



PLANNING AND URBAN DESIGN

18 July 2023

Toronto City Council
100 Queen Street West
Toronto, ON
M5H 2N2

Attention: Mayor and Members of Council

Dear Mayor and Members of Council,

**RE: Item SC6.13: Our Scarborough Centre Secondary Plan
Study – Proposals Report**
WND File: 11.633

We are the planners retained by the 1680 Brimley Limited Partnership, the owners of 1680 Brimley Road in the City of Toronto (the “Subject Site”), with respect to the mixed-use development approved for the Subject Site. The Approved Development for the Subject Site includes a new daycare, substantial ground floor retail, public art, a public plaza, and 1,591 dwelling units (the “Approved Development”), and is currently proceeding through the final stages of Site Plan Control.

Background

On July 27, 2023, Scarborough Community Council adopted Item SC6.13 “Our Scarborough Centre Secondary Plan Study – Proposals Report” and the recommendations within the accompanying report from City Planning staff (the “Staff Report”) to proceed with additional consultations and prepare a draft Official Plan Amendment to the Scarborough Centre Secondary Plan. A series of consultant reports were also prepared to inform the city’s draft policies, with the final “Our Scarborough Centre: Phase 4 Final Study Report” (the “Consultant Report”) being released in June 2023.

We have reviewed the Staff Report and Consultant Report and have identified potential policy directions which are inconsistent with the Approved Development. The City of Toronto Official Plan generally directs that development and growth within the City should have appropriate regard for the existing and planned context of the surrounding area. As the City advances its updates to the SCSP to guide future development, it is important that the emerging framework reflects the future vision for *Scarborough Centre* and existing development approvals for the Subject Site and the wider area.

Comments

Height Mapping

In Figure 6.1 of the Consultant Report (page 71), the Subject Site is labelled with a height range of between “30 to 44” storeys, whereas the Approved Development has heights up to 47 storeys. Other nearby sites with approved developments have been labelled with the appropriate height ranges that reflect their existing approvals and we would respectfully request that the inconsistency with respect to the Subject Site be addressed as the City prepares its draft Official Plan Amendment.

Density Mapping

In Figure 6.2 of the Consultant Report (page 73), the Subject Site is labelled with a density (floor space index or “FSI”) range of “4.0 – 6.0”, whereas the Approved Development has an FSI of 7.74. Other nearby sites with approved developments have been labelled with the appropriate density labels that reflect their existing approvals and we would respectfully request that the inconsistency with respect to the Subject Site be addressed as the City prepares its draft Official Plan Amendment.

Active Transportation

On Figure 5.9 of the Consultant Report (page 66), separated cycle track facilities are identified for Progress Avenue and Brimley Road along the frontages of the Subject Site. The Approved Development supports active transportation with a substantial amount of bicycle parking accompanying a pedestrian friendly ground floor configuration. While City staff have recently raised the interface of the Proposed Development and the Brimley Road cycle tracks with the Owners, the Progress Avenue cycle tracks were not identified through the zoning approval process for the Subject Site or at any time prior to site plan application submission. We trust that the City will undertake all efforts to implement its long-term mobility vision for Progress Avenue without impacting the Approved Development.

Parkland Policies

Figure 5.4 of the Consultant Report (page 60) identifies a potential new public park and associated pathway within the abutting property to the west (Atlantic Packaging). The Consultant Report and Staff Report further suggest new policies to limit shadowing on parks within the *Scarborough Centre*. The proposed parkland west of the Subject Site would be subject to shadowing from the Approved Development’s buildings and above-grade parking structure. We suggest that the locations and policies for parkland within *Scarborough Centre* be further refined as City staff prepares its draft Official Plan Amendment policies to avoid inconsistencies with the approved development context of the area.

Streets and Blocks

Figure 5.5 of the Consultant Report (page 61) includes an error where the segment of Brimley Road, abutting the Subject Site and spanning from Progress Avenue, south to the proposed west-east mid-block road at the location of the current Scarborough SRT is colourized in a manner that is not reflected in the

legend. We kindly request that this Figure is amended for accuracy and consistency with the Approved Development in the formal draft Official Plan Amendment.

We trust this letter and the suggested revisions are informative to your review of the emerging policy framework for the Scarborough Centre area, and should you have any questions please do not hesitate to reach out to the undersigned or Brandon Leal of our office.

Yours very truly,

WND associates
planning + urban design

A handwritten signature in black ink, appearing to read "A Ferancik". The signature is written in a cursive, flowing style.

Andrew Ferancik, MCIP, RPP
Principal