

5. SCARBOROUGH CENTRE SECONDARY PLAN

Toronto Official Plan – Chapter 6, Section 5

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Scarborough Centre is an important mix of retail, government, institutional, cultural, employment and residential uses. The Centre is at the core of an established employment corridor along Highway 401. As a mixed use area, Scarborough Centre provides both employment and housing opportunities for workers and residents. The Centre is a focal point of transit; at the eastern end of the Scarborough Rapid Transit (SRT) line and at the hub of local and inter-regional surface transit lines. Scarborough Centre is also a destination point for surrounding communities; with a regional mall, municipal and federal government services and a variety of recreational, educational and community services. The Centre has the potential to welcome upwards of 40,000 residents and attract upwards of 23,000 jobs.

Major objectives for the Scarborough Centre Secondary Plan, shown on Map 5-1, are to:

- a) create a vibrant mix of employment, cultural, institutional, educational, recreational, commercial and residential uses;
- b) create a multi modal transportation network improving connections for pedestrians, cyclists transit riders and drivers; and
- c) promote a Complete Streets approach to ensure all streets and connections are safe and comfortable for users of all ages and abilities;
- d) ensure effective and efficient provision and use of transportation facilities and services;
- e) enhance the Centre as a destination and hub for eastern Toronto and the Region;
- f) promote a high-quality urban form and a comfortable and safe environment;
- g) improve open spaces, parks and active (pedestrian and cycling) connections;
- h) protect adjacent residential neighbourhoods; and
- i) strengthen community identity.

1. PRINCIPLES FOR SUCCESS: STRATEGIC POLICIES FOR SCARBOROUGH CENTRE

POLICIES

- 1.1. The Centre will be an urban focal point for eastern Toronto where employment, housing, institutional, cultural, recreational, commercial and community services and transit will be concentrated in a dynamic mixed-use location.
- 1.2. The Centre will accommodate a mix of uses to create an attractive and comfortable environment for residents, workers and visitors to the Centre.
- 1.3. Mixed-use growth will be encouraged while respecting and maintaining an environment that is supportive of existing employment, cultural, institutional, recreational and residential uses.
- 1.4. Adjacent *Employment Areas* and residential neighbourhoods will be protected by:
 - a) establishing a defined boundary for the Centre;
 - b) permitting the continuation of existing industrial uses; and
 - c) ensuring an appropriate transition in the scale and intensity of uses especially adjacent to the residential communities south of the Centre.
- 1.5. A range of housing in terms of form, tenure and affordability will be encouraged.

- 1.6. Higher density residential uses are encouraged adjacent to the Scarborough Rapid Transit (SRT) stations and the proposed Sheppard Subway stations to enhance opportunities for transit use.
- 1.7. New employment growth, compatible with the mixed-use nature of the Centre, will be encouraged.
- 1.8. The Centre will be actively marketed and promoted to encourage further office development.
- 1.9. A compact, high density, transit-oriented development pattern, based upon a high standard of urban design, will be encouraged.
- 1.10. When considering new development, the provision of public art, unifying physical elements such as street furniture and lighting, and excellence in architecture, to create a distinct character for the Centre, will be promoted.
- 1.11. The destination focus of the Centre will be enhanced by:
 - a) planning for, and promoting, the creation of a well-defined, cohesive and connected public realm comprised of existing and new streets, connections, active (pedestrian and cycling) connections, parks, open spaces and transit routes;
 - b) ensuring community services and facilities are located within or in close proximity to the Centre;
 - c) improving, expanding and re-investing in the existing supply of community facilities, parks and open spaces;
 - d) maintaining and enhancing the municipal presence in the Centre; and
 - e) providing for, and promoting cultural, entertainment uses and activities in Albert Campbell Square including additional community programs and activities.
- 1.12. The City's Complete Streets Guidelines will be applied to the design and construction of streets and connections to ensure safety and comfort for users of all ages and abilities.
- 1.13. The transportation network will consist of streets and connections:
 - a) Streets, as shown on Map 5-3, will be public and accommodate all users and modes.
 - b) Connections, as shown on Map 5-3;
 - i) may accommodate all users and modes,
 - ii) will be publicly accessible and secured through public access easements, if not public,
 - iii) will be connected to the public street network, designed in such a manner as to invite and promote movement into/through sites,
 - iv) will be generously scaled, pedestrian oriented, safe and comfortable,
 - v) will be designed to 'look and act' as public streets including but not limited to: sidewalks, lighting, high quality pavements and furnishings, landscape features and may include cycling facilities where appropriate.
 - c) Active (pedestrian and cycling) connections, as shown on Map 5-4, will consist of sidewalks, trails, pathways and walkways.
- 1.14. The Scarborough Rapid Transit (SRT), surface transit services and facilities and the proposed Sheppard Subway extension play an important role in the development of the Centre. These

assets will be replaced, enhanced and/or promoted to further the City building objectives of this Secondary Plan.

- 1.15. Planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of new development while promoting a multi modal transportation network.
- 1.16. The Centre will be enhanced by the provision of local and major parkland as well as improvements to the existing parks and open spaces.
- 1.17. Maintenance and enhancement of natural heritage areas will provide a connection to the natural environment, relief from the urban context of the area and will improve the livability and desirability of the Centre as a place to live, work and visit.
- 1.18. The levels and types of programs, services and facilities will be monitored and expanded or enhanced to meet the varied needs of the residents and workers of the Centre.
- 1.19. Lands and assets owned by the City will be utilized in a strategic manner to further the objectives of this Secondary Plan.

2. THE BASIS FOR THE SECONDARY PLAN

The strategic policies set out above, provide the basis for implementing the vision for Scarborough Centre. Detailed and specific policies respecting land use, housing, employment, community services and facilities, transportation, urban design, parks and open space are identified in the following Sections of this Secondary Plan and are focused around four key themes to create:

3. A Sense of Place
4. A Place to Live, Work and Relax
5. A Connected Place
6. A Connected Green Place

3. A SENSE OF PLACE

Within the Centre, employment and residential development has tended to be scattered, creating pockets of higher density residential and office uses, but with little interconnection. As the Centre develops, high-quality, urban design will play a significant role in promoting the Centre as a destination focal point, unifying its parts and connecting it to the surrounding area. Attention to architecture, built form and the design and massing of buildings will contribute to a strong, consistent, identifiable image of the Centre. Improvements and enhancements to the green spaces, streetscapes, pedestrian and cycling facilities and the provision of public art, and a common signage and way-finding system will physically and visually unite the area and create an attractive, interesting “place” for residents, workers and visitors.

3.1. Urban Design

Structure, Form and Physical Environment

High quality, pedestrian-friendly, transit-oriented development will be promoted in the Centre. As a mixed use area, the Centre will encompass a range of building heights with the higher buildings generally located in close proximity to the rapid transit stations or major arterial roads and expressway accesses.

Built Form – Tall Buildings

Tall buildings will form a prominent part of the urban landscape for the Centre, visually reinforcing the civic importance of the area and defining its image. Tall buildings must fit within their context and minimize impacts on surrounding properties. An analysis of appropriate building heights for new development within the Centre will be an important part of the planning review process.

The Public Realm

Streets, public open spaces including existing and future parks and open spaces will be part of a continuous system through the Centre and link to the surrounding area. Streets are more than just corridors for movement, they are also important public spaces. Streets are places where people meet, socialize, creating communities and shaping people's daily experiences. This important placemaking role for streets should be considered in tandem with their transportation roles. Streets should reflect the existing and planned function, scale and character that surround them, responding to and respecting the local context and character, as well as their civic role in the city.

Street character, open spaces, landscape character, and the design of parking and servicing facilities are important for the image of the Centre. The urban design character of strategic streets and open spaces including public and private spaces is of a particular importance.

The development of a vibrant Centre is dependent upon the provision of a pleasant, safe and accessible pedestrian environment. Public sidewalks will be the primary pedestrian routes, supplemented by other connections and open spaces to create a comprehensive pedestrian network.

Streets create significant public spaces that serve pedestrians, cyclists and vehicles. Streets provide space for public utilities and services, landscaping, building access and frontage, view corridors, sky view and sunlight. Existing streets will be enhanced to achieve these diverse functions and to address expectations for the spatial needs of users including pedestrians, people with mobility challenges, public transit vehicles, bicycles, automobiles, utilities and landscaping. Complete streets are places where people feel comfortable and connected. Streets will be designed to be safe and inviting, providing a range of mobility choices into a seamless network.

New streets will enhance the existing street and block pattern and establish appropriately sized development blocks. Connections will be designed to provide direct, pleasant, convenient, identifiable and safe pedestrian and cycling access. They will be provided to, from and between all major land uses, transit stations, parking areas, public streets, squares, and areas external to the Centre.

Development within the Centre has focused around the City's Scarborough Civic Centre Building and Albert Campbell Square. There is a need to enhance this presence through promotion of the Civic Centre building use, increased programming within the Square, improved connectivity and improvements to the accessibility, amenities and safety of the Square.

To create an improved sense of place for Scarborough Centre, the City will produce specific and detailed urban design guidelines for Scarborough Centre based upon the following design policies.

Scarborough Centre Urban Design Policies

Development within the Centre will be guided by the following Urban Design policies and Urban Design Guidelines. These Guidelines will provide further direction and clarification to the Official Plan and Secondary Plan principles and policies and will be used to inform the site plan control

process and provide guidance for development of the Centre.

POLICIES

3.1.1. Structure, Form, Scale and Physical Environment

- a) The general scale of development within the Centre will promote an urban character. Within certain areas of the Centre, building heights will be kept to a lower scale to provide a transition from surrounding uses. Some buildings will be required to be located close to the street line and/or incorporate a podium into the building design to achieve an appropriate pedestrian scale and building-to-street relationship.
- b) The scale of office and residential buildings will generally be of a high-rise character with low-rise elements incorporated into the buildings or site.
- c) New development, open spaces, parks, privately owned publicly accessible spaces (POPS), streets, connections, active (pedestrian and cycling) connections, and transit facilities will be designed and sited in a manner that contributes to an identity for the Centre as a multi-use, destination focus.
- d) Development will be designed to assist in creating clearly defined, safe, climatically comfortable, exterior public spaces while aiding orientation and projecting a positive image for the Centre.
- e) Development will be required to provide safe, secure, comfortable areas designed to meet the demand for pedestrian movement and private and/or public use.
- f) New development will be designed to enhance connectivity and mobility options with its surroundings through a combination of streets and connections.
- g) Development of buildings and other structures located along major approaches to the Centre will provide a sense of a “gateway” or “entry”.
- h) New residential development will provide private, on-site recreational facilities and open space to serve the residents and to meet the objectives of the Precincts. These facilities may include, but are not limited to, common recreation and amenity rooms, fitness facilities, pools, and outdoor amenity areas.

3.1.2. Built Form

- a) New buildings will be designed to contribute to, and reinforce, an attractive pedestrian-scaled streetscape through architectural treatments such as a defined building base and street edge definition.
- b) Taller buildings will generally be located in close proximity to the rapid transit stations, major arterial roads and Highway 401.
- c) Development proposals for tall building must demonstrate how the proposed building and site design will contribute to and reinforce the overall Centre structure.
- d) Minimize negative impacts of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces.
- e) Where provided by this Secondary Plan, retail and commercial uses will be street related and will incorporate design elements such as public entrances, colonnades, windows, awnings, cantilevers, signage and forecourts that contribute to the animation of the street.

- f) To promote the image of the Centre, attention will be given to the urban design and landscape character of streets, open spaces, parks, parking and servicing facilities in the Centre. Accordingly:
 - i) minimal setbacks from the street line will be required for buildings where a strong street edge definition is contemplated;
 - ii) the development of a series of open spaces, urban spaces and parks will be promoted as an integral part of the active (pedestrian and cycling) transportation network to provide a variety of experiences as well as to create and maintain views of significant elements in the Centre; and
 - iii) landscape features including tree planting will be promoted throughout the Centre to complement the human-made environment and to assist in:
 - defining the street edge;
 - identifying connections;
 - providing shade, screening service areas, and
 - providing orientation to key elements of the parks and open space system.
- g) New development will be encouraged to incorporate measures to minimize strikes by migratory and resident bird species.

3.1.3. Public Realm

- a) A fine grain street grid with appropriately sized development blocks and a well-defined open space system will be encouraged.
- b) Parking adjacent to streets, where permitted, will be landscaped and where feasible, screened from the adjacent public street through the use of landscaping and/or building elements, with attention to public safety principles.
- c) Streets and connections will provide pleasant, convenient, identifiable, safe, access to, from and between all development, transit stations, parking areas, urban squares and the surrounding area.
- d) Locations on streets, including street intersections, where high volumes of pedestrian activity exist, or are anticipated, will be enhanced through the development review process with design features to create a pleasing and safe pedestrian/cyclist environment and appropriate, safe and functional vehicular movement. Such design features may include, but are not limited to, one or more of the following:
 - i) Enhancement or alteration of existing connections;
 - ii) provision of greater sidewalk widths and/or increased landscape areas, and be located away from the street curb where the right-of-way permits;
 - iii) The creation of urban spaces through additional building setbacks:
 - iv) enhanced streetscape design:
 - v) common signage and way-finding system;
 - vi) dedicated cycling facilities and parking;

- vii) pedestrian refuge areas within the street right-of-way;
 - viii) enhanced street signalization; and
 - ix) pavement treatment.
- e) Major transit intersection locations such as; Ellesmere Road/Brimley Road, Ellesmere Road/McCowan Road, Borough Drive/Progress Avenue, and Triton Road/McCowan Road, will be designed to be attractive with sufficient space to facilitate transfers and movement through the area, and provide amenities to transit riders
 - f) Major pedestrian system routes will be weather protected.
 - g) Pedestrian routes will provide a variety of landscaped public spaces and will be integrated with ancillary public and private spaces such as retail areas, reception and display areas.
 - h) The active (pedestrian and cycling) transportation network will be designed to create unobstructed access to all areas of the Centre, to all users, through measures that remove potential impediments caused by features such as grade changes.
 - i) The City will develop and implement a common signage and way-finding system for the Centre that:
 - i) improves way-finding for pedestrians, cyclists, and vehicles moving within and around the Centre;
 - ii) creates a “Sense of Place” for Scarborough Centre, by identifying points of interest or significance; and
 - iii) provides guidelines for integration of a common signage and way-finding system within the architecture and siting of existing and new buildings, in harmony with the City of Toronto Sign By-law, adopted guidelines and best practices. improves way-finding for pedestrians, cyclists, and vehicles moving within and around the Centre;
 - j) The cycling network will be supported by the provision of bicycle parking and support facilities in new developments, and in public facilities and spaces.

3.1.4. Public Art

- a) Public art will be encouraged along public streets and at prominent locations on private lands.

3.1.5. Urban Forest

- a) Tree cover will be increased in an effort to improve and extend the urban forest

3.1.6. Albert Campbell Square

- a) Albert Campbell Square will be promoted by incorporating:
 - i) uses and facilities which contribute activity to the Square, year round;
 - ii) facilities in developments which focus views and activities onto the Square;
 - iii) a common signage and way-finding system; and
 - iv) optimal pedestrian level microclimatic conditions by ensuring adequate

sunlight and minimizing adverse climatic conditions including wind, snow and rain.

4. A PLACE TO LIVE, WORK AND RELAX

The geographic area of the Centre is large enough to accommodate a significant amount of residential and employment growth. The objective of this Secondary Plan is to guide this growth so that it builds upon the important role the Centre plays as a community within Toronto. Community building involves balancing a number of factors. A healthy and liveable community must provide an appropriate level of housing, employment, transportation networks and community facilities, services and programs such as daycare, health services, education facilities, parks, open spaces and recreation facilities, all in a visible and accessible manner.

POLICIES

- 4.1. Lands will be designated as *Mixed Use Areas, Parks and Open Space Areas - Natural Areas*, and Parks as shown on Maps 19, 20, 21 and 23. Within the mixed-use strategy, specific direction is provided for Brimley and McCowan Roads with further employment and housing objectives for these areas.
- 4.2. Existing industrial uses are permitted.
- 4.3. Retail uses are permitted within the Town Centre Commercial Precinct and on lands located east of Brimley Road, south of Progress Avenue, north of the Scarborough Rapid Transit (SRT) line to the former Borough Drive and lands located north of Town Centre Court, south of Triton Road, west of McCowan Road and east of the former Borough Drive.

In other locations within this Secondary Plan, retail uses will only be permitted when secondary to other permitted uses in the *Mixed Use Areas*.

- 4.4. *Parks and Open Space Areas* will provide for a variety of active and passive recreation uses and natural areas. New *Parks and Open Space Areas* will be located and designed to visually and physically integrate and link development, and to meet the demands of new development
- 4.5. Cemetery and golf courses are not provided for.
- 4.6. Precincts

This Secondary Plan recognizes that the Centre is a large geographical area in which several development areas have emerged, each with a somewhat different focus. Collectively, these areas combine to make the Centre a destination for the east end of the City.

To enable detailed planning for the Centre, to provide for a specific growth management strategy, and to realize specific employment, housing, recreation, entertainment and community service objectives, Scarborough Centre is divided into four land use precincts. Defining the Centre in this manner, provides the opportunity to shape how the Centre will develop, how it will look and function in the future, and how the Centre can be strengthened to meet a wide variety of objectives.

Each precinct will permit a mix of land uses although each precinct will have a specific emphasis in terms of detailed land use focus, physical character, streetscape and built form objectives. This variety of, and emphasis upon, land use and built form objectives will increase the diversity, vitality and interest in the Centre as a whole.

General Precinct Policies

- a) Scarborough Centre will be subdivided into the four Land Use Precincts as shown on Map

5-2, Precincts.

- b) The highest density of new development will be encouraged to locate on sites that are adjacent to rapid transit stations, having consideration for the planning, urban design and built form policies and objectives of the Official Plan and this Secondary Plan.
- c) To protect existing residential neighbourhoods to the south of Ellesmere Road and existing employment areas outside of Scarborough Centre, but adjacent to the Brimley and McCowan Precincts, new development will seek to minimize adverse impacts on adjacent neighbourhoods and employment areas.
- d) Certain lands adjacent to Brimley and McCowan Roads including those sites immediately adjacent to the proposed Brimley and the existing McCowan SRT Stations will be identified as the “corridors” (as shown on Map 5-2, Precincts) where higher density residential and office development could be accommodated.
- e) Retail uses are not permitted in the Civic, Brimley & McCowan Precincts with the exception of ancillary retail developed in conjunction with residential, office and other employment uses.
- f) Community services and facilities will be encouraged to locate in close proximity to the resident and worker populations they serve. Alternative locations within adjacent Precincts may be considered.

4.6.1. The Town Centre Commercial Precinct

The Town Centre Commercial Precinct contains the Scarborough Town Centre Mall, a regional shopping centre and major employment site in eastern Toronto. Its concentration of retail, service, and entertainment uses draws people from across Scarborough and Durham Region. The mall’s continued function and evolution is supported. Over time, the Scarborough Town Centre Mall will evolve into a more mixed-use environment that is connected to surrounding precincts. As the mall grows, large areas of surface parking and servicing areas will be integrated and located below-grade. Development above the integrated parking and servicing areas will help to define a new network of connections, and open spaces that together extend the mall’s internal circulation system outwards to meet the existing and planned street network within the precinct. A common signage and way-finding system within the Town Centre Commercial Precinct will enable residents, shoppers and workers to move easily within the Centre and to surrounding destinations.

The Town Centre Commercial Precinct will be predominantly focused on commercial, retail, hotel, entertainment and recreational employment uses. Residential development will not be a focus for this Precinct. New residential development is not discouraged, especially on sites where there is an opportunity to knit together the fabric of the Centre. Expanding activities within this Precinct will include more street-related retail. New commercial, entertainment, hotel, recreational, restaurant and cultural uses will make better use of existing infrastructure and improve the Town Centre Commercial Precinct as a destination within Scarborough Centre. Commercial development will be strengthened within the Town Centre Commercial Precinct by encouraging commercial (non-retail) office uses to locate on sites having high accessibility to the rapid transit stations.

Retail and commercial development along Progress Avenue, between Brimley and McCowan Roads will be encouraged to locate adjacent to the street edge to create a more animated pedestrian streetscape. Redevelopment of the lands along Progress Avenue and Borough Drive will be encouraged to incorporate design elements such as

building entrances at the street, windows and/or display panels on the street frontage, signage, tree planting, patios, street furniture, forecourts, fountains and a combination of streets and/or connections.

Town Centre Commercial Precinct Policies:

- a) The Town Centre Commercial Precinct will be predominantly a commercial centre providing regional level and local employment uses such as retail and office uses.
- b) Retail and commercial uses along Borough Drive and Progress Avenue between Brimley and McCowan Roads will be encouraged to be street related. Design elements such as building entrances at the street, extensive windows and/or display panels on the Progress Avenue frontage, common signage and way-finding system, tree planting, patios, street furniture, forecourts, fountains and streets and/or connections will contribute to the animation of the street.
- c) As development and expansion of the Scarborough Town Centre Mall occurs, connections will be introduced to support north-south and east-west access to transit services and other destinations within the Centre. The City will explore opportunities for public and transit access through the mall's enclosed internal circulation system to further enhance connections within the Centre.
- d) Streets and/or connections will be incorporated within The Town Centre Commercial Precinct for new development to improve the connectivity within the Precinct to transit facilities, the rest of the Centre and the surrounding area.
- e) Tree planting and landscaping will be encouraged to break up large expanses of parking for commercial uses within the Town Centre Commercial Precinct.
- f) Within the Town Centre Commercial Precinct, the provision of community services, facilities and programs including, but not limited to the following, are promoted:
 - i) a non-profit workplace child care facility for infants, toddlers and pre-schoolers; and
 - ii) community services space for local non-profit organizations for programs and services including a community health centre, a youth drop-in centre, seniors centre and employment training centre.

4.6.2. The Civic Precinct

The Civic Precinct will be a focus for civic, government and commercial offices, community services and facilities, parks, woodlots and open spaces, cultural, recreational and entertainment facilities and programs, and residential developments.

The Civic Precinct contains the Scarborough Civic Centre, housing both municipal and school board offices, Albert Campbell Square, Scarborough Centre Library, woodlots, Federal Government and private commercial offices, the YMCA and numerous residential buildings. The Civic Precinct is a destination for business, residents and visitors, serving the adjacent Precincts and the residential and employment communities beyond the Centre's boundaries with a variety of government, institutional, community and residential uses and activities.

Within the Civic Precinct, there are large areas of surface parking. Some of these lands are in public ownership, others are privately owned. Through redevelopment of these parking lots and other under-utilized lands, there is an opportunity to incorporate needed parking, above or below grade, within new employment and residential uses, and at the

same time achieve overall goals respecting the provision of community services and facilities, parkland, cultural, entertainment and recreation facilities, and the achievement of enhanced streetscapes and pedestrian environments.

As the central focal point for the Centre, and to enhance its civic function, the Civic Precinct must be well connected to the rest of the Centre and the surrounding area. A combination of streets and connections is necessary to ensure excellent connectivity to the Centre and the surrounding business and residential neighbourhoods beyond the Centre's boundaries.

The Civic Precinct Policies:

- a) Land use will be predominantly employment uses including government and commercial offices, hotels, community services and facilities including schools, libraries, community service and daycare facilities, entertainment facilities for the arts and restaurants and cafes.
- b) The maintenance and enhancement of government presence in the Civic Precinct will be promoted.
- c) The future use of 140 Borough Drive, should the building become available, as a location for community services and programs, recreational uses or for an expansion of civic and other government services is supported.
- d) To further the role of the Civic Precinct as a focus for the community, the provision of community services and facilities including, but not limited to the following, are promoted:
 - i) a neighbourhood library;
 - ii) licensed non-profit child care facility(ies) for infants, toddlers and pre-schoolers;
 - iii) community service space for local non-profit organizations; and
 - iv) a parent and child resource centre.
- e) The use of, and activity planning for, Albert Campbell Square will be encouraged and promoted to provide increased cultural, entertainment, social and civic activities that serve Scarborough Centre and east Toronto.
- f) Visual, pedestrian and cycling access to Albert Campbell Square will be improved by ensuring the Square is linked to streets and connections, and providing bicycle parking in the Square and at public building locations.

4.6.3. The Brimley Precinct

As a mixed-use area, the Brimley Precinct will be a focus for both residential and employment uses. Like other healthy communities, the Brimley Precinct will include land uses such as parks and open spaces, schools and community services and facilities that contribute to the health of the Precinct's residential and employment focus. There is considerable development potential within the Brimley Precinct. Employment will continue to be an important element of the Brimley Precinct and existing industrial uses will be accommodated. Retail uses that are secondary to the residential and employment uses within the Brimley Precinct will be permitted.

There is a need to better link the Brimley Precinct through new development that incorporates good street-to-building relationships, new parks, streets and connections.

Opportunities to improve the east-west and north south connections within the Brimley Precinct for all modes are also encouraged. These connections are intended to knit together the Brimley Precinct with the remainder of the Centre and the surrounding area.

A key feature of the Brimley Precinct will be the Brimley corridor. Brimley Road presents an opportunity to create an urban, main street that would function as a major entry point to the Centre from the north and south. New residential and large scale office development will be concentrated along Brimley Road with higher density development located in close proximity to the proposed Brimley SRT station. New development will be designed to create a more defined and pedestrian-friendly environment. Attention will be paid to the relationship between buildings and Brimley Road.

The Brimley Precinct Policies:

- a) The Brimley Precinct will be a focus for residential and employment growth together with uses such as parks and open spaces, and community services and facilities, concentrated along the Brimley Corridor.
- b) Within the Brimley Precinct, the provision of community services and facilities including, but not limited to the following, are promoted:
 - i) a multi-purpose, community service space for a range of programs, including: a community health centre, youth drop-in centre, seniors centre and an employment training centre; and
 - ii) licensed non-profit child care facility(ies).
- c) Active (pedestrian and cycling) connections to the Bendale Branch of Highland Creek, west of Brimley Road to provide access to the watercourse area and to link with the Birkdale Ravine open space area and pathway system south of Ellesmere Road are encouraged.

Brimley Corridor

- d) Lands along Brimley Road, including sites immediately adjacent to the proposed Brimley Road SRT Station are identified as the “Brimley corridor” and are shown on Map 5-2, Precincts.
- e) The Brimley corridor is intended to have a main street character where a greater intensity of employment and residential uses will be focused.
- f) Buildings will be located at the streetline and will incorporate a defined building base/podium element or separate building element such as townhouses.
- g) New development within the Brimley corridor will be of a high quality and create an appropriate relationship between the street, public realm and proposed buildings to contribute to the animation of Brimley Road.
- h) Main building entrances will be clearly visible and accessible from the street.
- i) Street-related commercial and service uses serving the residential or employment uses will be permitted within the base element of buildings and will have entrances onto the street.

4.6.4. The McCowan Precinct

The McCowan Precinct will be a focus for residential and employment uses and will include such uses as parks and open spaces, schools and community services and facilities. Employment will continue to be an important element of the Precinct and existing industrial uses will be accommodated. Commercial uses that serve the residential and employment uses within the McCowan Precinct will be permitted.

Considerable development potential exists within the McCowan Precinct, especially along McCowan Road and west of Consilium Place. There is a need to better link the McCowan Precinct through new development that incorporates good street-to-building relationships, new parks, streets and connections.

McCowan Road acts as a major connection to/from Highway 401. It has been designed with a focus on vehicular movement. Improving McCowan Road to accommodate other modes (walking and cycling) while maintaining vehicular movements is an objective of this Secondary Plan. Opportunities to improve the east-west connections within the Centre for all modes are also encouraged. These connections are intended to knit together the McCowan Precinct with the remainder of the Centre and the surrounding area. A key objective of the transformation of McCowan Road is reconfiguring Progress Avenue and McCowan Road as an at-grade intersection.

Lands adjacent to McCowan Road are identified as the McCowan Corridor where new residential and/or large scale office development is anticipated. New development will be concentrated along McCowan Road, with higher density development located in close proximity to the McCowan SRT station. Improving the streetscapes of the McCowan Corridor to be more accommodating to pedestrians while maintaining the role of McCowan Road as a transportation artery, is an objective of this Secondary Plan.

McCowan Precinct Policies:

- a) The McCowan Precinct will be a focus for residential and employment growth together with such uses as parks and open spaces, schools and community services and facilities.
- b) Within the McCowan Precinct, the provision of community services and facilities including, but not limited to the following, are promoted:
 - i) a neighbourhood library;
 - ii) public elementary school(s);
 - iii) multi-purpose community spaces; and
 - iv) child care facility(s).
- c) Active (pedestrian and cycling) connections along the Markham Branch of the Highland Creek watercourse are encouraged and supported.

McCowan Corridor

- d) Lands along McCowan Road, including the City-owned site immediately adjacent to the McCowan SRT Station are identified as the "McCowan corridor" and are shown on Map 5-2, Precincts.
- e) New residential development and large scale office development will be encouraged within the McCowan corridor.
- f) New development within the McCowan corridor especially between Ellesmere Road and Corporate Drive will provide an appropriate relationship between the

street, public realm and proposed buildings that contribute to the animation of the street. Where grade conditions do not make it feasible to incorporate grade related residential or commercial/retail uses with direct pedestrian entrances, every effort shall be made to incorporate design elements including, but not limited to streetscape and landscape features, windows and a common signage and way-finding system.

4.7. **Housing**

Scarborough Centre is an ideal location to accommodate some of Toronto's anticipated residential growth. Residential growth will enhance the diversity of housing options by supporting a variety of housing forms, affordability and tenure arrangements. A broad range of housing will provide residents with the ability to remain in their neighbourhoods and retain their connections and social networks as their housing needs change.

Residential development will be compact and transit supportive to take advantage of past and future investment in infrastructure and transit facilities. Tall residential buildings, with lower-rise and ground-related units incorporated into the buildings or sites, will be the predominant built form in the Centre.

The provision of housing within the Centre will proceed in conformity with Section 3.2.1 and other relevant policies of the Official Plan.

4.8. **Employment**

While it is important to strive for more office employment, this Secondary Plan recognizes that Scarborough Centre is at the core of a large and successful employment district that spans Highway 401 from Kennedy Road to Markham Road. It has the opportunity to provide services to this broader employment corridor. The Centre will continue to provide a supportive environment and contribute to the success of the employment areas east and west of the Centre. The Centre will continue to intensify as a service cluster, containing a wide variety of employment opportunities including retail, hotel, entertainment, institutional, cultural, government, business and service uses.

Like residential growth, employment uses will be compact and transit supportive. Encouraging entertainment, cultural and recreational facilities will create an atmosphere more conducive to workers, visitors and residents in the Centre. Bringing the Sheppard Subway into the Centre and extending Line 2 north into the Centre are also examples of commitments that will further link the Centre and enhance its attractiveness for workers, residents and visitors.

POLICIES

- a) A variety of employment uses will be encouraged, including retail, hotel, entertainment, cultural, recreational, institutional, business and service uses.
- b) Existing industrial uses are permitted. Service commercial uses may be considered within these areas to strengthen the economic health of these areas, and also to assist in providing a transition between the Centre's mixed-use areas and the adjacent employment areas.
- c) Employment growth, including office development, will be encouraged throughout the Centre, particularly in the vicinity of Highway 401 and on sites with good accessibility to transit.
- d) A continued and expanded Civic presence in the Centre will be supported and promoted.
- e) Where new sensitive uses such as residential, mixed use or community facilities are proposed in close proximity to existing industrial uses, proponents will be required to

submit studies and analyses such as acoustic and/or air quality (including odour) reports in accordance with all Provincial guidelines. Buffering, screening, berming and/or other attenuation/mitigation measures will be required to be implemented based on the studies and analyses to the satisfaction of the City. Executed legally binding agreements that provide for the implementation of the recommendations of the studies/analyses, including the implementation of the required measures, prior to occupancy of the proposed new sensitive land use will be implemented.

- f) For sensitive uses that are proposed to be developed in close proximity to industry, 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, site plan agreements.

4.9. **Community Services and Facilities**

A strong network of community services and facilities is essential to developing a highly functioning and liveable Scarborough Centre. It is also essential for creating a sense of community.

The residential and employment growth and change expected in the Centre will need to be balanced with the timely provision of community services and facilities to support the current and future residents and workers. This will require partnerships to occur between the City, public agencies, service providers and land developers to ensure that the needed community facilities and services are available when required.

The development of additional facilities will ensure community access to publicly-owned facilities for social, meeting, recreational, cultural and educational purposes. This will allow local agencies to expand their capacity and provide for the needs of the residents and workers living and working within their immediate area.

POLICIES

- a) Community services and facilities will be:
 - i) delivered to support residential and employment growth;
 - ii) located in close proximity to the resident and worker population that they serve;
 - iii) located in highly visible and accessible locations with strong pedestrian, cycling and transit connectivity;
 - iv) designed in a manner that promotes the development of flexible multi-purpose space to allow for the delivery of a wide range of programs/services; and
 - v) 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.
- b) Community services, facilities and related programming will be monitored and assessed from time to time, based on changes in the Centre including the:
 - i) changing demographic profile of the Centre residents;
 - ii) inventory of existing services and facilities; and
 - iii) identification of service gaps.
- c) Community services and facilities priorities for the Centre include, but are not limited to:

- i) child-care centre(s) for infants to school-age children;
- ii) a neighbourhood library;
- iii) a public elementary school;
- iv) the expansion of the existing Catholic elementary school facilities;
- v) a parent and child resource centre;
- vi) the coordination of the delivery of services to Centre residents; and
- vii) 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.

5. A CONNECTED PLACE

As a destination, Scarborough Centre must be well connected to the surrounding area, the City and the Region. Effective and efficient movement of people and goods, in and around the Centre is critical.

The Centre is a hub for numerous local and regional transit lines. It is adjacent to Highway 401 and at the crossroads of several major streets. These strategic transportation advantages make the Centre highly accessible to the many people who come from other areas of Toronto and the Greater Toronto Area and for people who live within the Centre. Opportunities will be pursued to further enhance transportation infrastructure and services to provide increased transit, pedestrian and cycling options for those who live, work and visit the Centre. Promoting transit supportive development in the vicinity of rapid transit is an Official Plan strategy. Higher densities of both residential and employment land uses in specific locations within the Centre will increase ridership levels to help sustain the transit services, support future transportation improvements and further the City's goal of accommodating balanced growth at strategic locations within Toronto.

This plan supports a variety of transportation improvements aimed at improving movement within the Centre and connections to the surrounding area and Region. As the Centre continues to grow, how streets are designed and used is critical. Streets become more efficient when the focus is on moving people and goods rather than just moving vehicles. The design of all streets within the Centre should encourage and support higher volume and more space efficient modes like walking, cycling and public transit. Existing streets will be enhanced over time through streetscape improvements, such as widened sidewalks, dedicated cycling facilities, on-street parking and street tree planting secured as part of development and capital infrastructure projects. A finer grain street network will be implemented to allow pedestrians, cyclists, transit users and vehicles to move more efficiently while improving connectivity.

Promoting a balanced transportation network that accommodates all modes and users through a network of streets and connections will be encouraged to help people (those who live, work and visit) find their way around the Centre. Efforts to enhance the Centre will focus on:

- a) active pursuit of the Sheppard Subway extension to the Centre;
- b) enhancement of the SRT system or replacement technology;
- c) expansion and improvement to surface transit routes with enhanced local transit service;

- d) new streets and connections that create appropriately sized development blocks;
- e) improved connectivity to, from and across Highway 401;
- f) a common signage and way-finding system in the Centre;
- g) the provision of accessible and safe active (pedestrian and cycling) connections, including sidewalks, crossings and intersections improvements; and
- h) the provision of streetscaping and public realm improvements such as tree planting, landscaping, lighting, street furniture and public art, where feasible.

Transportation Policies

- 5.1. The Scarborough Centre Transportation Master Plan forms the basis of the transportation infrastructure required to service the growth envisioned within the Centre. The work undertaken for the Transportation Master Plan satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process. The requirements from the Transportation Master Plan will be refined, protected, and implemented through the development review process and identified capital expenditures.
- 5.2. As shown on Map 5-3, Street Network and Map 5-4, Active Transportation Network, large blocks will be divided into appropriately sized development blocks, with a fine grain network of streets and connections to ensure a high level of permeability for pedestrians, cyclists and vehicles.
- 5.3. The layout and pattern of new streets and connections are shown on Map 5-3, Street Network and Map 5-4, Active Transportation Network.
- 5.4. The exact location, alignment and design of each new street and connection may be refined through the development review process. An Official Plan Amendment may not be required to alter the streets and connections, provided the general intent and connectivity as shown on Map 5-3 and Map 5-4 is achieved.
- 5.5. New streets and connections shown on Map 5-3 are intended to accommodate all modes and users (pedestrian, cyclists and vehicles), the design will be informed by the Complete Street Guidelines.
- 5.6. Facilities for pedestrians and cyclists within the Centre will be improved as the space within the right-of-way is reorganized and will be guided by the Complete Street Guidelines.
- 5.7. Streets and intersections should be designed to create an attractive, safe and connected transportation network for a variety of travel modes and give people choices for how they move around the Centre whether on foot, bicycle, or in a motor vehicle.
- 5.8. Improved connectivity and accessibility within the Centre and to the surrounding area will be enhanced by initiatives including, but not limited to:
 - a) the normalization of McCowan Road and Progress Avenue as an at-grade intersection;
 - b) the elimination of vehicular ramps along McCowan Road to support and maximize development potential and enhance the public realm environment;
 - c) the reconfiguration of Corporate Drive, Progress Avenue and Borough Drive as a T intersection;
 - d) the reconfiguration of Borough Drive (southern segment) for the provision of dedicated cycling facilities, on-street parking, and an improved public realm/pedestrian environment with an emphasis on enhancing placemaking opportunities and the civic presence in the

- area;
- e) the provision of a full-moves intersection at Ellesmere Road and Borough Approach West, including:
 - i) the reconfiguration of Borough Approach East as an active (pedestrian and cycling) connection; and
 - ii) the provision of signals at Ellesmere Road and Saratoga Drive.
 - f) the provision of an extension of Bushby Drive to Bellamy Road North. The extension of Bushby Drive will be designed as a grand promenade and provide a visual and physical link between the future park and school site, the McCowan Precinct, and the larger Scarborough Centre public space system; and
 - g) the provision of an extension of Bellamy Road North over Highway 401 to Milner Avenue.
- 5.9. New segments of the street network will be implemented so that the functional integrity of the transportation system is maintained at all times.
- 5.10. Transportation facilities will be designed to avoid undue traffic infiltration and parking on local streets in adjoining residential communities.
- 5.11. Design features that support vehicular movements and maximize safety and comfort for pedestrians and cyclists will be considered in the future design/reconfiguration of the Highway 401 interchanges at Brimley, McCowan and Markham Roads.

Transit Policies

- 5.12. The Secondary Plan is based on the provision of higher order transit facilities and an extensive network of local and regional bus services. A high degree of transit usage will be encouraged by ensuring safe, direct and convenient active (pedestrian and cycling) connections to transit facilities within the Centre.
- 5.13. Toronto Transit Commission, Metrolinx and other regional bus operators will be encouraged to promote the role of Scarborough Centre as a hub and major transit interchange and to provide improved transit services between the Centre and other areas of the City and the GTA.
- 5.14. The transit system will be enhanced by initiatives including, but not limited to, completion of the Sheppard Subway Extension to the Centre, the extension of the Scarborough Rapid Transit, revisions to the SRT stations to accept longer trains and/or higher capacity vehicles, the introduction of higher order surface transit service, and expanded inter-regional bus services.
- 5.15. The current capacity limitations of the SRT are recognized and based on further study and evaluation in conjunction with the Toronto Transit Commission (TTC), high priority will be given to increasing the capacity of the line through purchases of replacement and additional vehicles and station enhancements, or through upgrading or replacement of the line with alternative technology.
- 5.16. Toronto Transit Commission, Metrolinx and other regional bus operators will be encouraged to provide enhanced transit service on Ellesmere Road from Scarborough Centre east to Morningside Avenue, Centennial College, University of Toronto Scarborough Campus, and beyond to Durham Region.
- 5.17. Toronto Transit Commission will be encouraged to provide enhanced local transit service within the Centre.
- 5.18. The expansion of the SRT system, both in terms of increased capacity on the existing system and extension to the east and north, is encouraged.

- 5.19. The extension of the Sheppard Subway system to the Centre is encouraged.
- 5.20. Enhancements to the passenger drop-off and pick-up activity at the McCowan transit station will be encouraged.

Parking & Travel Demand Management Policies

- 5.21. As part of a complete application, quantitative multimodal transportation assessments and site related mitigation measures may be required to demonstrate that sufficient and safe transportation infrastructure exists to support proposed developments.
- 5.22. As part of a complete application, a comprehensive Travel Demand Management (TDM) Strategy may be required.
- 5.23. Programs designed to reduce car-dependency including, but not limited to, car-share, bike share TDM programs, initiatives and strategies will be encouraged. Where TDM measures form an integral component of the project, reduced parking standards may be considered.
- 5.24. Reductions in parking will be considered on a site-by-site basis at the City's discretion, subject to;
 - a) a review of how the implementation of TDM measures may contribute to reduced parking requirements; and
 - b) proximity to transit facilities.
- 5.25. Sharing of parking facilities, where peak requirements permit, will be encouraged to minimize the provision of excess parking facilities.
- 5.26. On-street parking will be permitted, where appropriate, to enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the parking supply within the Centre.
- 5.27. Off-street, surface parking is discouraged and existing surface parking lots will be phased out. New development will incorporate below-grade parking. Where below-grade parking is not physically possible, above-grade parking may be considered, at the City's discretion provided such parking is integrated within the building and its design is such that it does not appear as a stand alone, visually apparent element of the building.
- 5.28. The provision of bicycle parking and storage facilities within developments will be encouraged to promote increased use of non-automobile modes of transportation.
- 5.29. Signage, designed to identify alternative routes for vehicles will be developed to optimize usage of the street network.

Active Transportation Policies

- 5.30. Development will be designed to provide accessible, safe and convenient access points.
- 5.31. The pedestrian experience will be enhanced through tree planting, landscaping, lighting, improvements to sidewalks and crossings, street furniture and public art where feasible.
- 5.32. Development along streets and connections will be designed to reinforce a high quality pedestrian and cycling environment.
- 5.33. Developments, transit facilities and connections will be accessible to all users.
- 5.34. The pedestrian and cycling networks will be oriented and developed to encourage maximum use of the transit system by promoting convenient, comfortable and direct active (pedestrian and

cycling) connections between buildings and transit stations, where feasible.

- 5.35. Dedicated cycling facilities shown on Map 5-4 will be encouraged to connect the Centre with the surrounding area. The location and design of cycling facilities will have regard for City directions and priorities found in related City documents and subsequent studies/design.

6. A CONNECTED GREEN SPACE

Building a healthy and liveable Scarborough Centre means ensuring that there is a high quality public realm, featuring a variety of passive and active parks, open spaces, natural areas, privately-owned publicly accessible spaces (POPS) and active (pedestrian and cycling) connections.

As the Centre matures, these public and publicly accessible spaces will become even more important features that unite the Centre from within and integrate the Centre with its surroundings. The urban forest also plays an important role in making the Centre a clean and beautiful area. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of the Centre's environment.

Opportunities to secure and develop new parkland, and enhance and improve public parks, open spaces and facilities will arise as residential and employment growth proceeds. There are opportunities to provide interpretative features and signage relating to the parks, natural heritage, and the natural environment to enhance the open space experience in the Centre. Continuing the regeneration of the Markham Branch of Highland Creek, adding to the urban forest through generous tree planting as part of private development, promoting healthy green architecture such as green roofs and developing pedestrian and cycling networks within the Centre, are means by which the park and open space system can be enhanced for the Centre's residents, workers and visitors.

The City's goal in expanding, improving and enhancing the diversity and function of the Centre's park and open space system, must be to ensure that the diverse needs of the resident, worker and visitor populations are addressed and are met with a high degree of accessibility and convenience.

Parks and Open Spaces

With a planned increase in residential and worker population over the next 30 years in the Centre, the existing supply of parks and open spaces will need to be improved and expanded to meet increased demand. Programmable park space for both passive and active uses is needed within the Centre.

Although not intended to meet a community's park needs, publicly accessible open spaces and private open spaces, also play a key role in augmenting the Centre's supply of open space. These open spaces often form a link to the Centre's public spaces. Examples of non-park, publicly accessible open spaces include school yards, institutional lands, trails and publicly accessible or visible, privately-owned publicly accessible spaces (POPS).

Community centres are located outside the Centre (e.g. Centennial Recreational Centre and Birkdale Community Centre). However, Albert Campbell Square and the Civic Centre building perform many roles associated with a community centre, providing meeting space for the community, cultural events, and social and entertainment events. Albert Campbell Square offers an excellent venue for additional community cultural, entertainment and social activities. Additional programming and promotion of Albert Campbell Square and additional functions in the Square that serve the community, would improve the community feel of the Centre. Albert Campbell Square is an important resource within the Centre and a vital element of the Centre's

community identity. Improving its exposure and connection to the surrounding area is vital.

Through a land use planning framework, transportation, infrastructure and service planning and public/private projects, the role that parks, open spaces, walkways and trails play in community building within Scarborough Centre will be enhanced. A strategy for the acquisition and improvement of public parkland, open spaces and recreational facilities within Centre will be developed.

Natural Heritage

Currently, the woodlots (south of the Civic Centre Building) are the largest “greenspace” within the Centre and an important natural heritage resource, offering passive recreational use (trails). The woodlots, the Markham and Bendale Branches of Highland Creek are part of Toronto’s Natural Heritage system. Protecting, restoring and enhancing the health and integrity of the natural heritage system are objectives of this Plan.

Strengthening of the park and open space system in the Centre through re-generation of the Markham Branch of Highland Creek and securing the majority of the woodlots for public ownership has taken place. New development in areas adjacent to natural heritage features will be assessed to ensure that the natural heritage system is protected and to seek opportunities for enhancement.

Green Linkages

As the Centre matures, there is a need to ensure that it is connected within, and to, the communities that surround it. There is the opportunity to enhance the experience for all users along the Centre’s streets and connections through such initiatives as tree planting, landscaping, street furniture, pedestrian lighting and public art.

Where parkland resources are limited, it is important to provide streets and connections where possible so that residents, workers and visitors can conveniently access the parkland and open spaces that do exist. The Centre’s streets and connections will be enhanced to perform this function. Public streets such as Progress Avenue, Borough Drive, Bushby Drive, Brimley Precinct north-south link and Corporate Drive offer the potential for active and passive recreation through the incorporation of tree planting, landscaping, street furniture and public art. They can also serve as unique placemaking opportunities and help to create a unified feel within the Centre.

Streets and connections will serve pedestrians, cyclists and vehicles connecting them to various parks, open spaces, recreational, cultural and entertainment facilities, including private, but publicly accessible open spaces of the Centre. Streets and connections will incorporate well-designed feature landscaping, extensive tree plantings, street furniture, signage, boulevards, pedestrian scale lighting and public art, on a combination of public and privately-owned publicly accessible spaces (POPS).

POLICIES

- 6.1. New development in the Precincts will create the need for additional park(s) to be delivered to support growth.
- 6.2. New parkland will be created and/or existing parkland will be expanded or enhanced. The design, character, accessibility and function of public parks, open spaces and facilities will be improved as development proceeds through land use policies which will include an alternative parkland policy, land dedications, cash-in-lieu and the use of Holding Provisions and Section 37 of the *Planning Act*.
- 6.3. Lands for park and recreation purposes will be provided pursuant to Section 42(3) of the *Planning Act*.

Act, R.S.O. 1990, at an alternative parkland conveyance of 0.4 hectare of land for every 300 dwelling units, which may be taken as land, a cash payment in lieu of a land dedication or a combination thereof, but in no case will this equal less than the statutory 5% as provided by the *Planning Act*.

- 6.4. To maximize opportunities to obtain parkland, the dedication of land is preferred to a dedication of cash-in-lieu of land, especially on sites 1.0 hectare or greater in size. The specific dedication of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal.
- 6.5. Partnerships and agreements between the City and other public agencies and private landowners will provide for public access to other types of open space resources to supplement the supply of City-owned parks and open spaces as shown on Map 5-5 of this Plan.
- 6.6. Increasing the existing tree canopy coverage will be achieved through the planting of large growing shade trees on both public and private lands. Early co-ordination of utilities and other infrastructure elements with the soil volume and air space required to permit the growth of large healthy trees will be encouraged.
- 6.7. Parks and open spaces will be:
 - a) designed to a high standard to create beautiful and effective places;
 - b) of a size capable of supporting a variety of passive and/or active uses;
 - c) flexible in terms of programming options;
 - d) highly visible with good public street frontage; and
 - e) designed to create a safe, effective, accessible and comfortable environment.
- 6.8. Public community, cultural and entertainment facilities will form part of the fabric of the Centre's park system.
- 6.9. New public parks, capable of accommodating a variety of passive or active uses in each of the McCowan and Brimley Precincts, will be encouraged.
- 6.10. Community-oriented, cultural, social and entertainment functions within Albert Campbell Square and the Scarborough Civic Centre will be promoted.
- 6.11. Streets and connections will incorporate appropriate design features including, but not limited to, landscaping, tree plantings, signage, street furniture, pedestrian lighting, urban spaces and public art.
- 6.12. Cantilevers, arcades, awnings and similar weather protection features will be encouraged along streets and connections in Scarborough Centre, especially within those areas identified as linkages on Map 5-5, to enhance the pedestrian experience and comfort.
- 6.13. A Scarborough Centre Tree Plan will be prepared and approved by Council.

7. IMPLEMENTATION

7.1. Regulatory Tools

The *Planning Act* offers a number of tools to assist the City in achieving its objectives in conjunction with its review and approval of development applications. These regulatory tools provide a legal framework to ensure that future planning approvals contribute positively to the evolution of a healthy community. Implementation of the vision cannot solely rely upon on the

actions of the local development industry. To bring about change, implementation plans and strategies must include investment by the City and focus on:

- a) fostering of partnerships and alliances
- b) initiation of actions;
- c) organizing of complementary processes; and
- d) the coordination of resources.

Parkland dedication policies are not included in this section, as detailed policies have been included in Section 6, A Connected Green Space.

POLICIES

Zoning

- 7.1.5. The existing employment uses in the area will retain their industrial zoning. Residential and mixed use permissions will be added, subject to provision that the use can only occur if the City is satisfied as to the availability of transportation improvements, infrastructure and servicing which are necessary to accommodate any proposed development, satisfaction of environmental concerns including compatibility with adjacent uses and provided that the City is satisfied the development is consistent with the urban design principles, guidelines and policies of this Secondary Plan and the Official Plan.
- 7.1.6. Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the goals of this Secondary Plan are not compromised.
- 7.1.7. The enactment of implementing zoning by-laws for development may be withheld until satisfactory arrangements have been made for the timely provision of community facilities in accordance with the priorities of this Secondary Plan.

Holding By-law

- 7.1.8. The holding symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the appropriate plans and studies have been provided and appropriate conditions secured through an agreement or agreements binding on the owner entered into pursuant to Section 37, 41, 51 or 53 of the *Planning Act*.

In addition to the matters in Section 5.1.2, Holding By-laws, of the Official Plan, the following plans and studies may be required.

- a) Housing Issues Update; and
- b) Arborist/Tree Preservation Report.

Community Improvement Plan

- 7.1.9. Community Improvement Project Area and by-law will be considered for the Centre.

7.2. Interpretation

POLICIES

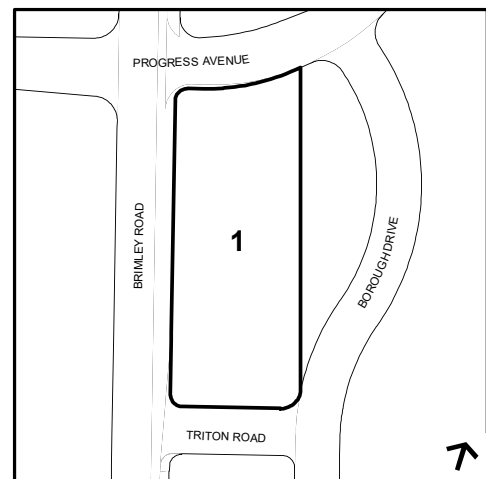
7.2.1. The numbered policies (shaded text), site and area specific policies and maps of this Secondary Plan are the Plan's policies. Other non-policy text (unshaded text) under each section heading is provided to give context and background and assist in understanding the intent of the Policies.

8. SITE AND AREA SPECIFIC POLICIES

8.1. 25 Borough Drive

For the lands shown as 1 on Map 5-1:

The subject lands are exempt from Policy 6.3 regarding parkland dedication. For clarity, section 3.2.3 of Toronto's Official Plan applies in respect of parkland dedication rates on the subject site.



8.2. **Lands West of Brimley Road, South of Highway 401 and North of Progress Avenue**

For the lands shown as 2 on Map 5-1:

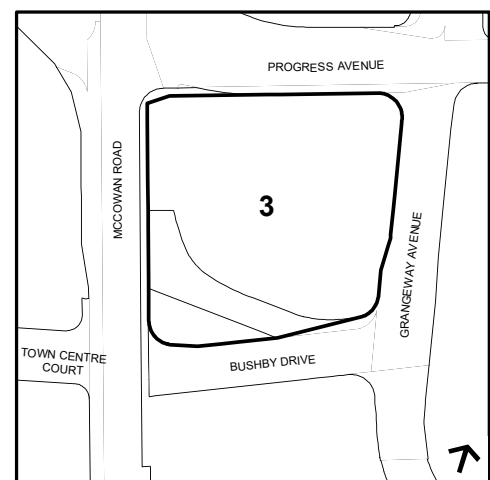
- a) A maximum of 1,797 dwelling units will be provided.
- b) Amendments to the zoning by-law to permit 1,797 dwelling units may require the owner to enter into an agreement with the City pursuant to Section 37 of the *Planning Act*, to convey land for public parks in excess of 5% for residential development and 2% for office-commercial development, and a cash payment for public pedestrian walkways, and development of public parkland located within this designation.
- c) The implementing zoning by-law will permit building heights of 30 storeys. Maximum building heights may be increased beyond 30 storeys by minor variance upon the filing of a satisfactory Site Plan Control application.
- d) The owner will prepare Urban Design Guidelines in consultation with the City to ensure implementation of all urban design objectives for the subject lands.
- e) To promote a lively and active streetscape and to provide “eyes on the street”, street related commercial or residential units will be located at the base of buildings fronting onto the pedestrian walkway – possible future public street to Brimley Road, and along the Brimley Road frontage south of this facility. Development north of the public pedestrian walkway – possibly future public street to Brimley Road will endeavour to implement this objective by the above means or through the placement of recreational facilities, outdoor amenity areas, pedestrian connections to the street and other design features.
- f) The conveyance of the land to create a public park on the east side of Schick Court satisfies parkland contribution requirements for development of 1,797 dwelling units.



8.3. **Lands adjacent to the McCowan SRT Station, South of Progress Avenue**

For the lands shown as 3 on Map 5-1:

- a) Higher densities will be encouraged to achieve a compact, transit supportive, urban village development.
- b) New development will, at a minimum, retain the existing pedestrian connection to the SRT Station or provide for a new, direct link to this Station.
- c) The provision of an east-west public road through the lands, together with the removal of the free-flow vehicular ramp from Bushby



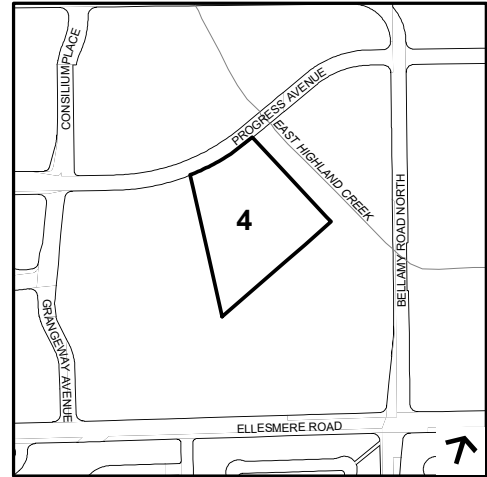
Drive to McCowan Road in conjunction with the development of these lands is encouraged.

- d) The production of affordable housing on a portion of the lands as a component of larger scale residential development is encouraged.

8.4. 705 Progress Avenue

For the lands shown as 4 on Map 5-1:

Notwithstanding the *Mixed Use Areas* designation the City supports efforts to redevelop these industrial lands owned by the City and the Toronto District School Board for only a school and/or a park and related uses which may include community services and facilities.

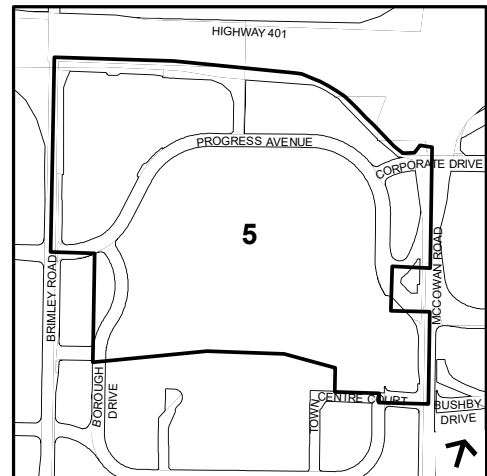


8.5. 300 Borough Drive, 1755 Brimley Road, 400, 410, 420, 430, 480, 500, 520, 530, and 580 Progress Avenue and 350 Town Centre Court

8.5.1. Interpretation

An Official Plan Amendment (OPA) is proposed to introduce a Site and Area Specific Policy (SASP) to Chapter 6, Scarborough Centre Secondary Plan that will introduce new policies to guide growth and development on the Site.

The following policies are intended to be read together with the policies of the Official Plan and Scarborough Centre Secondary Plan, except where provided otherwise. In case of a conflict between the Official Plan or applicable Secondary Plan and their implementing plans, strategies and guidelines, the policies of this SASP will prevail.



8.5.2. Vision

The Scarborough Town Centre Mall and associated lands (being the lands outlined in black as shown in Map A – Site Boundary and Map 5-1 above, and herein referred to as the “Site”) are generally bound by Highway 401 to the north, McCowan Road to the east, Triton Road to the south, and Brimley Road to the west, and form part of the broader Scarborough Centre. The Site is 37 hectares (91 acres) and was developed in the early 1970’s as a single storey, enclosed shopping centre, responding to growing demands for places to shop and socialize. The Site 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, and important community hub.

While the Scarborough Town Centre Mall (“the Mall”) is envisioned to continue to serve the community in its current configuration for the foreseeable future, development of lands adjacent to the Mall, which are primarily used for surface parking, and the lands north of Progress Avenue North, is anticipated.

The vision for these lands is to provide a connected, accessible, transit-oriented, diverse, complete community, including a full range of housing in terms of tenure and affordability, commercial and employment uses, and community service facilities.

The Site will be supported by a multi-modal transportation network, an improved network of parkland, open spaces and pedestrian amenities, landscaping and welcoming public spaces that will invite residents, workers and visitors to explore and interact within its distinct neighbourhoods, while ensuring compatibility with the Mall and *Employment Areas*.

Complete Communities

This SASP encourages the development of a complete community for the Site. Complete communities are places that contain all the necessary ingredients for people to live, work, shop, and access services. Complete communities generally feature a diverse mix of land uses including residential and employment uses, with convenient access to local shops and services. They provide a range of housing options, including affordable housing, to accommodate all household sizes of all incomes at all stages of life. Complete communities also provide convenient access to transportation options, parks and open space, community service facilities and provide the physical and natural infrastructure to support it all.

8.5.3. Guiding Principles

Development of the Site will be informed by the following guiding principles to achieve the Vision set out in Section 2 of this SASP:

- a) **Create a Complete Livable Community with a Diverse Mix of Uses:** the Site will be a complete community where a diverse mix of uses, homes, jobs, schools, community services, and parks will be easily accessible. 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;
- b) **Create Green Streets and a High-Quality Public Realm:** development will strengthen the Site’s urban character and sense of place through design that contributes to vibrant, comfortable, and well-defined streets and open spaces;
- c) **Create a Connected Community:** A fine-grained network of new multi-modal streets and active connections will be introduced to provide greater porosity through the

Site for all users. Permeability and wayfinding will be promoted to encourage walking and cycling, with a focus on active transportation connections to and from Scarborough Centre;

- d) **Create Quality Parks and Open Spaces:** a network of high-quality interconnected parks and open spaces that will contribute to complete neighbourhoods with a broad range of amenity for people living, working and visiting Scarborough Centre;
- e) **Create Distinct Districts with a Varied Built Form:** the Site will feature Districts that will support a variety of street and block patterns, building types, heights, densities, open space and streetscape design to provide unique character and placemaking;
- f) **Maintain the Mall as a Major Retail and Employment Anchor:** Development of new neighbourhoods and infrastructure will complement and strengthen the Mall as a retail and entertainment destination providing significant employment opportunities in Scarborough Centre.
- g) **Ensure Appropriate Fit:** new buildings, connections and open spaces will enhance the link between the Mall, new development on the Site, and the surrounding Scarborough Centre community, while maintaining compatibility with nearby industrial uses and Employment Areas;
- h) **Integrate Land Use with Appropriate Infrastructure:** land uses and built form will form part of a coherent strategy and respond appropriately to existing context, transportation, and servicing conditions. Transportation and servicing infrastructure will be improved to support the existing and future communities within the Site; and
- i) **Achieve Sustainability and Resiliency:** New development 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.

8.5.4. Area Structure

Development of the Site will be organized by the Structure Plan (Map B). The Structure Plan identifies public realm elements that will be constructed, enhanced and maintained to improve the look, feel, function, and permeability of the Site, and will serve as organizing elements for development around them. The Structure Plan will serve as the foundation of the Site's comprehensive planning framework.

8.5.4.1. Structure Plan

- a) Map B - Structure Plan identifies the following elements that will define the structure of the Site and serve as the foundation of the Site's comprehensive planning framework, including:
 - i) Public and Private Street Network;
 - ii) Green Loops;
 - iii) Active Transportation Connections;
 - iv) Parks and Open Spaces;
 - v) Publicly Accessible Privately-Owned Spaces (POPS);

- vi) Triton Road Servicing Corridor;
 - vii) Development Blocks and the Mall Block;
 - viii) Conceptual Building Edges;
 - ix) Scarborough Town Centre Mall (the Mall);
 - x) Planned Transit Station and adjacent bus terminal; and
 - xi) Existing bus terminal.
- b) The Site has been organized into 21 blocks as shown on Map C: Block Plan. Minor adjustments to the boundaries of blocks may be made without the need for an amendment to the Official Plan.
 - c) The Green Loops are important public streets that serve as key organizing elements for locating and connecting future parkland and open spaces.

8.5.4.2. Districts

The Site has been divided into four distinct Districts, as depicted on Map D, which reflect existing local conditions as well as the unique identities and functions that are planned for these areas through this SASP. Taken together with the Structure Plan, the District policies herein will ensure the Site develops in a manner consistent with the Vision and Guiding Principles of this SASP.

Borough Drive and Progress Avenue serve as key boundaries of all four Districts. Together, they create a Green Loop, as shown on Map B: Structure Plan, which will be planned to promote cycling and walking along an enhanced landscape streetscape that connects the open space and public realm network across the Districts.

a) The Commercial District

The Commercial District contains the Mall, a regional shopping centre and major employment site in eastern Toronto that is surrounded by large areas of surface parking and servicing areas and single-storey retail buildings. Over time, these areas will evolve to create mixed-use neighbourhoods alongside the Mall, with connections to adjacent Districts. This evolution will, in part, be facilitated by rethinking how parking and servicing for the Site will function, including integrating and relocating some of these elements below grade. Development above these integrated parking and servicing areas will help to define a new network of streets, pedestrian connections, and open spaces that complement and extend the Mall's internal circulation system outwards to meet the existing and planned street network within the District and beyond. A common way-finding system within the Commercial District will enable residents, shoppers and workers to move easily within the Commercial District and to surrounding destinations.

The Commercial District will, in time, become a mixed-use district concentrated around the Mall with major retail, service and entertainment uses that provide regional and local employment opportunities and potential for additional commercial and residential uses. Potential Mall expansions and/or renovations, and commercial, entertainment, hotel,

recreational, restaurant and cultural uses will make better use of existing infrastructure and improve the attraction of the Commercial District as a destination within Scarborough Centre. New mixed-use neighbourhoods around the Mall, parks and open spaces, and a fine-grained network of streets to facilitate redevelopment, will improve permeability, safety, visibility and access to buildings and create human-scaled blocks.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the Commercial District:

- i) New residential development will provide a mix of mid-rise and tall buildings;
 - ii) A multi-modal street network with a fine-grained grid pattern will provide greater connectivity within the District and from the District to adjacent lands, including the Planned Transit Station;
 - iii) Opportunities to improve access to and from the Planned Transit Station through the Mall are strongly encouraged;
 - iv) Vibrant pedestrian plazas at strategic locations will strengthen and extend the retail and entertainment functions of the Mall to connect with and contribute to the overall public realm framework of this SASP;
 - v) Street-related built form will frame streets with active edges and will include retail and commercial uses at-grade where appropriate;
 - vi) Improvements to the outer edges of the Mall will be strongly encouraged, where appropriate, to provide visually interesting facades with active uses along street frontages;
 - vii) A common signage and way-finding system will be established to enable residents, shoppers, and workers to move safely and easily to desired destinations within the Commercial District; and
 - viii) Provision of a green roof and/or renewable energy infrastructure on the roof of the Mall is strongly encouraged.
- b) The McCowan District

The McCowan District is located between McCowan Road and Borough Drive and Progress Avenue and Town Centre Court. The McCowan District will be characterized by the Planned Transit Station and multi-modal transportation hub, office uses, a mix of employment, retail and residential uses. It will include such uses as open spaces and community services and facilities. Employment will be an important element of the District.

There is significant potential for development in the McCowan District due to the presence of vacant lands and underutilized sites. It is envisioned that the McCowan District will contain a mix of uses with a focus on promoting office uses and high-density development in proximity to the Planned Transit Station.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the McCowan District:

- i) The highest height and density of development should be concentrated around the Planned Transit Station;
 - ii) The area around the Planned Transit Station will feature a fine-grained network of streets and open spaces with a high-quality streetscape and public realm, to support pedestrian connectivity and encourage transit use;
 - iii) Office uses are strongly encouraged around the Planned Transit Station;
 - iv) Retail and amenities that support office and residential uses and create a vibrant downtown environment near the Planned Transit Station are encouraged and may include indoor and outdoor spaces for art, entertainment and cultural facilities;
 - v) Built form with a signature architectural expression is strongly encouraged within the area around the Planned Transit Station; and
 - vi) Strategic organization of uses and design strategies will be applied to new development to manage transition in grades and strengthen connectivity within and between Districts and to the Planned Transit Station.
- c) The North District

The North District is bounded by Highway 401 along the northern edge of the Centre, Progress Avenue to the south, Brimley Road to the west, and McCowan Road to the east.

The North District will be primarily a residential area with a mix of high-rise buildings located adjacent to Highway 401. Parkland and open spaces that serve the residential population will be located along the southern edge of the district to help mitigate shadow impacts from tall buildings. Vegetation to create a buffer from noise and pollution is encouraged between the buildings and the edge of the Highway.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the North District:

- i) New development will primarily be residential uses supplemented with ancillary retail uses;
- ii) A linear parkland and open space system will be located adjacent to Progress Avenue to support the residential population and will serve as a focal point for Scarborough Centre;
- iii) New development will feature built form that frames and supports Progress Avenue, parkland, open spaces and new streets;
- iv) Height peaks along Highway 401 will define the skyline;
- v) Built form massing and vegetation zones will provide a physical, noise and pollution buffer to Highway 401;

- vi) Safe, direct and convenient active connections for pedestrians and cyclists will be integrated with complete streets along Progress Avenue; and
 - vii) Generous setbacks with enhanced streetscapes will be implemented along Progress Avenue rights-of-way to promote a pedestrian and cycling friendly environment.
- d) The Brimley District

The Brimley District is generally characterized by lands along Brimley Road, south of Progress Avenue. It will be a mixed-use area with residential, and retail uses, supported by parkland, plazas and open spaces that serves as an extension of the existing residential community to the south along Borough Drive.

The policy direction below will provide guidance on land use, public realm, and built form to help guide future development in the Brimley District:

- i) New development will include a mix of uses with a focus on residential use;
- ii) Retail and commercial uses along Brimley Road are encouraged to highlight its role as a major street along the western boundary of the Site;
- iii) New development will feature built form that frames and supports Brimley Road, Borough Drive, parkland and open spaces, and new public streets; and
- iv) A height peak at Brimley Road and Progress Avenue will define the skyline.

8.5.5. Land Use

The land uses within the Site will support the development of a diverse, complete and livable mixed use community with transit-supportive densities. The provision of a full range of uses which are accessible to and serve the daily needs of residents from all stages of life will ensure residents have access to an appropriate range of community services and facilities within a complete and livable community. The provision of residential uses, through a diverse range of housing options, including new affordable housing, will be balanced with non-residential uses such as retail and service commercial, business, institutional uses, and community agencies.

- a) In addition to the policies of this SASP, the land use policies and development criteria for building new neighbourhoods of Chapter 3 of this Plan, the land use policies of Chapter 4 of this Plan, and the policies of Chapter 6 will apply to the Site. In the case of any conflict between the policies of this SASP and the other policies of this Plan, the policies in this SASP will prevail.
- b) Redevelopment will support the Site's continued role as an important retail destination and community hub.
- c) Residential intensification combined with non-residential uses will occur within the Site on lands designated *Mixed Use Areas* to create an appropriate mix and balance of uses.

- d) A broad range of non-residential uses, including office, institutional, creative industries, research and development, retail and entertainment and other commercial uses are encouraged within the Site and will reinforce the guiding principles and area structure and to support the development of the Site as a complete community with local job opportunities.
- e) New employment and major office development is strongly encouraged, particularly on those lands in close proximity to the Planned Transit Station.
- f) Providing space for a grocery store within the Site is strongly encouraged throughout all phases of redevelopment.

8.5.5.1. Active At-Grade Uses

- a) New buildings will be designed to frame streets and open spaces, as indicated by the Conceptual Building Edges on Map E.
- b) New development will facilitate and promote safe and comfortable connections along active frontages between the Planned Transit Station and the Mall.
- c) New retail uses are encouraged to be strategically located in areas which complement the Mall, along important north south and east west thoroughfare streets such as Brimley Road, Progress Avenue East and West, and McCowan Road, or adjacent developments;
- d) Active At-Grade Uses, as shown on Map E, will create an animated and safe environment, primarily consisting of retail or commercial space. Active, at-grade uses could also include: offices and co-working spaces; cultural, institutional, and entertainment uses; residential lobbies; and, community uses that animate space at-grade.
- e) In addition to the frontages indicated on Map E, all development fronting onto plazas will provide active, at-grade uses.
- f) Residential at-grade units will be encouraged along street frontages in areas with a predominant residential character to support street animation.
- g) Residential buildings will provide a main entrance along a public street to provide public access and address.
- h) Notwithstanding (g) above, the tower located on the southeast corner of Block 9 may provide a main building entrance along Private Street 'G' or 'H' but will have direct connection to a building entrance located on Progress Avenue.

8.5.5.2. At-grade Outdoor Amenity Spaces

- a) The provision of outdoor amenity space is encouraged at-grade to contribute to the public realm and promote environmental sustainability. These may take the form of forecourts, urban gardens, courtyards and plazas.
- b) At-grade outdoor amenity spaces should be generously scaled, visible from surrounding streets, parkland and POPS, and connected to indoor amenity areas.

8.5.5.3. Parking

- a) As development proceeds, large areas of surface parking and services will move below grade to create an improved pedestrian condition and enhanced urban environment.
- b) Above grade parking is not encouraged but may be considered in appropriate locations, as identified through the development review process. Above grade parking will be incorporated into the built form of new development and will be wrapped with residential and/or other animated uses on all sides facing a public street, parkland and POPS, with the exception of base building facades that directly abut the Highway 401 frontage, where such uses may be articulated and screened.
- c) Prior to full build-out, new surface parking may be permitted on an interim basis on the unbuilt portions of the Site, provided it does not preclude the redevelopment of future phases, or the multi-modal transportation objectives of this SASP.

8.5.5.4. Compatibility / Mitigation

- a) The existing industrial facilities at 333 Progress Avenue and 370 Progress Avenue are major facilities for as long as the existing industrial facilities remain operational on said lands.
- b) In addition to the requirements of Section 2.2.4 of Chapter 2 of this Plan, Section 5.5 of Chapter 5 of this Plan, and Schedule 3 of this Plan, a complete application for a zoning by-law amendment, plan of subdivision, site plan control approval or variance to introduce, develop or intensify sensitive land uses, including residential uses, on the Site within 500 metres of a major facility described in policy (a) above, as measured from the lot line, shall include an Air Quality Study, Odour Study, and Noise Impact Study.
- c) The studies referred to in policy (b) above shall be prepared in accordance with City requirements and in addition shall consider and evaluate:
 - i) at-source mitigation,
 - ii) at-receptor mitigation,
 - iii) the use of warning clause(s) registered on title to the applicable portion of the Site, and
 - iv) potential agreements between the owner of the lands within the Site that are the subject of a development application to introduce, develop or intensify sensitive land uses, including residential uses, and the owner of the lands where a major facility is located as identified in policy (a) above.
- d) The studies described in (b) above shall follow the requirements of the Terms of Reference set out by the City of Toronto Application Development Guide and will in addition include a quantitative analysis of impacts which will consider planned expansions of industrial operations of the major facilities identified in a) above, where appropriate and in consultation with the owners of said major facilities. For the purposes of this policy (d), planned expansions may be demonstrated by the filing of

development applications for an expansion, or the completion of a pre-application consultation meeting in respect of an expansion, or the filing of an environmental compliance approval application or environmental activity and sector registry registration with the Ministry of Environment, Conservation and Parks in respect of an expansion, or a capital budget plan for such expansion or such other evidence.

- e) If any of the studies described in (b) above recommend at-source mitigation measures then the applicant shall engage with the owners of the major facilities identified in (a) above for which such measures are proposed, and such measures shall be subject to approval of each such site owner. The incremental costs of implementing and maintaining any such measures associated with the proposed development shall be the responsibility of the applicant and may be secured by the parties through written agreement but in any event the City shall not be responsible for any costs of the parties.
- f) If a study referred to in policy (b) demonstrates the need for mitigation, these measures may be secured pursuant to the development approval process, as appropriate, and may include the use of a zoning by-law amendment holding symbol, conditions of plan of subdivision registration, conditions of site plan control approval with at-receptor mitigation measures, if any, required to be notated or otherwise shown on the site plan drawings, or conditions of variance approval.
- g) In addition to the requirements of Policy 2.2.4.9 of Chapter 2 of this Plan, upon the receipt of the City's Notice of Complete Application to introduce, develop or intensify sensitive land uses, including residential uses, on the Site, the applicant shall provide expanded notice of the proposal to the major facilities referred to in (a) above.

8.5.6. **Mobility**

The Scarborough Centre Secondary Plan and Transportation Master Plan (SCTMP) focus on balancing modes of transportation and land uses and enhancing walking and cycling environments to provide a range of travel choices and encouraging sustainable travel behaviour.

Building on this, the policies of this SASP will guide the introduction of new streets to create a finer grain network which supports the movement of all users and improves connectivity. They will also guide the enhancement of over time through realignments and streetscape improvements, such as widened sidewalks, street tree planting, and cycling facilities. New streets and enhancements will be secured as part of development and/or capital infrastructure projects to encourage walking, cycling and the use of public transit, and shift dependence away from automobiles.

The policy direction below will provide guidance on mobility for the Site:

- a) Redevelopment of the Site will provide a fine grain network of streets and mid-block connections to support a high-level of permeability for pedestrians, cyclists and vehicular circulation and establish new development blocks.
- b) The Street Network will consist of Public Streets and Private Streets. These streets will be appropriately scaled, pedestrian-oriented, safe, comfortable, and inviting, and promote movement into and through Scarborough Centre. The exact location,

alignment and design of streets will be refined through the development review process (including the Plan of Subdivision process) and/or a capital infrastructure project process, as required.

- c) The primary network of Public Streets as identified on Map F: Street Network will enhance connections across the Site and to the surrounding Scarborough Centre. These streets will be publicly owned and accommodate all users and modes, as planned for in the SCTMP and reflected in OPA 409. They will be designed to meet or exceed City Standards. Public Streets include:
 - i) Progress Avenue North, between Brimley Road and McCowan Road;
 - ii) Realigned Progress Avenue West, between Brimley Road and Borough Drive;
 - iii) Realigned Progress Avenue East, between McCowan Road and Borough Drive;
 - iv) Realigned Borough Drive West, between Triton Road and Progress Avenue North;
 - v) Realigned Borough Drive East, between Town Centre Court and Progress Avenue North;
 - vi) New Street 'D', from Borough Drive East to Progress Avenue North;
 - vii) New Street 'F', from Borough Drive West to Triton Road;
 - viii) New Street 'C', from Borough Drive West to Progress Avenue North;
 - ix) A portion of Triton Road, abutting the south side of Block 16;
 - x) New Street 'A', an extension of Borough Drive West to Progress Avenue North;
 - xi) New Street 'B', from Progress Avenue North bisecting Block 12; and
 - xii) New Street 'E', from McCowan Road to Borough Drive East.
- d) The lands identified for delivery of the Public Street network of this SASP will be protected and conveyed over time to the City as a requirement of the development approvals process.
- e) To support the delivery of a 30-metre right-of-way for a Realigned Progress Avenue East, 3.0 metres will be taken from the lands owned by the City as of November 20, 2024 to the north of this street.
- f) A Complete Streets and Green Streets approach will be applied to the design and construction of new Public Streets.
- g) Progress Avenue North, an arterial which serves the broader Scarborough Centre, will continue to act as a primary east-west spine into and across the north of the Site, and be planned to function as a goods movement corridor.
- h) A secondary network of Private Streets will support the Public Street network, providing additional connectivity and capacity across the Site, as conceptually shown on Map F: Street Network. These will take the form of vehicular streets designed to connect and integrate into the broader Public Street network and meet the design objectives for new Public Streets. Private Streets include:
 - i) Street 'G', which will have a planned width of 18.5 metres and provide frontage along the northern entrance of the existing shopping centre;

- ii) Street 'H', which will have a planned width of 20 metres and provide access from Progress Avenue to the northern entrance of the Mall; and,
 - iii) Street 'I', which will have a planned width of 18.5 metres, with the exception of the east-west portion connecting to Borough Drive which will have a planned width of 20 metres.
- i) Private Streets will be designed and constructed to adhere to minimum City standards, as may be amended from time to time, within their planned widths.
 - j) To support the operations of the Mall, access drives (tunnels) may be located below all Private Streets, and parking and servicing areas may be located below 'Street I', provided the intended function and character of the Private Streets are maintained and underground facilities are constructed to appropriate standards.
 - k) Triton Road, between Street F and McCowan Road will remain as a service corridor to the Mall and may facilitate transit service.
 - l) Vehicular access, ramps, loading, and servicing will generally be located underground and/or integrated into development at-grade, and organized to minimize impact on the public realm.
 - m) Parks and open spaces, mid-block connections, and Active Transportation Connections will complement the network of Public and Private Streets to support multi-modal connectivity across the Site and to adjacent development.
 - n) New development along McCowan Road will accommodate and interface with future connections to higher-order transit.
 - o) Pedestrian and cycling infrastructure will be planned and provided with development across the Site to create a comprehensive mobility network, as identified on Map G: On-Street Cycling Network and Map H: Active Transportation Connections. The detailed design and delivery of these connections will be refined through the development review process, as required.
 - p) Active Transportation Connections will complement the street network to facilitate the movement of pedestrians and cyclists between adjacent streets, parkland and open spaces, cycling and transit infrastructure, and major retail destinations. These connections should provide direct, legible, continuous, and connected public access through blocks at-grade and will be secured with easements where necessary.
 - q) Active Transportation Connections should be:
 - i) Appropriately scaled to feel safe and comfortable for all users;
 - ii) Designed with high-quality materials;
 - iii) Publicly accessible in all seasons; and
 - iv) Universally accessible, signed, and well-lit with pedestrian-scale lighting and clear sight lines for public safety.
 - r) In addition to Active Transportation Connections, mid-block connections will be identified through the development review process, where appropriate, to augment the mobility network and improve access for pedestrians and cyclists, including to transit stations and other community amenities.
 - s) Publicly accessible bicycle parking, in addition to the on-site by-law requirement,

will be planned and located along cycling routes, as determined through the development review process.

- t) Controlled intersections will be required across the Site, as determined through the development review process.

8.5.7. Parkland and Open Space

8.5.7.1. General Policies

- a) Redevelopment of the Site will provide for an open space network of public parkland, privately-owned, publicly accessible open spaces (POPS), private at-grade amenity space, and plazas associated with the Mall as shown on Map I: Open Space Network.
- b) Public parks, POPS, and at-grade amenity spaces and plazas will be fronted by active and/or animated uses.
- c) Development will screen service and loading infrastructure that fronts onto POPS and at-grade amenity spaces and plazas.
- d) Servicing and loading and access thereto which are associated with development will not be located immediately adjacent to public parks.
- e) A minimum setback of 5 metres will be provided between the boundaries of each public park and any adjacent building face as shown on Map J: Minimum Setback Plan.
- f) POPS will consist of publicly accessible outdoor amenity areas or pedestrian midblock connections.
- g) POPS pedestrian midblock connections will provide a minimum 15 metre building face to building face separation to accommodate a generous pedestrian walkway, pedestrian-scaled lighting, tree planting, landscaping, and active and/or animated at-grade uses including spill-out patios.
- h) Notwithstanding (g) above, POPS on Blocks 2, 4, 10, and 13C will provide a 5-metre space along public or private streets and driveways to support pedestrian connection and public access.
 - i) On Block 2 and 13C, this 5-metre pedestrian connection will be provided within the 5-metre setback identified on Map J; and
 - ii) On Block 10, this 5-metre pedestrian connection will be designed to include a walkway and landscaping.
- i) Plazas will extend the internal functions and circulation of the Mall to strategically connect with the broader street and open space network. They will be designed and programmed to complement the retail and entertainment functions of the Mall.

8.5.7.2. Public Parkland

The Scarborough Centre Secondary Plan area, which includes the area subject to this SASP, is underserved by public parkland. Existing parks surrounding the area subject to this SASP offer limited active recreational opportunities. In

the context of anticipated future development of the area subject to this SASP, new unencumbered public parkland is required.

- a) New public parks will be located as shown on Map 19 of the parent Official Plan (Land Use Plan) and Map I: Open Space Network of this SASP.
- b) New public parks will offer a range of active and passive recreational opportunities, be landscaped to support comfort and biodiversity, and provide a sense of place for residents.
- c) Land conveyed for public parks will:
 - i) have generous frontage on public streets in order to provide good visibility and accessibility and to promote the safe use of the public parkland;
 - ii) be of a usable shape and size to provide a range of active and passive recreational opportunities year-round;
 - iii) be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements; and
 - iv) be connected by public streets, active transportation connections, and other elements of the open space network.
- d) Public infrastructure and servicing connections required for public parks must be located within a public right-of-way that abuts the public park.
- e) Each public park within the area subject to this SASP will strive to be comfortable for individuals while sitting during the summer and while standing during the winter. Wind mitigation measures related to development are not permitted within public parks.

8.5.7.2.1. Parkland Dedication

- a) A minimum of 38,325 square metres of land will be delivered as unencumbered public parkland to serve the anticipated future population of the area subject to this SASP. The location and size of the unencumbered land to be dedicated as public parkland is identified on Map I: Open Space Network and is described as follows:
 - i) Block 12A – an unencumbered public park block with frontage on Progress Avenue North and Street B, will be conveyed to the City with a minimum of 4,800 square metres in size;
 - ii) Block 11 – an unencumbered public park block with full frontage on Progress Avenue North and Public Street A, will be conveyed to the City with a minimum of 15,535 square metres in size;
 - iii) Block 16 – an unencumbered public park block with frontage on Realigned Borough Drive West and Street F, will be conveyed to the City with a minimum of 4,880 square metres in size;

- iv) Block 10 – an unencumbered public park block with full frontage on Realigned Borough Drive West and Progress Avenue North will be a minimum of 5,205 square metres in size, of which no less than 3,980 metres will be conveyed to the City as public parkland;
 - v) Block 7 – an unencumbered public park block with frontage on Realigned Borough Drive East, Progress Avenue North, and Street D will be a minimum of 4,050 square metres in size, of which no less than 2,830 square metres will be conveyed to the City as public parkland; and
 - vi) Block 5 – an unencumbered public park block with frontage on Realigned Borough Drive East and Private Street I will be a minimum of 3,855 square metres in size, of which no less than 3,200 square metres will be conveyed to the City as public parkland;
- b) Cash-in-lieu of parkland will be required by the City to meet the full parkland dedication of 40,196 square metres for the Site and will be valued and paid prior to the first above grade building permit for any new residential development within the Site.
 - c) In the event the owner is unable to convey to the City parcels of land for parkland purposes needed to achieve the minimum square metre area for the total parks block identified in each of policy (a) (i) through (a)(vi) above, an amendment to this SASP may not be required, provided the intent of the on-site parkland dedication objectives of this SASP are met.
 - d) In any event, the difference between the public park block minimum areas and the conveyed lands as set out in policy (a)(i) through (a) (vi) above will be paid by the owner as cash-in-lieu. The cash-in-lieu shall be paid prior to the first above grade building permit of the corresponding Block or Phase.

8.5.7.3. Phasing and Implementation

- a) Land for public parkland will be conveyed to the City in a phased manner over time as set out below:
 - i) The park within Block 12A will be conveyed to the City upon the registration of the first plan of subdivision for the lands which include any part of Block 12 or any part of Street B;
 - ii) The park Block 11 will be conveyed to the City in either one or two phases, but no more than two phases. In both instances, a conveyance will be made upon registration of the first plan of subdivision for the lands which include any part of Block 13 or any part of Street "A". If conveyed in two phases, the first conveyance shall be no less than 5,000 square metres in size and the balance of park Block 11 will be conveyed as a condition of approval for the first development in either of Blocks 13A or 13B;
 - iii) The park within Block 10 will be conveyed to the City upon the registration of the first plan of subdivision for the lands which

include any part of Block 10 or any part of Street “C”;

- iv) The park Block 16 will be conveyed to the City upon the earlier of the registration of the first plan of subdivision for the lands which include any part of Block 15, any part of Block 17, or any part of Street “F” and the first site plan approval granted for any part of Block 15 and Block 17;
- v) The park within Block 7 will be conveyed to the City upon the earlier of the registration of a plan of subdivision for the lands which include any part of Block 7 or any part of Street “D” and the first site plan approval granted for any part of Block 7; and
- vi) The park within Block 5 will be conveyed to the City upon the first site plan approval granted for any part of Block 4 or any part of Block 5.

8.5.8. **Public Art**

- a) Public art is strongly encouraged at key strategic locations that are publicly accessible and visible from the public realm.
- b) Public art will facilitate expression of community heritage, community identity, cultural diversity, and community values of pride, natural heritage, sustainability and connectivity, and other themes that will contribute to a sense of place and enhance the public realm.
- c) A site-wide comprehensive Public Art Strategy will be submitted to the City for the Site no later than concurrent with the first Zoning By-law Amendment application filed for development within the Site, and will be updated every ten years with the first Zoning By-law Amendment application filed at that time.
- d) The Public Art Strategy will identify conceptual locations for public art installations, as well as broad guidance on potential topics for expression and representation. Public art in these locations may be secured through development approval as an in-kind contribution for the purposes of the Community Benefits Charge.

8.5.9. **Density**

To create a complete and livable community with areas of distinctive character, density will be distributed across the Site to accommodate a higher intensity of uses around the planned subway station at McCowan Road and Progress Avenue while also achieving other public realm and built form objectives such as a mix of building types, implementing appropriate transitions, and limiting shadow impact on streets and parks and open spaces.

- a) An amendment to this SASP will be required where there is any residential redevelopment proposed within the building footprint of the Mall as lawfully existing on November 20, 2024.
- b) Where non-residential redevelopment is proposed on the Mall Block at a scale, intensity, or character which necessitates reconsideration or reconfiguration of local streets, blocks, public works, open space or other public services or facilities, an amendment to this SASP may be required.
- c) Where an amendment to this SASP pursuant to policy (b) above is not required, a

Zoning By-law Amendment application may require the submission of a Block Plan in support of the proposed development.

- d) In no event will a development proposal be approved that exceeds the capacity of the physical infrastructure, including transit and the street network, and where the proposed built form does not support the public realm and built form objectives of this SASP.

8.5.10. **Built Form**

The built form policies of this SASP are structured around several key principles, including contextually appropriate transit-orientated development, the creation of distinct districts with varied built form, and the protection of pedestrian comfort along streets, parks and open spaces which will contribute to neighborhood placemaking and a pedestrian-orientated environment.

8.5.10.1. General

- a) New buildings will be massed and articulated to fit with the planned character of the four Districts, contribute to a strong sense of place, and create an interesting skyline.
- b) New buildings will frame streets, parks and open space with good proportion and provide consistent built form edges for a regularized streetwall that defines the public realm.

8.5.10.2. Setbacks

- a) Development will provide minimum building setbacks from streets, parkland and open spaces as identified on Map J: Minimum Setback Plan.
- b) Minor and limited encroachments below grade within the building setbacks established by this SASP may be considered on a case-by-case basis through the development review process without amendment to this SASP provided the encroachment does not adversely affect the long-term public realm and sustainability objectives of this SASP and this Plan with respect to the provision of soil volume, tree planting and tree canopy conditions.
- c) Development along either side of Private Street G, Private Street H, and Private Street I will provide a minimum 24.5 metre base building face-to-building face separation distance.
- d) Development along either side of Triton Road between Block 1 and 2 will provide a minimum 18.5 metre base building face-to-building face separation distance.

8.5.10.3. Building Heights

- a) Building types will vary throughout the site and will be comprised of primarily tall buildings and midrise buildings.
- b) The tallest buildings should be directed to three height peak areas, as identified on Map K: Building Heights, with a focus of the tallest height generally at the centre of each height peak area and transition down in height towards the edges of each height peak area.

- c) Tall building height of towers within a block for blocks within height peaks will provide a minimum 5 storey or 15 metres difference in height to help define skyline transition within the height peaks.
- d) Building height between the height peaks will be lower to define the three height peak areas, as identified on Map K. The areas between the height peaks with lower heights will generally be centered around the Mall, Progress Avenue North, south of parkland adjacent to Progress Avenue North, and parkland adjacent to Borough Drive. Building heights shall generally transition down in height from the height peaks towards these areas.
- e) Anticipated height ranges for the Site as shown on Map K will guide the intended built form character for the Site. The heights of buildings will be determined through zoning by-law amendments. An Official Plan Amendment will not be required to permit lesser heights for tall buildings than what is as shown on Map K provided that the built form intent of this SASP, including the height peaks, is maintained.

8.5.10.4. Tall Buildings

- a) Tall buildings will be designed and massed to support a comfortable pedestrian realm by ensuring adequate access to sky view, allowing adequate sunlight to penetrate to the street, and ensuring appropriate wind conditions in all seasons.
- b) Tall building placement generally will be staggered across development blocks along the entirety of McCowan Road and Brimley Road through orientation and varying step backs from the base building frontage along these major arterial streets to provide variety in building massing and mitigate wind conditions.
- c) Tall building massing will step-back a minimum of 3 metres between the base building and the tower building face, in accordance with the Tall Building Guidelines. Greater tower step-backs are encouraged for taller buildings within height peaks to mitigate wind downdraft on the pedestrian realm.
- d) Minimum separation between the tower component of tall buildings will be 30 metres to:
 - i) provide for a high-quality, comfortable public realm;
 - ii) limit shadow impact on the public realm, including streets, parks, POPS, and plazas;
 - iii) provide appropriate access to natural light and protect privacy for occupants of tall buildings;
 - iv) provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS, and plazas; and,
 - v) limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, POPS, open spaces, and surrounding properties.
- e) Notwithstanding policy (d) above, a minimum separation of 25 metres

between the tower component of tall buildings within and between Block 1, Block 2, and Block 4 will be permitted in recognition of smaller block sizes.

- f) The tower component of all tall buildings will have a floor plate that is no greater than 750 square metres. Site-specific exceptions to the maximum floor plate size set out in this policy will be considered in respect of:
 - i) Buildings with a height of 40 or more storeys, as identified on Map K, which are permitted to have a tower floor plate that is no greater than 780 square metres; and
 - ii) Office buildings.

8.5.10.5. Base Buildings

- a) Tower base building heights will be appropriately scaled in relationship to the street right of way width and will be between 60 to 80 percent of the adjacent right of way width. Base building heights will generally be as follows:
 - i) Along New Private Streets G, H, and I: 4 storeys;
 - ii) Along New Public Streets C, D, and F: 4 storeys;
 - iii) Along New Public Streets A, B, and E: 6 storeys; and
 - iv) Along Brimley Road, McCowan Road, Progress Avenue and Borough Drive: 6 storeys
- b) Long base buildings are discouraged. Base building length greater than 60 metres will be broken up by changes in building massing and articulation.

8.5.10.6. Mid-rise Buildings

- a) Midrise buildings will generally be located outside the height peaks, and predominantly within the Commercial District as shown on Map K.
- b) Development along the south frontage of Progress Avenue North will be predominantly midrise in form, provide a consistent streetwall height, and minimize shadow impact on parkland within the North District.
- c) Midrise building heights and midrise base building heights will be appropriately scaled in relationship to the adjacent street right-of-way. Midrise building heights and midrise base building heights will be as follows:
 - i) A minimum 8 storeys and a maximum 10 storeys, with a maximum 6 storey base building height along Progress Avenue North; and
 - ii) A minimum 6 storeys and maximum 8 storeys, with a maximum 6 storey base building height along new local Public Streets, Borough Drive, and Private Streets.
- d) Midrise building massing will step-back a minimum 1.5 metres at the 7th floor above the 6th storey midrise base building height.

- e) Midrise building massing which is built out to a maximum 10 storeys will provide an additional stepback of 1.5 metres at the 10th floor above the 9th storey.
- f) Separation distance between a midrise building and a tall building on the same block or two midrise buildings on the same development block will be a minimum of 20 metres to ensure adequate privacy and sunlight access between units.
- g) Notwithstanding policy (f) above, the separation distance for midrise building to midrise building within Block 10 will be a minimum of 15 metres.

8.5.10.7. Low-Rise Buildings

- a) Notwithstanding the building height ranges shown on Map K, low rise, non-residential expansion of the Mall will be permitted on Block 6, Block 17, Block 18, Block 19, Block 20, and Block 21. Development of this form will minimize shadows on adjacent plaza spaces.

8.5.10.8. Sun and Shadow

- a) Development will locate density and built form strategically to minimize shadows in order to preserve the utility of parkland and open spaces including POPS, private open spaces and school playgrounds.
- b) Subject to policy (c) below, buildings will be located and massed to ensure a minimum of 75 percent of:
 - i) Public parkland on Block 11 is in direct sunlight for 6 consecutive hours between 10:18 am to 4:18 pm from March 21st to Sept 1st;
 - ii) Public parkland on Block 12A is in direct sunlight for 4 consecutive hours between 12:18 pm to 4:18 pm from March 21st to Sept 1st;
 - iii) Public parkland on Block 16, Block 10, and Block 5 is in direct sunlight for 3 consecutive hours between 2:18 am to 5:18 pm from March 21st to Sept 1st; and
 - iv) Public parkland on Block 7 is in direct sunlight for 2 consecutive hours between 11:18 am to 1:18 pm from March 21st to Sept 1st.
- c) Deviation from the daily start and end times identified in policy (b) above, up to a maximum of 1 hour, may be permitted without amendment to this SASP provided that the minimum requirements for consecutive hours of sunlight in policy (b) above are met.

8.5.11. Cultural Heritage Resources

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. The Site is home to the Scott House, one of the former City of Scarborough's oldest and most important designated buildings. The conservation of this important cultural heritage resource is an important part of sustainable development and place making, preserving the character and history of Scarborough Centre. The Mall is also recognized as a place of importance to the economic and cultural history of Scarborough Centre.

- a) 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, as determined by a Heritage Impact Assessment.
- b) In addition to (a) above, redevelopment of Block 12B within which 520 Progress Avenue (the Scott House) is located will conserve and enhance the cultural heritage value of the Scott House, including through a site-specific landscape approach on the property surrounding the Scott House which will reference the historic landscape of its farmhouse setting.
- c) In the event of comprehensive redevelopment of the Mall as contemplated by Policy 9(a) and/or 9(b) of this SASP, the historic role of the Mall in the context of the Site, its role in the planning and development of a new Scarborough Town Centre, and in the subsequent economic and cultural life of Scarborough, will be commemorated. The Official Plan Amendment will include:
 - i) A Public Consultation Strategy Report, that will also include in its scope the requirement to gather understandings of how communities have valued the Mall and Site; and
 - ii) An Interpretation Plan that integrates the results of engagement into the narrative of the historical development and impact of the site and establishes the process for commemoration.

8.5.12. **Housing**

The housing policies of this SASP reflect a desire for a new community with a range of housing options in terms of tenure, size, and affordability, which are served by new community services and facilities.

- a) To support the achievement of a complete and inclusive community, a full range of housing including different tenures, unit types and levels of affordability, will be provided throughout the Site to serve a variety of households, including units that are suitable for families with children, larger households, and units designed as accessible for seniors.
- b) To achieve a balanced mix of residential unit types and sizes, development that contains new residential units will be comprised of:
 - i) A minimum of 15 percent of the total number of units as two-bedroom units;
 - ii) A minimum of 10 percent of the total number of units as three-bedroom units; and
 - iii) An additional 15 per cent of the total number of units being 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.
- c) Where development provides social housing or other publicly funded/subsidized housing or housing to meet the specialized needs of individuals who do not require multi-bedroom units, such as health care institutions or residences owned and operated by a post-secondary institution, the City may reduce the minimum requirements for two and three-bedroom units as set out in policy (b) above.

- d) Affordable housing units provided in new development on the Site will be encouraged to be of the same type and size as market housing units.
- e) Affordable housing units will be provided at the required rate prior to or at the same pace as development of market housing units.
- f) Tenants of affordable rental housing units will have shared access to all indoor and outdoor amenity areas on the same terms as tenants of other rental units in the development.
- g) Opportunities to exceed any applicable minimum affordable housing requirements are encouraged and may be considered wherever residential uses are permitted, including through participation in funding programs offered by the City and/or other levels of government. This could include achieving:
 - i) Deeper levels of affordability or rent-gear-to-income;
 - ii) Longer terms for affordability; and/or
 - iii) A greater number of affordable units.
- h) In addition to complete application requirements outlined in Policy 17.6(b)(v), a Housing Issues Report will be submitted for each phase of development of the Site, as identified on Appendix A: Reference Phasing Diagram, with the first Zoning By-law Amendment application for that phase. This Report will identify the unit mix, unit sizes, and how affordable housing requirements will be addressed within that phase of development.

8.5.13. Sustainability

This SASP provides opportunities to advance climate change mitigation by reducing local greenhouse gas emissions and prepare for climate change by enhancing biodiversity and developing resilience to its impacts. Resilience to climate change will require support for building and system designs that can withstand extreme weather events.

In addition to policy framework provided by the Province and the City of Toronto, this SASP provides additional policies that will help the Site accelerate the path to a sustainable and resilient future related to green infrastructure, urban tree canopy, near zero emissions, climate change resiliency, district energy system and alternative energy systems.

- a) New development and associated streetscape improvements will focus on environmental sustainability through all development applications and is encouraged to meet or exceed the applicable Toronto Green Standard (TGS) version and achieve net-zero emissions.
- b) Development, street and park infrastructure will seek to optimize water conservation, on site filtration and storm water control through approaches such as green roofs, rain gardens, grey water reuse in buildings and irrigation, urban bioswales, underground retention/infiltration, permeable paving and the use of native plant material.
- c) Development will be encouraged to incorporate biodiversity by creating landscape open space habitats that provide a variety of plant species and create habitats that provide shelter, refuge, and food.
- d) Development and streetscape improvements will incorporate sufficient soil volume

to ensure growth of large, healthy shade trees; integrate absorption and retention of stormwater and incorporate biodiversity of plant species.

- e) New development that extends the footprint of the Mall as of November 20, 2024 will minimize urban heat island effects and optimize water conservation and biodiversity by incorporating an extensive green roof. An extensive green roof is encouraged on the Mall as a visual focal point of residential development surrounding the Mall.
- f) Development is encouraged to explore a range of sustainability strategies, such as:
 - i) Contribute to the creation of a low carbon thermal energy network (district energy system);
 - ii) Incorporate low carbon renewable thermal energy technologies such as geo exchange, solar thermal systems and heat recovery from sources such as sewers, data centers and industry to reduce greenhouse gas;
 - iii) Integrate on site renewable energy and electricity production to reduce electricity demand;
 - iv) Incorporate materials with reduced embodied carbon emissions; and/or
 - v) Provide backup power for resilience to area wide power outages.
- g) A Green Streets approach will be applied to the design and construction of new public streets, and, where feasible, to the reconstruction of existing streets, to enhance the extent and health of the urban forest, mitigate the local urban heat island effect, manage stormwater runoff to mitigate flooding and increase local biodiversity.

8.5.14. **Community Services and Facilities**

The introduction of residential uses and intensification provided for in this SASP will require additional community services and facilities to serve a growing population.

- a) New community service facilities will be required to support and meet the needs of residents and people who work on the Site and will be provided in a timely manner commensurate with growth.
- b) The following community service facilities are City priorities within the Site:
 - i) New child care facilities;
 - ii) New community agency spaces;
- c) Community service facilities will be secured as part of the delivery of each phase of development of the Site as indicated on Appendix A: Reference Phasing Diagram.
- d) The provision of appropriate community service facilities will be monitored as development proceeds. All development proposals will be assessed to determine their impact on both existing and proposed community service facilities.
- e) The co-ordination of joint community facilities among various public agencies is encouraged.

8.5.15. **Protecting for Potential Public Schools**

- a) The Toronto District School Board may require up to two elementary schools, when and if warranted by student demand, within the portions of the Site planned for redevelopment in Phase B or Phase C as set out in Appendix A: Reference Phasing Diagram. Prospective school locations include Block 10 and Block 13 as shown on Map C, however, the location shall be determined through the development process and may include any lands within Phase B or C.
- b) The following criteria will be considered in the identification of school sites through the development process:
 - i) Each school building will be comprised of approximately 5,100 square metres of indoor space, either located in the base building of a mid-rise or tall building, or a stand-alone building;
 - ii) Each school site will include appropriate outdoor amenity areas, outdoor play space, and student marshalling space within the development lands;
 - iii) Each school may be provided with exclusive access to above grade terraces or rooftops in the event a school building is located in the base building of a mid-rise or tall building within the development lands;
 - iv) Each school site will be located in proximity to a public park, POPS, and/or private open space, with preference for locations that are not separated from these public park(s), POPS, and/or private open space(s) by a public street;
 - v) Each school should provide safe and convenient pedestrian connections; and
 - vi) Wind, air quality, and noise impacts on a school site will be appropriately mitigated in accordance with the policies of this Plan.
- c) In the event a school is located within Block 10:
 - i) the school will be located in proximity to private open space located within the block;
 - ii) functions related to student pick-up and student drop-off will be directed to Street C;
 - iii) an additional height of 10 storeys will be permitted for a tall building located at the southwest corner of the block; and
 - iv) a stand-alone school is only permitted at the southeast corner of the block, provided it is a minimum of 3 storeys in height and is located south of the pedestrian connection that divides the block.
- d) The City and Toronto District School Board, and property owners where applicable, may collaborate where appropriate to secure shared use of parks, outdoor play space, schoolyards and school facilities, to pursue greatest utilization for community access and recreational programming.
- e) Toronto District School Board use of parks during school hours may be considered and accommodated through an appropriate shared use agreement which may address, among other matters, shared responsibilities regarding funding, design, maintenance, and governance. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park.
- f) Where shared use of a park is being considered:

- i) The school must be located in proximity to the park with consideration for student safety; and
 - ii) The design and programming of parks will be determined by the City in consultation with the Toronto District School Board.
- g) As part of a Zoning By-Law Amendment application for the portions of the Site planned for redevelopment in Phase B or Phase C as set out on the Reference Phasing Diagram in Appendix "A", the applicant shall consult with the Toronto District School Board to determine whether or not it requires said lands or portion thereof for a school and, if the Toronto District School Board identifies the need for a school within said lands, the applicant shall provide for a school as a part of the application.
 - h) In the event the Toronto District School Board identifies the need for a school within the lands subject to a Zoning By-law Amendment application, the applicant and Toronto District School Board will continue to consult in respect of design of the school through the development review process.
 - i) In the event the Toronto District School Board determines that a school is not required within Phase C, the City may identify the non-residential space that may have otherwise been used as a school for an alternative community service facility use at the earliest opportunity in the development review process.
 - j) No further consultation with the Toronto District School Board regarding the identification of a location on the Site for a new school shall be required if two elementary schools have been located on the Site.
 - k) The gross floor area of school buildings(s) on the Site may be exempted from the calculation of density on the Site.

8.5.16. **Community Benefits**

- a) Community benefits will be provided to support redevelopment of the Site and secured through Zoning By-law Amendment and Site Plan Control applications. In-kind provision of community benefits in lieu of payment of the Community Benefits Charge, where agreed, will support the creation of a complete community.

8.5.17. **Implementation**

- a) This SASP should be read as a whole and together with the policies of this Plan to understand its comprehensive and integrative intent as a policy framework for decision making.
- b) In the case of any conflict between the policies of this SASP and the other policies of this Plan, the policies in this SASP will prevail.
- c) The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of infrastructure, facilities, and amenities needed to support intensification of the Site.
- d) The City may pass Zoning By-laws, approve Plans of Subdivision, and approve revisions to Map C: Block Plan to permit the development of the Site provided development applications meet all applicable policies and legislation. The City may enter into agreements pursuant to the Planning Act, such as agreements authorized under Section 51, and the City of Toronto Act, 2006, as amended, to secure matters

required to support the development provided for by this SASP.

- e) The City may, at its discretion, require easements in respect of private land in order to secure public access to private streets and the privately-owned publicly accessible open spaces (POPS) identified in this SASP through the development review process. In all cases, the private streets and POPS contemplated under this SASP will be constructed and maintained by the owner.

8.5.17.1. **Coordinated Development**

- a) Municipal servicing infrastructure includes the water distribution system, sanitary sewers and storm sewers. Intensification of the Site will be supported by improvements to servicing infrastructure both within and outside the Site.
- b) The Our Scarborough Centre Secondary Plan Study (OurSC Study) servicing report titled Municipal Servicing Review Our SC: Scarborough Centre Secondary Plan” (“MSR”) will provide a planning level assessment of servicing infrastructure to support assumptions for growth and development within the Scarborough Centre Secondary Plan area. The MSR will serve as a strategic document that guides development and will be a technical resource for the review of development applications within the Site.
- c) A Block Plan for the Site, as contemplated by Section 17.3 of this SASP and Map C: Block Plan, will ensure comprehensive and coordinated development.
- d) New development will not exceed the capacity of existing municipal servicing infrastructure. Intensification of the Site will be supported by upgrades to the municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and/or improvements to existing municipal servicing infrastructure, and/or new municipal servicing infrastructure, where appropriate, to provide adequate capacity, will be secured pursuant to the development approval process.
- e) New development will manage stormwater on-site and will not rely on stormwater management facilities located within the public realm. New Development will include stormwater management methods to address existing Site impacts on the environment resulting from surface parking and to manage future development in an environmentally responsive manner.
- f) The Scarborough Centre Transportation Master Plan (SCTMP) focuses on balancing modes of transportation and land uses and enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour. The SCTMP, and updates to it, forms the basis for the transportation infrastructure required to support growth envisioned in Scarborough Centre, including the Site, and provides additional detail on the improvements to mobility. The SCTMP, which satisfied Phase 1 and 2 of the Municipal Class EA Process, should be read in conjunction with this section. The Travel Demand Management strategies in this Plan promote a range of viable travel options and encourage sustainable travel behaviours, including addressing modal split and parking, promoting active transportation, minimizing parking

demand, and integrating with existing networks.

- g) The planned street network, as shown on Map B: Structure Plan and Map F: Street Network, will provide a fine grain of streets to improve connectivity for pedestrians, cyclists, and vehicles, and enhance access to/from, through and within the Site.
- h) The phasing of the transportation system for the Site, including public realm improvements and necessary infrastructure requirements, will be coordinated and will be secured by Subdivision Agreement(s) which will provide for phasing of the transportation system over time. New segments and realignment of the public street network will be implemented so that the functional integrity of the transportation system is maintained at all times.
- i) Multi-modal Transportation Impact Study updates and Parking Management Program will be required for each new development application, to account for changes in modal split and demand over the period of build-out of the Site.
- j) Improvements to the pedestrian and cycling network on the Site and connections to surrounding neighbourhoods will be provided, as shown on Map G: On-Street Cycling Network and Map H: Active Transportation Connections and implemented through the development of the Site.
- k) Development and public infrastructure projects adjacent to the planned subway station and bus terminal identified on Map B: Structure Plan and Map F: Street Network, will recognize and consider local and regional transit system infrastructure needs. Where necessary, new developments adjacent to the planned subway station and bus terminal may be required to implement infrastructure requirements, such as at- and below-grade enhanced pedestrian connections, where appropriate, cycling connections at-grade, and below-grade infrastructure such as knock-out panels, to support major transit projects.
- l) Complete streets and green streets approaches will be applied to the design and construction of new public streets, and where feasible to the reconstruction of existing streets, to enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding. As part of new development applications, cross-section and landscape plans will be required demonstrating the active transportation and green street elements required by this SASP.
- m) Development will coordinate and implement infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate) including the provision of new servicing and new transportation infrastructure where required to support new development.
- n) Owners of land within the Site are encouraged to enter into agreements with other landowners, as appropriate, which address respective responsibilities regarding coordination, provision, financing, cost-sharing, front ending and/or phasing of infrastructure for servicing required to support development of the Site.

8.5.17.2. Phasing

- a) Development will be sequenced, generally as shown on the Reference Phasing Diagram in Appendix A, to ensure the policies of this Plan are met for each phase of development. The Reference Phasing Diagram in Appendix A is for information purposes only and may be revised without amendment to this SASP, provided the general intent and purpose of the SASP is maintained and the timing and delivery of public infrastructure is acceptable to the City.
- b) Development and studies in support of development will be guided by the Municipal Servicing Review Our SC: Scarborough Centre Secondary Plan” (MSR), Scarborough Centre Transportation Master Plan (SCTMP), the Scarborough Centre Public Art Master Plan, and other relevant City-initiated Master Plans and studies that are applicable at the time of future development.
- c) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, and parkland will be addressed pursuant to the development approval process and secured by agreements authorized by the *Planning Act* and the *City of Toronto Act, 2006*.
- d) A Reference Phasing Diagram will be submitted to the City concurrent with the first Zoning By-law Amendment application within the Site (excluding Block 2) and will be updated and resubmitted with each subsequent Zoning By-law Amendment application and Draft Plan of Subdivision Application in order to confirm the intended phasing for the Site at the time of the subject development application.

8.5.17.3. Block Plan

- a) Development will occur generally within the blocks shown on Map C: Block Plan for the Site.
- b) Subject to approval by the City, the Block Plan may be revised without the requirement for an amendment to this SASP, provided:
 - i) The revisions are generally consistent with the Reference Phasing Diagram attached in Appendix A as updated from time to time;
 - ii) the general intent and objectives of the Block Plan and the policies of this SASP are maintained, and the timing and delivery of public infrastructure is acceptable to the City; and
 - iii) the proposed revision to the Block Plan is made concurrently with and is related to the subject Draft Plan of Subdivision and/or Zoning By-law Amendment application that is submitted for any part of the Site.

8.5.17.4. Holding Provisions

- a) City Council may enact a zoning by-law pursuant to Section 34 and 36 of the *Planning Act*, with an ‘H’ holding symbol in respect of the residential uses within the Site.
- b) In order to appropriately sequence development within the Site and/or

to phase and otherwise address the orderly development of the Site, a Zoning By-law or Zoning By-laws for the Site may incorporate a Holding (H) symbol pursuant to section 36 of the Planning Act. When a Zoning By-law has been enacted that incorporates an 'H' holding symbol, it will specify both the use of the lands and buildings that are permitted upon the removal of the 'H' Holding symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the 'H' Holding symbol.

- c) The use of Zoning By-law(s) and/or conditions of draft approval for the Site, and any amendments thereto, will define and incorporate the conditions that must be satisfied prior to the removal of the 'H' Holding symbol and/or registration of a plan. In addition to those conditions identified in Section 5 of the Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a 'H' Holding symbol and/or registration of a plan may include:
 - i) Entering into a financially secured agreement under Section 51 of the Planning Act;
 - ii) Construction of or securing agreements for required new and/or upgrades or improvements to existing municipal infrastructure, including water, sewer, stormwater infrastructure and energy provision networks to support existing conditions, recently approved developments, new development and planned growth;
 - iii) Construction of or securing agreements for required public streets and appropriate transportation infrastructure and network improvements, inclusive of transit, having regard to the Scarborough Centre Transportation Master Plan and related updates, in order to provide sufficient multi-modal transportation capacity to support existing conditions, recently approved developments, and new development;
 - iv) The substantial completion of an environmental assessment pursuant to the *Environmental Assessment Act*;
 - v) Conveyance of new parkland;
 - vi) Provision of school(s);
 - vii) Construction of or securing community facilities; and
 - viii) Confirmation of funding or financing of transportation infrastructure, servicing infrastructure, and parks required to support the development.
- d) City Council may remove the Holding (H) symbol from all or some of the lands it is subject to only when the associated conditions have been satisfied and matters are appropriately secured through a planning process pursuant to the *Planning Act and/or the City of Toronto Act, 2006*, as amended.

8.5.17.5. Draft Plan of Subdivision

- a) New residential development, including the passing of an implementing

Zoning By-law, will not proceed prior to the approval of Draft Plan(s) of Subdivision for the associated lands which implement(s) the Public Street network, blocks, and parks contemplated by this SASP, subject to parkland phasing policies in Section 7.3 above.

- b) Applications for Plan of Subdivision within the Site will comply with the statutory complete application submission requirements of the *Planning Act*, the Plan and the requirements of Appendix B to this SASP;
- c) Division of land will be in conformity with this SASP and will create land parcels that facilitate development consistent with the intent of this SASP;
- d) Applications for Plan of Subdivision within the Site will be submitted with corresponding applications for Zoning by-law Amendment.

8.5.17.6. Zoning By-law Amendment(s)

- a) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure, community services, and parkland, are available to accommodate proposed development on the Site.
- b) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in the Plan and those identified in Policy 17.2(d) immediately above, the following are also required for each Zoning By-law Amendment application:
 - i) A Multi-Modal Transportation Impact Study (MMTIS), which identifies the demands and impacts of development and includes a Transportation Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development. The MMTIS will include reporting on monitoring outcomes of TDM measures from earlier phases of development of the Site on transit, cycling, pedestrian, and vehicular traffic patterns, and any recommended refinements to TDM strategies and transportation system. The MMTIS must demonstrate prior to the approval of any Zoning By-law Amendment, that there will be sufficient transportation capacity available to accommodate additional site generated trips for all modes of travel through TDM strategies or off-site improvements, including the potential for higher-order transit;
 - ii) A Functional Servicing Report, inclusive of a Stormwater Management Report, based on the MSR and which incorporates recommendations of MSR, which will address the delivery of key internal and external water, wastewater and stormwater management facilities required to support the development;
 - iii) An updated Phasing Reference Diagram identifying, among other matters, the orderly progression of development blocks, associated public streets, and parks and open space within the Site;
 - iv) An updated Design Brief (including parks and open space strategy, street network strategy, built form strategy, public art strategy, and sustainability strategy) for the Site;
 - v) An updated Community Services and Facilities Study for the Site;
and

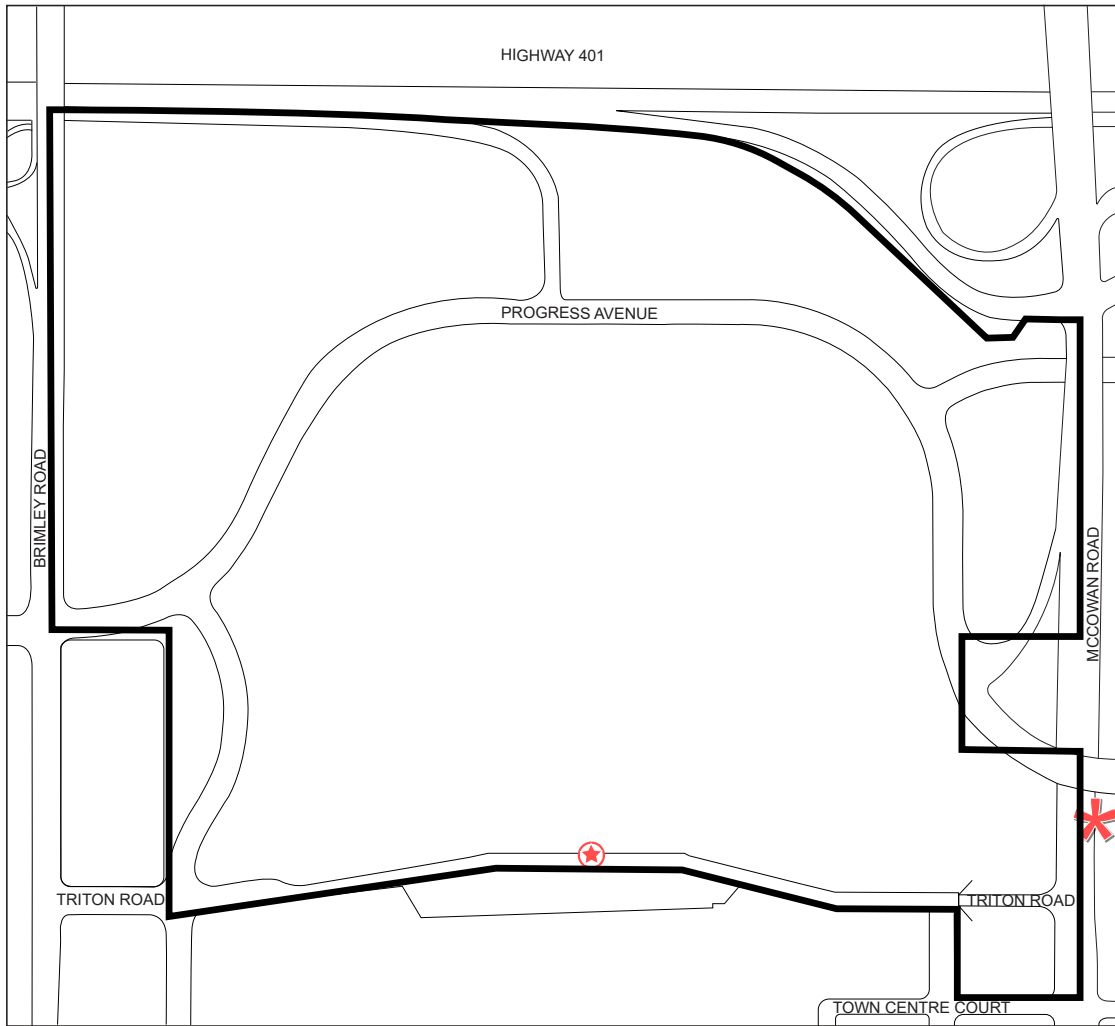
- vi) An updated Housing Issues Report for the Site.

For greater clarity, the list of studies and reports referred to in this policy is not a comprehensive list of all required reports and studies that may be requested as part of an application for Zoning By-law Amendment. The complete application requirements of the Official Plan continue to apply, which may also be supplemented by further reports and studies as may be identified in accordance with the list above.

8.5.17.7. Reconfiguration of the Existing Streets

- a) Progress Avenue, former Borough Drive East, Corporate Drive, and the McCowan off-ramp (in their existing alignment as of November 20, 2024 and shown on Map A) are included within the Site for the purposes of this SASP. Existing rights-of-way for these streets, identified as “Existing Street Right-of-Way” and partially shown within Block 2, Block 3, Block 4, Block 5, Block 7, Block 10 and Block 14 on Map C: Block Plan, are City-owned land.
- b) Subject to approval from City Council, the portions of Progress Avenue that are partially shown within Block 2, Block 7, Block 10, and Block 14 on Map C are anticipated to be planned as follows:
 - i) Within Block 7 and Block 10, portions of City-owned existing street right-of-way lands will be converted to public parkland purposes;
 - ii) Those City-owned existing street right-of-way lands which are not converted to public parkland purposes within Block 7 and Block 10 may be declared surplus and may form part of Blocks 7 and Block 10 on the Site for the purpose of development, at the discretion of City Council; and
 - iii) Within Blocks 2 and 14, City-owned existing street right-of-way lands may be declared surplus and form a part of Block 2 and Block 14 on the Site for the purpose of development, at the discretion of City Council.
- c) Subject to approval from City Council, the portions of Borough Drive East that are partially shown within Block 4 and Block 5 on Map C are anticipated to be planned as follows:
 - i) Within Block 5, City-owned existing street-right of way lands will be converted to public parkland purposes; and
 - ii) Within Block 4, City-owned existing street right-of-way lands may be declared surplus and may form part of Block 4 on the Site for the purpose of development, at the discretion of City Council.
- d) Subject to approval from and at the discretion of City Council, the portions of Corporate Drive and the McCowan off-ramp that are partially shown within Block 3 on Map C may be declared surplus and form part of that development block, at the discretion of City Council.
- e) Notwithstanding policies (b), (c), and (d) above, the provisions of this SASP in no way fetter the discretion or authority of the City in the sale, control, and disposition, of their lands which are partially shown within Blocks 2, 3, 4, 5, 7, 10 and 14 on Map C for any purpose it deems appropriate.

- f) Notwithstanding the designation of City-owned right-of-way lands as parkland pursuant to this SASP, the Parks and Open Space policies of this Plan will be applied following the conversion of City-owned right-of-way lands to public parkland purposes as contemplated by this SASP.



300 Borough Dr, 1755 Brimley Rd
 400 - 500 Progress Ave
 and 350 Town Centre Court

Map A - Site Boundary

File # 21 170124 WET 03 02

- Subject Site
- * Planned Transit Station
- ★ Existing Bus Terminal



300 Borough Dr, 1755 Brimley
 400 - 500 Progress Av
 and 350 Town Centre Court

Map B - Structure Plan

File # 21 170124 WET 03 OZ

- | | |
|-------------------------|------------------------------------|
| Subject Site | Public Street |
| Shopping Centre | Private Street |
| Planned Transit Station | Triton Road Servicing Corridor |
| Existing Bus Terminal | Active Transportation Connections |
| Public Parks | Existing Internal Mall Connections |
| POPS | Future Internal Mall Connection |
| Plazas | Existing Shopping Centre Entrance |
| Green Loop | Conceptual Building Edges |







Not to Scale



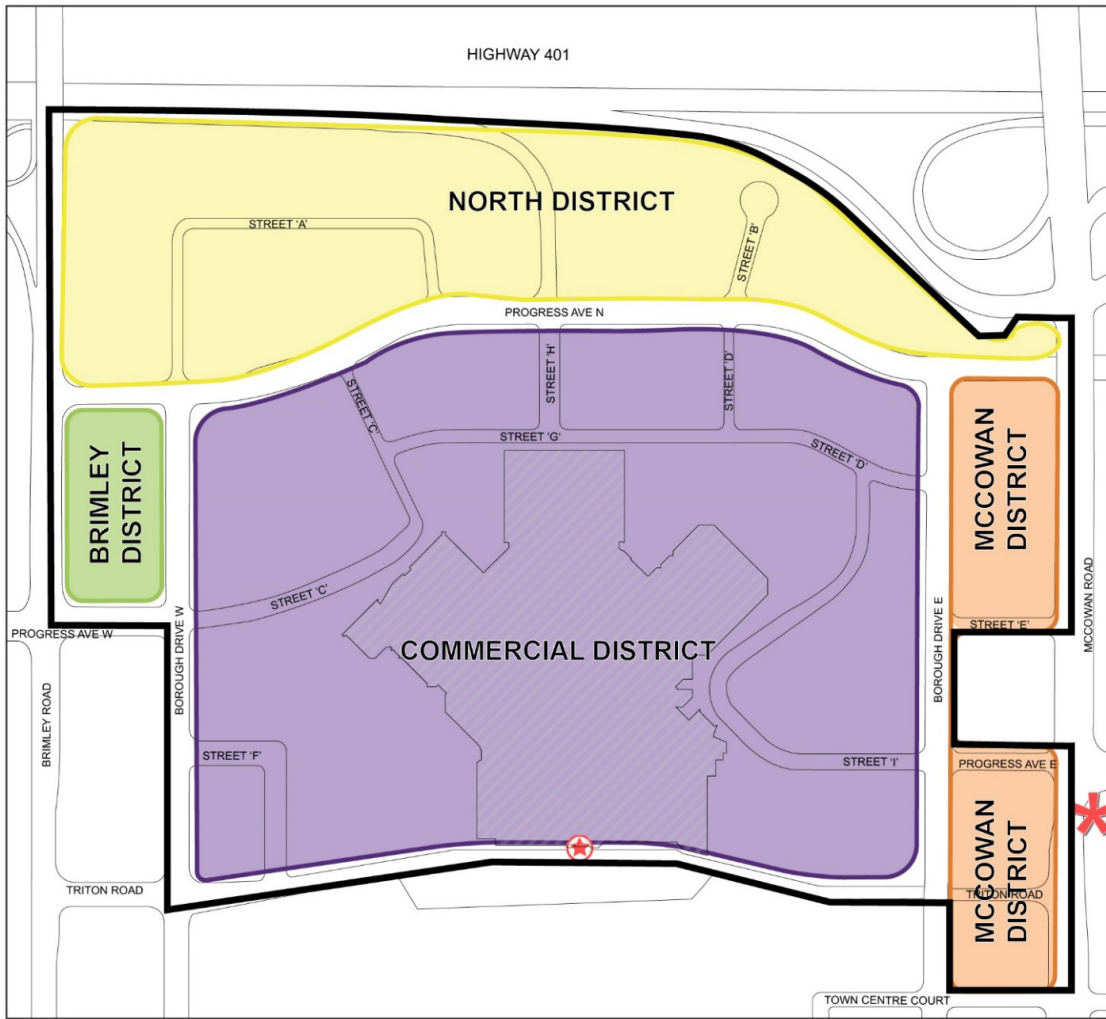
300 Borough Dr, 1755 Brimley Rd
 400 - 500 Progress Ave
 and 350 Town Centre Court

Map C - Block Plan

File # 21 170124 WET 03 0Z

-  Subject Site
-  Shopping Centre
-  Planned Transit Station
-  Existing Bus Terminal
-  Block Boundary
-  Existing Street Right-of-Way





Toronto City Planning

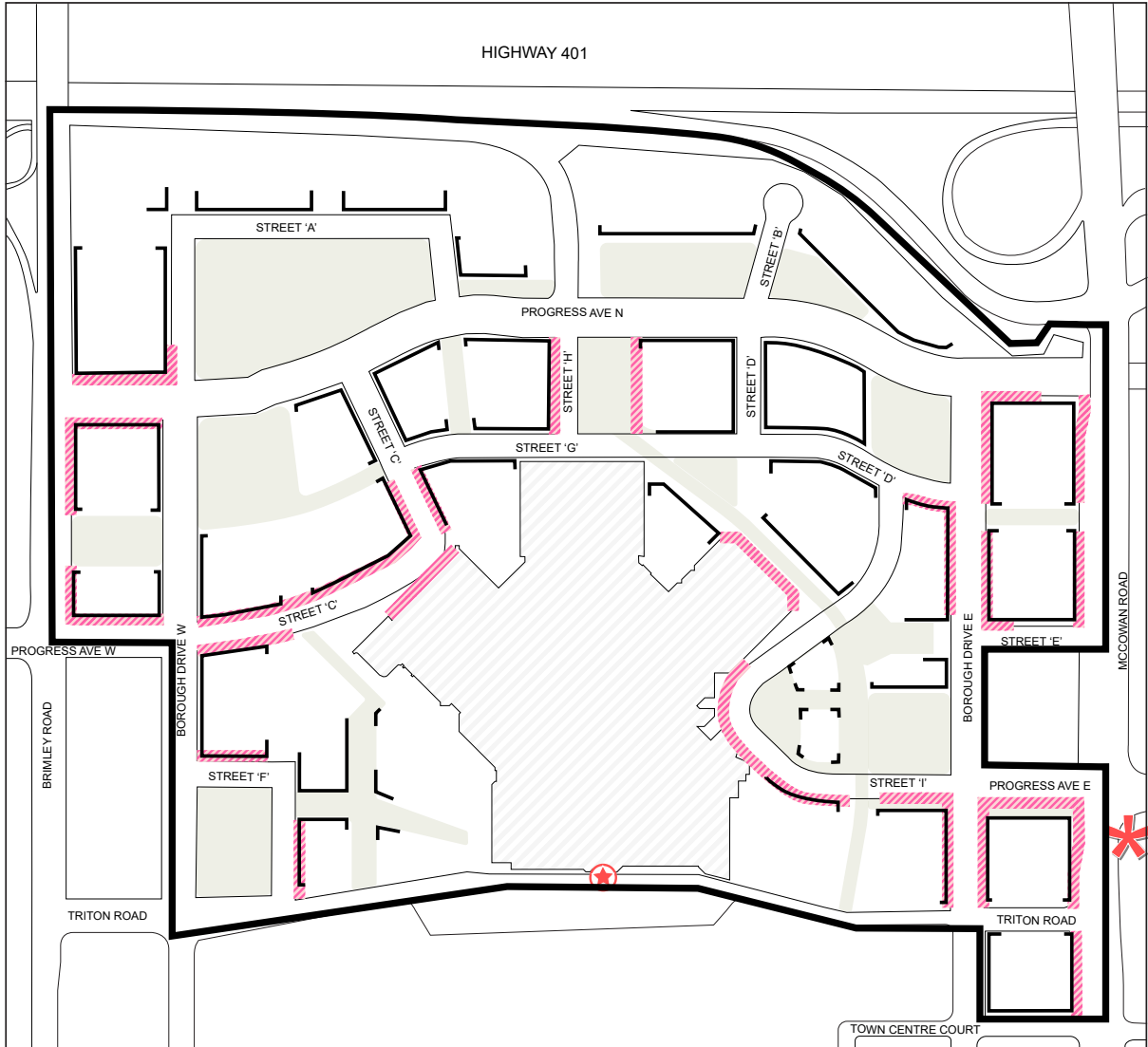
300 Borough Drive, 1755 Brimley Road,
400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave
and 350 Town Centre Court

Map D - District Plan

File # 21 206885 ESC 21 OZ

-  Subject Site
-  Planned Transit Station
-  Existing Bus Terminal
-  Shopping Centre


Map not to scale



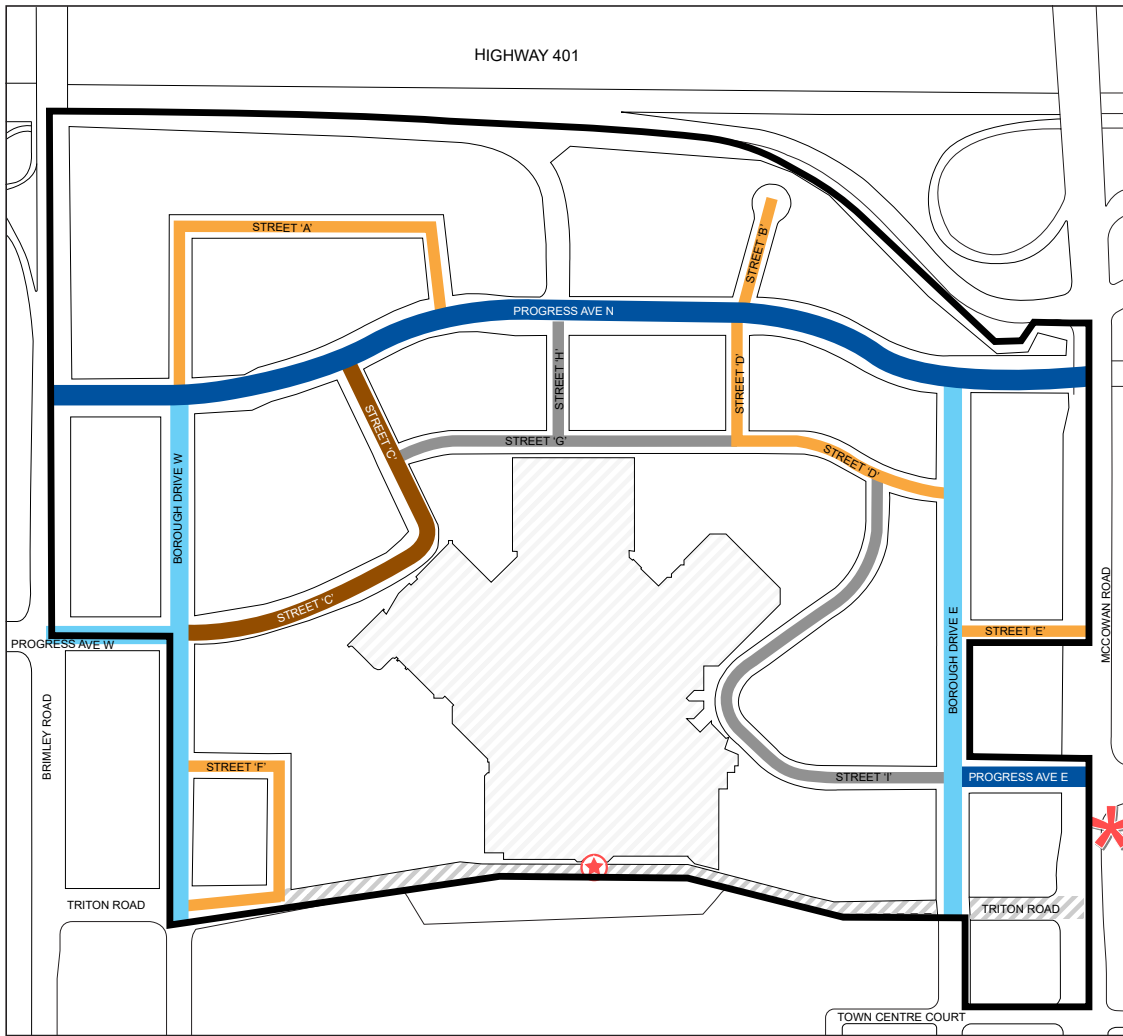
300 Borough Dr, 1755 Brimley Rd
400 - 500 Progress Ave
and 350 Town Centre Court

Map E - Frontages

File # 21 170124 WET 03 0Z

- Subject Site
- Active Frontage
- Shopping Centre
- Parks & Open Spaces
- Planned Transit Station
- Conceptual Building Edges
- Existing Bus Terminal





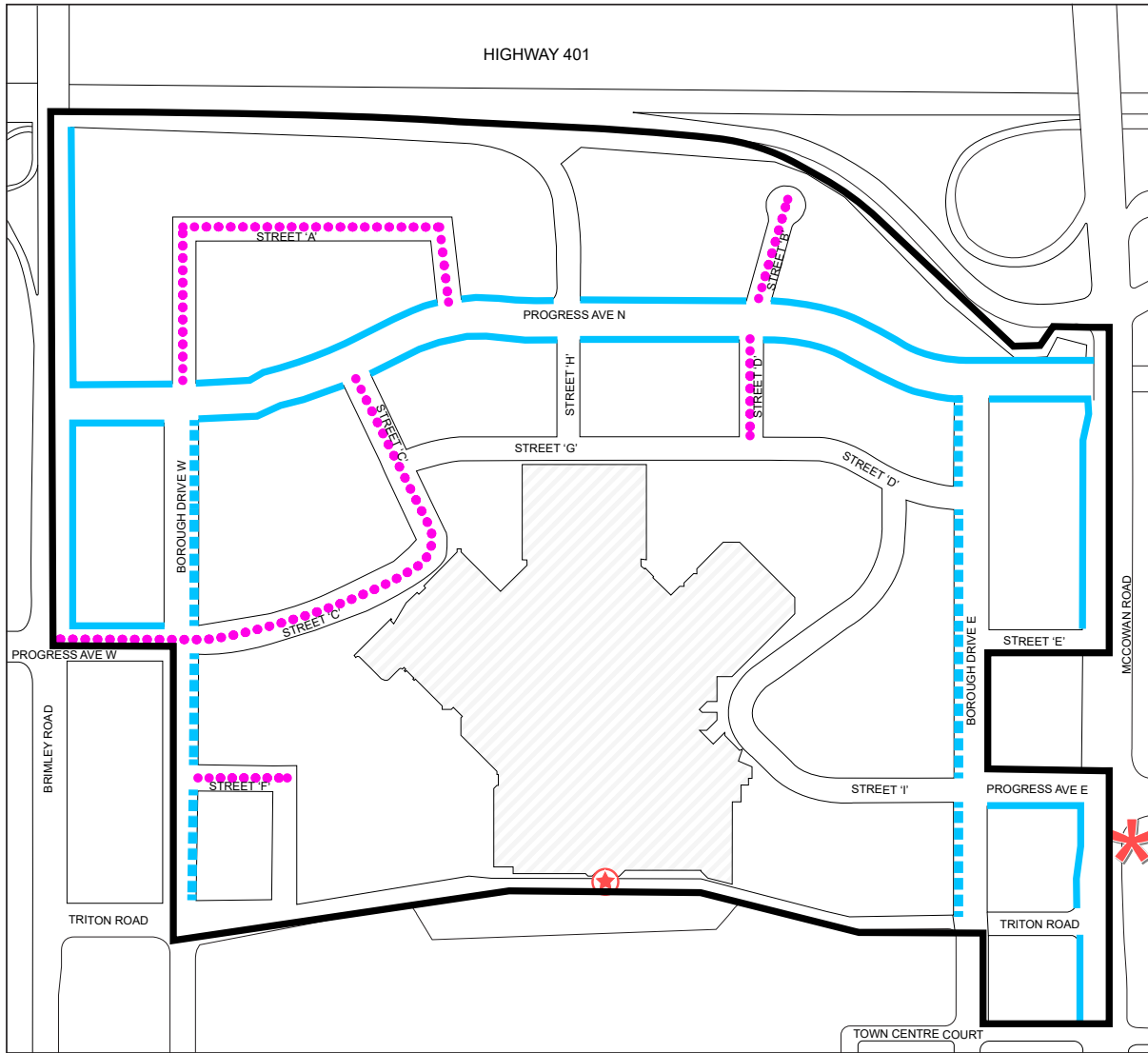
300 Borough Dr, 1755 Brimley Rd
400 - 500 Progress Ave
and 350 Town Centre Court

Map F - Street Network and Right-of-Way Widths

File # 21 170124 WET 03 02

- | | |
|--------------------------------|----------------|
| Subject Site | 30.0m ROW |
| Shopping Centre | 27.0m ROW |
| Planned Transit Station | 23.0m ROW |
| Existing Bus Terminal | 20.0m ROW |
| Triton Road Servicing Corridor | Private Street |








Not to Scale



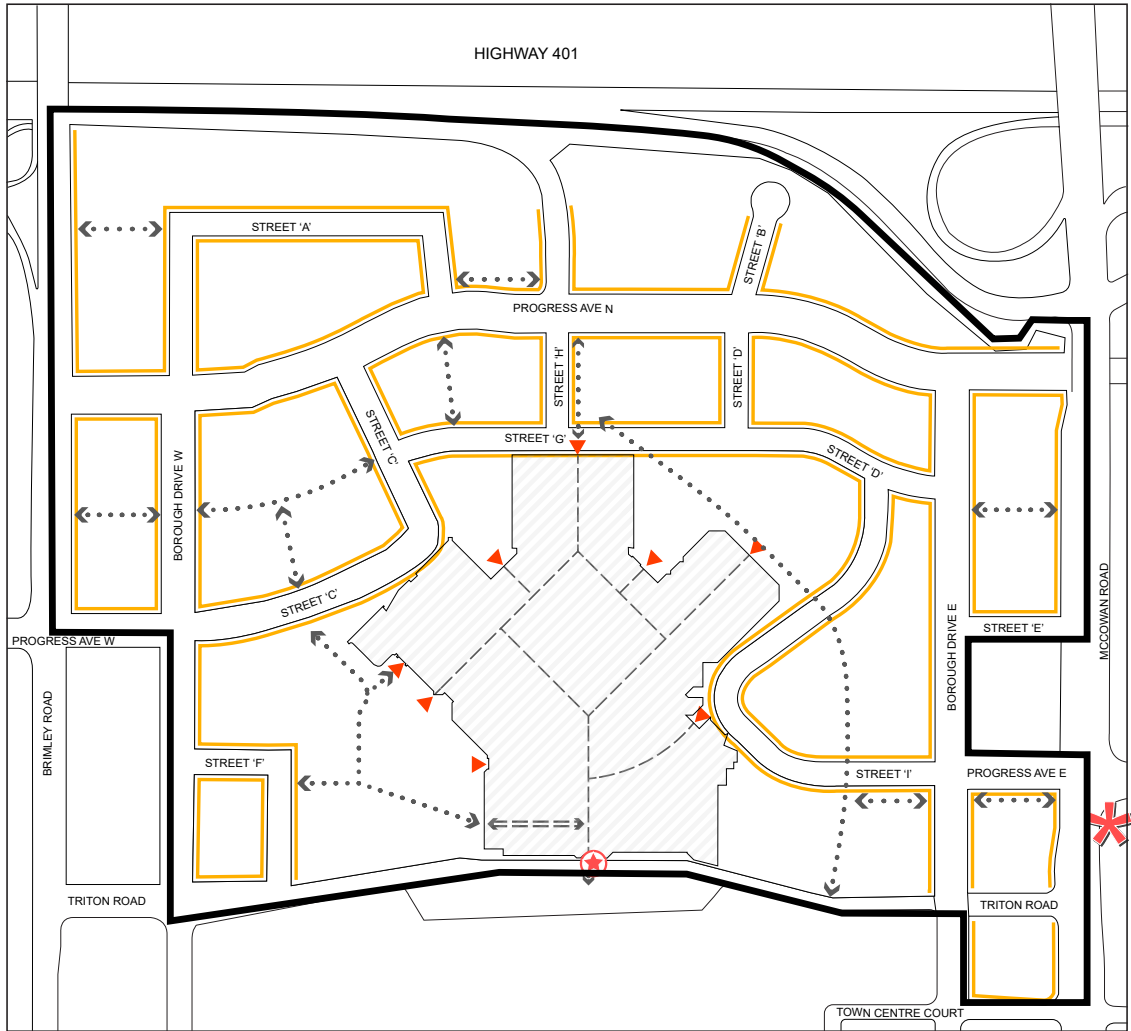
300 Borough Dr, 1755 Brimley Rd
400 - 500 Progress Ave
and 350 Town Centre Court

Map G - On-Street Cycling Network

File # 21 170124 WET 03 0Z

-  Subject Site
-  Shopping Centre
-  Planned Transit Station
-  Existing Bus Terminal
-  Cycle Track: Two-way
-  Cycle Track: One-way
-  Cycling Facility - Subject to Detailed Design





300 Borough Dr, 1755 Brimley Rd
400 - 500 Progress Ave
and 350 Town Centre Court

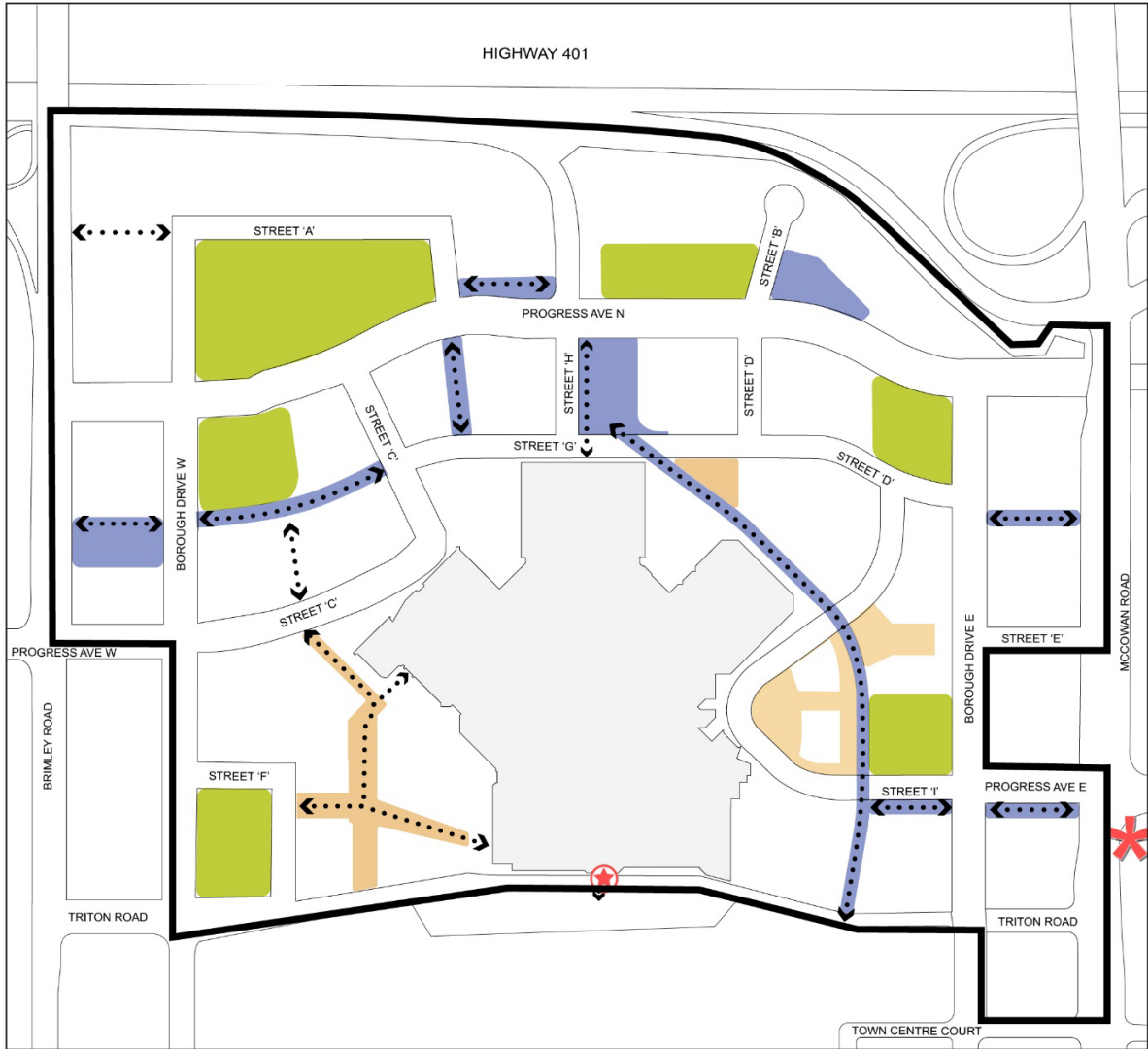
Map H - Active transportation Connections

File # 21 170124 WET 03 OZ

-  Subject Site
-  Shopping Centre
-  Planned Transit Station
-  Existing Bus Terminal
-  Sidewalk (within the Right-Of-Way)
-  Existing Internal Mall Connections
-  Future Internal Mall Connections
-  Existing Shopping Centre Entrance
-  Active Transportation Connections



Not to Scale





Toronto City Planning

300 Borough Drive, 1755 Brimley Road,
400, 410, 420, 430, 480, 500, 510, 520, 530 and 580 Progress Ave
and 350 Town Centre Court

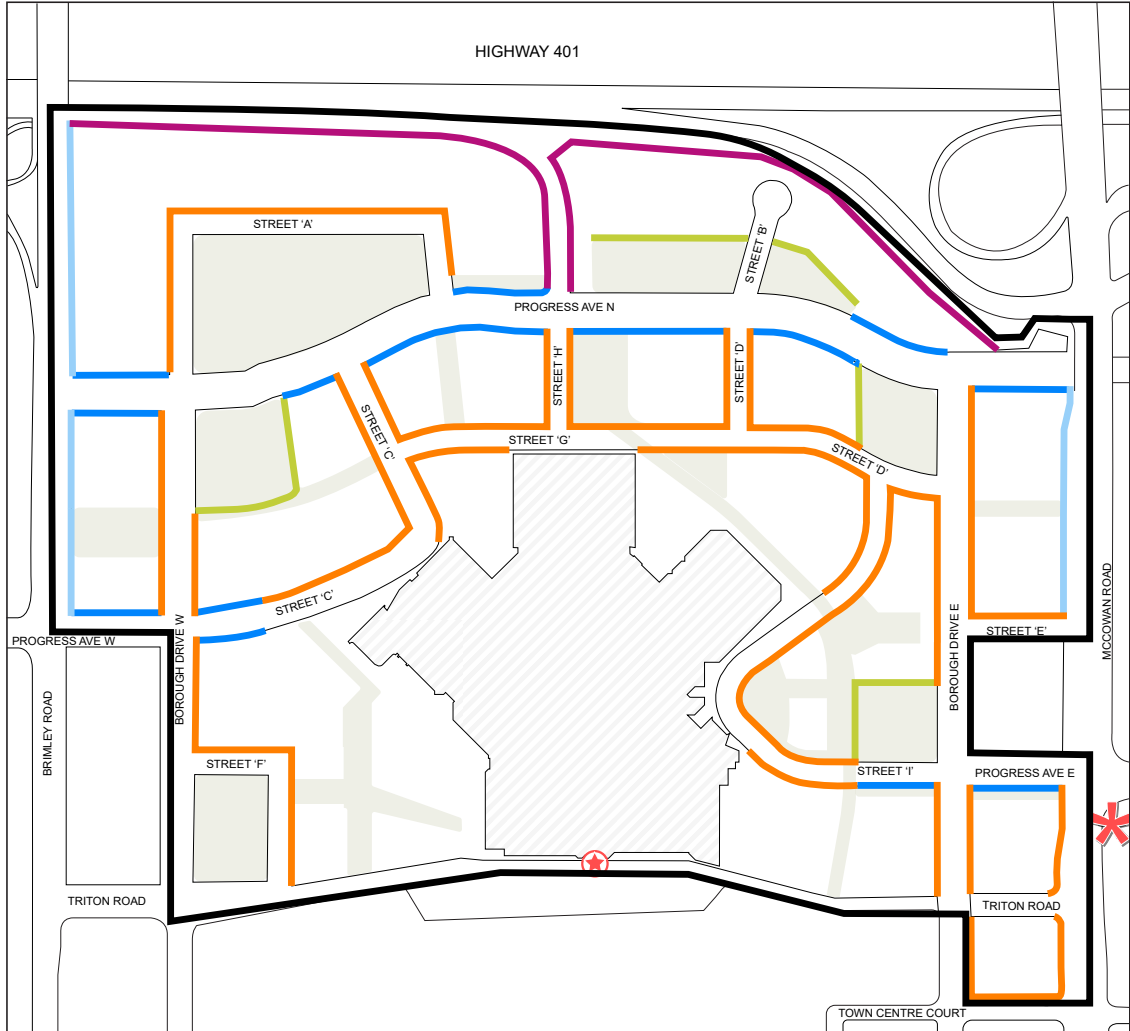
Map I - Open Space Network

File # 21 206885 ESC 21 OZ

-  Subject Site
-  Shopping Centre
-  Planned Transit Station
-  Existing Bus Terminal
-  Public Parks
-  POPS
-  Plazas
-  Active Transportation Connections



Map not to scale



300 Borough Dr, 1755 Brimley Rd
400 - 500 Progress Ave
and 350 Town Centre Court

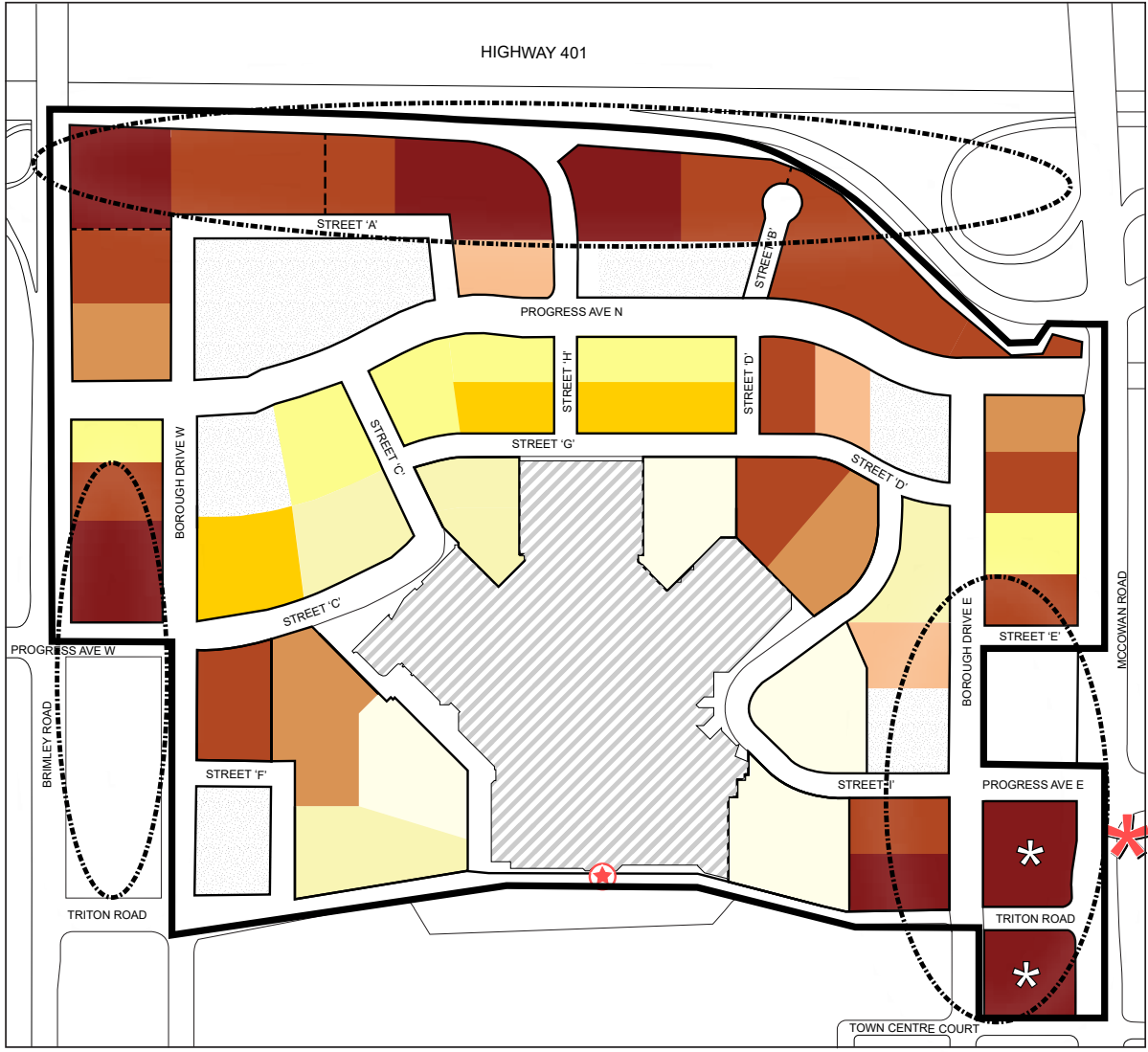
Map J - Minimum Setback Plan

File # 21 170124 WET 03 02

- | | |
|-------------------------|---|
| Subject Site | 3m: Typical Minimum Setback |
| Shopping Centre | 5m: Adjacent to Public Parks and Scott House Property |
| Planned Transit Station | 5m: To Permit Second Row of Trees |
| Existing Bus Terminal | 3+3: 3m with additional 3m for first storey (5-7m) |
| Parks & Open Spaces | 14m: Adjacent to MTO Infrastructure |



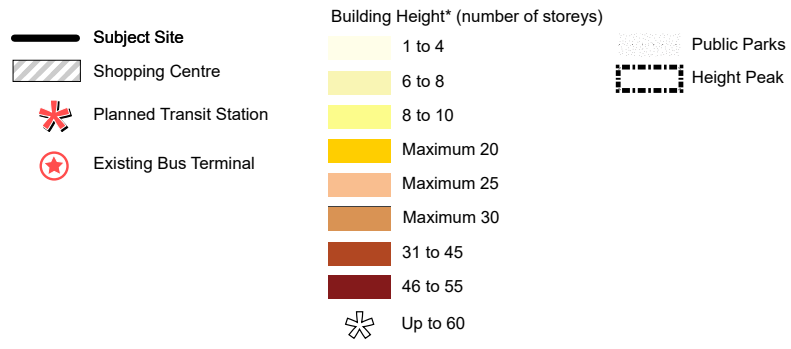
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300 Borough Dr, 1755 Brimley Rd
 400 - 500 Progress Ave
 and 350 Town Centre Court

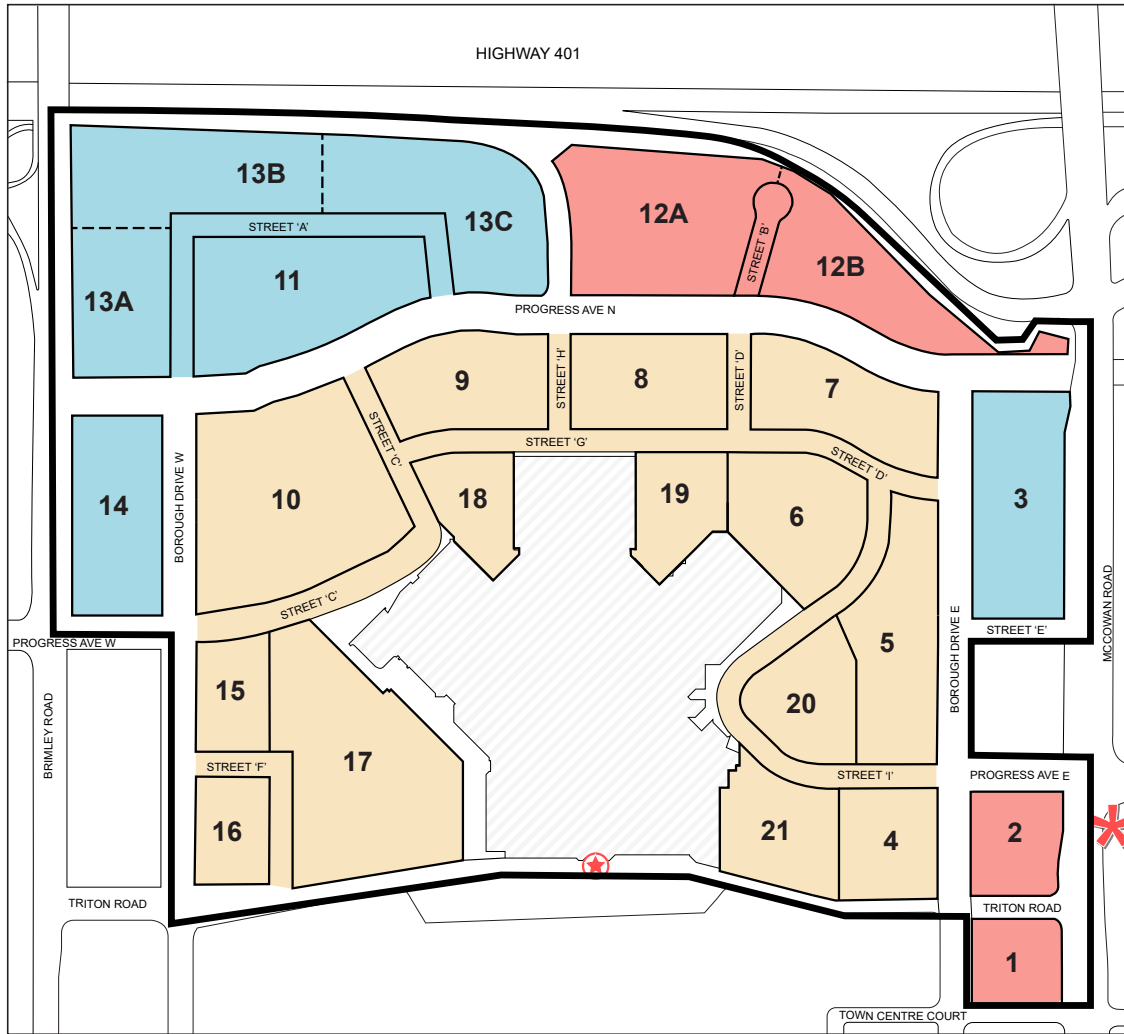
Map K - Building Height

File # 21 170124 WET 03 0Z



*Subject to applicable policies

APPENDIX A



300 Borough Dr, 1755 Brimley Rd
400 - 500 Progress Ave
and 350 Town Centre Court

Appendix A - Reference Phasing Diagram

File # 21 170124 WET 03 0Z

- Subject Site
- Shopping Centre
- Planned Transit Station
- Existing Bus Terminal
- Phase A
- Phase B
- Phase C



Not to Scale

APPENDIX B

Plan of Subdivision

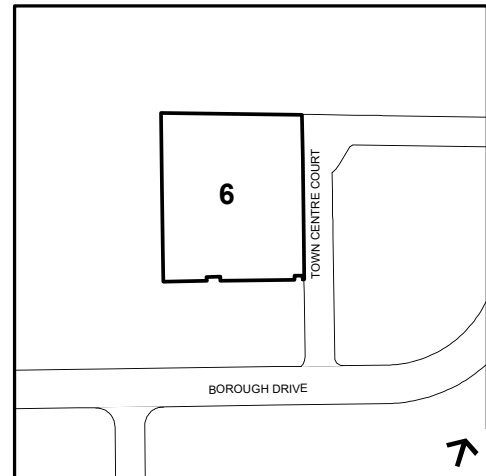
Applications for Plan of Subdivision within the Site will comply with the statutory complete application submission requirements of the *Planning Act*, the Plan, and the following:

8.6. **Lands at 50, 60 and 70 Town Centre Court and lands adjacent to Albert Campbell Square extending to Town Centre Court.**

For lands shown as 6 on Map 5-1:

A Zoning By-law, pursuant to Section 37 of the *Planning Act*, may be enacted to permit the following community benefits:

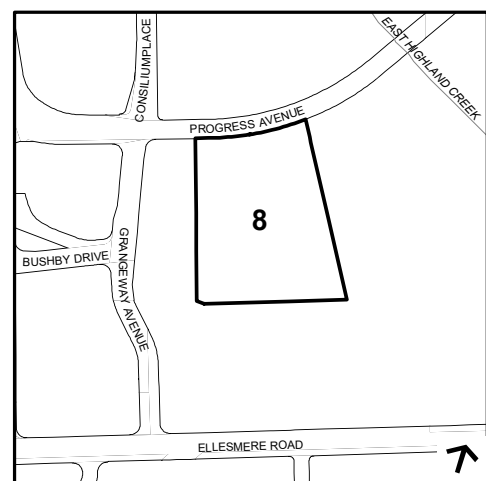
- Up to \$300,000 to be used for capital expenditures associated with children’s play equipment (Splash Pad) at Trudelle Street Park;
- Up to \$200,000 to be used for the 400 McCowan Road, Toronto Community Housing Corporation (TCHC) property/McCowan Road Park/McCowan Road School area for playground equipment;
- Up to \$100,000 to be used for the Scarborough Animal Centre for improvements such as the Dog Kennel Construction Project;
- Up to \$80,000 to be used for parks/tree planting / playgrounds and school playground improvements in Ward 38 as approved by the local Councillor and the General Manager of Parks and Recreation; and
- Up to \$20,000 to be used for Scarborough flags for municipal and civic purposes by the City and local City Councillors.



8.7. **[Intentionally left blank as of this consolidation]**

8.8. **675 Progress Avenue**

- a) Development of lands for residential use will incorporate employment uses including a minimum of 13,000 square metres of office floor area which will be provided within Phase 1 of the development.
- b) A feasibility analysis and impact assessment in accordance with Section 4.10.3 of the Province’s D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design to the satisfaction of the Ministry of the Environment or a delegated authority; and



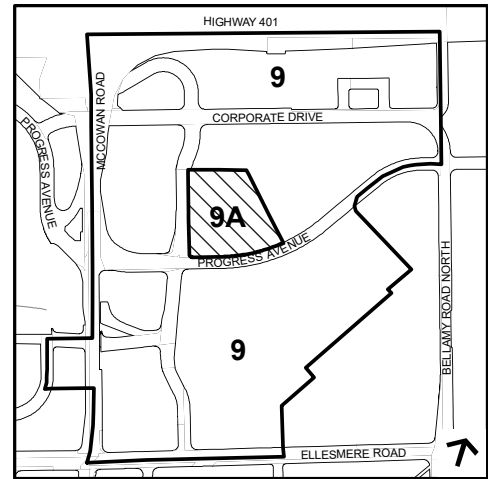
- c) New development will be in conformity with the Scarborough Centre Secondary Plan and consistent with the McCowan Precinct Plan policies and guidelines, in particular with respect to the provision of community facilities and services.
- d) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan, as shown on Map 5-3 and Map 5-4, prevail over the McCowan Precinct “Conceptual Master Plan”.

8.9. The McCowan Precinct Plan

For the lands shown as 9 on Map 5-1:

Introduction:

The policies of this Precinct Plan are founded upon a “Vision” and “Guiding Principles” for the McCowan Precinct that have been developed by the residents, interested parties, landowners and workers who live, work and visit the McCowan Precinct and its surrounding areas. The Vision and Guiding principles form the basis of this Site & Area Specific Policy (No. 9) for the McCowan Precinct and are to be read and implemented in conjunction with the Council adopted “Conceptual Master Plan for McCowan Precinct” and the “McCowan Precinct Urban Design Guidelines”, as amended by Council from time to time. Site & Area Specific Policy No. 9 includes policies to enhance and strengthen the designated land use(s) of the Precinct, including the employment base within the Precinct. Site & Area Specific Policy No. 9 also includes implementation policies and strategies, development principles and design strategies, guidance on future infrastructure investment; and identifies potential public and private improvements to parks, the transportation network and community and social services.



Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan, as shown on Map 5-3 and Map 5-4, prevail over the McCowan Precinct “Conceptual Master Plan”.

8.9.1. McCowan Precinct Vision:

McCowan Precinct plays an important role within Scarborough Centre and the City of Toronto. The vision for the McCowan Precinct is for a vibrant, mixed use, community with urban characteristics that include: a focus of employment and housing; destination features for its residents, workers and visitors; a safe and pleasant place to live, work and play; pedestrian-friendly streets; transit-oriented built form; ease of movement; high quality architecture; great publicly accessible and connected parks and public spaces, and high levels of sustainability. It is intended that McCowan Precinct be a community within Scarborough Centre that enjoys a strong relationship and connections with the Centre and the adjacent residential and employment communities.

a) Guiding Principles:

- i) **Managing Change:** Future development of the McCowan Precinct will enhance the urban character and employment focus of the Precinct and Scarborough Centre. Building upon, and in harmony with, the existing residential and employment uses within the Precinct, an urban community will be promoted through expansion and refinement of the existing street and block network, promotion of public spaces, parks and community services and facilities, public art and way-finding elements, promoting destination features for the people that live, work and visit the area, attention to building architecture, building placement, and providing for a gateway feature with elements that serve to announce arrival to the area and create a sense of place. Future residential and employment growth, together with public initiatives, will explore opportunities to achieve efficiencies in infrastructure servicing and energy use, including the potential for energy conservation. Future development and public initiatives will enhance and expand employment and residential opportunities, parks, open spaces, services, programs and facilities for the community, and opportunities to live, work and play in the area.
- ii) **Movement:** Movement and connectivity are keystones of the McCowan Precinct. Movement within, and connectivity between the Precinct and the surrounding area will encompass a variety of modes of transportation and options. Development will be transit oriented and take advantage of public transit infrastructure. An integrated network of streets and connections will be employed to encourage walking and cycling. Movement and connectivity will promote transit use, walking, cycling and efficient vehicular movement while providing a safe and attractive built environment for people to visit, live, and work within the Precinct.
- iii) **Building Communities:** The McCowan Precinct will develop as a vibrant urban community within Scarborough Centre, closely connected to its adjacent communities. Building upon the existing residential, employment, community, services and facilities, and the Precinct's parks, natural areas and public spaces, development of the Precinct will be designed to attract new businesses, visitors and residents. New development will provide for a diversity of housing and employment in keeping with the goals and objectives for Scarborough Centre. New development and public initiatives will contribute to the livability and walk-ability of the Precinct through public realm improvements, the creation of public spaces, attention to the architecture and site design of new buildings and public infrastructure, contributions to the provision of community services and facilities and public art initiatives, efforts to achieve energy efficiencies and the promotion of opportunities to incorporate destination features that appeal to residents, workers and visitors of the area. Residential and employment growth, together with public initiatives, will facilitate investment in new social and physical infrastructure to create a rich mix of places for people to live, work, and visit.

8.9.2. **Managing Change:**

8.9.2.1. Land Use:

- a) McCowan Precinct will develop as a vibrant, well designed, mixed use community within Scarborough Centre with a focus on employment uses. McCowan Precinct encompasses residential, employment, and recreational areas. This mix of uses will be enhanced to accommodate

additional housing while creating additional employment and recreational opportunities within a transit supportive environment. Strategies to attract employment uses, particularly office, to form a significant proportion of the land use within the Precinct, will be pursued.

- b) In keeping with the vision of McCowan Precinct as an urban community, new development and public initiatives will be expected to incorporate the principles of urbanism which include, but are not limited to:
 - i) smaller development blocks;
 - ii) close intersection spacing;
 - iii) compact urban form;
 - iv) appropriately scaled development;
 - v) active street edges;
 - vi) a connected parks and public space system;
 - vii) streetscape and public realm improvements;
 - viii) public art;
 - ix) a multi modal transportation network that accommodates all users;
 - x) opportunities to “live, work and visit”; and
 - xi) development and public initiatives that promote sustainability and incorporate “green” initiatives.

- c) Notwithstanding the provisions in Section 8.9.2.1 (b), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

In keeping with the vision of McCowan Precinct as an urban community, new development and public initiatives will be expected to incorporate the principles of urbanism which may include, but are not limited to items (i) to (xi) of Section 8.9.2.1 (b), as noted above.

8.9.2.2. Street & Block Plan:

- a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct “Conceptual Master Plan”; and
- b) A fine grain network of streets and development blocks, generally in the range of 0.36 to 0.7 hectares and intersection spacing of approximately 80 to 150 metres.

8.9.2.3. Conceptual Master Plan/Urban Design Guidelines:

- a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct “Conceptual Master Plan”.
- b) Site and Area Specific Policy No. 9, together with the City Council

endorsed Conceptual Master Plan and Urban Design Guidelines for the McCowan Precinct will provide a plan for the future development of McCowan Precinct. The McCowan Precinct Urban Design Guidelines and the Conceptual Master Plan provide a visual illustration of this plan and how the McCowan Precinct will develop over time.

- c) The Conceptual Master Plan will include a recommended parks, open space and urban spaces plan. It is intended to be conceptual. Specific locations of parks and public open spaces will be determined as development is reviewed and approved within the Precinct. The Conceptual Master Plan will provide guidance for new development and public initiatives.
- d) The Urban Design Guidelines for the McCowan Precinct will include cross section designs for the various typologies of streets within the McCowan Precinct to guide the design/rehabilitation of new and existing streets.
- e) The design of all streets will provide suitable growing conditions and soil volume to allow for large growing street trees, consistent with the City's adopted and accepted Urban Forestry practices.

8.9.2.4. McCowan Precinct Gateway Feature:

- a) The Conceptual Master Plan identifies the McCowan/Bushby/Progress area as a "Gateway". The intent is to recognize the importance of this area as a major connection and a "place of arrival" for the McCowan Precinct through such means as:
 - i) Enhanced Pedestrian Connection(s)
 - ii) Destination Facility/Use
 - iii) Public Space(s)/Gathering Space(s)
 - iv) Public Transit Infrastructure
 - v) Building Placement
 - vi) Public Art
 - vii) Signage
 - viii) Landscape Features
- b) The Gateway will function as the main pedestrian, cycling and vehicular entrance to the McCowan Precinct.
- c) To enhance the Gateway function as a connection point between Precincts, the Gateway may incorporate a variety of design features including:
 - i) pedestrian crossing infrastructure(s) that include clearly defined pedestrian routes that may be grade-related or associated with parks, open space and/or transit facilities;
 - ii) greater sidewalk widths and/or increased landscaped areas and/or the creation of urban spaces through additional building setbacks;
 - iii) street medians;

- iv) enhanced streetscape design;
- v) landscape features;
- vi) public art;
- vii) way-finding signage;
- viii) pedestrian refuge areas within the street right-of-way;
- ix) enhanced street signalization;
- x) pavement treatment;
- xi) street furnishings
- xii) street lighting; and
- xiii) facilities that function as destination elements (eg. transit station/facilities).

8.9.2.5. Municipal Servicing & Stormwater Management

- a) Mitigation of the floodplain, and servicing and infrastructure matters and/or service upgrades to infrastructure needed to accommodate new development will be at the cost of the development proponent.
- b) In its review of development proposals, the City will pursue opportunities to implement the Wet Weather Flow Management Guidelines through the use of Low Impact Development (LID) stormwater management practices (such as rain gardens, infiltration galleries and bio-swales) incorporated into the design of streets and public spaces. LID practices shall be consistent with the TRCA's Low Impact Development Stormwater Management Planning and Design Guide, 2010, as amended and the City of Toronto's Green Development Standard Guidelines.
- c) Development will have regard for floodplain constraints within the Precinct, and geotechnical matters related to ground water/aquifer conditions.
- d) Development proposed within the floodplain in the Precinct will be required as part of the development review process, and in consultation with the City and the Toronto and Region Conservation Authority (TRCA), to undertake a study (or studies), to analyze, assess and identify options to remove any affected lands from the flood plain or sensitive areas. Such study may require an assessment of the physical works and costs necessary to mitigate any impacts or to remove the lands from the flood plain.

8.9.2.6. Movement

- a) Refinements to the street and block plan identified through the Scarborough Centre Transportation Master Plan as shown on Map 5-3 and Map 5-4 prevail over the McCowan Precinct "Conceptual Master Plan".
- b) Where development blocks cannot be sub-divided for size and engineering

reasons, mid-block and perimeter connections may be considered, where appropriate and feasible, provided these connections are publicly accessible. Connections may include vehicular lanes, driveways and walkways; and

- c) Public transit infrastructure will form an important component of the McCowan Precinct. Development/public initiatives in the vicinity of public transit stations will be integrated with public transit infrastructure and active (pedestrian and cycling) connections.

8.9.3. Building Communities:

8.9.3.1. Land Use:

- a) Transit supportive development will be required to support the public transit infrastructure of the McCowan Precinct.
- b) A variety of building types will be encouraged to provide a diversity of housing types.
- c) Residential buildings will provide a mix of unit sizes and bedrooms types to respond to the housing needs of residents including seniors and families.
- d) Townhouses are permitted as a “stand-alone” block that forms part of a larger, comprehensive development with a mix of building forms, where appropriate.
- e) Employment uses are an important feature of the McCowan Precinct. Employment use in the McCowan Precinct will be predominantly office use, hotels where appropriate, community services and recreational facilities and retail uses that serve the residents, workers and visitors to the McCowan Precinct and adjacent communities.
- f) Major office development will be encouraged within the Precinct especially at locations in close proximity to public transit station facilities.
- g) Retail uses will be located at grade within residential, employment and public use buildings where appropriate, to provide interest and animation to public streets and spaces. Retail may be provided in additional locations provided that there are prominent, at-grade, street related entrances.
- h) Grade-related retail and office uses can provide interest and animation to public streets and public spaces. Not all of the streets and public spaces within the McCowan Precinct streets can support, or are appropriate for retail uses. A focus of grade-related retail and commercial (office) uses, will be encouraged along: Consilium Place; Grangeway Avenue from Bushby Drive to Progress Avenue; Bushby Drive between Grangeway Avenue and McCowan Road; Town Centre Court (north side) from McCowan Road to Borough Drive and McCowan Road from Ellesmere Road to Bushby Drive.

8.9.3.2. Pedestrian Scale:

- a) New development will contribute to the establishment of a network of

streets and connections that are comfortable, safe, inviting, and scaled to the pedestrian.

- b) New buildings will be located on sites to create a common setback and build-to line with limited interruptions to encourage an interesting, interactive and varied pedestrian experience and public realm.
- c) Active, publicly-engaging ground floor uses will be provided along streets and connections, where appropriate.
- d) To create an active and pleasing pedestrian-scaled environment along streets and public spaces, building design features will include such features as: building setback, colonnades, building awnings/overhangs, glazing/fenestration, pedestrian entrances, and architectural materials to achieve visual interest.

8.9.3.3. Built Form

- a) The scale of development in the Precinct will be appropriate to its location and relationship to its surroundings including adjacent neighbourhoods, the public realm, parks and open spaces and its proximity to transportation facilities.
- b) Proposed development will respect relevant City urban design guidelines, standards and practises including, but not limited to, the City's Tall Buildings Guidelines, the Mid-rise Building Guidelines, the Design Guidelines for Buildings with Residential Units at Grade, the Urban Design Streetscape Manual, Toronto Green Development Standards and the Bird-Friendly Development Guidelines.
- c) High quality of design and architecture will be promoted for all development within the McCowan Precinct, including varied architectural treatments and materials for multi-phased developments.
- d) Distinctive architecture, which creates signature buildings through the use of high quality design and materials and other architectural means, will be incorporated into all development within the Precinct. Taller buildings, especially the tower elements, should result in iconic, recognizable buildings in the skyline.
- e) Buildings will be designed, where appropriate and feasible, to create a continuous "street-wall", minimizing gaps along the street, except where public open spaces are located.
- f) As part of the development review process, new residential development will be encouraged to provide pet care facilities.

8.9.3.4. Streetscape

- a) Streets and connections will contribute to the greening of the Precinct and will incorporate features to provide suitable growing conditions for trees and soft landscaping.
- b) New development will contribute to the implementation of street improvement features to the existing and planned street network such as street furnishings, infrastructure improvements including cycling facilities, and landscaping. Such features will be co-ordinated with

redevelopment and/or form part of the planned street rehabilitation/ infrastructure improvements.

8.9.3.5. Site Organization

- a) New developments, and in particular, the main entrance(s) to the building(s) will front onto public streets.
- b) Where appropriate, new development may front onto public parks and open spaces, provided the main entrance of the apartment- type building or, in the case of townhouse units (either stand-alone or incorporated into the base of an apartment building) fronts onto the public park or open space.
- c) Vehicle parking is to be located below grade. Surface parking is discouraged.
- d) Notwithstanding the provisions in Section 8.9.3.5 (c), the following shall apply to the lands known municipally as 670, 680, 690 and 700 Progress Avenue, and shown as 9A on Map 5-1:

Surface parking is discouraged. While vehicle parking is to be provided below grade, consideration will be given to above grade parking provided it is in accordance with the McCowan Precinct Urban Design Guidelines and relevant City Urban Design Guidelines.

8.9.3.6. Public Open Spaces, Parks & Urban Spaces

- a) An integrated public space network consisting of natural areas, public parks/recreational areas, private and public urban spaces will be promoted, expanded and enhanced to create a more enjoyable Precinct for residents, workers and visitors. Public open spaces, parks, and privately-owned publicly accessible spaces (POPS) will front onto public streets or have direct access from the public realm.
- b) The McCowan Urban Design Guidelines and the Conceptual Master Plan will identify locational opportunities for parks, open spaces and urban spaces.
- c) Where feasible and appropriate, new streets and blocks will incorporate public and/or publicly accessible urban plazas to provide a series of outdoor spaces for public activity and to facilitate locations for public art. An urban plaza, immediately adjacent to the existing/planned McCowan RT Station or the planned McCowan Subway/transit facility is one of the key features of the Precinct Gateway and will form part of the redevelopment of the transit station/facilities and/or development on lands adjacent/in close proximity.
- d) Opportunities to expand the natural area and create parkland adjacent to the East Highland Creek valley corridor will be explored and implemented.
- e) The East Highland Creek valley corridor and its adjacent lands will be better linked to the Precinct through active (pedestrian and cycling) connections.
- f) The linear open space area, along East Highland Creek, south of Corporate Drive, to the existing/planned SRT and TTC lands will be

expanded by a minimum of 10 metres from the top-of-bank and where appropriate, by a greater area, to:

- i) provide additional natural area to enhance and protect the Natural Heritage System/natural habitat area; and
 - ii) facilitate an important connection between Hillsborough Park and the Lee Centre Park to, and within, the future school and park site at 705 Progress Avenue.
- g) The lands at 705 Progress Avenue will be developed as a park and school site. The park lands will function as a neighbourhood park, a gathering space for the local residents, visitors and workers within the McCowan Precinct. The park shall have frontage on one or more public streets. The park is to be linked to Scarborough Centre by a well-designed and landscaped public street that will act as a visual link between the McCowan Precinct and Scarborough Centre.
- h) The City will work with the Toronto District School Board (joint owners of the lands) to achieve coordinated and optimal shared use of recreational facilities and outdoor recreational resources on the 705 Progress Avenue lands.

8.9.3.7. Public Art

- a) The City will initiate a “McCowan Precinct Public Art Plan” as a component of an overall “Scarborough Centre Public Art Plan” that provides direction on how and where public art is to be conceptualized, planned, commissioned and implemented for individual locations or projects. The Scarborough Centre Public Art Plan will articulate public art principles and broad conceptual approaches to the provision of public art projects, identify opportunities for the location of public art on both public and private lands, and provide guidance to the provision of public art through contributions of pooled funds both by small and large development projects to contribute to larger public art projects.
- b) The McCowan Urban Design Guidelines and the Conceptual Master Plan will identify potential locations for public art including, parks, urban spaces, open spaces, public infrastructures and facilities, private lands and the public realm.
- c) Owners of development blocks in the McCowan Precinct greater than 0.5ha, will be encouraged to prepare a “project/block public art plan” detailing the means by which the owner intends to provide public art on the site(s).

8.9.3.8. Community Services and Facilities & Section 37 of the *Planning Act*

- a) New community services and facilities will be created and existing facilities/services expanded/refined to achieve the amount and range adequate to serve the current and future growth within the McCowan Precinct.
- b) As part of the development review process, the City will assess the need for new development to contribute to the provision of community services and facilities. Community services and facilities priorities for the McCowan Precinct include, but are not limited to:

- i) public realm and streetscape improvements;
- ii) public art;
- iii) parks, open space and urban spaces;
- iv) Community Agency Space - Dedicated and accessible community agency space for non-profit service agencies to deliver a wide range of programs/services for all user groups, in particular, newcomers, youth and children; and services for animals such as the Scarborough Animal Shelter (821 Progress Avenue) and the Toronto Feral Cat Recovery Centre (705 Progress Avenue);
- v) Child Care - High quality and accessible non-profit licensed child care facilities, particularly for infants, toddlers and; and
- vi) Community Recreation –Additional recreational facilities and/or satellite recreation space including a double gymnasium and large flexible multi-purpose rooms to run programs for all user groups.

8.9.3.9. Community Energy

- a) New development and the re-development of existing buildings within the McCowan Precinct will contribute to achieving the City's target for reducing energy use and reducing greenhouse gas emissions. Proponents of new development and redevelopment of existing buildings will be guided by the Community Energy Plan prepared as part of the McCowan Precinct Plan Study (2014) and will work with the City to assess opportunities to contribute to the City's energy targets through sustainable development.
- b) Development is encouraged to promote and accommodate renewable energy generation and distribution systems to assist in reducing greenhouse emissions, off- setting on site energy consumption, and securing a sustainable and stable energy distribution and supply. Energy technologies such as geothermal, combined heat and power co-generation, solar thermal heating, solar cooling, heat recovery, short- and long-term energy storage, and solar photo-voltaic will be encouraged. Building design and site planning to achieve passive solar heating in cold weather months will also be encouraged.
- c) Development will be encouraged to incorporate facilities to re-charge electric-powered vehicles either as a private or common amenity for building occupants or on pay-per-use basis for the general public.
- d) The City will encourage alternative energy technologies to power new street lighting, traffic signals, and other lighting in the public realm.
- e) As part of the development review process, proponents for new development that includes a building or group of buildings with a total gross floor area of 20,000 square metres or more, will be encouraged to provide an Energy Plan for the development that addresses energy conservation, peak demand reduction, improved resilience to area-wide power outages (i.e. flood and storm); renewable energy, combined heat and power, and district energy systems, as set out in the Scarborough Centre Community Energy Plan.

8.10. **1560 Brimley Road and 1350 Ellesmere Road**

For the lands shown as 10 on Map 5-1:

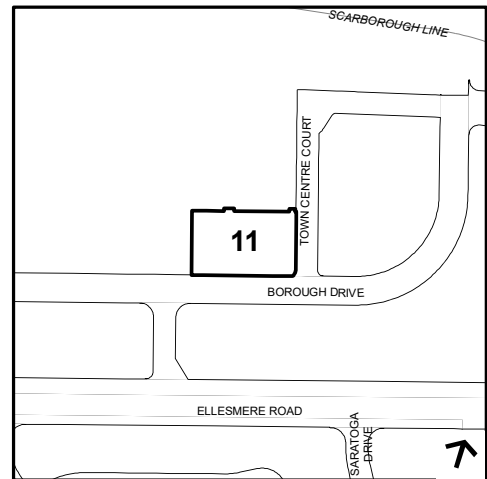
The subject lands are exempt from Policy 6.3 regarding parkland dedication.



8.11. **158 Borough Drive**

For the lands shown as 11 on Map 5-1:

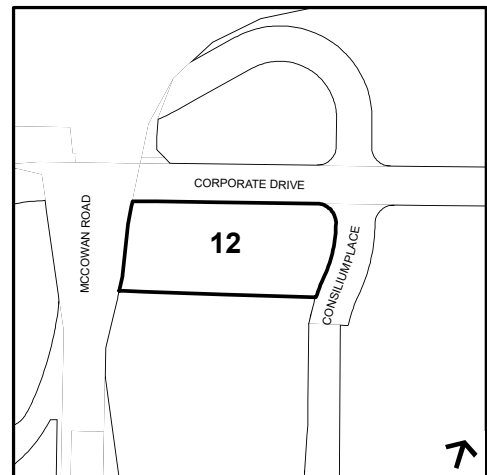
The subject lands are exempt from Policy 6.3 regarding parkland dedication.



8.12. **5 Corporate Drive**

For the lands shown as 12 on Map 5-1:

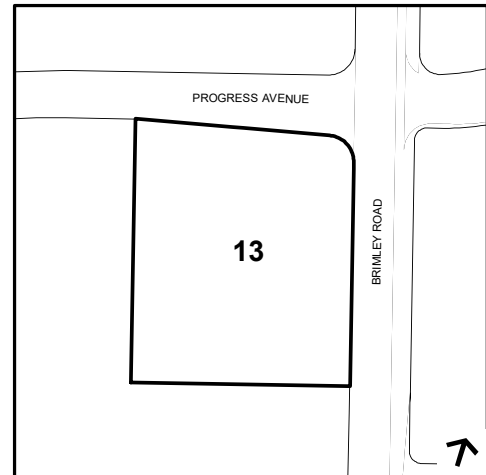
The subject lands are exempt from Policy 6.3 regarding parkland dedication. For clarity, section 3.2.3 of the Official Plan applies in respect of parkland dedication rates on the subject site.



8.13. **1680 Brimley Road**

For the lands shown as 13 on Map 5-1:

The subject lands are exempt from Policy 6.3 regarding parkland dedication. For further clarity, section 3.2.3 of the Official Plan still applies in respect of parkland dedication rates on the subject site.



9. **LIST OF MAPS**

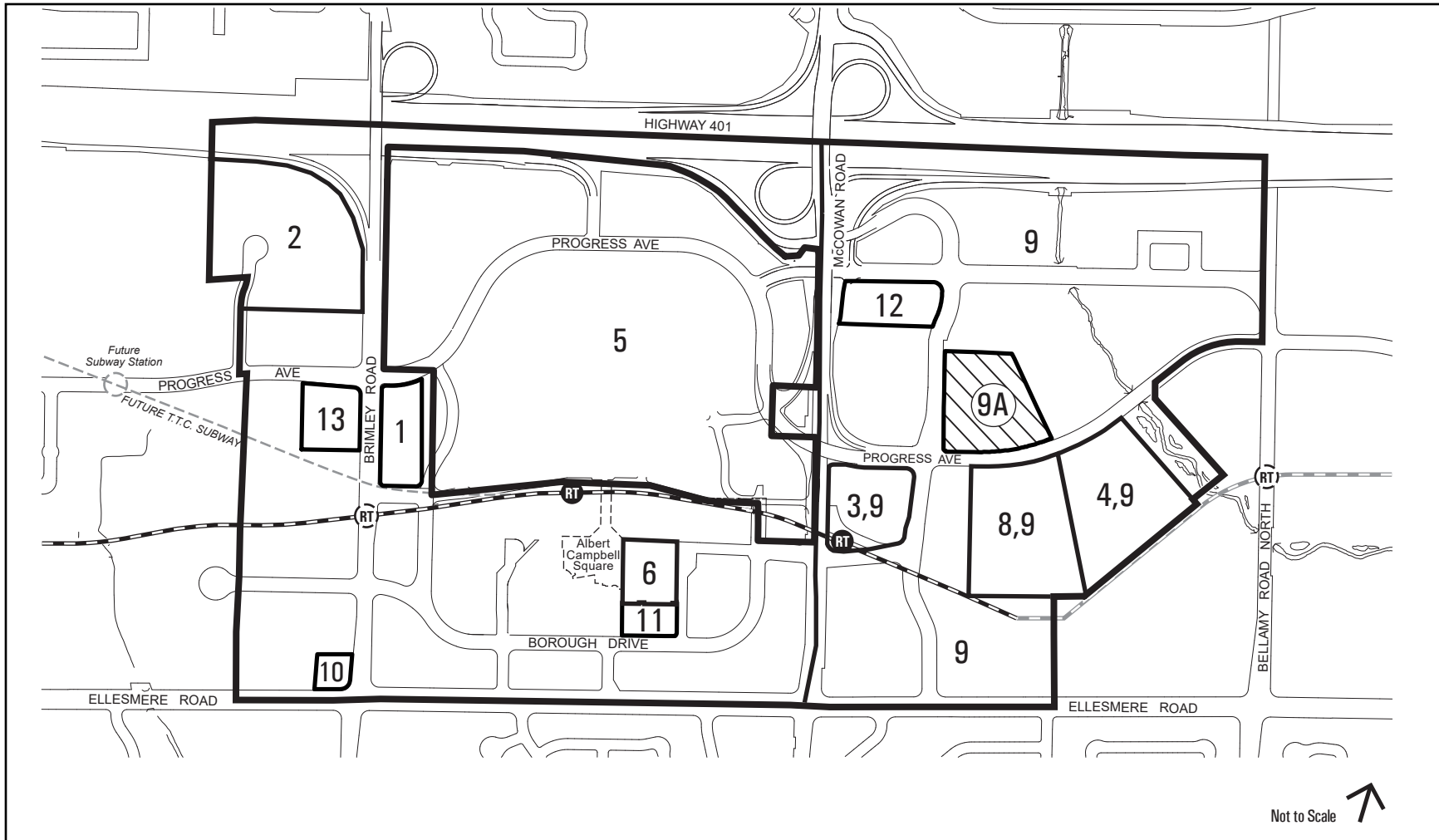
Map 5-1: Urban Structure Plan

Map 5-2: Precincts

Map 5-3: Street Network

Map 5-4: Active Transportation Network

Map 5-5: Green Linkages









Not to Scale 

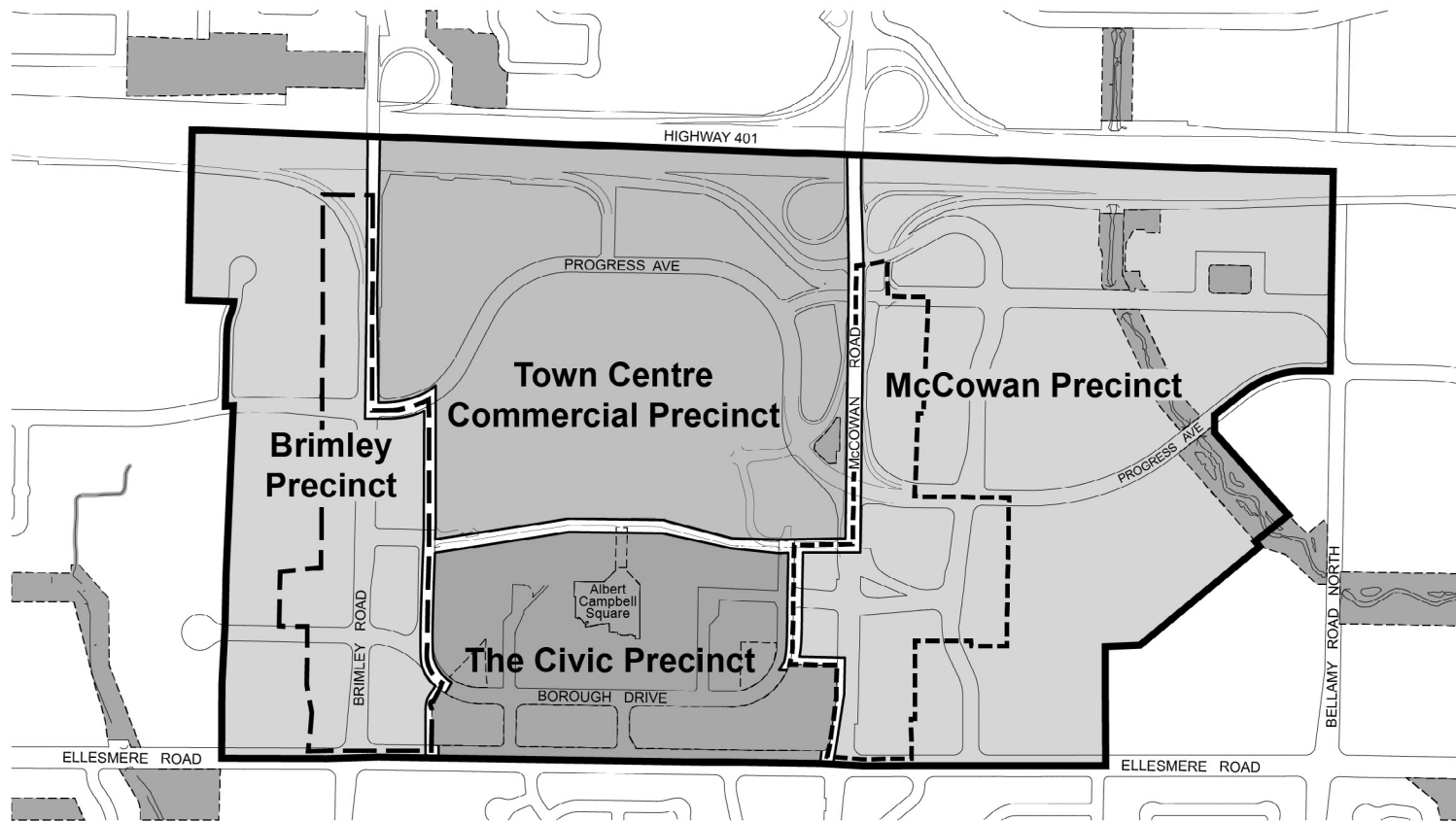


Scarborough Centre Secondary Plan

Map 5-1 Urban Structure Plan

-  Scarborough Centre Secondary Plan Boundary
-  Site and Areas Specific Policies
-  T.T.C. Scarborough Rapid Transit
-  Proposed T.T.C. Scarborough Rapid Transit Expansion
-  Rapid Transit Station
-  Potential Rapid Transit Station

June 2025




Not to Scale 



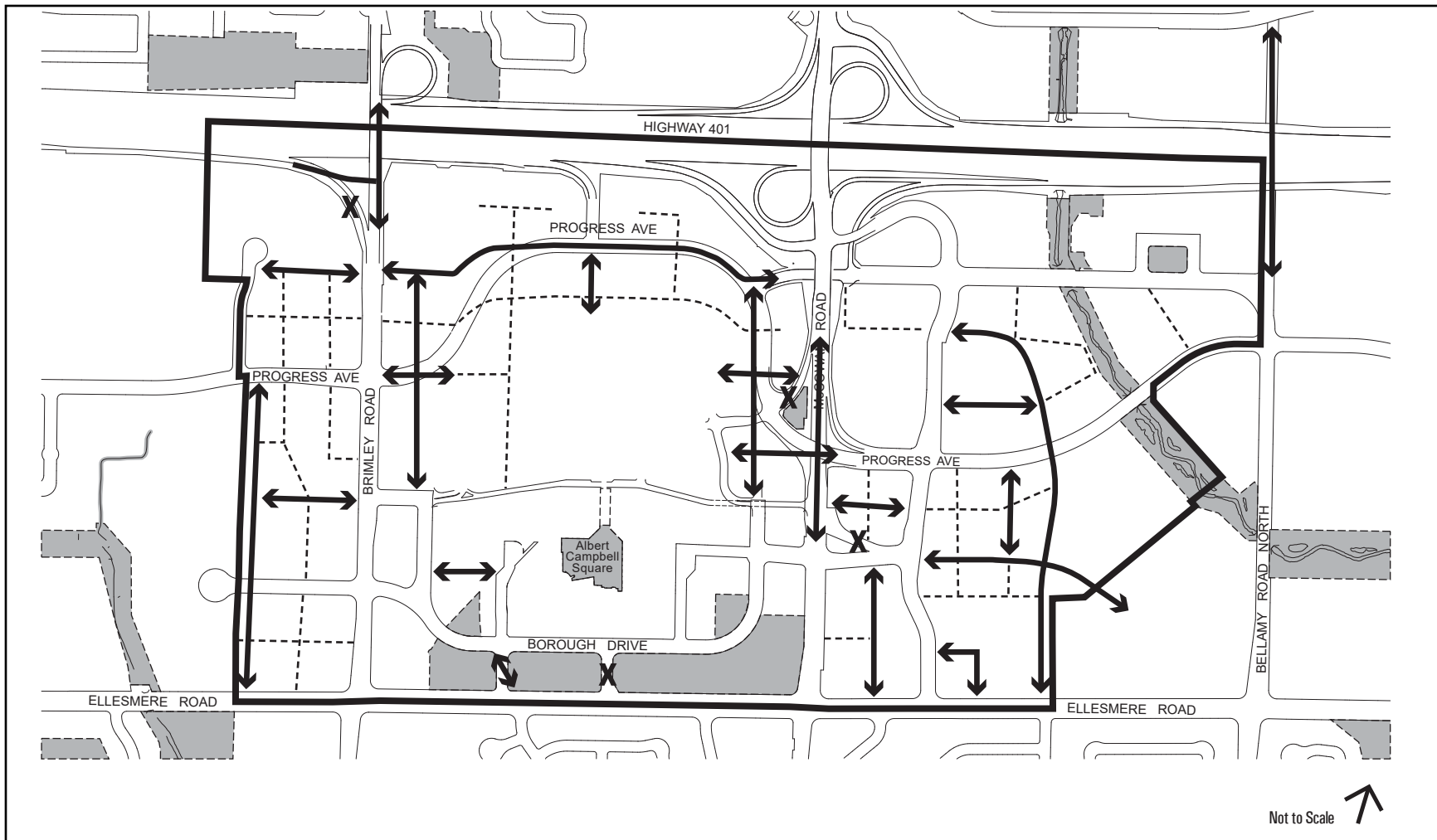
Scarborough Centre Secondary Plan

Map 5-2 Precincts

-  Scarborough Centre Secondary Plan Boundary
-  Brimley Corridor
-  McCowan Corridor

April 2019

MAP 5-3: STREET NETWORK



Scarborough Centre Secondary Plan

Map 5-3 Street Network

— Scarborough Centre Secondary Plan Boundary

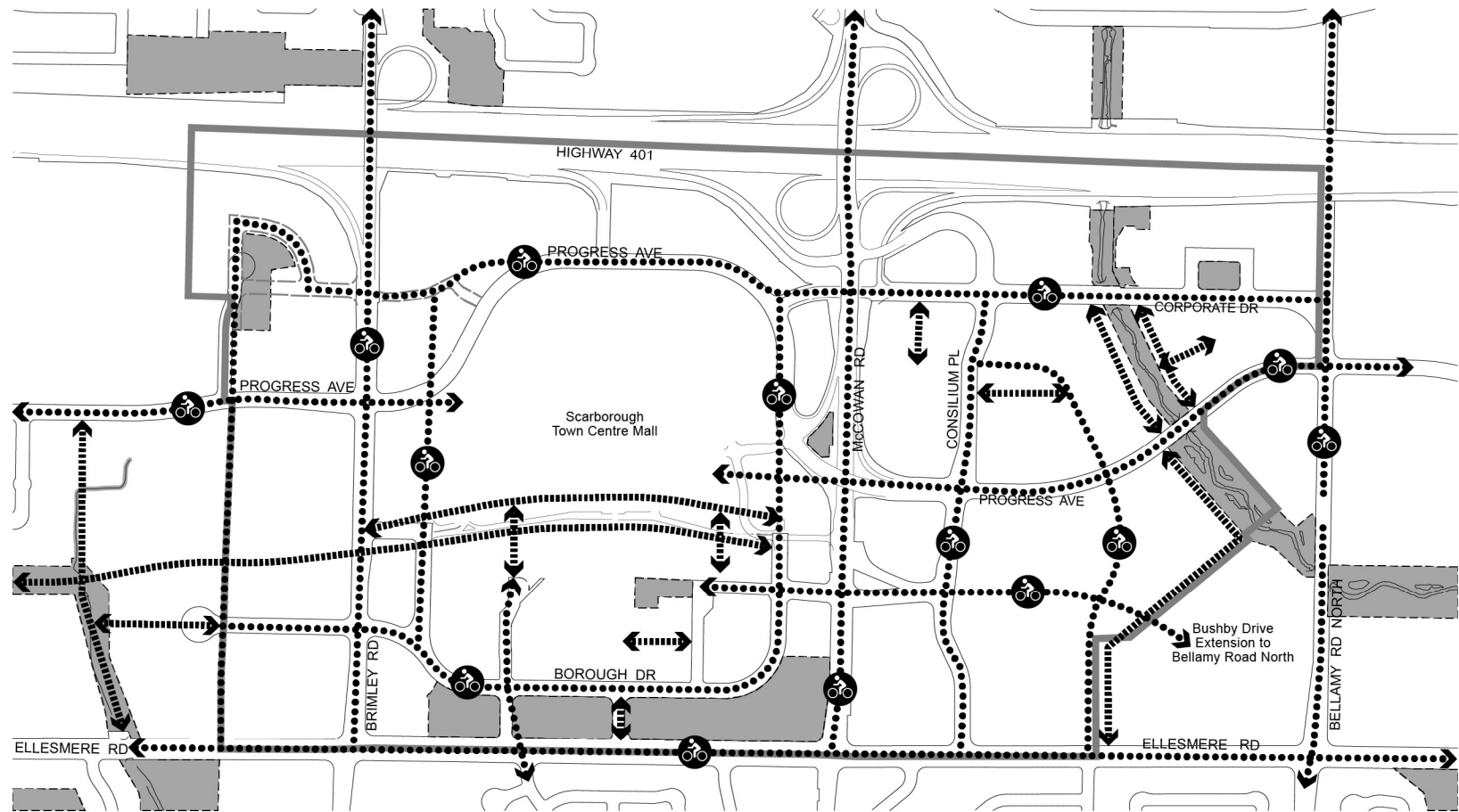
↔ New Modified Street

- - - New Connections

X Potential Closings

April 2019

MAP 5-4: ACTIVE TRANSPORTATION NETWORK



Refer to Map 4 Higher Order Transit Network for transit specific information

Not to Scale



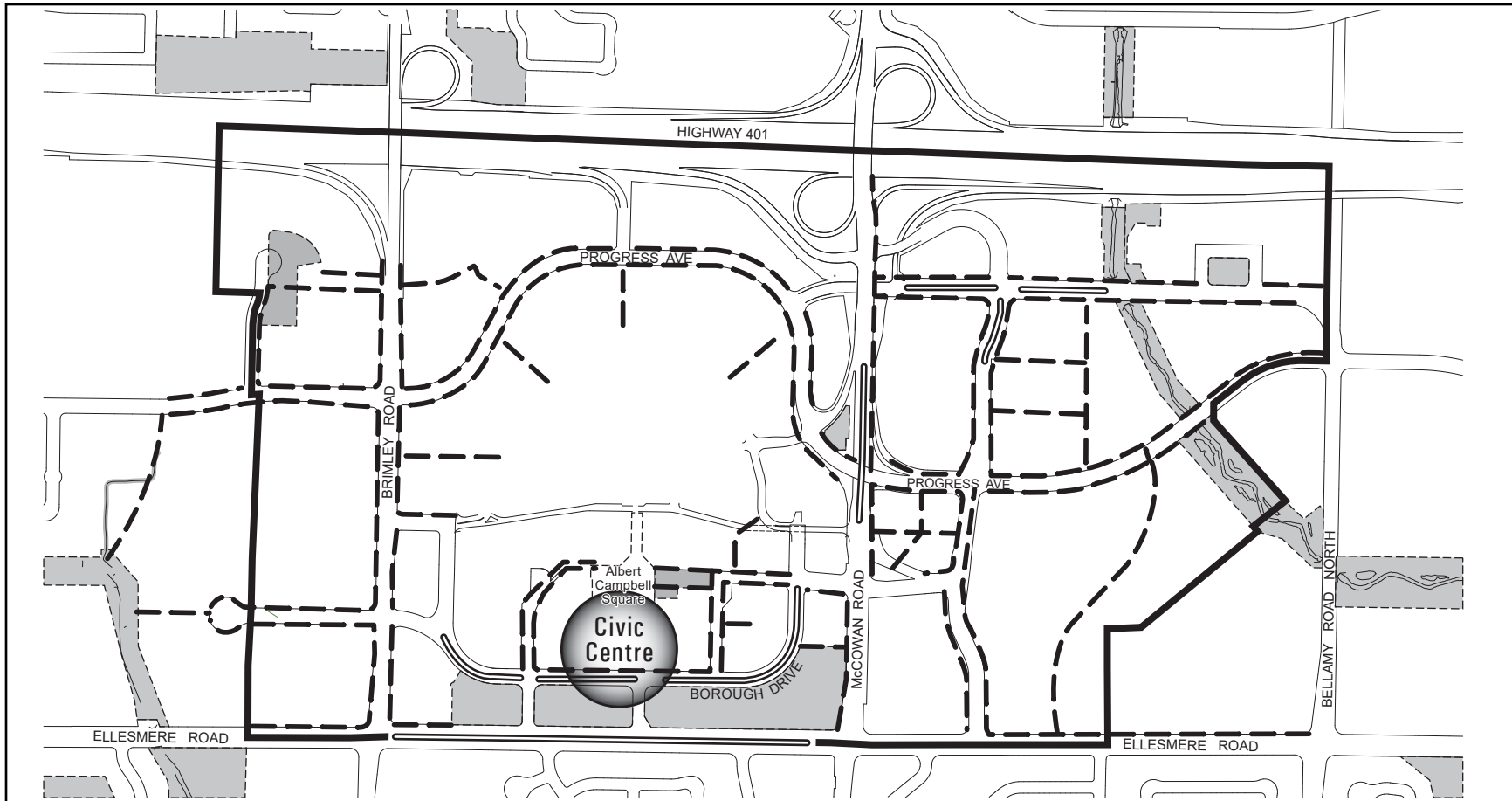
Scarborough Centre Secondary Plan

Map 5-4 Active Transportation Network

- Scarborough Centre Secondary Plan Boundary
- Parks and Open Space Areas
- Dedicated Cycling Connection
- Active (Pedestrian / Cycling) Connection

April 2019

MAP 5-5: GREEN LINKAGES



Not to Scale 



Scarborough Centre Secondary Plan

Map 5-5 Green Linkages

-  Scarborough Centre Secondary Plan Boundary
-  Parks and Open Space Areas
-  Potential & Existing Boulevard Trees / Landscaping
-  Greening of Pedestrian Access to form Green Linkages

April 2019