

900 Middlefield Road – Official Plan Amendment, Zoning Amendment Application – Decision Report - Approval

Date: December 17, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 23 - Scarborough North

Planning Application Number: 19 263939 ESC 23 OZ

SUMMARY

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law to permit a 5-storey residential apartment building located at 900 Middlefield Road. The proposed building would have a total gross floor area of 5,142 square metres, including 199 square metres of commercial space on the ground floor. A total of 48 residential dwelling units and 55 vehicular parking spaces are proposed.

The proposed development is consistent with the Provincial Policy Statement (2020) and the Provincial Planning Statement (2024), and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposed development also conforms to the City's Official Plan.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend the Official Plan, for the lands at 900 Middlefield Road substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 900 Middlefield Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

On March 12, 2020, Scarborough Community Council adopted Item SC14.4, a Preliminary Report on the application and authorized staff to conduct a community consultation meeting with an expanded notification area. The decision of Community Council on the Preliminary Report for the subject application can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC14.4>

On May 22, 2024, City Council adopted Item 2024.PH12.3 “Expanding Housing Options in Neighbourhoods: Major Streets” which amends the Official Plan and Zoning By-law to permit 6 storey apartment buildings on *Neighbourhoods* designated lands along major streets. Written approval of the by-laws to implement the initiative were given by Mayoral decision on June 27, 2024 resulting in Official Plan Amendment No. 727 and Zoning By-law 608-2024. The decision of City Council can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2024.PH12.3>

THE SITE AND SURROUNDING LANDS

Description: The site is rectangular in shape and has a total site area of 2,365.5 square metres. The site has a frontage of 65.8 metres along Middlefield Road and a site depth of 34.9 metres along Ingleton Boulevard.

Existing Use: The site is currently developed with a single storey commercial plaza with a total gross floor area of approximately 592 square metres and surface parking at the rear.

Surrounding Uses: The subject lands are located at the northeast limit of a residential neighbourhood, at the northwest corner of the intersection of Ingleton Boulevard and Middlefield Road. The surrounding uses and area context are as follows:

North: to the immediate north of the site is the Milliken District Park, a 32-hectare municipal park with a Community Recreation Centre. The park contains neighbourhood-serving amenities including playgrounds, picnic benches and a landscaped garden. Further north is Steeles Avenue East and the municipal boundary with Markham.

South: to the south of the site are residential neighbourhood lands that were developed in the 1980's with curvilinear streets. These lands are comprised primarily of detached dwellings with building heights of generally 1 1/2 to 2 storeys.

East: to the east of the site, across Middlefield Road is the Tapscott Employment Area, which includes a variety of uses including manufacturing, transportation and warehousing, wholesale and retail trade and religious institutional uses.

West: to the immediate west and adjacent to the subject site is the Shri Param Hans Advait Mat temple, a religious institution. A Site Plan Control application was approved in 2022 (File No. 19 232191 ESC 23 SA) to redevelop the existing place of worship with a new 2-storey modernized temple with 2,460 square metres in gross floor area, and 95 parking spaces. The development is currently under construction.

THE APPLICATION

Description

This application proposes to amend the Official Plan and Zoning By-law to permit the construction of a 5-storey apartment building with rooftop amenity and 199 square metres of commercial uses on the ground floor.

Density

The building is proposed to have a total gross floor area (GFA) of 5,142 square metres with a floor space index (FSI) of 2.18. The total residential GFA is 4,943 square metres.

Residential Component

The proposal includes 48 residential dwelling units, contained within the first 4 storeys, and distributed as follows: 12 one-bedroom (25%) units; 31 two-bedroom (65%) units; and 5 three-bedroom (10%) units. Indoor and outdoor amenity areas of 192 square metres and 140 square metres respectively are to be located on the fifth storey.

Non-Residential Component

The proposal includes 199 square metres of ground floor commercial space.

Access, Parking and Loading

Pedestrian access is proposed directly from Middlefield Road through a centralized lobby entrance. Vehicular access will be from the south side of the site on Ingleton Boulevard via a single shared driveway.

The proposal includes 55 vehicular parking spaces. A total of 46 spaces will be allocated for residents in an internalized Klaus parking stacker system on the east side of the building. A total of 9 surface parking spaces are located on the west side of the site, of which 6 are for visitors, and 3 are accessible spaces. A Type “G” loading space is included internal to the building.

A total of 36 bicycle parking spaces (32 long-term and 4 short-term), are proposed to be located on the ground floor.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, a site plan, and elevations of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <http://www.toronto.ca/900MiddlefieldRd>

Reasons for Application

An amendment to the Official Plan is required to permit a 5-storey building whereas the in force *Neighbourhoods* designation allows for low-rise buildings only, generally considered to be no more than 4-storeys. Since the original submission in 2019, Official Plan Amendment (OPA) 727 - the EHON Major Streets initiative was adopted by City Council, which would permit residential buildings within the *Neighbourhoods* designation up to 6 storeys along major streets. OPA 727 is currently under appeal at the Ontario Land Tribunal as of the date of this Report. Until such time as the OLT renders a decision on OPA 727, an Official Plan Amendment is required to provide for the proposed built form through a new site specific Site and Area Specific Policy (SASP).

An amendment to the City of Toronto Zoning By-law 569-2013 is required because the commercial zoning applicable to the site does not permit residential uses. Amendments are also required to establish appropriate development standards for the proposed apartment building and to determine the appropriate uses for this type of building at this location.

APPLICATION BACKGROUND

A pre-application meeting was held on August 22, 2019. The current Official Plan Amendment and Zoning Amendment application was submitted on December 20, 2019 and deemed complete on February 3, 2020.

Agency Circulation Outcomes

The application together with the applicable reports, 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 Official Plan amendments and Zoning By-law amendments.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) (PPS 2024) and shall conform to provincial plans including the Greenbelt Plan (2017) and others.

Official Plan

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The subject lands are designated *Neighbourhoods* on Land Use Map 22, and fronts on Middlefield Road, a major street with a planned right-of-way of 27 metres on Right-of-Way Widths Associated with Existing Major Streets Map 3.

See Attachment 3 of this Report for the Land Use Map.

Expanding Housing Options in Neighbourhoods – Major Streets Study

Expanding Housing Options in Neighbourhoods (EHON) is a set of planning initiatives and strategies to introduce land use permissions and low rise “missing middle” buildings within *Neighbourhoods* in order to increase housing options in areas where land use permissions have limited intensification. The EHON Major Streets study examined opportunities to add permissions such as townhouses and small scale apartment buildings along the City’s major streets, as identified on Map 3 of the Official Plan. The goal of the initiative is to provide a full range of housing options to Torontonians, in a form that makes efficient use of land, infrastructure, and existing services, continuing to contribute to increasing variety of housing permissions in *Neighbourhoods* city-wide.

In May 2024, City Council approved modifications to the *Neighbourhood* policies contained within Chapter 4 of the Official Plan, and associated modifications to Zoning By-law 569-2013 in order to meet the intent of the City’s EHON initiative, enacted as By-laws 608-2024 and 609-2024 (OPA 727). Amendments contemplated in OPA 727 include:

- Permitting residential buildings up to a maximum of 6 storeys and 60 units along major streets;
- Permissions to intensify in *Neighbourhoods* designated lands on major streets beyond the prevailing building type;
- Encouraging a diverse mix of housing types and sizes; and
- Adding development criteria policies to address built form of *Neighbourhood* designated lands on major streets.

The EHON Major Streets program facilitated amendments to Toronto’s Official Plan and Zoning By-law 569-2013 to permit city-wide, townhouses and small-scale apartment

buildings up to 60 units, to be built on properties designated *Neighbourhoods* and in the Residential Zone category along the major streets. A maximum of 6 storeys in height is permitted. As at the date of this Report, OPA 727 and Zoning By-law Amendment 608-2024 are under appeal to the OLT and are not yet in force.

Zoning

The subject property is zoned Commercial Local in By-law 569-2013, as amended. The Commercial Local (CL) Zone permits for a wide variety of community service and business uses, such as community centres, shelters, libraries, parks, retail services, personal service shops, financial institutions, offices, veterinary hospitals, financial institutions, and eating establishments. The property is subject to Exception 127 that imposes use restrictions related to vehicle fuel stations, vehicle service shops and take out eating establishments. Other performance standards include minimum building setbacks of 7.5 metres on the west and north property boundaries and 3 metres from Middlefield Road and Ingleton Boulevard. The maximum permitted density is 25% and the maximum permitted height is 10 metres.

See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Townhouse and Low-Rise Apartment Guidelines;
- Growing Up Guidelines for Children in Vertical Communities;
- Retail Design Manual; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines may be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-planguidelines/design-guidelines/>

Toronto Green Standard

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

Site Plan Control

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

PUBLIC ENGAGEMENT

Community Consultation

A Virtual Community Consultation Meeting was hosted by Community Planning staff on March 3, 2021. Notice was provided in both English and Chinese. Approximately 10 members of the public attended the virtual meeting, as well as, staff from the previous Ward Councillor's office, applicant team and staff. City staff provided a presentation on the planning process, policy and site context, nearby development activity and the applicant presented the development proposal in detail. Following a presentation by City staff and the applicant, the following comments and issues were raised:

- Criticism regarding the notification process and format for the overall consultation;
- Concerns about on-street parking in the area;
- Concerns about increased traffic from the proposed development and broader area;
- Concerns about vehicular traffic on local streets, and ingress and egress from the building;
- Concerns about construction management;
- Concerns about the building height and density along Ingleton Boulevard;
- Safety concerns regarding traffic;
- Concerns about noise;
- Concerns about the loss of commercial space;
- Concerns about loss of sunlight; and
- Lack of visitor parking.

A petition was also provided by neighbourhood residents in opposition to the application. A total of 35 residents signed the petition and this was submitted directly to the Community Planner via email.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the Scarborough Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for

consistency with the Provincial Planning Statement (2024). In the opinion of Staff, the proposal is consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The subject property is designated *Neighbourhoods* in the City of Toronto Official Plan. The proposed development consists of a 5-storey apartment building with 199 square metres of commercial located at-grade.

Current Official Plan policies permit consideration of a more intense form of development on major streets than interior lots since these sites have different lot configurations, better access to public transit and adjacency to developments with varying heights. The site fronts onto Middlefield Road which is identified as a major street in the Official Plan. In accordance with Official Plan policy, the subject site can be distinguished from the prevailing lot features of the surrounding area lots designated as *Neighbourhoods*. Located on a corner with frontage on a major street, and as a former commercial site, the property is physically larger than the interior lots in the neighbourhood that contain low scale residential uses. Moreover, the lot is located adjacent to a larger lot to the immediate west, Milliken Park to the north and an *Employment Area* to the east. In reviewing the proposal against the in-force policy framework, Community Planning staff find that, while the proposed apartment building is not the prevailing building type in the local neighbourhood area, the distinguishable features of the site make it appropriate for this level of intensification. The proposal also complies with the emerging, though not yet in force, policies for development in *Neighbourhoods* along major streets which would provide for 6 storey buildings as-of-right.

In addition to residential uses, the proposal includes 199 square metres of retail space located along the frontage of Middlefield Road. While this is a reduction in commercial GFA from what is currently existing on site, the proposed retail space will create an enhanced commercial retail environment along Middlefield Road, directly adjacent to a bus stop and across the street from an *Employment Area*.

The existing retail building on Middlefield Road is setback from the public sidewalk by a grass boulevard and there is currently no sidewalk along Middlefield Road. The proposal eliminates the boulevard, creating an active retail frontage along Middlefield Road with a new sidewalk. The recommended site-specific Zoning By-law amendment will also secure a minimum retail area of 199 square metres to ensure continuity of commercial services on site. A maximum of 400 square metres of retail will be permitted on site and is to be secured in the By-law. On balance, Community Planning is satisfied with the mix of both residential and commercial services on site. The mix of land uses complies with both the *Neighbourhoods* designation allowing for gentle intensification of

the subject site while allowing for small-scale retail amenity to support daily life in *Neighbourhoods*.

Staff are of the opinion that the proposed apartment building is an acceptable form of gradual intensification, and aligns with the enacted Council policy direction for major streets and complies with the accompanying zoning standards. A SASP to permit a 5-storey apartment building, and a site specific zoning by-law amendment to rezone the lands from Commercial Local to Residential Multiple Dwelling (RM) is appropriate for the subject lands. Where necessary, performance standards and regulations in the RM zone have been modified and secured in the site-specific zoning in order to facilitate the proposed development as detailed in Attachment 6.

Land Use Compatibility

Official Plan Section 2.2.4 (Policy 5) requires that sensitive land uses proposed outside of and adjacent to or near to *Employment Areas* or within the influence area of major facilities, should be planned to ensure they are appropriately designed, buffered and/or separated from *Employment Areas* and major facilities.

The subject site is located in proximity to lands designated *Employment Areas* east of Middlefield Road, which include industries that could potentially pose adverse impacts to the proposed residential use. Major industries in the area include Sunpan Trading and Importing Inc., Aqua Bond Inc., St. Marys Cement Inc. and Owens Corning Insulating Systems Canada GP Inc. These facilities were identified as facilities that may potentially conflict with the proposed development. While these facilities are already operating in the area which contains residential uses, the following reports were submitted in order to assess those potential conflicts as it relates to residential intensification on the subject lands:

- Land Use Compatibility Assessment (dated: October 10, 2019, prepared by Rubidium Environmental); and
- Environmental Noise Feasibility Study (dated: November 28, 2019, prepared by Valcoustics Canada Ltd).

A peer review of the Compatibility/Mitigation materials referenced above was undertaken by the City's third party consultant GHD.

As it relates to the Noise Study, the assessment found that the primary source of noise is the vicinity of Middlefield Road and the associated traffic. Through the peer review process, mitigation measures that will need to be secured to reduce any potential noise impacts include mandatory air conditioning, exterior wall construction meeting a Sound Transmission Class (STC) rating of 37 and exterior windows with STC ratings of 32. The peer reviewers found this acceptable in terms of mitigation measures.

The Land Use Compatibility assessment examined the compatibility of the facilities operating in the adjacent employment area with respect to the MECP's D-1 and D-6 guidelines and noise, dust and odour. The compatibility assessment stated that minimum separation distances from industrial operations were met and actions are not

required to mitigate the noise, dust and/or odour impacts from the surrounding facilities due to their expected infrequency and/or the current compliance with regulatory limits. These results were consistent and expected as there is a neighbourhood of existing sensitive land uses located in close proximity to these existing *Employment Areas*.

Through the peer review process, GHD recommended further investigation of potential existing and future industry based noise sources including the operations at 292 Passmore Avenue (Towing and Scrap Car Removal), which was subsequently provided by the applicant's consultant.

Overall, in terms of noise and land use compatibility, the peer review of the submitted materials has determined that the mix of residential and retail uses deployed on the site are compatible with the adjacent *Employment Area* to the east of the subject lands. Community Planning staff are supportive of this assessment. The mitigation measures identified will be secured in the Site Plan Control process.

Density, Height, Massing

This application proposes a total of 5,142 square metres of gross floor area resulting in a floor space index of 2.18 times the area of the lot. Staff consider this level of development acceptable, as it is deployed in a contextually appropriate manner that fits within the existing and planned context.

The proposed apartment building would result in 4 storeys of residential units with a small scale retail unit and multi-storey townhouse style units located at grade along the Middlefield Road frontage. Grade related dwelling units at the northwest portion of the proposed building include private outdoor amenity areas. No residential units are located above the fourth storey. The fifth level is a partial storey and features outdoor and indoor amenity areas for residents of the building, along with the mechanical penthouse. The entrance to the residential lobby is proposed in the middle of the building adjacent to the retail frontage with a direct connection to the sidewalk along Middlefield Road.

The overall proposed building height is 20.1 metres, which is well below the right-of-way width of Middlefield Road (27 metres). The building's mass and height in relation to the surrounding residential uses to the south were taken into consideration in evaluating the proposal. Angular planes are an Official Plan tool to regulate building height, ensuring building heights do not overwhelm the area. The building would fit within the 45 degree angular plane when measured from the nearest *Neighbourhoods* designated lands on the opposite side of Ingleton Boulevard to the south. Moreover, the placement of the amenity space on the rooftop towards the northeastern edge of the property aims to achieve appropriate separation to the *Neighbourhoods* lands on the south side of Ingleton Boulevard. Staff are satisfied with this concept, as proposed.

The application proposes a minimum building rear yard setback of 7.0 metres from the west property lot line, which will provide for comfortable living conditions by ensuring access to sunlight, sky view and privacy for both the subject property and the neighbouring properties. The property adjacent to the subject lands is a large property,

that is utilized for institutional uses (a place of worship). The resulting building separation distance to the institutional building to the west is more than adequate for providing privacy for future residents on the subject lands. The building would result in a setback of 3.0 metres from the property line along Ingleton Boulevard, 0.9 to 2.6 metres for the first storey, and 4.9 metres after the first storey from the property line along Middlefield Road, and 2.7 metres from the northern property line.

EHON By-law 608-2024 requires that, for a lot depth of equal to or less than 36.0 metres, a front yard setback of 6.0 metres, and side yard setbacks of 3.0 and 1.8 metres is required. Due to the alignment of Middlefield Road, a generous amount of space from the building envelope to the curb line is proposed, resulting in a front yard setback of 15.82 metres at the widest location. Regarding the side yard setbacks, the proposed condition is acceptable due to the lands to the north being parkland and on the southern frontage being a public right-of-way. Along Ingleton Boulevard, the building face to curb distance is 8.6 metres, creating space for a generous public boulevard on a local street. As such, while the setbacks do not fully comply with recently enacted. EHON zoning provisions of 608-2024, the proposal has provided appropriate setback for the site which is a corner lot next to similarly unique land uses (place of worship and parkland).

Taken together, Community Planning staff are satisfied with the height and massing of the building as proposed. In terms of built form, the proposed apartment building generally complies with the newly introduced zoning by-law regulations contained within by-law 608-2024. This includes soft landscaping requirements, height limits, amenity space provisions and setback regulations.

Overall, the built form has been deployed to ensure appropriate fit and separation from adjacent land uses, and also ensures an appropriate relationship with frontage along Middlefield Road. Furthermore, the proposal meets the overall intent of the Townhouse and Low-Rise Apartment Guidelines and OPA 727. The building height and setbacks will be secured in the amending Zoning By-law.

Unit Mix

A total of 48 residential units are proposed, including: 12, 3-bedroom units (25%); 24, 2-bedroom units (50%); and 12 1-bedroom units (25%). A mix of unit sizes has been proposed with the average size of two-bedroom units ranging between 73 to 169 square metres and three-bedroom units ranging in size from 82 to 101 square metres. In total, there are 6 townhouse units at grade that have direct outdoor access to private rear yard amenity areas. City staff support and will secure the unit mix, including a maximum of 48 units in the amending Zoning By-law. This will ensure the concept complies with the minimum percentage of two- and three-bedroom units that complies with the Growing Up Guidelines, as well meeting the intent of the EHON initiative.

Amenity Space

A total of 192 square metres (4.0 square metres per unit) of indoor amenity space and 140 square metres (3.0 square metres per unit) of outdoor amenity space is proposed,

which exceeds the Zoning By-law minimum standards. Both the indoor and outdoor amenity space are proposed on the rooftop of the building. Staff are satisfied with the proposed amenity spaces and their locations.

Public Realm

The Official Plan requires that new development enhance the existing streetscape by massing new development to define edges of streets with good proportion with attention given to the streetscape to ensure that these areas are attractive, comfortable and functional for pedestrians. This can be achieved through landscaping and setbacks that create attractive transitions from the public to private realms.

The proposed development will provide an enhanced public realm and improve the existing condition which is currently a single storey commercial plaza. The sidewalk along Ingleton Boulevard is currently substandard and does not meet the city standard. The Site Plan approval process will secure city-standard pedestrian sidewalks of 2.1 metres along both Ingleton Boulevard and Middlefield Road. The proposed apartment has 4 storeys of residential units with small scale retail and townhouses located at grade, creating a consistent 4 story streetwall along Middlefield Road. The deployment of small scale, local retail and a residential lobby will promote an active ground floor adjacent to the public realm. Moreover, grade related townhouse-style units will further support the public realm.

There is currently no sidewalk along Middlefield Road at this location and the proposal will introduce a new north-south connection for pedestrians along Middlefield Road. A 2.1 metre sidewalk will be secured through the Site Plan approval process and provide a direct connection from Ingleton Boulevard to Milliken District Park. Moreover, the addition and relocation of the existing TTC bus stop in the boulevard immediately in front of the building will provide for an improved transit connection for the area. The Landscape Plan also proposes a new tree-lined streetscape consisting of five street trees and soft landscaping, which will reduce the amount of hardscape in the public realm.

Due to the configuration of the City's right-of-way and alignment of Middlefield Road at this location, there is a generous amount of public space within the City's right-of-way. When measured from the property line to the edge of the curb, there is approximately 295 square metres of space within the City's ROW that could be programmed and utilized as a public plaza. The details of this proposed public realm will be confirmed through the Site Plan approval process.

The introduction of new sidewalks, street furniture and potential public plaza collocated with the at-grade commercial use will significantly improve the public realm along this major street. The building's setbacks, podium, substantial landscaping and new street trees, and commercial retail unit located at grade will be a significant improvement over the existing condition. Cumulatively, these building elements contribute to a high-quality public realm that will set a precedent for the public realm for this segment of Middlefield Road. The proposal meets the intent of the Official Plan.

Shadow Impact

The City of Toronto's 'Application Support Material: Terms of Reference' requires a Shadow Impact Study for buildings above 6 storeys in height. While the proposal is below 6 storeys in height, the applicant submitted a Sun/Shadow Study prepared in support of the proposal. The study demonstrates that the proposal would not shadow any *Neighbourhood* designated lands, which the Official Plan seeks to limit. Shadowing would primarily be located on the adjacent place of worship parking lot to the west, the woodlot area to the north of the development and the municipal right-of-way during the Spring and Fall equinox. These shadow impacts are limited and meet the Official Plan's intent with respect to access to sunlight and solar performance.

Wind Impact

Official Plan Policy 4.2.2 (c) identifies that new buildings will be located and massed to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces.

While the building is lower than 6 storeys in height, a Pedestrian Level Wind Study was provided in support of the application. Community Planning staff have reviewed the Pedestrian Level Wind Study submitted and are satisfied with the assessment, conclusions, and recommendations contained within the study. Pedestrian comfort has been addressed by incorporating setbacks at the residential and commercial entrances. Should further mitigation measures be required, Development Review staff will ensure that those measures are implemented and explored at the Site Plan approval stage.

Servicing

Engineering Review (ER) staff has reviewed the submitted materials reflecting the proposed servicing. ER staff have reviewed the findings of these reports and have accepted the conclusions on available municipal servicing capacity to support the proposed development.

Traffic Impact

A Traffic Impact Study (TIS) and addendums were submitted in support of the application. The TIS estimates that the proposal will generate approximately 54 and 78 two-way trips during the a.m. and p.m. peak hours, respectively. The consultant concludes that the traffic generated by the site is expected to have minimal impacts on the surrounding street network. As well, the consultant has submitted a functional design plan for the proposed 6.0 metre curb radius along Ingleton Boulevard. Transportation Review staff have reviewed the TIS and have no concerns with the traffic analysis.

The TIS and addendums provided information for a new traffic signal control plan, along with a revised functional engineering design plan in order to accommodate the anticipated traffic volume and movements of vehicles generated by this development. Transportation Review staff are satisfied with the recommendations identified in the TIS.

The final plans, along with the necessary payments to implement the traffic improvements will be secured through the Site Plan Control process.

The TIS proposes a number of transportation demand management (TDM) measures in order to mitigate any potential traffic impacts, including:

- Building entrances oriented close to the street with direct connections to the pedestrian pathways;
- Provide enhanced landscaping that would encourage walking and pedestrian activity;
- Reducing the length of pedestrian crosswalks across the north and west approaches of the Middlefield Road and Ingleton Boulevard intersection;
- An improved and relocated TTC bus stop including a new bus pad;
- Provision of pre-loaded PRESTO cards to all new residents;
- Promote and increase cycling awareness and multi-modal transport; and
- Unbundling of parking supply.

Transportation Services staff find the proposed TDM measures acceptable. Community Planning staff will secure the above TDM measures as conditions in the Site Plan approval process.

Access, Vehicular and Bicycle Parking and Loading

Pedestrian access to the subject site will be provided through a centralized lobby located along Middlefield Road. The grade related townhouse units have individual unit access. Through the Site Plan Control process, staff will ensure that there are no conflicts between pedestrian and vehicular movements on site.

Vehicular access will be taken directly from the southern side of the site on Ingleton Boulevard via a single shared driveway. The proposal includes a total of 55 parking spaces. A total of 46 spaces will be provided for residents and are accessed through a stacked parking system. A total of 9 surface parking spaces are located external to the building at the rear of the subject site and include 3 accessible parking spots and 6 visitor spaces.

A total of 36 bicycle parking spaces (32 long-term and 4 short-term) are proposed. The proposed bicycle parking supply satisfy the Zoning By-law requirements.

A Type “G” loading space is proposed internal to the building in a centralized location which satisfies the zoning by-law standard for the number of units proposed. The driveway access and loading facilities illustrated on the Site Plan drawing accommodate the turning path of the type of heavy truck required to access the property in order to pick up waste. Staff have reviewed the proposed loading configurations and have no concerns.

Regarding the proposed supply of vehicular parking, as per the city-wide parking standards in Zoning By-law 569-2013, a maximum total of 67 parking spaces are

permitted on the site. The proposed 55 parking spaces is compliant with the maximum requirements detailed in 569-2013. In total, 12 of the parking spaces will be EVSE compliant. At a rate of 0.95 parking spaces per unit, the proposed supply of parking is more than adequate to service the 48 residential dwelling units proposed. When the zoning amendment was originally submitted in 2019, the City of Toronto had not yet implemented parking maximums, and thus, the parking requirements were calculated upon the basis of the 2019 requirements. Overall, the proposed parking supply is satisfactory.

A mechanical parking stacker known as a 'Klaus Parking Stacker' is proposed to accommodate 46 vehicular parking spaces. The specific model of the parking stacker is the "Klaus Trendvario 6300 and 6300+" semi-automatic mechanical parking system, combined to function as a single system. The system provides 3 parking levels – 1 upper floor, 1 ground floor and 1 lower floor and up to 16 spaces per floor. Each vehicle parking space will have its own independent platform that will move independently from the other parking spaces.

Transportation Review staff note that the parking stacker platforms would not have the capacity to fit large vehicles as they may exceed the system's 5.3 metre vehicle length limit. The consultant noted that this limitation is not exclusive to the proposed mechanical parking system, as their lengths would also exceed the 5.6 metre length specified as the minimum for a standard parking stall under City's parking regulations. As such, reduced parking dimensions are proposed in the site specific zoning by-law amendment as follows:

- Minimum dimensions of a parking space will be 2.5 metres in width and 5.3 metres in length; and
- Minimum dimensions of the parking platform will be 2.7 metres in width and 5.8 metres in length.

Transportation Review staff are generally in support of the proposed stacker system and the standards that need to be revised in the Zoning By-law to accommodate such a system. A warning clause will be included in the condominium documents that include restrictions on the vehicle sizes permitted to use the car elevator in order to ensure that future residents vehicles comply with the restrictions.

Detailed operational and signage requirements for the parking stacker system, and other parking spaces on the site will be reviewed and secured during the Site Plan Control process.

Economic Impact

The subject lands are currently occupied by a single-storey commercial building with a total gross floor area of 592 square metres. As these subject lands are currently occupied by commercial uses, Economic Development & Culture recognizes this location as desirable, feasible and viable for continued employment uses. Accordingly, Development Review staff have secured a minimum of 190 square metres of non-

residential space in the zoning by-law amendment in order to ensure continuity of commercial space on the subject site.

Public Transit

The area surrounding the subject lands is serviced by surface public transit including the TTC Bus Route 42 (Cummer), TTC Bus Route 53 (Steeles East), and TTC Bus Route 130 (Middlefield). These surface transit routes connect riders with Finch Station (connecting to Line 1 Subway route) and Scarborough Town Centre. The closest TTC bus stop is located approximately 93 metres south of the subject property along Middlefield Road. This stop specifically is serviced by Bus Route 130 that runs north and south on Middlefield Road.

In collaboration with the TTC, the southbound bus stop on Middlefield Road at Ingleton Boulevard will be relocated to the nearside of the intersection on the frontage of the proposed development. This will provide future potential residents with a direct connection to the southbound Bus Route 130. The existing stop includes a bus shelter and platform, and this will be relocated with an improved condition to the northside of Ingleton Boulevard in front of the proposal. An improved bus pad (16 metres x 2.4 metres) and a full-size bus stop shelter will be provided at the relocated bus stop 2.6 metres from the edge of the platform. This will connect with and will be integrated as part of the proposed public plaza. The TTC is supportive of the proposed relocation and details are to be confirmed through the Site Plan Control process.

School Boards

The Toronto Catholic District School Board (TCDSB) has advised that the local catholic schools have sufficient space to accommodate students from the proposed development. The Catholic schools serving this area are: Divine Infant Catholic School, Francis Libermann Catholic High School and Mary Ward Catholic Secondary School.

Toronto District School Board (TDSB) staff have determined that there is sufficient capacity to accommodate students from new residential developments at the local schools, based on the data available at this time. The local schools are Macklin Public School and Albert Campbell Collegiate Institute. Therefore, the TDSB has no concerns with the proposed Zoning By-law amendment.

Parkland

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Notably, the site abuts Milliken District Park, a 32 hectare park which contains hiking trails, a pond, three playgrounds, and 4 gazebos. Detailed matters involving the

interface between the subject property and the Milliken District Park to the north will be dealt with through the Site Plan process.

Archaeological Assessment

Heritage Planning staff have reviewed the Stage 1 Archaeological Resource Assessment submitted by the applicant in support of this Official Plan and Zoning By-law Amendment application. The Assessment concluded that no further archaeological concerns exist within the study area and it is considered free of further archaeological concern. Heritage Planning staff concur and have determined that they have no further concerns regarding the Official Plan Amendment and Zoning By-law Amendment Application for the subject property.

Tree Preservation

As proposed, this project would require the removal of a single by-law protected privately owned tree, located on the subject site and a total of five City street trees located along the Middlefield Road right-of-way. A confirmed total will be calculated when reviewed for Site Plan Control Application submission. The planting of three replacement trees for each by-law-protected private tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved. A combined total of 18 proposed new trees are proposed on the private and public portions of the site, satisfying the tree planting requirements.

The application is also required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 3, which based on the area of the site (2,888 cubic metres) requires 524 cubic metres of soil volume. The proposal is exceeding the required soil volumes by providing 708 cubic metres of soil volume.

The submission of satisfactory soil volume plan requirements, replanting plan/revisions and QL-A Public Utilities Plan overlaid within the approved Landscape Plan will be a condition of Urban Forestry staff's approval at the Site Plan application stage.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Since the application was submitted in 2019, the proponent is required to achieve Tier 1 of Version 3 of the Toronto Green Standard.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for Tier 1 development features secured through the zoning by-law process include parking and cycling infrastructure. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Conclusion

The application has been reviewed against the policies of the PPS (2024), the Official Plan and applicable City guidelines intended to implement Official Plan policies. The addition of a low rise apartment building along the edges of *Neighbourhoods* fronting onto a major street, will provide more diversity of housing, and support neighbourhood facilities and access to amenities. Future residents in Toronto's neighbourhoods can help stabilize declining populations, make better use of existing infrastructure, and support local retail establishments and services.

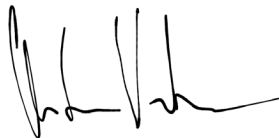
The proposal demonstrates appropriate conformity with the Official Plan policies for built form as outlined in the Council-adopted Urban Design Guidelines for Low-rise Apartment Buildings and *Neighbourhood* designated lands providing an attractive public realm.

This report recommends that the City Council approve the Official Plan and Zoning By-law Amendments necessary to implement the proposal.

CONTACT

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Tel. No. 416.392.4582, E-mail: samuel.baron@toronto.ca

SIGNATURE



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

ATTACHMENTS

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 Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations
- Attachment 9: 3D Massing Model looking Northeast

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 900 MIDDLEFIELD RD **Date Received:** December 20, 2019

Application Number: 19 263939 ESC 23 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Redevelopment of lands for a 4-storey mixed-use building, commercial ground floor and residential above.

Applicant	Agent	Architect	Owner
ROBERT GIBSON			2560517 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	CL 0.25 (x127)	Heritage Designation:
Height Limit (m):	10	Site Plan Control Area: N

PROJECT INFORMATION

Site Area (sq m): 2,364 Frontage (m): 66 Depth (m): 35

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	547		835	835
Residential GFA (sq m):			4,943	4,943
Non-Residential GFA (sq m):	547		199	199
Total GFA (sq m):	547		5,142	5,142
Height - Storeys:	1		4	4
Height - Metres:			20.2	20.2
Lot Coverage Ratio (%): 35.34		Floor Space Index:	2.18	

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	4,943	
Retail GFA:	199	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			48	48
Other:				
Total Units:			48	48

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			12	31	5
Total Units:			12	31	5

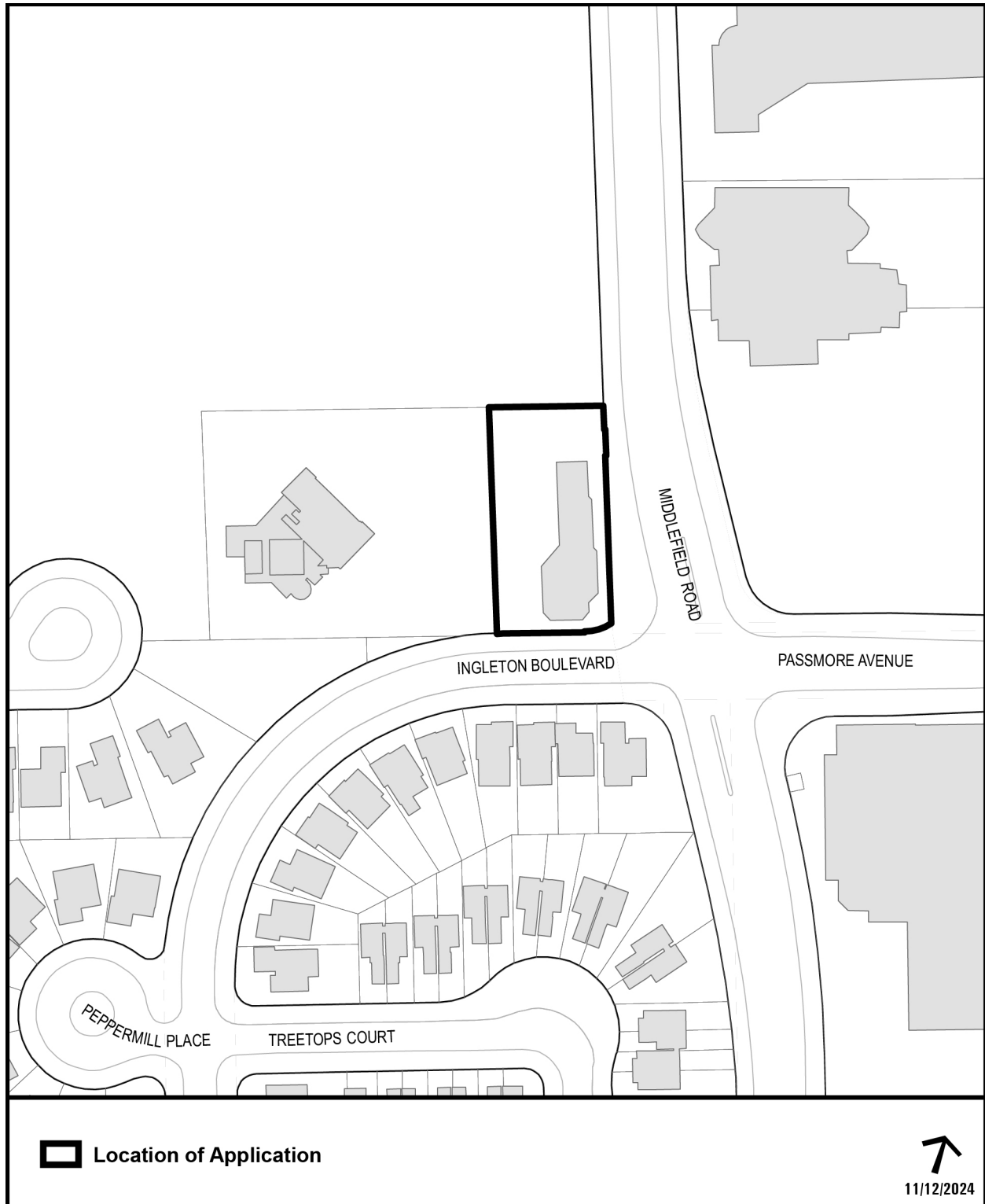
Parking and Loading

Parking Spaces: 55 Bicycle Parking Spaces: 36 Loading Docks: 1

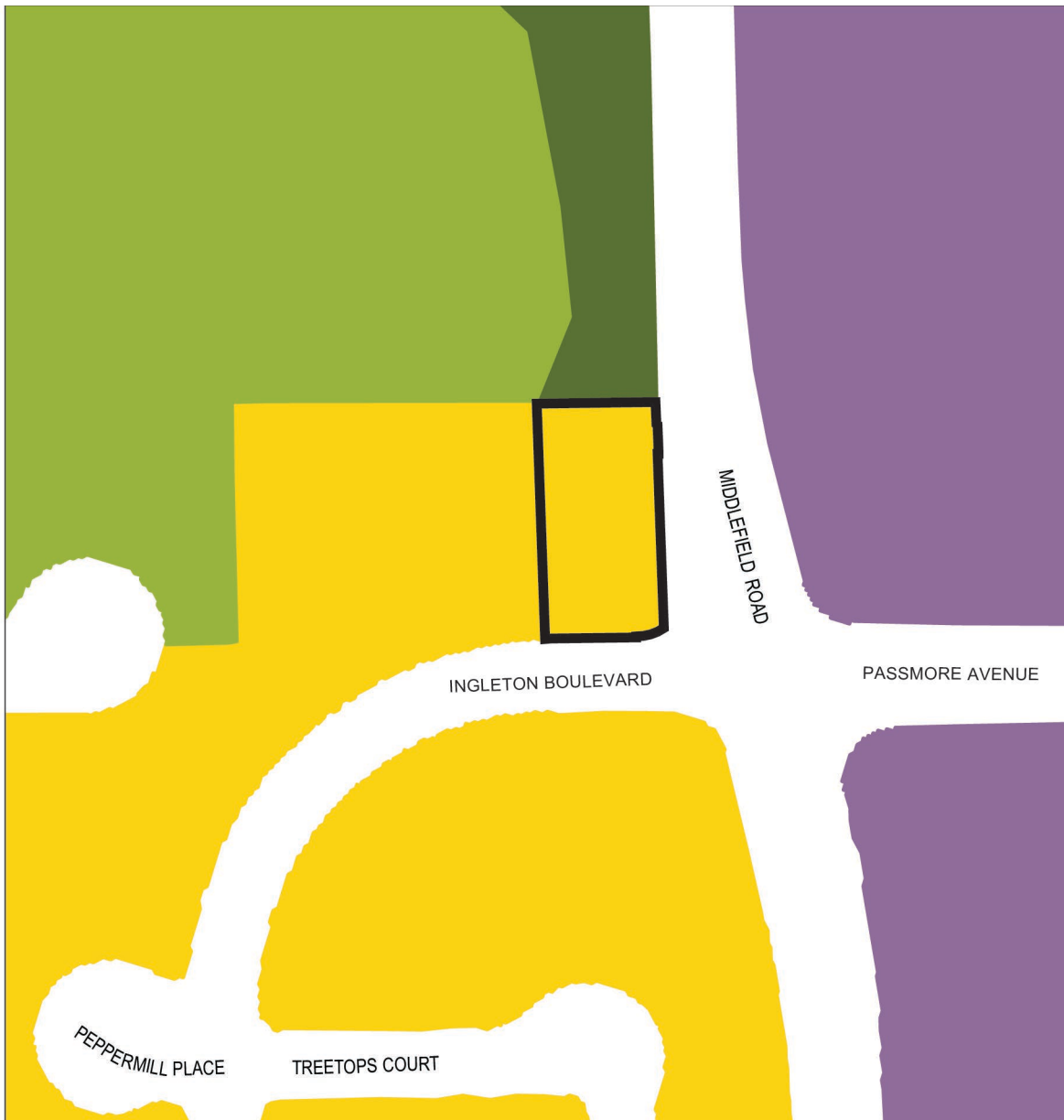
CONTACT:

Samuel Baron, Senior Planner, Community Planning
(416) 392-4582
Samuel.Baron@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #22

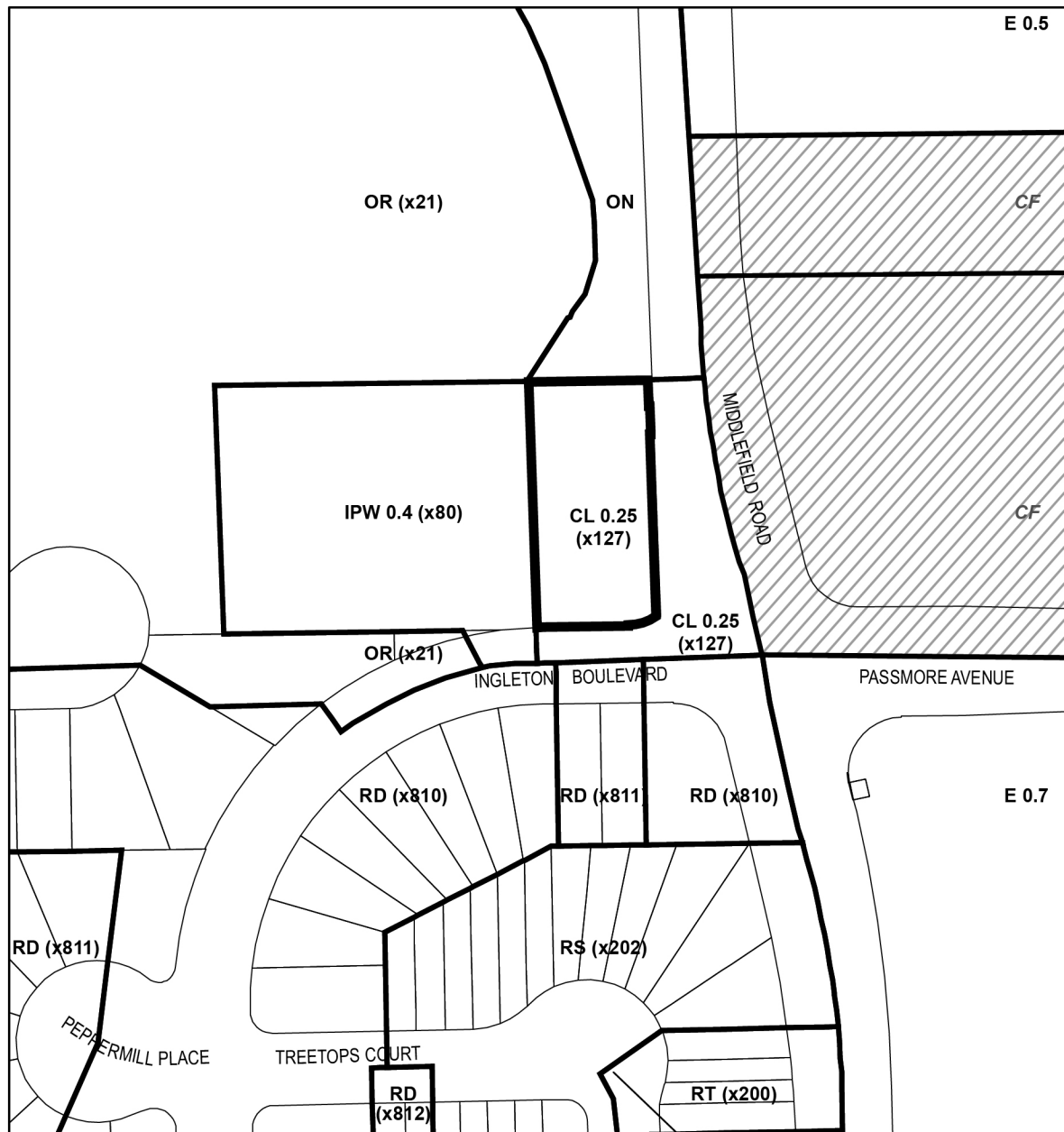
900 Middlefield Road

File # 19 263939 ESC 23 0Z

	Location of Application		Natural Areas
	Neighbourhoods		Parks
	General Employment Areas		


Not to Scale
11/12/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

900 Middlefield Road

File # 19 263939 ESC 23 0Z



Location of Application

RD Residential Detached
RS Residential Semi-Detached
RT Residential Townhouse
CL Commercial Local

E Employment Industrial
IPW Institutional Place of Worship
ON Open Space Natural
OR Open Space Recreation



See Former City of Scarborough Employment District
By-law No. 24982 (Tapscott)

CF Community Facilities Zone



Not to Scale
Extracted: 11/12/2024

Attachment 5: Draft Official Plan Amendment

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW XXX

**To adopt Official Plan Amendment 790
for the City of Toronto
respecting the lands known municipally in the year 2024 as
900 Middlefield Road.**

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment No. 790 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

John D. Elvidge
City Clerk

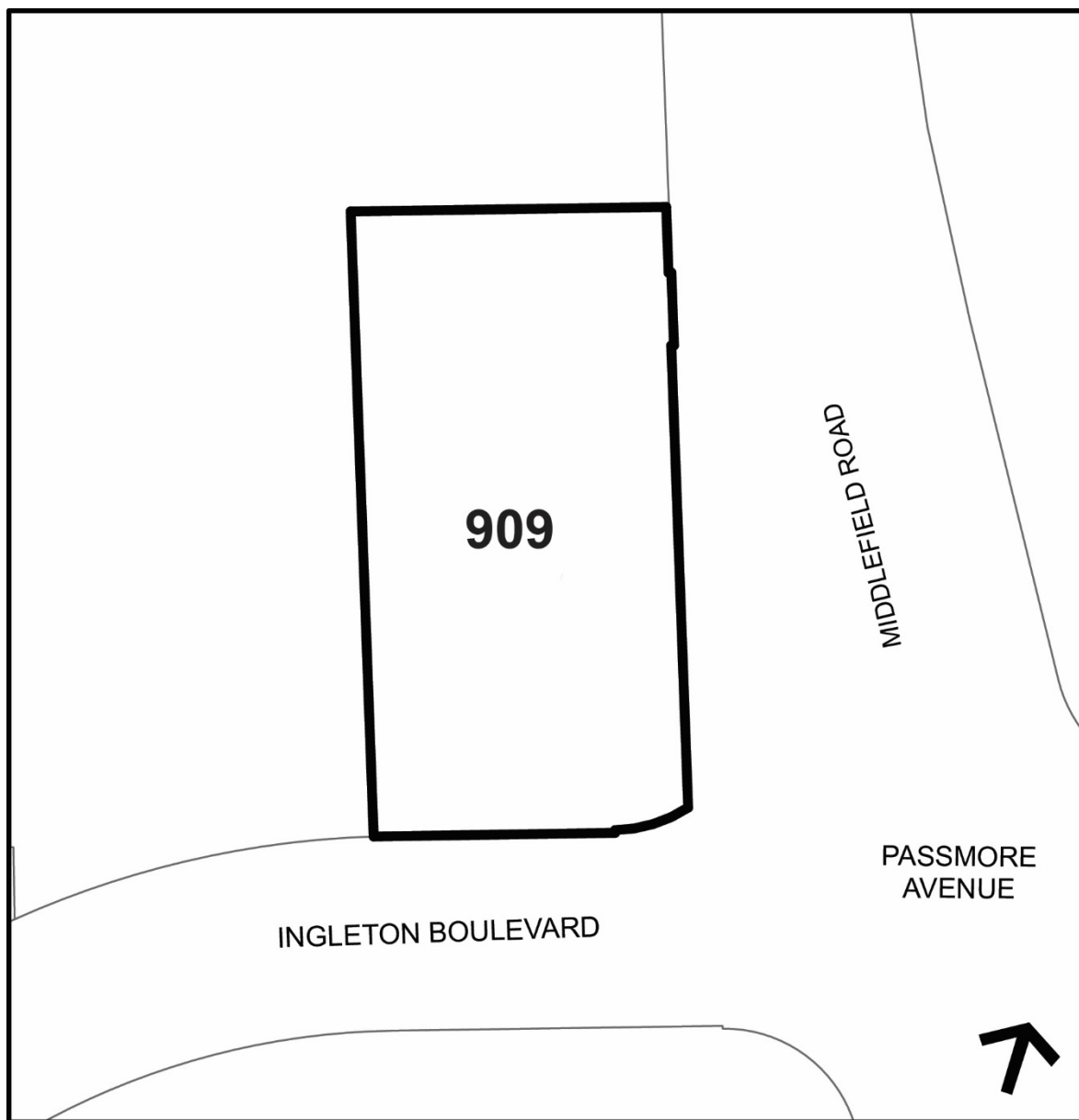
(Seal of the City)

AMENDMENT NO. 790 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS
900 Middlefield Road

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

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 909 for lands known municipally in 2024 as 900 Middlefield Road, as follows:

A maximum 4 storey apartment building, plus rooftop indoor amenity area on the 5th storey located on the northerly portion of the site and away from the neighbourhood to the south.

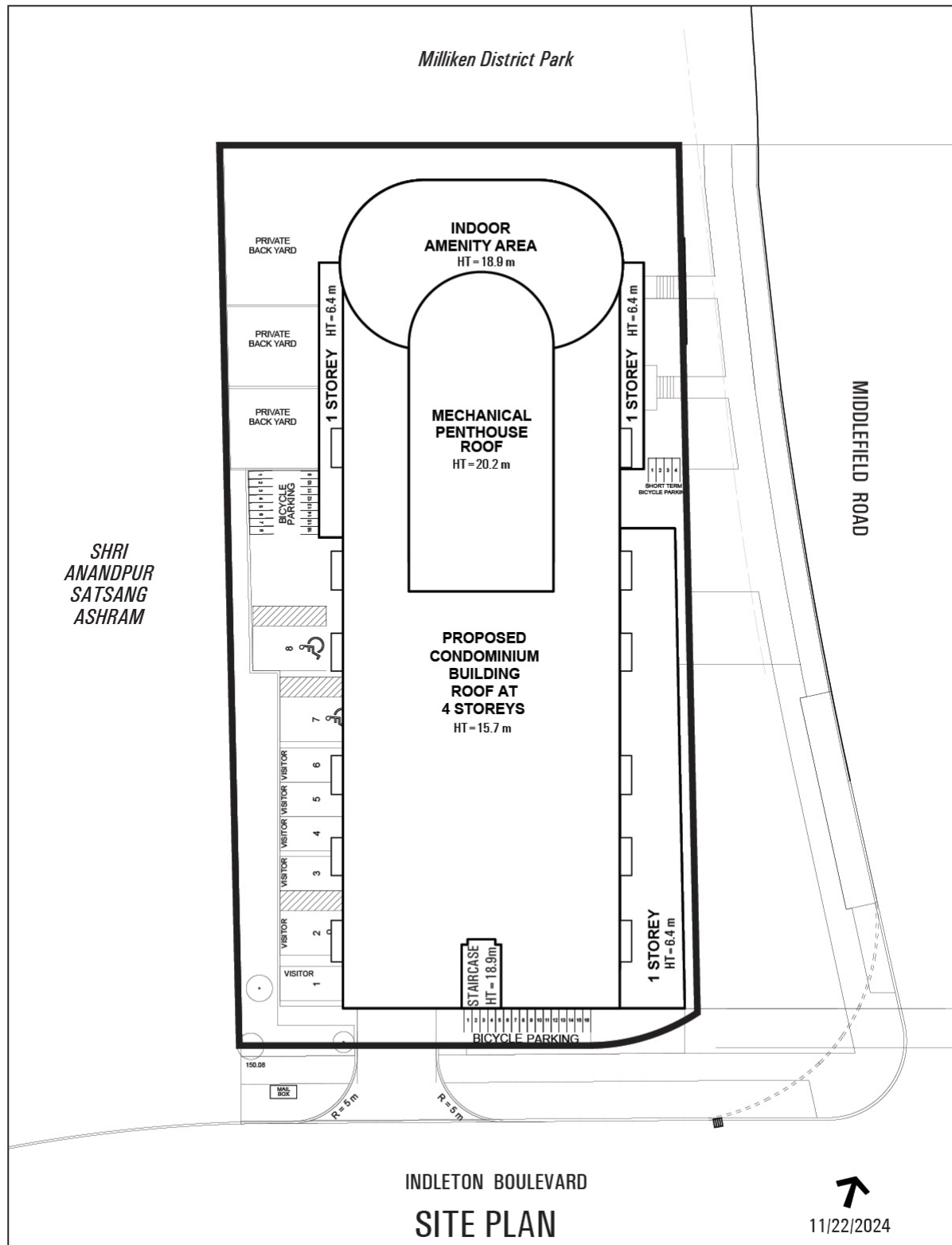


2. Chapter 7, Map 33, Site and Area Specific Policies, is amended to add the lands known municipally in 2024 as 900 Middlefield Road shown on the map above as Site and Area Specific Policy No. 909.

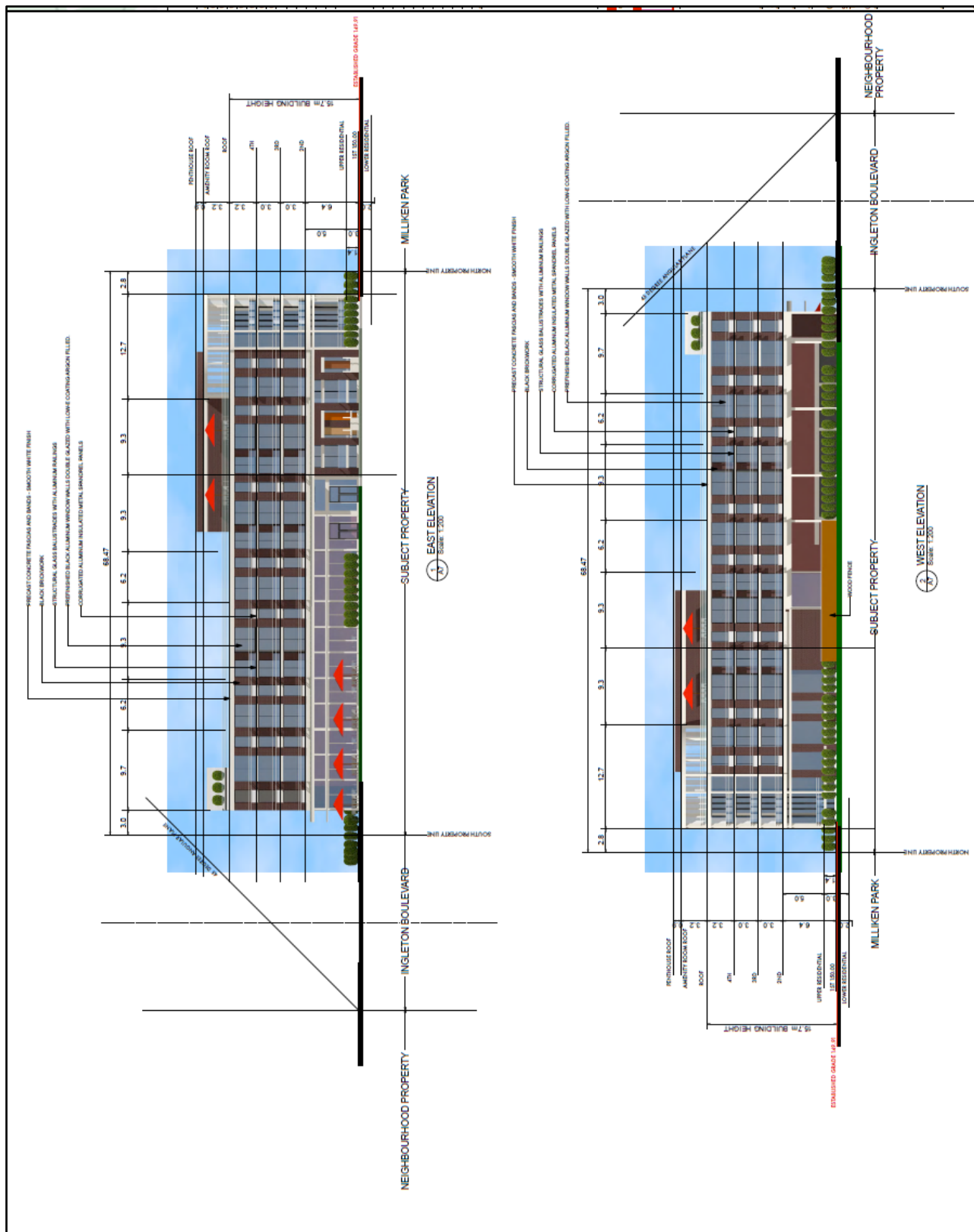
Attachment 6: Draft Zoning By-law Amendment

(Attached separately as a PDF)

Attachment 7: Site Plan



Decision Report - Approval – 900 Middlefield Road



Attachment 9: 3D Massing Model looking Northeast

