

180 and 260 Brimley Road - Official Plan Amendment, Zoning Amendment and Draft Plan of Subdivision Applications – Appeal Report

Date: April 17, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 20 - Scarborough Southwest

Planning Application Number: 20 230362 ESC 20 OZ and 20 230363 ESC 20 SB

SUMMARY

On July 6, 2021, Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted to permit the redevelopment of 180 and 260 Brimley Road. The application also seeks to remove the Holding "H" symbol in the existing zoning to facilitate the development of the proposed plan of subdivision for an area of 15.625 hectares

The subdivision proposed a number of new public streets, a new public park and blocks to support the construction of 1,337 dwelling units comprised of 215 back-to-back townhouses, 950 stacked back-to-back townhouses and 172 on-street townhouses.

On February 14, 2024, the Applicant appealed the applications to the Ontario Land Tribunal (the "OLT") due to City Council failing to make a decision within the prescribed time frames in the *Planning Act*.

This report recommends that the City Solicitor together with 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 Director, Community Planning, Scarborough District recommends that:

1. City Council direct the City Solicitor, together with appropriate staff, to attend the Ontario Land Tribunal in opposition to the applications regarding the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision appeals, in their current form, for the lands at 180 and 260 Brimley Road.

2. City Council authorize the City Solicitor and appropriate City staff to continue discussions with the applicant to address outstanding issues, including but not limited to those outlined in this report.

3. In the event that the Ontario Land Tribunal allows the appeals in part, City Council instruct the City Solicitor to request the Ontario Land Tribunal to withhold its Order on the until such time as the Ontario Land Tribunal has been advised by the City Solicitor that:

a. the form and content of the Official Plan and Zoning By-law Amendments and conditions of Draft Plan of Subdivision approval are satisfactory to the Interim Chief Planner and Executive Director, City Planning and the City Solicitor;

b. the Owner has at its sole cost and expense:

1. submitted a revised Functional Servicing Report, Stormwater Management Report, and Hydrogeological Review, including the Foundation Drainage Report or addendums ("Engineering Reports"), to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water;

2. secured the design and provision of financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the accepted Engineering Reports, accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water;

3. ensured the implementation of the accepted Engineering Reports does not require changes to the proposed amending By-laws or any such required changes have been made to the proposed amending By-laws, to the satisfaction of the Interim Chief Planner and Executive Director, City Planning and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new or upgrades to existing municipal servicing infrastructure as may be required;

4. submitted a revised Transportation Impact Study or addendum, acceptable to, and to the satisfaction of, the General Manager, Transportation Services and the Chief Engineer and Executive Director, Engineering and Construction Services and that such matters arising from such study, be secured if required;

5. submitted a revised Arborist Report or addendum and Tree Protection Plan acceptable and satisfactory to the General Manager, Parks, Forestry and Recreation;
6. the Owner has made revisions to meet the Toronto Green Standard requirements to the satisfaction of the Interim Chief Planner and Executive Director, City Planning;
7. the Owner has submitted a revised Housing Issues Report to the satisfaction of the Interim Chief Planner and Executive Director, City Planning;
8. the Owner has submitted a revised Draft Plan of Subdivision to the satisfaction of the Interim Chief Planner and the Executive Director, City Planning;
9. the Owner has submitted a revised Rail Safety and Risk Mitigation study and it has been peer reviewed to the satisfaction of the Interim Chief Planner and Executive Director, City Planning;
10. the Owner has submitted a revised Air Quality and Land Use Compatibility Assessment and it has been peer reviewed to the satisfaction of the Interim Chief Planner and Executive Director, City Planning; and
11. the Owner has submitted a revised Noise and Vibration Feasibility Study and it has been peer reviewed to the satisfaction of the Interim Chief Planner and Executive Director, City Planning.

c. the City's conditions of subdivision approval, including all parkland dedication and improvement related matters, and requirements stemming from the review and acceptance of appropriate functional servicing and stormwater management reports referenced in Recommendation 3. b above have been finalized and submitted prior to the Tribunal's Final Order.

4. City Council authorizes the City Solicitor and City Staff to take and 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

Previous applications for Official Plan Amendment, Zoning By-law Amendment and draft plan of Subdivision approval for 260 Brimley Road were considered by Council in 2007 (File numbers: 06 106761 ESC 36 OZ and 06 103047 ESC 36 SB). These applications proposed 332 residential units, including 45 single-detached dwellings, 92 semi-detached dwellings, and 195 townhouse dwellings and a 0.64 hectare (1.5 acre) open space block for a storm water management facility. To coordinate the development at 260 Brimley Road with adjacent lands, amendments to the existing residential and park zoning on adjacent lands owned by Monarch Corporation at 262 Brimley Road and 180 Brimley Road (File Number: 06 191014 ESC 36 OZ) and the City (107 to 150 Brimley Road) were also enacted.

In approving the application, Council enacted holding provisions as part of the amending Zoning By-law which permitted the warehouse and distribution centre while the holding symbol is in place, even though other industrial use permissions, including open storage, were removed. The holding provisions also ensure appropriate consolidation of lands to facilitate orderly development, outlined in greater detail below. City Council's decision can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2007.SC11.23>

A Preliminary Report for the subject applications was adopted by Scarborough Community Council on November 26, 2021 authorizing staff to conduct a community consultation meeting. The decision of the Scarborough Community Council can be found at the following link:

<https://secure.toronto.ca/council/agenda-item.do?item=2021.SC28.4>

SITE AND SURROUNDING AREA

Site Description

The site is located on the west side of Brimley Road, south of the C.N. rail corridor and north of Oakridge/ Comrie Terrace. The site is 15.6 hectares in size with a frontage of approximately 205 metres on Brimley Road and a depth of approximately 730 metres. The depth of the site runs parallel to the C.N. rail corridor.

Existing Uses:

The subject site is currently occupied by two 1-storey warehouse distribution buildings. The smaller of the two warehouses located on the west portion of the subject site is vacant, with the larger warehouse to the east occupied by Nike's packaging and distribution centre.

Along the north edge of the warehouses is an approximate 20-metre green buffer that runs parallel to the rail corridor.

Surrounding uses include:

North: To the immediate north of the site is the Metrolinx rail corridor. To the north of the rail corridor are industrial properties fronting Brimley Road to the east, a primarily low-rise neighborhood with single-detached homes and a school.

East: To the immediate east, on the east side of Brimley Road is a collection of industrial and commercial uses at 255 Brimley Road, 185 Brimley Road and 7-67 Skagway Avenue. There is also a place of worship at 151 Brimley Road.

South: To the immediate south is Jeanette Park. To the south of the park is primarily a low-rise single-detached neighbourhood which also includes a cemetery at 66 Brimley Road.

West: To the immediate west is the C.N. Rail corridor. On the other side of the rail corridor are a collection of apartment buildings at 10, 20, 30, and 40 Gordonridge Place, and 1, 3 and 5 Greystone Walk Drive, Glen Sheppard Park and Greystone Park.

THE APPLICATION

Height: 2.5 to 3.5 storeys.

Density (Floor Space Index): The approximate gross floor area proposed is 128,300 square metres. The proposed gross floor area results in a gross density of 0.82 times the area of the lot.

Land Use: All of the proposed built form is residential.

Unit count: A total of 1,337 dwelling units are proposed comprised of 215 back-to-back townhouses, 950 stacked back-to-back townhouses and 172 on-street townhouses.

Roads: Originally the application was proposed to be laid out along a series of new public streets. Street A would generally extend National Street east to connect with Brimley Road. The other proposed public streets (B through I) would have provided more local access and address to the proposed townhouse blocks. Many of these public streets have been removed through revisions presented through the most recent submission. The current form of the proposal maintains the connection between National Street and Brimley Road but would now utilize a private road network. The private street network has a similar configuration as the previously proposed public street network.

Access, Parking and Loading: The development would get vehicular access from Brimley Road and National Street. Vehicular parking would primarily provided in garages for the townhouses and an expansive surface lot adjacent to the rail corridor for the stacked units for a total of 774 parking spaces. No bicycle parking spaces are currently proposed.

Parkland: 6,870 square metres of parkland is currently proposed.

Additional Information

For more information see Attachments 1-5 of this report for the Location Map, Application Data Sheet, and a Site Plan for the proposal. The Application Data Sheet contains additional statistics including: site area, gross floor area, unit breakdown and parking counts.

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/260BrimleyRd>

Site Plan Control

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

Reasons for the Application

An Official Plan Amendment application is required to amend the land use designations of the Official Plan to facilitate the reorganization of the development. Some of the lands currently designated as *Parks and Open Spaces* are now proposed to contain residential uses and other lands currently designated *Neighbourhoods* are proposed to be future park blocks. An amendment to SASP 273 is also required to provide for the proposed additional development levels, including density.

An amendment to the Zoning By-law is required to permit the proposed townhouse units across the site as currently, some lands are zoned solely for single or semi-detached dwellings. The applications are also necessary to implement new performance standards for the proposed residential uses. If a Zoning By-law amendment were to be approved it would need to incorporate the lands into City-wide Zoning By-law 569-2013.

An application to lift the Holding Provision ('H') in the Zoning By-law is required and can only be lifted once it has been demonstrated that the various conditions that lead to the implementation of the Holding Provision ('H') - outlined below - have been satisfied and that development can proceed.

An application for Draft Plan of Subdivision approval is required to divide the lands into development blocks, create the required public streets and park blocks for conveyance to the City and to secure the construction and implementation of orderly development through a Subdivision Agreement.

POLICY CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS) and shall conform to provincial plans.

Official Plan Designation: *Neighbourhoods and Parks and Open Spaces* on Map 20 of the Official Plan. (See Attachment 2: Official Plan).

The application is subject to Site and Area Specific Policy 273 (SASP 273) which permits detached, semi-detached and townhouse dwellings on the lands designated *Neighbourhoods*, with the location for dwelling unit types and the density of development to be specified in the Zoning By-law.

SASP 273 also provides that new residential development will be compatible with existing low density residential uses and will include a park as the focus of the neighbourhood where a high quality of design and superior streetscapes is further guided by the Midland-St. Clair Urban Design Guidelines. The SASP also outlines the Holding Provisions ('H') which may be included in area-specific zoning by-laws. Further direction is provided to a large portion of the subject lands (which are identified as Parcel "A") within the SASP, to which a maximum unit count of 340 units is permitted.

Zoning: The subject lands are zoned by former City of Scarborough Zoning By-law No. 8422004 for the Midland/St. Clair Community which applied a number of zones to permit single-detached residential, semi-detached residential townhouse residential and open space uses. A map of the Zoning By-law for the subject lands can be found at Attachment 5.

The Zoning By-law also includes a Holding Provision (H) in conjunction with the Single-Detached Residential (S), Semi-Detached Residential (SD), and Townhouse Residential (TH) zones. The Holding Provision (H) may be removed in whole or in part by amending the By-law, when Council is satisfied:

- that the owner has submitted a subdivision application to the satisfaction of Council, that addresses the development principles and guidelines of the Midland/St. Clair Urban Design Guidelines;
- that an appropriate level of land consolidation has occurred to provide for the orderly development of the lands;
- as to the availability of the infrastructure and servicing which are necessary to accommodate the proposed use(s);
- that environmental studies to confirm that the soil conditions and other matters relating to environmental quality meet the relevant Ministry of the Environment guidelines for the proposed use have been submitted to the satisfaction of the City of Toronto; and
- that the necessary transportation improvements are in place or will be available to provide for the orderly development of the lands.

The subject lands do not form part of City-Wide Zoning By-law 569-2013.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Midland/St. Clair Urban Design Guidelines
- Townhouse and Low-Rise Apartment Guidelines
- Complete Streets Guidelines

Toronto Green Standard

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. The TGS can be found here: <https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/>

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on January 27, 2022. Approximately 50 people participated, as well as the former Ward Councillor. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- Concern over what would happen to the green space and animal species that live in the green spaces;
- A desire for safe active transportation infrastructure, such as bicycle lanes, paths and trails incorporated on the site;
- Concern about the current public transit options being insufficient for the potential population increase as a result of the development;
- Concern about affordable housing not being provided by the proposed development and support for affordable housing being included in the development.
- Concern about the proposed density and impacts to the adjacent neighbourhood in terms of noise and traffic and also broader community services & facilities.
- Concern about impact on the local water and sanitary infrastructure.
- Concern about loss of existing trees.
- Concern about the provision of adequate visitor parking.
- Support for a mix of uses being provided in the development so that local services such as a grocery store, retail, services, and coffee shops could be incorporated in a development of this size.

COMMENTS

The proposal has been reviewed against the *Planning Act*, PPS, Growth Plan and Official Plan policies, planning studies and design guidelines.

Provincial Policy Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the Provincial Policy Statement and conformity with the Growth Plan. Staff find that the proposal in its current form is not consistent with the PPS and does not conform to the Growth Plan in terms of achieving the policy objectives of complete communities, affordable housing, infrastructure to support growth, a high quality and vibrant public realm and complete streets. The application does not conform to the Official Plan and SASP 273 as further discussed below.

Official Plan

The subject site is designated as *Neighbourhoods and Parks and Open Spaces* on Map 20 of the Official Plan. The site is also subject to SASP 273. SASP 273 provides that new residential development will be compatible with existing low density residential uses, will include a park as the focus of the neighbourhood and will promote a high quality of design and superior streetscapes. The existing application lacks detail on the streetscapes in terms of dimensions and design and is currently proposed as a private network of streets. The Official Plan provides, generally, for new streets to be public streets. The application also lacks information on the cycling/pedestrian connections from the park to Brimley Road and the necessary infrastructure, servicing and/or transportation improvements that are necessary to accommodate the development.

In addition to the development criteria and housing policies discussed below, the application will be required to ensure the intensified residential land uses are designed to be compatible with lands designated as *Core Employment Areas* to the east of Brimley Road. Materials have been submitted in accordance with the Official Plan policies related to land use compatibility and mitigation. In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that the OLT withhold its order until the Air Quality and Land Use Compatibility Assessment has been peer reviewed and its contents are satisfactory to the peer reviewer.

Housing

A key objective of the 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 of achieving these objectives. A full range of housing includes a mix of built forms, unit sizes, tenures and affordability.

The subject site is approximately 15.6 hectares in size, three times the area identified by Policy 3.2.1.9, the large sites policy, which applies to the subject site. Official Plan policy 3.2.1.9 states: Large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. This site is greater than 5 hectares in size, in accordance with Policy 3 and subject to Section 5.1.1 of this Plan, where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing.

A Housing Issues Report was submitted with the original application materials but it lacks detail on how the requirements of Policy 3.2.1.9 are being addressed. To date, specific details regarding a commitment to affordable housing have not been provided as part of this application.

Built Form

City Staff are not opposed to the proposed built form in general however, the currently submitted material lacks detail on separation distances, setbacks, unit width, height, massing, vehicular access dimensions, garage dimensions and grading characteristics between main entrance and sidewalk. Considering this lack of detail, it is difficult to

review the proposal against the Midland/ St. Clair Urban Design Guidelines and the Townhouse and Low-rise Apartment guidelines and identify areas of compliance and non-compliance.

Unit Mix and Sizes

The proposal lacks detailed information on the unit sizes and bedroom mix for the proposed units.

Amenity

The proposal does not include any shared private outdoor or indoor amenity space for the development. In particular, elements of the development which would be condominium or purpose built rental tenure should include shared outdoor and indoor amenity spaces. The proposal is not consistent with the City of Toronto Official Plan Policy 3.1.3.11 which states that new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year.

Roads

The proposed private road network is not consistent with the City of Toronto Official Plan Policy 3.1.1.9 which states that new streets will be public streets unless otherwise deemed appropriate by the City. Private streets, where they are deemed to be appropriate, will be designed to connect to and integrate into the broader public street network and meet the design objectives for new public streets. At this time, City Staff do not support the extensive private road network proposed by this application.

Parks

Parks development staff do not support the parkland proposed in terms of both size and location. The applicant must convey the full dedication on-site preferably in a more rectangular configuration with a minimum frontage of 100 metres on Brimley Road. The parkland dedication requirement is 7,813 square metres while 6,870 square metres of parkland is currently proposed.

Rail Safety Metrolinx

The subject lands are located adjacent to the Lakeshore East GO rail corridor and in proximity to future Metrolinx infrastructure improvements along the Stouffville Line (Scarborough Junction grade separation). The application has been circulated to Metrolinx to ensure appropriate setback and derailment protection is proposed and that any conditions to secure their implementation are included in a potential approval of the applications. The Derailment Protection Report was submitted with the application and will be subject to a peer review process which has not been initiated yet.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that the OLT withhold

its order until the Derailment Protection Report has been peer reviewed and is satisfactory to the peer reviewer.

Toronto Transit Commission

The application was circulated to the Toronto Transit Commission (TTC) staff for comments. TTC staff noted that there are a pair of bus stops at the Brimley Road and Skagway Avenue intersection that the applicant has proposed to signalize as part of the development. TTC notes that City cycling plans include a multi-use pathway along Brimley Road. As part of the intersection work and the overall development application, TTC requires that the applicant include protection for the integration of the future multi-use trail with the bus stops, satisfactory to TTC and City of Toronto Cycling.

In addition, TTC requires that the applicant provide sufficient space to retain the existing bus shelter at the southbound bus stop adjacent to the site. A 2.4m x 16.0m platform must also be retained as part of the intersection design. The applicant is also required to retain a 2.4m x 16.0m platform at the northbound stop as part of the new intersection.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that the OLT withhold its order until the comments from the TTC have been adequately addressed.

Urban Forestry

Urban Forestry is not opposed in principle to development of this site, however at this time they do not support the zoning bylaw amendment proposal, because aspects of the overall plan/concept for the site are, in Urban Forestry's opinion, inconsistent with parts of the City's Official Plan and Council's objectives concerning tree canopy cover, and do not demonstrate compliance with Tier 1 of TGS Version 3 (ecology section).

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit.

The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. 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.

Based on the foregoing, the following CS&F priorities may be considered in review of the subject application:

- Securing financial contributions towards the provision of a non-profit child care facility in the vicinity of the subject site; and
- Securing financial contributions towards the development of the Southwest Scarborough Community Recreation Centre and/or other recreation priorities for the area as identified in PF&R's Facilities Master Plan.

Infrastructure/Servicing Capacity

A Functional Servicing and Stormwater Management Report, Hydrogeological Review Report and associated plans were submitted with the application. Engineering and Construction Services staff have indicated the need for significant revisions and additional information to complete their review of the application. Engineering and Construction Services staff have major concerns about stormwater management for this development and are not yet satisfied with the sanitary capacity and water distribution analysis provided.

In the event that the OLT allows the appeal in whole or in part, this report recommends that the City Solicitor request the final Order should be withheld pending the confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director, Engineering and Construction Services, or the determination of whether holding provisions are required in the Zoning By-law Amendment.

Noise Study

A Noise and Vibration Feasibility Study was submitted with the application to assess the potential impact on the proposed development from the CN/ Metrolinx rail corridor and road traffic on Brimley Road. The Noise and Vibration Feasibility Study that was submitted with the application will be subject to a peer review process which has not been initiated yet.

In the event the Ontario Land Tribunal (OLT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request that the OLT withhold its order until the Noise and Vibration Feasibility Study has been peer reviewed and is satisfactory to the peer reviewer.

Traffic Impact, Access and Parking

The Transportation Impact Study submitted by the applicant should be revised to the satisfaction of, the General Manager, Transportation Services and the Chief Engineer and Executive Director, Engineering and Construction Services and address the following:

- Ensure that the proposed road network is adequate for the purpose of servicing the development and that the dimensions and design comply with City policy and standards;
- Demonstrate adequate vehicular and bicycle parking and loading to support the development;
- Ensure the local road network can accommodate the modest increase in trips generated by the revised proposal; and

- Determine if any signal upgrades or other upgrades to transportation-related infrastructure is necessary to support the development and secure through an appropriate financially secured agreement.

Toronto Green Standard

The applicant is required to meet Tier 1 of the Toronto Green Standard, and is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and achieving net-zero emissions by 2040 or sooner. Should the proposal be approved in some form by the OLT, applicable performance measures for the Tier 1 development features would be secured in the site-specific Zoning By-laws at a minimum and others through the Site Plan Control application.

School Boards

The Toronto District School Board (TDSB) determined that there is insufficient capacity at the local elementary and secondary schools to accommodate students anticipated from this development. The local elementary schools are Anson Park Public School and John A Leslie Public School; the local secondary schools are David & Mary Thomson Collegiate Institute and RH King Academy. The TDSB advised that the projected accommodation levels at the local schools serving the site warrant the use of a warning clause in all offers of purchase and sale/ lease/ rental/ tenancy agreements. The TDSB also requested a sign be posted on the property advising that students may be accommodated outside this area until space at local schools becomes available. The TDSB requested the warning clause and sign be incorporated into the subsequent site plan agreement as a condition of pre-approval.

The Toronto Catholic District School Board (TCDSB) advised that sufficient space exists within the local elementary and secondary schools to accommodate additional students from the development as proposed.

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 deputation made by members of the public to Community Council. 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 applications have been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan and applicable City guidelines intended to implement Official Plan policies. The applications in their current form are not consistent with the PPS and do not conform to the Growth Plan. As currently proposed, the applications do

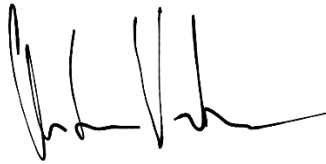
not conform to the Official Plan, and do not have appropriate regard for the Midland/ St. Clair Urban Design Guidelines and Townhouse and Low-Rise Apartment Guidelines.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the applications in their current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

CONTACT

Tyler Hughes, Senior Planner, Community Planning, Scarborough District, Tel. No. 416-396-3266, E-mail: Tyler.Hughes@toronto.ca

SIGNATURE

A handwritten signature in black ink, appearing to read 'C. Ventresca', with a stylized flourish at the end.

Christian Ventresca, MScPL, MCIP, RPP,
Director, Community Planning, Scarborough District

ATTACHMENTS

City of Toronto Drawings

Attachment 1: Location Map

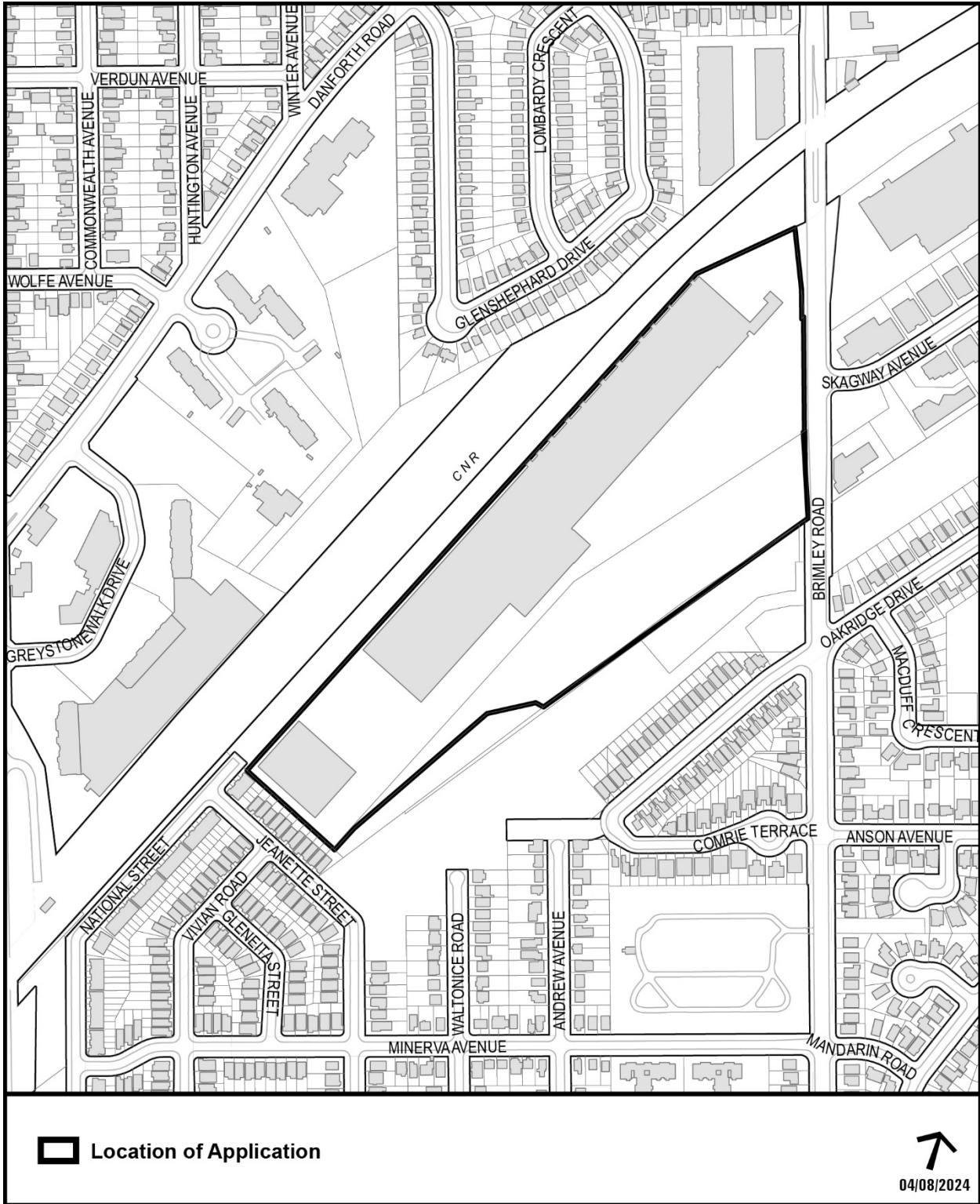
Attachment 2: Official Plan Map

Attachment 3: Application Data Sheet

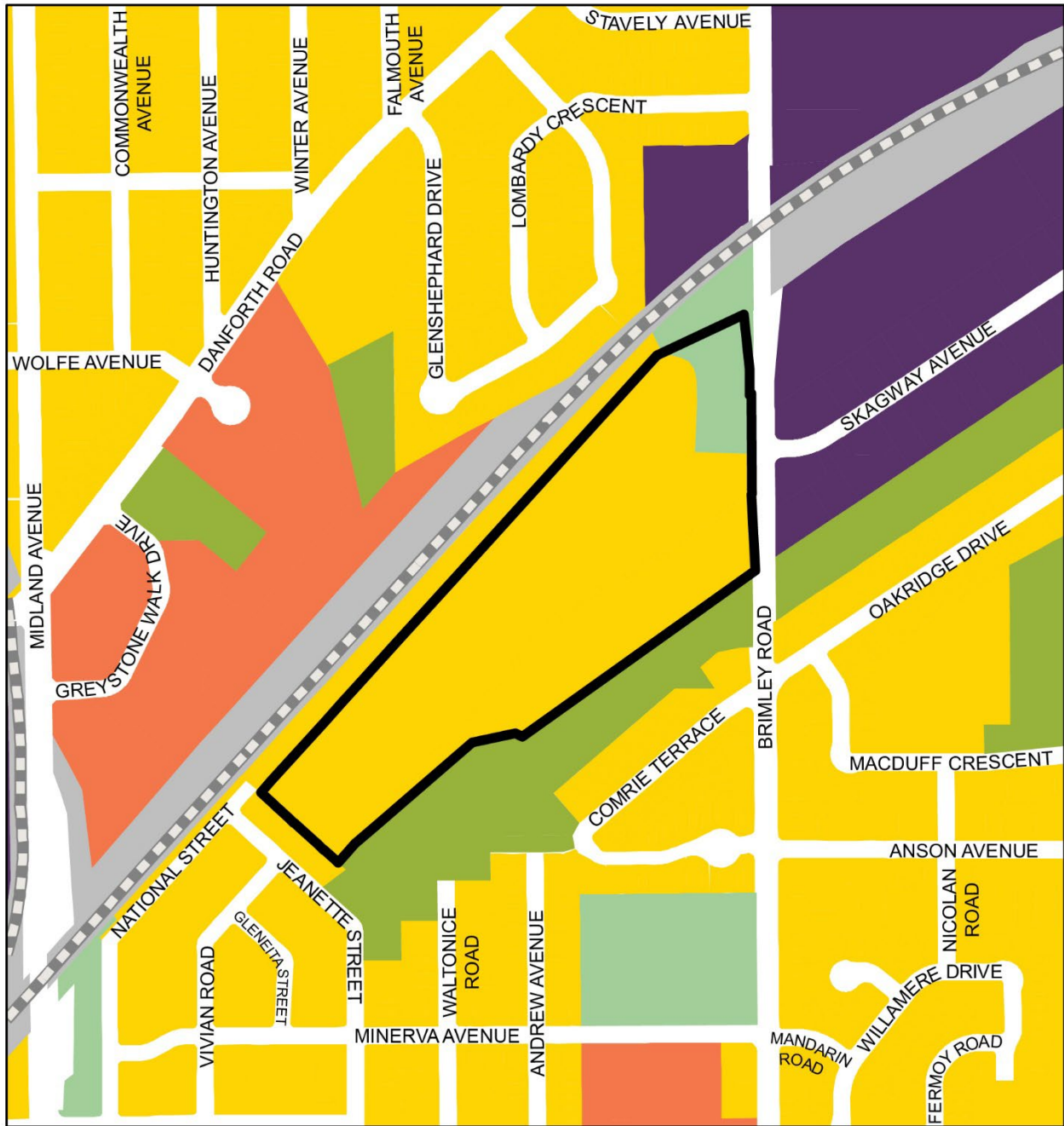
Attachment 4: Site Plan

Attachment 5: Zoning Map

Attachment 1: Location Map



Attachment 2: Official Plan Map



Official Plan Land Use Map # 20

260 Brimley Road

File # 20 230362 ESC 20 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Parks
-  Other Open Space Areas
-  Core Employment Areas
-  Utility Corridors



Not to Scale
Extracted: 04/08/2024

Attachment 3: Application Data Sheet

Municipal Address: 260 BRIMLEY RD Date Received: July 6, 2021

Application Number: 20 230362 ESC 20 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan and Zoning By-law Amendments to facilitate a proposed plan of subdivision having a total area of 15.625 ha. The proposal has been revised and the subdivision is no longer proposing new public roads. The proposal now only contemplates various blocks for on-street townhouses, back to back townhouses along with future development blocks, parks, buffer and road widenings. The proposal contemplates 950 stacked townhouse units, 215 townhouse units and 172 'Village homes'. Subdivision file no. 20 230363 ESC 20 SB.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			CHILOCCO BUILDING CORPORATION

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	TH(H), S(H), S, SD, OS, OS(H)	Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 156,250 Frontage (m): 205 Depth (m): 730

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				
Residential GFA (sq m):			128,300	128,300
Non-Residential GFA (sq m):	18,971			
Total GFA (sq m):	18,971		128,300	128,300
Height - Storeys:			3	3
Height - Metres:			14	14

Lot Coverage Ratio (%)	0	Floor Space Index:	0.82
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	128,300	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:			387	387
Condominium:			950	950
Other:				
Total Units:			1,337	1,337

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					1,337
Total Units:					1,337

Parking and Loading

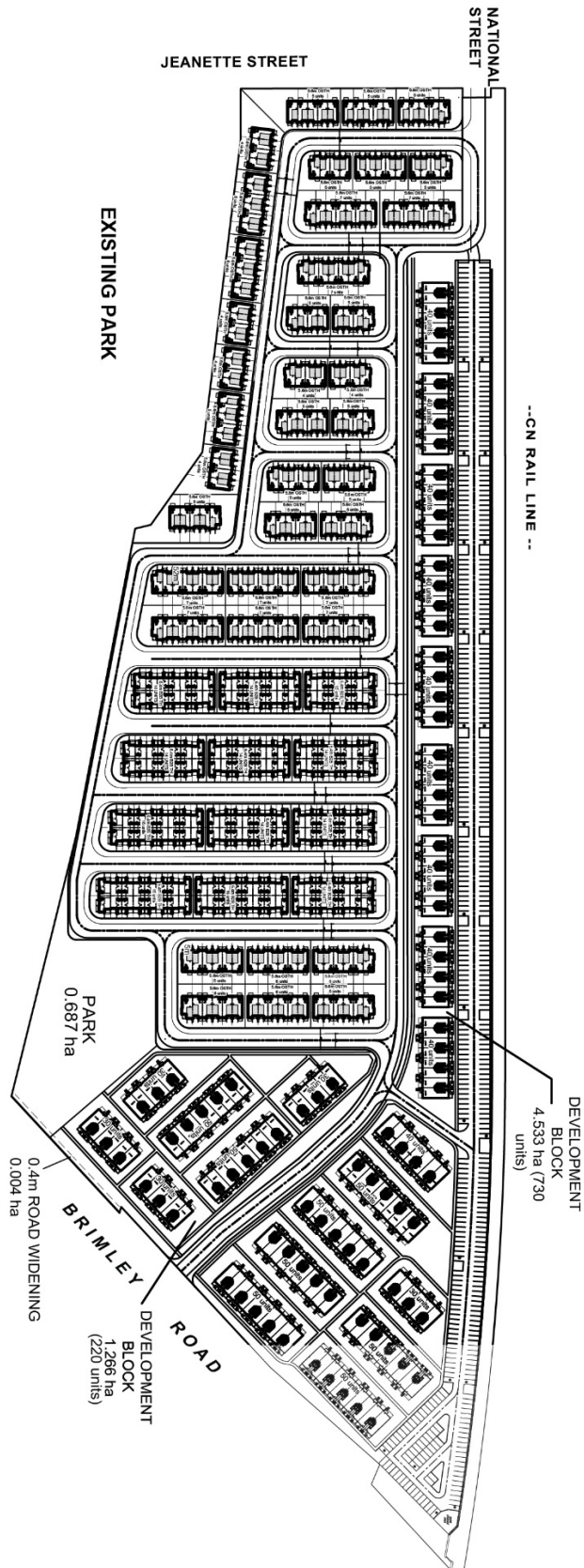
Parking Spaces:	774	Bicycle Parking Spaces:	Loading Docks:
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CONTACT:

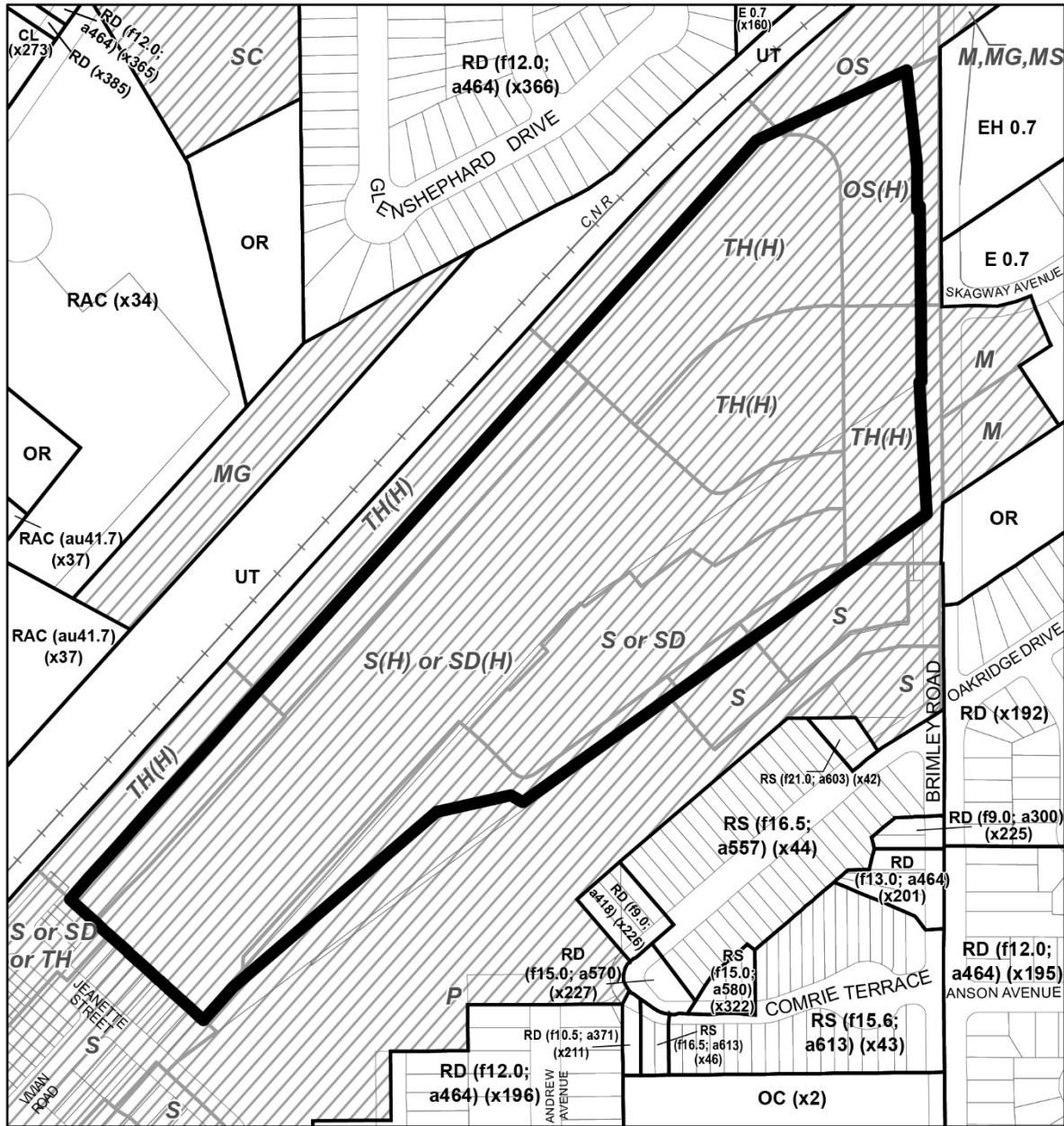
Tyler Hughes, Senior Planner
416-396-3266
Tyler.Hughes@toronto.ca

Attachment 4: Simplified Site Plan

Site Plan



Attachment 5: Zoning Bylaw Map



Zoning By-law 569-2013

260 Brimley Road

File # 20 230362 ESC 20 0Z

Location of Application	See Former City of Scarborough Eglinton Community By-law No. 10048 See Former City of Scarborough Midland / St. Clair Community By-law No. 842-2004	
RD Residential Detached	S Single-Family Residential	M Industrial Zone
RS Residential Semi-Detached	TH Townhouse Residential	MG General Industrial Zone
RAC Residential Apartment Commercial	SC School	M, MG, MS Industrial Zone, General Industrial Zone, Special Industrial Zone
CL Commercial Local	OS Open Space	
E Employment Industrial	P Park	
EH Employment Heavy Industrial	S or SD or TH Single-Family Residential or Semi-Detached Residential or Townhouse Residential	
OR Open Space Recreation	S or SD Single-Family Residential or Semi-Detached Residential	
OC Open Space Cemetery		
UT Utility and Transportation		



Not to Scale
Extracted: 04/08/2024