fine-grained network of connections, a generous pedestrian realm supported by a high-quality, treed streetscape and public realm for the area around the subway station.
3. Encourage office uses, supplemented with residential and retail/commercial uses.
4. Encourage retail and amenities on the ground level that support office and residential uses and create a vibrant downtown environment near the Scarborough Centre Subway Station including indoor and outdoor spaces for art, entertainment and cultural experiences that add to the attractiveness of the Centre as a destination.
5. Encourage a signature architectural expression for the planned transit station.
6. Implement Progress Avenue/McCowan Road as an at-grade intersection to strengthen connectivity between districts, as well as to transit facilities.
7. Improve connectivity across Progress Avenue., Corporate Drive., Bushby Drive./Town Centre Court.
8. Provide an appropriate transition in building heights towards the community south of Ellesmere Road.

### 3.3.3. CIVIC DISTRICT

The Civic District is characterized by the presence of civic buildings, government and private commercial offices, community services and facilities, residential towers, parks, open spaces, and the Frank Faubert Woodlots. The district evolved from the design vision of Raymond Moriyama in 1960's as discussed in OurSC Background Report, It serves as the centre of public life due to presence of number of civic buildings anchored around the Albert Campbell Square. The boundaries are defined on figure 3-5. The landmark buildings include the Scarborough Civic Centre, Toronto Public Library – Scarborough Civic Centre Branch, Federal Building and Scarborough YMCA. The Albert Campbell Square Park, Frank Faubert Woodlots and Hand of God Dog Park provide public open space and recreation areas in this District.

The majority of the lands in the Civic District are already developed and expected to remain in their current configuration for the foreseeable future. There may be opportunities for gentle intensification or redevelopment of certain sites such as the Bell Building site and vacant sites that currently support surface parking. Any development in the Civic District will respect the landmark buildings.

The Civic District will continue to provide a diverse mix of civic, commercial, retail, office, residential, and community uses. It will be supported by a well articulated public realm that includes the public squares, parks, plazas, and natural heritage areas, connected to the Green Loop that runs through the Civic District.

The Albert Campbell Square is envisioned to continue to serve as centre of activities and public life in the Civic District. Opportunities can be explored to animate the square with retail frontages or active uses, design or programmatic interventions that strengthen its role as a public square.

### Strategic Directions for Civic District

1. Continue to maintain, promote and enhance the mix of civic, retail, office and government uses, including the Scarborough Civic Centre, Public Library, Albert Campbell Square, Government offices, and community facilities.
2. Explore opportunities to enhance the role of Albert Campbell Square as the centre of activities and public life in the Civic District, including animating the square with active uses and design or programmatic interventions.
3. Enhance the civic character through continuity of built form, public realm and open spaces.
4. Improve existing, and promote new, green, active (pedestrian/cycling) connections, including safe, direct and convenient east-west and north-south active connections through Albert Campbell Square and Park.
5. Promote new civic and community related uses and spaces at strategic locations, such as those identified in 1 above, so that they build on and enhance the character of the district as well as it's function as a civic destination.
6. Maintain and promote visual corridors to significant built and natural features.
7. Acknowledge and celebrate the unique built and natural heritage of the district, including through the conservation, maintenance, and enhancement of its concentration of cultural heritage resources, including Scarborough Civic Centre.
8. Eliminate, or significantly reduce, existing grade changes, where feasible, to promote connectivity and accessibility of Scarborough Civic Centre and Albert Campbell Square and Park.
9. Incorporate new residential and office uses

at appropriate locations and ensure that new development does not add shadows to Albert Campbell Square and the Frank Faubert Woodlot and adheres to the strategic directions above.

### 3.3.4. BRIMLEY DISTRICT

The Brimley District is generally characterized by lands along Brimley Road, south of Progress Avenue, and adjacency to employment areas and West Highland Creek to the west. There are existing office uses to the west of Brimley Road and residential towers to the east.

The Brimley District will continue to feature a mixed-use area with residential, employment, and retail uses, supported by parks, plazas and open spaces. A series of green open spaces and parks along the western edge of the district is encouraged to provide buffer for the employment uses located next to the Scarborough Centre.

To connect the Centre to the West Highland Creek, the Brimley District will feature east-west pedestrian connections and green open spaces running along the SRT Corridor.

The District will feature tall and mid-rise buildings that frame Brimley Road, transitioning to lower heights as they approach the neighborhoods to the south. The northern part of the District will support tall buildings that contribute to the secondary “height peak” as part of “multiple peak” strategy developed for the Centre (see chapter 6).

#### Strategic Directions for Brimley District

1. Promote a mix of uses with a dominant focus on residential and employment.
2. Create a buffer of parks and green open space from employment uses to the west along the western edge of the District
3. Provide for a mix of mid- and high-rise buildings that frame Brimley Road with transitions in height towards the Neighborhoods to the south.
4. Promote enhanced connectivity across Highway 401.
5. Improve pedestrian connectivity to West Highland Creek to improve access to other natural heritage destinations such as Birkdale Ravine.
6. Promote safe, direct and convenient active (pedestrian/cycling) connections to the Civic District, in particular to Albert Campbell Square and Park and transit facilities as well as to the Commercial District.



### 3.3.5 EAST HIGHLAND CREEK DISTRICT

East Highland Creek District is characterized by the East Highland Creek together with lands adjacent to the Creek corridor and south of Progress Avenue. The East Highland Creek is the main natural heritage feature for the Centre.

Integration of the adjacent vacant or redevelopment lands is recommended to create an expanded East Highland Creek open space and park system that protects and enhances the Creek corridor while supporting flood mitigation. This East Highland open space system will not only serve to strengthen and enhance the ecological value of the Creek corridor but also provide large naturalized parks for recreation and enjoyment of nature. The Green Loop runs through the East Highland Creek District as a trail that serves to connect people from other parts of the Centre to this area. A trail along the rehabilitated Creek will eventually extend from Hillsborough Park to Centennial College, east of Markham Road.

The lands along Progress Avenue will support high-rise mixed-use development, predominantly residential in nature. The Toronto District School Board has identified 705 Progress Avenue as a potential site for a new elementary school to serve students residing in the Scarborough Centre neighbourhood. Jointly owned by the board and City, the site is intended to also provide a large public park.

#### Strategic Directions for East Highland Creek District

1. Promote primarily residential uses, supplemented with retail and employment uses.
2. Provide for a mix of low-, mid- and high-rise buildings with appropriate transition to the surrounding Natural Areas, Parks and Open Spaces, Neighbourhoods, and Employment Areas.

3. Create a network of parks and open spaces building on the expansion and enhancement of East Highland Creek.
4. Promote safe, direct and convenient active (pedestrian/cycling) connections to East Highland Creek.
5. Enhance connectivity to the surrounding areas, including the existing community south of Ellesmere Road.
6. Provide for a large park/school site at 705 Progress Avenue, with direct access to East Highland Creek, to support the residential population in the District and Scarborough Centre as a whole.

City of Toronto Ravine By-laws apply to the flood plain area associated with East Highland Creek in Scarborough Centre. Development in the flood plain is protected under provincial policy and any changes in the Creek alignment requires municipal review.

In 2018, a Flood Remediation Study of Highland Creek (Markham Branch) was initiated following the direction of Council, which approved the redevelopment of the lands at the southeast corner of Corporate Drive and Consilium Place with four residential buildings. The link below reflects progress as of November 2022.

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/highland-creek-flood-remediation-study/>

### 3.3.6. NORTH DISTRICT

The North District is characterized by its boundary with Highway 401 along the northern edge of the Centre. The North District will be primarily a residential area with a mix of high-rise and mid-rise buildings located adjacent to Highway 401. To help mitigate shadow impacts from tall buildings, parks and open spaces will be located along the southern edge of the District to serve the residential population. Vegetation to create a buffer from noise and pollution is encouraged between buildings and the edge of Highway 401.

Each area bounded by north-south arterial roads will have a park or series of parks, plazas and open spaces to meet the needs of the future residential population.

#### Strategic Directions for North District

1. Promote primarily residential uses.
2. Provide for a series of large parks located adjacent to Progress Avenue to support the residential population within the district, as well as Scarborough Centre as a whole.
3. Provide for a mix of mid-rise and tall buildings.
4. Encourage a built form that frames and supports the Progress Avenue and Corporate Drive corridors, parks and open spaces and new streets, as well as acts as a buffer from Highway 401.
5. Promote safe, direct and convenient active (pedestrian/cycling) connections that are integrated with complete streets along Progress Avenue and Corporate Drive.
6. Create large setbacks with enhanced treed streetscapes along the Progress Avenue and Corporate Drive rights-of-way to promote a pedestrian friendly environment and to minimize impacts from vehicular traffic.
7. Protect key views into the Centre from Highway 401.
8. Identify opportunities to promote safe pedestrian and biking connections between the North District and Neighborhoods to the north. Identify opportunities to promote safe pedestrian and biking connections across Highway 401 between North District and Neighborhoods to the north.
9. Create vegetation zones along edge of Highway 401 to buffer noise and pollution.

# 4.0

## **LAND USE AND ECONOMY**

This chapter discusses the land use designations in the Centre and strategies for promoting mix of uses and economic development.

# OVERVIEW

Scarborough Centre is designated as an Urban Growth Centre (UGC) in the Provincial Growth Plan and a Centre in the City's Official Plan, which makes it a focus for jobs and residential growth in the City. Developing the Centre in a manner that promotes its economic competitiveness and builds a complete community will be key considerations of land use planning.

Urban Growth Centres, as defined in the Growth Plan, are existing or emerging downtown areas. They are given specific targets which must be met by 2031 or earlier. The minimum density target for each UGC in the City of Toronto, according to the Growth Plan, is 400 residents and jobs combined per hectare, which is also reflected in the City's Official Plan. Centres are to be planned as focal areas for commercial, recreational, cultural, and entertainment uses; serve as high-density major employment centres; and accommodate significant population and employment growth.

The majority of the lands in Scarborough Centre are designated Mixed Use Areas in the Official Plan. This designation provides for a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings.

Development criteria for Mixed Use Areas are set out in the Official Plan and include policy direction respecting, but not limited to, built form; building location and massing; height transition; light and privacy impacts; layout and design of new streets and parks; site layout and organization; opportunities for energy conservation and green infrastructure; creating and sustaining well-paid, stable, safe and fulfilling employment opportunities; reducing automobile dependency; and parking supply and access. The Official Plan also contains policy direction with respect to large-scale, stand-alone retail stores and 'power centres' in Mixed Use Areas.

The OurSC Study Area includes lands that are designated Parks and Open Space. This designation covers parks, open spaces, valleys, watercourses and ravines, golf courses and cemeteries. These comprise the green open space network in Toronto, including Natural Areas, Parks and Other Open Space Areas in the Official Plan, which are intended to offer residents, workers and visitors a range of experiences. Development in Parks and Open Space Areas is generally prohibited. Parks and Open Spaces are discussed in Chapter 5 of this report.

## Scarborough Centre as a Mixed Use Area

As a Mixed Use Area, Scarborough Centre features a range of commercial, employment, residential, and institutional uses (Figure 4.1). These are discussed in greater detail under the section 3.3 Districts of this report, which also provides strategies to build on the unique character of each district. The OurSC Study reinforces the Mixed Use designation and provides direction for the Centre to evolve as a complete community that meets people's daily needs for living, working and recreation, and supports quality of life within a high-density urban environment.

One of the guiding principles established for the Centre through the OurSC Study is creating complete communities with a diverse mix of activities. As a Centre, Scarborough Centre is expected to remain predominantly Mixed-Use (aside from lands designated as Parks and Natural Areas). While a mixed-use designation allows for a variety of uses as discussed in section above, there is a possibility that development might disproportionately favor residential uses making the Centre a high rise residential bedroom community. This scenario has been seen across the Greater Toronto Area, 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 is appropriate to strategically encourage, or require, animation at street level in certain locations to achieve urban design objectives.

To ensure that Scarborough Centre develops as a complete community in alignment with its Guiding Principles, it is important that Scarborough Centre continue to offer a balanced mix of uses. 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.
- 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.

To achieve this balance, the strategy developed through the OurSC Study has focused on creating an Office Priority Area and designating Retail Priority Frontages on certain streets.

### **Scarborough Centre as an Employment and Retail Destination**

Scarborough Centre is at the core of a large and successful employment district that spans Highway 401 from Kennedy Road to Markham Road. As mentioned above, Scarborough Centre itself is a major employment hub with over 15, 800 jobs, many in retail, but also office, data processing and other services clustered around Corporate Drive and, mostly government-related employment, in the Civic District.

Scarborough Centre functions as a major destination for the larger Scarborough community and beyond. The Scarborough Town Centre Mall is a major retail destination for residents of Scarborough and Durham. The Civic Centre, Albert Campbell Square, the library and the YMCA draw people from a wide geography. These functions will continue in the future and expand once transit access is improved, following the completion of the Scarborough subway.

All indications are that the Scarborough Town Centre Mall will continue to function as a major shopping destination into the foreseeable future and continue



Figure 4.1 Panoramic view of Scarborough Centre showing mix of uses including civic, office and residential.

## Scarborough Centre Today

Scarborough Centre today is a hub for population, employment and transportation for eastern Toronto and the Greater Toronto Area. Currently, there are 536 businesses within the Centre, employing 15,816 full and part-time employees (City of Toronto Employment Survey, 2016) and approximately 13,800 residents in 2021 (compared to 14,150 in 2016) occupying approximately 7,211 dwelling units in 2021, based on 2021 Census data (compared to 6705 in 2016). As of March 22, 2022, over 6,700 additional units are approved and over 21,000 units are proposed. Scarborough Centre includes several large sites (many of which are vacant), offering potential for residential and/or employment intensification

While there has been limited new development over the past few years within Scarborough Centre, there have been a number of major residential developments approved recently (including 25 Borough Drive, 675 Progress Avenue, 1680 Brimley Road, 1750 Brimley Road, 1560 Brimley Road, 1744 Ellesmere Road, and SE Corner of Corporate Drive and Consilium Place) and there are a number of additional major residential applications currently under review (including 670-90 Progress Avenue, 300 Borough Drive, 5 Corporate Drive, and 140 Grangeway Ave). With the significant investment in civic infrastructure, including the new subway station and an expanded bus terminal, combined with strategic initiatives and private developments, there is a unique opportunity to “build on” and enhance the special identity of Scarborough Centre.

During the period between 2001 and 2021 Scarborough Centre’s population increased by more than 150 per cent. Total employment in the area decreased between 2001 and 2016 by 409 jobs, or 2.4 per cent. Density, as measured by population and employment, has increased over the period, driven primarily by the growth in the residential population.

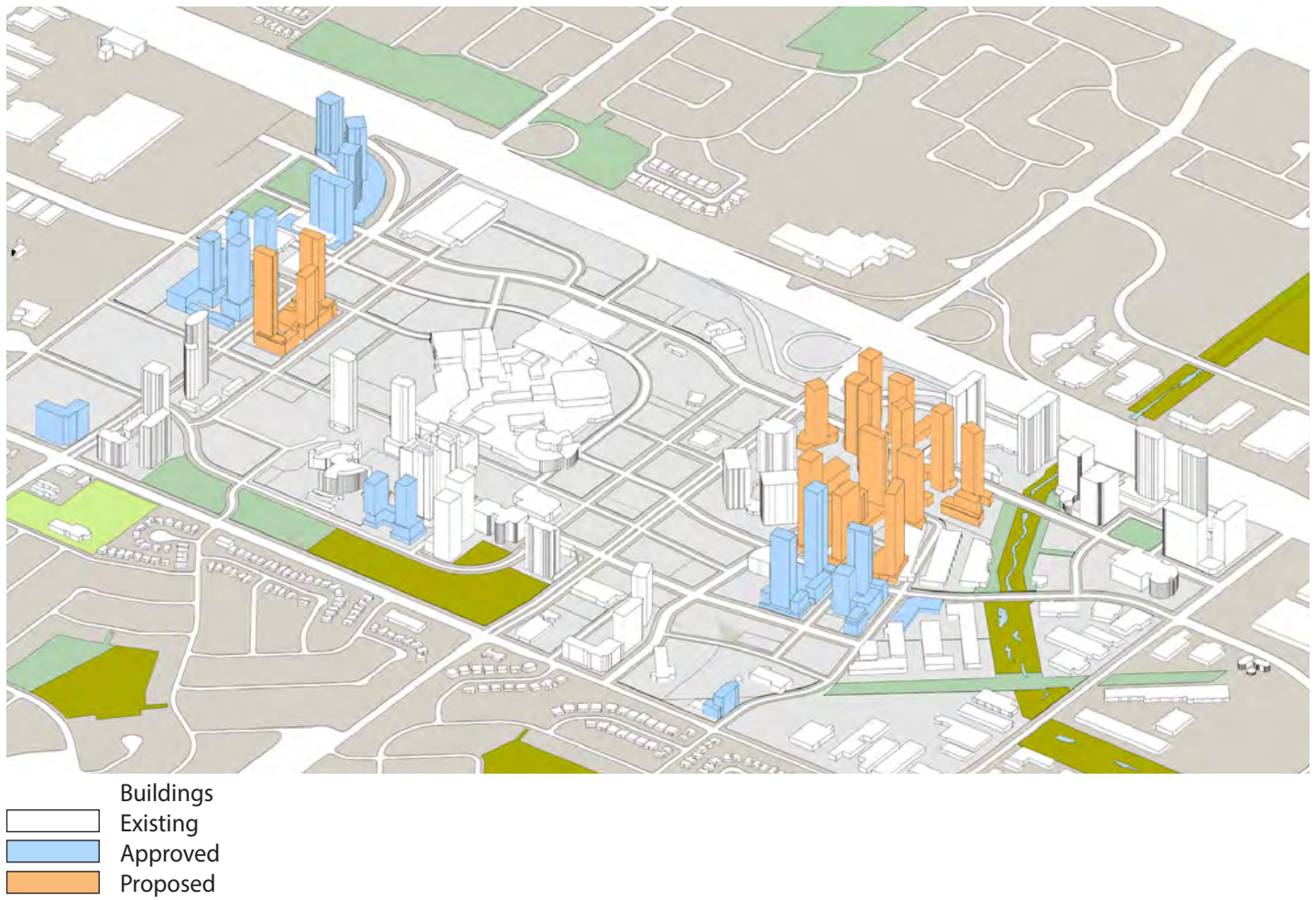


Figure 4.2 Development Demonstration Scarborough Centre

to provide significant employment opportunities for residents. Currently retail and service employment accounts for more than 25 percent of all full and part time jobs in Scarborough Centre. Because of the strong presence of retail in the area, the objective respecting future retail in this Plan is focused on animating street frontages, as is explained in section 4.3.3, rather than as a vehicle for additional economic activity.

Office employment was quite strong in the area prior to the pandemic, with almost 8,500 people employed in this sector. Major employers include the telecom sector, government (federal, local and education), financial services, data processing and community services. The challenge in the future will be not only to grow office employment concurrently with residential development, but also to retain the office-type jobs that are currently there. Regarding the replacement of existing office space in the event of redevelopment, the City has adopted a policy in its Official Plan which applies to Scarborough Centre, but has not yet been approved by the Ontario Lands Tribunal (see policy 3.5.1.9 of the Official Plan).



Figure 4.3 Office uses in Scarborough Centre

New office development is accommodated in the Mixed Use designation that applies to the Centre. However, as in other Centres in Toronto and GTA, the vast majority of new development proposals and applications within Scarborough Centre have been heavily focused on residential buildings. Returns on residential development have significantly outbid office development for many years.

A major disincentive regarding developing office space is the office tenants to require significant numbers of parking spaces for their employees. This is true even in Centres with good transit access, such as Etobicoke, North York, Yonge-Eglinton and Vaughan Metropolitan Centre. The provision of these parking spaces in structured parking is costly, making office development uneconomical. Providing parking on surface lots would be incompatible with the intent of the Plan to eliminate or, at least significantly reduce, the amount of land devoted to surface parking. It would also result in less than optimal use of land.

During the consultation process for the preparation of this Study some major landowners stated that they did not foresee a demand for stand-alone office space, but that smaller office spaces in base buildings with large floorplates may be possible.

The approach in this Plan regarding office development is to provide an incentive of 20 percent additional density if it is devoted to office space. As explained in section 4.3, the incentive is intended to achieve a balanced mix of uses to reduce stress on the transportation system and to create a complete community. The amount of the incentive is, to some extent, derived from a review of similar incentives in the GTA, as well as studies that have looked at how much of an incentive might offset the cost of providing parking. However, the office market is likely to be quite fluid post pandemic, with no certainty regarding



future demand. In addition, it is unclear if the demand will change once the subway is completed, or if the cost of fossil fuels keeps increasing, or if the personal transportation habits change due to new technologies and modes of transport, such as, autonomous vehicles.

### Scarborough Centre as a Culture and Entertainment Destination

Scarborough is home to many outstanding artists who reflect its multi-cultural character, some of whom have developed international recognition, in music, literature, film and the visual arts. There is, however, no geographic focal point for the arts cluster in Scarborough. The strategic directions below provide suggestions for making this happen.

### Strategic Direction for Land Use and Economy

In view of the considerations above, the land use strategy proposed through OurSC Study focuses on following key areas:

1. Mixed Used Areas
2. Office Priority Area
3. Retail Priority Frontages
4. Culture and Entertainment
5. Land Use Compatibility



Figure 4.4 An art and culture event in Scarborough Centre

### Separation from Adjacent Employment Areas

There are existing employment uses to the east and west of Scarborough Centre. In order to protect the future viability of these Employment Areas, sensitive uses within Scarborough Centre, including residential, commercial, office and institutional, need to provide adequate separation from these Areas.



Figure 4.5 An art installation in Scarborough Centre

## 4.1 MIXED USE AREAS

The development in the Mixed Use Areas in the Centre will follow the City's Official Plan policies. Additional policies are added below:

### Key Strategies for the Mixed Used Areas

The Mixed Use Areas will:

1. Provide a great environment for residents, workers and visitors;
2. Provide 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;
3. Contain a mix of varying scales and intensities of development as well as building heights responding to the existing and planned context; and
4. Provide adequate services and amenities that support people's needs for daily living, working and recreation.

## 4.2 OFFICE PRIORITY AREA

An ‘office priority’ area is recommended within Scarborough Centre (Figure 4.6) to encourage office development.

While continuing as a Mixed-Use Area designation, office development will be incentivized through a density bonus policy. The office priority area is located close to the planned subway station to facilitate in-bound commuters, thus supporting City-wide sustainability by reducing reliance on cars for work-related commutes. Several existing office complexes are expected to remain, including the 55Town Centre Court, The Federal Building and the Kevric office towers.

Within the Office Priority Area, an additional 20 percent density will be offered for exclusively office uses. As

stated above, the rationale behind this is to offset the cost of underground parking, that may be required by office tenants since surface parking will be discouraged in the Centre and to balance transportation demand, with the subway and bus terminal becoming the main mode of commute for workers and visitors in the Centre, thereby leading to reduced parking demand.

Although minimum parking requirements are being eliminated in the City with passage of By-law 89-2022, developers will still respond to market pressures from prospective tenants to provide parking in order to lease their non-residential spaces, at least in the foreseeable future. Offering a density incentive will help offset the cost of providing this parking, regardless of by-law provisions

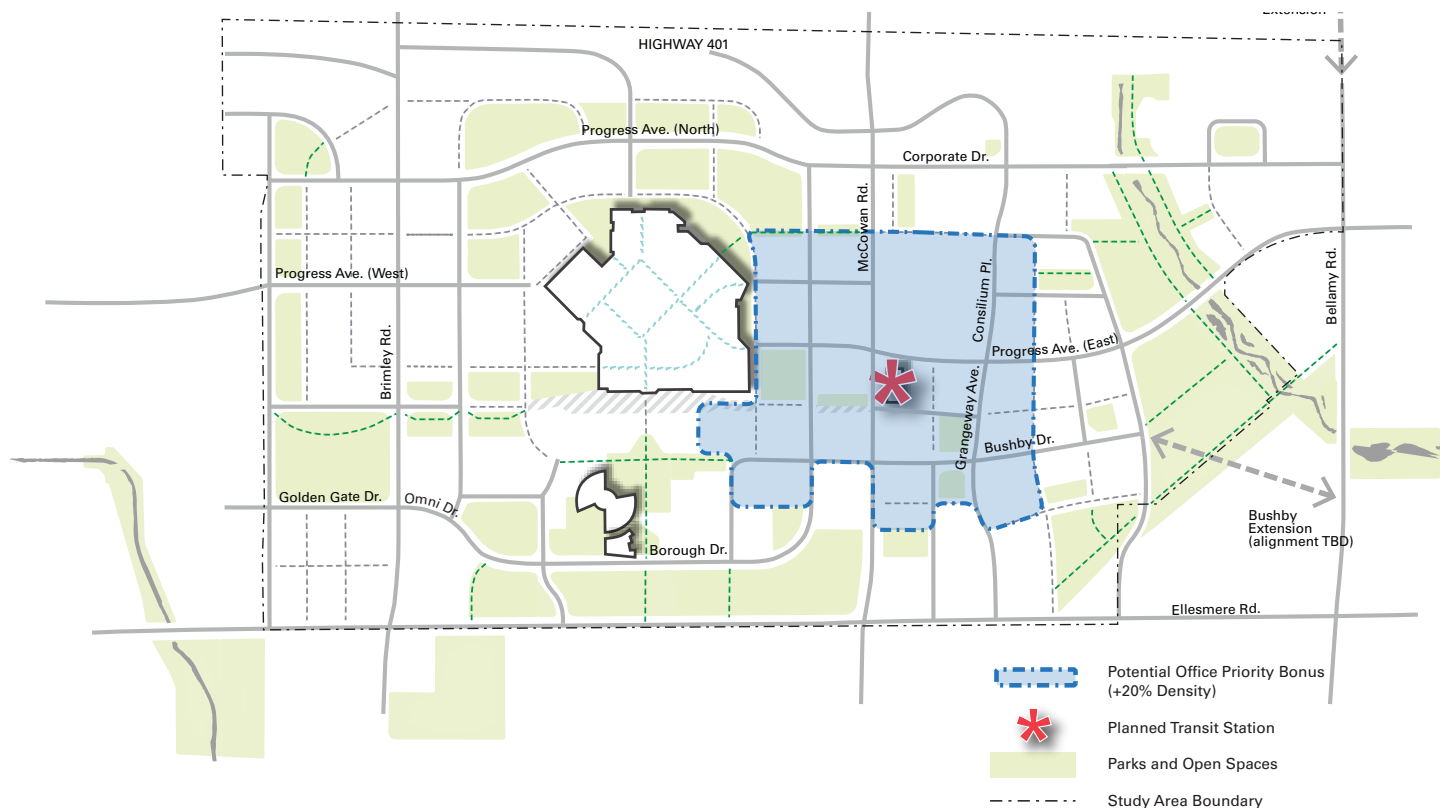


Figure 4.6 Office Priority Area

**Key Strategies for the Office Priority Area:**

1. An additional 20 percent density will be offered for exclusively office uses within the Office Priority Area;
2. Retail and services that support office uses will be encouraged within the Office Priority Area, including cafes, restaurants, fitness studios, daycares, etc;
3. Signature buildings and landscape architecture will be encouraged; and
4. Design of parks, plazas and open spaces, integrating public art elements and pedestrian and biking supportive amenities, will be high quality.

The City could also explore using other financial incentives with the Province to encourage office development in Scarborough Centre, similar to what is being done in Etobicoke Centre (such as Tax Increment Financing). It could also help establish structures such as a Business Improvement Area to support existing office uses.

## 4.3 RETAIL PRIORITY FRONTAGES

The continuing presence of the Scarborough Town Centre Mall means that Scarborough Centre is likely to remain a destination for retail. However, as the 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 4.6). Providing grade-related and decentralized retail frontages across the Centre supports the objective of reducing reliance on cars.

The retail priority streets are distributed in two categories – Primary Retail Priority Frontages and Secondary Retail Priority Frontages.

**Primary Retail Priority Frontages:** Primary retail priority frontages are areas where retail frontages will be recommended. As shown on Figure 4.2, the OurSC Study recommends the retail frontages on blocks leading out from the planned subway station towards the Mall and towards East Highland Creek along Progress Avenue. On the eastern side, the prioritized retail frontages extend from the Mall out to Progress Avenue. There are existing retail and services further west of Progress Avenue outside the Study Area, so prioritizing these blocks to have active frontages would reinforce this corridor. To the east, the subway station will function as an anchor along with linking to the expanded East Highland Creek open space/park system.

The primary priority retail frontages will create a strong retail corridor in Scarborough Centre that extends from the planned subway station, connects the Mall (which is also a retail hub) and is anchored by parks at the east and west ends of the Study area boundary. The City of Toronto has a Priority Retail Streets Zoning By-law (refer to text box on right) that serves as a helpful reference for implementation and design of streets that prioritize retail use

### Priority Retail Streets Zoning By-law:

The City of Toronto has a Priority Retail Streets Zoning By-law applicable to Priority Retail Streets. Priority Retail Streets are identified in the former City of Toronto Zoning By-law 438-86, Section 12, and they require a minimum of 60% of the lot frontage of development on designated streets to be dedicated to street related retail and service uses. The Downtown Plan updated and expanded the number and locations of Priority Retail Streets to include the areas that are a focus for growth within the Downtown.

The policies require that the ground floor of developments contain quality space for retail and related animating non-residential uses; encourage specific design elements to protect the prevailing character of the street; and require that larger format stores be located on the second or lower levels of new development, or wrapped by smaller stores.

The policies within the Downtown Plan ensure that the frontages and grade-related uses on Priority Retail Streets are active, contain non-residential gross floor area, and animate the street frontage through high-quality design.

Source: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/priority-retail-streets-zoning-by-law/>

**Secondary Retail Priority Frontages:** These are areas where retail frontages are strongly encouraged. These include blocks and intersections in close proximity to retail priority streets where retail and services can extend to reinforce the retail corridor. The existing mall frontages are also encouraged to convert to outward-looking facades as they redevelop.

Figure 4.7 depicts the blocks where retail frontages are encouraged. Outside of these areas, active uses at grade - including retail and services - are generally encouraged throughout the Centre to support safe and vibrant streets.

### Key Strategies for Promoting Retail Uses

1. To provide local destinations for shopping, serving local needs and creating a retail corridor through the Centre, Primary Retail Priority Frontages are designated between the planned subway station to East Highland Creek park along Progress Avenue and from Scarborough Town Centre Mall extending along Progress Avenue. Retail or active frontages are recommended on these street sections (refer to figure 4.7).

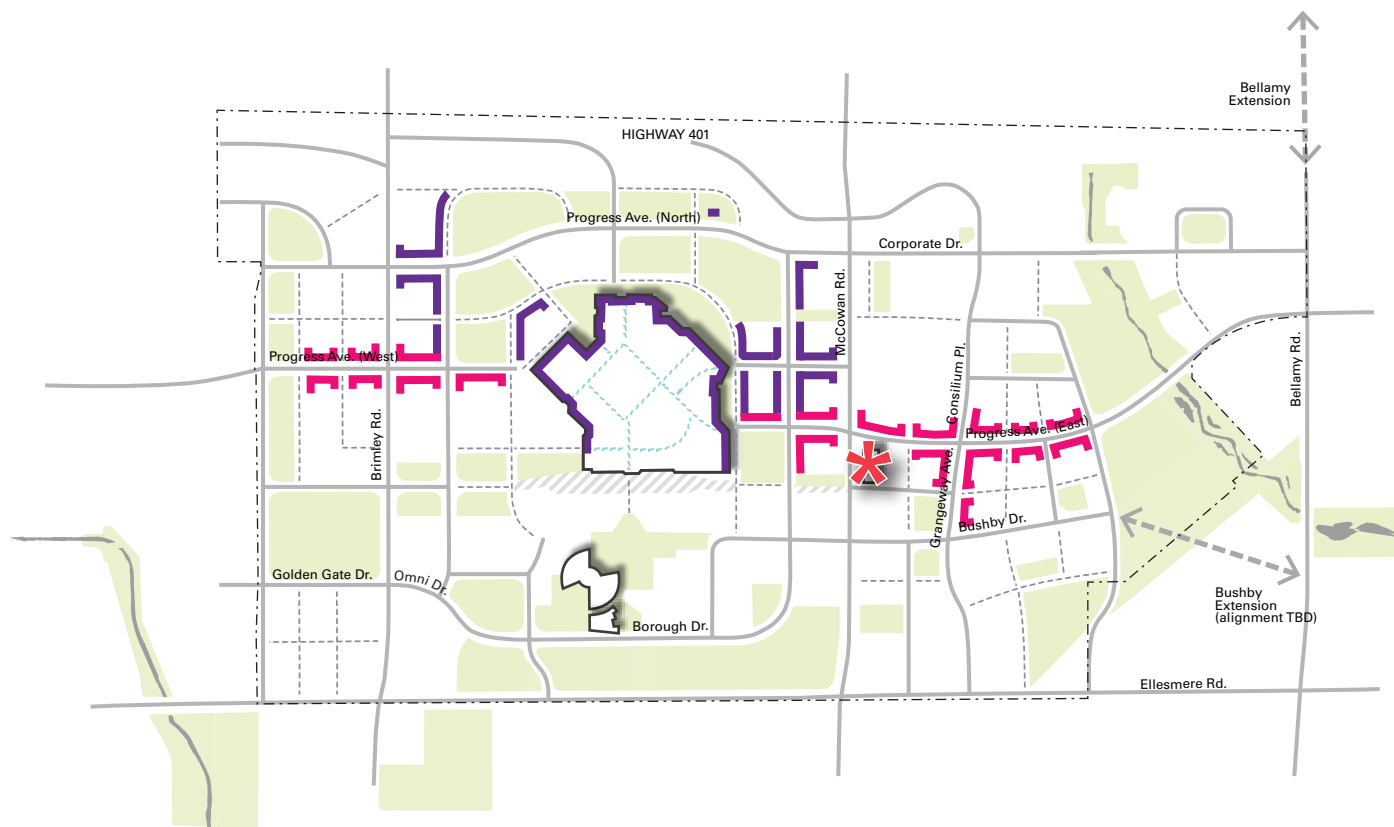


Figure 4.7 Retail Priority Streets

2. Secondary Retail Priority Frontages are identified along the streets near blocks and intersections in close proximity to Priority Retail Frontages where retail or active frontages are encouraged.
3. Development on Primary Priority Retail Frontages will have ground floor frontage to only include retail and service commercial space and small-scale offices as well as lobbies, publicly accessible institutional or community uses that animate space at grade, and/or parking entrances.
4. The retail and service commercial space within any development on Primary or Secondary Priority Retail Streets will provide generous floor-to-ceiling heights and appropriate setbacks at grade in order to provide space for public realm and pedestrian enhancements as a public benefit, and be of high-quality design with flexible spaces that allow adaptability over time.
5. Retail frontages related to the existing mall should be encouraged to face outward and have access from the public realm immediately outside the mall supported by a generous pedestrian realm that complements the mall and creates a pedestrian friendly, animated and comfortable environment for visitors.
6. Co-location of retail with community services is encouraged, where appropriate, to create hubs of activity/encourage social interaction and support complete communities. This may include community health centres, library branches, art, culture or entertainment related spaces.



Figure 4.8 Street with a retail frontage

## 4.4 CULTURE AND ENTERTAINMENT

There is a need to encourage Scarborough's existing and emerging artists in music, literature, film and the visual arts sector. Scarborough Centre has the potential to become such a focal point of culture and entertainment, adding to its economic vitality.

Currently, Albert Campbell Square plays an important role as a focus for many festivals and other cultural activities within Scarborough, such as Nuit Blanche. The City should continue to encourage and expand this type of activity in the future, particularly once transit access is enhanced with the completion of the subway.

Another way the City could strengthen its support for Scarborough's lively arts and culture community is by exploring with the arts community how it can provide a cluster of spaces for the performing arts, music and visual arts on its land within the Civic District. This would provide a focus that could bring together artists based in Scarborough, provide a space to nurture the development of emerging artists and provide a destination for residents with convenient higher order and rapid transit access. It would also diversify economic activity in the area.

The mixed use designation in Scarborough Centre embraces a variety of entertainment and hotel uses. There may be opportunities for these uses to locate near the new subway station.

### Key Strategies for Promoting Culture and Entertainment

1. Continue to promote festivals and other opportunities to celebrate Scarborough's identity at Albert Campbell Square and other appropriate locations;
2. Explore opportunities to create a cultural hub for the performing arts, music and visual arts on City-owned land in the Civic District; and
3. Encourage hotel and entertainment uses near the subway station, Retail Priority Frontages and other appropriate locations.



## 4.5 LAND USE COMPATIBILITY

Employment uses east and west of Scarborough Centre need to be protected from sensitive uses. To the east, this will be largely accomplished through the existing boundary condition created by the east branch of Highland Creek. To the west, this plan proposes a series of parks that would provide a buffer, over time, as development evolves in this area. However, it is important to ensure that the employment functions continue to be protected prior to the establishment of the parks buffer along the western boundary. For this reason, the OurSC Study proposes to continue the policy in the existing Secondary Plan that proponents of any new sensitive uses, such as residential, mixed use or community facilities in close proximity to existing industrial uses, be required to submit studies and analyses such as acoustic and/or air quality (including odour) reports in accordance with all Provincial guidelines.

In addition, based on these studies and analyses, buffering, screening, and/or other attenuation/mitigation measures will need to be provided to the satisfaction of the City.

### Key Strategies Regarding Sensitive Uses

1. Where new sensitive uses such as residential, mixed use or community facilities are proposed in close proximity to existing industrial uses, proponents are required to submit a Land Use Compatibility Study as well as related studies and analyses such as acoustic and/or air quality (including odour) reports in accordance with all City and Provincial guidelines.
2. Based on these studies and analyses, buffering, screening, and/or other attenuation/mitigation measures will be implemented to the satisfaction of the City.
3. Warning clauses may be required to be incorporated into agreements of purchase and sale and may be included in conditions imposed for approval of subdivisions and condominium or site plan agreements for sensitive uses that are proposed to be developed in close proximity to industry.

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# 5.0

## **NATURAL AREAS, PARKS, OPEN SPACES, AND THE PUBLIC REALM**

This chapter discusses the Study's recommendations for Scarborough Centre's natural areas, parks, open spaces, and the public realm.

# OVERVIEW

Natural Areas, parks, and open spaces play an important role in maintaining ecological health of the area and providing recreation opportunities for the community. The greatest changes to the previous planning work being introduced through this Study relate to the parks and open space system. While the Phase 1 plan proposed a parks system, it was not fully developed in response to density and population projections. As the OurSC Study progressed, it became clear that more parks would be needed to support the projected population, and that they would need to be more broadly distributed. The result is a much more extensive parks system that fulfils several major moves, outlined later in this chapter.

Under the street network adopted from Phase 1, block sizes are small, often as little as 80m, and generally not more than 150m in length. Although blocks will remain somewhat irregular, as a result of existing streets and buildings that are expected to stay in place, they will gradually become less so, with a more predictable grid emerging.

The Our Scarborough Centre Study has largely maintained the recommendations of the Transportation Master Plan and Phase 1 preliminary public realm plan, with two major updates. These include a new system of street character types (distinct from the functional hierarchy of classifications), and the Green Loops, which will be specially landscaped and signed routes, connecting many of the parks and open spaces within the Centre. The street character types speak to the look and feel of streets and the pedestrian user experience, while the Green Loops speak to the structural role of a network of street segments (and associated trail connections) to organize public spaces in the Centre.

## 5.1. NATURAL AREAS

Natural areas play a significant role in supporting ecological integrity and health of an area. The natural areas within Scarborough Centre include East Highland Creek and Frank Faubert Woodlots. West Highland Creek is located just outside of the Centre. The vision for Natural Areas is to protect and enhance their ecological function and public use.

Together with public parks and streets, Natural Areas play a critical role in stormwater retention, conveyance, and flood mitigation. Their role is also critical in absorbing excess heat generated from buildings and impervious surfaces and reducing the urban heat island effect. Additionally, Natural Areas play a significant role in promoting community's connection with nature and contribute to sense of well being and health.

The vision for Natural Areas in Scarborough Centre is to preserve and enhance their ecological functions and improve access through trails and pedestrian linkages.

### Strategic Directions Regarding Natural Areas

1. Preserve and expand East Highland Creek corridor and Frank Faubert Woodlots through inclusion of new parks and open spaces where possible.
2. Improve access to Natural Areas through maintaining or adding new linkages that connect natural areas to local parks and other natural areas in the Centre and beyond. This would include connecting East and West Highland Creek through trails and pedestrian connections.
3. Preserve and improve public visibility and usability of Natural Areas for public use and recreation through informational and directional signage, education and engagement activities, and park related amenities.
4. Enhance Natural Areas in the Centre focusing on improving ecological performance, biodiversity and design for public use.

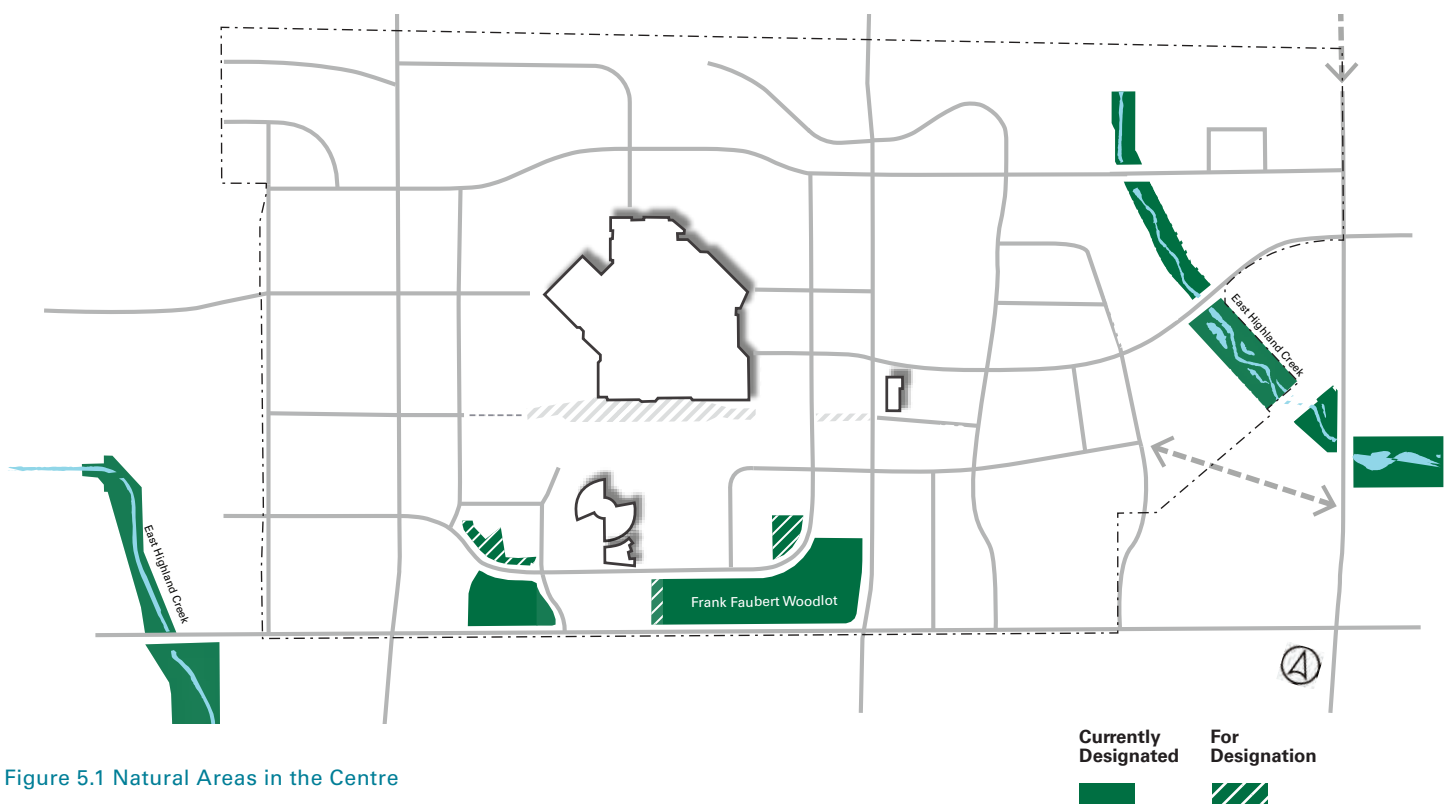


Figure 5.1 Natural Areas in the Centre

## 5.2 PARKS AND OPEN SPACES

### 5.2.1. PARKS AND OPEN SPACE NETWORK

The parks and open space network (see Figure 5.2) for Scarborough Centre includes the following big moves:

- **Expand East Highland Creek Parks.** An expanded system of parks and natural areas along East Highland Creek.
- **Expand Brimley West Parks.** A new set of parks in the underserved Brimley District (expanded over that originally proposed in the phase 1 work).
- **Reclaim SRT Corridor to West Highland Creek.** Reclaiming of the western segment of the Scarborough Rapid Transit corridor as a potential link to West Highland Creek.
- **Connect to Borough Green Loop.** The introduction of the Borough Loop (see Figure 5.7) as a special Green Loop linking together several important public spaces, existing and planned.
- **Expand and Connect Woodlots.** The modest expansion of the current parks and woodlots at the south end of the Borough Loop.
- **Expand and Progress North Parks and POPs.** An extensive new grouping of parks and expand POPs at the north end of the Borough Loop, providing important open spaces for the community and mirroring those at the south end of the loop.

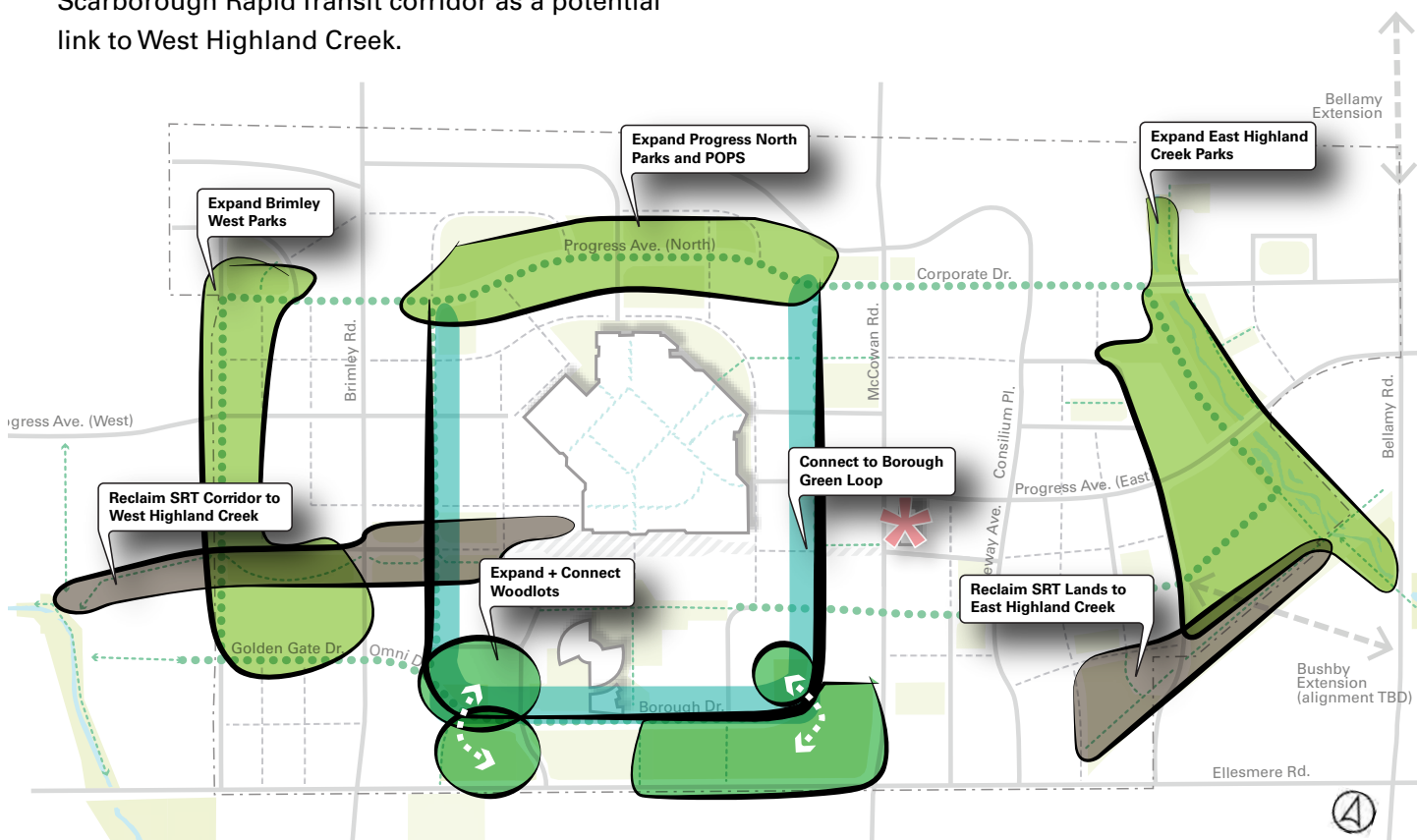


Figure 5.2 Several big moves inform the expansion of the parks and open space system.

Parks will need to emerge alongside development in Scarborough Centre, rather than waiting until after residents arrive (see Figure 5.3). Three approaches are recommended for the implementation of parks:

1. Immediate designation of specific lands as parks, when it comes to the most critical and immediately needed spaces.
2. Planning for other park spaces that can be achieved incrementally. These parks will be the focus for parkland dedication through redevelopment or acquisition.
3. Conceptual indication of areas adjacent to the Centre which could help to support growth by providing additional parkland.

In addition to parks, the Plan also calls for modest expansion of natural areas and major POPS (smaller POPS are encouraged throughout Scarborough Centre).

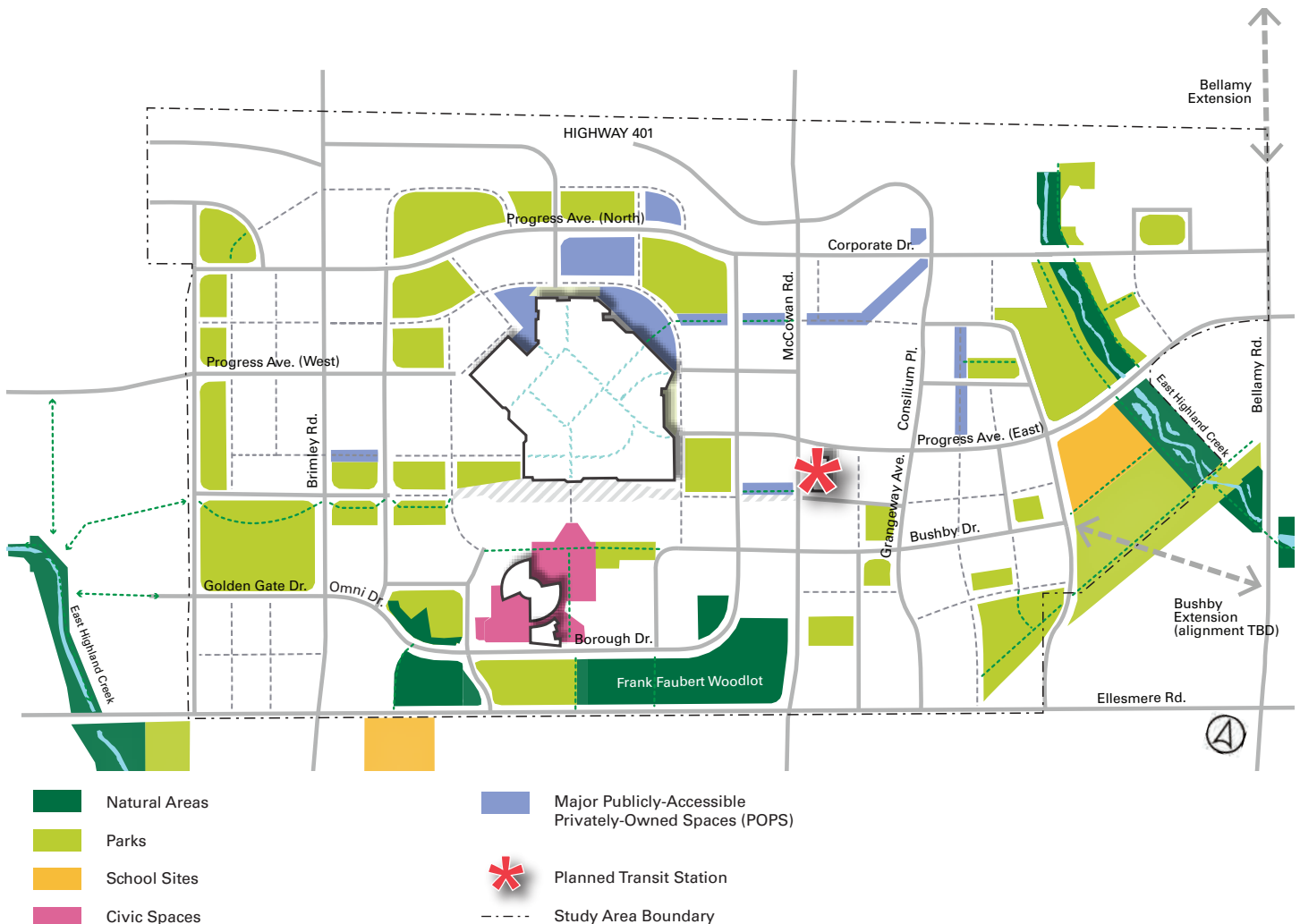


Figure 5.3 Parks and natural areas by status and implementation.

### 5.2.2. PROGRAMMING

While the details of park design and programming will advance through community consultation on specific projects as land is dedicated or acquired, several broad goals will inform their development:

- Parks will help to green and cool Scarborough Centre, which is dominated by hard surfaces today. This includes expanding the tree canopy wherever possible, introducing permeable surfaces, and allowing local stormwater infiltration where possible.
- POPS and other private lands can contribute to these goals, but parks should serve as an example of best practices.

- Parks will serve current and potential Scarborough Centre residents, workers, and visitors. This means including a wide variety of facilities such as sports and recreation facilities, playgrounds, trails, seating areas, dog walking areas, and community gardens.
- Parks will achieve accessibility, including public washrooms where possible.
- Parks will include naturalized spaces as buffers and to augment adjacent Natural Areas where possible.
- Parks will include venues for public art and interpretation of cultural or natural features.

These goals are represented on Figure 5.4. A more detailed list of desired characteristics for parks, natural areas and POPS is in the Urban Design Guidelines.

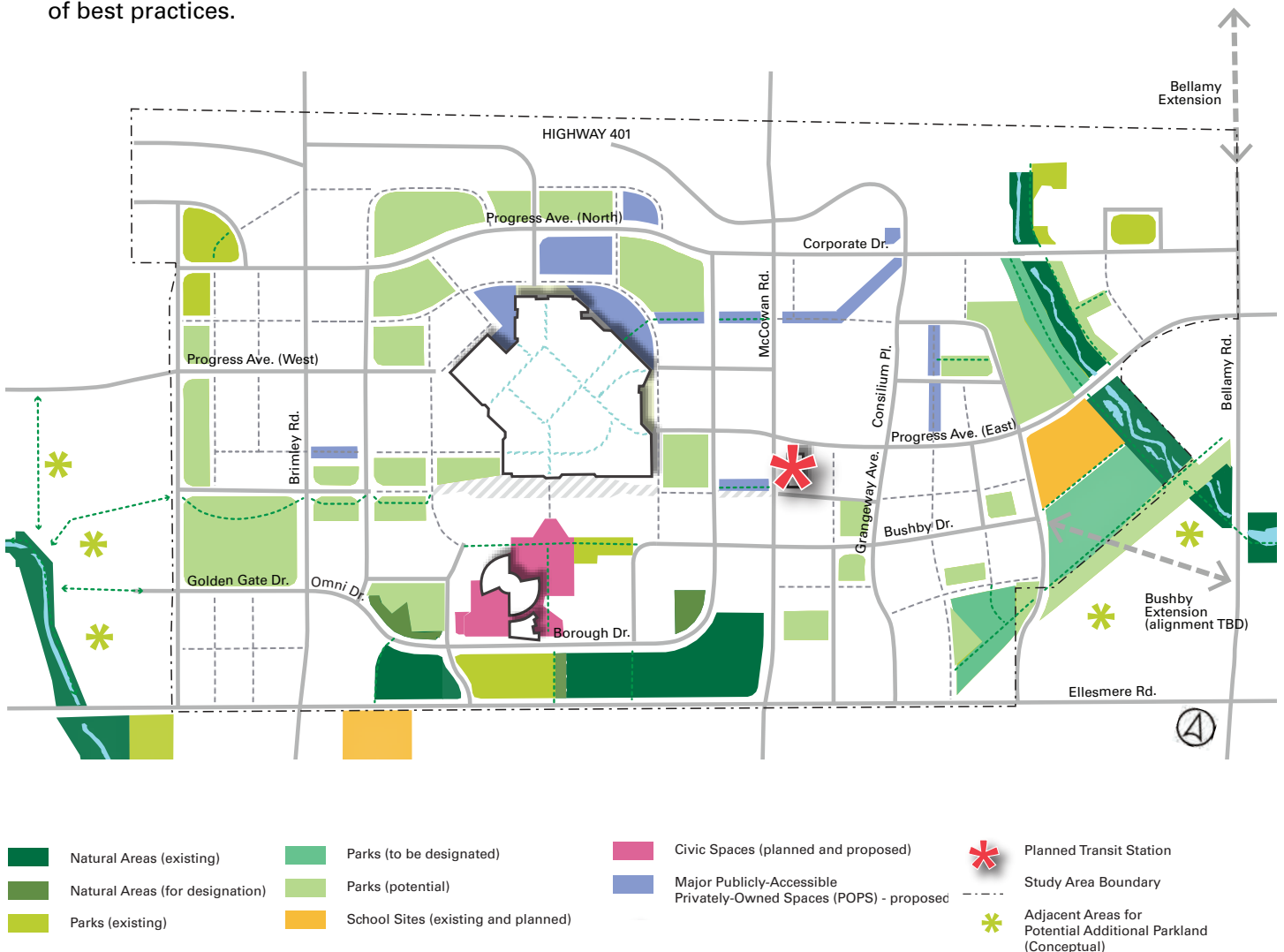


Figure 5.4 Open space types.



# 5.3 STREETS AND BLOCKS

## 5.3.1. STREET NETWORK

The network of streets remains the same as recommended under the Transportation Master Plan and Phase 1 Plan, as does the network of ‘connections’ (links that may be realized as private streets or mid-block connections), although some minor adjustments have been made to accommodate the expanded network of parks that is now being proposed (see Figure 5.5).

## 5.3.2. STREET DESIGN

Streets in Scarborough Centre will become safer, more equitable, and present a different character than today. Building upon efforts to make Toronto streets ‘complete,’ this study promotes an approach to street design that responds to the future context, prioritizes safety for vulnerable users (pedestrians and cyclists), and enhances environmental performance (See Figure 5.6).

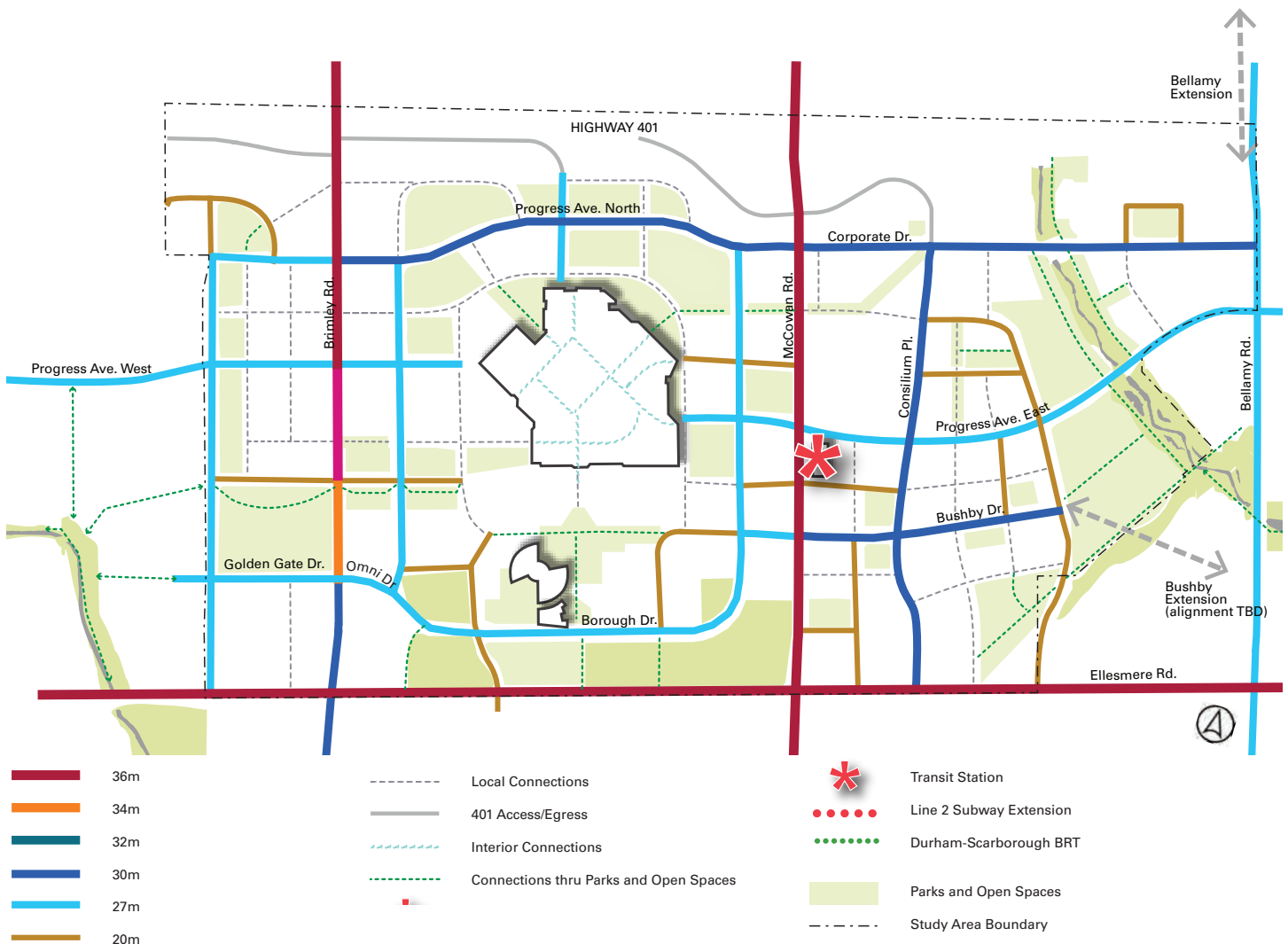


Figure 5.5 Street network, with connections, trails and higher order transit.

### Strategic Directions Regarding Street Design

1. All streets in Scarborough Centre will provide safe and comfortable facilities. This means having generous pedestrian clearways free of obstacles, and dedicated cycling facilities informed by the operating characteristics of the roadway.
2. Setbacks at grade on private lands will supplement what takes place within the public rights-of-way to further enhance the quality of the public realm and pedestrian experience.
3. Each street will have generous planting and furnishing zones to ensure at least one row of trees on every street, with many streets having a second row to further advance the green identity of the Centre.
4. Open planters are the preferred tree planting detail, for they provide trees the best opportunity to grow large and healthy. Open planters also support underplanting of the different forest layers beneath the canopy. This detail also allows for the broadest range of green infrastructure options within the street right-of-way. Altogether, the green identity recommended by this study will make Scarborough unique among all the Centres in Toronto.

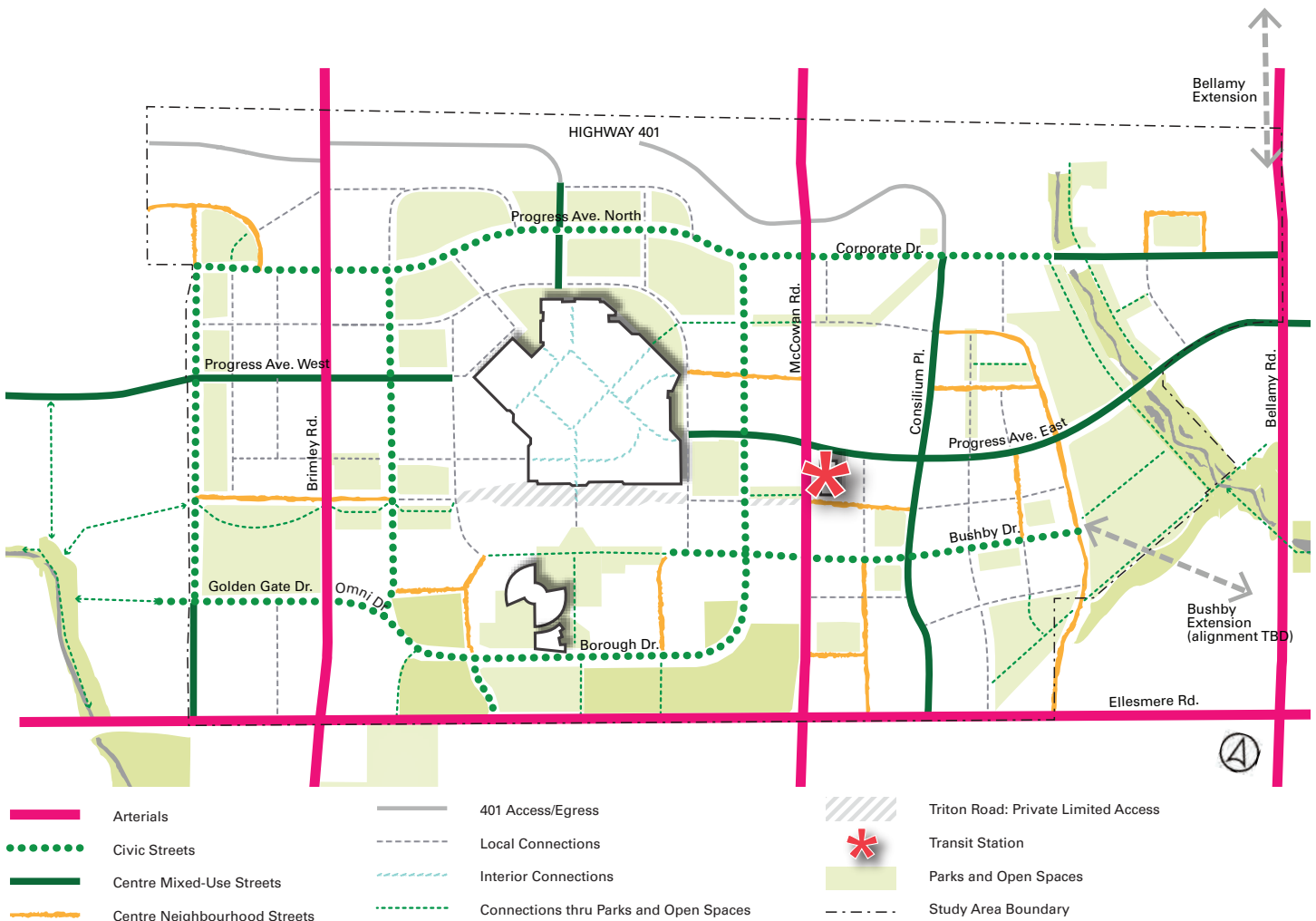


Figure 5.6 Street character types.

The following is a description of the different street designs recommended for Scarborough Centre, according to character type (See Figure 5.6).

### **Arterial Streets (30m to 36m Rights-of-Way)**

The Arterial Streets (Brimley, McCowan, Ellesmere, Bellamy) are the largest streets in Scarborough Centre, serving the highest volume and intensity of users. They are character defining streets and will present a strong landscape character through landscape setbacks and greening of the right-of-way. The general cross sections include wide pedestrian clearways, single direction cycle tracks, consistent paving treatment, street trees and other plantings in open planters (where space permits) and a range of seating opportunities. Generous setbacks provide opportunities for an additional row of trees and plantings.

### **Civic Streets (27m to 32m Rights-of-Way)**

Civic Streets are the higher order 'place' streets in the Centre and, together with connections through parks and open spaces, form the Green Loops. The Civic Streets include Borough Drive, Town Centre Court/ Bushby Promenade, Golden Gate Drive, a new north-south street at the western boundary of the Centre, and a corridor that includes Progress Avenue North and segments of Corporate Drive. They will support a wide range of activities and provide a comfortable green experience as people move throughout the various districts. Civic Streets will present a higher quality of finishes and details given their prominent role to support a cohesive identity to this large territory.

They are special streets for the Centre and will present a strong landscape character through landscape setbacks and greening of the right-of-way.

The general cross sections include wide pedestrian clearways, protected cycling facilities as either single or two-way cycle tracks, special paving treatment and other elements. Street trees and other plantings are best situated in open planters, with a double row of trees on the inside of each Green Loop.

### **Mixed-Use Streets (27m to 30m Rights-of-Way)**

Mixed-Use Streets (Progress Avenue East and West, Consilium Place, Corporate Drive east of East Highland Creek) are intended to serve a different role than the other streets in the Centre. These streets are the focus of grade related retail, extending from the Commercial District to the east and west, and within the McCowan District (building off existing, approved and proposed projects under review). Given the presence of the Scarborough Town Centre Mall with retail destinations, the types of retail along these streets will most likely support more local needs.

Mixed-Use Streets will include generous pedestrian clearways, street trees and other planting in open planters, and protected cycling facilities. A second row of trees and planting is possible in private setbacks to further contribute and enhance the Centre's green landscape character.

### **Neighbourhood Streets (18.5m to 20m Rights-of-Way)**

Neighbourhood Streets and Local Connections will serve a lower vehicle volume and speed than other parts of the network and have smaller rights-of-way. One of the main differences between the two is that the former is a 20m public street and the latter is in either private or public ownership at 18.5m. These slower streets will provide a safe and comfortable environment for a lower intensity of pedestrians and cyclists. Residential entrances will dominate these streets at grade, either directly from individual units or the lobbies of multi-family buildings.

Both Neighbourhood Streets and Local Connections will provide pedestrian clearways on both sides, planting zones, and roadways with on-lane in each direction. The Neighbourhood Streets will serve a role in the cycling network, and include bike facilities that respond to functional context.

### 5.3.3. GREEN LOOPS

In addition to the functional street network, the OurSC Study recommends a system of Green Loops (see Figure 5.8) incorporating streets and, in some cases, connections and trails.

There are three Green Loops:

- **Borough Loop:** The primary central loop (the Borough Loop), surrounds the Scarborough Town Centre Mall and Scarborough Civic Centre. This loop will form a critical part of Scarborough Centre, connecting several important public spaces and destinations together. Refer to Figure 5.7.

- **East Loop:** The East Loop will link to East Highland Creek, bringing residents into contact with that important natural feature and the expanded park and trail system that is planned to surround it.
- **West Loop:** The West Loop will connect to a proposed new park system in the Brimley District (which currently has no parks at all), and potentially onwards to West Highland Creek, serving a similar role to the East Loop.



Figure 5.7 Green loops (dotted lines).



Figure 5.8 Examples of the Borough Drive (top) and Corporate Drive (bottom) Green Loop street designs: broad sidewalks, cycle tracks, double rows of trees in open planters and other substantial planted areas. More details can be found in the Urban Design Guidelines for streets.

### 5.3.4. ACTIVE TRANSPORTATION

The active transportation system will see a network of cycle facilities on all arterial and collector roads. refer to Figure 5.9. In most cases, this will be made up of one-way cycle tracks, but a two-way cycle track is recommended for the Borough Loop to emphasize its special character. Site access to new development is discouraged where it would need to cross the two-way cycle track.

For pedestrians, all new or reconstructed streets will have an improved public realm (compared to the existing condition). These streets will be augmented by the network connections (private streets or mid-block connections) previously described.

Both systems will link into multi-use trails within public parks and natural areas. The long-term expectation is that these might connect to longer-distance trails along both East and West Highland Creeks.

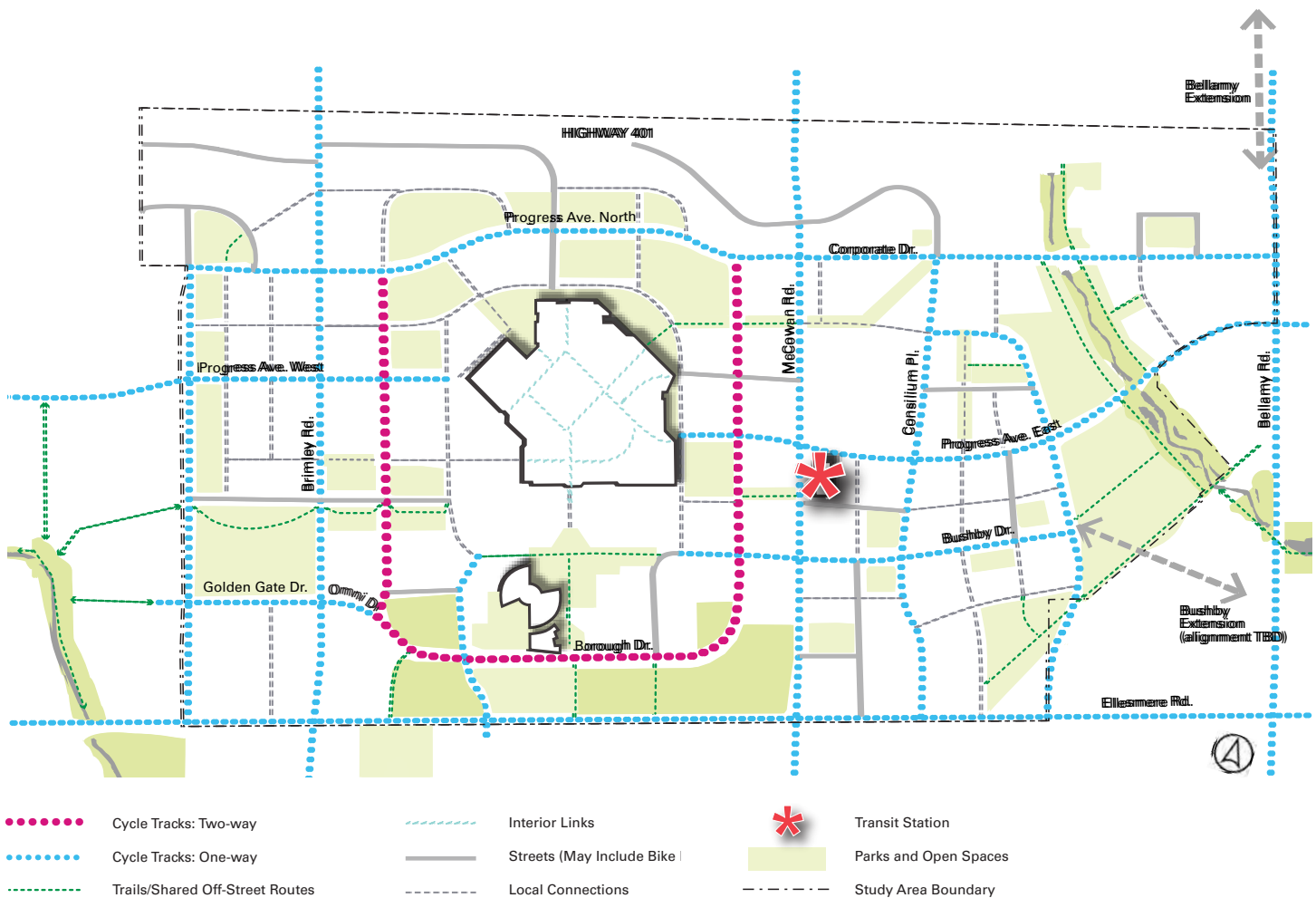


Figure 5.9 Active transportation facilities.

## 5.4 STREET DESIGN PRIORITIES

The City will employ the following criteria in designing or redeveloping complete streets within the rights of way:

- The highest priority is to ensure that a safe, comfortable and attractive pedestrian realm is provided;
- The second priority is to provide physically separated cycling facilities;
- The third priority is to ensure that green infrastructure elements are accommodated within the right of way;
- The fourth priority is to ensure that soil volumes are sufficient for tree planting within the right of way;
- The fifth priority is to ensure sufficient space for transit vehicles, on streets where surface transit is accommodated; and
- The final priority is to accommodate other motorized vehicles.

# 5.5 PUBLIC ART

In 2017, the City of Toronto prepared the Scarborough Centre Public Art Master Plan. The general observations and recommendations of that plan are still valid. However, it preceded the proposed changes in transit station location, street and block network and open space network that have occurred since then (including

the recommendations of this Review). As a result, the recommendations include some updates to the proposed locations for major public art (see Figure 5.10 below), although these are not inflexible or exhaustive.

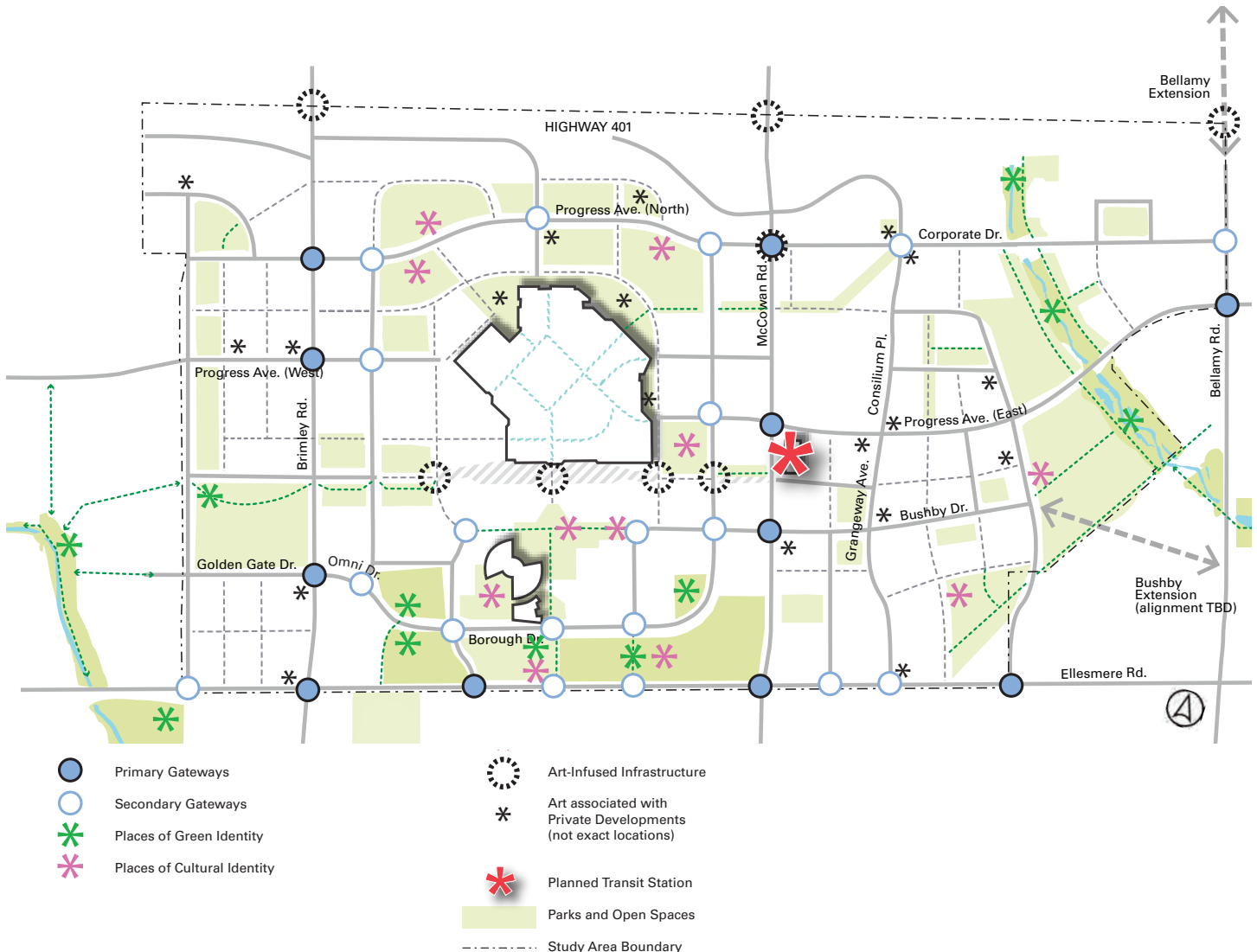


Figure 5.10 Public art in the context of the current plan (adapted from 2017 Scarborough Centre Public Art Master Plan).



# 6.0

## **DENSITY AND BUILT FORM**

This chapter discusses the Study's recommendations for built form, including maximum densities, heights, setbacks and other issues related to massing and site organization.

# OVERVIEW

Scarborough Centre includes a variety of existing uses and forms, as well as some that have been previously approved, but not yet built. These include everything from the Scarborough Town Centre Mall to condominium towers and townhouses to mid-rise office buildings, to low commercial and industrial buildings and warehouses.

OurSC Study recommendations provide for all current uses and buildings to remain in place. However, the recommendations will also offer parameters for change, should change be desired. When it comes to built form, these parameters include density, height, setbacks, tower separation, and a variety of specific guidelines for massing, animation and site organization. Some (including density, setbacks, and tower separation) will be statutory parts of the Secondary Plan, while others will remain within the Urban Design Guidelines, providing for more flexibility.

# 6.1 DENSITY

The Secondary Plan will implement a density structure developed through the Study process (see Figure 6.1). Density limits ensure that Scarborough Centre’s future population of residents and jobs can be supported through the planned transportation system (including the Line 2 subway extension), servicing, parks, and community services.

This will also ensure that density is distributed in a rational manner, in keeping with the ‘multiple peaks’ approach selected through consultation.

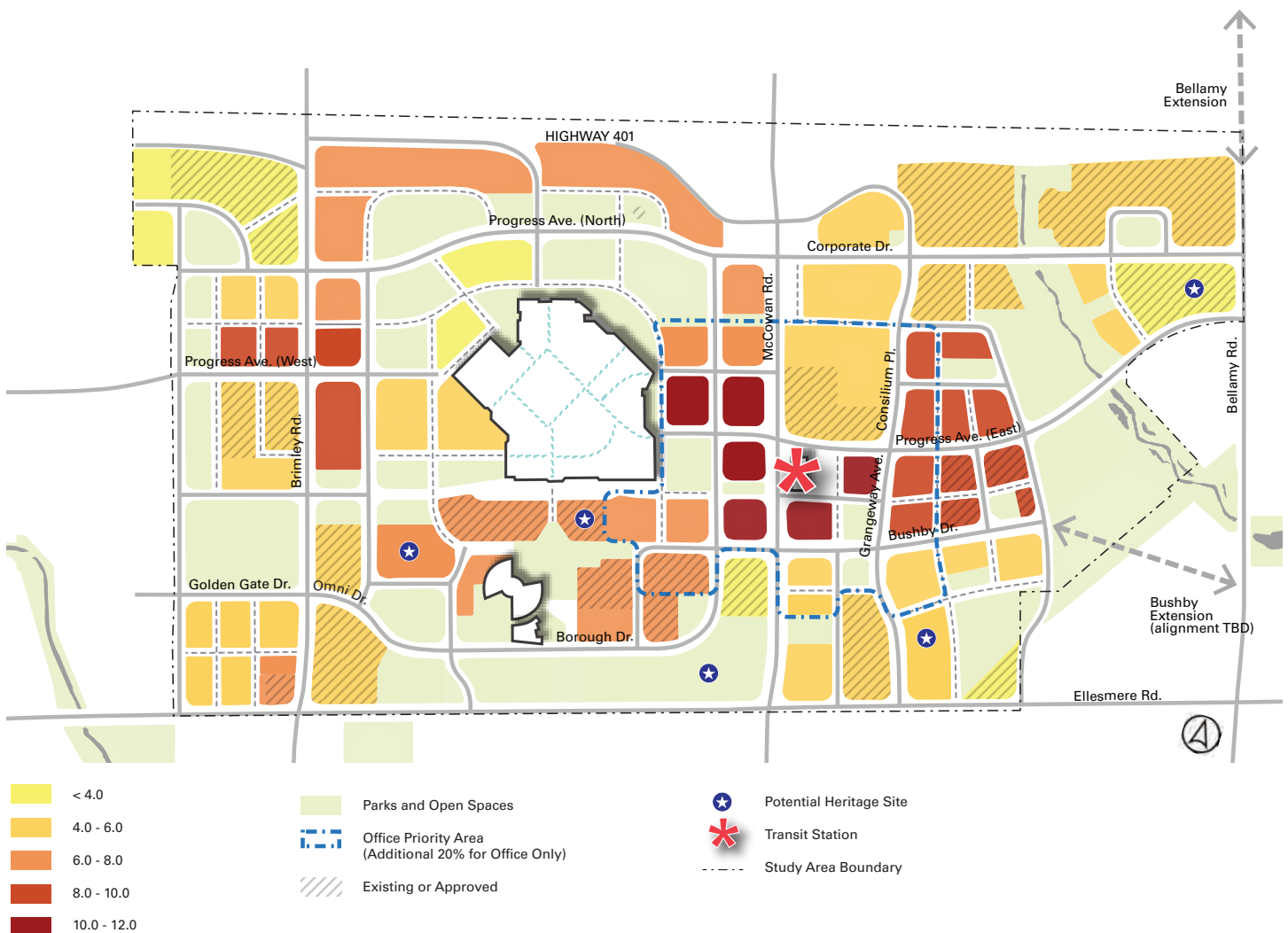


Figure 6.1 Density per block (FSI: Floor Space Index).

### Strategic Directions Regarding Density

- The greatest densities will be in proximity to the planned transit station, allowing a large number of future residents and workers to access higher order transit easily by foot, from their homes and workplaces.
- Other clusters of density will be located around the intersection of Brimley Road and Progress Avenue (a future 'main street' with active uses), and the edge of Highway 401.

For the purposes of this plan, maximum densities are shown as net of public streets and parks and are indicated on a block-by-block basis. Transfer of density between sites within a block may be permissible, but not beyond that, without undermining the plan.

# 6.2 BUILT FORM

## 6.2.1. HEIGHT STRATEGY

The height strategy very closely (but not exactly) follows that of the density strategy, stepping upward to the 'multiple peaks' selected through testing and consultation.

### Strategic Directions Regarding Building Heights

- The greatest heights are expected in the area immediately around the future transit station.
- The other two peaks include a node at the intersection of Brimley Road and Progress Avenue, and the edge of Highway 401.
- Moving away from these three peaks, building height will step down, especially when approaching the low-rise neighbourhoods south of Ellesmere Road. All buildings along the north side of Ellesmere Road should be mid-rise in scale.

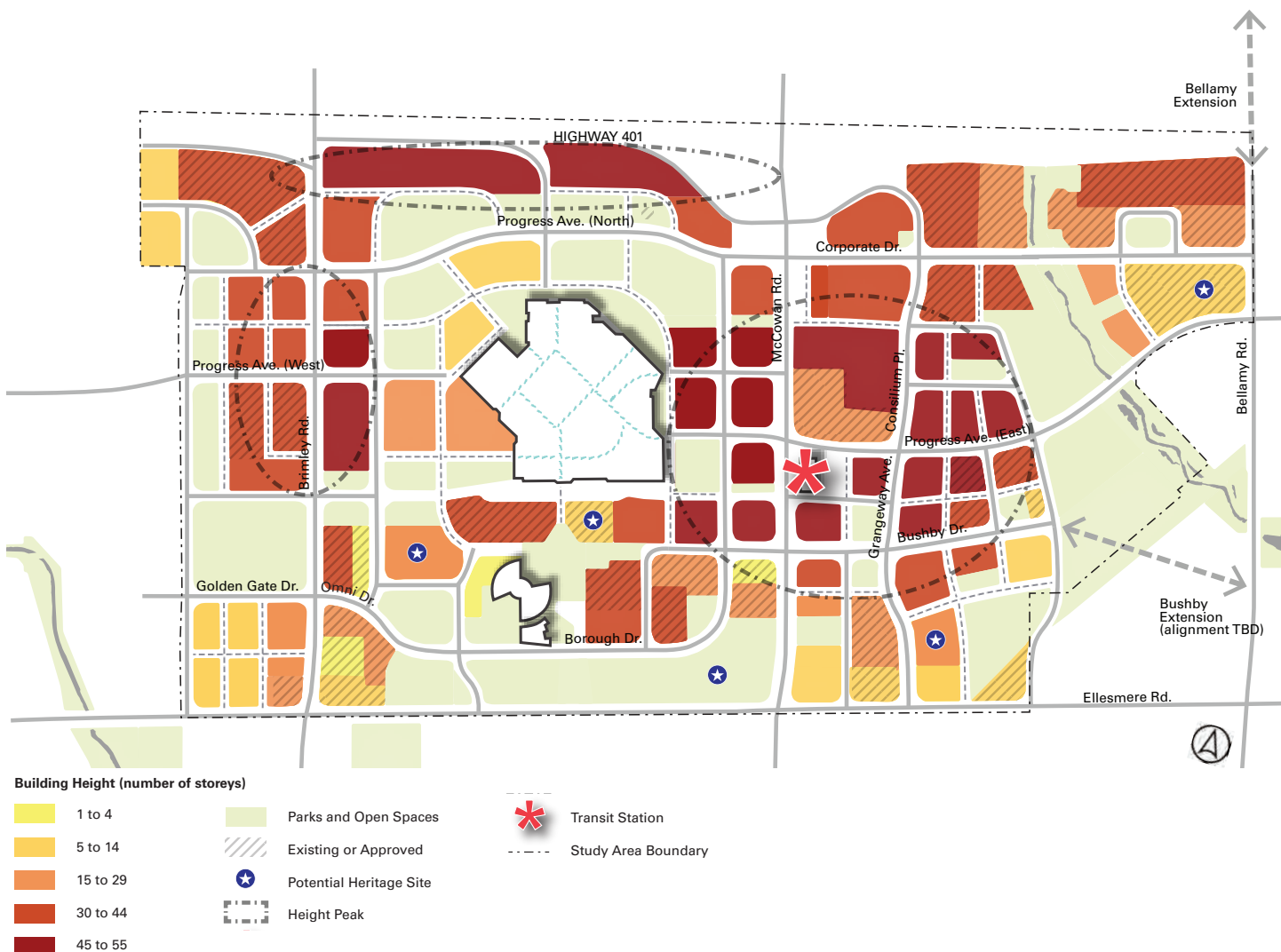


Figure 6.2 Maximum heights per block.

Height (regardless of other permissions) will also be limited by the need to protect critical natural areas and parks from undue shadow impacts. These include:

- At least 7 hours free of incremental shadow on all existing parks and natural areas.
- At least 6 hours free of new incremental shadow on all school sites, new natural areas and new major parks.
- At least 3 hours free of incremental shadow on all other parks.

Shadow policies relate only to the hours between 9:18 am and 5:18 pm during the spring and autumnal equinoxes. Several exceptions will apply, where these standards are not realistically achievable.

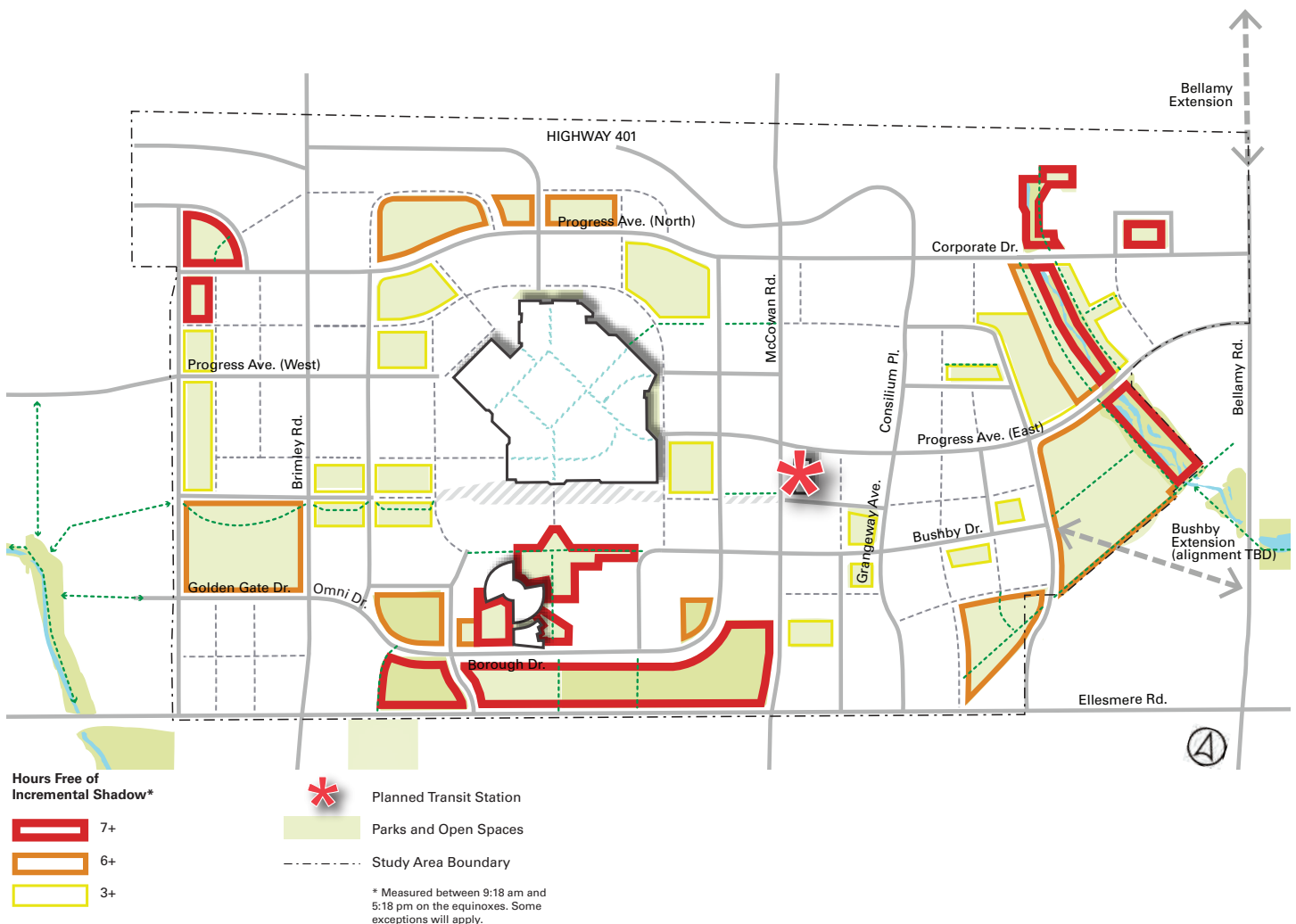


Figure 6.3 Approach to shadowing on parks and natural areas.

### 6.2.2. MASSING AND BLOCK ORGANIZATION

For the most part, the Secondary Plan will rely on existing City-wide built form guidelines, which represent best practices. However, there are several specific areas in which additional policy or guidelines will be imposed, which will supersede City-wide standards. These include:

#### Tower Separation

Towers in Scarborough Centre should be at least 30 metres apart from one another (as opposed to the minimum City of Toronto standard of 25 metres, but in keeping with other recent planning efforts in Scarborough and across the City). This modest increase in separation will minimize crowding of towers and allow for more privacy and sky views.

For higher heights, greater separation should occur.

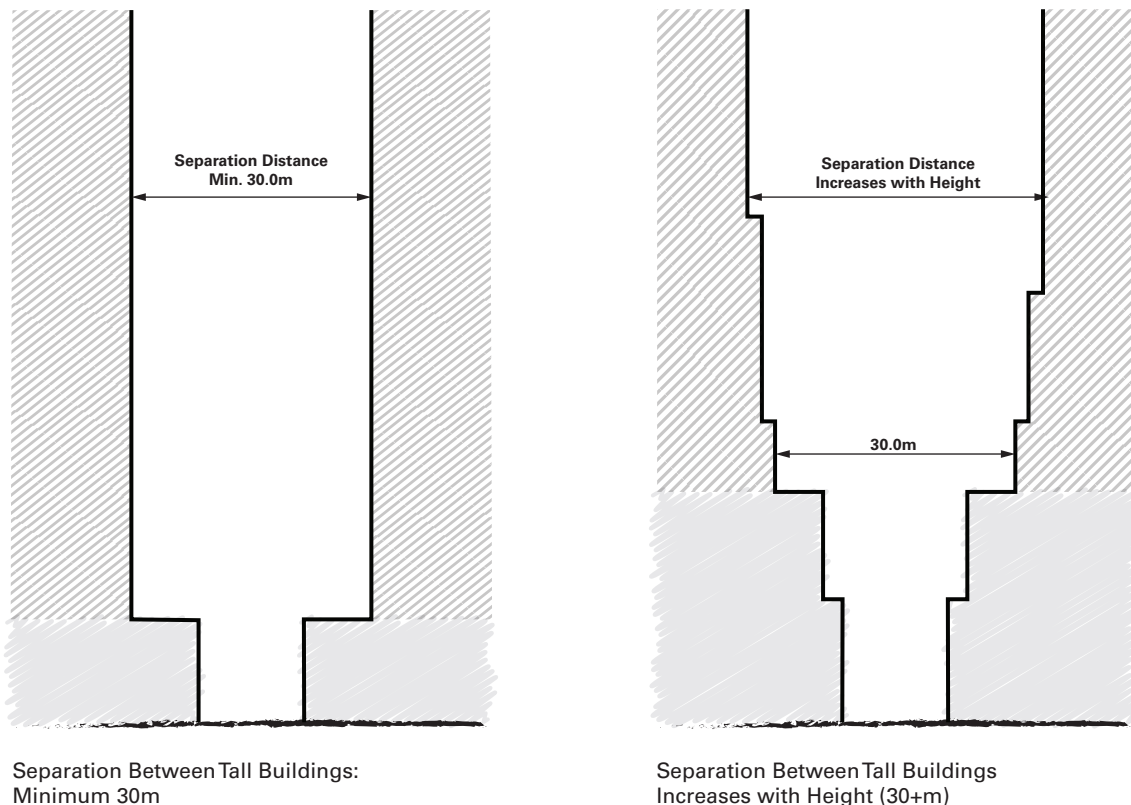


Figure 6.4 Minimum tower separation, and the principle of increasing separation with height.

**Setbacks**

Front setbacks along streets serve several purposes, including extending the public realm, providing a commercial spill out zone, or adding landscaped buffering spaces between public and private areas. Differing front setbacks represent differing streetscape conditions. Additional setbacks are possible where cycling facilities intersect to allow for protected intersection development.

Setbacks from parks allow for buffering private spaces and prevent buildings from overwhelming the public realm. The 14m setback from Highway 401 is a provincial requirement and can provide space for a green buffering landscape that can accommodate trees and shrubs.

**Active Uses at Grade**

Active uses, including retail, will be strongly encouraged in certain areas. This will allow Progress Avenue East and West to emerge as two main streets in future, as well as parts of Grangeway Avenue / Consilium Place.

See Retail Priority Frontages in Chapter 4 for more detail.

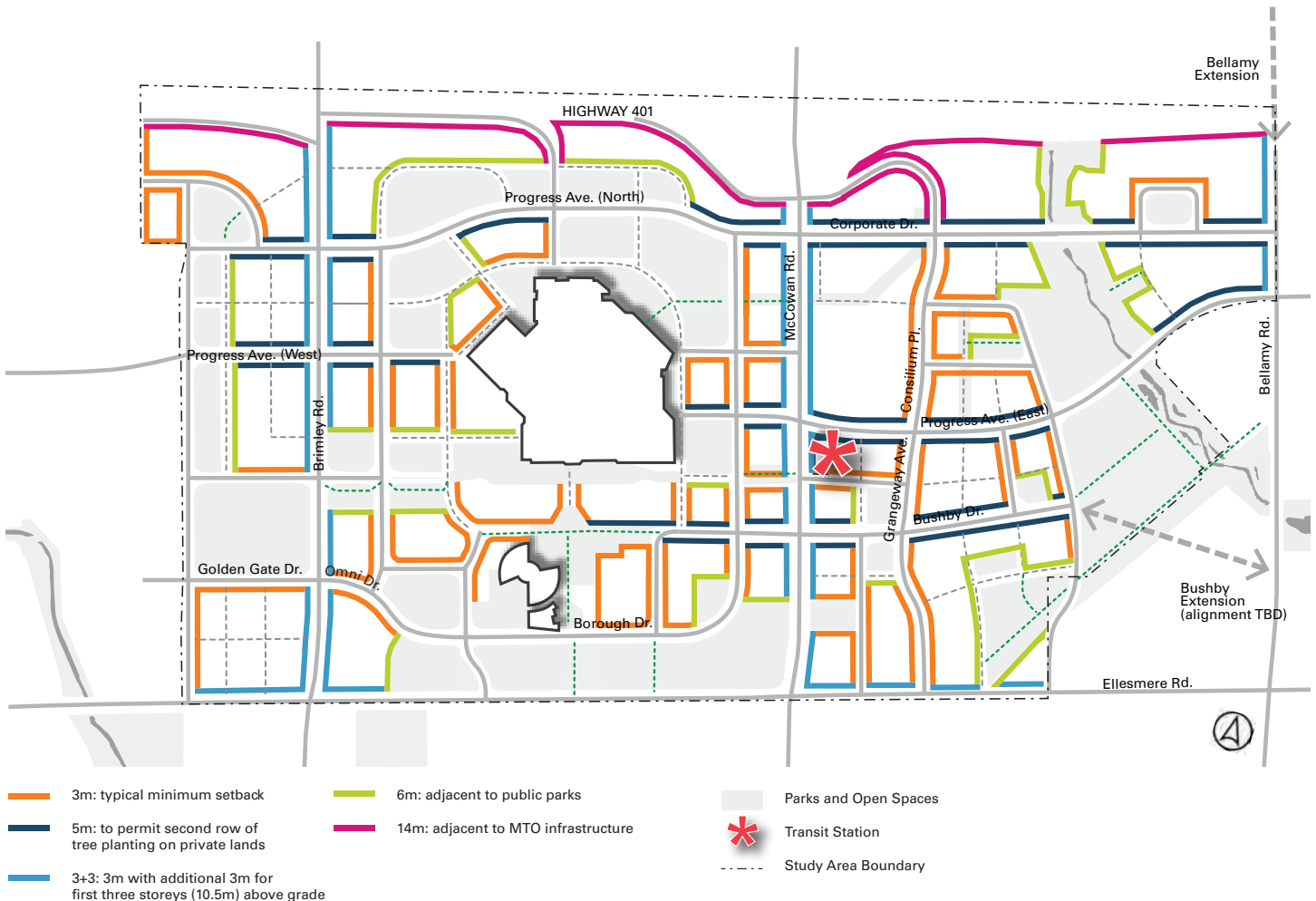


Figure 6.5 Minimum building setbacks.



### Base Building Height and Length

The heights and length of mid-rise buildings (or of base elements of tall buildings) can dramatically affect the pedestrian experience.

- City-wide guidelines allow for a relatively wide range of heights, but this Study recommends that buildings in Scarborough Centre strive for the upper end of that range (equivalent to 60-80% of the adjacent right-of-way width), to better frame streets and create a more urban streetscape.
- It will also impose a maximum base building length of 60 metres, in order to ensure pedestrian permeability of large sites, and to avoid unrelenting long facades. Exceptions may be made for conditions with significant articulation that visually breaks the facade.

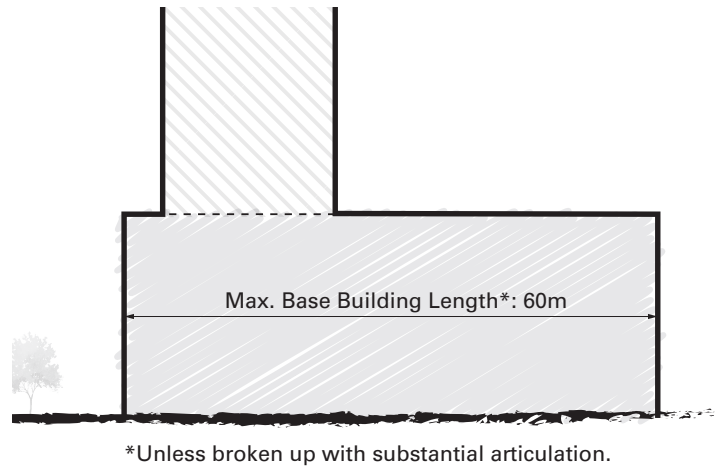
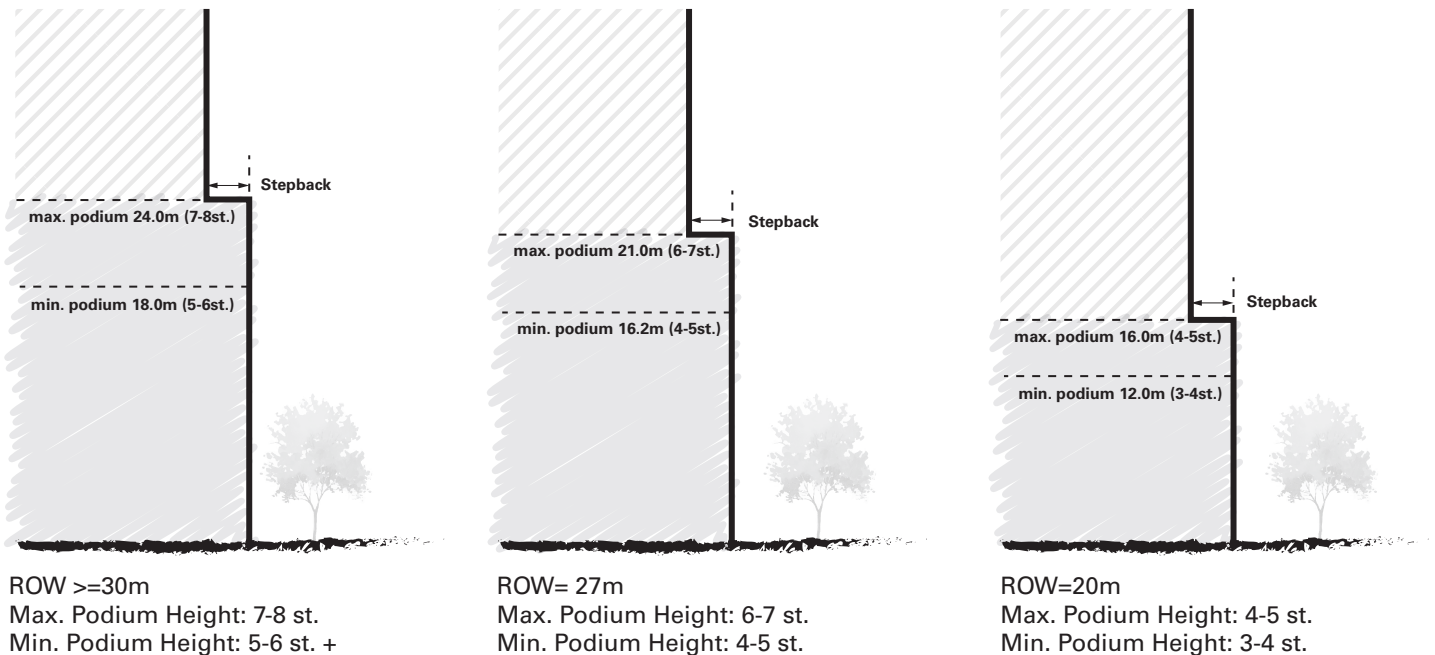


Figure 6.7 Base building length.



### Approach: Proportional to ROWs

Maximum Height: 80% of ROW up to 24m height  
 Minimum Height: 60% of ROW

Figure 6.6 Base building height.

### **Tower Floorplates**

Exceptions are possible to the maximum floorplate size of 750 square metres. These include office buildings, which typically have a larger floorplate; and in select cases, to promote architectural excellence.

### **Building Variation**

Although tall buildings are permitted throughout much of Scarborough Centre, variation in built form is promoted to avoid a monoculture of towers. The Secondary Plan will include a provision that at least every second building on a larger site is a mid-rise building in scale, regardless of whether the maximum density is achieved.

### **Shadow Impacts**

In addition to the above, the Plan will limit the design and placement of some buildings based on shadow impacts, as discussed earlier.

### **Other Guidelines**

Finally, the Urban Design Guidelines associated with the Plan add several other recommended conditions that new built form should meet.

# 7.0

## HOUSING

This chapter discusses housing in Scarborough Centre and strategies for promoting diversity in housing.

# OVERVIEW

The availability of a diverse range of housing options that meet the needs of people of all age groups, household sizes and incomes is essential for building a complete and equitable community. The City already has a strong framework in its Official Plan for achieving a mix of housing types and affordability. The OurSC Study builds on the City's policy framework to deliver the range of housing that will help create a complete community.

The 2020 Provincial Policy Statement establishes a need for providing an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Provincial Policy Statement 1.4.3)

The Growth Plan for Greater Golden Horseshoe (Growth Plan) requires municipalities to identify a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and establish targets for affordable ownership housing and rental housing (2.2.6.1). To support the achievement of complete communities, municipalities are asked to consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (2.2.6.3).

Section 3.2.1 of City of Toronto's Official Plan provides policies specific to housing. It addresses four areas – stimulating production of new private sector rental housing supply; preserving affordable rental housing; making efficient and effective use of the City's own housing resources; and working in partnership to take advantage of emerging opportunities. Key relevant policies include:

- Providing and maintaining a full range of housing,

in terms of form, tenure and affordability, across the City and within neighbourhoods.

- Maintaining, improving and replenishing the existing stock of housing.
- Encouraging investment in new rental housing, particularly affordable rental housing, through a co-ordinated effort from all levels of government.
- Providing assistance, where appropriate, for the production of affordable housing.
- Protecting six or more existing rental housing units within the context of development:
- Securing the provision of 20 per cent of the additional residential units as affordable housing as the first priority community benefit on large sites, generally greater than 5 hectares in size, where an increase in height and/or density is sought.

## Inclusionary Zoning

In 2021, City of Toronto adopted an inclusionary zoning policy (OPA 557 and Zoning By-law 941 – 2021); a land use planning tool that allows the City to require new residential development to include affordable housing. Inclusionary zoning is intended to increase the supply of affordable housing for low to moderate income households and continue to support a diverse range of housing supply.

The inclusionary zoning by-law applies to developments located in both a Protected Major Transit Station Area (PMTSA) and an Inclusionary Market Area (Official Plan Map 37). Scarborough Centre is located under both – it is part of PMTSA and part of Inclusionary Market Area 3.

Under Inclusionary Market Area 3, if a condominium development is proposed, a minimum of 7 per cent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 per cent of the total new residential gross

floor area shall be secured as affordable rental housing. The unit mix of the affordable housing is to reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families. The policy and regulations exempt development proposing fewer than 100 units and less than 8,000 square metres of residential gross floor area.

### Mix of Units

To address the need for a mix of units suitable for all household sizes, the City of Toronto, in 2020, adopted *Growing Up: Planning for Children in New Vertical Communities Guidelines*. The guidelines provide direction on how new mid-rise and tall buildings can be developed as vertical communities to support social interaction and better accommodate the needs of all households, including those with children. The Guidelines address three scales of development: the neighbourhood, the building and the unit. To encourage needs of households of different sizes, it recommends that buildings include a minimum of 25 percent of large units out of which 10 percent of the units should be three-bedroom units and 15 percent of the units should be two-bedroom units.



Figure 7.1 Residential towers in Scarborough Centre

## 7.1. HOUSING IN SCARBOROUGH CENTRE

Housing in Scarborough Centre currently is predominantly in tall building forms. As per the 2016 Census, roughly 99 percent buildings in Scarborough Centre are five or more storeys with a total of 7,211 residential units. Approximately upwards of 28,000 residential units will be added to the Centre at its full build out. As of March, 2022, 6,766 units were already approved.

Scarborough Centre offers a significant potential to accommodate anticipated residential growth in the City owing to its status as a Centre. Housing growth must meet the needs of a diverse population by providing a range of housing options.

While the City's Official Plan, with the recently approved inclusionary zoning bylaw, offers a robust policy direction for provision of housing in the Centre, the OurSC Study recommends additional considerations for supporting complete communities.

### Strategic Directions for Promoting Housing Diversity

1. To facilitate the development of affordable housing in Scarborough Centre, the City may consider alternative development and urban design standards that apply only to affordable housing developments in the area.
2. To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 80 new residential units will include the following targets:
  - a minimum of 15 per cent of the total number of units as 2-bedroom units;
  - a minimum of 10 per cent of the total number of units as 3-bedroom units;
3. The City may reduce these targets where the proposed development is providing:
  - an additional 15 per cent of the total number of units as a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2- and 3-bedroom units through the use of accessible or adaptable design measures.
  - social housing or other publicly funded housing; or
  - specialized housing such as residences owned and operated by a post-secondary institution or a health care institution or other entities to house students, patients, employees or people with special needs.
4. Residential units should be designed with storage space; operable windows and access to balconies or terraces.

# 8.0

## **COMMUNITY SERVICES AND FACILITIES**

This chapter discusses community services and facilities needs assessed through the Study and strategies for their timely and adequate provision.

# OVERVIEW

Community Services and Facilities (CS&F) are essential to creating complete communities. Schools, libraries, childcare facilities, community recreation and a host of human services agencies and community-oriented non-profit organizations provide essential services that allow communities to thrive. Accessible, high-quality community services and facilities support the health, safety and wellbeing of those living and working in our communities. These services respond to community needs, which might include facilities and services for newcomers, those needing employment or housing assistance, youth and families.

Toronto's Official Plan identifies CS&F as an essential part of the City's social infrastructure, which is as vital to people's wellbeing as hard services like sewers, water, roads and transit. Ensuring that provision of CS&F meets both current and future community needs is fundamental in planning for new growth and development in communities.

Section 3.2.2 of Official Plan provides policies for Community Services and Facilities in the City. These include encouraging adequate and equitable access to community services and local institutions by providing and preserving local community service facilities and local institutions; ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major and incremental physical growth. Shared use of multi-service facilities is encouraged, including promoting the shared use of schools, parks and public open spaces.

In order to inform the range of facilities needed to support development, community services strategies and implementation mechanisms are to be developed for residential or mixed use sites generally larger than 5 hectares as well as all new neighbourhoods. All significant private sector developments are encouraged to include community services facilities across the City

through development incentives, community benefits charges, and public initiatives.

## Community Services and Facilities Assessment

In July 2020, the City compiled an inventory and description of existing community services and facilities in the defined CS&F Study Area (Figure 8.1) through a review of existing service and capital plans and consultation with City Divisions, Boards and Agencies.

Consultation with human service agencies in the area was undertaken in the Summer of 2021 as part of the OurSC Study. In the Winter of 2022, additional consultation was undertaken through focus groups with staff representing five CS&F sector groups: school boards, children's services, human services agencies, parks and recreation, and libraries. The focus group participants were presented with the growth projections for people, jobs and residential units for the study area. This helped inform sector-specific, growth related needs and CS&F specific needs to form the basis for the development of a Community Services and Facilities Strategy for the Study.

The CS&F Study Area for Scarborough Centre represents a large geography comprising lands generally bounded by Midland Avenue to the west, the rail corridor to the north, Markham Road, East Highland Creek and Scarborough Golf Club Road to the east, and Lawrence Avenue East to the south (Figure 8.1). These lands include the Scarborough Secondary Plan lands as well as the surrounding area. The larger CS&F Study Area was studied by the City since different community services and facilities have different service catchments which go beyond the boundaries of the Centre.

Table 8.1 provides a summary of the assessment.





Figure 8.1 Community Services and Facilities Study Area



# 8.1 COMMUNITY SERVICES AND FACILITY NEEDS ASSESSMENT

## 8.1.1. CHILD CARE, EARLYON CHILD AND FAMILY CENTRES

### Current Conditions:

There are 19 existing child care facilities with a total of 1,580 spaces in the CS&F Study Area. Fee subsidies are provided at 16 of these child care centres. There are two confirmed child care capital projects currently at the design stage (David and Mary Thompson Collegiate, St. Barbara Catholic School), which will add 111 spaces. There are seven EarlyON Child and Family Centres in the CS&F Study Area, the majority of which are located in schools. There are geographic service gaps with EarlyON Centres within walking distance of Scarborough Centre.

The City of Toronto's Licensed Child Care Growth Strategy aims to serve 50 per cent of children between 0-4 years with licensed child care. The Bendale-Glen Andrew, Bendale South, Woburn North, Golfdale-Cedarbrae-Woburn and Agincourt South-Malvern West neighbourhoods within the CS&F Study Area fell below this target as of March 2022. The greatest need is in Woburn North and Golfdale-Cedarvrae Woburn.

The standard size for a children's day care facility is 62 spaces and requires approximately 929 m<sup>2</sup> of indoor space and 278 m<sup>2</sup> of contiguous outdoor space. Larger facilities co-located within a school often accommodate 88 spaces. As of 2016, the population aged 0-4 years was 5.6 per cent in the Scarborough Centre Secondary Plan area and 5.1 per cent in the CS&F Study Area. These numbers are higher than the City-wide average of 5 per cent.

There are four child care facilities that have been proposed but not confirmed. These include: Housing Now – 158 Borough Drive (62 spaces); 670-690 Progress Ave (number of spaces yet to be confirmed); and

proposed TDSB Scarborough City Centre Elementary School – 705 Progress (88 spaces).

### Needs Assessment:

- Based on a 62-space per child care centre model, an additional 19 facilities will be needed to serve the Scarborough Centre Secondary Plan area at full build out. These could be located within, or in proximity to, the Centre. Up to 10 new centres should be secured through the development approval process.
- It is preferred to align new facilities with early phases of new residential development.

### Location:

- The section south of Highway 401 and east of McCowan Road remains a high priority with children aged 0-4 years.
- Facilities should be easily accessible by public transit and can be co-located with schools and recreation centres, in stand-alone buildings or on the podium level of residential and commercial buildings.

### 8.1.2. LIBRARIES

#### Current conditions:

Libraries in the CS&F Study Area include Scarborough Civic Centre Library, Cedarbrae District Library, Bendale Public Library, Burrows Hall Library and Agincourt District Library.

The Scarborough Civic Centre Library is the only branch located within the study area. As a neighbourhood branch, the Scarborough Civic Centre Library has a service radius of 1.6 km. Opened in 2015, the library has 1,347 m<sup>2</sup> of space and includes a Digital Innovation Hub and KidsStop Early Literacy Centre, 17 public computer workstations and a 74 m<sup>2</sup> meeting room that can accommodate up to 40 people, lecture-style. In 2016, the library's catchment population was 35,445.

The Toronto Public Library's Facilities Master Plan 2019 (FMP) identifies and prioritizes investments in library facilities over the short, medium and long-term. The Scarborough Civic Centre branch is a new location, has no existing deficiencies and is not identified in the current FMP. There is limited opportunity to expand the SCC Scarborough Civic Centre branch.

#### Needs Assessment:

- No needs identified in the Secondary Plan area.
- The Toronto Public Library's Facilities Master Plan identifies Cedarbrae and Bendale branches as long-term expansion opportunities that could assist in managing future growth and demand in Scarborough Centre. These projects are identified as long-term priorities beyond the 10-year capital plan. Timing of these future projects is flexible should opportunities arise, either through funding or significant nearby developments.

### 8.1.3. COMMUNITY RECREATION

#### Current Conditions:

A number of sports fields exist within the CS&F Study Area, along with two community recreation facilities: the Centennial Community Recreation Centre (CRC), which includes an indoor pool and the Confederation Park Arena, and Birkdale Community Centre. The Study Area is currently adequately served by existing community recreation centres based on the City's service level standard (1:34,000 people).

The City of Toronto's Parks & Recreation Facilities Master Plan identifies Centennial CRC as a candidate for revitalization or replacement to serve as an expanded regional centre. As Central Scarborough lacks access to indoor pools and gymnasiums, there is a need for various other recreation facilities that can be accommodated within existing and future parks in the CS&F Study Area, including but not limited to outdoor artificial ice rinks, tennis courts, multi-purpose fields and skate and bike parks.

The revitalization of Centennial CRC is included in the current 10-year Capital Plan, which is informed by the Facilities Master Plan. Design work is scheduled to begin in 2025 with construction through to 2029. The planned revitalization of Centennial CRC will include the addition of one or more new anchor facilities, which will significantly expand the facility's existing capacity. The site size and location provide an opportunity to address a number of identified service gaps and growth-related needs in mid-Scarborough. Once complete, it is expected the facility will serve both existing and future residents within and surrounding the Secondary Plan area in the near-term.

The Facilities Master Plan Implementation Strategy (2019) provides key criteria for locating a future facility in Scarborough Centre. These include: proximity to population; distance to comparable facilities; a minimum 4,180 m<sup>2</sup> of indoor space, including gym

and/or pool; site suitability (size and shape) and visibility; ability to accommodate potential expansion and outdoor amenities (i.e. adjacency to public parkland); proximity to a major street, transit/active transportation; and potential partnership opportunities.

The Facilities Master Plan also identifies the need for other recreation amenities throughout Scarborough. This includes provision of additional artificial ice rinks (AIRs), skating trail, skate (skateboard) spots and BMX features. The Parks, Forestry and Recreation team will pursue the provision of larger parks and public spaces within the Secondary Plan area and review opportunities for these spaces to accommodate future park-based amenities. The CS&F Study Area is also served by the Scarborough Centre YMCA which is located within the Secondary Plan.

#### Needs Assessment:

- Outside of the Secondary Plan area, Centennial Recreation Centre and Birkdale Community Centre have been identified for revitalization/improvements. The revitalization of Centennial CRC is included in the current 10-year Capital Plan. City will assess opportunities to upgrade and/or expand Birkdale Community Centre to serve future residents of Scarborough Centre as part of the upcoming Parks and Recreation Facilities Master Plan 5-Year Review (2023).
- One additional recreation facility will need to be delivered in later phases of the Secondary Plan area's development to serve the full extent of projected growth. Provision will be contingent on the pace of development and occupancy, changing demographics and leisure trends, the scope and utilization of the Centennial and Birkdale projects and other service providers operating in the area (i.e. YMCA).

**Location:**

- In general, the location will be informed by criteria for siting a future facility as per the Facilities Master Plan Implementation Strategy (2019) and any future updates.
- Specifically, the new recreation centre is best located adjacent to public parkland in proximity to the Study Area's residential population, major streets, public transit and active transportation facilities.

**8.1.4. SCHOOLS****Current Conditions:**

The Toronto District School Board (TDSB) has 16 schools located in the CS&F Study Area: 13 elementary schools and three secondary schools. The Toronto Catholic District School Board (TCDSB) has six elementary schools and no secondary schools in the CS&F Study Area.

The enrolment figures and projections indicate that some elementary schools located within the CS&F Study Area are, or will be, facing accommodation pressures through to 2029. Projected enrolment utilization rates in 2029 range from 63% to 230% in the CS&F Study Area, with the greatest projected enrolment identified at the TDSB's St. Andrews Public School (PS) and Bendale Public School.

The TDSB's Long-Term Program and Accommodation Strategy 2019-2028 (LTPAS) identifies exploring the construction of a new JK-8 elementary school at 705 Progress Avenue as a Capital Priority Project to accommodate students residing in the Scarborough Centre neighbourhood. However, no specified timeline has been identified for this work. Students currently residing in the Centre are being directed to Bendale Jr. Public School.

The residential units projected for Scarborough Centre will significantly exceed the capacity of the new TDSB school planned for 705 Progress Avenue. In the short term, the TDSB will need to develop a holding strategy (e.g., bussing, portables). As part of its long-term accommodation strategy for this area, the TDSB will need to consider building as many additional classrooms as possible in existing schools within walking distance. An additional elementary school of approximately 1000 pupil places will likely be required overtime. The proposed residential development at 300 Borough Drive may serve as a trigger for the new school with a projected additional population of approximately 28,194 residents. Ideally, the school would be located in the central, western or northwestern portion of the Secondary Plan area.

**Needs Assessment:**

- Two TDSB elementary school sites will be needed in the Secondary Plan area over time. Existing TCDSB schools have sufficient space for new students.
- Both new TDSB schools need to accommodate 1000 pupils (approximately 9,075 m<sup>2</sup> GFA each).

**Location:**

- The school site identified at 705 Progress Ave has been resubmitted to the Ministry's Capital Priorities Program for funding consideration.
- The second TDSB school will be located ideally in the central, western or northwestern districts within the OSC Study Area. Direct access to open space is a critical consideration.

### 8.1.5. HUMAN SERVICE AGENCIES

#### Current Conditions:

Approximately 32 human services agencies operate within the OurSC Study Area. They provide a range of services including youth, family and homelessness services; employment training and immigrant services; health, medical and disability services; and seniors services.

A survey was conducted in Summer 2021 for agencies located in or serving the CS&F Study Area. Additionally, a focus group discussion was held with agencies as part of South Scarborough Community Cluster Table in Winter 2022.

The areas of focus of participating agencies in the survey include youth, seniors, women, families, people with disabilities, immigrants and newcomers, low-income households, employment, legal support and food security. Agencies indicated that programs are primarily delivered on-site in rented spaces, in schools and community recreation centres or in donated spaces. Demand and delivery of programs has increased since the 2005 Scarborough Centre Secondary Plan. Many agencies maintain a waiting list and/or cannot accommodate all requests for their programs and services.

The Community Space Tenancy Program offers space to non-profit organizations at below-market rent rate. At present, the Community Space Tenancy Program waitlist survey has 59 responses with 43 organizations identifying space preferences by location, including 11 agencies requesting space in Scarborough Centre. Of the 10 organizations that identified preferred space uses, the vast majority of these organizations need space for programming and service delivery.

#### Needs Assessment:

- There is a need for community space in the CS&F Study Area so that agencies can expand their service delivery and meet increased demand. At least 11 community organizations seek space in Scarborough Centre as identified through the Community Space Tenancy Program.
- Many agencies emphasized a need for flexible multi-purpose indoor spaces in the CS&F Study Area that can be transformed for diverse activities including recreation programs, seniors' programs, food banks and gathering.
- It was also suggested that shared multi-purpose space should have secure storage facilities for multiple groups' use. There is also interest in open spaces for community gardening to grow culturally-appropriate food.
- Emerging needs were identified for employment services and employment opportunities in the Secondary Plan area, as well as youth-focused spaces promoting recreation and gathering. Youth-based employment is also in demand in this community. Food banks are needed in the wider CS&F Study Area.

#### Location:

- Agencies indicated they need barrier-free accessibility and storefront visibility. Financial resources were frequently noted as a key challenge.
- Future spaces for community agencies should be accessible, barrier-free and in close proximity to transportation options that can be accessed by staff and residents, including public transit and parking. Co-location with other community services like day cares and libraries is helpful.

**TABLE 8.1: SUMMARY OF CS&F NEEDS ASSESSMENT**

<b>CS&amp;F Sector Group</b>	<b>Needs Estimate</b>	<b>Size Estimate</b>	<b>Location Preference</b>
<b>School Boards</b>	Two TDSB elementary school sites will be needed in the Secondary Plan area over time. Existing TCDSB schools have sufficient space for new students.	Both new TDSB schools need to accommodate 1000 pupils (approximately 9,075 m <sup>2</sup> GFA each).	The school site identified at 705 Progress Ave has been resubmitted to the Ministry's Capital Priorities Program for funding consideration. The 2nd TDSB school will be located ideally in the central, western or northwestern districts with direct access to abutting open/green space.
<b>Child Care Needs</b>	An additional 19 facilities will be needed to serve the Scarborough Centre Secondary Plan area at full build out. These could be located within or in proximity to the Centre. Up to 10 new centres should be secured through the development approval process.	A typical 62-space child care facility requires approximately 929 m <sup>2</sup> of indoor space and 278 m <sup>2</sup> of contiguous outdoor space.	Day cares should be easily accessible by public transit and can be co-located with schools and recreation centres. There is currently need in the area south of Highway 401 and east of McCowan Road.
<b>Human Services Agencies</b>	At least 11 community organizations seek space in Scarborough Centre. There is strong demand for flexible multi-purpose space.	N/A	Community space should be barrier-free and close to transit. Co-location with other community services is encouraged.
<b>Parks and Recreation</b>	One additional recreation facility will need to be delivered in later phases of the Secondary Plan area's development (greater than 15 years). Outside of the Secondary Plan area, Centennial Recreation Centre and Birkdale Community Centre have been flagged for revitalization/improvements.	The new recreation facility should have a minimum of 4,180 m <sup>2</sup> of indoor space.	The new recreation centre is best located in proximity to the Study Area's residential population, major streets, public transit and active transportation facilities. Adjacency to public parkland is also a critical consideration.
<b>Toronto Public Library</b>	No needs identified in the Secondary Plan Area. Expansion of the Scarborough Civic Centre branch is not recommended. Outside of the Secondary Plan area, the Bendale and Cedarbrae Branches could be expanded.	N/A	N/A

## 8.2. PROVISION OF COMMUNITY SERVICES AND FACILITIES

The following strategies are recommended for timely and adequate provision of community services and facilities:

1. Community services and facilities will be:
  - delivered to support residential and employment growth;
  - located in close proximity to the resident and worker population that they serve;
  - located in highly visible and accessible locations with strong pedestrian, cycling and transit connectivity;
  - designed in a manner that promotes the development of flexible multi-purpose space to allow for the delivery of a wide range of programs and services;
  - located in podiums of buildings, where possible and appropriate; and
  - developed as joint use facilities where appropriate, to maximize the use of existing land uses and to allow for the sharing of community space and joint programming by local service agencies.
2. Community services, facilities and related programming will be monitored and assessed from time to time, to address changes in the Centre including the:
  - changing demographic profile of the Centre residents;
  - inventory of existing services and facilities; and
  - identification of service gaps.
3. Community services and facilities needs for the Centre to meet the extent of anticipated growth include, but are not limited to:
  - elementary schools;
  - child-care centre(s) for infants to school-age children;
  - recreational facilities in later phases of Scarborough Centre; and
  - spaces for community organizations providing human services with special focus in flexible multi-purpose indoor spaces.
4. Planning for community services and facilities, will include:
  - the identification of opportunities to establish partnerships with other levels of government, agencies, school and library boards and local service agencies to assist in the provision of community services; and
  - the coordination of the delivery of services to Centre residents.
5. Day cares should be easily accessible by public transit and can be co-located with schools and recreation centres, in stand-alone buildings or on the podium level of residential and commercial buildings.
6. The new recreation centre is best located adjacent to public parkland in proximity to the Study Area's residential population, major streets, public transit and active transportation facilities.
7. Community gardens, rooftop gardens and farmers' markets should be encouraged to facilitate access to healthy local food.



# 9.0

## **CULTURAL HERITAGE RESOURCES**

This chapter discusses the results of a Cultural Heritage Resource Assessment and strategies for the integration of cultural heritage resources into planning for the future of Scarborough Centre.

# OVERVIEW

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, for Indigenous or other 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.

The identification of cultural heritage resources is an



Figure 9.1 The Old Scott House (Credit: Leventio, Wikimedia Commons)

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.

# 9.1 CULTURAL HERITAGE RESOURCE ASSESSMENT

City Planning identifies properties with heritage potential through a planning process 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. They do so by prioritizing an understanding of the historic context of an area and how properties relate to and support that context. Through careful research, engagement, and analysis, CHRAs provide transparent information about where potential heritage resources are located and why they have value or interest.

A CHRA is being conducted as part of the Our Scarborough Centre Study. As a first step, the CHRA has produced a Historic Context Statement to provide an understanding of the themes, sub-themes and periods of development that have shaped the study area. This information can help us understand why a property or properties exist within Scarborough Centre area, and how properties relate to one another, and can inform the use of provincial criteria to identify buildings and landscapes which may have cultural heritage value or interest.

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

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

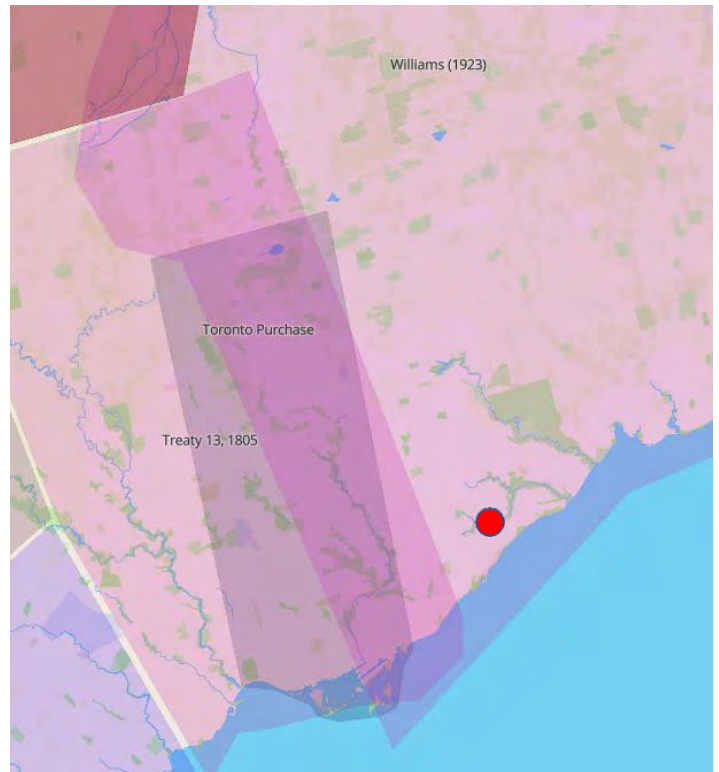


Figure 9.2 Toronto Area Treatises. Red dot indicates approximate location of Scarborough Centre. (Source: Native-land.ca)



Figure 9.3 Scarborough Centre in 1987 (Source: Toronto Public Library)

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.

Recommendations may include opportunities to conserve identified properties through the Ontario Heritage Act or other land-use planning tools.

A preliminary assessment conducted through the Scarborough Centre CHRA has identified the following properties as having potential heritage value:

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

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

- 710-1712 Ellesmere Road (Harold R. Lawson School);
- 300 Borough Drive (Town Centre Mall);
- 100-300 Consilium Place;
- Scarborough Centre Station, McCowan Station, and elevated RTTrack.

An understanding of Scarborough Centre's historic context and the results of the heritage survey, as informed by research and engagement, including engagement with Indigenous communities, will inform the development of planning policies through Our Scarborough Centre.

Following the conclusion of the Scarborough Centre CHRA, Heritage Planning Staff will make recommendations through a Staff report to the Toronto Preservation Board and Council accordingly.

## 9.2 CONSERVATION, MAINTENANCE, AND ENHANCEMENT OF CULTURAL HERITAGE RESOURCES

### Strategic Directions Regarding Cultural Heritage Resources

1. First Nation, Métis, and Inuit communities will be consulted to determine where and how their histories and cultures could be recognized and celebrated in Scarborough Centre.
2. The Civic District contains a high concentration of existing and potential cultural heritage resources. Together, these buildings and their careful integration into related landscaped settings reflect the development of Scarborough Centre into a distinctive and important civic and commercial hub reflective of its period of growth. The buildings and their landscapes further relate to the Frank Faubert Woodlot and other wooded lots to the south. Any future interventions in the Civic District should seek to conserve and enhance the special character of this distinctive grouping of properties, and the relationships between them. Properties identified as having potential cultural heritage value will be considered, through further evaluation, for inclusion on the municipal Heritage Register.
3. The Scarborough Civic Centre is one of Scarborough's most important cultural, political and architectural landmarks. Consider protecting all remaining open spaces immediately surrounding the Scarborough Civic Centre and converting existing parking lots to parkland, if feasible. Identify and protect important views to and from the Scarborough Civic Centre.
4. A designated heritage property, a property listed on the City's Heritage Register, or a property adjacent to a designated or listed property, will receive additional consideration and design solutions through development to conserve the cultural heritage value and heritage attributes and character of these properties.



Figure 9.4 Scarborough Town Centre and Civic Centre, 1985, Toronto Public Library



Figure 9.5 View from Scarborough Civic Centre looking east, 1987, Toronto Public Library. The majority of the structures seen in this photo, aside from the building furthest in the background (55 Town Centre Court), was designed by Moriyama & Teshima Architects.

5. The design and development of parks and the public realm will be planned to support and strengthen a distinctive sense of place for Scarborough Centre by:
  - enhancing the appreciation and value of cultural heritage resources, including the Scott House (520 Progress Avenue);
  - commemorating Scarborough's unique identity and sense of place through placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming; and
  - celebrating the Indigenous heritage, as deemed appropriate through consultation, as well as the history of Scarborough, through opportunities such as placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.
  
6. In recognition of the importance of the RT to the history of Scarborough, and to Scarborough Centre, in particular, consider the commemoration, retention and adaptive reuse of key elements of RT related infrastructure, including the raised track bed and McCowan and Scarborough Centre stations.



Figure 9.6 Mayor Cosgrove and Queen Elizabeth II attend the grand opening of the Scarborough Civic Centre in 1973, Toronto Star archives.

# 10.0

## **SUSTAINABILITY, ENERGY, AND RESILIENCY**

This chapter discusses the strategies for promoting sustainability and resilience in the Centre.

# OVERVIEW

One of the most pressing challenges we face today as a society is climate change and its current and forthcoming impacts. Environmental sustainability must be placed at the front and centre of all planning and development decisions for continued liveability and vitality of cities.

Cities contribute significantly to carbon emissions and environmental impacts. Climate change threatens to exacerbate challenges in urban environments such as the exposure to extreme heat and storm water management leaving residents vulnerable to extreme weather events. This calls for an approach to planning that builds resilience, protects and enhances the natural environment and contributes to long-term sustainability. The OurSC Study process identifies sustainability challenges and approaches specific to Scarborough Centre to build a sustainable Centre.

The Province, Region and City of Toronto provide a robust and ever evolving policy framework for promoting sustainability.

The Provincial Policy Statement, 2020, promotes land use management that supports efficient and resilient use of land, resources and infrastructure; mitigates negative impacts to air quality and climate change, and promotes energy efficiency; prepares for impacts of changing weather; supports active transportation; and is transit supportive (1.1.3).

The Growth Plan for Greater Golden Horseshoe, 2020, promotes integration of climate change considerations into planning and managing growth through planning for resilient communities and infrastructure that are adaptive to impact of changing climate, and moving towards environmentally sustainable communities (1.2.1).

The City of Toronto's Official Plan policies provide a

robust foundation for advancing the City's climate change goals, enabling securing of sustainable design features through the Toronto Green Standard and requiring submission of an Energy Strategy and soil volume plan as part of a complete application. In addition, policies encourage sustainable design and construction through green roofs, advanced energy conservation, and stormwater management. As part of the Toronto Green Standards Review and Update, Council has approved a performance measure that requires new streets to be 'green streets' starting May 2022.

As part of the Official Plan (Our Plan Toronto) review launched in 2021, Official Plan policies have been reviewed to ensure conformity to the Growth Plan. These policies further address climate change (reducing dependence on cars; addressing risk to infrastructure and management of stormwater in extreme weather); conservation of water, including efficient use and reuse; conservation of energy for existing buildings and planned developments including opportunities for district energy; improvements to air quality, including reducing emissions; integrated waste management, including promotion of building conservation and adaptive reuse; and the development of soil reuse strategies and best practices.

Official Plan Amendment 583 (OPA 583), which implements the Our Plan Toronto policy review, was adopted by the City on June 16, 2022 by By-law 58—2022 with respect to Official Plan policies linked to environment and climate change. The updates amend chapters 2 – 5, chapter 7, Schedule 3, Map 9, Map 12A, and Map 12B. The adopted updates are organized into three themes: 1) Net Zero and Climate Change, which includes updates for reducing emissions in land use decisions and guiding new development to achieve net zero emissions by 2040; 2) Resilience and Adaptation, which includes updates related to biodiversity, natural heritage, water resources, stormwater management



and urban forests; and 3) Waste and Circular Economy, which includes updates related to zero waste and circular economy.

In addition to the Official Plan, City of Toronto has a wide range of policies, plans, studies, guidelines and incentives related to promoting sustainability in buildings, transportation systems, streets, waste management, natural systems, etc. (refer to Appendix B).

### Findings and Recommendations of the OurSC Study

Through the OurSC Study Process, the key challenges that were identified related to sustainability included:

- A car-oriented environment that discourages walking and biking.
- Lack of adequate parks and green open spaces for recreation and cooling.
- Large areas of impervious surfaces that exacerbate the impacts of extreme heat and increase risk of flooding in extreme weather events. The high levels of impervious are largely attributed to surface parking lots and building setbacks.
- Low urban tree canopy percentage.
- Energy intensive buildings and energy systems.

In view of these, the strategic sustainability directions integrated into the study include:

1. Promoting a mix of uses and intensification supported by a pedestrian and bike friendly environment that reduces dependence on automobile.
2. Planning for adequate parks and open spaces based on a contiguous parks and open space network that connects to natural areas and enhances ecosystem performance of the area as a whole.
3. Integrating Green infrastructure in streets, parks, open spaces and the public realm to help manage stormwater naturally, increase biodiversity, reduce impermeable surfaces and counter the urban heat

island impact.

4. Significantly increasing urban tree canopy. by making spaces for trees to grow and thrive on public and private lands.
5. Ensuring energy efficient low carbon building design including reducing embodied carbon in materials, low carbon energy systems and promoting a District Energy System(s).

**Promoting a mix of uses, intensification and reducing reliance on the automobile:** This is the basic foundation of the entire OurSC Study. Policies are elaborated and included in Chapter 3 Area Structure, Chapter 4 Land Use and Economy and Chapter 5 Natural Areas, Parks and Open Spaces and the Public Realm.

**Protecting Natural Areas, expanding parks and open spaces and creating a green public realm:** Natural areas and parks play a significant role in creating liveable, green and healthy neighborhoods.

Like promoting mixed use, intensification and reducing reliance on the automobile, natural area, parks and open space and public realm policies are the foundation of the entire OurSC Study. Greening Scarborough Centre by protecting and enhancing its Natural Areas, adding new parks, greatly increasing treed open spaces and realizing opportunities to significantly expand the street tree system, have the potential to dramatically transform Scarborough Centre. Policies are elaborated throughout the document, but particularly in Chapter 3 Area Structure and Chapters 5 Natural Areas, Parks and Open Spaces and the Public Realm.

The sections below discuss recommendations linked to green infrastructure, urban tree canopy, energy and resiliency. The policy framework relating to intensification, mixed use, reducing reliance on the automobile and protecting and expanding natural areas and parks and open spaces, which is shared throughout the report, is not repeated here.

## 10.1 GREEN INFRASTRUCTURE

Green infrastructure plays a critical role in supporting the system of parks, open spaces and natural areas by augmenting their ecological performance and changing streets, buildings and other urban spaces that are conventionally not green to contribute to localized sustainability. The Official Plan promotes green infrastructure in the public realm – in sidewalks, boulevards, and new and existing city blocks and development lots (3.1.1) – and as a complement to the natural environment. It promotes use of innovative methods of stormwater management and innovative green spaces such as green roofs and designs that reduce urban heat exposure and enhance urban ecology (3.4).

As per the Official Plan, Green Infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure may include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

The City recently released [Green Infrastructure standards](#) that provide the necessary criteria in the design of Green Infrastructure projects within rights-of-ways. These include construction drawings and specifications for Green Infrastructure design.

Through the OurSC Study, a number of green infrastructure opportunities were identified for Scarborough Centre. These are discussed in the section on streets in Chapter 5: Natural Area, Parks and Open Spaces, and Public Realm, and in the Urban Design Guidelines.

- **Street and Boulevard Design:** Streets and boulevards will have dedicated space for the integration of green infrastructure while balancing other activities that are part of street design. Refer

to OurSC Urban Design Guidelines for details on recommendations by street type.

- **Parks and open space design:** Parks, open spaces and POPS/plazas are to be designed with consideration of ecological and hydrological performance. This includes use of native trees and vegetation that contributes to ecosystem function and biodiversity, creates habitats for local wildlife and pollinators, and promotes seasonal movement of migrating species. Landscape design features that promote stormwater retention, absorption and slow conveyance are encouraged such as bioswales, retention ponds, soak-a-ways and rain gardens.
- **Block and site level design** – Areas within blocks and development sites, which are not occupied by buildings, are encouraged to integrate green infrastructure elements to the extent possible. These include setbacks, mid block connections, and other pedestrian and vehicular areas such as drop off zones and short-term parking for service delivery. In general, large surface parking lots will not be permitted in the Centre. The Centre however has a number of surface parking lots which are covered with impervious surfaces. Where these surface parking lots currently exist, the Study recommends their interim conversion to permeable surfaces until development occurs.
- **Green Roofs:** Within Scarborough Centre, Green roofs are encouraged everywhere. The OurSC Study recommends that the Scarborough Town Centre Mall convert its roof to a green roof which will not only enhance biodiversity but also mitigate the urban heat island impact owing to its large footprint. The City has a Green Roof Bylaw that sets out a graduated green roof requirement for new development or additions that are greater than 2,000 m<sup>2</sup> in gross floor area.

## 10.2 URBAN TREE CANOPY

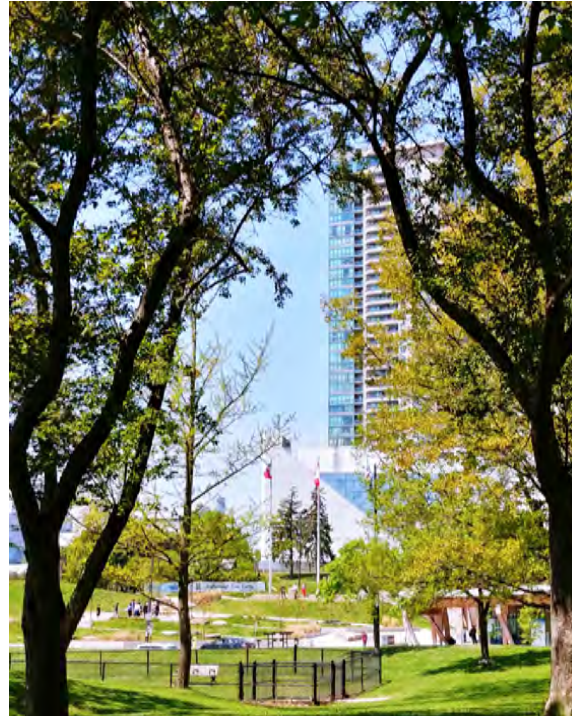
On December 15, 2021, Toronto City Council reaffirmed Toronto's target of 40 percent tree canopy cover by 2050 to align with the City of Toronto's TransformTO NetZero Strategy. According to estimates from the 2018 Tree Canopy Study, Toronto's canopy cover is between 26.6% to 28.4%. The study highlighted the important role and potential of streets to contribute to the urban forest.

Currently, Scarborough Centre has a canopy (tree + shrub) percentage of 10.19 per cent which is lower than the City's average. Aligned with the City's target of 40 per cent tree canopy coverage, the OurSC Study recommends a 40 percent tree canopy coverage in the Centre. Parks, open spaces, enhanced trails to natural areas, streets and the public realm will play a critical role in increasing the urban tree canopy. Large development sites will also play an important role in meeting this target.

The street design recommendations of the OurSC Study have provisions for the integration of street trees. The Green Loop with a double row of trees will play an important role in contributing to the urban forest. This Study further recommends a development and streetscape improvement plan to ensure adequate soil volume (minimum 30 cubic meters) in alignment with Toronto's Green Standard.

As part of parks and open space planning, areas for tree planting and urban forests should be identified. Areas that can grow and sustain small groves of trees or a tiny forest (aka Miyawake Forest) should be considered. Tiny forests are densely packed native forest that can fit into the size of a tennis court. Further, planting trees along Highway 401 is recommended to mitigate the impacts of the Highway corridor.

As part of building design, it is recommended that underground parking setbacks be provided to provide space for the growth of mature trees.



Figures 10.1- 10.2 Trees in parks and open spaces in Scarborough Centre.

## 10.3 NEAR ZERO EMISSIONS

Our Scarborough Centre will support the TransformTO climate change mitigation goals of near zero emission buildings for new construction (by 2028) and existing buildings (by 2050).

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

Low carbon, new construction and deep existing building retrofits are necessary to achieve near zero emissions. This is achievable. An energy strategy has been tested, and a plan developed, to achieve near zero carbon for the phasing of OurSC.

Low carbon construction and mitigation practices will include high-performance, insulated envelopes, heat recovery, and an emphasis on system electrification.

Low carbon thermal energy systems are possible at a district scale. The most promising net positive carbon solutions include geo-exchange with a combination of ground and air-sourced heat pumps as well as waste thermal recovery and energy storage systems. These district systems offer net positive energy and carbon solutions with improved community resiliency.

The many rooftops in the 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.

### Recommendations

To achieve near zero emissions existing buildings will require deep retrofits and new construction will meet aggressive energy and carbon targets. Recommendations for a low-carbon community include:

- Existing buildings to receive deep energy & carbon retrofits with an emphasis on mid intensity (mechanical) and high intensity (envelope) retrofits. Perform an ASHRAE L2 energy audit for each building typology, applied lessons learned to energy retrofits for existing buildings.
- New Construction to be designed to perform at highest tiers recommended by Toronto Green Standard requirement (Currently, v4 with target maximum EUI of 75 kWh/m<sup>2</sup>, TEDI of 15 kWh/m<sup>2</sup>, and GHG<sub>iof</sub> 5 kg CO<sub>2e</sub>/m<sup>2</sup>).
- Promote on-site renewable energy production with up to 70 per cent of rooftop and canopy areas to be reserved for photovoltaic energy generation.
- Consider embodied energy by performing a whole building life cycle assessment for all new construction and existing building retrofits in accordance with highest performance TGS requirements.

## 10.4 CLIMATE CHANGE RESILIENCY

The primary (but not only) climate change risks for the OurSC Study Area have been identified as:

- Increased temperatures throughout the year resulting in increased number of Cooling Degree Days above 18°C, and duration of heat waves; 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;
- Exposed outdoor spaces resulting in increased urban heat island effect and decreased pedestrian thermal comfort; and
- Flooding as a result of undersized stormwater, drainage, and run-off systems failing during increased intensity precipitation events.

As a result, climate change mitigation is being incorporated into the earliest stages of infrastructure design and community planning. Key early mitigation 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 (AQ) events;
- Increased tree canopy and green infrastructure to provide shade, evaporative cooling, and storm water retention benefits; and
- Permeable surfaces (landscape and parking), rain retention features), back-flow prevention, and future-sized stormwater sizing (new and retrofits).

### Recommendations

To prepare buildings and occupants for a changing climate, the following climate change resiliency strategies are recommended:

- Perform a climate change adaptation assessment for each new construction project and major renovation.
- Prioritize passive cooling strategies for all existing building retrofits and new construction to enhance thermal adaptability of buildings in Scarborough Centre.
- For select buildings provide a refuge area with heating, cooling, lighting, potable water, and back-up power (72 hrs min).

## 10.5 DISTRICT ENERGY SYSTEM

District energy systems (DES) use a centralized plant to generate and distribute energy for many buildings, in the form of thermal energy for heating and cooling, and/or electricity. By collaborating, a group of buildings can find an economy of scale that may provide the following benefits:

- Increased efficiency at the plant level;
- Reduced energy consumption by sharing waste thermal energy between buildings with different load profiles;
- Potential reduction in capital costs;
- Streamlined maintenance and future equipment upgrades with one central plant instead of several smaller plants; and
- Flexibility to divide energy generation across a number of energy sources, and add future capacity as required.

Potential district energy options to be considered include:

- District Heating;
- District Cooling;
- Air source & ground source heat pumps;
- District Sewage Wastewater Heat Recovery;
- Thermal energy storage;
- Deep Lake Water Cooling;
- Combined heat & power;
- Solar thermal collectors; and
- Subway tunnel heat recovery.

Considerations for DES must be made at both the consumer and producer levels. At the building level less mechanical space is required, and simplifications will be seen in design, commissioning, and staffing. As well, adjustments to fluid and energy transfer such as upward distribution (from ground floor energy transfer stations) and selection of more moderate temperature supply systems must be considered.

Importantly, district energy should not be confused with renewable energy or low CO<sub>2</sub> energy sources. Unless the fuel choice at the district central plant has a lower carbon intensity than that which is proposed at the building level, there is no CO<sub>2</sub> benefit to considering a district energy approach. In fact, there may be a penalty as a result of distribution losses.

The selection of the central plant must achieve a low carbon energy solution.

### Recommendations

Based on our assessment of DES for Scarborough Centre, we have derived the following recommendations:

- Enwave and the City of Toronto to coordinate discussions as soon as possible on plans for a potential District Energy System. Early coordination will allow for optimization of the system, which will reduce costs, improve system efficiencies, and reduce system emissions. The plan should consider adding buildings with different load profiles to the DES, such as data centers, shopping malls, and residential buildings. Different load profiles allow for energy recovery between the buildings, further improving system efficiency and reducing emissions.
- Given the early phase and large size of this area, planning for sewage heat recovery should be carried out during the design of the sewage system. Subway heat recovery should also be considered, given proximity to the subway line, although this would represent an early adoption of this technology.

# 11.0

## **TRANSPORTATION MASTER PLAN REFINEMENTS**

This chapter shares the summary of refinements to Transportation Master Plan.

# OVERVIEW

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 on the OurSC study is based on a new development rationale for the area, which means that there is a need to assess the impacts on the SCTMP. This includes changes to the regional transportation context such as the Scarborough Subway Extension and surrounding development and associated network improvements.



# 11.1 TRANSPORTATION NETWORK

The network improvements identified as part of the Council approved SCTMP, OPA 409, and subsequent updates, will help create a balanced multi-modal transportation network for people of all ages and abilities. They support 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, 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, speed reductions of 10 km/h are proposed on all roads to further improve pedestrian and cyclist safety. Figure 5.5 illustrates the proposed transportation network for OurSC.

Additionally, key transit network improvements will enhance local and regional connectivity. These include higher order transit improvements such as the Scarborough Subway Extension (SSE), regional transit connections (Durham-Scarborough Bus Rapid Transit (BRT)), and local surface transit service.

# 11.2 TRANSPORTATION ASSESSMENT

A high-level transportation analysis was undertaken to assess the level of impact the proposed development framework would have on the planned transportation network identified in the SCTMP and resulting OPA 409 as well as subsequent updates agreed upon with the City.

The first step of this analysis was to undertake a review of the development concept in terms of population and employment to understand the percentage increase from the development assumptions used in the SCTMP. 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 road network.

Based on the proposed land uses, there is a 60% and 38% increase in population and employment compared to SCTMP, respectively. This is expected to generate a significant increase in travel demand in the area.

Following the review of the proposed development concept, the model tool and scenarios to be reviewed were identified and agreed with the City. 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. It models roads down to the sub arterial/collector level, with local roads most often represented by centroid connectors. The model is calibrated using data from the Transportation Tomorrow Survey (TTS).

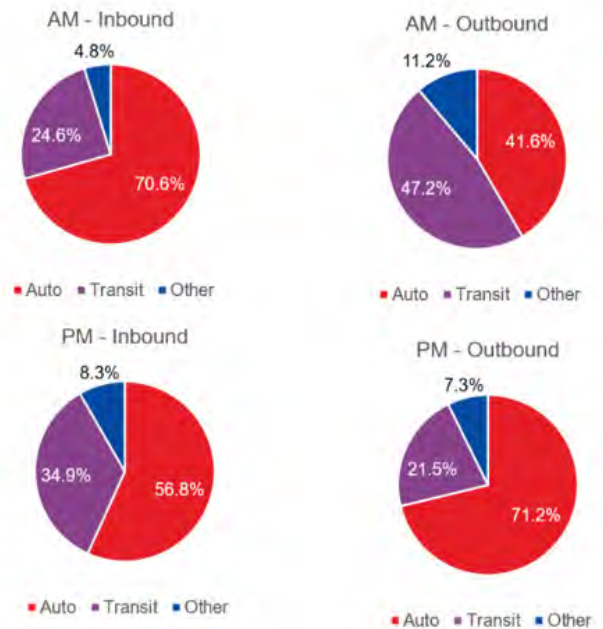
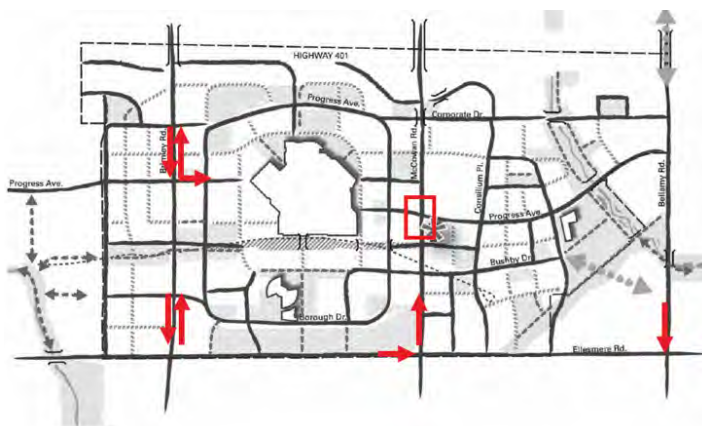


Figure 11.1 SCTMP 2041 target commuter mode share.

The scenarios tested using the EMME model include the following:

- Scenario 1: Current City 2041 network with transit improvements and Bushby Dr and Bellamy Rd extensions. This is the base case for comparison. Some of the SCTMP improvements were not applied as the changes were seen to be too small to affect the EMME model.
- Scenario 2: Using Current City 2041 network as the base and including any additional road network and transit improvements and increased OurSC population and employment.
- Scenario 3a: Testing the network without the Bellamy Road network improvements in the SCTMP
- Scenario 3b: Testing the network without the Bushby Drive and Bellamy Road network improvements in the SCTMP

These scenarios were modelled by the City, however some of the recommended improvements arising from the OurSC study, including the conversion of Progress and McCowan to an at-grade intersection (Progress is modelled as the existing bridge) and the change of the Brimley Road 401 exit intersection to allow northbound left turns, were not modelled. The City's modelling team assessed that due to the type of analysis being applied for this particular study and the coarseness of the EMME model, it is unlikely that the model will demonstrate substantial changes when these detailed adjustments are applied.

The transportation modelling completed by the City and analysed by Arup was presented at the technical advisor committee (TAC) meeting in April 2022, summarized in Figure 11.1.

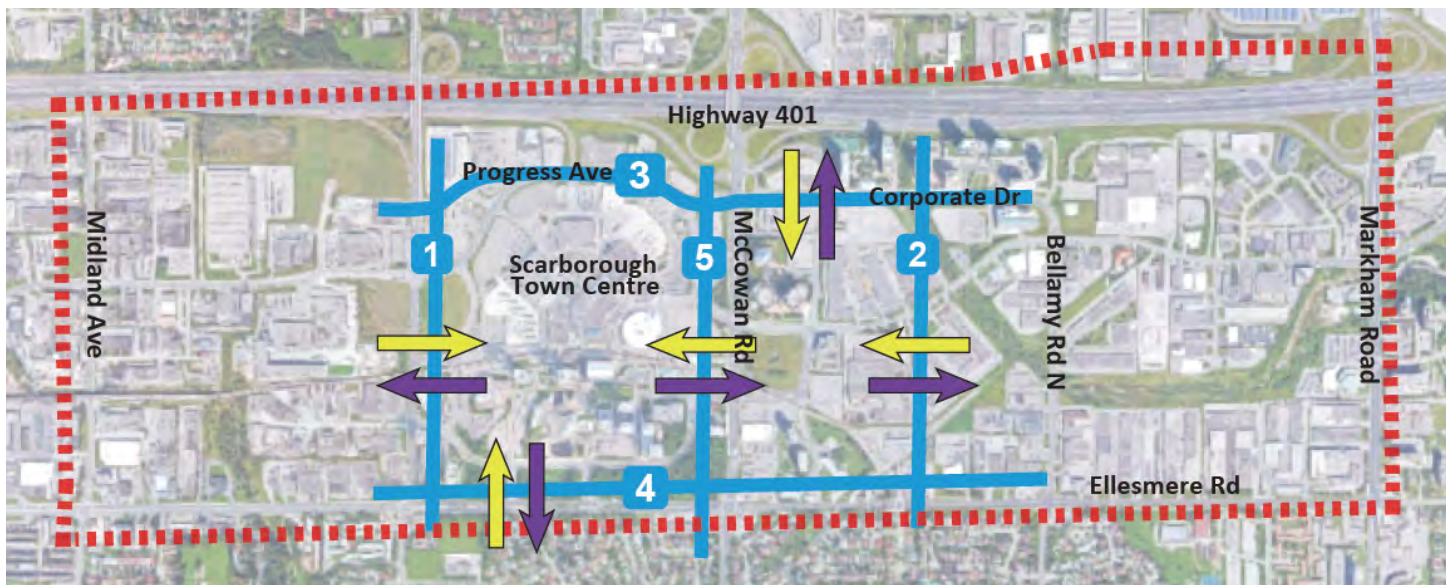


Figure 11.2 Screenlines within study area used in the transportation review (Source: SCTMP)

As seen in Figure 11.1 the modal split based on the EMME model shows 47% transit share for outbound traffic in the morning and 35% mode share for inbound traffic in the afternoon peak hours which are potentially associated with commute trips to work. However, the model has limitations – this is a high-level strategic analysis for insights into the network performance.

Further analysis will be required when separate Traffic Impact Studies (TISs) or each development within the study area is undertaken in the future. Also, the model does not accurately capture the walking and cycling modal split at this level of analysis. Higher modal split for active mobility is expected based on the SCTMP outputs and given the proposed active transport network.

The preliminary results from the Scenario 2 EMME model show negative impacts on network performance mainly on Brimley Rd and Ellesmere Rd. These impacts are potentially the result of the major increase in population in areas west of Brimley Rd (compared to the SCTMP) and increase in employment in the McCowan district adding traffic on McCowan Rd and Bellamy Rd.

The analysis also shows issues in Scenario 2 where the northern and southern screenlines ( see Figure 11.2) are showing to be over-capacity in one direction only, per screenline. Under scenarios 3a and 3b these deteriorate further with the removal of the key extension projects at Bellamy Road and Bushby Drive. This provides a rationale for the need to include these changes to accommodate the increase in residents and employment identified in the preferred development

## 11.3 CONCLUSIONS

The results of this analysis show that the higher population and employment projections would increase traffic on the network, with volumes near or over capacity at some locations along the screen lines however these were similar to the results of the SCTMP in the Low “Do Nothing” target commuter mode split scenario. The analysis also shows that there are benefits to the implementation of some of the SCTMP changes to the transportation network, however it was not possible to determine what level of development would trigger these changes.

When the network and land use changes proposed with the OurSC study is taken into consideration it is likely that the road network would be able to accommodate the additional projected residents and employment. Scenarios excluding Bushby Drive and Bellamy Road extensions were tested and based on the preliminary results, it became clear that both proposals are essential to support the preferred development projections, which validates the findings and recommendations of the SCTMP.

The Bellamy Road extension is proposed for the long-term (20 plus years). Based on the preliminary analysis, the model results show that this extension will be needed at the time of the projected full build out. This may require that this proposal is considered in the medium-term to support the ability of the transportation network to accommodate trips generated by the preferred development scenario.

Results of this analysis show that there are benefits to the implementation of the SCTMP changes to the model, however it was not possible to determine what level of development would trigger these updates. In summary this analysis broadly supports the infrastructure recommendations of the SCTMP.

## 11.4 RECOMMENDED NEXT STEPS

The information presented in the analysis above shows that, while the analysis supports the major improvements to the road network, the Bellamy Road extension and the Bushy Drive extension are required to be implemented to support the increased level of residential and employment in Scarborough Centre.

The analysis supports the major improvements to the road network, the Bellamy Road extension, and the Bushy Drive extension. But as the tool is not able to measure improvements to active transport, potential transit mode shifts and additional SCTMP changes, additional analysis is required – potentially with a meso- or micro-simulation software such as Aimsun – to clearly demonstrate the fine grain improvements and to understand the implementation timeline of these improvements. This additional detail would be able to model and support active travel and transit initiatives to manage and mitigate traffic congestion.

# **12.0 MASTER SERVICING PLAN SUMMARY**

This chapter shares the summary of the Master Servicing Plan.

## 12.1 WATER

The OurSC area is located within City of Toronto Water Pressure District 4 (PD-4). While PD-4 spans the full width of the City, water to Scarborough Centre is generally supplied through the facilities in the eastern portion of the City.

While PD-4 is supplied from a network of facilities, water supplied to the Scarborough Centre Area generally comes from two specific sources (the F.J. Horgan and R.C. Harris Water Treatment Plants). The water supply is further reinforced by additional PD-4 Metro Mains along Lawrence Avenue and Sheppard Avenue.

### Summary of Analysis:

The proposed development details were added to the model as new demands. The existing demands were not removed. Each block identified the closest node in the model, which is where the model demand was added.

The modelling results for future conditions indicate that the increased densities can be serviced through the existing local distribution network. The modelling focussed on the area within the area bounded by the trunk watermains along Ellesmere Road, Midland Avenue, Markham Road and Sheppard Avenue. Because of the high-capacity of these Metro Mains, it is assumed that there would be no significant servicing impact along those mains.

Some new local watermains and existing watermain realignments will be required to support the new streets and blocks, but these will ultimately increase the overall water servicing capacity of the existing network.

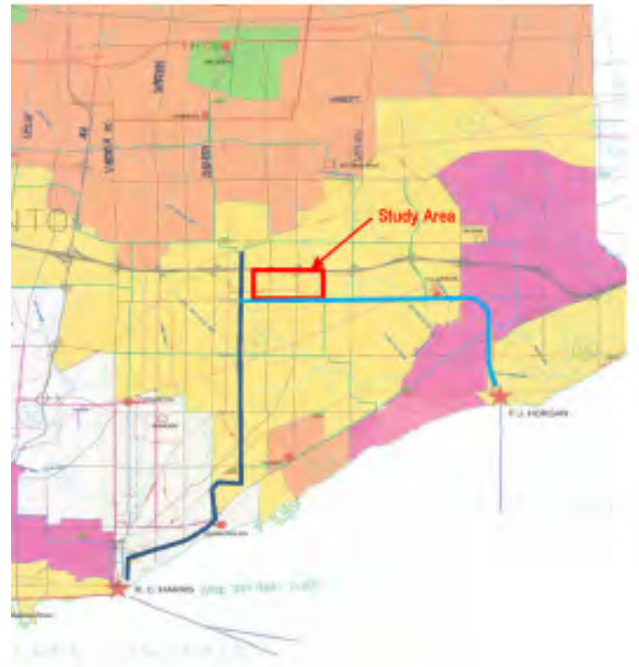


Figure 12.1 'Metro Trunk' Network



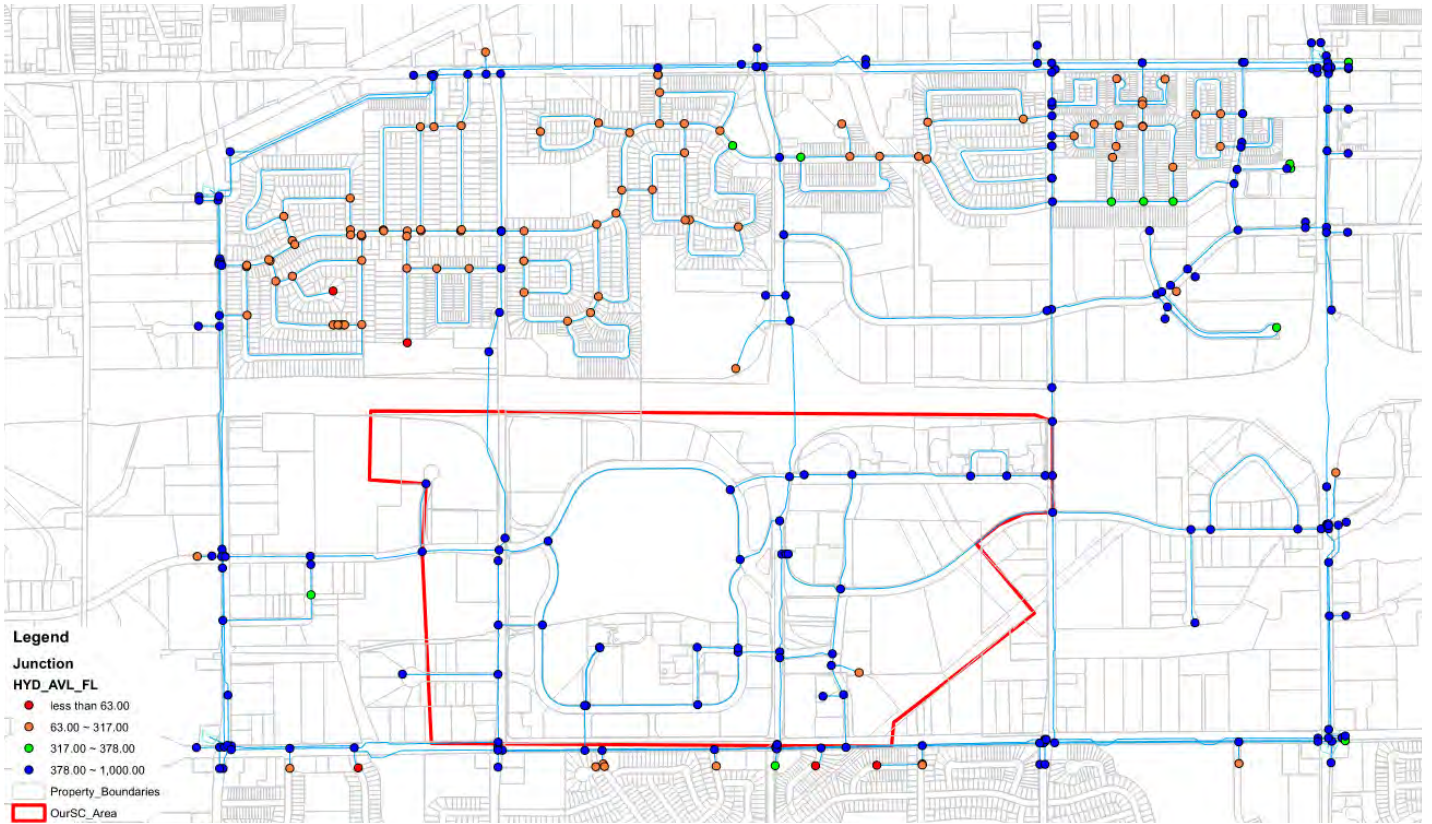


Figure 12.2 Future Conditions- Maximum Day Plus Fire Flow

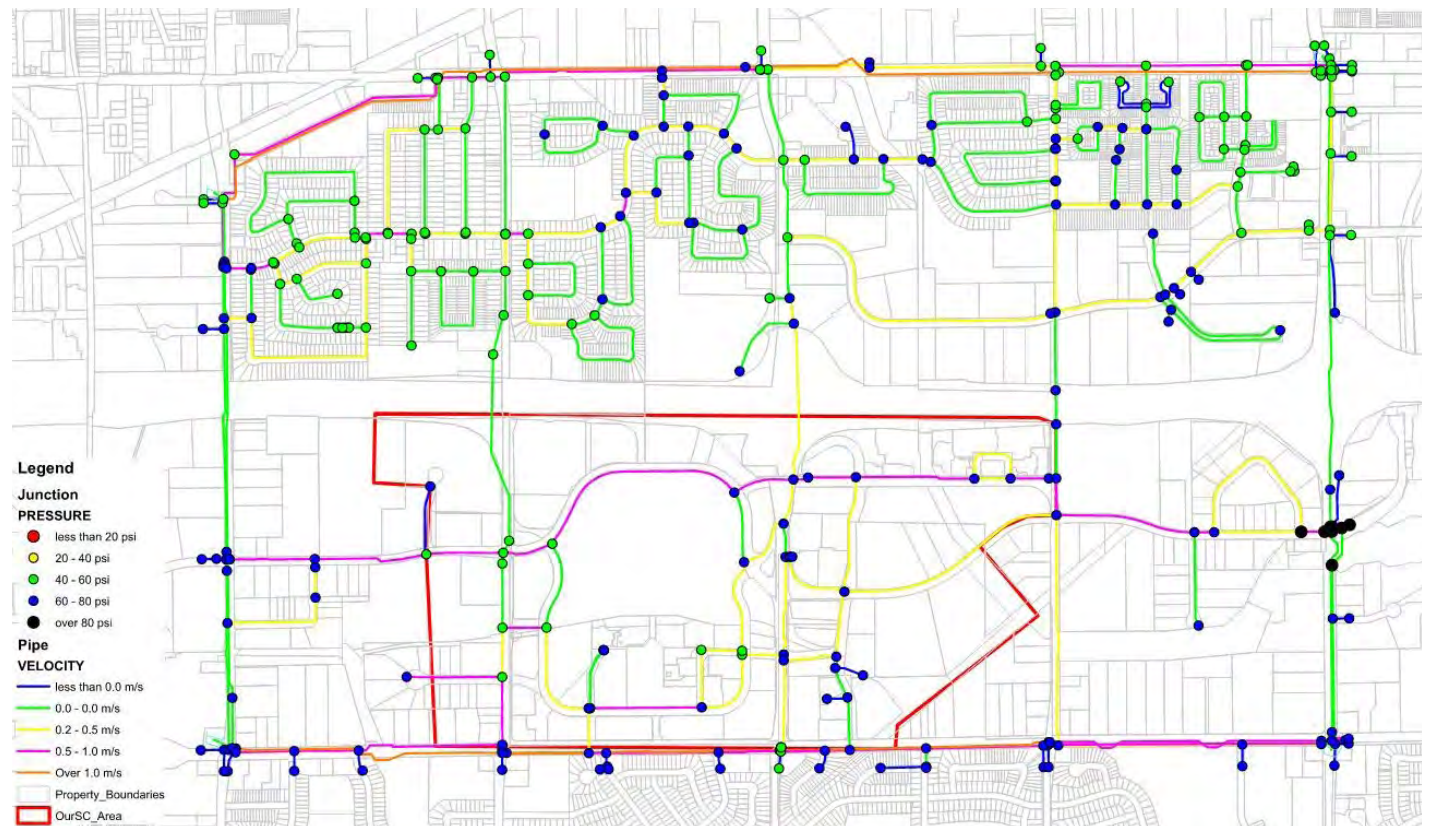


Figure 12.3 Future Conditions - Maximum Day Demand

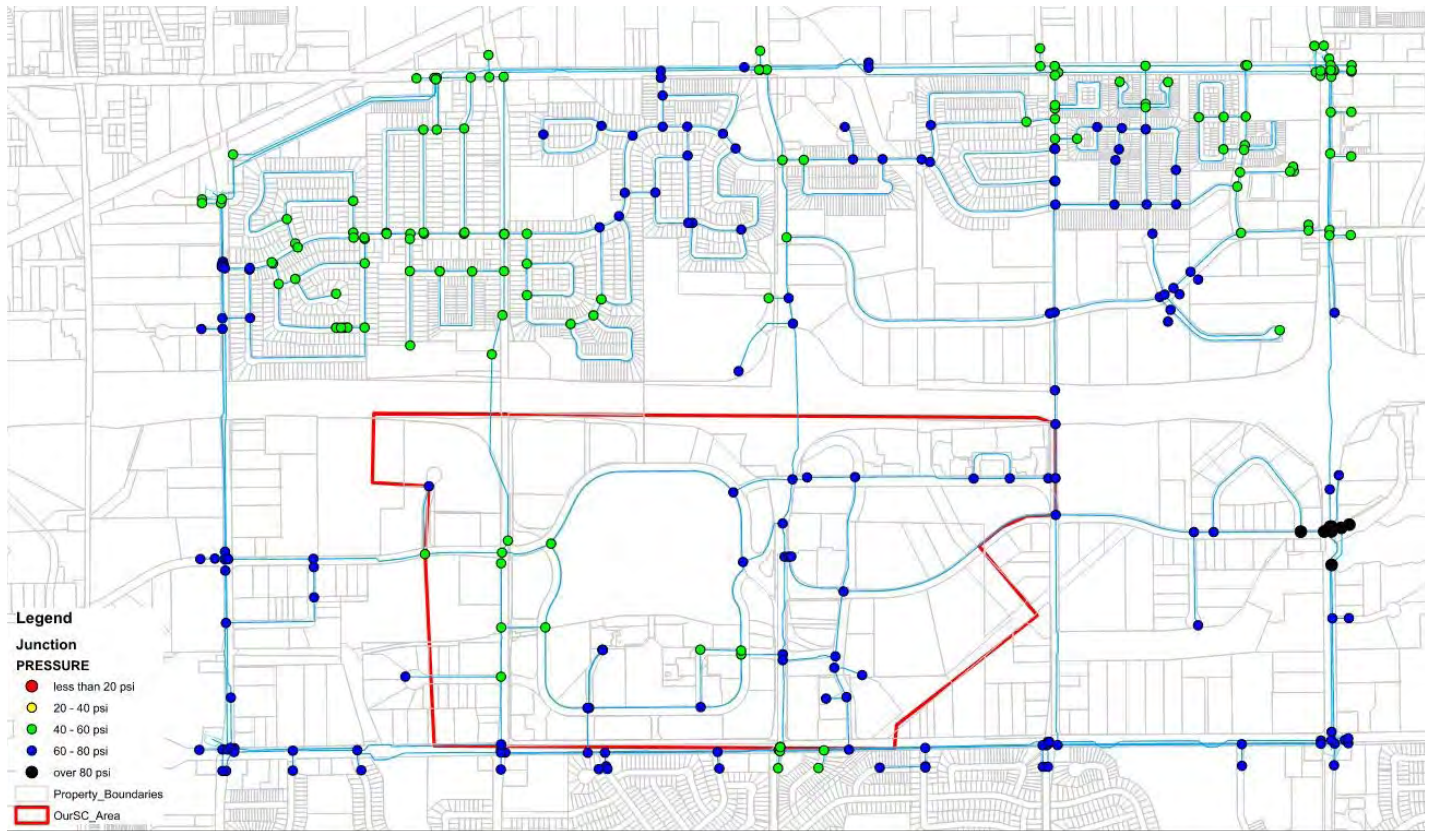


Figure 12.4 Future Conditions - Peak Hour Demand

## 12.2 WASTEWATER

The OurSC area is tributary to two major sewersheds. Approximately 25 per cent of the Study Area drains south and west to the trunk sewer located along Packard Boulevard and Amberdale Ravine, with the balance draining to the east to the trunk sewer located parallel to Highland Creek. All sewers within the OurSC area are gravity sewers. The western portion of the OurSC area is part of Basement Flooding Area 59 and the eastern portion is part of Basement Flooding Area 60.

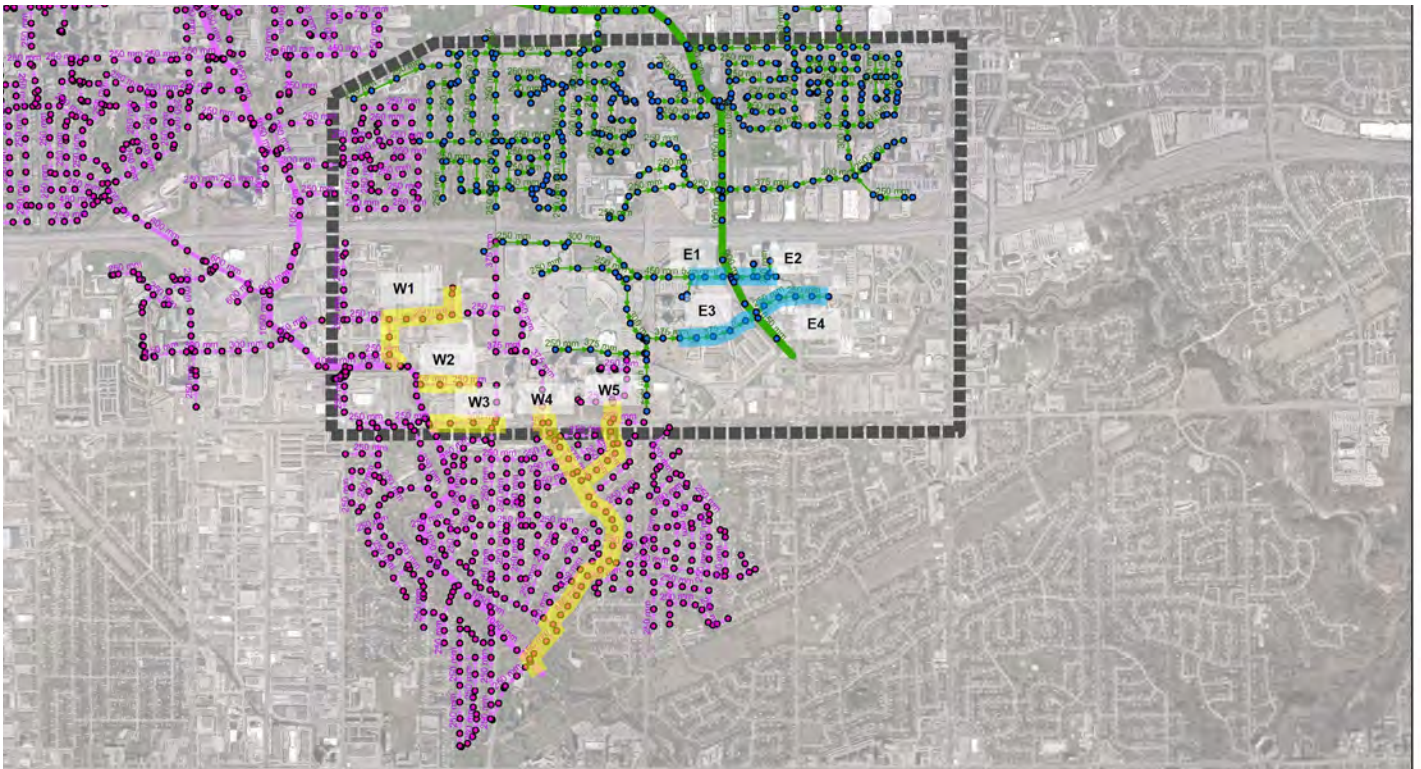


Figure 12.5 Sanitary Sewer Branches

**Summary of Analysis:**

The main objectives of the future wastewater servicing strategy include:

- Maintaining the existing service areas to the two trunk sewers, and;
- Minimizing the flow through the residential neighbourhood to the south.

The modelling results indicate that the residential neighbourhood to the south already experiences surcharging under existing conditions. By minimizing future flows through it, the conditions in these sewers will not worsen.

The improvements will be focused on streets which are being re-aligned, as these present the best locations for upsizing existing sewers. The improvements also provide an opportunity to divert flows from surcharged sewers to sewers with remaining capacity, but still respecting the overall sewershed boundaries.

While some of the OurSC service area will be divided away from the residential area to the south, the flows are ultimately being conveyed to the same trunk sewer. As such, no adverse condition is anticipated, and lengthy disruptive sewer upgrades through a stable residential area are avoided.



Figure 12.6 Existing Pipe Network with Projected Wastewater Loads

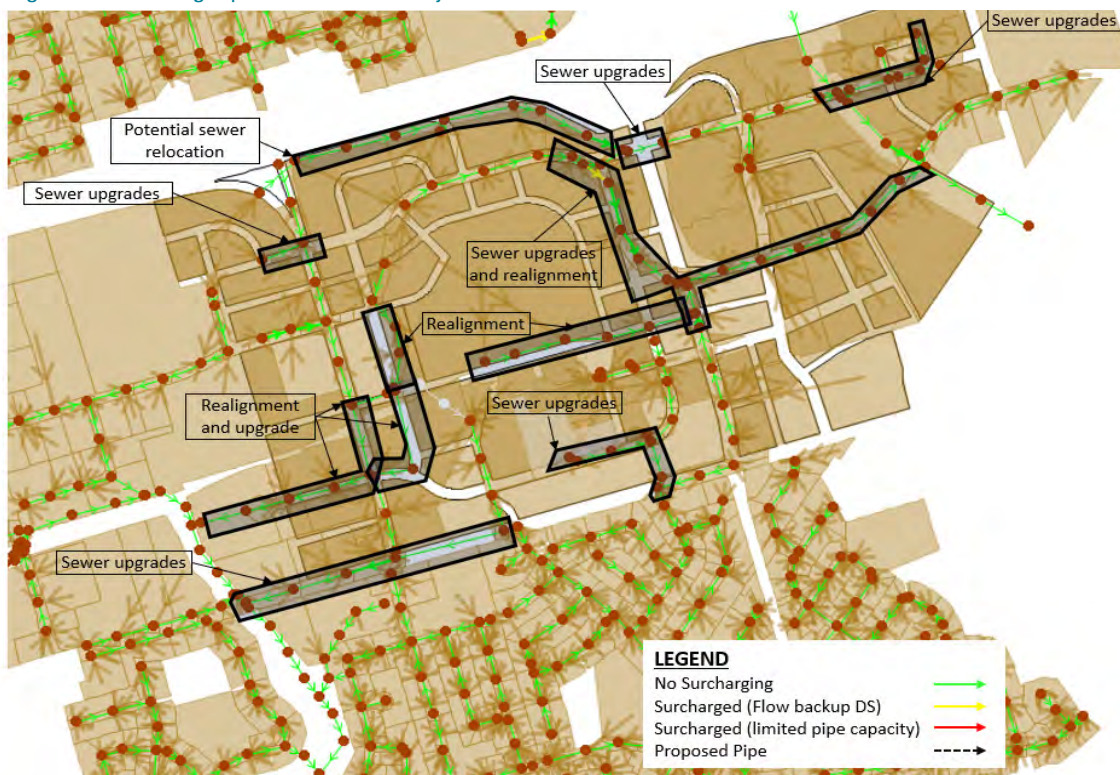


Figure 12.7 Dry-Weather Post-Development Wastewater with Proposed Upgrades Identified

## 12.3 STORMWATER

The Study Area lies entirely within the Highland Creek watershed, which is managed by the Toronto and Region Conservation Authority. West Highland Creek flows in a north-south direction, crossing Ellesmere Road at the west edge of the Study Area. East Highland Creek flows in a south-easterly direction through the north-east corner of the Study Area and continues east from Bellamy Road. Storm drainage from the Study Area is split between the West and East Highland Creek systems, and is delivered to the watercourses via a network of storm sewers and overland flow paths along the Study Area roadways.

The Study Area has been broken up into a number of smaller drainage areas in order to assess the capacity of the trunk storm sewers leading to Highland Creek (see Figure 12.8). The drainage areas range in size from approximately 1 ha to 25 ha.

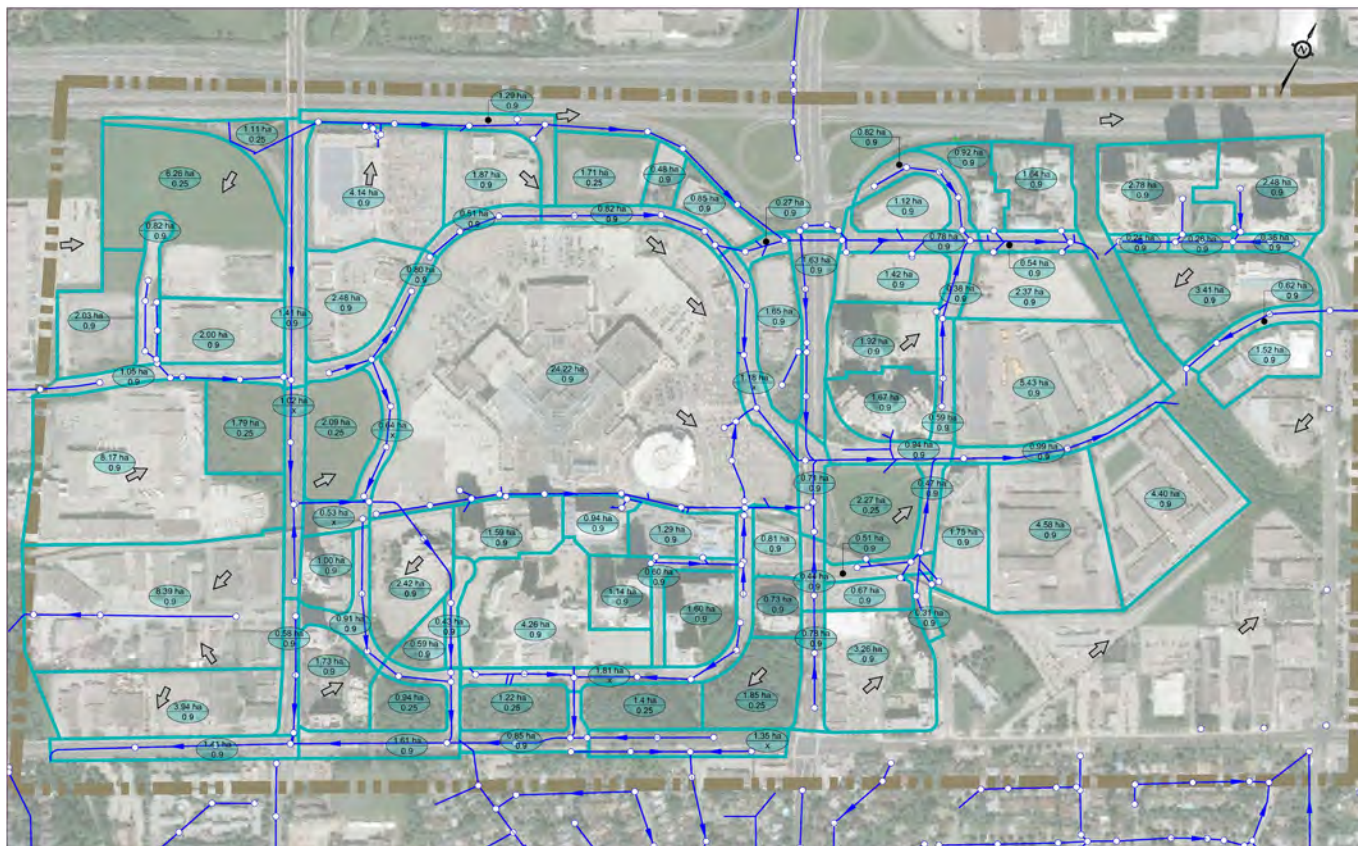


Figure 12.8 Stormwater Drainage Areas

**Summary of Analysis:**

Development and redevelopment in the Study Area represents an opportunity to significantly improve the quantity and quality of stormwater from the study area. Following the City of Toronto’s Wet Weather Flow Management Guidelines will significantly reduce runoff volumes relative to the existing highly impervious sites, reduce pollutant loadings delivered to Highland Creek and reduce the flow rates in the storm sewer systems and overland flow routes connecting the site to Highland Creek.

There will be some sewer realignment and/or abandonment to accommodate the future road network. This provides the opportunity to better distribute stormwater flows through branches with capacity, without impacting any critical sewers. The existing sewershed boundaries will be maintained.

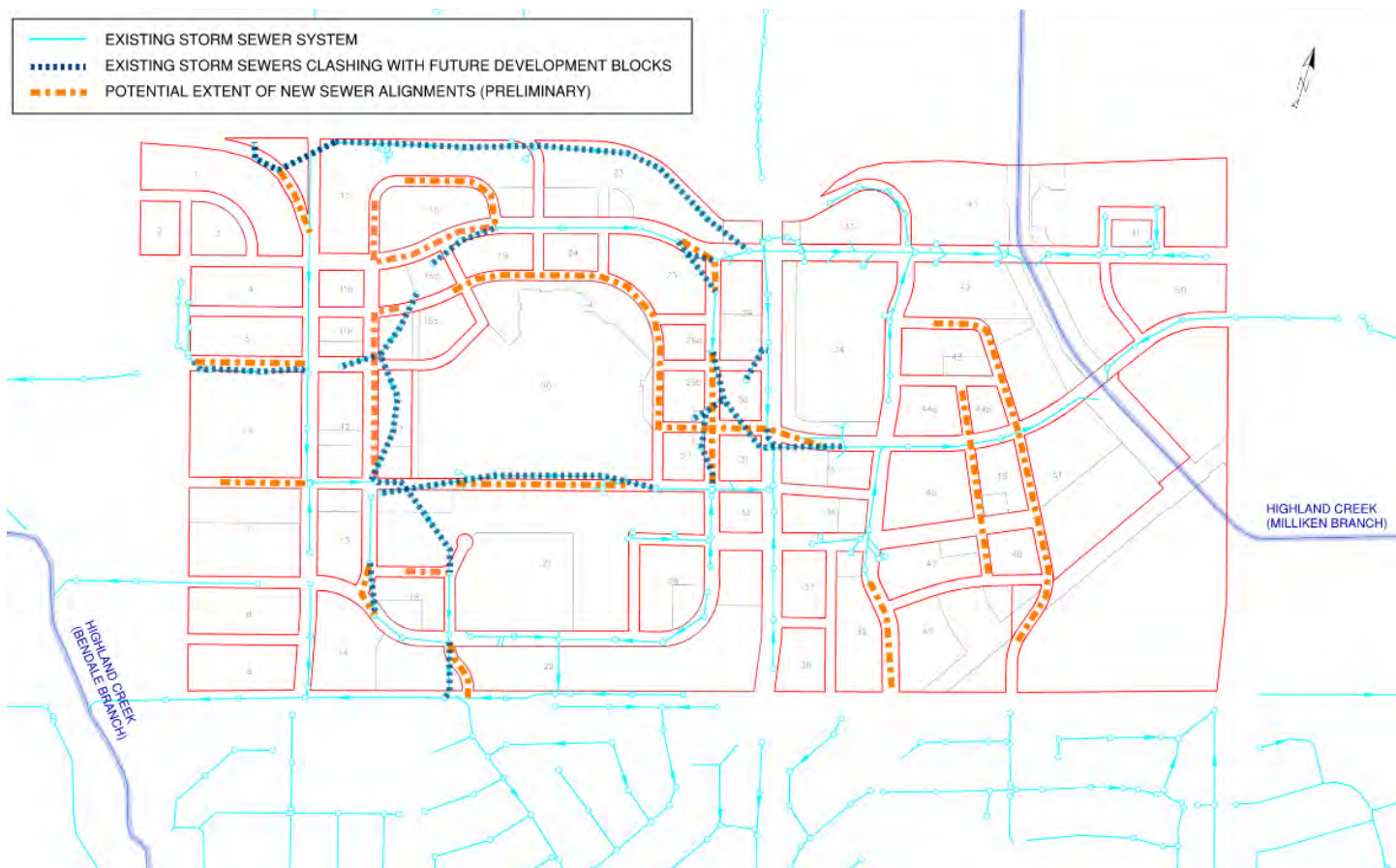


Figure 12.9 Proposed Storm Sewer Network Improvements

## 12.4. MUNICIPAL SERVICING

### Key Strategies for Municipal Servicing

#### Water and Wastewater:

1. City of Toronto Design Criteria for Sewers and Watermains (January 2021) will be followed.
2. The existing wastewater sewershed boundaries will be maintained and respected.
3. Individual Site Plan Applications per block will determine required pipe sizing for water and wastewater infrastructure.
4. Any application for rezoning or redevelopment may be refused if it cannot be demonstrated that the needed capacity in the sewer infrastructure can be provided upon occupancy.
5. Any application for rezoning or redevelopment may be refused if it cannot be demonstrated that the needed capacity in the water infrastructure can be provided upon occupancy.
3. Achieve Enhanced water quality protection (80% removal of Total Suspended Solids).
4. Control post-development peak flow rates to pre-development levels for up to the 100-year return period storm event.
5. Control peak flow rates from a 2-year storm to pre-development conditions or the capacity of the receiving storm sewer system, whichever is less.
6. For existing developed sites, a maximum runoff coefficient of 0.5 can be used to establish pre-development flows for the 2-year storm.
7. Where there is not an adequate overland flow route to the eventual receiving watercourse, flows from up to the 100-year storm event must be controlled to the allowable discharge rate for the 2-year storm.

#### Stormwater:

1. City of Toronto Wet Weather Flow Management Guidelines (WWFMG) will provide criteria to be followed for new development and redevelopment areas.
2. Retain stormwater to achieve the same level of annual runoff volume from the site. In most cases, this can be achieved by retaining all runoff from rainfall events up to 5 mm in depth.



# 13.0

## IMPLEMENTATION

This chapter discusses tools and strategies to implement the vision for Scarborough Centre.

# OVERVIEW

The success of planning depends on implementation. The Planning Act and Official Plan provide a number of tools for implementation of plans to manage growth and development.

The Planning Act provides tools to help municipalities create new parks, open space and community infrastructure. These tools include parkland dedication standards; community benefits charges to pay for facilities; services and development charges; holding provisions to ensure that community infrastructure is in place prior to development; and site plan control to ensure that new development is well designed and functional. The Planning Act also provides fundamental tools to govern development approvals such as zoning by-laws, minor variances, consents and demolition controls that are the basis for the development approval process.

The City's Official Plan provides policies for holding by-laws, site plan control, property standards by-laws and temporary use by-laws, acquisition of lands to implement official plan policies, and development charges. It also includes mechanisms for context sensitive planning such as secondary plans, community improvement plans and development permits that streamline approvals and customize local planning rules. Key tools are discussed below.

**Holding By-laws:** A holding provision may be put in place on lands to put development on hold until conditions set out in the official plan or by-law are satisfied. These conditions may relate to transportation or servicing improvement; provision parks, open space, recreational and community services; environmental protection, remediation or mitigation measures; phasing, etc. Section 5.1.2 of the City's Official Plan contains policies regarding Holding By-laws.

**Site Plan Control:** Site Plan Control is a tool to implement policies of the Official Plan to encourage well-designed, functional, sustainable and universally

accessible development. It governs both building on site as well as its relation to context. The entire City of Toronto is a Site Plan Control Area. Section 5.1.3 of Official Plan includes policies regarding site plan control.

**Temporary Use By-laws:** This tool could be used as a trial for a new or unfamiliar type of use or allow vacant lands to be used temporarily. A Temporary Use By-law can be enacted to permit the temporary use of lands, buildings and structures for a purpose that is not permitted by the Zoning By-law or Official Plan. Section 5.1.5 of the Official Plan has policies regarding Temporary uses.

**Community Benefits Charge:** In 2019, Bill 108 amended the Planning Act and Development Charges Act (DCA) to allow municipalities to impose a community benefits charge (CBC) based on land value to pay for facilities, services and matters required to develop or re-develop an area. It replaces the previous Section 37 provisions of the Planning Act. Municipalities can use CBCs to fund the capital costs of any public service associated with new growth, including parkland, if those costs are not already recovered from development charges and parkland provisions. CBCs could be charged to recover the capital costs of any service needed due to development and are intended to be combined with development charges and parkland dedication to provide municipalities with the tools they need to build complete communities.

**Community Improvement Plan (CIP):** CIPs can help support non-residential development, amongst other things, through the introduction of financial incentives and provide enhanced authority for the City to participate in real estate activities.

# 13.1 EVOLUTION OF THE STUDY AND PLAN PRIORITIES

The OurSC Study has developed a vision, guiding principles and a preferred development concept for Scarborough Centre –for its land use, streets, public realm, parks and open spaces, density and built form, community services and facilities, housing, and sustainability. The preferred development concept was accompanied by an assessment of transportation and servicing infrastructure to plan for adequate capacities to support anticipated growth.

It is expected that the OurSC Study area will evolve into a complete community in accordance with its vision and guiding principles. The key priorities to guide the implementation include:

- **Green Loops:** Implementation of Green Loops will serve as an organizing element for parks and open spaces and as routes for pedestrian and bike movement that provide access to different parts of the Centre.
- **Active Transportation:** In addition to active transportation routes provided by Green Loops, priority should be given to create safe and seamless active transportation routes.
- **Green Infrastructure:** The redevelopment and planning for streets needs to prioritize green infrastructure for streets and the public realm. Please refer to section 5.4 for prioritization criteria in designing or redeveloping streets.
- **Parks and open spaces:** In addition to developing parks to meet the needs of residents, the priority should be given to create expanded parkland along East Highland Creek and parks in the Commercial District and the McCowan District near the planned subway.
- **Street Network:** Transportation improvements, including the Bellamy Road extension, will need to be developed before full build out.
- **Servicing:** Improvement in servicing infrastructure will be coordinated with development
- **Community Services and Facilities:** Community services and needs established in chapter 8 of this report will need to be addressed.
- **District Energy System:** The City should work with partners and developers to initiate planning on the District Energy System for the Centre.

In practice, development interests and the pace of growth will dictate the introduction of new housing, office, retail, and securing funding for implementing established priorities (supplemented by capital funding). The recommendations below complement the implementation tools provided by the Planning Act and the Official Plan.

## 13.2 INFRASTRUCTURE STRATEGIES, PLANS AND GUIDELINES

Infrastructure strategies, plans and guidelines will ensure the effective implementation of the Secondary Plan. Together with the Secondary Plan, they will provide guidance for implementation that supports the Plan's objectives, and ensures adequate and timely provision of the community service facilities, green infrastructure, physical infrastructure and parkland.

Accordingly, the OurSC Study recommends that:

1. Implementation plans, strategies and guidelines be developed and adopted to advance the vision, goals and policies of the Secondary Plan;
2. Development of lands within Scarborough Centre be reviewed and monitored to ensure the adequacy of community service facilities, green infrastructure, physical infrastructure and parkland; and
3. The City will deliver community service facilities, green infrastructure, physical infrastructure including transportation improvements, and parkland in tandem with development to service growth.



Figure 13.1 ,13.2, 13.3 Timely and adequate delivery of community amenities, physical infrastructure, parks and open spaces is essential to create complete communities

## 13.3 HOLDING BY-LAWS

In addition to polices in the Official Plan, the following is recommended for the Centre:

1. In order to address the policies of this Plan, a Holding (H) Symbol will be considered during the review of rezoning applications within Scarborough Centre.
2. Conditions to be met prior to the removal of the holding provision may include:
  - provision and timing of:
    - a) community service facilities;
    - b) parkland and open space;
    - c) physical infrastructure; and/or
    - d) green infrastructure.
  - The City may remove the Holding (H) Symbol from all or some of the lands it is subject to only once the associated conditions have been satisfied and matters are appropriately secured through an agreement or agreements entered into pursuant to the Planning Act.

## 13.4 PHASING

1. Phasing Plans will be submitted with development proposals.
2. Phasing of development will be provided for, where necessary and appropriate, to coordinate with City action. City Planning will coordinate with other City departments to ensure development coincides with infrastructure improvements.



Figure 13.4 - 13.5 Phasing plans help City plan the delivery of infrastructure and services to accompany growth

## 13.5 CITY-OWNED LAND

1. Publically owned lands in Scarborough Centre may be retained to address the Plan's priorities as per 13.1. including: parkland, pedestrian and cycling facilities, affordable housing, and community service facilities.

## 13.6 PARKLAND

1. New parkland and lands to expand existing parks will be secured using a variety of tools, including but not limited to:
  - parkland dedication under the City's new parkland dedication by-law, as applicable ;
  - land exchanges;
  - partnerships and/or leases;
  - land purchases; and
  - conservancies, sponsorships and philanthropic donations.



Figure 13.6 A robust parks system supports health and quality of life of community



Figure 13.7 A robust parks system supports health and quality of life of community



## 13.7 TEMPORARY USE BY-LAW

1. The City may enact temporary use by-law in Scarborough Centre to explore new and innovative uses in buildings, vacant lands, discontinued infrastructure or parking lots to be used temporarily for projects that encourage community interactions and conviviality such as local farmers markets, seasonal community gardens, art or culture festivals, or other creative urban interventions.

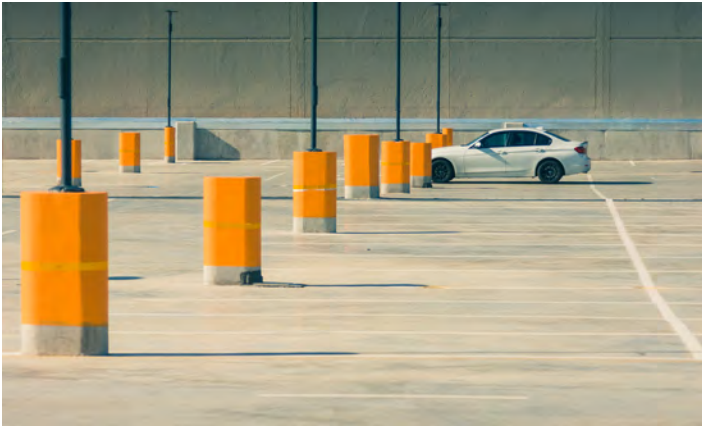


Figure 13.8 and Figure 13.9 Temporary By-law helps City explore and experiment with innovative uses of spaces that may be underused.

## 13.8 CONTEXT PLANS

1. Context Plans will be submitted that envision the growth of the land surrounding the site of the development application. They will include, but not limited to, blocks and street network, connections, parks and open space, and built form.



Figure 13.10 Context plans help conceptualize how proposed development fits within context as well as envisions its transformation.

# Appendix A

## **PHASE 4 CONSULTATION SUMMARY**

This appendix includes a summary of the public engagement activities conducted in Phase 4 of the Study.

## OVERVIEW

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. Below is a summary of each engagement activity conducted for this phase of the Study and as well as key outcomes and feedback.

### TECHNICAL ADVISORY COMMITTEE MEETING April 21, 2022

The Study Team was joined by 36 representatives from City departments and external boards and agencies to receive technical feedback on the preferred development concept for Scarborough Centre. External Boards and Agencies included CreateTO, Toronto Parking Authority, TRCA, Toronto Hydro, Metrolinx, TDSB/TLC, Toronto Lands Corporation, Toronto Public Library Board, and the TTC. 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 Provision

- There is a need to continue the discussion related to shadow on parks in more dense areas and ensure consistent messaging between the OurSC Study and the review of applications within the Study Area.
- Suggestion to consider greenspace around the Civic Centre as part of parkland and to add greenspace around the Bell Building.

#### Office Priority Area

- Consider ways to encourage amenities that would make the Office Priority Area a destination place, especially after business hours

- Encourage office development with a non-transferable density bonus for office spaces.
- Include signature architecture and landscape design in the Office Priority Area.

#### Community Facilities and Services

- There was a preference shared for only providing general criteria for where the future community centre and school should be located. At this time, flexibility regarding location is desired.

#### Sustainability

- There was a discussion on embodied versus operational carbon in making decisions on retaining existing buildings or replacing them.
- Need to consider how redevelopment may support sustainability efforts.

#### Infrastructure

- There was a discussion on the timeline of the Bellamy Road extension in relation to full-build out of Scarborough Centre.
- Consider how major transit station area (MTSA) can be maximized through active transportation and enhanced signals.
- A committee member enquired about transit use and frequency in determining the classification of streets.
- Committee members enquired about the language being used for transit priority in the Centre and about the vision for the Triton Trench.
- There was a discussion regarding a Metrolinx planned bus terminal in the Centre.

#### Servicing

- There was a discussion on the timeline of the storm water analysis and basement flooding study.

## LOCAL ADVISORY COMMITTEE MEETING

April 27th, 2022

The Study team was joined by 10 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 on the refined preferred development concept and a facilitated discussion. LAC members provided feedback on the mix of uses; parks and public realm; future role of the Scarborough Town Centre; sustainability and resiliency; and community services and facilities. Below is summary of the discussion organized by theme.

### Mix of Uses

- It is important to have reliable local and regional transit available for office workers in order to attract commercial investment in the area. There is also need to encourage amenities for workers to make it a pleasant place to work.
- The impact of preferred development concept on development potential of Community Living Toronto's property needs to be considered. The vision for the site is purpose built affordable rental and market units for people with intellectual disabilities.

### Role of Scarborough Town Centre (shopping mall, "STC")

- There is concern from LAC members that STC in its current form does not seem to fit in a "future proof" urban community.

### Sustainability and Resiliency

- LAC members asked regarding potential locations for the district energy system (DES). The Study

team shared that they have looked at area and generically identified how DES can be organized. There are many options as to where it can be located.

### Community Services and Facilities

- LAC members requested the Study to address the lack of recreation facilities in the Study Area.
- LAC members noted the need for ongoing, adequate maintenance funding for new parks, green spaces, and public spaces proposed in the preferred development concept.

### Wayfinding

- LAC members highlighted there is a lack of wayfinding signage to direct people to major destinations within Scarborough Centre, such as public transition stations/stops, civic uses, major retail, and parks/open space.
- There was interest in underground pedestrian connections (similar to the PATH system in Downtown Toronto). The Study Team clarified that the current focus of the secondary plan is on mid-block connections and other ways to improve pedestrian movement above ground.

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

## BUSINESS AND LANDOWNERS MEETING

May 10th, 2022

The Study team was joined by representatives from Councillor Thompson's (Ward 21) and Councillor Ainslie's offices (Ward 24) for a virtual Business and Landowners Meeting. The purpose of the meeting was to present the preferred development concept, as well as answer questions and receive feedback from business owners and landowners. Held on WebEx with

online and phone-in options, the meeting convened approximately 14 public participants with several questions and comments shared with the Study Team. Landowners and business owners expressed:

- a preference to explore higher densities to accommodate affordable housing;
- concern that shadows on parkland are being given greater priority over increasing height and density to create more housing;
- a desire to clarify how the secondary plan may impact existing, stable sites and uses (for example, proposed pedestrian and cycling connections through the eastern portion of the Atlantic packaging site); and
- interest in the expected timeline for full build-out.

Following the meeting, the presentation and a summary of consolidated questions and comments were

**COMMUNITY CONSULTATION MEETING**  
**May 10, 2022**

The Study team was joined by Councillor Thompson (Ward 21) for a virtual public meeting to present the preferred development concept to community members, answer questions, and receive feedback. Held on WebEx with online and phone-in options, the meeting convened approximately 38 public participants and over 20 questions and comments were submitted. Community members indicated:

- support for affordable housing;
- need for social and recreational offerings in the evenings;
- concern that active transportation infrastructure would not necessarily lead to a reduction in traffic;
- support for the proposed future parkland in Scarborough Centre and interest in ensuring that there

- will be enough park space for recreation and to absorb stormwater;
- concerns regarding pollution, as well as water and hydro capacity as Scarborough Centre grows; and
- a desire for a diverse retail environment.

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



Image A.1 Social Media Advertisement for the Public Meeting



Image A.2 Notice for the Public Meeting

## ONLINE SURVEY

May 9, 2022 – May 23, 2022

An anonymous online survey was launched for members of the public to share their feedback on the preferred development concept. The voluntary survey included questions on sustainability, streets housing, parkland and open space, retail, community services and facilities, and complete communities.

The results from the survey were summarized and are available on the study website. A high-level summary is provided below.

### Sustainability

Community members considered pedestrian and bike infrastructure, as well as contiguous parks and open space networks critical for the aspired goal of sustainability and resilience. Survey respondents also wanted to ensure that new developments follow green building standards.

### Streets

A vibrant pedestrian realm was considered most important for future streets in Scarborough Centre according to respondents. Respondents also shared a desire for more arts and culture, wayfinding signage, and maintenance to be included in the pedestrian realm.

### Housing

There was a clear consensus among respondents that more family-oriented housing (i.e. larger units) is needed in Scarborough Centre. The survey results also indicated that community members would also like to see more affordable housing, more housing for immigrants and more home ownership opportunities.

### Survey Demographics:

- 26 respondents participated in the survey
- 74% aged 30-64 years
- 50% live in Scarborough Centre

### Parkland and Open Space

Generally, those who responded to the survey indicated that they would like to see more places to enjoy nature and more multi-purpose spaces that could support events and festivals, as well as showcase local pride and talent.

### Retail

Respondents shared that future retail in Scarborough Centre should be accessible by walking and cycling.

### Community Services and Facilities

Respondents showed an interest in a variety of facilities and amenities including dog parks, bike rentals, nursing homes, theatres and fitness centres.

### Complete Communities

The survey results indicated that community members would like Scarborough Centre to be a destination within Toronto that includes entertainment and night-life, and has streets that are safe for pedestrians and cyclists.

## POP-UP CONSULTATION

May 9, 2022 – May 23, 2022

To spark a community conversation and collect feedback from the public, three poster boards (see Figure A.3) were positioned at the Scarborough Civic Centre Branch of the Toronto Public Library in the Study Area.

These boards featured a 3-D demonstration of the preferred development concept for Scarborough Centre. The Study website URL was listed on the poster boards along with large QR code directing to the online survey (described above). Printed copies one board



Image A.3 Pop-up poster boards at the Scarborough Centre Toronto Public Library

Additionally, a digital advertisement (see Figure A.4) was placed in the Scarborough Town Centre Mall's digital directories to promote the Study to mall visitors and obtain feedback on the preferred development concept. 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.



Image A.4 Digital Advertisement at Scarborough Town Centre Mall Directory

## DESIGN REVIEW PANEL

June 23, 2022

The Study team presented virtually to members of the City's Design Review Panel via WebEx, sharing the preferred development concept for Scarborough Centre. The panel provided feedback on sustainability, parkland, and built form. Comments from the panelists are summarized below.

### Sustainability

- Strong support for the Green Loop and the inclusion of robust green corridors.
- Establish district energy system early to inform how each block will be formed.
- Suggestion to create ambitious sustainability targets early.
- Provide more guidance to the developer on how to achieve sustainability targets.



**Parkland**

- Suggestion to consider different open space metrics to allow for a more detailed comparison with reference examples

**Built Form**

- Suggestion to consider more transition near extreme height peaks, particularly near open space.
- Include more plazas in office areas
- Consider including more urban edge conditions near the mall

# Appendix B

## EXISTING SUSTAINABILITY FRAMEWORK

A list of key policies, guidelines and initiatives related to sustainability in Toronto. This list may be incomplete.

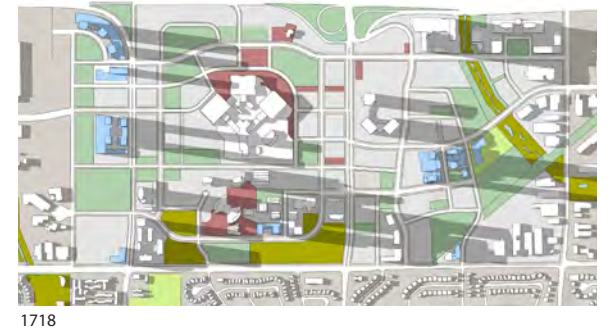
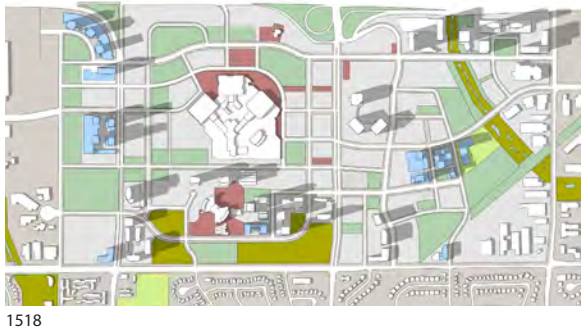
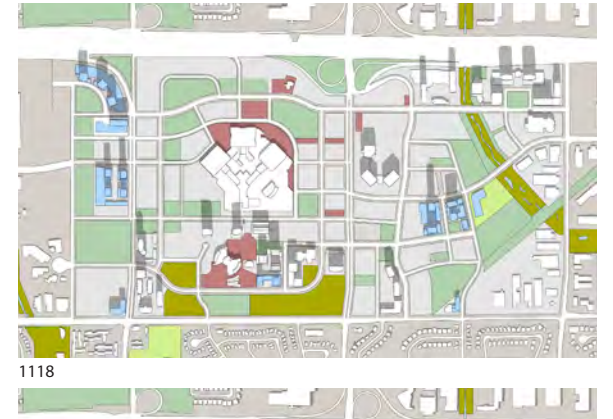
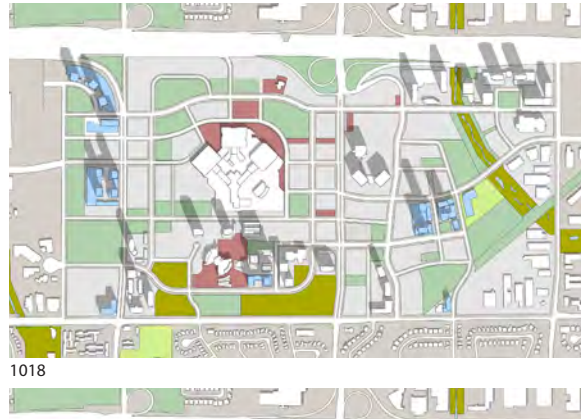
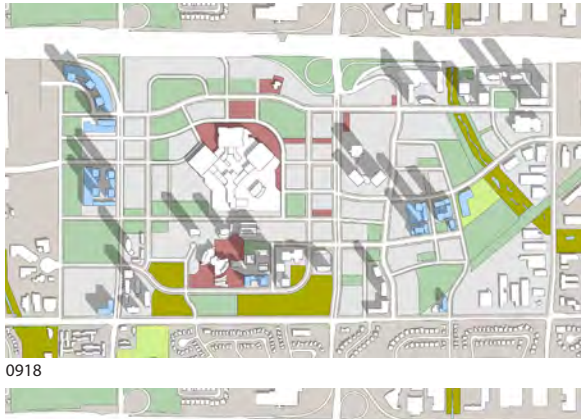
Focus Area	City Policies, Standards, Guidelines, By-laws
Climate Change Goals	TransformTO Net Zero Strategy - strategy to reduce community-wide greenhouse gas (GHG) emissions in Toronto to net zero by 2040. It establishes goals by 4 sectors including Home and Buildings, Energy, Transportation and Waste. Implementation of the TransformTO Net Zero Strategy will be aligned with several existing City plans and strategies that also contribute to greenhouse gas reductions across a number of sectors, including ones noted in table below.
Buildings – sustainability features	<ul style="list-style-type: none"> <li>• Toronto Green Standard V4 (new development, private and city-owned). TGS review and update is currently underway. City Council has <a href="#">requested</a> updates and additions on performance measures in a number of areas including existing performance, building code updates related to energy efficiency targets, electric vehicle performance standards and how Toronto Hydro can reduced barriers on their installation, waste management, etc. The report on performance measures for embodied emissions is expected in 2023.</li> <li>• Net Zero Existing Buildings Strategy (existing homes and buildings in Toronto)</li> <li>• Net Zero Carbon Plan (City-owned facilities)</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Electric Vehicle Strategy</li> <li>• Cycling Network Plan</li> <li>• Vision Zero Road Safety Plan</li> <li>• RapidTO</li> <li>• Pathway to Sustainable City of Toronto Fleets</li> <li>• TTC 5 Year Service Plan</li> <li>• TTC Green Bus Program</li> <li>• ActiveTO</li> </ul>
Waste	<ul style="list-style-type: none"> <li>• Long Term Waste Management Strategy</li> <li>• Working Towards a Circular Economy</li> </ul>
Natural Systems	<ul style="list-style-type: none"> <li>• Ravine Strategy</li> <li>• Strategic Forest Management Plan</li> </ul>
<a href="#">Green Infrastructure Standards</a>	<ul style="list-style-type: none"> <li>• GI standards provides the necessary criteria in the design of Green Infrastructure projects within the right-of-way. Also included:</li> <li>• Construction Specifications for Green Infrastructure</li> <li>• Construction Drawings for Green Infrastructure</li> </ul>
SolarTO	<ul style="list-style-type: none"> <li>• Through SolarTO, the City provides information and resources to help Toronto residents and businesses assess the rooftop solar potential of their properties and proceed through the steps to installation</li> </ul>

Focus Area	City Policies, Standards, Guidelines, By-laws
<a href="#">Design CanopyTO Study</a>	<ul style="list-style-type: none"> <li>• Study findings will inform current and future Urban Forestry program planning and operational adjustments. Study findings will inform implementation of the second Strategic Forest Management Plan</li> </ul>
<a href="#">Environmental Grants &amp; Incentives</a>	<ul style="list-style-type: none"> <li>• Eco-roof incentive program,</li> <li>• PollinateTO</li> <li>• Energy Retrofit Loans</li> <li>• Urban Forestry Grants &amp; Incentives,</li> <li>• Energy efficiency incentives and rebates for homes</li> <li>• Youth climate action plan,</li> <li>• Waste community reduction grants, etc.</li> </ul>
<a href="#">Energy Conservation and Management</a> (City's operations)	Includes Energy conservation and demand management plan, building automation systems, deep lake water cooling, energy procurement, energy retrofits, energy tracking and reporting

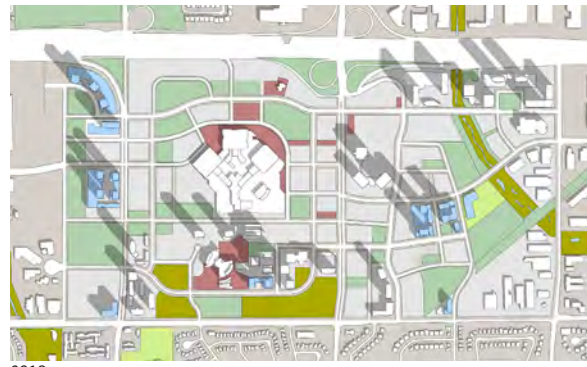
# Appendix C

## SUN SHADOW ANALYSIS

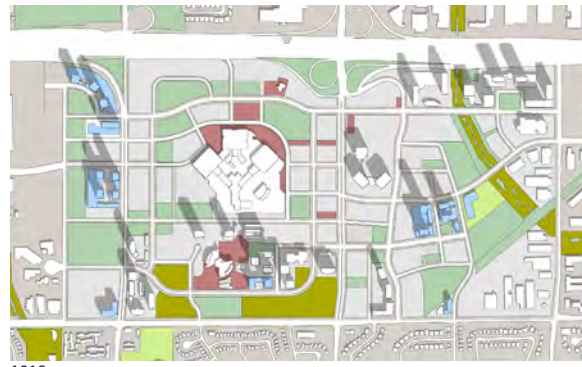
# September 21: Existing Condition Shadow Impact



### March 21: Existing Condition Shadow Impact



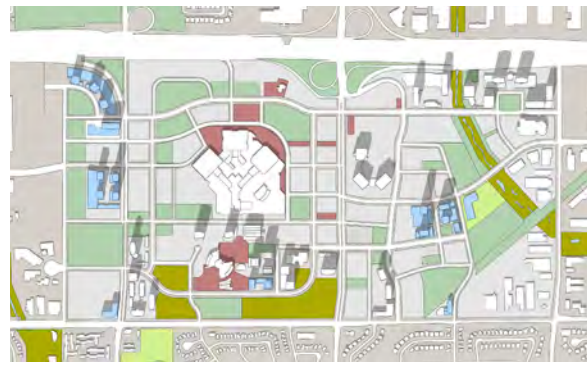
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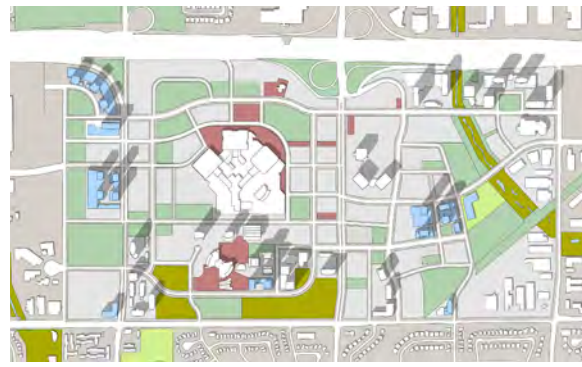
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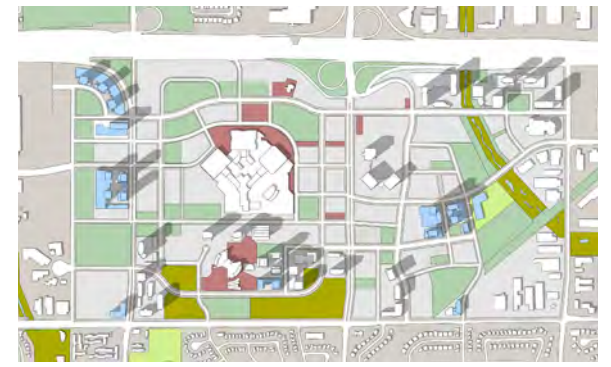
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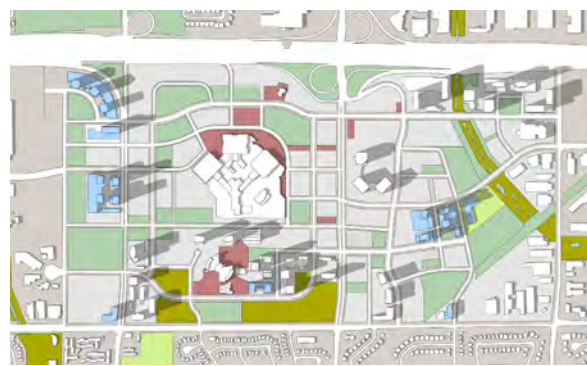
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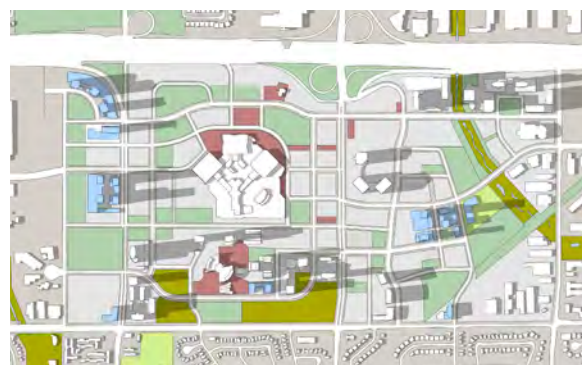
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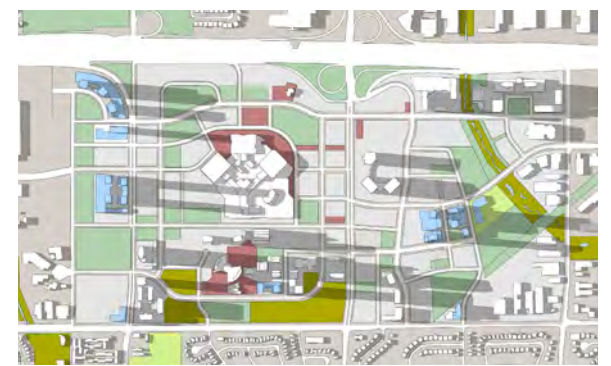
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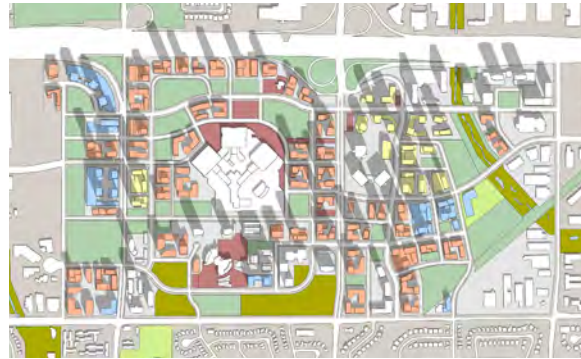


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### September 21: Proposed Condition Shadow Impact



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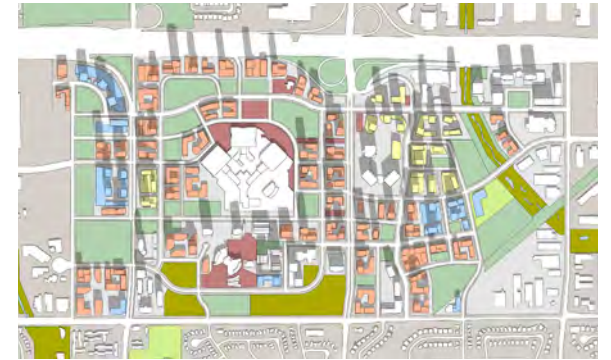
### March 21: Proposed Condition Shadow Impact



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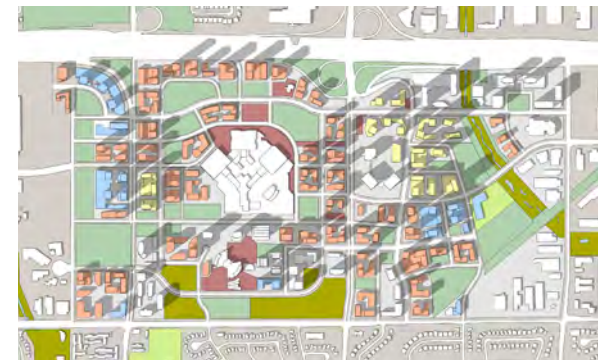
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# **Appendix D**

## **CULTURAL HERITAGE RESOURCE ASSESSMENT**

# 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.

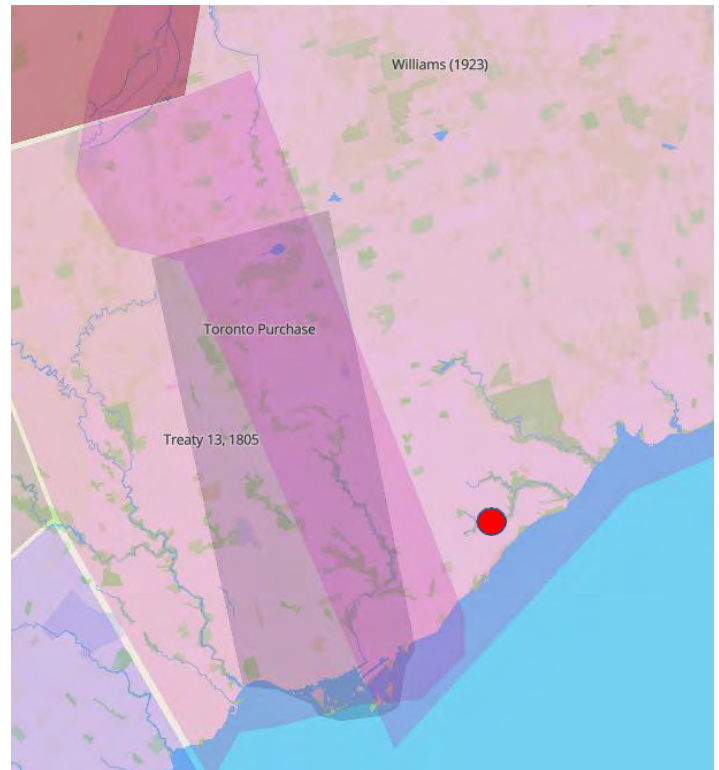


Figure D.1 Toronto Area Treatises. Red dot indicates approximate location of Scarborough Centre. (Source: Native-land.ca)



Figure D.2 Scarborough Centre in 1987 (Source: Toronto Public Library)



  
**SUBWAY**  
Scarborough  
Centre  
  
Automatic Entrance  
Entry by token or device print only.