SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

URBAN DESIGN GUIDELINES

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Scarborough Centre Urban Design Guidelines
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1.0 Introduction

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1.1 SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

The Scarborough Centre Urban Design Guidelines were developed alongside the Scarborough Centre Secondary Plan and are designed to support and provide greater guidance on the implementation of policy direction.

They represent the vision for Scarborough Centre as an important civic and economic hub and as a transit-oriented community. Critical elements of this vision include a green and expanded public realm, streets that are pedestrian and cycling friendly, and buildings that achieve a high quality of design.

The Guidelines will be used to evaluate all development applications within the Scarborough Centre Secondary Plan Area (Plan Area). They should be read in conjunction with the Secondary Plan policies and maps, the Official Plan and all other applicable city guidelines and standards.

Scarborough Centre Urban Design Guidelines include direction on public realm, site planning and built form including a Demonstration Plan three-dimensional model rendering that illustrates how the Plan Area could develop over time.

1.2 AREA CONTEXT

Scarborough Centre is located between Highway 401 to the north and Ellesmere Road to the south with irregular boundaries extending just west of Brimley Road and east along Bellamy Road, East Highland Creek and the McCowan Yard. It is approximately 175 hectares in size.

Scarborough Centre evolved from efforts undertaken in the 1960s and 70s by Scarborough mayor Albert Campbell and the renowned Toronto architect Raymond Moriyama to develop a 'downtown' and new Civic Center location for the former municipality of Scarborough.

At its heart, Scarborough Centre is best characterized by the Scarborough Civic Centre, the Scarborough Town Centre Shopping Mall, and several important open spaces including Albert Campbell Square and the Frank Faubert Woodlot.

Much of the Plan Area in 2025 is characterized by auto oriented parking areas surrounding Scarborough Town Centre Shopping Mall, big box stores, office buildings, and low-rise industrial uses.

In the future expansive parking areas will be replaced with new developed communities including new public streets, new public parks, and new buildings with good access to transit, services and amenities.

The Scarborough Subway extension of Line 2, with a planned transit station at Scarborough Centre, replaces the decommissioned Scarborough Rapid Transit Line 3 (SRT).The Scarborough Centre Transit Station (SC Transit Station), including subway station and bus terminal, will form a critical new focal point for Scarborough Centre.

Figure 1.1 Aerial view of Scarborough Centre circa 1967

Figure 1.2 Aerial view of Scarborough Centre 1985

Figure 1.3 Scarborough Civic Centre Skating 1980

Figure 1.4 Aerial view and boundary of Scarborough Centre 2024

Figure 1.5 Aerial view of Scarborough Centre 2024

1.3 STRUCTURE PLAN

The planned Urban Structure for Scarborough Centre includes the following elements:

Streets and Connections

- Street Network: A network of public streets, informed by the 2018 Scarborough Centre Transportation Master Plan. This will require the addition of a number of new local and collector streets through the redevelopment process, as well as the redesign of some existing streets, particularly surrounding the Scarborough Town Centre Mall site. Future streets are planned to include a number of design improvements, such as broader sidewalks, protected cycling facilities, and expanded tree planting areas.
- Connections: The public streets will be supplemented with additional local connections, which may be realized as public streets, private streets or as mid-block connections. These in turn will be supported by planned pedestrian mid-block connections and a network of pedestrian and cycling friendly trail connections and walkways, running through parks, natural areas and privately owned publicly-accessible spaces (POPS).

'Green Loop' System: The plan envisions a system of Green Loop streets and trails, organizing the parkland framework and enhancing connections to natural areas such as East Highland Creek, Frank Faubert Woodlot and West Highland Creek. Green Loop streets are to be designed with high-quality finishes, broader boulevard widths and double row tree planting, forming a visually coherent streetscape structure prioritizing pedestrians and cyclists. The Green Loops are as follows:

- Borough Loop: The most important Green Loop street will run along Borough Drive and a section of the Progress Avenue North Leg, encircling the Scarborough Town Centre Mall and Scarborough Civic Centre. The Borough Loop builds on the context of Frank Faubert Woodlot, stringing together an 'emerald necklace' of existing and planned green spaces.
- Eastern Loop: Extending from the Borough Loop, a secondary eastern loop will run along Corporate and Bushby Drive connecting to trails running along East Highland Creek. An additional link extending from Bushby Drive through Town Centre Court will connect into Albert Campbell Square.
- Western Loop: A secondary western loop will connect the Borough Loop to a network of planned parks along the boundary of the Brimley District and to future connections beyond the boundaries of Scarborough Centre to West Highland Creek.

Park and Open Spaces

- Natural Areas: Scarborough Centre's existing natural areas are amongst its most ecologically important features. They include Frank Faubert Woodlot and lands along East Highland Creek. The plan will provide access to these areas in a protected manner, while augmenting them with additional new adjacent parks and open spaces. Additional natural areas will be established east and west of the Civic Centre to expand Frank Faubert Woodlot.
- Public Parks: A critical element of the Plan is the addition of a number of new public parks to support the growing population of Scarborough Centre. A string of parks is planned along the Borough Loop, along East Highland Creek and the western boundary of Scarborough Centre, creating larger consolidated parks and open space areas, enhancing natural areas and strengthening the character of the Green Loop streets.
- Schools: Schools are an important component of complete communities that will support the growing population in Scarborough Centre. A school is planned adjacent to East Highland Creek. As Scarborough Centre's population intensifies, additional schools will be need with potential locations identified within the Civic District and the Commercial District.
- Civic Space: Defined to recognize the importance of the Scarborough Civic Centre, and the buildings and landscape open spaces surrounding the Centre including Albert Campbell Square. Together the buildings and landscape open spaces support the cultural and civic life of Scarborough and Scarborough Centre. Expansion, protection and enhancement of the Civic Space will strengthen public life, activities and cultural events taking place in and around the Scarborough Civic Centre throughout the year.
- Private Open Spaces: Private open spaces will augment and complement the network of public parks and natural areas. They may be provided as open space or as pedestrian mid-block connections and may be publicly accessible.

INTRODUCTION | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

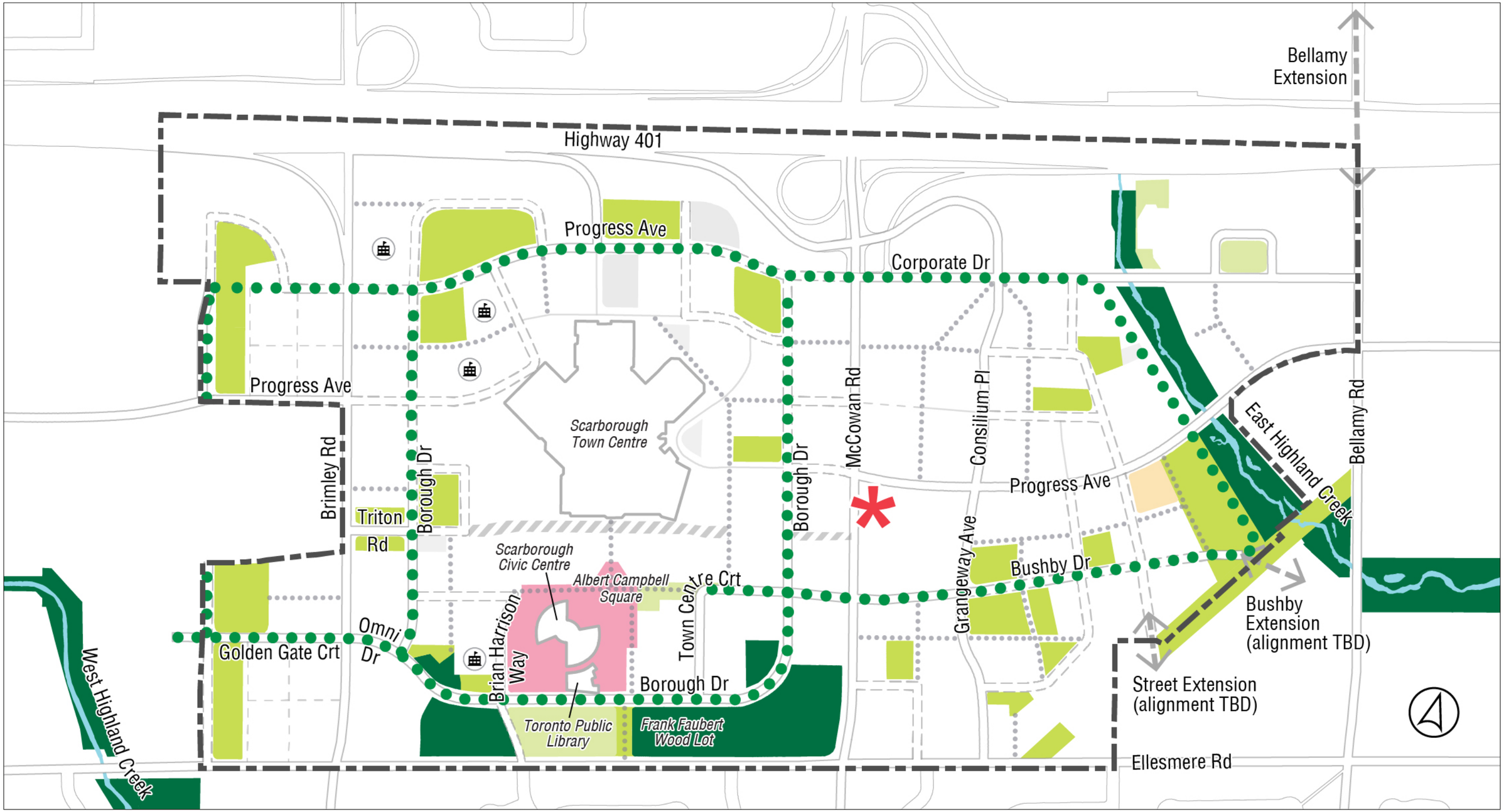


Figure 1.6 Structure Plan

INTRODUCTION | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

1.4 DISTRICTS

Scarborough Centre is divided into six Districts, which are as follows. Additional detailed policy direction for development of the districts is provided within the Scarborough Centre Secondary Plan.

The Civic District

The Civic District, south of the decommissioned SRT tracks, between Brimley Road and McCowan Road, is the most built out of the six districts. The Civic District is an area characterized by its civic uses and high-profile parks and natural areas including the Scarborough Civic Centre, Scarborough Civic Centre Library, Federal Building, Albert Campbell Square, Albert Campbell Park, Civic Green, Frank Faubert Woodlot, as well as a number of residential and office buildings.

The Civic District will continue to be characterized by civic buildings and landscape open spaces. The protection, enhancement and expansion of public spaces such as Albert Campbell Square, Civic Green and Frank Faubert Woodlot will be encouraged. New institutional uses, including schools will also be encouraged. The balance of the area will be made up of infill residential and commercial buildings.

The Commercial District

The Commercial District is dominated by the Scarborough Town Centre Mall (the Mall) and the parking areas that surround the Mall, comprising of all the lands within the planned Borough Drive loop.

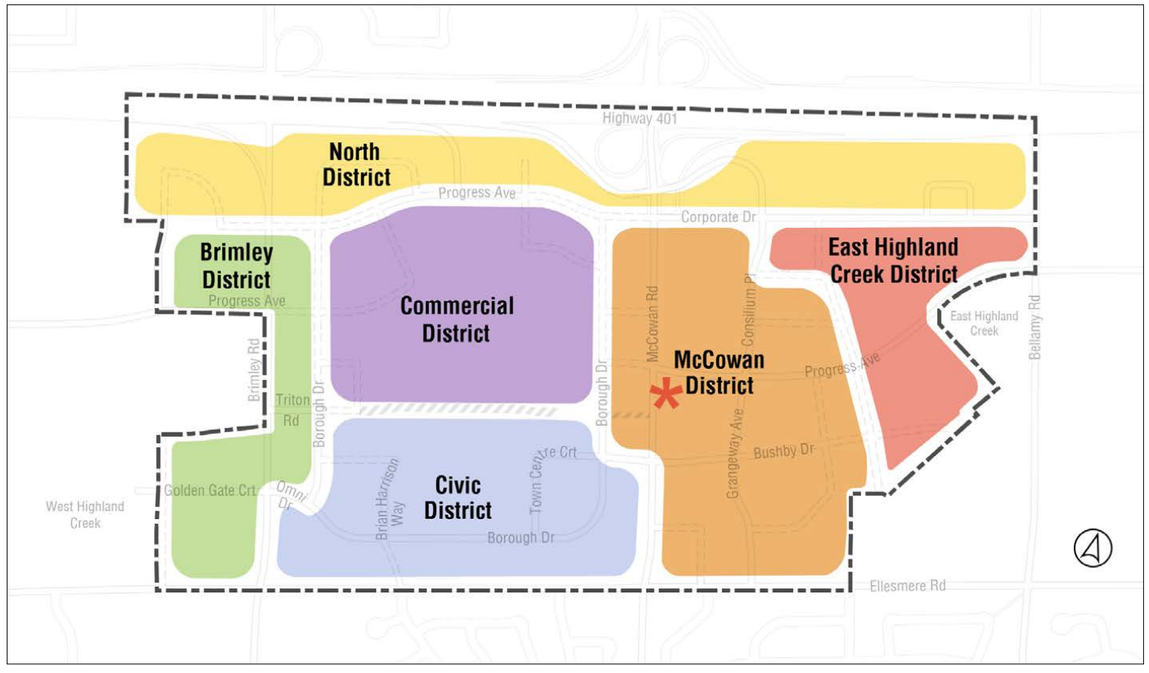


Figure 1.7 Districts Plan

Parking areas surrounding Scarborough Town Centre Mall will evolve into new mixed use neighborhoods including new public streets, new public parks, and new mixed use buildings with street facing retail that complements and enhances the retail vibrancy of the Mall. The infilling of parking lots and the introduction of a fine grain of public and private streets will dramatically change the character of the District to a more urban and interconnected one.

The Brimley District

The Brimley District, comprised of lands along Brimley Road with adjacency to Employment Areas to the west and West Highland creek beyond, is one of the least developed districts.

Many of the industrial uses located along the boundary of Scarborough Centre are expected to stay. Parkland is planned along the western boundary of the Brimley District to provide recreational opportunities for future residents.

Mixed use buildings with retail along Brimley Road are envisioned to provide a vibrant pedestrian environment along the main street.

The McCowan District

The McCowan District includes the lands along McCowan Road and to the east, including SC Transit Station.

The McCowan District will feature the greatest transformation in height and density planned around the SC Transit Station. The tallest building heights will be located on and around SC Transit Station creating a new downtown core for Scarborough Centre.

A mix of land uses will be provided with a greater concentration of non residential and office around the SC Transit Station. Retention of existing office buildings will be strongly encouraged.

Improvements to the pedestrian and cycling environment within the McCowan district will be prioritized to encourage safe pedestrian and cycling access to the SC Transit Station. Retail uses at-grade will be prioritized along McCowan Road and Progress Avenue to provide a vibrant pedestrian environment to and from the SC Transit Station.

The North District

The North District is made up of the lands immediately south of Highway 401, north of Corporate Drive and Progress Avenue. The eastern portion of the North District, east of Consilium Place is largely built out with high density residential development.

The majority of the North District is expected to be redeveloped into new high density residential buildings with some convenience retail at-grade. Large focal point parks are planned for the southern boundary along Progress Avenue to provide a variety of recreational uses and park programing for Scarborough Centre.

The East Highland Creek District

The East Highland Creek District includes a segment of East Highland Creek and lands located on both sides of the creek, south of Corporate Drive.

The District will prioritize expansion of parks, trails, and open spaces adjacent to East Highland Creek to provide access, expand, and enhance the ecological value of the creek corridor as a key natural heritage feature. A large park and school are planned adjacent to East Highland Creek, south of Progress Avenue.

New residential development will replace low-rise industrial buildings. Development will transition in height and scale to limit shadow impact on East Highland Creek.

INTRODUCTION | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

2.0 Public Realm

2.1 Streets and Blocks

2.2 Parks

2.3 Natural Areas

2.4 Privately Owned Publicly-Accessible Spaces

2.5 Pedestrian Mid-Block Connections

2.6 Trail Connections

2.7 Public Art

2.1 STREETS AND BLOCKS

While Scarborough Centre is currently characterized by a coarse block structure, the Secondary Plan envisions the introduction of a fine grid of streets and local connections that will break down the size of development blocks and substantially improve pedestrian permeability, adding more options for movement.

Scarborough Centre will develop over time to provide an extensive network of public streets and local connections through development sites supported by pedestrian mid-block connections and trail connections.

Realignment of existing streets in particular within the lands surrounding Scarborough Town Center Mall will be required to create a regularized street and block pattern to support new development blocks.

Guidelines:

2.1.1 Streets and blocks are identified in the Structure Plan (Figure 1.6) and the Street Network Plan (Figure 4.7).

2.1.2 The Street Network Plan (Figure 4.7) includes public streets and local connections, with a complementary network of pedestrian mid-block and trail connections that encourages a fine grain block structure for Scarborough Centre.

2.1.3 Variety in street, block and open space configurations are recommended to contribute to the character and identity of new neighborhoods and to fit within the planned character and intensity of the six districts, contributing to a strong sense of place.

2.1.4 Block design should be less than 100 metres long and should not exceed 150 metres.

2.1.5 The street network and the pedestrian mid-block and trail network are to be designed to maximize pedestrian and cycling movement through Scarborough Centre.

2.1.6 Local connections may develop as either public streets, private streets or pedestrian mid-block connections.

2.1.7 Local connections should be designed to read as ‘public’ despite their potential private ownership and provide access to the general public year round at all times of day.

2.2 PARKS

Parks are a critical element of Scarborough Centre's future, creating livable communities for residents, workers, and visitors. Many new parks of varying sizes and functions are planned for Scarborough Centre to support the growth of the Plan Area.

The location and distribution of planned parkland is focused around Green Loop Streets, East Highland Creek, and Frank Faubert Woodlot, expanding the existing natural area network and prioritizing parkland along important pedestrian and cycling oriented streets within Scarborough Centre.

Although individual parks may have specific programs, taken all together parkland in Scarborough Centre should include a variety of sports facilities, playgrounds, passive seating areas, landscaped areas, community gardens, and dog-walking areas to serve the needs of the growing community.

Albert Campbell Square will continue to serve as the main venue in Scarborough Centre for cultural events, outdoor festivals or performances.

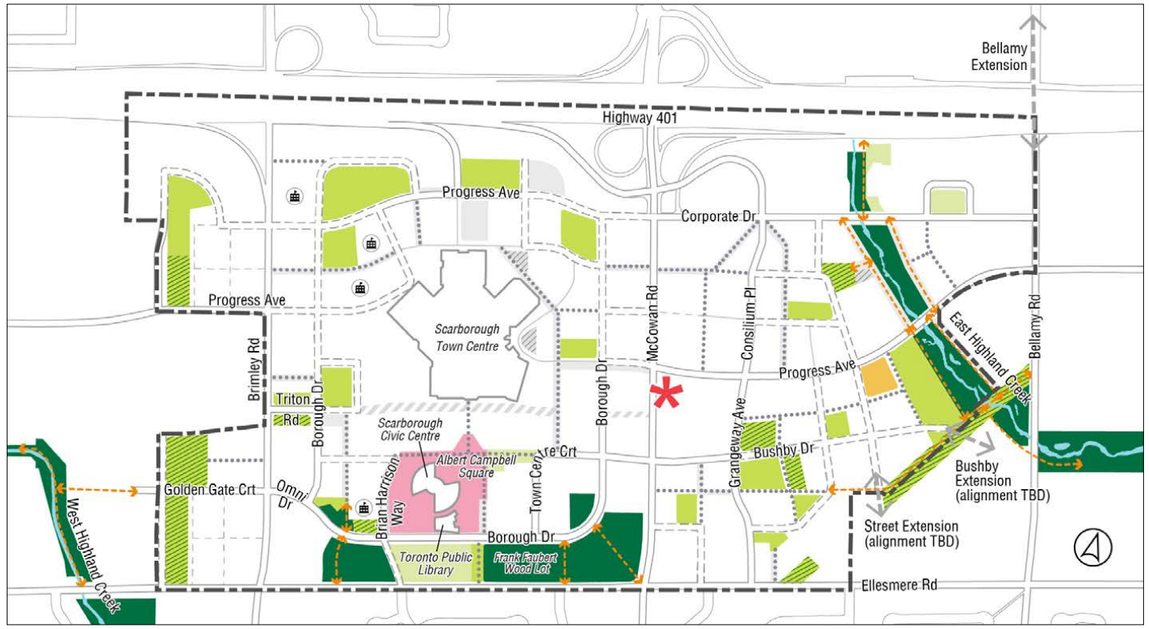


Figure 2.1 Parks and Open Spaces Plan

Figure 2.2 Conceptual rendering of a large park in Scarborough Centre

Figure 2.3 Conceptual rendering, East Highland Creek Park

Guidelines:

2.2.1 Parkland location for Scarborough Centre is identified in the Parks and Open Spaces Plan (Figure 2.1).

2.2.2 All new parks should provide one or more generous public street frontages and be of a size and configuration that supports a wide range of programming opportunities. Full park blocks are strongly encouraged where possible.

2.2.3 New parks should prioritize expansion and connection to existing Parks and Natural Areas.

2.2.4 Parkland should be delivered in pace with new development as Scarborough Centre grows, ensuring equitable access to park space, amenities and facilities.

2.2.5 Cultural and natural history should form a major element in park design, programming, and interpretation. This includes engagement with Indigenous communities and the diverse residents that call Scarborough home.

2.2.6 Parkland design should:

a. Place a major focus on sustainability, with priority given to expansion of the tree canopy and the use of native tree, shrub and perennial species;

b. Accommodate all ages and abilities, ensuring accessibility and supporting a variety of interests;

c. Be designed for year-round use, including weather protection and winter programming;

d. Be well lit and fully accessible to users through a network of internal walkways;

e. Feature multiple seating areas;

f. Include bicycle parking areas and space for bike share facilities;

g. Incorporate water features where appropriate.

2.2.7 Larger parks should include public washrooms, a critical element of equity and accessibility.

2.2.8 Shadow on parkland should be avoided where possible (See Built Form: Protection from Shadowing).

2.3 NATURAL AREAS

Natural areas are publicly-owned lands that serve a protective ecological function. In Scarborough Centre, these include Frank Faubert Woodlot and lands along East Highland Creek.

Guidelines:

2.3.1 Prioritize expansion of existing natural areas through new natural areas or new parks and open spaces adjacent to natural areas as shown on the Parks and Open Space Plan (Figure 2.1).

2.3.2 Natural areas will serve a primarily ecological function; tree planting and stewardship will be prioritized to work toward City of Toronto tree canopy goals.

2.3.3 Pedestrian trails will be designed alongside natural areas to support views and enjoyment of the natural areas. Fencing and naturalization buffers will be implemented to prevent ecological damage.

2.3.4 Design seating and signage alongside pedestrian trails to provide natural and cultural educational content, especially relating to Indigenous significance.

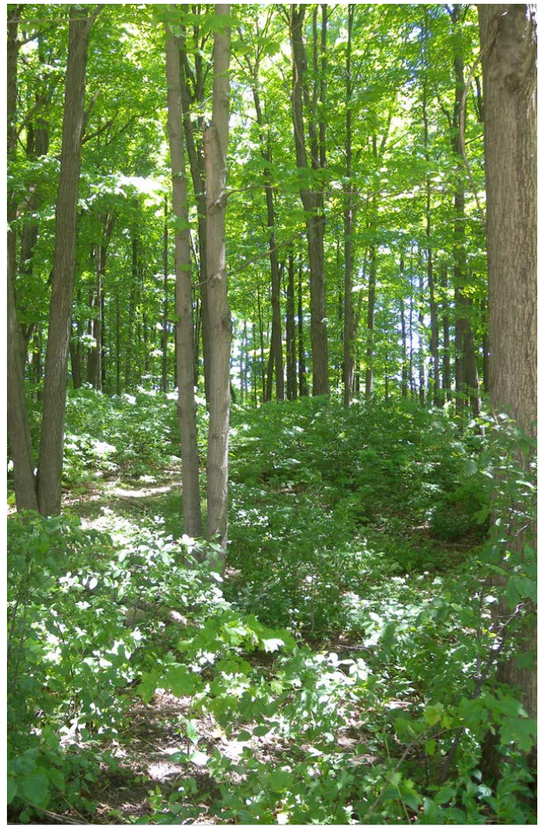


Figure 2.6 Frank Faubert Woodlot, Scarborough Centre

Figure 2.4 St. Andrews Playground Park, Toronto

Figure 2.5 Riverdale Park East, Toronto

Figure 2.7 East Highland Creek, Scarborough Centre

PUBLIC REALM | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

2.4 PRIVATELY OWNED PUBLICLY-ACCESSIBLE SPACES

Private open spaces can contribute to the public realm if they are publicly accessible. Privately owned publicly-accessible spaces (POPS) complement the system of public parks and natural areas. POPS within Scarborough Centre comprise of predominantly pedestrian mid-block connections, trails connections or private open spaces and squares.

Guidelines:

2.4.1 POPS locations are identified in the Parks and Open Spaces Plan (Figure 2.1). Additional POPS are encouraged throughout Scarborough Centre to improve pedestrian connectivity and place making.

2.4.2 Private open spaces should be publicly accessible where feasible throughout Scarborough Centre to enhance public connectivity and place making. Private open spaces fronting public streets, public parks, and natural areas or serving as pedestrian mid-block connections should be publicly accessible.

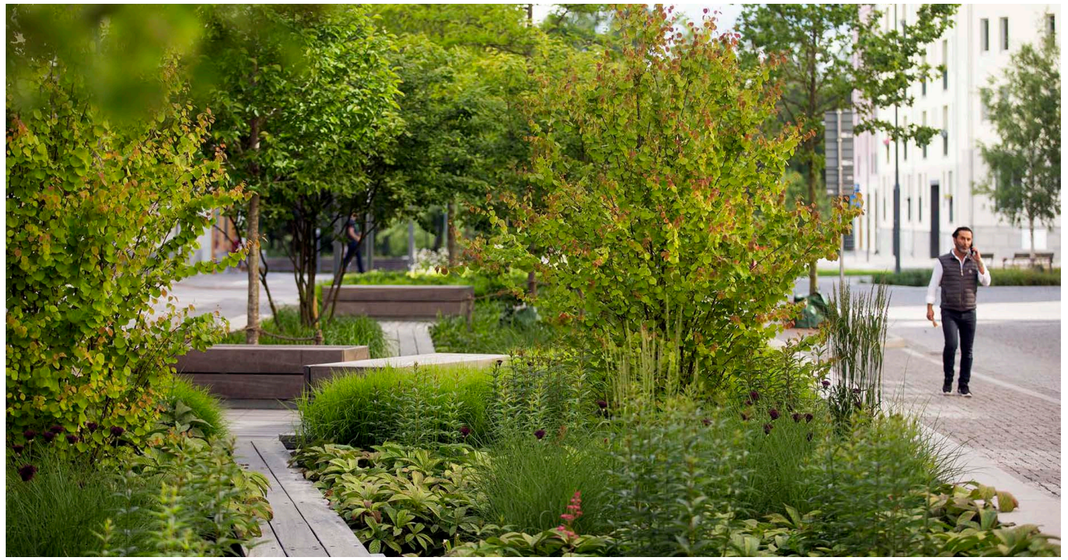
2.4.3 POPS should be located at-grade and coordinated with active at-grade uses to promote safety. Open spaces or squares should be provided adjacent to public streets for high visibility.

2.4.4 POPS are to be universally accessible and well lit with pedestrian scaled lighting.

2.4.5 POPS design can be hardscaped or softscaped in nature. Tree planting, landscaping and seating are strongly encouraged to improve pedestrian comfort and amenity.

2.4.6 Public art is encouraged within POPS.

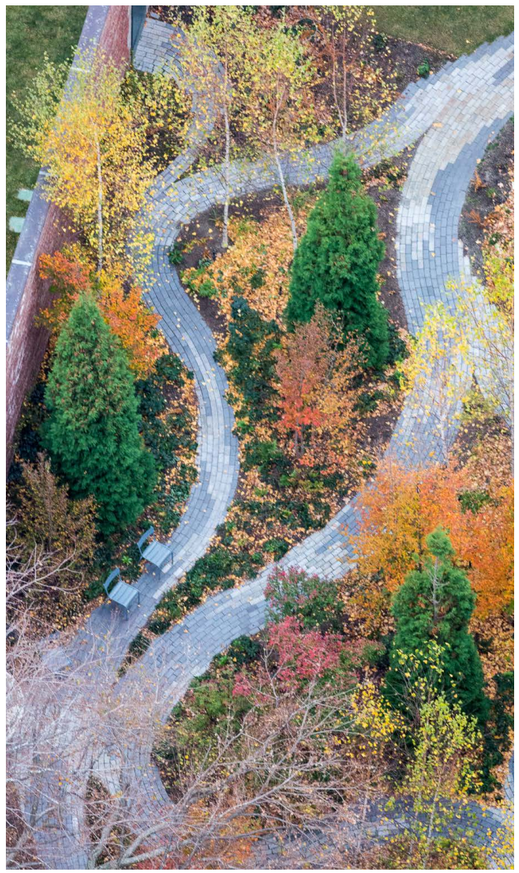
Figure 2.8 Conceptual rendering, POPS



Jaktgatan/Lövängsgatan, Stockholm, Sweden (c: AJ Landskap)

LL Hawkins Block, Portland, OR (c. GBD Architects)

Arbor Block, Seattle, WA (c.Hewitt Architects)



Boston, MA (c. MVVA_lex S Maclean Landslides Aerial Photography)

Figure 2.9 Examples of POPS suitable for Scarborough Centre

2.5 PEDESTRIAN MID-BLOCK CONNECTIONS

Pedestrian mid-block connections provide an additional network of pedestrian and cyclist movement, complementing the street network and dividing larger development blocks into smaller development blocks.

Guidelines:

2.5.1 Pedestrian mid-block connections are identified in the Structure Plan (Figure 1.6) and the Street Network Plan (Figure 4.7) Additional pedestrian mid-block connections are encouraged throughout Scarborough Centre to improve pedestrian connectivity.

2.5.2 A connected linear network of pedestrian mid-block connections is encouraged across multiple development blocks to achieve a comprehensive pedestrian network that complements the public street network.

2.5.3 Pedestrian mid-block connections should formalize existing and future pedestrian desire lines where possible.

2.5.4 Pedestrian mid-block connections should provide a minimum width of 15 metres between buildings, with a pedestrian clearway of 6 metres and tree planting on either side.

2.5.5 Mid-block connections should be designed to be accessible, well-lit, landscaped, and have clear sight lines and upgraded paving treatments.

2.5.6 Active commercial and residential uses and moderately active uses such as lobbies and amenity areas are recommended to improve safety and overlook.

Marina Gateway, Vancouver, BC (c: Perkins and Will)

Figure 2.10 Mid-block connections of various types and scales

2.6 TRAIL CONNECTIONS

Trail connections direct and provide pedestrian and cycling access to natural areas including East Highland Creek, West Highland Creek and Frank Faubert Woodlot for residents and visitors to experience and enjoy natural heritage features within and adjacent to Scarborough Centre.

Guidelines:

2.6.1 Trail connections are identified in the Street Network Plan (Figure 4.7) and the Parks and Open Space Plan (Figure 2.1).

2.6.2 Trail connections are to be publicly owned as part of the parks network or publicly accessible as a privately owned publicly -accessible space (POPS) to ensure public accessibility of the natural areas.

2.6.3 Trail connections should provide a minimum width of 10 metres, with a paved multi use trail width of 4 metres, to accommodate pedestrians and cyclists, and a planting zone on either side as identified in the East Highland Creek Trail Cross Section (Figure 2.11).

2.6.4 Active or moderately active uses and pedestrian lighting is encouraged along trail connections for safety and security.

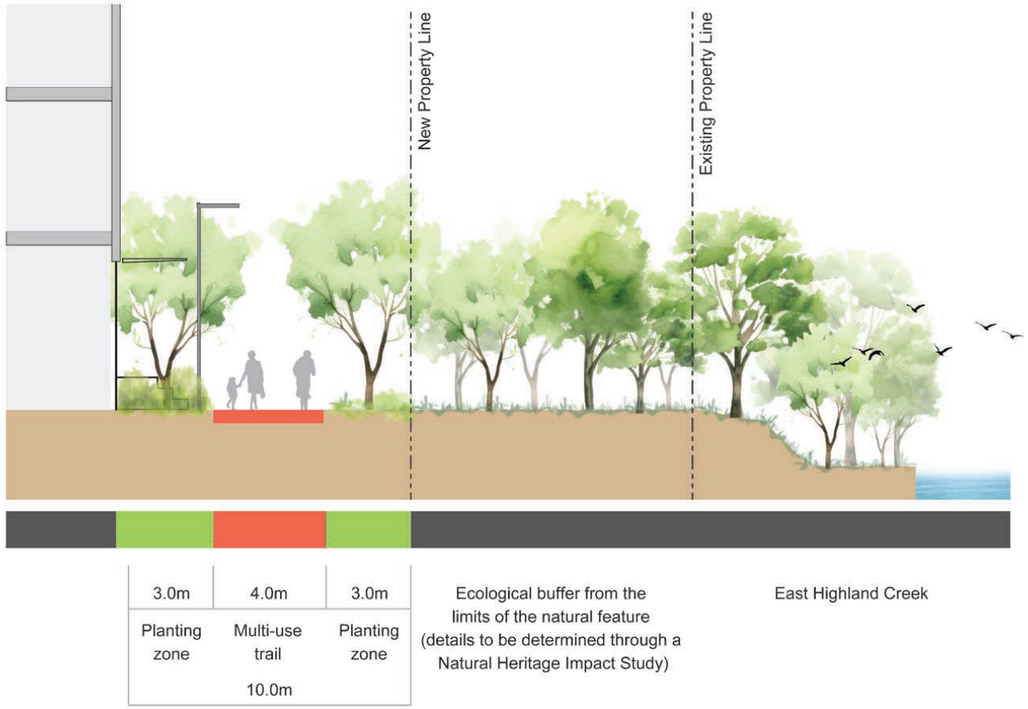


Figure 2.11 East Highland Creek Trail Cross Section

2.7 PUBLIC ART

Public art has played a role in the identity and character of Scarborough Centre for decades with several public art pieces surrounding Scarborough Civic Centre such as the Hand of God (Figure 2.13) located within the Hand of God Park. The Scarborough Centre Public Art Master Plan was completed in 2018 to provide direction for the expansion of public art within Scarborough Centre as Scarborough Centre redevelops.

Guidelines:

2.7.1 Locations for public art are identified in the Scarborough Centre Public Art Plan (Figure 2.12) based on the Scarborough Centre Public Art Master Plan.

2.7.2 Public art works should speak to the natural history, culture and identity of Scarborough to contribute to a sense of place.

2.7.3 Public art works should prioritize local Scarborough-based artists and Indigenous artists.

2.7.4 Refer to the Scarborough Centre Public Art Master Plan for further guidance.

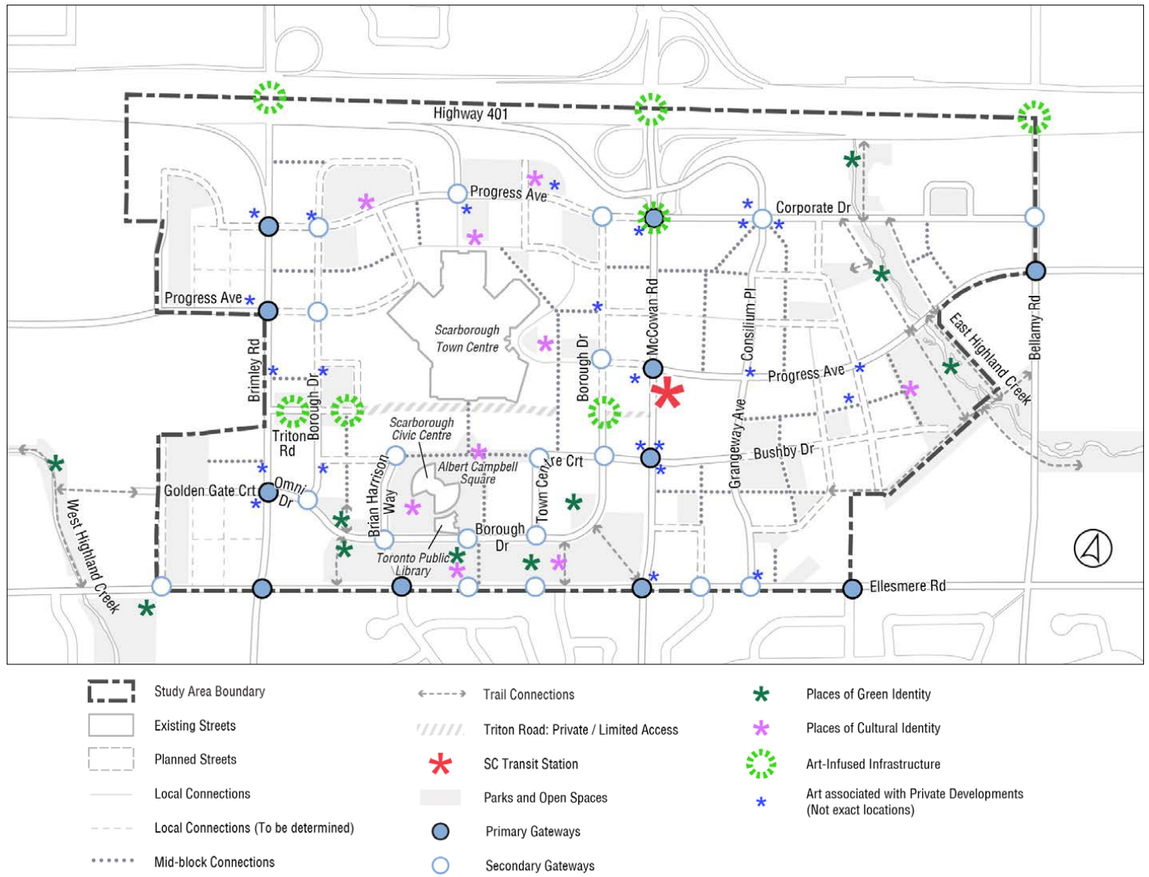


Figure 2.12 Scarborough Centre Public Art Plan

Hand of God, Carl Miles

Water Guardians, Toronto (c: Marman and Borins)

Light Play, Toronto (c: Studio F Minus)

Float Forms, Douglas Coupland

Figure 2.13 Examples of public art in Scarborough Centre and Toronto

3.0 Built Form

3.1 Setbacks

3.2 Vehicular Access, Parking, and Servicing

3.3 Active At-Grade Uses

3.4 At-Grade Open Space and Outdoor Amenity Areas

3.5 Building Heights

3.6 Building Types

3.7 Tall Buildings

3.8 Minimizing Shadow Impact

3.9 Tall Building Base Building and Tower Stepbacks

3.10 Heritage

3.11 Civic Space

3.1 SETBACKS

Building setbacks provide additional space for pedestrian walkways, spill out commercial uses, and additional landscaping such as tree planting and understorey planting to enhance the building frontage and provide privacy for ground floor residential units.

Guidelines:

3.1.1 Building setbacks from public streets, public parks and East Highland Creek are required in the Secondary Plan and identified in the Building Setbacks Plan (Figure 3.1)

3.1.2 Along arterial streets such as Brimley Road, McCowan Road, Ellesmere Road, and Bellamy Road, a 3 metre building setback is required with an additional 3 metre building setback at-grade for a height of 10.5 metres. This allows for an overhang to provide pedestrian weather protection as well as the planting of a second row of trees within the setback (Figures 3.2 and 3.3.)

3.1.3 A 5 metre building setback is required along Progress Avenue, Bushby Drive, and Corporate Drive to achieve a second row of street trees. Three metre building setbacks are required along all other streets.

3.1.4 All buildings are to set back 5 metres from public parks and natural areas. A 10 metre building setback is required to East Highland Creek to provide a trail connection (Figure 2.11).

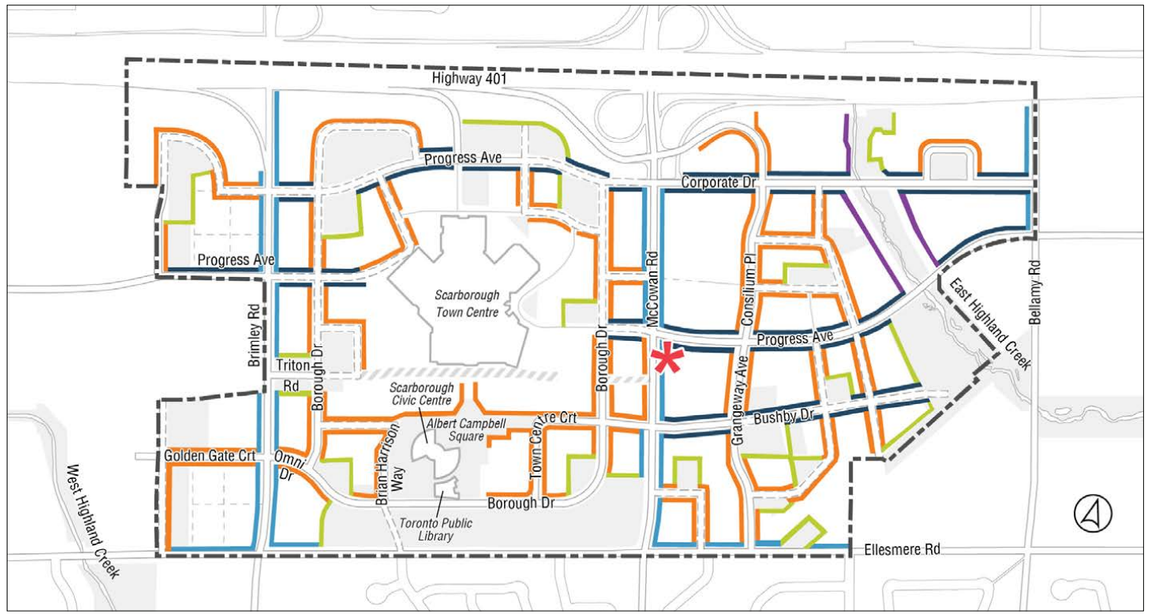


Figure 3.1 Building Setbacks Plan

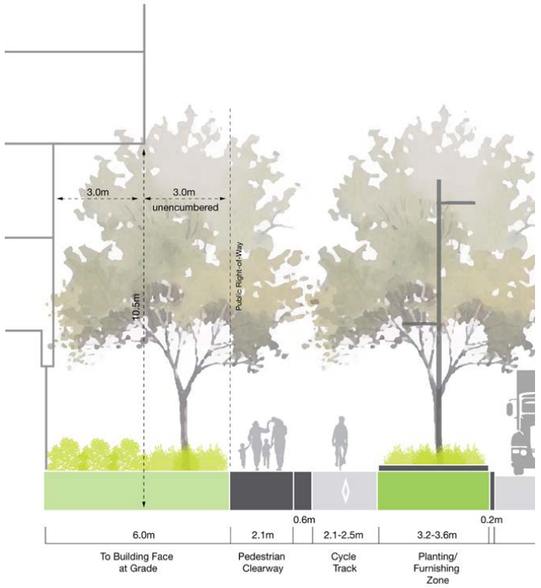


Figure 3.2 Arterial Road Setback Cross Section: Landscape frontage character with residential uses at-grade

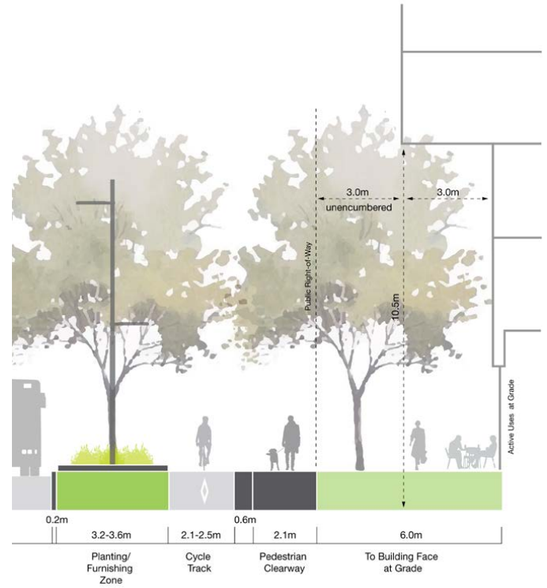


Figure 3.3 Arterial Road Setback Cross Section: Urban frontage character with commercial uses at-grade

3.2 VEHICULAR ACCESS, PARKING, AND SERVICING

As Scarborough Centre redevelops, vehicular access, parking, and servicing will need to be designed to minimize impact on the public realm.

Guidelines:

3.2.1 Vehicular access to buildings should occur directly off of a minor local street where possible, limiting pedestrian vehicular conflict on pedestrian and cycling oriented Arterial, Mixed Use, and Green Loop Streets.

3.2.2 Parking should be located below-grade to promote active uses at-grade along public streets, parks and POPS.

3.2.3 Above grade parking is strongly discouraged but may be considered if integrated within built form and wrapped with active uses facing public streets, parks, and POPS.

3.2.4 Stand alone above grade parking structures are strongly discouraged.

3.2.5 Indoor and outdoor resident and visitor bicycle parking should be provided in all developments to promote cycling within Scarborough Centre.

3.2.6 Servicing and servicing elements such as gas meters and transformers should be integrated into the built form, designed at the rear of buildings and screened from the public realm.

3.3 ACTIVE AT-GRADE USES

Active at-grade uses are important to animate and bring vibrancy to Scarborough Centre's streets, parks and POPS. Active at-grade uses can include commercial, residential or institutional uses that provide overlook and animation onto the public realm.

Guidelines:

3.3.1 Active commercial uses at-grade are required in the Secondary Plan along portions of Progress Avenue and McCowan Road and are identified in the Active Commercial Uses At-Grade Plan (Figure 3.4). These include sites leading to and from the SC Transit Station and Scarborough Town Centre Mall, designed to achieve a commercial main street character leading to major destinations within Scarborough Centre.

3.3.2 Active commercial uses at-grade are encouraged in all parts of Scarborough Centre, especially on arterial streets such as Brimley Road, McCowan Road and Ellesmere Road.

3.3.3 Commercial uses at-grade should have main entrances directly accessible to the public sidewalk, high quality facade animation and articulation, generous 4.5m minimum floor to ceiling heights and appropriate amount of space for retail adaptability over time.

3.3.4 Active at-grade uses should be provided along all public street, public park and POPS frontage to animate the public realm. Active at-grade uses include retail, service, residential lobbies and units, offices, community and institutional uses.

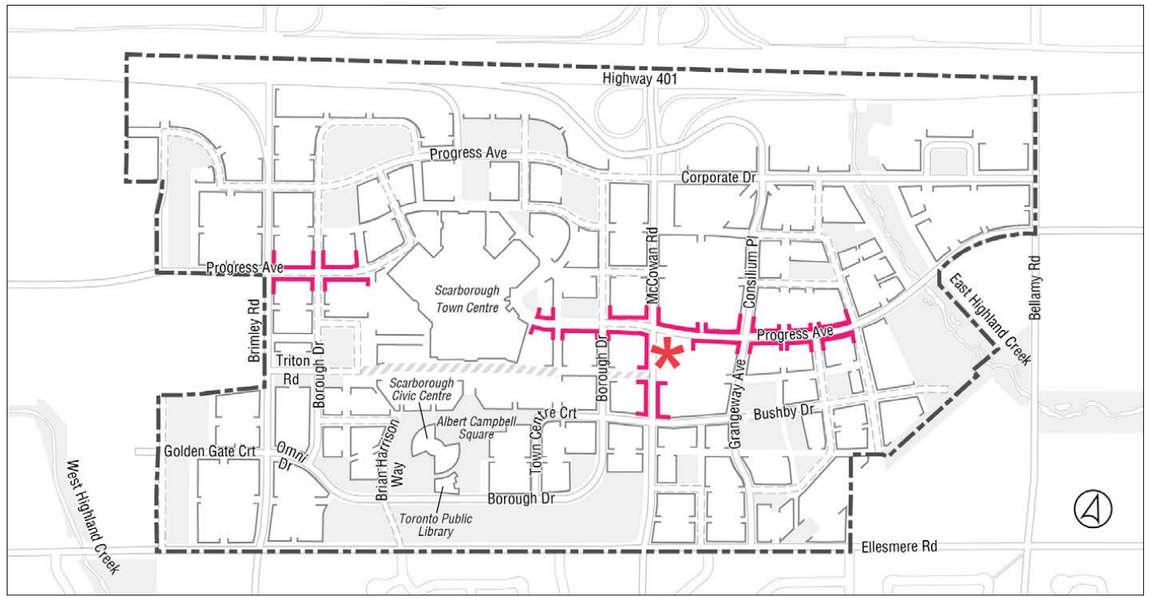


Figure 3.4 Active Commercial Uses At-Grade Plan

3.4 AT-GRADE OPEN SPACE AND OUTDOOR AMENITY AREAS

Development is encouraged to contribute a variety of landscape open spaces in addition to public parks and POPS. These may include private plazas, courtyards, outdoor amenity space, dog amenity areas, gardens, walkways or landscape buffers.

Guidelines:

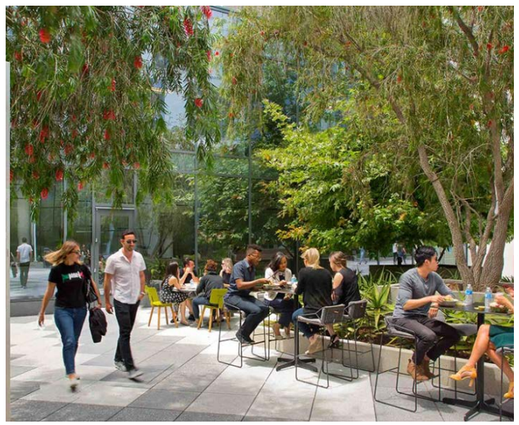
3.4.1 Open space and amenity areas should be provided at-grade and along public streets, parks, POPS and Natural Areas to contribute to the visibility and enhancement of the public realm.

3.4.2 Outdoor amenity areas should be generously scaled, connected to indoor amenity areas and screened from service areas.

3.4.3 Outdoor amenity areas may accommodate a wide variety of programs and should incorporate sustainable features wherever possible. These may include permeable surfaces, native plantings, and use of recycled water for irrigation (or designs that minimize the need for irrigation).

3.4.4 Other at-grade spaces may include buffering plantings at the side or rear of sites. These spaces should be naturalized and planted with drought-tolerant native species.

Project BIGyard, Berlin, DE (c: Zanderroth Architekten)



Columbia Square, LA (c: RIOS)

Figure 3.5 At-grade open spaces and amenity areas

3.5 BUILDING HEIGHTS

Building heights in Scarborough Centre are to respond to its planned context as a transit-oriented, mixed-use urban centre planned for density and growth within the City of Toronto.

The greatest height and intensity of buildings are planned immediately adjacent to the SC Transit Station, along the northern edge of the Centre adjacent to Highway 401, and around the intersection of Brimley Road and Progress Avenue. These three areas are referred to as the "Height Peak Areas". A transition in height and intensity should occur away from each of the Height Peak Areas towards the boundary of the Plan Area to adjacent neighborhoods and employment areas, and important public realm elements such as civic spaces, parks, open spaces, and natural areas.

Varied building heights will contribute to the unique relationship between the built form, streets, and open spaces, enhancing the visual interest of the Centre. As Scarborough Centre continues to grow and change over time, building heights that are proposed through development should respect the character and scale of each district.

Guidelines:

3.5.1 Building height ranges for Scarborough Centre are defined in the Secondary Plan and identified in the Building Heights Plan (Figure 3.6).

3.5.2 The tallest building heights are located within the Height Peak Areas, defined as 45-55 storeys in height, at and surrounding the SC Transit Station, along Highway 401 between McCowan Road and Brimley Road and at the intersection of Brimley Road and Progress Avenue.

3.5.3 Building heights within the Height Peak Areas should vary to contribute to the built form character and skyline of Scarborough Centre.

3.5.4 Building heights are to step down as they move away from the Height Peak Areas, defining the skyline for Scarborough Centre, providing transition in height down to lower scale employment areas and neighborhoods and minimizing shadow impact on parks and natural areas.

3.5.5 Building heights less than the defined height ranges may be considered in appropriate locations through the development review process.

3.5.6 Building heights less than 10.5 metres in height (equivalent to three storeys) are discouraged in Scarborough Centre.

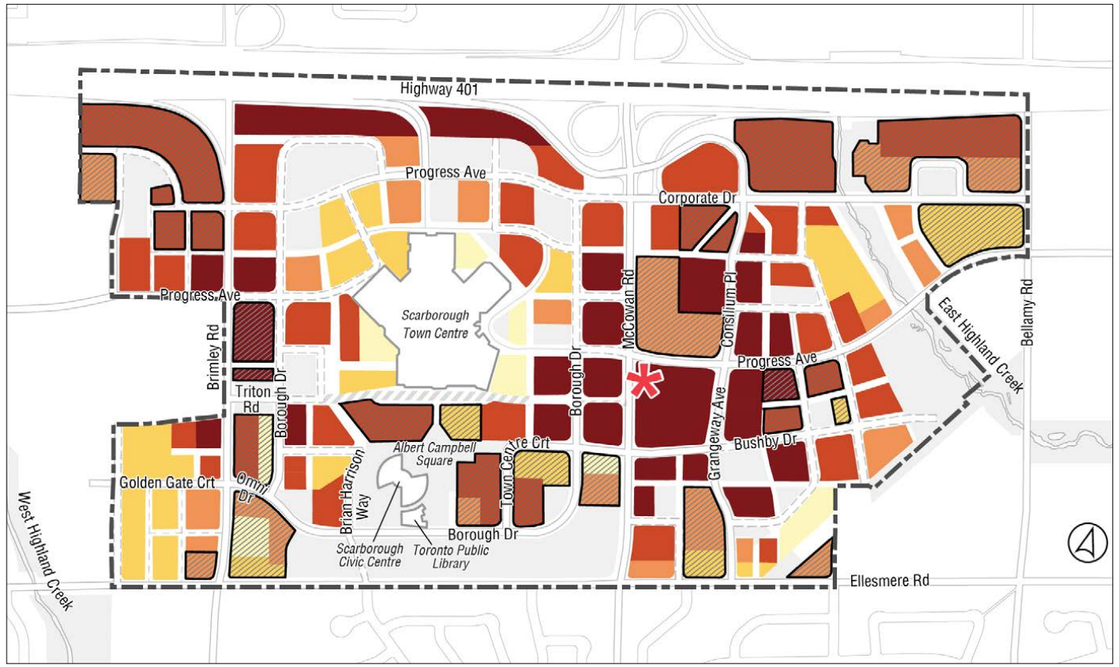


Figure 3.6 Building Heights Plan

BUILT FORM | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

3.6 BUILDING TYPES

Good urban places are composed of many buildings, varied in building type and building height. New buildings will shape the pedestrian realm, respond to and reinforce the existing and planned context, and incorporate the most recent sustainable building principles.

Scarborough Centre will need a range of building types, especially tall buildings and mid-rise buildings to support density for Scarborough Centre, one of the five urban centres planned for growth in the City of Toronto. While towers help to achieve higher densities within the Centre and around transit, a monoculture of tall buildings is not desirable from a design, quality of life and pedestrian comfort perspective.

Few low-rise buildings are expected due to density intensification targets for Scarborough Centre. Low-rise buildings will play a supportive role as part of larger masterplan scale developments.

Guidelines:

3.6.1 Tall buildings will form a prominent part of Scarborough Centre, in particular within the three Height Peak Areas, supporting density around transit and density within Scarborough Centre.

3.6.2 Building types will vary throughout Scarborough Centre and will be predominantly tall buildings and mid-rise buildings to promote an urban character.

3.6.3 Careful placement and design of tall buildings is required to provide a positive contribution to the skyline, maximize sky view and sunlight at-grade, and limit shadow impacts.

3.6.4 Mid-rise buildings will generally be provided on sites outside the Height Peak Areas.

3.6.5 Mid-rise buildings are recommended on sites adjacent to parks, Green Loop streets and natural areas to promote a pedestrian friendly scale of building that limits shadow impact on public spaces.

3.6.6 Mid-rise buildings are recommended along Scarborough Centre boundaries such as Ellesmere Road, Bellamy Road and the west boundary to provide transition in scale to lower scale employment and neighborhood areas.

3.6.7 On larger sites that can accommodate multiple blocks with new streets and parks, one or more midrise buildings are to be provided to ensure a variety of building types.

3.6.8 Low-rise buildings are generally discouraged but may be provided in appropriate locations, as commercial extensions of Scarborough Town Centre Mall, for institutional or employment purposes, within large redevelopment sites, or along parks, natural areas or Scarborough Center boundaries as transition in scale.

3.6.9 Tall buildings in Scarborough Centre should follow the direction of the Scarborough Centre Secondary Plan and Urban Design Guidelines on tower height, tower separation and base building height. Tall building design should follow the city-wide Tall Building Guidelines with respect to other subjects not described in the Secondary Plan and Guidelines.

3.6.10 Mid-rise buildings and low-rise residential buildings should follow the direction of the city-wide Mid-Rise Building Design Guidelines and Townhouse and Low-Rise Apartment Guidelines.

18 Yorkville, Toronto (c: Architects Alliance)

Regent Park, Block 17, Toronto (c. Wallman)

Arbor Blocks, Seattle, WA (Hewitt Architects)

The Wyatt, Regents Park, Toronto (c: Wallman)

Canary District, Toronto (c: KPMB)

Figure 3.7 A range of building types will contribute to the urban character of Scarborough Centre

BUILT FORM | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

3.7 TALL BUILDINGS

Tall buildings are to be located and spaced appropriately to minimize the negative impacts associated with tall buildings. Tower separation is important to ensure privacy between units, to allow visual access to skyview and to promote sunlight access between towers to the street. Variation in tower location and greater tower separation can contribute to a visually open and spacious pedestrian environment.

The city-wide Tall Buildings Guidelines use a 25-metre tower separation standard. With many planned tall buildings to be built in Scarborough Centre over time, an opportunity exists to expand on tower separation and tower placement, enhancing the pedestrian environment and creating a distinct built form character for Scarborough Centre.

Guidelines:

3.7.1 Tall buildings are to be designed to support a comfortable pedestrian environment by providing appropriate tower separation and base building stepbacks to allow adequate sunlight to the street, adequate visual access to skyview and to ensure appropriate wind conditions in all seasons.

3.7.2 Minimum tower separation distances are defined in the Secondary Plan.

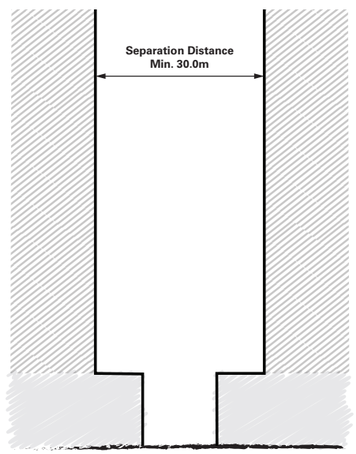
3.7.3 The minimum separation distance between the tower components of tall buildings will be 30 metres within Scarborough Centre, as identified in Minimum Tower Separation illustrations (Figure 3.8).

3.7.4 The minimum separation distance between the tower components of tall buildings within the McCowan District will be 25 metres where the greatest intensity of tall buildings is proposed.

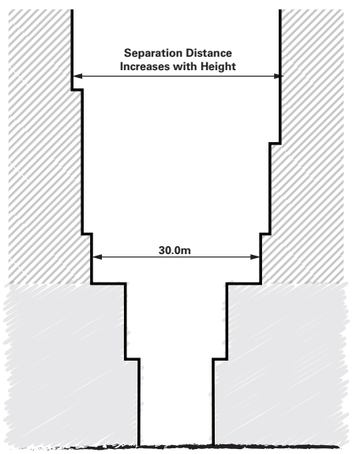
3.7.5 The greater the height of a tall building, the greater the separation from other tall buildings in addition to 30 metres is encouraged, as identified in Minimum Tower Separation illustrations (Figure 3.8).

3.7.6 Tall building placement is to be staggered across development blocks fronting McCowan Road and Brimley Road through varied tower orientation and stepbacks. Staggered tower placement provides visual variety and mitigates wind downdraft and channeling along major arterial streets, alleviating a canyon like affect with the implementation of multiple towers across development blocks.

3.7.7 Tall buildings located along Brimley Road and McCowan Road at the boundary of Scarborough Centre will incorporate architectural features to emphasize their role as gateway buildings through building massing and design articulation.



Separation Between Tall Buildings:
Minimum 30m



Separation Between Tall Buildings
Increases with Height (30+m)

Figure 3.8 Minimum Tower Separation

3.8 MINIMIZING SHADOW IMPACT

Building shadows are an inevitable part of urban life, but excessive shadowing can limit the comfort of public spaces throughout the year.

Sunlight on parks, squares and natural areas is protected within Scarborough Centre as stated in the Secondary Plan shadow policies below:

1. Development will achieve a minimum of 6 consecutive hours of sunlight on 75 percent of Albert Campbell Square between 11:18 am to 5:18 pm from March 21st to September 21st.

2. Development will achieve a minimum of 6 consecutive hours of sunlight on 75 percent of existing parks within Scarborough Centre, including Lee Centre Park, Hillsborough Park, and Hand of God Park between 9:18 am to 6:18 pm from March 21st to Sept 21st.

3. Development will achieve a minimum of 5 consecutive hours of sunlight on 75 percent of existing Natural Areas including East Highland Creek and Frank Faubert Woodlot between 9:18 am to 6:18 pm from March 21st to September 21st.

4. Development will achieve a minimum of 5 consecutive hours of sunlight on 75 percent of large parks greater than 0.8 hectares adjacent to East Highland Creek between 9:18 am to 6:18 pm from March 21st to September 21st.

5. Development will achieve a minimum of 3 hours of sunlight on 75 percent of the park area for planned parks within Scarborough Centre excluding McCowan District between 9:18 am to 6:18 pm from March 21st to Sept 21st.

Shadow policies aim to minimize building shadow impact on existing squares, parks and natural areas and proposed parks within Scarborough Centre, excluding McCowan District where the greatest intensity of building and heights are proposed.

Guidelines:

3.8.1 Shadowing of all parts of the public realm should be minimized where possible, including shadow impact on streets, parks, natural areas, POPS, pedestrian mid-block connections, trail connections and school yards.

Hanover Square, London, UK (c: Squire Partners)

Vander Park, Moscow, RU (c: de Architekten Cie.)

Figure 3.9 Minimizing shadow on public spaces and providing for sky view between tall buildings is an important factor to create a livable Centre

3.9 TALL BUILDING BASE BUILDINGS AND TOWER STEPBACKS

The design of tall building base buildings helps define the street frontages of development blocks. Appropriately scaled base building height in combination with tower stepbacks support a comfortable pedestrian scale and mitigate the visual impact of the tower on the pedestrian realm.

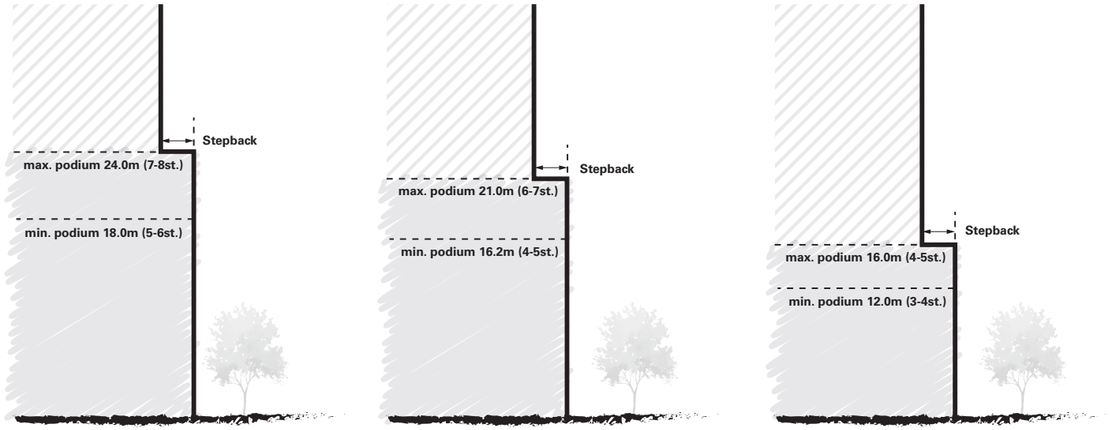
Tower stepbacks distinguish the base building from the tower and mitigate both the visual impact and wind impact of tall buildings.

Guidelines:

3.9.1 Base building heights are to be generally scaled between 60 to 80 percent of the adjacent street right of way width and not exceed 24 metres to respect and reinforce the scale and proportion of adjacent streets as identified in Base Building Height Illustrations (Figure 3.10). Low base building heights are discouraged.

3.9.2 Base buildings longer than 60 metres are discouraged. Base building lengths greater than 60 metres are to be broken up by changes in building massing and articulation.

3.9.3 Stepbacks between the base building and the tower main wall and tower balcony should achieve 3 metres, consistent with the tall building guidelines. Stepbacks greater than 3 metres are encouraged for tall buildings within the Height Peak Areas where the greatest building heights are proposed.



ROW >=30m
Max. Podium Height: 7-8 st.
Min. Podium Height: 5-6 st. +

ROW= 27m
Max. Podium Height: 6-7 st.
Min. Podium Height: 4-5 st.

ROW=20m
Max. Podium Height: 4-5 st.
Min. Podium Height: 3-4 st.

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

Figure 3.10 Base Building Height Illustrations

200 Occidental, Seattle, WA (c: Mithun)

Canary Block, Toronto (c: KPMB)

El Nino Market, Barcelona, ES (c: Mateo Architectura)

Myall Centre, University of Toronto (c: Montgomery Sisam)

Figure 3.11 Base building height and design will shape and contribute to a vibrant pedestrian experience

3.10 HERITAGE

Scarborough Centre has undergone a Cultural Heritage Resource Assessment (CHRA) to enhance the understanding of the area's historical development, identify cultural heritage resources, and inform the Scarborough Centre Secondary Plan. As part of the CHRA, a Historic Context Statement was produced to provide an understanding of the development history of the area. https://www.toronto.ca/wp-content/uploads/2022/05/8fe5-city-planning-our-scarborough-centre-historic-context-statement.pdf

The Historic Context Statement identified five periods of development or change that have shaped Scarborough Centre. The first, related to Indigenous communities, is associated with all lands in the Plan Area. In particular, landscape features within the study area pre-dating Euro-Canadian settlement, including Highland Creek and the Frank Faubert Woodlot, may have strong associations with pre-colonial, Indigenous history.

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

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

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

The fifth period describes the years between 1990-2020, when a residential tower typology emerged, along with an expansion of large-scale retail and other new uses.

The CHRA has identified the properties at 200 Town Centre Court (Federal building) and 100 Borough Drive (Bell building) as having potential for inclusion on the Heritage Register. The property at 100 Borough Drive has been subsequently included on the Heritage Register as a listed (non-designated) property in December 2023. The CHRA also identified the Frank Faubert Woodlot and infrastructure constructed for the former Scarborough Rapid Transit as meriting further study.

Guidelines:

3.10.1 The Historic Context Statement for Scarborough Centre provides important information on the historical evolution of the study area and its cultural heritage resources, and will be used to inform how Scarborough Centre evolves into the future.

3.10.2 Development on or adjacent to properties on the Heritage Register may require a site specific approach to limit impact on heritage buildings and landscapes including the siting of buildings, setbacks, stepbacks, stepping down of building heights and landscape design as informed by a Heritage Impact Assessment.

3.10.3 Commemoration of Scarborough and Scarborough Centre's history is recommended through heritage interpretative features such as educational plaques, street naming or wayfinding signage and public art.

Old Scott House

Federal Building

Figure 3.12 Examples of cultural heritage resources in Scarborough Centre

Scarborough Civic Centre Exterior

Scarborough Civic Centre Interior

Figure 3.13 Scarborough Civic Centre, exterior and interior views

3.11 CIVIC SPACE

The Scarborough Civic Centre, the Scarborough Civic Centre Library and the Federal Building are iconic buildings within Scarborough Centre, connected by a network of public landscape open spaces including Albert Campbell Square, Albert Campbell Park, the Ceremonial Plaza, and the Civic Green. These buildings, together with the public landscape open spaces make up the Civic Space.

Albert Campbell Square serves as the primary public square for Scarborough and Scarborough Centre where key cultural events, activities, and public life are programmed throughout the year.

Protecting and enhancing the character of the Civic Space including Albert Campbell Square is important to reinforce the cultural and civic importance of public life in Scarborough and Scarborough Centre.

Guidelines:

3.11.1 Views to the Scarborough Civic Centre, a landmark building, are protected in the Official Plan as follows: The form, massing and composition of the Scarborough Civic Centre can be viewed in its entirety from the following locations:

- The northeast steps of Albert Campbell Square
- The southwest corner of the intersection of Borough Drive and Brian Harrison Way

3.11.2 Pedestrian level comfort conditions are protected for Albert Campbell Square by ensuring that new development limit shadow and protect adequate sunlight within the square through the active seasons of the year. See Section 3.9 Protection from Shadowing, Secondary Plan Shadow policy.

3.11.3 Expansion of the landscape open spaces within the Civic Space is strongly encouraged. Opportunities exist to convert existing parking areas surrounding Scarborough Civic Centre to parkland or publicly accessible landscape open space.

3.11.4 Improvements to landscape open spaces within the Civic space are to be designed comprehensively and will respond to the modernist design of Scarborough Civic Centre and Albert Campbell Square.

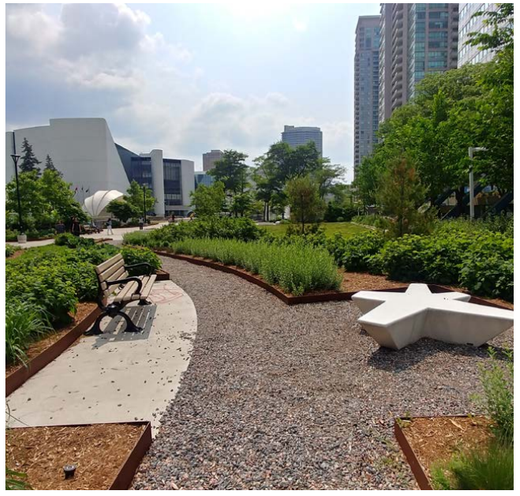
3.11.5 Improved pedestrian and cycling connections are recommended to Albert Campbell Square and throughout the Civic Space. Pedestrian wayfinding signage is recommended to improve orientation within the Civic Space.

3.11.6 Future public institutional buildings, including schools and community facilities, within or near the Civic Space should take on a high-profile and architecturally iconic character to add to the collection of the landmark buildings within the Civic Space.

3.11.7 Future buildings within or near the Civic Space should respect and respond to, Scarborough Civic Centre's modernist design.

Figure 3.14 The Scarborough Civic Building and Library

Albert Campbell Square



Albert Campbell Park

Figure 3.15 Albert Campbell Square and Albert Campbell Park

BUILT FORM | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

4.0 Street Network

4.1 Street Types

4.2 Green Loops

4.3 Street Network

4.4 Cycling Network

4.5 Streetscape General

4.6 Street Cross Sections

4.1 STREET TYPES

Four primary street types are designed for Scarborough Centre (Figure 4.1). Each street type is defined by its transportation role and place-making contribution. Many of the existing streets will retain their importance for vehicle movement however these streets will also be enhanced over time to include safe cycling facilities, generous sidewalks widths and street tree planting. The four street types are:

1. Arterial Streets: Accommodate a high volume and intensity of users that connect to a broader network outside of Scarborough Centre. These streets are important “place” streets that serve as the first impression for many who arrive from adjacent areas.
2. Green Loop Streets: High profile place making streets that prioritizing cycling and walking and are designed with the highest quality streetscape finishes. These streets organize and connect parks, open spaces and natural areas in the Plan Area.
3. Mixed Use Streets: Important east west and north south connector streets in Scarborough Centre that support main street type retail.
4. Neighborhood Streets: Primarily landscaped residential local streets that accommodate lower vehicular volume and slower vehicular speeds.

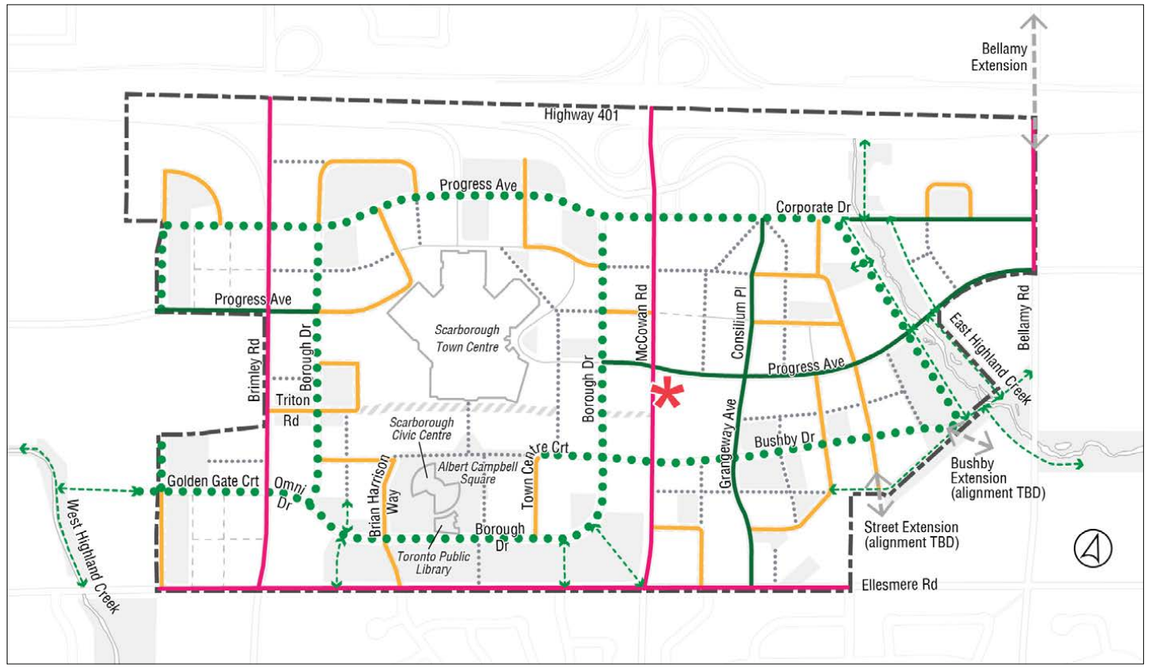


Figure 4.1 Street Types Plan

4.2 GREEN LOOPS

There are three Green Loops (Figure 4.2):

1. Borough Drive Loop: The primary central Green Loop Street follows Borough Drive, with a northern segment along Progress Avenue. The Borough Drive loop encircles Scarborough Town Centre Mall and Scarborough Civic Centre serving as the principal street for Scarborough Centre, connecting several important public spaces and destinations together.
2. East Loop: The east loop follows Corporate Drive and Bushby Drive, linking residents to East Highland Creek, an important natural feature. The east loop continues as a trail alongside the natural feature, providing views and enjoyment of East Highland Creek.
3. West Loop: The west loop follows Schick Court and Golden Gate Court and will eventually link residents to a new linear park system along the western boundary of Scarborough Centre. Trail connections to West Highland Creek are encouraged to link the west loop to this important natural feature.

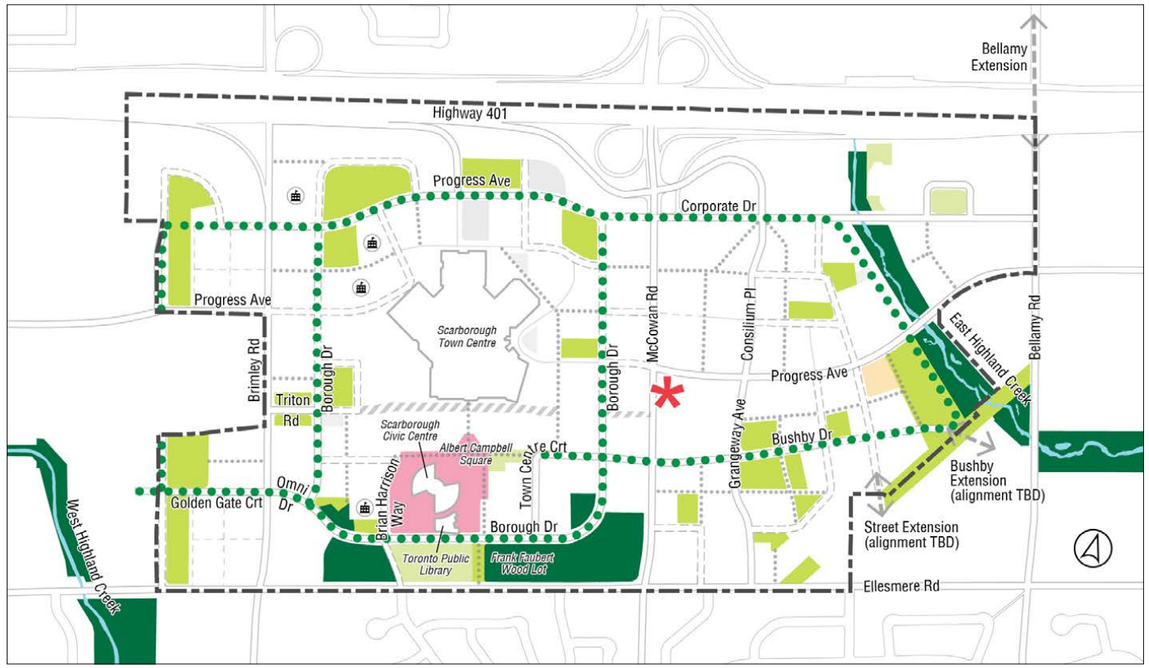


Figure 4.2 Structure Plan illustrating Green Loops

Figure 4.3 Conceptual rendering, Arterial Street

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Figure 4.4 Conceptual rendering, Borough Drive

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Figure 4.5 Conceptual rendering, Mixed Use Street

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Figure 4.6 Conceptual rendering, Neighborhood Street

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

4.3 STREET NETWORK

The street network generally follows the 2018 Scarborough Centre Transportation Master Plan with some more detailed adjustments through refinement of development applications and the expansion of the parks and open space network within Scarborough Centre.

The Street Network Plan (Figure 4.7) includes existing public streets, planned public streets and local connections. Complementary pedestrian mid-block connections and trail connections encourage a fine grain pedestrian and cycling network for Scarborough Centre.

A comprehensive active transportation system is planned for Scarborough Centre to support walking, cycling and mobility for all users to rebalance vehicular travel with other modes of travel .

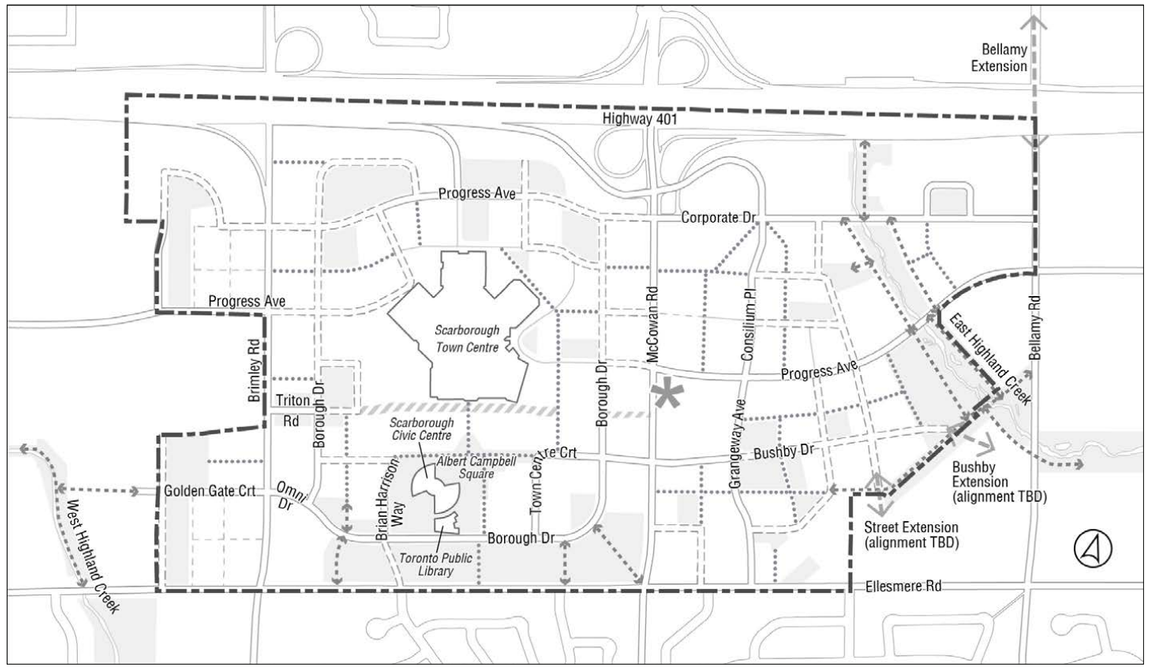


Figure 4.7 Street Network Plan

4.4 CYCLING NETWORK

A network of cycling infrastructure is planned for all streets within Scarborough Centre (Figure 4.8).

Arterial Streets and several Mixed Use Streets and Green Loop Streets such as Progress Avenue, Corporate Drive are to include one way cycle tracks designed within the boulevard, separating cyclists from vehicular traffic on higher speed roads. Separation improves safety for cyclists as many existing streets within Scarborough Centre carry heavy truck traffic from local employment areas.

The Borough Drive Green Loop Street is to include two way cycle tracks to emphasize the special character of the street.

Cycling infrastructure along other Mixed Use Streets, Green Loop Streets and Local Streets will be determined through the development review process.

The street network and the cycling network connect to multi-use trails within public parks and natural areas. These trails are to eventually extend to longer-distance trails that run along West Highland Creek and future expanded trail access along East Highland Creek.

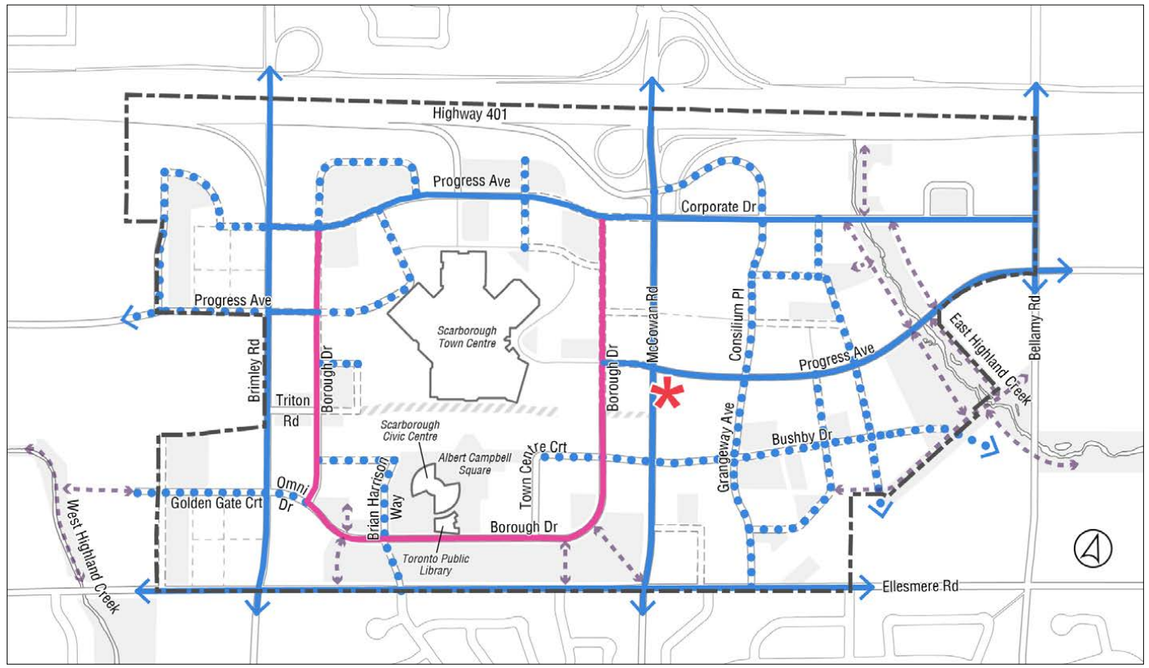


Figure 4.8 Cycling Network Plan

4.5 STREETSCAPE GENERAL

The streetscape design for Scarborough Centre will provide safe, inviting, and comfortable facilities for pedestrians and cyclists. Generous pedestrian clearways with an extensive system of protected cycle tracks, grade separated from vehicular traffic and with sufficient buffers from the roadway and pedestrians, will minimize exposure to potential conflicts.

A transformative green character and identity is proposed for all existing and new streets in Scarborough Centre, as an homage to the existing woodlots and creek corridors.

A robust, clean and contemporary streetscape design with crisp and elegant details provides appropriate detailing for a Centre that complements the modernist design of the Scarborough Civic Centre and Albert Campbell Square.

Guidelines:

4.5.1 The design of streets is to emphasize safe and comfortable travel for all users through enhancement of pedestrian and cycling infrastructure.

4.5.2 A complete and green streets approach should be used in the design of improvements to existing streets and implementation of new streets.

4.5.3 Streets should promote the integration of green infrastructure such as tree planting, adequate soil volumes, understory planting, and natural storm water management measures to enhance sustainability and climate change resilience.

4.5.4 All streets in Scarborough Centre are to provide a minimum single row of trees. Many streets are to provide a double row of trees. Trees planted within the building setback should ensure unencumbered soil volumes to ensure the healthy growth of street trees.

4.5.5 Pedestrian clearway widths greater than the minimum standard of 2.1m for public sidewalks and private walkways will be encouraged to accommodate the intensity of anticipated pedestrian volume.

Streetscape Details

4.5.6 Streetscape details have been developed for Scarborough Centre. Streetscape details were designed referencing the 2012 Scarborough Centre Public Space and Streetscape Master Plan and in collaboration with City staff and Toronto Hydro on tree planting, cycle track, pedestrian clearway and lighting streetscape standards. Streetscape details (Figure 4.9, 4.10, 4.11 and 4.12) are available through the City of Toronto Streetscape Manual. https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/streetscape-manual/

4.5.7 Streetscape detail P-s56 provides streetscape design direction for street boulevards with double row tree planting, decorative paving and sidewalk.

4.5.8 Streetscape detail P-s57 provides streetscape design direction for street boulevards with double row tree planting, cycle tracks, decorative paving and sidewalk.

4.5.9 Streetscape detail P-s58 provides streetscape design direction for Borough Drive street boulevard with double row tree planting, bi-directional cycle tracks, decorative paving and sidewalk.

4.5.10 Streetscape detail L-s37 provides light standard direction for all new light standards in Scarborough Centre. L-s37 is a clean and contemporary light standard detail with LED Capella luminaire that complements the design of streetscape details P-s56, P-s57 and P-s58.

Tree Planting Details:

4.5.11 Provide open tree planters to improve tree growth with passive air and water exchange. Provide understorey planting to improve plant biodiversity. If open planters are not possible, provide a minimum tree opening of 1.5m.

4.5.12 Select different varieties of trees within a streetscape with similar habit and height to ensure disease and pest resiliency.

4.5.13 Ensure appropriate soil volumes are achieved to achieve street trees that grow large and healthy. This includes providing 30 cubic metre volume of non-compacted soil for each tree and ensuring utilities are designed to limit impact on tree placement.

Paving Details:

4.5.14 Streetscape details P-s56, P-s57 and P-s58 utilize black granite pavers along the curb and between the public sidewalk and the cycle track to enhance the streetscape in a clean, contemporary aesthetic. Rows of black granite pavers are designed to provide visual delineation between the public sidewalk and the cycle track minimizing pedestrian cycling conflict.

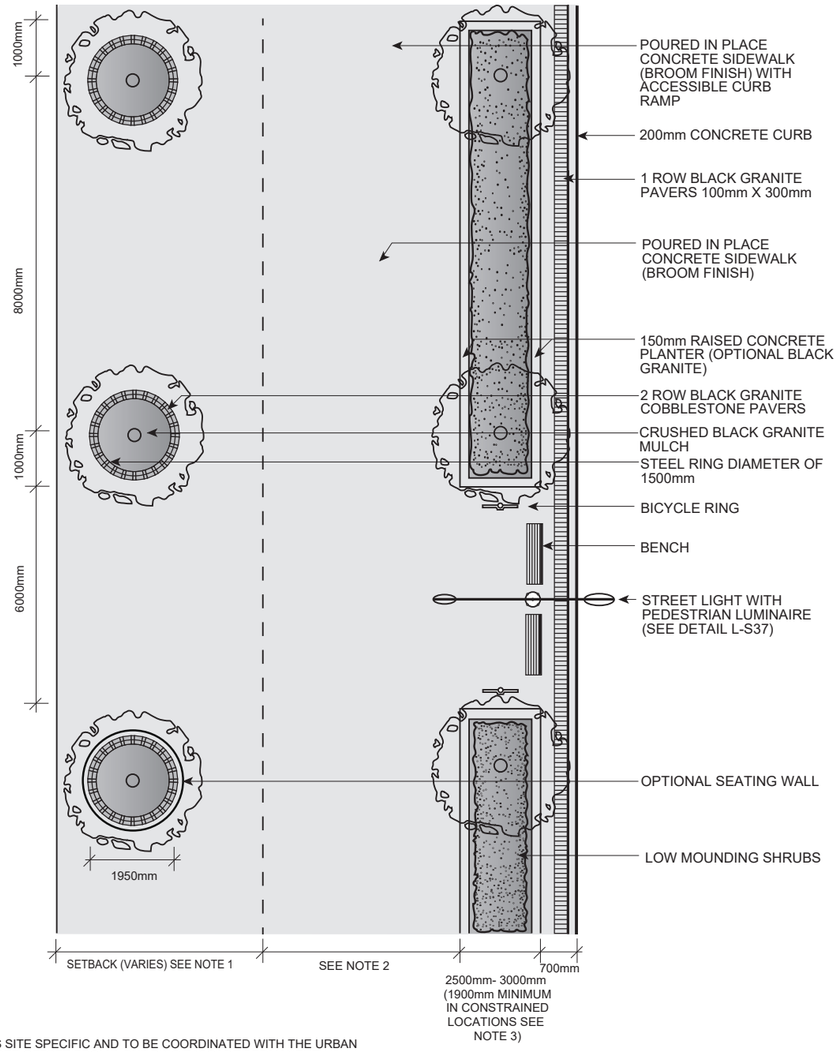
4.5.15 Green Loop Streets should receive the highest quality of paving over other streets to enhance their design as special streets.

Furnishing Details:

4.5.16 Street furniture selected along public streets and within public squares and parks should present a clean, contemporary and refined aesthetic.

4.5.17 Use City-approved furnishings in the public realm such the City of Toronto bike ring and waste receptacle. Black City of Toronto waste receptacles are recommended to complement the black paving and light standard details.

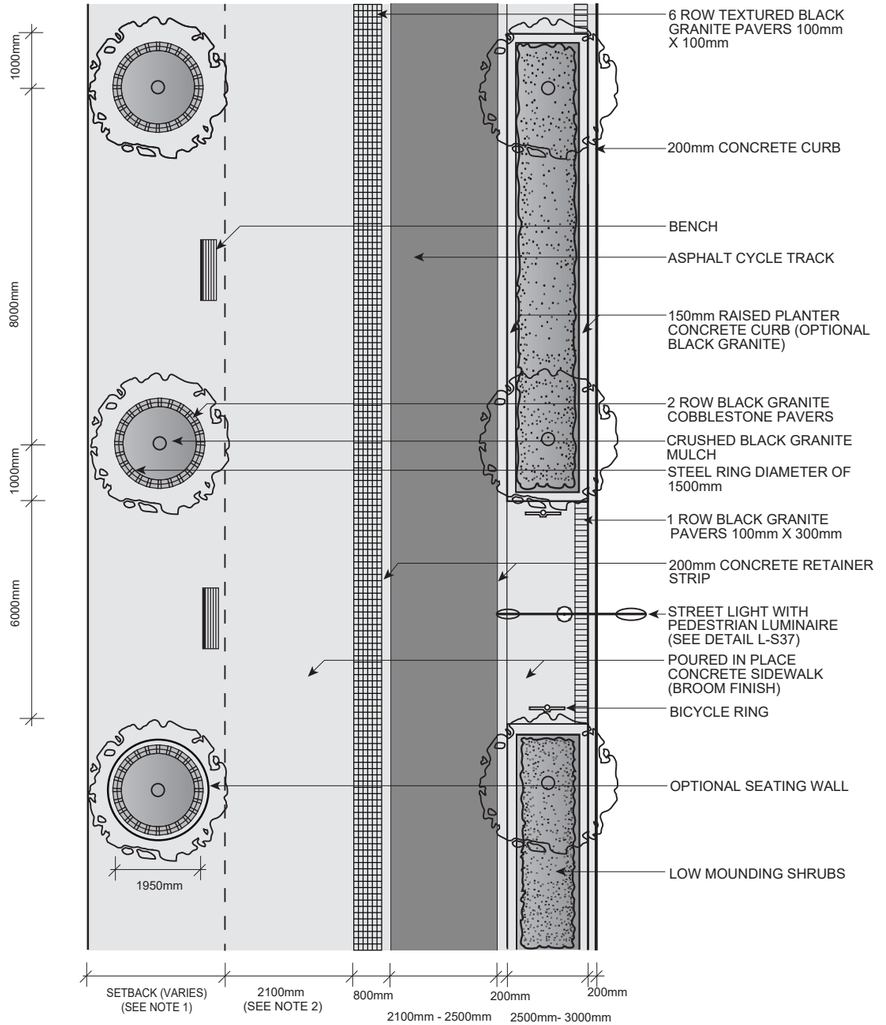
STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES



NOTES:
1. THE SETBACK DESIGN IS SITE SPECIFIC AND TO BE COORDINATED WITH THE URBAN DESIGNER ON FILE. THE TREE OFFSET FROM A BUILDING FASCADE/PERMANENT OVERHANG IS A MINIMUM OF 3000mm.
2.THE REQUIRED MINIMUM PEDESTRIAN CLEARWAY WIDTH IS 2100mm AND MUST BE FREE FROM ANY VERTICAL OBSTRUCTIONS. IN AREAS WHERE HIGHER PEDESTRIAN VOLUMES DEMAND, AN INCREASE IN PEDESTRIAN CLEARWAY WIDTH WILL BE REQUIRED. CONSULT WITH CITY STAFF TO REVIEW GUIDELINES AND STANDARDS TO ADDRESS CONTEXT-SPECIFIC CONDITIONS.
3. THE REQUIRED MINIMUM DIMENSION OF THE INSIDE OF THE TREE PLANTER IS TO BE NO LESS THAN 1600mm.

Toronto Urban Design **Streetscape Manual**	Concrete Sidewalk with Granite Pavers and Trees in Raised Planting Beds Scarborough Center Special Street	TORONTO City Planning Urban Design P-s56 NTS 11/22

Figure 4.9 Streetscape Detail P-s56



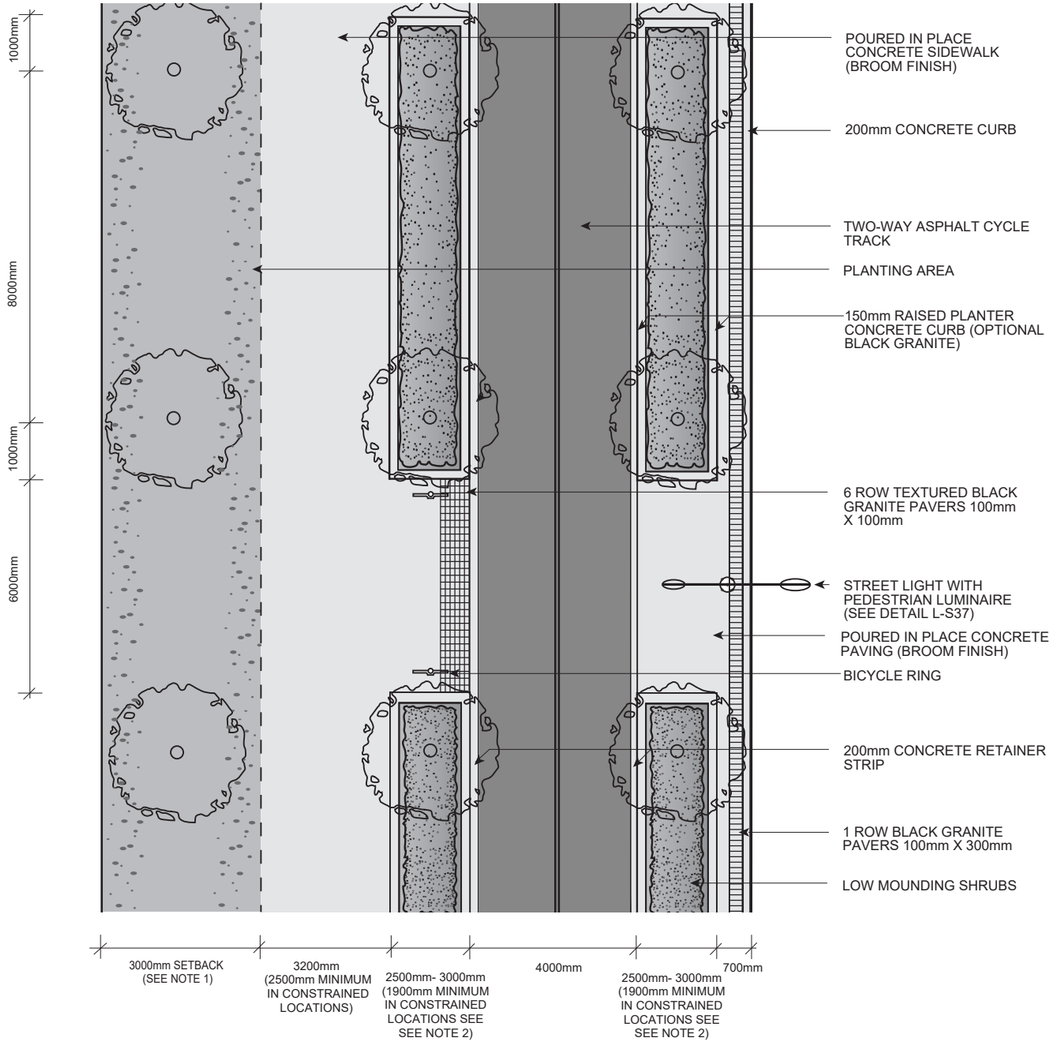
NOTES:
1. THE SETBACK DESIGN IS SITE SPECIFIC AND TO BE COORDINATED WITH THE URBAN DESIGNER ON FILE. THE TREE OFFSET FROM A BUILDING FASCADE/PERMANENT OVERHANG IS A MINIMUM OF 3000mm.
2. THE REQUIRED MINIMUM PEDESTRIAN CLEARWAY WIDTH IS 2100mm AND MUST BE FREE FROM ANY VERTICAL OBSTRUCTIONS. IN AREAS WHERE HIGHER PEDESTRIAN VOLUMES DEMAND, AN INCREASE IN PEDESTRIAN CLEARWAY WIDTH WILL BE REQUIRED. CONSULT WITH CITY STAFF TO REVIEW GUIDELINES AND STANDARDS TO ADDRESS CONTEXT-SPECIFIC CONDITIONS.
3. THE REQUIRED MINIMUM DIMENSION OF THE INSIDE OF THE TREE PLANTER IS TO BE NO LESS THAN 1600mm.

Toronto Urban Design **Streetscape Manual**	Concrete Sidewalk with Granite Pavers, Trees in Raised Planting Beds, One-Way Cycle Track, and Circular Planters in Setback Scarborough Center Special Street	TORONTO City Planning Urban Design P-s57 NTS 11/22

Figure 4.10 Streetscape Detail P-s57

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

• PAVING •

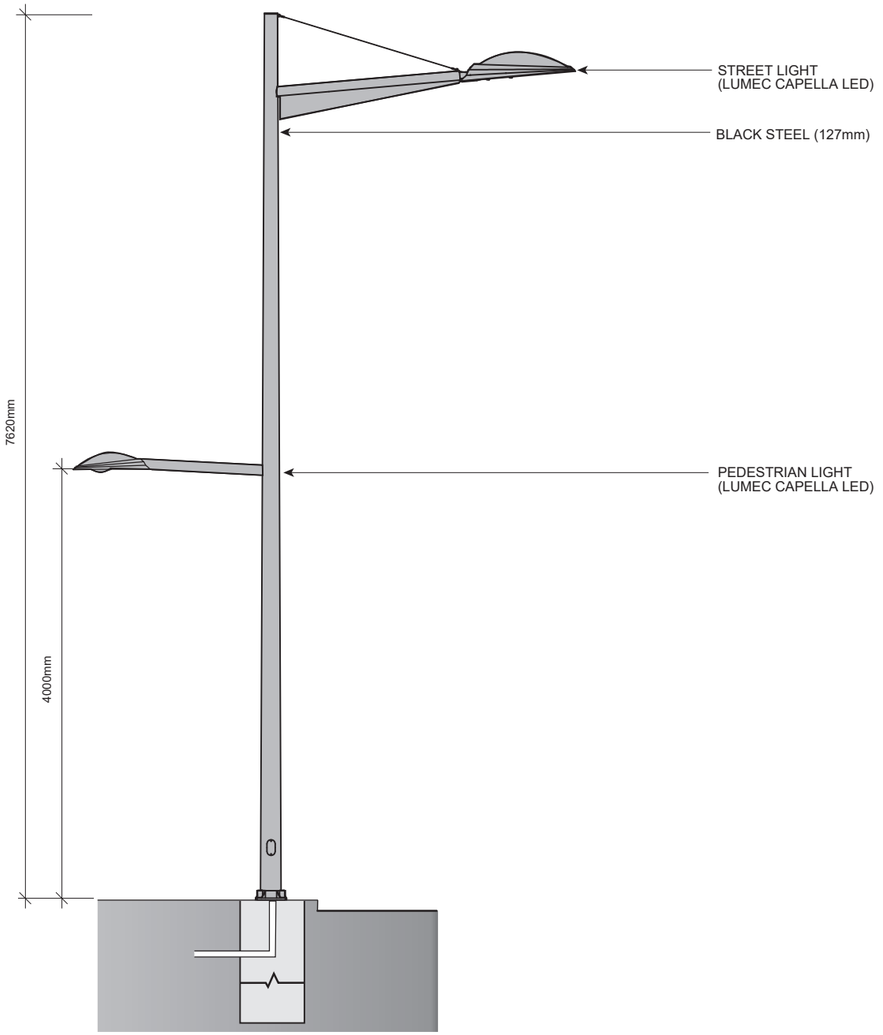


NOTES:
1. THE SETBACK DESIGN IS SITE SPECIFIC AND TO BE COORDINATED WITH THE URBAN DESIGNER ON FILE. THE TREE OFFSET FROM A BUILDING FASCADE/PERMANENT OVERHANG IS A MINIMUM OF 3000mm.
2. THE REQUIRED MINIMUM DIMENSION OF THE INSIDE OF THE TREE PLANTER IS TO BE NO LESS THAN 1600mm.

Toronto Urban Design **Streetscape Manual**	Concrete Sidewalk with Granite Pavers, Two-Way Cycle Track, and Trees in Raised Planting Beds Scarborough Center - Borough Drive Special Street	TORONTO City Planning Urban Design P-s58 NTS 11/22

Figure 4.11 Streetscape Detail P-s58

• LIGHTING •



Toronto Urban Design **Streetscape Manual**	Street Light - Vehicular and Pedestrian Special Street - Scarborough Centre Secondary Plan Area	TORONTO City Planning Urban Design L-s37 NTS 03/22

Figure 4.12 Streetscape Detail L-s37

4.6 STREET CROSS SECTIONS

Street cross sections illustrated below are conceptual to help guide streetscape design in achieving the planned streetscape vision. The exact design and dimensions of elements within the street cross sections are to be refined through the development review process.

Arterial Streets

The arterial streets (Brimley Road, McCowan Road, Ellesmere Road, and Bellamy Road) are the widest streets in Scarborough Centre, serving the highest volume and intensity of users. They will present a strong landscape character with a double row tree planting.

The general cross section for arterial streets are similar but applied to different planned street right-of-way widths. The cross section includes generous pedestrian clearways, single direction cycle tracks, consistent paving treatment, street trees and other plantings in open planters. Six-metre building setbacks at-grade will provide sufficient space for a second row of street trees, pedestrian clearway widening, and furnishings to support a vibrant and active Centre.

Brimley Road

Brimley Road has a planned 30 metre right-of-way width with an existing right of way width that varies between 30, 34 and 36 metres. Retail is encouraged along Brimley Road to create a vibrant pedestrian environment.

Figure 4.13 **Brimley Road Cross Section** 30m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

McCowan Road

McCowan Road has a planned 36 metre right-of-way width for its entire length. Retail is encouraged along McCowan Road to create a vibrant pedestrian environment to and from the SC Transit Station.

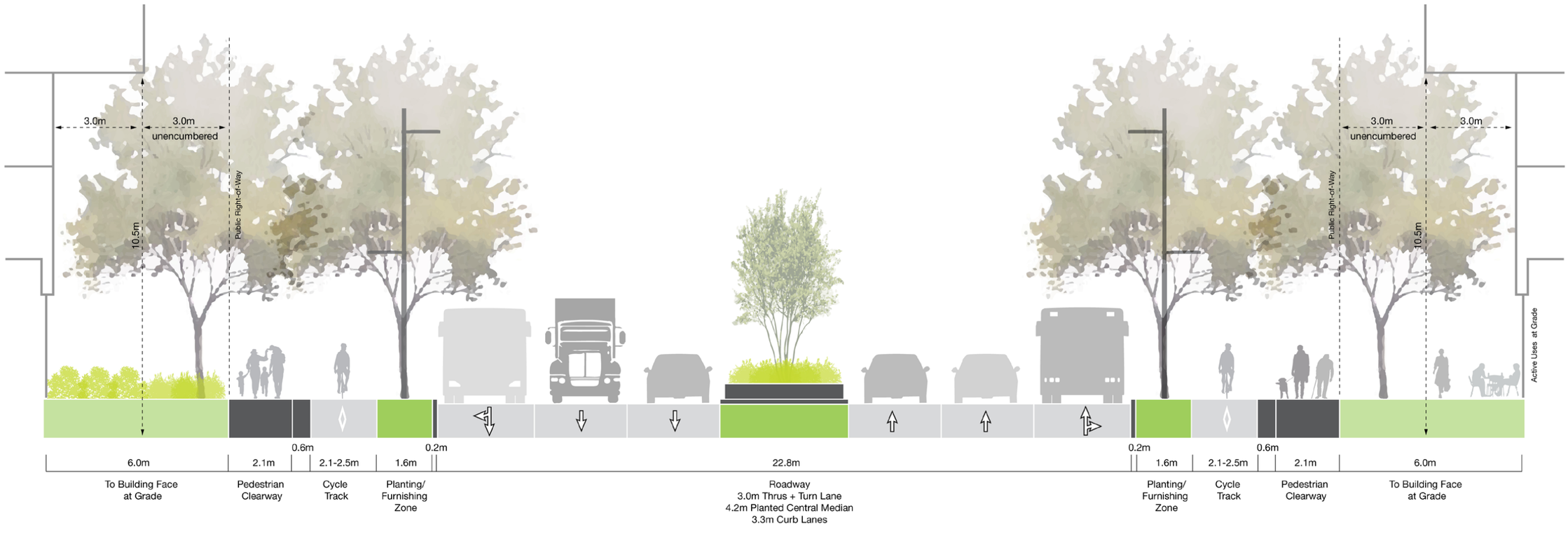


Figure 4.14 **McCowan Road Cross Section** 36m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Ellesmere Road

Ellesmere Road has a planned 36 metre right-of-way width. Ellesmere Road is more constrained than the other arterial streets with the future installation of the Durham Scarborough Bus Rapid Transit Corridor.

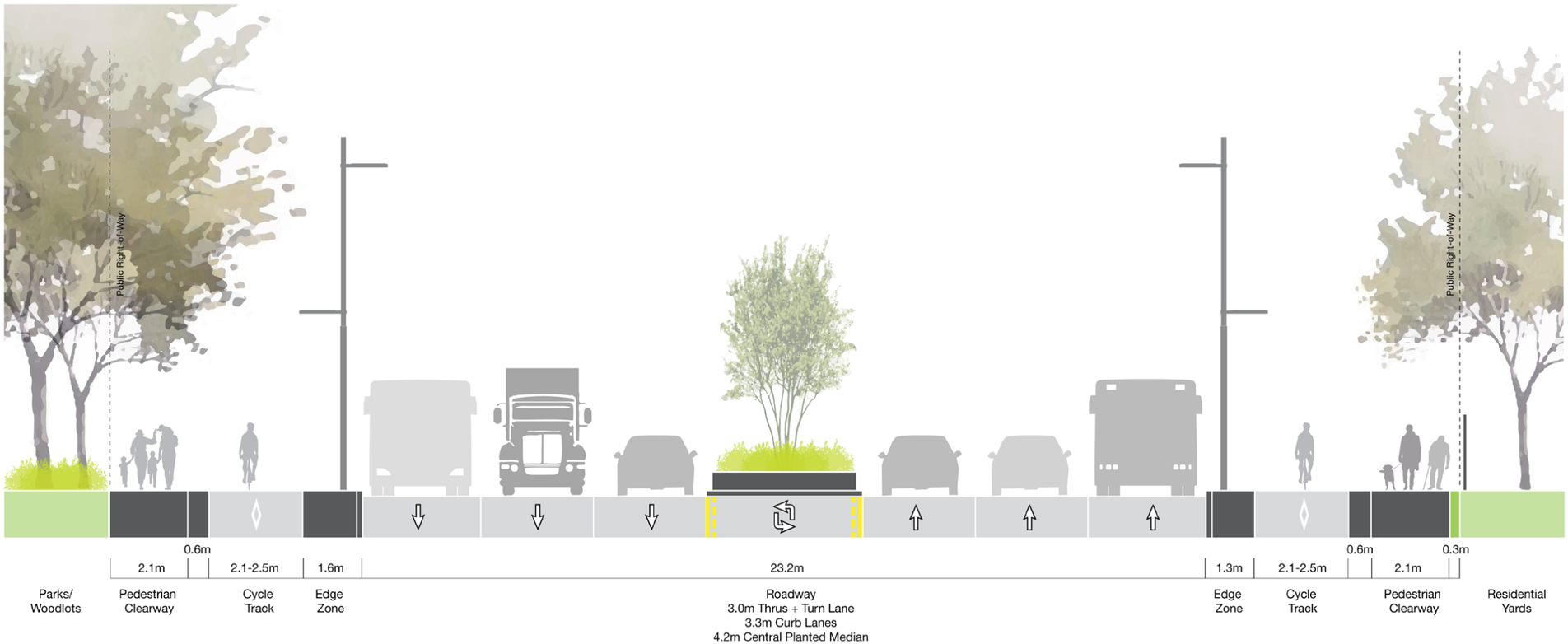


Figure 4.15 **Ellesmere Road Cross Section** 36m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Bellamy Road

Bellamy Road has a planned 27 metre right-of-way width and is the narrowest of the arterial streets. A 5 metre building setback will provide additional space for a second row of street trees and pedestrian clearway widening.

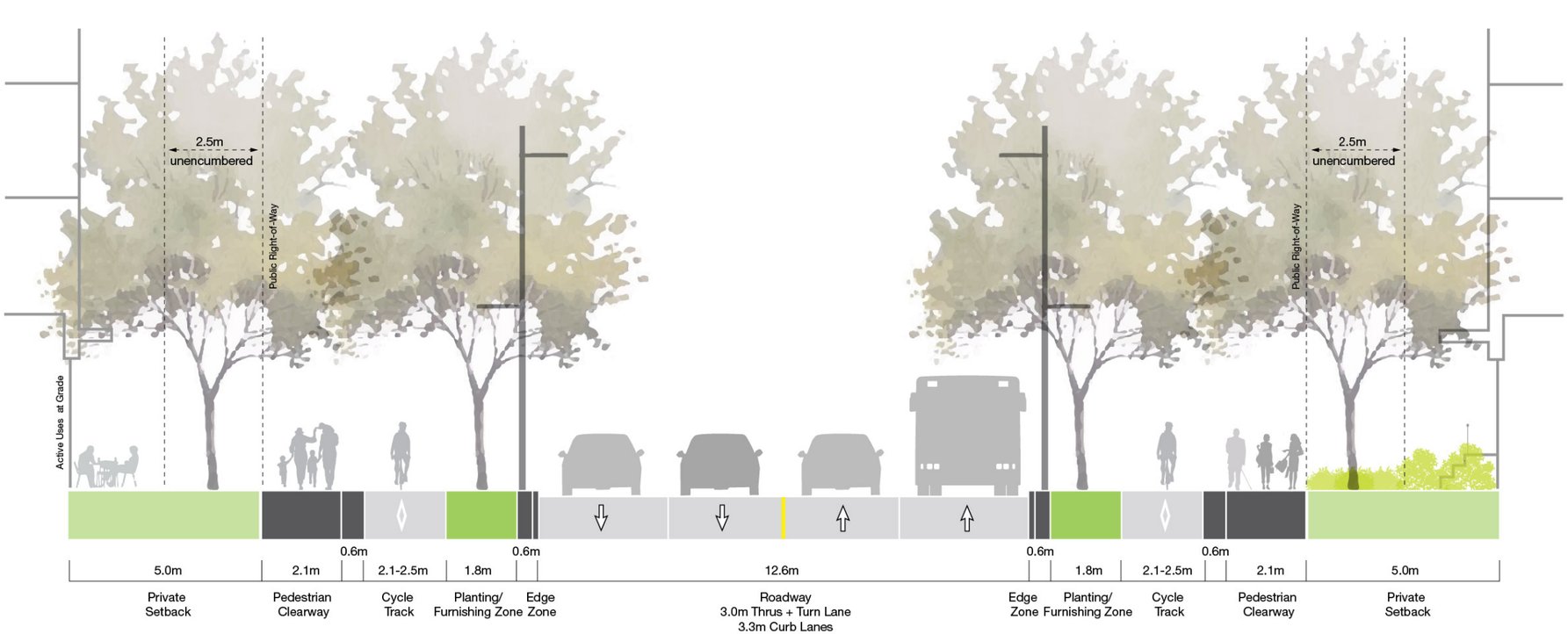


Figure 4.16 **Bellamy Road Cross Section** 27m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Green Loop Streets

The Green Loop Streets are the highest order "place making" streets in the Centre. They will prioritize walking and cycling and will be designed with a strong landscape character including double row tree planting and the highest quality streetscape design finishes.

The general cross section include generous pedestrian clearways, single or two-way cycle tracks, special paving treatment, street trees and other plantings in open planters, with a second row of trees within three to five metre building setbacks.

Borough Drive

Borough Drive has a planned 27 metre right-of-way width. Its "U" shaped corridor encircles Scarborough Town Centre Mall and Scarborough Civic Centre, serving as the principle street and promenade for Scarborough Centre. The asymmetrical street boulevard design of a wide pedestrian clearway, three metre landscape setbacks, and the two-way cycle track between a double row of trees in open planters provides a unique character and identity, referred to as the "Forest Promenade".

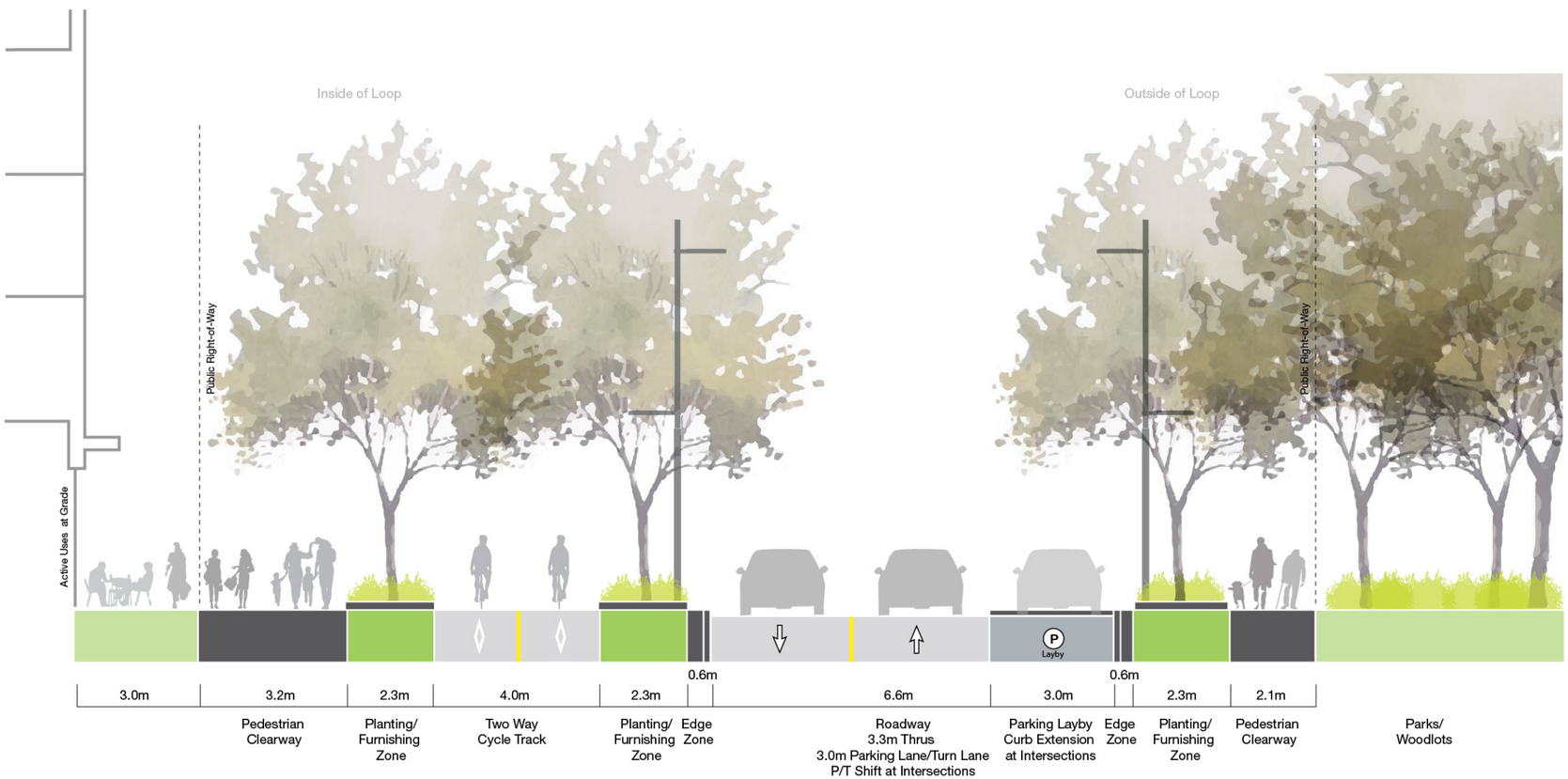


Figure 4.17 **Borough Drive Cross Section** 27m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Progress Avenue North Leg

The Progress Avenue North Leg has a planned 30 metre right-of-way with 5 metre setbacks on both sides. The street completes the Borough Drive Green Loop with a one way cycle track to connect to Brimley Road and McCowan Road. A second row of trees is provided within the 5 metre building setback.

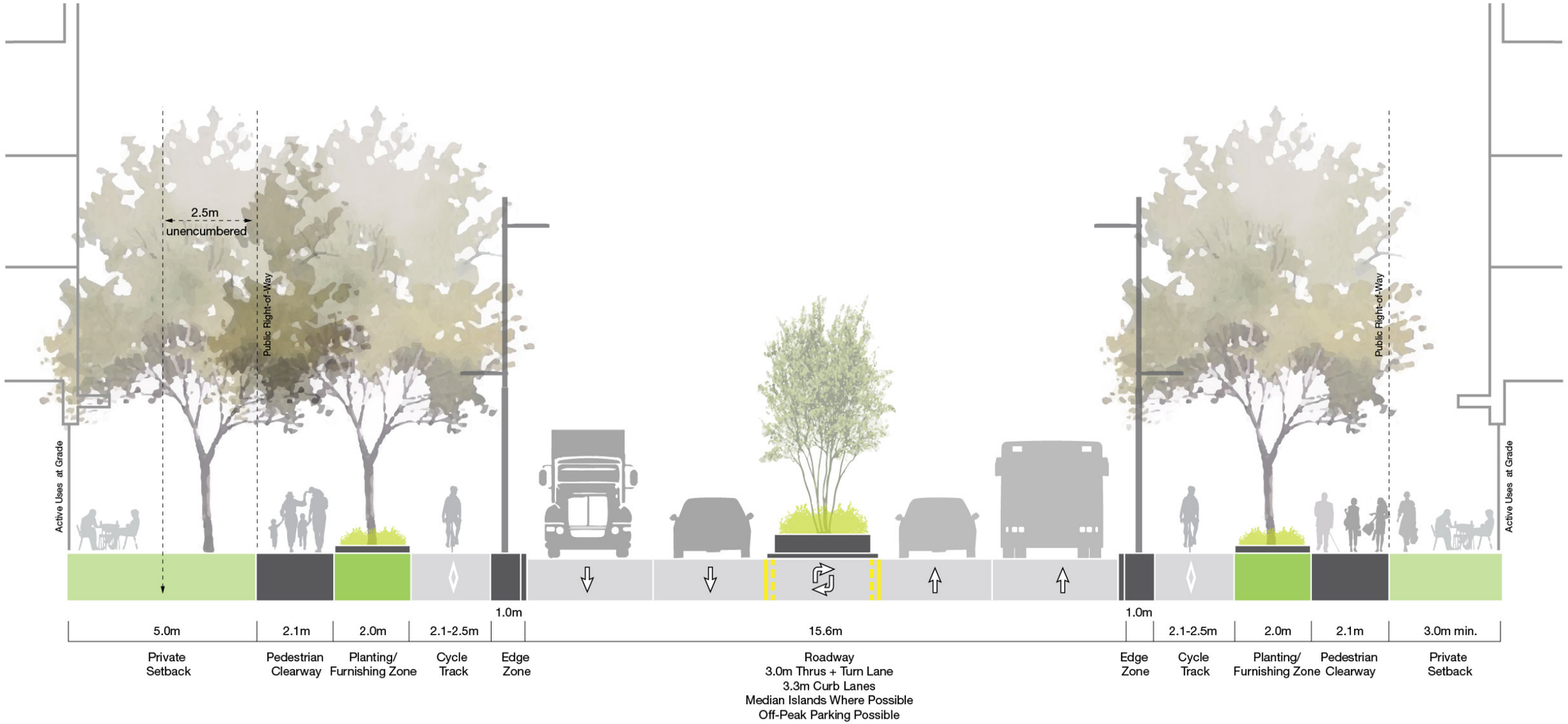


Figure 4.18 **Progress Avenue North Leg Cross Section** 30m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Golden Gate Court/Omni Drive

Golden Gate Court and Omni Drive have a planned 27 metre right-of-way width.

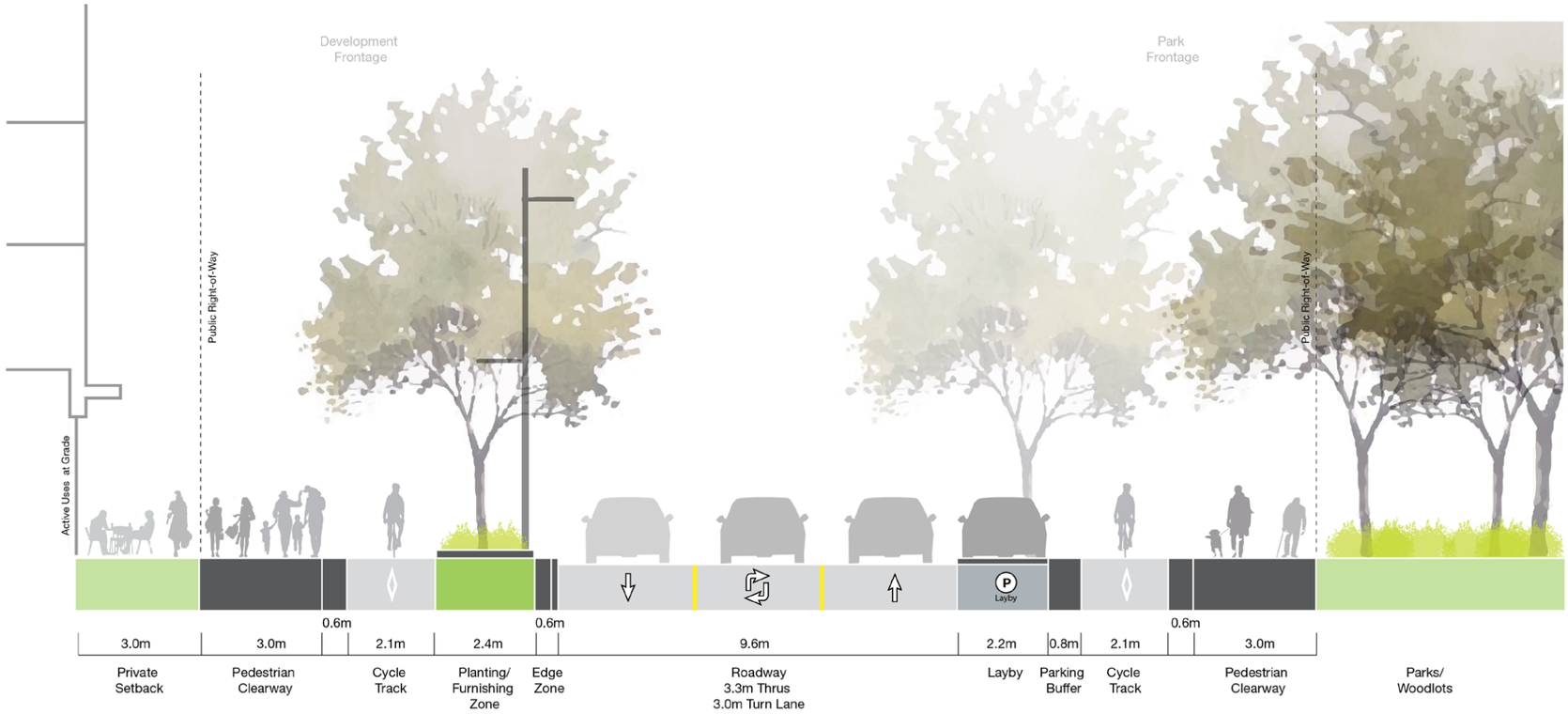


Figure 4.19 **Golden Gate Court, Omni Drive Cross Section** 27m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Bushby Drive

Bushby Drive is the second principal street and promenade that connects the Scarborough Civic Centre, Albert Campbell Square and Albert Campbell Park to East Highland Creek. The street has a planned 30 metre right-of-way. A second row of trees is provided within a 5 metre building setback creating a strong landscape character to East Highland Creek.

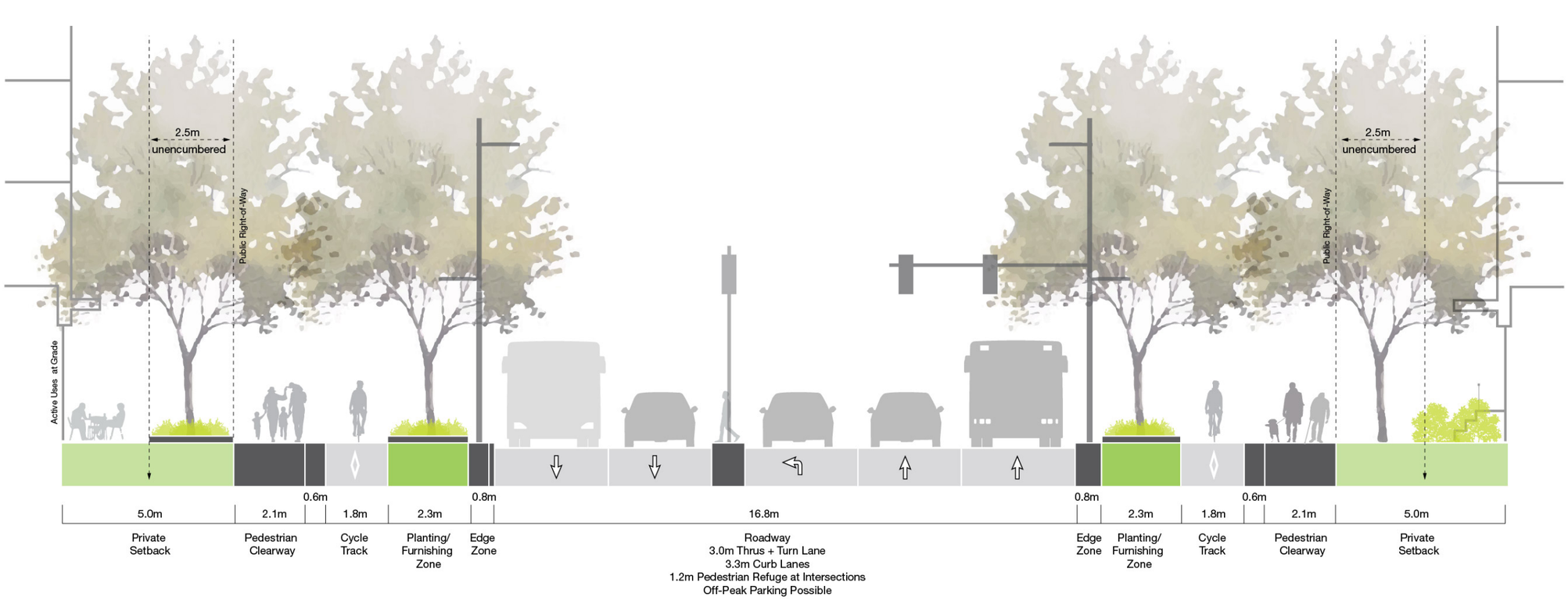


Figure 4.20 **Bushby Drive Cross Section** 30m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Mixed Use Streets

The Mixed Use Streets (Progress Avenue East and West Leg, Consilium Place/Grangeway Avenue, and Corporate Drive) are important east west and north south connector streets in Scarborough Centre. These streets are the focus of grade related retail, extending from the Commercial District to the east and west. Given the gravity of the Town Centre Mall as a retail destination, the types of retail along these streets will most likely support more local needs.

The Mixed Use Street, which either have 27 or 30 metre rights-of-ways, will include generous pedestrian clearways, street trees and other planting in open planters, and one-way protected cycle tracks.

Progress Avenue East and West Legs

Progress Avenue East and West Legs have a planned 27 metre right-of-way width with a 5-metre building setback on both sides of street which will allow for the planting of a second row of trees to contribute and enhance the Centre's green landscape character. Retail is required at-grade to provide a retail main street character with a vibrant pedestrian environment that leads to and from the SC Transit Station and Scarborough Town Centre Mall.

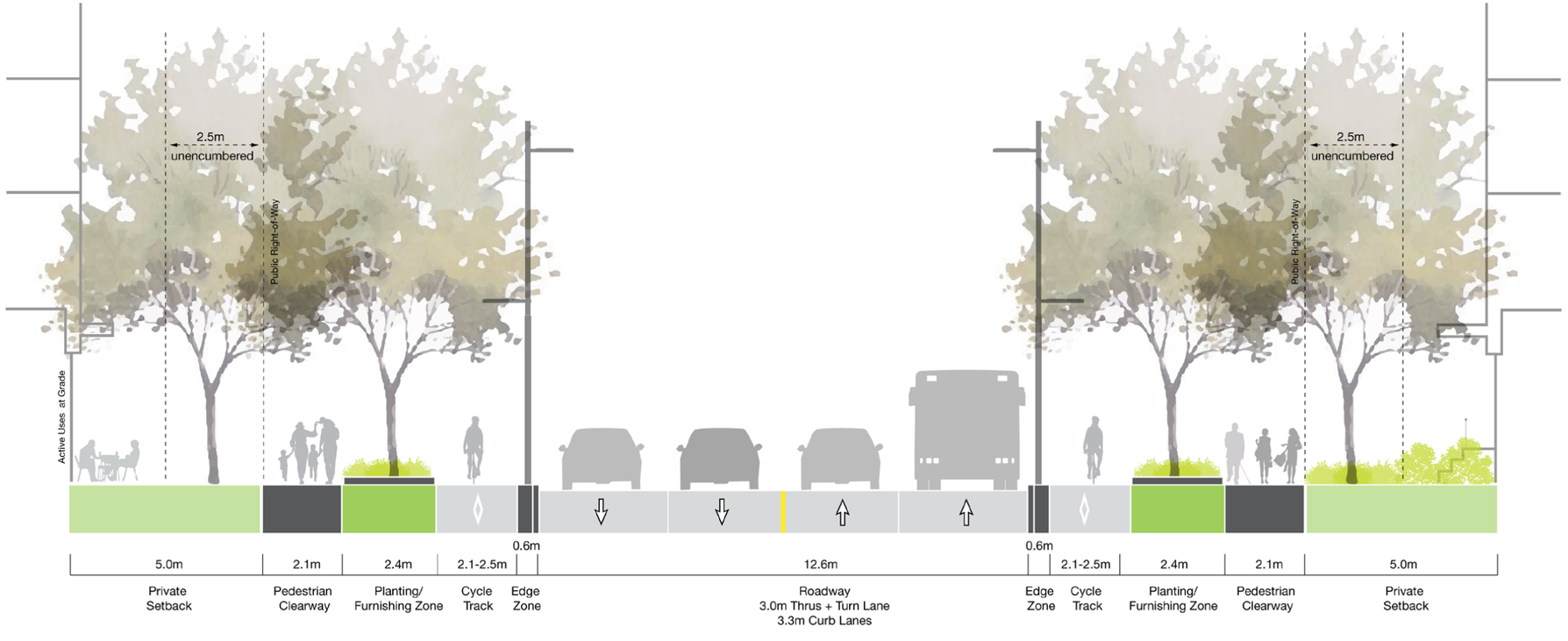


Figure 4.21 **Progress Avenue East and West Leg Cross Section** 27 m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Corporate Drive

Corporate Drive has a planned 30 metre right-of-way width with a 5 metre building setback on the south side of the street, and a 3 metre building setback on the north side of the street. The 5 metre setback on the south side allows for the planting of a second row of trees to reinforce the importance of the Green Loop Street connecting to East Highland Creek.

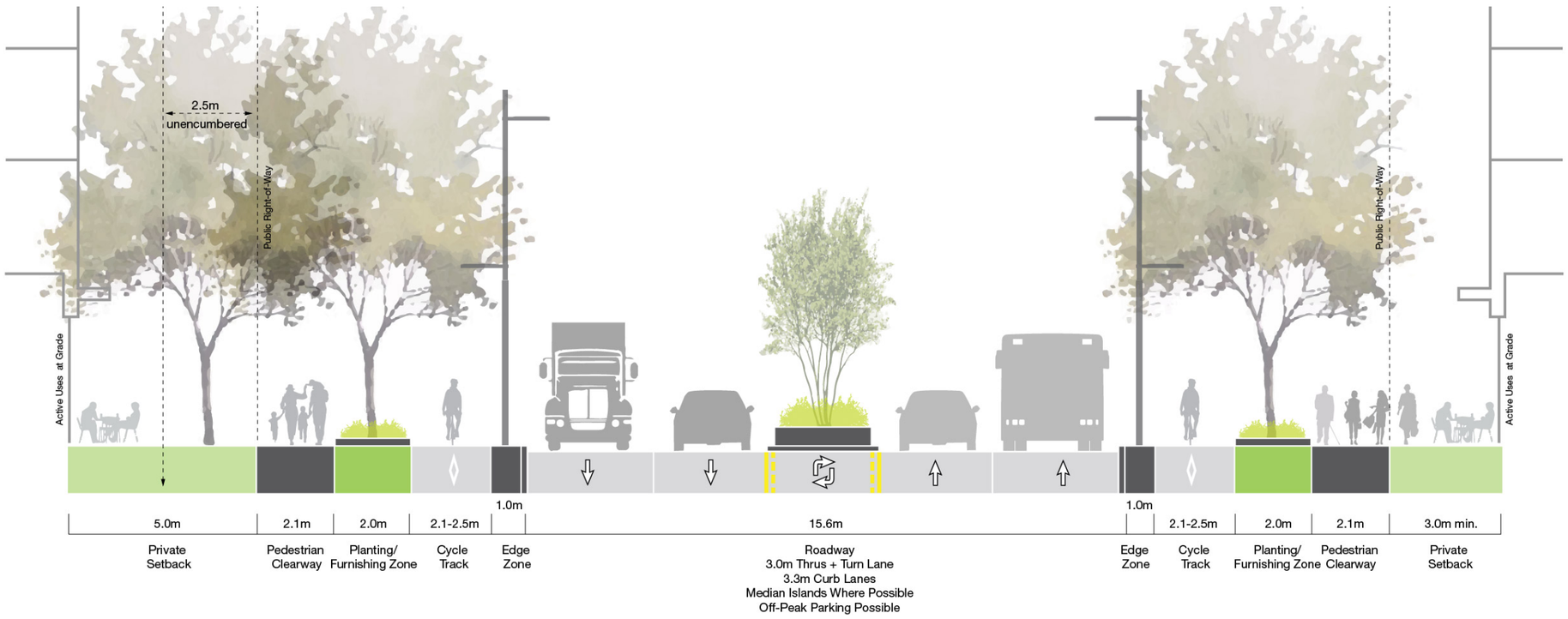


Figure 4.22 **Corporate Drive Cross Section** 30m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Consilium Place/Grangeway Avenue

Consilium Place/Grangeway Avenue have planned 30 metre right-of-ways that include 3 metre building setbacks on both sides. The Durham Scarborough Bus Rapid transit is planned along Grangeway Avenue leading to the SC Transit Station.

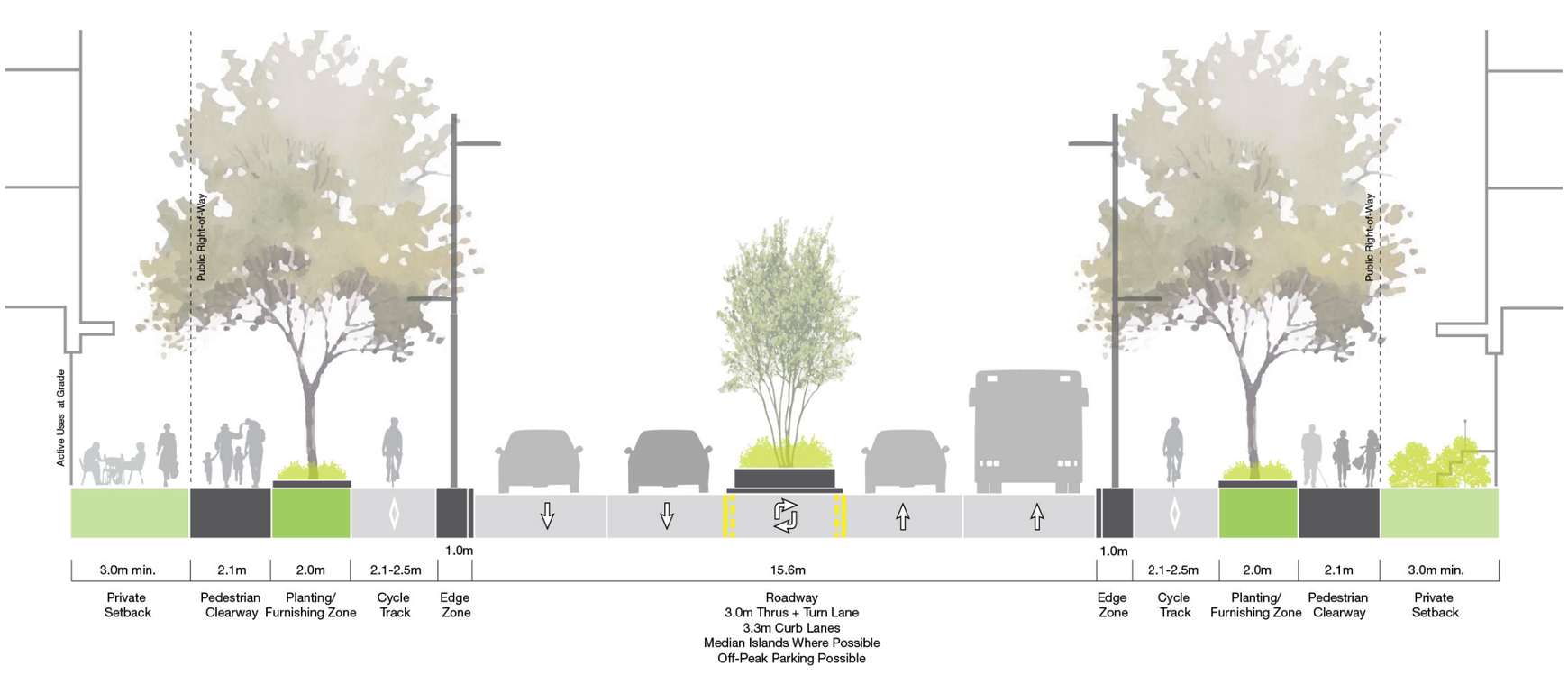


Figure 4.23 **Consilium Place, Grangeway Avenue Cross Section** 30m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Neighborhood Streets

The Neighborhood Streets will serve a lower vehicle volume and speed than other parts of the network will have a primarily landscaped residential character.

Neighborhood streets generally have a planned 20 metre right-of-way width with a 3 metre building setback on both sides of the street. A minimum single row of tree planting will be provided.

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. Bike facilities may be planned within the street boulevard or within the roadway .

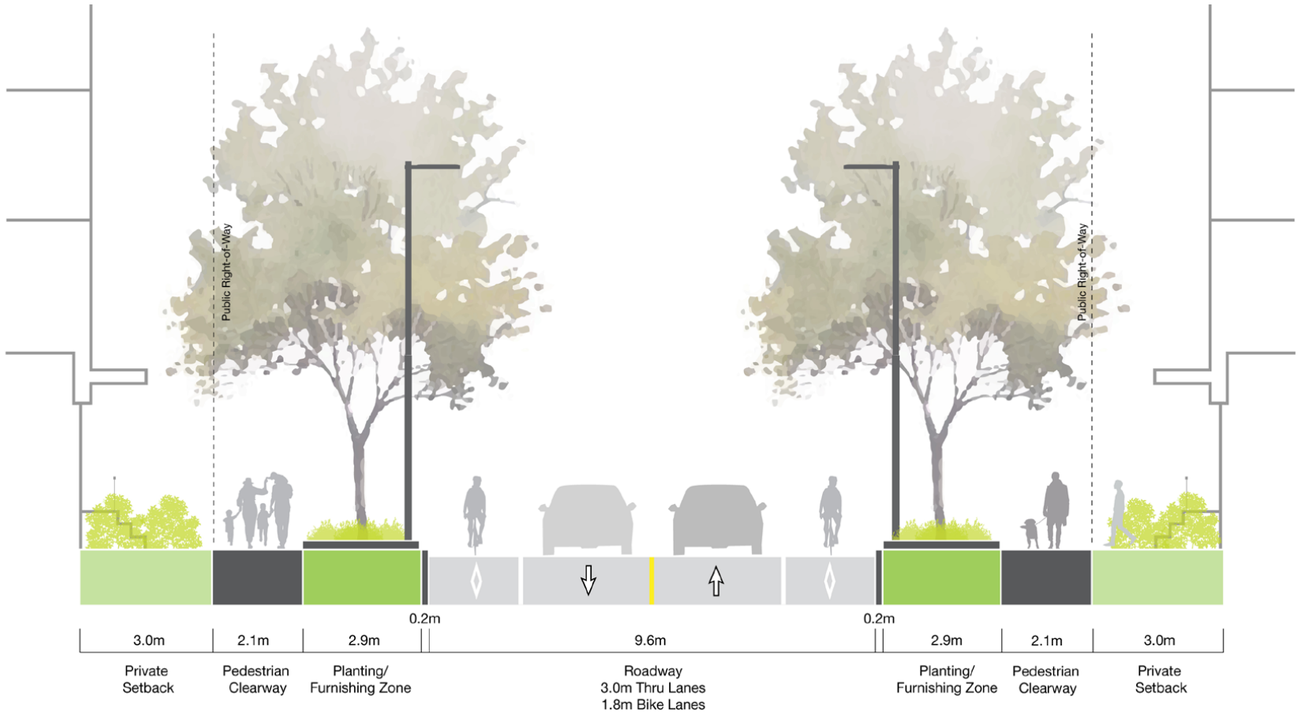


Figure 4.24 **Neighborhood Street Cross Section** 20m ROW

STREET NETWORK | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

5.0 Sustainability

5.1 Sustainability

5.1 SUSTAINABILITY

The redesign and intensification of Scarborough Centre will provide opportunity for an improved public and private realm that also will work toward sustainability objectives in addressing climate change. This includes a shift toward planning growth around transit, creating a pedestrian and cycling friendly environment, building new streets, parks and open spaces with trees and landscaping to reduce the urban heat island effect and encouraging lower carbon buildings with clean energy systems.

Guidelines:

Public Realm

5.1.1 Expand the tree canopy within all public realm improvements, including existing and new street and park design.

5.1.2 Design streets to maximize soil volume to ensure the growth of large mature street trees. Prioritize the selection of hardy native tree species in street design.

5.1.3 Promote the integration of green infrastructure such as tree planting, understory planting and natural storm water management measures into streets while balancing other streetscape elements.

5.1.4 Provide ample bicycle parking spaces within street rights-of-way and public parks to encourage cycling.

5.1.5 Encourage community gardens and water fountains within public parks to promote local agriculture, biodiversity and provide alternatives to bottled water use.

Private Realm

5.1.6 Maximize opportunities for landscape open space to expand tree canopy, biodiversity objectives and storm water capture on site.

5.1.7 Setback underground parking within front building setbacks, and away from landscape open spaces and rear landscape buffer areas, to provide adequate soil volume for tree growth.

5.1.8 Retain and protect existing healthy trees on site, where possible.

5.1.9 Provide a generous tree planting buffer for development along the 401 to help mitigate noise and air pollution.

5.1.10 Use captured storm water for irrigation purposes, where possible.

Buildings

5.1.11 Promote energy efficient low carbon buildings through building siting, material selection and efficient heating and cooling systems including geo exchange and solar thermal systems.

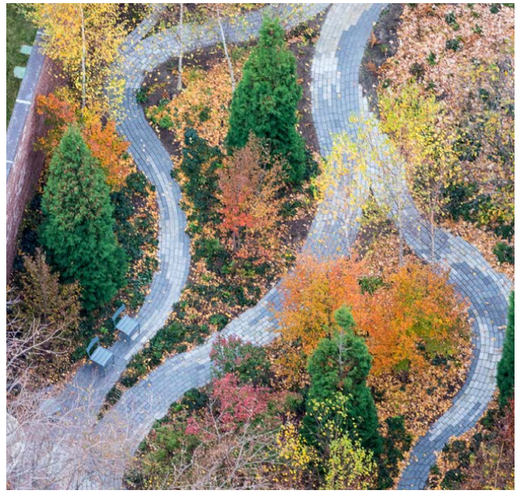
5.1.12 Encourage large master plan development projects to explore district energy to achieve greater efficiency in heating and cooling systems.

5.1.13 Minimize the number of parking spaces associated with residential development, especially in blocks surrounding the SC Transit Station. Incorporate electric vehicle charging stations in underground parking.

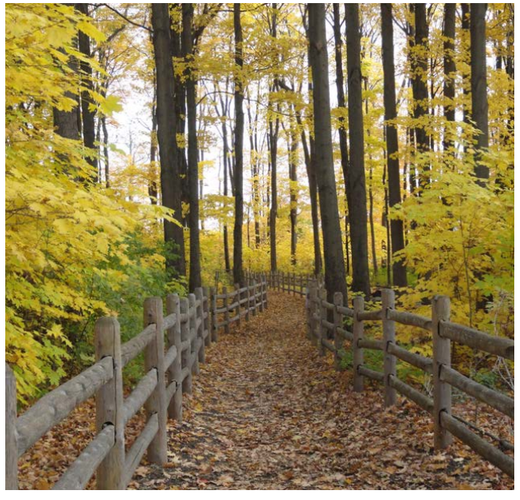
5.1.14 Encourage wood construction for all low and mid-rise buildings.

5.1.15 Incorporate recycled and locally sourced materials in building construction, where possible.

5.1.16 Green roofs should be considered for all buildings, including building retrofits. This includes the Scarborough Town Centre Mall.

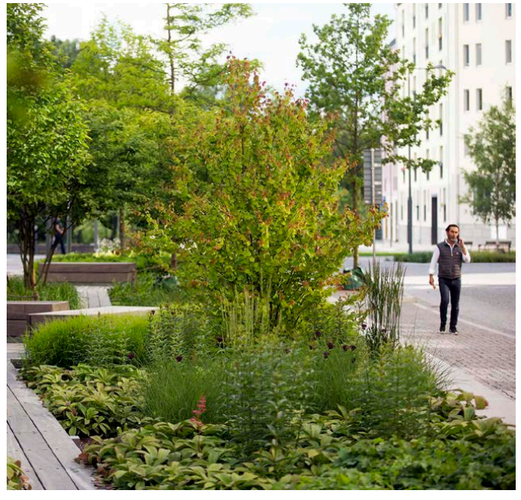


Boston, MA (c. MVVA_Iex S Maclean Landslides Aerial)



Frank Faubert Woodlot

Figure 5.1 Examples of sustainable landscape open space



Jaktgatan/Lövängsgatan, Sweden (c: AJ Landskap)

Figure 5.2 Example of stormwater capture landscape open space

SUSTAINABILITY | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

6.0 Demonstration Plan

6.1 Demonstration Plan

6.1 DEMONSTRATION PLAN

The 3D demonstration plan conceptually illustrates Scarborough Centre at a point of 'full build out,' maximizing of the recommended permissions and incorporating all of the planned elements of the Scarborough Centre Secondary Plan including streets, parks and open spaces.

The demonstration plan serves to provide a visualization to help City staff, stakeholders and the general public understand the vision and policies of the Scarborough Centre Secondary Plan to communicate the type of place that Scarborough Centre could be.

The demonstration plan is not a master plan. The plan is illustrative in nature and represents one possible outcome, with a range of possibilities permitted under the plan. The interests of landowners, developers and individual project designers may result in a number of different variations.

Figure 6.1 Demonstration 3D model rendering 1

DEMONSTRATION PLAN | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES

Figure 6.2 Demonstration 3D model rendering 2

DEMONSTRATION PLAN | SCARBOROUGH CENTRE URBAN DESIGN GUIDELINES


TORONTO
HAIR STUDIO
Town Center Rehab Clinic