

## **3300 to 3316 Ellesmere Road - Zoning Amendment Application – Final Report**

Date: June 25, 2020

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 25 - Scarborough-Rouge Park

**Planning Application Number:** 17 239225 ESC 44 OZ

### **SUMMARY**

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This application proposes to amend the Zoning By-law and remove a Holding provision (H) to permit the development of a student residence building on the University of Toronto Scarborough (UTSC) campus at 3300 and 3316 Ellesmere Road. The proposed building is nine storeys (32.85 metres) in height, and contains approximately 23,660 square metres of floor area consisting of residence rooms (750 beds) along with a dining area and other student amenities.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019). It contributes to a broad range of housing types that are provided for within complete communities, and intensifies within the built-up area in a way that supports active transportation while protecting for future transit and rights-of-way. The student residence also generally conforms with the existing policy framework provided for by the Highland Creek Community Secondary Plan, as well as the emerging policy framework under development through a Secondary Plan process being undertaken exclusively for the UTSC campus. It provides much needed student housing for an intensifying institutional use while supporting place making and urban design objectives for the campus. In addition, through its use of passive house construction, the proposal is a model building for energy efficiency and green design.

This report reviews and recommends approval of the application to amend the Zoning By-law.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend Highland Creek Community Zoning By-law 10827, as amended, for the lands at 3300 and 3316 Ellesmere Road substantially in accordance with the draft Zoning By-law Amendments attached as Attachments 5 and 6 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

## **FINANCIAL IMPACT**

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The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

## **DECISION HISTORY**

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A number of pre-application consultation meetings were held with the applicant between 2016 and 2017 to discuss the proposal, complete application submission requirements, identify preliminary issues with the proposal and discuss potential impacts of the Eglinton East LRT project on the proposed students' residence building.

A Preliminary Report on the application was adopted by Scarborough Community Council on January 16, 2018 authorizing staff to conduct a community consultation meeting with an expanded notification area. The decision of Community Council can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC27.9>

## **PROPOSAL**

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The proposed student residence building will be sited on lands currently occupied by parts of an existing surface parking lot fronting Ellesmere Road. This student residence building will be developed and operated by the UTSC for the benefit of its future students.

The proposal was originally submitted as a larger building of 8 storeys along Ellesmere Road stepping up to 10 storeys along the north development boundary and comprising approximately 27,000 square meters. The current proposal is 9 storeys in height organized in a U-shaped building configuration above the ground floor. It will contain 750 beds and ancillary student uses. The revisions to the proposal from the original submission to that are being recommended for approval are summarized in Table 1.

Table 1. Comparison of Original and Current Proposal

|   | <b>Original Submission<br/>(September 2017)</b>         | <b>Current Submission<br/>(May 2020)</b>         |
|---|---|--|
| <b>Number of beds<br/>(approximate)</b> | 750   | 750  |
| <b>Height</b>                           | 8 and 10-storeys (40 m)<br>plus mechanical<br>penthouse | 9-storeys (32.85 m) plus<br>mechanical penthouse |
| <b>Gross Floor Area</b>                 | 27,000 sq. m.   | 23,660 sq. m.                                    |
| <b>Vehicular Parking</b>                |   |  |
| (i) Proposed for Residence              | 4 drop-off spaces                                       | 4 visitor spaces                                 |
| (ii) Resulting Campus total             | 2,551 parking spaces                                    | 2,551 parking spaces                             |
| <b>Bicycle Parking</b>                  |   |  |
| (i) Proposed for Residence              | Not specified   | 120 spaces (90 Long Term,<br>30 Short Term)      |
| (ii) Resulting campus total             |   |  |

The primary building entrance is at the south-west corner of the building, with secondary entrances at the south-east corner, and at the north side of the building. The 750 beds are proposed in one- and two-bedroom suites. One two-bedroom dwelling unit is also proposed and is located on the second floor of the residence building. Green roofs are proposed at various locations, including at Level 2, 10 and at the top of the mechanical room. Access to the site will be taken from a new service lane extending northward from Ellesmere Road. Loading areas, short term parking and pick-up and drop-off areas are proposed along the east side of the building. A separate enclosed bicycle storage area is proposed behind the building just north of the loading areas.

Ground floor uses support the student residence function and include a dining hall and servery, event spaces and offices. An accessible green roof and terrace is located on the second level. It is situated in the centre of the building, facing the adjacent woodlot to the north and is surrounded by bedrooms and other common areas on this and all floors up to the ninth level.

The residence building is setback approximately 3 metres from Ellesmere Road, and by approximately 11 metres from the north development boundary abutting the adjacent woodlot. The building is also setback approximately 24 metres from the east

development boundary and approximately 7.4 metres from the west development boundary.

Additional details may also be found on Attachment 1: Application Data Sheet.

### **Site and Surrounding Uses**

The development area is approximately 7,930 square metres in size and has approximately 91 metres of frontage along Ellesmere Road and a depth of approximately 85 metres. Located within the University's landholdings, the site is not defined by separate property lines to the north, west and east.

The subject site forms part of an existing surface parking lot for UTSC's students and faculty which is referred to as Parking Lot F. The site is flat and also a driveway entrance from Ellesmere Road to the parking lot along with a linear landscaped area that is located along the entire eastern edge of the development site. This landscaped area is proposed to be removed to enable the development.

Surrounding uses are as follows:

**North:** An open space woodlot and beyond are an unpaved surface parking lot and open space area, all owned by UTSC.

**South:** Ellesmere Road and beyond are a triangular open space lot and single-detached dwellings.

**East:** An existing private service road and beyond are open space lot and single-detached dwellings.

**West:** Surface parking lot and beyond are Military Trail and four-storey and five-storey UTSC institutional buildings, with the three-storey Centennial College Morningside Campus further west at Morningside Avenue.

### **Reasons for Application**

An amendment to the Highland Creek Zoning By-law, as amended, is required to facilitate the proposed development, by lifting the holding (H) symbol from the site. An amendment is also required to extend the Institutional (I) zone by approximately 10 metres to the east from the Single Family Residential (S) zone to accommodate the proposed development's service laneway and to establish appropriate development standards, including, but not limited to, height and maximum gross floor area.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

The following reports/studies were submitted in support of the application:

- Planning Rationale
- Public Consultation Strategy
- Environmental Site Assessment Phase I & II and updates
- Natural Heritage Impact Study
- Transportation Impact Study
- Functional Servicing Report
- Stormwater Management Report
- Hydrogeological Assessment
- Preliminary Geotechnical Assessment
- Soil Gas Assessment
- Energy Strategy
- Energy Modeling Report
- Toronto Green Standards (TGS) Checklist
- 3D Massing Model
- Pedestrian Wind Study
- Arborist Report

A Notification of Complete application was issued on November 8, 2017, which indicated that the application was deemed complete as of September 26, 2017.

All application material can be viewed at the Application Information Centre (AIC) <https://www.toronto.ca/city-government/planning-development/application-informationcentre>.

### **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

### **Community Consultation**

A community consultation meeting was held on April 10, 2018. This meeting took place during the time that the original proposal was under consideration. Comments made by the public included:

- Questions pertaining to whether the proposal complies the Secondary Plan;
- Concerns that the proposed building height of 8 and 10 storeys is different than the existing context of the area where single detached homes are at most 2 storeys;
- Concerns were raised about the realignment of Military Trail including that homes would be situated too close to the redesigned Military Trail;
- Concerns were raised about the safety of students and children in the area, including suggestions to straighten the existing intersection of Military Trail and Ellesmere Road so that is not set on a diagonal;

- Suggestions were made to install sidewalks on Ellesmere Road, on Conlins Road and on Military Trail; and,
- A comment that existing bus stops are not satisfactory.

These comments have been addressed in various sections of the report.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plan control.

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

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

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

## Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site; Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the

Growth Plan (2019). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2019).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review is summarized in the Comments section of the Report.

### **Toronto Official Plan Policies and Planning Studies**

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

This application has been reviewed against the policies of the City of Toronto Official Plan and the Highland Creek Community Secondary Plan as follows:

### **Chapter 3 - Building a Successful City**

The Built Environment in Section 3.1 of the Official Plan demands that both the public and private sectors commit to high quality architecture, landscape architecture, urban design, environmentally sustainable design and energy efficiency and work together to prepare for the impacts of climate change.

Built Form policies in Section 3.1.2 of the Official Plan require that new development be massed and its exterior façade be designed to fit harmoniously into its existing and/or planned context, and limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Housing policies in Section 3.2.1 of the Official Plan support the provision and maintenance of 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.

The Natural Environment policies in Section 3.4 of the Official Plan provide that in order to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment will be



environmentally friendly in a variety of ways, including by addressing environmental stress caused by consumption of natural resources by, amongst other things, reducing energy consumption and greenhouse gas emissions.

Policies also require that a study be completed, where appropriate, to assess a proposed development's impact on the natural environment and propose measures to reduce negative impacts on and where possible, improve, the natural environment. Innovative energy producing options, sustainable design and construction practices and green industry are also supported and encouraged in new development and building renovation through the use of green roofs, advanced energy conservation and efficiency technologies, like active and passive design measures. Official Plan policies also lay out certain requirements for development occurring on known or potentially contaminated sites, or on sites on or within 500 metres (or within a previously determined area of influence) of a known or suspected former waste disposal site. The Plan requires that potential adverse impacts be identified and assessed through a study, and any measures needed to remediate or mitigate the contamination be identified and implemented.

#### **Chapter 4 - Land Use Designations**

The subject lands are designated *Institutional Areas* on Map 23 of the Official Plan as illustrated in the except provided at Attachment 3. These areas are made up of major educational, health and governmental uses with their ancillary uses, cultural, parks and recreational, religious, commercial and institutional residence facilities. Universities, colleges and hospitals are encouraged to create campus plans in consultation with nearby communities that will create a development framework that will accommodate the planned growth, be compatible with adjacent communities and create connections (both visual and physical) that provide for improved mobility between and integration with adjacent districts of the City.

#### **Secondary Plan**

The subject lands are within the Highland Creek Community Secondary Plan, which can be found at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/chapter-6-secondary-plans/>

The proposed building is located within Area A of Map 2-1 of this Secondary Plan and area subject to Policy 1.5, which pertain to the lands east of Morningside Avenue, north of Ellesmere Road and west of Conlins Road. This policy stipulates that construction of any buildings, structures, services and hard surface parking will only be permitted subject to the following policies and with the underlying land use designation of the subject lands:

- engineering studies have been carried out, and such studies will indicate that development can safely take place;
- construction and phasing of any residential development will coincide with the control of any problems identified by engineering studies; and
- studies of gas, leachate and hydrogeology will be carried out by a qualified engineer.

The outcome of staff analysis and review of relevant Official Plan policies and designations; and of the Secondary Plan; is summarized in the Comments section of the Report.

### **Proposed Secondary Plan for the University of Toronto Scarborough Campus**

The University has proposed a new Secondary Plan for the campus. This proposal was submitted to the City for review as an Official Plan Amendment application. The objective of this document is to guide future growth and development of a campus that is compact and integrated, connected, open and green. It is intended to guide the growth of the campus to support a long-term projected future population of approximately 35,000 students and 2,500 faculty and staff.

The draft Secondary Plan is currently under review, and has evolved through staff review, community input and focussed workshops with staff and relevant agencies. An Open House and Community Meeting was held in January 2018. It is anticipated that a Proposals Report recommending further consultation on draft policies be brought forward to Scarborough Community Council in 2020, with further community consultation to follow. A Final Report with a recommended Secondary Plan and Official Plan Amendment would follow once additional community input has been taken into consideration.

The proposal has been reviewed against the draft Secondary Plan, to ensure that it does not conflict with or compromise draft policies. There are no conflicts with respect to the draft Secondary Plan.

### **Zoning**

The site is zoned Institutional (I) with a Holding (H) Provision and Single Family Residential (S) in the Highland Creek Community Zoning By-law No 10827, as amended, and illustrated in Attachment 4.

The Single Family Residential (S) Zone permits single-family dwellings, group homes and correctional group homes. It also permits domestic or household arts and private home day care as ancillary uses.

This Institutional (I) zone permits institutional uses and day nurseries. In this case “Institutional Uses” mean Public and Semi-Public Uses generally consisting of large tracts of land with low building coverage and shall include only the following: cemeteries, fire halls, homes for the aged, hospital, libraries, municipal park, nursing and convalescent homes, private and public educational institutions.

The subject lands are also subject to site specific exceptions. Among other things, the exceptions limit permitted uses on the lands to only surface parking lots and recreational uses (outdoor playing fields with a permeable surface) until the Holding Provision (H) is removed. They also exempt the lands from the requirement that parking spaces shall be located on the same parcel as the use they serve, and instead allows parking to be provided on lands encompassed by the exception, which includes

the entire campus north of the valley. This exception also establishes a minimum required parking rate of 0.2 spaces per 100 square metres of gross floor area for student residences.

The site is also subject to Exception 29.5 of the Highland Creek Community Zoning By-law.

This exception, applicable to the majority of the subject site, sets out the matters that must be satisfactory to Council before the Holding Provisions (H) used in conjunction with the Institutional Uses (I) Zone can be removed. These include the following:

- Additional studies are undertaken to evaluate the existing City infrastructure in order to determine the impact that the new development will have on existing municipal services, and to identify the measures required to mitigate such impacts.
- An updated Transportation Study is undertaken which assesses the potential impact of any additional development and identifies appropriate mitigation measures.
- Environmental studies, including Subsurface Investigations, are undertaken to confirm that the soil conditions and other matters relating to environmental quality, can meet the relevant Ministry of the Environment guidelines for the proposed use.
- Storm/Ground Water Management reports are undertaken to determine the impact that the new development will have on the Highland Forest Environmentally Significant Area.
- The necessary financially secured agreements between the applicant and the City have been entered into to provide for any additional capacity required to accommodate the proposed development, as well as to provide for the required dedication and/or improvements to, or reconstruction of roads to support this development.

The lands do not form part of the City-wide Zoning By-law No. 569-2013, and it is not currently recommended to bring these lands into this By-law. A comprehensive approach to bring the entirety of the UTSC land holdings into the City-wide Zoning By-law is being contemplated to occur at a later date.

## **Design Guidelines**

### **Avenues and Mid-rise Buildings Study and Performance Standards**

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. These studies identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The guidelines can be found at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building

Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

The proposal has been evaluated against the Mid-Rise Building Performance Standards. The evaluation follows in the Comments section of this report.

### **Site Plan Control**

The application is subject to Site Plan Control. A Site Plan Control application (file number 19 193396 ESC 25 SA) has been submitted and is being reviewed concurrently.

### **Eglinton East Light Rapid Transit**

The Eglinton East LRT (EELRT) concept is based on the Scarborough-Malvern LRT, which was approved under Ontario's *Environmental Assessment Act* in 2009. Refinement of the EELRT concept includes integration with Line 5 (Eglinton Crosstown) currently under construction. The EELRT will provide a future connection to the subway system at Kennedy Station. The EELRT line will operate along Eglinton Avenue East to Kingston Road, from Kingston Road east to Morningside Avenue and from Morningside Avenue north through the University of Toronto Scarborough Campus to Malvern.

In April 2019 City Council identified EELRT as one of the City's priority transit projects and a critical component of the City's network transit plan. The decision of City Council can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX4.1>.

Planning for the EELRT has concluded the Initiation and Development stage and some preliminary design and engineering work has been undertaken. The path of the EELRT through the UTSC campus would fall within a realigned Military Trail creating a new central street through the north campus lands. The existing Military Trail would be decommissioned and, as proposed through the Draft UTSC Secondary Plan, turned into an active open space providing pedestrian and cycling connections to and through campus.

In addition to EELRT planning, the Official Plan supports upgrading transit facilities through the area and identifies Ellesmere Road and Military Trail on Map 4 (High Order Transit Corridors) and Map 5 (Enhanced Surface Transit Network). City Council adopted Official Plan Amendment (OPA) 456 in February 2020. The decision can be found at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH13.3>; and OPA 456 is now with the Minister of Municipal Affairs and Housing for review.

## **Durham-Scarborough Bus Rapid Transit**

Metrolinx is currently undertaking the Durham Scarborough Bus Rapid Transit (DSBRT) Study as directed in their 2041 Regional Transportation Plan. The DSBRT is a 36 kilometre Bus Rapid Transit route along Highway 2 and Ellesmere Road connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. The DSBRT Study is currently in preliminary design process and will commence the Transit Project Assessment Process (TPAP) later this year. The DSBRT further supports the PPS and the Official Plan directions listed above. The completion of the DSBRT may identify and require additional land conveyance to support the preferred design option.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposal is consistent with the PPS. The proposed student residence building is consistent with Policy 1.1.1 (b) as it represents a housing type that is part of a broad range of housing types provided within a complete community, and as such contributes to the sustainability of healthy, liveable and safe communities. It is also consistent with the direction of Policy 1.1.1 (e) as it integrates land use planning, transit-supportive development, intensification and infrastructure planning to achieve a cost-effective development that optimizes transit investments, minimizes land consumption and servicing costs. The proposal also supports the protection of health and safety as demonstrated through the various supporting studies including those of soil and gas, and hydrogeology while ensuring methods are in place to mitigate any potential impacts. The proposal is also consistent with Policy 1.6.7.4 by providing a housing type and density that promotes and supports minimizing length and number of vehicle trips and supports current and future use of transit and active transportation. Consistent with Policy 1.6.8.1 as the location of the building protects for future transit and transportation corridors and rights-of-way.

Staff have determined that the proposal conforms with the Growth Plan (2019). The proposal conforms with Policy 2.2.2.3, as the site is located within the delineated built-up area of a settlement area where growth is intended to be focussed, and represents intensification that will contribute to the achievement of complete communities. It also conforms with Policy 3.3.3.4 (c) which prioritizes active transportation, and transit over single-occupant automobiles by providing the opportunity for a greater number of students to reside on the campus with access to transit and active transportation including bicycle infrastructure and pedestrian connections with and throughout the campus.

## Land Use

This application has been reviewed against the Official Plan policies and Secondary Plan policies described in the Background Section of this report as well as the policies of the Toronto Official Plan as a whole. The proposed student residence would form part of the existing University of Toronto Scarborough campus, and is consistent with and appropriate within *Institutional Areas* land use designation.

## Conditions for Removal of Holding (H) Provision

Pursuant to the Secondary Plan and Zoning By-law provisions, a number of matters were reviewed to determine if it was appropriate to remove the Holding Provision (H) from the zoning for the subject lands to permit the development. The review of the supporting reports as discussed below has resulted in the conclusion that all the conditions set out in the Zoning By-law necessary to lift the "H" provisions have been met as follows:

- **Servicing**

The first requirement set out in the Zoning By-law for the removal of the Holding Provision (H) is “additional studies are undertaken to evaluate the existing City infrastructure in order to determine the impact that the new development will have on existing municipal services, and identifying the measures required to mitigate such impacts.”

The applicant has provided a Functional Servicing Report which concludes that no external watermain, downstream sanitary sewer or stormwater management improvements are required. It further indicates that the proposed development will have minimal impact on existing sewers and will have no discharge to the City's sewer system.

The report has been reviewed by staff in the Engineering and Construction Services Division and satisfactorily addresses the condition for the removal of the (H).

- **Transportation**

The second requirement set out in the Zoning By-law for the removal of the Holding Provision (H) is “an updated Transportation Study is undertaken which assesses the potential impact of any additional development and identifies appropriate mitigation measures.”

The applicant has provided a Transportation Impact Study in support of the proposed building. The study has been revised in response to staff comments throughout the review process. Transportation Services staff concur with the consultant's findings that the proposed student residence will have little or no vehicle impact on the area road network. The consultant also concludes that to improve the pedestrian level of service of the north-west and south-east corners at the existing Military Trail / Ellesmere intersection, the southbound and northbound channelized right-turn should be closed to vehicles at the this intersection.

Transportation Services is in agreement with that conclusion, and find that existing turn movement volumes for southbound and northbound right-turns at this intersection are low, and that the right-turn volumes can be diverted and accommodated at other area intersections. This work will be undertaken by the City of Toronto.

The report has been found to be satisfactory for the purposes of lifting the Holding Provision for the subject lands.

- **Environmental**

The third requirement set out in the Zoning By-law for the removal of the Holding Provision (H) is that “Environmental studies, including Subsurface Investigations, are undertaken to confirm that the soil conditions and other matters relating to environmental quality, can meet the relevant Ministry of the Environment guidelines for the proposed use.”

Further, in accordance with Policy 1.5 of the Highland Creek Community Secondary Plan, engineering studies are to be carried out to indicate that development can safely take place, that construction and timing of any residential development will coincide with the control of any problems identified by the engineering studies and that studies of gas, leachate and hydrogeology will be carried out by a professional engineer.

The applicant has provided Environmental Studies, a Soil and Gas Study and Hydrogeological Assessment in support of the application. These studies have been Peer Reviewed by a third party retained by the City and have been found to be satisfactory to meet the conditions set out for the removal of the "H" and to address the requirements of Policy 1.5 of the Secondary Plan. In light of the proposed change of use, a Record of Site Condition (RSC) will also need to be filed with the Ministry of the Environment, Conservation and Parks.

- **Storm/Ground Water Management**

The fourth requirement set out in the Zoning By-law for the removal of the Holding Provision is that “Storm/Ground Water Management reports are undertaken to determine the impact that the new development will have on the Highland Forest Environmentally Significant Area.”

The applicant has provided a Storm Water Management Report, as well as a Hydrogeological Report. These reports have been reviewed by staff in the Engineering and Construction Services Division and have been found to satisfactorily address the condition set out for the removal of the "H".

- **Financially Secured Agreements**

The last requirement set out in the Zoning By-law for the removal of the Holding Provision is that “the necessary financially secured agreements between the

applicant and the City have been entered into to provide for any additional capacity required to accommodate the proposed development, as well as to provide for the required dedication and/or improvements to, or reconstruction of roads to support this development.”

Traffic intersection improvements requested by Transportation Services staff will be completed by the City through scheduled capital improvements. No other requirements for inclusion in a financially secured agreements have been identified through the review of this application. As such, this requirement is not applicable to the consideration of the removal of the Holding Provision to the segment of the subject lands.

### **Military Trail Realignment, Ellesmere Road and future Transit**

As discussed above, the draft Secondary Plan proposed by the University of Toronto for the Scarborough Campus includes the realignment of Military Trail. The realigned Military Trail is proposed to be a 30 metre wide public street, designed such that it can accommodate future light rail transit and would fall immediately to the west of the subject development proposal (please refer to Attachment 8: Site Plan - Future Context).

At various times in the progression of planning for the EELRT, City Council has directed staff, in consultation with the Toronto Transit Commission, to include an at grade alignment of the transit corridor through the UTSC campus, consistent with what is being proposed through the draft UTSC Secondary Plan. However, the precise location and alignment of the street will need to be determined through a separate infrastructure planning process (Environmental Assessment (EA) or Transit Project Assessment Process (TPAP)). The realigned street will become one of the primary organizing elements for future growth of the north campus forming the spine from which University streets and lanes derive access and which integrates connectivity for future development.

Consideration of the future right-of-way including building setbacks and future streetscape element have been important in the review of this development application, as the new building will anchor the north-east corner of the future intersection of Military Trail and Ellesmere Road.

Streetscape cross section details will form part of future Urban Design Guidelines that will be an implementation document for the future Secondary Plan, and will guide the future engineering design of Military Trail. Through the review of this application, it has been determined that the anticipated future Military Trail alignment can be adequately accommodated by the proposed siting of the building. There is also sufficient space reserved to implement streetscape details within the eastern boulevard of the future Military Trail right-of-way.

The proposed development was also reviewed in the context of the Official Plan Transportation and PPS policies. In order to achieve the full 36 metre right-of-way for Ellesmere Road as identified in the Official Plan, a road widening is required along



Ellesmere Road having a depth of approximately 4.9 metres and a length of approximately 17 metres at the easternmost section of the site.

Through the review of the proposal staff protected for the future implementation of the EELRT and DSBRT so as not to preclude future design options that may be necessary to facilitate this infrastructure. As previously noted, the completion of the DSBRT may identify and require additional land conveyance to support the preferred design option. However, at this time no additional land requirements have been identified and staff are satisfied that the proposed building setbacks provide for sufficient space to accommodate these future transit projects within the existing and proposed future rights-of-way.

### **Density, Height, Massing**

The building design has been reviewed against the City's Avenues and Mid-Rise Building Guidelines to generally address issues of scale and proportion as they relate to the adjacent public realm. It is recognized, however, that buildings on the campus contribute to the unique architectural expression of the campus. The building was reviewed with a less strict adherence to all aspects of the Avenues and Mid-Rise Building Guidelines to recognize the strategic importance of this site at the intersection of Ellesmere Road and its intersection with the future Military Trail.

The proposed building mass is contained within the front 45-degree angular plane which is measured at a height equivalent to 80% of the adjacent right of way width from Ellesmere Road. The west wing of the massing facing Military Trail projects slightly into the front angular plane requirement. However, the street wall along Military Trail is enhanced through the articulation of a strong step-back on the second floor, provided to create a comfortable scale for pedestrians at this location and acceptable in this case given its location at a future important intersection and proposed future gateway on campus

The proposed development site is located approximately 160 metres west of abutting *Neighbourhoods* designated lands to the east (please refer to Attachment 3: Official Plan Land Use Map). This spacing enables sufficient distance for the transition of future built form between this building and the detached dwellings to the east.

The proposed building height is considered appropriate in the existing and planned context and is supported by staff.

### **Sun, Shadow, Wind**

Sun-shadow diagrams were evaluated to determine what impacts the building will have on the surrounding context. The studies indicate that for required test times (March 21 and September 21 for the hours between 9:18 am and 6:18 pm) there will be no impact on the *Neighbourhoods* designated lands containing existing dwellings to the south or east. Impacts to the woodlot immediately north were also considered and are discussed in the Natural Heritage section of this report.

The Wind Study prepared in support of this application has evaluated the predicted wind conditions for the proposed building, and finds that wind speeds are anticipated to meet wind safety criterion for both the existing and proposed configurations. The wind conditions are expected to be suitable for the intended use on and around the project site throughout the year at grade and that appropriate wind comfort conditions are predicated at the podium terrace during the summer.

This application has been reviewed against the Official Plan policies and design guidelines described in the Issue Background Section of this report. Given the existing and the planned and existing context for the subject property in the planned context of the University campus and the surrounding area, the sun, shadow and wind impacts can be supported by staff.

### **Traffic Impact, Access, Parking**

The applicant's traffic engineering consultant BA Group submitted a Transportation Impact Study (TIS) dated September 8, 2017, which was subsequently revised in response to comments provided by staff and resubmitted for review. The report estimates that the project will generate in the order of 260 net new pedestrian trips during the AM and PM peak hour periods. It is also estimated that the site will also generate 5 cycling trips during the peak hours. The retail will generate approximately 15 inbound and 15 outbound vehicular trips. These traffic volumes are predicted to be less than the existing number of vehicles that use the existing driveway entrance that is located in approximately the same location. Moreover, the location of the proposed driveway has been reviewed and found to be generally acceptable to Transportation Services staff.

Transportation Services staff concur with the consultant's findings that the proposed student residence will have little or no vehicle impact on the area road network. The consultant also concludes that to improve the pedestrian level of service of the north-west and south-east corners at the existing Military Trail / Ellesmere intersection, the southbound and northbound channelized right turn should be closed to vehicles at the this intersection. Transportation Services is in agreement with that conclusion, and find that these existing turn movement volumes affected any potential prohibition to southbound and northbound right-turn movements from Military Trail to Ellesmere Road are low, and that the right-turn volumes can be diverted and accommodated at other area intersections.

The removal of the channelized right turns at the existing intersection of Military Trail and Ellesmere Road will be undertaken by the City of Toronto pursuant to ongoing discussions regarding safety improvements about this intersection and funded through the City's capital budget.

The Zoning By-law vehicle parking requirement for UTSC is calculated on a campus-wide basis based on parking requirement rates that apply to academic floor area and student residence floor area. The estimated overall campus-wide parking requirement with the student residence is 2,415 spaces.

With the construction of the student residence building, the parking supply available on campus will be reduced from 2,757 to 2,551 spaces. The campus parking supply will exceed the minimum Zoning By-law parking requirement noted above.

A total of 4 accessible parking spaces are proposed adjacent to the proposed residence. The dimensions of the accessible spaces exceed the minimum requirements of 3.4 metres in width by 5.6 metres in length with a shared 1.5m wide walkway between two accessible spaces, as per By-law 579-2017, and are acceptable.

A total of 120 bicycle parking spaces are proposed for the new student residence. This includes a total of 90 long-term spaces and 30 short-term spaces. This total is in excess of existing Zoning requirements. Attachment 6: Draft Zoning By-law Amendment, includes a performance standard setting the 120 spaces as a minimum requirement and secures this mix of long-term and short-term spaces.

### **Streetscape**

The building has a lot frontage of approximately 91 metres along Ellesmere Road. The elements included in the area between the building frontage and the curb include a planting strip between the curb and sidewalk containing approximately 8 street trees and a 2.1 m widened sidewalk. Accessible ramps with integrated seat walls leading from the sidewalk to both the east and west entrances at either corner of the front of the building. Moreover, a three-level concrete seating wall with inset lighting just outside of the main entrance at the south-west corner of the building and soft landscaping between the ramps and the front wall of the building will resolve the grade change as the site slopes generally east to west. Any features within the right-of-way will be subject to future encroachment agreements with the City and secured through the Site Plan Control application process.

The west side of the building will become the future frontage of the realigned Military Trail. Since the alignment of Military Trail is not fully designed, staff requested that the consultant team create a functional design that brought it as far to the east as the geometry of the intersection of Ellesmere Road would permit. This design is reflected in Attachment 9: Site Plan - Proposed Future Context. While possible and properly engineered, this is not a determination of a final design of Military Trail nor should it be considered as such. This was an exercise to ensure that an appropriate streetscape could be protected for along the future Military Trail to be designed and constructed after the residence building is occupied. Staff have protected for approximately 7.4 metres between the development boundary and the west wall of the building which will form the future "curb to building face" condition along a realigned Military Trail. This provides sufficient space to implement a row of trees, a 2.1 metre pathway and soft landscaping to the side wall of the building. If the design of the new Military Trail brings the eastern curb of the new public street to the west, the additional space would enable greater landscaped setbacks or public realm.

An interim streetscape will be secured through the Site Plan approval process for the Student Residence. The ultimate streetscape is dependent on the future final design and alignment of Military Trail for which an EA or TPAP and future land division process

is required. Street cross-sections for the future Military Trail will also be developed through the ongoing work on the Urban Design Guidelines for the campus as part of the related Secondary Plan application process.

## **Housing Issues**

The provision of additional student housing on the campus is important planning objective that among other things, contributes to complete communities. This project will serve to provide accommodation for approximately 750 students. The Official Plan and Zoning By-law both consider, this use as an ancillary use forming part of a major educational use within the *Institutional Area* land use designation, and permitted within the existing Institutional zoning.

It is anticipated that through the proposed draft Secondary Plan currently under review for the campus, policies will be included which set out conditions under which a Student Housing strategy will be prepared by the University.

The student housing strategy will be an informative tool to assist the University with the development of housing in the future, and to provide ongoing policy direction to assist the City with managing other issues related to student housing, such as Multi-Tenant Housing.

## **Natural Heritage Protection**

The subject lands are near a Natural Heritage area identified on Map 9 of the Official Plan. A Natural Heritage Impact Study (NHIS) was submitted for review in support of the development application. The proposal and NHIS were reviewed by both the City's Urban Forestry Ravine and Natural Feature Protection group and the Toronto and Region Conservation Authority (TRCA). The feature, which forms part of the Natural Heritage area, is a woodlot comprised of a coniferous plantation, bordered by manicured grasses with planted trees and shrubs. It is situated immediately north of the subject lands. The study also includes a detailed botanical and wildlife survey.

The study indicates that the proposed development will result in the removal of small portion of vegetation within the manicured areas. Overall, however the significance of impacts to these areas is considered minor and no direct displacement of vegetation within the woodlot is anticipated. Indirect impacts, however, of the addition of a student residence at this location has the potential to result in additional disturbance to the feature through increased pedestrian traffic and shading on the woodlot.

The study details a range of mitigative measures to prevent disturbance to wildlife from noise, light and visual intrusion, including considerations for potential impacts to migratory birds. It outlines mitigative measures of impacts to the natural environment including measures to prevent increased encroachment into the woodlot, such as the introduction of a vegetated buffer to serve as a natural barrier to human encroachment, as well as a woodlot buffer stewardship plan.

City staff and TRCA staff have reviewed this material and have no objections to the Zoning By-law Amendment application. Official Plan policy 3.4.13 provides direction for all development in or near the natural heritage system including measures to mitigate negative impacts on and/or improve the natural heritage system. To address this requirement, it is recommended that the woodlot buffer stewardship plan be expanded to include the restoration of a driveway that extends alongside the east edge of the woodlot immediately north of the development site. This improvement will be secured through the Site Plan Control Application.

### **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). An Arborist Report and Tree Preservation Plan has been submitted in support of the application. There are both private and City-owned trees which will be protected, and others which will be removed. An application to remove and injure trees is required. A Tree Loss Payment will be required where an existing street tree is approved for removal, and a Tree Guarantee Deposit will be required where City-owned trees are to be retained on site. The value of these payments and deposits will be determined through the review of required material through the Urban Forestry Tree Protection and Plan Review group. In addition, tree planting requirements will be secured both through the Toronto Green Standard (TGS) and those required as a result of the removal of protected trees under the City's Tree By-law.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features such as Cycling Infrastructure are secured in the zoning by-law which is appended to this report as Attachment 6: Draft Zoning By-law Amendment.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2019), and the Toronto Official Plan including the Highland Creek Community Secondary Plan and the existing conditions for the removal of the Holding Provision (H) as set out in the Highland Creek Community Zoning By-law. The proposal is consistent with the PPS (2020) and conforms and does not conflict with the Growth Plan (2019).

Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to built form and natural environment.

The applicant has satisfactorily addressed all considerations required to enable the removal of the Holding Provision (H), and through the review of the application has addressed a number of the community's concerns pertaining to pedestrian safety including the removal of the channelized right-turn lanes at the existing intersection of Military Trail and Ellesmere Road, and the installation of a widened 2.1 metre sidewalk along Ellesmere Road. The proposed building massing and design have been carefully considered and are appropriate in the planned and existing context. Staff recommend that Council support approval of the application.

## **CONTACT**

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Andrea Reaney, Senior Planner, Scarborough District, Community Planning, Tel. No. (416) 396-7023, E-mail:Andrea.Reaney@toronto.ca

## **SIGNATURE**

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Paul Zuliani, MBA, RPP, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law
- Attachment 5: Draft Zoning By-law Amendment - Removal of Holding (H) Provision
- Attachment 6: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

- Attachment 7: Site Plan - Existing Context
- Attachment 8: Site Plan - Proposed Future Context
- Attachment 9: Elevations - South
- Attachment 10: Elevations - North
- Attachment 11: Elevations - East
- Attachment 12: Elevations - West

## Attachment 1: Application Data Sheet

Municipal Address: 3300,3316 ELLESMERE RD Date Received: September 26, 2017  
 Application Number: 17 239225 ESC 44 OZ  
 Application Type: OPA / Rezoning, Rezoning

Project Description: Proposed Zoning By-law Amendment application for a student residence building at the University of Toronto Scarborough. The application is to allow for a 9-storey (32.85 m) building with a total Gross Floor Area (GFA) of 23,660 square metres. The proposal includes 312 two-bedroom dormitory suites along with 120 bicycle parking spaces (90 long term and 30 short term), 4 vehicle parking spaces and 2 loading spaces.

|                        |       |           |                          |
|------------------------|-------|-----------|--------------------------|
| Applicant              | Agent | Architect | Owner                    |
| SIGNE LEISK<br>CASSELS |       |           | UNIVERSITY OF<br>TORONTO |

### EXISTING PLANNING CONTROLS

|                            |                     |                          |
|----------------------------|---------------------|--------------------------|
| Official Plan Designation: | Institutional Areas | Site Specific Provision: |
| Zoning:                    | I(H) and S          | Heritage Designation:    |
| Height Limit (m):          |                     | Site Plan Control Area:  |

### PROJECT INFORMATION

Site Area (sq m): 7,930 Frontage (m): 91 Depth (m): 86

| Building Data               | Existing | Retained | Proposed | Total  |
|-----------------------------|----------|----------|----------|--------|
| Ground Floor Area (sq m):   |          |          | 3,914    | 3,914  |
| Residential GFA (sq m):     |          |          | 23,660   | 23,660 |
| Non-Residential GFA (sq m): |          |          |          |        |
| Total GFA (sq m):           |          |          | 23,660   | 23,660 |
| Height - Storeys:           |          |          | 9        | 9      |
| Height - Metres:            |          |          | 33       | 33     |

Lot Coverage Ratio (%): 49.36 Floor Space Index: 2.95

|                          |                    |                    |
|--------------------------|--------------------|--------------------|
| Floor Area Breakdown     | Above Grade (sq m) | Below Grade (sq m) |
| Residential GFA:         | 23,660             |                    |
| Retail GFA:              |                    |                    |
| Office GFA:              |                    |                    |
| Industrial GFA:          |                    |                    |
| Institutional/Other GFA: |                    |                    |

|                                |          |          |          |       |
|--------------------------------|----------|----------|----------|-------|
| Residential Units<br>by Tenure | Existing | Retained | Proposed | Total |
| Rental:                        |          |          |          |       |
| Freehold:                      |          |          |          |       |
| Condominium:                   |          |          |          |       |
| Other:                         |          |          |          |       |
| Total Units:                   |          |          |          |       |

Total Residential Units by Size

|              |       |          |           |           |            |
|--------------|-------|----------|-----------|-----------|------------|
|              | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
| Retained:    |       |          |           |           |            |
| Proposed:    |       |          |           |           |            |
| Total Units: |       |          |           |           |            |

Parking and Loading

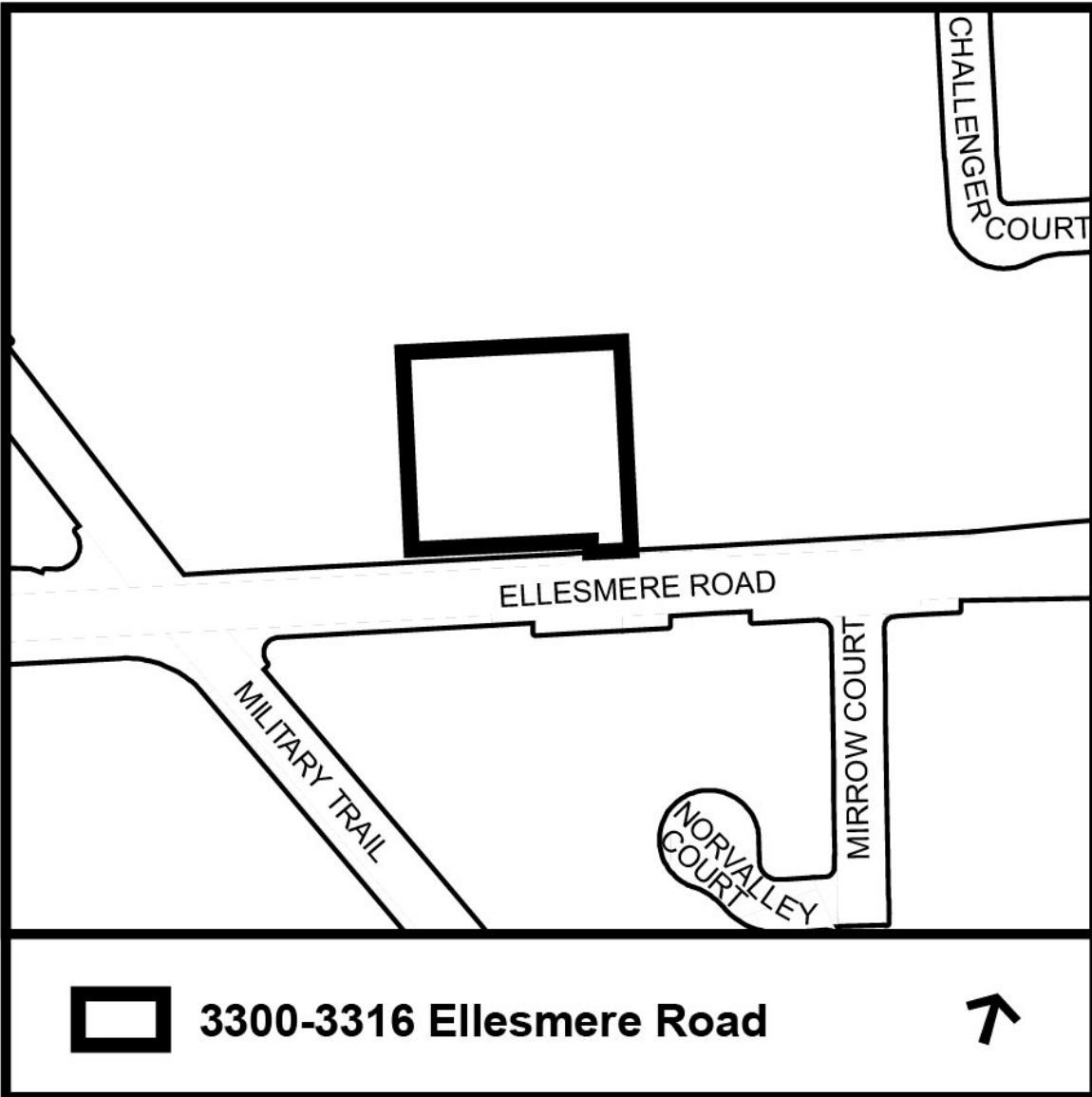
|                    |   |                         |     |                |   |
|--------------------|---|-------------------------|-----|----------------|---|
| Parking<br>Spaces: | 4 | Bicycle Parking Spaces: | 120 | Loading Docks: | 2 |
|--------------------|---|-------------------------|-----|----------------|---|

CONTACT:

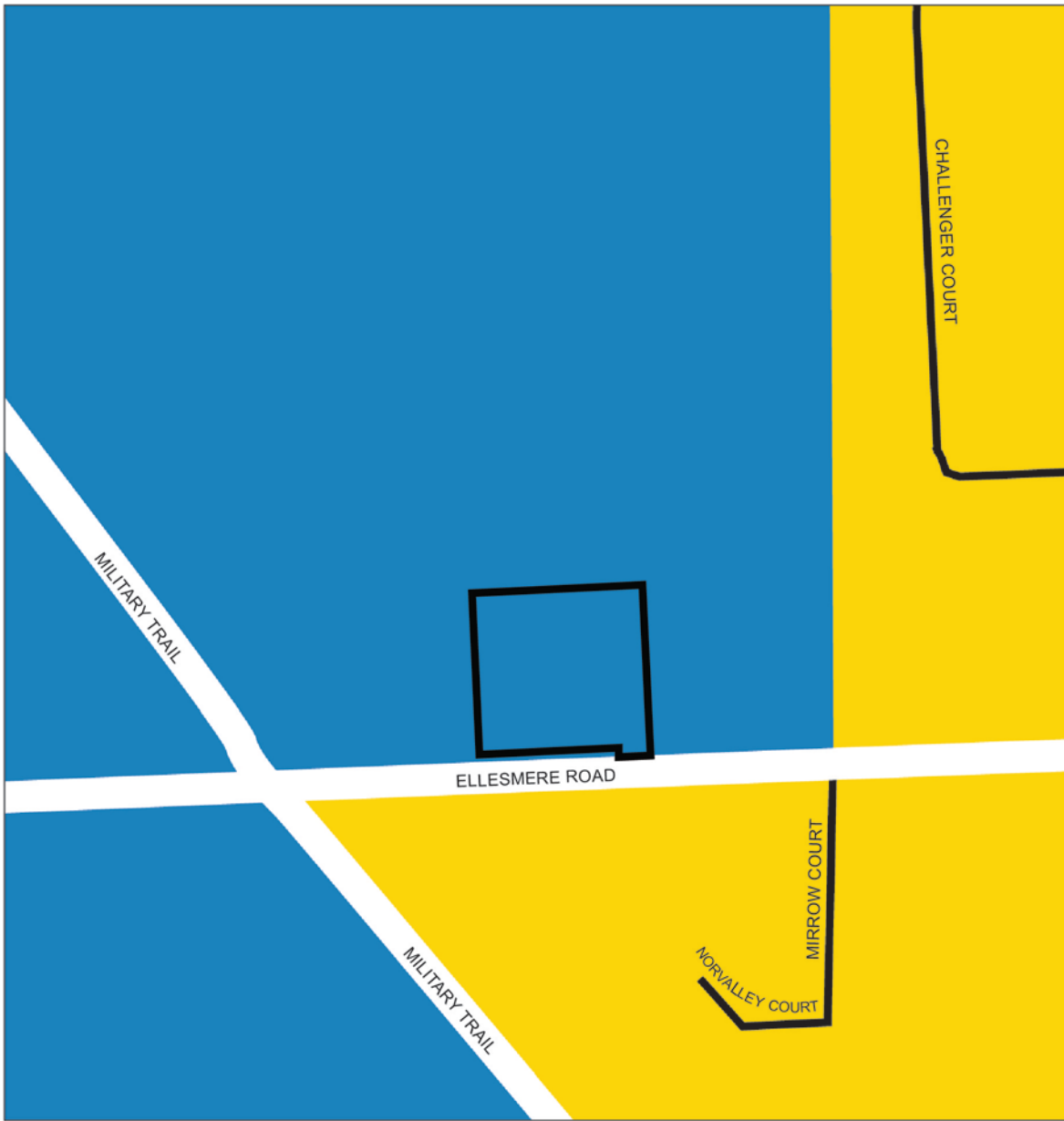
Andrea Reaney, Senior Planner  
(416) 396-7023  
Andrea.Reaney@toronto.ca



**Attachment 2: Location Map**



### Attachment 3: Official Plan Land Use Map



3300-3316 Ellesmere Road

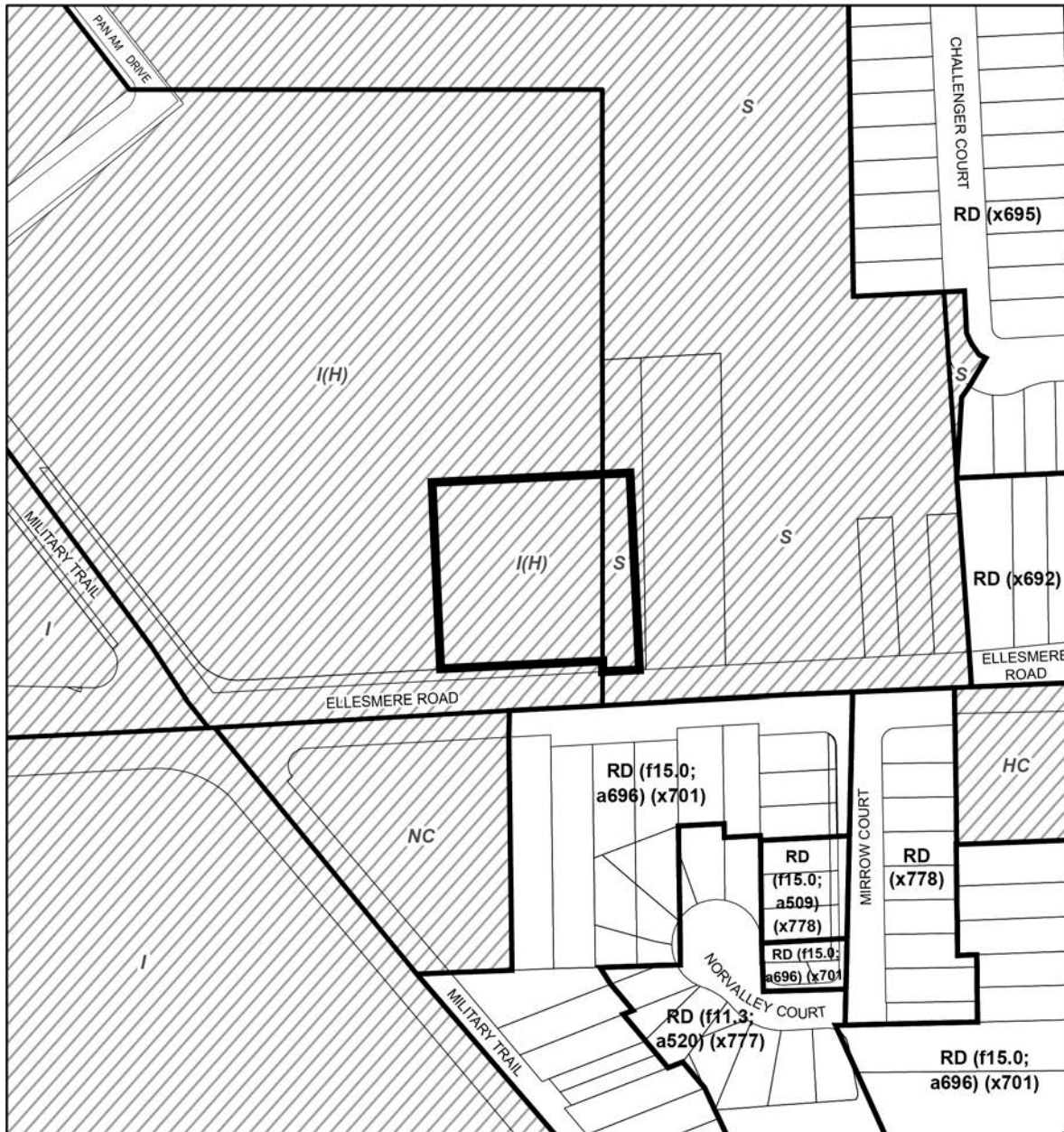
Official Plan Land Use Map #22

File # 17 239225 ESC 44 0Z



↑  
Not to Scale  
06/01/2020


# Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3300-3316 Ellesmere Road

File # 17 239225 ESC 44 0Z

 Location of Application  
RD Residential Detached

 See Former City of Scarborough Highland Creek Community By-law No. 10827

S Single-Family Residential  
NC Neighbourhood Commercial  
HC Highway Commercial  
I Institutional Uses

  
Not to Scale  
Extracted: 06/01/2020

## **Attachment 5: Draft Zoning By-law Amendment - Removal of Holding Provision (H)**

Authority: ~ Community Council Item No. ~,  
as adopted by City of Toronto Council on ~, 20~  
Enacted by Council: ~, 20~  
Scarborough  
CITY OF TORONTO  
Bill No. ~  
BY-LAW No. ~-20~

To amend the Highland Creek Community Zoning By-law No. 10827, as amended to remove the holding symbol (H) with respect to the lands known municipally in the year 2019 as 3300 Ellesmere Road

WHEREAS authority is given to Council by Section 34 and Section 36 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to impose the holding symbol (H) and to remove the holding symbol (H) when Council is satisfied that the conditions relating to the holding symbol have been satisfied; and

WHEREAS Council has provided notice of the intent to pass this By-law;

The Council of the City of Toronto HEREBY ENACTS as follows:

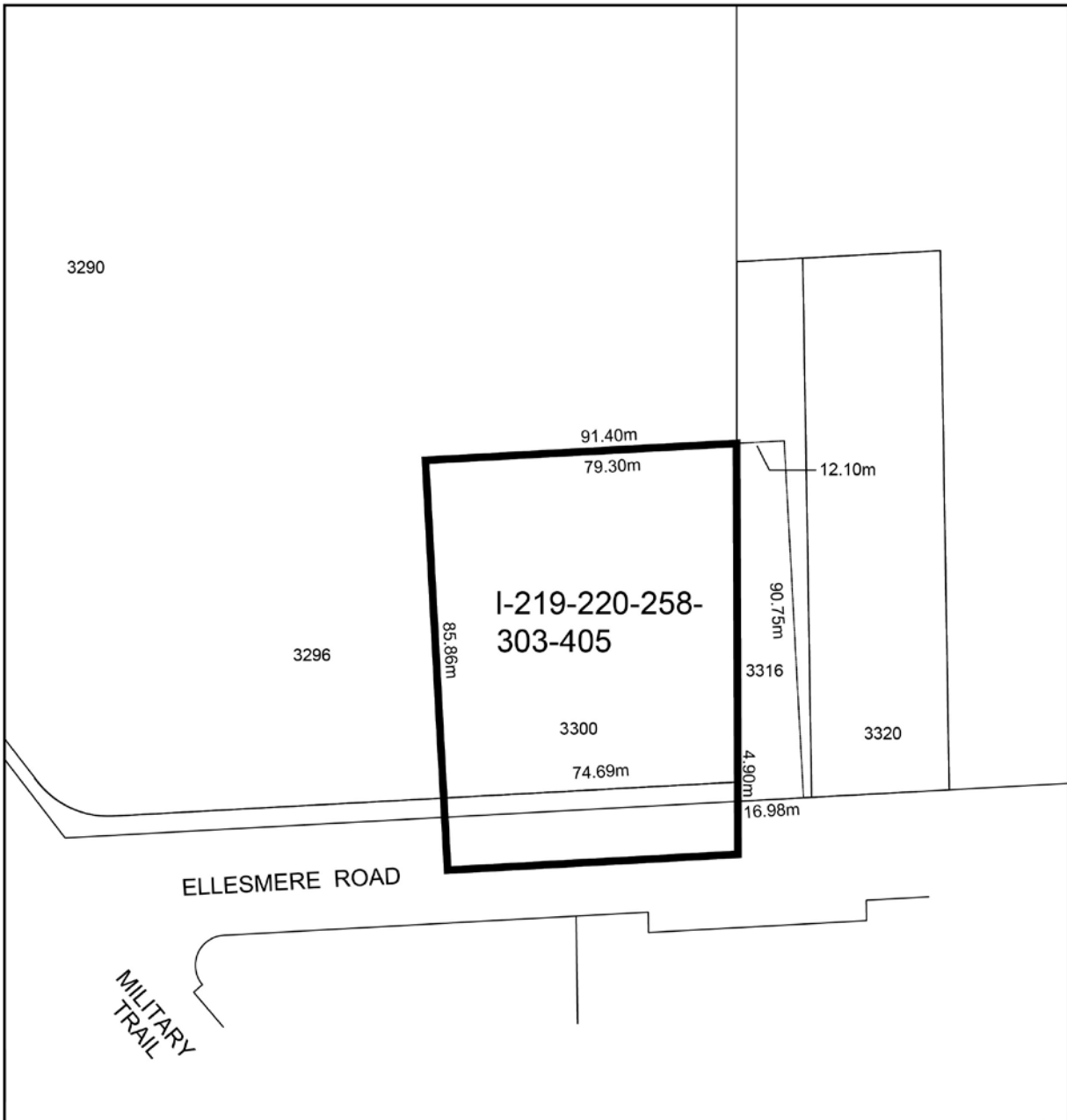
1. SCHEDULE "A" of the Highland Creek Community Zoning By-law No. 10827 is amended by removing the Holding Provision (H) from the lands shown on the attached Schedule '1'.
2. SCHEDULE "C", EXCEPTIONS MAP of the Highland Creek Community Zoning By-law No. 10827, is amended by deleting Exception No. 29 from the lands as shown on the attached Schedule '2'.

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

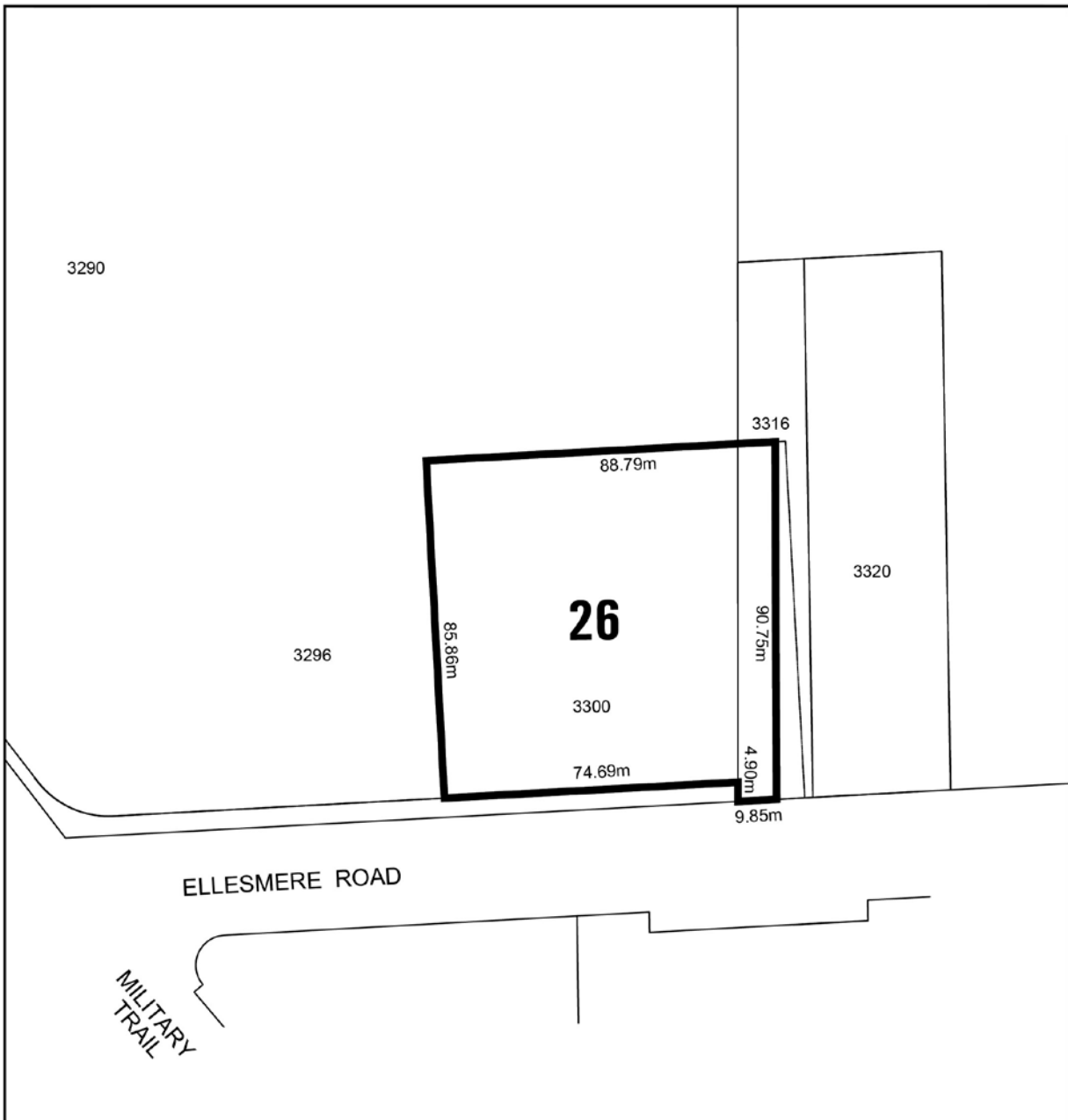
JOHN TORY,           ULLI S. WATKISS  
Mayor                City Clerk

(Corporate Seal)

SCHEDULE '1'




SCHEDULE '2'



 **TORONTO**  
Schedule 2

**3300-3316 Ellesmere Road**

File # 17 239225 ESC 44 0Z

  
Highland Creek Community By-law  
Not to Scale  
06/15/2020

## **Attachment 6: Draft Zoning By-law Amendment**

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. --20~

To amend former City of Scarborough Highland Creek Community Zoning By-law No. 10827, as amended, With respect to the lands municipally known as, 3300 and 3316 Ellesmere Road

WHEREAS authority is given to Council by Section 34 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. SCHEDULE "A" is amended by deleting the current zoning and replacing it with the following zoning as shown on the attached Schedule '1':

I – 140 – 220 – 221 – 258 – 270 – 308 – 526 – 558

2. SCHEDULE "B", PERFORMANCE STANDARD CHART, is amended by adding the following Performance Standards:

### **PARKING**

221. A minimum of 120 bicycle parking spaces shall be provided, including 90 long-term spaces and 30 short-term spaces.

For the purposes of this performance standard, long term bicycle parking spaces must be located indoors or within a covered, separately accessed, controlled area, and any required bicycle parking spaces may be located anywhere that this performance standard applies.

### **FLOOR AREA**

308. Maximum gross floor area: 26,000 square metres.

### **SETBACKS**

526. No portion of the main wall of the building shall extend north of the Ellesmere Road property line more than 78 metres.

## BUILDING HEIGHT

558. Maximum height 33 metres (9 storeys) excluding basements, mechanical penthouses and parapets.

3. SCHEDULE "C" –EXCEPTION MAP is amended adding Exceptions 26 and 65 to the lands as outlined on Schedule '2'.

4. SCHEDULE "C" – EXCEPTION LIST is amended by adding Exception 65 to the lands so that it reads as follows:

65. On those lands identified as Exception 65 on the accompanying Schedule "C" Map the following provisions shall apply:

(a) The following ancillary uses are also permitted:

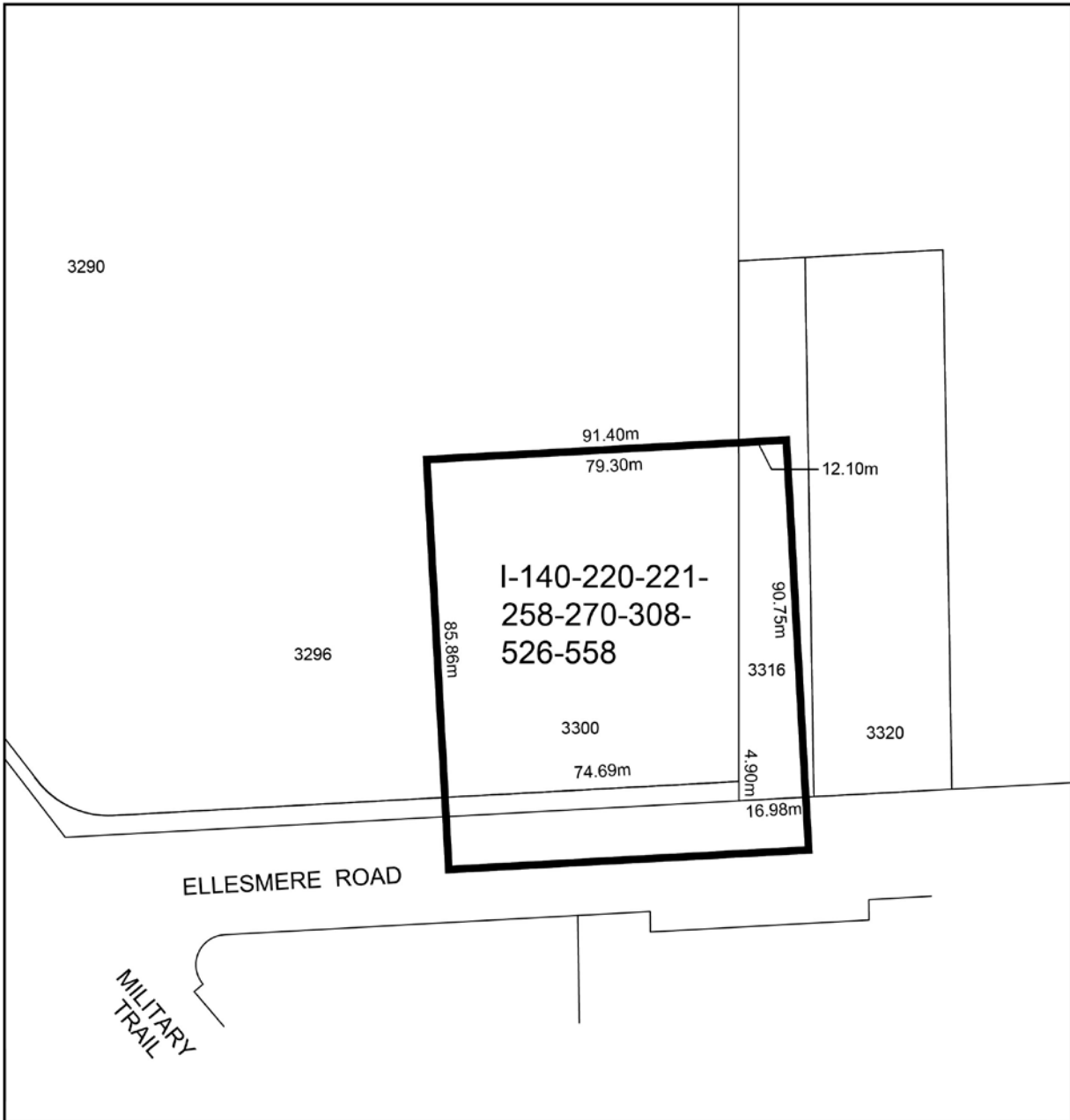
- One dwelling unit

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

JOHN TORY,           ULLI S. WATKISS,  
Mayor City Clerk

(Corporate Seal)



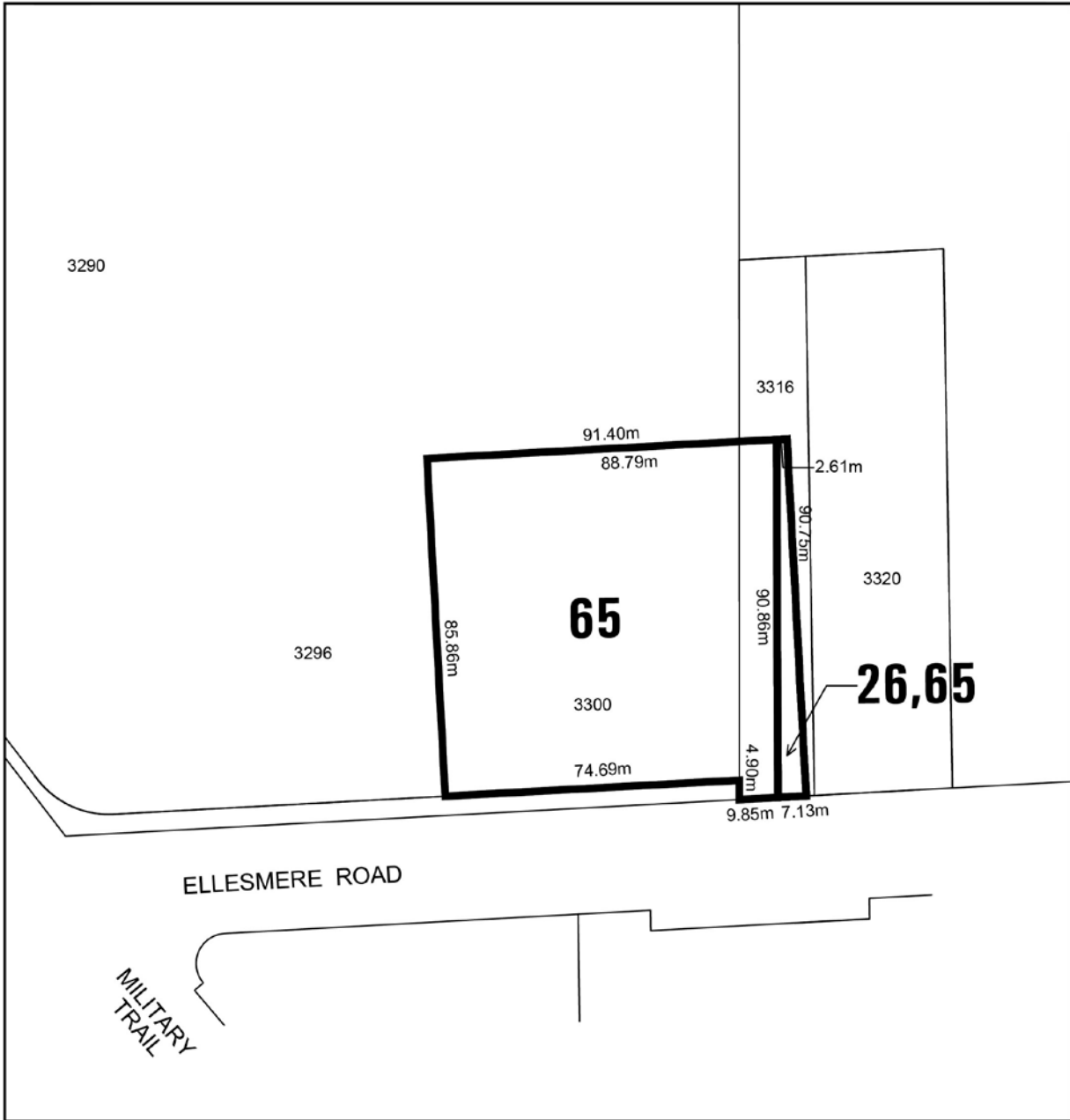


**TORONTO**  
Schedule 1

**3300-3316 Ellesmere Road**

File # 17 239225 ESC 44 0Z

↑  
Highland Creek Community By-law  
Not to Scale  
06/18/2020



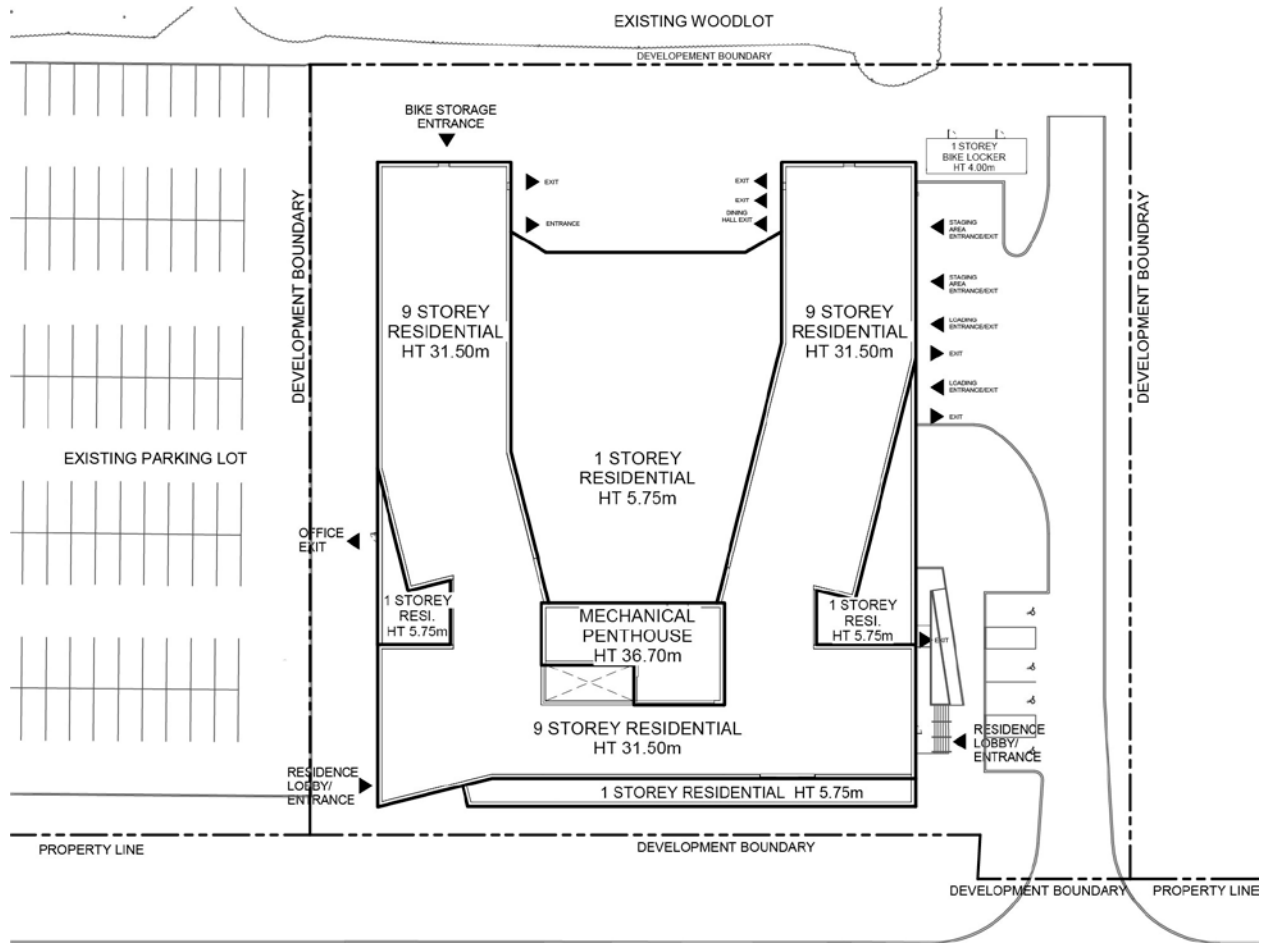
**Toronto**  
Schedule 2

**3300-3316 Ellesmere Road**

File # 17 239225 ESC 44 0Z

↑  
Highland Creek Community By-law  
Not to Scale  
06/24/2020

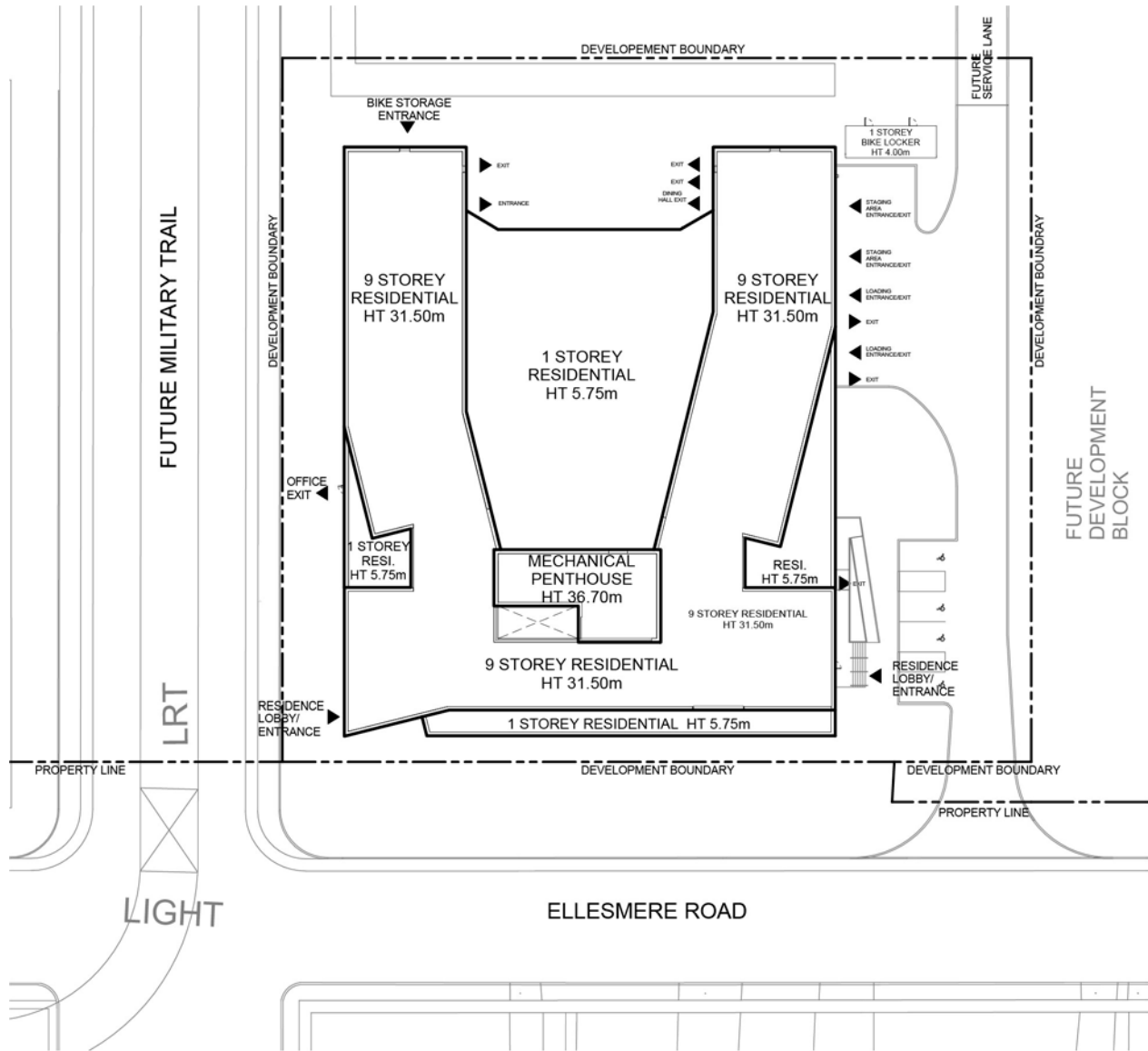
# Attachment 7: Site Plan - Existing Context



Site Plan



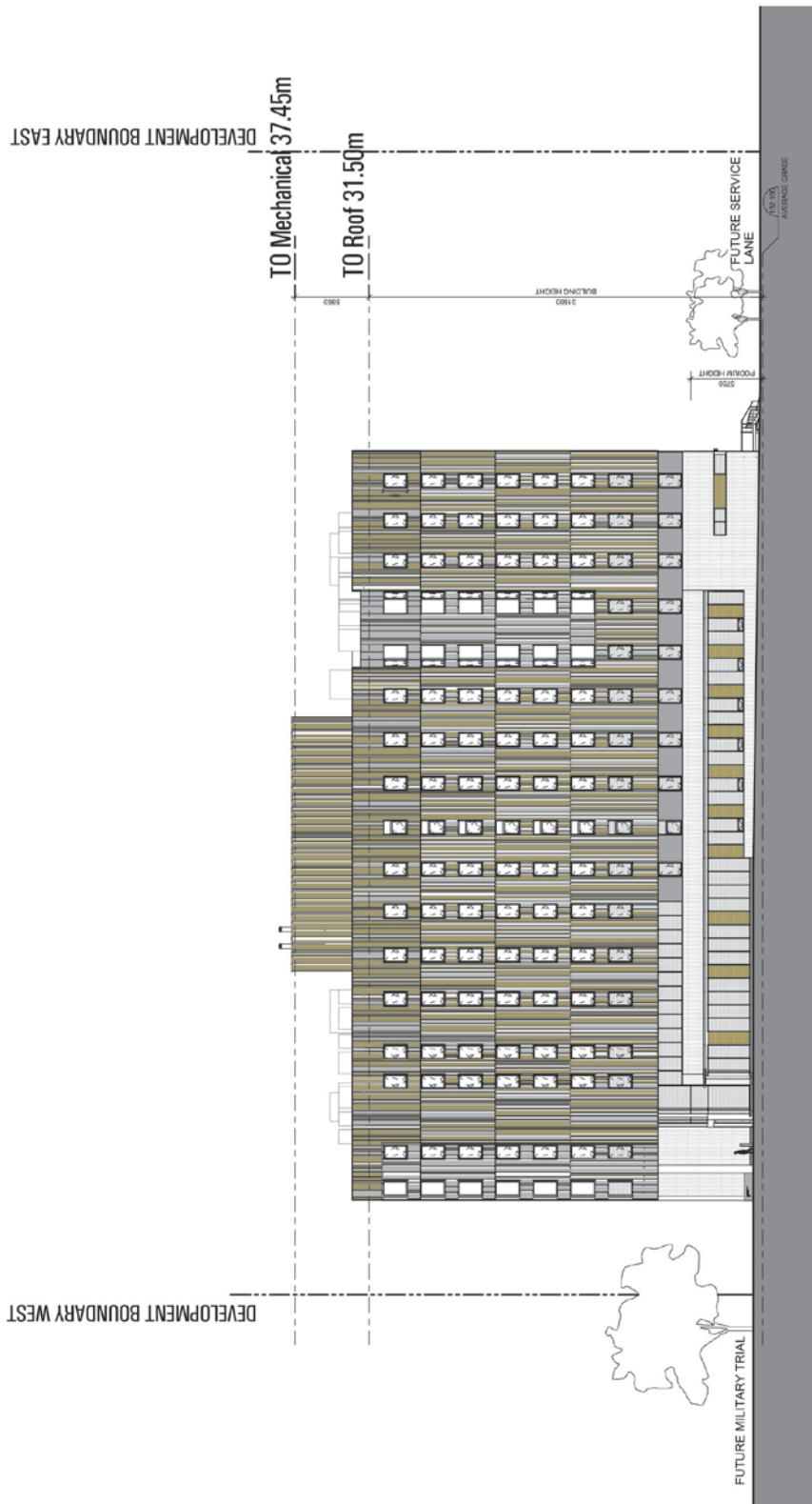
# Attachment 8: Site Plan - Proposed Future Context



Site Plan -  
Proposed Future Context



# Attachment 9: Elevations - South

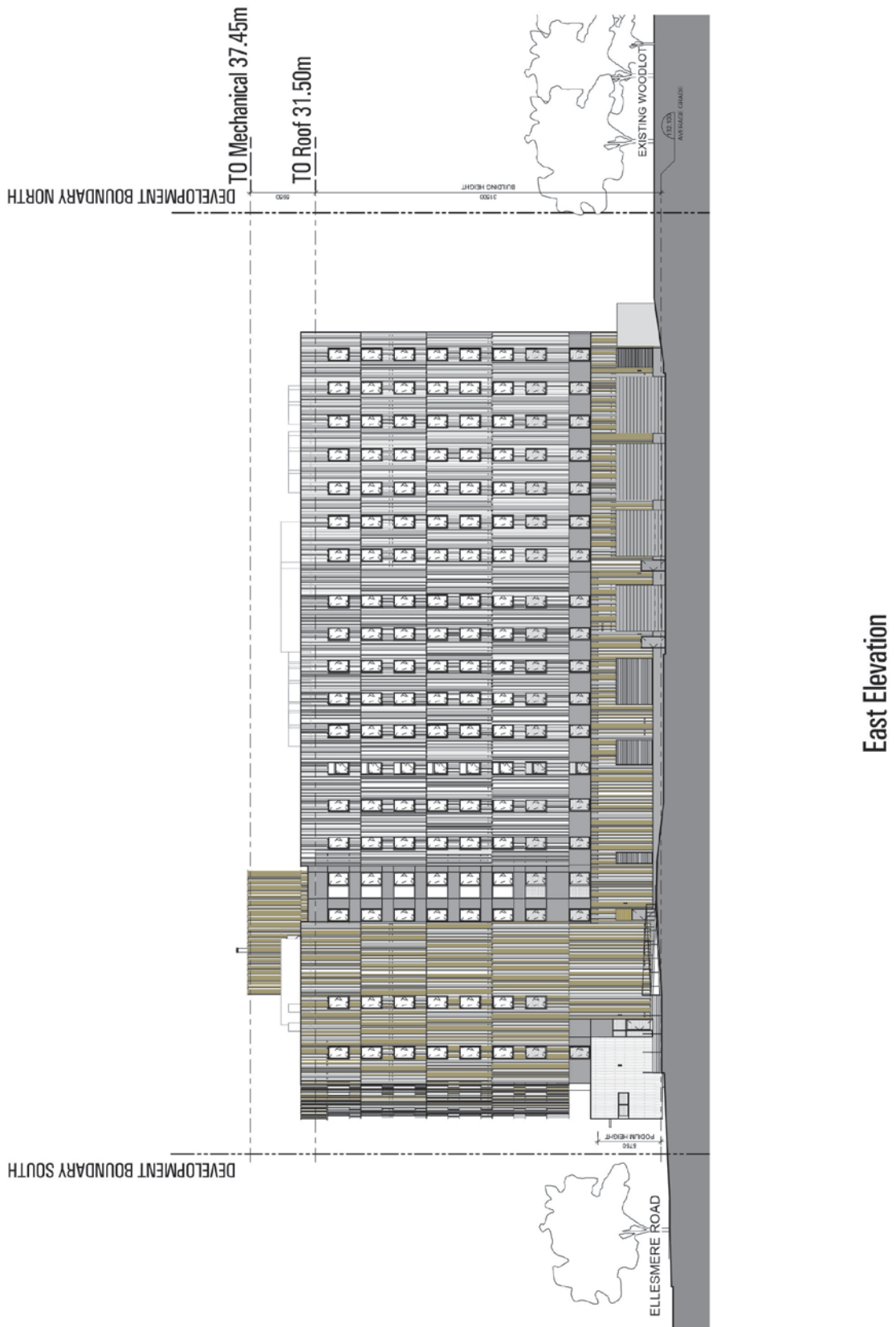


South Elevation

# Attachment 10: Elevations - North

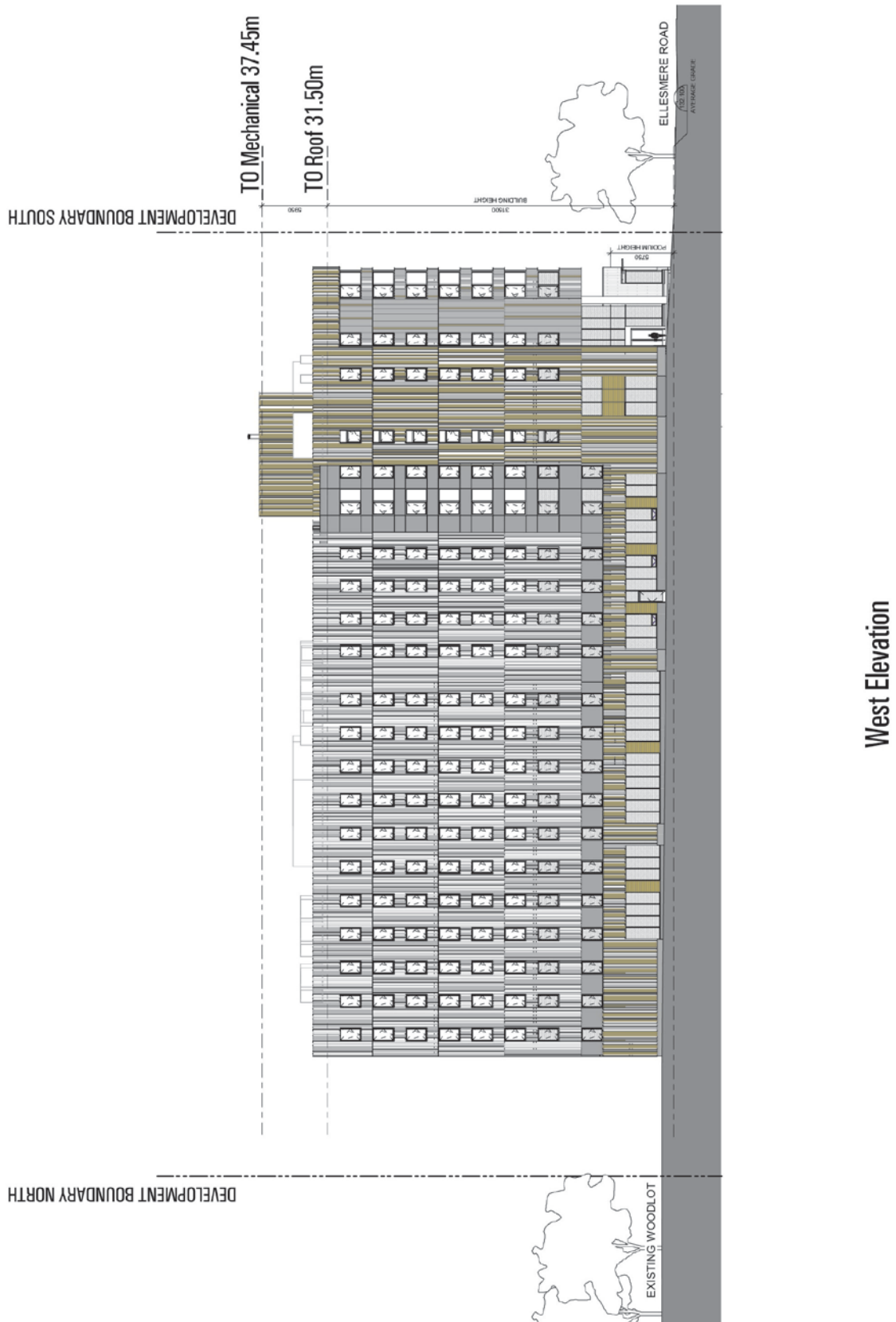


# Attachment 11: Elevations - East



East Elevation

# Attachment 12: Elevations - West



West Elevation