

Toronto Builds: 40 Bushby Drive – Official Plan and Zoning By-law Amendment – Decision Report – Approval

Date: May 26, 2026

To: Planning and Housing Committee

From: Interim Executive Director, Development Review

Ward: 24 - Scarborough-Guildwood

Planning Application Number: 25 103014 ESC 24 OZ

SUMMARY

This report recommends amendments to the Official Plan and Zoning By-law to permit three residential towers which range in height from 59 to 44-storeys and a minimum non-residential gross floor area of 1,000 square metres at 40 Bushby Drive. The recommended Official Plan Amendment removes the requirement for a public street in the Scarborough Secondary Plan.

The recommended Zoning By-law Amendment protects for any outcomes that may emerge from the Scarborough Rapid Transit (SRT) Future Use Initiative. The site is located across the street from the future Scarborough Centre station, currently under construction. It also contains infrastructure related to the former Line 3 SRT being evaluated under the SRT Future Use Initiative.

The City-owned site addressed in this Report is being developed in accordance with the Toronto Builds Policy Framework ("Toronto Builds"), which guides the development of new housing, including affordable housing. Consistent with the Toronto Builds Policy Framework, 20-30% of the residential units are proposed to be affordable and the development will provide a publicly accessible space and non-residential space.

The Housing Development Office, in consultation with other City divisions and agencies, will oversee future delivery of the site, including determining the delivery model, securing development partners where appropriate, and advancing the feasibility and detailed design through a future Site Plan Control process.

RECOMMENDATIONS

The Interim Executive Director, Development Review recommends that:

1. City Council amend the Official Plan for the lands municipally known as 40 Bushby Drive substantially in accordance with the draft Official Plan Amendment included as Attachment 7 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 40 Bushby Drive substantially in accordance with the draft Zoning By-law Amendment included as Attachment 8 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

There are no immediate financial implications arising from the recommendations in this Report. The recommended Official Plan and Zoning By-law Amendments enable future development of a city-owned Toronto Builds site, but do not approve a specific development proposal nor secure a development partner at this time.

As noted below, in 2021, City Council approved 40 Bushby Drive as part of the Housing Now program through PH28.2, "Housing Now Initiative – Annual Progress Update and Launch of Phase Three Sites". This 2021 report authorized up to \$50.1 million in Open Door Program incentives to activate the Phase Three Sites, which included the subject site. Since that time, the site is now being advanced through the revised Toronto Builds initiative for delivery of affordable housing. Eligibility for financial incentives has been previously endorsed, however, the total value of any incentives will be subject to future Council approval once a detailed development proposal and proponent are confirmed. Forgone revenues will be reported on in a future report once the site is ready to proceed under Toronto Builds and development details are available to support such an estimate. Any financial incentives provided will not be a direct capital payment as they will represent the forgiveness of City levies and charges and is thus foregone revenue to the City.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

DECISION HISTORY

On November 9, 10 and 12, 2021 City Council adopted recommendations to review four new sites identified as the "Phase Three Sites", as the next phase of the Housing Now Initiative. The Housing Now Initiative was approved by City Council in January 2019 to

activate City-owned lands to stimulate the development of affordable rental housing within transit-oriented, mixed-income, mixed-use, complete communities.

Staff recommended Council approve four additional sites as part of the third phase of the program ("Phase Three") including 40 Bushby Drive. The decision document can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2021.PH28.2>

On December 17 and 18, 2024, City Council endorsed in principle to substantively remove the SRT Line 3 infrastructure no longer required for transit operations so the corridor lands may be considered for future uses. Council also directed staff to identify any portion of the elevated structure that could remain for future uses and estimate costs. To inform this work, Council directed staff to undertake technical studies, detailed legal ownership review and report back with a future use analysis. The decision document can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.EX19.6>

On May 21 and 22, 2025, City Council adopted PH21.4 "Toronto Builds - A Policy Framework to Build More Affordable Rental Homes on Public Land". The report established the Toronto Builds Policy Framework to guide the development of new housing on City land, including 40 Bushby Drive, creating a set of policy requirements and targets to harmonize a range of existing City programs. The decision document can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2025.PH21.4>

On February 4, 2026 City Council adopted the "Scarborough Centre Secondary Plan-Final Report" replacing the 2005 Scarborough Centre Secondary Plan and providing an updated planning framework to guide growth in the area, which includes 40 Bushby Drive. The decision document can be found

here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.PH21.4>

On May 20 and 21, 2026, City Council adopted PH30.6. The report provided an annual update from the Housing Development Office on the implementation of the Toronto Builds Policy Framework, including a 3-year work plan that anticipates further work to enable the development of 40 Bushby Drive. The decision document can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2026.PH30.6>

THE SITE AND SURROUNDING LANDS

Description

The site is 0.67 hectares (6,770 square metres) in size and located on the south side of Bushby Drive, between McCowan Road and Grangeway Avenue in Scarborough Centre. The site is generally rectangular in shape with the existing grades falling from west to east, and from south to north, across the site. An elevated portion of the former Line 3 SRT guideway corridor encumbers the northeast corner of the site. The site is currently being used as a 'Green P' commuter parking lot.

The [SRT Future Use Initiative](#) is underway. As the work is ongoing, it has not yet been determined whether the SRT guideway that intersects with the site will be maintained, modified or removed.

See Attachment 1 for the Location Map.

Surrounding Uses

North: Across Bushby Drive, the former McCowan SRT station and future Scarborough Centre subway station under construction as part of the extension of Line 2. Further north and west is Scarborough Town Centre.

South: A commercial retail plaza, including a grocery store (southwest) and a residential tower (southeast) subject to an application for a mixed use, high density redevelopment. The site is separated from the lands to the south by an existing retaining wall of approximately 2.5 to 3.0 metres in height.

East: Across Grangeway Avenue, a commuter parking lot at 101 Grangeway Avenue and the eastern terminus and railyard of the former SRT.

West: Across McCowan Road, a residential tower and townhouse dwellings, Frank Faubert Wood Lot, and the Scarborough Civic Centre further west.

THE PROPOSAL

Description

The proposal is to be delivered as a rental project under the Toronto Builds Policy Framework. It includes three residential towers, which range in height from 59-storeys to 44-storeys and provides a minimum non-residential gross floor area of 1,000 square metres. The proposal also includes publicly accessible space (PAS) which allows for north-south mid-block connectivity.

The recommended Zoning By-law Amendment would permit a variety of possible development scenarios. Two concepts permitted by the recommended Amendment are included for illustration: one in which the SRT guideway is retained, and the other where the SRT guideway is removed (see Attachment 4). The recommended Zoning By-law Amendment advances development opportunities on site, while protecting for outcomes of the ongoing SRT Future Use Initiative without the need for additional future amendments.

Refinement of an ultimate concept will occur with detailed design through a future Site Plan Control application. This future application will include details of a specific proposal, including types of ground floor uses, number of vehicle and bicycle parking spaces, landscaping, and other details. Similarly, development requirements will include standard technical analysis related to wind, geotechnical and utility locates and information related to the design of future public spaces. The future residential unit numbers, sizes, and mix should reflect the City's Affordable Rental Housing Design

Guidelines, and Growing Up: Planning for Children in New Vertical Communities Guidelines.

Development History

An initial development concept with several studies and reports was submitted by CreateTO in 2022. This concept was the subject of agency circulation, public engagement and Design Review Panel (DRP) Review. Details of the submitted concept and the development review process can be found in Attachment 2.

City staff, in collaboration with CreateTO, have used the initially submitted development concept, the supporting materials submitted and feedback from public engagement as a basis to create modified concepts of comparable height, density and site organization. These concepts benefited from the technical analysis provided in the original supporting materials from CreateTO and took into account issues raised through the review by commenting partners and the public. The recommended Zoning By-law permits development as illustrated through these revised concepts.

Reasons for Planning Amendments

An Official Plan Amendment to the in-force Scarborough Centre Secondary Plan is required to amend the transportation network to remove a public street segment identified on Map 5-3 Street Network from the subject site.

A Zoning By-law Amendment is required to establish the built form through site-specific performance standards, including building height, density, setbacks, stepbacks and other performance standards, etc.

Statutory Public Meeting Comments

In making their decision with regard to this proposal, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Planning and Housing Committee for this proposal, as these submissions are broadcast live over the internet and recorded for review.

POLICY AND REGULATION 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 Planning Statement (2024), and shall conform to any applicable provincial plans

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as part of a *Centre*, and designates the subject lands *Mixed Use Areas*. See Attachment 5 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its

comprehensive and integrative intent as a policy framework for priority setting and decision making.

Scarborough Centre Secondary Plan

The 2005 Scarborough Centre Secondary Plan (SCSP) provides for a mix of retail, government, institutional, cultural, employment and residential uses, forming the core of an established employment corridor along Highway 401. The majority of lands within Scarborough Centre, including the subject site, are designated *Mixed Use Areas*. The SCSP promotes higher densities of both residential and employment uses to support existing and planned transit infrastructure, and to advance the City's objective of accommodating balanced growth in strategic locations across Toronto.

The site is located within the McCowan Precinct of the in-effect SCSP, which provides for focused residential and employment growth together with such uses as parks and open spaces, schools and community services and facilities. The governing Site and Area Specific Policy (SASP) 9 within the Secondary Plan (the McCowan Precinct Plan), establishes development principles and urban design guidelines to concentrate higher density development in the area.

In February 2026, City Council adopted Official Plan Amendment 871 (OPA 871), which would implement a revised Secondary Plan as an outcome of a multi-faceted planning review of the area. OPA 871 introduces a planning framework intended to guide future growth associated with the planned new subway station as part of the Line 2 East Extension but maintains much of the intention of the McCowan Precinct Plan. OPA 871 has been appealed to the Ontario Land Tribunal, and is not yet in force and effect.

Protected/Major Transit Station Areas

The subject lands fall within the delineated boundary of Scarborough Centre Station Protected Major Transit Station Area (PMTSA) as adopted by City Council on July 19-22, 2022 through Official Plan Amendment (OPA) 570.

However, the Scarborough Centre Station PMTSA has not yet been approved by the Minister of Municipal Affairs and Housing and does not form part of Chapter 8 of the Official Plan.

Zoning

The subject site is zoned with a holding provision as CCR(H) - City Centre Residential Zone and CCO(H) - City Centre Office Zone under the former City of Scarborough's Progress Employment District (East) Zoning By-law 24982, with several by-law exceptions noted on each half of the site.

The City Centre Residential zoning category permits any form of residential dwelling units, day nurseries and private home daycare. The City Centre Office zone category permits offices and a variety of accessory uses, including day nursery, financial institution, parking areas, personal service shops, restaurants and retail uses.

The exceptions detail the holding provisions applicable to the subject site, noting that the site shall not be used for any development purposes until City Council is satisfied as to the availability of all road improvements, infrastructure and servicing necessary to accommodate development.

See Attachment 6 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Design Guidelines for Privately Owned Publicly- Accessible Spaces/Publicly Accessible Spaces (POPS/PAS);
- Affordable Rental Housing Design Guidelines
- Retail Design Manual; and,
- Toronto Accessibility Design Guidelines.

Toronto Green Standard

The Toronto Green Standard (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 TGS. City Council direction requires that this project, as part of the former Housing Now Initiative sites (now Toronto Builds) to achieve Toronto Green Standard Version 4 Tier 2 energy performance level with the aim of achieving net zero.

Metrolinx Corridor Development Permit

The site is situated within provincially designated Transit Corridor Lands, which identify lands that may be needed for the construction of priority transit projects such as the Scarborough Subway Extension. As such, any development would be subject to the Metrolinx Corridor Development Permit (CDP) process. CDPs are required within 30 metres of transit corridors for the construction or alteration of buildings, structures and roads and is required in addition to any municipal building permits.

PUBLIC ENGAGEMENT

Community engagement was initiated in early 2023 for the development of 40 Bushby Drive, with the support of an independent facilitation team. The engagement program included:

- Outreach to residents and businesses closest to the site and conversations with representatives from local organizations and condominium corporations surrounding the site.

- Three community "pop-ups" in local community facilities to raise awareness about the project and connect with community members to share information and answer questions.
- One community meeting focused on sharing and receiving feedback on the development concept (March 20, 2025).

The feedback received through the community engagement process included support for affordable housing and concerns about height, density, congestion and sustainability. Issues raised have been considered through the review of the submitted concept. The final City initiated proposal, detailed later in the Report, includes changes in response to community input.

For more information about the engagement process, see Attachment 3.

COMMENTS

Provincial Planning Statement

Staff's review of this proposal, and development of concepts, has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff reviewed the current concepts for consistency with the PPS (2024). Staff find the concepts consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

The proposed development concepts have been reviewed against the Official Plan policies, in-force and emerging Secondary Plan policies described in the Policy and Regulation Considerations section of this report. The proposal conforms with the Official Plan, particularly as it relates to implementing the *Centres* and *Mixed Use Areas*, and the in-effect SCSP and Council adopted OPA 871.

Scarborough Centre Secondary Plan (SCSP)

The recommended Official Plan Amendment removes the north-south New/Modified Street segment through the subject, as identified on Map 5-3, Street Network of the SCSP, and replaces it with a New Connection that will still facilitate cycling and pedestrian movements through the 40 Bushby Drive site from lands to the south once redeveloped.

It was considered appropriate to remove the public street requirement through the site for a number of reasons. The public street network planned for by the existing Scarborough Centre Secondary Plan did not anticipate the major transit facility to be located directly north of Bushby Drive. The introduction of a further public street connecting to Bushby Drive so close to Grangeway Avenue could introduce operational conflicts with the significant increase in bus traffic anticipated to operate from the Scarborough Centre station. Work undertaken through the Our Scarborough Centre Study in support of the Council-adopted OPA 871 evaluated these transportation conditions and implementation constraints presented by the notable grading difference

between the subject site and lands to the south. It was determined removing the public street requirement from the subject land would be acceptable, and the Council-adopted updated Secondary Plan does not include this requirement.

Further, all proposed buildings have frontage on a public street, and the connectivity objective of a new street is maintained by the recommended Official Plan Amendment by contributing to the network of publicly accessible open spaces. The identification of the New Connection through the site will allow for pedestrians and cyclists to connect from Bushby Drive to the site to the south, should it redevelop in the future.

Land Use

Staff are of the opinion that the recommended land uses are acceptable. The recommended Zoning By-law meets the objectives of the *Centres* identification in the Official Plan and implements the *Mixed Use Areas* designation. It permits the intensification of both residential and non-residential uses on the site, in close proximity to a future transit station.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. Under the Toronto Builds program, the residential component of the future development proposal will deliver a 100% purpose built rental development, of which 20-30% of units will be affordable for a term ranging from 40-99 years.

The recommended Zoning By-law Amendment would permit a mixed-use development and requires a minimum of 10% of residential units to contain three-bedrooms and 15% of units to contain two-bedrooms, reflecting the City's Growing Up: Planning for Children in New Vertical Communities Guidelines. The specific unit mix, layout and size will be determined through the Site Plan Control process and will be guided by Toronto Builds program targets.

Density, Height, Massing

Staff collaborated with CreateTO to refine the proposal to conform to relevant Official Plan and Secondary Plan policies, as informed by the Tall Building Design Guidelines (2013) and OPA 871, and as described in the Policy Considerations section of this Report. Staff also considered the potential for a variety of outcomes with respect to the SRT Future Use Initiative, and have developed two concepts that protect for these outcomes. These concepts informed the development of the recommended Zoning By-law Amendment. The first concept envisions a three tower development with the current SRT infrastructure remaining in place, while the second concept envisions a three tower development with the SRT infrastructure removed. Both concepts are shown in Attachment 4.

The recommended Zoning By-law Amendment allows for building heights of 144 metres (to a maximum of 44 storeys), 166 metres (to a maximum of 52 storeys), and 186 metres (to a maximum of 59 storeys). Staff consider these building heights appropriate

as they fit within an emerging context reflected by recent approvals in proximity to the future subway station and the direction of the Council-adopted OPA 871.

The recommended Zoning By-law Amendment secures a minimum 7.5-metre setback from the south property line to the podium levels of future buildings, and a minimum 12.5-metre setback to the tower portions of these buildings. These setbacks reflect minimums expressed in the Tall Building Guidelines and ensure appropriate separation distance is provided should the lands to the south be redeveloped with towers. Along McCowan Road, the recommended By-law includes a 6 metre setback on the ground floor up to a height of 11.0 metres (3rd storey) to ensure that there is a wider public realm and space for street trees to grow.

A 3-metre building setback on the ground floor (up to a height of 11metres) is to be provided along Bushby Drive and a 5-metre building setback is to be provided for the easternmost tower on Bushby Drive to ensure adequate pedestrian clearway and additional tree planting in achieving the objectives of an enhanced 'Green Loop' street provided for by the emerging Secondary Plan policies. The easternmost tower has a 5 metre setback from Bushby Drive that will extend the publicly accessible space (PAS) that forms a mid block connection. Along Grangeway Avenue, a minimum 2.5-metre setback on the ground floor will be required.

The proposed podiums include a maximum of 7 storeys (western and central tower) and 5 storeys (easternmost tower). The proposed podiums cantilever over the ground floor to achieve an appropriate public realm and tower setback. The recommended tower setbacks align with the Tall Building Design Guidelines and are anticipated to result in acceptable wind conditions by helping to mitigate wind down draft. Detailed evaluation of wind conditions will be required through a future Site Plan Control application.

The proposed separation distances of 25 metres between the towers are also aligned with the minimum tower separation in the Tall Building Design Guidelines and are acceptable.

See Attachment 4 for the site plans showing the required heights, setbacks, setbacks and separation distances.

Public Realm

The recommended Zoning By-law Amendment conforms to the public realm policies in the Council-adopted OPA 871 by implementing an eastern segment of the 'Green Loop' street (fronting the easternmost tower), a high profile placemaking street that prioritizes multimodal transit with high quality streetscape finishes and enhanced tree planting. The recommended Zoning By-law Amendment includes the appropriate setbacks along public streets to create space that accommodates opportunities to enhance the public realm with planned cycling facilities, wider pedestrian clearways and enhanced landscaping and tree planting.

Mid Block Connection

The mid-block connection as depicted in the Council-adopted OPA 871 has been incorporated into the proposal in a north-south orientation between the easternmost and central towers, connecting from the Bushby Drive frontage to the rear lot line. The mid-block connection is a minimum of 15 metres wide and can contain a mix of hard and softscape surfaces that may accommodate a variety of both public seating and landscaping elements including tree planting. This area will be a PAS (publicly accessible space). The recommended Zoning By-law Amendment includes a minimum pedestrian clearway width of 5 metres within the PAS to allow for generous pedestrian movement.

Shadow Impact

The shadow study from the submitted concept forms the basis to evaluate the anticipated shadow impacts of a three tower site on and around the subject site. During the March and September equinoxes, the existing neighbouring high rise buildings to the south cast shadows on the site between 9 am till noon and later in the afternoon.

The three tower design casts shadow to the west of McCowan Road in the early morning during the March and September equinoxes. As the noon hour approaches, shadows from the towers move from west to east, casting shadow east of Grangeway Avenue similar to other tall building shadows recently approved in the vicinity.

Staff considered the shadow studies, but also incorporated measures in the recommended Zoning By-law Amendment to limit the size of tower floor plates and podium heights, and requiring minimum separation distances between towers. Shadow impacts to adjacent existing parks, planned parks and natural areas are brief and acceptable to staff.

Wind Impact

A Pedestrian Level Wind Study was conducted for the submitted concept to evaluate a three tower concept on the subject site and was prepared using a computer modeled Computational Fluid Dynamics (CFD) technique, in association with local meteorological data. The study noted the site is exposed to multiple prevailing winds largely due to the existing low-rise employment and residential context and acknowledges that windier conditions are expected with tall buildings in a low-rise environment.

Several areas of uncomfortable wind conditions were identified, yet the consultant noted that most grade-level areas on and surrounding the site are anticipated to experience conditions that are considered acceptable for the intended uses. The recommended Zoning By-law Amendment outlines required setbacks on all sides of the towers to the podium levels below, in alignment with the Tall Building Design Guidelines, which take wind considerations into account. Through a future Site Plan Control application, a wind tunnel study will be required and further wind mitigation may be incorporated through detailed design measures or encroachments into setbacks (where permitted, such as canopies).

Servicing

The submitted concept included Site Servicing Plans and a Functional Servicing and Stormwater Management Report in support of the submission. The report concludes that there are available watermain and storm sewer connections adjacent to the site. Sanitary services for the proposed development can be provided by installing new sewers within the Bushby Drive right-of-way, flowing eastwards towards Grangeway Avenue and north along Grangeway Avenue to the existing sanitary sewer within Progress Avenue. Individual sanitary service connections are proposed for each of the three towers. The sanitary sewer upgrades to the Progress Avenue sewer are required to service the proposed development concept along with most of the future development within the tributary area.

The Functional Servicing Report notes approximately 320 metres of new sanitary sewers are required along Bushby Drive, and 445 metres of sewer upgrades are required along Progress Avenue. The sanitary sewer extension along Grangeway Avenue and Bushby Drive, including upgrades to the sanitary sewer along Progress Avenue are to be constructed and operational prior to issuance of any building permit for the development demonstrated via a report satisfactory to the Director, Development Engineering.

The recommended Zoning By-law Amendment will include a holding provision to address the servicing constraint. The ability to lift the hold will be dependent on the availability of municipal infrastructure to service the site.

Road Widening

The proposal's property boundaries will be adjusted to coincide with the right-of-way widths prescribed in the Council-adopted Scarborough Centre Secondary Plan, which largely implements the outcomes of the Scarborough Centre Transportation Master Plan. A 5.1 metre right-of-way widening along McCowan Road, has been accounted for in the recommended Zoning By-law Amendment.

A 1.4 metre widening along the north frontage for 30 metre right-of-way on Bushby Drive and 0.7 metres along the east frontage for a 30 metre right-of-way on Grangeway Avenue require dedication. The remaining right-of-way widenings required will be secured through the Site Plan Control process.

Traffic Impact

A Traffic Impact Study was provided for the submitted concept to assess the potential traffic impacts on and around the site, including evaluations and impacts of several intersections along McCowan Road and Grangeway Avenue, close to the proposed site. Nearby development projects were also considered for traffic analysis.

The study traffic impact analysis concluded that the proposed site generated traffic is expected to have a minimal impact on the surrounding road network. Surrounding intersections will, however, be impacted by future background traffic, which includes trips generated by the surrounding developments and existing traffic. Signal timing

adjustments are proposed at these signalized intersections to improve the level of service.

Metrolinx has indicated the Bushby and Grangeway intersection will be signalized in the future to facilitate Bus Rapid Transit and to increase pedestrian safety. Further traffic impact evaluations will be completed and secured with appropriate measures to address impact at a future site plan stage.

Access, Vehicular and Bicycle Parking and Loading

Through the submitted concept, Staff have evaluated the potential to access a conceptual three tower development on the subject via a 6.0-metre private driveway along the southern property line, with access from McCowan Road to the west and Grangeway Avenue to the east. Both locations for access would be restricted to a right-in/right-out configuration.

The recommended Zoning By-law Amendment does not include adjustments to parking requirements, and as such the parking regulations in Zoning By-law 569 2013 continue to apply. Should the Minister formally approve the delineation of the Scarborough Centre Station PMTSA, minimum parking requirements cannot be applied pursuant to provisions in the Planning Act that prohibit parking minimums in PMTSAs.

Parkland

This proposal is a Toronto Builds Project. Per [City Council Decision 2025.PH21.4](#), Toronto Builds developments are exempt from the parkland dedication requirement found in Chapter 415, Article III of the Toronto Municipal Code.

Tree Preservation

The supporting materials from the submitted concept include an Arborist Report and a Tree Protection Plan, wherein 23 trees are inventoried. Three trees are located on the subject lands, five trees are street trees within the city's right-of-way and one tree was identified as a boundary tree located between the subject site and the adjacent property. The balance of the trees were located on the adjacent property at 88 Grangeway Avenue.

The arborist recommendation includes the removal of five trees, a boulevard street tree regulated by the Street Tree By-law, the boundary tree and three trees located on the subject lands. In accordance with the City's Urban Forestry policies tree compensation replacement ratios, the single boulevard street tree removal will result in a total of three new replacement trees required for compensation planting.

Protecting for Outcomes of SRT Future Use Initiative

The recommended Zoning By-law Amendment introduces performance-based provisions for the site that protect for outcomes related to the SRT Future Use Initiative. The existing SRT Guideway transects the northeast corner of the site and development would need to be properly deployed and set back to ensure proper separation for maintenance and safety purposes.

The recommended Zoning By-law Amendment sets out three development areas (Area A, Area B and Area C) that coincide with the location of the three proposed towers. Area C, the easternmost area, includes the lands that involve the existing SRT infrastructure. In addition to standard setbacks from the adjacent public streets, the recommended Zoning By-law Amendment requires any building, or part thereof, or structure on lands within Area C to be no closer than 3 metres from the furthest extent of the Scarborough Rapid Transit Infrastructure, a term defined within the By-law exception. This setback requirement is illustrated in the development concept presented as Concept B within Attachment 4. Conversely, the recommended by-law rescinds that 3-metre setback requirement should the Scarborough Rapid Transit Infrastructure no longer exist, and development would be governed by the setback requirements from Bushby Drive and Grangeway Avenue. This is illustrated as Concept A within Attachment 4.

This performance based zoning approach protects for either outcome and allows for development to advance on site without further amendment to the zoning by-law.

Holding Provision

The draft Zoning By-law Amendment is subject to a holding provision under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the by-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions of the holding provisions are:

- The construction of new municipal sewers of approximately 350 metres in length and their appurtenances on Bushby Drive and Grangeway Avenue are installed and operational all in accordance with the accepted Functional Servicing Report and to the satisfaction of the Director, Engineering Review; and
- The construction of upgrades to approximately 465 metres of the existing municipal sanitary sewer along Progress Avenue, from Grangeway Avenue to the trunk sewer, are constructed and operational all in accordance with the accepted Functional Servicing Report and to the satisfaction of the Director, Engineering Review.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions which do not contain financial implications not previously authorized by Council.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. City Council direction requires the City's Agencies, Corporations and Divisions to apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings. The development at 40 Bushby will be designed to meet Tier 2 Version 4 core performance measures of the Toronto Green Standard.

The materials prepared in support of the submitted concept included a summary of TGS performance measures to be incorporated at the preliminary design stage. Staff have reviewed the materials and are satisfied with the transportation demand management strategy, air quality and water quality provisions.

Additional consideration and work is required to ensure the proposal complies with Tier 2 Version 4 of the TGS related to securing appropriate tree planting and soil volume as well as additional details are required to satisfy waste and circular economy measures.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Metrolinx Corridor Development Permit

The site is located close to a future subway corridor, within which a Corridor Development Permit (CDP) is required to be approved by Metrolinx. Staff have engaged Metrolinx in review of the submitted concept. The recommended Zoning By-law amendment secures a minimum 3.0-metre setback above and below grade. A 3.0-metre clearance from the Scarborough Subway Extension Infrastructure is noted in the Corridor Development Permit Guidelines For Adjacent Development. Metrolinx has communicated interest in early engagement prior to the Site Plan Control process to ensure future detailed design includes the required technical analysis and other requirements for Metrolinx's Corridor Development Permit application.

CONTACT

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SIGNATURE

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ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Location Map

Attachment 2: Submitted Concept

Attachment 3: Public Engagement

Attachment 4: Conceptual Massing Models and Conceptual Site Plans

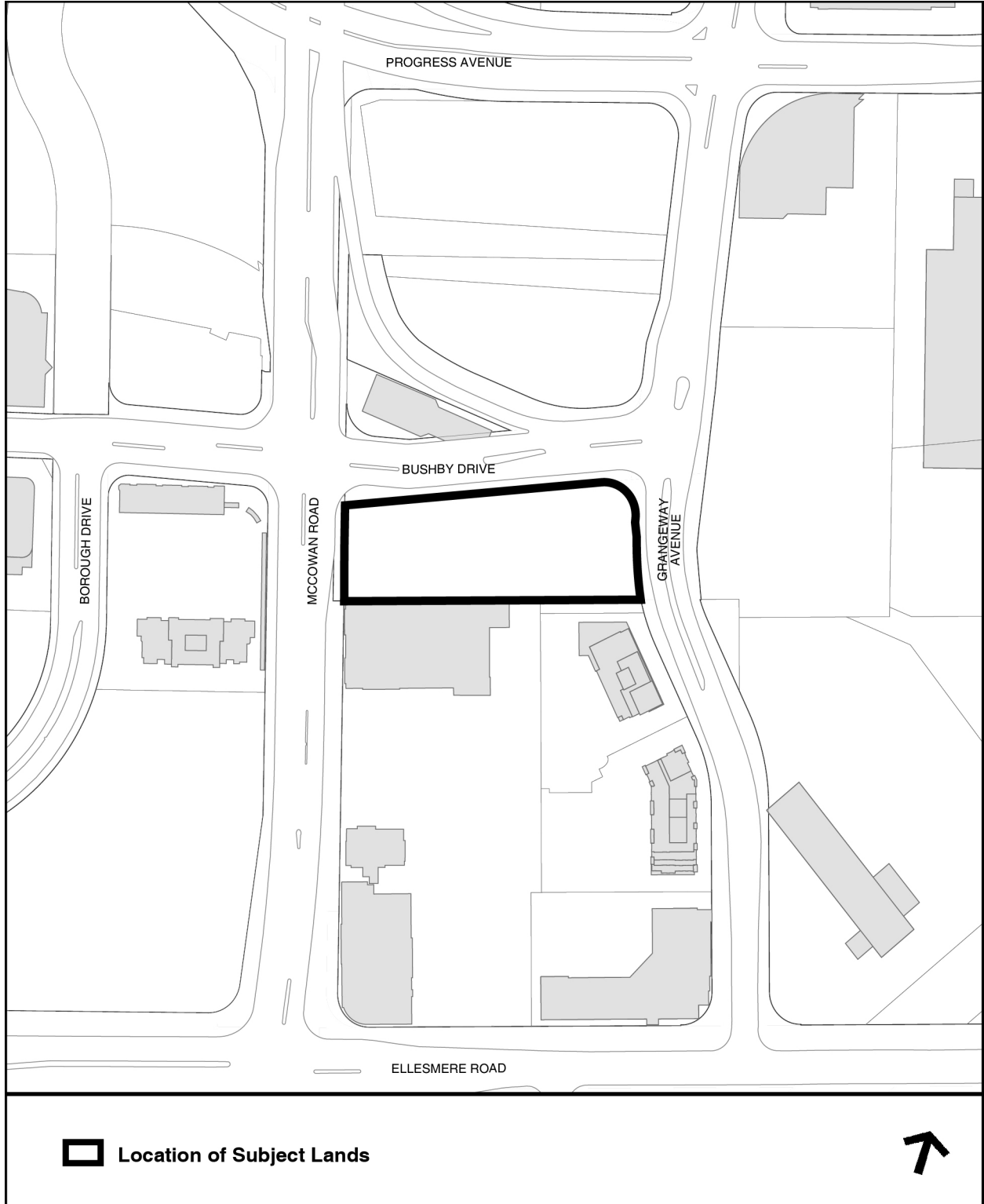
Attachment 5: Official Plan Land Use Map

Attachment 6: Existing Zoning By-law Map

Attachment 7: Draft Official Plan Amendment

Attachment 8: Draft Zoning By-law Amendment

Attachment 1: Location Map



Attachment 2: Submitted Concept

Description

The initial development proposal consisted of three mixed-use towers consisting of ground floor retail or service uses, and residential uses above. The buildings transitioned down in height from 59-storeys at McCowan Road on the west side to 52-storeys at the centre and 44-storeys on the east side at Grangeway Avenue.

The three towers shared two levels of underground parking. The west and middle tower shared a single storey podium. The east tower was situated above a separate single storey podium. Vehicular access to the site was provided by a private driveway at the southern limit of the site.

The development was anticipated to be delivered in a three phase approach with the eastern most building (Tower A) identified as Phase 1 and the central and western most tower (Tower B and C) identified as Phases 2 and 3, respectively.

Publicly Accessible Spaces

The proposal included a Publicly Accessible Space (PAS) located along Bushby Drive and between the easternmost and middle towers.

Access, Parking and Loading

Pedestrian access to the site was proposed along each of the three street frontages, with residential access along McCowan Road, Grangeway Avenue and the PAS, while non-residential access was provided along Bushby Drive, opposite the proposed subway station.

A mid-block pedestrian corridor (part of the PAS), located between the podiums of the easternmost and middle towers provided north-south access through the site, connecting the private driveway to the Bushby Drive frontage. The corridor provided access to the Tower B lobby and included landscaped planting areas and a variety of seating.

Vehicular access to both parking and loading was through the private driveway along the southern limit of the site connecting to both McCowan Road and Grangeway Avenue.

The proposal included vehicular parking spaces within two levels of below grade parking. The parking was located below all three phases of the development and included knockout panels to allow for phased construction staging. Access was provided through the south side of the Phase 1, Tower A podium.

Bicycle parking spaces were planned on the first underground level and on the mezzanine level.

Loading facilities for the development were accommodated by Type B, C and G loading spaces.

Supporting Materials

In support of the proposal, several studies and reports were received and are listed as follows:

- Architectural Plans, prepared by Sweeny&Co. dated December 2024, revised August 2025.
- Topographic and legal survey, prepared by Rouse Surveyors dated November 2022 and August 2023.
- Sun/Shadow Study materials, prepared by Sweeny&Co. dated December 2024; revised August 2025.
- Urban Design Brief, prepared by Sweeny&Co. dated January 2025.
- Landscape Plans, prepared by The Planning Partnership, dated December 2024, including soil volume plan and public utilities plan, revised August 2025.
- Geotechnical Investigation Report, prepared by EXP, dated August 2023.
- Functional Servicing and Stormwater Management Report, prepared by Stantec, dated December 2024, including conceptual servicing and grading plans, revised August 2025.
- Servicing Groundwater Summary Form, prepared by Stantec, dated January 2025, revised August 2025.
- Hydrogeological Investigation, prepared by EXP, dated September 2024, revised August 2025.
- Hydrogeological Review Summary Form, prepared by EXP, dated November 2024, revised August 2025.
- Foundation Drainage Technical Brief, prepared by EXP, dated December 2024, revised August 2025.
- Pedestrian Level Wind Study, prepared by Gradient Wind, dated November 2024, revised July 2025.
- Transportation Impact Study, including Parking & Loading Study, prepared by LEA Consulting, dated December 2024, revised August 2025.
- Arborist Report and Tree Inventory & Protection Plan, prepared by LGL Limited, dated January 2025.
- Noise Impact and Vibration Memorandum, prepared by Gradient Wind, dated January 2025.
- Toronto Green Standards - Version 4.0 Checklist and Statistics Template, dated December 2024, revised August 2025.
- Computer Generated Building Mass Model and Simplified Graphics, prepared by Sweeny&Co. dated December 2024, revised August 2025.
- Project Data Sheet.

Agency Circulation Outcomes

The submitted concept and the reports noted above were circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the proposal and to create a modified concept and the recommended Official Plan amendment and Zoning By-law amendment.

Design Review Panel

On March 9, 2023, Staff brought forward the submitted concept and sought the advice of members from the City's Design Review Panel (DRP) on several key matters:

- The size and design of the publicly accessible space with the mid-block connection;
- the design of the building, with a focus on tower separations, pedestrian comfort; and
- tower design excellence.

The panel positively cited the extraordinary city building opportunity to advance high quality affordable housing in Scarborough. The panel noted the proximity of the future subway station would likely produce significant levels of pedestrian traffic for which accessibility and pedestrian safety should be well considered. The private driveway was identified as a challenge by the panel given the two lobbies and the vehicular movements anticipated, however, they also noted this driveway as an opportunity to be a positive contribution to the public realm, particularly if there is a potential connection to the neighbouring lands to the south in the future.

Staff were advised that every effort should be made to increase open space at grade. Several of the members expressed concern about whether the site could accommodate three towers and suggested a redesign to remove a tower to improve the anticipated public realm conditions. Tower separations both within the site and to the lands to the south were a concern of the panel, who noted that tower floor plate sizes should not exceed 750 square metres to preserve access to light and view corridors.

Staff acknowledge the advice of the DRP in identifying the challenges of balancing density, affordable housing and a high-quality public realm within the constraints of the site. The City initiated proposal, is reflective of the Staff's consideration of these comments.

Additional Information

Detailed project information including all plans and reports developed to support proposal can be found on the City's Application Information Centre at: <https://www.toronto.ca/40bushbydr>.

Attachment 3: Public Engagement

Table: Summary of Community Engagement Activities

Activity Date	Activity Type	Location	Approximate Number of Participants
November 25, 2024	Pop Up	Scarborough Civic Centre Library	75
November 26, 2024	Pop Up	Centennial Recreation Centre	
November 27, 2024	Pop up	Scarborough YMCA	
March 20, 2025	Community Meeting	Banquet Hall	50

Conversations with local organizations and Condominium corporations took place March 3-14, 2023 and included:

- Altitude Condos (88 Grangeway Ave)
- Forest Vista (61 Town Centre Court)
- Blue Danube House (1680 Ellesmere Road)
- YMCA Scarborough (230 Town Centre Court)
- Oxford Properties (300 Borough Drive)

Through engagement activities members of the community provided comments on a range of issues, including:

- Concerns about height and density and its impact on existing residents related to shadows, traffic/congestion, parking, property values, construction and pollution;
- Support for the provision of affordable housing;
- A need for community services, facilities and transit infrastructure to grow with the population and be delivered at the same time or in advance of residential development;
- Creating opportunities for safer pedestrian movement in and around the site; and
- Delivering a development with an accessible design suitable for seniors.

Final summaries of the community meetings and engagement events held are posted on the [CreateTO project website](#).

Attachment 4: Conceptual Massing Models and Conceptual Site Plans

Concept A - Without SRT:



View of Development Concept Looking Southwest

Without Scarborough Rapid Transit (SRT) Corridor



03/26/2026



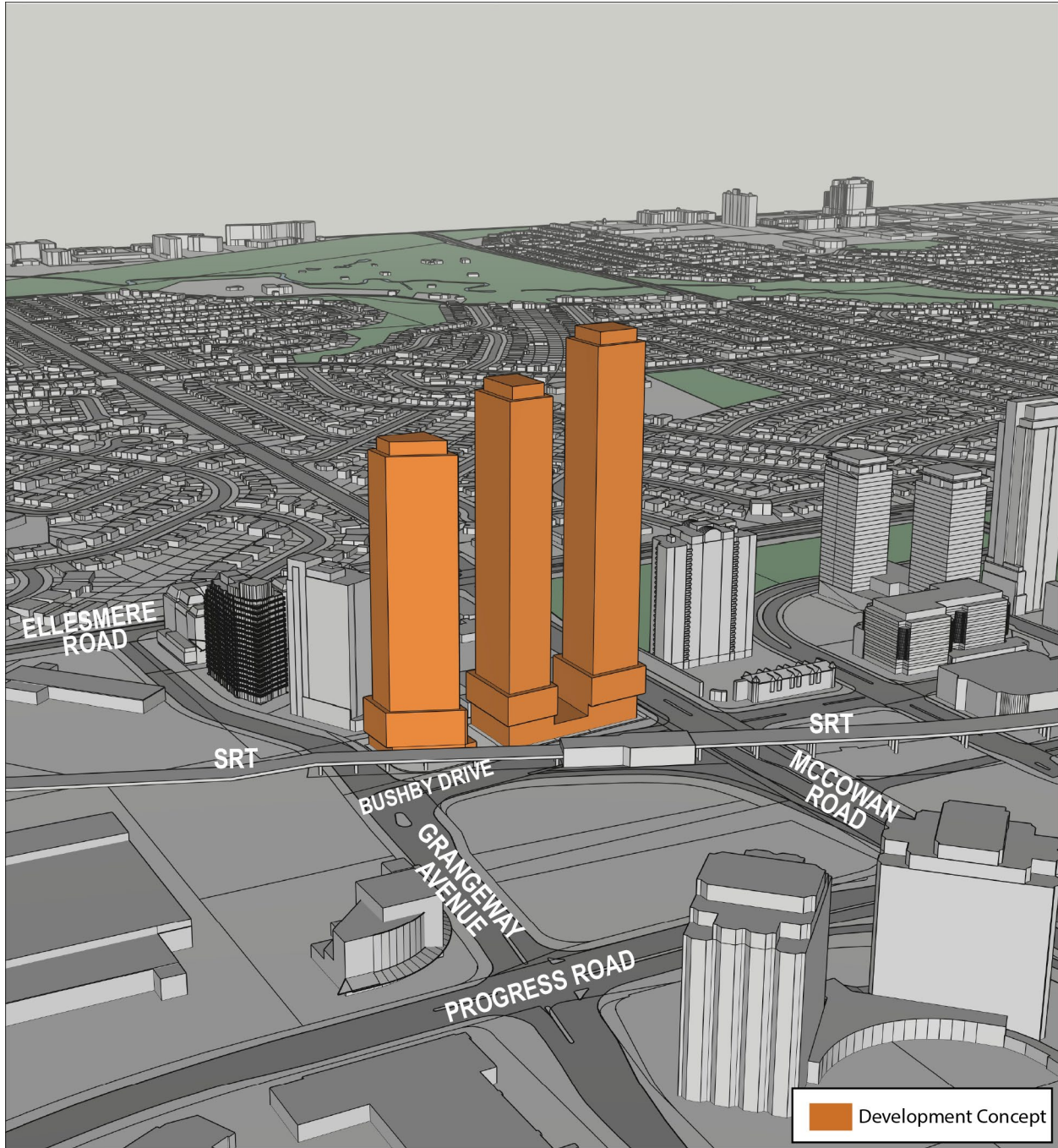
View of Development Concept Looking Northeast

Without Scarborough Rapid Transit (SRT) Corridor



03/26/2026

Concept B - With SRT:

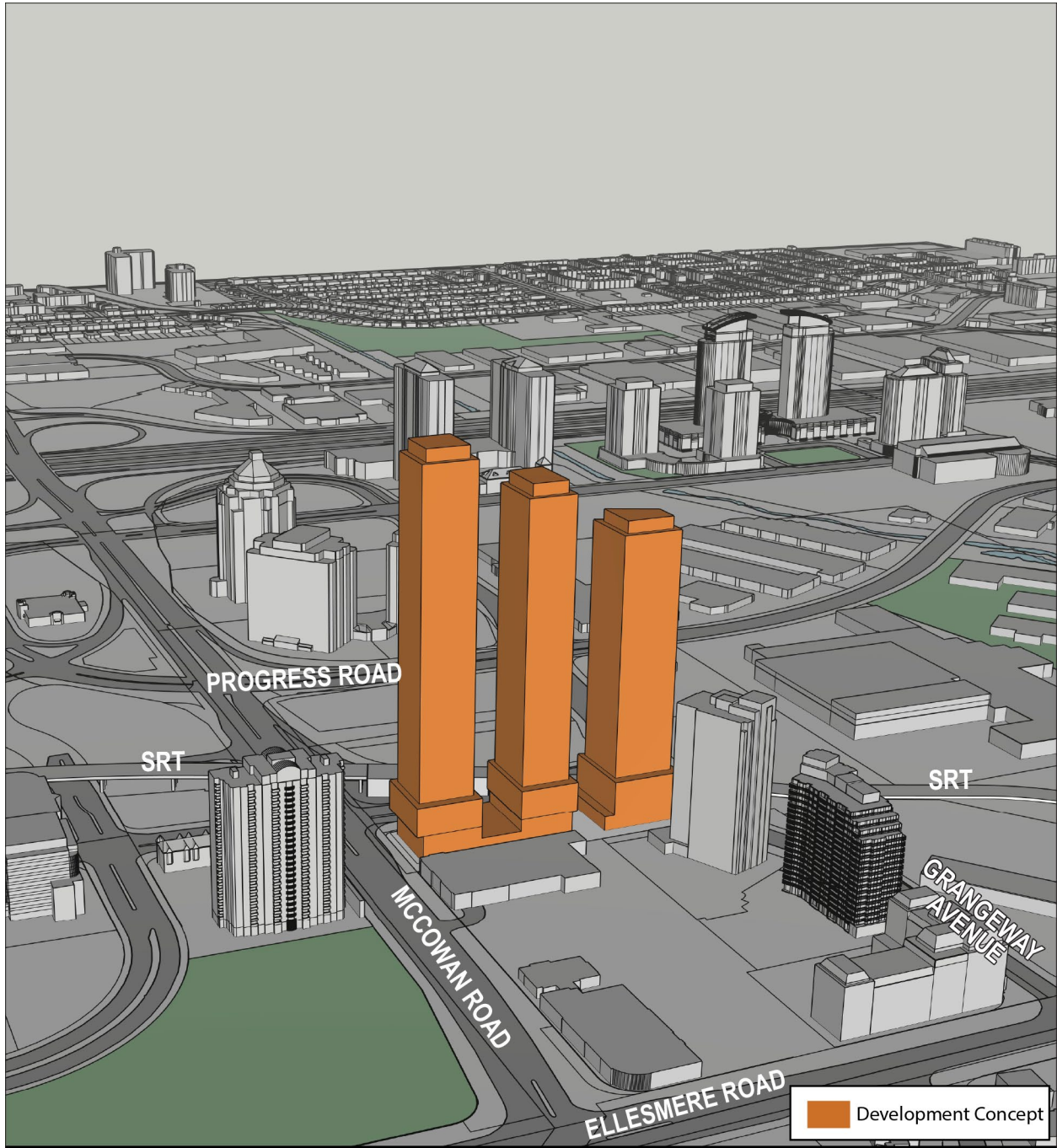


View of Development Concept Looking Southwest

With Scarborough Rapid Transit (SRT) Corridor



03/26/2026

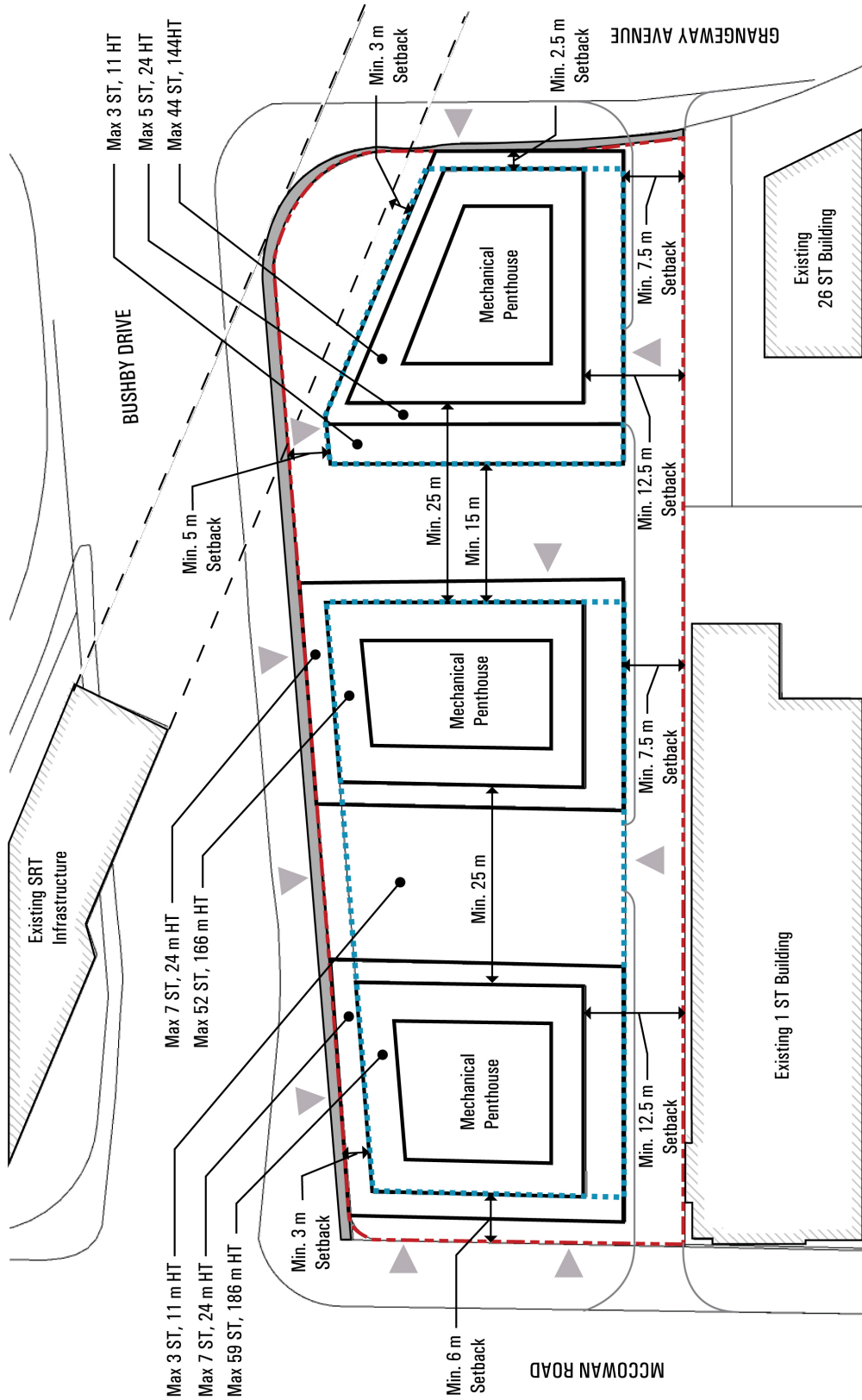


View of Development Concept Looking Northeast

With Scarborough Rapid Transit (SRT) Corridor



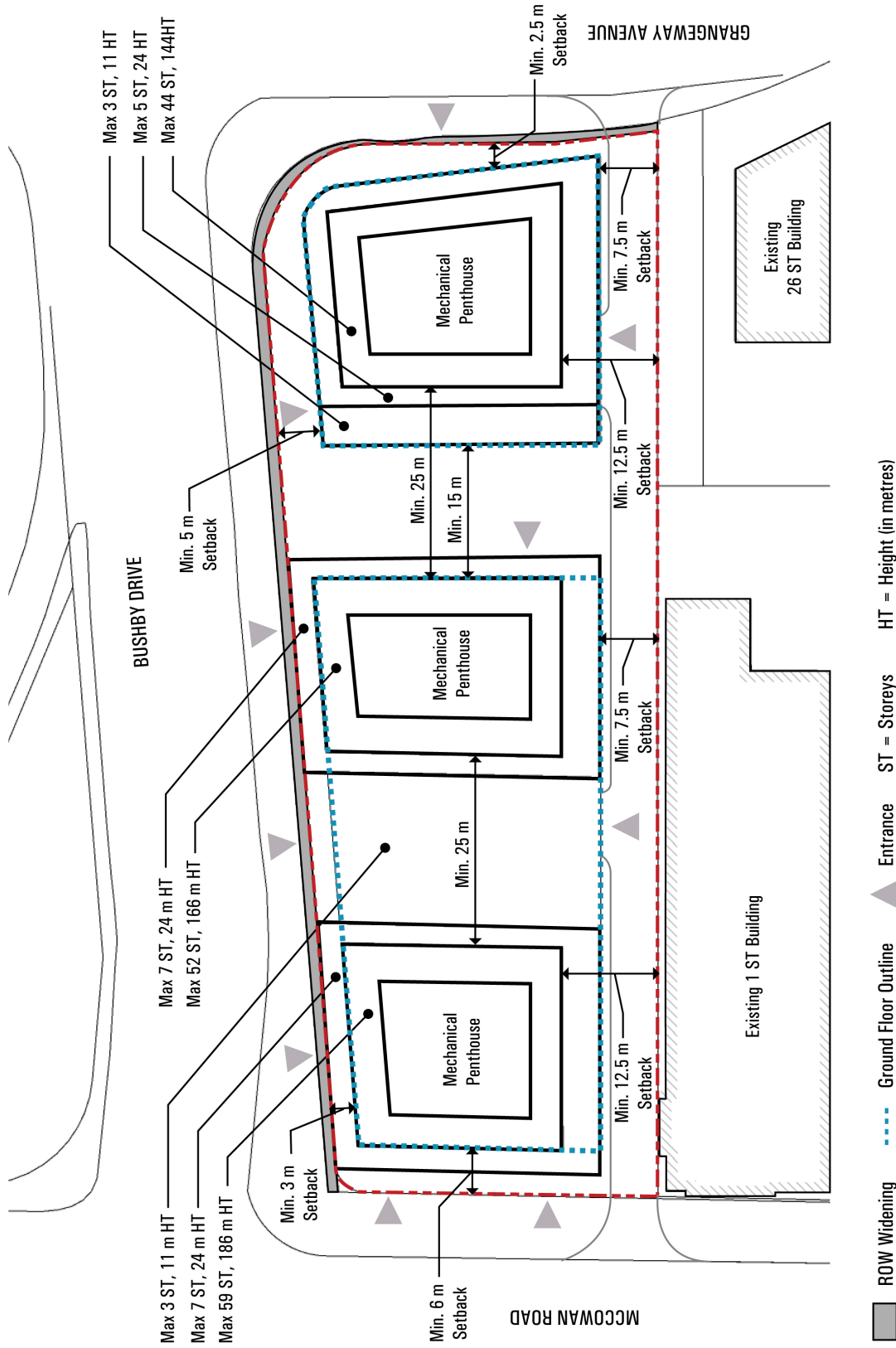
03/26/2026



ROW Widening
 Ground Floor Outline
 Entrance
 HT = Height (in metres)
 ST = Storeys
 *setbacks are from new property lines

Conceptual Site Plan - With SRT



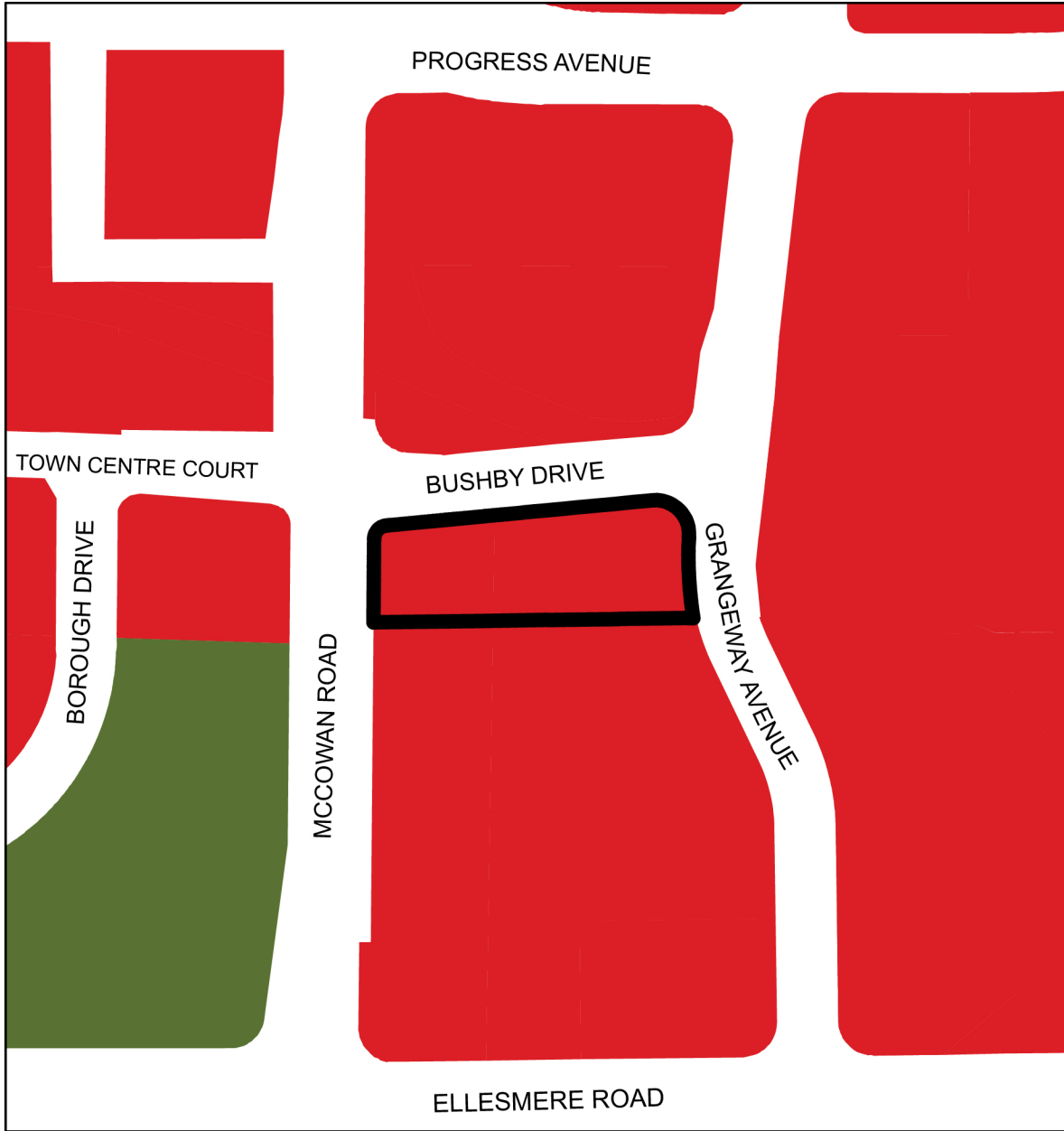


ROW Widening
 Ground Floor Outline
 Entrance
 HT = Height (in metres)
 ST = Storeys
 * setbacks are from new property lines

Conceptual Site Plan - Without SRT






Attachment 5: Official Plan Land Use Map



Official Plan Land Use Map 19

40 Bushby Drive

File # 25 103014 ESC 24 0Z

-  Location of Subject Lands
-  Mixed Use Areas
-  Natural Areas

↑
Not to Scale
Extracted: 04/30/2026




Attachment 6: Existing Zoning By-law Map





Zoning By-law 569-2013

40 Bushby Drive

File # 25 103014 ESC 24 0Z

-  Location of Subject Lands
-  RD Residential Detached
-  RS Residential Semi-Detached

-  See Former City of Scarborough Progress Employment District By-law No. 24982 and Woburn Community By-law No. 9510
- T* Two-Family Residential
- I* Institutional Zone
- AG* Agricultural Zone
- HC* Highway Commercial
- HC* Highway Commercial Zone
- M* Industrial Zone
- CCO* City Centre Office Zone
- CCR* City Centre Residential Zone
- CCC* City Centre Commercial Zone


Not to Scale
Extracted: 01/13/2025

Attachment 7: Draft Official Plan Amendment

Attached separately as a PDF

Attachment 8: Draft Zoning By-law Amendment

Attached separately as a PDF