

## **Final Report - 1050 Military Trail (40 Pan Am Drive) – Zoning By-law Amendment Application and Request to Lift a Holding (H) Provision**

Date: June 13, 2022

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 25 - Scarborough-Rouge Park

**Planning Application Number:** 21 125114 ESC 25 OZ and 21 125111 ESC 25 OZ

**Related Applications:** 16 209876 ESC 44 OZ, 21 125115 ESC 25 SA

### **SUMMARY**

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This application proposes to amend the former City of Scarborough Highland Creek Community Zoning By-law 10827 for the property at 40 Pan Am Drive and lift the Holding Provision (H) which applies to the subject site to permit the development and construction of a five-storey (22.77 m) parking structure. The site is located on the North Campus of the University of Toronto Scarborough ("UTSC" or "the University"), northeast of Military Trail, and is currently in use as a combination of surface parking lots, athletic fields, and vacant land.

The proposed development would contain a total of 1,073 parking spaces, with 215 electric vehicle charging stations, dedicated parking spaces for car share and a total of 50 bicycle parking spaces. The parking structure is proposed to be built using mass timber construction, one of the first examples in Canada of this method of construction for a parking facility. Construction of the parking garage will consolidate much of the North Campus parking requirements into a single site, as parking is currently provided through an array of surface parking lots. The total gross floor area (GFA) of the proposed building is 2,359 square metres and includes 276 square metres of ancillary office space and 773 square metres of retail uses.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and successfully implements policies of the City of Toronto's Official Plan. Further, the proposal has due regard to the Highland Creek Secondary Plan and satisfies the applicable policy requirements regarding the lifting of the 'H' on the subject lands. By consolidating parking requirements and other mobility options on the site, the proposed development will advance the UTSC's long-term campus planning and future vision as it will free up existing surface parking lots for redevelopment and intensification. The location of the parking structure is appropriate as it contributes to

the ongoing evolution of the North Campus. It will serve users of existing buildings (Toronto Pan Am Sports Centre) and new buildings (Instructional Centre 2 - under construction) while reserving space to allow for the implementation of a realigned Military Trail to be a central feature as UTSC intensifies its uses north of Ellesmere Road. Staff are satisfied that the conditions for lifting the "H" set out in the Zoning By-law have been met through the submission and review of the applicable technical studies, including the soil gas assessment.

This report reviews and recommends approval of the application to amend the Zoning By-law and recommends the lifting of the Holding Provision on the subject lands.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend the former City of Scarborough Highland Creek Community Zoning By-law 10827 for the lands at 40 Pan Am Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
2. City Council amend the former City of Scarborough Highland Creek Community Zoning By-law 10827 for the lands at 40 Pan Am Drive to lift the applicable Holding Provision substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the or draft Zoning By-law Amendment as may be required.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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### **Highland Creek Community Zoning By-law**

At their meeting of October 2, 3 and 4, 2001 City Council adopted By-law. 769-2001, (<https://www.toronto.ca/legdocs/bylaws/2001/law0769.pdf>). This Zoning By-law amended the Highland Creek Community Zoning By-law for the UTSC North Campus lands, generally bounded by Morningside Avenue, Ellesmere Road and Military Trail but also included lands east of Military Trail and north of Ellesmere Road.

By-law 769-2001 established the current Institutional Uses (I) Zone with a Holding Provision, to allow for the introduction of a new Centennial College Campus at the

north-east corner of Morningside Avenue and Military Trail, and to facilitate the implementation of the University's long term Master Plan. The By-law also sets out the considerations that must be satisfactorily addressed to remove the Holding Provisions either in whole or in part. This includes considerations pertaining to municipal services, transportation, environmental studies, storm and groundwater management.

## **UTSC Secondary Plan**

In September 2016, the University of Toronto Scarborough (UTSC) submitted an Official Plan Amendment application to establish a new Secondary Plan for its campus lands. The effect of this proposed Official Plan Amendment would be the removal of the lands from the Highland Creek Community Secondary Plan, and the creation of a new stand-alone Secondary Plan to establish the policies that would guide development of the campus as a unique intellectual, economic, cultural and athletic hub within the City and the eastern part of the Greater Toronto Area.

A preliminary report was considered by Scarborough Community Council on October 17, 2017 and can be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC25.7>

## **Current Application**

The current applications to amend the Zoning By-law to permit the proposed parking structure and lift the Holding (H) symbol were submitted on March 16, 2021 and deemed complete on May 10, 2021.

A Preliminary Report on the applications were adopted by Scarborough Community Council on June 25, 2021 authorizing staff to conduct a community consultation meeting. The decision of Community Council on the Preliminary Report for the subject application can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.SC25.7>

## **PROPOSAL**

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This application proposes to amend the former City of Scarborough Highland Creek Community Zoning By-law 10827 for the property at 40 Pan Am Drive to permit the development and construction of a five-storey (22.77 m) parking structure.

An application and required technical studies have also been submitted to lift the Holding Provision which applies to the subject site in order to facilitate the development. The development is proposed to be constructed from mass timber and would include a total of 1,073 parking spaces, with 217 electric vehicle charging stations, dedicated parking spaces for car share and other low-emission vehicles along with ancillary office and retail uses on the ground floor. 38 long term and 12 short term bicycle parking spaces are proposed.

The total gross floor area (GFA) of the proposed building is 2,359 square metres, including 260 square metres of ancillary office space and 782 square metres of retail uses located at grade. The garage is sited to reserve space for a new right of way frontage created with a realignment of Military Trail, proposed as part of the larger redevelopment of the North Campus lands and integration of infrastructure associated with the Eglinton East LRT (EELRT). The primary pedestrian entrances to the parking structure are located along the western edge of the building facing a newly extended Pan Am Drive. The proposed net floor space index (FSI) is 0.46.

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

See Attachments 10 and 11 for a three dimensional representation of the project in context.

## **Site and Surrounding Area**

### **UTSC Campus**

UTSC is located immediately east of Morningside Avenue, with two distinct campus areas north and south of Ellesmere Road. The North Campus lands consists of 41 hectares of land. In recent years, the North Campus has begun to quickly evolve with the redevelopment of surface parking lots and vacant lands into new buildings serving both the University itself as well as the larger community. New buildings constructed, under construction, approved and proposed include:

- the Instructional Centre 1 at the corner of Ellesmere Road and Military Trail;
- the Environmental Science and Chemistry Building just north of Instructional Centre 1;
- the Instructional Centre 2 (currently under construction located south of the subject parking structure proposal);
- the Toronto Pan Am Sports Centre (TPASC) facility, which is co-owned by the City of Toronto and the University of Toronto and located to the north of the proposal;
- a 10-storey student residence under construction along Ellesmere Road;
- a two storey Indigenous House, an institutional and cultural facility dedicated to Indigenous learning and scholarship, located along Ellesmere Road for which construction is to be initiated in July 2022; and
- a 6 storey institutional and medical building, known as the Scarborough Academy of Medicine and Integrated Health (SAMIH), located immediately to the west of the subject application, for which a rezoning submission was submitted in May 2022.

The Centennial College Morningside Campus building at the north-east corner of Morningside Avenue and Ellesmere Road is also part of the UTSC lands. The developed part of the South Campus is 20 hectares in size and contains the majority of existing university buildings. The South Campus also includes 65 hectares of ravine lands surrounding Highland Creek. The ravine lands are not included in this rezoning application. Military Trail, a major street, forms the east edge of the south campus and

runs on a diagonal through the North Campus lands. Immediately north of the campus is the City municipal works yard, a covered former landfill site and Highway 401.

## Development Site

The subject site is located at 40 Pan Am Drive and is currently in use as a combination of surface parking lots, athletic fields, and vacant land. With a total site area of 10,377 square metres, the subject property is generally shaped like a rectangle and is bisected by Pan Am Drive. Surrounding planned and existing uses in the area include:

- **North:** to the immediate north of the site is the Toronto Pan Am Sports Centre, a sports complex that was constructed as part of the Pan Am Games and was opened in 2015. The complex is co-owned by the City of Toronto and the University of Toronto. Further north is the Morningside Works Yard.
- **South:** to the immediate south of the site is the surface parking lot 'H' and the Instructional Centre 2 (IC2), a 5-storey institutional building (21.8 metres) that contains approximately 14,930 square metres of gross floor area which includes classrooms, lecture halls, offices and supporting retail use. The rezoning for the development was approved by Scarborough Community Council in March 2021 and the development is currently under construction. Further south are the recently constructed UTSC Instructional Centre and the UTSC Environmental Science Building.
- **East:** to the immediate east of the subject site is the remaining portion of the Morningside Athletics Field and vacant, undeveloped lands containing wild vegetation. These vacant lands separate the UTSC North Campus lands from the Highland Creek neighbourhood.
- **West:** to the immediate west of the subject site is the surface parking lot that services the Toronto Pan Am Sports Centre. These lands are currently the subject of a recent rezoning and official plan amendment application for a 6 storey mid-rise institutional building known as the Scarborough Academy of Medicine and Integrated Health. Further west, across Morningside Avenue is a low-rise townhouse neighbourhood and a fuel station.

The subject site forms part of a larger area which has a total boundary of 26,362 square metres within which other future developments like the recently proposed SAMIH rezoning and proposed future streets are being coordinated to be built out as part of the future UTSC North Campus plan. As part of the proposal, this segment of Pan Am Drive will be re-aligned to the west to provide appropriate street frontage, pedestrian connectivity and municipal addressing. Military Trail would also be realigned through the medium to long term redevelopment of the campus to run just north of the subject lands. Please see Attachment 12 for a context plan depicting the intended build out of the North Campus lands.

Historically, portions of the subject property and the adjacent lands were used for the Morningside Landfill. As a former brownfield site, the subject site and adjacent lands

require environmental remediation and appropriate monitoring in accordance with the relevant Ministry of the Environment guidelines.

### **Reasons for Application**

The application seeks to amend the Highland Creek Community Zoning By-law No. 10827, as amended, in order to rezone a portion of the subject site. Approximately 0.69 hectares of the subject site lands are designated Single Family Residential and the application seeks to convert this portion of lands to the Institutional Uses (I) Zone. An amendment to the Highland Creek Community Zoning By-law No. 10827, as amended, is also required to lift the Holding Provision from the site. This would enable the full range of Institutional Uses (I) Zone permissions to be applicable to the subject lands.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

The following reports/studies were submitted in support of the application:

- Planning Rationale;
- Site, Architectural, Landscaping and Sun/Shadow Plans;
- Pedestrian Level Wind Study;
- Draft Zoning By-law Amendments;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Investigation;
- Soil Gas Assessment;
- Environmental Site Assessment (Phase 1 and Phase 2);
- Hydrogeological Report;
- Toronto Green Standard Checklist and Template;
- Public Consultation Strategy;
- Archaeological Assessment;
- Energy Strategy Report;
- Civil and Utilities Plan;
- Arborist Report and Tree Preservation Plan; and
- Transportation Impact Study.

A Notification of Complete Application was issued on May 10, 2021. The materials can be viewed through the Application Information Centre (AIC) link noted above.

The site is also subject to Schedule "C" and Exception 29.3 of the Highland Creek Community Zoning Bylaw. This exception sets out the matters that must be satisfactory to Council before the Holding Provisions (H) used in conjunction with the Institutional Uses (I) Zone can be removed. These include matters related to servicing, transportation, environmental / soil conditions and stormwater management. In accordance with the provisions contained within Schedule "C" and Exception 29.3 of the

Highland Creek Community Zoning Bylaw, the University has submitted the required technical and environmental studies.

### **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions, as well as a third-party peer reviewer retained by the University of Toronto. Responses received have been used to assist in evaluating the application and to determine if all conditions for lifting the Holding Provision have been satisfactorily achieved.

### **Community Consultation**

A virtual Community Consultation Meeting to consult with area residents on the proposed rezoning of the subject site was held on September 21, 2021.

The virtual Community Consultation Meeting was hosted on the City's WebEx platform from 6:00 - 7:30 PM. The meeting was attended by the Ward Councillor, the applicant team, City Planning staff and approximately 20 members of the public. City staff provided an overview of the policy context and the applicant presented the proposal, after which questions were asked of staff and the applicant.

Questions, comments and concerns raised by members of the public in attendance related to:

- Concerns regarding the proposed parking supply and the breakdown between visitor, residential and commercial parking spaces;
- Questions regarding the provision of electric vehicle parking supply;
- Questions and comments regarding the mass timber design, sustainability and environmental implications; and
- General questions regarding campus development activity.

Notice for the public meeting was provided to landowners and residents within 120 metres of the subject site. Staff worked with the applicant to address the above noted issues and are commented on accordingly in this report.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

## **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring an appropriate range of uses including a diversity of housing types, employment and institutional areas and recreation, parks and open spaces;
- ensuring opportunities for job creation;
- encouraging intensification and redevelopment to support growth objectives and urban vitality;
- preparing for the impacts of a changing climate and promoting green infrastructure and energy efficiency;
- considering a range of use and opportunities for intensification and redevelopment;
- supporting economic development and competitiveness by promoting a range of uses, including employment, institutional, and mixed uses to meet long-term needs;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

## **Provincial Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All



comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) 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 (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

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, and better connected 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 (2020), 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 (2020), 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

### **Toronto 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. The Official Plan contains policies on where to direct intensification and how

and where to deploy height and density. Authority for the Official Plan derives from the *Planning Act of Ontario*.

Toronto Official Plan policies may be found here:

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

This application has been reviewed against the policies of the City of Toronto Official Plan and the Highland Creek Community Secondary Plan as follows:

## **Chapter 2 - Shaping the City**

Chapter 2 of the Official Plan sets out the urban structure of the City, develops the strategy for directing growth within the structure and sets out policies for the management of change, through integration of land use and transportation and provisions of services and infrastructure.

The Structuring Growth in the City Policies contained in Section 2.2, states that the Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration of transportation and land use planning by developing and expanding the City's transportation infrastructure to support the growth objectives of this Plan. This includes implementing transit services in right-of-ways in corridors identified on Map 4 - Higher Order Transit Corridors. The portion of Military Trail that runs through the UTSC North Campus is identified on Map 4 as a Higher Order Transit Corridor.

## **Chapter 3 - Building a Successful City**

Chapter 3 of the Official Plan guides growth and development by integrating social, economic and environmental perspectives into the planning process.

The Built Environment in Section 3.1 of the Official Plan provides for both the public and private sectors commit to high quality architecture, landscape architecture, urban design, environmentally sustainable design and energy efficiency and work together to prepare for the impacts of climate change.

At the heart of the Built Environment Section are the public realm policies (Section 3.1.1). These policies are intended to promote quality architecture, landscape, urban design and construction that ensures that new development enhances the overall quality of the public realm. The policies recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. Overall, these policies aim to ensure that the public realm is beautiful, comfortable, safe and accessible.

Built Form policies in Section 3.1.2 of the Official Plan provide direction on how development can promote a vibrant and beautiful public realm. These policies require that new development be massed and its exterior façade be designed to fit

harmoniously into its existing and/or planned context, and limit the development's impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion and ensure adequate access to sky views for the proposed and future uses;
- locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.4.23 sets out certain requirements for development occurring on known or potentially contaminated sites, or on sites on or within 500 metres (or within a previously determined area of influence) of a known or suspected former waste disposal site. These policies require that potential adverse impacts be identified and assessed through a study, and any measures needed to remediate or mitigate the contamination will be identified and implemented.

## **Chapter 4- Land Use Designations**

Land use designations are among the Official Plan's key implementation tools for achieving the Official Plan's growth strategy.

The subject lands are designated *Institutional Areas* on Map 22 of the Official Plan as illustrated in the excerpt provided at Attachment 3. These areas are made up of major educational, health and governmental uses with their ancillary uses, cultural, parks and recreational, religious, commercial and institutional residence facilities. Universities, colleges and hospitals are encouraged to create campus plans in consultation with nearby communities that will create a development framework that will accommodate the planned growth, be compatible with adjacent communities and create connections (both visual and physical) that provide for improved mobility between and integration with adjacent districts of the City.

### **Highland Creek Secondary Plan**

The subject lands are within the Highland Creek Community Secondary Plan, which can be found at the following link: <https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/official-plan/chapter-6-secondary-plans/>

The proposed building site is partially located within Area A of Map 2-1 of this Secondary Plan and area subject to Policy 1.5, which pertain to the lands east of Morningside Avenue, north of Ellesmere Road and west of Conlins Road. This policy stipulates that construction of any buildings, structures, services and hard surface parking will only be permitted subject to the following policies and with the underlying land use designation of the subject lands until:

- engineering studies have been carried out, and such studies will indicate that development can safely take place;
- construction and phasing of any residential development will coincide with the control of any problems identified by engineering studies; and
- studies of gas, leachate and hydrogeology will be carried out by a qualified engineer.

The outcome of staff analysis and review of these policies is summarized in the Comments section of the Report.

### **Proposed Secondary Plan for the University of Toronto Scarborough Campus**

The University has proposed a new Secondary Plan for the campus. This proposal was submitted to the City for review as an Official Plan Amendment application. The objective of this document is to guide future growth and development of a campus that is compact and integrated, connected, open and green. It is intended to guide the growth of the campus to support a long-term projected future population of approximately 35,000 students and 2,500 faculty and staff.

The draft Secondary Plan is currently under review, and has evolved through staff review, community input and focussed workshops with staff and relevant agencies. An Open House and Community Meeting was held in January 2018. It is anticipated that a Proposals Report recommending further consultation on draft policies be brought forward to Scarborough Community Council in 2023, with further community consultation to follow. A Final Report with a recommended Secondary Plan and Official Plan Amendment would follow once additional community input has been taken into consideration.

The proposal has been reviewed against the draft Secondary Plan, to ensure that it does not conflict with or compromise the emerging draft policies. There are no conflicts with respect to the draft Secondary Plan.

The outcome of staff analysis and review of relevant Official Plan policies and Secondary plan policies are summarized in the Comments section of the Report.

### **Zoning**

The subject site is regulated by the former City of Scarborough Highland Creek Community Zoning By-law 10827, as amended. Under Zoning By-law 10827, the site is split zoned with approximately 0.35 hectares of the subject site zoned *Institutional Uses* (I), while the remaining 0.69 hectares is zoned *Single Family Residential Zone*. A

Holding Provision applies on the lands zoned *Institutional Uses*, in the Highland Creek Community Zoning By-law No 10827, as amended, and illustrated in Attachment 4.

This *Institutional* zone permits institutional uses and day nurseries. In this case “institutional uses” mean Public and Semi-Public Uses generally consisting of large tracts of land with low building coverage and shall include only the following: cemeteries, fire halls, homes for the aged, hospital, libraries, municipal park, nursing and convalescent homes, private and public educational institutions. Prior to the removal of the Holding (H) Provision on the *Institutional* Zone lands, only the following uses are permitted:

- Gravel parking lots; and
- Recreational Uses, only permitting outdoor playing fields with a permeable surface.

The subject lands are also subject to site specific exceptions and performance standards. Built form direction on performance standards includes appropriate uses, height, density and bicycle parking and direction on landscaping requirements. The site specific exceptions exempt the subject lands from the requirement that parking spaces be located on the same parcel as the use they serve, and instead allows parking to be provided on lands encompassed by the exception, which includes the entire campus north of the valley.

For the portion of lands zoned Single Family Residential Zone, Zoning By-law 10827 permits one single-family dwelling per parcel of land and assigns performance standards including minimum frontage, minimum area, building setbacks and minimum ground floor areas.

The site is also subject to Schedule "C" and Exception 29.3 and 29.5 of the Highland Creek Community Zoning Bylaw. This exception sets out the matters that must be satisfactory to Council before the Holding Provisions (H) used in conjunction with the Institutional Uses (I) Zone can be removed. These include the following:

- **Servicing:** Additional studies are undertaken to evaluate the existing City infrastructure in order to determine the impact that the new development will have on existing municipal services, and to identify the measures required to mitigate such impacts.
- **Transportation:** An updated Transportation Study is undertaken which assesses the potential impact of any additional development and identifies appropriate mitigation measures.
- **Environmental:** Environmental studies, including Subsurface Investigations, are undertaken to confirm that the soil conditions and other matters relating to environmental quality, can meet the relevant Ministry of the Environment guidelines for the proposed use.

- **Storm/Groundwater Management:** Storm/Ground Water Management reports are undertaken to determine the impact that the new development will have on the Highland Forest Environmentally Significant Area.
- **Financial Service Agreements:** The necessary financially secured agreements between the applicant and the City have been entered into to provide for any additional capacity required to accommodate the proposed development, as well as to provide for the required dedication and/or improvements to, or reconstruction of roads to support this development.

As indicated above, the full range of Institutional (I) Zone uses are not permitted, until these studies have been undertaken, to the satisfaction of Council.

The lands are not part of the City-wide Zoning By-law No. 569-2013, and it is not currently recommended to bring these lands into this By-law. A comprehensive approach to bring the entirety of the UTSC land holdings into the City-wide Zoning By-law is being contemplated to occur at a later date.

An application for minor variance (file no. A0039/21SC) was recently approved to temporarily address the parking shortfall created by the construction of the subject building and additional projects emerging throughout the campus on lands currently occupied by surface parking lots. The additional campus projects include the redevelopment of existing surface parking lots to facilitate the development of the Instructional Centre Phase 2 (IC2) and Indigenous House. As a result, when these two projects are advanced for construction, the campus-wide parking supply will be temporarily reduced. The recently approved minor variance application will provide appropriate and temporary relief from the parking requirements in the Highland Creek Zoning By-law No. 10827, while the University replaces and consolidates existing surface parking with the subject proposal.

## Design Guidelines

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

- Mid-rise Building Design Guidelines;
- Retail Design Manual;
- Accessibility Design Guidelines;
- Bird Friendly Guidelines;
- Best Practices for Effective Lighting; and
- Greening' Surface Parking Lots

The City's Design Guidelines may be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/design-guidelines/>

## **Eglinton East Light Rapid Transit**

The Eglinton East LRT (EELRT) concept is based on the Scarborough-Malvern LRT, which was approved under Ontario's Environmental Assessment Act in 2009. Refinement of the EELRT concept includes integration with Line 5 (Eglinton Crosstown) that is currently under construction. The EELRT will provide a future connection to the subway system at Kennedy Station and is expected to operate along Eglinton Avenue East to Kingston Road, from Kingston Road east to Morningside Avenue and from Morningside Avenue north through the University of Toronto Scarborough Campus to Malvern.

In April 2019 City Council identified EELRT as one of the City's priority transit projects and a critical component of the City's network transit plan. The decision of City Council can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX4.1>.

A report recommending that the Transit Expansion Office advance the Transit Project Assessment Process and 10 percent design for a distinct-service concept with an at-grade connection at Kennedy Station for the Eglinton East LRT was adopted at Executive Committee on June 8th, 2022. The decision of the Executive Committee can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX33.2>

In addition to EELRT planning, the Official Plan supports upgrading transit facilities through the area and identifies Ellesmere Road and Military Trail on Map 4 (High Order Transit Corridors) and Map 5 (Enhanced Surface Transit Network). City Council adopted Official Plan Amendment (OPA) 456 in February 2020. The decision can be found at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH13.3>

## **Site Plan Control**

The application is subject to Site Plan Control. A Site Plan Control application (file number 21 125115 ESC 25 SA) has been submitted and is being reviewed concurrently with this application.

## **COMMENTS**

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

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as detailed below.

## Provincial Policy Statement (2020)

From an intensification and land use perspective, this application is consistent with the policies that promote efficient land use patterns contained within the PPS (Policies 1.1.1, 1.1.2, 1.1.3.1 and 1.1.3.2). Planning staff are of the opinion that the parking structure represents an appropriate intensification of the subject lands and has due regard to the PPS policies referred to above by encouraging urban vitality and the redevelopment of lands to support the growth, employment, institutional and environmental objectives of the PPS.

Policy 1.1.3.2 of the PPS (2020) directs that land use patterns shall be based on densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure which is planned for or are available. Consistent with this direction, the parking structure is proposed in a compact built form on undeveloped lands on the UTSC North Campus where existing servicing exists. Moreover, the consolidation of surface parking supply on the UTSC campus will unlock the future development potential of existing surface parking lots for intensification, thereby, efficiently using land and resources as UTSC implements its long term vision for the North Campus lands. The proposal, if approved, would also bring a range of new development opportunities to a regionally and provincially important *Institutional Area* in close proximity to existing and planned higher order transit.

With regard to employment opportunities, Policy 1.3.1 states that Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses, facilitating the conditions for economic investment in the Province and by encouraging the necessary infrastructure to support current and projected needs.

The proposed parking structure is consistent with this policy direction as it supports the build out of the University of Toronto Scarborough's North Campus, a regionally and provincially significant *Institutional Area*. Through the consolidation of parking on the UTSC North Campus in the proposed building, underutilized surface parking lots will be developed to implement the University's Campus Master Plan and ensure that the University fulfills its current and long term needs at its Scarborough Campus as evidenced in the recently constructed, under construction, approved and proposed buildings outlined in the UTSC Campus section.

Section 1.8 of the PPS provides policy direction on Energy Conservation, Air Quality and Climate Change. As a parking development composed of sustainable mass timber material containing a photo voltaic solar panel array, the project is consistent with the PPS direction on Climate Change and Energy Conservation.

Section 3.2 of the PPS ensures that development protects people, property and community resources by directing development away from human-hazards. As the subject lands are located on a former municipal waste yard, the applicable Zoning by-law and Highland Creek Community Secondary Plan requires appropriate soil gas assessment studies and environmental impact studies take place prior to the lifting of the Holding (H) Provision. These peer reviewed studies ensure that development can



take place safely and have been submitted by the applicant in accordance with the requirements of the PPS and applicable zoning by-law.

Based on the analysis of the above referenced PPS policies, staff have determined that the application and the amending draft Zoning By-laws are consistent with the PPS (2020).

### **Growth Plan (2020)**

Section 2 of the Growth Plan contains policies related to the management of growth and development, emphasizing that growth be directed towards built-up settlement areas that can support the achievement of complete communities (2.2.1) and in locations with existing or planned transit, with a priority on higher order transit (2.2.2 c). The Plan directs that growth will be in a compact built form that supports the achievement of complete communities (2.2.3 c) and will expand convenient access to public service facilities and the accommodation of multiple transportation options (2.2.1.4 d)). Development should also promote a vibrant public realm (2.2.1.4 d)) and mitigate and adapt to the impacts of climate change through green infrastructure (2.2.1.4 f)).

Conforming with the above mentioned policy framework the development features a compact built form that efficiently utilizes the University's lands, while creating additional development potential for intensification on the North Campus. Most significantly, through the consolidation of the campus parking supply, the proposal will facilitate future development on the UTSC North Campus lands, allowing for both institutional and employment growth within a built-up area that is well served by transit. The expansion of the UTSC North Campus will create new development and employment opportunities for the regionally and provincially significant Institutional Area, for important projects like the SAMIH. This will support not only the provision of a complete community by bringing new education and employment opportunities to the eastern part of Scarborough, but will also support the achievement of the future minimum density targets that will be established for the station area.

The extensive retail/animation located at grade advances a design in line with the future vision for a vibrant and beautiful public realm on the UTSC North Campus lands. In addition to creating a varied and rich public realm, the inclusion of these activity generating uses and ground floor program will support the use of transit. Further, the proposed parking structure has been designed to be constructed from mass timber, a carbon efficient material and a first for a parking structure in Ontario, providing an innovative approach to parking management through green infrastructure. The proposal has been designed with adaptability and climate resilience in mind, allowing for the potential future conversion to non-parking related uses. For example, the design includes one-way donut ramp schemes, which would allow the construction of a future open air courtyard building, should the vehicular parking needs diminish on campus over the long term. This level of design detail and supports the provision of resilient, adaptable and green infrastructure in accordance with the Growth Plan policies.

City Planning staff have determined that the application, and the draft Zoning By-law Amendments conform to the Growth Plan (2020).

## Official Plan

The proposed parking structure has been reviewed against the Official Plan policies, including the Highland Creek Community Secondary Plan, applicable design guidelines described in the Policy Consideration Section of this Report as well as the policies of the Toronto Official Plan as a whole.

## Land Use

Land use designations are among the Official Plan's key implementation tools for achieving the Official Plan's growth strategy. The subject lands are designated *Institutional Areas*, which are areas made up of major educational, health and governmental uses. The proposed parking garage would form part of the existing University of Toronto Scarborough campus, and is consistent with and appropriate within the Institutional Areas land use designation. The parking garage would support the day to day operations of the University and provide a modest amount of commercial, retail and office space in accordance with the *Institutional Areas* designation. The garage would support and service the broader UTSC campus and provide the ability for the University to expand and build out other institutional uses on the campus, once the surface parking lots are no longer required and can be repurposed. This will set the stage for the build out of the future campus, allowing the University to serve a broader regional population in accordance with Policy 4.8.3.

As part of the Official Plan, Universities, colleges and hospitals are encouraged to create campus plans in consultation with nearby communities and identify development sites to accommodate planned growth and set out building envelopes for each site (Policy 4.8.5 h)). While the Campus Secondary Plan is not yet complete, the unlocking of the surface parking lots for development will help support the potential creation of a development framework as campus lands are unlocked for future developments.

In accordance with the above Official Plan policies, Planning staff are of the opinion that the proposed parking structure represents an appropriate use for the *Institutional Areas* land use designation.

## Density, Height, Massing

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Consideration Section of the Report. Staff's review of the density, height and massing were also informed by the implementation of the long-term vision for the University's North Campus. Key design guidelines include the UTSC Campus Master Plan, Draft UTSC Secondary Plan (2019), Draft UTSC Urban Design Guidelines (2020) and the Draft UTSC Landscape and Public Realm Master Plan (2021) (emerging framework and demonstration projects).

Given that the Secondary Plan (SP), Urban Design Guidelines (UDG) and Public Realm Plan are still under development, the design elements of the proposal were developed and evaluated in coordination with the ongoing policy development work. To the extent possible, refinements and updates to the subject proposal were informed by this

ongoing work and through a coordinated Urban Design workshop with City Staff and the UTSC team.

In accordance with the Official Plan Policies detailed in Section 3.1.1 and 3.1.2, Staff are of the opinion that the proposed development is compatible with the surrounding existing and planned context of the site. Most significantly, in terms of built form, the parking structure must respond to an evolving context on the North Campus as U of T continues with the development of the lands. The proposed built form, including the height, massing and density is appropriate in both the near and long term for the reasons set out below.

Due to its scale and function, the proposed development will become a central and functional feature of the North Campus lands, particularly in the near term as the lands immediately surrounding the parking structure remain vacant and undeveloped. While the SAMIH application is proposed to the west of the subject proposal, the orientation, massing and siting of the parking structure will set the stage for the public realm and overall development patterns of the immediate project area. Therefore, it is critical that the parking structure define and frame the edges of the public realm with good street proportion while ensuring access to direct sunlight and daylight on the public realm by providing street wall heights that fit harmoniously with the existing and/or planned context (Policy 3.1.2.5). Moreover, as detailed in Official Plan Policy 3.1.2.9, the design of new building facades visible from the public realm must consider the scale, proportion, materiality and rhythm of the façade. This is to ensure that the building's design contributes to a pedestrian friendly scale through the provision of a high quality of design on building floors adjacent to and visible from the public realm. Long facades should also be broken up in a manner that respects and reinforces the existing and planned context.

The proposed 5 storey structure, is an appropriate size and configuration for the proposed land use (3.1.1.15). While the street network and other developments will be built out in the years to come, the structure has been designed to frame the adjacent streets appropriately and has been designed with the future context and future development patterns in mind (Policy 3.1.2.5). As a part of the Zoning By-law Amendment application, a block context plan was required, and the submitted plan demonstrated how the physical form of the proposed development fits within the planned context and the campus's ongoing evolution.

Through the Staff review process, Planning staff suggested the use of distinct architectural concepts, use of a wider range of materiality and textures, as well as elements at various scales to enhance the parking facility. Planning staff also suggested to architecturally break down the large horizontal elements along the façades of the building to minimize the scale and massing impacts of the above grade parking structure. As a standalone building in the interim, these design elements will minimize the perception of scale and any other visual impacts from the proposed parking structure on the public realm (Policy 3.1.2.5).

The proposed parking structure includes a ground floor height of 5.5m and provides a consistent, definable streetwall along the new Military Trail. The massing has been

broken down and the horizontal elements of the façade have been amended through the Planning review process. Moreover, through the use of innovative building materials, the mass timber structure will add visual interest to the public realm and reduce the building's overall prominence. This is consistent with direction provided by in-force Official Plan policy as well as those contained in the emerging Urban Design Guidelines for campus which acknowledge that, as an above grade parking structure, the visual impacts of the structure on the public realm should be mitigated through design.

In summary, the proposed parking structure implements the Built Form policies detailed in Section 3.1.1 and 3.1.2 of the Official Plan and is consistent with the direction provided in the draft Urban Design Guidelines. As a mid-rise building, the proposed development is an appropriate height for the existing and planned context, with a consistent streetwall that appropriately frames the streets and open space. As a new building, the built form has been designed to ensure that the parking structure will set the stage for a vibrant public realm and support high quality development patterns in the long term. Through the design and review process, City Planning staff worked with the University to ensure the scale and massing of the structure will ensure adequate sunlight and minimal shadow impacts on the adjacent public realm.

City Planning staff are of the opinion that the proposed development is consistent with the above referenced policies and guidelines and will contribute to architectural excellence on the North Campus, while responding to the ongoing evolution of the North Campus lands.

### **Sun, Shadow, Wind**

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Consideration Section of the Report with respect to sun, shadow and wind.

Sun-shadow diagrams and a Pedestrian Level Wind Study were submitted as part of the application and were evaluated to determine what impacts the proposed building will have on the surrounding context, however, it should be noted those impacts were analyzed only from the perspective of the interim condition.

The sun-shadow studies indicate that for the Spring and Fall Equinox test times of March 21 and September 21, for the hours between 9:18 am and 6:18 pm, shadow impacts were more or less identical for both March 21 and September 21, with shadows falling to the north of the site primarily onto the new Campus Road 1 (Pan Am Drive Extension) and the east-west running interim University street. By mid-afternoon, the shadows shift from the west to east, with shadowing on the east laneway adjacent to the parking structure. Long shadows are expected at 6:18 pm during both the Spring and Fall equinox, mixing with shadows generated from adjacent buildings to the west of the site. There are new net shadow impacts to the east of the site on the vacant lands.

The shadow impacts on the east laneway were deemed by staff as non-consequential, given that the east laneway is primarily used for vehicular access and movements to

and from the parking structure. In Staff's review of the shadow analysis, of chief concern were the shadow impacts on the future condition of New Military Trail and pedestrian area, once the full right-of-way has been built out and established at the anticipated width of 30 metres. Through the application review process, Urban Design and Community Planning Staff requested that the shadow studies be revised to demonstrate that no shadow impacts would occur on the pedestrian boulevard portion of the ultimate state of the New Military Trail. The resubmission of application materials and accompanying shadow studies appropriately demonstrates that the pedestrian boulevard along New Military Trail would be generally free from shadow impacts.

The Pedestrian Level Wind Assessment prepared in support of this application has evaluated the predicted wind conditions for the proposed building in conjunction with the existing conditions. The study evaluated the anticipated wind conditions in the interim, and did not include the full build out condition on the North Campus. The study determined that the wind safety criterion is met for all areas of the building and pedestrian comfort at retail entrances and amenity spaces are expected to be comfortable for year round usage. In terms of the sidewalks, the wind conditions are expected to be suitable or better for leisurely walking. During the winter, wind conditions are expected to be comfortable for faster walking at the southwest corner where the nearby IC2 building is.

Given the existing and the planned context for the subject property and the future built out of the campus including the new Military Trail, staff expect the building to perform reasonably well with respect to shadow impacts, sun exposure and wind conditions. Through the development review process, staff have worked with the University to maximize opportunities for sunlight exposure and confirm the potential shadow impacts in the adjacent area as the build out of the North Campus evolves. Based on a review of the submitted studies, the sun, shadow and wind impacts can be supported.

### **Highland Creek Secondary Plan**

The Highland Creek Secondary Plan mainly provides direction on the way the adjacent lands designated *Neighbourhoods* are intended to develop, but provides no built form direction on the University campus lands and the management of growth on these lands.

The proposed building site is partially located within 'Area A' of Map 2-1 of the Highland Creek Secondary Plan. This area is subject to Policy 1.5, which pertains to the lands east of Morningside Avenue, north of Ellesmere Road and west of Conlins Road. Policy 1.5 stipulates that construction of any buildings, structures, services and hard surface parking will only be permitted subject to technical studies including engineering studies and studies of gas, leachate and hydrogeology. This is due to the area being within a potential influence area of the nearby landfill site and the historical uses and landfill operations within the vicinity of the site. In support of the rezoning submission, the University of Toronto has provided the required technical studies, including: a soil gas assessment and the appropriate engineering studies. As part of the Planning review process, these studies were reviewed by a qualified peer reviewer (Terrapex Environmental Ltd.) who were retained by the University on behalf of the City of

Toronto. The outcome of this work as necessary to lift the "H" conditions outlined in the Secondary Plan is outlined below.

### **Conditions for Removal of Holding (H) Provision**

Pursuant to the provisions contained within Zoning By-law 10827, a number of matters were reviewed to determine if it is appropriate to remove the Holding (H) Provision from the zoning for the subject lands to permit the development. In addition to the typical review of the submitted materials by City of Toronto staff as part of the Planning review process, a peer review by a qualified peer reviewer of the environmental aspects of the subject proposal and the associated studies were undertaken. This peer review work was undertaken by Terrapex Environmental Ltd., who were retained by the University of Toronto. The review of the supporting reports as discussed below has resulted in the conclusion that all the conditions set out in the Zoning By-law necessary to lift the "H" provisions have been met as follows:

#### *Transportation Study*

Transportation Services staff have reviewed the Transportation Impact Study undertaken to assess the potential transportation impacts of the development and to identify appropriate mitigation measures as stipulated by the Holding Provision conditions stipulated in the Zoning By-law and the City's terms of reference for zoning by-law amendment applications. As detailed in the 'Traffic Impact, Access and Parking' section of this report, Engineering and Construction Services Division Staff are satisfied that this particular condition for removal of the (H) has been met.

#### *Functional Servicing Report and Stormwater Management Report*

Engineering and Construction Services staff have reviewed the Functional Servicing Report (FSR) and Stormwater Management Report (SWM) in support of the zoning by-law amendment and to fulfill Regulation 29.5 of the zoning by-law. The report provides a conceptual framework for the proposed development's water supply, sanitary sewage and storm drainage and demonstrates that given the limited sanitary flows generated by the site the condition for removal of the 'H' has been met. The mass timber construction creates alternative requirements for fire suppression (FUS Alternatives) than traditional construction, but Engineering and Construction Services staff along with Toronto Buildings staff have worked with the University to ensure appropriate measures are in place to satisfy the conditions for lifting the "H". Further details are provided in the Servicing and Stormwater Management section of this report.

#### *Environmental*

As noted above, Environmental Studies, including Subsurface Investigations, are required to confirm that soil conditions and other matters meet the relevant Provincial guidelines. These studies must take place prior to the lifting of the Holding Provision contained within the zoning by-law. By way of a Reliance Letter (dated: May 18, 2022) the

study's author, GHD Limited, agrees that the City may rely upon the representations, assumptions, findings and recommendations contained within the submitted Phase One and Phase Two Environmental Site Assessments.

In accordance with the policies and regulations described above, the applicant has provided Phase 1 and 2 Environmental Site Assessments, a Soil and Gas Study and Hydrogeological Assessment in support of the application.

The objective of the Environmental Site Assessments (Phase 1) was to determine whether any Potentially Contaminating Activities (PCAs) and Areas of Potential Environmental Concern (APECs) are present on the subject lands. The Phase 1 assessment identified two APECs associated with the site, the Historical Morningside Landfill (off-Site) and General Fill Quality Across the Site (on-site).

Building on the Phase 1 Assessment, a Phase 2 Assessment determined that the APECs are likely associated with the quality of fill material present in the area of the buried vapour mitigation system and road salt that is applied to the parking lot in the winter. EC was not identified as a contaminant of concern on the subject property in accordance with 49.1 of O.Reg 153/04. For the purposes of the zoning by-law amendment and the lifting of the H, staff have deemed this acceptable. The submitted assessments identified the presence of metals on a portion of the site at levels exceeding applicable site condition standards, however, the affected soil is proposed to be excavated and removed from the site during development in order to meet the MECP guidelines. Alternatively, an MECP approved Risk Assessment will need to be completed to address these impacts.

As part of the review of the submitted studies, the University of Toronto retained a third party peer reviewed (Terrapex Environmental Ltd.) to conduct a peer review of the environmental aspects of the proposed development. The third party peer reviewer has provided a technical memorandum to the City of Toronto (dated: May 20, 2022) and concludes and recommends environmental clearance of the proposed development, and that approval be granted to allow removal of the Holding Provisions on site.

These reports conclude that the excavation and removal of the impacted soil is an appropriate remediation strategy that will meet the MECP requirements. The City will secure the appropriate documentation outlining that the remediation of the lands were undertaken in compliance with Ontario Regulation 153/04 as a preapproval condition of Site Plan approval, to be satisfied prior to the issuance of any above grade building permits. With the inclusion of this condition and the submitted studies and peer review under by Terrapex Environmental Ltd. as detailed above, Staff are satisfied that the pertinent Environmental conditions for the removal of the "H" are met.

#### *Financially Secured Agreements*

The necessary financially secured agreements between the applicant and the City have been entered into previously on other UTSC projects to provide for any additional capacity required to accommodate the proposed development, as well as to provide for the required dedication and/or improvements to, or reconstruction of roads to support

this development. For the purposes of this application, no further financially secured agreements are required beyond what is typically contained within the City's Standard Site Plan Agreement.

Staff have not identified any required financially secured agreements and are consequently satisfied that this condition for the removal of the H has been met.

Given the above, City Planning staff are supportive of the lifting of the 'H' on the subject site to allow the development to proceed in accordance with the draft zoning by-law amendment in Attachment 5 and 6 of this report, which would allow for the full permitted uses contained within the Institutional Zone.

### **Proposed Secondary Plan**

The proposed draft Secondary Plan for the UTSC campus is largely based on the 2011 UTSC Campus Master Plan, and contains a vision and set of objectives that are intended to create an urban, connected and cohesive campus. The draft Secondary Plan has a particular focus on growing and guiding development on the North Campus lands with the realignment of Military Trail as a new campus focal point.

The draft Secondary Plan is currently under review, and has evolved through Staff review. While the plan and required Official Plan Amendment are still under development, the subject proposal has been reviewed against the draft Secondary Plan, to ensure that it does not conflict with or compromise the emerging draft policies and the UTSC Campus Master Plan.

The proposal represents an important part of the University's long-term vision for the University of Toronto Scarborough by consolidating the existing parking supply. This would unlock lands currently dedicated to surface parking for a variety of uses to support the long term build out and urbanization of the University of Toronto Scarborough's North Campus lands. It also provides parking for the Toronto Pan Am Sports Centre (TPASC) and the IC2 building, to which it is proposed to be connected to by an underground pedestrian tunnel. In the near term, the parking structure will front onto Pan Am Drive with a ground floor program that will promote the animation of the public realm. In the long term, the proposal will form part of a larger development block that fronts onto the New Military Trail featuring animated and active uses at grade. The deployment and design of ancillary office and retail uses have also been appropriately designed to further support a pedestrianized North Campus including the re-aligned Military Trail and future implementation of the Eglinton East LRT.

Planning staff have concluded that there are no conflicts with respect to the draft Secondary Plan or UTSC Campus Master Plan.

### **Traffic Impact, Access, Parking**

The proposed parking structure will provide parking supply to the North Campus and support the University's campus expansion plan by providing a centralized parking location on the North Campus. This will provide the necessary parking for existing and



future buildings. In the near term, it is expected that the parking structure will accommodate parking demand associated with the Instructional Centre 2 (IC2) building which is in close proximity to the site and is currently under construction. It will also provide parking required for the TPASC and the newly proposed SAMIH building.

Today, the site is in use as a combination of surface parking lots, the Morningside Athletics Field and vacant land. As part of the subject application, four new streets (a combination of public and private) will be constructed on all sides of the development establishing a new internal road network for this portion of the North Campus. To view the proposed new campus street network, please see the Site Plan at Attachment 7.

This segment of Pan Am Drive, which the subject proposal bisects, is proposed to be re-aligned and extended to the west to provide appropriate street frontage. In addition, the proposal includes a future Military Trail realignment to the north, a proposed University street to the south, and a proposed University laneway to the east. All of the proposed University streets will have an 8.5m pavement width, except the Pan Am Drive northerly extension (Campus Road 1) which will have a 7.5m pavement width. These proposed future streets will form part of a broader street network for the North Campus that will be built out as part of the future UTSC North Campus plan.

Access to the parking structure is proposed at three locations: two driveways are proposed on the southside of the building and one driveway is proposed from the east side. On the southside of the building, the easternmost driveway is intended to be the main access point, as well as the driveway from the East Laneway. Both access points have three lanes, two for access and one for egress. The westernmost driveway on the southside of the building is intended to be only for egress. The internal circulation and placement of ramps within the structure have been designed to minimize conflicts between vehicles. At the southeast corner of the proposal are two Type 'B' loading docks, which will service the building and are intended to be used for the adjacent IC2 building. An underground tunnel is proposed to connect the IC2 and parking structure to facilitate goods movements. Pedestrian access to the development is proposed from the westside of the building.

In order to support the subject proposal as detailed above, a Traffic Impact Study (TIS) was submitted in support of the zoning by-law amendment application and to support the removal of the Holding Provision. The TIS report examines the parking needs for the campus as per the zoning by-law requirements and also considers the evolving development context on campus and the broader transportation network, including the Eglinton East LRT, Durham-Scarborough Bus Rapid Transit initiative and the ongoing evolution of the UTSC campus lands. The report assesses vehicle parking considerations, bicycle parking considerations, loading considerations, multi-modal impact considerations, vehicular traffic impacts and traffic operation considerations and pick-up/drop-off considerations. A comprehensive transportation demand management (TDM) strategy is also proposed within the TIS.

In terms of the subject application, parking for 1,073 vehicles with parking for 215 electric vehicle spaces with charging stations are proposed. 25 accessible vehicle parking spaces are proposed and 8 on-street lay-by vehicle parking spaces are

proposed. In total, 50 bicycle parking spaces are proposed. The submitted analysis contained within TIS report demonstrated how this contributes to the parking supply servicing these modes on campus as follows:

- When reviewing the applicable zoning by-law parking requirements against the potential build out of the campus, the submitted material estimates an overall parking requirement of 2,650 spaces. Upon completion of the proposed parking structure, the overall campus-wide parking supply is anticipated to be 3,357 parking spaces, representing a net increase of approximately 610 parking spaces. This would satisfy the applicable zoning by-law's parking requirements and provide associated flexibility for the University to continue to grow its campus with new construction over time.
- In terms of bicycle parking, as per the applicable zoning by-law requirements, the required campus-wide supply is 304 spaces. With the addition of the parking structure, the expected campus-wide bicycle parking supply would be 619 spaces, significantly exceeding the minimum requirements of the by-law. Staff will continue to work with the University to include bicycle parking in proximity to new buildings as well as through individual development applications.

It is also worth noting, that the Zoning By-law determines parking requirements for the University across all uses on Campus.

In terms of traffic impacts and generation, the TIS report estimates that the project is expected to generate an overall net new site traffic of 515 and 350 two-way vehicular trips during the morning and the afternoon peak hours, respectively. The submitted Traffic Impact Study concludes that the road network improvements, once implemented, will acceptably justify the impact of the proposed development. The interim development pattern can also accommodate the vehicle trips which are being centralized at this location from other parts of campus. As part of the Notice of Approval Conditions for the Site Plan application, the applicant will be required to provide relevant functional engineering plans and other necessary drawings to illustrate the proposed roadway improvements at the intersections of (i) Morningside Avenue /Military Trail, and (ii) Morningside Avenue /Tams Road /Pan Am Drive as recommended in the February 26, 2021 Traffic Impact Study, prepared by BA Group.

Transportation Services staff concur with the consultant's findings in the Traffic Impact Study. City Planning and Transportation Services staff have recommended that recommended improvements, including the TDM strategies be secured through the Site Plan Approval process. City Planning staff are satisfied that the submitted Transportation Impact Study meets the requirements for the Transportation Study condition to lift the Holding Provision.

## **Streetscape and Public Realm**

Given the undeveloped nature of the subject lands, the development will set the stage and define the emerging major street character for this portion of the UTSC campus helping define its pedestrian quality and streetscape. The siting, massing and framing of

the development and the way it relates to the future street network and streetscapes is critical to ensure a vibrant and active public realm in accordance with Official Plan direction. For reference, please see Attachment 7, Simplified Site Plan, to view the proposed new street network.

Planning staff are of the opinion, that the subject proposal successfully demonstrates that it has been designed to be adaptable and respond to both the University's short and long term conditions, including supporting a pedestrianized campus and vibrant public realm.

In the near term, the proposal includes active uses at grade along the west elevation fronting the Pan Am Drive extension, including a campus bookstore, café space and the UTSC Campus Parking Office located at grade with maximum transparency and views into the building from the public realm to create visual interest. The inclusion of retail and office space along the western elevation of the proposal is a critical first step in establishing the subject lands as a campus destination and supporting a vibrant public realm, as this area of the North Campus is largely vacant. The inclusion of retail in the streetscape along the west elevation of the site is also highly significant as the adjacent SAMIH proposal is expected to be constructed and occupied by 2025.

On the southern elevation of the building, the application proposes a 'rain garden' and the consideration of other potential green infrastructure demonstration projects as envisioned by the emerging Public Realm Plan. Since the southside of the building is designed primarily to facilitate vehicular access and egress, this demonstration project will help create a destination and showcase innovations in sustainability through the use of large planting beds planted with materials that can retain and absorb storm water. At the southwest corner of the site, Planning staff worked with the University to achieve a more generous boulevard in order to support the possibility of a usable outdoor and gathering area with seating. This location at the southwest corner of the site has been selected as it optimizes sunlight exposure. These streetscape conditions along the southern elevation are expected to be delivered by the University in the near term.

In the near term, the north elevation of the proposal will not feature active uses. However, the proposal has been designed to be adaptable and allow for the conversion of the ground floor parking spaces along the northern elevation to active uses once the new alignment of Military Trail is realized.

As part of the interim condition, responding to Staff advice, the University agreed to remove 14 parking spaces facing along the future New Military Trail, instead providing a "flex space" that can be used for temporary events and activations such as pop-up markets, musical performances and other events. The inclusion of this flex space along the north elevation will support an active streetscape and public realm as an interim condition. As part of the Campus's long term vision, the flex space can be built out into a complete and animated retail/commercial frontage with landscaped boulevard along New Military Trail. This will increase the structure's prominence and interaction with the public realm and streetscape. The potential introduction of these retail uses will animate and enliven this segment of New Military Trail, promote pedestrian activity and support the potential future introduction of light rail transit along the New Military Trail. To ensure

that this future condition can be achieved, the proposed ground floor height of the building is 5.5 metres, ensuring sufficient adaptability and flexibility for the future introduction of retail uses.

At grade, along the north elevation, a generous public realm has been provided with setbacks of approximately 7.2 metres curb to building face on New Military frontage and 5 to 6.5 metres along Pan Am Drive. This area is anticipated to feature high foot traffic due to the commercial and retail and the proposed streetscape conditions will ensure ample space for pedestrians, landscape features and retail operations. In terms of design, the proposed commercial retail uses are distinct from the parking structure itself, which has the effect of breaking up the pedestrian experience of the façade at grade.

In both the near and long term, the southern and eastern frontages of the structure will remain for vehicular access and egress. An east-west pedestrian connection is also proposed through the centre of the proposal in order to enhance pedestrian connectivity and the site's overall porosity.

Overall, Planning Staff conclude that the proposed parking structure has been designed in accordance with the emerging UTSC Urban Design Guidelines, Secondary Plan and the applicable public realm and streetscape policies contained within the Official Plan. The mid-rise building will create a defined and consistent streetwall while providing a generous boulevard with ample space for pedestrians and public realm. Through the use of innovative materials, ground floor programming and building design, the parking structure will help the University achieve its vision for a pedestrianized North Campus that reinforces the vision for the re-aligned Military Trail and the Future Eglinton East LRT. Moreover, through flexible design elements, the proposal has been designed to accommodate and respond to the University's needs in both the near and long term. The precise details of the sidewalks and landscaping treatments surrounding the parking structure will be confirmed through the Site Plan application process.

### **Eglinton East LRT**

To date, Planning for the EELRT has concluded the Initiation and Development stage and some preliminary design and engineering work has been undertaken. The path of the EELRT through the UTSC campus is anticipated to be within a realigned Military Trail creating a new central street through the North Campus lands as depicted in Attachment 11 of this report. The existing Military Trail would be decommissioned and, as proposed through the Draft UTSC Secondary Plan and through the subject proposal, turned into an active open space spine providing pedestrian and cycling connections to and through campus.

As part of the Zoning By-law amendment and Official Plan Amendment, Staff evaluated whether the placement of the subject proposal adequately protects for the full future buildout of the North Campus including potential alignments of the Eglinton East LRT and associated transit stops and infrastructure.

## **Servicing and Stormwater Management**

A Functional Servicing and Stormwater Management Report, Geotechnical Study and Hydrogeological Assessment Report were submitted in support of the application. The objectives of these reports is to identify the municipal servicing and stormwater management requirements for this development and to demonstrate how each service would be accommodated by the existing infrastructure. These technical studies have been submitted in support of the application, which is standard for Site Plan Control applications and Zoning by-law amendment applications. Additionally, these reports are required as a condition of removing the Holding Provision contained within Zoning by-law 10827 as detailed in the Holding Provision section of this report.

The submitted Functional Servicing Report indicated that given the small amount of proposed retail/office floor area the assessed domestic water demand is deemed negligible. Sanitary sewage is proposed to be connected and conveyed to the existing sewer on Military Trail. The submitted reports conclude that the proposed connection has adequate capacity and depth to service the development.

The Functional Servicing Report notes that when fire flow demand for the parking structure is calculated using the criteria outlined in the Water Supply for Public Fire Protection Manual, 1999, by Fire Underwriters Survey ("FUS Manual (1999)"), the calculations generate a water demand that is not available under current conditions. It should be noted, however, that the FUS Manual (1999) does not reflect new and evolving building material innovations in mass timber construction. The University is currently working with the City to determine the appropriate courses of action to mitigate this issue and demonstrate how the available water supply can adequately handle fire suppression requirements under modern industry standards for this construction technique. These outcomes will be secured as part of the Site Plan Control approval, but may also be part of Alternative Solutions for fire suppression, which are being proposed under the Ontario Building Code.

City Planning staff can recommend lifting the Holding Provision as the identification of the necessary mitigation measures satisfy the required Holding conditions for servicing as per Zoning By-law 10827. The implementation of the measures will be secured through the Site Plan approval process or through an Alternative Solution secured through application for Building Permit under the Ontario Building Code.

## **Open Space/Parkland**

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city.

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The retail and commercial (office)

component of this proposal is subject to a 2% parkland dedication. The 5-storey parking structure component to support the University of Toronto Scarborough is exempt from the parkland dedication requirement under Chapter 415, Article III of the Toronto Municipal Code, Section 30, Sub-Section A (10).

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

### **Tree Preservation**

There are no by-law protected private or City owned trees which require removal as part of this application.

### **Toronto Green Standard**

The proposed parking structure is proposed to be constructed using pre-fabricated mass timber materials. As an innovative building material, mass timber structures significantly reduce Greenhouse Gas Emissions when compared with traditional precast concrete. It is expected that the use of mass timber will result in significant greenhouse gas emissions and energy savings, due to the pre-fabricated nature of this building material. In addition, there are sustainability benefits associated with timber construction. In addition, a photo voltaic solar panel array system will be installed on the roof of the building, contributing to renewable energy and sustainability on the campus.

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.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Site Plan Control process.

### **Conclusion**

The proposed development is consistent with the Provincial Policy Statement (2020), conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and successfully implements policies of the City of Toronto's Official Plan. Further, the proposal responds to direction in the Highland Creek Secondary Plan and satisfies the applicable policy requirements regarding the lifting of the 'H' on the subject lands. The proposed development will advance the University of Toronto Scarborough's long-term campus planning and future vision while responding appropriately to the ongoing evolution of the North Campus. The proposal adequately supports both the interim and

long term conditions on the North Campus and has been designed to ensure that the realigned New Military Trail can be designed at a future date with active uses.

Through the development review process, Staff worked with the applicant to address and resolve issues related to the adaptability of space at grade along the north elevation to create "flex space" that can be used for temporary events and activations including pop-up markets, musical performances and other events. Staff also secured a more generous boulevard in order to support the possibility of a usable outdoor and gathering area with seating at the southwest corner of the site to optimize sunlight exposure. Community concerns ensuring electric vehicle charging stations, appropriate parking supply and access were reviewed and addressed.

Staff are satisfied that the applicable technical studies, including the soil gas assessment and other studies required for the lifting of the holding provision have been met. This report reviews and recommends approval of the application to amend the Zoning By-law and recommends the lifting of the Holding (H) Provision on the subject lands.

## **CONTACT**

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Samuel Baron, Planner, Community Planning, Scarborough District, Tel. No. 416.392.4582, E-mail: Samuel.Baron@toronto.ca

## **SIGNATURE**

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

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment - H Removal

Attachment 6: Draft Zoning By-law Amendment

**Applicant Submitted Drawings**

Attachment 7: Site Plan

Attachment 8: North and South Elevations

Attachment 9: East and West Elevations

Attachment 10: 3D Massing Model (Southeast)

Attachment 11: 3D Massing Model (Southwest)

Attachment 12: North Campus Lands (Proposed Future Condition)



## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

Municipal Address: 1050 MILITARY TRL Date Received: March 10, 2021

Application Number: 21 125114 ESC 25 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Development comprising of a 5-storey parking structure with a retail use and cafe on the ground floor.

Applicant	Agent	Architect	Owner
THE GOVERNING COUNCIL OF THE UNIVERSITY OF TORONTO			THE GOVERNING COUNCIL OF THE UNIVERSITY OF TORONTO

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Institutional Areas	Site Specific Provision:
Zoning:	I(H) & S	Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m):	90,940	Frontage (m):	Depth (m):
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,198	1,198
Residential GFA (sq m):				
Non-Residential GFA (sq m):			2,359	2,359
Total GFA (sq m):			2,359	2,359
Height - Storeys:			6	6
Height - Metres:			25	25

Lot Coverage Ratio (%)	1.32	Floor Space Index:	0.03
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:		

Retail GFA: 773  
 Office GFA: 276  
 Industrial GFA:  
 Institutional/Other GFA: 1,310

Residential Units by Tenure	Existing	Retained	Proposed	Total
--------------------------------	----------	----------	----------	-------

Rental:  
 Freehold:  
 Condominium:  
 Other:  
 Total Units:

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					
Total Units:					

#### Parking and Loading

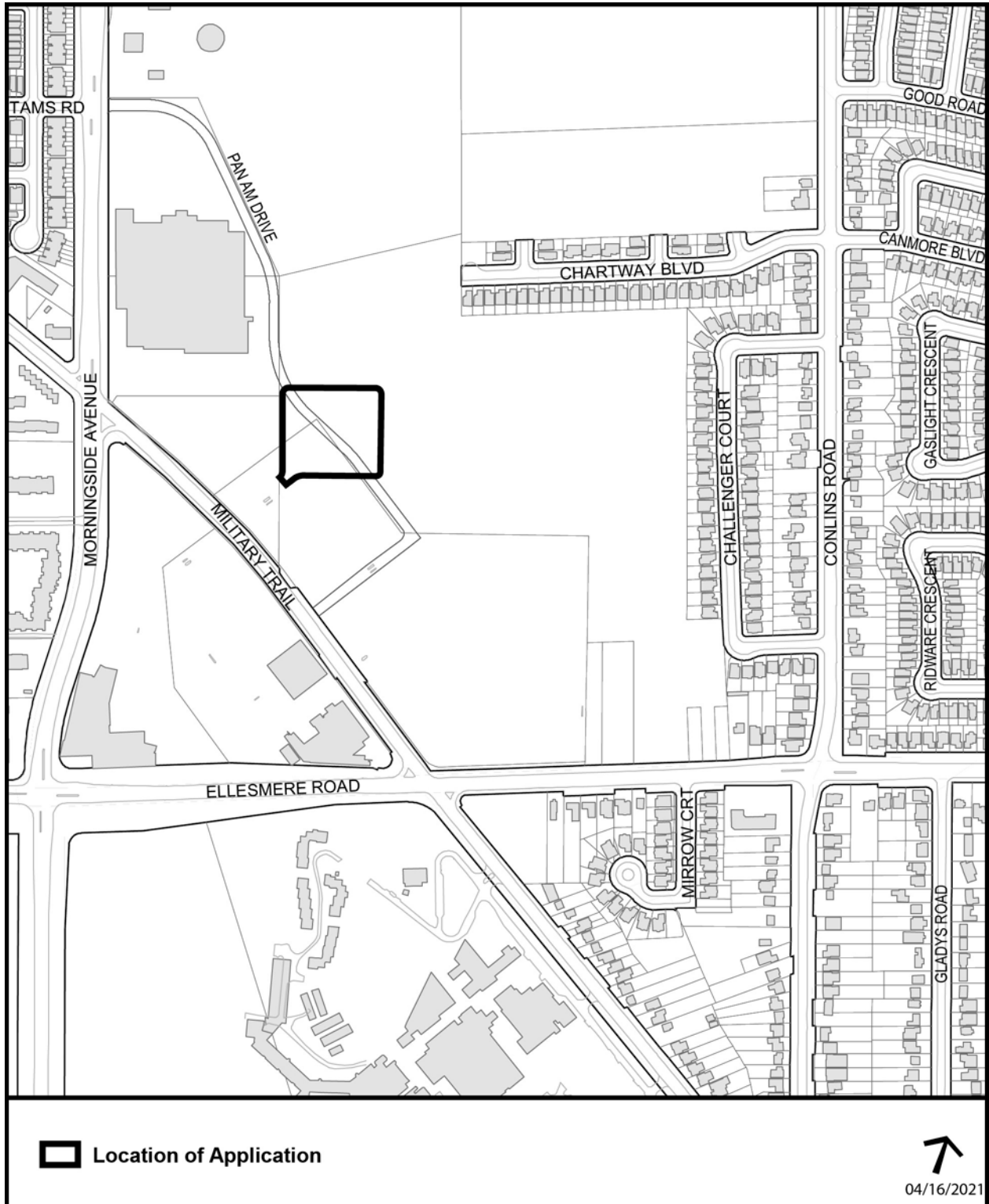
Parking Spaces:	1,073	Bicycle Parking Spaces:	50	Loading Docks:	2
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#### CONTACT:

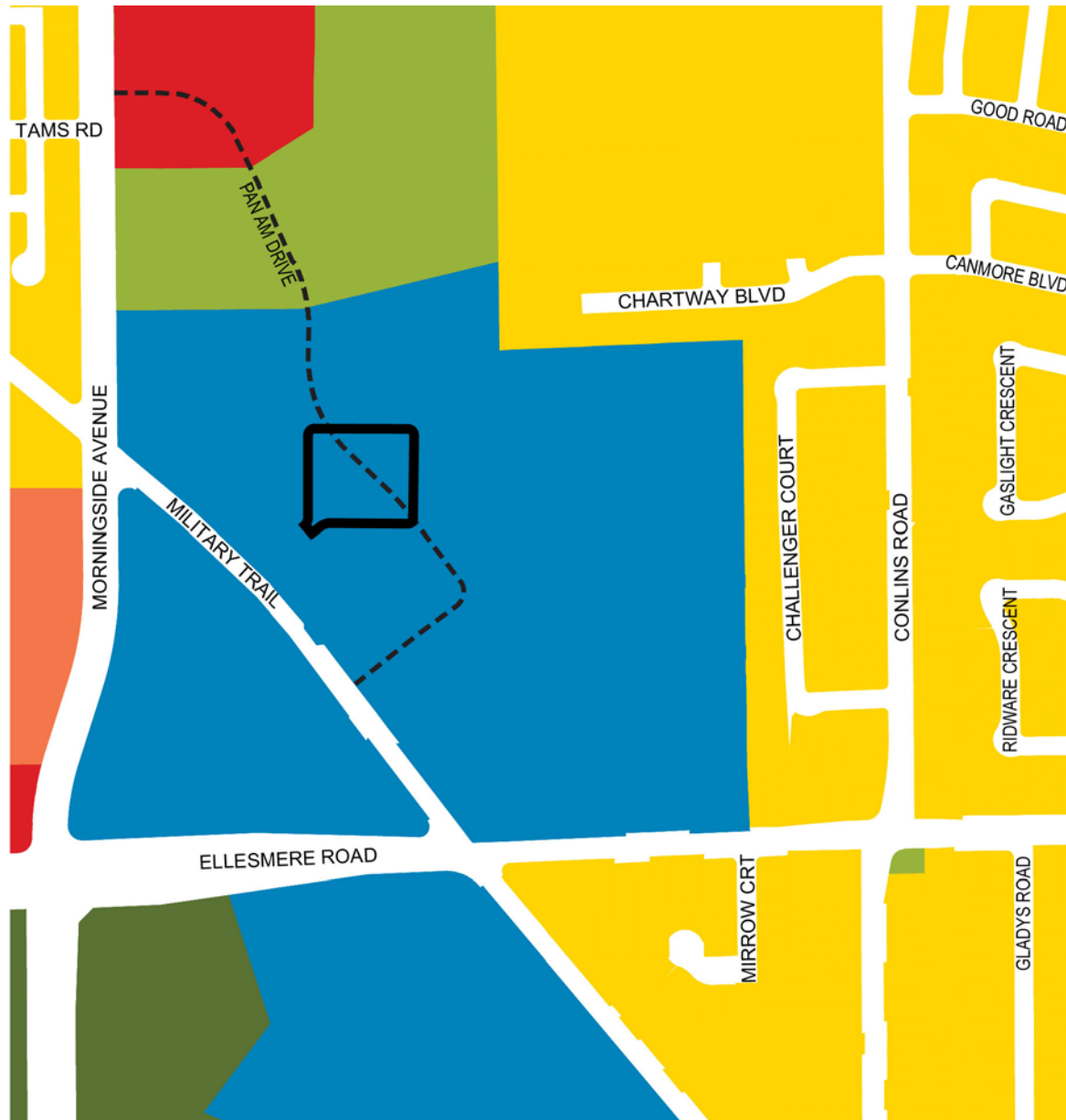
Samuel Baron, Planner, Community Planning

[Samuel.Baron@toronto.ca](mailto:Samuel.Baron@toronto.ca)

## Attachment 2: Location Map



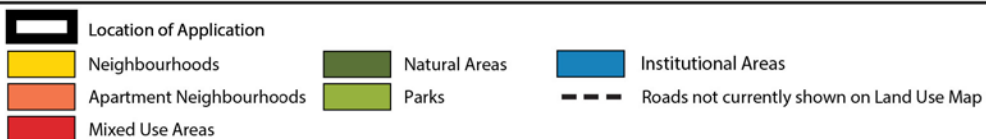
## Attachment 3: Official Plan Land Use Map



40 Pan Am Drive (formerly 1050 Military Trail)

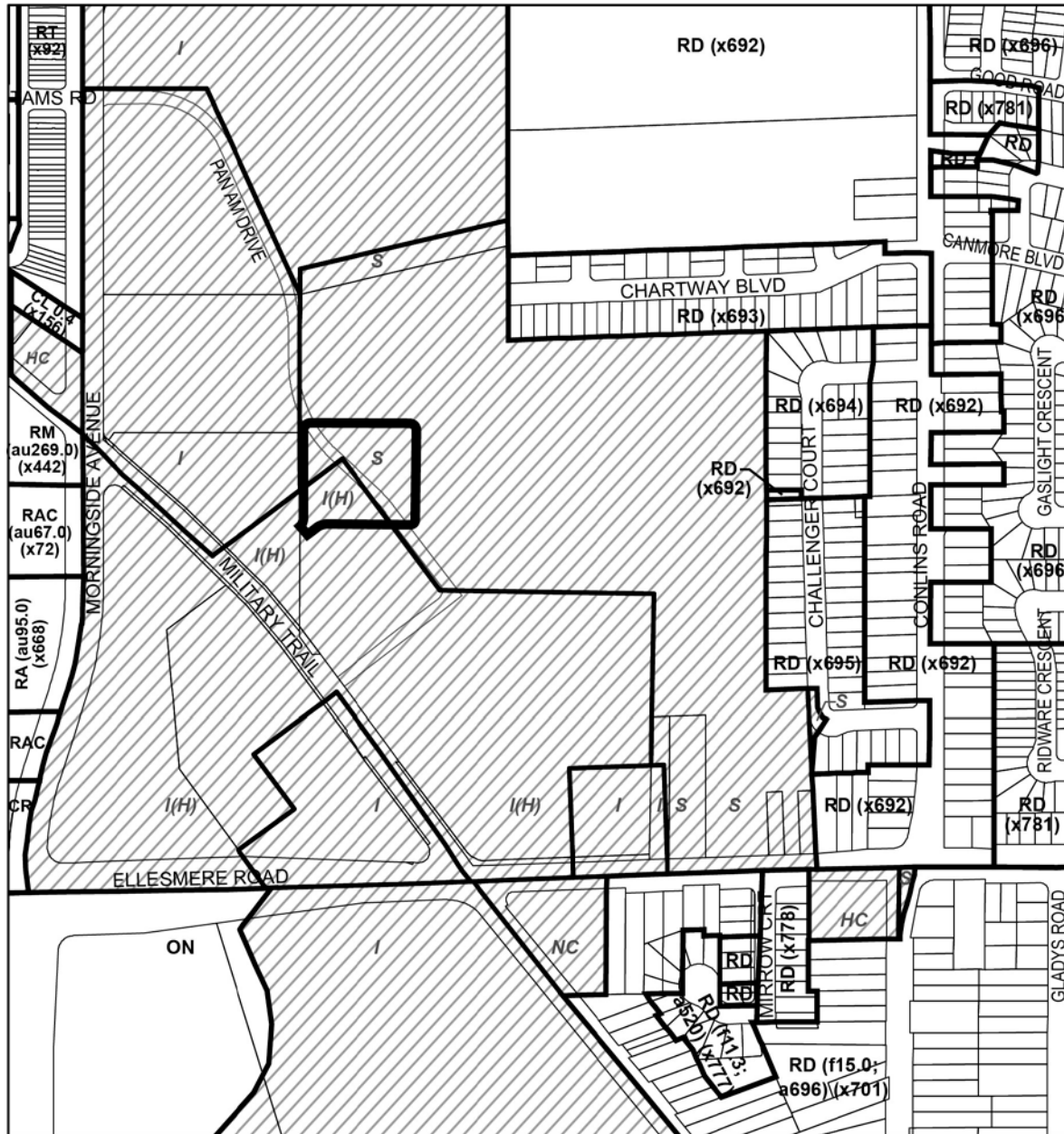
Official Plan Land Use Map #22

File # 21 125114 ESC 25 OZ  
and 21 125111 ESC 25 OZ



↑  
Not to Scale  
Extracted: 03/15/2021

## Attachment 4: Existing Zoning By-law Map



**Zoning By-law 569-2013**

**40 Pan Am Drive (formerly 1050 Military Trail)**

Files # 21 125114 ESC 25 OZ  
and 21 125111 ESC 25 OZ



Location of Application

**RD** Residential Detached  
**RS** Residential Semi-Detached  
**RT** Residential Townhouse  
**RM** Residential Multiple

**RA** Residential Apartment  
**RAC** Residential Apartment Commercial  
**CL** Commercial Local  
**CR** Commercial Residential  
**ON** Open Space Natural



See Former City of Scarborough Highland Creek Community  
By-law No. 10827 and Morningside Community By-law No. 11883

**S** Single-Family Residential  
**NC** Neighbourhood Commercial  
**HC** Highway Commercial  
**I** Institutional Uses



Not to Scale  
Extracted: 03/18/2021

## Attachment 5: Draft Zoning By-law Amendment - H Removal

Authority: Scarborough Community Council Item X  
as adopted by City of Toronto Council on X, 2021

CITY OF TORONTO

BY-LAW No. X-2021

To amend former City of Scarborough Highland Creek Community Zoning By-law No. 10827, as amended, with respect to the lands known municipally as 40 Pan Am Drive

WHEREAS authority is given to Council by Section 34 and Section 36 of the *Planning Act, R.S.O. 1990, c.P. 13*, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. SCHEDULE "A" of the Highland Creek Community Zoning By-law 10827 is amended by removing the Holding Provision (H) from the lands shown on the attached Schedule 1.
2. SCHEDULE "C" EXCEPTIONS MAP of the Highland Creek Community Zoning By-law 10827 is amended by deleting Exception 29 from the lands as shown on the attached Schedule '2'.

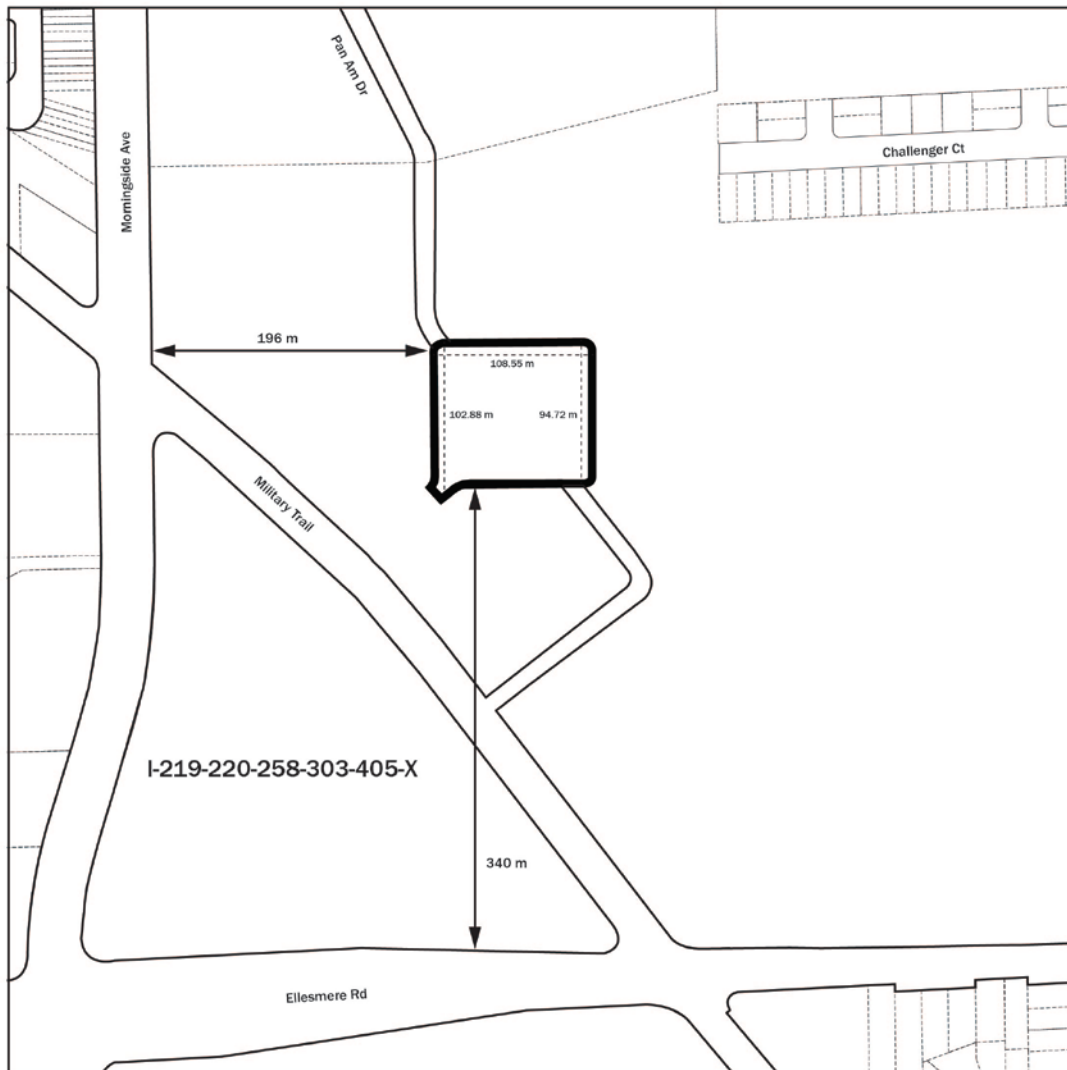
Enacted and passed on X, 2021.

Frances Nunziata,  
Speaker

(Seal of the City)

John Elvidge,  
City Clerk (Acting)

## Schedule '1'

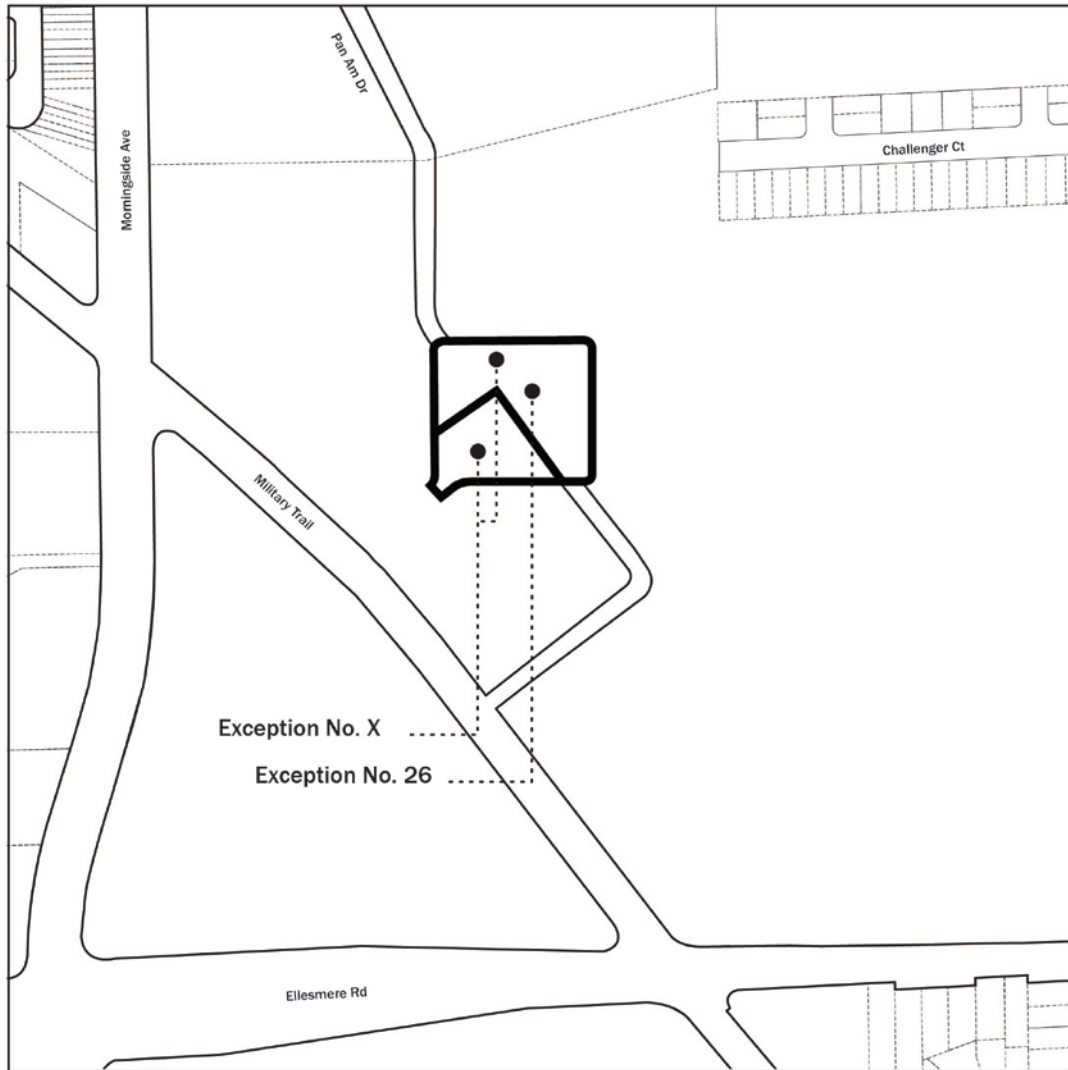


Proposed Zoning By-law Amendment  
40 Pan Am Dr

 Area Affected by this By-law

  
NTS

## Schedule '2'



Proposed Zoning By-law Amendment  
40 Pan Am Dr

 Area Affected by this By-law





## Attachment 6: Draft Zoning By-law Amendment

Authority: Scarborough Community Council Item X  
as adopted by City of Toronto Council on X, 2021

CITY OF TORONTO

BY-LAW No. X-2021

To amend former City of Scarborough Highland Creek Community Zoning By-law No. 10827, as amended, with respect to the lands municipally known as 40 Pan Am Drive

WHEREAS authority is given to Council by Section 34 and Section 36 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. SCHEDULE "A" of the Highland Creek Community Zoning By-law is amended by deleting the current zoning and replacing it with the following zoning as shown on the attached Schedule '1':

I - 219 - 220 - 258 - 303 - 405 - X

2. SCHEDULE "B", PERFORMANCE STANDARD CHART, is amended by adding the following performance standards:

### PARKING STRUCTURE

X. One parking structure with a maximum 1100 vehicle parking spaces.

3. SCHEDULE "C" EXCEPTIONS MAP, is amended by adding Exceptions 26 and X to the Map as outlined on Schedule '2'.

X. On those lands identified on the accompanying Schedule "C" map, the following provisions shall apply:

Additional Permitted Uses:

Retail Stores

Restaurants

Business and Professional offices

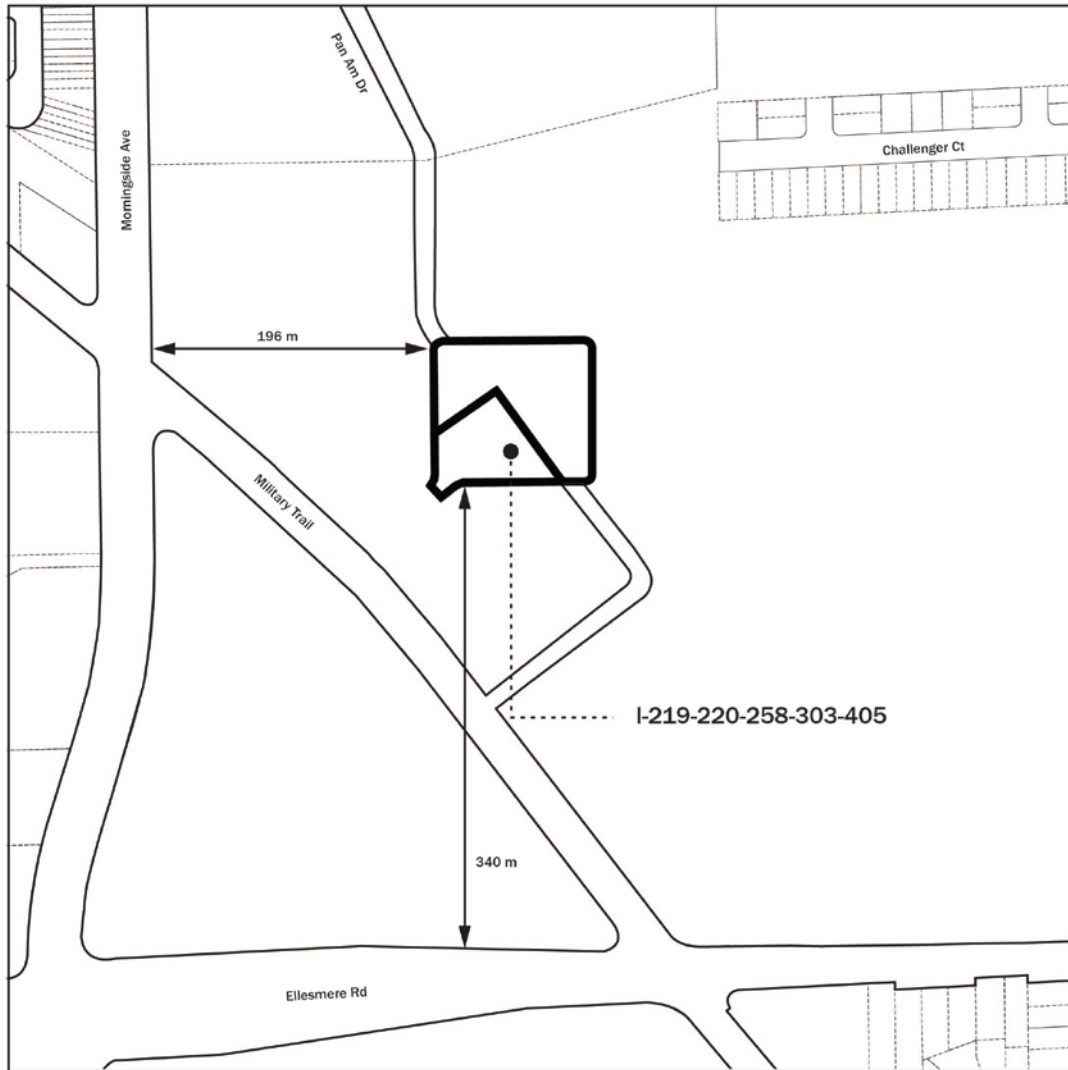
Enacted and passed on X, 2021.

Frances Nunziata,  
Speaker

(Seal of the City)

John Elvidge,  
City Clerk (Acting)

## Schedule '1'

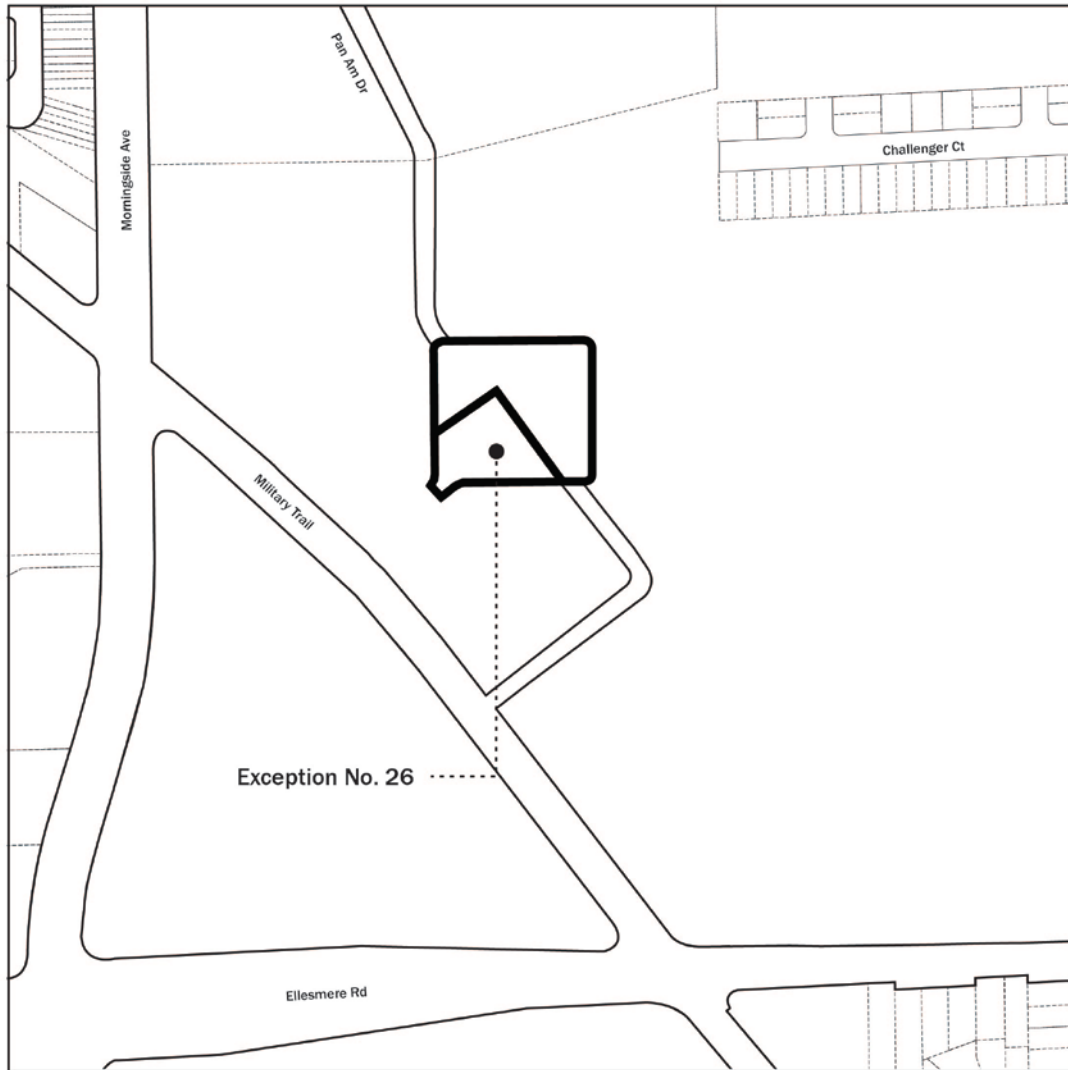


Proposed Zoning By-law Amendment  
40 Pan Am Dr

 Area Affected by this By-law

  
NTS

## Schedule '2'

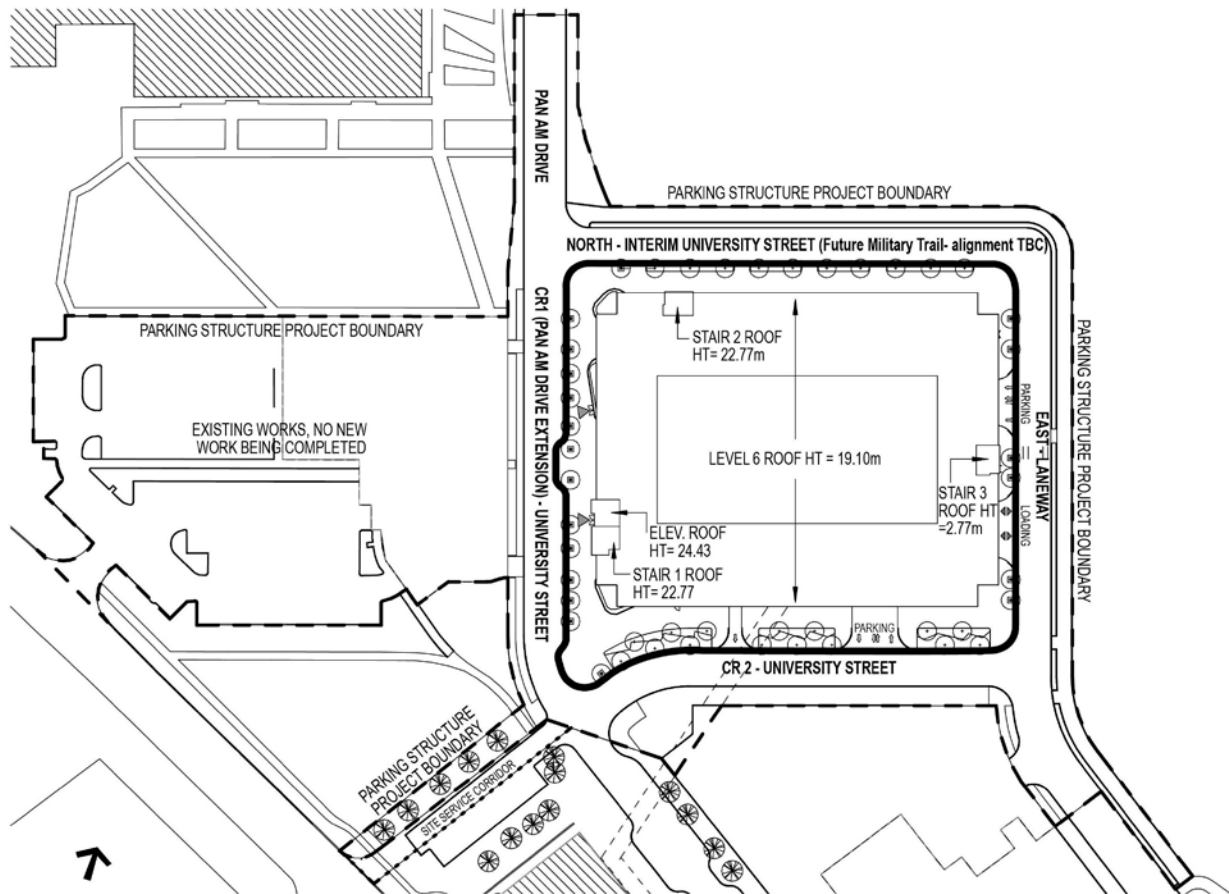


Proposed Zoning By-law Amendment  
40 Pan Am Dr

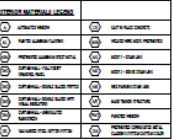
 Area Affected by this By-law

  
NTS

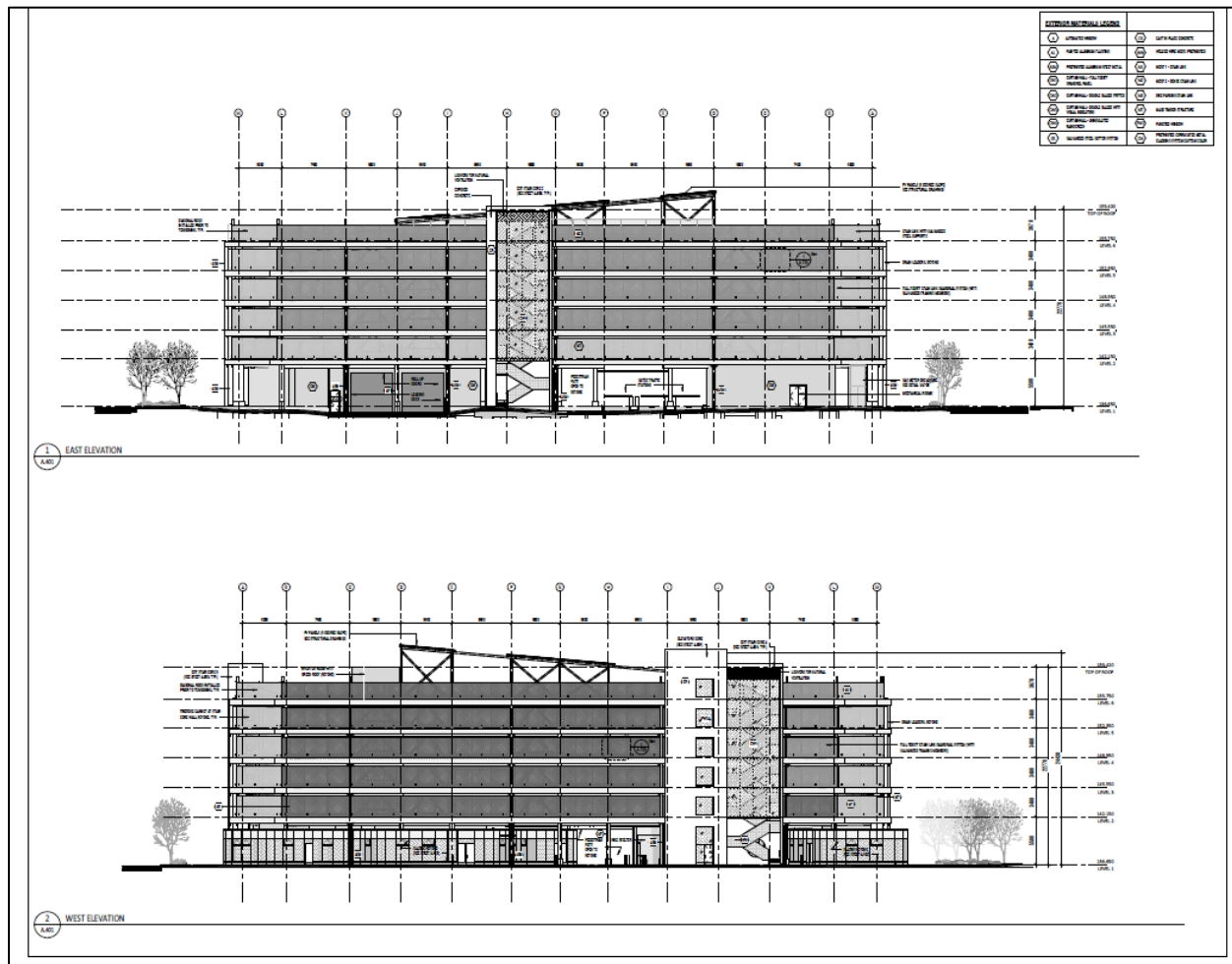
## Attachment 7: Site Plan



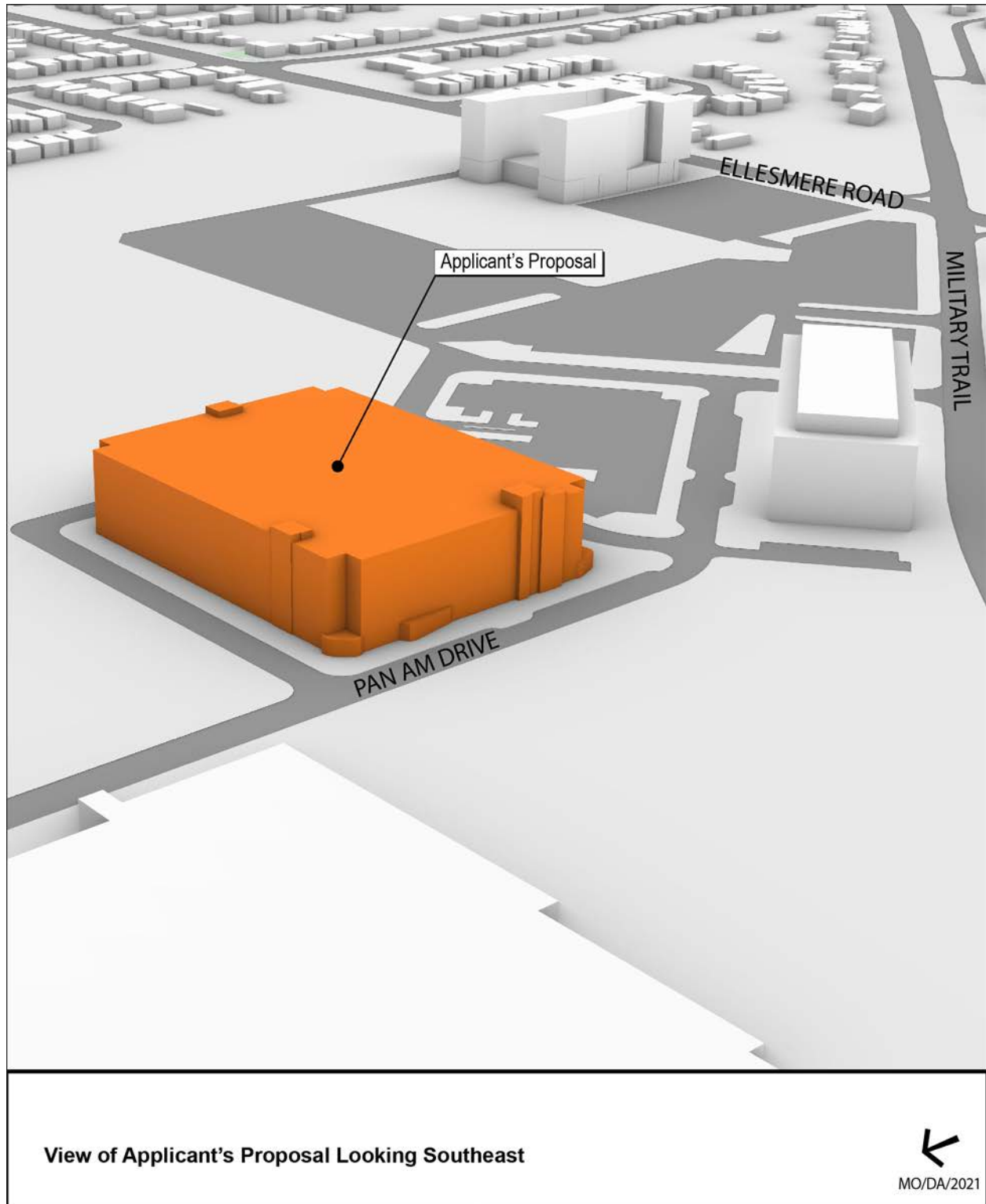
## Final Report - 1050 Military Trail (40 Pan Am Drive)



## Attachment 9: East and West Elevations

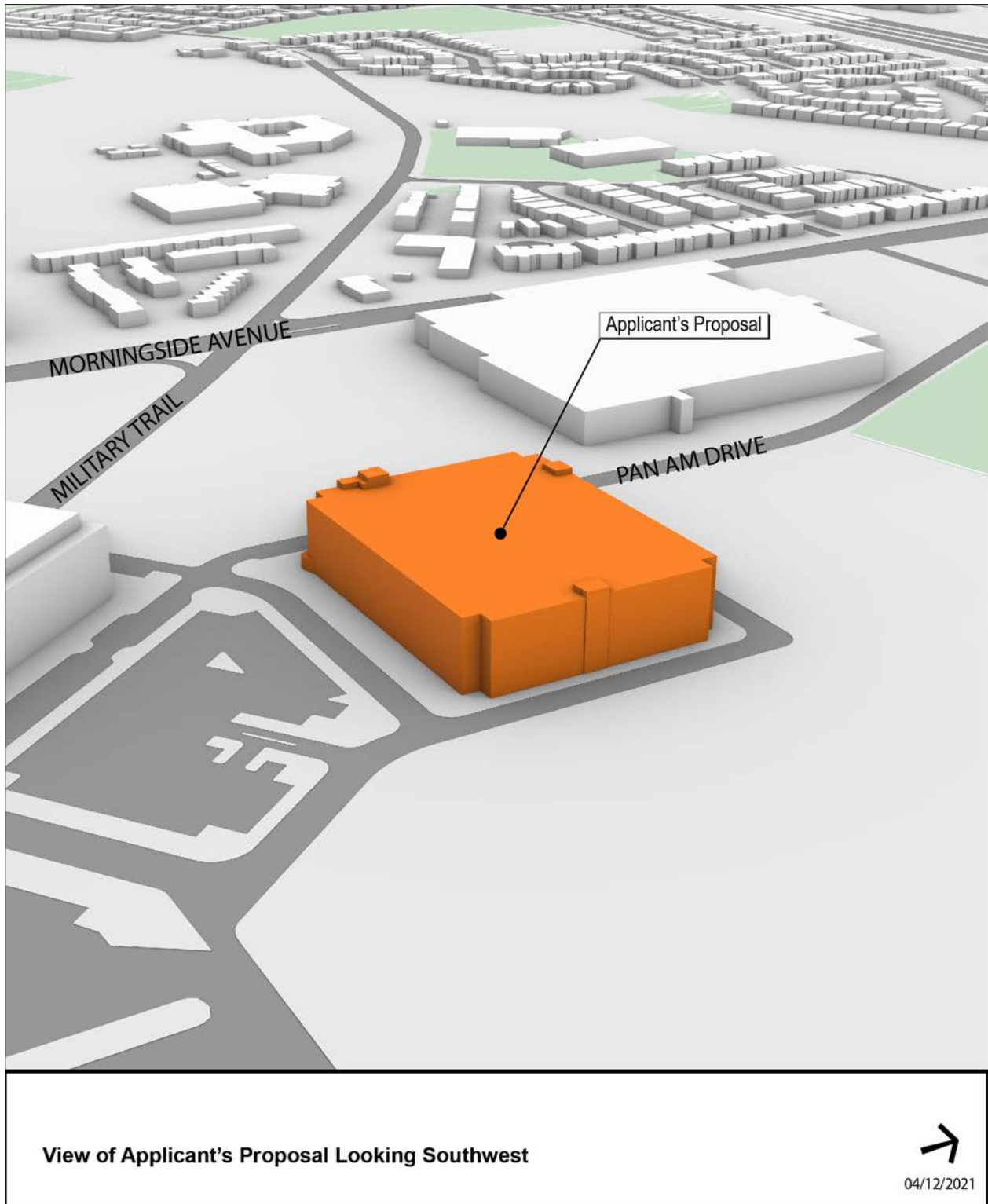


## Attachment 10: 3D Massing Model (Southeast)





## Attachment 11: 3D Massing Model (Southwest)



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