



Planning & Urban Design Rationale

1050 Markham Road
City of Toronto

Prepared For
CAPREIT Apartments Inc.

June 2024



Job Number

23233

www.bousfields.ca

Urban Planning
Urban Design
Community Engagement

Toronto Office

3 Church Street, Suite 200
Toronto, ON
M5E 1M2

416.947.9744

Hamilton Office

1 Main Street East, Suite 200
Hamilton, ON
L8N 1E7

905.549.3005

Table of Contents

1 Introduction	1	5 Planning & Urban Design Analysis	66
2 Site & Surroundings	6	5.1 Focus for Growth – Intensification	67
2.1 Subject Site	7	5.2 Land Use	69
2.2 Area Context	11	5.3 Housing	70
2.3 Immediate Surroundings	14	5.4 Height, Massing and Density	71
2.4 Transportation Context	20	5.5 Built Form Impacts	74
3 Proposal	25	5.6 Urban Design	79
3.1 Description of Proposal	26	5.7 Technical Reports	86
3.2 Key Statistics	35	6 Conclusion	89
3.3 Required Approvals	36	Appendix A Housing Issues Report	A1
4 Policy & Regulatory Context	37	Appendix B Scoped Community Services and Facilities Study	B1
4.1 Overview	38		
4.2 Provincial Policy Statement	38		
4.3 Growth Plan for the Greater Golden Horseshoe	42		
4.4 Metrolinx 2041 Regional Transportation Plan	47		
4.5 City of Toronto Official Plan	48		
4.6 Zoning	61		
4.7 Urban Design Guidelines	62		



This Planning and Urban Design Rationale report has been prepared in support of an application by CAPREIT Apartments Inc. (“CAPREIT”) to amend the City-wide Zoning By-law 569-2013, as amended, to permit the redevelopment of the development site and retain the existing building as rental housing. The proposal is to redevelop the development site with two residential buildings, a 37-storey building at the northwest corner of Brimorton Drive and Markham Road and a 15-storey building to the west of Building A along Brimorton Drive.



1

Introduction



Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by CAPREIT Apartments Inc. ("CAPREIT") to amend the City-wide Zoning By-law 569-2013, as amended, to permit the intensification of a 1.9 hectare site located at the northwest corner of Markham Road and Brimorton Drive, approximately 125 metres south of the Markham Road and Ellesmere Road intersection, municipally known as 1050 Markham Road (the "subject site").

The subject site is currently developed with a "tower-in-the-park" style 19-storey, 295-unit rental apartment building located approximately mid-way on the subject site, close to the Markham Road frontage (the "existing building"). The southern portion of the site is currently used as an unprogrammed open space area consisting of grass field and scattered trees. Vehicular access is provided from Brimorton Drive, to the underground and surface parking areas associated with the existing building. A pick-up/drop-off vehicular loop is provided along Markham Road; however, this drive aisle does not connect to the surface parking areas located to the rear of the existing building.

The subject site is located within the Markham-Ellesmere Revitalization Area (the "MER area"), as outlined in the Official Plan's Site and Area Specific Policy No. 322 ("SASP 322"), as implemented through Official Plan Amendment No. 71 in 2009 ("OPA 71"). OPA 71 established a vision for the renewal and enhancement of the MER area, intended to encourage private and public reinvestment.

Following Council's adoption of OPA 71, significant

improvements to the transit network are now planned for the MER area and beyond. In 2021, Metrolinx announced a plan to implement bus rapid transit ("BRT") service along Ellesmere Road from Scarborough Centre, where a new subway station is planned (discussed below), to downtown Oshawa. This BRT service, known as the Durham-Scarborough BRT ("DSBRT"), will provide connections to locally and regionally significant areas including the University of Toronto Scarborough Campus and the downtowns of Pickering, Ajax and Whitby in Durham Region. As currently proposed, a DSBRT station stop is proposed at the Markham Road and Ellesmere Road intersection (the "Markham/Ellesmere intersection"), approximately 125 metres from the subject site.

In addition to the planned DSBRT, the Province of Ontario has announced the 'New Subway Transit Plan for the GTA'. This plan encompasses four rapid transit projects, one of which is the Scarborough Subway Extension ("SSE"). The SSE is a 7.8-kilometre extension of TTC's Line 2 Bloor-Danforth Subway, from the existing Kennedy Station northeast to McCowan Road and Sheppard Avenue. The line will include three new stations, one of which will be in the Scarborough Centre, located approximately 1.6 kilometres to the northwest of the subject site.

In response to the opportunities provided by these

significant transit improvements, and in keeping with the direction of OPA 71, CAPREIT is seeking to intensify the southern portion of the site, approximately 0.5 hectares in size (hereinafter referred to as the "development site"), with a new, mixed-use development that will provide a significant amount of new housing units in close proximity to planned higher-order transit. In developing the proposal for the development site, key considerations are the policy and urban design framework established by OPA 71; the densities, built forms and heights approved for the MER area; the introduction of a planned higher order DSBRT station 125 metres to the north of the subject site; and, ensuring that a compatible relationship between the existing building and the new mixed-use development results.

The requested Zoning By-law Amendment application (the "Application") seeks to permit the redevelopment of the development site and retain the existing building as rental housing. While the proposed mixed-use development is concentrated on the development site, a comprehensive approach from an urban design perspective has been taken to ensure that residents of the existing building have access to the new landscaping and pedestrian connections that have been proposed between the development site and the existing building.

The proposal is to redevelop the development site with two residential buildings, a 37-storey (115.2 metres, exclusive of the mechanical penthouse) building at the northwest corner of Brimorton Drive and Markham Road ("Building A") and a 15-storey (51.2 metres, exclusive of the mechanical penthouse) building to the west of Building A along Brimorton Drive ("Building B"). The potential for approximately 100 square metres of non-residential gross floor area ("GFA") is provided along Markham Road on the ground floor of Building A. Collectively, a total of 635 residential units are proposed and a total gross floor area of 39,911 square metres, resulting in a density of approximately 7.7 FSI on the development site (hereinafter referred to as the "Proposal").

This report concludes that the Proposal is in keeping with the planning and urban design framework established by the applicable planning documents, including the Provincial Policy Statement (2020), the 2019 Growth Plan, as amended by Growth Plan Amendment No. 1, and the Toronto Official Plan, and has regard for the relevant urban design guidelines. It will also assist the City of Toronto in achieving its 2031 dwelling unit target of 285,000 set by the Province in its Bulletin dated October 2022.

From a land use perspective, the Proposal will contribute to the achievement of numerous policy directions supporting intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing and planned municipal infrastructure, including higher-order public transit. The Proposal will contribute to the revitalization of the MER area by redeveloping the underutilized portion of the subject site with a transit-supportive development that optimizes the use of land and infrastructure, enhances the public realm and is compatible with the existing building, therefore ensuring that no adverse impacts result on the immediate surroundings.

The proposed residential and retail uses conform with the *Apartment Neighbourhoods* designation in the Official Plan; are compatible with the existing and planned built forms in the vicinity of the subject site; will contribute to the provision of a range of housing choices; and, will help reduce automobile dependency through the provision of new housing in proximity to higher-order transit. Further, the creation of new residential units on an existing "tower-in-the-park" apartment site is specifically contemplated by the Official Plan as a means of creating new housing supply that will help to address the shortage of housing options in the City.

From a built form and urban design perspective, the Proposal represents a high-quality architectural addition to the MER area that will fit harmoniously within the existing and planned built form context and minimize any built form impact on the existing building. The Proposal includes podiums that will respond well to their immediate context, establishing good street proportion and pedestrian scale. The proposed tower heights fit into the evolving height context of the MER area and will result in a compatible relationship with their surroundings, given the site's high-rise context and its separation from the closest low-rise residential neighbourhoods to the west of the subject site along Dolly Varden Boulevard.

Further, the Proposal represents an appropriate design response to this corner site as it will establish an attractive street presence along both Markham Road and Brimorton Drive, with potential retail at-grade along Markham Road and high-quality landscaping and streetscape elements which will improve the public realm at this intersection.

For the foregoing reasons, it is our opinion that the Proposal represents good land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new residential uses that will support the significant improvements being made in higher order transit in the immediate area while demonstrating compatibility with adjacent properties. Accordingly, it is our opinion that the requested Zoning By-law Amendment application is appropriate and desirable and should be approved.



Site & Surroundings

2.1 Subject Site

The subject site, municipally known as 1050 Markham Road, is located at the northwest corner of the Markham Road and Brimorton Drive intersection, approximately 125 metres south of the Markham/Ellesmere intersection. The subject site is generally rectangular in shape, extending slightly west at the southwest property limits, and has a total site area of approximately 1.9 hectares (19,880 square metres) with 196 metres of frontage on Markham Road and 65 metres of frontage on Brimorton Drive (see **Figure 1**, Location Map).

The subject site is currently occupied with a 19-storey, 295-unit rental apartment building (the "existing building") which contains a daycare on the ground floor. A fenced-in children's play area surrounded by unprogrammed open space is located north of the existing building and is used as an outdoor play space for the daycare. One level of underground parking, in addition to an approximate 6,000-square metre surface parking area on the westerly portion of the site, currently serves the existing building. The southern portion of the site is currently used as an unprogrammed open space area consisting of grass field and scattered trees.

There are two existing vehicular access points that serve the subject site. One vehicular access is located on the west side of Markham Road, providing direct drop-off/pick-up to the main entrance of the existing building. The other vehicular access is located on the north side of Brimorton Drive and provides access to the underground and surface parking areas associated with the existing building.

In terms of topography, the subject site is generally flat with a grade change of approximately 1 to 2 metres from the north to south ends of the site. The westerly portion of the subject site, near the west property line, begins to gently slope down. This downward slope continues on the adjacent property to the west, which is occupied by a 2- to 3-storey townhouse development (municipally known as 550 Brimorton Drive). Trees are interspersed throughout the subject site, with small clusters of trees located in the unprogrammed open spaces areas and along the site's westerly and northerly property lines.



1050 Markham Road – existing 19-storey building



1050 Markham Road – view of the development site and existing driveway entrance from Brimorton Drive

2.1.1 Development Site

The south portion of the site, where Buildings A and B are proposed, is identified as the development site. The development site is approximately 0.5 hectares (5,151 square metres) in size and has a frontage of 45 metres along Markham Road. This area is currently used as unprogrammed open space consisting of grass field and scattered trees. Vehicular access from Brimorton Drive, as described above, is provided on the development site (see **Figure 2** – Aerial Photo - Development Site Context).



1050 Markham Road – ground floor daycare



Children's play area on northern portion of subject site



Existing parking lot on subject site



Existing waste disposal on subject site



1050 Markham Road: existing rear building entrance

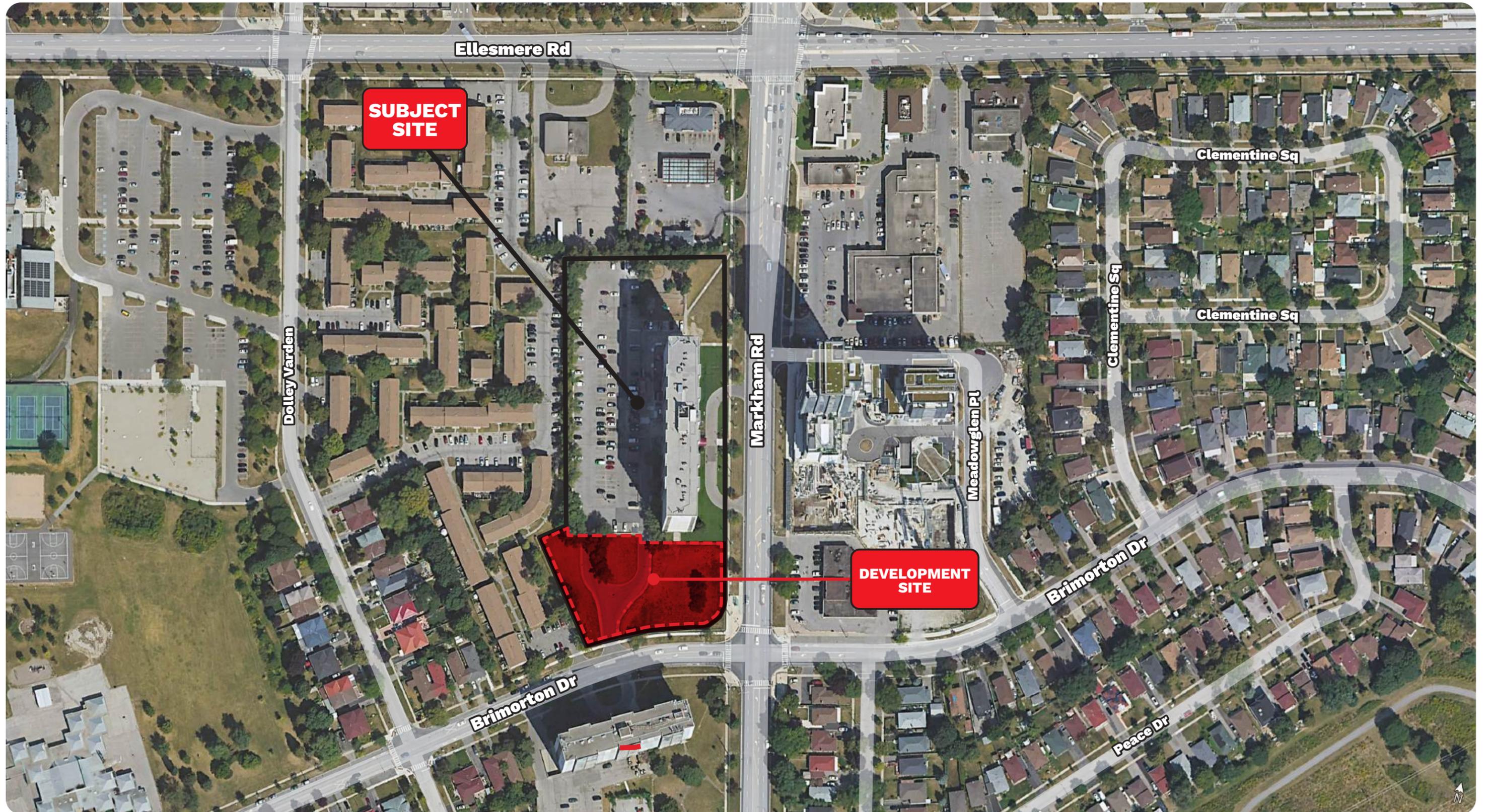


Figure 2 - Aerial Photo - Development Site Context

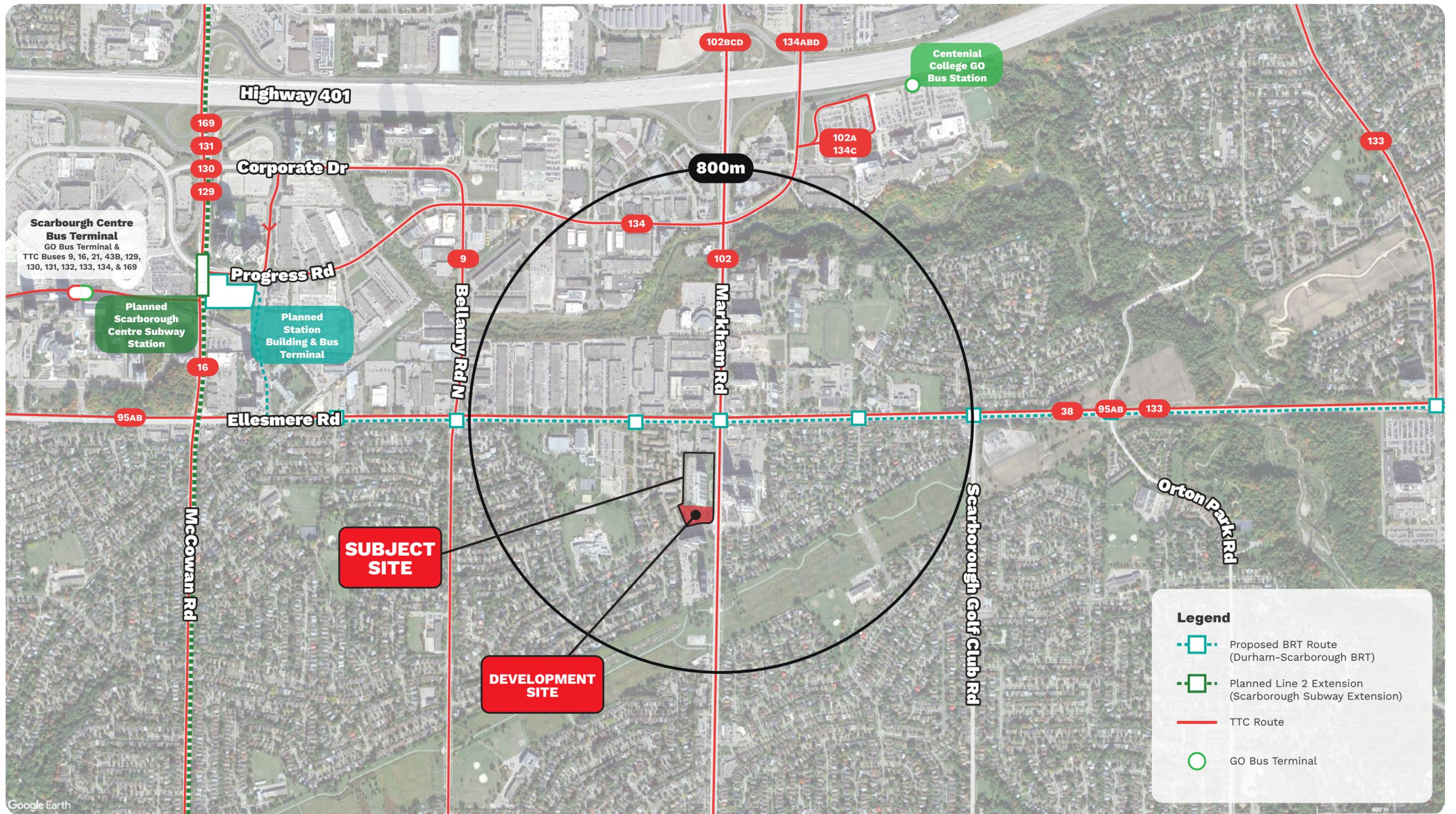


Figure 3 - Aerial Photo - Area Context

2.2 Area Context

The subject site is located in the Woburn North Neighbourhood of the former City of Scarborough, which is generally bound by Markham Road, Ellesmere Avenue and East Highland Creek to the east, Highway 401 to the north, McCowan Road to the west, and Lawrence Avenue East to the south (see **Figure 3** – Aerial Photo - Area Context). The wider geographic neighbourhood includes institutional uses (Centennial College), employment uses and a range of low and higher density residential uses. In the immediate area, there are a variety of built forms, including tall towers, slab-style apartments, townhouses, and low-rise residential buildings.

The subject site is also located within the boundary of the Markham Ellesmere Revitalization Area (the “MER area”), as established in SASP 322 through OPA 71. OPA 71 established a vision for the renewal and enhancement of the MER area, intended to encourage private and public reinvestment. The subject site is noted as “Potential Tower Renewal” on the MERS Conceptual Master Plan (see **Figure 4** – Markham-Ellesmere Revitalization Study Area).

Since the adoption of SASP 322, the Markham/Ellesmere intersection has experienced significant redevelopments including proposed, approved, built and currently under-construction projects in close proximity to the subject site.

Notable projects within the vicinity include an active Zoning By-law Amendment application at 1151 Markham Road (requesting a height of 44 storeys and 440 residential units); a recently approved Zoning By-law Amendment application at 1125-1137 Markham Road and 2141 Ellesmere Road (approved with heights up to 37 storeys and a total of 997 residential units); a now constructed development at 1 & 2 Meadowglen Place (heights up to 28 storeys and a total of 818 residential units); and, an approved and now under-construction development at 1021-1035 Markham Road (approved height of 34 storeys and 333 residential units).

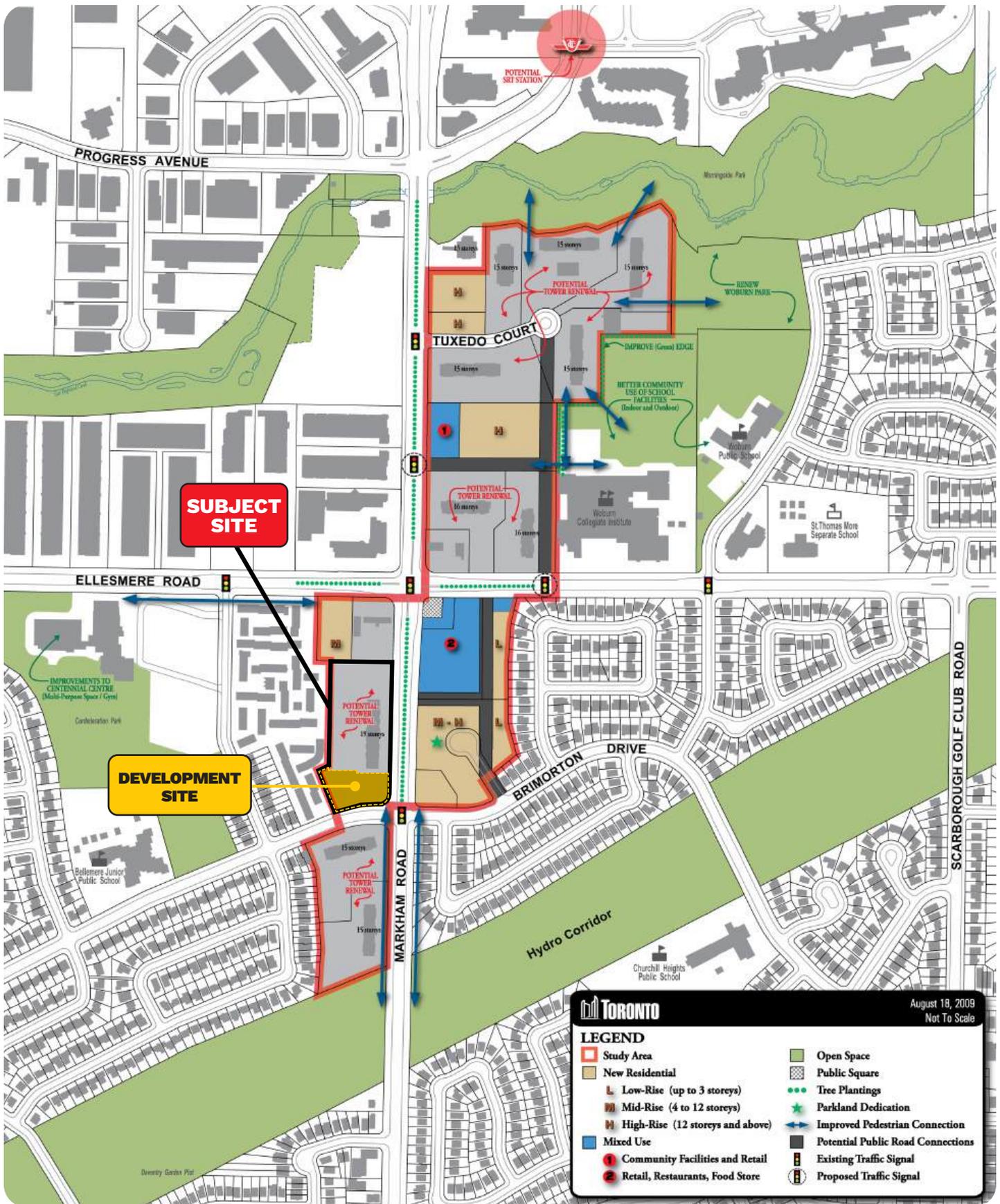


Figure 4 - Markham-Ellesmere Revitalization Study Area

Table 1 provides a summary of nearby (generally within a 500-metre radius of the subject site) development applications.

Address	Type of Application	Details	Status
1-2 Meadowglen Place	Rezoning, Plan of Subdivision, Site Plan	Two 28-storey buildings, one 16 storey rental replacement building, one 14-storey condominium building, and 32 stacked townhouses. This development includes a public park.	Constructed
1125 to 1137 Markham Road and 2141 Ellesmere Road	Rezoning, Plan of Subdivision, Site Plan	Redevelopment comprised of four mixed use buildings ranging from 8 to 37-storeys in height. This development includes a public park.	Zoning approved, Site Plan under review
1151 Markham Road	Rezoning, Site Plan	Proposal for one 44 storey mixed-use building comprised of 455 residential units	Under Review
1021-1035 Markham Road	Rezoning, Site Plan	34 storey building. This development includes a public park.	Under construction
1221 Markham Road	Rezoning, Site Plan Approval	Proposal for three buildings – 21, 27 and 30 storeys,	OLT Approved By-law No. 1000-2011; C of A approved in 2022
1250 Markham Road	Rezoning, Site Plan Approval	Two residential buildings with heights of 29 and 31 storeys, retaining the Place of Worship.	OLT Approved By-law No. 865-2019 SPA - Under Review
40-42 Tuxedo Court	Rezoning, Condominium Approval, Site Plan Application	Construct two residential towers at 26 and 29 storeys in height connected by a 3-storey podium with a total of 644 residential units and a 667 square metre daycare space at the ground floor and mezzanine levels.	OLT Approved
90 Production Drive	Condominium Approval	Proposal to convert the existing 14 units into separate condominium units, and the remainder of the lands including loading and parking to be part of the condominium.	Under Review

2.3 Immediate Surroundings

Immediately to the north of the subject site, on the property located at the southwest corner of the Markham/Ellesmere intersection (municipally known as 1150 Markham Road), is a gas station and a convenience store which includes a car wash and a Tim Hortons restaurant. A place of worship (Christ Alive Church Toronto – Malayalam Pentecostal Church, 2085 Ellesmere Road) is located to the west of the gas station.

Further north, lands within the northwest quadrant of the Markham/Ellesmere intersection, are designated *General Employment Areas* and are primarily comprised of low-rise light industrial uses and office buildings. Fronting the northwest corner of the Markham/Ellesmere intersection are two office buildings at 3 and 5 storeys in height (2100 Ellesmere Road and 1200 Markham Road, respectively). These buildings contain a number of medical, education, employment, and legal uses. There is a four-storey above-grade parking garage on the west side of these buildings. Further north are a series of linear single-storey buildings containing specialized commercial, industrial, office and other employment-related uses.

Further north along Markham Road is a place of worship (Global Kingdom Ministries, 1250 Markham Road) and the East Highland Creek with a surrounding natural open space area. Site-specific zoning by-law No. 865-2019 (LPAT) applies to the 1250 Markham Road property and was approved by the Ontario Land Tribunal ("OLT") to develop a portion of the property with two residential buildings (29 and 30 storeys in height). The existing place of worship would be retained.

At the northeast corner of the Markham/Ellesmere intersection is a gas station and two 16-storey residential apartment buildings (2180 and 2190 Ellesmere Road). To the east of these residential buildings is a high school (Woburn Collegiate Institute, 2222 Ellesmere Road) and a primary school (Woburn Junior Public School, 40 Dormington Drive). These two schools are located approximately 400 metres from the subject site. North of the 16-storey residential buildings is a commercial plaza located at 1221 Markham Road containing a variety of restaurants and offices with surface parking. This site recently received minor variance approval for an increase in height to the previously approved three tower redevelopment (heights are now in the order of 21, 27 and 30 storeys).

Further north is a large apartment complex consisting of five 15-storey apartment buildings fronting Tuxedo Court (10-50 Tuxedo Court). Further east of the apartment complex is a Tim Hortons (60 Tuxedo Court), a grocery store (Panchvati Supermarket, 2155 Markham Road), and a 13-storey apartment building fronting Markham Road (1275 Markham Road). Further north is part of the East Highland Creek and Centennial College is located to the north of the creek at (941 Progress Avenue).



1150 Markham Road



Christ Alive Church Toronto (2085 Ellesmere Road)



2100 Ellesmere Road and 1200 Markham Road



Global Kingdom Ministries (1250 Markham Road)



1201 Markham Road and 2180 Ellesmere Road



Woburn Collegiate Institute (2222 Ellesmere Road)

To the immediate east of the subject site, at the northeast corner of the Markham Road and Brimorton Drive intersection (municipally known as 1021-1035 Markham Road), is an approval for a 34-storey residential building and new public park. This building is now under construction, and the public park will connect to the approved public park as part of the 1 & 2 Meadowglen Place development.

To the north is the recently constructed and now occupied 1 and 2 Meadowglen Place development. This development includes one 16-storey rental replacement apartment building, two 28-storey mixed-use towers with ground floor commercial connected by an 8-storey podium fronting Markham Road, one 14-storey condominium building, 32 stacked townhouses adjacent to the low-rise residential area to the east, new public streets and a new public park.

Further north is the recently approved mixed-use development at 1125-1137 Markham Road and 2141 Ellesmere Road. Existing on this site today is a commercial plaza containing a number of retail tenants including a pharmacy, grocery store and financial institution. A significant amount of surface parking surrounds the plaza building. The approved mixed-use development seeks to demolish the commercial plaza and replace it with three towers up to 37 storeys in height, an 8-storey mid-rise building fronting a new public park located adjacent to Ellesmere Road, and new public streets connecting to the public streets constructed as part of the 1 & 2 Meadowglen Place development.

At the southeast corner of the Markham/Ellesmere intersection is a stand-alone commercial building (1151 Markham Road) which is currently being used as a presentation/sales centre for the newly constructed condominiums at 1 and 2 Meadowglen Place. This site is currently subject to an active zoning by-law amendment application for a 44-storey residential building. To the east of this property is a place of worship, the Masjid Al-Jannah mosque, located at 2201 Ellesmere Road.

East of the developments identified above is a low-rise residential neighbourhood comprised of single-detached dwellings fronting Clementine Square.



1221 Markham Road



60 Tuexedo Court



10-50 Tuexedo Court



1021-1035 Markham Road



1&2 Meadowglen Place

To the immediate south of the subject site, at the southwest corner of Markham Road and Brimorton Drive are two 15-storey slab-style residential apartment buildings (555 Brimorton Drive and 960 Markham Road) with associated surface parking areas. To the south of these buildings is the Gatineau Hydro Corridor which contains a walking trail and allotment garden plots (Daventry Garden Plots). Further south is a three-storey office building (916 Markham Road), a one-storey plaza containing a daycare and a place of worship (Growing Tykes Learning Centre, 910 Markham Road and Cross of Christ Fellowship, 904 Markham Road).

The majority of the surrounding area to the south of Ellesmere Road, west of the buildings fronting Markham Road, is comprised of a neighbourhood of single and semi-detached one- and two-storey dwellings. Within this neighbourhood area there is a school (Churchill Height Public School, 749 Brimorton Drive), several parks (Churchill Heights Park, Densgrove Park, and Lusted Park), and a fire station (Toronto Fire Station 231, 740 Markham Road).

To the immediate west of the subject site is a large 2- to 3-storey townhouse complex known as Woburn Village. This townhouse complex extends from Brimorton Drive north to Ellesmere Road and is municipally known as 550 Brimorton Drive and 2055 Ellesmere Road. The townhouse blocks within Woburn Village are accessed via internal private roads and walkways. The north-south townhouse blocks adjacent to the development site are setback approximately 10 to 12 metres from their easterly property line. The units within these blocks have their ground-related outdoor area (backyard) facing the development site.

To the west of Woburn Village, at the northeast corner of Brimorton Drive and Dolly Varden Boulevard are thirteen semi-detached dwellings (lands designated *Neighbourhoods* in the Official Plan).

Further west is the Centennial Recreation Centre (1967 Ellesmere Road) and Confederation Park (250 Dolly Varden Boulevard), approximately 600 metres from the subject site. Confederation Park contains a number of public facilities such as a dog park, tennis courts, basketball courts and a children's playground. To the south of the park is an elementary school (Bellemere Junior Public School, 470 Brimorton Drive).



1125 Markham Road



1151 Markham Road



555 Brimorton Drive



Woburn Village



Centennial Recreation Centre (1967 Ellesmere Road)

2.4 Transportation Context

Road Network

The subject site is well served by the surrounding road network.

Markham Road is a north-south road classified as a *Major Arterial* road by the City of Toronto's road classification system. The road connects the City of Markham in the north to Hill Crescent in the southern end of Scarborough. Markham Road has a planned and existing right-of-way width of 36 metres. Within the vicinity of the subject site, Markham Road has a four-lane cross section with sidewalks on both sides of the road.

Brimorton Drive to the south of the subject site is generally an east-west road classified as a *Collector* road by the City of Toronto's road classification system. Brimorton Drive connects from Brimley Road in the west to Orton Park Road in the east. Within the vicinity of the site, Brimorton Drive has a two-lane cross section with a designated centre turning lane at the intersection of Brimorton Drive and Markham Road. It also has sidewalks and cycling lanes on either side of the street, and a designated on-street parking lane on the south side of the road.

Ellesmere Road to the north of the subject site is an east-west road classified as a *Major Arterial* road by the City of Toronto's road classification system. Ellesmere Road connects from Victoria Park Avenue in the west, which forms the border of the former municipality of Scarborough, to Kingston Road at the Highway 401 interchange in the east. Within the vicinity of the site, Ellesmere Road has a five-lane cross section with a designated turning lane at the intersection of Ellesmere Road and Markham Road, and sidewalks on both sides of the road. Major changes to the Ellesmere Road cross section have been proposed as part of the planned DSBRT project. This includes the addition of dedicated cycling lanes in both directions along Ellesmere Road.

Transit Network

Existing Surface Transit

The subject site is currently well-served by surface transit as there are several existing transit routes in the immediate area, including the following: (see **Figure 5**)

- **Route 102 – Markham Road:** operates between Warden Station on Line 2 Bloor-Danforth, the Centennial College Progress Campus, the area of Markham Road and Steeles Avenue, and the area of Highway 48 (Markham Road) and Castlemore Avenue in the City of Markham, generally in a north-south direction. Four services are operated. The 102A (Warden Stn-Progress [Centennial College]) branch operates at all times, from Monday to Friday only. The 102B (Warden Stn-Steeles) branch operates at all times. The 102C (Warden Stn-Steeles via Dynamic Drive) branch operates during the peak periods, northbound in the morning and southbound in the afternoon, from Monday to Friday only. The 102D (Warden Stn-Major Mackenzie) branch operates until approximately 11:00 pm from Monday to Saturday, and until approximately 10:00 pm on Sundays and holidays.
- **Route 38 – Highland Creek:** operates between Scarborough Centre Station on Line 3 Scarborough, the University of Toronto at Scarborough campus, and the Rouge Hill GO Station, generally in an east-west direction. Two services are operated. The 38A (Scarborough Centre Station-Rouge Hill GO Station) branch operates all day, every day. The 38B (Scarborough Centre Station-U of T Scarborough) branch operates during the daytime, from Monday to Friday only.

- Route 133 – Neilson:** operates between Scarborough Centre Station on the Scarborough RT, the area of Neilson Road and Crow Trail, and the Morningside Heights area, generally in a north-south direction. One service is operated: the 133 (Scarborough Centre Station-Morningside Heights) branch operates at all times, seven days a week.
- Route 95 – York Mills:** operates between York Mills Station on Line 1 Yonge-University, the area of Ellesmere Road and Kingston Road, and the University of Toronto at Scarborough campus, generally in an east-west direction. Two services are operated. The 95A (York Mills Stn-Kingston Rd) branch operates at all times, seven days a week. The 95B (York Mills Stn-U of T Scarborough) branch operates at limited times. Express service is offered on 995 York Mills Express.
- Route 995 – York Mills Express:** route operates between York Mills Station on Line 1 Yonge-University-Spadina, and the University of Toronto at Scarborough campus, generally in an east-west direction. One single service is operated: the 995 (York Mills Station-U of T Scarborough Express) branch, which operates during the peak periods from Monday to Friday only. Local service is offered on 95 York Mills.
- Route 902 – Markham Road Express:** operates between Warden Station on Line 2 Bloor-Danforth, the Centennial College Progress Campus, and the area of Markham Road and Sheppard Avenue East, generally in a north-south direction. One single service is operated. The 902 (Warden Stn-Centennial College Express) branch operates during the peak periods and midday, from Monday to Friday only.

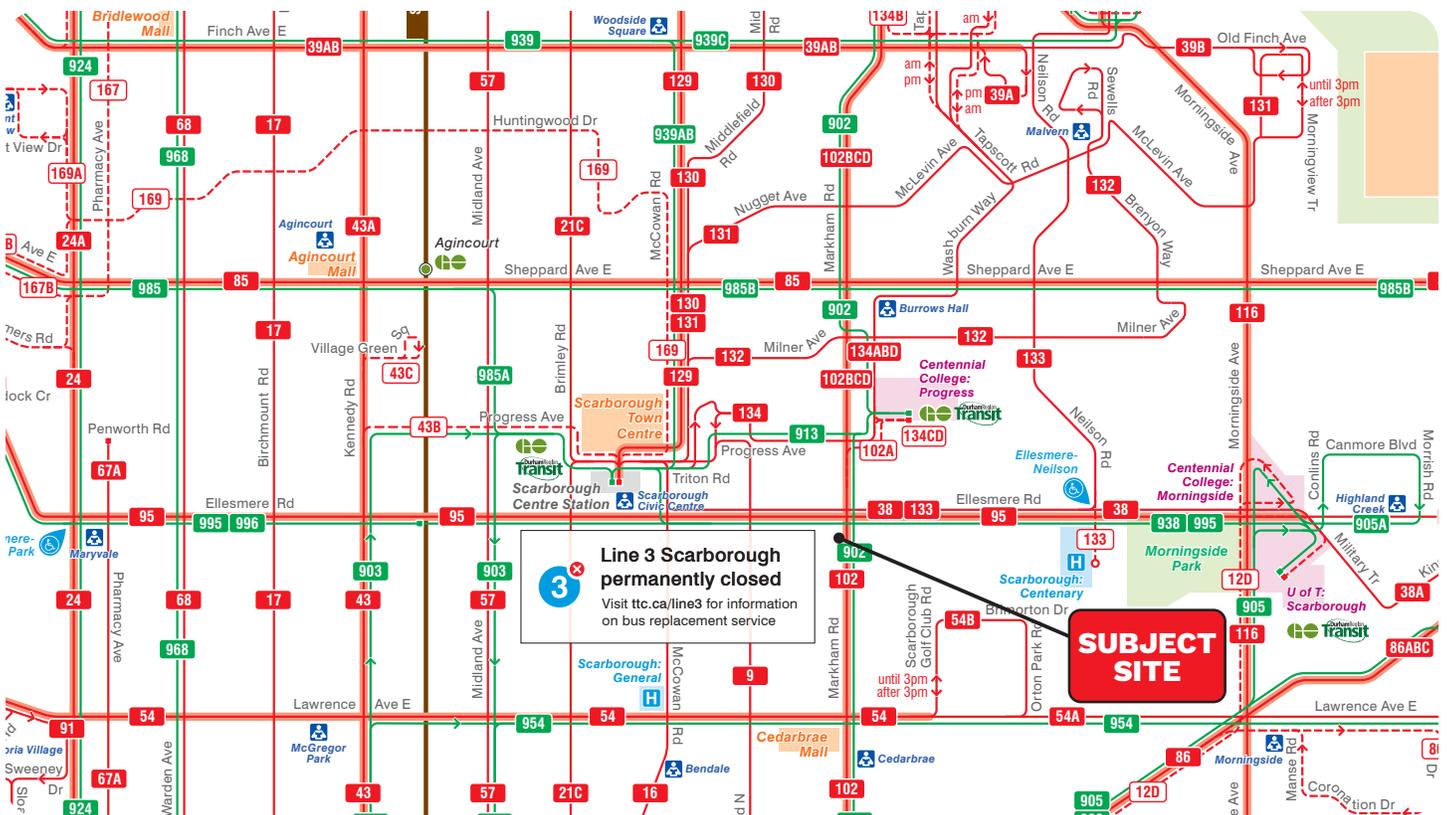


Figure 5 - TTC System Map

Planned Higher Order Transit

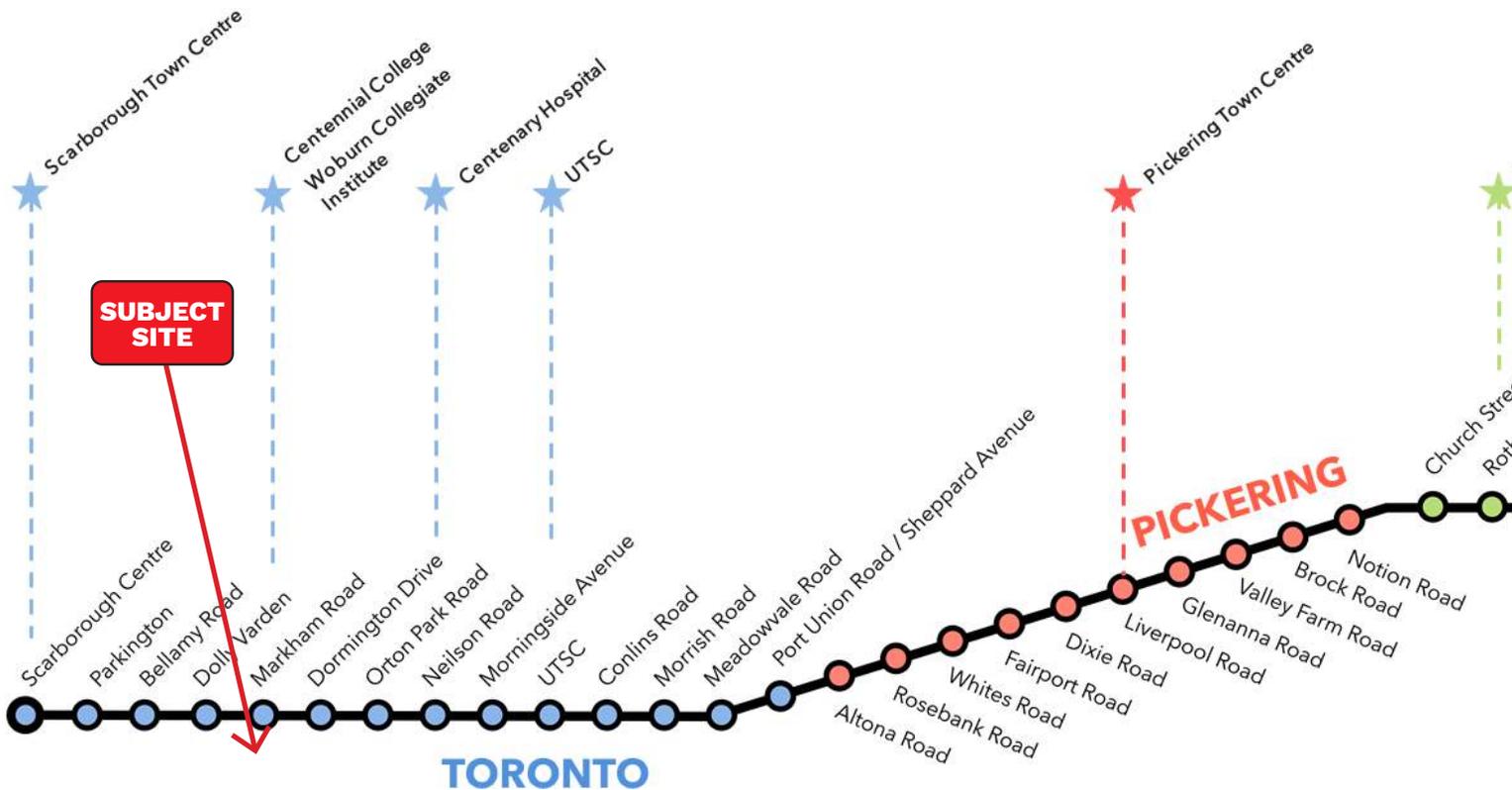
Durham-Scarborough Bus Rapid Transit (DSBRT)

In 2021, Metrolinx announced plans to implement bus rapid transit ("BRT") service along Ellesmere Road from the Scarborough Centre to downtown Oshawa (a total of 36 kilometres). This BRT service, known as the Durham-Scarborough BRT ("DSBRT"), will provide connections to locally and regionally significant areas including the University of Toronto Scarborough Campus and the downtowns of Pickering, Ajax and Whitby in Durham Region (see **Figure 6 and 7**).

In Fall 2021/Winter 2022, Metrolinx undertook their Transit Project Assessment Process (TPAP). A Notice of Completion was published on January 20, 2022, and on March 28, 2022, the Minister of the Environment, Conservation and Parks issues a Notice to Proceed with the transit project.

As currently proposed, a DSBRT station stop is proposed at Markham/Ellesmere intersection, approximately 125 metres from the subject site and 300 metres from the development site.

Figure 6 - Durham-Scarborough Bus Rapid Transit Stops



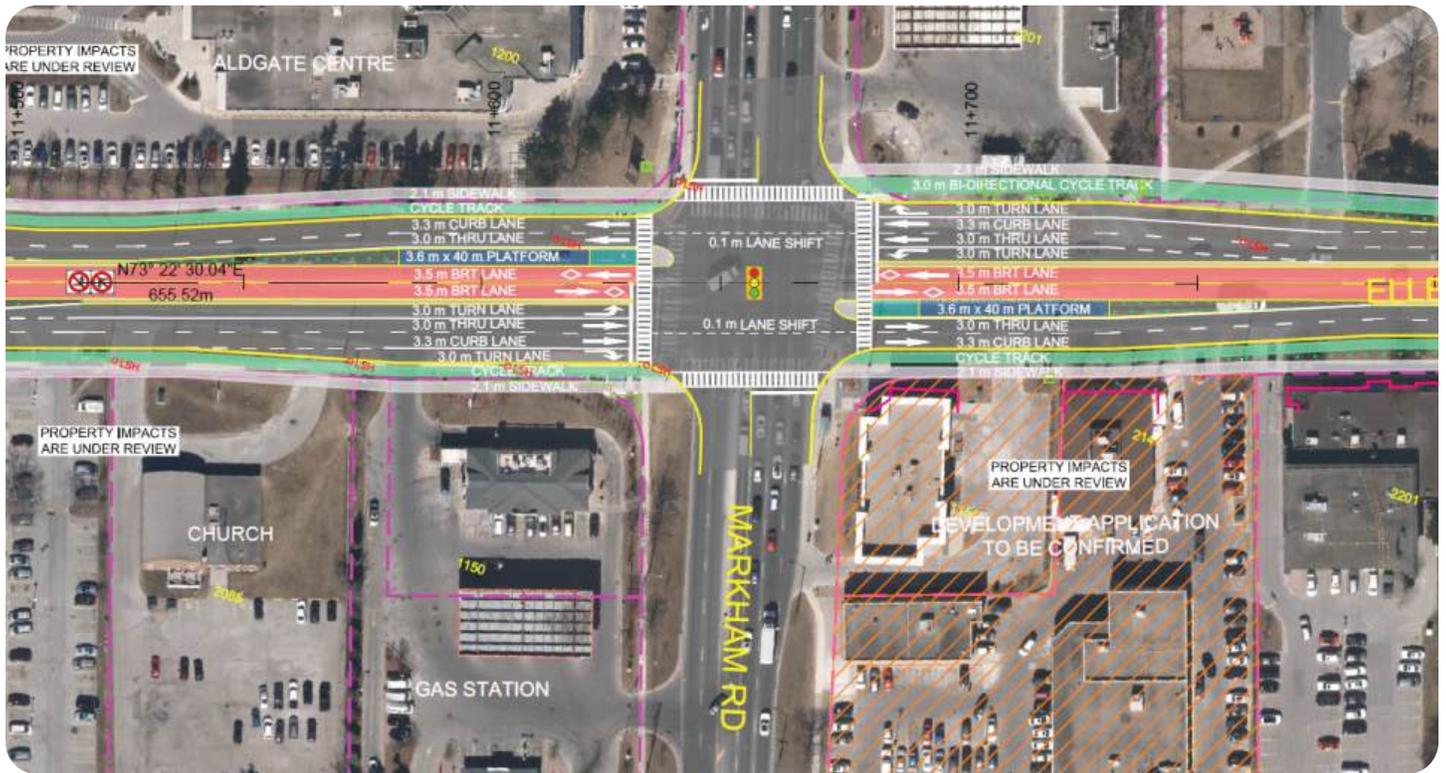
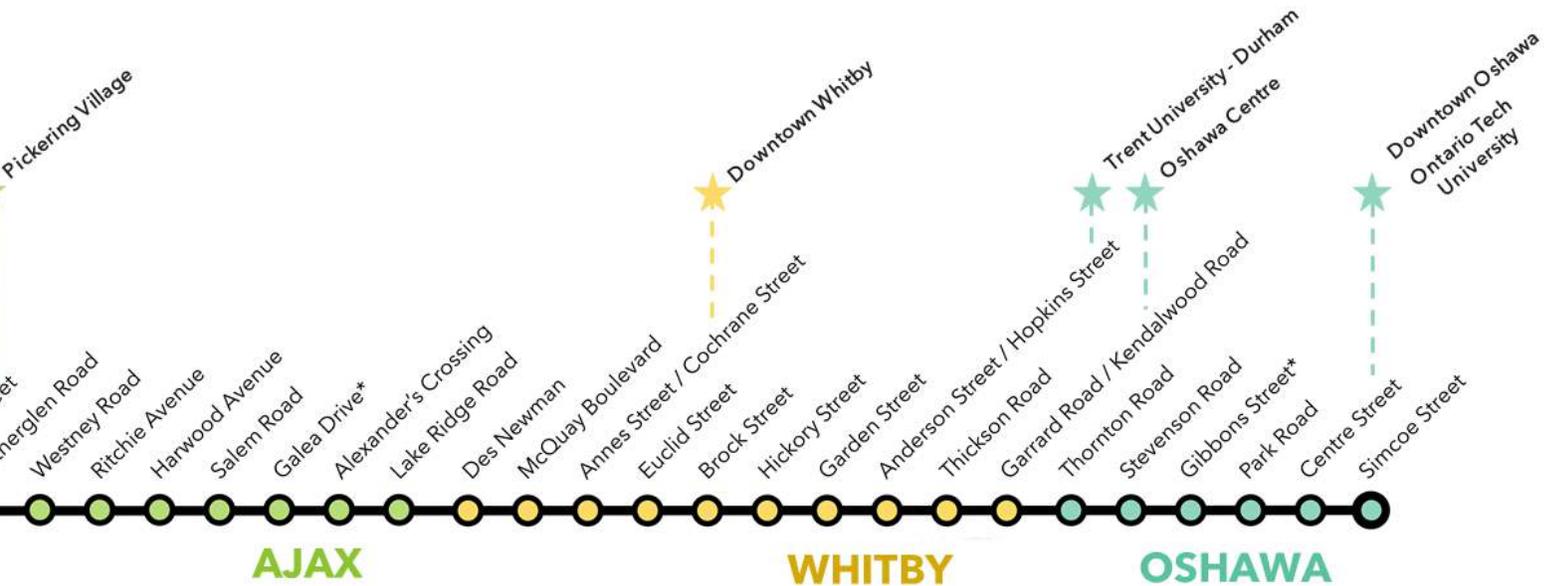


Figure 7 - BRT Right of Way



Scarborough Subway Extension

In addition to the planned DSBRT, the Province of Ontario has announced the 'New Subway Transit Plan for the GTA'. This plan encompasses four rapid transit projects, one of which is the Scarborough Subway Extension ("SSE"). The SSE is a 7.8-kilometre extension of TTC's Line 2 Bloor-Danforth Subway, from the existing Kennedy Station northeast to McCowan Road and Sheppard Avenue. The line will include three new stations, one of which will be in the Scarborough Centre located approximately 1.6 kilometres to the northwest of the subject site. The DSBRT is planned to connect directly to the new Scarborough Centre subway station. The SSE is currently under construction with estimated completion time of year 2029-2030.

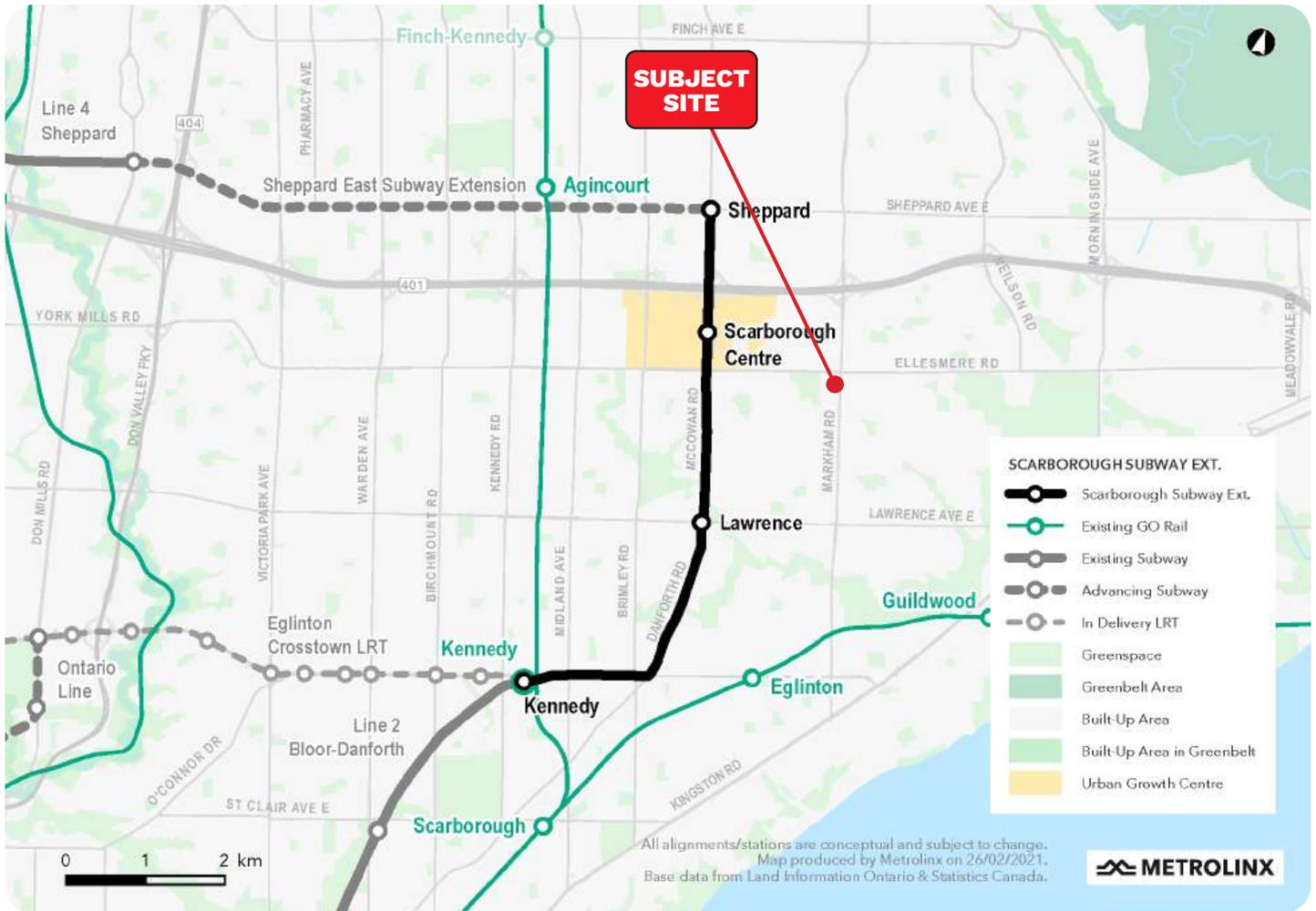


Figure 8 - Scarborough Subway Extension

An architectural rendering of a modern city street. The scene is dominated by two tall, multi-story buildings with a mix of glass and brick facades. The buildings feature numerous balconies with glass railings. The street is wide and paved, with a central area that appears to be a pedestrian walkway or a small park area with young trees and a bench. Several people are depicted in the scene, including a person sitting on a bench, a person walking, and a person with a bicycle. A car is visible on the right side of the street. The sky is a clear, light blue. Overlaid on the left side of the image is a large white circle containing the number '3'. To the right of the circle, the word 'Proposal' is written in a white, sans-serif font.

3

Proposal

3.1 Description of Proposal

Overview

The proposed development will comprehensively intensify an existing apartment site with two new mixed-use/residential buildings while retaining the existing building. Tower separation distances in the order of 25 metres are proposed between all three buildings on the subject site.

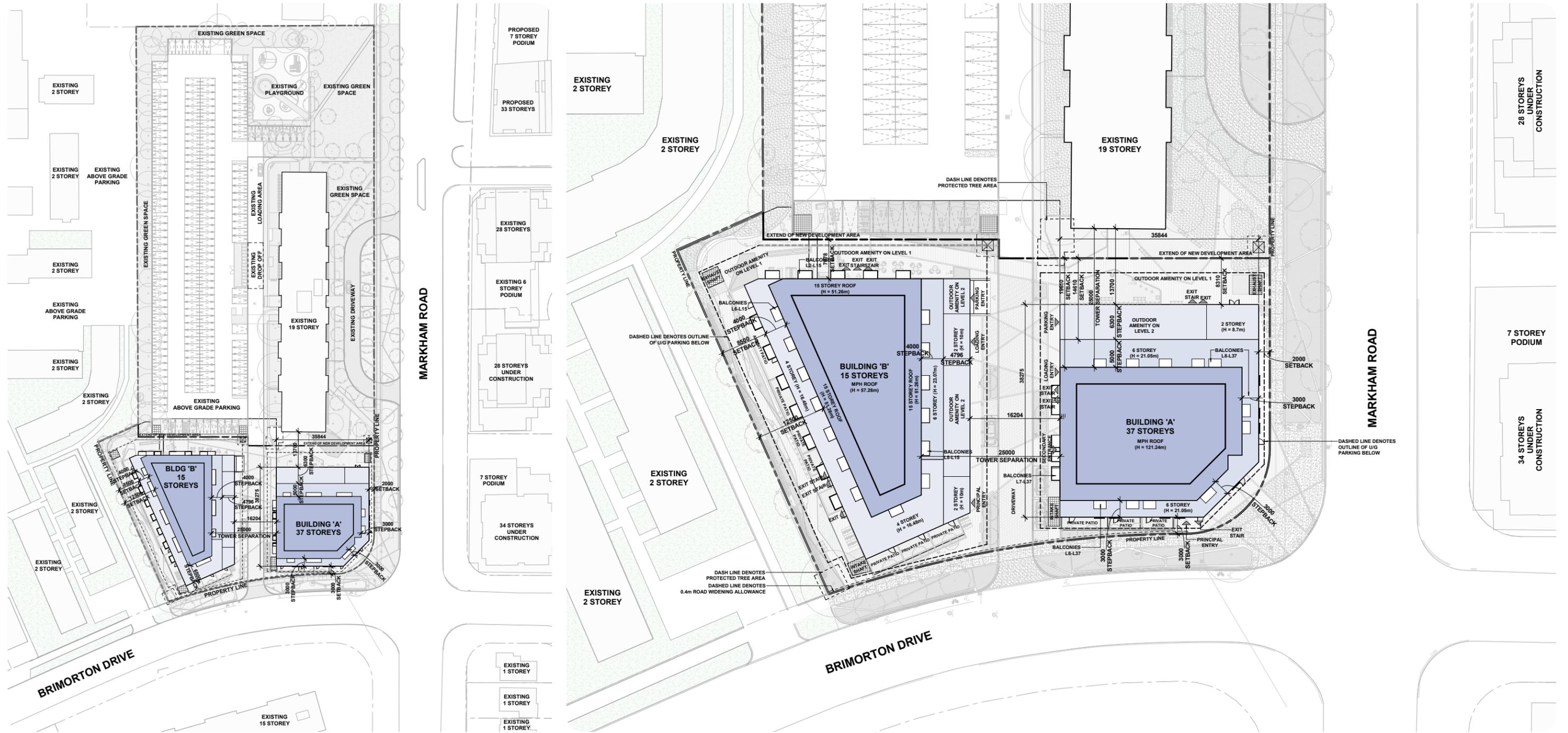
Landscape and streetscape improvements are proposed across the subject site, which will ensure that all street frontages provide an animated and active public realm. Residents of the existing building will have access to the new landscape areas, in addition to improvements to garbage storage as discussed below. The overall site design will be attractive and will reurbanize the subject site with several urban design and functional improvements.

One such improvement is the proposed relocation of part of the existing waste storage and pick-up area, which is currently located in the existing surface parking area adjacent to one of the existing building's main entrances. Through the Proposal, the existing waste storage area will be rebuilt and decreased in size as the garbage and organics associated with the existing building will be stored in Building B, where a garbage room approximately 51 square metres in size has been proposed. Recycling and bulk storage for the existing building will remain in its current location. Further, all waste generated by the existing building will be picked-up from Building B, therefore the garbage trucks will no longer enter the existing surface parking area.

Regarding pedestrian access, a new pedestrian walkway is proposed to the north of Building A, which provides direct pedestrian access from Markham Road to the existing building. New pedestrian walkways are also provided on either side of the internal driveway between Buildings A and B, providing safe and convenient access to the residential lobbies, the outdoor amenity spaces to the north of Buildings A and B, and to the rear of the existing building.

The Proposal seeks to redevelop an underutilized portion of the subject site, the development site, with two new mixed-use/residential buildings: Building A, a 37-storey (115.2 metres, exclusive of the mechanical penthouse) mixed-use building at the corner of Markham Road and Brimorton Drive, and Building B, a 15-storey (51.2 metres, exclusive of the mechanical penthouse) residential building to the west of Building A, fronting Brimorton Drive. The potential for approximately 100 square metres of non-residential GFA is provided along Markham Road on the ground floor of Building A. Collectively, a total of 635 residential units are proposed and a total GFA of 39,911 square metres, resulting in a density of approximately 7.7 FSI on the development site.

A total of 208 vehicular parking spaces will be provided within three levels of underground parking for Buildings A and B. Bicycle parking in the order of 496 spaces to serve both buildings is provided in the new underground parking area as well as at-grade throughout the development site. Two Type "G" loading spaces are proposed, one in each building.



Building A

Building A has a 6-storey (21.05 metres) podium base with a point tower atop. The podium has been designed to achieve an appropriately scaled street wall condition along Markham Road and Brimorton Drive. A diagonal edge is proposed at the southeast corner of Building A to expand the public realm in front of the proposed retail space (approximately 100 square metres in size) and add architectural interest to this prominent corner. As the Application progresses, further consideration will be given to whether this retail space will instead be used as an amenity area. An outdoor amenity area is located on the north side of the podium at Level 2 where a 6.3-metre step-back is provided. Above Level 6, the tower steps-back 3.0 metres from the south and east sides of the podium and 5.0 metres from the north side of the podium.

The frontage of Building A along Brimorton Drive has been set back 3.0 metres in order to accommodate private outdoor patios for the ground floor units fronting Brimorton Drive. Building A along the Markham Road frontage is set back 2.0 metres at grade in order to provide convenient pedestrian access to the retail and indoor amenity areas proposed on the ground floor along Markham Road. The indoor amenity area proposed on the ground floor of Building A (approximately 213 metres) connects directly to the outdoor amenity area (298 square metres in size) located on the north side of the podium.

Two residential lobbies are proposed on the ground floor with one lobby located along the Brimorton Drive frontage and the other along the internal driveway. The vehicular entrance to the underground parking garage is provided at the north end of the podium, along with one Type 'G' loading space.

Level 2 of the podium provides residential units along the Brimorton Drive and internal driveway frontages, and an indoor amenity area (458 square metres in size) connecting to an outdoor amenity area (153 square metres in size) is located along the Markham Road frontage and north façade of the podium.

The tower element of Building A is comprised of Levels 7 to 37, for a total metric height of 115.2 metres (121.2 metres inclusive of a mechanical penthouse). A floor plate size of 750 square metres is proposed. Beginning at Level 7, tower separation distances of 25 metres are provided from Building A to Building B and to the existing building.

Building B

Building B has been carefully designed to provide an appropriate transition in scale to the 2- to 3-storey townhouses located to the west of the subject site, lands which are designated *Apartment Neighbourhoods* in the Official Plan, through articulated stepping, generous setbacks and overall height.

Building B has a 4- to 6-storey podium base with a tower atop. Each frontage of the podium has been designed to respond appropriately to the surrounding context. A 2-storey streetwall is provided along the east side of the podium, adjacent to the internal driveway, above which a step-back of 4.8 metres is provided to Level 6. Along the west and south podium frontages, a 4-storey podium is proposed in order to respond appropriately to the low-rise residential built form to the west of the development site. This 4-storey height provides an appropriate transition between the adjacent built forms and helps to limit any visual and physical impacts that may result from the Proposal.

Along the Brimorton Drive frontage, the podium is set back a minimum of 3.0 metres from the street frontage, allowing for private patios to be provided for the ground floor units. This design will contribute to the residential character of the surrounding area.

Along the west façade, an 8.5-metre setback is provided from the site's west property line to the 4-storey podium. Beginning on Level 5, this setback increases to 12.5 metres. This generous setback allows for a north-south linear pedestrian walkway to be provided, connecting Brimorton Drive to the outdoor amenity area proposed at the north end of the 4- to 6-storey podium base.

Similar to the south frontage, private patios are proposed for the ground floor units along the west façade. This design is compatible with the built form of the adjacent 2- to 3-storey townhouses. The proposed north-south linear pedestrian walkway, approximately 5.5 metres in width, has been carefully designed with various landscaping elements to ensure that a comfortable and appropriate relationship between Building B and the 2- to 3-storey townhouses to the west results. In this regard, a linear planting buffer has been provided along the development site's entire west property line.

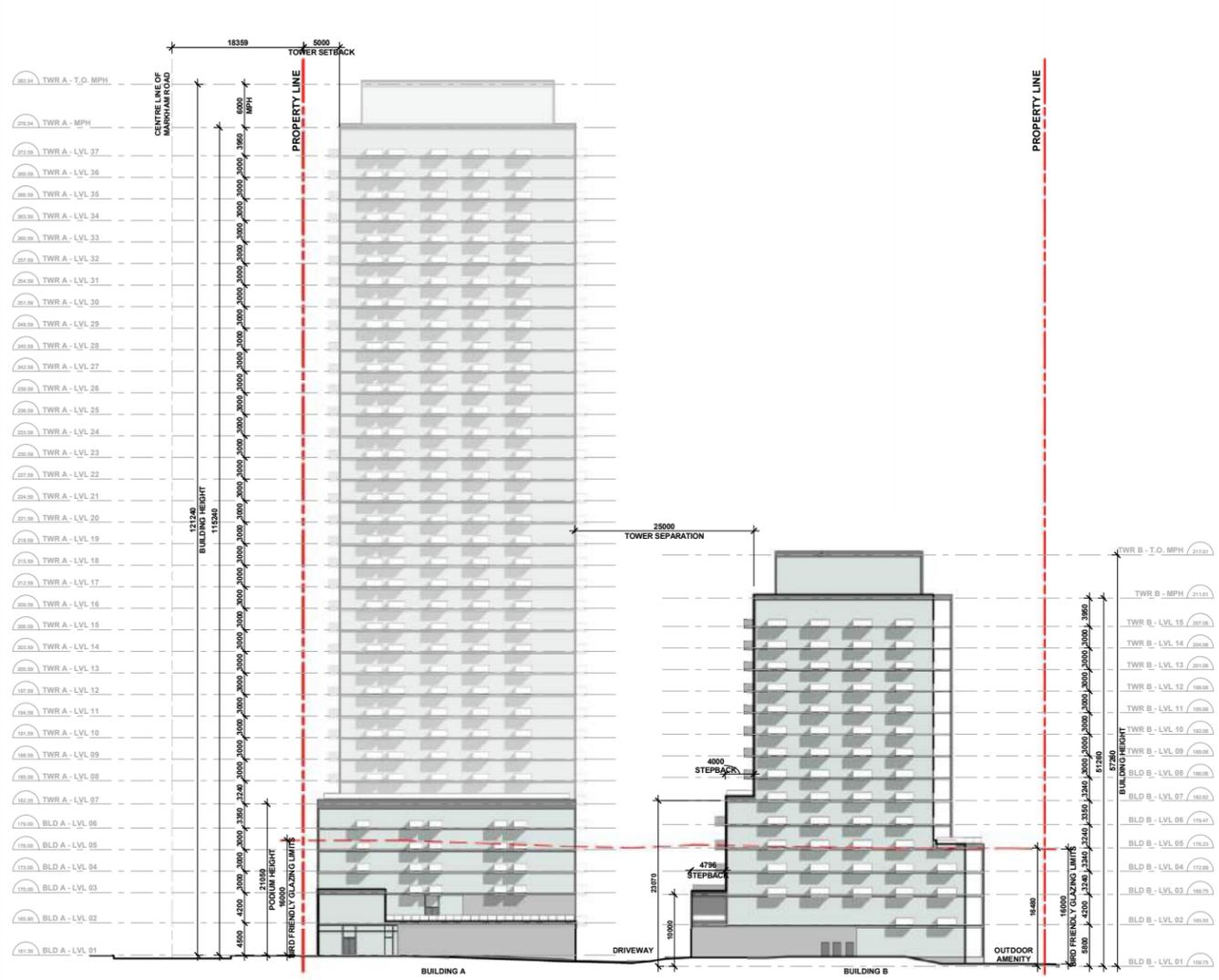
The north portion of the ground floor proposes indoor amenity space (approximately 200 square metres in size) directly connected to outdoor amenity space (707 square metres in size) located along the north façade of the podium. The residential lobby is located adjacent to the internal driveway along with the vehicular entrance to the underground parking and the Type 'G' loading space.

Level 2 of the podium provides residential units along the Brimorton Drive and west facade frontages, and indoor amenity areas (306 square metres in size) along the internal driveway frontage and north façade frontage. Outdoor amenity areas, adjacent to the internal driveway, are proposed to these indoor amenity areas.

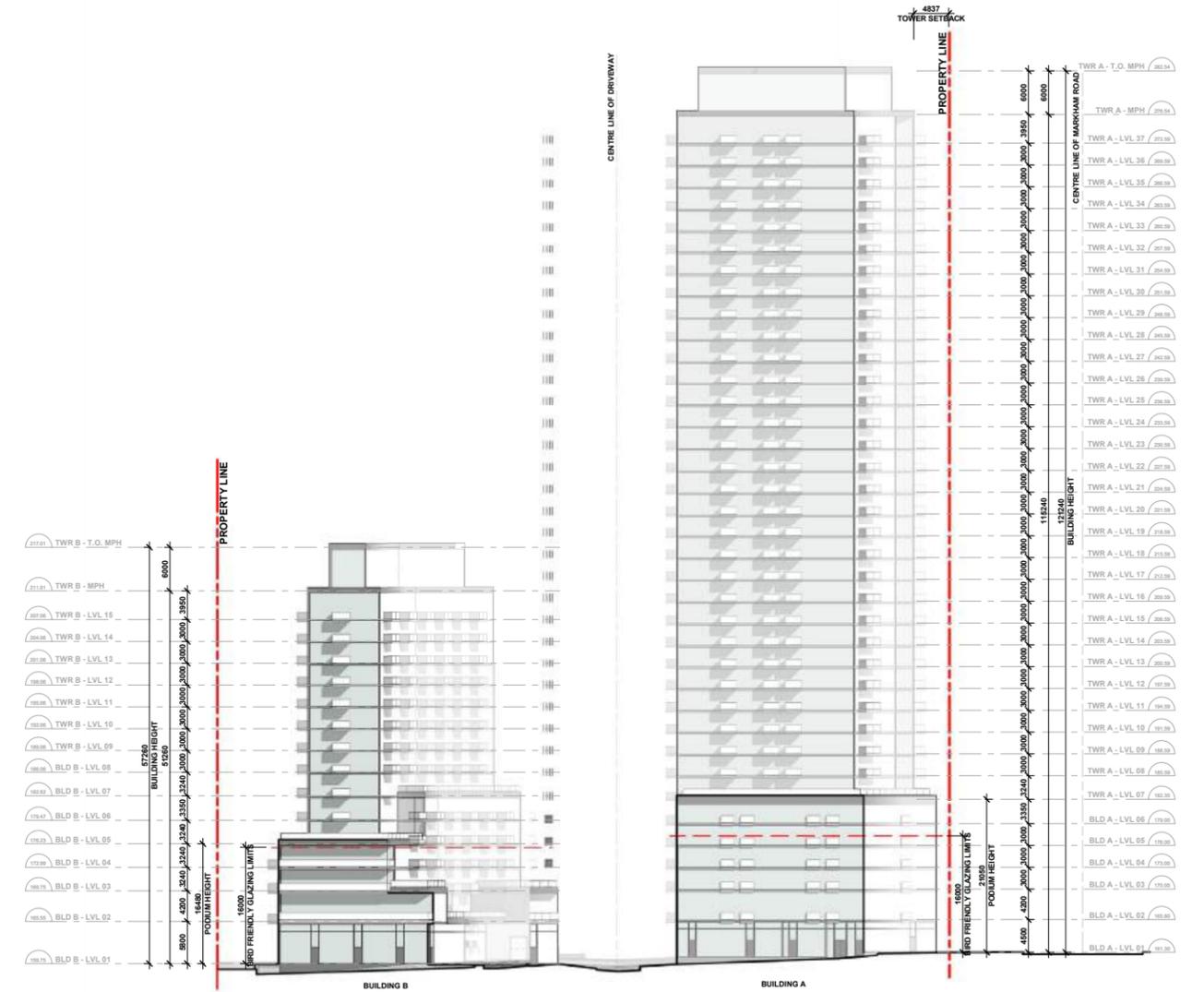
The tower element of Building B is comprised of Levels 6 to 15, for a total metric height of 51.2 metres (57.2 metres inclusive of a mechanical penthouse). A floor plate size of 776 square metres is proposed. Beginning at Level 7, a tower separation distance of 25 metres is provided between Buildings A and B.

Figure 10 - Elevations

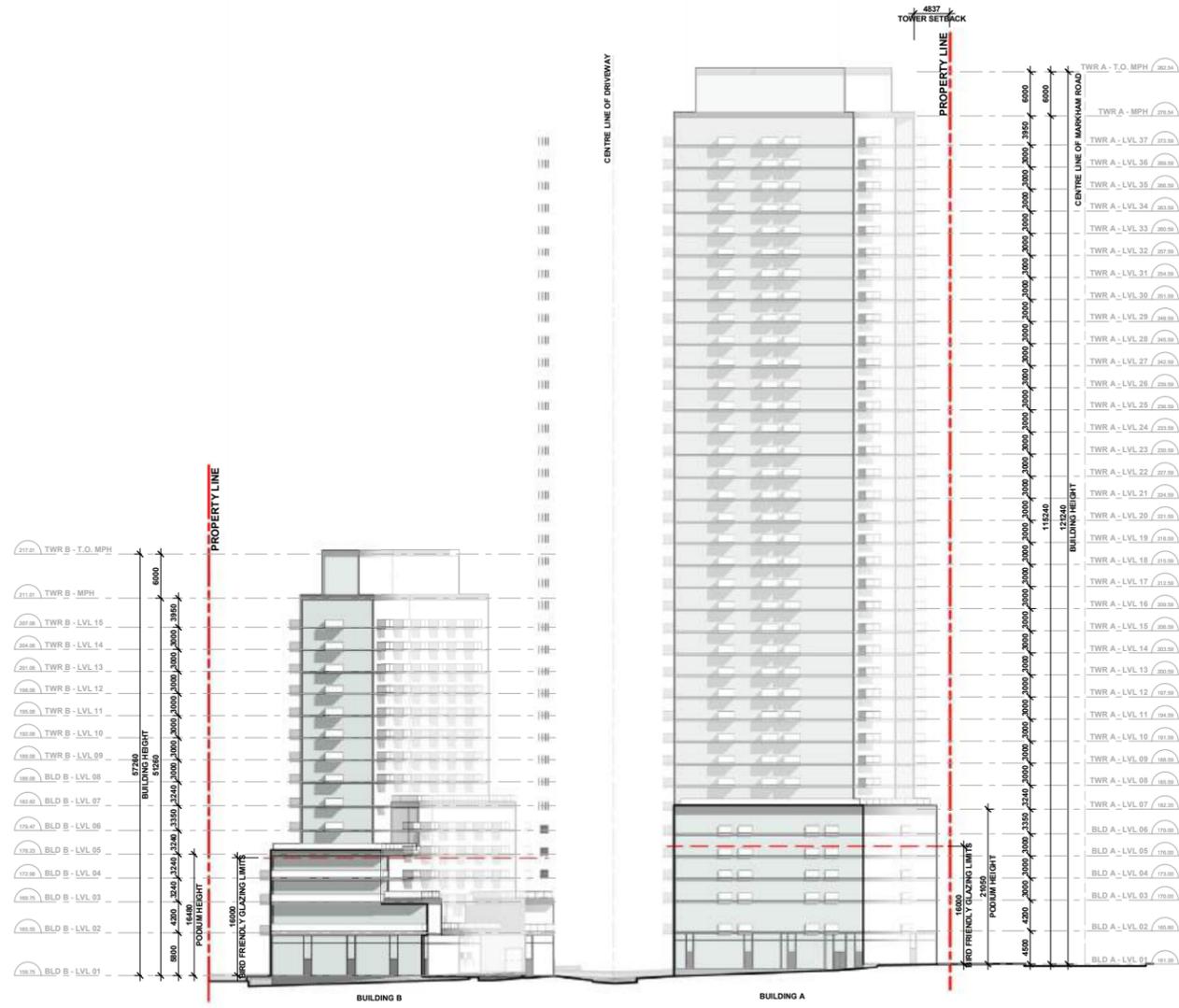
Prepared by Wallman Architects



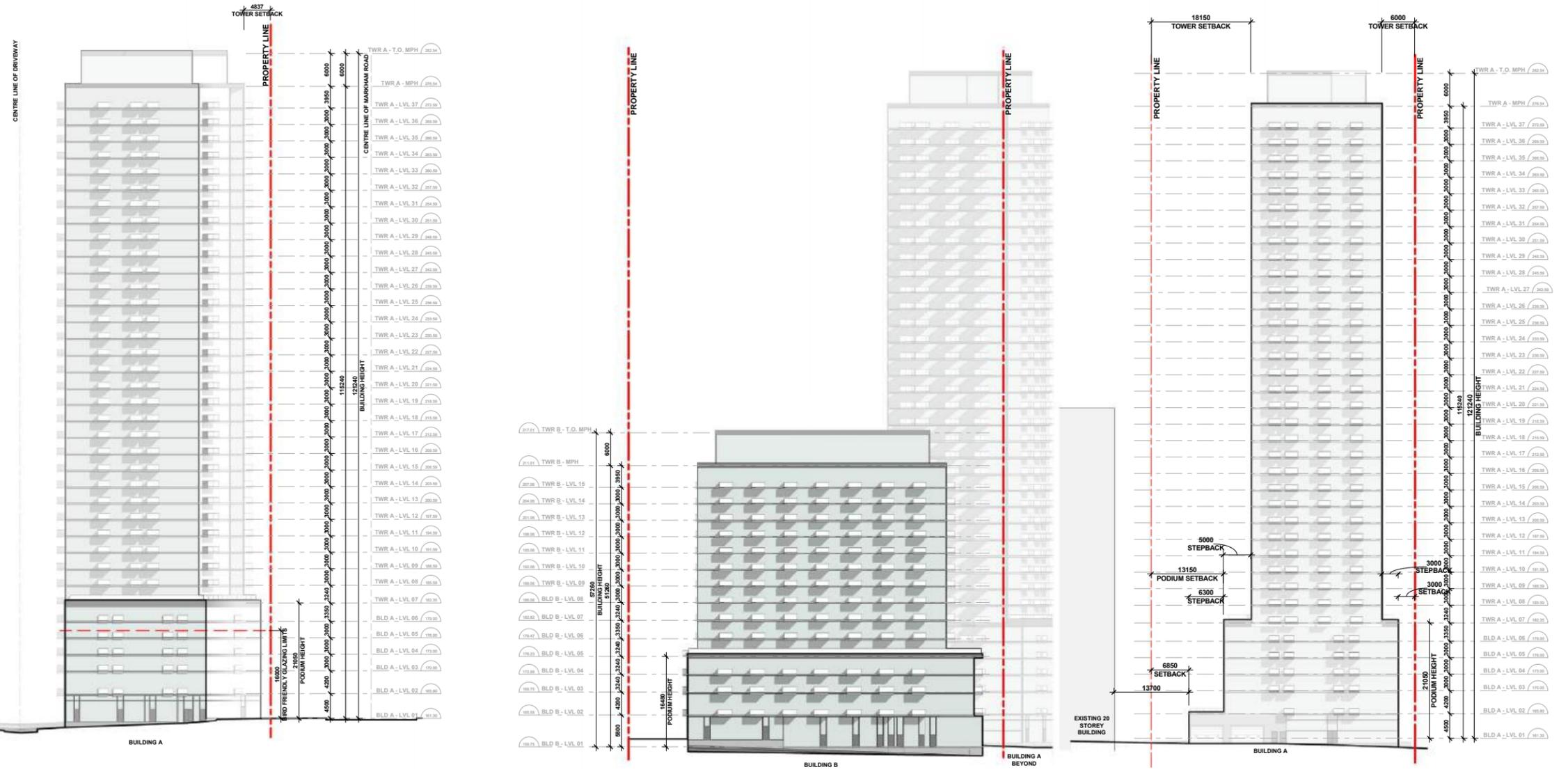
North Elevations



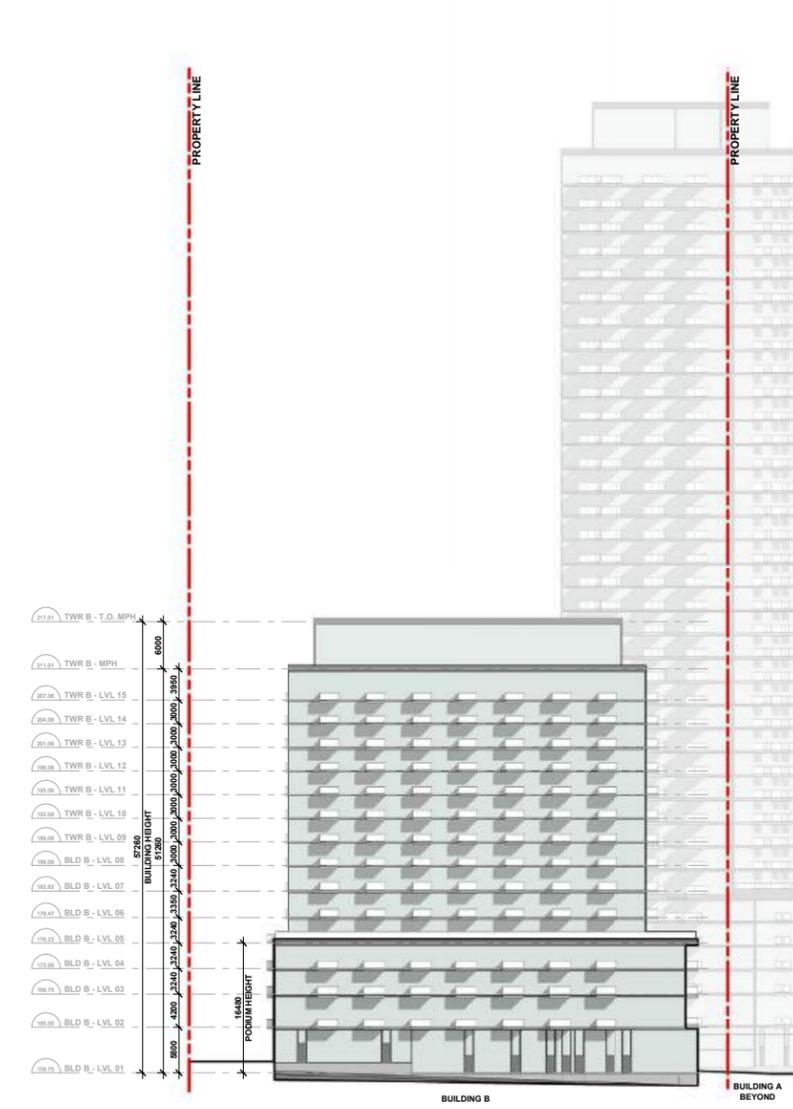
South Elevations



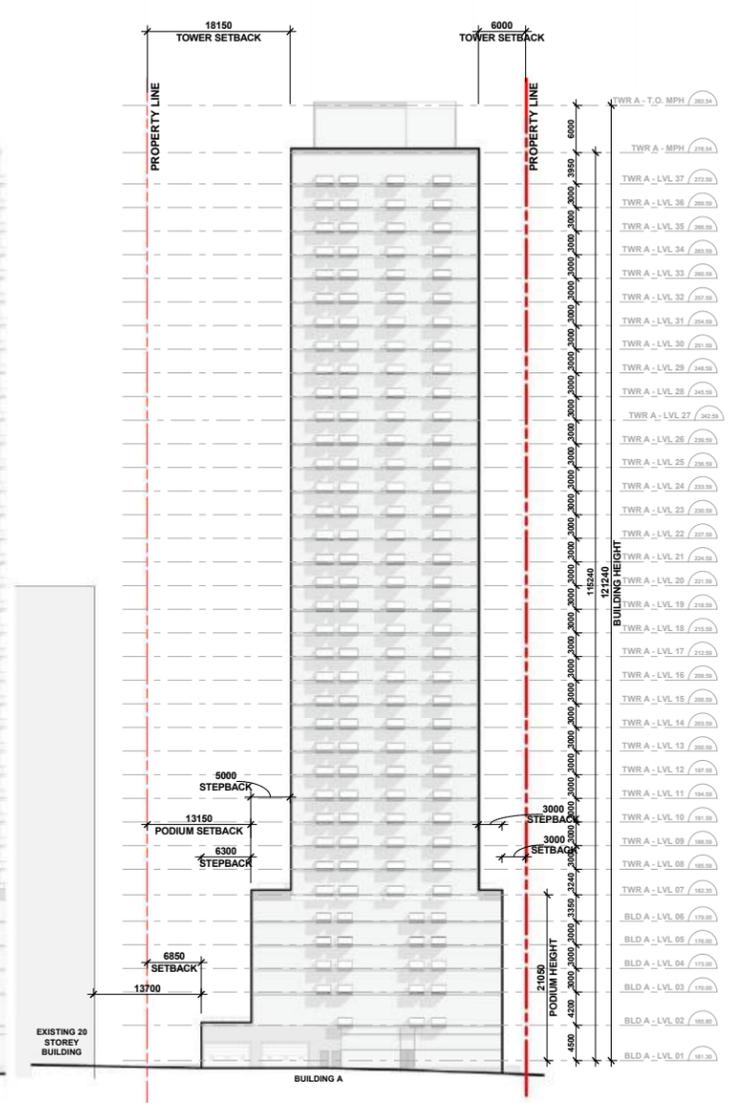
East Elevation - Building B



East Elevation - Building A



West Elevation - Building B



West Elevation - Building A

Unit Distribution and Amenity

A total of 635 residential units are proposed, with 438 units in Building A and 197 units in Building B. A wide range of unit types and sizes have been provided, with a minimum of 10% three-bedroom units and 15% two-bedroom units in each building. This meets the intent of the City's Growing Up Guidelines with respect to new developments providing larger units.

In Building A, the breakdown of the 438 units is as follows:

- 207 one-bedroom units (47.3%),
- 97 one-bedroom plus den units (22.1%),
- 89 two-bedroom units (20.3%); and,
- 45 three-bedroom units (10.3%).

In Building B, the breakdown of the 197 units is as follows:

- 94 one-bedroom units (47.7%),
- 52 one-bedroom plus den units (26.4%),
- 32 two-bedroom units (16.2%); and,
- 19 three-bedroom units (9.6%).

Between the two buildings, there will be a total of 1,277 square metres of indoor amenity space, with 771 square metres provided in Building A, and 506 square metres provided in Building B. Regarding outdoor amenity, there will be a total of 1,277 square metres of outdoor amenity space between the two buildings, with 451 square metres provided with Building A, and 826 square metres provided with Building B. Collectively, a total of 4 square metres per unit of amenity area is proposed.

The preliminary design of the amenity areas includes an outdoor fitness area, children's play areas and a pet relief area. Combined with the landscaping improvements proposed throughout the subject site, the overall public realm design, both internal and external to the site, will be significantly enhanced by the Proposal.

Access, Parking and Loading

Vehicular access to the underground parking is provided via a re-designed internal driveway from Brimorton Drive that runs north-south between Buildings A and B. The 6.0-metre internal driveway will provide vehicular access to the existing surface parking area to the north of the development site, and to the underground parking entrances located in both Buildings A and B, as well as to the existing underground parking garage that serves the existing building (through Building B).

The internal driveway has been designed to look like a public street, as sidewalks have been proposed on both sides of the driveway (with the exception of the small area in front of the loading space associated with Building B) along with street trees and shrubbery. There are designated pick-up/drop-off areas on either side of the driveway in front of the residential lobbies associated with each building.

Two levels (and a partial third level below Building A) of below-grade parking are provided for each building. The parking garage below Building A contains 105 parking spaces (23 visitor and 82 residential). The parking garage below Building B contains 103 parking spaces (11 visitor and 92 residential).

In terms of bicycle parking, the Proposal provides a total of 496 bicycle parking spaces in the underground parking garage as well as at-grade for convenient short-term use. The breakdown of these spaces is as follows:

Building A, 331 bicycle parking spaces:

- Long-term spaces: 299
- Short-term spaces: 32

Building B, 165 bicycle parking spaces:

- Long-term spaces: 147
- Short-term spaces: 18

With respect to loading, one Type 'G' loading space is provided in both buildings, accessed via the internal driveway between the two buildings.

3.2 Key Statistics

Gross Site Area	19,880.2 sq. m
Net Development Site Area	5,151.6 sq. m
Gross Floor Area (combined Building A and B)	39,911.1 sq. m
Density	7.7 FSI
Height	Building A: <ul style="list-style-type: none">• 37 storeys• 115.2 metres (121.2 metres including the mechanical penthouse) Building B: <ul style="list-style-type: none">• 15 storeys• 51.2 metres (57.2 metres including the mechanical penthouse)
Residential Units	635 residential units total Building A (438 units): <ul style="list-style-type: none">• 207 one-bedroom units (47.3%)• 97 one-bedroom plus den units (22.1%)• 89 two-bedroom units (20.3%)• 45 three-bedroom units (10.3%) Building B (197 units): <ul style="list-style-type: none">• 94 one-bedroom units (47.7%)• 52 one-bedroom plus den units (26.4%)• 32 two-bedroom units (16.2%)• 19 three-bedroom units (9.6%)
Amenity Ratio	2,555.2 square metres (4.0 sq. m/unit) Building A: <ul style="list-style-type: none">• 771.39 sq. m indoor amenity• 451.6 sq. m outdoor amenity Building B: <ul style="list-style-type: none">• 505.95 sq. m indoor amenity• 826.4 sq. m outdoor amenity

Bicycle Parking Spaces

496 bicycle parking spaces total

Building A (331 bicycle parking spaces):

- Long-term spaces: 299
- Short-term spaces: 32

Building B (165 bicycle parking spaces):

- Long-term spaces: 147
- Short-term spaces: 18

Vehicular Parking Spaces

208 vehicular parking spaces total

Building A:

- Residential: 82
- Visitor: 23

Building B:

- Residential 92
- Visitor: 11

Loading Spaces

Building A:

- 1 Type 'G'

Building B:

- 1 Type 'G'

3.3 Required Approvals

In our opinion, the Proposal conforms with the applicable Official Plan policies, including the *Apartment Neighbourhoods* policies. The Proposal also meets the intent of SASP 332. Accordingly, no Official Plan Amendment is required.

A Zoning By-law Amendment is required to permit the proposed height, lot coverage, density, parking ratios, and other site-specific zoning provisions as required in order to implement the Proposal. Accordingly, a draft zoning by-law amendment has been submitted with the Application.

A Site Plan Control Application will also be required and submitted to the City at a later time.



4

Policy & Regulatory Context

4.1 Overview

As set out below, it is our opinion that the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote the efficient use of land and infrastructure within the built-up urban areas, particularly in areas that are well served by municipal infrastructure.

4.2 Provincial Policy Statement

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the “PPS”).

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use planning decisions must be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

Part IV of the PPS sets out the Province’s vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region”.

One of the key policy directions expressed in the PPS is to build strong, healthy communities by promoting efficient land use and development patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types (including multi-unit housing and affordable housing), employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.2 requires that sufficient land be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. In particular, sufficient land shall be made available through intensification and redevelopment within settlement areas.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land and resources, are appropriate for available and planned infrastructure and public service facilities, and which are transit-supportive, where transit is planned, exists or may be developed and which prepare for the impacts of a changing climate.

Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are available to support current and projected needs, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

The efficient use of infrastructure (particularly transit) is another key element of provincial policy (Section 1.6). In this regard, infrastructure and public service facilities are to be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; and, encouraging a sense of place by promoting well-designed built form and cultural planning.

Policies with respect to energy conservation, air quality and climate change are set out in Policy 1.8. Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is “the most important vehicle for implementation of this Provincial Policy Statement”, it goes on to say that “the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan”. Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Section 5.0 of this report, it is our opinion that the Proposal and the requested Application are consistent with the PPS, specifically those policies relating to optimization, intensification and the efficient use of land and infrastructure.

4.2.1 Draft Provincial Planning Statement (April 2024)

On April 6, 2023, the draft Provincial Planning Statement was released for public input, with the draft natural heritage policies added on June 16, 2023. During the time between April 6 to August 4, 2023, the Province undertook consultation on the draft Provincial Planning Statement to seek input on a streamlined province-wide land use planning policy framework that incorporated the housing-focused policies.

The document combines the elements of the existing Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement into a new land use policy document to support the achievement of Provincial Direction on matters, including increasing the supply of housing. An updated draft Provincial Planning Statement that addressed issues raised throughout the 2023 public consultation period was released for public input on April 10, 2024.

The draft Provincial Planning Statement places an increased emphasis on integrating land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and minimize land consumption and servicing costs.

Revised policies encourage both market based and affordable housing, an increase in the mix and supply of housing and preparing for the impact of climate change.

Big moves within the draft Provincial Planning Statement which support the requested density in the Proposal are as follows:

- Introduces new policies that apply only to 29 municipalities in Ontario which are considered the largest and fastest-growing municipalities with the greatest need for housing;
- Draft Policy 2.1.1 provides that, at the time of each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 25 years, informed by provincial guidance;
- Draft policy 2.1.4 now provides that planning authorities should support the development of complete communities; and
- Draft policy 2.4.2.1 requires large and fast-growing municipalities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment (adopted under section 26 of the Planning Act). The policy provides that the delineation shall define an area within a 500- to 800-metre radius of a transit station that maximizes the number of potential transit users that are within walking distance of the station.

4.2.2 2031 Municipal Housing Targets

On October 25, 2022 the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for the Province to build 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets and the target for Toronto is 285,000 dwelling units.

Toronto City Council has recently adopted a housing pledge to achieve or exceed this provincial housing target. Council noted that the target represents an ambitious goal and is a call to action for the City of Toronto, other orders of government and stakeholders to accelerate timelines and get housing built.

4.3 Growth Plan for the Greater Golden Horseshoe

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan") came into effect as of May 16, 2019, replacing the previously in effect 2017 Growth Plan. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter must conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the Growth Plan was amended by Growth Plan Amendment No. 1.

The Guiding Principles, which are important for the successful realization of the Growth Plan, are set out in Section 1.2.1. Key principles relevant to the Proposal include:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;

- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- Supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan includes objectives to support the development of a complete community and promotes transit-supportive development adjacent to major transit station areas. Section 2.1 of the Growth Plan states that:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options [...] It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

In Section 2.1, the Growth Plan recognizes that housing affordability is a key challenge for many communities in the GGH and that it is being driven by factors such as lack of housing supply:

“This Plan helps to address this challenge by providing direction to plan for a range and mix of housing options, including additional residential units and affordable housing and, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities.”

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

Policy 2.2.1(2) provides that, within settlement areas, growth will be focused in delineated built-up areas (i), strategic growth areas (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv). In this respect, Schedule 3 of the Growth Plan now forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities in a number of ways, including: (a) featuring a diverse mix of land uses; (b) improving social equity and overall quality of life for all ages, abilities and incomes; (c) providing a diverse range and mix of housing options, including affordable housing; (d) expanding convenient access to a range of transportation options; (e) ensuring the development of compact built form and a vibrant public realm; (f) mitigating the impacts of a changing climate; and (g) integrating green infrastructure and appropriate low impact development.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things:

- identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development (a);
- identify the appropriate type and scale of development and transition of built form to adjacent areas (b);
- encourage intensification generally throughout the delineated built-up area (c);
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities (d);
- prioritize planning and investment in infrastructure and public service facilities that support intensification (e); and,
- be implemented through official plan policies and designation, updated zoning and other supporting documents (f).

The subject site has characteristics of a "Strategic Growth Area" pursuant to the Growth Plan (i.e., a focus for accommodating intensification and higher-density mixed uses in a more compact built form). Strategic Growth Areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

The subject site is located south of Ellesmere Road, which is planned to accommodate the DSBRT, a form of higher-order transit. While this corridor is not currently identified as a Priority Transit Corridor in the Growth Plan, the definition of a Priority Transit Corridor does provide that additional corridors can be identified by the Province. A BRT station is proposed at the Markham Road and Ellesmere Road intersection, approximately 125 metres north of the subject site. Therefore, the subject site has the characteristics of a "Major Transit Station Areas", based on the definition (as set out below), as it is within 125 metres of a planned higher order transit station stop.

The Growth Plan defines a Major Transit Station Area as:

"The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk."

Higher Order Transit is defined in the Growth Plan as "transit that generally operates in partially or completely dedicated rights-of-way ... and can include buses in dedicated rights-of-way."

The Growth Plan includes a number of policies applying to Major Transit Station Areas. In particular, Policy 2.2.4(2) requires upper tier municipalities in consultation with lower tier municipalities to delineate the boundaries of Major Transit Station Areas "in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station".

Policy 2.2.4(3)(b) requires that Major Transit Station Areas on Priority Transit Corridors be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by bus rapid transit.

Policy 2.2.4(8) states that all Major Transit Station Areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators (i.e. downtown) by providing, where appropriate, connections to local and regional transit services to support transit service integration, infrastructure to support active transportation, including sidewalks and bicycle lanes and secure bicycle parking.

Policy 2.2.4(9) provides that, within all Major Transit Station Areas, development will be supported, where appropriate, by: planning for a diverse mix of uses, including affordable housing to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Policy 2.2.4(10) further provides that lands adjacent to or near to existing and planned frequent transit should be planned to be transit supportive and supportive of active transportation and a range and mix of uses.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, supports the achievement of the minimum intensification and density targets in the Growth Plan and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents (a) The strategy is to be implemented through official plan policies and designations and zoning by-law amendments (e).

Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in providing housing choices, municipalities will support the achievement of complete communities by:

- planning to accommodate forecasted growth;
- planning to achieve the minimum intensification and density targets;
- considering the range and mix of housing options and densities of the existing housing stock; and
- planning to diversify the overall housing stock across the municipality.

Additionally, Policy 2.2.6.3 provides municipalities will consider and use available tools to require that multi-unit residential developments incorporate a mix of unit sizes and to accommodate a diverse range of household sizes and incomes.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and,
- offers multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Section 4 of the Growth Plan is centered on protecting valuable resources and natural heritage features and areas. As such, a cornerstone of this Section is the policies regarding climate change. Policy 4.2.10(1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaptation goals. These goals will include supporting the achievement of complete communities as well as the minimum intensification and densification targets in the Growth Plan (a) and reducing dependence on the automobile and supporting existing and planned transit and active transportation systems (b).

In planning to reduce greenhouse gas emissions and address the impacts of climate change Policy 4.2.10(2) encourages municipalities to develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure, including transit and energy, green infrastructure and low impact development.

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation Section (Section 5). In this respect, Policy 5.1, Context, provides that:

“The timely implementation of this Plan relies on the strong leadership of upper and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise)...Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.”

Policy 5.2.5(1) clearly states that the targets set out in the Growth Plan are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the areas which should be delineated in official plans in order to implement the minimum targets, including:

- delineated built-up areas;
- urban growth centres
- major transit station areas; and
- other strategic growth areas for which a minimum density target will be established.

Within each delineated area the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5) including zoning all lands in a manner that would implement the official plan policies (c).

For the reasons set out in Section 5.0 of this report, it is our opinion that the Proposal not only conforms with the Growth Plan but specifically implements its policies promoting growth and intensification on lands that have characteristics of a Strategic Growth Area and a Major Transit Station Area.

4.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the "2041 RTP") that builds on and replaces the previous RTP ("The Big Move"), which was adopted in 2008. This section reviews some of the key goals and directions set out in the 2041 RTP.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP provides a vision statement that "the GTHA will have a sustainable transportation system that is aligned with land use and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment". In pursuit of this vision, the 2041 RTP outlines three goals:

- Strong Connections – connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities;
- Complete Travel Experiences – designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers; and
- Sustainable and Healthy Communities – investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.

The 2041 RTP sets out a series of goals and strategies which are intended to create strong connections, complete the travel experience across the region, and contribute to more sustainable and healthy communities. The five main strategies in achieving these include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

Strategy 1: recommends completing regional transit projects that are now In Delivery or In Development, while also modifying some projects from The Big Move to reflect more up-to-date information. The RTP emphasizes that the GO Regional Express Rail (the "GO RER") is underway and represents a major focus of the Province's 'Moving Ontario Forward' commitment. It will transform the existing GO rail system from a commuter-focused service into a two-way, all-day service on core segments of the network by 2025.

Strategy 2: aims to implement a comprehensive and integrated Frequent Rapid Transit Network by 2041. This strategy proposes several additional BRT, LRT, Priority Bus, subway and RER projects, in addition to existing and planned projects to form an integrated network. The RTP notes that gaps in connectivity will need to be addressed through service integration, and that the Frequent Rapid Transit Network will focus on providing a consistent and seamless traveler experience.

Strategy 3: seeks to optimize the transportation system by, among other things: advancing the integration of transit services and fares; expanding first- and last-mile choices at all transit stations, including improvements to pedestrian and cyclist access and facilities; and prioritizing transportation demand management (TDM) to support all new rapid transit services, transit station areas, and areas impacted by major construction and events.

Strategy 4: encourages the integration of transportation and land use and the creation of a system of connected Mobility Hubs, as introduced in the “Big Move”. The 2041 RTP also looks to focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors. This priority will be achieved by integrating joint development early in rapid transit project planning and in procurement schedules, utilizing new partnerships between the public and private sector; updating the Mobility Hub Guidelines to address emerging challenges and opportunities related to the integration of land use and transportation, and incorporating new tools and guidance for planning Mobility Hubs.

Strategy 5: identifies the need to prepare for an uncertain future and address the need for all levels of government to work together to protect the public interest, while fostering innovation and partnerships that can create new or improved services. This includes, among other things: developing a regional framework for on-demand and shared mobility; coordinating across the region to build resilience to climate change; utilizing data to optimize infrastructure and improve services; and developing a region-wide plan for autonomous mobility.

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

The Official Plan for the City of Toronto sets out a vision encouraging contextually appropriate growth and intensification which is supported by transit, good architecture, high quality urban design and a vibrant public realm. It recognizes that most new development will be on infill and development sites.

Policy 5.6(1) provides that the Plan should be read as a whole “to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making”. Policy 5.6(1.1) provides that the Plan is more than a set of individual policies and that “all appropriate policies are to be considered in each situation”, the goal being to “appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City”.

Growth Management Policies

Chapter 2 (Shaping the City) outlines the growth management strategy of the Official Plan. It recognizes that:

“Toronto’s future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto and Hamilton Area (GTHA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City.”

To that end, Policy 2.1(3) provides that Toronto should accommodate a minimum of 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that population and employment figures are neither targets nor maximums; they are minimums:

“The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) ... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors.”

In Chapter 2 (Shaping the City), one of the key policy directions is to integrate land use and transportation (Section 2.2). As amended by Official Plan Amendment 456, approved on June 9, 2021, the Plan states that:

“... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit capacity can be provided along frequent bus and streetcar routes and at higher-order transit stations.”

Policy 2.2(1) states that “this Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure”.

In this regard, the subject site is located approximately 125 metres south of Ellesmere Road, which is identified as a future *Transit Corridor* on Map 4 – Higher Order Transit Corridors. In addition, both Ellesmere Road and Markham Road are identified as future Transit Priority Segments on Map 5 – Enhanced Surface Transit Network.

The introductory text in Section 2.4 “Bringing the City Together: A Progressive Agenda of Transportation Change”, notes that:

“The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City’s road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in ‘next generation’ terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.”

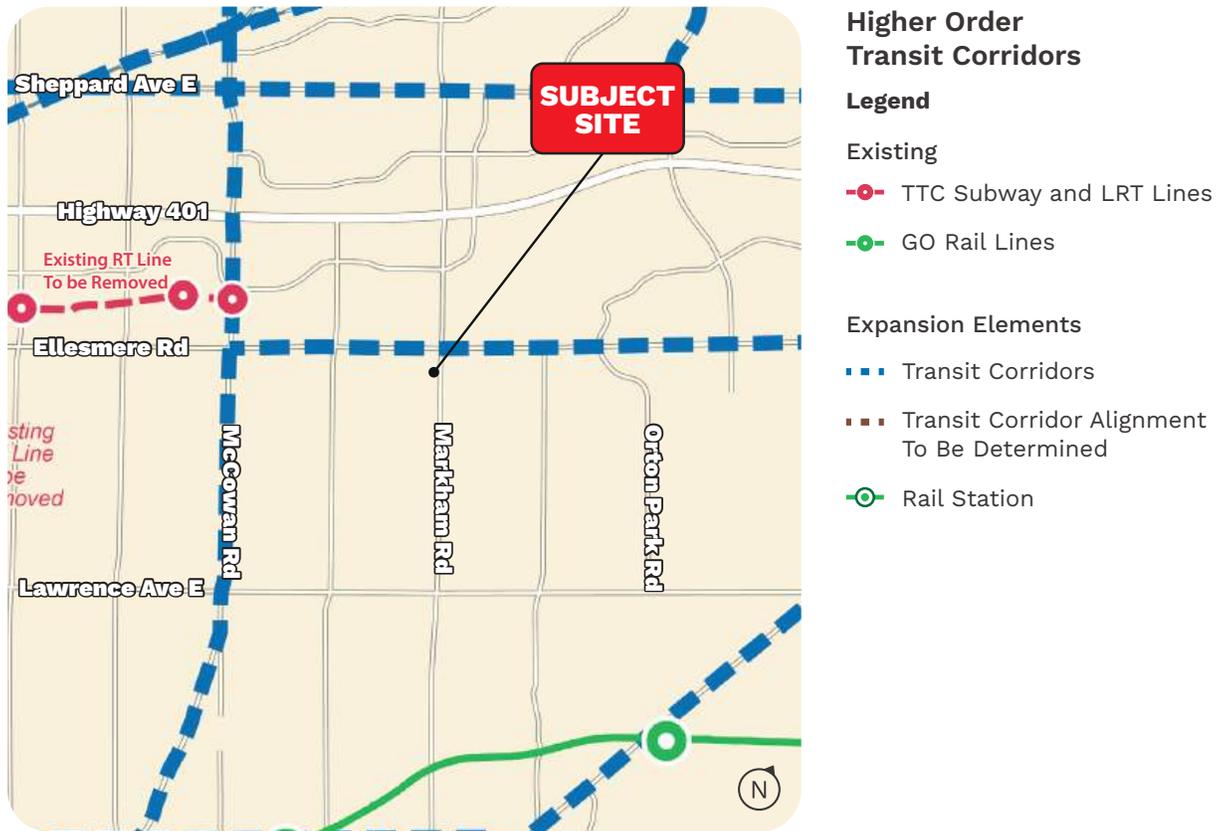


Figure 12 - Toronto Official Plan Map 4 - Higher Order Transit Corridors

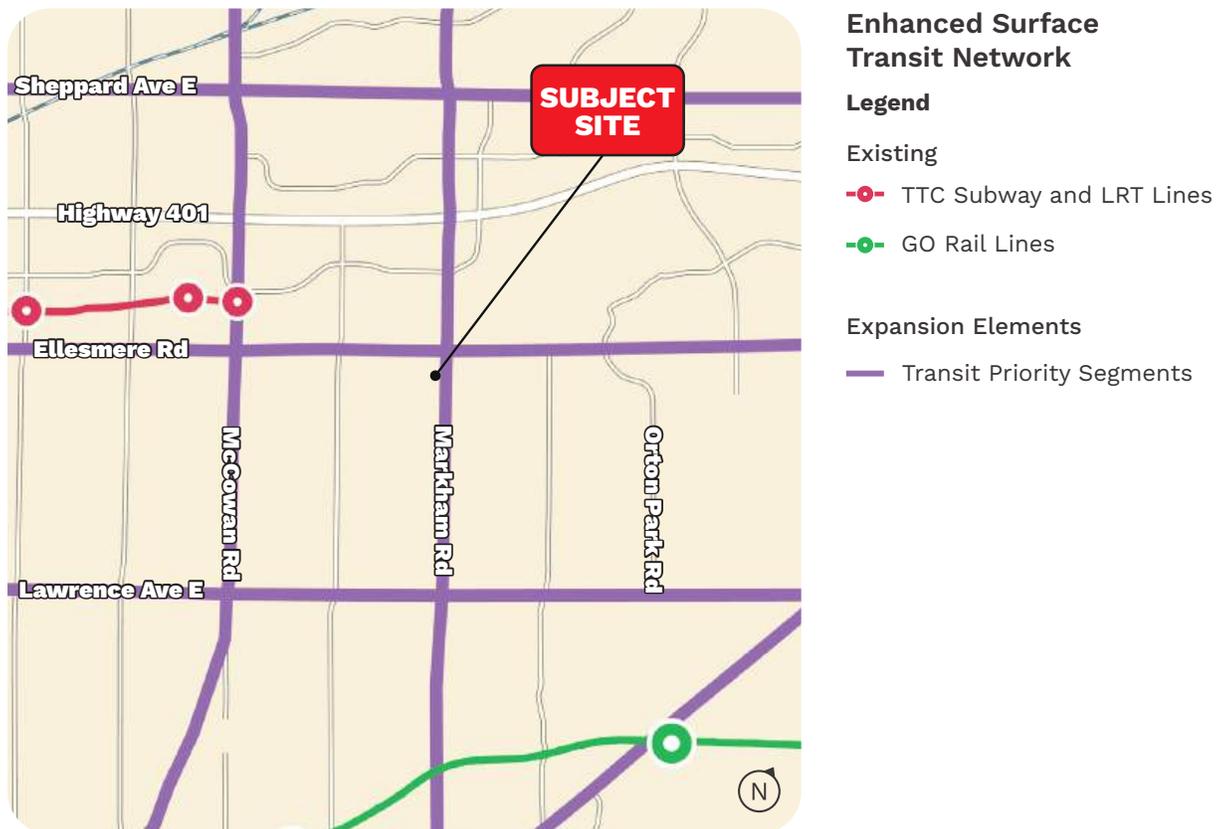


Figure 13 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Following therefrom, Policy 2.4(8) provides that, for sites in areas well served by transit (such as locations around higher-order transit stations), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

Policy 2.4(14) directs that an urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages, abilities and means, by among other things:

- ensuring safe, accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade; and
- prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets.

Healthy Neighbourhoods Policies

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in *Centres*, along the *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. However, the explanatory text states that these neighbourhoods will not stay frozen in time and that some physical change will occur over time as “enhancements, additions and infill housing occurs on individual sites”.

Policy 2.3.1(1) states that *Neighbourhoods* and *Apartment Neighbourhoods* are considered to be physically stable areas, and development will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

Furthermore, Policy 2.3.1(2) recognizes that *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant sections of the Official Plan.

Policy 2.3.1(3) provides that developments in *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of the Official Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*;
- orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Land Use Policies

The subject site is designated *Apartment Neighbourhoods* on Map 23 – Land (see **Figure 14**). The lands to the north and east are designated *Mixed Use Areas*, and lands to the south and west are designated *Apartment Neighbourhoods*.

Section 4.2 of the Official Plan recognizes that *Apartment Neighbourhoods* are distinguished from low-rise Neighbourhoods because a greater scale of building is permitted, and different scale-related criteria are needed to guide development. While built-up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, Official Plan recognizes that opportunities exist for additional townhouses or apartments on underutilized sites, and sets out criteria to evaluate these situations.

Policy 4.2(1) states that *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities and small-scale office, retail and service uses that serve the neighbourhood. All land uses permitted in the Neighbourhoods designation are also permitted in the *Apartment Neighbourhoods* designation.

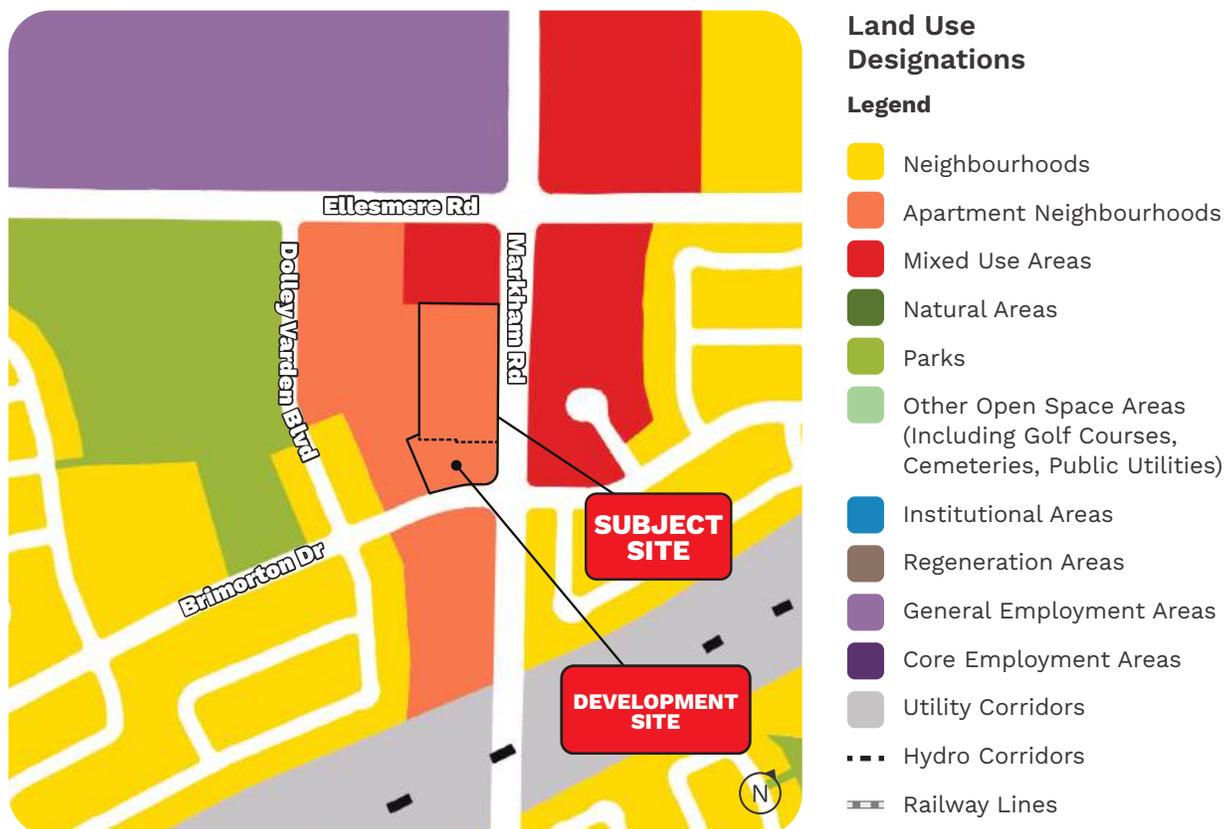


Figure 14 - Toronto Official Plan Map 23 - Land Use

Policy 4.2(2) directs that development in *Apartment Neighbourhoods* will contribute to the quality of life by:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Official Plan, through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale Neighbourhoods;
- locating and massing new buildings to adequately limit shadow impacts on adjacent lower-scale Neighbourhoods, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edge of streets and parks with good proportion and to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- providing buildings that conform to the principles of universal design.

Policy 4.2(3) states that, while significant growth is not intended within developed *Apartment Neighbourhoods* "on a city-wide basis", compatible infill development may be permitted on a site within a developed Apartment Neighbourhood with one or more existing apartment buildings which improves the existing site conditions by means such as:

- meeting the development criteria set out in Section 4.2.2;
- being compatible with the scale, including height and massing, of the existing apartment building(s) on and adjacent to the site;
- providing separation distances between buildings on and adjacent to the site so as to achieve adequate sunlight and privacy;
- maintaining or replacing and improving indoor and outdoor residential amenities on the site, including, where achievable, equipping and managing indoor and outdoor amenity space to encourage use by residents;
- improving upon the quality of landscaped open space and outdoor amenity space for new and existing residents, including the preservation or replacement of significant landscape features and walkways and creating such features where they did not previously exist;
- providing adequate on-site structured shared vehicular parking for both new and existing development;
- consolidating and where achievable, relocating parking and servicing areas where they are not visible from streets, parks and landscaped open spaces;
- placing parking ramps within the building where achievable;

- providing all residents, including existing residents, with access to the community benefits where additional height and/or density is permitted and community benefits are provided pursuant to Section 5.1.1 of the Official Plan;
- providing privacy and areas of landscaped open space, and maintaining adequate sunlight to units, outdoor amenity spaces and open spaces, for both new and existing residents;
- organizing development on the site to frame streets, parks and open spaces at good proportion, providing adequate sky views from the public realm, and creating safe and comfortable open spaces;
- promoting grade-related dwellings at the edge of public streets, parks and landscaped open spaces where achievable, that front onto and provide pedestrian entrances from those public spaces, and provide a generous pedestrian realm adjacent to public streets;
- promoting, on the lower floors of mid-rise and tall apartment buildings, grade-related units with front gardens, stoops and porches that take direct access from public sidewalks, accessible open spaces and park edges;
- improving pedestrian access to the buildings from public sidewalks and through the site;
- minimizing curb cuts;
- improving waste storage and waste diversion facilities including enclosure of outdoor waste storage areas and enclosed waste storage facilities within a building where achievable;
- providing needed improvements, renovations and retrofits to the existing rental housing to extend the life of the existing building(s) that are to remain; and
- encouraging improved energy and water efficiency in existing buildings through renovations, retrofits and changes to management practices.

Finally, Policy 4.2(3) states that any application for infill development on a site containing one or more existing apartment building(s) will be considered in the context of these evaluative criteria, and directs that a discussion of how the development addresses these criteria should be included in any Planning Rationale Report accompanying the application. In this respect, Section 5.0 discusses how the development addresses these criteria.

Public Realm Policies

The Official Plan recognizes the public realm as the fundamental organizing element of the City and its neighbourhoods, playing an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. The public realm is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level.

Section 3.1.1 sets out the public realm policies which pertain to streets, parks, open spaces and public buildings. Policy 3.1.1(1) states that the public realm is comprised of all public and private spaces to which the public has access. Policy 3.1.1(2) outlines a number of requirements for the public realm, and states that the public realm will:

- provide the organizing framework and setting for development;
- foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- support active transportation and public transit use;
- provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- contribute to the identity and physical character of the City and neighborhoods;
- be functional and fit with the larger network; and
- contribute to the City's climate resilience.

In accordance with Policy 3.1.1(3), the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations and contribute to a high quality of life for people of all ages and abilities.

Policy 3.1.1(6) provides that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. In this regard, new and existing City streets will incorporate *Complete Streets* approach and be designed to perform their diverse roles by balancing the needs and priorities of various users and uses within the right of way; including provision for safe and efficient movement of pedestrians, cyclists and motorists of all ages and abilities while ensuring space for street furniture, landscaping and green infrastructure; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and amenities, and serving as community destinations and public gathering spaces.

Policy 3.1.1(11) notes that private shared driveways, where deemed appropriate, will be publicly accessible, designed and considered as part of the broader public street and land network, and meet the design objectives for public lanes.

Policy 3.1.1(12) directs that interior concourses, plazas, pedestrian mews, and mid-block connections, whether private or publicly owned, will be designed to complement and extend, but not replace, the role of public streets, parks and open spaces as the main place for civic life and pedestrian activity. They are to be designed for users of all ages and abilities and be comfortable, safe and integrated into the local network of pedestrian movement with direct access from the public sidewalk and clear way-finding within.

Policy 3.1.1(13) states that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

- the provision of well-designed and co-ordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving;
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and
- the provision of unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

Policy 3.1.1(14) indicates that design measures that promote pedestrian safety and security will be applied to streetscapes, lanes, parks and other public and private open spaces. As it relates to trees, Policy 3.1.1(16) states that the preservation, long-term growth and increase in the number of healthy trees will be a priority of all development.

Built Form Policies

The Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately-developed built form.

In putting forward policies to guide built form, the Plan states that the scale and massing of buildings should be conceived not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city. The Plan recognizes that, as intensification occurs, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

Section 3.1.2 sets out principles that speak to the relationship between the location and organization of development, its massing and the interface between the building and the public realm.

Policy 3.1.2(1) directs that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with consistent front yard setbacks;
 - providing additional setbacks or open spaces at street intersections, prominent destinations, and areas with high pedestrian volumes, among other locations;
 - locating main building entrances on the prominent building facades so that they front onto a public street, park or open space, and are visible and directly accessible from a public street;
 - providing ground floor uses, clear windows and entrances that allow views from, and where possible, access to, adjacent streets, parks and open spaces; and
 - providing comfortable wind conditions and air circulation at the street and adjacent open space to preserve the utility and intended use of the public realm, including sitting and standing.
- Policy 3.1.2(2) directs that development will provide accessible open space, where appropriate, while Policy 3.1.2(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.
- Policy 3.1.2(4) requires development to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by, among other things:
- using shared service areas where possible within development blocks including public lanes, shared private driveways and service courts;
 - consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
 - integrating services and utility functions within buildings where appropriate;
 - providing underground parking, where appropriate; and
 - limiting new surface parking and vehicular access between the front face of a building and the public street or sidewalk.

Policy 3.1.2(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by: providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.2(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.2(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Policy 3.1.2(9) directs that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the facade to:

- ensure fit with adjacent building facades;
- contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- break up long facades in a manner that respects and reinforces the existing and planned context; and
- ensure grade relationships that provide direct access and views into and from the public realm.

Policy 3.1.2(10) requires that development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- improvements to adjacent boulevards and sidewalks including sustainable design elements, which may include landscaping, permeable paving materials and street furniture;
- co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.2(13) provides that outdoor amenity spaces should:

- be located at or above grade;
- have access to daylight and access to direct sunlight, where possible;
- provide comfortable wind, shadow and noise conditions;
- be located away from and physically separated from loading and servicing areas;
- have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- accommodate existing and mature tree growth; and
- promote use in all seasons.

Section 3.1.3 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

The explanatory text notes that tall buildings are the most intensive form of growth and that they come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. Tall buildings play a role in achieving residential and office growth ambitions in specific areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allow for the appropriate design criteria to be met.

In this regard, Policy 3.1.3(8) states that tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole. For the base portion, Policy 3.1.3(9) provides that it should respect and reinforce good street proportion and pedestrian scale, and be lined with active, grade-related uses.

For the tower portion, Policy 3.1.3(10) directs that it should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.

Policy 3.1.3(11) indicates that the objectives in Policy 3.1.3(10) should be achieved by:

- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floor plates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

Policy 3.1.3(12) directs that the top portion of a tall building should be designed to: integrate rooftop mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

Housing Policies

The Official Plan recognizes adequate and affordable housing as a basic requirement for everyone. In this regard, the Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). A full range of housing includes:

"...ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock."

Policy 3.2.1(2) provides that the existing stock of housing will be maintain and replenished while new housing supply is encouraged through intensification and infill that is consistent with the Plan. In addition, Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing, will be encouraged by all levels of government.

On sites containing six or more rental units, where existing rental units will be kept in the new development, Policy 3.2.1(5) provides that significant new development on such site:

- will secure existing rental housing units which have affordable rents and mid-range rents as rental housing; and
- should secure needed improvements and renovations to the existing rental housing to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants.

The policy further specifies that such improvements and renovations should be a City priority under Section 5.1.1 of the Official Plan (i.e. Section 37), where no alternative programs are in place to offer financial assistance for this work.

The foregoing housing policies have been addressed in Section 5.0 of this report, as well as in the Housing Issues Report prepared by Bousfields Inc. and appended to this report (see **Appendix A**).

Implementation Policies

Policy 5.3.2(1) of the Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and they do not have the status of policies in the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the City-wide Tall Building Design Guidelines, the Growing Up Guidelines and the Pet-Friendly Design Guidelines discussed in Section 4.7 of this report.

Site and Area Specific Policy (SASP) 322

The subject site is included in SASP 322, which was introduced by Official Plan Amendment No. 71 ("OPA 71") in 2009. City Council adopted OPA 71 on August 6, 2009, and that decision was appealed to the Ontario Municipal Board (now OLT). The appeals were settled and OPA 71 came into full force and effect on February 2, 2011.

SASP 322 implemented the vision set out in the Markham-Ellesmere Revitalization Study ("MERS") area. SASP 322 sets out that the area will benefit from renewed private and public investment, and provides a framework to guide the revitalization of the area and consideration of individual redevelopment proposals. Redevelopment within the study area will be subject to a number of relevant considerations, including:

- establishing a new public road network east of Markham Road to increase safe access to the arterial road network within the study area;
- the establishment of a publicly accessible square, designed to be a focal point of the revitalization area, and visible and easily accessible from arterial streets;
- encouraging restaurants, a food store and retail uses on the lands designated *Mixed Use Areas* southeast of Markham Road and Ellesmere Road; and
- the provision of, or contributions towards, community services and facilities pursuant to Section 37 of the *Planning Act*.

The SASP states that Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment within the revitalization area. The Urban Design Guidelines for the area were adopted by Council in 2009, as described in Section 4.7.1 below.

4.6 Zoning

The subject site is zoned *Residential Apartment Commercial (RAC)* and is subject to zoning exception (RAC x18), per the City-wide Zoning By-law No. 569-2013, as amended.

The RAC Zone permits a wide range of residential, commercial and institutional uses, including residential dwelling units located within an apartment building. The site is subject to a maximum lot coverage of 33% and a maximum height limit of 24.0 metres.

Exception RAC x18, provides the following performance standards:

- A minimum 67 square metres of lot area is required for each dwelling unit;
- The minimum building setback from a front lot line is 18.0 metres;
- The minimum building setback from a side lot line that abuts a street is 12.0 metres;
- The minimum building setback from a side lot line that does not abut a street is a distance equal to half the height of the building;
- A maximum 50% of the gross floor area of the first floor may be used for dwelling units;
- Amenity space must be provided at a rate of 46.0 square metres for the first dwelling unit plus 0.9 square metres for each dwelling unit in excess of 50;
- The minimum building setback from a rear lot line is 7.5 metres;
- The maximum lot coverage is 33%; and
- Parking spaces must be provided at a minimum rate of 1.25 for each dwelling unit.

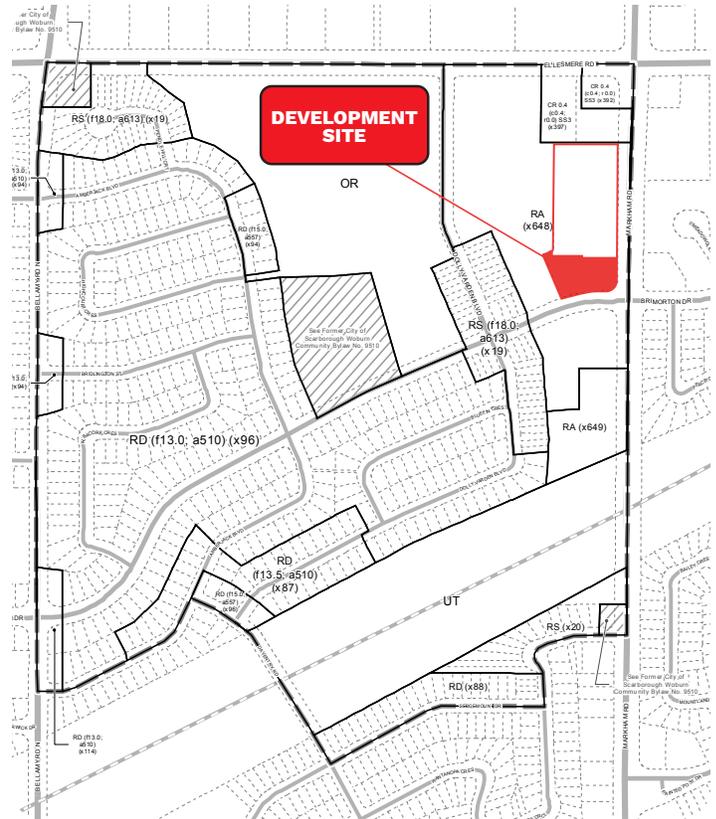


Figure 15 - By-law 569-2013 - Zoning

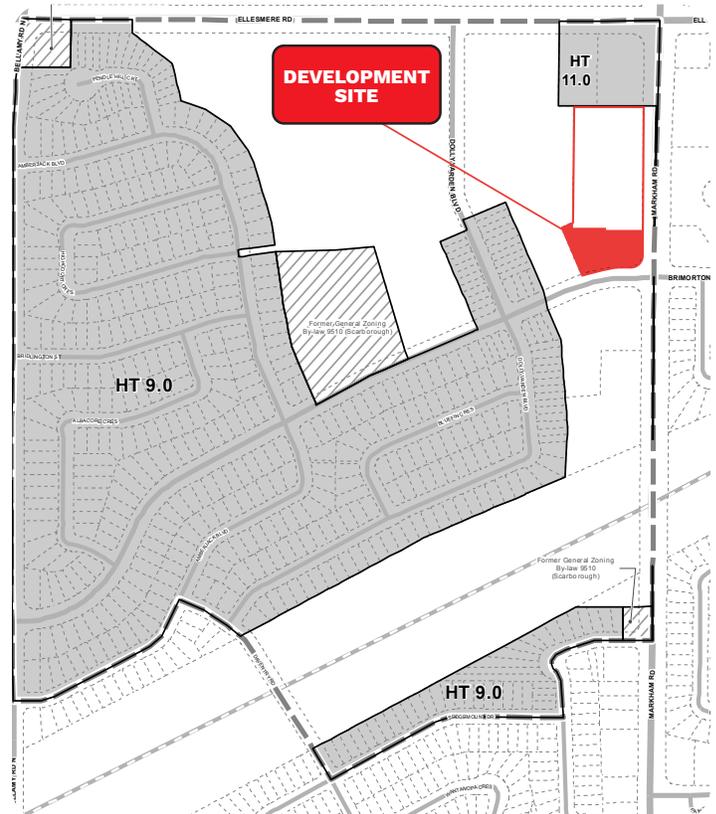


Figure 16 - By-law 569-2013 - Heights

4.7 Urban Design Guidelines

4.7.1 Markham-Ellesmere Revitalization Study – Urban Design Guidelines and Conceptual Master Plan

As previously noted, the subject site is located within the MERS area, which was a City-led initiative that began in 2008 aimed at establishing parameters for redevelopment and intensification within the study area, including such elements as heights, parks, transportation, and community and social service infrastructure needs and opportunities, to be used in the evaluation of individual development applications.

The MERS Urban Design Guidelines and Conceptual Master Plan (the “MERS Urban Design Guidelines”) were an outcome of the study and are intended “for use by developers in the preparation of development proposals, and by the City of Toronto in the development review process, and in the planning of public projects.” They include specific recommendations on the design, orientation and massing of the public realm and road connections, new mixed use and residential developments, and built form. The MERS Urban Design Guidelines were adopted by Council in August 2009. As part of the vision for the area, the MERS provided guidelines for redevelopment and intensification, in addition to identifying locations for new open space areas, public streets and community services.

The MERS Urban Design Guidelines require that the public realm include improvements to connections between neighbourhoods and streetscapes and encourages pedestrian oriented activities and renewal of parks and open space. Streetscape improvements and pedestrian activity is to include street tree planting and landscaping, generous sidewalks, safe and comfortable access to transit, coordinated street furniture, accessible pedestrian entrances, improved pedestrian access to new and existing open space, and screening of driveways and service areas.

The subject site is identified as “Potential Tower Renewal” on the Conceptual Master Plan (See **Figure 4**). The MERS Urban Design Guidelines provides that these sites are candidates for potential tower renewal through improvements such as retrofitting for improved energy efficiency and enhanced landscaping and tenant amenities. Further, these sites have the potential for modest intensification which could take the form of townhouses and/or additional apartment buildings in accordance with the policies of the Official Plan.

4.7.2 Tall Building Design Guidelines

Regarding built form, Section 3 of the MERS Urban Design Guidelines provides specific Site Development and Built Form Guidelines. In terms of built form, the Guidelines direct that:

- All new development will be designed to respect adjacent single family homes through extensive buffering and through the concentration of new building massing along Markham Road and Ellesmere Road, to ensure appropriate transitions to the adjacent neighbourhoods;
- All existing and new streets will be lined with buildings which foster the creation of a high quality, safe urban environment through the building of attractive, visually interesting street frontages;
- Building designs will be encouraged which maximize the amount of building at or near the street-line;
- The lower floors of all buildings will contribute to the creation of a continuous street edge, with occasional breaks for landscaped open spaces which increase diversity and visual interest;
- Non-residential development will be designed to maximize the visibility of grade level activity from the sidewalks;
- All buildings will be designed to create safe, comfortable pedestrian level micro-climates;
- All buildings will be designed and oriented to promote the use of public transit on Markham Road and Ellesmere Road;
- All new buildings will be identified by name and a clearly visible street address; and,
- All new buildings will be designed to accommodate convenient and safe bicycle parking preferably on the main level.

On May 7, 2013, Toronto City Council adopted the City-wide Tall Building Guidelines (March 2013), which updates and replaced the "Design Criteria for the Review of Tall Building Proposals" (2006), and consolidated the Tall Building Guidelines, which were originally adopted by Council in July 2012.

The Tall Building Guidelines are intended to "provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively."

The Guidelines include sections related to site context, site organization, tall building massing and pedestrian realm. Among other matters, the Guidelines recommend that tower floor plates be limited to 750 square metres and that tall building towers be set back 12.5 metres from side and rear property lines and provide a separation distance of 25 metres between towers on the same site.

The proposed development is evaluated with respect to the Tall Building Design Guidelines in Section 5.6 of this report.

4.7.3 Growing Up: Planning for Children in New Vertical Communities

In 2015, the City initiated a study entitled *Growing Up: Planning for Children in New Vertical Communities* ("Growing Up Guidelines") and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017, and adopted without amendments. On July 28, 2020, a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- **The Neighbourhood Scale:** At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- **The Building Scale:** At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.
- **The Unit Scale:** At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include ensuring inclusivity for larger and multi-generational households, supporting a range of household types and sizes, providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

4.7.4 Pet-Friendly Design Guidelines

The Pet-Friendly Design Guidelines were developed in 2019, through a collaborative process involving consultation and engagement with a broad range of stakeholders. The purpose of the document is to guide new developments in a direction that is supportive of a growing pet population. The document is intended to complement other city initiatives to create and design high-quality pet friendly amenities in private development, including the building, private internal and external open spaces and living spaces.

The Guidelines apply city-wide to all new multi-unit residential buildings that are required to provide amenity space as a condition of their development approval. As guidelines, they are intended to provide direction and guidance, but should be afforded some flexibility in application, and balanced against broad city building objectives.

Similar to the Growing Up Guidelines, the Pet-Friendly Guidelines are structured at three scales: the neighbourhood, the building and the dwelling unit. At the neighbourhood scale, the guidelines encourage new developments to support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces, especially in dense neighbourhoods characterized by multi-unit, high-rise buildings where parks and green spaces are heavily used.

At the building scale, the guidelines provide direction as to the types, sizes and general configuration of amenity spaces for pets, and specifies how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners and other residents of multi-unit buildings in high-density neighbourhoods. The types of dedicated amenities that could be provided to support pets and their owners include pet relief areas, off-leash areas, pet wash stations and POPS. The guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities and also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities.

Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet's environment and meet day-to-day needs.

In this regard, a pet relief/dog run area is proposed at the north edge of Building A, and there is an indoor pet wash proposed within the ground floor of Building B.

A photograph of two women in a professional setting, possibly a meeting or workshop. They are looking down at a large architectural model or set of plans on a table. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. The background is slightly blurred, showing office shelves and papers. The entire image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Focus for Growth – Intensification

The proposed infill development on the subject site is supportive of the policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote intensification on sites that are well served by municipal infrastructure, with a particular emphasis on those sites in proximity to existing and planned higher order transit. In this regard, the Proposal will redevelop the development site with an appropriately scaled transit-supportive and pedestrian-oriented development, providing a significant supply and range of housing options.

As noted throughout this report, the subject site is approximately 125 metres from planned higher-order transit, the DSBRT. The DSBRT represents a significant public investment in new infrastructure and presents an opportunity to provide residential intensification to support it, aligning with the PPS's key direction of the efficient use of infrastructure, particularly Policy 1.6.3.

With regards to the provision of new housing units, the proposed 635 units is supportive of Policies 1.4.3 and 1.7.1 of the PPS by providing an appropriate range and mix of housing options to meet projected market-based housing needs of current and future residents in a development which efficiently uses land, resources, infrastructure, and public service facilities. The intensification of the development site will also support active transportation and transit as directed in Policy 1.6.7.4 of the PPS.

With respect to the Growth Plan, the subject site is located in proximity to a planned DSBRT station at the Markham/Ellesmere intersection, which is located approximately 300 metres to the north of the development site. Accordingly, the subject site has the characteristics of a Strategic Growth Area and meets the definition of a *Major Transit Station Area* within the Growth Plan.

Strategic Growth Areas are identified in the Growth Plan as a focus for accommodating intensification and higher density mixed uses in a more compact built form. In accordance with this Provincial direction, the Proposal seeks to redevelop an underutilized portion of a site within a Strategic Growth Area for high density uses. The redevelopment of the development site will support future transit ridership at the nearby BRT station, in accordance with the direction of the Growth Plan to increase densities that support the viability of transit service and will allow future residents and employees to take advantage of the wide range of existing services and public parks in the surrounding area. Further, the Proposal will help to achieve the minimum density target set out in Growth Plan Policy 2.2.4(3)(b) of 160 residents and jobs per hectare for major transit station areas that are served by bus rapid transit and will contribute to the 2051 population and employment targets for the City of Toronto.

With respect to the Official Plan, there is strong policy support for intensified development with minimum density requirements and limits on parking for sites in areas such as this which are well serviced by transit. While significant growth on lands designated *Apartment Neighbourhoods* is not anticipated on a city-wide basis, the Official Plan recognizes that "redevelopment of vacant or underutilized sites in *Apartment Neighbourhoods* that meets the Plan's policies can create new housing options in Toronto".

Further, the subject site is identified on the Markham-Ellesmere Revitalization Study Conceptual Master Plan as a location for "Potential Tower Renewal". The MERS Urban Design Guidelines identify sites such as this as areas for intensification that can take the form of additional apartment buildings, in accordance with the policies of the Official Plan.

Optimizing the use of land and infrastructure on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. In this regard, the existing building occupies only a small portion of the overall site area, with the balance of the land used for surface parking, children's play areas (north portion of the site), and unprogrammed open space areas that provide limited amenities. Under both provincial and municipal policy contexts, the subject site represents an underutilization of land and infrastructure. As outlined in Section 5.4 below, in our opinion, the proposed density of the development site at 7.7 FSI is appropriate.

An important consideration when evaluating the intensification of any site is the capacity of a site or an area to accommodate additional growth. Section 3.2.1(1) of the Growth Plan provides that infrastructure planning, land use planning and infrastructure investment will be coordinated to implement the policies of the Growth Plan. In this regard, analysis has been undertaken by LEA Consulting and a Functional Servicing Report and Stormwater Management Report has been prepared by Counterpoint Land Development, and a summary of their findings are provided in Section 5.7 of this Report. Additionally, a scoped Community Services and Facilities Study has been included as Appendix B of this Report, which reviews the surrounding facilities and schoolboards' capacity for growth in the area.

Overall, the Proposal provides for a significant number of new residential units in a transit-oriented location. The proposed residential units and retail component will contribute to the planned revitalization of the Markham-Ellesmere area and to the redevelopment of an underutilized property which will contribute to the City's housing supply and improve the surrounding public realm.

5.2 Land Use

The introduction of new rental units on the subject site is desirable and appropriate and conforms with the land use permissions of the *Apartment Neighbourhoods* designation in the Official Plan and the permitted uses in the RAC zone in the Zoning By-law, both of which permit residential apartment buildings on the subject site.

The Official Plan states that *Apartment Neighbourhoods* are stable areas where opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing. The Plan recognizes that on larger sites, such as the subject site, infill opportunities may require planning for new and extended public realms including new streets or shared driveways, and may require preserving significant existing landscape and recreation features as part of integrating older apartments with new development.

Compatible infill development is permitted on sites within *Apartment Neighbourhoods* with one or more existing apartment buildings, where such development would have the effect of improving the existing site condition. In this regard, the proposed infill development is compatible with the existing building, which will be maintained, and through the Proposal, landscape and streetscape improvements are proposed across the subject site (an improved and expanded public realm), ensuring that all street frontages provide an animated and active public realm. Further, residents of the existing building will have access to new grade-related open space areas such as the proposed junior kids area and the outdoor fitness area. In addition, the existing building's waste storage area will be rebuilt and decrease in size, as discussed above. Overall, the proposed comprehensive site design will be attractive and will reurbanize the site with several urban design and functional improvements.

In our opinion, the Proposal conforms with Policy 4.3(3) of the Official Plan, which provides criteria regarding appropriate locations for infill development. Buildings A and B have been located and designed to achieve compatibility with the surrounding built form context, including the existing apartment building. The Proposal also provides appropriate separation distances to maintain adequate sunlight and privacy for new and existing residents and landscape improvements and safe pedestrian routes within the site and in the surrounding public realm. As discussed above, the Proposal also improves upon the landscaping and existing outdoor amenities on the subject site.

The Proposal also conforms to the criteria outlined in Policy 4.2(3) by locating and massing new buildings to provide transition in scale to lower-scale uses, to adequately limit shadows on adjacent properties, to frame the edge of streets and parks with good proportions, to include screened loading areas, to provide adequate indoor and outdoor recreational spaces, and to provide a ground floor that enhances the safety, amenity and animation of surrounding streets.

The Proposal provides for an appropriate transition in scale by locating Building B at 15 storeys adjacent to the 2- to 3-storey townhouses to the west (lands which are also designated *Apartment Neighbourhoods*), with a stepping down of heights and generous setbacks in order to mitigate any undesirable built form impacts.

Building A at 37 storeys is located at the southeast corner of the development site, effectively framing the street edges and anchoring the site at the intersection of Markham Road and Brimorton Drive. The proposed podium heights contribute to an appropriate scale at the street edge, and the ground floor uses, which include amenity, a retail component and enhanced landscaping features, all contribute to the animation of the surrounding public realm. A private internal driveway is proposed from Brimorton Drive to access the new and existing buildings on the site, and adequate below grade parking and internal, well-screened loading areas are also provided.

In addition, the Proposal meets the direction provided for in the Growing Up Guidelines with respect to providing 10% of units to be three-bedroom and exceeding the direction to provide at least 15% two-bedroom units.

5.3 Housing

The Proposal will result in the construction of new housing on an underutilized site in a compact urban form that supports the broad policy objectives of the Provincial Policy Statement, the Growth Plan and the Official Plan. More specifically, the Proposal will add to the existing housing stock in the area, in conformity with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan.

The subject site is within an area that consists of a wide range of housing types, including low-rise to high-rise rental apartment buildings and low-rise ownership housing, and more recently, high-rise condominium housing. The Proposal will continue to support this diverse mix of housing options in the local area. In this regard, the Proposal conforms with the Official Plan's housing policies, including Policy 3.2.1(1) which encourages a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, which are to be provided and maintained to meet the current and future needs of residents.

The range of proposed unit types provides a variety of housing options, including housing suitable for families with children and seniors, in accordance with the unit mix targets specified in the Growing Up Guidelines. In particular, a total of 185 larger units are proposed in both buildings, including 121 two-bedroom units and 64 three-bedroom units.

With respect to Official Plan Policy 3.2.1(5), the subject site contains an existing 19-storey, 295-unit rental apartment building. All of the existing rental units on the subject site will be retained as rental units. To that end, a detailed evaluation of the proposal with respect to Policy 3.2.1(5) of the Official Plan has been provided in the Housing Issues Report prepared by Bousfields Inc. and appended to this report (see **Appendix A**).

5.4 Height, Massing and Density

For the reasons noted in Section 5.1 above, the subject site is a suitable location for residential intensification in land use policy terms.

In terms of height, it is our opinion that the subject site is a contextually appropriate location for a tall building from a built form perspective, given its location within the MER area, its location 125 metres from a planned higher-order DSBRT stop and its large site size and substantial street frontage, as well as its relationship to other existing and approved tall buildings in the vicinity. Based on the foregoing, it is our opinion that the Proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.3 of the Official Plan.

The proposed scale and form of intensification is also consistent with the existing and planned tall building heights within the MER area, which includes buildings approved for heights up to 37 storeys and proposals for heights up to 44 storeys (directly at the Markham/Ellesmere intersection). Given this context, the proposed heights of 15 and 37 storeys are in keeping with the pattern of existing, proposed and approved heights in the MER area.

The proposed height of Building A (37 storeys) is within 6 metres of the metric height of the 34-storey tower approved at 1021-1035 Markham Road (the northeast corner of Markham Road and Brimorton Drive). As such, Building A will frame the northwest corner of this intersection with a similarly scaled building while providing a very slight variation in height, thereby providing architectural interest at this intersection. Building B at 15 storeys provides an appropriate transition in height from Building A to the 2- to 3-storey townhouses to the west of the subject site (lands which are designated *Apartment Neighbourhoods*), and is similar in height to the existing 15 storey building located to the south at 555 Brimorton Drive.

Finally, and as discussed further below, the proposed heights are appropriate given the Proposal's limited adverse impacts resulting from the orientation of the towers and the generous setbacks and step-backs and low podium heights (4 to 6 storeys) proposed. In our opinion, the Proposal realizes the development site's potential to deliver much-needed housing close to planned higher order transit in a form and at a scale that is appropriate within the surrounding built form context.

In terms of massing, the proposed buildings will employ a podium-tower configuration that provides for a comfortable street wall condition along Markham Road and Brimorton Drive, in addition to appropriately sized and oriented towers that have minimal built form and visual massing impacts on the public realm. In this regard, Building A will be comprised of two distinct elements: a 6-storey base building and a 31-storey tower element. Building B, the transition tower, is comprised of a 4- to 6-storey base building, ensuring compatibility with the townhouses to the west, and a 9 storey tower element.

The proposed street wall height of 6 storeys in Building A will contribute to a comfortable pedestrian-scale along Markham Road and is in keeping with the podium heights approved in the surrounding area, including the 34-storey development at 1021-1035 Markham Road and the 37-storey development at 1125-1137 Markham Road. The proposed street wall height of 4 storeys in Building B is appropriate given the surrounding residential context.

Legend

- # Heights in Storeys
- * Under Construction
- ** Approved/Not Yet Built
- *** Proposed
- 1-4 Storeys
- 5-14 Storeys
- 15-30 Storeys
- 31-50 Storeys
- 51+ Storeys
- Parks
- Subject Site



Figure 17 - Height Map

Building A has a tower floor plate size of 750 square metres, whereas Building B has a tower floor plate size of 776 square metres. While the proposed tower floor plate of Building B is slightly larger than the 750 square metre size that is generally recommended in the Tall Building Design Guidelines, the slender design and articulation of the tower and the provision of appropriate setbacks and separation distances will reduce the bulk of the building and limit shadow, sky view and privacy impacts both within the subject site and on adjacent buildings (as discussed below).

The massing of Buildings A and B has been carefully articulated with the design and placement of private ground-floor patios, projecting and inset balconies, and terraces that provide architectural interest and visual breaks in the massing. These design elements, as well as the proposed heights and massing of each distinct element, are in keeping with the applicable built form policies of the Official Plan and are generally in keeping with the built form objectives of the applicable urban design guidelines.

The tower elements of Buildings A and B have a separation distance of approximately 25 metres. A similar separation distance of 25 metres is provided between Building A and the existing building. With respect to the 2- to 3-storey townhouses to the west, the tower element of Building B provides a minimum separation distance of 12.5 metres to the site's west property line, and the 4-storey base building is set back 8.5 metres to the west property line. In our opinion, this results in an appropriate built form relationship between the subject site and the townhouse property to the west.

In terms of density, there is a clear policy direction to optimize density on sites suitable for intensification. The most appropriate density should, in our opinion, be reflective of the existing and planned development context, urban structure considerations, the applicable urban design guidelines and the resulting built form. The development site's proposed 7.7 FSI provides for a

built form which has minimal impacts on adjacent land uses and respects the City's policies and guidelines for infill development. It is also within a similar range to other approved and proposed developments in the area, including the approved developments at 1125-1137 Markham Road (6.7 FSI) and 1021-1035 Markham Road (10.2 FSI), and the proposed development at 1151 Markham Road (16.9 FSI).

In our opinion, it is important and appropriate from a planning policy perspective to optimize the use of land and infrastructure on the subject site given its proximity to the planned DSBRT station at the Markham/Ellesmere intersection.

It is noted that the Official Plan does not include density limitations for the subject site; rather, the Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the city". Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

The proposed development will contribute to residential/mixed-use intensification in an area that is targeted for such intensification by the Growth Plan and the Official Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of services. As detailed in the following sections, the proposed development has no unacceptable built form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.5 Built Form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. In our opinion, the Proposal will have no unacceptable built form impacts on surrounding streets, open spaces, the surrounding lower-scale property to the west (the 2- to 3-storey townhouses) or the existing building on the subject site.

In this regard, the Official Plan's development criteria for tall buildings identifies that tall buildings should be designed to reduce physical and visual impacts through stepping, setbacks and articulation of features such as balconies (Policies 3.1.4(10) and (11)). In addition, the policies for *Apartment Neighbourhoods* further requires that development contribute to the quality of life by locating and massing buildings to provide a transition between areas of different development intensity and scale through mean such as providing setbacks and stepping down of heights towards lower-scale *Neighbourhoods* (Policy 4.2(2(a))).

Additionally, Policy 4.2.2(b) requires that new buildings are massed and located so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes. In this respect, the closest *Neighbourhoods* are located approximately 55 metres to the west of the subject site and therefore have no direct interface with the subject site. As a result of the distance and orientation of these *Neighbourhood*-designated lands, the proposed buildings do not cast any shadow on these lands during the spring and fall equinoxes.

Given that the lands directly to the west of the development area are designated *Apartment Neighbourhoods* and are lower in scale and density, the proposed massing provides for a 4-storey base and generous setbacks on the west side of Building B in order to mitigate any potential impacts on the adjacent townhouses. The Proposal also provides for adequate setbacks and stepping of the base building to reduce any visual impacts and provide a transition in scale to the existing building north of Building A.

With respect to parks and green spaces, Policy 3.2.3.3 of the Official Plan requires that the effects of new development on parks and open spaces, including additional shadows, be minimized as necessary to preserve their utility. An analysis of shadow cast by the Proposal is provided in the following sections.

Light, View and Privacy

Light, View and Privacy (“LVP”) impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development appropriately limits its impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and low-rise neighbourhoods, specifically with regards to adequate sunlight.

For tower elements, the City-wide Tall Building Design Guidelines recommend a tower separation distance of 25 metres between tower faces and tower setbacks of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e. balconies are permitted within the setback zone). The 25.0 metre tower separation ensures an adequate distance between the windows of each building to protect the privacy of existing and future residents. It also assists in achieving good sky view and sunlight, and contributes to the desired character of the area. In this regard, Building A provides a 25-metre separation distance to both the existing building and to Building B, and Building B provides a 12.5-metre setback to the development site’s west property line.

Based on the foregoing analysis, it is our opinion that the tower separation distances between the proposed tall buildings and the existing tall building and any potential future tall building to the west of the development site would result in appropriate light, view and privacy conditions.

Sky View Impacts

In our opinion, the proposed development would not have any unacceptable impact on sky view from the public realm, due in part to the proposed setbacks, stepbacks and overall articulation of the building mass.

Viewed from each street frontage, the podiums would define the building at a pedestrian-scale that is generally in keeping with existing and planned tall buildings along Markham Road, which provide similar street wall conditions and stepping above the podium levels. In particular, the proposed developments on the east side of Markham Road located at 1021-1035 Markham Road and 1125-1137 Markham Road have a similar podium height, with 6-storey podiums along Markham Road.

As described above, Building B has a 4 storey podium base along Brimorton Drive and the development site’s west property line. This height respects the low-rise character to the west, as well as the nature of Brimorton Drive in this area as a residential local street. This height results in a refined massing that preserves sky views from the public realm.

Shadow Impacts

A Sun/Shadow Study was prepared by Wallman Architects Ltd. assessing the shadow impacts at the spring/fall equinoxes (March / September 21st) and the summer solstice (June 21st) from 9:18 a.m. to 6:18 p.m.

In this regard, the Official Plan policies in Section 4.2(2) speak to “adequately limiting” shadowing on adjacent streets, properties and open spaces. In particular, the above-noted policy places particular emphasis on the impacts of shadowing on lands designated *Neighbourhoods*, in addition to parks. Policy 4.2(2)(b) of the Official Plan requires new buildings in *Apartment Neighbourhoods* to be located and massed to “adequately limit” shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. Furthermore, Policy 4.2(2)(c) specifies that buildings are to be located and massed to maintain sunlight for pedestrians on adjacent streets, parks and open spaces.

With respect to lands designated *Neighbourhoods* in the surrounding area, beginning at 4:18 pm at the equinoxes (March/September 21st), shadow resulting from the Proposal reaches the single-detached dwellings along Clementine Square and Brimorton Drive, which are located to the east of the development site. This shadow generally overlaps with the shadow created by the approved (and under construction) tall buildings located on the east side of Markham Road. Based on these conditions, it is our opinion that shadow impacts on *Neighbourhoods* would be “adequately limited”, as required by the Official Plan.

In terms of impacts on surrounding streets and sidewalks, the Proposal will not result in any new shadow impacts on Markham Road between 9:18 a.m. and 12:18 p.m. during the equinoxes. Beginning at 1:18 p.m., the Proposal will result in minor incremental shadowing on a small segment of Markham Road until 6:18 p.m. The shadow resulting from Building B follows that of the shadow resulting from Building A, therefore the portion of Markham Road affected by shadow cast from the Proposal is very minimal in size.

With respect to adjacent properties and open spaces, the 2- to 3-storey townhouses to the west of the subject site will experience shadow cast from the Proposal beginning at 9:18 am. This shadow largely clears from the adjacent townhouses by 11:18 am and is completely off of the townhouse property by 12:18 pm. Therefore, the maximum duration of shadowing on any one area within the townhouse development to the west would be approximately 2 hours (with a very small portion at 3 hours). As such, it is our opinion that the shadow impacts on the adjacent townhouses is “adequately limited”.

Shadowing resulting from the Proposal does not reach the existing building until 11:18 am. The earlier morning shadow (9:18 am and 10:18 am) on the subject site is solely on a portion of the existing surface parking area. While shadow from the Proposal remains on the existing building until 4:18 pm, it is important to note that this shadow is only on a portion of the existing building at various times in the afternoon.

Wind Impacts

Regarding parks, there are two designated parks in close proximity to the subject site. Confederation Park to the northwest of the subject site will experience shadow on a relatively small portion of the park at 9:18 am during the spring and fall equinoxes. This shadow will clear the park by 10:18 am. To the east of the subject site, east of the approved 34-storey building currently under construction at 1021-1035 Markham Road, a new park has been approved at the northwest corner of Brimorton Drive and Meadowglen Place. This park will experience shadow from the Proposal beginning at 5:18 pm, a time when shadows are typically long. It is important to note that the shadow cast from the Proposal follows the shadow cast by the approved 34 storey building. Therefore, the Proposal does not cast any additional shadow on this park that would affect its utility.

Based on the foregoing analysis, it is our opinion that the incremental shadow impacts from the Proposal on adjacent streets, properties and open spaces would satisfy the Official Plan criterion of being "adequately limited" and would be acceptable having regard to the urban character of the surroundings, which includes numerous existing and planned tall buildings.

Policy 4.2.2(c) of the Official Plan directs that new buildings are to be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

In this respect, a Pedestrian Level Wind Study has been prepared by Gradient Wind Engineers and Scientists. The purpose of the study was to determine comparative pedestrian level wind comfort and safety conditions at key outdoor areas; identify areas where future wind conditions may interfere with the intended uses of outdoor spaces; and recommend suitable mitigation measures, where required.

The work completed was based on wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, in addition to surrounding street layouts, recent site imagery and existing and approved future building massing information obtained from the City of Toronto, to assess pedestrian comfort at key areas within and surrounding the site. Key areas investigated in the study include sidewalks, walkways, laneways, green space, outdoor amenity areas, future parks and building access points, in addition to the outdoor amenity terraces.

The most significant findings of the study with respect to existing and future wind conditions are summarized below:

- Most public sidewalks, laneways, parking areas, and landscaped spaces within and surrounding the proposed development will experience acceptable wind conditions suitable for walking or better during each seasonal period, with a few isolated exceptions. Specifically, walkways and landscaped spaces along Markham Road (Sensors 7, 9, & 42), along Brimorton Drive (Sensors 14 & 15), and the laneway bisecting the site (Sensors 56, 57, & 59) will become intermittently uncomfortable for walking during the colder months. Considering that the exceedances of the walking criterion in all instances is marginal (generally <1km/h, see Appendix B), windspeeds are improved for the existing uncomfortable cases (Sensors 9 & 14), and no locations exceed the annual wind speed safety criterion, the noted conditions are considered acceptable without the need for mitigation.
- The public transit stops along Markham Road (Sensors 11 & 46) will continue to be comfortable for standing or better during the summer and autumn, and walking throughout the rest of the year, which is acceptable considering both stops are equipped with pedestrian transit shelters.
- Most primary residential, retail, and amenity building access points serving the study site, will be suitable for standing or better throughout the year, which is acceptable. The residential lobby entrances along the central driveway (Sensors 54 & 60), exceed this criterion during colder seasons. It is recommended to either recess the entrances within the façade, provide flanking wind barriers and/or overhead canopies, or substitute swing doors with sliding options. If an external retail entrance will be present at the southeast corner of the site it is recommended it be located along the calmer southeast edge (Sensor 47).
- Most secondary building access points will be comfortable for walking or better throughout the year, which is appropriate, with the exception of the parking entrances along the laneway bisecting the study site (Sensors 56 & 57), which will experience uncomfortable wind conditions during the winter. As these exceedances are marginal (<1 km/h see Appendix B), and limited pedestrian use is expected, the noted conditions are considered acceptable without the need for mitigation.
- The main entrance to the existing tower at 1050 Markham Road to the north of the study site (Sensor 1) and the existing 555 Brimorton Drive development to the south of the study site (Sensor 17), will experience wind conditions comfortable for standing or better throughout the year, which is appropriate and an improvement on existing conditions.
- The grade-level outdoor amenity spaces along the north elevations (Sensors 38-41 & 70-74) will generally be comfortable for sitting throughout the summer months, which is acceptable.
- The Level 2 outdoor amenities (Sensors 75 & 76) will be suitable for sitting or more sedentary activities throughout the year, which is favourable and does not require mitigation.
- Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience wind conditions that are considered unsafe.

5.6 Urban Design

From an urban design perspective, the Proposal represents a well-designed addition to the MER area that is in conformity with the built form and urban design policies of the Official Plan and is generally in keeping with the guidelines outlined in the City-wide Tall Building Design Guidelines.

The Proposal will provide for two attractive new buildings that will improve an underutilized site in a manner that will contribute to the vitality and ongoing revitalization of the area. The proposed design responds to the existing and planned built context, in particular the taller buildings that are proposed, approved and under construction along the east side of the Markham Road frontage.

Official Plan Policies

In our opinion, the proposal is in keeping with the applicable public realm and built form policies of the Official Plan, and specifically the development criteria set out in Policies 3.1.3(1) through to 3.1.3(13), 3.1.4(7) through to 3.1.4(12) and 4.2(2); in particular:

- the buildings will be located and organized to fit with the existing and planned context of the site, framing adjacent streets and the public realm;
- the buildings will provide appropriate setbacks along the street frontages and intersections;
- the main building entrances will be located on prominent building facades, so they front onto a public street (Brimorton Drive), and are clearly visible with direct access to the public street;
- Building A specifically provides for ground floor uses along Markham Road that allow views from the adjacent streets (i.e. retail component and indoor amenity area);
- the development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties;
- the development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm by integrating services and utility functions within buildings, minimizing curb cuts and providing underground parking;
- the buildings will define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context, as well as stepping back building mass and reducing building footprints above the streetwall height;
- the development will provide good transition in scale between areas of different building heights and/or intensity of use, particularly the lower-scale residential neighbourhood to the west;
- the buildings have been designed to ensure that the scale, proportion, materiality and rhythm of the façade fits with adjacent buildings, contributes to the pedestrian scale with a high quality design for each podium, and ensuring appropriate grade relationships;
- the development will promote civic life and make adjacent streets attractive and comfortable through improvements to the adjacent boulevards, including street trees and plantings, and coordinated landscape improvements within the setbacks; and
- the buildings will each provide indoor and outdoor amenity areas for residents of all ages, including areas on the ground floor and second floors where there is access to daylight, landscaped areas and comfortable wind and sun conditions.

In our opinion, given the applicable planning context, tall buildings are appropriate for this location. The Proposal satisfies the criteria established in Section 3.1.4 of the Official Plan by providing appropriate base, tower and top portions. In this regard, the base of each building will respect and reinforce good street proportions and pedestrian scale. The towers will reduce the buildings' physical and visual impacts into the public realm and provide for attractive design and articulation of features, will limit shadow and wind impacts, will provide access to daylight from the outdoor amenity spaces and public realms, and will protect the privacy of interior spaces.

The Proposal will also respect and implement the policies in Section 3.1.1 of the Official Plan pertaining to the public realm. The development will result in an improved pedestrian environment internal to the site and at the intersection of Markham Road and Brimorton Drive and will contribute to streetscape enhancements along both street frontages. The podiums allow for a comfortable public realm condition and provide for uses that will animate the Markham Road frontage, including retail and indoor amenity space. The outdoor amenity space and pedestrian walkways will provide an attractive environment for existing and future residents, allowing safe movement through the site and a variety of amenities.

With regards to the public realm, an integrated and expanded public realm is proposed along Markham Road and Brimorton Drive. This includes 2.1-metre wide sidewalks along both public frontages, street trees and planter boxes, improved street lighting, moveable tables and chairs adjacent to the ground floor indoor amenity area, bicycle racks, and a connection to the existing bus stop on Markham Road. The corner condition at the intersection of Markham Road and Brimorton Drive will include a large public space with plantings and access to the proposed retail component at the ground floor. Pedestrian access will continue into the development site via walkways on either side of the proposed driveway, providing access to the residential lobbies, as well as the outdoor amenity and the existing building to the north of Building A.

Urban Design Guidelines

In our opinion, the design of the Proposal is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines, as set out below.

Guideline 1.3 - Fit and Transition in

Scale: Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks, and open space.

- The new buildings will fit well into the area context, providing appropriate setbacks, stepping and separation distances to protect and contribute to the ongoing regeneration of the area. The proposed heights are designed to orient the taller building (Building A) towards the prominent intersection, and the lower building (Building B) towards the lower-scale adjacent neighbourhood.

Guideline - 1.4 Sunlight and Sky View:

Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.

- The towers have been sited and articulated to protect access to sunlight, skyviews and shadowing, as addressed in Section 5.5 of this report.

Guideline 2.1 - Building Placement: Locate the base of tall buildings to frame the edges of streets, parks, and open space, reinforce corners, and to fit harmoniously within the existing context.

- The bases of the new buildings are located and designed to frame the street edges and provide appropriate setbacks which allow for improved streetscaping that fits harmoniously with the existing and planned surrounding context.

Guideline 2.2 - Building Address and

Entrances: Organize tall buildings to use existing or new public streets for address and building entrances. Ensure primary building entrances front onto public streets, are well-defined, clearly visible, and universally accessible from the adjacent public sidewalk.

- The new buildings are oriented towards the existing public street frontages, with clear and defined entrances from Brimorton Drive. The surrounding public realm and sidewalks will be improved with landscaping and appropriate setbacks.

Guideline 2.3 - Site Servicing, Access and

Parking: Locate "back of house" activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, away from the public realm and public view.

- The "back of house" activities have been located within the interior of each proposed building where they will be out of view from the public realm.

Guideline 2.5 - Private Open Space:

Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

Guideline 3.1.1 - Base Building Scale and Height: *Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.*

Guideline 3.1.2 - Street Animation: *Line the base building with active, grade-related uses to promote a safe and animated public realm.*

Guideline 3.1.3 First Floor Height: *Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.*

Guideline 3.2.1 Floor Plate Size and Shape *Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.*

Guideline 3.2.2 Tower Placement: *Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.*

- The proposal includes 1,277 square metres of private outdoor amenity space to serve the residents of both buildings. All residential units will have access to common outdoor amenity space on the ground floor, with additional outdoor amenity spaces provided on terraces on the second floor of each building.
- The bases of each building have been designed to generally meet the base buildings of other proposed and existing heights in the area, with a 4- to 6-storey streetwall along both public frontages.
- The base building along the prominent street frontage (Markham Road) will be lined with active, grade-related uses that will enhance the adjacent public realm. Along Markham Road, a large indoor amenity space and a retail component are proposed in the ground floor of Building A.
- The first floor height of Building A will be 4.5 metres, effectively meeting this target, while the first floor height in Building B will be 5.8 metres, exceeding this recommendation.
- The proposed tower elements are approximately 750 and 776 square metres and are discussed in Section 5.4 of this report.
- The tower elements are set back from the street frontages and from the surrounding residential uses on the north and west sides of the development area. There is a stepping back proposed at the second and sixth level of Building A, and at the second, fourth, and sixth level of Building B, which contribute to the overall articulation of the built form.

Guideline 3.2.3 Separation Distances:

Setback tall building towers 12.5 metres or greater from the side and rear property lines or centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.

Guideline 3.2.4 - Tower Orientation and

Articulation: *Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.*

Guideline 3.2.5 - Balconies: *Design*

balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.

Guideline 3.3 - Tower Top: *Design the top*

of tall buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds, and the management of artificial sky glow.

Guideline 4.1 - Streetscape and Landscape

Design: *Provide high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks, and open space.*

- The proposed development meets this recommended minimum, incorporating appropriate building setbacks that provide separation distances to existing lot lines and the existing building on the subject site. Building B is setback 12.5 metres from the western side lot line. In addition, a tower separation of 25.0 metres is maintained between the two proposed buildings, and a tower separation of 25.0 metres is also maintained between the proposed tower of Building A and the existing building to the north.
- The Proposal is massed to be well articulated with stepbacks, balconies and articulated edges in order to add interest to the elevations and contribute to the skyline.
- A variety of inset and projecting balconies are proposed along each face of both towers. The differentiated design will balance usable balcony space for each unit while mitigating any impacts on the building mass.
- The mechanical penthouse will be incorporated into the roofline by extending the design, pattern and materials used in the tower below, and providing appropriate setbacks from the roof edges.
- The public realm along Markham Road and Brimorton Drive will be enhanced by the proposed ground floor setbacks, and the incorporation of an integrated landscape design between the public and private realm. 2.1-metre-wide sidewalks are proposed along both public frontages, as well as street trees and planter boxes, improved street lighting, street furniture, and bicycle racks. Improved pedestrian access to the development site, existing building and new landscaped areas is also proposed.

Guideline 4.2 - Sidewalk Zone: Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements, and activities related to the uses at grade.

Guideline 4.3 Pedestrian Level Wind Effects: Locate, orient, and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on adjacent streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

Guideline 4.4 - Pedestrian Weather Protection: Ensure weather protection elements, such as overhangs and canopies, are well-integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

- 2.1-metre-wide sidewalks are proposed along both public frontages. There is adequate space to accommodate street trees and planter boxes, improved street lighting, moveable tables and chairs adjacent to the ground floor indoor amenity area, bicycle racks, and connection to the existing bus stop on Markham Road. The corner condition at the intersection of Markham Road and Brimorton Drive will include a large public space with plantings and access to the proposed retail component at the ground floor.
- Wind effects are addressed in a report provided by Gradient, as outlined in Section 5.5 of this report.
- Canopies and overhangs will be integrated into the building design at the ground level with consideration to the pedestrian experience.

The Proposal also has regard for the MERS Urban Design Guidelines and Conceptual Master Plan as follows:

- the new development has regard for the 2- to 3-storey townhomes to the west of the subject site, ensuring appropriate transition is provided through adequate separation;
- the buildings are located close to the street frontages and foster an attractive, high-quality design along the street frontages;
- the lower floors of the proposed buildings contribute to the creation of a continuous street wall;
- the buildings have been designed to create a safe, comfortable pedestrian level micro-climate; and,
- the buildings have been designed to accommodate safe and convenient bicycle parking within the below grade parking garages.

Block Context Plan

From an urban design perspective, the impacts of the proposed development have also been considered in context of the balance of the larger block. A Block Context Plan has been prepared by Bousfields Inc. The Block Context Plan ("BCP") provides an overview of the existing, proposed and approved built forms within the agreed upon study boundaries. It also provides conceptual built forms for sites within the study boundaries that may experience redevelopment in the future, however no development applications have been submitted at this time. This BCP also demonstrates that the Proposal will not preclude the redevelopment of adjacent lands and in particular shows how the lands to the south and east of the subject site can function as one comprehensively planned complete community.

5.7 Technical Reports

5.7.1 Transportation

A Transportation Impact Study ("TIS") dated May 2024, was prepared by LEA Consulting ("LEA") in support of the proposal. The TIS provides the following findings.

The subject site is located in an area well-served by the Toronto Transit Commission (TTC) transit network and is within walkable distance of bus stops along Markham Road, with the closest stop located at the intersection of Markham Road and Brimorton Drive. The subject site is located in a neighbourhood with access to nearby cycling infrastructure and a well-established pedestrian network. The subject site is also located in proximity to future transit improvements, including the proposed Durham-Scarborough BRT (DSBRT) line, which is proposed to run along Ellesmere Road which is within the vicinity of the subject site. The majority of neighbourhood trips are currently taken using transit or walking/cycling. Auto driver trips only account for 40% of resident travel behaviour during the weekday peak periods.

The proposal is anticipated to generate an additional 152 two-way vehicle trips during the weekday AM peak hour (38 inbound, 114 outbound) and 127 two-way vehicle trips during the weekday PM peak hour (93 inbound, 34 outbound). Under existing conditions, the intersection at Markham and Ellesmere Road operates at capacity during both weekday AM and PM peak hours. Under future conditions, the intersection is expected to continue experiencing capacity constraints during the PM peak hour, however it is deemed acceptable, as the volume-to-capacity ratio for movement is identified below 1.00. Additionally, que lengths at the Markham and Ellesmere intersection are expected to exceed available storage. LEA provides a recommendation to the City to consider extending the cycle lengths for the signal timing plan to address these concerns.

At Markham Road and Brimorton Drive, the intersection operates at capacity during both weekday AM and PM peak hours under existing conditions but is expected to operate within capacity under future conditions, with a signal optimization applied. The que lengths at the Markham Road and Brimorton Drive intersection are expected to exceed available storage, however the TIS notes that alternative movements are available and will likely result in build ups being lower than projected. The unsignalized intersection at Markham Road and Meadowglen Place is not expected to experience capacity or queuing issues. Additionally, the southern access point to the subject site is not expected to result in capacity or queuing issues. The TIS concludes that:

"The analysis results indicate that the proposed development is expected to have an acceptable impact on road network operations in the surrounding area with the proposed signal timing plans. While there is some congestion in the network, the existing South Access is expected to operate well with the addition of site traffic."

Regarding parking, the TIS provides that sufficient bicycle and vehicular parking are provided for the proposed development in compliance with the Zoning By-law. The TIS also provides a number of Transportation Demand Management strategies for the proposal, including cycling based strategies, pedestrian based strategies and transit based strategies, which have been included with the proposal.

5.7.2 Servicing

Overall, the TIS concludes that:

“The intersection capacity analysis findings indicate that the proposed development will have an acceptable impact on the surrounding road network. The site access is anticipated to operate well. Minimal changes in operations with the addition of the site traffic in future total conditions was observed and no constraints were identified.”

A Functional Servicing and Stormwater Management Report (‘FSSR’) dated June 2024 was prepared by Counterpoint Engineering in support of the OPA and ZBA applications. The FSSR provides the following servicing strategy.

The adjacent municipal roadways contain watermains that are of a typical size and the existing municipal water system has adequate capacity to support the proposal. Three (3) new connections to the existing sanitary sewer in Brimorton Drive are proposed to service Buildings A, B and the relocation of the existing sanitary service.

A capacity analysis of the City’s sanitary sewer system was completed, and the results concluded that downstream upgrades may be required to support the proposal. The FSSR notes that extensive upgrades to sanitary and storm sewer in the vicinity of the subject site are proposed as part of the remediation plan outlined in the 2022 EA Study, and that the upgrades would solve the capacity issues identified in the capacity analysis, including the need for downstream upgrades to the support the individual subject site.

There are existing municipal storm sewers within Markham Road and Brimorton Drive, and on-site stormwater management infrastructure has been proposed for the proposal that meets the City’s quantity, quality and water balance criteria.



Conclusion

The Proposal is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe, as well as the City of Toronto Official Plan. The Proposal seeks to intensify an underutilized site within the built boundary that is well-served by existing and planned public infrastructure.

The Proposal meets the intent SASP 322, which sets out a framework for the redevelopment and intensification of the MER area, a part of the City that is appropriate for development given the location of the proposed DSBRT, which is planned along the Ellesmere corridor with a stop located within 300 metres of the development site. The Proposal will introduce new transit-oriented housing and provide a retail opportunity along a major street with similar uses.

The Proposal conforms to the applicable land use policies and meets the intent and principles of the relevant urban design guidelines by providing for slender tower forms that will define the corner of the Markham Road and Brimorton Drive intersection with appropriate pedestrian scaled elements and public realm improvements. To that end, the proposal will create new housing supply and contribute to the creation of an attractive, safe and comfortable pedestrian environment that encourages walking, strengthens local retailing and promotes the use of public transit and active transportation.

The Proposal is in keeping with the existing and approved heights in the area and will fit harmoniously within the planned context of the MER area. The Proposal will include improvements to the surrounding streetscape along the public frontages as well as within the larger subject site through landscaping, improved pedestrian connections, shared outdoor amenity areas, and other design treatments.

Accordingly, it is our opinion that the Proposal represents good planning, and that the Application should be approved.

Appendix A



Housing
Issues
Report

Table of Contents

1	Introduction	A1
2	Site & Surroundings	A2
3	Proposal	A4
3.1	Description of Proposal	A4
3.2	Required Approvals	A6
4	Applicable Policy & Regulatory Context	A7
4.1	Provincial Policies	A7
4.2	City of Toronto Official Plan	A8
5	Analysis & Opinion	A10
5.1	General Analysis	A10
5.2	Analysis of Official Plan Policy 3.2.1(5)	A10
5.3	Community Engagement	A13
6	Conclusion	A14

1 Introduction

This Housing Issues Report has been prepared in support of a Zoning By-law Amendment application by CAPREIT Apartments Inc. (the "Owner"), to amend the City-wide Zoning By-law 569-2013, as amended, with respect to 1050 Markham Road (the "subject site").

The subject site is currently developed with a "tower-in-the-park" style 19-storey, 295-unit rental apartment building located approximately mid-way on the subject site, close to the Markham Road frontage (the "existing building"). The southern portion of the site is currently used as an unprogrammed open space area consisting of grass field and scattered trees. Vehicular access is provided from Brimorton Drive, providing access to the underground and surface parking areas associated with the existing building. A pick-up/drop-off vehicular loop is provided along Markham Road.

The requested Zoning By-law Amendment application (the "application") seeks to intensify the southern portion of the site (the "development site") and retain the existing building as rental housing. The proposed mixed-use development includes new landscaping and other improvements on the development site.

The proposal will redevelop the development site with two residential buildings, a 37-storey building at the northwest corner of Brimorton Drive and Markham Road ("Building A") and a 15-storey building to the west of Building A along Brimorton Drive ("Building B"). The potential for approximately 100 square metres of non-residential gross floor area ("GFA") is contemplated at grade in Building A. Collectively, a total of 635 residential units are proposed and a total gross floor area of 39,911 square metres, resulting in a density of approximately 7.7 FSI on the development site (the "Proposal").

Section 111 of the City of Toronto Act provides the City of Toronto authority to protect rental housing within its jurisdiction. Chapter 667 of the Toronto Municipal Code, the Residential Rental Property Demolition and Conversion Control Bylaw, implements Section 111. In accordance with the provisions of Section 111, the City of Toronto prohibits the demolition and conversion of any rental housing (on properties that contain six or more rental units) unless a permit has been issued under Chapter 667 of the Municipal Code. The Proposal will not result in the demolition or conversion of any rental housing units, and therefore a Section 111 permit is not required.

The City of Toronto Official Plan (the "Official Plan") also includes policies regarding the protection of rental housing. Policy 3.2.1(5) of the Official Plan applies to applications that seek to intensify existing apartment sites. On behalf of the Owner, we are pleased to submit this Housing Issues Report which addresses the Toronto Official Plan housing policies as they apply to the proposed redevelopment of the subject site. In our opinion, the proposed development, conforms with the relevant provincial and municipal policies governing housing in the City of Toronto and represents good planning.

2 Site & Surroundings

The subject site is located in the Woburn North Neighbourhood of the former City of Scarborough, which includes institutional uses (Centennial College), employment uses and a range of low and higher density residential uses. In the immediate area, there are a variety of built forms, including tall towers, slab-style apartments, townhouses, and low-rise residential buildings. In recent years, this area has experienced significant new redevelopment and growth including proposed, approved, built and currently under-construction projects in close proximity to the subject site.

Subject Site and Existing Building

The subject site, municipally known as 1050 Markham Road, is located at the northwest corner and approximately 125 metres south of the Markham Road and Brimorton Drive intersection. The subject site is generally rectangular in shape, extending slightly west at the southwest property limit, and has a total site area of approximately 2.0 hectares (19,880.2 square metres), with 196.72 metres of frontage on Markham Road and 65.18 metres of frontage on Brimorton Drive. The development site is located at the southern end of the property.

The subject site is currently occupied with a 19-storey, 295-unit rental apartment building (the “existing building”) which contains a daycare on the ground floor. A fenced-in children’s play area surrounded by unprogrammed open space is located north of the existing building and is used as an outdoor play space for the daycare. One level of underground parking, in addition to an approximate 6,000-square metre surface parking area on the westerly portion of the site, currently serves the existing building. The southern portion of the site is currently used as an unprogrammed open space area.

There are two existing vehicular access points that serve the subject site. One vehicular access is located on the west side of Markham Road, providing direct drop-off/pick-up to the main entrance of the existing building. The other vehicular access is located on the north side of Brimorton Drive and provides access to the underground and surface parking areas associated with the existing building.

The existing building is rectangular in shape and oriented north-south, with primary windows for the majority of existing units oriented east-west. Overall, the existing building contains a total of 295 rental units comprised of one studio unit (<1%), 109 one-bedroom units (37%), 147 two-bedroom units (50%), and 38 three-bedroom units (13%). In terms of parking, there are currently 382 parking spaces located in the surface parking area, which includes 183 residential indoor parking spaces, 174 residential outdoor parking spaces, and 25 visitor parking spaces.

The south portion of the site, where Buildings A and B are proposed, is identified as the development site. The development site is approximately 0.5 hectares (5,151 square metres) in size and has a frontage of 45 metres along Markham Road. This area is currently used as unprogrammed open space consisting of grass field and scattered trees. Vehicular access from Brimorton Drive, as described above, is provided through the development site.

Surroundings

Immediately to the **north** of the subject site, on the property located at the southwest corner of the Markham/Ellesmere intersection (municipally known as 1150 Markham Road), is a gas station and a convenience store which includes a car wash and a Tim Hortons restaurant. A place of worship (Christ Alive Church Toronto – Malayalam Pentecostal Church, 2085 Ellesmere Road) is located to the west of the gas station.

To the immediate **east** of the subject site, at the northeast corner of the Markham Road and Brimorton Drive intersection (municipally known as 1021-1035 Markham Road), is an approval for a 34-storey residential building and new public park. This building is now under construction, and the public park will connect to the approved public park as part of the 1 & 2 Meadowglen Place development.

To the immediate **south** of the subject site, at the southwest corner of Markham Road and Brimorton Drive are two 15-storey slab-style residential apartment buildings (555 Brimorton Drive and 960 Markham Road) with associated surface parking areas. To the south of these buildings is the Gatineau Hydro Corridor which contains a walking trail and allotment garden plots (Davertry Garden Plots).

To the immediate **west** of the subject site is a large 2- to 3-storey townhouse complex known as Woburn Village. This townhouse complex extends from Brimorton Drive north to Ellesmere Road and is municipally known as 550 Brimorton Drive and 2055 Ellesmere Road. The townhouse blocks within Woburn Village are accessed via internal private roads and walkways. The units at the southeast corner of this property have their ground-related outdoor area (backyard) facing the development site.

The subject site is currently well-served by surface transit as there are several existing transit routes in the immediate area, including the following: the 102 Markham Road bus route, the 38 Highland Creek bus route, the 133 Neilson bus route, the 95 York Mills bus route, the 995 York Mills Express bus route, and the 902 Markham Road Express bus route.

With respect to higher order transit, in 2021, Metrolinx announced plans to implement bus rapid transit ("BRT") service along Ellesmere Road from the Scarborough Centre to downtown Oshawa (a total of 36 kilometres). This BRT service, known as the Durham-Scarborough BRT ("DSBRT"), will provide connections to locally and regionally significant areas including the University of Toronto Scarborough Campus and the downtowns of Pickering, Ajax and Whitby in Durham Region.

In addition to the planned DSBRT, the Scarborough Subway Extension ("SSE") is currently under construction with estimated completion time of 2029-2030. The line will include three new stations, one of which will be in the Scarborough Centre located approximately 1.6 kilometres to the northwest of the subject site.

A more detailed description of the surroundings and transportation context is included in the Section 2.0 of the Planning Rationale prepared by Bousfields Inc. (dated June 2024).

3 Proposal

3.1 Description of Proposal

The Proposal seeks to redevelop an underutilized portion of the subject site, the development site, with two new mixed-use/residential buildings: Building A, a 37-storey mixed-use building at the corner of Markham Road and Brimorton Drive, and Building B, a 15-storey residential building to the west of Building A, fronting Brimorton Drive. The potential for approximately 100 square metres of non-residential gross floor area ("GFA") is provided along Markham Road on the ground floor of Building A. Collectively, a total of 635 residential units are proposed and a total GFA of 39,911 square metres, resulting in a density of approximately 7.7 FSI on the development site.

Landscape and streetscape improvements are proposed as part of the Proposal, which will support an animated and active public realm along Markham Road and Brimorton Drive as well as an attractive pedestrian realm internal to the site. Residents of the existing building will have access to the new landscaped areas. In addition, improvements will be made to the existing garbage storage area. The site design includes several urban design and functional improvements.

One such improvement is the proposed relocation of part of the existing waste storage and pick-up area, which is currently located in the existing surface parking area adjacent to one of the existing building's main entrances. As part of the Proposal, the garbage and organics associated with the existing building will be stored in Building B, allowing the existing waste storage area to be rebuilt and reduced in size. Recycling and bulk storage for the existing building will remain in its current location, for continued ease of access for the current tenants. Further, as all waste generated by the existing building will be picked up from Building B, garbage trucks will no longer enter the existing surface parking area.

Regarding pedestrian access, a new east-west pedestrian walkway is proposed to the north of Building A, which will allow pedestrians to access the interior of the site from Markham Road. New pedestrian walkways are also provided on either side of the internal driveway between Buildings A and B, which will allow for safe and convenient access to the residential lobbies, the outdoor amenity spaces to the north of Buildings A and B, and the rear of the existing building.

Vehicular access to the proposed underground parking is provided via a 6.0 metre internal driveway from Brimorton Drive that runs north-south between Buildings A and B. This driveway will also provide vehicular access to the existing surface parking lot and underground parking garage that serves the existing building (through Building B). These parking areas will be largely unchanged as part of the Proposal.

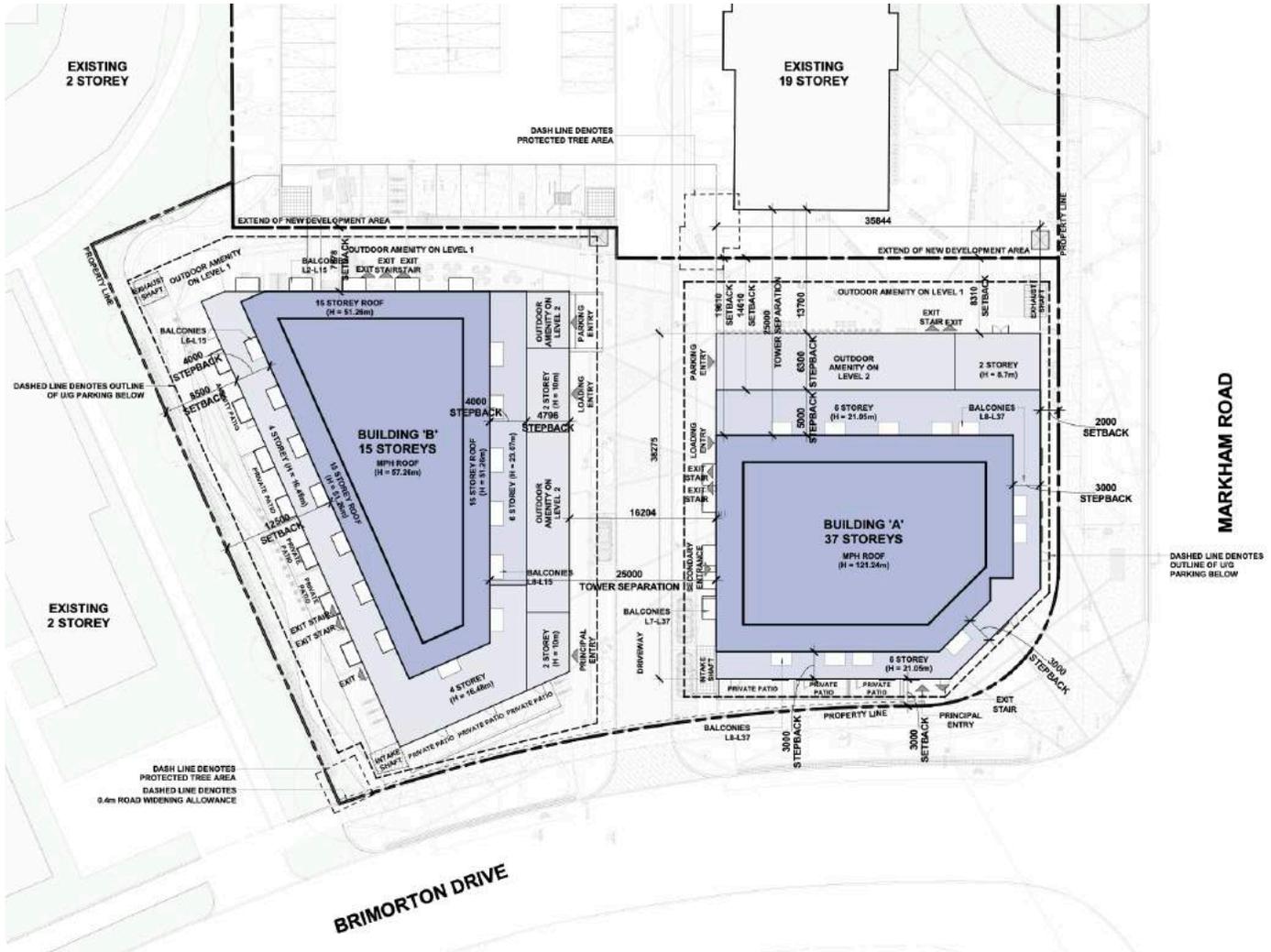


Figure A1 - Site Plan (Prepared by Wallman Architects)

The 635 residential units proposed in the new buildings include a mix of unit types, including 1-bedroom, 2-bedroom, and 3-bedroom units. Ground floor units with private patios are proposed along Brimorton Drive in both buildings and the west façade of Building B. The proposed patios will contribute to the residential character of the surrounding area and are similar in design to the 2- to 3- storey townhouses located to the west of the development site. The proposed unit mix is summarized in **Table A1** below.

Table A1 - Proposed Unit Mix

Unit Type	Number	Percentage
1-bedroom (includes 1+den units)	450	71%
2-bedroom	121	19%
3-bedroom	64	11%
Total Proposed	635	100%

The design, layout and size of proposed units is preliminary at this stage and may be subject to change. As such, details about the minimum, maximum, and average unit sizes will be provided later as part of the development review process.

As part of the Proposal, the existing 19-storey rental apartment building on site will be entirely retained, subject to improvements and renovations secured as part of the new development, as noted in Section 5.2 of this report below.

A more detailed description of the Proposal is included in Section 3.0 of the Planning and Urban Design Rationale.

3.2 Required Approvals

An amendment to the City-wide Zoning By-law 569-2013, as amended, is required in order to increase the permitted height and density and amend other site-specific development standards in order to implement the Proposal.

4 Applicable Policy & Regulatory Context

The following subsections highlight portions of the provincial and municipal policy and regulatory framework applicable to the subject site, particularly with respect to the provision of housing. Further policy details are included in our Planning and Urban Design Rationale report.

4.1 Provincial Policies

The 2020 Provincial Policy Statement (the “PPS”) provides overall policy direction on matters of provincial interest relating to land use planning and development. The PPS is intended to promote efficient development and land use patterns to support strong communities, to protect the environment and public health and safety, and promote a strong economy.

With respect to housing, Policy 1.4.3 of the Provincial Policy Statement requires provisions to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among others:

- permitting and facilitating all types of residential intensification, including additional residential units, in accordance with Policy 1.1.3.3;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities; and
- supporting the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

On April 6, 2023 a draft Provincial Planning Statement was released for comment. An updated draft Provincial Planning Statement that addressed issues raised throughout the 2023 public consultation period was released for public input on April 10, 2024. The document combines the elements of the existing Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement into a new land use policy document to support the achievement of Provincial Direction on matters, including increasing the supply of housing. Among the draft policies are several intended to encourage both market based and affordable housing as well as an increase in the mix and supply of housing. These policies are discussed in full in Section 4.2.1 of the Planning and Urban Design Rationale.

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

Section 2.2.6 of the Growth Plan (2019) sets out housing policies. Policy 2.2.6(1) directs municipalities to develop housing strategies that support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities and establishing targets for affordable ownership housing and affordable rental housing (both terms are defined). Policy 2.2.6(2) provides that, notwithstanding Policy 1.4.1 of the PPS, municipalities will support the achievement of complete communities by planning to accommodate forecasted growth and achieve the minimum intensification and density targets, considering a range and mix of housing options and densities and planning to diversify overall housing stock across the municipality.

4.2 City of Toronto Official Plan

Land Use Policies

The subject site is located within an area designated *Apartment Neighbourhoods*. As set out in Policy 4.2(1), *Apartment Neighbourhoods* are areas which are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. The *Apartment Neighbourhoods* policies recognize opportunities for redevelopment and infill, subject to the development criteria included in Policy 4.2(2) and 4.2(3).

It is our opinion that the Proposal conforms to the Official Plan policies and represents appropriate and desirable intensification of an underutilized site within an *Apartment Neighbourhood*. A detailed review of applicable Official Plan policies is included in Section 4.0 of the Planning and Urban Design Rationale report.

Housing Policies

Section 3.2.1 of the Official Plan sets out the Housing policies. The Official Plan recognizes that adequate and affordable housing is a basic requirement for everyone, and that the City's quality of life, economic competitiveness, social cohesion, balance, and diversity depend on it. The introductory text to Section 3.2.1 goes on to provide areas of focus for housing policies, including the preservation the existing stock of rental housing.

The Official Plan policies relevant to the subject site and the Proposal are as follows:

- Policy 3.2.1(1) provides that a full range of housing in terms of form, tenure and affordability will be provided to meet the current and future needs of residents.
- Policy 3.2.1(2) indicates that the existing housing stock will be maintained, improved and replenished, that the City will encourage the renovation and retrofitting of older residential apartment buildings, and that new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.
- Policy 3.2.1(5) provides conditions where six or more existing rental units will be retained in the new development. The conditions of approval are as follows:
 1. Policy 3.2.1(5)(a) requires that existing rental units with affordable and mid-range rents be secured; and
 2. Policy 3.2.1(5)(b) requires that improvements be secured for the existing rental building(s) to extend the life of the building(s) and improve amenities, without the cost being passed along to tenants.

As discussed in Section 5.0 below, it is our opinion that the Proposal conforms to policies of the Official Plan, specifically the housing policies identified above.

Official Plan Amendment 558

Official Plan Amendment 558 was approved by the Ontario Land Tribunal by way of Decision on December 14, 2021, and Order on February 10, 2023. OPA 558 amended Section 3.2.1 (Housing) of the Official Plan by changing the definitions of Affordable Rental Housing and Affordable Rents and Mid-Range Rents and adding the definitions of Mid-Range Rents (Affordable) and Mid-Range Rents (Moderate). The new and amended definitions, as outlined in OPA 558, are as follows:

- Affordable rental housing and affordable rents means housing where the total monthly shelter cost (gross monthly rent, inclusive of utilities for heat, hydro, hot water and water) is at or below the lesser of one times the average City of Toronto rent, by dwelling unit type, as reported annually by the Canada Mortgage and Housing Corporation, or 30 percent of the before-tax monthly income of renter households in the City of Toronto as follows:
 - studio units: one-person households at or below the 50th percentile income;
 - one-bedroom units: one-person households at or below the 60th percentile income;
 - two-bedroom units: two-person households at or below the 60th percentile income; and
 - three-bedroom units: three-person households at or below the 60th percentile income.
- Mid-range rents (affordable) are the total monthly shelter costs that exceed Affordable rents but are at or below 100 percent of the average City of Toronto rent, by unit type, as reported annually by Canada Mortgage and Housing Corporation.
- Mid-range rents (moderate) are the total monthly shelter costs that exceed Affordable rents and/or Mid-range rents (affordable) but are at or below 150 percent of the average City of Toronto rent, by unit type, as reported annually by Canada Mortgage and Housing Corporation.

The analysis of affordability, as set out in Section 5.2 below has been completed in accordance with the modified definitions as per OPA 588.

5 Analysis & Opinion

5.1 General Analysis

From a policy perspective, the Proposal is consistent with the 2020 PPS and conforms to the policies of the 2019 Growth Plan, as it will expand the range of housing options on an underutilized site in an emerging built-up area which is well-served by municipal infrastructure, existing surface transit and future higher-order transit service. The Proposal will also include a variety of unit types and sizes.

In addition, the Proposal conforms to the housing policies contained within the Official Plan. As per Policy 3.2.1(1) and Policy 3.2.1(2), the Proposal supports a full range of housing and will ensure that the existing housing stock will be maintained, improved, and replenished. The existing building will be retained as rental housing and will be enhanced through a variety of improvements as described above. Additionally, a total of 635 new units are proposed, including a range of unit types that will increase housing diversity in the area and be suitable for families with children and seniors. 30% of proposed units will have at least 2-bedrooms. The proposed new buildings represent compatible intensification and infill that is consistent with the policies and objectives of the Official Plans.

Further analysis of the Proposal's conformity with Policy 3.2.1(5) is set out below. As the Proposal will not result in the removal or demolition any existing rental units, Policy 3.2.1(6) does not apply.

5.2 Analysis of Official Plan Policy 3.2.1(5)

5.2.1 Policy 3.2.1(5)(a): Securing Affordable and Mid-Range Rental Housing

Policy 3.2.1(5)(a) requires that all rental units in the existing building at 1050 Markham Road will be secured as rental housing. As all of the units within the existing building currently fall within "affordable" and "mid-range" rent thresholds (per **Table A2** below), the Owner commits to securing all units within the existing building as rental housing.

5.2.2 Summary of Total Number of Rental Units by Type and Rent Classification

As outlined above, OPA 558 amended Section 3.2.1 (Housing) of the Official Plan by changing the definitions of Affordable Rental Housing and Affordable Rents and Mid-Range Rents and adding the definitions of Mid-Range Rents (Affordable) and Mid-Range Rents (Moderate). "High-end rent" is housing above the mid-range threshold. The applicable 2024 rent limits, pursuant to the definitions contained within OPA 558, by relevant unit type are included in **Table A2**.

Table A2 - Rent Thresholds 2024

Unit Type	Affordable Threshold	Mid-Range (Affordable) Threshold	Mid-Range (Moderate) Threshold
Studio	\$ 1,088 or less	\$ 1,089 to \$ 1,427	\$ 1,428 to \$ 2,140
1-Bedroom	\$ 1,378 or less	\$ 1,379 to \$ 1,708	\$ 1,709 to \$ 2,562
2-Bedroom	\$ 1,992 or less	\$ 1,992 or less	\$ 1,993 to \$ 2,988
3-Bedroom	\$ 2,232 or less	\$ 2,232 or less	\$ 2,233 to \$ 3,348

Gross Monthly Rent

An affordability analysis was conducted to determine the rent thresholds for each of the 295 units. This analysis was based on June 2024 rent rolls, as supplied by the Owner, which has been submitted under separate, confidential attachment.

The Owner has confirmed that the cost of water and heat (i.e. gas) utilities are included within the base rent for tenants of all 295 units. Approximately 15% of tenants with long-term leases have hydro utilities included in their base rent, while the remainder of tenants (approximately 85%) do not have hydro utilities included in their base rent and are responsible for paying for hydro utilities separately.

There are separate charges for parking and lockers and, as such, the gross monthly rents are not impacted by these variables.

Unit Affordability Analysis

A summary of the affordability analysis is set out in **Table A3** below. Of the 293 occupied rental units, 53 are leased at affordable rents, 165 are leased at mid-range affordable rents, and 75 are leased at mid-range moderate rents. As of June 2024, there were also two vacant units, one of which was previously rented at affordable rents, and one of which was previously rented at mid-range moderate rents. There are no existing units leased or previously leased at high-end rents.

Table A3 - Affordability Analysis (June 2024)

Unit Type	Affordable Units		Mid-Range (Affordable) Units		Mid-Range (Moderate) Units		High-End Units		Totals
	Vacant	Occupied	Vacant	Occupied	Vacant	Occupied	Vacant	Occupied	
Studio	0	1	0	0	0	0	0	0	1
1-Bedroom	1	52	0	22	1	33	0	0	109
2-Bedroom	0	0	0	113	0	34	0	0	147
3-Bedroom	0	0	0	30	0	8	0	0	38
Total	1	53	0	165	1	75	0	0	295

5.2.3 Policy 3.2.1(5)(b) – Existing Building Improvements

Policy 3.2.1(5)(b) requires that new development should secure needed improvements and renovations to the existing rental housing to extend the life of the building that are to remain and to improve amenities, without pass-through costs to tenants.

The proposed development will result in a variety of improvements to the existing building and subject site in general. Existing residents will have access to the new shared outdoor landscaped areas, which will include the Junior Kids Area, potential Future Play Area and the Outdoor Fitness Area.

A Tenant Survey will be conducted to ask current tenants about future improvements to be secured for the existing building. The results of this survey will be provided by the Owner and submitted separately following the closure of the survey period. This survey will focus on current building use, general satisfaction levels of indoor and outdoor common spaces, and interest in potential improvements.

The Owner looks forward to receiving feedback from current tenants and working with City Staff to identify priority areas for improvements as the development review process continues.

Furthermore, future improvements to the existing building will be made in addition to building upgrades recently completed in the last four years, between 2020 and 2023. No Above the Guideline Increases were applied for these improvements listed below. The work completed includes:

Year	CAPEX Categories for Tenant-centric Improvements	Year	CAPEX Categories for Tenant-centric Improvements
2020	Common Area Improvements <ul style="list-style-type: none"> Furniture & Fixtures Signage Electrical Security Cameras 	2023	Common Area Improvements <ul style="list-style-type: none"> Furniture & Fixtures Electrical Signage Property Improvements (landscaping, etc.) Security Cameras
	Ensuite Improvements <ul style="list-style-type: none"> Appliances Replacement of / Improvement to Furnishings 		Ensuite Improvements <ul style="list-style-type: none"> Appliances Replacement of / Improvement to Furnishings
2021	Common Area Improvements <ul style="list-style-type: none"> Furniture & Fixtures Signage Electrical Security Cameras 	2024 (up to end of April)	Common Area Improvements <ul style="list-style-type: none"> Furniture & Fixtures Electrical Signage Property Improvements (landscaping, etc.) Security Cameras
	Ensuite Improvements <ul style="list-style-type: none"> Appliances Replacement of / Improvement to Furnishings Flooring replacement Cabinet replacement Countertop replacement Bathtub replacement 		Ensuite Improvements <ul style="list-style-type: none"> Appliances Replacement of / Improvement to Furnishings
2022	Common Area Improvements <ul style="list-style-type: none"> Furniture & Fixtures Electrical Signage Property Improvements (landscaping, etc.) Security Cameras 		
	Ensuite Improvements <ul style="list-style-type: none"> Appliances Replacement of/Improvement to Furnishings Flooring replacement Cabinet replacement Countertop replacement Bathtub replacement 		

The Owner confirms that the cost of any improvements made as a result of this application will not be passed along to existing tenants in the form of an Above the Guideline Increase, nor in any other capacity. In addition, these improvements will not constitute any in-kind community benefits under the Community Benefits Charge.

5.3 Community Engagement

The following section outlines the Owner's Tenant Communication Plan for existing tenants. It summarizes what engagement has occurred to date and identifies future planned communication and engagement.

A Public Consultation Strategy Report has been prepared by Bousfields Inc. and submitted as part of this application package. Please refer to this report for further details regarding tenant outreach and proposed consultation with tenants during the application review process.

The Owner also commits to providing a Construction Management Plan and Tenant Communication Strategy prior to Site Plan Control approval to ensure impacts of construction on existing tenants are mitigated.

5.3.1 Completed/Ongoing Items

Project Website – markhambrimorton.ca

- A project website was launched prior to the development review process in May 2024 for tenants to access information about the Proposal and download materials
- The website will continue to be updated to reflect the current status of the application

Project Email – info@markhambrimorton.ca

- A project email was set up prior to the initial application in May 2024 to facilitate communication between tenants and the project team
- The project email was shared on previous communication with tenants, and will continue to be the primary contact method regarding the application moving forward

Tenant Letter #1

- A letter was delivered to all existing tenants in May 2024 which introduced high-level details about the Proposal in advance of application and acted as an invitation to a drop-in session in the building lobby
- A FAQ document was provided to help answer initial questions, and included the project email and website so that tenants could learn more, and provide questions or comments

Tenant Drop-in Session

- A tenant drop-in session was held on May 16, 2024 in the lobby of the existing building and was attended by approximately 50 tenants
- The event provided tenants an opportunity to ask questions and comments early on, and engage face-to-face with the project team

5.3.2 Future Items

Tenant Letter #2

- A letter will be delivered to all existing tenants in June 2024 to notify them about the application submission, provide them with an updated FAQ and reminders about the process, and share the link to the Tenant Survey

Tenant Survey

- A Tenant Survey will be issued to current tenants in June 2024 to gather information on common spaces in the building, and seek feedback on potential building improvements
- The results of this survey will be provided by the Owner and submitted separately following the closure of the survey period

Future Tenant Updates

- The Owner is committed to providing regular updates to tenants as the application process continues, at key milestones throughout the process

6 Conclusion

It is our opinion that the Proposal for the subject site is consistent with the applicable housing policies in the 2020 PPS and conforms to the housing policies of the 2019 Growth Plan. In addition, the Proposal also conforms to the City of Toronto Official Plan, specifically the policies of Section 3.2.1 with regards to the protection and enhancement of rental housing, and the provision of supporting amenities for the tenants of the existing building.

Specifically, the Proposal conforms to Official Plan Policy 3.2.1(5) as it will maintain all of the existing rental residential units on the subject site and will secure all existing units as rental housing. In addition, the proposed development will provide a variety of new amenities and on-site improvements without pass-through costs to existing tenants.

Based on the foregoing, it is our opinion that the application for rezoning to facilitate the infill development of two new residential buildings on the subject site is appropriate and desirable and, accordingly, should be approved.

Appendix B



Scoped
Community
Services and
Facilities Study

Table of Contents

1	Community Services and Facilities (Scoped)	B1
2	Nearby Development Applications	B3
3	Summary of Community Services and Facility Needs Assessment	B5
4	Achievement of Complete Communities	B11
5	Conclusion	B12

1 Community Services and Facilities (Scoped)

This Community Services and Facilities Report has been prepared in support of a Zoning By-law Amendment application (the “Application”) for the property municipally known as 1050 Markham Road (the “subject site”).

In consultation with the Community Planning department, it was determined that a standard Community Services and Facilities (CS&F) Study was not required for the submission of the Application due to City staff’s recently completed work related to the Scarborough Centre Focused Review. As such, City staff have requested a scoped overview that describes the impacts of the proposed development on childcare demands, projected student yields, and how the proposal contributes to the achievement of a complete community.

The subject site is located within the Woburn North Neighbourhood Improvement Area (NIA). The Woburn North NIA is included within the City’s Scarborough Centre Community Services and Facilities (CS&F) Study Area, and priorities have been identified in the City’s Phase 4 Final Report.

The Phase 4 Final Version of the Our Scarborough Centre Secondary Plan (“OurSC”) Study Report was adopted by City Council on July 19, 2023, following four phases of comprehensive design review and public engagement since initiated in 2018. The OurSC Report serves an update to the 2005 Scarborough Centre Secondary Plan, providing a robust planning policy framework to direct preferred development scenarios and implementation strategies to transform Scarborough Centre into a vibrant complete community.

The OurSC Report identified the following eight guiding principles to inform the overall vision:

- Create distinct districts with a varied built form;
- Make Scarborough Centre a vibrant and exciting place;
- Create great streets with an attractive public realm;
- Create a complete community with a diverse mix of activities;
- Create quality parks and open spaces;
- Plan for active transportation and improved mobility and connectivity;
- Build a sustainable and resilient Centre; and
- Foster an inclusive community.

Scarborough Centre is generally bound by Highway 401 to the north, Bellamy Road and the rail corridor to the east; Ellesmere Road to the south; and approximately 30 metres west of Brimley Road to the west. While the SC Report directs specific growth management strategies to the Scarborough Centre Secondary Plan Area, the subject site is located beyond the main OurSC Secondary Plan Area and is instead, located within the OurSC CS&F Study Area.

In July 2020, the City compiled an inventory description of existing community services and facilities in the defined CS&F Study Area through a review of existing service and capital plans and consultation with City Divisions, Boards and Agencies. The CS&F Study Area for Scarborough Centre represents a larger geographic area comprising of lands generally bounded by the rail corridor to the north, Markham Road, East Highland Creek and Scarborough Golf Club Road to the east, Lawrence Avenue East to the south, and Midland Avenue to the west (see **Figure B1** below).

The following scoped CS&F report reviews the development activity in the Woburn North Study Area and provides a summary of the identified CS&F needs in the area to support growth, as well as the potential impacts of the proposed development, as identified in the OurSC Study. The discussion section outlines how the proposed development will contribute towards the creation of a complete community.

Figure B1 - Study Area



Figure 8.1 Community Services and Facilities Study Area



2 Nearby Development Applications

To understand the scale of development in the immediate area of the proposed application, this report surveyed recent development activity in the adjacent Woburn North Study Area. For the purpose of this report, recent development activity pertains to developments that are proposed, approved or under appeal and excludes those that are under or recently constructed.

As of April 2024, there are 10 active or recently approved development applications within the Study Area. Of the 10 developments, 6 are under review, 2 are recently approved, and 2 are under appeal. Based on the information currently online, the proposed and approved developments within the immediate Character Areas will result in approximately 15,990 new residential units within the area, including the subject site. The details of each application are provided in **Table B1**.

Table B1 - Nearby Development Applications in the vicinity of the Woburn North Study Area by Neighbourhood (City of Toronto)

Address	Status	Unit Count	Type	Tenure	Gross Floor Area (m ²)	Building Height	Unit Mix	Estimated Population Total
3060 Eglinton Avenue East	ZBA, SPA -Under Review	80	Residential Townhouses	Condo/Rental	10,040	4 Storeys (16.3m)	Townhouse 80	216
3150 Eglinton Avenue East	OPA, ZBA, SPA – Under Review	145	Mixed-use Residential/Commercial	Condo	10,910.45	11 Storeys (37.8m)	1BD 91 2BD 40 3BD 14	255
1125 to 1145 Markham Road and 2141 Ellesmere Road	ZBA, DPOS – Approved SPA - Under Review	997	Mixed-use Residential/Commercial	Condo	72,196	4 buildings (8 to 37 storeys)	Bach 40 1BD 667 2BD 190 3BD 100	1699
1151 Markham Road	ZBA, SPA – Under Review	455	Mixed-use Residential/Commercial	Condo	31,866.73	44 storeys (138.95m)	1BD 295 2BD 114 3BD 46	795
1221 Markham Road	ZBA, SPA – OMB approved	879	Mixed-use Residential/Commercial	Condo	74,749	30 storeys (97.6m)	1BD 640 2BD 170 3BD 69	1467
5 Corporate Drive	OPA - Approved SPA – Under Review	778	Mixed-use Residential/Commercial	Rental	68,330.73	38 and 44 storeys	Bach 42 1BD 314 2BD 343 3BD 79	1464
40-42 Tuxedo Court	ZBA, SPA, CON – OLT approved	644	Mixed-use Residential/Commercial	Rental	42,508	29 and 26 storeys	Bach 146 1BD 258 2BD 161 3BD 79	1149

Address	Status	Unit Count	Type	Tenure	Gross Floor Area (m ²)	Building Height	Unit Mix	Estimated Population Total
3434 Lawrence Avenue E	ZBA, SPA, DPOS, CON – Under Review	642	Residential Apartments	Condo	53,048.35	2 buildings (8 storeys to 29 storeys components)	1BD 402 2BD 172 3BD 68	1135
685 Warden Ave	OPA, ZBA, DPOS – OLT approved	1,519	Residential	Condo	121,003	6 buildings (3 to 36 storeys)	1BD 928 2BD 452 3BD 139	2679
670-690 Progress Avenue	OPA, ZBA, DPOS, SPA – Under appeal	3,040	Mixed-use Residential/ Commercial	Condo	199,365	7 buildings (18 to 54 storeys)	Bach 646 1BD 1583 2BD 504 3BD 307	5131
SUBTOTAL		9,179			684017.26		9179	15990
1050 Markham Road	ZBA, SPA – Submitted	635	Residential	Rental	39911.10	2 buildings (15 and 37 storeys)	Bach 0 1BD 450 2BD 121 3BD 64	1083
AREA TOTAL		9,814			723928.36		9814	17073

3 Summary of Community Services and Facility Needs Assessment

In July 2020, the City compiled an inventory and descriptions of existing community services and facilities in the defined CS&F Study Area. The following paragraphs will provide a summary of the findings from Chapter 8: Community Services and Facilities of the Phase 4 OurSC Study as it pertains to the scope of this CS&F in addition to key references made to other community services in the area.

3.1 Schools

As identified in Chapter 8 of the OurSC Report, there are 23 existing schools within the CS&F Study Area. Within the Toronto District School Board ("TDSB"), there are 13 elementary schools and three secondary schools, and within the Toronto Catholic District School Board ("TCDSB") there are six elementary schools, and no secondary schools. The OurSC Report also includes reference of an additional elementary school to be located at 705 Progress Avenue, however no specific timeline has been identified, and no detail was provided on whether this will be a public or catholic school.

The OurSC Report identifies that current projections indicate that some elementary schools located within the CS&F Study Area are or will be facing accommodation pressures through to 2029.

Contact with the TDSB, the TCDSB and the French District School Board (Conseil Scolaire Viamonde) was made in May 2024 to determine the schools that serve the subject site, their associated capacities, and pupil yield figures for the proposed development based on a total of 635 new residential units. **Table B2** below summarizes the enrolment numbers provided. It should be noted that the French School Board does not publicly share utilization rates and enrolment numbers.

Table B2 - TDSB, TCDSB and Conseil scolaire Viamonde Capacity and Enrolment

School Name	Capacity	Full-time Enrolment	Utilization Rate
Toronto District School Board (TDSB)			
TDSB Elementary Schools			
Bellmere Jr Public School (JK – Grade 6)	383	329	86%
Tredway Woodsworth Public School (Grades 7-8)	883	612	69%
TDSB Secondary Schools			
Woburn Collegiate Institute (Grades 9-12)	1,395	35	67%
Toronto Catholic District School Board (TCDSB)			
TCDSB Elementary Schools			
St. Richard (JK – Grade 8)	412	386	93.7%
TCDSB Secondary Schools			
St. John Paul II (Grades 9-12, Mixed Gender)	1,074	1,287	119.8%
St. Mother Teresa (Grades 9-12, Mixed Gender)	984	514	52.2%
Neil McNeil (Grades 9-12, Male Gender)	648	743	114.7%
Notre Dame (Grades 9-12, Female Gender)	441	494	112.0%
French School Board (Conseil scolaire Viamonde)			
French Board Elementary Schools			
Académie Alexandre-Dumas (JK – Grade 6)	305	X	X
École élémentaire Laure-Rièse (JK – Grade 6)	334	X	X
French Board Secondary Schools			
École secondaire Etienne-Brûlé (Grades 7-12)	530	X	X

Pupil Yields

Pupil Yield of Proposed Development – TDSB

- Elementary: 171 students
- Secondary: 70 students

Based on the current capacity and enrolment provided by the TDSB in May 2024, the projected 171 elementary students may not be accommodated at Bellmere Junior Public School, as it is currently operating near capacity at 86% utilization rate. Tredway Woodsworth Public School may also be able to accommodate some of the projected elementary students, only those in grades seven and eight, as it is operating under capacity at 69%. The projected 70 secondary students may be accommodated at Woburn Collegiate Institute, as it is currently operating under capacity at 67%.

TDSB provided that there is currently insufficient capacity at the local elementary schools to accommodate students anticipated from the development. This is due to the fact that the proposed development is located in a community experiencing rapid residential intensification and is presenting accommodation challenges at local schools. As such, TDSB has identified a study to explore a review of certain elementary and secondary school boundaries to eliminate instances of divided intermediate attendance areas. TDSB did identify that there is capacity at the local secondary school to accommodate the anticipated pupil yield from the development.

Pupil Yield of Proposed Development – TCDSB

- Elementary: 14 students
- Secondary: 21 students

Based on the current capacity and enrolment provided by the TCDSB in May 2024, the projected 14 elementary students may not be accommodated at St. Richard Elementary School, as it is currently operating at near capacity at 93.7% utilization rate. The projected 21 secondary students also may not be accommodated at all of the TCDSB Secondary Schools that serve the subject site, as most are operating over capacity and may not be able to accommodate additional students. St Mother Teresa may be able to accommodate the projected students, as it is currently operating below capacity at 52.2% utilization rate.

It is important to note that it has not been determined if potential students from this development will attend the schools listed in the table above. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. As such, the TDSB and TCDSB may accommodate students at schools outside of the catchment area until adequate funding or spaces become available. Furthermore, considering that the enrolment analysis is based off of 2023-2024 school year data, it is possible that by the time the proposed development is fully realized, capacity and available student spaces may change from what has been reported in this study.

As population increases in CS&F Study Area, further information, and continued collaboration with TDSB, TCDSB and Conseil Scolaire Viamonde is needed to understand long-term projections and planning.

3.2 Childcare

Section 8.1.1 of the OurSC Report identifies a total of 19 existing childcare facilities, with a total of 1,580 spaces within the CS&F Study Area. Of these facilities, seven are identified as EarlyON Child and Family Centres, the majority of which are located in schools. In addition, two additional facilities are currently in the design stage, which will add an additional 111 spaces, and four facilities are proposed but not confirmed, which are projected to provide over 150 additional spaces. The OurSC report identified that the population of 0-4 year olds in the CS&F Study area is 5.1%.

Table B3 below provides a listing of City of Toronto childcare services within the CS&F Study Area, including enrolment and reported vacancy, which was sourced from the City of Toronto's Childcare locator website.

There are a total of 21 childcare facilities located within the CS&F Study Area, one of which is located within the ground floor of the existing apartment building on the subject site (Children's Village Day Care Centre #1).

Table B3 - Enrolment/Reported Vacancies within the Study Area

Facility	Fee Subsidy Available		Enrolment/Reported Vacant					Total
			Infant	Toddler	Pre-school	Kindergarten	School Age	
Children's Village Day Care Centre #1	Y	Capacity	10	10	32	12	30	94
		Vacancy	No	No	No	No	No	**
Growing Tykes Learning Centre (910 Markham Road)	Y	Capacity	30	40	64	-	15	149
		Vacancy	No	No	No	-	No	**
Vedic Roots Montessori Academy (Scarborough)	N	Capacity	-	10	22	-	-	32
		Vacancy	-	**	**	-	-	**
Discovery Place Child Care Centre Ltd.	Y	Capacity	10	20	48	20	45	143
		Vacancy	Yes	No	No	Yes	Yes	**
Growing Tykes Learning Centre (112 Sedgemount Drive)	Y	Capacity	-	-	-	26	30	56
		Vacancy	-	-	-	Yes	No	**
Centennial College Progress Campus Child Care Centre	Y	Capacity	10	20	32	-	-	62
		Vacancy	No	No	No	-	-	**
Golf Road School Child Care Centre Inc.	Y	Capacity	-	10	16	26	30	82
		Vacancy	-	No	No	No	No	**
Bendale Licensed Before and After School Program	Y	Capacity	-	-	-	26	15	41
		Vacancy	-	-	-	Yes	Yes	**
Montessori Villa Wisdom Inc.	N	Capacity	-	15	43	-	-	58
		Vacancy	-	**	**	-	-	**

Facility	Fee Subsidy Available		Enrolment/Reported Vacant					Total
			Infant	Toddler	Pre-school	Kindergarten	School Age	
Scarborough Jr. YMCA	Y	Capacity Vacancy	20 Yes	30 Yes	40 Yes	- -	- -	90 **
St. Rose of Lima YMCA Child Care	Y	Capacity Vacancy	- -	10 No	16 No	39 Yes	60 Yes	125 **
Kimbercroft Day Nursery 2	Y	Capacity Vacancy	- -	- -	32 No	16 No	30 No	78 **
Friendly Little Campus	Y	Capacity Vacancy	10 Yes	10 Yes	16 Yes	- -	- -	36 **
St. Victor Catholic School Before & After Child Care Program	Y	Capacity Vacancy	- -	- -	- -	26 Yes	45 Yes	71 **
Immanuel Child Care Centre	Y	Capacity Vacancy	- -	30 No	56 No	- -	- -	86 **
Rosalie Hall Early Learning and Child Care Centre	Y	Capacity Vacancy	30 Yes	25 No	24 No	- -	- -	79 **
The Squirrels' Nest Child Care Centre	Y	Capacity Vacancy	10 Yes	25 Yes	32 Yes	26 Yes	30 Yes	123 **
Network Bendale Acres Child Care Centre	Y	Capacity Vacancy	10 No	15 No	24 No	- -	- -	49 **
C.D. Farguharson Jr YMCA	Y	Capacity Vacancy	- -	- -	24 No	26 No	45 No	95 **
N.Y.A.D. Donwood Inc.	Y	Capacity Vacancy	- -	10 Yes	16 Yes	26 Yes	30 Yes	82 **
Top Mandarin Daycare Centre-2	N	Capacity Vacancy	- -	10 **	24 **	- -	- -	34 **
		Total Capacity	140	290	561	269	405	1,665

**Vacancy unknown

In total, the CS&F Study Area currently contains approximately 1,665 childcare spaces. This distribution of spaces is as follows: 140 infant spaces (8.4%), 290 toddler spaces (17.4%), 561 pre-school spaces (33.7%), 269 spaces for children in full-time kindergarten (16.2%) and 405 spaces for school age children (24.3%). We note that in some instances, childcare centres that are located within local schools only accept children who attend the associated school.

Projected Child Care Yield

The population projected for the proposed 635 units is approximately 1,083 persons. This was determined using a rate of persons per unit type as set out in the City of Toronto's Design Criteria for Sewers and Watermains. These rates are as follows: 1.4 persons per unit ("ppu") for a one-bedroom apartment unit, 2.1 ppu for a two-bedroom apartment unit, and 3.1 ppu for a three-bedroom apartment unit.

It is estimated that the proposed 635 units will generate demand for approximately 58 childcare spaces. This is based on a residential population increase of 1,083 people (635 units multiplied by the ppu rates for the proposed unit mix as outlined above), of which 16.9% would be "Children" (Age 0-14) based on the most recent census data in the subject site neighbourhood (Woburn North). The projected number of children is then multiplied by the women's labour force participation rate in Toronto CMA – 63.1 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a childcare facility. This is the level of service standard set out by the City's Service Division and is consistently applied to development applications.

It is likely that the inventory of childcare facilities noted in Table A3 above will be able to accommodate the projected 58 spaces generated from the proposed development. There are vacant childcare spots identified within the CS&F Study Area, although the exact amount is unknown. As such, it can be estimated that the projected number of children generated from the proposal who will require childcare may be able to be accommodated by the existing facilities within the Study area, subject to age and care requirements.

It is noted that the number of available childcare spaces, and/or the capacities of the centres identified may change by the time the proposal has been approved and constructed. Further, there may be additional homebased childcare services offered in the area that would not be captured by this analysis. It is also typical for families with children to travel beyond their immediate community for childcare services for a variety of reasons. In addition, the projected yields and capacities of existing childcare centres in these neighbourhoods, childcare needs will be informed by the City of Toronto Children's Services identified of priority childcare areas.

4 Achievement of Complete Communities

With respect to the achievement of a complete community, the Proposal represents an appropriate form of residential infill and intensification within the Markham-Ellesmere Revitalization Area. Specifically, the Proposal will increase the mix and range of housing options in the area, contribute to a compact built form and provide for an enhanced public realm. The Proposal will also encourage travel by transit and active transportation for future residents due to the site's excellent location in proximity to existing and planned public transit, parks and community facilities. The Proposal will maintain the existing residential building on the subject site, including the ground floor daycare use, and will be compatible with the existing and planned built form in the immediate area.

5 Conclusion

In our opinion, based on the pupil yields and childcare demand that is expected from the proposed development, as well as the findings of the OurSC Study Report, the Proposal is not expected to significantly impact the demand on community services and facilities in the area. There is a broad range of services and amenities that currently exist in the area, as well as good access to transit (both existing and planned), which will allow travel to other services and facilities located outside of the immediate area as well. Overall, the Proposal will contribute to the achievement of a complete community without significantly impacting the surrounding community services and facilities.

