

300 Borough Drive, 1755 Brimley Road, 400 to 580 Progress Avenue and 350 Town Centre Court – Official Plan Amendment – Request for Direction Report

Date: May 31, 2023

To: Scarborough Community Council

From: Acting Director, Community Planning, Scarborough District

Wards: 21 - Scarborough Centre

Planning Application Number: 21 206885 ESC 21 OZ

SUMMARY

On September 2, 2021 an Official Plan Amendment (OPA) application was submitted to permit a long-term mixed use development plan for portions of the Scarborough Town Centre (STC) Shopping Centre site. The existing STC Shopping Centre is to remain in operation. Proposed development is intended to occur in a phased manner over the next 20 years and beyond. The proposed master plan introduces an internal private above and below grade street network, the extension and realignment of three public streets, parks and opens paces, cycling infrastructure, internal pedestrian connections, new residential uses in the form of mid-rise and tall buildings, and additional commercial and office uses. It consists of 21 new development blocks, seven new park blocks and 10 private parks and/or Privately-Owned Publicly Accessible Spaces (POPS) blocks. Over 15,500 residential units, 32,400 square metres of retail, 32,500 square metres of office for an overall proposed Floor Space Index of 3.9 (including the STC Shopping Centre). Proposed building heights range from eight to 65 storeys.

On October 17, 2022, the applicant appealed the application to the Ontario Land Tribunal (OLT) due to Council not making a decision within the 120-day time frame in the Planning Act.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the Applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Application regarding the Official Plan Amendment appeal for the lands at 300 Borough Drive, 1755 Brimley Road, 400 to 580 Progress Avenue and 350 Town Centre Court and to continue discussions with the Applicant in an attempt to resolve outstanding issues.

2. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:

a. the final form and content of the draft Official Plan Amendment are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director City Planning;

b. the Owner has provided updated Urban Design Guidelines to the satisfaction of the Chief Planner and Executive Director, City Planning;

c. the Owner has provided an Infrastructure / Municipal Servicing Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning and the Chief Engineer and Executive Director, Engineering and Construction Services;

d. the Owner has provided a Transportation and Street Network Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services;

e. the Owner has provided an Affordable Housing Strategy to the satisfaction of the Chief Planner and Executive Director, City Planning; and

f. the Owner has provided an Energy Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning.

3. City Council authorize the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

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

Pre-application History

Pre-application consultation meetings were held on June 19, 2017, October 20, 2017, April 27, 2018, November 1, 2018 and December 3, 2020 with the applicant to discuss the proposed masterplan.

A number of key issues were identified by City staff including regard for the existing and planned context, as well as emerging directions from the Our Scarborough Centre (OurSC) Secondary Plan Study; the provision of a block context plan; an appropriate parkland and open space strategy; public realm and streetscape improvements; servicing and infrastructure capacity; street network; appropriate community services and facilities; and a phasing strategy.

A Planning Application Checklist was provided to the applicant on January 6, 2021.

Official Plan Amendment Application

On September 2, 2021 an Official Plan Amendment application was submitted to permit a long-term mixed use development plan for portions of the STC Shopping Centre site. The existing STC Shopping Centre is to remain on site and in operation. The proposed development is intended to occur in a phased manner over the next 20 years and beyond. This proposal introduces an internal private above and below grade street network, the extension and realignment of three public streets, parks and opens paces, cycling infrastructure, internal pedestrian connections, new residential uses in the form of mid-rise and tall buildings, and additional commercial and office uses. Twenty-one development blocks are proposed of which 16 blocks are primarily mixed-use base buildings with residential towers atop ranging in heights from eight to 65-storays; three are stand-alone park blocks; one stand-alone POPS block; and the STC Shopping Centre block. This application was deemed complete on March 16, 2022.

A Preliminary Report was adopted by Scarborough Community Council on January 10, 2022 authorizing staff to initiate the public engagement work plan as outlined in the preliminary report, in consultation with the local area Councillor with an expanded notification area. The decision of the Scarborough Community Council can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.SC29.3>

Appeal to the Ontario Land Tribunal

On October 17, 2022, the applicant filed an appeal to the Ontario Land Tribunal (OLT) citing the City's failure to make a decision on the requested Official Plan Amendment within the statutory timeframe set out in the Planning Act.

An OLT Case Management Conference (CMC) was held on April 27, 2023. A second CMC is scheduled for August 22, 2023.

Design Review Panel

The Block Master Plan was before the City's Design Review Panel (DRP) on two occasions: March 7, 2019 and July 14, 2022. Staff sought the panel's feedback on the vision and proposed master plan concepts; enhancing site connectivity through public streets; amount of parkland provision, including larger consolidated parks; mixture of building types; building footprint coverage; district level sustainability opportunities; and future long-term redevelopment of the STC Shopping Centre.

SITE AND SURROUNDING AREA

Site Description and Dimensions: The site is located at 300 Borough Drive, 1755 Brimley Road, 400 to 580 Progress Avenue and 350 Town Centre Court. It is bordered by Brimley Road to the west, Highway 401 to the north, McCowan Road to the east, and Triton Road / bus terminal to the south. The site is generally rectangular in shape and is approximately 37 hectares in size.

Existing Use: The site presently supports the existing 114,000 square metre STC Shopping Centre, a mix of stand-alone retail uses, and associated surface and underground parking facilities.

Surrounding uses include:

North: beyond Highway 401 are low rise residential neighbourhoods.

South: immediately south of the STC Shopping Centre is an elevated portion of TTC's Line 3 track and a pedestrian bridge; and Triton Road which serves as a corridor for TTC and GO bus routes and connections. Further south are a mix of high-rise residential buildings; institutional buildings, including the Scarborough Civic Centre, Scarborough Centre Library and Service Canada Centre; and Albert Campbell Square and Park.

East: across McCowan Road is the existing McCowan RT Station for Line 3, the terminus station of the Scarborough RT and Consilium Place which is a three tower office complex.

West: there are two vacant pieces of land across Brimley Road which have mixed-use zoning approvals in place; further west are clusters of low-density employment uses, including operations of Atlantic Packaging and Mondelez.

THE APPLICATION

The OPA application seeks to create a long-term mixed use development plan for the lands with the STC Shopping Centre to remain. The proposed development is intended to occur in a phased manner over the next 20 years and beyond.

The proposed OPA seeks to introduce an internal private above and below grade street network; the extension and realignment of three public streets, which would be subject to an Environmental Assessment process; parks and open spaces; cycling infrastructure, internal pedestrian connections; new residential uses in the form of mid-rise and tall buildings; and additional commercial and office uses. The lands are proposed to be divided in four distinct districts, sub-divided into 21 development blocks, of which 16 blocks are primarily mixed-use base buildings with residential towers atop ranging in heights from eight to 65-storeys; three are stand-alone park blocks; one stand-alone POPS block; and the STC Shopping Centre block. All blocks are organized around the STC Shopping Centre.

Description

Height: buildings of eight to 65-storeys are proposed. The existing shopping centre is two storeys in height, with the outlying retail buildings generally one-storey in height.

Density (Floor Space Index): 3.9 times the area of the lot (including the STC mall).

Uses: 15,500 dwelling units; 32,400 square metres of retail GFA; 32,500 square metres of office GFA; and 2,500 square metres of community use space GFA.

Additional Information

See Attachments 1 - 2 of this report for a Location Map and Application Data Sheet. The applicant's proposed Site Plan, 3D Models and Proposed Official Plan can be found in Attachments 6-9.

All plans and reports submitted as part of the application can be found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Reasons for Application

The draft OPA proposes to amend Chapter 7, Site and Area Specific Policies, in order to put in place a framework for a comprehensive vision for the site to aid in guiding future development on the STC Shopping Centre lands over the long term. The amendments proposed include, but are not limited to, a range of residential and non-residential uses; creation of four new districts; a maximum gross Floor Space Index of 3.9 times the area of the site (inclusive of the existing STC mall); heights ranging between eight and 65 storeys; a network of new private streets and connections; new locations for public and private parkland and other public realm elements; and new site and area specific policy to address the long term vision, structure and build out of the site.

Plan of Subdivision

A future draft plan of subdivision application is required for the proper and orderly development of the site and to facilitate the creation of new public roads, public parks and development blocks. An application for draft plan of subdivision has not been submitted.

POLICY CONSIDERATIONS

Official Plan Designation: The majority of the site is designated *Mixed Use Areas*, with one block designated *Parks* on Map 19 in the Official Plan. The site is also identified as a *Centre* on Map 2 of the Official Plan and is located within the Scarborough Centre Secondary Plan (SCSP) area. The block at the southeast corner of the subject lands is subject to Site and Area Specific Policies (SASP) No's. 5 and 9 in the SCSP. SASP No. 5 states that retail uses are permitted as a primary use and SASP No. 9 states that the block falls within the McCowan Precinct Plan area.

Additional information: See Attachment 5 for applicable policy documents.

COMMUNITY CONSULTATION

A virtual community consultation meeting was held on March 3, 2022 at which time the staff provided an overview of the proposal and the planning review process, as well as provided an opportunity for community feedback. Approximately 30 members of the public participated, as well as the Ward Councillor. General concerns expressed were in regards to increased traffic volumes in the area; servicing capacity; and the need for public parks and community services to support this level of intensification. People also wanted to better understand the phasing and timeline for development.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff's review of this OPA has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (PPS), and conformity with the Growth Plan for the Greater Golden Horseshoe (2019, as amended) (Growth Plan).

Staff find that elements of the OPA policies are not consistent with the PPS and do not conform with the Growth Plan. The OPA is not consistent with PPS policies concerning matters such as, but not limited to, the establishment of appropriate phasing, provision of safe and healthy communities, provision of appropriate built form, provision of a full

range of housing, public spaces, infrastructure and public service facilities, and energy conservation and climate change.

The PPS establishes that the Official Plan is the most important vehicle for the implementation of the PPS. The Official Plan, which includes the SCSP, articulates a vision for this area. As well, emerging direction from the OurSC Secondary Plan Study provides further guidance on matters including, but not limited to, heights, density, built form, parks and open spaces, servicing, and transportation to further implement the vision for Scarborough Centre. A discussion on the local policy issues is found below.

The OPA does not conform to, or conflicts with the Growth Plan. The proposed OPA does not conform to Growth Plan policies such as, but not limited to, policies related to complete communities, providing a diverse range and mix of housing options including affordable housing that can accommodate the needs of all household sizes and incomes, providing additional opportunities for new major office and major institutional development to be located within major transit station areas, providing opportunities for new public service facilities, providing appropriate policies to address the impacts of climate change and environmental sustainability, integrated planning, transportation, and the implementation of appropriate development standards through the Official Plan and other supporting documents.

The Growth Plan recognizes that well-planned infrastructure is essential to the viability of communities and critical to economic competitiveness, quality of life, and the delivery of public services. It provides that infrastructure planning, land use planning, and infrastructure investment must be coordinated. With no defined phasing strategy for the OPA it is unclear that the proposed amendment would integrate land use planning with infrastructure planning and allow for the coordination of identified municipal infrastructure. Further revisions to the draft policies will need to be explored in order to address the policy matters identified above.

Master Plan

The Master Plan submitted in support of the application identifies a high-level development concept for the subject lands and forms the basis for the proposed policy framework in the draft OPA. Staff have reviewed the plan and do not agree with matters including but not limited to proposed ownership structure (i.e., strata agreements); proposed implementation mechanisms (i.e., consents to sever); proposed private street network; building heights; mix of building typologies; elements of the public realm, including interfaces surrounding streets, parks and POPS locations. More detailed comments are provided in the following sections of this report.

Phasing of Development

The application proposes a long term (20+ year) build out of a large site (37 hectares in total) of which there are approximately 20 hectares of developable area (which excludes the existing STC Shopping Centre). Given the size of this site, the proposed

amendment is inadequate and needs further refinement in order to provide direction for the build out of the site in an orderly and coordinated manner. While the proposed development is in an appropriate location for growth and development, the scale and form of development needs comprehensive phasing policies and details on timing and implementation mechanisms that coordinate community facilities and services; municipal infrastructure; parks; a balanced mix of housing (including affordable housing); office; and other non-residential uses at each phase to ensure the orderly development of a safe, healthy and complete community. Revised policies to address the need for appropriate infrastructure and public realm elements to be delivered to support development in a coordinated phased approach and to identify whether any additional implementation tools may be required to realize the vision for the site are necessary to support this proposal.

Draft Plan of Subdivision

The OPA proposes a policy that would permit development pursuant to a consent process before the Committee of Adjustment. Staff do not support the applicant's approach. A Draft Plan of Subdivision is the appropriate implementation tool as it supports the City's policy framework as afforded by Section 51 of the Planning Act to secure for matters such as land conveyances and infrastructure improvements. This is in order to ensure the orderly development of land, including the creation of new development blocks, new public streets, new public servicing infrastructure and new parks.

Land Use

The site is designated *Mixed Use Areas* in the Official Plan, with one block designated *Parks*. *Mixed Use Areas* will create a balance of a mixture of uses that reduces automobile dependency and meets the needs of the local community. The SCSP articulates a specific growth management strategy to realize specific employment, housing, recreation and community service objectives by dividing the Centre into four land use 'Precincts'. The subject lands make up the entirety of the Town Centre Commercial Precinct, which is described as predominantly commercial centre providing regional level and local employment uses such as retail and office uses. While residential development is not the focus for this Precinct, neither will it be discouraged.

Pursuant to the SCSP, the block at the southeast corner of the subject lands is located within the McCowan Precinct. This block is subject to Site and Area Specific Policies (SASP) No's. 5 and 9 in the SCSP. SASP No. 5 states that retail uses are permitted as a primary use and SASP No. 9 states that the block falls within the McCowan Precinct Plan area.

The OPA proposes to establish four districts within the subject lands, each with their own set of distinct characteristics. However, refinements emerging from the OurSC Study outline an area structure for Scarborough Centre to help define its intended character, priorities for investment in the public realm and necessary infrastructure. It

does this by establishing six new districts within the Centre that provide a specific growth management strategy for each district to help protect and enhance the unique character of these sub-areas. The STC Shopping Centre lands comprise three of the six districts three of which comprise the STC Shopping Centre lands. Staff are concerned that the four districts being proposed in the OPA do not reflect the vision and area structure of the OurSC Study and tend toward uniformity. The applicant is required to align with the area structure being recommended as part of the OurSC Study to develop the unique strengths of these areas.

Based on staff's review, the proposed mix of land uses is generally appropriate given that the existing STC Shopping Centre is to be retained and there are non-residential uses proposed for areas in the Master Plan. However, the proposed policy direction in the OPA is too general and a greater level of specificity with regards to ensuring a balance of uses in each phase is required. This includes policies in respect of the amount of major office uses, which should be increased given the site's location with a Growth Centre, its proximity to a major transit station area, Highway 401, McCowan Road and Brimley Road; as well as policies that provide greater detail regarding the use of base buildings for retail uses and are reflective of emerging directions in the OurSC Study that identify priority retail streets. Staff would like to continue to work with the applicant on the location and mixture of non-residential uses within base buildings in order to support animated street frontages, pedestrian connectivity and non-automobile trips.

Adequate policies are also required regarding interim uses such as parking, loading and servicing during the phasing of development and to ensure that any future redevelopment of the STC Shopping Centre be further examined in a comprehensive manner.

Public Realm and Streetscape

The Official Plan notes that the public realm is the fundamental organizing element of the city and its neighbourhoods, playing a vital role in supporting population and employment growth, health, livability, social equity and overall quality of life. The public realm provides the organizing framework for development, in turn new development must enhance and extend a high quality public realm and support the creation of complete communities inclusive of public streets, parks and open spaces for every scale of city building.

Official Plan policies direct for development to be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks.

The SCSP envisions the introduction of a fine grid of streets and connections that will substantially improve pedestrian permeability, adding more options for movement. This extensive network of public streets is supported by connections through development sites and trails within parks and open spaces. This multi-modal network will support all users and provide choice for how people move about the Centre.

The OurSC Study has largely maintained the recommendations of the Transportation Master Plan (OPA 408 and 409), with two major updates. These include a new system of street character types and the Green Loops, which will be specially landscaped and signed routes connecting many of the parks and open spaces with the Centre. The street character types speak to the look and feel of streets and the pedestrian user experience, while the Green Loops speak to the structural role of a network to organize public spaces across the Centre.

Planning staff have reviewed the proposed OPA in the context of the public realm and streetscape, against the policies of the Official Plan, including the SCSP, and emerging directions from the OurSC study, and there are many aspects of the OPA that need refinement.

The proposed OPA does not reflect the street network as shown on Map 5-3 in the SCSP and includes a private road network around the STC Shopping Centre, which results in several blocks without public street frontage posing issues for urban design, transportation and servicing. The proposed Official Plan amendment does not identify minimum street setbacks and right of way widths, which are required in order to determine the ability to achieve public realm components such as cycle tracks and sufficient space for tree plantings. Additional policy direction regarding the phasing and delivery of the public street network and its public realm elements to ensure connectivity and permeability through the site at each phase of development is required.

Official Plan policies speak to minimizing conflicts between vehicles and active transportation users. As the site contains an operational shopping centre with its own needs for vehicular and truck movements, policies need to be included in the proposed amendment regarding the avoidance of conflicts between pedestrians, cyclists and vehicles and that speak to the priority of the locations for POPS, and the design intent and quality of each street as well as other public realm elements such as tree plantings. Further details about the pedestrian connections and routes, and the interface of the proposed POPS and plazas with vehicular and truck access is required. As there will be pedestrian connections through the site and the STC Shopping Centre to the future Scarborough Centre subway station, further policy direction about securing and phasing the internal "PATH-like" pedestrian connections with the development phases is also required.

Emerging directions from the OurSC study envisions parks developed around three green loops. The proposed OPA generally follows the vision of the OurSC study in this respect, however it is recommended additional public parkland be explored along the interior of Borough Drive to achieve the envisioned green loop parkland design. It is also

recommended that the McCowan Gateway Park be relocated to Block 5 in the Master Plan to strengthen the pedestrian and park amenity connection to neighbouring Albert Campbell Square and the YMCA. The proposed POPS network is comprised primarily of commercial entry plaza's to the STC Shopping Centre and private parks. POPS are intended to complement the public park system, not replace them. As such, it is recommended a hierarchy and variety of POPS spaces be developed to improve the fine grain pedestrian network. Further policy direction is required in the draft OPA regarding coordinating a network of public parks and POPS demonstrating consistency with the OurSC Study to ensure the development provides connections to the broader network of parks and open spaces, including the future Scarborough Centre subway station and bus terminal.

The draft OPA requires significant revisions and additional policy direction as it relates to public realm components, including the architectural language of the development and building typologies, scale and transition, the relation between public realm elements such as parks and POPS, at-grade activities, location of servicing and vehicular entrances, cycling and pedestrian networks, micro-climate conditions and details about whether the proposed cross sections of the proposed new public and private streets provide sufficient space for the implementation of the City's of Complete Streets objectives.

Mobility/Street Network

As illustrated on the Site Plan (Attachment 6), the application includes the realignment and/or extension of three public streets (Progress Avenue, Borough Drive West and Borough Drive East), which reflects Map 5-3 of the SCSP. However, the remainder of the existing and proposed street network is primarily by way of private streets.

Both the Official Plan and the SCSP speak to dividing large sites into smaller scaled development blocks to facilitate a high level of permeability for pedestrian, cycling, and vehicular circulation and to encourage appropriate building type and scale of redevelopment. The public realm policies in the Official Plan direct that new streets be designed to provide access and address for new development, allow the public to freely enter without obstruction, and provide and improve the frontage, visibility, access and prominence of natural and human-made features including parks, schools etc. Section 3.1.1 of the Official Plan reinforces the importance of public streets and states in Policy 9 that new streets should be public streets, providing access for vehicles, pedestrians and bicycles; space for utilities and services; building address; view corridors and sight lines; and by ensuring that new streets will be provided in consideration of surrounding land uses. Public streets serve as the fundamental organizing element of the City's physical structure. The Official Plan also directs that new development front onto and have access and address from public street and park edges. Map 5-3 of the SCSP illustrates a more extensive public street network on the east, west and north portions of the STC Shopping Centre lands to connect to the larger area network and the proposed private streets conflicts with this vision. Staff would like to ensure a finer grain public street network as the site develops in future phases and preserves for future

connectivity should the Shopping Centre redevelop itself. A detailed phasing plan is needed in order to demonstrate the appropriate delivery of these new streets and their interim conditions, and that active transportation connections will be delivered with new development.

Parkland

In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike. The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded.

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. According to the Strategy's methodology, the development site is currently in an area with no population or provision level. The city-wide average provision is 28 m² of parkland per person (2016).

Given the future expected growth both within the site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of new parks to serve the future population. The SCSP also acknowledges that the existing supply of parks and open spaces will need to be improved and expanded to meet increased demand from the planned increase in residential and worker population over the next 30 years, and that to meet this need and maximize opportunities to obtain parkland in the Centre, the dedication of land is preferred to cash-in-lieu of land, especially on sites 1.0 hectare or greater in size.

Section 42 of the *Planning Act* establishes an alternative parkland dedication rate of 1.0 hectare per 600 units. The SCSP does not specify a maximum/cap for the required parkland dedication. The resulting parkland dedication requirement is 259,167 m² or 97.24% of the site area. An amendment to this policy is required to bring it in line with City-wide parkland dedication policies.

As a result of recent amendments to the *Planning Act* as per Bill 23 - More Homes Built Faster Act, 2022 for sites that are greater than 5 hectares, a parkland cap of 15% of the development site is applied to the residential use while the non-residential use is subject to a maximum 2% parkland dedication. In total, the parkland dedication requirement for the site is 40,293 m².

The OPA proposes approximately 36,200 m² of public parkland on-site over seven park blocks, which results in a shortfall of approximately 4,093 m². A parkland strategy is being developed through the OurSC Study and while the applicant has shown some parks in the appropriate location, refinements are required, including the addition of

public parkland on the east and west side of the development lands. Specifically, there is a lack of parkland in the south-east corner of the site, an area in the OurSC Study where the higher heights and density are anticipated. Refinements are required to the OPA to equally distribute parkland within the lands equally serving all future residents. Additionally, the OPA is proposing that parkland requirements be addressed through a combination of on-site parkland dedication cash-in-lieu payments, and potential strata agreements. These high level draft policies do not reflect the objectives of the Official Plan, including the SCSP, and the emerging directions from the OurSC study and the applicant will be required to satisfy the full parkland dedication requirements through on-site parkland dedications that conform with the Official Plan policy 3.2.2.8. All parks must be free and clear of any encumbrances, and have ample frontage on a public street.

Approximately 40,000 m² of private open space and POPS is also being proposed. More information is required about the proposed POPS and plazas, specifically additional detail on the hierarchy of the proposed POPS plazas, whether they have public street frontage, pedestrian connections and routes, the interface of the proposed POPS and plazas with vehicular and truck access, and means of public access.

The size and location(s) of parkland dedication and appropriate open space/POPS requirements will be informed by Official Plan and Secondary Plan policies, as well as emerging directions from the OurSC Study, which will further articulate the Official Plan policies for the acquisition and improvement of public parkland, open spaces and recreational facilities within the Centre.

Built Form

Planning staff have reviewed the proposed built form, including height, setbacks, massing and transition, against the policies of the Official Plan, including the SCSP, emerging directions from the OurSC study, and relevant urban design guidelines such as the Mid-Rise Building Performance Standards and the Tall Building Design Guidelines.

Building and site design in Scarborough Centre is to meet the highest of existing city-wide standards, as well as the emerging directions from the OurSC study. As the Centre urbanizes and intensifies, a more outward-looking site organization that emphasizes the public realm is required. Policies that identify and better define the built form relationship to the public realm need to be addressed in the OPA, these include but are not limited to building setbacks, coverage, landscape amenity at-grade, conceptual retail building organization servicing areas etc. Information on building setbacks, building coverage and conceptual retail and servicing areas is outstanding and needs to be identified to ensure the built form contributes appropriately to the public realm in achieving and enhancing various streetscape characters proposed within Scarborough Centre.

The built form policies in the *OPA* identify a height strategy for the site that directs the tallest buildings to the edges of the site, with concentrations adjacent to the planned

Scarborough Centre subway station, along the edge of Highway 401 and Brimley Road, which is generally consistent with the three height peaks being proposed in the OurSC study. Staff do not support heights of 65-storeys being proposed in some locations as it exceeds the 55-storey height limit that is emerging through the OurSC study direction.

The proposed OPA contains general language around built form and notes the "provision of a variety of building types" and that the site will be "primarily comprised of taller buildings on low to mid-rise podiums interspersed with mid-rise buildings in certain Districts". The block master plan, however, only identifies eight mid-rise buildings between the existing STC Shopping Centre and the proposed surrounding residential neighbourhoods, in some cases the mid-rise heights being proposed exceed the five to 14-storey height limits that are emerging through the OurSC study direction. The emerging pattern of development in Scarborough Centre encourages substantial built-up edges and mixed uses to strengthen a sense of place and vitality, create a comfortable walking environment, and support viable retail where appropriate. A range of building types, especially mid-rise and tall buildings are needed. While towers help to achieve high densities, an unvaried monoculture of tall buildings is not desirable from a design and quality of life perspective. Achieving a mix of building typologies within each block and across the entirety of the development lands is required in order to achieve a diversity of form, character and affordability thereby ensuring livable neighbourhoods, access to sky view, sunlight and improving the quality of the street, as well as ensuring good wind conditions in all seasons. Staff do not support the current variety of built form being proposed for the lands.

In order to support animated street frontages, pedestrian connectivity and non-automobile trips, non-residential uses within base buildings are encouraged in key locations. Additional information is required with respect to the location and mixture of non-residential uses. In particular, priority retail framing new streets, parks and open spaces needs to be reflected in the OPA, including the identification of priority retail frontages that align with emerging direction from the OurSC study.

Policy 5.26 in the SCSP states that parking is to be incorporated below-grade in new developments. Above-grade, structured parking is discouraged from a policy perspective and at the City's discretion. The current master plan illustrates several above-grade parking structures and the OPA provides policy direction to support this. Staff have concerns with above grade parking resulting in high building lot coverage, minimizing the ability for landscape open spaces at grade and conformity with Toronto Green Standard tree soil volume requirements. The applicant needs to demonstrate that above-grade, structured parking is appropriate given the existing policy direction to promote pedestrian and transit use; and to locate and design development to frame and support the public realm with active uses.

Building heights in the Centre shall respond to its planned context as a transit-oriented, mixed-use place and one of Toronto's five Centres. The greatest height and intensity of buildings should happen immediately adjacent to the future Scarborough Centre Subway station along McCowan Road with heights of 45 to 55 storeys, and two

secondary peaks at Brimley Road and Progress Avenue, and along the northern edge of the Centre adjacent to Highway 401 with heights of 30 to 55 storeys. These three areas of the Centre are referred to as the "Multiple Peaks" in the OurSC Study. Heights are to step down between height peaks, around parks surrounding the STC Shopping Centre and along the edges of the Centre and natural areas. As such, lower heights between 5 to 14 storeys and 15 to 29 storeys are identified predominantly around the STC shopping Centre to protect for sunlight on proposed public parks, creating a peak and valley height approach. Varied building heights will contribute to the unique relationship between the built form, streets, and open spaces and should respect the character and scale of each District.

The OPA proposes several tower heights of 55 to 65 storeys near the subway station, these should be revised to a maximum of 55 storeys with the tallest heights near the subway station to reflect the direction from the OurSC study. Additionally, adjustments are required to reduce heights to between 30 to 44 storeys in several areas to provide transition between the subway height peak and the north height peak, similarly between the north height peak and the Brimley Road and Progress Avenue height peak to visually define the separate height peaks. The proposed heights on the west frontage of the STC Shopping Centre also need to be reduced from 40 storeys to a range of 15 to 29 storeys to transition down to the STC Shopping Centre.

The OPA proposes a total of ten tall buildings on podiums along the northern perimeter of the site against Highway 401 to buffer the parks and adjacent uses from noise and pollutions. Additional information, including noise, air and vibration studies, is required to demonstrate the feasibility of development in proximity to Highway 401. To ensure visual interest of the skyline and appropriate skyview, as well as to minimize shadows on parks, a greater variety of building heights is required.

Mid-rise building height is to follow Official Plan policy and be contextual in height, informed by the width of the abutting street right-of-way. The planned right-of-way width for Progress Avenue and Borough Drive is 27 metres, limiting mid-rise building height to 27 metres or 8 to 9 storeys in height. The planned right-of-way for Brimley Road and McCowan Road is 36 metres, allowing for 11 storeys. Proposed mid-rise heights are to be revised accordingly.

Overall, the built form policies contained in the OPA are too general and insufficient to guide development on these lands. Additional policy direction is required on: site organization; setbacks; building heights; tower separation; massing; transition in scale; animation; and shadows; amongst other built form elements. Staff recommend that policy direction be taken from the Official Plan, the SCSP, emerging direction for the OurSC study, the Mid-Rise Building Performance Standards and the Tall Building Design Guidelines.

Sun, Shadow, Wind

The Official Plan identifies that new development should adequately limit shadow impacts on properties in adjacent lower-scale neighbourhoods, particularly during the spring and fall equinoxes and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The Official Plan also identifies that where development includes, or is adjacent to a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

Emergent policies from the OurSC Study note that height (regardless of permissions) will also be limited by the need to protect critical natural areas and parks from undue shadow impacts. These include: a minimum of seven hours free of incremental shadow on all existing parks and natural areas; a minimum of six hours free of new incremental shadow on all school sites, new natural areas and new major parks; and at least three hours free of incremental shadow on all other parks. Staff are concerned with the proposed heights of the buildings and their shadow impacts on proposed parks on the site, as well as recently approved and existing parks in the immediate area. Shadow analysis on existing and proposed parkland is outstanding and required for review of built form height. More detailed information and policy direction is required on these matters in the OPA.

Housing

A key objective of the PPS, Growth Plan and Official Plan is to ensure development contributes to livable, healthy and inclusive communities. Providing for a full range of housing and community services within neighbourhoods is a key component for achieving these objectives. A full range of housing includes a mix of built forms, unit sizes, tenures and affordability.

The Official Plan identifies that new neighbourhoods should include, amongst other matters, strategies to provide community services and affordable housing. Policy 3.2.1.9 of the Official Plan also recognizes that large residential developments provide an opportunity to achieve a mix of housing in terms of type and affordability. On large sites, generally greater than five hectares in size, the first priority community benefit is the provision of 20 per cent of the additional residential units as affordable housing. The affordable housing contribution may take the form of units constructed on-site or land conveyed to the City. To recognize the different delivery timing and cost considerations, the policy has been implemented with various equivalent options: providing land to support the construction of 20% of the units as affordable housing; the provision of 10% of built units for a limited affordability term; or 5% of built units for long term affordability. With phased developments, the affordable units should be provided at the same pace as market units.

In November 2021, City Council adopted Official Plan Amendment 557 and Zoning By-law 941-2021 for Inclusionary Zoning (IZ). While the site is located within an Inclusionary Zoning Market Area and an Inclusionary Zoning By-law has been

approved, the Province has not yet approved the PMTSAs and MTSAs which is a necessary precondition for IZ to be implemented for a given site. As such, policy 3.2.1.9 identifies affordable housing as a priority for large sites.

The applicant's proposed affordable housing policies are for the entire site and *are* inconsistent with the Official Plan policies and the inclusionary zoning policies. Additionally, appropriate phasing policies to ensure that affordable housing is to be included in each phase of development is lacking. An appropriate affordable housing strategy is required to ensure that affordable housing is included in each phase of development.

The Council adopted Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines provide guidance on the proportion and size of larger units in new multi-unit residential developments. There are currently no details about the unit mix of the 15, 500 residential units proposed, however the proposed policy in the draft Official Plan Amendment would require a minimum of 37% of the residential units to be built to be two and three bedroom units, with 30% of the units being two bedroom units and 7.5% of the units being three bedroom units. Consistent with other recently approved Secondary Plans, an appropriate unit mix should include at least 40% of the units as larger units, with 10% as three bedrooms, 15% as two-bedrooms, and an additional 15% as either two or three or more bedroom units. Each residential building should reflect this unit mix in order to ensure a diversity of unit sizes is provided. An appropriate phasing strategy is required to address this matter in order to ensure that such larger units are delivered in tandem with development. Emerging directions from the OurSC Study are consistent with this approach.

Servicing

A Master Functional Servicing, Stormwater Management Implementation Report and Transportation Assessment Study, along with associated plans have been submitted for the site. City staff have reviewed these documents and have requested a number of revisions and additional information in order to determine if there is sufficient infrastructure capacity (roads, transit, water, storm water, sewage, hydro, community services and facilities, etc.) to accommodate the proposal, as well as determine the potential cumulative impact on infrastructure capacity of all future and proposed applications in Scarborough Centre.

The proposed OPA contains very broad policies about required servicing but a further phasing plan outlining what improvements are necessary for each phase of development and how much development can proceed based on the timing and construction of the infrastructure upgrades is required. Furthermore, additional clarification is required as to how the proposed number of residential units and non-residential gross floor area to be permitted prior to required infrastructure updates is needed. This will be reviewed in the context of the emerging directions and policies of the on-going OurSC Study, which includes a Master Servicing Plan Strategy and refinements to the SCTMP. Additional policies with regards to the use of a holding

provision and related metrics to consider the release of such hold may be appropriate for the proposal.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. Stage 1 Archaeological Resource Assessments have been submitted with respect to portions of the land identified on the City of Toronto Archaeological Management Plan as areas of archaeological potential. These reports have determined that there are no further archaeological concerns regarding the subject property. Heritage Planning concurs with this determination and has provided appropriate advisory comments.

Heritage Impact and Conservation

A Preliminary Heritage Impact Assessment (HIA) was submitted with the application.

The property at 520 Progress Avenue, located in the north east corner of the precinct, known as the Scott House, is designated under Part IV of the Ontario Heritage Act. The development site is also adjacent to the Scarborough Civic Centre at 140-150 Borough Drive, to the south, which was subject to an Intention to Designate in 2002.

The City is currently undertaking a Cultural Heritage Resource Assessment as part of the on-going OurSC Study. The results of the Cultural Heritage Resource Assessment have not been finalized. Heritage Planning will be reviewing the evaluation provided in the Preliminary HIA for the properties within the development site against the provincial regulation criteria for determining cultural heritage value. The Preliminary HIA asserts that the Scarborough Town Centre Shopping Centre meets historic/associative value and contextual value of these criteria, and may have intangible cultural heritage value related to its function as a gathering place and market node. Staff agree with this initial assessment and may have further comment upon the completion of further research and evaluation.

A greater understanding of the proposed alterations and impacts to the designated property at 520 Progress Avenue is needed in order to determine if the proposed OPA conserves the on-site cultural heritage resources in accordance with Provincial and Municipal policy frameworks. Additional information and rationale is required to understand the impacts to the designated heritage property, as the proposed Block Context Plan depicts a new pathway bisecting the Scott House's existing parcel, with new development proposed to the north. This approach differs significantly from the emerging directions of the OurSC study which envision the Scott House retaining its existing parcel size, with new development planned to the east.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The subject lands generally contain public (City-owned) trees along the perimeter of the site, as well as some private trees in proximity to the STC Shopping Centre. The applicant will be required to submit a Tree Preservation Report and Plan with future Zoning By-law Amendment application(s), which will identify whether the existing public and/or private trees will be preserved.

Community Services and Facilities

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

The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth is a responsibility shared by the City, public agencies and the development community.

A CS&F Study was submitted with this application and identifies childcare, school capacity, community space and recreational space as the greatest service needs for the area. However, the CS&F Study provides a limited assessment of future service and facility needs as it relates to the magnitude of growth being proposed. A CS&F strategy is also being developed through the OurSC Study to create area-specific policies of Scarborough Centre. Both will be used to evaluate the impact of the proposal and local development activity on community services and facilities, including an assessment of existing capacity to support the proposed population growth.

The OPA includes a general policy identifying that community benefits priorities for the lands include: affordable housing; a community use space; childcare facilities; multi-purpose community space; and public art. The applicant needs to demonstrate the appropriateness of the proposed community facilities. Furthermore, the proposed policies do not provide details on the proposed timing of the delivery of these facilities and should be identified in an appropriate phasing plan.

Compatibility/Mitigation and Noise and Vibration

As the site abuts Highway 401, and employment areas west of Brimley Road, new development will need to protect and appropriately buffer sensitive land uses as per the policies of the Official Plan. Additional policies regarding the need for further air quality, noise, and vibration studies to address appropriate mitigation measures should be included in the OPA policies.

Climate Mitigation and Resilience

City Council has declared a Climate Emergency, and set goals to achieve net zero greenhouse gas emissions by 2040 or sooner through its TransformTO Net Zero Strategy. To support strong communities and a high quality of life, development should positively contribute to its neighbourhood, including efforts toward climate change mitigation and resilience. The Official Plan requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context and, among other matters, should also include a strategy for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage, stormwater management and wastewater conservation as well as a strategy for waste management. The plan includes a large, complex and multi-phased development. This presents a unique opportunity to allow for higher degrees of energy efficiency and sustainable strategies and climate resiliency such as aiming for higher tiers of the Toronto Green Standard.

The draft OPA does not include any policies related to climate change mitigation and resiliency or energy strategies. Additional information about the entire site and phasing is required so that planning for the future can be informed by an overall framework to ensure implementation is in tandem with development through all phases.

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.

School Boards

The Toronto District School Board (TDSB) has commented on this submission and advises that there is insufficient capacity at the local schools to accommodate students anticipated from this proposal. TDSB has requested that 'public schools' be included in the list of priority community benefits in the draft amendment. In addition, TDSB has been granted party status by the OLT at all future proceedings due to these concerns.

The Toronto Catholic District School Board (TCDSB) advises that sufficient capacity exists within the local elementary and secondary schools, however the large amount of units proposed in the amendment may not be able to be accommodated in local schools. The TCDSB requests to be consulted with respect to any modifications, consultation, appeals or notices of decision relating to this development application or related applications.

Further Issues

City Planning continues to receive additional information regarding this application as a result of ongoing review by City commenting divisions, materials submitted in support of the proposal, and through community feedback. Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, Staff may report back to City Council as necessary.

Conclusion

The application has been reviewed against the policies of the PPS, the Growth Plan, the Official Plan, the Scarborough Centre Secondary Plan, the emerging policy direction from the OurSC study, and applicable City guidelines intended to implement Official Plan policies. As currently proposed, the proposal is not consistent with the PPS, does not conform to the Growth Plan, and is not consistent with the general intent of the Official Plan.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms to the Growth Plan.

CONTACT

Kelly Dynes, Senior Planner, Community Planning, Scarborough District, Tel. No. 416-396-4250, E-mail: Kelly.Dynes@toronto.ca

SIGNATURE

Renrick Ashby, Acting Director
Community Planning, Scarborough District

ATTACHMENTS

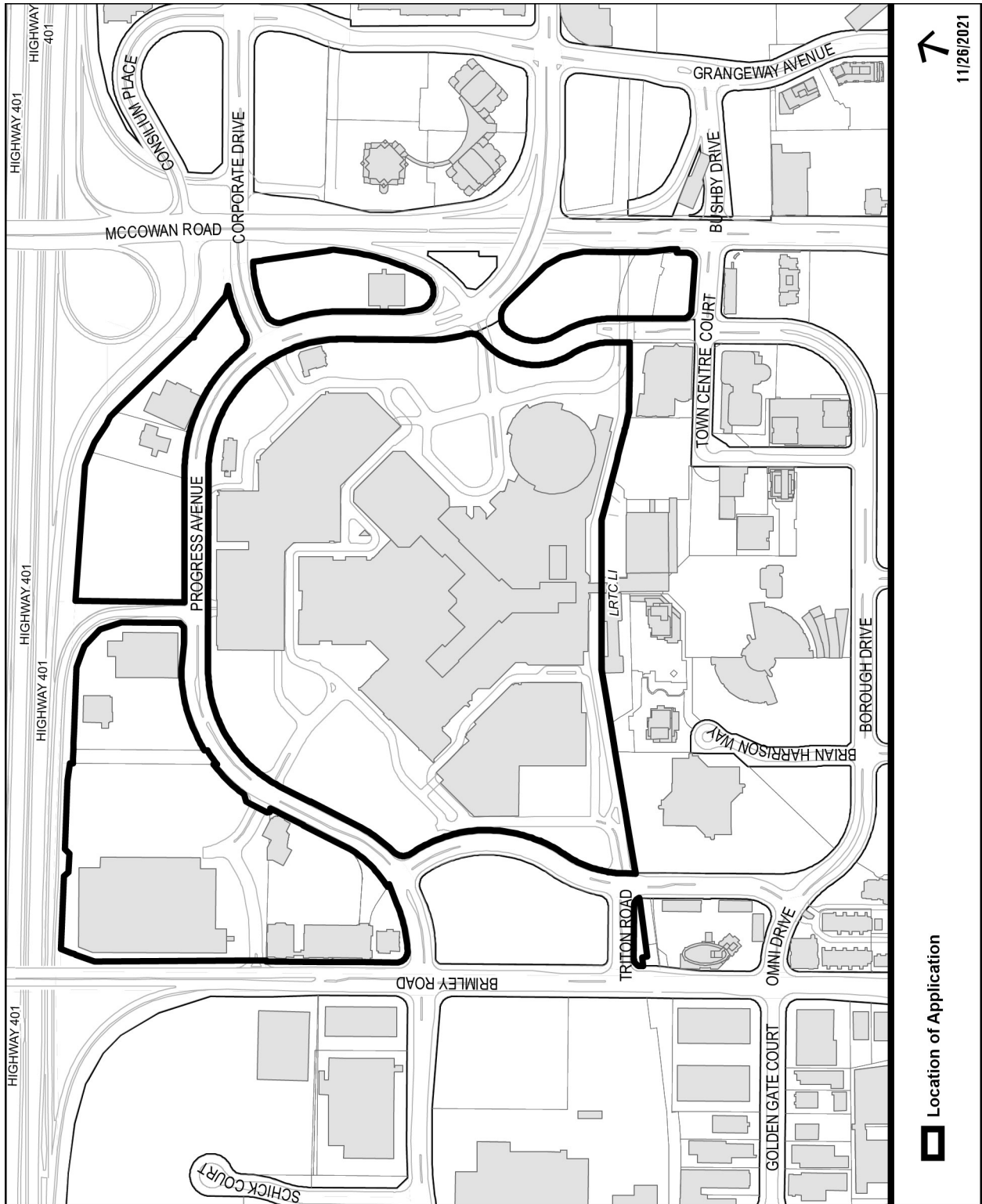
City of Toronto Data/Drawings
Attachment 1: Location Map

Attachment 2: Application Data Sheet
Attachment 3: Official Plan Land Use Map
Attachment 4: Scarborough Centre Secondary Plan Map 5-1
Attachment 5: Policy Considerations

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7: 3D Model of Proposal in Context Looking Northwest
Attachment 8: 3D Model of Proposal in Context Looking Southeast
Attachment 9: Applicant's Proposed Official Plan Amendment

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 300 BOROUGH DR; **Date Received:** September 1, 2021
1755 BRIMLEY RD;
400-580 PROGRESS
AVE; 350 TOWN
CENTRE CRT

Application Number: 21 206885 ESC 21 OZ

Application Type: OPA

Project Description: A development application has been submitted to amend the Official Plan to allow for a long-term, mixed use plan for 300 Borough Drive, 1755 Brimley Road, and 400-580 Progress Avenue (STC Shopping Mall and surrounding properties). The conceptual block master plan is comprised of a range of retail, office and residential uses with a maximum proposed total future gross floor area of 1,330,456 square metres. The conceptual master plan is intended to occur in a phased manner over the next 20+ years.

Applicant	Agent	Architect	Owner
URBAN SRATEGIES INC			OMERS REALTY HOLDINGS INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CCC(H), CCO(H), CCR(H)	Heritage Designation:	Y
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	370,004	Frontage (m):	Depth (m):
Lot Coverage Ratio (%)	69.11	Floor Space Index:	3.6
Height - Storeys:	65		
Floor Area Breakdown	Above Grade (sq m)		
Residential GFA:	1,149,000		

Retail GFA:	146,456
Office GFA:	32,500
Industrial GFA:	
Institutional/Other GFA:	2,500
Residential Units Proposed	15,500

Attachment 3: Official Plan Land Use Map



TORONTO
Official Plan Land Use Map 19
300 Borough Drive, 1755 Brimley Road
and 400-580 Progress Avenue

File # 21 206885 ESC 21 0Z

Location of Application

- Mixed Use Areas
- General Employment Areas
- Core Employment Areas
- Natural Areas
- Parks
- Other Open Space Areas

↑
 Not to Scale
 11/26/2021

Attachment 5: Policy Considerations

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.

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.

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 the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- conserving significant built heritage resources and significant cultural heritage landscapes.

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."

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;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving Cultural Heritage Resources in order to foster a sense of place and benefit communities, particularly in strategic growth 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).

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Our Plan Toronto: Delineation of Major Transit Station Areas

The City is required to update its Official Plan through the Municipal Comprehensive Review (MCR) process to include the 141 potential MTSAs or Protected Major Transit Station Areas (PMTSAs) identified across the City. The Growth Plan requires that MTSAs are delineated to "maximize the size of the area and number of potential transit users that are within walking distance of the station". The Official Plan must prioritize planning the MTSAs in a manner that implements the Growth Plan (including directing growth, protecting natural heritage and supporting Transit Oriented Development).

At its meeting on July 19-22, 2022 City Council adopted Official Plan Amendment Nos 540, 544, 570 and 575 for consultation on 57 57 PMTSAs, which would amend Chapter 8 of the Official Plan pursuant to Sections 16(15) and 26 of the Planning Act (see Item [PH35.16](#)). These OPAs add a combined total of 115 MTSAs and PMTSAs to Chapter 8 of the Official Plan. The PMTSA at Scarborough Centre (SASP 662) identifies a minimum development density of 2.5 times the area of the site (2.5 FSI) for the majority of the STC Shopping Centre lands, with a minimum density of 3.0 times the area of the site (3.0 FSI) for the blocks fronting McCowan Road and 2.0 times the area of the site (2.0 FSI) for some of the lands fronting Brimley Road. This OPA has been submitted to the Minister of Municipal Affairs and Housing for final approval, the City is still awaiting a decision.

Council adopted an inclusionary zoning policy and by-law that requires new residential developments near transit stations to include affordable housing units, creating mixed-income housing. Inclusionary zoning is one solution among a range of City initiatives to help address Toronto's housing needs. Provincial approval of Protected Major Transit Station Areas is required before Inclusionary Zoning can be implemented in Toronto.

Toronto Official Plan Policies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

Toronto Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/>

Chapter 2 - Shaping the City

Chapter 2 describes how the City will manage growth and sets out policies for building a more livable urban region and integrating land use and transportation. Toronto will strive to provide a full range of housing types in terms of form, tenure and affordability and encourage the construction of rental housing. The Official Plan's transportation policies make provisions for the protection and development of the City's street, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of the infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency.

The Official Plan identifies the subject site as being within the Scarborough Centre, which is one of four designated Centres in the City of Toronto, as shown on the Urban Structure Map (Map 2) of the Official Plan. Centres are generally described as being "places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed-use settings". The Official Plan indicates that growth will be directed to the Centres in order to use municipal land, infrastructure and services efficiently; concentrate jobs and people in areas well-served by surface transit and rapid transit stations; and promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips.

Policy 2.2.2 (2)(e) "supports residential development with the aim of creating a quality living environment" and "a full range of housing opportunities in terms of type, tenure, unit size and affordability". Policy 2.2.2(2)(k) "establish a high quality public realm featuring public squares, parks and public art."

The integration of transportation and land use is critical to achieving the overall aim of increasing accessibility throughout the City. The policies of the Plan reflect the importance of mutually supportive transportation and land use policies that combine mechanisms of mobility and proximity to maximize accessibility. Transportation Section of the Official Plan speaks to the City's transportation network being maintained and developed to support the growth management objectives of the Plan by protecting and developing the network right-of-ways as shown on Map 3 of the Official Plan. Policies also require that: streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. These are policies to ensure that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users through the City and acts as a fundamental organizing element of the City's physical structure.

Chapter 3 - Building a Successful City

Chapter 3 of the Official Plan contains policies to guide decisions making based on the Plan's goals for the human, built, economic and natural environments.

The public realm policies provide direction on the importance of the public realm including streets, sidewalks, internal pedestrian connections, open space areas, parks and public buildings. The public realm policies also provide guidance on the roles and key relationships between elements of the public realm as well as direction on the expansion, enhancement and maintenance of the public realm through development review and capital projects.

The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces. Built form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion and transition in scale to neighbouring properties.

The Official Plan also provides additional guidance for townhouse and low-rise apartments, mid-rise buildings, and tall buildings. It states that tall buildings should be designed to reduce physical and visual impacts of the tower on the public realm and surrounding properties, including limiting shadows and pedestrian level wind impacts and maximizing access to sunlight and open views of the sky from the public realm.

The Official Plan identifies that new neighbourhoods require a comprehensive planning framework that reflects the Official Plan's city-wide goals, as well as the local context, including patterns of streets, development blocks, open spaces and other infrastructure, a strategy for affordable housing, community services and other policies that ensure new neighbourhoods are viable communities. The Housing Section of the Plan identifies that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate Housing. It states that adequate and affordable housing is a basic requirement for everyone. The Official Plan states that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. Production of affordable housing is addressed in the Housing section and identifies that where appropriate, assistance will be provided to encourage the production of affordable housing. In the case of affordable rental housing, and in order to achieve a range of affordability, municipal assistance may include loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance.

The Community Services and Facilities policies in the Official Plan state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change.

The Parks and Open Spaces policies in the Official Plan promote the expansion of the city's parks and open space system. The measures for maintaining, enhancing and

expanding the system include adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks and designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world.

The Public Art policies in the Official Plan state the importance of public art installations, both publicly and privately owned, make walking through the City's streets, open spaces and parks a delight for residents, workers and visitors alike. Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site's history.

Chapter 4 - Land Use Designations

The site is primarily designated Mixed Use Areas on Map 19 in the Official Plan. Mixed Use Areas are intended to provide a broad range of commercial, residential, and institutional uses in a single-use or mixed use building. In Mixed Use Areas development will:

- create a balance of high-quality commercial, residential, institutional, and open space uses that reduce automobile dependency and meet the needs of the local community;
- provide for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown and Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating a sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- provide an attractive, comfortable, and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residences;
- provide indoor and outdoor recreation space for building residents in every significant multi-residential development;
- provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and

- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

See Attachment 3: Official Plan Land Use Map.

Chapter 5 – Implementation

Chapter 5 of the Official Plan outlines a variety of tools that the City can bring to bear to make things happen, including both the traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition control and policies that provide guidance as to the forms of municipal influence needed to fulfil this Plan's objectives. Also presented is a framework for ongoing monitoring processes that will ensure that the Plan is effective over the long term.

In addition to the policies referenced above, the Official Plan will be considered as a whole through the review of this application. Toronto Official Plan policies may be found here:

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

Scarborough Centre Secondary Plan

The Scarborough Centre Secondary Plan was adopted by City Council at its meeting of December 5, 6 and 7, 2005. It establishes a vision and strategic implementation policies for the Centre and sets out broad goals for the future development of Scarborough Centre.

The subject lands are located within the Scarborough Centre Secondary Plan (SCSP) area. The SCSP recognizes that the Centre is a large geographical area in which several development areas have emerged, each with a different character. To enable detailed planning for the Centre, to provide for a specific growth management strategy and to realize specific employment, housing, recreation and community service objectives, the SCSP divides the Centre into four land use 'Precincts'. The subject lands make up the entirety of the Town Centre Commercial Precinct, which describes the precinct as predominantly a commercial centre providing regional level and local employment uses such as retail and office uses. While residential development is not the focus for this Precinct, neither will it be discouraged, especially on sites where there is an opportunity to knit together the fabric of the Centre.

The block at the southeast corner of the subject lands is located within the McCowan Precinct. This block is subject to Site and Area Specific Policies (SASP) No's. 5 and 9 in the SCSP. SASP No. 5 states that retail uses are permitted as a primary use and SASP No. 9 states that the block falls within the McCowan Precinct Plan area.

Promoting transit supportive development in the vicinity of rapid transit is a key strategy of the SCSP. Higher densities of both residential and employment land uses are encouraged to generate ridership levels to help sustain the transit services, support future transportation improvements and further the City's goal of accommodating balanced growth at strategic locations within Toronto. Promoting the reduction in car dependency is

also an objective of the SCSP through transit supportive development at key locations and by promoting appropriate parking supply requirements/limits.

Section 6, A Connected Green Space acknowledges that the existing supply of parks and open spaces will need to be improved and expanded to meet increased demand from the planned increase in residential and worker population over the next 30 years. It further notes that a strategy for the acquisition and improvement of public parkland, open spaces and recreational facilities within the Centre be developed, which is currently being undertaken as part of the OurSC Study. Policy 6.3 in the SCSP does not specify a maximum/cap for the required on-site conveyance or cash-in-lieu of parkland dedication. Policy 6.4 notes that the dedication of land is preferred to a dedication of cash-in-lieu of land, especially on sites 1.0 hectare or more.

The Scarborough Centre Secondary Plan may be found here:

<https://www.toronto.ca/wp-content/uploads/2017/11/900a-cp-official-plan-SP-5-ScarboroughCentre.pdf>

See Attachment 4: Scarborough Centre Secondary Plan Map 5-1.

Scarborough Centre Public Space and Streetscape Master Plan

At its meeting of July 11, 2012, City Council endorsed the Scarborough Centre – Public Space and Streetscape Master Plan. The purpose of the Master Plan was to establish a vision for the Civic and Town Centre Commercial Precincts and to identify priority projects and implementation strategies to improve and enhance their public space framework. The decision of City Council can be accessed via the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.SC17.22>

Scarborough Centre Transportation Master Plan (SCTMP)

At its meeting of May 22, 2018, City Council adopted the SCTMP Final Report (including OPA 408 & 409) and put in place a transportation network for Scarborough Centre. The Official Plan Amendments implement the findings of the SCTMP and are intended to:

- Create a vibrant public realm and sense of place that attracts people and jobs;
- Provide mobility options for all users, regardless of mode, age, ability, or income; and,
- Support the growth, development and investment in Scarborough Centre.

The decision of City Council can be accessed via the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC30.3>

Scarborough Centre Public Art Master Plan Study (SCPAMP)

At its meeting on April 24, 2018, City Council adopted the SCPAMP Consultant's Report. The SCPAMP provides strategic direction for the public art program in Scarborough Centre. It establishes the vision, guiding principles and framework recommendations for its public art program. To ensure public art is long-lasting, functional, safe, economical, sustainable and beautiful, the master plan provides implementation, maintenance and

conservation strategies, including funding mechanisms available, to support the Public Art Plan vision. The decision of City Council can be accessed via the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC29.9>

Our Scarborough Centre (OurSC) Study

The City Planning Division has initiated a multi-faceted study, OurSC, which will develop a revised vision and comprehensive planning framework specific to Scarborough Centre that will create an improved sense of place for Scarborough Centre. Combined with the significant investment of the Scarborough Subway Extension ('SSE), this Study is a critical element to the transformation of Scarborough Centre. The Study will form the foundation and recommendations for an update to the SCSP and will include:

- built form, density, public realm, parks and open space, active connections, and community infrastructure strategies;
- conceptual master plan and urban design guidelines;
- massing (3D) model;
- review and refinement of the SCTMP; and
- master servicing plan.

OurSC Study is being conducted over four phases. Phase 1 was undertaken with the assistance of the firm The Planning Partnership and was completed in April 2019 and included a vision, planning principles and a preliminary public realm plan. The Phase 1 Status Update Report was adopted at the May 2, 2019 meeting of Scarborough Community Council and can be accessed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.SC6.3>

The firm of Gladki Planning Associates Inc. was retained to assist staff with the completion of the remaining phases of the Study (Phases 2-4). Phase 2 was completed in October 2021 and included background research and analysis of existing conditions; consultation and a visioning workshop; an updated vision, building principles and character areas; and preliminary development concepts. A detailed Progress Report can be found on the Study website:

<https://www.toronto.ca/OurScarboroughCentre>

Phase 3 was completed in February 2022. It focused on the design, analysis and testing of development concepts and consultation with the Technical Advisory Committee (TAC), Local Advisory Committee (LAC), Design Review Panel (DRP), community, and business owners and land owners. The Development Concepts report can be found on the Study website:

<https://www.toronto.ca/OurScarboroughCentre>

Phase 4 is complete. The preferred development concept and Secondary Plan development are part of Phase 4 and will be elaborated in a Final Study Report, accompanied with Secondary Plan policy recommendations, urban design guidelines, a community energy and emissions plan, a master servicing plan and transportation master plan refinements and sustainability strategy.

City staff will use the Final Study Report to inform recommended updates to the Scarborough Centre Secondary Plan at a statutory public meeting at Scarborough Community Council and City Council.

Scarborough Subway Extension (SSE)

The SSE project has been identified as a Sole Responsibility Project of the Province of Ontario, through O.Reg. 248/19 made under the Metrolinx Act 2006. Portions of the subject lands are located within 500 metres of the future Scarborough Centre subway station associated with the SSE.

Provincial Noise Guidelines

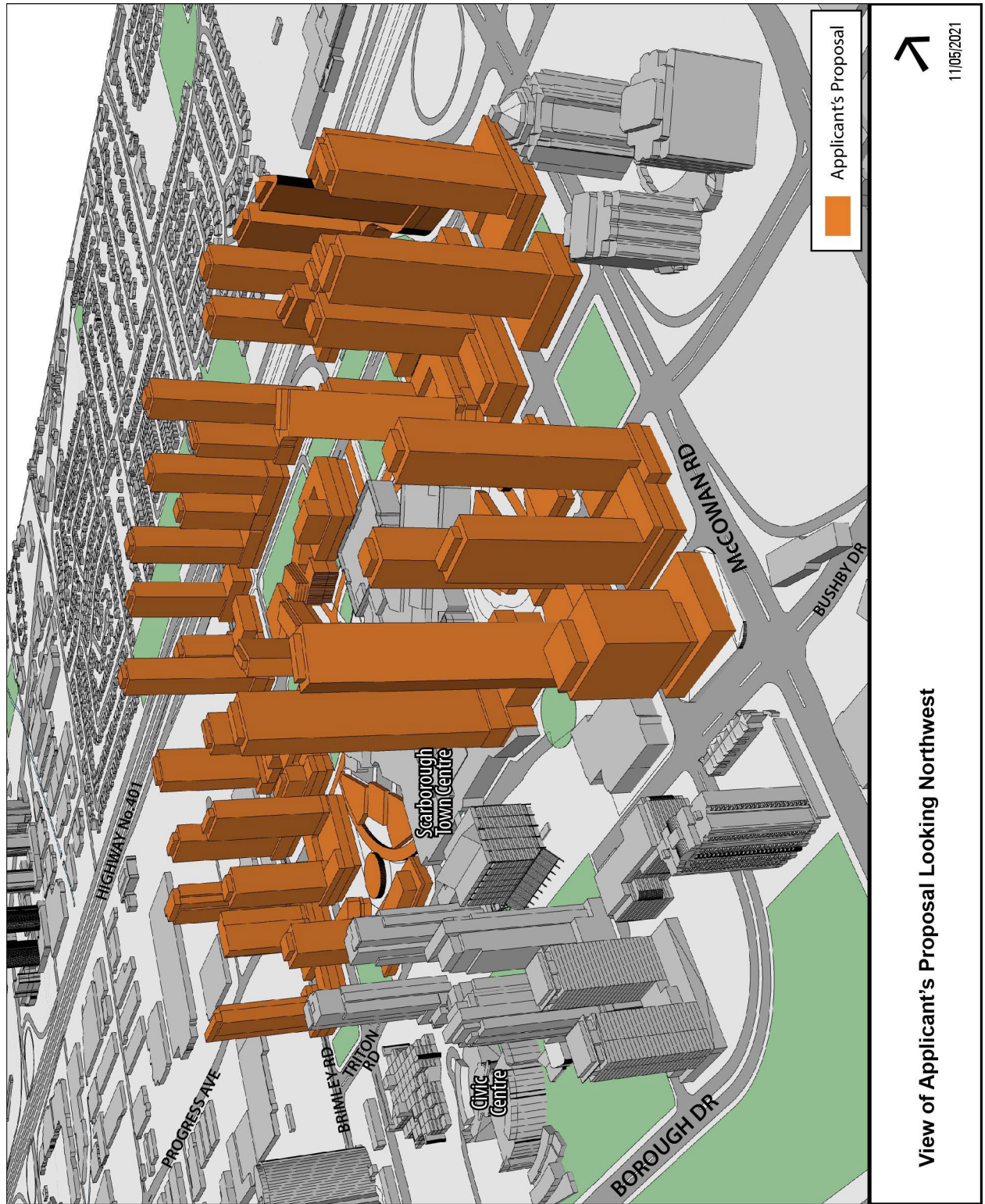
In October 2013, the MECP released the Environmental Noise Guideline: Stationary and Transportation Noise Sources – Approval and Planning (NPC-3000), which replaces four different noise guidelines and was created for the purposes of both Environmental Approval of stationary noise sources by the MECP and for land use approvals by municipalities.

The guidelines seek to address conflicts between stationary sources (industrial /commercial activity) and noise sensitive land uses (such as residential).

Attachment 6: Site Plan

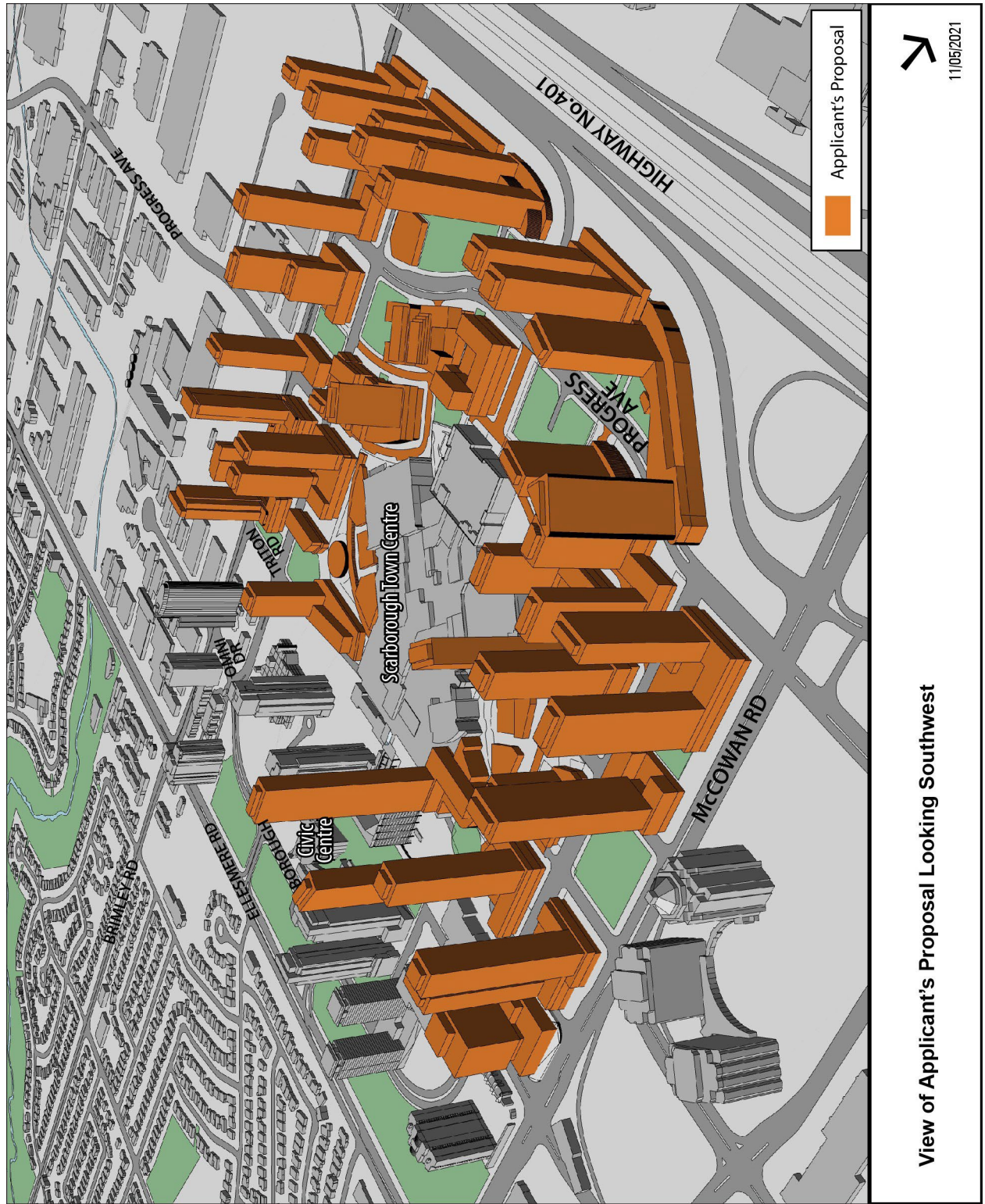


Attachment 7: 3D Model of Proposal in Context Looking Northwest



View of Applicant's Proposal Looking Northwest

Attachment 8: 3D Model of Proposal in Context Looking Southeast



Attachment 9: Applicant's Proposed Official Plan Amendment

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~ Enacted by Council: ~, 20~

CITY OF TORONTO BY-LAW No. ~-20~

Bill No. ~

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2020 as 300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court

WHEREAS authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

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 HEREBY ENACTS as follows:

The attached Amendment No. ~~~ to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY ULLI S. WATKISS,
Mayor City Clerk

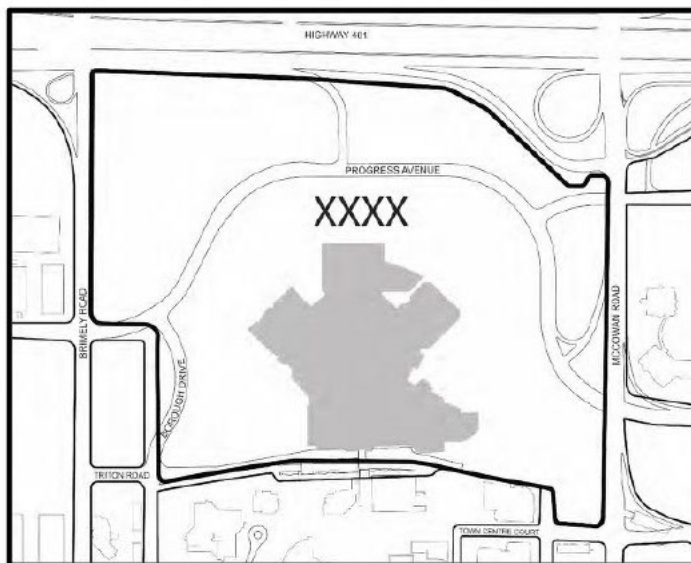
(Corporate Seal)

AMENDMENT NO. ~~~ TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2020 AS 300 Borough Drive, 1755
Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding the following policy No. XXXX for the lands municipally known as 300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court as shown on the associated map:



INTERPRETATION

a) The Scarborough Town Centre (the Site) forms part of the broader Scarborough Centre, bound by Highway 401 to the north, McCowan Road to the east, Borough Drive to the south, and Brimley Road to the west. The Site is 37 hectares (91 acres) and was developed in the early 1970's as a single storey, enclosed shopping centre, responding to growing demands for places to shop and socialize.

b) Over time, the vision for the Site is to transform into a more vibrant, transit-oriented and mixed use neighbourhood with a strong sense of place and improved relationship between the shopping centre with surrounding development. New development surrounding and integrating with the mall will include a diverse range of housing, additional retail and employment uses while contributing to an improved public realm with a diverse mix of parks and open space.

c) The overall size of the Site, location in one of the City's five Urban Growth Centres, accessibility to planned higher order transit, and the large area of surface parking on this underutilized property demonstrate that the Site is well positioned to accommodate intensification. An Official Plan Amendment (OPA) is proposed to introduce a Site and Area Specific Policy (SASP) to the City's Official Plan that would introduce new policies to guide growth and development on the Site.

VISION AND MAJOR OBJECTIVES

a) The Site as identified on **Map A** shall be developed based on the following principles:

- (i) **Major Employment Centre:** The Site will continue to thrive as a major employment centre through its growth and evolution.
- (ii) **Retail Evolution:** Continued development will strengthen the role of the Site as a premier retail destination in the eastern part of Toronto.
- (iii) **Broader Mix of Uses:** Existing uses will be expanded to include a diverse mix of residential and office developments which support a range of activity on the Site.
- (iv) **Transit-Supportive:** Higher densities and pedestrian-oriented built forms will be provided to make transit a more convenient way to access services and amenities.
- (v) **High-Quality Public Realm:** Development will strengthen sense of place through urban design standards that build on and enhance the urban character of the Site.
- (vi) **A Fine Grain Network of Streets and Pedestrian Connections:** A series of new streets and pedestrian connections will be introduced to provide greater porosity through the Site and encourage pedestrian-oriented, multi-modal activity.
- (vii) **Variety of Open Spaces:** A mix of interconnected parks, plazas and open spaces will extend the retail experience while contributing to a more complete neighbourhood with a broad range of amenity for people living, working and visiting the centre.
- (viii) **Appropriate Fit and Transition with Surrounding Area:** New buildings, connections and open spaces will enhance the link between the Site and surrounding Scarborough Centre community.

MIX OF USES

a) Redevelopment will reinforce the Site's continued role as an important retail destination and community hub.

b) The shopping centre is expected to remain largely in its existing format. Should substantial redevelopment of the shopping centre be considered in the future, a study will be undertaken to understand if further amendments are required to the Official Plan.

- c) A broad range of uses, including high density housing, offices, civic, retail and entertainment uses, will be encouraged on the Site to reinforce the vision and major objectives.
- d) To achieve a broad mix of uses the Site will be developed as four districts, as depicted on **Map B**. The four districts will respond to the distinct characteristics of the Site its relationship to the broader Scarborough Centre area.
 - (i) The Shopping District will be the retail core of the Site, with a mix of destination shopping, food and entertainment uses, and potential for additional commercial and residential uses.
 - (ii) The Downtown District will evolve into the Site's urban core. The Downtown District, organized around the planned Scarborough Centre station, will become a mixed-use node with the highest density and the greatest mix of uses in the Site, including retail, entertainment, commercial and residential.
 - (iii) The Park District will be a predominantly high-rise residential neighbourhood organized around a central open space.
 - (iv) The Village District will be a new residential neighbourhood with a mix of uses that serves as an extension of the existing residential community to the south along Borough Drive.
- e) At full build out, the target gross Floor Space Index of the Site is expected to be 3.90 times the area of the site, inclusive of the existing enclosed shopping centre.
- f) Active ground floor uses reflective of each of the Districts' character will be encouraged to create an animated and safe environment.

MOBILITY

- a) Development and redevelopment on the Site will be planned and designed to support all modes of transportation, with a focus on walking, cycling and public transit.
- b) Development and redevelopment on the Site will be coordinated and integrated with future transit improvements, including the planned Scarborough Centre subway station and bus terminal located at the southeast corner of the Site.
- c) Where possible, new development and internal retail spaces will facilitate and promote connections between buildings and the subway station to support improved access during peak hours of transit operation.
- d) Large areas of surface parking and services will move below grade, creating an improved pedestrian condition and an enhanced relationship with the surrounding neighbourhoods.
- e) A primary network of public streets will enhance east-west and north-south connections to the surrounding area and create a finer grain, urban structure of streets and blocks. The primary public street network is identified on **Map C**, as planned for in the Scarborough Centre Transportation Master Plan and reflected in OPA 409.

- (i) Progress Avenue will continue to act as the primary east-west spine providing key points of access into the shopping centre and linking the Brimley and McCowan Precincts.
- (ii) Borough Drive will be extended, realigned and form an important neighbourhood loop with supporting cycling and pedestrian infrastructure.
- (iii) A new street ("Street A") will provide access and frontage for the northern portion of the site, servicing developments and the proposed Linear Park.

f) A network of private, publicly-accessible secondary connections will support the Scarborough Centre Transportation Master Plan and reflected in OPA 409 by providing additional connectivity across the Site, as conceptually shown on **Map D**. These secondary, private connections may take the form of vehicular streets designed to look and feel like public streets or pedestrian-only streets / connections. Where necessary to support the provision / expansion of below grade parking or servicing, parking and access drives may be located under the street right of way provided the intended function and character of the street are maintained.

g) The design and orientation of private, publicly-accessible secondary connections will support connectivity across the Site and the integration of the STC with adjacent development over time.

PUBLIC REALM, PARKLAND AND OPEN SPACES

a) Redevelopment of the Site will provide for an open space network of public parkland, and privately- owned, publicly accessible open spaces.

b) New public parkland will be conveyed through the redevelopment of the Site. Parkland dedication requirements will be addressed through parkland dedication and cash-in-lieu payments. Cash-in-lieu payments are encouraged to be directed to the creation of new parks and improvement of existing parks in the immediate surroundings.

c) The long-term open space network for the Site is to be approximately 20% of the developable land, with a minimum on-site public parkland target of approximately 10% of the developable land. The remaining elements of the open space network will be realized through privately-owned, publicly accessible open spaces secured through appropriate arrangements with the City.

d) Opportunities to expand on-site public parkland beyond 10% of developable land will be explored through the use of different ownership structures including strata agreements.

e) The conceptual locations of new public parks are indicated on **Map E**. The exact sizes and boundaries of these parks will be determined through the redevelopment process.

f) A secondary network of privately-owned, publicly accessible open spaces will provide amenity for residents, visitors and employees of Scarborough Centre, which may consist of Privately Owned Publicly-Accessible Spaces ("POPS"), new plazas,

promenades and park spaces designed to contribute to support the development of an interconnected network of parks and open space within Scarborough Centre.

g) The conceptual locations of secondary open space areas are indicated on **Map F**. Opportunities for additional secondary open space areas will be explored through the redevelopment process.

h) All public parkland will have frontage onto public streets. Secondary open spaces will have direct visual and physical access to a network of public and private streets, and pedestrian connections.

i) Shadows will be minimized on the Linear Park located within the Park District, as indicated on **Map E**. All other public parks and secondary open space areas will have shadowing in a manner consistent with a developed urban environment, with buildings designed to adequately limit shadow impacts on the public realm.

BUILT FORM

a) New development will provide a variety of building types with a range of heights to fit with the planned character of the four districts, contribute to a strong sense of place and create an interesting skyline.

b) New buildings will be designed to frame streets and open spaces and animate the public realm through the integration of active uses at grade.

c) Buildings will be designed and massed to support more comfortable spaces by ensuring adequate access to sky view from the public realm, allowing adequate sunlight to penetrate to the street, and ensuring good wind conditions in all seasons.

d) Building heights will vary throughout the Site, primarily comprised of taller buildings on low to mid-rise podiums interspersed with mid-rise buildings in certain Districts, as depicted on Map B:

(i) Taller buildings will generally be directed to the edges of the Site, with concentrations in the Downtown District adjacent to the planned Scarborough Centre subway station, and along the northern edge of the Park District.

(ii) Mid-rise buildings will provide for a transition between the existing shopping centre and surrounding residential neighbourhoods, with concentrations located in the Shopping District and in the northwest portion of the Village District.

e) Towers on podiums will be incorporated across the northern edge of the Park District to buffer the Site from Highway 401 to the north.

f) Appropriate separation between tall buildings will be provided through setbacks from lot lines to the tower portion of tall building developments to preserve sky views, maximize natural light and limit shadow and wind impacts on surrounding properties and the public realm.

g) Where parking is located above grade, it will be located internal to the block and integrated within structures. If parking fronts onto a street, it will be designed to incorporate a range of design strategies to reduce its visual impact on the public realm.

h) Zoning By-law standards shall be developed to address built form matters such as size of tower floorplates, separation distances, stepbacks, and setbacks that consider the size of the Site and area context while providing for an appropriate transition to surrounding residential areas.

COMMUNITY BENEFITS

a) Community benefits will be provided to support development of the Site and broader Scarborough Centre, secured through future zoning by-law amendment applications. Community benefit priorities for the redevelopment of the Site include:

Community benefits will be provided to support development of the Site and broader Scarborough Centre, secured through future zoning by-law amendment applications. Community benefit priorities for the redevelopment of the Site include:

- (i) Affordable housing;
- (ii) A community use space;
- (iii) Childcare facilities;
- (iv) Multi-purpose community spaces; and
- (v) Public art;

HOUSING

a) Residential developments on the Site will include a mix of housing types, including mid-range and affordable rental housing, and family-sized housing.

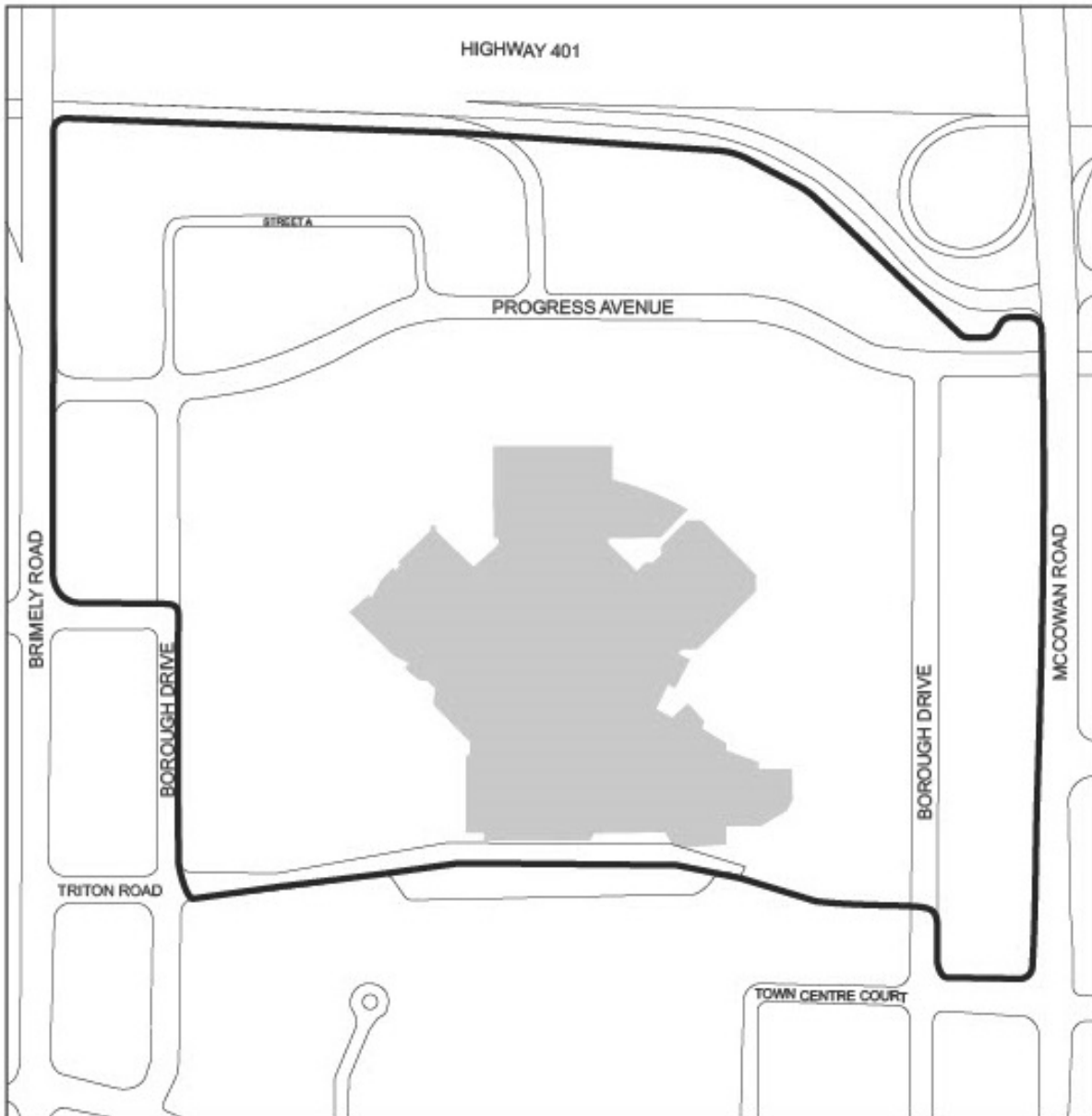
b) A minimum of 37% two and three bedroom units will be provided on the Site; 30% of the units will be two bedroom units and 7.5% of the units will be three bedroom units.

IMPLEMENTATION

a) The phasing of development and required infrastructure within the Site will be addressed and secured through future Consent to Sever and Zoning By-Law Amendment applications.

b) The policies of this Site and Area Specific Policy will prevail over any other Site and Area Specific Policies or Secondary Plans.

c) In the event of a conflict between this Site and Area Specific Policy and any policy contained within the Official Plan, this Site and Area Specific Policy shall prevail.



— 300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court

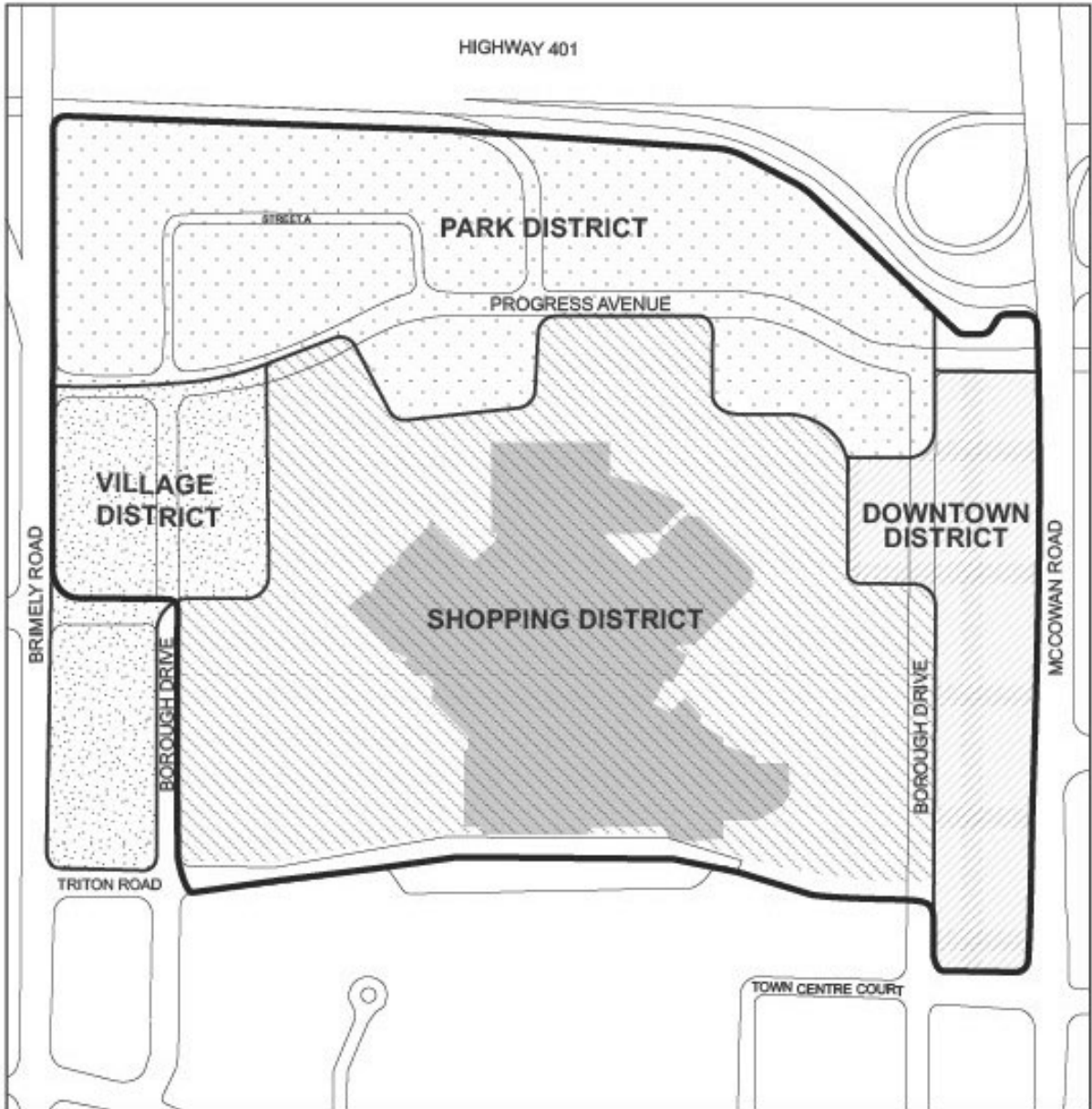


Map A

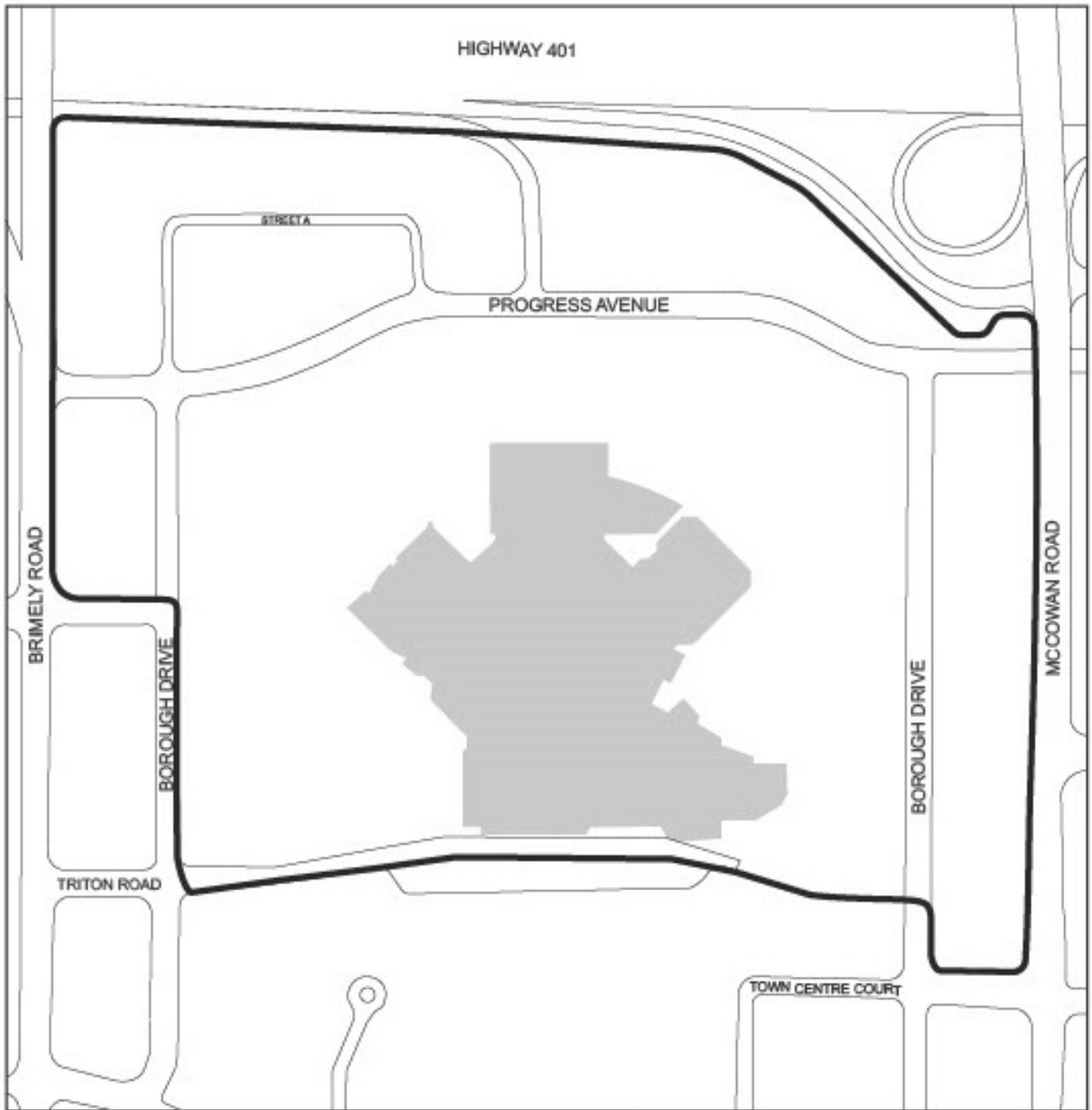
Map not to scale



Scarborough Town Centre

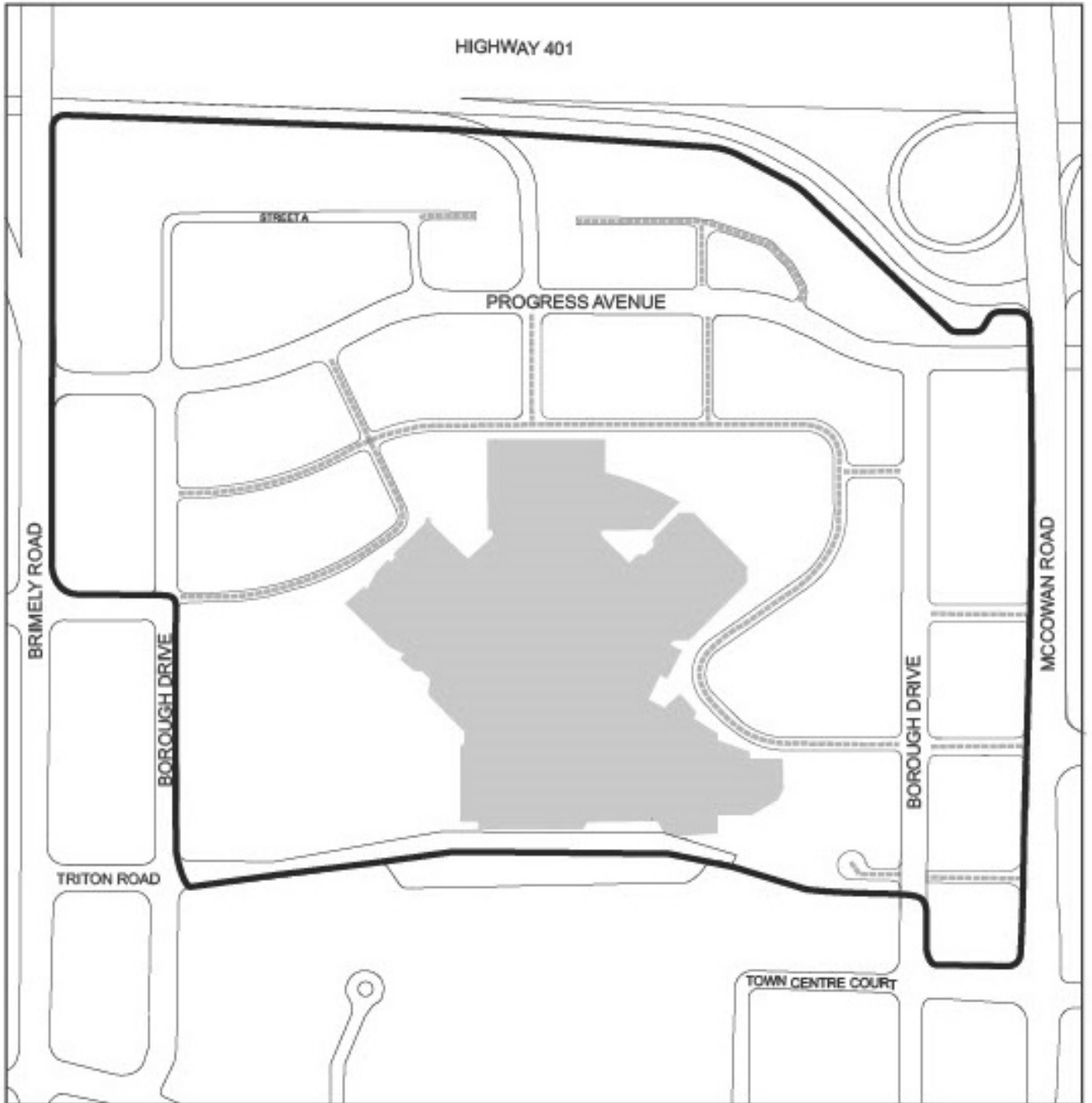
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— 300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court



-  300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court
-  Public Road Connections



 300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court
 Private Road Connections

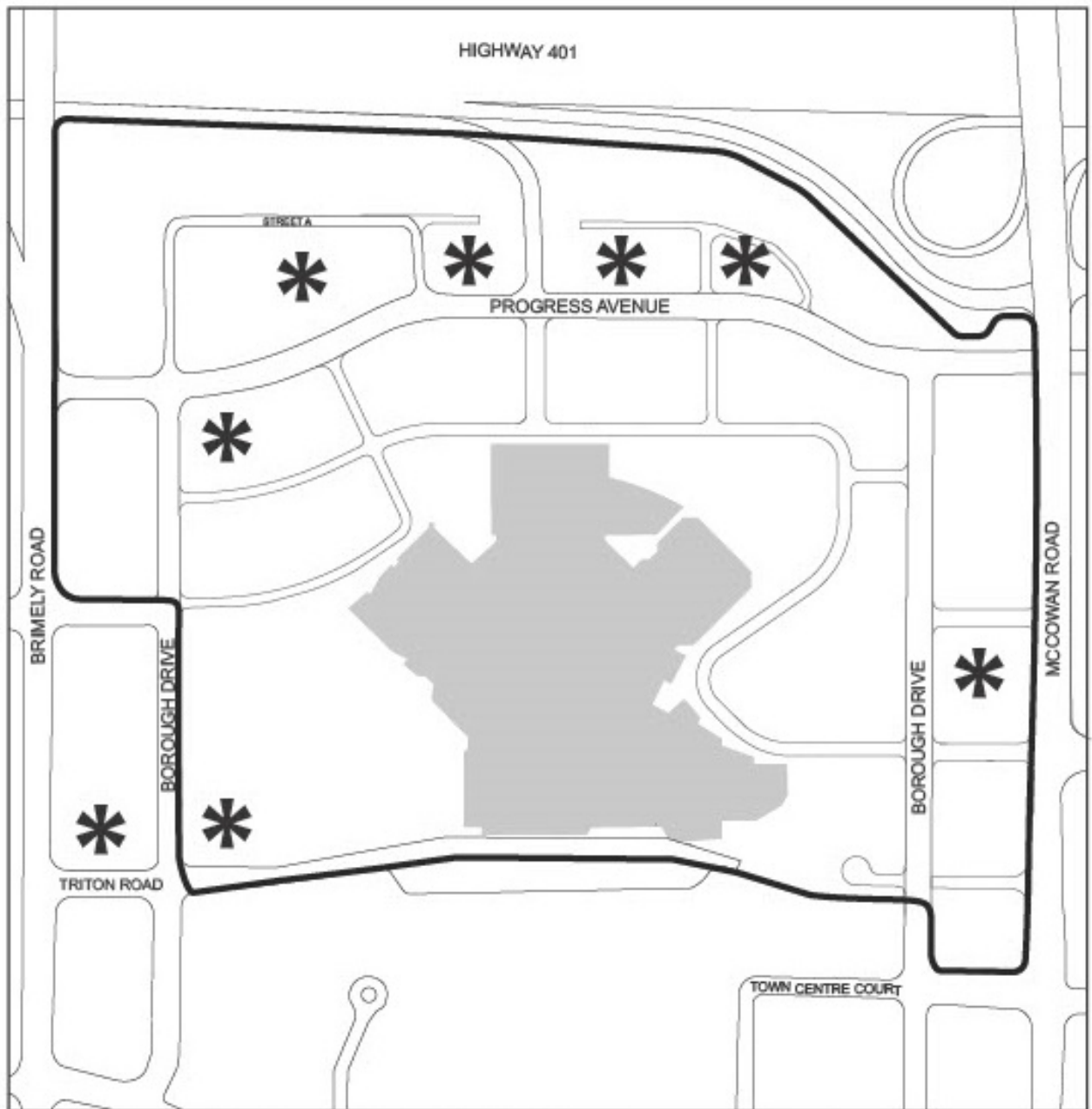


Map D

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Scarborough Town Centre

File # tbd



— 300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court

* Public Park Locations

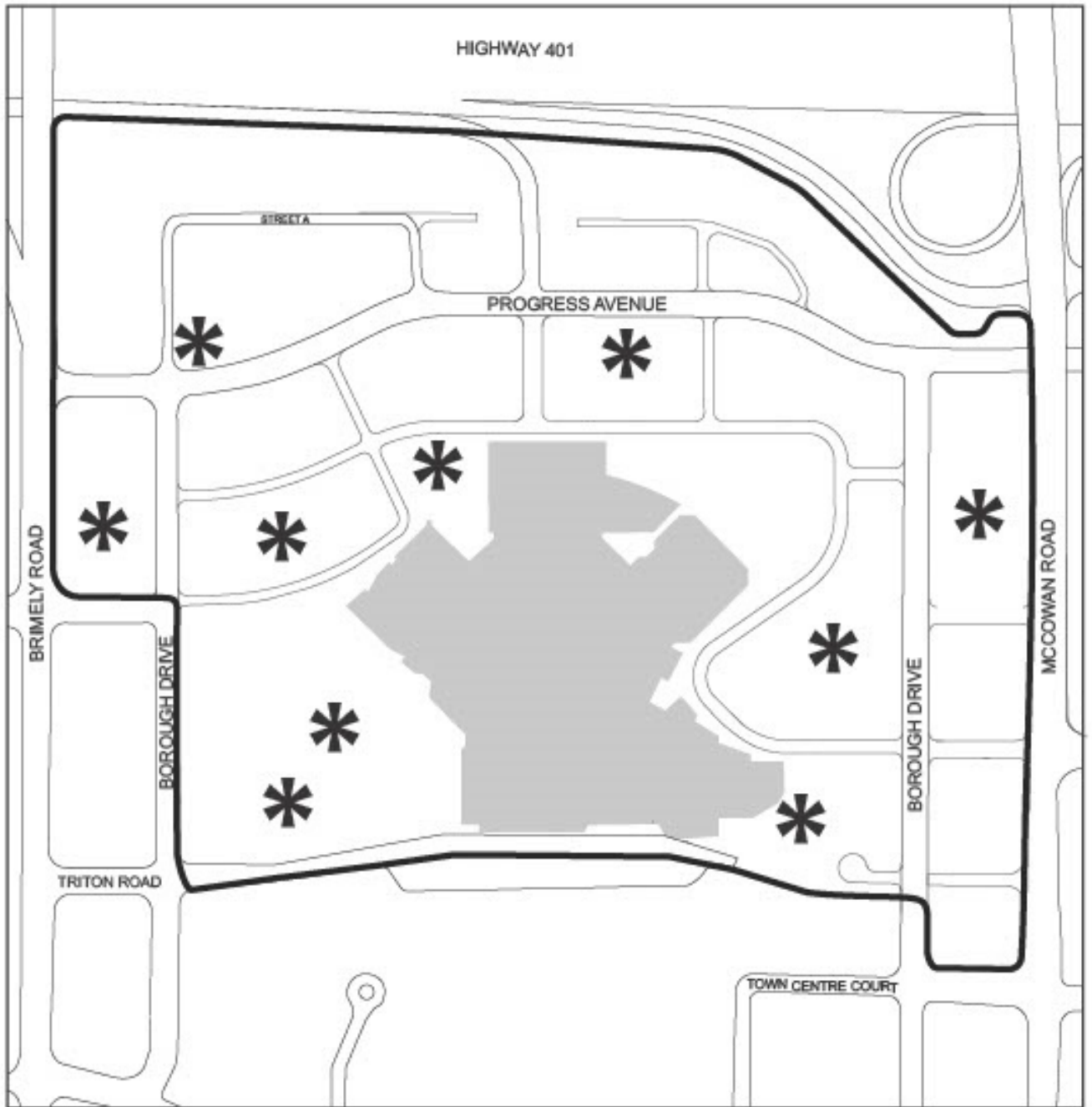


Map E

Map not to scale

Scarborough Town Centre

File # tbd



— 300 Borough Drive, 1755 Brimley Road, 400-580 Progress Avenue, and 350 Town Centre Court

* Private Park Locations