

# 1571 Sandhurst Circle – Zoning By-law Amendment Application – Preliminary Report

Date: August 24, 2020

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 23 - Scarborough North

**Planning Application Number:** 20 151730 ESC 23 OZ

**Current Use(s) on Site:** 1-2 storey mall with surface parking and stand-alone drive-thru restaurant.

## SUMMARY

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This report provides information and outlines preliminary issues for a rezoning application located at 1571 Sandhurst Circle. The application seeks to amend the Zoning By-law to permit the construction of a multi-phased, mixed-use development to the site at the corner of Finch Avenue East and McCowan Road.

The proposed redevelopment would retain the existing mall and introduce residential and retail uses within new buildings to be constructed in the surrounding surface parking area. Six towers ranging from 23-38 storeys along the Finch Avenue East and McCowan Road frontages. An additional three stand-alone buildings with heights up to 14 storeys are proposed to the northern end of the site. The new buildings would include 2859 units along with 10,473 square metres of retail and office uses.

The application will be evaluated in the context of the Woodside Square Planning Review. This process, initiated and lead by the City, is being undertaken to evaluate the proposed new uses for the site and develop a planning framework to guide any future development.

Staff are reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. It is recommended that staff proceed to schedule a community consultation meeting for the application with the Ward Councillor.

## RECOMMENDATIONS

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The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 1571 Sandhurst Circle together with the Ward Councillor.

2. Staff provide notice for the community consultation meeting to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact. The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

## **DECISION HISTORY**

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### **Pre-application Consultation**

A pre-application consultation meeting was held on February 26, 2019 where the landowner expressed the desire to redevelop the surface parking areas around the mall. Since then, City staff have met with the applicant on multiple occasions to identify parameters for the planning review, develop a strategy for community engagement, and discuss site organization and block plans to inform the preparation of the Zoning By-law Amendment application.

### **Woodside Square Planning Review**

At its meeting of October 2, 2019, City Council adopted a report initiating the Woodside Square Planning Review. Official Plan policy for the subject lands requires a planning review be completed to Council's satisfaction prior to allowing any additional uses beyond places of worship and commercial uses. Through a thorough public consultation process and comprehensive analysis, the Planning Review will determine the appropriateness of providing additional land use permissions for the site and establish the policy framework necessary for implementation of any redevelopment. The process has since been initiated and details are provided below.

The Decision of Council to initiate the review can be found at the following link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.SC8.5>

## **ISSUE BACKGROUND**

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### **Application Description**

This application proposes to amend the Zoning By-law for the property at 1571 Sandhurst Circle to permit a mixed-use development on the surface parking areas surrounding the mall. The site is located at the northwest corner of Finch Avenue East and McCowan Road and comprises the entire 9.9 hectare block further bounded by Sandhurst Circle (see Attachment 3: Location Map).

The proposed development would retain the existing mall building and create five blocks from most of the existing surface parking area that would comprise of a total of 3.94 hectares. The proposal includes 2,589 residential units, 6,378 square metres of office uses, and 4,095 square metres of retail for a total gross floor area (GFA) of 229,916 square metres. Proposed building heights range from 12 to 38 storeys. A total of 3,834 vehicle parking spaces are proposed to serve the existing mall (including the addition currently under construction) and proposed development. Please see Attachments 1 and 2 of this report, for three dimensional representations of the project in context.

Two new public streets are proposed (see Attachment 4 – Site Plan), including a new connection from Finch Avenue East (Road B), and two road segments extending into the site from Sandhurst Circle (Road A). The north segment of Road A creates a new intersection with Sandhurst Circle across from Brimwood Boulevard and the southern segment replaces an existing driveway entrance to the site parallel to Finch Avenue East. A private driveway is proposed to curve around the east side of the mall to connect the two segments of Road A. Two additional private driveway connections are proposed from McCowan Road to join with the private driveway. Additional pedestrian connections into the interior of the site are provided from the intersections of McCowan/Finch and McCowan/Sandhurst Circle.

Four privately-owned, publicly-accessible open spaces (POPS) are proposed along site entrances, including a 4000 square metre central POPS located mid-block along Finch Avenue East and three smaller gateway POPS distributed across the site at important entry points.

The development is proposed to take place over 5 phases, beginning in the southwest corner of the site and then wrapping around the east side of the mall concluding at the northern tip of the site. Phase 1 includes two 23-storey towers atop a shared 2-6 storey base as well as the Central POPS. Phase 2 includes two towers, 30 and 36 storeys, atop a shared 2-6 storey base. Phase 3 includes two towers, 38 and 26 storeys, atop a shared 2-6 storey base and includes both a Southern Gateway POPS at the corner of McCowan/Finch (located between Phase 2 and Phase 3), and a Midblock Gateway POPS along McCowan Road. Phase 4 includes a 14-storey building and a surface parking area. Phase 5 includes two buildings, 12 and 14 storeys, along with a Northern Gateway POPS at the corner of McCowan and Finch. These phase boundaries are also outlined in Attachment 4 (Site Plan).

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

## **Site and Surrounding Context**

Woodside Square is located at the centre of the Agincourt North neighbourhood and serves as the neighbourhood's primary retail and community services hub. The site comprises the entire block bound by Finch/McCowan and Sandhurst Circle and is approximately 9.9 hectares (24.5 acres) in size.

Since it first opened in 1977, Woodside Square mall has expanded twice and has continued to evolve as a retail and commercial centre. The existing mall building is generally one story in height with a limited second story consisting primarily of office uses. The mall is centrally located on the site and is illustrated in Attachment 3 (Location Map). A stand-alone drive through restaurant is located at the southeast corner of the property, at the intersection of McCowan Road and Finch Avenue East.

The existing mall building currently contains 42,989 square metres of commercial space. The mall is currently in the process of completing a third expansion to add a new cinema and additional retail along with a one-storey underground parking garage. The proposed addition is generally located along the western side of the existing mall building and will add 11,242 square metres of floor area to the complex.

The three other corners of the intersection of McCowan Road and Finch Avenue East as well as lands to the west along the north side of Finch Avenue East contain high-rise residential buildings surrounded by generous amounts of green space. Albert Campbell Collegiate Institute and Brimwood Junior Public School border the property at the central portion of Sandhurst Circle on the west. Low-rise residential uses (townhomes) border the northern portion of the site on the opposite side of Sandhurst Circle and McCowan Road as well as the southwest portion of the site on the south side of Finch Avenue East.

### **Woodside Square Planning Review**

In early 2019, the landowner indicated their desire to redevelop the parking areas around the mall with residential and other uses. As outlined in the policy context section below, the Official Plan requires a planning review to be completed to Council's satisfaction prior to permitting any additional uses on the site beyond places of worship and commercial uses. In 2019, City Council formally directed City Planning staff to initiate the review which will determine the appropriateness of providing additional land use permissions and establish a policy framework necessary to implement any future redevelopment of the site.

The Review will be guided by eight themes: land use and density, housing, public realm, transportation, built form, environment and servicing, community services and facilities, and phasing. These are outlined with detailed descriptions in Attachment 6. The Planning Review will allow staff to approach the proposed development application through the lens of potential comprehensive development of the site to ensure that the near term development aspirations of the landowner expressed through this application do not preclude future city building opportunities should the mall building be redeveloped at some time in the future.

The study process is divided into four phases: preliminary consultation; study initiation and visioning; design, testing and analysis; and final reports and plans. Figure 1 below outlines anticipated timing for each phase; however, the Planning Review process and timing are adaptable and are subject to change.

**Figure 1: Woodside Square Planning Review Process**



Details of the deliverables of each phase and additional information on study goals can be found at the project website, established at the following link to ensure the timely availability of information for stakeholders and local residents:

<https://www.toronto.ca/woodside-square-planning-review/>

Community consultation is an important part of the Planning Review, occurring at each phase of the process. It is intended that, where feasible, engagement on for the City-initiated review and the development application will be co-ordinated.

Three public consultation events have been held since formal initiation of the Planning review in October 2019, including planning charrettes held on November 5, 2019 at Albert Campbell Collegiate as part of World Town Planning Day, a public open house held on December 4, 2019, and the first Local Advisory Group meeting held on August 12, 2020. Summaries are created at the conclusion of each meeting, and are made available through the project website.

To this point, engagement has focussed on the strengths, constraints and opportunities of the subject site as it is repositioned for potential redevelopment. While community members have expressed concern about potential development levels and associated impacts, there is general support for the goals of the Planning Review. The establishment of a Local Advisory Group allows for detailed issues to be worked through with representative members of the surrounding area and other important stakeholders in a way that will complement broader consultation events held with the general public.

## **POLICY CONTEXT**

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### **Provincial Policy Statement and Provincial Plans**

Land use planning in the Province of Ontario is a policy led system. Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act*, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

## **Official Plan**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built

form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The subject lands are designated on Official Plan Map 19 as a *Special Policy Area* and are subject to Site and Area Specific Policy 236. Pursuant to this SASP, the only permitted uses are "Places of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4 kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services (department store type merchandise)." SASP 236 goes on to state that "No other uses are permitted until a planning review of the area has been completed to Council's satisfaction."

The site is located at the corner of McCowan Road and Finch Avenue East, both which are identified on Map 3 of the Official Plan as major streets with 36-metre right of ways. Finch Avenue East and McCowan Road are also identified as transit priority segments on updated Map 5 – Enhanced Surface Transit Network (as per Official Plan Amendment 456, adopted by Council in February 2020 but still under review by the Minister of Municipal Affairs and Housing). The site is currently not served by higher order transit; however, McCowan Road was recently identified as a Higher Order Transit Corridor on updated Map 4 – Higher Order Transit Corridors (as per Official Plan Amendment 456). McCowan Road is planned to have either bus or light rail rapid transit in the future, as outlined in Metrolinx's 2041 Regional Transportation Plan (2018).

## **Zoning By-laws**

The site is zoned Community Commercial (CC) and Place(s) of Worship (PW) in the former City of Scarborough Agincourt North Community Zoning By-law 12797. Community Commercial Zones permit a wide variety of commercial uses, including: auto sales rooms; automobile service stations; banks; business and professional offices; tailor shop and bake shop; frozen food storage and space rental and ancillary retail storage; places of entertainment and recreation; restaurants, cafeterias, tea rooms and taverns; retail stores; service shops and agencies; studios; and day nurseries. In addition, an exception also permits wall signs that are non-accessory.

The lands do not form part of City-wide By-law No. 569-2013. Should this application be approved, the lands would be brought into By-law 569-2013.

The City's Zoning By-law 569-2013 may be found here:

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

## **Design Guidelines**

The following design guideline(s) will be used in the evaluation of this application:

- Complete Street Guidelines
- Tall Building Guidelines
- Mid-Rise Building Performance Standards and Addendum
- Growing-Up: Planning for Children in New Vertical Communities
- Bird-Friendly Guidelines
- Accessibility Design Guidelines
- 'Greening' Surface Parking Lots
- Best Practices for Effective Lighting
- Pet Friendly Design Guidelines for High Density Communities.

It is expected that site-specific urban design guidelines will be developed through the Planning Review process.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

## **Further Planning Applications**

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

A subdivision application would be required to convey public roads and parkland to the City. A subdivision application has not been submitted.

## **COMMENTS**

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### **Reasons for the Application**

A Zoning By-law amendment application is required in order to permit the proposed new land uses. Performance standards also are required to establish appropriate building locations, heights and densities, massing, stepbacks and setbacks, and parking requirements to facilitate the proposed development.

An amendment to the Official Plan would also be required as the current policy framework does not provide for the proposed residential uses, but this question is being considered through the Woodside Square Planning Review led by the City. The Planning Review will also establish a policy framework to guide any future redevelopment of the site.

### **Issues to be Resolved**

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:



## **Provincial Policies and Plans Consistency/Conformity**

The proposed development will be evaluated using the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) to determine consistency with the PPS and conformity with the Growth Plan.

The application will be evaluated to determine whether the application is consistent with relevant PPS policies, including but not limited to: land use patterns and locations for intensification and redevelopment in settlement areas (1.1.3.2 and 1.1.3.3), promoting economic development and competitiveness (1.3.1), providing an appropriate range and mix of housing options and densities to meet market-based and affordable housing needs (1.4.3), public spaces, recreation, parks, trails and open spaces to promote healthy, active communities (1.5.1 a) and b)), infrastructure and public service facilities (1.6), , planning for stormwater management (1.6.6.7), transportation systems (1.6.7), supporting long-term economic prosperity (1.7), energy conservation, air quality and climate change (1.8), and implementation and interpretation (4.6).

Key Growth Plan policies that will be used to evaluate this application include, but are not limited to: managing growth (policy 2.2.1.4) which supports the achievement of complete communities, intensification in delineated built-up areas (policy 2.2.2.3), transit corridors and station areas (2.2.4), employment (2.2.5), housing policies enabling municipalities to require multi-unit residential developments to incorporate a mix of unit sizes (2.2.6.3), integrated planning for infrastructure (3.2.1), transportation (3.2.2), water and wastewater systems (3.2.6), stormwater management (3.2.7), and public service facilities (3.2.8).

## **Land Use**

The proposed introduction of residential uses on site will be evaluated through the Woodside Square Planning Review, an overarching goal of which is to preserve the function of the site as the retail and community services centre of the Agincourt North community. It is important that new uses support the site's continued viability as a community and commercial hub. The development application proposes to maintain the existing mall while introducing residential uses, open spaces, and additional office and retail spaces.

The Planning Review will include developing a strategy to ensure the site continues to provide retail, entertainment, professional services, and jobs to serve the local community and contribute to a complete community. According to Toronto Employment Survey 2019 data, the site contains 88 establishments and provides 846 jobs. The proposed additional 10,473 square metres of office and retail space offers potential to bring additional services to the community and hundreds more jobs to the site.

## **Official Plan Conformity**

Staff are reviewing the application's conformity with other Official Plan policies including, but are not limited to: structuring growth (2.2); healthy neighbourhoods (2.3.1); transportation change (2.4), particularly those related to travel demand management and supporting active transportation; built form and tall building policies (3.1.2 and

3.1.3); public realm (3.1.1); public art (3.1.4); housing (3.2.1); community services and facilities (3.2.2); parks and open spaces (3.2.3); building new neighbourhoods (3.3); natural environment (3.4); economic health (3.5); and height and/or density incentives (5.1.1).

## **Density**

Staff are evaluating the proposed density of the site and its relationship with the planned and existing built form context, transportation and servicing infrastructure, and community services and facilities necessary to support the proposed development.

Staff are concerned that the density of the lands proposed for redevelopment is significantly greater than what it is found in the immediate context and exceeds the density of recently master planned sites which are located nearer to existing or planned rapid transit facilities. The five development blocks currently propose an overall density (including POPS) of 5.8 FSI (floor space index), with individual development blocks ranging from a low of 3.2 FSI to a high of 9.0 FSI. For comparison, the maximum permitted density for the recently approved Site and Area Specific Policy for the Agincourt Mall redevelopment (SASP 572) is 3.5 FSI, and the proposed densities for development blocks in the draft Golden Mile Secondary Plan only reach up to a maximum of 3.2 FSI. Through the review of the proposal, staff will evaluate the implications of the proposed density as it relates to built form, transportation and infrastructure capacity as well as available community services and facilities to determine an appropriate development level for the subject site.

## **Housing**

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents. The Growth Plan (2019) also contains policies (2.1.4, 2.2.4.9 and 2.2.6.3) to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes.

An important objective of the Official Plan is to ensure development contributes to livable, healthy and inclusive communities. Providing for a full range of housing is an important component for achieving these objectives. A full range of housing includes a mix of built forms, unit sizes, tenures and affordability.

The Council-adopted Growing Up: Planning for Children in New Vertical Communities urban design guidelines provide guidance on the minimum proportion and size of larger units. Specifically, the guidelines state that a minimum of 10% of the total units should be 3-bedroom units and 15% should be 2-bedroom units. The current breakdown of the 2589 proposed units includes 1609 (62.1%) 1-bedroom, 834 (32.2%) 2-bedroom, and 146 (5.6%) 3-bedroom units. Details on the unit sizes have not been provided at this stage. All units are currently proposed as condominiums. One building is proposed as a seniors residence with 178 units.

A Housing Issues Report is required for Official Plan Amendments, Zoning By-law Amendments and Plans of Condominium for applications that propose residential development in on large sites generally in excess of 5 hectares. A Housing Issues Report has been submitted for review by staff.

Official Plan Policy 3.2.1.9 requires that on sites generally greater than 5 hectares, the first priority community benefit will be the provision of 20 percent of the residential density as affordable housing. The submitted Housing Issues Report acknowledges Policy 3.2.1.9 applies to the site but does not provide an affordable housing strategy. A revised Housing Issues Report is required to include an affordable housing strategy with details on the proposed housing units to be provided under policy 3.2.1.9. Staff will work with the applicant to determine an appropriate affordable housing strategy and contribution to ensure a full range of housing opportunity is provided to achieve a complete community.

### **Public Realm, Parkland and Open Spaces**

Public parks and open spaces perform critical functions that improve and maintain community and environmental health. They offer recreational opportunities, host spaces for social events, and accommodate natural infrastructure which provide vital ecosystem services and help mitigate the effects of climate change. The development proposal does not currently include any public parkland.

The subject lands are located in an area with 0.43 to 0.79 hectares of parkland per 1,000 people, the second lowest quintile of parkland provision. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code. Policy 3.2.3(5) of the Official Plan indicates that an alternative parkland dedication rate of 0.4 hectares per 300 units applies to proposals for residential development within a parkland priority area. For sites greater than 5 hectares in size, the required parkland dedication may not exceed 20 per cent of the development site, net of any conveyances for public road purposes.

Parks, Forestry and Recreation staff have reviewed the proposal and have advised that the application is required to satisfy parkland dedication requirements through a land conveyance of 20 percent of the portion of the site to be redeveloped in accordance with Official Plan Policy 3.2.3.5. Parks staff have advised that the required parkland dedication (prior to reductions for public roads) is 7,880 square metres.

The proposed development includes four privately-owned, publicly-accessible open spaces (POPS). Underground parking is proposed below all POPS. The proposed POPS locations offer potential to enhance the public realm by providing open spaces for informal recreation and social gathering, creating memorable gateways, and providing active transit connections through the site, but do not replace the requirement for public parkland.

Further work is required to identify appropriate streetscape and open space strategies in consideration with the characters of each street, provide visual focal points and identify potential locations for public art, and establish programming and characters to animate

publically accessible spaces and provide a safe, legible, interesting, sustainable, and cohesive public realm.

### **Built Form, Planned and Built Context**

City staff will assess the suitability of the proposed site organization, fit and transition in scale to surrounding neighbourhoods, building heights and massing, building separation distances, setbacks and stepbacks, and other built form issues based on Section 2 of the *Planning Act*, the Growth Plan (2019), the City's Official Plan policies, and applicable Design Guidelines.

The Official Plan requires that development limit shadowing on streets, properties and open spaces. It also requires new development to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

A shadow study has been submitted and will be reviewed to help assess the impacts of the proposed heights and massing on the pedestrian environment, POPS, and surrounding residential communities and identify appropriate mitigation measures. The shadow study indicates that the proposed built form would result in shadow impacts on residential neighbourhoods on the north side of Sandhurst Circle and apartment building to the west of the site during the mornings and on the east of McCowan Road during the afternoon. The shadow study also shows that the proposed built form would cast significant shadows on the Central POPS from mid-afternoon onward. Staff will evaluate these impacts and recommend mitigation measures.

A wind study has also been submitted. A more detailed wind study will be requested at a later stage in the design process to accurately assess and address wind impacts.

Urban design guidelines will be developed through the Planning Review in partnership with the applicant and will accompany the final staff report.

### **Transportation – Mobility**

Transportation goals of the Woodside Square Planning Review that support mobility include:

- Securing a network of streets, blocks, and active (pedestrian and cycling) connections to improve multi-modal access within the site as well as to and from the surrounding community; and
- Improving the safety and travel experience of all transportation network users (pedestrians, cyclists, public transit users and drivers) accessing the site. Feedback from public consultations has consistently identified the need to improve pedestrian and cyclist safety within and around the site.

Staff are reviewing the Transportation Impact Study submitted by the applicant to evaluate the effects of the proposed development on the existing transportation system, proposed active and vehicular connections and access points, functional street designs, and to identify opportunities to improve safety and travel experience for all users. The

review will also determine transportation infrastructure improvements necessary to accommodate the increased travel demands generated by the development for all modes. The Planning Review and evaluation of the application will have regard for both the proposed development and potential future transportation network, should the mall be redeveloped at some point in the future.

### **Transportation – Parking**

The third transportation goal of the Woodside Square Planning Review is to reduce vehicle parking demand through transportation demand management measures and ensure that any new parking facilities are adaptable to changing parking demands in the future.

The proposed parking allocation would result in a significant reduction in the parking supply for existing mall patrons and businesses. The site currently provides 1650 parking spaces, including those that are under development to serve the new cinema expansion. The development would provide a gross total of 3,834 parking spaces, including the retention of 430 existing spaces. Of this total, 886 of these spaces are proposed to be shared among existing and new commercial uses and visitors to the residential units, while 2,948 spaces are proposed as long-term parking for the residential units.

Staff are evaluating the proposed parking rates together with proposed transportation demand management measures to determine whether the proposed parking supply will be sufficient to support the continued viability of mall businesses and service the proposed new commercial uses and residents.

### **Community Services and Facilities**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities.

The CS&F Study submitted in support of the application estimates that the proposed development could introduce up to 8,181 new residents to the site. Providing for a full range of community services and facilities in areas experiencing major or incremental growth is a responsibility shared by the City, public agencies and the development community.

Staff are evaluating the impact of the proposed development and local development activity on community services and facilities, including assessment of existing capacity

to support the proposed future population. The submitted CS&F Study identifies that the proposed development will have an impact on specific service sectors, particularly childcare, and that additional childcare spaces will be required to support the anticipated population increase resulting from the proposed development. The local school boards have also been provided an opportunity to comment on the proposal as it would generate new pupils that would need to be accommodated within the local area schools.

The submitted CS&F Study calls for on-going consultation with City-staff and other service providers to determine how the proposed development can respond to existing and evolving needs of the residential population. Community consultation to date has identified demand for local recreation facilities, health care services (physical and mental health), and community meeting space. Further consultation and study will be required to better understand the community services most needed in the area.

### **Environmental Sustainability and Toronto Green Standard**

The Official Plan looks ahead 30 years through a sustainability lens to manage physical change needed for a successful city. Policy 3.4 outlines that city building activities and changes to the built environment, including public works, will be environmentally friendly. City Council has adopted two reports on building a more resilient Toronto – Resilient City: Preparing for Extreme Weather Events (2013) and Resilient City: Preparing for Changing Climate (2014). In 2019, City Council declared a Climate Emergency and set a goal to achieve net zero emissions by 2050 or sooner.

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Large sites have potential to reduce environmental impacts of development through applying sustainable design measures. Staff are reviewing the Energy Strategy Report submitted with the application and will encourage the applicant to explore additional energy conservation measures, low-carbon solutions, and resiliency in future submissions. Staff are reviewing the application for compliance with Toronto Green Standard Tier 1 performance measures and will provide guidance on recommended strategies to achieve higher tiers of the TGS through methods such as improving building energy performance, improving stormwater retention and reuse, and providing supportive environments for healthy trees, restoration of biodiversity and pollinator habitat.

### **Servicing Capacity**

Staff are reviewing the Functional Servicing Report provided by the applicant with the submission and evaluating the effects of the proposed change in land use and development levels on the City's municipal servicing infrastructure and watercourses. This evaluation will identify and provide the rationale for any new infrastructure and

upgrades to existing infrastructure necessary to provide for adequate servicing to the proposed change in land use or development.

Staff have advised that changes will be required to the proposed site servicing in order to meet the City's requirements that every building is to have its own set of water, sanitary and storm sewer connections to municipal systems. Proposed buildings in phases 2, 3 and 4 currently have proposed connections from a private driveway. The sanitary analysis also identified that the proposed development would require upgrades to municipal sewers along Sandhurst Circle and Finch Avenue East to the trunk sewer.

As the site is greater than 5 hectares, the development application was also circulated to Toronto and Region Conservation Authority staff for review of proposed stormwater management strategies.

### **Tree Preservation**

Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Official Plan policies on the Public Realm (3.1.1) support tree planting in the design of sidewalks and boulevards as part of providing a safe, attractive and comfortable space for pedestrians. Natural Environment Policies in the Official Plan (3.4.1) support the preservation and enhancement of the urban forest by providing suitable growing environments, increasing tree canopy coverage and diversity, and regulating the injury and destruction of trees.

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The Arborist Report and Tree Preservation Plan submitted in support of the application indicate that the proposed development would require the removal of 24 privately owned trees and 25 City street trees. As currently proposed, the application does not provide the required Toronto Green Standard minimum soil volumes of 30 square metres per tree. Urban Forestry staff have requested additional information on soil volume calculations and provided recommendations to plant large-growing, long-lived shade trees.

### **Section 37 Community Benefits**

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The proposal seeks a significant increase in height and density. Should the application be recommended for approval, a Section 37 contribution would be warranted. Discussions with the Ward Councillor, City staff, residents, and the applicant would be required to determine the extent and nature of the required Section 37 community benefits.

## **Other Matters**

Additional issues may be identified through the review of the application, agency comments and community consultation processes.

## **CONTACT**

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Sophie Knowles, Planner, Scarborough District, Community Planning, Tel. No. (416) 396-4157, E-mail: Sophie.Knowles@toronto.ca

## **SIGNATURE**

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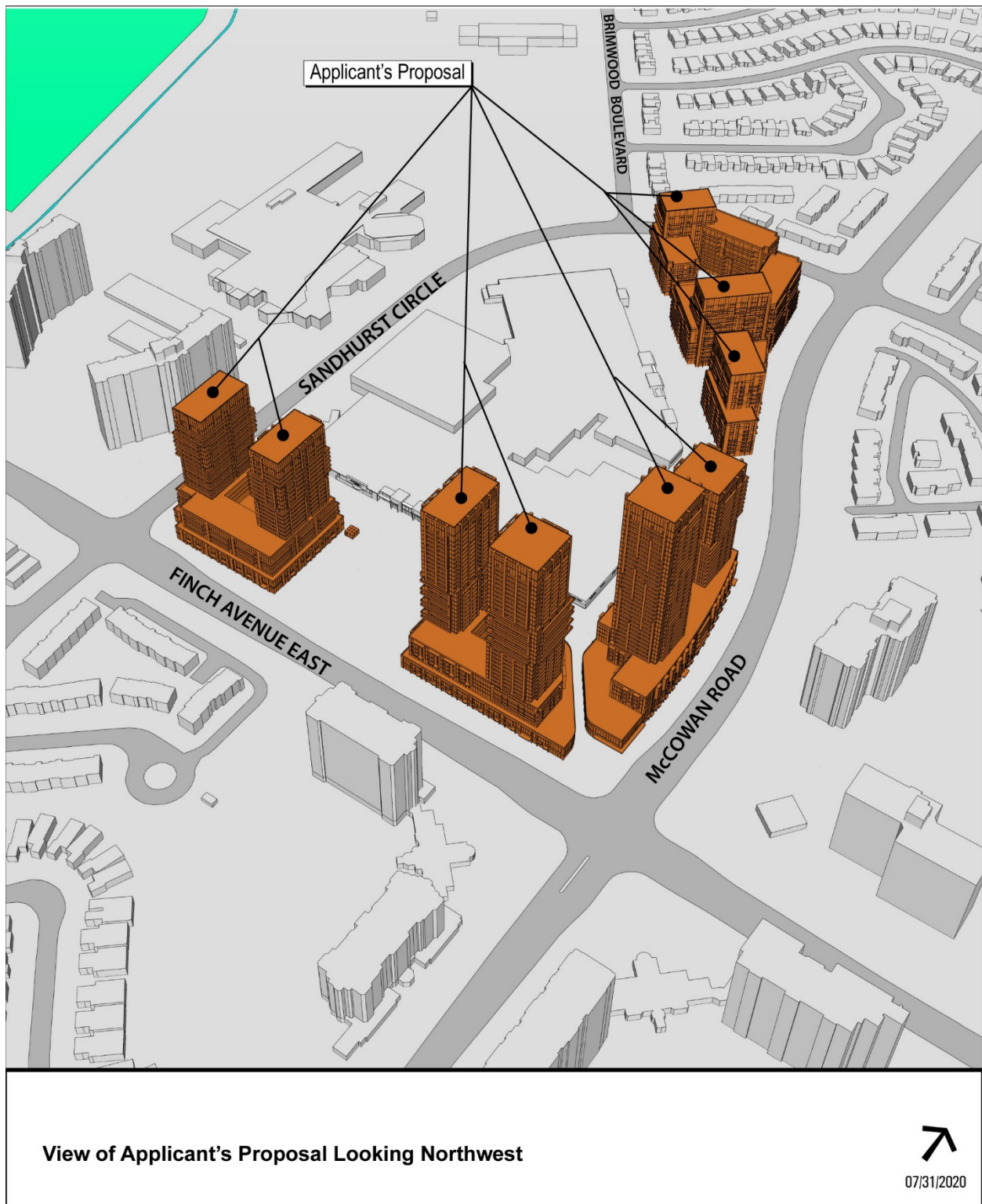
Paul Zuliani, MBA, RPP, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

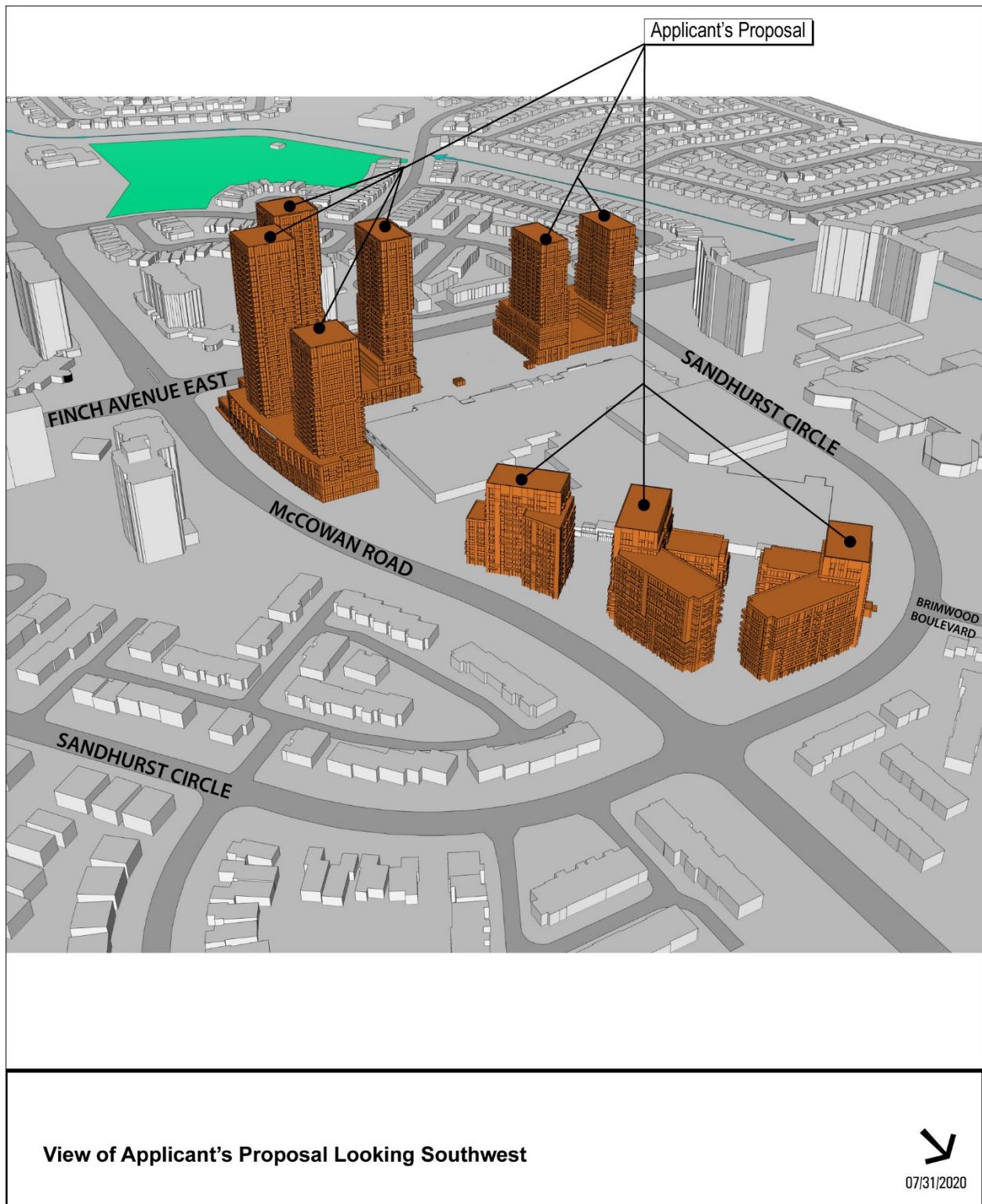
Attachment 1: 3D Model of Proposal in Context (View 1)  
Attachment 2: 3D Model of Proposal in Context (View 2)  
Attachment 3: Location Map  
Attachment 4: Site Plan  
Attachment 5: Official Plan Map  
Attachment 6: Woodside Square Planning Review Goals



## Attachment 1: 3D Model of Proposal in Context (View 1)



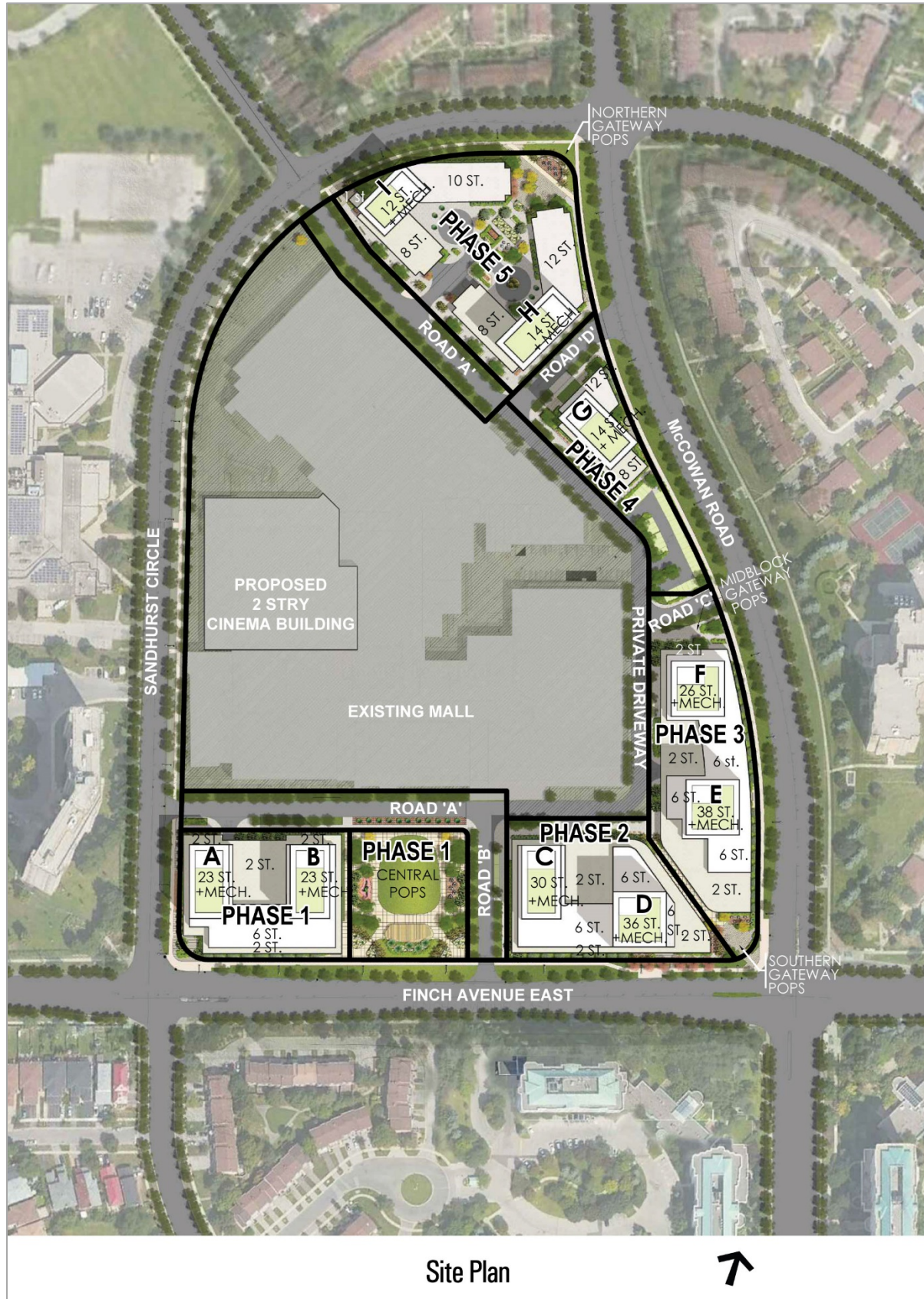
## Attachment 2: 3D Model of Proposal in Context (View 2)



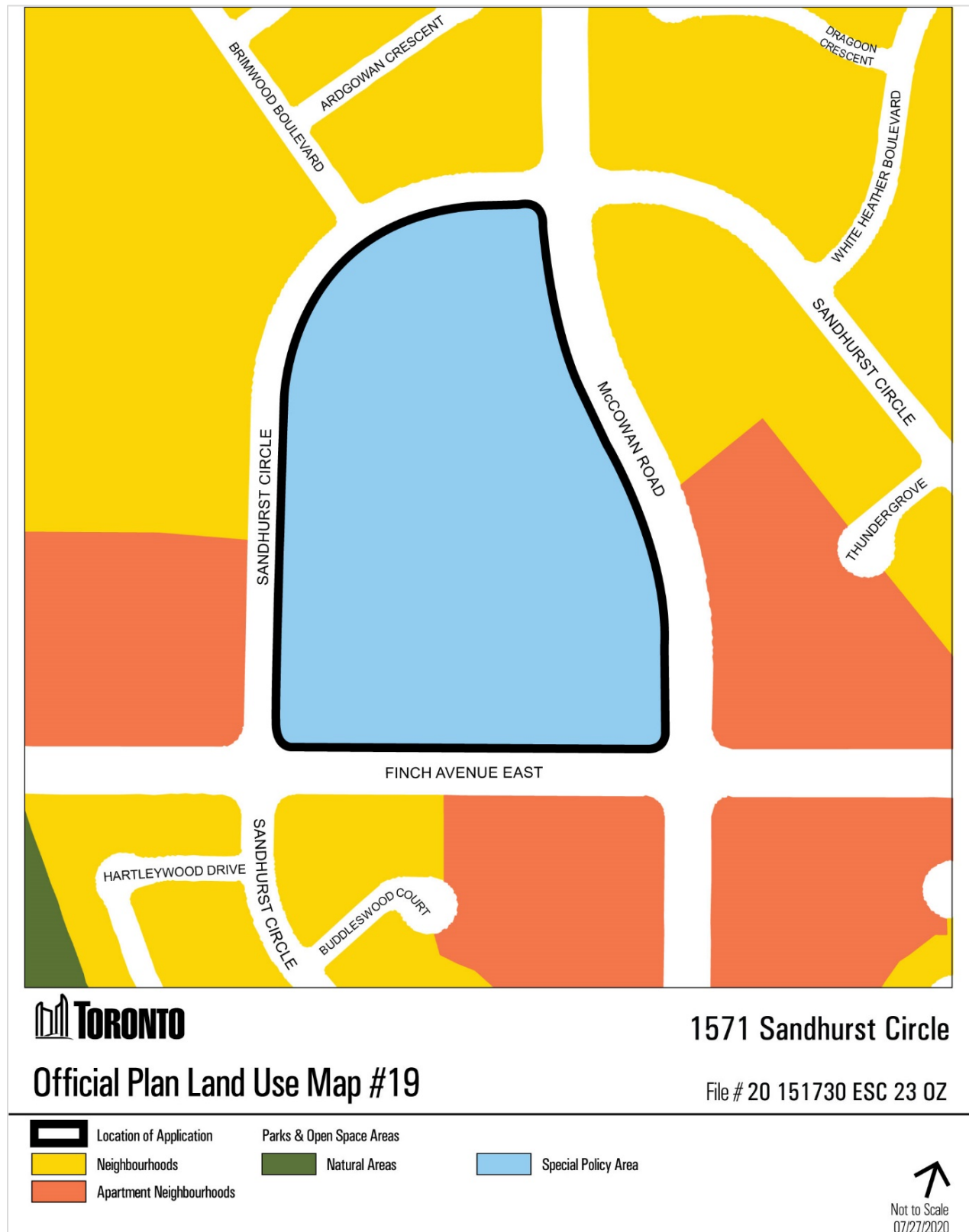
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## Attachment 4: Site Plan



## Attachment 5: Official Plan Map



## Attachment 6: Woodside Square Planning Review Goals

Theme	Goal
<b>Land Use &amp; Density</b>	<ul style="list-style-type: none"> <li>Preserving the function of the site as the retail and community services centre of the Agincourt North community.</li> <li>Developing a strategy to ensure the site continues to provide retail, entertainment, professional services, and jobs to serve the local community and contribute to a complete community.</li> <li>Determining the appropriateness of new uses, including residential, parkland and additional commercial and retail uses, and the level of intensification that the site can accommodate.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>Should residential uses be recommended, developing a housing strategy that provides for a range of household types, including families with children, seniors, and affordable housing consistent with Official Plan policies for large sites (Policy 3.2.1.9).</li> </ul>
<b>Public Realm</b>	<ul style="list-style-type: none"> <li>Identifying the appropriate location of public parkland and publicly accessible open spaces to provide recreational opportunities and support an attractive, vibrant, and robust public realm.</li> <li>Emphasizing the importance of the northwest corner of Finch Avenue East and McCowan Road, given two transit priority corridors meet at this intersection.</li> <li>Identifying appropriate streetscape strategies in consideration with the street characters.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Securing a network of streets, blocks, and active (pedestrian and cycling) connections to improve multi-modal access within the site as well as to and from the surrounding community.</li> <li>Improving the safety and travel experience of all transportation network users (pedestrians, cyclists, public transit users and drivers) accessing the site.</li> <li>Reducing parking demand through transportation demand management measures and ensuring that any new parking facilities are adaptable to changing parking demands in the future.</li> </ul>
<b>Built Form</b>	<ul style="list-style-type: none"> <li>Identifying appropriate building types, and built form including heights and setbacks for new land uses.</li> </ul>
<b>Environment &amp; Servicing</b>	<ul style="list-style-type: none"> <li>Securing sustainable design measures to reduce the environmental impacts of development.</li> <li>Ensuring adequate servicing infrastructure and capacity (water mains, storm sewers and sanitary sewers) including required municipal infrastructure upgrades necessary to support future growth.</li> </ul>
<b>Community Services &amp; Facilities</b>	<ul style="list-style-type: none"> <li>Ensuring adequate community services and facilities are available or planned to support any new development.</li> </ul>
<b>Phasing</b>	<ul style="list-style-type: none"> <li>Developing a phasing strategy to ensure orderly development and to ensure that infill development (development of the surface parking areas around the mall) in the near term will not inhibit comprehensive redevelopment of the site if the mall building is removed at some point in the future.</li> </ul>